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**CAUTION:** THE INFORMATION  
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EFFECTIVE 0901Z **30 JANUARY 2020**  
TO 0901Z 26 MARCH 2020

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## ATLANTIC TERMINAL AND ENROUTE DATA

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

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## **NEW BRUNSWICK** TERMINAL AND ENROUTE DATA

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## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## BATHURST NB

CZBF

<b>REF</b>	N47 37 46 W65 44 25 3WNW 18°W (2017) UTC-4(3) Elev 196' A5003 LO8 HI6 CAP	
<b>OPR</b>	Northern New Brunswick Authority Inc 506-549-5050 Cert Ldg fees	
<b>PF</b>	A-1,2,3,4,5,6,7	
<b>CUST</b>	AOE/15 506-549-5050 1230-2045Z† Mon-Fri exc hols	
<b>FLT PLN</b>	NOTAM FILE CYCL	
<b>ACC</b>	(bil) Québec 866-WXBRIEF or (French) 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Fit Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep. (IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>WX</b>	METAR AUTO H24 (see COMM). TAF 10-04Z†, issue times: 10, 14, 20, 02Z†. WxCam	
<b>SERVICES</b>	Call out chg may be levied for one or more svcs	
<b>FUEL</b>	JA-1, SP	
<b>S</b>	4,5,6	
<b>SUP FL</b>	D-ice PN	
<b>JASU</b>	10/15 PN	
<b>RWY DATA</b>	Rwy 10(100°)/28(280°) 5613x100 ASPH Thld 10 displ 462' Rwy 10 down 0.41% RESA: 10/28 492'	
<b>RWY CERT</b>	Rwy 10/28 AGN IIIA	
<b>TWY CERT</b>	Twy B AGN I	
<b>TWY</b>	Twy B day use only, no win maint, clsd Nov-Apr	
<b>RCR</b>	Opr 0830-0300Z† Mon-Fri, 0830-2200Z† Sat, 14-03Z† Sun, ltd hrs hols O/T ltd win maint CRFI, PN	
<b>LIGHTING</b>	10-AS(TE ME) P2, 28-AS(TE ME) P2 ARCAL-122.8 type K	
<b>COMM</b>		
<b>RCO</b>	(bil) Québec rdo 123.475 (FISE) 126.7 (bcst)	
<b>ATF</b>	UNICOM (AU) ltd hrs O/T tfc 122.8 5NM 3200 ASL	
<b>AWOS</b>	127.925	
<b>NAV</b>		
<b>NDB</b>	BATHURST 1F 363 (M) N47 37 50 W65 44 41 Pvt Unmonitored when UNICOM clsd.	



## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## BOSTON BROOK NB

CCJ3

<b>REF</b>	N47 26 54 W67 37 29 9SW 18°W (2014) UTC-4(3) Elev 1034' A5002 A5003 LO8 RCAP	
<b>OPR</b>	J.D. Irving Woodlands 506-632-7777 Reg PPR	
<b>PF</b>	D-2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYCL	
<b>FIC</b>	(bil) Québec 866-WXBRIEF or (French) 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Fit Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 02(022°)/20(202°) 5505x58 ASPH Rwy 20 down 0.38%	
<b>RCR</b>	Opr Fld maint May-Oct No win maint.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 4000 ASL	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## BOUCTOUCHE NB

CDT5

<b>REF</b>	N46 30 34 W64 41 38 1.7SE 18°W (2013) UTC-4(3) Elev 57' A5003 RCAP	
<b>OPR</b>	J.D. Irving Woodlands 506-632-7777 Reg PPR	
<b>PF</b>	C-1,2,3,4,5	
<b>FLT PLN</b>	NOTAM FILE CYQM	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 09(091°)/27(271°) 5021x74 asphalt Rwy 27 up 0.64%	
<b>RCR</b>	Opr No win maint	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3100 ASL	
<b>CAUTION</b>	50' trees 210' from thld Rwy 27. Training areas around A/D, see Moncton VTPC - Training areas.	

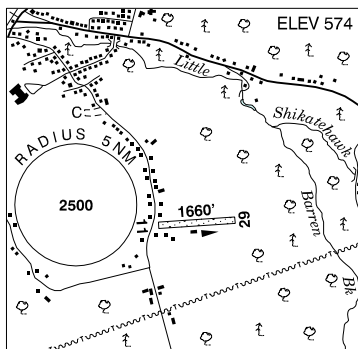
## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## BRISTOL NB

CDA6

<b>REF</b>	N46 27 34 W67 33 53 Adj S 17°W (2015) UTC-4(3) Elev 574' A5002 A5003
<b>OPR</b>	F. Allen 506-392-6235/5574 Reg PN
<b>PF</b>	B-1 C-2,3,4,5
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 11/29 1660x50 turf
<b>RCR</b>	Opr Ltd win maint
<b>COMM</b>	
<b>ATF</b>	tfc 122.8 5NM 3500 ASL
<b>PRO</b>	Rgt hand circuits Rwy 29 (CAR 602.96).
<b>CAUTION</b>	Hi trees on apch Rwy 11.



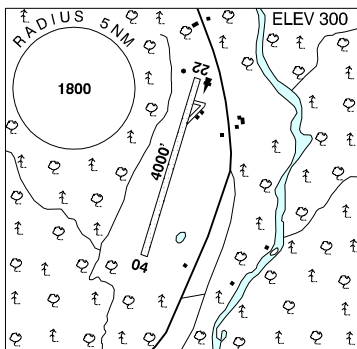
## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## BROCKWAY NB

CCX3

<b>REF</b>	N45 34 W67 06 4NE 17°W (2015) UTC-4(3) Elev 300' A5003
<b>OPR</b>	N.B. Dept of Natural Resources 506-778-6672 (sum), 506-453-2530 (win) Reg PN
<b>PF</b>	D-1,2,4,5
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 04/22 4000x75 treated gravel
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3300 ASL
<b>CAUTION</b>	Hi trees on both apchs.



## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## CHARLO NB

CYCL

<b>REF</b>	N47 59 27 W66 19 49 4.8SSE 18°W (2017) UTC-4(3) Elev 132' A5010 LO7 LO8 HI6 CAP	
<b>OPR</b>	Charlo Regional Airport Authority Inc 12-23Z± Mon-Fri, 12-21Z± Sat & Sun O/T PN 506-684-5507 or 506-789-3922 Cert	
<b>PF</b>	B-1,6 (PN) C-1,2,3,4,5 D-6	
<b>CUST</b>	AOE/15 888-226-7277 Mon-Fri exc hols 1215-2030Z± May 1-Oct 31; AOE/CAN	
<b>FLT PLN</b>	NOTAM FILE CYCL	
<b>FIG</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>WX</b>	WxCam	
<b>SERVICES</b>	Call out chg outside operational hrs.	
<b>FUEL</b>	100LL, JA-1 (FSII avbl)	
<b>RWY DATA</b>	Rwy 12(122°)/30(302°) 6009x150 ASPH Rwy 12 down 0.30%	
<b>RWY CERT</b>	Rwy 12/30 AGN IIIB	
<b>RCR</b>	Opr Ltd hrs, CRFI, PCN. No win maint Twy B & apron II. Ctc opr svc chg will apply.	
<b>LIGHTING</b>	12-AN(TE HI), 30-AO (non-std 1200') (TE HI) V2 All lgt PN ARCAL-122.2 type K	
<b>COMM</b>		
<b>RCO</b>	Québec rdo (U)	
<b>ATF</b>	tfc 122.2 5NM 3100 ASL	
<b>PAL</b>	Moncton Ctr 134.25	
<b>NAV</b>		
<b>NDB</b>	CL 207 (M) N48 00 31 W66 26 13	

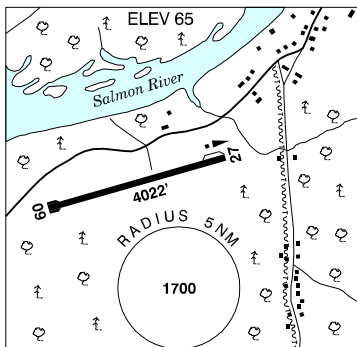
## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## CHIPMAN NB

CCS4

<b>REF</b>	N46 08 55 W65 54 15 2SW 18°W (2014) UTC-4(3) Elev 65' A5003 RCAP
<b>OPR</b>	J.D. Irving Woodlands 506-632-7777 Reg PPR
<b>PF</b>	D-1,2,3,4,5
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 09(090°)/27(270°) 4022x50 asphalt
<b>RCR</b>	Opr Fld maint May-Oct No win maint.
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL



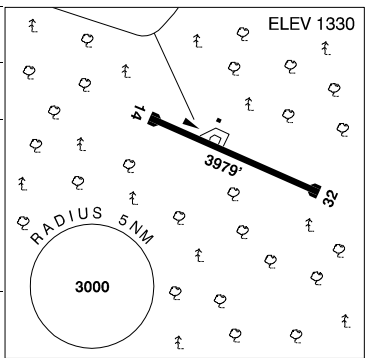
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**CLEARWATER NB**

**CDJ4**

<b>REF</b>	N46 42 48 W66 49 42 18°W (2013) UTC-4(3) Elev 1330' A5003 RCAP
<b>OPR</b>	J.D. Irving Woodlands 506-632-7777 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	WxCam
<b>RWY DATA</b>	Rwy 14(134°)/32(314°) 3979x60 asphalt Rwy 14 up 1.08%
<b>RCR</b>	Opr Fld maint May-Oct. No win maint.
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 4300 ASL



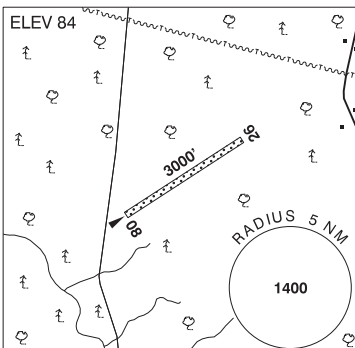
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**CORMIER NB**

**CRM4**

<b>REF</b>	N46 10 51 W64 22 32 1.1NW 18°W (2015) UTC-4(3) Elev 84' A5003
<b>OPR</b>	George Cormier 902-748-2434 Reg PPR
<b>PF</b>	C-1,2,3,5
<b>FLT PLN</b>	NOTAM FILE CYQM
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>RWY DATA</b>	Rwy 08(075°)/26(255°) 3000x80 GRASS
<b>RCR</b>	Opr
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL





## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## DOAKTOWN NB

CDU6

<b>REF</b>	N46 33 09 W66 05 38 2.3NE 18°W (2013) UTC-4(3) Elev 326 A5003 RCAP	
<b>OPR</b>	J.D. Irving Woodlands 506-632-7777 Reg PPR	
<b>PF</b>	C-1,2 D-3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYQM	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 11(113°)/29(293°) 3998x49 asphalt	
<b>RCR</b>	Opr No win maint	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3400 ASL	
<b>CAUTION</b>	Ocsl storage tanks 1050' from thld Rwy 29 right side. Tanker operations dur sum months.	

**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**DOWNS GULCH NB**

**CDV2**

<b>REF</b>	N47 45 11 W67 25 36 7.5N 18°W (2013) UTC-4(3) Elev 884' A5003 LO7 LO8 RCAP	<p>The map shows the Restigouche River flowing through the area. Downs Gulch Islands are located in the river. A 5NM radius circle is centered on the aerodrome, with an elevation of 2700. Runway 05 is shown with an elevation of 4513. The aerodrome elevation is 884'.</p>
<b>OPR</b>	J.D. Irving Woodlands 506-632-7777 Reg PPR	
<b>PF</b>	D-1,2,3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYCL	
<b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Fit Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 05(050°)/23(230°) 4513x60 ASPH Rwy 23 down 0.65%.	
<b>RCR</b>	Opr No win maint	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3900 ASL	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## EDMUNDSTON NB

CYES

<b>REF</b>	N47 29 24 W68 28 54 9NW 18°W (2014) UTC-4(3) Elev 498' A5002 LO7 LO8 RCAP	
<b>OPR</b>	Aéroport Madawaska Airport Inc 506-737-3878 Reg	
<b>PF</b>	A-1 C-2 D-3,4,5,6	
<b>CUST</b>	AOE/15 888-226-7277	
<b>FLT PLN</b>	NOTAM FILE CYCL	
<b>FIC</b>	(bil) Québec 866-WXBRIEF or (French) 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.	
<b>ACC</b>	(IFR only) Montréal 514-633-3211 or 800-633-1353.	
<b>SERVICES</b>		
<b>FUEL</b>	100LL, JA-1 12-21Z± O/T 506-737-3878 Call out chg may be levied	
<b>OIL</b>	All	
<b>RWY DATA</b>	Rwy 16(152°)/34(332°) 4562x75 ASPH	
<b>RCR</b>	Opr PN for win maint	
<b>COMM</b>		
<b>ATF</b>	UNICOM ltd hrs O/T tfc 122.8 5NM 3500 ASL	
<b>PRO</b>	Rgt hand circuits Rwy 34 (CAR 602.96). Acft that cancel IFR in USA airspace and are unable to file a VFR Flt Pln, must cancel the SAR portion of their IFR Flt Pln for CYES with CZUL ACC at 514-633-3023.	
<b>CAUTION</b>	Only pilots familiar with the lcl area should use this aprt dur hrs of darkness due to surrounding high terrain.	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## FLORENCEVILLE NB

CCR3

<b>REF</b>	N46 25 34 W67 37 41 0.7SW 18°W (2013) UTC-4(3) Elev 508' A5002 A5003 LO8 HI6 RCAP	
<b>OPR</b>	McCain Foods Ltd 506-392-3800 Reg PPR	
<b>PF</b>	A-1 C-2,3,4,5,6	
<b>CUST</b>	AOE/15 13-21Z† Mon-Fri exc hols 888-226-7277	
<b>FLT PLN</b>	NOTAM FILE CYFC	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 18(176°)/36(356°) 5414x100 asphalt Rwy 36 up 0.96%	
<b>RCR</b>	Opr 13-21Z† O/T R. Brown 506-392-8103 Ltd win maint	
<b>LIGHTING</b>	18-(LO) V2 2.75°, 36-AS(LO) V2 2.75° ARCAL-123.0 for 15 min period, key mic 5 times; 3 times for low ints.	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3500 ASL	
<b>PRO</b>	Activate ARCAL dur day & night ops.	
<b>CAUTION</b>	Hangar complex E of Rwy 18 thld within 100' of rwy edge.	

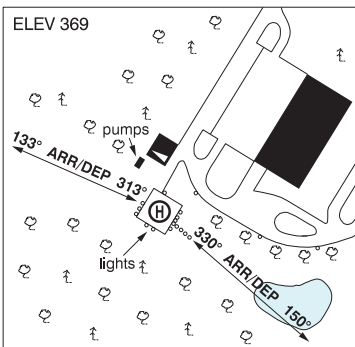
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**FREDERICTON (RCMP) NB (Heli)**

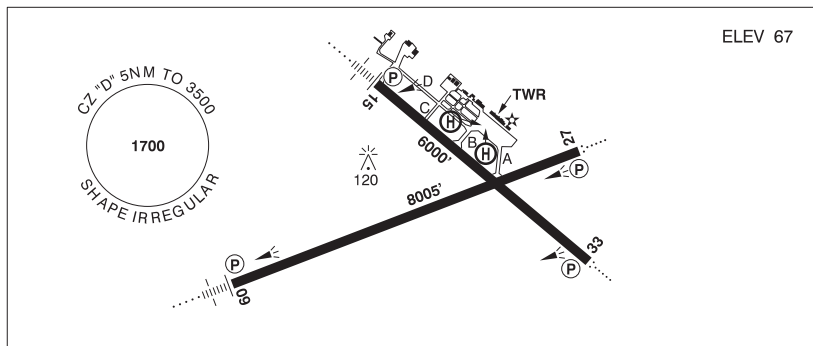
**CRC2**

<b>REF</b>	N45 55 54 W66 40 00 Adj 18°W (2014) UTC-4(3) Elev 369' A5003
<b>OPR</b>	RCMP 506-451-6050 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	77' x 77' asphalt
<b>LIGHTING</b>	FL(LO) Arr/dep 330°/150° DR(LO)
<b>COMM</b>	<b>MF</b> Saint John rdo 119.0 0345-1045Z± 5NM 3500 ASL (CAR 602.98) <b>ATF</b> tfc 123.2 5NM 3400 ASL
<b>PRO</b>	Arr/dep 133°/313° & 330°/150° fr heli.



**FREDERICTON INTL NB**

**CYFC**



<b>REF</b>	N45 52 08 W66 32 14 7SE 18°W (2014) UTC-4(3) Elev 67' A5003 LO8 HI6 CAP OC
<b>OPR</b>	Greater Fredericton Airport Authority 506-460-0920 Cert
<b>PF</b>	A-1,2,3,6(0900-0400Z±) C-4,5
<b>CUST</b>	AOE/55 (140 with staged off-loading) 12-04Z± 888-226-7277
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	METAR AUTO H24 WxCam TAF H24, issue times: 00, 06, 12, 18Z.
<b>SERVICES</b>	Call out chg may be levied for one or more svcs
<b>FUEL</b>	100LL, JA-1 (FSII avbl), F-34, IP, HPR
<b>OIL</b>	15W50, BP 2380
<b>S</b>	1,2,3,4,5,6 Capital Airways
<b>ARFF</b>	DESIGNATED CAT 6 (CAT 7 4 hr PN) 0915-0515Z±
<b>JASU</b>	Elect Start 10/15 Capital Airways
<b>PVT ADV</b>	Capital Airways Inc. 122.87 506-446-3588 Fax 506-446-3589 Mon-Fri 12-22Z± Sat-Sun 13-21Z± O/T 506-238-3653 PN call out chg. Air Canada Ground Handling 130.375 506-446-6133
<b>MIL CON</b>	Avjet Holding Inc 506-866-8143
<b>RWY DATA</b>	Rwy 09(087°)/27(267°) 8005x200 ASPH Rwy 15(148°)/33(328°) 6000x150 ASPH
<b>RWY CERT</b>	Rwy 09 RVR 1200(1/4 sm)/Rwy 27 RVR 1200(1/4 sm) AGN V Rwy 15 RVR 1200(1/4 sm)/Rwy 33 RVR 1200(1/4 sm) AGN V
<b>TWY CERT</b>	Twy C AGN II Twy D AGN IIIB
<b>HELICOPTER DATA</b>	Rstd to max heli length of 49'
<b>RCR</b>	Oprr CRFI, win maint 0915-0400Z± PN for extended svc. PLR/PCN
<b>LIGHTING</b>	09-AN(TE HI) P2, 27-AO(TE HI) P2, 15-AN(TE HI) P2, 33-AO(TE HI) P2 ARCAL-119.0 type K (when twr closed)

## NEW BRUNSWICK

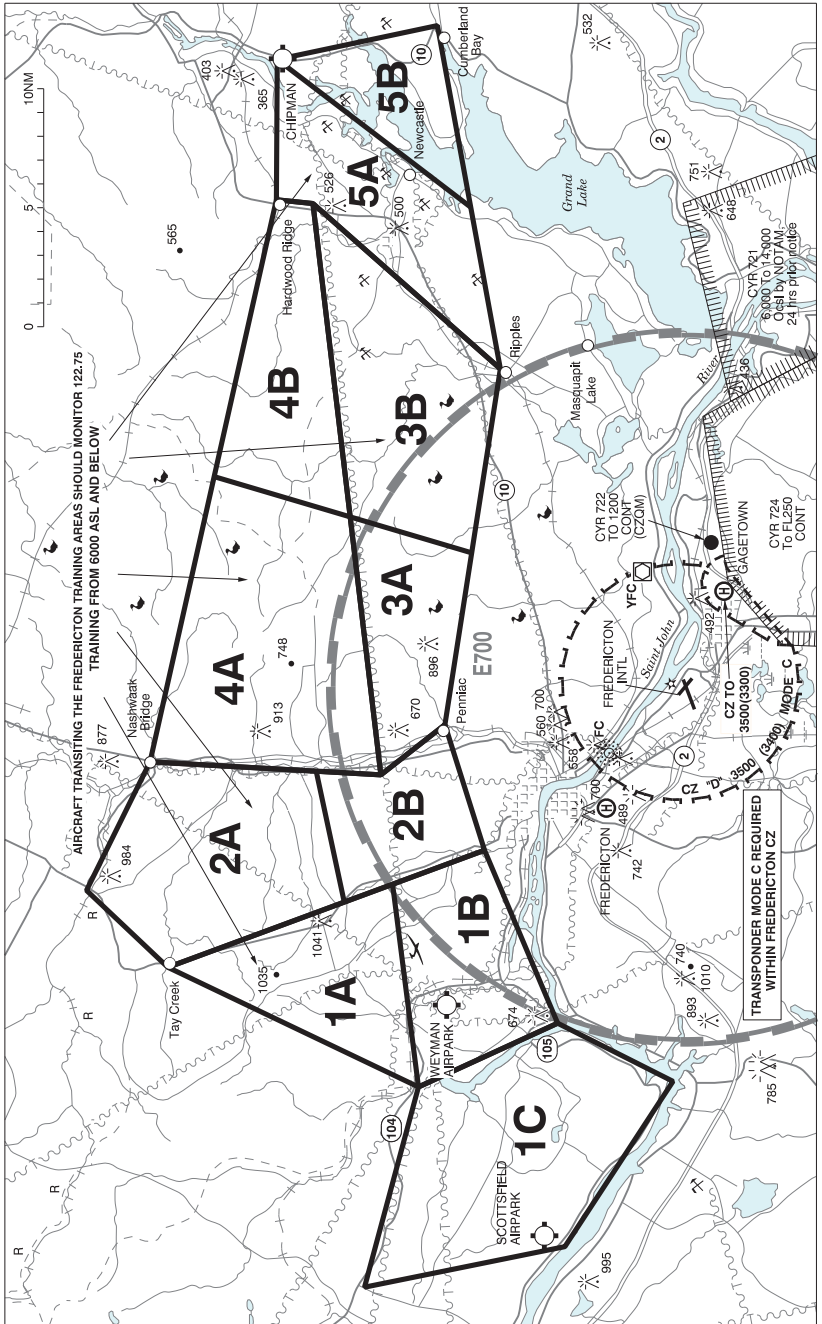
## AERODROME / FACILITY DIRECTORY

## FREDERICTON INTL NB (Cont'd)

CYFC

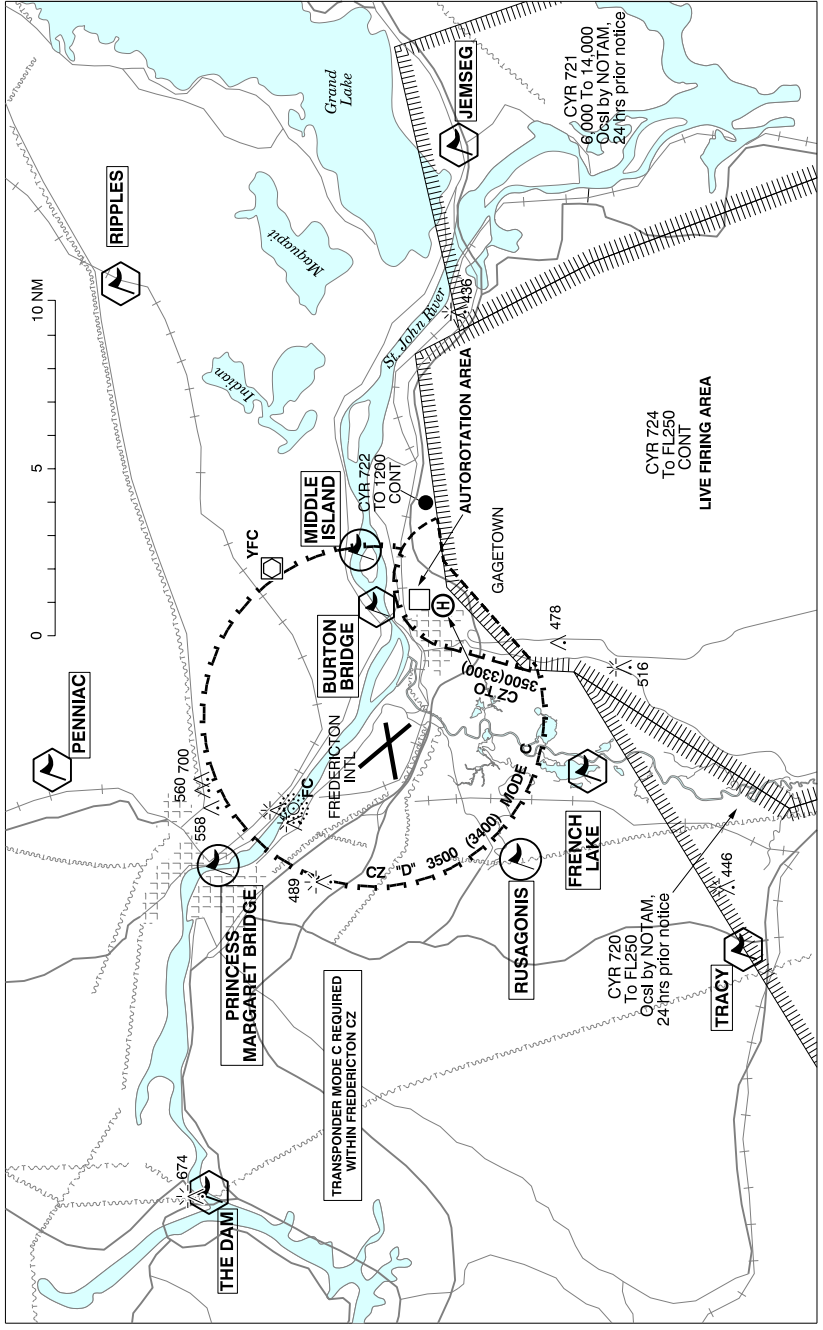
<b>COMM</b>	<p><b>RCO</b> Saint John rdo 119.0 (RAAS) 0345-1045Z†  <b>ATIS</b> 127.55 1045-0345Z† (O/T AWOS)  <b>GND</b> 121.7 1045-0345Z†  <b>TWR</b> 119.0 (E) 1045-0345Z† (emerg only 506-446-3420)  <b>MF</b> Saint John rdo 119.0 0345-1045Z† 5NM 3500 ASL (CAR 602.98)  <b>PAL</b> Moncton Ctr 124.3 135.5 270.8  <b>VDF</b> 119.0 1045-0345Z†</p>
<b>NAV</b>	<p><b>NDB</b> FC 326 (M) N45 55 02 W66 36 00  <b>VOR/DME</b> YFC 113.0 Ch 77 N45 53 41 W66 25 08 (52')  <b>DME</b> IDC 111.3 Ch 50 N45 51 47 W66 32 52 (86')  <b>ILS</b> IDC 111.3 (Rwy 09) RVR</p>
<b>PRO</b>	<p>Dep Rwy 15 turn as soon as practicable after tkof to remain clear of CYR724.          Transponder MODE C required within the Fredericton CZ.          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>
<b>CAUTION</b>	<p><b>RESTRICTED AREAS:</b> Extv live firing in CYR724, 725 4NM SE of aprt.  <b>AIRSPACE:</b> Gagetown Class "E" CZ 3.5NM SE to 3500 ASL.</p>

**FREDERICTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS**





FREDERICTON VFR TERMINAL PROCEDURES CHART



## NEW BRUNSWICK

AERODROME / FACILITY DIRECTORY

**FREDERICTON VFR TERMINAL PROCEDURES CHART (Cont'd)**

LOCATION	IDENT	LAT/LONG
BURTON BRIDGE	VCBTB	N45° 51.90 W66° 27.09
FRENCH LAKE	VCFRL	N45° 46.00 W66° 33.78
JEMSEG	VCJMS	N45° 49.73 W66° 07.00
MIDDLE ISLAND	VCMDI	N45° 52.75 W66° 24.97
PENNIAC	VCPNC	N46° 02.00 W66° 35.07
PRINCESS MARGARET BRIDGE	VCPMB	N45° 57.42 W66° 37.75
RIPPLES	VCRPL	N46° 00.00 W66° 13.00
RUSAGONIS	VCRUS	N45° 48.00 W66° 37.47
THE DAM	VCDAM	N45° 57.38 W66° 52.22
TRACY	VCTRC	N45° 41.05 W66° 41.08

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## GAGETOWN NB (Heli)

CYCX

<b>REF</b>	N45 50 16 W66 26 12 5SE 17°W (2015) UTC-4(3) Elev 166' A5003	
<b>OPR</b>	DND 506-422-1422 CSN 319-432-1422 Mil PPR	
<b>FLT PLN</b>	NOTAM FILE CYCX	ELEV 166
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>MIL</b>	on site Ltd hrs	
<b>WX</b>	Met brief for mil only. Lcl Met Section CSN 432-2613, JMC 1-800-WXMETEO (996-3836). (See COMM). METAR H24. TAF dur mil flt ops, issue times depending on mil requirements.	
<b>PF</b>	B-1 C-2,3,4,5	
<b>SERVICES</b>	403 Sqn svcg call "FIVE" 321.8 ltd hrs Mon-Fri exc hols	
<b>FUEL</b>	F-34	
<b>OIL</b>	156	
<b>ARFF</b>	CAT 2	
<b>MIL ADV</b>	403 Sqn Ops call "ZERO" 321.8 ltd hrs Mon-Fri exc hols	
<b>HELI DATA</b>	150' x 150' Ctr of Pad N45 50.2 W66 26.2 Twy A 094°. Twy B 011°.	
<b>LIGHTING</b>	DR RY(HI) Non std	
<b>COMM</b>		
<b>MF</b>	126.4 263.3 (E) Gagetown advsy avbl 11Z-0300Z± Mon-Fri O/T ltd hrs. Opr dates & hrs may vary without notice	
<b>PAL</b>	Moncton Ctr 124.3 135.5 270.8	
<b>MIL</b>	46.8FM call sign Flt Following ltd hrs 49.9FM call sign Rng Ctl	
<b>PRO</b>	Over fit of built up area 1.0NM W of heli proh below 1000 AGL Autorotation area lctd 0.5NM NNE of helipad. Circuits for helipad are left hand or opposite to Autorotation circuit when Autorotation area active. Autorotation area only active when Gagetown Advsy open. Due to close proximity to Fredericton Intl, Transit thru Burton Bridge for CYCX arr only, not auth for dep fr CYCX to CYFC. For transit to Rwy 27 at CYFC acft are to transit to the ammunition storage area (N45 51.05 W066 20.43). For transit to Rwy 09 at CYFC acft are to transit to the North Y (N45 49.05 W066 24.86).	
<b>CAUTION</b>	<b>HELI TRAFFIC:</b> Extv heli activity around Gagetown day & night. <b>RESTRICTED AREAS:</b> Live firing in CYR 724 & CYR 725. Unless specifically authorized remain clear. <b>JET TRAFFIC:</b> Presence of mil jet acft in the range often unannounced. Unskd dly radiosonde balloon launches with an ascent rate of 1000 ft/min in the vic of Heli.	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## GRAND FALLS NB

CCK3

<b>REF</b>	N47 04 30 W67 41 06 2.6NE 18°W (2015) UTC-4(3) Elev 712' A5002 A5003 LO8	
<b>OPR</b>	Grand Falls Avn 506-473-2566 Reg	
<b>PF</b>	B-1,5 C-2,3,4,6	
<b>CUST</b>	AOE/CAN	
<b>FLT PLN</b>	NOTAM FILE CYCL	
<b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>SERVICES</b>		
<b>FUEL</b>	100LL	
<b>OIL</b>	All	
<b>RWY DATA</b>	Rwy 16/34 4000x75 turf/gravel/asphalt, centre 40' asphalt first 3000' Rwy 34. Thld 34 displ 720'.	
<b>RCR</b>	Opr Ltd win maint	
<b>COMM</b>		
<b>DRCO</b>	(bil) Québec rdo 126.7 (FISE)	
<b>ATF</b>	UNICOM ltd hrs O/T tfc 123.0 5NM 3700 ASL	
<b>CAUTION</b>	Parachuting below 9500 ASL 5NM SSE.	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## GRAND MANAN NB

CCN2

<b>REF</b>	N44 42 48 W66 47 49 2NW 17°W (2013) UTC-4(3) Elev 244' A5003 LO8 CAP	<p>The chart shows a 5NM radius circle centered on the aerodrome. A runway is depicted with a length of 3009 meters. The runway is oriented 06/24. The chart also shows a 1600-foot obstacle, a 6E navigational aid, and a 50-foot obstacle. The elevation is 244 feet. The chart includes various symbols for terrain, obstructions, and communication frequencies.</p>
<b>OPR</b>	Grand Manan Aprt Comsn 506-662-7059 Reg	
<b>PF</b>	B-1 C-2,4,5,6	
<b>CUST</b>	AOE/15 888-226-7277 1230-1600Z± Mon, Wed, Fri exc hols	
<b>FLT PLN</b>	NOTAM FILE CYSJ <b>FIC</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) <b>ACC</b> (IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 06(056°)/24(236°) 3009x75 asphalt Rwy 06 down 0.54%	
<b>RCR</b>	Opr Ltd win maint PN	
<b>LIGHTING</b>	06-AS(TE ME) AP, 24-AR(TE ME) AP ARCAL-123.2 type K	
<b>COMM</b>	<b>ATF</b> tfc 123.2 5NM 3200 ASL	
<b>NAV</b>	<b>NDB</b> 6E 387 (L) N44 42 56 W66 48 08 Pvt Unmonitored	
<b>CAUTION</b>	Deer in vic of rwy. Extensive bird activity in vic of aerodrome	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## HAVELOCK NB

CCS5

<b>REF</b>	N45 59 11 W65 18 07 Adj SE 18°W (2014) UTC-4(3) Elev 425' A5003	
<b>OPR</b>	Havelock Flying Club 506-534-2539/372-9744 Reg	
<b>PF</b>	A-1 C-1 D-3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYQM	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 11/29 2860x235 turf Rwy 07/25 2090x260 turf	
<b>RCR</b>	Opr Ltd win maint	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3400 ASL	
<b>CAUTION</b>	High trees along both sides of rwys & at Thld 07 & 29. Marked P-line at Thld 25. Training areas around A/D, see Moncton VTPC - Training areas.	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## JUNIPER NB

CCE3

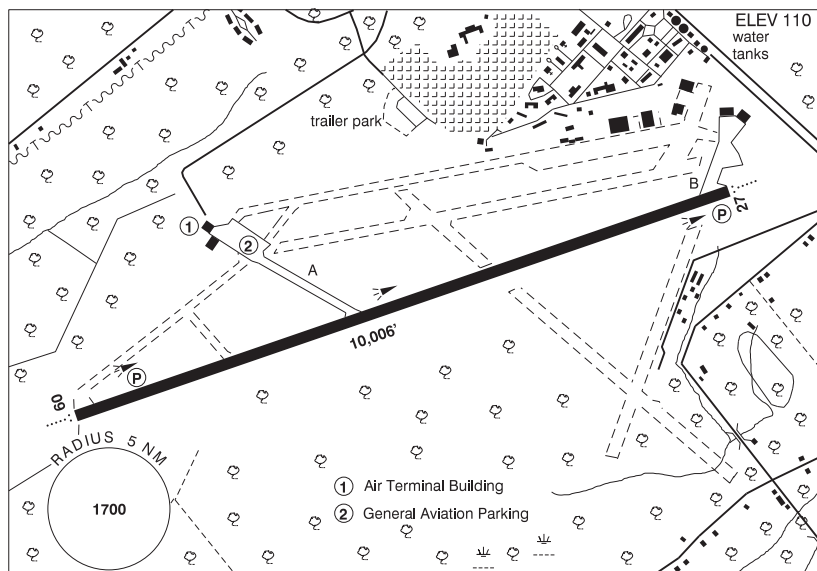
<b>REF</b>	N46 33 46 W67 10 06 2.5NE 18°W (2013) UTC-4(3) Elev 837' A5003 RCAP	
<b>OPR</b>	J.D. Irving Woodlands 506-632-7777 Reg PPR	
<b>PF</b>	C-1 D-2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYFC	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 02(015°)/20(195°) 4024x53 asphalt	
<b>RCR</b>	Opr Maint dur May-Oct. No win maint.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3900 ASL	
<b>CAUTION</b>	Water bombing tng over A/D. Hi trees on apch to Rwy 02.	

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## MIRAMICHI NB

CYCH

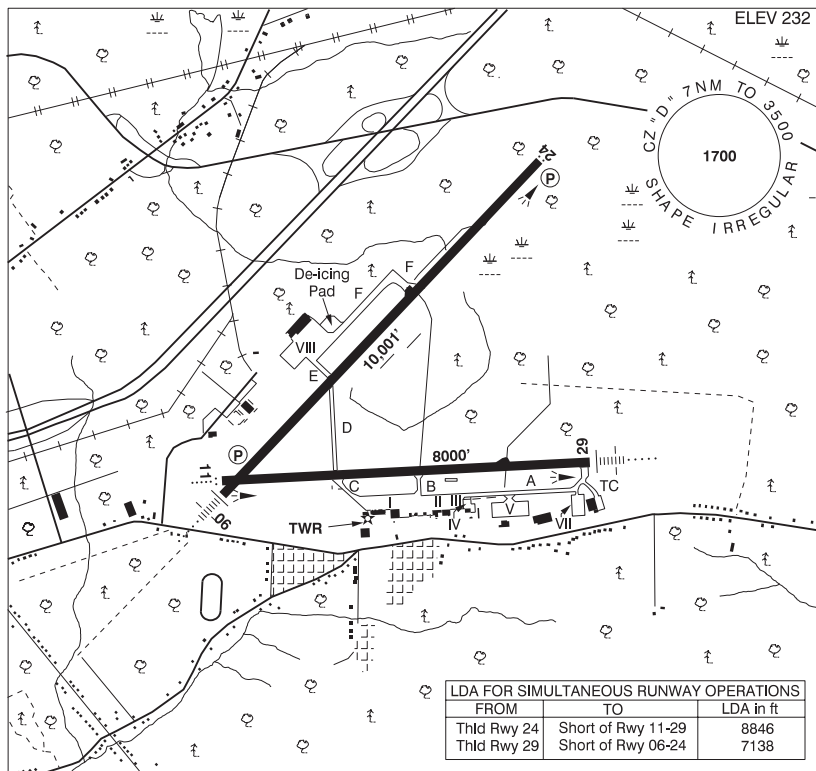


<b>REF</b>	N47 00 21 W65 27 25 1.6S 18°W (2017) UTC-4(3) Elev 110' A5003 LO8 HI6 CAP
<b>OPR</b>	Miramichi Aprt Comsn 506-778-1031/9189 Cert
<b>PF</b>	A-1 (ltd hrs) C-2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYCH
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	WxCam
<b>SERVICES</b>	Call out chg may be levied for one or more svcs
<b>FUEL</b>	100LL, JA-1
<b>S</b>	1,2,4,5,6
<b>SUP FL</b>	D-ice PN
<b>JASU</b>	10/15 PN
<b>MILCON</b>	Miramichi Airport Commission (Irving Oil) 506-778-1031
<b>RWY DATA</b>	Rwy 09(089°)/27(269°) 10006x150 asphalt
<b>RWY CERT</b>	Rwy 09/27 AGN V
<b>TWY</b>	Twy B avbl daytime only Twy B ltd win maint
<b>RCR</b>	Opr CRFI Ltd win maint, PN
<b>LIGHTING</b>	09-AO(TE ME) P2, 27-AO(TE ME) P2 ARCAL-122.7 type K
<b>COMM</b>	
<b>ATF</b>	UNICOM (AU) ltd hrs O/T ftc 122.7 5NM 3100 ASL
<b>PAL</b>	Moncton Ctr 123.7
<b>NAV</b>	
<b>NDB</b>	F9 520 (L) N47 00 36 W65 28 03 Pvt
<b>PRO</b>	Rgt hand circuits Rwy 09 (CAR 602.96). Do not overfly A/D during glider ops.
<b>CAUTION</b>	Glider operations on active runway and abandoned area N of Rwy 09/27 weekends May-Jun & Sep-Nov, vehicle & acft launching. Ctc glider ops 122.7 during activity.



**MONCTON / GREATER MONCTON ROMÉO LEBLANC INTL NB**

**CYQM**



<b>REF</b>	N46 06 58 W64 40 43 4ENE 18°W (2013) UTC-4(3) Elev 232' A5003 LO8 HI6 T2 CAP OC
<b>OPR</b>	Greater Moncton International Airport Authority Inc 506-856-5444 Cert
<b>PF</b>	A-1,2,6 C-3,4,5
<b>CUST</b>	AOE/300 888-226-7277 12-04Z±
<b>FLT PLN</b>	NOTAM FILE CYQM
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

**MONCTON / GREATER MONCTON ROMÉO LEBLANC INTL NB (Cont'd) CYQM**

<b>SERVICES</b>	Call out chg may be levied for one or more svcs.
<b>FUEL</b>	100LL, JA-1 (FSII avbl) PN ASIG 506-857-9140
<b>OIL</b>	All
<b>S</b>	1,2
<b>ARFF</b>	DESIGNATED CAT 6 (CAT 8 2 hr PN) 0945-0345Z (DT 0845-0245Z), O/T PN.
<b>SUP FL</b>	O & D-ice
<b>JASU</b>	(Hobart 1400 amp 30-40 volts), Elect Start 10/25, GTC/GTE-85 & NC-10A/A1/B/C
<b>PVT ADV</b>	Shell Aerocentre 122.15, ATS 131.75 Moncton Flight College 123.5 (Ltd hrs) Air Canada gnd hldg 130.37 506-857-1065 Skylink Express 131.37, ltd hangarage avbl
<b>MIL CON</b>	Shell Canada Products 506-857-0942
<b>RWY DATA</b>	Rwy 06(061°)/24(241°) 10,001x200 asphalt Rwy 11(106°)/29(286°) 8000x200 asphalt
<b>RWY CERT</b>	Rwy 06 RVR 1200(1/4sm)/Rwy 24 RVR 1200(1/4sm) AGN V Rwy 11 RVR 1200(1/4sm)/Rwy 29 RVR 1200(1/4sm) AGN V
<b>TWY CERT</b>	Twy: A, B, C, D AGN IV
<b>APRON</b>	Acft manoeuvring on apron VIII must maintain a listening watch & are to broadcast their movement intentions on Apron VIII Advisory 122.075. Itinerant acft wishing to use Apron VIII ctc Airport Security 506-856-5429 - 2 hr PN. Apron IV (Moncton Flight College) restricted to acft 8,000 lbs or less.
<b>RCR</b>	Opr CRFI, PLR/PCN
<b>LIGHTING</b>	06-AN(TE HI), 24-AS(TE HI) P3, 11-AO(TE HI) P2, 29-AN(TE HI)
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 122.5 (FISE) 126.7 (bcst)
<b>ATIS</b>	128.65 506-867-7224
<b>APRON ADV</b>	Apron VIII 122.075
<b>GND</b>	121.8 275.8
<b>TWR</b>	120.8 236.6 (E) (emerg only 506-867-7220)
<b>ARR</b>	124.4
<b>DEP</b>	124.4
<b>PAL</b>	124.4 127.125 132.2
<b>NAV</b>	
<b>NDB</b>	QM 224 (M) N46 06 38 W64 34 55 RIVERVIEW ZQM 304 (L) N46 02 19 W64 46 59 LEWISVILLE ZMN 366 (L) N46 06 16 W64 47 30
<b>VOR/DME</b>	YQM 117.3 Ch 120 N46 11 20 W64 34 15 (172')
<b>ILS</b>	IQM 109.3 (Rwy 29) RVR; IFG 109.7 (Rwy 06) RVR
<b>PRO</b>	De-icing apron VIII - Prior to pushback, broadcast intentions & monitor all movements on Apron Advisory 122.075. Proceed to de-icing pad. 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.
<b>CAUTION</b>	Para activity from 12,500 ASL, 6NM NW. Training areas around CZ, see Moncton VTPC - Training areas.

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## MONCTON / McEWEN NB

CCG4

<b>REF</b>	N46 09 14 W64 46 07 Adj 3N 18°W (2015) UTC-4(3) Elev 214' A5003	
<b>OPR</b>	Maritime Airways 506-389-9088 Reg PPR	
<b>PF</b>	A-1 C-2,3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYQM	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 08/26 3000x80 asphalt/grass, centre 35' asphalt Thld 08 displ 395'.	
<b>RCR</b>	Opr Ltd win maint	
<b>LIGHTING</b>	08-(TE LO), 26-(TE LO)	
<b>COMM</b>	<b>ATF</b> UNICOM ltd hrs O/T tfc 122.8 5NM 3200 ASL excluding that portion in the Moncton CZ.	
<b>PRO</b>	Rgt hand circuit Rwy 26 (CAR 602.96). IFR dep clnc ctc Moncton gnd 121.8	
<b>CAUTION</b>	Parajump activity to 12,500 ASL. Ctc Moncton twr for current info. Grass area of rwy soft when wet. Training areas around A/D, see Moncton VTPC - Training areas. Blasting ops aprx 4NM WNW of A/D Mon-Fri (N46 09 42 W64 52 38 to N46 10 00 W64 51 14 to N46 10 08 W64 51 18 to N46 10 20 W64 51 49 to N46 09 53 W64 52 42 to N46 09 42 W64 52 38) sfc up to 820 ASL.	

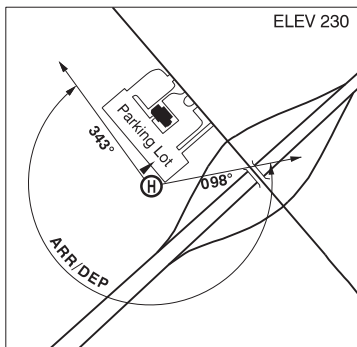
## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## MONCTON / SALISBURY NB (Heli)

CDB5

<b>REF</b>	N46 02 58 W65 03 45 1.5NW 18°W (2015) UTC-4(3) Elev 230' A5003
<b>OPR</b>	Irving Oil Ltd 506-202-1121 Reg
<b>PF</b>	B-1,2 D-3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYQM
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	80' x 80' Gravel
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3200 ASL
<b>PRO</b>	Arr/dep btwn 098° & 343° fr heli.
<b>CAUTION</b>	Training areas around heliport, see Moncton VTPC - Training areas. Unmarked fur farm 2NM S of helipad, within the published arr/dep path.



## NEW BRUNSWICK

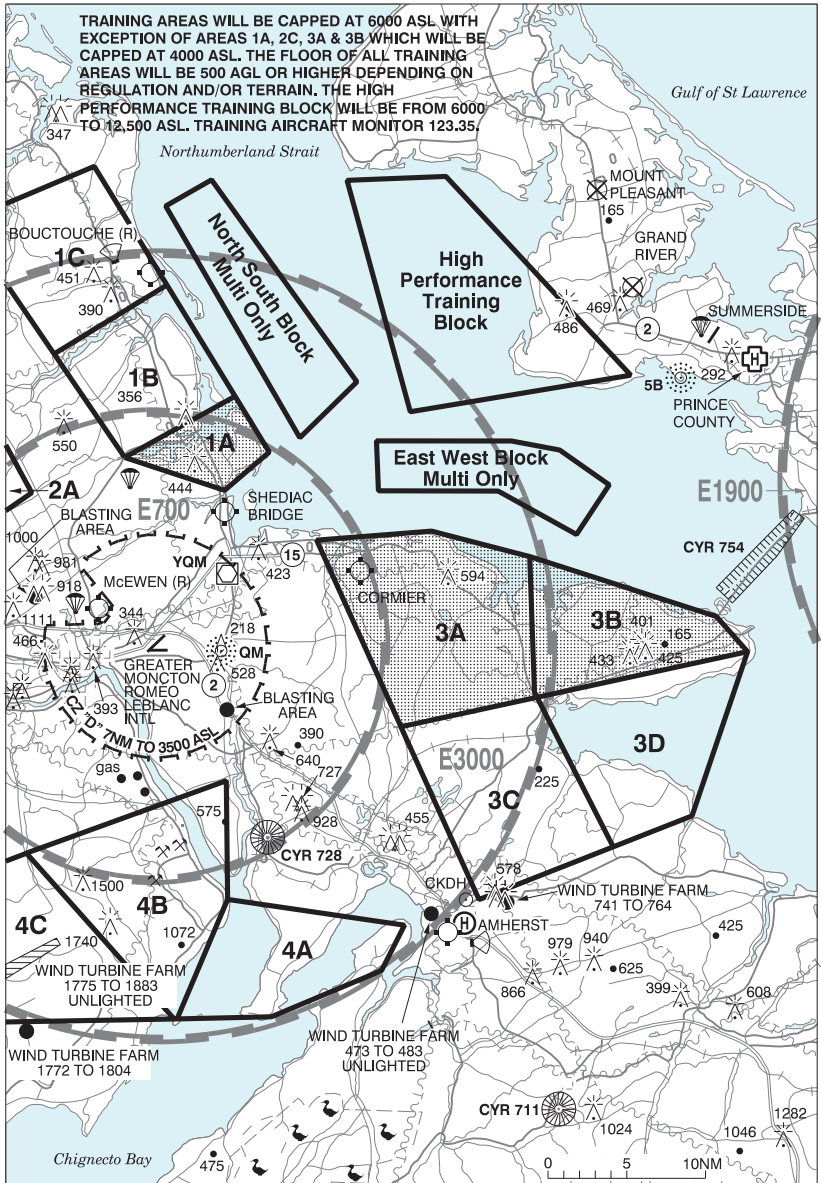
## AERODROME/FACILITY DIRECTORY

**MONCTON CENTRE** (emerg only 506-867-7173)**CZQM**

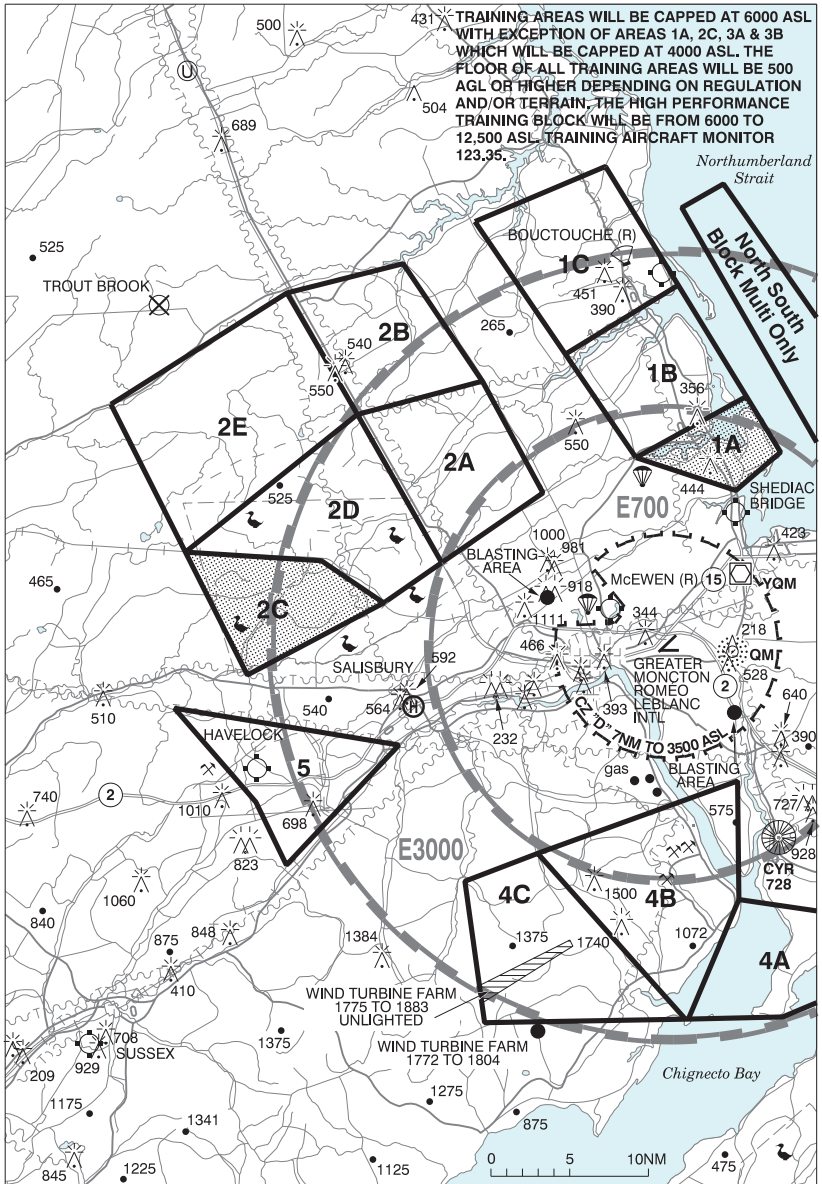
124.4 **124.4** 127.125 **127.125** 132.2 **132.2**  
**132.7 133.875** (FL 290 & above) 294.5  
**Caledonia Mtn** 132.5  
**Charlo** 134.25  
**Charlottetown** 135.65  
**Churchill Falls** **132.95** (FL 290 & above)  
**Fredericton** 124.3 135.5 270.8  
**Grindstone** **132.8** (FL 290 & above) 134.35  
**Halifax** **133.95** (FL 290 & above) 135.3  
**Miramichi** 123.7  
**Natashquan** **118.875 124.975** (FL 290 & above) **132.525**  
**Saint John** 124.3 135.5 270.8  
**Sept-Îles** **126.325 133.35 368.5** (FL 290 & above)  
**Stephenville** **133.55 135.775** (FL 290 & above)  
**Sydney** 118.6 **125.25 132.75 133.3 133.7** (FL 290 & above) 266.3  
**Trenton** 135.3 135.65  
**Yarmouth** 123.9 **128.375 132.975 135.2** 368.5

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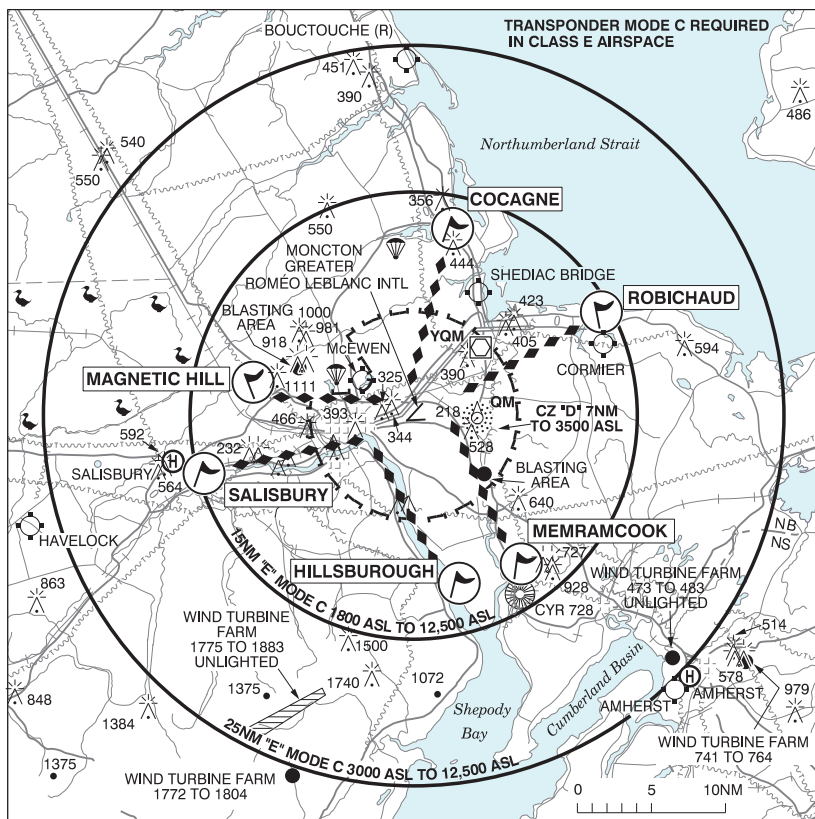
**MONCTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS**  
**MONCTON FLIGHT COLLEGE - EAST PORTION**



**MONCTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS**  
**MONCTON FLIGHT COLLEGE - WEST PORTION**



**MONCTON VFR TERMINAL PROCEDURES CHART**



FOR TRAINING AREAS SEE VTPC - TRAINING AREAS

LOCATION	IDENT	LAT/LONG
ROBICHAUD	VCCHD	N46°12.50' W64°22.70'
MEMRAMCOOK	VCMMC	N45°55.32' W64°30.94'
HILLSBOROUGH	VCHLH	N45°55.50' W64°37.32'
SALISBURY	VCSBY	N46°01.68' W65°02.40'
MAGNETIC HILL	VCHLL	N46°08.00' W64°56.75'
COCAGNE	VCCCG	N46°19.00' W64°37.75'

**VFR FLIGHT PROCEDURES**

**ARRIVALS**

- Join arrival route as close as possible to starting point and fly the assigned route as per the diagram.
- **MAINTAIN 2000'** until advised by tower.
- All routes end approximately 2NM from airport, join circuit as per tower instructions.

**DEPARTURES**

- Join departure route as soon as possible after departure and fly the assigned route as per the diagram.
- **MAINTAIN 1500'** until advised or leaving the zone.
- All routes start approximately 2NM from airport.



## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

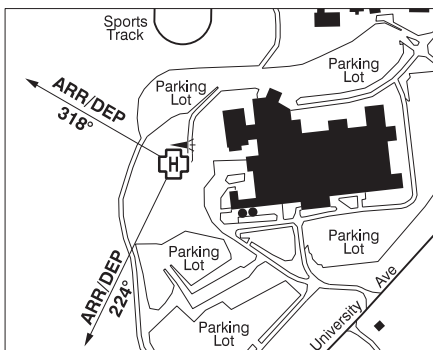
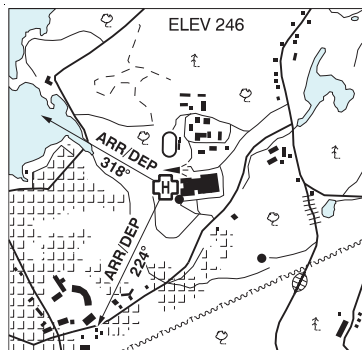
## POKEMOUCHE NB

CDA4

<b>REF</b>	N47 42 59 W64 52 57 6S 19°W (2012) UTC-4(3) Elev 68' A5003 A5010 LO8 CAP	
<b>OPR</b>	Aéroport de la Péninsule (1985) Inc 506-727-4215 Reg Ldg fees	
<b>PF</b>	B-1 C-2,3,4,5	
<b>FLT PLN</b>	NOTAM FILE CYCL	
<b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>SERVICES</b>		
<b>FUEL</b>	100LL Ltd hrs 506-727-4215	
<b>OIL</b>	80, 15W50	
<b>S</b>	4,5,6	
<b>RWY DATA</b>	Rwy 13(124°)/31(304°) 2985x75 asphalt Rwy 31 up 0.40%	
<b>RCR</b>	Opr Ltd win maint	
<b>LIGHTING</b>	13-(TE ME), 31-AS(TE ME) AP ARCAL-122.350 key mic 3 times within 5 sec for 15 min dur. Key mic 5 times to turn off RIL.	
<b>COMM</b>		
<b>RCO</b>	(bil) Québec rdo (Bathurst) 123.475 (FISE) 126.7 (bcst) (may not be receivable on the ground)	
<b>ATF</b>	UNICOM ltd hrs O/T tfc 122.350 5NM 3100 ASL	

## SAINT JOHN (SAINT JOHN REGIONAL HOSPITAL) NB (Heli)

CSN6



<b>REF</b>	N45 18 08 W66 05 17 1.5N 18°W (2013) UTC-4(3) Elev 246' A5003
<b>OPR</b>	Saint John Regional Hospital Atlantic Health Sciences Corp 506-648-6614 Cert PPR
<b>FLT PLN</b>	NOTAM FILE CYSJ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	FATO/TLOF 92' x 92' ASPH Safety Area 122' x 122' ASPH/GRASS Max heli overall length 61' Rstd to medevac & govt use
<b>RCR</b>	Opr Ltd win maint
<b>LIGHTING</b>	RF(FL)
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 123.475 (FISE) 126.7 (bcst)
<b>ATF</b>	tfc 123.2 5NM 3300 ASL
<b>PRO</b>	Arr/dep 318° and 224° fr heli, slope 8% (H3)
<b>CAUTION</b>	Lgtd smokestack 377 ASL (126 AGL) 490' SE fr heli. Lgtd smokestack 405 ASL (205 AGL) aprx 440' SE fr heli. Lgtd windsock 149' NE fr heli.

**NEW BRUNSWICK**

AERODROME / FACILITY DIRECTORY

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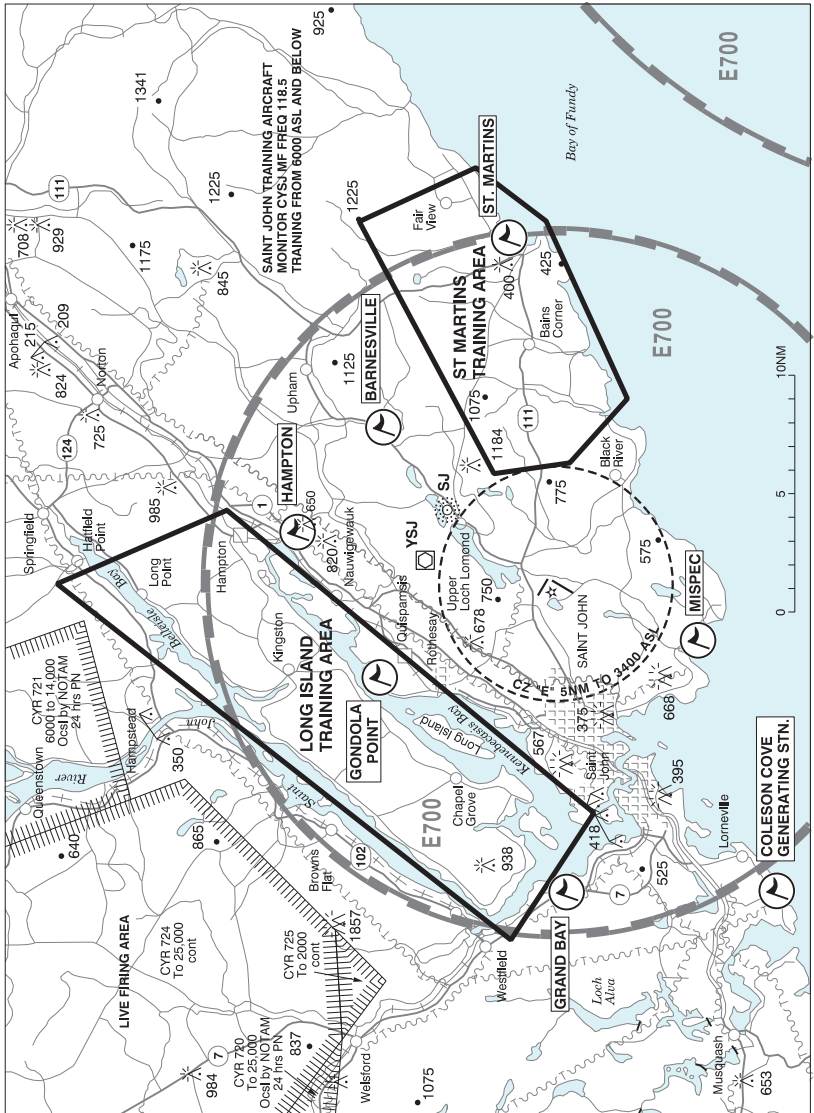
**SAINT JOHN FSS -RCO**

**Fredericton** 119.0 (RAAS) 0345-1045Z† (N45 52 W66 32)

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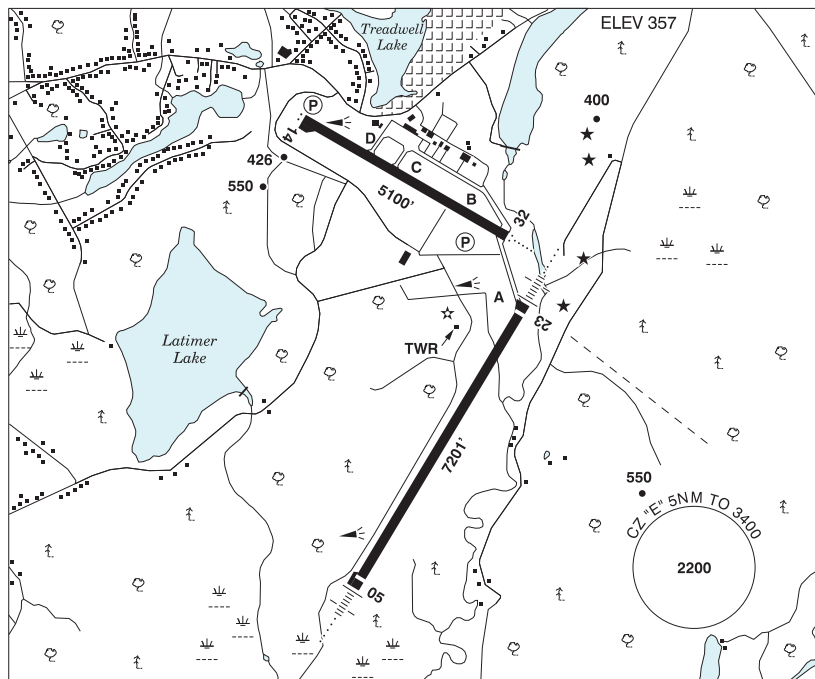
**SAINT JOHN VFR TERMINAL PROCEDURES CHART - TRAINING AREAS**



LOCATION	IDENT	LAT/LONG
BARNESVILLE	VCBRN	N45° 26.50 W65° 44.00
COLESON COVE GENERATING STN.	VCCGS	N45° 09.30 W66° 12.00
GONDOLA POINT	VCGON	N45° 26.20 W65° 59.00
GRAND BAY	VCGRB	N45° 18.70 W66° 11.60
HAMPTON	VCHPN	N45° 29.70 W65° 50.10
MISPEC	VCMIS	N45° 12.80 W65° 56.80
ST. MARTINS	VCSTM	N45° 20.90 W65° 32.80

**SAINT JOHN NB**

**CYSJ**



<b>REF</b>	N45 18 57 W65 53 24 8ENE 18°W (2014) UTC-4(3) Elev 357' A5003 LO8 HI6 CAP
<b>OPR</b>	Saint John Airport Inc 506-638-5555 Cert
<b>PF</b>	A-1,2,3,6,7 09-04Z† C-4,5
<b>CUST</b>	AOE/120 (140 with staged off-loading) 888-226-7277 12-04Z†
<b>FLT PLN</b>	NOTAM FILE CYSJ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
<b>SERVICES</b>	Call out chg may be levied for one or more svcs
<b>FUEL</b>	100LL, JA, FSII 12-21Z† Mon-Fri, JA-1 10-02Z†
<b>OIL</b>	All
<b>S</b>	1(ltd, for lgt acft),2,4,5,6
<b>ARFF</b>	DESIGNATED CAT 6 0900-0330Z†, O/T call out chg.
<b>JASU</b>	CE8, CA2
<b>PVT ADV</b>	Atlantic Flt Centre 123.3 1130-2130Z† Mon-Fri, 12-16Z† Sat 506-634-5565 O/T 506-650-8402, exc hols; Air Canada Ground Handling 130.37 506-632-1524
<b>MIL CON</b>	ASIG Canada (Irving Oil) 506-653-7409

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## SAINT JOHN NB (Cont'd)

CYSJ

<b>RWY DATA</b>	Rwy 05(049°)/23(229°) 7201x148 ASPH Thlds 05 & 23 displ 197' Rwy 14(138°)/32(318°) 5100x148 ASPH Rwy 14 down 0.84% Rwy 14/32 avbl as twy dur night when Rwy 05/23 RVR 1200(1/4sm)
<b>RWY CERT</b>	Rwy 05 RVR 1200(1/4sm)/Rwy 23 RVR 1200(1/4sm) AGN IV Rwy 14 RVR 1200(1/4sm) Day only/Rwy 32 RVR 1200(1/4sm) Day only AGN IV
<b>RCR</b>	Opr CRFI and win maint avbl ltd hrs. PLR/PCN
<b>LIGHTING</b>	05-AN(TE HI), 23-AN(TE HI), 14-AS(TE ME) P2, 32-AO(TE ME) P2
<b>COMM</b>	
<b>RADIO</b>	118.5 236.6 (E) (emerg only 506-646-7225)
<b>RCO</b>	Halifax rdo 123.475 (FISE) 126.7 (bcst)
<b>MF</b>	rdo 118.5 5NM 3400 ASL (CAR 602.98)
<b>PAL</b>	Moncton Ctr 124.3 135.5 270.8
<b>NAV</b>	
<b>NDB</b>	SJ 212 (M) N45 23 30 W65 49 08 ALPINE ZST 397 (L) N45 13 40 W65 57 30
<b>VOR/DME</b>	YSJ 113.5 Ch 82 N45 24 26 W65 52 15 (494')
<b>ILS</b>	ISJ 110.5 (Rwy 23) RVR; IDM 108.3 (Rwy 05) RVR
<b>PRO</b>	Pursuant to CAR 602.96, in vis conds blw ¼ sm with an RVR of 1200 or greater, an IFR clnc must be obtained prior to taxiing for dep and acft are not auth to taxi when another acft is on the maneuvering area, or on apch to any rwy. Ctc CYSJ FSS for tfc status. 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. <b>Reduced Visibility Procedure:</b> See CAP

## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## SCOTTSFIELD AIRPARK NB

CCF9

<b>REF</b>	N45 57 37 W67 05 43 17°W (2015) UTC-4(3) Elev 600' A5003	
<b>OPR</b>	Ernie McLean 506-575-1910/8615 506-260-2932 Reg	
<b>PF</b>	B-1 C-2,3 D-3,4,5	
<b>FLT PLN</b>	NOTAM FILE CYFC	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>SERVICES</b>		
<b>OIL</b>	15W50	
<b>S</b>	4,5	
<b>RWY DATA</b>	Rwy 05/23 2500x100 turf	
<b>RCR</b>	Opr No win maint First 400' each rwy soft in spring/fall	
<b>COM</b>		
<b>ATF</b>	tfc 123.2 5NM 3600 ASL	
<b>CAUTION</b>	Weyman Airpark aprx 12NM E, ATF 123.2.	

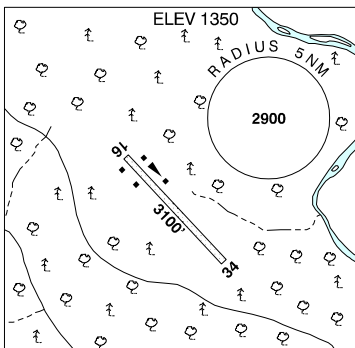
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**SEVOGLE NB**

**CCM3**

<b>REF</b>	N47 11 W66 09 18°W (2015) UTC-4(3) Elev 1350' A5003
<b>OPR</b>	New Brunswick Dept of Natural Resources 506-778-6672 (summer) 506-453-2530 (winter) Reg PN
<b>FLT PLN</b>	NOTAM FILE CYCL
<b>FIC</b>	(bil) Québec 866-WXBRIEF or 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 16/34 3100x60 treated gravel
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 4400 ASL





## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## SHEDIAC BRIDGE NB

CSB5

<b>REF</b>	N46 15 17 W64 34 36 1S 18°W (2015) UTC-4(3) Elev 25' A5003	
<b>OPR</b>	Maurice R. Hébert 506-866-7222 Reg PPR	
<b>PF</b>	C-1,2,3,4,5 D-6	
<b>FLT PLN</b>	NOTAM FILE CYQM	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 09/27 2750x75 gravel	
<b>RCR</b>	Opr No win maint	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3100 ASL	
<b>CAUTION</b>	Rwy may be soft when wet. Unmarked power lines on apch to Rwy 27. Training areas around A/D, see Moncton VTPC - Training areas.	

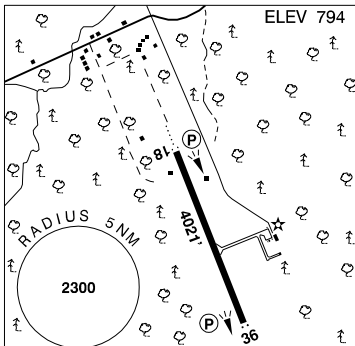
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**ST. LEONARD NB**

**CYSL**

<b>REF</b>	N47 09 26 W67 50 11 4SE 18°W (2012) UTC-4(3) Elev 794' A5002 A5003 LO8 CAP
<b>OPR</b>	JD Irving Ltd 506-632-7777 Reg PPR
<b>PF</b>	A-1 C-2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYCL
<b>FIC</b>	(bil) Québec 866-WXBRIEF or 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.



<b>RWY DATA</b>	Rwy 18(174°)/36(354°) 4021x100 asphalt Rwy 36 down 0.32%
<b>RCR</b>	Opr CRFI, Ltd win maint. PLR/PCN
<b>LIGHTING</b>	18-AO(TE ME) AP, 36-AS(TE ME) AP ARCAL-122.7 type K
<b>COMM</b>	
<b>DRCO</b>	(bil) Québec rdo 126.7 (FISE)
<b>ATF</b>	UNICOM (AU) ltd hrs O/T tfc 122.7 5NM 3800 ASL

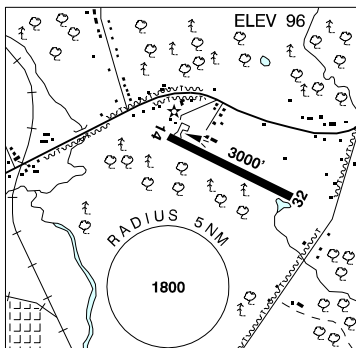
## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## ST. STEPHEN NB

CCS3

<b>REF</b>	N45 12 27 W67 15 02 1NE 18°W UTC-4(3) Elev 96' A5003 LO8
<b>OPR</b>	Town 506-466-7717 Reg
<b>PF</b>	B-1 C-2,3,4,5,6
<b>CUST</b>	AOE/15 888-226-7277
<b>FLT PLN</b>	NOTAM FILE CYSJ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	WxCam
<b>SERVICES</b>	12-21Z± 506-466-8853 O/T 506-466-1223 or 506-422-1903 PN
<b>FUEL</b>	100LL
<b>OIL</b>	All
<b>RWY DATA</b>	Rwy 14/32 3000x75 asphalt
<b>RCR</b>	Opr Ltd win maint.
<b>LIGHTING</b>	14-(LO), 32-(LO) ARCAL-122.8 type J
<b>COMM</b>	
<b>ATF</b>	UNICOM ltd hrs O/T tfc 122.8 5NM 3100 ASL
<b>PRO</b>	Rgt hand circuits Rwy 32 (CAR 602.96)
<b>CAUTION</b>	Obst twr 320 AGL 1.5NM SE. Parajumps May-Oct max alt 10,000 ASL.



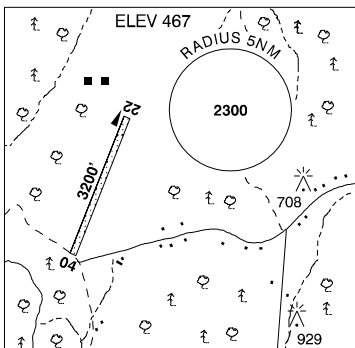
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**SUSSEX NB**

**CCY3**

<b>REF</b>	N45 41 11 W65 32 31 3SW 18°W (2015) UTC-4(3) Elev 467' A5003
<b>OPR</b>	Ross Keirstead 506-433-3554 Reg
<b>PF</b>	C-1,2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYSJ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 04/22 3200x60 treated gravel (first 600' Rwy 04 treated gravel/grass)
<b>RCR</b>	No win maint
<b>COMM</b>	
<b>ATF</b>	ffc 123.2 5NM 3400 ASL
<b>CAUTION</b>	Ocsl wildlife on rwy.



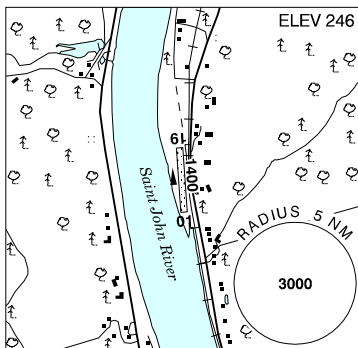
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**UPPER KENT NB**

**CCH2**

<b>REF</b>	N46 35 15 W67 43 09 1.1NNW 18°W (2011) UTC-4(3) Elev 246' A5002 A5003
<b>OPR</b>	Bruce Lockhart 506-278-5161 Reg
<b>PF</b>	C-2 D-5
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>RWY DATA</b>	Rwy 01(014°)/19(194°) 1400x70 turf
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 122.8 5NM 3300 ASL



**CAUTION** Lgtd towers 200 AGL aprx 1NM NW and aprx 1NM SW of A/D.

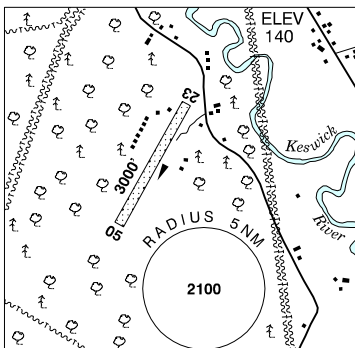
**NEW BRUNSWICK**

**AERODROME / FACILITY DIRECTORY**

**WEYMAN AIRPARK NB**

**CCG3**

<b>REF</b>	N46 02 15 W66 51 32 17°W (2015) UTC-4(3) Elev 140' A5003
<b>OPR</b>	David Bradley 506-450-4087 Reg PPR
<b>PF</b>	B-1 C-2 D-3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 05/23 3000x80 sand/gravel/chip seal
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>CAUTION</b>	Glider activity Apr 15-Dec 15. Rwy may be soft during thaw. Scottfield Airpark aprx 12NM W, ATF 123.2.



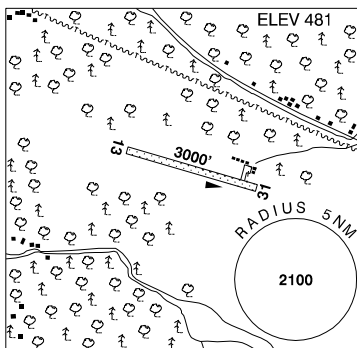
## NEW BRUNSWICK

## AERODROME / FACILITY DIRECTORY

## WOODSTOCK NB

CCD3

<b>REF</b>	N46 09 W67 33 1.1E 17°W (2015) UTC-4(3) Elev 481' A5002 A5003
<b>OPR</b>	Town 506-325-4600/8526 Reg
<b>PF</b>	B-1 C-2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYFC
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>SERVICES</b>	
<b>S</b>	1,4,5
<b>RWY DATA</b>	Rwy 13/31 3000x75 chipseal/turf First 1000' Rwy 13 turf remaining 2000' chipseal
<b>RCR</b>	Opr No win maint. Turf may be soft in spring.
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3500 ASL
<b>CAUTION</b>	Extensive ultra-light activity with 500 AGL circuits. Wildlife may be present.



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OR AIP SUPPLEMENT

EFFECTIVE 0901Z **30 JANUARY 2020**  
TO 0901Z 26 MARCH 2020

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## ATLANTIC TERMINAL AND ENROUTE DATA

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

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EFFECTIVE 0901Z **30 JANUARY 2020**  
TO 0901Z 26 MARCH 2020

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## **NEWFOUNDLAND AND LABRADOR** TERMINAL AND ENROUTE DATA

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

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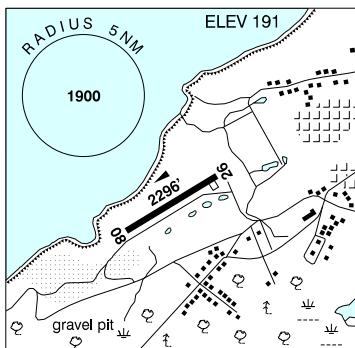
## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## BELL ISLAND NL

CCV4

<b>REF</b>	N47 38 06 W52 58 49 Adj 19°W (2014) UTC-31/2(21/2) Elev 191' A5012 LO8 CAP
<b>OPR</b>	Govt of Newfoundland & Labrador 709-729-2382 Reg
<b>PF</b>	C-1,2,3,4,5
<b>FLT PLN</b>	NOTAM FILE CYYT
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>RWY DATA</b>	Rwy 08(076°)/26(256°) 2296x75 ASPH
<b>RCR</b>	Dept of Highways 709-488-3842 Ltd win maint PN
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3200 ASL
<b>CAUTION</b>	Ocsl rdo ctl acft and motorsport activity peak periods wknds May-Sep. Possible wildlife on rwy.



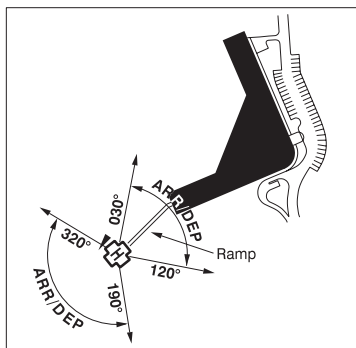
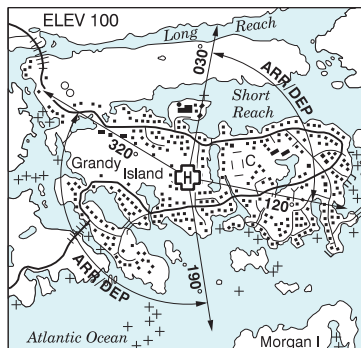
## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## BLACK TICKLE NL

CCE4

<b>REF</b>	N53 28 12 W55 47 15 1NW 22°W (2013) UTC-4(3) Elev 52' A5020 LO7 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYYR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 14(143°)/32(323°) 2503x75 gravel Rwy 32 down 1%	
<b>RWY CERT</b>	Rwy 14/32 AGN II	
<b>RCR</b>	Opr 709-471-8898/8907 Ltd win maint, ctc opr.	
<b>LIGHTING</b>	14-AS(TE ME) AP, 32-AS(TE ME) AP ARCAL-122.8 type K, key mic 7 times for RILS.	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3100 ASL See PRO section	
<b>NAV</b>		
<b>NDB</b>	1E 349 (M) N53 28 02 W55 47 19 Pvt Unmonitored	
<b>PRO</b>	A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

**BURGEO (CALDER HEALTH CARE CORP) NL (Heli)****CBC9**

<b>REF</b>	N47 36 47 W57 37 24 Adj S 19°W (2014) UTC-31/2(21/2) Elev 100' A5012
<b>OPR</b>	Calder Health Care Corporation 709-886-3350 Cert PN
<b>FLT PLN</b>	NOTAM FILE CYJT
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225
<b>HELI DATA</b>	50' x 50' concrete
<b>RCR</b>	Opr Ltd win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>PRO</b>	Arr/dep btwn 030° & 120° and btwn 190° & 320° fr pad.
<b>CAUTION</b>	Unmarked P-line aprx 755' NW fr heli. Building 144' SE fr heli. Hill 360' S fr heli.

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## CARTWRIGHT NL

CYCA

<b>REF</b>	N53 40 57 W57 02 31 1.5SW 22°W (2013) UTC-4(3) Elev 42' A5020 LO7 HI1 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,3,4,5	
<b>FLT PLN</b>	NOTAM FILE CYCA	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 02, 08, 14, 20Z.	
<b>RWY DATA</b>	Rwy 08(078°)/26(258°) 3937x75 gravel	
<b>RWY CERT</b>	Rwy 08/26 AGN II	
<b>RCR</b>	Opr 709-938-7323/7212 Ltd win maint	
<b>LIGHTING</b>	08-AS(TE ME) AP, 26-AS(TE ME) AP ARCAL-122.8 type K key mic 7 times for RILS.	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3000 ASL See PRO section	
<b>AWOS</b>	128.75	
<b>NAV</b>		
<b>NDB</b>	CA 281 (M) N53 42 33 W57 01 16	
<b>PRO</b>	Rgt hand circuits Rwy 26 (CAR 602.96). A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## CHARLOTTETOWN NL

CCH4

<b>REF</b>	N52 45 57 W56 06 45 Adj S 22°W (2013) UTC-3 1/2(2 1/2) Elev 210' A5020 LO7 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	D-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYAY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 09(092°)/27(272°) 2502x75 gravel Rwy 27 down 1.48%	
<b>RWY CERT</b>	Rwy 09/27 AGN II	
<b>RCR</b>	Opr 709-949-0268/0226 Ltd win maint, ctc opr.	
<b>LIGHTING</b>	09-AS(TE ME) AV 4°, 27-AS(TE ME) AV 4° ARCAL-122.8 type K key mic 7 times for RILS.	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3200 ASL See PRO section	
<b>NAV</b>		
<b>NDB</b>	1D 346 (M) N52 46 31 W56 07 33 Pvt Unmonitored	
<b>PRO</b>	Rgt hand circuits Rwy 27 (CAR 602.96). A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## CHURCHILL FALLS NL

CZUM

<b>REF</b>	N53 33 45 W64 06 21 4NW 22°W (2013) UTC-4(3) Elev 1442' A5020 LO7 HI1 CAP	
<b>OPR</b>	Churchill Falls (Labrador) Corp 709-925-3405 Ldg fees Cert	
<b>PF</b>	A-1 C-2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYYR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 02, 08, 14, 20Z.	
<b>SERVICES</b>	PN for svcs. Ramp and other fac svc fees may apply.	
<b>FUEL</b>	JA-1 12-16Z±, 17-21Z± Mon-Fri; Sat, Sun & hols call 709-925-8280. Call out chg and fuel hook up fee will be levied.	
<b>S</b>	5	
<b>RWY DATA</b>	Rwy 13(126°)/31(306°) 5500x148 ASPH	
<b>RWY CERT</b>	Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN IV	
<b>RCR</b>	Opr 1230-1600Z±, 1700-2030Z± Mon-Fri exc hols O/T 3 hrs PN, call out chg may apply. Ltd win maint, PLR/PCN	
<b>LIGHTING</b>	13-AO(TE ME) P2, 31-AO(TE ME) P2 ARCAL-123.5 type K	
<b>COMM</b>		
<b>RCO</b>	Halifax rdo 123.25 (FISE) 126.7 (bcst)	
<b>ATF</b>	ffc 123.5 5NM 4400 ASL	
<b>PAL</b>	Gander Ctr 126.025	
<b>AWOS</b>	118.95	
<b>NAV</b>		
<b>NDB</b>	UM 233 (M) N53 35 26 W64 14 08	
<b>CAUTION</b>	Migratory bird activity in vic of aprt spring and win. Ocs standing water on rwy. Extn heli activity in vic.	



## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## CLARENVILLE NL

CCZ3

<b>REF</b>	N48 16 29 W53 55 26 7.5N 19°W (2013) UTC-31/2(21/2) Elev 203' A5012 LO8 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-466-4132 or 709-256-1048 Reg	
<b>PF</b>	D-1,2,3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYYT	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 08(077°)/26(257°) 3938x75 asphalt Rwy 26 down 0.63%	
<b>RCR</b>	Dept of Highways 709-466-4120 Ltd win maint PN	
<b>LIGHTING</b>	08-AS(TE ME), 26-AS(TE ME) ARCAL-122.8 type K key mic 7 times for RILS.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3200 ASL	
<b>CAUTION</b>	Rwy maybe clsd wknds fr May to Nov by NOTAM.	

**DEER LAKE FSS - RCO**

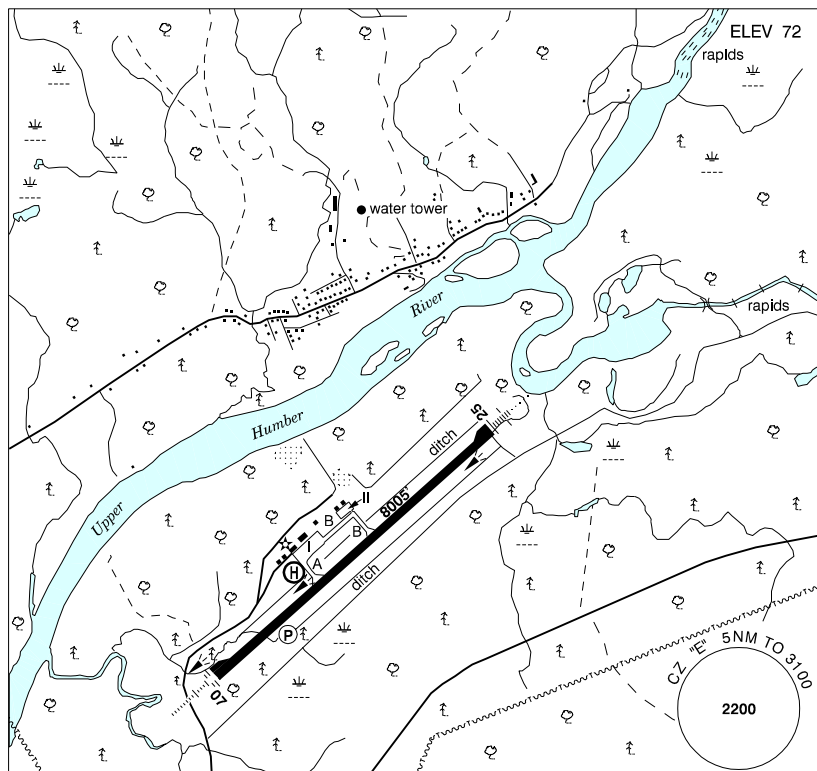
**St. Anthony** 122.3 (RAAS) (N51 23 31 W56 04 59)

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## DEER LAKE NL

CYDF



<b>REF</b>	N49 12 33 W57 23 40 3NNE 20°W (2013) UTC-31/2(21/2) Elev 72' A5011 A5012 LO8 HI6 CAP
<b>OPR</b>	Deer Lake Regional Airport Authority Inc. 709-635-3601 Cert
<b>PF</b>	A-1,2,3,6 C-4,5
<b>CUST</b>	AOE/120 (250 with staged off-loading) 888-226-7277 1830-0230Z± Mon-Fri, Feb 1-May 30; 1130-1930Z± Mon-Fri, Jun 22-Sep 30; AOE/15 H24
<b>FLT PLN</b>	NOTAM FILE CYDF
<b>FIG</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>WX</b>	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.
<b>SERVICES</b>	
<b>FUEL</b>	100LL, JA-1
<b>OIL</b>	All
<b>ARFF</b>	DESIGNATED CAT 6 (CAT 7 30 min PN) 0830-0430Z±, O/T call out chg.
<b>PVT ADV</b>	Nalair 122.85 709-635-3574 Fax 709-635-3901 Woodward Aviation 709-635-3776
<b>MIL CON</b>	Woodward's Oil Limited 709-635-3776

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## DEER LAKE NL (Cont'd)

CYDF

<b>RWY DATA</b>	Rwy 07(066°)/25(246°) 8005x150 asphalt Rwy 07 up 0.35%
<b>RWY CERT</b>	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IV
<b>HELI DATA</b>	Two 50' dia pads.
<b>RCR</b>	Opr CRFI 0830-0430Z‡ PN for extended svc PLR/PCN
<b>LIGHTING</b>	07-AE (TE HI) P2, 25-AN (TE HI)
<b>COMM</b>	
<b>RADIO</b>	122.2 239.6 (E) (emerg only 709-635-2848)
<b>RCO</b>	Halifax rdo 123.375 (FISE) 126.7 (bcst)
<b>MF</b>	rdo 122.2 5NM 3100 ASL (CAR 602.98)
<b>PAL</b>	Gander Ctr 134.6
<b>VDF</b>	122.2
<b>NAV</b>	
<b>VOR/DME</b>	YDF 113.3 Ch 80 N49 13 57 W57 12 48 (450')
<b>DME</b>	IDF 108.3 Ch 20 N49 12 55 W57 23 14 (96')
<b>ILS</b>	IDF 108.3 (Rwy 25-07)
<b>CAUTION</b>	Water tower 1NM N of thld Rwy 25, 225 ASL.

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## EXPLOITS VALLEY (BOTWOOD) NL

CCP2

<b>REF</b>	N49 03 22 W55 26 52 6WSW 20°W (2013) UTC-31/2(21/2) Elev 328' A5011 A5012 LO8 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-292-4326 or 709-256-1048 Reg	
<b>PF</b>	D-1,2,3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYYT	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 06(063°)/24(243°) 4007x75 asphalt Rwy 06 down 0.3%	
<b>RCR</b>	Opr Ltd win maint PN	
<b>LIGHTING</b>	06-AS(TE ME), 24-AS(TE ME) ARCAL-122.8 type K key mic 7 times for RILS.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3400 ASL	
<b>CAUTION</b>	Multiple cracks and heaves on the apron and rwy. Pilots should exercise caution when oprg at this A/D. Wildlife on or in vic of rwy.	

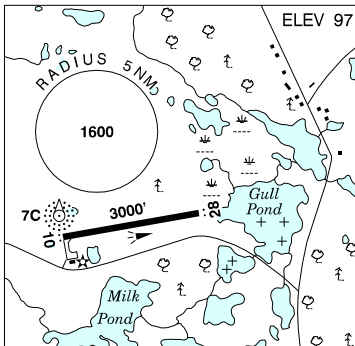
**NEWFOUNDLAND AND LABRADOR**

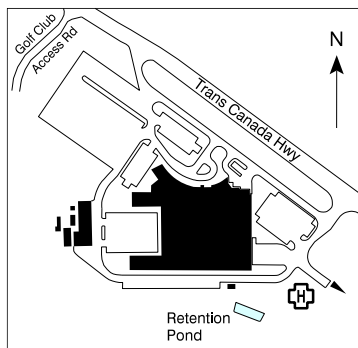
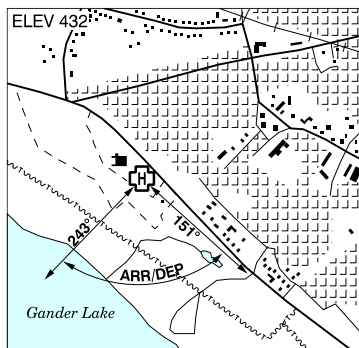
**AERODROME / FACILITY DIRECTORY**

**FOGO NL**

**CDY3**

<b>REF</b>	N49 39 27 W54 14 15 4S 20°W (2013) UTC-31/2 (21/2) Elev 97' A5012 LO8 CAP
<b>OPR</b>	Govt of Newfoundland & Labrador 709-292-4326 or 709-256-1048 Reg
<b>PF</b>	C-1,2,3,4,5
<b>FLT PLN</b>	NOTAM FILE CYYT
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>RWY DATA</b>	Rwy 10(103°)/28(283°) 3000x75 asphalt
<b>RCR</b>	Opr Ltd win maint PN
<b>LIGHTING</b>	10-AS(TE ME), 28-AS(TE ME) ARCAL-122.8 type K key mic 7 times for RILS.
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>NAV</b>	
<b>NDB</b>	7C 237 (L) N49 39 42 W54 14 43 Pvt Unmonitored
<b>CAUTION</b>	Wildlife on or in vic of rwy.



**GANDER (JAMES PATON MEM REGIONAL HEALTH CENTRE) NL (Heli)****CGH2**

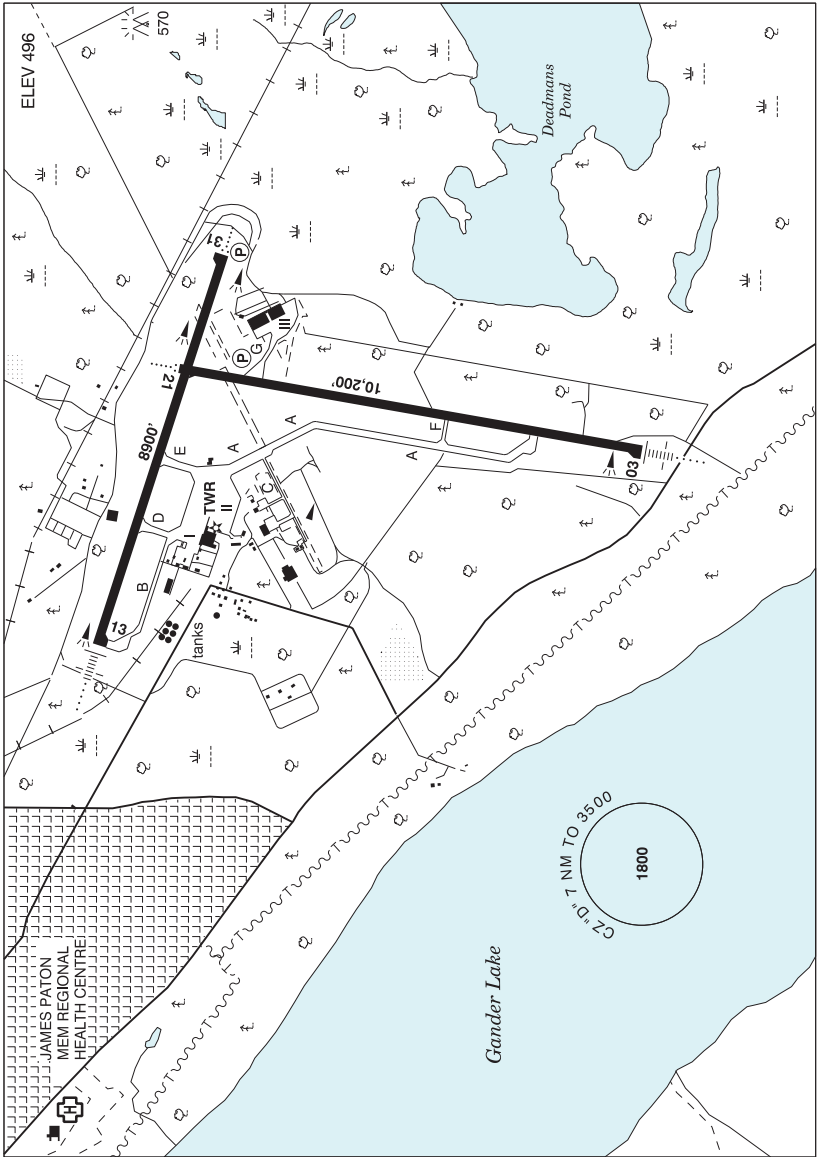
<b>REF</b>	N48 57 19 W54 37 38 Adj W 19°W (2014) UTC-3½(2½) Elev 432' A5012
<b>OPR</b>	James Paton Mem Regional Health Centre 709-256-5552/2500 Cert PN
<b>PF</b>	A-1,2,3,4 C-5,6
<b>FLT PLN</b>	NOTAM FILE CYQX
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>HELI DATA</b>	FATO/TLOF 79' x 79' ASPH Safety Area 105' x 105' ASPH Max heli overall length 52.5'
<b>RCR</b>	Opr Ltd win maint
<b>COMM</b>	
<b>TWR</b>	Gander 118.1 at Gander Intl A/D 2.4NM SE
<b>PRO</b>	Arr/dep btwn 151°-243° fr heli, slope 8% (H3). Portion of arr/dep path overlies golf course. Verify that sufficient suitable and reachable emergency landing areas are available and not occupied by persons on the ground prior to use of arr/dep path.

**GANDER CENTRE** (emerg only 709-651-5324)**CZQX****124.175 125.9** (FL290 & above) **128.5 128.5 132.1 132.1** (extended range) (FL280 & below)**132.6 133.9** (FL290 & above) **289.4 289.4** (FL280 & below)**Allen's Island 124.05** (FL 290 & above)**Brevoort 124.825 128.075** (FL290 & above) (132.025 **132.025** (FL280 & below) (Cinc Del 2330-0730Z±) O/T Montreal Centre)**Cape Dyer 132.55** (FL290 & above)**Churchill Falls 121.375** (FL290 & above) 126.025 **126.025** (FL280 & below) **128.7** (FL290 & above) 12-20Z± (128.7 **128.7** (FL280 & below) Cinc Del 2330-0730Z±)**Deer Lake 134.6 134.6** (FL280 & below)**Goose Bay 120.4 120.4** (FL280 & below) **125.75 127.675 132.4 133.425** (FL290 & above) 294.5 **294.5** (FL280 & below)**Hibernia 118.25 118.25** (FL280 & below)**Hopedale 120.55 125.375 128.325 132.65** (FL290 & above) 135.4 **135.4** (FL280 & below) **Kuujuuaq 134.2 134.2** (FL280 & below) Cinc Del 2330-0730± O/T Montreal Centre**Natashquan 135.45** (FL180 to FL280 outside Cinc Del hrs) (135.45 **135.45** (FL280 & below) Cinc Del 2330-0730Z±)**Saglek 119.625 123.75 128.475 135.325** (FL290 & above)**St. Anthony 119.85 124.725 126.45 128.6 134.3** (FL290 & above)133.0 **133.0 371.9 371.9** (FL280 and below)**St. John's (NL) 125.075 128.175 132.05 132.475** (FL290 & above) 133.15 **133.15** (FL280 & below) **134.7** (FL290 & above) 135.35 **135.35 227.3 227.3** (FL280 & below)**St. Pierre** (Allen's Is) (128.45 **128.45** (FL280 & below) Cinc Del 2330-0730Z±) 134.9 **134.9** (FL280 & below)**Stephenville 120.325 120.325** (FL280 & below) (135.05 **135.05** (FL280 & below) Cinc Del 2330-0730Z±)**Sydney 119.425 119.425** (FL280 & below) Cinc Del 2330-0730Z±**Wabush 119.7 134.0** (FL290 & above)



**GANDER INTL NL**

**CYQX**



<b>REF</b>	N48 56 13 W54 34 05 Adj SE 20°W (2013) UTC-31/2 (21/2) Elev 496' A5012 LO8 HI6 T2 CAP OC
<b>OPR</b>	Gander International Airport Authority Inc 709-256-6666 Cert DND CSN 319-622-3342
<b>PF</b>	A-1,2,3,6 C-4,5

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## GANDER INTL NL (Cont'd)

CYQX

<b>CUST</b>	AOE 888-226-7277
<b>FLT PLN</b>	NOTAM FILE CYQX
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>WX</b>	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
<b>SERVICES</b>	Mil acft hg space very ltd, PPR for hg space. For emerg, space can be made avbl, ctc Gander Wg Ops CSN 86-622-1213 or 709-256-1703 Ext 1213 1130-2000Z‡ Mon-Fri exc hols. O/T ctc Wg Duty Officer 709-235-0429. Cdn mil tran svcg not avbl 103 Sqn, ctc Allied Aviation 129.10, comm 709-256-3041.
<b>FUEL</b>	F-34, JA-1, JB, HPR
<b>OIL</b>	All
<b>S</b>	1,2
<b>ARFF</b>	PARTICIPATING CAT 5 (CAT 6, CAT 7 30 MIN PN) (CAT 8 1 hr PN) 709-256-6666
<b>SUP FL</b>	ADI, D & A-ice
<b>JASU</b>	10/15, CE13, 14, 15, CA1
<b>MIL ADV</b>	Outcast Ops 128.85 252.8 1030-1900Z‡ Mon-Fri exc hols 709-256-1703 Ext 1342
<b>PVT ADV</b>	Allied Avn 129.1; Woodward Avn 122.7 709-256-4414; Gander Avn 122.55; Irving Avn Svcs 122.9; GFT Avn Svcs 123.35 709-256-7484/709-424-5074
<b>MIL CON</b>	Woodward's Oil 709-256-4414
<b>RWY DATA</b>	Rwy 03(030°)/21(210°) 10,200x200 asphalt Rwy 13(128°)/31(308°) 8900x200 asphalt Rwy 31 up 0.33% RESA: 21 295'
<b>RWY CERT</b>	Rwy 03 RVR 1200(1/4sm)/Rwy 21 RVR 1200(1/4sm) AGN VI Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN VI
<b>TWY CERT</b>	Twy C AGN IIIB
<b>RCR</b>	Opr CRFI, PLR/PCN. TDT800
<b>LIGHTING</b>	03-AN(TE HI), 13-AN(TE HI), 21-AO(TE HI) P3, 31-AO(TE HI) P3
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 123.475 (FISE) 126.7 (bcst)
<b>ATIS</b>	124.8
<b>GND</b>	121.9 275.8
<b>TWR</b>	118.1 236.6 (E) (emerg only 709-651-5329)
<b>ARR</b>	128.5 132.1
<b>DEP</b>	128.5 132.1
<b>MIL</b>	Outcast Ops 128.85 252.8
<b>INTL AIR</b>	For a description of HF Aeromobile Operations in the NAT & associated hrs of operation for Gander IFSS, refer to TC AIM NAT Section 2.
<b>NAV</b>	
<b>NDB</b>	QX 280 (M) N48 57 52 W54 40 13
<b>VOR/DME</b>	YQX 112.7 Ch 74 N48 53 59 W54 32 06 (612')
<b>DME</b>	IQX 109.5 Ch 32 N48 57 02 W54 33 37 (461')
<b>ILS</b>	IQX 109.5 (Rwy 03) RVR; IGN 109.9 (Rwy 13) RVR
<b>PRO</b>	Parachute ops on the field require 30 minutes PN thru fire hall 709-256-6674. ATS REQUIREMENTS: All acft dep fr inside CZ must ctc TWR on freq 118.1 or 709-651-5329 prior to tkof. 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.
<b>CAUTION</b>	Snow banks N and S of Apron III Nov-Apr.

**GANDER RADIO-RCO****Cambridge Bay Intl Air** 2971 4675 8891 11279 Nat 'D' (SELCAL)**Iqaluit Intl Air** 2971 4675 8891 11279 Nat 'D' (SELCAL)**Brevoort** 124.825 (shared with Gander ACC FL290 & above)**Frederiksdal, Greenland Intl Air** 118.42 127.9**Gander Intl Air** 126.9 127.1**Hopedale Intl Air** 120.55 (shared with Gander ACC FL290 & above)**Iqaluit Intl Air** 126.9**Prins Christian Sund, Greenland Intl Air** 127.9 134.95**Saglek** 123.75 (shared with Gander ACC FL290 & above)**Simiutaq** 134.47**St. Anthony Intl Air** 119.85 (shared with Gander ACC FL290 & above) 122.375**St. John's Intl Air** 122.375 135.35 (shared with Gander ACC FL280 & below)**Gander Radio Intl Air HF**

Nat 'A' 3016 5598 8906 13306 (SELCAL)

Nat 'B' 2899 5616 8864 13291 (SELCAL)

Nat 'C' 2872 5649 8879 11336 13306 (SELCAL)

Nat 'D' 2971 4675 8891 11279 (SELCAL)

Nat 'F' 3476 6622 8831 13291 (SELCAL)

VOLMET 3485 6604 10051 13270

**GANDER RADIO / INTERNATIONAL (NAT and Anchorage Arctic FIR)**

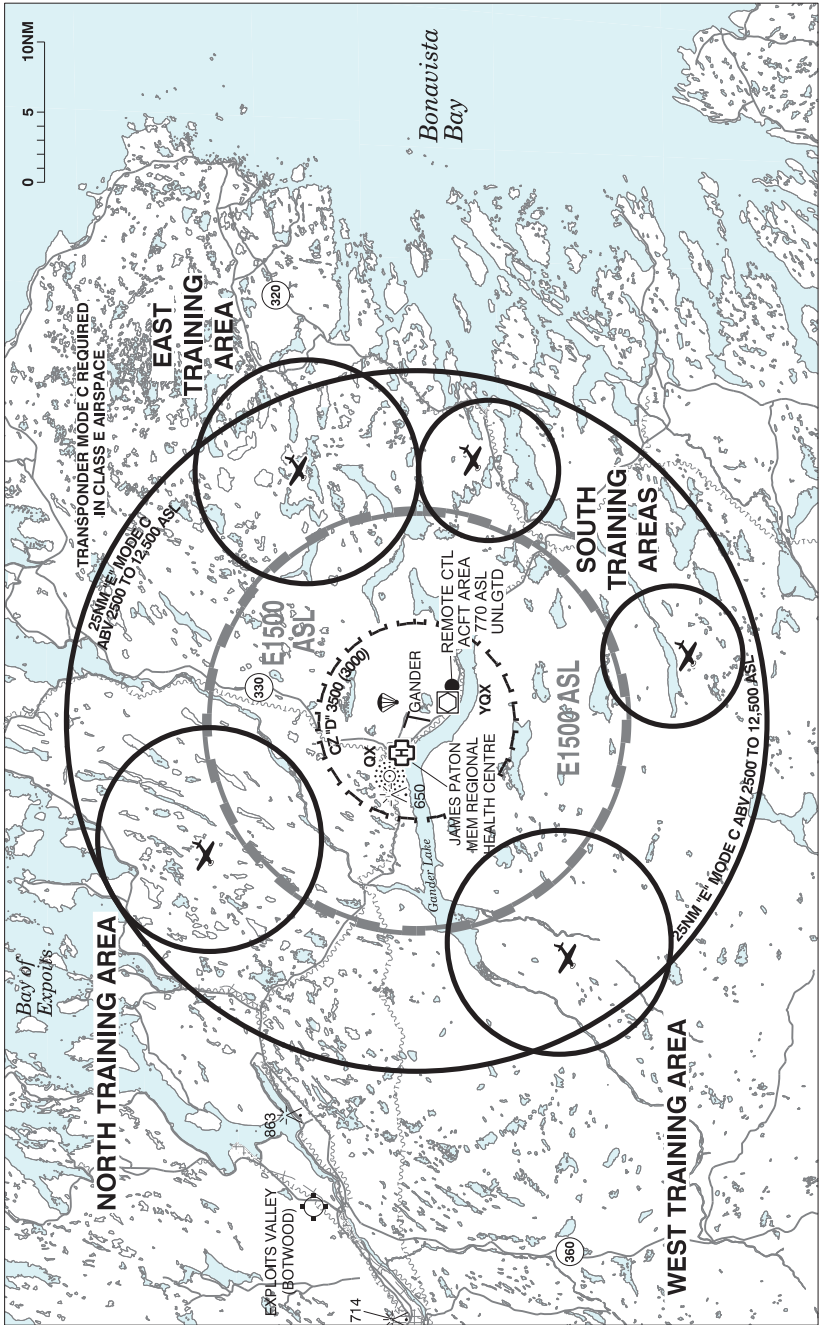
For hours of operation and a description of HF Radiotelephony Network Operations for the North Atlantic and Anchorage Arctic Flight FIR refer to TC AIM NAT Section 2. SATCOM voice may be used to contact Gander Radio for non-routine flight safety calls or during periods of poor HF propagation.

INMARSAT Code 431613 Public Phone 709-651-5328.

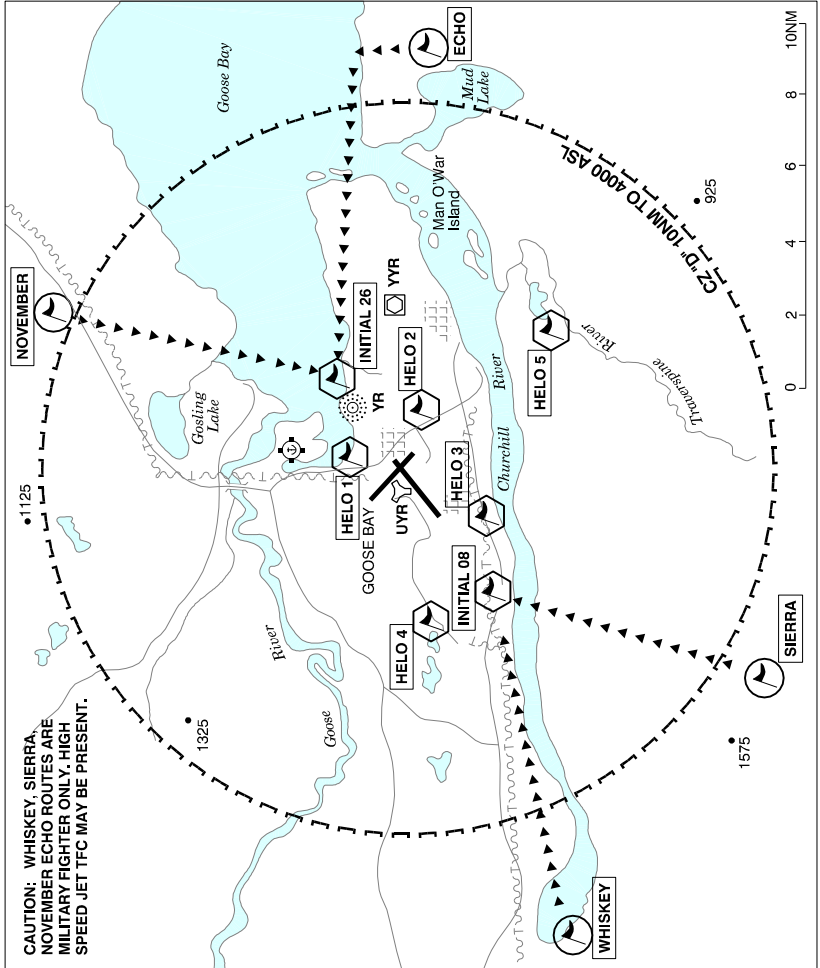
**GANDER RADIO / DOMESTIC (CANADIAN NORTHERN AIRSPACE)**

Gander Radio is responsible for (ICAO) HF communication in Canadian Northern Airspace. Aircraft operating within Canadian Northern Airspace may use SATCOM voice as an alternative to HF for routine communications. During periods of HF unreliability, the use of SATCOM voice for all communications is strongly encouraged. INMARSAT Code 431613, Public Phone 709-651-5328.

