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OR AIP SUPPLEMENT

EFFECTIVE 0901Z **10 AUGUST 2023**
TO 0901Z 5 OCTOBER 2023

CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

BRITISH COLUMBIA TERMINAL AND ENROUTE DATA

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

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BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ABBOTSFORD (REGIONAL HOSP & CANCER CENTRE) BC (Heli)

CAB5

REF	N49 02 10 W122 18 51 17°E (2012) UTC-8(7) Elev 287' VTA A5004	
OPR	Abbotsford Regional Hosp & Cancer Centre 604-851-4966 Cert PPR	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57.4'	
RCR	Opr	
LIGHTING	RY(LO) DR	
COMM	RCO Cranbrook rdo 119.4 (RAAS) 07-15Z± Pacific rdo 122.5 (FISE) 126.7 (bcst) ATIS 119.8 1-877-517-2847 15-07Z± TWR Abbotsford 119.4 (inner) 121.0 (outer) 15-07Z± MF Cranbrook rdo 119.4 07-15Z± CZ shape irregular 2500 ASL (CAR 602.98) A/G Hosp Security 158.76 FM 3 min PN	
PRO	Heli lctd in CYR141. PPR fr Warden Pacific Institute. Ops rstd to acft auth by British Columbia Ambulance Service. Arr/dep 116° fr heli, slope 6% (H2) & 263° fr heli slope 16% (H1).	
CAUTION	Trees along edge of flt paths.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ABBOTSFORD (SUMAS MOUNTAIN) BC (Heli)

CSM7

REF	N49 06 18 W122 11 51 4.5NE 17°E (2011) UTC-8(7) Elev 1067' VTA A5004	
OPR	Hydra Helicopters Inc. 604-309-8393 Reg PPR	
PF	B-1 D-2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO 60' x 60' CONC TLOF 60' x 60' CONC Safety Area 60' x 60'	
RCR	Opr Day only	
COMM	ATF tfc 123.2 1NM 2100 ASL	
PRO	Arr/dep 090° or 270° fr heli to avoid overflight of built-up area and steep terrain	
CAUTION	Extv tfc transiting E and W over the Fraser River. High trees S, W and N. Blasting area 2NM S. Acft tng area (CYA 182) 4NM E. CYXX CZ 1NM W.	

BRITISH COLUMBIA

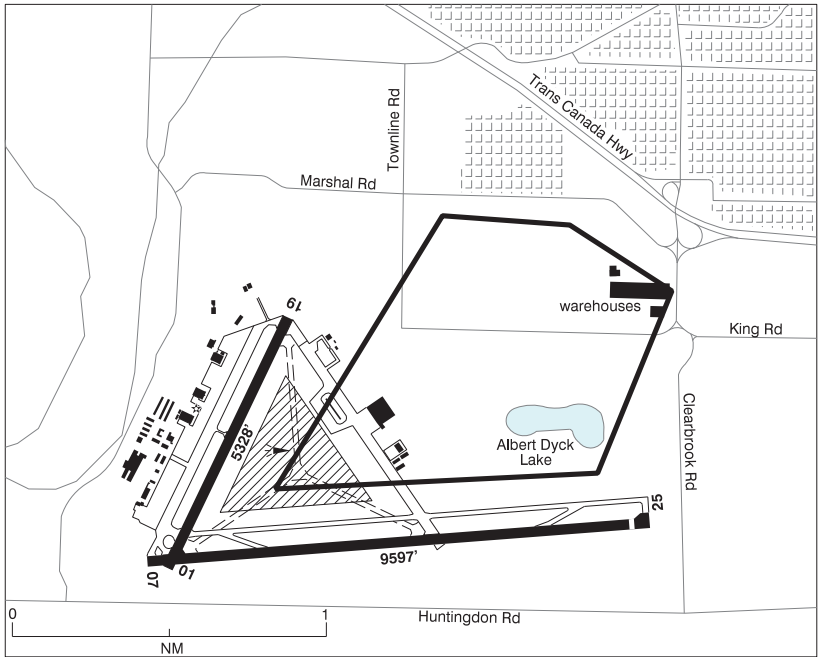
AERODROME / FACILITY DIRECTORY

ABBOTSFORD (TECK) BC (Heli)

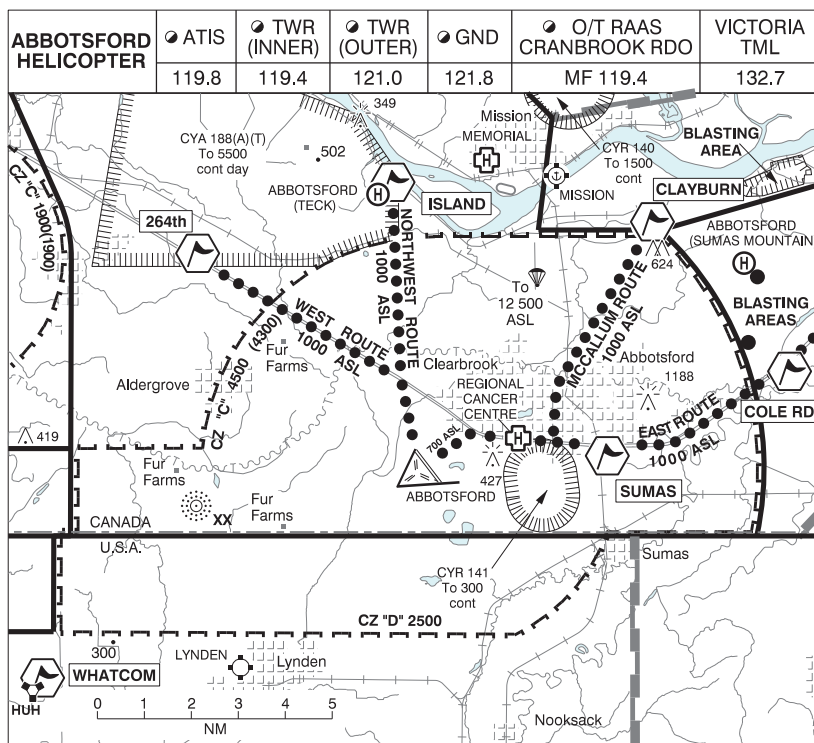
CTK8

REF	N49 07 37 W122 23 41 6NW 17°E (2014) UTC-8(7) Elev 165' VTA A5004	
OPR	Tecklenair Aviation Ltd 604-328-7553 Reg PPR	
PF	A-1 D-2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4	
HELI DATA	FATO 35' x 35' GRASS TLOF 15' x 15' GRASS Safety Area 100' x 100'	
RCR	Opr 16-01Z†	
COMM	ATF tfc 122.725 0.5NM 1000 ASL	
PRO	Arr/dep 305° & 203° fr heli day only. Within CYA 181 CFA 122.725, see VTA and VTPC.	
CAUTION	Extv tfc E and W over the Fraser River and Mission, CYXX CZ 1.5NM SE, see VTPC.	

ABBOTSFORD HELI VFR TERMINAL PROCEDURES CHART - INFIELD CIRCUIT

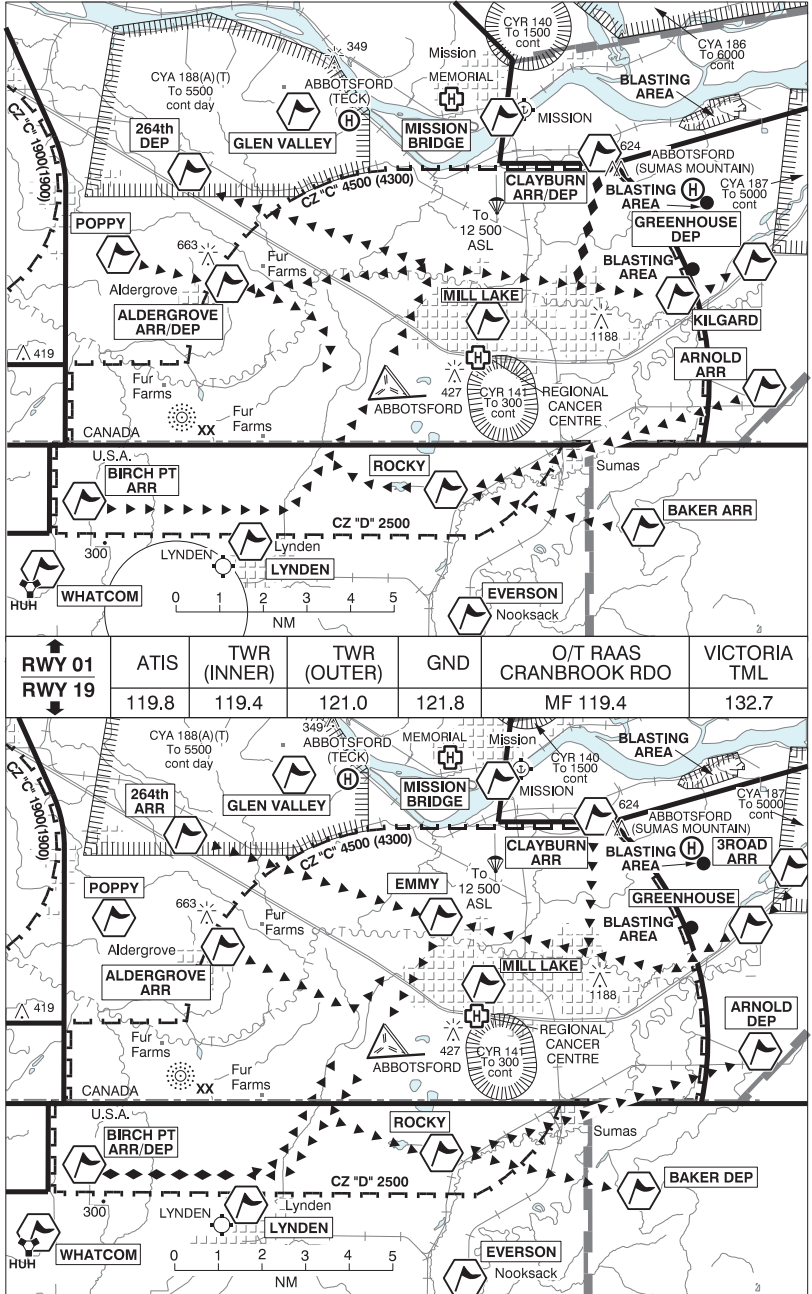


ABBOTSFORD HELI VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
264th	VCXYZ	N49° 06' 06" W122° 29' 36"
CLAYBURN	VCCYB	N49° 06' 36" W122° 14' 54"
COLE RD	VCCLE	N49° 03' 46" W122° 10' 08"
ISLAND	VCISL	N49° 07' 40" W122° 23' 09"
SUMAS	VCSUM	N49° 02' 00" W122° 16' 00"
WHATCOM	VCWCM	N48° 56' 43" W122° 34' 45"

ABBOTSFORD VFR TERMINAL PROCEDURES CHART RWY 01 & 19



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ABBOTSFORD VFR TERMINAL PROCEDURES CHART RWY 01 & 19 (Cont'd)

NAME	IDENT	LAT/LONG
264th	VCXYZ	N49° 06' 06" W122° 29' 36"
3ROAD	VCTRD	N49° 05' 23" W122° 07' 29"
ALDERGROVE	VCGRV	N49° 03' 30" W122° 28' 12"
ARNOLD	VCARN	N49° 01' 00" W122° 09' 00"
BAKER	VCBKR	N48° 57' 42" W122° 13' 24"
BIRCH POINT	VCBPT	N48° 56' 36" W122° 49' 06"
CLAYBURN	VCCYB	N49° 06' 36" W122° 14' 54"
EMMY	VCEMY	N49° 04' 12" W122° 20' 26"
EVERSON	VCEVR	N48° 55' 48" W122° 19' 24"
GLEN VALLEY	VCGLN	N49° 07' 36" W122° 25' 42"
GREENHOUSE	VCGRE	N49° 04' 00" W122° 09' 18"
KILGARD	VCKLH	N49° 03' 12" W122° 12' 06"
LYNDEN	VCLDN	N48° 57' 24" W122° 27' 24"
MILL LAKE	VCMLK	N49° 02' 36" W122° 18' 54"
MISSION BRIDGE	VCMSB	N49° 07' 24" W122° 18' 24"
POPPY	VCPY	N49° 04' 12" W122° 32' 12"
ROCKY	VCRKY	N48° 58' 36" W122° 20' 24"
WHATCOM	VCWCM	N48° 56' 43" W122° 34' 45"

ABBOTSFORD VFR TERMINAL PROCEDURES CHART RWY 01 & 19 (Cont'd)**ARRIVAL**

Obtain ATIS message 119.8.

Contact tower 119.4 unless instructed otherwise by ATIS.

DEPARTURE

If assigned a route, maintain 1500 ASL until cleared higher or exiting control zone.

Remain on 119.4 until instructed to change by tower.

RWY 01 ARR/DEP Routes:

All departures fly runway heading to 1500 before turning.

GREENHOUSE Departure - Fly direct KILGARD then GREENHOUSE.

CLAYBURN Departure - Fly eastbound to Mission Hwy then direct CLAYBURN.

264th Departure - Turn left direct 264th.

ALDERGROVE Departure - Turn left direct ALDERGROVE.

ALDERGROVE Arrival - Fly direct to the airport, join Left Downwind RWY 01.

BIRCH PT Arrival - Fly eastbound, remain south of US border until turning final.

ARNOLD Arrival - Fly direct ROCKY. Join Right Base RWY 01.

BAKER Arrival - Fly to Baker then direct ROCKY. Join Right Base RWY 01.

CLAYBURN Arrival - Fly southbound to powerlines, then join Right Downwind RWY 01.

Avoid paradrop area south of Mission Bridge.

RWY 19 ARR/DEP Routes:

RWY 19: All arrival routes not below 1700 until final.

3ROAD Arrival - Fly to GREENHOUSE, then follow powerlines westbound. Turn final at EMMY. Caution: Terrain near KILGARD.

BIRCH PT Departure - Fly RWY heading until south of US border then direct BIRCH PT.

ARNOLD Departure - Fly RWY heading until South of US Border. Fly direct ROCKY then direct ARNOLD.

BAKER Departure - Fly RWY heading until south of US border then direct BAKER.

CLAYBURN Arrival - Fly south to powerlines, then follow powerlines westbound to EMMY.

Turn final at EMMY. Avoid paradrop area south of Mission Bridge.

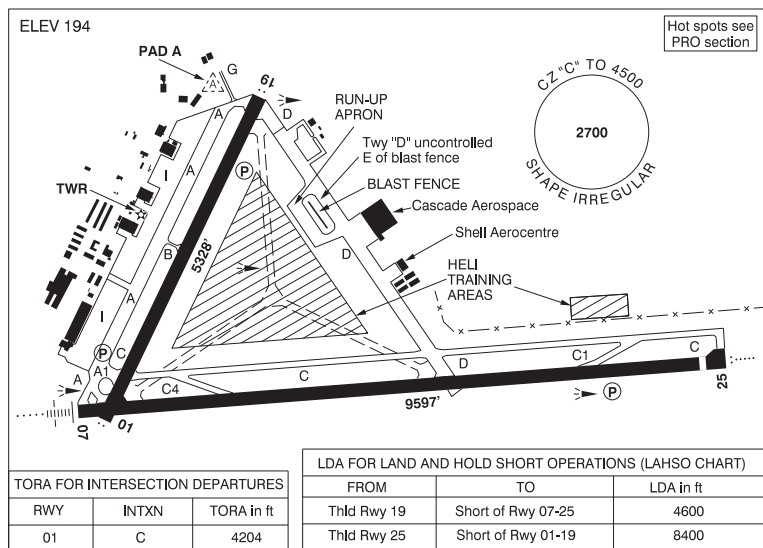
264th Arrival - Fly direct EMMY, then turn final. *Do not follow HWY1.

ALDERGROVE Arrival - Fly direct airport, join Right Downwind RWY 19.

BIRCH POINT Arrival - From BIRCH PT fly eastbound, remain south of US Border until joining Right Downwind RWY 19.

ABBOTSFORD BC

CYXX



REF	N49 01 31 W122 21 36 2.2SW 17°E (2014) UTC-8(7) Elev 194' VTA A5004 LO2 HI3 T1 CAP RCAP
OPR	City of Abbotsford 604-855-1001 1230-0800Z± Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/15 888-226-7277 16-08Z±
FLT PLN	Pilots are to open/close VFR Flt Pln with Kamloops FIC via phone or Pacific rdo 122.5 when practicable.
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 or 800-668-1333
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Abbotsford Shell Aerocentre
FUEL	MG-1, 100LL, JA (CON S IP JA-1, FSII) 604-854-1964 by truck, self-serve VISA & Mastercard only 778-800-0132.
OIL	All
S	1,2,3,4,5
ARFF	DESIGNATED CAT 7 for all sked acft 20 seats and abv, all other acft 2 hr PN. Ctc 604-864-5544.
JASU	AC/DC 28V 400 amp min
PVT ADV	Abbotsford Shell Aerocentre 122.95 604-854-1964 or 877-270-2010
MIL CON	Abbotsford Shell Aerocentre 604-854-1964

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ABBOTSFORD BC (Cont'd)

CYXX

RWY DATA	Rwy 07(069°)/25(249°) 9597x200 ASPH Thld 25 displ 295'. Rwy 01(009°)/19(189°) 5328x200 ASPH
RWY CERT	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN V Rwy 01/19 AGN IIIB
TWY CERT	Twy: B, G AGN II Twy D AGN IV
TWY	Twy D uncontrolled E of blast fence. Twy B rstd to acft with wingspans 78' or less. Reverse turns to exit Rwy 07 onto Twy C4 rstd to acft with wingspans 50' or less. Turns onto Twy A from Twy C rstd to acft with wingspans 171' or less. Turns from Twy A onto Twy C rstd to C-130 & smaller (blast issue). Turns west onto Twy C4 and east onto Twy C1 from Twy C rstd to acft with wingspans 133' or less. Twy G uncontrolled.
APRON	Ltd prkg and de-icing dur win ops, all wide body acft 2hr PN ctc ops 604-864-5544. Corporate itinerant prkg ctc Shell Aerocentre.
RCR	Opr Ltd win maint 1400-0730Z†, O/T 2 hrs PN call out chg. PPR dur win maint exc sked ops, altn or emerg. CRFI, PLR/PCN.
LIGHTING	01-AS(TE ME) P2, 19-AS(TE ME) P2, 07-AN(TE HI), 25-AO(TE HI) P3
COMM	
RCO	Cranbrook rdo 119.4 (RAAS) 07-15Z† Pacific rdo 122.5 (FISE) 126.7 (bcst)
ATIS	119.8 1-877-517-2847 15-07Z†
GND	121.8 15-07Z†
TWR	119.4 (inner) 121.0 (outer) 295.0 (V) 15-07Z† (emerg only 604-855-1199)
MF	MF and advsy svcs only provided over Canadian territory. Cranbrook rdo 119.4 295.0 07-15Z† CZ shape irregular 4500 ASL (CAR 602.98) (emerg only 250-426-6312)
PAL	Victoria Tml 132.7 (avail on gnd)
NAV	
NDB	XX 344 (M) N49 00 55 W122 29 17 WHITE ROCK WC 332 (L) N49 00 12 W122 45 01
ILS	IXX 109.7 (Rwy 07) RVR LOC reliable only within 10° either side of centreline.

ABBOTSFORD BC (Cont'd)

CYXX

PRO	<p>Rgt hand circuit Rwy 07 & 01 (CAR 602.96). Rwy 01/19, Twy B, C, C1 and C4 not avbl for acft taxiing when visibility below 1/2sm (CAR 602.96)</p> <p>NIGHT RESTRICTIONS: Turbo-jet, turbo-fan and turbo-prop tng not permitted fr 06-15Z±. All other night tng as authorized by the APM.</p> <p>Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia.</p> <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>ATS REQUIREMENTS:</p> <p>All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.</p> <p>- All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary.</p> <p>- All acft arriving Vancouver Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Kamloops FIC at 866-541-4101 or PAC RDO 122.5.</p> <p>- All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.</p> <p>VFR ARR/DEP ROUTES:</p> <p>See VTPC</p>
HELI	<p>When assigned, follow heli routes as depicted on the Heli VTPC.</p> <p>East and McCallum Routes: not above 700 ASL between airport and McCallum Rd. Dep/arr S & SW as cleared by ATC.</p> <p>Heli tng areas day use only. Infield heli tng area, remain at least 400' east of Rwy 01/19 and 400' N of Twy C, 700 ASL & below, ctc ATC for heli circuit procedures.</p>
CAUTION	<p>Numerous obsts in heli tng areas. Parachute area aprx 5NM NNE of aprt. Tall vehicles on road S Thld 01; Ngt ops must use PAPI.</p>

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ALERT BAY BC

CYAL

REF	N50 34 56 W126 54 57 Adj SE 17°E (2016) UTC-8(7) Elev 240' A5004	
OPR	Corp of the village of Alert Bay 250-974-5213 Reg	
PF	B-1 C-2,3,4,5	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	WxCam	
SERVICES		
S	4,5	
RWY DATA	Rwy 09(094°)/27(274°) 2985x75 ASPH	
RCR	Opr	
COMM		
ATF	tfc 122.8 2NM 1600 ASL	
CAUTION	Severe downdrafts may be encountered on apch or dep to/fr Rwy 09 when winds are 25 kt or stronger from SE. Sharp drop-off of aprx 100' at west end of rwy. Moderate drop-off E end of rwy.	

BRITISH COLUMBIA

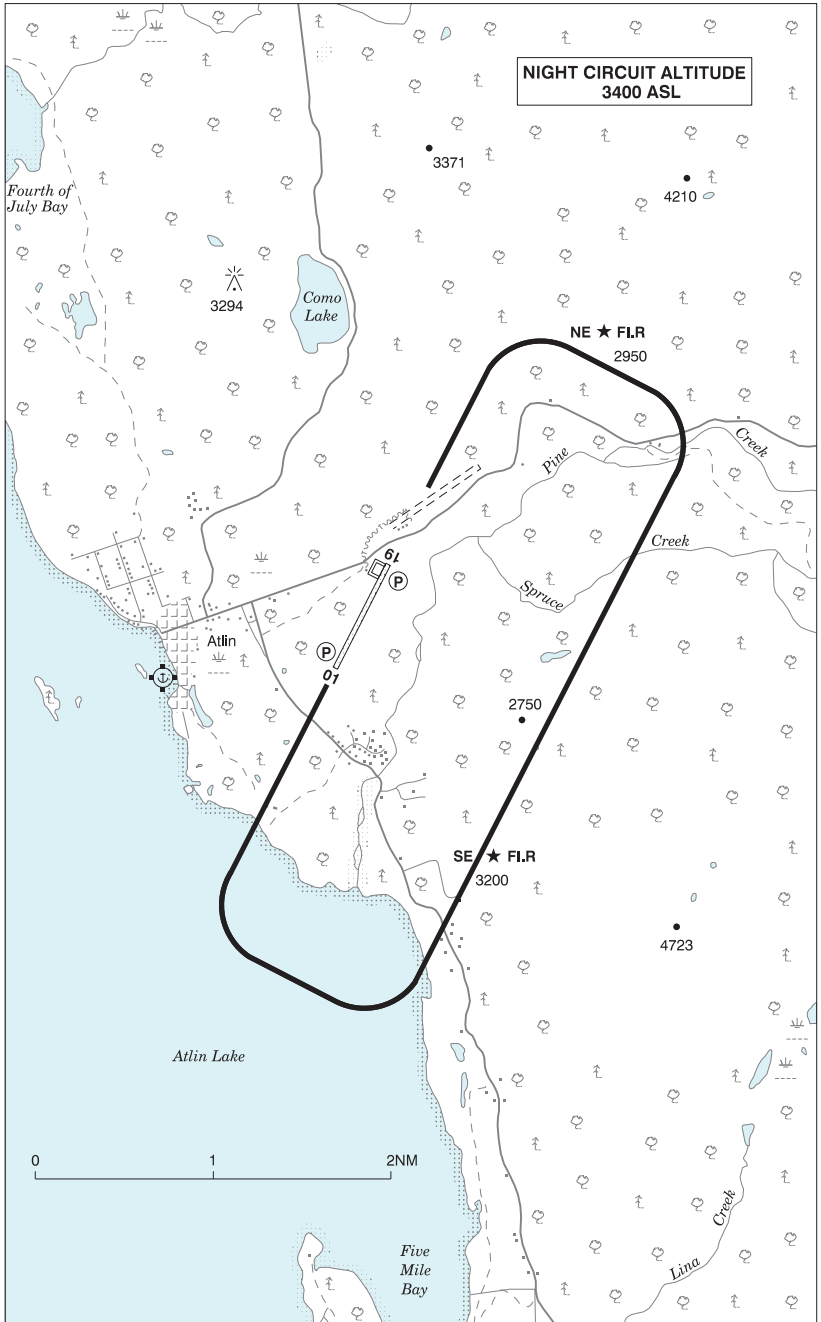
AERODROME / FACILITY DIRECTORY

ANAHIM LAKE BC

CAJ4

REF	N52 27 05 W125 18 13 1S 18°E (2014) UTC-8(7) Elev 3644' A5013 LO2 CAP	
OPR	Cariboo Regional District 250-742-2364 (operation) 250-392-3351 (administration) 18-22Z† Mon, Wed, Fri O/T 3 hr PN Cert Ldg fees for commercial acft	
PF	B-1 C-2,3,4,5	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX ALTIMETER ltd hrs (see COMM) WxCam</p>	
SERVICES	<p>FUEL 100LL, JA Self-serve VISA & Mastercard</p> <p>OIL All</p> <p>S 2,3,4,5,6</p>	
RWY DATA	Rwy 13(130°)/31(310°) 4642x75 ASPH Rwy 31 down 0.59%	
RWY CERT	Rwy 13/31 AGN II	
RCR	APM 250-742-2364 16-01Z† dly PLR/PCN.	
COMM		
ATF	UNICOM (AU) Ltd hrs O/T tfc 122.8 5NM 6600 ASL	
CAUTION	Expect moderate to extreme turbulence when winds fr W. Extv float plane activity at Nimpo Lake, 9NM SE of A/D. Possible presence of large animals within aprt perimeter.	

ATLIN VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ATLIN BC

CYSQ

REF	N59 34 35 W133 40 17 1NE 20°E (2015) UTC-8(7) Elev 2351' A5021 A5099 LO5 RCAP	
OPR	Atlin District Aprt Association 250-651-7569 Reg	
PF	B-1 C-2,3,4,5	
CUST	AOE/15 888-226-7277 17-05Z†	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	WxCam	
SERVICES	1	
OIL	5/50 (ltd)	
S	5,6	
RWY DATA	Rwy 01(010°)/19(190°) 3949x75 gravel Rwy 19 down 0.68%	
RCR	Opr 16-05Z† Ltd win maint.	
LIGHTING	01-AS(TE ME) P1 4.5°, 19-(TE ME) P1 4.5° ARCAL-123.2 type K exc RILS on hi setting only. Retro-reflective markers on twy & aprons only.	
COMM		
RCO	Whitehorse rdo 123.55 (FISE) 126.7 (bcst)	
ATF	tfc 123.2 5NM 5300 ASL	
PRO	Rgt hand circuits Rwy 01 (CAR 602.96). Night circuit: Alt 3400 ASL. Not auth unless both hazard bcns & PAPI opr. All turns to be completed within perimeter of hazard bcns. See VTPC.	
CAUTION	Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Gnd rises sharply fr shoulder edge along E side of rwy.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

BEAVERLEY BC

CBA8

REF	N53 51 20 W122 54 27 2.5N 19°E (2012) UTC-8(7) Elev 2420' A5014	
OPR	Cyr's Recreational Avn Park 250-964-8228 or 250-617-8228 Reg	
PF	B-1 C-2 D-3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 2,4,5	
RWY DATA	Rwy 07(071°)/25(251°) 2461x50 gravel RCR Opr Jun-Sep No win maint. Rwy soft in spring & fall.	
COMM	ATF tfc 122.8 2NM 4000 ASL	
CAUTION	Parajumping in area to 12,500 ASL by NOTAM. 80' trees 100' S rwy. Wildlife ocsl on rwy.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

BEDDIS BEACH BC (Heli)**CBB4**

REF	N48 48 00 W123 25 25 17°E (2014) UTC-8(7) Elev 717' VTA A5004	
OPR	Pat and Rosemarie Keough 250-653-4993 Reg PPR	
PF	A-1 C-2,5 D-3,4,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	4,5	
HELI DATA	FATO/TLOF 26' dia CONC elevated Safety Area 66' dia Max heli overall length 55.8'	
RCR	Opr 15-05Z‡ not always monitored	
COMM	TWR Victoria 119.1(outer) (E) 14-08Z‡ O/T Victoria terminal 127.8 ATF tfc 123.2 5NM 1200 ASL Excluding area within Victoria Intl CZ TML Victoria 127.8 abv 2500 ASL	
CAUTION	Subject to erratic winds	

ELEV 717

Strait of
Georgia

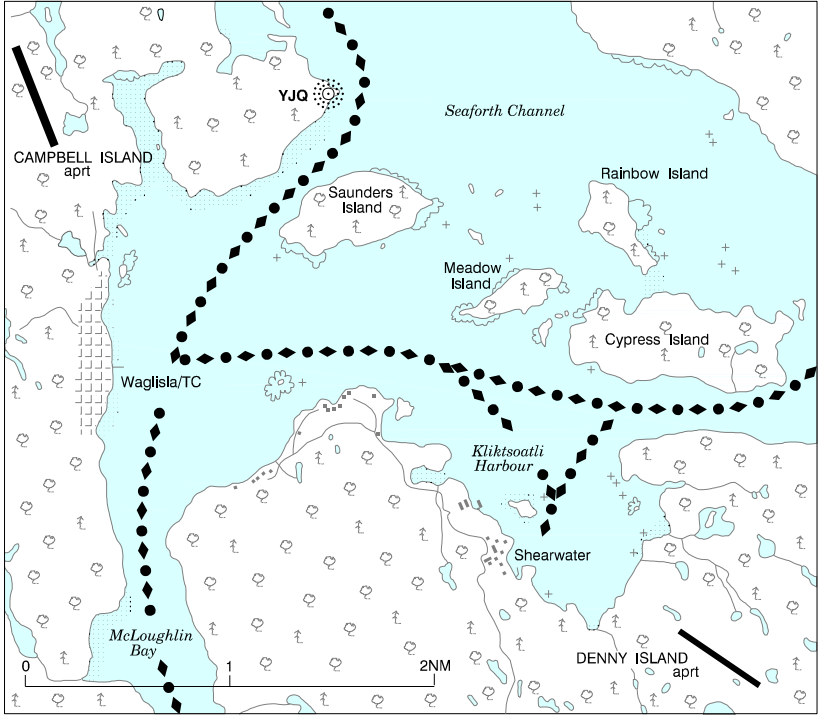
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

BELLA BELLA (CAMPBELL ISLAND) BC**CBBC**

REF	N52 11 06 W128 09 24 1NW 19°E (2013) UTC-8(7) Elev 141' A5004 A5013 LO2 HI3 CAP	
OPR	Heiltsuk Economic Development Corp 250-957-2868 Cert	
PF	A-1,2,7 C-3,4,5	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR AUTO H24 (see COMM) WxCam TAF 14-06Z†, issue times: 14, 19, 01Z (DT 13, 19, 01Z).</p>	
SERVICES		
FUEL	JA, 100LL Waglisla Fuel 250-957-2645, 778-913-0558 17-01Z† O/T call out chg	
RWY DATA	Rwy 13(133°)/31(313°) 3702x75 ASPH Rwy 13 down 1.03%.	
RWY CERT	Rwy 13/31 AGN IIIA	
RCR	Opr Ltd win maint	
HELI DATA	Parking Pad 1: 51' dia ASPH Parking Pad 2: 51' dia ASPH Parking Pad 3: 88' dia ASPH	
COMM		
RCO	Pacific rdo 123.475 (FISE) 126.7 (bcst)	
ATF	tfc 122.8 5NM 3200 ASL	
AWOS	128.7	
NAV		
NDB	BELLA BELLA YJQ 325 (L) N52 11 07 W128 06 49	
PRO	Heli arr/dep Rwy 13/31 taxi via Twy B to/fr helipad.	
CAUTION	Rock outcropping aprx 120' NE of rwy. High trees on rising ground NW and SE of airport.	

BELLA BELLA VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

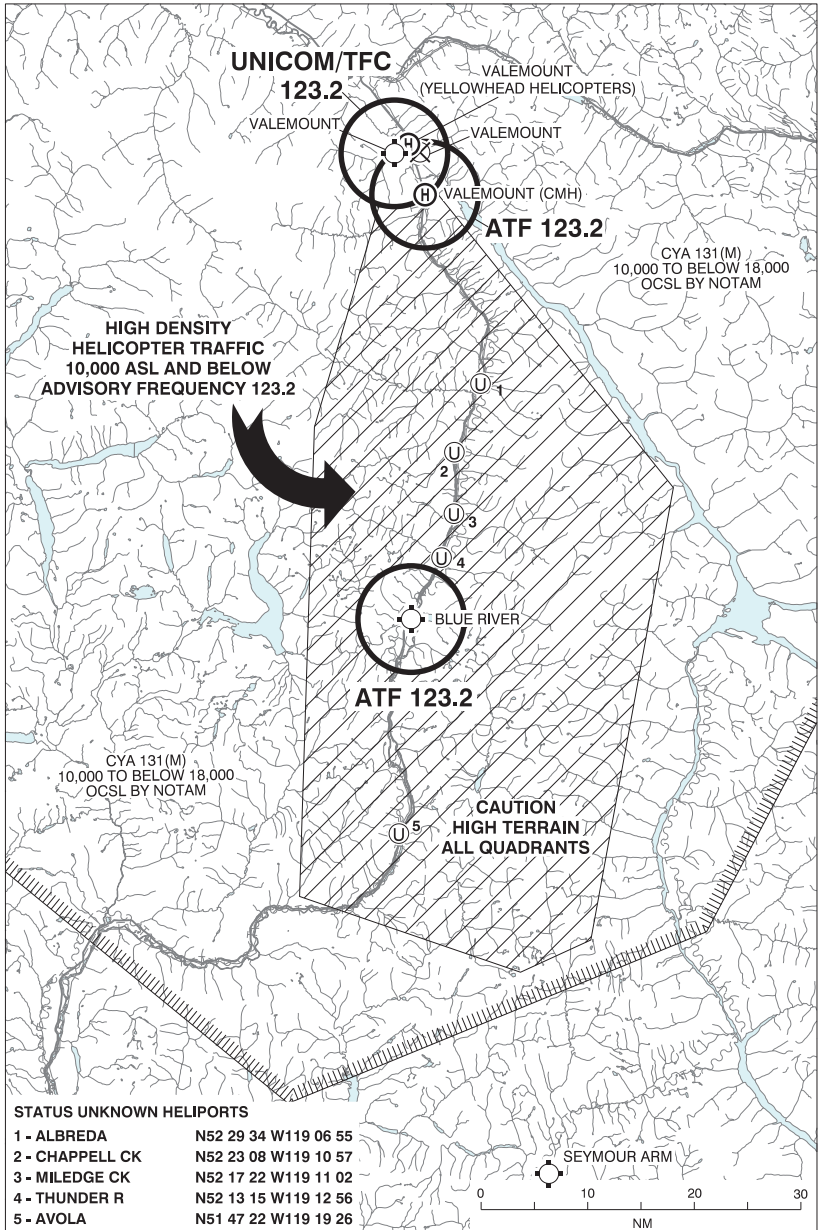
AERODROME / FACILITY DIRECTORY

BELLA COOLA BC

CYBD

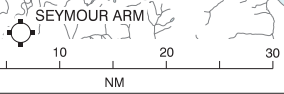
REF	N52 23 15 W126 35 45 6NE 19°E (2012) UTC-8(7) Elev 117' A5013 LO2	
OPR	Central Coast Regional District 250-799-5291 Cert Opr	
PF	A-1 C-2,3,4,5,6	
FLT PLN	FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX METAR 15-01Z (DT13-01Z). O/T LWIS WxCam	
SERVICES	08-15 hrs lcl ctc Pacific Coastal Airlines 250-982-2225	
FUEL	100LL, JA	
OIL	All	
S	4,5	
RWY DATA	Rwy 05(055°)/23(235°) 4200x100 ASPH Thld 23 displ 206'. W twy rstd to 12,500 lbs or less.	
RWY CERT	Rwy 05/23 AGN IIIA	
TWY CERT	Twy B AGN II	
TWY	Twy B rstd to 12,500 lbs or less.	
RCR	Opr 16-23Z‡ Ltd win maint provided for sked flts only	
COMM		
RCO	Pacific rdo 126.7 (FISE)	
ATF	tfc 122.8 5NM 3100 ASL	
PRO	Rgt hand circuits Rwy 05 (CAR 602.96).	
CAUTION	10' dike lctd 250' E of thld Rwy 23.	

BLUE RIVER / VALEMOUNT VFR TERMINAL PROCEDURES CHART



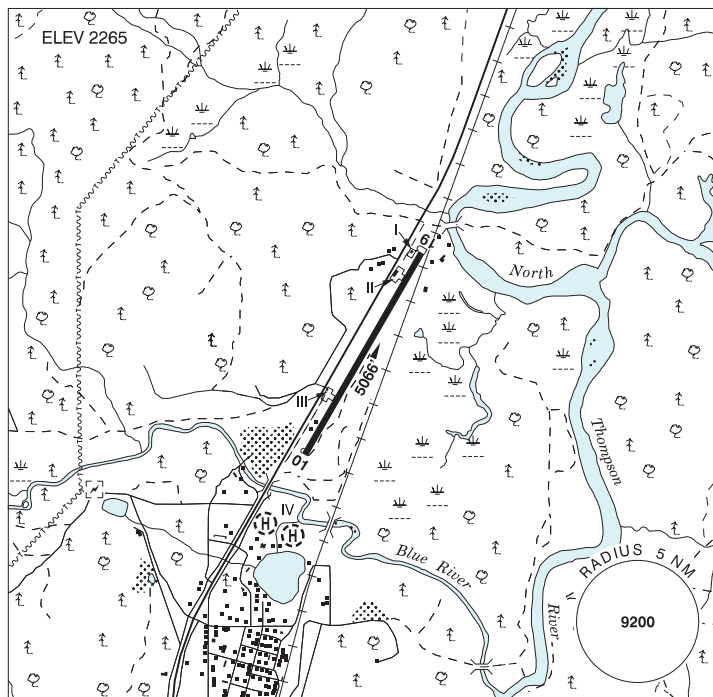
STATUS UNKNOWN HELIPTS

1 - ALBRED A	N52 29 34 W119 06 55
2 - CHAPPELL CK	N52 23 08 W119 10 57
3 - MILEDGE CK	N52 17 22 W119 11 02
4 - THUNDER R	N52 13 15 W119 12 56
5 - AVOLA	N51 47 22 W119 19 26

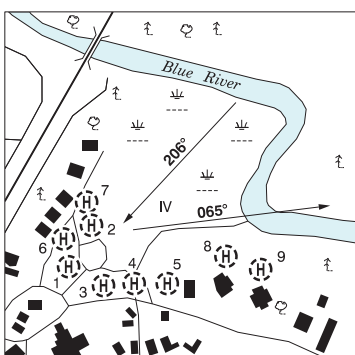


BLUE RIVER BC

CYCP



REF	N52 07 29 W119 17 34 Adj NE 17°E (2013) UTC-8(7) Elev 2265' A5005 A5014 LO2 RCAP
OPR	Cariboo Helicopter Skiing (Mike Wiegele Helicopter Skiing) 250-673-8381 Reg PPR Landing fees
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR 14-24Z (DT 13-01Z) O/T LWIS WxCam</p>
RWY DATA	Rwy 01(013°)/19(193°) 5066x60 ASPH Rwy 19 up 1.14% No shoulders or graded area.
APRON	Apron I, II & IV: rstd to heli. Apron III rstd to fixed wing acft. Apron IV: Enter brg 206° & exit brg 065° (see sketch)
RCR	Maint contractor 250-673-8289 Ltd win maint
HELI DATA	Parking Pads 1-9: 20' x 20'



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

BLUE RIVER BC (Cont'd)

CYCP

COMM

ATF tfc 123.2 5NM 5200 ASL

CAUTION

Shoulder drops abruptly at edge of pavement. Wildlife in vicinity of rwy. Extv heli activity in the area.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

BOB QUINN LAKE BC

CBW4

REF	N56 58 00 W130 14 58 20°E (2013) UTC-8(7) Elev 1970' A5021 LO1 RCAP	
OPR	Bob Quinn Lake Airport Society 236-601-1229 Reg	
PF	C-1	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX WxCam PPR for altimeter availability, ctc OPR	
RWY DATA	Rwy 15(152°)/33(332°) 4074x100 GRVL	
RCR	Opr No win maint	
HELI DATA	200' x 100' GRVL	
COMM	DRCO Pacific rdo 126.7 (FISE) MF tfc 123.2 5NM 5000 ASL (CAR 602.98)	
PRO	Rgt hand circuits Rwy 15 (CAR 602.96). Fixed wing acft emplane/deplane pax & cargo on apron only	
CAUTION	Trees to 80 AGL located 1900' N dep end Rwy 33. Sharp drop off both ends. No prepared shoulders. Sharp drop-off and/or soft gnd both sides of rwy. Thresholds marked with orange barrels. Possible extv heli tfc at aprt. See Galore Creek/Bob Quinn Lake VTPC.	

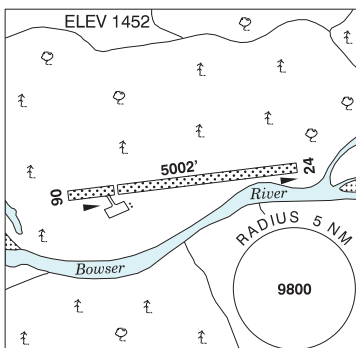
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

BRUCEJACK / BOWSER BC

CBB6

REF	N56 23 43 W129 56 42 9SE 19°E (2018) UTC-8(7) Elev 1452' A5021 RCAP
OPR	Pretium Resources Inc 604-558-1784 Reg PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	PPR for altimeter availability, ctc OPR
RWY DATA	Rwy 06(064°)/24(244°) 5002x100 GRVL Rwy 06 down 0.52% Thld 06 displ 1001'
RCR	Opr
COMM	
ATF	123.2 5NM 4500 ASL
CAUTION	Mountainous terrain all quadrants. Mdt to severe turbulence & wind shear may be encountered on apch. Wildlife in vic of rwy.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

BURNS LAKE BC

CYPZ

REF	N54 22 35 W125 57 05 11NW 19°E (2013) UTC-8(7) Elev 2343' A5013 LO1 HI3 RCAP	
OPR	Aprt Society 250-698-7364, 250-692-0220 Reg	
PF	A-1 B-5,6 C-2 D-4	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	AUTO 250-698-7732 (see COMM) WxCam	
SERVICES	1 hr PN	
FUEL	100LL, JA	
OIL	15W50	
RWY DATA	Rwy 11(118°)/29(298°) 5060x75 asphalt	
RCR	Aprt caretaker 250-698-7364 or Opr.	
LIGHTING	11-(TE ME) P1, 29-(TE ME) P1 ARCAL-122.7 type K	
COMM		
RCO	Pacific rdo 123.375 (FISE) 126.7 (bcst)	
ATF	tfc 122.7 5NM 5400 ASL	
PAL	Vancouver Ctr 123.875 132.525	
AUTO	122.950	
CAUTION	Rdo ctl acft opr fr rwy to 500 AGL wknds Mar-Nov.	

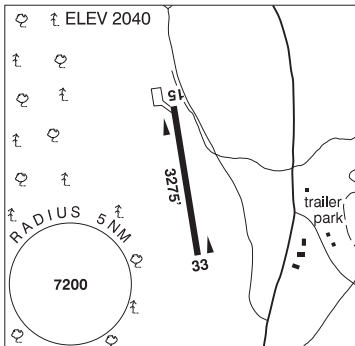
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CACHE CREEK BC

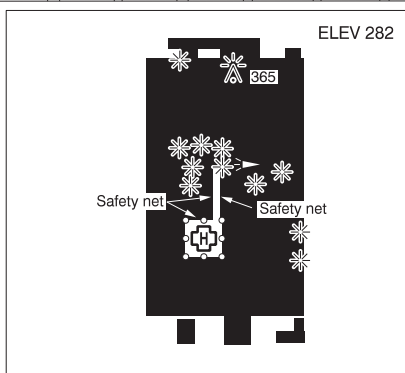
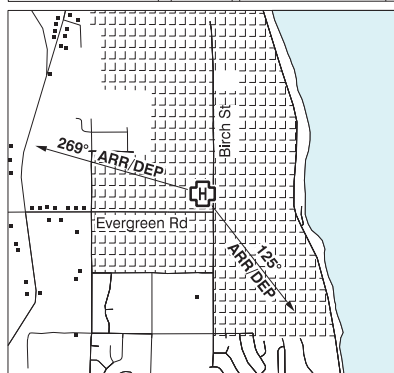
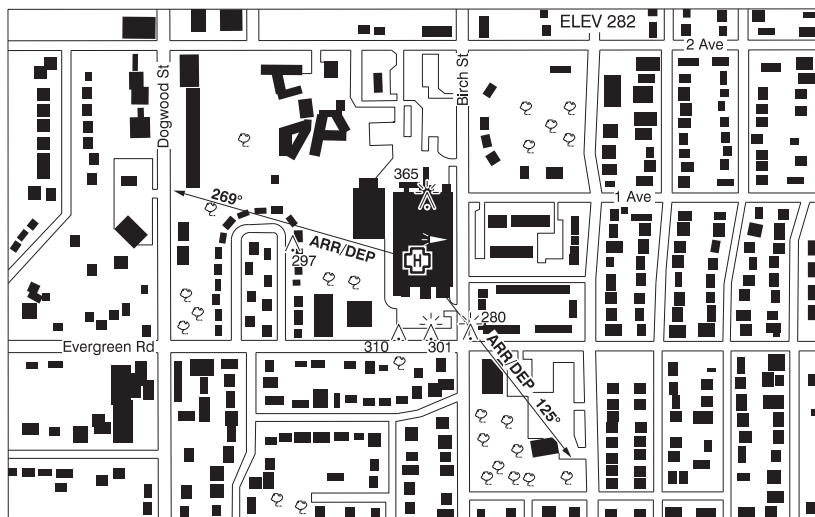
CAZ5

REF	N50 46 30 W121 19 16 17°E (2013) UTC-8(7) Elev 2040' A5004 LO2
OPR	Village 250-457-6237 Reg
PF	B-1 C-2,3,4,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 15(152°)/33(332°) 3275x75 asphalt Rwy 33 up 1.25% RCR Sharp fall-off thld Rwy 15 & 33. Caretaker 250-457-1214/9347 Ltd win maint Rwy ruf
COMM	ATF tfc 123.2 2NM 3600 ASL
PRO	Rgt hand circuit Rwy 33 (CAR 602.96)
CAUTION	Cattle on rwy.



CAMPBELL RIVER (CAMPBELL RIVER & DIST HOSP) BC (Heli)

CAT6



REF	N50 00 31 W125 14 34 Adj 17°E (2018) UTC-8(7) Elev 282' A5004
OPR	Vancouver Island Health Authority 250-370-8555 Cert NVIS OPS AUTH PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' x 86' non-supporting TLOF 61' x 61' CONC Safety Area 115' x 115' 17,000 lbs Max heli overall length 57.4' (CAR 602.96) Elevated/rooftop heli
RCR	Opr
LIGHTING	RY(ME) green LED

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CAMPBELL RIVER (CAMPBELL RIVER & DIST HOSP) BC (Heli) (Cont'd) CAT6

COMM	<p>MF Campbell rdo 1330-0530Z± O/T tfc 122.0 5NM centred on Campbell River A/D 3.6NM S 3300 ASL excluding the area below 700' depicted on the Campbell River VTPC (CAR 602.98)</p> <p>TML Comox 123.7</p> <p>A/G Hosp security 157.76 FM 3 min PN</p>
PRO	Arr/dep 125° & 269 fr heli (H1), NVIS rqrd for night use (CAR 602.96)
CAUTION	Trees to 130' AGL, W to SE btwn flt paths, 200' to 600' fr heli.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CAMPBELL RIVER (E & B HELI) BC (Heli)**CCR6**

REF	N50 02 30 W125 16 30 18°E (2013) UTC-8(7) Elev 7' A5004	
OPR	E & B Helicopters Ltd 250-287-4421 Reg PN	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	FUEL 100LL, JA OIL All S 1,2,3,6	
HELI DATA	4 pads 100'x100' concrete	
RCR	Opr	
COMM	ATF tfc 122.5 Area as depicted on Campbell River VTPC.	
PRO	Avoid noise sensitive areas. Arr/dep over water.	

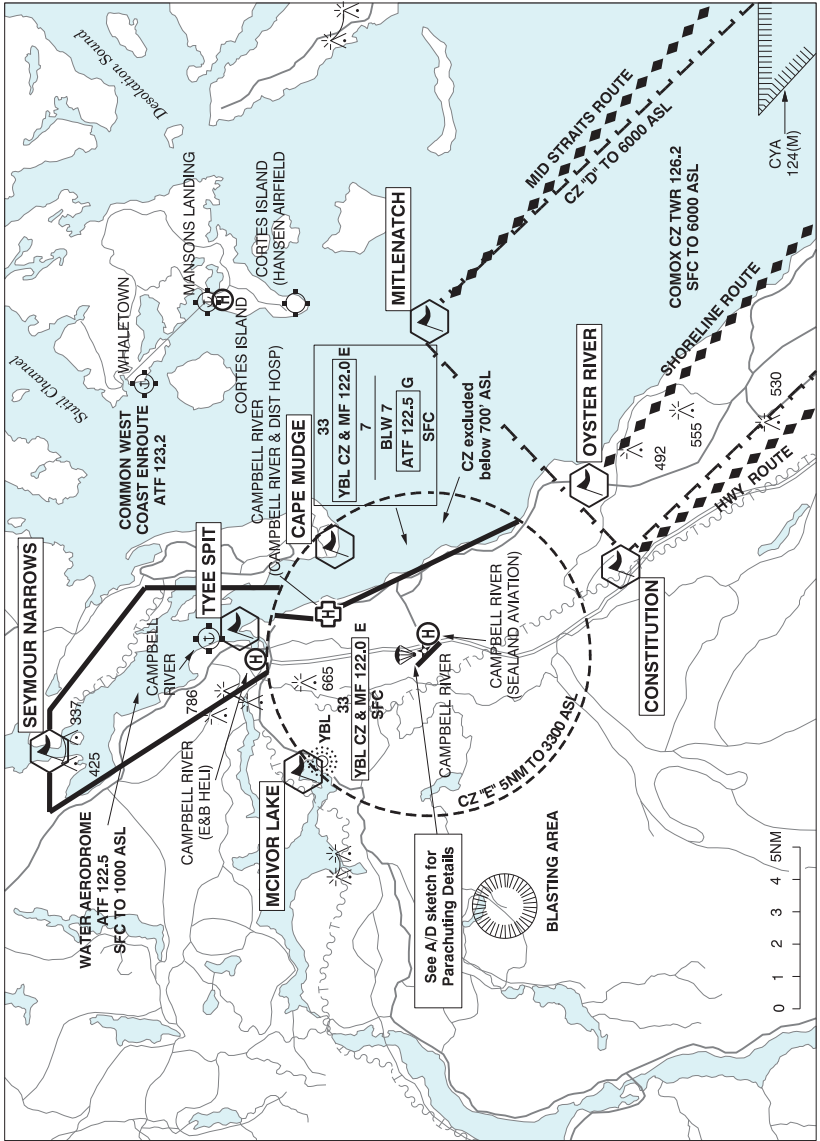
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CAMPBELL RIVER (SEALAND AVIATION) BC (Heli)**CSL4**

REF	N49 57 03 W125 15 51 5SSE 17°E (2017) UTC-8(7) Elev 357' A5004	
OPR	Sealand Aviation Ltd 250-923-9858 Reg PPR	
PF	C-1,2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 1,2 1530-0130Z†, 3 1530-0130Z† Mon-Fri 4,5,6 1530-0130Z†	
HELI DATA	FATO/TLOF 60' x 60' GRASS Safety Area 80' x 80' 2600lbs Max heli overall length 40'	
RCR	Opr 1530-0130Z† O/T 250-287-6259	
COMM	MF Campbell rdo 1330-0530Z† O/T t/c 122.0 5NM centred on Campbell River A/D adj W 3300 ASL excluding the area below 700' depicted on the Campbell River VTPC (CAR 602.98)	
PRO	Do not fly over bldgs	
CAUTION	Marked P-lines SW of heli. Trees all quadrants. Deer in vic of heli. Parachuting to 12,500 ASL at CYBL. Model acct rwy & activity aprx 1.5NM NE thld Rwy 12 at CYBL.	

CAMPBELL RIVER VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

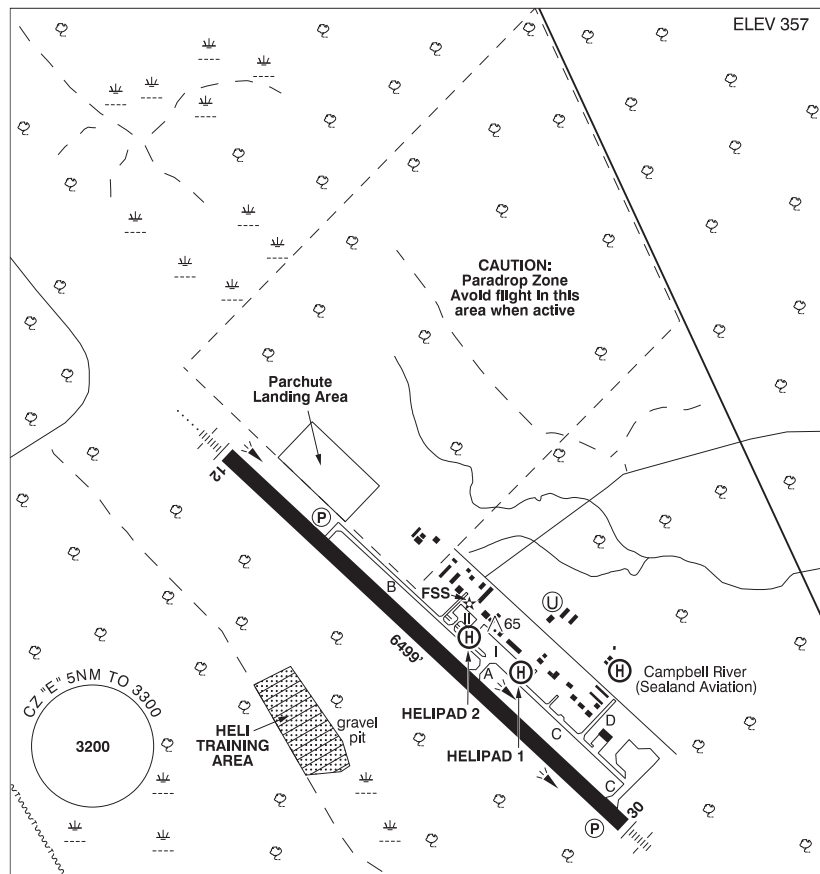
AERODROME / FACILITY DIRECTORY

CAMPBELL RIVER VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
CAPE MUDGE	VCMUD	N50° 00' 00" W125° 11' 00"
CONSTITUTION	VCCNS	N49° 51' 00" W125° 12' 00"
MCIVOR LAKE	VCMCI	N50° 01' 00" W125° 22' 00"
MITLENATCH	VCMLN	N49° 57' 00" W125° 00' 00"
OYSTER RIVER	VCOYS	N49° 52' 00" W125° 08' 00"
SEYMOUR NARROWS	VCSMR	N50° 09' 00" W125° 21' 00"
TYEE SPIT	VCTYE	N50° 03' 00" W125° 15' 00"

CAMPBELL RIVER BC

CYBL



REF	N49 57 07 W125 16 23 4.5S 18°E (2013) UTC-8(7) Elev 357' A5004 LO2 HI3 CAP
OPR	Dist of Campbell River 250-923-5012 Cert Ldg fees
PF	A-1,2,3,6, ATB ltd hrs C-2,4,5
CUST	AOE/15 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	For IFR clnc outside FSS hrs ctc Tml 250-339-8115 before take-off.
WX	METAR 14-05Z‡ O/T LWIS TAF 16-05Z‡, issue times: 16, 19, 01Z (DT 15, 19, 01Z).
SERVICES	
FUEL	100LL, JA-1 (also by truck) 15-04Z‡ O/T call out chg 2 hrs PN
OIL	All
S	2,4(ltd)

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CAMPBELL RIVER BC (Cont'd)

CYBL

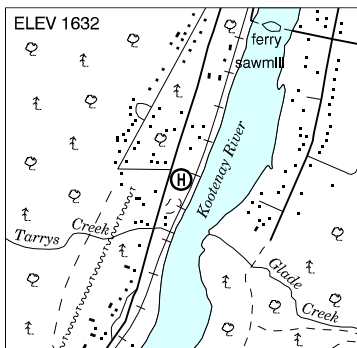
RWY DATA	Rwy 12(117°)/30(297°) 6499x150 ASPH Rwy 12 down 0.88%
RWY CERT	Rwy 12 RVR 1200(1/4sm) day only/Rwy 30 RVR 1200(1/4sm) day only AGN IIIB
TWY CERT	Twy: B, C, D AGN IIIA
TWY	No vehicle ctl on all twys. Twy C pavement width 34', max wt 44,000 lbs. Twy D is unlit.
APRON	Prkg plan in effect. Fees after 6 hrs, ctc opr. Itinerant prkg aprons I & II. See sketch. No run-ups on North side of Apron II (in front of FSS building).
RCR	Opr CRFI, Ltd win maint. To prevent damage to rwy turn in ungrooved areas. PLR/PCN
HELI DATA	Pad -1 23' dia concrete max acft length 58' (see sketch) Pad -2 45' dia asphalt
LIGHTING	12-AN(TE HI) P2 3°, 30-AW(TE HI) P2 3° Avbl 1330-0530Z± O/T ARCAL-122.0 type K.
COMM	
RADIO	Campbell rdo 122.0 (V) 1330-0530Z± (emerg only 250-923-3942)
RCO	Pacific rdo 123.55 (FISE) 126.7 (bcst)
ATIS	128.55 14-05Z±
MF	Campbell rdo 1330-0530Z± O/T tfc 122.0 5NM 3300 ASL excluding the area below 700' depicted on the Campbell River VTPC (CAR 602.98)
TML	Comox 123.7 227.6
NAV	
NDB	YBL 203 (L) N50 00 23 W125 21 27
DME	IBL 109.1 Ch 28 N49 57 19 W125 16 49 (376')
ILS	IBL 109.1 (Rwy 12) RVR LOC reliable only within 10° either side of centreline.
PRO	Rgt hand circuits Rwy 12 (CAR 602.96) Reduced Visibility Operations Plan (RVOP) Rwy 12/30 & Twy A ops to vis less than ½sm and greater than or equal to ¼sm. One in, one out. Day use only. Twy B & C are not avbl to access rwy for use during reduced vis ops. All acft must use Twy A to access the rwy.
CAUTION	Deer in vic of rwy. Parachuting to 12,500 ASL on A/D. Model acft rwy & activity aprx 1.5NM NE thld Rwy 12.

BRITISH COLUMBIA

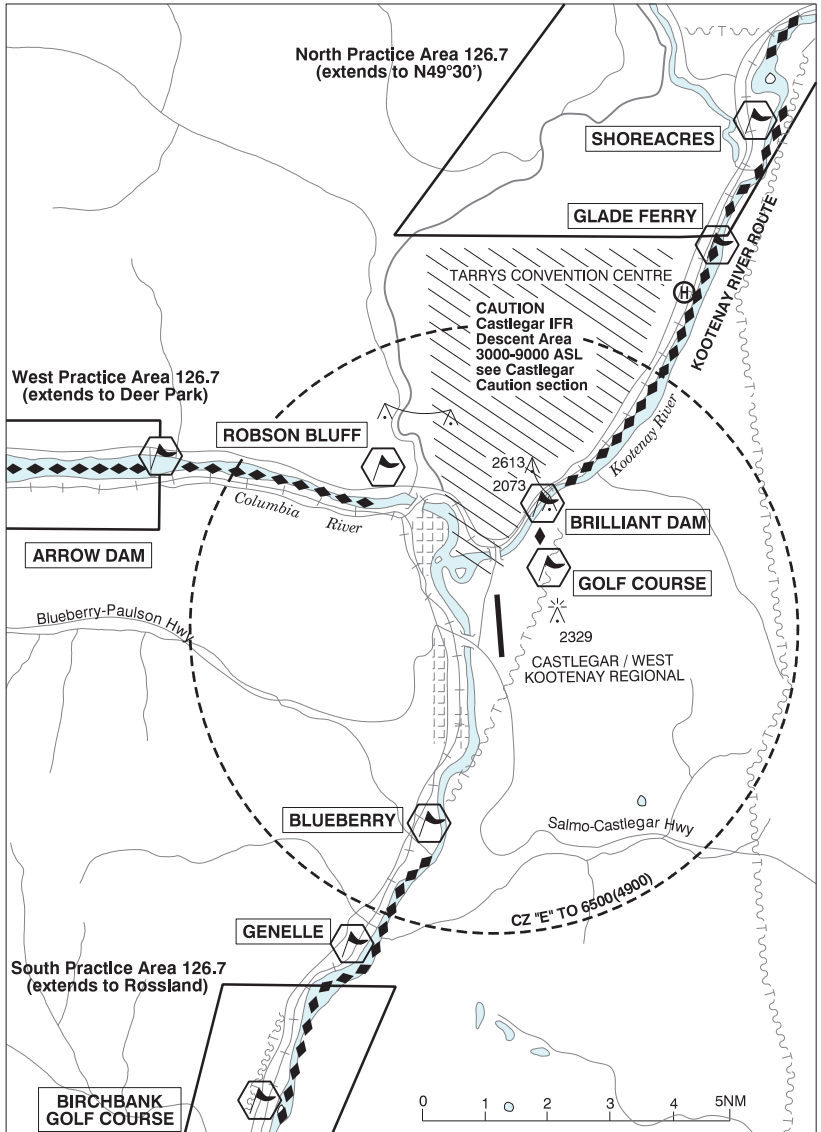
AERODROME / FACILITY DIRECTORY

CASTLEGAR (TARRYS CONVENTION CENTRE) BC (Heli)**CCT3**

REF	N49 23 10 W117 33 09 16°E (2013) UTC-8(7) Elev 1632' A5005
OPR	Tarrys Convention Centre 250-505-3905 Reg PPR
PF	A-1, C-2,3,4,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	FUEL Jet A (Barrels) S 1,4,5,6
HELI DATA	100' grass, 300' grass RCR Opr
COMM	RCO Pacific rdo 125.85 (FISE) ATF Castlegar rdo 122.1 1NM 2700 ASL
PRO	Apch fr river.
CAUTION	Wires crossing river one mile E of glade ferry. Castlegar CZ bdry aprx 1.2NM SW.



CASTLEGAR / WEST KOOTENAY REGIONAL VFR TERMINAL PROCEDURES CHART



**CASTLEGAR / WEST KOOTENAY REGIONAL VFR TERMINAL PROCEDURES
CHART**

NAME	IDENT	LAT/LONG
ARROW DAM	VCAVR	N49° 20' 27" W117° 46' 24"
BIRCHBANK GOLF COURSE	VCBBG	N49° 09' 45" W117° 43' 45"
BLUEBERRY	VCBLB	N49° 14' 48" W117° 39' 29"
BRILLIANT DAM	VCBRD	N49° 19' 30" W117° 37' 13"
GENELLE	VCGNL	N49° 12' 59" W117° 41' 25"
GLADE FERRY	VCRRR	N49° 23' 43" W117° 32' 41"
GOLF COURSE	VCGOL	N49° 18' 22" W117° 36' 58"
ROBSON BLUFF	VCROB	N49° 20' 05" W117° 40' 55"
SHOREACRES	VCSHR	N49° 25' 33" W117° 31' 48"

BRITISH COLUMBIA

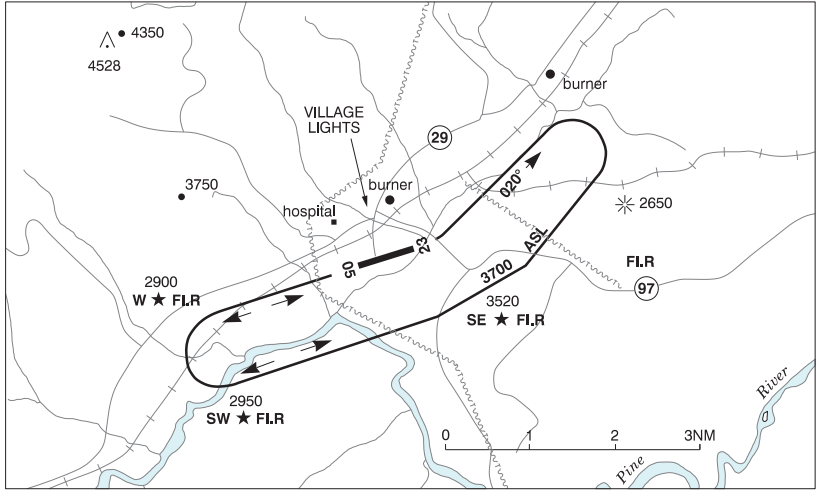
AERODROME / FACILITY DIRECTORY

CASTLEGAR / WEST KOOTENAY REGIONAL BC

CYCG

REF	N49 17 46 W117 37 57 2SSE 15°E (2016) UTC-8(7) Elev 1626' A5005 LO2 HI3 CAP	
OPR	City 250-365-7227 Cert day only	
PF	A-1,2,3,6 C-4,5	
CUST	AOE/CAN 888-226-7277 avbl daylight hrs	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR 14-01Z (DT 13-04Z) O/T LWIS TAF 16-01Z (DT 15-04Z), issue times: 16, 21Z (DT 15, 21Z).</p>	
SERVICES		
FUEL	100LL, JA, SP 250-365-5935	
OIL	All	
S	1,2,4,5,6 16Z-SS	
RWY DATA	Rwy 15(154°)/33(334°) 5299x150 ASPH	
RWY CERT	Rwy 15/33 AGN IIIA	
TWY	Twy B rstd to 50,000 lbs or less. Twys C & D Forestry tanker base use only.	
RCR	FSS CRFI, PLR/PCN.	
HELI DATA	Parking Pad 49' dia ASPH	
LIGHTING	15-AS(RR) P2, 33-SF(4 lead-in lights and offset 11° left) (RR) P2 2.9° (offset 5° left). PAPI will not read correctly unless acft positioned on 11° offset apch flt path. PAPI limitation/restriction. PAPI Rwy 15 to be used only within 3NM of thld; PAPI Rwy 33 to be used only within 2NM of thld.	
COMM	Comm at 10NM may not be possible all quads due to terrain	
RADIO	122.1 PTC avbl (V) 1330-0130Z (DT 1230-0430Z) (emerg only 250-365-3013)	
RCO	Pacific rdo 125.85 (FISE)	
MF/ATF	rdo 1330-0130Z (DT 1230-0430Z) O/T tfc 122.1 5NM 6500 ASL (CAR 602.98)	
PAL	Vancouver Ctr 134.2 227.3	
PRO	AIRPORT RESTRICTION: Pursuant to CAR 602.96 (3) (d) aprt use rstd to daylight hrs only exc for emergencies. Rgt hand circuits Rwy 15 (CAR 602.96). When arriving via Kootenay River route, proceed to GOLF COURSE then join rgt hand circuit Rwy 15/left hand circuit Rwy 33 (CAR 602.96).	
CAUTION	Mtns sur the aprt & protrude into tkof/apch areas of both rwys. P-line 40 AGL crosses apch to Rwy 33 aprx 1500' fr thld. Acft on inst apchs may use high rates of descent (see hatched area on VTPC). Hi terrain reduces operational lengths of Rwys 15 and 33 PAPI.	

CHETWYND VFR TERMINAL PROCEDURES CHART (NIGHT CIRCUIT PROCEDURE)



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CHETWYND BC

CYCQ

REF	N55 41 14 W121 37 36 Adj S 19°E (2013) UTC-7 Elev 1999' A5014 LO1 CAP	
OPR	District of Chetwynd 250-401-4100 Reg	
PF	A-1 C-2,3,4,5,6	
FLT PLN	<p>FIG Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)</p> <p>WX METAR 13-01Z fr second Sun in Mar. 14-24Z fr first Sun in Nov. O/T LWIS. AUTO (see COMM) Webcam</p>	
SERVICES		
FUEL	JA (Heli only) Ridge Rotors 250-788-4158 JA-1 Executive Flight Center 250-785-6174 (main) or 250-793-1734 Smart Card/VISA/MASTERCARD Access 4,5,6	
S		
RWY DATA	Rwy 05(054°)/23(234°) 4481x100 ASPH	
RCR	Opr Ltd win maint	
LIGHTING	05-AS(TE ME), 23-AS(TE ME) V2 ARCAL-126.7 type K, exc RILS on hi setting only. Ngt ops are not recommended unless all 3 hazard beacons are oprg.	
COMM		
ATF	tfc 123.2 5NM 5000 ASL	
AUTO	122.55	
PRO	Rgt hand circuits Rwy 05 (CAR 602.96). Ngt circuits 3700 ASL. Ngt circuit pro depicted on VTPC. All IFR departures call Edmonton ACC at 888-358-7526 for IFR clnc prior to dep.	
CAUTION	Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Moderate to severe turbulence & wind shear may be encountered on apch. Wild animals may stray on to rwy. Lgtg group of wind turbines to 4040 ASL (674 AGL) aprx 9.6NM SSE of A/D, 3932 ASL (674 AGL) aprx 8.7NM SSE of A/D.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CHILKO LAKE (TSYLOS PARK LODGE) BC

CAG3

REF	N51 37 34 W124 08 31 18°E (2013) UTC-8(7) Elev 3850' A5004	
OPR	Tsylos Park Lodge & Adventures Inc. 250-483-4368 Reg PPR Ldg fees	
PF	B-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5 Prkg fees	
RWY DATA	Rwy 18/36 3200x50 GRVL Rwy 36 up 2%	
RCR	Opr Rwy soft when wet. Clsd Nov 1-May 1.	
COMM	ATF UNICOM 122.8 5NM 6900 ASL	
CAUTION	Steep hill immediately N of A/D. Wild animals & livestock may stray on to rwy. Chilko Lake (Wilderness Lodge) A/D 2.4NM NNW.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CHILKO LAKE (WILDERNESS LODGE) BC

CCL6

REF	N51 39 57 W124 08 40 17°E (2022) UTC-8(7) Elev 4064' A5004 LO2 RCAP	
OPR	Chilko Lake Air Services 604-356-6691 or 602-663-7021 Reg PN Clsd Nov 1-May 1	
PF	C-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX ALTIMETER/WIND 604-262-4274 ltd hrs (see COMM) 2.4NM SE	
SERVICES	S 4	
RWY DATA	Rwy 16(162°)/34(342°) 4172x40 GRVL	
RCR	Opr No win maint	
COMM	ATF UNICOM (AU) ltd hrs O/T tfc 122.8 5NM 7100 ASL	
CAUTION	Chilko Lake (Tsylos Park Lodge) A/D 2.4NM SSE. Wildlife in vic.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

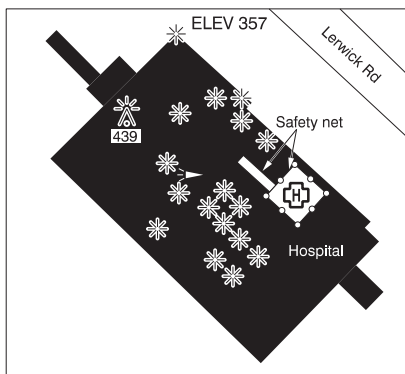
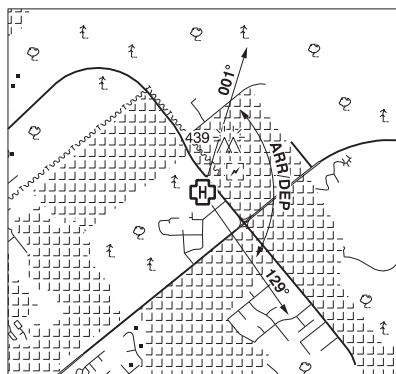
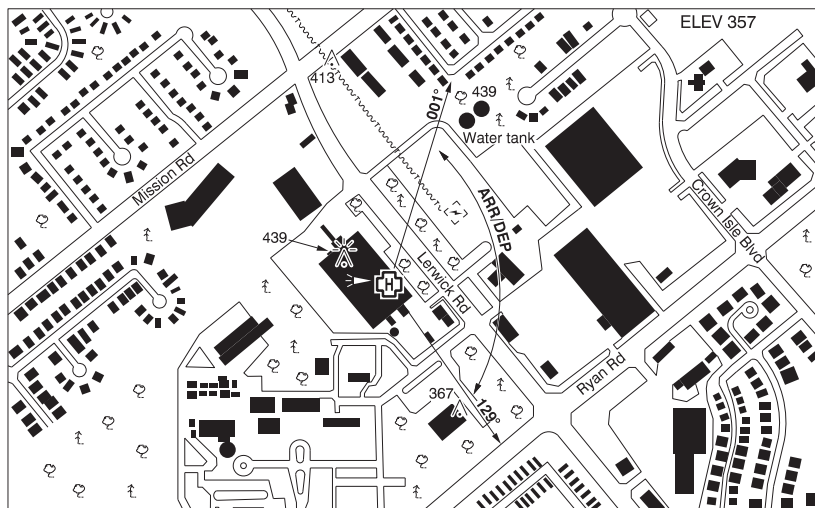
CHILLIWACK BC

CYCW

REF	N49 09 12 W121 56 21 Adj S 17°E (2012) UTC-8(7) Elev 32' VTA A5004 LO2 T1	
OPR	Magnum Management Inc 604-792-3430 Cert	
PF	A-2 (15-03Z†), 7 C-3, 4, 5, 6 (17-01Z†)	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES		
FUEL	100LL, JA (Cardlock) JA-1 (by truck) 604-991-0078 1430-2330Z† Mon-Fri exc hols, O/T call out chg	
S	1, 2, 3, 4, 5, 6	
RWY DATA	Rwy 07(066°)/25(246°) 3986x75 ASPH Depression in rwy aprx 1000' fr Thld 25.	
RWY CERT	Rwy 07/25 AGN II	
RCR	Opr Ltd win maint. PLR	
LIGHTING	07-(TE ME) AP, 25-(TE ME) AP ARCAL-122.7 type K	
COMM		
MF	tfc 122.7 3NM 2000 ASL (CAR 602.98)	
PRO	Rgt hand circuits Rwy 07 (CAR 602.96). Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia. Tkof and ldg in grass area adj rwy by fixed-wing acft not auth.	

COMOX (COMOX VALLEY HOSPITAL) BC (Heli)

CBV8



REF	N49 42 44 W124 58 10 Adj NW 16°E (2019) UTC-8(7) Elev 357' A5004
OPR	Vancouver Island Health Authority 250-370-8555 Cert NVIS OPS AUTH PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia non-supporting TLOF 61' x 61' CONC Safety Area 115' dia 17,000lbs Max heli overall length 57.4' (CAR 602.96) elevated/rooftop.
RCR	Opr
LIGHTING	RY(ME) green LED
COMM	
TWR	126.2
A/G	Hosp security 158.76 FM 3 min PN

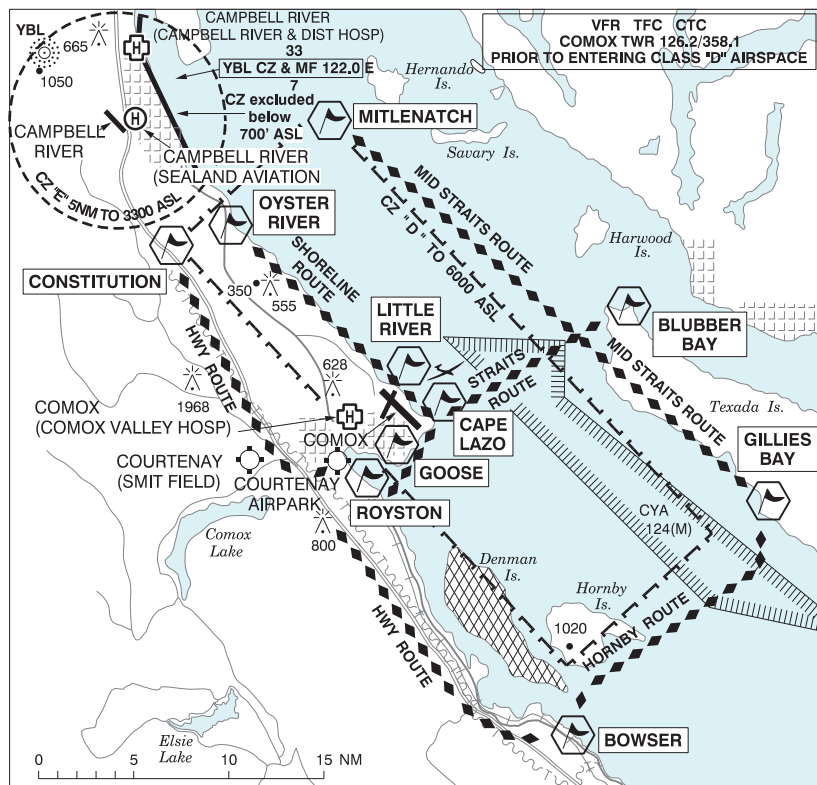
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

COMOX (COMOX VALLEY HOSPITAL) BC (Heli) (Cont'd)**CBV8**

PRO	Arr/dep 001° to 129° fr heli, (H1), day/night use (CAR 602.96). Ctc A/G prior to ldg
CAUTION	Trees to 130 AGL, W to SW, 325' to 450' fr heli. Trees to 110 AGL, S under flight path, 600' to 750' fr heli. P-line 125 AGL N under flight path, 1000' fr heli.

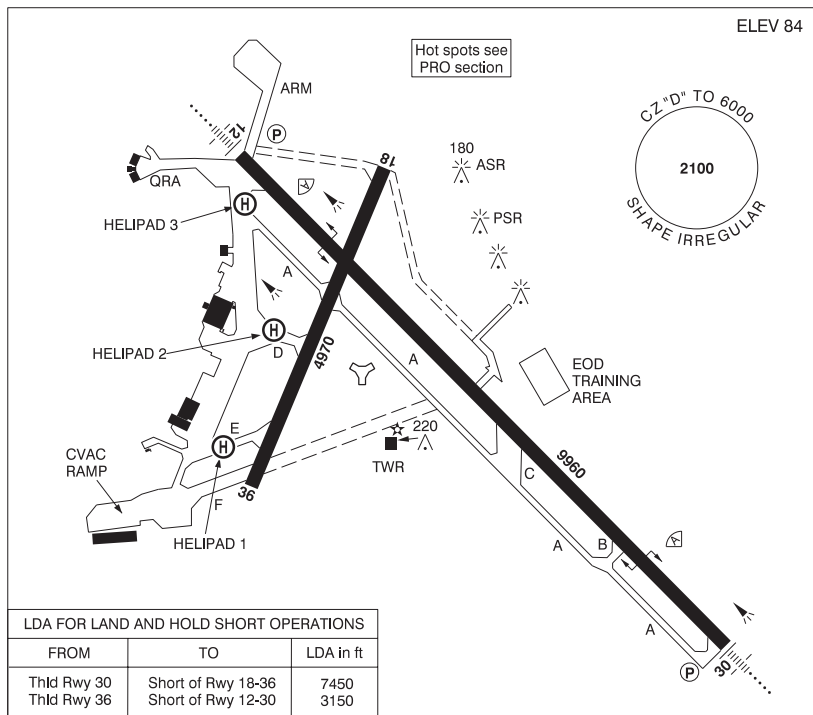
COMOX VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
BLUBBER BAY	VCBLR	N49° 48' 00" W124° 37' 00"
BOWSER	VCBSR	N49° 26' 00" W124° 40' 00"
CAPE LAZO	VCLZO	N49° 42' 42" W124° 51' 24"
CONSTITUTION	VCCNS	N49° 51' 00" W125° 12' 00"
GILLIES BAY	VCGIL	N49° 37' 00" W124° 26' 00"
GOOSE	VCGSS	N49° 40' 00" W124° 55' 20"
LITTLE RIVER	VCLR V	N49° 44' 00" W124° 54' 00"
MITLENATCH	VCMLN	N49° 57' 00" W125° 00' 00"
OYSTER RIVER	VCOYS	N49° 52' 00" W125° 08' 00"
ROYSTON	VCROY	N49° 39' 00" W124° 57' 00"

COMOX BC

CYQQ



REF	N49 42 40 W124 53 12 2.5NNE 16°E (2022) UTC-8(7) Elev 84' A5004 LO2 HI3 CAP RCAP
OPR	DND 250-339-8231 CSN 319-252-8231 NTAS 334-8231 Mil PPR
PF	B-1 C-2,3,5,6
CUST	AOE/15 PN civ 888-226-7277 Mil 250-334-3424 fr 1630Z† to 0030Z† Mon to Fri exc hols; AOE/CAN.
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>MIL 250-339-8211 Ext 8770 CSN 319-252-8770 Fax 250-339-8230, CSN 319-252-8230</p> <p>WX METAR H24. TAF H24, issue times: 00, 06, 12 & 18Z. Met brief for mil only. Lcl Met Section CSN 252-8242/8460. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM).</p>

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

COMOX BC (Cont'd)

CYQQ

SERVICES	MIL: All trans acft require PPR thru 19 Wg Ops CSN 319-252-8288/8223 NTAS 250-339-8288/8223. Trans svcg 07-22 hrs incl Mon-Fri exc hols, O/T by special arng. NOVA/Flight Advsy msg rqrd & may be faxed to CSN 319-252-8129 NTAS 250-339-8129. CIV: All civ reg acft rqrd ramp authorization thru civ ops mgr 250-207-1658 prior to PPR req thru Wg Ops 250-339-8231/8288. For MEDEVAC btw 06-23 hrs (local) call civ ops mgr 250-207-1658, btw 23-06 hrs (local) call Wg Ops 250-339-8231/8288, PPR not rqrd. Ltd prkg civ ramp, 24 hrs PN. Ltd overnight prkg on civ ramp.
FUEL	F-34, F-37, SP, HPR
OIL	128, 133, 148, 156, SOAP
ARFF	CAT 6
SUP FL	LHOX, LOX
JASU	CE12, 13, 15, 16, CA2, CEA1, MC-11
PVT ADV	Shell 250-207-1658 07-19 (Local) O/T call out chg
MIL ADV	Call Wg Ops for tran svcg CSN 319-252-8288/8223 NTAS 334-8288/8223.
RWY DATA	Rwy 12(119°)/30(299°) 9960x200 CONC Rwy 18(186°)/36(006°) 4970x200 ASPH RAG: Rwy 12 BAK 12/14 smart arrest retractable arrestor system (1697'); Rwy 30 BAK 12/14 smart arrest retractable arrestor system (1495'). Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) Do not taxi thru Gnd Wash Fac SW corner twy D. Opr CRFI S65, T155, ST192, TT240. Rwy 12/30 PCN 47/R/A/X/T. Rwy 18/36 PCN 67/F/A/X/T. Caution - Rwy 18/36 - Rise at intxn of Rwy 12/30 approx 5 inch (14 cm) over 100 ft (31 m)
RWY CERT	
TWY	
RCR	
HELI DATA	Helipad 1 and 2: 100' x 100' ASPH. Helipad 3: 100' x 100' CONC.
LIGHTING	12-AN (non-std 3000' (1600' SF)) (TE HI) P2 GPI 1164' TCH61', 18-(TE HI), 30-AN (non-std 3000' (1600' SF)) (TE HI) P2 GPI 1157' TCH55', 36-(TE HI). Helipad 1, 2 and 3 not lgtd.
COMM	Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
ATIS	118.6 282.2
CLNC DEL	127.0 227.6
GND	119.75 250.3
TWR	126.2 358.1 236.6x (E)
TML	123.7 227.6 (opr svcs only 250-339-8115)
ARR	123.7 128.1x 134.1x 227.6 289.4x 335.9x 342.9x 378.5x 384.5x
DEP	123.7 227.6
MIL	442 Sqn - call Snake Ops 135.9 363.0; 407 Sqn VP & VS A/C- call Demon Ops 308.6; Base Ops 316.5
NAV	
TACAN	UQQ 110.4 Ch 41 N49 42 45 W124 53 40 (79') Maint 1st & 3rd Thu each month; 16-20Z‡, dur VFR.
ILS	IQQ 111.7 (Rwy 12) RVR. ICX 109.75 (Rwy 30) RVR. Maint 2nd Thu each month; 16-20Z‡.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

COMOX BC (Cont'd)

CYQQ

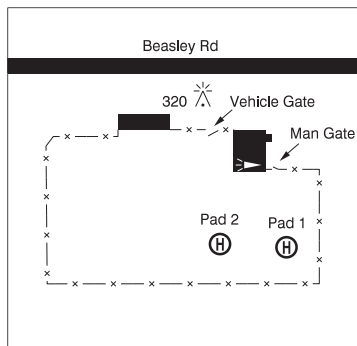
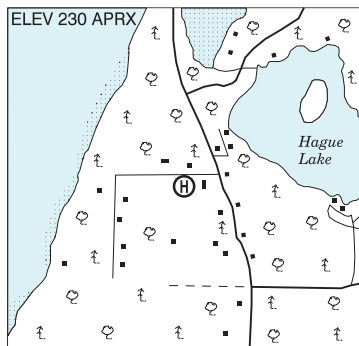
PRO	<p>Rgt hand circuits Rwy 30 & 36 (CAR 602.96). Tfc ptns Heli 500 ASL, convl 1000 ASL, Jet 1500 ASL. Reporting points & rtes, as depicted on VTPC, used proceeding to/fr aprt or transiting the Class "D" CZ. Ctc Twr at least 5NM prior to entry.</p> <p>All acft and helis avoid flt over Courtenay Airpark below 2000' ASL.</p> <p>All mil acft shall ctc Comox grd prior to engine start.</p> <p>Extv glider activity 3NM radius of the aprt, max alt 3500 ASL, Jun to Aug.</p> <p>All mil/civ transient acft requesting approaches require PPR thru Wg Ops CSN 319-252-8288/8223 NTAS 250-339-8288/8223.</p> <p>In VFR cond all IFR & VFR acft on overshoot or dep, not to exceed 1000 ASL until dep end of rwy in use.</p> <p>PSR/SSR maint every Mon; 1830-2359 lcl, dur VFR, hol altn Tue.</p> <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>
CAUTION	<p>Bump at the main intxn. Parachuting to 12,500 ASL on A/D, Monitor CYQQ ATIS freq 118.6 for info. Confusion point due to airfield layout & non-standard hold lines located at the intersection of twy A, Helipad 3, West Ramp, QRA & rwy 12/30</p>

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CORTES ISLAND BC (Heli)

CBL7



REF	N50 03 31 W124 58 54 18°E (2013) UTC-8(7) Elev 230' aprx A5004
OPR	Cortes Island Fire Dept. 250-935-6779 or 250-202-2451 Reg PPR
PF	A-1 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	Pads 1 & 2: 40' dia 54' dia CONC
RCR	Opr 15-03Z†
LIGHTING	ARCAL-122.8 type K
COMM	
ATF	tfc 123.2 2NM 1700 ASL
PRO	Due to trees, apch fr SE, dep to SW.
CAUTION	Trees to 50' W & N.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CORTES ISLAND BC

CCI9

REF	N50 01 25 W124 59 03 18°E (2012) UTC-8(7) Elev 164' aprx A5004	
OPR	M. Ching 604-284-5366 Reg PPR Ldg fees	
PF	B-1,2,5 C-3,4	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5,6	
RWY DATA	Rwy 16(163°)/34(343°) 3090x140 GRVL/GRASS	
RCR APRON	Opr 17-03Z† No win maint Tie downs located near Rwy Thld 34	
COMM	ATF tfc 123.2 2NM 1700 ASL	
PRO	Rgt hand circuits Rwy 16 (CAR 602.96). Avoid noise sensitive areas, see A/D sketch.	
CAUTION	35' power line 100' SE Thld 34.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

COURTENAY (SMIT FIELD) BC**CCS6**

REF	N49 40 00 W125 05 54 4.3W 17°E (2016) UTC-8(7) Elev 500' A5004	
OPR	Dan Annand 250-338-5678 or 250-897-9338 Reg PN	
PF	B-1 C-2,3,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
RWY DATA	Rwy 05(046°)/23(226°) 2663x66 GRASS/CONC, centre 36' CONC first 1200' Rwy 23	
RCR	Opr No win maint	
COMM	ATF tfc 123.35 2NM 2000 ASL	
PRO	Right hand circuits Rwy 05. (CAR 602.96)	
CAUTION	Rwy soft when wet & rises slightly towards middle fr both ends. Trees 80 AGL 600' fr Thld 05 & 23.	

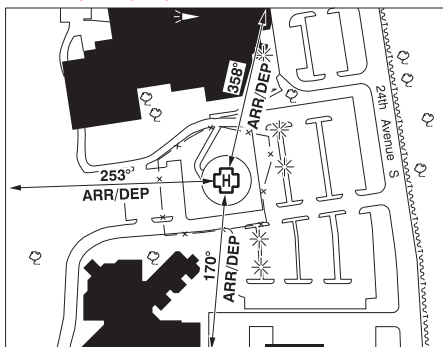
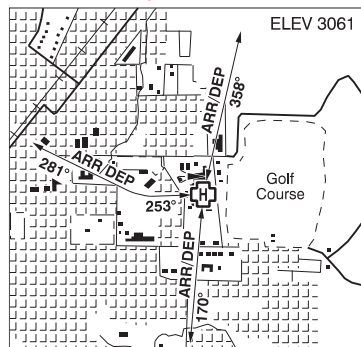
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

COURTENAY AIRPARK BC

CAH3

REF	N49 40 46 W124 58 54 Adj E 17°E (2016) UTC-8(7) Elev 9' A5004	
OPR	Courtenay Airpark Association 250-334-8545 Reg	
PF	B-1,2 C-3,4,5,6	
CUST	AOE/CAN	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES		
FUEL	100LL (self-serve major credit cards)	
S	2,3,4,5	
RWY DATA	Rwy 13/31 1800x60 asphalt	
RCR	Opr or 250-338-9814 16-01Z† No win maint	
COMM		
ATF	tfc 123.35 3NM 1500 ASL exc area within Comox land A/D CZ.	
PRO	Rgt hand circuits Rwy 31 (CAR 602.96). Circuit alt 800 ASL. Avoid built-up areas. See Comox VTPC & PRO. Touch and Go PPR.	
CAUTION	Heavy mil tfc in Comox mil CZ 1NM N. Bird sanctuary adj to rwy. Water aerodrome (COMOX CXC6) 2NM E. Water aerodrome (Courtenay Airpark CBG9) adjacent N	

CRANBROOK (EAST KOOTENAY REGIONAL HOSP) BC (Heli)**CAE2**

REF	N49 30 42 W115 44 59 15°E (2012) UTC-7(6) Elev 3061' A5005
OPR	Interior Health Authority 250-426-5281 Cert NVG Compliant PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
COMM	COMM blind spots all quads
ATF	tfc 122.3 3NM 6100 ASL excluding Cranbrook CZ.
PRO	Arr/dep 358° fr heli, slope 16% (H1) day use only. Arr/dep 170° fr heli, slope 18% (H1) day use only. Arr/dep curved 253° to 281°, slope 12% (H2) day use only (CAR 602.96). NVG reqd for night use, all flt paths (CAR 602.96) 20 min PPR OPR. Advs Cranbrook rdo prior to arr/dep.
CAUTION	Numerous prkg lot lgt standards adj all quads. Trees to 150 AGL, 350' W of heli, both sides of H2 flt path.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CRANBROOK / CANADIAN ROCKIES INTL BC

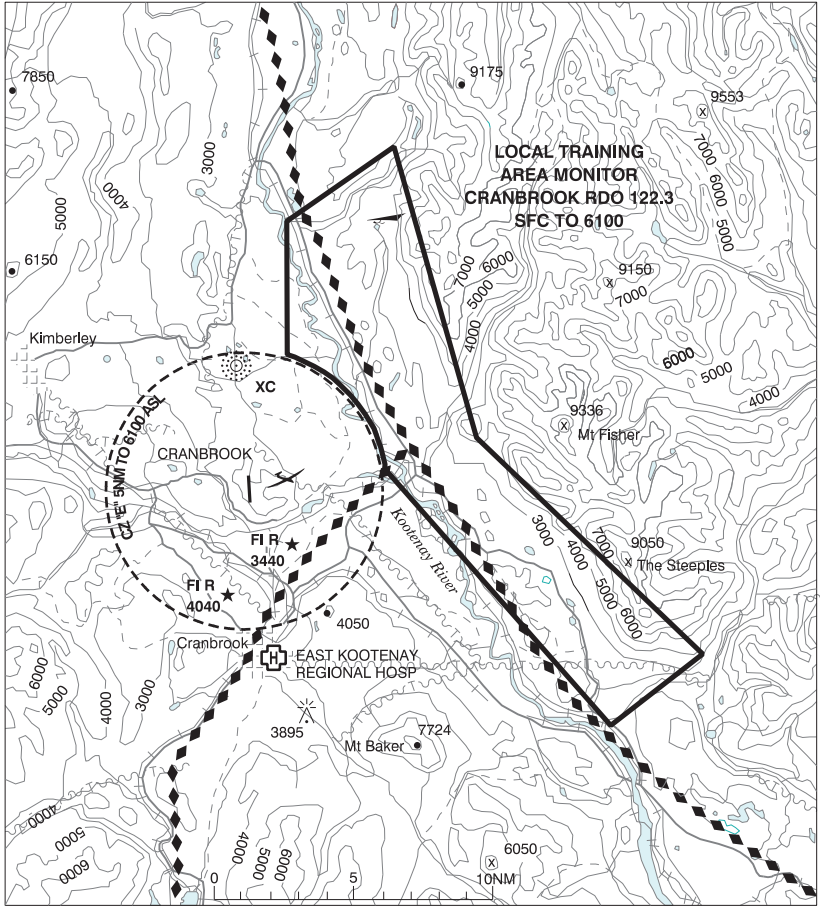
CYXC

REF	N49 36 44 W115 46 55 5N 15°E (2014) UTC-7(6) Elev 3084' A5005 LO2 HI3 CAP	
OPR	City 250-426-7913 Cert	
PF	A-1,2,6 C-5 D-3,4	
CUST	AOE/15 888-226-7277 15-23Z†	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.	
SERVICES	After hrs call out chg may be levied for one or more svcs.	
FUEL	100LL, JA-1 (FSII avbl), SP, HPR	
OIL	65, 80, 100, Turbo 274, Multigrade	
S	1(ltd), 2,4,5,6	
SUP FL	D and A-Ice 1400-0200Z† O/T PPR 250-489-1515	
JASU	10/15	
PVT ADV	Norm Dakin Enterprises 250-489-1515; Streamline Airways 250-420-7690; Bid Air 250-426-8888	
RWY DATA	Rwy 16(164°)/34(344°) 8000x150 asphalt Thld 16 displ 780' Rwy 16 down 0.7% first 760' then up 0.8% last 7240'	
RWY CERT	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN IIIB	
TWY	Twy B: uncontrolled first 1473' fr apron	
APRON	Tran prkg on S side of main apron. N side of main apron rstd to sked tfc only. Itinerant pilot/pax access via gate adj to FSS bldg. No access/egress via tml bldg facility without prior appr from aprt opr.	
RCR	Opr Win maint 1630-2300Z† O/T 2 hr PN cost recovery for non-sked acft. CRFI, PLR/PCN	
LIGHTING	16-AN(TE HI) P3, 34-AO(TE HI) P2 PAPI limitation/restriction. PAPI Rwy 34 to be used only within 3NM of thld O/R thru FSS	
COMM	Comm blind spots all quads	
RADIO	122.3 262.7 PTC avbl (E) (emerg only 250-426-6312)	
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)	
MF	rdo 122.3 5NM 6100 ASL (CAR 602.98)	
PAL	Vancouver Ctr 133.6	
NAV		
NDB	XC 242 (M) N49 40 57 W115 46 59 SKOOKUM SX 368 (M) N49 57 18 W115 47 32	
VOR/DME	YXC 112.1 Ch 58 N49 33 15 W116 05 18 (7558')	
DME	IXC 110.3 Ch 40 N49 37 06 W115 46 51 (3053')	
ILS	IXC 110.3 (Rwy 16) LOC reliable only within 10° either side of centreline.	
PRO	Rgt hand circuits Rwy 34 (CAR 602.96), left hand circuits Rwy 16. Glider activity left hand circuits Rwy 34, rgt hand circuits Rwy 16 (CAR 602.96).	
CAUTION	Numerous trees to 75 AGL E side of the apch to Rwy 16 & to within 450' either side of rwy. Hi terrain reduces operational length of Rwy 34 PAPI	

CRANBROOK FSS – RCO

Abbotsford 119.4 (RAAS) 07-15Z† (N49 01 39 W122 22 28)

CRANBROOK VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

CRESTON BC

CAJ3

REF	N49 02 12 W116 29 53 3.5SSE 15°E (2014) UTC-7 Elev 2094' A5005 LO2 CAP	
OPR	Creston Valley Reg Airport Society 250-428-2733 Reg	
PF	B-1 C-2,3,4,5,6	
CUST	AOE/CAN	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	AUTO (See COMM) 250-402-6326	
SERVICES	PN 250-428-2733	
FUEL	100LL, JA (Cardlock, Visa & MasterCard)	
S	4,5	
RWY DATA	Rwy 15(155°)/33(335°) 3944x75 ASPH Rwy 15 up 0.6% AGN IIIA	
APRON	Tran prkg and tie-downs NW of apron on grass. If unable to park on grass use NW corner of apron. All parked acft must be secured using tie-downs. Designated Air Ambulance prkg on E side btwn fuel farm and ambulance ramp.	
RCR	Opr Ltd win maint	
LIGHTING	15-(TE ME) P1 4.5°, 33-(TE ME) P1 3.5° ARCAL-122.8 type K	
COMM		
RCO	Pacific rdo 125.85 (FISE) 126.7 (bcst)	
ATF	UNICOM 122.8 5NM 5100 ASL	
AUTO	129.175	
PRO	Rgt hand circuits Rwy 33 (CAR 602.96).	
CAUTION	Porthill/Eckhart Intl, Idaho aprt tfc 2.5NM S. Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Wildlife in vic of rwy. Trees to 70 AGL within 200' W of rwy.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

DAWSON CREEK (FLYING L RANCH) BC

CDC3

REF	N55 49 14 W120 27 10 7.5NW 19°E (2012) UTC-7 Elev 2680' A5014	
OPR	Rod Folster 259-782-6876 Reg PN	
PF	B-1 D-2,3,4,5,6	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
SERVICES		
S	4,5,6	
RWY DATA	Rwy 07/25 2000x75 GRASS Rwy 25 up 1.5%.	
RCR	Opr Ltd win maint. Rwy strength/cond subject to seasonal/climatic vars.	
COMM		
ATF	tfc 122.2 5NM 5700 ASL (Common freq with Dawson Creek A/D 10NM E).	
CAUTION	Terrain rises 25' & trees to 40 AGL within 400' W thld Rwy 07. Trees aprx 20 AGL along S side rwy. Anticipate turbulence on apch Rwy 25.	

BRITISH COLUMBIA

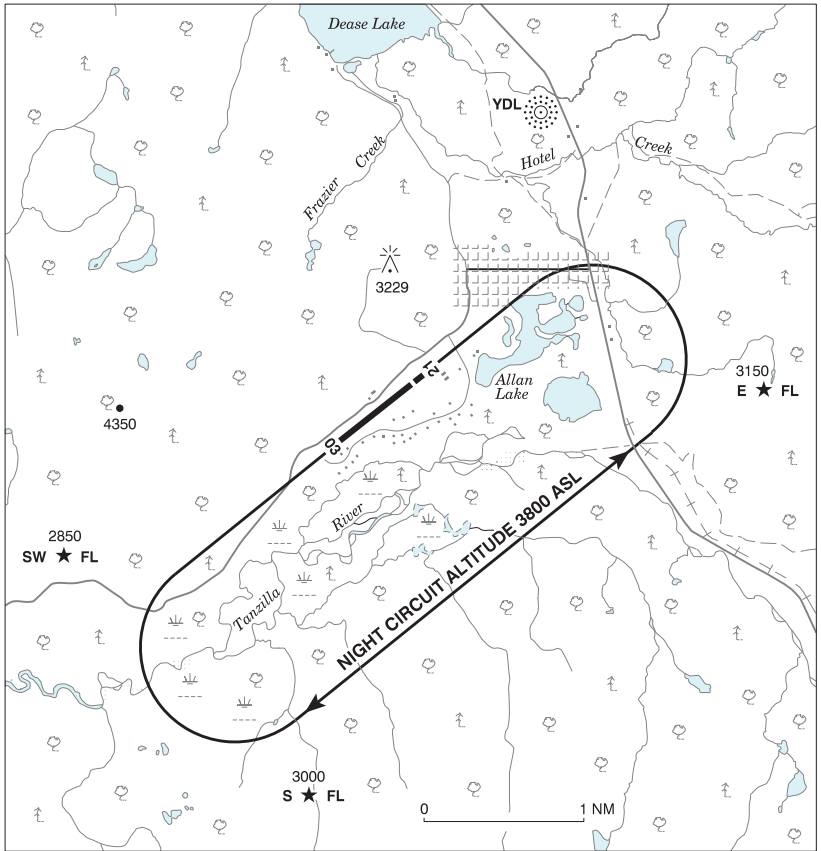
AERODROME / FACILITY DIRECTORY

DAWSON CREEK BC

CYDQ

REF	N55 44 32 W120 10 59 2SE 18°E (2013) UTC-7 Elev 2147' A5014 LO1 HI3 CAP	
OPR	City 250-782-3142 Cert	
PF	A-1,2,3,6 avbl 1400-0230Z Mon-Fri, 1600-2359Z Sat-Sun C-1,2,3,4,5,6	
FLT PLN	<p>FIG Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)</p> <p>ACC Edmonton IFR 888-358-7526</p> <p>WX METAR AUTO H24 (see COMM) WxCam TAF 13-05Z, issued: 1230, 1830, 0030Z</p>	
SERVICES	1400-0130Z Mon-Fri, O/T 1 hr PN call out chg may be levied for one or more svcs. 100LL, JA (Self-serve, Visa, Mastercard) 1,4,5,6 D-Ice	
RWY DATA	Rwy 07(068°)/25(248°) 5001x150 ASPH	
RWY CERT	Rwy 07/25 AGN IV	
RCR	Opr 1400-0130Z Mon-Fri, 1500-2230Z Sat-Sun, O/T 1 hr PN, call out chg CRFI, PLR/PCN	
LIGHTING	07-AO (non-std 1450') (TE ME) P2, 25-AO(TE ME) P2 ARCAL-122.2 type K	
COMM	<p>RCO Peace River rdo 122.2 (RAAS) 1330-0530Z emerg only 780-624-5142</p> <p>MF Peace River rdo 122.2 1330-0530Z O/T tfc 122.2 5NM 5100 ASL (CAR 602.98)</p> <p>AWOS 128.55</p>	
PRO	For IFR clnc outside of RAAS hrs phone Edmonton ACC prior to dep.	
CAUTION	Extv migratory bird activity in vic of Rwy 07/25 Apr-Nov.	

DEASE LAKE VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



BRITISH COLUMBIA

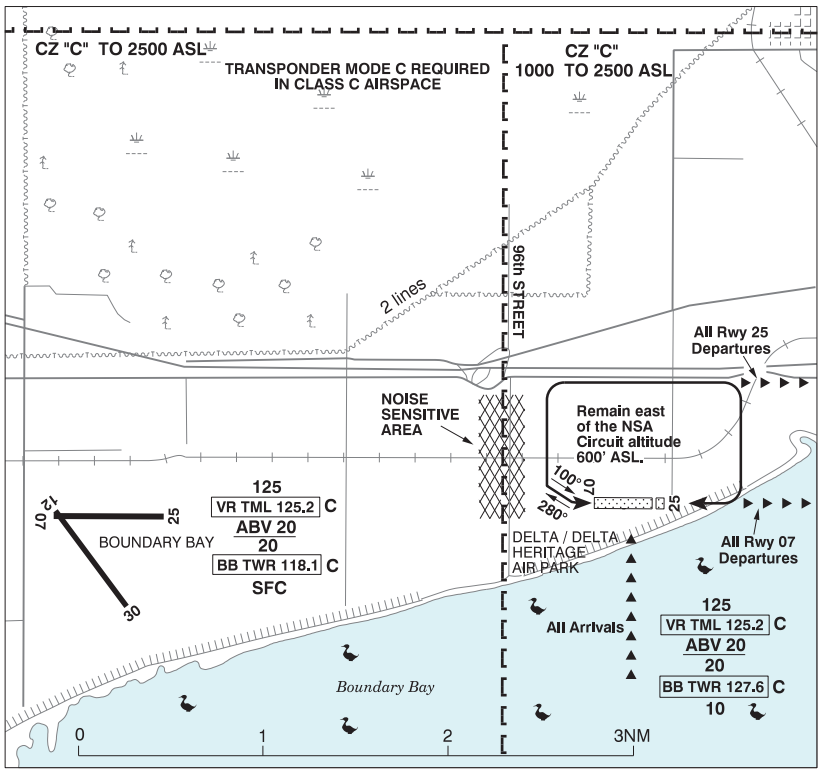
AERODROME / FACILITY DIRECTORY

DEASE LAKE BC

CYDL

REF	N58 25 20 W130 01 53 1.5S 19°E (2020) UTC-8(7) Elev 2634' A5021 LO5 HI2 RCAP	
OPR	Stikine Airport Society 250-771-3039 Reg	
PF	B-1 C-2,4,5	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
WX	METAR AUTO H24 (see COMM) TAF 13-00Z†, issue times: 13, 19Z (DT 12, 18Z) WxCam	
SERVICES		
FUEL S	JA-1 16-02Z† Yellowhead Helicopters 250-771-5164 O/T PN, call out chg 4	
RWY DATA	Rwy 03(033°)/21(213°) 6003x100 asphalt Thld 21 displ 402'. First 1600' Rwy 03 up 1.5%	
RCR	Opr Ltd win maint	
LIGHTING	03-AS(TE ME) P2 4°, 21-AS(TE ME) P2 4° ARCAL-123.2 type K exc RILS on high setting only. Ngt ops are not recommended unless all 3 hazard bcns are oprg.	
COMM		
RCO	Whitehorse rdo 123.475 (FISE) 126.7 (bcst)	
ATF	tfc 123.2 5NM 5600 ASL	
AWOS	128.7	
NAV		
NDB	YDL 200 (M) N58 27 14 W129 59 46	
PRO	Rgt hand circuits Rwy 03 (CAR 602.96). Ngt circuits 3800 ASL (1200 AGL). Ngt circuit pro depicted on VTPC.	
CAUTION	Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness.	

DELTA / DELTA HERITAGE AIR PARK VFR TERMINAL PROCEDURES CHART

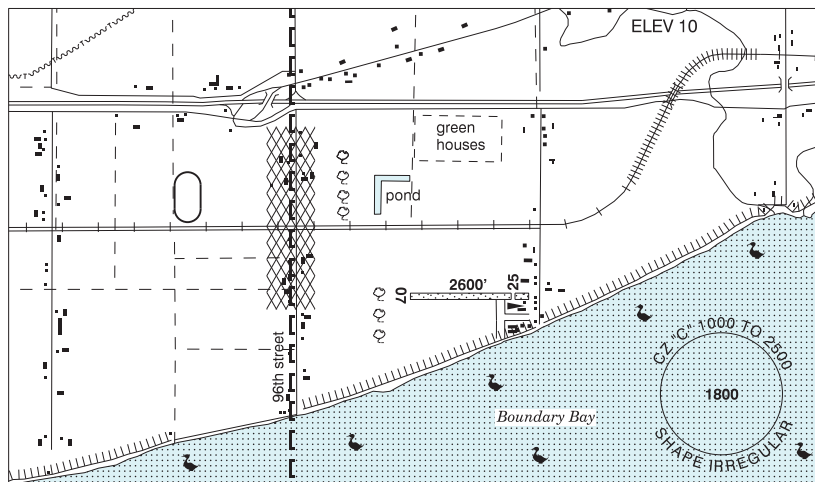


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

DELTA / DELTA HERITAGE AIR PARK BC

CAK3



REF	N49 04 43 W122 56 17 4.5E 17°E (2013) UTC-8(7) Elev 10' VTA A5004
OPR	Recreational Aircraft Association, Chap 85 (DapCom) 604-543-8894, Caretaker 604-722-3791 Reg PPR by phone 604-878-9050
PF	B-1 C-2,3,6 D-4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
FUEL	100LL
S	4,5
RWY DATA	Rwy 07/25 2600x75 GRASS Thld 25 displ 300'
RCR	Opr No win maint. Rwy soft when wet
COMM	
ATIS	Boundary Bay 125.5 15-07Z†
ATF	tfc 123.3 2NM below 1000 ASL Excluding that portion which penetrates Boundary Bay class "C" airspace.

DELTA / DELTA HERITAGE AIR PARK BC (Cont'd)

CAK3

PRO

HELI
NOISE

Heli tng not auth.

Circuit alt 600 ASL. Rgt hand circuits Rwy 25 (CAR 602.96).

NOISE ABATEMENT PROCEDURES:

Departures:

Rwy 25 Dep: When safe hdg 280°, then further right turn to crosswind to avoid noise sensitive area.

Downwind dep auth fr Rwy 25 at 600 ASL. No southbound dep until clear of circuit to E. Avoid flt over dike and adj water area below 600 ASL.

Arrivals:

All arr to air park fr seaside. Cross midfield at 600 ASL and join downwind (CAR 602.96).

Rwy 07 Arr: Fr downwind, turn on base leg well bfr 96th Street to avoid noise-sensitive area. When S of railway tracks hdg 100° to intercept final apch E of row of trees.

Boundary Bay A/D 2.5NM W, obtain clnc prior to entering Boundary Bay CZ. Refer to VTPC. Procedures for crossing the Southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl VTPC FOR CROSSING THE SOUTHERN STRAIT OF GEORGIA ABOVE 2500FT.

CAUTION

Extremely confined circuit. Trees 750' fr thld Rwy 07, trees and obst adj to thld Rwy 25. Acft unable to accommodate noise abatement procedures and obst avoidance should avoid the air park. Beware of Boundary Bay A/D tfc close to Delta Heritage Air Park.

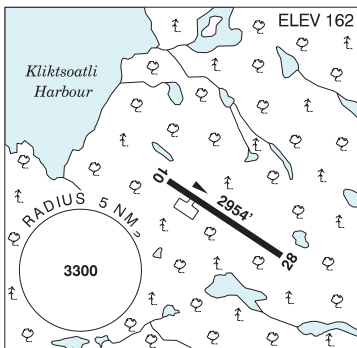
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

DENNY ISLAND BC

CYJQ

REF	N52 08 23 W128 03 49 2E 19°E (2012) UTC-8(7) Elev 162' A5004 A5013 LO2
OPR	Denny Island Aprt Commission C/O Central Coast Regional District 250-957-2305 Reg
PF	C-1,2,5
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 10(104°)/28(284°) 2954x100 asphalt
RCR	Opr No win maint
COMM	RCO Pacific rdo (Bella Bella (Campbell Is.) 123.475 (FISE) 126.7 (bcst) May not be receivable on ground. ATF tfc 122.8 5NM 3200 ASL
NAV	NDB BELLA BELLA YJQ 325 (L) N52 11 07 W128 06 49



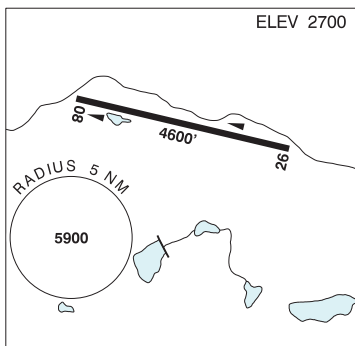
BRITISH COLUMBIA

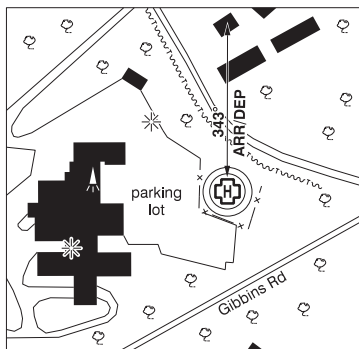
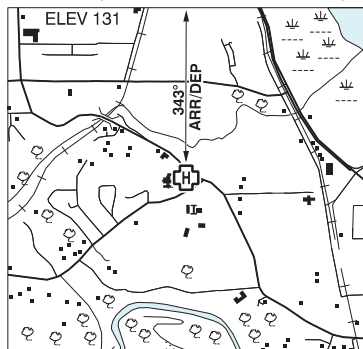
AERODROME / FACILITY DIRECTORY

DOUGLAS LAKE BC

CAL3

REF	N50 10 W120 11 Adj E 17°E (2012) UTC-8(7) Elev 2700' A5004
OPR	Douglas Lake Cattle Co 250-350-3344 Reg PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 08/26 4600x40 asphalt
RCR	Opr
COMM	
ATF	tfc 123.2 5NM 5700 ASL



DUNCAN (COWICHAN DISTRICT HOSP) BC (Heli)**CDH4**

REF	N48 47 10 W123 43 17 Adj 17°E (2014) UTC-8 (7) Elev 131' VTA A5004
OPR	Cowichan District Hospital 250-370-8555 Cert PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RW (ME) green DR (ME) yellow
COMM	
ATF	tfc 122.8 4NM 3200 ASL
PRO	Arr/dep 343° fr heli, slope 12% (H2), day/night use. (CAR 602.96).
CAUTION	Hosp bldg lctd 197' NW of heli parking lot -marked with obst lgt. Antenna twr lctd on top of the hosp bldg W of the heli. Lgtd power pole and lines adj blw flt path. Tall trees E, W and S of flt path.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

DUNCAN BC

CAM3

REF	N48 45 17 W123 42 35 Adj SSW 16°E (2016) UTC-8(7) Elev 300' VTA A5004	
OPR	Duncan Flying Club 250-710-8723 Reg	
PF	C-2,3,4,5,6	
CUST	AOE/CAN	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5	
RWY DATA	Rwy 13(135)/31(315) 1494x30 ASPH Rwy 31 up 0.5% Thld Rwy 13 displ 70'	
RCR	Opr No win maint.	
LIGHTING	13-(TE LO), 31-(TE LO)	
COMM	ATF tfc 122.8 2NM 3300 ASL	
PRO	Rgt hand circuits Rwy 13 (CAR 602.96).	
NOISE	Noise Abatement Procedures: dep Rwy 31, climb rwy hdg, then climb hdg 291° when safe, til clear of subdivision. Avoid noise sensitive area to the E.	
CAUTION	Ravines at both ends; gravel pit & 4' windrow W side rwy. Downdrafts, crosswinds & wind shear may be encountered. Trees on apch to Rwy 31. Strongly recommended that only pilots familiar with apt & lcl terrain should use this apt dur hrs of darkness.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ECHO VALLEY BC

CBJ4

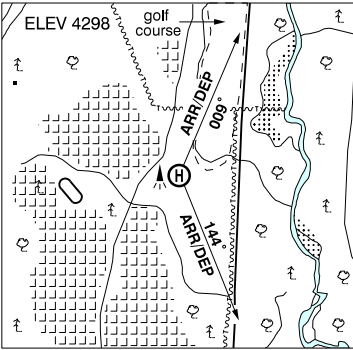
REF	N51 14 30 W121 59 39 17°E (2016) UTC-8(7) Elev 3650' A5004	
OPR	Echo Valley Ranch and SPA 250-459-2386 Reg PN	
PF	B-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	FUEL 100LL Emerg use only S 4,5	
RWY DATA	Rwy 07(074°)/25(254°) 3412x60 asphalt First 2000' Rwy 07 up 4%.	
RCR	Opr No win maint.	
COMM	ATF tfc 123.2 5NM 6700 ASL	
CAUTION	Unmarked 5' fence on Thld 25. Unmarked p-line 50' E Thld 25. Terrain rises rapidly E of Rwy 25. Numerous trees to 60 AGL, 150' N & E of rwy. May encounter turbulence & strong downdrafts on apch. Crosswinds fr the S. Freq bird activity Apr - Sep.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ELKFORD BC (Heli)

CEH7

REF	N50 00 25 W114 55 23 1.1SSE 14°E (2014) UTC-7(6) Elev 4298' A5005	
OPR	District of Elkford 250-865-4000 Reg PPR	
PF	C-1,2,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO 87' dia CONC TLOF 48' dia CONC Safety Area 115' dia 15,432 lbs Max heli overall length 59'	
RCR	250-865-4020, 250-910-4021/4022 15-23Z†	
LIGHTING	RW(LO) yellow, no aiming pt DR(LO) yellow ARCAL-122.8 type k	
COMM	ATF tfc 122.8 5NM 7300 ASL	
PRO	Arr/dep 009° & 144° fr heli.	
CAUTION	Wildlife in vic of heli.	

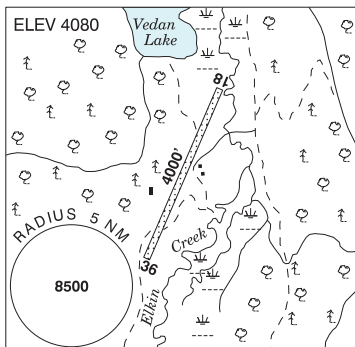
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ELKIN CREEK GUEST RANCH BC

CBL9

REF	N51 30 46 W123 48 16 18°E (2012) UTC-8(7) Elev 4080' A5004
OPR	Elkin Creek Guest Ranch 250-394-5175 Reg
PF	B-1,2,5
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	S 4,5 (May-Oct)
RWY DATA	Rwy 18/36 4000x45 GRASS RCR Opr No win maint.
COMM	ATF tfc 123.2 5NM 7100 ASL
CAUTION	Check for animals on rwy.



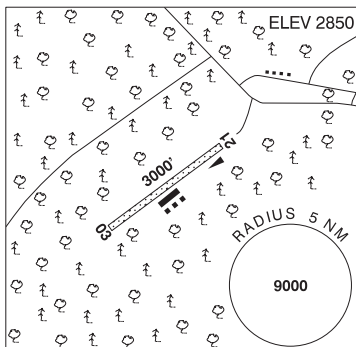
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ELKO / LIONEL P. DEMERS MEMORIAL AIRPARK BC

CBE2

REF	N49 17 W115 09 1.7WSW 15°E (2012) UTC-7(6) Elev 2850' A5005
OPR	Richard Demore Crownsnest Owners & Pilots Society 519-420-0745 Reg
PF	C-1,2 D-4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 03/21 3000x100 GRASS
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 5NM 5900 ASL
CAUTION	Wildlife in vicinity of rwy. Soft field conds in Mar & Apr.



BRITISH COLUMBIA

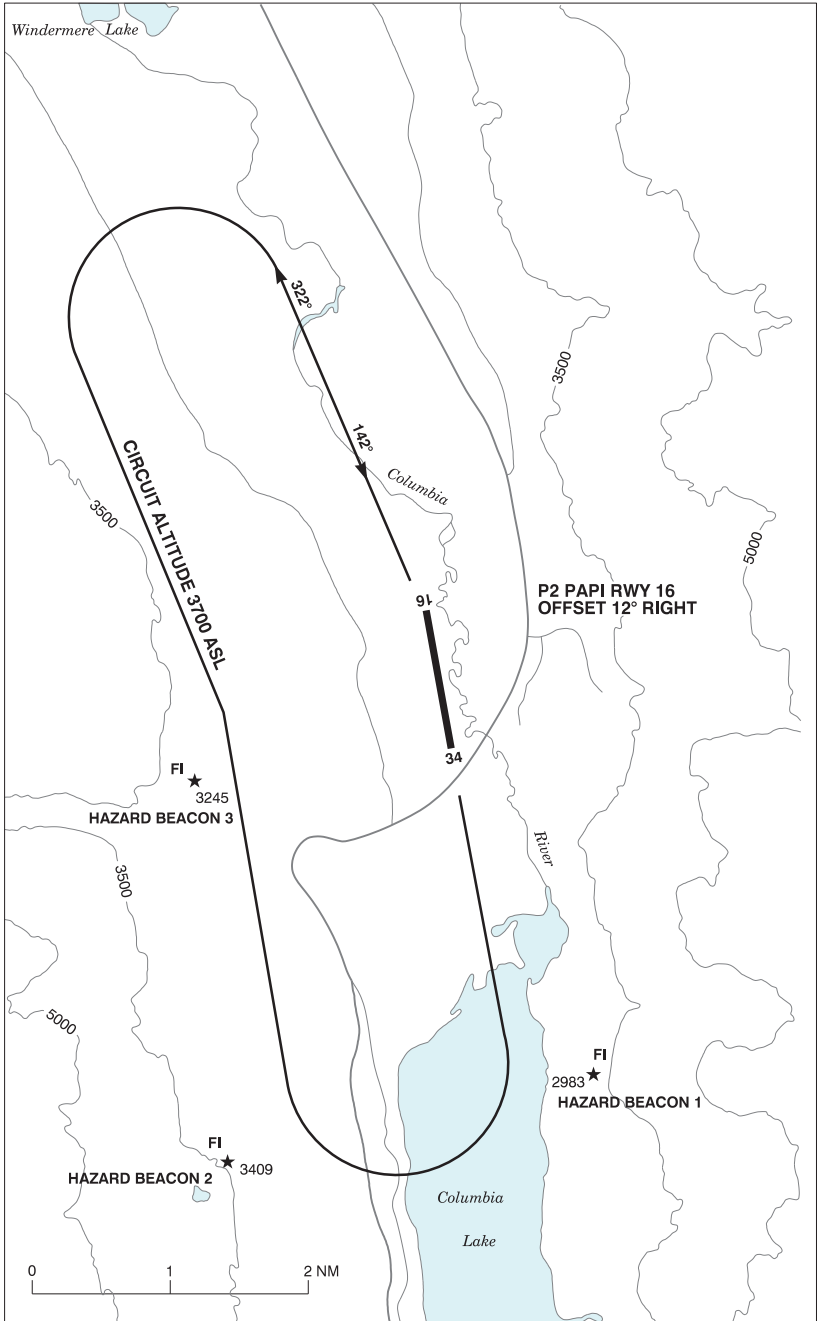
AERODROME / FACILITY DIRECTORY

FAIRMONT HOT SPRINGS BC

CYCZ

REF	N50 19 49 W115 52 24 15°E (2013) UTC-7(6) Elev 2661' A5005 LO2 HI3 RCAP	
OPR	Columbia Valley Airport Society 250-345-2121 Reg Ldg fees	
PF	B-1 C-2,5 D-3,4,6	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	1530-0430Z± Apr 1-Sep 30, 1530-2130Z± Oct 1-Mar 31 O/T call out chg levied	
FUEL	100LL, JA (FSII avbl), SP	
OIL	All	
S	4,5,6	
RWY DATA	Rwy 16(156°)/34(336°) 6005x100 ASPH Thld 34 displ 821'. Rwy 16 up 0.4%. RCR Opr Ltd win maint	
LIGHTING	16-AS(TE LO) P2, 34-AS(TE LO) P2 PAPI Rwy 16 offset 12° rgt. ARCAL-123.2 type K. ARCAL opr A/D beacon.	
COMM		
RCO	Pacific rdo (Invermere) 123.475 (FISE) 126.7 (bcst)	
ATF	tfc 123.2 5NM 5700 ASL	
PRO	Rgt hand circuits rwy 16 (CAR 602.96).	
CAUTION	Hwy overpass & p-line aprx 40 AGL crosses apch Rwy 34 aprx 1250' fr rwy thld. Extensive glider activity over mtns to E of A/D. Recommend only pilots familiar with lcl area use this aprt dur hrs of darkness. Ngt ops not recommended unless all 3 hazard beacons oprg. Extv bird activity in vic of rwy.	

FAIRMONT VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE

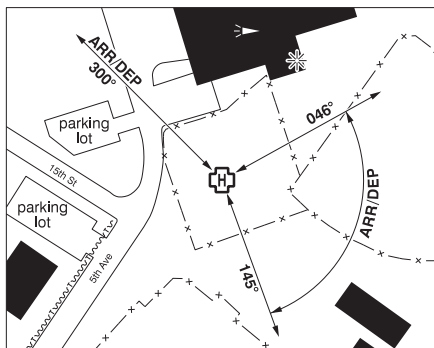
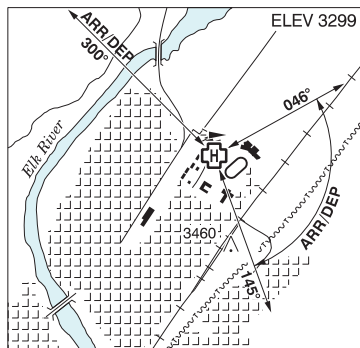


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FERNIE (ELK VALLEY HOSP) BC (Heli)

CBP3



REF	N49 30 46 W115 03 22 15°E (2013) UTC-7(6) Elev 3299' A5005
OPR	Interior Health Region 250-423-4453 Cert NVIS OPS AUTH PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC/ASPH Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
COMM	
RCO	Pacific rdo 123.375 (FISE)
ATF	tfc 123.2 5NM 5300 ASL
PRO	Arr/dep 046° to 145° fr heli, (H1) (CAR 602.96). Arr/dep 300° fr heli, (H1) (CAR 602.96). NVIS rqr'd for night use, all flt paths (CAR 602.96).
CAUTION	Rising terrain E of railway. Lgtd twr aprx 1500' S of heli 3460 ASL. Unlgtd p-lines adj E and aprx 370' NW of heli.