**GANDER VFR TERMINAL PROCEDURES CHART - TRAINING AREAS**



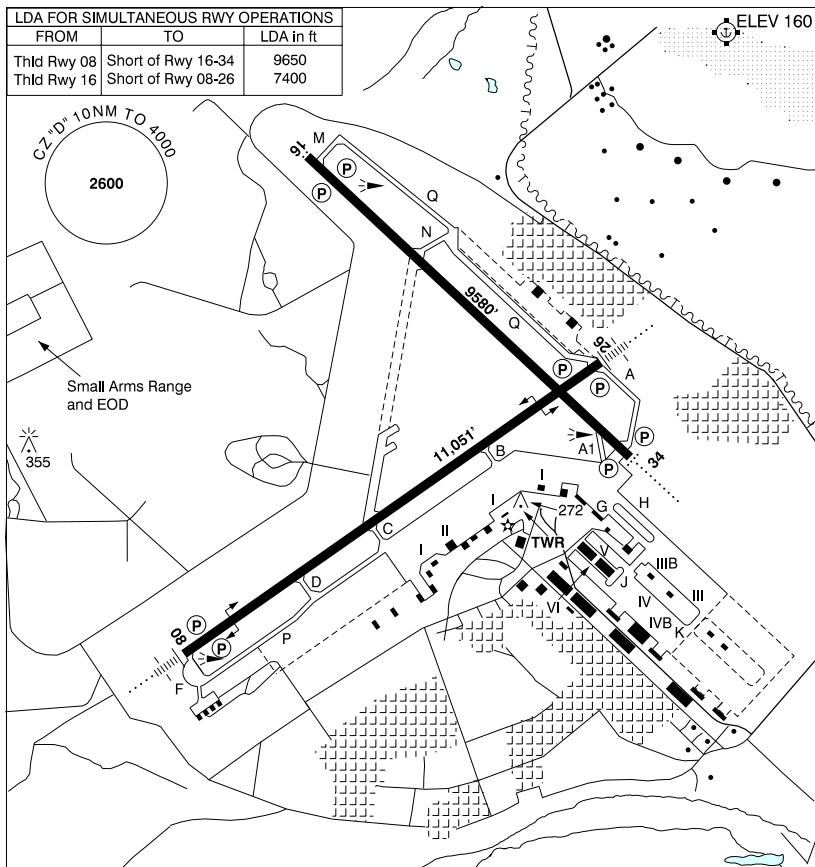
**GOOSE BAY VFR TERMINAL PROCEDURES CHART**



LOCATION	IDENT	LAT/LONG
HELO 1	VCHLA	N53° 20.33 W60° 24.95
HELO 2	VCHLB	N53° 18.25 W60° 21.95
HELO 3	VCHLC	N53° 17.00 W60° 24.45
HELO 4	VCPTR	N53° 18.00 W60° 33.00
HELO 5	VCHLD	N53° 15.00 W60° 19.00
INIT 08	VCATE	N53° 16.67 W60° 30.95
INIT 26	VCINI	N53° 20.67 W60° 20.95

**GOOSE BAY NL**

**CYYR**



<b>REF</b>	N53 19 09 W60 25 33 4.5NNW 21°W (2018) UTC-4(3) Elev 160' A5020 LO7 HI1 CAP
<b>OPR</b>	5 Wing Ops Centre 709-896-6900 Ext 7331 CSN 319-555-7331 800-563-2390, e-mail <a href="mailto:5wgwoc@forces.gc.ca">5wgwoc@forces.gc.ca</a> , for civ ctc Goose Bay Airport Corp 709-896-5445, e-mail <a href="mailto:operations@goosebayairport.com">operations@goosebayairport.com</a> 12-21Z† Mon-Fri O/T 709-896-5755 Fax 709-896-2434 Ldg fees thru PVT ADV
<b>PF</b>	A-1,6 C-2,3,4,5
<b>CUST</b>	AOE/15 Gen Avn 12-04‡ 888-226-7277
<b>FLT PLN</b>	NOTAM FILE CYYR
<b>FIG</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>MIL</b>	Fit ops 709-896-6900 Ext 7331 CSN 319-555-7331 800-563-2390, e-mail <a href="mailto:5wgwoc@forces.gc.ca">5wgwoc@forces.gc.ca</a>
<b>WX</b>	METAR H24. TAF H24, issue times: 00, 06, 12 & 18Z. Met brief for mil only. CSN 319-555-7397 or 709-896-6900 Ext 7397. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM)

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## GOOSE BAY NL (Cont'd)

CYJR

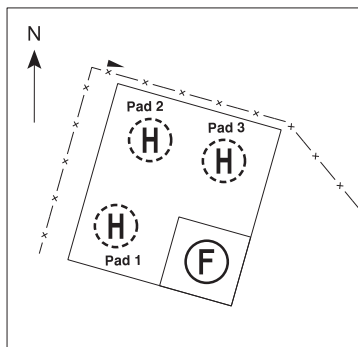
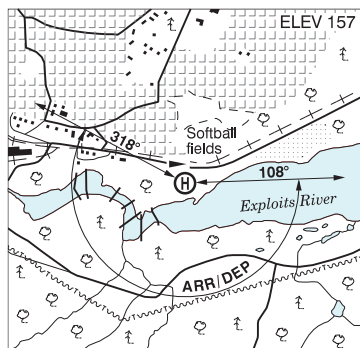
<b>SERVICES</b>	All acft carrying dangerous goods, Class 1, division 1.1, 1.2, 1.3, 1.4 explosives 24 hr PPR thru 709-896-6900 Ext 7331 CSN 319-555-7331. Hg space avbl. Civ acft co-ordination thru FBO at PVT ADV. Mil acft co-ordination thru MIL ADV.
<b>FUEL</b>	100LL, JA-1 (FSII avbl), F-34, SP, HPR
<b>OIL</b>	All (128, 133, 156)
<b>S</b>	1,2
<b>ARFF</b>	DESIGNATED CAT 8
<b>SUP FL</b>	LOX, LHOX, D & A-ice (24 hrs PN thru opr).
<b>JASU</b>	CE13, 14, CA1
<b>MIL ADV</b>	Flt Ops 129.85 350.5 709-896-6900 Ext 7331 CSN 319-555-7331. 800-563-2390, e-mail <a href="mailto:5wgwoc@forces.gc.ca">5wgwoc@forces.gc.ca</a> .
<b>PVT ADV</b>	Tran svcg thru Woodward Avn unicom 122.9 800-563-5202, 709-896-5036. Irving Avn 123.3 709-896-9090 Page 1-553-1092; Woodward Avn 122.9 709-896-5036, 800-563-5202 or 709-899-4660
<b>MIL CON</b>	Woodward Oil (Woodward's Avn 709-896-5036)
<b>RWY DATA</b>	Rwy 08(076°)/26(256°) 11051X200 concrete with asphalt overlay Rwy 16(154°)/34(334°) 9580x200 concrete with asphalt overlay RAG: Rwy 08 BAK-12B(1300'); Rwy 26 BAK-12B(1350'); Nov 1-Mar 31 acft requiring cable 24 hr PN. Apr 1-Oct 31 1 hr PN thru opr.
<b>TWY</b>	Twys G, J, K and H south of J uncontrolled. Twys A1 & K unlit. Uncontrolled vehicle rte on Twy G.
<b>RCR</b>	Opr CRFI No win maint on Twy A1. Ltd win maint on Rwy 16/34, Twy M, N, Q fr Nov 30-Mar 1. PLR/PCN Rwy 08/26 PCN 86/F/B/W/T Rwy 16/34 PCN 59/R/B/W/T.
<b>LIGHTING</b>	08-AN(non-std 3000' (1600' SF)) (TE HI) P2, 26-AN(TE HI) P2, 16-AS(TE HI) P2, 34-AD(TE HI) P2
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 123.475 (FISE) 126.7(bcst)
<b>ATIS</b>	128.1 340.8
<b>CLNC DEL</b>	118.1 336.5
<b>GND</b>	121.9 275.8
<b>TWR</b>	119.1 236.6 (E)
<b>TML</b>	119.5 267.1 257T (E) 11-03Z± Mon-Sat O/T Gander Ctr
<b>PAL</b>	Gander Ctr 120.4 294.5
<b>PMSV</b>	344.6
<b>NAV</b>	
<b>NDB</b>	GOOSE YR 257 (M) N53 20 16 W60 21 57
<b>VOR/DME</b>	GOOSE YYR 117.3 Ch 120 N53 19 11 W60 17 41 (92')
<b>TACAN</b>	GOOSE UYR 110.3 Ch 40 N53 19 11 W60 25 00 (200') Preventive maint 12-16Z± Tue exc dur IFR. Unrel btwn 096°-036° beyond 30NM below 3500'; 356°-036° beyond 35NM below 4100'; 106°-136° beyond 35NM below 4100'; 136°-356° beyond 35NM below 5000'.
<b>ILS</b>	IYR 110.3 (Rwy 08-26) RVR. Maint 12-16Z± Thu exc dur IFR.
<b>PRO</b>	Rgt hand circuits Rwy 26 (CAR 602.96). Tfc ptns: jets 1500 ASL, convl 1000 ASL. Mil jet tfc VFR recovery points; N – Hill (051° R/10NM); E – East of Lake (124° R/13NM); W – Falls (276° R/14NM); S – Lake (241° R/13NM). Acft should land beyond apch end arrestor cable when in up posn. Noise abatement Rwy 08 climb rwy hdg to 2000 ASL before turning. Noise abatement pro for sensitive area in vicinity of Northwest River/Sheshatshui N53 31.5 W60 09 (aprx YYR 046° R/14NM) & Mud Lake N53 18 W60 10 (aprx YYR 116° R/4.5 NM). All mil acft avoid fit below 2000 ASL within 2NM radius. Helo reporting pts - Helo will report over pts at 500 AGL: Helo 1 - CN Wharf; Helo 2 - Newfoundland Tel Twr; Helo 3 - Pumping Station; Helo 4 - Alexander Lake; Helo 5 - Abm Little Muskrat Lake. Unmarked fur farm loc N53 18.0 W60 22.0: Acft requested to avoid overflight of this farm below 1000 ASL within 0.5NM. All acft arriving or departing Goose (Otter Creek) ctc TWR prior to ldg or tkof.
<b>CAUTION</b>	Snow bank on apron btwn twy B & C Nov-May. Daily radiosonde balloon launches with an ascent rate of 1000 ft/min between the hrs of 1115-1345Z and 2315-0145Z Water Aerodrome, Goose (Otter Creek), 2.5 NM N. Small Arms Range lctd aprx. 1.5 NM NW of AD. Times of activation via ATIS or Goose Bay twr.

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## GRAND FALLS-WINDSOR NL (Heli)

CFW8



<b>REF</b>	N48 55 29 W55 38 50 Adj 20°W (2014) UTC-3½(2½) Elev 157' A5011 A5012
<b>OPR</b>	Town of Grand Falls-Windsor 709-489-0427/0430 Reg
<b>PF</b>	C-1,2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYYT
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>SERVICES</b>	<b>S</b> 4
<b>HELI DATA</b>	FATO 64' x 64' ASPH Safety Area 96' x 89' GRVL Parking Pad 1: 50' dia ASPH Parking Pad 2: 50' dia ASPH Parking Pad 3: 50' dia ASPH
<b>RCR</b>	Opr Ltd win maint
<b>COMM</b>	<b>ATF</b> tfc 123.2 5NM 3200 ASL
<b>PRO</b>	Arr/dep btwn 108° & 318° fr heli.
<b>CAUTION</b>	Trees & brush in SE & SW arr/dep paths.



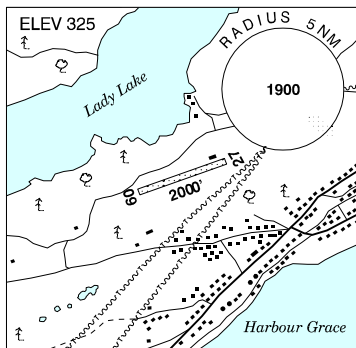
## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## HARBOUR GRACE NL

CHG2

<b>REF</b>	N47 41 08 W53 15 14 0.8W 19°W (2015) UTC-3½(2½) Elev 325' A5012
<b>OPR</b>	Town of Harbour Grace 709-596-3631/3042 Reg
<b>PF</b>	C-1,2,3,4,5 D-6
<b>FLT PLN</b>	NOTAM FILE CYYT
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>RWY DATA</b>	Rwy 09/27 2000x100 turf Rwy 27 down 4%
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3300 ASL
<b>CAUTION</b>	65' high rock outcrop 450' E of Thrd Rwy 27. Rwy may be soft when wet.



## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## HOPEDALE NL

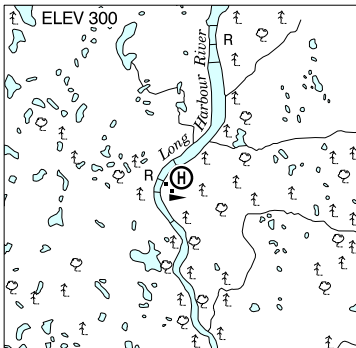
CYHO

<b>REF</b>	N55 26 56 W60 13 41 1W 23°W (2013) UTC-4(3) Elev 46' A5020 LO7 HI1 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-2,3,4,5	
<b>FLT PLN</b>	NOTAM FILE CYHR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 07(067°)/25(247°) 2501x75 gravel	
<b>RWY CERT</b>	Rwy 07/25 AGN II	
<b>RCR</b>	Opr 709-933-3851/3899 Ltd win maint	
<b>LIGHTING</b>	07-AS(TE ME) AP 4°, 25-AS(TE ME) AP 4° ARCAL-122.8 type K key mic 7 times for RILS.	
<b>COMM</b>	<b>RCO</b> Halifax rdo 123.65 (FISE) 126.7 (bcst) <b>ATF</b> ftc 122.8 5NM 3000 ASL See PRO section <b>PAL</b> Gander Ctr 135.4 <b>INTL AIR</b> Gander rdo 120.55	
<b>NAV</b>	<b>NDB</b> HO 378 (M) N55 27 35 W60 12 38	
<b>PRO</b>	Rgt hand circuits Rwy 07 (CAR 602.96). A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

**LONG HARBOUR RIVER NL (Heli)**

**CLH7**

<b>REF</b>	N47 54 16 W54 55 13 18°W (2018) UTC-3 1/2(2 1/2) Elev 300' A5012 CAP
<b>OPR</b>	Canadian Northern Outfitters 709-738-5513 REG Jun-Sep PPR
<b>FLT PLN</b>	NOTAM FILE CYQX
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada and USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225
<b>HELI DATA</b>	FATO/TLOF 20' x 24' WOOD Max heli overall length 20'
<b>RCR</b>	Opr
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3300 ASL



## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## LONG POND NL (Heli)

CCX2

<b>REF</b>	N47 30 58 W52 58 51 Adj 19°W (2013) UTC-31/2(21/2) Elev 42' A5012 CAP	<p>The map shows the heliport (H) located on a peninsula. An arrival path (ARR) is shown as a curved arrow from the top left, and a departure path (DEP) is shown as a curved arrow from the top right. The heliport is situated between Butler's Pd to the west and Long Pond to the east. Other features include Bell Island Tickle to the north and Long Pond Beach to the east. The elevation is marked as ELEV 42. The heliport is marked with a circled 'H' and a '285°' heading. The departure path is marked with a '050°' heading.</p>
<b>OPR</b>	Cougar Helicopters Inc 709-758-4810 Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYYT	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	709-834-0016 METAR 08-22Z† CWWU TAF 08-22Z† CWWU	
<b>HELI DATA</b>	FATO 92' x 92' ASPH/GRVL TLOF 39' x 39' ASPH/GRVL Safety Area 123' x 123' GRASS/GRVL Opr	
<b>RCR</b>		
<b>LIGHTING</b>	RY(LO) ARCAL-122.8 type K	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3000 ASL	
<b>NAV</b>		
<b>VOR/DME</b>	TORBAY YYT 113.5 Ch 82 N47 29 07 W52 51 08 (839')	
<b>PRO</b>	Arr/dep 285° to 050° fr heli, slope 8% (H3) day/night use.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## MAKKOVIK NL

CYFT

<b>REF</b>	N55 04 38 W59 11 16 0.5W 22°W (2016) UTC-4(3) Elev 231' A5020 LO7 HI1 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYYR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	METAR 10-21Z ‡ O/T LWIS	
<b>RWY DATA</b>	Rwy 09(089°)/27(269°) 2592x75 gravel Rwy 09 down 1.35%	
<b>RWY CERT</b>	Rwy 09/27 AGN II	
<b>APRON</b>	Acft prkg not permitted S portion apron within 150' fr rwy edge lights.	
<b>RCR</b>	Opr 709-923-2328/2367 Ltd win maint, ctc opr	
<b>LIGHTING</b>	09-AS(TE ME) AP 4°, 27-AS(TE ME) AP 4° ARCAL-122.8 type K, key mic 7 times for RIL.	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3200 ASL See PRO section	
<b>NAV</b>		
<b>NDB</b>	YFT 339 (M) N55 04 51 W59 11 18	
<b>PRO</b>	A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	
<b>CAUTION</b>	Soft when wet.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## MARY'S HARBOUR NL

CYMH

<b>REF</b>	N52 18 10 W55 50 52 0.5S 21°W (2014) UTC-3 1/2(2 1/2) Elev 35' A5020 LO7 HI1 HI6 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYAY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	METAR AUTO H24 (see COMM) WxCam TAF 10-04Z†, issue times: 11, 14, 20, 02Z	
<b>SERVICES</b>		
<b>FUEL</b>	JA-1 ctc 709-921-6220	
<b>RWY DATA</b>	Rwy 11(109°)/29(289°) 2545x75 GRVL Rwy 11 down 0.42%	
<b>RWY CERT</b>	Rwy 11/29 AGN II	
<b>RCR</b>	Opr 709-921-6961/6929 Ltd win maint	
<b>LIGHTING</b>	11-AS(TE ME) AV 4°, 29-AS(TE ME) AV 4° ARCAL-122.8 type K, key mic 7 times for RIL.	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3000 ASL See PRO section	
<b>AWOS</b>	122.55	
<b>NAV</b>		
<b>NDB</b>	YMH 250 (M) N52 18 52 W55 49 53	
<b>PRO</b>	Rgt hand circuits Rwy 11 (CAR 602.96). A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

NAIN NL

CYDP



<b>REF</b>	N56 33 02 W61 40 56 24°W (2013) UTC-4(3) Elev 21' A5027 LO5 HI1 CAP
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert (Day Ops only)
<b>PF</b>	C-1,2,4,5
<b>FLT PLN</b>	NOTAM FILE CYYR
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>WX</b>	METAR 09-24Z± O/T LWIS TAF 11-24Z±, issue times: 11, 14, 20Z (DT 10, 14, 20Z)
<b>RWY DATA</b>	Rwy 04(043°)/22(223°) 1986x75 gravel
<b>RWY CERT</b>	Rwy 04/22 AGN II
<b>APRON</b>	Actf prkg not permitted on that portion of the S apron within 30' of apron edge.
<b>RCR</b>	Opr 709-922-2263/2169 Ltd win maint, ctc opr
<b>LIGHTING</b>	04-AS, 22-AS ARCAL-122.8 type K
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 123.65 (FISE)
<b>ATF</b>	tfc 122.8 5NM 3000 ASL See PRO section
<b>NAV</b>	
<b>NDB</b>	YDP 247 (M) N56 32 02 W61 41 30
<b>PRO</b>	A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.
<b>CAUTION</b>	Wind direction 270°-360° can cause turbulence & downdraft. Hills to 800 ASL 5000' W of Thld 04. Terrain to 300' ASL 0.8NM SW and to 700' ASL 1.4NM SW Thld 04 within apch Rwy 04/tkof Rwy 22. Terrain marked with daytime markings.

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## NATUASHISH NL

CNH2

<b>REF</b>	N55 54 50 W61 11 04 1.6W 23°W (2013) UTC-4(3) Elev 33' A5020 LO7 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4	
<b>FLT PLN</b>	NOTAM FILE CYYR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	WxCam	
<b>RWY DATA</b>	Rwy 12(118°)/30(298°) 2500x75 GRVL	
<b>RWY CERT</b>	Rwy 12/30 AGN II	
<b>RCR</b>	Opr 709-478-8745 Ltd win maint	
<b>LIGHTING</b>	12-AS(TE ME) P1, 30-AS(TE ME) P1 ARCAL-122.8 type K	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3000 ASL See PRO section	
<b>NAV</b>		
<b>NDB</b>	E8 492 (M) N55 54 44 W61 11 22 Pvt	
<b>PRO</b>	A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	
<b>CAUTION</b>	Power poles on approach Rwy 30.	



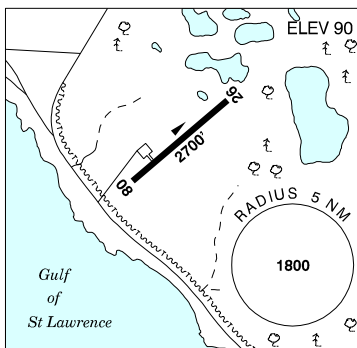
## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## PORT AU CHOIX NL

CCM4

<b>REF</b>	N50 41 20 W57 19 53 1.5SSE 21°W (2012) UTC-31/2(21/2) Elev 90' A5011
<b>OPR</b>	Govt of Newfoundland & Labrador 709-861-3505 or 709-729-3092 Reg
<b>PF</b>	C-1,2,5 D-3,4
<b>FLT PLN</b>	NOTAM FILE CYYT
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>RWY DATA</b>	Rwy 08/26 2700x50 asphalt
<b>RCR</b>	Opr Ltd win maint PN
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>CAUTION</b>	Power line aprx 500' fr Thld 08.



## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## PORT HOPE SIMPSON NL

CCP4

<b>REF</b>	N52 31 41 W56 17 07 1S 21°W (2013) UTC-3 1/2(2 1/2) Elev 339' A5020 LO7 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYAY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 12(119°)/30(299°) 2497x75 GRVL	
<b>RWY CERT</b>	Rwy 12/30 AGN II	
<b>RCR</b>	Opr 709-960-0383/0247 Ltd win maint, ctc opr	
<b>LIGHTING</b>	12-AS(TE ME) AV 4°, 30-AS(TE ME) AV 4° ARCAL-122.8 type K, key mic 7 times for RIL.	
<b>COMM</b>	<b>ATF</b> tfc 122.8 5NM 3300 ASL See PRO section	
<b>NAV</b>	<b>NDB</b> 6F 367 (L) N52 31 12 W56 17 45 Pvt Unmonitored	
<b>PRO</b>	A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## POSTVILLE NL

CCD4

<b>REF</b>	N54 54 37 W59 47 07 Adj 22°W (2016) UTC-4(3) Elev 223' A5020 LO7 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYYR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 06(055°)/24(235°) 2576x75 GRVL Rwy 06 down 1.40%	
<b>RWY CERT</b>	Rwy 06/24 AGN II	
<b>RCR</b>	Opr 709-479-9750/9819 Ltd win maint	
<b>LIGHTING</b>	06-AS(TE ME) AP 4°, 24-AS(TE ME) AP 4° ARCAL-122.8 type K, key mic 7 times for RIL.	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 5NM 3200 ASL See PRO section	
<b>NAV</b>		
<b>NDB</b>	3R 366 (L) N54 54 27 W59 47 43 Pvt Unmonitored	
<b>PRO</b>	Rgt hand circuits Rwy 24 (CAR 602.96). A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

**NEWFOUNDLAND AND LABRADOR**

**AERODROME / FACILITY DIRECTORY**

**RIGOLET NL**

**CCZ2**

<b>REF</b>	N54 10 46 W58 27 26 Adj 22°W (2013) UTC-4(3) Elev 186' A5020 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYYR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	WxCam	
<b>RWY DATA</b>	Rwy 11(110°)/29(290°) 2496x75 GRVL Rwy 29 up 0.6%	
<b>RWY CERT</b>	Rwy 11/29 AGN II	
<b>RCR</b>	Opr 709-947-3434/3384 Ltd win maint, ctc opr	
<b>LIGHTING</b>	11-AS(TE ME) AP, 29-AS(TE ME) AP ARCAL-122.8 type K, key mic 7 times for RIL.	
<b>COMM</b>	<b>ATF</b> tfc 122.8 5NM 3200 ASL See PRO section <b>TML</b> Goose Bay 119.5 267.1 257T (E) 11-03Z± Mon-Sat O/T Gander Ctr	
<b>NAV</b>	<b>NDB</b> JC 396 (M) N54 10 38 W58 25 51	
<b>PRO</b>	Rgt hand circuits Rwy 11 (CAR 602.96). A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	
<b>CAUTION</b>	362' twr 0.3NM ESE thld Rwy 29.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## SPRINGDALE NL

CCD2

<b>REF</b>	N49 28 44 W56 10 41 4W 20°W (2015) UTC-31/2(21/2) Elev 250' A5011 A5012 LO8	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-292-4326 or 709-256-1048 Reg	
<b>PF</b>	C-1,2,3,4,5	
<b>FLT PLN</b>	NOTAM FILE CYYT	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>SERVICES</b>		
<b>FUEL</b>	100LL Ltd hrs Springdale Aviation 709-673-3313	
<b>OIL</b>	80, 100 Ltd hrs Springdale Aviation 709-673-3313	
<b>RWY DATA</b>	Rwy 10/28 2800x75 asphalt	
<b>RCR</b>	Opr Ltd win maint	
<b>LIGHTING</b>	10-(TE ME), 28-(TE ME) ARCAL-122.8 type J	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3300 ASL	
<b>NAV</b>		
<b>NDB</b>	2B 364 (L) N49 29 24 W56 11 05 Pvt Unmonitored	
<b>PRO</b>	Rgt hand circuits Rwy 10 (CAR 602.96).	
<b>CAUTION</b>	Possible wind shear on apch Rwy 28 due to deep ravine 100' fr button. ARCAL lgt may not activate at lower alt due to higher terrain. Heli tfc W of A/D.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

**ST. ANDREWS (CODROY VALLEY) NL****CDA5**

<b>REF</b>	N47 46 32 W59 18 45 1.5NW 19°W (2013) UTC-31/2 (21/2) Elev 90' A5011 A5012 LO8 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-955-2210 or 709-635-4100 Reg	
<b>PF</b>	D-1,2,3,4,5	
<b>FLT PLN</b>	NOTAM FILE CYJT	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 18(179°)/36(359°) 2995x75 ASPH Rwy 18 down 1.24%	
<b>RCR</b>	Opr Ltd win maint PN	
<b>LIGHTING</b>	18-AS(TE ME), 36-AS(TE ME) ARCAL-122.8 type K, key mic 7 times for RIL	
<b>COMM</b>	tfc 123.2 5NM 3100 ASL Gander Centre 120.325 Gander Centre 120.325	
<b>CAUTION</b>	Anticipate downdrafts especially with strong SE winds.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## ST. ANTHONY NL

CYAY

<b>REF</b>	N51 23 31 W56 04 59 19WNNW 21°W (2013) UTC-31/2 (21/2) Elev 108' A5011 LO7 LO8 HI1 HI6 CAP	
<b>OPR</b>	TC 709-454-3192/3632. After hrs 709-450-0459, 709-454-4181 Cert Ldg fees (jet and turboprop acft only), Tml fees	
<b>PF</b>	A-1,2,6 D-1,2,3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYAY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>WX</b>	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z. WxCam	
<b>SERVICES</b>	Call out chg may be levied for one or more svcs.	
<b>FUEL</b>	JA-1 1130-2030Z± Mon-Fri O/T 1 hr PN Penney's Acft Svcs 709-454-3839/3149/3191/3573	
<b>OIL</b>	All	
<b>S</b>	2, 5	
<b>RWY DATA</b>	Rwy 10(101°)/28(281°) 4003x100 asphalt Rwy 10 down 0.49%	
<b>RWY CERT</b>	Rwy 10 RVR 1200(1/4sm)/Rwy 28 RVR 1200(1/4sm) AGN IIIA	
<b>APRON</b>	Prkg fees	
<b>RCR</b>	Opr CRFI 11-21Z± O/T 3 hrs PN (possible call out chg). PCN.	
<b>LIGHTING</b>	10-AO(TE ME) P1, 28-AO(TE ME) P1 ARCAL-122.3 type K	
<b>COMM</b>		
<b>RCO</b>	Deer Lake rdo 122.3 (RAAS) Halifax rdo 123.275 5680 (FISE) 126.7 (bcst)	
<b>MF</b>	Deer Lake rdo 122.3 5NM 3100 ASL (CAR 602.98)	
<b>PAL</b>	Gander Ctr 133.0 371.9	
<b>INTL AIR</b>	Gander rdo 119.85 122.375	
<b>AWOS</b>	118.65	
<b>NAV</b>		
<b>NDB</b>	AY 356 (M) N51 23 12 W56 05 42	
<b>VOR/DME</b>	YAY 113.7 Ch 84 N51 23 38 W56 05 01 (133')	

## NEWFOUNDLAND AND LABRADOR

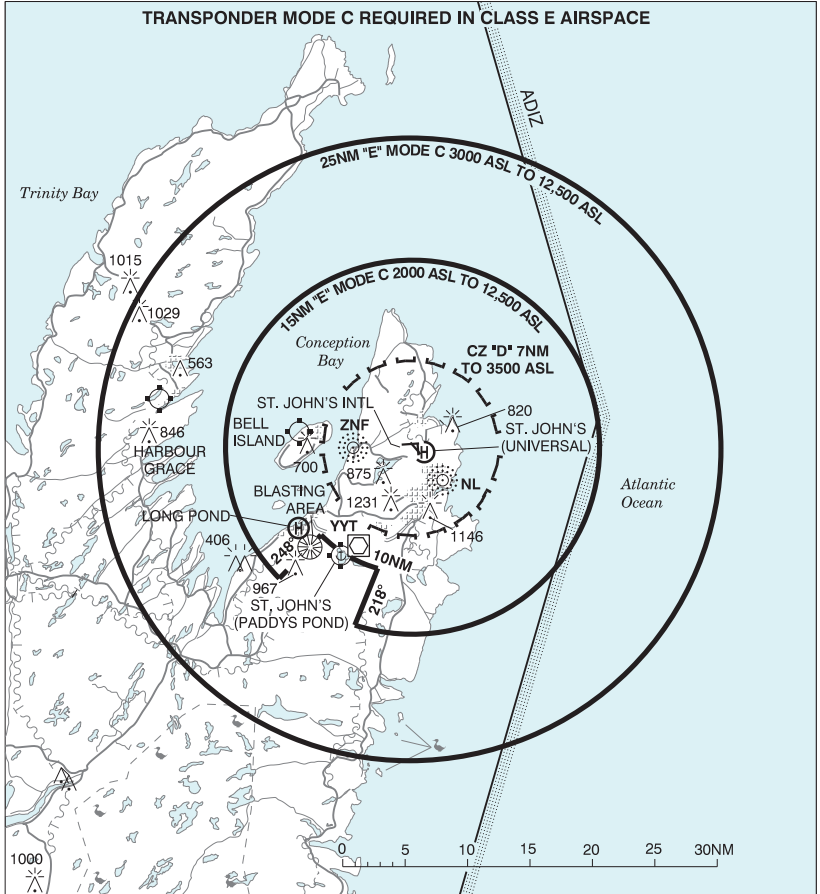
## AERODROME / FACILITY DIRECTORY

**ST. JOHN'S (HEALTH SCIENCES CENTRE) NL (Heli)****CCK2**

<b>REF</b>	N47 34 21 W52 44 44 1.5WNW 19°W (2012) UTC-3 1/2 (2 1/2) Elev 216' A5012	
<b>OPR</b>	Eastern Health Care 709-777-5160 Cert PPR	
<b>PF</b>	A-1 C- 5	
<b>FLT PLN</b>	NOTAM FILE CYYT	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>HELI DATA</b>	FATO/TLOF 125' dia ASPH Safety Area 145' dia ASPH Max heli overall length 83' Day and night use tkof/lbg	
<b>RCR</b>	Opr	
<b>LIGHTING</b>	DR RY(LO) RF(FL)	
<b>COMM</b>		
<b>TWR</b>	St. John's 120.6 (E)	
<b>PRO</b>	Arr/dep 068° slope 9.1% & 188° slope 20.1% fr heli (H1).	
<b>CAUTION</b>	Electrical panel aprx 94' WNW heli center outside FATO marking & inside heli perimeter fence. Panel aprx 7' high by 7' wide.	



### ST. JOHN'S INTL VFR TERMINAL PROCEDURES CHART



## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## ST. JOHN'S (UNIVERSAL) NL (Heli)

CDC2

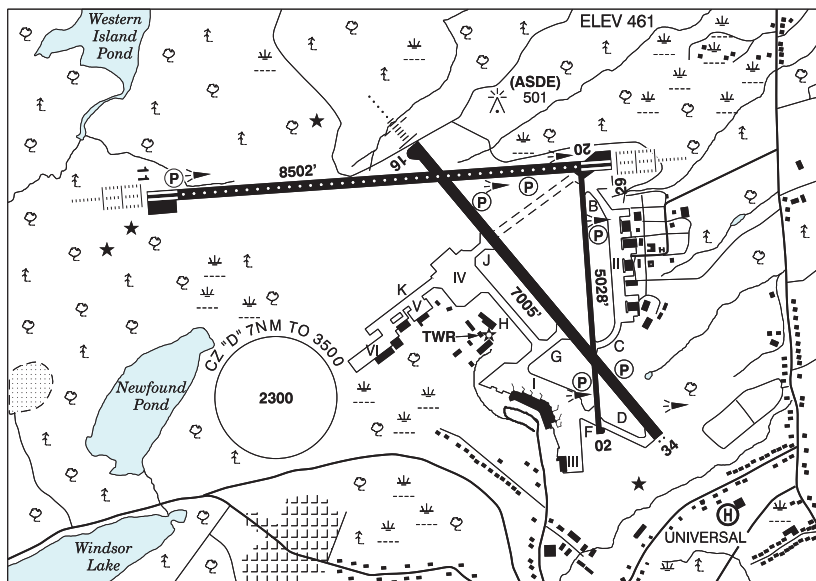
<b>REF</b>	N47 36 30 W52 43 37 19°W (2014) UTC-31/2(21/2) Elev 412' A5012	
<b>OPR</b>	Universal Helicopters Nfld Ltd 709-576-4611 Cert	
<b>PF</b>	B-1 C-2,3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYYT	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>SERVICES</b>		
<b>S</b>	2	
<b>HELI DATA</b>	FATO/TLOF 64' x 64' ASPH Safety Area 85' x 85' GRVL Max heli overall length 42.7'	
<b>RCR</b>	Opr Ltd win maint	
<b>COMM</b>		
<b>TWR</b>	St. John's 120.6 (E)	
<b>PRO</b>	Arr/dep 150° to 216° fr heli, slope 6% (H3)	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## ST. JOHN'S INTL NL

CYYT



<b>REF</b>	N47 37 07 W52 45 09 3NW 19°W (2012) UTC-31/2(21/2) Elev 461' A5012 L08 HI6 CAP OC
<b>OPR</b>	St. John's International Airport Authority Inc 709-757-4444 Cert
<b>PF</b>	A-1,2,3,6 C-4,5
<b>CUST</b>	AOE/165 (450 with staged off-loading) 1130-0330Z± General aviation 888-226-7277
<b>FLT PLN</b>	NOTAM FILE CYYT
<b>FIG</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>WX</b>	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
<b>SERVICES</b>	
<b>FUEL</b>	100LL, JA-1 (FSII avbl) O/R
<b>OIL</b>	All
<b>S</b>	1,2,4
<b>ARFF</b>	DESIGNATED CAT 7 (CAT 8 3 hr PN)
<b>SUP FL</b>	LPOX, D & A-ice
<b>JASU</b>	CAN-A Elect Start 10/15
<b>MIL ADV</b>	Transient svcs avbl to RCAF and NATO acft thru Air Reserve Torbay Ops 709-570-4791 or 709-685-0243. Trans svcs avbl 1030-0230Z±, aft hrs with 4 hr PN. Tow bars avbl for C130, P3, EH101, S61, C144
<b>PVT ADV</b>	Woodward Aviation 123.5 709-579-3776 Fax 709-579-8513; Shell Aerocentre 123.0 709-576-4615 Fax 709-576-0768; Irving Aviation Svcs 122.9 709-758-3200 Fax 709-758-3201
<b>MIL CON</b>	Woodward's Oil Ltd 709-579-3776

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## ST. JOHN'S INTL NL (Cont'd)

CYTT

<b>RWY DATA</b>	Rwy 11(105°)/29(285°) 8502x200 asphalt Rwy 16(158°)/34(338°) 7005x200 asphalt Rwy 16 down 0.32% Rwy 02(015°)/20(195°) 5028x100 asphalt RESA: 16/34 492'; 11/29 492'
<b>RWY CERT</b>	Rwy 11 RVR 600/Rwy 29 RVR 600 AGN V Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V Rwy 02 RVR 1200(1/4sm) Day/Rwy 20 RVR 1200(1/4sm) Day AGN IIIA
<b>TWY APRON</b>	Twy K uncontrolled bcst intentions on 121.9 All Aprons uncontrolled. Taxiing acft to remain on taxilanes. Acft shall not taxi btwn tml and pushed back acft. Acft with a wingspan of 52m (170.6ft) or more but less than 65m (213.3') shall access Apron I via Twy G only, rstd to Gate 1. Apron II rstd to acft with wingspan 52m (170.6') or less. All turbine acft engine runs above idle power prohibited on Apron II. Apron II Helicopter FATO operations prohibited.
<b>RCR</b>	Opr CRFI Win field cond reports 709-757-4444. PLR/PCN
<b>LIGHTING</b>	02-(TE HI) P2, 20-(TE HI) P2, 11-AL(TE HI CL TDZL) P3, 29-AL(TE HI CL TDZL) P3, 16-AN(TE HI CL) P3, 34-AS(TE HI CL) P3
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 123.275 (FISE) 126.7 (bcst)
<b>ATIS</b>	128.0
<b>GND</b>	121.9 275.8
<b>TWR</b>	120.6 236.6 (E) (emerg only 709-724-1055)
<b>PAL</b>	Gander Ctr 133.15 135.35 227.3
<b>MIL</b>	Air Reserve Torbay Ops 131.02
<b>INTL AIR</b>	Gander rdo 122.375 135.35
<b>NAV</b>	
<b>NDB</b>	WABANA ZNF 270 (L) N47 37 09 W52 52 00 SIGNAL HILL NL 358 (L) N47 34 26 W52 41 08
<b>VOR/DME</b>	TORBAY YYT 113.5 Ch 82 N47 29 07 W52 51 08 (839')
<b>DME</b>	ISO 110.3 Ch 40 N47 37 26 W52 44 27 (474')
<b>ILS</b>	IYT 110.7 (Rwy 16) RVR LOC reliable only within 10° either side of centreline; ISO 110.3 (Rwy 29) RVR LOC reliable only within 10° either side of centreline; IMP 109.1 (Rwy 11) RVR LOC reliable only within 10° either side of centreline

## ST. JOHN'S INTL NL (Cont'd)

CYTT

## 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.

**DE-ICING OPERATIONS**

## DE-ICING BAYS

1. Bay 1 - Max wingspan for de-icing ops 35.8m (117')
2. Bay 2 - Max wingspan for de-icing ops 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 2 is occupied.
3. Bay 3 - Max wingspan for de-icing ops 79.75 (262'). Note: Bays 2 and 4 are closed/unusable when Bay 3 is occupied.
4. Bay 4 - Max wingspan for de-icing ops is 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 4 is occupied.

NOTE: The above noted max wingspans are intended to protect adj de-icing bays, safety zones and the apron twy. Exceedances of these values are permitted but must be evaluated and approved by the Aprt Authority to ensure special op procedures are communicated and implemented.

## DE-ICING PROCEDURES

1. Ctc ICEMAN on 129.2 30 min prior to pushback.
2. Ctc ST JOHN'S GND after pushback for taxi to CDF.
3. Hold short of CDF on H.
4. ST JOHN'S GND will advs fit crew to ctc ICEMAN on 129.2 when acft has taxied to the proper entry point.
5. ICEMAN will then delegate all further manoeuvring instructions from the entry point to and on the CDF.
6. Flt crews are advs to exercise discretion at all times while on the CDF. Directional signage and taxi lines on the CDF must be followed by fit crews at all times.
7. Upon completion fit crews must advs ICEMAN that all equipment and de-icing personnel are away from the aircraft and have returned to their designated safety zones.
8. ICEMAN will instruct the acft to hold its position on the CDF and ctc ST JOHN'S GND on 121.9.
9. Acft to hold its position until ST JOHN'S GND issues further taxi instructions from the CDF.

## NOTE:

1. Acft intending on returning to any apron after de-icing must drip dry for 25min on CDF.
2. Single engine taxi not permitted from CDF.
3. Engine run-ups are not permitted on CDF.

## CAUTION

Open pit blasting ops 11NM SW to 1000 ASL 200 AGL, 1NM radius of N47 29 08 W52 57 11.

**Weather condition:** No landing auth without electronic GP or vertical guidance capability when moderate to severe turbulence/wind shear/downdrafts being reported.

Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z.

Extv bird activity May-Nov.

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## ST. LEWIS (FOX HARBOUR) NL

CCK4

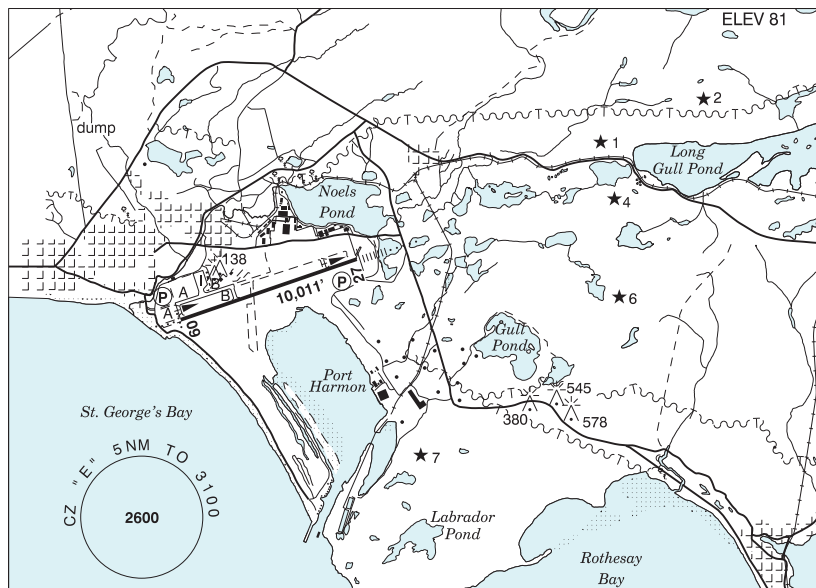
<b>REF</b>	N52 22 22 W55 40 26 Adj 21°W (2013) UTC-3 1/2(2 1/2) Elev 74' A5020 LO7 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-896-7840 Cert	
<b>PF</b>	C-1,2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYAY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 05(054°)/23(234°) 2208x75 GRVL Rwy 23 down 0.75%	
<b>RWY CERT</b>	Rwy 05/23 AGN II	
<b>RCR</b>	Opr 709-939-2241/2383 Ltd win maint	
<b>LIGHTING</b>	05-AS(TE ME) AV 4°, 23-AS(TE ME) AV 4° ARCAL-122.8 type K, key mic 7 times for RIL.	
<b>COMM</b>		
<b>ATF</b>	Fox Harbour tfc 122.8 5NM 3100 ASL See PRO section	
<b>PRO</b>	A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## STEPHENVILLE NL

CYJT



<b>REF</b>	N48 32 40 W58 33 00 1.5SE 20°W (2014) UTC-31/2(21/2) Elev 81' A5011 A5012 LO8 HI6 CAP
<b>OPR</b>	Stephenville Airport Corporation 709-643-8440/8445/8446 or 709-649-7585 or 877-663-8440 Fax 709-643-1295 Cert
<b>PF</b>	A-1,2,3,5,6 C-4
<b>CUST</b>	AOE/30 12-20Z† Mon-Fri, AOE/15 Gen Avn only H24 exc hols 888-226-7277
<b>FLT PLN</b>	NOTAM FILE CYJT
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.
<b>WX</b>	709-643-6815/8445 METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
<b>SERVICES</b>	Call out chg, dependent on supplier, may be levied for one or more svcs.
<b>FUEL</b>	JA-1 (FSII avbl)
<b>OIL</b>	Turbo 2380, Aviation EE80
<b>S</b>	1,2,3,6
<b>ARFF</b>	PARTICIPATING CAT 6 (CAT 7 30 min PN)
<b>SUP FL</b>	D-ice
<b>JASU</b>	CE13, CA1
<b>PVT ADV</b>	Stephenville Aviation Svcs 122.725 YJT Ramp Svcs 122.725 709-649-9290
<b>RWY DATA</b>	Rwy 09(091°)/27(271°) 10,011x200 asphalt Rwy 27 down 0.69%
<b>RWY CERT</b>	Rwy 09 RVR 1200(1/4sm)/Rwy 27 RVR 1200(1/4sm) AGN V
<b>RCR</b>	Opr CRFI, PLR/PCN
<b>LIGHTING</b>	09-AD(non-std 1000') (TE HI) P3, 27-AN(TE HI) P3

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## STEPHENVILLE NL (Cont'd)

CYJT

<b>COMM</b>	<b>RCO</b> Halifax rdo 123.475 (FISE) 126.7 (bcst) <b>MF</b> apt rdo 122.1 5NM 3100 ASL (CAR 602.98) <b>PAL</b> Gander Ctr 120.325
<b>NAV</b>	<b>NDB</b> HARMON ZJT 340 (L) N48 34 53 W58 22 49 <b>VOR/DME</b> YJT 113.1 Ch 78 N48 34 57 W58 40 09 (1190') <b>ILS</b> IJT 109.5 (Rwy 27) RVR
<b>PRO</b>	Rgt hand circuits for gliders conducting westerly departures from abandoned area N of Rwy 09/27 (CAR 602.96).
<b>CAUTION</b>	Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z. Glider activity Apr-Oct in abandoned area N of Rwy 09/27. Vehicle launching.



## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## VOISEY'S BAY NL

CVB2

<b>REF</b>	N56 20 41 W62 05 17 Adj 24°W (2013) UTC-4(3) Elev 246' A5027 LO5 HI1 RCAP	
<b>OPR</b>	Vale Inco 709-922-4270 Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYR	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Gander 709-651-5225 or 888-751-5225.	
<b>RWY DATA</b>	Rwy 11(107°)/29(287°) 5002x100 GRVL Rwy 29 up 0.5% Thld 29 displ 1198' Opr	
<b>RCR</b>		
<b>LIGHTING</b>	11-(TE HI), 29-AO(TE HI) P1 4.5° ARCAL-122.7 type J	
<b>COMM</b>		
<b>ATF</b>	UNICOM ltd hrs O/T tfc 122.8 5NM 3300 ASL See PRO section	
<b>PRO</b>	A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## WABUSH NL

CYWK

<b>REF</b>	N52 55 22 W66 51 53 1NE 21°W (2012) UTC-4(3) Elev 1809' A5019 LO5 LO7 HI1 CAP	
<b>OPR</b>	TC 709-282-5412 Cert Ldg fees (jet and turboprop acft only), Tml fees	
<b>PF</b>	A-1,3,6 C-2,4,5	
<b>FLT PLN</b>	NOTAM FILE CYWK	
<b>FIG</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.	
<b>ACC</b>	(IFR only) Montreal 514-633-3211 or 800-633-1353	
<b>WX</b>	METAR 1100-0330Z± O/T METAR AUTO (see COMM) TAF H24, issue times: 02, 08, 14, 20Z WxCam	
<b>SERVICES</b>	Call out chg may be levied for one or more svcs. De-icing PN 709-282-3333	
<b>FUELS</b>	JA-1 (FSII avbl) Avtech 709-282-8388 or 709-280-7127 or 709-280-0250	
<b>ARFF</b>	DESIGNATED CAT 5 1200-0330Z±, O/T call out chg	
<b>JASU</b>	10/15 PN 709-282-3333	
<b>RWY DATA</b>	Rwy 18(181°)/36(001°) 6002x150 asphalt	
<b>RWY CERT</b>	Rwy 18 RVR 1200(1/4sm)/Rwy 36 RVR 1200(1/4sm) AGN IIIB	
<b>APRON</b>	Prkg stand are reserved for sked acft. Prkg fees.	
<b>RCR</b>	Opr CRFI Nov-Apr win maint Mon-Fri 1100-0230Z±, Sat 1200-2330Z±, Sun 1500-0230Z±. O/T MEDEVAC only 2 hr PN. Call out chg may apply. PLR/PCN.	
<b>LIGHTING</b>	18-AO(TE HI) P2, 36-AN(TE HI) ARCAL-122.0 type K 0300-1100Z±	
<b>COMM</b>		
<b>RADIO</b>	122.0 296.2 (E) 1100-0330Z± (emerg only 709-282-6224)	
<b>RCO</b>	Québec rdo 123.375 (FISE) 126.7 (bcst)	
<b>ATIS</b>	128.125 1100-0330Z±	
<b>CLNC DEL</b>	122.6 ltd hrs	
<b>MF</b>	rdo 122.0 1100-0330Z± O/T tfc 5NM 4800 ASL (CAR 602.98)	
<b>PAL</b>	Montréal Ctr 132.25	
<b>VDF</b>	122.0 1100-0330Z±	
<b>AWOS</b>	128.125 0330-1100Z±	
<b>NAV</b>		
<b>VOR/DME</b>	IWK 112.3 Ch 70 N52 57 36 W66 51 13 (2278')	
<b>DME</b>	IWK 110.1 Ch 38 N52 55 07 W66 51 37 (1815')	
<b>ILS</b>	IWK 110.1 (Rwy 36)	
<b>CAUTION</b>	<b>BLASTING:</b> Mine blasting ops within 1.2NM radius N52 54 27 W66 55 54 (aprx 2.5NM W of A/D), within 2.2NM radius N53 02 50 W66 56 21 (aprx 8NM N of A/D) to 8500 ASL, and within 6NM radius N52 44 00 W67 21 00 (aprx 20NM WSW of A/D-Mont Wright Area) to 8000 ASL. Within 1.4NM radius N52 59 02 W66 56 41 (aprx 5NM NNW of A/D) to 6188 ASL. Ctc Wabush rdo 122.0 for active blasting times. <b>WINDS:</b> Winds reports E to SE unrel due terrain. <b>APCH LIGHTING:</b> Roadway lights similar to apch lighting 3NM from Thld 18, left of centreline.	

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## WINTERLAND NL

CCC2

<b>REF</b>	N47 08 13 W55 19 45 2.5SW 19°W (2013) UTC-31/2 (21/2) Elev 156' A5012 LO8 CAP	
<b>OPR</b>	Govt of Newfoundland & Labrador 709-891-1050 or 709-256-1048 Reg	
<b>PF</b>	D-1,2,3,4,5,6	
<b>CUST</b>	AOE/15 888-226-7277 1215-2030Z† Apr 1-Sep 30; 1215-2030Z† Oct 1- Mar 31 Mon-Fri, exc hols	
<b>FLT PLN</b>	NOTAM FILE CYYT <b>FIC</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) <b>ACC</b> (IFR only) Gander 709-651-5225 or 888-751-5225. <b>WX</b> WxCam	
<b>RWY DATA</b>	Rwy 15(147°)/33(327°) 2998x75 asphalt	
<b>RCR</b>	Dept of Highways 709-891-1050 Ltd win maint PN	
<b>LIGHTING</b>	15-AS(TE ME), 33-AS(TE ME) ARCAL-122.8 type J	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3100 ASL	
<b>NAV</b>		
<b>NDB</b>	MARYSTOWN 7H 234 (L) N47 08 14 W55 19 30 Pvt Unmonitored	

**CFS**  
DIGITAL  
EDITION

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OR AIP SUPPLEMENT

EFFECTIVE 0901Z **30 JANUARY 2020**  
TO 0901Z 26 MARCH 2020

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## ATLANTIC TERMINAL AND ENROUTE DATA

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

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## **NOVA SCOTIA** TERMINAL AND ENROUTE DATA

AIP Canada (ICAO) Part 3 - Aerodromes (AD)  
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## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## AMHERST NS (Heli)

CCB3

<b>REF</b>	N45 48 43 W64 13 13 Adj SSW 18°W (2014) UTC-4(3) Elev 99' A5003	
<b>OPR</b>	Dept of Economic Development, Town of Amherst 902-667-6500 Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	75' x 75' asphalt	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3100 ASL	
<b>PRO</b>	Arr/Dep E-W.	
<b>CAUTION</b>	Training areas around heliport, see Moncton VTPC - Training areas.	

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**ANTIGONISH (ST. MARTHA'S REGIONAL HOSP) NS (Heli)****CDY5**

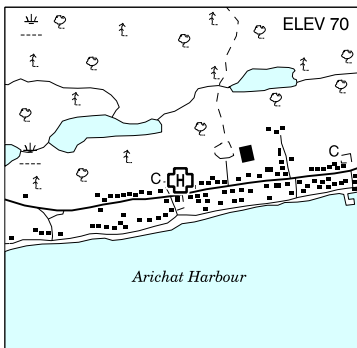
<b>REF</b>	N45 37 36 W61 58 55 Adj NE 18°W (2014) UTC-4(3) Elev 70' A5003	
<b>OPR</b>	St. Martha's Regional Hosp 902-863-2830 Cert PPR	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	FATO/TLOF 79' dia ASPH/CONC Safety Area 105' dia ASPH/GRASS Max heli overall length 52.5'	
<b>LIGHTING</b>	RF(FH)	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3200 ASL	
<b>PRO</b>	Arr/dep 089°-140° fr heli, slope 12% (H2), day/night use.	
<b>CAUTION</b>	Lgt and marked P-lines, aprx 35 AGL, 90' W of heli.	



**ARICHAT (ST. ANNE LADIES AUXILIARY HOSP) NS (Heli)**

**CDT3**

<b>REF</b>	N45 30 41 W61 02 01 Adj W 18°W (2014) UTC-4(3) Elev 70' A5003
<b>OPR</b>	St. Anne Ladies Auxiliary 902-226-2826 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYQY
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	79' x 79' concrete (rstd to twin engine heli with max overall length of 52.5')
<b>LIGHTING</b>	FH 98' E of pad
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL



## NOVA SCOTIA

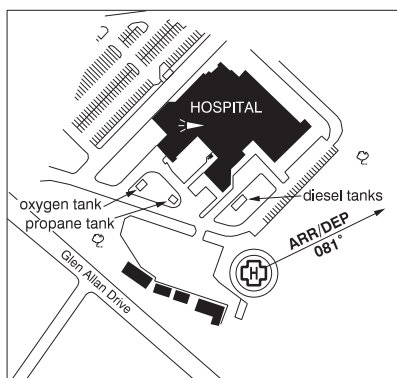
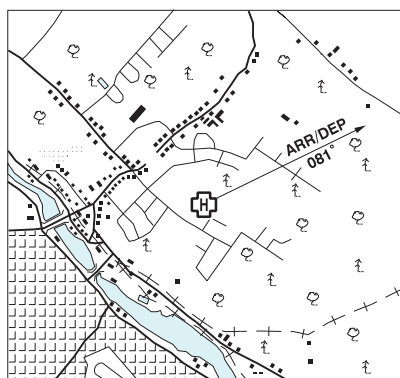
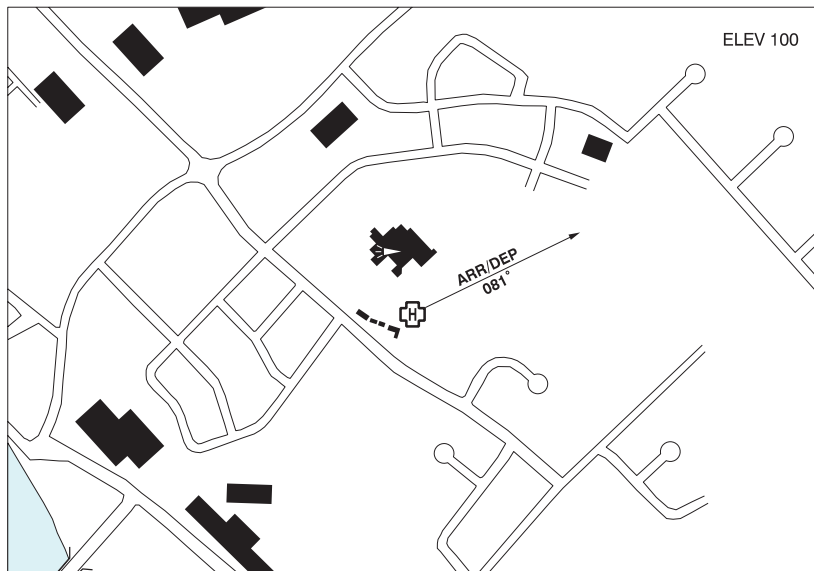
## AERODROME / FACILITY DIRECTORY

**BADDECK (GUNEDEN) NS****CDW2**

<b>REF</b>	N46 09 51 W60 47 03 3.1N 18°W (2015) UTC-4(3) Elev 291' A5003 A5012	
<b>OPR</b>	Guneden Place Ltd. 902-295-8558 Reg PPR	
<b>PF</b>	B-1,2,5 C-3,4,6	
<b>FLT PLN</b>	NOTAM FILE CYQY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>SERVICES</b>		
<b>FUEL</b>	100LL	
<b>S</b>	4,5	
<b>RWY DATA</b>	Rwy 03(035°)/21(215°) 3000x60 gravel	
<b>RCR</b>	Opr Ltd win maint, ctc opr	
<b>COMM</b>		
<b>ATF</b>	UNICOM ltd hrs O/T tfc 122.8 5NM 3300 ASL	
<b>PRO</b>	Rgt hand circuits Rwy 03 (CAR 602.96).	
<b>CAUTION</b>	Abrupt drop off thld Rwy 21, turbulence may be anticipated on apch to Rwy 21 under certain wind conds, be alert for seaplane activity in Baddeck Harbour 4.5NM SSE.	

## BRIDGEWATER (SOUTH SHORE REGIONAL HOSP) NS (Heli)

CDT6



<b>REF</b>	N44 22 56 W64 30 38 Adj N 17°W (2016) UTC-4(3) Elev 100' A5003
<b>OPR</b>	Nova Scotia Health Authority 902-543-4603 Cert PPR
<b>PF</b>	B-1,2,4 C-3,5,6,7,8
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIG</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	FATO/TLOF 86' dia ASPH Safety Area 115' dia ASPH/GRASS Max heli overall length 57.4'
<b>RCR</b>	Opr
<b>LIGHTING</b>	RW(LO) LED no aiming pt DR

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**BRIDGEWATER (SOUTH SHORE REGIONAL HOSP) NS (Heli) (Cont'd) CDT6**

<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>PRO</b>	Arr/dep 081° fr heli, slope 12% (H2), day/night use.
<b>CAUTION</b>	Training area around heliport up to 3000 ASL, see Liverpool VTPC-Training area. Lgt'd and marked light poles W of heli. Lgt'd stacks on hosp roof NNW of heli.

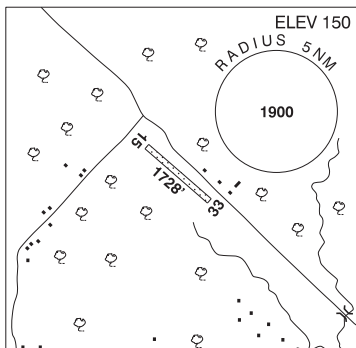
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## BRIDGEWATER / DAYSRING AIRPARK NS

CDY6

<b>REF</b>	N44 22 55 W64 27 27 1N 17°W (2015) UTC-4(3) Elev 150' VTA A5003
<b>OPR</b>	K Bennett 902-530-2338 or 902-521-1441 Reg PN
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 15/33 1728x30 gravel/asphalt mix
<b>RCR</b>	Opr Ltd win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3200 ASL
<b>CAUTION</b>	Abrupt drop-off thld Rwy 33. High trees and powerline on apch to Rwy 15. Bridgewater (South Shore Regional hosp) heli 2.3NM W of A/D

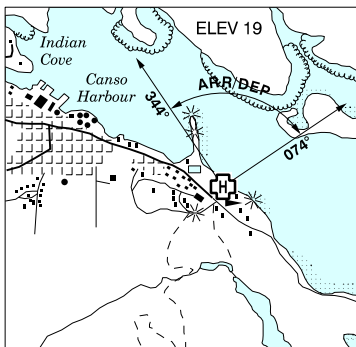


## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**CANSO (EASTERN MEMORIAL HOSP) NS (Heli)****CCE5**

<b>REF</b>	N45 19 58 W60 58 53 Adj 18°W (2014) UTC-4(3) Elev 19' A5003
<b>OPR</b>	Municipality of the District of Guysborough 902-533-3705 Reg PN
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	80' circular concrete
<b>LIGHTING</b>	FH (PN)
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3000 ASL
<b>PRO</b>	Arr/dep 344° to 074° fr heli.



## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## CENTREDALE NS

CDL8

<b>REF</b>	N45 24 34 W62 37 08 1.4ESE 18°W (2016) UTC-4(3) Elev 591' A5003	
<b>OPR</b>	Mike Gourd 902-396-7000 Fax 902-923-2492 Reg PPR	
<b>PF</b>	B-1 D-2,5	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>RWY DATA</b>	Rwy 12(118°)/30(299°) 1815x60 turf Rwy 12 up 3.0%	
<b>RCR</b>	Opr ltd hrs No win maint	
<b>COMM</b>	<b>ATF</b> UNICOM ltd hrs O/T tfc 122.8 5NM 3600 ASL	
<b>CAUTION</b>	Tower 50 AGL 120' N A/D. Trees 40 AGL 100' N A/D, trees 50 AGL 600' W Thld 12. Rwy 12 first 600' undulating. Wildlife in vic of rwy. Barn 25 AGL 550' W Thld 30.	

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## DEBERT NS

CCQ3

<b>REF</b>	N45 25 09 W63 27 41 18°W (2013) UTC-4(3) Elev 136' A5003 LO8 HI6 CAP	
<b>OPR</b>	Debert Flight Center 902-662-2228 or 902-897-3175 Reg	
<b>PF</b>	B-1 C-2,3 D-4,5,6	
<b>CUST</b>	AEO/25 888-226-7277 12-02Z±; AOE/CAN	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>WX</b>	WxCam	
<b>SERVICES</b>		
<b>FUEL</b>	100LL, JA	
<b>OIL</b>	15W50	
<b>RWY DATA</b>	Rwy 05(048°)/23(228°) 3144x150 asphalt Rwy 23 down 0.53% Rwy 09(091°)/27(271°) 4999x150 asphalt Rwy 16(153°)/34(333°) 5001x150 asphalt Thld 16 displ 500'.	
<b>RCR</b>	Opr Ltd win maint	
<b>LIGHTING</b>	09-(TE LO), 27-(TE LO) ARCAL-123.0 type J PN	
<b>COMM</b>		
<b>ATF</b>	UNICOM ltd hrs O/T tfc 123.0 5NM 3100 ASL	
<b>ARR</b>	Halifax Tml 119.2	
<b>DEP</b>	Halifax Tml 119.2	
<b>PRO</b>	Refer to Halifax/Stanfield VTPC for info on local tng areas and Class D airspace. Rgt hand circuits auth for gliders & tow planes (CAR 602.96). <b>DO NOT OVERFLY AERODROME</b> dur glider ops. Preferred Rwy 23 gliders, Rwy 27 others, winds permitting. Glider ops 123.0 dur glider activity.	
<b>CAUTION</b>	<b>GLIDER:</b> Glider activity Jun-Aug. Vehicle & acft launching. <b>TWYS:</b> All twys ruf. <b>PARADROPS:</b> Paradrops Jan to May & Sep to Dec below 12,500 ASL within 2NM. <b>RWY:</b> Rwy 05/23 surfaces deteriorating. 2000' abandoned portion of Rwy 05/23 suitable for taxi only.	

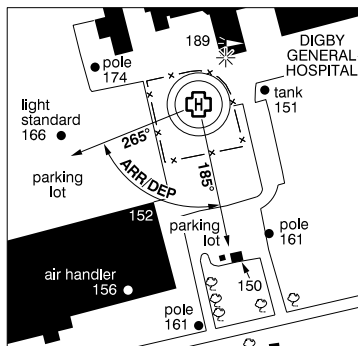
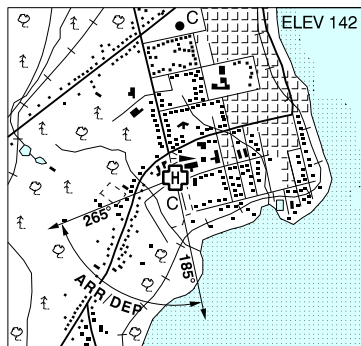


## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## DIGBY (GEN HOSP) NS (Heli)

CDG2



<b>REF</b>	N44 36 57 W65 45 43 Adj SW 17°W (2014) UTC-4(3) Elev 142' A5003
<b>OPR</b>	Nova Scotia Health Authority 902-245-2501 Cert PPR
<b>PF</b>	A-1,2,3,4 C-5,6,7,8
<b>FLT PLN</b>	NOTAM FILE CYQI
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	FATO/TLOF 79' dia ASPH Safety Area 105' dia GRASS/ASPH Max heli overall length 52.5'
<b>RCR</b>	Opr
<b>LIGHTING</b>	RF(FH)
<b>COMM</b>	
<b>ATF</b>	UNICOM 122.8 5NM centred on Digby/Annapolis Regional 4.2NM SW 3500 ASL
<b>PRO</b>	Arr/dep 185°-265° fr heli, (H1), day/night use.
<b>CAUTION</b>	Vehicles up to 14 ft in height may be in prkg lots W and S of heli. Tree aprx175 ASL (50 AGL) 412' S of heli safety area.

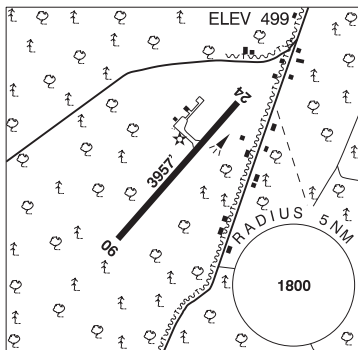
**NOVA SCOTIA**

**AERODROME / FACILITY DIRECTORY**

**DIGBY / ANNAPOLIS REGIONAL NS**

**CYID**

<b>REF</b>	N44 32 45 W65 47 09 4.5S 18°W (2012) UTC-4(3) Elev 499' A5003 LO8 CAP
<b>OPR</b>	Muni of the District of Digby 902-245-5885 Reg
<b>PF</b>	A-1 C-2,3,4,5
<b>CUST</b>	AOE/CAN
<b>FLT PLN</b>	NOTAM FILE CYQI
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	WxCam
<b>SERVICES</b>	
<b>FUEL</b>	100LL, JA-1
<b>OIL</b>	W65, W100, 15W50, 20W50
<b>RWY DATA</b>	Rwy 06(060°)/24(240°) 3957x75 asphalt Rwy 06 up 1.0%
<b>RCR</b>	Opr Win maint 12-24Z± O/T Contact opr PN
<b>LIGHTING</b>	06-(TE LO), 24-(TE LO) ARCAL-122.8 type J (includes A/D rotating beacon)
<b>COMM</b>	
<b>ATF</b>	UNICOM 122.8 5NM 3500 ASL



## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## EAST GORE ECO AIRPARK NS

CCY4

<b>REF</b>	N45 07 W63 42 2.5N 18°W (2014) UTC-4(3) Elev 615' A5003	
<b>OPR</b>	Mike C Bloise 902-305-5505 Reg PN	
<b>PF</b>	B-1,3,5,6 C-2,4	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 17/35 1750x60 turf Rwy soft when wet.	
<b>RCR</b>	Opr No win maint	
<b>COMM</b>		
<b>ATF</b>	ffc 123.2 5NM 3700 ASL	
<b>CAUTION</b>	Twr 500' NE Thld 17 64 AGL not lgtd not painted and Twr 1NM SW 384 AGL 1135 ASL painted and lgtd.	

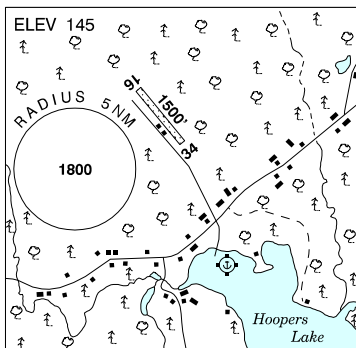
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## FINLAY AIR PARK NS

CDH3

<b>REF</b>	N43 57 44 W65 59 39 Adj E 18°W UTC-4(3) Elev 145' A5003
<b>OPR</b>	Finlay Air Park 902-761-2047 Fax 902-761-2010 Reg
<b>PF</b>	D-1,2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYQI
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 16/34 1500x70 turf
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3200 ASL
<b>PRO</b>	Seaplane activity on Hoopers Lake next to aerodrome.
<b>CAUTION</b>	Trees 50 AGL 60' fr each side of rwy full length. Wind shear on all apchs can be expected in gusty winds. Rwy width, at times, may be reduced.



## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

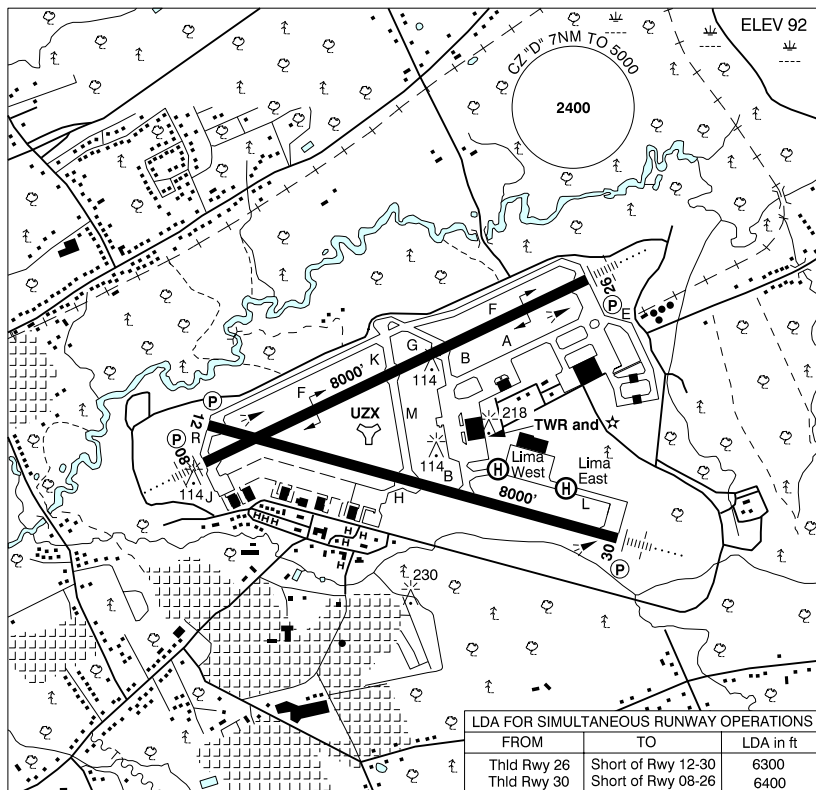
## FOX HARBOUR NS

CFH4

<b>REF</b>	N45 52 12 W63 27 40 1.5N 18°W (2018) UTC-4(3) Elev 62' A5003 LO8 HI6 RCAP	
<b>OPR</b>	Fox Harbour Development 902-257-1801/694-4311 Reg PPR	
<b>PF</b>	B-1,2,5 D-4	
<b>CUST</b>	AOE/CAN	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>SERVICES</b>	Call out chg may be levied for fuel	
<b>FUEL</b>	JA-1 Ltd hrs ctc opr	
<b>RWY DATA</b>	Rwy 15(143°)/33(323°) 4885x75 asphalt Thld 33 displ 80'	
<b>RCR</b>	Opr Ltd win maint	
<b>LIGHTING</b>	15-(TE ME), 33-(TE ME) P2 ARCAL-122.2 type K	
<b>COMM</b>		
<b>ATF</b>	UNICOM ltd hrs O/T tfc 122.2 5NM 3100 ASL	
<b>CAUTION</b>	<p><b>Trees:</b> Trees on apch to Rwy 15, 250' fr thld, 52' above thld elev.</p> <p><b>Hangar:</b> Hangar 37' high, 175' fr rwy.</p> <p><b>High Performance Acft:</b> Not recommended for use at ngt by high performance acft.</p> <p><b>Optical Illusion:</b> Due to relative width of rwy, acft may appear to be higher than actual on apch.</p> <p><b>Wildlife:</b> Be alert for wildlife on rwy.</p> <p><b>Turbulence:</b> Due adj trees, westerly winds may produce turbulence over rwy.</p>	

**GREENWOOD NS**

**CYXZ**



<b>REF</b>	N44 59 04 W64 55 01 1.5E 19°W UTC-4(3) Elev 92' A5003 LO8 HI6 CAP
<b>OPR</b>	DND PPR reqrd for non CF acft, 24 hrs PN thru Wg Ops, 902-765-1494 Ext 5457 CSN 319-568-5457/5469 Mil Fax DND 902-765-5492, CSN 319-568-5492 Ldg & hdg Fees
<b>PF</b>	B-1 D-2,3,4,5,6
<b>CUST</b>	AOE/ Mil. 4hr PN Mandatory thru Wg Ops. A completed cust Pre-Arr form must be rcv by Greenwood Ops min 4 hrs prior to arr. Ctc 14 OSS Duty Officer for a form & further info if reqrd. 902-765-1494 ext 5457 or CSN 319-568-5457/5469 Fax 5492
<b>FLT PLN</b>	NOTAM FILE CYXZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>MIL</b>	902-765-1494 Ext 5457
<b>WX</b>	Met brief for mil only. Lcl Met Section CSN 568-3249 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM). METAR H24. TAF dur mil flt ops, issue times depending on mil requirements.

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## GREENWOOD NS (Cont'd)

CYZX

<b>SERVICES</b>	PPR reqd for non CF acft, 24 hr PN for all acft thru Wg Ops. 902-765-1494 Ext 5457 or CSN 319-568-5457/5469. Tran svcg very ltd (mil acft only). F-34
<b>FUEL</b>	All 128, 148, 156 ltd supply
<b>OIL</b>	CAT 6
<b>ARFF</b>	LHOX LOX D-Ice PRESAIR, D-Ice type 1 & IV must be arng thru Wg Ops
<b>SUP FL</b>	902-765-1494 ext 5457 or CSN 319-568-5457
<b>JASU</b>	CE12, 13, 16 MA-1A
<b>MIL ADV</b>	Greenwood Wg Ops 308.6 all mil acft advs ramp time, requirements 20 min prior ldg. Acft requiring gnd wash fac advise line servicing freq 308.6 dur taxi. Tusker Ops 129.775 1130-20Z‡ Mon-Fri exc hol. Eagle ops 308.6 11-20Z‡ Mon-Fri exc hol.
<b>RWY DATA</b>	Rwy 08(083°)/26(263°) 8000x200 grooved asphalt Rwy 12(124°)/30(304°) 8000x200 asphalt RAG: Rwy 08 BAK 12/14 smart arrest retractable arrestor system (2739'); Rwy 26 BAK 12/14 smart arrest retractable arrestor system (1473'). All acft requiring cable 1 hr PN CSN 319-568-5457, 902-765-1494 Ext 5457. ABV 15°C, no acft with more than 100 pax or over 85,000 lbs is auth to perform 180° turn on rwy 08/26 without perms 902-765-1494 ext 3205. Opr CRFI Expect water on E half of Rwy 08/26 dur rain or melting snow. S100, T200, ST248, TT325. Rwy 08/26 PCN 120/F/A/X/T. Rwy 12/30 PCN 120/F/A/X/T.
<b>RCR</b>	
<b>HELI DATA</b>	Lima West: 98' x 98' ASPH 100,000 lbs. Lima East: 98' x 98' ASPH 100,000 lbs
<b>LIGHTING</b>	08-AN (non-std 3000' (1600' SF)) (TE HI) P2 rgt side only GPI 954' TCH 50', 12-(TE HI) P2 left side only GPI 954' TCH 50', 26-AN (non-std 3000' (1600' SF)) (TE HI) P2 GPI 1000' TCH 52', 30-AN (non-std 3000' (1600' SF)) (TE HI) P2 3.2° GPI 895' TCH 50'
<b>COMM</b>	Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
<b>ATIS</b>	128.85 244.3 11-24Z‡
<b>CLNC DEL</b>	128.025 283.9
<b>GND</b>	133.75 289.4
<b>TWR</b>	119.5 236.6 324.3 (E)
<b>TML</b>	120.6 335.9 (E)
<b>PMSV</b>	344.6 ltd hrs
<b>NAV</b>	
<b>NDB</b>	YZX 266 (M) N44 55 22 W65 06 07 AYLESFORD GF 341 (L) N45 01 26 W64 48 37
<b>TACAN</b>	UZX 117.6 Ch 123 N44 59 00 W64 55 11 (117') Preventive maint first Wed every month 12-18Z‡
<b>ILS</b>	IZX 110.7 (Rwy 26/08) RVR
<b>PAR</b>	118.1 258.6 283.9 378.5 (E) Radar svcs only avbl to transponder equipped acft.

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## GREENWOOD NS (Cont'd)

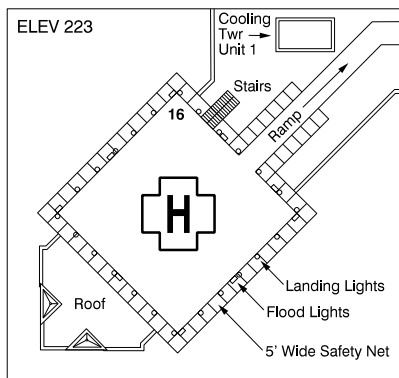
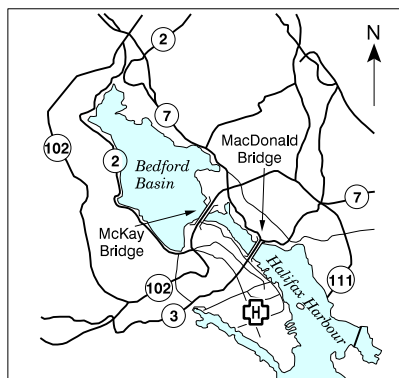
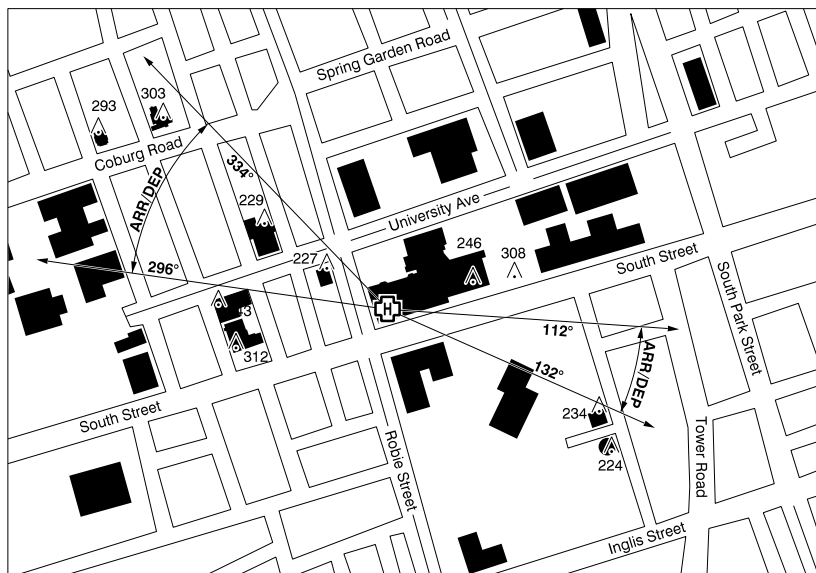
CYZX

<b>PRO</b>	<p>Tfc Ptns; convl 1500 ASL exc lgt acft 1100 ASL (Daylight hrs only), Jet 2000 ASL overhead breaks-away fr the TWR for all rwys, max 300 kt at initial. Glider activity to 3000 A/D north to Hwy 101. Moderate to severe turbulence &amp; wind shear may be experienced to apch to Rwy 12 &amp; 30 dur cond of high sfc winds. Unmarked fur farm lctd N44 51 24 W65 10 18 (UZX 252R/13.1 DME), elev 580 ASL. Acft requested to remain outside 2NM and/or overfly min 2000 ASL.</p> <p>CYZX Radar Square Pro (issued by ATC as a dep or missed apch clnc)</p> <p>Square 08 - Climb 3000, clnc limit TUBIX, after completion of the dep or published missed apch RWY 08, LEFT Turn Hdg 360° expect vectors</p> <p>Square 26 - Climb 3000, clnc limit TARNI, after completion of the dep or published missed apch RWY 26, RIGHT Turn Hdg 360° expect vectors</p> <p>Square 12 - Climb 3000, clnc limit RONTI, after completion of the dep or published missed apch RWY 12, RIGHT turn Hdg 180° expect vectors</p> <p>Square 30 - Climb 3000, clnc limit RIKOB, after completion of the dep or published missed apch RWY 30, LEFT turn Hdg 180° expect vectors</p> <p>Pilots are advised to listen to CYZX ATIS prior to contacting CYZX Twr for status of Twr / Advsy svcs.</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>
<b>NOISE ABATEMENT</b>	<p>Arr Rwy 12 rstd unless operationally necessary. Dep/low apch Rwy 30 rstd for high performance acft unless operationally necessary. Pilots must obtain start clnc from twr/gnd ctl before commencing engine start.</p>
<b>CAUTION</b>	<p>Painted &amp; lgted twr 895 ASL (325 AGL) 2.7NM S; loc in VFR tfc ptn of Rwy 30. During periods of hvy rain, Rwy 08/26 experience excessive pooling on both sides of centerline. Pooling areas are as deep as 1/4 inch. Extensive bird activity direction S to N dawn / N to S dusk, on western half of A/D, Oct-Mar.</p>



**HALIFAX (IWK HEALTH CENTRE) NS (Heli)**

**CIW2**



<b>REF</b>	N44 38 13 W63 35 04 Adj 18°W (2014) UTC-4(3) Elev 223' A5003
<b>OPR</b>	IWK Health Centre 902-470-7000 Cert PPR
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIG</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	FATO 90' x 90' non-supporting TLOF 60' x 60' aluminum elevated/rooftop 16,000 lbs Safety Area 120' x 120' non-supporting Max heli overall length 60'
<b>LIGHTING</b>	RY(LO) RF(FL) ARCAL-122.10 (key mic 3 times to turn on wind direction indicator & perimeter lights: 5 times to turn on floodlights: 7 times to turn off floodlights)

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

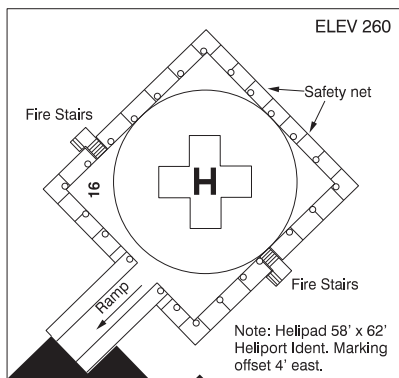
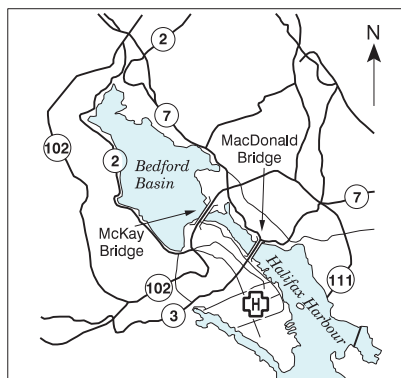
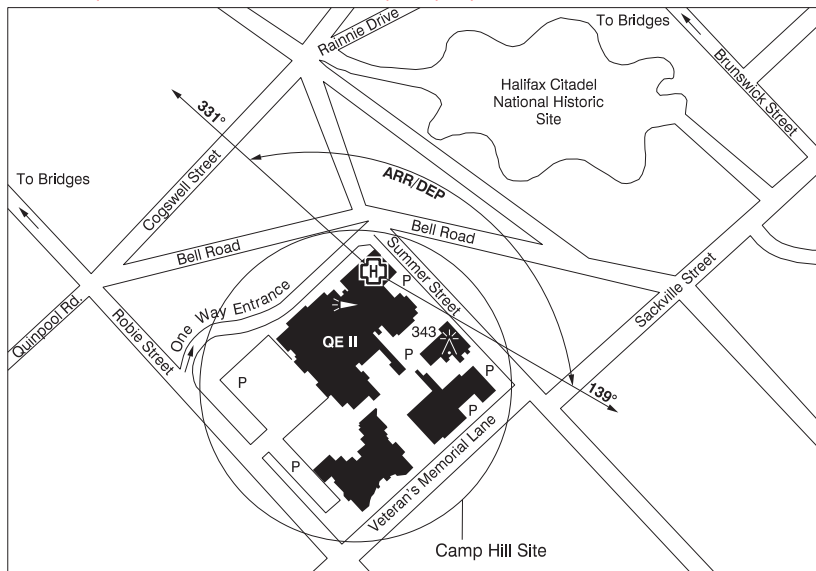
## HALIFAX (IWK HEALTH CENTRE) NS (Heli) (Cont'd)

CIW2

<b>COMM</b>	<p data-bbox="132 178 205 223"><b>ATIS</b> <b>MF/ATF</b></p> <p data-bbox="222 178 967 249">Shearwater 129.175 ltd hrs Shearwater Advsy ltd hrs O/T tfc 126.2 5NM centered on Shearwater Mil A/D 4NM E 3500 ASL</p>
<b>PRO</b>	Arr/dep btwn 112°-132° & btwn 296°-334° fr heli (H1), day/night use.
<b>CAUTION</b>	Multiple obst in vic heli; refer to sketch.

**HALIFAX (QE II HEALTH SCIENCES CENTRE) NS (Heli)**

**CHQC**



<b>REF</b>	N44 38 45 W63 35 12 Adj 19°W UTC-4(3) Elev 260' A5003 CAP
<b>OPR</b>	Queen Elizabeth II Health Sciences Centre 902-473-1661 Cert PPR
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIG</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	FATO 87' x 87' non-supporting TLOF 58' x 62' rooftop/metal 16,000 lbs Safety Area 116' x 116' non-supporting 16,000 lbs Max heli overall length 58'
<b>LIGHTING</b>	RY(LO) RF(FL) ARCAL-123.2 (key mic 3 times to turn on wind direction indicator & perimeter lights: 5 times to turn on floodlights: 7 times to turn off floodlights)

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## HALIFAX (QE II HEALTH SCIENCES CENTRE) NS (Heli) (Cont'd)

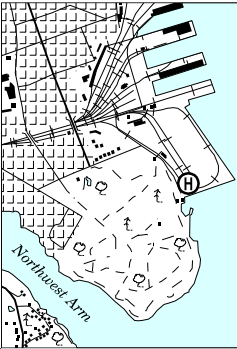
CHQE

<b>COMM</b>	<p data-bbox="132 178 205 223"><b>ATIS</b> <b>MF/ATF</b></p> <p data-bbox="222 178 967 249">Shearwater 129.175 ltd hrs Shearwater Advsy ltd hrs O/T tfc 126.2 5NM centered on Shearwater Mil A/D 4NM E 3500 ASL</p>
<b>PRO</b>	<p data-bbox="222 261 967 310">Arr/dep btwn 331°-139° fr heli (H1). Remain over circular TLOF marking when manoeuvring over helipad to ensure obstacle clnc.</p>
<b>CAUTION</b>	<p data-bbox="222 322 967 373">343' lighted smokestack close proximity of ldg pad. Non-uniform spacing of TLOF lghts.</p>

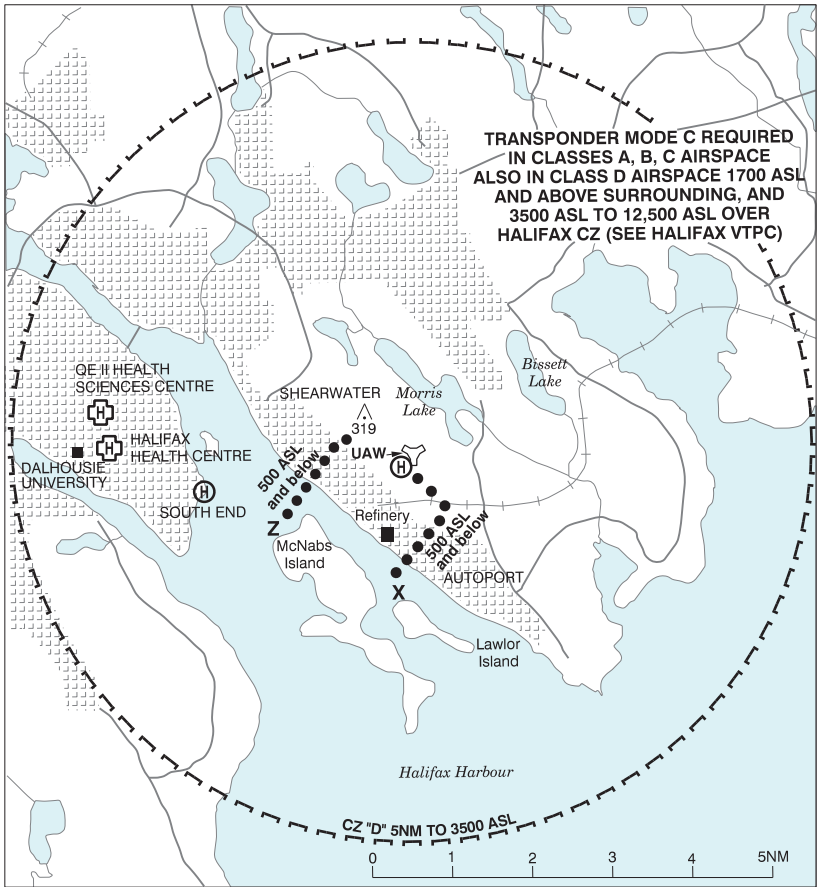
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**HALIFAX (SOUTH END) NS (Heli)****CHS7**

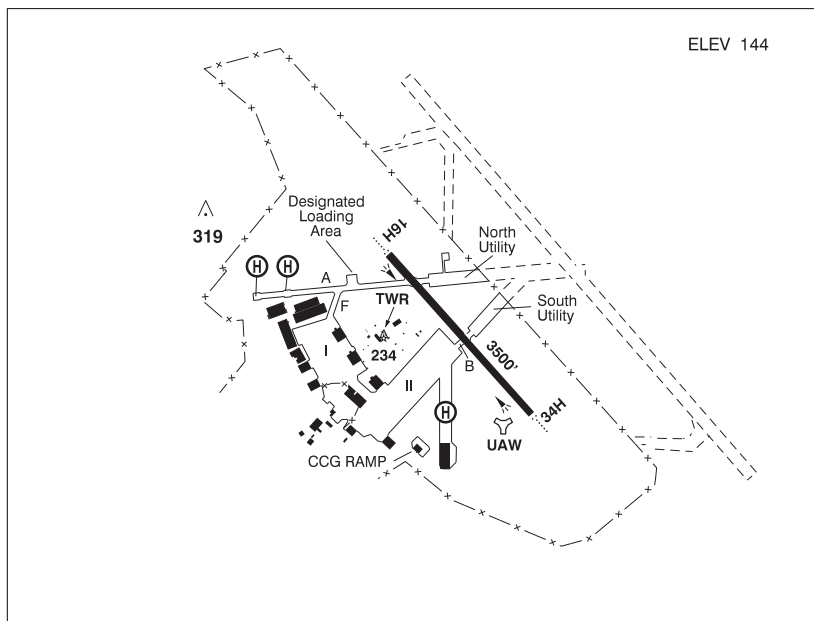
<b>REF</b>	N44 37 32 W63 33 48 18°W (2014) UTC-4(3) Elev 13' A5003	 <p style="text-align: right;">ELEV 13</p> <p style="text-align: right;"><i>Halifax Harbour</i></p> <p style="text-align: left;"><i>Northwest Arm</i></p>
<b>OPR</b>	Halifax Port Authority 902-426-3629 Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	79' dia asphalt	
<b>RCR</b>	Opr Ltd win maint	
<b>LIGHTING</b>	FH	
<b>COMM</b>		
<b>MF/ATF</b>	Shearwater Advsy ltd hrs O/T tfc 126.2 5NM centered on Shearwater Mil A/D 2NM E 3500 ASL	
<b>CAUTION</b>	Be alert for seagulls on and in area of pad. Mobile cranes and gantries N and E of pad.	

**HALIFAX / SHEARWATER VFR TERMINAL PROCEDURES CHART**



## HALIFAX / SHEARWATER NS (Helicopter)

CYAW



<b>REF</b>	N44 38 14 W63 30 08 4.5ESE 18°W (2013) UTC-4(3) Elev 144' A5003 LO8 HI6 T2
<b>OPR</b>	DND 902-720-1304 and CSN 319-720-1304 Mil PPR
<b>PF</b>	B-1 C-2,3,4,5,6
<b>CUST</b>	AOE 12-04Z±, 4 hrs PN mandatory thru WG Ops 902-720-1304 Mil fit only Ops 119.0 239.3
<b>FLT PLN</b>	NOTAM FILE CYAW PPR 24 hrs ntc. All mil & civ flts ctc 902-720-1304 or CSN 319-720-1304.
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>MIL</b>	PPR 24 hrs ntc all mil & civ flts ctc Wg ops 902-720-1304 or CSN 319-720-1304.
<b>WX</b>	Met brief for mil only. Lcl Met Section CSN 720-1312/1313 ltd hrs. O/T METOC Halifax CSN 427-6385. (See COMM). METAR dur mil fit ops. TAF dur mil fit ops, issue times depending on mil requirements.
<b>SERVICES</b>	MIL: All trans acft require PPR thru 12 Wg Ops. Mil Rotary Wg trans svchg ltd hrs Mon-Fri 24 hrs PN, O/T including hols 48 hrs PN thru 12 Wg Ops 902-720-1304 or CSN 319-720-1304.
<b>FUEL</b>	F-34, F-37
<b>OIL</b>	Mil 156, SOAP
<b>ARFF</b>	CAT 5
<b>JASU</b>	CE12
<b>MIL ADV</b>	All trans acft require PPR thru 12 Wg ops, Mil Rotary Wg trans svchg ltd hrs Mon-Fri 24 hrs PN, O/T including hols 48 hrs PN thru 12 Wg ops 902-720-1304 or CSN 319-720-1304.
<b>PVT ADV</b>	no fixed wing servicing

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## HALIFAX / SHEARWATER NS (Heli) (Cont'd)

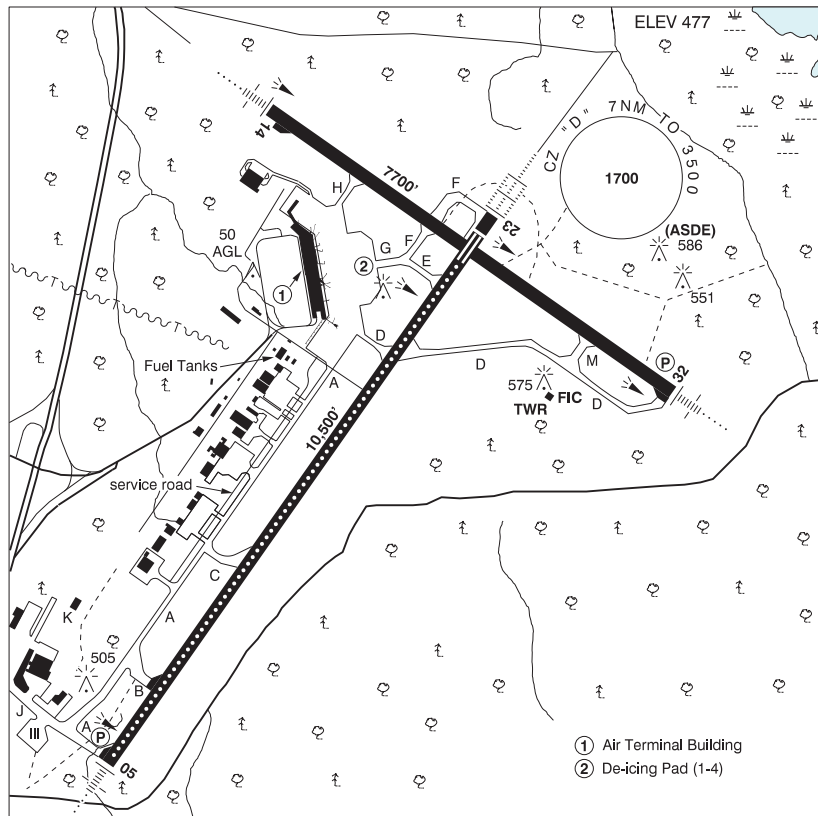
CYAW

<b>HELI DATA</b>	FATO 16H(156°)/34H(336°) 3500' x 112' asphalt Pad 2: 111' x 111' Concrete 55,000 lbs Pad 3: 111' x 111' Concrete 55,000 lbs Pad 5: 117' x 117' Asphalt 32,120 lbs Pad 6: 117' x 117' Asphalt 32,120 lbs
<b>RCR</b>	Opr 12-20Z± Mon-Fri exc stat hols O/T ltd hrs. RSC unavailable outside hrs of ops
<b>LIGHTING</b>	16H-Modified AO(TE HI), 34H-Modified AO(TE HI), ARCAL-126.2 type K
<b>COMM</b>	Avbl 11-24Z± Mon-Fri, Airfield freq clsd Sat & Sun. Opr dates & hrs may vary without notice
<b>ATIS</b>	129.175 308.8 ltd hrs
<b>GND</b>	121.7 250.1 ltd hrs
<b>MF</b>	Shearwater advsy 126.2 119.0 340.2 360.2 (E) ltd hrs O/T tfc 126.2
<b>PAR</b>	128.1 134.1 289.4 346.6 (E) ltd hrs
<b>ATF</b>	tfc 126.2 5NM 3500 ASL when TWR clsd
<b>ARR/DEP</b>	119.2
<b>MIL</b>	Shearwater Mil 239.3 Flt following 231.95
<b>PMSV</b>	344.6 ltd hrs
<b>NAV</b>	
<b>TACAN</b>	UAW 110.1 Ch 38 N44 37 59 W63 30 00 (175') Unmonitored outside oprg hrs. Preventive maint 20-2359Z± Mon exc dur IFR.
<b>PAR</b>	Preventive maint 20-2359Z± Mon exc dur IFR.
<b>PRO</b>	Actual hrs of CZ ops vary, attempt to contact "AW" MFAU 126.2/340.2 prior to entry. Mil training area bounded by UAW 110R to 260R fr 15 DME to 30 DME, 500 ASL and below. Acft oprg in and above this area req to ctc Shearwater ATC on 126.2 or 231.95 for the advsy. Lcl ctl zone pro in effect. Ctc W Ops for advsy brief and PPR
<b>HELI NOISE</b>	Remain clear of autoport and oil refinery. VFR - Rgt hand circuits FATO 34H; Left hand circuits FATO 16H. Acft shall remain W of Morris Lake for noise abatement dur circuit ops.
<b>CAUTION</b>	Multiple cranes oprg permanently in the vicinity of N44 37 57 W63 31 35 (0.7NM W of A/D) max alt 250 MSL lgttd & unlgtd. FATO 34H trees to 186 ASL aprx 450' left of centreline and aprx 400' right of centreline. Periodic unsked directed bright lgt source (Light Detection and Ranging - LIDAR) lctd at Dalhousie University - safety mechanism employed (X-band radar) to ensure automatic shut-off in event acft fly within affected area. Note: No restriction to flying ops. Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115Z-1130Z & 2315Z-2330Z.



## HALIFAX / STANFIELD INTL NS

CYHZ



<b>REF</b>	N44 52 47 W63 30 37 14NNE 18°W (2012) UTC-4(3) Elev 477' A5003 LO8 HI6 T2 CAP OC
<b>OPR</b>	Halifax International Airport Authority 902-873-2578 Cert
<b>PF</b>	A-1,2,3,6 C-5 D-4
<b>CUST</b>	AOE 888-226-7277
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z WxCam

## NOVA SCOTIA

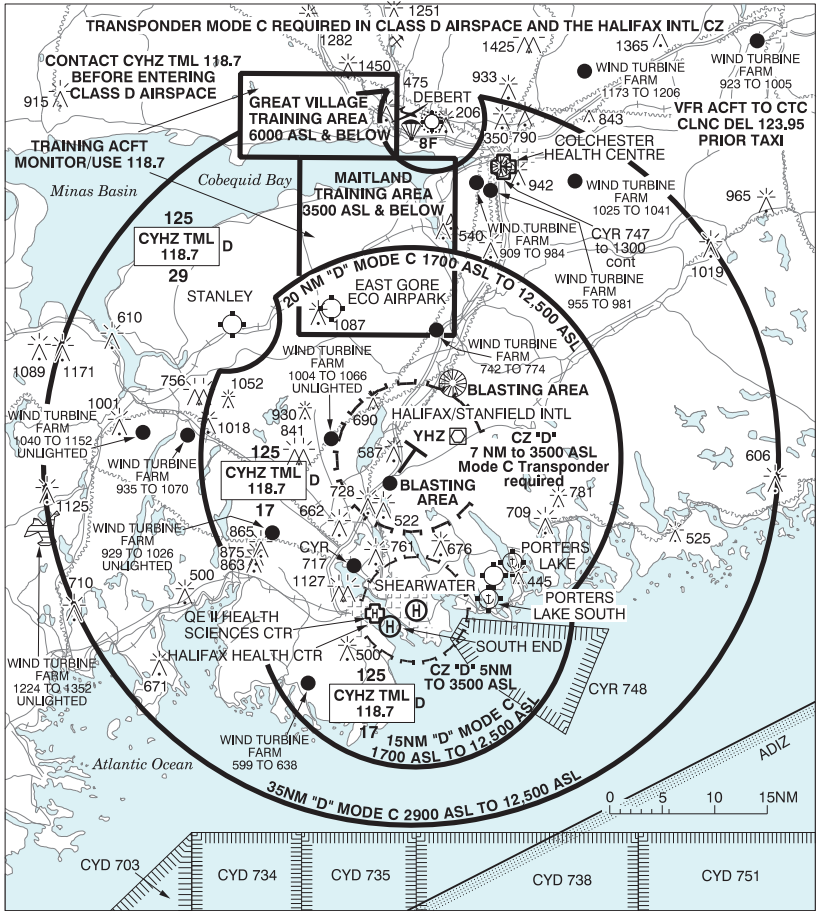
## AERODROME / FACILITY DIRECTORY

## HALIFAX / STANFIELD INTL NS (Cont'd)

CYHZ

<b>SERVICES</b>	
<b>FUEL</b>	100LL, JA-1 (FSII avbl)
<b>OIL</b>	All
<b>S</b>	1,2,3
<b>ARFF</b>	DESIGNATED CAT 8
<b>SUP FL</b>	ADI, D & A-ice
<b>JASU</b>	Elect Start Stewart-Stevenson 2650 Air Start
<b>PVT ADV</b>	Shell Aerocentre 123.4; PAL Aviation Services 129.3; Gateway Fac ULC 129.1 902-873-1900
<b>MIL CON</b>	Innotech Aviation Services (Shell) 902-873-3737
<b>RWY DATA</b>	Rwy 05(053°)/23(233°) 10500x200 ASPH/CONC Thld 23 displ 361' Rwy 14(143°)/32(323°) 7700x200 ASPH Rwy 32 down 0.54% RESA: 05 492'
<b>RWY CERT</b>	Rwy 05 RVR 1200(1/4sm)/Rwy 23 RVR 600 AGN V Rwy 14 RVR 1200(1/4sm)/Rwy 32 RVR 1200(1/4sm) AGN V
<b>TWY CERT</b>	Twy K AGN IIIB
<b>TWY</b>	Twy J and K are uncontrolled bcst intentions on 121.9
<b>RCR</b>	Opr CRFI, PLR/PCN
<b>LIGHTING</b>	05-AN(TE HI CL)P3, 14-AN(TE HI), 23-AL(TE HI CL TDZL), 32-AN(TE HI)P3
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 123.275 (FISE) 126.7 (bcst) (E) (emerg only 902-873-3227)
<b>ATIS</b>	121.0
<b>CLNC DEL</b>	123.95
<b>GND</b>	121.9 275.8
<b>TWR</b>	118.4 236.6 (E) (emerg only 902-873-1364)
<b>TML</b>	119.2 118.7 128.55 363.8
<b>PAL</b>	Moncton Ctr 135.3
<b>NAV</b>	
<b>NDB</b>	SPLIT CROW ZHZ 364 (L) N44 48 08 W63 35 23 BLUENOSE ZNS 385 (L) N44 58 00 W63 25 37
<b>VOR/DME</b>	YHZ 115.1 Ch 98 N44 55 23 W63 24 07 (604')
<b>DME</b>	IHZ 109.1 Ch 28 N44 53 35 W63 30 48 (449')
<b>ILS</b>	IJG 109.9 (Rwy 23) RVR; IHZ 109.1 (Rwy 14) RVR
<b>LOC</b>	IGX 109.9 (Rwy 05)
<b>PRO</b>	In vis RVR 2600 (1/2 SM) or greater, Rwy 23 dep will be fr Twy E (9100 FT) unless otherwise requested. 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. <b>DE-ICING OPERATIONS</b> 1. Ctc de-icing provider 30 min prior to dep if de-icing is rqrd. Notify de-icing provide of any special treatments prior to pushback: - Air Canada 129.250 - Inland Technologies 122.950 - Swissport 122.350 2. De-icing provider will assign de-ice pad and advise when ready. 3. DO NOT PUSH prior to assigned de-ice pad being ready. 4. To mitigate congestion on the APN, QUEUING for de-icing is NOT ACCEPTABLE. 5. Monitor Halifax GND 121.9 for all APN movement. 6. Follow instructions to designated de-ice pad. 7. Advise ICEMAN immediately once brakes set, acft configured and engines at idle. 8. After de-icing, configure acft for taxi, however, DO NOT MOVE ACFT. 9. Once instructed, ctc Halifax GND 121.9 for taxi.
<b>CAUTION</b>	Extensive bird activity in vic of rwys Oct-Mar.

### HALIFAX / STANFIELD VFR TERMINAL PROCEDURES CHART



**HALIFAX FIC – RCO**

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

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## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## HILLATON / KINGS AERODROME NS

CHL2

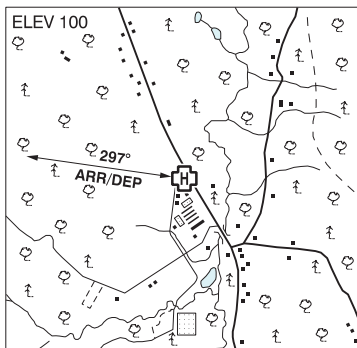
<b>REF</b>	N45 08 34 W64 25 22 Adj SE 18°W (2015) UTC-4(3) Elev 98' A5003 LO8	
<b>OPR</b>	32080480 Nova Scotia Ltd 902-698-6733 Fax 902-542-2691 Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>RWY DATA</b>	Rwy 11(106°)/29(286°) 3070x75 ASPH centre 1670x45, edges uneven ASPH/GRASS Thld 11 displ 900' night only Thld 29 displ 500' night only Rwy 18(178°)/36(358°) 2100x75 GRASS	
<b>RCR</b>	Opr Ltd win maint. Rwy 18/36 sfc ruf.	
<b>LIGHTING</b>	ARCAL-123.2 type J Lgtd windsock avbl O/R.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3100 ASL	
<b>CAUTION</b>	Marked p-lines on apch to Rwy 29. Lgtd tower 272 ASL aprx 0.5NM NE of A/D. Migratory bird activity dur spring and fall.	

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**INVERNESS (CONSOLIDATED MEM HOSP) NS (Heli)****CNV2**

<b>REF</b>	N46 11 58 W61 17 29 2S 19°W (2014) UTC-4(3) Elev 100' A5003
<b>OPR</b>	Cape Breton District Health Authority 902-258-2100 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYQY
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	79' x 79' asphalt 108' x 108'
<b>LIGHTING</b>	FH
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>PRO</b>	Arr/dep path 297° fr heli.
<b>CAUTION</b>	Unlgt'd p-line along roadway east of pad.

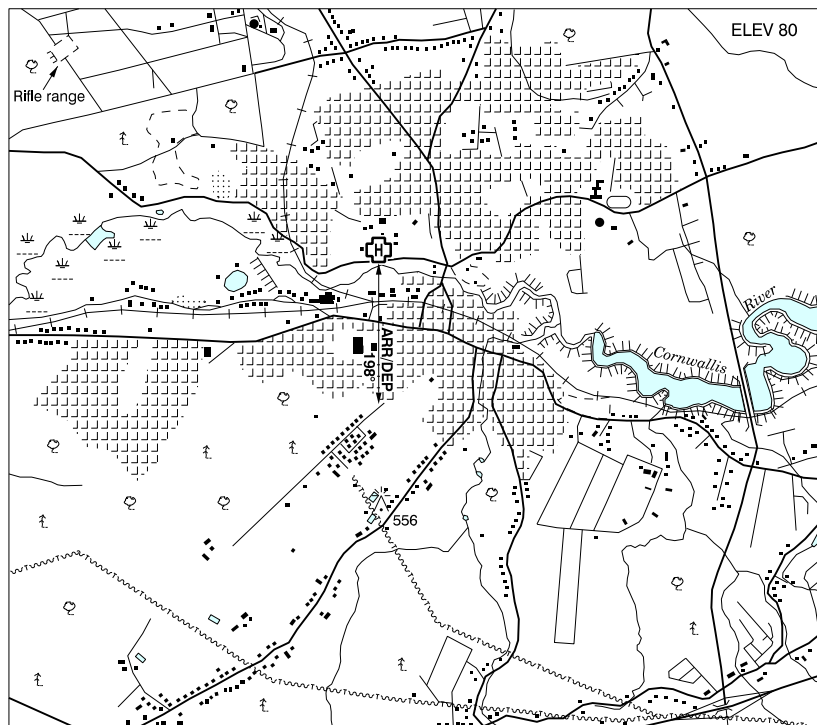


## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

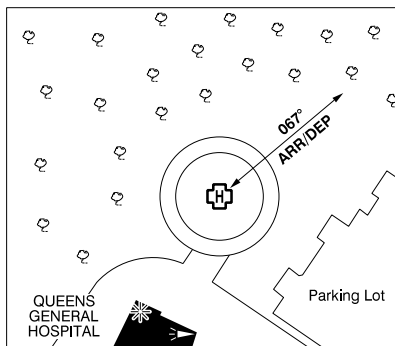
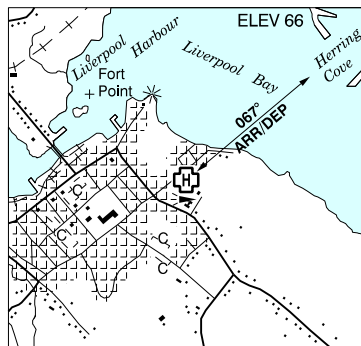
**KENTVILLE (CAMP ALDERSHOT) NS (Heli)****CKM9**

<b>REF</b>	N45 05 39 W64 30 32 0.5NW 18°W (2013) UTC-4(3) Elev 100' A5003	
<b>OPR</b>	DND 902-678-7930 Ext 2224 CSN 319-568-2224 Mil PPR	
<b>FLT PLN</b>	NOTAM FILE CYHZ PPR 24 hrs ntc. Ctc 902-678-7930 Ext 2224 or CSN 319-568-2224 12-20Z± Mon-Fri exc stat hols O/T ctc main gate Ext 2139	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	500' x 500' turf/gravel. No win maint.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3100 ASL	
<b>PRO</b>	Arr/dep 075° fr heli	
<b>CAUTION</b>	CYR 706 (Aldershot) SFC-1000 0.8NM WNW. Valley Regional Hosp Heli (CKV8) 0.8NM SSE.	

**KENTVILLE (VALLEY REGIONAL HOSP) NS (Heli)****CKV8**

<b>REF</b>	N45 04 54 W64 30 00 Adj 18°W (2014) UTC-4(3) Elev 80' A5003
<b>OPR</b>	Valley Regional Hosp 902-678-7381 Cert PPR
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	82' dia asphalt (rstd to heli with max overall length of 52.5')
<b>LIGHTING</b>	RY(LO) ARCAL-123.0 type J
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>PRO</b>	Arr/dep 198° fr heli, slope 12% (H2), day/night use.
<b>CAUTION</b>	CYR 706 (Aldershot) SFC-1000 1.4NM NW. Obstruction 556 ASL under arr/dep track - see sketch.