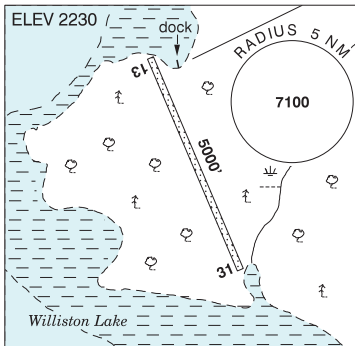
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FORT GRAHAME BC

CBW3

REF	N56 31 18 W124 28 06 18°E (2020) UTC-8(7) Elev 2230' A5022
OPR	Finlay River Outfitters Ltd. Jody Mcauley 250-483-3857 Reg
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 13(139°)/31(319°) 5000x40 gravel
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 5NM 5300 ASL



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FORT LANGLEY BC

CBQ2

REF	N49 10 04 W122 33 27 Adj 17°E (2014) UTC-8(7) Elev 33' VTA A5004	
OPR	Fort Langley Avn 604-888-1922 PPR Reg	
PF	A-1 C-2,3,4,5 D-6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	FUEL 100LL, JA S 1,4,5	
RWY DATA	Rwy 08(082°)/26(262°) 5510X60 ASPH	
RCR	Opr 604-888-1922 Ltd win maint	
COMM		
ATF	tfc 122.725 2NM 1500 ASL	
NAV		
VOR	PITT MEADOWS YPK 112.4 N49 12 57 W122 42 54 (44')	
PRO	Rgt hand circuits Rwy 26 (CAR 602.96). Circuit hgt 1000 ASL. No training flights. Avoid overflight of community to W. Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia.	
CAUTION	Trees to 80 AGL along N side	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FORT NELSON / GORDON FIELD BC

CBL3

REF	N58 49 W122 47 4W 20°E (2012) UTC-8 Elev 1625' A5022 A5099
OPR	Ken or Rod Rombough 250-321-3007 Reg
PF	C-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
SERVICES	
S	4,5
RWY DATA	Rwy 10/28 3400x50 GRASS
RCR	Opr Ltd win maint. Rwy slippery when wet.
COMM	
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
ATF	tfc 122.5 3NM 4700 excluding that portion within the Fort Nelson CYYE MF area.
CAUTION	Trees to 50 AGL and ditches within 20' of rwy edge entire length of rwy both N and S side.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FORT NELSON BC

CY9E

REF	N58 50 11 W122 35 49 3.8ENE 18°E (2020) UTC-7 Elev 1253' A5022 A5099 LO1 LO5 HI2 CAP	
OPR	Northern Rockies Regional Municipality 250-774-6454 Cert	
PF	A-1,6 B-2 D-3,4,5	
FLT PLN		
FIG	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC WX	Edmonton IFR 888-358-7526 METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.	
SERVICES		
FUEL	100LL, JA-1 (FSII avbl), HPR	
OIL	All	
S	1,2,3,4,5,6	
SUP FL	D & A-ice	
JASU	Elect start 28V 800 amp, 28V 1500 amp, CE16, 90 KVA	
PVT ADV	Sky North Avn Fuels 250-774-2150 122.7	
RWY DATA	Rwy 04(039°)/22(219°) 6402x150 ASPH Rwy 08(084°)/26(264°) 3575x77 ASPH Rwy 08 down 0.64%	
RWY CERT	Rwy 04/22 AGN IIIB Rwy 08/26 AGN I	
TWY CERT	Twy B AGN I	
RCR	Opr, ltd hrs Win ops 15-23Z 2hrs PN CRFI, PLR/PCN	
LIGHTING	04-AN (TE HI), 22-AO (non-std) (TE HI) P2	
COMM		
RADIO	122.5 PTC avbl (E) (emerg only 250-774-3124)	
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)	
ATIS	125.65 ltd hrs	
MF	rdo 122.5 5NM 4300 ASL (CAR 602.98)	
PAL	Edmonton Ctr 132.87 134.85	
NAV		
VOR/DME	YYE 112.9 Ch 76 N58 53 31 W123 00 58 (2034')	
DME	IYE 110.3 Ch 40 N58 50 04 W122 36 45 (1270')	
ILS	IYE 110.3 (Rwy 04) LOC reliable only within 10° either side of centreline.	
CAUTION	Radiosonde balloon launches fr N58 50 W122 36 (0.5NM NE Thld Rwy 22) at 1115Z-1129Z & 2315Z-2329Z dly.	

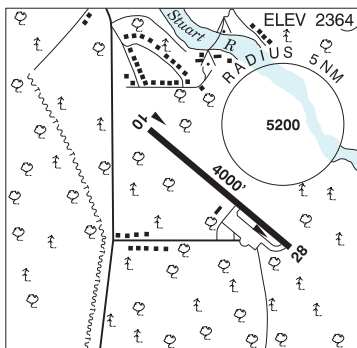
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FORT ST. JAMES (PERISON) BC

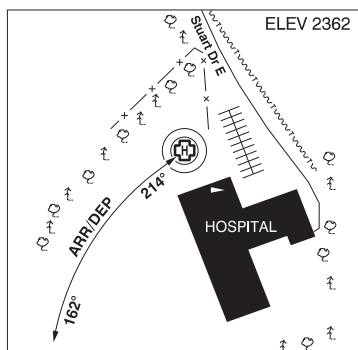
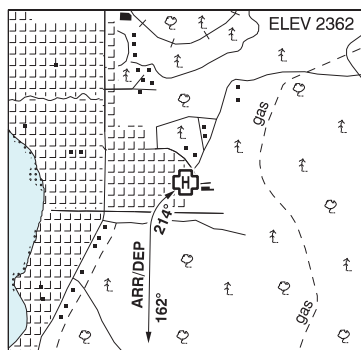
CYJM

REF	N54 23 50 W124 15 46 2.4S 19°E (2013) UTC-8(7) Elev 2364' A5014
OPR	District 250-996-7161 Reg
PF	A-1,3 C-2,4,5
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	S 4,5
RWY DATA	Rwy 10/28 4000x75 asphalt RCR Opr Ltd win maint
COMM	ATF tfc 123.2 5NM 5400 ASL
CAUTION	Trees to 90 AGL 220' fr N rwy edge.



FORT ST. JAMES (STUART LAKE HOSP) BC (Heli)

CFJ2



REF	N54 26 27 W124 14 33 19°E (2014) UTC-8(7) Elev 2362' A5014
OPR	Stuart Lake Hosp Maint 250-996-8201 Reg PPR
PF	A-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 64' dia ASPH TLOF 39' dia ASPH Safety Area 85' dia
RCR	Opr
COMM	
ATF	tfc 123.2 5NM 5400 ASL
PRO	Arr/dep 214° to 162° curved fr heli, slope 16%.
CAUTION	Flight path non-std curve on final apch.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FORT ST. JOHN BC

CYXJ

REF	N56 14 18 W120 44 25 3.8E 17°E (2020) UTC-7 Elev 2280' A5014 A5022 LO1 HI2 HI3 CAP	
OPR	North Peace Aprt Svcs Ltd 250-787-0426 H24 Cert Ldg fees	
PF	A-1,2,3,6 C-1,2,3,4,5,6	
FLT PLN	FIG Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) ACC WX Edmonton IFR 888-358-7526 METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.	
SERVICES	FUEL 100LL, JA-1 (FSII avbl), HPR OIL All S 1,2,3,4,5,6 ARFF DESIGNATED CAT 6 1200-0730Z sked pax flt only, O/T 2 hr PN. 250-261-8897 cost recovery SUP FL D & A-ice JASU Elec Start 28v-800 Amp, 28v-1500 amp, CE15 PVT ADV Executive Flight Centre 122.35 250-785-6174 MIL CON Executive Flight Centre Aviation Ltd 250-785-6174	
RWY DATA	Rwy 12(118°)/30(298°) 6909x150 ASPH Rwy 30 up 0.53% first 1900' Rwy 03(028°)/21(208°) 6698x148 ASPH Thld 21 displ 196' Rwy 03 up 1.50% first 3000' Rwy 21 first 3700' down 0.65%	
RWY CERT	Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IIIB Rwy 03/21 not avbl for act when RVR below 2600(1/2sm) (CAR 602.96) AGN IIIB RCR Opr Ltd win maint 1200-0730Z, O/T 2hrs PN, call out chg may be levied. CRFI, PLR/PCN.	
LIGHTING	03-AS(TE ME) P2, 21-AO(TE ME) P2, 12-AO(TE HI) P2, 30-AN(TE HI)	
COMM	RADIO 118.5 (E) (emerg only 250-787-0434) RCO Edmonton rdo 123.55 (FISE) 126.7 (bcst) ATIS 128.5 ltd hrs CLNC DEL 121.9 PTC avbl ltd hrs MF rdo 118.5 5NM 5300 ASL (CAR 602.98) PAL Edmonton Ctr 132.6 285.4	
NAV	VOR/DME YXJ 114.2 Ch 89 N56 17 03 W120 53 44 (2664') ILS IXJ 109.5 (Rwy 30) RVR LOC reliable only within 10° either side of centreline.	
CAUTION	Aerobatics may be in progress over aprt 6000 ASL & below.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

FORT WARE BC

CAJ9

REF	N57 25 49 W125 39 10 Adj SW 19°E (2018) UTC-8(7) Elev 2500' aprx A5022 LO1 RCAP	
OPR	Fort Ware Indian Band Council 250-563-4161 Reg	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) ACC Edmonton IFR 888-358-7526 WX WxCam	
RWY DATA	Rwy 11(114°)/29(294°) 4890x100 GRVL RCR Opr Ltd win maint or 250-471-2302	
COMM	RCO Whitehorse rdo 123.375 (FISE) 126.7 (bcst) ATF tfc 123.2 5NM 5500 ASL	
CAUTION	Rwy may be u/s dur spring.	

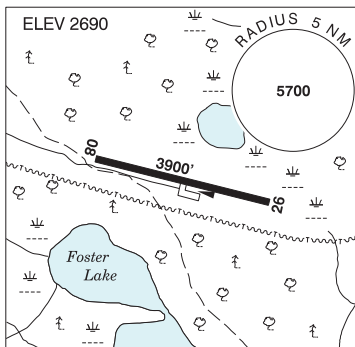
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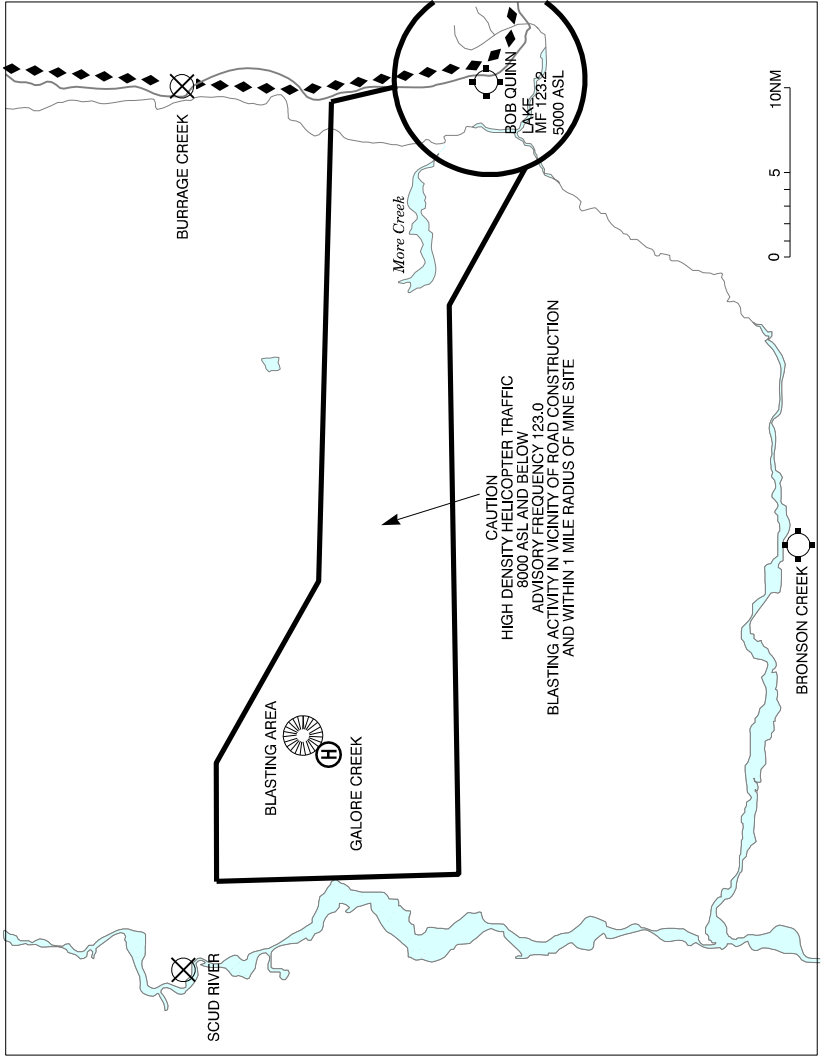
FRASER LAKE BC

CBZ9

REF	N54 00 48 W124 46 06 4SE 19°E (2012) UTC-8(7) Elev 2690' A5014
OPR	Village 250-699-2859 or 250-699-1146 Reg
PF	C-1,2,4,5,7,8
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	S 5,7
RWY DATA	Rwy 08(085°)/26(265°) 3900x75 ASPH
APRON	no prkg - reserved for air ambulance
RCR	250-699-1265 Ltd win maint.
COMM	ATF tfc 122.8 5NM 5700 ASL
CAUTION	Migratory bird act in vic of A/D. Ltd smoke from adj Fire Training Centre.



GALORE CREEK / BOB QUINN LAKE VFR TERMINAL PROCEDURES CHART

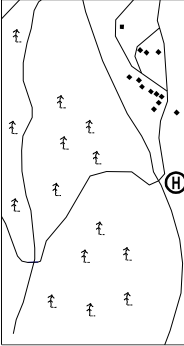


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

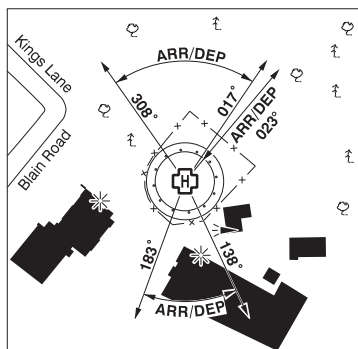
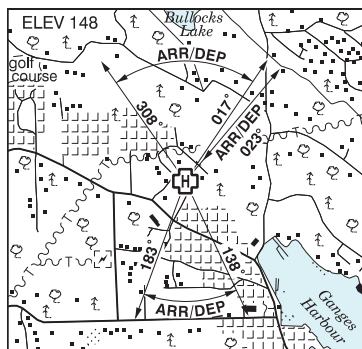
GALORE CREEK BC (Heli)

CGC2

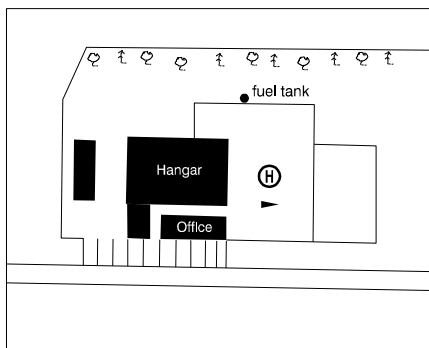
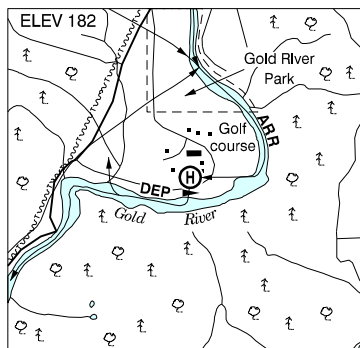
REF	N57 07 24 W131 27 09 Adj NW 20°E (2013) UTC-8(7) Elev 2601' A5021		ELEV 2601
OPR	Galore Creek Mining Corporation 604-699-4289 Reg PPR		
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)		
HELI DATA	100' x 100' GRVL		
COMM	ATF tfc 123.0 8000' ASL (see Galore Creek/Bob Quinn Lake VTPC)		
PRO	High density tfc & blasting activity - see Galore Creek/Bob Quinn Lake VTPC. Blind transmission of intentions required within defined area.		
CAUTION	High volume of helicopter traffic in defined area.		

GANGES (LADY MINTO/GULF ISLANDS HOSP) BC (Heli)

CAL7



REF	N48 51 45 W123 30 31 17°E (2014) UTC-8(7) Elev 148' VTA A5004
OPR	Lady Minto Gulf Island Hosp Administrator 250-370-8555 Cert NVIS OPS AUTH PPR
PF	B-1,4 C-2,3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57' (CAR 602.96)
RCR	Opr
LIGHTING	RW(LO) O/R
COMM	
ATF	tfc 123.2 2NM 1200 ASL
PRO	Arr/dep 023° fr heli, slope 12% (H2). Arr/dep 308° to 017° fr heli (H1) and 138° to 183° fr heli (H1). NVIS rqrd for night use, all flt paths. (CAR 602.96)
CAUTION	120' transmission lines 1000' N of heli. Trees all quadrants. Bldg 100 AGL adj SW, Ganges water A/D 0.7NM SE.

GOLD RIVER (49 NORTH HELI) BC (Heli)**CGR2**

REF	N49 45 11 W126 03 19 1.4S 18°E (2013) UTC-8(7) Elev 182' A5004
OPR	49 North Helicopters 250-283-7616 Reg PN
PF	A-1 D-2,3,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
FUEL	JA PN
S	4 PN
HELI DATA	96' x 92' ASPH/GRVL, shape irregular
RCR	Opr
COMM	
ATF	tfc 123.2 5NM 3200 ASL
PRO	Arr along river fr the E. Dep to SW along river.
CAUTION	P-line(s) adj to E apch path.

BRITISH COLUMBIA

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GOLD RIVER (THE RIDGE) BC (Heli)**CGR4**

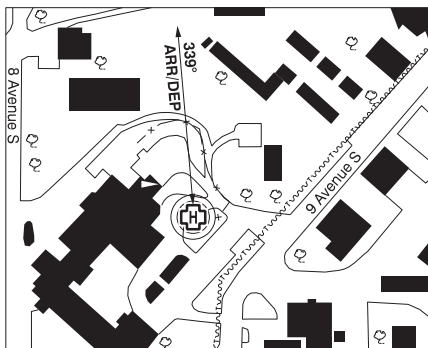
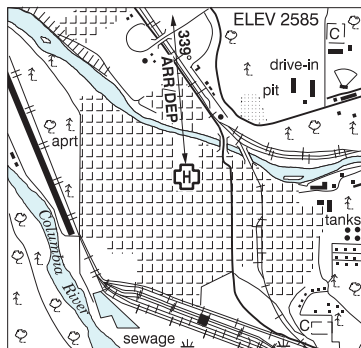
REF	N49 47 00 W126 02 37 Adj NNE 17°E (2014) UTC-8(7) Elev 480' A5004	
OPR	The Ridge Neighbourhood Pub 250-283-7533 Reg PPR	
PF	A-1,2 B-5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 60' x 50' x 70' irregular ASPH Max heli overall length 43'	
RCR	Opr No win maint	
COMM		
ATF	tfc 123.2 5NM 3500 ASL	
PRO	Arr/dep curved flt path 085° to 036° fr heli, day use only.	
CAUTION	Steep bank adj N, trees adj NW thru S, steep apch rqrd to clear all obst, ltd maint and tail rotor clearance.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

GOLDEN (GOLDEN & DISTRICT GEN HOSP) BC (Heli)

CBT5



REF	N51 17 49 W116 58 01 16°E (2014) UTC-7(6) Elev 2585' A5005
OPR	Golden & District Hosp 250-344-3007 Cert NVIS OPS AUTH PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 65' dia ASPH/GRASS Safety Area 90' Max heli overall length 44.8' (CAR 602.96)
RCR	Opr
COMM	
RCO	Pacific rdo 122.375 (FISE) 126.7 (bcst)
MF	tfc 122.8 5NM centred on Golden A/D adj 5600 ASL (CAR 602.98)
A/G	Ambulance dispatch 130.275
PRO	Arr/dep 339° fr heli, slope 12% (H2), NVIS rqrd for night use (CAR 602.96)
CAUTION	Unlgt'd P-line adj S side. Obst to 100 AGL all quads. Fence borders safety area.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

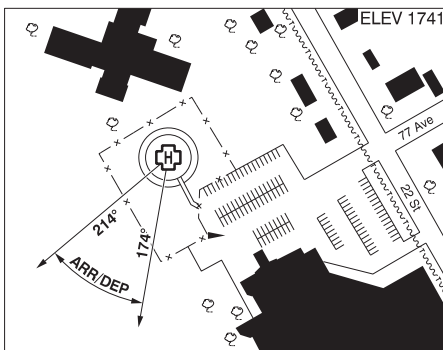
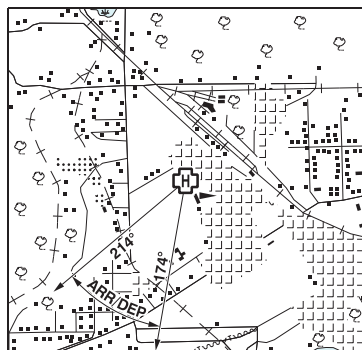
GOLDEN BC

CYGE

REF	N51 17 57 W116 58 56 Adj W 16°E (2013) UTC-7(6) Elev 2576' A5005 LO2 CAP	
OPR	Town 250-344-2271/6017 Reg	
PF	A-1 C-2,3,4,5,6	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	METAR 14-24Z (DT12-24Z) O/T LWIS WxCam	
SERVICES		
FUEL	100LL, JA (FSII avbl) (Opr Automated full/self-serve, VISA, MasterCard, Amex, SP refuelling O/R) 250-344-2534	
S	4,5,6	
RWY DATA	Rwy 14(142°)/32(322°) 4528x75 ASPH AGN IIIA	
RCR	East Kootenay Fuel Sales Ltd 250-344-2534	
COMM		
RCO	Pacific rdo 122.375 (FISE) 126.7 (bcst)	
MF	tfc 122.8 5NM 5600 ASL	
PAL	Vancouver Ctr 132.35 (Kamloops) (may not be receivable on ground)	
PRO	Rgt hand circuits Rwy 32 (CAR 602.96), circuit hgt 4000 ASL.	
CAUTION	Blasting 4NM NNW sfc to 5700 ASL ocsl by NOTAM. Blasting 7NM SE sfc to 5000 ASL. Hang gliding & parasailing all year. Deer on rwy. Marked P-line 87 AGL aprx 0.3NM fr Thld 32. Ocsl parachuting on A/D.	

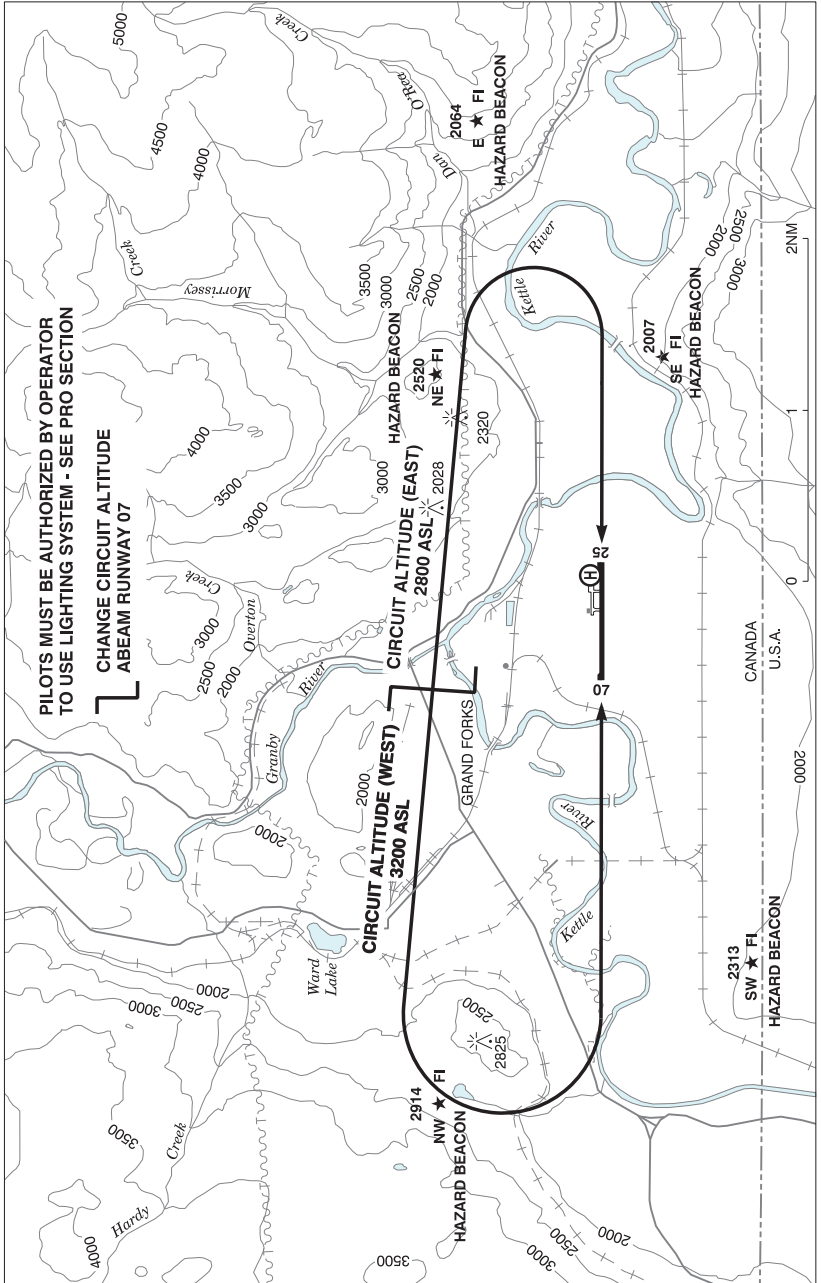
GRAND FORKS (BOUNDARY HOSPITAL) BC (Heli)

CGF4



REF	N49 01 50 W118 28 12 Adj 16°E (2014) UTC-8(7) Elev 1741' A5005
OPR	Boundary Hospital 250-443-1678 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia Max heli overall length 57.4'
RCR	Opr
COMM	
RCO	Pacific rdo 125.85 (FISE) 126.7(bcst)
ATF	Grand Forks tfc 123.2 5NM centred on Grand Forks A/D 1.8NM ESE 4700 ASL
PRO	Arr/dep btwn 174° - 214° fr heli, Slope 8% (H3), day only (CAR 602.96).
CAUTION	Marked P-Line 345' NE to SW of heli 41 AGL, 2 prkg lgts and windsock 160' SE of heli.

GRAND FORKS VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

GRAND FORKS BC

CZGF

REF	N49 00 56 W118 25 50 1SSE 16°E (2013) UTC-8(7) Elev 1724' A5005 LO2 CAP	
OPR	City 250-442-8266 Reg	
PF	A-1 C-2,3,4,5,6	
CUST	AOE/CAN	
FLT PLN	FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX AUTO 250-442-0043 (see COMM) WxCam	
SERVICES	FUEL 100LL, JA 250-443-4183 OIL 80, 100, 15W-50 S 1,3,4,5	
RWY DATA	Rwy 07(074°)/25(254°) 4311x100 ASPH Rwy 25 up 0.78% AGN IIIA	
RCR	Opr Ltd win maint 1500-2330‡ Mon-Fri exc hols. O/T 2 hrs PN. Call out chg may be levied.	
LIGHTING	07-(TE ME) P1 4°, 25-(TE ME) P1 4° ARCAL-123.2 type K key mic 5 times to activate. Ngt use only. See PRO.	
COMM	RCO Pacific rdo 125.85 (FISE) 126.7 (bcst) ATF tfc 123.2 5NM 4700 ASL AUTO 122.55	
PRO	Only pilots auth by the Aprt Opr in accordance with the Aprt Ops Manual can use the aprt dur hrs of darkness. Ngt circuit alt W 3200 ASL, E 2800 ASL. See VTPC ngt circuit pro. Rgt hand circuits Rwy 25 (CAR 602.96).	
CAUTION	Remotely Piloted Aircraft (RPA) ops in vic, N of rwy and radio ctl acft flying, monitoring ATF.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

GREEN LAKE BC

CBG2

REF	N51 25 46 W121 12 35 0.5E 17°E (2015) UTC-8(7) Elev 3550' A5004	
OPR	Flying U Guest Ranch 250-456-7717 Reg PPR	
PF	B-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5	
RWY DATA	Rwy 18/36 3600x40 GRASS RCR Opr Apr 1-Nov 1 No win maint. Rwy lower in ctr.	
COMM	ATF tfc 123.2 5NM 6600 ASL	
PRO	Arr Rwy 36, dep Rwy 18.	
CAUTION	Unprepared rwy shoulders. Trees 60' high 50' fr centreline along N end of rwy.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

GUN LAKE BC (Heli)**CGL5**

REF	N50 53 23 W122 50 48 17°E (2016) UTC-8(7) Elev 2950' A5004
OPR	Blackcomb Aviation 604-938-1700 or 250-238-0194 Reg PPR
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	S 4,6 1600-0430Z
HELI DATA	50' x 15' CONC, 100' x 100' Heli max length 60'. RCR Opr 250-238-0194 16-05Z
COMM	ATF tfc 123.2 2NM 4000 ASL A/G 131.5 Ctc Gun Lake Heli 5 mins prior to ldg.
PRO	Arr/dep over water. Arr keep pink marker buoy on right, dep on left. Avoid noise sensitive areas 600' E and 1500' SW. Ltd ops to 0700-2030 lcl (1600-0430Z).

BRITISH COLUMBIA

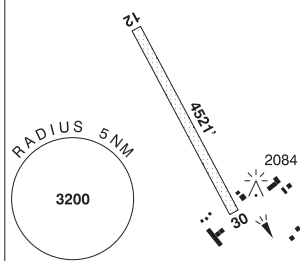
AERODROME / FACILITY DIRECTORY

HELMET BC

CBH2

REF	N59 25 33 W120 47 51 18°E (2018) UTC-8(7) Elev 1930' A5022 LO1 LO5 RCAP	
OPR	Canadian Natural Resources Ltd 403-513-2001 15-01Z† Reg PPR	
FLT PLN	FIC Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) WX AUTO (see COMM)	
RWY DATA	Rwy 12(123°)/30(303°) 4521x100 gravel Rwy 12 first 3000' up 1.53% Rwy 30 first 1500' up 40% RCR Opr	
LIGHTING	12-(TE ME), 30-(TE ME) ARCAL-122.8 type K	
COMM	ATF UNICOM ltd hrs O/T tfc 122.8 5NM 5000 ASL AUTO 122.175	
CAUTION	Extensive heli activity in vic. Wildlife ocsl on rwy.	

ELEV 1930



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

HOPE BC

CYHE

REF	N49 22 06 W121 29 53 2.6W 17°E (2012) UTC-8(7) Elev 128' A5004 LO2 HI3	
OPR	Fraser Valley Regional District 604-869-2819 Reg	
PF	B-1,2 C-3,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX METAR AUTO H24 Tml advsly fcst in VFR rte fcst (dur DT only), issue times: 14, 17, 20, 23Z. WxCam	
SERVICES	FUEL 100LL, JA-1 Self-serve/cardlock OIL 15W50	
RWY DATA	Rwy 07/25 3960x250 GRASS	
RCR	Caretaker 604-869-2819 No win maint. Rwy may be soft dur win & spring.	
COMM	RCO Pacific rdo 125.850 (FISE) 126.7 (bcst) ATF tfc 123.3 5NM 3100 ASL	
NAV	NDB HE 245 (M) N49 23 11 W121 25 27	
PRO	Powered acft ops S of ldg area markers, gliders ops N.	
CAUTION	Extv glider activity. Helicopter activity ½ mile SE. Mtns terrain, anticipate turbulence & wind shear.	

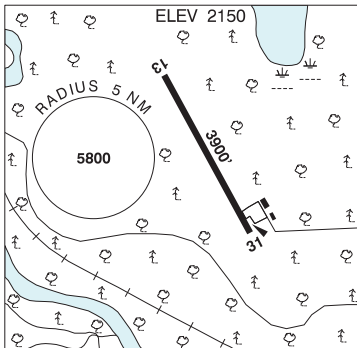
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

HOUSTON BC

CAM5

REF	N54 26 W126 47 5NW 19°E (2012) UTC-8(7) Elev 2150' A5013 LO1 HI3
OPR	District of Houston 250-845-2238 Reg
PF	B-1 C-2,3,4,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 13(133°)/31(313°) 3900x66 ASPH
RCR	Opr 16-24Z† Mon-Fri Ltd win maint
COMM	ATF tfc 123.2 5NM 5200 ASL



NAV	VOR/DME YYD 114.7 Ch 94 N54 27 08 W126 39 03 (4191')
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CAUTION	Fence 200' fr edge of Thld Rwy 31. 2' drop fr paved rwy all sides.
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BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

HUDSON'S HOPE BC

CYNH

REF	N56 02 08 W121 58 33 3WNW 19°E (2012) UTC-7 Elev 2220' A5014 A5022 LO1	
OPR	Dist of Hudson's Hope 250-783-9901 Reg	
PF	C-1,2,4,5	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
SERVICES		
S	4,5	
RWY DATA	Rwy 05/23 5200x100 ASPH Thld 05 displ 200' ldg Thld 23 displ 200' ldg.	
RCR	Opr Ltd win maint 1530-23Z Mon-Fri	
COMM		
ATF	tfc 123.2 5NM 5200 ASL	
CAUTION	50' trees along both edges of rwy to within 50' of Thld 23. Rwy sfc deteriorating along both edges. Lateral rwy crack 250' fr Thld 05.	

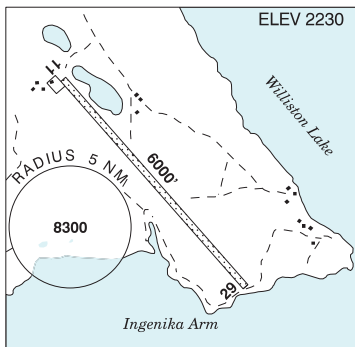
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

INGENIKA BC

CAP6

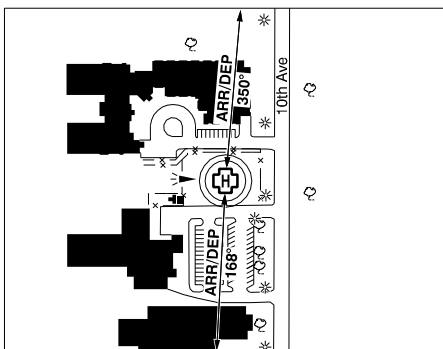
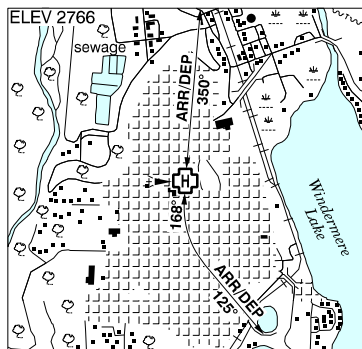
REF	N56 47 26 W124 53 48 18°E (2020) UTC-8(7) Elev 2230' A5022
OPR	British Columbia Ministry of Forests, Aviation Duty Officer 250-312-3020 Reg
FLT PLN FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA RCR	Rwy 11/29 6000x100 GRVL Opr No win maint. Apron rstd to Air Tanker ops.
COMM ATF	tfc 123.2 5NM 5200 ASL



CAUTION Horses ocsl at large in vic of rwy. Areas of loose gravel and exposed large stones.

INVERMERE (DISTRICT HOSP) BC (Heli)

CIV2



REF	N50 30 26 W116 01 57 Adj 15°E (2013) UTC-7(6) Elev 2766' A5005
OPR	Interior Health Authority 250-342-9201 NVG Compliant Cert PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
COMM	
RCO	Pacific rdo 123.475 (FISE) 126.7 (bcst)
ATF	tfc 123.2 5NM centered on Invermere A/D 5900 ASL
PRO	Arr/dep 350° fr heli, slope 28% (H1) day, NVG required for night use (CAR 602.96). Arr/dep curved 168° thru 125° fr heli, slope 14% (H1) day, NVG required for night use (CAR 602.96).
CAUTION	Numerous pkg lot lamp standards to 15' adj BLW 168° ft path marked and lgtd, P-line(s) adj E marked, power poles adj E marked and lgtd.

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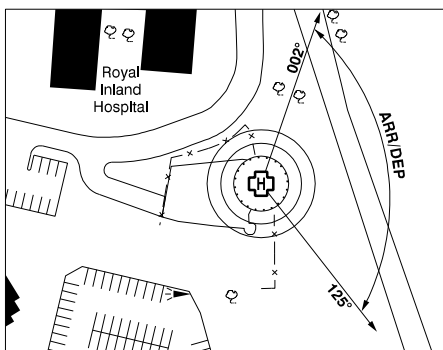
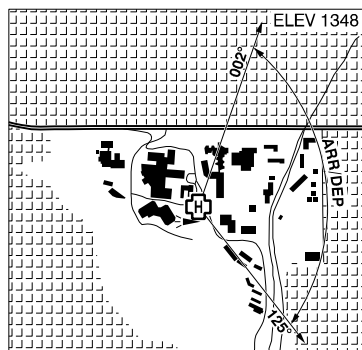
INVERMERE BC

CAA8

REF	N50 31 W116 00 1.4NE 16°E (2012) UTC-7(6) Elev 2820' A5005	
OPR	Babin Air 250-342-3565 Reg PPR Ldg fees apply	
PF	A-1 B-2,5 C-3,4,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX WxCam	
SERVICES	FUEL 100LL PN OIL All S 1,2,4,5,6 PN	
RWY DATA	Rwy 15/33 3000x75 ASPH	
RCR	Opr Ltd win maint	
COMM	RCO Pacific rdo 123.475 (FISE) 126.7 (bcst) ATF tfc 123.2 5NM 5900 ASL	
PRO	Rgt hand circuits Rwy 15 (CAR 602.96).	
CAUTION	Hang gliders/sailplanes in area E of hwy adj to rwy.	

KAMLOOPS (ROYAL INLAND HOSP) BC (Heli)

CBC4

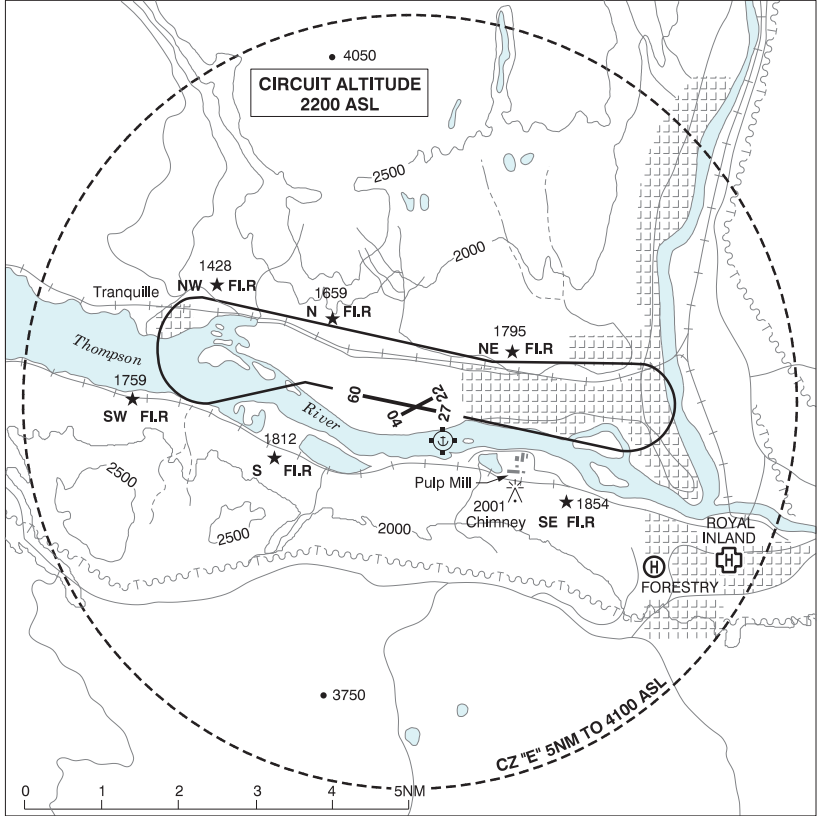


REF	N50 40 09 W120 19 59 Adj 17°E (2012) UTC-8(7) Elev 1348' A5004
OPR	Interior Health Authority 250-374-5111 Cert PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia elevated TLOF 57' dia CONC Safety Area 115' dia elevated 17,000 lbs Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RY(LO) green ARCAL-125.7 type J
COMM	
MF	Kamloops rdo 125.7 5NM 4100 ASL centered on Kamloops aprt (CAR 602.98).
PRO	Arr/dep 125° fr heli, slope 6% first section, 16% second section (H3) day/night use (CAR 602.96). Arr/dep 002° to 125° fr heli, slope 6% (H1) day/night use (CAR 602.96).
CAUTION	Unlgt'd embankment to 40', adj SE.

KAMLOOPS FSS – RCO

Victoria 119.7 (RAAS) 08-14Z† (N48 38 W123 25)

KAMLOOPS VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE

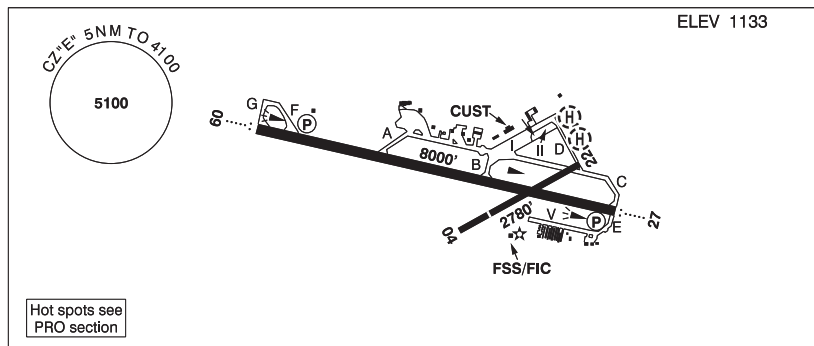


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KAMLOOPS BC

CYKA



REF	N50 42 09 W120 26 55 5WNW 16°E (2016) UTC-8(7) Elev 1133' A5004 LO2 HI3 CAP RCAP
OPR	Kamloops Aprt Ltd 250-376-3613 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/15 1630-0800Z± AOE/30 1630-0030Z± Mon-Fri exc hols 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl)
OIL	80, 100, 120
S	1 (ltd), 2,3,4,5,6 (ltd)
ARFF	PARTICIPATING CAT 5 1400-0730Z±, O/T 2 hr PN 250-376-3233 call out chg
PVT ADV	Shell 123.0 250-376-7633; Executive Flight Centre 122.85 250-376-9069
MIL CON	Executive Flight Centre Fuel 250-376-9069
RWY DATA	Rwy 09(087°)/27(267°) 8000x148 ASPH Rwy 04(045°)/22(225°) 2780x49 ASPH Thld 04 displ 689'.
RWY CERT	Rwy 04/22 AGN II Rwy 09/27 AGN IIIB
TWY CERT	Twy: D, E AGN II
TWY	Twy A, no vehicle ctl first 600' W of Apron I. Twy E: Unlgtd
APRON	Apron 1: Uncontrolled, avbl to sked pax flt only. All acft must yield to acft in pushback from ATB. Prkg fees. Apron II: Uncontrolled, avbl for transient and itinerant prkg. All acft must yield to acft in pushback from ATB. Pilot/pax access via groundside Gate 10 only; no access/egress permitted via ATB. Prkg fees. Apron V: Uncontrolled, PPR for prkg on or within 25' of aprn.
RCR	FSS Win maint 13-08Z± O/T 2 hrs PN cost recovery. CRFI, PLR/PCN.
LIGHTING	09-AO(TE ME) P2, 27-AO(TE ME) P2 ARCAL-125.7 type K avbl when FSS clsd PAPI limitation/restriction. PAPI Rwy 09 to be used only within 4NM of thld; PAPI Rwy 27 to be used only within 4NM of thld. Twy D RR.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KAMLOOPS BC (Cont'd)

CYKA

COMM	RADIO 125.7 PTC avbl (V) (emerg only 250-376-7941) RCO Pacific rdo 123.375 (FISE) 126.7 (bcst) CLNC DEL 121.9 PTC avbl ltd hrs MF rdo 125.7 5NM 4100 ASL (CAR 602.98) PAL Vancouver Ctr 132.35 133.5 134.4 236.0
NAV	DME IKA 109.3 Ch 30 N50 42 14 W120 27 41 (1136') ILS IKA 109.3 (Rwy 09) LOC IPP 109.9 (Rwy 27) reliable only within 10° of centreline.
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. Day: rgt hand circuits Rwys 04, 22 & 27 (CAR 602.96). Night: follow VTPC night circuit pro. Tkof and ldg in grass adj rwys by fixed-wing acft not auth.
CAUTION	Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Ngt ops not recommended unless all 6 hazard beacons are oprg. Hi terrain reduces operational length of Rwys 09 and 27 PAPI. Painted & lgtd twr 1253 ASL (128 AGL) aprx 250' beyond displaced Thld 04 and 2710' NW rwy centreline. Fuel facility (tanks 80 AGL) aprx 0.5NM NE A/D; no low alt heli ops.

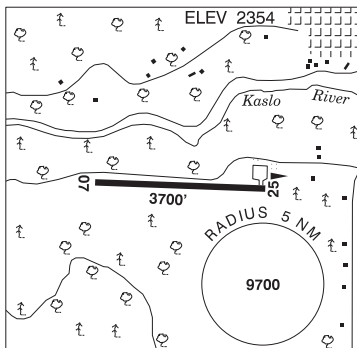
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KASLO BC

CBR2

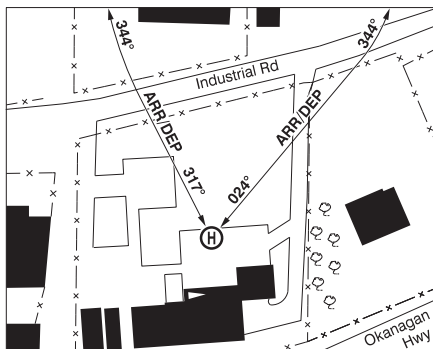
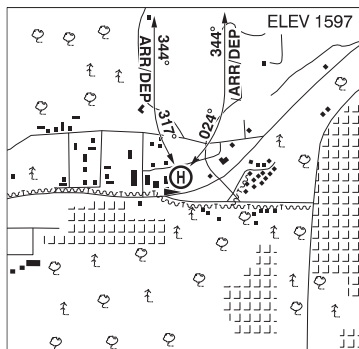
REF	N49 54 13 W116 56 07 1W 16°E (2012) UTC-8(7) Elev 2354' A5005
OPR	Village 250-353-2311 Reg
PF	C-1,2,4,5
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 07/25 3700x60 ASPH
RCR	Opr No win maint
COMM	ATF tfc 123.2 5NM 5400 ASL



CAUTION Narrow mountainous valley.
Terrain rises rapidly W of thld Rwy 07. Vehicle tfc & logging truck activity on adj road,
verify rwy unobstructed. Wildlife in vicinity. Ultra-light acft may be NORDO.

KELOWNA (ALPINE) BC (Heli)

CAB7



REF	N49 51 49 W119 34 05 16°E (2013) UTC-8(7) Elev 1597' A5004 A5005
OPR	Alpine Helicopters Inc. 250-769-4111 Cert PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia CONC TLOF 51' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
COMM	
RCO	Pacific rdo 122.5 (FISE) 126.7 (bcst)
ATF	tfc 123.2 1.5NM 3000' ASL
A/G	165.255
PRO	Arr/dep curved 317° to 344° fr heli, slope 6% (H3) day use only. Arr/dep curved 024° to 344° fr heli, slope 12% (H2) day use only (CAR 602.96).
CAUTION	Unmarked post and P-lines 1645 ASL (42 AGL) aprx 450' S of heli.

BRITISH COLUMBIA

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KELOWNA (ARGUS) BC (Heli)

CRG2

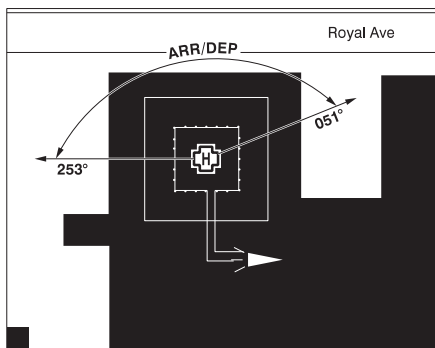
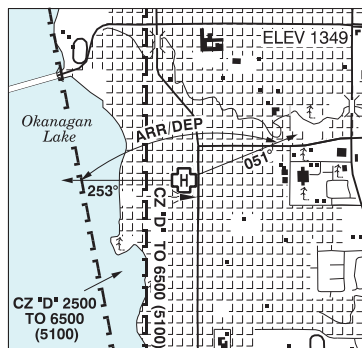
REF	N49 57 41 W119 26 46 2.1NNW 16°E (2014) UTC-8(7) Elev 1877' A5005	
OPR	Argus Properties 250-763-6789 Reg PPR	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 105' x 51' CONC Safety Area 105' x 51'	
RCR	Opr	
COMM	RCO Penticton rdo 119.6 (RAAS) 0630-1330Z† Pacific rdo 122.5 (FISE) 126.7 (bcst) TWR Kelowna 119.6 1330-0630Z† MF Penticton rdo 119.6 0630-1330Z† Kelowna CZ shape irregular 6500 ASL, comm blind spots all quads (CAR 602.98)	
PRO	Arr/dep 154° fr heli, day use only. Arr/dep 344° fr heli, day use only.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KELOWNA (GEN HOSP) BC (Heli)

CKH9



REF	N49 52 27 W119 29 33 Adj S 17°E (2012) UTC-8(7) Elev 1349' A5004 A5005
OPR	Interior Health Authority 250-980-1390 Cert PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' x 86' Non-supporting TLOF 59' x 59' METAL Safety Area 117' x 117' 18,000 lbs Max heli overall length 57.4' (CAR 602.96) Elevated/rooftop heli
RCR	Opr
LIGHTING	RY(LO) green ARCAL-123.2 type J
COMM	
RCO	Penticton rdo 119.6 (RAAS) 0630-1330Z‡ Pacific rdo 122.5 (FISE) 126.7 (bcst)
ATIS	127.5 1330-0630Z‡ 250-491-0310
GND	121.7 1330-0630Z‡
TWR	119.6 292.2 (V) 1330-0630Z‡ (emerg only 250-765-3426)
MF	Penticton rdo 119.6 0630-1330Z‡ CZ shape irregular 6500 ASL, comm blind spots all quads (CAR 602.98)
PRO	Transponder Mode C reqrd within Class D Airspace and Kelowna CZ. Arr/dep btwn 253° to 051° fr heli (H1), day/night use (CAR 602.96)
CAUTION	Flight path extends into Westbank ATF 123.2.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KELOWNA (VALHALLA) BC (Heli)

CVA3

REF	N49 52 04 W119 33 38 2.7SW 15°E (2021) UTC-8(7) Elev 1539' A5004 A5005	
OPR	Valhalla Helicopters 250-769-1486 Cert PPR	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	West Pad: FATO 86' dia ASPH TLOF 40' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96) East Pad: FATO 86' dia ASPH TLOF 40' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)	
RCR	Opr	
COMM	RCO Pacific rdo 122.5 (FISE) 126.7 (bcst) ATF tfc 123.2 1.5NM 3000 ASL	
PRO	Avoid flt over residential area N of heli. West Pad: Arr/dep 254° fr heli, slope 8% (H3), day use only (CAR 602.96). East Pad: Arr/dep 029° fr heli, slope 8% (H3), day use only (CAR 602.96).	
CAUTION	Extv heli activity in vic. W arr/dep path crosses apch to Kelowna (Alpine) heli and Kelowna (Wildcat Helicopters) heli.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KELOWNA (WILDCAT HELICOPTERS) BC (Heli)

CWC2

REF	N49 52 03 W119 34 45 16°E (2015) UTC-8(7) Elev 1640' A5004 A5005	
OPR	Wildcat Helicopters Inc. 250-769-9093 Cert PPR	
PF	A-1 B-3 C-2,5,6 D-4	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	FUEL Jet A OIL MOBIL JET II and 254 S 1,2,3,4,5,6	
HELI DATA	FATO/TLOF 90' x 90' CONC/ASPH/GRASS Safety Area 120' x 120' 17,000 lbs rstd to Bell 214B Max heli overall length 60' (CAR 602.96)	
RCR	Opr	
COMM	RCO Pacific rdo 122.5 (FISE) 126.7 (bcst) ATF tfc 123.2 1.5NM 3000 ASL	
PRO	Arr/dep 047° fr heli 8% (H3), day use only.	

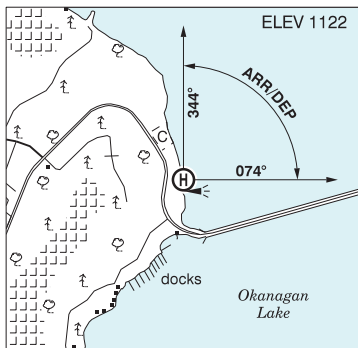
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

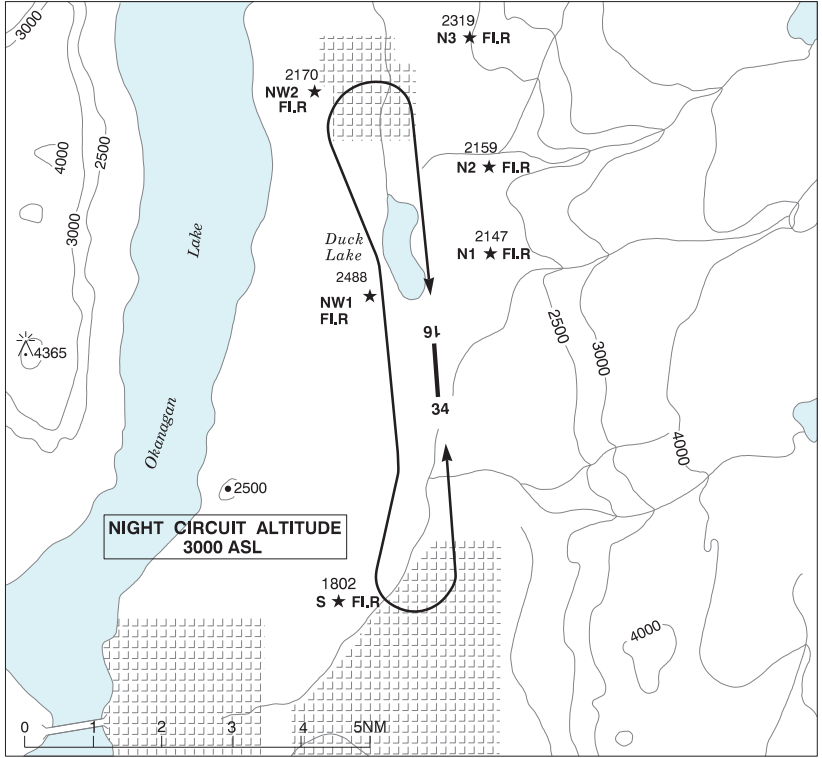
KELOWNA / IKON ADVENTURES BC (Heli)

CIA2

REF	N49 52 51 W119 31 21 1.1SW 16°E (2017) UTC-8(7) Elev 1122' A5005
OPR	Ikon Adventures 778-837-1291 Reg PPR
PF	C-1,2,3,4,5,6,7,8
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 64' dia non-supporting TLOF 33' x 33' CONC Safety Area 85' dia 6000 lbs Max heli overall length 42.7'
RCR	Opr Daylight hrs
COMM	RCO Pacific rdo 122.5 (FISE) 126.7 (bcst) ATF tfc 123.2 1NM 2499 ASL
PRO	Arr/dep 344° to 074° fr heli, slope 8% (H3), day use only.
CAUTION	Extv lcl tfc fr surrounding helis and waterways, monitor 126.7. Marine tfc in vic.



KELOWNA VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE

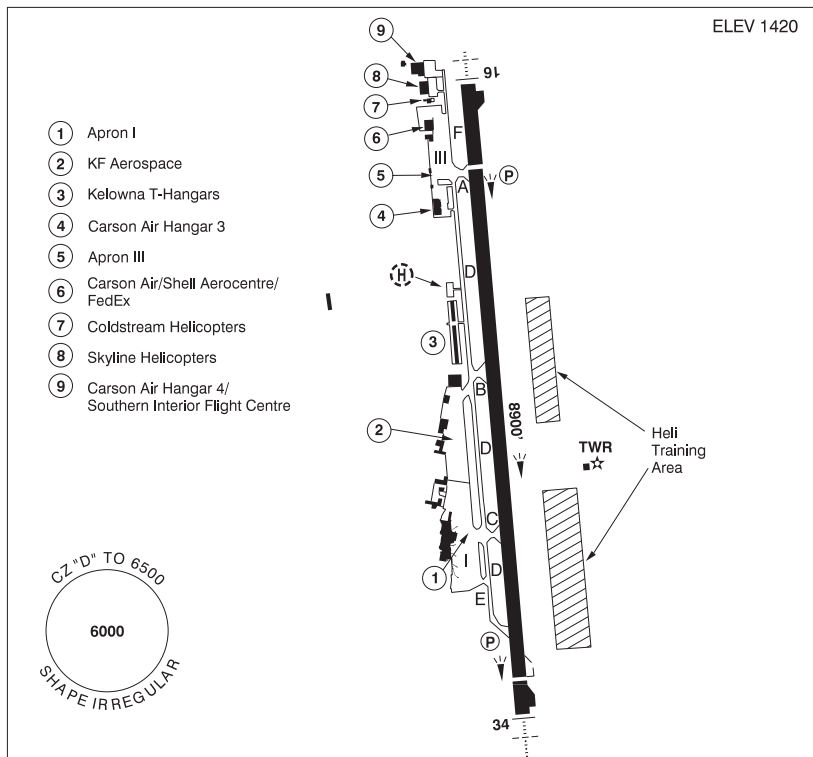


KELOWNA VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
BLACK KNIGHT	VCBLK	N49° 51' 00" W119° 20' 00"
FINTRY	VCFIN	N50° 08' 17" W119° 29' 46"
MCKINLEY	VCMCK	N49° 57' 39" W119° 27' 36"
MISSION	VCMSA	N49° 49' 25" W119° 29' 19"
OYAMA	VCOYA	N50° 06' 36" W119° 22' 02"
WESTBANK	VCWHB	N49° 49' 55" W119° 37' 44"

KELOWNA BC

CYLW



REF	N49 57 26 W119 22 41 6.2NE 16°E (2016) UTC-8(7) Elev 1420' A5005 LO2 HI3 CAP RCAP
OPR	City of Kelowna 250-807-4350 H24 Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/30 (120 with staged off-loading) 888-226-7277
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 01, 07, 13, 19Z.</p>

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KELOWNA BC (Cont'd)

CYLW

SERVICES	Kelowna Shell Aerocentre
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 6 (CAT 7 1 hr PN) 1330-0830Z±, O/T 2 hr PN, aprt clsd to acft 20 seats & abv, exc for diversions or as an altn A/D without PPR. Discrete emerg freq 122.675.
SUP FL	LHOX, D-Ice, ADI
JASU	CEA2, CE3, CE14
PVT ADV	Kelowna Shell Aerocentre 123.0 250-765-8155
MIL CON	Kelowna Shell Aerocentre (Shell) 250-765-8155
HELI DATA	North Parking Pad: 90' dia ASPH South Parking Pad: 90' dia ASPH Max heli overall length 75'. Heli prkg area to be accessed via rwy/twy. PN, ctc OPR.
RWY DATA	Rwy 16(159°)/34(339°) 8900x200 ASPH. Thld 16 displ 1200' Thld 34 displ 400' Rwy 16 down 0.9% first 7237' Rwy 34 down 0.6% first 1663'
RWY CERT	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V
TWY CERT	Twy: A, B, C, E AGN IV Twy D AGN IIIB Twy F AGN I
TWY	Twy F rstd to acft with wingspans less than 79'. Twy D & twy E rstd to acft with wingspans less than 125'.
APRON	Apron I: Fixed wing acft only; heli prkg not auth. Prkg rstd to scheduled and non-scheduled airline tfc. Acft not auth to perform 180° turns. Jet acft pushback all prkg positions. Turbo-prop acft cw turn for power out or pushback only. Apron III: Fixed wing acft only; heli prkg not auth. Prkg for commercial opr and acft over 12,500 lbs 3 hr PPR. Lgt acft must remain in designated areas at all times. KF Aerospace apron: PPR Shell Aerocentre: Heli prkg PPR.
RCR	Twr 250-765-3426 CRFI, PLR/PCN RSC issued 1200-0801Z± O/T 1hr PN When CRFI falls blw 0.25, rwy avbl for take-off only, PN. Ctc Opr.
LIGHTING	16-AR(TE ME) P2 3.2°, 34-AK(TE ME) P2 PAPI limitation/restriction. PAPI Rwy 16 to be used only within 3NM of thld; PAPI Rwy 34 to be used only within 2NM of thld Twy F RR
COMM	
RCO	Penticton rdo 119.6 (RAAS) 0630-1330Z± Pacific rdo 122.5 (FISE) 126.7 (bcst)
ATIS	127.5 1330-0630Z± 250-491-0310
GND	121.7 1330-0630Z±
TWR	119.6 292.2 (V) 1330-0630Z± (emerg only 250-765-3426)
MF	Penticton rdo 119.6 0630-1330Z± CZ shape irregular 6500 ASL, comm blind spots all quads (CAR 602.98)
AWOS	127.5
NAV	
NDB	LW 257 (M) N50 03 39 W119 24 59 RUTLAND EX 374 (L) N49 56 23 W119 22 32 WESTBANK YWB 389 (M) N49 48 38 W119 37 50
DME	ILW 111.3 Ch 50 N49 57 46 W119 22 37 (1415')
ILS	ILW 111.3 (Rwy 16)

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KELOWNA BC (Cont'd)

CYLW

PRO	<p>See VTPC for arr/dep rtes & pro. Day: circuit hgt 2500 ASL rgt hand circuits Rwy 34 (CAR 602.96). Night: circuit hgt 3000 ASL, follow VTPC night circuit pro. See VTPC. Multilateration: Leave transponders in transmit mode at all times while airborne or on rwy. Keep transponders off or in standby mode on aprons and while taxiing. Due to jet blast concerns acft using the turnaround bays shall turn counter-clockwise at Thld 16 and clockwise at Thld 34.</p>
CAUTION	<p>Under Visual Flight Rules it is recommended that only pilots familiar with the lcl area use this A/D dur hrs of darkness. Ngt ops not recommended for VFR Operations unless all 6 hazard beacons oprg. All turns to be completed within the perimeter of the hazard bcns. Ocsl glider activity to 12,500' vic Vernon A/D. Heli Training Areas: uneven terrain, numerous obstacles Blast fence 360' fr Thld 16 on extended rwy centreline, 1438' ASL (14 AGL), lgtd not marked. Hi terrain reduces operational length of Rwy 34 and 16 PAPI.</p>

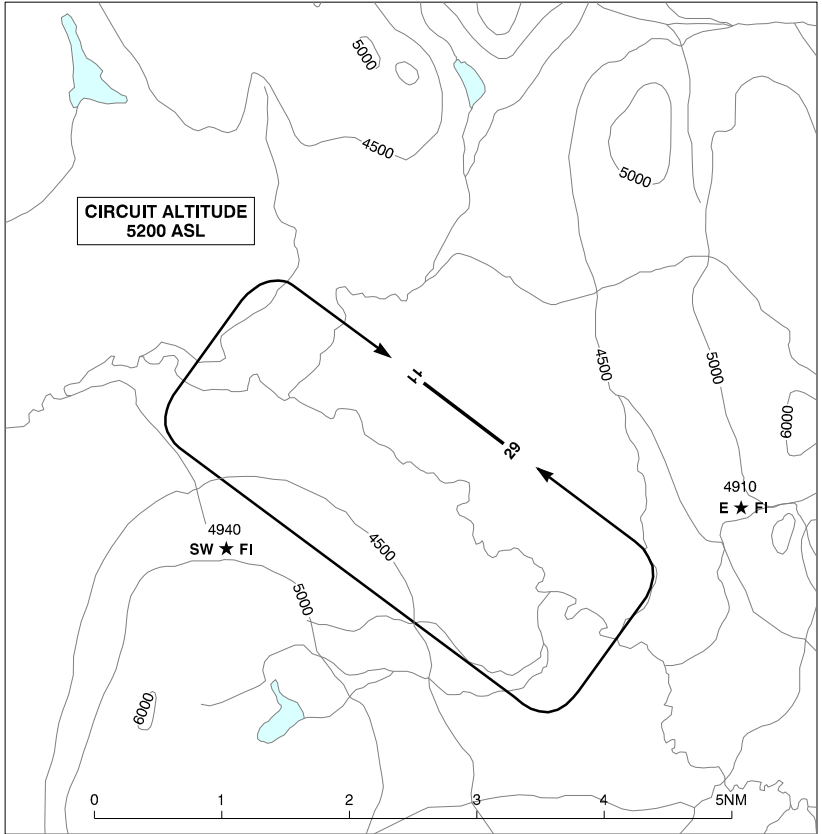
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KEMANO BC (Heli)**CBZ2**

REF	N53 34 W127 57 19°E (2014) UTC-8(7) Elev 160' A5013
OPR	Rio Tinto Alcan 250-639-3030 Reg PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
COMM	
ATF	tfc 123.2 5NM 3200 ASL
A/G	163.41 T 164.94 R
HELI DATA	200' x 200' ASPH

KEMESS CREEK VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

KEMESS CREEK BC

CBQ7

REF	N56 58 28 W126 44 27 20°E (2013) UTC-8(7) Elev 4191' A5022 LO1 RCAP	
OPR	AuRico Gold Inc. Kemess Mine 778-724-4428/4425 Reg PPR	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	ALTIMETER/WIND 778-724-4428 ltd hrs (see COMM)	
RWY DATA	Rwy 11(108°)/29(288°) 4671x75 GRVL	
RCR	Opr Regular sum maint (grading, packing), ltd win maint.	
LIGHTING	11-(TE ME) P1 3.0°, 29-AS AO(TE ME) P1 4.5° PAPI limitation/restriction. PAPI Rwy 11 to be used only within 3NM of thld; PAPI Rwy 29 to be used only within 2NM of thld ARCAL-122.7 type K	
COMM		
ATF	UNICOM (AU) ltd hrs O/T tfc 122.7 5NM 7200 ASL	
PRO	Rgt hand circuits Rwy 11 (CAR 602.96)	
CAUTION	Higher terrain on apch near thld of Rwy 29. Only pilots familiar with lcl terrain should use this A/D dur hrs of darkness. Ngt ops not recommended unless both hazard bcns prg. Hi terrain reduces operational lengths of Rwys 11 and 29 PAPI.	

BRITISH COLUMBIA

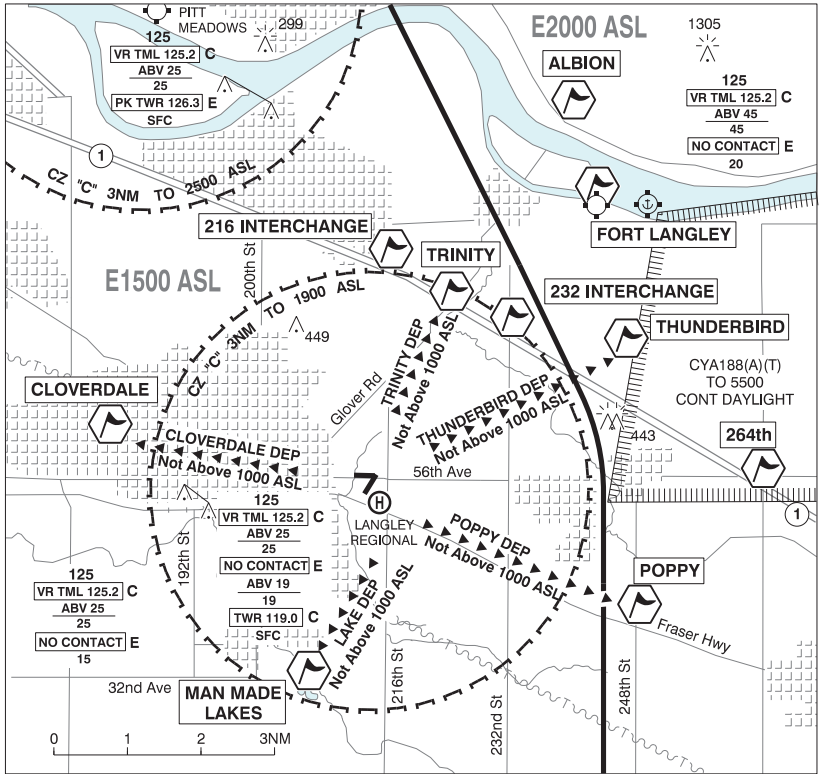
AERODROME / FACILITY DIRECTORY

KITIMAT BC

CBW2

REF	N54 09 50 W128 34 51 7N 18°E (2022) UTC-8(7) Elev 250' aprx A5013 LO1	
OPR	Kitimat Flying Club 250-632-3096, 250-631-1189 Reg	
PF	D-1,2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
RWY DATA	Rwy 18/36 2900x75 ASPH	
RCR	Opr No win maint	
HELI DATA	Parking Pad 1: 131' x 164' GRASS	
COMM	ATF tfc 122.8 5NM 3300 ASL	
NAV	NDB ZKI 203 (M) N54 03 15 W128 40 12	
PRO	Rgt hand circuits Rwy 18 (CAR 602.96).	
CAUTION	Radio-controlled model acft flown in vic of A/D.	

LANGLEY REGIONAL VFR TERMINAL PROCEDURES CHART / FIXED WING ARR/DEP



NAME	IDENT	LAT/LONG
216 INTERCHANGE	VCEXC	N49° 09' 08" W122° 37' 27"
232 INTERCHANGE	VCXCH	N49° 08' 11" W122° 34' 53"
264th	VCXYZ	N49° 06' 06" W122° 29' 36"
ALBION	VCABN	N49° 11' 12" W122° 33' 36"
CLOVERDALE	VCCLV	N49° 06' 42" W122° 43' 24"
FORT LANGLEY	VCLNG	N49° 10' 00" W122° 33' 06"
MAN MADE LAKES	VCMML	N49° 03' 17" W122° 39' 11"
POPPY	VCPPY	N49° 04' 12" W122° 32' 12"
THUNDERBIRD	VCTBD	N49° 07' 54" W122° 32' 28"
TRINITY	VCTNY	N49° 08' 33" W122° 36' 10"

**LANGLEY REGIONAL VFR TERMINAL PROCEDURES CHART / FIXED WING
ARR/DEP (Cont'd)**

ARRIVAL

Obtain ATIS 124.5.

Contact tower 119.0 five miles from airport at 1500 ASL or above.

Provide TYPE / IDENT / POSITION / INTENTIONS on initial call.

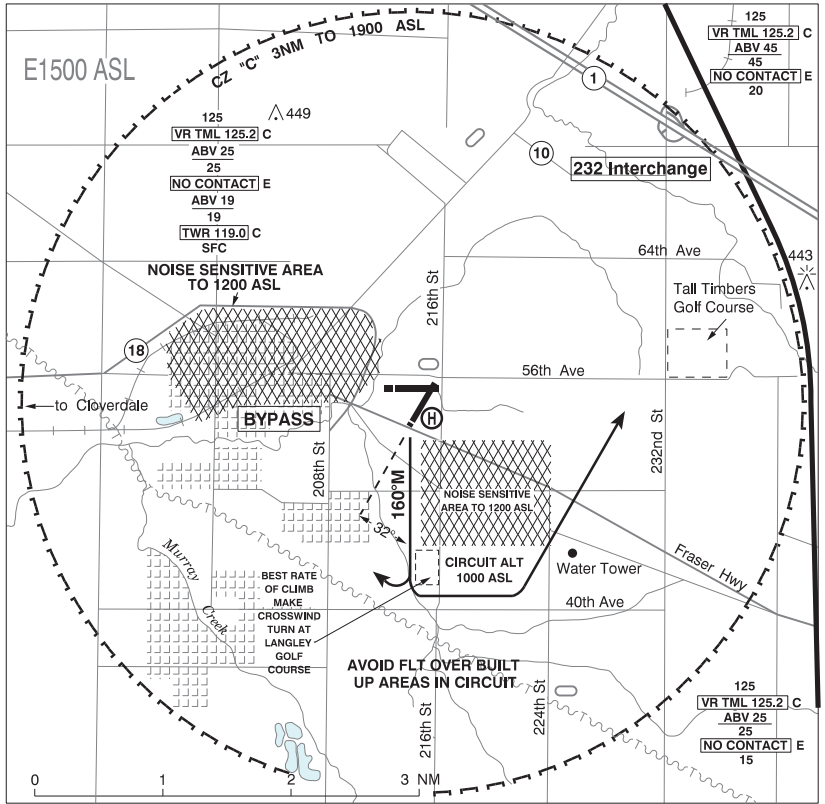
DEPARTURE

Follow local noise avoidance procedures.

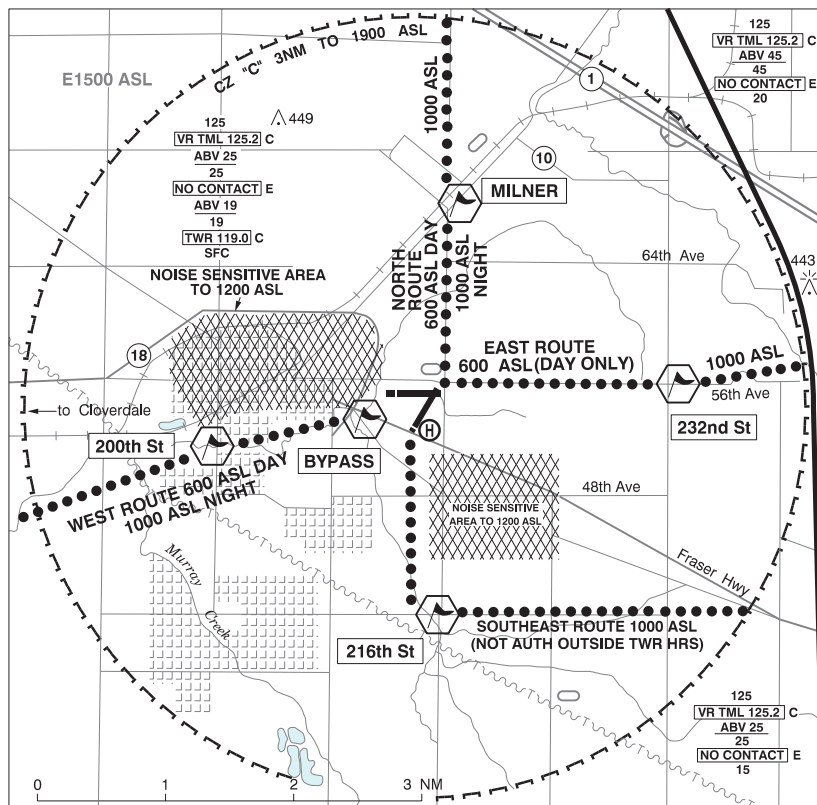
Intercept outbound route 1 mile from airport.

Maintain 1000 ASL until exiting the Control Zone or instructed by ATC.

LANGLEY REGIONAL VFR TERMINAL PROCEDURES CHART / FIXED WING CIRCUITS RWY 19



LANGLEY REGIONAL VFR TERMINAL PROCEDURES CHART / HELI

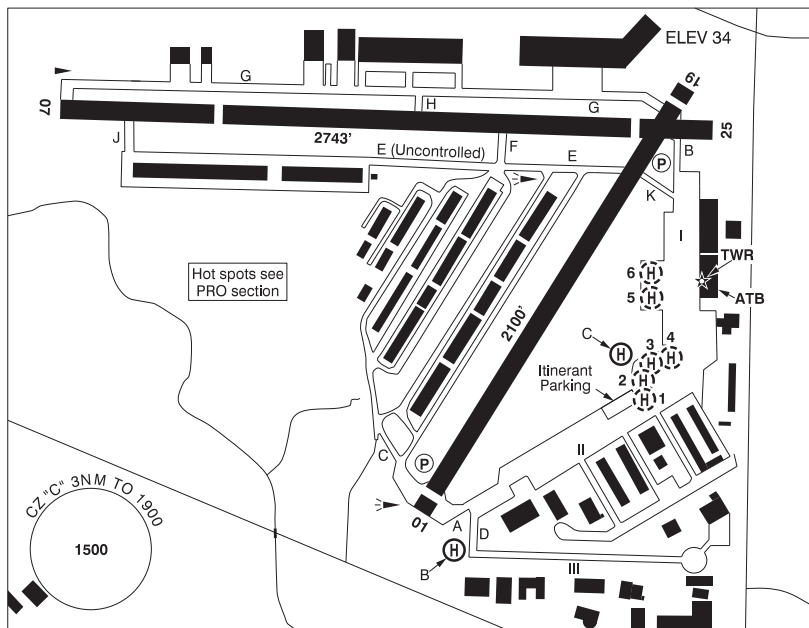


NAME	IDENT	LAT/LONG
200th St	VCXCC	N49° 05' 45" W122° 40' 07"
216th St	VCXVI	N49° 04' 28" W122° 37' 29"
232nd St	VCSND	N49° 06' 14" W122° 34' 52"
BYPASS	VCBYP	N49° 06' 04" W122° 38' 35"
MILNER	VCMER	N49° 07' 35" W122° 37' 29"

DEP/ARR AC provide TYPE / IDENT / POSITION / INTENTIONS on initial call.

LANGLEY REGIONAL BC

CYNJ



REF	N49 06 03 W122 37 51 Adj 17°E (2013) UTC-8(7) Elev 34' VTA A5004 LO2 T1 CAP
OPR	Township of Langley 604-534-7330 APM 1500-0130Z± Cert
PF	B-1,2,3 C-4,5,6
CUST	AOE/CAN
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591; IFR tng flts PPR ctc 604-586-4592; ctc Victoria Tml 604-586-4561 for IFR clnc when TWR clsd.
DUAT	APM'S office
WX	LWIS H24 LAWO 1630-0230Z (DT 1530-0330Z)
SERVICES	
FUEL	100LL (self-serve), JA-1 (1530-0100Z± by truck, 604-360-2306)
OIL	All
S	1,2,3,4,5

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

LANGLEY REGIONAL BC (Cont'd)

CYNJ

RWY DATA	Rwy 07(075°)/25(255°) 2743x75 ASPH Thld 07 displ 654'. Thld 25 displ 343'. Avbl dur twr oprg hrs only. Ngt ops not auth. Rwy 01(015°)/19(195°) 2100x75 ASPH Thld 01 displ 104'. Thld 19 displ 96'. Rwy 01 preferred rwy when twr clsd. Rwy 01 designated calm wind rwy.
RWY CERT	Rwy 01/19 AGN I Rwy 07/25 AGN I
TWY	Twy E uncontrolled west of Twy F.
APRON	Apron I & II wing tip clearance less than 50' wide in some areas
RCR	Twr 604-514-9324 Ltd win maint Aprt rstd to a max wt of 12,500 lbs exc with opr auth PLR
HELI DATA	B - FATO 110' dia ASPH TLOF 28' dia ASPH Safety Area 143' dia Max heli length 58' (exc with opr appr) 20,500 lbs. Medevac flt only 06-15Z±. C - FATO/TLOF 85' dia ASPH Safety Area 110' dia Max heli overall length 59' (exc with ops appr). 20,500lbs. Day only. Parking Pad 1: 31' dia CONC 3600 lbs For temporary prkg and refueling only (100LL only). Parking Pads 2-4: 31' dia CONC 3600 lbs Private. Parking Pads 5 & 6: 66' dia ASPH 14,000lbs Max heli overall length 55'
LIGHTING	01-(TE ME) P1 4.5°, 19-(TE ME) AP 4.0° Lgts on automatic timer single setting after twr hrs to 07Z±. FATO-B: RW no aiming pt (LO) ARCAL-119.0 type J (FATO-B use ONLY, No ARCAL on rwy)
COMM	ATIS 124.5 1-877-517-2847 1630-0230Z (DT 1530-0330Z) GND 121.9 1630-0230Z (DT 1530-0330Z) TWR 119.0 (V) 1630-0230Z (DT 1530-0330Z) (emerg only 604-534-9443) MF tfc 119.0 0230-1630Z (DT 0330-1530Z) 3NM 1900 ASL (CAR 602.98)
NAV	VOR PITT MEADOWS YPK 112.4 N49 12 57 W122 42 54 (44')

LANGLEY REGIONAL BC (Cont'd)

CYNJ

PRO	<p>No circuits on any rwy from 2130-0800 local time.</p> <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>ALL DEPARTURES: Ctc 121.9 after run-up or prior to entering twy with TYPE / IDENT / POSITION / INTENTIONS / RUN UP COMPLETE</p> <p>RWY 19 DEPARTURES: Best rate of climb. Climb rwy hdg til S of Fraser Hwy. Turn left track aprx 160° to follow green belt. Make crosswind turn S of 44th Ave over Langley Golf Centre. Make turn to downwind E of 224th St towards Tall Timbers Golf Course. Follow VTPC FIXED WING CIRCUITS RWY 19. Avoid fit over built up areas on crosswind and downwind legs. Circuit altitude 1000 ASL.</p> <p>RWY 25 DEPARTURES: Rgt hand circuits (CAR 602.96). Best rate of climb. Rwy 07/25 shall not be used when twr is clsd.</p> <p>VFR ARR/DEP ROUTES: See FIXED WING ARR/DEP VTPC</p> <p>ATS REQUIREMENTS: All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code. - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 or 123.15 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows or call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 or 123.15. - All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 or 123.15 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.</p>
HELI	<p>Day: East route dep expedite climb to 600 ASL prior to 232nd street. East of 232nd street commence climb to 1000 ASL. East route arr maintain 1000 ASL descend to 600 ASL prior to 232nd street. South East route dep expedite climb to 1000 ASL prior to 216th street. South East route arr maintain 1000 ASL to 216th street. North route dep expedite climb to 600 ASL prior to Milner. North of Milner commence climb to 1000 ASL. North route arr maintain 1000 ASL descend to 600 ASL prior to Milner.</p> <p>Night: North route arr/dep overfly Rwy 01 min alt 1000 at Milner.</p> <p>West route arr/dep overfly Fraser hwy min alt 1000 ASL at bypass. Medium to hvy heli are only permitted to gnd taxi on Apron III. Hover taxiing on Apron III proh unless coordinated with APM.</p> <p>All Heli must ctc GND 121.9 for transponder code and routing info.</p>
CAUTION	<p>Trees to 100 AGL 250' SE pad B, 250' W Thld 07, and S of Fraser hwy. Only pilots familiar with airport should use airport dur hrs of darkness. Use caution when taxiing on Apron I & II due to min wing-tip clearance and frequent heli ops. Frequent heli arr/dep on Aprons I & II. ATC ctc not rqrd for vehicle and fixed-wing movement on aprons. Heli aiming point at eastern end of Apron III. Ocsl wildlife.</p>

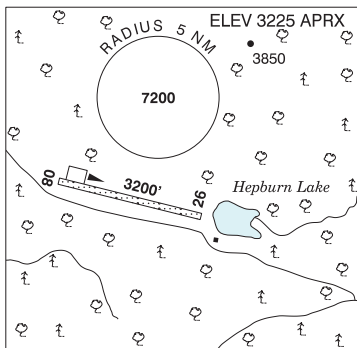
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

LIKELY BC

CAX5

REF	N52 37 W121 30 3WNW 18°E (2012) UTC-8(7) Elev 3225' aprx A5014
OPR	Cariboo Regional District 250-392-3351 250-790-2011 Reg
PF	B-1 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 08/26 3200x65 GRVL Summer months only
RCR	Opr
COMM	
ATF	tfc 123.2 2NM 4700 ASL

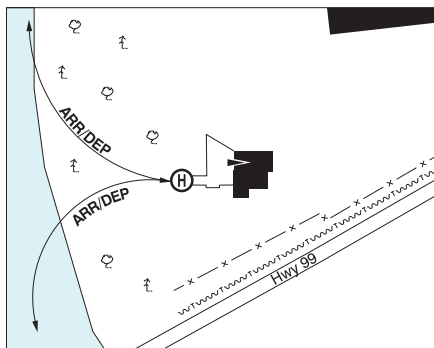
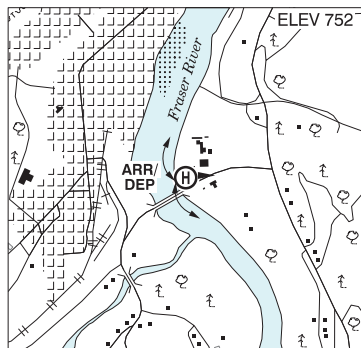


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

LILLOOET (BLACKCOMB) BC

CBP5



REF	N50 41 06 W121 55 38 Adj ESE 16°E (2022) UTC-8(7) Elev 752' A5004
OPR	Blackcomb Helicopters 604-938-1700 Reg PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' x 86' CONC/GRVL TLOF 30' x 30' CONC Safety Area 115' x 115'
RCR	Opr Day only
COMM	
ATF	tfc 123.2 5NM 3800 ASL
A/G	129.625
PRO	Arr/dep over river.
CAUTION	Unmarked p-lines adj S.

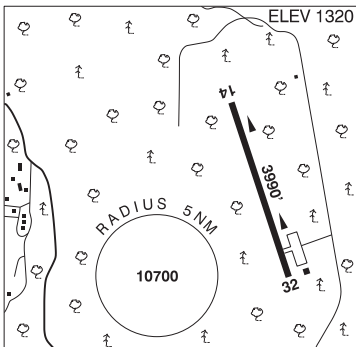
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

LILLOOET BC

CYLI

REF	N50 40 29 W121 53 37 1.5ESE 17°E (2015) UTC-8(7) Elev 1320' A5004
OPR	District 250-256-4289 Reg
PF	A-1 C-2,3,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	WxCam
SERVICES	
FUEL	100LL, JA
S	4,5
RWY DATA	Rwy 14/32 3990x75 ASPH
RCR	Opr
COMM	
ATF	tfc 123.2 5NM 4300 ASL
PRO	Rgt hand circuits Rwy 14 (CAR 602.96). PPR fr APM for ultralight ops.
CAUTION	Medium to strong winds cause turbulence over rwy.



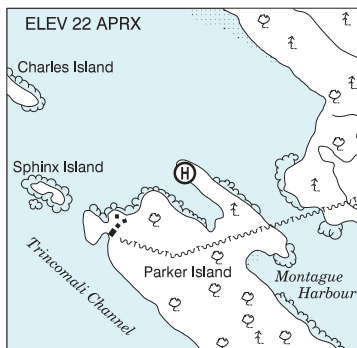
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

LITTLE PARKER ISLAND BC (Heli)

CBK9

REF	N48 53 47 W123 25 06 17°E (2014) UTC-8(7) Elev 22' aprx VTA A5004
OPR	J. Bickerstaff 604-222-0056 Reg PPR
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	20' x 20' wood 200' x 200' 10,000 lbs
COMM	ATF tfc 123.2 5NM 2500 ASL Exc area within class "C" airspace.
PRO	Arr/dep over water
CAUTION	P-lines marked with balls 1500' SE of pad.



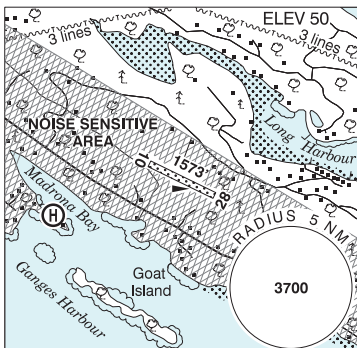
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

LONG HARBOUR BC

CLH3

REF	N48 51 30 W123 28 29 1.1WNW 16°E (2016) UTC-8(7) Elev 50' VTA A5004
OPR	Nick Budd 250-538-0099 Reg PPR
PF	C-1,2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 10(100°)/28(280°) 1573x50 GRASS Rwy 28 down 1.27% During sum max acft gr wt 5000 lbs.
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 5NM 3100 ASL
PRO	Avoid overflight of noise sensitive area and community of Ganges.
CAUTION	Trees at Thld 28. Tree line parallel rwy edge. Busy tfc area.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MABEL LAKE BC

CBF9

REF	N50 36 32 W118 43 52 16°E (2016) UTC-8(7) Elev 1410' A5005	
OPR	Mabel Lake Golf & Airpark 250-309-0820 Reg PPR	
PF	B-1, B-2,5 avbl Jul-Aug	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 1,5	
RWY DATA	Rwy 16/34 2900x100 GRASS/dirt Rwy 34 up 1%	
RCR	Opr No win maint	
COMM	ATF tfc 123.2 5NM 3400 ASL	
PRO	Rgt hand circuits Rwy 34 (CAR 602.96). Land on Rwy 34 & tkof Rwy 16.	
CAUTION	Rwy ocsl used for unrelated A/D activities, verify rwy unobstructed prior to ldg. Trees to 100 AGL along full-length, both sides & N end of rwy.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MACKENZIE BC

CYZY

REF	N55 17 58 W123 08 00 2SW 17°E (2019) UTC-8(7) Elev 2265' A5014 LO1 HI3 CAP	
OPR	District of Mackenzie 250-997-7438 Reg	
PF	B-1 C-2,3,4,5,6	
FLT PLN		
FI	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
ACC	Vancouver IFR 604-586-4590/4591 or 800-668-1333	
WX	METAR AUTO H24 (see COMM) TAF 15-09Z, issue times: 15, 19, 01, 07Z. WxCam	
SERVICES		
FUEL	100LL, JA-1 16-24Z† Tue-Sat 250-997-3754 O/T 778-582-7767	
OIL	15W50	
RWY DATA	Rwy 17(169°)/35(349°) 5033x100 ASPH	
RCR	Opr Ltd win maint	
LIGHTING	17-(TE ME) P1, 35-(TE ME) P1 ARCAL-123.5 type K	
COMM		
RCO	Pacific rdo 123.475 (FISE) 126.7 (bcst)	
MF	tfc 123.5 5NM 5300 ASL (CAR 602.98)	
AWOS	127.7	

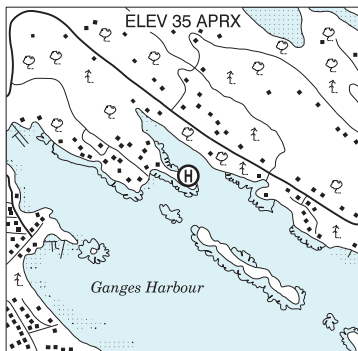
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MADRONA BAY BC (Heli)

CBW9

REF	N48 51 21 W123 29 08 17°E (2014) UTC-8(7) Elev 35' aprx VTA A5004
OPR	I. Levin 250-538-5565 Reg PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	20' x 20' GRASS 200' x 200' 10,000 lbs
COMM	
ATF	ffc 123.2 5NM 2500 ASL Exc area within class "C" airspace.
PRO	Arr/dep over water.

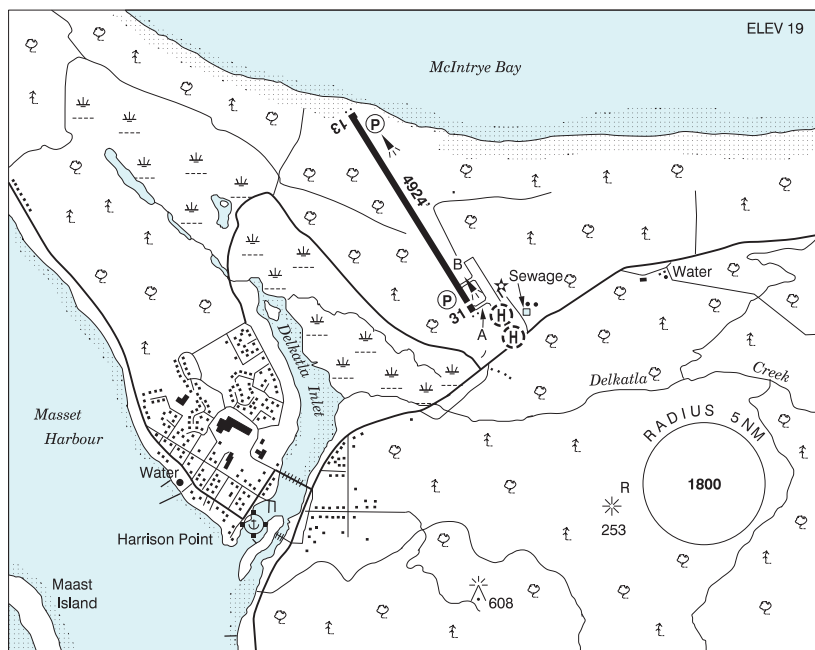


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MASSET BC

CZMT



REF	N54 01 38 W132 07 30 1.5SW 19°E (2014) UTC-8(7) Elev 19' A5013 LO1 CAP
OPR	Airport 250-626-5100, Village Office 250-626-3995 16-24Z† Sun-Fri exc hols, O/T 2 hrs PN cost recovery. Cert Ldg fees
PF	A-1,7 C-2,3,4,5,6
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR 15-02Z† Oct 1-Apr 30, 13-00Z May 1-Sep 30 O/T LWIS TAF 16-02Z† Oct 1-Apr 30, issue times: 16, 19Z (DT 15, 19Z), 14-00Z May 1-Sep 30, issue times: 14, 19Z</p>
SERVICES	24hr service call out phone located at the centre of the airside outside of the tml building.
FUEL S	JA-1 16-24Z† Sun- Fri exc hols, O/T 2hrs PN cost recovery. 4,5
RWY DATA	Rwy 13(129°)/31(309°) 4924x100 ASPH Thld 31 displ 250'
RWY CERT	Rwy 13/31 AGN IIIA
TWY	Twy B
APRON	Overnight parking on W end of apron past Twy B. Parking fees.
RCR	Opr win maint 16-24Z† Sun-Fri exc hols, O/T 2 hrs PN cost recovery CRFI.
HELI DATA	Parking Pad 1: 69'x69' CONC Parking Pad 2: 69'x69' CONC
LIGHTING	13-AS(TE ME) P1, 31-AS(TE ME) P1 3.5° ARCAL-122.7 type K exc RIL on high and medium settings only.

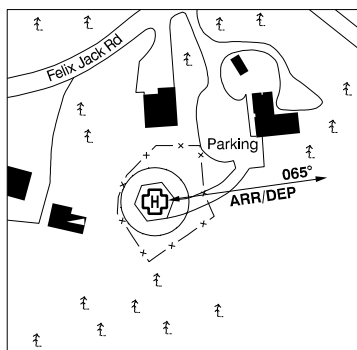
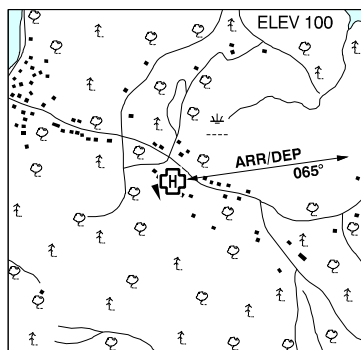
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MASSET BC (Cont'd)

CZMT

COMM	MF	UNICOM ltd hrs O/T tfc 122.7 5NM 3000 ASL (CAR 602.98) See PRO section
PRO		Rgt hand circuits Rwy 31 (CAR 602.96). Special VFR tfc advsy procedures apply outside MF zone, see Section C – Areas With Discrete Air-To-Air Frequencies. Aprt Restriction: pursuant to CARs 602.96(3)(d) ngt ops Rwy 31 proh unless PAPI and obst bcn serviceable. Heli: Arr/dep on rwy, hover taxi to prkg pads.
CAUTION		Ridge of high gnd rises 243' above aprt elev aprx 1NM SE of aprt. 100' trees within 600' of rwy edge. Only pilots familiar with lcl terrain should use this A/D dur hrs of darkness. Extv deer and geese activity in vic of rwy. Verify rwy unobstructed.

MAYNE ISLAND (MEDICAL EMERGENCY) BC (Heli)**CBF5**

REF	N48 50 48 W123 17 03 Adj 17°E (2014) UTC-8(7) Elev 100' VTA A5004
OPR	Mayne Island Fire Dept. 250-539-5156 Reg PPR
PF	A-1,3,4 C-2,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia CONC/GRASS TLOF 45' dia hexagonal CONC Safety Area 115' dia Max heli overall length 57'
RCR	MEDEVAC only
LIGHTING	DR RW no aiming point (LO) PN Opr
COMM	
ATF	tfc 123.2 5NM 1200 ASL
PRO	Arr/dep 065° fr heli, slope 12%, day/night use.
CAUTION	Trees & rising gnd all quad.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

McBRIDE / CHARLIE LEAKE FIELD BC

CAV4

REF	N53 18 53 W120 10 11 1NNW 18°E (2012) UTC-8(7) Elev 2367' A5014 LO1 LO2 RCAP	
OPR	Village 250-569-2229 Reg	
PF	B-1 C-2,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX AUTO H24 (see COMM)	
SERVICES		
FUEL	100LL self serve	
S	4,5	
RWY DATA	Rwy 12(118°)/30(298°) 2707x75 ASPH Rwy 12 down 0.33%	
RCR	Opr Ltd win maint	
LIGHTING	12-(TE LO), 30-(TE LO) ARCAL-123.2 type J	
COMM		
RCO	Pacific rdo 123.55 (FISE) 126.7 (bcst)	
ATF	tfc 123.2 5NM 5400 ASL	
AUTO	123.175	
PRO	Night circuits, rgt hand circuits Rwy 12.	
CAUTION	Paraglider activity in NE area adj to aprt. Watch for animals on rwy. Hydro lines across centreline, 2000' W of thld Rwy 12. Lgtd windsock midfield N side. Lgtd windmill 75 AGL 220' S of thld Rwy 30.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MERRITT BC

CAD5

REF N50 07 22 W120 44 42 2E
16°E (2015) UTC-8(7) Elev 2085'
A5004 LO2 RCAP

OPR City 250-378-4224 Reg

PF A-1 C-2,3,4,5,6

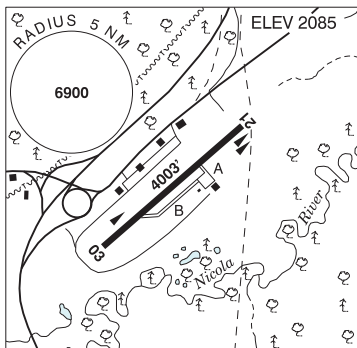
FLT PLN

FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)

WX WxCam

SERVICES 250-378-4278 Mon-Fri daylight hrs O/T
250-378-7565

FUEL 100LL, JA
S 4,5,6



RWY DATA Rwy 03(033°)/21(213°) 4003x73 ASPH Rwy 21 down 1.12%

TWY Twy B gravel

RCR Opr Twy B no win maint

COMM

ATF tfc 123.2 2NM 3600 ASL

PRO Rgt hand circuits Rwy 03 (CAR 602.96).

CAUTION Twr 2227 ASL 1.9NM SW Thld 03. Twr 3900 ASL 3.2NM SW Thld 03. Fire base 3.5NM NE Thld 21. Heli 0.3NM E extv heli tfc May-Sept. Ocls rdo ctl model acft, monitoring ATF.

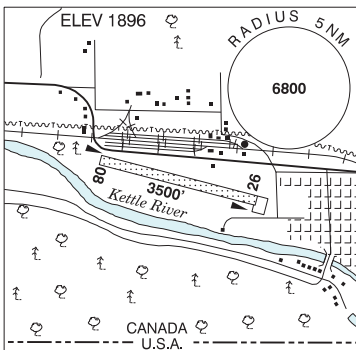
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MIDWAY BC

CBM6

REF	N49 00 36 W118 47 23 Adj W 16°E (2013) UTC-8(7) Elev 1896' A5005
OPR	Village of Midway 250-449-2222 Reg
PF	C-1,2,4,5
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 08/26 3500x125 GRASS
RCR	Opr No win maint
COMM	ATF tfc 123.2 2NM 3400 ASL
CAUTION	Rdo-ctl acft oprg fr A/D. Model acft activity next to rwy.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MOOSE LAKE (LODGE) BC

CAS2

REF	N53 04 24 W125 24 33 19°E (2012) UTC-8(7) Elev 3500' aprx A5013	
OPR	Moose Lake Lodge 250-742-3535 Reg PPR	
PF	B-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5	
RWY DATA	Rwy 06/24 3350x40 GRASS/GRVL Thld 24 displ 250' Rwy 24 aprx up 2%. W end 400' doglegs to N width 150'	
RCR	Opr No win maint	
COMM	ATF tfc 122.8 5NM 6500 ASL	
CAUTION	Brush to 10' adj rwy. Sfc unprepared outside rwy edge. Gnd slopes down fr rwy edge along S side.	

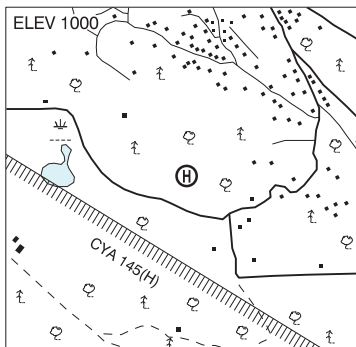
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MOUNT BELCHER BC (Heli)

CMBH

REF	N48 49 58 W123 30 19 17°E (2014) UTC-8(7) Elev 1000' VTA A5004
OPR	Don Arney 250-537-6507 Reg PN
PF	B-1 D-2,3,4,5
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	14' dia concrete 100' x 100'
RCR	Opr 17-05Z†
COMM	TWR Victoria 119.7 (inner) 119.1 (outer) (E) 14-08Z† O/T tfc 119.1 abv 1200 ASL
ATF	tfc 123.2 5NM 1200 ASL exc area within Victoria Intl CZ
TML	Victoria 127.8 abv 2500 ASL
CAUTION	Subject to erratic winds.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

MULE CREEK BC

CBS4

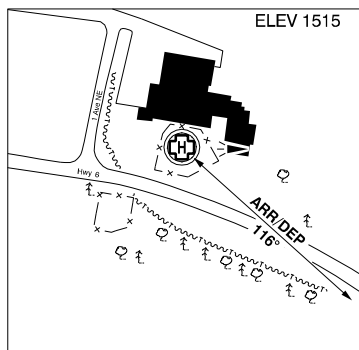
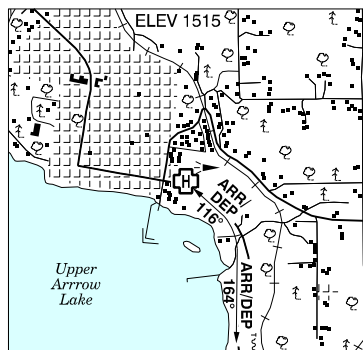
REF	N59 46 29 W136 35 41 21°E (2012) UTC-8(7) Elev 2900' aprx A5021	
OPR	Govt of Yukon 867-634-2046 or 867-993-2909 Reg	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	Fuel stor by permit only ctc opr	
RWY DATA	Rwy 16(164°)/34(344°) 2460x65 GRVL Opr No maint	
COMM	ATF tfc 123.2 5NM 5900 ASL	
CAUTION	Numerous holes in rwy caused by gophers. Ditches 10' from rwy, full length, either side.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NAKUSP (ARROW LAKES HOSP) BC (Heli)

CAL2



REF	N50 14 18 W117 47 43 Adj 16°E (2013) UTC-8(7) Elev 1515' A5005
OPR	Interior Health Authority 250-265-3622 Reg PPR
PF	B-1,4 C-2,3,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 64' dia GRASS TLOF 33' dia CONC Safety Area 85' dia
RCR	Opr
COMM	
ATF	Nakusp tfc 123.2 5NM 4700 ASL
PRO	Arr/dep curved flt path 116° to 164° fr heli, slope 12%, day only.
CAUTION	Marked P-lines adj W and S of heli.

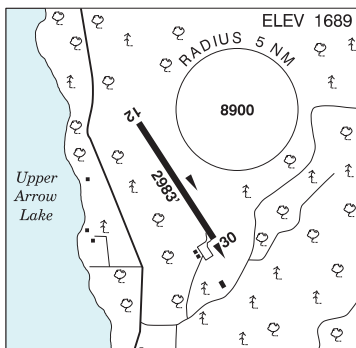
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NAKUSP BC

CAQ5

REF	N50 16 00 W117 48 47 1.3NNW 16°E (2013) UTC-8(7) Elev 1689' A5005 LO2
OPR	Village 250-265-3689 Reg
PF	C-1,2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 12(131°)/30(311°)2983x75 ASPH Lowest elev 1680 aprx mid rwy. Rwy 12 down 1.5% and Rwy 30 down 0.9%
RCR	Opr Ltd win maint
COMM	
ATF	tfc 123.2 5NM 4700 ASL
PRO	Rgt hand circuits Rwy 12 (CAR 602.96).

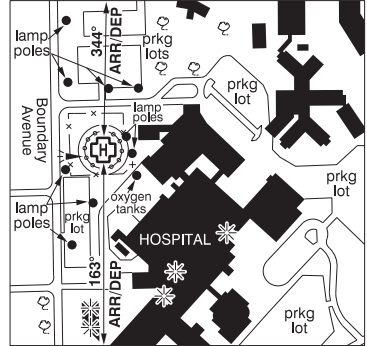
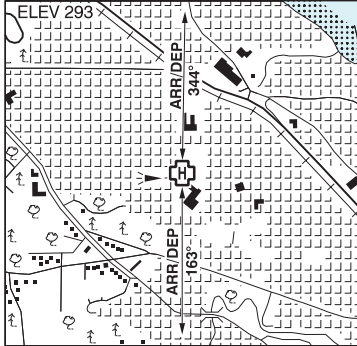


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NANAIMO (REGIONAL HOSP) BC (Heli)

CBG5



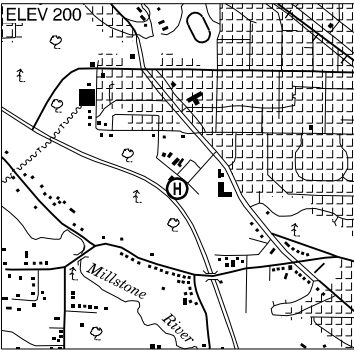
REF	N49 11 09 W123 58 18 1.7WNW 17°E (2013) UTC-8(7) Elev 293' VTA A5004
OPR	Nanaimo Regional General Hospital 250-370-8555 Cert NVIS OPS AUTH PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 87' dia CONC/GRASS Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RW(ME) green ARCAL-122.9 type J
COMM	
RCO	Pacific rdo 126.0 (FISE)
ATF	tfc 122.9 5NM 3300 ASL centred on Nanaimo Harbour water A/D 1NM ENE exc area within Nanaimo land A/D CZ and class "C" airspace
PRO	Arr/dep 163° & 344° fr heli, (H1) day/night (CAR 602.96). Refer to NANAIMO VTPCs and CYCD PRO for additional procedures in vicinity of Nanaimo.
CAUTION	Several pkg lot lamp standards to 20' adj N and S of heli, lgtd and marked, p-lines adj W marked, power poles adj W marked and lgtd.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NANAIMO (WEST COAST) BC (Heli)

CNH9

REF	N49 11 06 W123 59 20 17°E (2014) UTC-8(7) Elev 200' A5004 VTA	
OPR	West Coast Helicopters Ltd 250-754-5448 Reg	
PF	A-1 C-1,2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	FUEL 100LL, JA-1 16-01Z† O/T ctc OPR S 2 16-01Z† PVT ADV West Coast 159.975 129.6	
HELI DATA	78'x65' CONC max heli wt 6000 lbs RCR Opr	
COMM	ATF tfc 122.9 5NM centred on Nanaimo Harbour water A/D 1.5NM ENE 3000 ASL, excluding area within Nanaimo CZ and class C airspace.	
PRO	Arr/Dep hwy quad. Avoid built-up areas. Refer to NANAIMO VTPCs and CYCD PRO for additional procedures in vicinity of Nanaimo.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NANAIMO / BOAT HARBOUR BC (Heli)

CMM3

REF	N49 05 06 W123 47 52 7.4ESE 16°E (2020) UTC-8(7) Elev 180' VTA A5004	
OPR	Mike Moore 250-565-5016 Reg PPR	
PF	C-1,2,3,6 D-4,5	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 46' x 46' ASPH Safety Area 66' x 66' Max heli overall length 46'	
RCR	Opr 17-01Z†	
COMM		
MF/ATF	Nanaimo rdo 1330-0530Z† O/T tfc 122.1 centred on Nanaimo land A/D 3.4NM SW, CZ shape irregular 5NM 2500 ASL (CAR 602.98)	
PRO	Refer to NANAIMO VTPCs and CYCD PRO for additional procedures in vicinity of Nanaimo.	
CAUTION	Trees 100 AGL adj heli all quads. Hangar adj W of heli. Only pilots familiar with lcl terrain should use this heli.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NANAIMO / GABRIOLA ISLAND (HEALTH CLINIC) BC (Heli)

CGB4

REF	N49 10 44 W123 50 09 Adj 17°E (2014) UTC-8(7) Elev 321' VTA A5004	
OPR	Gabriola Health Care Foundation 250-325-7215 Reg PPR	
PF	A-1,4 C-2,3,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO 78' dia GRASS TLOF 32' dia CONC Safety Area 110' dia Max heli overall length 55'	
RCR	Opr	
LIGHTING	DR(290°) RW(LO) yellow ARCAL-123.2 type J	
COMM	RCO Pacific rdo 126.0 (FISE) ATF tfc 122.9 5NM 3300 ASL centred on Nanaimo Harbour water A/D 4.0NM W 3000 ASL	
PRO	Arr/dep 097° & 290° fr heli, day/ngt use. Refer to NANAIMO VTPCs and CYCD PRO for additional procedures in vicinity of Nanaimo.	
CAUTION	Trees 75 AGL beneath and N of arr/dep paths, trees 145 AGL S of arr/dep paths. Only pilots familiar with local terrain should use heli dur hrs of darkness.	

BRITISH COLUMBIA

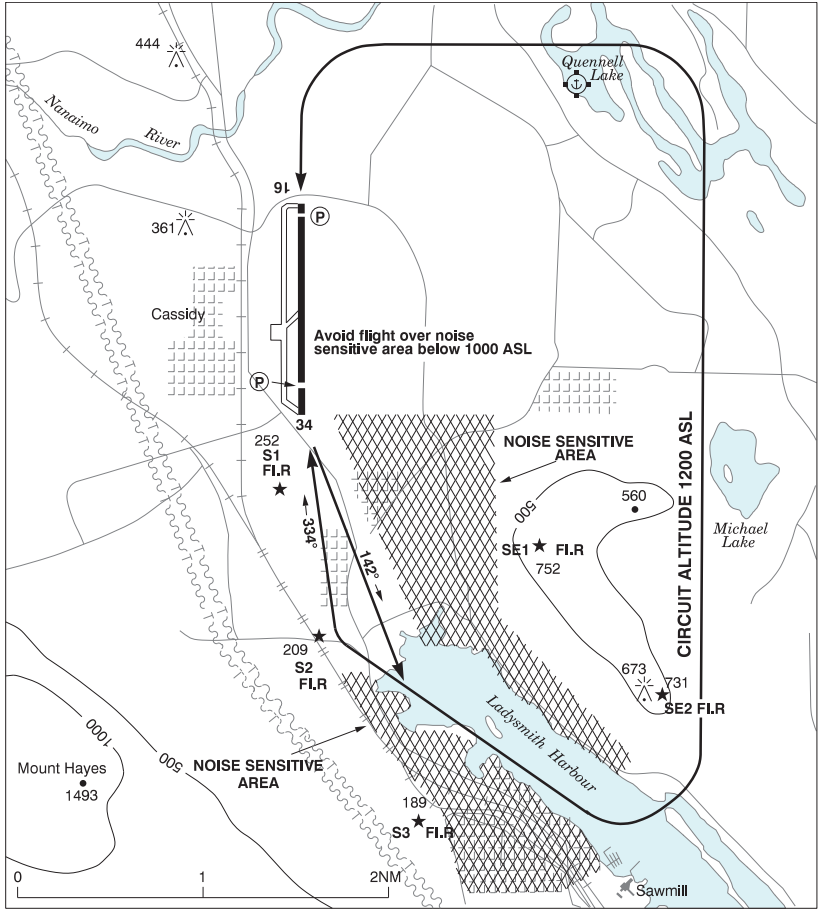
AERODROME / FACILITY DIRECTORY

NANAIMO HARBOUR HELIPORT BC (Heli)

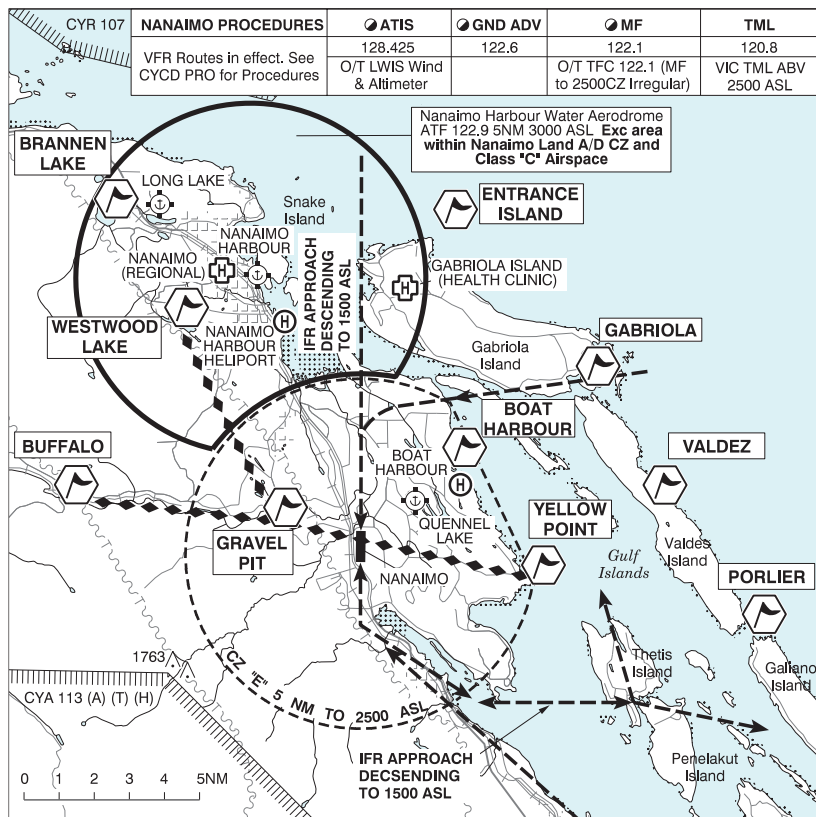
CDH5

REF	N49 09 39 W123 55 24 Adj ESE 17°E (2015) UTC-8(7) Elev 12' VTA A5004 CAP	
OPR	Pacific Heliport Services Ltd 250-889-6852 Fax 604-273-5301 Cert PPR Landing fees	
PF	A-1,3,7,8 C-2,4,5,6	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392	
ACC	IFR tng flts PPR ctc 604-586-4592, 800-668-1333	
WX	WxCam	
SERVICES	1430-0230Z† Mon-Fri, 1530-0230Z† Sat-Sun & hol(s) exc clsd Dec 25 & Jan 1 7	
S PVT ADV	250-889-6852	
HELI DATA	FATO/TLOF 85' dia ASPH Safety Area 114' dia 15,400 lbs Max heli overall length 56.8' Parking Pads A & B: 69' dia ASPH 15,400 lbs	
RCR	Opr 1400-0130Z† Win maint PN	
LIGHTING	RW(LO) green	
COMM		
ATF	Nanaimo Harbour tfc 122.9 5NM 3000 ASL	
PRO	Arr/dep 005° to 140° fr heli, slope 8% (H3). Refer to NANAIMO VTPCs and CYCD PRO for additional procedures in vicinity of Nanaimo. Refer to Nanaimo Harbour CWAS for additional procedures in vicinity of Nanaimo Harbour.	

NANAIMO VFR TERMINAL PROCEDURES CHART - CIRCUIT PROCEDURES



NANAIMO VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
BOAT HARBOUR	VCBHB	N49° 05' 30" W123° 47' 55"
BRANNEN LAKE	VCBNL	N49° 12' 50" W124° 03' 15"
BUFFALO	VCBUF	N49° 04' 42" W124° 05' 00"
ENTRANCE ISLAND	VCENT	N49° 12' 24" W123° 48' 24"
GABRIOLA	VCGAB	N49° 08' 06" W123° 42' 18"
GRAVEL PIT	VCGRA	N49° 04' 04" W123° 55' 54"
PORLIER	VCPOR	N49° 01' 00" W123° 35' 06"
VALDEZ	VCVAL	N49° 04' 42" W123° 39' 24"
WESTWOOD LAKE	VCWWL	N49° 10' 00" W124° 00' 00"
YELLOW POINT	VCYPT	N49° 02' 20" W123° 44' 50"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NANAIMO BC

CYCD

REF	N49 03 16 W123 52 12 7SSE 17°E (2015) UTC-8(7) Elev 92' VTA A5004 LO2 HI3 T1 CAP	
OPR	Commission 250-245-2157 Cert Ldg fees	
PF	A-1,2,3,6 C-5 D-4	
CUST	AOE/20 888-226-7277	
FLT PLN		
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
ACC	Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 or 800-668-1333	
WX	METAR 1400-0500Z O/T LWIS AUTO (see COMM) TAF 16-05Z†, issue times: 16, 18, 24Z (DT 15, 18, 24Z).	
SERVICES	Call-out chg may be levied for one or more svcs	
FUEL	100LL, JA-1 (FSII avbl) Enex Aviation Self serve H24, full svc 17-01Z† Mon-Fri, O/T call out avbl PN 250-924-3639; Nanaimo Flying Club 604-227-9274 (100LL only) Self serve H24 cardlock	
OIL	All	
S	2,3,4,5	
ARFF	DESIGNATED CAT 6 1330-0800Z† for sked acft 20 seats and abv, O/T 2 hr PN cost recovery	
RWY DATA	Rwy 16(164°)/34(344°) 6602x150 ASPH Thld 16 displ 197' Thld 34 displ 1002'	
RWY CERT	Rwy 34 RVR 1200(1/4sm) Rwy 16/34 AGN IIIB	
TWY CERT	Twy G AGN I	
TWY	Twy G unlighted, rstd day time use only, max wt 5000 lbs Twy G wt greater than 5000 lbs PPR 250-618-0875.	
APRON	Prkg plan in effect. CBSA and corporate turbine acft must park along N edge of Apron I PPR 250-618-0875. No exceptions. Corp turbine acft access grounds via Gate 19A only. PPR for access/egress via tml bldg. Remaining Apron I rstd to sked tfc only. Piston acft not permitted to use Apron I due apron congestion. No exceptions. Altn prkg avbl on Apron III at Nanaimo Flying Club (NFC) ctc 604-227-9274.	
RCR	Opr Win maint 1330-0700Z† dly, O/T 2 hrs PN CRFI, PLR/PCN	
LIGHTING	16-AW(TE HI) P2, 34-AS(TE HI) P2 3.5° PAPI limitation/restriction. PAPI Rwy 34 offset 8° rgt. PAPI 34 to be used only within 3NM of thld. Lgts O/R FSS dur hrs of ops, O/T ARCAL-122.1 type K.	
COMM		
RADIO	122.1 291.8 (V) 1330-0530Z† (emerg only 250-245-4032)	
RCO	Pacific rdo 126.0 (FISE)	
ATIS	128.425 1-877-517-2847 14-05Z†	
GND ADV	122.6 PTC avbl 1330-0530Z† (emerg only 250-245-4032)	
MF/ATF	rdo 122.1 1330-0530Z† O/T tfc 122.1 CZ shape irregular 5NM 2500 ASL (CAR 602.98)	
TML	Victoria 120.8	
ARR	Victoria Tml 133.95 252.3	
DEP	Victoria Tml 133.95 252.3	
AUTO	128.425 05-14Z†	
NAV		
NDB	YCD 251 (M) N49 07 40 W123 52 18	
DME	ICD 110.350 Ch 40(Y) N49 03 38 W123 52 07 (108°)	
ILS	ICD 110.350 (Rwy 16) LOC reliable only within 10° either side of centreline.	

PRO

AIRPORT RESTRICTION:

Pursuant to CAR 602.96 (3)(d) aprt use rstd to acft with a wingspan of less than 118'.

CIRCUITS:

See NANAIMO VTPC - CIRCUIT PROCEDURES

Circuit alt 1200 ASL. Avoid flt over built-up areas below 1000 ASL.

RWY 34: Rgt hand circuits (CAR 602.96). Maintain 1200 ASL til over Ladysmith Harbour.

RWY 16: Climb to safe alt. Left turn hdg 142° til over Ladysmith Harbour. Climb over Harbour to 1000 ASL BPOC.

ARRIVAL PROCEDURES:

Obtain ATIS message on 128.425 prior to establishing contact on MF 122.10. Establish contact 5 min prior to entering CZ.

VFR INBOUND from SW-W-NW-N: Follow VFR transit routes to GRAVEL PIT cross overhead midfield to join into downwind.

VFR INBOUND from E-SE-S: Follow VFR transit routes. Rwy 16 via YELLOW PT to join into downwind. Rwy 34 via Ladysmith Harbour to join offset final.

DEPARTURE PROCEDURES:

VFR departing SE-S Rwy 16, to reduce the risk of conflict with IFR aircraft, VFR aircraft are expected to fly outbound over Ladysmith Harbour at 1000 ASL or below until clear CZ.

VFR TRANSIT PROCEDURES:

N and W bound traffic expected to transit CZ at 2000 ASL or above following VFR transit route via YELLOW PT-GRAVEL PIT.

S and E bound traffic expected to transit CZ at 2000 ASL or above following VFR transit route via GRAVEL PIT-YELLOW PT.

NOISE ABATEMENT PROCEDURES:

Recommended minimum altitude over built up areas and Gulf Islands is 2000 ASL.

PROCEDURES FOR CROSSING SOUTHERN STRAIT OF GEORGIA:

Within TML Class C airspace refer to VTA and Vancouver Intl VTPC for Crossing the Southern Strait of Georgia.

ATS REQUIREMENTS:

All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.

- All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 126.0 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary.

- All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Kamloops FIC at 866-541-4101 or PAC RDO 126.0.

- All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 126.0 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.

GROUND ADVISORY:

The Minister has authorized specific operating restrictions regarding communications intended for the MF, as well as the introduction of a Ground Advisory frequency (GND ADV) pursuant to CARs 602.97(2), 602.98(1) and 602.99.

Departure procedure: Prior to taxi for departure; contact GND ADV on 122.6 for clearance and initial advisory information. After receiving initial advisory information, GND ADV will initiate communication transfer to RADIO on 122.1 prior to entering the runway/departure surface. Pilots are required to ascertain that there is no likelihood of collision with another aircraft or a vehicle prior to departure as stated in CAR 602.96 2a) and b).

Arrival procedure: After exiting the runway/arrival surface and reporting clear on the radio frequency, pilots will be directed to contact GND ADV on 122.6 for ground traffic and taxiing information before entering the taxiway.

CAUTION

Recommending that only pilots familiar with the lcl area use this aprt dur hrs of darkness. Night ops not recommended unless the PAPI and all five hazard beacons are oprg. Hi terrain reduces operational length of Rwy 34 PAPI. Extv bird activity. Deer in vic of rwy. Rising terrain immediately S of thld Rwy 34 (see VTPC).

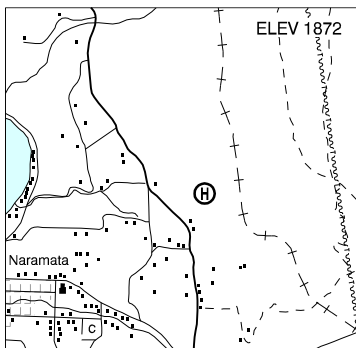
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NARAMATA BC (Heli)

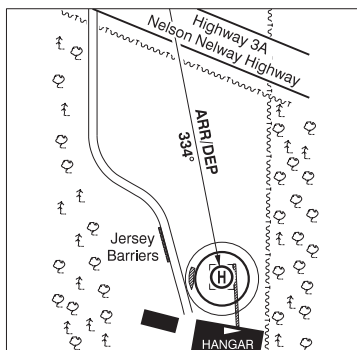
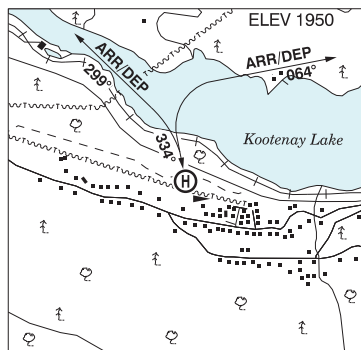
CNM6

REF	N49 36 10 W119 34 43 1ENE 16°E (2015) UTC-8(7) Elev 1872' A5004 A5005
OPR	Finnair Ltd 250-770-0702 Reg PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	75' x 75' GRVL 200'x 200' max heli length 50', max 8000 lbs
RCR	Opr Days only
COMM	
ATF	ffc 123.2 0.5NM 2200 ASL
PRO	Dep/arr over abandoned railway to minimize noise. (Monitor Penticton 118.5 - See Penticton VTPC)
CAUTION	Power lines SSW of pad.



NELSON (HIGH TERRAIN HELICOPTERS) BC (Heli)

CHT4



REF	N49 29 12 W117 19 38 Adj W 15°E (2014) UTC-8(7) Elev 1950' A5005
OPR	High Terrain Helicopters 250-354-8445 Cert PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia ASPH TLOF 37' x 40' ASPH Safety Area 115' dia Max heli overall length 57.4'
RCR	Opr
COMM	
RCO	Pacific rdo 123.475 (FISE) 126.7 (bcst)
ATF	tfc 123.2 4NM centred on Nelson A/D 1.1NM ENE 3300 ASL
PRO	External loads proh to/fr heli (CARs 602.96). Ldg rstd to TLOF sfc. Arr/dep curved 334° to 299° fr heli, slope 8% (H3), day use only. Arr/dep curved 334° to 064° fr heli, slope 8% (H3), day use only.
CAUTION	40 AGL marked P-lines 30' E of heli adj to flt path. 150 AGL trees to E & W of flt path.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NELSON / BLAYLOCK ESTATE BC (Heli)

CYB3

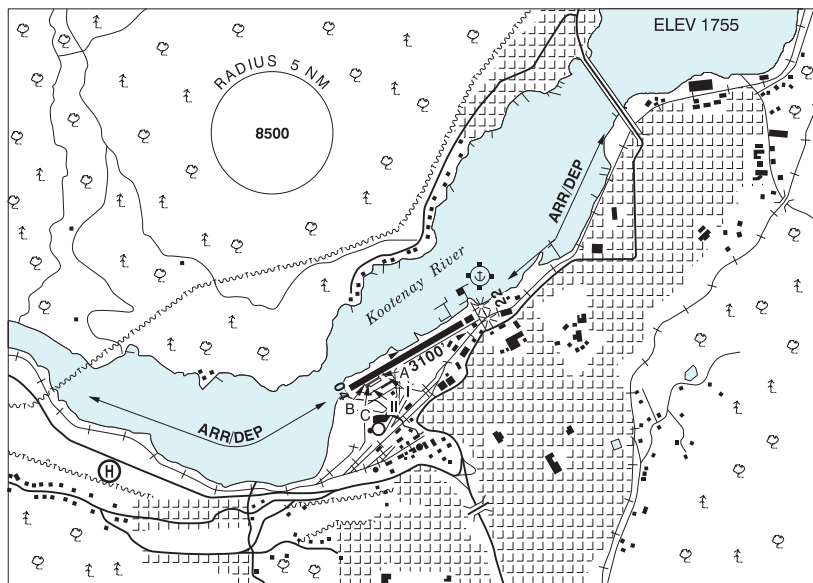
REF	N49 32 41 W117 15 38 3.4NE 15°E (2016) UTC-8(7) Elev 1830' A5005	
OPR	Brent Ironside 403-560-3636 Reg PPR	
PF	A-5 C-1,2,3,4,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392	
HELI DATA	FATO/TLOF 100' x 140' GRASS Safety Area 160' x 140' Max heli overall length 55'	
RCR	Opr No win maint	
COMM	ATF tfc 123.2 centred on Nelson A/D 3.4NM NNE 4NM 4800 ASL	
PRO	Arr/dep 250°/070° to & fr heli, day use only.	
CAUTION	Wires parallel the hwy on final apch. Trees W and N of FATO	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NELSON BC

CZNL



REF	N49 29 39 W117 18 02 16°E (2012) UTC-8(7) Elev 1755' A5005 LO2
OPR	City 250-352-8228 Reg
PF	A-1 C-2,3,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
FUEL	100LL City of Nelson 250-352-8228; JB High Terrain Helicopters, 250-354-8445, JA Kootenay Valley Helicopters Ltd. 250-505-2150
RWY DATA	Rwy 04(040°)/22(220°) 3100x75 ASPH Thld 22 displ 200'.
APRON	Apron I & II: Prkg avbl for transient fixed-wing acft.
RCR	Opr Ltd win maint. PLR
COMM	
RCO	Pacific rdo 123.475 (FISE) 126.7 (bcst)
ATF	tfc 123.2 4NM 3300 ASL
PRO	Rgt hand circuits Rwy 22 (CAR 602.96). PPR Heli tng flts by opr.
CAUTION	Narrow mountainous valley. Arr/dep paths are offset as indicated on A/D sketch. Arr/dep path W Thld 04 overflies heli adj SW A/D. Poles to 20 AGL aprx 450' NE & in apch area of Rwy 22. Watch for wildlife on the rwy. Hang gliding and paragliding activities at field, year round.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

NEW DENVER / SLOCAN COMMUNITY (HEALTH CENTRE) BC (Heli)

CND7

REF	N49 59 03 W117 22 28 Adj S 16°E (2014) UTC-8(7) Elev 1770' A5005	
OPR	Interior Health Authority 250-358-7911 Reg PPR	
PF	A-1,4 C-2,3,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 90' dia ASPH Safety Area 113' dia	
RCR	Opr (maint)	
COMM	ATF tfc 123.2 5NM 4800 ASL	
PRO	Arr/dep 214° fr heli, day use only.	
CAUTION	Marked 41' P-lines adj NW thru NE of heli. 100' trees W and E of flt path.	

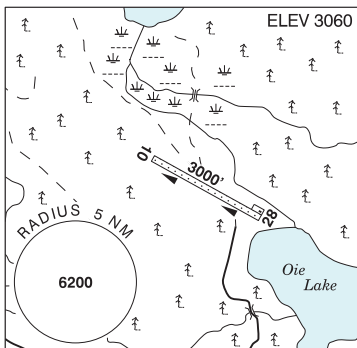
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

OIE LAKE / DOUGALL CAMPBELL FIELD BC

CDC5

REF	N52 00 39 W121 12 40 18°E (2012) UTC-8(7) Elev 3060' A5004 A5014
OPR	D. Stead 604-328-4451 Reg PPR
PF	C-1 D-2
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 10(100°)/28(280°) 3000x75 gravel Rwy 28 up 2% first 2500'. Rwy 10 down 3.8% first 500'.
COMM	ATF tfc 123.2 5 NM 6100 ASL
CAUTION	Trees 50 AGL at thld Rwy 10. Wildlife in vic of rwy.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

OLIVER BC

CAU3

REF	N49 10 24 W119 33 04 Adj S 16°E (2015) UTC-8(7) Elev 1015' A5005 LO2	
OPR	Town 250-485-6200 APM 250-535-0395 Reg	
PF	A-1 B-2,5 C-3,4,6	
FLT PLN	FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX WxCam	
SERVICES	FUEL 100LL (APM), JA-1 (FSII avbl) Aurora Helicopters Ltd. 866-743-5588. Full/Self-serve, Visa/Mastercard. OIL All S 2,4,5	
RWY DATA	Rwy 01/19 3355x50 asphalt Thld 01 displ 744' Rwy 19 up 0.75% first 1600' RCR APM 17-01Z† Ltd win maint	
LIGHTING	01-(TE LO) AP 4°, 19-(TE LO) APAPI limitation/restriction. APAPI Rwy 01 to be used only within 3NM of thld ARCAL-122.8 type J.	
COMM	RCO Pacific rdo 125.85 (FISE) 126.7 (bcst) ATF UNICOM 122.8 2NM 2500 ASL	
PRO	Rgt hand circuits Rwy 01 (CAR 602.96).	
CAUTION	Only pilots familiar with lcl terrain should use this A/D at ngt. A/D lctd in narrow mtn valley with unlgtd high terrain E & W of aprt. Migratory bird act in vic of A/D. Due to high terrain, it is recommended pilots proceeding E or W under VFR, attain an alt of 5,000' (ASL) min before leaving the Okanagan Valley. Hi terrain reduces operational length of Rwy 01 APAPI. Grass tkof/lgd area 2000' x 40' adj E Rwy 01/19 no win maint, use at own risk.	

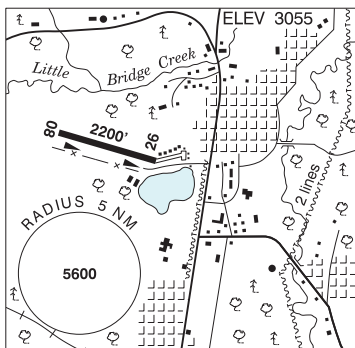
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ONE HUNDRED MILE HOUSE BC

CAV3

REF	N51 38 33 W121 18 25 Adj SW 17°E (2016) UTC-8(7) Elev 3055' A5004 LO2
OPR	The District of 100 Mile House 250-395-6441/0591 Reg
PF	C-1,2,3,4,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 08/26 2200x50 asphalt Rwy 08 up 2.5%
RCR	Opr Ltd win maint
COMM	ATF tfc 123.2 5NM 6100 ASL
PRO	Recommend downhill tkof Rwy 26 & uphill ldg Rwy 08 when wind cond permit.
CAUTION	Severe downdrafts may be encountered when taking off to the E. P-line 40' high adj E of A/D. Hill 3940 ASL 0.5NM E. Watch for bird activity from adj sanctuary.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

OSOYOOS BC

CBB9

REF	N49 02 14 W119 29 20 Adj 16°E (2015) UTC-8(7) Elev 1100' aprx A5005	
OPR	Town 250-495-6515 Reg	
PF	C-1,2,3,4,5 D-6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 5	
RWY DATA	Rwy 12/30 2477x50 asphalt RCR 250-495-6213 No win maint	
COMM	RCO Pacific rdo (Oliver) 125.85 (FISE) 126.7 (bcst) ATF tfc 123.2 2NM 2600 ASL	
PRO	Rgt hand circuits Rwy 30 (CAR 602.96).	
CAUTION	P-line across apch to Rwy 30. Rdo-controlled model acft aprx 200' W of rwy. Dirt ridge parallels rwy on W side aprx 15-20' fr rwy. Due to high terrain, it is recommended pilots proceeding E or W under VFR, attain an alt of 5,000' (ASL) min before leaving the Okanagan Valley.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

OSPIKA BC

CBA9

REF	N56 16 15 W124 03 50 Adj SE 18°E (2019) UTC-8(7) Elev 2353' A5022 LO1 RCAP	
OPR	Finlay River Outfitters Ltd Jody McAuley 250-483-3857 Reg	
PF	B-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
RWY DATA	Rwy 03(033°)/21(213°) 5886x60 coarse gravel Rwy 03 down 0.63% Trees cleared to 350' aprx.	
RCR	Opr No win maint.	
COMM	ATF tfc 123.2 5NM 5300 ASL	
CAUTION	Rwy shoulders unprepared. OcsI drop-off at rwy edge to 4' deep.	

PACIFIC RADIO – RCO (KAMLOOPS FIC)

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

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PEMBERTON BC

CYPS

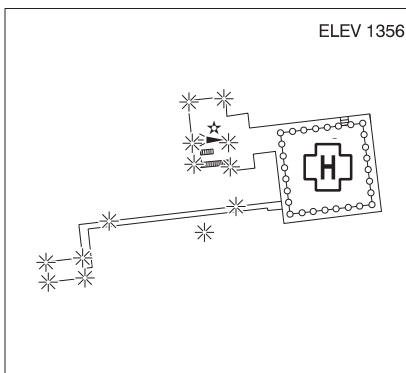
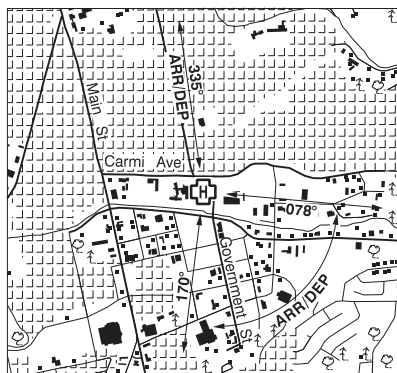
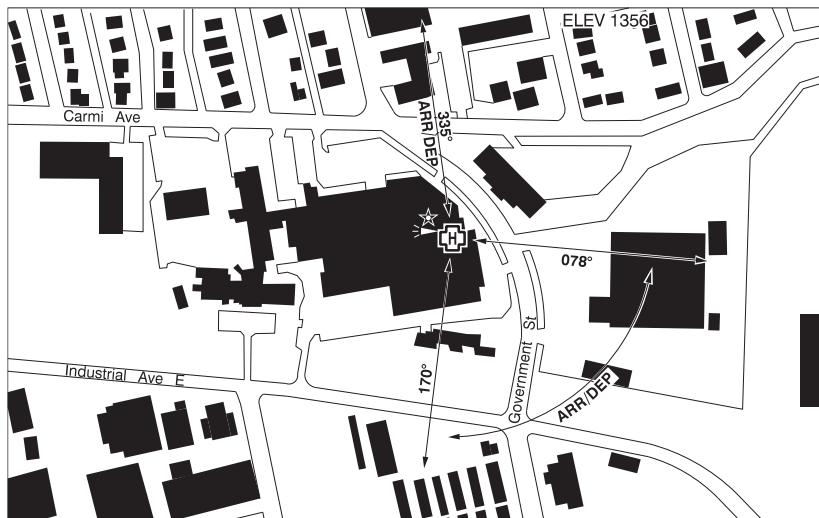
REF	N50 18 09 W122 44 16 5SE 17°E (2015) UTC-8(7) Elev 670' A5004 LO2	<p>The map shows the aerodrome location relative to the Lillooet River and Green River. Runway 24 is oriented horizontally. A 5NM radius circle is centered on the aerodrome. Elevation markers include 'ELEV 670' and '9800'. A distance of 3917' is marked from the runway to a point NE.</p>
OPR	Village 604-894-6135 1630-0030Z† Mon-Fri Reg Ldg fees	
PF	B-1 C-2,3,4,5 D-6	
FLT PLN	FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX WxCam	
SERVICES		
FUEL	JA, 100LL Cardlock Blackcomb Helicopters 604-894-5153	
RWY DATA	Rwy 06(067°)/24(247°) 3917x100 ASPH	
RCR	Opr Ltd win maint.	
HELI DATA	4 prkg pads: 2 at 25' dia concrete & 2 at 50' dia asphalt	
COMM	RCO Pacific rdo 122.375 (FISE) 126.7 (bcst) ATF tfc 123.2 2NM 3000 ASL A/G Blackcomb Helicopters 122.775	
PRO	Rgt hand circuits Rwy 24 (CAR 602.96). All arpt arr/dep are fr E side of the main apron.	
CAUTION	Mountainous terrain all quads. Soaring in summer. Hang gliding north of airport. Paratroop activity NW end of A/D. Unlgt'd wooden poles 80 AGL, aprx 395' NE of rwy mid point.	

PENTICTON FSS – RCO

Kelowna 119.6 (RAAS) 0630-1330Z† (N49 56 W119 22)

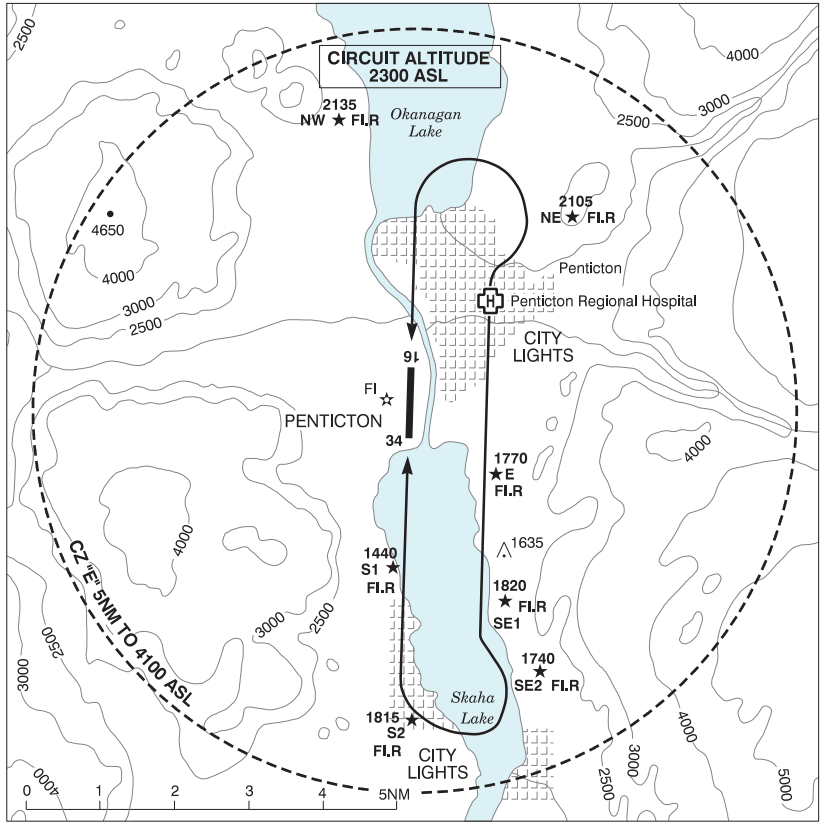
PENTICTON REGIONAL HOSPITAL BC (Heli)

CPH6

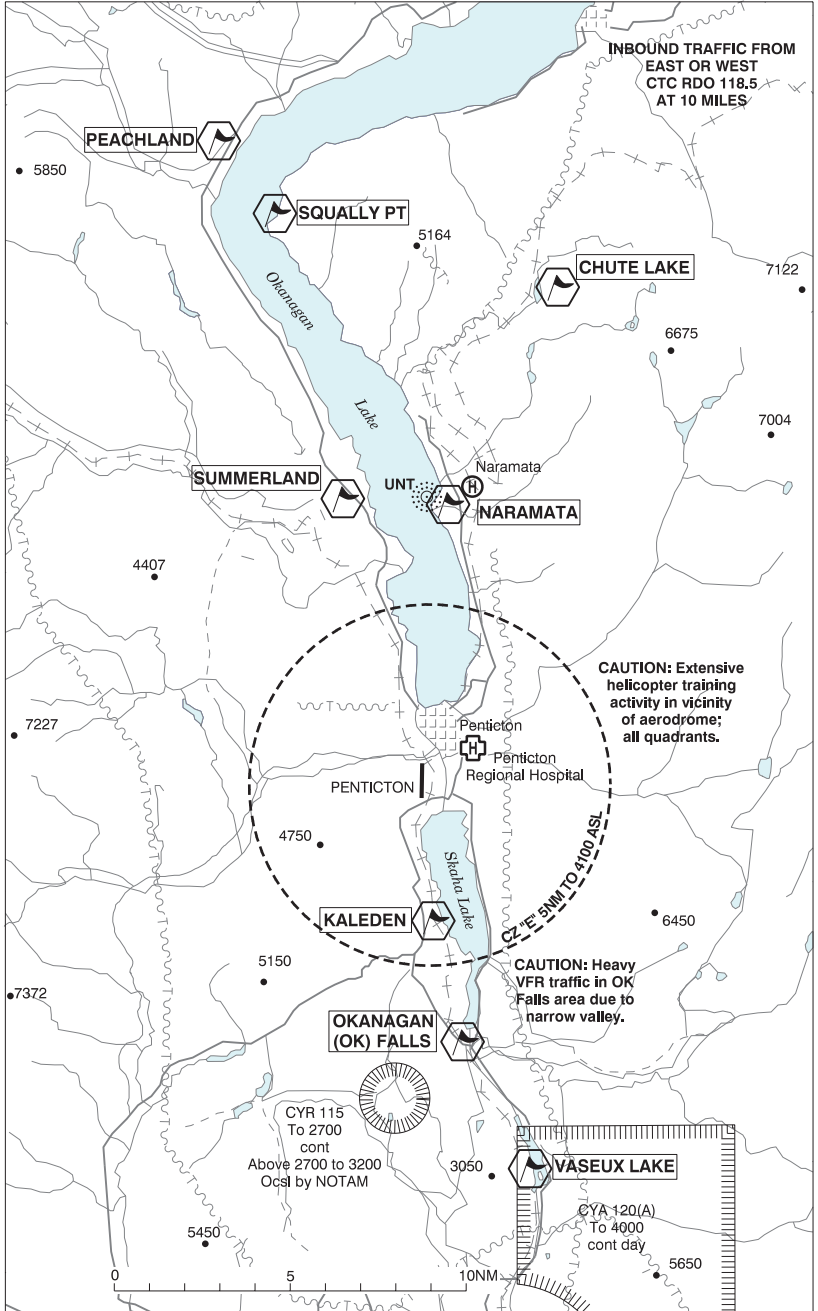


REF	N49 28 54 W119 34 34 Adj 17°E (2018) UTC-8(7) Elev 1356' A5004 A5005
OPR	Interior Health Authority 250-462-3785 Cert PPR
PF	B-1
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' x 86' non-supporting TLOF 60' x 60' CONC Safety Area 115' x 115' 17,000 lbs Max heli overall length 57.4' (CAR 602.96). Elevated/rooftop heli.
RCR	Opr
LIGHTING	RY(ME) green LED ARCAL-123.2 type K
COMM	
MF	Penticton rdo 118.5 5NM 4100 ASL (CAR 602.98)
PRO	Arr/dep 335° fr heli (H1), day/night use (CAR 602.96) Arr/dep 078° to 170° fr heli (H1), day/night use (CAR 602.96)

PENTICTON VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



PENTICTON VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PENTICTON VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
KALEDEN	VCKLE	N49° 24' 00" W119° 36' 00"
NARAMATA	VCNAR	N49° 35' 50" W119° 36' 11"
OKANAGAN (OK) FALLS	VCOKN	N49° 20' 33" W119° 34' 08"
PEACHLAND	VCPCH	N49° 46' 00" W119° 43' 59"
SQUALLY PT	VCSQL	N49° 44' 00" W119° 43' 01"
SUMMERLAND	VCSML	N49° 36' 00" W119° 40' 01"
VASEUX LAKE	VCVAS	N49° 17' 00" W119° 31' 59"
CHUTE LAKE	VCCHL	N49° 41' 38" W119° 31' 52"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PENTICTON BC

CYFF

REF	N49 27 45 W119 36 08 1.8SW 16°E (2015) UTC-8(7) Elev 1130' A5004 A5005 LO2 HI3 CAP RCAP	
OPR	TC APM 250-809-4596 Admin 250-770-4422 1600-0030Z† Mon-Fri exc hols H24 Cert	
PF	A-1,3,6 B-5 C-4	
CUST	AOE/30 (120 with staged off-loading) CANPASS 1-888-226-7277 Permit holders H24 Non-permit holders 1630-0030Z† Mon-Fri	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.</p>	
SERVICES	<p>FUEL 100LL, JA-1 14-05Z† Mon-Fri 15-04Z† Sat-Sun</p> <p>OIL 80, 100, 120, 15W50</p> <p>S 1,2</p> <p>JASU CE15 West Jet Encore or Air Canada Express</p> <p>MILCON Executive Flight Centre Fuel 250-493-5323</p>	
RWY DATA	Rwy 16(165°)/34(345°) 6000x148 ASPH Thld 34 displ 300'.	
RWY CERT	Rwy 16/34 AGN IIIB	
APRON	GA prkg on apron N of tml only. Park on N and NE edges. Non-wheeled heli prkg avbl on grass N of main apron. Itinerant pilot and pax access via Gate 88. Lgt acft prkg avbl off Twy A, S end.	
RCR	Wildfire Heli Ops: Staging and extended prkg on grass N of tml and maint fac, and S of Air Tanker Base along W fence. PPR required for all prkg. Prkg fees. Opr Ltd win maint 15-01Z† Mon-Fri, 17Z† & 23Z† Sat-Sun & hols Nov 1-Mar 31, O/T 2 hr PN call out chg may be levied. CRFI, PLR/PCN	
LIGHTING	16-AO(TE ME) P2, 34-AS(TE ME) P2 PAPI limitation/restriction. PAPI Rwy 34 to be used only within 2NM of thld	
COMM	<p>RADIO 118.5 PTC avbl (V) (emerg only 250-492-3001)</p> <p>GND ADV 121.9 (emerg only 250-492-3001)</p> <p>MF rdo 118.5 5NM 4100 ASL (CAR 602.98)</p>	
NAV	<p>DME IYF 110.3 Ch 40 N49 27 09 W119 36 14 (1134') reliable only within 10° of centreline</p> <p>LOC IYF 110.3 reliable only within 10° of centreline</p>	

BRITISH COLUMBIA

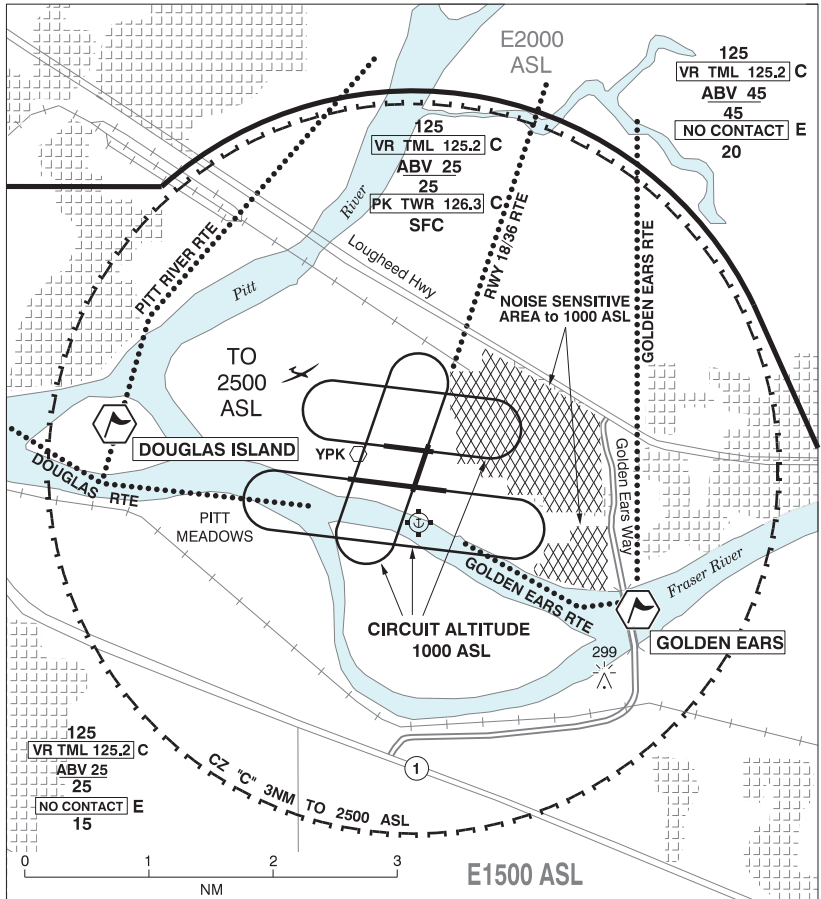
AERODROME / FACILITY DIRECTORY

PENTICTON BC (Cont'd)

CYYF

PRO	<p>Inbd tfc see VTPC; for night circuit pro see Night Circuit VTPC. Circuit hgt 2300 ASL. Rgt hand circuits Rwy 34 (CAR 602.96). Heli tng all quadrants, circuits E & W of A/D at 2300 ASL.</p> <p>GROUND ADVISORY: The Minister has authorized specific operating restrictions regarding communications intended for the MF, as well as the introduction of a Ground Advisory frequency (GND ADV) pursuant to CARs 602.97(2), 602.98(1) and 602.99.</p> <p>Departure procedure: Prior to taxi for departure; contact GND ADV on 121.9 for clearance and initial advisory information. After receiving initial advisory information, GND ADV will initiate communication transfer to RADIO on 118.5 prior to entering the runway/departure surface. Pilots are required to ascertain that there is no likelihood of collision with another aircraft or a vehicle prior to departure as stated in CAR 602.96 2a) and b).</p> <p>Arrival procedure: After exiting the runway/arrival surface and reporting clear on the radio frequency, pilots will be directed to contact GND ADV on 121.9 for ground traffic and taxiing information before entering the taxiway.</p>
CAUTION	<p>Only pilots familiar with local terrain should use this aprt dur hrs of darkness. Ngt ops not recommended unless all 7 hazard beacons oprg. Extv heli activity at A/D dur daylight hrs all quads. Due to high terrain, it is recommended pilots proceeding E or W under VFR, attain an alt of 5,000' (ASL) min before leaving the Okanagan Valley. Hi terrain reduces operational length of Rwy 34 PAPI.</p>

PITT MEADOWS VFR TERMINAL PROCEDURES CHART - HELI ARR/DEP PROCEDURES, CIRCUIT PATTERNS & NOISE SENSITIVE AREA



DOUGLAS ROUTE

DEP via Fraser River to Douglas Island, not abv 500 until Douglas Island.

APCH Douglas Island, not abv 500, then eastbound via Fraser River.

PITTS RIVER ROUTE

DEP via Fraser River to Douglas Island, then northbound W of Pitt River, not abv 500 until Lougheed Hwy.

APCH W of Pitt River to Douglas Island, not abv 500, then eastbound via Fraser River.

RWY 18/36 ROUTE

DEP and overfly Rwy 36 to Lougheed Hwy, not abv 500 until Lougheed Hwy.

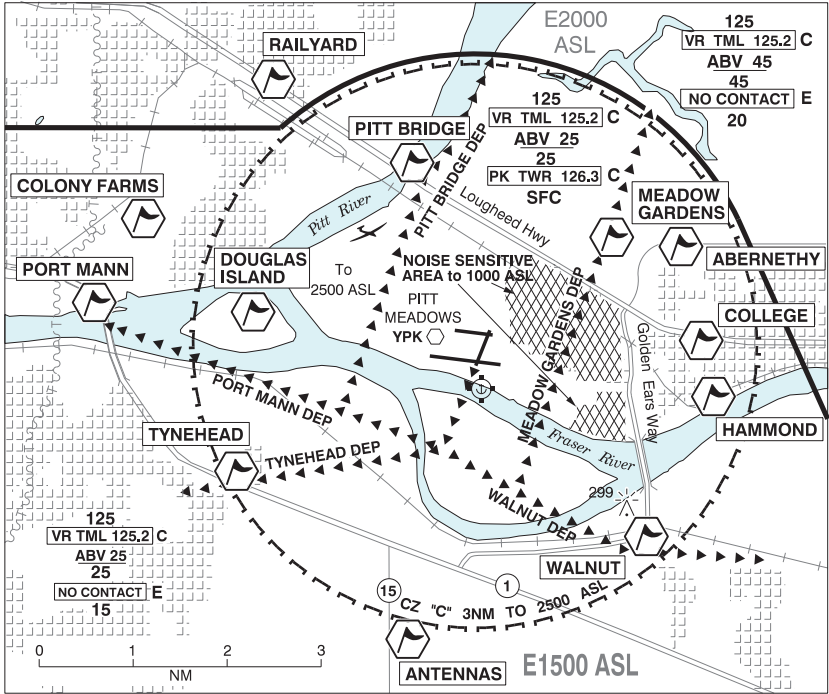
APCH straight-in Rwy 18, not abv 500. When authorized, overfly Rwy 18 to cross parallel Rws.

GOLDEN EARS ROUTE

DEP via Fraser River past Golden Ears Bridge, then northbound E of Golden Ears Way, not abv 500 until Lougheed Hwy.

APCH E of Golden Ears Way, not abv 500 to Golden Ears Bridge, then westbound via Fraser River.

PITT MEADOWS VFR TERMINAL PROCEDURES CHART - RWY 18 ARR/DEP

**DEPARTURES**

All departures not above 1000 until cleared higher. See map for routing.

ARRIVALS

All arrivals not below 1500 until cleared lower.

TYNEHEAD ARR

Fly direct TYNEHEAD, then join right downwind.

COLONY ARR

Fly direct COLONY FARMS, then join midfield right downwind.

PITT BRIDGE ARR

Fly direct PITT BRIDGE, then join right base.

ABERNETHY ARR

Fly direct ABERNETHY, then join left base.

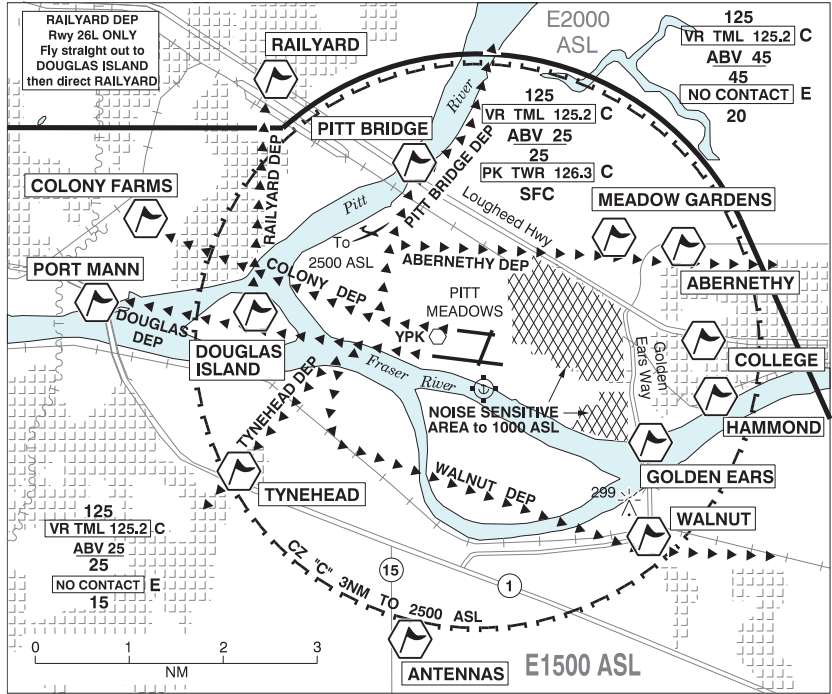
HAMMOND ARR

Fly direct HAMMOND, then join midfield left downwind.

WALNUT ARR

Fly direct WALNUT, then join left downwind.

PITT MEADOWS VFR TERMINAL PROCEDURES CHART - RWY 26L & 26R ARR/DEP

**DEPARTURES**

All departures not above 1000 until cleared higher. See map for routing.

ARRIVALS

All arrivals not below 1500 until cleared lower, except where stated otherwise.

MEADOW GARDENS ARR - RWY 26R ONLY

Fly direct MEADOW GARDENS, then join right base.

ABERNETHY ARR - RWY 26L ONLY

Fly direct ABERNETHY, then join right base.

COLLEGE ARR - RWY 26R ONLY

Fly direct COLLEGE, then straight in.

No altitude restriction.

HAMMOND ARR - RWY 26L ONLY

Fly direct HAMMOND, then straight in.

No altitude restriction.

WALNUT ARR

Fly direct WALNUT, then join assigned left base.

ANTENNAS ARR

Fly direct ANTENNAS, then join assigned left downwind.

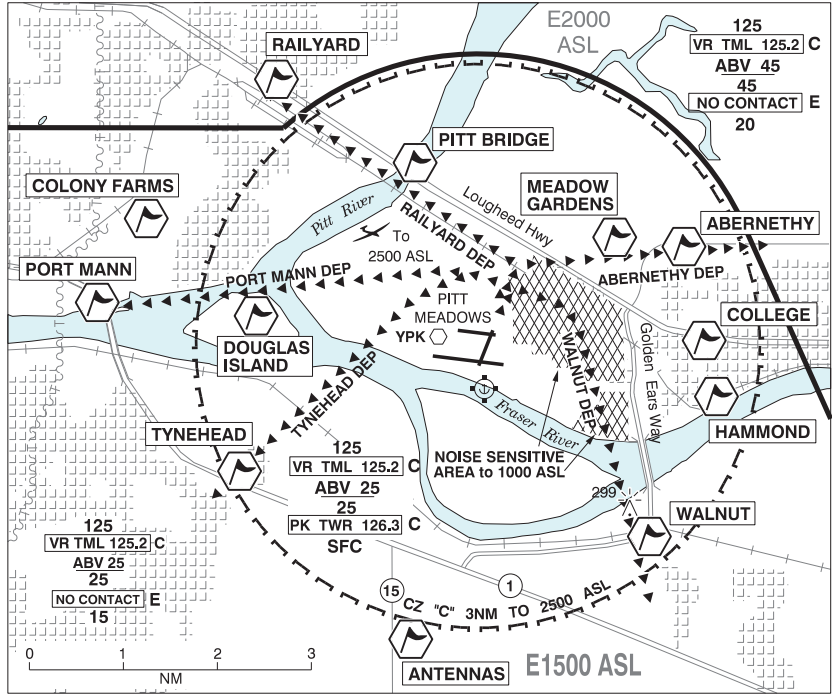
TYNEHEAD ARR

Fly direct TYNEHEAD, then join assigned left downwind.

PITT BRIDGE ARR

Fly direct PITT BRIDGE, then join assigned right downwind.

PITT MEADOWS VFR TERMINAL PROCEDURES CHART - RWY 36 ARR/DEP

**DEPARTURES**

All departures not above 1000 until cleared higher. See map for routing.

ARRIVALS

All arrivals not below 1500 until cleared lower.

TYNEHEAD ARR

Fly direct TYNEHEAD, then join left base.

COLONY ARR

Fly direct COLONY FARMS, then join midfield left downwind.

PITT BRIDGE ARR

Fly direct PITT BRIDGE, then join left downwind.

MEADOW GARDENS ARR

Fly direct MEADOW GARDENS, then join right downwind.

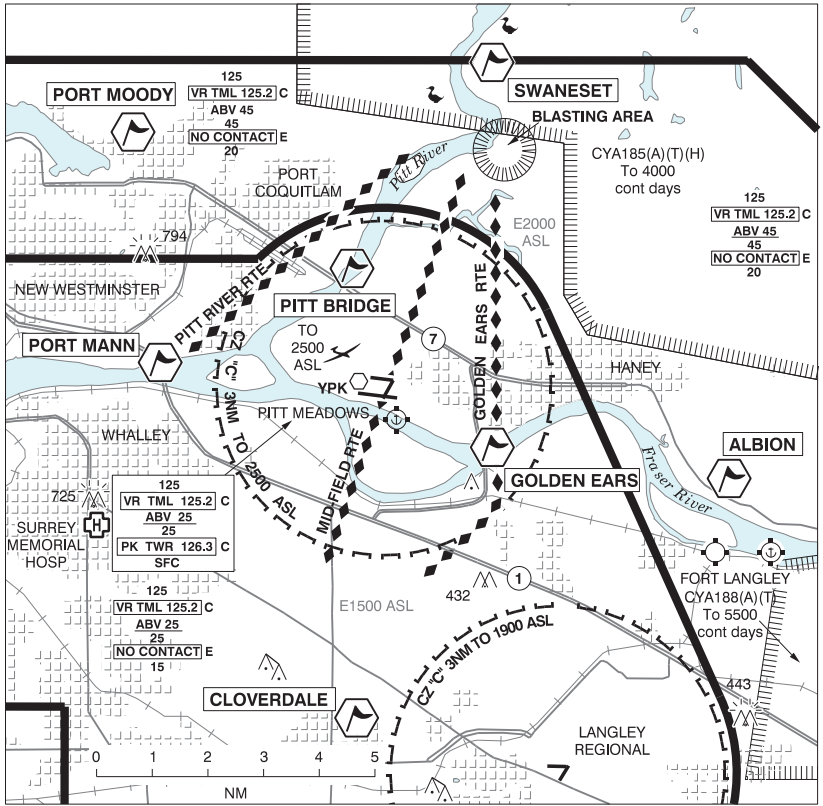
HAMMOND ARR

Fly direct HAMMOND, then join midfield right downwind.

WALNUT ARR

Fly direct WALNUT, then join right base.

PITT MEADOWS VFR TERMINAL PROCEDURES CHART



PITT MEADOWS VFR TERMINAL PROCEDURES CHARTS

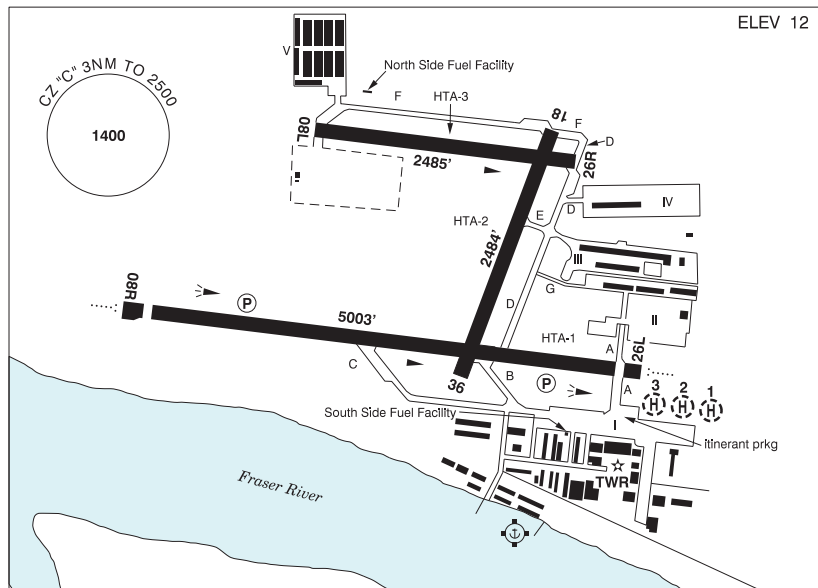
NAME	IDENT	LAT/LONG
ABERNETHY	VCANY	N49° 13' 54" W122° 39' 24"
ANTENNAS	VCANS	N49° 09' 42" W122° 43' 54"
ALBION	VCABN	N49° 11' 12" W122° 33' 36"
CLOVERDALE	VCCLV	N49° 06' 42" W122° 43' 24"
COLLEGE	VCOLG	N49° 12' 54" W122° 39' 06"
COLONY FARMS	VCLFM	N49° 14' 12" W122° 48' 12"
DOUGLAS ISLAND	VCDGS	N49° 13' 12" W122° 46' 24"
FORT LANGLEY	VCLNG	N49° 10' 00" W122° 33' 06"
GOLDEN EARS	VCGER	N49° 11' 48" W122° 39' 54"
HAMMOND	VCHMD	N49° 12' 18" W122° 38' 54"
MEADOW GARDENS	VCMGD	N49° 14' 00" W122° 40' 32"
PITT BRIDGE	VCPTB	N49° 14' 48" W122° 43' 48"
PITT MEADOWS	VCPIT	N49° 13' 00" W122° 42' 54"
PORT MANN	VCPMN	N49° 13' 18" W122° 49' 00"
PORT MOODY	VCPMD	N49° 17' 18" W122° 49' 42"
RAILYARD	VCRRY	N49° 15' 42" W122° 46' 06"
SWANESET	VCSWN	N49° 18' 30" W122° 39' 48"
TYNEHEAD	VCTYN	N49° 11' 30" W122° 46' 42"
WALNUT	VCWNT	N49° 10' 48" W122° 40' 00"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PITT MEADOWS BC

CYPK



REF	N49 12 58 W122 42 48 1SW 17°E (2013) UTC-8(7) Elev 12' VTA A5004 LO2 T1 CAP
OPR	Pitt Meadows Aprt Society 604-465-8977 Cert
PF	A-1,2,3,7 C-4,5,6
CUST	AOE/CAN
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591; IFR tng flts PPR ctc 604-586-4592
WX	LWIS H24 LAWO 15-07Z‡
SERVICES	
FUEL	100LL (Cardlock) Helis not auth South Side Fuel Facility unless dollied, JA-1 (by truck)
OIL	All
S	1,2,3,4,5
PVT ADV	Integrity Flight Support (by truck) 778-808-3312 1530-0100Z‡ Mon-Fri exc hols, O/T call out chg; Aeroclub of BC (Cardlock) N & S Side Fuel Facilities 604-465-0446.
RWY DATA	Rwy 08R(080°)/26L(260°) 5003x100 ASPH Thld 08R displ 197' Thld 26L displ 164' Rwy 08L(080°)/26R(260°) 2485x75 ASPH Rwy 18(185°)/36(005°) 2484x75 ASPH RESA: 08R/26L 492'
RWY CERT	Rwy 08R/26L AGN IIIA Rwy 08L/26R AGN I Rwy 18/36 AGN I
TWY CERT	Twy: D, E, F, G AGN I
APRON	Apron I Itinerant prkg N of ATB, E of Twy A (see sketch). Apron III and V Pvt.
RCR	Twr 604-465-9723 PLR/PCN Rwy 08L/26R no win maint

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PITT MEADOWS BC (Cont'd)

CYPK

HELI DATA	Parking Pad 1 & 2: TLOF 68' dia ASPH Max heli overall length 57'. Day use tkof/lgd & prkg, night use prkg only. Parking Pad 3: TLOF 50' dia ASPH Max heli overall length 42'. Day use tkof/lgd & prkg, night use prkg only.
LIGHTING	08R-AO(TE ME) P2, 26L-AO(T ME) P2, 18-(TE ME), 36-(TE ME), 06-14Z± O/T ARCAL-126.3 key mic 3 times within 5 sec for 26L, & 5 times within 5 sec for 08R & 7 times within 5 sec for 18-36 for 15 min duration lgt.
COMM	<p>ATIS 125.0 1-877-517-2847 15-07Z±</p> <p>GND 123.8 15-07Z±</p> <p>TWR Pitt 126.3 (V) 15-07Z± (emerg only 604-465-9723)</p> <p>MF ttc 126.3 07-15Z± 3NM 2500 ASL (CAR 602.98)</p>
NAV	<p>VOR YPK 112.4 N49 12 57 W122 42 54 (44')</p>
PRO	<p>Rgt hand circuits Rwy 08R, 18 & 26R (CAR 602.96) circuit hgt 1000 ASL. Seaplane circuits 500 ASL on S side of Fraser River. Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia.</p> <p>ATS REQUIREMENTS:</p> <p>All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.</p> <ul style="list-style-type: none"> - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 or 123.15 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 or 123.15. - All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 or 123.15 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/Flight Itinerary. <p>NIGHT RESTRICTIONS:</p> <ul style="list-style-type: none"> - Circuit tng Rwy 08R & 08L not auth 05-15Z± PPR. - Circuit tng Rwy 26L, 26R, 18/36 not auth 06-15Z± PPR. - Turbojet, turbofan and turboprop night circuit tng PPR. - All acft avoid overflight of noise-sensitive areas, unless unable due to crosswind limitations, operational/safety considerations, or as directed by ATC. <p><u>When Tower Closed:</u></p> <ul style="list-style-type: none"> - Rwy 08R/18/26L Dep: Acft climb rwy hdg to 1000 ASL BPOC. Best Rate of Climb. Avoid flt over built-up areas in downwind and crosswind legs. - Rwy 36 Dep: Left hand circuit. When safe turn left to 1000 ASL BPOC. Best Rate of Climb. Avoid flt over built-up areas in downwind and crosswind legs. - Rwy 08L/26R not to be used when twr is clsd unless rqrd due to operational/safety considerations. <p>HELI:</p> <p>All Turbine Heli: Continuous circuits prohibited unless approved by APM. - Arr/dep: Avoid low flt over built-up areas, unless directed by ATC.</p>
CAUTION	Coyotes in vic of rwys. 160' lit crane 2NM NW of A/D. Quarry blasting ops within 0.6NM radius N49 17 14 W122 39 33 (aprx 4.7NM N of A/D) to 300 AGL. Industrial complex S of 26L apch, do not mistake bldg floodlights for rwy edge lights during low vis conds or ngt ops.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

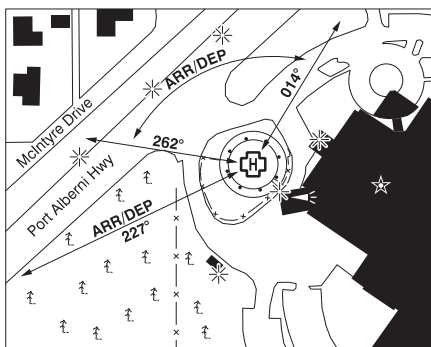
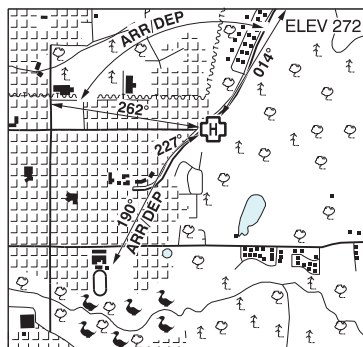
PORT ALBERNI (ALBERNI VALLEY REGIONAL) BC

CBS8

REF	N49 19 16 W124 55 46 6NW 17°E (2015) UTC-8(7) Elev 247' A5004 LO2 HI3 RCAP	
OPR	Regional District Alberni-Clayoquot 250-720-2700 Reg	
PF	D-1,2,3,4,5,6	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
ACC	Comox Tml 250-339-8115	
WX	WxCam	
SERVICES		
FUEL	100LL, JA	
RWY DATA	Rwy 12(118°)/30(298°) 5003x100 ASPH	
RCR	Opr Ltd win maint	
LIGHTING	12-AS(TE ME) P1, 30-AS(TE ME) P1 ARCAL-123.0 type K	
COMM		
ATF	tfc 123.0 5NM 3250 ASL	
PRO	For IFR clnc ctc Comox Tml 250-339-8115, 10 mins prior to dep.	
CAUTION	Sfc unprepared outside rwy edge. Glider activity May-Sep.	

PORT ALBERNI (WEST COAST GEN HOSP) BC (Heli)

CBK5



REF	N49 14 56 W124 46 59 17°E (2015) UTC-8(7) Elev 272' A5004
OPR	West Coast Gen Hosp 250-370-8555 Cert NVIS OPS AUTH PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 79' dia CONC Safety Area 105' Max heli overall length 52.5' (CAR 602.96)
LIGHTING	RW(ME) ARCAL-123.0 type J
COMM	
ATF	tfc 123.0 5NM 3100 ASL
PRO	Arr/dep curved 227° to 190° fr heli, slope 12% (H2), day/night use (CAR 602.96). Arr/dep 262° to 014° fr heli, (H1), NVIS rqrd for night use (CAR 602.96).
CAUTION	Trees 165 AGL within H1 flt path N-NW of heli. Bldg roof and ambulance canopy adj safety area SE of heli.

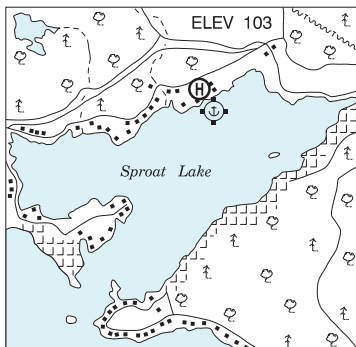
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PORT ALBERNI / SPROAT LAKE TANKER BASE BC (Heli)

CBT9

REF	N49 17 24 W124 56 42 3E 17°E (2015) UTC-8(7) Elev 103' A5004
OPR	Coulson Flying Tankers 250-724-0584 Reg PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	43' dia paved, 53' dia.
COMM	ATF Port Alberni tfc 123.0 5NM 3250 ASL A/G 164.190
PRO	Arr/dep via unmarked hover area over water S of apron.
CAUTION	Noise sensitive areas to E & W. Water A/D adj, Port Alberni Regional A/D 3NM N.



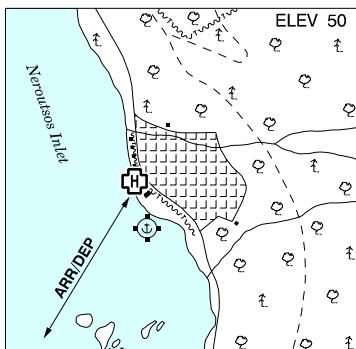
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PORT ALICE (HOSP) BC (Heli)

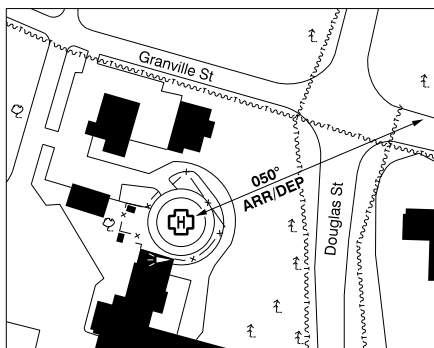
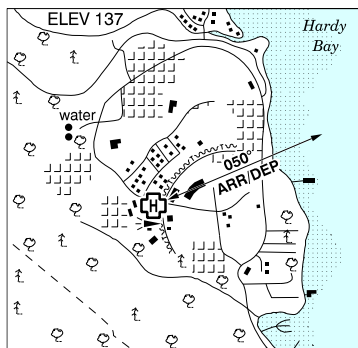
CBB5

REF	N50 25 36 W127 29 13 Adj Rumble Beach 18°E (2014) UTC-8(7) Elev 50' A5004
OPR	Port Alice Hosp 250-284-3555 Reg PPR
PF	B-1,2,4, C-3,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	43' dia concrete
RCR	Opr
COMM	
ATF	tfc 123.2 5NM 3100 ASL
PRO	Arr/dep to/fr SSW over water.
CAUTION	P-line 200' N 1000 ASL marked. Obstacles to 150 ASL all quads exc SSW over water.



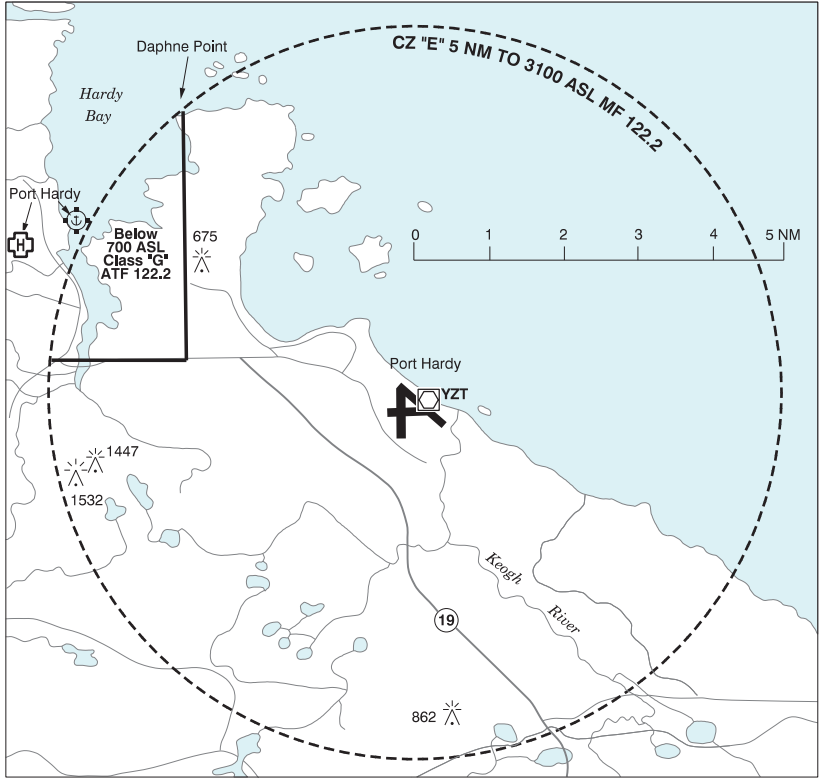
PORT HARDY (HOSP) BC (Heli)

CBS5



REF	N50 43 14 W127 30 09 17°E (2019) UTC-8(7) Elev 137' A5004
OPR	Port Hardy Hosp 250-902-6022 Cert PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia CONC TLOF 57' dia CONC Safety Area 115' Max heli overall length 57.4' (CAR 602.96).
RCR	Opr
COMM	
RADIO	Hardy 122.2 (E)
RCO	Pacific rdo 123.375 (FISE) 126.7 (bcst)
ATF	tfc 122.2 2NM 1000 ASL excluding the area within the Port Hardy land A/D. Refer to Port Hardy VTPC.
PRO	Arr/dep 050° fr heli, slope 8% (H3), day use only (CAR 602.96).
CAUTION	P-line marked with balls on apch. Bldg and lamp standard adj S. 4' fence under fit path in safety area. Floatplane arr/dep area adj.

PORT HARDY VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PORT HARDY BC

CYZT

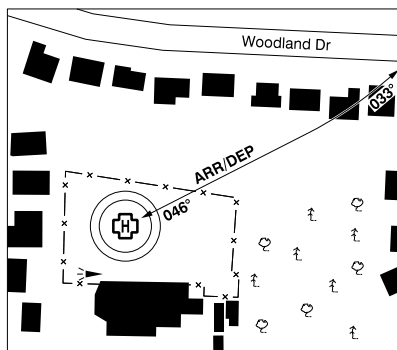
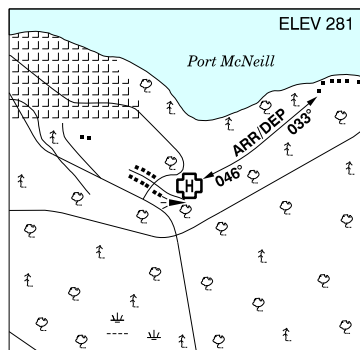
REF	N50 40 50 W127 22 00 5.2SE 18°E (2014) UTC-8(7) Elev 71' A5004 LO2 HI3 CAP	
OPR	TC 250-949-6424 Fax 250-949-9013 1430-2230Z† Mon-Fri, Sat-Sun and hols O/R. Call out chg may apply, ctc opr. Cert Ldg fees (jet and turboprop acft only) Tml fees	
PF	A-1,2,3,6 C-5 D-4 ATB 1530-0030Z† Mon-Fri, Sat-Sun & hols O/R	
CUST	AOE/15 888-226-7277 16-08Z†	
FLT PLN		
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.	
SERVICE		
FUEL	100LL, JA-1 (FSII avbl), HPR Wilderness Seaplanes (World Fuel) 250-949-1037 16-01Z† Mon-Fri, 17-24† Sat-Sun exc hols, O/T call out chg apply.	
OIL	All	
S	1,2,4,5,6	
PVT ADV	Wilderness Seaplanes 131.05 250-949-1037 or 250-949-6353	
MIL CON	Pacific Coastal Airlines (World Fuel Services) 250-949-5153	
RWY DATA	Rwy 11(113°)/29(293°) 4999x150 ASPH Rwy 08(076°)/26(256°) 4000x150 ASPH Rwy 26 up 0.98% Rwy 16(162°)/34(342°) 3984x150 ASPH Rwy 16 up 0.75% Thld 34 displ 1491'	
RWY CERT	Rwy 29 RVR 1200(1/4sm) Rwy 11/29 AGN IIIA Rwy 08/26 AGN I Rwy 16/34 AGN I	
TWY CERT	Twy: A, B AGN II	
TWY	No vehicle control	
APRON	Prkg fees Pvt pilot access ATB/airside via pilot gate, entry code attached.	
RCR	Opr CRFI, Win maint 1430-2300Z† Mon-Fri exc hols O/T PN, call out chgs apply. No win maint Rwy 16/34. Rwy 16/34 rstd to acft gr wt of 12,500 lbs or less. PLR/PCN.	
LIGHTING	08-(TE ME), 26-(TE ME) P2, 11-AO(TE ME), 29-AO(TE ME) P2	
COMM		
RADIO	Hardy 122.2 PTC avbl (E) (emerg only 250-949-6331)	
RCO	Pacific rdo 123.375 (FISE) 126.7 (bcst)	
MF	Hardy rdo 122.2 5NM 3100 ASL excluding class G ATF (CAR 602.98). Refer to Port Hardy VTTC.	
PAL	Vancouver Ctr 132.2 266.3	
NAV		
VOR/DME	YZT 112.0 Ch 57 N50 41 04 W127 21 57 (67')	
DME	IZT 109.5 Ch 32 N50 40 34 W127 21 09 (21')	
ILS	IZT 109.5 (Rwy 11) LOC reliable only within 10° either side of centreline.	
PRO	Rgt hand circuits Rws 26 & 29 (CAR 602.96). Reduced Visibility Operations Plan (RVOP): Rwy 08/26, Rwy 16/34 and Twy A not available for acft taxi when vis below RVR 2600 (1/2sm) (CAR 602.96). Pilots preparing to depart the ramp in vis less than RVR 2600 (1/2sm) must ensure that no other acft are on the maneuvering areas (CAR 602.96).	
CAUTION	Extv eagle activity in the vic of Thlds 26 & 29. Radiosonde balloon launches with an ascent rate of 1000 ft/min daily between the hours of 1115-1345Z and 2315-0145Z.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

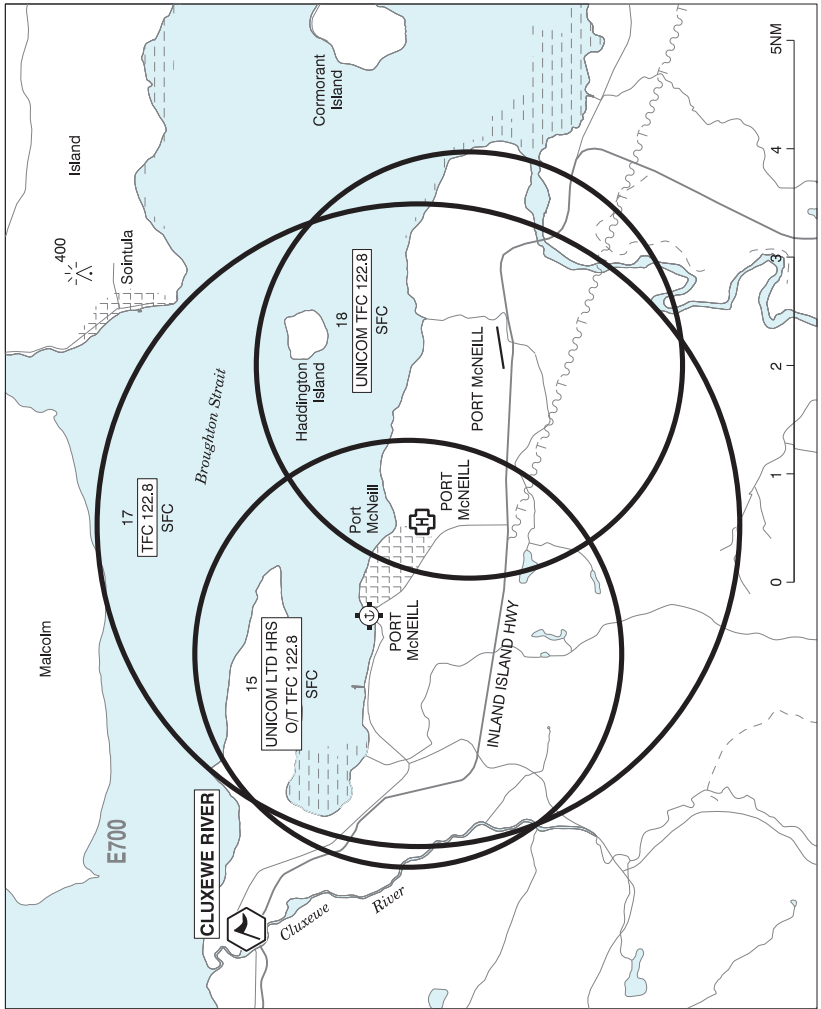
PORT McNEILL (HOSP) BC (Heli)

CBM9



REF	N50 34 54 W127 04 01 Adj SE 17°E (2019) UTC-8(7) Elev 281' A5004
OPR	District Hosp 250-956-4424 Cert PPR
PF	B-1,4 C-2,3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia CONC TLOF 57' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
COMM	
ATF	tfc 122.8 3NM 1700 ASL
PRO	Arr/dep curved 046° to 033° fr heli, slope 6% (H3), day use only (CAR 602.96).
CAUTION	Trees aprx 100' high 100' E of heli. 4' fence under flight path in safety area.

PORT McNEILL VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
CLUXEWE	VCLUX	N50° 36' 18" W127° 10' 18"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PORT McNEILL BC

CAT5

REF	N50 34 32 W127 01 43 2SE 18°E (2013) UTC-8(7) Elev 225' A5004	
OPR	Town 250-956-3111/4444 Reg	
PF	A-1 C-2,3,4,5 D-6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	FUEL 100LL 250-949-1932 or 250-956-4444, JA avbl for heli 250-956-2244, other aircraft on a call out basis from 250-956-3333 S 2,4,5	
RWY DATA	Rwy 06(063°)/24(243°) 2400x36 asphalt Rwy 11(114°)/29(294°) 3650x75 gravel Thld 11 displ 350' Thld 29 displ 100' Rwy 29 down 0.41%	
RCR	APM 250-956-4444/949-1932 Ltd win maint	
LIGHTING	11-(TE LO), 29(TE LO) ARCAL-122.8 type J	
COMM	RCO Pacific rdo (Port Hardy) 123.375 (FISE) 126.7 (bcst) (may not be receivable on the ground) ATF UNICOM 122.8 2NM 1800 ASL	
CAUTION	Rwy 06/24 15' lower than Rwy 11/29. 10' drop-off either side of Rwy 11/29 & Thld 29. Ground rises rgt of Thld 29. 100' trees 400' fr Thld 11. Terrain rises rapidly to the W. Ocsl blasting to 5600 ASL 14NM SW aprt.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

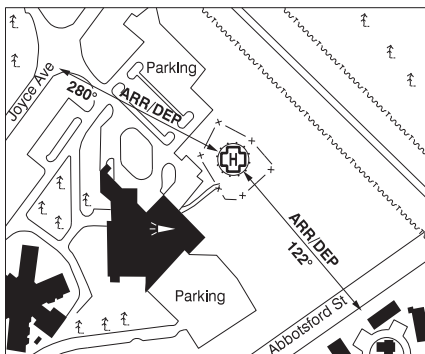
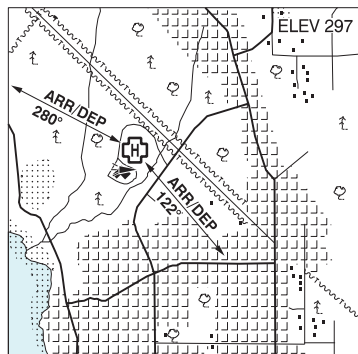
PORT RENFREW (MILL BAY MARINE GROUP) BC (Heli)

CMB9

REF	N48 33 21 W124 24 52 Adj NE 16°E (2017) UTC-8(7) Elev 11' A5004	
OPR	Mill Bay Marine Group 250-412-5509 16-01Z† Reg PPR	
PF	B-1,2 C-3 D-4,5,6,7,8	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392	
HELI DATA	FATO 79' dia ASPH TLOF 39' dia CONC Safety Area 105' dia Max heli overall length 52.5'	
RCR	Opr	
COMM	ATF tfc 123.2 5NM 3100 ASL	
PRO	Arr/dep btwn 344°-074° fr heli, day use only.	
CAUTION	Marine tfc in vic.	

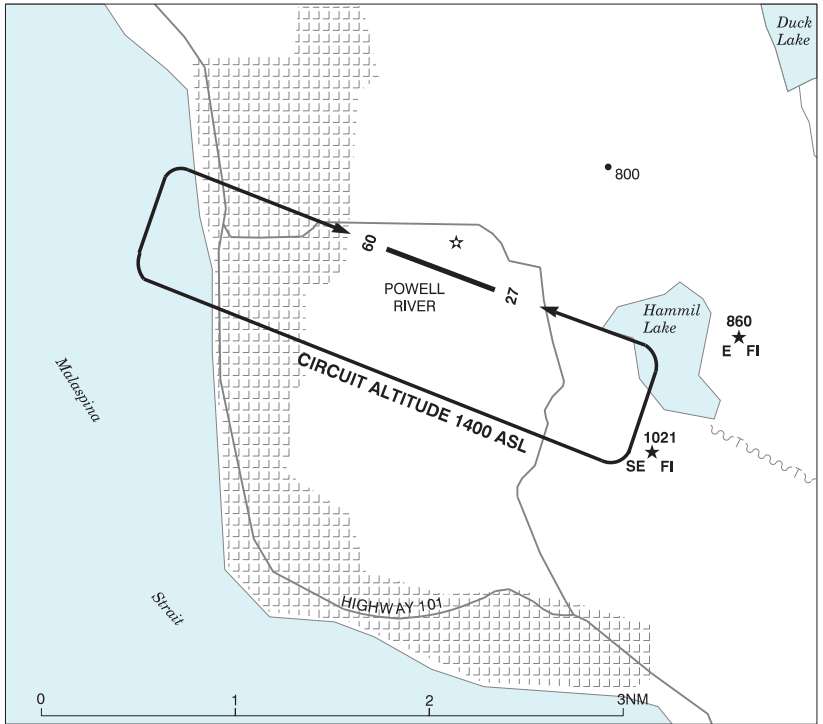
POWELL RIVER (HOSP) BC (Heli)

CPW8



REF	N49 51 05 W124 31 02 17°E (2016) UTC-8(7) Elev 297' A5004
OPR	Vancouver Coastal Health Authority 604-677-3672 Cert PPR
PF	A-1,2,3,4 C-5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RW(LO) green RF(FL)
COMM	MF tfc 123.0 5NM centred on Powell River A/D 1.2NM SE 3400 ASL (CAR 602.98) A/G Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 122° & 280° fr heli, slope 16% (H2), day/night use (CAR602.96).
CAUTION	P-lines to the N parallel to arr/dep path.

POWELL RIVER VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

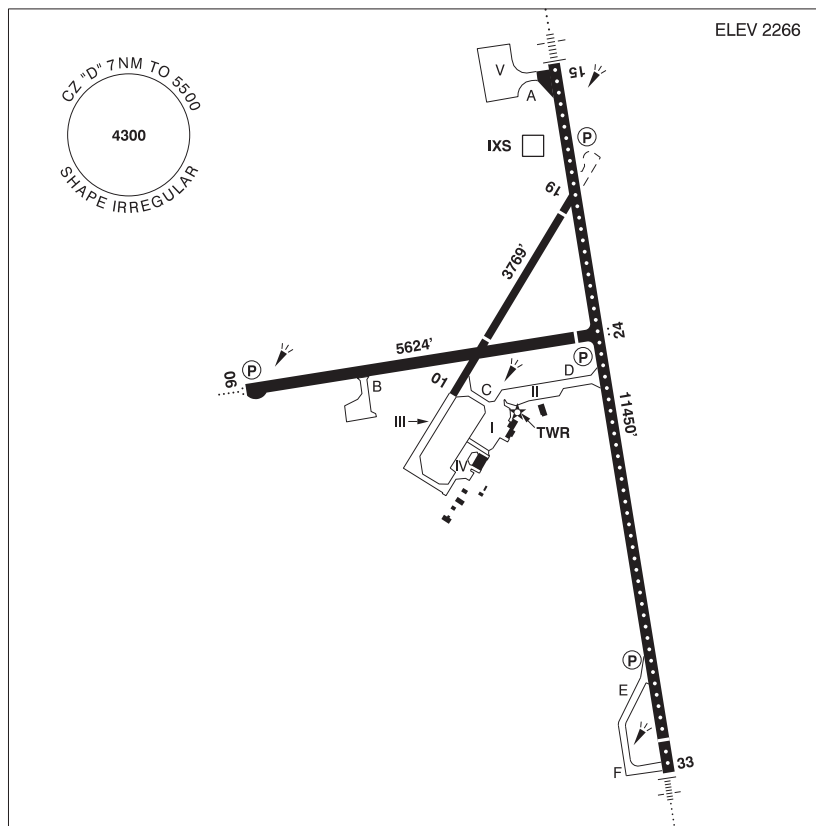
POWELL RIVER BC

CYPW

REF	N49 50 03 W124 30 01 Adj E 18°E (2013) UTC-8(7) Elev 425' A5004 LO2 CAP	
OPR	City of Powell River 604-485-6291 15-22Z† Mon-Fri exc hols Cert	
PF	C-2,3,4,5,6	
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>ACC For IFR clnc ctc Comox Terminal 250-339-8115 before take off.</p> <p>WX METAR 15-03Z (DT 13-02Z) O/T LWIS WxCam</p>	
SERVICES		
FUEL	100LL avbl 2 hrs PN, call out chg will be levied 604-414-5494	
S	4,5	
RWY DATA	Rwy 09(092°)/27(272°) 3621x150 ASPH Rwy 09 up 1.5%	
RWY CERT	Rwy 09/27 AGN II	
RCR	Maint 604-483-1542 Maint/AMSCR/CRFI avbl 15-22Z† Mon-Fri exc hols O/T call out chg may be levied 2hr PN, PLR/PCN	
LIGHTING	09-AS(TE ME) P1, 27-AS(TE ME) P1 4° ARCAL-123.0 type K, exc RILS on high setting only. Both PAPI opr cont at medium intensity.	
COMM		
RCO	Pacific rdo (Campbell River) 123.55 (FISE) 126.7 (bcst) (May not be receivable on gnd)	
MF	tfc 123.0 5NM 3400 ASL	
TML	Comox 123.7 227.6	
PRO	Rgt hand circuits Rwy 09 (CAR 602.96). Two hazard bcns 2NM E A/D. Conduct ngt circuits pro W of hazard bcns; see VTPC. For IFR clnc ctc Comox Terminal 250-339-8115 before take off. PARKING: No prkg in front of ATB.	
CAUTION	Only pilots familiar with terrain should use this aprt dur hrs of darkness. Ngt ops not recommended unless both hazard bcns are oprg. Ocsl parajumps at A/D wknds, daylight hrs. 2 marked power poles to 25', 500' W of Thld 09, 170' N & S of rwy centreline.	

PRINCE GEORGE BC

CYXS



REF	N53 53 03 W122 40 39 2.8SE 18°E (2014) UTC-8(7) Elev 2266' A5014 LO1 HI3 CAP
OPR	Prince George Airport Authority 250-963-2400 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/30 (120 with staged off-loading) 888-226-7277 1630-0030Z†
FLT PLN	
 FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
 WX	METAR AUTO H24 (see COMM). TAF H24, issue times: 01, 07, 13, 19Z. WxCam
SERVICES	
 FUEL	100LL, JA-1 (FSII avbl), F-34, JB, HPR
 OIL	All
 S	1,2,3,4
 ARFF	DESIGNATED CAT 7 1400-0730Z† sked pax flt only, O/T call out chg, 2 hr PN, apr clsd to acct 20 seats & abv, exc for diversions or as an altn A/D without PPR.
 PVT ADV	Jetmark 129.4 250-961-8124
 MIL CON	PetroValue Products Canada Inc. 604-576-0004

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PRINCE GEORGE BC (Cont'd)

CYXS

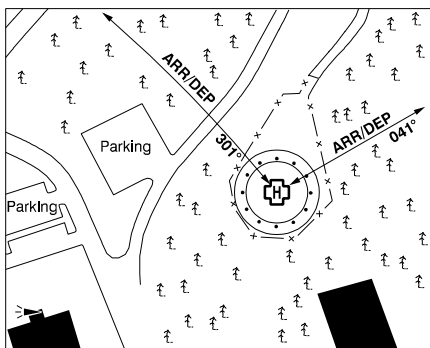
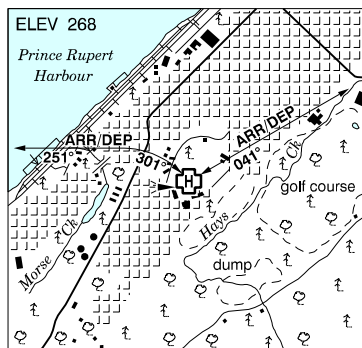
RWY DATA	Rwy 15(153°)/33(333°) 11450x150 ASPH Thld 33 displ 500' Rwy 15 down 0.3% Rwy 06(063°)/24(243°) 5624x150 ASPH Thld 24 displ 401' Rwy 24 up 0.87% Rwy 01(013°)/19(193°) 3769x75 ASPH Thld 01 displ 984'. Thld 19 displ 373'
RWY CERT	Rwy 15 RVR 1200(1/4sm)/Rwy 33 RVR 1200(1/4sm) AGN V Rwy 06/24 AGN IIIB Rwy 01/19 AGN III
TWY CERT	Twy: B AGN IIIB Twy: C, D AGN IV
RCR	Opr 1300-0730Z†. Rwy 01/19 rstd to 12,500 lbs for ldg & tkof day only. Win maint 1300-0730Z† O/T 2hr PN cost recovery. CRFI, PLR/PCN.
LIGHTING	06-AO(TE ME) P2, 24-AS(TE ME) P2, 15-AN(TE HI CL) P3, 33-AN(TE HI CL) P2 PAPI limitation/restriction. PAPI Rwy 24 to be used only within 5NM of thld ARCAL-118.3 type K when twr clsd Rwys 01/19 lit as twy
COMM	
RCO	Williams Lake rdo 118.3 (RAAS) 07-14Z† Pacific rdo 123.55 (FISE) 126.7 (bcst)
ATIS	128.725 14-07Z†
GND	121.9 14-07Z†
TWR	118.3 (V) 14 -07Z† (emerg only 250-963-9177)
MF	Williams Lake rdo 118.3 07-14Z† CZ shape irregular 7NM 5500 ASL (CAR 602.98) (emerg only 250-989-4415)
PAL	Vancouver Ctr 133.8
AWOS	128.725 07-14Z†
NAV	
VOR/DME	YXS 112.3 Ch 70 N53 53 39 W122 27 20 (4076')
DME	IXS 109.5 Ch 32 N53 53 46 W122 40 19 (2260')
ILS	IXS 109.5 (Rwy 15) RVR LOC reliable only within 10° either side of centreline.
PRO	Rgt hand circuits Rwys 19, 24 & 33 (CAR 602.96).
CAUTION	Tall vehicles crossing 910' N thld Rwy 15. Extv bird activity dur spring & fall. Parajumping activity vic Beaverley A/D 8NM SW to 12,500 ASL by NOTAM, monitor 122.1. Radiosonde balloon launches with an ascent rate of 1000 ft/min daily between the hours of 1115-1345Z & 2315-0145Z. Hi terrain reduces operational length of Rwy 24 PAPI.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PRINCE RUPERT (HOSP) BC (Heli)

CBR8



REF	N54 18 19 W130 19 48 Adj 19°E (2013) UTC-8(7) Elev 268' A5013
OPR	Northern Health Authority 250-622-6262 Cert PPR
PF	B-1,2,4, C-3,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC/ASPH Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
LIGHTING	RW(LO) green ARCAL-123.2 type J
COMM	
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)
MF	tfc 122.5 irregular shape see Prince Rupert VTPC 3100 ASL (CAR 602.98)
PRO	Arr/dep 301° to 251° fr heli and 041° fr heli. All slope 8% (H3) day/night use. (CAR 602.96). See Prince Rupert VTPC. ARRIVAL: Rpt by inbd call-up pt on tfc freq and advs routing and destn. Remain on tfc freq until landed. DEPARTURE: Advds obd rte and remain on tfc freq until clear of inbd call-up points.
CAUTION	Trees to 100 AGL both sides of 045° flight path.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PRINCE RUPERT / SEAL COVE (COAST GUARD) BC (Heli)

CBY5

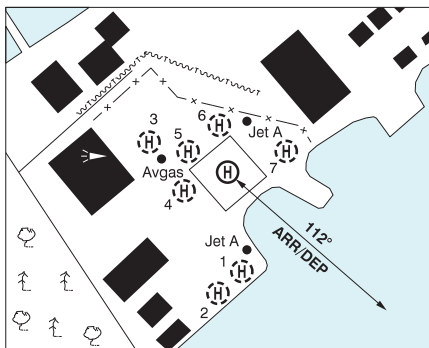
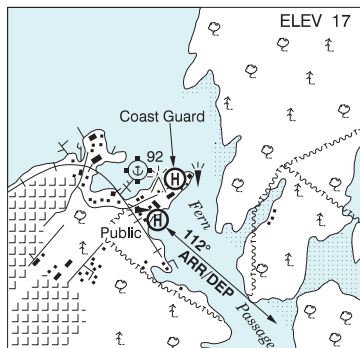
REF	N54 19 54 W130 16 36 Adj NE 19°E (2014) UTC-8(7) Elev 17' A5013	
OPR	Coast Guard 250-624-2086 Reg PPR	
PF	B-1 C-2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX WxCam	
HELI DATA RCR	110' x 110' concrete Opr	
LIGHTING	RY(ME) PN	
COMM	RCO Pacific rdo 123.275 (FISE) 126.7 (bcst) MF tfc 122.5 irregular shape see Prince Rupert VTPC 3100 ASL (CAR 602.98)	
PRO	Arr/dep over water. See Prince Rupert VTPC. ARRIVAL: Rpt by inbd call-up pt on tfc freq and advs routing and destn. Remain on tfc freq until landed. DEPARTURE: Advs obd rte and remain on tfc freq until clear of inbd call-up points.	
CAUTION	Extv seaplane tfc adj to heli.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

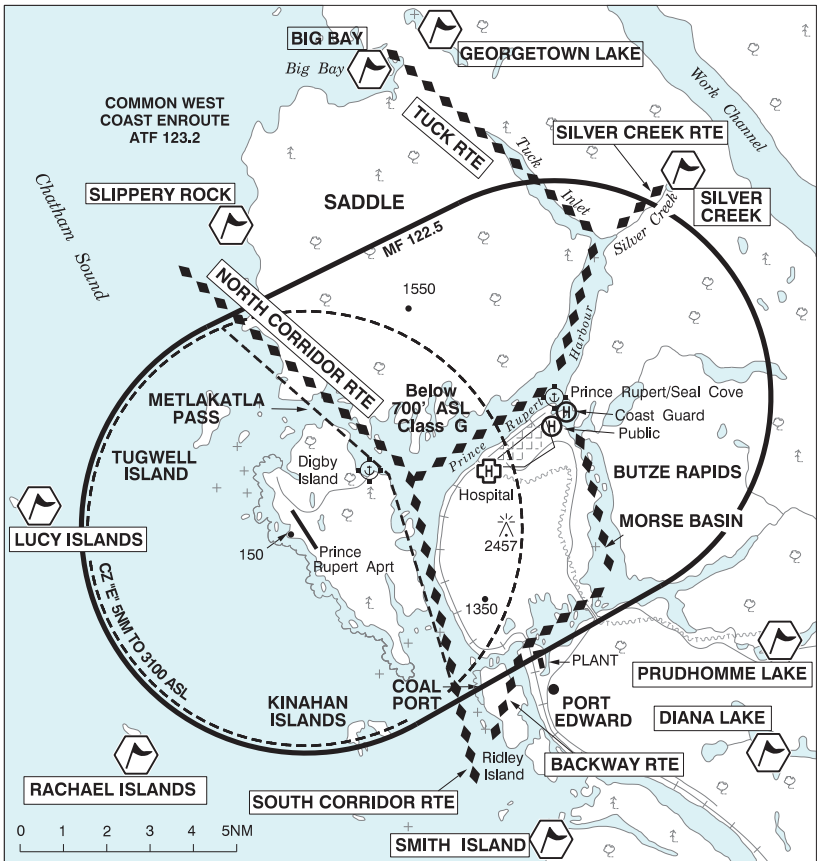
PRINCE RUPERT / SEAL COVE (PUBLIC) BC (Heli)

CBF6



REF	N54 19 47 W130 16 45 Adj NE 19°E (2013) UTC-8(7) Elev 17' A5013
OPR	Seal Cove Airport Society 250-624-2321 Cert
PF	A-1,3 C-2,4,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
FUEL	100LL (TLOF & Parking Pad 3, 4 & 5), JA-1 (TLOF & Parking Pad 1, 6 & 7) 14-02Z± O/T & hols call out chg PN 250-624-1737
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96) Parking Pad 1: 60' dia CONC/ASPH Max heli overall length 50' Parking Pad 2: 60' dia CONC/ASPH PPR Helijet 250-624-2792 exc MEDEVAC Parking Pad 3,4,5 and 6: 52' dia ASPH Max heli overall length 43' Parking pad 7: 69' dia ASPH Max heli overall length 57.4'
RCR	Opr PN
LIGHTING	FH
COMM	
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)
MF	tfc 122.5 irregular shape see Prince Rupert VTPC 3100 ASL (CAR 602.98)
PRO	Arr/dep 112° fr heli, slope 6% (H3) day/night use. See Prince Rupert VTPC. ARRIVAL: Rpt by inbd call-up pt on tfc freq and advs routing and destn. Remain on tfc freq until landed. DEPARTURE: Advs obd rte and remain on tfc freq until clear of inbd call-up points.
CAUTION	Ext seaplane tfc adj to heli. P-lines adj NE to NW heli 75' AGL.

PRINCE RUPERT VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
BIG BAY	VCBBY	N54° 27' 24" W130° 23' 30"
DIANA LAKE	VCDIA	N54° 12' 12" W130° 08' 36"
GEORGETOWN LAKE	VCGTN	N54° 28' 30" W130° 21' 48"
LUCY ISLANDS	VLCY	N54° 18' 24" W130° 37' 30"
PRUDHOMME LAKE	VCPDH	N54° 14' 42" W130° 07' 54"
RACHAEL ISLANDS	VCRCL	N54° 12' 18" W130° 33' 30"
SILVER CREEK	VCSLV	N54° 24' 54" W130° 12' 00"
SLIPPERY ROCK	VCSLP	N54° 23' 54" W130° 29' 48"
SMITH ISLAND	VCSMI	N54° 09' 42" W130° 17' 18"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PRINCE RUPERT BC

CYPR

REF	N54 17 09 W130 26 41 5WSW 19°E (2013) UTC-8(7) Elev 116' A5013 LO1 HI2 HI3 CAP	
OPR	Prince Rupert Aprt Authority 250-624-6274 1645-2400Z± Cert	
PF	A-1,3 B-2 C-2,4,5,6 Sked ferry svc to city found online, sked subject to change without ntc.	
CUST	AOE/15 888-226-7277	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam	
SERVICES		
FUEL	JA-1 1645-2400Z±, O/T 250-975-1362, call out chg plus cost of water taxi. Hrs subject to change, ctc supplier for current sked 778-645-0401	
RWY DATA	Rwy 13(132°)/31(312°) 6000x150 ASPH Rwy 31 down 0.56% first 3531'	
RWY CERT	Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN IV	
RCR	Opr Win maint 1645-2400Z±. O/T 4 hrs PN cost recovery. CRFI, PLR/PCN	
LIGHTING	13-AN (TE HI), 31-AO (TE HI) P2 ARCAL-122.5 type K	
COMM		
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)	
MF	tfc 122.5 irregular shape see Prince Rupert VTPC 3100 ASL (CAR 602.98)	
PAL	Vancouver Ctr 133.675	
AWOS	128.575	
NAV		
NDB	PR 218 (M) N54 15 48 W130 25 26	
DME	IPR 109.7 Ch 34 N54 17 26 W130 27 02 (91')	
ILS	IPR 109.7 (Rwy 13) LOC reliable only within 10° either side of centreline.	
PRO	Rgt hand circuits Rwy 13 (CAR 602.96). See VTPC.	
CAUTION	High gnd to 295 ASL adj to eastern edge of rwy 1200' fr centreline. Trees to 100 ASL 300' W of rwy centreline.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PRINCETON BC

CYDC

REF	N49 28 04 W120 30 45 Adj N 16°E (2019) UTC-8(7) Elev 2302' A5004 LO2 HI3 CAP	
OPR	Town 250-295-3135 or 250-273-0095 Reg	
PF	A-1 C-2,3,4,5	
FLT PLN		
 FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
 WX	METAR 15-01Z (DT 13-01Z) O/T LWIS Tml Advsy fcst incl in VFR rte fcst (dur DT only), issue times: 14, 17, 20, 23Z.	
SERVICES		
 FUEL	100LL, JA	
 S	5	
RWY DATA	Rwy 04(038°)/22(218°) 3932x75 ASPH AGN II	
 RCR	Opr Ltd win maint. PLR/PCN	
COMM		
 RCO	Pacific rdo 125.85 (FISE) 126.7 (bcst)	
 ATF	tfc 123.2 5NM 5300 ASL	
 PAL	Vancouver Ctr 135.0 351.3	
NAV		
 NDB	DC 326 (M) N49 28 10 W120 31 00	
 VOR/DME	YDC 113.9 Ch 86 N49 22 54 W120 22 26 (5335')	
PRO	Rgt hand circuits Rwy 04.	
CAUTION	5' ditch 300' W Thld 04.	

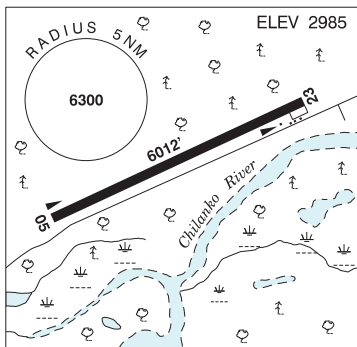
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

PUNTZI MOUNTAIN BC

CYPU

REF	N52 06 46 W124 08 41 17W 18°E (2014) UTC-8(7) Elev 2985' A5004 A5014 LO2
OPR	Ministry of Forests, Lands and Natural Resource Operations Provincial Airtanker Centre 250-312-3020 Reg PPR
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 05(049°)/23(229°) 6012x200 ASPH
APRON	Rstd to airtanker acft dur fire fighting ops.
RCR	Opr No win maint
COMM	RCO Pacific rdo 126.7 (FISE) ATF tfc 123.2 5NM 6000 ASL PAL Vancouver Ctr 135.05



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

QUALICUM BEACH (AEROSMITH HELI SERVICE) BC (Heli)**CAS5**

REF	N49 18 25 W124 24 48 2.2S 17°E (2014) UTC-8(7) Elev 292' A5004	
OPR	Aerosmith Heli Service 250-954-0668 Reg PPR	
PF	A-1 D-2,3,4,5,6	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 85' x 56' CONC Safety Area 85' x 220'	
RCR	Opr 250-443-1678 15-04Z†	
COMM		
ATF	tfc 122.8 5NM centered on Qualicum Beach A/D 1.9NM NE 3200 ASL	
PRO	Arr/dep 063° fr heli, day use only. Arr/dep 313° curved to 253° fr heli, day use only. Avoid over-flying built-up area on arr/dep.	
CAUTION	150 AGL trees WNW adj to Heli.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

QUALICUM BEACH BC

CAT4

REF	N49 20 14 W124 23 38 1.8S 17°E (2013) UTC-8(7) Elev 190' A5004 LO2 HI3 CAP	
OPR	Town 250-752-6921 1630-2300Z† exc hol Cert	
PF	A-1,2 ATB ltd hrs ctc opr C-3,4,5,6	
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>ACC For IFR clnc ctc Comox Terminal 250-339-8115 before take off. IFR tng flts PPR Vancouver 604-586-4592 or 800-668-1333.</p>	
SERVICES		
FUEL	100LL, JA	
S	2 15-24Z† Mon-Fri, 4, 5	
RWY DATA	Rwy 11(111°)/29(291°) 3564x75 ASPH Thld 11 displ 485' Thld 29 displ 200'. Rwy 29 up 0.77%	
RWY CERT	Rwy 11/29 AGN I	
RCR	Opr Ltd win maint	
LIGHTING	11-(TE ME) AP 4.5°, 29-(TE ME) AP 4.5° ARCAL-122.8 type K	
COMM		
MF	tfc 122.8 5NM 3200 ASL (CAR 602.98)	
TML	Comox 123.7 227.6	
PRO	Rgt hand circuits rwy 11 (CAR 602.96) For IFR clnc ctc Comox tml 250-339-8115, 10 min prior to dep. Avoid overflight of noise sensitive areas at less than 1000 AGL, see sketch. Night restrictions (btwn 06-14Z†): Medevac only, or PPR. Night circuit height 1400 ASL. Night ops prohibited when APAPI u/s.	
HELI	All Turbine Heli: Continuous circuits prohibited unless approved by APM. -VFR Arr/dep flt over noise sensitive areas (depicted on chart) blw 1000' not permitted.	
NOISE	NOISE ABATEMENT PROCEDURES (pursuant to CAR 602.105): These procedures apply to acft operating under VFR dur wx conds of 2 or more miles vis or better. Arr: Landing acft to be established on or S of extended rwy centerline within 2NM of rwy thld. Dep: Acft track extended rwy centerline, no turns N BLW 1000 ASL (800 AGL) within 2NM of rwy end. No alt restriction on turns to S.	
CAUTION	100' trees aprx 3000' fr Thld 29. Only pilots familiar with lcl terrain should use this A/D dur hrs of darkness. Parachuting aprx 7NM ESE A/D fr 12,500 ASL.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

QUAMICHAN LAKE (RAVEN FIELD) BC**CML2**

REF	N48 48 43 W123 39 02 2.7NNE 17°E (2013) UTC-8(7) Elev 130' VTA A5004
OPR	John Howroyd 250-889-5770 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 16/34 1800x75 grass Rwy 34 up 5.5% Soft in winter
RCR	Opr 15-04Z† No win maint.
COMM	
ATF	tfc 122.8 2NM 3200 ASL
PRO	Land Rwy 34, depart Rwy 16, remain over lake until 1500 ASL. Do not descend below 1500 ASL until over lake, fly downwind minimum of 1/2 mile W of rwy.
CAUTION	Seaplane activity on lake.

BRITISH COLUMBIA

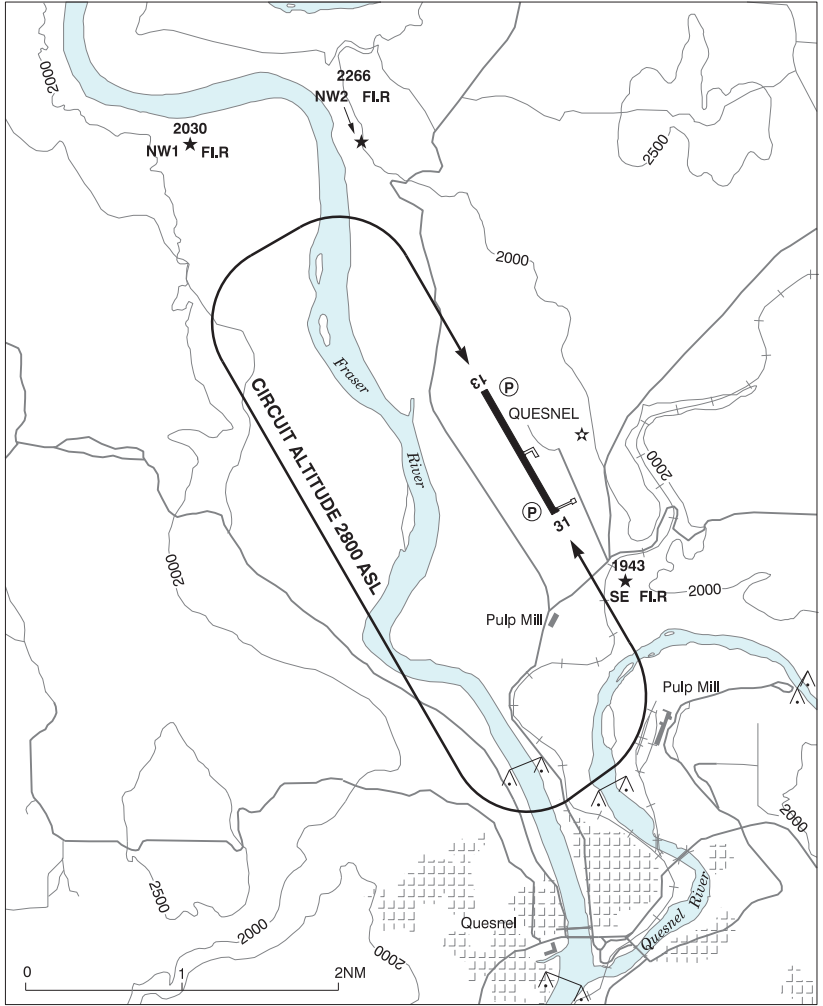
AERODROME / FACILITY DIRECTORY

QUESNEL LAKE BC

CBK6

REF	N52 30 54 W121 02 42 Adj E 18°E (2012) UTC-8(7) Elev 2500' A5014	<p>The map shows the aerodrome layout with a 5 NM radius circle centered on the runway. The runway is labeled '07' and '25' with a length of '2700''. The elevation is 'ELEV 2500'. The lake is labeled 'Quesnel Lake'. Various terrain features are indicated by symbols like trees and terrain elevations.</p>
OPR	Elysia Resort 250-243-2433 Reg May 15-Sep 30	
PF	A-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5	
RWY DATA	Rwy 07/25 2700x150 GRASS Rwy 25 up 2%	
RCR	Opr No win maint. Rwy soft when wet.	
COMM	ATF tfc 123.2 2NM 4000 ASL	
PRO	Rgt hand circuits Rwy 25 (CAR 602.96).	
CAUTION	Ravine W Thld 07. 50' trees at both rwy ends. 60' P-lines at thld of Rwy 25.	

QUESNEL VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

QUESNEL BC

CYQZ

REF	N53 01 34 W122 30 37 2N 17°E (2020) UTC-8(7) Elev 1788' A5014 LO2 HI3 CAP	
OPR	City 250-992-2208 15-01Z† Mon-Fri, 17-01Z† Sun exc hols onsite coverage for sked commercial flts only. O/T 2 hr PN Cert	
PF	A-1,6 C-2,3,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX METAR AUTO H24 (See COMM) TAF 12-06Z, issue times: 12, 19, 01Z. WxCam	
SERVICES	FUEL 100LL, JA-1 (FSII avbl), SP 250-992-2208 (Self-serve, Visa, Mastercard & pvt accounts only). Heli refueling at heli touchdown pad NW of apron. S 2,4,5,6	
RWY DATA	Rwy 13(133°)/31(313°) 5501x150 CONC/ASPH	
RWY CERT	Rwy 13/31 AGN IIIB	
TWY	Twy B pvt use only	
RCR	Opr CRFI, Win maint 14-03Z† Mon-Fri Nov-Mar, 1600-0230Z† Sat-Sun, exc hols O/T 2 hr PN, call out chg may be levied. PLR/PCN	
HELI DATA	Parking Pad: 70' x 60' CONC/ASPH Max heli overall length 55.8'	
LIGHTING	13-AO(TE ME) P2, 31-AO(TE ME) P2 ARCAL-122.2 type K	
COMM	RCO Williams Lake rdo 122.2 PTC avbl (RAAS) 14-06Z† MF Williams Lake rdo 14-06Z† O/T tfc 122.2 5NM 4800 ASL (CAR 602.98) AWOS 124.4	
PRO	Rgt hand circuits Rwy 13 (CAR 602.96). Ngt circuit pro see VTPC.	
CAUTION	Adj to and E of both apchs are hills marked by hazard bcns. 100 AGL trees along W side of rwy 500' fr rwy edge. Only pilots familiar with local terrain should use this aprt dur hrs of darkness. Ngt ops not recommended unless all 3 hazard bcns are oprg. Extv smoke from pulp mills frequently obscures apch to Rwy 31. Reported winds may not be representative of landing area winds. Extv bird activity Apr-Oct. Possibility of wildlife on rwy.	

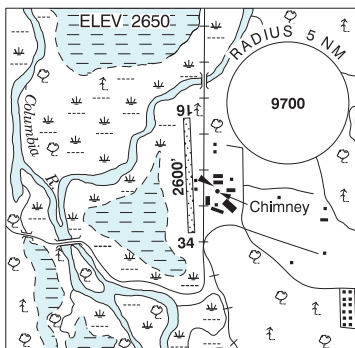
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

RADIUM HOT SPRINGS BC

CBL6

REF	N50 38 W116 06 Adj W 16°E (2012) UTC-7(6) Elev 2650' A5005
OPR	E. Hirschfeld 780-499-6808 Reg PPR Ldg fees
PF	C-2,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	S 4,5
RWY DATA	Rwy 16/34 2600x100 GRASS
RCR	Opr No win maint
COMM	ATF tfc 123.2 5NM 5700 ASL
CAUTION	Watch for wildlife in the vicinity of the rwy.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

REVELSTOKE (QUEEN VICTORIA HOSPITAL) BC (Heli)

CQV3

REF	N50 58 40 W118 11 22 1.3SSE 15°E (2018) UTC-8(7) Elev 1549' A5005	
OPR	Queen Victoria Hospital 250-814-2297 Cert PPR	
PF	A-1,2,4 C-3,5,6,7,8	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 86' dia GRASS Safety Area 115' dia Max heli overall length 57.4'	
RCR	Opr 250-837-1200	
COMM	RCO Pacific rdo 122.375 (FISE) 126.7 (bcst) ATF tfc 122.8 5NM 4600 ASL	
PRO	Arr/dep curved 355° to 040° fr heli, slope 8% (H3).	
CAUTION	Trees on both sides of arr/dep path.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

REVELSTOKE BC

CYRV

REF	N50 57 44 W118 11 04 1.7SSE 16°E (2014) UTC-8(7) Elev 1457' A5005 LO2 RCAP	
OPR	Columbia-Shuswap Regional District 250-837-7007 Reg	
PF	A-1,6 C-2,3,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX METAR AUTO H24 WxCam	
SERVICES	FUEL 100LL, JA (FSII avbl) (Full/Self-serve, Visa, Mastercard, Amex) 250-837-7007 OIL All S 1,2,4,5,6 PN	
RWY DATA	Rwy 12(120°)/30(300°) 5155x75 ASPH Thld 30 displ 654'. RCR Opr Ltd win maint	
COMM	RCO Pacific rdo 122.375 (FISE) 126.7 (bcst) ATF tfc 122.8 5NM 4500 ASL	
PRO	Rgt hand circuits Rwy 12 (CAR 602.96).	
CAUTION	Migratory birds in vic of aprt fr aprx Aug-Nov.	

BRITISH COLUMBIA

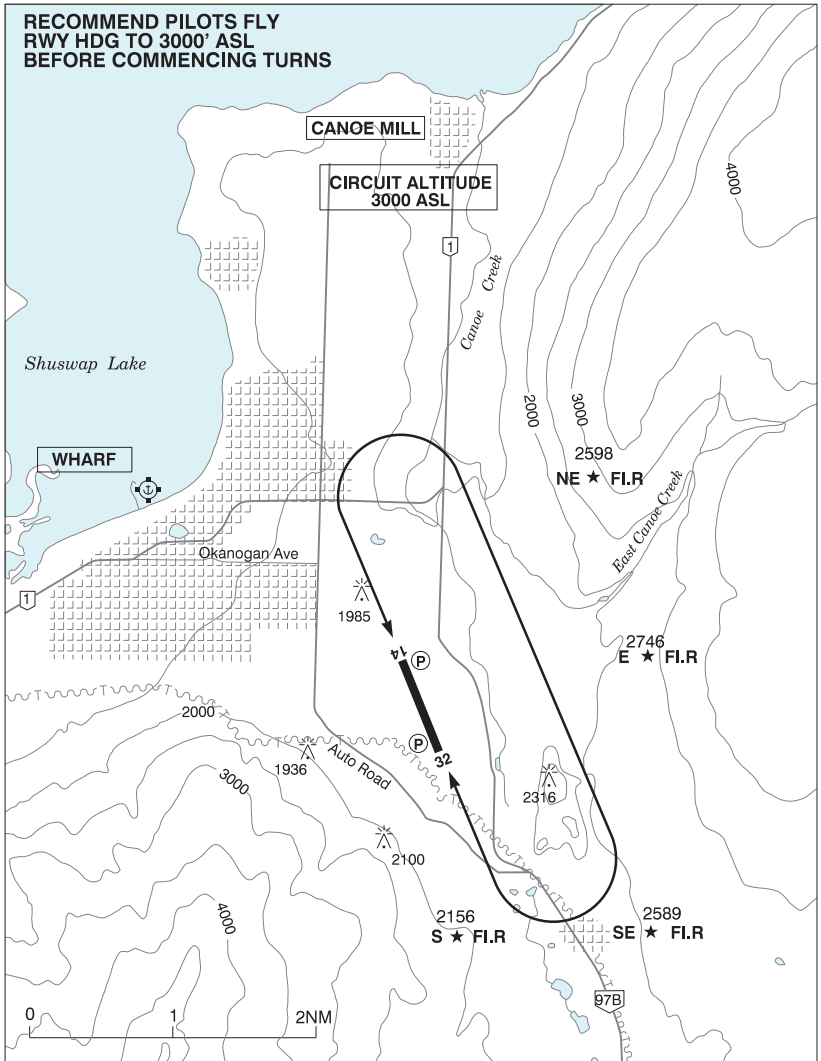
AERODROME / FACILITY DIRECTORY

ROSS CREEK BC

CRC3

REF	N50 57 57 W119 13 32 2.4E 16°E (2015) UTC-8(7) Elev 1260' A5005	
OPR	Ross Creek Landing Ltd 604-996-2939 Reg PPR	
PF	C-2,5 D-4	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5	
RWY DATA	Rwy 16(164°)/34(344°) 2312x70 GRVL/GRASS Rwy 34 up 1.73%	
RCR	Opr No win maint	
COMM	ATF tfc 123.2 5NM 3000 ASL	
CAUTION	Hills N of A/D. Trees to 40' S of Thld 34. Trees to 50' W of rwy. Ditches on either side of rwy. Wildlife on rwy.	

SALMON ARM VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SALMON ARM BC

CZAM

REF	N50 40 57 W119 13 43 2SE 16°E (2013) UTC-8(7) Elev 1751' A5005 LO2 RCAP	
OPR	City of Salmon Arm 250-832-1000 O/T 250-524-0567 Reg Ldg fees may be levied	
PF	A-1,6 C-2,3,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX AUTO (see COMM) WxCam	
SERVICES	FUEL 100LL, JA-1, MG-3 250-832-1000 15-02Z (DT 13-04Z) OIL All S 1,2,3,4,5	
RWY DATA	Rwy 14(142°)/32(322°) 4261x75 ASPH Rwy 32 first 1420' down 1.9%	
RCR	Opr Ltd win maint	
LIGHTING	14-AS(TE ME) P1 3.5°, 32-(TE ME) P1 3.5° ARCAL-122.9 type K exc RILS (rwy 14) on high setting only.	
COMM	RCO Pacific rdo 122.375 (FISE) 126.7 (bcst) MF UNICOM ltd hrs O/T tfc 122.9 5NM 4700 ASL (CAR 602.98) AUTO 122.55	
RESTRIC-TIONS	OPERATING RESTRICTIONS 1. Pursuant to CARS 602.96(3)(D), not certified for ngt ops unless all hazard beacons are oprg.	
PRO	Circuit altitude 3000 ASL. Rgt hand circuits Rwy 32 (CAR 602.96). Night Ops: Follow circuit pro as depicted on VFR terminal ngt circuit pro chart. During parachuting activity over A/D Apr 1-Oct 31, overfly field over Thld 32.	
CAUTION	Only pilots familiar with local terrain should use this A/D dur hrs of darkness. Numerous P-lines in vic of A/D. Hang glider act sfc to 10,000 ASL within 15NM of A/D. Check for NOTAM.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

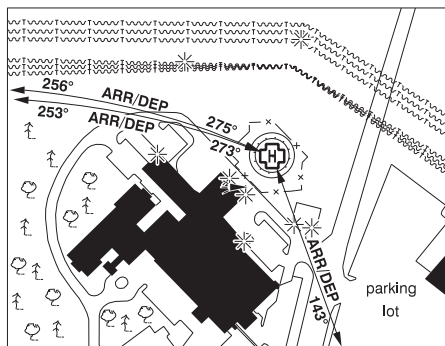
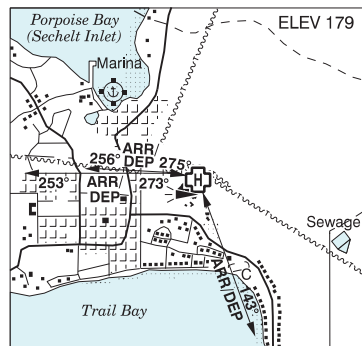
SANDSPIT BC

CYZP

REF	N53 15 15 W131 48 50 1.5NE 19°E (2013) UTC-8(7) Elev 21' A5013 LO1 HI3 CAP	
OPR	TC 250-637-1149 Fax 250-637-5661 16-24Z± O/T 2 hrs PN, cost recovery Cert Ldg fees (jet and turboprop act only) Tml fees	
PF	A-1,3,6,7 B-2 C-4,5	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR AUTO H24 (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam</p>	
SERVICES	<p>FUEL JA-1 15 min PN 16-01Z±, 250-637-2431, O/T call out chg. 4,5</p> <p>SUP FL D-ice 250-637-5726 call out chg</p>	
RWY DATA	Rwy 13(125°)/31(305°) 5112x150 ASPH Rwy 13 up 0.40% first 328'	
RWY CERT	Rwy 13/31 AGN IIIB	
APRON	Prkg fees	
RCR	Opr Win maint 16-24Z± Mon-Fri exc hols, O/T 2 hrs PN cost recovery. CRFI, PLR/PCN	
LIGHTING	13-AS(T HI) enhanced pre-thld lgts, 31-AS(T HI) P2 O/R Terrace FSS	
COMM	<p>RCO Terrace rdo 122.3 PTC avbl (RAAS) 296.2 (RAAS) Pacific rdo (Prince Rupert) 123.275 (FISE) 126.7(bcst) (May not be receivable on gnd)</p> <p>MF Terrace rdo 122.3 296.2 5NM 3000 ASL (CAR 602.98) See PRO section</p> <p>PAL Vancouver Ctr 227.2</p> <p>AWOS 128.75</p>	
NAV	<p>VOR/DME YZP 114.1 Ch 88 N53 15 08 W131 48 26 (46')</p> <p>ILS IZP 109.5 (Rwy 13) LOC reliable only within 10° either side of centreline.</p>	
PRO	Special VFR tfc advsy procedures apply outside MF zone, see Section C – Areas With Discrete Air-To-Air Frequencies.	
CAUTION	Numerous blasting ops in logging areas, ctc Kamloops FIC for info. Extv bird activity year-round.	

SECHELT (SECHELT HOSPITAL) BC (Heli)

CBP4



REF	N49 28 34 W123 44 54 17°E (2014) UTC-8(7) Elev 179' VTA A5004
OPR	Vancouver Coastal Health Authority 604-677-3672 Cert PPR
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 79' x 79' CONC Safety Area 105' x 105' Max heli overall length 52.5' (CAR 602.96)
RCR	Opr
LIGHTING	DR(250°) RY(LO)
COMM	
ATF	Sechelt tfc 123.5 3NM centred on Sechelt A/D 1.5NM ESE 2000 ASL.
A/G	Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 273° to 253° curved, slope 12% (H2), day use only. Arr/dep 275° to 256° curved fr heli, slope 12% (H1). Arr/dep 143° fr heli, slope 16% (H1). Rstd to multi engine heli able to remain 15' abv all obst when opr in accordance with acft flt manual with one engine inoperative (CAR 602.96).
CAUTION	<u>Strongly recommended that only pilots familiar with lcl terrain should use this heli at ngt. 100' P-lines 300' N of heli. 23' prkg lot lgts W & S of heli.</u>

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SECHELT BC

CAP3

REF	N49 27 36 W123 42 59 1.3SE 17°E (2015) UTC-8(7) Elev 311' VTA A5004 LO2	
OPR	Dist of Sechelt 604-885-1986 Reg	
PF	C-1,2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	FUEL 100LL S 4,5	
RWY DATA	Rwy 12(116°)/30(296°) 3246x75 ASPH Thld 12 displ 149' Rwy 12 down 0.91%	
RCR	Opr 1600-0030Z† Mon-Fri. No win maint.	
LIGHTING	12-(TE LO) AV 4.5°, 30-(TE LO) AV 4.5° ARCAL-123.5 type J	
COMM	ATF tfc 123.5 2NM 2500 ASL	
PRO	Rgt hand circuits Rwy 12 (CAR 602.96). Circuit alt 1300 ASL over the water to allow adequate separation fr noise sensitive area loc btwn A/D & Strait of Georgia.	
CAUTION	<u>Strongly recommended that only pilots familiar with lcl terrain should use this A/D at ngt.</u> Rwy 12: trees to 100 AGL on apch & within 300' N of extended centreline. Unlgt'd terrain lies to N of apt & rises steeply in dep area Rwy 30. Ditch 3' deep parallels N side of rwy aprx 35' fr rwy edge.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SEYMOUR ARM BC

CSM4

REF	N51 14 33 W118 56 59 Adj NW 16°E (2021) UTC-8(7) Elev 1150' A5005	
OPR	Seymour Airstrip Ltd. 604-649-3524 Reg	
PF	C-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
RWY DATA	Rwy 18(177°)/36(357°) 2700x125 GRASS/GRVL	
	RCR Opr 16-01Z† No win maint	
PRO	Recommend Arr Rwy 36 / Dep Rwy 18 dur lgt wind due rising terrain to N. Parking avbl W of Thld 18.	
CAUTION	Tall trees both sides of rwy. Rwy strip cleared of trees to 140' wide. Rising terrain and trees to N. Bldgs along E edge of rwy.	

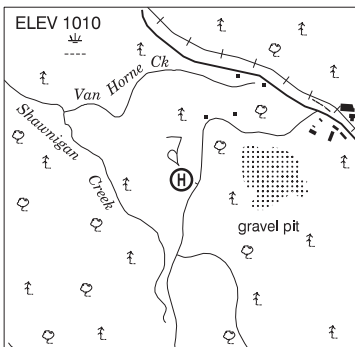
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SHAWNIGAN LAKE (ELIE ACRES) BC (Heli)

CLE3

REF	N48 33 36 W123 36 10 5.7SSE 16°E (2021) UTC-8(7) Elev 1010' A1901 A5004
OPR	Devin DeGroot 905-466-5558 Reg PPR
PF	C-1,2,3,4,5,6,7
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
S	4
HELI DATA	FATO 60' x 60' GRASS TLOF 10' x 10' ASPH Opr
RCR	
PRO	Arr/dep SE fr heli.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SICAMOUS / OWLS LANDING BC (Heli)

COL4

REF	N50 48 39 W118 58 13 Adj SSE 16°E (2016) UTC-8(7) Elev 1394' A5005	
OPR	Guy Maris 780-920-2191 Fax 780-483-5400 Reg PPR	
PF	C-1,2,3,4,5 D-6	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392	
HELI DATA	FATO 300' x 90' CONC/ASPH/aggregate TLOF 200' x 90' CONC/ASPH Safety Area 300' x 90' Max heli overall length 50'	
RCR	Opr 16-01Z† Mon-Fri. No win maint.	
COMM		
ATF	tfc 123.2 5NM 4400 ASL	
PRO	Arr/dep curved 276° to 309° fr heli, day use only. All apch and dep over lake.	
CAUTION	Unmarked p-lines and tall trees E of FATO.	

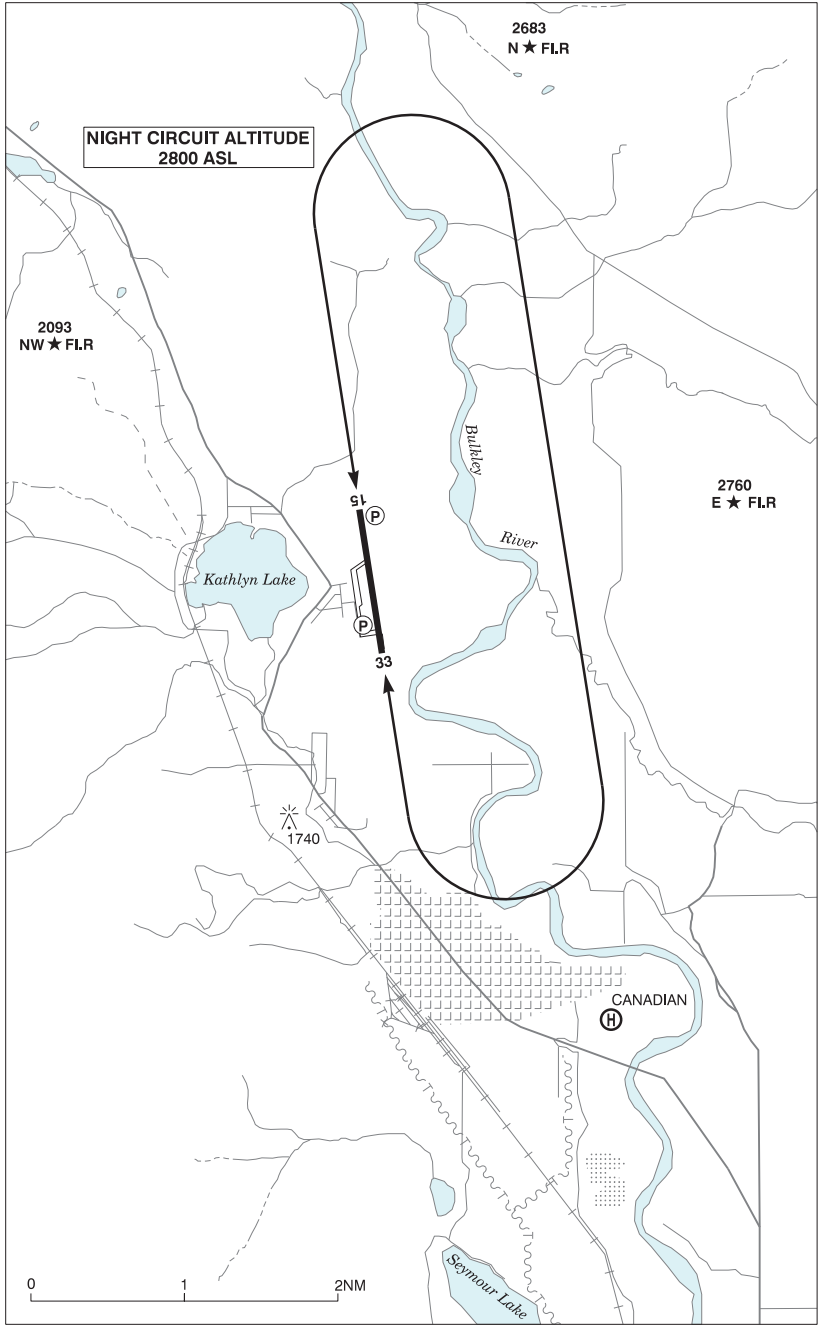
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

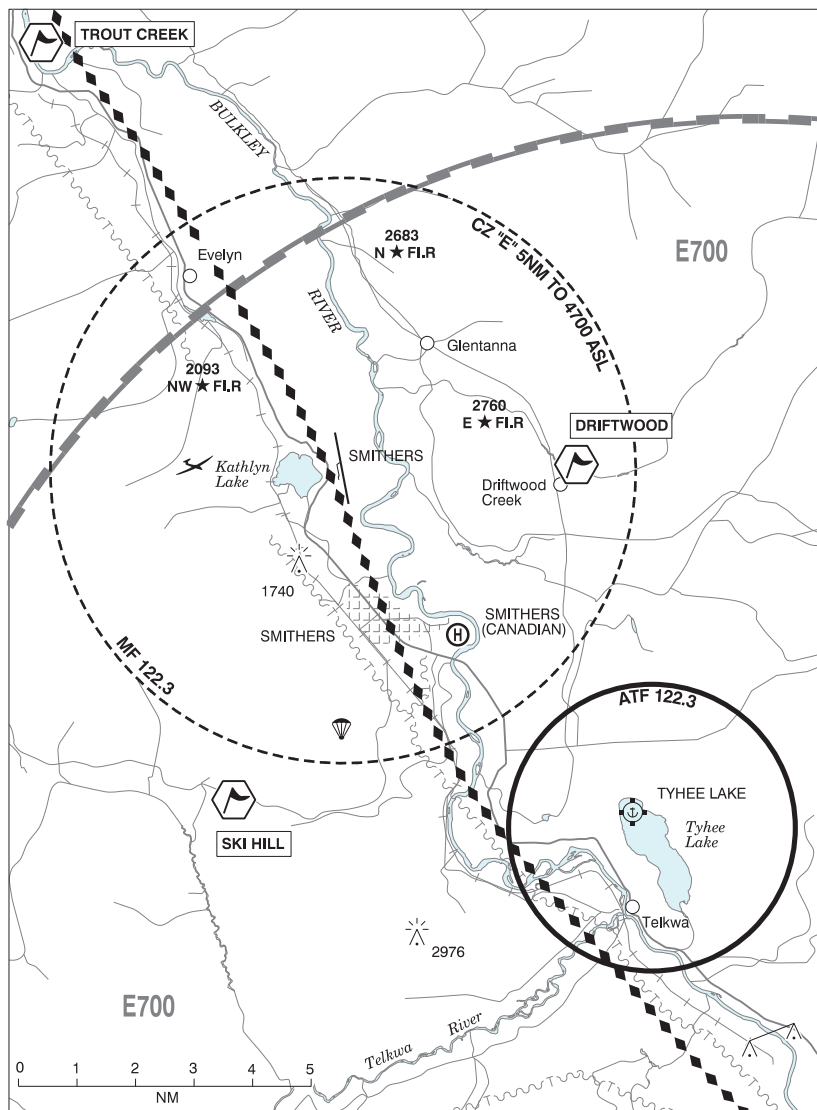
SMITHERS (CANADIAN) BC (Heli)**CAA6**

REF	N54 46 30 W127 08 06 19°E (2013) UTC-8(7) Elev 1600' A5013
OPR	Canadian Helicopters Ltd 250-847-9444 Reg PPR
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	200' x 200' CONC/GRASS
COMM	
MF	rdo 122.3 15-04Z† (Oct 1-May 31), 14-06Z† (Jun 1-Sep 30) O/T tfc. 5NM centred on Smithers A/D 3.4NM NW 4700 ASL (CAR 602.98)

SMITHERS VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



SMITHERS VFR TERMINAL PROCEDURES CHART



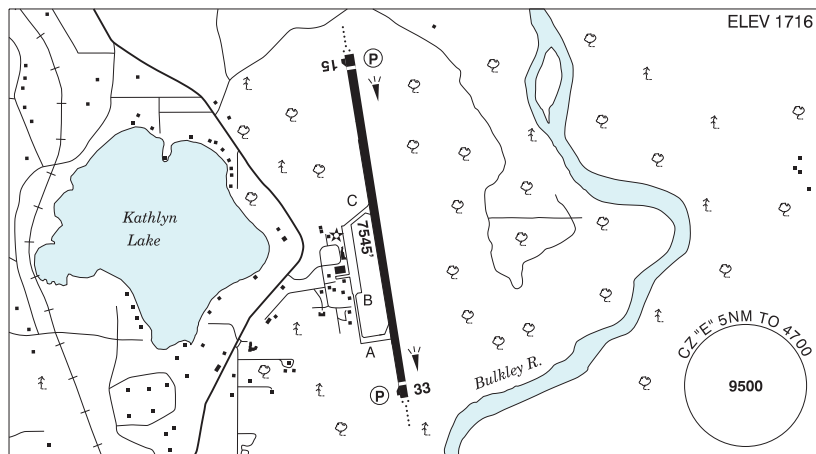
NAME	IDENT	LAT/LONG
DRIFTWOOD	VCDWD	N54° 49' 00" W127° 04' 42"
SKI HILL	VCSHL	N54° 46' 06" W127° 15' 12"
TROUT CREEK	VCTRT	N54° 56' 30" W127° 19' 30"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SMITHERS BC

CY9D



REF	N54 49 31 W127 10 58 2N 19°E (2014) UTC-8(7) Elev 1716' A5013 LO1 HI2 HI3 CAP
OPR	Smithers Regional Airport 250-847-3664/0534 O/T 250-877-1858 Fax 250-847-2605 Cert 1500-0100Z‡ Apr-Oct 1500-0330Z‡ Nov-Mar
PF	A-1,2(ltd hrs),3,6 C-2,4,5
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR 15-04Z‡ Oct 1-May 31 14-06Z‡ Jun 1-Sep 30 O/T METAR AUTO (see COMM). TAF 14-06Z, issue times: 14, 19, 01Z. WxCam</p>
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP (JA-1 only) 250-847-3414 or 643-1755
OIL	W100 Aeroshell
S	1,2,3,4,5 (ltd), 6 (ltd)
SUP FL	D-ice, HPOX (ltd) (DJ Airside 250-877-1084)
JASU	Elect 28V up to 1500 amps (DJ Airside 250-877-1084)
PVT ADV	Shell Smithers 122.9
RWY DATA	Rwy 15(152°)/33(332°) 7545x150 asphalt Thld 15 displ 259' Thld 33 displ 262'
RWY CERT	Rwy 15/33 AGN IV
TWY CERT	Twy: A, B AGN IIIA
TWY	Twy B no vehicle control.
RCR	Opr Ltd win maint Nov-Mar, ctc opr for hrs of ops O/T 3 hrs PN call out chg may be levied. CRFI, PLR/PCN
LIGHTING	15-AO(TE ME) P2, 33-AO(TE ME) P2 PAPI limitation/restriction. PAPI Rwy 15 to be used only within 2NM of thld; PAPI Rwy 33 to be used only within 2NM of thld ARCAL-122.3 type K when FSS clsd

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SMITHERS BC (Cont'd)

CYYD

COMM	
RADIO	122.3 PTC avbl (V) 15-04Z† Oct 1-May 31, 14-06Z† Jun 1-Sep 30 (emerg only 250-847-2035).
RCO	Pacific rdo 123.375 (FISE)
MF	rdo 122.3 15-04Z† Oct 1-May 31, 14-06Z† Jun 1-Sep 30 O/T tfc 5NM 4700 ASL (CAR 602.98)
AWOS	128.65 04-15Z† Oct 1-May 31, 06-14Z† Jun 1-Sep 30
NAV	
VOR/DME	HOUSTON YYD 114.7 Ch 94 N54 27 08 W126 39 03 (4191')
PRO	Rgt hand circuits Rwy 33 (CAR 602.96). De-icing/anti-icing activity to be carried out on E edge of apron only. Ngt circuit alt 2800 ASL (1100 AGL) see VTPC.
CAUTION	Soaring activity W of aprt Apr-Oct. Ocsl parachuting aprx 5NM S. Smithers/Tyhee Lake water A/D: MF 122.3 aprx 9NM SE. Ngt ops are not recommended unless all 3 hazard bcns are oprg. Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Extv bird activity Apr-Oct. Hi terrain reduces operational length of Rwy 15 and 33 PAPI.

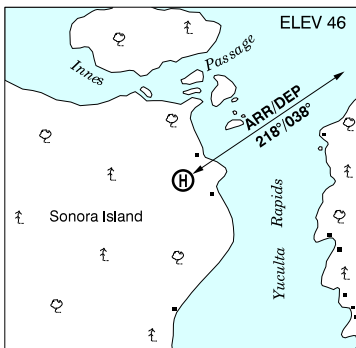
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SONORA RESORT BC (Heli)

CSR6

REF	N50 22 54 W125 09 26 Adj 18°E (2013) UTC-8(7) Elev 46' A5004 CAP RCAP	
OPR	London Enterprises Limited 604-272-8266 Reg PPR Ldg fees	
PF	B-1,2,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 100' dia CONC Safety Area 104' Max heli overall length 55'	
RCR	Opr 15-03Z†	
LIGHTING	RY DR	
COMM	ATF tfc 123.2 5NM 3000 ASL	
PRO	Arr/dep 038° & 218° fr heli. Day apch - avoid flt over bldgs. Flt over bldgs rstd to acft cert and configured for CAT A tkof/lbg. All transient acft require PPR thru opr.	
CAUTION	Hi gnd S of helipad to 3500'.	



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SOUTH CARIBOO / 108 MILE BC

CZML

REF	N51 44 10 W121 19 58 5.3NW 17°E (2014) UTC-8(7) Elev 3129' A5004 LO2 HI3 CAP RCAP	
OPR	Cariboo Regional District APM 250-791-1908 Reg Ldg fees apply to all turbine and twin engine acft	
PF	A-1,3,6 C-2,4,5	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	AUTO 250-791-9262 (See COMM)	
SERVICES		
FUEL	100LL, JA Self-serve Visa & Mastercard	
OIL	All	
S	1,2,4,5,6	
RWY DATA	Rwy 15(148°)/33(328°) 5292x75 asphalt Thld 15 displ 415' Rwy 15 down 0.51% RCR Opr	
LIGHTING	15-(TE ME) V1, 33-(TE ME) V1 ARCAL-123.2 key mic 3 times for edge lighting, 5 times for VASIS 33 and edge lgts, 7 times for VASIS 15 and edge lgts.	
COMM		
ATF	tfc 123.2 5NM 6100 ASL	
AUTO	122.55	
PRO	Day: Rgt hand circuits Rwy 33 (CAR 602.96). Night: Rgt hand circuits Rwy 15 (CAR 602.96).	
CAUTION	South end of rwy is not vis fr Thld 15. P-line across apch to Rwy 33 marked by ball markers.	

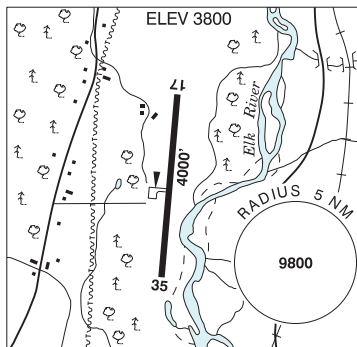
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SPARWOOD / ELK VALLEY BC

CYSW

REF	N49 50 W114 53 4N 15°E (2012) UTC-7(6) Elev 3800' A5005 LO2
OPR	Regional District of East Kootenay 250-425-4616 Reg
PF	B-1 C-2,3,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 14-24Z (DT 13-01Z) O/T LWIS 5.3S (CWSW)
SERVICES	
FUEL	100LL (self-serve)
OIL	15W50
RWY DATA	Rwy 17(171°)/35(351°) 4000x75 ASPH
RCR	Opr Ltd win maint
COMM	
ATF	tfc 123.2 5NM 6800 ASL
CAUTION	Wildlife ocsl on rwy. Blasting ops 1NM N A/D sfc to 3281 AGL 12057 ASL.



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SPRINGHOUSE AIRPARK BC

CAQ4

REF	N51 57 20 W122 08 22 18°E (2012) UTC-8(7) Elev 3250' A5004	
OPR	Springhouse Airpark Society 250-392-7585/0588 Reg	
PF	B-1 D-2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 1,2,3,4,5	
RWY DATA	Rwy 15/33 4800x100 GRASS	
RCR	Opr Ltd win maint.	
COMM	ATF UNICOM 122.8 2NM 4800 ASL	
CAUTION	P-line on apch Rwy 15. Float planes opr fr Boitano Lake E side rwy. Helipad 200' W Thld 15.	