**LIVERPOOL (QUEENS GENERAL HOSP) NS (Heli)****CLQ2**

<b>REF</b>	N44 02 19 W64 42 19 Adj 17°W (2014) UTC-4(3) Elev 66' A5003
<b>OPR</b>	Queens General Hosp 902-354-3436 Cert PPR
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	FATO/TLOF 79' dia ASPH Safety Area 105' dia ASPH Max heli overall length 52.5'
<b>LIGHTING</b>	FH
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3000 ASL
<b>PRO</b>	Arr/dep 067° fr heli, slope 12% (H2).
<b>CAUTION</b>	Numerous lamp posts (aprx 21 AGL) in adj pkg lot. Lgtd and marked floodlight lamp post W of pad. Trees in vic of heli. See sketch.

## NOVA SCOTIA

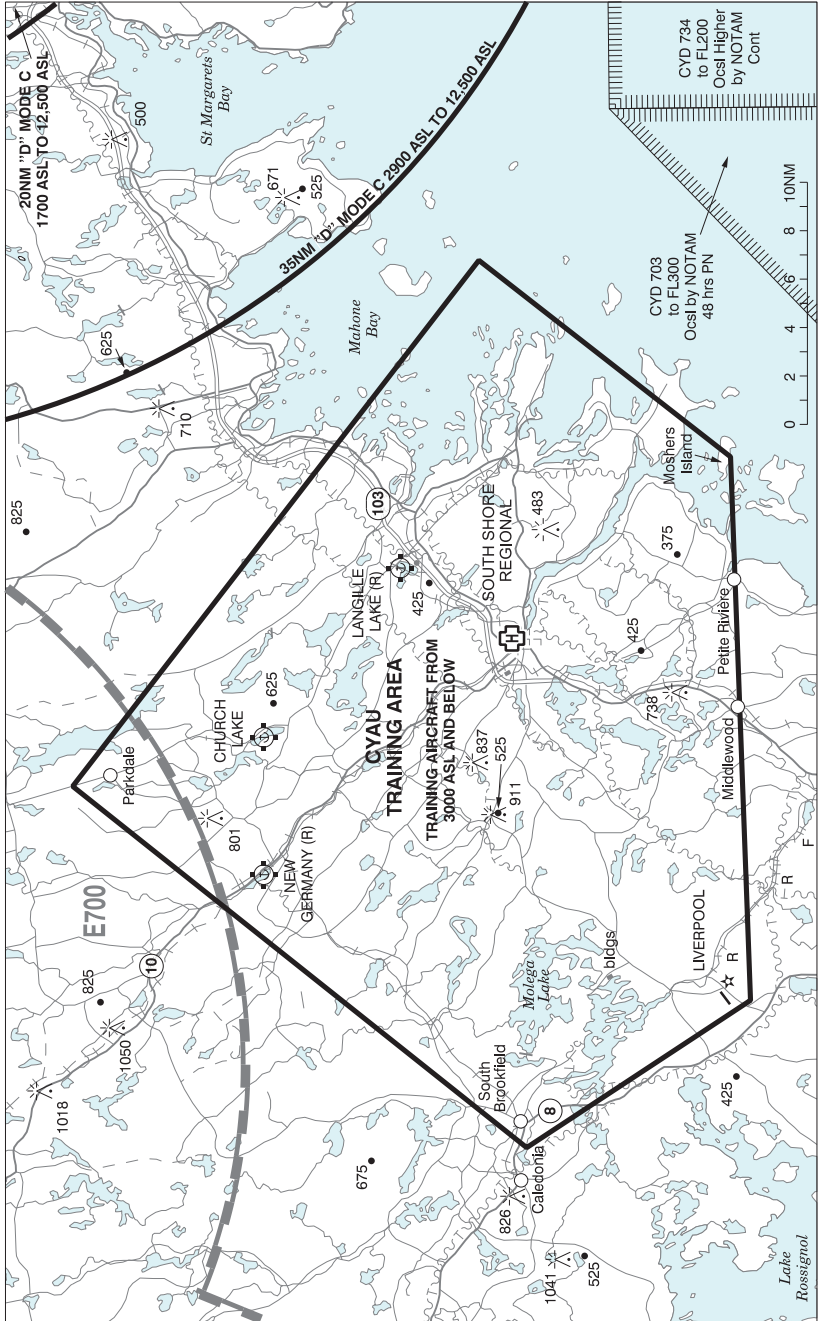
## AERODROME / FACILITY DIRECTORY

## LIVERPOOL / SOUTH SHORE REGIONAL NS

CYAU

<b>REF</b>	N44 13 50 W64 51 22 14NNW 18°W (2013) UTC-4(3) Elev 325' A5003	
<b>OPR</b>	South Shore Flying Club 902-685-3242 Reg	
<b>PF</b>	D-2,3,4,5,6	
<b>CUST</b>	AOE/CAN	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 07(071°)/25(251°) 3933x75 ASPH	
<b>RCR</b>	Opr No win maint	
<b>COMM</b>	tfc 122.8 5NM 3300 ASL Moncton Ctr 123.9 Moncton Ctr 123.9	
<b>CAUTION</b>	P-line aprx 30' high on SW side of apron running NW/SE. Training area around A/D up to 3000 ASL, see VTPC.	

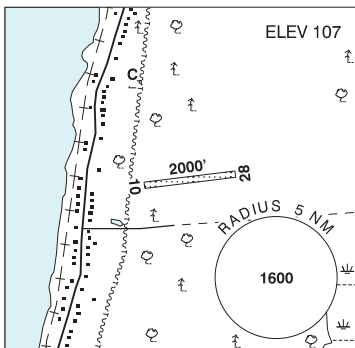
LIVERPOOL VFR TERMINAL PROCEDURES CHART - TRAINING AREA



**LOWER EAST PUBNICO (LA FIELD) NS**

**CLE4**

<b>REF</b>	N43 37 20 W65 45 44 1NE 17°W (2014) UTC-4(3) Elev 107' A5003
<b>OPR</b>	Ronald Belliveau 902-762-3397/648-7812 Reg PN
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 10(100°)/28(280°) 2000x75 turf
<b>RCR</b>	Opr No win maint
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3200 ASL
<b>CAUTION</b>	P-line passing through apch 280° from thld Rwy 10.



## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## MARGAREE NS

CCZ4

<b>REF</b>	N46 20 28 W60 58 47 0.8ESE 19°W (2015) UTC-4(3) Elev 181' A5003 A5012	
<b>OPR</b>	Municipality of the County of Inverness 902-787-2274 Reg	
<b>PF</b>	C-1,2,5 D-4	
<b>FLT PLN</b>	NOTAM FILE CYQY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>WX</b>	WxCam	
<b>RWY DATA</b>	Rwy 01/19 2500x75 ASPH	
<b>RCR</b>	Opr Ltd win maint	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3200 ASL	
<b>CAUTION</b>	Hi terrain up to 1400 ASL (1219' AAE) within 3NM of A/D.	

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**MIDDLETON (SOLDIERS MEMORIAL HOSP) NS (Heli)****CMS2**

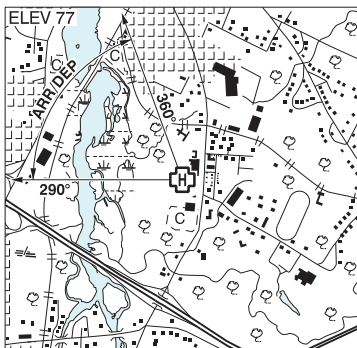
<b>REF</b>	N44 56 46 W65 03 32 Adj 18°W (2014) UTC-4(3) Elev 70' A5003	
<b>OPR</b>	Soldiers Memorial Hosp 902-825-3411 Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	FATO/TLOF 92' dia CONC/ASPH Safety Area 122' dia ASPH/GRASS Max heli overall length 61.3'	
<b>RCR</b>	Opr	
<b>LIGHTING</b>	RY(LO) ARCAL-123.0 type J key 3 times	
<b>COMM</b>		
<b>TWR</b>	Greenwood Twr 119.5 & 126.2 at Greenwood 6.4NM NE	
<b>PRO</b>	Heli falls within Greenwood CZ.	

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**NEW GLASGOW (ABERDEEN HOSP) NS (Heli)****CNG2**

<b>REF</b>	N45 34 20 W62 38 39 Adj E 18°W (2014) UTC-4(3) Elev 77' A5003
<b>OPR</b>	Aberdeen Hospital 902-752-7600 Ext 4531 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	79 x 79 Rstd to heli max length 52.5'
<b>LIGHTING</b>	RY(LO) FL(LO)
<b>COMM</b>	
<b>ATF</b>	ffc 122.8 5NM 3100 ASL
<b>PRO</b>	Arr/dep btwn 290°-360° fr heli
<b>CAUTION</b>	Trenton 2.5NM N. Thorburn 2NM ESE.



## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## PORT HAWKESBURY NS

CYPD

<b>REF</b>	N45 39 23 W61 22 06 2.1N 19°W (2013) UTC-4(3) Elev 373' A5003 LO8 HI6 CAP	
<b>OPR</b>	Muni 902-625-2206/5053 or 902-631-1512 Fax 902-625-7019 Reg	
<b>PF</b>	A-1 12-22Z‡ C-2,3,4,5,6	
<b>CUST</b>	AOE/15 888-226-7277	
<b>FLT PLN</b>	NOTAM FILE CYQY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>WX</b>	METAR AUTO H24 (see COMM) WxCam	
<b>SERVICES</b>	Call out chg after hrs 902-625-2206/902-625-5053 PN	
<b>FUEL</b>	100LL, JA-1 12-22Z‡	
<b>OIL</b>	15W50	
<b>S</b>	1,2,3,4,5,6	
<b>RWY DATA</b>	Rwy 11(109°)/29(289°) 5000x150 asphalt Rwy 29 down 0.82%	
<b>RCR</b>	Opr Ltd win maint	
<b>LIGHTING</b>	11-(TE ME), 29-(TE ME) ARCAL-122.8 key mic 3 times	
<b>COMM</b>		
<b>DRCO</b>	Halifax rdo 123.375 (FISE) 126.7 (bcst)	
<b>ATF</b>	UNICOM 122.8 1230-2130Z‡, O/T tfc 122.8 5NM 3400 ASL	
<b>AWOS</b>	128.3	
<b>CAUTION</b>	Ocsl blasting by NOTAM to 1600 ASL 2NM SW airport.	



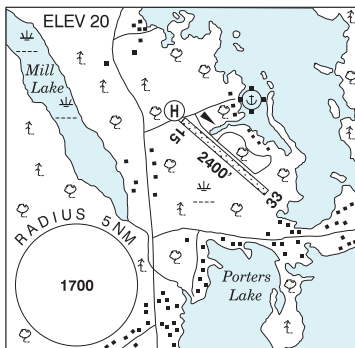
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## PORTERS LAKE NS

CCF4

<b>REF</b>	N44 42 36 W63 18 06 2S 18°W (2014) UTC-4(3) Elev 20' A5003 T2
<b>OPR</b>	R. MacFarlane 902-827-3148 Reg PPR
<b>PF</b>	B-1 C-2,5 D-3,4,6
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 15(149°)/33(329°) 2400x100 gravel/turf
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3000 ASL
<b>CAUTION</b>	Possible vehicle tfc on access road across Rwy 15 at 400'. Seaplane ops vic adj water A/D. Helipad 110' x 110' at thld Rwy 15.



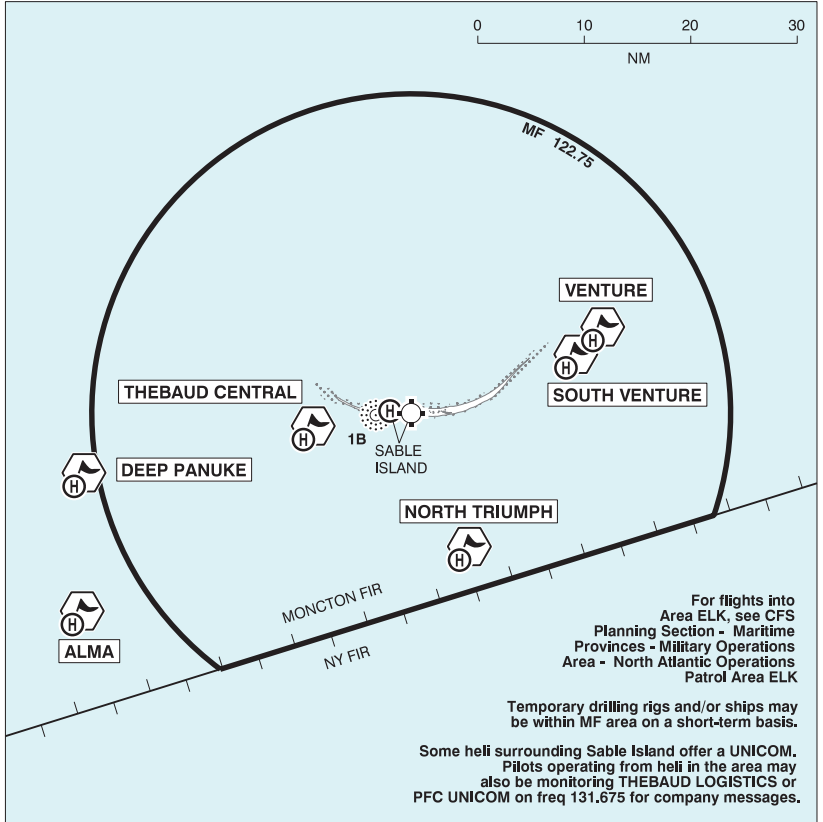
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**SABLE ISLAND NS (HELI)****CST5**

<b>REF</b>	N43 55 59 W60 00 20 18°W (2014) UTC-4(3) Elev 15' A5003
<b>OPR</b>	Parks Canada 902-492-4678 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	METAR AUTO H24 (see COMM), site identifier CWSA TAF 09-01Z±, issue times: 09, 14, 20Z (DT 08, 14, 20Z) WxCam
<b>SERVICES</b>	
<b>FUEL</b>	JA PPR 902-492-4678
<b>HELI DATA</b>	80' dia concrete
<b>RCR</b>	902-482-8600
<b>LIGHTING</b>	RF(LO) FL
<b>COMM</b>	
<b>MF</b>	tfc 122.75 30 NM irregular shape 3000 ASL (CAR 602.98) see Sable Island VTPC
<b>A/G</b>	UNICOM 122.9
<b>AWOS</b>	118.2
<b>NAV</b>	
<b>NDB</b>	1B 277 (M) N43 55 50 W60 01 22 Pvt Unmonitored
<b>CAUTION</b>	May be closed due to wildlife. 2nd helipad located 2500' E not maintained. Dly radiosonde balloon launches with an ascent rate of 1000 ft/min 1115-1345Z & 2315-0145Z.

**SABLE ISLAND VFR TERMINAL PROCEDURES CHART**



LOCATION	IDENT	LAT/LONG
ALMA	VCALM	N43°35.78 W60°41.37
DEEP PANUKE	VCDPN	N43°48.76 W60°41.30
NORTH TRIUMPH	VCNTR	N43°41.97 W59°51.32
SOUTH VENTURE	VCSVE	N44°00.00 W59°37.44
THEBAUD CENTRAL	VCTHB	N43°53.28 W60°11.58
VENTURE	VCVEN	N44°02.00 W59°34.91

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## SABLE ISLAND NS

CSB2

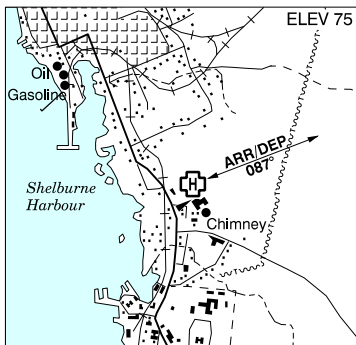
<b>REF</b>	N43 55 46 W59 57 35 7E 19° W UTC-4(3) Elev 4' A5003 RCAP	
<b>OPR</b>	Parks Canada 902-492-4678 Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>WX</b>	METAR AUTO H24 (see COMM), site identifier CWSA TAF 09-01Z†, issue times: 09, 14, 20Z (DT 08, 14, 20Z) WxCam	
<b>PF</b>	D-1	
<b>RWY DATA</b>	Rwy 11(107°)/29(287°) 1500x40 sand	
<b>RCR</b>	Opr Sand may not be firm enough for acct	
<b>COMM</b>		
<b>MF</b>	ftc 122.75 30 NM irregular shape 3000 ASL (CAR 602.98) see Sable Island VTPC	
<b>A/G</b>	122.9 Ltd hrs	
<b>AWOS</b>	118.2	
<b>NAV</b>		
<b>NDB</b>	1B 277 (M) N43 55 50 W60 01 22 Pvt Unmonitored.	
<b>CAUTION</b>	Windssocks dur flt ops only, on vehicle adj to rwy thld. Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z.	

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**SHELBURNE (ROSEWAY HOSP) NS (Heli)****CCZ9**

<b>REF</b>	N43 45 03 W65 18 34 Adj S 18°W UTC-4(3) Elev 75' A5003
<b>OPR</b>	Roseway Hospital 902-875-3011 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYQI
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	80' circular asphalt (rstd to twin engine heli with max overall length of 52.5')
<b>RCR</b>	Opr
<b>LIGHTING</b>	FH
<b>COMM</b>	
<b>ATF</b>	tfc 123.2 5NM 3100 ASL
<b>PRO</b>	Arr/dep 087° fr heli.



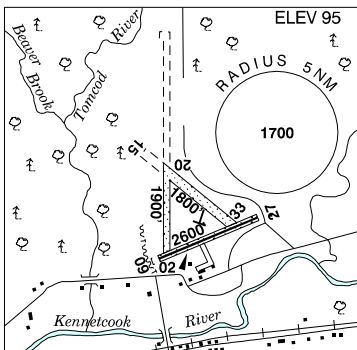
**NOVA SCOTIA**

**AERODROME / FACILITY DIRECTORY**

**STANLEY NS**

**CCW4**

<b>REF</b>	N45 06 02 W63 55 14 12NE 18°W (2014) UTC-4(3) Elev 95' A5003 LO8 T2
<b>OPR</b>	Stanley Sport Avn 902-632-2251 Reg
<b>PF</b>	D-2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>RWY DATA</b>	Rwy 02/20 1900x90 turf Rwy 09/27 2600x125 turf/asphalt Rwy 15/33 1800x100 turf
<b>RCR</b>	Opr No win maint.
<b>COMM</b>	
<b>ATF</b>	UNICOM ltd hrs O/T tfc 122.8 5NM 2900 ASL
<b>CAUTION</b>	50' high trees on apch to Rwy 09. Unlgt'd twr 250 AGL 4.2 NM SE of A/D.



## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

**SYDNEY (CAPE BRETON REGIONAL HOSP) NS (Heli)****CSY9**

<b>REF</b>	N46 06 36 W60 10 34 Adj SE 18°W (2015) UTC-4(3) Elev 224' A5003 A5012	
<b>OPR</b>	Cape Breton Regional Hosp 902-567-7245 (Herb Martell) Reg PPR	
<b>FLT PLN</b>	NOTAM FILE CYQY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	80' dia circular asphalt	
<b>LIGHTING</b>	FH	
<b>COMM</b>		
<b>RCO</b>	Halifax rdo 123.475 (FISE) 126.7 (bcst)	
<b>MF</b>	Charlottetown rdo 122.0 5NM centred on Sydney land A/D 6.2NM NE 3200 ASL (CAR 602.98)	
<b>ATF</b>	tfc 123.2 5NM 3200 ASL	
<b>CAUTION</b>	Tower 525 ASL 0.4NM N of heli. Power line adj N & E sides of pad.	

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## SYDNEY / J. A. DOUGLAS McCURDY NS

CYQY

<b>REF</b>	N46 09 41 W60 02 53 5ENE 19°W (2012) UTC-4(3) Elev 203' A5003 A5012 LO8 HI6 CAP	
<b>OPR</b>	Sydney Airport Authority 902-564-7720 1200-2030Z± Mon-Fri Commissionaire 902-564-7723 or 902-565-0388 Cert	
<b>PF</b>	A-1,2,6 C-3,4,5	
<b>CUST</b>	AOE/44 (200 stage off-loading), 12-21Z± Mon-Fri exc hols, 12-20Z± Sat-Sun. Gen Avn call 888-226-7277 to rpt arr. CANPASS	
<b>FLT PLN</b>	NOTAM FILE CYQY	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>WX</b>	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z	
<b>SERVICES</b>	Call out chg may be levied for one or more svcs.	
<b>FUEL</b>	100LL 902-564-7723, JA-1 (FSII avbl) 0730-2230Z± dly O/T PN (Menzies Aviation 902-564-8101)	
<b>S</b>	1,2	
<b>ARFF</b>	DESIGNATED CAT 6 (CAT 7 2 hr PN) 0900-0430Z± dly, O/T 902-565-0388 call out chg.	
<b>SUP FL</b>	D & A ice	
<b>PVT ADV</b>	Gateway Sydney 130.075 902-999-7044	
<b>MIL CON</b>	Menzies Aviation (Irving Oil) 902-564-8101	
<b>RWY DATA</b>	Rwy 06(065°)/24(245°) 7070x200 asphalt Rwy 36(004°)/18(184°) 5997x150 asphalt	
<b>RWY CERT</b>	Rwy 06 RVR 1200(1/4sm)/Rwy 24 RVR 1200(1/4sm) AGN IV Rwy 36 RVR 1200(1/4sm)/Rwy 18 RVR 1200(1/4sm) AGN IV	
<b>TWY CERT</b>	Twy K AGN IIIB	
<b>RCR</b>	Opr CRFI, PLR/PCN	
<b>LIGHTING</b>	36-AO(TE HI) P2, 18-AN(TE HI), 06-AN(TE HI), 24-AO(TE HI) P2 Rwy 36/18 and associated lighting ARCAL-123.2 type K. Rwy 06/24 and associated lighting ARCAL-122.0 type K. Rotating beacon, taxi and apron lights activated with either selection.	
<b>COMM</b>	<b>RCO</b> Charlottetown rdo 122.0 (RAAS) (U) Halifax rdo 123.475 (FISE) 126.7 (bcst) <b>MF</b> Charlottetown rdo 122.0 5NM 3200 ASL (CAR 602.98) <b>PAL</b> Moncton Ctr 118.6 266.3	
<b>NAV</b>	<b>NDB</b> QY 263 (M) N46 12 41 W59 58 32 <b>VOR/DME</b> YQY 114.9 Ch 96 N46 09 12 W60 03 21 (258') <b>ILS</b> IQY 110.3 (Rwy 06) RVR	



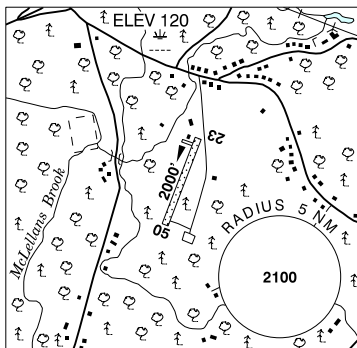
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## THORBURN NS

CCZ5

<b>REF</b>	N45 33 38 W62 35 41 2W 18°W (2015) UTC-4(3) Elev 120' A5003
<b>OPR</b>	Scotia Pine 902-922-2470 Reg
<b>PF</b>	C-1,2,3,4,5,6
<b>FLT PLN</b>	NOTAM FILE CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>SERVICES</b>	
<b>S</b>	4
<b>RWY DATA</b>	Rwy 05/23 2000x40 gravel
<b>RCR</b>	Opr Ltd win maint
<b>COMM</b>	
<b>ATF</b>	tfc 122.8 5NM 3100 ASL
<b>CAUTION</b>	Deep ditch 100' fr button 05. High trees on apch to Rwy 05.



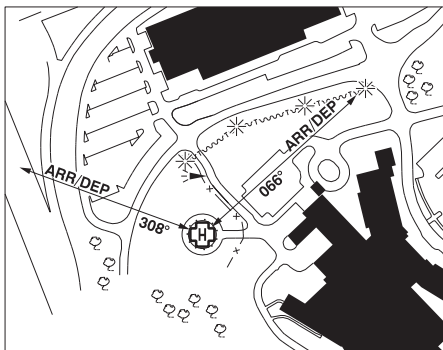
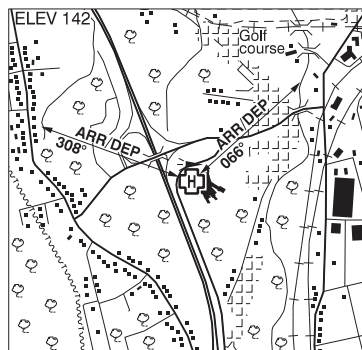
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## TRENTON NS

CYTN

<b>REF</b>	N45 36 43 W62 37 16 Adj E 18°W (2013) UTC-4(3) Elev 319' A5003 LO8 HI6 CAP	
<b>OPR</b>	Trenton Airport Ltd 902-752-9348/ 754-9385 Reg Ldg fees	
<b>PF</b>	B-1 C-2,3,4,5,6	
<b>CUST</b>	AOE/CAN	
<b>FLT PLN</b>	NOTAM FILE CYHZ	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200	
<b>WX</b>	WxCam	
<b>SERVICES</b>	Call out chg may be levied.	
<b>FUEL</b>	100LL, JA-1 12-21Z± Mon-Fri O/T ctc opr	
<b>RWY DATA</b>	Rwy 06(064°)/24(244°) 5377x145 asphalt Rwy 06 up 0.58% first 1400' Rwy 24 up 1.79% first 3978'	
<b>RCR</b>	Opr Ltd win maint PN	
<b>LIGHTING</b>	06-AS(ME) AP, 24-AS(ME) P1 ARCAL-122.8 type K	
<b>COMM</b>		
<b>ATF</b>	UNICOM (AU) 122.8 12-21Z± Mon-Fri O/T tfc 122.8 5NM 3300 ASL	
<b>PAL</b>	Moncton Ctr 135.3 135.65	

**TRURO (COLCHESTER HEALTH CENTRE) NS (Heli)****CEH9**

<b>REF</b>	N45 20 59 W63 18 20 1.3WSW 18°W (2013) UTC-4(3) Elev 142' A5003
<b>OPR</b>	Colchester East Hants Health Centre 902-893-4321; O/T 902-893-5554 ext 42222 Cert PPR
<b>PF</b>	A-1,4 C-2,3,5,6
<b>FLT PLN</b>	NOTAM File CYHZ
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200
<b>HELI DATA</b>	FATO/TLOF 79' dia ASPH Safety Area 105' ASPH Max heli overall length 52.49'
<b>RCR</b>	Opr
<b>LIGHTING</b>	RW(LO) green
<b>COMM</b>	
<b>ATF</b>	tfc 123.0 5NM 2900 ASL
<b>PRO</b>	Arr/dep 066° fr heli, Slope 12% (H2). Arr/dep 308° fr heli, Slope 16% (H1).
<b>CAUTION</b>	Heli lies within CYR747 PPR Opr. P-Line N to NE of pad ball marked and lit (portion of P-Line btwn the lit power poles under 308° arr/dep path is buried). Power and lamp poles E of pad marked and lit. Civic centre NE of pad marked with obst lights. Roadway (hosp entry drive) E of heli. Sloped hillside NW of pad. Treed area on embankment, to aprx 65' abv pad elev W of hosp aprx 120' S of pad.

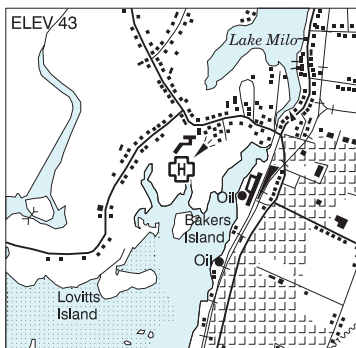
## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## YARMOUTH (REGIONAL HOSP) NS (Heli)

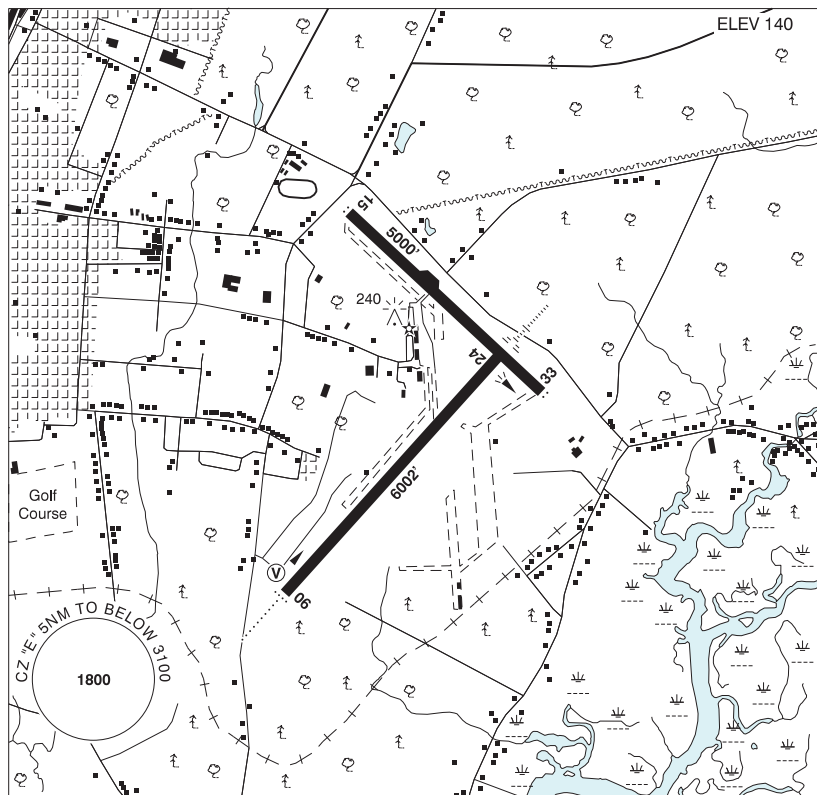
CDU3

<b>REF</b>	N43 50 54 W66 07 17 Adj NW 17°W (2014) UTC-4(3) Elev 43' A5003
<b>OPR</b>	Yarmouth Regional Hosp 902-742-3541 Reg PPR
<b>FLT PLN</b>	NOTAM FILE CYQI
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	80' x 80' asphalt
<b>LIGHTING</b>	FL
<b>COMM</b>	
<b>RCO</b>	Halifax rdo 123.55 (FISE)
<b>MF</b>	UNICOM (AU) 123.0 5NM centred on Yarmouth land A/D 2.1NM SE 3100 ASL (CAR 602.98)



**YARMOUTH NS**

**CYQI**



<b>REF</b>	N43 49 38 W66 05 18 Adj E 17°W (2013) UTC-4(3) Elev 140' A5003 LO8 HI6 CAP
<b>OPR</b>	Yarmouth Airport Commission 902-742-6466 11-20Z† O/T PN 30 mins exc SAR & MEDEVAC Reg
<b>PF</b>	A-1 C-2,3,4,5,6
<b>CUST</b>	AOE/110 (225 with staged off-loading) 888-226-7277 12-21Z† May 1-Oct 31; 12-21Z† Mon-Fri including hols Nov 1-Apr 30
<b>FLT PLN</b>	NOTAM FILE CYQI
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	METAR H24 TAF H24 issue times: 00, 06, 12, 18Z
<b>SERVICES</b>	Call out chg may be levied for one or more svcs.
<b>FUEL</b>	100LL, JA-1 (FSII avbl), HPR ltd hrs, ctc apt opr
<b>OIL</b>	65, 100
<b>S</b>	1,2
<b>SUR FL</b>	D-ice
<b>MIL CON</b>	Yarmouth Airport Commission (Irving Oil) Ctc Opr

## NOVA SCOTIA

## AERODROME / FACILITY DIRECTORY

## YARMOUTH NS (Cont'd)

CYQI

<b>RWY DATA</b>	Rwy 06(059°)/24(239°) 6002x150 ASPH Rwy 06 down 0.42% Rwy 15(150°)/33(330°) 5000x150 ASPH Rwy 15 down 0.35%
<b>RCR</b>	Opr CRFI & win maint avbl ltd hrs, PLR/PCN
<b>LIGHTING</b>	06-AD(non-std 2000') (TE HI) V2, 24-AE(TE HI), 15-AS(TE ME), 33-AS(TE ME)
<b>COMM</b>	
<b>RCO</b>	Halifax Rdo 123.55 (FISE)
<b>MF</b>	UNICOM (AU) 123.0 5NM 3100 ASL (CAR 602.98)
<b>PAL</b>	Moncton Ctr 123.9 368.5
<b>NAV</b>	
<b>NDB</b>	QI 206 (M) N43 47 37 W66 07 33 PLEASANT LAKE AC 230 (L) N43 51 39 W66 02 37
<b>VOR/DME</b>	YQI 113.3 Ch 80 N43 49 30 W66 04 57 (159')
<b>CAUTION</b>	Acft over 50,000 lbs not authorized on Twy B due to low PLR. Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z. Deer in vic of aprt.

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TO 0901Z 26 MARCH 2020

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## ATLANTIC TERMINAL AND ENROUTE DATA

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# CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

## PRINCE EDWARD ISLAND TERMINAL AND ENROUTE DATA

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## PRINCE EDWARD ISLAND

## AERODROME / FACILITY DIRECTORY

## CABLE HEAD AIRPARK PE

CCA3

<b>REF</b>	N46 26 36 W62 35 29 1.5NW 18°W (2015) UTC-4(3) Elev 94' A5003	<p>The chart shows the airpark layout with runways 07, 14, and 32. Runway 14 is 4196x100 TURF, and runway 07 is 3195x75 TURF. A 5NM radius circle is centered on the airpark. Schooner Creek is shown to the south. Elevation is 94 feet. The chart also shows various navigational aids and terrain features.</p>
<b>OPR</b>	J. G. Whitty 902-961-2311 Reg PN	
<b>PF</b>	C-1 D-2,3,4,5,6	
<b>FLT PLN</b>	NOTAM FILE CYYG	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>RWY DATA</b>	Rwy 14(136°)/32(316°) 4196x100 TURF Rwy 07(075°)/25(255°) 3195x75 TURF	
<b>RCR</b>	Opr No win maint. Rwys soft dur spring thaw.	
<b>LIGHTING</b>	14-(TE LO) 32-(TE LO) ARCAL-123.2 Rwy 14/32 only (3 clicks on - 5 clicks off)	
<b>COMM</b>		
<b>ATF</b>	tfc 123.2 5NM 3100 ASL	
<b>CAUTION</b>	Marked p-line on Rwy 25 end.	

## PRINCE EDWARD ISLAND

## AERODROME / FACILITY DIRECTORY

## CHARLOTTETOWN (QUEEN ELIZABETH HOSP) PE (Heli)

CDV3

<b>REF</b>	N46 15 20 W63 05 56 Adj E 18°W (2014) UTC-4(3) Elev 20' A5003	
<b>OPR</b>	Queen Elizabeth Hosp 902-894-2031, 902-894-2032, 902-314-8128 Cert PPR	
<b>FLT PLN</b>	NOTAM FILE CYYG	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	FATO/TLOF 78.7' dia ASPH Safety Area 105' dia ASPH Max heli overall length 52.5'	
<b>RCR</b>	Security 902-894-2001	
<b>LIGHTING</b>	RF(FH)	
<b>COMM</b>		
<b>RCO</b>	Halifax rdo 123.55 (FISE) 126.7 (bcst)	
<b>MF</b>	Charlottetown rdo 118.0 5NM centred on Charlottetown land A/D 2.3NM SE 3200 ASL (CAR 602.98)	
<b>PRO</b>	Arr/dep 164° fr heli, slope 12% (H2)	
<b>CAUTION</b>	140' unlighted Power Plant stacks 250' NE of heli.	

**CHARLOTTETOWN FSS – RCO**

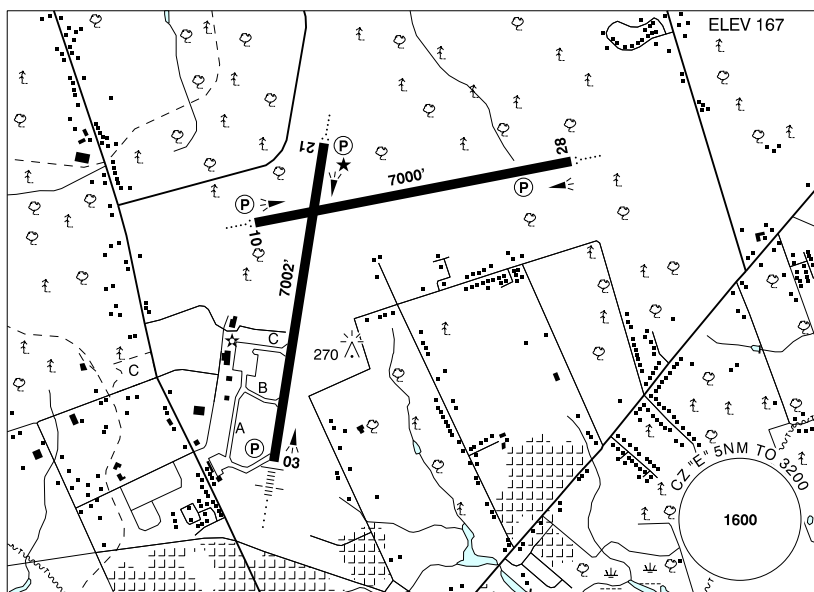
**Sydney** 122.0 (RAAS) (U) (N46 10 W60 03)

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**CHARLOTTETOWN PE**

**CYYG**



<b>REF</b>	N46 17 21 W63 06 55 3N 18°W (2014) UTC-4(3) Elev 167' A5003 LO8 HI6 CAP
<b>OPR</b>	Charlottetown Airport Authority Inc. 902-566-7997 Cert
<b>PF</b>	A-1,6 C-2,3,4,5
<b>CUST</b>	AOE/60 (368 with staged off-loading) 888-226-7277 12-04Z±
<b>FLT PLN</b>	NOTAM FILE CYYG
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>WX</b>	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
<b>SERVICES</b>	Call out chg may be levied for one or more svcs.
<b>FUEL</b>	100LL 11-01Z± ctc 902-394-4168, JA-1 (FSII avbl) 09-00Z± O/T call out chg will apply. Fax/tel: 902-566-3835. Duty tel: 902-629-0906 aft hr 902-393-1792
<b>OIL</b>	All
<b>S</b>	1,2
<b>ARFF</b>	DESIGNATED CAT 6 (CAT 7 2 hr PN) 10-04Z±, O/T call out chg.
<b>SUP FL</b>	D & A-ice
<b>MIL CON</b>	Aircraft Services International Group 902-566-3835
<b>RWY DATA</b>	Rwy 03(027°)/21(207°) 7002x150 ASPH Rwy 10(097°)/28(277°) 7000x150 ASPH RESA: 03/21 492'; 10/28 492'
<b>RWY CERT</b>	Rwy 03 RVR 1200(1/4sm)/Rwy 21 RVR 1200(1/4sm) AGN IV Rwy 10 RVR 1200(1/4sm) Day only/Rwy 28 RVR 1200(1/4sm) Day only AGN IV
<b>RCR</b>	Opr CRFI avbl ltd hrs. No win maint 0230-0900Z±. PLR/PCN.
<b>LIGHTING</b>	03-AN(TE HI) P2, 21-AO(TE HI) P2, 10-AO(TE ME) P2, 28-AO(TE ME) P2

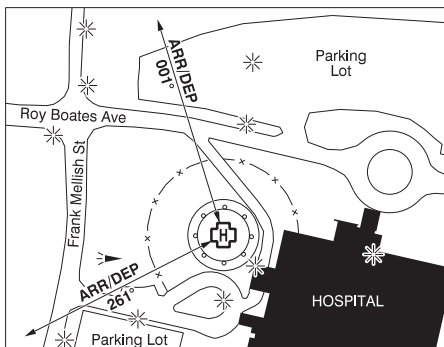
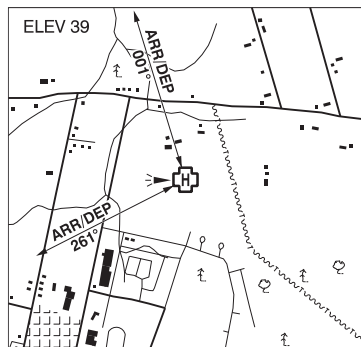
## PRINCE EDWARD ISLAND

## AERODROME / FACILITY DIRECTORY

## CHARLOTTETOWN PE (Cont'd)

CYYG

<b>COMM</b>	
<b>RADIO</b>	118.0 (E) (emerg only 902-368-2210)
<b>RCO</b>	Halifax rdo 123.55 (FISE) 126.7 (bcst)
<b>MF</b>	rdo 118.0 5NM 3200 ASL (CAR 602.98)
<b>PAL</b>	Moncton Ctr 135.65
<b>NAV</b>	
<b>VOR/DME</b>	YYG 113.8 Ch 85 N46 17 52 W63 07 11 (206°)
<b>ILS</b>	IYG 110.9 (Rwy 03) RVR
<b>PRO</b>	Caution during win ops: Twy C may be the only serviceable twy. 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.

**SUMMERSIDE (PRINCE COUNTY HOSP) PE (Heli)****CCH6**

<b>REF</b>	N46 25 04 W63 46 26 Adj 18°W (2014) UTC-4(3) Elev 39' A5003
<b>OPR</b>	Health PEI 902-438-4293 Cert PPR
<b>PF</b>	A-1,2,4 C-3,5,6,7,8
<b>FLT PLN</b>	NOTAM FILE CYSU <b>FIG</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) <b>ACC</b> (IFR only) Moncton 506-867-7177 or 866-480-8200.
<b>HELI DATA</b>	FATO/TLOF 86' dia ASPH Safety Area 115' dia GRASS Max heli overall length 57.4' <b>RCR</b> Opr
<b>LIGHTING</b>	RY(LO) green LED
<b>COMM</b>	<b>ATF</b> UNICOM (AU) ltd hrs (at land A/D 2.4NM WNW) O/T tfc 122.95 5NM 3100 ASL
<b>PRO</b>	Arr/dep 001° & 261° fr heli, slope 16% (H2), day/night use.
<b>CAUTION</b>	Tower 200 AGL, 225 ASL (N46 25 20 W63 46 13) 0.3NM 049° fr heli. Unmarked P-line 623' NW of heli.

## PRINCE EDWARD ISLAND

## AERODROME / FACILITY DIRECTORY

## SUMMERSIDE PE

CYSU

<b>REF</b>	N46 26 26 W63 50 01 3.5NNW 18°W (2013) UTC-4(3) Elev 56' A5003 LO8 HI6 CAP	
<b>OPR</b>	Slemon Park Corp 902-432-1760 Reg	
<b>PF</b>	B-1,2,3,5 C-1,2,3,4,5,6	
<b>CUST</b>	AOE/CAN 888-226-7277 12-20Z† Mon-Fri exc hols	
<b>FLT PLN</b>	NOTAM FILE CYSU	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>WX</b>	AUTO 866-436-6059 (see COMM)	
<b>SERVICES</b>	Call out chg may be levied for one or more svcs. 100LL, JA-1 (FSII avbl) Ltd hrs contact Opr	
<b>FUEL</b> <b>MILCON</b>	Slemon Park Corp (Irving Oil) 902-432-1760 Ltd hrs contact Opr.	
<b>RWY DATA</b>	Rwy 05(054°)/23(234°) 8000x200 asphalt/concrete	
<b>TWY</b> <b>RCR</b>	Twy B & D not lighted. No win maint Twy B. Opr	
<b>LIGHTING</b>	05-AD AS(TE LO) V2 2.5°, 23-AD AS(TE LO) V2 2.5° all lighting O/R 1 hr PN	
<b>COMM</b>		
<b>ATF</b> <b>AUTO</b>	UNICOM (AU) ltd hrs O/T tfc 122.95 5NM 3100 ASL 122.55	
<b>NAV</b>		
<b>NDB</b>	5B 254 (M) N46 23 49 W63 52 54 Pvt	
<b>PRO</b>	Rgt hand circuits Rwy 23 (CAR 602.96)	
<b>CAUTION</b>	Parajumps at A/D to 12,500'. Training areas west & south of A/D, see Moncton VTPC - Training areas. Migratory bird activity spring/fall. Small arms firing range 820m NE Thld 23 and 300m left of centreline. Wind turbines aprx 1.3NM SE Thld 23 410 AGL.	



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**SEE SPECIAL NOTICES  
ON PAGE A2**

EFFECTIVE 0901Z **30 JANUARY 2020**  
TO 0901Z 26 MARCH 2020

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# CANADA FLIGHT SUPPLEMENT

**DIGITAL EDITION**

**GENERAL PAGES**  
TERMINAL AND ENROUTE DATA

AIP Canada (ICAO) Part 3 - Aerodromes (AD)  
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A2 GENERAL

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**SPECIAL NOTICES**

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

**Aircraft Group Number (AGN)**

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

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

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

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

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

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

**Transition to the ICAO NOTAM Format**

Starting October 10, 2019, the Canadian domestic NOTAM format - with the exception of NOTAMJ - will be replaced by the internationally recognized ICAO NOTAM Format. The ICAO NOTAM format is not based on NOTAM files.

In November 2020, the Canadian domestic NOTAMJ format will be replaced. Until then, NOTAMJ will continue to be issued based on NOTAM files. As a result, Section B - Aerodrome/Facility Directory, FLT PLN - NOTAM FILE information will remain published until November 2020. Any other references to NOTAM files will be removed starting October 2019. As a result, there will be discrepancies between the certain aeronautical publications and the CFS until November 2020.

For more information, consult the AIP Canada (ICAO) and AIC regularly, until implementation of the new format.

This special notice will remain published until amendments to Section B - Aerodrome/Facility Directory, FLT PLN - NOTAM FILE information of the CFS are complete.

**Publication of Private Meteorological Reports and Services Information**

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

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

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

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

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

## GENERAL SECTION

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A6 GENERAL

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**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.

- |                                    |   |   |
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| <b>Pacific Region</b>              | - | Transport Canada<br>Aerodrome Safety<br>400-3600 Lysander Lane<br>Richmond, BC V7B 1C3<br>Tel: 604-666-8777 Fax: 855-618-6288   |
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| <b>Atlantic Region</b>             | - | Transport Canada<br>Aerodrome Safety<br>P.O. Box 42<br>Moncton NB E1C 8K6<br>Tel: 1-800-305-2059 Fax: 506-851-3022  |

NAV CANADA is responsible for all Canadian civil aeronautical information. Any publication errors, omissions, anomalies, suggestions or comments on the air navigation system can be passed through any ATS facility or directly through our Customer and Stakeholder Services at:

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Fax: 1-613-563-3426  
E-mail: [service@navcanada.ca](mailto:service@navcanada.ca)  
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All aeronautical data questions should be directed to:

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### **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](mailto:aso@forces.gc.ca). Tel: 613-248-4129/4130/4117.

### **COMMENTS ON AIR NAVIGATION SYSTEM**

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Write to: NAV CANADA, Aeronautical Publications, Sales & Distribution Unit, P.O. Box 9840, Station T, Ottawa ON, Canada K1G 6S8. To facilitate the change of address, enclose an address label bearing your name and address from a recent mailing or state your subscription account number.

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**PROCUREMENT**

CIVIL

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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](mailto: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**

<b>ABBREVIATIONS AND ACRONYMS</b>		<b>ABBREVIATIONS AND ACRONYMS (Cont'd)</b>	
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
actf	- 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
arrg	- 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

## A10 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
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
flt	- flight
Flt Pln	- Flight Plan

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

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	- Heliport, helicopter
HF	- High Frequency
hgt	- height
hg	- hangar
Hg	- Inches of Mercury
hi	- high
HIAL	- High Intensity Approach Lighting
HIRL	- High Intensity Runway Lights
HLA	- High Level Airspace
hol(s)	- holiday(s)
Hosp	- Hospital
HQ	- Headquarters
HR	- High Level Air Route
hr	- hour
hvy	- heavy
Hwy	- Highway
IAIP	- Integrated Aeronautical Information Package
ICAO	- International Civil Aviation Organization
ID	- Idaho, USA
ident	- identification

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

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 A/cft Starting Unit
JB	- Jet Barrier
JMC	- Joint Meteorological Centre
Jul	- July
Jun	- June
KHz	- Kilohertz
kph	- kilometres per hour
kt	- knots
kW	- Kilowatt
lat	- latitude
lb(s)	- pound(s)
lcl	- local
lctd	- located
lczr	- localizer
LDA	- Landing Distance Available
ldg	- landing
LF	- low frequency
lgt	- light or lighting
lgtd	- lighted
LOC	- Localizer for Non-Precision Approach Procedures
loc	- located, location
long	- longitude
ltd	- limited
lvl	- level
LVOP	- Low Visibility Operations Plan
LWIS	- Limited Weather Information System
m	- metres
M, mag	- magnetic

## A12 GENERAL

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

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
mnts	- mountains
muni	- municipal, municipality
MVA	- Minimum vectoring altitude
N	- North, northern latitude
N/A	- Not Applicable
NAT	- North Atlantic
NATO	- North Atlantic Treaty Organization
nav	- navigation
NAVAID	- Navigational Aid
NB	- New Brunswick
NCA	- Northern Control Area

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

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
NW	- Northwest
NWS	- North Warning System
obd	- outbound
OBS	- omni bearing setting
obsn(s)	- observation(s)
obst	- obstruction
OC	- Obstacle Chart
OCA	- Oceanic Control Area
OCC	- Obstacle Clearance Circle
ocsl	- occasional
Oct	- October
ODALS	- Omni-directional approach lighting system
ON	- Ontario
opr	- operate, operates, operator
oprg	- operating
ops	- operations
O/R	- on request
O/S	- out of service
O/T	- other times
PAL	- Peripheral Station
PAPI	- Precision Approach Path Indicator
PAR	- Precision Approach Radar
pax	- passenger
PCN	- Pavement Classification Number (ICAO)
PCT	- percent
PE	- Prince Edward Island
perm	- permanent
perms	- permission
P-line(s)	- power line(s)
PLR	- Pavement Load Rating (TC)
PMSV	- Pilot to Metro Service

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

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

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

RVSM	- Reduced Vertical Separation Minimum
rwy	- runway
S	- South, southern latitude
SAR	- Search and Rescue
Sat	- Saturday
SATCOM	- Satellite Communications
SCA	- Southern Control Area
SCON	- Contract Servicing
SDA	- Southern Domestic Airspace
SE	- Southeast
seapl	- Seaplane
sec	- second(s) of time
SELCAL	- Selective Calling System
Sep	- September
sfc	- surface
SFL	- Sequence Flashing Lights
SID	- Standard Instrument Departure
SIF	- Selective Identification Feature
SIGMET	- Significant Meteorological Report
simul	- simultaneously
SK	- Saskatchewan
sked	- schedule
sm	- statute miles
SOAP	- Spectrometric Oil Analysis Program
SPECI	- Aerodrome Special Meteorological Report
sqn	- squadron
SR	- sunrise
SS	- sunset
SSB	- Single Side Band
SSE	- South South East
SSFO	- Simultaneous Single Frequency Outlets
SSR	- Secondary Surveillance Radar
SSW	- South South West
STAR	- Standard Terminal Arrival Route
std	- standard
stn	- station
stor	- storage
stu	- student
sum	- summer
Sun	- Sunday
sur	- surround
svc(s)	- service(s)
svcb1	- serviceable
svcg	- servicing
SW	- Southwest
swy	- Stopway
T	- Transmits only
T	- True (after a bearing)

## A14 GENERAL

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

TA (3000) - Transition Altitude  
TACAN - Tactical Air Navigation Equipment  
TAF - Aerodrome Forecast  
TAS - True Air Speed  
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  
unlgt - unlighted  
unltd - unlimited  
unrel - unreliable  
unsked - unscheduled  
u/s - unserviceable  
USA - United States of America  
USAF - United States Air Force  
USB - Upper Side Band  
USN - United States Navy  
UTC - Coordinated Universal Time  
VAGS - Visual Alignment Guidance System (a system of azimuth guidance for approach)  
var - variation  
VASIS - Visual Approach Slope Indicator System

**ABBREVIATIONS AND ACRONYMS (Cont'd)**

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
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
ARCAL	- Aircraft Radio Control of Aerodrome Lighting
ARFF	- Aircraft rescue and fire-fighting (SLIA in French)
ARR	- Arrive or arrival
ASDA	- Accelerate stop distance available
ASL	- Above sea level
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
AVASIS	- Abbreviated visual approach slope indicator system

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

AVBL	- Available or availability
AVGAS	- Aviation gasoline
AWOS	- Automated Weather Observation System
AWY	- Airway
AZM	- Azimuth
BCN	- Beacon (aeronautical ground light)
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)
CAP	- Canada Air Pilot
CAR	- Canadian Aviation Regulation (RAC in French)
CARS	- Community Aerodrome Radio Station
CAT	- Category
CFB	- Canadian Forces Base
CFS	- Canada Flight Supplement
CH	- Channel
CHEM	- Chemical
CL	- Centreline
CLR	- Clear(s) or cleared to or clearance
CLRDR	- Cleared (Runway cleared - as used in SNOWiz)
CLSD	- Close or closed or closing
COM	- Communications
COMSND	- Commissioned
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
CWAS	- Canada Water Aerodrome Supplement

## A16 GENERAL

<b>ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)</b>		<b>ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)</b>	
CYA	- Canadian Class F airspace, advisory area	FIC	- Flight Information Centre
CYD	- Canadian Class F airspace, danger area	FIR	- Flight information region
CYR	- Canadian Class F airspace, restricted area	FISE	- Flight information service enroute
DA	- Decision altitude	FL	- Flight level
DAH	- Designated Airspace Handbook	FLR	- Flares
DEC	- December	FLT	- Flight
DECOMSND	- Decommissioned	FLW	- Follow(s) or following
DEG	- Degrees	FM	- From
DEP	- Depart or departure	FMS	- Flight management system
DEST	- Destination	FPM	- Feet per minute
DH	- Decision height	FREQ	- Frequency
DIST	- Distance	FRI	- Friday
DLA	- Delay or delayed	FSS	- Flight Service Station
DME	- Distance measuring equipment	FT	- Foot or feet (dimensional unit)
DOM	- Domestic	GLD	- Glider
DPT	- Depth	GND	- Ground
DRCO	- Dial-up remote communication outlet	GNSS	- Global navigation satellite system
DRG	- During	GP	- Glide path
DT	- Daylight Saving Time	GPS	- Global positioning system
DTHR	- Displaced runway threshold	GRVL	- Gravel
E	- East or eastern longitude	H24	- Continuous day and night service
EATPL	- Emergency Air Traffic Priority List	HAPI	- Helicopter approach path indicator
EM	- Emission	HBN	- Hazard beacon
EMERG	- Emergency	HDG	- Heading
ENE	- East-north-east	HEL	- Helicopter
ENR	- En route	HELI	- Heliport (for use in Field 10)
EQPT	- Equipment	HGT	- Height or height above
ESCAT	- Emergency Security Control of Air Traffic	HOL	- Holiday
ESE	- East-south-east	HR	- Hours
EST	- Estimated	HYDRO	- Water aerodrome (for use in Field 10 for French NOTAM - WATER used for English NOTAM)
ETA	- Estimated time of arrival or estimating arrival	IAF	- Initial approach fix
ETD	- Estimated time of departure or estimating departure	ID	- identify or identifier
EXC	- Except	IDENT	- identification
EXER	- Exercises or exercising or to exercise	IFR	- Instrument flight rules
EXP	- Expect or expected or expecting	ILS	- Instrument landing system
FAC	- Facilities	IMC	- Instrument meteorological condition
FAF	- Final approach fix	INFO	- Information
FATO	- Final approach and take off area	INS	- Inch or inches (dimensional unit)
FAX	- Facsimile transmission	INSTR	- Instrument
FCST	- Forecast	INT	- Intersection
FEB	- February	INTL	- International
		INTST	- Intensity
		IR	- Ice on runway



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

JAN	- January
JUL	- July
JUN	- June
KG	- Kilograms
KT	- Knots
L	- Left (preceded by runway designation number when identifying a parallel runway)
LB	- Pounds (dimensional unit)
LDA	- Landing distance available
LDG	- Landing
LGT	- Light(s) or lighting
LGTD	- Lighted
LNAV	- Lateral Navigation
LOC	- Localizer
LP	- Localizer performance without vertical guidance
LPV	- Localizer Performance with Vertical guidance
LTD	- Limited
LVL	- Level
LWIS	- Limited Weather Information System
MAG	- Magnetic
MAINT	- Maintenance
MAR	- March
MAX	- Maximum
MDA	- Minimum descent altitude
MEA	- Minimum Enroute Altitude
MEDEVAC	- Medical Evacuation Flight
MEHT	- Minimum Eye Height over Threshold
MET	- Meteorological or meteorology
METAR	- Aerodrome routine meteorological report
MF	- Medium Frequency
MIL	- Military
MIN	- Minutes
MNPS	- Minimum Navigation Performance Specifications
MOC	- Minimum obstacle clearance (required)
MOCA	- Minimum obstacle clearance altitude
MON	- Monday
MSA	- Minimum sector altitude
MSG	- Message
MSL	- Mean sea level
MTCA	- Military Terminal Control Area
N	- North or northern latitude
NAT	- North Atlantic
NAV	- Navigation

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

NAVAID	- Navigation aid
NDB	- Non-directional radio beacon
NE	- North-east
NGT	- Night
NM	- Nautical miles
NNE	- North-north-east
NNW	- North-north-west
NOV	- November
NPA	- Non-precision approach
NW	- North-west
OBS	- Observe(d) or observation
OBST	- Obstacle or obstruction
OCA	- Oceanic control area
OCT	- October
OPN	- Open or opening or opened
OPR	- Operator or operate or operative or operating or operational
OPS	- Operations
O/R	- On request
PAL	- Peripheral station
PAPI	- Precision approach path indicator
PAR	- Precision approach radar
PCT	- Percent
PERM	- Permanent
PIREP	- Pilot weather report
PN	- Prior notice required
PPR	- Prior permission required
PRKG	- Parking
PROC	- Procedure
PSR	- Primary surveillance radar
PUB	- Published or publication(s)
PWR	- Power
QUAD	- Quadrant
R	- Right (preceded by runway designation number when identifying a parallel runway)
RAC	- Règlement de l'aviation canadien (CAR in English)
RAG	- Runway arresting gear
RAIM	- Receiver autonomous integrity monitoring
RCAP	- Restricted Canada Air Pilot
RCC	- Rescue co-ordination centre
RCL	- Runway centre line
RCLL	- Runway centre line light(s)
RCO	- Remote communications outlet
RDL	- Radial
RDO	- Radio
REC	- Receive or receiver

## A18 GENERAL

<b>ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)</b>		<b>ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)</b>	
REDL	- Runway edge light(s)	TFC	- Traffic
REF	- Reference to... or refer to	THR	- Threshold
RENL	- Runway end light(s)	THRU	- Through
RMK	- Remark	THU	- Thursday
RNAV	- Area Navigation	TIL	- Until
RNP	- Required navigation performance	TKOF	- Take-off
RSC	- Runway surface condition	TLOF	- Touchdown and lift-off area
RSR	- Enroute Surveillance Radar	TML	- Terminal
RTE	- Route	TODA	- Take-off distance available
RTHL	- Runway threshold light(s)	TORA	- Take-off run available
RTZL	- Runway touchdown zone light(s)	TRANS	- Transmits or transmitter
RVR	- Runway visual range	TUE	- Tuesday
RVSM	- Reduced vertical separation minimum (1000 ft between FL290 and FL410)	TWR	- Aerodrome Control Tower or aerodrome control
RWY	- Runway	TWY	- Taxiway
S	- South or southern latitude	UDF	- Ultra high frequency direction-finding station
SAR	- Search and rescue	UNICOM	- Private advisory station located at uncontrolled aerodrome
SAT	- Saturday	UNL	- Unlimited
SDBY	- Stand by	UNREL	- Unreliable
SE	- South-east	U/S	- Unserviceable
SEP	- September	VAGS	- Visual Alignment Guidance System
SFC	- Surface	VAR	- Magnetic variation
SID	- Standard instrument departure	VASIS	- Visual approach slope indicator system
SKED	- Schedule or scheduled	VCY	- Vicinity
SLIA	- Service de sauvetage et lutte contre les incendies d'aéronefs (ARFF in English)	VDF	- Very high frequency direction-finding station
SN	- Snow	VFR	- Visual flight rules
SR	- Sunrise	VIS	- Visibility
SS	- Sunset	VMC	- Visual meteorological conditions
SSE	- South-south-east	VNAV	- Vertical Navigation
SSR	- Secondary Surveillance Radar	VNC	- VFR navigation chart
SSW	- South-south-west	VOR	- Very high frequency omnidirectional radio range
STAR	- Standard instrument arrival	VORTAC	- VOR and TACAN combination
SUN	- Sunday	VTA	- VFR terminal area chart
SUP	- Supplement (AIP Supplement)	W	- West or western longitude
SVC	- Service message or service	WAAS	- Wide area augmentation system
SVCBL	- Serviceable	WATER	- Water aerodrome (for use in Field 10 - HYDRO is used for French NOTAM)
SW	- South-west	WDI	- Wind direction indicator
TACAN	- Ultra high frequency tactical air navigation aid	WED	- Wednesday
TAF	- Aerodrome forecast	WEF	- With effect from or effective from
TAR	- Terminal Area Surveillance Radar	WIP	- Work in Progress
TCH	- Threshold crossing height	WNW	- West-north-west
TDZ	- Touchdown zone		
TEL	- Telephone		
TEMPO	- Temporary or temporarily		

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

WPT	- Way-point
WSW	- West-south-west
WX	- Weather
Z	- Co-ordinated Universal Time

## A20 GENERAL

**CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME****NOTE: Indicators with the suffix (pvt) are not listed in section B.**

<b>CROSS REFERENCE OF AERODROME LOCATION INDICATOR &amp; NAME</b>		<b>CROSS REFERENCE OF AERODROME LOCATION INDICATOR &amp; NAME (Cont'd)</b>	
<b>Indicator</b>	<b>Name</b>	<b>Indicator</b>	<b>Name</b>
CAA2	St-André-Avellin QC	CAP6	Ingenika BC
CAA3	Westlock (Healthcare Centre) AB (Heli)	CAP9	Strathmore (Appleton Field) AB
CAA4	St-Apollinaire (AirPro) QC	CAQ4	Springhouse Airpark BC
CAA6	Smithers (Canadian) BC (Heli)	CAQ5	Nakusp BC
CAA8	Invermere BC	CAR3	Calgary (Aerial Recon) AB (Heli)
CAB5	Abbotsford (Regional Hosp & Cancer Centre) BC (Heli)	CAR5	Arthur (Arthur South) ON
CAB7	Kelowna (Alpine) BC (Heli)	CAS2	Moose Lake (Lodge) BC
CAC6	Calgary (Alberta Children's Hosp) AB (Heli)	CAS5	Qualicum Beach (Aerosmith Heli Service) BC (Heli)
CAD2	Red Deer/Allan Dale Residence AB (Heli)	CAT1	Atwood/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	CAU3	Oliver BC
CAE2	Cranbrook (East Kootenay Regional Hosp) BC (Heli)	CAU4	Vanderhoof BC
CAF2	Cayuga East ON	CAV3	One Hundred Mile House BC
CAF4	Tsuniah Lake Lodge BC	CAV4	McBride/Charlie Leake Field BC
CAG2	Regina/Aerogate SK	CAV6	Beausejour/AV-Ranch Airpark MB
CAG3	Chilko Lake (Tsylos Park Lodge) BC	CAV9	Oak Hammock Air Park MB
CAH3	Courtenay Airpark BC	CAW4	Whistler (Hospital) BC (Heli)
CAH4	Valemount BC	CAX2	Axe Lake SK
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	CBA8	Beaverley BC
CAJ9	Fort Ware BC	CBA9	Ospika BC
CAK3	Delta/Delta Heritage Air Park BC	CBB2	Stouffville ON
CAK7	Vancouver (Children & Women's Health Centre) BC (Heli)	CBB4	Beddis Beach BC (Heli)
CAL2	Nakusp (Arrow Lakes Hosp) BC (Heli)	CBB5	Port Alice (Hosp) BC (Heli)
CAL3	Douglas Lake BC	CBB6	Brucejack/Bowser BC
CAL4	Fort MacKay/Albian AB	CBB7	Tipella 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	CBC9	Burgeo (Calder Health Care Corp) NL (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

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

Indicator	Name
CBF5	Mayne Island (Medical Emergency) BC (Heli)
CBF6	Prince Rupert/Seal Cove (Public) BC (Heli)
CBF7	Victoria Harbour (Camel Point) BC (Heli)
CBF9	Mabel Lake BC
CBG2	Green Lake BC
CBG5	Nanaimo (Regional General Hosp) BC (Heli)
CBH2	Helmet BC
CBH4	Prairie Creek NT
CBH7	Benalto/Hillman's Farm AB
CBI2	Eaglesham/Bice Farm AB
CBJ4	Echo Valley BC
CBJ9	San Juan Point (Coast Guard) BC (Heli)
CBK4	Vancouver (Gen Hosp) BC (Heli)
CBK5	Port Alberni (West Coast Gen Hosp) BC (Heli)
CBK6	Quesnel Lake BC
CBK7	Toad River/Mile 422 (Alaska Highway) BC
CBK8	Victoria (Royal Jubilee Hosp) BC (Heli)
CBK9	Little Parker Island BC (Heli)
CBL3	Fort Nelson/Gordon Field BC
CBL4	Bassano (Health Centre) AB (Heli)
CBL6	Radium Hot Springs BC
CBL7	Cortes Island BC (Heli)
CBL8	Bala ON
CBL9	Elkin Creek Guest Ranch BC
CBM2	Blackstock/Martyn ON
CBM3	Bruce Mines/Kerr Field ON
CBM6	Midway (Heli) BC
CBM7	Banff Mineral Springs (Hosp) AB (Heli)
CBM9	Port McNeil (Hosp) BC (Heli)
CBN2	Bonnyville Health Centre AB (Heli)
CBN3	Buffalo Narrows (Fire Centre) SK (Heli)
CBN7	Beaverton North ON
CBN9	Tsay Keh BC
CBP2	Banff (Park Compound Heliport) AB (Heli)
CBP3	Fernie (Elk Valley Hosp) BC (Heli)
CBP4	Sechelt (Sechelt Hospital) BC (Heli)
CBQ2	Fort Langley BC
CBQ7	Kemess Creek BC
CBQ8	Woodcock BC

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

Indicator	Name
CBR2	Kaslo BC
CBR7	Tofino Lifeboat Station BC (Heli)
CBR8	Prince Rupert (Hosp) BC (Heli)
CBR9	Bottrel/Anchor 9 Ranch AB
CBS2	Estevan (Blue Sky) SK
CBS4	Mule Creek BC
CBS5	Port Hardy (Hosp) BC (Heli)
CBS7	Briercrest South SK
CBS8	Port Alberni (Alberni Valley Regional) BC
CBS9	Blairmore (Crowsnest Pass Health Centre) AB (Heli)
CBT3	Tsetzi Lake (Pan Phillips) BC
CBT5	Golden (Golden & District Gen Hosp) BC (Heli)
CBT9	Port Alberni/Sproat Lake Tanker Base BC (Heli)
CBV2	Beaverton ON
CBV5	Belleville (QHC) ON (Heli)
CBV7	Valemount (Yellowhead Helicopters) BC (Heli)
CBW2	Kitimat BC
CBW3	Fort Grahame BC
CBW4	Bob Quinn Lake BC
CBW6	Belwood (Wright Field) ON
CBW7	Victoria (Gen Hosp) BC (Heli)
CBW8	Baldwin West ON
CBW9	Madrona Bay BC (Heli)
CBX5	Tungsten (Cantung) NT
CBX7	Tumbler Ridge BC
CBY2	Edmonton/Bailey AB (Heli)
CBY5	Prince Rupert/Seal Cove (Coast Guard) BC (Heli)
CBZ2	Kemano BC (Heli)
CBZ7	Victoria Harbour (Shoal Point) BC (Heli)
CBZ9	Fraser Lake BC
CCA3	Cable Head Airpark PE
CCB3	Amherst NS (Heli)
CCB8	Kilbride (Bot) ON (Heli)
CCC2	Winterland NL
CCC3	Cooks Creek MB
CCD2	Springdale NL
CCD3	Woodstock NB
CCD4	Postville NL
CCE3	Juniper NB
CCE4	Black Tickle NL
CCE5	Canso (Eastern Memorial Hosp) NS (Heli)
CCE6	Camden East ON

## A22 GENERAL

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CCE7	Edmonton (City) AB (Heli)	CCS7	Chicoutimi (C.H. de Chicoutimi) QC (Heli)
CCF4	Porters Lake NS	CCT2	Cookstown, ON
CCF6	Edmonton / Morinville (Currie Field) AB	CCT3	Castlegar (Tarrys Convention Centre) BC (Heli)
CCF7	Alida/Cowan Farm Private SK	CCU2	St-Cuthbert (Ulm Québec) QC
CCF9	Scottsfield Airpark NB	CCV4	Bell Island NL
CCG3	Weyman Airpark NB	CCW2	Collingwood (Wilson's) ON (Heli)
CCG4	Moncton/McEwen NB	CCW4	Stanley NS
CCG5	Cayuga (Bruce Field) ON	CCX2	Long Pond NL (Heli)
CCH2	Upper Kent NB	CCX3	Brockway NB
CCH3	Canmore (Hosp) AB (Heli)	CCY3	Sussex NB
CCH4	Charlottetown NL	CCY4	East Gore Eco Airpark NS
CCH5	Montréal/Longueuil (Centre Hospitalier Pierre-Boucher), QC (Heli)	CCZ2	Rigolet NL
CCH6	Summerside (Prince County Hosp) PE (Heli)	CCZ3	Clarenville NL
CCH7	Québec/Capitale Hélicoptère QC (Heli)	CCZ4	Margaree NS
CCH9	Cold Lake Healthcare Centre Heliport AB (Heli)	CCZ5	Thorburn NS
CCI9	Cortes Island BC	CCZ9	Shelburne (Roseway Hosp) NS (Heli)
CCJ3	Boston Brook NB	CDA4	Pokemouche NB
CCK2	St. John's (Health Sciences Centre) NL (Heli)	CDA5	St. Andrews (Codroy Valley) NL
CCK3	Grand Falls NB	CDA6	Bristol NB
CCK4	St. Lewis (Fox Harbour) NL	CDA7	Shunda (Fire Base) AB (Heli)
CCK5	Owen Sound (Cook Field) ON	CDB3	Delburne/Hall Residence AB (Heli)
CCL2	Candle Lake Airpark SK	CDB5	Moncton/Salisbury NB (Heli)
CCL3	Christina Lake AB	CDC2	St. John's (Universal) NL (Heli)
CCM3	Sevogle NB	CDC3	Dawson Creek (Flying L Ranch) BC
CCM4	Port au Choix NL	CDC5	Oie Lake/Dougall Campbell Field BC
CCN2	Grand Manan NB	CDD7	Didsbury District Health Services AB (Heli)
CCN4	Conn ON	CDE2	Lac-des-Écorces/Heliport Belle-Île QC (Heli)
CCP2	Exploits Valley (Botwood) NL	CDF2	Teeswater (Dent Field) ON
CCP3	Chute-St-Philippe QC	CDF3	Englehart (Dave's Field) ON
CCP4	Port Hope Simpson NL	CDF5	Elora ON
CCP6	Caniapiscau QC	CDF6	Arthur (Damascus Field) ON
CCP7	Eaglesham/Codesa South AB	CDG2	Digby (General Hosp) NS (Heli)
CCQ3	Debert NS	CDG3	Dungannon ON
CCR3	Florenceville NB	CDH2	Drumheller (Health Centre) AB (Heli)
CCR5	Cline River AB (Heli)	CDH3	Finlay Air Park NS
CCR6	Campbell River (E & B Heli) BC (Heli)	CDH4	Duncan (Cowichan District Hosp) BC (Heli)
CCR7	Castor (Our Lady of the Rosary Hosp) AB (Heli)	CDH5	Nanaimo Harbour Heliport BC (Heli)
CCR9	Creemore ON	CDH6	Delhi ON
CCS2	Consort (Health Centre) AB (Heli)	CDJ4	Clearwater NB
CCS3	St. Stephen NB	CDJ5	Strathmore (D.J. Murray) AB
CCS4	Chipman NB	CDK2	Diavik NT
CCS5	Havelock NB	CDL3	Daysland Health Centre AB (Heli)
CCS6	Courtenay (Smit Field) BC	CDL8	Centredale NS
		CDM2	Didsbury/Minty Field AB
		CDO2	Drumheller/Ostergard's AB

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

Indicator	Name
CDS2	Disley SK
CDT3	Arichat (St. Anne Ladies Auxiliary Hosp) NS (Heli)
CDT5	Boucouché NB
CDT6	Bridgewater (South Shore Regional Hosp) NS (Heli)
CDT7	Dutton ON
CDU2	Dundas ON (Heli)
CDU3	Yarmouth (Regional Hosp) NS (Heli)
CDU5	Dunsford ON
CDU6	Doaktown NB
CDV2	Downs Gulch NB
CDV3	Charlottetown (Queen Elizabeth Hosp) PE (Heli)
CDW2	Baddeck (Guneden) NS
CDY3	Fogo NL
CDY5	Antigonish (St. Martha's Regional Hosp) NS (Heli)
CDY6	Bridgewater/Dayspring Airpark, NS
CEA3	Olds-Didsbury AB
CEA5	Hardisty AB
CEA6	Cardston AB
CEB4	Rockyford/Early Bird Air AB
CEB5	Fairview AB
CEB8	Essex/Billing Airstrip ON
CEC3	Fox Lake AB
CEC4	Hinton/Jasper-Hinton AB
CEC5	Fort Smith (District) NT (Heli)
CED3	Oyen Muni AB
CED4	Fox Creek AB
CED5	Taber AB
CED6	De Winton (Highwood) AB (Heli)
CED8	Thunder Bay/Eldorado ON
CEE2	Calgary/Elephant Enterprises Inc. AB (Heli)
CEE4	Hinton/Entrance AB
CEE5	Wabasca AB
CEE6	Edmonton/Twin Island Airpark AB
CEE8	Viking AB
CEF2	Belwood (Ellen Field) ON
CEF3	Bow Island AB
CEF4	Airdrie AB
CEG3	Lacombe AB
CEG4	Drumheller Muni AB
CEG5	Chipewyan Lake AB
CEG6	Nordegg/Ahlstrom AB (Heli)
CEG8	North Seal River MB
CEH2	Black Diamond/Cu Nim AB
CEH3	Ponoka Industrial (Labrie Field) AB
CEH4	De Winton/South Calgary AB

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

Indicator	Name
CEH5	Red Earth Creek AB
CEH6	Provost AB
CEH7	Elkford BC (Heli)
CEH9	Truro (Colchester Health Centre) NS (Heli)
CEJ3	Stettler AB
CEJ4	Claresholm Industrial AB
CEJ6	Elk Point AB
CEK2	Braeburn YT
CEK4	Blairmore (Forestry) AB (Heli)
CEK6	Killam-Sedgewick/Flagstaff Regional AB
CEL2	Calgary (City/Bow River) AB (Heli)
CEL3	East Linton (Kerr Field) ON
CEL4	Hanna AB
CEL5	Valleyview AB
CEL6	Two Hills AB
CEL8	Éléonore QC
CEL9	Calgary (Eastlake) AB (Heli)
CEM2	Calgary (Rockyview Hosp) AB (Heli)
CEM3	Whati NT
CEM4	Innisfail AB
CEM5	Swan Hills AB
CEN2	Bassano AB
CEN3	Three Hills AB
CEN4	High River AB
CEN5	Cold Lake Regional AB
CEN6	Vauxhall AB
CEP2	Calgary (Bow Crow) AB (Heli)
CEP3	Barrhead AB
CEP4	Coutts/Ross Intl AB
CEP5	Janvier AB
CEP6	Warner AB
CEP7	Elk Point (Health Care Centre) AB (Heli)
CEP8	Edmonton/Eastport AB (Heli)
CEQ3	Camrose AB
CEQ4	Del Bonita/Whetstone Intl AB
CER2	Castor AB
CER3	Drayton Valley Industrial AB
CER4	Fort McMurray/Mildred Lake AB
CES2	St-Esprit QC
CES3	Edmonton/St. Albert (Delta Helicopters) AB (Heli)
CES4	Westlock AB
CES5	Centralia (Essery Field) ON
CES8	Edmonton/Grey Nuns Community Hosp AB (Heli)
CET2	Conklin (Leismer) AB
CET4	Fort Simpson Island NT

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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
CET5	Hay River (District) NT (Heli)	CFF9	Camrose/Marek Farms AB
CET9	Jean Marie River NT	CFG3	Consort AB
CEU2	Beaverlodge AB	CFG4	Debolt AB
CEU4	Rocky Mtn House (Gen Hosp) AB (Heli)	CFG5	John D'Or Prairie AB
CEU9	Sambaa K'e NT	CFH2	Williams Lake (Frontline Helicopters) BC (Heli)
CEV2	Edra AB	CFH4	Fox Harbour NS
CEV3	Vegreville AB	CFH7	Edmonton (Royal Alexandra Hosp) AB (Heli)
CEV5	Mayerthorpe AB	CFH8	Warburg/Zajes AB
CEV7	Tofield AB	CFJ2	Fort St. James (Stuart Lake Hosp) BC (Heli)
CEV9	Snare River NT	CFK2	Bashaw AB
CEW3	St. Paul AB	CFK4	Calling Lake AB
CEW5	Milk River AB	CFK6	Olds (Netook) AB
CEW7	Edmonton/Univ of Alberta (Stollery Children's Hosp Mahi) AB (Heli)	CFL2	Empress/McNeill Spectra Energy AB
CEW9	Canmore Municipal Heliport AB (Heli)	CFL3	Black Diamond (Oilfields Gen Hosp) AB (Heli)
CEX3	Wetaskiwin Regional AB	CFL4	Flesherton (Smithorrs Field) ON
CEX4	Carmacks YT	CFL9	Johnson Lake AB
CEX9	Brant (Dixon Farm) AB	CFM2	Birch Mountain AB
CEY3	Fort Macleod AB	CFM4	Donnelly AB
CEZ2	Chapman YT	CFM6	Teepee AB
CEZ3	Edmonton/Cooking Lake AB	CFM7	Boyle AB
CEZ4	Fort Vermilion (Wop May Memorial) AB	CFM8	Fort MacLeod (Alcock Farm) AB
CEZ9	Grande Prairie (Forestry) AB (Heli)	CFM9	Fort MacLeod (Hosp) AB (Heli)
CFA2	Port Carling/Fig Air ON (Heli)	CFN5	La Crête AB
CFA4	Carcross YT	CFN6	Primrose AB
CFA5	Grande AB	CFN7	Sundre AB
CFA7	Taltheilei Narrows NT	CFP4	McQuesten YT
CFA8	Three Hills (Hosp) AB (Heli)	CFP5	Glendon AB
CFB2	Frank Channel (Forestry) NT (Heli)	CFP6	La Biche River YT
CFB3	Hespero AB	CFP8	Whitehorse/Cousins YT
CFB4	Trout Lake AB	CFQ4	Cheadle AB
CFB5	Namur Lake AB	CFQ5	Silver City YT
CFB6	Edmonton/Josephburg AB	CFQ6	Pelly Crossing YT
CFB7	Steen River AB	CFQ7	Edmonton/Gartner AB
CFC4	MacMillan Pass YT	CFR2	Bawlf (Blackwells) AB
CFC6	Rockyford AB	CFR5	French River/Alban ON
CFC7	Rimbey AB	CFR6	Vancouver/Coquitlam Fire & Rescue BC (Heli)
CFC8	Flamboro Centre ON	CFR7	Red Deer Forestry AB
CFD4	Foremost AB	CFS2	Fort Simpson (Great Slave No. 1) NT (Heli)
CFD5	Grimshaw AB	CFS3	Fort Selkirk YT
CFD8	Fort Simpson (Great Slave No. 2) NT (Heli)	CFS4	Ogilvie YT
CFE7	Kananaskis Village Helistop AB (Heli)	CFS5	Spirit River AB
CFF2	Christina Basin AB	CFS6	Loon River AB
CFF3	Jean Lake AB	CFS7	Twin Creeks YT
CFF4	Great Bear Lake NT	CFS8	Clearwater River AB
CFF7	Wainwright/Camp Wainwright Field AB (Heli)		



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

Indicator	Name
CFT2	Blackie/Wilderman Farm AB
CFT3	Finlayson Lake YT
CFT5	Hyland YT
CFT8	Pelican AB
CFT9	Zama Lake AB
CFU3	Chipman AB
CFU4	Garden River AB
CFU8	Irma AB
CFU9	Olds (Hosp) AB (Heli)
CFV2	Beiseker AB
CFV3	Mobil Bistcho AB
CFV6	Margaret Lake AB
CFV7	Claresholm (Gen Hosp) AB (Heli)
CFV8	Brooks (Community Health Centre) AB (Heli)
CFV9	Drayton Valley (Health Centre) AB (Heli)
CFW2	Gordon Lake AB
CFW4	Muskeg Tower AB
CFW5	Taltson River NT
CFW8	Grand Falls-Windsor NL (Heli)
CFX2	Calgary/Okotoks Airranch Airport AB
CFX3	Doig AB
CFX4	Manning AB
CFX5	Renard QC
CFX6	Vulcan AB
CFX8	Chestermere (Kirkby Field) AB
CFY4	Indus/Winters Aire Park AB
CFY5	Pine Lake YT
CFZ3	Medicine Hat/Schlenker AB
CFZ5	Sundre/Goodwins Farm AB
CGB2	Carstairs/Bishell's AB
CGB3	Pictou (Greenbush) ON
CGB4	Nanaimo/Gabriola Island (Health Clinic) BC (Heli)
CGC2	Galore Creek BC (Heli)
CGC3	Grande Cache (Community Health Complex) AB (Heli)
CGC4	Carway/Grizzly Creek Ranch AB (Heli)
CGF2	Edmonton/Lechelt Field AB
CGF4	Grand Forks (Boundary Hospital) BC (Heli)
CGF5	Huggett/Goodwood Field AB
CGF6	Gilford ON
CGH2	Gander (James Paton Mem Regional Health Centre) NL (Heli)
CGK2	Gahcho Kue NT
CGL2	Harrow ON
CGL4	Eaglesham South AB

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

Indicator	Name
CGL5	Gun Lake BC (Heli)
CGM2	Smoky Lake (George McDougall Health Centre) AB (Heli)
CGN3	Lethbridge (Gunnlaugson) AB
CGN4	Gananoque ON (Heli)
CGP2	Grande Prairie (Queen Elizabeth II Hosp) AB (Heli)
CGR2	Gold River (E & B Heli) BC (Heli)
CGR3	George Lake NU
CGR4	Gold River (The Ridge) BC (Heli)
CGR5	Viking Health Centre (George H. Roddick) AB (Heli)
CGS2	Goose Lake NU
CGV2	Grand Valley/Luther Field ON
CGV3	Grand Valley North ON
CGV5	Grand Valley (Black Field) ON
CGV6	Grand Valley (Martin Field) ON
CGV7	Springvale ON
CGW2	Glenwood AB
CHB2	Churchill (Hudson Bay Helicopters) MB (Heli)
CHB3	Hope Bay NU
CHC3	Barrhead (Healthcare Centre) AB (Heli)
CHC4	Ponoka (Hospital & Care Centre) AB (Heli)
CHC5	Hayes Camp NU
CHD2	Hardisty (Health Centre) AB (Heli)
CHD3	Hanna (District Ambulance Helipoint) AB (Heli)
CHF2	Ottawa/Manotick (Hope Field) ON
CHF3	Westlock (Hnatko Farms) AB
CHF4	Orono/Hawkefield ON
CHF5	Murillo/Hane Field ON
CHG2	Harbour Grace NL
CHJ4	Boyle (Healthcare Centre) AB (Heli)
CHL2	Hillaton/Kings Aerodrome NS
CHM2	Spiritwood/H & M Fast Farms SK
CHP3	Mont-Tremblant/Heliport P3 QC (Heli)
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)
CHS7	Halifax (South End) NS (Heli)
CHT3	Mont-Tremblant/St-Jovite Héli-Tremblant QC (Heli)
CHT4	Nelson (High Terrain Helicopters) 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
CHW2	Orangeville (Headwaters Healthcare Centre) ON (Heli)	CJL4	La Loche SK
CIA2	Kelowna/Ikon Adventures BC (Heli)	CJL5	Winnipeg/Lyncrest MB
CIV2	Invermere (District Hosp) BC (Heli)	CJL6	Altona Muni MB
CIW2	Halifax (IWK Health Centre) NS (Heli)	CJL8	Kasba Lake NT
CJA2	Selkirk ON	CJL9	Radisson SK
CJA3	Morden Regional MB	CJM2	Ituna SK
CJA5	Nestor Falls ON	CJM4	Gravelbourg SK
CJA6	Minaki ON	CJM5	Frontier SK
CJA7	Arcola SK	CJM6	Arborfield SK
CJB2	Carman/Friendship Field MB	CJN2	Kamsack SK
CJB3	Steinbach MB	CJN3	Ignace (MBCHC) ON (Heli)
CJB5	Moosomin/Marshall McLeod Field SK	CJN4	Assiniboia SK
CJB6	Gods Lake MB	CJN5	Saskatoon/Banga International Air SK
CJB8	Kyle SK	CJN7	Little Churchill River/Dunlop's Fly-in Lodge MB
CJC2	Craik SK	CJO2	Joliette/St-Thomas QC
CJC3	Davidson Muni SK	CJP2	Kerrobert SK
CJC4	Central Butte SK	CJP6	Camsell Portage SK
CJC5	Shaunavon SK	CJP7	Bird River(Lac du Bonnet) MB
CJC6	Hafford SK	CJP9	Charlot River SK
CJC8	Laurie River MB	CJQ2	Lampman SK
CJD2	Cudworth Muni SK	CJQ3	Carlyle SK
CJD3	Birch Hills SK	CJQ4	Maple Creek SK
CJD5	Leader SK	CJQ6	Tanquary Fiord NU
CJE2	Dore Lake SK	CJQ8	Maryfield SK
CJE3	Weyburn SK	CJQ9	Big Sand Lake MB
CJE4	Snow Lake MB	CJR2	Luseland SK
CJE5	Glaslyn SK	CJR3	The Pas/Grace Lake MB
CJE7	Ashern MB	CJR4	Eston SK
CJF3	Île-à-la-Crosse SK	CJR5	Gladstone MB
CJF4	Buffalo (Jaques Farms) AB	CJR7	Canora SK
CJF8	Biggar SK	CJR8	McCreary MB
CJG2	Eatonia (Elvie Smith) Muni SK	CJS2	Malcolm Island SK
CJG4	Wrong Lake Airport MB	CJS4	Moose Jaw Muni SK
CJG6	Kenora (Lake of the Woods District Hosp) ON (Heli)	CJS5	Killarney Muni MB
CJH3	Maidstone SK	CJS7	Carman (South) MB
CJH8	Leask SK	CJT3	Knee Lake MB
CJJ2	Glenboro MB	CJT4	Cumberland House SK
CJJ3	Wildwood/Loche Mist Farms AB	CJT5	Melita MB
CJJ4	Deloraine MB	CJT8	Homewood MB
CJJ5	Cabri SK	CJT9	Leoville SK
CJJ8	Macklin SK	CJU3	MacDonald MB
CJK2	Gunisao Lake MB	CJU4	Humboldt SK
CJK3	Beauval SK	CJU5	Minnedosa MB
CJK4	Esterhazy SK	CJU6	Arborg MB
CJK5	Gull Lake SK	CJU7	Edam SK
CJK9	Preeceville SK	CJV2	Neilburg SK
CJL2	Hatchet Lake SK	CJV5	Neepawa MB
		CJV7	Summer Beaver ON

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CJV8	Grand Rapids MB	CKH2	Rocanville SK
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	CKK4	Estevan (South) SK
CJY5	Strathclair MB	CKK7	Steinbach (South) MB
CJZ2	Portage La Prairie (North) MB	CKL2	Selkirk MB
CJZ3	Melfort (Miller Field) SK	CKL3	Wunnumin Lake ON
CJZ4	Shellbrook SK	CKL5	Shoal Lake MB
CKA4	Zhoda MB	CKL6	Little Bear Lake SK
CKA8	St. François Xavier MB	CKL8	Upsala ON (Heli)
CKA9	Southend/Hans Ulricksen Field SK	CKL9	Regina Beach SK
CKB2	Patuanak SK	CKM4	Jan Lake SK
CKB3	Trail (Kootenay Boundary Regional Hospital) BC (Heli)	CKM6	Easterville MB
CKB6	Angling Lake/Wapekeka ON	CKM7	Thompson MB (Heli)
CKB7	Roblin MB	CKM8	Opapimiskan Lake ON
CKB8	Silver Falls MB	CKM9	Kentville (Camp Aldershot) NS (Heli)
CKC4	Calgary/K. Coffey Residence AB (Heli)	CKN5	Fillmore SK
CKC6	Lanigan SK	CKN8	Nekweaga Bay SK
CKC7	Rockglen SK	CKP2	Spring Valley (North) SK
CKC8	Somerset MB	CKP4	Kirkfield (Palestine) ON
CKC9	Pangman SK	CKP7	Kapuskasung (Sensenbrenner Hospital) ON (Heli)
CKD2	Porcupine Plain SK	CKQ3	North Spirit Lake ON
CKD5	Kipling SK	CKQ5	Lucky Lake SK
CKD7	Roland (Graham Field) MB	CKQ6	Erickson Muni MB
CKD8	Kirkfield/Balsam Lake ON	CKQ7	Vermilion Bay ON
CKD9	Slate Falls ON	CKQ8	McArthur River SK
CKE2	Quill Lake SK	CKQ9	Pine Dock MB
CKE8	Unity SK	CKR4	Lundar MB
CKE9	Nipigon (District Mem Hosp) ON (Heli)	CKR7	Virden (Gabrielle Farm) MB
CKF2	Radville SK	CKR9	Outlook SK
CKF3	Atikokan (Gen Hosp) ON (Heli)	CKS7	Wadena SK
CKF4	Goodsoil SK	CKS8	Cree Lake/Crystal Lodge (Midgett Field) SK
CKF6	MacGregor Airfield MB	CKS9	Kincardine/Shepherd's Landing ON
CKF8	Cookstown/Kirby Field ON	CKT6	St-Remi-D'Amherst/Kanata Tremblant Resort QC (Heli)
CKF9	De Lesseps Lake ON	CKT7	Wakaw SK
CKG2	Riverton MB	CKU2	Treherne MB
CKG5	Manitou MB	CKU6	Grenfell SK
CKG8	Kakabeka Falls ON	CKU7	Watrous 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
CKV2	Kelvington SK	CMBH	Mount Belcher BC (Heli)
CKV3	Dryden Best Western ON (Heli)	CMB2	Meadowbank NU
CKV4	Obre Lake/North of Sixty NT	CMB5	Campbellville (Bellshill Airpark) ON
CKV6	Churchbridge SK	CMB7	Maxville (Bourdon Farm) ON
CKV8	Kentville (Valley Regional Hosp) NS (Heli)	CMB8	Combermere/Bonnie Brae Airfield ON
CKV9	Fort Vermilion/Country Gardens B&B AB (Heli)	CMB9	Port Renfrew (Mill Bay Marine Group) BC (Heli)
CKW6	Davin Lake SK	CMC2	Edmonton/Misericordia (Community Hosp) AB (Heli)
CKX4	Fisher Branch MB	CMC3	Mayerthorpe (Healthcare Centre) AB (Heli)
CKX5	Dinsmore SK	CME2	Omemee ON
CKX8	Big River SK	CME3	Bala (Medora Lake) ON
CKY2	Whitewood SK	CMF2	Edmonton/Calmar (Maplelane Farm) AB
CKY8	Cochrane/Arkayla Springs AB	CMF3	Lethbridge (Mercer Field) AB
CKZ3	Elk Island MB	CMF4	Port Hope (Millson Field) ON
CKZ6	Crystal City-Pilot Mound/Louise Mun MB	CMH2	Milton (AF) ON (Heli)
CKZ7	Winkler MB	CMH3	Lacombe (Mustang Helicopters) AB (Heli)
CLA4	Holland Landing Airpark ON	CMH4	Montréal/Mirabel Hélico QC (Heli)
CLA6	Lancaster Airpark ON	CMH5	Medicine Hat (Regional Hospital) AB (Heli)
CLB2	Plattsville (Edward's Air Base) ON	CMH6	Valemount (CMH) BC (Heli)
CLC2	London/Chapeskie Field ON	CMI2	Minden (Hosp) ON (Heli)
CLC3	Calgary (Peter Lougheed Centre) AB (Heli)	CML2	Quamichan Lake (Raven Field) BC
CLC4	Loon Creek Airfield SK	CML5	Thunder Bay (Martin's Landing) ON
CLE4	Lower East Pubnico (LA Field) NS	CML7	Minto Landing YT
CLG7	Fort McMurray (Legend) AB	CML8	St-Mathieu-de-Laprairie QC
CLH2	Stettler (Hospital & Care Centre) AB (Heli)	CML9	St-Michel QC (Heli)
CLH3	Long Harbour BC	CMN3	St-Michel-de-Napierville QC
CLH4	Lethbridge (Chinook Regional Hosp) AB (Heli)	CMN4	Minto YT
CLH5	Bobcaygeon/Chesher Lakehurst ON	CMN5	Manic-5 QC
CLH7	Long Harbour River NL (Heli)	CMN6	Edmonton/Morinville (Mike's Field) AB
CLJ3	Lethbridge (J3 Airfield) AB	CMR2	Mary River NU
CLM2	Leamington ON	CMR6	Camrose/St. Mary's Hosp AB (Heli)
CLM4	Lamont (Health Care Centre) AB (Heli)	CMS2	Middleton (Soldiers Memorial Hosp) NS (Heli)
CLN4	Beaverlodge/Clanaechan AB	CMT3	Calgary (Foothills Hosp McCaig Tower) AB (Heli)
CLP2	Montréal/Laval (Artopex Plus) QC (Heli)	CMW3	Matawatchan ON
CLQ2	Liverpool (Queens General Hosp) NS (Heli)	CMW4	Madawaska Collins Field ON
CLS3	Fort McMurray (South Liege) AB	CMX2	Maxville ON
CLV2	Stayner (Clearview Field) ON	CMY2	Chipman/M.Y. Airfield AB
CLW2	Ullswater ON	CNA2	Highgate ON
CLW3	Laurel/Whittington ON	CNA3	Springwater (Barrie Airpark) ON
CLW4	London/Watson Airfield ON	CNA4	Emsdale ON
CMA2	Mattawa ON	CNA5	Uxbridge (Cottage Hosp) ON (Heli)
CMA5	Mattawa (Hosp) ON (Heli)	CNA9	Plevna/Tomvale ON
		CNB2	Bolton ON (Heli)

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CNB3	North Bay (North Bay Regional Health Centre) ON (Heli)	CNN3	Shelburne/Fisher Field ON
CNB4	Cobourg (Northumberland Hills Hosp) ON (Heli)	CNN8	Gananoque ON
CNC2	Cornwall (Nav Centre) ON (Heli)	CNP3	Arnprior ON
CNC3	Brampton-Caledon ON	CNP6	Nampa/Hockey AB
CNC4	Guelph ON	CNP7	Iroquois ON
CNC9	Perth (Great War Mem Hosp) ON (Heli)	CNP8	Greenbank ON
CND4	Haliburton/Stanhope Muni ON	CNQ3	Welland/Niagara Central Dorothy Rungeling ON
CND7	New Denver/Slocan Community (Health Centre) BC (Heli)	CNR2	Innerkip ON
CNE3	Bearskin Lake ON	CNR3	Sault Ste. Marie ON (Heli)
CNE4	Iroquois Falls ON	CNR4	Tobermory ON
CNE9	Essex ON	CNR5	Norland/Trotter ON
CNF2	Haliburton (Hosp) ON (Heli)	CNR6	Carleton Place ON
CNF3	Pendleton ON	CNS3	Englehart (District Hosp) ON (Heli)
CNF4	Kawartha Lakes (Lindsay) ON	CNS4	Alexandria ON
CNF8	Dwight ON	CNS8	Morrisburg ON
CNF9	Niagara Falls/Niagara South ON	CNS9	Smiths Falls (Community Hosp) ON (Heli)
CNG2	New Glasgow (Aberdeen Hosp) NS (Heli)	CNT4	Little Current (Manitoulin Health Centre) ON (Heli)
CNG5	Pembroke (Regional Hosp) ON (Heli)	CNT6	Elmira ON
CNG6	Walkerton (County of Bruce Gen Hosp) ON (Heli)	CNT7	Picton ON
CNG8	Niagara Falls (Greater Niagara General Hosp) ON (Heli)	CNT9	Newtonville/Steeves Field ON
CNH2	Natuashish NL	CNU3	Peterborough (Reg Health Centre) ON (Heli)
CNH4	St.Catharines (Niagara Health System) ON (Heli)	CNU4	Belleville ON
CNH9	Nanaimo (West Coast) BC (Heli)	CNU8	Toronto/Markham ON
CNJ4	Orillia Rama Regional ON	CNV2	Inverness (Consolidated Mem Hosp) NS (Heli)
CNK4	Parry Sound Area Muni ON	CNV3	New Liskeard (Temiskaming Hosp) ON (Heli)
CNK6	Owen Sound (Grey Bruce Health Services) ON (Heli)	CNV4	Hawkesbury ON
CNK7	Canmore/Nakoda AB (Heli)	CNV8	Edenvalle ON
CNK9	Kitchener-Waterloo (Grand River Hosp) ON (Heli)	CNV9	Québec/Neuville QC
CNL2	Fort McMurray (North Liege) AB	CNW3	Bancroft ON
CNL3	Brockville Regional Tackaberry Apt ON	CNW4	Mindemoya (Hosp) ON (Heli)
CNL4	Port Elgin ON	CNW8	Toronto (Hosp For Sick Children) ON (Heli)
CNL7	Nobel/Lumsden Air Park ON	CNW9	Vancouver/New Westminster (Royal Columbian Hosp) BC (Heli)
CNL8	Wyevale (Boker Field) ON	CNX3	Carey Lake ON
CNL9	Nueltin Lake MB	CNX8	Nixon ON
CNM2	Melbourne ON	CNY3	Collingwood ON
CNM3	Sturgeon Falls (West Nipissing Gen Hosp) ON (Heli)	CNY4	Alliston ON
CNM5	Kingfisher Lake ON	CNY8	Toronto (Sunnybrook Medical Ctr) ON (Heli)
CNM6	Naramata (Heli) BC	CNZ2	Anzac (Long Lake) AB (Heli)
		CNZ4	Barry's Bay/Madawaska Valley Airpark 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
CNZ6	Georgetown (Georgetown and District Hosp) ON (Heli)	CPE7	Pictou (Prince Edward County Hosp) ON (Heli)
CNZ7	Hanover (District Hosp) ON (Heli)	CPE8	Halkirk/Paintearth (Fetaz) AB
CNZ8	Grimsby Regional Airport ON	CPF2	Bar River ON
COK2	Calgary/Okotoks (GG Ranch) AB (Heli)	CPF3	Dunrobin/Parti Field ON
COK3	Oakwood ON	CPF4	Cobden/Bruce McPhail Memorial ON
COL2	Orangeville/Laurel ON	CPF6	Stoney Creek ON
COL4	Sicamous/Owls Landing BC (Heli)	CPF7	Southampton ON
COP2	Orillia (Ontario Provincial Police) ON (Heli)	CPG3	Fort Erie (Airbus Helicopters Canada Ltd) ON (Heli)
COR2	Val-d'Or (St-Pierre) QC (Heli)	CPG4	Elmira (East) ON
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 (Public Gen Hosp) 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)	CPH7	Toronto/Markham Stouffville ON (Heli)
CPA7	Meaford (Gen Hosp) ON (Heli)	CPH9	Fordwich ON
CPA8	Simcoe (Norfolk Gen Hosp) ON (Heli)	CPJ2	Alliston ON (Heli)
CPA9	Dunnville (Haldimand War Mem Hosp) ON (Heli)	CPJ3	Hamilton (McMaster University Medical Centre) ON (Heli)
CPB2	Fergus (Groves Memorial Community Hosp) ON (Heli)	CPJ4	Geraldton (District Hosp) ON (Heli)
CPB3	Welland (County Gen Hosp) ON (Heli)	CPJ5	Stirling ON
CPB5	Pilot Butte SK	CPJ6	St-Pierre-Jolys (Carl's Field) MB
CPB7	Bancroft (North Hastings District Hosp) ON (Heli)	CPJ7	Kingston (General Hosp) ON (Heli)
CPB8	Bistcho AB	CPK2	Strathroy (Blue Yonder) ON
CPB9	Baldwin ON	CPK3	Hamilton (Gen Hosp) ON (Heli)
CPC2	Port Carling ON	CPK6	Toronto (Mississauga Credit Valley Hosp) ON (Heli)
CPC3	Arthur (Walter's Field) ON	CPK7	Ottawa (Children's Hosp) ON (Heli)
CPC4	Brampton (National "D") ON (Heli)	CPK9	Arthur (Peskett Field) ON
CPC6	Teeswater (Thompson Field) ON	CPL2	Bracebridge (South Muskoka Mem Hosp) ON (Heli)
CPC9	Huntsville (Mem District Hosp) ON (Heli)	CPL3	Kars/Rideau Valley Air Park ON
CPD2	Ethel ON	CPL4	Grand Bend ON
CPD3	Durham (Memorial Hospital) ON (Heli)	CPL6	Edmonton/Parkland AB
CPD4	Brussels (Armstrong Field) ON	CPL7	Bowmanville (Lakeridge Health) ON (Heli)
CPD9	Markdale (Centre Grey Gen Hosp) ON (Heli)	CPM3	Pourvoirie Mirage QC
CPE2	Ajax (Pickering Gen Hosp) ON (Heli)	CPM5	Tottenham/Volk ON
CPE4	Cambridge/Reid's Field ON	CPM7	Bradford ON
CPE5	Port Colborne ON	CPN3	Moose Factory ON (Heli)
CPE6	Sundridge/South River ON	CPN5	Listowel ON
		CPN7	Carleton Place (District Mem Hosp) ON (Heli)
		CPN8	London (Pioneer Airpark) ON

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

Indicator	Name
CPP2	Collingwood (Gen & Marine Hosp) ON (Heli)
CPP3	Port Perry/Hoskin ON
CPP6	York ON
CPP7	Ottawa (Civic Hosp) ON (Heli)
CPP8	Montréal/Passport Hélico QC (Heli)
CPQ3	Niagara Falls ON (Heli)
CPR2	Ottawa/Embrun ON
CPR4	London (University Hosp) ON (Heli)
CPR5	Woodstock (Norm Beckham/Bob Hewitt Field) ON
CPR7	Wingham/Richard W LeVan ON
CPR8	Pincher Creek (Hosp) AB (Heli)
CPS2	Keene/Elmhirst's Resort ON
CPS4	Lucan ON
CPS5	Miminiska ON
CPS6	Cornwall (Community Hosp McConnell Site) ON (Heli)
CPT2	Killarney ON
CPT3	Rockton ON
CPT9	Pintendre QC
CPU2	Kincardine (South Bruce Grey Health Centre) ON (Heli)
CPU3	Rodney (New Glasgow) ON
CPU4	Manitouwadge (Santé/Health) ON (Heli)
CPU6	Tyendinaga (Mohawk) ON
CPV2	Orangeville/Castlewood Field ON
CPV4	Mansfield ON
CPV6	Barry's Bay (St. Francis Mem Hosp) ON (Heli)
CPV7	Poplar Hill ON
CPV8	Keewaywin ON
CPV9	Poverty Valley SK
CPW2	London (Victoria Hosp) ON (Heli)
CPW6	Midland (Huron District Hosp) ON (Heli)
CPW8	Powell River (Hosp) BC (Heli)
CPX2	Marathon (Wilson Mem Hosp) ON (Heli)
CPX6	Port Perry (Lakeridge Health) ON (Heli)
CPY2	Milton (District Hosp) ON (Heli)
CPY3	Beardmore (Health Centre) ON (Heli)
CPY5	Toronto/Wilson's ON (Heli)
CPY9	Fergus (Holyoake Airfield) ON
CPZ2	Alliston (Stevenson Mem Hosp) ON
CPZ3	Trenton/Mountain View ON
CPZ6	Montréal/Point Zero QC (Heli)

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

Indicator	Name
CQH2	Ottawa/Questral Helicopters ON (Heli)
CQV3	Revelstoke (Queen Victoria Hospital) BC (Heli)
CRA2	Queensville (Rollick Airpark) ON
CRB2	Cottam ON
CRB4	Rivière Bonnard QC
CRB5	Rivière Bell QC
CRC2	Fredericton (RCMP) NB (Heli)
CRC3	Ross Creek BC
CRD2	Coaldale (Rednek Air) AB
CRD3	Red Deer Regional Hosp Centre AB (Heli)
CRD5	Red Deer/Truant AB
CRD6	Red Deer/Truant South AB
CRE2	Rae/Edzo NT
CRE3	Curries (Rand Private Airfield) ON
CRE5	Red Deer/Chong Residence AB (Heli)
CRF3	Edmonton/Villeneuve (Rose Field) AB
CRF4	Calgary/Okotoks (Rowland Field) AB
CRF5	Saskatoon/Richter Field SK
CRG2	Kelowna (Argus) BC (Heli)
CRG3	Carignan (Bouthillier) QC
CRH2	Coronation (Health Centre) AB (Heli)
CRH5	Rimbey (Hospital & Care Centre) AB (Heli)
CRK2	Millet/Creekview AB
CRL2	Westport/Rideau Lakes ON
CRL3	Red Lake (Margaret Cochenour Mem Hosp) ON (Heli)
CRL4	Kirby Lake AB
CRL7	Reindeer Lake SK
CRL9	Kingston/Riverland ON
CRM2	Riding Mountain MB
CRM3	Richelieu/Messier QC
CRM4	Cormier NB
CRM5	Wheatley (Robinson Motorcycles) ON
CRML	Stoney Point (Le Cunff) ON
CRN2	Ridgetown (Carnie Airfield) ON
CRP2	Reston/R.M. of Pipestone MB
CRP3	Redwater (Pembina) AB (Heli)
CRQ2	Regina General (Hosp) SK (Heli)
CRS2	Parry Sound Medical ON (Heli)
CRS3	Calgary/Christiansen Field AB
CRS4	Rosseau ON
CRT2	Rivière Témiscamie (Air Roberval Ltée) QC
CRU2	Saskatoon (Royal University Hosp) SK (Heli)
CRV2	Barrie (Royal Victoria 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
CRW2	Redwater (Heliworks) AB (Heli)	CSK7	Sudbury/Lively (Skyline Helicopter Technologies) ON (Heli)
CRW8	Redwater (Health Centre) AB (Heli)	CSK8	Surrey/King George Airpark BC
CSA2	Lac Agile (Mascouche) QC	CSK9	Nicolet QC (Heli)
CSA3	Edmonton/Sturgeon Community Hospital AB (Heli)	CSL3	Lac-à-la-Tortue QC
CSB2	Sable Island NS	CSL4	Campbell River (Sealand Aviation) BC (Heli)
CSB3	St-Mathieu-de-Beloil QC	CSL5	St-Victor-de-Beauce QC
CSB4	Chibougamau QC (Heli)	CSL6	Slave Lake/Slave Lake Helicopters AB (Heli)
CSB5	Shediac Bridge NB	CSL7	Odessa/Strawberry Lakes SK
CSC3	Drummondville QC	CSL8	Sudbury (Health Sciences North) ON (Heli)
CSC5	Lac Etchemin QC	CSL9	Baie-Comeau (Manic 1) QC
CSC9	Sudbury/Coniston ON	CSM2	Strathmore Hospital AB (Heli)
CSD2	Sundre (Hospital & Health Care Centre) AB (Heli)	CSM3	Thetford Mines QC
CSD3	Salaberry de Valleyfield QC	CSM5	St-Michel-des-Saints QC
CSD4	Mont-Laurier QC	CSM7	Abbotsford (Sumas Mountain) BC (Heli)
CSD5	Fermont QC (Heli)	CSM9	Sault Ste. Marie (Sault Area Hosp) ON (Heli)
CSD7	Blackwater Creek (Sunderland) ON	CSN2	Montréal/Kruger QC (Heli)
CSE2	Chibougamau (Hydro-Québec) QC (Heli)	CSN3	St-Jérôme QC
CSE3	Lourdes-de-Joliette QC	CSN6	Saint John (Regional Hosp) NB (Heli)
CSE4	Lachute QC	CSN7	Farnham QC
CSE5	Montmagny QC	CSN9	Baie-Comeau/Héli-Manicouagan QC (Heli)
CSE7	Vancouver/Delta (Sei) BC (Heli)	CSP2	Stony Plain (Westview Health Centre) AB (Heli)
CSF2	Innisfail (Hosp) AB (Heli)	CSP3	Stony Plain (Lichtner Farms) AB
CSF3	Poste Montagnais (Mile 134) QC	CSP5	St-Mathias QC
CSF4	Shelburne (Schaefer Field) ON	CSP6	Montréal/Aéroparc Île Perrot QC
CSF5	Markerville/Safron Farms AB	CSQ3	Valcourt QC
CSF7	Ottawa/Casselman (Shea Field) ON	CSR3	Victoriaville QC
CSF8	Lampman/Spitfire Air SK	CSR6	Sonora Resort BC (Heli)
CSG3	Joliette QC	CSR8	La Sarre QC
CSG5	St-Jean Chrysostome QC	CSS2	Rivière-du-Loup QC (Heli)
CSG6	Edmonton/Kelsonae AB (Heli)	CSS3	Montréal/Les Cèdres QC
CSG7	Sherbrooke (CHUS)/François Desourdy QC (Heli)	CSS4	St-Dominique QC
CSG9	Sagard QC (Heli)	CST3	Montréal/St-Lazare QC
CSH2	Isle-aux-Grues QC	CST5	Sable Island NS (Heli)
CSH3	Calgary/South Health Campus (Hosp) AB (Heli)	CST7	St-Lambert-de-Lauzon QC
CSH4	Lebel-sur-Quévillon QC	CSU2	Chisasibi QC
CSH5	St-Ferdinand QC	CSU3	St-Hyacinthe QC
CSH6	Montréal/Les Cèdres QC (Heli)	CSU5	Weymontachie QC
CSH9	Montreal East (AIM) QC (Heli)	CSU7	Lac-à-la-Tortue QC (water aerodrome)
CSJ2	Kanawata Aeroparc QC	CSV2	Ste-Agathe (AIM) QC (Heli)
CSJ3	Estevan (St. Joseph's Hosp) SK (Heli)	CSV3	Bécancour QC (Heli)
CSJ4	Louiseville QC		
CSJ5	St-Louis-de-France QC		
CSK4	Mansonville QC		
CSK5	St-Raymond/Paquet QC		
CSK6	Snap Lake NT		



CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CSV4	Fort Saskatchewan (Gen Hosp) AB (Heli)	CTM6	Timmins (Timmins & District Hosp) ON (Heli)
CSV8	Schomberg (Sloan Field) ON	CTM7	Tundra Mine/Salmita Mine NT
CSW4	Bracebridge (Stone Wall Farm) ON	CTM9	Oakville (Trafalgar Mem Hosp) ON (Heli)
CSW5	Montréal (Bell) QC (Heli)	CTN6	Treherne (South Norfolk Airpark) MB
CSW6	Hastings/Sweetwater Farms ON	CTN7	Canton ON
CSX3	Richelieu QC	CTP5	St. Paul (Health Care Centre) AB (Heli)
CSX5	St-Mathias/Grant QC	CTP9	Kattiniq/Donaldson QC
CSX7	Sexsmith/Exeter ON	CTQ2	Stanstead/Weller QC
CSY3	Sorel QC	CTQ6	St-Anselme QC
CSY4	St-Donat QC	CTR3	Tottenham/Ronan ON
CSY6	Poste Lemoine (Complex LG-3) QC (Heli)	CTR4	Granby/Artopex Plus QC (Heli)
CSY7	Wallaceburg (Sydenham District Hosp) ON (Heli)	CTR6	St-Basile (Marcotte) QC
CSY9	Sydney (Cape Breton Regional Hosp) NS (Heli)	CTR8	Fraserwood/Tribble Ranch Field MB
CSZ3	Mont-Tremblant/St-Jovite QC	CTS6	Hespero/Safron Residence AB (Heli)
CSZ4	St-Frédéric QC	CTT5	La Romaine QC
CSZ6	St-Jérôme (Hydro-Québec) QC (Heli)	CTU2	Fontanges QC
CSZ8	Montréal (Sacré-Coeur) QC (Heli)	CTU5	La Tabatière QC
CTA2	Sept-Îles (Hydro-Québec) QC (Heli)	CTY5	Rougemont QC
CTA3	Île aux Coudres QC	CUT2	Port Perry/Utica Field ON
CTA4	St-Bruno-de-Guigues QC	CVB2	Voisey's Bay NL
CTA6	Bracebridge (Tinks) ON	CVF2	Fergus (Vodarek Field) 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
CTD4	Baie-St-Paul QC (Heli)	CVM2	Victor Mine ON
CTF2	Tofield (Health Centre) AB (Heli)	CVS2	Viking (South) AB
CTF3	Causapscal QC	CVS3	Vancouver (Surrey Memorial Hosp) BC (Heli)
CTF4	Dundalk (Tripp Field) ON	CVV2	Valleyview (Health Centre) AB (Heli)
CTF5	Pierceland (Turchyn Field) SK	CWB2	Bracebridge West ON
CTF6	Lethbridge (Taylor Field) AB	CWC2	Kelowna (Wildcat Helicopters) BC (Heli)
CTG2	Montréal/St-Hubert Heli-Inter QC (Heli)	CWC4	Wetaskiwin (Hospital & Care Centre) AB (Heli)
CTG3	Du Rocher-Percé (Pabok) QC	CWD2	Collingwood/Alta ON (Heli)
CTH3	Les Bergeronnes QC	CWD3	Hamilton/Waterdown ON (Heli)
CTH4	Two Hills (Health Centre) AB (Heli)	CWF2	Walter's Falls (Piper Way) ON
CTH5	Harrington Harbour QC (Heli)	CWF3	Mount Brydges/Warren Field ON
CTH7	Rivière-aux-Saumons QC	CWG2	Winnipeg (City of Winnipeg) MB (Heli)
CTH8	Cookstown/Tally-Ho Field ON	CWH3	Woodstock (Hospital) ON (Heli)
CTH9	St-Augustin QC (Heli)	CWH4	Ottawa (Winchester District Memorial Hosp) ON (Heli)
CTK6	Kegaska QC	CWH6	Moose Jaw (Dr. F. H. Wigmore Regional Hosp) SK (Heli)
CTK8	Abbotsford (Teck) BC (Heli)		
CTM4	Toronto (St. Michael's 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
CWH5	Wingham (Inglis Field) ON	CYCG	Castlegar/West Kootenay Regional BC
CWH7	Winnipeg (Health Sciences Centre) MB (Heli)	CYCH	Miramichi NB
CWL3	Calmar/Wizard Lake AB	CYCK	Chatham-Kent ON
CWP3	Leslieville/W. Pidhirney Residence AB (Heli)	CYCL	Charlo NB
CWS2	Washago ON	CYCN	Cochrane ON
CXX2	Wieberville ON	CYCO	Kugluktuk NU
CYAB	Arctic Bay NU	CYCP	Blue River BC
CYAC	Cat Lake ON	CYCQ	Chetwynd BC
CYAD	La Grande-3 QC	CYCR	Cross Lake (Charlie Sinclair Mem) MB
CYAG	Fort Frances Muni ON	CYCS	Chesterfield Inlet NU
CYAH	La Grande-4 QC	CYCT	Coronation AB
CYAL	Alert Bay BC	CYCW	Chilliwack BC
CYAM	Sault Ste. Marie ON	CYCX	Gagetown NB (Heli)
CYAQ	Kasabonika ON	CYCY	Clyde River NU
CYAS	Kangirsuk QC	CYCZ	Fairmont Hot Springs BC
CYAT	Attawapiskat ON	CYDA	Dawson City YT
CYAU	Liverpool/South Shore Regional NS	CYDB	Burwash YT
CYAV	Winnipeg/St. Andrews MB	CYDC	Princeton BC
CYAW	Halifax/Shearwater NS (Heli)	CYDF	Deer Lake NL
CYAX	Lac du Bonnet MB	CYDH	Ottawa/Dwyer Hill ON (Heli)
CYAY	St. Anthony NL	CYDL	Dease Lake BC
CYAZ	Tofino/Long Beach BC	CYDM	Ross River YT
CYBA	Banff AB	CYDN	Dauphin (Lt. Col W.G. (Billy) Barker VC) MB
CYBB	Kugaaruk NU	CYDO	Dolbeau-St-Félicien QC
CYBC	Baie-Comeau QC	CYDP	Nain NL
CYBD	Bella Coola BC	CYDQ	Dawson Creek BC
CYBE	Uranium City SK	CYEA	Empress AB
CYBF	Bonnyville AB	CYED	Edmonton/Namao AB (Heli)
CYBG	Bagotville QC	CYEE	Midland/Huronion ON
CYBK	Baker Lake NU	CYEG	Edmonton Intl AB
CYBL	Campbell River BC	CYEK	Arviat NU
CYBN	Borden ON (Heli)	CYEL	Elliot Lake Muni ON
CYBP	Brooks Regional AB	CYEM	Manitowaning/Manitoulin East Muni ON
CYBQ	Tadoule Lake MB	CYEN	Estevan Regional SK
CYBR	Brandon Muni MB	CYER	Fort Severn ON
CYBT	Brochet MB	CYES	Edmundston NB
CYBU	Nipawin SK	CYET	Edson AB
CYBV	Berens River MB	CYEU	Eureka NU
CYBW	Calgary/Springbank AB	CYEV	Inuvik (Mike Zubko) NT
CYBX	Lourdes-de-Blanc-Sablon QC	CYEY	Amos/Magny QC
CYB3	Nelson/Blaylock Estate BC (Heli)	CYFA	Fort Albany ON
CYCA	Cartwright NL	CYFB	Iqaluit NU
CYCB	Cambridge Bay NU	CYFC	Fredericton Intl NB
CYCC	Cornwall Regional ON	CYFD	Brantford ON
CYCD	Nanaimo BC	CYFE	Forestville QC
CYCE	Centralia/James T. Field Memorial ON	CYFH	Fort Hope ON

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

Indicator	Name
CYFI	Fort MacKay/Firebag AB
CYFJ	La Macaza/Mont-Tremblant Intl Inc QC
CYFO	Fiin Flon MB
CYFR	Fort Resolution NT
CYFS	Fort Simpson NT
CYFT	Makkovik NL
CYGB	Texada/Gillies Bay BC
CYGD	Goderich ON
CYGE	Golden BC
CYGH	Fort Good Hope NT
CYGK	Kingston ON
CYGL	La Grande Rivière QC
CYGM	Gimli Industrial Park Airport MB
CYGO	Gods Lake Narrows MB
CYGP	Gaspé (Michel-Pouliot) QC
CYGQ	Geraldton (Greenstone Regional) ON
CYGR	Îles-de-la-Madeleine QC
CYGT	Igloolik NU
CYGV	Havre St-Pierre QC
CYGW	Kuujuarapik QC
CYGX	Gillam MB
CYGZ	Grise Fiord NU
CYG2	Parkhill (Yellow Gold) ON
CYHA	Quaqtaq QC
CYHB	Hudson Bay SK
CYHC	Vancouver Harbour BC (water aerodrome)
CYHD	Dryden Regional ON
CYHE	Hope BC
CYHF	Hearst (René Fontaine) Muni ON
CYHH	Nemiscau QC
CYHI	Ulukhaktok/Holman NT
CYHK	Gjoa Haven NU
CYHM	Hamilton ON
CYHN	Hornepayne Muni ON
CYHO	Hopedale NL
CYHR	Chevery QC
CYHS	Hanover/Saugeen Muni ON
CYHT	Haines Junction YT
CYHU	Montréal/St-Hubert QC
CYHY	Hay River/Merlyn Carter Airport NT
CYHZ	Halifax/Stanfield Intl NS
CYIB	Atikokan Muni ON
CYID	Digby/Annapolis Regional NS
CYIF	St-Augustin QC
CYIK	Ivujivik QC
CYIO	Pond Inlet NU
CYIV	Island Lake MB

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

Indicator	Name
CYJA	Jasper AB
CYJF	Fort Liard NT
CYJM	Fort St. James (Perison) BC
CYJN	St-Jean QC
CYJP	Fort Providence NT
CYJQ	Denny Island BC
CYJT	Stephenville NL
CYKA	Kamloops BC
CYKC	Collins Bay SK
CYKD	Aklavik/Freddie Carmichael NT
CYKF	Kitchener/Waterloo ON
CYKG	Kangiqsuaq (Wakeham Bay) QC
CYKJ	Key Lake SK
CYKL	Schefferville QC
CYKM	Kincardine ON
CYKO	Akulivik QC
CYKP	Ogoki Post ON
CYKQ	Waskaganish QC
CYKX	Kirkland Lake ON
CYKY	Kindersley Regional SK
CYKZ	Toronto/Buttonville Muni ON
CYLA	Aupaluk QC
CYLB	Lac La Biche AB
CYLC	Kimmirut NU
CYLD	Chapleau ON
CYLH	Lansdowne House ON
CYLI	Lillooet BC
CYLJ	Meadow Lake SK
CYLK	Lutsel'e NT
CYLL	Lloydminster AB
CYLQ	La Tuque QC
CYLR	Leaf Rapids MB
CYLS	Barrie-Orillia/Lake Simcoe ON
CYLT	Alert NU
CYLU	Kangiqsualujuaq (Georges River) QC
CYLW	Kelowna BC
CYMA	Mayo YT
CYME	Matane 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	Chibougamou/Chapais QC
CYMU	Umiujaq QC
CYMW	Maniwaki QC
CYMX	Montréal Intl (Mirabel) 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
CYNA	Natashquan QC	CYQG	Windsor ON
CYNC	Wemindji QC	CYQH	Watson Lake YT
CYND	Ottawa/Gatineau QC	CYQI	Yarmouth NS
CYNE	Norway House MB	CYQK	Kenora ON
CYNH	Hudson's Hope BC	CYQL	Lethbridge AB
CYNJ	Langley Regional BC	CYQM	Moncton/Greater Moncton Roméo Leblanc Intl NB
CYNL	Points North Landing SK	CYQN	Nakina ON
CYNM	Matagami QC	CYQQ	Comox BC
CYNN	Nejanilini Lake MB	CYQR	Regina Intl SK
CYNR	Fort Mackay/Horizon AB	CYQS	St. Thomas Muni ON
CYOA	Ekati NT	CYQT	Thunder Bay ON
CYOC	Old Crow YT	CYQU	Grande Prairie AB
CYOD	Cold Lake/Group Captain R.W. McNair AB	CYQV	Yorkton Muni SK
CYOH	Oxford House MB	CYQW	North Battleford SK
CYOJ	High Level AB	CYQX	Gander Intl NL
CYOO	Toronto/Oshawa Executive Airport ON	CYQY	Sydney/J.A. Douglas McCurdy NS
CYOP	Rainbow Lake AB	CYQZ	Quesnel BC
CYOS	Owen Sound/Billy Bishop Regional ON	CYRA	Gamèti/Rae Lakes NT
CYOW	Ottawa/Macdonald-Cartier Intl ON	CYRB	Resolute Bay NU
CYOY	Valcartier (W/C J.H.L. (Joe) Lecomte) QC (Heli)	CYRC	Chicoutimi/St-Honoré QC
CYPA	Prince Albert (Glass Field) SK	CYRI	Rivière-du-Loup QC
CYPC	Paulatuk (Nora Aliqatchialuk Ruben) NT	CYRJ	Roberval QC
CYPD	Port Hawkesbury NS	CYRL	Red Lake ON
CYPE	Peace River AB	CYRM	Rocky Mountain House AB
CYPG	Portage La Prairie/Southport MB	CYRO	Ottawa/Rockcliffe ON
CYPH	Inukjuak QC	CYRP	Ottawa/Carp ON
CYPK	Pitt Meadows BC	CYRQ	Trois-Rivières QC
CYPL	Pickle Lake ON	CYRS	Red Sucker Lake MB
CYPM	Pikangikum ON	CYRT	Rankin Inlet NU
CYPN	Port-Menier QC	CYRV	Revelstoke BC
CYPO	Peawanuck ON	CYSA	Stratford Muni ON
CYPP	Parent QC	CYSB	Sudbury ON
CYPQ	Peterborough ON	CYSC	Sherbrooke QC
CYPR	Prince Rupert BC	CYSD	Suffield AB (Heli)
CYPS	Pemberton BC	CYSE	Squamish BC
CYPT	Pelee Island ON	CYSF	Stony Rapids SK
CYPU	Puntzi Mountain BC	CYSG	St-Georges QC
CYPW	Powell River BC	CYSH	Smiths Falls-Montague (Russ Beach) ON
CYPX	Puvirnituq QC	CYSJ	Saint John NB
CYPY	Fort Chipewyan AB	CYSK	Sanikiluaq NU
CYPZ	Burns Lake BC	CYSL	St. Leonard NB
CYQA	Muskoka ON	CYSM	Fort Smith NT
CYQB	Québec/Jean Lesage Intl QC	CYSN	St Catharines/Niagara District ON
CYQD	The Pas MB	CYSP	Marathon ON
CYQF	Red Deer Regional AB	CYSQ	Atlin BC
		CYST	St. Theresa Point MB
		CYSU	Summerside PE

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
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	Cape Dorset 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	Hall Beach 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
CYVP	Kuujuuaq QC	CYYO	Wynyard/W.B. Needham Field SK
CYVQ	Norman Wells NT	CYYQ	Churchill MB
CYVR	Vancouver Intl BC	CYYR	Goose Bay NL
CYVT	Buffalo Narrows SK	CYYT	St. John's Intl NL
CYVV	Warton ON	CYYU	Kapuskasing ON
CYVZ	Deer Lake ON	CYYW	Armstrong ON
CYWA	Petawawa ON (Heli)	CYYY	Mont-Joli QC
CYWE	Wekweëti NT	CYYZ	Toronto/Lester B. Pearson Intl ON
CYWG	Winnipeg/James Armstrong Richardson Intl MB	CYZD	Toronto/Downsview ON
CYWH	Victoria Harbour BC (water aerodrome)	CYZE	Gore Bay-Manitoulin ON
CYWJ	Déline NT	CYZF	Yellowknife NT
CYWK	Wabush NL	CYZG	Salluit QC
CYWL	Williams Lake BC	CYZH	Slave Lake AB
CYWM	Athabasca AB	CYZP	Sandspit BC
CYWN	Wainwright/Wainwright (Field 21) AB	CYZR	Sarnia (Chris Hadfield) ON
CYWP	Webequie ON	CYZS	Coral Harbour NU
CYWV	Wainwright AB	CYZT	Port Hardy BC
CYWY	Wrigley NT	CYZU	Whitecourt AB
		CYZV	Sept-Îles QC
		CYZW	Teslin YT
		CYZX	Greenwood NS

## A38 GENERAL

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CYZY	Mackenzie BC	S28	Dunseith/Intl Peace Garden ND USA
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		
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		

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

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

**CROSS REFERENCE OF HELIPORT NAMES**

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

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**CROSS REFERENCE OF HELIPORT NAMES (Cont'd)**

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

**LIST OF ABANDONED AERODROMES/HELIPORTS**

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

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".