BRITISH COLUMBIA

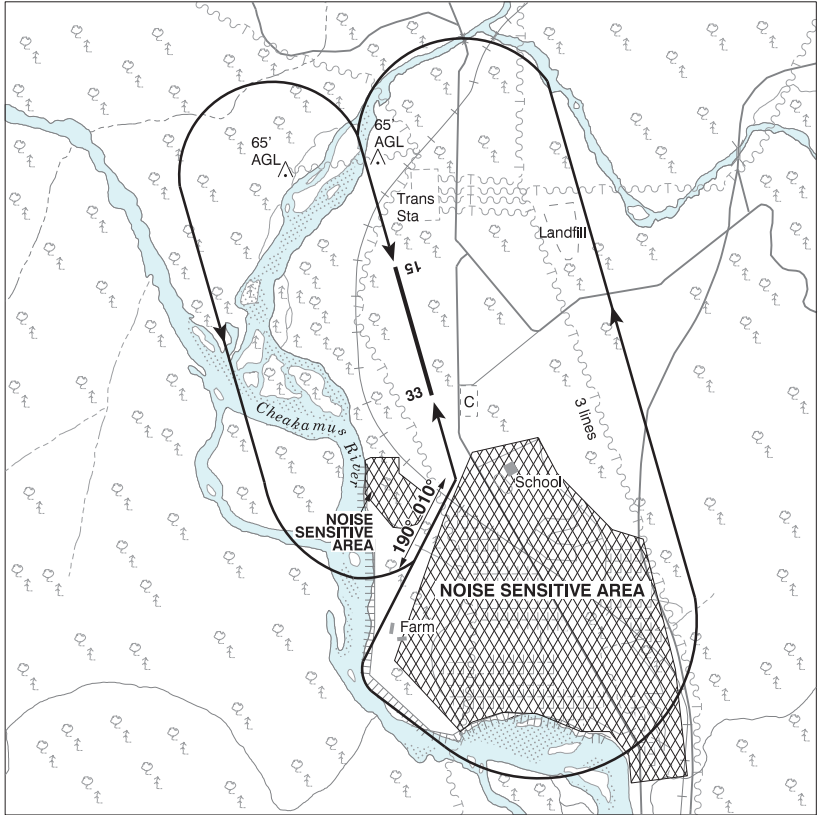
AERODROME / FACILITY DIRECTORY

SQUAMISH MUNICIPAL AIRPORT (DON PATRICK FIELD) BC

CYSE

REF	N49 46 54 W123 09 43 5.4N 17°E (2015) UTC-8(7) Elev 171' A5004	
OPR	District of Squamish 604-892-5217 Reg	
PF	B-1 D-2,3,4,5,6	
FLT PLN	FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX WxCam	
SERVICES	FUEL 100LL S 5	
RWY DATA	Rwy 15/33 2400x75 asphalt	
APRON	S side avbl for itinerant acft prkg. Designated air ambulance prkg.	
RCR	Opr Ltd win maint	
COMM		
ATF	UNICOM 122.8 3NM 2500 ASL	
PRO	Rwy 33 Dep: Preferred calm wind rwy when safe, due to noise sensitive areas. Rwy 33 Arr: Offset approaches. Avoid noise sensitive areas (see VTPC). Rwy 15 Dep: Initial climb on rwy hdg, when safe turn to aprx 190° to avoid noise sensitive areas. Climb at best rate, follow river SE (see VTPC). Circuit trng not auth 04-16Z± PPR. Itinerant acft circuit trng PPR.	
CAUTION	Strong sfc winds may produce significant turbulence and/or downdrafts. Trees to 100 AGL on apch to Rwy 15, aprx 1000' fr thld. Possible wildlife on rwy. Landfill 0.5NM E of Thld 15, possible bird act in vic of A/D.	

SQUAMISH VFR TERMINAL PROCEDURES CHART



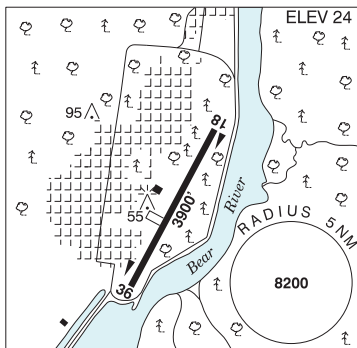
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

STEWART BC

CZST

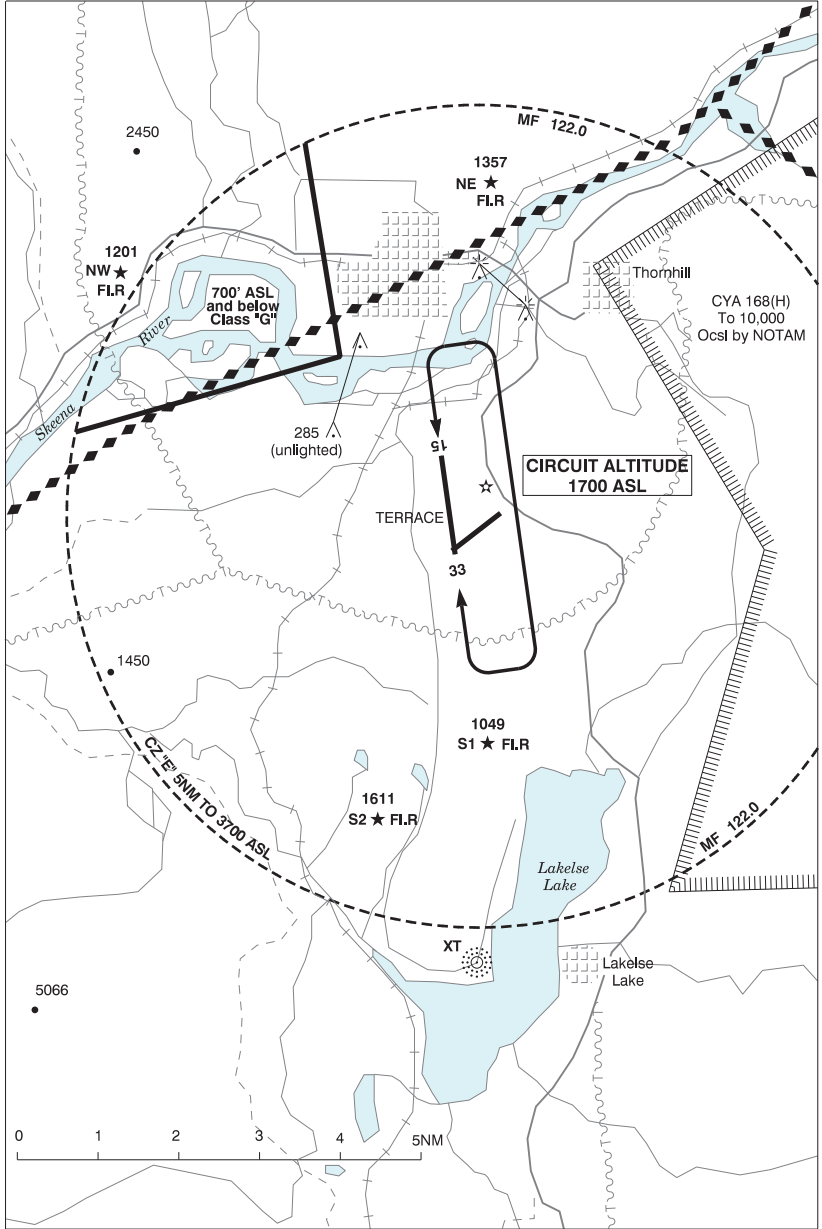
REF	N55 56 W129 59 Adj E 18°E (2020) UTC-8(7) Elev 24' A5013 LO1
OPR	District 250-636-2251 Reg
PF	C-1,2,4,5
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR 15-01Z (DT 13-01Z) dly O/T LWIS</p>
RWY DATA	Rwy 18/36 3900x75 asphalt/snow
RCR	Opr No win maint
COMM	<p>ATF tfc 123.2 5NM 3100 ASL</p>



TERRACE FSS – RCO

Sandspit 122.3 (RAAS) 296.2 (RAAS) (N53 15 W131 48)

TERRACE VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE

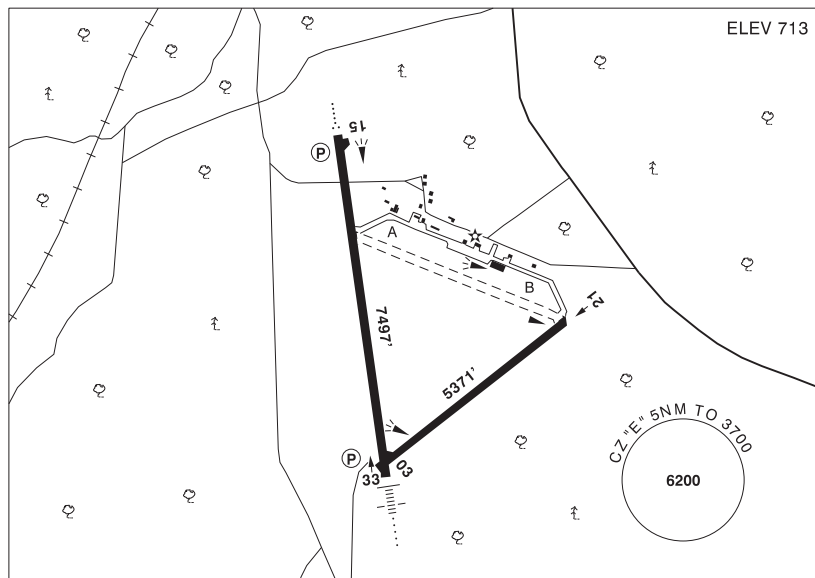


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TERRACE BC

CYXT



REF	N54 28 07 W128 34 42 3S 19°E (2014) UTC-8(7) Elev 713' A5013 LO1 HI3 CAP
OPR	Terrace-Kitimat Aprt Society 250-635-2659 16-04Z± Cert
PF	A-1,2,3,6,7 C-4,5
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.</p>
SERVICES	<p>FUEL 100LL, JA-1 (FSII avbl) 1230-0400Z±, 250-638-1564, O/T call out chg may be levied.</p> <p>OIL All</p> <p>S 5 May 01-Oct 31</p> <p>ARFF DESIGNATED CAT 6 1745-0325Z± for commercial acft 20 seats & abv, other acft 2 hr PN 250-615-7636. Call out chg.</p> <p>PVT ADV Executive Flight Centre 250-638-1564 Fax 250-638-1589</p> <p>MILCON Executive Flight Centre Fuel 250-638-1564</p>

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TERRACE BC (Cont'd)

CYXT

RWY DATA	Rwy 15(153°)/33(333°) 7497x148 ASPH Rwy 03(033°)/21(213°) 5371x148 ASPH Rwy 03 up 0.69%
RWY CERT	Rwy 15 RVR 1200(1/4sm) Day only/Rwy 33 RVR 1200(1/4sm) Day only AGN IV Rwy 03/21 AGN IIIA
TWY CERT	Twy: A, B AGN IIIB
TWY	Twy B uncontrolled first 2000' fr apron
APRON	Tran acft must park in SE corner of Apron. Itinerant parking with tiedowns on grass May to Oct. N side main apron stands 1-3 are rstd to sked tfc only. All stands PPR. Itinerant pilot/pax access via pilot access door on E end of tml bldg. No access/egress via tml bldg facility is permitted. Exceptions require prior approval of aprt opr. Corporate itinerant prkg ctc Executive Flight Centre.
RCR	Opr Win maint 16-04Z± O/T 2 hrs PN 250-615-7636, cost recovery. Rwy 03/21 no win maint. Ltd hrs CRFI, PLR/PCN
LIGHTING	15-AO(TE HI) P2, 33-AN(TE HI) P2 3.5° ARCAL-122.0 type K PAPI limitation/restriction. PAPI Rwy 33 to be used only within 2NM of thld.
COMM	
RADIO	122.0 PTC avbl (E) (emerg only 250-635-2110)
RCO	Pacific rdo 123.375(FISE) 126.7 (bcst)
MF	rdo 122.0 5NM 3700 ASL (CAR 602.98)
PAL	Vancouver Ctr 128.4 269.1
NAV	
NDB	XT 332 (M) N54 22 27 W128 35 04 KITIMAT ZKI 203 (M) N54 03 15 W128 40 12
DME	IXT 110.1 Ch 38 N54 27 39 W128 35 16
ILS	IXT 110.1 (Rwy 33) LOC reliable only within 10° either side of centerline.
PRO	Rgt hand circuits Rwy 33 (CAR 602.96). Ngt circuit pro, see VTPC.
CAUTION	Ngt ops not recommended unless all hazard bcns are oprg. Recommend that only pilots familiar with the local area use the aprt dur the hrs of darkness. Hi terrain reduces operational length of Rwy 33 PAPI.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TEXADA / GILLIES BAY BC

CYGB

REF	N49 41 39 W124 31 04 1NW 17°E (2016) UTC-8(7) Elev 326' A5004	
OPR	Regional District of Powell River 604-485-2260 Reg	
PF	A-7 C-2,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	S 4,5 ltd	
RWY DATA	Rwy 14(141°)/32(321°) 3000x75 ASPH Rwy 32 up 1.3%	
RCR	Resident caretaker 604-223-4530 ltd hrs ltd win maint	
COMM	ATF tfc 122.7 2NM 2500 ASL	
CAUTION	Unsked blasting at quarry NW of aprt. Wildlife in vic of rwy.	

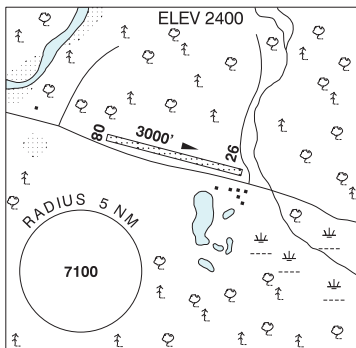
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TOAD RIVER / MILE 422 (ALASKA HIGHWAY) BC

CBK7

REF	N58 50 58 W125 14 24 Adj 19°E (2021) UTC-8(7) Elev 2400' A5022 A5099
OPR	Toad River Community Club 250-232-5401 Reg PPR
PF	C-1,2,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 08/26 3000x80 GRVL
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 5NM 5400 ASL
CAUTION	Hi terrain all quads. P-line aprx 250' N of Thld 26 runs E-W 35 AGL

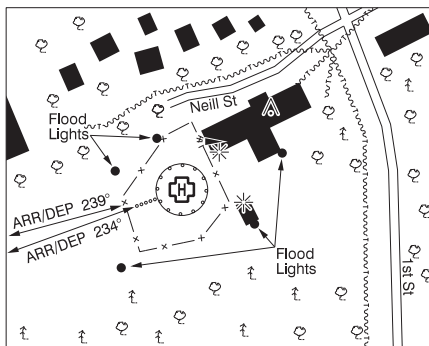
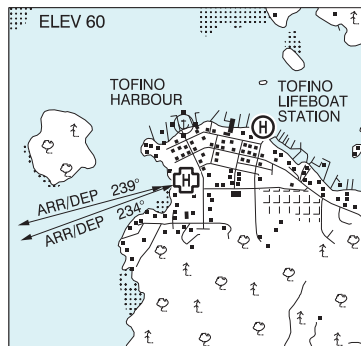


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

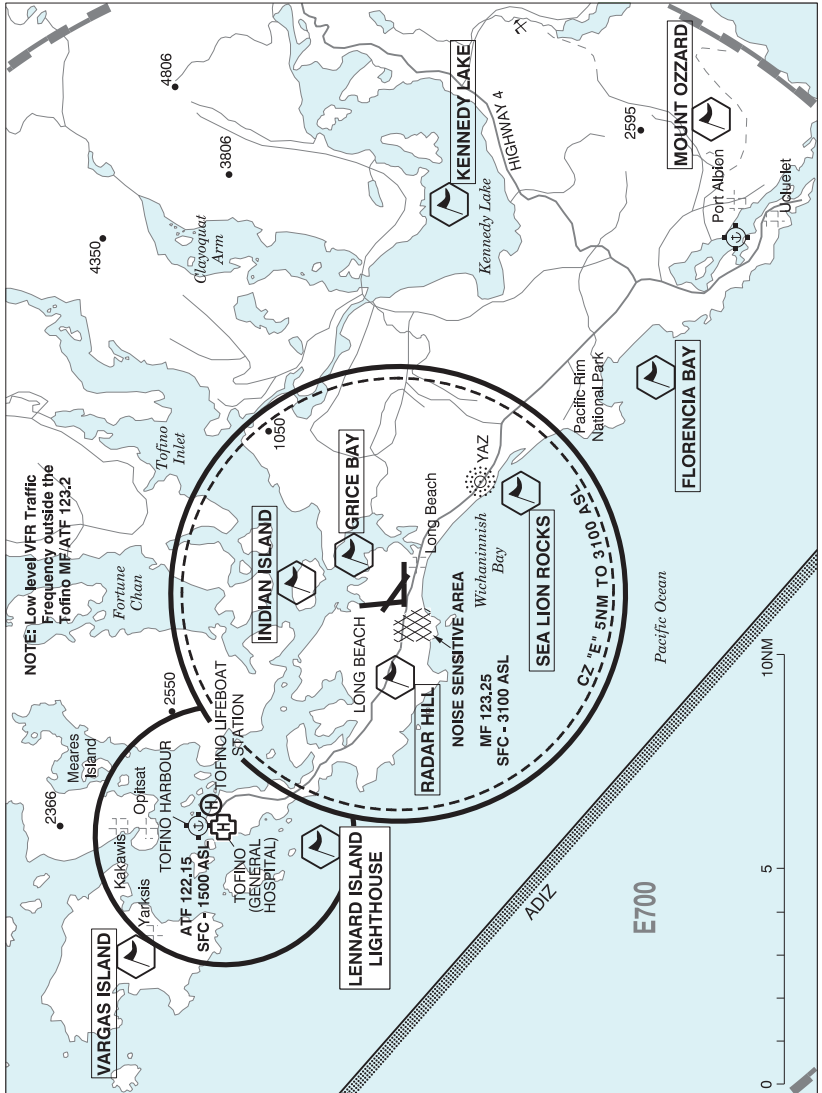
TOFINO (GENERAL HOSPITAL) BC (Heli)

CBC8



REF	N49 09 04 W125 54 33 Adj 16°E (2019) UTC-8(7) Elev 60' A5004
OPR	Vancouver Island Health Authority 250-725-2681 Cert NVIS OPS AUTH PPR
PF	B-1,4 C-2,3,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	DR LED RW (ME) green LED RF (FL) ARCAL-122.8 type K
COMM	
ATF	Tofino Harbour tfc 122.15 3NM centred on Tofino Harbour water A/D 0.2NM NNW 1500 ASL exc area within Tofino CZ as depicted on Tofino VTPC
A/G	Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 239° fr heli, slope 8% (H3) (CAR 602.96). Arr/dep 234° fr heli, slope 16% (H2) (CAR 602.96). NVIS rqrd for night use, all flt paths (CAR 602.96).
CAUTION	Trees to 100 AAE adj N & S. Trees to 130 AAE 350' E. Unlgt p-lines to 30 AAE adj N & to 57 AAE 300' E. Lgtd twr 426 ASL (160 AGL) 0.4NM ESE. Only pilots familiar with lcl terrain should use this heli during hrs of darkness.

TOFINO / LONG BEACH VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TOFINO / LONG BEACH VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
FLORENCIA BAY	VCFLO	N48° 59' 00" W125° 38' 35"
GRICE BAY	VCGRB	N49° 05' 55" W125° 44' 50"
INDIAN ISLAND	VCIIIS	N49° 07' 05" W125° 45' 50"
KENNEDY LAKE	VCKLK	N49° 03' 55" W125° 32' 30"
LENNARD ISLAND LIGHTHOUSE	VCLIL	N49° 06' 38" W125° 55' 20"
MOUNT OZZARD	VCOZZ	N48° 57' 50" W125° 29' 30"
RADAR HILL	VCRDR	N49° 05' 00" W125° 49' 20"
SEA LION ROCKS	VCSEA	N49° 02' 00" W125° 42' 40"
VARGAS ISLAND	VCVRG	N49° 11' 45" W125° 59' 10"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TOFINO / LONG BEACH BC

CYAZ

REF	N49 04 55 W125 46 21 6SE 17°E (2015) UTC-8(7) Elev 80' A5004 LO2 HI3 CAP	
OPR	Alberni-Clayoquot Regional District Airport 250-720-2700, 250-725-3751 1600-0030Z‡ Mon-Fri exc hol Cert Ldg fees	
PF	B-1,6 D-2,3,4,5	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	METAR 15-01Z (DT 13-01Z) O/T LWIS TAF 17-01Z (DT 15-01Z), issue times: 17, 19Z (DT 15, 19Z).	
SERVICES		
FUEL	100LL, JA-1 Cardlock 24 hr emerg phone 250-266-1449	
RWY DATA	Rwy 16(158°)/34(338°) 5000x100 CONC Thld 16 displ 208'. Thld 34 displ 887'. Rwy 11(109°)/29(289°) 5000x100 ASPH Thld 11 displ 500'. Rwy 07(073°)/25(253°) 5000x150 CONC Thld 07 displ 735'. Thld 25 displ 358'.	
RWY CERT	Rwy 16/34 AGN IIIB Rwy 11/29 AGN IIIB Rwy 07/25 AGN IIIB	
APRON	Apron III: NW end of Apron for fixed wing and helicopter refuelling.	
RCR	Aprt ops 250-725-3751 Ltd win maint. PLR/PCN	
LIGHTING	11-AS(TE ME) P1, 29-AS(TE ME) P1 ARCAL-123.25 type K	
COMM	For IFR clnc ctc Hardy rdo 1330-0530Z‡ O/T Pacific rdo Hardy rdo 123.25 PTC avbl (RAAS) 1330-0530Z‡ Pacific rdo 125.85 (FISE) 126.7 (bcst) Hardy rdo 123.25 1330-0530Z‡ O/T tfc 5NM 3100 ASL (CAR 602.98) Vancouver Ctr 132.9 134.925 254.9	
NAV		
NDB	YAZ 359 (M) N49 02 49 W125 42 15	
PRO	PVT Water landing strip PPR Avoid overflight of noise sensitive area at less than 1000 AGL, see A/D sketch & VTPC	

BRITISH COLUMBIA

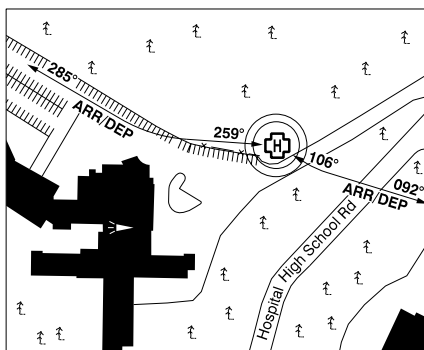
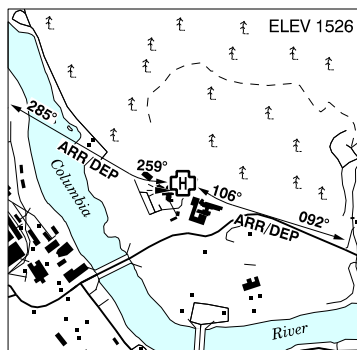
AERODROME / FACILITY DIRECTORY

TOFINO LIFEBOAT STATION BC (Heli)**CBR7**

REF	N49 09 16 W125 54 07 Adj ENE 17°E (2016) UTC-8(7) Elev 10' A5004
OPR	Cdn Coast Guard 250-725-3231 Reg PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	54' x 44' wood
COMM	
ATF	Tofino Harbour tfc 122.15 3NM centred on Tofino Harbour water A/D 0.3NM WSW 1500 ASL exc area within Tofino CZ as depicted on Tofino VTPC.
CAUTION	Kayaks on shore and oprg within arr/dep area, be cautious with downwash.

TRAIL (KOOTENAY BOUNDARY REGIONAL HOSPITAL) BC (Heli)

CKB3



REF	N49 06 13 W117 42 01 Adj N 15° (2018) UTC-8(7) Elev 1526' A5005
OPR	Interior Health Authority 250-368-3311 or 250-512-7174 Cert PPR
PF	A-1,4 C-5 D-2,3,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia TLOF 58' dia CONC Safety Area 115' dia, elevated pad Max heli overall length 57.4' (CAR 602.96)
RCR	Opr Day only
COMM	
ATF	tfc 123.2 5NM 4400 ASL
PRO	Arr/dep 106° to 092° and 259° to 285° curved fr heli, slope 16% (H2) day only.
CAUTION	Lgtd stack W of hosp. Lgtd wi on hosp. Large unmarked rock outcropping on uphill side aprx 150' fr pad on 259° mag (274° true).

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TRAIL BC

CAD4

REF	N49 03 20 W117 36 33 6.1SE 16°E (2013) UTC-8(7) Elev 1427' A5005 LO2 CAP	
OPR	City of Trail 250-364-1262 Cert	
PF	B-1,7 C-2,3,4,5,6	
CUST	AOE/15 2-48 hrs PN 1-888-226-7277 16-24Z‡ Mon-Fri exc hols; AOE/CAN	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	AUTO H24 (see COMM) Webcam	
SERVICES	250-367-0029 or 250-921-5478	
FUEL	100LL, JA-1	
RWY DATA	Rwy 16(162°)/34(342°) 4001x75 ASPH Rwy 34 up 0.50%	
RCR	Opr Win maint 16-00Z‡ O/T 3 hrs PN CRFI 250-367-0029 or 250-921-5478	
COMM		
MF	tfc 123.2 5NM 4400 ASL (CAR 602.98)	
AUTO	122.175	
PRO	Rgt hand circuits Rwy 16 (CAR 602.96)	
CAUTION	Narrow valley. Final apch Rwy 16 offset 20° - axis 139° mag due terrain. Twr 68 AGL aprx 1400' SSE of Thld 34.	

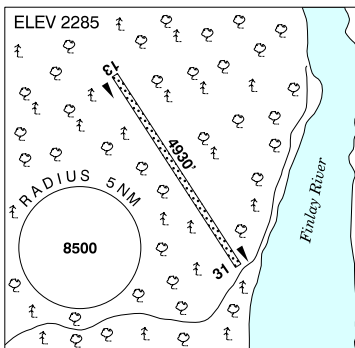
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TSAY KEH BC

CBN9

REF	N56 54 25 W124 57 58 Adj 18°E (2020) UTC-8(7) Elev 2285' A5022 LO1 RCAP
OPR	Tsay Keh Dene Band Reg For lcl cond ctc Ootsa Air Ltd 250-963-0045
PF	C-1,4
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	WxCam
RWY DATA	Rwy 13(129°)/31(309°) 4930x50 packed gravel/sand Rwy 13 down 0.30%
RCR	250-993-2100 Band office Ltd win maint
COMM	
ATF	tfc 123.2 2NM 3800 ASL
CAUTION	Aprx 30' sharp drop off SE end of rwy.



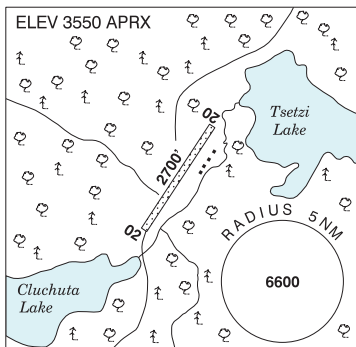
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TSETZI LAKE (PAN PHILLIPS) BC

CBT3

REF	N52 58 19 W125 01 36 19°E (2012) UTC-8(7) Elev 3550' aprx A5013 A5014
OPR	Pan Phillips Fishing Resort 778-766-5051 Reg
PF	B-2,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
S	5
RWY DATA	Rwy 02/20 2700x90 GRASS Rwy 20 aprx up 2%
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 2NM 5100 ASL



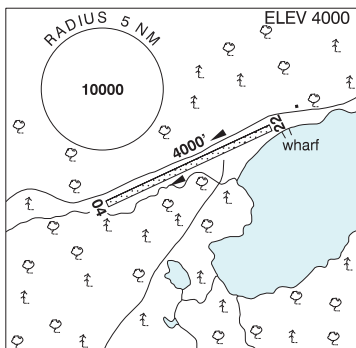
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TSUNIAH LAKE LODGE BC

CAF4

REF	N51 32 W124 10 18°E (2013) UTC-8(7) Elev 4000' A5004
OPR	Tsuniah Lake Lodge 250-392-5612/394-4122 Reg PPR
PF	B-1,2,3,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
S	5
RWY DATA	Rwy 04/22 4000x100 GRASS/GRVL Rwy 04 slope up
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 2NM 5500 ASL
PRO	Rgt hand circuits Rwy 04 (CAR 602.96).



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

TUMBLER RIDGE BC

CBX7

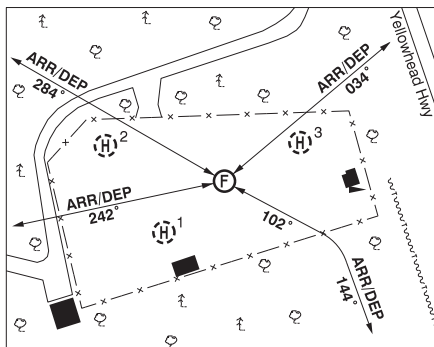
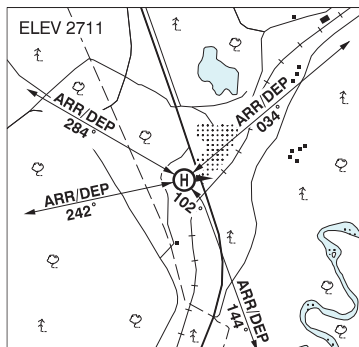
REF	N55 01 38 W120 55 52 6S 18°E (2013) UTC-7 Elev 3060' A5014 LO1 RCAP	
OPR	District of Tumbler Ridge 250-242-3578 Reg	
PF	A-1 D-2,3,4,5	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
SERVICES		
FUEL	JA 877-242-4211 or 250-242-4542	
S	5,6	
RWY DATA	Rwy 02(018°)/20(198°) 3942x100 ASPH	
RCR	Opr Ltd win maint	
LIGHTING	02-(TE ME) P1, 20-(TE ME) P1 ARCAL-123.2 type K	
COMM		
ATF	tfc 123.2 5NM 6000 ASL	
PRO	Aircrew must ctc Edmonton ACC via tel to submit an arr rpt and rcv IFR clnc.	
CAUTION	Deep ditches parallel both sides of the rwy. Moderate to severe turbulence & wind shear may be encountered on apch. Wildlife in the vic.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VALEMOUNT (CMH) BC (Heli)

CMH6



REF	N52 47 18 W119 15 24 2.6SSE 16°E (2017) UTC-8(7) Elev 2711' A5014
OPR	Canadian Mountain Holidays 250-566-4111 or 403-762-7770 Nov 1-Apr 30; 604-414-4274 May 1-Oct 31 Reg PPR
PF	C-1,2,3,4,5
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
FUEL	JA
HELI DATA	FATO 90' dia GRVL Safety Area 120' dia Parking Pad 1: 18' x 18' CONC Parking Pad 2: 14' x 14' CONC Parking Pad 3: 102' x 105' x 103' x 75' irregular ASPH
RCR	Opr Day only
COMM	
ATF	tfc 123.2 5NM 5800 ASL
A/G	CMH Valemount 150.845 R 156.975 T (CTCSS 179.9)
PRO	Arr/dep 034° fr heli. Arr/dep 242° fr heli. Arr/dep 284° fr heli. Arr/dep curved 102° to 144° fr heli.
CAUTION	Extv heli activity in the area, see BLUE RIVER/VALEMOUNT VTFC. P-lines aprx 30 AGL SE of heli.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VALEMOUNT (YELLOWHEAD HELICOPTERS) BC (Heli)

CBV7

REF	N52 51 59 W119 17 49 17°E (2013) UTC-8(7) Elev 2600' A5014	
OPR	Yellowhead Helicopters Ltd 250-566-4401 Reg PN	
PF	A-1 C-2,3,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	Call out chg may be levied for one or more svcs	
FUEL	JA 16-24Z† Mon-Fri	
OIL	Mobil 254 (MIL-L-23699)	
HELI DATA	FATO 75' x 75' GRASS/GRVL Safety Area 100' x 100' Max heli overall length 75'. Parking Pad 1 & 2: 35' dia CONC/ASPH	
RCR	Opr	
COMM	ATF tfc 123.2 5NM centred on Valemount A/D 1.6NM SW 4200 ASL.	
PRO	Arr/dep 140° and 320° fr mid-point of abandoned rwy then final apch direct to touchdown pad (H3). Avoid overflight of lcl residence. Extv heli activity in the area, see BLUE RIVER/VALEMOUNT VTPC.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VALEMOUNT BC

CAH4

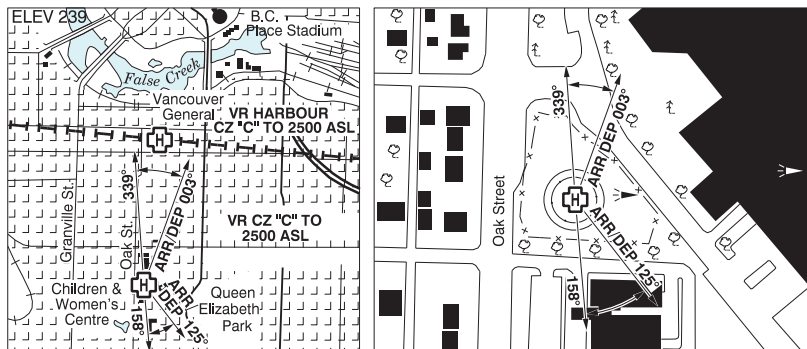
REF	N52 51 10 W119 20 11 2.3NW 16°E (2017) UTC-8(7) Elev 2616' A5014 LO2 RCAP	
OPR	Village 250-566-4435/1284 Reg	
PF	A-1 C-2,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX ALTIMETER/WIND 250-566-1284 1 hr PN 15-23Z† Mon-Fri (see COMM)	
SERVICES	FUEL 100LL 250-566-4435 S 4,5	
RWY DATA	Rwy 14(142°)/32(322°) 3932x75 ASPH Rwy 32 down 0.33%	
RCR	Opr Ltd win maint	
LIGHTING	14-(TE ME) P1, 32-(TE ME) ARCAL-123.2 type K	
COMM	ATF UNICOM (AU) 1 hr PN 15-23Z† Mon-Fri O/T tfc 123.2 5NM 4200 ASL	
PRO	Rgt hand circuits Rwy 32 (CAR 602.96). Extv heli activity in the area, see BLUE RIVER/VALEMOUNT VTPC	
CAUTION	The rwy lctd aprx 2NE of aprt is clsd.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER (CHILDREN & WOMEN'S HEALTH CENTRE) BC (Heli)

CAK7



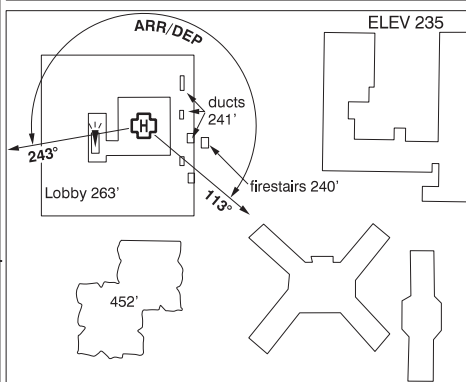
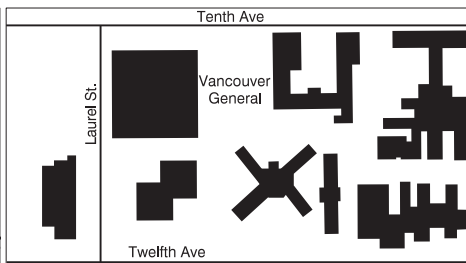
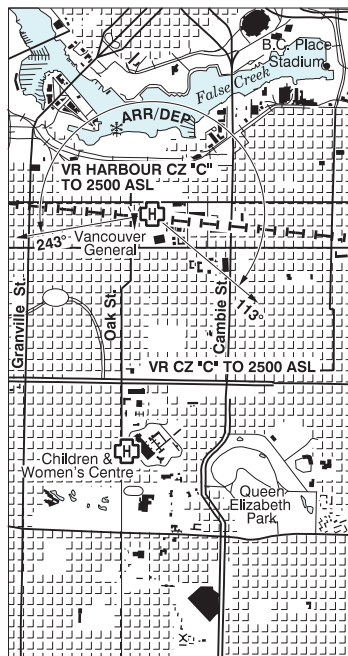
REF	N49 14 38 W123 07 38 17°E (2014) UTC-8(7) Elev 239' VTA A5004
OPR	Provincial Health Services Authority 604-677-3672 Cert NVIS OPS AUTH PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia GRASS TLOF 45' dia CONC Safety Area 115' dia Max heli overall length 57' (CAR 602.96)
LIGHTING	RW(ME) PN
COMM	
ATIS	Vancouver 124.6 1-877-517-2847
TWR	Vancouver 124.02
A/G	Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 125° to 158° (H1), day/night use (CAR 602.96). Arr/dep 339° to 003° (H1), day/night use (CAR 602.96). Noise sensitive area, use noise abatement profile for act type. Transponder mode C rqr'd in CZ & tml class "C" airspace.
CAUTION	Numerous unlit trees all quads. Numerous cranes within 800' of heli max 549' ASL.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER (GEN HOSP) BC (Heli)

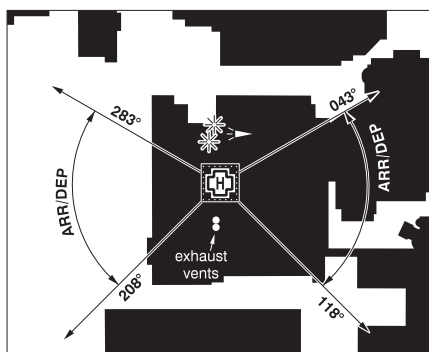
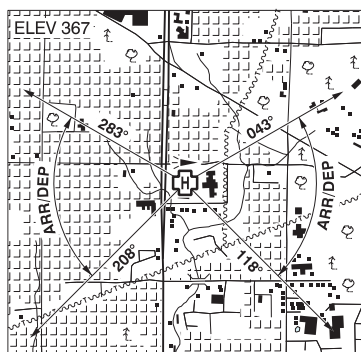
CBK4



REF	N49 15 43 W123 07 28 17°E (2014) UTC-8(7) Elev 235' VTA A5004
OPR	Vancouver General Hospital 1-877-696-8989 Cert PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 90' x 90' CONC elevated Safety Area 115' dia 18,000 lbs Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RW(LO) ARCAL-123.2 type J
COMM	
ATIS	Vancouver Harbour 126.8 1-877-517-2847 dur twr hrs of ops
CLNC DEL	Vancouver Harbour 125.35 all dep acct ctc clnc del only if instructed to do so on ATIS
TWR	Vancouver Harbour 118.4 (V) 15-02Z† or til 1/2 hr after SS, whichever is later, O/T t/c Vancouver Harbour CZ shape irregular 2500 ASL.
A/G	Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 243° to 113° fr heli (H1) (CAR 602.96).

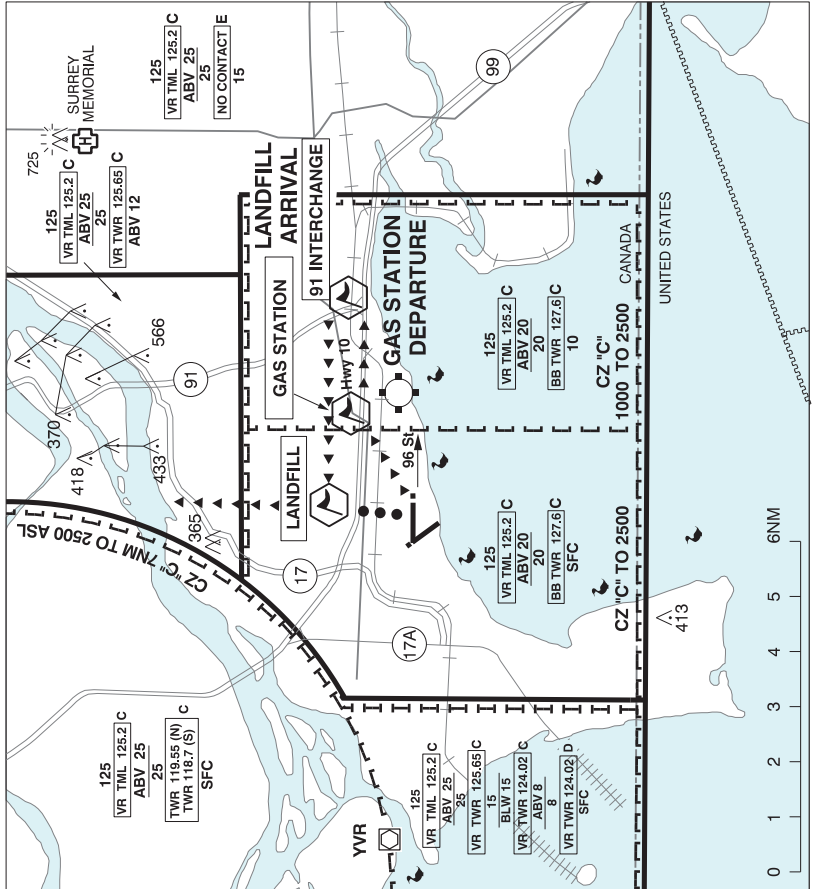
VANCOUVER (SURREY MEMORIAL HOSP) BC (Heli)

CVS3



REF	N49 10 33 W122 50 38 Adj 17°E (2014) UTC-8(7) Elev 367' VTA A5004
OPR	Fraser Health Authority 604-677-3672 Cert PPR
PF	B-1,2,3,4 C-5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' x 86' non-supporting TLOF 57' x 57' CONC Safety Area 115' x 115' Max heli overall length 57.4' Elevated rooftop 14,690 lbs
RCR	Opr
LIGHTING	RY(LO) green PN
COMM	
ATF	tfc 123.2 1.5NM 1500 ASL
A/G	Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 043° to 118° & 208° to 283° fr heli (H1), day/night use. (CAR 602.96)
CAUTION	High velocity hosp exhaust vents adj, S heli. Elevator penthouse adj, N heli. LED obst lgt not vis through NVG.

VANCOUVER / BOUNDARY BAY HELI VFR TERMINAL PROCEDURES CHARTS



VANCOUVER / BOUNDARY BAY HELICOPTER ARR/DEP

ATIS	TWR		GND
	OUTER	INNER	
125.5	127.6	118.1	124.3
VR TML ABV 2000 ASL 125.2			
O/T TFC 118.1 (MF TO 2000 CZ IRREGULAR)			

PROCEDURE NOT AUTH OUTSIDE TWR HRS OF OPS AND CAR PART 7 OPS AT NIGHT.

LANDFILL ARR

Report TWR approaching **91 INTERCHANGE** from East. Track 1 NM North of HWY 99 to **LANDFILL**. Overfly **LANDFILL 500'** or below. Cross HWY 99 abeam midfield. Broadcast intentions on Delta Air Park 123.3 prior to **91 INTERCHANGE** if below **1000'**.

GAS STATION DEP

Track Eastbound over **HWY 99**. Not above **500'** until **GAS STATION**. Broadcast intentions on Delta Air Park 123.3 prior to **GAS STATION** if below **1000'**.

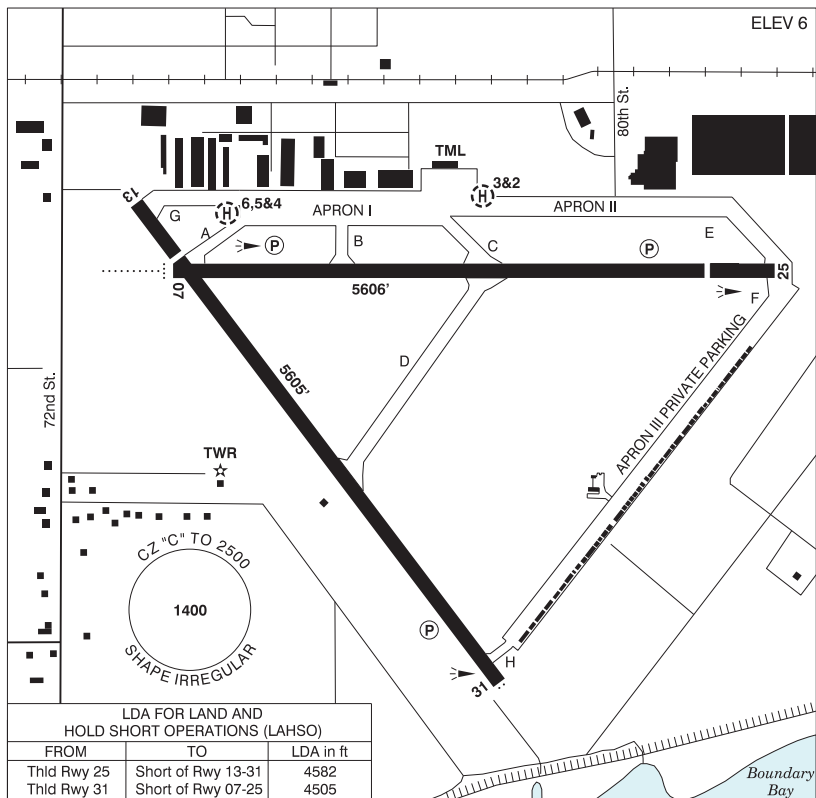
ARR/DEP to the North or Northwest will be routed via **LANDFILL**. Cross **LANDFILL 500'** or below.

VANCOUVER / BOUNDARY BAY HELI VFR TERMINAL PROCEDURES CHARTS

NAME	IDENT	LAT/LONG
91 INTERCHANGE	VCBBB	N49° 05' 29" W122° 53' 45"
GAS STATION	VCGAS	N49° 05' 30" W122° 57' 24"
LANDFILL	VCLFL	N49° 06' 06" W123° 00' 24"

VANCOUVER / BOUNDARY BAY BC

CZ5B



REF	N49 04 24 W123 00 30 8.5SSE 17°E (2011) UTC-8(7) Elev 6' VTA A5004 LO2 HI3 T1 CAP
OPR	Alpha Aviation Inc. 604-946-5361 Cert PPR (see PRO)
PF	A-1,2,3,6 C-4,5
CUST	AOE/15 888-226-7277 15-06Z± dly
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591; IFR tng flts PPR ctc 604-586-4592
WX	LWIS H24 LAWO 15-07Z±
SERVICES	
FUEL	100LL (truck or H24 cardlock), JA-1
OIL	All
S	1,2,3,4,5,6
PVT ADV	Boundary Bay Air Services 122.95 or 866-946-2922 15-02Z± O/T call out chg

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER / BOUNDARY BAY BC (Cont'd)

CZBB

RWY DATA	Rwy 07(073°)/25(253°) 5606x100 ASPH Thld 25 displ 600' Rwy 13(126°)/31(306°) 5605x100 ASPH Thld 13 displ 656'
RWY CERT	Rwy 07/25 AGN IIIB Rwy 13/31 AGN IIIB
TWY	Twy F pvt use only. Twy F rstd to acft with wingspans 50' or less.
APRON	Apron 3 pvt prkg only. No itinerant acft.
RCR	Opr CRFI/RSC avbl 15-04Z‡ No win maint btwn 04-15Z‡
HELI DATA	Parking Pads 2 & 3: 68' dia CONC Max heli overall length 57' Parking Pads 4 & 6: 60' dia CONC Max heli overall length 50' Parking Pad 5: 65' dia CONC Max heli overall length 54' Parking Pads 2 & 3 day use tkof/lgd, hover, taxi & prkg. Ngt use prkg only (CAR 602.96).
LIGHTING	07-AD (non-std 1400') (TE ME) P2, 25-(TE ME) P2 3.5°, 13-(TE ME), 31-AS(TE ME) P2 When TWR clsd ARCAL-118.1 type K.
COMM	
ATIS	125.5 1-877-517-2847 15-07Z‡
GND	124.3 15-07Z‡
TWR	118.1 (inner) 127.6 (outer) (V) to 2000 ASL 15-07Z‡ (emerg only 604-946-0911) Vancouver TML 125.2 abv 2000 ASL
MF	ffc 118.1 to 2000 ASL 07-15Z‡ Vancouver TML 125.2 abv 2000 ASL. CZ shape irregular to 2500 ASL. (CAR 602.98) Excluding that portion which penetrates Delta Heritage Air Park ATF dur daylight hrs.
NAV	
NDB	WHITE ROCK WC 332 (L) N49 00 12 W122 45 01
VOR/DME	VANCOUVER YVR 115.9 Ch 106 N49 04 38 W123 08 57 (37')
PRO	VFR acft with transponder squawk code assigned by ATC. All circuits 800 AGL. Rgt hand circuits Rwy 25 & 31 (CAR 602.96). Rwy 13/31 preferred for ngt ops. Pilots to open/close Flt Plns with Kamloops FIC via phone or Kamloops FIC 123.15 when practicable. Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl VTPC. No circuits Rwy 07/25 23-07 lcl. Avoid over-flying noise sensitive area unless unable due to crosswind limitations or other safety considerations or as directed by ATC. Arr/Dep: No turns BLW 400'. After dep Rwy 25 turn crosswind as rqrd to remain E of railway tracks. Arr Rwy 07 turn base E of noise sensitive area. No departures fr taxi B. Conform to published VTA routes and as directed by ATC. PPR for Jet acft and acft over 12500 lbs GTOW. Ctc OPR for advsy info.
PRO (Cont'd)	ATS REQUIREMENTS: All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code. - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 123.15 or 122.375 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Kamloops FIC at 866-541-4101 or PAC RDO 123.15 or 122.375. - All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 123.15 or 122.375 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.

VANCOUVER / BOUNDARY BAY BC (Cont'd)

CZBB

Delta Heritage Air Park 2.5NM E no overflights below 1000 ASL. (See VTPC).

All arriving and transiting A/C Contact TWR 127.6 on initial contact.
All Departures contact TWR 127.6 climbing through 800 ASL unless otherwise instructed.

Rwy 07 or 13:

Arrivals fr E - report COURTHOUSE not below 1500 expect COURTHOUSE ARRIVAL left downwind Rwy 07 or left base Rwy 13.
Arrivals fr S or W - report WEST POINT expect WEST POINT ARRIVAL rgt base Rwy 07 or rgt downwind Rwy 13.
Departures to E - expect AUTOMALL DEPARTURE.
Departures to W or S - expect POINT ROBERTS DEPARTURE.

Rwy 25 or 31:

Arrivals fr E - report AUTOMALL expect AUTOMALL ARRIVAL straight in Rwy 25 or rgt base Rwy 31.
Arrivals fr S - report POINT ROBERTS expect POINT ROBERTS ARRIVAL left downwind to Rwy 25 or Left base Rwy 31.
Departures to E - expect COURTHOUSE DEPARTURE or FRASER BRIDGE DEPARTURE.
Departures to the W or S - expect WEST POINT DEPARTURE.

HELI

All heli ctc gnd for departure instructions.
GAS STATION DEPARTURE Track eastbound over Hwy 99. Not above 500 ASL til GAS STATION. Transmit intentions to Delta Air Park tfc on 123.3 prior to GAS STATION if BLW 1000 ASL. Ctc ZBB TWR on 127.6 after passing AK3 if climbing to 1000 ASL or abv.
LANDFILL ARRIVAL Report approaching HWY 91 track 1 NM North of Hwy 99 to LANDFILL. Transmit intentions to Delta Air Park tfc on 123.3 prior to crossing Hwy 91. Overfly LANDFILL 500 ASL or below. Cross Hwy 99 abm LANDFILL to apron.

ARR/DEP N or NW will be routed via LANDFILL. Cross LANDFILL 500 ASL or BLW. Heli in excess of 58' overall length PPR.

Heli ops prohibited within 30' vertical & 90' horizontal fr all refueling eqpt.

CAUTION

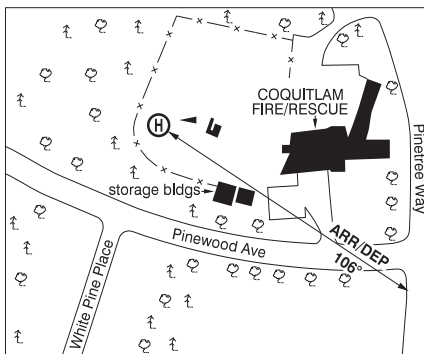
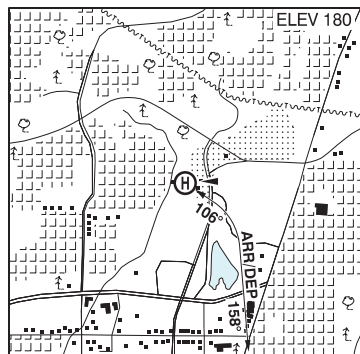
Extensive bird activity. High density tfc area E of CZ. Extensive flt tng ops.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER / COQUITLAM FIRE & RESCUE BC (Heli)

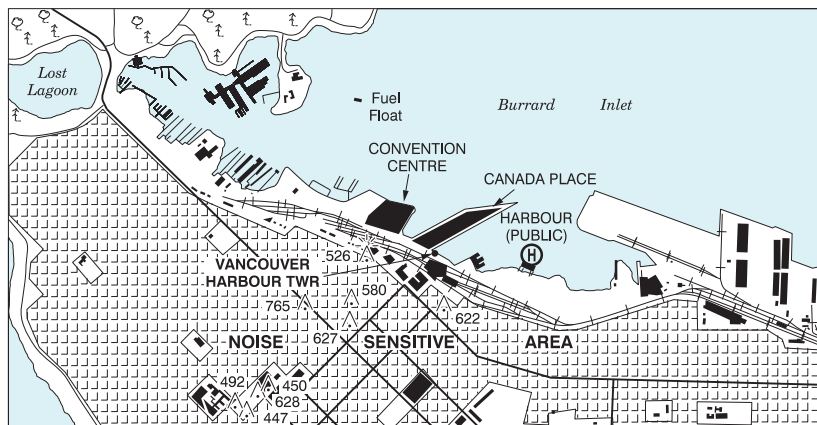
CFR6



REF	N49 17 30 W122 47 32 17°E (2011) UTC-8(7) Elev 180' VTA A5004
OPR	Coquitlam Fire & Rescue 604-215-4842 Cert NVIS OPS AUTH PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 64' dia ASPH Safety Area 90' dia Max heli overall length 45' (CAR 602.96)
RCR	Opr
COMM	
ATF	tfc 123.2 1NM 1000 ASL
A/G	129.775
PRO	Arr/dep curved 106° to 158° fr heli, slope 6% (H3), day. NVIS rqrd for night use (CAR 602.96). Ctc A/G when starting apch and prior to tkof to initiate tfc ctl. Pitt Meadows CZ 2.5NM SE TWR 126.3.
CAUTION	Trees to 100 AGL adj WNW of heli. Roof of "storage" bldg 120' SE of heli penetrates flt path slope by 1.5'. Extv air tfc transiting overhead A/D btwn Pitt Meadows and Vancouver Harbour.

VANCOUVER / HARBOUR (PUBLIC) BC (Helicopter)

CBC7



REF	N49 17 13 W123 06 22 Adj N 17°E (2014) UTC-8(7) Elev 2' VTA A5004 CAP RCAP	
OPR	Pacific Heliport Services 604-688-4646 Fax 604-682-1478 Cert Ldg fees PN	
PF	B-1 C-1,2,3,4,5,6	
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>ACC IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 or 800-668-1333.</p> <p>WX LWIS H24 LAWO 15-02Z± or til 1/2 hr after SS, whichever is later.</p>	
SERVICES	1430-0330Z± Mon-Fri, 15-03Z± Sat-Sun & hol(s) exc clsd Dec 25 & Jan 1	
FUEL	JA-1 (FSII avbl) 1,5,6	
HELICOPTER DATA	<p>FATO/TLOF CENTRE 90' x 90' CONC Safety Area 120' x 120' 20,000 lbs</p> <p>FATO WEST 149' x 149' non-supporting Safety Area 198' x 198'</p> <p>FATO EAST 149' x 149' non-supporting Safety Area 198' x 198'</p> <p>PAD-1 52' dia CONC 50,000 lbs</p> <p>PAD-2 52' dia CONC 50,000 lbs</p> <p>PAD-3 52' dia CONC 20,000 lbs</p> <p>PAD-4 44' dia CONC 20,000 lbs</p> <p>Heli in excess of 60' overall length PPR. (CAR 602.96)</p>	
APRON	Prkg fees; ctc opr	
RCR	Opr	
LIGHTING	RW(LO) green LED ARCAL-118.4 type J, RR around deck.	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER / HARBOUR (PUBLIC) BC (Heli) (Cont'd)

CBC7

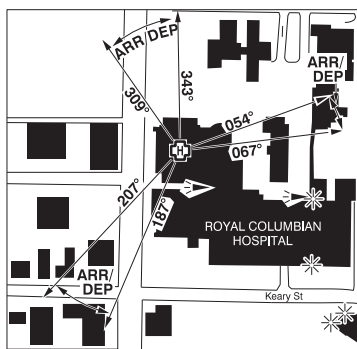
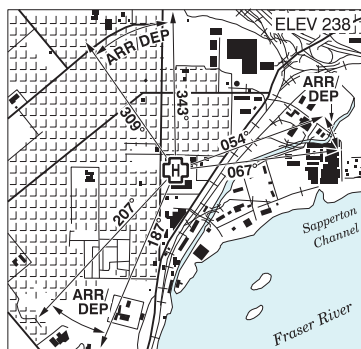
COMM	<p>ATIS Vancouver Harbour 126.8 1-877-517-2847 dur twr hrs of ops</p> <p>CLNC DEL Vancouver Harbour 125.35 all dep acft ctc clnc del only if instructed to do so on ATIS</p> <p>TWR Vancouver Harbour 118.4 (V) 15-02Z± or til 1/2 hr after SS, whichever is later. (emerg only 604-688-9254)</p> <p>ATF tfc 118.4 when TWR clsd within Vancouver Harbour CZ shape irregular 2500 ASL.</p> <p>ARR 128.6</p> <p>DEP 126.125</p> <p>UNICOM 122.35 1430-0330Z± Mon-Fri, 15-03Z± Sat-Sun</p>
PRO	<p>5 min prior to ldg ctc Opr on 122.35 for prkg instructions and advise number of persons on board. Dep climb over water BPOC.</p> <p>DAY: Wind & tfc permitting arr/dep via FATO (marked triangle) arr/dep 351° to 017° fr heli, slope 8% (H3). O/T via unmarked hover areas over water immediately E & W of helipad.</p> <p>NIGHT: Arr/dep via FATO (marked triangle) arr/dep 351° to 017° fr heli, slope 8% (H3). No stopping on FATO. (See heli-sketch on previous page.)</p> <p>Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia. See Vancouver VTA for VFR low level routes.</p>
CAUTION	Remain clear of seabus tfc.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER / NEW WESTMINSTER (ROYAL COLUMBIAN HOSP) BC (Heli)

CNW9



REF	N49 13 36 W122 53 32 16°E (2017) UTC-8(7) Elev 238' VTA
OPR	Fraser Health Authority 604-677-3672 Cert PPR
PF	B-1,2,4 C-3,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 86' dia non-supporting TLOF 65' x 65' CONC Safety Area 115' dia 17,000 lbs Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RY(ME) green RF(FH)
COMM	
ATIS	Vancouver Airport 124.6 1-877-517-2847
TWR	Vancouver Outer 124.02
A/G	Hosp Security 158.76 FM 3 min PN
PRO	Arr/Dep 054° to 067° fr heli, (H1), day/night use (CAR 602.96). Arr/dep 187° to 207° fr heli, (H1), day/night use (CAR 602.96). Arr/dep 309° to 343° fr heli, (H1), day/night use (CAR 602.96).
CAUTION	Rooftop structures aprx 112' S of heli. Trees aprx 623' W fr heli. Bldgs aprx 289' NNE and 1148' SSE fr heli.

BRITISH COLUMBIA

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VANCOUVER CENTRE	(emerg only 604-586-4500)									CZVR	
124.075	124.075	127.925	127.925	133.7	133.7	134.4	134.8	134.8	135.325	245.0	245.0
350.7	350.7										
Burns Lake	123.875	123.875	132.525	132.525							
Castlegar	134.2	134.2	227.3	227.3							
Cranbrook	133.6										
Enderby	134.55	134.55	381.9	381.9							
Kains Mountain	133.775	133.775									
Kamloops	132.35	133.5	134.4	134.4	135.5	236.0	236.0				
Port Hardy	132.2	134.6	266.3	266.3							
Prince George	133.8	133.8									
Prince Rupert	133.675	133.675									
Princeton	135.0	135.0	351.3	351.3							
Puntzi	135.05	135.05									
Sandspit	133.4	227.2	227.2								
Terrace	128.4	128.4	269.1	269.1							
Tofino	132.9	132.9	134.925	134.925	254.9	254.9					
Williams Lake	134.0	134.0	381.4	381.4							

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VANCOUVER HARBOUR VFR TERMINAL PROCEDURES CHART (Cont'd)

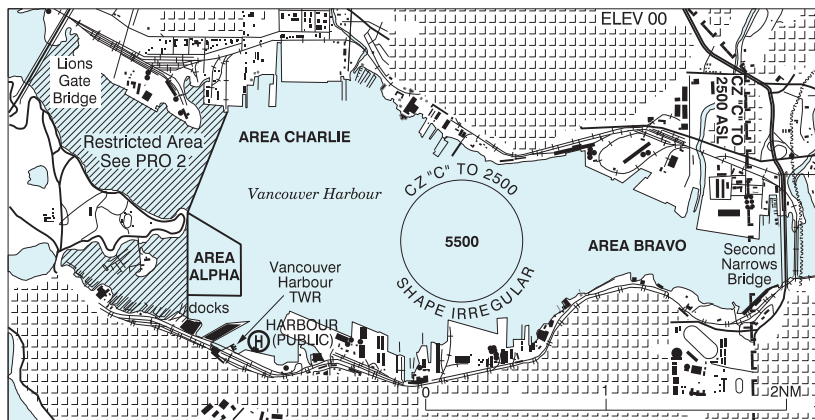
NAME	IDENT	LAT/LONG
LIONS GATE	VCLSG	N49° 18' 54" W123° 08' 18"
POINT ATKINSON	VCATK	N49° 20' 06" W123° 16' 00"
QE PARK	VCQEP	N49° 14' 18" W123° 07' 24"
SECOND NARROWS	VCSEC	N49° 18' 18" W123° 01' 06"
THIRD BEACH	VCIII	N49° 18' 30" W123° 10' 12"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER HARBOUR BC (water aerodrome)

CYHC



REF	N49 17 40 W123 06 41 Adj N 17°E (2013) UTC-8(7) Elev 00' VTA A5004 LO1 T1
OPR	Harbour Air 1-800-665-0212 Reg PN Vancouver Harbour Flight Centre (VHFC) 604-647-7570 or 604-328-4340 PN
PF	B-1,2 C-3,4,5,6
CUST	AOE/15 888-226-7277
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>ACC 604-775-9601/9606/9674</p> <p>WX LWIS H24 LAWO 15-02Z± or til 1/2 hr after SS, whichever is later.</p>
SERVICES	<p>FUEL 100, JB, (100LL, JA, JA-1 avbl thru VHFC) PN</p> <p>OIL 100</p> <p>S 5</p>
COMM	<p>RCO Pacific rdo 123.15 (FISE)</p> <p>ATIS Vancouver Harbour 126.8 1-877-517-2847 dur twr hrs of ops.</p> <p>CLNC DEL Vancouver Harbour 125.35 all dep acct ctc clnc del only if instructed to do so on ATIS</p> <p>TWR Vancouver Harbour 118.4 (V) 15-02Z± or til half hour after SS, whichever is later. (emerg only 604-688-9254)</p> <p>ATF tfc 118.4 when twr clsd within Vancouver Harbour CZ shape irregular 2500 ASL</p> <p>TML 125.2</p>

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER HARBOUR BC (water aerodrome) (Cont'd)

CYHC

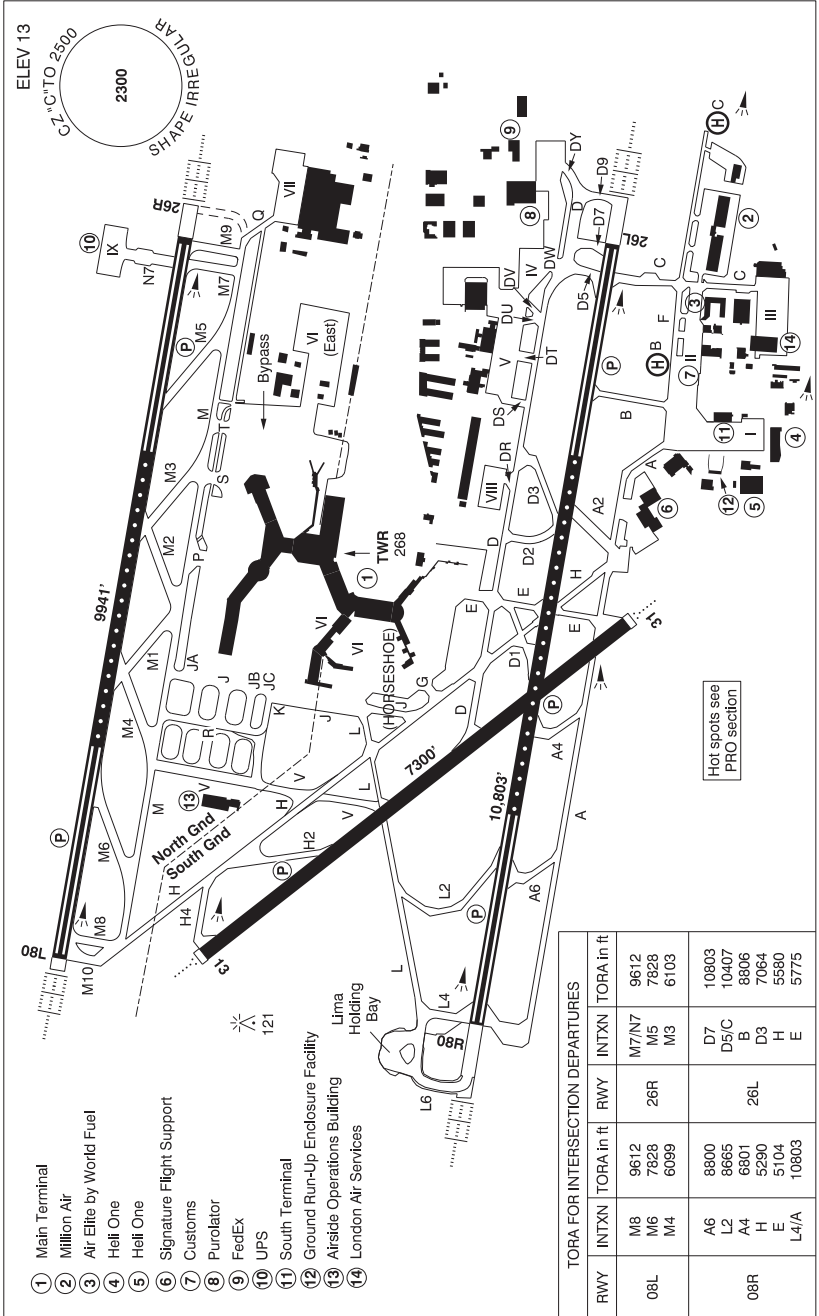
NAV	NDB VR 266 (MZ) N49 10 22 W123 03 26 VOR/DME YVR 115.9 Ch 106 N49 04 38 W123 08 57 (37')
PRO	<p>Refer to Vancouver Harbour VTPC</p> <ol style="list-style-type: none"> 1. Arr/dep after 0700 hrs incl. Noise Sensitive Areas surround harbour. 2. Acft ops normally limited to area Alpha. SW corner of area Alpha marked by large orange ball. No acft shall land, tkof or step taxi within rstd areas including First Narrows (Lions Gate) and False Creek. 3. Pilots are requested, while observing safe operating procedures, to maintain arr/dep profiles that avoid low flight and high power settings over Stanley Park. 4. See Vancouver VTA for VFR low level routes. <p>ATS REQUIREMENTS: All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code. - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows or call Kamloops FIC at 866-541-4101. -All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.</p>

BRITISH COLUMBIA

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VANCOUVER INTL BC

CYVR



- ① Main Terminal
- ② Millson Air
- ③ Air Elite by World Fuel
- ④ Heli One
- ⑤ Signature Flight Support
- ⑥ Customs
- ⑦ Purolator
- ⑧ FedEx
- ⑨ UPS
- ⑩ South Terminal
- ⑪ Ground Run-Up Enclosure Facility
- ⑫ Airside Operations Building
- ⑬ London Air Services
- ⑭

TORA FOR INTERSECTION DEPARTURES					
RWY	INTXN	TORA in ft	RWY	INTXN	TORA in ft
08L	M8	9612	26R	M7/N7	9612
	M6	7828		M5	7828
	M4	6099		M3	6103
08R	A6	8800		D7	10803
	L2	8665		D5/C	10407
	A4	6801	26L	B	8806
	H	5290		D3	7064
	E	5104		H	5580
L4/A	10803		E	5775	

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER INTL BC (Cont'd)

CYVR

REF	N49 11 41 W123 10 57 Adj SW 17°E (2015) UTC-8(7) Elev 13' VTA A5004 LO2 HI3 T1 CAP OC
OPR	Vancouver International Airport Authority 604-207-7022 H24 Cert Ldg fees
PF	Main tml bldg A-1,2,3,4,5,6; South side tml bldg A-1,2,3,6 B-5
CUST	AOE/25 888-226-7277
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 (collect calls accepted)
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z. WxCam
DUAT	Esso Avitat, Landmark (Shell Aerocentre)
SERVICES	
FUEL	100LL, JA (FSII avbl), JA-1 (FSII avbl), HPR
S	1,2,3
ARFF	DESIGNATED CAT 10
SUP FL	LHOX D & A-ice
JASU	CE16, Air Start
PVT ADV	Air Elite by World Fuel 122.85 604-270-2222; Million Air 122.95 604-273-6688; Signature Flight Support 123.235 604-279-9922; Seair Seaplanes 122.85 1-800-447-3247 604-273-8900 at adj water A/D.
MIL CON	Signature Flight Support 604-279-9922
RWY DATA	Rwy 08R(083°)/26L(263°) 10803x200 ASPH/CONC Rwy 08L(083°)/26R(263°) 9941x200 CONC Rwy 08L first 2027' down 0.3% Rwy 13(125°)/31(305°) 7300x200 ASPH/CONC RESA: 08R/26L 984'; 08L 984'; 26R 492'; 13/31 492'
RWY CERT	Rwy 08R RVR 600/Rwy 26L RVR 600 AGN VI Rwy 08L RVR 600/Rwy 26R RVR 600 AGN VI Rwy 13/31 AGN V
TWY CERT	Twy J AGN V South of parking position W2 Twy K AGN V East of Twy R
TWY	WIDE BODY AIRCRAFT: A380*/B747-8/AN124 AVAILABLE TAXIWAYS: D, D3, D5, D7, D9, DT, H (north of Rwy 08R/26L), J (north of parking position W2), JA, K (west of R), L (west of 13/31), L4, L6, M, M5, M6, M7, M9, M10, P, R & V. Discretionary oversteer is required at every intersection. *A380: When A380 is on Twy M between Twy J and Twy T, the Taxilane between Gate 66 & Twy T is restricted to B757 & smaller (& vice versa). A340-600/B777-300/A350-900/A350-1000/B787-10 AVAILABLE TAXIWAYS: D, D3, D5, D7, D9, DT, DY, E (south of Rwy 08R/26L), H (north of Rwy 08R/26L), J, JA, JB, JC, K, L (west of J), L2, L4, L6, M, M4, M5, M6, M7, M8, M9, M10, P, T, R & V. Discretionary oversteer is required at every intersection. 08L ARRIVALS: Use of reverse thrust is to be avoided or reduced when conditions permit. 08R ARRIVALS: Acft exiting onto D1, turn north on E. Do not stop in rwy area.

VANCOUVER INTL BC (Cont'd)

CYVR

RWY DATA (cont'd)	26R ARRIVALS: Use of reverse thrust is to be avoided or reduced when conditions permit.
TWY (cont'd)	26L ARRIVALS: Turns onto Rwy 31 NOT AUTHORIZED without clearance. Acft exiting onto Rwy 13/31: RH turns onto D rstd to B767/A310 & smaller, discretionary oversteer is required. Acft exiting onto H, hold short of D. Do not stop in rwy area.
	13 DEPARTURES: Not authorized for A340-600/B777-300/A350-900/A350-1000/B787-10 & larger.
	31 ARRIVALS: Not authorized for A340-600/B777-300/A350-900/A350-1000/B787-10 & larger.
	Uncontrolled twys: C (south of F), F, J (btwn L & K), Q, DR, DS, DT, DU, DV & DW. Uncontrolled vehicle crossings: DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V.
	A (east of E): Rstd to B767/A310 & smaller.
	A: Compass Rose: Not avbl SS-SR.
	A2: Rstd to Lear 60/DH8-300 & smaller.
	B: Rstd to B767/A310 & smaller.
	C (south of F): Rstd to B737/A321 & smaller.
	C (north of F): Rstd to B767/A310 & smaller.
	D: Acft cannot safely taxi via Twy D East or West past acft at the Twy D5 or Twy D7 hold lines.
	D (eastbound): No left turns onto H by A321/B737-900 & larger.
	D (westbound): No left turns onto H. No left turns onto D7. Right hand turns onto Twy. DR - discretionary oversteer required.
	D2: Rstd to CRJ-900 & smaller.
	D7: No RH turns onto D.
	DR & DS: Rstd to B767/A310 & smaller.
	DW: Rstd to B757 & smaller.
	E (north of D): Rstd to A330/B787-10 and smaller.
	F (west of C): Rstd to B767/A310 & smaller.
	F (east of C): Rstd to CRJ-900 & smaller. Follow me required below RVR 1200, ctc Aprt Ops.
	G: Rstd to A310/B767 & smaller.
	H (southbound): No right turns onto A, L, or H4, no right turns onto D by B737-900/A321 & larger. No left turns onto D1.
	H (northbound): No left turns onto V. No right turns onto D. No right turns onto L for B767/A310 & larger.
	H (south of Rwy 08R/26L): Rstd to B767/A310 & smaller.
	H2: Avbl to B767, A310 & smaller.
	J (southbound): B747/A340 not auth S of Twy K. All acft use min thrust when turning due jet blast.
	J (northbound): No left turns onto K by acft B767/A310 & larger.
	L: Entry & exit at Apron VI rstd to B737/A321 & smaller. No right turns onto V.
	L2 (rapid exit): Design speed in wet conditions is 50kt (95 km/h).
	M1-M6 (rapid exit): Design speed in wet conditions is 50 kt (95 km/h).
	M3: Not avbl to A340-600/B777-300/A350-900/A350-1000/B787-10 & larger.
	M4: No left or right turns onto M for A340-600/B777-300/A350-900/A350-1000/B787-10 & larger.
	M11: Clsd.
	P: Right turn onto M rstd to B767/A310 & smaller.
	Q: Follow me required below RVR 1200, ctc Aprt Ops.
	S: Rstd to B767/A310 & smaller.
	V: No left turns onto L.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER INTL BC (Cont'd)

CYVR

RWY DATA (cont'd)	PPR YVR Ops for all engine airstarts or crossbleed starts on aprons I, II, III, IV, V, VI, VIII.
APRON	Apron I, II, III, IV, V, VI, & VIII: PPR Airport Ops is required. Apron I: Rstd to CRJ-900/SF34 and smaller. Apron III: Jets towed in & out. Apron IV: Rstd to B757 & smaller. Acft stand taxilane east of DW rstd to Convair CV-580 & smaller. Apron VI (East) bypass (taxilane centreline amber lgt): Simultaneous use of dual taxilanes rstd to narrow body acft. Apron VI (East): Pushbacks from remote parking positions E1-E3 to west taxilane. Apron VI (East): Pushbacks from remote parking positions E10-E19 to south taxilane. Apron VI: east bypass restricted to B737 and smaller. Apron VI (horseshoe): taxilanes restricted to B737/A321 & smaller. Apron VI: ALL AIRCRAFT on Apron VI use min thrust due to jet blast. Apron VIII: Rstd to B767/A310 & smaller. Acft pushing back from gates 40 thru 43 ctc 127.15 (North). Advise ATC if ground crew not present at gate.
RCR	Opr CRFI, PLR/PCN
HELI DATA	Pad B: FATO 79' x 79' CONC TLOF 47' x 47' CONC Safety Area 106' x 106' Max heli overall length 52.6' Pad C: FATO 108' dia CONC/ASPH TLOF 33' x 33' CONC Safety Area 148' dia Max heli overall length 73'
LIGHTING	08R-AL(TE HI A TDZL) P3, 26L-AL(TE HI A TDZL) P3, 08L-AL(TE HI A TDZL) P3, 26R-AL(TE HI A TDZL) P3, 13-AO(TE ME) P3, 31-AO(TE ME) P3 Pad B: RY(HI) Pad C: RY(HI)
COMM	RCO Pacific rdo 123.15 (FISE) ATIS 124.6 restrictions are bcst on ATIS 1-877-517-2847 CLNC DEL 121.4 all dep acft ctc clnc del GND 121.7 (South) 127.15 (North) 275.8 TWR 118.7 (South) 119.55 (North) VFR 124.02 125.65 226.5 236.6 (E) (emerg 604-775-9531) TML 125.2 ARR 128.6/128.17 (Outer) 133.1 (Inner) 134.225 (Inner) 352.7 DEP 126.125 (North) 132.3 (South) 363.8
NAV	NDB VR 266 (M) N49 10 22 W123 03 26 WHITE ROCK WC 332 (L) N49 00 12 W122 45 01 VOR/DME YVR 115.9 Ch 106 N49 04 38 W123 08 57 (37') DME IVR 109.5 Ch 32 N49 11 18 W123 12 03 (18') IFZ 110.7 Ch 44 N49 11 02 W123 09 55 IMK 111.1 Ch 48 N49 11 48 W123 11 59 (21') IRD 111.95 Ch 56(Y) N49 12 07 W123 09 51 (21') ITL 110.55 Ch 42(Y) N49 12 20 W123 11 47 (23') ILS IFZ 110.7 (Rwy 26L) RVR LOC reliable only within 10° either side of centreline; IVR 109.5 (Rwy 08R) RVR LOC reliable only within 10° either side of centreline; IMK 111.1 (Rwy 13) LOC reliable only within 10° either side of centreline; ITL 110.55 (Rwy 08L) RVR LOC reliable only within 10° either side of centreline; IRD 111.95 (Rwy 26R) RVR LOC reliable only within 10° either side of centreline

VANCOUVER INTL BC (Cont'd)

CYVR

PRO

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

AIRSPACE: See VTA chart for VFR rtes & pro. Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to VTFC. Transponder mode C reqrd in class C airspace and CZ. CARS Part VII operators must ensure routes flown at night meet minimum altitude requirements for commercial operations.

MULTILATERATION: Pilots must keep their transponder on at all times when manoeuvring on the airport (turned on prior to brake release and on arrival, on until final engine shutdown).

Pilots that do not have transponder code issued by ATC squawk 1000 when taxiing.

AIRPORT: Peak tfc 14-02Z±. Noise abatement see Canada Air Pilot & VTA chart. Run-ups, crossbleed starts, airstarts & jet engine starts on gate (Apron VI only): PPR ctc YVR ops 604-207-7022, Fax 604-276-6099. No ab initio tng. For water A/D info refer to CWAS.

APU SHUTDOWN PROCEDURE: Acft Auxiliary Power Unit (APU) use shall be limited to 15 min or less in total between on-block time and departure of acft from stands supplied with gnd power unit (GPU) and/or preconditioned air, for environmental reasons. Acft on stands not equipped with svcb GPU and/or preconditioned air need not comply with above limitation.

De-icing General:

1. De-icing at gates permitted for frost removal only, contact "VANCOUVER DE-ICE" on 129.95.
2. De-icing pads West are positively controlled when De-icing OPS are in effect, PAD CONTROL is providing control of all aircraft and vehicle movements on these surfaces.
3. 30 min prior to pushback or taxi, advise "VANCOUVER DE-ICE" on 129.95 that de-icing is required, the type(s) of fluids required and the aircraft type. VANCOUVER DE-ICE will designate de-ice pad.
4. When requesting pushback or taxi clearance, advise ATC that de-icing is required and designated de-ice pad.
5. When advised by ATC, contact "PAD CONTROL" on 131.975 for instructions in the de-icing center and assignment to a de-icing bay.
6. Follow PAD CONTROL instructions to de-icing bay.
7. When advised by PAD CONTROL, contact ICEMAN on 130.700 and confirm brakes set, aircraft configured, engines at idle, de-icing fluid requirements and
8. After de-icing is completed and the aircraft has been inspected, ICEMAN will confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.
9. When advised by ICEMAN, contact PAD CONTROL on 131.975 for instructions.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

NOTE: WEST PAD

1. Aircraft queuing is on Twy V at Twy K and on Twy M.
2. Narrow-body aircraft will use positions W1, W3, W4, W6, W7, W9, W17 and W19, indicated by yellow inset guidance lights.
3. When transferred from ATC, follow PAD CONTROL instructions to de-icing bays.

VANCOUVER INTL BC (Cont'd)

CYVR

PRO (Cont'd)

GROUND RUN-UP ENCLOSURE (GRE)

Operators must receive an orientation for the GRE facility prior to use. Crews may contact the Icehouse to schedule de-icing up to 120 minutes prior to departure. Information required: aircraft type, flight number/call sign, and the type(s) of fluids required

Parking position 2A, on Apron 1, is the only staging position for the facility. Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available. All propeller acft and jet acft with a wingspan 71 ft or less (Dassault Falcon 900 with winglets and smaller) may power in/out of the facility.

ICEMAN will advise if engines should be running during de-icing.

ENTRY PROCEDURE

1. Before contacting ATC for taxi, contact ICEMAN 130.925 for position in de-icing queue.
2. When ICEMAN approves access to either the staging position (2A) or GRE, contact ATC 121.7 for taxi.
3. Proceed as instructed by ICEMAN. CAUTION: DO NOT enter GRE until instructed by ICEMAN.
4. Advise ICEMAN 130.925 when stopped in the GRE.

DE-ICING PROCEDURE

5. Contact ICEMAN 130.925 to confirm brakes set, aircraft configured, engines idle, and provide fluid requirements.
6. After de-icing is complete and the aircraft has been inspected, ICEMAN will confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.

EXIT PROCEDURE

7. When ready to taxi contact ICEMAN 130.925 for instructions.

ATC:IFR Clearance Acknowledgement

IFR clearance read back with Vancouver Tower clearance delivery shall include the acft call sign, assigned SID name and transponder code.

Ground Control Procedure

YVR GND is divided into two sectors with separate freq. Ctc the next GND sector crossing the N/S boundary unless otherwise instructed by ATC.

Apron VI Users: See Standard Taxi Arrival/Departure Procedures.

PARKING: W1-19 power in and out; E1-E19 power in & tow out.

ARRIVALS:Flow Times - IFR

Acft planning IFR flt (including round-robin tng & test flt) into CYVR should ctc ATS prior to dep to determine flow status. If unable to determine thru ATS, ctc National Traffic Management Unit (FLOW CTL) 877-987-2055.

ATS REQUIREMENTS:

- All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.
- All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 123.15 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary.
- All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows call Kamloops FIC at 866-541-4101 or PAC RDO 123.15.
- All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 123.15 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VANCOUVER INTL BC (Cont'd)

CYVR

PRO (Cont'd)

DEPARTURES:

Coded Taxi Routes

READ BACK: "CODE ROUTE (code) & ASSIGNED RWY"

Monitor TWR freq approaching the hold line of the assigned rwy, unless otherwise instructed by ATC.

Rwy 08R/26L - TWR 118.7

Rwy 08L/26R -TWR 119.55

CODETAXI ROUTE

EchoRwy 08R-E, D, H, L, hold short L6.

Rwy 08L-E, D, H, hold short V, ctc gnd 127.15 (expect taxi via H, M, M10).

Rwy 26R-E, D, H, hold short V, ctc gnd 127.15 (expect taxi via V, M, M9).

Rwy 26L-E, D.

GolfRwy 08R-G, H, L, hold short L6.

Rwy 08L-G, H, hold short V, ctc gnd 127.15 (expect taxi via H, M, M10).

Rwy 26R-G, H, hold short V, ctc gnd 127.15 (expect taxi via V, M, M9).

Rwy 26L-G, H, D.

Juliet-Alpha*Rwy 08R-JA, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).

Rwy 08L-JA, J, M, M10

Rwy 26R-JA, J, M, M9

Rwy 26L-JA, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).

Juliet-Bravo*Rwy 08R-JB, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).

Rwy 08L-JB, J, M, M10

Rwy 26R-JB, J, M, M9

Rwy 26L-JB, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).

Juliet-Charlie*Rwy 08R-JC, K, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).

Rwy 08L-JC, J, M, M10

Rwy 26R-JC, J, M, M9

Rwy 26L-JC, K, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).

LimaRwy 08L-L, H, hold short V, ctc gnd 127.15 (expect taxi via H, M, M10).

Rwy 26R-L, H, hold short V, ctc gnd 127.15 (expect taxi via V, M, M9).

Rwy 26L-L, J, H, D

PRO (Cont'd)

Papa*Rwy 08R-P, M, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).

Rwy 08L-P, M, M10

Rwy 26R-P, M, M9

Rwy 26L-P, M, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).

SierraRwy 08R-S, M, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).

Rwy 08L-S, M, M10

Rwy 26R-S, M, M9

Rwy 26L-S, M, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).

Tango*Rwy 08R-T, M, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).

Rwy 08L-T, M, M10

Rwy 26R-T, M, M9

Rwy 26L-T, M, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).

*A340-600/B777-300/A350-900/A350-1000 Taxi Routes

VANCOUVER INTL BC (Cont'd)

CYVR

NOISE

NOISE ABATEMENT PROCEDURES:

These procedures apply to JET ACFT unless noted otherwise.

DEP PROCEDURES**JET ACFT**

1. NADP 1 or 2 (Noise Abatement Dep Proc) required for all runways. Advise ATC CLNC DEL if using NADP 1. Follow SID to 3000' BPOC.
2. Rwy 08R btn 2300- 0600 local; acft on westerly routes follow assigned SID to 2000' BPOC.
3. ICAO Annex 16 Chapter 2 or FAA part 36 Stage 2 cert acft; departures on runways 08L and 26R not permitted.

ARR PROCEDURES**IFR APPROACHES & PUBLISHED VISUAL APPROACHES**

Use low power/drag profiles consistent with safe oprg procedures, conforming to published visual approaches and as directed by ATC.

VFR APPROACHES

Conform to published VTA routes and as directed by ATC.

REVERSE THRUST - LDG

All runways: Use of reverse thrust is to be avoided or reduced when conditions permit.

NIGHT RESTRICTIONS**LOCAL TIME PROCEDURE**

1. **0001-0600: Dep** of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 cert JET ACFT 34,000 kg and over not permitted.
2. **0001-0600: Dep** of JET AIRCRAFT rated over 34,000 kg (MTOW), regardless of actual take-off weight, require prior approval from YVRAA OPERATIONS.
3. **2200-0700: Dep/Arr** of all acft on runways 08L & 26R not permitted*.
4. **2200-0700: Local Tng Flights** not permitted.

* See **CONTACT & APPROVALS** Section below.

ALL AIRCRAFT (Priority Flights Exempt)

LOCAL TIME

1. 0600-2300

One direction flow

PREFERENTIAL RUNWAY USAGE

Defer to westerly flow

Minimize departures on Rwy 13 and arrivals on Rwy 31

2. 2300-0600

Two direction flow

Westerly flow for departures and easterly flow for arrivals

Minimize departures on Rwy 13 and arrivals on Rwy 31

PRO (Cont'd)
NOISE
(cont'd)

Subject to limiting factors including: physical condition of surfaces; irregular airfield operations; crosswind and tailwind conditions; and traffic volume. (MEDEVACS EXEMPT)

ENGINE RUN-UP RESTRICTIONS

Maint engine run-ups for all ACFT require prior approval from YVRAA OPS. Guidelines are contained in the Aprt Ops Directive, Acft Engine Run-ups.

ENGINE START RESTRICTIONS

PPR YVR OPS for all engine airtstarts or crossbleed starts on Aprons I, II, III, IV, V, VI, VIII.

ALT RESTRICTIONS

1. Exclusive of the dep & arr procedures, no departing or arriving acft shall opr over the City at less than 5000' ASL (8000' btn 2300-0700 local time - except acft oprg on published RNAV STAR).
2. The City is defined as that area lying btn the S arm of the Fraser River and the N Shore Burrard Inlet and from Point Gray to the eastern bdy of the Vancouver Control Zone.

BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

VANCOUVER INTL BC (Cont'd)

CYVR

CONTACT & APPROVALS

Night Restrictions #3: YVRAA OPS may permit exemptions for emergencies and airfield maint.

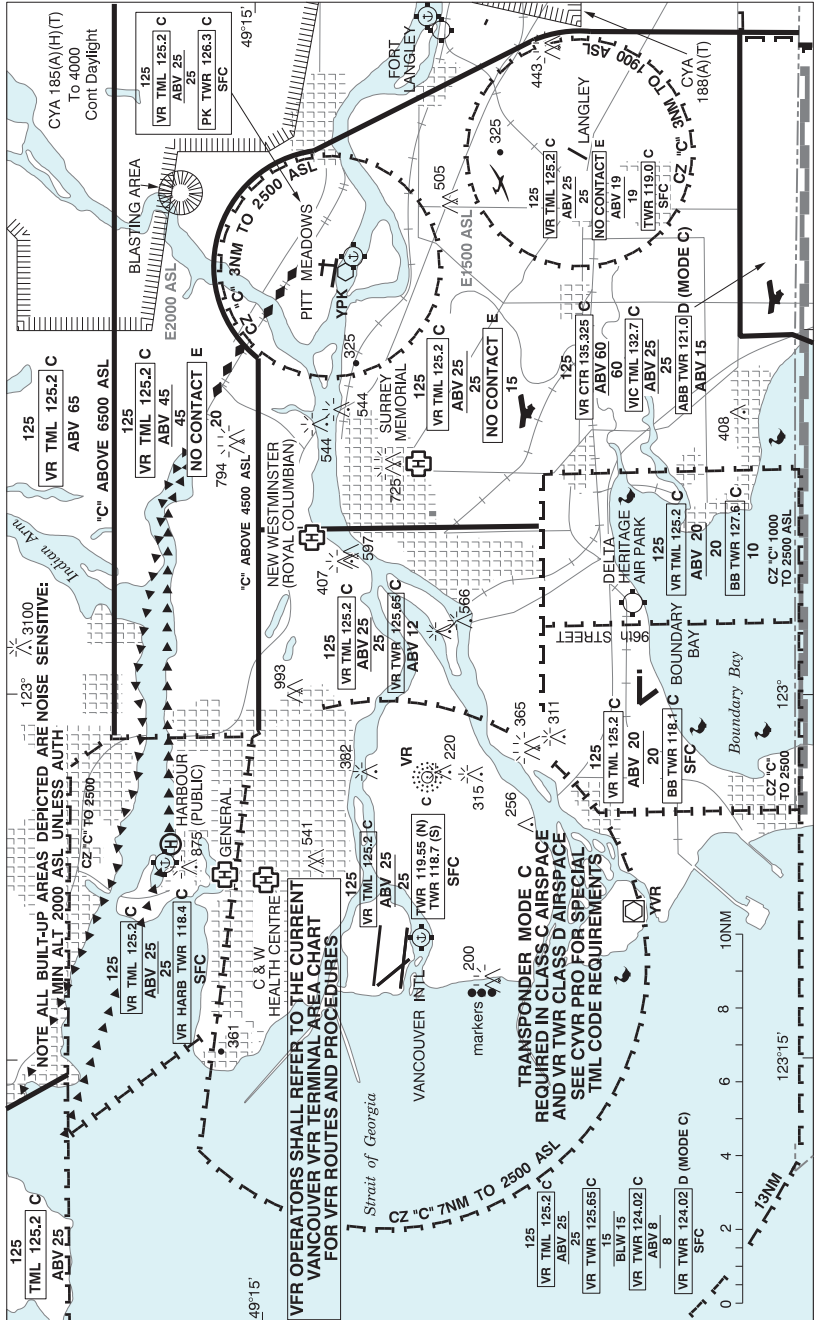
Tel: 604-207-7022, Fax 604-276-6099 (H24)

IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

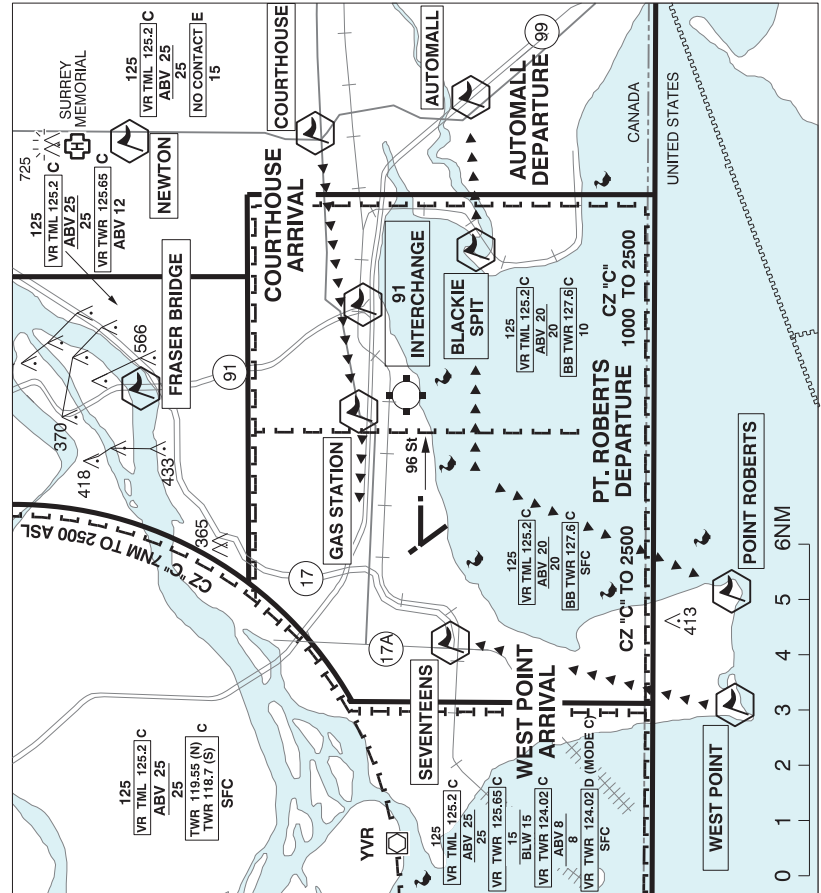
CAUTION

Oct-Apr Migratory birds in vic of aprt; resident Snow Goose population, Significant hazard at and BLW 400 AGL W of the thld of Rwy 08R and Rwy 08L out to 1.9NM.
ALL JET ACFT: Light acft susceptible to jetblast when turning fr Twy F on to Twy C.
Frequent VFR float acft activity on river S side of aprt.

VANCOUVER VFR TERMINAL PROCEDURES CHART



VANCOUVER/BOUNDARY BAY VFR TERMINAL PROCEDURES CHARTS RWY 07&13



**VANCOUVER / BOUNDARY BAY
RUNWAY 07/13 ARR/DEP**

ATIS	TWR		GND
	OUTER	INNER	
125.5	127.6	118.1	124.3
VR TML ABV 2000 ASL 125.2			
O/T TFC 118.1 (MF TO 2000 CZ IRREGULAR)			

**PROCEDURE NOT AUTH OUTSIDE TWR
HRS OF OPS AND CAR PART 7 OPS AT
NIGHT.**

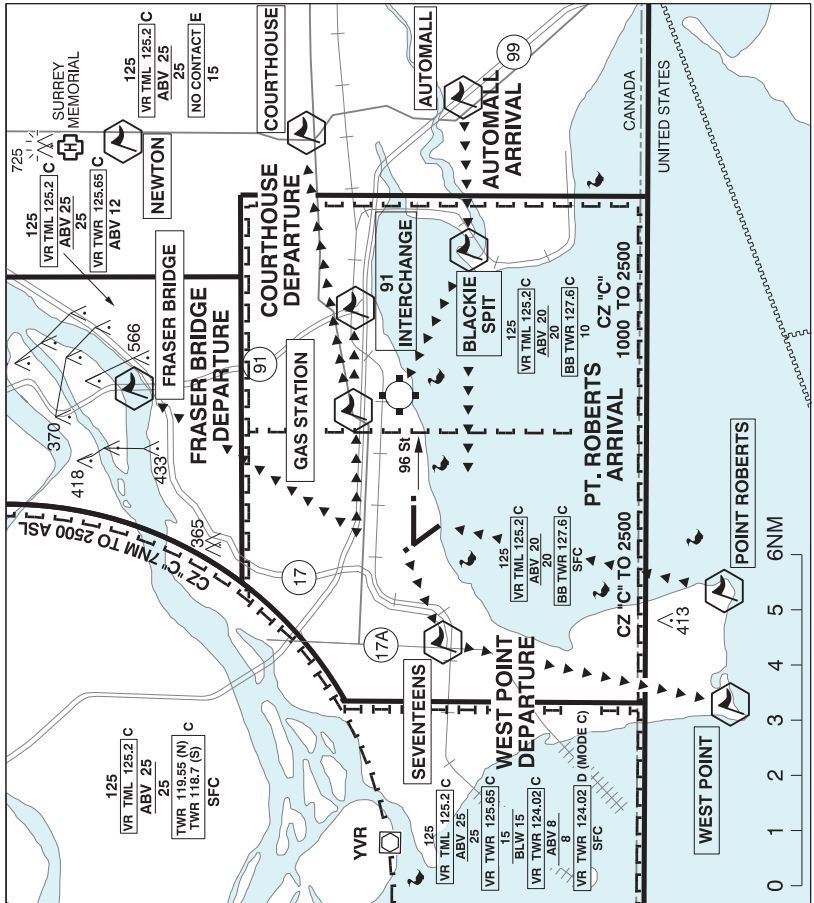
COURTHOUSE ARR
Report inbound over **COURTHOUSE** on 127.6
Track inbound over HWY 10. Cross abeam
91 INTERCHANGE at or below **1500'**. Not
below **1000'** until West of **GAS STATION**.

AUTOMALL DEP
Through **800'** contact 127.6. Cross abeam
96 St 1000' or above. Cross **BLACKIE SPIT**
above **1500'**. Continue direct **AUTOMALL**.

WEST POINT ARR
Report inbound over **WEST POINT** on 127.6.
Cross border **2000'** or below. Cross
SEVENTEENS at **1000'** or above. Remain
over land.

POINT ROBERTS DEP
Through **800'** contact 127.6. Remain over
water direct to **POINT ROBERTS**. Not above
2000' unless approved.
All circuits **800 ASL**.

VANCOUVER/BOUNDARY BAY VFR TERMINAL PROCEDURES CHARTS RWY 25&31



VANCOUVER / BOUNDARY BAY RUNWAY 25/31 ARR/DEP

ATIS	TWR		GND
	OUTER	INNER	
125.5	127.6	118.1	124.3
VR TML ABV 2000 ASL 125.2			
O/T TFC 118.1 (MF TO 2000 CZ IRREGULAR)			

PROCEDURE NOT AUTH OUTSIDE TWR HRS OF OPS AND CAR PART 7 OPS AT NIGHT.

COURTHOUSE DEP
Through 800' contact 127.6. Track outbound over HWY 10. Cross abeam 91 INTERCHANGE at 1500' or above. Continue to COURTHOUSE.

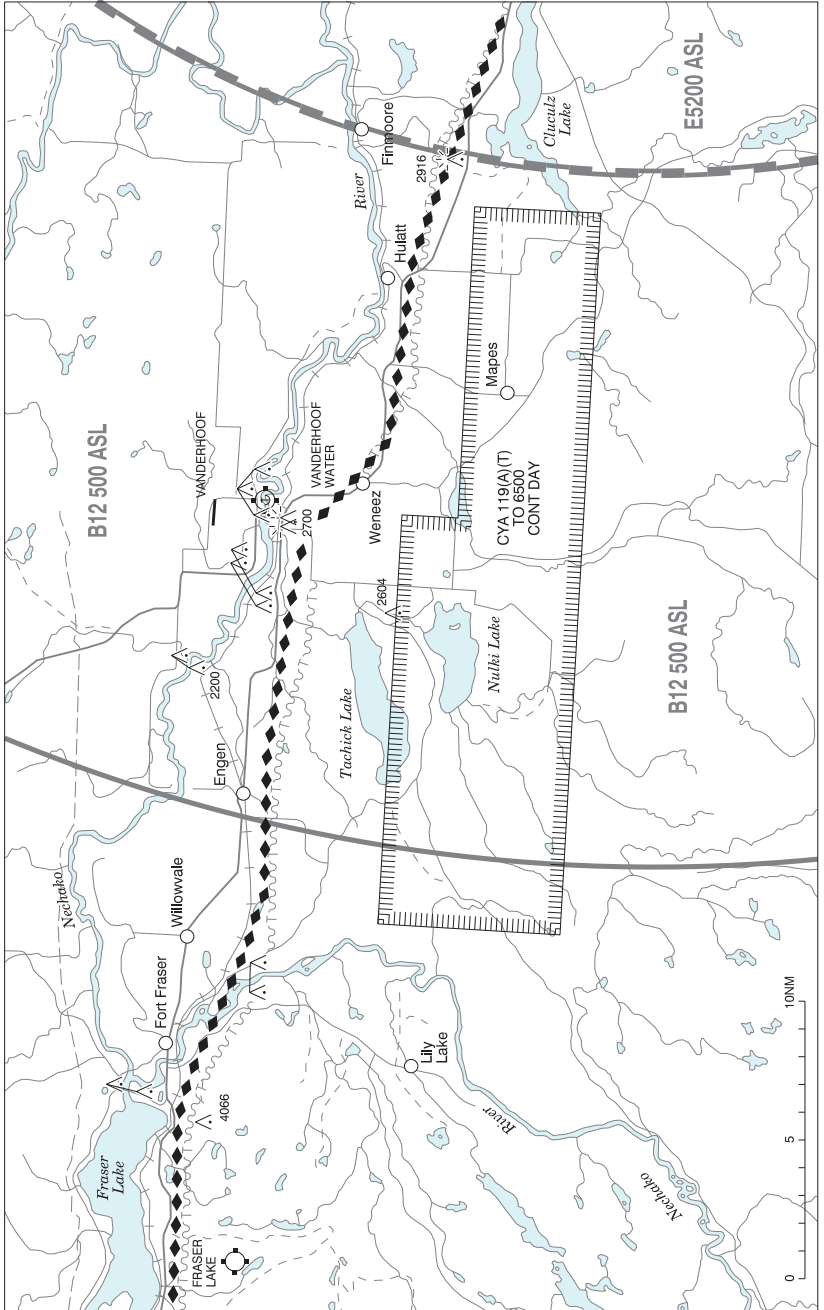
FRASER BRIDGE DEP
Through 800' contact 127.6. On Departure Right turn direct FRASER BRIDGE. Not above 1200'.

AUTOMALL ARR
Report Inbound over AUTOMALL on 127.6. Cross BLACKIE SPIT 1500' or below. Cross abeam 96 St 1000' or above.

WEST POINT DEP
Through 800' contact 127.6 Cross SEVENTEENS above 1000' remain over land fly direct to WEST POINT. Not above 2000'.

POINT ROBERTS ARR
Report Inbound over POINT ROBERTS on 127.6. Cross border 2000' or below. Remain over water. All circuits 800 ASL.

VANDERHOOF VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

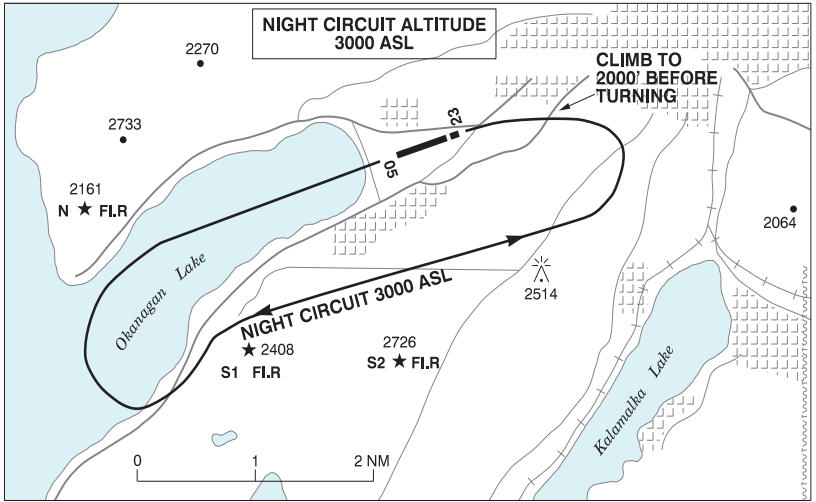
AERODROME / FACILITY DIRECTORY

VANDERHOOF BC

CAU4

REF	N54 02 48 W124 00 40 1.3N 18°E (2014) UTC-8(7) Elev 2229' A5014 LO1 HI3 CAP RCAP	
OPR	District 250-567-4711 1530-2430Z† O/T 250-567-0679 Reg	
PF	B-1 C-2,3,4,5,6	
FLT PLN		
 FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
 WX	AUTO 250-567-4494 (see COMM)	
SERVICES		
 FUEL	100LL, MOGAS, JA-1 Guardian Aerospace 250-567-2655 15-24Z† O/T 250-570-2670/2671 PN for float planes; BID Group of Companies (Cardlock) 250-567-0955 or 250-981-2688	
 OIL	15/50, 80, 100	
 S	1,2,3,4,5,6,7	
RWY DATA	Rwy 07(072°)/25(252°) 5019x75 ASPH Thld 25 displ 223'. Rwy 03(037°)/21(217°) 4496x180 GRASS/GRVL. Rwy 16(162°)/34(342°) 3331x180 GRASS/GRVL.	
 RCR	Opr Ltd win maint.	
LIGHTING	07-AO(TE ME) P2, 25-(TE ME) P2 ARCAL-122.8 type K	
COMM		
 ATF	tfc 122.8 5NM 5200 ASL	
 AUTO	122.55	
CAUTION	Migratory bird route	

VERNON VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE

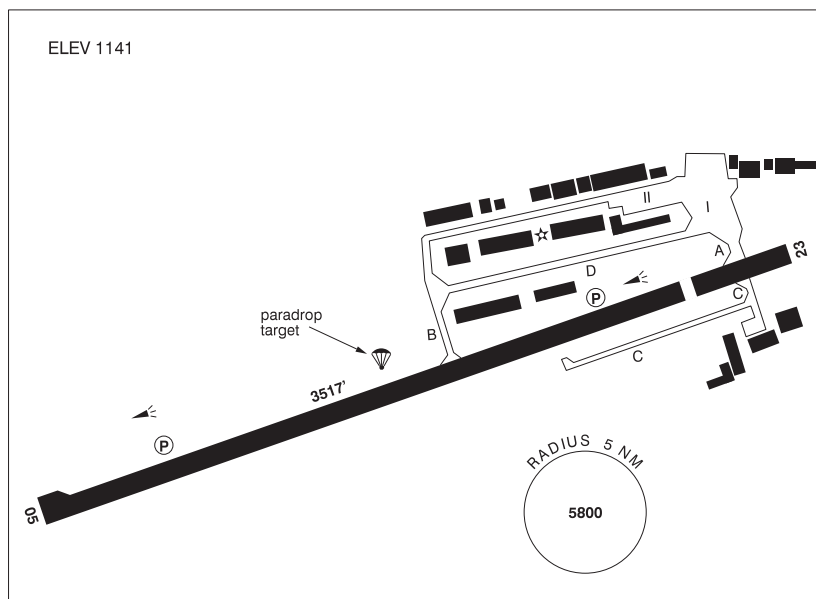


BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VERNON BC

CYVK



REF	N50 14 45 W119 19 54 1.8SW 16°E (2013) UTC-8(7) Elev 1141' A5005 LO2 CAP
OPR	Corp of the City of Vernon 250-545-3035 1530-2400Z† Mon-Fri Cert
PF	B-1 C-2,3,4,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	AUTO (see COMM) WxCam
SERVICES	
FUEL	100LL (Self Serve, Visa, Mastercard, debit), JA, SP, Jet A call out chg may be levied after hrs 250-309-CYVK (2985)
S	2,3,4,5
RWY DATA	Rwy 05(054°)/23(234°) 3517x75 ASPH Thld 23 displ 456' Rwy 23 down 0.31%
RWY CERT	Rwy 05/23 AGN II
TWY CERT	Twy C AGN I
TWY	Twy C day use only.
RCR	OPR 250-309-2985 Ltd win maint 16-24Z† Mon-Fri O/T chg may be levied.
LIGHTING	05-(TE ME) P1 3.5°, 23-(TE ME) P1 4° ARCAL-122.8 type K.
COMM	
MF	UNICOM ltd hrs O/T tfc 122.8 5NM 4100 ASL (CAR 602.98) Exc area within class "D" airspace.
AUTO	123.175
NAV	
NDB	6K 302 (M) N50 21 00 W119 15 36 Pvt

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

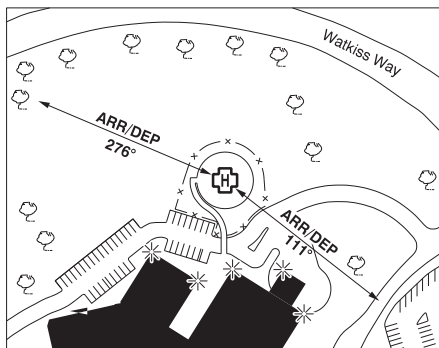
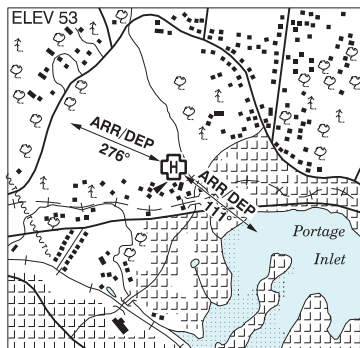
VERNON BC (Cont'd)

CYVK

RESTRICTIONS	OPERATING RESTRICTIONS 1. Pursuant to CARS 602.96(3)(D), not certified for ngt ops unless S2 beacon is oprg.
PRO	Day: Circuit hgt 2400 ASL. Night: Rgt hand circuits rwy 05 (CAR 602.96). Circuit hgt 3000 ASL . Heli follow fixed-wing circuit procedures.
CAUTION	Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Marked fence parallels & lies within 200' of centreline of apch to Rwy 05. Extv parajumping in area. Glider activity ocs1 to 12,500 ASL & ultra-light activity at A/D. Water A/D 0.5NM SW tfc at 1600 ASL. Daily radiosonde balloon launches fr N50 17 00 W119 16 00 (aprx 3.3NM NNE OF AD), with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z.

VICTORIA (GEN HOSP) BC (Heli)

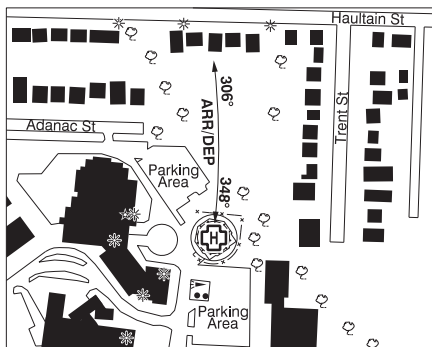
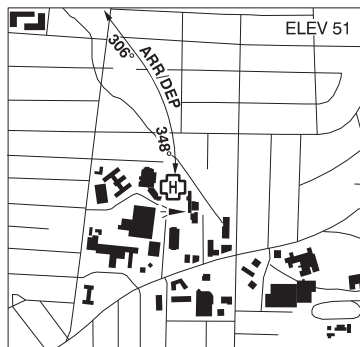
CBW7



REF	N48 28 05 W123 25 56 17°E (2012) UTC-8(7) Elev 53' VTA A5004
OPR	Vancouver Island Health Authority 250-370-8555 Cert NVIS OPS AUTH PPR
PF	A-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RW(ME) PN
COMM	
RADIO	Harbour rdo 122.2 (V) 1345-0530Z‡
RCO	Pacific rdo 125.85 (FISE) 126.7 (bcst)
ATIS	Victoria Harbour 120.0 14-05Z‡
MF/ATF	Harbour rdo 1345-0530Z‡ O/T Harbour tfc 122.2 5NM 2500 ASL within Victoria Harbour CZ (CAR 602.98)
PRO	Arr/dep 111° fr heli, slope 12% (H2), day/night use (CAR 602.96). Arr/dep 276° fr heli, slope 16% (H2), NVIS rqrd for night use (CAR 602.96).

VICTORIA (ROYAL JUBILEE HOSP) BC (Heli)

CBK8



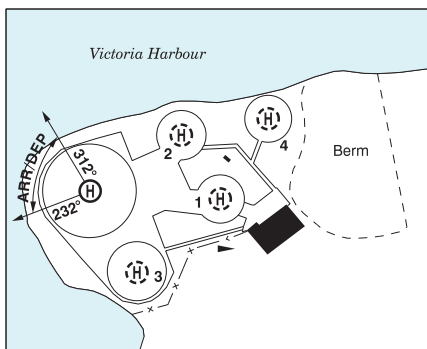
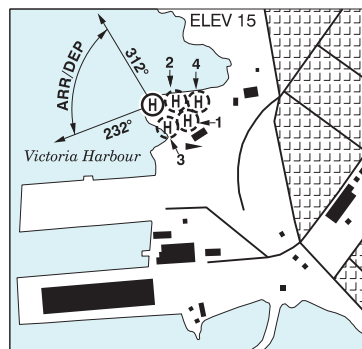
REF	N48 26 03 W123 19 31 1S 17°E (2014) UTC-8(7) Elev 51' VTA A5004
OPR	Vancouver Island Health Authority 250-370-8555 Cert PPR
PF	A-1,2,4 C-3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH/CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96).
RCR	Opr
LIGHTING	DR(LO) RW(LO) Green PN
COMM	
RADIO	Harbour rdo 122.2 (V) 1345-0530Z‡
RCO	Pacific rdo 125.85 (FISE) 126.7 (bcst)
ATIS	Victoria Harbour 120.0 14-05Z‡
MF/ATF	Harbour rdo 1345-0530Z‡ O/T Harbour tfc 122.2 5NM 2500 ASL within Victoria Harbour CZ (CAR 602.98)
A/G	Ambulance dispatch 130.275
PRO	Arr/dep curved flt path 348° to 306° fr heli, slope 12% (H2) day/night use (CAR 602.96).
CAUTION	Powerline and poles aprx 558' N of heli, marked with obst lgt and marker balls; trees and hosp bldg W of flt path; oxygen tanks aprx 150' S of heli.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VICTORIA HARBOUR (CAMEL POINT) BC (Heli)

CBF7



REF	N48 25 05 W123 23 17 Adj 17°E (2013) UTC-8(7) Elev 15' VTA A5004 CAP
OPR	Pacific Heliport Services 250-386-7676 Cert Ldg fees PPR (see Restriction 1 in PRO).
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng fits PPR ctc 604-586-4592 or 800-668-1333.
SERVICES	1430-0330Z† Mon-Fri, 1500-0215Z‡ Sat-Sun & hol(s) exc clsd Dec 25 & Jan 1
FUEL	JA-1 (FSII avbl)
S	4
HELI DATA	FATO/TLOF 112' dia CONC/ASPH Safety Area 149' dia 20,500 lbs Max heli overall length 73' Parking Pad 1: 53' dia CONC/ASPH 15,400 lbs Parking Pad 2: 53' dia CONC/ASPH 15,400 lbs Parking Pad 3: 73' dia CONC/ASPH 20,500 lbs Parking Pad 4: 53' dia ASPH. 15,400 lbs. Day use tkof/lgd, hover, taxi & prkg only. Ngt use parking only (CAR 602.96).
APRON	Prkg fees; ctc opr
RCR	Opr
LIGHTING	RW(LO) green LED

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VICTORIA HARBOUR (CAMEL POINT) BC (Heli) (Cont'd)

CBF7

COMM	
RADIO	Harbour rdo 122.2 (V) 1345-0530Z† (emerg only 250-953-1500)
RCO	Pacific rdo 125.85 (FISE)
ATIS	Victoria Harbour 120.0 14-05Z†
MF/ATF	Harbour rdo 1345-0530Z† O/T Harbour tfc 122.2 5NM 2500 ASL within Victoria Harbour CZ (CAR 602.98)
ARR	Victoria Tml 125.95
DEP	Victoria Tml 125.95
PRO	<p>Arr/dep 232° to 312° fr heli, slope 8% (H3) (see Victoria Harbour VTPC). Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia. Pads 3 & 4 preferred for itinerant use. Pads 1 & 2 used for scheduled service. Restrictions: 1. Pursuant to CAR 602.96(3)(d), prior permission required from Victoria Harbour (Camel Point) Heliport Manager 250-386-7676, 604-688-4646 or 604-273-4688. 2. Pursuant to CAR 602.96(3)(d), unless otherwise auth by Heli mgr, tkofs or lds outside of normal staffed hours of operation are not permitted.</p>

BRITISH COLUMBIA

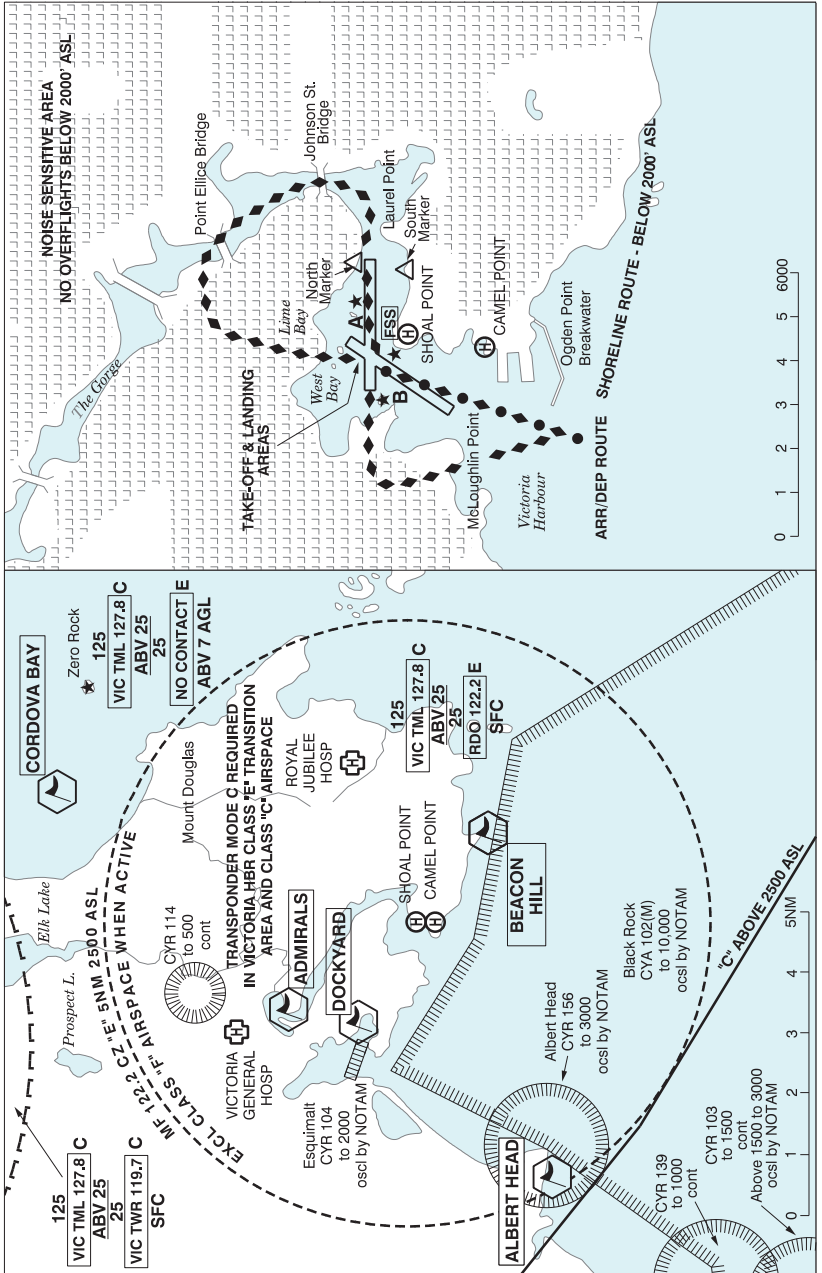
AERODROME / FACILITY DIRECTORY

VICTORIA HARBOUR (SHOAL POINT) BC (Heli)

CBZ7

REF	N48 25 23 W123 23 15 Adj 17°E (2014) UTC-8(7) Elev 10' VTA A5004
OPR	Canadian Coast Guard 250-480-2600 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO 113' x 113' CONC TLOF 84' x 84' CONC Safety Area 150' x 150'
RCR	Opr
COMM	
RADIO	Harbour rdo 122.2 (V) 1345-0530Z‡ (emerg only 250-953-1500)
RCO	Pacific rdo 125.85 (FISE)
ATIS	Victoria Harbour 120.0 14-05Z‡
MF/ATF	Harbour rdo 1345-0530Z‡ O/T Harbour tfc 122.2 5NM 2500 ASL within Victoria Harbour CZ (CAR 602.98)
A/G	Canadian Coast Guard Shoal Point Ch 82 157.125 FM
PRO	Arr/dep over water (see Victoria Harbour VTPC). Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia.

VICTORIA HARBOUR VFR TERMINAL PROCEDURES CHART

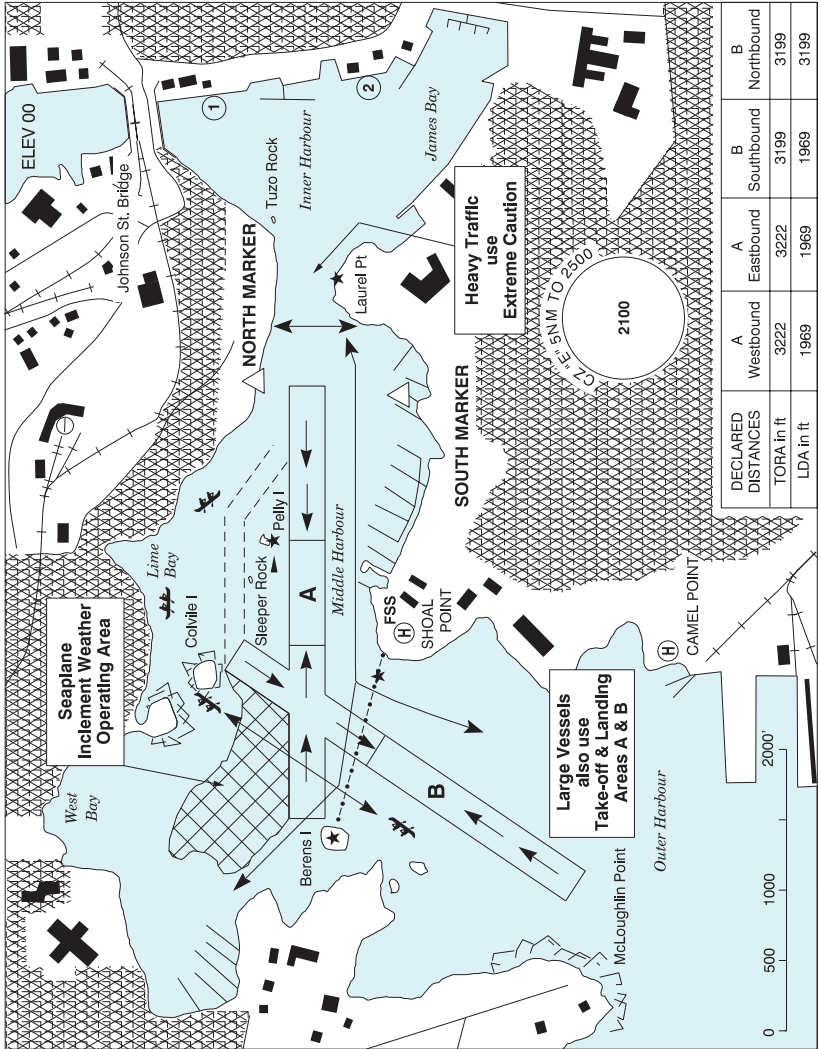


VICTORIA HARBOUR VFR TERMINAL PROCEDURES CHART

NAME	IDENT	LAT/LONG
ADMIRALS	VCADM	N48° 27' 30" W123° 25' 13"
ALBERT HEAD	VCAHD	N48° 23' 01" W123° 29' 07"
BEACON HILL	VCBKN	N48° 24' 16" W123° 21' 09"
CORDOVA BAY	VCCOR	N48° 31' 12" W123° 20' 36"
DOCKYARD	VCDKY	N48° 26' 14" W123° 26' 10"

VICTORIA HARBOUR BC (water aerodrome)

CYW4



DECLARED DISTANCES		A	A	B	B
		Westbound	Eastbound	Southbound	Northbound
TORA in ft		3222	3222	3199	3199
LDA in ft		1969	1969	1969	3199

LEGEND

NOISE SENSITIVE AREA, AVOID OVERFLIGHT BELOW 2000 FT

Pelly I. Taxiway Area

Middle / Outer Harbour Boundary

Seaplane docks:

① Hyack Dock

② Victoria Harbour Airport

Kayak/Scull/Canoe

Flashing white strobe light (See note in PRO)

Red & white checkerboard marker

Small vessel transit route (bi-directional)

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VICTORIA HARBOUR BC (water aerodrome) (Cont'd)

CYWH

REF	N48 25 22 W123 23 15 Adj S 17°E (2012) UTC-8(7) Elev 00' VTA A5004
OPR	TC 250-363-3578 or 250-380-8177 Cert PPR (see restriction 1 in PRO)
PF	C-1,2,3,4,5,6
CUST	AOE/15 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 14-05Z± O/T LWIS TAF 15-05Z±, issue times: 1515, 18, 00Z (DT 1415, 21Z)
SERVICES	For svcs use Victoria aprt seaplane base 14NM N.
S	5
A/D DATA	Tidal range 8', current 2 kt. Tkof & Ldg Area A: Brg 073°/253° 3222x197 Thld displ 1253' both ends. Tkof & Ldg Area B: Brg 017°/197° 3199x197 Thld displ 1230' N end.
COMM	
RADIO	Harbour rdo 122.2 (V) 1345-0530Z± (emerg only 250-953-1500)
RCO	Pacific rdo 125.85 (FISE)
ATIS	120.0 1-877-517-2847 14-05Z±
MF/ATF	Harbour rdo 1345-0530Z± O/T tfc 122.2 5NM 2500 ASL (CAR 602.98)
NAV	
VOR/DME	VICTORIA YYJ 113.7 Ch 84 N48 43 37 W123 29 04 (1997')

VICTORIA HARBOUR BC (water aerodrome) (Cont'd)

CYWH

PRO

GENERAL: (Refer to VTPC and Aerodrome Sketch)

All of the following procedures limitations, and restrictions comprise the aviation components of the Port of Victoria Traffic Scheme (PVTS). All surface vessels operate with reference to the marine components of the PVTS. Considerations for noise abatement are found in procedure items 2, 3, 4, 6 and 7 and in restriction 4.