**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

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)  
ALGAR TOWER AB (N56 07 W111 46)  
AMBER TOWER AB (N59 11 W119 28)  
ANAMA BAY-DAUPHIN RIVER MB (N51 58 W98 08)  
ANDERSON POINT NU (N68 13 W87 55)  
ANDERSON RANCH BC (N53 27 W123 34)  
ANDREW AB (N53 52 W112 21)  
ANGLEMONT BC (N50 58 W119 10)  
ARMSTRONG ON (Heli) (N50 18 W89 02)  
ARNES MB (N50 50 W96 57)  
ARNSTEIN ON (N45 56 W79 56)  
ARTHUR (METZ FIELD) ON (N43 49 W80 26)  
ARTHUR NORTH ON (N43 53 W80 32)  
ASBESTOS QC (N45 48 W71 59)  
ASHCROFT/SUNDANCE GUEST RANCH "C" BC (N50 40 W121 16)  
ATIKOKAN/CRYSTAL LAKE ON (N48 43 W91 16)  
ATKINSON POINT NT (N69 56 W131 25)  
ATWOOD ON (N43 41 W81 00)  
AUSTIN MB (N49 56 W98 55)  
AYLMER ON (N42 48 W80 57)

BARKERVILLE BC (N53 05 W121 31)  
BASKATONG LAKE QC (N46 47 W75 53)  
BASNETT AB (N57 22 W119 49)  
BATNUNI BC (N53 23 W124 08)  
BAY D'ESPOIR NL (N47 58 W55 51)  
BEAR RIVER YT (N64 49 W134 16)  
BEATON RIVER BC (N57 23 W121 23)  
BEAULIEU RIVER NT (N62 27 W113 02)  
BEAUSEJOUR MB (N50 08 W96 14)  
BEAVERDELL BC (N49 28 W119 05)  
BEAVER RIVER BC (N59 58 W124 12)  
BEECHY SK (N50 50 W107 22)  
BELLEDUNE NB (N47 54 W65 50)  
BENNETT FIELD NT (N65 02 W124 40)  
BERLAND AB (N54 06 W117 25)  
BIG CREEK BC (N51 43 W123 01)  
BIRD MB (N56 30 W94 13)  
BISON AB (N57 05 W116 31)  
BISSETT/WALLACE LAKE MB (N51 02 W95 25)  
BJORGUM FARM AB (N53 05 W112 48)  
BLISSVILLE NB (N45 37 W66 33)  
BLOW RIVER YT (N68 47 W137 27)  
BONAVISTA NL (N48 34 W53 03)  
BORDEN ON (N44 16 W79 55)  
BRAZEAU AB (N52 58 W115 52)  
BREDENBURY SK (N50 56 W102 03)  
BRISTOL FIELD NL (N47 19 W53 59)  
BUCHANS NL (N48 51 W56 50)  
BUDWORM CITY NB (N47 32 W66 38)  
BUFFALO CREEK AB (N56 37 W113 04)  
BURTCH ON (N43 03 W80 17)  
BUTTRESS SK (N50 15 W105 33)  
BYRON BAY NU (N68 45 W109 04)

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**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

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)  
 CAPE CHRISTIAN NU (N70 31 W68 18)  
 CAPE DYER NU (N66 36 W61 34)  
 CAPE HOOPER NU (N68 28 W66 50)  
 CAPE JONES QC (N54 38 W79 42)  
 CAPE PARRY NT (N70 10 W124 41)  
 CAPE YOUNG NU (N68 56 W116 56)  
 CARBERRY MB (N49 51 W99 19)  
 CAROLINE AB (N52 06 W114 46)  
 CARROT RIVER SK (N53 17 W103 33)  
 CASEY QC (N47 56 W74 06)  
 CASINO YT (N62 45 W138 47)  
 CAVENDISH AB (N50 48 W110 27)  
 CHAMBLY QC (N45 24 W73 18)  
 CHARLOTTE LAKE BC (N52 09 W125 16)  
 CHATER MB (N49 55 W99 48)  
 CHILKO LAKE (WILDERNESS RANCH) BC (N51 40 W124 09)  
 CHINCHAGA AB (N57 32 W119 08)  
 CHIPMUNK BC (N56 43 W127 50)  
 CHUNAMON BC (N56 14 W124 23)  
 CHURCHILL FALLS NL (N53 38 W64 29)  
 CLEARWATER BC (N51 39 W120 05)  
 CLIFTON POINT NU (N69 13 W118 38)  
 CLINTON/BLEIBLER RANCH BC (N51 16 W121 41)  
 CLINTON CREEK YT (N64 28 W140 44)  
 CLINTON POINT NU (N69 35 W120 45)  
 CLUFF LAKE SK (N58 23 W109 31)  
 COAL VALLEY AB (N53 05 W116 49)  
 COLOMAC NT (N64 23 W115 07)  
 COMET AB (N58 33 W119 03)  
 COMOX (ST. JOSEPH'S HOSP) BC (Heli) (N49 41 W124 56)  
 CONKLIN AB (N55 38 W111 05)  
 CORMORANT LAKE MB (N54 14 W100 36)  
 COVEY HILL QC (N45 01 W73 41)  
 COWPAR AB (N55 57 W110 30)  
 CRAWFISH LAKE BC (N49 42 W126 46)  
 CRAWFORD BAY BC (N49 40 W116 49)  
 CREE LAKE SK (N57 22 W107 08)  
 CROOKED LAKE NU (N72 40 W98 30)  
 CUDWORTH SK (N52 29 W105 46)  
 CULLATON LAKE NU (N61 19 W98 30)  
 CULLODEN ON (N42 53 W80 52)  
 CUT KNIFE SK (N52 44 W109 01)  
 CYPRE RIVER BC (N49 15 W125 56)

DAFOE SK (N51 56 W104 34)  
 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)  
 DIDSBURY (VERTICAL EXTREME SKYDIVING) AB (N51 38 W114 06)  
 DISCOVERY NT (N63 11 W113 54)  
 DOG CREEK BC (N51 38 W122 15)  
 DORIS LAKE NU (N68 08 W106 35)  
 DRAKE POINT NU (N76 28 W108 44)  
 DRAKE POINT NU (N76 24 W108 32)

**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

DRIFTWOOD BC (N55 49 W126 25)  
DUNNVILLE ON (N42 52 W79 36)  
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)  
EASTEND SK (N49 33 W108 48)  
EAST TEMPLETON QC (N45 30 W75 33)  
EDDONTENAJON/ISKUT VILLAGE BC (N57 51 W129 59)  
EDMONTON/BREMNER AB (N53 35 W113 14)  
EDMONTON CITY CENTRE (BLACHFORD FIELD) AB (N53 34 W113 31)  
EDMONTON/LEDUC AB (HELI) (N53 15 W113 33)  
ELTRUT ON (N48 58 W92 22)  
EMBARRAS AB (N58 12 W111 23)  
ESTEVAN/BRYANT SK (N49 25 W103 09)  
ESKER LAKE QC (N61 39 W74 40)

FERGUS (ROYLAND FIELD) ON (N43 45 W80 23)  
FERLAND SK (N49 27 W106 56)  
FINBOW BC (N57 16 W125 27)  
FOGGY TOWER AB (N58 41 W114 58)  
FONTAS AB (N57 48 W119 27)  
FORESTBURG AB (N52 34 W112 05)  
FORT GEORGE QC (N53 49 W79 00)  
FORT NELSON/MOBIL SIERRA BC (N58 50 W121 24)  
FORT ST. JOHN/TOMPKINS MILE 54 BC (N56 18 W121 00)

GAGNON QC (N51 57 W68 08)  
GANG RANCH BC (N51 33 W122 20)  
GERMANSEN LANDING BC (N55 46 W124 42)  
GIFT LAKE AB (N55 52 W115 48)  
GLADSTONE (COSTELLA FIELD) MB (N50 12 W99 03)  
GLENDON AB (N54 16 W111 08)  
GOLD CREEK AB (N54 50 W118 39)  
GOLD RIVER BC (N49 49 W126 04)  
GOOSE RIVER AB (N54 44 W116 19)  
GORE'S LANDING ON (N44 07 W78 15)  
GRAND RIVER PE (N46 29 W63 57)  
GRAND VALLEY ON (N43 59 W80 16)  
GRAND VALLEY (MADILL FIELD) ON (N43 52 W80 16)  
GRANDE CACHE AB (N53 55 W118 52)  
GRANT POINT NU (N68 24 W98 39)  
GUN LAKE BC (N50 54 W122 51)

HAGERSVILLE ON (N42 56 W80 07)  
HAGUE/GULIKER FIELD SK (N52 31 W106 22)  
HALIFAX (WINDSOR PARK) NS (Heli) (N44 39 W63 37)  
HAMBURG AB (N57 21 W119 46)  
HANLEY SK (N51 37 W106 27)  
HARTNEY MB (N49 27 W100 31)  
HARTNEY MB (N49 27 W100 33)  
HART RIVER YT (N64 40 W136 50)  
HASKETT MB (N49 00 W97 54)  
HAWKESBURY (WINDOVER FIELD) ON (N45 34 W74 49)  
HENIK LAKE NU (N61 39 W97 22)  
HIDDEN BAY SK (N58 08 W103 47)  
HIGHGATE (SOUTH) ON (N42 28 W81 49)  
HIGH RIVER/HIGHWOOD LIVESTOCK AUCTION AB (N50 39 W113 51)  
HIGH RIVER/KING RANCH AB (N50 36 W114 05)  
HODGEVILLE SK (N50 05 W106 58)

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**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

HORNES GULCH NB (N47 50 W67 54)  
 HORTON RIVER NT (N70 01 W126 57)  
 HOTCHKISS AB (N57 19 W118 55)  
 HOUSE MOUNTAIN AB (N55 02 W115 31)  
 HUNTSVILLE/DEERHURST RESORT ON (N45 21 W79 09)

IMPERIAL SK (N51 21 W105 24)  
 INDIAN RIVER ON (N44 24 W78 08)  
 INUVIK TOWNSITE NT (N68 22 W133 45)  
 ISACHSEN NU (N78 47 W103 33)

JEDNEY BC (N57 13 W122 13)  
 JELLICOE ON (N49 40 W87 35)  
 JOHANSON LAKE BC (N56 36 W126 12)  
 JOHNSON POINT NT (N72 46 W118 30)

KAHNTAH BC (N58 03 W120 55)  
 KAKWA AB (N54 25 W118 59)  
 KASKATTAMA MB (N57 02 W90 06)  
 KAYBOB SOUTH AB (N54 07 W116 37)  
 KEANE TOWER AB (N58 19 W110 17)  
 KEG RIVER AB (N57 44 W117 37)  
 KEG TOWER AB (N57 38 W118 21)  
 KEITH BAY NU (N68 15 W88 09)  
 KELVINGTON (MENNIE FIELD) SK (N52 10 W103 36)  
 KENAKSKANISS ON (N50 08 W89 27)  
 KETZA RIVER YT (N61 51 W132 18)  
 KILLALOE/BONNECHERE ON (N45 40 W77 36)  
 KILOMETER 176 SK (N56 52 W106 09)  
 KIMSQUIT BC (N52 54 W127 05)  
 KINCARDINE (ELLIS FIELD) ON (N44 09 W81 24)  
 KING CHRISTIAN NU (N77 46 W101 02)  
 KLUATANTON BC (N56 50 W128 08)  
 KOMAKUK BEACH YT (N69 36 W140 10)

LAC À LA 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)  
 LAMBTON QC (N45 50 W71 06)

LANGLEY (RUSSELL FARM) BC (Heli) CRF2 (N49 01 W122 40)  
 LA SARRE QC (Heli) (N48 48 W79 15)  
 L'ASSOMPTION QC (N45 49 W73 27)  
 LEFROY ON (N44 18 W79 33)  
 LEMORAY BC (N55 33 W122 28)  
 LENNOXVILLE (AIRVIEW) QC (N45 21 W71 52)  
 LEO CREEK BC (N55 07 W125 37)  
 LETHBRIDGE/ANDERSON (N49 39 W112 46)  
 LEWVAN (FARR AIR) SK (N49 59 W104 07)  
 LIARD CONSTRUCTION YT (N65 05 W138 22)  
 LIARD RIVER BC (N59 31 W126 22)  
 LIEGE/CNRL AB (N57 00 W113 12)  
 LILLOOET (CC HELICOPTERS 2011) BC (Heli) (N50 41 W121 56)  
 LITTLE SALMON YT (N62 11 W134 53)  
 LIVINGSTONE YT (N61 22 W134 22)  
 LODGEPOLE AB (N53 05 W115 18)  
 LONGSTAFF BLUFF NU (N68 56 W75 17)  
 LOUGHEED ISLAND NU (N77 27 W105 05)  
 LUCKNOW AIRPARK ON (N43 58 W81 30)  
 LUMSDEN (METZ) SK (N50 43 W104 58)

**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

LUPIN NU (N65 46 W111 15)  
 LYTTON BC (N50 15 W121 34)

MACFARLAND NB (N47 35 W68 20)  
 MAGUNDY YT (N62 10 W133 59)  
 MAHATTA RIVER BC (N50 27 W127 48)  
 MALLARD YT (N65 49 W140 15)  
 MALLOCH DOME NU (N78 13 W101 03)  
 MARILLA BC (N53 40 W125 46)  
 MARTEN HILLS AB (N55 25 W113 36)  
 MATHESON ISLAND MB (N51 44 W96 56)  
 MATHESON POINT NU (N68 49 W95 17)  
 MATOUSH QC (N51 54 W72 07)  
 MEANDER RIVER AB (N59 00 W117 40)  
 MESILINKA RIVER BC (N56 06 W124 24)  
 MICA CREEK BC (N51 50 W118 38)  
 MIDWAY NT (N67 14 W135 18)  
 MILE 36 QC (N50 35 W66 02)  
 MILE 80 QC (N51 10 W65 43)  
 MILE 102 DEMPSTER HWY YT (N65 07 W138 20)  
 MILE 129 MACKENZIE HWY NT (N62 30 W116 29)  
 MILE 134 QC (N51 52 W65 43)  
 MILE 203 DEMPSTER HIGHWAY YT (N66 07 W137 15)  
 MILK RIVER (MADGE) AB (N49 09 W112 05)  
 MOH CREEK BC (N50 32 W125 04)  
 MONTRÉAL/LAVAL (ÉVASION HÉLICOPTÈRE) QC (Heli) (N45 38 W73 39)  
 MONTRÉAL/MARINA VENISE QC (N45 38 W73 47)  
 MONTRÉAL/MASCOUCHE QC (N45 43 W73 36)  
 MOOSE LAKE MB (N53 42 W100 21)  
 MOOSE VALLEY BC (N56 44 W126 39)  
 MOSQUE BC (N56 29 W127 32)  
 MOSSBANK SK (N49 55 W105 52)  
 MOULD BAY NT (N76 14 W119 19)  
 MOUNTAIN RIVER NT (N65 41 W128 49)  
 MOUNT ALBERT/AQUILA FIELD ON (N44 10 W79 22)  
 MOUNT FLETT NT (N60 40 W123 36)  
 MOUNT NANSEN YT (N62 01 W137 04)  
 MOUNT PLEASANT PE (N46 36 W64 00)  
 MUDDY LAKE BC (N58 12 W132 19)  
 MURDOCHVILLE QC (N48 57 W65 22)  
 MUSKEGSAGAGEN LAKE ON (N51 23 W91 10)

NAICAM SK (N52 25 W104 29)  
 NAMEW LAKE SK (N54 12 W102 03)  
 NANISIVIK NU (N72 59 W84 37)  
 NANOOK MB (N57 08 W91 37)  
 NANTON (GREEN FARMS) AB (N50 23 W113 40)  
 NEW LISKEARD ON (N47 32 W79 37)  
 NICHOLSON PENINSULA NT (N69 57 W128 53)  
 NIMPO LAKE BC (N52 19 W125 14)  
 NIPISI AB (N55 52 W115 10)  
 NOKOMIS SK (N51 30 W104 58)  
 NORDEGG RIVER AB (N52 43 W115 43)  
 NORTH BATTLEFORD/HAMLIN SK (N52 53 W108 17)  
 NORTH MONETVILLE SKYPARK ON (N46 12 W80 19)  
 NORWOOD ON (N44 22 W78 00)  
 NOTIKEWIN AB (N56 51 W118 37)

OBONGA ON (N50 01 W89 19)  
 OLDS/NORTH 40 RANCH AB (N51 54 W114 09)  
 OPINACA QC (N52 13 W76 37)

## A46 GENERAL

**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

ORANGEVILLE/BRUNDLE FIELD ON (N43 53 W80 11)  
 ORISKANY QC (N47 29 W73 39)  
 ORTON/SMITH FIELD ON (N43 47 W80 14)  
 OTTER LAKE SK (N55 35 W104 47)  
 OTTER LAKES AB (N56 42 W115 56)

PANNY AB (N57 12 W114 40)  
 PALMERSTON ON (N43 51 W80 47)  
 PARADISE HILL SK (N53 32 W109 26)  
 PARADISE RIVER NL (N53 25 W57 14)  
 PARRSBORO NS (N45 25 W64 20)  
 PARSON BC (N51 05 W116 38)  
 PAULSON MB (N51 08 W99 52)  
 PEACE RIVER/THREE CREEKS AB (N56 25 W116 53)  
 PEARCE AB (N49 51 W113 15)  
 PEARCE POINT NT (N69 48 W122 40)  
 PEGGO DEVON CANADA BC (N59 19 W120 16)  
 PELLY LAKE NU (N66 04 W101 05)  
 PENNFIELD RIDGE NB (N45 08 W66 41)  
 PERRAULT FALLS ON (N50 22 W93 07)  
 PETREL MB (N49 58 W99 21)  
 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 ELGIN (PRYDE FIELD) ON (N44 28 W81 23)  
 PORT ELIZA BC (N49 53 W127 09)  
 PORT RADIUM NT (N66 06 W117 56)  
 POTTAGEVILLE ON (N44 00 W79 38)  
 PRIDDIS/KENCOR AB (N50 55 W114 16)  
 PRINCE GEORGE (NORTH CARIBOO AIR PARK) BC (N54 00 W123 01)  
 PRINCESS AB (N50 41 W111 32)  
 PROPHET RIVER BC (N57 58 W122 47)  
 PROSPECT LAKE ON (N50 35 W94 16)  
 PURTUNIQ QC (N61 49 W73 57)

QUATAM RIVER BC (N50 23 W124 56)  
 QUÉBEC/BEAUPORT (HQ) QC (Heli) (N46 53 W71 12)  
 QUESNEL (G.R. BAKER MEM HOSP) BC (Heli) (N52 59 W122 30)  
 QUILCHENA BC (N50 10 W120 30)

RAM FALLS AB (N52 05 W115 51)  
 RASPBERRY BC (N56 03 W124 13)  
 REA POINT NU (N75 22 W105 43)  
 REDVERS SK (N49 35 W101 41)  
 RENOUS NB (N46 57 W66 34)  
 RÉSERVOIR GOUIN (POURVOIRIE OASIS) QC (N48 28 W74 40)  
 RICHARDSON AB (N57 53 W111 01)  
 RISKE CREEK BC (N51 58 W122 31)  
 RIVERS MB (N50 01 W100 19)  
 RIVERS INLET BC (N51 41 W127 15)  
 RIVIÈRE OUELLE QC (N47 27 W69 59)  
 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)

**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

ST. ALDWYN SK (N50 23 W107 46)  
ST. ANTHONY NL (N51 29 W55 49)  
ST. FRANCIS AB (N53 16 W114 27)  
ST. LEONARD (CYR) NB (N47 11 W67 54)  
ST. LINA AB (N54 18 W111 30)  
ST-QUENTIN NB (N47 31 W67 25)  
ST-SIMON-DE-BAGOT QC (N45 41 W72 50)  
STE-AGNÈS-DE-DUNDEE QC (N45 03 W74 21)  
STE-CROIX QC (N46 38 W71 48)  
STE-JULIENNE QC (N45 56 W73 43)  
STE-LUCIE-DE-BEAUREGARD QC (N46 44 W70 02)  
SAGLEK NL (N58 28 W62 39)  
SALMO BC (49 10 W117 16)  
SALTSPRING ISLAND BC (N48 46 W123 28)  
SARCPA LAKE NU (N68 33 W83 20)  
SAULTEAUX AB (N54 55 W114 47)  
SAWMILL BAY NT (N65 44 W118 55)  
SCAR CREEK BC (N51 11 W125 02)  
SCUM LAKE BC (N51 48 W123 35)  
SELKIRK/KINDY AIRSTRIP ON (N42 51 W79 53)  
SENNETERRE QC (N48 20 W77 11)  
SHEKILIE AB (N59 15 W119 20)  
SHELL 13 AB (N57 16 W111 29)  
SHEPHERD BAY NU (N68 48 W93 25)  
SHERARD BAY NU (N76 05 W108 30)  
SHERMAN MEADOWS AB (N54 17 W119 50)  
SHILO MB (Heli) (N49 48 W99 38)  
SHILO (FLEWIN FIELD) MB (Heli) (N49 47 W99 38)  
SHINGLE POINT YT (N68 56 W137 14)  
SHUSWAP (SKWLAX FIELD) BC (N50 53 W119 35)  
SIKANNI CHIEF BC (N57 05 W122 36)  
SIMCOE ON (N42 51 W80 17)  
SIMPSON LAKE NU (N68 35 W91 57)  
SIOUX LOOKOUT ON (Heli) (N50 04 W91 55)  
SIOUX NARROWS ON (N49 23 W94 00)  
SKOCDOPOLE FARMS AB (N51 45 W113 53)  
SMEATON SK (N53 29 W104 48)  
SMITH RIVER BC (N59 54 W126 26)  
SMOKY CITY AB (N54 45 W118 35)  
SMOKY TOWER AB (N54 24 W118 17)  
SNAG YT (N62 22 W140 24)  
SOREL-TRACY/AIR NATURE INC QC (Heli) (N46 02 W73 07)  
SPIRITWOOD SK (N53 22 W107 33)  
SQUANGA LAKE YT (N60 29 W133 27)  
SQUAW RAPIDS SK (N53 41 W103 21)  
ST.JOSEPH ISLAND ON (N46 17 W83 57)  
STANHOPE QC (N45 01 W71 47)  
STAVE LAKE BC (N49 28 W122 14)  
STEEN TOWER AB (N59 38 W117 47)  
STEEPER AB (N53 08 W117 07)  
STEWART LAKE NT (N64 20 W125 23)  
STOBART CREEK BC (N51 28 W122 50)  
STOKES POINT YT (N69 20 W138 45)  
STONE POINT (TREPANIER) ON (N42 17 W82 36)  
STRAFFORDVILLE ON (N42 44 W80 49)  
STRANDBERG CREEK BC (N56 01 W124 14)  
STRATFORD ON (N43 19 W81 02)  
STRATHMORE (DUKE) AB (N51 01 W113 38)  
STRATHMORE/McCLAIN FARM AB (N51 03 W113 30)  
STURDEE SK (N51 12 W102 22)  
STURDEE VALLEY BC (N57 12 W127 05)

## A48 GENERAL

**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

STURGEON FALLS ON (N46 21 W79 58)  
 STURGEON LANDING SK (N54 17 W101 49)  
 STURT POINT NU (N68 48 W103 20)

TABU NB (N47 20 W65 26)  
 TAKLA NARROWS BC (N55 10 W125 42)  
 TALBOT LAKE AB (N57 20 W115 36)  
 TATLA LAKE BC (N51 55 W124 36)  
 TERRACE BAY ON (N48 49 W87 06)  
 TETACHUCK LAKE BC (N53 16 W126 04)  
 THESSALON MUNI ON (N46 19 W83 32)  
 THOR LAKE NT (N62 06 W112 38)  
 THUNDER LAKE AB (N52 50 W116 43)  
 THUNDER RIVER NT (N67 28 W130 51)  
 THURSTON LAKE AB (N59 57 W118 05)  
 TINTINA (CONWEST) YT (N61 05 W131 13)  
 TORONTO/CARDINAL COURIERS ON (Heli) (N43 38 W79 40)  
 TRINITY BAY QC (N49 24 W67 19)  
 TROUT BROOK NB (N46 28 W65 28)  
 TROUT MOUNTAIN AB (N56 48 W114 25)  
 TSACHA LAKE BC (N53 01 W124 50)  
 TUKTOYAKTUK (IMPERIAL) NT (N69 26 W132 57)  
 TUNUNUK NT (N69 00 W134 40)  
 TURNER VALLEY BAR N RANCH AB (N50 39 W114 21)  
 TWIN LAKES BC (N51 34 W123 49)

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/BURNABY (GLOBAL BC) BC (Heli) (N49 15 W122 56)  
 VANCOUVER/DELTA(NORTH) BC (Heli) (N49 07 W123 03)  
 VANKLEEK HILL ON (N45 27 W74 41)  
 VANSKOY SK (N52 01 W107 02)  
 VIKING HEALTH CENTRE AB (Heli) (N53 06 W111 46)  
 VIRDEN (WEST) MB (N49 53 W101 04)  
 VULCAN (McDONALD'S FARM) AB (N50 15 W113 22)

WACO/MILE 100 QC (N51 23 W65 38)  
 WADLIN TOWER AB (N57 46 W115 27)  
 WAINWRIGHT (HEALTH CENTRE) AB (Heli) (N52 51 W110 52)  
 WARREN/WOODLANDS MB (N50 10 W97 35)  
 WATERVILLE/KINGS CO MUNI NS (N45 03 W64 39)  
 WAWOTA SK (N49 54 W102 02)  
 WEBBWOOD ON (N46 19 W81 53)  
 WERENKO ON (N48 48 W93 04)  
 WEST BAFFIN ISLAND NU (N68 37 W73 15)  
 WEST POPLAR SK (N49 00 W106 23)  
 WHITE CITY (RADOMSKY) SK (N50 26 W104 18)  
 WILDHAY AB (N53 52 W117 33)  
 WILKIE SK (N52 24 W108 43)  
 WILLIAMS HARBOUR NL (N52 34 W55 47)  
 WILLOW BUNCH SK (N49 24 W105 40)  
 WILLOW CREEK SK (N49 00 W109 44)  
 WINCHESTER ON (N45 03 W75 18)  
 WINISK ON (N55 13 W85 07)  
 WOLF LAKE AB (N53 13 W116 05)  
 WORSLEY AB (N56 31 W119 05)

YARBO SK (N50 43 W101 56)  
 YATES TOWER AB (N59 54 W116 21)



**LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)**

YOUNGSTOWN (E.C. AIR) AB (N51 32 W111 08)

ZAMA AB (N59 09 W118 42)

## A50 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.



## A52 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 · – – –	Juliect	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

## A54 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)	
Spot elevation (In feet)	
Spot elevation (based on unreliable data)	
Mountain pass	

#### MISCELLANEOUS

Tunnel	
Lookout tower	
Building (unless otherwise labelled)	
Chimney, silo, water tank etc. (label)	
Wells other than water (label)	
Mine	
Racetrack	
Pipeline (underground labelled)	
Power transmission line	
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.	

A56 GENERAL

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

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

### AERODROME SURFACES

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

### LIGHTS

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

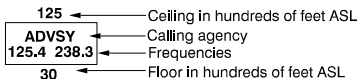
### APPROACH LIGHTING

Refer to Section A Lighting

### RADIO AIDS

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

### COMMUNICATIONS-CLASS "C" AIRSPACE



### AIRSPACE

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

### AIRSPACE (Cont'd)

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

### MISCELLANEOUS

- Unidirectional arrestor cable
  - Bidirectional arrestor cable
  - Arresting barrier
  - Cliff or depression
  - Transmission line
  - Cable span
  - Trees
  - Fence
  - Noise Sensitive Area
  - Built-up areas
  - Cemetery
  - Instrument Approach Waypoint
  - VFR call-up point prior to entry of the specified class of airspace.
  - VFR checkpoint prior to CZ entry, within a CZ, or prior to entry of special use airspace.
- NOTE: When cleared to orbit the aircraft should remain within 2NM of the Call-up/Checkpoint in the direction of the arrow. It is recommended that all turns be made to the left.
- Heliport (Where FATO & TLOF are embedded or coincidental)
  - Hospital heliport (Where FATO & TLOF are embedded or coincidental)
  - FATO (Where TLOF is not coincidental)
  - Heliport parking pad
  - Soaring
  - Hang gliding
  - Ultra-light aircraft operations
  - Training
  - Parachuting
  - Land Aerodrome
  - Water Aerodrome
  - Aerodrome Status Unknown
  - Abandoned Aerodrome



## VFR TERMINAL PROCEDURES CHART (VTPC)

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

### AERODROME SKETCH

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

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

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

### OBSTACLE CLEARANCE CIRCLE (OCC)

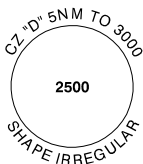
The obstacle clearance circle is a guide for pilots operating VFR within close proximity to aerodromes and should not be construed as providing minimum descent altitudes.

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

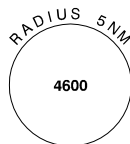
The Control Zone radius is indicated on the upper outer circumference of the circle along with the class of airspace (see Planning Section) that the Control Zone has been designated. The altitude ASL that the zone extends up to will also be shown. Should the zone depart from the standard cylindrical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

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

The obstacle clearance circle is not applicable to heliports.



ALL HEIGHTS ASL



**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.,

<b>HELI DATA</b>	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.,

<b>COMM</b> <b>MF</b>	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.,

<b>PRO</b>	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.,

<b>PRO</b> <b>HELI</b>	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.,

<b>PRO</b> <b>NOISE</b>	Noise Operating Criteria (CAR 602.105) Noise Restricted Runway (CAR 602.106)
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## AERODROMES AND FACILITIES LEGEND - ANNOTATIONS & CODES (Cont'd)

### LOCATION

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

**MONTRÉAL / ST-HUBERT QC**      **CYHU**

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

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

### REFERENCE (REF)

*Aerodrome Geometric Centre Coordinates*      *Location from community*      *MAG VAR 2003 unless otherwise indicated*      *Aeronautical charts on which the aerodrome and/or its Nav Aid are or will be depicted.*

**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.*

**LO1 LO9 T1 CAP RCAP OC**

*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.*      *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.*

## A60 GENERAL

## TIME ZONE FACTOR

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

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

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

(a) Newfoundland	-3 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)

<b>COMM</b>	<b>TWR</b> 120.1 (V) 1130-0330Z‡
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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*

<b>OPR</b>	TC (DND) 123-456-7890 Cert Ldg fees NVG Compliant PPR
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## 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 conditions included in their certificate may be published as 'NVG Compliant' and may be utilized by helicopters operating approved NVG systems.

## Registered (Reg)

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

## Military (Mil)

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

**AERODROME STATUS (Cont'd)**

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

National Defence Headquarters  
 Directorate Aerospace Equipment Program Management  
 Radar and Communication System  
 101 Colonel By Drive  
 Ottawa ON  
 K1A 0K2

**NOTES:**

Prior Permission Required (PPR)

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

Prior Notice Required (PN)

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

Landing Fees

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

**PUBLIC FACILITIES (PF)**

<b>PF</b>	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 Accommodation (rental).
- 6 Car rental.
- 7 Public Wi-Fi.
- 8 Public Internet Access.

**CUSTOMS (CUST)**

<b>CUST</b>	AOE/24 888-226-7277 excess of 15 pax PN 14-21Z Mon-Fri
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**CUSTOMS DESIGNATORS**

AOE refers to Airport of Entry, and designates all aerodromes where customs and immigration services are available from the Canada Border Services Agency (CBSA).

Aerodromes with capacity limitations are indicated by a number preceded by a forward slash, e.g., AOE/44. Where an aerodrome is indicated to be limited to a capacity of 15, it refers to an authorized CBSA Airport of Entry and exit for general aviation air traffic only, e.g., privately operated or small charter aircraft carrying no more than 15 passengers and crew and their baggage.

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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/](http://www.cbp.gov/)

The publication "U.S. Customs and Border Protection Guide for private flyers" outlines special arrangements and restrictions applicable to American airports. This publication is available online at the following address [www.cbp.gov/xp/cgov/travel/pleasure\\_boats/private\\_flyers/](http://www.cbp.gov/xp/cgov/travel/pleasure_boats/private_flyers/)

## FLIGHT PLANNING (FLT PLN)

	<i>Bilingual services at this facility</i>	<i>Hrs of ops, when less than H24,</i>
	<i>All services bilingual</i>	
<b>FLT PLN</b>	(bil) NOTAM FILE CYHZ	
<b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
<b>ACC</b>	IFR Flt Plns 123-456-7890	
<b>MIL</b>	123-456-7890 CSN 765-4321	
<b>CARS</b>	123-456-7890 ltd hrs (see COMM)	
<b>WX</b>	METAR H24. TAF H24, issue times: 05, 11, 17, 23Z. 123-456-7890.	
<b>DUAT</b>	CSN 123-4567 full svc 10-24Z; ltd svc 00-10Z (see COMM) Sky High Flying Club	

## NOTAM:

The term "(bil)" preceding the term "NOTAM FILE" indicates that all services listed below are offered bilingually. When bilingual services are limited, the term "(bil)" will precede the appropriate service.

The term "NOTAM FILE" followed by 4 letters indicates the 4-letter location indicator under which NOTAMJ (Aircraft Movement Surface Condition Reports (AMSCR) NOTAM) may be obtained by query/response using the Aeronautical Fixed Telecommunication Network (AFTN). For more information on how to obtain NOTAM, NOTAM Regions and dissemination categories, consult AIP Canada (ICAO).

## FLIGHT INFORMATION CENTRE (FIC):

Flight Information Centres provide pre-flight and flight information services en-route (FISE). The services include the provision of, or consultation on, pilot weather briefings, meteorological information, aeronautical information, aeronautical broadcasts, flight planning and VFR alerting, flight regularity message service, and other associated information services.

For access to services provided by the FICs, the following telephone numbers are available toll-free within Canada only:

1-866-WXBRIEF (1-866-992-7433). Calls to this number are routed to the FIC that serves the area from where the call originates.

1-866-GOMÉTÉO (1-866-466-3836). All calls to this number are routed to Québec FIC. This number is intended for the provision of bilingual services.

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**FLIGHT INFORMATION CENTRE (FIC): (Cont'd)**

Due to limitations of some telecommunication service providers, cellular and satellite telephone calls may not be connected to 1-866-WXBRIEF/GOMÉTÉO. Should this occur, the following list of unique toll free numbers provides direct toll-free access (from within Canada and the continental United States) to the FICs. If callers are unable to reach the FIC using these toll-free numbers, we have also included in this list the long distance toll numbers that will send the caller directly to the same queue as if they called 1-866-WXBRIEF or 1-866-GOMÉTÉO.

Kamloops FIC:	1-866-541-4101 or 250-376-8392
Edmonton FIC:	1-866-541-4102 or 780-890-8386
Winnipeg FIC:	1-866-541-4103 or 204-983-8407
London FIC:	1-866-541-4104 or 519-452-4040
Quebec FIC (bilingual service):	1-866-541-4105 or 418-871-8678

**AREA CONTROL CENTRE (ACC):**

At specified locations the ACC provides weather information (hourly and special reports only) and NOTAM, and also accepts flight plans. Collect calls will be accepted from locations not having air traffic services communications facilities. At other locations, the ACC accepts the filing of flight plans directly by Fax, and this is indicated by the following note: "flt pln by Fax 123-456-7890".

**MILITARY (MIL):**

Military flight planning facility; normally restricted to military use only. Canadian NOTAM information is available on the DWAN at <http://met.forces.gc.ca>, and online at <http://www.flightplanning.navcanada.ca>. International NOTAMs are available on the DWAN and online at <http://www.notams.jcs.mil> and <http://www.notams.faa.gov>.

**COMMUNITY AERODROME RADIO STATION (CARS):**

Ground stations using the call sign "AIRPORT RADIO" are usually operated by Community Aerodrome Radio Stations (CARS). Airport Radio (APRT RDO) service is provided by Observer/Communicators (O/Cs) who are certified to conduct aviation weather observations and radio communications to facilitate aircraft departures and arrivals (O/Cs are authorized to provide an altimeter setting for an instrument approach) at uncontrolled aerodromes (see TC AIM RAC).

The frequencies used by APRT RDO/CARS and the hours of operation (if less than H24) are listed under **COMM**, e.g., **APRT RDO I 122.1 (V) 13-21Z± Mon & Wed-Fri, 16-24Z± Tue, exc federal observed hols.**

**WEATHER (WX):**

For civil aviation purposes, NAV CANADA is responsible for the dissemination of weather information, observations and forecasts to meet the needs of a safe and efficient air navigation system.

The pilot briefing service is available by telephone.

Online weather is available from the NAV CANADA web site at:  
<http://www.flightplanning.navcanada.ca>.

For military aviation purposes, the Canadian Forces Weather and Oceanographic Service has the same responsibilities. Military weather services are normally restricted to military use only. Military weather services are available on the DWAN at <http://met.forces.gc.ca>. Military air crew briefing services are available through a toll free telephone number at 1-800-WXMETEO (equates to 1-800-996-3836), CSN 432-2613, or regular phone number at (506) 422-2613

Observed weather information, observations and forecasts originating from any non-NAV CANADA or non-military weather service are considered to be provided by a private meteorological service provider.

**WEATHER SERVICES - OBSERVATIONS**

Surface Weather Observations in METAR format, made by human observers or by an Automated Weather Observation System (AWOS), are taken within 1.6 nautical miles of the aerodrome centre.

The AWOS is a vigilant and precise weather observation system. Sky condition, cloud amount, visibility and precipitation are determined from a sampling of a small volume of air at and above the AWOS. As a result the weather must occur in the sampling area to be 'seen' and reported by the system. It may take 15 minutes or more for the weather to actually cross the sensor before it is



detected and the algorithms can begin processing the data. This factor and the location of the AWOS itself, can on occasion contribute to the reported weather observation differing from the current weather in the vicinity of the aerodrome.

If a meteorological station location indicator differs from an aerodrome/heliport location indicator or the station is more than 1.6 NM from an aerodrome/heliport, and the services provided are used for air navigation purposes, the distance, direction and/or location indicator of the meteorological station will be provided.

**WX** METAR H24 (CWA)

**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":

<b>METAR</b>	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.
<b>METAR AUTO</b>	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.
<b>LWIS</b>	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).
<b>AUTO</b>	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.
<b>ALTIMETER</b>	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.
<b>WIND</b>	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.
<b>WxCam</b>	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.
<b>Webcam</b>	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).

## A66 GENERAL

## HOURS OF OPERATION

The hours of coverage for METAR, METAR AUTO, AUTO, LWIS, ALTIMETER and/or WIND are given (e.g. METAR 09-21Z). At sites where coverage is 24 hours, the coverage is listed as H24 (e.g. METAR H24, METAR AUTO H24). At sites where there is a combination of weather programs, the coverage will be listed as METAR xx-xxZ O/T METAR AUTO or LWIS (e.g. METAR 12-20Z O/T LWIS). Sites providing unspecified limited hours of coverage will be listed as ltd hrs (e.g. ALTIMETER ltd hrs). Contact the Aerodrome Operator (OPR) for further information on the specifics of the hours of operation.

**\*NOTE:**

NAV CANADA's Automated weather system network (NC AWOS and NC LWIS) features include:

- **Thunderstorm Reporting** (NC AWOS) at sites within the domain of the Canadian Lightning Detection Network (CLDN). Thunderstorm activity, based on the proximity of the lightning strike(s) to the site, is to be reported as:
  - TS - Thunderstorm (at site), if lightning detected at 6sm or less;
  - VCTS - Thunderstorm in Vicinity, if lightning detected from > 6-10sm; and
  - LTNG DIST (direction) if lightning detected from >10 - 30sm, Lightning Distant with octant compass cardinal direction shall be reported in "Remarks" e.g. LTNG DIST NE, S, SW
  - LTNG DIST ALL QUADS - Lightning Distant All Quadrants will be reported in "Remarks" if lightning is detected in four or more octants.
- **Ice-Resistant Anemometer** (NC AWOS and NC LWIS) - Ice-resistant technology essentially eliminates anemometer performance degradation due to freezing precipitation, freezing fog or snow contamination.
- **Density Altitude reporting capability** (NC AWOS and NC LWIS) - Density altitude at the site is reported in hundreds of feet in the "Remarks" section of the observation if it is above aerodrome elevation.
- **Laser Ceilometer** (NC AWOS) - NC AWOS is capable of reporting cloud bases up to 25,000 ft.
- **Improved "Obstructions to Vision" reporting capability** (NC AWOS) - NC AWOS is capable of reporting Haze (HZ); Mist (BR); Fog (FG); Freezing Fog (FZFG); and Blowing Snow (BLSN).
- **Voice Generator Sub-System** (VGSS) - VHF transmission of weather report to pilots.
- **Runway Visual Range (RVR) reporting** (NC AWOS) at sites where RVR sensors are installed.
- **Remote Maintenance capability** (NC AWOS and LWIS) enables the remote monitoring, resetting, and upgrading of systems.
- **Updated weather algorithms** reduce the number of 'nuisance' SPECI reports (NC AWOS).
- **Digital aviation weather cameras (WxCam)** are installed at many NC AWOS, NC LWIS sites, and at stand-alone locations.

Sites in the Canada Flight Supplement (CFS) where aviation weather cameras are installed will have this service identified by using the term **"WxCam"** under the **"FLT PLN - WX"** section of the listing.

All METAR, SPECI and WxCam images are available on the NAV CANADA Aviation Weather Web Site (AWWS) at [www.flightplanning.navcanada.ca](http://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)

<b>FLT PLN</b>	
<b>FIC</b>	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
<b>WX</b>	METAR dur FSS hrs of ops O/T METAR AUTO 123-456-7123 (see COMM). TAF 16-10Z, issue times: 16, 22, 04Z.
<b>COMM</b>	
<b>AWOS</b>	124.7

## FLT PLN/COMM Weather Example (Military)

<b>FLT PLN</b>	
<b>MIL</b>	123-456-7890 CSN 654-3890
<b>WX</b>	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
<b>COMM</b>	
<b>PMSV</b>	344.6 ltd svc 22-08Z†

## FLT PLN/COMM Weather Example (Private)

<b>FLT PLN</b>	
<b>FIC</b>	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
<b>WX</b>	ALTIMETER/WIND ltd hrs (see COMM)
<b>COMM</b>	
<b>ATF</b>	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.,

<b>DUAT</b>	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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<b>SERVICES</b>	Call out chg may be levied for one or more services.
<b>FUEL</b>	80, 100LL, F-44, JB (FSII avbl), HPR
<b>OIL</b>	65, 80, 100
<b>S</b>	2 12-03Z± Mon-Fri, 1100-0230Z± Sat & Sun, 4,5
<b>ARFF</b>	DESIGNATED CAT 6 (CAT 7 1 hr PN) 1100-0500Z±, O/T 519-452-4000 call out chg.
<b>SUP FL</b>	D & A ice, LHOX, LOX
<b>JASU</b>	Elect start 10/15 (MIL-CE 13, 14, 16, CA 1,2,3)
<b>MIL ADV</b>	Wing Ops 308.8 1300-2130Z Mon-Fri
<b>PVT ADV</b>	Innotech 122.95 123-456-7890 10-04Z±
<b>MIL CON</b>	B & W Aviation 705-779-3962 1030-0200Z± Mon-Fri, O/T call out fee

**FUEL:**

CODE	GRADE/DESCRIPTION	SPEC
	aviation gasoline	
80	AVGAS 80 Red	CAN/CGSB -3.25
100LL	AVGAS 100LL Blue (a)	CAN/CGSB -3.25
	turbine fuel – kerosene type	
JA	Turbine Fuel–Kerosene Type JET A – (No FSII)	CAN/CGSB -3.23 ASTM D 1655 (b)
	Freeze Point Minus 40°C	
JA-1	Turbine Fuel–Kerosene Type – ASTM – JET A-1 (No FSII) NATO F-35-Freeze Point Minus 47°C	CAN/CGSB -3.23
F-34	Turbine Fuel – Kerosene Type – Contains FSII – U.S. Military Designation JP-8	CAN/CGSB -3.24 (c)
F-37	Turbine Fuel - Kerosene Type - Contains FSII, +100(e) - U.S. Military Designation JP-8+100	
F-44	Turbine Fuel – High Flash Kerosene Type Contains FSII U.S. Military Designation JP-5	CAN/CGSB -3.24
	turbine fuel – wide cut type	
JB	Turbine Fuel – Wide cut JET B (No FSII) Freeze Point Minus 51°C	CAN/CGSB -3.22 (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.

## A70 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>
<b>ARFF</b>	DESIGNATED CAT 6 (CAT 7	1 hr PN)	1100-0500Z†,
O/T 519-452-4000 call out chg. Discrete emerg freq 122.675			
NOTES			

**Participating and Designated airport or aerodrome.**

At a land aerodrome or airport, in order to assist air operators subject to CARs 602.96 (6), the term "DESIGNATED" or "PARTICIPATING" precedes the Critical Category inside the ARFF annotation.

**ARFF Critical Category**

The operator of an airport or aerodrome providing the aircraft rescue and fire-fighting services publishes a number which corresponds to the critical category for fire-fighting available to respond to an aircraft emergency at the airport or aerodrome. This number is found inside the ARFF annotation.

**ARFF Hours of Operation**

## Airports and aerodromes

The aerodromes or airports providing ARFF publish in this document the hours during which an aircraft rescue and fire-fighting service is operated under the ARFF annotation. The absence of published hours following an ARFF Critical Category number denotes a 24 hour service.

**ARFF Discrete Communication**

The capability to communicate on a discrete frequency is normally available at airports that provide Aircraft Rescue and Fire-Fighting (ARFF) services, contact ATS.

**ARFF Extinguishing Agent and Vehicle Requirements**

The following table identifies the critical category for aircraft rescue and fire-fighting as it relates to the aircraft size, the quantities of water and complementary extinguishing agents, the minimum number of aircraft rescue and fire-fighting vehicles and the total discharge capacity. For ease of interpretation, the table is a combination of the two tables found in CAR 303.

Acft Category	Acft Overall Length	Maximum Fuselage Width	Quantity of water (in litres)	Quantity of Complementary agents (in kilograms)	Minimum Number of ARFF Vehicles	Total Discharge Capacity (in litres per minute)
1	less than 9 m	2 m	230	45	1	230
2	at least 9 m but less than 12 m	2 m	670	90	1	550
3	at least 12 m but less than 18 m	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.

## A72 GENERAL

## JET AIRCRAFT STARTING UNITS (JASU) CANADA

## CIVIL JASU

## ELECTRICAL STARTING UNITS

10/15 1000/1500 amps

## AIR STARTING UNITS

120/350 120 lbs/min at 350 psi

## DND JASU

## ELECTRICAL STARTING UNITS

FLIP code	output or description
CE 1	AC 115/200V 37.5 KVA 400 Hz 3 phase
CE 2	AC 120/208V 10 KW 400 Hz 3 phase
CE 3	AC 120/208V 15 KW 400 Hz 3 phase
CE 4	AC 120/208V 18 KVA 400 Hz 3 phase
CE 5	AC 120/208V 10 KVA 400 Hz 3 phase
CE 6	AC 120/208V 15 KVA 400 Hz 3 phase
CE 7	AC 115V 5 KVA 400 Hz 1 phase
CE 8	AC 115/200V 40 KVA 400 Hz 3 phase
CE 9	AC 120/208V 37.5 KVA 400 Hz 3 phase
CE 10	AC 115/200V 20 KVA 400 Hz 3 phase
CE 11	AC 120/208V 8.8 KVA 400 Hz 3 phase
CE12	AC 115/200V 140 KVA 400 Hz 3 phase
CE13	AC 115/200V 60 KVA 400 Hz 3 phase
CE 14	AC/DC 115/208V 60 KVA 400 Hz 3 phase 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)

NCPP-105/RCPT 180 lbs/min. 75 psi or 120 lbs/min. 45 psi 700 amp, 28V DC.  
120/208V, 400 Hz AC, 30 KVA

## STARTER PROBES

Starter probes for A4 and F8 acft are available at most, but not all USN/USMC jet air stations. Probe availability is indicated on JASU line, e.g., (A4, F8 probes), (A4 probe). Absence of indicates non-availability.

## MILITARY ADVISORY (MIL ADV)

## PRIVATE ADVISORY (PVT ADV)

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

For land aerodromes, the **RWY DATA** sub-heading will always be shown; the **HELI DATA** sub-heading may also be shown if applicable. For aerodromes which are exclusively heliports, only the sub-heading **HELI DATA** will be shown.

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

In Southern and Northern Domestic Airspace runways are identified by two-digit runway number designators followed by "L" "R" or "C" if required. Runways are listed in pairs and by decreasing order of runway length.

	See (a)	See (b)	
<b>RWY DATA</b>	Rwy 16(158°)/34(338°) 5000x200 asphalt/snow Thld 16 displ 2000' night.		
	Rwy 16(163°T)/34(343°T) 3500x100 gravel		
	RESA: 06L/24R 787'; 10/28 787'; 24L 787'; 06R 295'	← See (c)	
	RAG: RWY 08/26 AAE 340 - A3 - 1500 B (2000)	← See (d)	
	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 600 AGN IV		← See (f)
	Twy B AGN IIIA		
	Twy W rstd to 12,500 lbs or less		
	Apron area north side of T-1 proh to B747. Prkg fees		← See (g)
	Opr 02-20Z CRFI, PLR/PCN Call out chgs		
	See (l)	See (k)	See (j)
			See (i)
			See (h)
<b>RWY CERT</b>			
<b>TWY CERT</b>			
<b>TWY</b>			
<b>APRON</b>			
<b>RCR</b>			

- 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 (RVR 2600(½ sm) down to and including RVR 1200(¼ sm) do not necessarily require special pilot procedures and may not have special procedures published.

This information only indicates the level of service the aerodrome provides in regards to runway and taxi operations in reduced or low visibility conditions. In order to operate below RVR 2600(1/2sm) pilots and Air Operators must ensure they meet all other applicable regulatory requirements, including landing minima, take-off minima, published departure and noise abatement procedures.

Military aircraft operations are governed by military flying orders. Civil pilots and civil Aerodrome Operators should therefore be aware that, in reduced/low visibility conditions, military aircraft may be operating below the published level of service when civil aircraft operations may actually be prohibited in such conditions. The preceding applies equally to military as well as civil aerodromes.

An entry of "AGN IV" indicates that the runway is certified as meeting requirements with respect to the obstacle free environment to support the airborne and ground operation of aircraft having wingspans less than 52.12m (171 feet).

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

Runway Obstacle Free Environment	
Wing Span	Aircraft Group Number
Less than 14.94 m (49')	I (for approach speed CAT C or D use AGN IIIB)
14.94 m up to but not including 24.10 m (79')	II (for approach speed CAT C or D use AGN IIIB)
24.10 m up to but not including 36.00 m (118')	IIIA (for approach speed CAT C or D use AGN IIIB)
24.10 m up to but not including 36.00 m (118')	IIIB (includes groups I - IIIA with C & D approach speeds)
36.00 m up to but not including 52.12 m (171')	IV
52.12 m up to but not including 65.23 m (214')	V
65.23 m up to but not including 79.86 m (262')	VI

Category	A or COPTER	B	C	D	E
Speeds	up to 90 kt	91 to 120 kt	121 to 140 kt	141 to 165 kt	above 165 kt

The AGN will only be published for those taxiways having a lower AGN than of the runway with the highest certification level.

See the following table for Taxiway AGN.

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

- (f) An Aircraft Group Number is used to communicate the maximum aircraft wingspan and approach speed category for the part of a certified aerodrome (airport) that is assessed.
- (g) Where "Prkg fees" is listed, the aerodrome operator charges a fee to all users who park at the aerodrome. The exact fee can be established by contacting the operator.

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- (h) Where "Call out chgs" is listed, the aerodrome operator charges a fee to all users who make use of one or more services at the aerodrome. The exact fee can be established by contacting the operator.
- (i) For civil aerodromes, indicates PLR and/or PCN information is available from the operator. ACN/PCN for military aerodromes; actual PCN values and/or Mil Rwy Bearing Capacity Codes may be listed. Where PLR/PCN (or ACN/PCN) is not indicated, it means that the aerodrome surfaces have not been assessed. If an aircraft weight restriction is desirable in these cases, a statement restricting runways to aircrafts of certain weights may be listed, e.g., Rwy 28 restricted to aircrafts of a GTOW of under 7000 lbs.
- (j) Canadian Runway Friction Index availability (see table).
- (k) Agency and telephone number if different from operator.
- (l) Runway Condition Report. The organization that is capable of providing the condition of the runway.

## HELI DATA

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, followed by Safety Area dimensions and surface type.

Example:

HELI DATA	FATO 85' dia CONC TLOF 30' dia CONC Safety Area 144' x 100' GRVL
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2. FATO/TLOF (where FATO and TLOF are coincidental [same size]): FATO/TLOF dimensions and surface type, Safety Area dimensions and surface type.

Example:

HELI DATA	FATO/TLOF 60' x 60' ASPH Safety Area 74' x 74' GRVL
-----------	---

3. FATO where TLOF is not coincidental: FATO dimensions and surface type, Safety Area dimensions and surface type.

Example:

HELI DATA	FATO 85' dia CONC Safety Area 144' x 100' GRVL
-----------	--

The above dimensions will 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' GRVL 20,500 lbs Max heli overall length 57' Parking Pad 1: 30' dia ASPH 11,400 lbs Parking Pad 2: 40' dia METAL 20,500 lbs Parking Pad 3: 40' dia GRASS 11,400 lbs
-----------	--

## CANADIAN ARRESTING SYSTEMS

The following list identifies current operational arresting systems in use by the Canadian DND.

- (a) CABLE

- |     |                  |                       |
|-----|------------------|-----------------------|
| (i) | Bi-Directional   |                       |
|     | BAK-12           | Rotary Friction Brake |
|     | AAE 44B-3H       | Water Twister         |
|     | *AAE 340-A3-1000 | Water Squeezer        |
|     | *AAE 340-A3-1500 | Water Squeezer        |
|     | BLISS 500S       | Rotary Friction Brake |

\*Systems are identical except for runouts which are 1000' and 1500' respectively.

- |      |                 |            |
|------|-----------------|------------|
| (ii) | Uni-Directional |            |
|      | E-5             | Chain Type |

(b) BARRIER

- (i) Bi-Directional

NIL

- (ii) Uni-Directional

MA-1A

Webb barrier between stanchions attached to a chain energy absorber. Designed primarily for main strut engagement but tests reveal successful hook back-up capability.

(c) BARRIER/CABLE

Combination BARRIER/CABLE arresting systems are not available in Canada.

#### FOREIGN ARRESTING SYSTEMS

**Caution:** Canadian evaluation of the systems listed below has not been verified. Where a foreign arresting system is shown as having a Canadian equivalent this information is offered as a guide only and does not indicate that either system meets the technical specifications of the other. The comparison is based on best available data at time of publication but is not to be construed as clearance for use. Obtain clearance from tower prior to landing.

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## (a) CABLE

System Identification	Nearest Canadian Equivalent Energy Capacity
BAK-6	AAE 340-A3-1000
BAK-9	AAE 340-A3-1000
BAK-13	None
E-14	AAE 340-A3-1000
E-28	None
M-2	None
M-21	UNI 700
AAE-44B-2H	AAE 44B-3H
SAF 21.2	None
SAFH 12.3	None
HKB	None
AAE-44B-2C	BAK-12
AAE-44B-2D	None
BLISS 500 S6	BLISS 500 S
BLISS 500 S8	BAK-12
RHAG Mk 1	None
PUAG Mk 21	None
SPRAG	None
CHAG	E-5
BEFAB 21:2	None
AAE 34B-1C	AAE 340-A3-1000
BEFAB 6:3	Unknown
BEFAB 12:3	Unknown
Jet-Stop	AAE 340-A3-1000

## (b) BARRIER

System Identification	Nearest Canadian Equivalent Energy Capacity
AAE-44B-2C/A-30 (Net)	None
F-30 ROLBA (Net)	None
F-30 ROLBATWIN (Net)	None
F-40 BLISS S6 (Net)	None
F-40 BLISS S8 (Net)	None
RAF MK5 (Net)	MA1A
RAF MK6	None
RAF MK12	None
RAF MK12A	None
BEFAB 6:3 (Net)	Unknown
BEFAB 12:3 (Net)	MA1A

## (c) BARRIER/CABLE

Nil.

## (d) The following devices are used in conjunction with some aircraft arresting system:

BAK-11 Pop-up engaging device with a mechanical energy absorber (BAK-9, BAK-12) to engage main landing struts.

BAK-14 A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request.

## AIRCRAFT OPERATING FLIGHT MANUAL

Refer to current aircraft operating/flight manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations. Up to 15 minutes advance notice may be required for rigging arresting systems for approach end engagement. MA 1A system may not be used for approach end engagements.

## LOCATION OF ARRESTING SYSTEMS

Systems which have a bi-directional capability and can be used for emergency approach and engagement are indicated by the letter 'B' which will immediately follow the system type. The value in parenthesis indicates the distance from the end of the runway where the system is located.

Up to 15 minutes advance notice may be required for rigging arresting systems for approach end engagement. MA-1A system may not be used for approach end engagements.

**Caution:** Taxiing, taking-off or landing over arresting cables may cause damage to certain types of aircraft.

## MILITARY RUNWAY WEIGHT BEARING CAPACITY CODES

NOTE: Military aerodromes only.

S	–	Single-wheel landing gear
T	–	Twin-wheel landing gear (C9A, etc.)
ST	–	Single Tandem landing gear (C-130, etc.)
TT	–	Twin Tandem landing gear (B-52, C-135, etc.)
TDT	–	Twin Delta Tandem landing gear (C5)
DDT	–	Double Dual Tandem (E4A, 747)
SWL	–	Single wheel loading
PSI	–	Pounds per square inch
AUW	–	All up weight. Maximum weight bearing capacity irrespective of landing gear configuration.

Runway weight bearing capacity (gross weight of aircraft) is determined by adding "000" to the figure following S, T, ST, TT, TDT, or DDT. Gross weights are given for the principle runway and taxiway system. Unless specifically noted, operations on other paved areas should be cleared on an individual basis. The simplified form expresses the load limit for the most severe aircraft within each undercarriage group and, therefore, may be restrictive for other less severe undercarriages. Decisions to permit repeated operations of a particular aircraft in excess of the stated load limit should be based on a more complete form of runway strength rating such as the PCN system.

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## THE AIRCRAFT CLASSIFICATION &amp; 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.

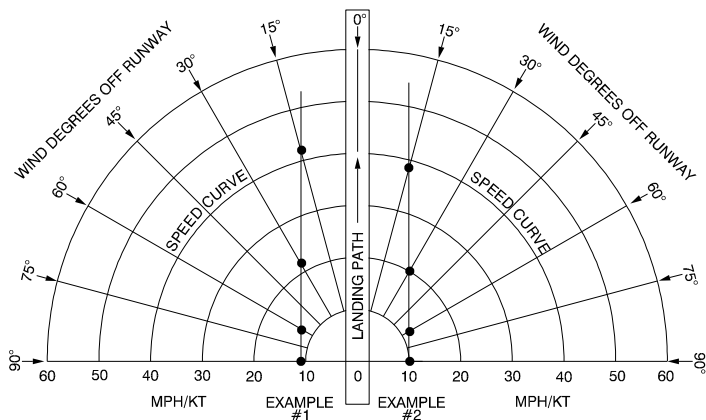


CROSS-WIND LANDING LIMITATIONS – LIGHT AIRCRAFT

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.

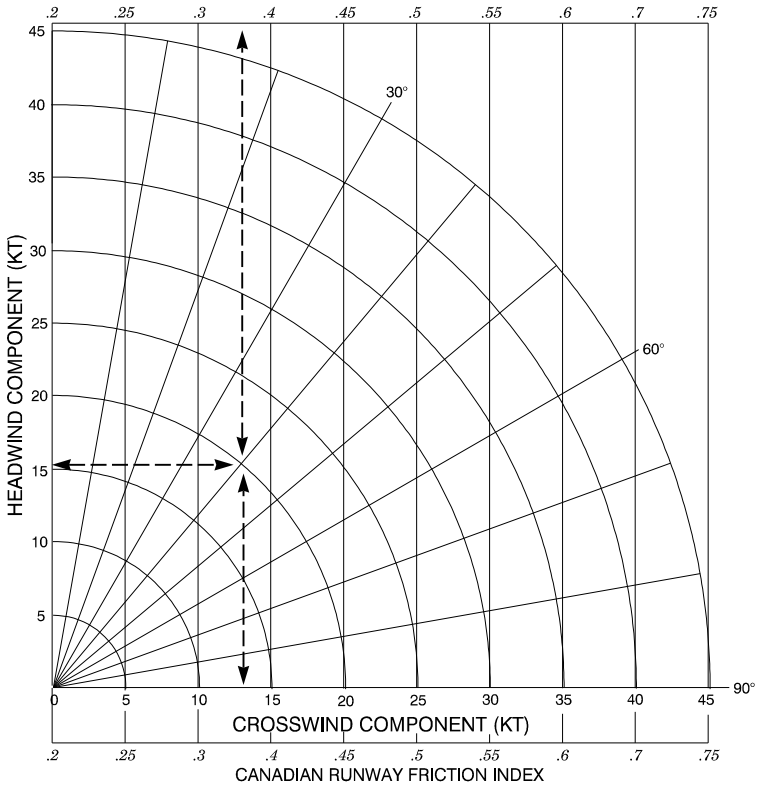
Wind-degree Off Runway		Permissible Wind Speeds
90-degrees	(0.2 x 60 MPH stalling speed)	12 MPH
60-degrees	Using cross-wind component graph	14 MPH
30-degrees	Using cross-wind component graph	24 MPH
15-degrees	Using cross-wind component graph	45 MPH

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

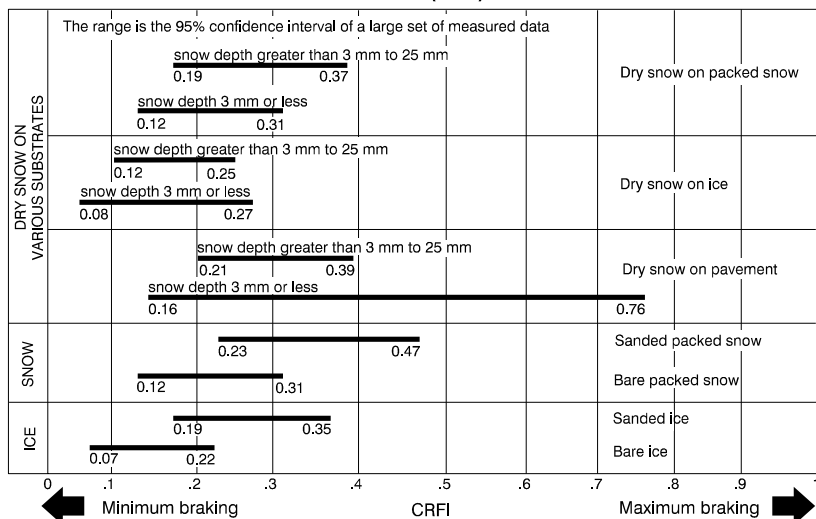
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**CROSS WIND LIMITS FOR CRFI**  
**CANADIAN RUNWAY FRICTION INDEX**



NOTE: See Table 3 under AIR 1.6.6 in the AIP Canada for an example.

## RUNWAY SURFACE CONDITION (RSC) AND CRFI EQUIVALENT



## MINIMUM AND MAXIMUM CRFIs FOR VARIOUS SURFACES

SURFACE	LOWER CRFI LIMIT	UPPER CRFI LIMIT
Bare Ice	No Limit	0.3
Bare Packed Snow	0.1	0.4
Sanded Ice	0.1	0.4
Sanded Packed Snow	0.1	0.5
Dry Snow on Ice (depth 3 mm or less)	No limit	0.4
Dry Snow on Ice (depth 3 mm to 25 mm)	No limit	0.4
Dry Snow on Packed Snow (depth 3 mm or less)	0.1	0.4
Dry Snow on Packed Snow (depth 3mm to 25 mm)	0.1	0.4
Dry Snow on Pavement (depth 3 mm or less)	0.1	Dry Pavement
Dry Snow on Pavement (depth 3 mm to 25 mm)	0.1	Dry Pavement

## AIRCRAFT MOVEMENT SURFACE CONDITION REPORTS

NOTAMS on Aircraft Movement Surface Condition Reports (AMSCR) are issued to alert pilots to natural surface contaminants, such as snow, ice or slush, which could affect aircraft braking performance. The RSC section of the report provides runway surface information describing the runway condition in abbreviated plain language, while the CRFI section describes braking action quantitatively using numerical format as described in section TC AIM AIR.

Because of mechanical and operational limitations, runway friction readings produced by decelerometer devices may result in inaccurate readings under certain surface conditions. As a result, runway friction readings will not be taken and a CRFI will not be provided to air traffic services (ATS) or pilots when any of the following conditions are present:

- the runway surface is simply wet or damp with no other type of contaminant present;
- there is a layer of slush on the runway surface with no other type of contamination condition present;
- there is wet snow on the runway surface that when stepped on or driven on splatters, turns to slush, or results in the presence of visible water  
or

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- (d) there is dry snow or wet snow on the runway surface exceeding 2.5 centimetres (1 inch) in depth.

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

A NOTAMJ (AMSCR NOTAM) is provided when:

- (a) there is frost, snow, slush or ice on a runway;
- (b) there are snow banks, drifts or windrows on or adjacent to a runway;
- (c) sand or ice control chemicals are applied to or removed from a runway;
- (d) the cleared runway width falls below published width;
- (e) the runway lights are obscured or partially obscured by contaminants;
- (f) there is a significant change in runway surface conditions including a return to bare and dry conditions;
- (g) as per required minimum inspection frequency.

When a deposit is present but the depth is not measurable, the word "TRACE" is used. Otherwise, the depth is expressed in inches or feet or both. Whole values are used when the depth is above 1 inch (1 INS). When the depth is less than 1 inch, the decimal system is used.

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

The maximum validity of NOTAMJ is 24 hours. After this period, NOTAMJ are no longer considered valid and a new NOTAMJ must be issued as required. If after 24 hours a NOTAMJ is not replaced or cancelled by the aerodrome authority, the NOTAMJ is cancelled by NAV CANADA.

When clearing is not under way or expected to commence within the next 30 minutes, a notation such as "Clearing expected to start at (time in UTC)" will be added to the RSC report. When the meteorological conditions are such that the runway surface conditions are changing frequently, the NOTAM will include the agency and telephone number to contact for the current runway conditions. RSC/CRFI information may be broadcasted on the ATIS or available as a voice advisory from the control tower at controlled aerodromes and from the FSS at uncontrolled aerodromes where airport advisory service or RAAS is provided.

**TABLE 1  
CANADIAN RUNWAY FRICTION INDEX (CRFI)  
RECOMMENDED LANDING DISTANCES  
(NO DISCING/REVERSE THRUST)**

Reported Canadian Runway Friction Index (CRFI)														
Landing Distance (Feet) Bare & Dry Unfactored	0.60	0.55	0.50	0.45	0.40	0.35	0.30	0.27	0.25	0.22	0.20	0.18	Landing Field Length (Feet) Bare and Dry	
	Recommended Landing Distances (no Discing/Reverse Thrust)											60% Factor	70% Factor	
1800	3120	3200	3300	3410	3540	3700	3900	4040	4150	4330	4470	4620	3000	2571
2000	3480	3580	3690	3830	3980	4170	4410	4570	4700	4910	5070	5250	3333	2857
2200	3720	3830	3960	4110	4280	4500	4750	4940	5080	5310	5490	5700	3667	3143
2400	4100	4230	4370	4540	4740	4980	5260	5470	5620	5880	6080	6300	4000	3429
2600	4450	4590	4750	4940	5160	5420	5740	5960	6130	6410	6630	6870	4333	3714
2800	4760	4910	5090	5290	5530	5810	6150	6390	6570	6880	7110	7360	4667	4000
3000	5070	5240	5430	5650	5910	6220	6590	6860	7060	7390	7640	7920	5000	4286
3200	5450	5630	5840	6090	6370	6720	7130	7420	7640	8010	8290	8600	5333	4571
3400	5740	5940	6170	6430	6740	7110	7550	7870	8100	8500	8800	9130	5667	4857
3600	6050	6260	6500	6780	7120	7510	7990	8330	8580	9000	9320	9680	6000	5143
3800	6340	6570	6830	7130	7480	7900	8410	8770	9040	9490	9840	10220	6333	5429
4000	6550	6780	7050	7370	7730	8170	8700	9080	9360	9830	10180	10580	6667	5714

**Application of the Canadian Runway Friction Index (CRFI).**

- 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) Bare & Dry Unfactored	0.60	0.55	0.50	0.45	0.40	0.35	0.30	0.27	0.25	0.22	0.20	0.18	Landing Field Length (Feet) Bare and Dry	
	Recommended Landing Distances (Discing/Reverse Thrust)											60% Factor	70% Factor	
1200	2000	2040	2080	2120	2170	2220	2280	2340	2380	2440	2490	2540	2000	1714
1400	2340	2390	2440	2500	2580	2660	2750	2820	2870	2950	3010	3080	2333	2000
1600	2670	2730	2800	2880	2970	3070	3190	3280	3360	3460	3540	3630	2667	2286
1800	3010	3080	3160	3250	3350	3480	3630	3730	3810	3930	4030	4130	3000	2571
2000	3340	3420	3520	3620	3740	3880	4050	4170	4260	4400	4510	4630	3333	2857
2200	3570	3660	3760	3880	4020	4170	4360	4490	4590	4750	4870	5000	3667	3143
2400	3900	4000	4110	4230	4380	4550	4750	4880	4980	5150	5270	5410	4000	3429
2600	4200	4300	4420	4560	4710	4890	5100	5240	5350	5520	5650	5790	4333	3714
2800	4460	4570	4700	4840	5000	5190	5410	5560	5670	5850	5980	6130	4667	4000
3000	4740	4860	5000	5160	5340	5550	5790	5950	6070	6270	6420	6580	5000	4286
3200	5080	5220	5370	5550	5740	5970	6240	6420	6560	6770	6940	7110	5333	4571
3400	5350	5500	5660	5850	6060	6310	6590	6790	6930	7170	7340	7530	5667	4857
3600	5620	5780	5960	6160	6390	6650	6960	7170	7320	7570	7750	7950	6000	5143
3800	5890	6060	6250	6460	6700	6980	7310	7540	7700	7970	8160	8380	6333	5429
4000	6070	6250	6440	6660	6910	7210	7540	7780	7950	8220	8430	8650	6667	5714

**Application of the Canadian Runway Friction Index (CRFI)**

- The recommended landing distances in Table 2 are based on a 95% level of confidence. A 95% level of confidence means that in more than 19 landings out of 20, the stated distance in Table 2 will be conservative for properly executed landings with all systems serviceable on runway surfaces with the reported CRFI.
- The recommended landing distances in Table 2 take into account the reduction in landing distances obtained with the use of discing and/or reverse thrust capability for a turboprop-powered aeroplane and with the use of reverse thrust for a turbojet-powered aeroplane. Table 2 is based on the Table 1 recommended landing distances with additional calculations that give credit for discing and/or reverse thrust. Representative low values of discing and/or reverse thrust effect have been assumed, hence the data will be conservative for properly executed landings by some aeroplanes with highly effective discing and/or thrust reversing systems.
- The recommended landing distances in CRFI Table 2 are based on standard pilot techniques for the minimum distance landings from 50 ft, including a stabilized approach at  $V_{ref}$  using a glideslope of 3° to 50 ft or lower, a firm touchdown, minimum delay to nose lowering, minimum delay time to deployment of ground lift dump devices and application of brakes and discing and/or reverse thrust, and sustained maximum antiskid braking until stopped. In Table 2, the air distance from the screen height of 50 ft to touchdown and the delay distance from touchdown to the application of full braking remain unchanged from Table 1. The effects of discing/reverse thrust were used only to reduce the stopping distance from the application of full braking to a complete stop.

4. Landing field length is the landing distance divided by 0.6 (turbojets) or 0.7 (turboprops). If the AFM expresses landing performance in terms of landing distance, enter the table from the left-hand column. However, if the AFM expresses landing performance in terms of landing field length, enter the table from one of the right-hand columns, after first verifying which factor has been used in the AFM.

## LIGHTING

The **LIGHTING** sub-heading describes the types of runway lighting available for individual runways at land aerodromes and for pads at heliports (heliport lighting systems are described at the end of this section).

In Southern and Northern Domestic Airspace operational runways are identified by two-digit runway number designators followed by "L", "R" or "C" if required. For land aerodrome lighting, the individual runway designator is followed by a short dash and approach lighting, then by threshold and runway lighting within parentheses, and finally by visual approach system types. All of these are in coded form and can be identified by using the legend. Runways are listed in pairs and by increasing order of designators, e.g., 05L-23R, 05R-23L, and 10-28.

At some aerodromes the lighting systems may be left on continuously, however many aerodromes are lighted only on request or by radio (ARCAL). The method and times of operation are therefore described for non-continuous systems.

**Aerodrome Beacon:** At some aerodromes the aerodrome beacon is also operated by the ARCAL system. At these sites the aerodrome beacon may therefore be selected "ON" by keying the microphone in the sequence specified in this Supplement for activating the type J or type K ARCAL system. The aerodrome beacon will then commence the 15 minute timed operating cycle with the other aerodrome lighting.

Some aerodromes may use retro-reflective markers in place of lights to mark the edges of a runway or heli-pad. 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".

<b>LIGHTING</b>	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.

**APPROACH LIGHTING**

<p><b>AC CENTRE ROW</b> 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><b>AD CENTRE ROW</b> LOW INTENSITY</p> <p>Green Yellow</p> <p>MINIMUM LENGTH 2400'</p>	<p><b>AE CENTRE ROW</b> CATEGORY I HIGH INTENSITY (Combined high intensity and AD system)</p> <p>1000' Green Red White</p> <p>MINIMUM LENGTH 2400'</p>
<p><b>AF CENTRE ROW</b> MODIFIED CALVERT HIGH INTENSITY (Combined high intensity and AD system)</p> <p>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><b>AJ CENTRE ROW</b> 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><b>AO ODALS</b> OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM</p> <p>1500' Sequenced flashing lights</p> <p>STANDARD LENGTH 1500'</p>
<p><b>AR MALS</b> MEDIUM INTENSITY APPROACH LIGHT SYSTEM</p> <p>1400' Green White White</p> <p>STANDARD LENGTH 1400'</p>	<p><b>AW SSALS</b> HIGH INTENSITY</p> <p><b>AS RUNWAY THRESHOLD IDENTIFICATION LIGHTS</b> (UNI-DIRECTIONAL FLASHING STROBE LIGHTS)</p>	<p><b>AZ VISUAL ALIGNMENT GUIDANCE SYSTEM AND RUNWAY IDENTIFICATION LIGHTS</b> (UNI-DIRECTIONAL ROTATING BEAMS CREATING FLASHING EFFECT)</p> <p><b>SF</b> 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><b>AM MALSR</b> MEDIUM INTENSITY</p> <p>APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS</p> <p style="text-align: center;">STANDARD LENGTH 2400'</p>	<p><b>AN SSALR</b> HIGH INTENSITY</p> <p style="text-align: center;">STANDARD LENGTH 2400'</p>	<p><b>AL ALSF-2</b> 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><b>AK MALSF</b> MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH SEQUENCED FLASHING LIGHTS</p> <p style="text-align: center;">STANDARD LENGTH 1400'</p>		

**THRESHOLD AND RUNWAY LIGHTING**

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

### RUNWAY LIGHTING CODES

<b>T</b>	By itself indicates green threshold lights.	<b>TDZL</b>	Touchdown zone lighting.
<b>LO</b>	Low intensity runway lights.	<b>STDZ</b>	Simple touchdown zone lighting.
<b>ME</b>	Medium intensity runway edge lights, variable 3 settings.	<b>CL</b>	Centreline lighting. High intensity, variable 5 settings.
<b>HI</b>	High intensity runway edge lights, variable 5 settings.	<b>RR</b>	Retro-reflective markers

**VISUAL GLIDE SLOPE INDICATORS (VGSIs)**

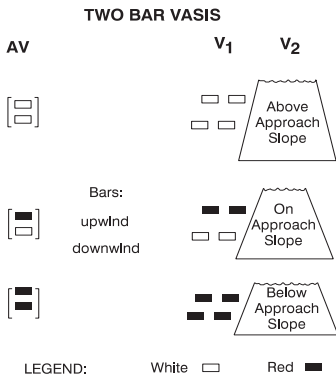
**VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS) (V)**

BARS MAY BE LOCATED ON EITHER OR BOTH SIDES OF THE RUNWAY (Ref TC AIM AGA).

V<sub>1</sub> 2 - BAR VASIS for aircraft with eye-to-wheel height up to 10' (DC-3 and smaller).

V<sub>2</sub> 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).



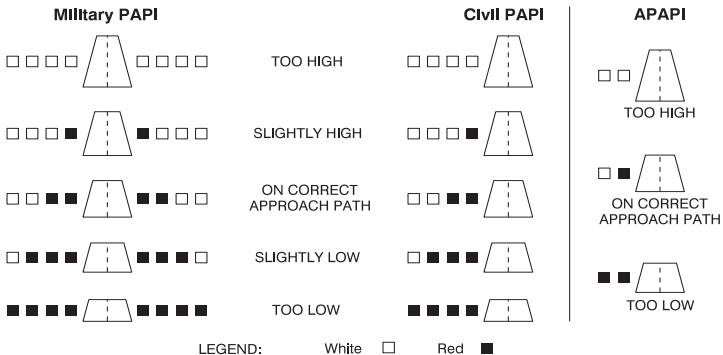
**PRECISION APPROACH PATH INDICATOR (PAPI) (P)**

P<sub>1</sub> PAPI for aircraft with eye-to wheel height up to 10'.

P<sub>2</sub> PAPI for aircraft with eye-to-wheel height up to 25'.


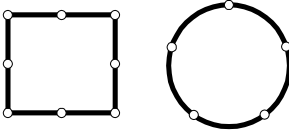
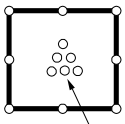
P<sub>3</sub> PAPI for aircraft with eye-to-wheel height up to 45'.

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



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**HELIPORT LIGHTING**

<p><b>DR-</b> 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><b>RY-</b> Touchdown and lift off area (TLOF) yellow perimeter lights</p>  <p><b>RF-</b> Touchdown and lift off area (TLOF) floodlighting</p> <p>NOTE: Perimeter lighting or reflective tape may be added to floodlighting</p>	<p><b>RW-</b> Final Approach and Take-off Area (FATO)</p> <p>White or Green</p>  <p>Aiming point marked with red lights</p>
<p><b>TLOF/FATO edge lights</b></p> <p><b>LO</b> - Low intensity  <b>ME</b> - Medium intensity (variable 3 settings)  <b>HI</b> - High intensity (variable 3 settings)</p> <p style="text-align: center;"><b>INTENSITY/TYPE</b></p> <p style="text-align: right;"><b>Floodlighting</b>  <b>FH</b> - High Mount  <b>FL</b> - Low Mount  <b>FP</b> - Floodlighting Portable</p> <p style="text-align: center;"><b>RR</b>- Retro-reflective markers  <b>LED</b>- Light Emitting Diodes</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.

	<i>All services bilingual</i>	<i>Bilingual services at these facilities</i>
<b>COMM</b>	(bil)	
<b>RADIO</b>	(bil) 122.2 236.1 (E) (emerg only 867-979-5685)	
<b>RCO</b>	Goose rdo 126.9 (RAAS) 126.7 (FISE)	
<b>DRCO</b>	Goose rdo 126.9 (RAAS) 126.7 (FISE) 236.1 (FISE)	
<b>ATIS</b>	114.8 124.6 1-877-517-ATIS (2847)	
<b>CLNC DEL</b>	121.4	
<b>APRON</b>	122.4 "call sign"	
<b>GND</b>	121.9	
<b>GND ADV</b>	121.9	
<b>TWR</b>	118.7 124.0 (inbound) 226.5	
<b>MF</b>	radio 118.7 04-12Z± 5NM 3100 ASL (CAR 602.98)	
<b>ATF</b>	unicom ltd hrs O/T tfc 122.8 5NM 4000 ASL	
<b>TML</b>	(bil) 124.65 <b>134.475</b>	
<b>ARR</b>	(bil) 120.8 352.7	
<b>DEP</b>	(bil) 120.5 363.8	
<b>VFR ADV</b>	terminal 125.2	
<b>PAL</b>	Sumspot Ctr 125.9 308.3	
<b>UNICOM</b>	122.8	
<b>APRT RDO</b>	122.1 (V) 14-06Z±	
<b>A/G</b>	4895	
<b>MIL</b>	Wing Ops 264.6	
<b>VDF</b>	118.7	
<b>UDF</b>	227.6 (U)	
<b>INTL AIR</b>	6350 (Selcal)	
<b>AWOS</b>	124.7	
<b>LWIS</b>	128.7	
<b>AUTO</b>	122.025	
<b>PMSV</b>	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.

**(b) Remote Communications Outlet (RCO)**

A remote communications outlet (RCO) is a transceiver remotely established from an FSS or FIC for the provision of communications between aircraft and the FSS or FIC. An RCO enables an FSS to provide RAAS for aerodromes located within an MF area and an FIC to provide FISE on a FISE frequency.

At FISE RCO sites where a FISE frequency and 126.7 (bcst) are indicated, the 126.7 MHz frequency is unmonitored and inactive. However, 126.7 MHz communications equipment is available at these RCO sites and flight service specialists at the FIC will selectively activate the 126.7 MHz RCO transceiver when required in order to provide the aeronautical broadcasting service (SIGMET, urgent PIREP safety messages) or to conduct communication searches for overdue aircraft. When the 126.7 MHz transceiver is selected, the FISE transceiver is activated also for simultaneous broadcast on both frequencies.

At aerodromes where RAAS is provided part-time, during the hours that RAAS is not provided, information required to conduct an instrument approach (wind direction/speed, altimeter setting, runway condition), special VFR approvals (for sites within control zones) and IFR departure clearances, may be obtained from the FIC via the FISE RCO frequency or from the ACC via the PAL frequency, as appropriate. In addition, when RAAS is not provided, vehicles operators will be monitoring the MF while on the manoeuvring area of the aerodrome. Pilots will communicate directly with the vehicle operators to obtain the vehicle's position and operator intentions for coordinating the aircraft's arrival or departure. An RCO may also be used to accept position reports and relay ATC clearances.

NOTE: See TC AIM RAC for details.

**(c) Dial-up Remote Communications Outlet (DRCO)**

A DRCO is a standard RCO which has had a dial-up unit installed to connect the pilot with a flight information centre via a commercial telephone line. The line is "opened" or "activated" by the pilot or by the flight information centre.

Activation of the system by the pilot is accomplished via the aircraft radio transmitter by keying the microphone button 4 times with a deliberate and constant action on the published DRCO frequency. The microphone push-to-talk button should be held down a fraction of a second (1/4 is optimum) for each keying action with no more than 1 second between each action. The entire process should take slightly less than 10 seconds. The remote dial-up unit is designed to accept this constant and deliberate action to reduce the possibility of inadvertent activation from other sources. Consequently, if a microphone is keyed more than 4 times or too rapidly (or too slowly), the system will not activate.

Once the communication link has been established, the DRCO equipment will answer the pilot with a pre-recorded voice message: "Link Established". The link can only be deactivated by the ATS unit.

Activation of the DRCO - Pilot Procedures

- (i) Select the published RCO frequency on the aircraft radio transceiver.
- (ii) Key the radio microphone distinctly 4 times in a row, with no more than 1 second between each keying. If the keying procedure is successful, the pilot will hear a dial tone, signalling pulses (e.g., touch tones), and finally a ringing signal (see Note).  
If the keying procedure has been successful, but the line is not available, the equipment will automatically disconnect, and the message "Try Again" will be broadcast.
- (iii) Wait for the DRCO equipment to answer with the pre-recorded voice message "Link Established". This reply confirms that the phone link with ATS has been established. The pilot must now initiate the radio conversation as per standard radiotelephony practices e.g., "Quebec Radio, this is CESSNA GOLF ALFA DELTA TANGO, over". It is important to note that the ATS Specialist may be performing other duties (e.g., working on another frequency or taking a weather observation) and may not be able to acknowledge the pilot's radio call right away.
- (iv) The RCO line can only be disconnected by the ATS unit.
- (v) A "Call Terminated" message indicates that the telephone line has been inadvertently disconnected.

NOTE: If the dial tone, signalling, and ringing are not heard, the pilot can assume that either:

- (i) the RCO is not within the radio range of the aircraft's transceiver; or
- (ii) the RCO line has already been opened, and there is a pause in the communication between the pilot of another aircraft and the ATS unit. The pilot may assume that the line is open and attempt to initiate communications with ATS.

If no reply is received from ATS within a reasonable time interval, the pilot should attempt the keying procedure when in closer proximity to the RCO site.

**MANDATORY FREQUENCY (MF):**

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

**COMM**

<b>MF</b>	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

**A96 GENERAL**

been established. When a ground station is in operation, for example an FSS, an RCO through which RAAS is provided, a CARS or an approach UNICOM (AU) then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be directed to the ground station. However, when the ground station is not in operation, then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be broadcast.

At aerodromes where a MF is located and the volume of traffic is such that a second frequency is needed to alleviate frequency congestion, the Minister may exempt pilots from the requirements of CAR 602.97(2), 602.98(1) and 602.99 and specify airport operating restrictions in the Canada Flight Supplement (CFS) for use of a ground advisory (GND ADV) frequency; used for the provision of traffic information, pre-taxi clearances and other advisory information.

Pilots must still adhere to CAR 602.100 to 602.103 inclusive.

The radius from the aerodrome centre and the vertical limit of the airspace above sea level (ASL) within which the Mandatory Frequency (MF) applies will also be shown in the **MF** entry.

**AERODROME TRAFFIC FREQUENCY (ATF):**

An Aerodrome Traffic Frequency (ATF) is published in the Supplements and is normally designated for active, uncontrolled aerodromes that do not meet the criteria for mandatory frequencies. This is to ensure that all radio equipped aircraft operating on the ground or within the specified (ATF) area, are listening on a common frequency and following a common reporting procedure.

The ATF will normally be the frequency of the ground station (UNICOM or airport radio) where one exists or 123.2 MHz where a ground station does not exist.

The radius from the aerodrome center and the vertical limit of the airspace above sea level (ASL) within which the ATF applies, will be shown in the **COMM** sub-heading.

**MF/ATF INITIAL CONTACT ON ARRIVAL:**

In accordance with CAR 602.97 (1) and (2), the pilot-in-command of a VFR or IFR radio-equipped aircraft operating within an MF area shall maintain a listening watch on the mandatory frequency specified for use in the MF area.

In accordance with CAR 602.101 (a), the pilot-in-command of a VFR aircraft arriving at an uncontrolled aerodrome that lies within an MF shall report before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing and the pilot-in-command's arrival procedure intentions.

In accordance with CAR 602.104 (2) (a) (i), the pilot-in-command of an IFR aircraft who intends to conduct an approach to or a landing at an uncontrolled aerodrome, shall report the pilot-in-command's intentions regarding the operation of the aircraft five minutes before the estimated time of commencing the approach procedure, stating the estimated time of landing.

These procedures should also apply to aerodromes with ATF frequency.

**UNCONTROLLED AERODROMES WITHOUT A PUBLISHED ATF:**

Where no ATF has been published in the Supplements, the common frequency for the broadcast of aircraft position and pilot intentions when flying in the vicinity of an uncontrolled aerodrome is 123.2 MHz.

**UNICOM:**

Universal Communications (UNICOM) is an air-ground communications facility operated by a private agency to provide Private Advisory Station (PAS) service at uncontrolled aerodromes. At these locations the choice of frequencies are 122.7, 122.8, 123.0, 123.3, 123.5, 122.35, 122.95, 123.35, 122.725, 122.775 and 122.825 MHz.

The use of all information received from a UNICOM station is entirely at the discretion of the pilot. The frequencies are published in aeronautical information publications as a service to pilots, but Transport Canada takes no responsibility for the use made of a UNICOM frequency.

An approach UNICOM (AU) is an air-ground communications service that can provide approach and landing information to IFR pilots. The meteorological service provider is required to ensure that:

- (a) meteorological instruments used to provide the approach and landing information meet the requirements stipulated under CAR 804.01(1)(c) or the applicable exemption; and
- (b) UNICOM operators meet the training requirements stipulated under CAR 804.01(1)(c) or the applicable exemption.

Where the above standards are met, the AU operator may provide a station altimeter setting for the conduct of an instrument procedure. The wind speed and direction for the conduct of a straight-in



landing from an instrument approach, may or may not be provided at those facilities. Refer to the FLT PLN WX section to determine availability of wind speed and direction as well as altimeter settings from AU services.

Operators providing AU services may also advise pilots of the runway condition and the position of vehicles or aircraft on the manoeuvring area.

An AU will be indicated as "UNICOM (AU)" in the Canada Air Pilot and the Canada Flight Supplement.

#### AIRPORT RADIO (APRT RDO):

Airport Radio service is provided by Observer/Communicators (O/Cs) who are certified to conduct aviation weather observations and radio communications to facilitate aircraft departures and arrivals (O/Cs are authorized to provide an altimeter setting for an instrument approach) at uncontrolled aerodromes (see TC AIM RAC).

#### SOARING ACTIVITIES:

The frequency 123.4 MHz is allocated to soaring activities which include balloons, gliders, sailplanes, ultralights and hang gliders. It may also be designated as an ATF at aerodromes operated primarily for the purpose of soaring.

#### MILITARY FLIGHT ADVISORY UNIT (MFAU):

The designation of an MFAU is indicated by the MF entry at MIL A/D's, e.g.:

#### COMM

**MF** Namao advsy 118.0 ltd hrs O/T tfc 118.0 5 NM 3400 ASL

DND operates MFAU, which provide flight information services that enhance flight safety and efficiency. These services are available by calling the appropriate station, followed by "Advisory" (i.e. "Namao Advisory"). MFAU provide enroute flight information, airport advisory, ground control, field condition reports, flight planning, alerting service, navigation assistance, NOTAMs, PIREPs, and weather reports. An MFAU may be used to accept and relay VFR and IFR position reports and ATC clearances.

MFAUs provide positive Ground Control - This is different than vehicle control as it also applies to aircraft on the ground. They also provide visual signals to aircraft in flight. The visual signals carry the same meaning as detailed in the TC AIM; however, they are accepted at pilots discretion. They are not control instructions; they are advisory only.

#### NAVIGATION (NAV)

*Elevation (ASL) of navigational facility antenna when available*

		<i>Auxiliary code</i>		<i>Non NAV CANADA/DND facility</i>		<i>Subject to unscheduled outages without NOTAM</i>	
<b>NAV</b>	<b>NDB</b>	X 385 (TL)	N43 44 17	W79 34 18	Pvt Unmonitored		
		UPLANDS (YUP)	352 (M)	N45 13 45	W75 29 36		
	<b>VOR/DME</b>	YYZ 112.15	Ch 58(Y)	N43 39 29	W79 37 54 (541')		
	<b>VORTAC</b>	SSM 112.2	Ch 59	N46 24 43	W84 18 53 (1770')		
	<b>DME</b>	PLL 110.75	Ch 44(Y)	N53 18 37	W110 04 53 (2210')		
	<b>TACAN</b>	UMJ Ch 36	N50 19 51	W105 33 43			
	<b>ILS</b>	IOW 109.5	(Rwy 07-25)	RVR			
	<b>PAR</b>	119.0	134.1	226.3	289.4	304.6	341.3 378.5 352 (E)
		<i>Second rwy indicates back course capability</i>		<i>Channel paired with DME frequency in "X" mode unless "Y" mode indicated by (Y). Refer to Section D for DME Frequency Pairing Plan.</i>			

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

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## LISTING OF NAVIGATION FACILITIES

All navigation facilities are listed in Section D, Radio Navigation and Communications, under **RADIO NAVIGATION AIDS BY INDICATOR**.

Navigation facilities that are associated with an aerodrome, in that they serve as instrument approach aids, have the same name, or are within 5NM of the aerodrome, are also listed under the **NAV** sub-heading for that aerodrome. Facilities located farther than 5NM from an aerodrome which provide an operational advantage (i.e., remote aerodrome) may also be listed under the **NAV** sub-heading. However, no navigation facility is listed under the **NAV** sub-heading if it exceeds 25NM from the A/D, unless it is used for an IAP.

Navigation facilities which do not fit into these categories are listed in Section D, Radio Navigation and Communications, under **RADIO NAVIGATION AIDS BY LOCATION**.

NOTE: Pilots wishing to use geographic coordinates in decimal format can refer to Section D under **RADIO NAVIGATION AIDS BY INDICATOR**.

## AUXILIARY CODES:

These codes may appear after frequencies of navigation facilities either singly or in multiples and signify the following:

- A ATIS (Automatic Terminal Information Service)
- T An ATC agency (except PAR) can transmit on this navigation frequency but not receive
- L NDB power output less than 50 watts
- M NDB power output 50 to less than 2000 watts
- H NDB power output 2000 watts or more
- Z 75MHz station location marker or fan marker

## PRECISION APPROACH RADAR (PAR):

All military PAR's operate continuously during Instrument Meteorological conditions unless otherwise indicated.

## PROCEDURES (PRO)

## PRO

HELI  
NOISE

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.

Helicopter  
procedures

Noise Operating Criteria/  
Noise Restricted Runway

The **PRO** sub-heading deals with circuit patterns and heights, specific VFR routes within zones, restrictions to certain types of traffic, other aerial activities within zones, specific helicopter procedures and Noise Operating Criteria/Noise Restricted Runway.

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

Circuits are left hand patterns unless mandatory right hand patterns are specified (CAR 602.96), e.g.,

## PRO

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

Regulatory Noise Operating Criteria and/or Noise Restricted Runway are indicated by (CAR 602.105) or (CAR 602.106) respectively. For further information on Mandatory Noise Operating Criteria and/or Noise Restricted Runway, refer to AIP AD 2.21.

Approach/departure pathways are identified by arr/dep bearing(s) from heliport, slope in percent (if provided), classification (H1, H2 or H3) and any other restrictions.

**Heliport Classification:**

H1: Helicopters permitted to use an H1 heliport (arr/dep) shall be multi-engined and capable of remaining at least 4.5 m (15 feet) above all obstacles within the approach/departure area when operating in accordance with their Aircraft Flight Manual with one engine inoperative.

H2: Helicopters permitted to use an H2 heliport (arr/dep) shall be multi-engined.

H3: H3 heliport (arr/dep) available for single-engined or multi-engined helicopters.

This sub-heading is used in conjunction with the Aerodrome Sketch and with the VFR Terminal Procedures Chart (VTPC) when one is provided.

**PRO**

Arr/dep 053° & 233° fr heli, slope 16% (H2)
Arr/dep 270° to 040°, slope 4.5% (H1)
Arr/dep 105° fr heli, slope 6% (H3), day use only
Arr/dep 356° fr heli, slope 12% (H2), day/night use

**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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INTERSECTIONS AND REPORTING POINT CO-ORDINATES .....	C218
AERONAUTICAL CHART DISTRIBUTORS .....	C243

## 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:

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	(MLS)
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	Reserved for RCP
G	(GNSS) (see Note 2)	R	PBN approved (see Note 4)
H	HF RTF	S	Standard Equipment (see Note 1)
I	Inertial Navigation	T	TACAN
J1	CPDLC ATN VDL Mode 2 (see Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HF DL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (see Note 5)

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.

## Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

**SSR Modes A and C**

- A Transponder - Mode A (4 digits-4096 codes)
- C Transponder - Mode A (4 digits-4096 codes) and Mode C

**SSR Mode S**

- E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
- L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P Transponder - Mode S, including pressure-altitude transmission, but not aircraft identification capability
- S Transponder - Mode S, including both pressure-altitude and aircraft identification capability
- X Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

NOTE: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

**EQUIPMENT PREFIXES AND SUFFIXES (Cont'd)****ADS-B**

- B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
- B2 ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability
- U1 ADS-B "out" capability using UAT
- U2 ADS-B "out" and "in" capability using UAT
- V1 ADS-B "out" capability using VDL Mode 4
- V2 ADS-B "out" and "in" capability using VDL Mode 4

**ADS-C**

- D1 ADS-C with FANS 1/A capabilities
- G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

NOTE: Additional surveillance application should be listed in "Other Information" following the indicator SUR/.

Any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder, followed by an oblique stroke and the information to be recorded.

STS/ Reason for special handling by ATS, e.g. a SAR mission, as follows.

ALTRV: for a flight operated in accordance with an altitude reservation.

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority.

FFR: for fire-fighting.

FLCTK: for a flight check for calibration of NAVAIDs.

HAZMAT: for a flight carrying hazardous material.

HEAD: for a flight with Head of State status.

HOSP: for a medical flight declared by medical authorities.

HUM: for a flight operating on a humanitarian mission.

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft.

MEDEVAC: for a life critical medical emergency evacuation.

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace.

SAR: for a flight engaged in a search and rescue mission.

STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator "RMK/".

PBN/ Indication of RNAV and/or RNP capabilities: Include as many of the descriptors below as possible that apply to the flight, up to a maximum of eight entries, i.e. no more than 16 characters.



## C6 PLANNING

**RNAV Specifications to be Indicated in Flight Plan Item 18: Other Information**

A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORAN C
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU

**RNP Specifications to be Indicated in Flight Plan Item 18: Other Information**

L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with baro VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

ICAO has not yet allocated a two-digit alphanumeric character to describe RNP 2 under the PBN/indicator. For an RNP 2 capable flight, enter a Z in item 10 and spell out "RNP2" after NAV/ in "Other Information (item 18)": NAV/RNP2

**USE OF TRANSPONDER CODES****IFR:**

Controlled High Level Airspace	–	Mode A, Code 2000 plus Mode C, if no direction is given by ATC.
Uncontrolled High Level Airspace	–	Mode A, Code 2000 plus Mode C if available, if no direction is given by ATC.
Controlled Low Level Airspace above 12,500 ASL	–	Mode A, Code 1000 plus Mode C, if no direction is given by ATC.
All Other Low Level Airspace	–	Mode A, Code 1000 plus Mode C if available, if no direction is given by ATC.

**VFR:**

Code 1200, for operation at or below 12,500 ASL.

Code 1400, for operation above 12,500 ASL.

NOTE: If an aircraft leaves confines of an airspace in which a specific code was assigned, the pilot is responsible for changing to the applicable code above.