1. All arr/dep will be via the harbour entrance or the Gorge as depicted on VTPC. Aircraft call rdo 122.2 at 10NM out (fr the N report at Mount Doug), advs acft type, alt & intentions. Report on base leg for the harbour at Beacon Hill or Dock Yard. Ldg westbound, report over the Admirals. FSS will activate the strobes advising mariners of arr/dep acft.
2. No acft shall overfly the city of Victoria at alt below 2000' exc in transition for tkof & ldg.
3. Acft arr/dep via the Shoreline Route shall remain a horizontal distance of at least 2000' off shore.
4. Tkofs shall commence at the threshold of Tkof & Ldg Areas A & B. Wind, water and load conds permitting, pilots are to use Area B southbound as the primary tkof area. Pilots should operate landing/pulsating lgts immediately prior to tkof.
5. During strong south-easterly winds, south-eastbound tkofs are authorized within the Inclement Weather Operating Area. Commence tkof in West Bay and remain west of the Small Vessel Transit Route at Shoal Point. (See CAUTION).
6. Wind, water & load conds permitting, pilots are encouraged to land northbound in Area B or eastbound in Area A & plan ldg to avoid the use of reverse thrust.
7. Acft ldg in Area A westbound, cross Johnston St. Bridge at 500' or above and, commensurate with safety, remain east of Tuzo Rock crossing between Laurel Point and Songhees Point on final at the highest possible altitude for stabilized descent and landing.
8. a) Taxiing acft are vessels and must comply with both the Marine Collision Regulations and 'Right of Way-Aircraft Manoeuvring on Water'. CAR 602.20.
b) Taxiing acft should leave the tkof & ldg areas if required to avoid conflict with other acft or large vessels.
9. For Hyack Dock space: GVHA 250-383-8326/8300

RESTRICTIONS:

1. Pursuant to CAR 602.96(3)(d), PPR reqd from Harbour Airport Manager 250-363-3578, 250-380-8177.
2. Pursuant to CAR 602.96(3)(d), step taxiing not auth. Inner/Middle Harbour max taxi speed 5 kt. Outer Harbour max taxi speed 7 kt.
3. Pursuant to CAR 602.96(3)(d), acft shall maintain a distance of at least 50 m (165') from surface vessels during tkof or ldg. For the purpose of this restriction take off means "from the start of the take off slide to an altitude of 150' ASL", landing means "descent from an altitude of 150' ASL to touchdown and off the step".
4. Pursuant to CAR 602.96(3)(d), unless otherwise authorized by Airport Manager, no floatplane tkofs or lgds before 0700 lcl.
5. Pursuant to CAR 602.96(3)(d), Twy area not auth when tide is below the bottom of the white horizontal tide markers (located on base of Pelly I. and Tuzo Rk marine lights).
6. Pursuant to CAR 602.96(3)(d), westbound tkofs and landings in tkof & ldg area A shall not commence until west of a line joining the N and S markers.
7. Pursuant to CAR 602.96(3)(d), eastbound landings in tkof & ldg area A shall be completed and acft at or below 5 kt before crossing east of a line joining the N and S markers.
8. Pursuant to CAR 602.96(3)(d), no Ab Initio or acft training

BRITISH COLUMBIA

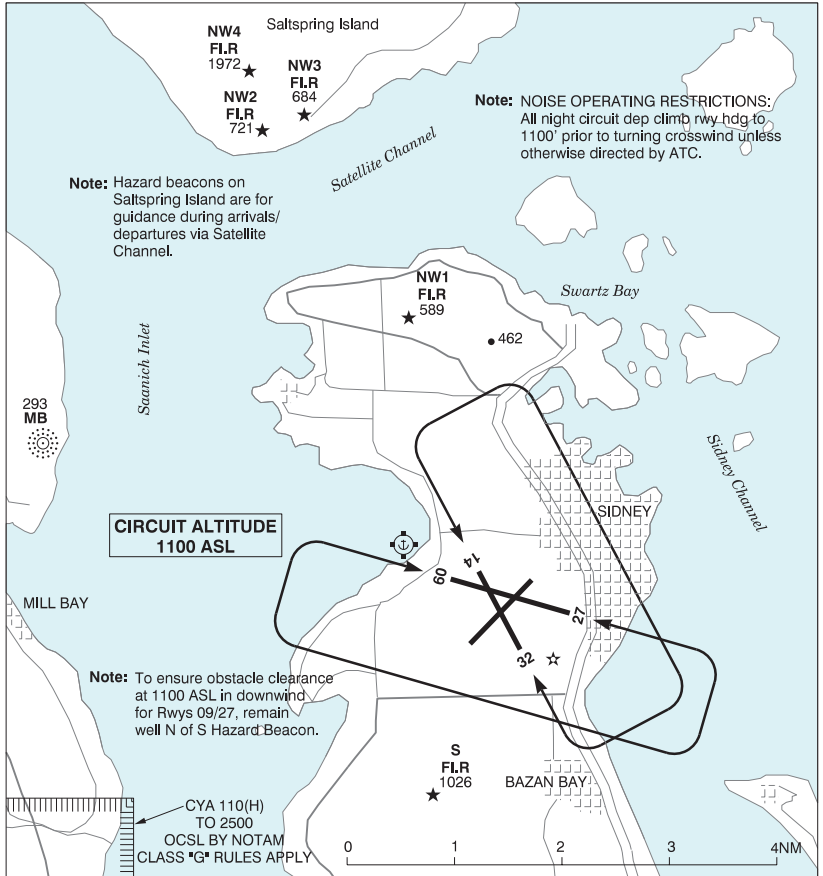
AERODROME / FACILITY DIRECTORY

VICTORIA HARBOUR BC (water aerodrome) (Cont'd)

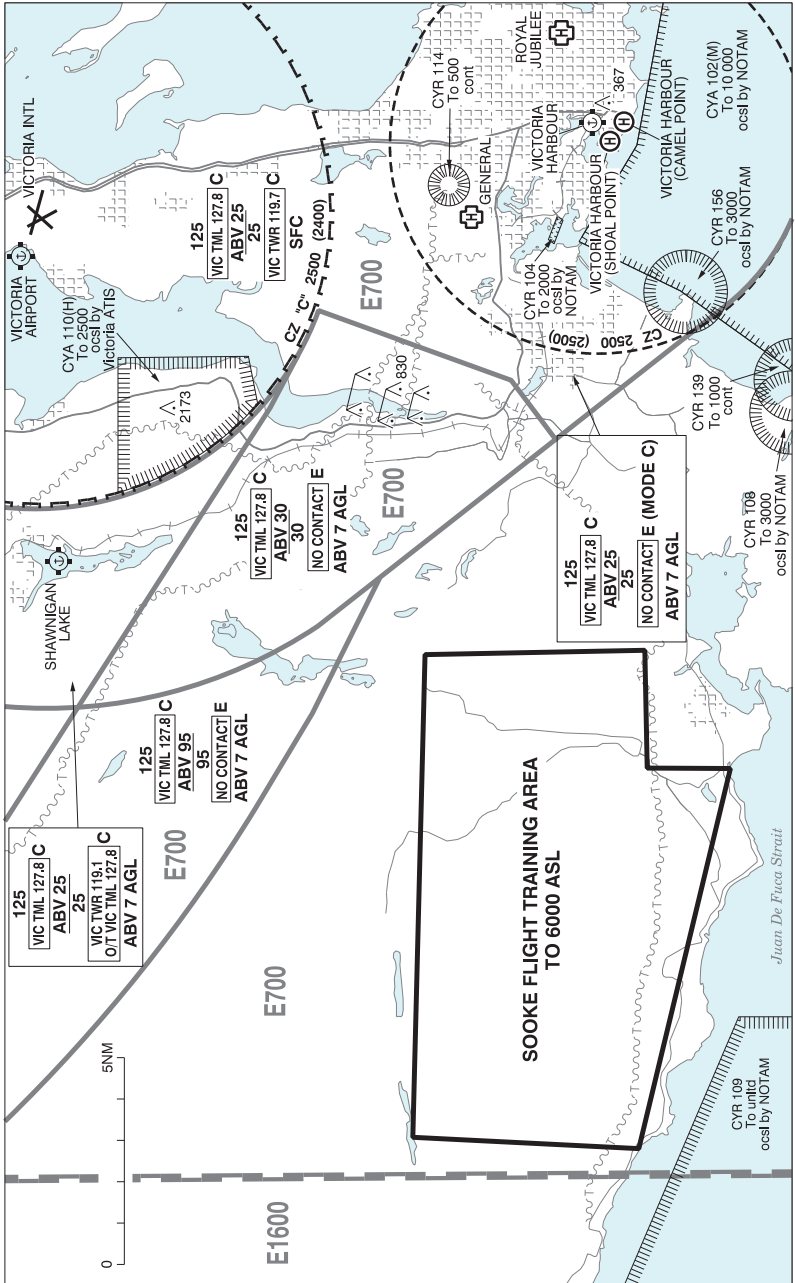
CYWH

PRO (Cont'd)	<p>ATS REQUIREMENTS:</p> <p>All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.</p> <ul style="list-style-type: none"> - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 125.85 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows or call Kamloops FIC at 866-541-4101 or PAC RDO 125.85. -All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 125.85 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.
CAUTION	<p>Extv heli activity vic of Camel Point. Helicopter/floatplane IFR approaches S of Beacon Hill. Extv marine tfc including ferries, barges, water taxis, pleasure craft & kayaks. Shallow areas may restrict use of the "seaplane inclement weather operation area", pilots should consult tide tables to ensure that a min depth of 1.8 meters of water is avbl prior to using this area. Bldg spire 274 ASL 0.6NM E of area A. Industrial area N of Johnson St bridge, crane activity ocsl to hgt of bridge.</p>

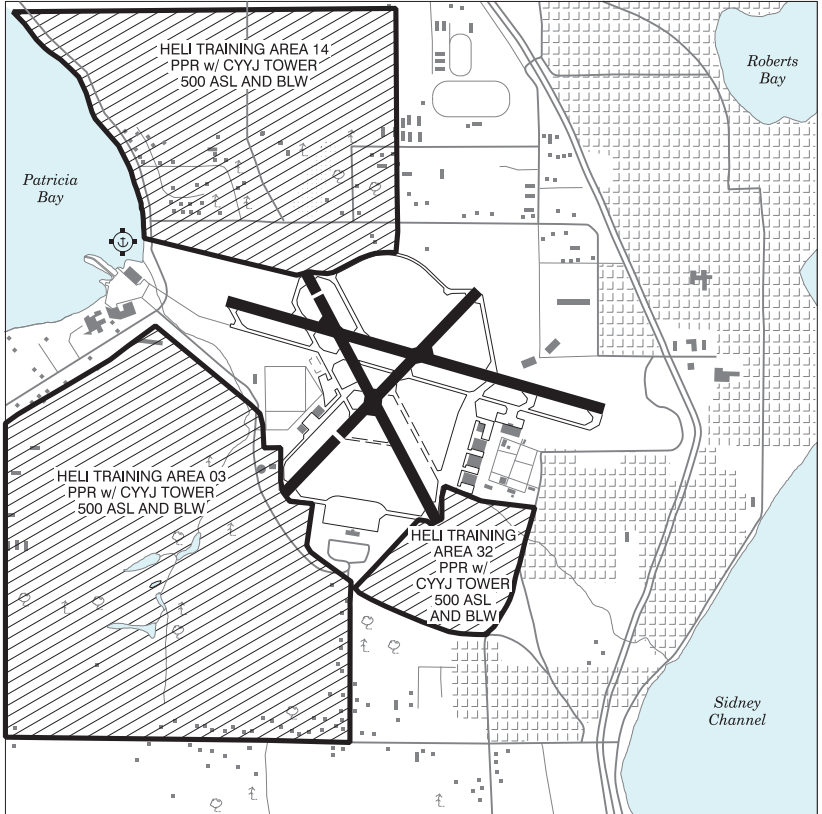
VICTORIA INTL VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURES



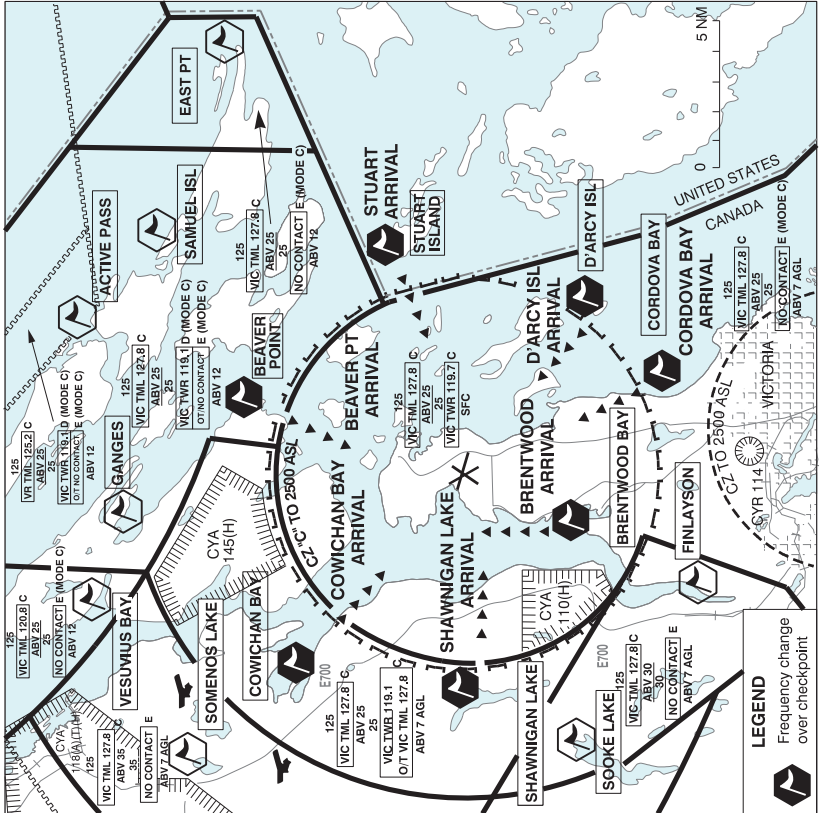
VICTORIA INTL VFR TERMINAL PROCEDURES CHART - SOOKE TRAINING AREA



VICTORIA INTL VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



VICTORIA INTL VFR TERMINAL PROCEDURES CHARTS



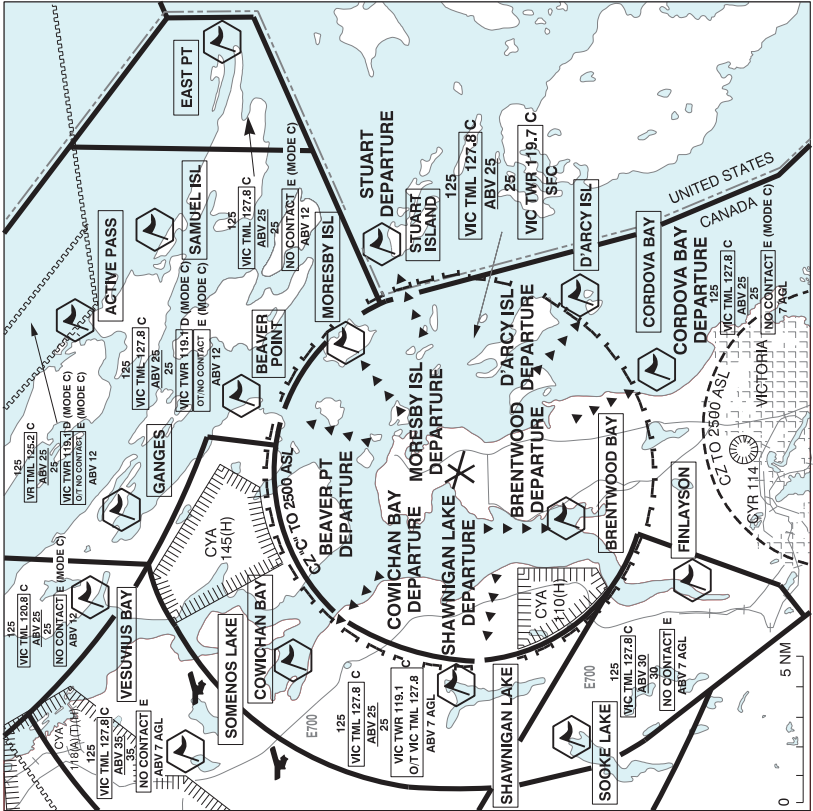
VICTORIA ARRIVALS

TML	ATIS	TWR		GND
		OUTER	INNER	
127.8	O/T AUTO 118.8	119.1	119.7	121.9
O/T Kamloops rdo 119.7 (7NM)				

PROCEDURES:

- Initial contact 119.1.
- Fly the assigned arrival route.
- **Maintain 2000' until cleared lower or turning final.**
- Contact 119.7 at the arrival point for landing instructions.
- If unable contact on 119.7 at the arrival point, maintain 2000' and proceed to final approach.

VICTORIA INTL VFR TERMINAL PROCEDURES CHARTS (Cont'd)



VICTORIA DEPARTURES

● ATIS	● CLNC DEL	● GND	● TWR		TML
			INNER	OUTER	
O/T	126.4	121.9	119.7	119.1	127.8
AUTO 118.8	O/T Kamloops rdo 119.7 (7NM)				

PROCEDURES:

- Fly direct to assigned departure point.
- Contact Outer Twr (119.1) leaving 1000'.
- **Maintain 1500' until cleared higher** by Outer Twr.

BRITISH COLUMBIA

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VICTORIA INTL VFR TERMINAL PROCEDURES CHARTS (Cont'd)

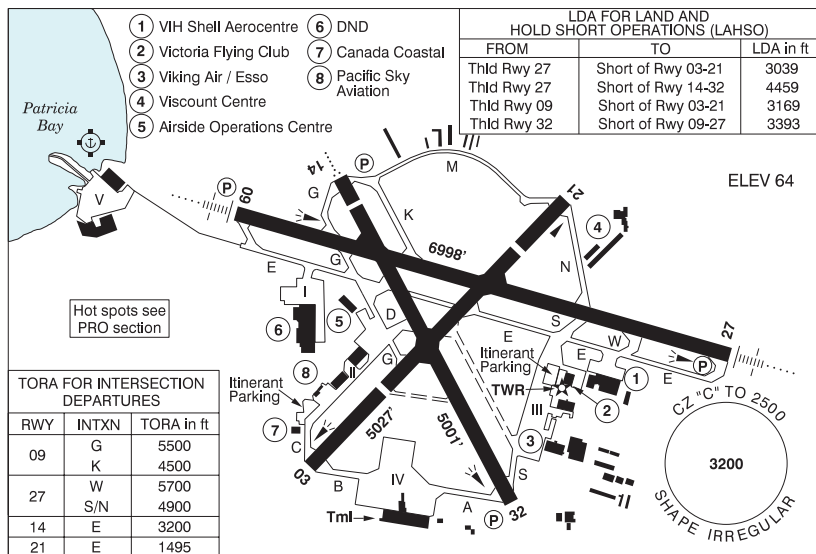
NAME	IDENT	LAT/LONG
ACTIVE PASS	VCACT	N48° 52' 24" W123° 18' 18"
BEAVER POINT	VCBVR	N48° 46' 18" W123° 22' 18"
BRENTWOOD BAY	VCBWB	N48° 34' 48" W123° 29' 12"
CORDOVA BAY	VCCOR	N48° 31' 12" W123° 20' 36"
COWICHAN BAY	VCCOW	N48° 44' 30" W123° 36' 18"
D'ARCY ISLAND	VCDRC	N48° 34' 00" W123° 16' 42"
EAST POINT	VCEST	N48° 47' 00" W123° 02' 48"
FINLAYSON	VCFNL	N48° 30' 24" W123° 31' 54"
GANGES	VCGAN	N48° 50' 30" W123° 27' 54"
MORESBY ISLAND	VCMOR	N48° 42' 42" W123° 18' 00"
SAMUEL ISLAND	VCSAM	N48° 49' 30" W123° 12' 54"
SHAWNIGAN LAKE	VCSHW	N48° 38' 30" W123° 38' 30"
SOMENOS LAKE	VCSOM	N48° 48' 12" W123° 42' 18"
SOOKE LAKE	VCSOO	N48° 34' 24" W123° 40' 54"
STUART ISLAND	VCSRT	N48° 41' 12" W123° 13' 54"
VESUVIUS BAY	VCVES	N48° 52' 00" W123° 33' 24"

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VICTORIA INTL BC

CYYJ



REF	N48 38 50 W123 25 33 12NNW 17°E (2011) UTC-8(7) Elev 64' VTA A5004 LO2 HI3 T1 CAP
OPR	Victoria Intl Aprt Authority 250-953-7536 Ext 4 H24 Cert Ldg fees
PF	A-1,2,3,6 C-4,5
CUST	AOE/120 (450 with staged off loading) 888-226-7277
FLT PLN	<p>FIG Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>ACC Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng fits PPR ctc 604-586-4592 or 800-668-1333.</p> <p>WX METAR H24. AUTO (See COMM) TAF H24, issue times: 00, 06, 12, 18Z.</p>
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JB, F-34, JA-1 (FSII avbl), HPR
OIL	All
S	1,3
ARFF	DESIGNATED CAT 7 1330-0800Z±
SUP FL	D & A-ICE CANWEST 250-883-6864 15-03Z±, 250-882-4271 1200-2030Z± or AC OPS 250-656-0764
JASU	CE16
MIL ADV	Shell 122.85 24hrs PN 443 Sqn ramp, ctc ops 250-363-5443 ext 51164. No svc avbl 443 Sqn. Call AC Gnd Handling for tran svcs 250-656-1171/0764
PVT ADV	World Fuel/Viking Air 122.95 250-656-3231; Shell 122.85 250-655-8833 13-06Z± O/T call out chg; Victoria Flying Club 129.05 250-656-2833
MIL CON	Shell YYJ FBO Services Ltd. 250-655-8833

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VICTORIA INTL BC (Cont'd)

CYYJ

RWY DATA	Rwy 09(089°)/27(269°) 6998x200 grooved ASPH Rwy 03(027°)/21(207°) 5027x200 ASPH Thld 03 displ 1405' Thld 21 displ 886' Rwy 14(135°)/32(315°) 5001x200 grooved ASPH Thld 14 displ 427' Rwy 32 up 0.39%
RWY CERT	Rwy 09 RVR 1200(1/4sm)/Rwy 27 RVR 1200(1/4sm) AGN V Rwy 03/21 AGN IIIA Rwy 14/32 AGN IIIA
TWY CERT	Twy: C, N AGN IIIB Twy K AGN II Twy M AGN I
TWY APRON	Twy M rstd to 12,500 lbs; Twy C rstd to 50,000 lbs. Apron II rstd to 50,000 lbs. Apron IV restricted to scheduled commercial t/c only. Exceptions require prior approval of aprt operator.
RCR	Twr 250-655-2866 1330-0730Z± Apr 1-Oct 31, 1230-0730Z± Nov 1-Mar 31 CRFI, Rwy 03/21 restricted to max 65,000 lbs for tkof and ldg. No weight restriction for taxiing acft Rwy 03/21 S of Rwy 14/32. PLR/PCN
LIGHTING	03-(TE ME), 21-(TE ME), 09-AN(TE HI) P2, 27-AN(TE HI) P2, 14-AO(TE ME) P2 3.37°, 32-(TE ME) P2 3.37° PAPI limitation/restriction. PAPI Rwy 14 to be used only within 2NM of thld, PAPI Rwy 14 & PAPI Rwy 32 on all rwy lgt settings. ARCAL-119.7 type K 08-14Z± Dur hrs of twr closure, one ILS will remain on.
COMM	
RCO	Kamloops rdo 119.7 (RAAS) 08-14Z± Pacific rdo 122.375 (FISE) 126.7 (bcst)
ATIS	118.8 1-877-517-2847 14-08Z±
CLNC DEL	126.4 14-08Z±
GND	121.9 361.4 14-08Z± O/T IFR clnc prior to tkof ctc Kamloops rdo 119.7
TWR	119.7 inner 119.1 outer 239.6 (E) 14-08Z± (emerg only 250-655-2866)
MF	Kamloops rdo 119.7 08-14Z± 7NM 2500 ASL (CAR 602.98)
TML	127.8
ARR	125.45
DEP	125.95
MIL	443 Sqn-call Stinger ops 349.3
AUTO	118.8 08-14Z±
NAV	
NDB	ACTIVE PASS AP 378 (L) N48 52 26 W123 17 24 MILL BAY MB 293 (L) N48 40 15 W123 32 13
VOR/DME	YYJ 113.7 Ch 84 N48 43 37 W123 29 04 (1997°)
DME	IKH 108.7 Ch 24 N48 39 10 W123 26 08 (80')
ILS	IKH 108.7 (Rwy 09) RVR LOC reliable only within 10° either side of centreline; IYJ 109.95 (Rwy 27) RVR LOC reliable only within 10° either side of centreline.

VICTORIA INTL BC (Cont'd)

CYYJ

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.

VFR DEP/ARR ROUTES**DEPARTURES:**

Beaver Point, Brentwood, Cordova, Cowichan, D'arcy Island, Moresby Island, Shawnigan Lake, Stuart Island

ALL ROUTES - Obtain Transponder code (see below);
Ctc Clearance Delivery (126.4);
Fly direct to assigned departure point;
Ctc Outer Twr (119.1) leaving 1000'.
Maintain 1500' until cleared higher by Outer Twr;

ARRIVALS:

Beaver Point, Brentwood, Cordova, Cowichan, D'arcy Island, Shawnigan Lake, Stuart Island

ALL ROUTES - Obtain Transponder code (see below);
Ctc Outer Twr 119.1;
Fly assigned route;
Maintain 2000' until cleared lower by Inner Twr (or turning final);
Ctc Inner Twr (119.7) at arrival point for landing instructions.

ARR NOTES:

High performance VFR turboprop and jet t/c (in Victoria tml airspace) ldg CYYJ can expect radar vectors to 8NM final at or above 3000'; Beaver Point arrival restricted to 160kt or less in Victoria Twr airspace (2500' or blw).

OBTAINING A TRANSPONDER CODE:

All VFR aircraft arriving/departing/overflying Victoria Class C or D airspace require a transponder code, obtained by:

- Filing a VFR flight plan;
- Contacting Kamloops FIC at 866-541-4101;
- Contacting Pacific rdo on 122.375; or
- Contacting one of the following ATS units enroute: CYHC, CYCD, CYWH, CZBB, CYXX, CYNJ or CYPK.

PPR for non-transponder ops within Victoria Class C or D airspace, ctc 250-655-2869.

TAXI ROUTES FOR WIDEBODY ACFT:

Rwy 09 Dep: Twy B, Rwy 03/21, Twy G, Twy E.

Rwy 09 Arr: Twy E westbound, Twy S, Twy A.

Rwy 27 Dep: Twy A, Twy S, Twy E eastbound.

Rwy 27 Arr: Twy E, Twy G, Rwy 03/21, Twy B.

VICTORIA INTL BC (Cont'd)

CYYJ

PRO (Cont'd)	<p>DE-ICING GENERAL:</p> <ol style="list-style-type: none"> 1. De-icing at gates is not permitted without authorization from airport operator. 2. North de-icing pad access is controlled by DE-ICE CONTROL. ALL Aircraft must have an approved assignment time prior to pushback or taxi. 3. Assignment times will be provided to de-icing providers only and are provided at 20-minute intervals. De-icing provider contact information and times are detailed in the Services section. 4. ATC does not have oversight of de-icing assignments; all inquires must be directed to de-icing providers or Snow Desk when open (250-953-7595). If the Snow Desk is not open, all inquiries should be directed to de-icing providers or Airport Operations, Manager, Integrated Operations Centre. <p>SCHEDULED COMMERCIAL AIRCRAFT:</p> <ol style="list-style-type: none"> 1. De-icing assignments will be communicated to commercial aircraft via de-icing providers and individual company processes. 2. NO de-icing will occur until an assignment has been issued. <p>NON-SCHEDULED AIRCRAFT:</p> <ol style="list-style-type: none"> 1. Aircraft requiring an assignment shall contact a de-icing provider, who will request the assignment. 2. De-ice control will issue the assignment between scheduled commercial movements and notify the de-icing provider. The de-icing provider will provide the assignment to the aircraft. 3. If the non-scheduled aircraft misses their assignment, a new assignment must be obtained. 4. NO de-icing will occur until an assignment has been issued.
NOISE	<p>NOISE OPERATING RESTRICTIONS: All night circuit and VFR dep climb rwy hdg to 1100' prior to turning crosswind or to dep pt, unless otherwise directed by ATC. Consistent with limiting factors, all acft shall use Rwy 09/27 fr 04-15Z±. Limiting Factors: -Physical cond of sfc (dry, wet, icy); -Max effective crosswind component of 15kt; -Max effective tailwind component of 5kt; -Visual restrictions due to position of the sun. Local turbo-jet tng not permitted fr 06-15Z±.</p> <p>GENERAL: Night ops Rwy 03/21 not auth, except tkof Rwy 03. Rgt hand circuits Rwy 09, 21 & 32 (CAR 602.96)</p> <p>AIRSPACE: CAR Part VII opr must ensure routes flown at night meet minimum alt requirements for commercial ops.</p>
MIL	<p>Apron 1 DND - PPR req via 443 MH Sqn Ops: (250) 363-5443 ext. 51081. Transient aircraft to park on SW portion of apron. NW section of apron has max loading of 51/R/A. No taxiing permitted E of hangar.</p>
CAUTION	<p>Hwy crosses apch to Rwy 14. Aprx 750' fr thld mobile obst to 30' above thld elev. Only pilots familiar with local terrain should use this apch dur hrs of darkness. Hi terrain reduces operational length of Rwy 14 PAPI. Resident Canada Goose population significant hazard at or blw 400 AGL west of thld Rwy 09 out to 1.5 NM. Migratory birds in vic of aprt Oct-Apr.</p>

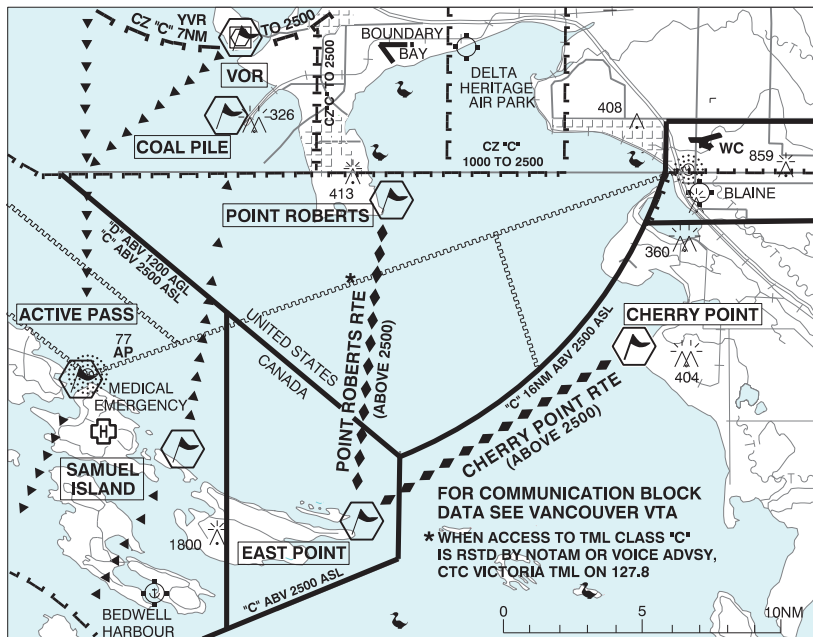
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

VICTORIA TERMINAL (emerg only 604-586-4500)

Abbotsford 132.7

VTPC FOR CROSSING THE SOUTHERN STRAIT OF GEORGIA ABOVE 2500 FT



NAME	IDENT	LAT/LONG
ACTIVE PASS	VCACT	N48° 52' 24" W123° 18' 18"
CHERRY POINT	VCCHY	N48° 53' 36" W122° 47' 24"
COAL PILE	VCPYL	N49° 01' 12" W123° 09' 36"
EAST POINT	VCEST	N48° 47' 00" W123° 02' 48"
POINT ROBERTS	VCPTT	N48° 58' 30" W123° 01' 30"
SAMUEL ISLAND	VCSAM	N48° 49' 30" W123° 12' 54"
VOR	VCVOR	N49° 04' 36" W123° 08' 54"

VTPC FOR CROSSING THE SOUTHERN STRAIT OF GEORGIA ABOVE 2500 FT (Cont'd)

1. Obtain discrete transponder code prior to departure directly from 866-541-4101 or PAC RDO 123.15 or 122.375.
2. Tfc departing all other locations in the Lower Mainland/southern Vancouver Island areas:
 - (a) Approaching Point Roberts or White Rock (south or westbound), select discrete transponder code. Ctc Vancouver Tml 125.2. Approaching East Point (north or eastbound) select discrete transponder code and ctc Victoria Tml 127.8
 - (b) Pilots will be assigned their choice of route from either: i) the eastern tip of Point Roberts to East Point, Saturna Island, or the reverse (Point Roberts Route), or ii) Cherry Point to East Point or the reverse (Cherry Point Route). Pilots may not be cleared immediately. Cleared route may include stepped climb instructions but will have a final altitude of at least 4,500 ft.
 - (c) ATC will to the extent possible, clear acft more direct rte to destn.

Note 1: Items a), b), and c) apply to flts arriving/departing CYVR at times when access to the Tml Class "C" Airspace (i.e. above 2500 ft) rstd by NOTAM or voice advsy.

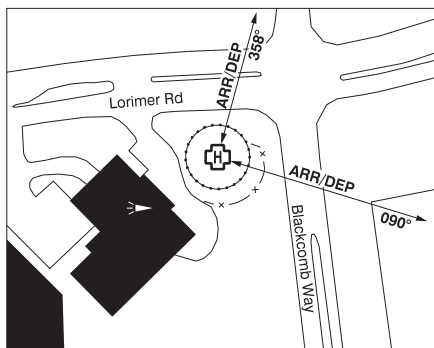
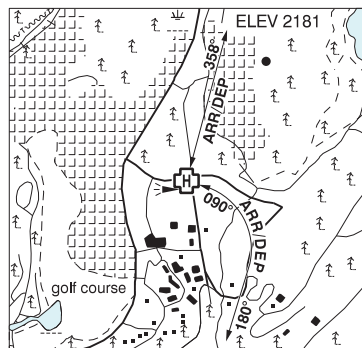
Pilots may still elect to cross the Strait of Georgia by remaining at or below 2500 ft and clear of the Tml Class "C" Airspace.

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

WHISTLER (HOSPITAL) BC (Heli)

CAW4



REF	N50 07 13 W122 57 17 17°E (2014) UTC-8(7) Elev 2181' A5004
OPR	Vancouver Coastal Health Authority 604-677-3672 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	
FIG	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 15-01Z (DT 13-01Z) (CWAE)
HELI DATA	FATO 86' dia non-supporting TLOF 69' dia CONC elevated Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
RCR	Opr
LIGHTING	RY(LO) ARCAL-122.8 type J
COMM	
ATF	tfc 122.7 5NM 5200 ASL
A/G	Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 358° fr heli, slope 28% (H1), day use only; arr/dep curved 090° thru 180° fr heli, slope 8% (H3), day/night use (CAR 602.96); ctc Opr prior to ldg for vehicle and pedestrian tfc ctl on Lorimer Road and Blackcomb Way. See VTPC for noise abatement routes.
CAUTION	Numerous marked 30' tfc & street lgts N heli. Steeper than normal apch rqrd. Aerial tramway 6066 to 6202 ASL btwn Whistler Mountain and Blackcomb Peak, within CYR172 (aprx 2.5NM SE A/D).

BRITISH COLUMBIA

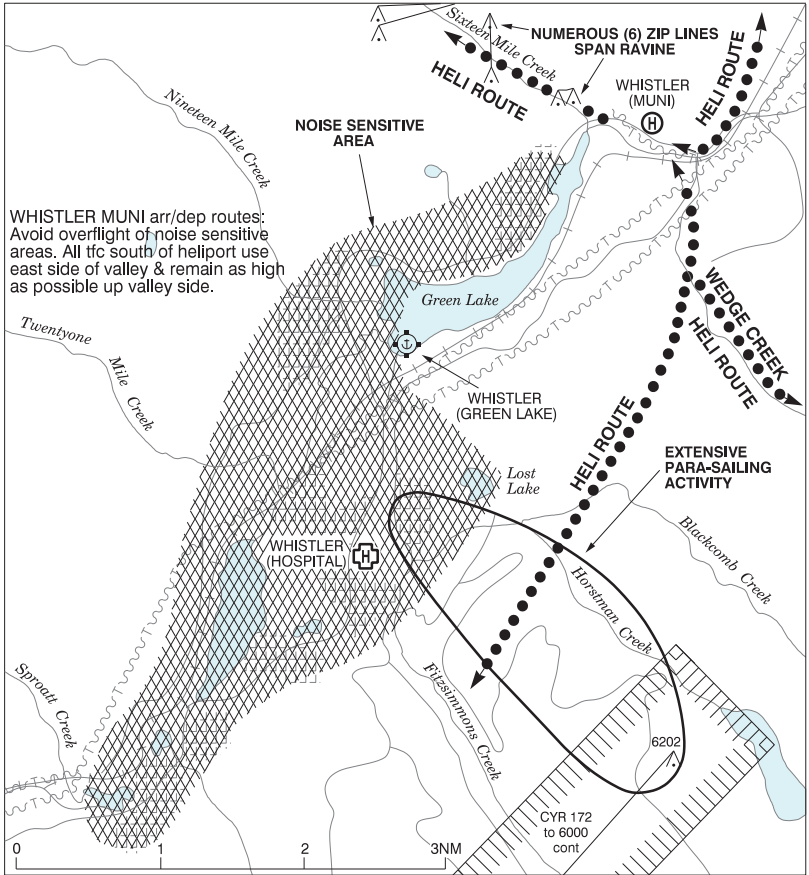
AERODROME / FACILITY DIRECTORY

WHISTLER (MUNICIPAL) BC (Heli)

CBE9

REF	N50 10 06 W122 54 17 3.7NNE 17°E (2014) UTC-8(7) Elev 2130' A5004	
OPR	Whistler Heliport Society 604-938-1700 Reg Ldg fees	
PF	D-1,2,3,4,5,6	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR 15-01Z (DT 13-01Z) 3.1S (CWAE) WxCam</p>	
SERVICES	Call out chg may be levied for one or more services. Ctc opr	
FUEL	JA 16-01Z‡	
S	4	
PVT ADV	Blackcomb Helicopters 123.05	
HELI DATA	FATO 100' x 100' ASPH TLOF 25' x 25' ASPH Safety Area 103' x 103' Max heli overall length 85'	
APRON	Itinerant parking: GRVL with 2 CONC parking pads	
RCR	Opr 1600-0130Z‡ Ltd win maint	
COMM		
ATF	tfc 122.7 5NM 5200 ASL	
PRO	See VTPC for noise abatement routes.	
CAUTION	Aerial tramway 6066 to 6206 ASL btwn Whistler Mountain and Blackcomb Peak, within CYR172 (aprx 5 NM S A/D). Multiple zip lines to 3684 ASL spanning Sixteen Mile Creek (aprx 0.7 to 2.1 NM W of heli).	

WHISTLER HELI VFR TERMINAL PROCEDURES CHART



BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

WHITE SADDLE RANCH BC (Heli)**CBD9**

REF	N51 44 W124 44 18°E (2014) UTC-8(7) Elev 2925' A5004
OPR	White Saddle Air Svcs 250-476-1182 Reg PPR
PF	A-1 B-2 C-5 D-4
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	PPR for all svcs, tel Opr
FUEL	JA
S	4,5
HELI DATA	100' x 100' GRASS/GRVL
RCR	No win maint
COMM	
ATF	tfc 122.8 5NM 5900 ASL

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

WILLIAMS LAKE (FRONTLINE HELICOPTERS) BC (Heli)**CFH2**

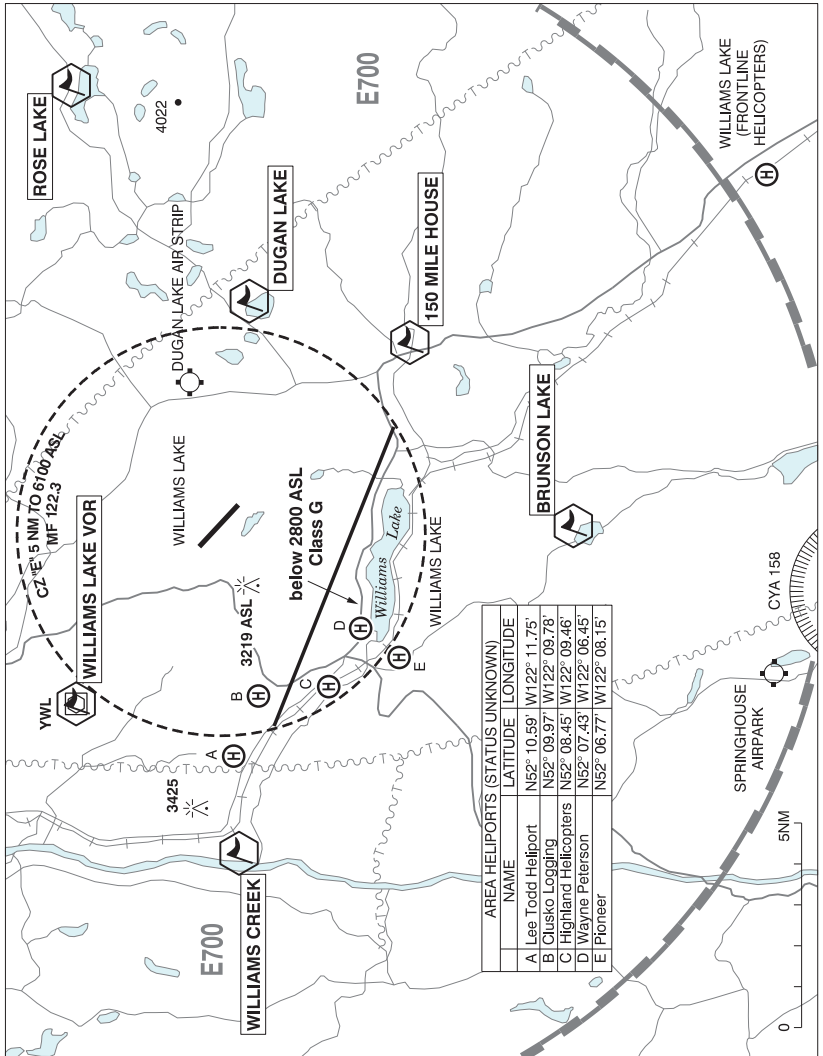
REF	N51 57 52 W121 48 45 15.9NW 17°E (2014) UTC-8(7) Elev 2679' A5004 A5014	
OPR	Frontline Helicopters 250-296-4408 Reg PPR	
PF	B-1 D-2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392	
SERVICES	FUEL JA OIL All S 1,2,3,4,5,6 PN	
HELI DATA	FATO/TLOF 20' x 20' CONC Safety Area 110' x 120'	
RCR	Opr Ltd win maint	
COMM	ATF tfc 123.2 5NM 5700 ASL	
PRO	Arr/dep 045°-135° fr heli NE thru SE, day use only. Avoid overflight built-up area 5NM north.	
CAUTION	VFR rte adj E of heli.	

WILLIAMS LAKE FSS – RCO

Quesnel 122.2 (RAAS) 14-06Z† (N52 58 W122 29)

Prince George 118.3 (RAAS) 07-14Z† (N53 52 W122 39)

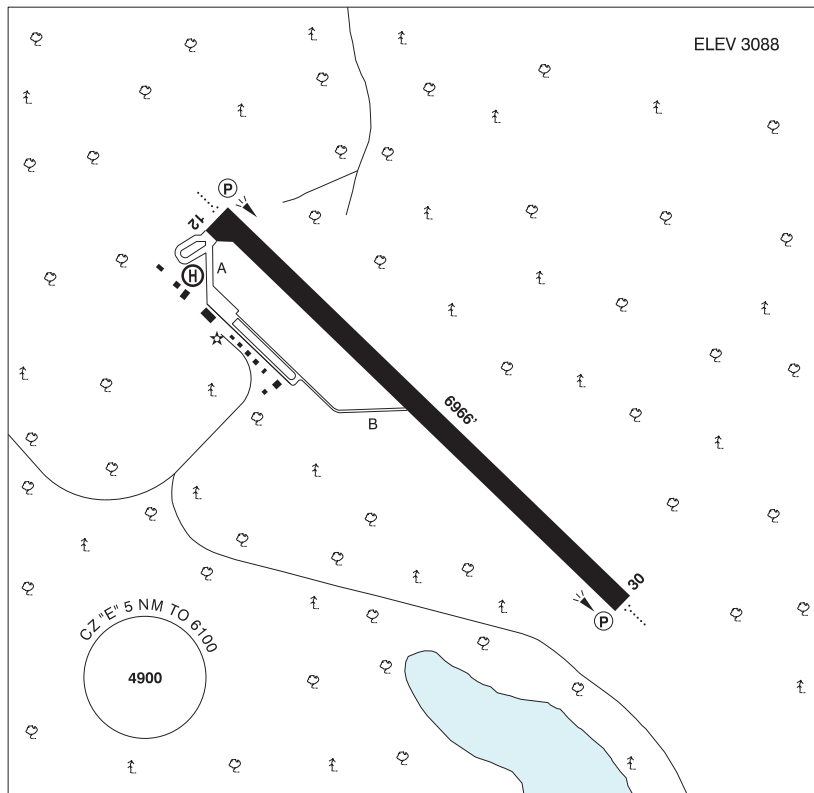
WILLIAMS LAKE VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
150 MILE HOUSE	VCOFZ	N52° 06' 12" W121° 55' 42"
BRUNSON LAKE	VCBRU	N52° 02' 01" W122° 02' 58"
DUGAN LAKE	VCDGN	N52° 10' 12" W121° 54' 18"
ROSE LAKE	VCROS	N52° 14' 42" W121° 45' 55"
WILLIAMS CREEK	VCWCR	N52° 09' 54" W122° 16' 18"
WILLIAMS LAKE VOR	YWL	N52° 14' 14" W122° 10' 07"

WILLIAMS LAKE BC

CYWL



REF	N52 11 00 W122 03 16 4.2NE 17°E (2015) UTC-8(7) Elev 3088' A5004 A5014 LO2 HI3 CAP
OPR	City 250-989-4713, 250-305-9676 15-01Z† Mon-Fri, 17-01Z† Sat-Sun exc hols onsite coverage for sked commercial flts only. O/T 2 hr PN, cost recovery. Cert
PF	A-1,6 C-2,3,4,5
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.</p>
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA (FSII avbl), SP (Self-serve Visa & Mastercard payment only)
OIL	All
S	2,4,5,6

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

WILLIAMS LAKE BC (Cont'd)

CYWL

RWY DATA	Rwy 12(116°)/30(296°) 6966x150 ASPH
RWY CERT	Rwy 12/30 AGN IIIB
TWY CERT	Twy A AGN IIIA Twy B AGN I
TWY	Twy B rstd to 4500 lbs
RCR	FSS Ltd win maint, ctc opr for hrs of ops. Twy B no win maint. CRFI, PLR/PCN
LIGHTING	12-AO(TE ME) P2, 30-AO(TE ME) P2 O/R FSS. Twy B unlgtd.
COMM	
RADIO	122.3 PTC avbl (V) (emerg only 250-989-4415)
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)
MF	rdo 122.3 5NM 6100 ASL excluding the area below 2800 ASL depicted on the Williams Lake VTPC (CAR 602.98)
PAL	Vancouver Ctr 134.0 381.4
NAV	
VOR/DME	YWL 113.6 Ch 83 N52 14 14 W122 10 07 (3686')
PRO	
HELI	Prkg & fuel avbl at helipad NW of apron.
CAUTION	Lgtd twr 3219 ASL (197 AGL) aprx 1.4NM SW A/D.

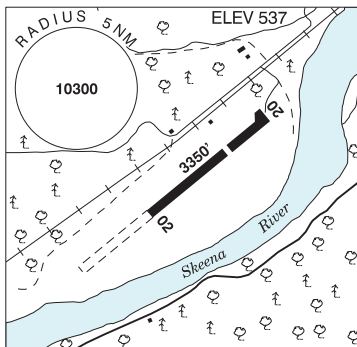
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

WOODCOCK BC

CBQ8

REF	N55 04 W128 14 3.8NE 20°E (2012) UTC-8(7) Elev 537' A5013 LO1
OPR	M. Malott/ R. MacKillop 250-849-5513 Reg
PF	C-1,5
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 02/20 3350x200 ASPH Thld 20 displ 1050'
RCR	Opr No regular maint, no win maint. PLR/PCN
COMM	ATF tfc 123.2 5NM 3500 ASL
CAUTION	Para activity, paratroop target adj to rwy. Animals in vic of rwy.



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 **10 AUGUST 2023**
TO 0901Z 5 OCTOBER 2023

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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His Majesty the King in Right of Canada

Department of National Defence

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)

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. The wingspan and reference approach speed (VREF) are used in the determination of the AGN for the runway obstacle free environment. For the taxiway obstacle free environment, only the wingspan is considered.

(1) Depending on the airfield element being addressed, an aircraft may have more than one AGN due to physical aircraft characteristics (wing span), or approach speed influence;

(2) For airports (certified aerodromes), AGN information is included in the Canada Flight Supplement within the relevant RWY CERT and TWY CERT sections;

(3) For registered aerodromes supporting an instrument approach procedure supported with an aerodrome attestation, the AGN information will be included in the Canada Flight Supplement within the RWY DATA sections commencing in September 2022;

(4) This information is provided so that aircrews may ascertain the aerodrome as being "...suitable for the intended operation" as currently required under CAR 602.96 (2) (b).

This special notice will remain published until September 2023.

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.

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A4 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
7445 132nd Street, Suite 2010
Surrey, BC V3W 1J8
Tel: 1-800-305-2059 Fax: 855-618-6288
E-mail: aviation.pac@tc.gc.ca |
| Prairie and Northern Region | - Transport Canada
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Winnipeg MB R3C 0P6
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Toronto ON M2N 6A5
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E-mail: aviation.que@tc.gc.ca |
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Aerodrome Safety
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Moncton NB E1C 8K6
Tel: 1-800-305-2059 Fax: 1-855-726-7495
E-mail: aviation.atl@tc.gc.ca |

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NAV CANADA
Customer and Stakeholder Services
151 Slater Street
Suite 120
Ottawa, ON K1P 5H3
Tel: 1-800-876-4693 (within North America)
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
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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PROCUREMENT

CIVIL

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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 Information, Purchase Information web site at www.navcanada.ca. You can also call Aeronautical Publications at 1-866-731-PUBS (7827) for the distributor nearest you.

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

A8 GENERAL

ABBREVIATIONS AND ACRONYMS (Cont'd)

Cdn	- Canadian
ceil	- ceiling
cert	- certificate/certified
CF	- Canadian Forces
CFA	- Common Frequency Area
CFB	- Canadian Forces Base
CFS	- Canadian Forces Station
CFS	- Canada Flight Supplement
ch, chan	- channel
chg	- charge
civ	- civilian
ck	- checked, check
clnc	- clearance
clsd	- closed
CMNPS	- Canadian Minimum Navigation Performance Specifications
comm	- communication
comsn	- commission
CON	- Contract fuel
CONC	- concrete
cond(s)	- condition(s)
const	- construction
cont	- continuous
convl	- conventional
Corp	- Corporation
CRFI	- Canadian Runway Friction Index
crs	- course
CSN	- Canadian Switched Network
CTA	- Control Area
ctc	- contact
CTCSS	- Continuous Tone Coded Squelch System
ctl	- control, controlled
ctn	- caution
ctr	- centre
cust	- customs
CVFR	- Controlled VFR flight
cw	- clockwise
CWAS	- Canada Water Aerodrome Supplement
CWO	- Contract Weather Observer
CZ	- Control Zone
Dec	- December
del	- delivery
dep	- departure, depart
Dept	- Department
DEP CON	- Departure Control
destn	- destination
DF	- Direction Finding
DH	- Decision Height
dia	- diameter
direc	- directional

ABBREVIATIONS AND ACRONYMS (Cont'd)

displ	- displaced
dist	- distance
dly	- daily
DME	- Distance Measuring Equipment
DND	- Department of National Defence
DRCO	- Dial-up Remote Communications Outlet
DSN	- Defence Switched Network
DT	- Daylight Saving Time
DTW	- Downwind Termination Waypoint
DUAT	- Direct User Access Terminal
dur	- during, duration
DVFR	- Defence Visual Flight Rules
DWAN	- Defence Wide Area Network
E	- East
EAT	- Expected Approach Time
EC	- Environment Canada
EET	- Estimated Elapsed Time
EFC	- Expected Further Clearance Time
eff	- Effective
Elect	- Electrical Starting Units
elev	- elevation
ELT	- Emergency Locator Transmitter
emerg	- emergency
ENE	- East North East
eqpt	- equipment
ERS	- Emergency Response Services (civil airports only)
ESA	- Emergency safe altitude
ESE	- East South East
ETA	- Estimated Time of Arrival
ETD	- Estimated Time Departure
ETE	- Estimate Time Enroute
ev	- every
exc	- except
Ext	- Extension
extv	- extensive
FAA	- Federal Aviation Administration
fac	- facilities
FACF	- Final Approach Course Fix
FATO	- Final Approach and Take Off Area
Fax	- Facsimile
FBO	- fixed base operator
fcst	- forecast
Feb	- February
FIC	- Flight Information Centre
FIR	- Flight Information Region
FISE	- Flight Information Service Enroute
FL	- Flight Level
fld	- field
FLIP	- Flight Information Publication
fit	- 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	- Grivation
H	- Hour
H24	- continuous operation
HAA	- Height Above Aerodrome
hdlg	- handling
HAT	- Height Above TDZE
hdg	- heading
Heli	- Helipport, 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
IAP	- 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 Aaft 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
LAWO	- Limited Aviation Weather Observation
lb(s)	- pound(s)
lcl	- local
lctd	- located
lczr	- localizer
LDA	- Landing Distance Available
ldg	- landing
LF	- low frequency
lgt	- light or lighting
lgtl	- lighted
LOC	- Localizer for Non-Precision Approach Procedures
loc	- located, location
long	- longitude
ltd	- limited
lvl	- level
LVOP	- Low Visibility Operations Plan

A10 GENERAL

ABBREVIATIONS AND ACRONYMS (Cont'd)

LWIS	- Limited Weather Information System
m	- metres
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

ABBREVIATIONS AND ACRONYMS (Cont'd)

nav	- navigation
NAVAID	- Navigational Aid
NB	- New Brunswick
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

ABBREVIATIONS AND ACRONYMS (Cont'd)

perm	- permanent
perms	- permission
P-line(s)	- power line(s)
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
PTC	- Pre-Taxi Clearance
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 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
RPAS	- Remotely Piloted Aircraft System
rpt	- report
rprd	- required
RR	- Retro-Reflective markers

ABBREVIATIONS AND ACRONYMS (Cont'd)

RSC	- Runway Surface Condition
rstd	- restricted
rte	- route
RTF	- Radiotelephone
ruf	- rough
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
SATVOICE	- Satellite Voice 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

A12 GENERAL

ABBREVIATIONS AND ACRONYMS (Cont'd)

sur	- surround
svc(s)	- service(s)
svcbl	- serviceable
svcg	- servicing
SW	- Southwest
swy	- Stopway
T	- Transmits only
T	- True (after a bearing)
TA (3000)	- Transition Altitude
TACAN	- Tactical Air Navigation Equipment
TAF	- Aerodrome Forecast
TAS	- True Air Speed
TBS	- Thin bituminous surface
TC	- Transport Canada
TCA	- Terminal Control Area
TCAS	- Traffic Alert And Collision Avoidance System
TCH	- Threshold Crossing Height
TCU	- Terminal Control Unit
TDZ	- Touchdown Zone
TDZE	- Touchdown Zone Elevation
TDZL	- Touchdown Zone Lighting
Tel	- Telephone
tfc	- traffic
thld	- threshold
thru	- through
Thu	Thursday
til	- until
tkof	- Take Off
TLOF	- Touch Down and Lift Off Area
tml	- terminal
tng	- training
TODA	- Take Off Distance Available
TORA	- Take Off Run Available
tran	- transient
trans	- transmit
Tue	- Tuesday
TWR/twr	- Control Tower/tower
twy	- taxiway
UDF	- UHF Direction Finder
UHF	- Ultra High Frequency
unavbl	- unavailable
UNICOM	- Private Advisory Station located at uncontrolled aerodrome
unkn	- unknown
unlgtd	- unlighted
unltd	- unlimited
unrel	- unreliable
unsked	- unscheduled
u/s	- unserviceable
USA	- United States of America
USAF	- United States Air Force

ABBREVIATIONS AND ACRONYMS (Cont'd)

USB	- Upper Side Band
USN	- United States Navy
UTC	- Coordinated Universal Time
VAGS	- Visual Alignment Guidance System (a system of azimuth guidance for approach)
var	- variation
VASIS	- Visual Approach Slope Indicator System
VCS	- Vehicle Control Service
VDF	- VHF Direction Finder
VFR	- Visual Flight Rules
VGM	- Voice generator module
VGSI	- Visual Glide Slope Indicator
VHF	- Very High Frequency
vic	- vicinity
vis	- visible, visibility
VMC/vmc	- Visual Meteorological Conditions
VNC	- VFR Navigation Chart
VOLMET	- Meteorological Information for Aircraft in Flight (DND)
VOR	- VHF omnidirectional Range
VORTAC	- Combination of VOR and TACAN
VTA	- VFR Terminal Area Chart
VTPC	- VFR Terminal Procedures Chart
W	- West
WA	- Washington, USA
Wed	- Wednesday
Wg	- Wing
WI	- Wind direction indicator
win	- winter
wk(s)	- week
wkd	- weekday
wkly	- weekly
wknds	- weekends
wng	- warning
WNW	- West North West
WP	- Way Point
WSW	- West South West
wt	- weight
wx	- weather
xmsn	- transmission
YT	- Yukon Territory
Z	- Coordinated Universal Time, Zulu Time

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**

ABN	- Aerodrome beacon
ABV	- Above
ACC	- Area Control Centre or area control
ACFT	- Aircraft
ACT	- Active or activated or activity
AD	- Aerodrome
ADDN	- Additional
ADIZ	- Air defence identification zone
ADJ	- Adjacent
ADS-B	- Automatic dependent surveillance - broadcast
ADS-C	- Automatic Dependent Surveillance - Contract
ADZ	- Advise
AFT	- After (time or place)
AGL	- Above ground level
AIC	- Aeronautical Information Circular
AIP	- Aeronautical Information Publication
ALS	- Approach lighting system
ALT	- Altitude
AMDT	- Amendment (AIP Amendment)
AMSL	- Above Mean Sea Level
AP	- Airport
APAPI	- Abbreviated precision approach path indicator
APCH	- Approach
APN	- Apron
APR	- April
APRX	- Approximate or approximately
ARR	- Arrive or arrival
ASDA	- Accelerate stop distance available
ATC	- Air traffic control (in general)
ATFM	- Air traffic flow management
ATIS	- Automatic terminal information service
ATS	- Air traffic services
AUG	- August
AUTH	- Authorized or authorization
AVBL	- Available or availability
AVGAS	- Aviation gasoline
AWY	- Airway
AZM	- Azimuth
BCN	- Beacon (aeronautical ground light)

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

BCST	- Broadcast
BFR	- Before
BLDG	- Building
BLW	- Below
BRKG	- Braking
BTN	- Between
C	- Centre (preceded by runway designation number to identify a parallel runway)
C	- Degrees Celsius (Centigrade)
CAT	- Category
CH	- Channel
CHEM	- Chemical solution or ice control chemical
CL	- Centreline
CLR	- Clear(s) or cleared to or clearance
CLRD	- Cleared (Runway cleared - as used in SNOWiz)
CLSD	- Close or closed or closing
CNL	- Cancelled
COM	- Communications
COND	- Condition
CONST	- Construction or constructed
CPDLC	- Controller-pilot data link communications
CRFI	- Canadian runway friction index
CTA	- Control area
CTC	- Contact
CTL	- Control
CUST	- Customs
CYA	- Canadian Class F airspace, advisory area
CYD	- Canadian Class F airspace, danger area
CYR	- Canadian Class F airspace, restricted area
DA	- Decision altitude
DEC	- December
DEG	- Degrees
DEP	- Depart or departure
DEST	- Destination
DH	- Decision height
DIST	- Distance
DLA	- Delay or delayed
DME	- Distance measuring equipment
DOM	- Domestic
DRG	- During

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ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)		ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
DTHR	- Displaced runway threshold	HEL	- Helicopter
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	IN	- 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
GRF	- Global reporting format	MDA	- Minimum descent altitude
GRVL	- Gravel	MEA	- Minimum Enroute Altitude
H24	- Continuous day and night service	MEDEVAC	- Medical Evacuation
HAPI	- Helicopter approach path indicator		
HBN	- Hazard beacon		
HDG	- Heading		

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)		ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
MEHT	- Minimum Eye Height over Threshold (for visual approach slope indicator systems)	R	- Right (preceded by runway designation number when identifying a parallel runway)
MET	- Meteorological or meteorology	RAG	- Runway arresting gear
METAR	- Aerodrome routine meteorological report	RAIM	- Receiver autonomous integrity monitoring
MIL	- Military	RCL	- Runway centre line
MIN	- Minutes	RCLL	- Runway centre line light(s)
MNPS	- Minimum Navigation Performance Specifications	RDL	- Radial
MOC	- Minimum obstacle clearance (required)	RDO	- Radio
MOCA	- Minimum obstacle clearance altitude	REC	- Receive or receiver
MON	- Monday	REDL	- Runway edge light(s)
MSA	- Minimum sector altitude	REF	- Reference to... or refer to
MSG	- Message	RENL	- Runway end light(s)
N	- North or northern latitude	RMK	- Remark
NAT	- North Atlantic	RNAV	- Area Navigation
NAV	- Navigation	RNP	- Required navigation performance
NAVAID	- Navigation aid	RSC	- Runway surface condition
NDB	- Non-directional radio beacon	RSR	- Enroute Surveillance Radar
NE	- North-east	RTE	- Route
NGT	- Night	RTHL	- Runway threshold light(s)
NM	- Nautical miles	RTZL	- Runway touchdown zone light(s)
NNE	- North-north-east	RVR	- Runway visual range
NNW	- North-north-west	RVSM	- Reduced vertical separation minimum (1000 ft between FL290 and FL410)
NOV	- November	RWY	- Runway
NPA	- Non-precision approach	RWYCC	- Runway Condition Code
NR	- Not reported	S	- South or southern latitude
NW	- North-west	SAR	- Search and rescue
OBS	- Observe(d) or observation	SAT	- Saturday
OBST	- Obstacle or obstruction	SDBY	- Stand by
OCA	- Oceanic control area	SE	- South-east
OCT	- October	SEP	- September
OPN	- Open or opening or opened	SFC	- Surface
OPR	- Operator or operate or operative or operating or operational	SID	- Standard instrument departure
OPS	- Operations	SKED	- Schedule or scheduled
PAPI	- Precision approach path indicator	SR	- Sunrise
PAR	- Precision approach radar	SS	- Sunset
PCT	- Percent	SSE	- South-south-east
PERM	- Permanent	SSR	- Secondary Surveillance Radar
PN	- Prior notice required	SSW	- South-south-west
PPR	- Prior permission required	STAR	- Standard instrument arrival
PRKG	- Parking	SUN	- Sunday
PROC	- Procedure	SUP	- Supplement (AIP Supplement)
PSR	- Primary surveillance radar	SVC	- Service message or service
PWR	- Power	SVCBL	- Serviceable
QUAD	- Quadrant	SW	- South-west
		TACAN	- Tactical air navigation aid

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ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)		ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
TAF	- Aerodrome forecast	WNW	- West-north-west
TALPA	- Takeoff and landing performance assessment	WSW	- West-south-west
TAR	- Terminal Area Surveillance Radar	WX	- Weather
TCH	- Threshold crossing height	Z	- Co-ordinated Universal Time
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		

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)	CAR4	Cameron/Arbour Airfield 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/Coghlin 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	CAX5	Likely BC
CAJ3	Creston BC	CAY5	Ayr/Sargeant Private Airfield ON
CAJ4	Anahim Lake BC	CAZ5	Cache Creek BC
CAJ7	Cayley/A.J. Flying Ranch AB	CBA7	Petrolia/Butler Airfield ON
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

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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
CBF3	Beeton Field ON	CBQ7	Kemess Creek BC
CBF5	Mayne Island (Medical Emergency) BC (Heli)	CBQ8	Woodcock BC
CBF6	Prince Rupert/Seal Cove (Public) BC (Heli)	CBR2	Kaslo BC
CBF7	Victoria Harbour (Camel Point) BC (Heli)	CBR3	Kisbey/Brigden Field SK
CBF9	Mabel Lake BC	CBR7	Tofino Lifeboat Station BC (Heli)
CBG2	Green Lake BC	CBR8	Prince Rupert (Hosp) BC (Heli)
CBG5	Nanaimo (Regional General Hosp) BC (Heli)	CBR9	Bottrel/Anchor 9 Ranch AB
CBH2	Helmet BC	CBS2	Estevan (Blue Sky) SK
CBH4	Prairie Creek NT	CBS4	Mule Creek BC
CBH5	Straffordville/Bushhawk Creek ON	CBS5	Port Hardy (Hosp) BC (Heli)
CBH7	Benalto/Hillman's Farm AB	CBS7	Briercrest South SK
CBI2	Eaglesham/Bice Farm AB	CBS8	Port Alberni (Alberni Valley Regional) BC
CBJ4	Echo Valley BC	CBS9	Blairmore (Crowsnest Pass Health Centre) AB (Heli)
CBK4	Vancouver (Gen Hosp) BC (Heli)	CBT3	Tsetzi Lake (Pan Phillips) BC
CBK5	Port Alberni (West Coast Gen Hosp) BC (Heli)	CBT5	Golden (Golden & District Gen Hosp) BC (Heli)
CBK6	Quesnel Lake BC	CBT9	Port Alberni/Sproat Lake Tanker Base BC (Heli)
CBK7	Toad River/Mile 422 (Alaska Highway) BC	CBV2	Beaverton ON
CBK8	Victoria (Royal Jubilee Hosp) BC (Heli)	CBV5	Belleville (QHC) ON (Heli)
CBK9	Little Parker Island BC (Heli)	CBV7	Valemount (Yellowhead Helicopters) BC (Heli)
CBL3	Fort Nelson/Gordon Field BC	CBV8	Comox (Comox Valley Hospital) BC (Heli)
CBL4	Bassano (Health Centre) AB (Heli)	CBW2	Kitimat BC
CBL6	Radium Hot Springs BC	CBW3	Fort Grahame BC
CBL7	Cortes Island BC (Heli)	CBW4	Bob Quinn Lake BC
CBL8	Bala ON	CBW5	Sarnia (Bluewater Health) ON (Heli)
CBL9	Elkin Creek Guest Ranch BC	CBW7	Victoria (Gen Hosp) BC (Heli)
CBM2	Blackstock/Martyn ON	CBW8	Baldwin West ON
CBM3	Bruce Mines/Kerr Field ON	CBW9	Madrona Bay BC (Heli)
CBM4	Collingwood (Blue Mountain) ON (Heli)	CBX5	Tungsten (Cantung) NT
CBM6	Midway (Heli) BC	CBX7	Tumbler Ridge BC
CBM7	Banff Mineral Springs (Hosp) AB (Heli)	CBY2	Edmonton/Bailey AB (Heli)
CBM9	Port McNeil (Hosp) BC (Heli)	CBY5	Prince Rupert/Seal Cove (Coast Guard) BC (Heli)
CBN2	Bonnyville Health Centre AB (Heli)	CBZ2	Kemano BC (Heli)
CBN3	Buffalo Narrows (Fire Centre) SK (Heli)	CBZ7	Victoria Harbour (Shoal Point) BC (Heli)
CBN9	Tsay Keh BC	CBZ9	Fraser Lake BC
CBP2	Banff (Park Compound Heliport) AB (Heli)	CCA3	Cable Head Airpark PE
CBP3	Fernie (Elk Valley Hosp) BC (Heli)	CCA5	Stenen/Clayton Air 3 SK
CBP4	Sechart (Sechart Hospital) BC (Heli)	CCB2	Seabee Mine SK
CBP5	Lillooet (Blackcomb) BC (Heli)	CCB3	Amherst NS (Heli)
CBQ2	Fort Langley BC	CCB8	Kilbride (Bot) ON (Heli)
		CCC2	Winterland NL
		CCC3	Cooks Creek MB
		CCD2	Springdale NL

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

Indicator	Name
CCD3	Woodstock NB
CCD4	Postville NL
CCE3	Juniper NB
CCE4	Black Tickle NL
CCE5	Canso (Eastern Memorial Hosp) NS (Heli)
CCE6	Camden East ON
CCE7	Edmonton (City) AB (Heli)
CCF4	Porters Lake NS
CCF6	Edmonton / Morinville (Currie Field) AB
CCF7	Alida/Cowan Farm Private SK
CCF9	Scottsfield Airpark NB
CCG3	Weyman Airpark NB
CCG4	Moncton/McEwen NB
CCG5	Cayuga (Bruce Field) ON
CCH2	Upper Kent NB
CCH3	Canmore (Hosp) AB (Heli)
CCH4	Charlottetown NL
CCH6	Summerside (Prince County Hosp) PE (Heli)
CCH7	Québec/Capitale Hélicoptère QC (Heli)
CCH9	Cold Lake Healthcare Centre Heliport AB (Heli)
CCI9	Cortes Island BC
CCJ3	Boston Brook NB
CCK2	St. John's (Health Sciences Centre) NL (Heli)
CCK3	Grand Falls NB
CCK4	St. Lewis (Fox Harbour) NL
CCK5	Owen Sound (Cook Field) ON
CCL2	Candle Lake Airpark SK
CCL3	Christina Lake AB
CCL6	Chilko Lake (Wilderness Lodge) BC
CCL7	Walsingham/Ceilidh ON
CCL9	Outlook (South), SK
CCM3	Sevogle NB
CCM4	Port au Choix NL
CCN2	Grand Manan NB
CCN4	Conn ON
CCP2	Exploits Valley (Botwood) NL
CCP3	Chute-St-Philippe QC
CCP4	Port Hope Simpson NL
CCP7	Eaglesham/Codesa South AB
CCQ3	Debert NS
CCR3	Florenceville NB
CCR5	Cline River AB (Heli)
CCR6	Campbell River (E & B Heli) BC (Heli)
CCR9	Creemore ON

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

Indicator	Name
CCS2	Consort (Health Centre) AB (Heli)
CCS3	St. Stephen NB
CCS4	Chipman NB
CCS5	Havelock NB
CCS6	Courtenay (Smit Field) BC
CCS7	Chicoutimi (C.H. de Chicoutimi) QC (Heli)
CCT2	Cookstown, ON
CCT3	Castlegar (Tarrys Convention Centre) BC (Heli)
CCU2	St-Cuthbert (Ulm Québec) QC
CCV4	Bell Island NL
CCW2	Collingwood (Wilsons) ON (Heli)
CCW4	Stanley NS
CCX2	Long Pond NL (Heli)
CCX3	Brockway NB
CCY2	Swift Current (Cypress Regional Hosp) SK (Heli)
CCY3	Sussex NB
CCY4	East Gore Eco Airpark NS
CCZ2	Rigolet NL
CCZ3	Clarendville NL
CCZ5	Thorburn NS
CCZ9	Shelburne (Roseway Hosp) NS (Heli)
CDA4	Pokemouche NB
CDA5	St. Andrews (Codroy Valley) NL
CDA6	Bristol NB
CDA7	Shunda (Fire Base) AB (Heli)
CDB3	Delburne/Hall Residence AB (Heli)
CDB5	Moncton/Salisbury NB (Heli)
CDC2	St. John's (Quinlan Heliflight Services) NL (Heli)
CDC3	Dawson Creek (Flying L Ranch) BC
CDC5	Oie Lake/Dougall Campbell Field BC
CDD7	Didsbury District Health Services AB (Heli)
CDE2	Lac-des-Écorces/Heliport Belle-Île QC (Heli)
CDF2	Teeswater (Dent Field) ON
CDF3	Englehart (Dave's Field) ON
CDF5	Elora ON
CDF6	Arthur (Damascus Field) ON
CDF7	Millgrove/Dragon's Fire Heliport ON (Heli)
CDG2	Digby (General Hosp) NS (Heli)
CDG3	Dungannon ON
CDH2	Drumheller (Health Centre) AB (Heli)
CDH3	Finlay Air Park NS
CDH4	Duncan (Cowichan District Hosp) 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
CDH5	Nanaimo Harbour Heliport BC (Heli)	CEE8	Viking AB
CDH6	Delhi ON	CEF3	Bow Island AB
CDJ4	Clearwater NB	CEF4	Airdrie AB
CDJ5	Strathmore (D.J. Murray) AB	CEG3	Lacombe AB
CDK2	Diavik NT	CEG4	Drumheller Muni AB
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 (Labrie Field) AB
CDT3	Arichat (St. Anne Ladies Auxiliary Hosp) NS (Heli)	CEH4	De Winton/South Calgary AB
CDT5	Boucouteche NB	CEH5	Red Earth Creek AB
CDT6	Bridgewater (South Shore Regional Hosp) NS (Heli)	CEH6	Provost AB
CDT8	Eaglesham/Delta Tango Field AB	CEH7	Elkford BC (Heli)
CDT9	Detour Lake ON	CEH9	Truro (Colchester Health Centre) NS (Heli)
CDU2	Dundas ON (Heli)	CEJ3	Stettler AB
CDU3	Yarmouth (Regional Hosp) NS (Heli)	CEJ4	Claresholm 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)
CDU8	Dunsford Heliport ON (Heli)	CEK6	Killam-Sedgewick/Flagstaff Regional AB
CDV2	Downs Gulch NB	CEL2	Calgary (City/Bow River) AB (Heli)
CDV3	Charlottetown (Queen Elizabeth Hosp) PE (Heli)	CEL3	East Linton (Kerr Field) ON
CDW2	Baddeck (Guneden) NS	CEL4	Hanna AB
CDY3	Fogo NL	CEL5	Valleyview AB
CDY5	Antigonish (St. Martha's Regional Hosp) NS (Heli)	CEL6	Two Hills AB
CDY6	Bridgewater/Dayspring Airpark, NS	CEL8	Éléonore QC
CEA3	Olds-Didsbury AB	CEL9	Calgary (Eastlake) AB (Heli)
CEA5	Hardisty AB	CEM2	Calgary (Rockyview Hosp) AB (Heli)
CEA6	Cardston AB	CEM3	Whati NT
CEB4	Rockyford/Early Bird Air AB	CEM4	Innisfail/Big Bend AB
CEB5	Fairview AB	CEM5	Swan Hills AB
CEB8	Essex/Billing Airstrip ON	CEN2	Bassano AB
CEC3	Fox Lake AB	CEN3	Three Hills AB
CEC4	Hinton/Jasper-Hinton AB	CEN4	High River AB
CEC5	Fort Smith (District) NT (Heli)	CEN5	Cold Lake Regional AB
CED3	Oyen Muni AB	CEN6	Vauxhall AB
CED4	Fox Creek AB	CEP2	Calgary (Bow Crow) AB (Heli)
CED5	Taber AB	CEP3	Barrhead AB
CED6	De Winton (Highwood) AB (Heli)	CEP4	Coutts/Ross AB
CED8	Thunder Bay/Eldorado ON	CEP5	Janvier AB
CEE2	Calgary/Elephant Enterprises Inc. AB (Heli)	CEP6	Warner AB
CEE4	Hinton/Entrance AB	CEP7	Elk Point (Health Care Centre) AB (Heli)
CEE5	Wabasca AB	CEP8	Edmonton/Eastport AB (Heli)
CEE6	Edmonton/Twin Island Airpark AB	CEQ3	Camrose AB
		CEQ4	Del Bonita/Whetstone AB

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CER2	Castor AB	CFC8	Flamboro Centre ON
CER3	Drayton Valley Industrial AB	CFD4	Foremost AB
CES2	St-Esprit QC	CFD5	Grimshaw AB
CES3	Edmonton/St. Albert (Delta Helicopters) AB (Heli)	CFD8	Fort Simpson (Great Slave No. 2) NT (Heli)
CES4	Westlock AB	CFE7	Kananaskis Village Helistop AB (Heli)
CES5	Centralia (Essery Field) ON	CFF2	Christina Basin AB
CES8	Edmonton/Grey Nuns Community Hosp AB (Heli)	CFF3	Jean Lake AB
CET2	Conklin (Leismer) AB	CFF4	Great Bear Lake NT
CET4	Fort Simpson Island NT	CFF7	Wainwright/Camp Wainwright Field AB (Heli)
CET5	Hay River (District) NT (Heli)	CFG3	Consort AB
CET9	Jean Marie River NT	CFG4	Debolt AB
CEU2	Beaverlodge AB	CFG5	John D'Oor Prairie AB
CEU4	Rocky Mtn House (Gen Hosp) AB (Heli)	CFH2	Williams Lake (Frontline Helicopters) BC (Heli)
CEU9	Sambaa K'e NT	CFH4	Fox Harbour NS
CEV2	Edra AB	CFH7	Edmonton (Royal Alexandra Hosp) AB (Heli)
CEV3	Vegreville AB	CFH8	Warburg/Zajes AB
CEV5	Mayerthorpe AB	CFJ2	Fort St. James (Stuart Lake Hosp) BC (Heli)
CEV7	Tofield AB	CFK2	Bashaw AB
CEV9	Snare River NT	CFK4	Calling Lake AB
CEW2	Elstow/Combine World Field SK	CFK6	Olds (Netook) AB
CEW3	St. Paul AB	CFL3	Black Diamond (Oilfields Gen Hosp) AB (Heli)
CEW5	Milk River AB	CFL4	Flesherton (Smithorrs Field) ON
CEW7	Edmonton/Univ of Alberta (Stollery Children's Hosp Mahi) AB (Heli)	CFL9	Johnson Lake AB
CEW9	Canmore Municipal Heliport AB (Heli)	CFM2	Birch Mountain AB
CEX3	Wetaskiwin Regional AB	CFM4	Donnelly AB
CEX4	Carmacks YT	CFM6	Teepee AB
CEX9	Brant (Dixon Farm) AB	CFM7	Boyle AB
CEY3	Fort Macleod AB	CFM8	Fort MacLeod (Alcock Farm) AB
CEZ2	Chapman YT	CFM9	Fort MacLeod (Hosp) AB (Heli)
CEZ3	Edmonton/Cooking Lake AB	CFN5	La Crête (Jake Fehr Memorial) AB
CEZ4	Fort Vermilion (Wop May Memorial) AB	CFN6	Primrose AB
CEZ9	Grande Prairie (Forestry) AB (Heli)	CFN7	Sundre AB
CFA2	Port Carling/Fig Air ON (Heli)	CFP4	McQuesten YT
CFA4	Carcross YT	CFP5	Glendon AB
CFA5	Grande AB	CFP6	La Biche River YT
CFA7	Taltheilei Narrows NT	CFP8	Whitehorse/Cousins YT
CFA8	Three Hills (Hosp) AB (Heli)	CFQ5	Silver City YT
CFB2	Frank Channel (Forestry) NT (Heli)	CFQ6	Pelly Crossing YT
CFB3	Hespero AB	CFQ7	Edmonton/Gartner AB
CFB4	Trout Lake AB	CFR2	Bawlf (Blackwells) AB
CFB5	Namur Lake AB	CFR5	French River/Alban ON
CFB6	Edmonton/Josephburg AB	CFR6	Vancouver/Coquitlam Fire & Rescue BC (Heli)
CFC4	MacMillan Pass YT	CFR7	Red Deer Forestry AB
CFC6	Rockyford AB		
CFC7	Rimbey AB		

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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
CFS2	Fort Simpson (Great Slave No. 1) NT (Heli)	CGF7	Barrie/Grenfel Field ON
CFS3	Fort Selkirk YT	CGH2	Gander (James Paton Mem Regional Health Centre) NL (Heli)
CFS4	Ogilvie YT	CGK2	Gahcho Kue NT
CFS5	Spirit River AB	CGL2	Harrow ON
CFS6	Loon River AB	CGL4	Eaglesham South AB
CFS7	Twin Creeks YT	CGL5	Gun Lake BC (Heli)
CFS8	Clearwater River AB	CGM2	Smoky Lake (George McDougall Health Centre) AB (Heli)
CFT2	Blackie/Wilderman Farm AB	CGN2	Réservoir Gouin/Pourvoirie Escapade QC
CFT3	Finlayson Lake YT	CGN3	Lethbridge (Gunnlaugson) AB
CFT5	Hyland YT	CGN4	Gananoque ON (Heli)
CFT8	Pelican AB	CGP4	Grande Prairie (Regional Hosp) AB (Heli)
CFU3	Chipman AB	CGR2	Gold River (49 North Heli) BC (Heli)
CFU4	Garden River AB	CGR3	George Lake NU
CFU8	Irma AB	CGR4	Gold River (The Ridge) BC (Heli)
CFU9	Olds (Hosp & Care Centre) AB (Heli)	CGR5	Viking Health Centre (George H. Roddick) AB (Heli)
CFV2	Beiseker AB	CGS2	Goose Lake NU
CFV3	Mobil Bistcho AB	CGS3	Gananoque/Signature Stables ON (Heli)
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/Okotoks Air Ranch Airport AB	CHB4	Sept-Îles/Héli-Boréal QC
CFX4	Manning AB	CHC3	Barrhead (Healthcare Centre) AB (Heli)
CFX5	Renard QC	CHC4	Ponoka (Hospital & Care Centre) AB (Heli)
CFX6	Vulcan AB	CHC5	Hayes Camp NU
CFX8	Chestermere (Kirkby Field) AB	CHD2	Hardisty (Health Centre) AB (Heli)
CFY4	Indus/Winters Aire Park AB	CHD3	Hanna (Health Centre) AB (Heli)
CFY5	Pine Lake YT	CHE3	Sept-Îles/Héli-Inter Sept-Îles QC (Heli)
CFZ3	Medicine Hat/Schlenker AB	CHF3	Westlock (Hnatko Farms) AB
CFZ5	Sundre/Goodwins Farm AB	CHF4	Orono/Hawkefield ON
CGB2	Carstairs/Bishell's AB	CHF5	Wroxeter/Harkes Field ON
CGB3	Picton (Greenbush) ON	CHG2	Harbour Grace NL
CGB4	Nanaimo/Gabriola Island (Health Clinic) BC (Heli)	CHL2	Hillaton/Kings Aerodrome NS
CGC2	Galore Creek BC (Heli)	CHL4	Vittoria/Heli-Lynx ON (Heli)
CGC3	Grande Cache (Community Health Complex) AB (Heli)	CHM2	Spiritwood/H & M Fast Farms SK
CGC4	Carway/Grizzly Creek Ranch AB (Heli)	CHP3	Mont-Tremblant/Heliport P3 QC (Heli)
CGF4	Grand Forks (Boundary Hospital) BC (Heli)		
CGF5	Huggett/Goodwood Field AB		
CGF6	Gilford ON		

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

Indicator	Name
CHQE	Halifax (QE II Health Sciences Centre) NS (Heli)
CHR2	High River (Hosp) AB (Heli)
CHS3	Hillspring (Beck Farm) AB
CHS5	Montréal/Heliport Senneville QC (Heli)
CHS6	Ste-Anne (Hosp) MB (Heli)
CHS7	Halifax (South End) NS (Heli)
CHT3	Mont-Tremblant/St-Jovite Hélicopter QC (Heli)
CHT4	Nelson (High Terrain Helicopters) BC (Heli)
CHW2	Orangeville (Headwaters Healthcare Centre) ON (Heli)
CIA2	Kelowna/Ikon Adventures BC (Heli)
CIV2	Invermere (District Hosp) BC (Heli)
CIW2	Halifax (IWK Health Centre) NS (Heli)
CJA2	Selkirk ON
CJA3	Morden Regional MB
CJA5	Nestor Falls ON
CJA6	Minaki ON
CJA7	Arcola SK
CJB2	Carman/Friendship Field MB
CJB3	Steinbach MB
CJB5	Moosomin/Marshall McLeod Field SK
CJB6	Gods Lake MB
CJB8	Kyle SK
CJC2	Craik SK
CJC3	Davidson Muni SK
CJC4	Central Butte SK
CJC5	Shaunavon SK
CJC6	Hafford SK
CJC8	Laurie River MB
CJD2	Cudworth Muni SK
CJD3	Birch Hills SK
CJD5	Leader SK
CJE3	Weyburn SK
CJE4	Snow Lake MB
CJE5	Glaslyn SK
CJE7	Ashern MB
CJE9	Lake Joseph/Eagle Island ON (Heli)
CJF3	Île-à-la-Crosse SK
CJF4	Buffalo (Jaques Farms) AB
CJF8	Biggar SK
CJG2	Eatonia (Elvie Smith) Muni SK
CJG4	Wrong Lake Airport MB
CJG6	Kenora (Lake of the Woods District Hosp) ON (Heli)
CJH3	Maidstone SK
CJH8	Leask SK

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

Indicator	Name
CJJ2	Glenboro MB
CJJ3	Wildwood/Loche Mist Farms AB
CJJ4	Deloraine MB
CJJ5	Cabri SK
CJJ8	Macklin SK
CJK2	Gunisao Lake MB
CJK3	Beauval SK
CJK4	Esterhazy SK
CJK5	Gull Lake SK
CJK9	Preeceville SK
CJL2	Hatchet Lake SK
CJL4	La Loche SK
CJL5	Winnipeg/Lyncrest MB
CJL6	Altona Muni MB
CJL8	Kasba Lake NT
CJM2	Ituna SK
CJM4	Gravelbourg SK
CJM5	Frontier SK
CJM6	Arborfield SK
CJN2	Kamsack SK
CJN3	Ignace (MBCHC) ON (Heli)
CJN4	Assiniboia SK
CJN5	Saskatoon/Banga International Air SK
CJN7	Little Churchill River/Dunlop's Fly-in Lodge MB
CJO2	Joliette/St-Thomas QC
CJP2	Kerrobert SK
CJP4	Saskatoon (Jim Pattison Children's Hospital) SK (Heli)
CJP6	Camsell Portage SK
CJP7	Bird River(Lac du Bonnet) MB
CJP9	Charlot River SK
CJQ2	Lampman SK
CJQ3	Carlyle SK
CJQ4	Maple Creek SK
CJQ6	Tanquary Fiord NU
CJQ8	Maryfield SK
CJQ9	Big Sand Lake MB
CJR2	Luseland SK
CJR3	The Pas/Grace Lake MB
CJR4	Eston SK
CJR5	Gladstone MB
CJR8	McCreary MB
CJS2	Malcolm Island SK
CJS4	Moose Jaw Muni SK
CJS5	Killarney Muni MB
CJS7	Carman (South) MB
CJT3	Knee Lake MB
CJT4	Cumberland House SK

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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
CJT5	Melita MB	CKE2	Quill Lake SK
CJT8	Homewood MB	CKE8	Unity SK
CJT9	Leoville SK	CKE9	Nipigon (District Mem Hosp) ON (Heli)
CJU3	MacDonald MB	CKF2	Radville SK
CJU4	Humboldt SK	CKF3	Atikokan (Gen Hosp) ON (Heli)
CJU5	Minnedosa MB	CKF4	Goodsoil SK
CJU6	Arborg MB	CKF6	MacGregor Airfield MB
CJU7	Edam SK	CKF8	Cookstown/Kirby Field ON
CJV2	Neilburg SK	CKF9	De Lesseps Lake ON
CJV5	Neepawa MB	CKG2	Riverton MB
CJV7	Summer Beaver ON	CKG5	Manitou MB
CJV8	Grand Rapids MB	CKG8	Kakabeka Falls ON
CJV9	Melville Muni SK	CKH3	Debden SK
CJW2	Oxbow SK	CKH5	Killam (Health Centre) AB (Heli)
CJW3	Loon Lake SK	CKH8	Lumsden (Colhoun) SK
CJW4	Pelican Narrows SK	CKH9	Kelowna (Gen Hosp) BC (Heli)
CJW5	Russell MB	CKJ2	Rosenort MB
CJW7	Cigar Lake SK	CKJ7	Starbuck MB
CJX3	La Ronge SK (Heli)	CKJ8	Molson Lake MB
CJX4	Rosetown SK	CKJ9	Lemberg SK
CJX5	Souris Glenwood Industrial Air Park MB	CKK2	St. Brieux SK
CJY3	Tisdale SK	CKK3	Coronach/Scobey Border Station SK
CJY4	Sandy Bay SK	CKK7	Steinbach (South) MB
CJY5	Strathclair MB	CKL2	Selkirk MB
CJZ2	Portage La Prairie (North) MB	CKL3	Wunnumin Lake ON
CJZ3	Melfort (Miller Field) SK	CKL5	Shoal Lake MB
CJZ4	Shellbrook SK	CKL6	Little Bear Lake SK
CKA2	Kelvington/Clayton Air 2 SK	CKL8	Upsala ON (Heli)
CKA4	Zhoda MB	CKL9	Regina Beach SK
CKA8	St. François Xavier MB	CKM4	Jan Lake SK
CKA9	Southend/Hans Ulricksen 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	CKQ3	North Spirit Lake ON
CKC8	Somerset MB	CKQ5	Lucky Lake SK
CKC9	Pangman SK	CKQ6	Erickson Muni MB
CKD2	Porcupine Plain SK	CKQ7	Vermilion Bay ON
CKD5	Kipling SK	CKQ8	McArthur River SK
CKD7	Roland (Graham Field) MB	CKQ9	Pine Dock MB
CKD8	Kirkfield/Balsam Lake ON	CKR4	Lundar MB
CKD9	Slate Falls ON	CKR7	Virден (Gabrielle Farm) MB
		CKS7	Wadena SK
		CKS8	Cree Lake/Crystal Lodge (Midgett Field) SK

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

Indicator	Name
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	Plattsville (Edward's Air Base) ON
CLC2	London/Chapeskie Field ON
CLC3	Calgary (Peter Lougheed Centre) AB (Heli)
CLC4	Loon Creek Airfield SK
CLE3	Shawnigan Lake (Elie Acres) BC (Heli)
CLE4	Lower East Pubnico (LA Field) NS
CLF2	Cheadle/Country Lane Farms AB
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)
CLJ3	Lethbridge (J3 Airfield) AB
CLM2	Leamington ON
CLM4	Lamont (Health Care Centre) AB (Heli)
CLN4	Beaverlodge/Clanaechan AB

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

Indicator	Name
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)
CLS6	Smithville, ON
CLV2	Stayner (Clearview Field) ON
CLW2	Ullswater ON
CLW3	Laurel/Whittington ON
CLW4	London/Watson Airfield ON
CLW6	Conestogo/Largo Woods Field ON
CLY3	Stettler/Lyster Field AB
CMA2	Mattawa ON
CMA5	Mattawa (Hosp) ON (Heli)
CMA6	Tottenham/Mardon ON
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)
CMC4	Marcelin/Clayton Air 1 SK
CMC5	Blackie/McElroy Ranch 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)
CMH7	Melfort (Hosp) SK (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)

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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
CMN4	Minto YT	CNH4	St.Catharines (Niagara Health System) ON (Heli)
CMN5	Manic-5 QC	CNH9	Nanaimo (West Coast) BC (Heli)
CMN6	Edmonton/Morinville (Mike's Field) AB	CNJ4	Orillia Rama Regional ON
CMR2	Mary River NU	CNK4	Parry Sound Area Muni ON
CMR3	Fullarton/Munro ON	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)	CNL2	Fort McMurray (North Liege) AB
CMT3	Calgary (Foothills Hosp McCaig Tower) AB (Heli)	CNL3	Brockville Regional Tackaberry Apt ON
CMW3	Matawatchesan ON	CNL4	Port Elgin ON
CMX2	Maxville ON	CNL9	Nueltin Lake MB
CMY2	Chipman/M.Y. Airfield AB	CNM2	Melbourne ON
CMY3	Clairmont/Meyer's Airstrip AB	CNM3	Sturgeon Falls (West Nipissing Gen Hosp) ON (Heli)
CNA2	Highgate ON	CNM5	Kingfisher Lake ON
CNA3	Springwater (Barrie Airpark) ON	CNM6	Naramata (Heli) BC
CNA4	Emsdale ON	CNN3	Shelburne/Fisher Field ON
CNA5	Uxbridge (Cottage Hosp) ON (Heli)	CNN8	Gananoque ON
CNA9	Plevna/Tomvale ON	CNO9	Fort McMurray/Northern Lights Regional Health Centre AB (Heli)
CNB2	Bolton ON (Heli)	CNP3	Arnprior ON
CNB3	North Bay (North Bay Regional Health Centre) ON (Heli)	CNP4	Seagrave/North Port ON
CNB4	Cobourg (Northumberland Hills Hosp) ON (Heli)	CNP6	Nampa/Hockey AB
CNB6	Newburgh ON	CNP7	Iroquois ON
CNC2	Cornwall (Dev Centre) ON (Heli)	CNP8	Greenbank ON
CNC3	Brampton-Caledon ON	CNQ3	Welland/Niagara Central Dorothy Rungeling ON
CNC4	Guelph ON	CNR2	Innerkip ON
CNC9	Perth (Great War Mem Hosp) ON (Heli)	CNR3	Sault Ste. Marie ON (Heli)
CND4	Haliburton/Stanhope Muni ON	CNR4	Tobermory ON
CND7	New Denver/Slocan Community (Health Centre) BC (Heli)	CNR5	Norland/Trotter ON
CNE3	Bearskin Lake ON	CNR6	Carleton Place ON
CNE4	Iroquois Falls ON	CNS3	Englehart (District Hosp) ON (Heli)
CNE9	Essex ON	CNS4	Alexandria ON
CNF2	Haliburton (Hosp) ON (Heli)	CNS8	Morrisburg ON
CNF3	Pendleton ON	CNS9	Smiths Falls (Community Hosp) ON (Heli)
CNF4	Lindsay/Kawartha Lakes Municipal Airport ON	CNT4	Little Current (Manitoulin Health Centre) ON (Heli)
CNF8	Dwight ON	CNT6	Elmira ON
CNF9	Niagara Falls/Niagara South ON	CNT7	Picton ON
CNG2	New Glasgow (Aberdeen Hosp) NS (Heli)	CNT9	Newtonville/Steeves Field ON
CNG5	Pembroke (Regional Hosp) ON (Heli)	CNU3	Peterborough (Reg Health Centre) ON (Heli)
CNG6	Walkerton (County of Bruce Gen Hosp) ON (Heli)	CNU4	Belleville (Marker Field) ON
CNG8	Niagara Falls (Greater Niagara General Hosp) ON (Heli)	CNU8	Toronto/Markham ON
CNH2	Natuashish NL	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	Edenvalle 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	Pictou (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	CPG5	Hawkesbury (East) ON
COR8	Orangeville/Rosehill ON	CPG7	Fergus (Juergensen Field) ON
COS2	Iona Station (Bobier Strip) ON	CPG8	Chatham-Kent Health Alliance (Chatham) ON (Heli)
CPA2	Mount Forest (Louise Marshall Hosp) ON (Heli)	CPG9	Renfrew (Victoria Hosp) ON (Heli)
CPA3	Palmerston (District Hosp) ON (Heli)	CPH2	Deep River/Rolph ON
CPA4	Simcoe (Dennison Field) ON	CPH3	Port Hope (Peter's Field) ON
CPA5	Toronto/Tarten ON (Heli)	CPH4	Dolbeau-Mistassini/Potvin Heli-base, QC (Heli)
CPA6	Hagersville (West Haldimand Gen Hosp) ON (Heli)	CPH6	Penticton Regional Hospital BC (Heli)
CPA7	Meaford (Gen Hosp) ON (Heli)	CPH7	Toronto/Markham Stouffville ON (Heli)
CPA8	Simcoe (Norfolk Gen Hosp) ON (Heli)	CPH9	Fordwich ON
CPA9	Dunnville (Haldimand War Mem Hosp) ON (Heli)	CPJ2	Alliston ON (Heli)
CPB2	Fergus (Groves Memorial Community Hosp) ON (Heli)	CPJ3	Hamilton (McMaster University Medical Centre) ON (Heli)
CPB3	Weland (County Gen Hosp) ON (Heli)	CPJ4	Geraldton (District Hosp) ON (Heli)
		CPJ5	Stirling ON
		CPJ6	St-Pierre-Jolys (Carl's Field) MB
		CPJ7	Kingston (General Hosp) ON (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
CPK2	Strathroy (Blue Yonder) ON	CPV9	Poverty Valley SK
CPK3	Hamilton (Gen Hosp) ON (Heli)	CPW2	London (Victoria Hosp) ON (Heli)
CPK6	Toronto (Mississauga Credit Valley Hosp) ON (Heli)	CPW6	Midland (Huron District Hosp) ON (Heli)
CPK7	Ottawa (Children's Hosp) ON (Heli)	CPW8	Powell River (Hosp) BC (Heli)
CPK9	Arthur (Peskett Field) ON	CPX2	Marathon (Wilson Mem Hosp) ON (Heli)
CPL2	Bracebridge (South Muskoka Mem Hosp) ON (Heli)	CPX6	Port Perry (Lakeridge Health) ON (Heli)
CPL3	Kars/Rideau Valley Air Park ON	CPY2	Milton (District Hosp) ON (Heli)
CPL4	Grand Bend ON	CPY3	Beardmore (Health Centre) ON (Heli)
CPL6	Edmonton/Parkland AB	CPY5	Toronto/Wilson's ON (Heli)
CPM3	Pourvoirie Mirage QC	CPY9	Fergus (Holyoake Airfield) ON
CPM5	Tottenham/Volk ON	CPZ2	Alliston (Stevenson Mem Hosp) ON
CPM7	Bradford ON	CPZ3	Trenton/Mountain View ON
CPN2	Rodney/Pinder Airfield ON	CPZ6	Montréal/Point Zero QC (Heli)
CPN3	Moose Factory ON (Heli)	CQV3	Revelstoke (Queen Victoria Hospital) BC (Heli)
CPN8	London (Pioneer Airpark) ON	CRA2	Queensville (Rollick Airpark) ON
CPP2	Collingwood (Gen & Marine Hosp) ON (Heli)	CRA3	Rednersville/Aery ON
CPP3	Port Perry/Hoskin ON	CRB2	Cottam ON
CPP6	Grand River Executive Airport ON	CRB4	Rivière Bonnard QC
CPP7	Ottawa (Civic Hosp) ON (Heli)	CRB5	Rivière Bell QC
CPP8	Montréal/Passport Hélico QC (Heli)	CRC2	Fredericton (RCMP) NB (Heli)
CPQ3	Niagara Falls ON (Heli)	CRC3	Ross Creek BC
CPR2	Ottawa/Embrun ON	CRD2	Coaldale (Rednek Air) AB
CPR4	London (University Hosp) ON (Heli)	CRD3	Red Deer Regional Hosp Centre AB (Heli)
CPR5	Woodstock (Norm Beckham/Bob Hewitt Field) ON	CRD5	Red Deer/Truant AB
CPR7	Wingham/Richard W LeVan ON	CRD6	Red Deer/Truant South AB
CPR8	Pincher Creek (Hosp) AB (Heli)	CRE2	Rae/Edzo NT
CPS2	Keene/Elmhirst's Resort ON	CRE3	Curries (Rand Private Airfield) ON
CPS4	Lucan ON	CRE5	Red Deer/Chong Residence AB (Heli)
CPS5	Miminiska ON	CRF3	Edmonton/Villeneuve (Rose Field) AB
CPS6	Cornwall (Community Hosp McConnell Site) ON (Heli)	CRF4	Calgary/Okotoks (Rowland Field) AB
CPT2	Killarney ON	CRF5	Saskatoon/Richter Field SK
CPT3	Rockton ON	CRG2	Kelowna (Argus) BC (Heli)
CPT9	Pintendre QC	CRG3	Carignan (Bouthillier) QC
CPU2	Kincardine (South Bruce Grey Health Centre) ON (Heli)	CRH2	Coronation (Health Centre) AB (Heli)
CPU4	Manitouwadge (Santé/Health) ON (Heli)	CRH5	Rimbey (Hospital & Care Centre) AB (Heli)
CPU6	Tyendinaga (Mohawk) ON	CRK2	Millet/Creekview AB
CPV2	Orangeville/Castlewood Field ON	CRL2	Westport/Rideau Lakes ON
CPV3	Prince Albert (Victoria Hosp) SK (Heli)	CRL3	Red Lake (Margaret Cochenour Mem Hosp) ON (Heli)
CPV4	Mansfield ON	CRL4	Kirby Lake AB
CPV6	Barry's Bay (St. Francis Mem Hosp) ON (Heli)	CRL7	Reindeer Lake SK
CPV7	Poplar Hill ON	CRL9	Kingston/Riverland ON
CPV8	Keewaywin ON	CRM2	Riding Mountain MB
		CRM4	Cormier NB

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

Indicator	Name
CRM5	Wheatley (Robinson Motorcycles) ON
CRML	Stoney Point (Le Cunff) 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
CRS5	Wheatland/Spud Plains MB
CRS6	Windermere/Rostrevor ON (Heli)
CRV2	Barrie (Royal Victoria Hosp) ON (Heli)
CRV7	Parry Sound/Revilo Island ON (water aerodrome)
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 (Gilles Beaudet) QC
CSB4	Chibougamau QC (Heli)
CSB5	Shediac Bridge NB
CSB7	Severn Bridge ON
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
CSF2	Innisfail (Hosp) AB (Heli)
CSF3	Poste Montagnais (Mile 134) QC
CSF4	Shelburne (Schaefer Field) ON
CSF5	Markerville/Safron Farms AB
CSF6	Delburne/Stonehill Farms AB
CSF7	Ottawa/Casselman (Shea Field) ON
CSF8	Lampman/Spitfire Air SK
CSG3	Joliette QC
CSG5	St-Jean Chrysostome QC
CSG6	Edmonton/Kelsonae AB (Heli)

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

Indicator	Name
CSG7	Sherbrooke (CHUS) (François Desourdy) QC (Heli)
CSG9	Sagard QC (Heli)
CSH2	Isle-aux-Grues QC
CSH3	Calgary/South Health Campus (Hosp) AB (Heli)
CSH4	Label-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)
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 (Dist Health Services) AB (Heli)
CSM3	Thetford Mines QC
CSM4	Seymour Arm BC
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)
CSN4	Woodstock/Snokist NB (Heli)
CSN6	Saint John (Regional Hosp) NB (Heli)
CSN7	Farnham QC
CSN9	Baie-Comeau/Héli-Manicouagan QC (Heli)
CSP2	Stony Plain (Westview Health Centre) AB (Heli)
CSP3	Stony Plain (Lichtner Farms) AB
CSP5	St-Mathias QC
CSP6	Montréal/Aéroparc Île Perrot 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
CSQ3	Valcourt QC	CTD4	Baie-St-Paul QC (Heli)
CSQ4	Casey (Camp de Base) QC	CTF2	Tofield (Health Centre) AB (Heli)
CSR3	Victoriaville (André Fortin) QC	CTF3	Causapschal 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
CSS4	St-Dominique QC	CTG2	Montréal/St-Hubert Heli-Inter QC (Heli)
CST3	Montréal/St-Lazare QC	CTG3	Du Rocher-Percé (Pabok) QC
CST4	Saintfield/Stone ON	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	Rivière-aux-Saumons QC
CSU3	St-Hyacinthe QC	CTH8	Cookstown/Tally-Ho Field ON
CSU4	Shubenacadie NS (Heli)	CTH9	St-Augustin QC (Heli)
CSU5	Weymontachie QC	CTK8	Abbotsford (Teck) BC (Heli)
CSU7	Lac-à-la-Tortue QC (water aerodrome)	CTM4	Toronto (St. Michael's Hosp) ON (Heli)
CSU8	Sudbury/Kelly Lake ON (Heli)	CTM6	Timmins (Timmins & District Hosp) ON (Heli)
CSV2	Ste-Agathe (AIM) QC (Heli)	CTM7	Tundra Mine/Salmita Mine NT
CSV3	Bécancour QC (Heli)	CTM9	Oakville (Trafalgar Mem Hosp) ON (Heli)
CSV4	Fort Saskatchewan (Gen Hosp) AB (Heli)	CTN6	Treherne (South Norfolk Airpark) MB
CSV8	Schomberg (Sloan Field) ON	CTN8	Nairn (Triple Nickel) ON
CSW4	Bracebridge (Stone Wall Farm) ON	CTP5	St. Paul (Health Care Centre) AB (Heli)
CSW5	Montréal (Bell) QC (Heli)	CTP9	Kattiniq/Donaldson QC
CSW6	Hastings/Sweetwater Farms ON	CTQ2	Stanstead/Weller QC
CSX5	St-Mathias/Grant QC	CTR3	Tottenham/Ronan ON
CSX7	Sexsmith/Exeter ON	CTR4	Granby/Artopex Plus QC (Heli)
CSY3	Sorel QC	CTR6	St-Basile (Marcotte) QC
CSY4	St-Donat QC	CTR8	Fraserwood/Tribble Ranch Field MB
CSY6	Poste Lemoyne (Complex LG-3) QC (Heli)	CTS6	Hespero/Safron Residence AB (Heli)
CSY7	Wallaceburg / Chatham-Kent Health Alliance (Wallaceburg) ON (Heli)	CTT5	La Romaine QC
CSY9	Sydney (Cape Breton Regional Hosp) NS (Heli)	CTU2	Fontanges QC
CSZ3	Mont-Tremblant/St-Jovite QC	CTU5	La Tabatière QC
CSZ4	St-Frédéric QC	CTV4	Kleinburg (Tavares Helipad) ON (Heli)
CSZ6	St-Jérôme (Hydro-Québec) QC (Heli)	CTY5	Rougemont QC
CSZ8	Montréal (Sacré-Coeur) QC (Heli)	CUT2	Port Perry/Utica Field ON
CTA2	Sept-Îles (Hydro-Québec) QC (Heli)	CVA3	Kelowna (Valhalla) BC (Heli)
CTA3	Île aux Coudres QC	CVB2	Voisey's Bay NL
CTA4	St-Bruno-de-Guigues QC	CVF2	Fergus (Vodarek Field) ON
CTA6	Bracebridge (Tinkham Field) ON	CVF3	Bethany/Whitetail Valley Farm ON
CTA9	Ottawa/Gatineau (Casino) QC (Heli)	CVG8	Vegreville (St. Joseph's General Hosp) AB (Heli)
CTB2	Thunder Bay (Health Science Centre) ON (Heli)	CVH2	Vermilion Health Centre AB (Heli)
CTB6	Tête-à-la-Baleine QC	CVH7	Vulcan (Hosp) AB (Heli)
CTB7	Taber (Health Centre) AB (Heli)	CVL2	Vulcan/Kirkcaldy AB
CTB8	Cold Lake/Three Bears Landing AB	CVL3	Camden East/Varty Lake ON

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

Indicator	Name
CVM2	Victor Mine ON
CVS2	Viking (South) AB
CVS3	Vancouver (Surrey Memorial Hosp) BC (Heli)
CVV2	Valleyview (Health Centre) AB (Heli)
CWB2	Bracebridge West ON
CWC2	Kelowna (Wildcat Helicopters) BC (Heli)
CWC4	Wetaskiwin (Hospital & Care Centre) AB (Heli)
CWD2	Collingwood/Alta ON (Heli)
CWD3	Hamilton/Waterdown ON (Heli)
CWF2	Walter's Falls (Piper Way) ON
CWF3	Mount Brydges/Warren Field ON
CWF4	Heathcote/Wilkinson Field ON
CWG2	Winnipeg (City of Winnipeg) MB (Heli)
CWH3	Woodstock (Hospital) ON (Heli)
CWH4	Ottawa (Winchester District Memorial Hosp) ON (Heli)
CWH6	Moose Jaw (Dr. F. H. Wigmore Regional Hosp) SK (Heli)
CWH5	Wingham (Inglis Field) ON
CWH7	Winnipeg (Health Sciences Centre) MB (Heli)
CWL3	Calmar/Wizard Lake AB
CWL4	Woodlands/Kendall Farm MB
CWP3	Leslieville/W. Pidhirney Residence AB (Heli)
CXX2	Wieberville ON
CYAB	Arctic Bay NU
CYAC	Cat Lake ON
CYAD	La Grande-3 QC
CYAG	Fort Frances Muni ON
CYAH	La Grande-4 QC
CYAL	Alert Bay BC
CYAM	Sault Ste. Marie ON
CYAQ	Kasabonika ON
CYAS	Kangirsuk QC
CYAT	Attawapiskat ON
CYAU	Liverpool/South Shore Regional NS
CYAV	Winnipeg/St. Andrews MB
CYAW	Halifax/Shearwater NS (Heli)
CYAX	Lac du Bonnet MB
CYAY	St. Anthony NL
CYAZ	Tofino/Long Beach BC
CYBA	Banff AB
CYBB	Kugaaruk NU
CYBC	Baie-Comeau QC
CYBD	Bella Coola BC
CYBE	Uranium City SK

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

Indicator	Name
CYBF	Bonnyville AB
CYBG	Bagotville QC
CYBK	Baker Lake NU
CYBL	Campbell River BC
CYBN	Borden ON (Heli)
CYBP	Brooks Regional AB
CYBQ	Tadoule Lake MB
CYBR	Brandon Muni MB
CYBT	Brochet MB
CYBU	Nipawin SK
CYBV	Berens River MB
CYBW	Calgary/Springbank AB
CYBX	Lourdes-de-Blanc-Sablou QC
CYB3	Nelson/Blaylock Estate BC (Heli)
CYCA	Cartwright NL
CYCB	Cambridge Bay NU
CYCC	Cornwall Regional ON
CYCD	Nanaimo BC
CYCE	Centralia/James T. Field Memorial ON
CYCG	Castlegar/West Kootenay Regional BC
CYCH	Miramichi NB
CYCK	Chatham-Kent ON
CYCL	Charlo NB
CYCN	Cochrane ON
CYCO	Kugluktuk NU
CYCP	Blue River BC
CYCQ	Chetwynd BC
CYCR	Cross Lake (Charlie Sinclair Mem) MB
CYCS	Chesterfield Inlet NU
CYCT	Coronation AB
CYCW	Chilliwack BC
CYCX	Gagetown NB (Heli)
CYCY	Clyde River NU
CYCZ	Fairmont Hot Springs BC
CYDA	Dawson City YT
CYDB	Burwash YT
CYDC	Princeton BC
CYDF	Deer Lake NL
CYDH	Ottawa/Dwyer Hill ON (Heli)
CYDL	Dease Lake BC
CYDM	Ross River YT
CYDN	Dauphin (Lt. Col W.G. (Billy) Barker VC) MB
CYDO	Lac-Saint-Jean QC
CYDP	Nain NL
CYDQ	Dawson Creek BC
CYEA	Empress AB

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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
CYED	Edmonton/Namao AB (Heli)	CYHF	Hearst (René Fontaine) Muni ON
CYEE	Midland/Huron ON	CYHH	Nemiscau QC
CYEG	Edmonton Intl AB	CYHI	Ulukhaktok NT
CYEK	Arviat NU	CYHK	Gjoa Haven NU
CYEL	Elliot Lake Muni ON	CYHM	Hamilton ON
CYEM	Manitowaning/Manitoulin East Muni ON	CYHN	Homepayne 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 Municipal Airport 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 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	Kangiqsuaq (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
CYGQ	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	Kuujuarapik QC	CYKY	Kindersley Regional SK
CYGX	Gillam MB	CYKZ	Toronto/Buttonsville 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
CYHC	Vancouver Harbour BC (water aerodrome)	CY LH	Lansdowne House ON
CYHD	Dryden Regional ON	CYLI	Lillooet BC
CYHE	Hope BC	CY LJ	Meadow Lake SK
		CY LK	Lutsel'k'e NT
		CY LL	Lloydminster AB

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

Indicator	Name
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	Ekati 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
CYPD	Port Hawkesbury NS
CYPE	Peace River AB
CYPG	Portage La Prairie/Southport MB
CYPH	Inukjuak QC

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

Indicator	Name
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	Puvirnituc 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 Regional SK
CYQW	North Battleford SK
CYQX	Gander Intl NL
CYQY	Sydney/J.A. Douglas McCurdy NS
CYQZ	Quesnel BC
CYRA	Gamètí/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
CYRP	Ottawa/Carp ON
CYRQ	Trois-Rivières QC
CYRS	Red Sucker Lake MB
CYRT	Rankin Inlet NU

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

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

Indicator	Name
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
CYZY	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
CZMN	Pikwitonei MB
CZMT	Masset BC
CZNG	Poplar River MB

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

Indicator	Name
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
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 HÉLIROPTÈRE 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
DRAGON'S FIRE HELIPORT ON	Millgrove/Dragon's Fire Heliport
DWYER HILL ON	Ottawa/Dwyer Hill
EAGLE ISLAND ON	Lake Joseph/Eagle Island
ELEPHANT ENTERPRISES INC. AB	Calgary/Elephant Enterprises Inc.
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
HELI-LYNX ON	Vittoria/Heli-Lynx
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
KELLY LAKE ON	Sudbury/Kelly Lake
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)
MARKHAM STOUFFVILLE ON	Toronto/Markham Stouffville
MARSHALL MCLEOD FIELD SK	Moosomin/Marshall McLeod Field
McELROY RANCH AB	Blackie/McElroy Ranch
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)
NORTHERN LIGHTS REGIONAL HEALTH CENTRE AB	Fort McMurray/Northern Lights Regional Health Centre
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
ROSTREVOR ON	Windermere/Rostrevor
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
SIGNATURE STABLES ON	Gananoque/Signature Stables
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

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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.

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)
 ANAMA BAY-DAUPHIN RIVER MB (N51 58 W98 08)
 ANDERSON POINT NU (N68 13 W87 55)
 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)
 ASBESTOS QC (N45 48 W71 59)
 ATKINSON POINT NT (N69 56 W131 25)

BARKERVILLE BC (N53 05 W121 31)
 BASKATONG LAKE QC (N46 47 W75 53)
 BATNUNI BC (N53 23 W124 08)
 BAY D'ESPOIR NL (N47 58 W55 51)
 BEAR RIVER YT (N64 49 W134 16)
 BEAULIEU RIVER NT (N62 27 W113 02)
 BEAVER RIVER BC (N59 58 W124 12)
 BENNETT FIELD NT (N65 02 W124 40)
 BIG CREEK BC (N51 43 W123 01)
 BIRD MB (N56 30 W94 13)
 BISSETT/WALLACE LAKE MB (N51 02 W95 25)
 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)
 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)
 BUTTRESS SK (N50 15 W105 33)
 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)
 CANTON ON (N44 00 W78 22)
 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)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

CAPE PARRY NT (N70 10 W124 41)
CAPE YOUNG NU (N68 56 W116 56)
CASINO YT (N62 45 W138 47)
CHATER MB (N49 55 W99 48)
CHINCHAGA AB (N57 32 W119 08)
CHUNAMON BC (N56 14 W124 23)
CHURCHILL FALLS NL (N53 38 W64 29)
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)
COLOMAC NT (N64 23 W115 07)
CORMORANT LAKE MB (N54 14 W100 36)
COVEY HILL QC (N45 01 W73 41)
CREE LAKE SK (N57 22 W107 08)
CROOKED LAKE NU (N72 40 W98 30)
CULLATON LAKE NU (N61 19 W98 30)
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)
DISCOVERY NT (N63 11 W113 54)
DOIG AB (N56 57 W119 31)
DORE LAKE SK (N54 37 W107 23)
DORIS LAKE NU (N68 08 W106 35)
DRAKE POINT NU (N76 28 W108 44)
DRAKE POINT NU (N76 24 W108 32)
DURHAM (MULOCK) ON (N44 14 W80 55)

EAGLE RIVER ON (N49 45 W93 08)
EAGLESHAM AB (N55 48 W117 53)
EAR FALLS ON (N50 43 W93 23)
EAST TEMPLETON QC (N45 30 W75 33)
EDDONTENAJON/ISKUT VILLAGE BC (N57 51 W129 59)
ELMIRA (EAST) ON (N43 36 W80 31)
EMBARRAS AB (N58 12 W111 23)
EMPRESS NORTH 6 (PLAINS MIDSTREAM CANADA) AB (N50 41 W110 03)
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)
FINBOW BC (N57 16 W125 27)
FORESTBURG AB (N52 34 W112 05)
FORT GEORGE QC (N53 49 W79 00)
FORT McMURRAY/MILDRED LAKE AB (N57 03 W111 34)
FORT NELSON/MOBIL SIERRA BC (N58 50 W121 24)

GAGNON QC (N51 57 W68 08)
GOLD RIVER BC (N49 49 W126 04)
GRAND RIVER PE (N46 29 W63 57)
GRANDE CACHE AB (N53 55 W118 52)
GRANDE PRAIRIE (QUEEN ELIZABETH II HOSP) AB (Heli) (N55 11 W118 47)
GRANT POINT NU (N68 24 W98 39)
GUN LAKE BC (N50 54 W122 51)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

HAGUE/GULIKER FIELD SK (N52 31 W106 22)
 HALIFAX (WINDSOR PARK) NS (Heli) (N44 39 W63 37)
 HAMBURG AB (N57 21 W119 46)
 HARTNEY MB (N49 27 W100 31)
 HARTNEY MB (N49 27 W100 33)
 HART RIVER YT (N64 40 W136 50)
 HENIK LAKE NU (N61 39 W97 22)
 HIDDEN BAY SK (N58 08 W103 47)
 HORNES GULCH NB (N47 50 W67 54)
 HORTON RIVER NT (N70 01 W126 57)
 HOTCHKISS AB (N57 19 W118 55)
 HUNTSVILLE/DEERHURST RESORT ON (N45 21 W79 09)

INDIAN RIVER ON (N44 24 W78 08)
 INUVIK TOWNSITE NT (N68 22 W133 45)
 ISACHSEN NU (N78 47 W103 33)

JELLICOE ON (N49 40 W87 35)
 JOHNSON POINT NT (N72 46 W118 30)

KAHNTAH BC (N58 03 W120 55)
 KAPUSKASING (SENSENBRENNER HOSP) ON (N49 26 W82 26)
 KAYBOB SOUTH AB (N54 07 W116 37)
 KEGASKA QC (N50 12 W61 16)
 KEG RIVER AB (N57 44 W117 37)
 KEITH BAY NU (N68 15 W88 09)
 KETZA RIVER YT (N61 51 W132 18)
 KILLALOE/BONNECHERE ON (N45 40 W77 36)
 KING CHRISTIAN NU (N77 46 W101 02)
 KITCHENER-WATERLOO (GRAND RIVER HOSP) ON (Heli) (N43 27 W80 30)
 KOMAKUK BEACH YT (N69 36 W140 10)

LAC À LA PERCHAUDE 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)
 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)
 LEWVAN (FARR AIR) SK (N49 59 W104 07)
 LIARD CONSTRUCTION YT (N65 05 W138 22)
 LIEGE/CNRL AB (N57 00 W113 12)
 LISTOWEL ON (N43 45 W80 59)
 LITTLE SALMON YT (N62 11 W134 53)
 LIVINGSTONE YT (N61 22 W134 22)
 LONGSTAFF BLUFF NU (N68 56 W75 17)
 LOUGHEED ISLAND NU (N77 27 W105 05)
 LUCKNOW AIRPARK ON (N43 58 W81 30)
 LUMSDEN AIR PARK ON (N45 25 W80 05)
 LUPIN NU (N65 46 W111 15)
 LYTTON BC (N50 15 W121 34)

MADAWASKA COLLINS FIELD ON (N45 30 W77 59)
 MAGUNDY YT (N62 10 W133 59)
 MALLARD YT (N65 49 W140 15)
 MALLOCH DOME NU (N78 13 W101 03)
 MARGAREE NS (N46 20 W60 59)
 MARTEN HILLS AB (N55 25 W113 36)
 MATHESON ISLAND MB (N51 44 W96 56)
 MATHESON POINT NU (N68 49 W95 17)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

MATTOUSH QC (N51 54 W72 07)
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)
MONTRÉAL/MARINA VENISE QC (N45 38 W73 47)
MOOSE LAKE MB (N53 42 W100 21)
MOSSBANK SK (N49 55 W105 52)
MOULD BAY NT (N76 14 W119 19)
MOUNTAIN RIVER NT (N65 41 W128 49)
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)

NAMEW LAKE SK (N54 12 W102 03)
NANISIVIK NU (N72 59 W84 37)
NICHOLSON PENINSULA NT (N69 57 W128 53)
NIPISI AB (N55 52 W115 10)
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)

OPINACA QC (N52 13 W76 37)
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)
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)
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 RADIUM NT (N66 06 W117 56)
PROPHET RIVER BC (N57 58 W122 47)
PROSPECT LAKE ON (N50 35 W94 16)
PURTUNIQ QC (N61 49 W73 57)

QUÉBEC/HÔPITAL DE L'ENFANT-JÉSUS QC (Héli) (N46 50 W71 13)

RADISSON SK (N52 28 W107 23)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

RAM FALLS AB (N52 05 W115 51)
 REA POINT NU (N75 22 W105 43)
 RENOUS NB (N46 57 W66 34)
 RÉSERVOIR GOUIN (POURVOIRIE OASIS) QC (N48 28 W74 40)
 RICHARDSON AB (N57 53 W111 01)
 RICHELIEU/MESSIER QC (N45 23 W73 14)
 RIVERS MB (N50 01 W100 19)
 RIVERS INLET BC (N51 41 W127 15)
 RIVIÈRE OUELLE QC (N47 27 W69 59)
 RIVIÈRE TÉMISCAMIE (AIR ROBERVAL LTÉE) QC (N51 01 W72 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-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)
 SAN JUAN POINT (COAST GUARD) BC (Heli) (N48 32 W124 27)
 SARCPA LAKE NU (N68 33 W83 20)
 SAULTEAUX AB (N54 55 W114 47)
 SAWMILL BAY NT (N65 44 W118 55)
 SENNETERRE QC (N48 20 W77 11)
 SHELL 13 AB (N57 16 W111 29)
 SHEPHERD BAY NU (N68 48 W93 25)
 SHERARD BAY NU (N76 05 W108 30)
 SHILO MB (Heli) (N49 48 W99 38)
 SHINGLE POINT YT (N68 56 W137 14)
 SIMPSON LAKE NU (N68 35 W91 57)
 SIOUX LOOKOUT ON (Heli) (N50 04 W91 55)
 SIOUX NARROWS ON (N49 23 W94 00)
 SNAG YT (N62 22 W140 24)
 SOREL-TRACY/AIR NATURE INC QC (Heli) (N46 02 W73 07)
 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 RIVER AB (N59 38 W117 10)
 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)
 STURDEE SK (N51 12 W102 22)
 STURGEON LANDING SK (N54 17 W101 49)
 STURT POINT NU (N68 48 W103 20)

TABU NB (N47 20 W65 26)
 TALBOT LAKE AB (N57 20 W115 36)
 TATLA LAKE BC (N51 55 W124 36)
 TERRACE BAY ON (N48 49 W87 06)
 THESSALON MUNI ON (N46 19 W83 32)
 THOR LAKE NT (N62 06 W112 38)
 THUNDER LAKE AB (N52 50 W116 43)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

THUNDER RIVER NT (N67 28 W130 51)
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)
TUKTOYAKTUK (IMPERIAL) NT (N69 26 W132 57)
TUNUNUK NT (N69 00 W134 40)

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)
VIKING HEALTH CENTRE AB (Heli) (N53 06 W111 46)
VIRDEN (WEST) MB (N49 53 W101 04)

WACO/MILE 100 QC (N51 23 W65 38)
WADLIN TOWER AB (N57 46 W115 27)
WARREN/WOODLANDS MB (N50 10 W97 35)
WASHAGO ON (N44 44 W79 22)
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)
WHITE CITY (RADOMSKY) SK (N50 26 W104 18)
WILDHAY AB (N53 52 W117 33)
WILLIAMS HARBOUR NL (N52 34 W55 47)
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)
WYEVALE (BOKER FIELD) ON (N44 39 W79 52)

YARBO SK (N50 43 W101 56)

ZAMA LAKE AB (N59 04 W118 53)

A44 GENERAL

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.