Emergencies	–	COMM Failure	–	Mode A, Code 7600
		Emergency	–	Mode A, Code 7700
		Hijack	–	Mode A, Code 7500

**CAUTION:** Pilots should select transponder codes with care so as to avoid inadvertent selection of emergency codes.

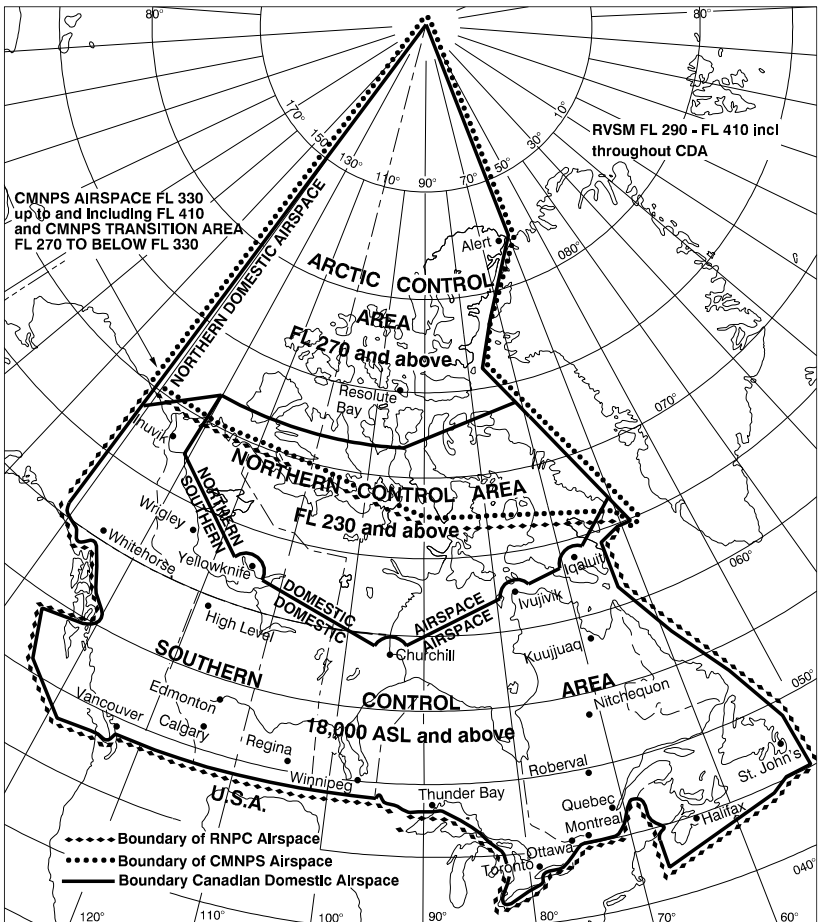
Flight crews of aircraft equipped with transponders capable of Mode C automatic altitude reporting capability are requested to adjust their transponders to transmit Mode C when operating in Canadian Airspace unless deactivation is requested by ATC.

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.

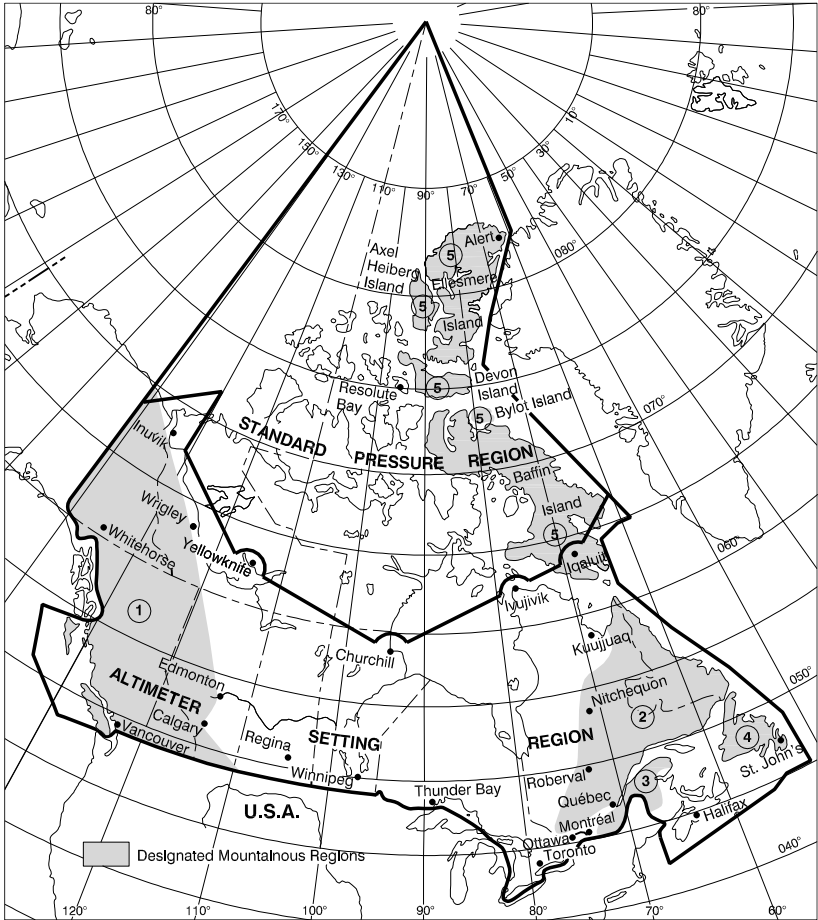
**CANADIAN AIRSPACE BOUNDARIES**



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

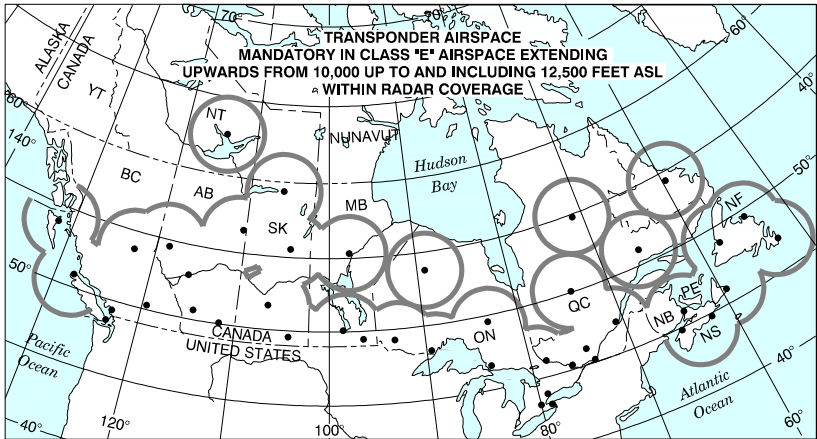
#### Class "G" Airspace (IFR and VFR)

Airspace within which IFR and VFR flights are not subject to control. Airspace not designated A, B, C, D, E, or F is classified G.

C12 PLANNING

**CHARACTERISTICS OF AIRSPACE – Cont'd**

**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
    - ix. Fort McMurray/Mildred Lake, AB
    - x. Kirby Lake, AB
    - xi. Primrose, AB
    - xii. Regina, SK
    - xiii. Saskatoon/John G. Diefenbaker, SK
    - xiv. Thunder Bay, ON
    - xv. Toronto, ON

- xvi Montréal (Mirabel), QC
- xvii Moncton, NB
- xviii Gander, NL
- xix St. John's, NL

- e) All Class E airspace extending upwards from 10,000 ASL up to and including 12,500 ASL within radar coverage.

Pilots of IFR aircraft within controlled high level airspace shall adjust their transponder to reply on Mode A, Code 2000 and on Mode C unless otherwise instructed by ATC.

**NOTE:** To enhance the safety of IFR flight in uncontrolled high level airspace, pilots are urged to adjust their transponders to reply on Mode A, Code 2000, plus Mode C, unless otherwise instructed by ATC.

#### **CONTROLLED LOW LEVEL AIRSPACE**

**Airway** - 2200 AGL up to but not including 18,000 ASL - (for airway width see TC AIM, RAC).

**Control Area Extension** - Controlled airspace of defined dimensions within the Low Level Airspace extending upwards 2,200 AGL and above, unless otherwise specified.

**Control Zone** - Controlled airspace of defined dimensions extending vertically from the surface of the earth up to and including 3,000 feet above aerodrome elevation, unless otherwise specified.

**Terminal Control Area** - Controlled airspace of defined dimensions designated to serve arriving, departing and enroute aircraft.

**Military Terminal Control Areas** - Controlled airspace of defined dimensions normally established in the vicinity of a military aerodrome and within which special procedures and exemptions exist for military aircraft. The terminology "(Class B, C, D, or E equivalent)" used for the designation of MTCAs describes the equivalent level of service and operating rules for civilian aircraft operating within the MTCA and under military control.

**Transition Area** - Controlled airspace of defined dimensions extending upwards from 700 AGL unless otherwise specified, to the base of overlying controlled airspace.

#### **CRUISING ALTITUDES & FLIGHT LEVELS APPROPRIATE TO AIRCRAFT TRACK**

1. The appropriate altitude or flight level for aircraft in level cruising flight is determined in accordance with:
  - (a) the magnetic track in the Southern Domestic Airspace
  - (b) the true track in Northern Domestic Airspace.
2. Unless otherwise authorized by ATC the following VFR, CVFR or IFR cruising altitudes apply.
3. RVSM cruising flight levels appropriate to aircraft track are applicable in Designated RVSM Airspace.



## C14 PLANNING

ALTITUDES OR FLIGHT LEVELS	AIRCRAFT TRACK	
	000° - 179°	180° - 359°
ABOVE FLIGHT LEVEL 290 FLY 4000' INTERVALS:	BEGINNING AT FLIGHT LEVEL 290 (FL 290, 330, 370, 410, 450)	BEGINNING AT FLIGHT LEVEL 310 (FL 310, 350, 390, 430, 470)
RVSM	FL 290, 310, 330, 350, 370, 390, 410	FL 300, 320, 340, 360, 380, 400
AT OR ABOVE 18,000 ASL BUT BELOW FL 290 FLY 2000' INTERVALS:	ODD FLIGHT LEVELS (FL 190, 210, 230, ETC.)	EVEN FLIGHT LEVELS (FL 180, 200, 220, ETC.)
BELOW 18,000 ASL: (FLY CORRESPONDING FLIGHT LEVELS IN STANDARD PRESSURE REGION) FLY 2000' INTERVALS:	IFR and CVFR	IFR and CVFR
	ODD THOUSANDS, ASL (1000, 3000, 5000, ETC.)	EVEN THOUSANDS, ASL (2000, 4000, 6000, ETC.)
	VFR	VFR
	ODD THOUSANDS plus 500 FT ASL (3500, 5500, 7500, ETC.)	EVEN THOUSANDS plus 500 FT ASL (4500, 6500, 8500, ETC.)

**CHARACTERISTICS OF AIRSPACE – Cont'd**  
**WEATHER MINIMA VFR FLIGHT**

AIRSPACE	VFR WEATHER MINIMA	
CONTROL ZONES	- 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:**

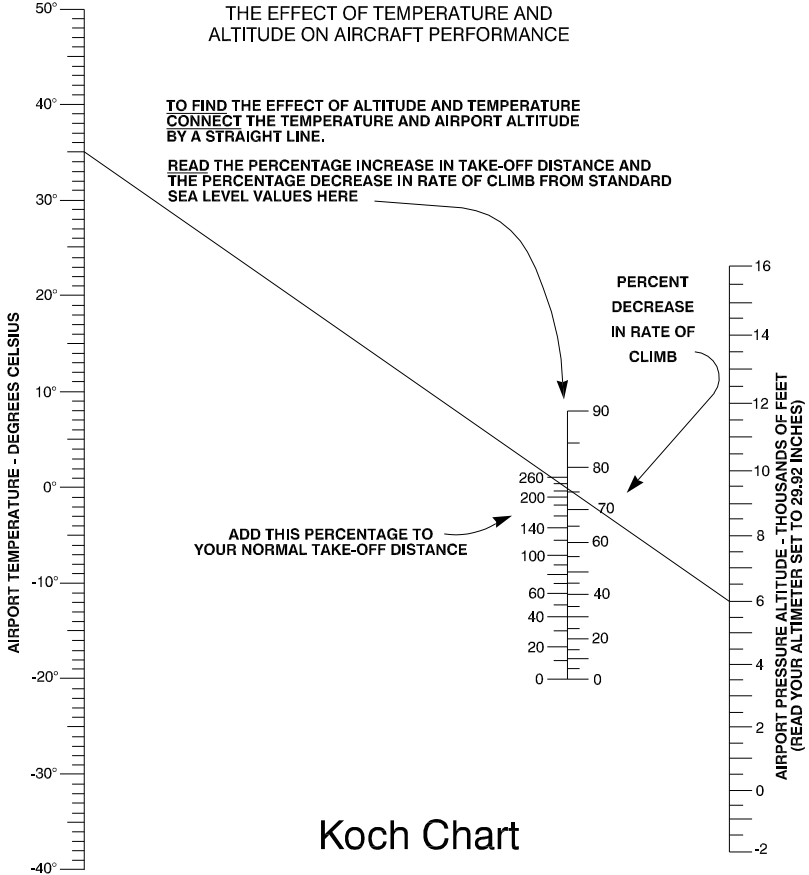
1. All aircraft including helicopters, must be equipped with a radio capable of communicating with the ATC unit and maintain a listening watch with the ATC unit.
2. Aircraft must operate clear of cloud and within sight of the ground at all times.
3. Helicopters should operate at such reduced airspeeds so as to give the pilot-in-command adequate opportunity to see other air traffic or obstructions in time to avoid a collision.
4. When the aircraft is not a helicopter and is being operated at night, ATC will only authorize special VFR where the authorization is for the purpose of allowing the aircraft to land at the destination aerodrome.

C16 PLANNING

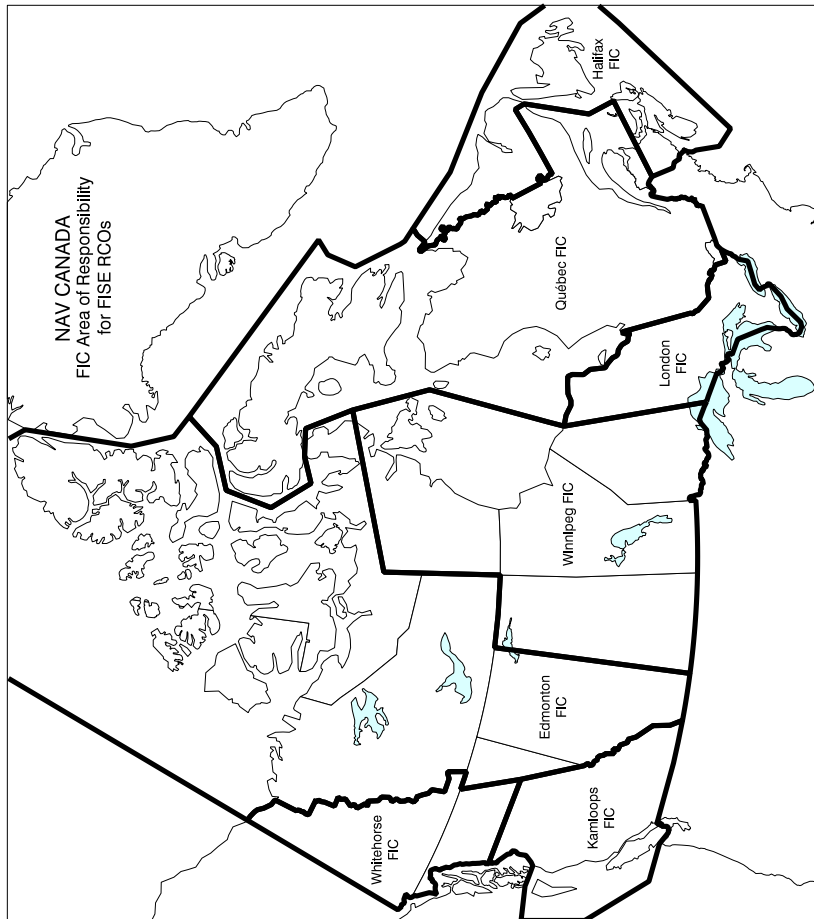
**CHARACTERISTICS OF AIRSPACE – Cont'd**  
**VFR FLIGHT PLANS / ITINERARIES**

All persons intending to operate VFR within Canadian airspace must file a VFR flight plan or flight itinerary unless the flight will be conducted within 25NM of the departure aerodrome.

**KOCH CHART**



### NAV CANADA FIC AREA OF RESPONSIBILITY FOR FISE RCOs



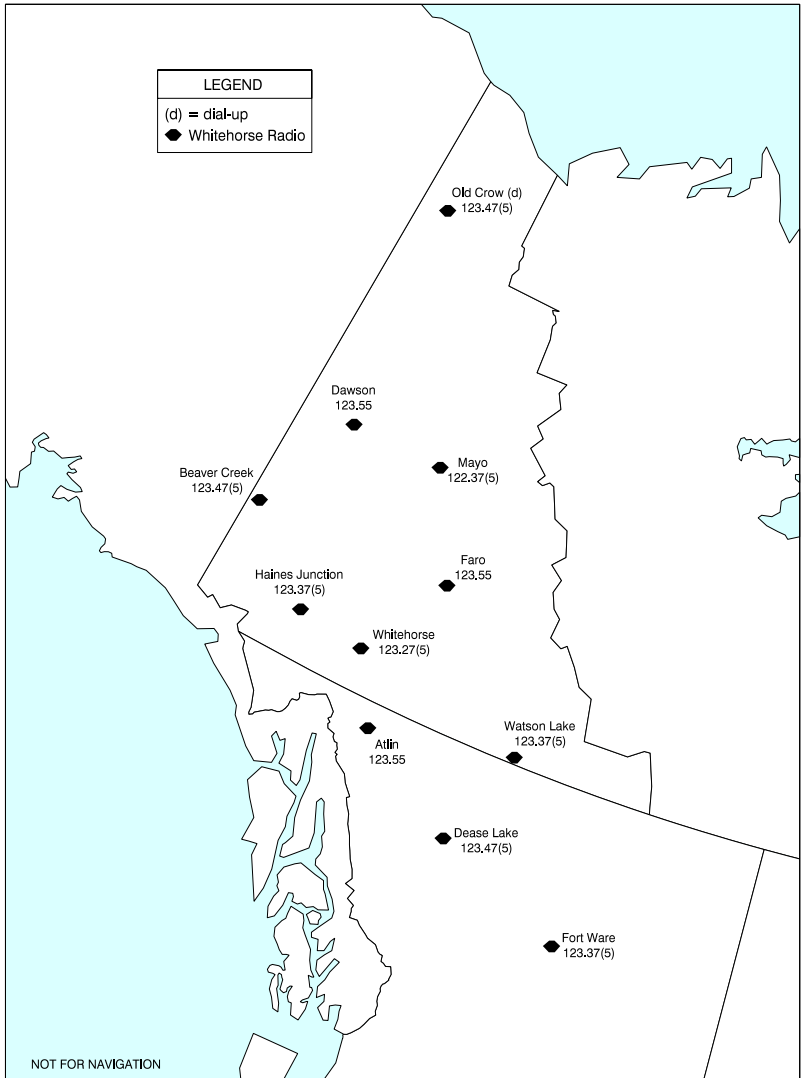
C18 PLANNING

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**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)

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

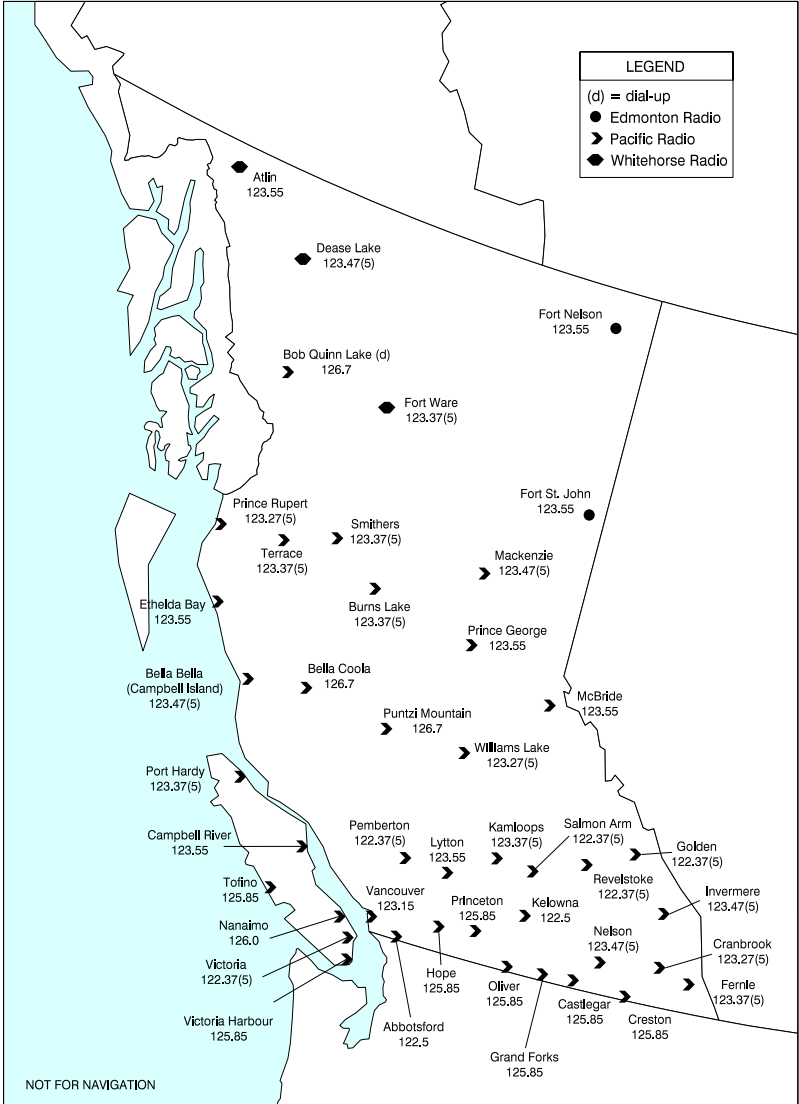


## C20 PLANNING

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

**Abbotsford** 122.5 (FISE) 126.7 (bcst) (N49 02 W122 22)  
**Bella Bella (Campbell Island)** 123.475 (FISE) 126.7 (bcst) (N52 11 W128 09)  
**Bella Coola** 126.7 (FISE) (N52 23 W126 35)  
**Bob Quinn Lake** 126.7 (FISE) DRCO (N56 58 W130 14)  
**Burns Lake** 123.375 (FISE) 126.7 (bcst) (N54 15 W125 43)  
**Campbell River** 123.55 (FISE) 126.7 (bcst) (N49 57 W125 16)  
**Castlegar** 125.85 (FISE) (N49 06 W117 51)  
**Cranbrook** 123.275 (FISE) 126.7 (bcst) (N49 37 W115 47)  
**Creston** 125.85 (FISE) 126.7 (bcst) (N49 02 W116 29)  
**Ethelda Bay** 123.55 (FISE) 126.7 (bcst) (N53 05 W129 40)  
**Fernie** 123.375 (FISE) (N49 27 W114 59)  
**Golden** 122.375 (FISE) 126.7 (bcst) (N51 18 W116 59)  
**Grand Forks** 125.85 (FISE) 126.7 (bcst) (N49 05 W118 37)  
**Hope** 125.85 (FISE) 126.7 (bcst) (N49 23 W121 25)  
**Invermere** 123.475 (FISE) RCO 126.7 (bcst) (N50 29 W115 57)  
**Kamloops** 123.375 (FISE) 126.7 (bcst) (N50 42 W120 27)  
**Kelowna** 122.5 (FISE) 126.7 (bcst) (N49 56 W119 22)  
**Lytton** 123.55 (FISE) 126.7 (bcst) (N50 15 W121 35)  
**Mackenzie** 123.475 (FISE) 126.7 (bcst) (N55 02 W122 54)  
**McBride** 123.55 (FISE) 126.7 (bcst) (N53 18 W120 10)  
**Nanaimo** 126.0 (FISE) (N49 03 W123 52)  
**Nelson** 123.475 (FISE) 126.7 (bcst) (N49 29 W117 17)  
**Oliver** 125.85 (FISE) 126.7 (bcst) (N49 03 W119 31)  
**Pemberton** 122.375 (FISE) 126.7 (bcst) (N50 18 W122 44)  
**Port Hardy** 123.375 (FISE) 126.7 (bcst) (N50 41 W127 22)  
**Prince George** 123.55 (FISE) 126.7 (bcst) (N53 53 W122 41)  
**Prince Rupert** 123.275 (FISE) 126.7 (bcst) (N54 17 W130 27)  
**Princeton** 125.85 (FISE) 126.7 (bcst) (N49 28 W120 30)  
**Puntzi Mountain** 126.7 (FISE) (N52 10 W124 12)  
**Revelstoke** 122.375 (FISE) 126.7 (bcst) (N50 58 W118 11)  
**Salmon Arm** 122.375 (FISE) 126.7 (bcst) (N50 39 W119 29)  
**Smithers** 123.375 (FISE) (N54 49 W127 11)  
**Terrace** 123.375 (FISE) 126.7 (bcst) (N54 28 W128 35)  
**Tofino** 125.85 (FISE) 126.7 (bcst) (N49 05 W125 51)  
**Vancouver** 123.15 (FISE) (N49 12 W123 11)  
**Victoria Harbour** 125.85 (FISE) (N48 25 W123 23)  
**Victoria** 122.375 (FISE) 126.7 (bcst) (N48 46 W123 31)  
**Williams Lake** 123.275 (FISE) 126.7 (bcst) (N52 11 W122 03)

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





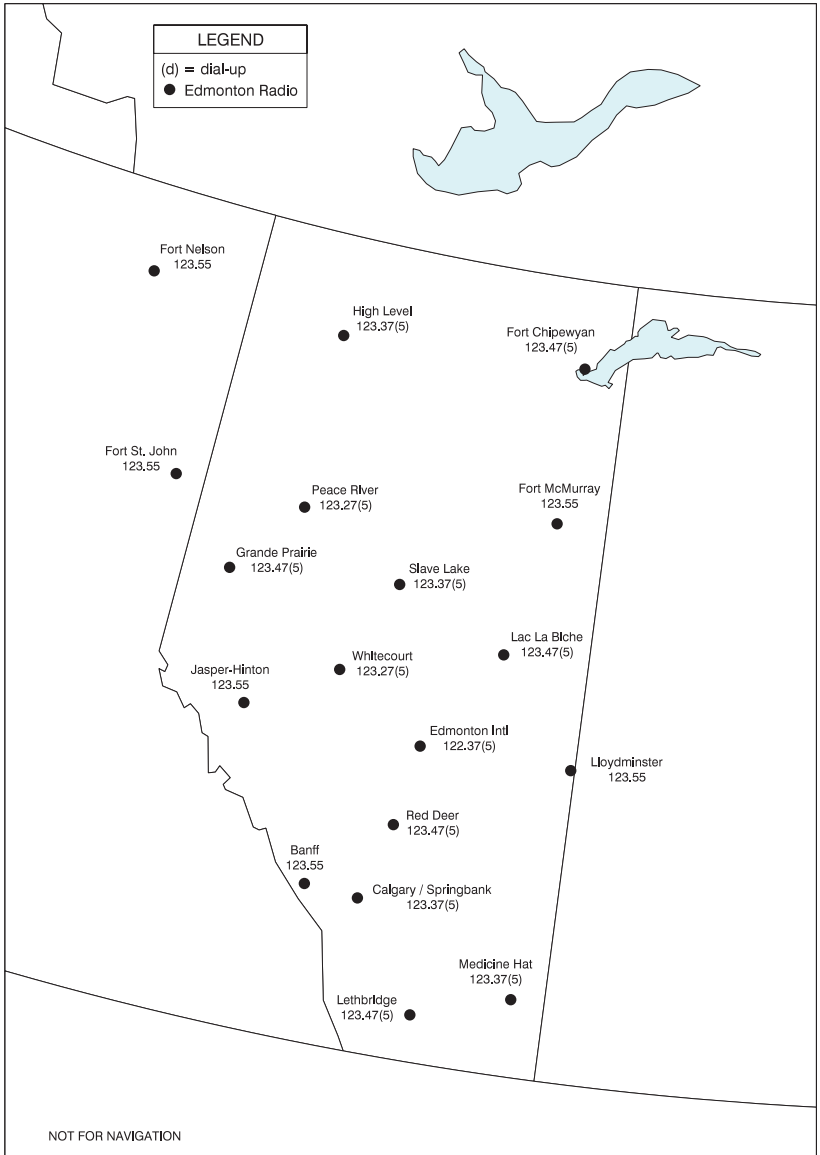
C22 PLANNING

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

**Banff** 123.55 (FISE) 126.7 (bcst) (N51 09 W115 35)  
**Edmonton** 122.375 (FISE) 126.7 (bcst) (E) (N53 19 W113 35)  
**Fort Chipewyan** 123.475 (FISE) 126.7 (bcst) (N58 46 W111 06)  
**Fort McMurray** 123.55 (FISE) 126.7 (bcst) (N56 39 W111 14)  
**Fort Nelson** 123.55 (FISE) 126.7 (bcst) (N58 49 W122 42)  
**Fort St. John** 123.55 (FISE) 126.7 (bcst) (N56 14 W120 44)  
**Grande Prairie** 123.475 (FISE) 126.7 (bcst) (N55 11 W118 52)  
**High Level** 123.375 (FISE) 126.7 (bcst) (N58 39 W117 29)  
**Jasper-Hinton** 123.55 (FISE) 126.7 (bcst) (N53 25 W117 47)  
**Lac La Biche** 123.475 (FISE) 126.7 (bcst) (N54 46 W112 01)  
**Lethbridge** 123.475 (FISE) 126.7 (bcst) (N49 38 W112 48)  
**Lloydminster** 123.55 (FISE) 126.7 (bcst) (N53 19 W110 05)  
**Medicine Hat** 123.375 (FISE) 126.7 (bcst) (N50 01 W110 43)  
**Peace River** 123.275 (FISE) 126.7 (bcst) (N56 14 W117 27)  
**Red Deer** 123.475 (FISE) 126.7 (bcst) (N52 11 W113 53)  
**Slave Lake** 123.375 (FISE) 126.7 (bcst) (N55 28 W114 47)  
**Springbank** 123.375 (FISE) 126.7 (bcst) (N51 06 W114 22)  
**Whitcourt** 123.275 (FISE) 126.7 (bcst) (N54 09 W115 47)

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



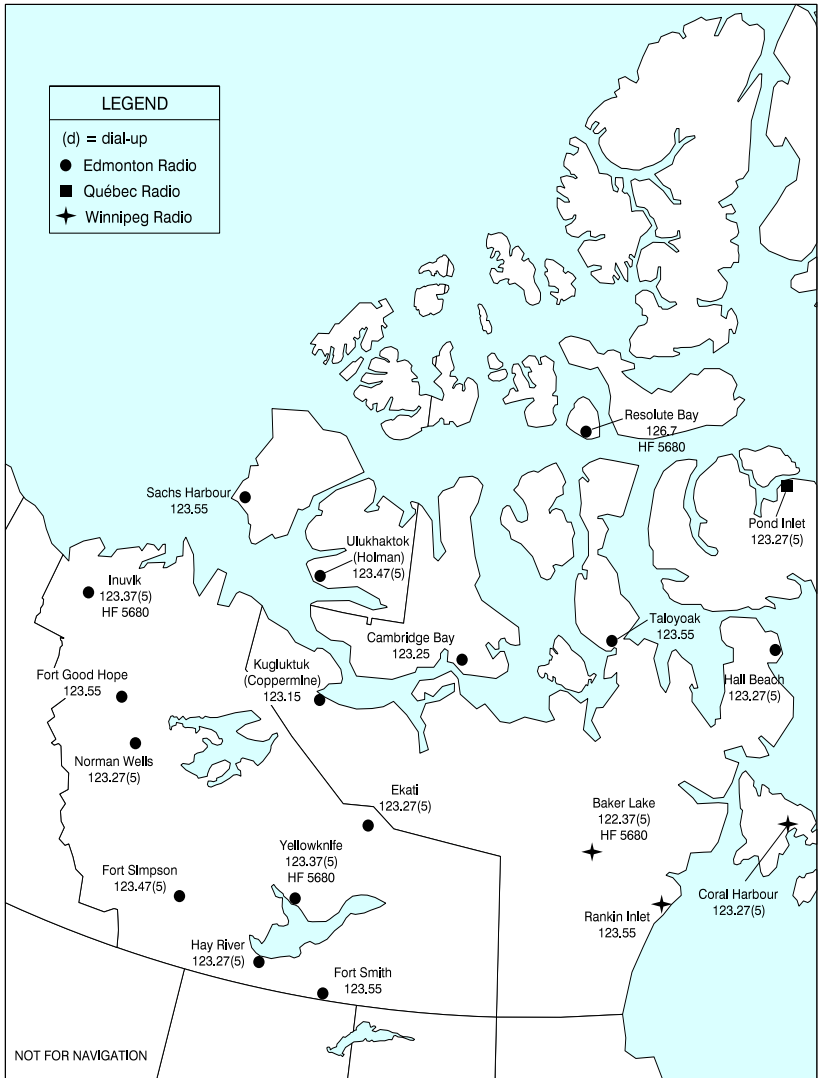
C24 PLANNING

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

**Cambridge Bay** 123.25 (FISE) 126.7 (bcst) (N69 07 00 W105 04 40)  
**Ekati** 123.275 (FISE) 126.7 (bcst) (N64 43 W110 37)  
**Fort Good Hope** 123.55 (FISE) 126.7 (bcst) (N66 14 W128 39)  
**Fort Simpson** 123.475 (FISE) 296.6 (FISE) 126.7 (bcst) (U) (N61 47 W121 16)  
**Fort Smith** 123.55 (FISE) 239.8 (FISE) (U) (N60 01 W111 57)  
**Hall Beach** 123.275 (FISE) 126.7 (bcst) (N68 46 00 W81 13 26)  
**Hay River** 123.275 (FISE) 126.7 (bcst) (U) (N60 50 W115 47)  
**Inuvik** 123.375 (FISE) 5680 (FISE) 126.7 (bcst) (N68 19 W133 29)  
**Kugluktuk (Coppermine)** 123.15 (FISE) 126.7 (bcst) (N67 49 17 W115 05 33)  
**Norman Wells** 123.275 (FISE) 126.7 (bcst) (N65 15 W126 41)  
**Resolute Bay** 126.7 (FISE) 5680 (FISE) (N74 44 W94 59)  
**Sachs Harbour** 123.55 (FISE) 126.7 (bcst) (N71 59 31 W125 14 28)  
**Taloyoak** 123.55 (FISE) 126.7 (bcst) (N69 32 23 W093 31 30)  
**Ulukhaktok (Holman)** 123.475 (FISE) 126.7 (bcst) (N70 45 34 W117 48 26)  
**Yellowknife** 123.375 (FISE) 5680 (FISE) 262.0 (FISE) 126.7 (bcst) (N62 28 W114 26)

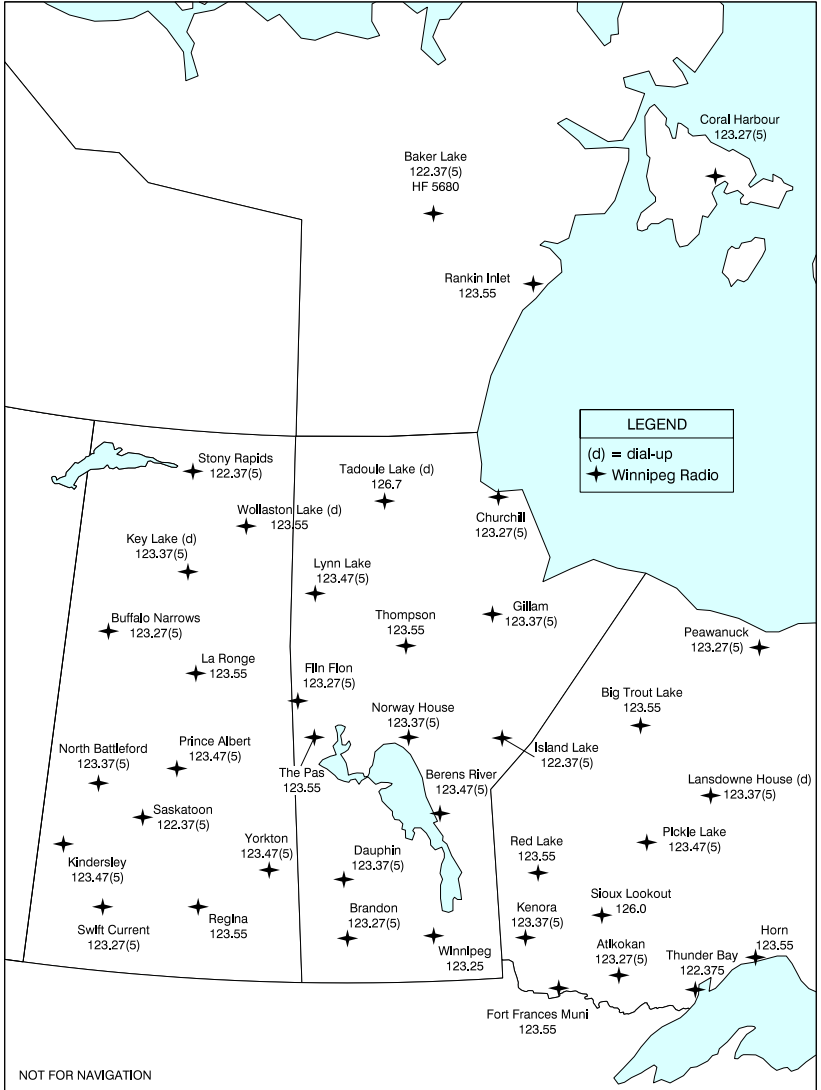
**EDMONTON FIC FISE RCOs NORTH OF 60°N (Cont'd)**  
**(Call-Sign EDMONTON RADIO)**



**WINNIPEG FIC FISE RCos****(Call-Sign WINNIPEG RADIO)**

**Atikokan** 123.275 (FISE) 126.7 (bcst) (N48 50 W91 35)  
**Baker Lake** 122.375 (FISE) 5680 (FISE) 126.7 (bcst) (N64 18 W96 04)  
**Berens River** 123.475 (FISE) 126.7 (bcst) (N52 21 W97 02)  
**Big Trout Lake** 123.55 (FISE) 126.7 (bcst) (N53 49 W89 55)  
**Brandon** 123.275 (FISE) 126.7 (bcst) (N49 54 W99 57)  
**Buffalo Narrows** 123.275 (FISE) 126.7 (bcst) (N55 51 W108 29)  
**Churchill** 123.275 (FISE) 126.7 (bcst) (N58 46 W94 08)  
**Coral Harbour** 123.275 (FISE) 126.7 (bcst) (N64 09 W83 18)  
**Dauphin** 123.375 (FISE) 126.7 (bcst) (N51 06 W100 04)  
**Flin Flon** 123.275 (FISE) 126.7 (bcst) (N54 41 W101 41)  
**Fort Frances Muni** 123.55 (FISE) 126.7 (bcst) (N48 39 W93 26)  
**Gillam** 123.375 (FISE) 126.7 (bcst) (N56 21 W94 42)  
**Horn** 123.55 (FISE) (N48 49 W87 21)  
**Island Lake** 122.375 (FISE) 126.7 (bcst) (N53 51 W94 39)  
**Kenora** 123.375 (FISE) 126.7 (bcst) (N49 47 W94 22)  
**Key Lake** 123.375 (FISE) 126.7 (bcst) DRCO (N57 10 W105 50)  
**Kindersley** 123.475 (FISE) 126.7 (bcst) (N51 28 W109 11)  
**Lansdowne House** 123.375 (FISE) 126.7 (bcst) DRCO (N52 12 W87 56)  
**La Ronge** 123.55 (FISE) 126.7 (bcst) (N55 09 W105 16)  
**Lynn Lake** 123.475 (FISE) 126.7 (bcst) (N56 52 W101 06)  
**North Battleford** 123.375 (FISE) 126.7 (bcst) (N52 46 W108 15)  
**Norway House** 123.375 (FISE) 126.7 (bcst) (N53 57 W97 51)  
**Peawanuck** 123.275 (FISE) 126.7 (bcst) (N54 59 W85 26)  
**Pickle Lake** 123.475 (FISE) 126.7 (bcst) (N51 27 W90 13)  
**Prince Albert** 123.475 (FISE) 126.7 (bcst) (N53 13 W105 41)  
**Rankin Inlet** 123.55 (FISE) 126.7 (bcst) (N62 48 W92 07)  
**Red Lake** 123.55 (FISE) 126.7 (bcst) (N51 04 W93 48)  
**Regina** 123.55 (FISE) 126.7 (bcst) (N50 26 W104 40)  
**Saskatoon** 122.375 (FISE) 126.7 (bcst) (N52 11 W106 41)  
**Sioux Lookout** 126.0 (FISE) 126.7 (bcst) (N50 06 W91 54)  
**Stony Rapids** 122.375 (FISE) 126.7 (bcst) (N59 11 W105 55)  
**Swift Current** 123.275 (FISE) 351.3 (FISE) 126.7 (bcst) (N50 17 W107 41)  
**Tadoule Lake** 126.7 (FISE) DRCO (N58 42 W98 30)  
**The Pas** 123.55 (FISE) 126.7 (bcst) (N53 58 W101 05)  
**Thompson** 123.55 (FISE) 126.7 (bcst) (N55 48 W97 51)  
**Thunder Bay** 122.375 (FISE) 126.7 (bcst) (N48 22 W89 19)  
**Winnipeg** 123.25 (FISE) 126.7 (bcst) (V) (N49 55 W97 14)  
**Wollaston Lake** 123.55 (FISE) DRCO (N58 10 W103 45)  
**Yorkton** 123.475 (FISE) 126.7 (bcst) (N51 15 W102 27)

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



C28 PLANNING

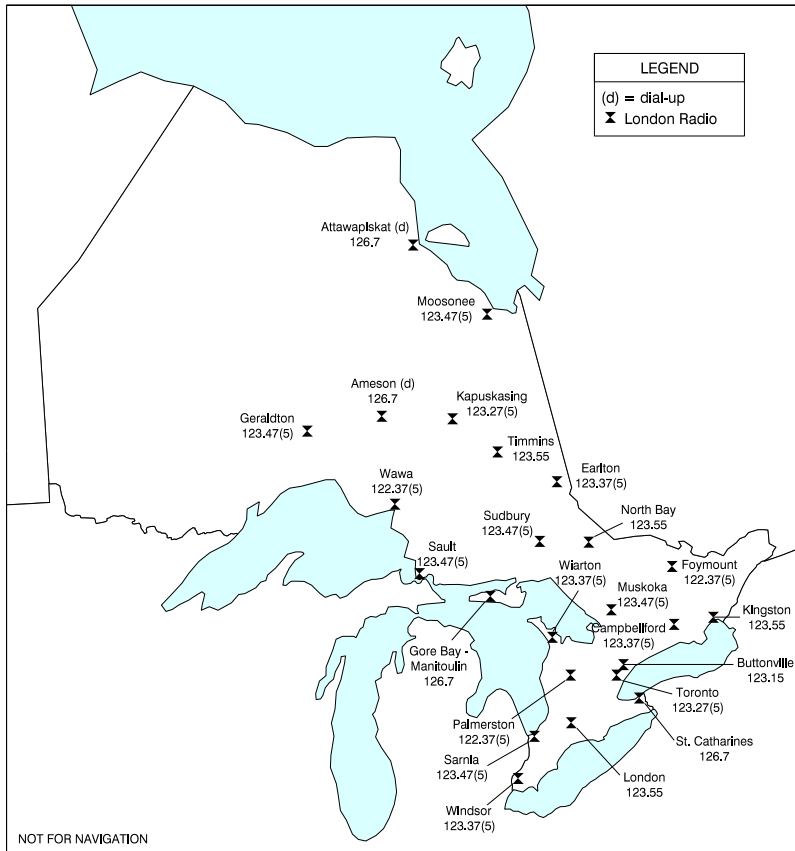
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**LONDON FIC FISE RCOs****(Call-Sign LONDON RADIO)**

(emerg only 519-452-4049)

**Ameson** 126.7 (FISE) DRCO (N49 47 W84 36)  
**Attawapiskat** 126.7 (FISE) DRCO (N52 56 W82 25)  
**Buttonville** 123.15 (FISE) 126.7 (bcst) (N43 52 W79 22)  
**Campbellford** 123.375 (FISE) 126.7 (bcst) (N44 20 W77 42)  
**Earlton** 123.375 (FISE) (N47 42 W79 51)  
**Foymount** 122.375 (FISE) 126.7 (bcst) (N45 26 W77 18)  
**Geraldton** 123.475 (FISE) 126.7 (bcst) (N49 46 W86 59)  
**Gore Bay-Manitoulin** 126.7 (FISE) (N45 53 W82 34)  
**Kapuskasing** 123.275 (FISE) 126.7 (bcst) (N49 25 W82 28)  
**Kingston** 123.55 (FISE) 126.7 (bcst) (N44 14 W76 36)  
**London** 123.55 (FISE) 126.7 (bcst) (N43 02 W81 09)  
**Moosonee** 123.475 (FISE) 126.7 (bcst) (N51 17 W80 36)  
**Muskoka** 123.475 (FISE) 126.7 (bcst) (N44 58 W79 18)  
**North Bay** 123.55 (FISE) 126.7 (bcst) (N46 22 W79 25)  
**Palmerston** 122.375 (FISE) 126.7 (bcst) (N43 55 W80 52)  
**St. Catharines** 126.7 (FISE) (N43 11 W79 10)  
**Sarnia** 123.475 (FISE) (N43 00 W82 18)  
**Sault** 123.475 (FISE) 126.7 (bcst) (N46 29 W84 31)  
**Sudbury** 123.475 (FISE) 126.7 (bcst) (N46 38 W80 48)  
**Timmins** 123.55 (FISE) 126.7 (bcst) (N48 34 W81 23)  
**Toronto** 123.275 (FISE) (N43 42 W79 37)  
**Wawa** 122.375 (FISE) 126.7 (bcst) (N47 58 W84 47)  
**Warton** 123.375 (FISE) 126.7 (bcst) (N44 45 W81 06)  
**Windsor** 123.375 (FISE) 126.7 (bcst) (N42 17 W82 57)

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





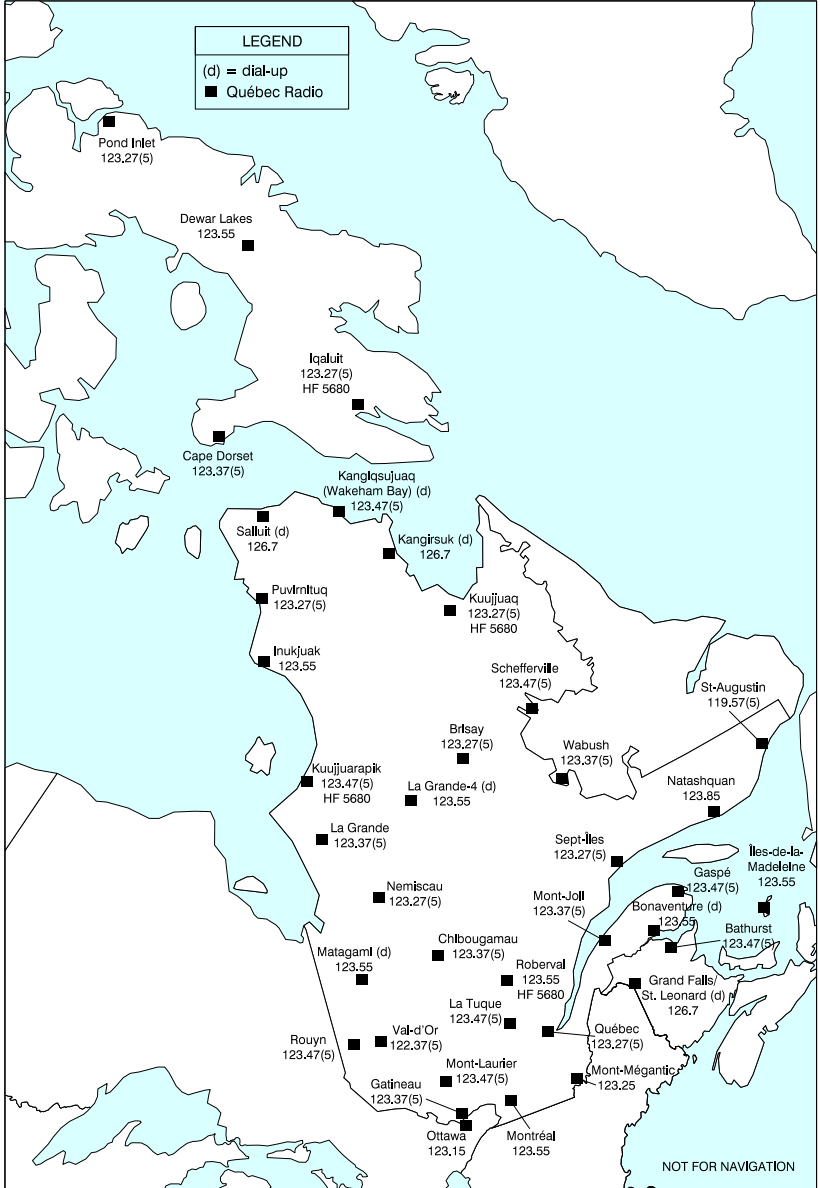
## C30 PLANNING

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

(emerg only 418-871-7464)

**Bathurst** 123.475 (FISE) 126.7 (bcst) RCO (N47 37 W65 44)  
**Bonaventure** 123.55 (FISE) DRCO (N48 08 W66 07)  
**Brisay** 123.275 (FISE) 126.7 (bcst) RCO (N54 23 W70 35)  
**Cape Dorset** 123.375 (FISE) 126.7 (bcst) (N64 14 W76 32)  
**Charlo** (U) (N47 59 W66 20)  
**Chibougamau** 123.375 (FISE) 126.7 (bcst) (N49 47 W74 32)  
**Dewar Lakes** 123.55 (FISE) 126.7 (bcst) (N68 39 W71 14)  
**Gaspé** 123.475 (FISE) 126.7 (bcst) (N48 47 W64 29)  
**Gatineau** 123.375 (FISE) (N45 31 W75 34)  
**Grand Falls/St. Leonard** 126.7 (FISE) DRCO (N47 05 W67 46)  
**Îles-de-la-Madeleine** 123.55 (FISE) 126.7 (bcst) (N47 22 W61 54)  
**Inukjuak** 123.55 (FISE) 126.7 (bcst) (N58 27 W78 07)  
**Iqaluit** 123.275 (FISE) 5680 (FISE) 126.7 (bcst) (N63 45 W68 33)  
**Kangiqsujuaq (Wakeham Bay)** 123.475 (FISE) 126.7 (bcst) DRCO (N61 35 W71 56)  
**Kangirsuk** 126.7 (FISE) DRCO (N60 01 W70 00)  
**Kuujuuaq** 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)

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



C32 PLANNING

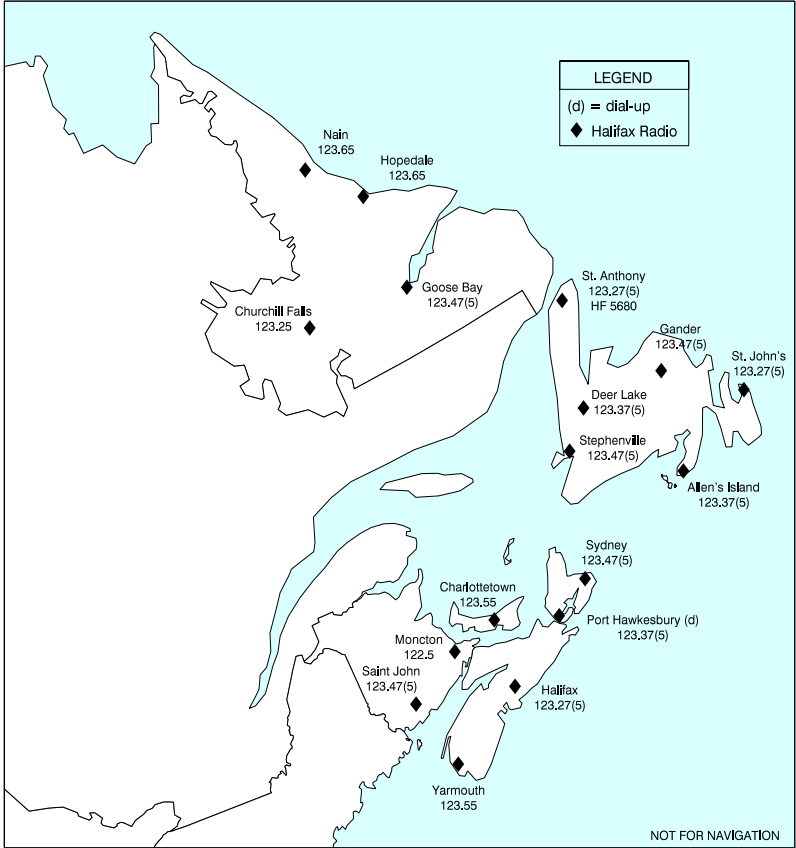
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**HALIFAX FIC FISE RCOs****(Call-Sign HALIFAX RADIO)**

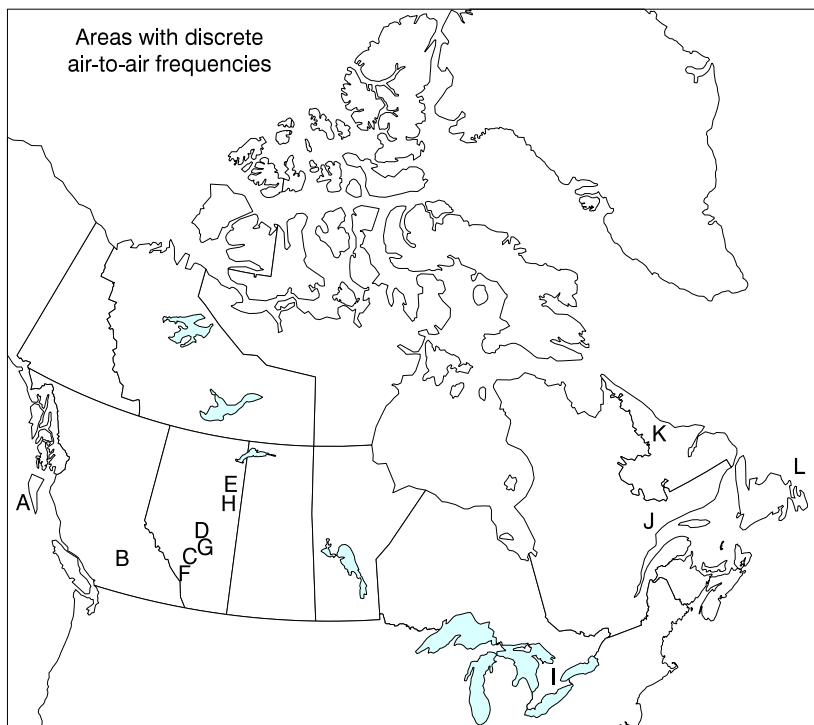
(emerg only 902-873-3227)

**Allen's Island** 123.375 (FISE) 126.7 (bcst) (N46 51 W55 48)  
**Charlottetown** 123.55 (FISE) 126.7 (bcst) (N46 18 W63 09)  
**Churchill Falls** 123.25 (FISE) 126.7 (bcst) (N53 35 W64 12)  
**Deer Lake** 123.375 (FISE) 126.7 (bcst) (N49 13 W57 24)  
**Gander** 123.475 (FISE) 126.7 (bcst) (N48 58 W54 36)  
**Goose Bay** 123.475 (FISE) 126.7 (bcst) (N53 20 W60 25)  
**Halifax** 123.275 (FISE) 126.7 (bcst) (E) (N44 52 W63 30)  
**Hopedale** 123.65 (FISE) 126.7 (bcst) (N55 28 W60 13)  
**Moncton** 122.5 (FISE) 126.7 (bcst) (N46 06 W64 39)  
**Nain** 123.65 (FISE) (N56 32 W61 41)  
**Port Hawkesbury** 123.375 (FISE) 126.7 (bcst) DRCO (N45 39 W61 23)  
**Saint John** 123.475 (FISE) 126.7 (bcst) (N45 28 W66 24)  
**St. Anthony** 123.275 & 5680 (FISE) 126.7 (bcst) (N51 23 W56 05)  
**St. John's** 123.275 (FISE) 126.7 (bcst) (N47 37 W52 45)  
**Stephenville** 123.475 (FISE) 126.7 (bcst) (N48 33 W58 34)  
**Sydney** 123.475 (FISE) 126.7 (bcst) (N46 09 W60 03)  
**Yarmouth** 123.55 (FISE) RCO (N43 55 W66 06)

**HALIFAX FIC FISE RCOs (Cont'd)**  
**(Call-Sign HALIFAX 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

Newfoundland and Labrador

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

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

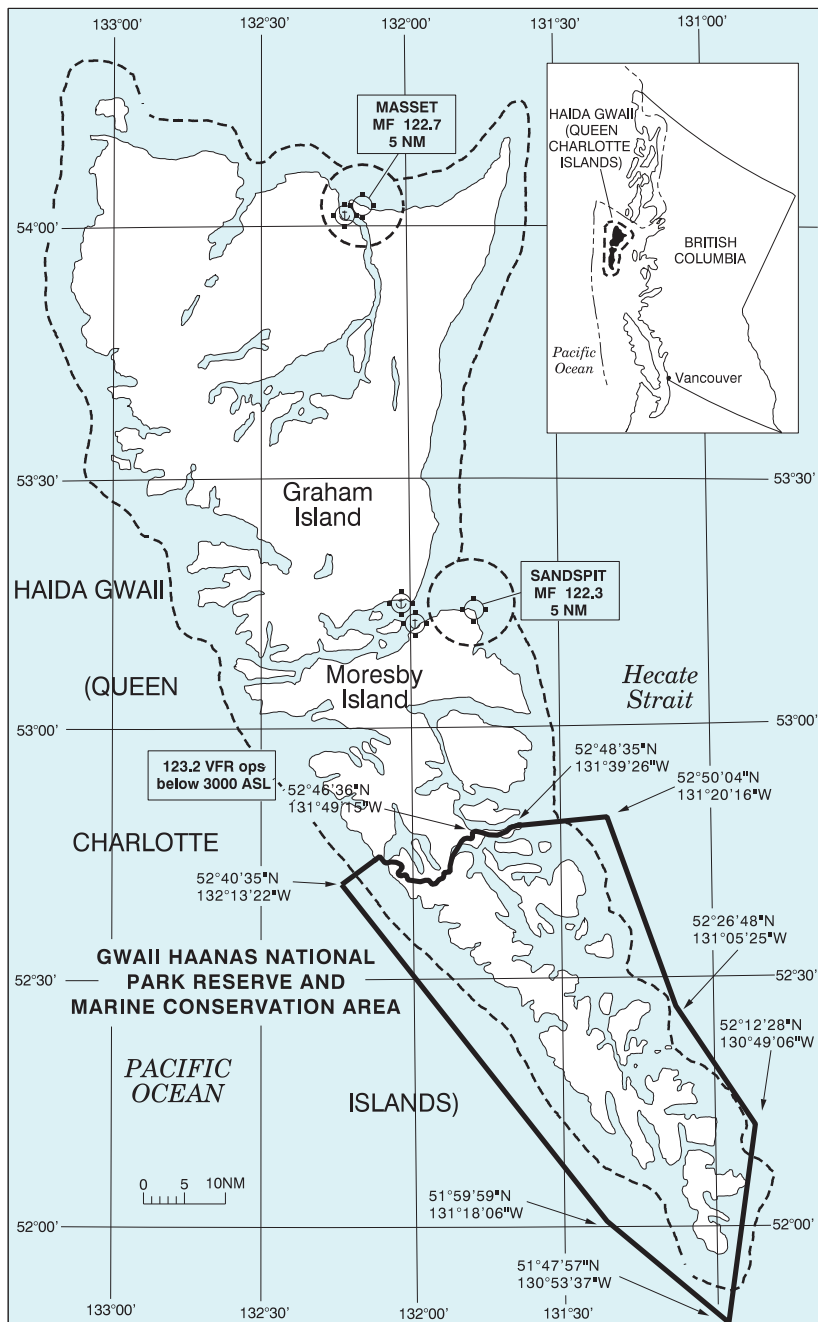
Due to the special conditions under which air traffic operate within the area of the Haida Gwaii (Queen Charlotte Islands), BC, the following special radio procedures have been established:

- 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.

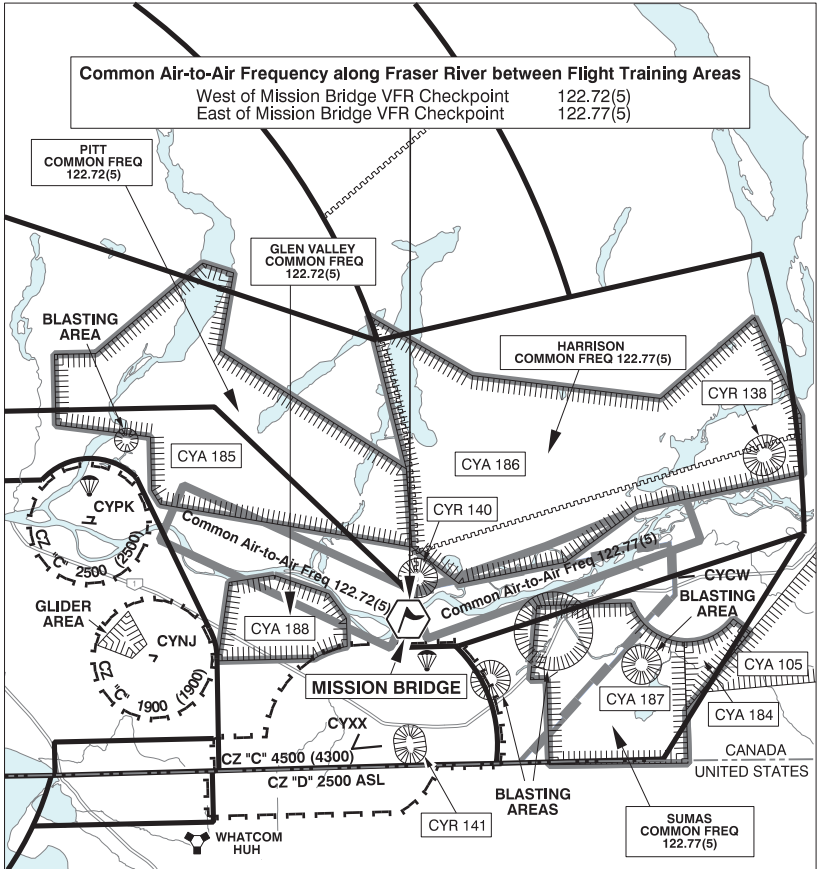
C36 PLANNING

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



**BRITISH COLUMBIA – VFR COMMON AIR-TO-AIR TRAFFIC FREQUENCY FOR FRASER RIVER CORRIDOR**

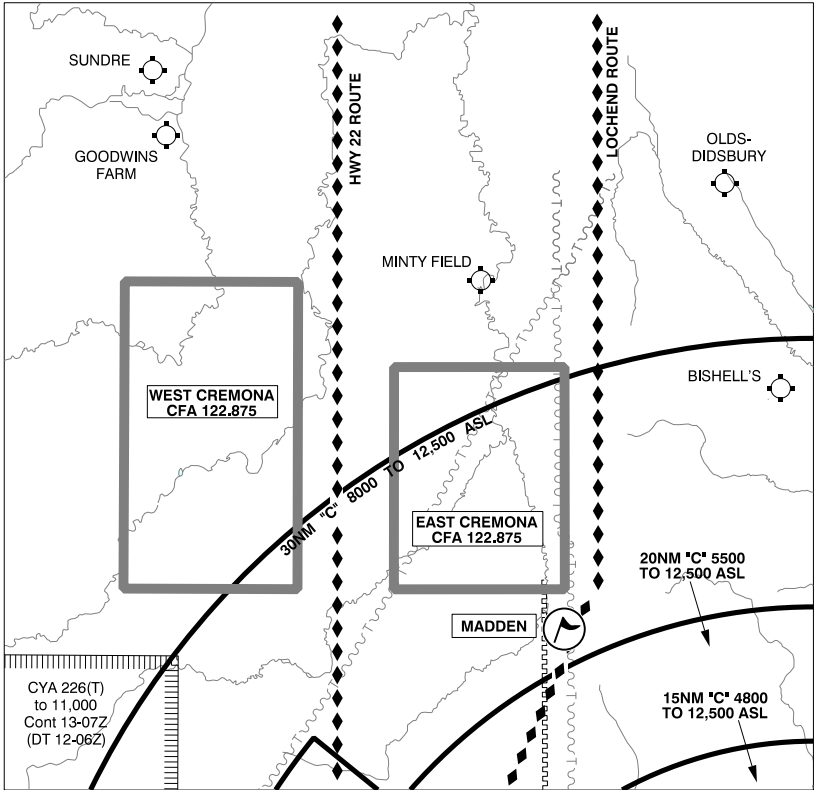
Common air-to-air frequencies have been designated for use in the CYA flight-training areas that border the Fraser River (see backside of Vancouver VTA). To ensure pilots who fly along the Fraser River corridor and between the flight training CYAs can communicate to maintain situational awareness and avoid conflicts, the common air-to-air flight training frequencies have been designated for use along the corridor.





C38 PLANNING

ALBERTA - CREMONA COMMON FREQUENCY AREA

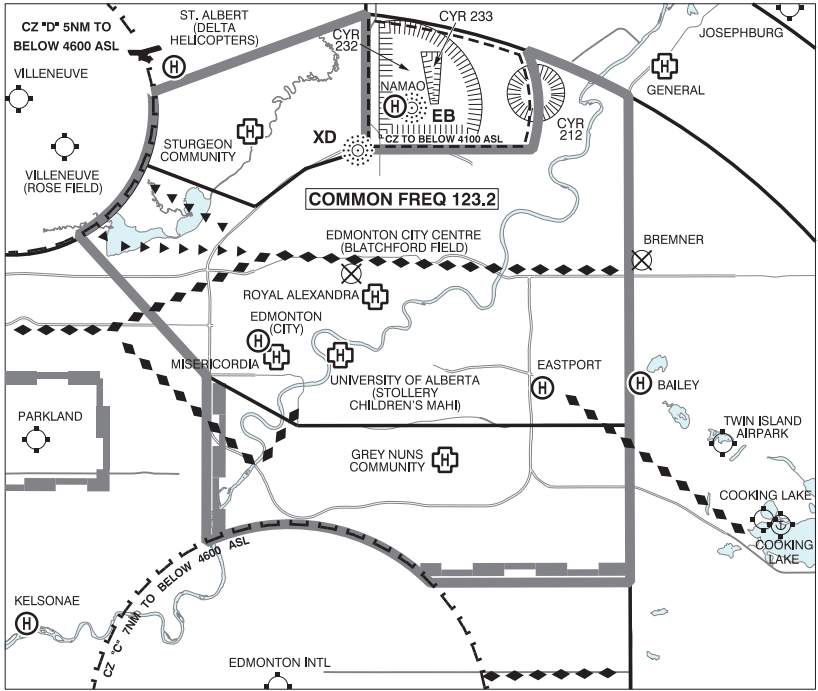


Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

"CREMONA AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE FOUR MILES NORTHWEST OF CREMONA, CONDUCTING FLIGHT TRAINING AT 7000 FEET "

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome traffic frequency (ATF), en-route frequency, or any other appropriate frequency.

**ALBERTA - EDMONTON CITY ATF COMMON FREQUENCY AREA**



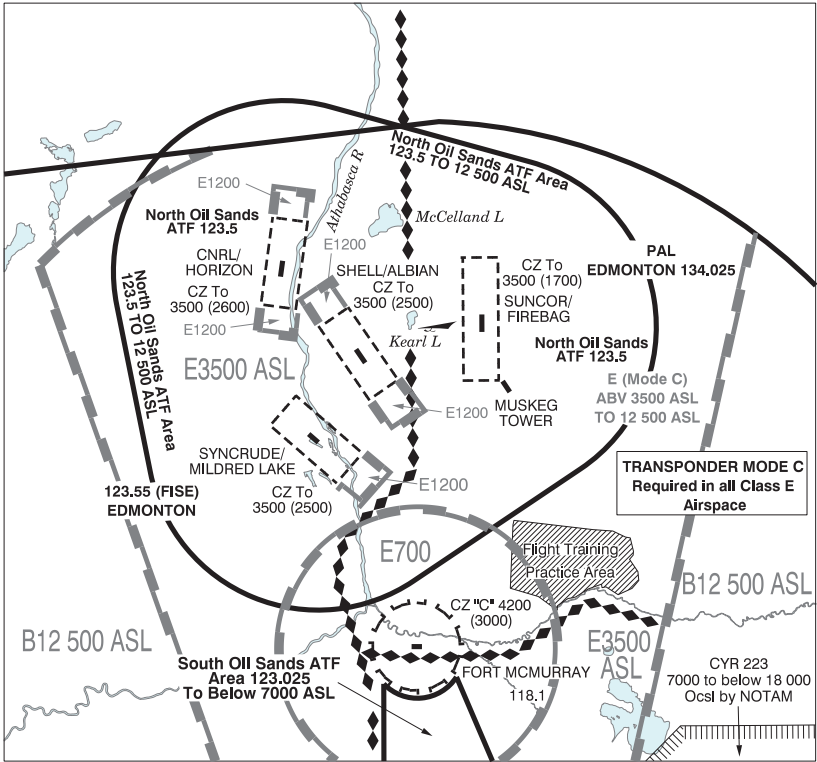
Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated area. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

**"EDMONTON AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE TWO MILES WEST OF THE CEMENT PLANT, CONDUCTING A CITY TOUR AT 4000 FEET"**

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome traffic frequency (ATF), or any other appropriate frequency.

C40 PLANNING

ALBERTA - NORTH OIL SANDS ATF AREA



Due to the special conditions under which air traffic operates within the North Oil Sands area in north-eastern Alberta, the following special radio procedures have been established:

ATF Pilot-to-Pilot

123.5 - North Oil Sands air traffic frequency: All pilots, prior to entering and while operating below 12,500 ft ASL while within the area joining a 20 NM radius centred on the Fort Mackay/Horizon, Fort Mackay/Firebag and Fort McMurray/Mildred Lake aerodromes, should broadcast their intentions and monitor and broadcast on the North Oil Sands air traffic frequency. This frequency is intended for pilot-to-pilot communications to aid in maintaining situational awareness with respect to other aircraft operating in the area. Pilots are reminded to follow the Aerodrome Traffic Frequency (ATF) procedures described in the TC AIM.

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

123.3 - Albian UNICOM: All pilots arriving at, or departing from the Fort Mackay/Albian aerodrome must contact Albian UNICOM for company messages, local traffic and weather information.

122.8 - Firebag UNICOM: All pilots arriving at, or departing from the Fort Mackay/Firebag aerodrome must contact Firebag UNICOM for company messages, local traffic and weather information.

122.7 - Horizon UNICOM: All pilots arriving at, or departing from the Fort Mackay/Horizon aerodrome must contact Horizon UNICOM for company messages, local traffic and weather information.

123.5 - Mildred Lake TFC: All pilots arriving at, or departing from the Fort McMurray/Mildred Lake aerodrome must contact Syncrude Security for company messages and weather information.

123.2 - Muskeg Tower ATF: All pilots arriving at, or departing from the Muskeg Tower aerodrome should contact Muskeg Tower ATF for company messages.

123.2 - Birch Mountain ATF: All pilots arriving at, or departing from the Birch Mountain aerodrome should contact Birch Mountain ATF for company messages.

It is recommended that pilots complete any necessary company-related communications on the appropriate aerodrome frequency prior to entering the North Oil Sands ATF Area on arrival, and prior to ground manoeuvring for departure.

**FISE**

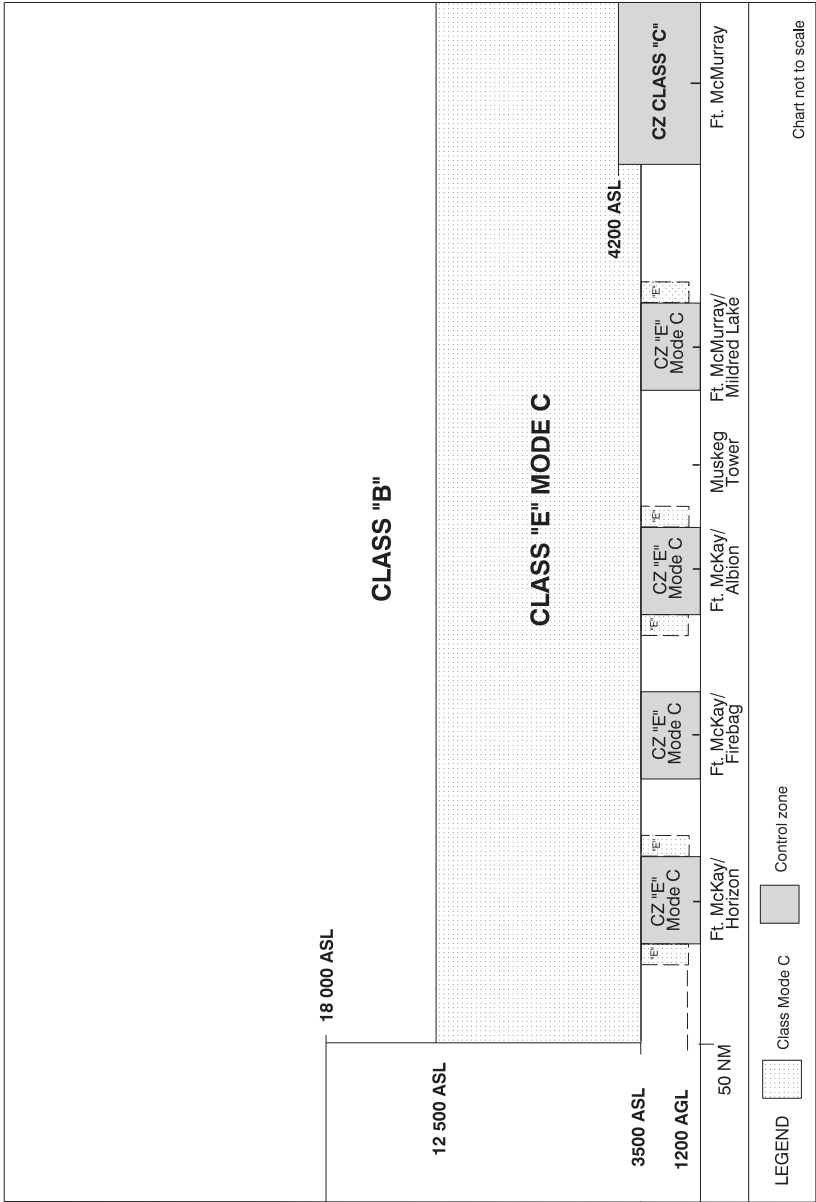
123.55 - Fort McMurray RCO: All pilots operating in the vicinity of Fort McMurray and requesting enroute flight information service should contact Edmonton FIC on the Fort McMurray FISE frequency.

**ATC**

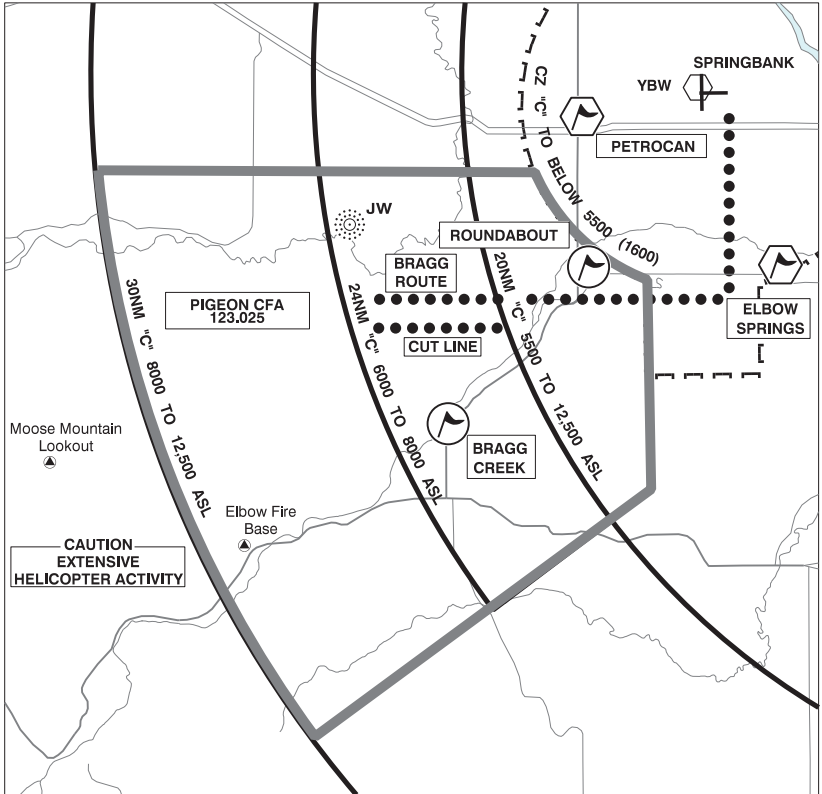
134.025 - Oil Sands PAL: To be used by aircraft operating in accordance with IFR to report their arrival and to request their IFR clearances prior to departure. Aircraft operating in accordance with IFR within controlled airspace shall use the Fort McMurray PAL frequency for ATC communications for en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

C42 PLANNING

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



**ALBERTA - PIGEON COMMON FREQUENCY AREA**



When requesting a flight to the Pigeon CFA, specify whether Bragg Creek or the Pigeon NDB is the initial destination as it will affect your outbound route and method of conflict resolution.

Use caution in the Pigeon CFA as there is extensive helicopter activity 6000 feet and below (Class C airspace).

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

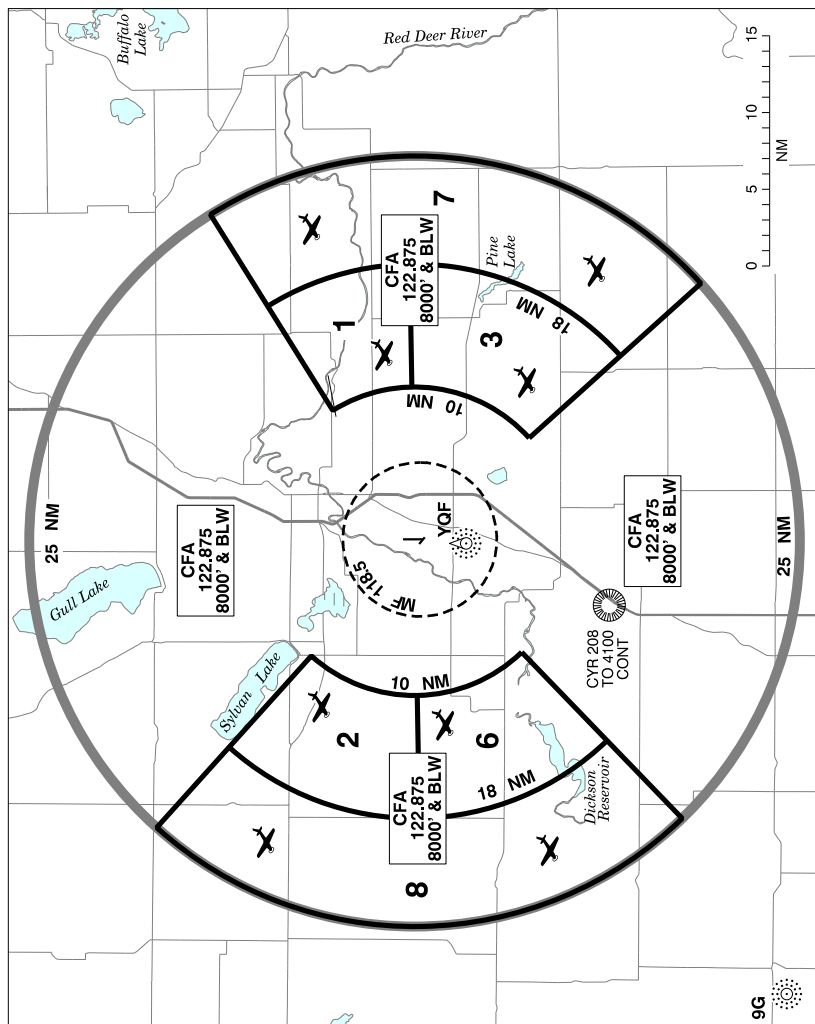
Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

"PIGEON AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE FOUR MILES NORTHWEST OF PIGEON NDB, CONDUCTING FLIGHT TRAINING AT 7000 FEET AND BELOW".

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome traffic frequency (ATF), en-route frequency, or any other appropriate frequency.

## C44 PLANNING

## ALBERTA - RED DEER COMMON FREQUENCY AREA



Pilots are encouraged to use the designated common frequency within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions.

Example transmission:

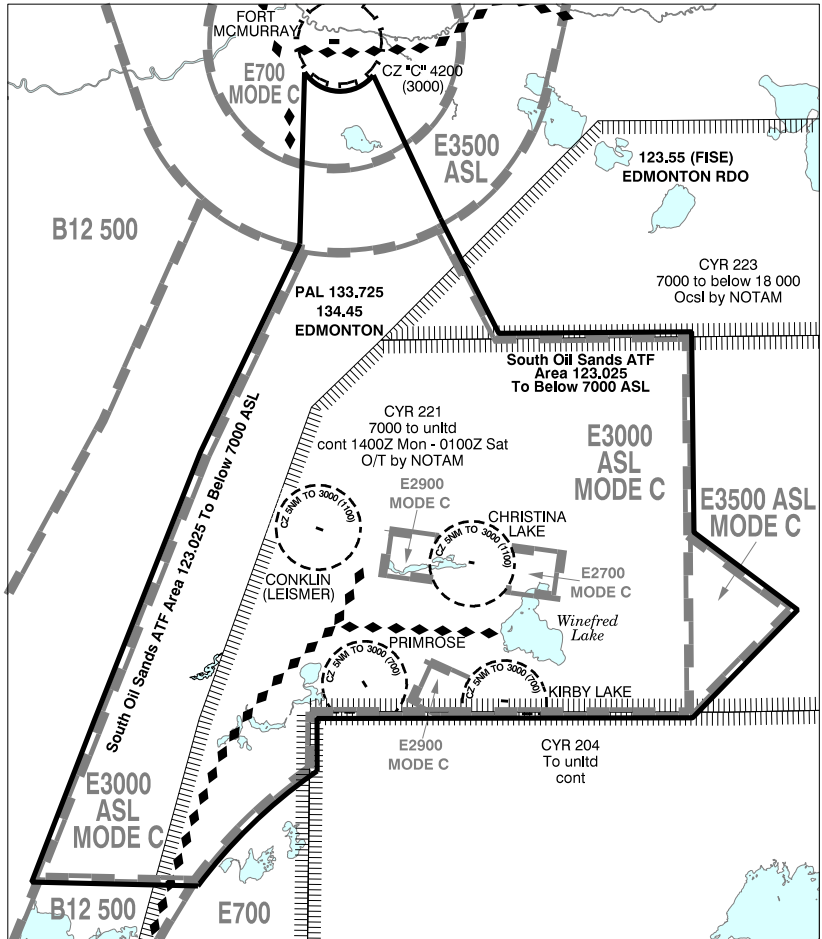
"RED DEER AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE CONDUCTING UPPER AIR WORK WITHIN TRAINING AREA ONE BETWEEN FIVE THOUSAND AND SEVEN THOUSAND."

or

"RED DEER AREA TRAFFIC, PIPER GOLF DELTA ECHO FOXTROT, 8 MILES EAST OF RED DEER, PROCEEDING SOUTHBOUND SIX THOUSAND FIVE HUNDRED."

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, a MF, an ATC frequency, aerodrome traffic frequency (ATF), en-route frequency, or any other appropriate frequency.

**ALBERTA - SOUTH OIL SANDS ATF AREA**



The following radio procedures apply to air traffic operating within the South Oil Sands area in north-eastern Alberta.

**ATF Pilot-to-Pilot**

123.025 - South Oil Sands Area air traffic frequency (ATF): The South Oil Sands Area ATF airspace is defined as the airspace below 7,000 ft ASL within the boundary of the Class E Mode C Control Area Extension surrounding the four affected aerodromes including a corridor to the north that extends to the Fort McMurray control zone. All pilots, prior to entering and while operating in this airspace, should broadcast their position and intentions, monitor and coordinate operations with other aircraft on the South Oil Sands ATF. For aerodrome arrivals/departures follow the Aircraft Operations - Uncontrolled Aerodromes procedures described in the RAC section of A.I.M. Canada.

**Aerodrome UNICOM / ATF**

- 122.8 - Christina Lake ATF, AUTO 122.275
- 122.8 - Conklin UNICOM ltd hrs, O/T ATF
- 123.35 - Kirby Lake UNICOM(AU) ltd hrs, O/T ATF, AUTO 122.175
- 122.95 - Primrose UNICOM(AU) ltd hrs, O/T ATF



C46 PLANNING

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

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

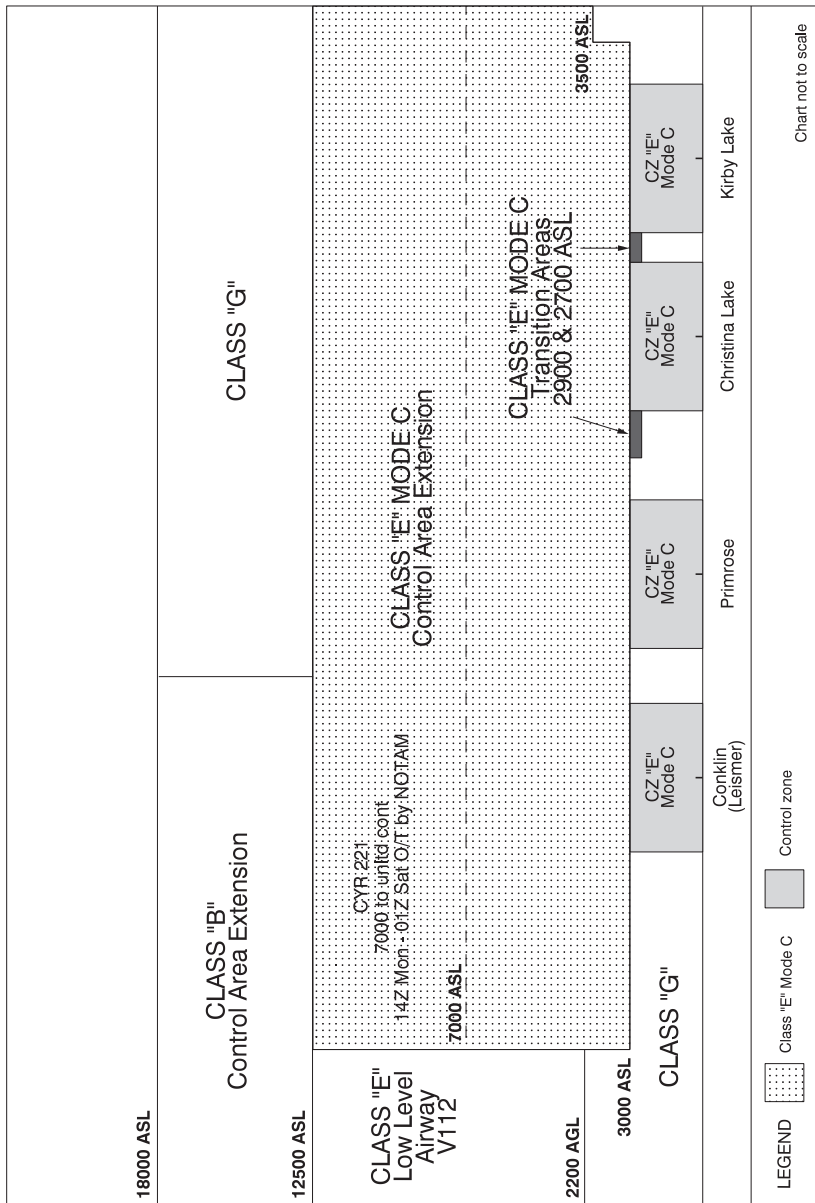
**FISE**

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.

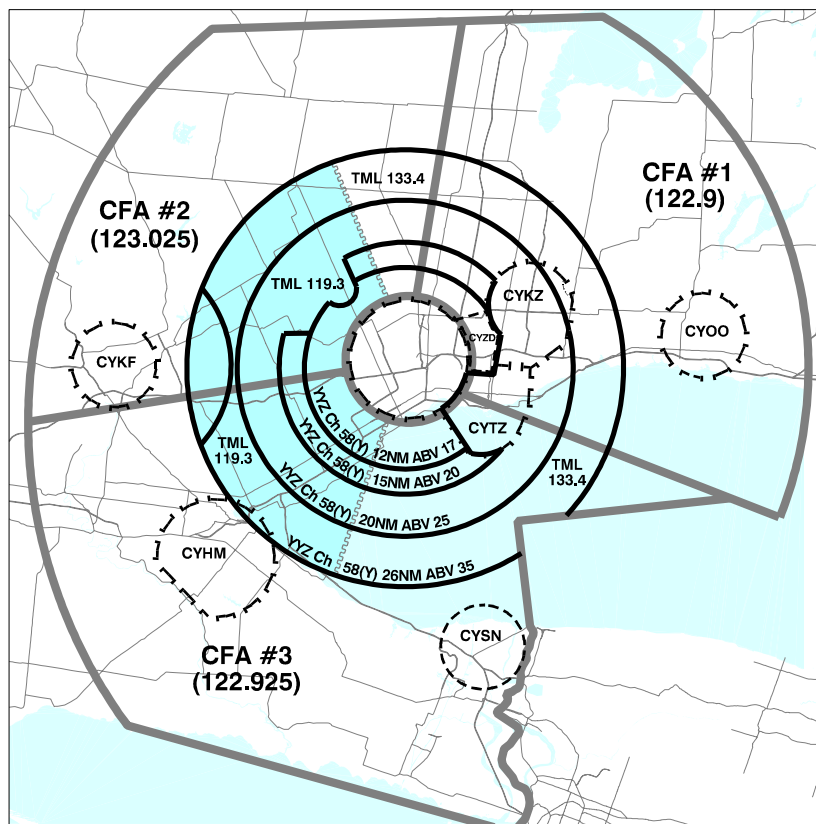
ALBERTA - SOUTH OIL SANDS ATF AREA (Cont'd)



## C48 PLANNING

## ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES

## TORONTO COMMON FREQUENCY AREA (CFA)



## GUIDELINES FOR USING TORONTO COMMON FREQUENCY AREAS (CFA) FREQUENCIES

Pilots are encouraged to use the appropriate CFA frequency when flying in the Toronto CFAs.

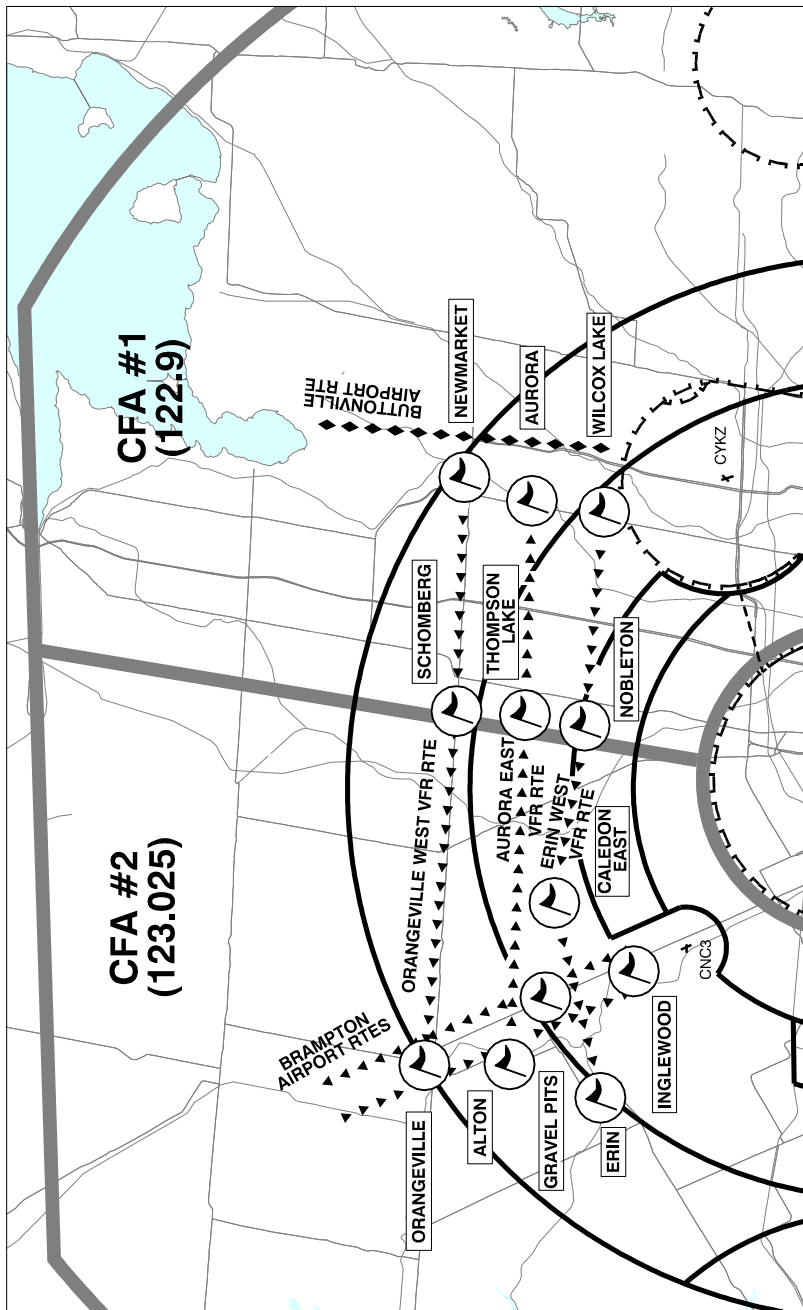
Transmissions on a CFA frequency should be limited to the minimum required to provide the aircraft's position and pilot intentions. Example transmission:

(On CFA#2 123.025) "TRAFFIC IN THE LUTHER LAKE AREA CESSNA GOLF ALPHA BRAVO CHARLIE CONDUCTING AIRWORK TWO MILES EAST OF LUTHER LAKE THREE THOUSAND FEET AND BELOW"

Flying within a CFA and using a CFA frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome ATF or any other appropriate frequency.

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

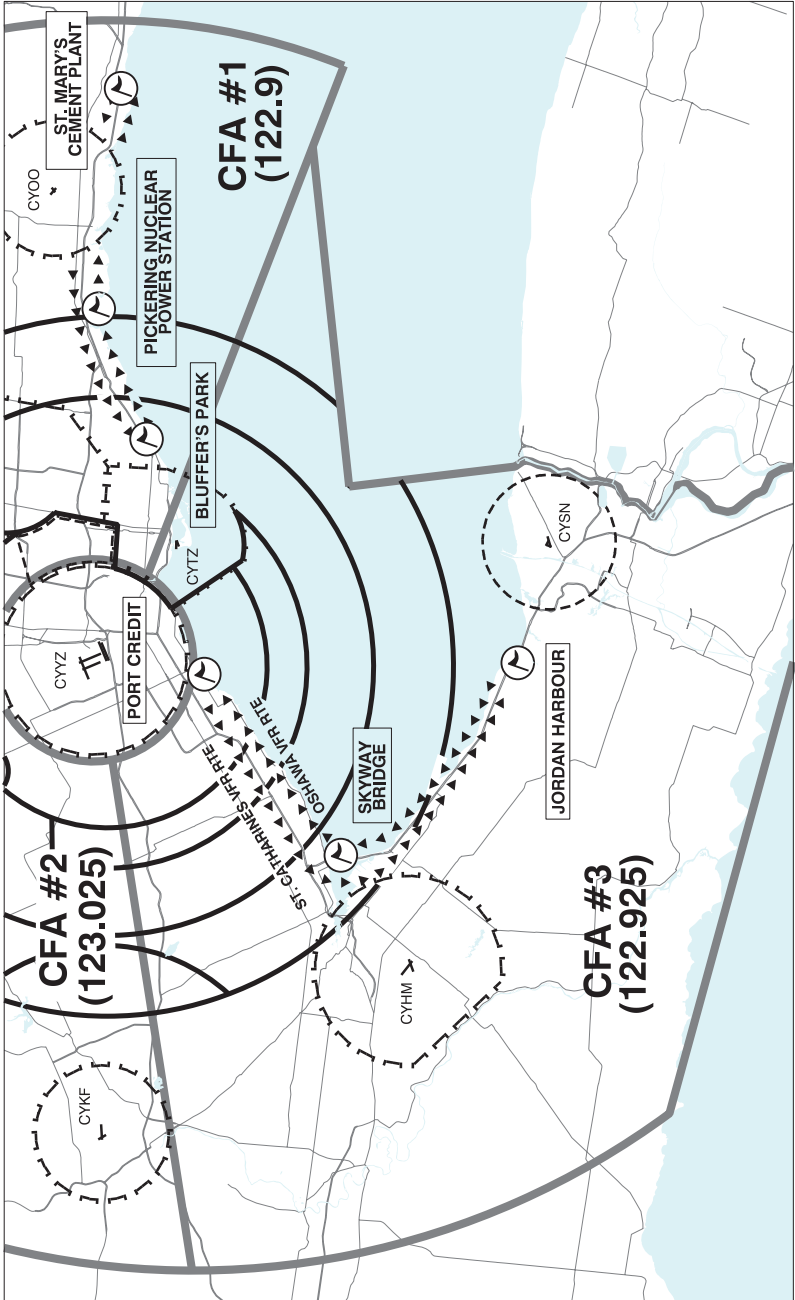
TORONTO NORTH VFR TRANSIT ROUTES



C50 PLANNING

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

TORONTO LAKESHORE VFR TRANSIT ROUTES



**ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES (Cont'd)****GUIDELINES FOR USING TORONTO VFR TRANSIT ROUTES**

When transiting the Toronto area pilots are encouraged to use the designated VFR transit routes.

There are five routes; three for transiting north of Toronto Intl and two for transiting along the Lakeshore as follows:

**North Transit Routes**

ORANGEVILLE WEST (NEWMARKET - SCHOMBERG - ORANGEVILLE)  
AURORA EAST (ALTON - THOMPSON LAKE - AURORA)  
ERIN WEST (WILCOX LAKE - NOBLETON - CALEDON EAST - ERIN)

**Lakeshore Transit Routes**

OSHAWA (JORDAN HARBOUR - SKYWAY BRIDGE - PORT CREDIT - BLUFFER'S  
PARK - PICKERING NUCLEAR POWER STATION - ST. MARY'S CEMENT PLANT)

ST. CATHARINES (ST. MARY'S CEMENT PLANT - PICKERING NUCLEAR POWER  
STATION - BLUFFER'S PARK - PORT CREDIT - SKYWAY BRIDGE - JORDAN HARBOUR)

Use the appropriate CFA frequency when using the VFR routes. An ATC clearance is required if the VFR transit routes are flown within the Toronto TCA Class C airspace or through the Toronto Intl, Toronto/Billy Bishop Toronto City Airport and Oshawa control zones. Following are example transmissions when flying a route:

(On CFA #2 123.025) "TRAFFIC IN THE ALTON AREA CESSNA GOLF ALPHA BRAVO CHARLIE  
OVER ALTON TWO THOUSAND FIVE HUNDRED ON VFR ROUTE AURORA EAST"

(On CFA #1 122.9) "TRAFFIC IN THE THOMPSON LAKE AREA CESSNA GOLF ALPHA BRAVO  
CHARLIE OVER THOMPSON LAKE TWO THOUSAND FIVE HUNDRED ON VFR ROUTE  
AURORA EAST"

(On CFA #1 122.9) "TRAFFIC IN THE AURORA AREA CESSNA GOLF ALPHA BRAVO CHARLIE  
OVER AURORA TWO THOUSAND FIVE HUNDRED CLIMBING TO THREE THOUSAND FIVE  
HUNDRED HEADING NORTHEAST TO PETERBOROUGH"

C52 PLANNING

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

The ATF corridor (frequency 123.5) extends from the surface to 12,500 ASL inclusively, outside Havre St-Pierre, Natashquan and Lourdes-de-Blanc-Sablon MF zones (15NM radius, 3000' AAE).

**Delimitation:**

The area outside controlled airspace bordered, in part, by Sept-Îles CZ and an arc located at 15NM centred on airport and included between R132 and R090 from YZV VOR/DME. Then northerly by a tangent from a point located on R090 from YZV VOR/DME at 15NM from Sept-Îles airport and linking the arcs of circles of 15NM centred on Havre St-Pierre, Natashquan, Chevery, St-Augustin and Lourdes-de-Blanc-Sablon airports, including an area formed by a line from the point of contact of the 15NM arc of Natashquan airport to YIF NDB and the northern limit already described and excluding CYA733(M), then southerly by a tangent from BX NDB and linking the arcs of 15NM centred on Chevery and Natashquan airports then along a line from a point of contact of the MF zone toward the PN NDB then clockwise to a point located on R132 from YZV VOR/DME at 15NM from Sept-Îles airport.

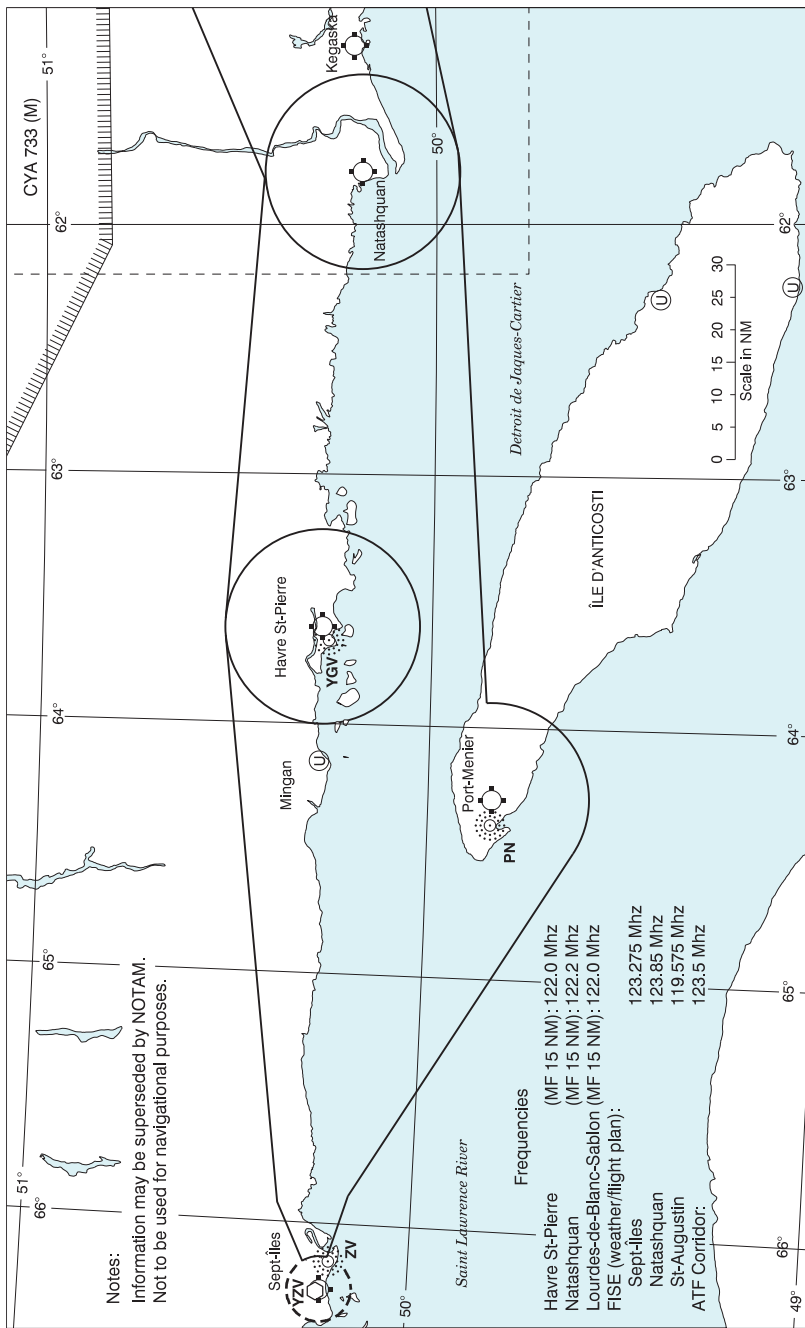
**Exceptions:**

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

**Procedures:**

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

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



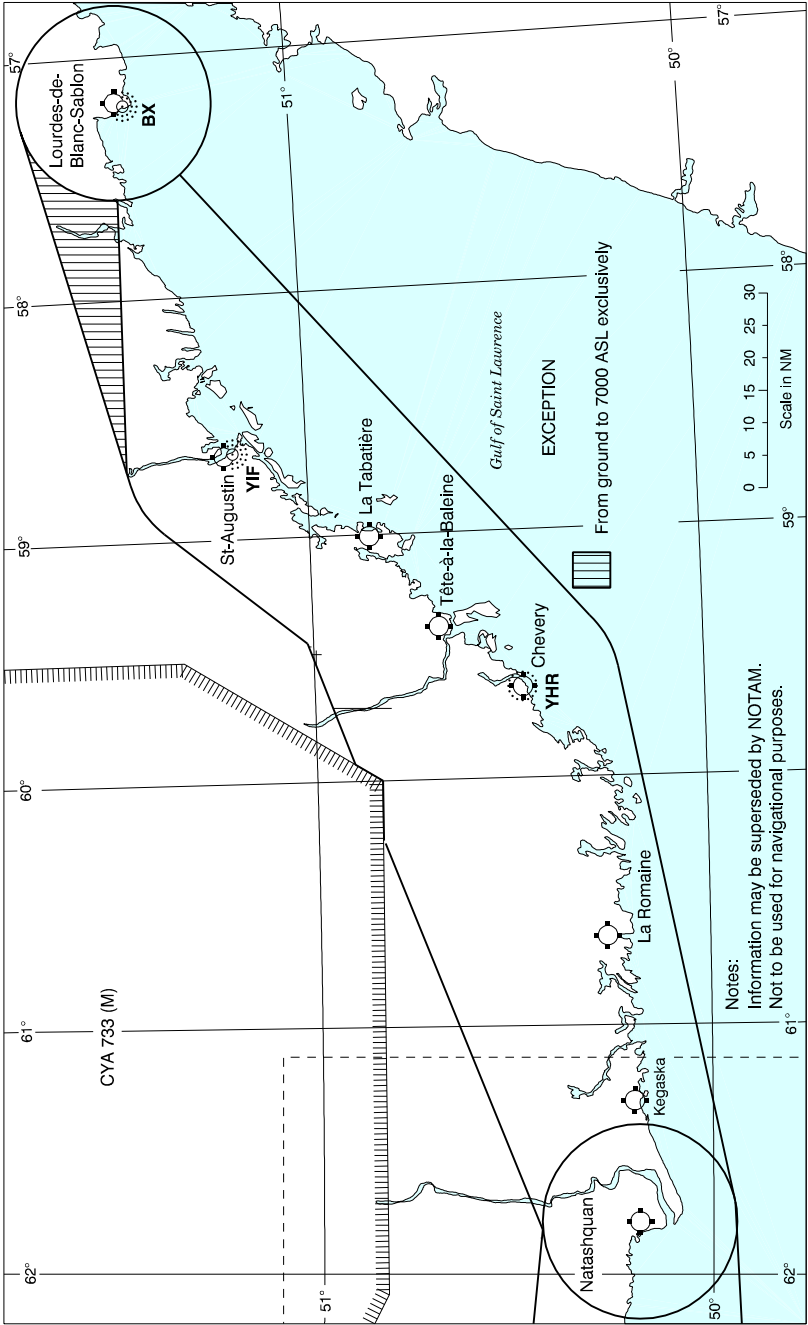
**Notes:**  
Information may be superseded by NOTAM.  
Not to be used for navigational purposes.

- 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, 123.85 Mhz, 119.575 Mhz, 123.5 Mhz
  - Sept-Îles
  - Natashquan
  - St-Augustin
  - ATF Corridor: 123.5 Mhz



C54 PLANNING

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





C56 PLANNING

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**NEWFOUNDLAND & LABRADOR  
ATF CORRIDOR NAIN TO MARY'S HARBOUR**

The ATF corridor (frequency 122.8) extends from the surface to 12,500 ASL inclusively and exists wholly in uncontrolled airspace.

**Delimitation:**

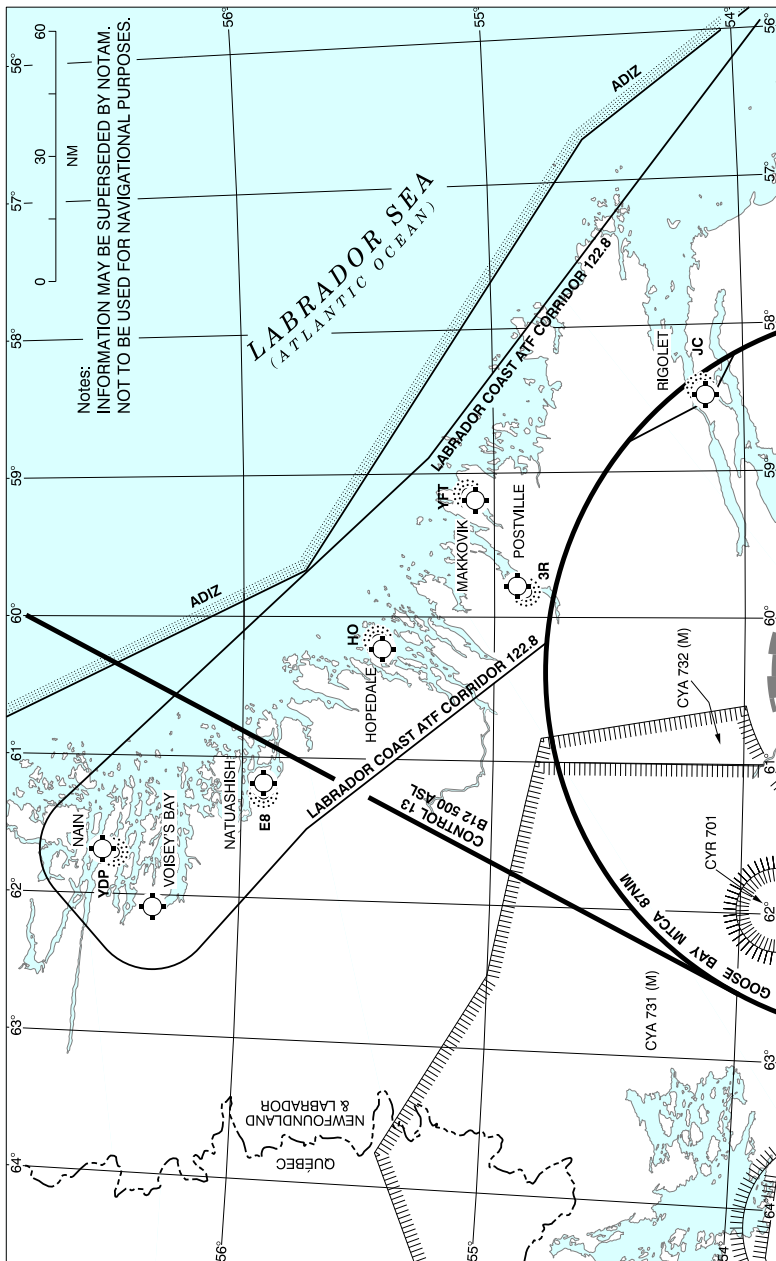
The corridor begins at a point on the arc 15 NM distant, to the north, from the Nain aerodrome and then along the arc in a clockwise direction and to the points linking the arcs of 15 NM centered on the aerodromes at Makkovik, Black Tickle, St. Lewis and Mary's Harbour and Port Hope Simpson then thence to N53°24' W057°56' (at the extent of the 87 NM Goose Bay MTCA), thence along the arc of the 87 NM Goose Bay MTCA to include the annex to the Goose Bay MTCA in the vicinity of Rigolet, thence to N54°47' W060°10' (at the extent of the 87 NM Goose Bay MTCA), thence to points linking the arcs of 15 NM centered on the aerodromes at Natuashish, Voisey's Bay and Nain to the start point.

**Procedures:**

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

Maps on following two pages.