A46 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 SHAR lee	P · – – ·	Papa	pah PAH
D – · ·	Delta	DELL tah	Q – – · –	Quebec	keh BECK
E ·	Echo	ECK oh	R · – ·	Romeo	ROW me oh
F · · – ·	Foxtrot	FOKS trot	S · · ·	Sierra	see AIR rah
G – – ·	Golf	GOLF	T –	Tango	TANG go
H ····	Hotel	ho TÈLL	U · · –	Uniform	YOU nee form or OO nee form
I · ·	India	IN dee ah	V · · –	Victor	VIK tah
J · – – –	Juliett	JEW lee ETT	W · – –	Whiskey	WISS key
K – – ·	Kilo	KEY loh	X – · – –	Xray	ECKS RAY
L · – · ·	Lima	LEE mah	Y – · – –	Yankee	YANG key
M – –	Mike	MIKE	Z – – · ·	Zulu	ZOO loo
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 sédimentation	Settling pond
Fabrique	Factory
Haut-fond	Shoal
Havre	Harbour
Hôpital	Hospital
Île	Island
Îlot	Islet

A48 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
Traçé 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)	.11386
Spot elevation (In feet)	. 9015
Spot elevation (based on unreliable data)	x 8073
Mountain pass	4525

MISCELLANEOUS

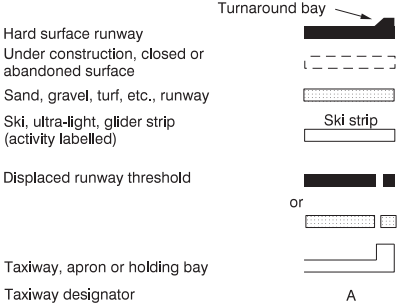
Tunnel	
Lookout tower	
Building (unless otherwise labelled)	bldg
Chimney, silo, water tank etc. (label)	silo
Wells other than water (label)	oil
Mine	
Racetrack	
Pipeline (underground labelled)	
Power transmission line	or
Aerial cableway, ski lift, conveyor belt or similar feature	
EVEN Cruising altitude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

A50 GENERAL

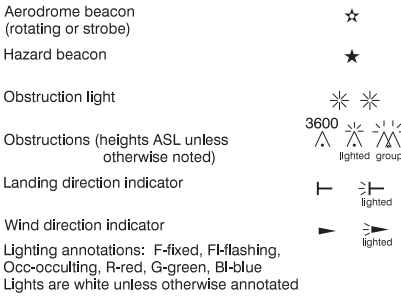
AERODROME SKETCH AND VFR TERMINAL PROCEDURES CHART (VTPC) LEGEND

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



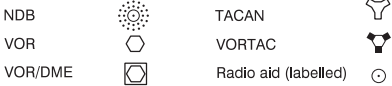
LIGHTS



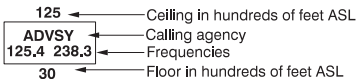
APPROACH LIGHTING

Refer to Section A Lighting

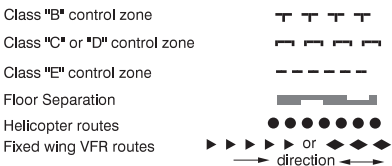
RADIO AIDS



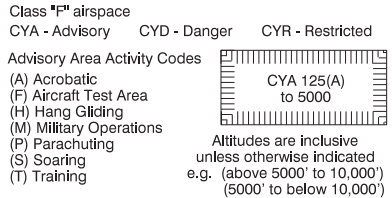
COMMUNICATIONS-CLASS "C" AIRSPACE



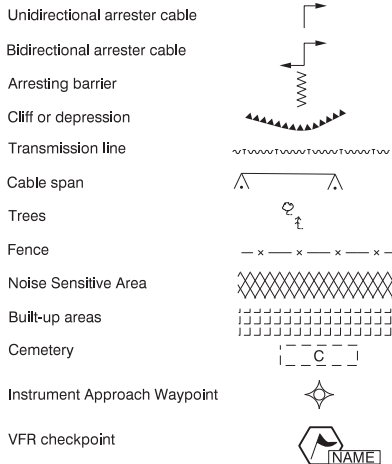
AIRSPACE



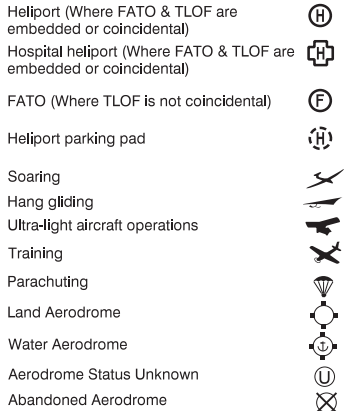
AIRSPACE (Cont'd)



MISCELLANEOUS



NOTE: When cleared to orbit the aircraft should remain within 2NM of the Checkpoint. It is recommended that all turns be made to the left.



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)

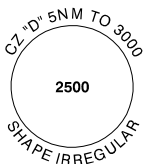
The obstacle clearance circle is a guide for pilots operating VFR within close proximity to aerodromes and should not be construed as providing minimum descent altitudes.

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.

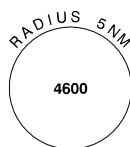
The Control Zone radius is indicated on the upper outer circumference of the circle along with the class of airspace (see Planning Section) that the Control Zone has been designated. The altitude ASL that the zone extends up to will also be shown. Should the zone depart from the standard cylindrical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



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.

MONTREAL / 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.

REF N45 28 05 W73 44 30 2.25SW 25°E (2012) NOTE: The "Air" in the AIR5000 series visual navigation charts is abbreviated to "A" e.g. AIR5001 will be shown as A5001.

GV10°W UTC-5(4) Elev 00' A5003 LO1 LO9 T1 CAP RCAP OC 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.

Grivation 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) 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.

A54 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. In cases where aerodromes are located in a region where Standard Time or Daylight Saving Time is observed year round, the time zone factor will be indicated without the use of parenthesis.

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

(a) Newfoundland	-3 ½ (2 ½)	(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
H24 Cert Ldg fees NVIS OPS AUTH PPR A/D clsd Dec 25 & Jan 1

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. Air operators providing a scheduled passenger service can determine the airport hours of operation (attended hours) which are specified prior to the *Cert* statement.

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.

AERODROME STATUS (Cont'd)**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.

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.

Closures

Scheduled times or seasons for which an aerodrome/heliport is closed will be published at the end of the OPR section.

PUBLIC FACILITIES (PF)

PF	A-1,2,3,4 Avbl 12-23Z B-5
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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 Hotel(s).
- 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
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CUSTOMS DESIGNATORS

A56 GENERAL

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.

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. "ADCUS" 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. "ADCUS" 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/

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	(bil)	
FIC	(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.	
DUAT	CSN 123-4567 full svc 10-24Z; ltd svc 00-10Z (see COMM) Sky High Flying Club	

NOTAM:

The term "(bil)" when placed after the term "FLT PLN" indicates that all services listed below are offered bilingually. When bilingual services are limited, the term "(bil)" will precede the appropriate service.

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.

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.

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Kamloops FIC:	1-866-541-4101 or 250-376-8392
Edmonton FIC:	1-866-541-4102 or 780-890-8386
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 \pm Mon & Wed-Fri, 16-24Z \pm 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.

WEATHER SERVICES - OBSERVATIONS (Cont'd)

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.
LAWO	Limited Aviation Weather Observation (LAWO) - A visual observation of prevailing tower visibility and tower ceiling made by airport controllers from inside the tower cab in order to provide limited weather information to support local flight operations. These observations are not intended for transmission, distribution, or use outside the control zone. This information is normally included in the local ATIS recording and updated as required or passed verbally to aircraft arriving at, and departing from, the local airport.
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, LAWO, 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
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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	
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:

- 100LL (Blue) AVGAS, available in all NATO countries and at several locations in Canada. Use at 100/130 (Green) power settings.
- ASTM – American Society for Testing and Materials.
- U.S. Spec., MIL-DTL-83133 applies, CAN/CGSB 3.24 grade F-34, F-44.
- AKI=Anti-Knock Index.
- +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 windscreen.
- 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.

A64 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)

<i>STATUS (Participating or Designated)</i>	<i>CRITICAL CATEGORY (acft category will be referred to as category)</i>	<i>Availability of higher acft CAT for fire-fighting</i>	<i>Hrs of ops when less than H24</i>
ARFF	DESIGNATED CAT 6 (CAT 7	1 hr PN) 1100-0500Z†,	O/T 519-452-4000 call out chg. Discrete emerg freq 122.675
<i>NOTES</i>			

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	3m	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.

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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 28 VDC 1500 amp
CE 15	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; Input (AC): 220/400V, 3 phase, 60 Hz
MMG-2	DC:500 amp constant, 28V; AC:30 KVA .8 P.F., 115/200V, 3 phase, 400 Hz; Input (AC): 220/400V, 3 phase, 60 Hz
NC-8A/A1	DC:500 amp constant, 750 amp intermittent, 28V; AC:60 KVA, 115/200V, 3 phase, 400 Hz
NC-10A/A1/B/C	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
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COMBINED AIR AND ELECTRICAL STARTING UNITS

AM47A-4	AIR:195 lbs/min. 75+/-5 psia or 120-127 lbs/min. 45 psia; AC:115/208V, 15 KW, 0.75 PF; DC:28V, 100 amp;
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JET AIRCRAFT STARTING UNITS (JASU) USAF/USN (Cont'd)

NCP-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)

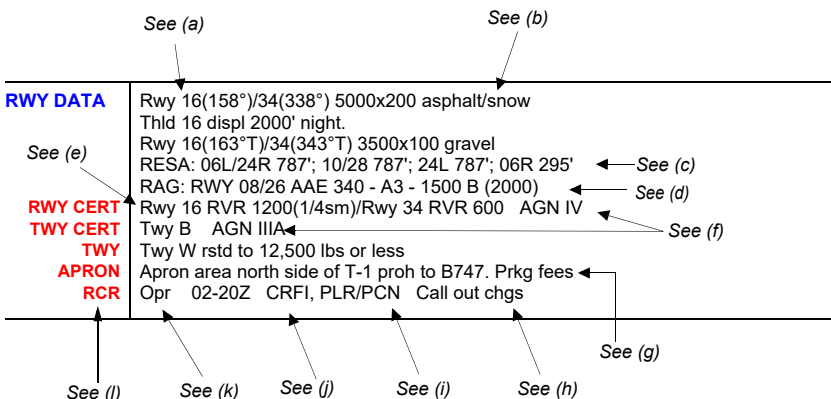
PRIVATE ADVISORY (PVT ADV)

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.



- Rwy designation, actual magnetic or true bearing, length & width, type of surface, operational restriction.
- Indicates runway is in operation during winter months for ski equipped aircraft.
- Dimension of the Runway End Safety Area applicable to the specified runway.
- Arrestor cable type.
- 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 (below 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 meets the 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). Note: The AGN is only published for airports (certified aerodromes), and registered aerodromes supporting an instrument approach procedure with a valid aerodrome attestation signed by the aerodrome operator.

See the following table for a breakdown of wingspans into AGN groupings. For the runway environment, the determination of the AGN is made with reference to the Vref obtained with the aeroplane at maximum landing weight and configured with the maximum allowable landing flap. It does not include any operational adjustments to Vref due to environmental conditions (steady state wind, gusts or icing, etc.) or aircraft abnormal or emergency configuration (slats or flaps jam, etc.).

Aircraft Group Number Groupings – Runway Environment		
Aircraft Group Number (AGN)	Critical Aircraft Wingspan	Critical Aircraft Reference Landing Speed (V_{REF})
I	Less than 14.94 m (49')	Less than 121 kts
II	14.94 m up to but not including 24.10 m (79')	Less than 121 kts
IIIA	24.10 m up to but not including 36.00 m (118')	Less than 121 kts
IIIB	up to but not including 36.00 m (118')	121 kts or more
IV	36.00 m up to but not including 52.12 m (171')	N/A
V	52.12 m up to but not including 65.23 m (214')	N/A
VI	65.23 m up to but not including 79.86 m (262')	N/A

For airports, the taxiway environment AGN is made with reference to wingspan only, in accordance with the following table. The AGN will only be published for those taxiways having a lower AGN than of the runway with the highest certification level.

Note: The taxiway AGN is not provided for registered aerodromes.

Aircraft Group Number Groupings - Taxiway Environment	
Aircraft Group Number (AGN)	Critical Aircraft Wingspan
I	Less than 14.94 m (49')
II	14.94 m up to but not including 24.10 m (79')
IIIA / IIIB	24.10 m up to but not including 36.00 m (118')
IV	36.00 m up to but not including 52.12 m (171')
V	52.12 m up to but not including 65.23 m (214')
VI	65.23 m up to but not including 79.86 m (262')

- (f) An Aircraft Group Number is used to communicate the maximum aircraft wingspan, with consideration of the reference approach speed for the runway environment, for the part of an

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aerodrome 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.
- (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'
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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
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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
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(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.
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(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

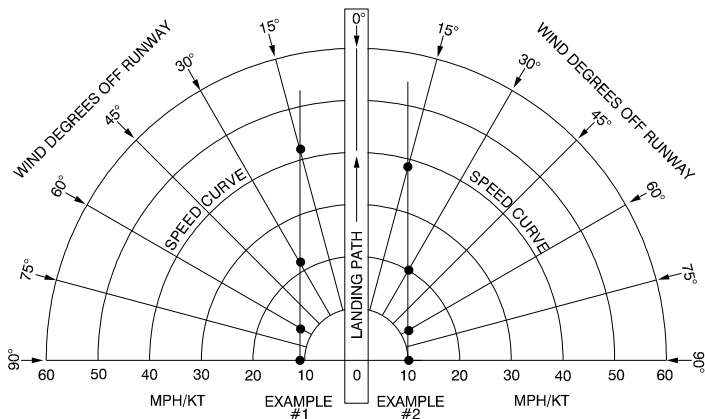
The Aircraft Load Rating/Pavement Load Rating (ALR/PLR) system for reporting runway pavement strengths is based on Transport Canada's design procedures for airfield pavements. From a pavement structural viewpoint, an aircraft can operate on an airport pavement provided that the Aircraft Load Rating (ALR) 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.

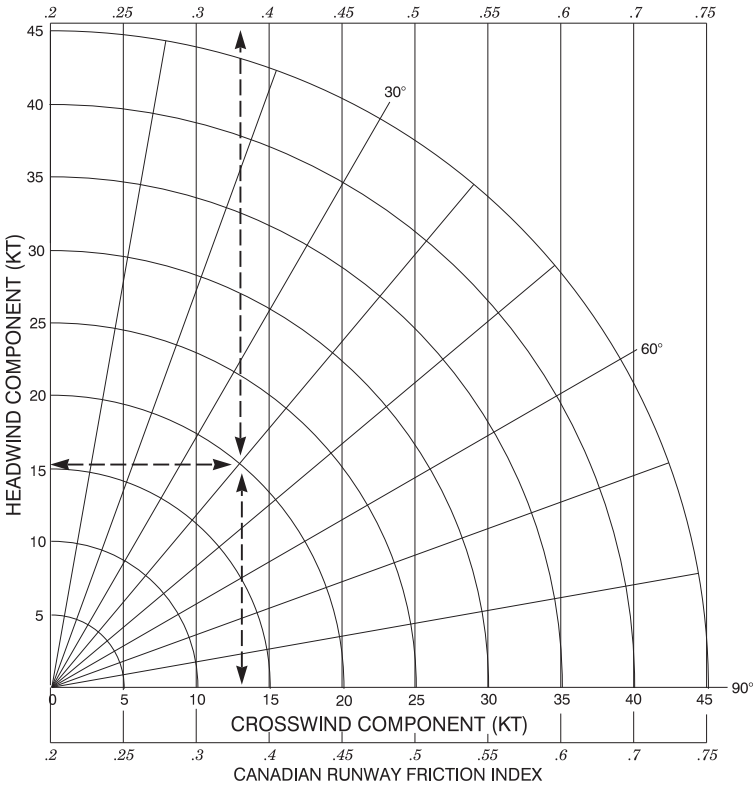
Wind-degree Off Runway		Permissible Wind Speeds
90-degrees	(0.2 x 60 MPH stalling speed)	12 MPH
60-degrees	Using cross-wind component graph	14 MPH
30-degrees	Using cross-wind component graph	24 MPH
15-degrees	Using cross-wind component graph	45 MPH

EXAMPLE #2 – Aircraft with a stalling speed of 50 Kt.

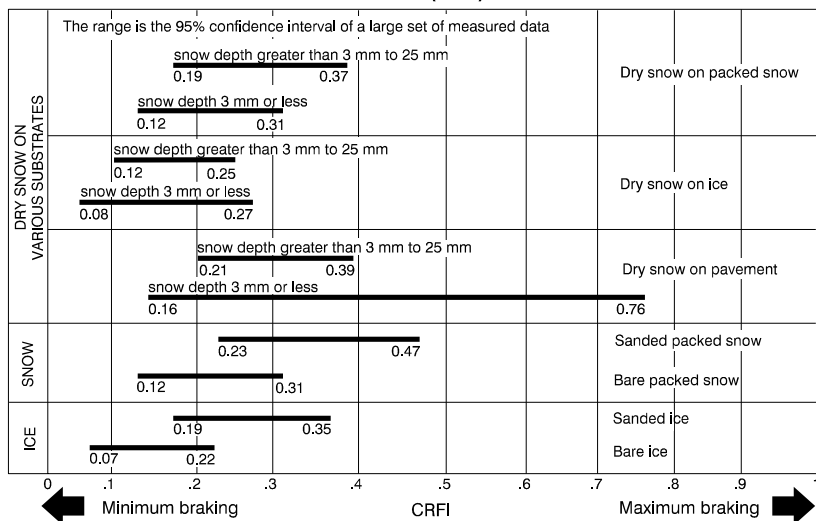
Wind-degree		Permissible Wind Speeds
90-degrees	(0.2 x 50 Kt stalling speed)	10Kt
60-degrees	Using cross-wind component graph	12Kt
30-degrees	Using cross-wind component graph	20Kt
15-degrees	Using cross-wind component graph	38Kt

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CROSS WIND LIMITS FOR CRFI
CANADIAN RUNWAY FRICTION INDEX



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

RUNWAY SURFACE CONDITION (RSC) NOTAM

RSC NOTAM 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.

Where runway information is reported in thirds, a runway condition code (RWYCC) is reported for each third. RWYCCs are on a scale of 0 to 6, where 0 represents the most slippery conditions and 6 represents dry runway performance.

RSC NOTAM are issued when contaminants are present on a movement area as follows:

- at the commencement of published AMSCR hours;
- a minimum of once every eight hours thereafter for certified aerodromes;
- when a significant change in a runway surface condition occurs;
- following every accident or incident in which winter conditions may have been a factor; and
- whenever the cleared width of the runway falls below full width.

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RUNWAY SURFACE CONDITION (RSC) NOTAM (Cont'd)

When available, a CRFI reading will be issued along with the RSC in order to provide an overall descriptive picture of the runway condition and to quantify braking action.

Due to 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 only be taken and a CRFI will only be provided to air traffic services (ATS) or pilots when any of the following conditions are present:

- (a) ice;
- (b) wet ice consisting of a thin film of water on ice;
- (c) compacted snow;
- (d) slush on ice;
- (e) dry snow not exceeding 2.5cm (1 inch) in depth;
- (f) de-icing chemical solution or sand on ice; or
- (g) frost.

When available, a CRFI reading will be issued along with the RSC in order to provide an overall descriptive picture of the runway condition.

An RSC NOTAM is also provided when there is a significant change which includes:

- (a) any change in RWYCC (if applicable);
- (b) a CRFI change of 0.05 or more;
- (c) any change in the contaminant type;
- (d) any change of 20% or more in the reportable contaminant coverage;
- (e) any change in contaminant depth of 1/8 inch for standing water and slush, 1/4 inch for wet snow and 3/4 inch for dry snow;

and

(f) any other information, which according to assessment techniques, is considered to be significant. For example, following the application or removal of sand or chemicals, following snow removal or sweeping, changes in conditions caused by rapid increases or decreases in temperature.

The depth of a deposit is expressed in inches or feet or both. Whole values are used when the depth is above 2 inches (2IN). When the depth is less than 2 inches, fractions are used.

If provided by the Airport Authorities, conditions of taxiways and aprons are disseminated in the RSC NOTAM.

An RSC NOTAM is valid for a maximum of 8 hours for certified aerodromes or a maximum of 24 hours for non-certified aerodromes after which time it is removed from the database.

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) 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) 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).

- 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.
- 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.
- 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.
- 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.

TABLE 2
CANADIAN RUNWAY FRICTION INDEX (CRFI)
RECOMMENDED LANDING DISTANCES
(DISCING/REVERSE THRUST)

Reported Canadian Runway Friction Index (CRFI)														
Landing Distance (Feet) 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) 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.

- 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 helpad. 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

<p>AC CENTRE ROW CATEGORY II HIGH INTENSITY (Combined high intensity and AD system)</p> <p>1000' Green Side Bars Red White</p> <p>MINIMUM LENGTH 2400'</p>	<p>AD CENTRE ROW LOW INTENSITY</p> <p>1000' Green Yellow</p> <p>MINIMUM LENGTH 2400'</p>	<p>AE CENTRE ROW CATEGORY I HIGH INTENSITY (Combined high intensity and AD system)</p> <p>1000' Green Red White</p> <p>MINIMUM LENGTH 2400'</p>
<p>AF CENTRE ROW MODIFIED CALVERT HIGH INTENSITY (Combined high intensity and AD system)</p> <p>1000' Green White</p> <p>NOTE: Threshold outline in GREEN at DND Bases only.</p> <p>MINIMUM LENGTH 2400' SF lights may or may not be installed in outer 2000'</p>	<p>AJ CENTRE ROW LOW INTENSITY</p> <p>1000' Green Yellow</p> <p>MINIMUM LENGTH 2400' SF lights may or may not be installed in outer 2000'</p>	<p>AO ODALS OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM</p> <p>1500' Sequenced flashing lights</p> <p>STANDARD LENGTH 1500'</p>
<p>AR MALS MEDIUM INTENSITY APPROACH LIGHT SYSTEM</p> <p>1400' Green White White</p> <p>STANDARD LENGTH 1400'</p>	<p>AW SSALS HIGH INTENSITY</p> <p>1400' Green White White</p> <p>STANDARD LENGTH 1400'</p>	<p>AS RUNWAY THRESHOLD IDENTIFICATION LIGHTS (UNI-DIRECTIONAL FLASHING STROBE LIGHTS)</p> <p>White White</p>
		<p>AZ VISUAL ALIGNMENT GUIDANCE SYSTEM AND RUNWAY IDENTIFICATION LIGHTS (UNI-DIRECTIONAL ROTATING BEAMS CREATING FLASHING EFFECT)</p> <p>White White</p>
		<p>SF Sequenced flashing strobe lights installed in the approach lighting at some aerodromes. System includes runway identification lights.</p>

LIGHTING SYMBOLS NOT SHOWN TO SCALE ON SKETCHES

APPROACH LIGHTING

<p>AM MALSR MEDIUM INTENSITY</p> <p>APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS</p> <p style="text-align: center;">STANDARD LENGTH 2400'</p>	<p>AN SSALR HIGH INTENSITY</p> <p style="text-align: center;">STANDARD LENGTH 2400'</p>	<p>AL ALSF-2 CATEGORY II / III HIGH INTENSITY</p> <p style="text-align: center;">STANDARD LENGTH 2400'</p> <p>NOTE: May be operated as SSALS or SSALR during favourable weather conditions.</p>
<p>AK MALSF MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH SEQUENCED FLASHING LIGHTS</p> <p style="text-align: center;">STANDARD LENGTH 1400'</p>		

THRESHOLD AND RUNWAY LIGHTING

<p>TE THRESHOLD AND RUNWAY END</p>	<p>A CENTRELINE AND RAPID EXIT TAXIWAY</p>	<p>TOUCHDOWN ZONE AND RUNWAY CENTRELINE LIGHTING</p>
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STDZ SIMPLE TOUCHDOWN ZONE LIGHTS

Physical Portrayal Graphic Representation

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

VISUAL GLIDE SLOPE INDICATORS (VGSIs)

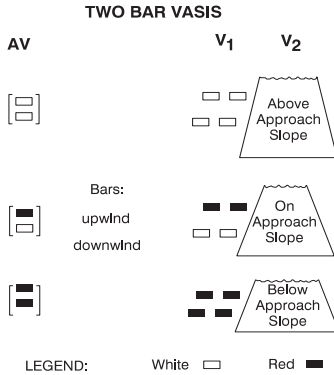
VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS) (V)

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).



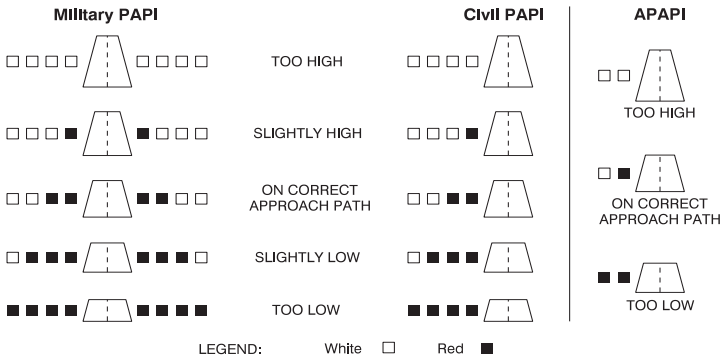
PRECISION APPROACH PATH INDICATOR (PAPI) (P)

P₁ PAPI for aircraft with eye-to wheel height up to 10'.

P₂ PAPI for aircraft with eye-to wheel height up to 25'.


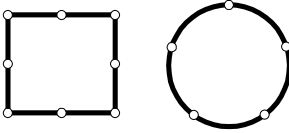
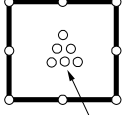
P₃ PAPI for aircraft with eye-to-wheel height up to 45'.

A P APAPI - Abbreviated PAPI for aircraft with eye-to-wheel height up to 10'.



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HELIPORT LIGHTING

<p>DR- Approach and Departure Direction Lights (optional)</p>  <p>○ ○ ○ ○</p> <p>5 yellow or white omni-directional or sequenced flashing lights used to help avoid obstructions or noise sensitive areas.</p>	<p>RY- Touchdown and lift off area (TLOF) yellow perimeter lights</p>  <p>RF- Touchdown and lift off area (TLOF) floodlighting</p> <p>NOTE: Perimeter lighting or reflective tape may be added to floodlighting</p>	<p>RW- Final Approach and Take-off Area (FATO)</p> <p>White or Green</p>  <p>Aiming point marked with red lights</p>
<p>TLOF/FATO edge lights</p> <p>LO - Low intensity ME - Medium intensity (variable 3 settings) HI - High intensity (variable 3 settings)</p> <p style="text-align: center;">INTENSITY/TYPE</p> <p style="text-align: center;">RR- Retro-reflective markers LED- Light Emitting Diodes</p> <p>Floodlighting</p> <p>FH - High Mount FL - Low Mount FP - Floodlighting Portable</p>		

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 PTC avbl (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			

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.

Pre-Taxi Clearance

Pilots can receive pre-taxi clearance information (PTC) well ahead of their proposed time of departure for the entry of clearance information into their FMS, allowing for "heads-up" operations during taxi operations.

Pilots will receive clearance validation or an amended clearance when ready to taxi. Pilots must ensure that they have received clearance validation prior to take off. Availability of PTC is indicated by "PTC avbl" after the appropriate COMM frequency.

(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.

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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)
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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 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.

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.

GROUND ADVISORY FREQUENCY (GND ADV)

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.

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.

A92 GENERAL

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

	<i>Auxiliary code</i>	<i>Non NAV CANADA/DND facility</i>	<i>Subject to unscheduled outages without NOTAM</i>
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')
VORTAC	SSM 112.2	Ch 59	N46 24 43 W84 18 53 (1770')
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) RVR	
PAR	119.0 134.1	226.3 289.4 304.6 341.3 378.5 352 (E)	

Channel paired with DME frequency in "X" mode unless "Y" mode indicated by (Y). Refer to Section D for DME Frequency Pairing Plan.

NOTE: For any NAVAID located within NDA, magnetic variation is not applicable; any VOR or TACAN located within NDA is oriented to True North.

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:

LISTING OF NAVIGATION FACILITIES (Cont'd)

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 Meteorological 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>
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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	<p>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 rqrd for night use (CAR 602.96)</p>
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A94 GENERAL

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.

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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) | 16. Alternate aerodrome(s) (if required) |
| 2. Flight rules | 17. Other information |
| 3. Type of flight | 18. Endurance (hrs & min) |
| 4. Number (if more than one) | 19. Total no of persons on board |
| 5. Type of aircraft | 20. Type of emergency locator transmitter* |
| 6. Wake turbulence category | 21. Survival equipment (type, jackets, dinghies) |
| 7. Equipment and capability (see page C3) | 22. Aircraft colour and markings |
| 8. Departure aerodrome | 23. Remarks (regarding other survival equipment) |
| 9. Time of departure (UTC) proposed/actual | 24. Arrival report - where it will be filed* |
| 10. Cruising speed | 25. Name and number or address of person or company to be notified if SAR action initiated* |
| 11. Altitude / Level | 26. Pilot's name |
| 12. Route | 27. Pilot's licence no (Canadian pilot licence only)* |
| 13. Destination aerodrome | |
| 14. Estimated elapsed time enroute (hrs & min) | |
| 15. SAR time* | |

* 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 | 4. Altitude |
| 2. Position | 5. VFR Flight Plan |
| 3. Time over | 6. Destination |

IFR POSITION REPORTS

- | | |
|---|---|
| 1. Identification | 6. Next reporting point and ETA** |
| 2. Position | 7. Name only of the next succeeding reporting point |
| 3. Time | 8. Remarks |
| 4. Altitude | |
| 5. Type of flight plan or flight itinerary* | |

* 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 | 3. The departure aerodrome |
| 2. The type of flight plan or flight itinerary | 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 | 5. Temperature |
| 2. Altitude | 6. Wind direction and speed |
| 3. Aircraft type | 7. Turbulence (intensity, type, altitude) |
| 4. Cloud (Base, Amount, Top) | 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 HFDL	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	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

In addition to the ADS-B alphanumeric characters listed above, aircraft equipped in accordance with the Canadian ADS-B mandate will also need to include CANMANDATE in "Other Information" following the indicator SUR/.

Example: SUR/CANMANDATE

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.
- FLTCK: 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.

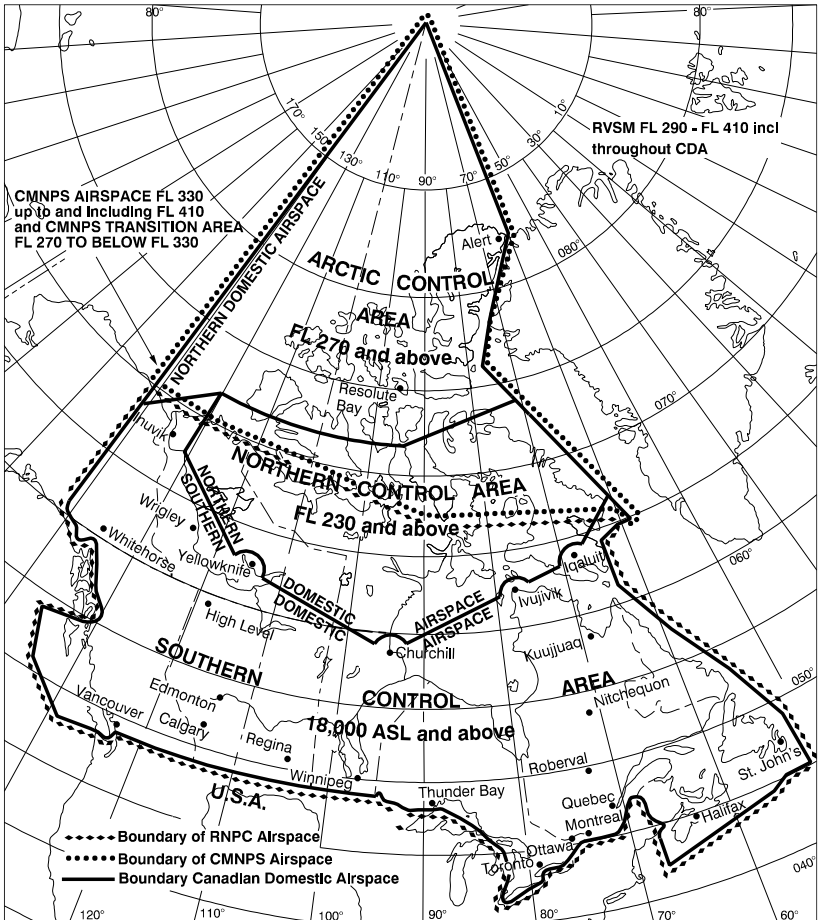
Flight crews of aircraft equipped with transponders capable of Mode C automatic altitude reporting capability are requested to adjust their transponders to transmit Mode C when operating in Canadian Airspace unless deactivation is requested by ATC.

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.

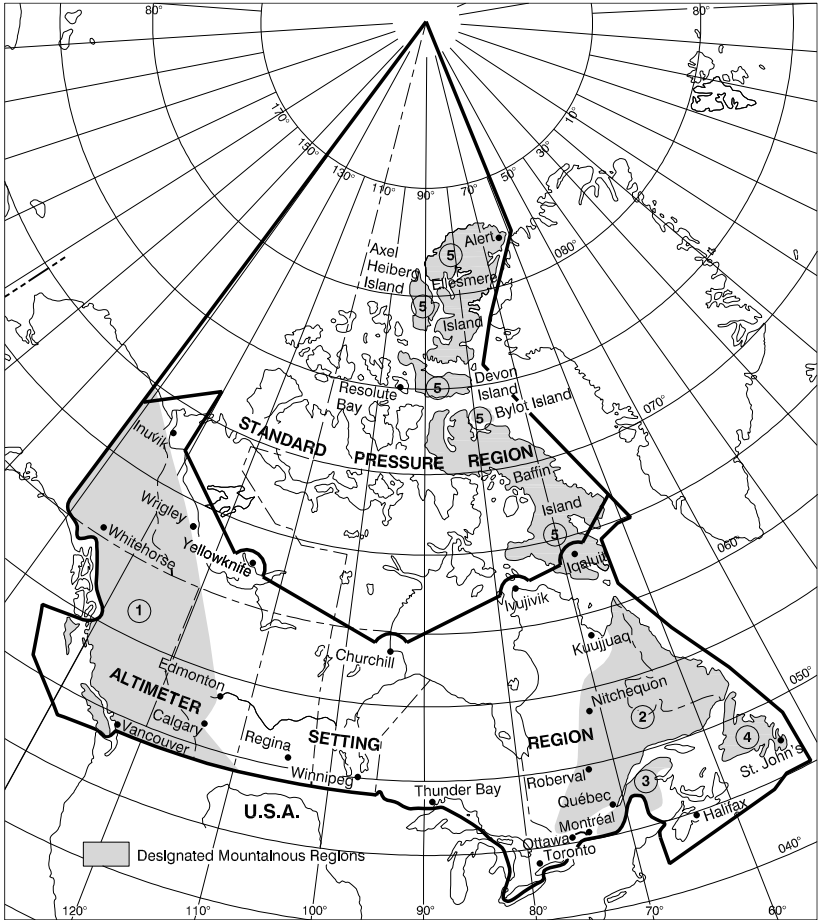
CANADIAN AIRSPACE BOUNDARIES



-
- 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.

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 or danger areas, and can be controlled airspace, uncontrolled airspace, or a combination of both.

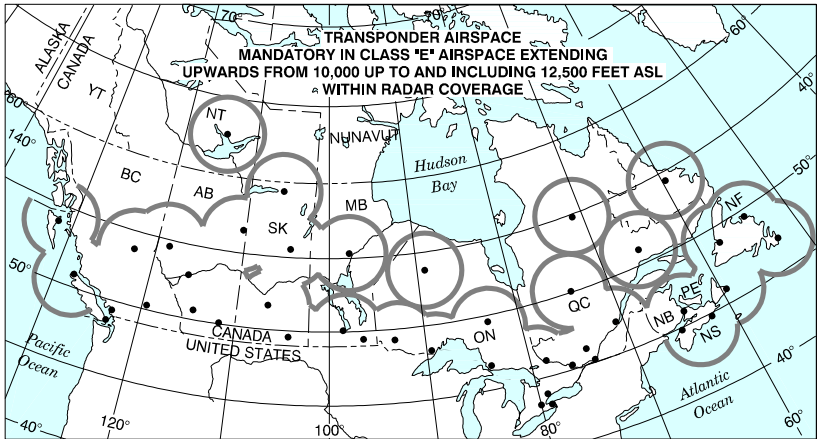
Class "G" Airspace (IFR and VFR)

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

TRANSPONDER AIRSPACE



TRANSPONDER 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
 - 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.

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.)

C14 PLANNING

CHARACTERISTICS OF AIRSPACE – Cont'd
WEATHER MINIMA VFR FLIGHT

AIRSPACE	VFR WEATHER MINIMA	
CONTROL ZONES	- 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	- 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	- FLIGHT VIS: NOT LESS THAN 1 MILE DAY, 3 MILES NIGHT - DISTANCE FROM CLOUD: 2000' HORIZONTALLY AND 500' VERTICALLY
	BELOW 1000 AGL	- 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

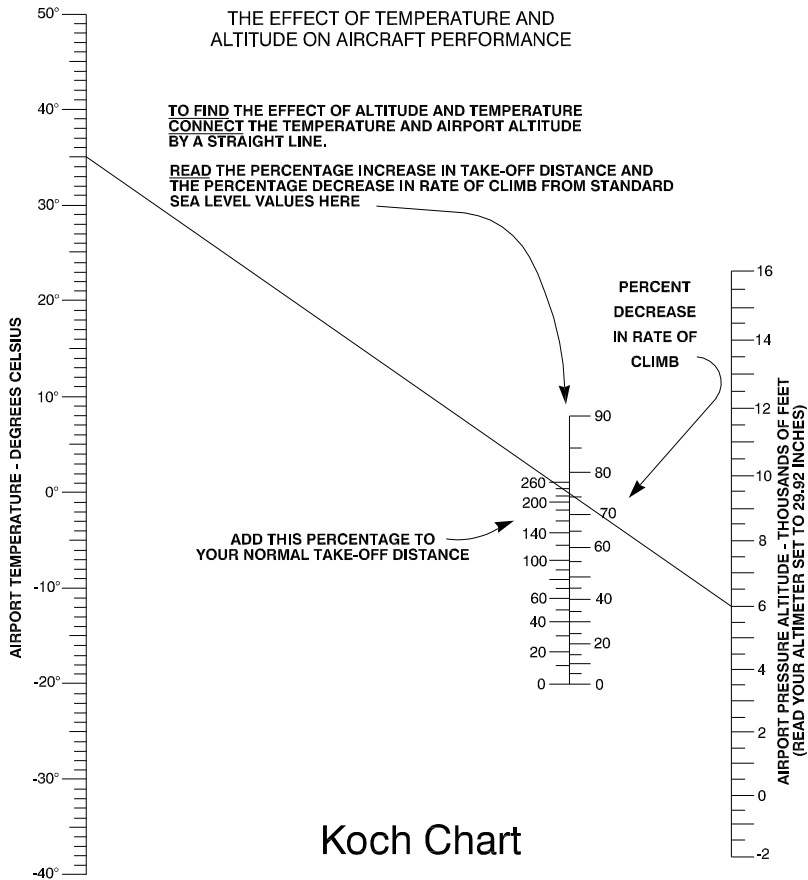
NOTES:

- 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.
- Aircraft must operate clear of cloud and within sight of the ground at all times.
- 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.
- 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.

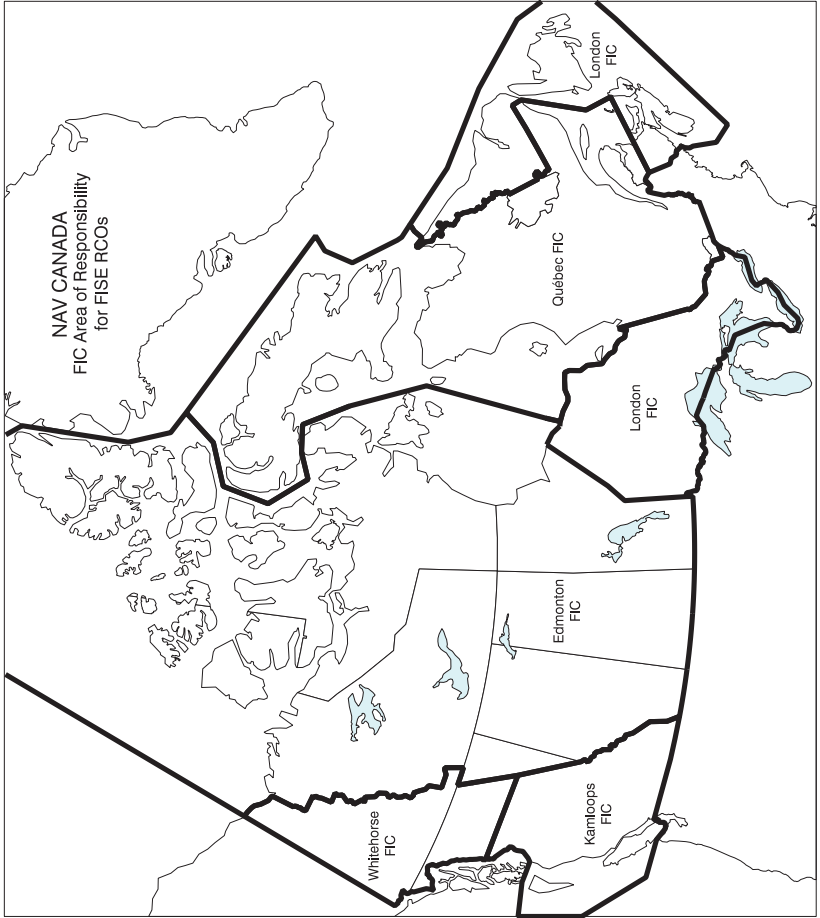
CHARACTERISTICS OF AIRSPACE – Cont'd
VFR FLIGHT PLANS / ITINERARIES

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

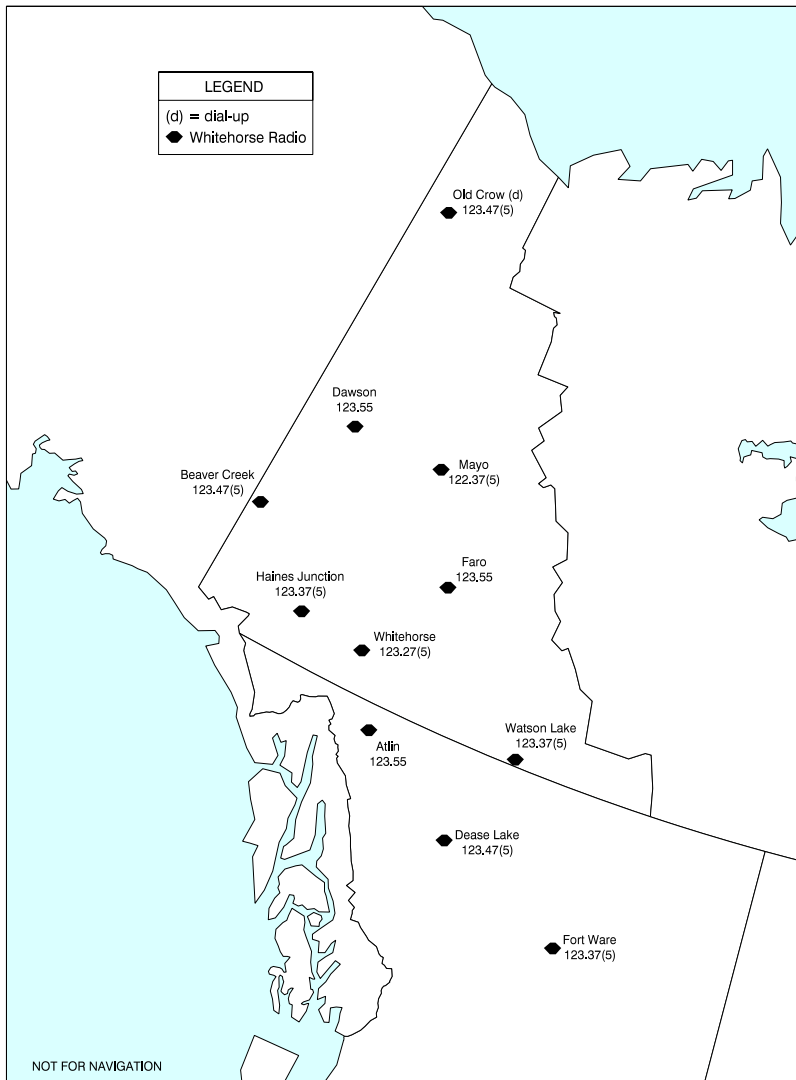


WHITEHORSE FIC FISE RCOs**(Call-Sign WHITEHORSE RADIO)**

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)

C18 PLANNING

WHITEHORSE FIC FISE RCOs (Cont'd)
(Call-Sign WHITEHORSE RADIO)

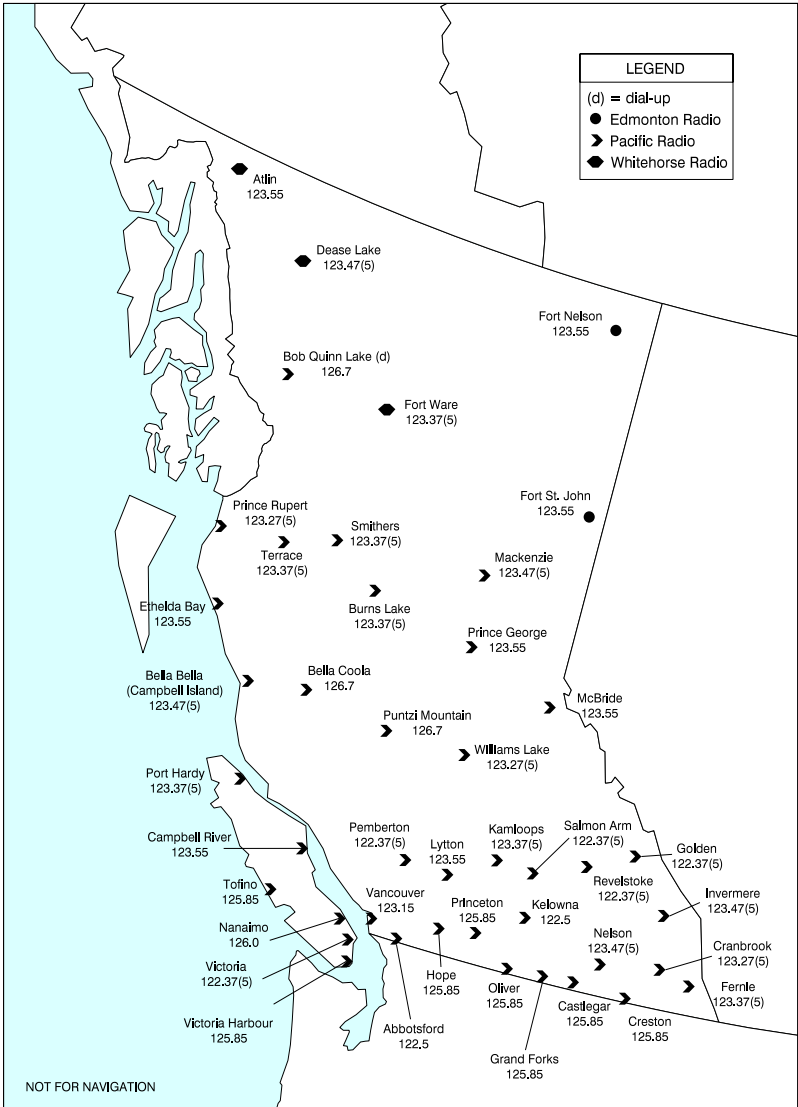


KAMLOOPS FIC FISE RCOs**(Call-Sign PACIFIC RADIO)**

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)

C20 PLANNING

KAMLOOPS FIC FISE RCOs (Cont'd)
(Call-Sign PACIFIC RADIO)

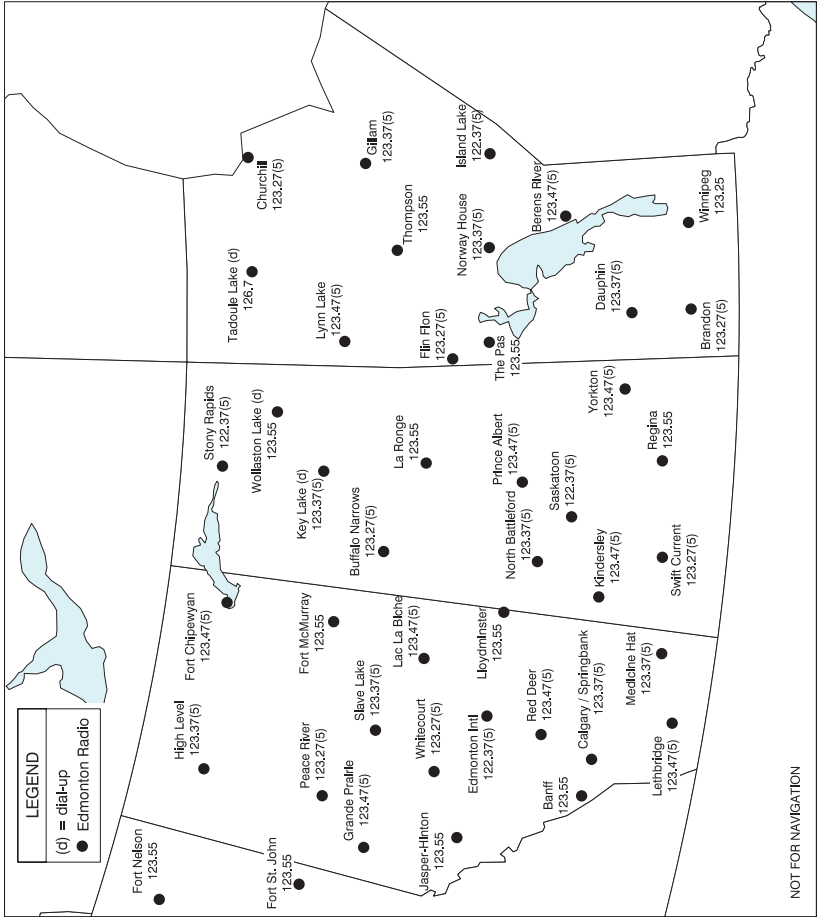


EDMONTON FIC FISE RCOs SOUTH OF 60°N**(Call-Sign EDMONTON RADIO)**

Banff 123.55 (FISE) 126.7 (bcst) (N51 09 W115 35)
Berens River 123.475 (FISE) 126.7 (bcst) (N52 21 W97 02)
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)
Dauphin 123.375 (FISE) 126.7 (bcst) (N51 06 W100 04)
Edmonton 122.375 (FISE) 126.7 (bcst) (E) (N53 19 W113 35)
Flin Flon 123.275 (FISE) 126.7 (bcst) (N54 41 W101 41)
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)
Gillam 123.375 (FISE) 126.7 (bcst) (N56 21 W94 42)
Grande Prairie 123.475 (FISE) 126.7 (bcst) (N55 11 W118 52)
High Level 123.375 (FISE) 126.7 (bcst) (N58 39 W117 29)
Island Lake 122.375 (FISE) 126.7 (bcst) (N53 51 W94 39)
Jasper-Hinton 123.55 (FISE) 126.7 (bcst) (N53 25 W117 47)
Key Lake 123.375 (FISE) 126.7 (bcst) DRCO (N57 10 W105 50)
Kindersley 123.475 (FISE) 126.7 (bcst) (N51 28 W109 11)
Lac La Biche 123.475 (FISE) 126.7 (bcst) (N54 46 W112 01)
La Ronge 123.55 (FISE) 126.7 (bcst) (N55 09 W105 16)
Lethbridge 123.475 (FISE) 126.7 (bcst) (N49 38 W112 48)
Lloydminster 123.55 (FISE) 126.7 (bcst) (N53 19 W110 05)
Lynn Lake 123.475 (FISE) 126.7 (bcst) (N56 52 W101 06)
Medicine Hat 123.375 (FISE) 126.7 (bcst) (N50 01 W110 43)
North Battleford 123.375 (FISE) 126.7 (bcst) (N52 46 W108 15)
Norway House 123.375 (FISE) 126.7 (bcst) (N53 57 W97 51)
Peace River 123.275 (FISE) 126.7 (bcst) (N56 14 W117 27)
Prince Albert 123.475 (FISE) 126.7 (bcst) (N53 13 W105 41)
Red Deer 123.475 (FISE) 126.7 (bcst) (N52 11 W113 53)
Regina 123.55 (FISE) 126.7 (bcst) (N50 26 W104 40)
Saskatoon 122.375 (FISE) 126.7 (bcst) (N52 11 W106 41)
Slave Lake 123.375 (FISE) 126.7 (bcst) (N55 28 W114 47)
Springbank 123.375 (FISE) 126.7 (bcst) (N51 06 W114 22)
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)
Whitecourt 123.275 (FISE) 126.7 (bcst) (N54 09 W115 47)
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)

C22 PLANNING

EDMONTON FIC FISE RCOs SOUTH OF 60°N (Cont'd)
(Call-Sign EDMONTON RADIO)

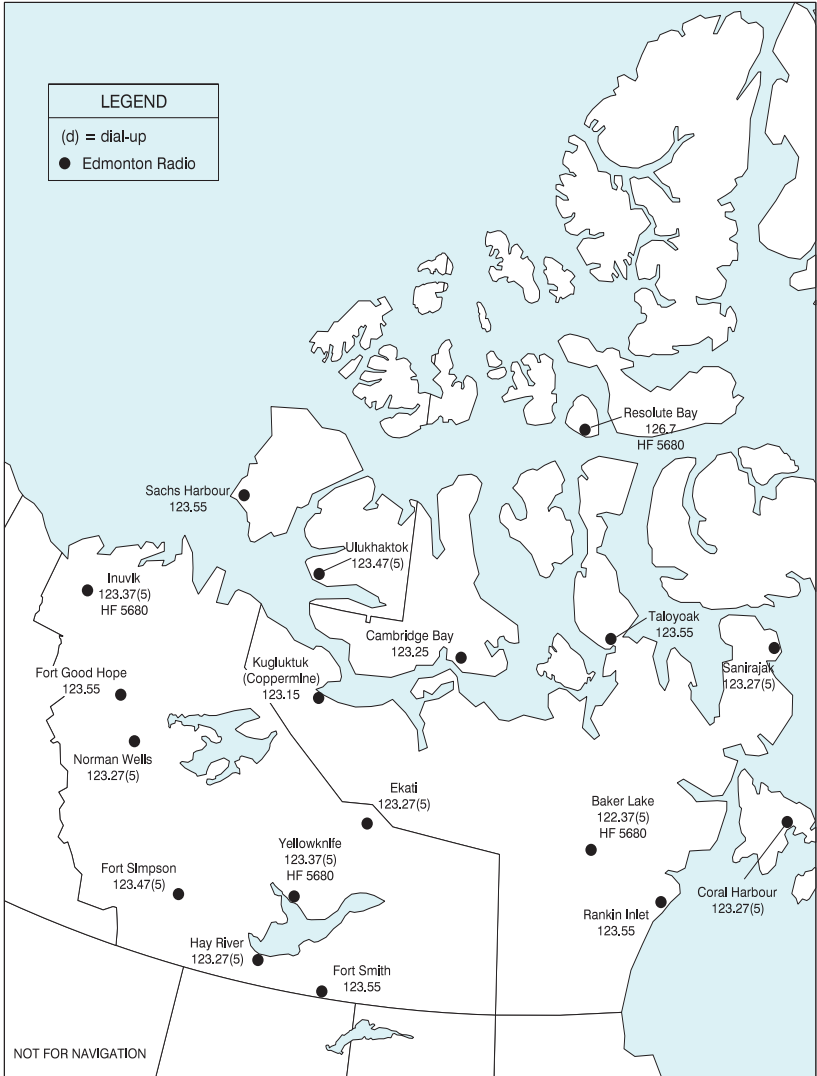


EDMONTON FIC FISE RCOs NORTH OF 60°N**(Call-Sign EDMONTON RADIO)**

Baker Lake 122.375 (FISE) 5680 (FISE) 126.7 (bcst) (N64 18 W96 04)
Cambridge Bay 123.25 (FISE) 126.7 (bcst) (N69 07 00 W105 04 40)
Coral Harbour 123.275 (FISE) 126.7 (bcst) (N64 09 W83 18)
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)
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)
Rankin Inlet 123.55 (FISE) 126.7 (bcst) (N62 48 W92 07)
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)
Sanirajak 123.275 (FISE) 126.7 (bcst) (N68 46 00 W81 13 26)
Taloyoak 123.55 (FISE) 126.7 (bcst) (N69 32 23 W093 31 30)
Ulukhaktok 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)

C24 PLANNING

EDMONTON FIC FISE RCOs NORTH OF 60°N (Cont'd)
(Call-Sign EDMONTON RADIO)



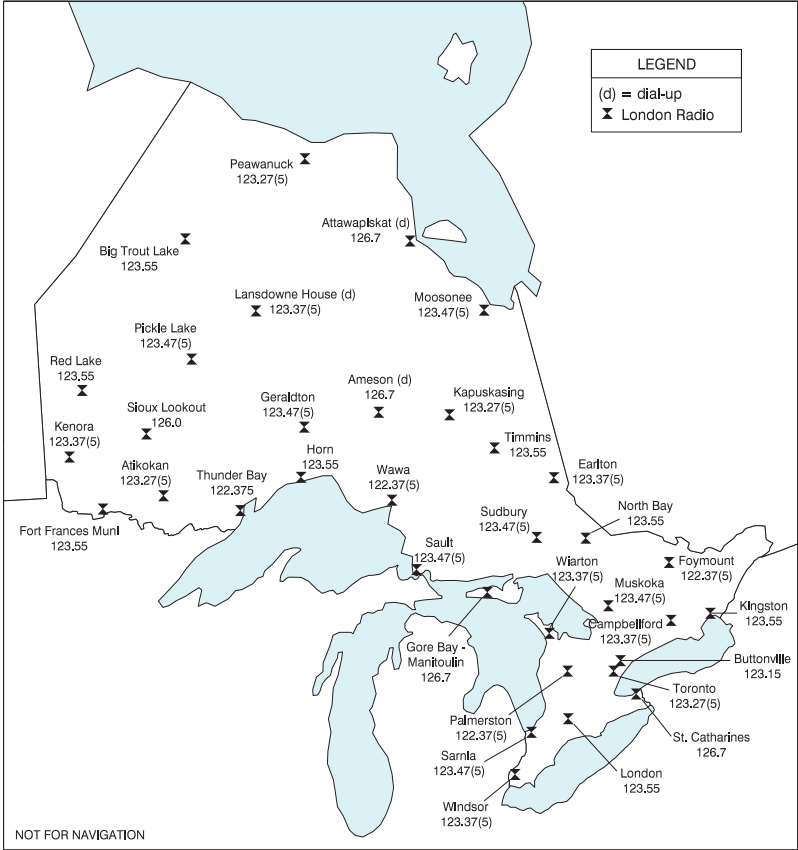
LONDON FIC FISE RCOs - ONTARIO**(Call-Sign LONDON RADIO)**

(emerg only 519-452-4049)

Ameson 126.7 (FISE) DRCO (N49 47 W84 36)
Atikokan 123.275 (FISE) 126.7 (bcst) (N48 50 W91 35)
Attawapiskat 126.7 (FISE) DRCO (N52 56 W82 25)
Big Trout Lake 123.55 (FISE) 126.7 (bcst) (N53 49 W89 55)
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)
Fort Frances Muni 123.55 (FISE) 126.7 (bcst) (N48 39 W93 26)
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)
Horn 123.55 (FISE) (N48 49 W87 21)
Kapusking 123.275 (FISE) 126.7 (bcst) (N49 25 W82 28)
Kenora 123.375 (FISE) 126.7 (bcst) (N49 47 W94 22)
Kingston 123.55 (FISE) 126.7 (bcst) (N44 14 W76 36)
Lansdowne House 123.375 (FISE) 126.7 (bcst) DRCO (N52 12 W87 56)
London 123.55 (FISE) 126.7 (bcst) (E) (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)
Peawanuck 123.275 (FISE) 126.7 (bcst) (N54 59 W85 26)
Pickle Lake 123.475 (FISE) 126.7 (bcst) (N51 27 W90 13)
Red Lake 123.55 (FISE) 126.7 (bcst) (N51 04 W93 48)
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)
Sioux Lookout 126.0 (FISE) 126.7 (bcst) (N50 06 W91 54)
Sudbury 123.475 (FISE) 126.7 (bcst) (N46 38 W80 48)
Thunder Bay 122.375 (FISE) 126.7 (bcst) (N48 22 W89 19)
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)
Warton 123.375 (FISE) 126.7 (bcst) (N44 45 W81 06)
Windsor 123.375 (FISE) 126.7 (bcst) (N42 17 W82 57)

C26 PLANNING

LONDON FIC FISE RCOs - ONTARIO (Cont'd)
(Call-Sign LONDON RADIO)



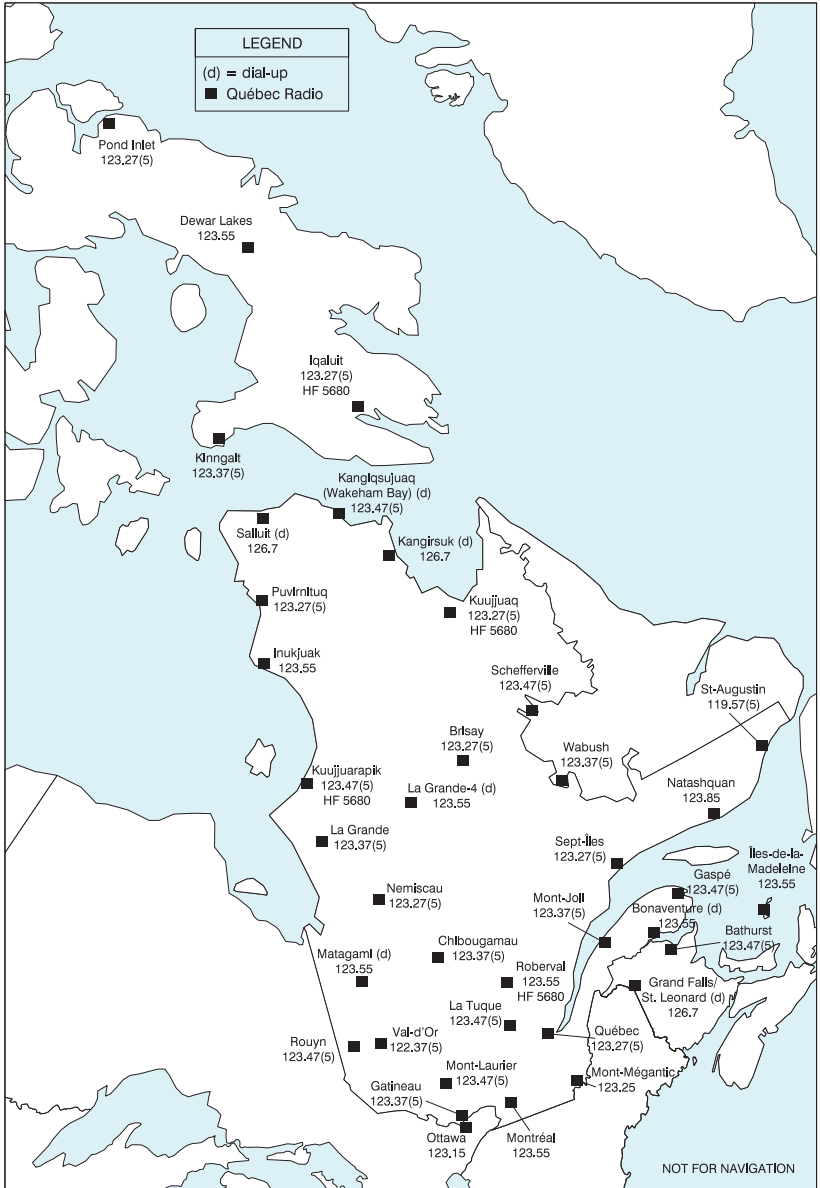
QUÉBEC FIC FISE RCOs**(Call-Sign QUÉBEC RADIO)**

(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)
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)
Kangiqsujuaq (Wakeham Bay) 123.475 (FISE) 126.7 (bcst) DRCO (N61 35 W71 56)
Kangirsuk 126.7 (FISE) DRCO (N60 01 W70 00)
Kinngait 123.375 (FISE) 126.7 (bcst) (N64 14 W76 32)
Kuujuaq 123.275 (FISE) 126.7 (bcst) 5680 (N58 06 W68 26)
Kuujuarapik 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)
Matagami 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)

C28 PLANNING

QUÉBEC FIC FISE RCOs (Cont'd)
(Call-Sign QUÉBEC RADIO)



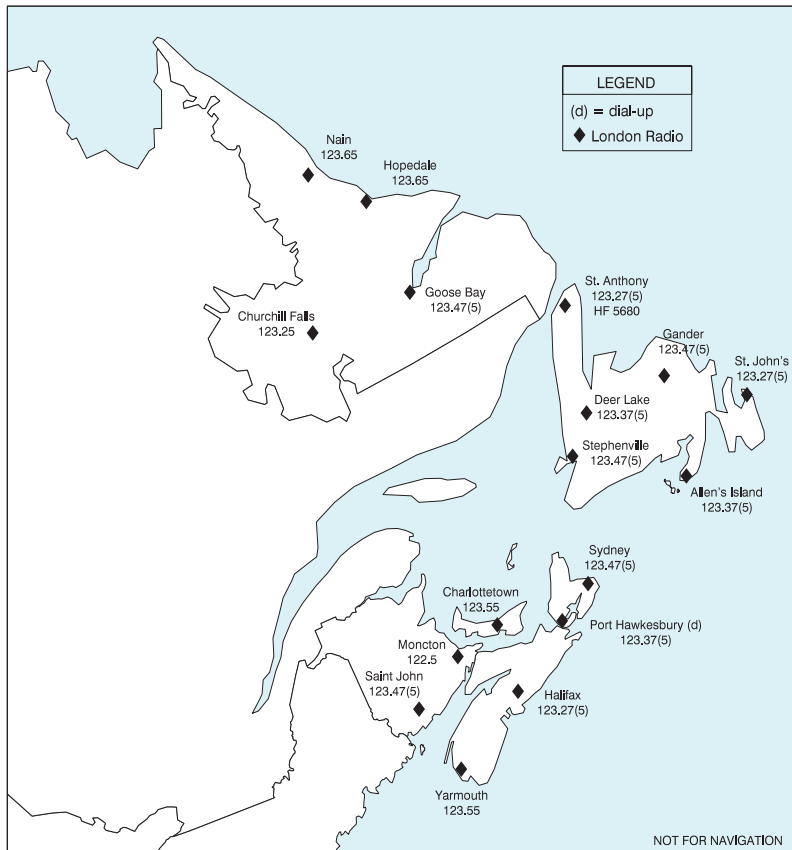
LONDON FIC FISE RCOs - ATLANTIC REGION**(Call-Sign LONDON RADIO)**

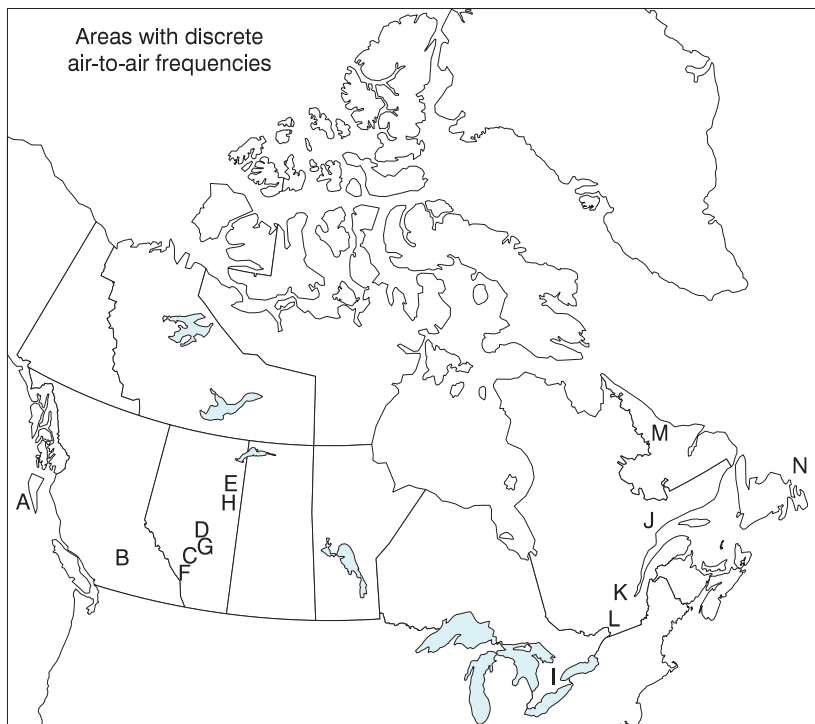
(emerg only 519-452-4049)

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) (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)

C30 PLANNING

LONDON FIC FISE RCOs - ATLANTIC REGION (Cont'd)
(Call-Sign LONDON RADIO)



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
- K - Mauricie Common Frequency Area
- L - Montreal Common Frequency Area

Newfoundland and Labrador

- M - ATF Corridor Nain to Mary's Harbour
- N - Offshore Air Traffic Activity East of St. John's NL, FL55 and below

C32 PLANNING

BRITISH COLUMBIA – SPECIAL RADIO PROCEDURES IN THE VICINITY OF THE HAIDA GWAI (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.

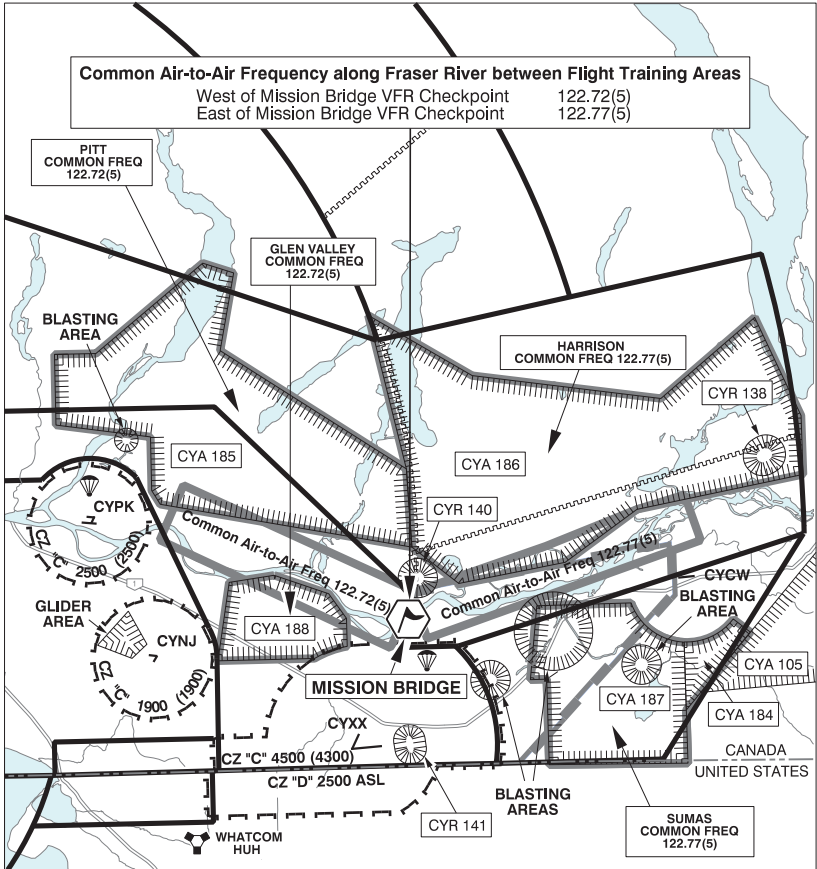
BRITISH COLUMBIA – SPECIAL RADIO PROCEDURES IN THE VICINITY OF THE HAIDA GWAI (QUEEN CHARLOTTE ISLANDS) (Cont'd)



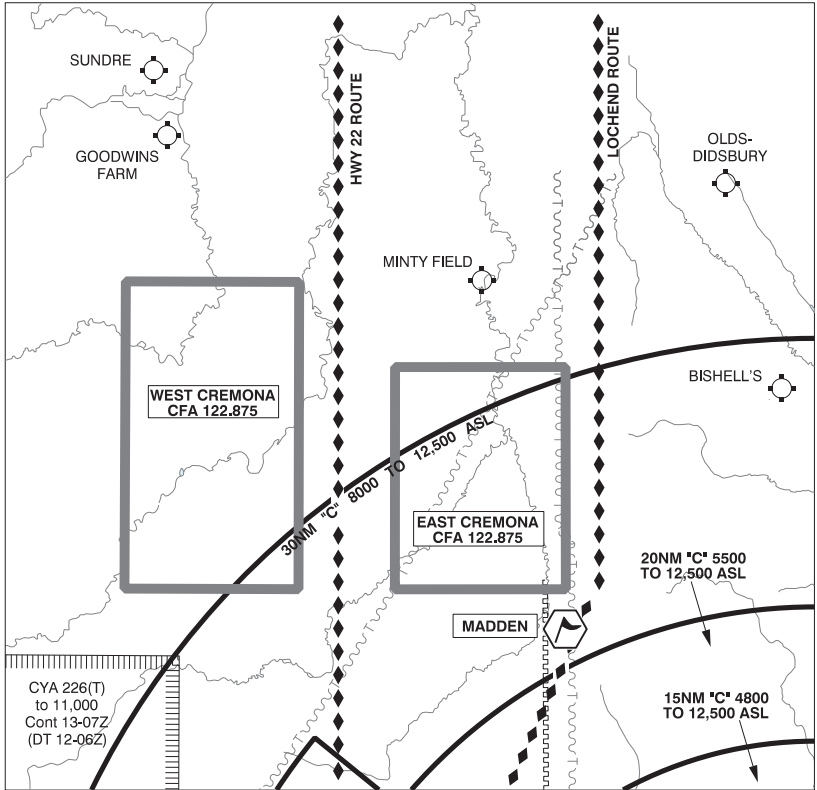
C34 PLANNING

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.



ALBERTA - CREMONA COMMON FREQUENCY AREA



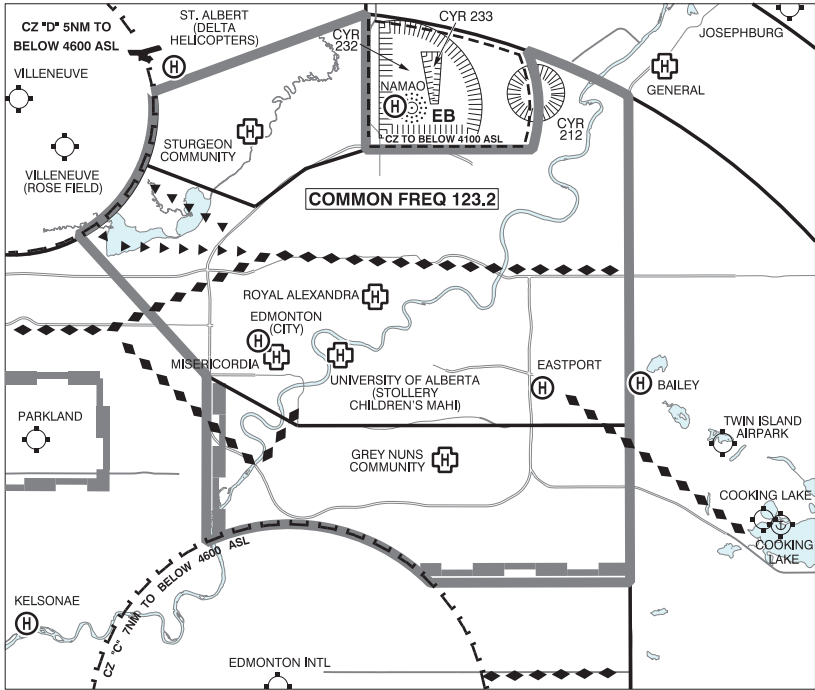
Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

"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.

C36 PLANNING

ALBERTA - EDMONTON CITY ATF COMMON FREQUENCY AREA

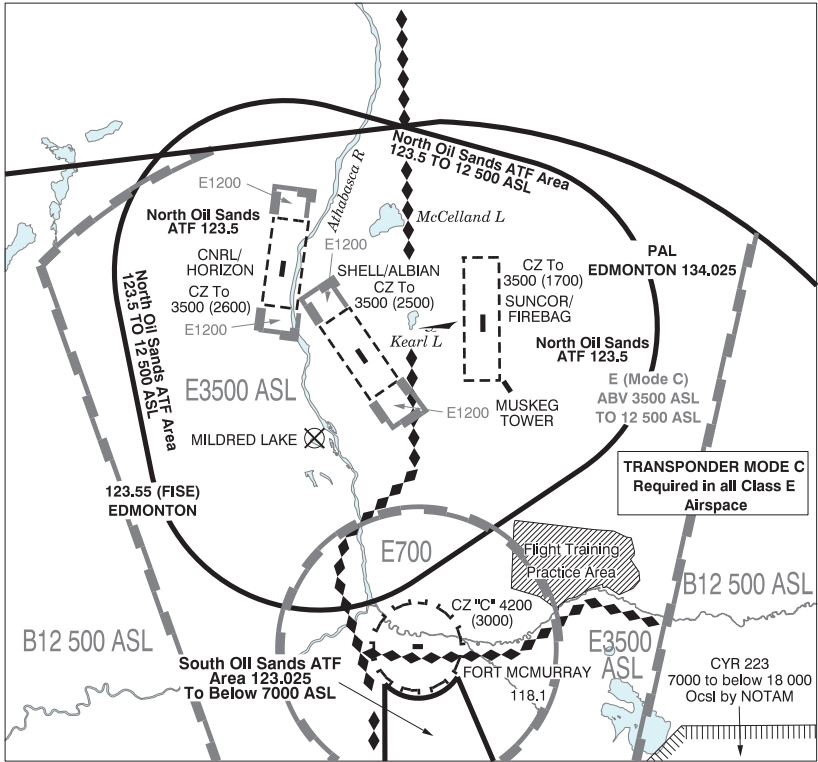


Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated area. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

"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.

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 Mackay/Firebag aerodromes and abandoned aerodrome at Mildred Lake (570320N 1113426W), 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.

C38 PLANNING

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.

123.2 - 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.

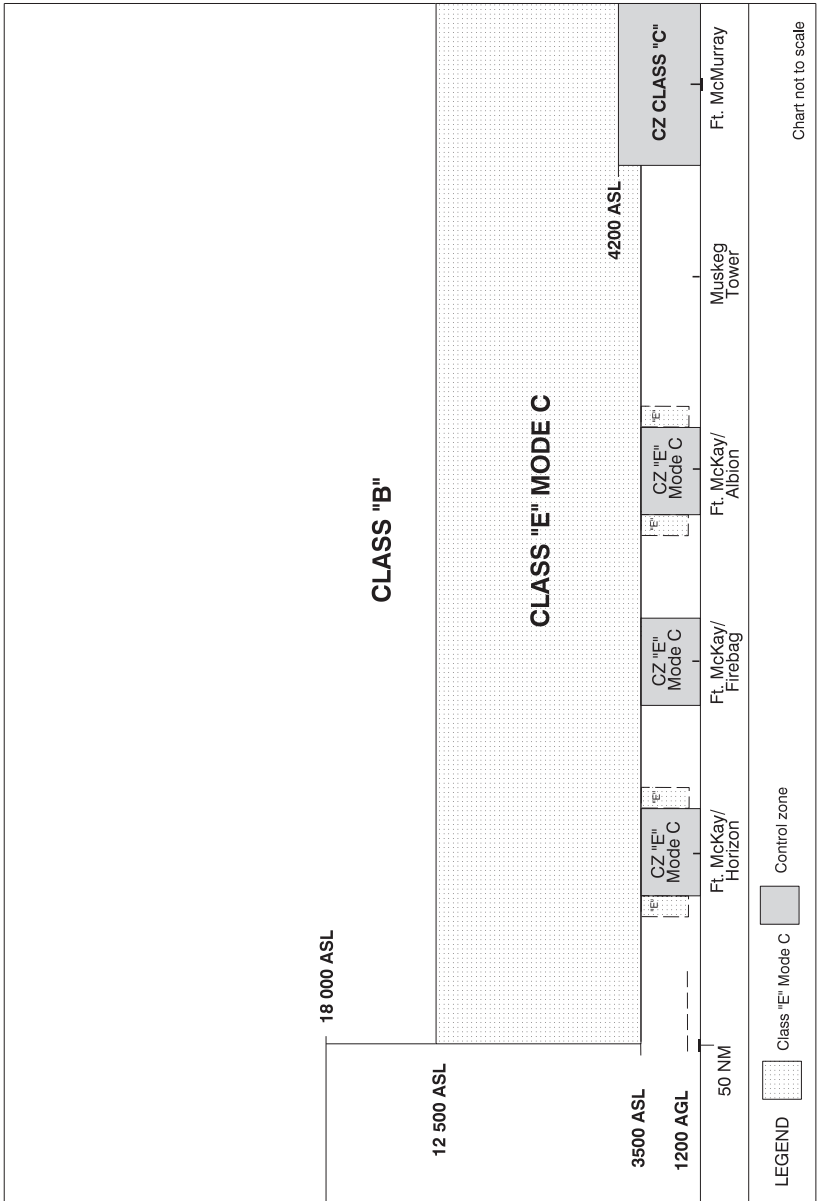
FISE

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

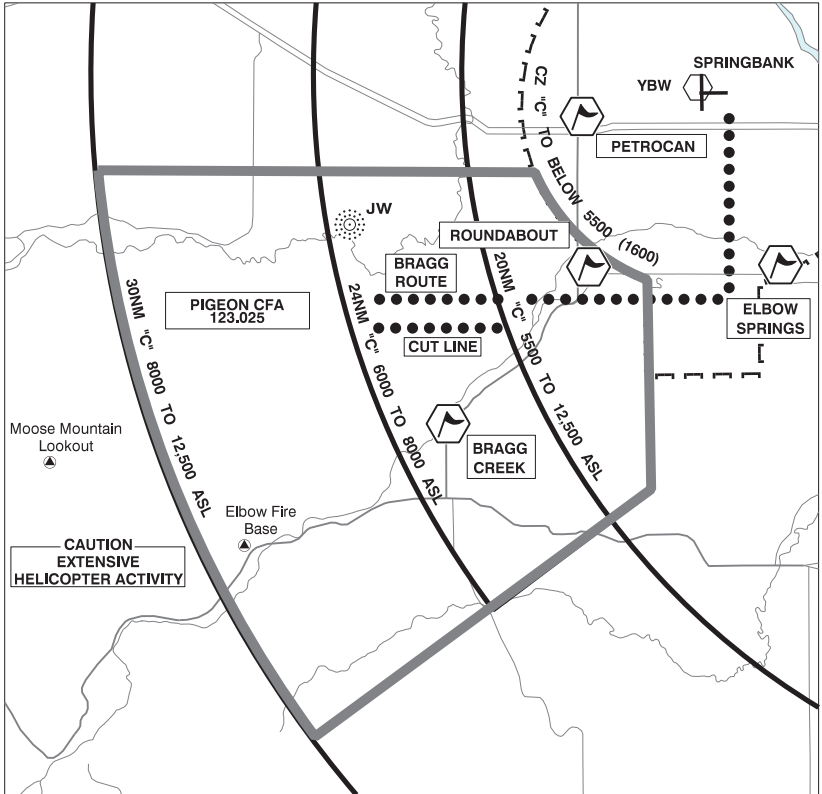
134.025 - Oil Sands PAL: To be used by aircraft operating in accordance with IFR to report their arrival and to request their IFR clearances prior to departure. Aircraft operating in accordance with IFR within controlled airspace shall use the Fort McMurray PAL frequency for ATC communications for en route and Fort McMurray arrivals and departures.

ALBERTA - NORTH OIL SANDS ATF AREA (Cont'd)



C40 PLANNING

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).

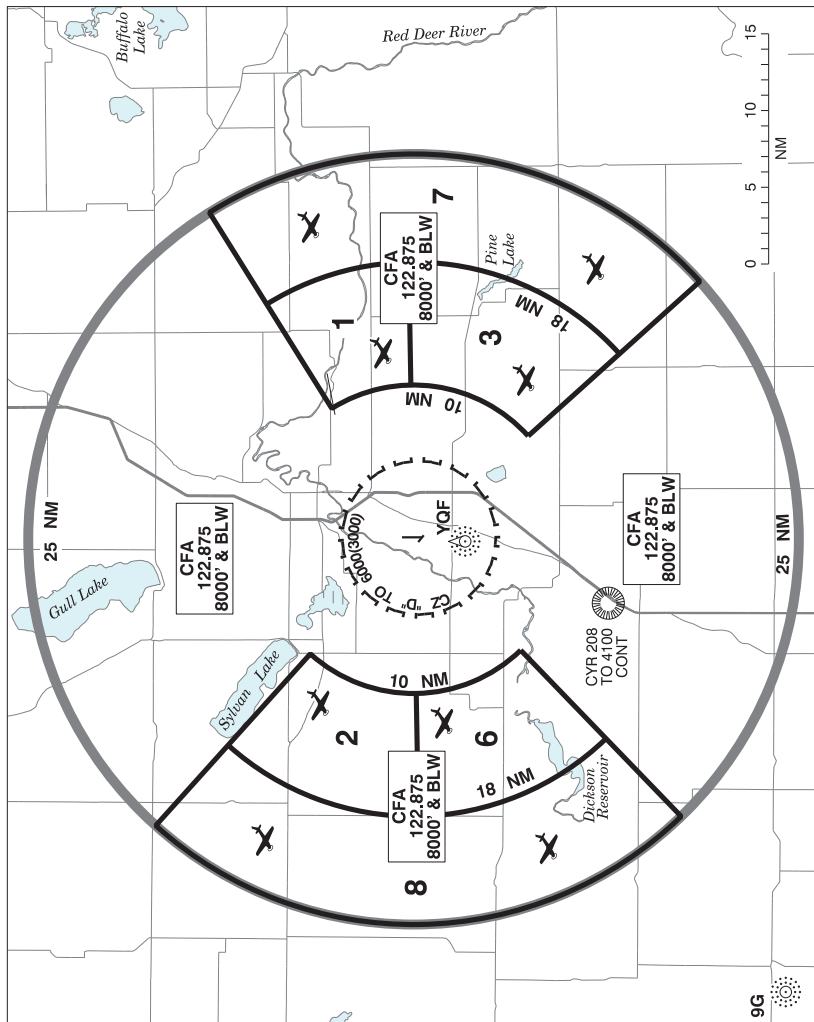
From May to September, extensive helicopter activity to and from the Elbow Fire Base and Moose Mountain Lookout.

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.

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."

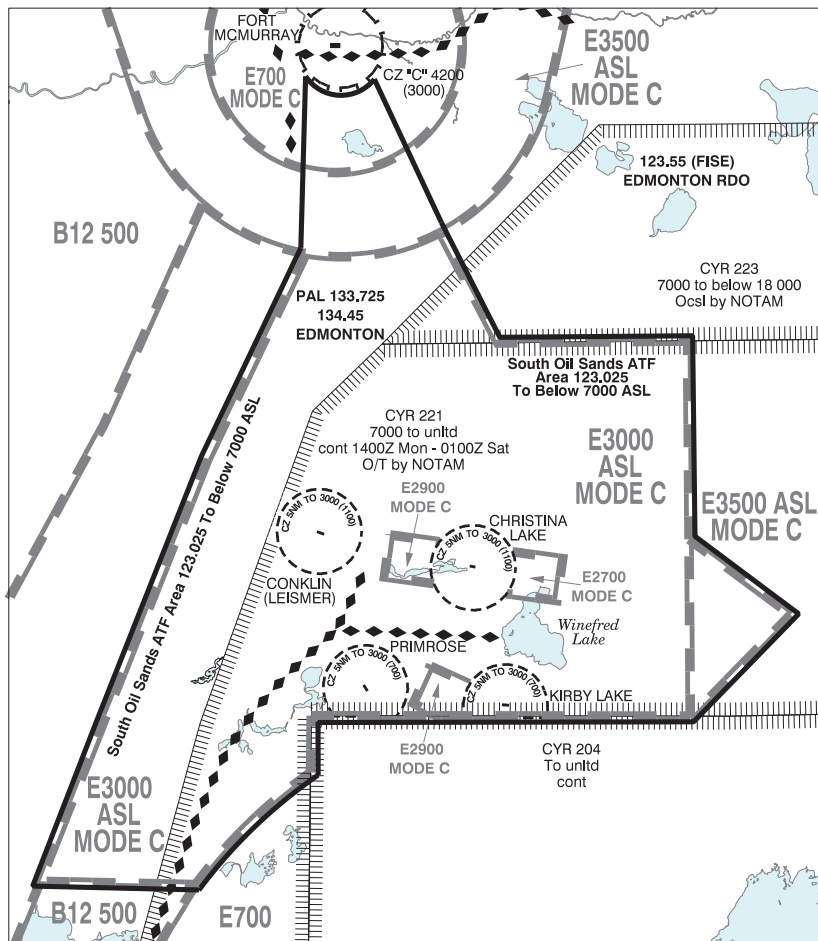
or

"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.

C42 PLANNING

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

ALBERTA - SOUTH OIL SANDS ATF AREA (Cont'd)

Pilots should not conduct company-related communications on the South Oil Sands Area ATF.

FISE

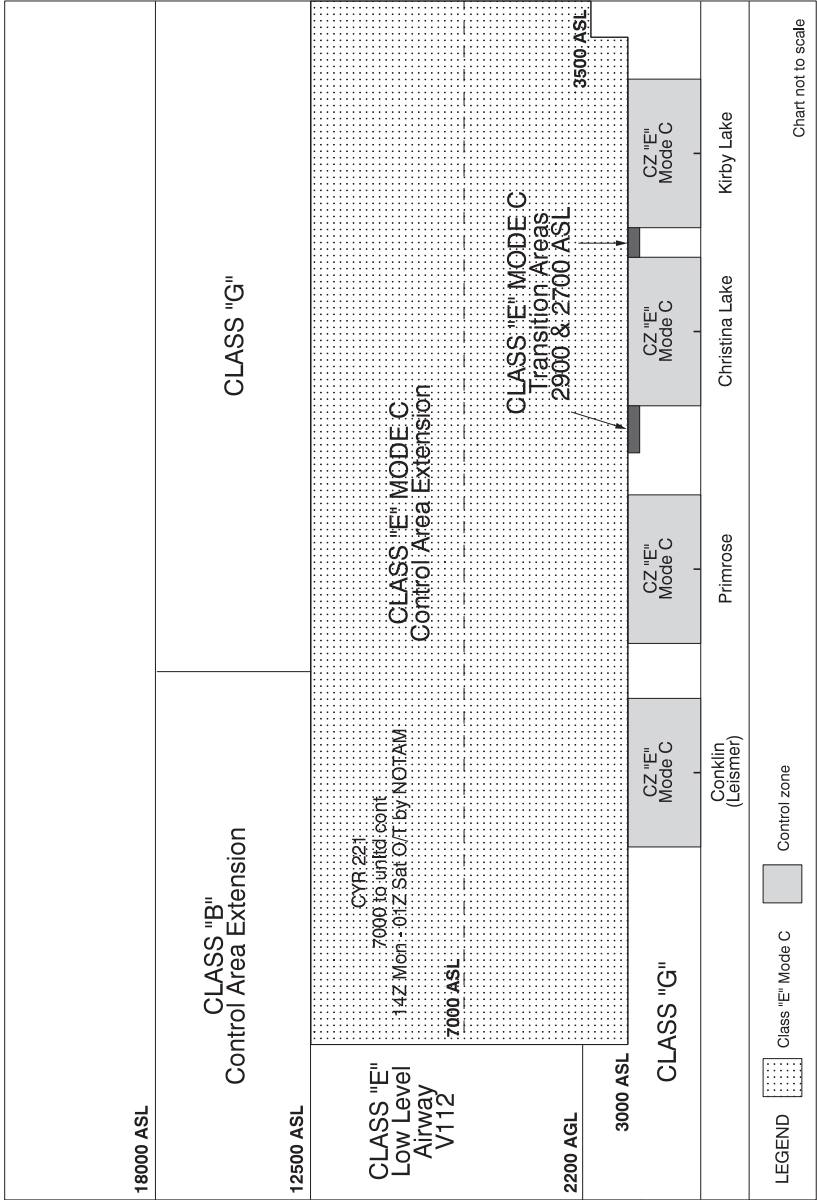
123.55 - Fort McMurray RCO: Pilots operating in the vicinity of Fort McMurray requiring enroute flight information service should contact the Edmonton FIC (call sign Edmonton radio) on this FISE frequency.

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.

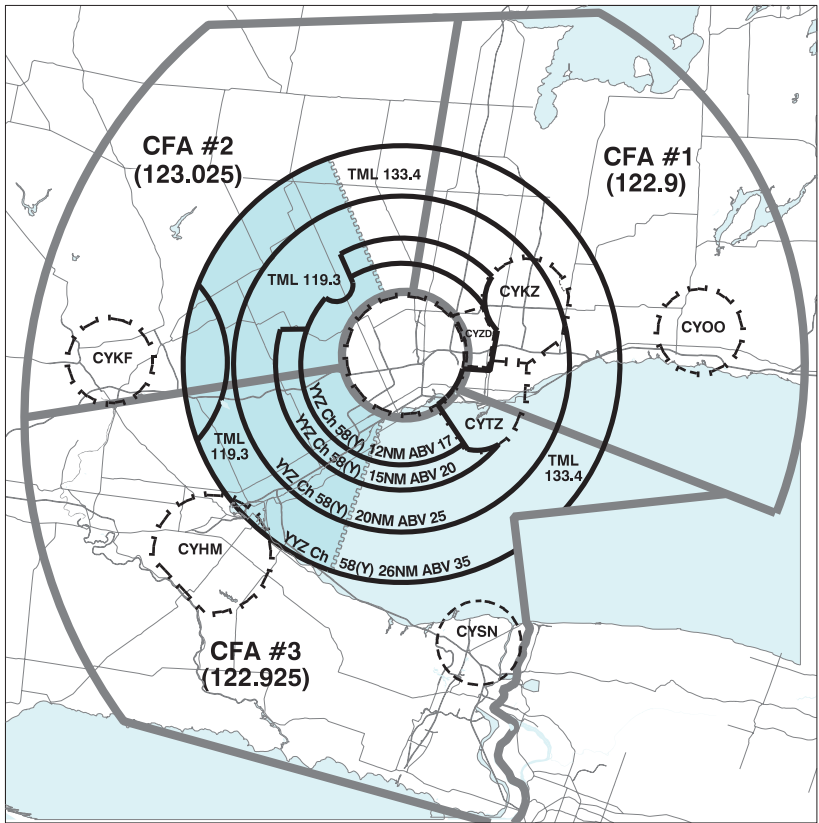
C44 PLANNING

ALBERTA - SOUTH OIL SANDS ATF AREA (Cont'd)



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.

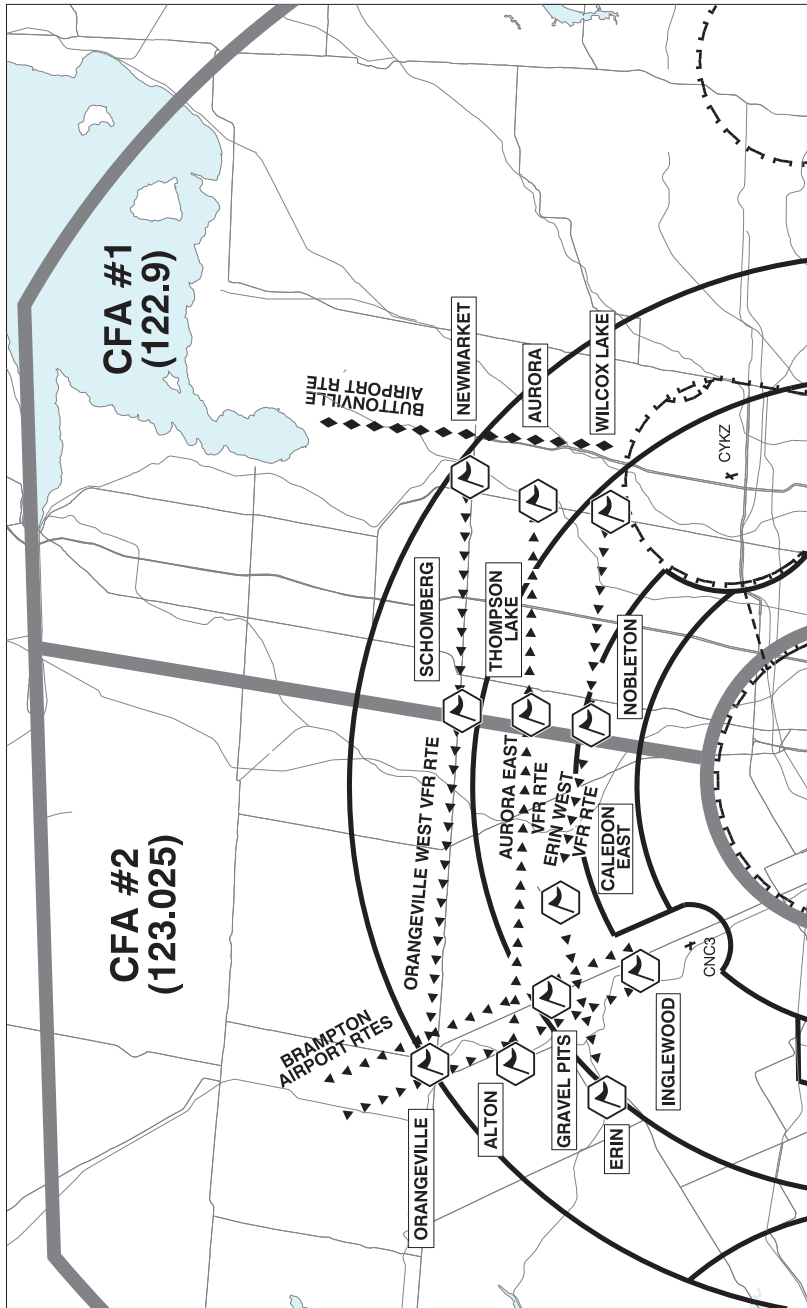
Transmissions on a CFA frequency should be limited to the minimum required to provide the aircraft's position and pilot intentions. Example transmission:

(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.

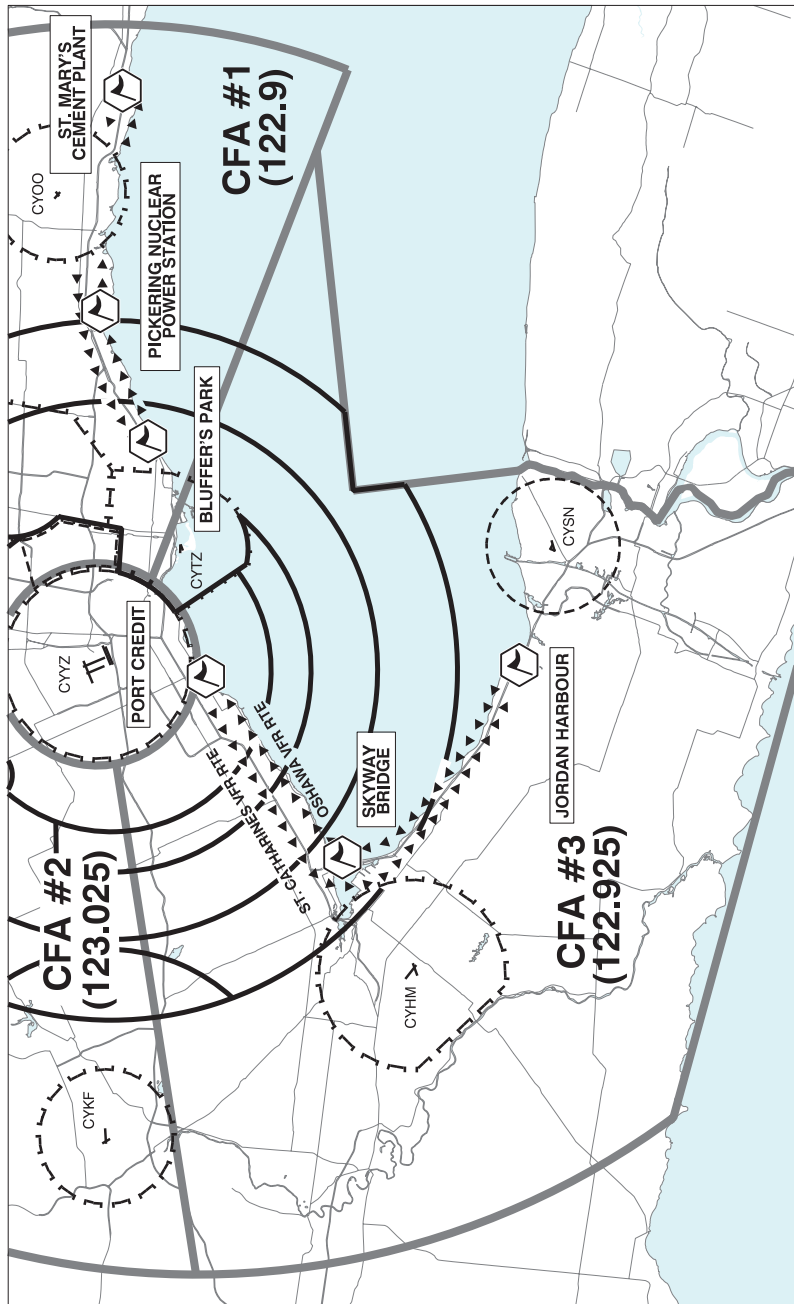
ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES (Cont'd)

TORONTO NORTH VFR TRANSIT ROUTES



ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES (Cont'd)

TORONTO LAKESHORE VFR TRANSIT ROUTES



C48 PLANNING

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"

QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON

The ATF corridor (frequency 123.5 MHz) extends from Sept-Îles to Lourdes-de-Blanc-Sablon, under Class "E" Airspace up to 60NM from CYZV, then from the surface to 12,500 ASL inclusively, outside Sept-Îles CZ (5NM) and the 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 the Sept-Îles CZ (5NM) and, clockwise, by a northerly tangent connecting the Sept-Îles CZ (5NM) and the 15NM radius arcs centered on Havre St-Pierre, Natashquan, Chevery, St-Augustin and Lourdes-de-Blanc-Sablon airports, including an area formed by the intersection of a line from the tangent of the 15NM radius arc of Natashquan airport to Saint-Augustin airport (AGCC) and the corridor northern limit already described between the Chevery and Saint-Augustin airport 15NM radius and excluding CYA733(M), then southerly by tangents linking the 15NM radius arcs centered on Lourdes-de-Blanc-Sablon, Chevery, La Romaine, Natashquan and Port-Menier airports then to the southern tangent point of the Sept-Îles CZ.

Exceptions:

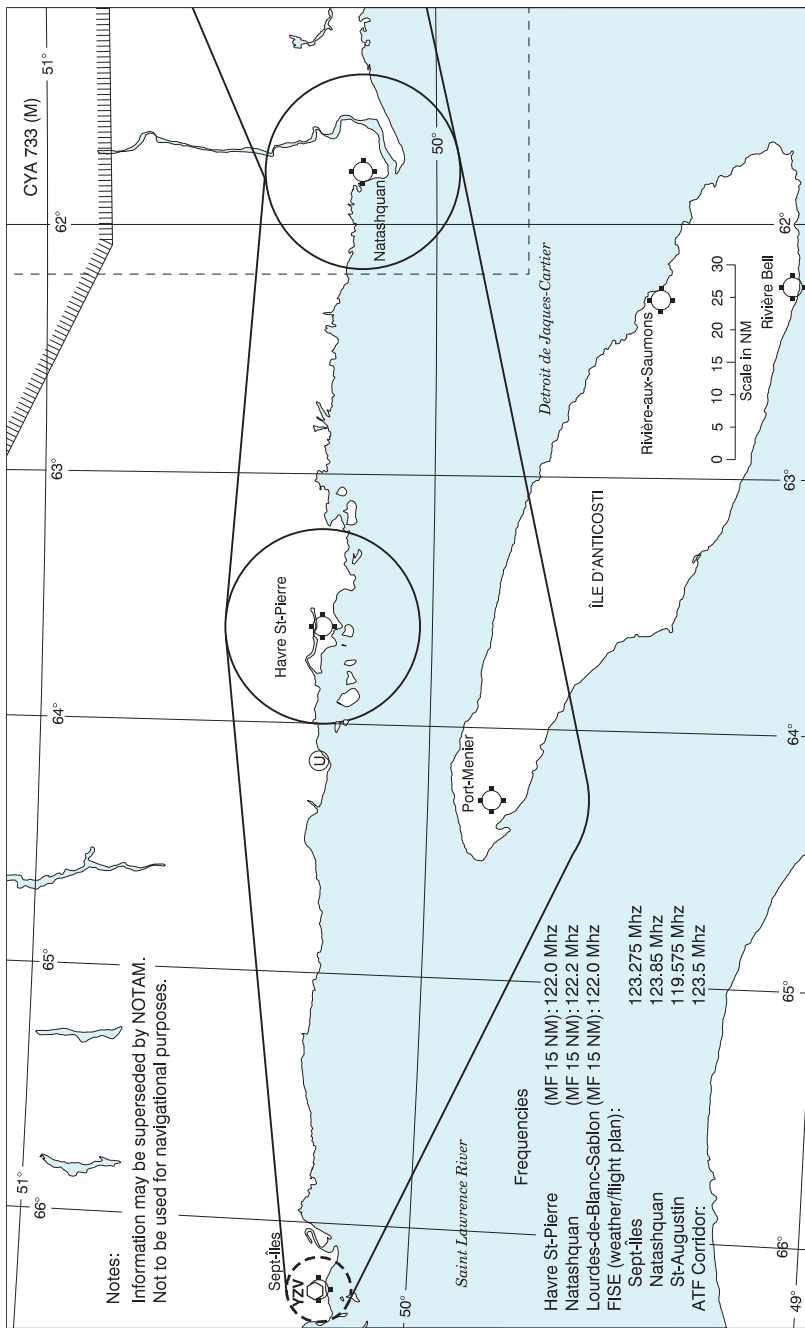
The corridor extends to but not including 7000 ASL within the 15NM radius centered on Lourdes-de-Blanc-Sablon airport as well as in the sector formed by a tangent linking the 15NM radius arcs of St-Augustin and Lourdes de-Blanc-Sablon airports and the tangent of the arc from St-Augustin airport 15NM radius to Lourdes-de-Blanc-Sablon airport (AGCC), excluding Lourdes-de-Blanc-Sablon MF zone.

Procedures:

Pilots must comply with the procedures described in TC Aeronautical Information Manual (AIM) – RAC Section: RULES OF THE AIR AND AIR TRAFFIC SERVICES 4.5 AIRCRAFT OPERATIONS - UNCONTROLLED AERODROMES.

C50 PLANNING

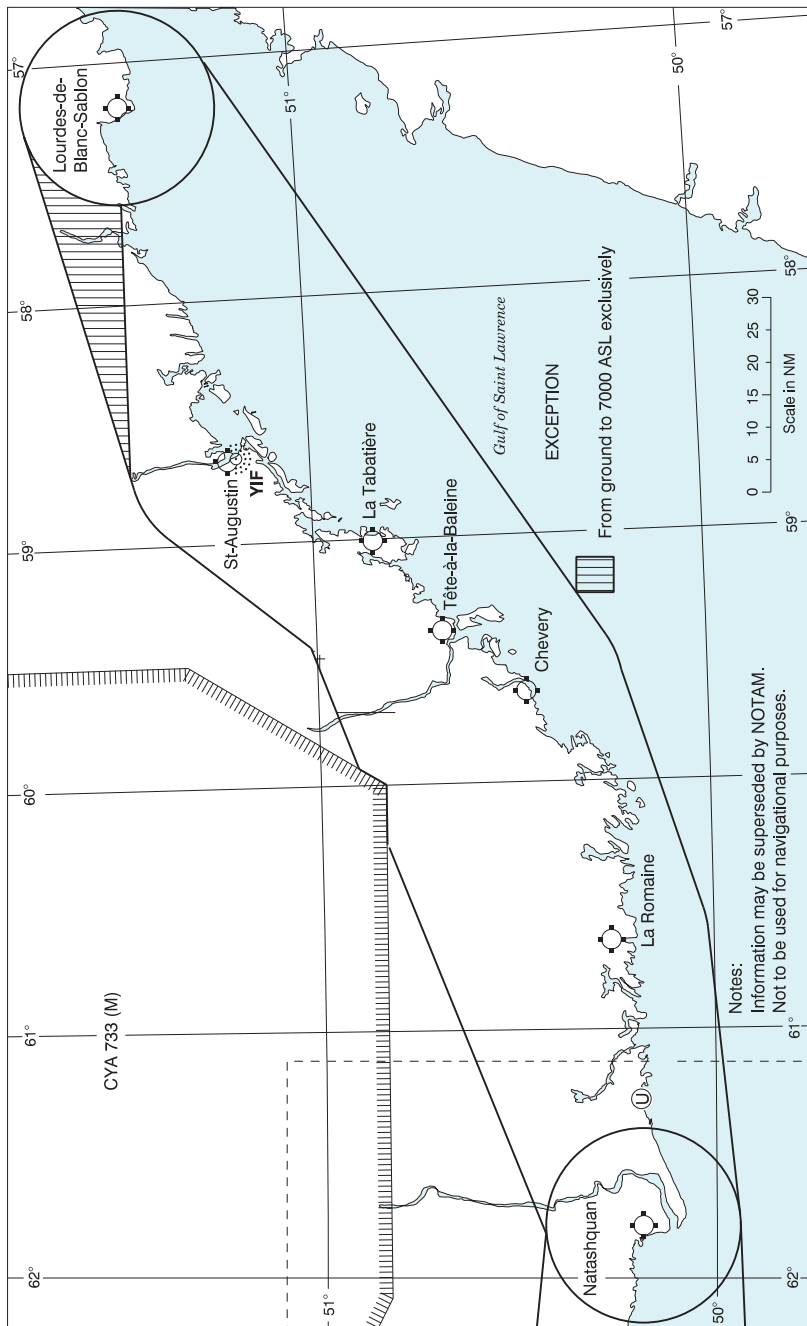
QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON (Cont'd)



Notes:
Information may be superseded by NOTAM.
Not to be used for navigational purposes.

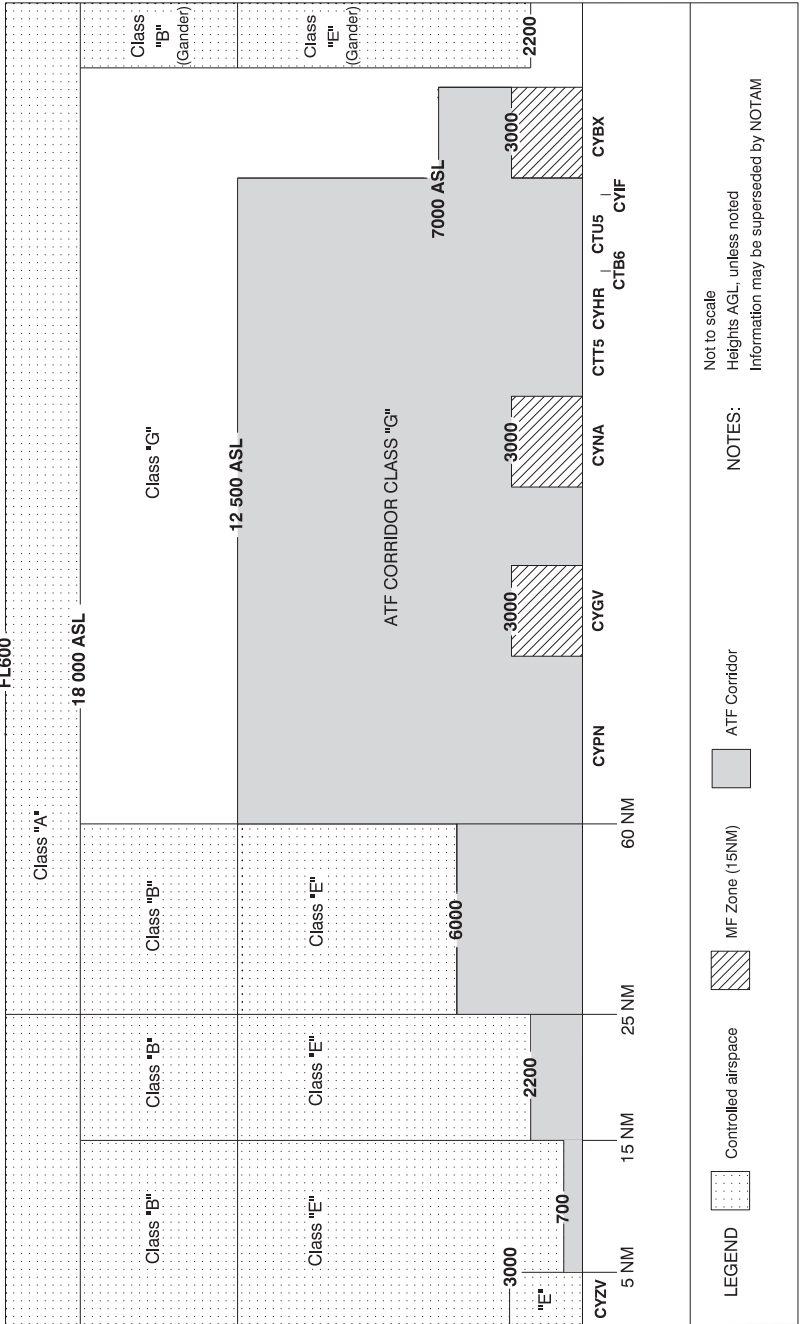
- Frequencies**
- Havre St-Pierre (MF 15 NM): 122.0 Mhz
 - Natashquan (MF 15 NM): 122.2 Mhz
 - Lourdes-de-Blanc-Sablon (MF 15 NM): 122.0 Mhz
 - FISE (weather/flight plan): 123.275 Mhz
 - Sept-Îles 123.85 Mhz
 - St-Augustin 119.575 Mhz
 - ATF Corridor: 123.5 Mhz

QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON (Cont'd)



C52 PLANNING

QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON (Cont'd)



QUEBEC - MAURICIE COMMON FREQUENCY AREA

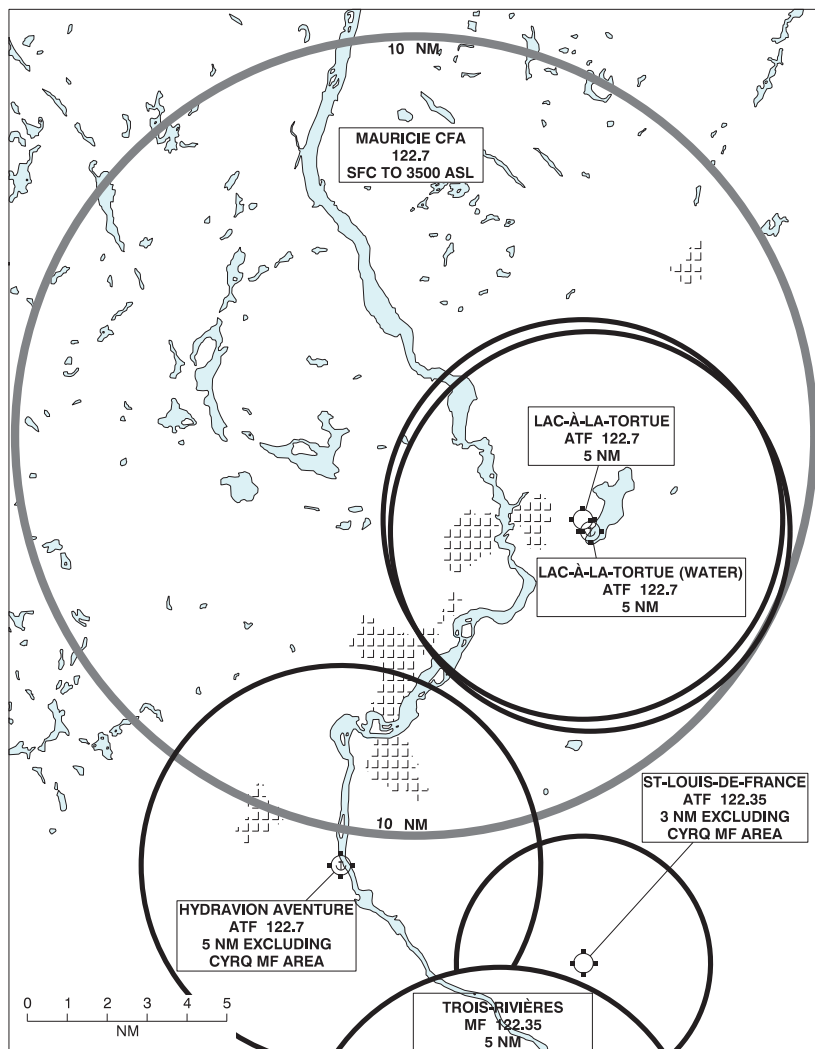
The common frequency area (frequency 122.7) extends from the surface to 3500 ASL inclusively.

Delimitation:

The area is bounded by a 10NM radius centred on N46 39 23W72 43 55, encompassing the ATF of Lac-à-la-Tortue (water aerodrome and land aerodrome).

Procedures:

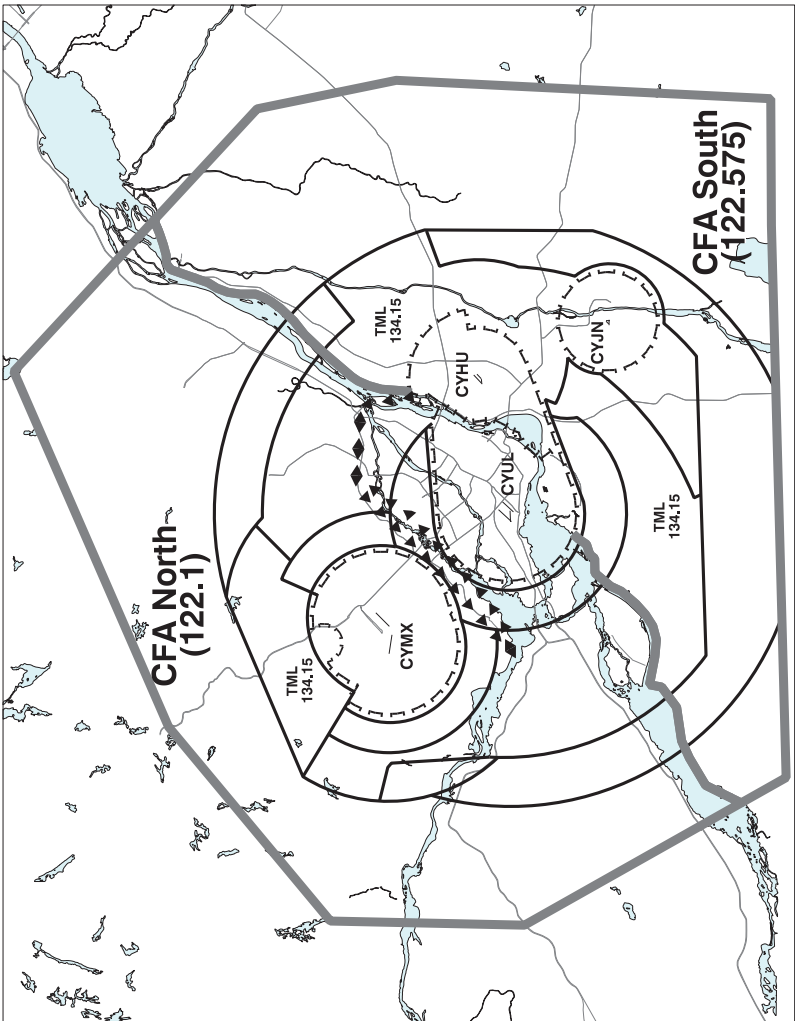
Pilots are reminded to follow the ATF procedures described in TC AIM RAC.



QUEBEC - MONTRÉAL COMMON FREQUENCY AREAS

GUIDELINES FOR USING MONTREAL COMMON FREQUENCY AREAS (CFA):

- Pilots are encouraged to use the appropriate CFA frequency when flying in the Montreal CFAs and to consult VTPCs for more details. Maximum altitude for the use of the frequencies 5500 ASL.
- Transmission on a CFA frequency should be limited to the minimum required to provide the aircraft's position and pilot intentions. Example transmission: (On CFA NORTH 122.1) "TRAFFIC IN THE RIGAUD AREA CESSNA GOLF ALPHA BRAVO CHARLIE CONDUCTING AIRWORK FIVE MILES WEST OF RIGAUD THREE THOUSAND 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.
- Refer to front and back VTA charts for more details.



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.

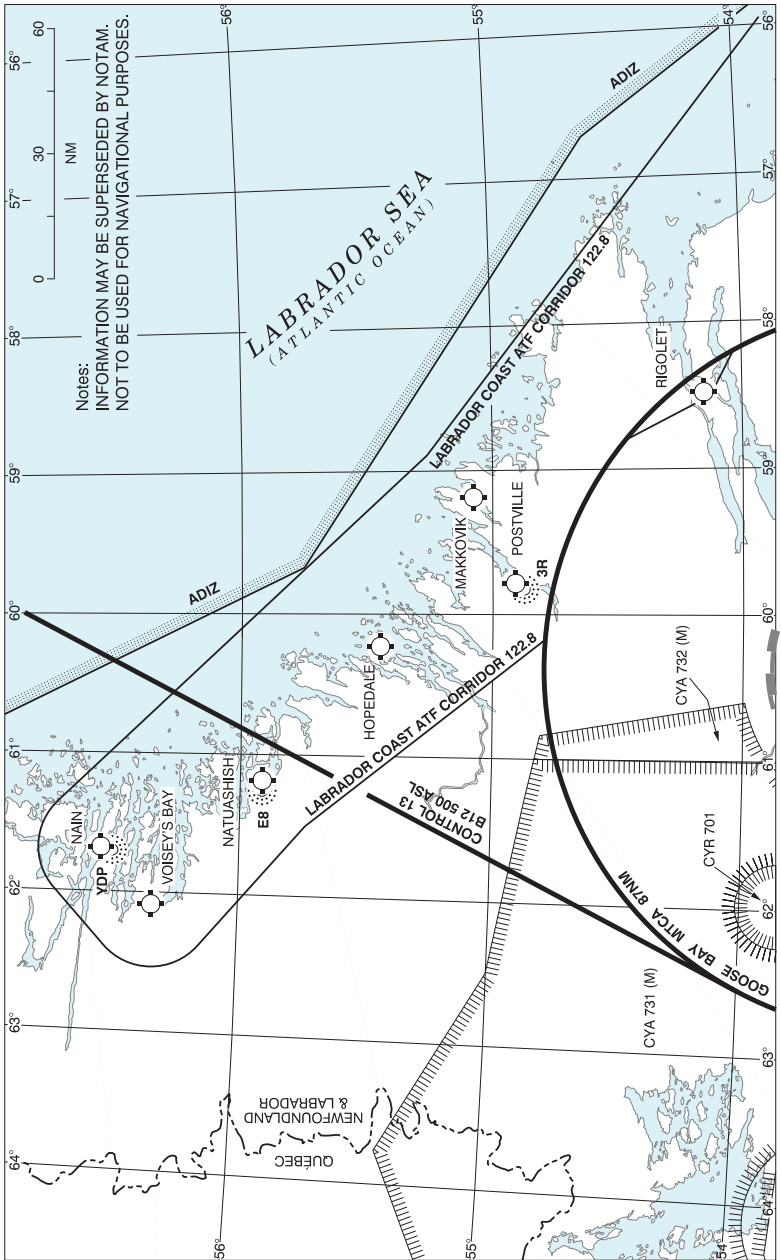
Procedures:

Pilots are reminded to follow the ATF procedures described in TC AIM RAC, published by Transport Canada.

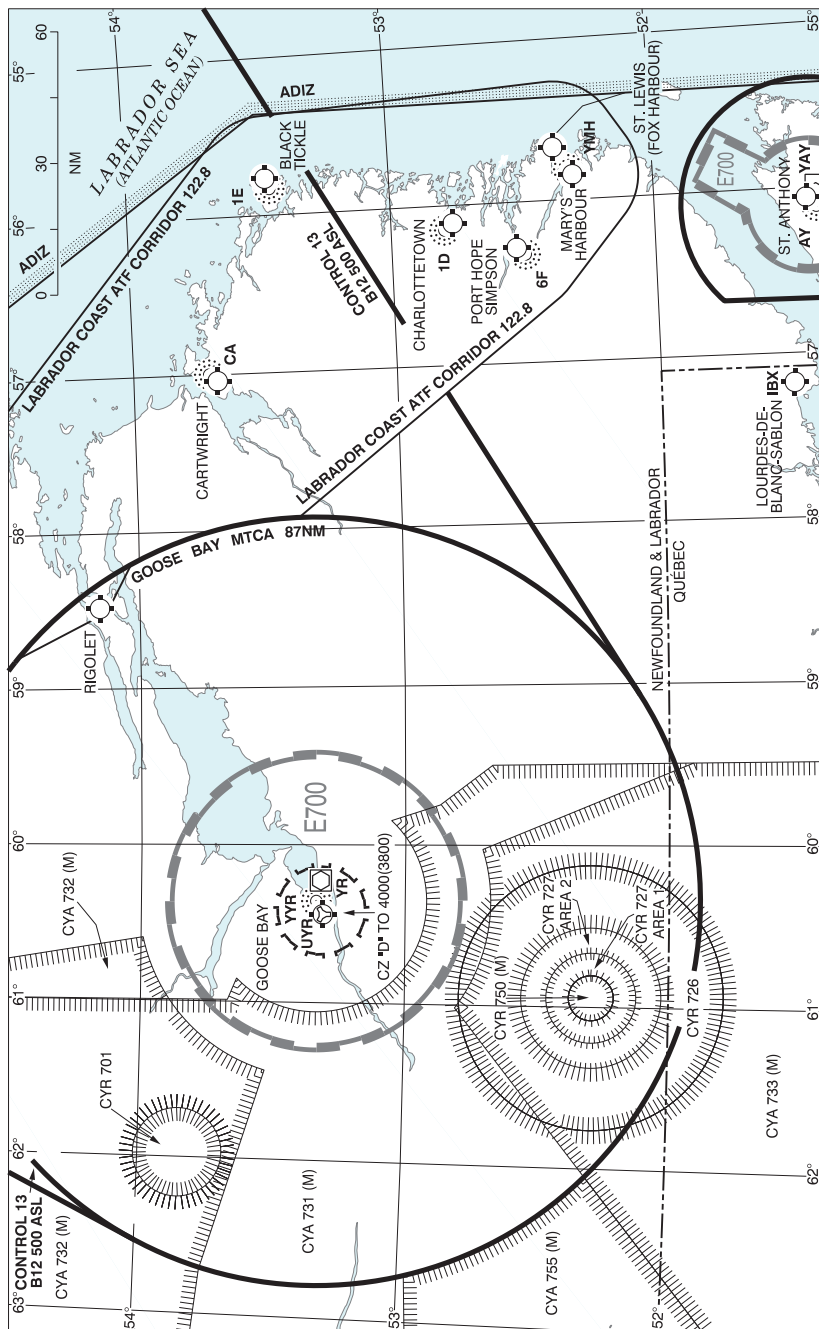
Maps on following two pages.