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





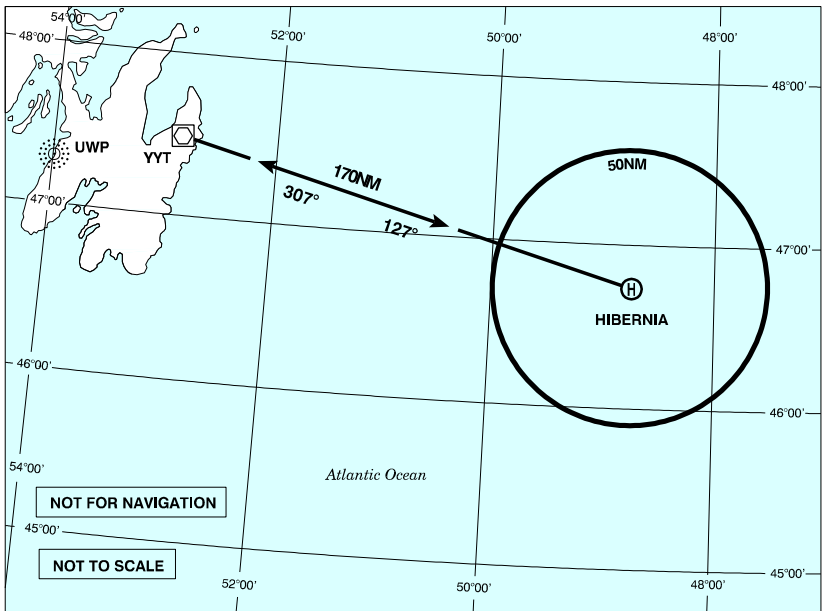
**NEWFOUNDLAND & LABRADOR**  
**OFFSHORE AIR TRAFFIC ACTIVITY AREA EAST OF ST. JOHN'S NL, FL55 AND BELOW**

Petroleum exploration and production off the east coast of Newfoundland has created significant air traffic activity. The Hibernia oil production structure is fixed at position N46 45.0 W48 46.7. Other structures with helidecks operate within a 50NM radius of the Hibernia structure. The number and location may vary seasonally.

The majority of the traffic consists of helicopters operating to/from these platforms along direct routes to St. John's airport, however, military and civil fixed wing patrol aircraft also frequently operate in the area and across these routes.

Pilots operating in the area are advised to monitor enroute frequency 126.7MHz and to broadcast their position and intentions.

Clearances at and above FL55 can be obtained by contacting Gander Area Control Centre on 118.25 MHz, via a telecommunications circuit on the Hibernia platform.



## C60 PLANNING

## VFR CHART UPDATING DATA

### YUKON, NORTHWEST TERRITORIES AND NUNAVUT

#### YUKON, NORTHWEST TERRITORIES AND NUNAVUT - AIR NAVIGATION RADIO AIDS

Aklavik NDB ident "YKD" freq 208 at N68 13 34 W135 00 53 has been decommissioned.  
 Deline NDB ident "WJ" freq 287 at N65 11 14 W123 25 15 has been decommissioned.  
 Fort Liard NDB ident "YJF" freq 368 at N60 14 18 W123 27 56 has been decommissioned.  
 Fort McPherson NDB ident "ZFM" freq 373 at N67 24 37 W134 52 25 has been decommissioned.  
 Hay River VOR/DME ident "YHY" freq 113.9 at N60 50 11 W115 48 12 var changed to "17°E".  
 Koala DME ident "4A" freq 111.8 at N64 41 53 W110 36 33 has been decommissioned.  
 Teslin NDB ident "ZW" freq 269 at N60 10 38 W132 44 06 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.  
 Yellowknife VORTAC ident "YZF" freq 115.5 at N62 27 52 W114 26 12 var changed to "17°E".

#### YUKON, NORTHWEST TERRITORIES AND NUNAVUT – AIRSPACE DESIGNATIONS

A17 has been revoked from Fort Nelson NDB to Fort Simpson NDB to Yellowknife NDB.  
 AR7 has been revoked from Tuktoyaktuk NDB to Holman NDB.  
 AR7 has been revoked from Churchill NDB to Arviat NDB.  
 AR8 has been revoked from Inuvik NDB to Tuktoyaktuk NDB to Sachs Harbour NDB.  
 AR27 has been revoked from Dease Lake NDB to Teslin NDB.  
 B40 has been revoked from CAN/US border to Robinson (Whitehorse) NDB.  
 B42 has been revoked from High Level NDB to Fort Simpson NDB.  
 B84 has been revoked from Fort Smith NDB to Fort Resolute NDB to Yellowknife NDB  
 BR3 has been revoked from Churchill NDB to Arviat NDB.  
 BR10 has been revoked from Churchill NDB to Coral Harbour NDB.  
 BR17 has been revoked from Fort Good Hope NDB to Fort McPherson NDB to Inuvik NDB.  
 BR22 has been revoked from Tuktoyaktuk NDB to Paulatuk NDB.  
 BR26 has been revoked from Salluit NDB to Frobay (Iqaluit) NDB.  
 BR28 has been revoked from Churchill NDB to Rankin Inlet NDB.  
 BR29 has been revoked from Robinson NDB to Atlin NDB to Dease Lake NDB.  
 BR36 has been revoked from Atlin NDB to Teslin NDB.  
 BR36 has been revoked from Atlin NDB to Watson Lake NDB.  
 BR40 has been revoked from Salluit NDB to Cape Dorset NDB.  
 R5 has been revoked from Teslin NDB to Watson Lake NDB.  
 R36 has been revoked from Teslin NDB to Robinson (Whitehorse) NDB.  
 RR30 from Nanisivik NDB to Pond Inlet NDB has been revoked.  
 V444 has been revoked from Whitehorse VOR/DME to Teslin NDB to Watson Lake VOR/DME.

#### YUKON, NORTHWEST TERRITORIES AND NUNAVUT - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

#### YUKON, NORTHWEST TERRITORIES AND NUNAVUT - BLASTING OPERATIONS

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

GENERAL AREA	SITE	COORDINATES
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**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 location and nautical mile distance shown is from the nearest community on the VNC.

**YUKON, NORTHWEST TERRITORIES AND NUNAVUT – SIGNIFICANT OBSTRUCTIONS**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Yellowknife 3.8NE	910	320	N62 30 11	W114 16 54
Kimmirut NU City	240	51	N62 50 34	W69 52 08
Thomson Landing NT 37.2NNE	1824	322	N63 28 31	W109 57 49



## C62 PLANNING

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

Atlin NDB ident "YSQ" freq 260 at N59 37 34 W133 40 37 has been decommissioned.

Sea Island (Vancouver Intl) NDB ident "ZVR" freq 368 at N49 11 29 W123 13 11 has been decommissioned.

Smithers NDB ident "YD" freq 230 at N54 44 51 W127 06 28 has been decommissioned.

Telkwa (Smithers) NDB ident "TK" freq 391 at N54 40 11 W126 59 33 has been decommissioned.

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

Victoria DME ident "IYJ" changed to freq 109.95 Ch 36(Y) at N48 38 55 W123 24 58.

**BRITISH COLUMBIA - AIRSPACE DESIGNATIONS**

A1 has been revoked from Abbotsford NDB to Victoria NDB.

A1 has been revoked from Comox NDB to Port Hardy NDB to Sandspit NDB to HALAM intxn to CAN/US border.

A17 has been revoked from Fort Nelson NDB to Fort Simpson NDB to Yellowknife NDB.

AR5 has been revoked from Fort Nelson NDB to Rainbow Lake NDB.

AR27 has been revoked from Dease Lake NDB to Teslin NDB.

B4 has been revoked from Kelowna NDB to Princeton NDB.

B28 has been revoked from Prince Rupert NDB to CAN/US border.

B79 has been revoked from Bella Bella NDB to Sandpit NDB to CAN/US border.

BR23 has been revoked from Smithers NDB to Anahim Lake NDB.

BR29 redesignated from Atlin NDB to Robinson NDB.

BR29 from Dease Lake NDB to Liard River NDB has been revoked.

BR29 has been revoked from Robinson NDB to Atlin NDB to Dease Lake NDB.

BR36 has been revoked from Atlin NDB to Teslin NDB.

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

R4 has been revoked from Terrace NDB to Smithers NDB.

R12 has been revoked from Prince George NDB to OTEPI intxn.

R30 has been revoked from Prince George NDB to DARLI intxn to Dawson Creek NDB.

R35 has been revoked from Kitimat NDB to Smithers NDB.

V302 has been revoked from Enderby VOR/DME to Swale intxn to Wasen intxn to Vobil intxn to Alrug intxn to Rocky Mountain House VOR/DME to Refio intxn to Edmonton VOR/DME.

V305 has been revoked from Cranbrook VOR/DME to Coner intxn to Dyson intxn to Turny intxn to Calgary VOR/DME to Bacho intxn to Ebmas intxn to Medicine Hat VOR/DME.

V324 redesignated from Williams Lake VOR/DME to 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 - DANGER, RESTRICTED & ADVISORY AREAS**

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Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

**BRITISH COLUMBIA - BLASTING OPERATIONS**

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

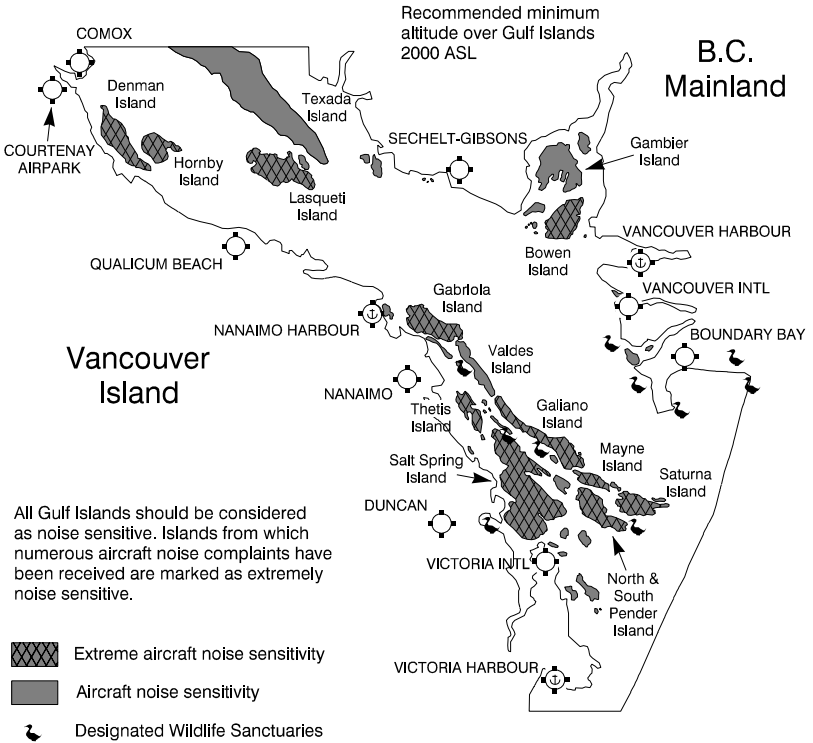
GENERAL AREA	SITE	COORDINATES
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**BRITISH COLUMBIA - CABLE CROSSINGS**

LOCATION	HEIGHT ASL	(N)LAT	(W)LONGC
Cedar	203	N49 07 57	W123 49 03
Cedar	235	N49 08 05	W123 48 52
Ainsworth Hot Spring	3038	N49 42 29	W116 54 45
Alexis Creek	2351	N52 04 31	W123 16 51

C64 PLANNING

**BRITISH COLUMBIA – NOISE ABATEMENT PROCEDURES - GULF ISLANDS**



The Gulf Islands, located in Georgia Strait, have been identified as home to several unique and endangered wildlife species and in this regard Transport Canada has been working with the Islands Trust, the Department of Fisheries and Oceans Canada as well as the British Columbia Ministry of Environment to establish procedures to aid in wildlife protection. These species include several types of birds as well as sea mammals including the Orca whale. The rapidly growing interest in wildlife has caused concern due to encroachment into endangered bird and animal habitat by both surface and air traffic. Therefore pilots are encouraged to avoid low level flight over bird nesting areas marked on the VFR charts and to avoid, where possible, low flight over any area where bird or sea life activity may be encountered. These islands are also a popular tourist destination and attract many visitors each year in addition to being home to a number of full-time residents. The environment surrounding the Gulf Islands is quiet. As a result, aircraft operating at legal altitudes are often audible and such extraneous noise can be annoying to some residents and disruptive to wildlife.

As a result pilots are requested to follow the guidelines listed below:

1. Aviation safety is foremost. Pilots are responsible for the safe operation on their aircraft and compliance with all aviation regulations. Nothing in this information sheet relieves the pilot-in-command of the aircraft from this responsibility.
2. Pilots not in the process of taking-off or landing should attempt to, where possible, avoid flying in the vicinity of, any marked or designated wildlife sanctuary, any site where bird nesting is known to be located or any residential building or area. If flying in the vicinity of one of these locations pilots should attempt to do so at no less than 2000 ASL (or 1000 AGL where terrain is higher than 1000).
3. All Gulf Islands are to be considered noise sensitive. Pilots are requested to give particular consideration to the following islands: Denman, Gabriola, Thetis, Lasqueti, Galiano, Hornby, Mayne, North and South Pender, Salt Spring and Saturna.

4. Pilots are asked to operate their aircraft in the most community friendly manner possible.
5. Pilots are asked to refrain from training or practicing manoeuvres over the Gulf Islands.
6. Landing and take-off of aircraft in Gulf Islands National Park Reserve is prohibited unless authorized through the issuance of a landing permit by the Parks Canada Agency.

Any questions or comments may be sent to the Regional Director Civil Aviation (Pacific).

#### CHANGE IN NOTAM PROCEDURE REGARDING LOGGING ACTIVITIES PACIFIC REGION

NOTAMs will not be filed regarding blasting related to logging activities under the following circumstances:

- If utilizing instantaneous blasting equipment, (blasters will ensure the area is clear of all air traffic prior to the blast).
- If utilizing a standard 6 min fuse and utilizing aeronautical freq radio (blaster will make two transmissions on 123.2 MHz advising of the imminent blast. These transmissions will be at approximately 4 min and 1 min prior to the estimated blast. These transmissions will include the geographical location referenced to prominent landmark and the time to the blast).

Notwithstanding the above two calls, if a blaster detects an aircraft in the immediate vicinity of a blast they will direct a radio transmission to that aircraft using aircraft type and colour (i.e. red and white helicopter, you are over an active blast site clear the area immediately). Blasters may elect to utilize both methods for added safety.

When operating VFR over forested areas of BC, pilots should:

- Be aware of new logging road construction, new area of construction at beach level (area used for log sorting and rock drilling equipment, if no dust or activity in the vicinity then a blast could be imminent).
- In areas of active road construction or logging arrange flight to be at least 1000' AGL.
- If operating below 1000' AGL monitor 123.2 MHz for imminent blasting notification.
- Upon hearing a warning transmission regarding an imminent blast determine their location in reference to the blast site and if necessary either climb to at least 1000' AGL or deviate from the blast area.
- If unable to comply with the above recommendations contact the blast site and advise them of the aircraft's location and intentions.
- Relay information on active blast sites to other pilots in the area.

Notwithstanding the above recommendations, a NOTAM will be required if the blast site is within 5NM of an aerodrome or if the blaster elects not to utilize either of the above procedures. In any case, the NOTAM will have a maximum duration period of 14 days.

Any questions or comments may be directed to Transport Canada Aerodromes and Air Navigation Branch (Pacific Region) (604) 666-5490.

#### BRITISH COLUMBIA – CONSERVATION

Due to the confined manoeuvring area and concentration of small boats the body of water listed below is to be avoided except in emergency.

Body of Water	Coordinates		Community Served	Relative Location
	Lat	Long		

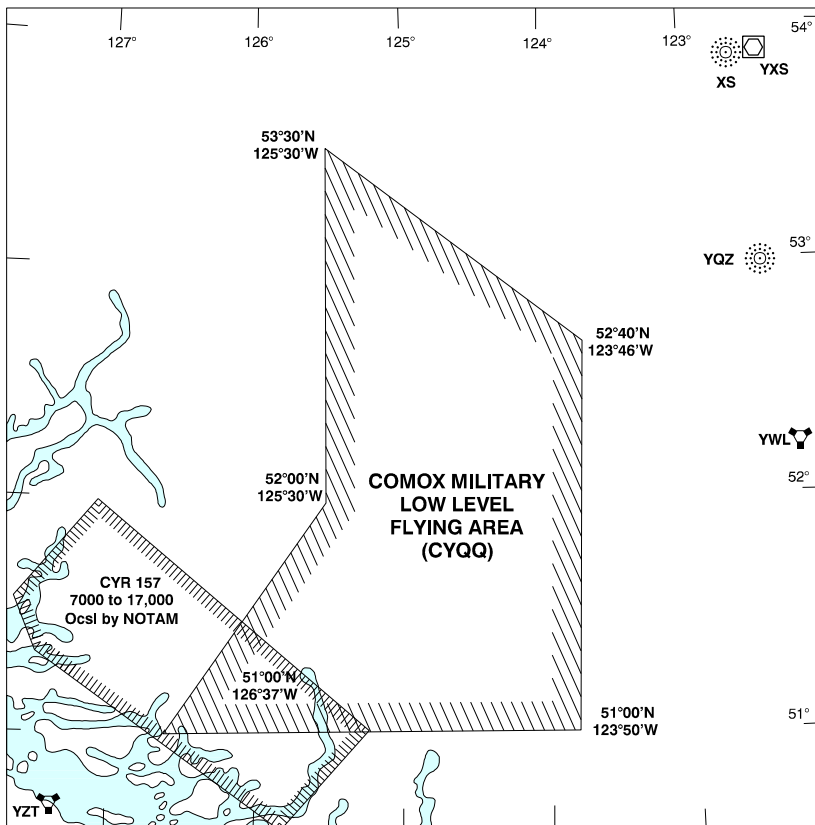
C66 PLANNING

**BRITISH COLUMBIA – HAZARDS TO AIRCRAFT OPERATIONS**

**COMOX MILITARY LOW LEVEL FLYING AREA**

1. The area consists of that airspace from the surface of the earth up to but not including 18,000 feet ASL and encompasses the following area. From N53 30 W125 30 to N52 40 W123 46 to N51 00 W123 50 to N51 00 W126 37 to N52 00 W125 30 to origin.
2. The area depicted contains military flying activity from the surface to below 18,000 feet ASL. Military aircraft conduct low level high speed exercises in the area under visual flight rules. Details of active periods are advertised by NOTAM or may be obtained by contacting Comox Tower if enroute.

**COMOX MILITARY LOW LEVEL FLYING AREA**



**BRITISH COLUMBIA – SIGNIFICANT OBSTRUCTIONS**

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC.

**BRITISH COLUMBIA – SIGNIFICANT OBSTRUCTIONS**

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Vancouver City	818	380	N49 13 21	W122 59 36
Burnaby City	993	575	N49 13 42	W123 00 10
Vancouver City	166	86	N49 15 58	W123 06 02
Sproat Lake City	778	305	N49 16 07	W124 56 06
Vancouver City	386	325	N49 16 37	W123 07 23
Vancouver City	417	363	N49 17 06	W123 06 46
Vancouver City	609	527	N49 17 14	W123 07 22
Dashwood 2.5SSW	776	300	N49 19 30	W124 32 14
North Vancouver 2.6ENE	3114	315	N49 21 13	W122 57 26
100 Mile House 2.0SSW	4295	295	N51 36 41	W121 18 39
Tumbler Ridge (wind turbines) 12.7NW	5398	533	N55 17 35	W121 16 44
Charlie Lake 2.9W	3062	250	N56 16 40	W121 02 41

## C68 PLANNING

**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".  
 Drumheller NDB ident "5V" freq 395 at N51 30 09 W112 45 03 has been decommissioned.  
 Lac La Biche NDB ident "YLB" freq 272 N54 45 24 W112 00 12 has been decommissioned.  
 Pelican NDB ident "1N" freq 311 at N56 09 35 W113 28 20 has been decommissioned.  
 Smithers NDB ident "YD" freq 230 at N54 44 51 W127 06 28 has been decommissioned.  
 Telkwa (Smithers) NDB ident "TK" freq 391 at N54 40 11 W126 59 33 has been decommissioned.  
 Vermilion NDB ident "VG" freq 230 at N53 20 17 W110 47 48 has been decommissioned.

**ALBERTA - AIRSPACE DESIGNATIONS**

A2 has been revoked from Calgary NDB to Red Deer NDB to Edmonton NDB.  
 A2 has been revoked from Whitecourt NDB to Grande Prairie NDB to Dawson Creek NDB.  
 AR5 has been revoked from Fort Nelson NDB to Rainbow Lake NDB to BOTHA intxn to Peace River NDB.  
 A7 has been revoked from Calgary NDB to Bepit intxn to Delbr intxn to Nupps intxn to Edmonton NDB.  
 A7 has been revoked from Edmonton NDB to Detba intxn to Ragur intxn to Peace River NDB.  
 AR12 has been revoked from Rainbow Lake NDB to High Level NDB.  
 A22 has been revoked from Vucan intxn to Medicine Hat NDB.  
 B3 has been revoked from Whitecourt NDB to Peace River NDB to High Level NDB.  
 B42 has been revoked from High Level NDB to Fort Simpson NDB.  
 B84 has been revoked from Edmonton NDB to CABRA wpt to Fort McMurray NDB.  
 B84 has been revoked from Fort McMurray NDB to Fort Chipewyan NDB to Fort Smith NDB.  
 G7 has been revoked from Llyoydminster NDB to Vermilion NDB.  
 R6 has been revoked from Edmonton NDB to BOBNO intxn to Vermilion NDB to North Battleford NDB.  
 R10 has been revoked from Enderby NDB to Pigen intxn to Calgary NDB to Sloan intxn to Saskatoon NDB.  
 R12 has been revoked from Prince George NDB to OTEPI intxn to Grande Prairie NDB to ROVNA intxn to Peace River NDB to Fort McMurray NDB.  
 V21 has been revoked from Lethbridge VOR/DME to Darwn intxn to Calgary VOR/DME to Duvno intxn to Urpon intxn to Eplur intxn to Delbr intxn to Bacos intxn to Edmonton VOR/DME.  
 V112 has been revoked from Calgary VOR/DME to Wesex intxn to Dagty intxn to Gelle intxn to Rosli intxn to Edmonton VOR/DME.  
 V301 has been revoked from Edmonton VOR/DME to Reddr intxn to Crosy intxn to Calgary VOR/DME to Satul intxn to Vucan intxn to Lethbridge VOR/DME.  
 V302 has been revoked from Enderby VOR/DME to Swale intxn to Wasen intxn to Vobil intxn to Alrug intxn to Rocky Mountain House VOR/DME to Refio intxn to Edmonton VOR/DME.  
 V304 has been revoked from Calgary VOR/DME to Husar intxn to Rolko intxn to Empress VOR/DME.  
 V305 has been revoked from Cranbrook VOR/DME to Coner intxn to Dyson intxn to Turny intxn to Calgary VOR/DME to Bacho intxn to Ebmas intxn to Medicine Hat VOR/DME.  
 V306 has been revoked from Calgary VOR/DME to Kaxom intxn to Alomo intxn to Fille intxn to Empress VOR/DME.  
 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 AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

**ALBERTA - CONSERVATION****Prohibited Landing – Wilderness Areas or Ecological Reserves**

No person shall land an aircraft in the following areas: Ghost River, Siffleur and White Goat.



C70 PLANNING

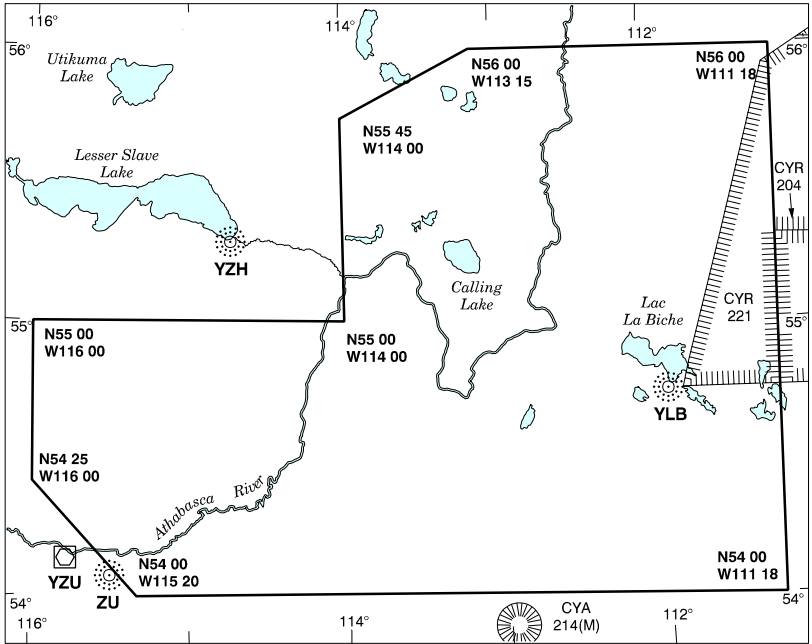
**ALBERTA – HAZARDS TO AIRCRAFT OPERATIONS**

**LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA**

The LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA depicted on the following map contains military flying activity from the surface to 3000 feet ASL. The flying area is located within the area bounded by a line drawn from N54 00 W115 20 to N54 25 W116 00, to N55 00 W116 00, to N55 00 W114 00, to N55 45 W114 00, to N56 00 W113 15, to N56 00 W111 18, to N54 00 W111 18 to the point of beginning.

Military TAC Heli aircraft conduct low level flights in this area under visual conditions, both day and night.

**LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA**



**ALBERTA – SIGNIFICANT OBSTRUCTIONS**

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC.

**ALBERTA – SIGNIFICANT OBSTRUCTIONS**

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Aden 12.8NNW	3658	295	N49 12 15	W111 28 21
Foremost 4.8NNW	3140	295	N49 32 47	W111 29 46
Maleb 5.9SW	3163	344	N49 35 33	W111 18 21
Taber 2.5SW	3038	295	N49 44 29	W112 11 36
Dunmore 0.9SE	2776	295	N49 57 33	W110 34 20
Bowell 5.2SW	2915	253	N50 05 47	W111 03 01
Vauxhall 2.5N	2884	295	N50 06 27	W112 05 14
Armada 1.2SW	3438	410	N50 24 21	W112 46 41
Shepard 3.4SSE	3792	455	N50 54 04	W113 52 30
Calgary City	4462	499	N51 03 34	W114 10 14
Knee Hill Valley 1.1NE	3625	295	N51 58 56	W113 40 56
Penhold 0.8E	3307	295	N52 08 09	W113 50 17
Joffre 3.8WSW	3545	300	N52 18 60	W113 37 58
Red Deer 4.0NE	3958	710	N52 19 10	W113 40 40
Provost 2.4E	2563	358	N52 21 06	W110 11 43
Hayter 2.2ESE	2743	322	N52 22 03	W110 09 54
Bentley 0.5S	3310	351	N52 27 19	W114 02 54
Willesden Green 4.0ENE	3691	295	N52 42 03	W114 28 15
Chauvin 1.8NE	2448	295	N52 42 38	W110 07 20
Alder Flats 1.6SE	3574	340	N52 54 37	W114 55 17
Wetaskiwin 3.1NNW	2801	300	N53 01 08	W113 25 33
Nisku 2.1SSE	2644	299	N53 18 28	W113 30 16
Burtonville 4.1W	3133	520	N53 21 09	W114 37 18
Looma 2.2NE	3313	836	N53 22 57	W113 13 01

## C72 PLANNING

**ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

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 location and nautical mile distance shown is from the nearest community on the VNC.

**ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Easyford 7.0NNE	3392	400	N53 23 16	W115 02 14
Mannville 6.0S	2546	301	N53 26 15	W111 10 57
Bretona 0.8N	3065	654	N53 27 47	W113 20 07
Vegreville 1.0E	2115	220	N53 29 36	W111 59 37
Edmonton City	2632	385	N53 32 34	W113 38 30
Edmonton City	3105	917	N53 32 42	W113 29 46
Stony Plain 2.0N	2634	348	N53 34 02	W113 59 40
Carvel 5.0NNE	2701	344	N53 36 19	W114 08 45
Park Court 2.1W	3150	358	N53 42 14	W115 00 39
Cardiff 1.0E	2579	302	N53 46 17	W113 34 09
Morinville 1.3SW	2644	349	N53 46 23	W113 39 46
Josephburg 4.5NNW	2434	361	N53 46 38	W113 07 56
Lindbergh 5.8SW	2642	391	N53 49 03	W110 46 17
Redwater 6.6S	2369	305	N53 50 36	W113 05 43
Bruderheim 3.3NNE	2340	302	N53 51 29	W112 53 45
Bon Accord 3.0N	2627	348	N53 53 10	W113 24 14
Two Creeks 13.5WSW	3175	325	N54 10 48	W116 41 02
Hoselaw 1.4E	2419	500	N54 10 58	W110 51 55
Fox Creek 6.5SE	3517	348	N54 19 31	W116 41 29
Newbrook 5.3E	2676	361	N54 20 14	W112 47 57
Little Smoky 28.5SW	3183	333	N54 25 06	W117 45 27
Athabasca 0.4SW	2336	299	N54 42 14	W113 17 27
Grovedale 15.0SSE	2609	299	N54 48 46	W118 38 26
Valleyview 2.5ENE	2635	312	N55 04 55	W117 12 43

**ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

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 location and nautical mile distance shown is from the nearest community on the VNC.

**ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Forest View 5.8SSW	2281	351	N55 25 50	W117 09 59
Devenish 15.5ESE	2595	328	N55 26 24	W110 46 25
Moose Portage 19.5N	3454	351	N55 32 16	W113 58 47
Wabasca 1.9E	2226	300	N55 58 52	W113 49 22
Weberville 4.0NNW	2671	500	N56 21 40	W117 21 30
Anzac 8WSW	2792	300	N56 23 20	W111 16 28
Mildred Lake 4.8SE	1439	390	N56 59 22	W111 29 13
Mildred lake 3.2E	1284	500	N57 01 57	W111 30 23
Fort Mackay 5.7NE	1547	609	N57 14 25	W111 30 06
Fort Mackay 8.4ENE	1398	400	N57 14 50	W111 23 56
Bitumont 1.2ESE	1426	349	N57 21 20	W111 34 15
Bitumont 4.8E	1481	349	N57 22 27	W111 29 40
Bitumont 3.0E	1628	451	N57 23 43	W111 32 53
Paddle Prairie 5.2WSW	1543	288	N57 54 20	W117 36 33
North Vermillion 2.7WSW	1240	295	N58 22 57	W116 06 33
Rocky Lane 8.0WNW	1309	295	N58 29 20	W116 30 50
High Level 1.5S	1375	295	N58 29 37	W117 07 16
John D'or Prairie 1.4N	1303	379	N58 30 08	W115 08 03
Garden Creek 0.2N	1137	349	N58 42 28	W113 53 25

C74 PLANNING

**SASKATCHEWAN****SASKATCHEWAN – AIR NAVIGATION RADIO AIDS**

Cluff Lake NDB ident "3X" freq 243 at N58 21 37 W109 31 30 decommissioned.

Tisdale NDB ident "E2" freq 295 at N52 47 53 W104 02 22 decommissioned.

Webyburn NDB ident "3N" freq 298 at N49 41 47 W103 48 13 has been decommissioned.

**SASKATCHEWAN - AIRSPACE DESIGNATIONS**

A13 has been revoked from The Pas NDB to La Ronge NDB.

A14 has been revoked from La Ronge NDB to Lynn Lake NDB.

B2 has been revoked from Saskatoon NDB to Prince Albert NDB to La Ronge NDB.

B6 has been revoked from Regina NDB to Prince Albert NDB.

B12 has been revoked from Yorkton NDB to The Pas NDB.

B23 has been revoked from North Battleford NDB to Prince Albert NDB to The Pas NDB.

R6 has been revoked from Vermilion NDB to North Battleford NDB to Saskatoon NDB to Dafoe NDB to Yorkton NDB to Delta NDB.

R10 has been revoked from Enderby NDB to Pigen intxn to Calgary NDB to Sloan intxn to Saskatoon NDB.

R24 has been revoked from Prince Albert NDB to Yorkton NDB.

**SASKATCHEWAN - DANGER, RESTRICTED & ADVISORY AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

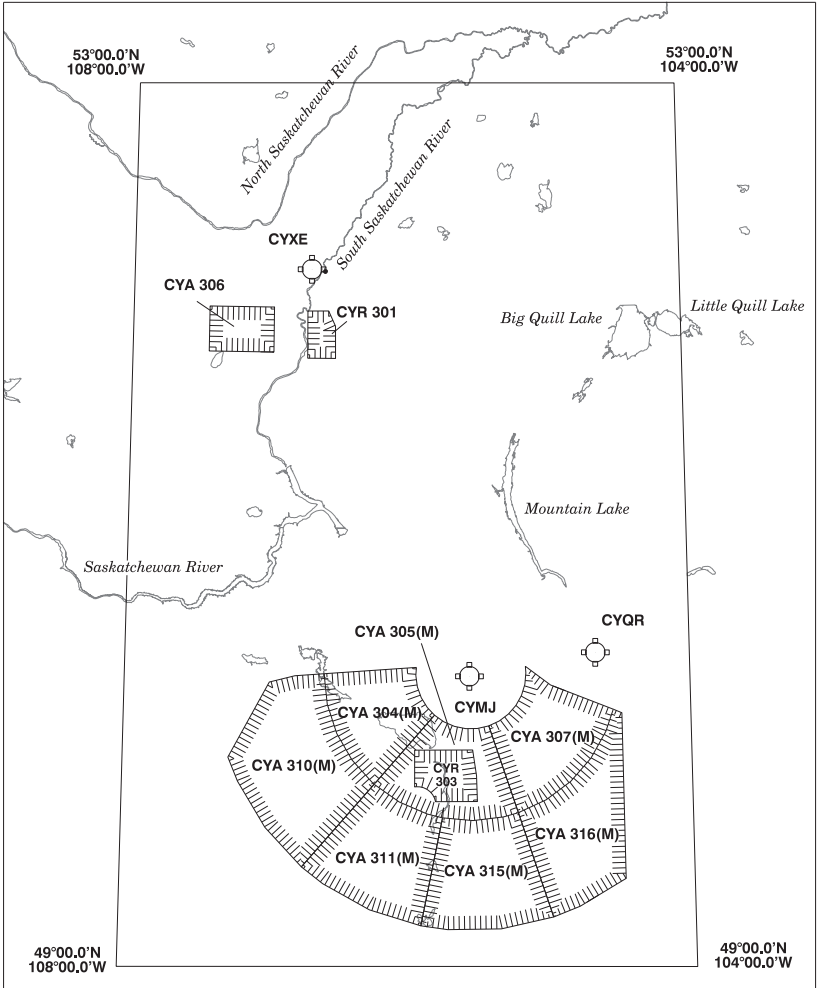
**SASKATCHEWAN – CABLE CROSSINGS**

<b>LOCATION</b>	<b>HIGHEST PART ASL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Java	2765	N50 18 34	W107 55 49

**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.



## C76 PLANNING

**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 location and nautical mile distance shown is from the nearest community on the VNC.

**SASKATCHEWAN – SIGNIFICANT OBSTRUCTIONS**

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Assiniboia (wind turbines) 2.0SSE	3179	610	N49 32 41	W105 59 52
Shaunavon 4.7SE	3576	262	N49 34 51	W108 20 27
Assiniboia 2.3ENE	2743	361	N49 39 20	W105 55 19
Warmley 0.6N	3625	1000	N49 48 39	W102 41 16
Swift Current 1.8WNW	3085	385	N50 18 31	W107 52 40
Summerberry (wind turbines) 3.0SE	2594	428	N50 23 00	W103 03 26
Marquis 2.6NW	2783	805	N50 38 44	W105 46 08
Esterhazy 3.6ESE	2086	390	N50 38 46	W101 59 38
Eston City	2351	120	N51 09 21	W108 45 34
Fusillier 2.0NNE	2755	370	N51 52 57	W109 45 32
Clouston 2.8S	2264	525	N53 03 26	W105 50 31
Shell Lake 4.7S	2426	451	N53 13 45	W107 04 37

**MANITOBA****MANITOBA - AIR NAVIGATION RADIO AIDS**

Churchill NDB ident "YQ" freq 305 at N58 45 45 W93 57 14 has been decommissioned.

Gods Lake Narrows NDB ident "YGO" freq 343 at N54 33 21 W94 28 55 has been decommissioned.

York Landing NDB ident "6X" freq 339 at N56 05 16 W96 05 37 has been decommissioned.

**MANITOBA - AIRSPACE DESIGNATIONS**

A11 has been revoked from Dauphin NDB to The Pas NDB to Flin Flon NDB.

A13 has been revoked from The Pas NDB to La Ronge NDB.

A14 has been revoked from La Ronge NDB to Lynn Lake NDB.

AR7 has been revoked from Churchill NDB to Arviat NDB

B1 has been revoked from Thompson NDB to Gillam NDB to Churchill NDB.

B2 has been revoked from La Ronge NDB to Thompson NDB.

B12 has been revoked from The Pas NDB to Lynn Lake NDB.

B15 has been revoked from Thompson NDB to Lynn Lake NDB.

B23 has been revoked from Prince Albert NDB to The Pas NDB to Thompson NDB to Churchill NDB.

BR3 has been revoked from Churchill NDB to Arviat NDB.

BR10 has been revoked from Churchill NDB to Coral Harbour NDB.

BR28 has been revoked from Churchill NDB to Rankin Inlet NDB.

R24 has been revoked from Yorkton NDB to Brandon NDB.

V353 has been redesignated from Brandon VOR/DME to SAVOD intxn to Langruth VOR/DME.

**MANITOBA - DANGER, RESTRICTED & ADVISORY AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

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 - CONSERVATION**

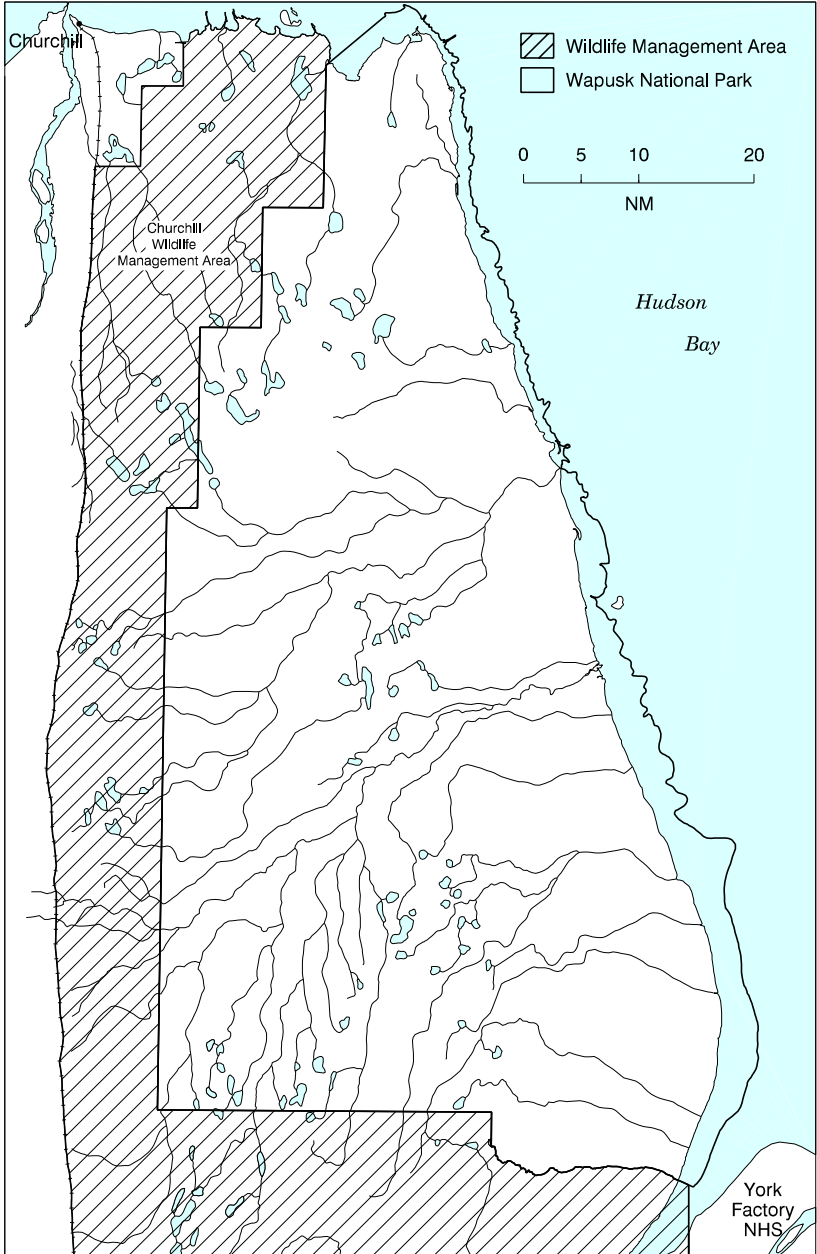


C78 PLANNING

**MANITOBA - CONSERVATION (Cont'd)**

**Wapusk National Park of Canada**

In the interest of minimizing the disturbance on wildlife during nesting, calving and other critical periods throughout the year and for conservation purposes, pilots of aircraft should avoid flight below 2000 AGL over Wapusk National Park. Landing of aircraft in Wapusk National Park is prohibited unless authorized through the issuance of a landing permit by the Parks Canada Agency.



**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 location and nautical mile distance shown is from the nearest community on the VNC.

**MANITOBA – SIGNIFICANT OBSTRUCTIONS**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Somerset (wind turbines) 3.7SSW	1970	395	N49 22 21	W98 40 15
Virden 1.0SW	1790	328	N49 50 18	W100 57 41
Beausejour 0.3S	1191	377	N50 02 52	W96 31 31
Shamattawa 0.5N	388	123	N55 51 34	W92 05 25

## C80 PLANNING

**ONTARIO****ONTARIO - AIR NAVIGATION RADIO AIDS**

Bearskin Lake NDB ident "XBE" freq 206 at N53 57 36 W91 01 59 has been decommissioned.  
 Cochrane NDB ident "CN" freq 235 at N49 04 54 W80 56 41 has been decommissioned.  
 Earlton NDB ident "YXR" freq 257 at N47 42 43 W79 47 26 has been decommissioned.  
 Fort Hope NDB ident "YFH" freq 266 at N51 33 52 W87 54 40 has been decommissioned.  
 Hearst NDB ident "HF" freq 241 at N49 40 05 W83 43 31 has been decommissioned.  
 Hornepayne NDB ident "YHN" freq 329 at N49 12 32 W84 39 32 has been decommissioned.  
 Ignace Muni NDB ident "ZUC" freq 230 at N49 26 02 W91 43 35 has been decommissioned.  
 Kasabonika NDB ident "YQA" freq 200 at N53 31 39 W88 37 44 has been decommissioned.  
 Kasing NDB ident "YYU" freq 341 at N49 27 53 W82 30 24 has been decommissioned.  
 Lansdowne House NDB ident "YLH" at N52 11 52 W87 56 18 has been decommissioned.  
 Moody (Ottawa/Macdonald-Cartier Intl) NDB ident "ZOW" freq 344 at N45 16 40 W75 45 00 has been decommissioned.  
 Ogoki Post NDB ident "YOG" freq 300 at N51 39 39 W85 54 07 has been decommissioned.  
 Sachigo Lake NDB ident "ZPB" freq 264 at N53 53 41 W92 11 31 has been decommissioned.

**ONTARIO - AIRSPACE DESIGNATIONS**

AR14 has been revoked from Earlton NDB to Kirkland Lake NDB.  
 AR20 has been revoked from Kasing NDB to Chapleau NDB.  
 G2 has been revoked from Earlton NDB to Rouyn NDB.  
 GR8 has been revoked from Ameson VOR/DME to Kasing NDB.  
 R6 has been revoked from Winnipeg NDB to Red Lake NDB.  
 RR1 has been revoked from Sioux Lookout NDB to Armstrong NDB to Nakina NDB to Kapuskasing NDB.  
 V4 has been revoked from Wawa VOR/DME to Kasing NDB to Moosonee VOR/DME.  
 V5 has been revoked from Timmins VOR/DME to Kapuskasing NDB.  
 V37 has been revoked from Timmins VOR/DME to Earlton NDB to North Bay VOR/DME.  
 V346 has been revoked from Bobra intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce VOR/DME.  
 V370 has been redesignated from Agnex intxn to Oligo intxn to Ottawa VOR/DME.

**ONTARIO - DANGER, RESTRICTED & ADVISORY AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

CYA521(M) North Bay has been redesignated as follows: The airspace within the area bounded by a line beginning at: N46°32'17.00 W079°51'34.00 to N46°56'00.00 W080°46'00.00 to N47°22'08.00 W080°51'54.00 to N47°47'17.00 W080°07'47.00 to N47°23'00.00 W079°57'40.00 to N46°53'50.00 W079°42'00.00 to N46°40'27.00 W079°38'27.00 to N46°32'17.00 W079°51'34.00 point of beginning Designated Altitude - 7000' to FL 250.

**ONTARIO - BLASTING OPERATIONS**

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

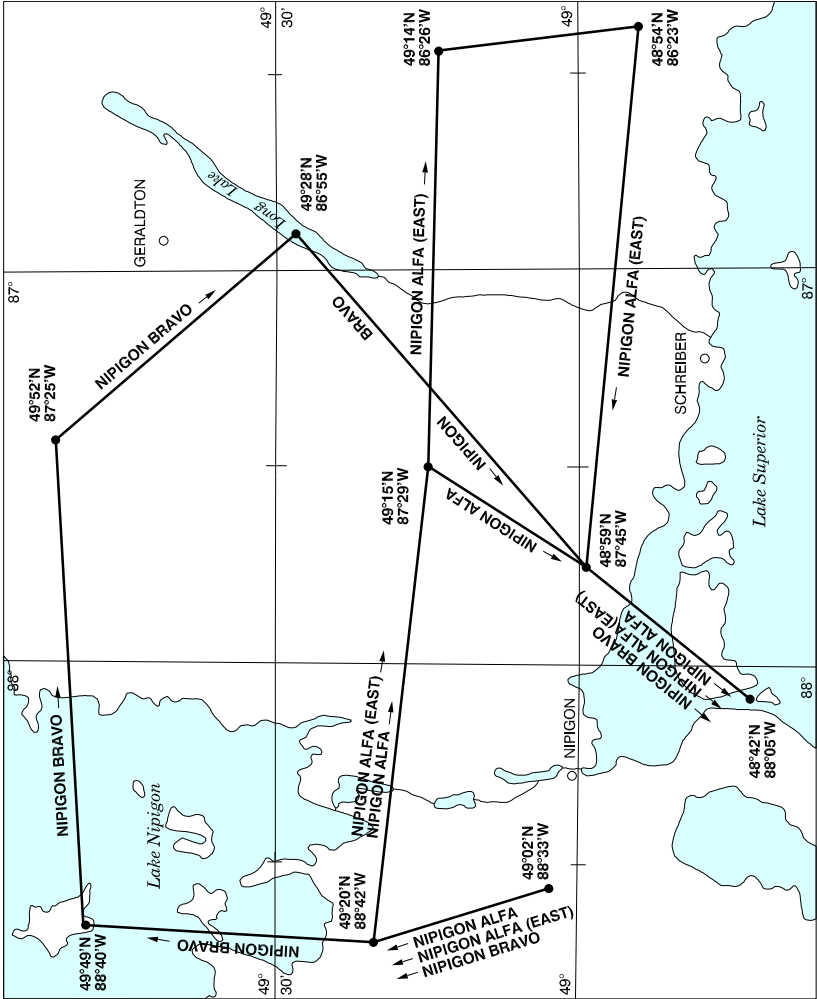
GENERAL AREA	SITE	COORDINATES
Timmins	0.8NM E of Timmins bounded by area N48 28 21 W81 19 24 to N48 28 24 W81 19 06 to N48 28 34 W81 18 42 to N48 28 34 W81 18 24 to N48 28 25 W81 18 10 to N48 28 19 W81 18 19 to N48 28 17 W81 18 15 to N48 28 02 W81 18 41 to N48 28 02 W81 18 57 to N48 28 08 W81 18 58 to N48 28 08 W81 19 08 to N48 28 04 W81 19 09 to N48 28 04 W81 19 24 to point of origin	to 328 AGL

C82 PLANNING

**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**

**NIPIGON TRAINING AREA**

Aircraft will follow routes as shown on chart, remain within 5NM of centreline and maintain VFR conditions. Altitudes will vary between 100 AGL and 9,500 ASL.



**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)****ALGONQUIN LOW LEVEL TACTICAL AIR TRANSPORT EXERCISES (TATEX)**

The area identified as the ALGONQUIN TATEX area and depicted on the following map, contains military training activity from surface to 6,000 feet ASL. The TATEX area is located within the area bounded by a line drawn from N44 44 W78 03, to N44 58 W78 10, to N45 20 W78 30, to N45 30 W78 30, to N47 00 W78 30, to N47 00 W77 40, to N46 54 W77 30, to N46 30 W77 30, to N46 12 W77 44, to N46 04 W77 24, a point on the boundary of CYR510, thence counter-clockwise via the boundary of CYR510 to the boundary of CYR511, thence counter-clockwise via the boundary of CYR511 to N45 50.5 W77 32.3, to N45 47.5 W77 44, to N45 35 W77 44, to N45 18 W76 55, to N45 07 W77 00, to N44 57 W77 28 to the point of beginning.

Military transport aircraft conduct low level formation flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level.

The ALGONQUIN TATEX area will be active SFC TO 6000 FT MSL 1300-0500Z± DLY. Periods of activation outside these times will be completed by NOTAM under the heading TORONTO FIR with as little as 24 hours advance notice.

**TTA Entry/Exit Waypoints**

E1	N45 11.98	W078 22.70	Exit/Entry TTA (West) x T723
E2	N46 19.94	W078 29.99	Exit/Entry TTA (West) x V348
E3	N46 17.84	W077 39.46	Exit/Entry TTA (East) x V348
E4	N45 04.03	W077 12.20	Exit/Entry TTA (East) x T616
E5	N45 37.00	W077 44.00	Exit/Entry TTA Boundary

**Military Training Route (MTR) 607 - TTA Corridor X-Z, Z-X**

MTR 607 is a corridor routing within the TTA, containing military training activity from the surface to 6000 ft ASL, within 4 NM of the centreline in IFR conditions.

Routing - XCOR, ZCOR or ZCOR, XCOR

XCOR	N44 54.30	W077 35.50	Corridor Point Xray
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu

**Military Training Route (MTR) 608 - TTA Corridor A-B, B-A**

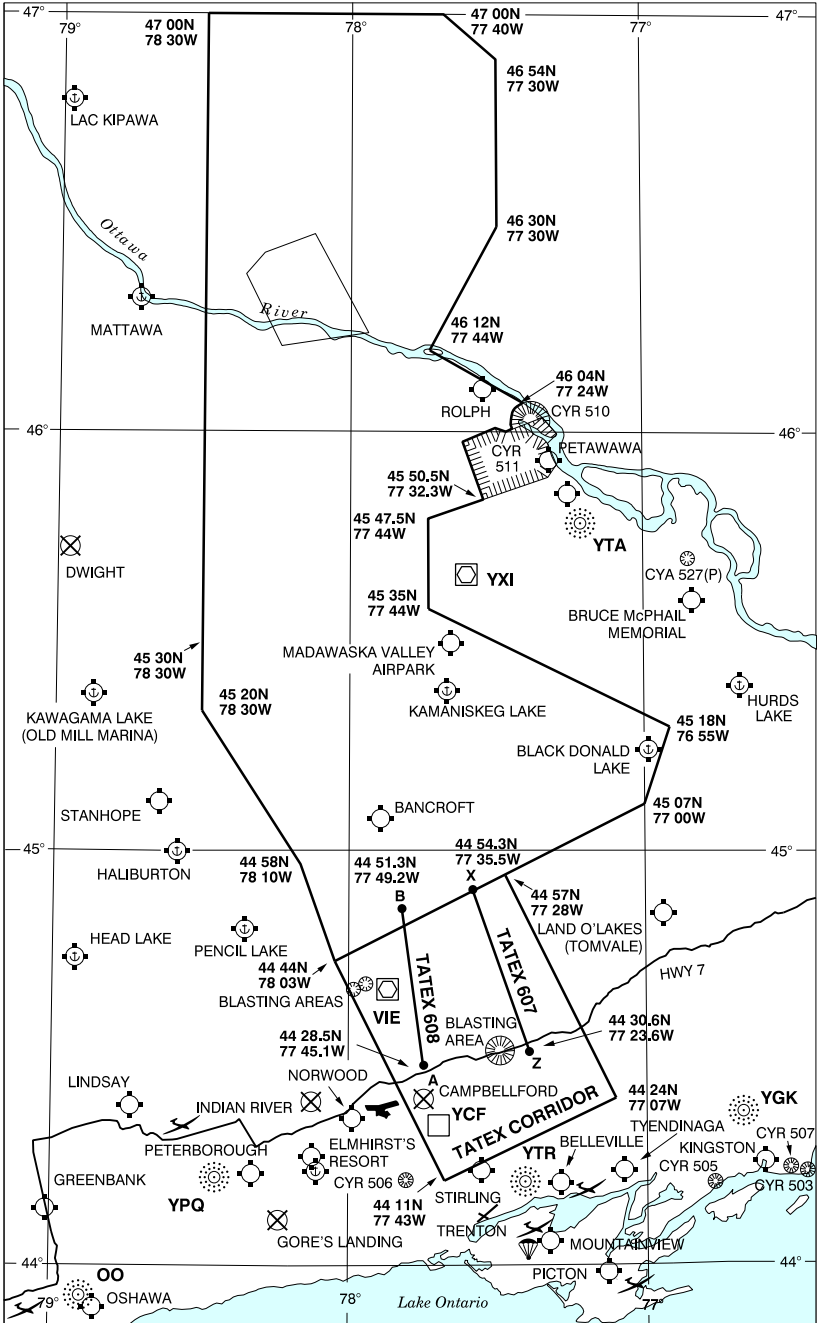
MTR 608 is a corridor routing within the TTA, containing military training activity from the surface to 6000 ft ASL, within 4 NM of the centreline in IFR conditions.

Routing - ACOR, BCOR or BCOR, ACOR

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
BCOR	N44 51.30	W077 49.20	Corridor Point Bravo

C84 PLANNING

**ALGONQUIN LOW LEVEL TATEX AREA, CORRIDOR AND TRAINING ROUTES**



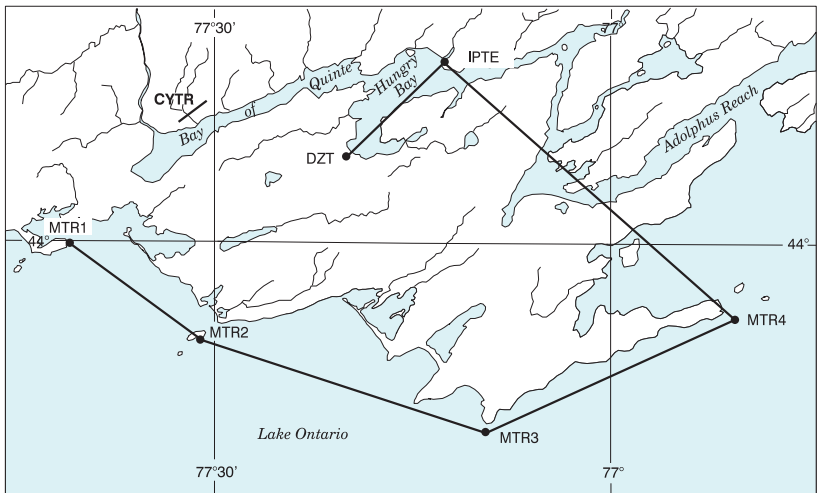
**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**

**Military Training Route (MTR) 601**

The area identified as MTR 601 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IPTE, DZT

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IPTE	N44 09.40	W077 12.70	IP DZ Terreau East
DZT	N44 04.11	W077 20.61	DZ Terreau





C86 PLANNING

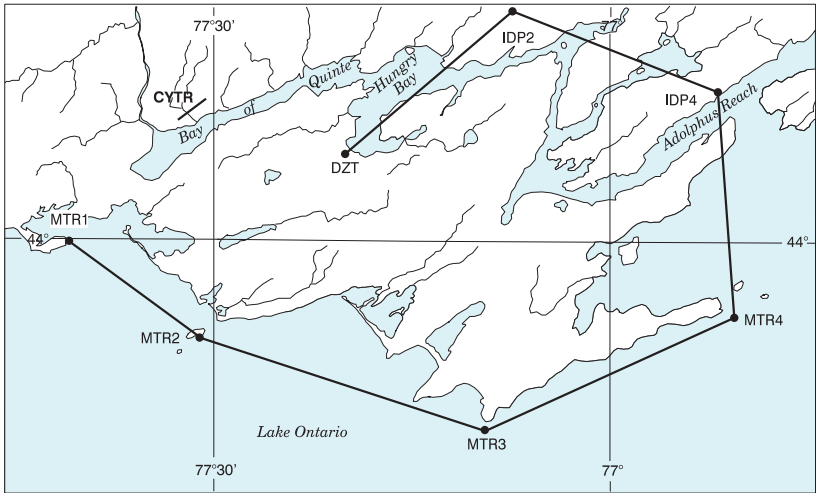
**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**

**Military Training Route (MTR) 601A - IFR Airdrop with 15 NM run-in to DZ Terreau**

The area identified as MTR 601A contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP4, IDP2, DZT

MTR1	N43 59.90	W077 40.50	Presqu'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

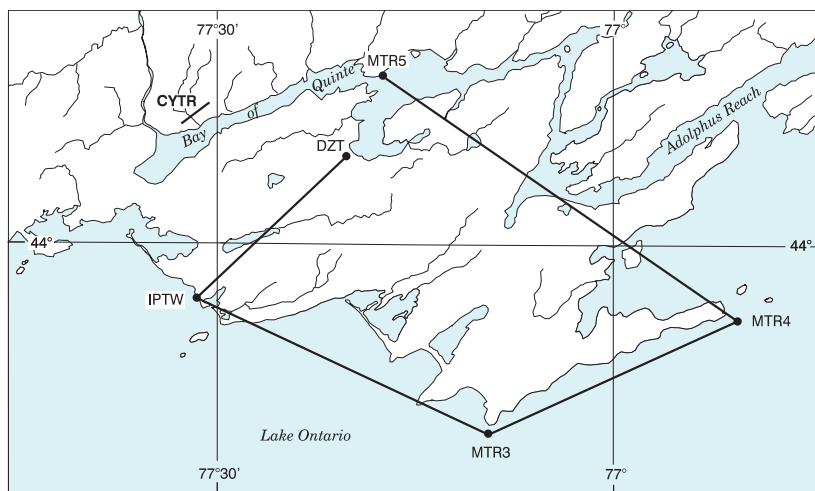


**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)****Military Training Route (MTR) 602**

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



C88 PLANNING

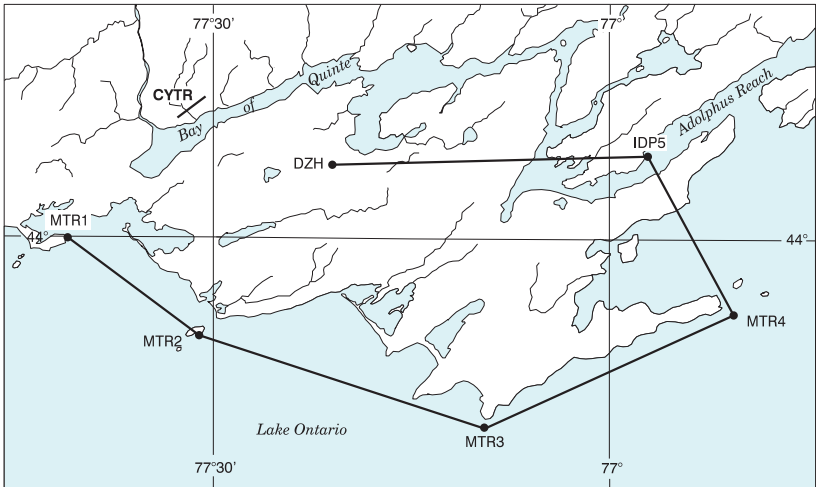
**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**

**Military Training Route (MTR) 603**

The area identified as MTR 603 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP5, DZH

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IDP5	N44 04.54	W076 57.22	Waypoint
DZH	N44 04.26	W077 21.16	DZ Hodgson



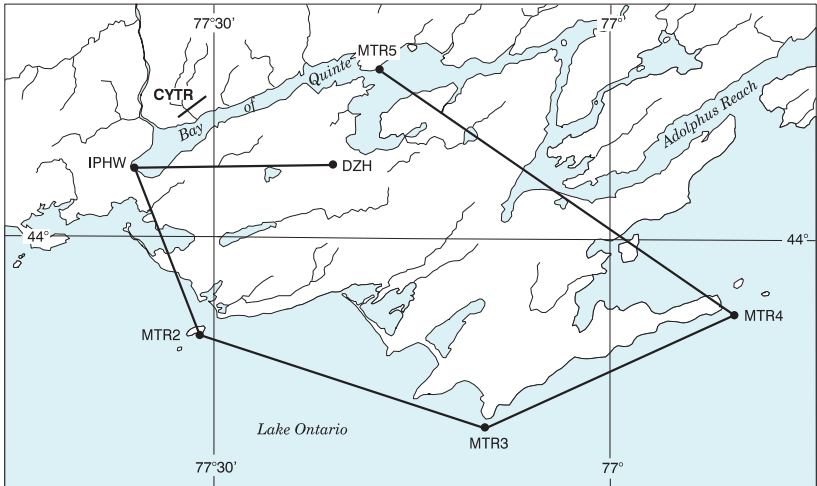
**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**

**Military Training Route (MTR) 604**

The area identified as MTR 604 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR5, MTR4, MTR3, MTR2, IPHW, DZH

MTR5	N44 09.40	W077 17.80	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR2	N43 54.90	W077 31.80	Nicholson Island
IPHW	N44 03.70	W077 35.60	IP DZ Hodgson West
DZH	N44 04.26	W077 21.16	DZ Hodgson



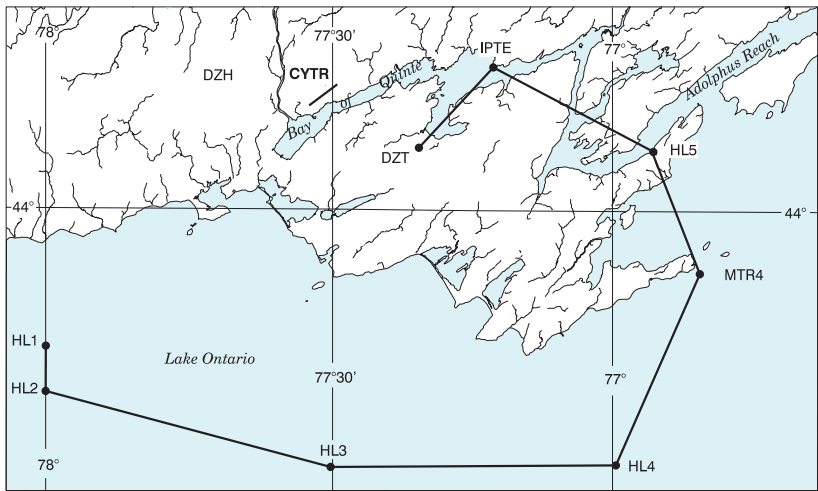
## C90 PLANNING

**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)****Military Training Route (MTR) 605 - Hi-Low Transition Route - Visual Airdrop**

The area identified as MTR 605 contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned with weather that will permit a visual drop. Descent commences between MTR4 and HL5 to minimum altitudes (500'/1000' AGL) for subsequent legs. If continuing VMC is anticipated, IFR may be cancelled and the drop conducted visually. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - HL1, HL2, HL3, HL4, MTR4, HL5, IPTE, DZT

HL1	N43 51.00	W078 00.00	Waypoint
HL2	N43 48.00	W078 00.00	Waypoint
HL3	N43 43.00	W077 30.00	Waypoint
HL4	N43 43.00	W077 00.00	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
HL5	N44 03.80	W076 56.00	Waypoint
IPTE	N44 09.40	W077 12.70	IP DZ Terreau East
DZT	N44 04.11	W077 20.61	DZ Terreau

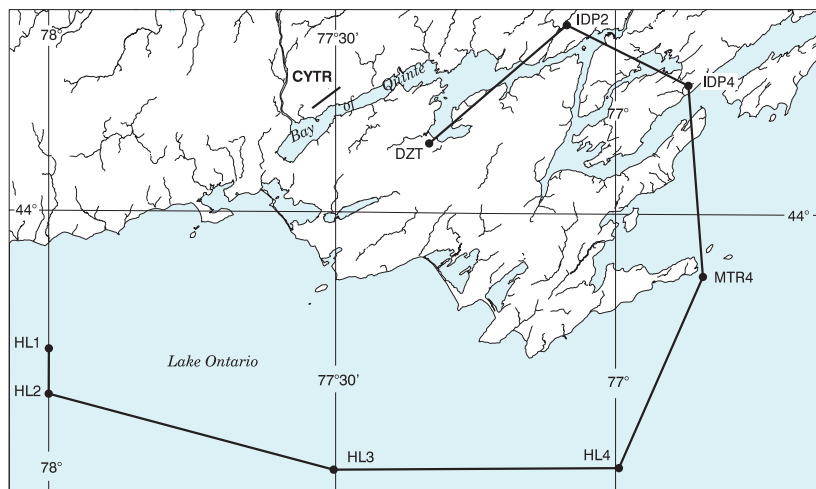


**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)****Military Training Route (MTR) 605A - Hi-Low Transition Route (HLTR) - IMC Airdrop**

The area identified as MTR 605A contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned when IMC conditions exist. Descent commences past HL4 to 2500 ASL UNTIL West of the 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



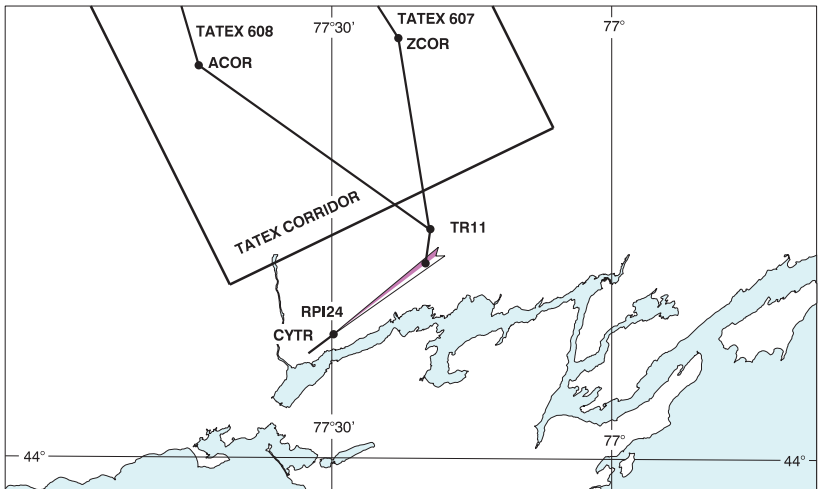
C92 PLANNING

**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**  
**IMC Transition Route (TR) 1 - IFR Recovery to CYTR ILS Runway 24**

TR1 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - ACOR or ZCOR, TR11, Heading 200 degrees to intercept

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu
TR11	N44 15.87	W077 20.20	Waypoint
RPI24	N44 07.55	W077 31.00	CYTR Rwy 24

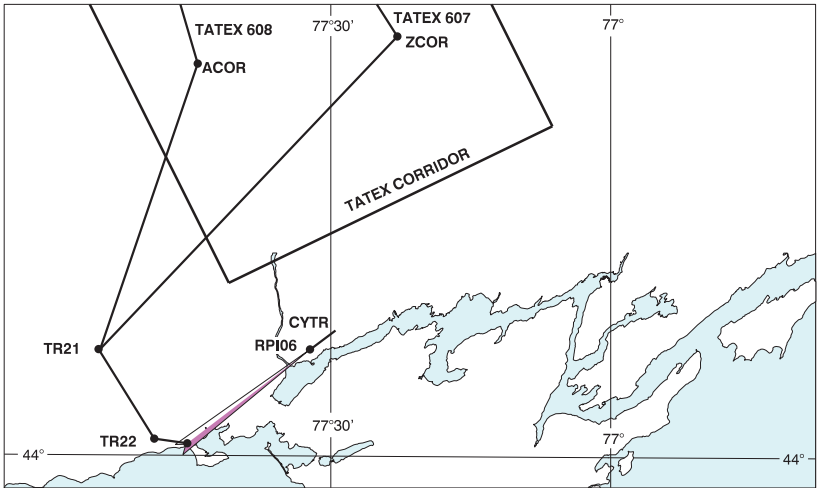


**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**  
**IMC Transition Route (TR) 2 - IFR Recovery to CYTR ILS Runway 06**

TR2 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - ACOR or ZCOR, TR21, TR22, Heading 110 degrees to intercept

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu
TR21	N44 06.46	W077 55.63	Waypoint
TR22	N44 01.32	W077 47.02	Waypoint
RPI06	N44 06.75	W077 32.36	CYTR Rwy 06





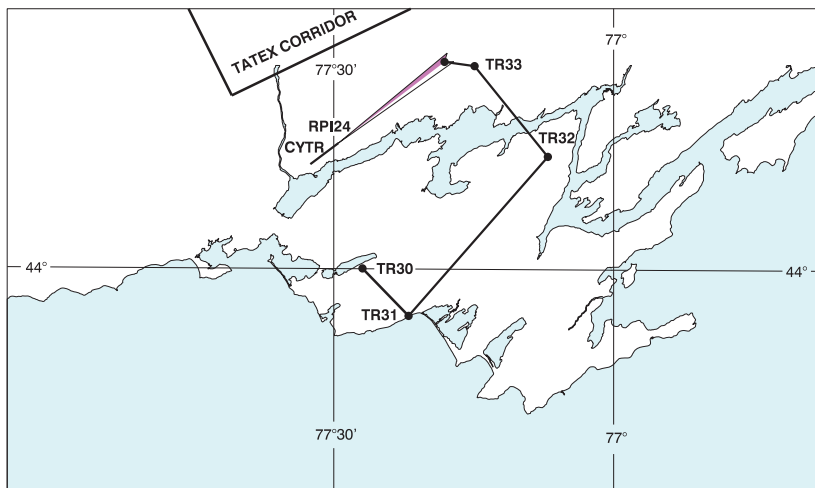
## C94 PLANNING

**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)****IMC Transition Route (TR) 3 - DZ Recovery to CYTR ILS Runway 24**

TR3 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - TR30, TR31, TR32, TR33, Heading 290 to intercept

TR30	N44 00.00	W077 27.00	Waypoint
TR31	N43 56.50	W077 22.50	Waypoint
TR32	N44 06.00	W077 08.00	Waypoint
TR33	N44 13.07	W077 17.17	Waypoint
RPI24	N44 07.55	W077 31.00	CYTR Rwy 24

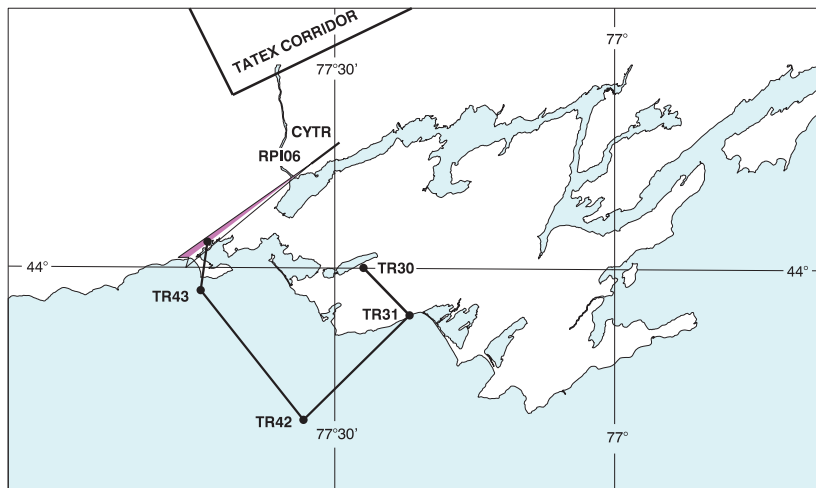


**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**  
**IMC Transition Route (TR) 4 - DZ Recovery to CYTR ILS Runway 06**

TR4 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - TR30, TR31, TR42, TR43, Heading 020 degrees to intercept.

TR30	N44 00.00	W077 27.00	Waypoint
TR31	N43 56.50	W077 22.50	Waypoint
TR42	N43 48.89	W077 35.50	Waypoint
TR43	N43 57.86	W077 43.51	Waypoint
RPI06	N44 06.75	W077 32.36	CYTR Rwy 06



## C96 PLANNING

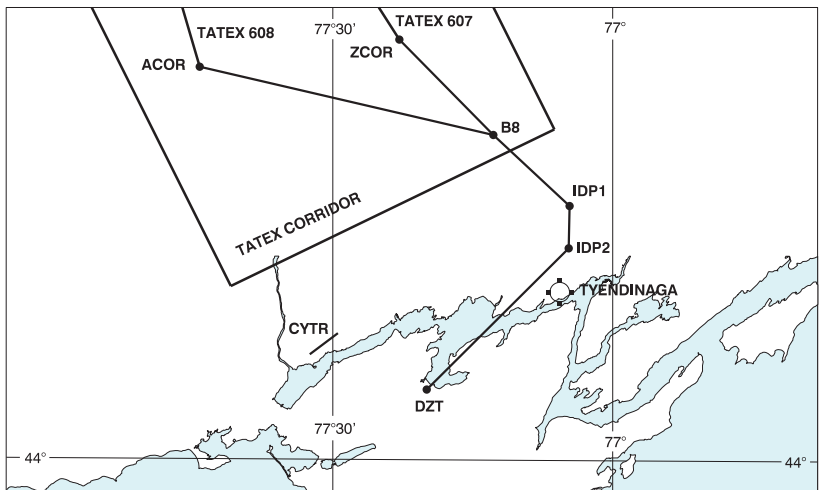
**ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**  
**IMC Transition Route (TR) 5 - Astra, Zulu to IFR Airdrop (DZ Terreau)**

TR5 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - A or Z, B8, IDP1, IDP2, DZT allows an IFR Transition to DZ Terreau at 2500' ASL.

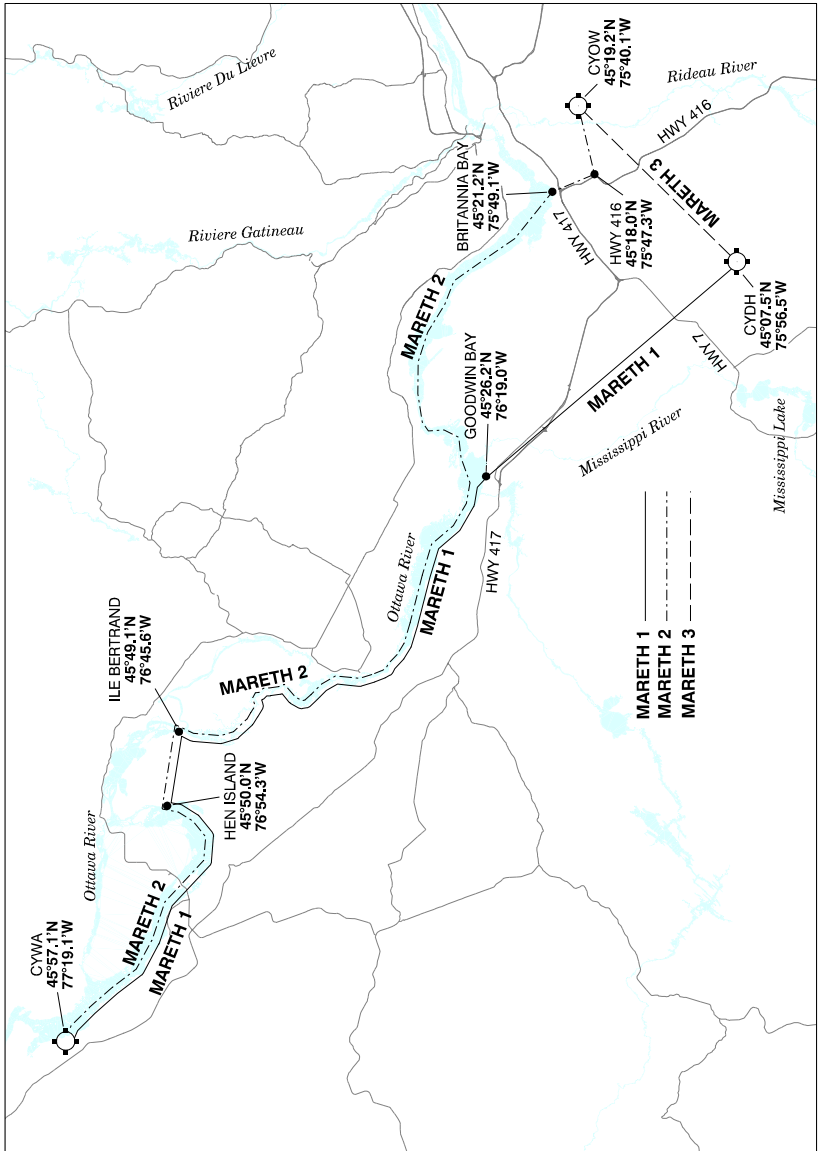
Once clear of the Tyendinaga ROZ (2 NM), 8 NM from DZ Terreau, the aircraft will descend to min IFR (1700' ASL) for airdrop.

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu
B8	N44 23.34	W077 13.54	Waypoint
IDP1	N44 17.72	W077 05.36	Waypoint
IDP2	N44 14.46	W077 05.48	Waypoint
DZT	N44 04.11	W077 20.61	DZ Terreau



**MARETH 1, 2 AND 3 LOW LEVEL TRANSIT ROUTES (LLTRs)**

The areas identified as the MARETH 1, 2 and 3 are LLTRs one km wide on either side of the centre line as depicted on the following maps. These LLTRs contain Military helicopter operations in single aircraft or in formation from the surface to 1000 AGL, both by day or night, in VFR or marginal VFR weather conditions and are active at all times. Non-participating pilots are urged to exercise caution in the vicinity of these routes.



C98 PLANNING

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**MARETH 1**

The area identified as the MARETH 1 Route, surface to 1000 AGL, is used as a transition zone between CYWA and CYDH. The Route is between 45°57.08'N 77°19.09'W (CYWA), thence over the Ottawa River to 45°50.0'N 76°54.25'W (Hen Island), direct to 45°49.09'N 76°45.55'W (South tip of "Île à Bertrand"), thence over the Ottawa river to 45°26.15'N 76°19.04'W (middle of Goodwin Bay) then to 45°07.50'N 75°56.54'W (CYDH).

**MARETH 2**

The area identified as the MARETH 2 Route, surface to 1000 AGL, is used as a transition zone between CYWA and CYOW. The Route is between 45°57.08'N 77°19.09'W (CYWA), thence over the Ottawa River to 45°50.0'N 76°54.25'W (Hen Island), direct to 45°49.09'N 76°45.55'W (South tip of "Île à Bertrand"), thence over the Ottawa river to 45°21.17'N 75°49.10'W (Britannia Bay), direct to 45°18.03'N 75°47.28'W (bend in Hwy 416), then direct to 45°19.21'N 75°40.09'W (CYOW).

**MARETH 3**

The area identified as the MARETH 3 Route, surface to 1000 AGL, is used as a transition zone between CYDH and CYOW. The Route is between 45°07.50'N 75°56.54'W (CYDH) direct to 45°19.21'N 75°40.09'W (CYOW).

**ONTARIO – SIGNIFICANT OBSTRUCTIONS**

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC.

**ONTARIO – SIGNIFICANT OBSTRUCTIONS**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Harrow 3.5WNW	923	300	N42 03 20	W83 00 03
Harrow 3.5WNW	920	300	N42 03 22	W83 00 02
Harrow 3.5WNW	920	300	N42 03 24	W83 00 07
Harrow 3.5WNW	923	300	N42 03 25	W83 00 12
Harrow 3.5WNW	920	300	N42 03 27	W83 00 11
Wheatley 2.2N	1039	433	N42 08 18	W82 27 20
Wheatley 2.4NNE	1183	563	N42 08 33	W82 26 51
Wheatley 3.4NNE	1278	656	N42 09 19	W82 26 21
McGregor 1.8NNW	1301	700	N42 10 14	W82 59 29
Port Alma (Wind turbines) 1.9NNE	1083	417	N42 14 56	W82 07 30
Oil Springs 4.2S	1644	981	N42 42 50	W82 08 05
St. Thomas 3.9NNW	1187	328	N42 51 27	W81 12 08
Port Maitland 2.2ENE	997	407	N42 52 14	W79 30 58
Simcoe 2.8N	1094	316	N42 52 30	W80 17 59
Fort Erie 0.2SW	765	141	N42 54 08	W78 58 31
Dorchester 2.9SSW	1351	400	N42 56 50	W81 04 49
Wellandport 3.4SSW	994	407	N42 57 23	W79 31 15
Smithville 4.1SSW	1014	407	N43 02 26	W79 35 50
St. Catherines 1.2S	969	412	N43 05 55	W79 15 47
Binbrook 1.5E	984	295	N43 06 57	W79 46 39
Binbrook 1.5E	984	295	N43 06 58	W79 46 31
Binbrook 1.5E	984	295	N43 07 00	W79 46 39
Binbrook 1.5E	984	295	N43 07 01	W79 46 32
Binbrook 1.5E	984	295	N43 07 03	W79 46 40

## C100 PLANNING

**ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Binbrook	984	295	N43 07 04	W79 46 32
1.5E				
Thorndale	1315	301	N43 07 09	W81 06 32
1.8NE				
Woodstock	1368	318	N43 11 09	W80 46 53
2.5NNW				
Lincoln	581	295	N43 11 11	W79 27 46
1.0ENE				
Cambridge	1431	430	N43 17 27	W80 21 10
2.8S				
Tavistock	1473	301	N43 19 35	W80 51 15
0.6WNNW				
Zurich	1015	328	N43 24 58	W81 41 03
2.7W				
Mississauga	1161	649	N43 35 03	W79 38 41
City				
Mississauga	1014	499	N43 35 12	W79 38 47
City				
Mississauga	876	328	N43 35 33	W79 43 56
City				
Mississauga	927	356	N43 36 34	W79 39 21
City				
Toronto	654	328	N43 36 41	W79 30 46
City				
Toronto	857	592	N43 37 24	W79 28 44
City				
Toronto	598	305	N43 37 25	W79 29 20
City				
Rockwood	1585	344	N43 37 50	W80 07 25
1.1NE				
Toronto	612	331	N43 38 18	W79 25 00
City				
Toronto	873	437	N43 38 18	W79 33 31
City				
Toronto	620	342	N43 38 22	W79 24 41
City				
Toronto	986	735	N43 38 28	W79 22 53
City				
Toronto	873	620	N43 38 30	W79 22 25
City				
Toronto	639	387	N43 38 38	W79 22 16
City				
Toronto	687	434	N43 38 39	W79 22 01
City				
Toronto	1011	758	N43 38 41	W79 22 17
City				
Toronto	952	699	N43 38 47	W79 20 01
City				
Toronto	745	460	N43 39 04	W79 22 49
City				
Toronto	655	349	N43 39 25	W79 22 57
City				

**ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Toronto	670	351	N43 39 29	W79 23 09
City				
Toronto	772	431	N43 39 46	W79 23 02
City				
Toronto	822	466	N43 39 53	W79 23 13
City				
Toronto	852	489	N43 39 58	W79 23 05
City				
Toronto	836	454	N43 40 18	W79 22 18
City				
Toronto	949	571	N43 40 19	W79 22 39
City				
Toronto	698	306	N43 40 29	W79 23 59
City				
Toronto	1178	646	N43 42 26	W79 23 53
City				
Toronto	915	370	N43 42 28	W79 23 52
City				
Toronto	1060	517	N43 42 29	W79 23 50
City				
Toronto	983	422	N43 42 35	W79 24 07
City				
Toronto	929	404	N43 42 37	W79 23 39
City				
Drayton	1747	300	N43 44 21	W80 36 29
3.1ESE				
Mississauga	745	148	N43 44 49	W79 37 48
City				
Toronto	982	411	N43 45 48	W79 24 36
City				
Toronto	890	378	N43 46 01	W79 22 18
City				
Toronto	918	327	N43 46 27	W79 24 54
City				
Toronto	908	350	N43 46 46	W79 16 60
City				
Toronto	872	314	N43 46 48	W79 16 55
City				
Toronto	1082	411	N43 50 26	W79 23 51
City				
Orangeville	1824	328	N43 54 39	W80 06 33
City				
Wellington	622	297	N43 58 08	W77 25 05
4.0WNW				
Wellington	622	297	N43 58 11	W77 25 13
4.0WNW				
Baltimore	1150	262	N44 01 22	W78 06 03
2.0E				
Camborne	1327	319	N44 04 00	W78 12 42
1.6N				
Bayside	514	230	N44 07 54	W77 35 16
0.8NNW				



## C102 PLANNING

**ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Horning's Mills 0.3NNW	1910	305	N44 09 57	W80 13 03
Marysville 1.7NE	749	500	N44 12 34	W76 25 02
Mansfield 3.0N	1375	328	N44 13 13	W80 02 53
Flesherton 0.4W	1804	344	N44 15 43	W80 33 56
Maxwell 3.6SSE	2221	476	N44 15 17	W80 22 50
Lindsay 4.2SE	1322	495	N44 16 48	W78 42 00
Berkeley 5.0SSW	1674	328	N44 17 10	W80 46 03
Rockport 1.9NW	808	493	N44 23 59	W75 58 24
Harrowsmith 1.8NNE	1050	400	N44 25 36	W76 38 19
Havelock 2.5ENE	978	312	N44 26 28	W77 50 03
Buckhorn 1.0ESE	1248	338	N44 32 57	W78 19 58
Eldorado 1.2SE	1156	310	N44 34 11	W77 29 46
Atherley 3.4ESE	1037	315	N44 34 41	W79 17 39
Owen Sound 2.0E	1348	354	N44 34 44	W80 51 47
Victoria Road 1.5ENE	1238	338	N44 36 10	W78 54 15
Washago 1.2W	1083	328	N44 45 04	W79 21 52
Gilmour 3.4S	1419	401	N44 45 36	W77 36 57
Port Stanton 1.8N	896	141	N44 49 10	W79 24 11
Port Severn 3.0NNW	971	344	N44 51 10	W79 44 10
Gravenhurst 1.0W	912	108	N44 55 15	W79 24 52
Lanark 4.9ENE	827	344	N45 02 11	W76 15 11
Harcourt 0.2SE	1920	400	N45 05 02	W78 08 16
Berwick (wind turbines) 2.6WSW	948	657	N45 06 26	W75 06 27
Eagle Lake 1.0SSE	1750	328	N45 07 08	W78 30 10
Lancaster 1.2NNE	479	312	N45 09 41	W74 29 45
Vernon 2.1NNW	633	328	N45 11 24	W75 29 03

**ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Manotick	736	424	N45 11 54	W75 43 28
1.7WSW				
Manotick	729	424	N45 11 59	W75 43 27
1.7WSW				
Manotick	733	424	N45 12 03	W75 43 27
1.6WSW				
Manotick	733	424	N45 12 07	W75 43 26
1.6WSW				
Tobermory	1001	351	N45 12 23	W81 35 01
4.4SE				
Metcalfe	1030	738	N45 13 01	W75 33 50
4.0WSW				
Embrun	663	430	N45 13 10	W75 14 44
3.6SSE				
St. Louis de Gonzague	509	365	N45 14 20	W73 59 01
1.2NNE				
Limoges	568	328	N45 19 37	W75 17 03
1.2WSW				
Dwight	1910	595	N45 19 42	W78 58 00
1.8E				
Combermere	1751	295	N45 20 02	W77 43 39
4.8WSW				
Oxtongue Lake	1880	331	N45 22 37	W78 59 35
2.7WNW				
Renfrew	873	318	N45 27 36	W76 39 47
0.2SE				
Renfrew	973	300	N45 29 33	W76 42 16
0.8NNW				
Ottawa	685	505	N45 30 00	W75 28 45
0.8N				
Pembroke	521	141	N45 49 38	W77 07 51
City				
Pembroke	1089	640	N45 50 06	W77 09 56
0.8WNW				
Pembroke	618	141	N45 51 12	W77 12 47
3.1NW				
Key River (wind turbines)	1332	656	N45 51 22	W80 36 40
4.4WSW				
Port Loring	1158	292	N45 56 25	W79 58 13
1.4NNE				
Powassan	1734	546	N46 03 46	W79 26 06
3.3WSW				
Jamot	1070	344	N46 06 30	W80 31 48
1.8E				
Willisville	1283	303	N46 07 43	W81 44 31
0.6WSW				
Chartrand Corner	1106	400	N46 08 05	W80 24 05
1.0W				
Sucker Creek Landing	1067	400	N46 16 23	W80 18 19
3.8N				
Whitefish	1244	344	N46 16 56	W81 19 48
5.8S				

## C104 PLANNING

**ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Lavigne 4.5WSW	1040	344	N46 18 17	W80 16 33
Deux-Rivieres 9.3NNE	2037	479	N46 22 45	W78 09 50
Laird 0.5W	1024	230	N46 23 49	W84 04 44
Sudbury 0.2NW	2028	1010	N46 30 03	W81 01 11
Copper Cliff 2.0NNE	1496	341	N46 30 42	W81 03 50
Sault Ste Marie 1.4NE	899	279	N46 32 47	W84 13 58
Sault Ste Marie 1.8N	1586	533	N46 35 42	W84 21 03
Onaping City	1655	320	N46 37 13	W81 24 52
Hanmer 1.6NNW	1316	344	N46 41 02	W80 57 31
Northland 1.8WSW	2100	456	N46 42 40	W84 10 39
Sultan 1.5W	1896	387	N47 35 20	W82 47 21
Mount MacDonald 1.2E	1382	390	N47 46 54	W80 06 09
Dane 0.6W	1345	361	N48 04 26	W80 03 45
Virginiatown 0.4SE	1785	437	N48 08 12	W79 33 14
Timmins City	1322	331	N48 29 25	W81 19 50
Matheson 1.5W	1250	344	N48 31 58	W80 29 56
Night Hawk Centre 0.4W	1556	592	N48 32 49	W80 57 10
Pass Lake 0.8NNW	1411	344	N48 34 51	W88 44 16
La Vallee 0.7S	1460	338	N48 36 28	W93 37 44
Iroquois Falls 3.0W	1404	312	N48 46 19	W80 46 43
Orient Bay 4.4SSE	1352	338	N49 18 21	W88 05 32
Kapuskasing 1.8ESE	1186	398	N49 23 28	W82 21 28
Clearwater Bay 1.5ESE	1588	400	N49 42 09	W94 47 17
Kenora 1.2N	1469	341	N49 48 47	W94 28 44
Hawk Lake 0.7NNE	1791	382	N49 48 59	W93 59 52
Geraldton 9.8NNE	1663	328	N49 52 52	W86 51 08

**ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Vauxhall 2.5N	2884	295	N50 06 27	W112 05 14
Pikangikum 13.3ESE	1575	410	N51 43 20	W93 39 12
Weagamow Lake 0.9E	1155	197	N52 57 04	W91 19 31

## C106 PLANNING

**QUEBEC****QUEBEC - AIR NAVIGATION RADIO AIDS**

Chevery LOC/DME "IHR" freq 109.7 at N50 28 27 W59 37 31 has been decommissioned.  
 Havre St-Pierre DME ident "IGV" Ch 30 at N50 17 13 W63 35 46 has been decommissioned.  
 Label-Sur-Quévillon NDB ident "2H" coordinates changed to N49 02 09 W77 01 12.  
 Roberval DME ident "IRJ" Ch 40 at N48 31 37 W72 16 27 has been decommissioned.  
 Salluit NDB ident "YZG" freq 375 at N62 10 46 W75 40 38 has been decommissioned.  
 St-Bruno-de-Guigues NDB ident "YBM" freq 230 at N47 27 07 W79 25 27 has been decommissioned.

**QUEBEC - AIRSPACE DESIGNATIONS**

B7 from Lorika intxn to Maniwaki NDB has been revoked.  
 BR12 has been revoked from Lourdes-de-Blanc-Sablon NDB to Deer Lake NL NDB.  
 BR26 has been revoked from Puvirnituq NDB to Salluit NDB to Frobay (Iqaluit) NDB.  
 BR40 has been revoked from Kangirsuk NDB to Salluit NDB to Cape Dorset NDB.  
 G2 has been revoked from Earlton NDB to Rouyn NDB.  
 GR7 has been revoked from Ivujivik NDB to Salluit NDB to Kangiqsujaq NDB to Quaqtaq NDB.  
 V3 has been revoked from Quebec VORTAC to LABRE intxn.  
 V145 has been revoked from REEDO intxn to CAN/US border.  
 V300 has been revoked from St-Jean VOR/DME to Sherbrooke VOR/DME to CAN/US border.  
 V314 has been revoked from Quebec VORTAC to NALRU intxn to ATENE intxn.  
 V322 has been revoked from CAN/US border to Sherbrooke VOR/DME.  
 V346 has been revoked from Beauce VOR/DME to CAN/US border.  
 V346 from Bobra intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce VOR/DME has been revoked.  
 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.  
 V400 has been revoked from Beauce VOR/DME to CAN/US border.  
 V447 has been revoked from CAN/US border to LIAND intxn to Sherbrooke VOR/DME to ODLAS intxn to ROGSA intxn to Quebec VORTAC.  
 V487 has been revoked from WARDS intxn to St-Jean VOR/DME.

**QUEBEC - DANGER, RESTRICTED & ADVISORY AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

CYR631 Ste-Therese has been redesignated as follows: The airspace within the area bounded by a line beginning at: N45°43'55.16" W073°51'17.11" to N45°44'00.00" W073°50'35.00" to N45°44'00.00" W073°49'28.00" to N45°44'35.00" W73°45'31.00" to N45°43'50.00" W73°45'11.00" to N45°43'44.00" W73°43'05.00" to N45°42'48.00" W73°42'42.00" to N45°42'35.00" W73°43'06.00" to N45°42'30.79" W073°50'35.13" thence counter-clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20" W074°00'18.60" to N45°43'55.16" W073°51'17.11" point of beginning.

**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
St-Raymond	0.2NM Radius 1.2NM SSW of CSK5 Sfc to 1247 AGL	N46 52 44 W71 48 05

**QUEBEC - BLASTING OPERATIONS** (Cont'd)

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

Val d'Or	0.54NM Radius 7NM WSW of Barraute Sfc to 3300 AGL	N48 24 34	W77 48 46
Val Paradis	1.9NM Radius 25.4NM N of Val Paradis Sfc to 3281 AGL	N49 34 29	W79 15 20
Nemiscau	0.2NM Radius 15.2NM E of Nemiscau Sfc to 300 AGL	N51 40 56	W75 50 48
Nitchequon	1.0NM Radius 51NM WSW of Nitchequon Sfc to 3000 AGL	N52 49 13	W72 11 42

**QUEBEC - CABLE CROSSINGS**

LOCATION	HEIGHT ASL	(N)LAT	(W)LONG
St-Eustache	317	N45 35 09	W73 49 52
Montreal	198	N45 40 48	W73 32 00
Montreal	206	N45 41 01	W73 32 10

**QUEBEC - CONSERVATION****QUEBEC - HAZARDS TO AIRCRAFT OPERATIONS****Hang Gliding and Soaring Areas**

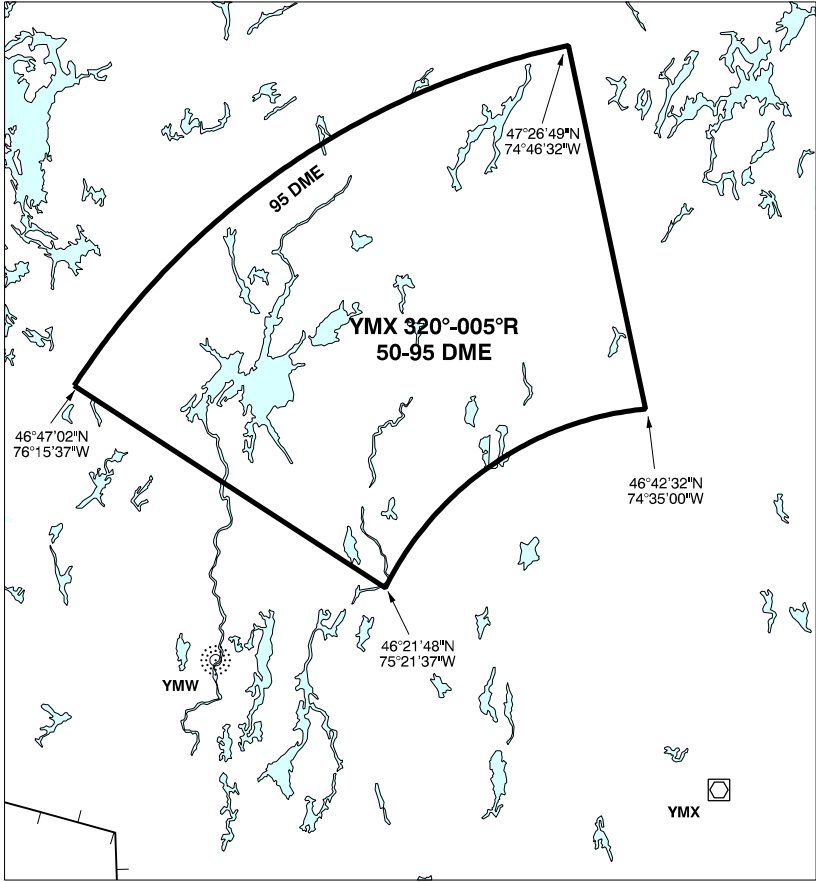
Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

NAME	POSITION	OPERATING TIMES
Trois-Rivières (Soaring)	3NM around A/D up to 3000 ASL	Daily Sat, Sun & hols, mid-Apr to mid-Jun & mid-Aug to end of Oct

C108 PLANNING

**QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**  
**MONTREAL IFR TRAINING AREA**

The airspace within the following area: between the YMX 320°R and the 005°R, from 50 to 95 DME, 8,000 ASL to unlimited. The rules for the applicable surrounding airspace apply at all times. For flight planning purposes, see the Mandatory IFR Routes in the Planning section of the CFS.



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**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.

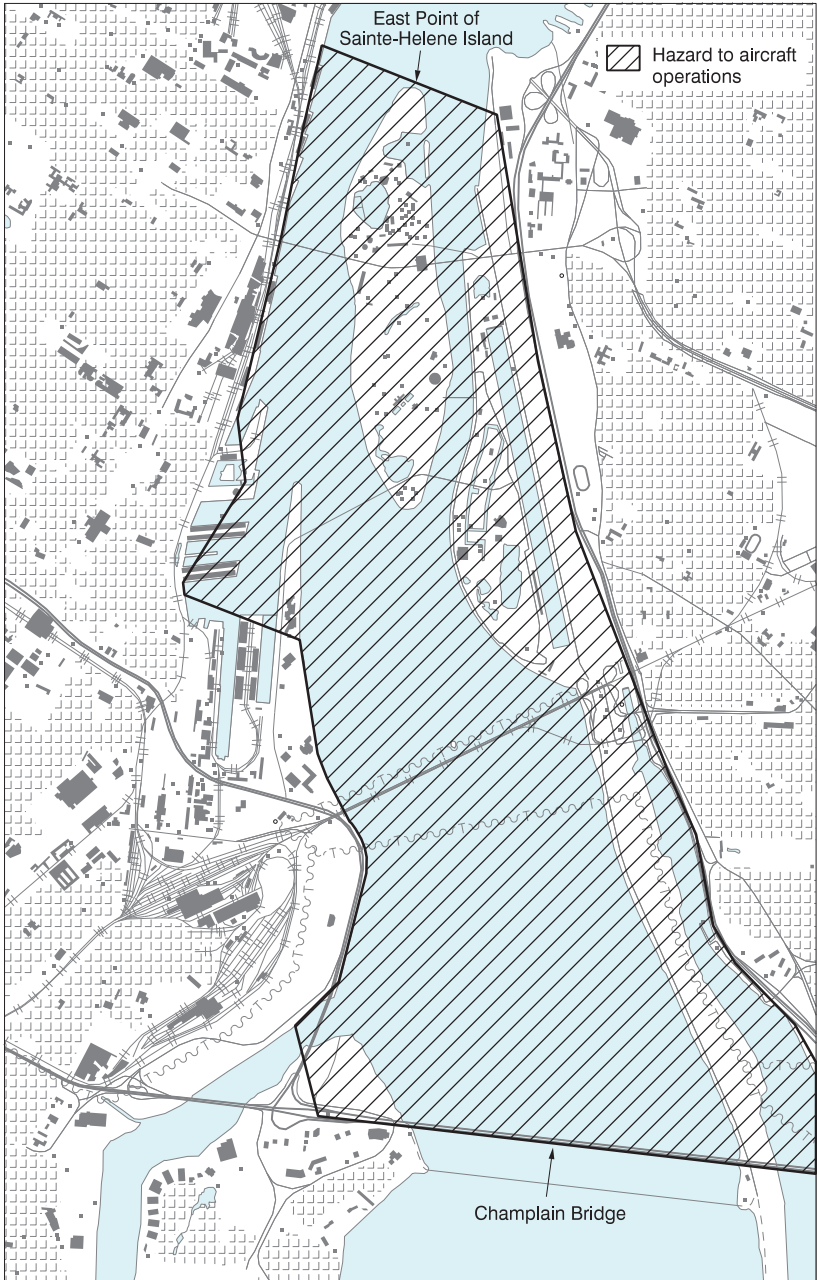
Initial request must first be sent to Transport Canada through: [CSVA-VSCA@tc.gc.ca](mailto:CSVA-VSCA@tc.gc.ca)



C110 PLANNING

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

SAINT-LAWRENCE SEAWAY



**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 location and nautical mile distance shown is from the nearest community on the VNC.

**QUEBEC – SIGNIFICANT OBSTRUCTIONS**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Gatineau City	368	194	N45 30 29	W75 33 52
Buckingham 0.9W	903	339	N45 35 16	W75 27 04
Richmond 1.8W	1325	312	N45 39 09	W72 10 57
Terrebonne City	382	202	N45 43 21	W73 38 31
Drummondville City	593	301	N45 54 45	W72 30 58
Chesterville 1.5SSE	1178	344	N45 56 22	W71 48 31
Ste-Agathe-des-Monts 2.8WSW	2124	343	N46 01 42	W74 23 07
St-Georges 3.4S	1186	312	N46 02 57	W070 40 31
St-Georges 2.6NE	1275	262	N46 09 32	W70 36 59
St-Jean-de-Matha 4.5SW	1132	315	N46 10 47	W73 36 01
St-Georges 4.0NE	1358	361	N46 10 56	W70 35 53
Tring-Jonction 1.7E	1444	312	N46 16 13	W70 57 13
St-Sylvestre 3.5ESE	1885	303	N46 21 02	W71 08 30
St-Elie 0.8NE	1050	312	N46 29 47	W72 56 51
Lac-des-Ecorces 1.0SE	1325	312	N46 32 41	W75 21 10
Mont-Laurier 4.7W	1562	312	N46 34 06	W75 41 26
Notre-Dame-du-Rosaire 5.0NNW	1585	312	N46 53 55	W70 27 09
St-Ferreol-les-Neiges 7.0WNW	3537	256	N47 10 55	W71 00 23
St-Ferreol-les-Neiges 6.4NNW	3530	262	N47 11 38	W70 57 57
Aurigny 0.2SE	450	400	N47 12 54	W61 57 06
Saint-Irenee 2.8NNE	1477	343	N47 36 46	W70 11 53
Val d'Or 0.2S	1381	213	N48 05 05	W77 48 19
St-Mathieu-de-Rioux(wind turbine) 5.2SE	2102	574	N48 08 30	W68 53 11

## C112 PLANNING

**QUEBEC – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Malartic 0.8N	1394	312	N48 09 13	W78 07 57
Kewagama 2.5WSW	1467	312	N48 13 29	W78 28 59
Rouyn-Noranda City	1412	411	N48 15 05	W79 01 10
Rouyn-Noranda City	1411	410	N48 15 11	W79 00 59
Les Escoumins 1.8SSW	461	257	N48 19 00	W69 25 43
La Corne 1.9NNW	1385	312	N48 23 13	W78 00 27
Chicoutimi City	801	255	N48 24 28	W71 05 03
Chicoutimi 0.2N	894	352	N48 27 30	W71 04 46
Saint-Donat 2.4SE	2164	289	N48 28 02	W68 12 39
Sainte-Monique 1.2NE	844	302	N48 45 07	W71 49 34
Murdochville (wind turbine) 5.0ENE	3147	414	N48 59 11	W65 23 52
Ste-Anne-des-Monts 1.0S	881	339	N49 06 28	W66 29 10
Chute-aux-Outardes 1.8NNE	472	312	N49 09 07	W68 22 43
Gros Morne 0.2E	850	350	N49 15 03	W65 32 04
Baie-Comeau 4.5NE	1078	412	N49 18 05	W68 04 31
Pointe-des-Monts 5.4NW	1055	461	N49 23 34	W67 28 29
Les Islets-Caribou 2.0NW	478	300	N49 31 22	W67 16 17
Riviere-Pentecote 2.5NNE	584	319	N49 49 22	W67 09 30
Chapais 9.2NNE	1673	358	N49 56 06	W74 48 02
Havre St-Pierre 2.0ENE	511	459	N50 15 36	W63 33 33
Nemiscau 0.8NW	1100	197	N51 41 36	W76 11 12
Nemiscau 0.8NE	1101	360	N51 41 44	W76 14 40
Nemiscau 7.1ENE	1803	450	N51 44 24	W76 05 50
Nemiscau 37.2NNW	1383	423	N52 15 23	W76 42 31
La Grande Trois 41.6SE	1864	360	N53 20 17	W75 01 36
Sakami 10.7SW	1050	210	N53 34 06	W76 17 48

**QUEBEC – SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
La Grande Riviere 10.9NNE	770	217	N53 46 40	W77 32 17
Schefferville 0.4N	1713	1680	N54 48 46	W66 48 36
Kattiniq (wind turbine) 0.8NNW	2308	401	N61 40 54	W73 42 49

C114 PLANNING

**MARITIME PROVINCES****MARITIME PROVINCES - AIR NAVIGATION RADIO AIDS**

Trenton NDB ident "5Y" freq 338 at N45 36 44 W62 37 29 has been decommissioned.

**MARITIME PROVINCES - AIRSPACE DESIGNATIONS**

R13 has been revoked from Sydney NDB to Gander NDB.

**MARITIME PROVINCES - DANGER, RESTRICTED & ADVISORY AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

**MARITIME PROVINCES - BLASTING OPERATIONS**

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

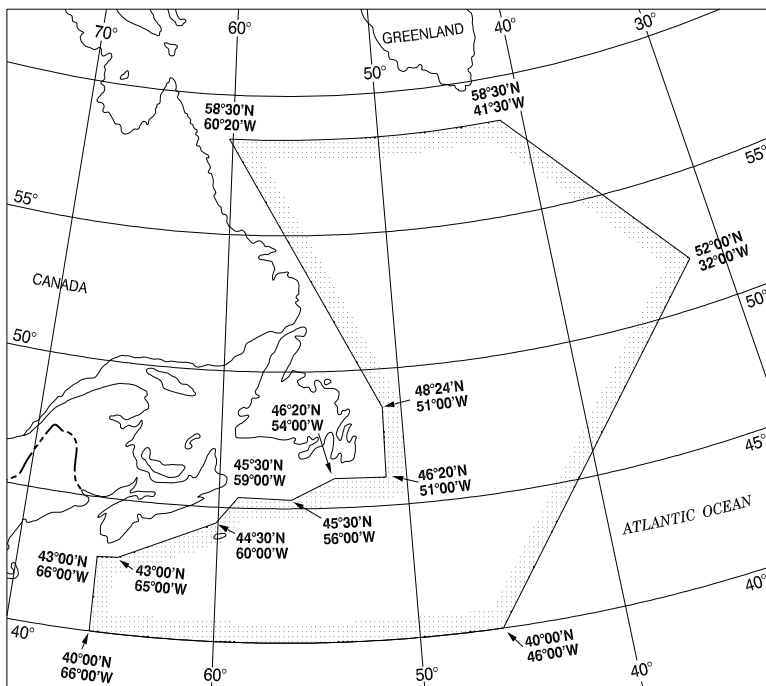
GENERAL AREA	SITE	COORDINATES
La Hêtrière, NB	2.7 NM NNE of La Hêtrière bounded by area N46 02 49 W64 34 00 to N46 03 06 W64 34 03 to N46 03 11 W64 33 41 to N46 02 50 W64 33 30 to point of origin	to 164 AGL

**MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS****MILITARY OPERATIONS AREA - North Atlantic Operations Patrol Area ELK**

1. ELK consists of that airspace from the surface of the earth to Flight Level 50 within the following area: From N43 00 W66 00 to N43 00 W65 00 to N44 30 W60 00 to N45 30 W59 00 to N45 30 W56 00 to N46 20 W54 00 to N46 20 W51 00 to N48 24 W51 00 to N58 30 W60 20 to N58 30 W41 30 to N52 00 W32 00 to N40 00 W46 00 to N40 00 W66 00 to the point of origin.
2. Maritime surveillance aircraft conduct daily all-weather operational flights in Area ELK. These aircraft are required to operate on various headings and altitudes up to and including FL50 and to make rapid climbs and descents without prior warning. Because of operational considerations they operate without navigation or identification lights during the hours of darkness and often without SIF/IFF.
3. The Regional Joint Operations Centre (Atlantic) RJOC (Atlantic) Maritime Air Flight following (MAFF) provides advisory information between maritime aircraft and other aircraft in Area ELK based on known air traffic.
4. Standard pressure setting 29.92 inches is used for transit and separation within the entire area.
5. In the interest of Flight Safety it is essential that RJOC (Atlantic) be informed in advance of all flights or proposed flights in or through Area ELK. Aircraft flight level(s), track and approximate times of ELK penetration and exit are required. Military aircraft are encouraged to communicate directly with RJOC (Atlantic). On prior request, frequencies will be assigned on which to report position and obtain ELK clearance. ASW aircraft will be routed clear of all known military and civil traffic.
6. RJOC (Atlantic) may be contacted by the following means:
  - (a) Letter to Commander MARLANT, Halifax, NS, Canada.
  - (b) Message to RJOC ATLANTIC//MAFF//.
  - (c) Telephone RJOC (Atlantic) MAFF (902)427-2502, (902)427-2501 CSN 447-2502
  - (d) Email RJOCA.MAFF@FORCES.GC.CA
  - (e) On request of the pilot when filing flight plans at departure points in North America, aircraft flight plans may be relayed through ATC channels to Moncton ACC for RJOC (Atlantic).
  - (f) In-flight position reports or advisories when not transmitted directly as in para 5 above may be relayed through Gander or Moncton ACC. These messages should specify "Pass to RJOC (Atlantic)".

## MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

### AREA ELK FL 50 AND BELOW



## MILITARY OPERATIONS AREA (MOA)

### Shearwater DIP Sectors

- The Shearwater DIP Sectors consists of that airspace from the surface of the earth to 500 ASL within the following area:

From N44 38 15.05 W63 08 47.56 (UAW 090T°/015 DME) to N44 38 09.27 W62 47 47.18 (UAW 090T°/030 DME) arcing clockwise (on a 30NM arc from UAW) to N44 23 11.26 W64 06 01.84 (UAW 240T°/030 DME) to N44 30 45.56 W63 47 57.24 (UAW 240T°/015 DME) arcing counter-clockwise (on a 15NM arc from UAW) to point of origin.