C56 PLANNING

NEWFOUNDLAND & LABRADOR - ATF CORRIDOR NAIN TO MARY'S HARBOUR (Cont'd)



NEWFOUNDLAND & LABRADOR - ATF CORRIDOR NAIN TO MARY'S HARBOUR (Cont'd)



C58 PLANNING

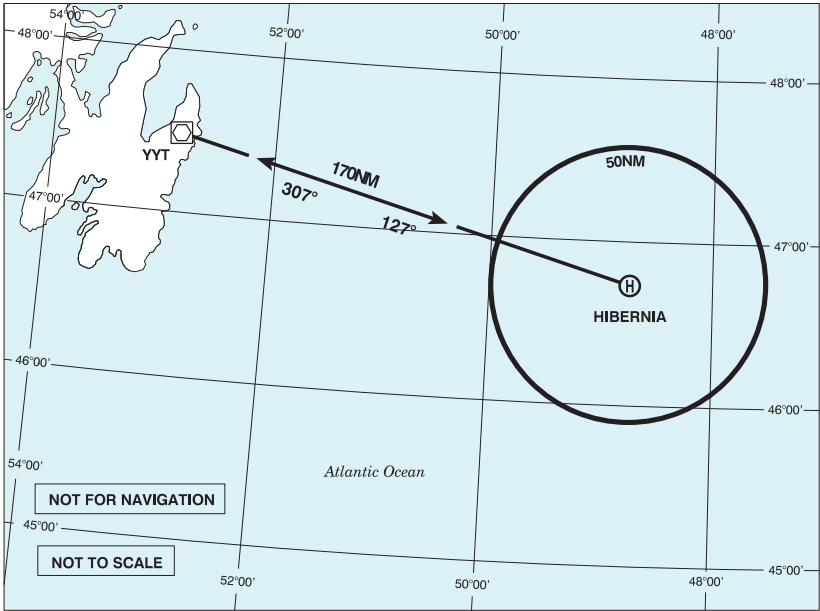
**NEWFOUNDLAND & LABRADOR
OFFSHORE AIR TRAFFIC ACTIVITY AREA EAST OF ST. JOHN'S NL, FL55 AND BELOW**

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.



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.

Beaver Creek NDB ident "YXQ" freq 239 at N62 24 32 W140 51 40 has been decommissioned.

Chesterfield Inlet NDB "YCS" freq 341 at N63 20 18 W90 43 48 has been decommissioned.

Deline NDB ident "WJ" freq 287 at N65 11 14 W123 25 15 has been decommissioned.

Diavik NDB ident "ZZ" freq 382 at N64 30 35 W110 18 36 has been decommissioned.

Fort Good Hope NDB ident "GH" freq 266 at N66 15 05 W128 36 38 has been decommissioned.

Fort Good Hope VOR ident "YGH" freq 112.3 at N66 14 11 W128 37 23 has been decommissioned.

Fort Resolution NDB ident "FR" freq 274 at N61 09 15 W113 38 20 has been decommissioned

Fort Simpson NDB "FS" freq 375 at N61 47 09 W121 15 39 has been decommissioned.

Fort Smith NDB ident "SM" freq 254 at N59 58 16 W111 51 25 has been decommissioned.

Gjoa Haven NDB ident "YHK" freq 236 at N68 37 34 W95 51 32 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 "YHY" 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.

Klondike (Whitehorse) NDB ident "ZXY" freq 353 at N60 38 10 W135 00 39 has been decommissioned.

Koala (Ekati) NDB ident "4A" freq 350 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.

Laberge (Whitehorse) NDB ident "JB" freq 236 at N60 56 58 W135 08 16 has been decommissioned.

Nauyasat NDB "YUT" freq 335 at N66 31 42 W86 14 32 has been decommissioned.

Robinson (Whitehorse) NDB "PJ" freq 329 at N60 26 22 W134 51 40 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.

Watson Lake NDB ident "QH" freq 248 at N60 10 36 W128 50 42 has been decommissioned.

West Arm (Cambridge Bay) ident "MG" freq 327 at N69 06 07 W105 06 55 has been decommissioned.

Whale Cove NDB ident "YXN" freq 256 at N62 14 10 W92 36 04 has been decommissioned.

Yellowknife VORTAC ident "YZF" freq 115.5 at N62 27 52 W114 26 12 var changed to "17°E".

Yellowknife TACAN ident "YZF" freq 115.5 at N62 27 52 W114 26 12 has been decommissioned.

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – AIRSPACE DESIGNATIONS

A15 has been revoked from Beaver Creek NDB to DUVOT intxn.

AR7 has been revoked from Tuktoyaktuk NDB to Holman NDB

AR8 has been revoked from Inuvik NDB to Tuktoyaktuk NDB to Sachs Harbour NDB.

AR16 has been revoked from La Grande Riviere NDB to Jarpik (Kuujuuarapik) NDB to Sanikiluaq NDB to Inukjuak NDB.

AR22 has been revoked from Baker Lake NDB to Gjoa Haven NDB to Resolute Bay NDB.

AR33 has been revoked from Taloyoak NDB to Kugaaruk NDB to Repulse Bay NDB.

AR33 has been revoked from Coral Harbour NDB to Nauyasat NDB

AR33 has been revoked from Repulse Bay NDB to Coral Harbour NDB.

AR41 has been revoked from Sanikiluaq NDB to Umiujaq NDB.

BR3 has been revoked from Chesterfield Inlet NDB to Nauyasat NDB to Hall Beach NDB

BR3 has been revoked from Rankin Inlet NDB to Chesterfield Inlet NDB to Repulse Bay NDB to Hall Beach NDB.

BR7 has been revoked from Robinson (Whitehorse) NDB to Mayo NDB.

BR16 has been revoked from Watson Lake NDB to Fort Simpson 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.

BR33 has been revoked from Norman Wells NDB to Wrigley NDB to Fort Simpson NDB.

BR33 has been revoked from Norman Wells NDB to Fort Good Hope NDB to Inuvik NDB.

BR36 has been revoked from Atlin NDB to Watson Lake NDB.

BR36 has been revoked from Dease Lake NDB to Watson Lake NDB.

RR4 has been revoked from Wrigley NDB to Yellowknife NDB.

C60 PLANNING

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – AIRSPACE DESIGNATIONS (Cont'd)

RR4 has been revoked from Baker Lake NDB to Chesterfield Inlet NDB to Coral Harbour NDB.

RR30 from Nanisivik NDB to Pond Inlet NDB has been revoked.

RR30 has been revoked from Cambridge Bay NDB to Gjoa Haven NDB to Kugaaruk NDB to Hall Beach NDB.

V112 has been revoked from Fort Chipewyan to NDB Fort Smith VOR/DME to Fort Resolution NDB to Hay River VOR/DME to Fort Simpson NDB

YUKON, NORTHWEST TERRITORIES AND NUNAVUT - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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	
CYOA	0.87NM Radius	N64 51 37	W110 30 50
10.0NNE	Sfc to 1000 AGL		
CYCY	0.05NM Radius	N70 28 05	W68 31 44
1.1SSW	Sfc to 98 AGL		
CMR2	0.65NM Radius	N71 19 27	W79 13 41
2.4E	Sfc to 900 AGL		
CMR2	0.43NM Radius	N71 19 23	W79 19 06
0.7E	Sfc to 812 AGL		

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
CEC5	1063	371	N59 58 10	W111 49 02
3.4SE				
CFP8 (wind turbines)	5010	279	N60 44 56	W135 14 18
4.1SSW				

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CYBK 1.5NNW	373	40	N64 19 17	W96 06 17

C62 PLANNING

BRITISH COLUMBIA**BRITISH COLUMBIA - AIR NAVIGATION RADIO AIDS**

Fairmont Hot Springs NDB ident "D6" freq 261 at N50 19 37 W115 52 36 has been decommissioned.
 Fort St. John NDB ident "XJ" freq 326 at N56 17 03 W120 50 41 has been decommissioned.

Fort Nelson NDB ident "YE" freq 382 at N58 47 45 W122 43 21 has been decommissioned.

Kamloops DME ident "XPP" freq 109.9 at N50 42 23 W120 27 37 has been decommissioned.
 Naramata (Penticton) NDB ident "UNT" freq 312 at N49 35 50 W119 36 10 has been decommissioned.

Northwood NDB ident "ZXS" freq 260 at N53 58 03 W122 41 24 has been decommissioned.

Okanagan (Penticton) NDB ident "ON" freq 356 at N49 20 33 W119 34 08 has been decommissioned.

Penticton DME ident "XYF" freq 110.3 at N49 27 09 W119 36 14 has been redesignated as "IYF".

Port Hardy NDB ident "ZT" freq 242 at N50 41 57 W127 25 37 has been decommissioned.

Powell River NDB ident "YPW" freq 382 at N49 50 12 W124 30 05 has been decommissioned.

Prince George ident "XS" freq 272 at N53 49 42 W122 39 15 has been decommissioned.

Taylor (Fort St. John) NDB ident "ZXJ" freq 246 at N56 11 02 W120 38 40 has been decommissioned.

Vancouver DME ident "IVR" freq 109.5 coordinates changed to N49 11 18 W123 12 03.

Victoria NDB ident "YJ" freq 200 at N48 38 39 W123 23 58 has been decommissioned.

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS

A1 has been revoked from Nanaimo NDB to Camzo intxn to Victoria NDB.

A16 has been revoked from Powell River NDB to KERGI intxn to Nanaimo NDB.

B20 has been revoked from Victoria NDB to Active Pass NDB to Vancouver NDB.

BR36 has been revoked from Atlin NDB to Teslin NDB.

BR36 has been revoked from Atlin NDB to Watson Lake NDB.

BR36 has been revoked from Dease Lake NDB to Watson Lake NDB.

V300 has been revoked from Vancouver VOR/DME to Ferry intxn to Haras intxn to Hope NDB to Princeton 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.

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 Altag intxn.

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 - AIRSPACE DESIGNATIONS (Cont'd)

Terrace, BC has been redesignated as follows:

The airspace from 6000' within the area bounded by a line beginning at:

N54°26'15.92" W129°17'15.59" to N54°42'09.21" W129°32'21.71" to N55°00'37.78" W128°33'39.32" to N54°53'16.55" W128°26'48.90" to N54°44'26.28" W128°55'15.72" thence counter-clockwise along the arc of a circle of 25 miles radius centred on N54°22'26.43" W128°34'59.19" (Terrace, BC - NDB) to N54°26'15.92" W129°17'15.59" point of beginning.

The airspace from 8000' within the area bounded by a line beginning at:

N54°42'09.21" W129°32'21.71" to N54°52'56.05" W129°42'44.36" to N55°11'29.53" W128°43'50.84" to N55°00'37.78" W128°33'39.32" to N54°42'09.21" W129°32'21.71" point of beginning.

BRITISH COLUMBIA - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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.

CYD111 Pacific Ocean has been redesignated as follow:

Time of Designation - OcsI by NOTAM, 28 days PN

BRITISH COLUMBIA - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

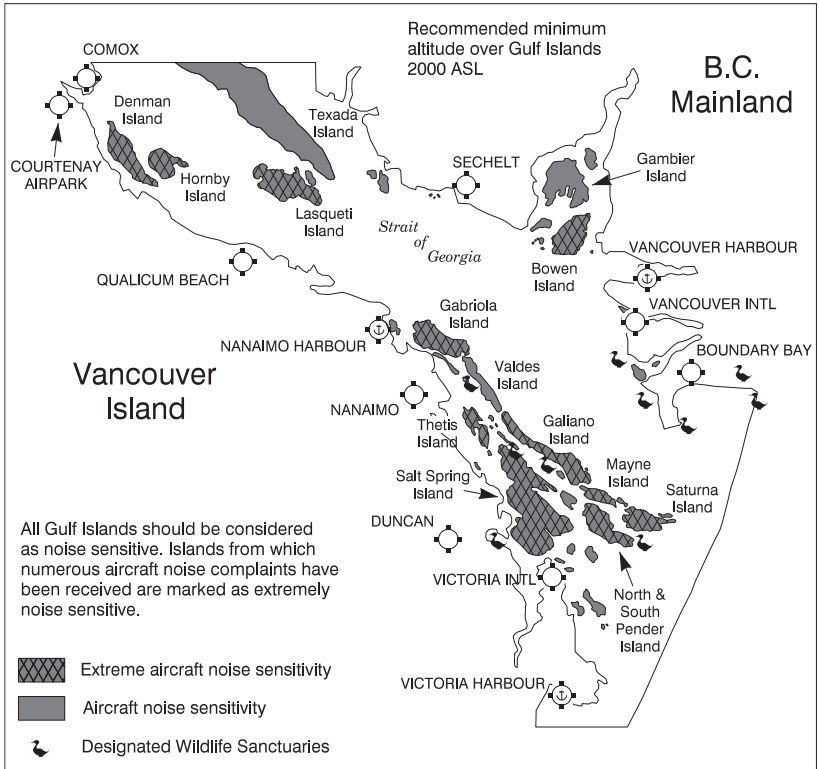
GENERAL AREA	SITE	COORDINATES
CSM7	0.8NM Radius	N49 07 46 W122 10 32
1.7NNE	Sfc to 500 AGL	
CAL3	Sfc to 656 AGL	Area bounded by line beginning at: N49 51 17 W120 19 11 to N49 51 20 W120 18 20 to N49 50 53 W120 18 15 to N49 50 52 W120 19 05 point of beginning.
CYDL	5.0NM Radius	N57 42 00 W129 48 19
44.0S	Sfc to 2000 AGL	

BRITISH COLUMBIA - CABLE CROSSINGS

LOCATION	HEIGHT ASL	(N)LAT	(W)LONG
Nanaimo	1763	N49 50 09	W124 30 00
Black Pines	1382	N50 58 07	W120 14 04
Black Pines	1382	N50 58 07	W120 14 04
Black Pines	1382	N50 58 07	W120 14 04
Black Pines	1368	N50 58 05	W120 14 41
Black Pines	1368	N50 58 05	W120 14 41
Black Pines	1368	N50 58 05	W120 14 41

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.

BRITISH COLUMBIA – NOISE ABATEMENT PROCEDURES - GULF ISLANDS (Cont'd)

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**BRITISH COLUMBIA – HAZARDS TO AIRCRAFT OPERATIONS**

C66 PLANNING

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
CMB9 2.6ESE	1893	318	N48 32 36	W124 21 03
CAJ8 3.5SSE	505	363	N49 09 29	W122 39 57
CAJ8 3.5SSE	505	363	N49 09 30	W122 39 58
CVS3 0.3N	725	464	N49 10 52	W122 50 33
CVS3 1.0N	621	310	N49 11 33	W122 50 30
CVS3 1.3N	663	356	N49 11 52	W122 50 35
CNW9 1.7SSW	597	579	N49 12 05	W122 54 32
CAK7 1.6SSE	541	379	N49 13 05	W123 07 06
CNW9 4.3W	971	528	N49 13 28	W123 00 10
CNW9 4.6W	878	453	N49 13 29	W123 00 37
CBK4 0.6WNW	702	566	N49 15 50	W123 08 18
CNW9 2.3N	620	312	N49 15 51	W122 53 25
CYHC 0.8WSW	482	424	N49 17 23	W123 07 53
CKH9 0.7NNW	1589	460	N49 53 05	W119 29 49
CAW5 3.2S	1532	302	N50 39 46	W127 29 00
CBW2 9.4SSW	422	401	N54 01 05	W128 40 38
CBW2 8.9SSW	292	262	N54 01 48	W128 41 26
CBH2 29.6WSW	2403	301	N59 13 54	W121 40 53
CBH2 29.5WSW	2402	302	N59 14 02	W121 40 50
CBY5 0.1SW	92	75	N54 19 51	W130 16 42

ALBERTA**ALBERTA - AIR NAVIGATION RADIO AIDS**

Calgary DME ident "ILG" coordinates changed to N51 08 44 W113 59 19.
Cold Lake TACAN ident "UOD" freq 113.5 at N54 24 31 W110 17 45 var changed to "13°E".
Drayton Valley NDB ident "3M" freq 385 at N53 16 03 W114 57 25 has been decommissioned.
Fort Chipewyan NDB ident "PY" freq 207 at N58 45 42 W111 06 30 has been decommissioned.
Fort McMurray NDB ident "MM" freq 388 at N56 39 11 W111 20 10 has been decommissioned.
Wainwright DME ident "YVW" freq 114.5 at N52 58 53 W110 50 00 has been decommissioned.

ALBERTA - AIRSPACE DESIGNATIONS

A2 has been revoked from Calgary NDB to Red Deer NDB to Edmonton 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.
B84 has been revoked from Edmonton NDB to Fort McMurray 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.
G7 has been revoked from Lloydminster NDB to North Battleford (Cameron McIntosh) 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.
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.
V112 has been revoked from Fort McMurray VOR/DME to Fort Chipewyan NDB to Fort Smith 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 to Beechy NDB.
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.
V336 has been revoked from Edmonton NDB to TETAG intxn to AROUK intxn to Peace River 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.
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 - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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.

C68 PLANNING

ALBERTA - 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
CEE4	4.0NM Radius	N53 23 25 W117 21 37
12.3E	Sfc to 2133 AGL	

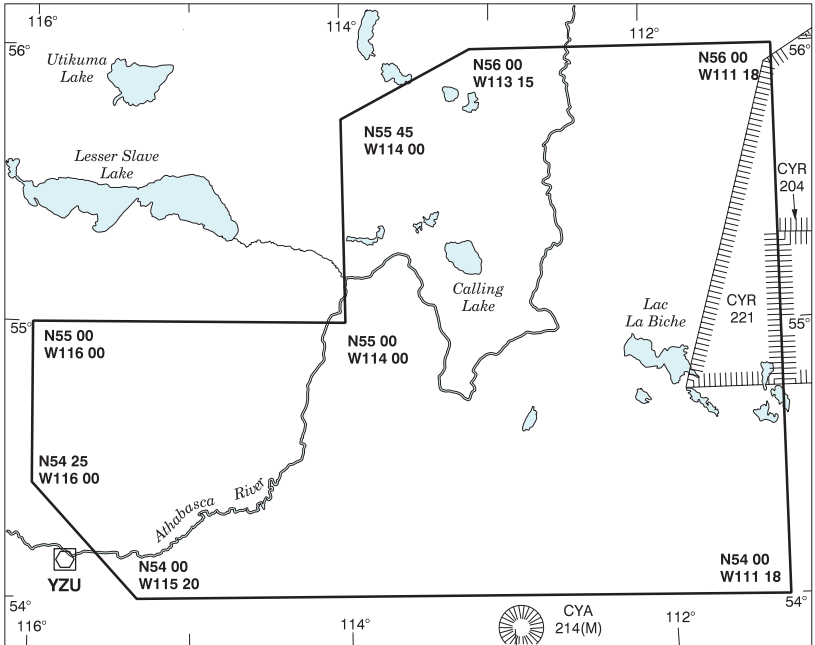
ALBERTA - CONSERVATION

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 500 feet AGL. 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.



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
CFD4 12.5NE	3383	568	N49 36 02	W111 13 45
CZF3 (wind turbines) 17.0SE	4035	533	N49 47 43	W110 22 54
CEL2 0.9SSE	3766	322	N51 02 20	W114 04 21
CED3 (wind turbines) 3.3WSW	3261	591	N51 19 03	W110 34 30
CYET 27.6SW	4384	700	N53 13 50	W116 57 55
CYET 8.3ENE	3378	357	N53 36 44	W116 14 19
CED4 1.4ESE	3049	100	N54 22 11	W116 43 45
CYLB 10.5WNW	2411	295	N54 49 18	W112 19 14
CEL5 1.3W	2666	222	N55 02 04	W117 19 57
CMY3 12.5NNE	3522	458	N55 29 21	W118 44 53
CNP6 2.5ESE	2477	410	N55 53 57	W117 04 04
CYPE 10.4SSE	2215	354	N56 04 25	W117 18 16
CFT8 0.6SE	2284	247	N56 09 11	W113 27 45
CYPE 12.2E	2260	354	N56 13 01	W117 05 08
CFT8 20.7NE	2334	300	N56 23 11	W113 00 28
CFM6 22.0ENE	2328	492	N56 31 43	W113 28 13
CYMM 1.1WNW	1310	135	N56 39 34	W111 15 11
CES7 3.3SSE	1497	330	N56 41 04	W111 19 44
CAL4 13.4S	1051	254	N57 00 14	W111 28 36
CAL4 11.9SSW	1332	548	N57 01 57	W111 30 23
CAL4 12.5SW	1407	328	N57 05 38	W111 42 58
CYNR 3.9NE	1325	328	N57 25 07	W111 36 06
CFN5 43.7WSW	1543	288	N57 54 20	W117 36 33
CFG5 1.9NNW	1297	349	N58 31 17	W115 09 19

C70 PLANNING

ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CYOJ	1205	100	N58 36 40	W117 09 47
0.6S				
CFG5	3215	295	N58 41 10	W114 59 41
12.5NNE				

SASKATCHEWAN**SASKATCHEWAN – AIR NAVIGATION RADIO AIDS**

Cluff Lake NDB ident "3X" freq 243 at N58 21 37 W109 31 30 has been decommissioned.
 Prince Albert NDB ident "PA" freq 347 at N53 13 05 W105 47 43 has been decommissioned.
 Yorkton VOR ident "YQV" freq 115.8 at N51 15 51 W102 28 07 has been decommissioned.

SASKATCHEWAN - AIRSPACE DESIGNATIONS

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.
 B6 has been revoked from Prince Albert NDB to Flin Flon NDB.
 G7 has been revoked from Lloydminster NDB to North Battleford (Cameron McIntosh) NDB.
 R10 has been revoked from Enderby NDB to Pigen intxn to Calgary NDB to Sloan intxn to Saskatoon NDB to The Pas NDB.
 V302 has been revoked from Saskatoon VORTAC to Yorkton VOR/DME to Langruth VOR/DME.
 V306 has been revoked from Dauphin MB VOR/DME to Yorkton VOR/DME to Lumsden VORTAC.
 V325 has been revoked from The Pas VOR/DME to La Ronge VOR/DME.
 V328 has been revoked from Prince Albert VOR/DME to The Pas VOR/DME.
 V344 has been revoked from The Pas VOR/DME to Yorkton VOR/DME.
 V345 has been revoked from Empress VOR/DME to Swift Current VOR/DME.
 V353 has been revoked from Prince Albert VOR/DME to Yorkton VOR/DME to Brandon VOR/DME.

SASKATCHEWAN - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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

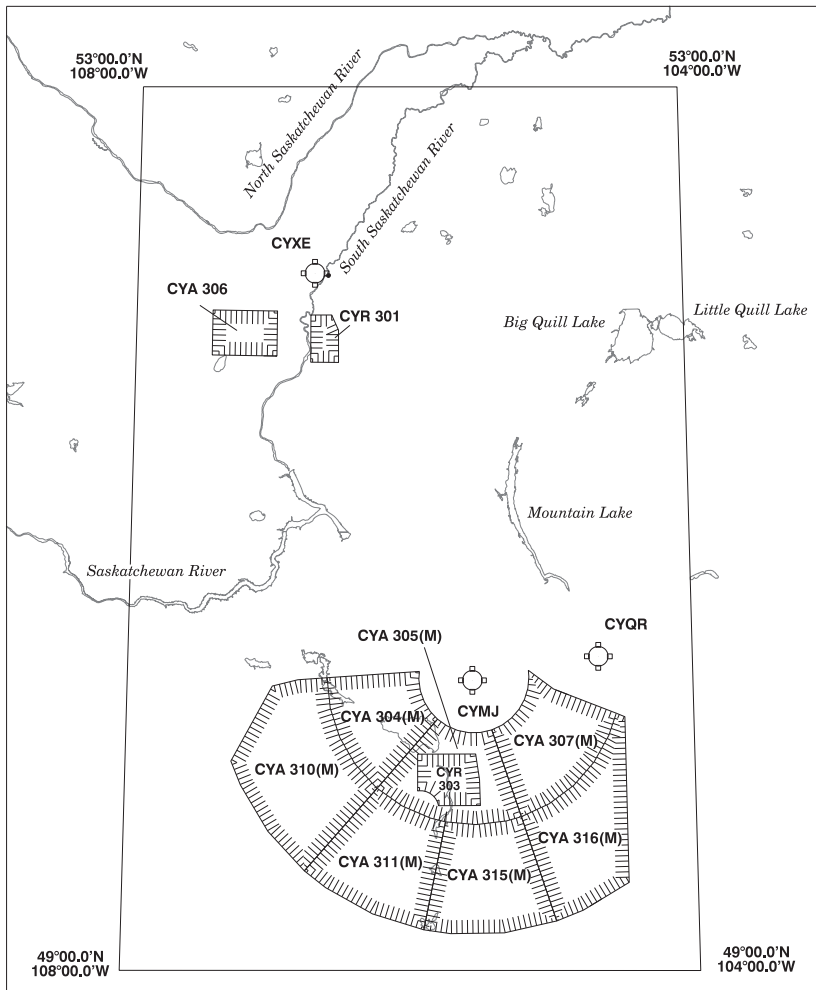
LOCATION	HIGHEST PART ASL	(N)LAT	(W)LONG
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C72 PLANNING

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
CYQV		2334	616	N51 12 33	W102 44 01
	10.8WSW				
CJD3		1833	353	N53 01 04	W105 05 17
	13.0E				

C74 PLANNING

MANITOBA**MANITOBA - AIR NAVIGATION RADIO AIDS**

Balmoral NDB ident "BM" freq 375 at N50 08 14 W97 18 35 has been decommissioned.

Boine (Winnipeg/James Armstrong Richardson Intl) NDB ident "ZWW" freq 215 at N49 49 48 W97 15 25 has been decommissioned.

Dauphin NDB ident "DN" freq 224 at N51 05 51 W100 03 39 has been decommissioned.

Dauphin VOR/DME ident "YDN" freq 116.1 at N51 06 18 W100 03 08 has been decommissioned.

Downs (Winnipeg/James Armstrong Richardson Intl) NDB ident "ZWN" freq 236 at N49 57 50 W97 19 18 has been decommissioned.

Gillam DME ident "GX" freq 114.4 at N56 21 27 W94 42 14 has been redesignated as "YGU".
Headframe (Thompson) NDB ident "ZTH" freq 276 at N55 49 54 W97 45 42 has been decommissioned.

Island Lake DME ident "IV" freq 116.0 at N53 51 12 W94 39 12 has been redesignated as "YIL"

Kelsey NDB ident "4W" freq 391 at N56 02 15 W96 30 46 has been decommissioned.

La Salle (Winnipeg/James Armstrong Richardson Intl) NDB ident "LF" freq 336 at N49 38 33 W97 18 00 has been decommissioned.

Lynn Lake NDB ident "YL" freq 395 at N56 49 51 W101 04 13 has been decommissioned.

Stoney (Winnipeg/James Armstrong Richardson Intl) NDB ident "ZWG" freq 287 at N49 59 21 W97 13 11 has been decommissioned.

The Pas NDB ident "QD" freq 284 at N53 58 43 W101 04 51 has been decommissioned.

The Pas VOR ident "YQD" freq 113.6 at N53 58 25 W101 06 00 has been decommissioned.

Winnipeg NDB ident "WG" freq 248 at N49 53 57 W97 20 57 has been decommissioned.

MANITOBA - AIRSPACE DESIGNATIONS

A11 has been revoked from Flin Flon NDB to Lynn Lake NDB.

AR6 has been revoked from Stony Rapids NDB to Wollaston Lake NDB to Lynn Lake NDB.

AR7 has been revoked from Winnipeg NDB to Island Lake NDB.

B6 has been revoked from Prince Albert NDB to Flin Flon NDB.

BR2 has been revoked from Thompson NDB to Island Lake NDB to Round Lake ON NDB.

BR13 has been revoked from Thompson NDB to Red Lake 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 Saskatoon NDB to The Pas NDB to Norway House NDB.

RR11 has been revoked from Norway House NDB to Red Lake NDB.

V175 has been revoked from Winnipeg VORTAC to the Can/USA bdry.

V302 has been revoked from Yorkton VOR/DME to Langruth VOR/DME.

V306 has been revoked from Langruth VOR/DME to Dauphin VOR/DME to Yorkton SK VOR/DME.

V325 has been revoked from The Pas VOR/DME to La Ronge VOR/DME.

V327 has been revoked from Brandon VOR/DME to The Pas VOR/DME to Flin Flon NDB.

V327 has been revoked from Brandon VOR/DME to IKNAL intxn to OTRAN intxn to Dauphin VOR/DME.

V328 has been revoked from The Pas VOR/DME to Thompson VOR/DME.

V344 has been revoked from Lynn Lake VOR/DME to The Pas VOR/DME.

V353 has been redesignated from Brandon VOR/DME to SAVOD intxn to Langruth VOR/DME.

V353 has been revoked from Yorkton VOR/DME to Brandon VOR/DME.

MANITOBA - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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.

MANITOBA - 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
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MANITOBA - CONSERVATION**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
CKR7	1852	428	N49 40 44	W100 37 12
14.5ESE				
CHS6	1160	367	N49 41 28	W96 49 30
7.1WNW				
CWH7	1069	308	N49 53 28	W97 08 44
0.9SSE				
CCC3	1122	344	N50 04 51	W96 40 57
3.5NNE				
CKL2	1099	351	N50 11 22	W96 57 28
3.5WNW				
CJS9	1214	361	N50 16 02	W95 55 44
2.9ESE				
CPV7	1602	510	N52 06 02	W94 17 52
1.7WSW				

C76 PLANNING

ONTARIO**ONTARIO - AIR NAVIGATION RADIO AIDS**

Chapleau NDB ident "YLD" freq 335 at N47 45 22 W83 24 36 has been decommissioned.

Fort Frances Muni NDB "YAG" freq 376 at N48 41 23 W93 32 21 has been decommissioned.

Kapuskasing DME ident "YU" freq 109.3 at N49 24 42 W82 27 54 has been decommissioned.

McKay (Thunder Bay) TACAN ident "UAU" freq 112.5 at N48 22 24 W89 19 44 has been decommissioned.

Moody (Ottawa/Macdonald-Cartier Intl) NDB ident "ZOW" freq 344 at N45 16 40 W75 45 00 has been decommissioned.

Oshawa NDB ident "OO" freq 391 at N43 55 15 W78 54 00 has been decommissioned.

Pickle Lake DME ident "PL" freq 113.7 at N51 26 37 W90 13 22 has been redesignated as "YLZ".

Round Lake NDB ident "ZRJ" freq 236 at N52 56 55 W91 19 26 has been decommissioned.

Webequie NDB ident "YWP" freq 355 at N52 57 41 W87 22 12 has been decommissioned.

ONTARIO - AIRSPACE DESIGNATIONS

AR9 has been revoked from Moosonee NDB to Wapisk (Attawapiskat) NDB to Peawanuck NDB to Fort Severn NDB.

AR16 has been revoked from Chapleau NDB to Timmins VOR/DME.

AR20 has been revoked from Sault Ste. Marie VOR/DME to Chapleau NDB.

BR2 has been revoked from Thompson MB NDB to Island Lake MB NDB to Round Lake NDB.

BR5 has been revoked from Sandy Lake NDB to Red Lake NDB.

BR13 has been revoked from Thompson NDB to Red Lake NDB.

RR3 has been revoked from Sandy Lake NDB to Round Lake NDB.

RR10 has been revoked from Wawa VOR/DME to Chapleau NDB.

RR11 has been revoked from Norway House NDB to Red Lake NDB.

V346 has been revoked from Bobra intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce 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.

Sioux Lookout Control Area Extension Class "E" Transponder Airspace Area has been designated as follows: 5000' and above.

ONTARIO - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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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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

CYR537 Parliament Hill has been redesignated as follows: The airspace within the area bounded by a circle of: 0.4 mile radius centred on N45°25'29.05 W075°41'56.74.

Designated Altitude - Surface to 3000'

Time of Designation - Cont

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
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C78 PLANNING

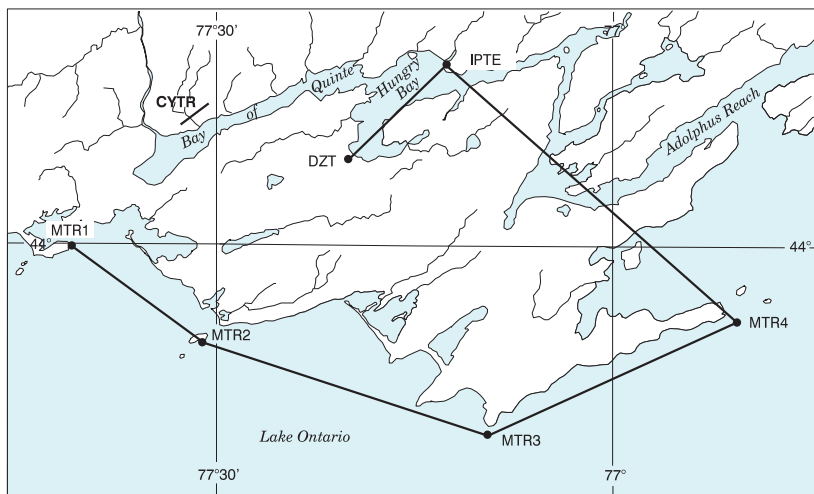
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS

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'île 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

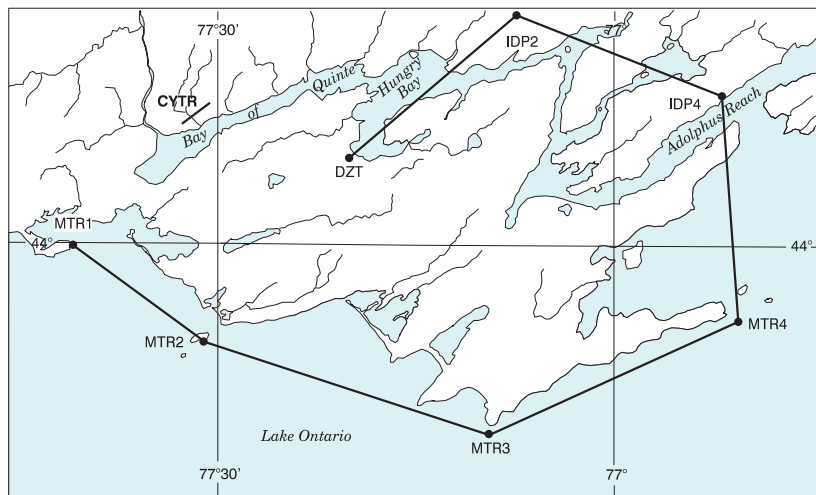


ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 601A - IFR Airdrop with 15 NM run-in to DZ Terreau**

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'île 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



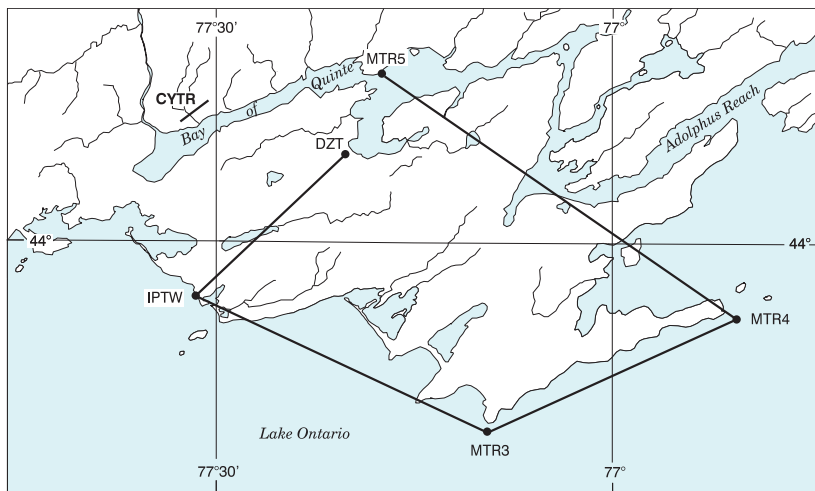
C80 PLANNING

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



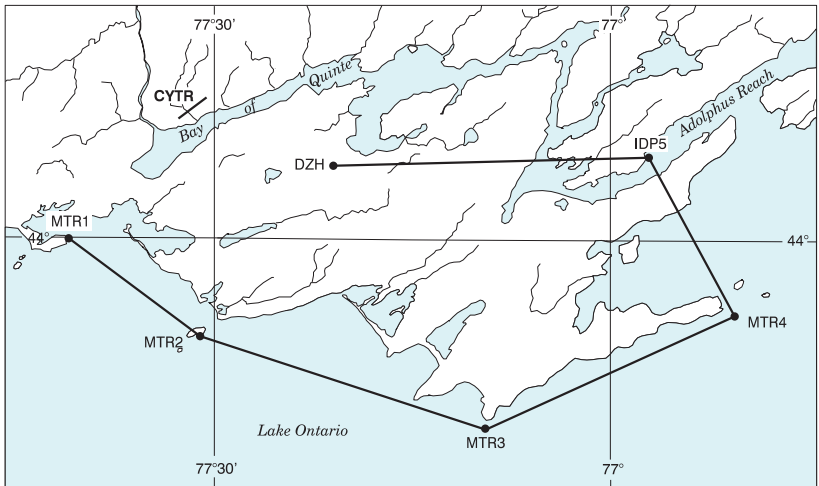
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

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



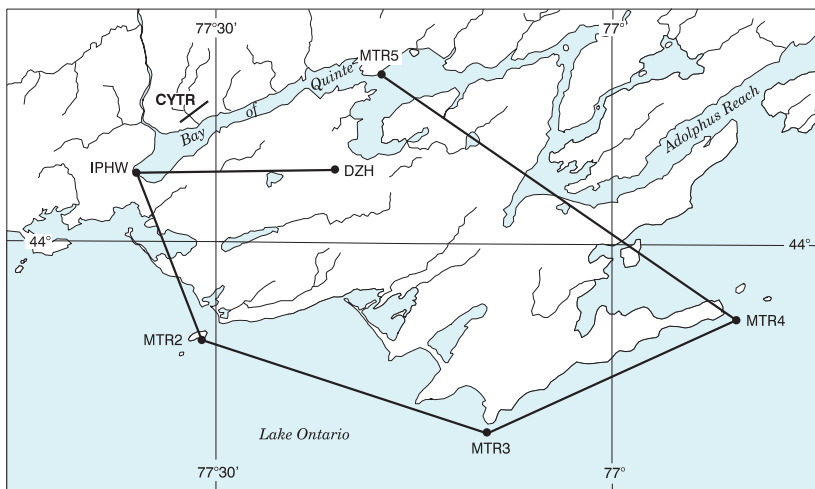
C82 PLANNING

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

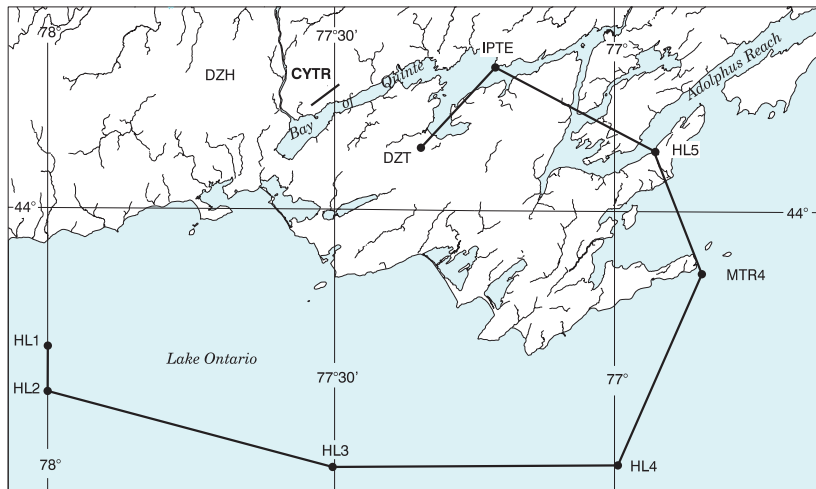


ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 605 - Hi-Low Transition Route - Visual Airdrop**

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

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



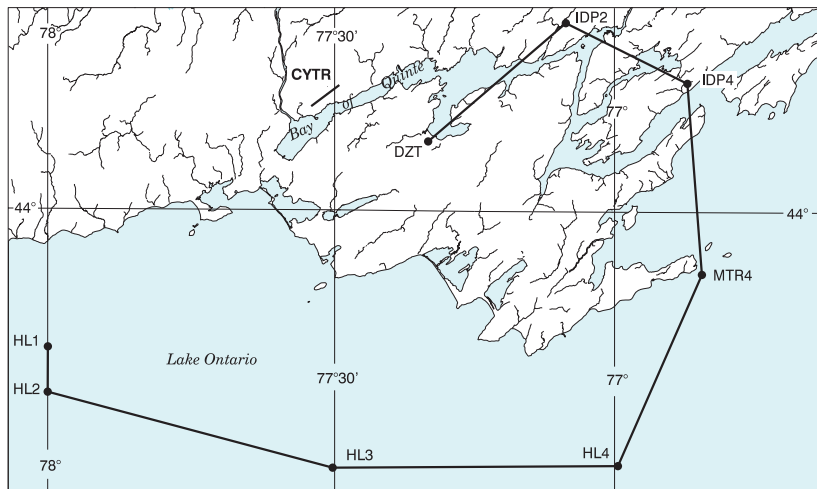
C84 PLANNING

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 Tyendinga 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



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
CNG8	963	341	N43 05 19	W79 05 10
1.1SSE				
CWD3	1787	1000	N43 18 14	W79 57 41
1.7SW				
CTM4	597	344	N43 38 58	W79 21 40
0.8ESE				
CTM4	675	414	N43 39 03	W79 22 03
0.5ESE				
CNW8	1088	707	N43 40 17	W79 23 20
0.9N				
CNY8	845	417	N43 41 16	W79 17 50
4.0ESE				
CPV8	1343	372	N52 59 47	W92 48 49
0.9ENE				
CYTL	732	30	N53 48 53	W89 53 21
0.3SE				

C86 PLANNING

QUEBEC**QUEBEC - AIR NAVIGATION RADIO AIDS**

Akulivik NDB ident "YKO" freq 265 at N60 49 10 W78 09 18 has been decommissioned.
 Aupaluk NDB ident "YLA" freq 248 at N59 18 11 W69 36 03 has been decommissioned.
 Eastmain River NDB ident "ZEM" freq 338 at N52 13 51 W78 31 03 has been decommissioned.
 Fontanges NDB ident "5Q" freq 239 at N54 33 36 W71 10 16 has been decommissioned.
 Inukjuak NDB ident "YPH" freq 396 at N58 28 03 W78 04 25 has been decommissioned.
 Lebel-Sur-Quévillon NDB ident "2H" coordinates changed to N49 02 09 W77 01 12.
 Matane/Russell-Burnett NDB ident "ME" freq 216 at N48 50 00 W67 32 58 has been decommissioned
 Mont-Joli NDB ident "YY" freq 340 at N48 34 00 W68 15 31 has been decommissioned.
 Mont-Joli VOR ident "YYY" freq 115.9 at N48 36 44 W68 12 32 has been decommissioned.
 Rivière-du-Loup NDB ident "RI" freq 201 at N47 45 49 W69 34 41 has been decommissioned.
 Schefferville (Squaw) NDB ident "KR" freq 323 at N54 47 57 W66 48 13 has been decommissioned.
 Schefferville VOR/DME ident "YKL" freq 112.7 at N54 48 52 W66 45 18 has been decommissioned.
 St-Augustin NDB ident "YIF" freq 201 at N51 11 19 W58 39 07 has been decommissioned.
 St-Honore (Chicoutimi) NDB ident "YRC" freq 213 at N48 32 10 W71 09 30 has been decommissioned
 Tasiujaq NDB ident "YTQ" freq 212 at N58 40 16 W69 56 47 has been decommissioned.
 Umiujaq NDB ident "YMU" freq 230 at N56 32 14 W76 31 23 has been decommissioned.

QUEBEC - AIRSPACE DESIGNATIONS

AR3 has been revoked from Mont-Joli NDB to Matane/Russell-Burnett NDB to Port-Menier NDB
 AR11 has been revoked from KAVPO intxn to Schefferville VOR/DME to SERNI intxn to Kujack VOR/DME.
 AR13 has been revoked from Kangirsuk NDB to Quaqaq NDB.
 AR16 has been revoked from La Grande Riviere NDB to Jarpik (Kuujuuarapik) NDB to Sanikiluaq NDB to Inukjuak NDB.
 AR16 has been revoked from Inukjuak NDB to LIBEN intxn to Puvirnituaq NDB to Akulivik NDB to Ivujivik NDB.
 AR17 has been revoked from LIBEN intxn to Puvirnituaq NDB.
 AR40 has been revoked from Tasiujaq NDB to Aupaluk NDB.
 AR41 has been revoked from Sanikiluaq NDB to Umiujaq NDB.
 AR42 has been revoked from La Grande-4 NDB to Fontanges NDB.
 BR14 has been revoked from Eastmain NDB to Wemindji NDB.
 G2 has been revoked from Earlton NDB to Rouyn NDB.
 R25 has been revoked from Matane/Russell-Burnett NDB to BUBIX intxn
 RR12 has been revoked from La Grande Rivière NDB to La Grande-3 NDB to La Grande-4 NDB.
 RR13 has been revoked from Jarpik (Kuujuuarapik) NDB to Umiujaq NDB to Inukjuak NDB.
 RR23 has been revoked from La Grande-4 NDB to Squaw (Schefferville) NDB to Churchill Falls NL NDB.
 V39 has been revoked from GRINS intxn to Mont-Joli VOR/DME.
 V39 has been redesignated from Mont-Joli VOR/DME to ROGVU intxn.
 V98 has been revoked from Quebec VORTAC to FLEUR intxn to Riviere-du-Loup VOR to MODAS intxn to EPMAL intxn to Mont-Joli VOR/DME to BUBIX intxn to Sept-Iles VOR/DME.
 V316 has been redesignated from Riviere-du-Loup VOR to DUVAG intxn to Baie-Comeau VOR/DME.
 V340 has been revoked from Baie Comeau VOR/DME to Matane Russell-Burnett NDB
 V341 has been revoked from Mont-Joli VOR/DME to Matane Russell-Burnett NDB
 V346 has been revoked from BOBRA intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce 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 Gaspé VOR/DME.
 V382 has been revoked from Montreal VOR/DME to MERNA intxn to Saguenay VOR/DME to IPTAL intxn to BESOB intxn to Mont-Joli VOR/DME to WOPAC intxn to UBTEV intxn to Gaspé VOR/DME
 V386 has been revoked from (Champlain) Quebec/Jean Lesage Intl NDB to KAROT intxn to Saguenay VOR/DME.
 V487 has been revoked from Maniwaki NDB to Val d'Or VOR/DME.
 V487 has been redesignated from Val-d'Or VOR/DME to ULBUX intxn.

QUEBEC - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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.

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	
CYVO	0.24NM Radius Sfc to 328 AGL	N48 02 35	W77 34 50
8.2E			
CYXK	0.25NM Radius Sfc to 328 AGL	N48 23 55	W68 36 10
6.4SW			
CLS2	0.43NM Radius Sfc to 656 AGL	N48 24 27	W77 49 34
17.3N			
CSD5	1.5NM Radius Sfc to 4200 AGL	N52 50 12	W67 18 16
7.6WNW			
CSZ9	0.54NM Radius Sfc to 656 AGL	N54 59 09	W67 12 57
17.2WNW			
CSZ9	0.54NM Radius Sfc to 656 AGL	N55 01 28	W67 16 59
20.4NW			
CSZ9	0.54NM Radius Sfc to 984 AGL	N55 04 31	W67 17 45
22.7NW			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 29 26	W74 01 01
22.5WSW			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 30 32	W73 45 43
15.6SW			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 30 58	W73 46 09
15.6SW			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 31 03	W73 47 20
16.0WSW			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 32 41	W73 36 00
10.7SW			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 33 24	W73 28 03
7.6SSW			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 34 28	W73 15 19
5.6SSE			
CTP9	0.49NM Radius Sfc to 3000 AGL	N61 34 44	W73 13 11
5.8SSE			

QUEBEC - CABLE CROSSINGS

LOCATION	HEIGHT ASL	(N)LAT	(W)LONG
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QUEBEC - CONSERVATION

C88 PLANNING

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

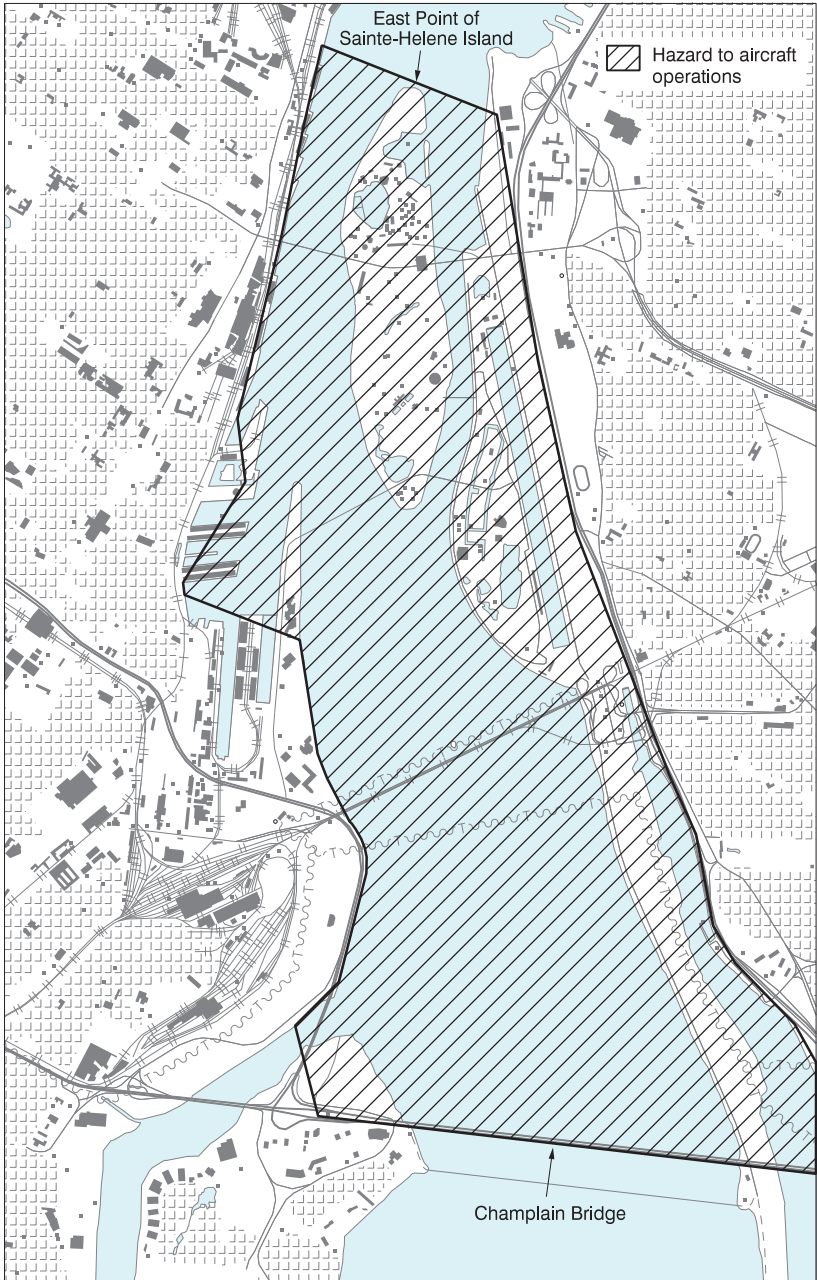
QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**SAINT-LAWRENCE SEAWAY**

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-Helene 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

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

SAINT-LAWRENCE SEAWAY



C90 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
CPZ6 0.4WNW	387	286	N45 32 00	W73 39 57
CYCL 12.2NE	2162	410	N48 08 08	W66 07 04
CYUY 8.8N	1352	315	N48 21 09	W78 51 20
CSB4 19.4NE	1877	400	N50 05 37	W73 58 43
CYHH 3.3NNE	1809	451	N51 44 24	W76 05 50
CSD5 29.0SSW	2717	322	N52 20 19	W67 18 03
CEL8 41.2E	1978	315	N52 39 14	W74 57 26
CSD5 4.9W	2822	262	N52 49 11	W67 14 01
CPM3 23.5NNE	1719	302	N54 09 19	W72 33 27
CYVP 8.2NNE	725	197	N58 13 38	W68 21 33
CYPH 0.2NNW	176	50	N58 28 29	W78 04 44
CYPX 2.4SW	226	197	N60 01 19	W77 20 21

MARITIME PROVINCES**MARITIME PROVINCES - AIR NAVIGATION RADIO AIDS**

Summerside NDB ident "5B" freq 254 at N46 23 49 W63 52 54 has been decommissioned.
Sydney NDB ident "QY" freq 263 at N46 12 41 W59 58 32 has been decommissioned.

MARITIME PROVINCES - AIRSPACE DESIGNATIONS

V374 has been revoked from Charlottetown VOR/DME to Grindstone VOR/DME.

MARITIME PROVINCES - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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

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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
CYQI 1.2N	248	150	N43 50 51	W66 05 17
CYQE 1.4NE	294	271	N44 39 50	W63 33 53
CHQE 3.0W	1073	630	N44 39 03	W63 39 25
CSN6 (wind turbines) 9.1 SSW	965	673	N45 10 23	W66 12 02
CDY5 9.5WSW	1132	394	N45 32 22	W62 10 17
CYPD (wind turbines) 6.3SSE	673	392	N45 34 06	W61 18 29
CFH4 17.1WSW	643	302	N45 43 09	W63 48 21
CYFC 2.9WNW	289	194	N45 52 58	W66 36 16
CDW2 10.6SW	320	300	N46 01 03	W60 55 35
CRM4 9.9ESE	352	316	N46 07 57	W64 08 57
CYYG 2.1NE	349	250	N46 18 33	W63 04 22
CYCH 2.9NNE	379	299	N47 02 51	W65 25 19

NEWFOUNDLAND & LABRADOR**NEWFOUNDLAND & LABRADOR - AIR NAVIGATION RADIO AIDS**

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 Quaqaq NDB to Frobay (Iqaluit) NDB.

AR11 has been revoked from Wabush VOR/DME to KAVPO intxn.

BR20 has been revoked from Quaqaq NDB to Frobay (Iqaluit) NDB.

R14 has been revoked from Sydney NDB to Argentia NDB to Wabana (St. John's Intl) NDB.

RR23 has been revoked from La Grande-4 QC NDB to Squaw (Schefferville) QC NDB to Churchill Falls NL NDB.

V331 has been revoked from Wabush VOR/DME to Churchill Falls NDB to Goose Bay VOR/DME.

V360 has been revoked from Wabush VOR/DME to Eric (Poste Montagnais) NDB.

NEWFOUNDLAND & LABRADOR - DANGER, RESTRICTED, ADVISORY & MILITARY OPERATIONS 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 – Ocsf 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
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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
CYJT 26.4W	1145	331	N48 30 47	W59 12 32
CYJT 21.5W	1332	331	N48 32 45	W59 05 18
CFW8 1.2N	585	300	N48 56 38	W55 39 05

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 National Traffic Management Unit (FLOW CTL) 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** -

<https://laws.justice.gc.ca/eng/regulations/SOR-2008-120/index.html>

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	
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		A17000 & ABV		BOOTH LANNE YVR AP YYJ YCD	
CYCD	L	ARR FR E		A16000 & BLW		HE V300 HARAS HUH V495 YYJ YCD	
CYCD	H&L	ARR FR N				KEINN V330 YVR AP YYJ YCD	
CYCD	H&L	ARR FR NW				UQQ YCD	
CYCD	H&L	ARR FR NW			RNAV	UQQ NANOO	
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			RNAV	YYJ HUH ALNOD IKNIX	
CYCD	H	DEP TO E			RNAV	YYJ HUH VIBTA DURVU FINBO	
CYCD	H	DEP TO E			RNAV	YYJ HUH VIBTA NOSOM	
CYCD	L	DEP TO E				YYJ V495 HUH ANTLR V342 YDC	
CYCD	H	DEP TO N			RNAV	UQQ YWL	
CYCD	L	DEP TO N		A13000 & BLW		YYJ V495 XX HE	
CYCD	L	DEP TO N		A14000 & ABV	RNAV	UQQ YWL	

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FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYCD	H	DEP TO NE			RNAV	YYJ HUH DAPED PETLI	
CYCD	L	DEP TO NE		A13000 & BLW		YYJ V495 XX HE	
CYCD	H	DEP TO NW				UQQ	
CYCD	L	DEP TO NW				YCD UQQ	
CYCD	H	DEP TO SE				YYJ	
CYCD	L	DEP TO SE				YCD YYJ	
CYCD	H&L	DEP TO	CYLW		RNAV	YYJ HUH YDC PIGLU ARR	
CYCD	H	DEP TO E	CYYC		RNAV	YYJ HUH DAPED PETLI	
CYCD	L	DEP TO	CYYJ		RNAV	AP APASS ARR	
CYLD	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	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	H	DEP TO E			RNAV	HUH ALNOD IKNIX	
CYNJ	L	DEP TO E				HUH V495 XX ANTLR V342 YDC	
CYNJ	H	DEP TO N			RNAV	HUH DAPED PETLI	
CYNJ	L	DEP TO N				HUH V495 XX HE	
CYNJ	H	DEP TO NE			RNAV	HUH DAPED PETLI	
CYNJ	L	DEP TO NW				HUH V495 YYJ V440 NANOO T645 UQQ	
CYNJ	L	DEP TO S				HUH V165 CVV	
CYNJ	L	DEP TO W				HUH V495 YYJ	
CYQQ	H&L	ARR FR NE			RNAV	TEXIB	
CYQQ	H&L	DEP TO NE			RNAV	PILSA LYTON	
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		NONJET	RNAV	MERYT BOOTH LIONN ARR	
CYVR	H	ARR FR N		JET & DH8D	RNAV	MERYT BOOTH CANUC 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	UQQ LIBOG SOUND ARR	
CYVR	H	DEP TO E			RNAV	ALNOD IKNIX	
CYVR	H	DEP TO E			RNAV	VIBTA DURVU FINBO	
CYVR	H	DEP TO E			RNAV	VIBTA NOSOM	
CYVR	L	DEP TO E				SAFOL V342 YDC	
CYVR	H	DEP TO N				DOLLR V347 GARRE V349 SEATN	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYVR	L	DEP TO N		A14000 & ABV		DOLLR V347 GARRE	
CYVR	L	DEP TO N		A13000 & BLW		SAFOL V342 DURLO HE	
CYVR	H	DEP TO NE				VIDRI	
CYVR	L	DEP TO NE		A14000 & ABV		VIDRI	
CYVR	H	DEP TO NW				FASBO 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				YYJ ELMAA	
CYVR	H	DEP TO SW				DOLFF	
CYVR	H	DEP TO SW				TOU	
CYVR	H&L	DEP TO W			RNAV	TREEL UQQ	
CYVR	H&L	DEP TO	CYKA		RNAV	JANEK YAROW	
CYVR	H&L	DEP TO	CYLW		RNAV	JANEK SEKAB SEKAB ARR	
CYVR	H	DEP TO E	CYYC		RNAV	DAPED PETLI	
CYVR	L	DEP TO	CYYJ		RNAV	AP APASS ARR	
CYVR	H&L	DEP TO S	KBFI			JAWBN JAWBN ARR	
CYVR	H&L	DEP TO S	KSEA	PROPS		JAWBN JAWBN ARR	
CYVR	H&L	DEP TO S	KSEA	JETS & DH8D		MARNR MARNR ARR	
CYXX	H	ARR FR E			RNAV	HE HOPE ARR	
CYXX	H	ARR FR E				HE HARAS HUH	
CYXX	L	ARR FR E			RNAV	HOPE ARR	
CYXX	H	ARR FR N				HE V300 HARAS HUH	
CYXX	H	ARR FR N			RNAV	HE HOPE ARR	
CYXX	H	ARR FR N				HE HARAS HUH	
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				UQQ T645 NANOO 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			RNAV	HUH ALNOD IKNIX	
CYXX	H	DEP TO E			RNAV	HUH VIBTA DURVU FINBO	
CYXX	L	DEP TO E				ANTLR V342 YDC	
CYXX	H	DEP TO N			RNAV	HUH DAPED PETLI	
CYXX	L	DEP TO N				XX HE	
CYXX	H	DEP TO NW				HUH V495 YYJ J502 YZT	
CYXX	L	DEP TO NW				HUH V495 YYJ V440 NANOO T645 UQQ	
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	H	DEP TO E	CYYC		RNAV	HUH DAPED PETLI	
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	

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FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	
CYYJ	L	ARR FR N		A16000 & BLW		HE V300 HARAS HUH V495 YYJ	
CYYJ	L	ARR FR NW				UQQ T645 NANOO 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			RNAV	HUH ALNOD IKNIX	
CYYJ	H	DEP TO E			RNAV	HUH VIBTA DURVU FINBO	
CYYJ	H	DEP TO E			RNAV	HUH VIBTA NOSOM	
CYYJ	L	DEP TO E				HUH ANTLR V342 YDC	
CYYJ	H	DEP TO N				CASDY	
CYYJ	H	DEP TO NE			RNAV	HUH DAPED PETLI	
CYYJ	L	DEP TO NE		A16000 & BLW		HUH V495 XX HE	
CYYJ	H&L	DEP TO NW				YYJ V440 NANOO T645 UQQ	
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	DEP TO E	CYYC		RNAV	HUH DAPED PETLI	
CYYJ	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR	
CYYJ	H&L	DEP TO	KSEA	NONJET		JAWBN ARR	
CYYJ	H&L	DEP TO	KSEA	JET & DH8D	RNAV	JIGEB MARNR 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				UQQ T645 NANOO 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			RNAV	WC HUH ALNOD IKNIX	
CZBB	H	DEP TO E			RNAV	WC HUH VIBTA DURVU FINBO	
CZBB	L	DEP TO E				WC HUH	
CZBB	H	DEP TO N			RNAV	WC HUH DAPED PETLI	
CZBB	L	DEP TO N				WC HUH HE	
CZBB	L	DEP TO NE				WC HUH HE	
CZBB	H	DEP TO NW				WC HUH V495 YYJ J502 YZT	
CZBB	L	DEP TO NW				WC HUH V495 YYJ V440 NANOO T645 UQQ	
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	
CZBB	H	DEP TO E	CYYC		RNAV	WC HUH DAPED PETLI	
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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
KBLI	H	ARR FR NW				YZT J502 YYJ V495 HUH	
KBLI	L	ARR FR NW				UQQ T645 NANOO 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			RNAV	HUH ALNOD IKNIX	
KBLI	H	DEP TO E			RNAV	HUH VIBTA DURVU FINBO	
KBLI	L	DEP TO E				HUH V495 XX ANTLR V342 YDC	
KBLI	H	DEP TO N			RNAV	HUH DAPED PETLI	
KBLI	L	DEP TO N				HUH V495 XX HE	
KBLI	H	DEP TO NE			RNAV	HUH DAPED PETLI	
KBLI	H	DEP TO NW				YYJ J502 YZT	
KBLI	L	DEP TO NW				YYJ V440 NANOO T645 UQQ	
KBLI	H&L	DEP TO S				KIENO SID CVV	
KBLI	H&L	DEP TO W				YYJ	
KBLI	L	DEP TO	CYVR		RNAV	YYJ ILAND 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	

C100 PLANNING

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 ELLKS ELLKS 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 GONUJ PEPSA SEKIK	
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	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CAL4	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR	
CAL4	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR	
CAL4	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR	
CCL3	H&L	ARR FR S			RNAV	KAVDA 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	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CCL3	H	DEP TO	CYYC	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR	
CCL3	L	DEP TO	CYYC	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID T652 ADVOX FLAAM ARR	
CCL3	L	DEP TO	CYYC	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR	
CER4	H&L	ARR FR S			RNAV	LISVA GONUJ PEPSA SEKIK	
CET2	H&L	ARR FR S			RNAV	KAVDA 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	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CET2	H	DEP TO	CYYC	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR	
CET2	L	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID T652 ADVOX FLAAM ARR	
CET2	L	DEP TO	CYYC	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR	
CFN6	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA	
CFN6	H&L	DEP TO S			RNAV	VETPA DEP METMO KEGRU CACHO	
CFN6	H&L	DEP TO W			RNAV	VETPA DEP METMO KEGRU CACHO	
CFN6	H	DEP TO	CYEG		RNAV	VETPA DEP METMO KEGRU CACHO RESAX RESAX ARR	
CFN6	L	DEP TO	CYEG		RNAV	VETPA DEP METMO KEGRU CACHO RESAX RESAX ARR	
CFN6	H	DEP TO	CYYC	NONJET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CFN6	H	DEP TO	CYYC	JET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR	
CFN6	L	DEP TO	CYYC	NONJET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU ANTID T652 ADVOX FLAAM ARR	
CFN6	L	DEP TO	CYYC	JET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR	
CRL4	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA	
CRL4	H&L	DEP TO S			RNAV	KIRBY DEP METMO KEGRU CACHO	
CRL4	H&L	DEP TO W			RNAV	KIRBY DEP METMO KEGRU CACHO	
CRL4	H	DEP TO	CYEG		RNAV	KIRBY DEP METMO KEGRU CACHO RESAX RESAX ARR	
CRL4	L	DEP TO	CYEG		RNAV	KIRBY DEP METMO KEGRU CACHO RESAX RESAX ARR	

C102 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CRL4	H	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CRL4	H	DEP TO	CYYC	JET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR	
CRL4	L	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU ANTID T652 ADVOX FLAAM ARR	
CRL4	L	DEP TO	CYYC	JET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR	
CYBW	H	ARR FR E			RNAV	GUDOG PIKLA BIRKO MADYN ARR	
CYBW	H	ARR FR E			RNAV	BEVEL MOBEK EBGAL ELBOW ARR	
CYBW	H	ARR FR E			RNAV	COUTS MOBEK EBGAL ELBOW ARR	
CYBW	H	ARR FR E			RNAV	IGVUX Q882 BIRKO MADYN 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		NONJET	RNAV	ANTID Q826 ADVOX KIPEV ARR	
CYBW	H	ARR FR N			RNAV	MATIR Q925 ADVOX KIPEV ARR	
CYBW	H	ARR FR N		JET	RNAV	OLIMI Q814 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	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOX KIPEV ARR	
CYBW	H	ARR FR NE			RNAV	GUDOG PIKLA BIRKO MADYN ARR	
CYBW	H	ARR FR NE			RNAV	IGVUX Q882 BIRKO MADYN ARR	
CYBW	H	ARR FR NE			RNAV	BORIX 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		NONJET	RNAV	ANTID T652 ADVOX KIPEV ARR	
CYBW	L	ARR FR NW			RNAV	MATIR T743 ADVOX KIPEV ARR	
CYBW	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOX KIPEV ARR	
CYBW	H	ARR FR S			RNAV	BEVEL MOBEK EBGAL ELBOW ARR	
CYBW	H	ARR FR S			RNAV	COUTS MOBEK EBGAL ELBOW ARR	
CYBW	L	ARR FR S			RNAV	VESDO T690 EBGAL ELBOW ARR	
CYBW	L	ARR FR S			RNAV	TOVUM T688 EBGAL ELBOW ARR	
CYBW	L	ARR FR SE			RNAV	VESDO T690 EBGAL ELBOW ARR	
CYBW	L	ARR FR SE			RNAV	TOVUM T688 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	
CYBW	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS	
CYBW	H	DEP TO E			RNAV	NOSIV Q909 DESNU	
CYBW	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP	
CYBW	H&L	DEP TO E			RNAV	NOSIV ODLAN TUDOX	
CYBW	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS	
CYBW	L	DEP TO E			RNAV	NOSIV T773 ODLAN TUDOX	
CYBW	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP	
CYBW	L	DEP TO E			RNAV	NOSIV DESNU	
CYBW	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG	
CYBW	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV IMOTA	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYBW	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG	
CYBW	L	DEP TO NE		JET	RNAV	LOMLO TULOV IMOTA	
CYBW	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP	
CYBW	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA	
CYBW	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP	
CYBW	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA	
CYBW	H	DEP TO S			RNAV	GADKI Q957 VOBUK	
CYBW	H	DEP TO S			RNAV	UBVAL Q927 SEKOM	
CYBW	H	DEP TO S			RNAV	OTARA Q931 IPTAN	
CYBW	H	DEP TO S			RNAV	DUMRA Q890 ROPLA	
CYBW	L	DEP TO S			RNAV	DUMRA T620 MEKPI	
CYBW	L	DEP TO S			RNAV	GADKI T727 VOBUK	
CYBW	L	DEP TO S			RNAV	UBVAL SEKOM	
CYBW	L	DEP TO S			RNAV	OTARA IPTAN	
CYBW	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS	
CYBW	H	DEP TO SE			RNAV	NOSIV Q909 DESNU	
CYBW	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP	
CYBW	H&L	DEP TO SE			RNAV	NOSIV ODLAN TUDOX	
CYBW	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS	
CYBW	L	DEP TO SE			RNAV	NOSIV T773 ODLAN TUDOX	
CYBW	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP	
CYBW	L	DEP TO SE			RNAV	NOSIV DESNU	
CYBW	H	DEP TO SW			RNAV	DUMRA Q890 MEKPI OMSIK	
CYBW	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYBW	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO	
CYBW	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR	
CYBW	L	DEP TO SW			RNAV	DUMRA T620 OMSIK	
CYBW	L	DEP TO SW		JET	RNAV	BOTAG BINVO	
CYBW	H	DEP TO W			RNAV	DUMRA Q890 MEKPI OMSIK	
CYBW	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYBW	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO	
CYBW	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR	
CYBW	L	DEP TO W			RNAV	DUMRA T620 OMSIK	
CYBW	L	DEP TO W		JET	RNAV	BOTAG BINVO	
CYBW	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA SEKIK	
CYBW	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA SEKIK	
CYBW	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA SEKIK	
CYBW	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA SEKIK	
CYBW	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYBW	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYBW	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYBW	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYBW	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD	
CYBW	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD	
CYBW	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD	
CYBW	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD	
CYBW	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYBW	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	

C104 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYBW	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYBW	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYBW	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYBW	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYBW	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYBW	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYBW	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR	
CYBW	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR	
CYBW	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR	
CYBW	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR	
CYBW	H	DEP TO	CYFI	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON NANLU YMM	
CYBW	H	DEP TO	CYFI	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON NANLU YMM	
CYBW	L	DEP TO	CYFI	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON NANLU YMM	
CYBW	L	DEP TO	CYFI	JET	RNAV	AVROM MAPUX DAVEL LEXON NANLU YMM	
CYBW	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR	
CYBW	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL	
CYBW	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR	
CYBW	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL	
CYBW	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYBW	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR	
CYBW	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYBW	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR	
CYBW	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUJ PEPSA SEKIK	
CYBW	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUJ PEPSA SEKIK	
CYBW	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUJ PEPSA SEKIK	
CYBW	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUJ PEPSA SEKIK	
CYBW	H&L	DEP TO	KBFI		RNAV	DUMRA MEKPI TWIGY DBLUS TEMPL GLASR ARR	
CYBW	H&L	DEP TO	KSEA		RNAV	DUMRA MEKPI TWIGY DBLUS TEMPL GLASR ARR	
CYEG	H	ARR FR E			RNAV	REFEX 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		NONJET	RNAV	KERSA BISNO OILRS OILRS ARR	
CYEG	H	ARR FR S		JET	RNAV	MIREK Q995 OILRS OILRS	
CYEG	L	ARR FR S		NONJET	RNAV	KERSA T759 OILRS OILRS ARR	
CYEG	L	ARR FR S		JET	RNAV	MIREK T753 OILRS OILRS ARR	
CYEG	H	ARR FR W			RNAV	ROMRA Q949 ELLKS ELLKS ARR	
CYEG	L	ARR FR W			RNAV	ROMRA T789 ELLKS ELLKS ARR	
CYEG	H&L	DEP TO E			RNAV	RYLEY	
CYEG	H&L	DEP TO E			RNAV	OMROD	
CYEG	H&L	DEP TO N		NONJET	RNAV	EBLAR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYEG	H&L	DEP TO N		JET	RNAV	DAVEL LEXON	
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 GADKI Q957 VOBUK	
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD UBVAL Q927 SEKOM	
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD OTARA Q931 IPTAN	
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD DUMRA Q890 MEKPI	
CYEG	H&L	DEP TO S			RNAV	TOVIS DAPOP	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD DUMRA T620 MEKPI	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD GADKI T727 VOBUK	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD UBVAL SEKOM	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD OTARA IPTAN	
CYEG	H&L	DEP TO SE			RNAV	TOVIS DAPOP	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD DUMRA T620 MEKPI	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD GADKI T727 VOBUK	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD UBVAL SEKOM	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD OTARA IPTAN	
CYEG	H&L	DEP TO SW				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				YZU	
CYEG	L	DEP TO W			RNAV	ANDIE T676 NADPI	
CYEG	H&L	DEP TO	CAL4		RNAV	LISVA GONUJ PEPSA SEKIK	
CYEG	H&L	DEP TO	CCL3	NONJET	RNAV	EBLAR KAVDA SUXEG	
CYEG	H&L	DEP TO	CCL3	JET	RNAV	DAVEL LEXON SUXEG	
CYEG	H&L	DEP TO	CEE5		RNAV	MOOTO	
CYEG	H&L	DEP TO	CET2	NONJET	RNAV	EBLAR KAVDA MUVUD	
CYEG	H&L	DEP TO	CET2	JET	RNAV	DAVEL LEXON MUVUD	
CYEG	H&L	DEP TO	CFN6	NONJET	RNAV	EBLAR KAVDA SUXEG	
CYEG	H&L	DEP TO	CFN6	JET	RNAV	DAVEL LEXON SUXEG	
CYEG	H&L	DEP TO	CFT8		RNAV	MOOTO	
CYEG	H&L	DEP TO	CRL4	NONJET	RNAV	EBLAR KAVDA SUXEG	
CYEG	H&L	DEP TO	CRL4	JET	RNAV	DAVEL LEXON SUXEG	
CYEG	H&L	DEP TO	CYFI	NONJET	RNAV	EBLAR KAVDA LEXON NANLU YMM	
CYEG	H&L	DEP TO	CYFI	JETS	RNAV	DAVEL LEXON NANLU YMM	
CYEG	H&L	DEP TO	CYMM	NONJET	RNAV	EBLAR KAVDA LEXON LEXON ARR	
CYEG	H&L	DEP TO	CYMM	JET	RNAV	DAVEL LEXON LEXON ARR	
CYEG	H&L	DEP TO	CYNR		RNAV	LISVA GONUJ PEPSA SEKIK	
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	GONUJ PEPSA SEKIK	
CYEG	H&L	DEP TO	CYSM		RNAV	MOOTO	
CYEG	H	DEP TO	CYYC	JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR	
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	

C106 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYMM	H&L	ARR FR S		NONJET	RNAV	KAVDA LEXON LEXON ARR	
CYMM	H&L	ARR FR S		JET	RNAV	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 GONUJ PEPSA SEKIK	
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	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR	
CYNR	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR	
CYNR	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR	
CYNR	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR	
CYQF	H&L	DEP TO W				YRM	
CYQU	H&L	ARR FR E			RNAV	MESBO	
CYQU	H&L	ARR FR S			RNAV	ONDET	
CYXY	H&L	ARR FR	CYEG		RNAV	DAPAL ARR	
CYXY	H&L	ARR FR	CYVR		RNAV	GOROV ARR	
CYXY	H&L	ARR FR	CYYC		RNAV	DAPAL ARR	
CYXY	H&L	ARR FR	CYYJ		RNAV	GOROV ARR	
CYYC	H	ARR FR E		JET	RNAV	GUDOG PIKLA BIRKO ARR	
CYYC	H	ARR FR E		JET	RNAV	BEVEL MOBEK EBGAL ARR	
CYYC	H	ARR FR E		JET	RNAV	COUTS MOBEK EBGAL ARR	
CYYC	H	ARR FR E		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR	
CYYC	H	ARR FR E		NONJET	RNAV	BORIX BIRKO TOTUB ARR	
CYYC	H	ARR FR E		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR	
CYYC	H	ARR FR E		JET	RNAV	IGVUX Q882 BIRKO BIRKO ARR	
CYYC	H	ARR FR E		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR	
CYYC	H	ARR FR E		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK 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		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		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR	
CYYC	L	ARR FR E		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR	
CYYC	L	ARR FR E		JET	RNAV	VESDO T690 EBGAL EBGAL ARR	
CYYC	L	ARR FR E		JET	RNAV	TOVUM T688 EBGAL EBGAL 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	H	ARR FR N		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR	
CYYC	H	ARR FR N		JET	RNAV	MATIR Q925 ADVOX ADVOX ARR	
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	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR	
CYYC	L	ARR FR N		JET	RNAV	MATIR T743 ADVOX ADVOX ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYC	H	ARR FR NE		JET	RNAV	GUDOG PIKLA BIRKO ARR	
CYYC	H	ARR FR NE		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR	
CYYC	H	ARR FR NE		NONJET	RNAV	BORIX BIRKO TOTUB ARR	
CYYC	H	ARR FR NE		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR	
CYYC	H	ARR FR NE		JET	RNAV	IGVUX Q882 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	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	H	ARR FR NW		NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR	
CYYC	H	ARR FR NW		NONJET	RNAV	MATIR Q925 ADVOX FLAAM ARR	
CYYC	H	ARR FR NW		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR	
CYYC	H	ARR FR NW		JET	RNAV	MATIR Q925 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	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR	
CYYC	L	ARR FR NW		JET	RNAV	MATIR T743 ADVOX ADVOX ARR	
CYYC	H	ARR FR S		JET	RNAV	BEVEL MOBEK EBGAL ARR	
CYYC	H	ARR FR S		JET	RNAV	COUTS MOBEK EBGAL ARR	
CYYC	H	ARR FR S		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR	
CYYC	H	ARR FR S		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK ARR	
CYYC	L	ARR FR S		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR	
CYYC	L	ARR FR S		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR	
CYYC	L	ARR FR S		JET	RNAV	VESDO T690 EBGAL EBGAL ARR	
CYYC	L	ARR FR S		JET	RNAV	TOVUM T688 EBGAL EBGAL ARR	
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	H	ARR FR SW		JET	RNAV	ANTAK Q953 IGVEP IGVEP ARR	
CYYC	H	ARR FR SW		JET	RNAV	MENBO Q983 IGVEP IGVEP	
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	L	ARR FR SW		JET	RNAV	ANTAK T707 IGVEP IGVEP ARR	
CYYC	L	ARR FR SW		JET	RNAV	MENBO T703 IGVEP IGVEP ARR	
CYYC	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS	
CYYC	H	DEP TO E			RNAV	NOSIV ODLAN TUDOX	
CYYC	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP	
CYYC	H	DEP TO E			RNAV	NOSIV Q909 DESNU	
CYYC	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS	
CYYC	L	DEP TO E			RNAV	NOSIV T773 ODLAN TUDOX	
CYYC	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP	
CYYC	L	DEP TO E			RNAV	NOSIV DESNU	
CYYC	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG	
CYYC	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV IMOTA	
CYYC	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG	
CYYC	L	DEP TO NE		JET	RNAV	LOMLO TULOV IMOTA	
CYYC	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP	
CYYC	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA	
CYYC	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP	

C108 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYC	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA	
CYYC	H	DEP TO S			RNAV	GADKI Q957 VOBUK	
CYYC	H	DEP TO S			RNAV	UBVAL Q927 SEKOM	
CYYC	H	DEP TO S			RNAV	OTARA Q931 IPTAN	
CYYC	H	DEP TO S			RNAV	DUMRA Q890 ROPLA	
CYYC	L	DEP TO S			RNAV	DUMRA T620 MEKPI	
CYYC	L	DEP TO S			RNAV	GADKI T727 VOBUK	
CYYC	L	DEP TO S			RNAV	UBVAL SEKOM	
CYYC	L	DEP TO S			RNAV	OTARA IPTAN	
CYYC	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS	
CYYC	H	DEP TO SE			RNAV	NOSIV ODLAN	
CYYC	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP	
CYYC	H	DEP TO SE			RNAV	NOSIV Q909 DESNU	
CYYC	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS	
CYYC	L	DEP TO SE			RNAV	NOSIV T773 ODLAN	
CYYC	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP	
CYYC	L	DEP TO SE			RNAV	NOSIV DESNU	
CYYC	H	DEP TO SW		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYYC	H	DEP TO SW		JET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO	
CYYC	L	DEP TO SW			RNAV	DUMRA T620 OMSIK	
CYYC	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR	
CYYC	L	DEP TO SW		JET	RNAV	BOTAG BINVO	
CYYC	H	DEP TO W		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYYC	H	DEP TO W		JET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO	
CYYC	L	DEP TO W			RNAV	DUMRA T620 OMSIK	
CYYC	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR	
CYYC	L	DEP TO W		JET	RNAV	BOTAG BINVO	
CYYC	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA SEKIK	
CYYC	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA SEKIK	
CYYC	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA SEKIK	
CYYC	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA SEKIK	
CYYC	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYYC	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYYC	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYYC	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYYC	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD	
CYYC	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD	
CYYC	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD	
CYYC	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD	
CYYC	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYYC	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYYC	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYYC	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYYC	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYC	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYYC	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYYC	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYYC	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR	
CYYC	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR	
CYYC	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR	
CYYC	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR	
CYYC	H	DEP TO	CYFI	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON NANLU YMM	
CYYC	H	DEP TO	CYFI	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON NANLU YMM	
CYYC	L	DEP TO	CYFI	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON NANLU YMM	
CYYC	L	DEP TO	CYFI	JET	RNAV	AVROM MAPUX DAVEL LEXON NANLU YMM	
CYYC	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR	
CYYC	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL	
CYYC	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR	
CYYC	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL	
CYYC	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYYC	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR	
CYYC	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYYC	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR	
CYYC	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA SEKIK	
CYYC	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA SEKIK	
CYYC	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA SEKIK	
CYYC	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA SEKIK	
CYYC	H&L	DEP TO	KBFI		RNAV	DUMRA MEKPI TWIGY DBLUS TEMPL GLASR ARR	
CYYC	H&L	DEP TO	KSEA		RNAV	DUMRA MEKPI TWIGY DBLUS TEMPL GLASR ARR	
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	

C110 PLANNING

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 CW 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	ELETO 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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZWG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYQR	H&L	ARR fr W			RNAV	YYN V300 ODGOV ODGOV ARR	
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 E			RNAV	URSUM NOTER ARR	
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	
CYRL	H&L		CYWG		RNAV		
CYVZ	H&L		CYAV	A9000 & ABV	RNAV	DUVIS SAVAK APNIX	
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	ELETO 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	

C112 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZWG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CZPB	H&L		CYAV	A9000 & ABV	RNAV	DUVIS SAVAK APNIX	
CZPB	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR	
CZSJ	H&L		CYAV	A9000 & ABV	RNAV	DUVIS SAVAK APNIX	
CZSJ	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR	

CZYZ 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 nav aids 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 ROSVO 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 ROSVO 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							CZY
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	
CYEE	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM DUVOS ARR	
CYFD	H	ARR FR E			RNAV	LETAK PEVNI 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	YVW NUBER	
CYFD	H&L	ARR FR N		NONJET	RNAV	YVW TETOS	
CYFD	L	ARR FR N		NONJET, A060 & BLW	RNAV	NUGOP	
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	DUROT UKPAG MIVOK	
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN MIGLO	
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB IPTOS	
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB Q907 LORKA	
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN Q951 OLABA	
CYFD	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET MIGLO	
CYFD	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 IPTOS	
CYFD	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET OLABA	
CYFD	H&L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET MIVOK	
CYFD	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET MIGLO	
CYFD	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET OLABA	
CYFD	L	DEP TO E		NONJET, A150 & ABV	RNAV	DUROT TESUK T781 IPTOS	
CYFD	H&L	DEP TO N			RNAV	NUBER NUGOP	
CYFD	H	DEP TO NE			RNAV	SEDOG Q901 ROSVO	
CYFD	H	DEP TO NW		JET	RNAV	MUSIT	
CYFD	H&L	DEP TO S				ERI	
CYFD	H&L	DEP TO S				EWC	
CYFD	H&L	DEP TO SW				GGUCE	
CYFD	H&L	DEP TO W			RNAV	DERLO	
CYHM	H	ARR FR E			RNAV	TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR	
CYHM	L	ARR FR E		A160	RNAV	TUKIR T614 ILUSI ERBAL 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 ERBAL 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	DUROT UKPAG MIVOK	
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN MIGLO	
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB IPTOS	

C114 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB Q907 LORKA	
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN Q951 OLABA	
CYHM	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET MIGLO	
CYHM	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET OLABA	
CYHM	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 IPTOS	
CYHM	H&L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET MIVOK	
CYHM	H&L	DEP TO E				DUROT ART	
CYHM	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET MIGLO	
CYHM	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET OLABA	
CYHM	L	DEP TO E		NONJET, A150 & ABV	RNAV	DUROT TESUK T781 IPTOS	
CYHM	H&L	DEP TO N			RNAV	NUBER YVV	
CYHM	H	DEP TO NE			RNAV	SEDOG Q901 ROSVO	
CYHM	H&L	DEP TO NE			RNAV	NUBER NUGOP	
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		A160 & ABV	RNAV	TUKIR Q806 ILUSI ERBAL MAPEM	
CYKF	L	ARR FR E		A150 & BLW	RNAV	DUGBU T616 REVUD	
CYKF	H&L	ARR FR N			RNAV	REVUD	
CYKF	L	ARR FR N		N0200 & BLW	RNAV	YVV REVUD	
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	CYPQ	A050 & BLW	RNAV	NUBER T614 ILUSI	
CYKF	L	DEP TO	CYPQ	A070 & ABV	RNAV	AGDUT T616 KENLU	
CYKZ	H	ARR FR E			RNAV	TUKIR Q806 ILUSI	
CYKZ	L	ARR FR E			RNAV	PEVNI T614 ILUSI	
CYKZ	H&L	ARR FR N			RNAV	KENLU	
CYKZ	H&L	ARR FR NW			RNAV	WALPP MENTI	
CYKZ	H&L	ARR FR S				LINNG	
CYKZ	H&L	ARR FR SW				DUROT	
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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	
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		F240 & BLW	RNAV	ANCOL DEP GGUCE	
CYKZ	H&L	DEP TO SW		F260 & ABV	RNAV	ANCOL DEP GNTRY	
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	PEVNI T614 ILUSI	
CYOO	H&L	ARR FR N				KENLU	
CYOO	H&L	ARR FR S				DUROT	
CYOO	H&L	ARR FR W			RNAV	DERLO DUROT	
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	DUROT	
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	

C116 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	
CYQA	H&L	DEP TO	CYOW		RNAV	ONDOB MEECH ARR	
CYQG	H&L	ARR FR E			RNAV	DERLO PICUP GIGGY ARR	
CYQG	H&L	ARR FR E			RNAV	COLTS GIGGY ARR	
CYQG	H	DEP TO E			RNAV	MALTB SID BROKK	
CYQG	H&L	DEP TO E		JET	RNAV	FLOKA SID	
CYQG	H&L	DEP TO E		NONJET	RNAV	MALTB SID BROKK FINGL DERLO	
CYQG	H&L	DEP TO N			RNAV	FLOKA SID	
CYQG	H&L	DEP TO	CYYZ	JET	RNAV	FLOKA SID TANKO APDAX NUBER ARR	
CYQG	H&L	DEP TO	CYYZ	NONJET	RNAV	FLOKA 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	DUTUD KENLU DAVSI	
CYTZ	H&L	ARR FR N			RNAV	KENLU DAVSI	
CYTZ	H&L	ARR FR NW			RNAV	WALPP MENTI DAVSI UKROX	
CYTZ	H&L	ARR FR S				LINNG	
CYTZ	H&L	ARR FR W			RNAV	GGUCE DUROT	
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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	MAVAN DEP BMPAH AEVON	
CYTZ	H&L	DEP TO SE		N0320 & ABV	RNAV	TEVAD DEP AHPAH	
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 Q935 HOCKE	
CYTZ	L	DEP TO W			RNAV	PERLO DEP DERLO T608 HOCKE	
CYTZ	H&L	DEP TO	CYBK		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	
CYVW	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM DUVOS ARR	
CYVW	L	DEP TO	CYYZ	JET	RNAV	BOXUM BOXUM ARR	
CYXU	H	ARR FR E		ABV A16000	RNAV	TUKIR Q806 ILUSI ERBAL YYZ LETOR	
CYXU	L	ARR FR E		A14000 & BLW	RNAV	LETAK T616 REVUD	
CYXU	H	ARR FR NE			RNAV	ROSVO 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, A170	RNAV	NUBER DAVSI T781 TIGET OLABA	
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI 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	DUROT TESUK T781 TIGET OLABA	
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	DUROT TESUK T781 BOMET MIVOK	
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	DUROT TESUK T781 TIGET MIGLO	
CYXU	L	DEP TO E		NONJET, A150	RNAV	DUROT TESUK T781 IPTOS	
CYXU	H&L	DEP TO N				YVV	
CYXU	H&L	DEP TO NE			RNAV	NUGOP	
CYXU	H&L	DEP TO NW			RNAV	MUSIT	
CYXU	H	DEP TO W			RNAV	KARIT	
CYXU	H&L	DEP TO W			RNAV	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 UDNOR ARR	

C118 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	
CYYZ	H	ARR FR NE		JET	RNAV	POLTY IMEBA ARR	
CYYZ	H	ARR FR NE		JET	RNAV	LETAK IMEBA ARR	
CYYZ	H	ARR FR NE		JET	RNAV	ROSVO IMEBA ARR	
CYYZ	H&L	ARR FR NE		NONJET, N0191 & ABV	RNAV	LETAK VIBLI ARR	
CYYZ	H&L	ARR FR NE		NONJET	RNAV	ROSVO BETUL 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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	
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 ARKK	
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 ARKK	
CYYZ	H	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON HANKK PONCT	
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK 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 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&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL ARKK	
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	CYCK	JET	RNAV	AGNOB UDNOX RAGID ARR	
CYYZ	H&L	ARR FR	CYCK	NONJET	RNAV	AGNOB UDNOX UDNOX ARR	
CYYZ	H&L	DEP TO	CYCK	NONJET	RNAV	BOMET DEP OLABA	
CYYZ	L	DEP TO	CYHM		RNAV	OLAMO	

C120 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	
CYYZ	L	ARR FR	CYOW	NONJET, N0190 & BLW	RNAV	TUKIR TADMO IMEBA YYZ	
CYYZ	L	DEP TO	CYPQ		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 DQO ENO SIE	
CYYZ	H&L	DEP TO	KACY	NONJET	RNAV	DUSOM DEP PSB HAR DQO 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	MAVAN 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 PONCT JFUND ARR	
CYYZ	H	DEP TO	KBOS	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK FABEN ALB GARDNER ARR	
CYYZ	H&L	DEP TO	KBOS	NONJET, N0319 & BLW	RNAV	MAVAN 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	MAVAN 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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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 SKILLS ARR	
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	MAVAN DEP BMPAH AEVON GEE FLOSI ARR	
CYYZ	L	DEP TO	KEWR	NONJET, N0249 & BLW	RNAV	MAVAN 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	MAVAN DEP BMPAH AEVON EXTOL DNY VALRE ARR	
CYYZ	H&L	DEP TO	KHPN	NONJET, N0250 & BLW	RNAV	MAVAN 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	MAVAN 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	MAVAN 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	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK NELIE ARR	
CYYZ	H	DEP TO	KISP	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK FABEN ALB NELIE ARR	

C122 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYZ	H	DEP TO	KISP	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK FABEN ALB NELIE ARR	
CYYZ	H&L	DEP TO	KISP	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK NELIE ARR	
CYYZ	H&L	DEP TO	KISP	NONJET, N0319 & BLW	RNAV	MAVAN 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	
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 ARKK 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	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK ALB KEYNN	
CYYZ	H	DEP TO	KMHT	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK PONCT ROZZE ARR	
CYYZ	H&L	DEP TO	KMHT	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK ALB KEYNN	
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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK WIPOR ARR	
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK FABEN ALB 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	
CYYZ	H&L	DEP TO	KRIC	JET	RNAV	BETES DEP AIRRA MOL SPIDR ARR	
CYYZ	H&L	DEP TO	KRIC	NONJET	RNAV	OAKVL DEP AIRRA MOL	
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 LINNG	
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	YVW NUBER	
CZBA	L	ARR FR N			RNAV	YVW 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	

C124 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CZBA	L	DEP TO SW			RNAV	PEMBA DEP DERLO	

OVERFLIGHTS							CZYZ
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	
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 ROSVO	
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 ROSVO	
E-BOUND	L	DERLO			RNAV	DERLO SEDOG T723 ROSVO	
E-BOUND	H&L	HOCKE				HOCKE ROSVO	
E-BOUND	H	OVORA			RNAV	OVORA Q919 BEMOG	
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 LORCA	
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&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 Q824 HOCKE	
W-BOUND	H	LETAK			RNAV	LETAK Q824 MENKO KASED	
W-BOUND	H	LETAK			RNAV	LETAK TVC	
W-BOUND	H	LETAK			RNAV	LETAK PEVNI Q806 BOBTA DERLO	
W-BOUND	H	LETAK			RNAV	LETAK PEVNI Q806 ILUSI HOCKE	
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	ROSVO			RNAV	ROSVO Q802 KENLU Q804 DERLO	
W-BOUND	H	ROSVO			RNAV	ROSVO Q802 KENLU	
W-BOUND	H&L	ROSVO				ROSVO ASP	
W-BOUND	H&L	ROSVO				ROSVO SSM	
W-BOUND	H	TUKIR		F240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO	

OVERFLIGHTS (Cont'd)							CZYZ
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
W-BOUND	H	TUKIR		F180 - F220	RNAV	TUKIR Q806 BOBTA OLAMO DERLO	
W-BOUND	L	TUKIR		A160	RNAV	TUKIR T614 ILUSI BOBTA OLAMO DERLO	
W-BOUND	L	TUKIR		A140 & BLW	RNAV	TUKIR T614 PEVNI KENLU T616 REVUD DERLO	
W-BOUND	H	WOZEE			RNAV	WOZEE YRL	
W-BOUND	H&L	YEE				YEE DERLO	
W-BOUND	H&L	YYB				YYB SSM	
W-BOUND	L	ILUSI	CYQG	A160- F220	RNAV	ILUSI YYZ 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 GGUCE 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 YYZ 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&L	ROSVO	KDTW		RNAV	ROSVO BOBTA TPGUN ARR	
W-BOUND	H&L	ROSVO	KDTW		RNAV	ROSVO BOBTA 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	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	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 YYZ LETOR PICUP OKLND ARR	

C126 PLANNING

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 BOBKI 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 CYR628, CYR629, CYR630, 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	KESLU Q910 YBC	
CYBC	L	ARR FR W			RNAV	KESLU T603 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	
CYFY	H&L	DEP TO SE				YVO	
CYFJ	H	ARR FR S			RNAV	DUNUP Q903 NOSUT	
CYFJ	L	ARR FR S			RNAV	DUNUP T705 NOSUT	
CYFJ	H&L	ARR FR W		A150 & ABV	RNAV	ROSVO BEMOG	
CYFJ	H&L	ARR FR W		A150 & ABV	RNAV	IPTOS EBNYR	
CYFJ	L	ARR FR W		A130 & BLW	RNAV	MIVOK LANRK TAKOL	
CYGK	H&L	DEP TO	CYMO	FL200 & 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 W			RNAV	FLEUR VODIX OMPOG 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	ODBOS ILERO VIKBU SILVI T662 MAIRE	
CYHU	L	ARR FR E			RNAV	ODBOS T662 MAIRE	
CYHU	H	ARR FR N			RNAV	OBRET Q816 VIDGO Q911 PIGNA	
CYHU	H	ARR FR N			RNAV	OBRET Q816 VIDGO T709 PIGNA	
CYHU	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA	
CYHU	H	ARR FR NE			RNAV	MIVAX Q812 MAIRE	
CYHU	L	ARR FR NE			RNAV	MIVAX T677 MAIRE	
CYHU	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA	
CYHU	H	ARR FR NW			RNAV	TAGET Q911 PIGNA	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHU	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO T709 PIGNA	
CYHU	L	ARR FR NW			RNAV	BEMOG T717 VIDGO T709 PIGNA	
CYHU	L	ARR FR NW			RNAV	TAGET T709 PIGNA	
CYHU	H&L	ARR FR S			RNAV	PBERG LATT'S EBDOT DUNUP	
CYHU	H&L	ARR FR SW			RNAV	ART CURDS DAVIDA 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	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 GADAL Q910 KESLU	
CYHU	H	DEP TO E		NONJET	RNAV	VOBOK PUXER Q947 REVEN	
CYHU	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB ANCER	
CYHU	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB BAREE	
CYHU	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB CEFOU	
CYHU	H	DEP TO E		JET, FL270 & BLW	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 KESLU	
CYHU	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR	
CYHU	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK NORTH OF VODIX	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR	
CYHU	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR VODIX	
CYHU	L	DEP TO E		JET	RNAV	KEBGO RABIK T739 ANTOV	
CYHU	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
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 NE			RNAV	TAMKO ULDON	
CYHU	H	DEP TO NW		NONJET	RNAV	KESKA BIPKO Q997 SASID	
CYHU	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN	
CYHU	L	DEP TO NW		NONJET	RNAV	KESKA BIPKO T649 SASID	
CYHU	H&L	DEP TO S			RNAV	FAWNS BUGSY	
CYHU	H&L	DEP TO SE			RNAV	VIRKA	
CYHU	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR	
CYHU	H	DEP TO W			RNAV	KESKA SAVEX Q806 TUKIR	
CYHU	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK	
CYHU	L	DEP TO W			RNAV	KESKA SAVEX T614 TUKIR	
CYHU	H	ARR FR	CYBC		RNAV	MIVAX Q812 MAIRE	
CYHU	L	ARR FR	CYBC		RNAV	MIVAX T677 MAIRE	
CYHU	H	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 GADAL Q910 YBC	
CYHU	H	DEP TO	CYBC	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 YBC	
CYHU	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 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	DEP TO	CYFJ		RNAV	KESKA BIPKO Q997 BOKLU	

C128 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHU	L	DEP TO	CYFJ		RNAV	KESKA BIPKO T649 BOKLU	
CYHU	H&L	DEP TO	CYGK	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYHU	L	DEP TO	CYGK	A120 & BLW	RNAV	TALNO SAVAL ALONI OLABA YGK	
CYHU	H	DEP TO	CYHM		RNAV	KESKA SAVEX 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 T614 ILUSI ERBAL YYZ UDMIK ARR	
CYHU	H	DEP TO	CYKZ		RNAV	KESKA SAVEX Q806 ILUSI	
CYHU	L	DEP TO	CYKZ		RNAV	KESKA SAVEX T614 ILUSI	
CYHU	H	ARR FR	CYML		RNAV	MIVAX Q812 MAIRE	
CYHU	L	ARR FR	CYML		RNAV	MIVAX T677 MAIRE	
CYHU	H	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 GADAL Q910 KESLU	
CYHU	H	DEP TO	CYML	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 KESLU	
CYHU	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
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	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYHU	L	DEP TO	CYOO	A120 & BLW	RNAV	TALNO SAVAL ALONI	
CYHU	H&L	ARR FR	CYOW		RNAV	KODEX EPMOK TALNO NAPEE	
CYHU	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR	
CYHU	H	ARR FR	CYQB		RNAV	IGTER Q812 MAIRE	
CYHU	L	ARR FR	CYQB		RNAV	IGTER T677 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, A140 & ABV	RNAV	BOBKI MELTI KEMVI LORKA ILIXU	
CYHU	L	DEP TO	CYSN	NON JET, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYHU	L	DEP TO	CYSN	A120 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYHU	H&L	DEP TO	CYTR	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR	
CYHU	L	DEP TO	CYTR	A120 & 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, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR	
CYHU	L	DEP TO	CYTZ	A120 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYHU	H	ARR FR	CYUY		RNAV	YUY B7 REZIN Q997 EPRES BEMOG Q919 VIDGO Q911 PIGNA	
CYHU	L	ARR FR	CYUY		RNAV	YUY B7 REZIN T649 EPRES 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 Q806 ILUSI YYZ LETOR	
CYHU	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR	
CYHU	L	DEP TO	CYXU	A140 & BLW	RNAV	KESKA SAVEX KANUR LETAK T616 REVUD	
CYHU	H	ARR FR	CYYY		RNAV	MIVAX Q812 MAIRE	
CYHU	L	ARR FR	CYYY		RNAV	MIVAX T677 MAIRE	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	ARR FR	CYZV		RNAV	MIVAX Q812 MAIRE	
CYHU	L	ARR FR	CYZV		RNAV	MIVAX T677 MAIRE	
CYHU	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 GADAL Q910 YBC J555 YZV	
CYHU	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 YBC J555 YZV	
CYHU	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
CYHU	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY ALB	
CYHU	H&L	DEP TO	KBDL		RNAV	VIRKA BRATS	
CYHU	H&L	DEP TO	KBOS		RNAV	VIRKA ENE V167 SCUPP	
CYHU	H&L	DEP TO	KBTV		RNAV	VIRKA	
CYHU	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAN	
CYHU	H	DEP TO	KCLE		RNAV	KESKA SAVEX 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	FL240 & ABV	RNAV	KESKA SAVEX Q806 BOBTA DERLO PICUP GIGGY ARR	
CYHU	H	DEP TO	KDET	FL180 TO FL220	RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR PICUP GIGGY ARR	
CYHU	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX T614 PEVNI KENLU T616 REVUD DERLO PICUP GIGGY ARR	
CYHU	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR PICUP GIGGY ARR	
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA TPGUN ARR	
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX 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 NIPPY 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	H	ARR FR N			RNAV	OBRET Q816 VIDGO T709 PIGNA	
CYMX	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA	

C130 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYMX	L	ARR FR NE			RNAV	OBTEK PENTU T616 URVAS DAXES VIBNU	
CYMX	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA	
CYMX	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO T709 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 MITIG	
CYMX	L	ARR FR SW			RNAV	ART CURDS DAVDA EPMOK T725 MITIG	
CYMX	H	ARR FR W			RNAV	MIGLO Q955 MITIG	
CYMX	L	ARR FR W			RNAV	MIGLO T725 MITIG	
CYMX	H	DEP TO E		NONJET, FL270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 GADAL Q910 KESLU	
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB ANGER	
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 GADAL Q910 KESLU	
CYMX	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK NORTH OF VODIX	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	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE KETRU PESAC YQB FLEUR VODIX	
CYMX	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
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 NE			RNAV	TAMKO ULDON	
CYMX	H	DEP TO NW		NONJET	RNAV	KESKA BIPKO Q997 SASID	
CYMX	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN	
CYMX	L	DEP TO NW		NONJET	RNAV	KESKA BIPKO T649 SASID	
CYMX	H&L	DEP TO S			RNAV	FAWNS BUGSY	
CYMX	H&L	DEP TO SE			RNAV	VIRKA	
CYMX	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR	
CYMX	H	DEP TO W			RNAV	KESKA SAVEX Q806 TUKIR	
CYMX	L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK	
CYMX	L	DEP TO W			RNAV	KESKA SAVEX T614 TUKIR	
CYMX	H	DEP TO	CYHM		RNAV	KESKA SAVEX 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 T614 ILUSI ERBAL YYZ UDMIK ARR	
CYMX	H	DEP TO	CYKZ		RNAV	KESKA SAVEX Q806 ILUSI	
CYMX	L	DEP TO	CYKZ		RNAV	KESKA SAVEX T614 ILUSI	
CYMX	H&L	DEP TO	CYOO	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYMX	L	DEP TO	CYOO	A120 & 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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYMX	L	DEP TO	CYSN	DH8D TYPE OR FASTER, A140 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU	
CYMX	L	DEP TO	CYSN	A120 & 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, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR	
CYMX	H	ARR FR	CYUY		RNAV	YUY B7 REZIN Q997 EPRES BEMOG Q919 VIDGO Q911 PIGNA	
CYMX	L	ARR FR	CYUY		RNAV	YUY B7 REZIN T649 EPRES T717 VIDGO T709 PIGNA	
CYMX	H	ARR FR	CYVO		RNAV	TAGET Q911 PIGNA	
CYMX	L	ARR FR	CYVO		RNAV	TAGET T709 PIGNA	
CYMX	H	DEP TO	CYXU		RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR	
CYMX	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX 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 T614 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 GADAL Q910 YBC J555 YZV	
CYMX	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 YBC J555 YZV	
CYMX	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
CYMX	H&L	DEP TO	KBDL		RNAV	VIRKA BRATS	
CYMX	H&L	DEP TO	KBOS		RNAV	VIRKA ENE V167 SCUPP	
CYMX	H&L	DEP TO	KBTV		RNAV	VIRKA	
CYMX	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC EHMEN	
CYMX	H	DEP TO	KCLE		RNAV	KESKA SAVEX 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	FL240 & ABV	RNAV	KESKA SAVEX Q806 BOBTA DERLO PICUP GIGGY ARR	
CYMX	H	DEP TO	KDET	FL180 TO FL220	RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR PICUP GIGGY ARR	
CYMX	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX T614 PEVNI KENLU T616 REVUD DERLO PICUP GIGGY ARR	
CYMX	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR PICUP GIGGY ARR	
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA TPGUN ARR	
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX 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	

C132 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYMX	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY NIPPY ALB IGN ARR	
CYMX	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY NIPPY 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	KESLU BERUT NOSUT ALIDO	
CYND	H	ARR FR NW			RNAV	SMARE ONDOB	
CYND	L	ARR FR NW			RNAV	ROSVO ONDOB	
CYND	L	ARR FR SE			RNAV	BUGSY SAVAL TAPVO CYRIL	
CYND	L	ARR FR W			RNAV	MIVOK KANIK LANRK VISOL	
CYND	H	DEP TO E		JET	RNAV	AVVON Q947 LAFIT RABIK Q951 ANTOV	
CYND	H	DEP TO E		NONJET	RNAV	AVVON Q947 REVEN	
CYND	L	DEP TO E			RNAV	TAKOL T731 ESTEL	
CYND	L	DEP TO E		JET	RNAV	AVVON T737 LAFIT RABIK T739 ANTOV	
CYND	L	DEP TO E		NONJET	RNAV	AVVON T737 REVEN	
CYND	L	DEP TO N			RNAV	RADEN	
CYND	H&L	DEP TO NW			RNAV	YOW OLIGO ROSVO OTONA	
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	ARR FR E			RNAV	DERDO Q806 PUPOV VILRO RIVER ARR	
CYOW	L	ARR FR E			RNAV	DERDO T614 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	KESLU BERUT NOSUT ALIDO LEAMY ARR	
CYOW	H	ARR FR NW			RNAV	SMARE MEECH ARR	
CYOW	L	ARR FR NW			RNAV	ROSVO 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		FL290 & ABV	RNAV	TAKOL Q941 ESTEL BAREE	
CYOW	H	DEP TO E		FL290 & ABV	RNAV	TAKOL Q941 ESTEL CEFOU	
CYOW	H	DEP TO E		FL290 & ABV	RNAV	TAKOL Q941 ESTEL MILS	
CYOW	H	DEP TO E		FL290 & ABV	RNAV	TAKOL Q941 ESTEL ANCER	
CYOW	H	DEP TO E		JET	RNAV	AVVON Q947 LAFIT RABIK Q951 ANTOV	
CYOW	H	DEP TO E		NONJET	RNAV	AVVON Q947 REVEN	
CYOW	L	DEP TO E		JET	RNAV	AVVON T737 LAFIT RABIK T739 ANTOV	
CYOW	L	DEP TO E		NONJET	RNAV	AVVON T737 REVEN	
CYOW	H&L	DEP TO N			RNAV	RADEN	
CYOW	H&L	DEP TO NW			RNAV	YOW OLIGO ROSVO OTONA	
CYOW	H	DEP TO S			RNAV	IKLAX Q844 SYR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	CYGK		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	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	L	DEP TO	CYMX		RNAV	TAKOL T731 EMPEK T709 PIGNA	
CYOW	H&L	DEP TO	CYOO		RNAV	LORKA CYOO	
CYOW	H	DEP TO	CYQA		RNAV	LETAK Q824 DESKI	
CYOW	L	DEP TO	CYQA		RNAV	LETAK T616 DESKI	
CYOW	H	ARR FR	CYQB		RNAV	YQB UDBAM DICEN Q878 ALIDO LEAMY ARR	
CYOW	L	ARR FR	CYQB		RNAV	YQB UDBAM DICEN T660 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 PEVNI	
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	FL220 & BLW	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	FL180 TO FL220	RNAV	TUKIR Q806 BOBTA OLAMO DERLO DOZRR BRWNZ ARR	
CYOW	H	DEP TO	KCLE	FL240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO DOZRR BRWNZ ARR	
CYOW	L	DEP TO	KCLE	A140 & BLW	RNAV	TUKIR T614 PEVNI 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	FL180 TO FL220	RNAV	TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR	
CYOW	H	DEP TO	KDET	FL240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR	
CYOW	L	DEP TO	KDET	A140 & BLW	RNAV	TUKIR T614 PEVNI 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	TUKIR Q806 BOBTA CUUGR ARR	
CYOW	H	DEP TO	KEWR		RNAV	IKLAX Q844 SYR HNK FLOSI ARR	

C134 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	ARR FR W			RNAV	IPTOS Q921 AGLUK PESAC ARR	
CYQB	L	ARR FR W			RNAV	IPTOS T781 AGLUK PESAC ARR	
CYQB	H&L	DEP TO E		NONJET, TRACK NORTH OF VODIX	RNAV	FLEUR	
CYQB	H&L	DEP TO E		NONJET, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	FLEUR VODIX	
CYQB	H&L	DEP TO N			RNAV	OTPUT VBS	
CYQB	H	DEP TO NE			RNAV	CYQB J555 GADAL Q910 KESLU	
CYQB	L	DEP TO NE			RNAV	CYQB V360 GADAL T603 KESLU	
CYQB	H&L	DEP TO NW			RNAV	YQB UDBAM DICEN BERUT	
CYQB	H	DEP TO S		JET	RNAV	PENTU Q824 URVAS	
CYQB	H&L	DEP TO S		NONJET	RNAV	ROGSA MOBAL	
CYQB	H&L	DEP TO SE			RNAV	PINTE	
CYQB	H	DEP TO	CYBC		RNAV	CYQB J555 GADAL Q910 YBC	
CYQB	L	DEP TO	CYBC		RNAV	CYQB V360 GADAL T603 YBC	
CYQB	H&L	ARR FR	CYFC		RNAV	OMVAR OMVAR ARR	
CYQB	H&L	DEP TO	CYGP		RNAV	FLEUR VODIX OMPOG	
CYQB	H&L	ARR FR	CYHU		RNAV	ADVEM OMVAR ARR	
CYQB	H	DEP TO	CYHU		RNAV	IGTER Q812 MAIRE	
CYQB	L	DEP TO	CYHU		RNAV	IGTER T677 MAIRE	
CYQB	H	DEP TO	CYML		RNAV	CYQB J555 GADAL Q910 KESLU	
CYQB	L	DEP TO	CYML		RNAV	CYQB V360 GADAL T603 KESLU	
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	DEP TO	CYND		RNAV	YQB UDBAM DICEN Q878 ALIDO	
CYQB	L	DEP TO	CYND		RNAV	YQB UDBAM DICEN T660 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	DEP TO	CYOW		RNAV	YQB UDBAM DICEN Q878 ALIDO LEAMY ARR	
CYQB	L	DEP TO	CYOW		RNAV	YQB UDBAM DICEN T660 ALIDO LEAMY ARR	
CYQB	H	DEP TO	CYTZ		RNAV	YQB UDBAM DICEN Q852 KEMVI ILIXU ARR	
CYQB	L	DEP TO	CYTZ		RNAV	YQB UDBAM DICEN T636 KEMVI ILIXU 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	CYYY		RNAV	FLEUR	
CYQB	H	DEP TO	CYYZ		RNAV	YQB UDBAM DICEN Q848 LETAK	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYQB	L	DEP TO	CYYZ		RNAV	YQB UDBAM DICEN T680 LETAK	
CYQB	H	DEP TO	CYZV		RNAV	CYQB J555 GADAL Q910 YBC J555 YZV	
CYQB	L	DEP TO	CYZV		RNAV	CYQB V360 GADAL T603 YBC V360 YZV	
CYQB	H	DEP TO	KBOS	JET	RNAV	PINTE AJJAY OOSHNS KBOS	
CYQB	H&L	DEP TO	KBOS	NONJET	RNAV	MOBAL CON TOMIE LWRNC KBOS	
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	NOVID	
CYRQ	L	DEP TO	CYHU		RNAV	NOVID LOKBU	
CYRQ	L	DEP TO	CYMX		RNAV	NOVID LOKBU	
CYRQ	L	DEP TO	CYUL		RNAV	PESAC MISOP SILVI OMBRE OMBRE ARR	
CYUL	H&L	ARR FR E		NONJET	RNAV	MUSDU OMBRE ARR	
CYUL	H&L	ARR FR E		JET	RNAV	ODBOS OMBRE ARR	
CYUL	H&L	ARR FR N			RNAV	OBRET LAFLEUR ARR	
CYUL	H	ARR FR NE		JET	RNAV	DEBUS OMBRE ARR	
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 HABBS ARR	
CYUL	H	DEP TO E		JET	RNAV	KEBGO RABIK Q951 ANTOV	
CYUL	H	DEP TO E		NONJET, FL270 & BLW, TRACK NORTH OF VODIX	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR	
CYUL	H	DEP TO E		NONJET	RNAV	VOBOK PUXER Q947 REVEN	
CYUL	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB ANCR	
CYUL	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB BAREE	
CYUL	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB CEFOU	
CYUL	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 KESLU	
CYUL	H	DEP TO E		NONJET, FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR VODIX	
CYUL	H&L	DEP TO E		NONJET, FL270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 GADAL Q910 KESLU	
CYUL	H&L	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR	
CYUL	L	DEP TO E		JET	RNAV	KEBGO RABIK T739 ANTOV	
CYUL	L	DEP TO E		NONJET, TRACK NORTH OF VODIX	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR	
CYUL	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
CYUL	L	DEP TO E		NONJET	RNAV	VOBOK PUXER T737 REVEN	

C136 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYUL	L	DEP TO E		NONJET, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR VODIX	
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 NE			RNAV	TAMKO ULDON	
CYUL	H	DEP TO NW		NONJET	RNAV	KESKA BIPKO Q997 SASID	
CYUL	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN	
CYUL	L	DEP TO NW		NONJET	RNAV	KESKA BIPKO T649 SASID	
CYUL	H&L	DEP TO S			RNAV	FAWNS BUGSY	
CYUL	H&L	DEP TO SE			RNAV	VIRKA	
CYUL	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR	
CYUL	H	DEP TO W			RNAV	KESKA SAVEX Q806 TUKIR	
CYUL	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK	
CYUL	L	DEP TO W			RNAV	KESKA SAVEX T614 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 GADAL Q910 KESLU	
CYUL	H	DEP TO	CYBC	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 KESLU	
CYUL	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
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	DEP TO	CYFJ		RNAV	KESKA BIPKO Q997 BOKLU	
CYUL	L	DEP TO	CYFJ		RNAV	KESKA BIPKO T649 BOKLU	
CYUL	H&L	DEP TO	CYGK	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYUL	L	DEP TO	CYGK	A120 & 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 VODIX OMOPOG	
CYUL	H&L	DEP TO	CYGP	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR VODIX OMOPOG	
CYUL	L	DEP TO	CYGP	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR VODIX OMOPOG	
CYUL	H	DEP TO	CYHM		RNAV	KESKA SAVEX 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 T614 ILUSI ERBAL YYZ UDMIK ARR	
CYUL	H	DEP TO	CYKZ		RNAV	KESKA SAVEX Q806 ILUSI	
CYUL	L	DEP TO	CYKZ		RNAV	KESKA SAVEX T614 ILUSI	
CYUL	L	ARR FR	CYLQ	A140 & BLW	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 GADAL Q910 KESLU	
CYUL	H&L	DEP TO	CYML	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 KESLU	
CYUL	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
CYUL	H&L	ARR FR	CYND		RNAV	AVVON ALOET ARR	
CYUL	H&L	DEP TO	CYND		RNAV	KESKA ALSET THURO	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYUL	H&L	DEP TO	CYOO	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYUL	H&L	DEP TO	CYOO	A120 & 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	A140 & BLW	RNAV	BERUT MISOP OMBRE OMBRE ARR	
CYUL	H&L	DEP TO	CYSN	DH8D TYPE OR FASTER, A140 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU	
CYUL	H&L	DEP TO	CYSN	NON JET, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYUL	L	DEP TO	CYSN	A120 & 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	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR	
CYUL	L	DEP TO	CYTR	A120 & BLW	RNAV	TALNO SAVAL ALONI YTR	
CYUL	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR	
CYUL	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR	
CYUL	L	DEP TO	CYTZ	A120 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYUL	H	ARR FR	CYUY		RNAV	YUY B7 REZIN Q997 EPRES BEMOG LAFLEUR ARR	
CYUL	L	ARR FR	CYUY		RNAV	YUY B7 REZIN T649 EPRES BEMOG LAFLEUR ARR	
CYUL	H&L	ARR FR	CYVO		RNAV	TAGET IKMOL LAFLEUR ARR	
CYUL	H	DEP TO	CYXU		RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR	
CYUL	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX 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	BOBKI MELTI TORNI RAGID 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	
CYUL	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 GADAL Q910 KESLU	
CYUL	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 GADAL Q910 KESLU	
CYUL	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 GADAL T603 KESLU	
CYUL	H&L	ARR FR	CZBF	NONJET	RNAV	LABRE IKMIK OMBRE ARR	
CYUL	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY ALB	
CYUL	H&L	DEP TO	KBDL		RNAV	VIRKA BRATS	
CYUL	H&L	DEP TO	KBOS		RNAV	VIRKA ENE V167 SCUPP	
CYUL	H&L	DEP TO	KBTV		RNAV	VIRKA	
CYUL	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC EHMEN	
CYUL	H	DEP TO	KCLE		RNAV	KESKA SAVEX Q806 GGUCE DOZRR BRWNZ ARR	

C138 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	FL240 & ABV	RNAV	KESKA SAVEX Q806 BOBTA DERLO PICUP GIGGY ARR	
CYUL	H	DEP TO	KDET	FL180 TO FL220	RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR PICUP GIGGY ARR	
CYUL	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX T614 PEVNI KENLU T616 REVUD DERLO PICUP GIGGY ARR	
CYUL	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR PICUP GIGGY ARR	
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA TPGUN ARR	
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX 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 NIPPY 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	H&L	ARR FR E			RNAV	YVO V372 YUY	
CYUY	H&L	ARR FR SE			RNAV	REZIN B7 YUY	
CYUY	H&L	DEP TO E			RNAV	YUY YVO	
CYUY	H&L	DEP TO SE			RNAV	YUY B7 REZIN	
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 T660 KISUV	
CYYY	H&L	DEP TO W		A120 & ABV	RNAV	MIVAX	
CYYY	L	DEP TO W		A100 & BLW		CYYY T660 YRI MIVAX	
CYZV	H	ARR FR W			RNAV	KESLU Q910 YBC J555 YZV	
CYZV	L	ARR FR W			RNAV	KESLU T603 YBC 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	
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 ANGER	
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK BAREE	
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK CEFOU	
E-BOUND	H	IPTOS		FL270 & BLW	RNAV	IPTOS Q921 PESAC YQB J555 GADAL Q910 KESLU	
E-BOUND	H	IPTOS		FL270 & BLW, TRACK NORTH OF VODIX	RNAV	IPTOS Q921 PESAC YQB FLEUR	

OVERFLIGHTS (Cont'd)							CZUL
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
E-BOUND	H	IPTOS		FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	IPTOS Q921 PESAC YQB FLEUR VODIX	
E-BOUND	H	LORKA			RNAV	LORKA Q907 MILLS	
E-BOUND	L	MIVOK		A130 & BLW, TRACK NORTH OF VODIX	RNAV	MIVOK T749 SOKYE T781 YQB FLEUR	
E-BOUND	L	MIVOK		A130 & BLW	RNAV	MIVOK T749 SOKYE T781 YQB V360 GADAL T603 YBC	
E-BOUND	L	MIVOK		A130 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	MIVOK T749 SOKYE T781 YQB FLEUR VODIX	
E-BOUND	L	NOBOT		A110 & BLW	RNAV	NOBOT 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	ROSVO		FL290 & ABV	RNAV	ROSVO ANGER	
E-BOUND	H	ROSVO		FL290 & ABV	RNAV	ROSVO BAREE	
E-BOUND	H	ROSVO		FL290 & ABV	RNAV	ROSVO CEFOU	
W-BOUND	L	ANTOV		A120 & BLW	RNAV	ANTOV 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	CYBK		OVERFLYING YYZ AREA	RNAV	AGNOB	
W-BOUND	H	DERDO			RNAV	DERDO Q806 TUKIR	
W-BOUND	H	DERDO			RNAV	DERDO Q806 KANUR LETAK	
W-BOUND	H	DERDO			RNAV	DERDO Q806 KANUR Q852 KEMVI ILIXU ARR	
W-BOUND	L	DERDO			RNAV	DERDO T614 TUKIR	
W-BOUND	L	DERDO			RNAV	DERDO T614 KANUR LETAK	
W-BOUND	L	DERDO			RNAV	DERDO T614 KANUR T636 KEMVI ILIXU ARR	
W-BOUND	H&L	KBTV			RNAV	BUGSY SAVAL ALONI SANIN DEDKI	
W-BOUND	H&L	KPLB			RNAV	BUGSY SAVAL ALONI SANIN DEDKI	
W-BOUND	H	MILLS		F290 & ABV	RNAV	MILLS LETAK	
W-BOUND	H&L	PBERG			RNAV	BUGSY SAVAL ALONI OLABA IGSAP RAGID ARRIVAL	
W-BOUND	H	YBC		FL290 & ABV	RNAV	YBC POLTY	
W-BOUND	H	YBC		FL290 & ABV	RNAV	YBC ROSVO	
W-BOUND	H	YBC		FL290 & ABV	RNAV	YBC VBS KAPUX	
W-BOUND	H	YRI		FL290 & ABV	RNAV	YRI POLTY	
W-BOUND	H	YRI		FL290 & ABV	RNAV	YRI ROSVO	
W-BOUND	H	YRI		FL290 & 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			RNAV	EBONY FUNDY ARR	

C140 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZQM
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHZ	H&L	ARR FR NW		JET	RNAV	OMVEV MINAS ARR	
CYHZ	L	ARR FR NW			RNAV	OMVEV MINAS ARR	
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 TOPPS	
CYHZ	H&L	DEP TO W		50 NM OF LAND	RNAV	SENVIG VIGMA ALLEX	
CYHZ	H&L	DEP TO	CYMX	JET	RNAV	KELNO Q806 MLT VIVIL	
CYHZ	H&L	DEP TO	CYMX	NON-JET	RNAV	DUSEN TOPPS VIVIL	
CYHZ	H	DEP TO	CYOW	JET	RNAV	KELNO Q806 MLT DERDO	
CYHZ	H&L	DEP TO	CYOW	NON-JET	RNAV	DUSEN TOPPS DERDO	
CYHZ	H	DEP TO	CYUL	JET	RNAV	KELNO Q806 MLT ODBOS	
CYHZ	H&L	DEP TO	CYUL	NON-JET	RNAV	DUSEN TOPPS 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 TOPPS 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	NON-JET	RNAV	BEMEK MUSDU	
CYQM	H&L	DEP TO	CYUL	JET	RNAV	BEMEK ODBOS	
CYQM	H&L	DEP TO	CYYZ		RNAV	BEMEK DERDO	
CYSJ	H&L	ARR FR NW				MOWND V318 YSJ	
CYSJ	H&L	DEP TO N				YSJ V310 FRENN	
CYSJ	H&L	DEP TO NW				YSJ V318 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	NON-JET	RNAV	YYG Q858 DULBA MUSDU	
CYYG	H	DEP TO	CYUL	JET	RNAV	YYG Q858 DULBA ODBOS	
CYYG	L	DEP TO	CYUL	NON-JET	RNAV	YYG T735 DULBA MUSDU	
CYYG	L	DEP TO	CYUL	JET	RNAV	YYG T735 DULBA ODBOS	
CYYG	H	DEP TO	CYYZ		RNAV	YYG Q858 DULBA DERDO	
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	

C142 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			
	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		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	Whitehorse YT, VOR/DME	N60 37.1	W135 08.3			
	To ILUPO, YT intxn	N61 06.9	W135 39.8		314°	34
	Dawson City YT, NDB	N64 01.7	W139 10.1		314°	200
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 EMETO, NU intxn	N73 10.0	W085 48.1		117°T	179
	To NANSA, NU intxn	N73 00.4	W085 02.8		126°T	16
	To ALETU, NU intxn	N72 43.4	W078 30.9		095°T	117
	To SATAX, NU intxn	N72 41.4	W077 58.1		101°T	10
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	ERDIK, QC, intxn	N58 03.4	W068 29.2			
	To AGBIX, QC, intxn	N60 03.1	W077 17.3		319°	298
	To PIBRO, QC, intxn	N60 49.1	W078 08.9		351°	53
	To EBLAL, QC, intxn	N62 25.0	W077 55.5		023°	96
L627	OTPAN, QC, intxn	N52 13.8	W078 31.1			
	To MERNU, QC, intxn	N53 00.5	W078 49.5		360°	48
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 AGLLOL, QC intxn	N53 42.7	W073 42.2		356°	247
L633	Wabush, NL, VOR/DME	N52 57.6	W066 51.2			
	To PUVOK, QC intxn	N54 48.9	W066 45.3		021°	112
	To ERDIK, QC intxn	N58 03.4	W068 29.2		004°	203
L634	NOROL, QC intxn	N61 02.6	W069 37.6			
	To AMILI, QC intxn	N60 01.5	W070 00.3		213°	62
	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

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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
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
L647	EPSET, BC intxn	N58 25.3	W130 01.9			
	To Watson Lake, YT VOR/DME	N60 05.2	W128 51.5		360°	106
	To Fort Simpson, NT VOR/DME	N61 46.4	W121 17.9		043°	243
L648	OLARU, YT intxn	N62 28.9	W141 00.0			
	To KEKDO, YT intxn	N62 02.3	W140 11.7		121°	35
	To IGSOM, YT intxn	N61 22.2	W139 02.4		122°	52
	To Whitehorse, YT VOR/DME	N60 37.1	W135 08.3		091°	123
L650	Whitehorse, YT VOR/DME	N60 37.1	W135 08.3			
	To VOBUN, YT intxn	N61 11.9	W135 16.4		335°	35
	To Mayo, YT NDB	N63 37.7	W135 53.7		335°	147
L653	LENUT, QC intxn	N58 28.3	W078 04.6			
	To ERDIK, QC intxn	N58 03.4	W068 29.2		108°	305
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
L658	Rivière-du-Loup, QC, VOR	N47 45.4	W069 35.3			
	To LEXEN, NB, intxn	N47 59.5	W066 19.8		099°	132
	To OVIXI, NB, intxn	N47 00.3	W065 27.4		166°	69
L659	Baker Lake, NU, NDB	N64 19.3	W096 06.3			
	To SUVDI, NU, intxn	N63 20.8	W090 43.9		110°T	154
	To Coral Harbour, NU, NDB	N64 08.9	W083 18.3		073°T	204
L669	TEXEX, QC intxn	N55 16.9	W077 45.9			
	To ERDIK, QC intxn	N58 03.4	W068 29.2		073°	349
L684	Coral Harbour, NU, NDB	N64 08.9	W083 18.3			
	To VIPDI, NU intxn	N66 31.2	W086 13.5		334°T	161
L686	Can/USA bdry	N59 38.4	W136 05.7			
	IGSOM, YT intxn	N61 22.2	W139 02.4		302°	136