This area is further divided into four sectors, based on that space between the UAW 15 DME arc and the UAW 30 DME arc, and between the following (UAW) radials:

- DIP Sector 1: UAW 090T°R - 120T°R, UAW 15-30 DME (coordinates N44 38 15.05 W63 08 47.56 to N44 38 09.27 W62 47 47.18 to N44 23 11.25 W62 53 34.16 to N44 30 45.56 W63 11 38.76)
- DIP Sector 2: UAW 130T°R - 160T°R, UAW 15-30 DME (coordinates N44 28 37.37 W63 13 45.10 to N44 18 55.50 W62 57 47.45 to N44 10 04.66 W63 15 32.67 to N44 24 11.07 W63 22 38.63)
- DIP Sector 3: UAW 170T°R - 200T°R, UAW 15-30 DME (coordinates N44 23 30.63 W63 26 10.05 to N44 08 44.11 W63 22 33.90 to N44 10 04.66 W63 44 03.33 to N44 24 11.07 W63 36 57.37)
- DIP Sector 4: UAW 210T°R - 240T°R, UAW 15-30 DME (coordinates N44 25 17.11 W63 40 15.89 to N44 12 16.25 W63 50 39.18 to N43 23 11.26 W64 06 01.84 to N44 30 45.56 W63 47 57.24)

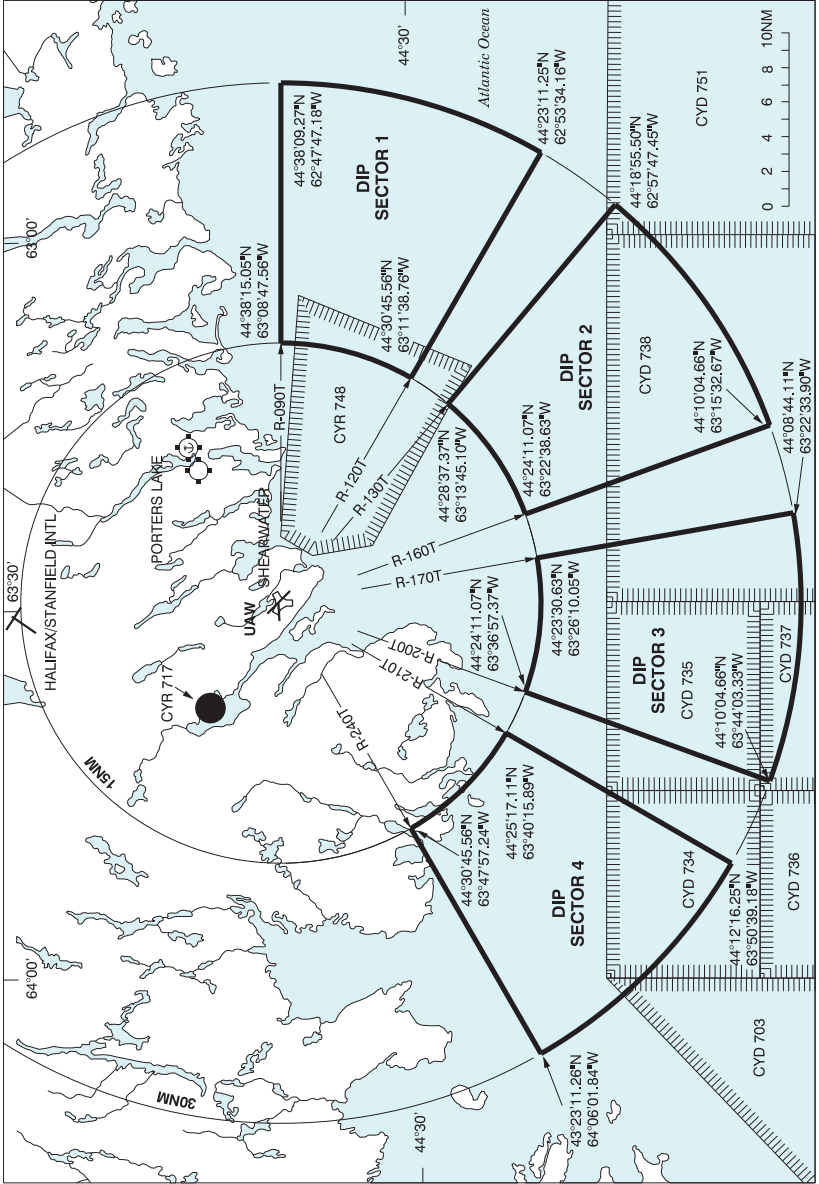
**MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**

2. Maritime helicopters conduct essential over-water training and proficiency flights in the DIP Sectors on a daily basis. These flights often involve the use of sonobuoys, and helicopters routinely transition to/from the hover while in the area. Typically, military flights operate in the area from 0700-2359 (L).
3. Aircraft operating in or above this area should contact Shearwater ATC on 126.2 MHz or 231.95 MHz for advisory info. If unable, operators should use 126.7 MHz to announce intentions while in the area.



C118 PLANNING

**MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**  
**MILITARY OPERATIONS AREA (MOA) (Cont'd)**



**MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS**

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC.

**MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS**

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Barrington Passage NS (wind turbine) 2.1W	518	400	N43 31 22	W65 39 59
Wedgeport NS 1.3NW	563	402	N43 44 59	W66 00 42
First South NS 2.7WSW	483	312	N44 21 03	W64 24 41
Halifax NS City	1127	678	N44 39 03	W63 39 26
Victoria Beach NS 0.9E	1001	401	N44 40 38	W65 43 59
Middle Sackville NS 3.5NW	791	427	N44 49 01	W63 46 24
Wolfville NS 4.0SE	1171	427	N45 02 15	W64 17 33
St. George NB 1.1E	502	299	N45 07 46	W66 48 17
Oak Bay NB 1.6WNNW	722	351	N45 14 13	W67 14 03
Fair View NB 5.0NNE	1339	262	N45 29 41	W65 28 39
West River Station NS 6.0N	1365	367	N45 32 30	W62 56 40
New Glasgow NS 0.6W	598	300	N45 35 10	W62 40 31
Kenzieville NS 2.4WNNW	1188	407	N45 35 26	W62 22 01
Kenzieville NS (wind turbines) 3.7NNE	992	428	N45 37 58	W62 16 42
Apohaqui NB 1.6S	797	299	N45 40 24	W65 36 34
Waterside NB (wind turbines) 5.2NNW	1804	591	N45 42 22	W64 53 04
Craigmore NS (wind turbine) 3.0SE	1211	413	N45 43 39	W61 25 35
Riverside-Albert NB (wind turbines) 6.9WNNW	1883	591	N45 44 41	W64 56 57
Upper Gagetown NB 2.3SSE	449	299	N45 48 34	W66 12 14
Anagance NB 2.0NW	863	299	N45 53 32	W65 17 41
Fredericton NB City	677	320	N45 55 51	W66 39 02
Youngs Cove Road NB 1.2SE	436	299	N45 56 24	W65 50 14

## C120 PLANNING

**MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS (Cont'd)**

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
Cornhill NB 3.0NW	810	299	N45 56 46	W65 24 11
Dorchester NS 3.6NE	848	300	N45 56 52	W64 27 34
Mabou NS (wind turbine) 5.0N	1509	413	N46 09 02	W61 22 52
Frenchvale (wind turbine) 3.6N	1137	479	N46 09 31	W60 24 12
Bonshaw PE 1.2NNE	958	650	N46 12 44	W63 20 29
Big Bras d'Or NS 2.2SW	620	299	N46 14 32	W60 27 42
Doaktown NB 1.0NNE	708	301	N46 34 10	W66 07 52
Juniper NB 13.4NE	1982	394	N46 42 55	W67 00 16
Allardville NB 1.4SSW	890	300	N47 27 00	W65 30 25
St. Leolin NB 0.1SSW	421	300	N47 46 06	W65 10 22
Rapids Depot NB 4.9W	2186	204	N47 48 56	W67 51 29
Grande-Anse NB 1.2NE	435	400	N47 49 01	W65 08 50
Lorne NB 2.4WNW	962	300	N47 53 21	W66 10 31
Campbellton NB 1.2E	587	295	N48 00 01	W66 37 33

**NEWFOUNDLAND & LABRADOR****NEWFOUNDLAND & LABRADOR - AIR NAVIGATION RADIO AIDS**

Argentia NDB ident "UWP" freq 323 at N47 17 41 W53 59 26 has been decommissioned.

Deer Lake NDB ident "DF" freq 350 at N49 10 47 W57 27 28 has been decommissioned.

Gander NDB ident "QX" coordinates changed to N48 57 52 W54 40 13.

Williams Harbour NDB ident "1A" freq 373 at N52 33 34 W55 46 55 has been decommissioned.

**NEWFOUNDLAND & LABRADOR - AIRSPACE DESIGNATIONS**

B21 has been revoked from Gander NDB to St. Anthony NDB.

BR12 has been revoked from Lourdes-de-Blanc-Sablon QC NDB to Deer Lake NDB.

R13 has been revoked from Sydney NDB to Gander NDB.

R14 has been revoked from Sydney NDB to Argentia NDB to Wabana (St. John's Intl) NDB.

R15 has been revoked from Deer Lake NDB to Gander NDB.

R18 has been revoked from Deer Lake NDB to St. Anthony NDB.

**NEWFOUNDLAND & LABRADOR - DANGER, RESTRICTED & ADVISORY AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

CYR727 Goose Bay has been redesignated as follows:

AREA 2: The airspace within the area bounded by a circle of 16 miles radius centred on N52 17 23 W60 57 14, excluding the area within CYR750.

Designated Altitude – Surface to FL 280

Time of Designation – Ocsl by NOTAM

**NEWFOUNDLAND & LABRADOR - BLASTING OPERATIONS**

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

GENERAL AREA	SITE	COORDINATES	
Burnt Creek, NL	2.2NM Radius Sfc to 3412 ASL	N54 53 57	W67 06 31
Burnt Creek, NL	0.6NM Radius Sfc to 3510 ASL	N55 06 01	W67 20 58
Wabush, NL	1.8NM Radius Sfc to 5000 ASL	N53 03 01	W66 57 31
Wabush, NL	1.2NM Radius Sfc to 5000 ASL	N53 01 30	W66 49 16
Wabush, NL	2.3NM Radius 3.65NM NNW of Labrador City Sfc to 5000 ASL	N52 59 46	W66 56 44

## C122 PLANNING

**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 location and nautical mile distance shown is from the nearest community on the VNC.

<b>LOCATION</b>	<b>ELEV ASL</b>	<b>HGT AGL</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
St. John's 0.8NE	798	300	N47 36 43	W52 40 11
Carbonear City	563	298	N47 43 12	W53 13 26
Gander 4.0SE	770	350	N48 53 30	W54 31 59
Grand Falls-Windsor City	585	300	N48 56 38	W55 39 05
St-Lewis 2.0NE	681	250	N52 22 10	W55 39 42
Cartwright 2.0ENE	792	300	N53 43 38	W56 58 06

## FLIGHT RESTRICTIONS

### FOREST FIRES

No person shall operate an aircraft in the airspace below 3,000 feet above ground level within five nautical miles of the limits of a forest fire area or as described in a NOTAM (CAR 601.15, 601.16, 601.17).

### FLIGHT RESTRICTIONS INTO NATIONAL, PROVINCIAL AND MUNICIPAL PARKS

Access to National, Provincial and Municipal Parks is governed by regulations enacted by the respective parks authorities.

All National, Provincial and Municipal Parks are closed to aircraft unless otherwise specified in the AIP ENR 5.6.9 and/or the Supplements. On a prior permission basis, some parks will permit access to private flights, while others may authorize commercially registered aircrafts.

To help pilots obtain the required permission, Nav Canada publishes the name and telephone number of applicable park authorities, in the "Aerodrome/Facility Directory" of the Canada Flight Supplement/Canada Water Aerodrome Supplement, for any aerodrome/heliport located within park boundaries.

### IFR FLIGHT TRAINING WITHIN 100NM RADIUS OF TORONTO INTL (CYYZ), ONTARIO

All IFR training, test flights and checkride flights between 1200-0200Z± must be coordinated with Toronto ACC prior to flight planning. For coordination, contact Toronto flow control (800)268-4831 or (905)676-3528.

### RESTRICTIONS AFFECTING SEAPLANES

The **Canada Shipping Act, 2001**, through the **Vessel Operation Restriction Regulations** prohibits or imposes restrictions on the operation of vessels on certain lakes and waterways within Canada.

As a seaplane is considered a vessel while operating on the surface of a body of water, the **Vessel Operation Restriction Regulations** apply. The bodies of water affected and applicable restrictions may be found in the Schedules to the **Vessel Operation Restriction Regulations** -

<http://laws.justice.gc.ca/en/showtdm/cr/SOR-2008-120//?showtoc=&instrumentnumber=SOR-2008-120>

## C124 PLANNING

**MANDATORY IFR ROUTES**

A system of mandatory IFR routes has been established to:

- (a) guide pilots in planning their route of flight;
- (b) minimize route changes during the operational phase of flight; and
- (c) to aid in the efficient and orderly management of the air traffic.

The mandatory IFR routes are designed to serve the needs of the airspace user and to provide for a systematic flow of air traffic in the major terminal and enroute phases. Cooperation by all pilots in filing mandatory IFR routes will result in fewer traffic delays in clearance delivery and will better provide for efficient departure, enroute, and arrival air traffic service.

The following explains the terms and abbreviations used in the listing.

Mandatory Route structure principles:

- Each route includes a start or end waypoint/navigation aid (pitch/catch concept)
- Does not contain MOCA or MEA
- Does not start with AIRWAY
- Only routes with less than 250NM between city pairs are designated (otherwise default to pitch/catch as in 1).
- Route to/from a cardinal point is also acceptable (N,S,E,W,NE,NW,SE,SW).
- Each route is compliant with ARINC 424 coding (machine-readable for flight planning/flight management systems).
- By default, mandatory routes are applicable for all route types unless specified otherwise (i.e. RNAV)
- Mandatory routes are shown in table format, one route per record, with up to 3 sections per FIR:
- general information/message, location-to-location/Cardinal point enter/exit route and overflights.
- ICAO idents and abbreviations applied throughout.
- Mandatory IFR routes are published for the airports under Canadian ATS control.

When filing routes between two navigational facilities or fixes, pilots are responsible for ensuring that the filed altitude will meet the minimum obstacle clearance requirements, that the navigational signal coverage is adequate and that the route will not penetrate Class F airspace.

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft at FL280 and below on the mandatory IFR route.

**CZVR VANCOUVER FIR**

FROM LOCATION TO LOCATION OR DIRECTION							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CAE2	L	ARR FR NE				OMSIK SX	
CYAZ	H&L	ARR FR E			RNAV	DASMU T609 ROLBU	
CYCD	H	ARR FR E				BOOTH LANNE YVR AP YYJ YCD	
CYCD	L	ARR FR E		A16000 & BLW		HE V300 HARAS HUH V495 YYJ A1 YCD	
CYCD	L	ARR FR E		A17000 & ABV		BOOTH LANNE YVR AP YYJ YCD	
CYCD	H&L	ARR FR N				KEINN V330 YVR AP YYJ YCD	
CYCD	H&L	ARR FR NW				QQ A1 YCD	
CYCD	H&L	ARR FR NW			RNAV	QQ V440 NANO PESGU	
CYCD	H&L	ARR FR S				YYJ YCD	
CYCD	H&L	ARR FR W				YAZ G1 YCD	
CYCD	L	ARR FR W		A9000 & BLW	RNAV	FOCHE NANO PESGU	
CYCD	H	DEP TO E				YYJ HUH J534 IWACK	
CYCD	L	DEP TO E				YYJ V495 HUH ANTLR V342 YDC	
CYCD	H	DEP TO N				YWL	
CYCD	L	DEP TO N		A14000 & ABV		YWL	
CYCD	L	DEP TO N		A13000 & BLW		YYJ V495 XX B22 HE	
CYCD	H	DEP TO NE				YYJ HUH J534 IWACK	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYCD	L	DEP TO NE		A13000 & BLW		YYJ V495 XX B22 HE	
CYCD	H	DEP TO NW				QQ	
CYCD	L	DEP TO NW				YCD A1 QQ	
CYCD	H	DEP TO SE				YYJ	
CYCD	L	DEP TO SE				YCD A1 YYJ	
CYCD	H&L	DEP TO	CYLW		RNAV	YYJ HUH YDC PIGLU ARR	
CYCD	L	DEP TO	CYYJ		RNAV	AP APASS ARR	
CYCD	L	DEP TO	CYYJ			AP FASBO ARR	
CYLW	H&L	ARR FR E				ROBTI NORIP NORIP ARR	
CYLW	H&L	ARR FR E				TAGBA NORIP NORIP ARR	
CYLW	H&L	ARR FR S				IKNER NORIP NORIP ARR	
CYLW	H&L	ARR FR S				YDC PIGLU PIGLU ARR	
CYLW	H&L	ARR FR W				SEKAB SEKAB ARR	
CYLW	H&L	DEP TO E				WHATS	
CYLW	L	DEP TO E				BALOR B27 WHATS	
CYLW	H&L	DEP TO W				MERYT	
CYLW	L	DEP TO W				LW B18 AMBRO	
CYLW	H&L	ARR FR	CYCD		RNAV	YYJ HUH YDC PIGLU ARR	
CYLW	H&L	ARR FR	CYYJ		RNAV	HUH YDC PIGLU ARR	
CYNJ	H&L	ARR FR N				HE V300 HARAS HUH	
CYNJ	L	ARR FR S				SEA V23 HUH	
CYNJ	L	ARR FR W				YYJ V495 HUH	
CYNJ	L	DEP TO E				HUH V495 XX ANTLR V342 YDC	
CYNJ	L	DEP TO N				HUH V495 XX B22 HE	
CYNJ	L	DEP TO NW				HUH V495 YYJ V440 QQ	
CYNJ	L	DEP TO S				HUH V165 CVV	
CYNJ	L	DEP TO W				HUH V495 YYJ	
CYVR	H&L	ARR FR E		NONJET	RNAV	BOOTH LIONN ARR	
CYVR	H&L	ARR FR E		JET & DH8D	RNAV	BOOTH CANUC ARR	
CYVR	H	ARR FR N		JET & DH8D	RNAV	MERYT BOOTH CANUC ARR	
CYVR	H	ARR FR N		NONJET	RNAV	MERYT BOOTH LIONN ARR	
CYVR	H&L	ARR FR N			RNAV	ELIDI WHSLR ARR	
CYVR	L	ARR FR N		A13000 & BLW	RNAV	SPUZZ BOOTH LIONN ARR	
CYVR	H	ARR FR NE		JET	RNAV	MERYT BOOTH CANUC ARR	
CYVR	H&L	ARR FR NW			RNAV	TRENA WHSLR ARR	
CYVR	H&L	ARR FR S			RNAV	EGRET GRIZZ ARR	
CYVR	L	ARR FR S			RNAV	YYJ ILAND ARR	
CYVR	H	ARR FR SW		JET	RNAV	FOCHE RAGIT ARR	
CYVR	H	ARR FR W			RNAV	POWOL WHSLR ARR	
CYVR	L	ARR FR W			RNAV	QQ LIBOG SOUND ARR	
CYVR	H	DEP TO E			RNAV	ADSIX KESTA	
CYVR	H	DEP TO E				HUH J534 IWACK	
CYVR	L	DEP TO E				SAFOL V342 YDC	
CYVR	H	DEP TO N				DOLLR V347 GARRE J534	
CYVR	L	DEP TO N		A14000 & ABV		DOLLR V347 GARRE	
CYVR	L	DEP TO N		A13000 & BLW		SAFOL V342 YARRO HE	
CYVR	H	DEP TO NE				MODDY V317 JANEK LYTON	
CYVR	H	DEP TO NE				VIDRI	
CYVR	L	DEP TO NE		A14000 & ABV		MODDY V317 LYTON	
CYVR	L	DEP TO NE		A14000 & ABV		VIDRI	



## C126 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYVR	H	DEP TO NW				FASBO J528 TRENA	
CYVR	L	DEP TO NW		A14000 & ABV		FASBO V330 TRENA	
CYVR	H	DEP TO S				YVR J5 SEA	
CYVR	H	DEP TO SE				YVR J52 GEG	
CYVR	H	DEP TO SW				DOLFF	
CYVR	H	DEP TO SW				TOU	
CYVR	H	DEP TO SW				YYJ J589 ELMAA	
CYVR	H&L	DEP TO W				TREEL V317 QQ	
CYVR	L	DEP TO	CYYJ		RNAV	AP APASS ARR	
CYVR	L	DEP TO	CYYJ			AP FASBO ARR	
CYVR	H&L	DEP TO S	KBFI	NONJET		JAWBN JAWBN ARR	
CYVR	H&L	DEP TO S	KSEA	NONJET		JAWBN JAWBN ARR	
CYVR	H&L	DEP TO S	KSEA	JET		MARNR MARNR ARR	
CYXX	H	ARR FR E				HE J500 HARAS HUH	
CYXX	H	ARR FR E				HE V300 HARAS HUH	
CYXX	H	ARR FR E			RNAV	HE HOPE ARR	
CYXX	L	ARR FR E			RNAV	HOPE ARR	
CYXX	H	ARR FR N				HE J500 HARAS HUH	
CYXX	H	ARR FR N				HE V300 HARAS HUH	
CYXX	H	ARR FR N			RNAV	HE HOPE ARR	
CYXX	L	ARR FR N				HE V300 HARAS HUH XX	
CYXX	L	ARR FR N			RNAV	HOPE ARR	
CYXX	H	ARR FR NW				YZT J502 YYJ V495	
CYXX	L	ARR FR NW				QQ V440 YYJ V495 XX	
CYXX	H&L	ARR FR S			RNAV	MADEE ARR	
CYXX	L	ARR FR S				PAE V23 HUH V495 XX	
CYXX	H	ARR FR W				YYJ V495 XX	
CYXX	L	ARR FR W				YYJ V495 XX	
CYXX	H	DEP TO E				HUH J534 IWACK	
CYXX	L	DEP TO E				ANTLR V342 YDC	
CYXX	H	DEP TO N				HUH J534 IWACK	
CYXX	L	DEP TO N				XX B22 HE	
CYXX	H	DEP TO NW				HUH V495 YYJ J502 YZT	
CYXX	L	DEP TO NW				HUH V495 YYJ V440 QQ	
CYXX	H&L	DEP TO S				HUH V165 CVV	
CYXX	H	DEP TO W				HUH V495 YYJ	
CYXX	L	DEP TO W				HUH V495 YYJ	
CYXX	L	DEP TO	CYVR		RNAV	YYJ ILAND ARR	
CYXX	L	DEP TO	CYVR			YYJ GOTOK ARR	
CYXX	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR	
CYXX	H&L	DEP TO	KSEA	JET	RNAV	MARNR ARR	
CYXX	H&L	DEP TO	KSEA	A9000 & ABV		JAWBN ARR	
CYYJ	H&L	ARR FR E		A17000 & ABV	RNAV	BOOTH APASS ARR	
CYYJ	H&L	ARR FR E		A17000 & ABV		BOOTH FASBO ARR	
CYYJ	L	ARR FR E		A16000 & BLW		HE V300 HARAS HUH V495 YYJ	
CYYJ	H&L	ARR FR N		A17000 & ABV	RNAV	KEINN APASS ARR	
CYYJ	H&L	ARR FR N		A17000 & ABV		KEINN FASBO ARR	
CYYJ	L	ARR FR N		A16000 & BLW		HE V300 HARAS HUH V495 YYJ	
CYYJ	L	ARR FR NW				QQ V440 YYJ	
CYYJ	H&L	ARR FR S			RNAV	DISCO ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYJ	H&L	ARR FR S				DISCO V495 YYJ	
CYYJ	H	DEP TO E				HUH J534 IWACK	
CYYJ	L	DEP TO E				HUH ANTLR V342 YDC	
CYYJ	H	DEP TO N				YVR GARRE	
CYYJ	H	DEP TO NE				HUH J534 IWACK	
CYYJ	L	DEP TO NE		A16000 & BLW		HUH V495 XX B22 HE	
CYYJ	H&L	DEP TO NW				YYJ V440 QQ	
CYYJ	H&L	DEP TO	CYLW		RNAV	HUH YDC PIGLU ARR	
CYYJ	L	ARR FR	CYVR		RNAV	AP APASS ARR	
CYYJ	L	ARR FR	CYVR			AP FASBO ARR	
CYYJ	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR	
CYYJ	H&L	DEP TO	KSEA	JET	RNAV	JIGEB MARNR ARR	
CYYJ	H&L	DEP TO	KSEA	NONJET		JAWBN ARR	
CZBB	H	ARR FR E				HE HARAS HUH V23 YVR	
CZBB	H&L	ARR FR E			RNAV	HE HARAS HUH PENIN	
CZBB	L	ARR FR E				HE V300 HARAS HUH V23 YVR	
CZBB	H	ARR FR N				HE HARAS HUH V23 YVR	
CZBB	H&L	ARR FR N			RNAV	HE HARAS HUH PENIN	
CZBB	L	ARR FR N				HE V300 HARAS HUH V23 YVR	
CZBB	H	ARR FR NW				YZT J502 YYJ V300 YVR	
CZBB	L	ARR FR NW				QQ V440 YYJ V300 YVR	
CZBB	H	ARR FR S				SEA V23 HUH	
CZBB	H&L	ARR FR SE			RNAV	MADEE PENIN	
CZBB	H&L	ARR FR SW			RNAV	YYJ ESVEM	
CZBB	H&L	ARR FR W				YYJ V300 YVR	
CZBB	H&L	ARR FR W			RNAV	YYJ ESVEM	
CZBB	H	DEP TO E				WC HUH J534 IWACK	
CZBB	L	DEP TO E				WC HUH ANTLR V342 YDC	
CZBB	H	DEP TO N				WC HUH J534 IWACK	
CZBB	L	DEP TO N				WC B22 HE	
CZBB	L	DEP TO NE				WC B22 HE	
CZBB	H	DEP TO NW				WC HUH V495 YYJ J502 YZT	
CZBB	L	DEP TO NW				WC HUH V495 YYJ V440 QQ	
CZBB	H	DEP TO S				WC HUH V165 CVV	
CZBB	L	DEP TO S				WC HUH V165 CVV	
CZBB	H&L	DEP TO W				WC HUH V495 YYJ	
KBLI	H&L	ARR FR E				HE V300 HARAS HUH	
KBLI	H&L	ARR FR N				HE V300 HARAS HUH	
KBLI	H&L	ARR FR NE				HE V300 HARAS HUH	
KBLI	H	ARR FR NW				YZT J502 YYJ V495 HUH	
KBLI	L	ARR FR NW				QQ V440 YYJ V495 HUH	
KBLI	H&L	ARR FR S				PAE V23 HUH	
KBLI	H&L	ARR FR S			RNAV	MADEE ARR	
KBLI	H&L	ARR FR W				YYJ V495 HUH	
KBLI	H	DEP TO E				HUH J534 IWACK	
KBLI	L	DEP TO E				HUH V495 XX ANTLR V342 YDC	
KBLI	L	DEP TO N				HUH V495 XX B22 HE	
KBLI	H	DEP TO NW				YYJ J502 YZT	
KBLI	L	DEP TO NW				YYJ V440 QQ	
KBLI	H&L	DEP TO S				CVV	

## C128 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
KBLI	H&L	DEP TO W				YYJ	
KBLI	L	DEP TO	CYVR		RNAV	YYJ ILAND ARR	
KBLI	L	DEP TO	CYVR			YYJ GOTOK ARR	
KBLI	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR	
KBLI	H&L	DEP TO	KSEA	JET	RNAV	MARNR ARR	
KBLI	H&L	DEP TO	KSEA	A9000 & ABV		JAWBN ARR	

**CZEG EDMONTON FIR**

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft operating to a maximum of FL280 on the mandatory IFR routes.

**NORTHBOUND DEPARTURES overflying CYEG - from CYBW or CYYC**

Pilots should be aware that with the introduction of RNAV routes; within the EG FIR, there are 2 northbound routes if overflying CYEG to destinations not listed in mandatory routes. These routes are type specific and should be flight planned as follows:

**LOW LEVEL**

- **NON-JETS** - SAXOL T761 ALKIK
- **JETS** - AVROM MAPUX

**HIGH LEVEL**

- **NON-JETS** - SAXOL Q965 ALKIK
- **JETS** - AVROM Q933 MAPUX

**CYBW ARRIVALS**

In addition to the mandatory routes listed, the following arrival routes are available.

**LOW LEVEL**

- From the EAST or NORTHEAST, arrivals between BOMIP and SHAWI are permitted via BIRKO MADYN ARR

**HIGH LEVEL**

- From the EAST or NORTHEAST, arrivals between IGVUX and SHAWI are permitted via BIRKO MADYN ARR

**LOW or HIGH LEVEL**

- From the SOUTH or SOUTHEAST, arrivals between VESDO and TOVUM are permitted via EBGAL ELBOW ARR
- From the SOUTHWEST, arrivals between ANTAK and MENBO are permitted via TULOB T707 IGVEP BRAGG ARR or via SEDEL T703 IGVEP BRAGG ARR

**CYEG ARRIVALS**

From the WEST, CYEG arrivals are permitted between ROMRA and YZU via ESKIE ESKIE ARR

**CYYC ARRIVALS**

Pilots should be aware that STAR Arrivals for CYYC are segregated between JETS and NON-JETS and are required to file the appropriate STAR for type of aircraft. In addition to the mandatory routes listed, the following arrival routes are available.

**NON JETS**

- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL TIDUK ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP VESGA ARR or via SEDEL T703 IGVEP VESGA ARR

**LOW LEVEL**

- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO TOTUB ARR

**HIGH LEVEL**

- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO TOTUB ARR

**JETS**

- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL EBGAL ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP IGVEP ARR or via SEDEL T703 IGVEP IGVEP ARR

**LOW LEVEL**

- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO BIRKO ARR

**HIGH LEVEL**

- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO BIRKO ARR

FROM LOCATION TO LOCATION OR DIRECTION							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CAL4	H&L	ARR FR S			RNAV	LISVA GONUUK PEPSA UKSAR	
CAL4	H&L	DEP TO S		JET	RNAV	TAGIT ETMAR KERBO SELUM	
CAL4	H&L	DEP TO S		NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO	
CAL4	H&L	DEP TO	CYEG		RNAV	TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR	
CAL4	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR	
CAL4	H	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR	
CAL4	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR	
CAL4	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR	
CCL3	H&L	ARR FR S			RNAV	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	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR	
CCL3	H	DEP TO	CYYC	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CCL3	L	DEP TO	CYYC	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR	
CCL3	L	DEP TO	CYYC	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CER4	H&L	ARR FR S			RNAV	LISVA GONUUK PEPSA UKSAR	
CER4	H&L	DEP TO S		JET	RNAV	ETMAR KERBO SELUM	
CER4	H&L	DEP TO S		NONJET	RNAV	PIBLI OBTAG SEVMO	
CER4	H&L	DEP TO	CYEG		RNAV	PIBLI OBTAG SEVMO TETAG TETAG ARR	
CER4	H	DEP TO	CYYC	JET	RNAV	ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR	
CER4	H	DEP TO	CYYC	NONJET	RNAV	PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR	
CER4	L	DEP TO	CYYC	JET	RNAV	ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR	
CER4	L	DEP TO	CYYC	NONJET	RNAV	PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR	
CET2	H&L	ARR FR S			RNAV	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	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR	
CET2	H	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CET2	L	DEP TO	CYYC	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR	
CET2	L	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR	
CFN6	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA	
CFN6	H&L	DEP TO S			RNAV	RIGOV DEP METMO KEGRU CACHO	
CFN6	H&L	DEP TO W			RNAV	RIGOV DEP METMO KEGRU CACHO	

## C130 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CFN6	H	DEP TO	CYEG		RNAV	RIGOV DEP METMO KEGRU CACHO RESAX RESAX ARR	
CFN6	L	DEP TO	CYEG		RNAV	RIGOV DEP METMO KEGRU CACHO RESAX RESAX ARR	
CFN6	H	DEP TO	CYYC	JET	RNAV	RIGOV DEP METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOK ADVOK ARR	
CFN6	H	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOK FLAAM ARR	
CFN6	L	DEP TO	CYYC	JET	RNAV	RIGOV DEP METMO KEGRU CACHO RUBSU OLIMI T686 ADVOK ADVOK ARR	
CFN6	L	DEP TO	CYYC	NONJET	RNAV	RIGOV DEP METMO KEGRU CACHO RUBSU ANTID Q826 ADVOK FLAAM ARR	
CRL4	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA	
CRL4	H&L	DEP TO S			RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO	
CRL4	H&L	DEP TO W			RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO	
CRL4	H	DEP TO	CYEG		RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RESAX RESAX ARR	
CRL4	L	DEP TO	CYEG		RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RESAX RESAX ARR	
CRL4	H	DEP TO	CYYC	JET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOK ADVOK ARR	
CRL4	H	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU ANTID Q826 ADVOK FLAAM ARR	
CRL4	L	DEP TO	CYYC	JET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU OLIMI T686 ADVOK ADVOK ARR	
CRL4	L	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU ANTID Q826 ADVOK FLAAM ARR	
CYBW	H	ARR FR E			RNAV	IGVUX Q882 BIRKO MADYN ARR	
CYBW	H	ARR FR E			RNAV	SHAWI Q874 BIRKO MADYN ARR	
CYBW	H	ARR FR E			RNAV	TOVUM Q842 EBGAL ELBOW ARR	
CYBW	H	ARR FR E			RNAV	VESDO Q832 EBGAL ELBOW ARR	
CYBW	L	ARR FR E			RNAV	BOMIP BIRKO MADYN ARR	
CYBW	L	ARR FR E			RNAV	BORIX T622 BIRKO MADYN ARR	
CYBW	L	ARR FR E			RNAV	SHAWI T644 BIRKO MADYN ARR	
CYBW	H	ARR FR N		JET	RNAV	OLIMI Q814 ADVOK KIPEV ARR	
CYBW	H	ARR FR N		NONJET	RNAV	ANTID Q826 ADVOK KIPEV ARR	
CYBW	H	ARR FR N			RNAV	MATIR Q925 ADVOK KIPEV ARR	
CYBW	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOK KIPEV ARR	
CYBW	L	ARR FR N		NONJET	RNAV	ANTID T652 ADVOK KIPEV ARR	
CYBW	L	ARR FR N			RNAV	MATIR T743 ADVOK KIPEV ARR	
CYBW	H	ARR FR NE			RNAV	BORIX BIRKO MADYN ARR	
CYBW	H	ARR FR NE			RNAV	IGVUX Q882 BIRKO MADYN ARR	
CYBW	H	ARR FR NE			RNAV	SHAWI Q874 BIRKO MADYN ARR	
CYBW	L	ARR FR NE			RNAV	BOMIP BIRKO MADYN ARR	
CYBW	L	ARR FR NE			RNAV	BORIX T622 BIRKO MADYN ARR	
CYBW	L	ARR FR NE			RNAV	SHAWI T644 BIRKO MADYN ARR	
CYBW	H	ARR FR NW			RNAV	MATIR Q925 ADVOK KIPEV ARR	
CYBW	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOK KIPEV ARR	
CYBW	L	ARR FR NW		NONJET	RNAV	ANTID T652 ADVOK KIPEV ARR	
CYBW	L	ARR FR NW			RNAV	MATIR T743 ADVOK KIPEV ARR	
CYBW	H	ARR FR S			RNAV	TOVUM Q842 EBGAL ELBOW ARR	
CYBW	H	ARR FR S			RNAV	VESDO Q832 EBGAL ELBOW ARR	
CYBW	L	ARR FR S			RNAV	TOVUM T688 EBGAL ELBOW ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYBW	L	ARR FR S			RNAV	VESDO T690 EBGAL ELBOW ARR	
CYBW	L	ARR FR SE			RNAV	TOVUM T688 EBGAL ELBOW ARR	
CYBW	L	ARR FR SE			RNAV	VESDO T690 EBGAL ELBOW ARR	
CYBW	H	ARR FR SW			RNAV	ANTAK Q953 IGVEP BRAGG ARR	
CYBW	H	ARR FR SW			RNAV	MENBO Q983 IGVEP BRAGG ARR	
CYBW	L	ARR FR SW			RNAV	ANTAK T707 IGVEP BRAGG ARR	
CYBW	L	ARR FR SW			RNAV	MENBO T703 IGVEP BRAGG ARR	
CYBW	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP	
CYBW	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS	
CYBW	H	DEP TO E			RNAV	NOSIV Q909 DESNU	
CYBW	H&L	DEP TO E			RNAV	NOSIV ODLAN TUDOX	
CYBW	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP	
CYBW	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS	
CYBW	L	DEP TO E			RNAV	NOSIV DESNU	
CYBW	L	DEP TO E			RNAV	NOSIV T773 ODLAN TUDOX	
CYBW	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV	
CYBW	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG	
CYBW	L	DEP TO NE		JET	RNAV	LOMLO TULOV	
CYBW	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG	
CYBW	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA	
CYBW	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP	
CYBW	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA	
CYBW	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP	
CYBW	H	DEP TO S			RNAV	DUMRA Q890 ROPLA	
CYBW	H	DEP TO S			RNAV	GADKI Q957 VOBUK	
CYBW	H	DEP TO S			RNAV	OTARA Q931 IPTAN	
CYBW	H	DEP TO S			RNAV	UBVAL Q927 SEKOM	
CYBW	L	DEP TO S			RNAV	DUMRA T638 ROPLA	
CYBW	L	DEP TO S			RNAV	GADKI T727 VOBUK	
CYBW	L	DEP TO S			RNAV	OTARA IPTAN	
CYBW	L	DEP TO S			RNAV	UBVAL SEKOM	
CYBW	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP	
CYBW	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS	
CYBW	H	DEP TO SE			RNAV	NOSIV Q909 DESNU	
CYBW	H&L	DEP TO SE			RNAV	NOSIV ODLAN TUDOX	
CYBW	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP	
CYBW	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS	
CYBW	L	DEP TO SE			RNAV	NOSIV DESNU	
CYBW	L	DEP TO SE			RNAV	NOSIV T773 ODLAN TUDOX	
CYBW	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO	
CYBW	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYBW	H	DEP TO SW			RNAV	DUMRA Q890 MEKPI OMSIK	
CYBW	L	DEP TO SW		JET	RNAV	BOTAG BINVO	
CYBW	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR	
CYBW	L	DEP TO SW			RNAV	DUMRA T620 OMSIK	
CYBW	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO	
CYBW	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYBW	H	DEP TO W			RNAV	DUMRA Q890 MEKPI OMSIK	
CYBW	L	DEP TO W		JET	RNAV	BOTAG BINVO	
CYBW	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR	

## C132 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYBW	L	DEP TO W			RNAV	DUMRA T620 OMSIK	
CYBW	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUUK PEPSA UKSAR	
CYBW	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUUK PEPSA UKSAR	
CYBW	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUUK PEPSA UKSAR	
CYBW	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUUK PEPSA UKSAR	
CYBW	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYBW	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYBW	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYBW	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYBW	H	DEP TO	CER4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUUK PEPSA UKSAR	
CYBW	H	DEP TO	CER4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUUK PEPSA UKSAR	
CYBW	L	DEP TO	CER4	JET	RNAV	AVROM MAPUX LISVA GONUUK PEPSA UKSAR	
CYBW	L	DEP TO	CER4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUUK PEPSA UKSAR	
CYBW	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD	
CYBW	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD	
CYBW	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD	
CYBW	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD	
CYBW	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYBW	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYBW	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYBW	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYBW	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYBW	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYBW	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYBW	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYBW	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR	
CYBW	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR	
CYBW	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR	
CYBW	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR	
CYBW	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL	
CYBW	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR	
CYBW	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL	
CYBW	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR	
CYBW	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR	
CYBW	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYBW	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR	
CYBW	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYBW	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUUK PEPSA UKSAR	
CYBW	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUUK PEPSA UKSAR	
CYBW	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUUK PEPSA UKSAR	
CYBW	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUUK PEPSA UKSAR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYEG	H	ARR FR E			RNAV	REFEX J515 CAMRA IGSOX ARR	
CYEG	L	ARR FR E			RNAV	YVW V302 CAMRA IGSOX ARR	
CYEG	H	ARR FR N			RNAV	CACHO RESAX RESAX ARR	
CYEG	H&L	ARR FR N			RNAV	TETAG TETAG ARR	
CYEG	L	ARR FR N			RNAV	CACHO RESAX RESAX ARR	
CYEG	H	ARR FR S		JET	RNAV	MIREK Q995 OILRS OILRS	
CYEG	H	ARR FR S		NONJET	RNAV	KERSA BISNO OILRS OILRS ARR	
CYEG	L	ARR FR S		JET	RNAV	MIREK T753 OILRS OILRS ARR	
CYEG	L	ARR FR S		NONJET	RNAV	KERSA T759 OILRS OILRS ARR	
CYEG	H	ARR FR W			RNAV	ROMRA Q949 ESKIE ESKIE ARR	
CYEG	L	ARR FR W			RNAV	ROMRA T789 ESKIE ESKIE ARR	
CYEG	H&L	DEP TO E			RNAV	OMROD	
CYEG	H&L	DEP TO E			RNAV	RYLEY	
CYEG	H&L	DEP TO N		JET	RNAV	DAVEL LEXON	
CYEG	H&L	DEP TO N		NONJET	RNAV	EBLAR	
CYEG	H&L	DEP TO N			RNAV	MOOTO	
CYEG	H&L	DEP TO NW			RNAV	MOOTO	
CYEG	H&L	DEP TO NW			RNAV	YZU	
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD DUMRA Q890 MEKPI	
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD GADKI Q957 VOBUK	
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD OTARA Q931 IPTAN	
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD UBVAL Q927 SEKOM	
CYEG	H&L	DEP TO S			RNAV	TOVIS YEA	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD DUMRA T638 MEKPI	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD GADKI T727 VOBUK	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD OTARA IPTAN	
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD UBVAL SEKOM	
CYEG	H&L	DEP TO SE			RNAV	TOVIS YEA	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD DUMRA T638 MEKPI	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD GADKI T727 VOBUK	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD OTARA IPTAN	
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD UBVAL SEKOM	
CYEG	H&L	DEP TO SW				YZU	
CYEG	L	DEP TO SW			RNAV	TAVPO T676 NADPI	
CYEG	H	DEP TO W			RNAV	TAVPO Q860 NADPI	
CYEG	H&L	DEP TO W				YZU	
CYEG	L	DEP TO W			RNAV	TAVPO T676 NADPI	
CYEG	H&L	DEP TO	CAL4		RNAV	LISVA GONUK PEPSA UKSAR	
CYEG	H&L	DEP TO	CCL3	JET	RNAV	DAVEL LEXON SUXEG	
CYEG	H&L	DEP TO	CCL3	NONJET	RNAV	EBLAR KAVDA SUXEG	
CYEG	H&L	DEP TO	CEE5		RNAV	MOOTO	
CYEG	H&L	DEP TO	CER4		RNAV	LISVA GONUK PEPSA UKSAR	
CYEG	H&L	DEP TO	CET2	JET	RNAV	DAVEL LEXON MUVUD	
CYEG	H&L	DEP TO	CET2	NONJET	RNAV	EBLAR KAVDA MUVUD	
CYEG	H&L	DEP TO	CFN6	JET	RNAV	DAVEL LEXON SUXEG	
CYEG	H&L	DEP TO	CFN6	NONJET	RNAV	EBLAR KAVDA SUXEG	
CYEG	H&L	DEP TO	CFT8		RNAV	MOOTO	
CYEG	H&L	DEP TO	CRL4	JET	RNAV	DAVEL LEXON SUXEG	
CYEG	H&L	DEP TO	CRL4	NONJET	RNAV	EBLAR KAVDA SUXEG	
CYEG	H&L	DEP TO	CYMM	JET	RNAV	DAVEL LEXON LEXON ARR	



## C134 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYEG	H&L	DEP TO	CYMM	NONJET	RNAV	EBLAR KAVDA LEXON LEXON ARR	
CYEG	H&L	DEP TO	CYNR		RNAV	LISVA GONU UK PEPSA UKSAR	
CYEG	H&L	DEP TO	CYOJ		RNAV	YZU	
CYEG	H&L	DEP TO	CYOP		RNAV	YZU	
CYEG	H&L	DEP TO	CYPE		RNAV	YZU	
CYEG	H&L	DEP TO	CYPY		RNAV	GONU UK PEPSA UKSAR	
CYEG	H&L	DEP TO	CYSM		RNAV	MOOTO	
CYEG	H	DEP TO	CYYC	JET	RNAV	OLIMI Q814 ADVOK ADVOK ARR	
CYEG	H	DEP TO	CYYC	NONJET	RNAV	ANTID Q826 ADVOK FLAAM ARR	
CYEG	L	DEP TO	CYYC	JET	RNAV	OLIMI T686 ADVOK ADVOK ARR	
CYEG	L	DEP TO	CYYC	NONJET	RNAV	ANTID T652 ADVOK FLAAM ARR	
CYEG	H&L	DEP TO	CYZF		RNAV	MOOTO	
CYFI	H&L	DEP TO S			RNAV	YMM CACHO	
CYMM	H&L	ARR FR S		JET	RNAV	LEXON LEXON ARR	
CYMM	H&L	ARR FR S		NONJET	RNAV	KAVDA LEXON LEXON ARR	
CYMM	H&L	DEP TO S			RNAV	YMM CACHO	
CYMM	H	DEP TO	CYYC	JET	RNAV	YMM CACHO BOBNO BIRKO BIRKO ARR	
CYNR	H&L	ARR FR S			RNAV	LISVA GONU UK PEPSA UKSAR	
CYNR	H&L	DEP TO S		JET	RNAV	TAGIT ETMAR KERBO SELUM	
CYNR	H&L	DEP TO S		NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO	
CYNR	H&L	DEP TO	CYEG		RNAV	TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR	
CYNR	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOK ADVOK ARR	
CYNR	H	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOK FLAAM ARR	
CYNR	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOK ADVOK ARR	
CYNR	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOK FLAAM ARR	
CYQF	H&L	DEP TO W				YRM	
CYQU	H&L	ARR FR E			RNAV	MESBO MESBO ARR	
CYQU	H&L	ARR FR E			RNAV	ONDET ONDET ARR	
CYYC	H	ARR FR E		JET	RNAV	BORIX BIRKO BIRKO ARR	
CYYC	H	ARR FR E		JET	RNAV	IGVUX Q882 BIRKO BIRKO ARR	
CYYC	H	ARR FR E		JET	RNAV	SHAWI Q874 BIRKO BIRKO ARR	
CYYC	H	ARR FR E		JET	RNAV	TOVUM Q842 EBGAL EBGAL ARR	
CYYC	H	ARR FR E		JET	RNAV	VESDO Q832 EBGAL EBGAL ARR	
CYYC	H	ARR FR E		NONJET	RNAV	BORIX BIRKO TOTUB ARR	
CYYC	H	ARR FR E		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR	
CYYC	H	ARR FR E		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR	
CYYC	H	ARR FR E		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK ARR	
CYYC	H	ARR FR E		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR	
CYYC	L	ARR FR E		JET	RNAV	BOMIP BIRKO BIRKO ARR	
CYYC	L	ARR FR E		JET	RNAV	BORIX T622 BIRKO BIRKO ARR	
CYYC	L	ARR FR E		JET	RNAV	SHAWI T644 BIRKO BIRKO ARR	
CYYC	L	ARR FR E		JET	RNAV	TOVUM T688 EBGAL EBGAL ARR	
CYYC	L	ARR FR E		JET	RNAV	VESDO T690 EBGAL EBGAL ARR	
CYYC	L	ARR FR E		NONJET	RNAV	BOMIP BIRKO TOTUB ARR	
CYYC	L	ARR FR E		NONJET	RNAV	BORIX T622 BIRKO TOTUB ARR	
CYYC	L	ARR FR E		NONJET	RNAV	SHAWI T644 BIRKO TOTUB ARR	
CYYC	L	ARR FR E		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYC	L	ARR FR E		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR	
CYYC	H	ARR FR N		JET	RNAV	MATIR Q925 ADVOX ADVOX ARR	
CYYC	H	ARR FR N		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR	
CYYC	H	ARR FR N		NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR	
CYYC	H	ARR FR N		NONJET	RNAV	MATIR Q925 ADVOX FLAAM ARR	
CYYC	L	ARR FR N		JET	RNAV	MATIR T743 ADVOX ADVOX ARR	
CYYC	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR	
CYYC	L	ARR FR N		NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR	
CYYC	L	ARR FR N		NONJET	RNAV	MATIR T743 ADVOX FLAAM ARR	
CYYC	H	ARR FR NE		JET	RNAV	BORIX BIRKO BIRKO ARR	
CYYC	H	ARR FR NE		JET	RNAV	IGVUX Q882 BIRKO BIRKO ARR	
CYYC	H	ARR FR NE		JET	RNAV	SHAWI Q874 BIRKO BIRKO ARR	
CYYC	H	ARR FR NE		NONJET	RNAV	BORIX BIRKO TOTUB ARR	
CYYC	H	ARR FR NE		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR	
CYYC	H	ARR FR NE		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR	
CYYC	L	ARR FR NE		JET	RNAV	BOMIP BIRKO BIRKO ARR	
CYYC	L	ARR FR NE		JET	RNAV	BORIX T622 BIRKO BIRKO ARR	
CYYC	L	ARR FR NE		JET	RNAV	SHAWI T644 BIRKO BIRKO ARR	
CYYC	L	ARR FR NE		NONJET	RNAV	BOMIP BIRKO TOTUB ARR	
CYYC	L	ARR FR NE		NONJET	RNAV	BORIX T622 BIRKO TOTUB ARR	
CYYC	L	ARR FR NE		NONJET	RNAV	SHAWI T644 BIRKO TOTUB ARR	
CYYC	H	ARR FR NW		JET	RNAV	MATIR Q925 ADVOX ADVOX ARR	
CYYC	H	ARR FR NW		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR	
CYYC	H	ARR FR NW		NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR	
CYYC	H	ARR FR NW		NONJET	RNAV	MATIR Q925 ADVOX FLAAM ARR	
CYYC	L	ARR FR NW		JET	RNAV	MATIR T743 ADVOX ADVOX ARR	
CYYC	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR	
CYYC	L	ARR FR NW		NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR	
CYYC	L	ARR FR NW		NONJET	RNAV	MATIR T743 ADVOX FLAAM ARR	
CYYC	H	ARR FR S		JET	RNAV	TOVUM Q842 EBGAL EBGAL ARR	
CYYC	H	ARR FR S		JET	RNAV	VESDO Q832 EBGAL EBGAL ARR	
CYYC	H	ARR FR S		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK ARR	
CYYC	H	ARR FR S		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR	
CYYC	L	ARR FR S		JET	RNAV	TOVUM T688 EBGAL EBGAL ARR	
CYYC	L	ARR FR S		JET	RNAV	VESDO T690 EBGAL EBGAL ARR	
CYYC	L	ARR FR S		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR	
CYYC	L	ARR FR S		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR	
CYYC	H	ARR FR SW		JET	RNAV	ANTAK Q953 IGVEP IGVEP ARR	
CYYC	H	ARR FR SW		JET	RNAV	MENBO Q983 IGVEP IGVEP	
CYYC	H	ARR FR SW		NONJET	RNAV	ANTAK Q953 IGVEP VESGA ARR	
CYYC	H	ARR FR SW		NONJET	RNAV	MENBO Q983 IGVEP VESGA ARR	
CYYC	L	ARR FR SW		JET	RNAV	ANTAK T707 IGVEP IGVEP ARR	
CYYC	L	ARR FR SW		JET	RNAV	MENBO T703 IGVEP IGVEP ARR	
CYYC	L	ARR FR SW		NONJET	RNAV	ANTAK T707 IGVEP VESGA ARR	
CYYC	L	ARR FR SW		NONJET	RNAV	MENBO T703 IGVEP VESGA ARR	
CYYC	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP	
CYYC	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS	
CYYC	H	DEP TO E			RNAV	NOSIV ODLAN TUDOX	
CYYC	H	DEP TO E			RNAV	NOSIV Q909 DESNU	
CYYC	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP	

## C136 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYC	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS	
CYYC	L	DEP TO E			RNAV	NOSIV DESNU	
CYYC	L	DEP TO E			RNAV	NOSIV T773 ODLAN TUDOX	
CYYC	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV	
CYYC	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG	
CYYC	L	DEP TO NE		JET	RNAV	LOMLO TULOV	
CYYC	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG	
CYYC	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA	
CYYC	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP	
CYYC	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA	
CYYC	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP	
CYYC	H	DEP TO S			RNAV	DUMRA Q890 ROPLA	
CYYC	H	DEP TO S			RNAV	GADKI Q957 VOBUK	
CYYC	H	DEP TO S			RNAV	OTARA Q931 IPTAN	
CYYC	H	DEP TO S			RNAV	UBVAL Q927 SEKOM	
CYYC	L	DEP TO S			RNAV	DUMRA T638 ROPLA	
CYYC	L	DEP TO S			RNAV	GADKI T727 VOBUK	
CYYC	L	DEP TO S			RNAV	OTARA IPTAN	
CYYC	L	DEP TO S			RNAV	UBVAL SEKOM	
CYYC	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP	
CYYC	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS	
CYYC	H	DEP TO SE			RNAV	NOSIV ODLAN	
CYYC	H	DEP TO SE			RNAV	NOSIV Q909 DESNU	
CYYC	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP	
CYYC	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS	
CYYC	L	DEP TO SE			RNAV	NOSIV DESNU	
CYYC	L	DEP TO SE			RNAV	NOSIV T773 ODLAN	
CYYC	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO	
CYYC	H	DEP TO SW		JET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO SW		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYYC	L	DEP TO SW		JET	RNAV	BOTAG BINVO	
CYYC	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR	
CYYC	L	DEP TO SW			RNAV	DUMRA T620 OMSIK	
CYYC	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO	
CYYC	H	DEP TO W		JET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO W		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK	
CYYC	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR	
CYYC	L	DEP TO W		JET	RNAV	BOTAG BINVO	
CYYC	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR	
CYYC	L	DEP TO W			RNAV	DUMRA T620 OMSIK	
CYYC	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUUK PEPSA UKSAR	
CYYC	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUUK PEPSA UKSAR	
CYYC	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUUK PEPSA UKSAR	
CYYC	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUUK PEPSA UKSAR	
CYYC	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYYC	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYYC	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYC	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYYC	H	DEP TO	CER4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUUK PEPSA UKSAR	
CYYC	H	DEP TO	CER4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUUK PEPSA UKSAR	
CYYC	L	DEP TO	CER4	JET	RNAV	AVROM MAPUX LISVA GONUUK PEPSA UKSAR	
CYYC	L	DEP TO	CER4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUUK PEPSA UKSAR	
CYYC	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD	
CYYC	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD	
CYYC	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD	
CYYC	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD	
CYYC	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYYC	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYYC	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYYC	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYYC	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG	
CYYC	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG	
CYYC	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG	
CYYC	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG	
CYYC	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR	
CYYC	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR	
CYYC	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR	
CYYC	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR	
CYYC	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL	
CYYC	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR	
CYYC	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL	
CYYC	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR	
CYYC	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR	
CYYC	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYYC	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR	
CYYC	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR	
CYYC	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUUK PEPSA UKSAR	
CYYC	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUUK PEPSA UKSAR	
CYYC	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUUK PEPSA UKSAR	
CYYC	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUUK PEPSA UKSAR	
CYYE	H&L	ARR FR SE		YYE100 CW YYE140	RNAV	BOMON YYE	
CZVL	H&L	DEP TO	CYMM		RNAV	LISVA GONUUK LEXON LEXON ARR	

OVERFLIGHTS							CZEG
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
S-bound	H	YMM	CYYC	JET	RNAV	YMM CACHO BOBNO BIRKO BIRKO ARR	

## C138 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 CCW EAST	RNAV	ELVUX TAGUP	
CYAV	H&L	DEP to NE		A9000 & ABV	RNAV	VILPA PIDVI	
CYAV	H&L	DEP to NW		A9000 & ABV, YWG336 CCW SOUTH	RNAV	MODUL IKLIN	
CYAV	H&L	DEP to NW		A9000 & ABV, YWG337 CW YWG011	RNAV	KERBI SEDIB	
CYAV	H&L	DEP to S		A9000 & ABV, YWG166 CW WEST	RNAV	KAVKI IKLUG	
CYAV	H&L	DEP to SE		A9000 & ABV, YWG135 CCW NORTH	RNAV	OMLOT TUKAD	
CYAV	H&L	DEP to SE		A9000 & ABV, YWG136 CW YWG165	RNAV	ALLMN GROLE	
CYAV	H&L	DEP to SW		A9000 & ABV	RNAV	GOSAR DEBMA	
CYAV	H&L	DEP to W		A9000 & ABV, YWG280 CCW SOUTH	RNAV	LIVBI DUKPO FAREN	
CYAV	H&L	DEP to W		A9000 & ABV, YWG281 CW NORTH	RNAV	ALKOG DEPMI MUSKK	
CYAV	H&L	DEP to	CYQK		RNAV		
CYAV	H&L	DEP to	CYXL		RNAV		
CYBR	H&L	ARR fr E			RNAV	TALOP TALOP ARR	
CYBR	H&L		CYWG		RNAV	BEFAN BEFAN ARR	
CYQR	H&L	ARR fr E			RNAV	EMLIK KEMKA KEMKA ARR	
CYQR	H&L	ARR fr NW			RNAV	ANTOS ANTOS ARR	
CYQR	H&L	ARR fr S			RNAV	MERSU GORAK GORAK ARR	
CYQR	H&L	ARR fr SE			RNAV	MOT GORAK GORAK ARR	
CYQR	H&L	ARR fr SW			RNAV	YYN ODGOV ODGOV ARR	
CYQR	H&L	ARR fr W			RNAV	ODGOV ODGOV ARR	
CYQR	H&L	ARR fr W			RNAV	MEDAK ODGOV ODGOV ARR	
CYQR	H&L	ARR fr W			RNAV	YYN V300 ODGOV ODGOV ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZWG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYQR	H&L	DEP to S			RNAV	PEMPA DUVIK	
CYQR	H&L	DEP to W			RNAV	VLN	
CYQR	H&L	DEP to W			RNAV	ODGOV	
CYQT	H&L	ARR fr NW			RNAV	LIBUK LIBUK ARR	
CYQT	H&L	ARR fr SE			RNAV	DUPUL NOTER ARR	
CYQT	H&L	ARR fr W			RNAV	TIGAG TIGAG ARR	
CYQT	H&L	DEP to E			RNAV	URSUM NOTER ARR	
CYRL	H&L		CYWG		RNAV		
CYVZ	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR	
CYWG	H&L	ARR fr E		A9000 & ABV	RNAV	GOVIT NORAK ARR	
CYWG	H&L	ARR fr N		A9000 & ABV	RNAV	VITAG KELTO ARR	
CYWG	H&L	ARR fr N		A9000 & ABV	RNAV	GOREL KELTO ARR	
CYWG	H&L	ARR fr N		A9000 & ABV	RNAV	TULUP KELTO ARR	
CYWG	H&L	ARR fr NW		A9000 & ABV	RNAV	MEVDU AMBIL ARR	
CYWG	H&L	ARR fr S		A9000 & ABV	RNAV	LITNA PEPNO ARR	
CYWG	H&L	ARR fr SE		A9000 & ABV	RNAV	BIPKU NORAK ARR	
CYWG	H&L	ARR fr SW		A9000 & ABV	RNAV	DUVLA BEFAN ARR	
CYWG	H&L	ARR fr W		A9000 & ABV	RNAV	YBR BEFAN ARR	
CYWG	H&L	ARR fr W		A9000 & ABV	RNAV	VLR AMBIL ARR	
CYWG	H&L	DEP to E		A9000 & ABV	RNAV	RORMA SIDPO DEGVA	
CYWG	H&L	DEP to N		A9000 & ABV, YWG337 CW YWG011	RNAV	KERBI SEDIB	
CYWG	H&L	DEP to N		A9000 & ABV, YWG012 CW EAST	RNAV	ELVUX TAGUP	
CYWG	H&L	DEP to NE		A9000 & ABV	RNAV	VILPA PIDVI	
CYWG	H&L	DEP to NW		A9000 & ABV, YWG336 CCW SOUTH	RNAV	MODUL IKLIN	
CYWG	H&L	DEP to S		A9000 & ABV, YWG166 CW WEST	RNAV	KAVKI IKLUG	
CYWG	H&L	DEP to SE		A9000 & ABV, YWG135 CCW NORTH	RNAV	OMLOT TUKAD	
CYWG	H&L	DEP to SE		A9000 & ABV, YWG136 CW YWG165	RNAV	ALLMN GROLE	
CYWG	H&L	DEP to SW		A9000 & ABV	RNAV	GOSAR DEBMA	
CYWG	H&L	DEP to W		A9000 & ABV, YWG280 CCW SOUTH	RNAV	LIVBI DUKPO FAREN	
CYWG	H&L	DEP to W		A9000 & ABV, YWG281 CW NORTH	RNAV	ALKOG DEPMI MUSKK	
CYWG	H&L		CYQK		RNAV		
CYWG	H&L		CYXL		RNAV		
CYXE	H&L	ARR fr E			RNAV	PENPI DUNEM ARR	
CYXE	H&L	ARR fr E			RNAV	AMUNA DUNEM ARR	
CYXE	H&L	ARR fr S			RNAV	VLN	
CYXE	H&L	ARR fr S			RNAV	CAREN CAREN ARR	
CYXE	H&L	ARR fr SW			RNAV	GUDOG IMOTA MAVOB MAVOB ARR	
CYXE	H&L	ARR fr W			RNAV	KEBRU KEBRU ARR	
CYXE	H&L	DEP to SW			RNAV	OVATA BORIX	
CZPB	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR	
CZSJ	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR	

## C140 PLANNING

**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 YXI to INF or coastal fix.

Routes entering from SVM or DJB: join via DERLO SIKBO towards IPTOS, LORKA, OLABA, MIGLO or MIVOK.

Routes entering from FNT or HOCKE: join via NUBER SIKBO towards IPTOS, LORKA, OLABA, RAKAM, TULEG, MIGLO or MIVOK.

**WESTBOUND OVERFLIGHTS** (refer to Montreal FIR prior to the first listed waypoint)

No westbound overflights will be permitted via IPTOS, LORKA, MIGLO, or OLABA.

Excluding KORD arrivals, random routing is acceptable for flights entering:

- North of YXI to SSM, ASP, or HOCKE
- North of a track LETAK Q824 TAGUM or LETAK-TVC
- North of a track YEE-DERLO

Flights landing at airports listed below must file an appropriate routing through the Toronto FIR to join the arrival route listed.

FROM LOCATION TO LOCATION OR DIRECTION							CZYZ
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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYFD	H	ARR FR E			RNAV	LETAK DEBUM Q806 ILUSI OLAMO	
CYFD	L	ARR FR E		A160	RNAV	TUKIR T614 ILUSI OLAMO	
CYFD	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG	
CYFD	H&L	ARR FR N			RNAV	YVV NUBER	
CYFD	H&L	ARR FR N		NONJET	RNAV	YVV TETOS	
CYFD	H&L	ARR FR N		JET	RNAV	SSM MUSIT TETOS	
CYFD	L	ARR FR N		NONJET, A060 & BLW		YMS	
CYFD	H&L	ARR FR S			RNAV	TIKUM	
CYFD	L	ARR FR S			RNAV	WOZEE T608 BIMRO	
CYFD	H	ARR FR W			RNAV	HOCKE DERLO	
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG MIVOK	
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG SANIN MIGLO	
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB IPTOS	
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB Q907 LORKA	
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG SANIN Q951 OLABA	
CYFD	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET MIGLO	
CYFD	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET OLABA	
CYFD	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 IPTOS	
CYFD	H&L	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET MIVOK	
CYFD	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET MIGLO	
CYFD	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET OLABA	
CYFD	L	DEP TO E		NONJET, A150 & ABV	RNAV	SN TESUK T781 IPTOS	
CYFD	H&L	DEP TO N			RNAV	NUBER NUGOP	
CYFD	H	DEP TO NE			RNAV	SEDOG Q901 YXI	
CYFD	H	DEP TO NW		JET	RNAV	MUSIT	
CYFD	H&L	DEP TO S				ERI	
CYFD	H&L	DEP TO S				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 YYZ UDMIK ARR	
CYHM	L	ARR FR E		A160	RNAV	TUKIR T614 ILUSI YYZ UDMIK ARR	
CYHM	L	ARR FR E		A140 & BLW	RNAV	DUGBU T616 AGDUT	
CYHM	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG	
CYHM	H	ARR FR N		JET	RNAV	ILUSI YYZ UDMIK ARR	
CYHM	H	ARR FR N		JET	RNAV	SSM MUSIT TETOS	
CYHM	H&L	ARR FR N		NONJET	RNAV	TETOS	
CYHM	L	ARR FR N		A140 & BLW	RNAV	KENLU T616 AGDUT	
CYHM	L	ARR FR N		A060 & BLW	RNAV	NUGOP	
CYHM	H&L	ARR FR S			RNAV	TIKUM	
CYHM	L	ARR FR S			RNAV	WOZEE COLTS COLTS ARR	
CYHM	H	ARR FR W			RNAV	HOCKE AVSOX AVSOX ARR	
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG MIVOK	
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG SANIN MIGLO	
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB IPTOS	
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB Q907 LORKA	
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG SANIN Q951 OLABA	
CYHM	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET MIGLO	
CYHM	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET OLABA	
CYHM	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 IPTOS	
CYHM	H&L	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET MIVOK	



## C142 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHM	H&L	DEP TO E				SN ART	
CYHM	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET MIGLO	
CYHM	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET OLABA	
CYHM	L	DEP TO E		NONJET, A150 & ABV	RNAV	SN TESUK T781 IPTOS	
CYHM	H&L	DEP TO N			RNAV	NUBER NUGOP	
CYHM	H	DEP TO NE			RNAV	SEDOG Q901 YXI	
CYHM	H	DEP TO NW			RNAV	NUBER MUSIT	
CYHM	H&L	DEP TO S				ERI	
CYHM	H&L	DEP TO S				EWG	
CYHM	H&L	DEP TO SW				GGUCE	
CYHM	H&L	DEP TO W			RNAV	DERLO	
CYKF	H&L	ARR FR E			RNAV	DUGBU T616 REVUD	
CYKF	H&L	ARR FR N			RNAV	YVV REVUD	
CYKF	H&L	ARR FR N			RNAV	YVV	
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q905 BOMET Q921 IPTOS	
CYKF	H	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET Q921 IPTOS	
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q907 LORKA	
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q951 OLABA	
CYKF	H	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET Q921 OLABA	
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q905 BOMET MIVOK	
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q951 SANIN MIGLO	
CYKF	H	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET Q921 TIGET MIGLO	
CYKF	H&L	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET MIVOK	
CYKF	L	DEP TO E		NONJET, A150 & ABV	RNAV	DAVSI T781 IPTOS	
CYKF	L	DEP TO E		NONJET	RNAV	DAVSI T781 TIGET OLABA	
CYKF	L	DEP TO E		NONJET	RNAV	DAVSI T781 TIGET MIGLO	
CYKF	H&L	DEP TO N				YVV	
CYKF	H&L	DEP TO NE			RNAV	NUGOP	
CYKF	H	DEP TO NW			RNAV	MUSIT	
CYKF	L	DEP TO	CYOO		RNAV	NUBER T614 ILUSI	
CYKF	L	DEP TO	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	DEBUM T614 ILUSI	
CYKZ	H&L	ARR FR N			RNAV	WALPP KZ	
CYKZ	H&L	ARR FR N			RNAV	YYB KENLU	
CYKZ	H&L	ARR FR S				LINNG	
CYKZ	H&L	ARR FR SW				SN	
CYKZ	H&L	ARR FR W			RNAV	NUBER T614 MENTI	
CYKZ	H	DEP TO E		JET, F250 & ABV	RNAV	TESUK T781 BOMET Q905 IPTOS	
CYKZ	H	DEP TO E			RNAV	TESUK T781 BOMET Q921 IPTOS	
CYKZ	H	DEP TO E			RNAV	TESUK T781 BOMET Q921 TIGET OLABA	
CYKZ	H	DEP TO E			RNAV	TESUK T781 BOMET Q921 TIGET MIGLO	
CYKZ	H&L	DEP TO E			RNAV	TESUK T781 BOMET MIVOK	
CYKZ	L	DEP TO E		A150 & ABV	RNAV	TESUK T781 IPTOS	
CYKZ	L	DEP TO E			RNAV	TESUK T781 TIGET OLABA	
CYKZ	L	DEP TO E			RNAV	TESUK T781 TIGET MIGLO	
CYKZ	H&L	DEP TO N			RNAV	TONNY YEE	
CYKZ	H&L	DEP TO NW			RNAV	NUGOP KASED	
CYKZ	H&L	DEP TO NW			RNAV	TONNY YEE SILVU	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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 YQO	
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	DEBUM T614 ILUSI	
CYOO	H&L	ARR FR N				KENLU	
CYOO	H&L	ARR FR S				SN	
CYOO	H&L	ARR FR W			RNAV	DERLO SN	
CYOO	H	DEP TO E		JET, F250 & ABV	RNAV	TALEB Q905 IPTOS	
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 IPTOS	
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 TIGET OLABA	
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 TIGET MIGLO	
CYOO	H&L	DEP TO E			RNAV	TALEB T781 BOMET MIVOK	
CYOO	L	DEP TO E		A150 & ABV	RNAV	TALEB T781 IPTOS	
CYOO	L	DEP TO E			RNAV	TALEB T781 TIGET OLABA	
CYOO	L	DEP TO E			RNAV	TALEB T781 TIGET MIGLO	
CYOO	H&L	DEP TO N			RNAV	TONNY YEE	
CYOO	H&L	DEP TO NW			RNAV	TONNY YEE SILVU	
CYOO	H&L	DEP TO S			RNAV	SN	
CYOO	H&L	DEP TO SE			RNAV	MEDAV	
CYOO	H&L	DEP TO W			RNAV	KENLU T616 HOCKE	
CYOO	L	DEP TO	CYKF		RNAV	MENTI T614 NUBER	
CYOO	L	DEP TO	CYLS		RNAV	TANGI	
CYOO	L	DEP TO	CYQA		RNAV	TANGI	
CYPQ	H&L	ARR FR W		A070 & ABV	RNAV	AGDUT T616 KENLU	
CYPQ	L	ARR FR W		A050 & BLW	RNAV	NUBER T614 ILUSI	
CYPQ	L	DEP TO	CYYZ	JET	RNAV	RAGID RAGID ARR	
CYPQ	L	DEP TO	CYYZ	NONJET	RNAV	RAGID UDN0X 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	

## C144 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYQG	H	DEP TO E			RNAV	HHOWE SID BROKK	
CYQG	H&L	DEP TO E		JET	RNAV	ZETTR SID	
CYQG	H&L	DEP TO E		NONJET	RNAV	HHOWE SID BROKK FINGL DERLO	
CYQG	H&L	DEP TO N			RNAV	ZETTR SID	
CYQG	H&L	DEP TO	CYYZ	JET	RNAV	ZETTR SID TANKO APDAX NUBER ARR	
CYQG	H&L	DEP TO	CYYZ	NONJET	RNAV	ZETTR SID TANKO APDAX NAKBO ARR	
CYSN	H&L	ARR FR E			RNAV	ILIXU	
CYSN	H&L	ARR FR N			RNAV	ILUSI	
CYSN	H&L	ARR FR NE			RNAV	ILUSI	
CYSN	H	DEP TO E		JET	RNAV	UKPAG AGNOB IPTOS	
CYSN	H	DEP TO E		NONJET	RNAV	TESUK T781 BOMET Q921 IPTOS	
CYSN	H	DEP TO E		JET	RNAV	UKPAG SANIN Q951 OLABA	
CYSN	H	DEP TO E		NONJET	RNAV	TESUK T781 BOMET Q921 TIGET OLABA	
CYSN	H	DEP TO E		JET	RNAV	UKPAG AGNOB KANIK	
CYSN	H	DEP TO E			RNAV	TESUK T781 BOMET Q951 TIGET MIGLO	
CYSN	H&L	DEP TO E		NONJET	RNAV	TESUK T781 BOMET MIVOK	
CYSN	L	DEP TO E		NONJET, A150 & ABV	RNAV	TESUK T781 IPTOS	
CYSN	L	DEP TO E		NONJET	RNAV	TESUK T781 TIGET OLABA	
CYSN	L	DEP TO E			RNAV	TESUK T781 TIGET MIGLO	
CYSN	H&L	DEP TO N			RNAV	YEE	
CYSN	H&L	DEP TO NW		N0210 & ABV	RNAV	TONNY SILVU	
CYSN	H&L	DEP TO NW		N0210 & ABV	RNAV	AGDUT SSM	
CYSN	H&L	DEP TO NW			RNAV	OLAMO NUBER YVV	
CYSN	H&L	DEP TO S				JHW	
CYSN	H&L	DEP TO SE			RNAV	AIRCO	
CYSN	H&L	DEP TO SW				GGUCE	
CYSN	H&L	DEP TO W			RNAV	DERLO	
CYSN	H&L	DEP TO W			RNAV	BOSEP HOCKE	
CYSN	L	DEP TO	CYLS		RNAV	SEDOG TANGI	
CYSN	L	DEP TO	CYQA		RNAV	SEDOG TANGI	
CYTZ	H&L	ARR FR E			RNAV	KEMVI ILIXU ARR	
CYTZ	H&L	ARR FR E			RNAV	ILIXU ILIXU ARR	
CYTZ	H&L	ARR FR N			RNAV	YSB KENLU DAVSI	
CYTZ	H&L	ARR FR N			RNAV	KENLU DAVSI	
CYTZ	H&L	ARR FR NW			RNAV	WALPP KZ TZ	
CYTZ	H&L	ARR FR S				LINNG	
CYTZ	H&L	ARR FR W			RNAV	DERLO SN	
CYTZ	H&L	DEP TO E		A150 & ABV	RNAV	BOMET DEP IPTOS	
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP OLABA	
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP MIGLO	
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP MIVOK	
CYTZ	H&L	DEP TO N			RNAV	IKLEN TONNY	
CYTZ	H&L	DEP TO NW			RNAV	AGDUT KASED	
CYTZ	H&L	DEP TO NW			RNAV	IKLEN TONNY YEE SILVU	
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP ERI	
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP AIRRA	
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP FOXEE	
CYTZ	H&L	DEP TO SE			RNAV	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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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 YQO	
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			RNAV	LETAK DUGBU KENLU TONNY AGDUT REVUD	
CYXU	L	ARR FR E			RNAV	LETAK T616 REVUD	
CYXU	H	ARR FR NE			RNAV	YXI Q802 KENLU TONNY AGDUT REVUD	
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q905 IPTOS	
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 IPTOS	
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q907 LORKA	
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q951 OLABA	
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET OLABA	
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q905 BOMET MIVOK	
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET MIVOK	
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q951 SANIN MIGLO	
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET MIGLO	
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 IPTOS	
CYXU	L	DEP TO E		NONJET, A150	RNAV	SN TESUK T781 IPTOS	
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 TIGET OLABA	
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	SN TESUK T781 TIGET OLABA	
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 BOMET MIVOK	
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	SN TESUK T781 BOMET MIVOK	
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET MIGLO	
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	SN TESUK T781 TIGET MIGLO	
CYXU	H&L	DEP TO N				YVW	
CYXU	H&L	DEP TO N			RNAV	NUGOP	
CYXU	H&L	DEP TO NW			RNAV	KASED	
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 UDNOX ARR	
CYYZ	H&L	ARR FR N		JET, WEST OF YYB	RNAV	IRKIM BOXUM ARR	
CYYZ	H&L	ARR FR N		NONJET, WEST OF YYB	RNAV	IRKIM DUVOS ARR	
CYYZ	H&L	ARR FR N		NONJET, N0191 & ABV	RNAV	YYB IMEBA VILBI ARR	
CYYZ	L	ARR FR N		NONJET, N0190 & BLW	RNAV	YYB IMEBA YYZ	
CYYZ	H	ARR FR NE		JET	RNAV	YVO IMEBA IMEBA ARR	
CYYZ	H	ARR FR NE		JET	RNAV	YXI IMEBA ARR	

## C146 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYZ	H	ARR FR NE		JET	RNAV	POLTY IMEBA ARR	
CYYZ	H	ARR FR NE		JET	RNAV	LETAK IMEBA ARR	
CYYZ	H&L	ARR FR NE		NONJET	RNAV	YXI BETUL VIBLI ARR	
CYYZ	H&L	ARR FR NE		NONJET, N0191 & ABV	RNAV	LETAK VIBLI ARR	
CYYZ	L	ARR FR NE		NONJET, N0190 & BLW	RNAV	LETAK IMEBA YYZ	
CYYZ	H&L	ARR FR NW		JET	RNAV	OTNIK BOXUM ARR	
CYYZ	H&L	ARR FR NW		JET	RNAV	TUDAN BOXUM ARR	
CYYZ	H&L	ARR FR NW		NONJET	RNAV	OTNIK DUVOS ARR	
CYYZ	H&L	ARR FR NW		NONJET	RNAV	TUDAN DUVOS ARR	
CYYZ	H&L	ARR FR NW		NONJET	RNAV	SSM DUVOS ARR	
CYYZ	H&L	ARR FR S		JET	RNAV	WOZEE LINNG ARR	
CYYZ	H&L	ARR FR S		NONJET	RNAV	WOZEE VERKO ARR	
CYYZ	H&L	ARR FR S		JET	RNAV	LOKPU LINNG ARR	
CYYZ	H&L	ARR FR S		NONJET	RNAV	LOKPU VERKO ARR	
CYYZ	H	ARR FR SW		JET	RNAV	QWERI NUBER ARR	
CYYZ	H	ARR FR SW		JET	RNAV	FINGL NUBER ARR	
CYYZ	H&L	ARR FR SW		JET	RNAV	OXMAN LINNG ARR	
CYYZ	H&L	ARR FR SW		NONJET	RNAV	OXMAN VERKO ARR	
CYYZ	H&L	ARR FR SW		NONJET	RNAV	QWERI NAKBO ARR	
CYYZ	H&L	ARR FR SW		NONJET	RNAV	FINGL NAKBO ARR	
CYYZ	H&L	ARR FR W		JET	RNAV	MONEE NUBER ARR	
CYYZ	H&L	ARR FR W		JET	RNAV	YZEMN NUBER ARR	
CYYZ	H&L	ARR FR W		JET	RNAV	APDAX NUBER ARR	
CYYZ	H&L	ARR FR W		JET	RNAV	NUBER NUBER ARR	
CYYZ	H&L	ARR FR W		NONJET	RNAV	MONEE NAKBO ARR	
CYYZ	H&L	ARR FR W		NONJET	RNAV	YZEMN NAKBO ARR	
CYYZ	H&L	ARR FR W		NONJET	RNAV	APDAX NAKBO ARR	
CYYZ	H&L	ARR FR W		NONJET	RNAV	NUBER NAKBO ARR	
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP IPTOS	
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP LORKA	
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP ELSUB	
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP MIGLO	
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP OLABA	
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP TULEG	
CYYZ	H&L	DEP TO E		NONJET, A150 & ABV	RNAV	BOMET DEP IPTOS	
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP MIVOK	
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP MIGLO	
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP OLABA	
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP RAKAM	
CYYZ	H&L	DEP TO N		JET	RNAV	KISEP DEP SILVU	
CYYZ	H&L	DEP TO N		JET	RNAV	IKLEN DEP TONNY	
CYYZ	H&L	DEP TO N		NONJET	RNAV	EBKIN DEP SILVU	
CYYZ	H&L	DEP TO N		NONJET	RNAV	MATES DEP TONNY	
CYYZ	H&L	DEP TO NE		JET	RNAV	SEDOG DEP BOBSU	
CYYZ	H&L	DEP TO NE		NONJET	RNAV	LAKES DEP TANGI	
CYYZ	H&L	DEP TO NW		JET	RNAV	URSAL DEP KASED	
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NOSIK DEP KASED	
CYYZ	H&L	DEP TO NW		JET	RNAV	URSAL DEP ZOHAN	
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NOSIK DEP ZOHAN	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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 S		JET	RNAV	BETES DEP FOXEE	
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP AIRRA	
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP ERI	
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP FOXEE	
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP AIRRA	
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP ERI	
CYYZ	H	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL Q140 ARKKK	
CYYZ	H	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON HANKK Q935 PONCT	
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 ARKKK	
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 PONCT	
CYYZ	H&L	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH	
CYYZ	H&L	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL	
CYYZ	H&L	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH	
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH	
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL ARKKK	
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK PONCT	
CYYZ	H&L	DEP TO SE		JET	RNAV	RIGUS DEP PSB	
CYYZ	H&L	DEP TO SE		NONJET	RNAV	DUSOM DEP PSB	
CYYZ	H	DEP TO SW		JET, F260 & ABV	RNAV	MIXUT DEP GNTRY	
CYYZ	H	DEP TO SW		NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY	
CYYZ	H&L	DEP TO SW		JET, F240 & BLW	RNAV	ANCOL DEP GGUCE	
CYYZ	H&L	DEP TO SW		NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE	
CYYZ	H&L	DEP TO W		JET	RNAV	GOPUP DEP HOCKE	
CYYZ	H&L	DEP TO W		NONJET	RNAV	TULEK DEP HOCKE	
CYYZ	H&L	DEP TO W		JET	RNAV	GOPUP DEP SLLAP	
CYYZ	H&L	DEP TO W		NONJET	RNAV	TULEK DEP SLLAP	
CYYZ	H&L	DEP TO W		NONJET, A120 & BLW	RNAV	TULEK DEP IKMOK	
CYYZ	H&L	DEP TO	CYCK	JET	RNAV	ANCOL DEP GGUCE	
CYYZ	H&L	DEP TO	CYCK	NONJET	RNAV	PERLO DEP GGUCE	
CYYZ	H&L	DEP TO	CYGD	JET	RNAV	TULEK	
CYYZ	H&L	DEP TO	CYGD	NONJET	RNAV	TULEK DEP IKMOK	
CYYZ	H	ARR FR	CYCK	JET	RNAV	AGNOB UDNOX RADIG 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	
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	

## C148 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZY
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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 Q935 PONCT JFUND ARR	
CYYZ	H	DEP TO	KBOS	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 FABEN ALB GARDNER ARR	
CYYZ	H&L	DEP TO	KBOS	NONJET, N0319 & BLW	RNAV	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	
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	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZY
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYZ	H&L	DEP TO	KDCA	NONJET	RNAV	DUSOM DEP PSB HAR V265 KRANT	
CYYZ	H	DEP TO	KDET	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP GIGGY ARR	
CYYZ	H&L	DEP TO	KDET	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP GIGGY ARR	
CYYZ	H&L	DEP TO	KDTW	JET, MAX F220	RNAV	ANCOL DEP GGUCE TPGUN TPGUN ARR	
CYYZ	H&L	DEP TO	KDTW	JET, MAX F220	RNAV	ANCOL DEP GGUCE TPGUN TPGUN ARR	
CYYZ	H&L	DEP TO	KDTW	NONJET, MAX F220	RNAV	PERLO DEP GGUCE TPGUN TPGUN ARR	
CYYZ	H&L	DEP TO	KDTW	JET, MAX F220	RNAV	ANCOL DEP GGUCE TPGUN CUUGR ARR	
CYYZ	H&L	DEP TO	KDTW	NONJET, MAX F220	RNAV	PERLO DEP GGUCE TPGUN 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	GOUP 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	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK Q935 FABEN ALB NELIE ARR	
CYYZ	H	DEP TO	KISP	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK NELIE ARR	
CYYZ	H	DEP TO	KISP	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 FABEN ALB NELIE ARR	
CYYZ	H&L	DEP TO	KISP	NONJET, N0319 & BLW	RNAV	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	



## C150 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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 ARKKK YODAA IGN KINGSTON ARR	
CYYZ	H&L	DEP TO	KJFK	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL DNY PAWLING ARR	
CYYZ	H	DEP TO	KLGA	JET	RNAV	KEPTA DEP BMPAH AEVON AUDIL RKA HAARP ARR	
CYYZ	H	DEP TO	KLGA	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH AUDIL RKA HAARP ARR	
CYYZ	H&L	DEP TO	KLGA	NONJET, N0250-N0319	RNAV	MAVAN DEP BMPAH AEVON AUDIL RKA HAARP ARR	
CYYZ	L	DEP TO	KLGA	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON AUDIL RKA NOBBI ARR	
CYYZ	H	DEP TO	KMDW	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY ASHEN BAGEL PANGG ARR	
CYYZ	H	DEP TO	KMDW	JET, F240 & BLW	RNAV	MIXUT DEP DERLO QWERI BAGEL PANGG ARR	
CYYZ	H	DEP TO	KMDW	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY ASHEN BAGEL PANGG ARR	
CYYZ	H&L	DEP TO	KMDW	NONJET, F240 & BLW	RNAV	PEMBA DEP DERLO QWERI BAGEL PANGG ARR	
CYYZ	H	DEP TO	KMHT	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK Q935 PONCT ROZZE ARR	
CYYZ	H	DEP TO	KMHT	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK ALB EEN	
CYYZ	H&L	DEP TO	KMHT	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK ALB EEN	
CYYZ	H	DEP TO	KMKE	JET	RNAV	GOPUP DEP SLLAP GETCH LYSTR SUDDS	
CYYZ	H&L	DEP TO	KMKE	NONJET	RNAV	TULEK DEP SLLAP GETCH LYSTR SUDDS	
CYYZ	H	DEP TO	KMSP	JET	RNAV	URSAL DEP KASED IDIOM MUSCL ARR	
CYYZ	H&L	DEP TO	KMSP	NONJET	RNAV	NOSIK DEP KASED GRB EAUCLAIRE ARR	
CYYZ	H&L	DEP TO	KORD	JET	RNAV	GOPUP DEP HOCKE FNT WYNDE ARR	
CYYZ	H&L	DEP TO	KORD	NONJET	RNAV	TULEK DEP HOCKE FNT WYNDE ARR	
CYYZ	H	DEP TO	KPHL	JET	RNAV	RIGUS DEP PSB BOJID ARR	
CYYZ	H&L	DEP TO	KPHL	NONJET	RNAV	DUSOM DEP PSB BOJID ARR	
CYYZ	L	DEP TO	KPHL	NONJET, N0249 & BLW	RNAV	DUSOM DEP PSB HAR V210 BUNTS	
CYYZ	H&L	DEP TO	KPHN	JET, MAX F220	RNAV	MIXUT DEP DERLO MARGN	
CYYZ	H&L	DEP TO	KPHN	NONJET, MAX F220	RNAV	PEMBA DEP DERLO MARGN	
CYYZ	H&L	DEP TO	KPIT	JET	RNAV	BETES DEP ERI YNG JESEY ARR	
CYYZ	H&L	DEP TO	KPIT	NONJET	RNAV	OAKVL DEP ERI YNG JESEY ARR	
CYYZ	H&L	DEP TO	KPTK	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP OKLND ARR	
CYYZ	H&L	DEP TO	KPTK	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP OKLND ARR	
CYYZ	H	DEP TO	KPVD	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL HNK WIPOR ARR	
CYYZ	H	DEP TO	KPVD	JET	RNAV	KEPTA DEP BMPAH AEVON FABEN ALB WIPOR ARR	
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 FABEN ALB WIPOR ARR	
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK WIPOR ARR	
CYYZ	H&L	DEP TO	KPVD	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK WIPOR ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZY
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
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	OAKVL DEP AIRRA MOL SPIDR ARR	
CYYZ	H&L	DEP TO	KRIC	NONJET	RNAV	BETES DEP AIRRA MOL SPIDR ARR	
CYYZ	H	DEP TO	KSDF	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY ROD REDSTONE ARR	
CYYZ	H	DEP TO	KSDF	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY ROD REDSTONE ARR	
CYYZ	H&L	DEP TO	KSDF	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE ROD REDSTONE ARR	
CYYZ	H&L	DEP TO	KSDF	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE ROD REDSTONE ARR	
CYYZ	H&L	DEP TO	KSWF	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL DNY V483 FILPS	
CYYZ	H&L	DEP TO	KSWF	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH EXTOL DNY V483 FILPS	
CYYZ	L	DEP TO	KSWF	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL DNY V483 FILPS	
CYYZ	H&L	DEP TO	KSYR	JET	RNAV	KEPTA DEP BMPAH SYR	
CYYZ	H&L	DEP TO	KSYR	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH SYR	
CYYZ	L	DEP TO	KSYR	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH SYR	
CYYZ	H	DEP TO	KTEB	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE	
CYYZ	H	DEP TO	KTEB	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK V167 WEARD V489 COATE	
CYYZ	H&L	DEP TO	KTEB	NONJET	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE	
CYYZ	H&L	DEP TO	KTOL	JET	RNAV	ANCOL DEP GGUCE	
CYYZ	H&L	DEP TO	KTOL	NONJET	RNAV	PERLO DEP GGUCE	
CYYZ	H&L	DEP TO	KYIP	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP OKLND STAR	
CYYZ	H&L	DEP TO	KYIP	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP OKLND STAR	
CZBA	L	ARR FR E		A160 & ABV	RNAV	TUKIR T614 ILUSI	
CZBA	L	ARR FR E		A140 & BLW	RNAV	ILIXU 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	YVV NUBER	
CZBA	L	ARR FR N			RNAV	YVV TETOS	
CZBA	L	ARR FR S			RNAV	WOZEE COLTS	
CZBA	L	ARR FR S			RNAV	TIKUM	
CZBA	L	ARR FR W			RNAV	HAVOK T608 BIMRO	
CZBA	L	DEP TO E			RNAV	DAVSI T781 TIGET	
CZBA	L	DEP TO S			RNAV	OAKVL DEP ERI	
CZBA	L	DEP TO S			RNAV	OAKVL DEP FOXEE	
CZBA	L	DEP TO S			RNAV	OAKVL DEP AIRRA	
CZBA	L	DEP TO SE			RNAV	DUSOM DEP PSB	
CZBA	L	DEP TO SE			RNAV	MAVAN DEP BMPAH	
CZBA	L	DEP TO SE			RNAV	MAVAN DEP WOZEE	
CZBA	H	DEP TO SW		F260 & ABV	RNAV	PEMBA DEP GNTRY	
CZBA	H&L	DEP TO SW		F240 & BLW	RNAV	PEMBA DEP YQO	
CZBA	L	DEP TO SW			RNAV	PEMBA DEP DERLO	

## C152 PLANNING

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 YXI	
E-BOUND	H	DERLO			RNAV	DERLO Q935 WOZEE	
E-BOUND	H	DERLO			RNAV	DERLO Q913 RAKAM	
E-BOUND	H	DERLO			RNAV	DERLO Q913 DEDKI Q937 TULEG	
E-BOUND	H	DERLO			RNAV	DERLO YXI	
E-BOUND	L	DERLO			RNAV	DERLO SEDOG T723 YXI	
E-BOUND	H&L	HOCKE				HOCKE YXI	
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q905 IPTOS	
E-BOUND	H	SIKBO		NONJET	RNAV	DAVSI T781 BOMET Q921 IPTOS	
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q907 LORKA	
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q951 SANIN MIGLO	
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q905 BOMET MIVOK	
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q951 OLABA	
E-BOUND	H	SIKBO		NONJET	RNAV	SIKBO DAVSI T781 BOMET Q921 TIGET OLABA	
E-BOUND	L	SIKBO		NONJET	RNAV	DAVSI T781 IPTOS	
E-BOUND	L	SIKBO		NONJET	RNAV	SIKBO DAVSI T781 TIGET OLABA	
E-BOUND	H	SSM			RNAV	SSM YTS	
E-BOUND	H&L	SSM			RNAV	SSM BEMOG	
E-BOUND	H&L	TVC			RNAV	TVC BEMOG	
E-BOUND	H&L	WOZEE			RNAV	WOZEE KANIK	
E-BOUND	H&L	WOZEE			RNAV	WOZEE MIGLO	
E-BOUND	H	YSP			RNAV	YSP Q919 BEMOG	
E-BOUND	H&L	DERLO	KROC		RNAV	DERLO ROC	
E-BOUND	H&L	SIKBO	KROC		RNAV	SIKBO ROC	
W-BOUND	H	ALMOP			RNAV	ALMOP ASP	
W-BOUND	H	LETAK			RNAV	LETAK DEBUM Q806 BOBTA DERLO	
W-BOUND	H	LETAK			RNAV	LETAK DEBUM Q806 BOBTA DERLO	
W-BOUND	H	LETAK			RNAV	LETAK Q824 HOCKE	
W-BOUND	H	LETAK			RNAV	LETAK DEBUM Q806 ILUSI HOCKE	
W-BOUND	H	LETAK			RNAV	LETAK Q824 MENKO KASED	
W-BOUND	H	LETAK			RNAV	LETAK TVC	
W-BOUND	L	LETAK			RNAV	LETAK T616 REVUD DERLO	
W-BOUND	L	LETAK			RNAV	LETAK T616 HOCKE	
W-BOUND	L	LETAK			RNAV	LETAK T616 DUGBU KASED	
W-BOUND	H	POLTY			RNAV	POLTY Q804 DERLO	
W-BOUND	H	TUKIR		F240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO	
W-BOUND	H	TUKIR		F180 - F220	RNAV	TUKIR Q806 BOBTA OLAMO DERLO	
W-BOUND	L	TUKIR		A140 & BLW	RNAV	TUKIR T614 DEBUM KENLU T616 REVUD DERLO	
W-BOUND	L	TUKIR		A160	RNAV	TUKIR T614 ILUSI BOBTA OLAMO DERLO	
W-BOUND	H	WOZEE			RNAV	WOZEE YRL	
W-BOUND	H&L	YEE				YEE DERLO	
W-BOUND	H	YXI			RNAV	YXI Q802 KENLU Q804 DERLO	

OVERFLIGHTS (Cont'd)						CZYX
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
W-BOUND	H	YXI			RNAV	YXI Q802 KENLU
W-BOUND	H&L	YXI				YXI ASP
W-BOUND	H&L	YXI				YXI SSM
W-BOUND	H&L	YYB				YYB SSM
W-BOUND	H&L	DERLO	KCLE		RNAV	DERLO DOZRR BRWNZ ARR
W-BOUND	H&L	KENLU	KCLE		RNAV	KENLU GGUCE DOZRR BRWNZ ARR
W-BOUND	H	TUKIR	KCLE		RNAV	TUKIR Q806 YQO DOZRR BRWNZ ARR
W-BOUND	H&L	COLTS	KDET		RNAV	COLTS GIGGY ARR
W-BOUND	H&L	DERLO	KDET		RNAV	DERLO 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 TPGUN ARR
W-BOUND	H&L	KAPUX	KDTW		RNAV	KAPUX GGUCE TPGUN CUUGR ARR
W-BOUND	H	TUKIR	KDTW		RNAV	TUKIR Q806 BOBTA TPGUN ARR
W-BOUND	H	TUKIR	KDTW		RNAV	TUKIR Q806 BOBTA CUUGR ARR
W-BOUND	H&L	YXI	KDTW		RNAV	YXI BOBTA TPGUN ARR
W-BOUND	H&L	YXI	KDTW		RNAV	YXI BOBTA CUUGR ARR
W-BOUND	H	DERLO	KMDW		RNAV	DERLO MAYZE BAGEL PANGG ARR
W-BOUND	H	ALMOP	KORD		RNAV	ALMOP ODAXY WYNDE ARR
W-BOUND	H	ALONI	KORD		RNAV	ALONI SANIN DEDKI HOCKE FNT WYNDE ARR
W-BOUND	H	ART	KORD		RNAV	ART DEDKI HOCKE FNT WYNDE ARR
W-BOUND	H	KAPUX	KORD		RNAV	KAPUX HOCKE FNT WYNDE ARR
W-BOUND	H	MENKO	KORD		RNAV	MENKO Q824 FNT WYNDE ARR
W-BOUND	H	SSM	KORD		RNAV	SSM WYNDE ARR
W-BOUND	H&L	LEPOS	KPHN		RNAV	LEPOS MARGN
W-BOUND	H&L	COLTS	KPTK		RNAV	COLTS OKLND ARR
W-BOUND	H&L	DERLO	KPTK		RNAV	DERLO PICUP OKLND ARR
W-BOUND	H&L	COLTS	KYIP		RNAV	COLTS OKLND ARR
W-BOUND	H&L	DERLO	KYIP		RNAV	DERLO PICUP OKLND ARR

## C154 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 CYR664, CYR665 and CYR666 are to be avoided when areas are in operation.

Except for polar flights, westbound overflights transiting from Edmonton FIR to Montreal FIR north of 63N shall file over or west of AYROU.

Note for non-RNAV equipped aircraft:

The airspace route structure is based on unidirectional flows. In order to facilitate the flight, non-RNAV route planning shall be done by choosing NAVAID defined airways closest to the listed mandatory RNAV routes.

Where NAVAID based airways are not available, NAVAID direct NAVAID navigation can be used.

FROM LOCATION TO LOCATION OR DIRECTION							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYBC	H	ARR FR W			RNAV	ML J555 YBC	
CYBC	L	ARR FR W			RNAV	ML V360 YBC	
CYBC	H&L	DEP TO W		A120 & ABV	RNAV	MIVAX	
CYBC	L	DEP TO W		A100 & BLW	RNAV	YBC V316 MIVAX	
CYBC	H	ARR FR	CYZV		RNAV	YZV J555 YBC	
CYBC	L	ARR FR	CYZV		RNAV	YZV V316 YBC	
CYBG	H&L	DEP TO	CYQB		RNAV	VBS TADES KAROT ARR	
CYBG	H&L	DEP TO	CYUL		RNAV	VBS OBTEK DEBUS OMBRE ARR	
CYFJ	H	ARR FR S			RNAV	DUNUP Q903 NOSUT	
CYFJ	L	ARR FR S			RNAV	DUNUP T705 NOSUT	
CYFJ	H&L	ARR FR W		A15000 & ABV	RNAV	YXI BEMOG	
CYFJ	H&L	ARR FR W		A15000 & ABV	RNAV	IPTOS EBNYR	
CYFJ	L	ARR FR W		A13000 & BLW	RNAV	MIVOK LANRK TAKOL	
CYGK	H&L	DEP TO	CYOW		RNAV	PERTH CAPITAL ARR	
CYGL	H&L	DEP TO	CYUL		RNAV	OBRET	
CYGP	H&L	ARR FR E			RNAV	FLEUR VODIX LEXOD YGP	
CYGP	H	DEP TO W			RNAV	MIVAX	
CYGW	H	DEP TO	CYUL		RNAV	OBRET	
CYHH	H	DEP TO	CYUL		RNAV	OBRET LAFLEUR ARR	
CYHU	H	ARR FR E			RNAV	VLV ILERO VIKBU SILVI GORUX OMBRE Q812 MAIRE	
CYHU	L	ARR FR E			RNAV	VLV ILERO VIKBU SILVI GORUX OMBRE T608 MAIRE	
CYHU	H	ARR FR N			RNAV	OBRET Q816 VIDGO Q911 PIGNA	
CYHU	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA	
CYHU	H&L	ARR FR NE			RNAV	MIVAX OBTEK IGTTER MISOP UKPAM TAKIN MAIRE	
CYHU	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA	
CYHU	H	ARR FR NW			RNAV	TAGET Q911 PIGNA	
CYHU	L	ARR FR NW			RNAV	BEMOG T717 VIDGO T709 PIGNA	
CYHU	L	ARR FR NW			RNAV	TAGET T709 PIGNA	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHU	H&L	ARR FR S			RNAV	PBERG LATTS EBDOT DUNUP	
CYHU	H&L	ARR FR SW			RNAV	ART CURDS DAVDA SAVAL TALNO NAPEE	
CYHU	H	ARR FR W			RNAV	MIGLO Q955 EPMOK TALNO NAPEE	
CYHU	L	ARR FR W			RNAV	MIGLO T725 EPMOK TALNO NAPEE	
CYHU	H	DEP TO E		JET	RNAV	KEBGO RABIK Q951 ANTOV	
CYHU	H	DEP TO E		F290 & ABV	RNAV	BIBER OBRON MOBUB EBMOS YQB ANCER	
CYHU	H	DEP TO E		F290 & ABV	RNAV	BIBER OBRON MOBUB EBMOS YQB BAREE	
CYHU	H	DEP TO E		F290 & ABV	RNAV	BIBER OBRON MOBUB EBMOS YQB CEFOU	
CYHU	H	DEP TO E		JET, F270 & BLW	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 ML	
CYHU	H	DEP TO E		NONJET, F270 & ABV	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML	
CYHU	H	DEP TO E		NONJET, F270 & ABV	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR	
CYHU	H	DEP TO E		NONJET	RNAV	VOBOK PUXER Q947 REVEN	
CYHU	H&L	DEP TO E		JET, F270 & BLW	RNAV	BIBER OBRON MOBUB EBMOS YQB FLEUR	
CYHU	L	DEP TO E		JET	RNAV	KEBGO RABIK T739 ANTOV	
CYHU	L	DEP TO E			RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYHU	L	DEP TO E		NONJET	RNAV	VOBOK PUXER T737 REVEN	
CYHU	H	DEP TO N			RNAV	TAMKO Q903 IKNAR	
CYHU	L	DEP TO N			RNAV	TAMKO T705 IKNAR	
CYHU	H	DEP TO NE		JET	RNAV	TAMKO VBS	
CYHU	H&L	DEP TO NE		NONJET	RNAV	SINRO LOKBU NOVID BERUT VBS	
CYHU	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN	
CYHU	H&L	DEP TO NW		NONJET	RNAV	KESKA BIPKO BOKLU KISUK SASID	
CYHU	H&L	DEP TO S			RNAV	FAWNS BUGSY	
CYHU	H&L	DEP TO SE			RNAV	WARDS	
CYHU	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR	
CYHU	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK	
CYHU	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR TUKIR	
CYHU	H&L	ARR FR	CYBC		RNAV	MIVAX OBTEK IGTTER MISOP UKPAM TAKIN MAIRE	
CYHU	H	DEP TO	CYBC	JET	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 YBC	
CYHU	H	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 YBC	
CYHU	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 YBC	
CYHU	H	DEP TO	CYBG	JET	RNAV	TAMKO VBS	
CYHU	H&L	DEP TO	CYBG	NON JET	RNAV	SINRO LOKBU NOVID BERUT VBS	
CYHU	H&L	DEP TO	CYFJ		RNAV	BIPKO BOKLU	
CYHU	H&L	DEP TO	CYGK	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYHU	L	DEP TO	CYGK	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA YGK	
CYHU	H	DEP TO	CYHM		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ UDMIK ARR	
CYHU	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ UDMIK ARR	
CYHU	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU LINNG	
CYHU	H&L	DEP TO	CYKF		RNAV	KESKA SAVEX KANUR LETAK	
CYHU	H	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI	
CYHU	L	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI	
CYHU	H&L	ARR FR	CYML		RNAV	MIVAX OBTEK IGTTER MISOP UKPAM TAKIN MAIRE	
CYHU	H	DEP TO	CYML	JET	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 ML	

## C156 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHU	H	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML	
CYHU	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYHU	H	ARR FR	CYND		RNAV	TAKOL Q941 EMPEK Q911 PIGNA	
CYHU	L	ARR FR	CYND		RNAV	TAKOL T731 EMPEK T709 PIGNA	
CYHU	H&L	DEP TO	CYND		RNAV	KESKA ALSET THURO	
CYHU	H&L	DEP TO	CYOO	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYHU	L	DEP TO	CYOO	A12000 & BLW	RNAV	TALNO SAVAL ALONI	
CYHU	H	ARR FR	CYOW		RNAV	KODEX EPMOK TALNO NAPEE	
CYHU	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR	
CYHU	H&L	ARR FR	CYQB		RNAV	IGTER MISOP UKPAM TAKIN MAIRE	
CYHU	H&L	DEP TO	CYQB		RNAV	ADVEM OMVAR ARR	
CYHU	H&L	ARR FR	CYRJ		RNAV	LOKBU	
CYHU	L	DEP TO	CYSN	DH8D TYPE OR FASTER, A14000 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU	
CYHU	L	DEP TO	CYSN	NON JET, A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYHU	L	DEP TO	CYSN	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYHU	H&L	DEP TO	CYTR	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR	
CYHU	L	DEP TO	CYTR	A12000 & BLW	RNAV	TALNO SAVAL ALONI YTR	
CYHU	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR	
CYHU	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A14 000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR	
CYHU	L	DEP TO	CYTZ	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYHU	H	ARR FR	CYUY		RNAV	YUY J524 YMW BEMOG Q919 VIDGO Q911 PIGNA	
CYHU	L	ARR FR	CYUY		RNAV	YUY B7 YMW T717 VIDGO T709 PIGNA	
CYHU	H	ARR FR	CYVO		RNAV	YVO J567 TAGET Q911 PIGNA	
CYHU	H	ARR FR	CYVO		RNAV	TAGET Q911 PIGNA	
CYHU	L	ARR FR	CYVO		RNAV	TAGET T709 PIGNA	
CYHU	H&L	DEP TO	CYXU		RNAV	KESKA SAVEX KANUR LETAK	
CYHU	H&L	ARR FR	CYYY		RNAV	MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE	
CYHU	H	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR	
CYHU	H&L	DEP TO	CYYY	JET	RNAV	BIBER OBRON MOBUB EBMOS YQB FLEUR	
CYHU	L	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR	
CYHU	H&L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI	
CYHU	H&L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX KANUR TUKIR	
CYHU	H&L	DEP TO	CYZD		RNAV	KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB	
CYHU	H&L	ARR FR	CYZV		RNAV	MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE	
CYHU	H	DEP TO	CYZV	JET	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 YZV	
CYHU	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 YZV	
CYHU	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYHU	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY V282 SLK V203	
CYHU	H&L	DEP TO	KBDL		RNAV	WARDS BRATS	
CYHU	H&L	DEP TO	KBOS		RNAV	WARDS ENE V167 SCUPP	
CYHU	H&L	DEP TO	KBTV		RNAV	WARDS	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHU	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAM	
CYHU	H	DEP TO	KCLE		RNAV	KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR	
CYHU	H&L	DEP TO	KCLE		RNAV	FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR	
CYHU	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR	
CYHU	H	DEP TO	KDET			KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR	
CYHU	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR	
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR	
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR	
CYHU	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO TPGUN ARR	
CYHU	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO CUUGR ARR	
CYHU	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR	
CYHU	H&L	DEP TO	KHPN		RNAV	FAWNS BUGSY J570 ALB V157 HAARP	
CYHU	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY J570 ALB IGN ARR	
CYHU	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY ALB HAARP ARR	
CYHU	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR	
CYHU	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY J570 ALB DNY SPUDS ARR	
CYHU	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE	
CYML	H&L	DEP TO W			RNAV	MIVAX	
CYMX	H	ARR FR E			RNAV	OBTEK PENTU Q824 URVAS DAXES VIBNU	
CYMX	H&L	ARR FR E			RNAV	VIVIL ROGSA URVAS DAXES VIBNU	
CYMX	H	ARR FR N			RNAV	OBRET Q816 VIDGO Q911 PIGNA	
CYMX	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA	
CYMX	L	ARR FR NE			RNAV	OBTEK PENTU T616 URVAS DAXES VIBNU	
CYMX	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA	
CYMX	L	ARR FR NW			RNAV	BEMOG T717 VIDGO T709 PIGNA	
CYMX	L	ARR FR NW			RNAV	TAGET T709 PIGNA	
CYMX	H&L	ARR FR S			RNAV	PBERG LATTS EBDOT DUNUP	
CYMX	H	ARR FR SW			RNAV	ART CURDS DAVDA EPMOK Q955 VEVKU	
CYMX	L	ARR FR SW			RNAV	ART CURDS DAVDA EPMOK T725 VEVKU	
CYMX	H	ARR FR W			RNAV	MIGLO Q955 VEVKU	
CYMX	L	ARR FR W			RNAV	MIGLO T725 VEVKU	
CYMX	H	DEP TO E		JET	RNAV	BIBER OBRON MOBUB EBMOS YQB ANCER	
CYMX	H	DEP TO E		JET	RNAV	BIBER OBRON MOBUB EBMOS YQB BAREE	
CYMX	H	DEP TO E		JET	RNAV	BIBER OBRON MOBUB EBMOS YQB CEFOU	
CYMX	H	DEP TO E		JET	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 ML	
CYMX	H	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML	
CYMX	H&L	DEP TO E		JET	RNAV	BIBER OBRON MOBUB EBMOS YQB FLEUR	
CYMX	H&L	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE KETRU PESAC YQB FLEUR	
CYMX	H&L	DEP TO E		NONJET	RNAV	SINRO LOKBU NOVID BERUT VBS	
CYMX	L	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYMX	H	DEP TO N			RNAV	TAMKO Q903 IKNAR	
CYMX	L	DEP TO N			RNAV	TAMKO T705 IKNAR	
CYMX	H	DEP TO NE		JET	RNAV	TAMKO VBS	
CYMX	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN	



## C158 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYMX	H&L	DEP TO NW		NONJET	RNAV	KESKA BIPKO BOKLU KISUK SASID	
CYMX	H&L	DEP TO S			RNAV	FAWNS BUGSY	
CYMX	H&L	DEP TO SE			RNAV	WARDS	
CYMX	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR	
CYMX	L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK	
CYMX	L	DEP TO W			RNAV	KESKA SAVEX KANUR TUKIR	
CYMX	H	DEP TO	CYHM		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ UDMIK ARR	
CYMX	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ UDMIK ARR	
CYMX	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU LINNG	
CYMX	H&L	DEP TO	CYKF		RNAV	KESKA SAVEX KANUR LETAK	
CYMX	H	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI	
CYMX	L	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI	
CYMX	H&L	DEP TO	CYOO	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYMX	L	DEP TO	CYOO	A12000 & BLW	RNAV	TALNO SAVAL ALONI	
CYMX	H	ARR FR	CYOW		RNAV	TAKOL Q941 EMPEK Q911 PIGNA	
CYMX	L	ARR FR	CYOW		RNAV	TAKOL T731 EMPEK T709 PIGNA	
CYMX	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR	
CYMX	H	ARR FR	CYQB		RNAV	PENTU Q824 URVAS DAXES VIBNU	
CYMX	L	ARR FR	CYQB		RNAV	PENTU T616 URVAS DAXES VIBNU	
CYMX	H&L	DEP TO	CYQB	JET	RNAV	BIBER OBRON MOBUB PESAC PESAC ARR	
CYMX	H&L	DEP TO	CYQB	NONJET	RNAV	SINRO PESAC ARR	
CYMX	H&L	DEP TO	CYSN	NON JET, A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYMX	L	DEP TO	CYSN	DH8D TYPE OR FASTER, A14000 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU	
CYMX	L	DEP TO	CYSN	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYMX	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR	
CYMX	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A14 000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR	
CYMX	H	ARR FR	CYUY		RNAV	YUY J524 YMW BEMOG Q919 VIDGO Q911 PIGNA	
CYMX	L	ARR FR	CYUY		RNAV	YUY B7 YMW T717 VIDGO T709 PIGNA	
CYMX	H	ARR FR	CYVO		RNAV	TAGET Q911 PIGNA	
CYMX	L	ARR FR	CYVO		RNAV	TAGET T709 PIGNA	
CYMX	H&L	DEP TO	CYXU		RNAV	KESKA SAVEX KANUR LETAK	
CYMX	L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI	
CYMX	L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX KANUR TUKIR	
CYMX	H&L	DEP TO	CYZD		RNAV	KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB	
CYMX	H	DEP TO	CYZV	JET	RNAV	BIBER OBRON MOBUB EB MOS YQB J555 YZV	
CYMX	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 YZV	
CYMX	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYMX	H&L	DEP TO	KBDL		RNAV	WARDS BRATS	
CYMX	H&L	DEP TO	KBOS		RNAV	WARDS ENE V167 SCUPP	
CYMX	H&L	DEP TO	KBTV		RNAV	WARDS	
CYMX	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAM	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYMX	H	DEP TO	KCLE		RNAV	KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR	
CYMX	H&L	DEP TO	KCLE		RNAV	FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR	
CYMX	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR	
CYMX	H	DEP TO	KDET			KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR	
CYMX	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR	
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR	
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR	
CYMX	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR	
CYMX	H&L	DEP TO	KHPN		RNAV	FAWNS BUGSY J570 ALB V157 HAARP	
CYMX	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY J570 ALB IGN ARR	
CYMX	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY ALB HAARP ARR	
CYMX	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR	
CYMX	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY J570 ALB DNY SPUDS ARR	
CYMX	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE	
CYND	L	ARR FR E			RNAV	YUL ALSET THURO	
CYND	H	ARR FR NE		JET	RNAV	MIVAX PENTU CATOG OBTAX YUL ALSET THURO	
CYND	H&L	ARR FR NE		NON JET	RNAV	ML BERUT NOSUT ALIDO	
CYND	H	ARR FR NW			RNAV	SMARE ONDOB	
CYND	L	ARR FR NW			RNAV	YXI ONDOB	
CYND	L	ARR FR SE			RNAV	BUGSY SAVAL TAPVO CYRIL	
CYND	L	ARR FR W			RNAV	MIVOK KANIK LANRK VISOL	
CYND	L	DEP TO E			RNAV	TAKOL T731 ESTEL	
CYND	L	DEP TO E		JET	RNAV	AVVON T733 RABIK T739 ANTOV	
CYND	L	DEP TO E		NONJET	RNAV	AVVON T733 LAFIT T737 REVEN	
CYND	L	DEP TO N			RNAV	RADEN	
CYND	L	DEP TO NE			RNAV	TAKOL YLQ	
CYND	L	DEP TO NW			RNAV	YOW OLIGO YXI	
CYND	L	DEP TO S			RNAV	IKLAX T634 VIBRU ART	
CYND	L	DEP TO SE			RNAV	KODEX EPMOK SAVAL BUGSY	
CYND	L	DEP TO	CYHU		RNAV	TAKOL T731 EMPEK T709 PIGNA	
CYND	L	DEP TO	CYMX		RNAV	TAKOL T731 EMPEK T709 PIGNA	
CYND	H	DEP TO	CYQB		RNAV	TAKOL Q941 AGLUK PESAC ARR	
CYND	L	DEP TO	CYQB		RNAV	TAKOL T731 AGLUK PESAC ARR	
CYND	H&L	DEP TO	CYUL		RNAV	AVVON ALOET ARR	
CYND	H&L	DEP TO	CYYZ	JET	RNAV	TUKIR IMEBA ARR	
CYND	H&L	DEP TO	CYYZ	NONJET	RNAV	TUKIR VIBLI ARR	
CYOW	H&L	ARR FR E			RNAV	DERDO DAXUG MUTIB PUPOV VILRO RIVER ARR	
CYOW	H&L	ARR FR N			RNAV	BEMOG LEAMY ARR	
CYOW	H	ARR FR NE		JET	RNAV	MIVAX PENTU CATOG RIVER ARR	
CYOW	H&L	ARR FR NE		NON JET	RNAV	ML BERUT NOSUT ALIDO LEAMY ARR	
CYOW	H	ARR FR NW			RNAV	SMARE MEECH ARR	
CYOW	L	ARR FR NW			RNAV	YXI ONDOB MEECH ARR	
CYOW	H&L	ARR FR SE			RNAV	BUGSY DEANS ARR	
CYOW	H&L	ARR FR W		NONJET	RNAV	MIVOK CAPITAL ARR	