C144 PLANNING

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L688	Rouyn, QC, NDB	N48 10.4	W078 56.3			
	To BIPLI, QC, intxn	N49 00.4	W078 18.4		038°	56
	To DUVKI, QC, intxn	N49 43.4	W077 44.5		039°	49
	To BEVIX, QC, intxn	N51 41.3	W076 08.1		040°	133
	To AGLOL, QC, intxn	N53 42.7	W073 42.2		050°	150
	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
L704	TEXEX, QC intxn	N55 16.9	W077 45.9			
	To LENUT, QC intxn	N58 28.3	W078 04.6		012°	192
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
L712	Rankin Inlet, NU, VOR/DME	N62 48.8	W092 07.0			
	To SUVDI, NU, intxn	N63 20.8	W090 43.9		049°T	50
	To VIPDI, NU, intxn	N66 31.2	W086 13.5		029°T	223
	Hall Beach, NU, VOR/DME	N68 46.7	W081 14.4		038°T	177
L713	Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2			
	To NABOG, QC intxn	N48 25.5	W077 48.5		014°	15
	To LIBUT, QC intxn	N49 04.4	W077 46.5		014°	39
	To DUVKI, QC intxn	N49 43.4	W077 44.5		015°	39
	To UKSIL, QC intxn	N53 37.5	W077 42.2		013°	234
	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
	To LIBEN, QC intxn	N59 48.2	W077 24.3		031°	83
	To AGBIX, QC intxn	N60 03.1	W077 17.3		032°	15
	To TAGIS, QC intxn	N61 35.3	W071 55.8		076°	182

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L715	KISUV, QC, intxn	N48 36.7	W068 12.5			
	To LEXEN, NB intxn	N47 59.5	W066 19.8		133°	84
	To Gaspé, QC VOR/DME	N48 45.8	W064 24.3		076°	90
L721	IRKON, NL, intxn	N49 10.8	W057 27.5			
	To JIBNA, QC, intxn	N51 26.5	W057 11.2		023°	136
L723	EPSET, BC intxn	N58 25.3	W130 01.9			
	To OMVAN, YT intxn	N60 10.4	W132 44.5		304°	134
L727	Sept-Îles, QC VOR/DME	N50 13.9	W066 16.4			
	To ROLKO, QC intxn	N50 16.9	W063 36.7		105°	103
L729	GRINS, QC, intxn	N47 17.3	W068 07.5			
	To KISUV, QC, intxn	N48 36.7	W068 12.5		014°	80
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
L737	TEXEX, QC intxn	N55 16.9	W077 45.9			
	To PUSEL, QC intxn	N56 32.2	W076 31.1		044°	86
	To LENUT, QC intxn	N58 28.3	W078 04.6		354°	127
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
L743	PEVTO, QC intxn	N48 28.7	W068 30.2			
	To LEXEN, NB intxn	N47 59.5	W066 19.8		125°	92
	To MIVIP, NB intxn	N47 37.8	W065 44.4		149°	32
	To OVIXI, NB intxn	N47 00.3	W065 27.4		180°	39
L751	LEXOX, NT intxn	N63 12.8	W123 25.8			
	To Yellowknife, NT NDB	N62 24.7	W114 26.1		077°	252
L755	DUVKI, QC, intxn	N49 43.4	W077 44.5			
	To Chiboo (Chapais), QC, NDB	N49 48.0	W074 29.7		100°	126
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	To Fort Smith VOR/DME	N60 01.2	W111 58.2			
	To KIXIP, NT intxn	N61 10.8	W113 41.4		310°	86
	To Hay River VOR/DME	N60 50.2	W115 48.2		237°	65
	To VOGOK, NT intxn	N61 47.2	W121 15.7		276°	168
	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	

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L769	Baker Lake, NU, NDB	N64 18.9	W096 03.9			
	To MITOV, NU, intxn	N68 37.6	W095 51.5		001°T	260
	To Resolute Bay, NU, NDB	N74 44.8	W094 59.7		002°T	369
L783	Cambridge Bay, NU, NDB	N69 06.9	W105 01.0			
	To MITOV, NU, intxn	N68 37.6	W095 51.5		094°T	201
L787	DUMRU, QC, intxn	N58 40.3	W069 56.8			
	To MEPNI, QC, intxn	N59 18.2	W069 36.0		037°	40
Q29	DUNOM, NB, intxn	N44 54.2	W066 58.2			
	To EBKID, NS, intxn	N44 53.4	W065 30.1		106°	63
	To MUVOX, NS, intxn	N44 51.9	W064 12.2		108°	55
	To Halifax, NS, VOR/DME	N44 55.4	W063 24.1		101°	34
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
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

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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 ROSVO, ON, intxn	N45 35.4	W077 28.8		059°	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 PEVNI, 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 PUPOV, QC, intxn	N45 34.4	W072 20.3		100°	90
	To MUTIB, QC, intxn	N45 36.5	W071 52.1		098°	20
	To DAXUG, QC, intxn	N45 38.3	W071 25.8		099°	19
	To DERDO, QC, intxn	N45 40.8	W070 48.2		099°	26
	To VINDI, USA, intxn	N45 40.3	W070 31.2		108°	12
	To VIGDU, NB, intxn	N45 28.4	W067 29.7			
	To MOWND, NB, intxn	N45 22.6	W066 39.4		115°	36
	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	
Q807	EXDEE, AB, intxn	N53 38.6	W113 30.8			
	To TETAG, AB, intxn	N54 04.3	W114 08.0		306°	34
	To AROUK, AB, intxn	N54 16.7	W114 26.3		305°	16
	To Peace River, AB, VOR/DME	N56 12.4	W117 30.7		304°	157
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

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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 TAKIN, QC, intxn	N45 50.2	W072 51.1		070°	14
	To UKPAM, QC, intxn	N45 58.5	W072 33.3		070°	15
	To MISOP, QC, intxn	N46 07.7	W072 16.7		066°	15
	To IGTET, QC, intxn	N46 23.5	W071 48.1		066°	25
	To OBTEK, QC, intxn	N46 47.4	W071 17.0		057°	32
	To SIMTO, QC, intxn	N47 03.4	W070 49.8		065°	24
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		065°	36
	Q813	OTLUR, MB, intxn	N49 54.6	W097 14.4		
To POPLR, MB, intxn		N52 42.6	W097 38.4		352°	169
To KIROD, MB, intxn		N53 57.5	W097 50.6		351°	75
To Thompson, MB, VOR/DME		N55 48.7	W097 49.5		357°	111
Q814	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
Q816	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
	To VIDGO, QC, intxn	N46 02.8	W074 29.8			
	To DATAB, QC, intxn	N46 27.8	W074 27.5		018°	25
Q817	To OBRET, QC, intxn	N47 00.0	W074 24.5		018°	32
	Lumsden, SK, VORTAC	N50 40.0	W104 53.4			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		025°	243
Q818	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		096°	37
	To IKNV, ON, intxn	N42 57.7	W078 58.1		102°	94
	To Can/USA bdry	N42 57.7	W078 58.0		110°	0
Q819	Edmonton, AB, VOR/DME	N53 11.1	W113 52.0			
	To CAMRA, AB, intxn	N53 01.9	W112 30.5		86°	50
	To REFEX, SK, intxn	N52 42.1	W110 00.0		88°	93
	To Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		91°	124
Q820	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
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		033°	202

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q822	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
	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 EBKID, NS, intxn	N44 53.4	W065 30.1		082°	70
	To SILRO, NL, intxn	N47 00.0	W058 35.0		080°	316
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
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 OBTAQ, 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
Q827	Swift Current, SK, VOR/DME	N50 17.8	W107 41.5			
	To YOUNG, SK, intxn	N51 51.3	W105 06.4		035°	135
	To KENRU, MB, intxn	N53 58.3	W101 05.5		038°	193
	To Thompson, MB, VOR/DME	N55 48.7	W097 49.5		038°	158
	To Churchill, MB, VOR/DME	N58 44.5	W094 08.1		030°	213
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		082°	74
	To DURUR, SK, intxn	N50 40.0	W104 53.4		081°	195
	To EMLIK, SK, intxn	N50 21.5	W102 29.9		092°	94
	To Brandon, MB, VOR/DME	N49 54.6	W099 56.7		097°	102
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

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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
Q837	EPRES, QC, intxn	N46 11.8	W075 58.4			
	To PELSU, QC, intxn	N46 53.1	W076 34.8		342°	48
	To MIXAK, QC, intxn	N47 14.5	W076 54.9		340°	26
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		340°	67
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	VIBRU, ON, intxn	N44 20.4	W076 01.3			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		017°	22
	To IKLAX, ON, intxn	N44 59.6	W075 44.8		043°	20
Q845	OTLUR, MB, intxn	N49 54.6	W097 14.4			
	To DEGVA, ON, intxn	N49 54.9	W094 55.1		086°	90
	To VESRU, ON, intxn	N49 49.9	W092 44.6		092°	85
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	
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
	To KISUV, QC, intxn	N48 36.7	W068 12.5		063°	76
	To Sept-Iles, QC, VOR/DME	N50 13.9	W066 16.4		054°	123
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

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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 43.5	W070 23.8		096°	17
	TUGUB, NB, intxn	N45 58.7	W067 46.9		097°	113
	To BEMEK, NB, intxn	N46 05.0	W066 27.2		099°	56
	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
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
Q883	Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2			
	To LIBUT, QC, intxn	N49 04.4	W077 46.5		014°	54
	To DUVKI, QC, intxn	N49 43.4	W077 44.5		015°	39
	To UKSIL, QC, intxn	N53 37.5	W077 42.2		013°	234
	To TEXEX, QC, intxn	N55 16.9	W077 45.9		013°	100
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

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist	
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	
Q894	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15	
	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	
Q896	To BOTAG, AB, intxn	N51 04.2	W114 36.5		061°	7	
	Lethbridge, AB, VOR/DME	N49 38.1	W112 40.1				
	To BORIX, SK, intxn	N51 53.6	W110 00.0		023°	169	
Q901	To MEETO, SK, intxn	N53 35.6	W107 21.4		030°	140	
	SEDOG, ON, intxn	N44 00.6	W079 35.1				
	To TANGI, ON, intxn	N44 23.1	W079 24.1		030°	24	
Q902	To UDMUG, ON, intxn	N44 52.9	W078 58.9		042°	35	
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		067°	77	
	Can/USA bdry	N59 17.5	W136 28.3				
Q903	To IGSOM, YT, intxn	N61 22.2	W139 02.4		311°	147	
	To AYZOL, AK, intxn	N62 28.3	W141 00.0		302°	86	
	IKNAR, QC, intxn	N47 11.6	W074 09.5				
Q904	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	
	North Bay, ON, VOR/DME	N46 21.8	W079 26.2				
Q905	To OTONA, ON, intxn	N45 37.0	W077 50.0		134°	81	
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		108°	15	
	To AGNEX, ON, intxn	N45 33.6	W077 05.2		108°	17	
	To OLIGO, ON, intxn	N45 29.4	W076 15.0		109°	35	
	Can/USA bdry	N43 19.2	W082 15.6				
Q906	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	
	Q906	KENRU, MB, intxn	N53 58.3	W101 05.5			
		To OTLUR, MB, intxn	N49 54.6	W097 14.4		142°	283
To OMVEG, ON, intxn		N50 06.8	W091 54.3		082°	207	

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			
	To IMAMA, NB, intxn	N46 44.3	W067 46.7		092°	1
	To MILS, NB, intxn	N46 52.4	W067 02.9		092°	31
	To MIVAD, NL, intxn	N47 40.8	W054 09.1		097°	529
	Q908	Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		
To ELTAX, SK, intxn		N51 57.4	W105 35.7		097°	44
To YOUNG, SK, intxn		N51 51.3	W105 06.4		099°	19
To MUTUR, SK, intxn		N51 15.9	W102 27.7		100°	105
To KOBID, MB, intxn		N50 25.3	W098 43.4		101°	151
To VESRU, ON, intxn		N49 49.9	W092 44.6		092°	233
To FELTN, ON, intxn		N48 39.9	W089 05.6		116°	160
Q909	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
Q910	GADAL, QC, intxn	N47 05.8	W071 04.7			
	To KESLU, QC, intxn	N47 29.9	W070 29.2		060°	34
	To Baie-Comeau, QC, VOR/DME	N49 08.0	W068 13.3		058°	134
Q911	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
	To PIGNA, QC, intxn	N45 45.2	W074 09.3		155°	7
Q913	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
Q915	DATNO, BC, intxn	N50 03.9	W116 08.6			
	To SAVEL, AB, intxn	N56 40.0	W111 17.2		007°	433
	To IKLIX, SK, intxn	N59 33.3	W108 31.1		011°	195
Q916	Saskatoon, SK, VORTAC	N52 10.9	W106 43.2			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		050°	230
	To Lynn Lake, MB, VOR/DME	N56 51.8	W101 04.5		354°	174

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q917	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
Q919	La Ronge, SK, VOR/DME	N55 09.5	W105 16.0			
	To POLLE, SK, intxn	N54 46.5	W103 50.0		105°	55
	To KENRU, MB, intxn	N53 58.3	W101 05.5		107°	108
	To POPLR, MB, intxn	N52 42.6	W097 38.4		114°	145
	To KAIIN, MB, intxn	N52 20.4	W096 42.7		120°	41
	To KALLU, ON, intxn	N51 35.5	W094 55.8		121°	80
	To Red Lake, ON, VOR/DME	N51 04.3	W093 45.7		124°	54
	To RIONA, ON, intxn	N50 28.0	W092 33.9		128°	58
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		131°	33
	To OVORA, ON, intxn	N48 44.6	W086 19.7		110°	233
	To MEBSI, ON, intxn	N48 35.6	W085 31.9		112°	33
	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	
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
Q922	Saskatoon, SK, VORTAC	N52 10.9	W106 43.2			
	To AMENU, MB, intxn	N51 06.1	W100 03.2		092°	257
	To VESRU, ON, intxn	N49 49.9	W092 44.6		097°	290
	To BESEL, ON, intxn	N47 58.0	W084 47.2		107°	334
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

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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 OBTA, 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 IKNV, 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
Q947	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		086°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		087°	10
	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
Q949	VIDRI, BC, intxn	N50 13.6	W121 30.0			
	To ROMRA, BC, intxn	N52 02.8	W117 39.2		035°	182
	To URPUX, AB intxn	N52 39.9	W116 12.0		038°	65
	To ELLKS, AB, intxn	N53 16.4	W114 41.1		039°	66

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q951	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 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, QC, 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 OMVEV, NB, intxn	N46 02.0	W065 47.2		095°	28
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		096°	27
	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
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 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 MITIG, QC, intxn	N45 27.5	W073 55.8		057°	8	
Q957	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
Q959	WAINN, AB, intxn	N53 02.0	W110 50.0			
	To MEETO, SK, intxn	N53 35.6	W107 21.4		061°	129
	To SEDUR, SK, intxn	N54 06.8	W106 41.1		026°	39
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		027°	80

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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
Q969	To IMOTA, SK, intxn	N51 55.0	W108 0.00		058°	78
	DUXAR, BC, intxn	N56 46.3	W129 25.7			
	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
Q971	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			
	To WAINN, AB, intxn	N53 02.0	W110 50.0		108°	135
Q979	To Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		095°	159
	LOMLO, AB, intxn	N51 04.2	W113 23.2			
	To PERTU, AB, intxn	N51 03.6	W113 13.1		081°	6
Q983	To TULOV, AB, intxn	N50 55.6	W111 28.5		082°	67
	To IMOTA, SK, intxn	N51 55.0	W108 00.0		051°	143
	CILLI, BC, intxn	N49 03.8	W121 23.7			
	To MENBO, BC, intxn	N50 23.4	W116 08.4		050°	219
Q991	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
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		057°	8
	VETBI, AB, intxn	N51 12.1	W113 25.4			
Q995	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
Q995	BITGA, AB, intxn	N51 29.5	W113 58.4			
	To MIREK, AB, intxn	N51 37.2	W113 55.8		357°	8
	To OILRS, AB, intxn	N52 37.5	W113 31.2		359°	62

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q997	KESKA, QC, intxn	N45 36.9	W074 08.8			
	To BIPKO, QC, intxn	N45 43.4	W074 21.7		320°	11
	To BOKLU, QC, intxn	N45 50.4	W074 35.7		319°	12
	To KISUK, QC, intxn	N45 53.7	W074 55.1		298°	14
	To SASID, QC, intxn	N46 02.0	W075 45.0		297°	36
	To EPRES, QC, intxn	N46 11.8	W075 58.4		329°	14
	To JUNIS, QC, intxn	N46 47.3	W076 48.1		329°	49
	To REZIN, QC, intxn	N47 43.6	W078 13.9		327°	81
	To EBD0G, QC, intxn	N47 59.5	W078 38.9		325°	23
To Rouyn, QC, NDB	N48 10.4	W078 56.3		325°	16	
T407	ZOMTA, MB, intxn	N49 00.0	W097 07.9			
	To Winnipeg, MB, VORTAC	N49 55.7	W097 14.4		353°	56
T601	Sydney NS, VOR	N46 09.2	W060 03.4	NAVAID		
	To Gander NL, VOR	N48 54.0	W054 32.1	NAVAID	074°	278
T602	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	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
T603	GADAL, QC, intxn	N47 05.8	W071 04.7			
	To KESLU, QC, intxn	N47 29.9	W070 29.2		060°	34
	To Baie-Comeau, QC, VOR/DME	N49 08.0	W068 13.3		058°	134
T604	Wabush, NL VOR	N52 57.6	W066 51.2	NAVAID		
	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
T606	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
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 56.7	W078 55.1		104°	62
T609	NAGLI, BC, intxn	N49 03.3	W125 56.9			
	To ROLBU, BC, intxn	N48 53.0	W125 21.8		097°	25
	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
T610	BOOPY BC, intxn	N50 06.0	W124 35.5		073°	141
	GABIN BC, intxn	N49 56.7	W120 57.9		073°	141
T611	Vancouver BC, NDB	N49 10.4	W123 03.4			
	To Hope BC, NDB	N49 23.2	W121 25.5		062°	65
	To VOLOX, BC, intxn	N50 41.0	W120 20.1		011°	89

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T612	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
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 PEVNI, 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 PUPOV, QC, intxn	N45 34.4	W072 20.3		101°	90
	To MUTIB, QC, intxn	N45 36.5	W071 52.1		098°	20
	To DAXUG, QC, intxn	N45 38.3	W071 25.8		099°	19
	To DERDO, QC, intxn	N45 40.8	W070 48.2		099°	26
To VINDI, QC, intxn	N45 40.3	W070 31.2		108°	12	
T615	DUTEG, ON, intxn	N48 46.4	W091 38.3			
	To VESRU, ON, intxn	N49 49.9	W092 44.6		328°	77
	To ITBIN, ON, intxn	N51 04.0	W093 47.6		333°	84
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 VITOV, 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 OBTAQ, 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	
T617	KEDEM, SK, intxn	N55 09.1	W105 16.0			
	To DUSMO, MB, intxn	N54 40.7	W101 40.9		092°	127
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

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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 20.4	W076 01.3		197°	22
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
T639	EXDEE, AB, intxn	N53 38.6	W113 30.8			
	To TETAG, AB, intxn	N54 04.3	W114 08.0		306°	34
	To AROUK, AB, intxn	N54 16.7	W114 26.3		305°	16
	To Peace River, AB, VOR/DME	N56 12.4	W117 30.7		304°	157
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
T645	NANOO, BC, intxn	N49 15.9	W124 14.7			
	To Comox, BC, VORTAC	N49 42.7	W124 53.7		301°	37
	To Campbell River, BC, NDB	N50 00.4	W125 21.5		298°	25
	To KELSY, BC, intxn	N50 27.3	W126 04.0		298°	39
T646	Cranbook, BC, VOR/DME	N49 33.3	W116 05.3			
	To PNASK, BC, intxn	N49 45.4	W119 58.1		019°	28
	To WTMAN, BC, intxn	N50 15.2	W119 25.2		020°	37
	To HUMEK, BC, intxn	N50 21.3	W119 18.3		020°	8
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		020°	24
	To ATHUR, BC, intxn	N50 00.6	W117 12.3		105°	78
	To Princeton, BC, VOR/DME	N49 22.9	W120 22.4		107°	51

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T647	Can/USA bdry	N48 36.3	W093 23.1			
	To IRKES, ON, intxn	N48 37.3	W093 22.6		019°	1
	To VESRU, ON, intxn	N49 49.9	W092 44.6		019°	77
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		063°	36
T649	KESKA, QC, intxn	N45 36.9	W074 08.8			
	To BIPKO, QC, intxn	N45 43.4	W074 21.7		320°	11
	To BOKLU, QC, intxn	N45 50.4	W074 35.7		319°	12
	To KISUK, QC, intxn	N45 53.7	W074 55.1		298°	14
	To SASID, QC, intxn	N46 02.0	W075 45.0		297°	36
	To EPRES, QC, intxn	N46 11.8	W075 58.4		329°	14
	To JUNIS, QC, intxn	N46 47.3	W076 48.1		329°	49
	To REZIN, QC, intxn	N47 43.6	W078 13.9		327°	81
	To EBD OG, QC, intxn	N47 59.5	W078 38.9		325°	23
To Rouyn, QC, NDB	N48 10.4	W078 56.3		325°	16	
T650	BOOTH, BC, intxn	N49 31.3	W122 02.7			
	To VOLOX, BC, intxn	N50 41.0	W120 20.1		027°	96
	To STUMM, BC, intxn	N50 21.2	W119 50.9		121°	27
	To Kelowna, BC, NDB	N50 03.7	W119 25.0		121°	24
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
	To FRALK, ON, intxn	N46 55.6	W080 53.0		179°	101
	To BUDAG, ON, intxn	N46 37.5	W080 47.9		179°	18
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
	To FLEUR, QC, intxn	N46 59.3	W070 27.8		085°	51
	To Riviere-du-Loup, QC, VOR	N47 45.4	W069 35.3		053°	58
	To MODAS, QC, intxn	N48 17.8	W068 43.6		063°	48
	To EPMAL, QC, intxn	N48 22.6	W068 35.9		064°	7
	To KISUV, QC, intxn	N48 36.7	W068 12.5		064°	21
	To BUBIX, QC, intxn	N49 19.7	W067 22.5		054°	54
	To Sept-Iles, QC, VOR/DME	N50 13.9	W066 16.4		055°	69

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T662	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 ODBOS, QC, intxn	N45 55.5	W070 50.8		098°	27
To DEPRI, QC, intxn	N45 57.2	W070 15.4		101°	25	
T663	AGNEX, ON, intxn	N45 33.6	W077 05.2			
	To Pembroke, ON, NDB	N45 48.2	W077 13.1		351°	16
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
T674	BOXON, BC, intxn	N49 26.8	W117 34.5			
	WHATS, BC, intxn	N49 58.0	W118 16.3		304°	41
	ENDBY, BC, intxn	N50 40.7	W118 56.3		314°	50
T675	KEBMO, ON, intxn	N49 47.3	W094 21.8			
	VESRU, ON, intxn	N49 49.9	W092 44.6		087°	63
	AGLIN, ON, intxn	N48 15.2	W089 26.2		126°	161
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
T677	MAIRE, QC, intxn	N45 42.5	W073 07.4			
	To TAKIN, QC, intxn	N45 50.2	W072 51.1		070°	14
	To UKPAM, QC, intxn	N45 58.5	W072 33.3		070°	15
	To MISOP, QC, intxn	N46 07.7	W072 16.7		066°	15
	To IGTERR, QC, intxn	N46 23.5	W071 48.1		066°	25
	To OBTEK, QC, intxn	N46 47.4	W071 17.0		057°	32
	To SIMTO, QC, intxn	N47 03.4	W070 49.8		065°	24
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		065°	36
T678	ILUKI, SK, intxn	N50 25.9	W104 40.0			
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		050°	98
T679	KIROD, MB, intxn	N53 57.5	W097 50.6			
	To DUXIP, MB, intxn	N55 48.3	W097 51.7		356°	111
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
T681	BILII, ON, intxn	N49 01.3	W088 15.7			
	To OVORA, ON, intxn	N48 44.6	W086 19.7		106°	78
	To NUBAM, ON, intxn	N47 57.0	W084 49.4		134°	77

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T682	Whitecourt, AB, VOR/DME	N54 08.7	W115 47.8			
	To EXDEE, AB, intxn	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
T683	OVORA, ON, intxn	N48 44.6	W086 19.7			
	To EPTOS, ON, intxn	N49 46.2	W086 59.1		344°	67
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
T685	Midland, ON, DME	N44 34.9	W079 47.6			
	To LOYED, ON, intxn	N45 04.8	W079 41.7		018°	30
	To OXASA, ON, intxn	N46 21.8	W079 25.5		019°	78
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
T687	VOLOX, BC, intxn	N50 41.0	W120 20.1			
	To KEGPI, BC, intxn	N50 41.0	W119 40.3		074°	25
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		075°	28
	To CHITE, BC, intxn	N50 02.6	W116 09.1		093°	114
	To Sookum (Cranbrook), BC, NDB	N49 57.3	W115 47.5		096°	15
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
	KICKS, ON, intxn	N44 20.7	W080 27.8			
	To WALPP, ON, intxn	N44 32.1	W080 46.7		320°	18
	To Wiaraton, ON, VOR/DME	N44 44.7	W081 06.3		322°	19
	To WALAC, ON, intxn	N45 46.7	W082 03.6		337°	74
	To NAKBU, ON, intxn	N46 21.1	W082 33.7		338°	40
T690	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To VESDO, AB, intxn	N49 58.7	W111 19.1		104°	90
T691	Brandon, MB, VOR/DME	N49 54.6	W099 56.7			
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		306°	126
	To AMAGU, SK, intxn	N53 12.9	W105 40.4		309°	167
T692	Prince George, BC, VOR/DME	N53 53.7	W122 27.3			
	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
	To Peace River, AB, VOR/DME	N56 12.4	W117 30.7		054°	88

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T693	Montreal, QC, VOR/DME	N45 36.9	W073 58.3			
	To SINRO, QC, intxn	N45 53.9	W073 33.3		059°	24
	To LOKBU, QC, intxn	N46 06.2	W073 14.7		061°	18
	To NOVID, QC, intxn	N46 15.1	W073 13.4		020°	9
	To BERUT, QC, intxn	N46 56.1	W072 29.2		051°	51
	To IGSAS, QC, intxn	N48 01.0	W071 16.2		052°	82
	To IPTAL, QC, intxn	N48 43.8	W069 09.8		078°	95
	To KISUV, QC, intxn	N48 36.7	W068 12.5		117°	38
	To WOPAC, QC, intxn	N48 39.6	W067 18.7		102°	36
	To UBTEV, QC, intxn	N48 44.8	W065 02.0		103°	91
To Gaspé, QC, VOR/DME	N48 45.8	W064 24.3		105°	25	
T694	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
	To AGMAK, AB, intxn	N51 13.0	W114 34.7		105°	8
T695	Princeton, VOR/DME	BC, N49 22.9	W120 22.4			
	KEPNA, BC, intxn	N49 44.5	W120 21.8		345°	22
	AMBRO, BC, intxn	N49 59.4	W120 21.4		345°	15
	ICOLA, BC, intxn	N50 10.2	W120 21.1		345°	11
	CHAPT, BC, intxn	N50 28.9	W120 20.5		345°	19
	VOLOX, BC, intxn	N50 41.0	W120 20.1		345°	12
	FLOON, BC, intxn	N51 00.3	W120 42.3		308°	24
	MIBTI, BC, intxn	N51 26.6	W121 12.8		308°	33
	ALTAG, BC, intxn	N51 53.1	W121 44.4		307°	33
	Williams Lake, BC, VOR/DME	N52 14.2	W122 10.1		307°	26
T696	Empress, AB, VOR/DME	N50 55.6	W109 59.4			
	To Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		045°	144
	To KENRU, MB, intxn	N53 58.3	W101 05.5		050°	230
	To KIROD, MB, intxn	N53 57.5	W097 50.6		083°	115
T697	Wabush, NL, VOR/DME	N52 57.6	W066 51.2			
	To DENSO, NL, intxn	N53 35.4	W064 14.1		086°	102
	To Goose Bay, NL, VOR/DME	N53 19.2	W060 17.7		115°	142
T698	DERDO, QC, intxn	N45 40.8	W070 48.2			
	To EBGIX, QC, intxn	N45 43.5	W070 23.8		096°	17
	ACTON, USA, intxn	N46 02.6	W067 46.9			
To BEMEK, NB, intxn	N46 05.0	W066 27.2		103°	56	
To ITPAX, NB, intxn	N46 06.8	W065 09.6		105°	54	
T699	OTPUT, QC intxn	N46 52.3	W071 16.9			
	To KAROT, QC, intxn	N47 06.7	W071 16.7		016°	14
	To IGSAS, QC, intxn	N48 01.0	W071 16.2		016°	54

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T701	Vancouver BC, VOR/DME	N49 04.6	W123 08.9			
	To FERRY, BC, intxn	N49 11.5	W122 31.8		058°	25
	To HARAS, BC, intxn	N49 16.7	W122 02.9		059°	20
	To SENZA, BC, intxn	N49 23.2	W121 25.5		059°	25
	To Princeton, BC, VOR/DME	N49 22.9	W120 22.4		074°	41
	To AMEDI, BC, intxn	N49 35.8	W119 36.2		051°	33
	To TENYA, BC, intxn	N49 50.4	W118 44.4		051°	37
	To WHATS, BC, intxn	N49 58.0	W118 16.3		052°	20
T702	OTLUR, MB, intxn	N49 54.6	W097 14.4			
	To KEBMO, ON, intxn	N49 47.3	W094 21.8		090°	112
	To DUTEG, ON, intxn	N48 46.4	W091 38.3		118°	123
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		110°	93
	To OVORA, ON, intxn	N48 44.6	W086 19.7		079°	128
	To IMIXA, ON, intxn	N49 46.7	W084 35.5		053°	92
	To RABAV, ON, intxn	N51 17.5	W080 36.4		066°	178
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	
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 00.3	W073 33.5		189°	5
T706	ILUKI, SK, intxn	N50 25.9	W104 40.0			
	To EMLIK, SK, intxn	N50 21.5	W102 29.9		084°	83
	To Brandon, MB, VOR/DME	N49 54.6	W099 56.7		097°	102
T707	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
T709	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
	To PIGNA, QC, intxn	N45 45.2	W074 09.3		155°	7

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T713	BOOTH, BC, intxn	N49 31.3	W122 02.7			
	To SPUZZ, BC, intxn	N49 46.5	W121 23.8		043°	30
	To MERYT, BC, intxn	N49 56.5	W120 57.7		043°	20
	To ICOLA, BC, intxn	N50 10.2	W120 21.1		044°	27
	To BULIE, BC, intxn	N50 16.2	W120 04.6		044°	12
	To STUMM, BC, intxn	N50 21.2	W119 50.9		045°	10
	To SUVAK, BC, intxn	N50 34.9	W119 12.9		045°	28
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		046°	12
	To RAGUT, BC, intxn	N50 49.6	W117 29.0		065°	56
To WELLF, BC, intxn	N50 54.5	W116 36.1		066°	34	
T715	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 00.0		058°	78
T717	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To SETVO, QC, intxn	N46 21.5	W077 31.0		100°	79
	To EPRES, QC, intxn	N46 11.8	W075 58.4		110°	65
	To BEMOG, QC, intxn	N46 09.0	W075 34.4		112°	17
	To UDGAK, QC, intxn	N46 06.3	W075 05.4		111°	20
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		111°	25
T719	KATUB, BC, intxn	N49 07.7	W123 46.9			
	To KIXET, BC, intxn	N49 11.9	W123 52.0		306°	5
	To SENRI, BC, intxn	N49 19.0	W124 01.1		304°	9
	To ITMAV, BC, intxn	N49 28.6	W124 10.7		311°	12
	To Comox, BC, TACAN	N49 42.7	W124 53.7		281°	31
	To Port Hardy, BC, VOR/DME	N50 41.0	W127 21.9		286°	112
	To Sandspit, BC, VOR/DME	N53 15.1	W131 48.4		298°	226
	To MOCHA, BC, intxn	N54 30.4	W133 01.3		313°	87
	To EEVER, BC, intxn	N54 35.0	W133 05.9		312°	5
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
T722	SASID, QC, intxn	N46 02.0	W075 45.0			
	To EPRES, QC, intxn	N46 11.8	W075 58.4		329°	14
	To PELSU, QC, intxn	N46 53.1	W076 34.8		342°	48
	To MIXAK, QC, intxn	N47 14.5	W076 54.9		340°	26
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		340°	67
	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 ROSVO, ON, intxn		N45 35.4	W077 28.8		067°	77

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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 MITIG, QC, intxn	N45 27.5	W073 55.8		057°	8
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
T728	Brandon, MB, VOR/DME	N49 54.6	W099 56.7			
	To IKNAL, MB, intxn	N50 14.5	W099 58.5		352°	20
	To OTRAN, MB, intxn	N50 46.4	W100 01.3		352°	32
	To AMENU, MB, intxn	N51 06.1	W100 03.2		351°	20
	To KENRU, MB, intxn	N53 58.3	W101 05.5		343°	177
	To DUSMO, MB, intxn	N54 40.7	W101 40.9		328°	47
	To MITOB, MB, intxn	N56 51.9	W101 04.6		002°	133
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
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		081°	25
T735	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
T736	MUTUR, SK, intxn	N51 15.9	W102 27.7			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		010°	170
	To MITOB, MB, intxn	N56 51.9	W101 04.6		354°	174
T737	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		086°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		087°	10
	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
T740	AMAGU, SK, intxn	N53 12.9	W105 40.4			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		063°	170
	To DUXIP, MB, intxn	N55 48.3	W097 51.7		038°	157

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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
T744	North Bay, ON, VOR/DME	N46 21.8	W079 26.2			
	To OTONA, ON, intxn	N45 37.0	W077 50.0		134°	81
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		108°	15
	To AGNEX, ON, intxn	N45 33.6	W077 05.2		108°	17
	To OLIGO, ON, intxn	N45 29.4	W076 15.0		109°	35
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
	To IMIXA, ON, intxn	N49 46.7	W084 35.5		311°	146
	To EPTOS, ON, intxn	N49 46.2	W086 59.1		279°	93
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
	To EXDEE, AB, intxn	N53 38.6	W113 30.8		140°	16
	To OMRIR, AB, intxn	N53 21.4	W110 49.5		085°	98
	To OMREG, AB, intxn	N53 18.6	W110 04.4		083°	27
	To LIBUB, SK, intxn	N52 46.1	W108 14.7		103°	74
T749	MIVOK, ON, intxn	N44 21.6	W077 35.3			
	To KANIK, ON, intxn	N44 39.0	W076 57.4		069°	32
	To LANRK, ON, intxn	N44 56.6	W076 23.3		066°	30
	To TAKOL, QC, intxn	N45 39.0	W075 11.9		062°	66
	To KISUK, QC, intxn	N45 53.7	W074 55.1		052°	19
	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 SOKYE, QC, intxn	N46 21.5	W072 51.1		095°	46
T751	Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3			
	To OMVAN, YT, intxn	N60 10.4	W132 44.5		090°	76
	To Watson Lake, YT, VOR/DME	N60 05.2	W128 51.5		072°	117
T753	BITGA, AB, intxn	N51 29.5	W113 58.4			
	To MIREK, AB, intxn	N51 37.2	W113 55.8		357°	8
	To OILRS, AB, intxn	N52 37.5	W113 31.2		359°	62

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T755	Edmonton, AB, VOR/DME	N53 11.1	W113 52.0			
	To JEDII, AB, intxn	N53 05.0	W112 56.5		086°	34
	To CAMRA, AB, intxn	N53 01.9	W112 30.5		087°	16
	To WAINN, AB intxn	N53 02.0	W110 50.0		076°	61
	To Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		095°	159
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		097°	168
	To KOBID, MB, intxn	N50 25.3	W098 43.4		101°	151
T757	APLIG, BC, intxn	N53 00.0	W134 00.0			
	To KALTS, BC, intxn	N53 37.3	W133 48.3		353°	38
	To FRIED, BC, intxn	N54 13.3	W133 38.0		352°	37
	To MOCHA, BC, intxn	N54 30.4	W133 01.3		033°	27
	To BOKMA, BC, intxn	N54 31.2	W131 38.9		070°	48
	To OMSEB, BC, intxn	N53 29.0	W130 56.7		140°	67
	To ESTIT, BC, intxn	N51 16.1	W128 18.5		125°	165
T759	PEVLU, AB, intxn	N51 30.4	W114 08.5			
	To KERSA, AB, intxn	N51 37.2	W114 06.0		358°	7
	To BISNO, AB, intxn	N52 30.5	W113 45.2		358°	55
	To OILRS, AB, intxn	N52 37.5	W113 31.2		036°	11
T761	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
T765	Whitecourt, AB, VOR/DME	N54 08.7	W115 47.8			
	To OBTUP, AB, intxn	N55 17.6	W114 46.6		011°	78
T767	NUBAM, ON, intxn	N47 57.0	W084 49.4			
	To IMIXA, ON, intxn	N49 46.7	W084 35.5		012°	110
T768	ARBBY, ON, intxn	N48 37.5	W093 00.5			
	To DUTEG, ON, intxn	N48 46.4	W091 38.3		081°	55
T769	Tofino, BC, NDB	N49 02.8	W125 42.3			
	To Comox, BC, TACAN	N49 42.7	W124 53.7		022°	51
T770	KEBMO, ON, intxn	N49 47.3	W094 21.8			
	To ITBIN, ON, intxn	N51 04.0	W093 47.6		015°	80
T771	Empress, AB, VOR/DME	N50 55.6	W109 59.4			
	To Swift Current, SK, VOR/DME	N50 17.8	W107 41.5		100°	96
T773	NOSIV, AB, intxn	N50 54.4	W113 17.5			
	To ODLAN, AB, intxn	N50 11.6	W111 23.4		105°	84
T774	Hope, BC, NDB	N49 23.2	W121 25.5			
	To SPUZZ, BC, intxn	N49 46.5	W121 23.8		347°	23
	To KROFT, BC, intxn	N50 42.1	W121 19.2		347°	56
	To Williams Lake, BC, VOR/DME	N52 14.2	W122 10.1		325°	98

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FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T775	TREEL, BC, intxn	N49 21.4	W123 51.9			
	To NUTBE, BC, intxn	N49 19.6	W123 36.5		084°	10
	To BAJOL, BC, intxn	N49 18.6	W123 28.2		084°	6
	To VARSY, BC, intxn	N49 17.2	W123 17.1		084°	7
	To BASRA, BC, intxn	N49 15.2	W123 00.4		084°	11
	To MILLS, BC, intxn	N49 14.4	W122 54.1		085°	4
	To FRASE, BC, intxn To Pitt Meadows, BC, VOR	N49 13.5 N49 13.0	W122 47.2 W122 42.9		085° 085°	5 3
T776	ITBIN, ON, intxn	N51 04.0	W093 47.6			
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		128°	92
T781	Can/USA bdry	N42 56.7	W082 26.3			
	To AXOBU 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 To Quebec, QC, VORTAC	N46 32.9 N46 42.3	W072 11.2 W071 37.6		083° 083°	15 25
	To PINTE, QC, intxn	N46 26.7	W070 03.0		118°	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 ELLKS, 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
	To DURUR, SK, intxn	N50 40.0	W104 53.4		080°	157
	To EMLIK, SK, intxn	N50 21.5	W102 29.9		092°	94
	To Langruth, MB, VOR/DME	N50 25.3	W098 43.4		080°	145

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T798	KEDEM, SK, intxn	N55 09.1	W105 16.0			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		105°	162
	To OTLUR, MB, intxn	N49 54.6	W097 14.4		142°	283
T799	LYTON, BC, intxn	N50 15.0	W121 50.7			
	To GUCHY, BC, intxn	N50 27.2	W120 32.0		060°	52
	To CHAPT, BC, intxn	N50 28.9	W120 20.5		061°	8
	To FELKO, BC, intxn	N50 34.4	W119 42.0		061°	25
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		062°	30
	To NOVAX, BC, intxn	N50 39.1	W118 21.3		078°	22
	To HOWZR, BC, intxn	N50 32.1	W116 16.1		079°	80
	To FARNs, AB, intxn	N50 45.2	W115 23.7		053°	36
T802	DURUR, SK, intxn	N50 40.0	W104 53.4			
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		059°	99
	To AMENU, MB, intxn	N51 06.1	W100 03.2		088°	91
	To KOBID, MB, intxn	N50 25.3	W098 43.4		123°	65
T821	AMAGU, SK, intxn	N53 12.9	W105 40.4			
	To DUSMO, MB, intxn	N54 40.7	W101 40.9		047°	167

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.
- (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 reclassified 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.

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NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)

- (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 BEMOG provided the route proceeds over or north of BEMOG (N46°09.0' W75°34.4'). For routes that do not comply with this requirement terminate the NRP portion and join a mandatory arrival routing no later than BEMOG.

Specific FAA Requirements

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:
 - (a) **Common Portion** – 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
 - (b) **Non Common Portion** – 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.

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC (Cont'd)

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:**

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.

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NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC (Cont'd)**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.

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

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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

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

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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

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N317A	KANNI	DIRECT	ELSIR
N319A	BRADD	DIRECT	ELSIR
N321A	TUSKY	DIRECT	ELSIR
N323A	ALLEX	DIRECT	ELSIR
N325A	EBONY	DIRECT	ELSIR
N327B	TOPPS	DIRECT	ELSIR
N329B	MIILS	DIRECT	ELSIR
N331B	CEFOU	LOPRO	ELSIR
N333B	CEFOU	DIRECT	ELSIR
N335A	BAREE	DIRECT	ELSIR
N337A	ANCER	DIRECT	ELSIR
N921A	KANNI	ACADN	ELSIR
N923A	DANOL	DIRECT	ELSIR
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

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NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic 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

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

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NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic 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

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N767A	MILS	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	MILS	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
N841B	BAREE	KISUV 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

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NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N4A	SLATN	DIRECT	BERGH
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	MILS
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	MILS
N136A	RELIC	DIRECT	VITOL
N138A	RELIC	GAYBL	VITOL
N140A	RELIC	DIRECT	WHALE
N142D	RELIC	SCOTS	WHALE
N144D	RELIC	DIRECT	BRADD
N146D	RELIC	SCOTS	BRADD

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N148D	RELIC	DIRECT	TUSKY
N150B	RELIC	SCOTS	TUSKY
N152A	RELIC	DIRECT	ALLEX
N154A	RELIC	DIRECT	MILS
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	MILS
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	MILS
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	MILS
N256A	MUSAK	DIRECT	BRADD
N258A	MUSAK	SCOTS	BRADD
N260A	MUSAK	DIRECT	TUSKY
N262A	MUSAK	DIRECT	ALLEX
N264A	MUSAK	DIRECT	MILS
N276C	JOOPY	DIRECT	TUSKY
N278B	JOOPY	DIRECT	ALLEX
N280A	JOOPY	DIRECT	MILS
N296A	IBERG	DIRECT	TUSKY
N298A	IBERG	DIRECT	ALLEX
N300B	IBERG	DIRECT	EBONY
N302E	IBERG	DIRECT	TOPPS
N304B	IBERG	DIRECT	MILS

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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	MILS
N336A	BUDAR	DIRECT	TUSKY
N338A	BUDAR	DIRECT	ALLEX
N340A	BUDAR	DIRECT	EBONY
N342A	BUDAR	DIRECT	TOPPS
N344A	BUDAR	DIRECT	MILS
N356E	ALLRY	DIRECT	ALLEX
N358A	ALLRY	DIRECT	EBONY
N360A	ALLRY	DIRECT	TOPPS
N362A	ALLRY	DIRECT	MILS
N376A	UMESI	DIRECT	ALLEX
N378A	UMESI	DIRECT	EBONY
N380B	UMESI	DIRECT	TOPPS
N382B	UMESI	DIRECT	MILS
N384B	UMESI	DIRECT	YRI
N386C	UMESI	YRI OMALI TOXAL	KJOHN
N396A	TUDEP	DIRECT	ALLEX
N398A	TUDEP	DIRECT	TOPPS
N400A	TUDEP	DIRECT	MILS
N402A	TUDEP	DIRECT	YRI
N404B	TUDEP	YRI OMALI TOXAL	KJOHN
N416B	SAXAN	DIRECT	ALLEX
N418B	SAXAN	DIRECT	TOPPS
N420A	SAXAN	DIRECT	MILS
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
N476A	NEEKO	DIRECT	ALLEX

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
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
N642A	DORYY	DIRECT	YBC

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NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N644B	DORYY	YRI OMALI TOXAL	KJOHN
N658A	CUDDY	DIRECT	MT
N660B	CUDDY	NOWAA	SSM
N662B	CUDDY	DIRECT	YBC
N676A	BOKTO	DIRECT	DUVBI
N678B	BOKTO	DUVBI	YBC
N680B	BOKTO	DUVBI	QUBIS
N682A	BOKTO	DUVBI	MT
N684B	BOKTO	PUVOK	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
N730B	VESMI	ALSOP PUVOK	ROUND
N732A	VESMI	ALSOP JOVIE	MT
N734B	VESMI	ALSOP	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
N796A	SAVRY	DIRECT	IRBIM

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
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

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WESTBOUND ROUTES NON-COMMON PORTION**VIA ALLEX**

ALLEX	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
ALLEX	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
ALLEX	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
ALLEX	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
ALLEX	AJJAY OOSHN (RNAV)-STAR	Boston
ALLEX	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR	Charleston, SC
ALLEX	KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
ALLEX	KAYCC KYLOH 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 SIE	Dover
ALLEX	KAYCC KYLOH BAF HYPER (RNAV)-STAR	Dulles
ALLEX	FOXBO RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
ALLEX	KAYCC KYLOH 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 HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSSH (RNAV)-STAR	Miami
ALLEX	HANAA FLOSI (RNAV)-STAR	Newark
ALLEX	FOXBO RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (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 Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
ALLEX	ALB V123 TRESA	Stewart
ALLEX	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
ALLEX	ALB V489 COATE	Teterboro
ALLEX	ALB Valre Arrival	Westchester

VIA BRADD

BRADD	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
BRADD	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
BRADD	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
BRADD	BOS Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
BRADD	EURRO OOSHN (RNAV)-STAR	Boston
BRADD	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR	Charleston, SC

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

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 SIE	Dover
BRADD	BOS BAF HYPER Arrival	Dulles
BRADD	FOXBO RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (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 HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSSH (RNAV)-STAR	Miami
BRADD	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
BRADD	FOXBO RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (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 Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
BRADD	COPLY BOS NELIE T212 TRESA	Stewart
BRADD	BOS Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
BRADD	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
BRADD	COPLY BOS NELIE VALRE Valre Arrival	Westchester

VIA DOVEY

DOVEY	JAWZZ Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
DOVEY	ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
DOVEY	ACK Q430 SAAME J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
DOVEY	FERNZ OOSHN (RNAV)-STAR	Boston
DOVEY	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU 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	JAWZZ Q220 RIFLE Q439 BRIGS SIE	Dover
DOVEY	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
DOVEY	ACK Q430 RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
DOVEY	ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
DOVEY	PLYMM PARCH (RNAV)-STAR	Kennedy
DOVEY	JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
DOVEY	ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSSH (RNAV)-STAR	Miami

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WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

DOVEY	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
DOVEY	ACK Q430 RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
DOVEY	JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
DOVEY	ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
DOVEY	COPLY BOS NELIE T212 TRESA	Stewart
DOVEY	ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)- STAR	Tampa
DOVEY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
DOVEY	COPLY BOS NELIE VALRE VALRE - STAR	Westchester

VIA EBONY

EBONY	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
EBONY	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
EBONY	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
EBONY	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)- STAR	Baltimore
EBONY	AJJAY OOSHN (RNAV)-STAR	Boston
EBONY	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR	Charleston, SC
EBONY	KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)- STAR	Charlotte
EBONY	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR(RNAV)-STAR	Dallas/Ft. Worth
EBONY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
EBONY	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
EBONY	KAYCC KYLOH BAF HYPER (RNAV)-STAR	Dulles
EBONY	FOXBO RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
EBONY	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
EBONY	ENE PARCH Arrival	Kennedy
EBONY	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
EBONY	FOXBO RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
EBONY	HANAA FLOSI (RNAV)-STAR	Newark
EBONY	FOXBO RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
EBONY	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
EBONY	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
EBONY	BEEKN Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
EBONY	ALB V123 TRESA	Stewart
EBONY	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
EBONY	ALB V489 COATE	Teterboro
EBONY	ALB Valre Arrival	Westchester

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**VIA KANNI**

KANNI	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
KANNI	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
KANNI	BOS Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
KANNI	EURRO OOSHN (RNAV)-STAR	Boston
KANNI	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR	Charleston, SC
KANNI	BOS Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
KANNI	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
KANNI	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
KANNI	BOS BAF HYPER Arrival	Dulles
KANNI	FOXBO RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (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 HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSSH (RNAV)-STAR	Miami
KANNI	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
KANNI	FOXBO RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (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 Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
KANNI	COPLY BOS NELIE T212 TRESA	Stewart
KANNI	BOS Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
KANNI	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
KANNI	COPLY BOS NELIE VALRE Valre Arrival	Westchester

VIA KJOHN

KJOHN	BIZEX Q75 MXE V378 BAL	Andrews
KJOHN	ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta

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WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

KJOHN	ALB J49 PSB Q71 GEFES HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
KJOHN	BIZEX Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
KJOHN	BIZEX Q75 GSO OBNEE OSPRI (RNAV)-STAR	Charleston, SC
KJOHN	BIZEX Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
KJOHN	ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
KJOHN	VENTE CCC MANTA Q439 BRIGS SIE	Dover
KJOHN	ALB HYPER (RNAV)-STAR	Dulles
KJOHN	BIZEX Q75 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)-STAR	Ft. Lauderdale
KJOHN	ALB IGN IGN-STAR	Kennedy
KJOHN	VENTE CCC MANTA DRIFT V312 CYN	McGuire
KJOHN	BIZEX Q75 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)-STAR	Miami
KJOHN	HANAA FLOSI (RNAV)-STAR	Newark
KJOHN	BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)-STAR	Orlando
KJOHN	BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)-STAR	Orlando
KJOHN	ALB DNY SPUDS (RNAV)-STAR	Philadelphia
KJOHN	ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
KJOHN	BIZEX Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa

VIA MIILS

MIILS	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
MIILS	KJOHN ALB J49 PSB Q71 GEFES HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
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	MIILS PUPOV Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
MIILS	EMJAY J174 SWL CEBEE WETRO ILM AR21 DULEE CUUDA (RNAV)-STAR	Ft. Lauderdale
MIILS	BEEKN Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
MIILS	LETAK DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
MIILS	EMJAY J174 SWL CEBEE WETRO DIW AR22 HOAGG SLFSH (RNAV)-STAR	Miami
MIILS	BEEKN Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
MIILS	VIVIL ROGSA URVAS DAXES VIBNU DIRECT	Montréal/Mirabel
MIILS	ODBOS OMBRE Arrival	Montréal/Pierre E Trudeau
MIILS	BEEKN Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
MIILS	ROSVO ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

MIILS	KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
MIILS	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
MIILS	LETAK IMEBA Arrival	Toronto

VIA MOUGH

MOUGH	Y497 DRIFT Q439 BRIGS SIE	Dover
MOUGH	Y486 CREEL Q430 RBV HYPER (RNAV)-STAR	Dulles
MOUGH	Y495 CAMRN	Kennedy
MOUGH	Y495 OWENZ MANTA Q439 DRIFT V312 CYN	McGuire
MOUGH	Y495 OWENZ DRIFT BRIGS JIIMS (RNAV)-STAR	Philadelphia

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 WYNDE ARR	Chicago
MT	REEDO ART SYR JHW DJB J83 APE TIGRR (RNAV)- STAR	Cincinnati
MT	ROSVO 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 PRMUS CUUDA (RNAV)-STAR	Ft. Lauderdale
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 DEBRL CSTAL (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

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WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83	Orlando
	ROYCO Q85 LPERD SNFLD (RNAV)-STAR	
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	ROSVO IMEBA (RNAV) -STAR	Toronto

VIA QUBIS

QUBIS	BEEKN Q439 RIFLE Q167 ZIZI KNUKK ATR LAFLN	
	SPISY (RNAV)-STAR	Andrews
QUBIS	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI	
	(RNAV)-STAR	Atlanta
QUBIS	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 LITTR TXK	
	BROBB WINDU SEWZY (RNAV)-STAR	Austin
QUBIS	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-	
	STAR	Baltimore
QUBIS	AJJAY OOSHN (RNAV)-STAR	Boston
QUBIS	BEEKN Q97 SAWED DFENC Q109 LAANA AMYLU	
	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	QUBIS PUPOV Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
QUBIS	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
QUBIS	KJOHN ALB HYPER (RNAV)-STAR	Dulles
QUBIS	BEEKN Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA	
	(RNAV)-STAR	Ft. Lauderdale
QUBIS	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX	
	DOOBI (RNAV)-STAR	Houston
QUBIS	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
QUBIS	BEEKN Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH	
	(RNAV)-STAR	Miami
QUBIS	KJOHN HANAA FLOSI (RNAV)-STAR	Newark
QUBIS	BEEKN Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC	
	ALYNA (RNAV)-STAR	Orlando
QUBIS	PQI Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
QUBIS	KJOHN ALB J49 HNK CFB J190 SLT HAYNZ	
	(RNAV)-STAR	Pittsburgh
QUBIS	BEEKN Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
QUBIS	KJOHN ALB V123 TRESA	Stewart
QUBIS	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES	
	(RNAV)-STAR	Tampa
QUBIS	KJOHN ALB V489 COATE	Teterboro
QUBIS	KJOHN ALB VALRE-STAR	Westchester

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**VIA ROUND**

ROUND	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)-STAR	Atlanta
ROUND	SSM WYNDE ARR	Chicago
ROUND	ROSVO 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	ROSVO IMEBA (RNAV) -STAR	Toronto

VIA SAILE

SAILE	JAWZZ Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
SAILE	ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
SAILE	ACK Q430 SAAME J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
SAILE	FERNZ OOSHN (RNAV)-STAR	Boston
SAILE	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR	Charleston, SC
SAILE	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
SAILE	JAWZZ Q220 RIFLE Q439 BRIGS SIE	Dover
SAILE	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
SAILE	ACK Q430 RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
SAILE	PLYMM PARCH (RNAV)-STAR	Kennedy
SAILE	JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN	Mcguire
SAILE	ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
SAILE	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
SAILE	ACK Q430 RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
SAILE	JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
SAILE	ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
SAILE	COPLY BOS NELIE T212 TRESA	Stewart
SAILE	ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)- STAR	Tampa
SAILE	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
SAILE	COPLY BOS NELIE VALRE VALRE - STAR	Westchester

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WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**VIA SSM (Sault Ste Marie)**

SSM	GRB J101 BAE J89 OBK J73 BNA NEWBB I HAVE MTHEW CHPPR (RNAV)-STAR	Atlanta
SSM	PAITN Arrival	Chicago
SSM	SSM J101 BAE BDF WELTS SGF RZC FSM RRNET SEEVN (RNAV)-STAR	Dallas/Ft. Worth
SSM	GEP J114 ONL ANCHR (RNAV)-STAR	Denver
SSM	STL J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
SSM	HGOGS BAINY (RNAV)-STAR	Minneapolis/St. Paul
SSM	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis

VIA SYR (Syracuse)

SYR	J59 PSB SHILO V93 BAL	Andrews
SYR	J59 PSB Q71 GEFFS HVQ HLRRY ONDRE (RNAV)-STAR	Atlanta
SYR	SYR J59 PSB Q71 GEFFS HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
SYR	FQM IZZEE TRISH (RNAV)-STAR	Baltimore
SYR	J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR	Charlotte
SYR	GONZZ JOSSY MAULL KODIE CTW TIGRR(RNAV)-STAR	Cincinnati
SYR	GONZZ Q29 KLYNE PXV J131 LIT FEWWWW SEEVN (RNAV)-STAR	Dallas/Ft. Worth
SYR	HAR LRP V210 BUNTS	Dover
SYR	J59 PSB MAPEL (RNAV)-STAR	Dulles
SYR	J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)-STAR	Ft. Lauderdale
SYR	GONZZ Q29 HARES SWB ZEEKK(RNAV)-STAR	Houston
SYR	HNK IGN IGN-STAR	Kennedy
SYR	PSB HAR LRP V210 BUNTS	McGuire
SYR	J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 DEBRL CSTAL(RNAV)-STAR	Miami
SYR	HNK FLOSI Arrival	Newark
SYR	J59 PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)-STAR	Orlando
SYR	J59 PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT(RNAV)-STAR	Orlando
SYR	CFB SPUDS (RNAV)-STAR	Philadelphia
SYR	JHW YNG JESEY (RNAV)-STAR	Pittsburgh
SYR	GONZZ Q29 KLYNE ROD VHP AARCH (RNAV)-STAR	St. Louis
SYR	J59 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa

VIA TAFFY

TAFFY	PQI Q439 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
TAFFY	KJOHN ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
TAFFY	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
TAFFY	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)- STAR	Baltimore

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TAFFY	AJJAY OOSHN (RNAV)-STAR	Boston
TAFFY	PQI Q439 BEEKN Q97 SAWED DFENC Q109 LAANA AMYL U AMYL U (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	TAFFY PUPOV Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
TAFFY	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
TAFFY	KJOHN ALB HYPER (RNAV)-STAR	Dulles
TAFFY	PQI Q439 BEEKN Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
TAFFY	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TAFFY	ENE PARCH Arrival	Kennedy
TAFFY	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
TAFFY	PQI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
TAFFY	KJOHN HANAA FLOSI (RNAV)-STAR	Newark
TAFFY	PQI Q439 BEEKN Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
TAFFY	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TAFFY	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TAFFY	PQI Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
TAFFY	KJOHN ALB V123 TRESA	Stewart
TAFFY	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
TAFFY	KJOHN ALB V489 COATE	Teterboro
TAFFY	KJOHN ALB VALRE-STAR	Westchester

VIA TOPPS

TOPPS	BEEKN Q439 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
TOPPS	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
TOPPS	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
TOPPS	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)- STAR	Baltimore
TOPPS	AJJAY OOSHN (RNAV)-STAR	Boston
TOPPS	BEEKN Q97 SAWED DFENC CUDLE Q135 RAPZZ AMYL U (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	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TOPPS	TOPPS DERDO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit

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WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TOPPS	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
TOPPS	KAYCC KYLOH BAF HYPER (RNAV)-STAR	Dulles
TOPPS	BEEKN Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
TOPPS	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TOPPS	ENE PARCH Arrival	Kennedy
TOPPS	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
TOPPS	BEEKN Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
TOPPS	VIVIL ROGSA URVAS DAXES VIBNU Direct	Montréal/Mirabel
TOPPS	ODBOS OMBRE Arrival	Montréal/Pierre E Trudeau
TOPPS	HANAA FLOSI (RNAV)-STAR	Newark
TOPPS	BEEKN Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
TOPPS	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TOPPS	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TOPPS	BEEKN Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
TOPPS	ALB V123 TRESA	Stewart
TOPPS	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
TOPPS	ALB V489 COATE	Teterboro
TOPPS	YUL LETAK IMEBA Arrival	Toronto
TOPPS	ALB Valre Arrival	Westchester

VIA TUSKY

TUSKY	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
TUSKY	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
TUSKY	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
TUSKY	Q475 COPLY Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
TUSKY	OOSHN OOSHN (RNAV)-STAR	Boston
TUSKY	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU 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

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TUSKY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
TUSKY	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
TUSKY	BOS BAF HYPER Arrival	Dulles
TUSKY	FOXBO RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (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 HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSSH (RNAV)-STAR	Miami
TUSKY	Q475 COPLY BOS NELIE FLOSI(RNAV)-STAR	Newark
TUSKY	FOXBO RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (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 Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
TUSKY	COPLY BOS NELIE T212 TRESA	Stewart
TUSKY	Q475 COPLY Q75 TEUFL BAAMF DADES(RNAV)-STAR	Tampa
TUSKY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
TUSKY	COPLY BOS NELIE VALRE Valre Arrival	Westchester

VIA VANSI

VANSI	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)-STAR	Atlanta
VANSI	SSM WYNDE ARR	Chicago
VANSI	ROSVO 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	ROSVO IMEBA (RNAV) -STAR	Toronto

VIA VITOL

VITOL	JAWZZ Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
VITOL	ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
VITOL	ACK Q430 SAAME J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
VITOL	OOSHN OOSHN (RNAV)-STAR	Boston
VITOL	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR	Charleston, SC
VITOL	ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
VITOL	ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth

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WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VITOL	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
VITOL	JAWZZ Q220 RIFLE Q439 BRIGS SIE	Dover
VITOL	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
VITOL	ACK Q430 RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
VITOL	ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
VITOL	PLYMM PARCH Arrival	Kennedy
VITOL	JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
VITOL	ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
VITOL	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
VITOL	ACK Q430 RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
VITOL	JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
VITOL	ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
VITOL	COPLY BOS NELIE T212 TRESA	Stewart
VITOL	ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)- STAR	Tampa
VITOL	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
VITOL	COPLY BOS NELIE VALRE Valre Arrival	Westchester

VIA WHALE

WHALE	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
WHALE	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)- STAR	Atlanta
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
WHALE	BOS Q75 MXE NUGGY TRISH(RNAV)-STAR	Baltimore
WHALE	OOSHN OOSHN (RNAV)-STAR	Boston
WHALE	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 LAANA AMYLU AMYLU (RNAV)-STAR	Charleston, SC
WHALE	ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

WHALE	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
WHALE	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
WHALE	BOS BAF HYPER Arrival	Dulles
WHALE	ACK Q430 RIFLE HEADI Q97 KALDA Q133 CHIEZ Y291 MAJIK CUUDA (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 HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFESH (RNAV)-STAR	Miami
WHALE	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
WHALE	ACK Q430 RIFLE HEADI Q97 KALDA Q131 ZILLS Y289 BAHAA HIBAC ALYNA (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 Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
WHALE	COPLY BOS NELIE T212 TRESA	Stewart
WHALE	ACK Q430 COPES Q75 TEUFL BAAMF 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 BOBTA TPGUN (RNAV)-STAR	Detroit
YBC	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
YBC	CATOG DIRECT	Montréal/Mirabel
YBC	DEBUS OMBRE Arrival	Montréal/Pierre E Trudeau
YBC	ROSVO ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
YBC	POLTY IMEBA Arrival	Toronto

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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 HOCKE FNT WYNDE ARR	Chicago
YRI	POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
YRI	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVN (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 DIRECT	Montréal/Mirabel
YRI	DEBUS OMBRE Arrival	Montréal/Pierre E Trudeau
YRI	ROSVO ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
YRI	POLTY IMEBA Arrival	Toronto

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
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
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
AGLIN ON.....	48 15.2	89 26.2
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 33.6	77 05.2
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
ALETU NU.....	72 43.4	78 30.9
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
ALNOD BC.....	49 03.1	121 39.3
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
ALSOP NL.....	56 52.0	62 10.0
ALTAG 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
AMAGU SK.....	53 12.9	105 40.4
AMAMA QC.....	52 52.5	66 38.6
AMBRO BC.....	49 59.4	120 21.4

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	A (Cont'd)	(N)LAT	(W)LONG
AMEBO BC		48 52.4	123 17.4
AMEDI BC		49 35.8	119 36.2
AMENA AB		49 32.6	111 53.1
AMENU MB		51 06.1	100 03.2
AMILI QC		60 01.5	70 00.3
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
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
APLIG BC.....		53 00.0	134 00.0
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
ARBBY ON		48 37.5	93 00.5
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
BACMO ON	48 00.0	84 01.0
BAFAL ON	48 55.8	81 54.3
BAJOL BC	49 18.6	123 28.2
BAMPS NT	62 19.3	116 12.0
BAREE QC	48 08.8	69 18.0
BASRA BC	49 15.2	123 00.4
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
BERUS NU	63 00.0	63 00.0
BERUT QC	46 56.1	72 29.2
BESEL ON	47 58.0	84 47.2
BEVEL AB	49 30.0	110 00.0
BEVIX QC	51 41.3	76 08.1
BEWEL ON	42 17.3	80 44.7
BEXOVS 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
BILKI QC	51 12.6	58 39.4
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
BIPLI QC	49 00.4	78 18.4
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
BIVBI BC	49 29.3	126 52.7
BOBBS QC	51 00.1	62 00.0
BOBKI QC	45 25.0	74 25.8
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
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
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

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	B (Cont'd)	(N)LAT	(W)LONG
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
BOXON BC		49 26.8	117 34.5
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
BUBAN ON		44 34.4	79 13.0
BUBIX QC		49 19.7	67 22.5
BUDAG ON		46 37.5	80 47.9
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
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
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

C (Cont'd)	(N)LAT	(W)LONG
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
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
CUDDY NL	56 42.0	57 00.0
CYRIL ON	44 57.2	75 24.2

D	(N)LAT	(W)LONG
DACEY BC	59 33.6	126 04.6
DAFLU ON	42 22.7	82 42.3
DAJIM QC	63 45.4	68 33.4
DAJOR QC	45 20.0	74 05.0
DALDE MB	52 19.1	101 08.8
DANOL NB	45 41.9	67 47.3
DAPAK NU	73 45.0	70 00.0
DAPAL BC	59 55.5	133 07.2
DAPED BC	49 08.9	121 40.6
DAPOP AB	50 52.5	110 00.0
DARUB NU	67 00.0	60 00.0
DARUK SK	50 29.9	102 28.4
DASBI BC	49 29.6	118 03.7
DASIR ON	43 19.3	82 14.9
DASMU BC	48 57.3	124 34.6
DASUG ON	47 34.4	80 49.3
DATAB QC	46 27.8	74 27.5
DATAV AB	51 33.9	112 51.7
DATNO BC	50 03.9	116 08.6
DAVEL AB	53 43.6	113 04.6
DAVII BC	54 38.6	122 28.7
DAVON BC	54 09.1	124 14.4
DAVSI ON	43 42.3	79 13.1
DAXER QC	61 05.0	72 48.0
DAXES QC	45 52.1	73 08.0
DAXEX BC	54 14.1	132 07.4
DAXIR AB	51 22.4	114 41.7
DAXUG QC	45 38.3	71 25.8
DAYSE NB	46 47.7	58 36.4
DEBMA MB	49 14.2	98 00.0
DEDKI ON	43 41.4	78 43.1
DEGMO QC	48 15.1	78 13.7
DEGVA ON	49 54.9	94 55.1
DEKMO NT	88 52.0	141 00.0
DENSO NL	53 35.4	64 14.1
DEPMA BC	54 03.0	123 30.9
DEPMI MB	50 16.5	98 58.2
DEPRI QC	45 57.2	70 15.4
DERDO QC	45 40.8	70 48.2

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	D (Cont'd)	(N)LAT	(W)LONG
DERLO ON		43 04.0	81 05.7
DESDN ON		42 31.4	82 15.4
DESKI ON		45 22.8	76 20.8
DESNV AB		50 02.7	111 11.5
DEXUN NU		79 00.0	72 24.0
DICEN QC		46 48.0	72 17.3
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
DUNOM NB		44 54.2	66 58.2
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
DURLO BC		49 04.3	122 02.9
DUROT ON		43 08.8	79 15.3
DURUR SK		50 40.0	104 53.4
DURVU BC		49 09.0	119 14.0
DUSEN NS		44 59.8	64 11.8
DUSER QC		46 03.8	73 05.9
DUSMA NU		53 42.0	80 00.0
DUSMO MB		54 40.7	101 40.9
DUTEG ON		48 46.4	91 38.3
DUTEL ON		44 40.0	81 17.8
DUTUD ON		46 53.5	81 03.8
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
DUVKI QC		49 43.4	77 44.5
DUXAR BC		56 46.3	129 25.7
DUXIP MB		55 48.3	97 51.7
	E	(N)LAT	(W)LONG
EBDOG QC		47 59.5	78 38.9

E (Cont'd)	(N)LAT	(W)LONG
EBDOT QC	45 05.4	73 34.0
EBGAL AB	50 41.8	113 22.3
EBGIX QC	45 43.5	70 23.8
EBKID NS	44 53.4	65 30.1
EBKOT QC	51 21.7	71 00.0
EBLAL QC	62 25.0	77 55.5
EBLAR AB	53 39.7	112 53.9
EBMOS QC	46 32.9	72 01.0
EBNYR QC	45 45.5	75 23.6
EEVER BC	54 35.0	133 05.9
ELERI (Oceanic)	42 34.5	64 23.4
ELETO MB	49 38.1	96 56.5
ELIDI BC	50 00.4	123 36.9
ELINU QC	51 53.0	65 43.0
ELKIE BC	54 32.7	120 46.5
ELLKS AB	53 16.4	114 41.1
ELNUS NU	78 00.0	75 00.0
ELSIR NL	49 30.0	52 00.0
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 NU	73 10.0	85 48.1
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
ENDBY BC	50 40.7	118 56.3
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
EPRES QC	46 11.8	75 58.4
EPSET BC	58 25.3	130 01.9
EPTOS ON	49 46.2	86 59.1
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
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

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	E (Cont'd)	(N)LAT	(W)LONG
ETMOM MB		50 02.9	99 37.2
EXDEE AB		53 38.6	113 30.8
EXPOS QC		52 00.0	67 00.0

	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
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
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
FOXSE 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

G (Cont'd)	(N)LAT	(W)LONG
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
GOSEP NU	57 58.5	80 00.0
GOSER AB	53 30.0	112 30.0
GOTIP ON	44 57.9	76 57.9
GOVAB MB	49 36.0	99 58.0
GOVAD BC	49 02.8	125 42.3
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
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
GRINS QC	47 17.3	68 07.5
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	(N)LAT	(W)LONG
HABBS ON	45 12.3	74 25.0
HADER BC	49 08.3	123 29.7
HADRI NB	45 36.0	67 05.8
HAGGA ON	42 41.9	81 13.5
HAGLE MB	51 12.6	100 10.0
HANRY BC	54 36.4	131 05.6
HARAS BC	49 16.7	122 02.9
HAVOK ON	43 01.3	81 36.2
HAYDN AB	50 28.0	114 12.9
HEGEL ON	42 34.9	81 29.0
HEIRE BC	50 54.0	123 03.9
HELMO QC	56 00.9	75 00.0
HELVE AB	56 13.6	117 26.9
HEMMI NB	45 03.6	55 32.0
HEMPP AB	51 31.5	114 37.0
HENDY QC	51 07.3	74 14.7
HIDIN BC	54 49.5	120 00.9
HIMEZ ON	41 51.0	82 12.1
HINGE QC	57 24.5	65 00.0
HITOR QC	49 05.1	61 42.0
HOGAR AB	59 21.3	116 39.7
HOIST NL	55 02.0	57 00.0
HOWSE BC	54 09.8	120 10.2

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	H (Cont'd)	(N)LAT	(W)LONG
HOWZR BC		50 32.1	116 16.1
HUMEK BC		50 21.3	119 18.3
HUTON BC		53 51.4	121 41.4

	I	(N)LAT	(W)LONG
IBERG NL		49 00.0	52 00.0
ICHOL ON		42 38.5	80 30.2
ICOLA BC		50 10.2	120 21.1
IDNEY BC		48 38.5	123 24.3
IGROL ON		42 44.1	81 34.7
IGSAS QC		48 01.0	71 16.2
IGSEB ON		43 54.3	77 19.8
IGSOD AB		52 29.5	116 07.7
IGSOM YT		61 22.2	139 02.4
IGSUB ON		47 41.7	79 50.9
IGTAS NS		45 05.0	62 59.4
IGTER QC		46 23.5	71 48.1
IGVEP AB		50 42.5	114 39.5
IGVUD ON		44 50.4	75 28.1
IGVUX AB		52 46.2	112 42.8
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
IKNAL MB		50 14.5	99 58.5
IKNAR QC		47 11.6	74 09.5
IKNAV ON		42 57.7	78 58.1
IKNIX BC		49 15.0	119 14.0
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
ILERO 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
ILUPO YT		61 06.9	135 39.8
ILUSI ON		44 08.8	78 55.9
IMAMA NB		46 44.3	67 46.7
IMEVO NT		67 49.0	115 08.6
IMIXA ON		49 46.7	84 35.5
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

I (Cont'd)	(N)LAT	(W)LONG
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
IRKES ON	48 37.3	93 22.6
IRKON NL	49 10.8	57 27.5
IRLOK NL	54 32.0	57 00.0
ITBIN ON	51 04.0	93 47.6
ITBOT AB	50 38.3	113 29.7
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

J	(N)LAT	(W)LONG
JAAJA ON	42 40.0	81 16.0
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
JINNA AB	54 56.5	118 15.6
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

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	K (Cont'd)	(N)LAT	(W)LONG
KATEN SK.....		49 00.0	106 00.0
KATLO NS.....		45 17.8	63 03.1
KATNO ON.....		43 10.6	82 19.5
KATUB, BC.....		49 07.7	123 46.9
KAVDA AB.....		54 40.6	112 16.7
KAVKI MB.....		49 35.0	97 20.4
KAVMU QC.....		48 31.9	69 54.7
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
KEBMO ON.....		49 47.3	94 21.8
KEDEM SK.....		55 09.1	105 16.0
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
KEKDO YT.....		62 02.3	140 11.7
KEKNA QC.....		50 09.5	65 57.6
KELMU NU.....		59 10.2	80 00.0
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
KENRU MB.....		53 58.3	101 05.5
KENSU NB.....		45 58.5	65 57.2
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 QC.....		45 25.3	70 38.4
KESKA QC.....		45 36.9	74 08.8
KESLU QC.....		47 29.9	70 29.2
KESTA BC.....		49 15.0	121 00.0
KESTI NB.....		45 41.9	67 47.1
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

K (Cont'd)	(N)LAT	(W)LONG
KIROD MB	53 57.5	97 50.6
KISKK BC	55 12.8	120 46.0
KISUK QC	45 53.7	74 55.1
KISUV QC	48 36.7	68 12.5
KITOK ON	43 02.5	81 55.6
KIVAT AB	49 19.3	115 32.4
KIXET BC	49 11.9	123 52.0
KIXIP NT	61 10.8	113 41.4
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
KOBID MB	50 25.3	98 43.4
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
KROFT BC	50 42.1	121 19.2
KURTT (Oceanic)	50 12.0	131 53.1

L	(N)LAT	(W)LONG
LABRE QC	46 45.1	69 56.2
LACTO ON	51 13.3	93 42.1
LAFIT QC	45 18.5	74 23.0
LAKES NL	57 59.9	63 16.0
LANNE BC	49 16.8	122 39.1
LANRK ON	44 56.6	76 23.3
LEATS SK	51 42.5	101 25.2
LEFAL BC	49 42.0	116 49.5
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
LEXEN NB	47 59.5	66 19.8
LEXIG QC	62 10.8	75 40.0
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
LIBUB SK	52 46.1	108 14.7
LIBUT QC	49 04.4	77 46.5
LIDUL BC	53 03.3	122 18.5
LIEKY BC	52 45.2	121 39.3
LINGO (Oceanic)	53 00.0	136 34.4

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	L (Cont'd)	(N)LAT	(W)LONG
LINNG ON		43 18.2	79 21.3
LISVA AB.....		53 42.0	113 32.3
LITGO SK.....		56 08.3	102 56.8
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
LOKBO BC.....		51 00.1	125 21.8
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
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
MALTN ON.....		43 43.1	79 40.4
MANJO (Oceanic).....		52 00.0	135 27.4
MAPEM ON.....		43 36.5	80 13.0
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
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

M (Cont'd)	(N)LAT	(W)LONG
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
MERNU QC	53 00.5	78 49.5
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
MITIG QC	45 27.5	73 55.8
MITOB MB	56 51.9	101 04.6
MITOM BC	58 19.2	131 32.0
MITOV NU	68 37.6	95 51.5
MIVAD NL	47 40.8	54 09.1
MIVAX QC	47 26.4	70 09.6
MIVIP NB	47 37.8	65 44.4
MIVOK ON	44 21.6	77 35.3
MIXAK QC	47 14.5	76 54.9
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 30.4	133 01.3
MODAS QC	48 17.8	68 43.6
MODEN 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
MOONN ON	42 22.2	82 27.1
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

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	M (Cont'd)	(N)LAT	(W)LONG
MUNBO NL.....		52 07.5	64 48.0
MUPTO AB.....		50 37.9	114 32.2
MURLO NL.....		44 05.4	55 55.7
MURNU BC.....		49 52.6	125 53.8
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 00.3	73 33.5
MUTUR SK.....		51 15.9	102 27.7
MUVOX NS.....		44 51.9	64 12.2
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
NAGLO BC.....		49 37.8	127 13.7
NAGNO QC.....		46 42.2	77 28.5
NAKBI (Oceanic).....		52 00.3	133 44.0
NAKBU ON.....		46 21.1	82 33.7
NAKTO NT.....		61 41.7	115 06.1
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
NANSA NU.....		73 00.4	85 02.8
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

N (Cont'd)	(N)LAT	(W)LONG
NOTEX 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
NUBAM ON	47 57.0	84 49.4
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 34.0	67 16.0
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	115 17.7
OBRET QC	47 00.0	74 24.5
OBRON QC	45 57.3	73 16.0
OBSAT QC	51 20.0	69 30.0
OBTAD AB	51 35.8	113 45.2
OBTAG AB	56 17.8	112 40.7
OBTAX QC	45 41.7	73 16.1
OBTEK QC	46 47.4	71 17.0
OBTOT BC	49 12.5	122 40.7
OBTUP AB	55 17.6	114 46.6
OBVAN QC	49 05.3	68 34.5
ODBOS QC	45 55.5	70 50.8
ODGOV SK	50 35.9	105 25.7
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

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O (Cont'd)	(N)LAT	(W)LONG
OMLUK AB	51 31.1	114 41.2
OMPOG QC	48 31.0	66 20.0
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 50.0
OMVAN YT	60 10.4	132 44.5
OMVEG ON	50 06.8	91 54.3
OMVEV NB	46 02.0	65 47.2
OMVIN BC	48 49.0	124 04.4
ONBOS AB	51 36.6	112 39.6
ONDET AB	54 36.3	118 12.0
ONDOB 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
OTLUR MB	49 54.6	97 14.4
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
OTPAN QC	52 13.8	78 31.1
OTPUT QC	46 52.3	71 16.9
OTRAN MB	50 46.4	100 01.3
OTVAD AB	50 54.8	114 57.2
OVATA SK	52 06.0	108 00.0
OVATU AB	58 29.5	119 24.4
OVBAG ON	49 08.0	86 13.0
OVBES NU	87 00.0	60 00.0
OVIKI NB	47 00.3	65 27.4
OVORA ON	48 44.6	86 19.7
OVUNI QC	48 18.4	78 31.6
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
PELSU QC	46 53.1	76 34.8
PELTU NL	52 06.0	55 10.0
PELVA AB	54 00.0	114 40.0
PEMDU SK	49 00.2	108 29.9
PEMLU ON	50 47.0	80 00.0

P (Cont'd)	(N)LAT	(W)LONG
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
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
PETLI BC	49 19.0	119 37.0
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 ON	44 38.5	77 45.3
PEVTO QC	48 28.7	68 30.2
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
PILSA BC	49 49.2	124 24.8
PINTE QC	46 26.7	70 03.0
PNASK BC	49 45.4	119 58.1
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
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
PUVAX AB	55 27.5	112 07.5
PUVOK QC	54 48.9	66 45.3
PUXER QC	45 24.0	72 51.3
PUXIN BC	51 20.7	130 45.3
PUXOP NB	45 56.7	66 26.4

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	Q	(N)LAT	(W)LONG
QUBIS NB		47 32.0	67 46.0
	R	(N)LAT	(W)LONG
RABAV ON		51 17.5	80 36.4
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
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
ROBBE QC		51 08.6	70 00.0
RODBO NU		60 05.0	65 10.0
RODKU AB		52 06.7	113 23.6
ROGSA QC		46 07.4	71 41.7
ROGVU QC		48 51.1	68 12.9
ROLBU BC		48 53.0	125 21.8
ROLKO QC		50 16.9	63 36.7
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
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
ROSVO ON		45 35.4	77 28.8
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

	R (Cont'd)	(N)LAT	(W)LONG
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
SATAX NU		72 41.4	77 58.1
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
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
SENRI BC		49 19.0	124 01.1
SENSA BC		49 23.2	121 25.5
SENV NS		44 44.0	64 09.9
SERBO NL		52 06.1	60 43.0
SESDA AB		51 11.3	113 13.1
SETGA AB		51 51.5	115 13.4
SETGO ON		45 16.1	81 36.2
SETVO QC		46 21.5	77 31.0
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

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	S (Cont'd)	(N)LAT	(W)LONG
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
SPUZZ BC		49 46.5	121 23.8
SPYSR BC.....		53 40.8	130 11.4
SSUNN ON.....		41 57.6	82 33.1
STAFE ON.....		48 27.0	81 04.4
STAHL BC		54 43.0	121 25.2
STAVE BC		49 24.1	122 20.9
STIGS AB		49 00.0	113 34.4
STUMM BC.....		50 21.2	119 50.9
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
SUTUL ON.....		43 31.6	78 57.1
SUVAK BC.....		50 34.9	119 12.9
SUVDI NU.....		63 20.8	90 43.9
SUXEG AB.....		55 13.8	111 58.0

	T	(N)LAT	(W)LONG
TABVU BC		49 40.7	125 51.0
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
TAKOM BC		49 48.6	119 37.8
TALEB ON.....		44 01.0	78 23.3
TALGO (Oceanic).....		44 10.0	52 26.0

T (Cont'd)	(N)LAT	(W)LONG
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
TUDOX AB	50 07.4	111 12.7
TUFAX QC.....	46 36.5	75 24.7
TUGUB NB.....	45 58.7	67 46.9
TUKAD MB.....	49 09.0	95 53.5
TUKIR ON.....	45 15.1	76 14.3
TUKUL BC.....	49 29.3	119 36.1
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

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T (Cont'd)		(N)LAT	(W)LONG
TUSKY NS		43 33.9	67 00.0
U			
UBTEV QC		48 44.8	65 02.0
UBTIX ON		47 00.0	77 50.0
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 56.7	78 55.1
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
UKROX ON		43 36.8	79 23.1
UKSAP AB		50 56.7	114 44.9
UKSAR AB		56 46.5	111 59.4
UKSIL QC		53 37.5	77 42.2
ULAMO ON		47 54.0	81 31.0
ULBOD NU		62 50.9	69 52.6
ULBUX QC		47 31.3	77 10.9
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
URLEG BC		49 29.4	118 08.2
URPUX AB		52 39.9	116 12.0
URSOD MB		50 06.5	98 41.5
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		51 29.5	76 00.0
VARSY BC		49 17.2	123 17.1
VEELA ON		42 07.6	82 45.0
VEPTU QC		54 38.0	75 00.0
VERCH QC		58 12.9	65 00.0
VERDO ON		43 46.3	78 46.0
VERTI ON		45 15.0	74 50.5
VERTU QC		51 30.3	59 45.4
VESDO AB		49 58.7	111 19.1
VESGO AB		54 40.0	111 30.0
VESMI NL		57 58.0	58 00.0
VESRU ON		49 49.9	92 44.6
VETBI AB		51 12.1	113 25.4
VETGI BC		51 00.5	125 50.0
VETRO ON		50 12.0	80 00.0
VEVSU QC		45 15.3	73 19.3

V (Cont'd)	(N)LAT	(W)LONG
VIBGA BC	48 55.8	124 51.5
VIBNU QC	45 53.3	73 31.6
VIBRU ON	44 20.4	76 01.3
VIBTA BC	48 57.9	121 29.6
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 28.4	67 29.7
VIGMA NS	44 20.5	66 38.6
VIGNA BC	48 55.6	124 29.6
VIGRO QC	47 00.0	71 51.3
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
VINDI QC	45 40.3	70 31.2
VINKO AB	50 57.8	110 00.0
VINSI NL	47 53.9	57 22.0
VIPDI NU	66 31.2	86 13.5
VIPKA QC	52 13.9	67 58.7
VIPRI ON	43 40.6	79 10.1
VIPVA AB	54 07.8	112 43.1
VIRKA QC	45 03.8	73 16.4
VIRPU YT	62 24.5	140 51.7
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
VIXOR BC	48 43.6	123 29.1
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
VOBUN YT	61 11.9	135 16.4
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
VOLOX BC	50 41.0	120 20.1
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 32.1	80 46.7
WALSH AB	50 03.6	110 00.0
WALUP BC	53 47.6	120 34.2

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	W (Cont'd)	(N)LAT	(W)LONG
WASEN BC		51 34.7	117 13.0
WELLF BC		50 54.5	116 36.1
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
WNGNT ON		42 27.0	82 19.6
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
XOVON MB		51 00.0	100 00.0
XUDEV QC		50 12.5	66 40.5
XULDU NU		74 43.0	94 58.2
	Y	(N)LAT	(W)LONG
YAROW BC		50 27.6	121 23.3
YARRK ON		42 31.4	81 16.1
YOUNG SK		51 51.3	105 06.4
	Z	(N)LAT	(W)LONG
ZOMTA MB		49 00.0	097 07.9

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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

D4 RADIO NAVIGATION AND COMMUNICATIONS

VOR FACILITIES WITH REDUCED SERVICE VOLUMES

Service volume is the volume of airspace where a VOR provides an accurate signal which is protected from co-channel interference from other VORs.

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.

VORs with additional reduced service volumes due to signal accuracy or co-channel interference appear in the following table:

Location	Service volume	VOR frequency
Coehill ON / VIE	VOR VOR signal may be inaccurate: 070° cw to 170° 80 NM	115.1 MHz
Whitehorse YT / YXY	VOR R-076 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	Freq/Ch	(N)Lat	(W)Long	Elev	Var/ Dec
			(Aux Code)				
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		
Angissoq, Gnd.	NDB	AS	318(L)	59 59 00	45 10 00		
Bermuda, Bermuda	VORTAC	BDA	113.9/86	32 21 51	64 41 22		
Bjargtangar, Iceland	NDB	BT	287.3	65 30 10	24 32 00		
Broadview, SK	DME	YDR	117.5/122	50 21 47	102 32 25	2024	
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, Gnd.	NDB	CH	265(L)	68 49 30	51 12 30		
Coehill, ON	VOR	VIE	115.1/98	44 39 39	77 53 17		12W
Delta, MB	NDB	UDE	269(L)	50 09 59	98 18 26		4E
Egedesminde, Gnd.	NDB	EM	215(L)	68 42 36	52 50 36		
Ellidavatn, Iceland	NDB	EL	335(M)	64 04 48	21 46 26		
Enderby, BC	DME	YNY	99	50 40 40	118 56 20	6647	16E
Flores, Azores	NDB	FLO	270(M)	39 26 37	31 09 49		
Frederikshaab, Gnd.	NDB	FH	331(L)	61 59 50	49 39 07		
Gardur (Husavik), Iceland	NDB	GA	377(L)	65 52 41	17 27 50		
Gjogur, Iceland	NDB	GJ	340	65 59 49	21 20 15		
Godhavn, Gnd.	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		
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		
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		
Holmavik, Iceland	NDB	HK	366	65 38 38	21 28 46		
Holsteinsborg, Gnd.	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, Gnd.	NDB	JV	367(L)	69 14 34	51 04 40		
Ilulissat, Gnd.	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		
Julianehaab, Gnd.	NDB	JH	265(L)	60 43 30	46 02 00		
Kangerlussuaq, Gnd.	DME	ISF	109.55/32Y	67 01 07	50 40 56		
Killaloe, ON	DME	YXI	115.6/103	45 39 47	77 36 10		12W
Kopasker, Iceland	NDB	KP	400(L)	66 18 08	16 27 00		
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		
Marmorilik, Gnd.	NDB	MAR	322(L)	71 07 41	51 13 21		
Miquelon, France	NDB	MQ	402 (L)	47 05 51	56 23 09		21W
Nanortalik, Gnd.	NDB	NN	270(L)	60 08 45	45 15 20		
Narsaq, Gnd.	NDB	NS	404(L)	60 53 54	46 00 46		

D6 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY LOCATION (Cont'd)

Name	Type	Indicator	Freq/Ch	(N)Lat	(W)Long	Elev	Var/ Dec
			(Aux Code)				
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		
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, Gnd.	NDB	OZN	372(H)	60 03 32	43 09 49		
Raufarhofn, Iceland	NDB	RG	301.1(M)	66 27 12	15 57 12		
Reykholt, Iceland	NDB	RH	325(L)	64 39 52	21 17 35		
Reykjanes, Iceland	NDB	RN	291.9(M)	63 48 53	22 42 53		
Reykjaneskoli, Iceland	NDB	RE	316(M)	65 55 37	22 25 55		
Rif, Iceland	NDB	RF	330	64 54 42	23 49 24		
Saguenay, QC	VOR/DME	VBS	114.2/89	48 01 02	71 16 09	2918	17W
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, Gnd.	NDB	SC	343(M)	70 29 12	21 57 36		
Skagata, 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
Upernavik, Gnd.	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.

Classification for NAV CANADA-owned DME:

L = Low power (typically used within 40NM range)

U= Unrestricted range (suitable for extended high altitude use)

RADIO NAVIGATION AIDS BY INDICATOR

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
A					
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, Gnd, NDB.....	59 59.0	45 10.0		
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		
BR	Brandon, MB, NDB	49 54.5	100 04.4	7E	
BR	Breidavag, Iceland, NDB	65 20.0	14 22.4		
BT	Bjartangar, Iceland, NDB.....	65 30.2	24 32.0		
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		
CH	Christianshaab, Gnd, NDB	68 49.5	51 12.5		
CI	Koloe, MI, NDB	46 19.9	84 32.5	6W	
D					
DA	Dawson City, YT, NDB	64 01.7	139 10.1	19E	
DA	Kulusuk, Gnd, 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	
D3	Ponoka Indus, AB, NDB	52 41.0	113 36.4	14E	
E					
EB	Namao, AB, NDB	53 40.1	113 27.6	14E	
EG	Egilsstadir, Iceland, NDB	65 13.9	14 27.3		
EL	Ellidavagn, Iceland, NDB	64 04.8	21 46.4		
EM	Egedesminde, Gnd, 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	

D8 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ CLASS DEC
F				
FC	Fredericton, NB, NDB	45 55.0	66 36.0	17W
FH	Frederikshaab, Gnd, 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
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	Godthaab, Gnd, NDB	64 10.9	51 45.3	
GJ	Gjogur, Iceland, NDB	65 59.8	21 20.3	
GN	Godhavn, Gnd, NDB	69 14.7	53 32.0	
GN	Godhavn, Gnd, DME	64 11.4	51 41.0	
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 (Kuujuarapik), QC, NDB	55 17.1	77 45.1	16W
H				
HA	Hofsa, Iceland, NDB	65 37.8	15 02.5	
HB	Holsteinsborg, Gnd, NDB	66 56.2	53 42.3	
HE	Hope, BC, NDB	49 23.2	121 25.5	17E
HE	Hegranes, 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	Hornafjorður, 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	
I				
IBL	Campbell River, BC, DME	49 57.3	125 16.8	20E L
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 L
IBX	Lourdes-de-Blanc-Sablon, QC, DME	51 27.0	57 10.9	23W L
ICD	Nanaimo, BC, DME	49 03.6	123 52.1	L
IDC	Fredericton, NB, DME	45 51.8	66 32.9	21W L
IDF	Deer Lake, NL, DME	49 12.9	57 23.2	L
IDP	Toronto, ON, DME	43 39.7	79 37.2	10W L
IEV	Inuvik, NT, DME	68 18.2	133 29.9	31E L
IFB	Iqaluit, NU, DME	63 45.0	68 32.7	34W L
IFZ	Vancouver, BC, DME	49 11.0	123 09.9	19E L

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
IGY	Calgary, AB, DME	51 07.5	114 02.0		L
IHD	Dryden, ON, DME	49 50.1	92 45.0	0	L
IHU	St-Hubert, QC, DME	45 31.4	73 24.5	15W	L
IHZ	Halifax, NS, DME	44 53.6	63 30.8	19W	L
IIF	St-Augustin, QC, DME	51 12.2	58 39.3	23W	L
IJS	Toronto, ON, DME	43 39.7	79 37.2	10W	L
IKA	Kamloops, BC, DME	50 42.2	120 27.7		L
IKH	Victoria, BC, DME	48 39.2	123 26.1	19E	L
IKZ	Buttonville, ON, DME	43 51.4	79 21.8	11W	L
ILG	Calgary, AB, DME	51 08.7	113 59.3		L
ILW	Kelowna, BC, DME	49 57.8	119 22.6	18E	L
IMJ	Moose Jaw, SK, DME	50 19.9	105 33.8	12E	
IMK	Vancouver, BC, DME	49 11.8	123 12.0	19E	L
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	L
IOA	Montreal, QC, DME	45 27.6	73 44.3	15W	L
IOW	Ottawa, ON, DME	45 18.8	75 40.0	14W	L
IPR	Prince Rupert, BC, DME	54 17.4	130 27.0	22E	L
IQH	Watson Lake, YT, DME	60 07.1	128 49.8	25E	L
IQX	Gander, NL, DME	48 57.0	54 33.6	22W	L
IRB	Resolute Bay, NU, DME	74 42.7	94 57.6	35W	L
IRD	Vancouver, BC, DME	49 12.1	123 09.8	19E	L
IRF	Calgary, AB, DME	51 06.8	113 59.3		L
IS	Isafjordur, Iceland, NDB	66 05.8	23 02.8		
ISF	Kangerlussuaq, Gnd, DME	67 01.1	50 40.9		
ISO	St. John's, NL, DME	47 37.4	52 44.4		L
ISR	Fort Mackay/Firebag, AB, DME	57 16.1	110 58.5		
ITF	Alma, QC, DME	48 30.2	71 37.8	18W	L
ITH	Thompson, MB, DME	55 47.9	97 52.3	5E	L
ITL	Vancouver, BC, DME	49 12.3	123 11.8	19E	L
ITO	Toronto, ON, DME	43 40.2	79 38.1	10W	L
ITZ	Toronto City, ON, DME	43 37.6	79 24.0	11W	L
IUL	Montreal, QC, DME	45 27.9	73 45.8	15W	L
IUY	Rouyn, QC, DME	48 12.7	78 49.1	13W	L
IVL	Edmonton/Villeneuve, AB, DME	53 40.4	113 50.6		L
IVR	Vancouver, BC, DME	49 11.3	123 12.0	19E	L
IWK	Wabush, NL, DME	52 55.1	66 51.6		L
IXC	Cranbrook, BC, DME	49 37.1	115 46.9	17E	L
IXS	Prince George, BC, DME	53 53.8	122 40.3		L
IXT	Terrace, BC, DME	54 27.7	128 35.3	22E	L
IXY	Whitehorse/Erik Nielsen Intl, YT, DME	60 42.3	135 03.7		L
IYC	Calgary, AB, DME	51 06.0	114 01.4	18E	L
IYE	Fort Nelson, BC, DME	58 50.1	122 36.7		L
IYF	Penticton, BC, DME	49 27.2	119 36.2	18E	L
IYQ	Churchill, MB, DME	58 44.9	94 04.9	1W	L
IZT	Port Hardy, BC, DME	50 40.6	127 21.2	20E	L

J

JA	Ilulissat, Gnd, DME	69 14.5	51 04.0		
JAN	Jan Mayen, Norway, NDB	70 56.7	8 40.2		
JH	Julianehaab, Gnd, NDB	60 43.5	46 02.0		
JV	Ilulissat, Gnd, NDB	69 14.6	51 04.7		

D10 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
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		
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
L					
LA	Langholt, Iceland, NDB	65 34.6	19 29.3		
LAJ	Lajes, Azores, TACAN	38 42.8	27 06.9		
LM	Lajes, Azores, VOR	38 47.0	27 06.3		
LT	Alert, NU, NDB	82 31.6	62 12.7		56W
LW	Kelowna, BC, NDB	50 03.7	119 25.0		15E
L4	Nipawin, SK, NDB	53 20.1	104 00.5		9E
M					
MA	Malarrif, Iceland, NDB	64 43.7	23 48.5		
MA	Mayo, YT, NDB	63 37.7	135 53.7		20E
MAR	Marmorilik, Gnd, NDB	71 07.7	51 13.3		
MB	Mill Bay (Victoria Intl), BC, NDB	48 40.3	123 32.2		16E
MGL	Sao Miguel, Azores, NDB	37 44.0	25 35.0		
MLP	Mullan Pass, ID, VOR/DME	47 27.4	115 38.7		20E
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, Gnd, 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 U
NF	Nordfjordur, Iceland, NDB	65 08.0	13 44.6		
NI	Assiniboia, SK, NDB	49 43.7	105 57.0		9E
NN	Nanortalik, Gnd, NDB	60 08.7	45 15.3		
NQ	Narsarsuaq, Gnd, DME	61 09.7	45 24.6		33W
NS	Narsaq, Gnd, 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		

RADIO NAVIGATION AND COMMUNICATIONS D11

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ CLASS DEC
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
OW	Ottawa, ON, NDB	45 21.6	75 33.7	14W
OZN	Prins Christian Sund, Gnd, NDB	60 03.5	43 09.8	
P				
PA	Patreksfjordur, Iceland, NDB	65 33.5	23 58.3	
PAE	Paine (Snohomish Co (Paine Fid)), WA, VOR/DME	47 55.2	122 16.7	20E
PG	Portage (Southport), MB, NDB	49 50.5	98 10.8	4E
PR	Prince Rupert, BC, NDB	54 15.8	130 25.4	19E
Q				
QG	Windsor, ON, NDB	42 18.8	82 52.1	7W
QM	Moncton, NB, NDB	46 06.6	64 34.9	18W
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
R				
RB	Resolute Bay, NU, NDB	74 44.8	94 59.7	27W
RE	Reykjaneskoli, 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	Reykholt, Iceland, NDB	64 39.9	21 17.6	
RJ	Roberval, QC, NDB	48 32.7	72 17.7	16W
RK	Reykjavik, Iceland, NDB	64 09.1	22 01.8	
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, Gnd, 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, Gnd, NDB	66 58.1	50 56.7	
SJ	Saint John, NB, NDB	45 23.5	65 49.1	17W
SM	Skagata, Iceland, NDB	66 07.2	20 06.2	
SMA	Santa Maria, Azores, NDB	36 59.8	25 10.6	
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), Gnd, 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
T				
TH	Thorshofn, Iceland, NDB	66 15.1	15 16.1	
THT	Thule, Gnd, 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	

D12 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
U					
UAW	Shearwater, NS, TACAN	44 38.0	63 30.0	19W	
UDE	Delta, MB, NDB	50 10.0	98 18.4	4E	
ULT	Alert, NU, TACAN	82 31.0	62 18.7	(True)	
UOD	Cold Lake, AB, TACAN	54 24.5	110 17.8	13E	
UP	Upernavik, Gnd, 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	U
VBS	Saguenay, QC, VOR/DME	48 01.0	71 16.2	17W	U
VE	Vellir, Iceland, NDB	65 10.8	14 32.8		
VIE	Coehill, ON, VOR	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	U
VLV	Beauce (St-Georges), QC, DME	45 55.5	70 50.8	15W	U
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		
V2	Humboldt, SK, NDB	52 10.5	105 07.5	10E	
W					
WC	White Rock (Abbotsford), BC, NDB	49 00.2	122 45.0	16E	
WT	Waterloo, ON, DME	43 27.5	80 22.8	8W	U
W7	Pabok (Du Rocher-Percé), QC, NDB	48 22.9	64 33.8	18W	
X					
XBG	Bagotville, QC, TACAN	48 19.8	70 59.7	18W	
XC	Cranbrook, BC, NDB	49 41.0	115 47.0	17E	
XE	Saskatoon, SK, NDB	52 11.4	106 48.8	10E	
XH	Medicine Hat, AB, NDB	50 00.8	110 48.0	12E	
XL	Sioux Lookout, ON, DME	50 07.1	91 53.9	1W	U
XT	Terrace, BC, NDB	54 22.5	128 35.1	19E	
XX	Abbotsford, BC, NDB	49 00.9	122 29.3	17E	
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	CLASS
Y					
YAS	Kangirsuk, QC, NDB.....	60 01.5	70 00.3	23W	
YAY	St. Anthony, NL, VOR/DME	51 23.6	56 05.0	21W	U
YAZ	Tofino, BC, NDB	49 02.8	125 42.3	16E	
YBC	Baie-Comeau, QC, VOR/DME	49 08.0	68 13.3	18W	U
YBG	Bagotville, QC, NDB	48 20.0	71 08.8	18W	
YBK	Baker Lake, NU, VOR/DME	64 19.3	96 06.3	(True)	U
YBL	Campbell River, BC, NDB	50 00.4	125 21.5	18E	
YBR	Brandon, MB, VOR/DME	49 54.6	99 56.7	5E	U
YCB	Cambridge Bay, NU, VOR/DME	69 07.1	105 10.4	(True)	U
YCD	Nanaimo, BC, NDB	49 07.7	123 52.3	16E	
YCF	Campbellford, ON, DME.....	44 20.0	77 42.3		U
YCO	Coppermine (Kugluktuk), NU, NDB	67 49.3	115 05.9		
YCY	Clyde River, NU, NDB	70 29.1	68 31.6		
YDC	Princeton, BC, VOR/DME	49 22.9	120 22.4	16E	U
YDF	Deer Lake, NL, VOR/DME	49 14.0	57 12.8	18W	U
YDL	Dease Lake, BC, NDB	58 27.2	129 59.8	21E	
YDP	Nain, NL, NDB	56 32.0	61 41.5	24W	
YDR	Broadview, SK, DME	50 21.8	102 32.4		U
YEA	Empress, AB, DME	50 55.6	109 59.4	12E	U
YEE	Midland, ON, DME	44 34.9	79 47.6		U
YEG	Edmonton, AB, VOR/DME	53 11.1	113 52.0	15E	U
YEK	Arviat, NU, NDB	61 05.9	94 04.1		
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	U
YEX	Edmonton, AB, DME	53 18.2	113 35.6		U
YFB	Frobay (Iqaluit), NU, VOR	63 44.5	68 28.4	28W	
YFC	Fredericton, NB, VOR/DME	45 53.7	66 25.1	18W	U
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	U
YFY	Frobay (Iqaluit), NU, NDB	63 44.0	68 32.9	27W	
YGH	Fort Good Hope, NT, DME	66 14.2	128 37.4	20E	U
YGI	Grande Prairie, AB, DME	55 10.5	118 52.9		U
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	U
YGP	Gaspe, QC, VOR/DME	48 45.8	64 24.3	19W	U
YGQ	Geraldton, ON, VOR/DME	49 46.2	86 59.1	5W	U
YGR	Grindstone (Îles-de-la-Madeleine), QC, DME.....	47 25.8	61 46.4	20W	U
YGU	Gillam, MB, DME	56 21.4	94 42.2	1E	U
YGX	Gillam, MB, NDB	56 21.2	94 42.0	1E	
YHY	Hay River, NT, VOR/DME	60 50.2	115 48.2	17E	U
YHZ	Halifax, NS, VOR/DME	44 55.4	63 24.1	18W	U
YIK	Ivujivik, QC, NDB	62 24.8	77 55.5	21W	
YIL	Island Lake, MB, DME	53 51.2	94 39.2	1E	U
YIO	Pond Inlet, NU, NDB	72 41.6	77 57.1		
YIV	Island Lake, MB, NDB	53 51.2	94 39.2	1E	
YJI	Broughton (Qikiqtarjuaq), NU, NDB	67 33.7	64 01.1		
YJQ	Bella Bella, BC, NDB	52 11.1	128 06.8	19E	
YKJ	Key Lake, SK, DME	57 10.0	105 50.5	10E	U
YKQ	Waskaganish, QC, NDB	51 29.2	78 44.7	14W	
YLL	Lloydminster, AB, NDB	53 18.8	110 05.0	12E	
YLZ	Pickle Lake, ON, DME	51 26.6	90 13.4	3W	U
YMH	Mary's Harbour, NL, NDB	52 18.9	55 49.9	21W	

D14 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
Y (Cont'd)					
YMJ	Moose Jaw, SK, VORTAC	50 19.9	105 33.8	10E	
YMM	Fort McMurray, AB, VOR/DME	56 38.9	111 07.3	14E	U
YMO	Moosonee, ON, VOR/DME	51 17.5	80 36.4	13W	U
YMT	Chiboo (Chapais), QC, DME	49 48.0	74 29.7	17W	U
YNA	Natash, QC, VOR/DME	50 11.0	61 46.9	18W	U
YNE	Norway House, MB, NDB	53 58.3	97 50.4	3E	
YNY	Enderby, BC, DME	50 40.7	118 56.3	16E	U
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	U
YOW	Ottawa, ON, VOR/DME	45 26.5	75 53.8	14W	U
YPA	Prince Albert, SK, VOR/DME	53 13.0	105 40.0	10E	U
YPC	Paulatuk, NT, NDB	69 21.1	124 04.5		
YPE	Peace River, AB, VOR/DME	56 12.4	117 30.7	17E	U
YPG	Portage (Southport), MB, VOR/DME	49 54.0	98 16.0	4E	
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	
YPX	Puvirnituq, QC, NDB & DME	60 03.5	77 17.8	20W	U
YQB	Quebec, QC, VORTAC	46 42.3	71 37.6	16W	
YQD	The Pas, MB, DME	53 58.4	101 06.0		U
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	U
YQI	Yarmouth, NS, DME	43 49.5	66 04.9		U
YQL	Lethbridge, AB, VOR/DME	49 38.1	112 40.1	11E	U
YQM	Moncton, NB, VOR/DME	46 11.3	64 34.3	18W	U
YQO	Quebec, QC, DME	46 47.8	71 23.6		U
YQT	Thunder Bay, ON, VOR/DME	48 15.2	89 26.2	4W	U
YQU	Grande Prairie, AB, VOR/DME	55 10.5	119 01.8	17E	U
YQV	Yorkton, SK, DME	51 15.9	102 28.1	7E	U
YQX	Gander, NL, VOR/DME	48 54.0	54 32.1	20W	U
YQY	Sydney, NS, VOR/DME	46 09.2	60 03.4	19W	U
YR	Goose, NL, NDB	53 20.3	60 22.0	21W	
YRB	Resolute Bay, NU, VOR/DME	74 43.7	94 55.4	(True)	U
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	U
YRM	Rocky Mtn. House, AB, VOR/DME	52 30.1	115 19.4	16E	U
YRQ	Trois-Rivieres, QC, NDB	46 22.2	72 39.9	16W	
YRT	Rankin Inlet, NU, VOR/DME	62 48.8	92 07.0	(True)	U
YRX	Regina, SK, DME	50 26.2	104 40.2		U
YSB	Sudbury, ON, DME	46 37.8	80 47.9	10W	U
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	U
YSM	Fort Smith, NT, VOR/DME	60 01.2	111 58.2	15E	U
YSP	Marathon, ON, DME	48 44.6	86 19.7		U
YSR	Saskatoon, SK, DME	52 10.8	106 42.8		U
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	U
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	L

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
Y (Cont'd)					
YTR	Trenton, ON, NDB	44 11.6	77 24.2	12W	
YTS	Timmins, ON, VOR/DME	48 34.3	81 22.2	10W	U
YUL	Montreal, QC, VOR/DME	45 36.9	73 58.3	16W	U
YUX	Hall Beach, NU, VOR/DME	68 46.7	81 14.4	(True)	U
YUY	Rouyn, QC, NDB	48 10.4	78 56.3	13W	
YVC	La Ronge, SK, VOR/DME	55 09.5	105 16.0	10E	U
YVO	Val-d'Or, QC, VOR/DME	48 10.5	77 49.2	14W	U
YVP	Kujack (Kuujuaq), QC, VOR/DME	58 05.8	68 25.6	23W	U
YVQ	Norman Wells, NT, VOR/DME	65 15.9	126 43.4	19E	U
YVR	Vancouver, BC, VOR/DME	49 04.6	123 08.9	17E	U
YVV	Warton, ON, VOR/DME	44 44.7	81 06.3	8W	U
YWA	Petawawa, ON, NDB	45 53.7	77 16.3	13W	
YWB	Westbank (Kelowna), BC, NDB	49 48.6	119 37.8	15E	
YWI	Winnipeg, MB, DME	49 53.9	97 14.6	3E	U
YWG	Winnipeg, MB, VORTAC	49 55.7	97 14.4	3E	
YWK	Wabush, NL, VOR/DME	52 57.6	66 51.2	19W	U
YWL	Williams Lake, BC, VOR/DME	52 14.2	122 10.1	18E	U
YWY	Wrigley, NT, DME	63 11.1	123 21.8	21E	U
YXC	Cranbrook, BC, VOR/DME	49 33.3	116 05.3	16E	U
YXE	Saskatoon, SK, VORTAC	52 10.9	106 43.2	11E	
YXI	Killaloe, ON, DME	45 39.8	77 36.2	12W	U
YXJ	Fort St. John, BC, VOR/DME	56 17.1	120 53.7	18E	U
YXL	Sioux Lookout, ON, NDB	50 07.1	91 53.9	1W	
YXP	Pangnirtung, NU, NDB	66 08.6	65 42.4		
YXS	Prince George, BC, VOR/DME	53 53.7	122 27.3	18E	U
YXU	London, ON, VOR/DME	43 02.3	81 08.9	8W	U
YXY	Whitehorse, YT, VOR/DME	60 37.1	135 08.3	18E	U
YXZ	Wawa, ON, VOR/DME	47 57.0	84 49.4	6W	U
YYB	North Bay, ON, VOR/DME	46 21.8	79 26.2	11W	U
YYC	Calgary, AB, VOR/DME	51 06.9	113 52.9	15E	U
YYD	Houston, BC, VOR/DME	54 27.1	126 39.1	17E	U
YYE	Fort Nelson, BC, VOR/DME	58 53.5	123 01.0	19E	U
YYG	Charlottetown, PE, VOR/DME	46 17.9	63 07.2	18W	U
YYH	Taloyoak, NU, NDB	69 32.5	93 31.5		
YYJ	Victoria, BC, VOR/DME	48 43.6	123 29.1	17E	U
YYL	Lynn Lake, MB, VOR/DME	56 51.8	101 04.5	7E	U
YYN	Swift Current, SK, VOR/DME	50 17.8	107 41.5	12E	U
YYQ	Churchill, MB, VOR/DME	58 44.5	94 08.1	3W	U
YYR	Goose, NL, VOR/DME	53 19.2	60 17.7	21W	U
YYT	Torbay (St. John's Intl), NL, VOR/DME	47 29.1	52 51.1	17W	U
YYY	Mont-Joli, QC, DME	48 36.7	68 12.5		U
YYZ	Toronto, ON, VOR/DME	43 39.5	79 37.9	10W	U
YZF	Yellowknife, NT, VOR/DME	62 27.9	114 26.2	17E	U
YZP	Sandspit, BC, VOR/DME	53 15.1	131 48.4	19E	U
YZS	Coral Harbour, NU, NDB	64 08.9	83 18.3		
YZT	Port Hardy, BC, VOR/DME	50 41.1	127 22.0	16E	U
YZU	Whitecourt, AB, VOR/DME	54 08.7	115 47.8	13E	U
YZV	Sept-Iles, QC, VOR/DME	50 13.9	66 16.4	20W	U
YZX	Greenwood, NS, NDB	44 55.4	65 06.1	17W	
Y8	Drummondville, QC, NDB	45 50.8	72 23.9	15W	

D16 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
Z					
ZF	Yellowknife, NT, NDB	62 24.7	114 26.1	16E	
ZHA	Ancaster (Hamilton), ON, NDB	43 11.8	80 01.7	10W	
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	
ZKI	Kitimat, BC, NDB	54 03.2	128 40.2	19E	
ZMN	Lewisville (Moncton), NB, NDB	46 06.3	64 47.5	18W	
ZQM	Riverview (Moncton), NB, NDB	46 02.3	64 47.0	18W	
ZQR	Findlay (Regina), SK, NDB	50 25.7	104 31.6	9E	
ZRS	Ajax (Regina), SK, NDB	50 29.1	104 44.2	9E	
ZS	Coral Harbour, NU, DME	64 09.0	83 18.2	23W	U
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	
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	

RADIO NAVIGATION AND COMMUNICATIONS D17

NUMBER-LETTER INDICATOR						
INDICATOR	NAME	(N)LAT		(W)LONG		VAR
1D	Charlottetown, NL, NDB	52	46.5	56	07.6	22W
1E	Black Tickle, NL, NDB	53	28.0	55	47.3	22W
1F	Bathurst, NB, NDB	47	37.8	65	44.7	19W
1L	Firebag, AB, NDB	57	16.8	110	58.3	14E
2B	Springdale, NL, NDB	49	29.4	56	11.1	20W
2H	Lebel-sur-Quevillon, QC, NDB	49	02.2	77	01.2	14W
2K	Camrose, AB, NDB	53	01.9	112	48.8	15E
3H	Consort, AB, NDB	52	01.4	110	44.7	13E
3R	Postville, NL, NDB	54	54.4	59	47.7	23W
4J	Knee Lake, MB, NDB	54	53.0	94	48.0	0
4O	Swan Hills, AB, NDB	54	40.5	115	25.5	16E
5F	Fox Creek, AB, NDB & DME	54	22.8	116	45.6	17E
5J	Coronation, AB, NDB	52	04.5	111	26.9	14E
5W	Leaf Rapids, MB, NDB	56	30.7	99	59.0	5E
6F	Port Hope Simpson, NL, NDB	52	31.2	56	17.8	21W
6G	Red Deer, AB, DME	52	10.9	113	53.0	17E
6K	Vernon, BC, NDB	50	21.0	119	15.6	16E
6T	Foremost, AB, NDB	49	29.1	111	29.2	13E
7C	Fogo, NL, NDB	49	39.7	54	14.7	20W
7H	Marystown (Winterland), NL, NDB	47	08.2	55	19.5	19W
8C	Fairview, AB, NDB	56	04.5	118	26.4	18E
8K	Valleyview, AB, NDB	55	02.1	117	17.3	17E
8M	Elk Point, AB, NDB	53	53.4	110	46.1	14E
9A	Hanna, AB, NDB	51	37.7	111	54.1	13E
9G	Sundre, AB, NDB	51	46.8	114	41.0	14E
9X	Brooks, AB, NDB	50	37.9	111	55.3	14E
9Y	Pincher Creek, AB, NDB	49	31.4	113	59.9	14E

DND CANADA WIDE NDB AND TACAN INDICATORS

DND/DFSM (Department of Frequency Spectrum Management) 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

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	Kuujuuaq, 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, Kuujuuaq.

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.

D20 RADIO NAVIGATION AND COMMUNICATIONS

NORTH ATLANTIC METEOROLOGICAL INFORMATION (HF) (VOLMET) (Cont'd)**SHANNON**

3413 (Night) 8957 5505 13264	H+00	FORECASTS ACTUALS	Brussels Ntl, Hamburg. Brussels Ntl, Hamburg, Frankfurt (Main), Cologne/Bonn, Dusseldorf, Munich.
	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.

RADIO NAVIGATION AND COMMUNICATIONS D21

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 Radio -	129.9,	(NAT-A)	21964	17946	13306	8906	5598	3016
		(NAT-E)	17952	13354	11309	8825	6628	2962

CARIBBEAN

New York Radio -	130.7,	(CAR-A)	13297	11396	8846	6577	5550	2887
		(CAR-B)	17907	11330	8918	6586	5520	3455

**CENTRAL EAST
PACIFIC**

San Francisco Radio - 129.4,
(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	—	—	—	10 Aug 2023
206	—	—	—	10 Aug 2023
207	—	—	—	10 Aug 2023
204A	—	—	131	10 Aug 2023
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.

MILITARY FLIGHT DATA AND PROCEDURES E3

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"

MILITARY FLIGHT DATA AND PROCEDURES E5

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/DoT/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 2-1-1 D 5/1 E 62/125 Note 1	15,000 - FL280		Boston 269.3 133.45 Moncton 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 2-1-1 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.doas.omb@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	N55 00 00 W68 41 00	N55 23 00 W65 43 00	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 51/114	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	N55 23 00 W65 43 00	N54 40 00 W70 51 00	A 242.05 B 243.45 C 5-1-0 D 3/1 E 51/114	FL210 thru FL280		GANDER FIR/ MONTREAL FIR ARCP: Gander 135.4 EXIT: Montreal 132.9

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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/O/SO/Milwaukee, WI DSN 580-8470 Tel: 414-944-8470 DSN 580-8475 Tel: 414-944-8475 usaf.wi.128-og.list.oso@mail.mil via IFR procedures Specialist, Winnipeg ACC Office 204-984-0969, 204-983-8561 wpgaccuos@navcanada.ca or Shift Manager 204-983-8338 24 PN	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		Winnipeg 133.95
Minaki (West-High)	N49 46.2 W86 59.1 YQG 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, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Minaki (West-Low)	N49 46.2 W86 59.1 YQG 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 YQG 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, wpqgaccuos@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 YQG 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 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, wpqgaccuos@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 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 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, wpqaccuos@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 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.ang.af.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 FL230 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			BROADCAST CONTENTS EACH HOUR	
TRANSMIT FREQUENCY & SCHEDULE	Time	Broadcast Elements	QAM = ACTUALS and QFZ = FORECASTS	
	H+00 to H+10	No Broadcast (Reserved for live transmission by DND personnel)		
Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z	H+10 to H+15	YAW Shearwater YZX Greenwood YQX Gander YHZ Halifax	H+30 to H+35	LDZA Zagreb LDSP Split LIPY Ancona BGTL Thule
	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
Initial MACS Contact Freq 11232 kHz and 9007 kHz	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
			H+50 to H+55	YYC Calgary YOD Cold Lake YWG Winnipeg YEG Edmonton
			H+55 to H+60	YYJ Victoria YVR Vancouver YXX Abbotsford

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).

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VOICE WEATHER BROADCAST SCHEDULE		
<p>Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z</p> <p>Initial MACS Contact Freq 11232 kHz and 9007 kHz</p>	<p>H+20 to H+40 SSB Voice only</p>	<p>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</p>

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

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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.	
Condition patchy, runway sanded	IRO5P/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				

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	CRFI ³	MU-METER	SURFACE FRICTION TESTER ⁴	RUNWAY FRICTION TESTER ⁵	BV-11 SKIDDO-METER ⁴	GRIP TESTER ⁶	LOCKED WHEEL DEVICES ⁷	ICAO INDEX ⁸
GOOD	> 17	> 0.53	> 0.58	> 0.50	> 0.54	> 0.51	> 0.59	> 0.49	> 0.51	5
FAIR	12-17	0.37-0.53	0.40-0.58	0.35-0.50	0.38-0.54	0.35-0.51	0.42-0.59	0.34-0.49	0.37-0.51	3-4
POOR	6-11	0.17-0.36	0.20-0.39	0.15-0.34	0.18-0.37	0.18-0.34	0.21-0.41	0.16-0.33	0.18-0.36	2-3
NIL	≤ 5	≤ 0.16	≤ 0.17	≤ 0.14	≤ 0.16	≤ 0.15	≤ 0.19	≤ 0.14	≤ 0.15	1

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 Afd - Supports IFR operations, with authorized PAR approaches less than 100' HAT, 1/4 mile visibility or 1200' RVR.

Cat B Afd - 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 Afd - Supports IFR operations, with authorized PAR approaches to not less than 200' HAT, 1/2 mile visibility or 2400' RVR.

Cat D Afd - 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. 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.
SIGNIFICANT EVENT (An aircraft event involving either prominent persons, or circumstances likely to create public interest.)	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-numeric 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.

GROENNEDAL GNLD

A/G: 118.1 5526 (3023.5 SAR) For internal VFR fits only, O/R. Avbl for fits to/from Groennedal. Avbl for vital fits (SAR, ambulance). Avbl on 1 hour prior ntc to BGJHYS for assisting Julianehaab on 5526 kHz.

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**NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION
FREQUENCIES (Cont'd)****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.**PITUFFIK SPACE 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.

PRINS CHRISTIAN SUND GNLD

A/G: 127.9 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

UPERNAVIK GNLD

A/G: 121.3 4745.5 opr 11-19Z closed 15-17Z Nov 1-Mar 31. for internal flights only.

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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 JRCC 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.

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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			TABLE 2		
NO.	MESSAGE	CODE SYMBOL	NO.	MESSAGE	CODE SYMBOL
1	Require assistance	V	6	All is well	LL
2	Require medical assistance	X	7	Require food and water	F
3	No or negative	N	8	Require fuel and oil	L
4	Yes or affirmative	Y	9	Need repairs	W
5	Proceeding in this direction	↑			

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.

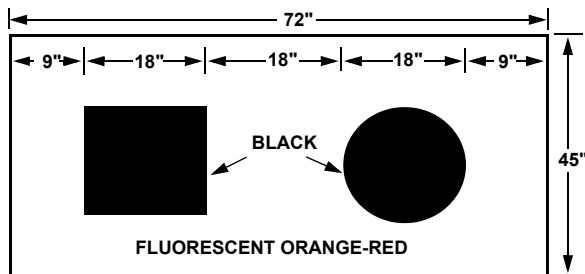
PROCEDURES WHEN SPOTTING SOMEONE IN DISTRESS

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



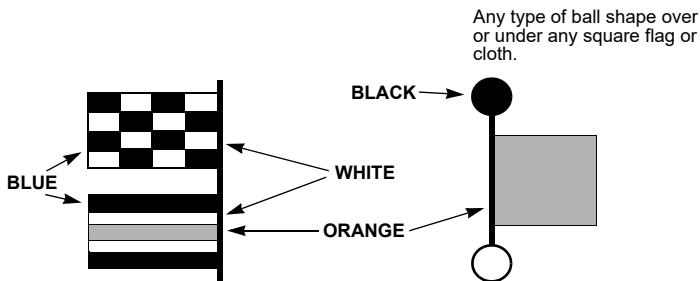
SEARCH AND RESCUE (Cont'd)**DIRECTIONS TO SHIPS:**

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	1-709-651-5298
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:**

- (a) VOICE - MAYDAY, MAYDAY, MAYDAY, THIS IS, aircraft call sign (3 times).
(b) CW - SOS, SOS, SOS, aircraft call sign (3 times).
- TYPE OF AIRCRAFT.
- POSITION OR ESTIMATED POSITION (state which) and TIME (when geographic coordinates are used, express latitude and longitude in "degrees and minutes".)
- HEADING (state true or magnetic) AND INDICATED AIRSPEED.
- ALTITUDE or FLIGHT LEVEL.
- NATURE OF EMERGENCY.
- PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.).

CANCELLATION:

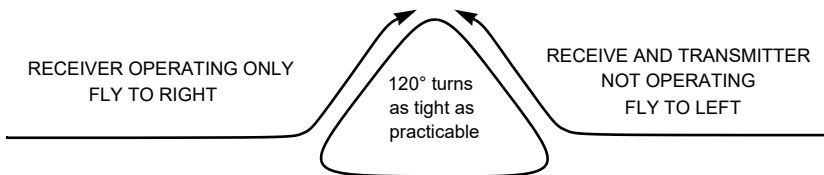
When the aircraft is no longer in distress, transmit a message cancelling the state of distress on the same frequency if possible, as was used for the distress call.

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:

- When lost or in distress and unable to make radio contact, attempt to alert all available radar systems as follows:
 - activate IFF/SIF to EMERGENCY;
 - guard emergency frequencies;
 - 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

- If distressed aircraft is flying at night or in limited visibility, landing lights, navigation lights should be turned on to assist the interceptor.
- If radar contact is established, a rescue aircraft will be dispatched for intercept.
- 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; then 2. 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; then 2. 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; then 2. 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; then 2. 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 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.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTIONSIGNALS 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. Flares dispensed in immediate vicinity.</p> <p>NIGHT - Same and, in addition flashing navigational lights at irregular intervals. 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. 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 INTERCEPTIONSIGNALS INITIATED BY INTERCEPTED AIRCRAFT AND RESPONSES
BY INTERCEPTING AIRCRAFT

SERIES	INTERCEPTED AIRCRAFT SIGNALS	MEANING	INTERCEPTING AIRCRAFT RESPONDS	MEANING
4	<p>AEROPLANES:</p> <p>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.</p> <p>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.</p>	Aerodrome you have designated is inadequate	<p>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.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p>	<p>Understood Follow me.</p> <p>Understood you may proceed.</p>
5	<p>AEROPLANES:</p> <p>DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p>	Cannot comply.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	<p>AEROPLANES:</p> <p>DAY or NIGHT - Irregular flashing of all available lights.</p> <p>HELICOPTERS:</p> <p>DAY or NIGHT - Irregular flashing of all available lights.</p>	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 outlines 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).

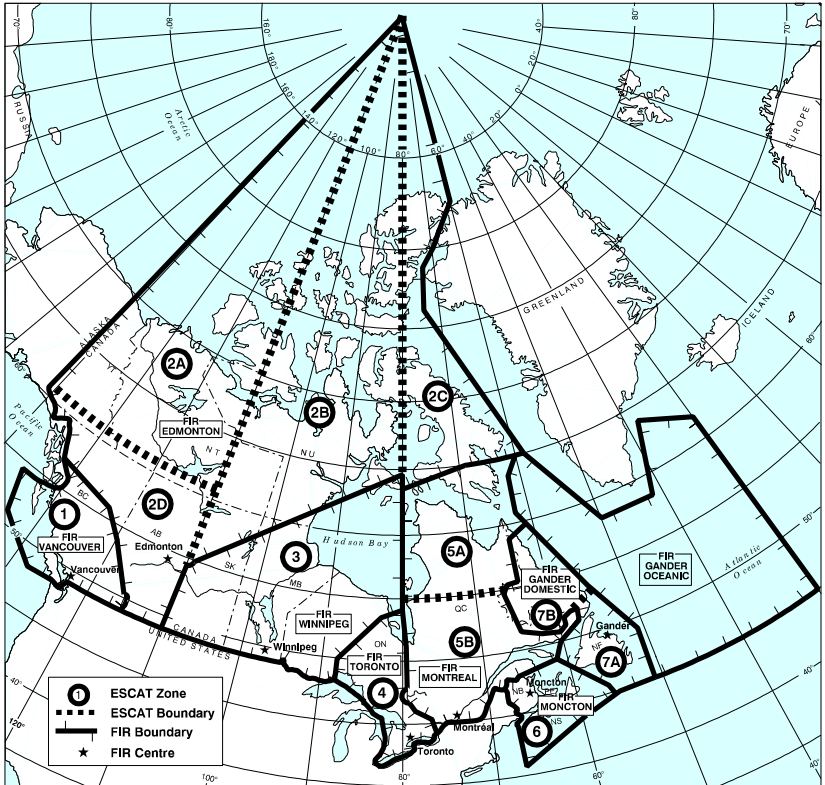
There are two phases in the implementation process.

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 Aviation Operations (AVOPS) at 1-877-992-6853 or 613-992-6853 or NAV CANADA National Operations Centre: 1-866-651-9053.