## C160 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYOW	H&L	ARR FR W		JET	RNAV	ELSUB CAPITAL ARR	
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL BAREE	
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL CEFUO	
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL MILLS	
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL ANCER	
CYOW	H	DEP TO E		JET	RNAV	AVVON Q943 RABIK Q951 ANTOV	
CYOW	H	DEP TO E		NONJET	RNAV	AVVON Q943 LAFIT Q947 REVEN	
CYOW	L	DEP TO E		JET	RNAV	AVVON T733 RABIK T739 ANTOV	
CYOW	L	DEP TO E		NONJET	RNAV	AVVON T733 LAFIT T737 REVEN	
CYOW	H&L	DEP TO N			RNAV	RADEN	
CYOW	H&L	DEP TO NW			RNAV	YOW OLIGO YXI	
CYOW	H	DEP TO S			RNAV	IKLAX Q844 SYR	
CYOW	L	DEP TO S			RNAV	IKLAX T634 VIBRU ART	
CYOW	H&L	DEP TO SE			RNAV	KODEX EPMOK SAVAL BUGSY	
CYOW	H	DEP TO	CYGK		RNAV	LORKA YGK	
CYOW	H	DEP TO	CYHM		RNAV	TUKIR Q806 ILUSI YYZ UDMIK ARR	
CYOW	L	DEP TO	CYHM	A160	RNAV	TUKIR T614 ILUSI YYZ UDMIK ARR	
CYOW	L	DEP TO	CYHM	A140 & BLW	RNAV	LORKA ILIXU LINNG	
CYOW	H&L	ARR FR	CYHU		RNAV	ALSET RIVER ARR	
CYOW	H&L	DEP TO	CYHU		RNAV	KODEX EPMOK TALNO NAPEE	
CYOW	H&L	DEP TO	CYKF		RNAV	YOW T616 KENLU	
CYOW	H	DEP TO	CYKZ		RNAV	TUKIR Q806 ILUSI	
CYOW	L	DEP TO	CYKZ		RNAV	TUKIR T614 ILUSI	
CYOW	H&L	ARR FR	CYMX		RNAV	ALSET RIVER ARR	
CYOW	H	DEP TO	CYMX		RNAV	TAKOL Q941 EMPEK Q911 PIGNA	
CYOW	L	DEP TO	CYMX		RNAV	TAKOL T731 EMPEK T709 PIGNA	
CYOW	H	DEP TO	CYOO		RNAV	LORKA OO	
CYOW	H	DEP TO	CYQA		RNAV	YOW Q824 DESKI	
CYOW	L	DEP TO	CYQA		RNAV	YOW T616 DESKI	
CYOW	H&L	ARR FR	CYQB		RNAV	YQB UDBAM DICEN NOSUT SEMRO ALIDO LEAMY ARR	
CYOW	H	DEP TO	CYQB		RNAV	TAKOL Q941 AGLUK PESAC ARR	
CYOW	L	DEP TO	CYQB		RNAV	TAKOL T731 AGLUK PESAC ARR	
CYOW	H	DEP TO	CYSN	JET	RNAV	TUKIR Q806 DEBUM	
CYOW	H	DEP TO	CYSN	NONJET	RNAV	LORKA ILIXU	
CYOW	H&L	ARR FR	CYTR		RNAV	ELSUB CAPITAL ARR	
CYOW	H&L	DEP TO	CYTR		RNAV	LORKA YTR	
CYOW	H&L	DEP TO	CYTZ		RNAV	APLOV LORKA ILIXU ARR	
CYOW	H&L	ARR FR	CYUL		RNAV	ALSET RIVER ARR	
CYOW	H&L	DEP TO	CYUL		RNAV	AVVON ALOET ARR	
CYOW	H&L	DEP TO	CYXU		RNAV	YOW T616 KENLU	
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		RNAV	TUKIR Q806 BOBTA DERLO DOZRR BRWNZ ARR	
CYOW	H	DEP TO	KDET		RNAV	TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR	
CYOW	H	DEP TO	KDTW		RNAV	TUKIR Q806 BOBTA TPGUN ARR	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYOW	H	DEP TO	KDTW		RNAV		
CYOW	H	DEP TO	KEWR		RNAV	IKLAX Q844 SYR HNK FLOSI ARR	
CYOW	H&L	DEP TO	KEWR		RNAV	KODEX EPMOK SAVAL BUGSY HANAA ALB V213 SAX	
CYOW	L	DEP TO	KEWR		RNAV	IKLAX T634 VIBRU ART SYR HNK V167 HELON V213 SAX	
CYOW	H	DEP TO	KORD		RNAV	LETAK Q824 FNT WYNDE ARR	
CYOW	H	DEP TO	KPHL		RNAV	IKLAX Q844 SYR CFB SLATT ARR	
CYQB	H&L	ARR FR E			RNAV	MIVAX SIMTO SIMTO ARR	
CYQB	H&L	ARR FR N			RNAV	VBS TADES KAROT ARR	
CYQB	H&L	ARR FR NW			RNAV	OLAVO OLAVO ARR	
CYQB	H&L	ARR FR S			RNAV	GUBID OMVAR ARR	
CYQB	H&L	ARR FR W			RNAV	AGLUK PESAC ARR	
CYQB	H&L	DEP TO N			RNAV	BV VBS	
CYQB	H&L	DEP TO NW			RNAV	YQB UDBAM DICEN BERUT	
CYQB	H	DEP TO S		JET	RNAV	PENTU Q824 URVAS	
CYQB	H&L	DEP TO S		NONJET	RNAV	ROGSA MOBAL	
CYQB	H&L	DEP TO SE			RNAV	PINTE HUL	
CYQB	H	DEP TO	CYBC		RNAV	YQB J555 YBC	
CYQB	L	DEP TO	CYBC		RNAV	YQB V360 YBC	
CYQB	H&L	ARR FR	CYFC		RNAV	OMVAR OMVAR ARR	
CYQB	H&L	DEP TO	CYGP		RNAV	FLEUR	
CYQB	H&L	ARR FR	CYHU		RNAV	ADVEM OMVAR ARR	
CYQB	H&L	DEP TO	CYHU		RNAV	IGTER MISOP UKPAM TAKIN MAIRE	
CYQB	H	DEP TO	CYML		RNAV	YQB J555 ML	
CYQB	L	DEP TO	CYML		RNAV	YQB V360 ML	
CYQB	H&L	ARR FR	CYMX	JET	RNAV	BIBER OBRON MOBUB PESAC PESAC ARR	
CYQB	H&L	ARR FR	CYMX	NONJET	RNAV	SINRO PESAC ARR	
CYQB	H	DEP TO	CYMX		RNAV	PENTU T616 URVAS DAXES VIBNU	
CYQB	H	DEP TO	CYMX		RNAV	PENTU Q824 URVAS DAXES VIBNU	
CYQB	H	ARR FR	CYND		RNAV	TAKOL Q941 AGLUK PESAC ARR	
CYQB	L	ARR FR	CYND		RNAV	TAKOL T731 AGLUK PESAC ARR	
CYQB	H&L	DEP TO	CYND		RNAV	YQB UDBAM DICEN NOSUT ALIDO	
CYQB	H	ARR FR	CYOW		RNAV	TAKOL Q941 AGLUK PESAC ARR	
CYQB	L	ARR FR	CYOW		RNAV	TAKOL T731 AGLUK PESAC ARR	
CYQB	H&L	DEP TO	CYOW		RNAV	YQB UDBAM DICEN NOSUT ALIDO LEAMY ARR	
CYQB	H	DEP TO	CYTZ		RNAV	YQB UDBAM DICEN Q852 KEMVI ILIXU ARR	
CYQB	L	DEP TO	CYTZ		RNAV	YQB UDBAM DICEN T636 KEMVI ILIXU ARR	
CYQB	H&L	ARR FR	CYUL	JET	RNAV	BIBER OBRON MOBUB PESAC PESAC ARR	
CYQB	H&L	ARR FR	CYUL	NONJET	RNAV	SINRO PESAC ARR	
CYQB	H&L	DEP TO	CYUL		RNAV	IKMIK OMBRE ARR	
CYQB	H&L	DEP TO	CYYU		RNAV	FLEUR	
CYQB	H	DEP TO	CYYZ		RNAV	YQB UDBAM DICEN Q848 LETAK	
CYQB	L	DEP TO	CYYZ		RNAV	YQB UDBAM DICEN T680 LETAK	
CYQB	H	DEP TO	CYZV		RNAV	YQB J555 ML	
CYQB	L	DEP TO	CYZV		RNAV	YQB V360 ML	
CYQB	H	DEP TO	KBOS	JET	RNAV	APLAK URVAS RABIK COVAN ENE V167 SCUPP	
CYQB	L	DEP TO	KBOS	NONJET	RNAV	ROGSA MOBAL CON CON154 KHRIS LWM	
CYQB	H	DEP TO	KEWR	JET	RNAV	PENTU Q824 URVAS HANAA FLOSI ARR	

## C162 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYQB	H&L	DEP TO	KEWR	NONJET	RNAV	ROGSA MOBAL HANAA ALB V213 SAX	
CYQB	H	DEP TO	KJFK	JET	RNAV	PENTU Q824 URVAS ALB IGN IGN ARR	
CYQB	H&L	DEP TO	KJFK	NONJET	RNAV	ROGSA MOBAL ALB IGN IGN ARR	
CYQB	H	DEP TO	KLGA	JET	RNAV	PENTU Q824 URVAS ALB HAARP ARR	
CYQB	H&L	DEP TO	KLGA	NONJET	RNAV	ROGSA MOBAL ALB PWL IGN V157 LGA	
CYQB	H	DEP TO	KORD		RNAV	YQB UDBAM DICEN Q848 LETAK	
CYQB	L	DEP TO	KORD		RNAV	YQB UDBAM DICEN T680 LETAK	
CYRI	L	DEP TO W			RNAV	MIVAX	
CYRQ	H&L	DEP TO E			RNAV	PESAC	
CYRQ	H&L	DEP TO W			RNAV	UFX	
CYRQ	L	DEP TO	CYUL		RNAV	PESAC MISOP SILVI OMBRE OMBRE ARR	
CYUL	H&L	ARR FR E			RNAV	VLV OMBRE ARR	
CYUL	H&L	ARR FR E		JET	RNAV	VLV OMBRE ARR	
CYUL	H&L	ARR FR E		NONJET	RNAV	MUSDU OMBRE ARR	
CYUL	H&L	ARR FR N			RNAV	OBRET LAFLEUR ARR	
CYUL	H	ARR FR NE		JET	RNAV	DEBUS OMBRE ARR	
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		F290 & ABV	RNAV	BIBER OBRON MOBUB EBMOS YQB ANCER	
CYUL	H	DEP TO E		F290 & ABV	RNAV	BIBER OBRON MOBUB EBMOS YQB BAREE	
CYUL	H	DEP TO E		F290 & ABV	RNAV	BIBER OBRON MOBUB EBMOS YQB CEFOU	
CYUL	H	DEP TO E		JET, F270 & BLW	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 ML	
CYUL	H	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR	
CYUL	H	DEP TO E		NONJET	RNAV	VOBOK PUXER Q947 REVEN	
CYUL	H&L	DEP TO E		JET, F270 & BLW	RNAV	BIBER OBRON MOBUB EBMOS YQB FLEUR	
CYUL	H&L	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML	
CYUL	L	DEP TO E		JET	RNAV	KEBGO RABIK T739 ANTOV	
CYUL	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR	
CYUL	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYUL	L	DEP TO E		NON-JEP, 170&BLW	RNAV	SINRO LOKBU SOKYE T781 YQB J555 ML	
CYUL	L	DEP TO E		NONJET	RNAV	VOBOK PUXER T737 REVEN	
CYUL	H	DEP TO N			RNAV	TAMKO Q903 IKNAR	
CYUL	L	DEP TO N			RNAV	TAMKO T705 IKNAR	
CYUL	H	DEP TO NE		JET	RNAV	TAMKO VBS	
CYUL	H&L	DEP TO NE		NONJET	RNAV	SINRO LOKBU NOVID BERUT VBS	
CYUL	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN	
CYUL	H&L	DEP TO NW		NONJET	RNAV	KESKA BIPKO BOKLU KISUK SASID	
CYUL	H&L	DEP TO S			RNAV	FAWNS BUGSY	
CYUL	H&L	DEP TO SE			RNAV	WARDS	
CYUL	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR	
CYUL	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK	
CYUL	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR TUKIR	
CYUL	H&L	ARR FR	CYBC		RNAV	MIVAX OBTEK DEBUS OMBRE ARR	
CYUL	H	DEP TO	CYBC	JET	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 ML	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYUL	H	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML	
CYUL	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYUL	H	DEP TO	CYBG	JET	RNAV	TAMKO VBS	
CYUL	H&L	DEP TO	CYBG	NON JET	RNAV	SINRO LOKBU NOVID BERUT VBS	
CYUL	H&L	DEP TO	CYFJ		RNAV	BIPKO BOKLU	
CYUL	H&L	DEP TO	CYGK	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYUL	L	DEP TO	CYGK	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA YGK	
CYUL	H&L	ARR FR	CYGP		RNAV	MIVAX OBTEK DEBUS OMBRE ARR	
CYUL	H	DEP TO	CYGP	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR	
CYUL	H&L	DEP TO	CYGP	JET	RNAV	BIBER OBRON MOBUB EB MOS YQB FLEUR	
CYUL	L	DEP TO	CYGP	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR	
CYUL	H	DEP TO	CYHM		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ UDMIK ARR	
CYUL	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ UDMIK ARR	
CYUL	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU LINNG	
CYUL	H&L	DEP TO	CYKF		RNAV	KESKA SAVEX KANUR LETAK	
CYUL	H	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI	
CYUL	L	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI	
CYUL	L	ARR FR	CYLQ	140&BLO	RNAV	MISOP OMBRE OMBRE ARR	
CYUL	H&L	ARR FR	CYML		RNAV	MIVAX OBTEK DEBUS OMBRE ARR	
CYUL	H	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML	
CYUL	H&L	DEP TO	CYML	JET	RNAV	BIBER OBRON MOBUB EB MOS YQB J555 ML	
CYUL	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYUL	H&L	ARR FR	CYND		RNAV	AVVON ALOET ARR	
CYUL	H&L	DEP TO	CYND		RNAV	KESKA ALSET THURO	
CYUL	H&L	DEP TO	CYOO	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYUL	H&L	DEP TO	CYOO	A12000 & BLW	RNAV	TALNO SAVAL ALONI	
CYUL	H&L	ARR FR	CYOW		RNAV	AVVON ALOET ARR	
CYUL	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR	
CYUL	H&L	ARR FR	CYQB		RNAV	IKMIK OMBRE ARR	
CYUL	H&L	DEP TO	CYQB	JET	RNAV	BIBER OBRON MOBUB PESAC PESAC ARR	
CYUL	H&L	DEP TO	CYQB	NONJET	RNAV	SINRO PESAC ARR	
CYUL	L	ARR FR	CYRJ	140&BLO	RNAV	BERUT MISOP OMBRE OMBRE ARR	
CYUL	H&L	DEP TO	CYSN	DH8D TYPE OR FASTER, A14000 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU	
CYUL	H&L	DEP TO	CYSN	NON JET, A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA	
CYUL	L	DEP TO	CYSN	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYUL	H&L	ARR FR	CYTF		RNAV	VBS OBTEK DEBUS OMBRE ARR	
CYUL	H&L	DEP TO	CYTR	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR	
CYUL	L	DEP TO	CYTR	A12000 & BLW	RNAV	TALNO SAVAL ALONI YTR	
CYUL	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR	
CYUL	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A14 000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR	
CYUL	L	DEP TO	CYTZ	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU	
CYUL	H	ARR FR	CYUY		RNAV	YUY J524 YMW BEMOG LAFLEUR ARR	

## C164 PLANNING

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYUL	L	ARR FR	CYUY		RNAV	YUY B7 YMW BEMOG LAFLEUR ARR	
CYUL	H&L	ARR FR	CYVO		RNAV	TAGET IKMOL LAFLEUR ARR	
CYUL	H&L	DEP TO	CYXU		RNAV	KESKA SAVEX KANUR LETAK	
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	BIBER 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 TORNJ 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	JET	RNAV	BIBER OBRON MOBUB EBMOS YQB J555 ML	
CYUL	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML	
CYUL	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML	
CYUL	H&L	ARR FR	CZBF	NONJET	RNAV	LABRE IKMIK OMBRE ARR	
CYUL	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY V282 SLK V203	
CYUL	H&L	DEP TO	KBDL		RNAV	WARDS BRATS	
CYUL	H&L	DEP TO	KBOS		RNAV	WARDS ENE V167 SCUPP	
CYUL	H&L	DEP TO	KBTU		RNAV	WARDS	
CYUL	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAN	
CYUL	H	DEP TO	KCLE		RNAV	KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR	
CYUL	H&L	DEP TO	KCLE		RNAV	FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR	
CYUL	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR	
CYUL	H	DEP TO	KDET			KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR	
CYUL	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR	
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR	
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR	
CYUL	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO TPGUN ARR	
CYUL	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO CUUGR ARR	
CYUL	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR	
CYUL	H&L	DEP TO	KHPN		RNAV	FAWNS BUGSY J570 ALB V157 HAARP	
CYUL	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY J570 ALB IGN ARR	
CYUL	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY ALB HAARP ARR	
CYUL	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR	
CYUL	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY J570 ALB DNY SPUDS ARR	
CYUL	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE	
CYUY	L	DEP TO SE			RNAV	YUY B7 YMW T717 BEMOG	
CYUY	H&L	ARR FR	CYQB		RNAV	YQB OLAVO YVO V372 YUY	
CYUY	H&L	ARR FR	CYQB		RNAV	YQB UDBAM DICEN BERUT YVO V372 YUY	
CYVB	H	DEP TO W			RNAV	MIVAX	
CYVO	H&L	DEP TO	CYQB		RNAV	OLAVO OLAVO ARR	
CYVO	H&L	DEP TO	CYUL		RNAV	TAGET IKMOL LAFLEUR ARR	
CYYY	H&L	ARR FR W			RNAV	FLEUR YYY	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYYY	H&L	DEP TO W		A120 & ABV	RNAV	MIVAX	
CYYY	L	DEP TO W		A100 & BLW		YYY V98 YRI MIVAX	
CYZV	L	ARR FR W			RNAV	ML V360 YZV	
CYZV	H&L	DEP TO SW		A120 & ABV	RNAV	MIVAX	
CYZV	L	DEP TO SW		A100 & BLW		YZV V316 MIVAX	
CYZV	L	DEP TO	CYBC		RNAV	YZV V316 YBC	
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	
DIRECTION E	H	IPTOS			RNAV	IPTOS Q921 AGLUK ANCER	
DIRECTION E	H	IPTOS			RNAV	IPTOS Q921 AGLUK BAREE	
DIRECTION E	H	IPTOS			RNAV	IPTOS Q921 AGLUK CEFOU	
DIRECTION E	H	IPTOS		F270 & BLW	RNAV	IPTOS Q921 PESAC YQB J555 ML	
DIRECTION E	H	IPTOS		F270 & BLW	RNAV	IPTOS Q921 PESAC YQB FLEUR	
DIRECTION E	H	LORKA			RNAV	LORKA Q907 MILS	
DIRECTION E	L	MIVOK			RNAV	MIVOK LANRK TAKOL KISUK VIDGO LIVBA SOKYE PESAC YQB V360 YZV	
DIRECTION E	L	MIVOK			RNAV	MIVOK LANRK TAKOL KISUK VIDGO LIVBA SOKYE PESAC YQB FLEUR	
DIRECTION E	L	NOPOT		A110 & BLW	RNAV	NOPOT TALNO RABIK ANTOV	
DIRECTION E	H	OLABA			RNAV	OLABA Q951 TALNO Q929 TOXAL	
DIRECTION E	L	OLABA			RNAV	OLABA T791 ALONI DAVDA SAVAL TALNO T721 TOXAL	
DIRECTION E	H	YXI		F290 & ABV	RNAV	YXI ANCER	
DIRECTION E	H	YXI		F290 & ABV	RNAV	YXI BAREE	
DIRECTION E	H	YXI		F290 & ABV	RNAV	YXI CEFOU	
DIRECTION W	L	ANTOV		A120 & BLW	RNAV	TOXAL T721 TALNO ALONI T791 OLABA	
DIRECTION W	H&L	ART			RNAV	ART IGSAP	
DIRECTION W	H&L	BTV			RNAV	BUGSY SAVAL ALONI OLABA IGSAP RAGID ARRIVAL	
DIRECTION W	H&L	CYBK		SURVOL RÉGION YYZ	RNAV	AGNOB	
DIRECTION W	H	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX Q806 TUKIR	
DIRECTION W	H	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR LETAK	
DIRECTION W	H	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR Q852 KEMVI ILIXU ARR	
DIRECTION W	L	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX T614 TUKIR	



## C166 PLANNING

OVERFLIGHTS (Cont'd)							CZUL
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
DIRECTION W	L	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR LETAK	
DIRECTION W	L	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR T636 KEMVI ILIXU ARR	
DIRECTION W	H&L	KBTV			RNAV	BUGSY SAVAL ALONI SANIN DEDKI	
DIRECTION W	H&L	KPLB			RNAV	BUGSY SAVAL ALONI SANIN DEDKI	
DIRECTION W	H	MIILS		F290 & ABV	RNAV	MIILS LETAK	
DIRECTION W	H&L	PBERG			RNAV	BUGSY SAVAL ALONI OLABA IGSAP RAGID ARRIVAL	
DIRECTION W	H	YBC		F290 & ABV	RNAV	YBC POLTY	
DIRECTION W	H	YBC		F290 & ABV	RNAV	YBC YXI	
DIRECTION W	H	YBC		F290 & ABV	RNAV	YBC VBS KAPUX	
DIRECTION W	H	YRI		F290 & ABV	RNAV	YRI POLTY	
DIRECTION W	H	YRI		F290 & ABV	RNAV	YRI YXI	
DIRECTION W	H	YRI		F290 & ABV	RNAV	YRI KAPUX	
DIRECTION W	H		CYTR		RNAV	MATOR Q852 KEMVI LORKA YTR	
DIRECTION W	L		CYTR		RNAV	MATOR T636 KEMVI LORKA YTR	

CZQM MONCTON FIR							
FROM LOCATION TO LOCATION OR DIRECTION							CZQM
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHZ	H&L	ARR FR E		N OF YQY	RNAV	CAYLY CABOT ARR	
CYHZ	H&L	ARR FR E		YQY OR S	RNAV	AGMIR LIRLA ARR	
CYHZ	H&L	ARR FR NE			RNAV	CAYLY CABOT ARR	
CYHZ	H&L	ARR FR NW		JET	RNAV	REVIK LOKRI YHZ	
CYHZ	H&L	ARR FR NW			RNAV	EBONY FUNDY ARR	
CYHZ	L	ARR FR NW			RNAV	FRENN LOKRI	
CYHZ	H&L	ARR FR S			RNAV	ELERI PEGGY ARR	
CYHZ	H&L	ARR FR SE			RNAV	AGMIR LIRLA ARR	
CYHZ	H&L	ARR FR W			RNAV	ALLEX FUNDY ARR	
CYHZ	H&L	ARR FR W			RNAV	TUSKY PEGGY ARR	
CYHZ	H&L	DEP TO E			RNAV	IGTAS NOTOP	
CYHZ	L	DEP TO E				YHZ V312 NOTOP	
CYHZ	H&L	DEP TO NE			RNAV	KATLO	
CYHZ	H&L	DEP TO NW			RNAV	KELNO FRENN	
CYHZ	H&L	DEP TO NW		JET	RNAV	KELNO MOWND	
CYHZ	H&L	DEP TO NW		NON-JET	RNAV	DUSEN XIBUL	
CYHZ	H&L	DEP TO W		50 NM OF LAND	RNAV	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 XIBUL VIVIL	
CYHZ	H	DEP TO	CYOW	JET	RNAV	KELNO Q806 MLT DERDO	
CYHZ	H&L	DEP TO	CYOW	NON-JET	RNAV	DUSEN XIBUL DERDO	

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)							CZQM
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT	
CYHZ	H	DEP TO	CYUL	JET	RNAV	KELNO Q806 MLT VLV	
CYHZ	H&L	DEP TO	CYUL	NON-JET	RNAV	DUSEN XIBUL MUSDU	
CYHZ	H	DEP TO	CYYT	50 NM OF LAND	RNAV	IGTAS NOTOP Q846 TIGOR	
CYHZ	H	DEP TO	CYYT		RNAV	IGTAS NOTOP Q806 PERLU	
CYHZ	L	DEP TO	CYYT	50 NM OF LAND	RNAV	IGTAS NOTOP T783 TIGOR	
CYHZ	L	DEP TO	CYYT		RNAV	IGTAS NOTOP PERLU	
CYHZ	H	DEP TO	CYYZ	JET	RNAV	KELNO Q806 MLT DERDO	
CYHZ	H&L	DEP TO	CYYZ	NON-JET	RNAV	DUSEN XIBUL DERDO	
CYQM	H	ARR FR W			RNAV	DANOL Q951 PUXOP	
CYQM	H	ARR FR W				MLT FC YQM	
CYQM	H&L	ARR FR W				YSJ YQM	
CYQM	L	ARR FR W				MLT V300 IRGUB FC V300 YQM	
CYQM	H&L	DEP TO	CYMX		RNAV	BEMEK VIVIL	
CYQM	H&L	DEP TO	CYUL	JET	RNAV	BEMEK VLV	
CYQM	H&L	DEP TO	CYUL	NON-JET	RNAV	BEMEK MUSDU	
CYQM	H&L	DEP TO	CYYZ		RNAV	BEMEK DERDO	
CYSJ	H&L	ARR FR NW				MOWND V318 YSJ	
CYSJ	H&L	DEP TO N				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 V300 IRGUB FC V300 YYG	
CYYG	H	DEP TO	CYUL	JET	RNAV	YYG Q858 DULBA VLV	
CYYG	H	DEP TO	CYUL	NON-JET	RNAV	YYG Q858 DULBA MUSDU	
CYYG	L	DEP TO	CYUL	JET	RNAV	YYG T735 DULBA VLV	
CYYG	L	DEP TO	CYUL	NON-JET	RNAV	YYG T735 DULBA MUSDU	
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	

## C168 PLANNING

## FIXED RNAV ROUTES

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L600	Sept-Iles QC, VOR	N50 13.9	W066 16.4	NAVAID		
	To ALKOB QC, intxn	N51 28.8	W064 01.5	YZV 069°/114 DME	069°	114
	To Goose NL, VOR	N53 19.2	W060 17.7	NAVAID	075°	176
L602	Sept-Iles QC, VOR	N50 13.9	W066 16.4	NAVAID		
	To PEKRO, NL intxn	N53 09.4	W064 06.2	YZV 044° & YWK 101°	048°	193
L603	Dawson YT, NDB	N64 01.7	W139 10.1	NAVAID	127°	
	To Robinson BC, NDB	N60 26.4	W134 51.7	NAVAID	311°	247
L604	Whitehorse YT, VOR/DME	N60 37.1	W135 08.3			
	To AVTAV, YT intxn	N62 12.7	W133 23.2		005°	108
L605	XULDU, NU intxn	N74 43.0	W094 58.2			
	To NANSA, NU intxn	N73 00.4	W085 02.1			195
	To SATAX, NU intxn	N72 41.4	W077 58.1			127
L606	KEMGI, YT intxn	N60 23.6	W134 39.7			
	To LEVOM, 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
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
L636	MELBI, NT intxn	N66 14.4	W128 38.9			
	To MEKTA, NT intxn	N67 21.6	W134 33.8		278°	156
	To ALTIG, NT intxn	N68 18.2	W133 29.0		002°	62
L638	OMVEG, ON intxn	N50 06.8	W091 54.3			
	To BEXO, ON intxn	N50 17.6	W088 54.6		085°	116
	To XEXUL, ON intxn	N50 11.0	W086 41.8		098°	85
L646	To SASOB, ON intxn	N49 24.7	W082 28.2		111°	171
	EMBES, QC intxn	N48 32.7	W072 17.7			
L694	To VUCAN, QC intxn	N49 53.9	W071 15.2		042°	91
	HELVE, AB intxn	N56 13.6	W117 26.9			
L701	To OVATU, AB intxn	N58 29.5	W119 24.4		320°	150
	To MEVMA, BC intxn	N58 50.2	W122 35.8		266°	102
	IKLIX, SK, intxn	N59 33.3	W108 31.1			
L703	To Key Lake, SK, VOR/DME	N57 10.0	W105 50.5		136°	167
	IKLIX, SK, intxn	N59 33.3	W108 31.1			
L705	To Stony Rapids, SK, NDB	N59 15.3	W105 49.9		273°	84
	EBLAL, QC intxn	N62 25.0	W077 55.5			
L707	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

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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
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
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
L731	OVATU, AB intxn	N58 29.5	W119 24.4			
	To GRUGG, AB intxn	N58 37.3	W117 09.9		065°	71
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
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	ALTIG, NT intxn	N68 18.2	W133 29.0			
	To KIPIR, NT intxn	N69 26.0	W133 01.6		347°	69
	To EMGAL, NT intxn	N71 59.6	W125 14.5		021°	218
Q140	Can/USA bdry	N44 14.9	W082 16.1			
	To RUBKI, ON, intxn	N44 14.9	W082 15.4		096°	1
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		113°	101
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		117°	30
	To RAGIX, ON, intxn	N43 32.6	W078 57.4		122°	18
	To Can/USA bdry	N43 32.4	W078 56.8		122°	1
Q436	Can/USA bdry	N42 39.5	W082 30.6			
	To YARRK, ON, intxn	N42 31.4	W081 16.1			56
	To CHAAP, ON, intxn	N42 30.3	W080 41.0		101°	26
	To Can/USA bdry	N42 27.7	W079 54.1		103°	35
Q438	Can/USA bdry	N42 48.1	W082 28.8			
	To JAAJA, ON, intxn	N42 40.0	W081 16.0			55
	To ICHOL, ON, intxn	N42 38.5	W080 30.2		101°	34
	To FARGN, ON, intxn	N42 36.7	W079 47.3		103°	32
	To Can/USA bdry	N42 34.3	W079 37.1		118°	8
Q440	Can/USA bdry	N42 48.1	W082 28.8			
	To JAAJA, ON, intxn	N42 40.0	W081 16.0			55
	To ICHOL, ON, intxn	N42 38.5	W080 30.2		101°	34
	To FARGN, ON, intxn	N42 36.7	W079 47.3		103°	32
	To Can/USA bdry	N42 34.3	W079 37.1		118°	8
Q475	TUSKY, NS, intxn	N43 33.9	W067 00.0			
	To SCOTS, NS, intxn	N44 30.0	W064 00.0		082°	141
	To BITRA, NS, intxn	N45 06.4	W061 52.7		085°	98
	To PERLU, NL, intxn	N47 17.4	W054 02.8		083°	352

## C170 PLANNING

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q800	Williams Lake BC, VOR	N52 14.2	W122 10.2	NAVAID		
	To HEIRE BC, intxn	N50 54.0	W123 03.9	YWL 180°/87 DME	186°	87
	To ELIDI BC, intxn	N50 00.4	W123 36.9	TOU 359°/110 DME	185°	58
	To KEINN BC, intxn	N49 49.0	W123 43.9	YVR 316° & YWL 180°	185°	12
Q801	Tofino, BC NDB	N49 02.8	W125 42.3			
	To FINGS, BC intxn	N50 15.0	W127 34.0		295°	102
	To SIMSU, BC intxn	N50 46.9	W128 25.6		292°	46
	To CAFTA, BC intxn	N51 17.7	W129 05.3		299°	40
	To Sandspit, BC VOR	N53 15.1	W131 48.4		299°	154
Q802	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		056°	64
	To KENLU, ON, intxn	N44 19.3	W079 12.9		058°	47
	To MENKO, ON, intxn	N44 46.6	W078 48.2		044°	32
	To Killaloe, ON, VOR/DME	N45 39.8	W077 36.2		055°	74
Q804	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		056°	64
	To KENLU, ON, intxn	N44 19.3	W079 12.9		058°	47
	To POLTY, QC, intxn	N45 54.0	W075 48.7		066°	173
Q806	Aylmer (St. Thomas Muni), ON, VOR/DME	N42 42.4	W080 53.3			
	To BOBTA, ON, intxn	N43 48.9	W079 39.5		048°	86
	To ILUSI, ON, intxn	N44 08.8	W078 55.9		068°	37
	To DEBUM, ON, intxn	N44 38.5	W077 45.3		070°	59
	To GOTIP, ON, intxn	N44 57.9	W076 57.9		072°	39
	To TUKIR, ON, intxn	N45 15.3	W076 14.3		073°	35
	To KANUR, ON intxn	N45 25.9	W075 02.6		090°	52
	To SAVEX, ON intxn	N45 30.8	W074 27.8		092°	25
	To VILRO, QC, intxn	N45 37.0	W072 42.9		099°	74
	To ANTUS, QC, intxn	N45 39.4	W072 13.2		098°	21
	To MEKSO, QC, intxn	N45 47.4	W070 25.6		099°	76
	To Can/USA bdry	N45 47.3	W070 24.9		114°	1
	To Can/USA bdry	N45 28.4	W067 29.7			
	To VIGDU, NB, intxn	N45 28.3	W067 29.0		116°	1
	To MOWND, NB, intxn	N45 22.6	W066 39.4		116°	35
	To KELNO, NS, intxn	N45 07.9	W064 11.4		114°	106
	To Halifax, NS, VOR/DME	N44 55.4	W063 24.1		128°	36
To NOTOP, NS, intxn	N45 27.2	W062 00.7		079°	67	
To PERLU, NL, intxn	N47 17.4	W054 02.8		087°	349	
Q810	EPLAN, AB, intxn	N52 32.8	W115 59.8			
	To SETGA, AB, intxn	N51 51.5	W115 13.4		129°	50
	To TOXAB, AB, intxn	N51 31.7	W114 51.7		130°	24
	To DAXIR, AB, intxn	N51 22.4	W114 41.7		131°	11
	To IPSIT, AB, intxn	N51 18.6	W114 30.6		104°	8

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q812	Can/USA bdry	N43 59.0	W082 12.6			
	To NOSIK, ON, intxn	N43 59.0	W082 11.9		098°	1
	To AGDOX, ON, intxn	N43 17.1	W079 06.3		115°	141
	To Can/USA bdry	N43 17.0	W079 05.1		101°	1
	To MAIRE, QC, intxn	N45 42.5	W073 07.4			
	To OKOPO, QC, intxn	N45 43.5	W072 57.7		096°	7
	To OMBRE, QC, intxn	N45 44.8	W072 45.7		097°	9
	To MISOP, QC, intxn	N46 07.7	W072 16.7		056°	31
	To PENTU, QC, intxn	N46 33.7	W071 43.3		057°	35
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		066°	83
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
Q818	To OBRET, QC, intxn	N47 00.0	W074 24.5		018°	32
	Can/USA bdry	N43 01.5	W082 24.4			
	To TANKO, ON, intxn	N43 01.5	W082 23.0		095°	1
	To KITOK, ON, intxn	N43 02.5	W081 55.6		095°	20
	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
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
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 Can/USA bdry	N43 06.1	W079 03.7			
	Can/USA bdry	N44 24.5	W067 08.3			
	To ALLEX, NB, intxn	N44 25.0	W067 00.0		102°	6
	To SILRO, NL, intxn	N47 00.0	W058 35.0		080°	386
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
	To Torbay, NL, VOR/DME	N47 29.1	W052 51.1		096°	23

## C172 PLANNING

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q824	Can/USA bdry	N43 28.4	W082 10.9			
	To TAGUM, ON, intxn	N43 28.9	W082 09.8		070°	1
	To GOPUP, ON, intxn	N43 43.8	W081 33.5		069°	30
	To MENKO, ON, intxn	N44 46.6	W078 48.2		070°	134
	To ILEMU, ON, intxn	N45 15.3	W076 52.7		084°	87
	To DESKI, ON, intxn	N45 22.8	W076 20.8		084°	24
	To LETAK, ON, intxn	N45 24.1	W076 14.8		085°	4
	To Ottawa, ON, VOR/DME	N45 26.5	W075 53.8		094°	15
	To Montreal, QC, VOR/DME	N45 36.9	W073 58.3		095°	82
	To OBTAX, QC, intxn	N45 41.7	W073 16.1		095°	30
	To CATOG, QC, intxn	N45 55.0	W072 53.0		065°	21
	To URVAS, QC, intxn	N46 04.5	W072 36.3		066°	15
	To APLAK, QC, intxn	N46 27.6	W071 54.6		066°	37
To PENTU, QC, intxn	N46 33.7	W071 43.3		067°	10	
Q826	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		310°	8
	To ANTID, AB, intxn	N52 53.0	W114 15.3		003°	69
Q828	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To NOVAR, BC, intxn	N50 40.4	W116 23.4		053°	229
	To RABOX, AB, intxn	N51 05.4	W111 55.7		064°	171
	To VINKO, AB, intxn	N50 57.8	W110 00.0		081°	73
Q830	AXXIS, ON, intxn	N42 49.8	W81 59.0			
	To LOPVO, ON, intxn	N42 55.0	W80 24.0		094°	70
	To BOREK, ON, intxn	N42 56.3	W79 56.9		096°	20
	To COLTS, ON, intxn	N42 57.8	W79 19.3		096°	28
Q832	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To VESDO, AB, intxn	N49 58.7	W111 19.1		104°	90
	To PEMDU, SK, intxn	N49 00.2	W108 29.9		104°	125
Q842	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To ETLEM, AB, intxn	N49 26.1	W112 53.2		152°	78
	To TOVUM, AB, intxn	N49 14.5	W112 48.9		152°	12
Q844	Can/USA bdry	N44 20.4	W076 01.4			
	To VIBRU, ON, intxn	N44 20.9	W076 01.3		019°	1
	To REEDO, ON, intxn	N44 42.2	W075 58.9		018°	21
	To IKLAX, ON, intxn	N44 59.6	W075 44.8		043°	20
Q846	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
	To Torbay, NL, VOR/DME	N47 29.1	W052 51.1		096°	23

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q848	Can/USA bdry	N43 43.4	W082 09.1			
	To KARIT, ON, intxn	N43 43.4	W082 08.7		093°	0
	To MENKO, ON, intxn	N44 46.6	W078 48.2		074°	157
	To ILEMU, ON, intxn	N45 15.3	W076 52.7		081°	87
	To DESKI, ON, intxn	N45 22.8	W076 20.8		084°	24
	To LETAK, ON, intxn	N45 24.1	W076 14.8		085°	4
	To KISUK, QC, intxn	N45 53.7	W074 55.1		075°	63
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		077°	20
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		077°	25
To DICEN, QC, intxn	N46 48.0	W072 17.3		078°	77	
Q850	TOXAL, QC, intxn	N45 08.6	W071 34.9			
	To OMALI, QC, intxn	N45 30.7	W071 20.0		040°	25
	To VIVIL, QC, intxn	N46 09.7	W070 53.2		041°	43
	To Rivière-du-loup, QC, VOR	N47 45.4	W069 35.3		044°	110
Q852	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To MATOR, QC, intxn	N46 21.0	W073 20.3		254°	51
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		248°	30
	To MEBOK, QC, intxn	N45 48.8	W074 21.0		247°	23
	To KANUR, ON, intxn	N45 25.9	W075 02.6		247°	37
	To KEMVI, ON, intxn	N45 15.5	W075 21.6		246°	17
Q856	IGVUX, AB, intxn	N52 46.2	W112 42.8			
	To CACHO, AB, intxn	N54 54.2	W112 34.2		349°	128
	To LETRM, AB, intxn	N55 53.8	W111 45.8		011°	66
	To Fort McMurray, AB, VOR/DME	N56 38.8	W111 07.3		012°	50
	To RIDOK, SK, intxn	N57 25.7	W106 32.2		057°	157
Q858	DULBA, NB, intxn	N46 13.2	W066 28.0			
	To IRDUV, NB, intxn	N46 16.4	W065 09.5		103°	54
	To Charlottetown, PE, VOR/DME	N46 17.9	W063 07.2		106°	85
	To Sydney, NS, VOR/DME	N46 09.2	W060 03.4		111°	128
Q860	MERYT, BC, intxn	N49 56.5	W120 57.7			
	To NADPI, BC, intxn	N51 42.9	W117 20.4		034°	174
	To TAVPO, AB, intxn	N52 59.2	W114 23.2		038°	133
Q864	DERDO, QC, intxn	N45 40.8	W070 48.2			
	To EBGIX, QC, intxn	N45 43.3	W070 25.5		096°	16
	To TUGUB, NB, intxn	N45 58.9	W067 45.1		097°	113
	To BEMEK, NB, intxn	N46 05.0	W066 27.2		100°	55
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		105°	54
Q874	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To ILADA, AB, intxn	N51 18.6	W110 53.1		081°	90
	To SHAWI, SK, intxn	N51 14.1	W110 00.0		084°	34
Q882	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To DUDNI, AB, intxn	N52 14.2	W112 56.7		360°	47
	To IGVUX, AB, intxn	N52 46.2	W112 42.8		360°	33
	To CACHO, AB, intxn	N54 54.2	W112 34.2		348°	128
Q888	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To DESNU, AB, intxn	N50 02.7	W111 11.5		065°	423
	To MEDAK, AB, intxn	N50 02.6	W110 37.0		077°	22



## C174 PLANNING

## 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	
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15	
Q894	BOOTH, BC, intxn	N49 31.3	W112 02.7				
	To BINVO, BC, intxn	N50 45.5	W116 28.1		052°	228	
	To SIMTA, BC, intxn	N51 02.5	W114 47.4		059°	66	
	To BOTAG, AB, intxn	N51 04.2	W114 36.5		061°	7	
Q901	SEDOG, ON, intxn	N44 00.6	W079 35.1				
	To TANGI, ON, intxn	N44 23.1	W079 24.1		030°	24	
	To UDMUG, ON, intxn	N44 52.9	W078 58.9		042°	35	
	To Killaloe, ON, VOR/DME	N45 39.8	W077 36.2		062°	75	
Q903	IKNAR, QC, intxn	N47 11.6	W074 09.5				
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		186°	51	
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		186°	7	
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		186°	12	
	To DUNUP, QC, intxn	N45 17.6	W073 35.4		178°	47	
Q905	Can/USA bdry	N43 19.2	W082 15.6				
	To DASIR, ON, intxn	N43 19.3	W082 14.9		088°	1	
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		088°	128	
	To TALEB, ON, intxn	N44 01.0	W078 23.3		073°	47	
	To BOMET, ON, intxn	N44 10.2	W077 59.0		073°	20	
	To SENLU, ON, intxn	N44 19.5	W077 34.4		074°	20	
	To IPTOS, ON, intxn	N44 55.3	W076 13.4		070°	68	
	To VERTI, ON, intxn	N45 15.0	W074 50.5		084°	62	
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		060°	85	
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		082°	23	
	To PESAC, QC, intxn	N46 32.9	W072 11.2		083°	30	
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 MILLS, NB, intxn	N46 52.4	W067 02.9		092°	31
		To Grindestone (Îles-de-la-Madeleine), QC, VOR/DME	N47 25.8	W061 46.4		097°	219
		To MIVAD, NL, intxn	N47 40.8	W054 09.1		103°	310
	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	

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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
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	Marathon, ON, VOR/DME	N48 44.6	W086 19.7			
	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
	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

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## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q925	Grande Prairie, AB, VOR/DME	N55 10.5	W119 01.8			
	To KODIT, AB, intxn	N52 37.8	W115 47.5		124°	191
	To MATIR, AB, intxn	N52 00.9	W115 04.8		129°	45
	To ALSIV, AB, intxn	N51 54.4	W114 57.3		130°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		130°	8
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		130°	8
	To ADVOX, AB, intxn	N51 34.7	W114 35.3		130°	8
Q927	SEKOM, AB, intxn	N49 38.1	W113 35.2			
	To UBVAL, AB, intxn	N50 37.7	W113 53.1		335°	61
Q929	TALNO, QC, intxn	N45 00.0	W074 19.9			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		089°	19
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		101°	15
	To TOXAL, QC, intxn	N45 08.6	W071 34.9		101°	84
Q931	IPTAN, AB, intxn	N49 37.1	W114 08.4			
	To OTARA, AB, intxn	N50 37.4	W114 03.6		348°	60
Q933	AVROM, AB, intxn	N51 28.9	W113 47.8			
	To OBTAD, AB, intxn	N51 35.8	W113 45.2		359°	7
	To MAPUX, AB, intxn	N52 45.0	W113 18.5		358°	71
Q935	Can/USA bdry	N43 16.2	W082 17.1			
	To OMRAK, ON, intxn	N43 16.3	W082 15.9		097°	1
	To DERLO, ON, intxn	N43 04.0	W081 05.7		111°	53
	To 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
Q943	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		087°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		088°	10
	To RABIK, QC, intxn	N45 17.9	W072 36.6		104°	75
Q947	LAFIT, QC, intxn	N45 18.5	W074 23.0			
	To PUXER, QC, intxn	N45 24.0	W072 51.3		098°	65
	To PUSOD, QC, intxn	N45 30.1	W071 29.7		098°	58
	To OMALI, QC, intxn	N45 30.7	W071 20.0		100°	7
	To REVEN, QC, intxn	N45 33.2	W070 42.0		100°	27
	To Can/USA bdry	N45 33.1	W070 40.7		111°	1
	Can/USA bdry	N45 17.8	W067 28.0			
	To XIBUL, NB, intxn	N45 17.7	W067 27.3		120°	1
	To DUVOK, NS, intxn	N44 55.6	W065 17.2		120°	95
Q949	VIDRI, BC, intxn	N50 13.6	W121 30.0			
	To ROMRA, BC, intxn	N52 02.8	W117 39.2		035°	182
	To ESKIE, AB, intxn	N53 16.4	W114 41.1		038°	131

## 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, ON, intxn	N45 25.3	W070 38.4		097°	17
	To Can/USA bdry	N45 25.3	W070 37.7		097°	1
	To Can/USA bdry	N45 41.8	W067 48.2			
	To DANOL, NB, intxn	N45 41.9	W067 47.3		100°	1
	To PUXOP, NB, intxn	N45 56.7	W066 26.4		092°	59
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		096°	54
	To Moncton, NB, VOR/DME	N46 11.3	W064 34.3		097°	25
	To Charlottetown, PE, VOR/DME	N46 17.9	W063 07.2		101°	61
To TIGOR, NL, intxn	N47 24.9	W054 06.8		094°	377	
To Torbay, NL, VOR/DME	N47 29.1	W052 51.1		096°	23	
Q953	ANTAK, BC, intxn	N49 21.0	W115 51.5			
	To SIGPA, BC, intxn	N50 07.0	W115 11.4		014°	53
	To TULOB, AB, intxn	N50 35.6	W114 45.8		015°	33
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		015°	8
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 VEVKU, 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	Wainwright, AB, VOR/DME	N52 58.9	W110 50.0			
	To MEETO, SK, intxn	N53 35.6	W107 21.4		060°	130
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		026°	119

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## 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		059°	78
	Houston, BC, VOR/DME	N54 27.1	W126 39.1			
	To DUXAR, BC, intxn	N56 46.3	W129 25.7		309°	168
	To MUXAT, BC, intxn	N57 38.4	W130 34.9		306°	64
Q971	To MITOM, BC, intxn	N58 19.2	W131 32.0		305°	51
	To BOTAD, BC, intxn	N58 38.2	W131 59.6		304°	24
	To AXUBI, BC, intxn	N59 04.3	W132 38.6		304°	33
	To GOROV, BC, intxn	N59 18.4	W133 00.0		303°	18
	To IRGIP, YT, intxn	N60 02.7	W134 10.5		303°	57
	To Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3		302°	45
	NUBEG, AB, intxn	N54 16.9	W113 59.1			
	To Wainwright, AB, VOR/DME	N52 58.9	W110 50.0		109°	137
Q979	To Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		093°	158
	LOMLO, AB, intxn	N51 04.2	W113 23.2			
Q979	To PERTU, AB, intxn	N51 03.6	W113 13.1		081°	6
	To TULOV, AB, intxn	N50 55.6	W111 28.5		082°	67
	To IMOTA, SK, intxn	N51 55.0	W108 00.0		051°	143
	Q983	CILLI, BC, intxn	N49 03.8	W121 23.7		
To MENBO, BC, intxn		N50 23.4	W116 08.4		050°	219
To NORET, BC, intxn		N50 32.4	W115 27.2		055°	28
To PIBSO, BC, intxn		N50 34.9	W115 15.3		056°	8
To AMITO, AB, intxn		N50 37.5	W115 03.4		056°	8
To SEDEL, AB, intxn		N50 40.0	W114 51.4		057°	8
To IGVEP, AB, intxn		N50 42.5	W114 39.5		057°	8
Q991	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

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
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
T295	Montreal, QC, VOR	N45 36.9	W073 58.3			
	To MAIRE, QC, intxn	N45 42.5	W073 07.4		095°	36
	To OKOPO, QC, intxn	N45 43.5	W072 57.7		096°	7
	To OMBRE, QC, intxn	N45 44.8	W072 45.7		096°	8
	To SILVI, QC, intxn	N45 47.0	W072 22.9		097°	16
	To VIKBU, QC, intxn	N45 49.0	W072 02.5		097°	14
	To ILERO, QC, intxn	N45 52.2	W071 29.0		097°	24
	To Beauce, QC, VOR	N45 55.5	W070 50.8		098°	27
To DEPRI, QC, intxn	N45 57.2	W070 15.4		102°	25	
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
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 56.8	W078 55.8		104°	61
	To Can/USA bdry	N42 56.7	W078 55.1		106°	1
	MAIRE, QC, intxn	N45 42.5	W073 07.4			
	To OKOPO, QC, intxn	N45 43.5	W072 57.7		096°	7
	To OMBRE, QC, intxn	N45 44.8	W072 45.7		097°	8
	To MISOP, QC, intxn	N46 07.7	W072 16.7		056°	31
	To PENTU, QC, intxn	N46 33.7	W071 43.3		057°	35
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		066°	83
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

## C180 PLANNING

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T611	Vancouver BC, NDB	N49 10.4	W123 03.4	NAVAID	059°	65
	To Hope BC, NDB	N49 23.2	W121 25.5	NAVAID	059°	65
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
T613	Watson Lake, YT NDB	N60 10.6	W128 50.8	NAVAID	086°	205
	To Fort Nelson, BC NDB	N58 47.8	W122 43.4	NAVAID	273°	205
T614	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To NUBER, ON, intxn	N43 27.5	W080 22.7		062°	39
	To BOLMO, ON, intxn	N43 54.6	W080 03.2		037°	31
	To IKLEN, ON, intxn	N44 03.4	W079 40.8		072°	18
	To MENTI, ON, intxn	N44 03.7	W079 35.9		095°	4
	To ILUSI, ON, intxn	N44 08.8	W078 55.9		090°	29
	To DEBUM, ON, intxn	N44 38.5	W077 45.3		070°	59
	To GOTIP, ON, intxn	N44 57.9	W076 57.9		072°	39
	To TUKIR, ON, intxn	N45 15.1	W076 14.3		073°	35
	To KANUR, ON intxn	N45 25.9	W075 02.6		090°	52
	To SAVEX, ON intxn	N45 30.8	W074 27.8		092°	25
	To VILRO, QC, intxn	N45 37.0	W072 42.9		099°	74
	To ANTUS, QC, intxn	N45 39.4	W072 13.2		098°	21
	To MEKSO, QC, intxn	N45 47.4	W070 25.6		099°	76
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 OBTAX, QC, intxn	N45 41.7	W073 16.1		095°	30
	To CATOG, QC, intxn	N45 55.0	W072 53.0		065°	21
	To URVAS, QC, intxn	N46 04.5	W072 36.3		066°	15
	To APLAK, QC, intxn	N46 27.6	W071 54.6		066°	37
To PENTU, QC, intxn	N46 33.7	W071 43.3		067°	10	
T618	Victoria BC, VOR	N48 43.6	W123 29.1	NAVAID	356°	217
	To Williams Lake BC, VOR	N51 14.2	W122 10.1	NAVAID	356°	217
T620	OMSIK, BC, intxn	N50 05.6	W115 10.6			
	To NUGAR, BC, intxn	N50 10.3	W114 49.0		056°	15
	To MEKPI, AB, intxn	N50 15.0	W114 26.9		057°	15
	To UKRAL, AB, intxn	N50 24.5	W114 22.0		003°	10
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T622	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To BORIX, AB, intxn	N51 53.6	W110 00.0		063°	124
	To OVATA, SK, intxn	N52 06.0	W108 00.0		067°	75
T624	VIDGO, QC, intxn	N46 02.8	W074 29.8			
	To DATAB, QC, intxn	N46 27.8	W074 27.5		018°	25
	To OBRET, QC, intxn	N47 00.0	W074 24.5		018°	32
T628	Lethbridge, AB, VOR/DME	N49 38.1	W112 40.1			
	To Swift Current, SK, VOR/DME	N50 17.8	W107 41.5		063°	197
T629	COGLE BC, intxn	N49 04.6	W122 33.9		346°	190
	To Williams Lake BC, VOR	N51 14.2	W122 10.1	NAVAID	346°	190
T634	IKLAX, ON, intxn	N44 59.6	W075 44.8			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		223°	20
	To VIBRU, ON, intxn	N44 20.9	W076 01.3		198°	21
T636	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To MATOR, QC, intxn	N46 21.0	W073 20.3		254°	51
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		248°	30
	To KANUR, ON, intxn	N45 25.9	W075 02.6		247°	60
	To KEMVI, ON, intxn	N45 15.5	W075 21.6		246°	17
T638	ROPLA, BC, intxn	N49 41.7	W114 43.6			
	To SATOV, AB, intxn	N50 05.5	W114 31.7		003°	25
	To MEKPI, AB, intxn	N50 15.0	W114 26.9		003°	10
	To UKRAL, AB, intxn	N50 24.5	W114 22.0		003°	10
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15
T642	KEKNA, QC, intxn	N50 09.5	W065 57.6			
	To LODBU, QC, intxn	N49 50.4	W064 33.3		128°	58
T644	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To ILADA, AB, intxn	N51 18.6	W110 53.1		081°	90
	To SHAWI, SK, intxn	N51 14.1	W110 00.0		084°	34
T650	BOOTH, BC, intxn	N49 31.3	W122 02.7			
	To Kamloops, BC, NDB	N50 41.0	W120 20.1		027°	96
T652	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		310°	8
	To ANTID, AB, intxn	N52 53.0	W114 15.3		003°	69
T654	IGSUB, ON, intxn	N47 41.7	W079 50.9			
	To MEPKA, QC, intxn	N48 12.4	W078 50.1		064°	51
T656	SASOB, ON, intxn	N49 24.7	W082 28.2			
	To KEBMA, ON, intxn	N48 34.2	W081 22.6		149°	66
T664	ITKET, BC, intxn	N54 28.1	W128 34.7			
	To NUGUV, BC, intxn	N54 44.8	W127 06.5		054°	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



## C182 PLANNING

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T676	MERYT, BC, intxn	N49 56.5	W120 57.7			
	To NADPI, BC, intxn	N51 42.9	W117 20.4		034°	174
	To TAVPO, AB, intxn	N52 59.2	W114 23.2		038°	133
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
T684	LYTON, BC, intxn	N50 15.0	W121 50.7			
	VIDRI, BC, intxn	N50 13.6	W121 30.0		080°	13
	DURAK, BC, intxn	N50 08.7	W120 25.0		080°	42
T686	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To VIMBA, AB, intxn	N52 04.1	W114 30.6		003°	24
	To OLIMI, AB, intxn	N52 48.9	W114 06.6		003°	47
T688	TOVUM, AB, intxn	N49 14.5	W112 48.9			
	To ETLEM, AB, intxn	N49 26.1	W112 53.2		333°	12
	To EBGAL, AB, intxn	N50 41.8	W113 22.3		332°	78
T690	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To VESDO, AB, intxn	N49 58.7	W111 19.1		104°	90
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
T698	DERDO, QC, intxn	N45 40.8	W070 48.2			
	To EBGIX, QC, intxn	N45 43.3	W070 25.5		096°	16
	To TUGUB, NB, intxn	N45 58.9	W067 45.1		097°	113
	To BEMEK, NB, intxn	N46 05.0	W066 27.2		100°	55
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		105°	54
T701	Princeton, BC VOR	N49 22.9	W120 22.4	NAVAID		
	To Naramata, BC NDB	N49 35.8	W119 36.2	NAVAID		33
	To TENYA, BC intxn	N49 50.4	W118 44.4	YDC 045° on B4 btwn LW & CG		37
	To WHATS, BC intxn	N49 58.0	W118 16.3	YDC 045° & YXC 271° & YNY 128°		20
T703	CILLI, BC, intxn	N49 03.8	W121 23.7			
	To URVEB, BC, intxn	N49 20.9	W120 21.9		050°	44
	To VOBUD, BC, intxn	N50 07.7	W117 16.6		051°	129
	To MENBO, BC, intxn	N50 23.4	W116 08.4		054°	46
	To NORET, AB, intxn	N50 32.4	W115 27.2		055°	28
	To PIBSO, AB, intxn	N50 34.9	W115 15.3		056°	8
	To AMITO, AB, intxn	N50 37.5	W115 03.4		056°	8
	To SEDEL, AB, intxn	N50 40.0	W114 51.4		057°	8
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		057°	8

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T705	IKNAR, QC, intxn	N47 11.6	W074 09.5			
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		186°	51
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		186°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		186°	12
	To DUNUP, QC, intxn	N45 17.6	W073 35.4		178°	47
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		190°	12
	To MUTNA, QC, intxn	N45 01.1	W073 33.5		190°	4
	To Can/USA bdry	N45 00.6	W073 33.5		190°	1
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
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		059°	78
T717	Maniwaki, QC, NDB	N46 12.5	W075 57.4			
	To BEMOG, QC, intxn	N46 09.0	W075 34.4		116°	16
	To UDGAK, QC, intxn	N46 06.3	W075 05.4		111°	20
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		112°	25
T719	Port Hardy, BC, VOR/DME	N50 41.0	W127 21.9			
	To Sandspit, BC, VOR/DME	N53 15.1	W131 48.4		298°	226
T721	TALNO, QC, intxn	N45 00.0	W074 19.9			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		089°	19
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		101°	15
	To TOXAL, QC, intxn	N45 08.6	W071 34.9		101°	84
T723	SEDOG, ON, intxn	N44 00.6	W079 35.1			
	To TANGI, ON, intxn	N44 23.1	W079 24.1		030°	24
	To UDMUG, ON, intxn	N44 52.9	W078 58.9		042°	35
	To Killaloe, ON, VOR/DME	N45 39.8	W077 36.2		062°	75
T725	MIGLO, ON, intxn	N44 38.2	W076 12.6			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		080°	11
	To IGVUD, ON, intxn	N44 50.4	W075 28.1		082°	23
	To EPMOK, ON, intxn	N44 59.1	W074 57.1		082°	24
	To ARVIE, ON, intxn	N45 07.1	W074 37.1		074°	16
	To HABBS, ON, intxn	N45 12.3	W074 25.0		072°	10
	To COMAU, QC, intxn	N45 21.6	W074 03.4		073°	18
	To VEVKU, QC, intxn	N45 27.5	W073 55.8		057°	8

## C184 PLANNING

## FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T727	VOBUK, AB, intxn	N49 43.0	W113 12.0			
	To GADKI, AB, intxn	N50 39.8	W113 41.4		328°	60
	To RIGAD, AB, intxn	N51 43.2	W114 22.9		324°	69
	To UKRAM, AB, intxn	N52 46.1	W113 56.4		360°	65
T731	TAKOL, QC, intxn	N45 39.0	W075 11.9			
	To IPSAK, QC, intxn	N45 45.4	W074 51.5		080°	16
	To BOKLU, QC, intxn	N45 50.4	W074 35.7		080°	12
	To EMPEK, QC, intxn	N45 55.0	W074 20.7		080°	11
	To ESTEL, QC, intxn	N45 57.9	W074 11.0		081°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		081°	12
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		081°	25
T733	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		087°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		088°	10
	To RABIK, QC, intxn	N45 17.9	W072 36.6		104°	75
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
T737	LAFIT, QC, intxn	N45 18.5	W074 23.0			
	To PUXER, QC, intxn	N45 24.0	W072 51.3		098°	65
	To PUSOD, QC, intxn	N45 30.1	W071 29.7		098°	58
	To OMALI, QC, intxn	N45 30.7	W071 20.0		100°	7
	To REVEN, QC, intxn	N45 33.2	W070 42.0		100°	27
T739	TALNO, QC, intxn	N45 00.0	W074 19.9			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		089°	19
	To RABIK, QC, intxn	N45 17.9	W072 36.6		090°	57
	To MOBAL, QC, intxn	N45 20.3	W071 51.8		100°	32
	To ANTOV, QC, intxn	N45 22.6	W071 02.3		101°	35
T743	KODIT, AB, intxn	N52 37.8	W115 47.5			
	To MATIR, AB, intxn	N52 00.9	W115 04.8		129°	45
	To ALSIV, AB, intxn	N51 54.4	W114 57.3		130°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		130°	8
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		130°	8
	To ADVOX, AB, intxn	N51 34.7	W114 35.3		130°	8
T745	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To IGSUB, ON, intxn	N47 41.7	W079 50.9		359°	82
	To KEBMA, ON, intxn	N48 34.2	W081 22.6		322°	81
T747	Edmonton, AB, NDB	N53 38.6	W113 30.8			
	To OMRIR, AB, intxn	N53 21.4	W110 49.5		085°	98
	To OMREG, AB, intxn	N53 18.6	W110 04.4		083°	27
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
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
T773	NOSIV, AB, intxn	N50 54.4	W113 17.5			
	To ODLAN, AB, intxn	N50 11.6	W111 23.4		105°	84
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	N49 13.5	W122 47.2		085°	5
	To Pitt Meadows, BC, VOR	N49 13.0	W122 42.9		085°	3
	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	N46 32.9	W072 11.2		083°	15	
To Quebec, QC, VORTAC	N46 42.3	W071 37.6		083°	25	
To PINTE, QC, intxn	N46 26.8	W070 03.1		119°	67	
T783	Halifax, NS, VOR/DME	N44 55.4	W063 24.1			
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		079°	67
	To SILRO, NL, intxn	N47 00.0	W058 35.0		074°	170
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
T789	VIDRI, BC, intxn	N50 13.6	W121 30.0			
	To ROMRA, BC, intxn	N52 02.8	W117 39.2		035°	182
	To ESKIE, AB, intxn	N53 16.4	W114 41.1		038°	131
T791	OLABA, ON, intxn	N44 28.6	W076 12.2			
	To ALONI, ON, intxn	N44 38.9	W075 39.2		079°	26

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**FIXED RNAV ROUTES (Cont'd)**

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T797	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To LIBOS, SK, intxn	N50 48.8	W109 00.0		084°	112
T799	Enderby, BC, VOR/DME	N50 40.7	W118 56.3			
	To NOVAX, BC, intxn	N50 39.1	W118 21.3		258°	22
	To HOWZR, BC, intxn	N50 32.1	W116 16.1		260°	80
	To FARNs, AB, intxn	N50 45.2	W115 23.7		233°	36

**NORTH AMERICAN ROUTE PROGRAM (NRP)****General**

A flight that originates and terminates within conterminous U.S. and Canada and North Atlantic international flights operating within the North American Route (NAR) System may participate in the NRP under the following procedures and requirements.

**FAA/NAV CANADA Common Procedures**

The following common FAA and NAV CANADA procedures apply:

- (a) Flights to operate at or above FL 290.
- (b) For that portion of flight within 200NM of the departure or destination airport, flights shall be filed and operated via Standard Instrument Departures (SIDs), Departure Procedures (DPs), Standard Terminal Arrival Routes (STARs) or published Mandatory IFR Routes. If none of the above are available, airways may be used.
- (c) NRP flights are not normally subject to routing restrictions such as published Mandatory IFR Routes or airways, beyond a 200NM radius of both the departure and destination airports.
- (d) Flight planning requirements are:
  - (i) routes shall contain at least one significant point in each delegated area of airspace jurisdiction for each FAA Air Route Traffic Control Center (ARTCC) or Canadian FIR/CTA;
  - (ii) significant points may be a navigational aid or waypoint defined in fix-radial-distance (FRD) format from a navigation aid. Within Canadian airspace a significant point may also be a coordinate described in degrees and minutes of latitude/longitude;
  - (iii) for routes that cross the U.S./Canada border, a significant point within 30NM of either side of the border shall be filed;
  - (iv) significant points should be filed for all turnpoints;
  - (v) route(s) shall avoid active Class F airspace;
  - (vi) "NRP" shall be entered in the Remarks section of the flight plan; and
  - (vii) flight plans to be filed at least one hour prior to departure.
- (e) In the event that a NRP aircraft has to be recleared due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.
- (f) Unless published routing restrictions are in effect, North Atlantic international flights planning to operate within the North American Route (NAR) System may file NRP routes beyond 200NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

**Specific NAV CANADA Requirements**

The following specific Canadian requirements apply:

- (a) When a significant point is defined by latitude and longitude the following applies:
  - for flights operating on predominately north or south tracks (315°T clockwise through 045°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of whole degrees on longitude with specified parallels of latitude spaced at 5° of latitude expressed in longitude by degrees and minutes and latitude by degrees;

**NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)**

- for flights operating on predominately east or west tracks (046°T clockwise through 134°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° expressed in longitude by degrees and latitude by degrees and minutes.
- (b) All flights to remain north of N48°15'00" W90°00'00" or south of N47°30'00" W90°00'00".
- (c) Toronto International (CYYZ). For aircraft landing at CYYZ, those aircraft inbound from the northwest are to terminate the NRP portion and join the BOXUM arrival at OTNIK.
- (d) Vancouver International (CYVR). For aircraft landing at CYVR, those aircraft arriving from the east and north of the Canada/USA border are to arrange routing to be north of J500 no later than the intersection LOCAN (N49°30.7' W117°33.1').
- (e) Ottawa/Macdonald-Cartier International (CYOW). For aircraft landing at CYOW, those aircraft inbound from the west are to terminate the NRP portion and join a mandatory arrival routing no later than the intersection SMARE (N46°19.6' W78°9.8').
- (f) Montreal/Pierre Elliott Trudeau International (CYUL). For aircraft landing at CYUL, those aircraft inbound from the west-northwest are to terminate the NRP portion and join a mandatory arrival routing no later than the Mirabel VOR/DME (YMX) (N45°53.3' W74°22.5') provided the route proceeds over or north of Maniwaki (YMW) (N46°12.5' W75°57.4'). For routes that do not comply with this requirement terminate the NRP portion and join a mandatory arrival routing no later than Maniwaki.

**Specific FAA Requirements**

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.
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.

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**NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC (Cont'd)**

5. Aircraft can only join the NAR System:
- At the identified coastal fix or oceanic entry/exit point; or
  - On departure from one of the identified system airports; or
  - At an identified INF.
6. **Flight Planning – GENERAL:**
- WESTBOUND:**
- 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;
  - For aircraft proceeding to an identified system airport and the route of flight is described by a single NAR designator, use the designator; and
  - 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:**
- Eastbound routes only have a common portion from the INF to a coastal FIX or oceanic entry point;
  - When the route of flight is described by a single NAR designator, use the designator;
  - 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:**
- There is no requirement to flight plan and operate using the NAR system with the following exceptions:
    - 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.
    - 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.
  - NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian Domestic airspace.
  - For operators who elect not to use the NAR system, the rules of the North American Route Program (NRP) apply.
8. **Route Clearances:**
- 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";
  - 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;
  - For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;
  - 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.

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**NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC (Cont'd)****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.



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**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
N3A	SIE	B24 LYNUS	SLATN
N7A	MANTA	OWENZ LINND R56	SLATN
N11A	SIE	B24 LYNUS	JOBOC
N15B	MANTA	OWENZ LINND R56 KENDA	JOBOC
N21A	VITOL	DIRECT	CARAC
N23A	WHALE	DIRECT	CARAC
N25A	ALLEX	DIRECT	CARAC
N27A	KANNI	DIRECT	CARAC
N29A	KANNI	GAYBL	CARAC
N31F	VITOL	LOMPI	JAROM
N33D	WHALE	LOMPI	JAROM
N35B	WHALE	GAYBL LOMPI	JAROM
N37C	EBONY	LOMPI	JAROM
N39A	KANNI	LOMPI	JAROM
N41A	KANNI	GAYBL LOMPI	JAROM
N43B	BRADD	LOMPI	JAROM
N45D	VITOL	NANSO	RAFIN
N47C	VITOL	CARAC NANSO	RAFIN
N49C	WHALE	NANSO	RAFIN
N51D	WHALE	GAYBL NANSO	RAFIN
N53D	KANNI	NANSO	RAFIN
N55A	BRADD	SCOTS	RAFIN
N57A	MIILS	PEPRA	RAFIN
N59C	MIILS	DIRECT	RAFIN
N61A	KANNI	GAYBL NANSO	RAFIN
N63A	BRADD	DIRECT	RAFIN
N65A	TUSKY	DIRECT	RAFIN
N67A	TUSKY	SCOTS	RAFIN
N69A	ALLEX	DIRECT	RAFIN
N71A	EBONY	DIRECT	RAFIN
N73A	VITOL	DIRECT	SUPRY
N75A	WHALE	DIRECT	SUPRY
N77A	WHALE	GAYBL	SUPRY
N79A	KANNI	DIRECT	SUPRY
N81A	BRADD	DIRECT	SUPRY
N83A	BRADD	SCOTS	SUPRY
N85A	TUSKY	SCOTS	SUPRY
N87A	TUSKY	DIRECT	SUPRY
N89A	MIILS	PEPRA	SUPRY
N91A	MIILS	RUBDA	SUPRY
N93A	MIILS	DIRECT	SUPRY
N95A	ALLEX	DIRECT	SUPRY

**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
N97A	EBONY	DIRECT	SUPRY
N99A	VITOL	GAYBL	SUPRY
N101A	VITOL	DIRECT	RELIC
N103A	VITOL	GAYBL	RELIC
N105D	WHALE	DIRECT	RELIC
N107D	WHALE	GAYBL	RELIC
N109D	KANNI	DIRECT	RELIC
N111D	BRADD	DIRECT	RELIC
N113D	BRADD	SCOTS	RELIC
N115D	TUSKY	DIRECT	RELIC
N117B	TUSKY	SCOTS	RELIC
N119A	ALLEX	DIRECT	RELIC
N121A	MIILS	RUBDA	RELIC
N123A	MIILS	DIRECT	RELIC
N125A	EBONY	DIRECT	RELIC
N127A	TOPPS	DIRECT	RELIC
N129A	DANOL	DIRECT	RELIC
N927A	KANNI	GAYBL	RELIC
N929A	TUSKY	ACADN	RELIC
N131A	VITOL	GAYBL	PORTI
N133A	VITOL	DIRECT	PORTI
N135A	WHALE	DIRECT	PORTI
N137A	WHALE	GAYBL	PORTI
N139A	KANNI	DIRECT	PORTI
N141D	BRADD	DIRECT	PORTI
N143B	BRADD	SCOTS	PORTI
N145B	TUSKY	DIRECT	PORTI
N147B	TUSKY	ACADN	PORTI
N149D	ALLEX	DIRECT	PORTI
N151G	MIILS	RUBDA	PORTI
N153E	MIILS	SUTKO	PORTI
N155A	MIILS	DIRECT	PORTI
N157A	KANNI	GAYBL	PORTI
N159A	TUSKY	SCOTS	PORTI
N885A	EBONY	DIRECT	PORTI
N887A	TOPPS	DIRECT	PORTI
N889A	DANOL	DIRECT	PORTI
N161A	VITOL	DIRECT	OMSAT
N163A	VITOL	GAYBL	OMSAT
N165A	WHALE	DIRECT	OMSAT
N167A	WHALE	GAYBL	OMSAT
N169A	KANNI	DIRECT	OMSAT
N171D	BRADD	DIRECT	OMSAT

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**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
N173D	BRADD	SCOTS	OMSAT
N175E	TUSKY	DIRECT	OMSAT
N177E	TUSKY	ACADN	OMSAT
N179E	ALLEX	DIRECT	OMSAT
N181G	MIILS	SUTKO	OMSAT
N183A	MIILS	DIRECT	OMSAT
N185A	CEFOU	DIRECT	OMSAT
N187A	KANNI	GAYBL	OMSAT
N891A	TUSKY	SCOTS	OMSAT
N893A	EBONY	DIRECT	OMSAT
N895A	TOPPS	DIRECT	OMSAT
N897A	DANOL	DIRECT	OMSAT
N189A	VITOL	DIRECT	NICSO
N191A	VITOL	GAYBL	NICSO
N193A	WHALE	DIRECT	NICSO
N195A	KANNI	DIRECT	NICSO
N197A	BRADD	DIRECT	NICSO
N199A	BRADD	SCOTS	NICSO
N201B	TUSKY	DIRECT	NICSO
N203B	TUSKY	ACADN	NICSO
N205B	ALLEX	DIRECT	NICSO
N207B	MIILS	SUTKO	NICSO
N209D	MIILS	TAGRA	NICSO
N211E	MIILS	DIRECT	NICSO
N213A	CEFOU	DIRECT	NICSO
N215A	WHALE	GAYBL	NICSO
N217A	WHALE	SCOTS	NICSO
N899A	KANNI	SCOTS	NICSO
N901A	TUSKY	SCOTS	NICSO
N903A	EBONY	DIRECT	NICSO
N905A	TOPPS	DIRECT	NICSO
N907A	DANOL	DIRECT	NICSO
N219A	VITOL	DIRECT	MUSAK
N221A	VITOL	GAYBL	MUSAK
N223A	WHALE	DIRECT	MUSAK
N225A	KANNI	DIRECT	MUSAK
N227A	BRADD	DIRECT	MUSAK
N229A	BRADD	SCOTS	MUSAK
N231A	TUSKY	DIRECT	MUSAK
N233A	ALLEX	DIRECT	MUSAK
N235A	MIILS	TAGRA	MUSAK
N237A	MIILS	DIRECT	MUSAK
N239A	CEFOU	DIRECT	MUSAK
N241A	WHALE	GAYBL	MUSAK

**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
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
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
N317A	KANNI	DIRECT	ELSIR

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**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
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
N403A	KANNI	DIRECT	UMESI

**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
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
N505A	BAREE	DIRECT	RIKAL

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**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
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
N625A	ANCER	DIRECT	LOMSI

**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
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
N767A	MIILS	DIRECT	ENNSO



C198 PLANNING

**NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Inland Navigation Fix</b>	<b>Route Description</b>	<b>Oceanic Entry Point</b>
N769A	TAFFY	DIRECT	ENNSO
N771A	QUBIS	DIRECT	ENNSO
N773A	BAREE	DIRECT	ENNSO
N775A	ANCER	YBC	ENNSO
N777A	CEFOU	DIRECT	ENNSO
N793A	TOPPS	DIRECT	DORYY
N795A	MIILS	DIRECT	DORYY
N797A	TAFFY	DIRECT	DORYY
N799A	QUBIS	DIRECT	DORYY
N801A	BAREE	YBC	DORYY
N803A	ANCER	YBC	DORYY
N805A	CEFOU	DIRECT	DORYY
N815A	BAREE	DIRECT	CUDDY
N823A	TOPPS	DIRECT	BOKTO
N825A	BAREE	DIRECT	BOKTO
N827A	TAFFY	DIRECT	BOKTO
N829A	CEFOU	DIRECT	BOKTO
N831A	BAREE	DIRECT	BOKTO
N925A	ANCER	YBC	BOKTO
N833A	TOPPS	DIRECT	AVUTI
N835A	TAFFY	DIRECT	AVUTI
N837A	QUBIS	DIRECT	AVUTI
N839A	BAREE	DUVBI	AVUTI
N841A	BAREE	YYY YZV	AVUTI
N843A	BAREE	DIRECT	AVUTI
N845A	ANCER	YBC	AVUTI
N847A	CEFOU	DIRECT	AVUTI
N855A	TAFFY	DUVBI	VESMI
N857A	QUBIS	DUVBI	VESMI
N859A	BAREE	DUVBI	VESMI
N861A	ANCER	YBC	VESMI
N863A	CEFOU	DIRECT	VESMI
N875A	TAFFY	YDP	URTAK
N877A	QUBIS	YDP	URTAK
N879A	BAREE	YDP	URTAK
N881A	ANCER	YBC YDP	URTAK
N883A	CEFOU	YDP	URTAK

**NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION**

<b>NAR Designator</b>	<b>Oceanic Exit Point</b>	<b>Route Description</b>	<b>Inland Navigation Fix</b>
N4A	SLATN	DIRECT	BERGH
N6B	SLATN	J97	LACKS
N12D	JOBOC	DIRECT	BERGH
N14C	JOBOC	DIRECT	SAILE
N20B	DOVEY	DIRECT	SAILE
N26B	CARAC	DIRECT	VITOL
N28B	CARAC	DIRECT	WHALE
N30B	CARAC	DIRECT	KANNI
N32B	CARAC	DIRECT	BRADD
N34B	CARAC	DIRECT	TOPPS
N46G	JAROM	LOMPI CARAC	VITOL
N48G	JAROM	LOMPI GAYBL	VITOL
N50G	JAROM	LOMPI	WHALE
N52G	JAROM	LOMPI GAYBL	WHALE
N54G	JAROM	LOMPI	KANNI
N56G	JAROM	LOMPI	BRADD
N58D	JAROM	LOMPI	TUSKY
N60D	JAROM	LOMPI SCOTS	TUSKY
N62C	JAROM	LOMPI	TOPPS
N76A	RAFIN	NANSO	VITOL
N78A	RAFIN	NANSO GAYBL	VITOL
N80A	RAFIN	NANSO	WHALE
N82A	RAFIN	NANSO	KANNI
N84A	RAFIN	DIRECT	BRADD
N86A	RAFIN	DIRECT	TUSKY
N88A	RAFIN	ACADN	TUSKY
N90A	RAFIN	DIRECT	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

## C200 PLANNING

**NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Oceanic Exit Point</b>	<b>Route Description</b>	<b>Inland Navigation Fix</b>
N146D	RELIC	SCOTS	BRADD
N148D	RELIC	DIRECT	TUSKY
N150B	RELIC	SCOTS	TUSKY
N152A	RELIC	DIRECT	ALLEX
N154A	RELIC	DIRECT	MIILS
N166A	PORTI	DIRECT	WHALE
N168A	PORTI	DIRECT	KANNI
N170A	PORTI	DIRECT	BRADD
N172B	PORTI	SCOTS	BRADD
N174B	PORTI	DIRECT	TUSKY
N176B	PORTI	ACADN	TUSKY
N180A	PORTI	DIRECT	ALLEX
N182A	PORTI	DIRECT	MIILS
N196A	OMSAT	DIRECT	WHALE
N198A	OMSAT	GAYBL	WHALE
N200D	OMSAT	DIRECT	KANNI
N202D	OMSAT	DIRECT	BRADD
N204D	OMSAT	SCOTS	BRADD
N206E	OMSAT	DIRECT	TUSKY
N208A	OMSAT	ACADN	TUSKY
N210A	OMSAT	DIRECT	ALLEX
N212A	OMSAT	DIRECT	MIILS
N226A	NICSO	SCOTS	BRADD
N228A	NICSO	ACADN	TUSKY
N230A	NICSO	DIRECT	KANNI
N232A	NICSO	DIRECT	BRADD
N234A	NICSO	DIRECT	TUSKY
N236A	NICSO	DIRECT	ALLEX
N238A	NICSO	DIRECT	MIILS
N256A	MUSAK	DIRECT	BRADD
N258A	MUSAK	SCOTS	BRADD
N260A	MUSAK	DIRECT	TUSKY
N262A	MUSAK	DIRECT	ALLEX
N264A	MUSAK	DIRECT	MIILS
N276C	JOOPY	DIRECT	TUSKY
N278B	JOOPY	DIRECT	ALLEX
N280A	JOOPY	DIRECT	MIILS
N296A	IBERG	DIRECT	TUSKY
N298A	IBERG	DIRECT	ALLEX
N300B	IBERG	DIRECT	EBONY
N302E	IBERG	DIRECT	TOPPS
N304B	IBERG	DIRECT	MIILS

**NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Oceanic Exit Point</b>	<b>Route Description</b>	<b>Inland Navigation Fix</b>
N316A	ELSIR	DIRECT	TUSKY
N318A	ELSIR	DIRECT	ALLEX
N320A	ELSIR	DIRECT	EBONY
N322A*	ELSIR	DIRECT	TOPPS
N324A	ELSIR	DIRECT	MIILS
N336A	BUDAR	DIRECT	TUSKY
N338A	BUDAR	DIRECT	ALLEX
N340A	BUDAR	DIRECT	EBONY
N342A	BUDAR	DIRECT	TOPPS
N344A	BUDAR	DIRECT	MIILS
N356E	ALLRY	DIRECT	ALLEX
N358A	ALLRY	DIRECT	EBONY
N360A	ALLRY	DIRECT	TOPPS
N362A	ALLRY	DIRECT	MIILS
N376A	UMESI	DIRECT	ALLEX
N378A	UMESI	DIRECT	EBONY
N380B	UMESI	DIRECT	TOPPS
N382B	UMESI	DIRECT	MIILS
N384B	UMESI	DIRECT	YRI
N386B	UMESI	YRI	COVAN
N396A	TUDEP	DIRECT	ALLEX
N398A	TUDEP	DIRECT	TOPPS
N400A	TUDEP	DIRECT	MIILS
N402A	TUDEP	DIRECT	YRI
N404A	TUDEP	YRI	COVAN
N416B	SAXAN	DIRECT	ALLEX
N418B	SAXAN	DIRECT	TOPPS
N420A	SAXAN	DIRECT	MIILS
N422A	SAXAN	DIRECT	YRI
N424G	SAXAN	YRI	COVAN
N436A	RIKAL	DIRECT	ALLEX
N438A	RIKAL	DIRECT	TOPPS
N440A	RIKAL	DIRECT	YRI
N442A	RIKAL	YRI	COVAN
N456B	PELTU	DIRECT	ALLEX
N458A	PELTU	DIRECT	TOPPS
N460A	PELTU	DIRECT	TAFFY
N462A	PELTU	DIRECT	YRI
N464A	PELTU	YRI	COVAN

## C202 PLANNING

**NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Oceanic Exit Point</b>	<b>Route Description</b>	<b>Inland Navigation Fix</b>
N476A	NEEKO	DIRECT	ALLEX
N478A	NEEKO	DIRECT	TOPPS
N480A	NEEKO	DIRECT	TAFFY
N482A	NEEKO	DIRECT	YRI
N484A	NEEKO	YRI	COVAN
N496F	MELDI	DIRECT	TOPPS
N498C	MELDI	DIRECT	TAFFY
N500A	MELDI	DIRECT	YRI
N502C	MELDI	YRI	COVAN
N516A	LOMSI	DIRECT	TOPPS
N518A	LOMSI	DIRECT	TAFFY
N520A	LOMSI	DIRECT	YRI
N522A	LOMSI	YRI	COVAN
N536C	KODIK	DIRECT	TOPPS
N538C	KODIK	DIRECT	TAFFY
N540C	KODIK	DIRECT	YBC
N542A	KODIK	DIRECT	YRI
N544A	KODIK	YRI	COVAN
N556A	JANJO	DIRECT	TOPPS
N558A	JANJO	DIRECT	TAFFY
N560A	JANJO	DIRECT	YBC
N562A	JANJO	YRI	COVAN
N576A	IRLOK	DIRECT	TAFFY
N578A	IRLOK	DIRECT	QUBIS
N580A	IRLOK	DIRECT	YBC
N582A	IRLOK	YRI	COVAN
N584B	IRLOK	OMTOL	MT
N596A	HOIST	DIRECT	TAFFY
N598C	HOIST	DIRECT	QUBIS
N600A	HOIST	DIRECT	YBC
N602A	HOIST	YRI	COVAN
N604B	HOIST	OMTOL	MT
N606A	HOIST	YYR	YRI
N616A	ENNSO	DIRECT	TAFFY
N618A	ENNSO	DIRECT	QUBIS
N620B	ENNSO	DIRECT	YBC
N622A	ENNSO	YRI	COVAN
N624B	ENNSO	OMTOL	MT
N636A	DORYY	BORUB	YZV
N638A	DORYY	DIRECT	TAFFY
N640B	DORYY	DIRECT	QUBIS

**NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Oceanic Exit Point</b>	<b>Route Description</b>	<b>Inland Navigation Fix</b>
N642A	DORYY	DIRECT	YBC
N644A	DORYY	YRI	COVAN
N656A	CUDDY	DIRECT	HO
N658A	CUDDY	DIRECT	MT
N660B	CUDDY	NOWAA	SSM
N662A	CUDDY	UM UAC	YBC
N676A	BOKTO	DIRECT	DUVBI
N678A	BOKTO	DUVBI UM	YBC
N680A	BOKTO	DUVBI UM	QUBIS
N682A	BOKTO	DUVBI	MT
N684A	BOKTO	YKL	ROUND
N696A	AVUTI	DIRECT	YDP
N698A	AVUTI	DIRECT	DUVBI
N700B	AVUTI	DUVBI	TAFFY
N702A	AVUTI	DUVBI	QUBIS
N704A	AVUTI	YDP	YBC
N706A	AVUTI	YDP	MT
N708A	AVUTI	YDP MT REEDO ART	SYR
N710A	AVUTI	YDP	ROUND
N712A	AVUTI	YDP JOVIE HENDY SELBO CANSO	SSM
N714A	AVUTI	YDP ROUND	SSM
N716A	AVUTI	ALSOP	TEALS
N726A	VESMI	DIRECT	ALSOP
N728A	VESMI	LOMTA	TEALS
N730A	VESMI	ALSOP YKL	ROUND
N732A	VESMI	ALSOP JOVIE	MT
N734A	VESMI	ALSOP UM	YBC
N736A	VESMI	ALSOP	QUBIS
N746A	URTAk	DIRECT	ALSOP
N748A	URTAk	DIRECT	LOMTA
N750A	URTAk	LOMTA	TAFFY
N752A	URTAk	LOMTA	QUBIS
N754A	URTAk	LOMTA	YBC
N756A	URTAk	LOMTA YBC	COVAN
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

## C204 PLANNING

**NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)**

<b>NAR Designator</b>	<b>Oceanic Exit Point</b>	<b>Route Description</b>	<b>Inland Navigation Fix</b>
N784A	TOXIT	UDMAR	TEALS
N796A	SAVRY	DIRECT	IRBIM
N798A	SAVRY	IRBIM	TAFFY
N800A	SAVRY	IRBIM	YBC
N802A	SAVRY	IRBIM	MT
N804A	SAVRY	IRBIM MT REEDO ART	SYR
N806A	SAVRY	DIRECT	LAKES
N808A	SAVRY	DIRECT	SINGA
N810A	SAVRY	DIRECT	UDMAR
N816A	RADUN	DIRECT	SINGA
N818A	RADUN	SINGA	LAKES
N820A	RADUN	DIRECT	KLIPS
N822A	RADUN	PEPKI	LOPVI
N836A	PIDSO	DIRECT	SINGA
N838A	PIDSO	DIRECT	PEPKI
N840A	PIDSO	PEPKI	LOPVI
N842A	PIDSO	MUSLO	RODBO
N846A	NIFTY	DIRECT	MUSLO
N848A	NIFTY	MUSLO	SEMTO
N850A	NIFTY	MUSLO	LOPVI
N856A	MAXAR	DIRECT	MIBNO
N858A	MAXAR	MIBNO	RODBO
N860A	MAXAR	DIRECT	MUSLO
N862A	MAXAR	MUSLO	LOPVI
N866A	LIBOR	DIRECT	RODBO
N868A	LIBOR	GRIBS	JELCO
N876A	KETLA	DIRECT	GRIBS
N878A	KETLA	GRIBS	JELCO
N880A	KETLA	DIRECT	FEDDY
N886A	EMBOK	IKMAN	FEDDY
N888A	EMBOK	BERUS	TEFFO
N896A	CLAVY	KAGLY	TEFFO
N898A	CLAVY	DIRECT	MUSVA
N906A	AVPUT	NALDI	DUTUM

**WESTBOUND ROUTES NON-COMMON PORTION****VIA ALLEX**

ALLEX	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
ALLEX	ENE BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
ALLEX	ENE NELIE J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
ALLEX	AJJAY OOSHN (RNAV)-STAR	Boston
ALLEX	CMK J75 GSO Q75 ENEME CTY KNOT M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
ALLEX	EMJAY J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
ALLEX	ENE NELIE J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
ALLEX	ENE BAF Q406 BWZ J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
ALLEX	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
ALLEX	SEAER J79 LJV J174 HTO J121 SIE	Dover
ALLEX	ENE BAF HYPER Arrival	Dulles
ALLEX	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
ALLEX	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
ALLEX	ENE PARCH Arrival	Kennedy
ALLEX	SEAER J79 LJV J174 HTO J121 DRIFT V312 CYN	McGuire
ALLEX	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
ALLEX	MANCH NELIE J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
ALLEX	HANAA FLOSI (RNAV)-STAR	Newark
ALLEX	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
ALLEX	SEAER J79 LJV J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
ALLEX	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
ALLEX	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
ALLEX	ALB V123 TRESA	Stewart
ALLEX	ENE NELIE CMK J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
ALLEX	ALB V489 COATE	Teterboro
ALLEX	ALB Valre Arrival	Westchester

**VIA BRADD**

BRADD	LFV J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
BRADD	BOS BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
BRADD	BOS J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
BRADD	EURRO OOSHN (RNAV)-STAR	Boston
BRADD	BOS J75 GSO Q75 ENEME CTY KNOT M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
BRADD	LFV J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
BRADD	BOS J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
BRADD	BOS BAF Q406 BWZ J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
BRADD	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit



## C206 PLANNING

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

BRADD	LFV J174 HTO J121 SIE	Dover
BRADD	BOS BAF HYPER Arrival	Dulles
BRADD	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
BRADD	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
BRADD	PLYMM PARCH Arrival	Kennedy
BRADD	LFV J174 HTO J121 DRIFT V312 CYN	McGuire
BRADD	BOS J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
BRADD	ACK J62 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
BRADD	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
BRADD	LARIE RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
BRADD	LFV J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
BRADD	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
BRADD	ACK J62 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
BRADD	COPLY BOS NELIE T212 TRESA	Stewart
BRADD	BOS J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)- STAR	Tampa
BRADD	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
BRADD	COPLY BOS NELIE VALRE Valre Arrival	Westchester

**VIA DOVEY**

DOVEY	ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
DOVEY	ACK HTO RBV J230 BYRDD J48 FLASK OZZZI (RNAV)-STAR	Atlanta
DOVEY	FERNZ OOSHN (RNAV)-STAR	Boston
DOVEY	ACK HTO J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
DOVEY	ACK J62 RBV J230 SAAME J6 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
DOVEY	ACK J62 RBV J230 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STARR	Detroit
DOVEY	ACK HTO J121 SIE	Dover
DOVEY	ACK J62 RBV HYPER (RNAV)-STAR	Dulles
DOVEY	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
DOVEY	ACK J62 RBV J230 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
DOVEY	PLYMM PARCH (RNAV)-STAR	Kennedy
DOVEY	ACK HTO J121 DRIFT V312 CYN	McGuire
DOVEY	ACK J62 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
DOVEY	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
DOVEY	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
DOVEY	ACK HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
DOVEY	ACK J62 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

DOVEY	COPLY BOS NELIE T212 TRESA	Stewart
DOVEY	ACK J62 RBV J230 COPEL J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
DOVEY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
DOVEY	COPLY BOS NELIE VALRE-STAR	Westchester

**VIA EBONY**

EBONY	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
EBONY	ENE BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
EBONY	ENE NELIE J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
EBONY	AJJAY OOSHN (RNAV)-STAR	Boston
EBONY	MANCH NELIE J75 GSO Q75 ENEME CTY KNOST M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
EBONY	EMJAY J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
EBONY	ENE NELIE J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
EBONY	ENE BAF Q406 BWZ J6 LIT FEWWWW SEEVW (RNAV)-STAR	Dallas/Ft. Worth
EBONY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
EBONY	SEAER J79 LFB J174 HTO J121 SIE	Dover
EBONY	ENE BAF HYPER Arrival	Dulles
EBONY	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
EBONY	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
EBONY	ENE PARCH Arrival	Kennedy
EBONY	SEAER J79 LFB J174 HTO J121 DRIFT V312 CYN	McGuire
EBONY	MANCH NELIE J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
EBONY	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
EBONY	HANAA FLOSI (RNAV)-STAR	Newark
EBONY	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
EBONY	SEAER J79 LFB J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
EBONY	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
EBONY	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
EBONY	ALB V123 TRESA	Stewart
EBONY	ENE NELIE CMK J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
EBONY	ALB V489 COATE	Teterboro
EBONY	ALB Valre Arrival	Westchester

**VIA KANNI**

KANNI	BOS J75 MXE V378 BAL	Andrews
KANNI	BOS BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
KANNI	BOS J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
KANNI	EURRO OOSHN (RNAV)-STAR	Boston

## C208 PLANNING

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

KANNI	BOS J75 GSO Q75 ENEME CTY KNOT M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
KANNI	LFV J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
KANNI	BOS J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
KANNI	BOS BAF Q406 BWZ J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
KANNI	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
KANNI	LFV J174 HTO J121 SIE	Dover
KANNI	BOS BAF HYPER Arrival	Dulles
KANNI	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
KANNI	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
KANNI	PLYMM PARCH Arrival	Kennedy
KANNI	LFV J174 HTO J121 DRIFT V312 CYN	McGuire
KANNI	BOS J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
KANNI	ACK J62 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
KANNI	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
KANNI	LARIE RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
KANNI	LFV J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
KANNI	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
KANNI	ACK J62 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
KANNI	COPLY BOS NELIE T212 TRESA	Stewart
KANNI	BOS J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)- STAR	Tampa
KANNI	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
KANNI	COPLY BOS NELIE VALRE Valre Arrival	Westchester

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)****VIA KJOHN**

KJOHN	ALB CMK J75 MXE V378 BAL	Andrews
KJOHN	ALB ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)-STAR	Atlanta
KJOHN	ALB PWL CMK J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
KJOHN	ALB J6 BWZ PTW J48 EMI J61 HUBBS J193 WEA VR J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
KJOHN	ALB PWL CMK J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
KJOHN	ALB J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
KJOHN	ALB J37 JFK CYN SIE	Dover
KJOHN	ALB HYPER (RNAV)-STAR	Dulles
KJOHN	ALB J6 BWZ PTW J48 EMI J61 HUBBS J193 WEA VR J121 CHS CAKET Q97 KENLL OMN FISEL (RNAV)-STAR	Ft. Lauderdale
KJOHN	ALB IGN IGN-STAR	Kennedy
KJOHN	ALB DNY LAAYK LVZ V147 MAZIE	McGuire
KJOHN	ALB PWL CMK J75 GSO Q75 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR	Miami
KJOHN	HANAA FLOSI (RNAV)-STAR	Newark
KJOHN	ALB CMK J75 GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)-STAR	Orlando
KJOHN	ALB DNY SPUDS (RNAV)-STAR	Philadelphia
KJOHN	ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
KJOHN	ALB CMK J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa

**VIA MIILS**

MIILS	ENE BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
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 FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MIILS	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
MIILS	LETAK DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
MIILS	VLV CATOG VEPSU DIRECT	Montréal/Mirabel
MIILS	VLV OMBRE Arrival	Montréal/Pierre E Trudeau
MIILS	YXI ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
MIILS	LETAK IMEBA Arrival	Toronto

## C210 PLANNING

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)****VIA MT (Chiboo)**

MT	ALB CMK J75 MXE V378 BAL	Andrews
MT	TVC OBK J73 BNA NEWBB I HAVE KNGGG DRMMM (RNAV)-STAR	Atlanta
MT	ALB PWL CMK J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
MT	ALB J6 BWZ PTW J48 EMI J61 HUBBS J193 WEAVR J121 ISO AMYLU (RNAV)-STAR	Charleston
MT	ALB PWL CMK J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
MT	SSM PAITN Arrival	Chicago
MT	YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
MT	TVC BAE J105 RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MT	BOBTA TPGUN (RNAV)-STAR	Detroit
MT	ALB J37 JFK CYN SIE	Dover
MT	ALB HYPER Arrival	Dulles
MT	ALB J6 BWZ PTW J48 EMI J61 HUBBS J193 WEAVR J121 CHS CAKET Q97 KENLL OMN FISEL (RNAV)-STAR	Ft. Lauderdale
MT	TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
MT	ALB IGN IGN Arrival	Kennedy
MT	ALB DNY LAAYK LVZ V147 MAZIE	McGuire
MT	ALB PWL CMK J75 GSO Q75 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR	Miami
MT	OBRET DATAB VIDGO EMPEK SATOT PIGNA	Montréal/Mirabel
MT	OBRET LAFLEUR Arrival	Montréal/Pierre E Trudeau
MT	ALB CMK J75 GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)-STAR	Orlando
MT	ALB DNY SPUDS (RNAV)-STAR	Philadelphia
MT	ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
MT	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
MT	ALB CMK J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
MT	YXI IMEBA Arrival	Toronto

**VIA QUBIS**

QUBIS	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
QUBIS	KJOHN ALB ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)-STAR	Atlanta
QUBIS	ENE NELIE J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
QUBIS	AJJAY OOSHN (RNAV)-STAR	Boston
QUBIS	MANCH NELIE J75 GSO Q75 ENEME CTY KNOT M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
QUBIS	EMJAY J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
QUBIS	ENE NELIE J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
QUBIS	KJOHN ALB J6 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
QUBIS	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

QUBIS	SEAER J79 Lfv J174 HTO J121 SIE	Dover
QUBIS	KJOHN ALB HYPER (RNAV)-STAR	Dulles
QUBIS	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
QUBIS	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
QUBIS	SEAER J79 Lfv J174 HTO J121 DRIFT V312 CYN	McGuire
QUBIS	MANCH NELIE J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
QUBIS	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
QUBIS	KJOHN HANAA FLOSI (RNAV)-STAR	Newark
QUBIS	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRDL (RNAV)-STAR	Orlando
QUBIS	KJOHN ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
QUBIS	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
QUBIS	KJOHN ALB V123 TRESA	Stewart
QUBIS	ENE NELIE CMK J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
QUBIS	KJOHN ALB V489 COATE	Teterboro
QUBIS	KJOHN ALB VALRE-STAR	Westchester

**VIA ROUND**

ROUND	TVC OBK J73 BNA NEWBB I HAVE KNGGG DRMMM (RNAV)-STAR	Atlanta
ROUND	SSM PAITN Arrival	Chicago
ROUND	YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
ROUND	TVC BAE J105 RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
ROUND	YVO BOBTA TPGUN (RNAV)-STAR	Detroit
ROUND	TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
ROUND	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
ROUND	YXI IMEBA Arrival	Toronto

**VIA SAILE**

SAILE	ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	ANDREWS
SAILE	ACK HTO RBV J230 BYRDD J48 FLASK WINNG (RNAV)- STAR	ATLANTA
SAILE	FERNZ OOSH (RNAV)-STAR	BOSTON
SAILE	ACK J62 RBV J230 COPEJ J75 GSO Q75 ENEME CTY KNOST M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
SAILE	ACK HTO J174 SWL J121 ISO AMYLU (RNAV)-STAR	CHARLESTON, SC
SAILE	ACK J62 RBV J230 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
SAILE	ACK HTO J121 SIE	DOVER
SAILE	ACK J62 RBV HYPER (RNAV)-STAR	DULLES
SAILE	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	FT. LAUDERDALE
SAILE	PLYMM PARCH (RNAV)-STAR	KENNEDY

## C212 PLANNING

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

SAILE	ACK HTO J121 DRIFT V312 CYN	MCGUIRE
SAILE	ACK J62 COPES J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
SAILE	ACK J62 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY (RNAV)-STAR	MIAMI
SAILE	COPLY BOS NELIE FLOSI (RNAV)-STAR	NEWARK
SAILE	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	ORLANDO
SAILE	ACK HTO J121 BRIGS JIIMS (RNAV)-STAR	PHILADELPHIA
SAILE	ACK J62 RIFLE J174 SWL KAROO (RNAV)-STAR	RALEIGH-DURHAM
SAILE	COPLY BOS NELIE T212 TRESA	Stewart
SAILE	ACK J62 RBV J230 COPES J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	TAMPA
SAILE	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
SAILE	COPLY BOS NELIE VALRE Valre Arrival	Westchester

**VIA SSM (Sault Ste Marie)**

SSM	GRB J101 BAE J89 OBK J73 BNA NEWBB I HAVE KNGGG DRMMM (RNAV)-STAR	Atlanta
SSM	PAITN Arrival	Chicago
SSM	SSM J101 BAE J105 RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
SSM	GEP J114 ONL ANCHR (RNAV)-STAR	Denver
SSM	STL J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
SSM	GRB HOKKY BAINY (RNAV)-STAR	Minneapolis/St. Paul
SSM	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis

**VIA SYR (Syracuse)**

SYR	SYR J59 PSB SHILO V93 BAL	Andrews
SYR	SYR J59 PSB Q71 GEFES HVQ PECHY (RNAV)-STAR	Atlanta
SYR	FQM IZZEE TRISH (RNAV)-STAR	Baltimore
SYR	FQM HAR EMI J61 HUBBS J193 WEAVR J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
SYR	SYR J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR	Charlotte
SYR	JHW DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
SYR	GONZZ Q29 KLYNE PXV J131 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
SYR	HAR LRP V210 SPERY	Dover
SYR	SYR J59 PSB MAPEL (RNAV)-STAR	Dulles
SYR	JHW Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
SYR	IGN KINGSTON Arrival	Kennedy
SYR	CFB LVZ V147 MAZIE	McGuire
SYR	HNK FLOSI Arrival	Newark
SYR	CFB SPUDS (RNAV)-STAR	Philadelphia
SYR	JHW YNG JESEY (RNAV)-STAR	Pittsburgh
SYR	ROD VHP AARCH (RNAV)-STAR	St. Louis

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)****VIA TAFFY**

TAFFY	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
TAFFY	KJOHN ALB ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)-STAR	Atlanta
TAFFY	PQI J55 ENE NELIE J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
TAFFY	AJJAY OOSHN (RNAV)-STAR	Boston
TAFFY	MANCH NELIE J75 GSO Q75 ENEME CTY KNOST M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
TAFFY	EMJAY J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
TAFFY	ENE NELIE J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
TAFFY	KJOHN ALB J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TAFFY	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
TAFFY	SEAER J79 LfV J174 HTO J121 SIE	Dover
TAFFY	KJOHN ALB HYPER (RNAV)-STAR	Dulles
TAFFY	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
TAFFY	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TAFFY	ENE PARCH Arrival	Kennedy
TAFFY	SEAER J79 LfV J174 HTO J121 DRIFT V312 CYN	McGuire
TAFFY	MANCH NELIE J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
TAFFY	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
TAFFY	KJOHN HANAA FLOSI (RNAV)-STAR	Newark
TAFFY	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
TAFFY	LfV J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TAFFY	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TAFFY	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
TAFFY	KJOHN ALB V123 TRESA	Stewart
TAFFY	ENE NELIE CMK J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
TAFFY	KJOHN ALB V489 COATE	Teterboro
TAFFY	KJOHN ALB VALRE-STAR	Westchester

**VIA TOPPS**

TOPPS	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
TOPPS	ENE BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
TOPPS	ENE NELIE J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
TOPPS	AJJAY OOSHN (RNAV)-STAR	Boston



## C214 PLANNING

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

TOPPS	MANCH NELIE J75 GSO Q75 ENEME CTY KNOTS M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
TOPPS	EMJAY J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
TOPPS	ENE NELIE J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
TOPPS	YUL LETAK Q824 TAGUM ECK FNT WYNDE (RNAV)-STAR	Chicago
TOPPS	YUL LETAK DEBUM Q806 BOBTA DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
TOPPS	ENE BAF Q406 BWZ J6 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TOPPS	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
TOPPS	SEAER J79 LJV J174 HTO J121 SIE	Dover
TOPPS	ENE BAF HYPER Arrival	Dulles
TOPPS	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
TOPPS	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TOPPS	ENE PARCH Arrival	Kennedy
TOPPS	SEAER J79 LJV J174 HTO J121 DRIFT V312 CYN	McGuire
TOPPS	MANCH NELIE J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
TOPPS	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
TOPPS	VLV CATOG VEPSU DIRECT	Montréal/Mirabel
TOPPS	VLV OMBRE Arrival	Montréal/Pierre E Trudeau
TOPPS	HANAA FLOSI (RNAV)-STAR	Newark
TOPPS	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
TOPPS	SEAER J79 LJV J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TOPPS	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TOPPS	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
TOPPS	ALB V123 TRESA	Stewart
TOPPS	ENE NELIE CMK J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
TOPPS	ALB V489 COATE	Teterboro
TOPPS	YUL LETAK IMEBA Arrival	Toronto
TOPPS	ALB Valre Arrival	Westchester

**VIA TUSKY**

TUSKY	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
TUSKY	BOS BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
TUSKY	BOS J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
TUSKY	EURRO OOSHN (RNAV)-STAR	Boston

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

TUSKY	BOS J75 GSO Q75 ENEME CTY KNOT M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
TUSKY	EMJAY J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
TUSKY	BOS J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
TUSKY	BOS BAF Q406 BWZ J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TUSKY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
TUSKY	LFV J174 HTO J121 SIE	Dover
TUSKY	BOS BAF HYPER Arrival	Dulles
TUSKY	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
TUSKY	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TUSKY	PLYMM PARCH Arrival	Kennedy
TUSKY	LFV J174 HTO J121 DRIFT V312 CYN	McGuire
TUSKY	BOS J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
TUSKY	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
TUSKY	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
TUSKY	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
TUSKY	LFV J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TUSKY	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TUSKY	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
TUSKY	COPLY BOS NELIE T212 TRESA	Stewart
TUSKY	BOS J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)- STAR	Tampa
TUSKY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
TUSKY	COPLY BOS NELIE VALRE Valre Arrival	Westchester

**VIA VANSI**

VANSI	TVC OBK J73 BNA NEWBB IHAVE KNGGG DRMMM (RNAV)-STAR	Atlanta
VANSI	SSM PAITN Arrival	Chicago
VANSI	YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
VANSI	TVC BAE J105 RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
VANSI	YVO BOBTA TPGUN (RNAV)-STAR	Detroit
VANSI	TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
VANSI	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
VANSI	YXI IMEBA Arrival	Toronto

**VIA VITOL**

VITOL	ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
VITOL	ACK HTO RBV J230 BYRDD J48 FLASK WINNG (RNAV)- STAR	Atlanta
VITOL	EURO OOSHN (RNAV)-STAR	Boston

## C216 PLANNING

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

VITOL	ACK J62 RBV J230 COPES J75 GSO Q75 ENEME CTY KNOST M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
VITOL	ACK HTO J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
VITOL	ACK J62 RBV J230 SAAME J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
VITOL	ACK J62 RBV J230 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
VITOL	ACK HTO J121 SIE	Dover
VITOL	ACK J62 RBV HYPER Arrival	Dulles
VITOL	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL	Ft. Lauderdale
VITOL	ACK J62 RBV J230 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
VITOL	PLYMM PARCH Arrival	Kennedy
VITOL	ACK HTO J121 DRIFT V312 CYN	McGuire
VITOL	ACK J62 COPES J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
VITOL	ACK J62 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
VITOL	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
VITOL	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
VITOL	ACK HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
VITOL	ACK J62 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
VITOL	COPLY BOS NELIE T212 TRESA	Stewart
VITOL	ACK J62 RBV J230 COPES J75 GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
VITOL	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
VITOL	COPLY BOS NELIE VALRE Valre Arrival	Westchester

**VIA WHALE**

WHALE	LFV J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
WHALE	BOS BAF Q448 PTW J48 FLASK WINNG (RNAV)-STAR	Atlanta
WHALE	BOS J75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
WHALE	EURRO OOSHN (RNAV)-STAR	Boston
WHALE	ACK J62 RBV J230 COPES J75 GSO Q75 ENEME CTY KNOST M215 PISAD UM215 NUDIS ITLOM UM782 CUN	Cancun
WHALE	LFV J174 SWL J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
WHALE	BOS J75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
WHALE	BOS BAF Q406 BWZ J6 LIT FEWWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
WHALE	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
WHALE	LFV J174 HTO J121 SIE	Dover
WHALE	BOS BAF HYPER Arrival	Dulles
WHALE	ACK J62 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL	Ft. Lauderdale
WHALE	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
WHALE	PLYMM PARCH Arrival	Kennedy
WHALE	LFV J174 HTO J121 DRIFT V312 CYN	McGuire

**WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**

WHALE	ACK J62 COPES J75 GVE J37 SJI TBD M345 AXEXO UM345 PAZ IJ55 DATUL Datul Arrival	Mexico City
WHALE	LFV J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
WHALE	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
WHALE	LARIE RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
WHALE	LFV J174 HTO J121 BRIGS JIIMS (RNAV)-STAR	Philadelphia
WHALE	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
WHALE	ACK J62 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
WHALE	COPLY BOS NELIE T212 TRESA	Stewart
WHALE	ACK J62 RBV J230 COPES J75 GSO Q75 TEUFL GEEEY JAYJA DADES (RNAV)-STAR	Tampa
WHALE	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
WHALE	COPLY BOS NELIE VALRE Valre Arrival	Westchester

**VIA YBC (Baie-Comeau)**

YBC	POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY PECHY (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 VEPSU DIRECT	Montréal/Mirabel
YBC	DEBUS OMBRE Arrival	Montréal/Pierre E Trudeau
YBC	YXI ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
YBC	POLTY IMEBA Arrival	Toronto

**VIA YRI (Rivière-du-Loup)**

YRI	POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY PECHY (RNAV)-STAR	Atlanta
YRI	KAPUX ASP WYNDE (RNAV)-STAR	Chicago
YRI	POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
YRI	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
YRI	BOBTA TPGUN (RNAV)-STAR	Detroit
YRI	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
YRI	CATOG VEPSU DIRECT	Montréal/Mirabel
YRI	DEBUS OMBRE Arrival	Montréal/Pierre E Trudeau
YRI	YXI ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
YRI	POLTY IMEBA Arrival	Toronto

## C218 PLANNING

**INTERSECTIONS AND REPORTING POINT CO-ORDINATES**

The following is a list of airway and other intersections and/or reporting points

<b>A</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
ABENY AB.....	54 15.1	113 04.6
ACADN NS.....	44 40.0	64 00.0
ACKIN AB.....	54 57.5	115 28.4
ACORD WA.....	48 47.5	122 32.1
ADREW YT.....	69 10.2	141 00.2
ADROT BC.....	50 46.0	116 31.0
ADSAM NU.....	69 55.3	63 13.2
ADSIX BC.....	49 07.0	122 30.0
ADSUR QC.....	50 41.3	73 15.1
ADVIK ON.....	45 08.1	74 46.6
ADVOX AB.....	51 34.7	114 35.3
AGBIX QC.....	60 03.1	77 17.3
AGBUT ON.....	44 44.9	79 46.7
AGDAN AB.....	50 53.7	113 41.7
AGDOX ON.....	43 17.1	79 06.3
AGDUT ON.....	44 00.5	80 12.8
AGGUA BC.....	50 15.3	124 59.9
AGLOL QC.....	53 42.7	73 42.2
AGLUK QC.....	46 12.6	73 22.2
AGMAK AB.....	51 13.0	114 34.7
AGNEX ON.....	45 36.1	77 06.2
AGNOB ON.....	44 12.1	77 30.1
AGPAL BC.....	54 31.7	130 46.8
AIRIE BC.....	52 46.8	123 11.8
ALDDA BC.....	49 33.0	116 20.7
ALGAR AB.....	56 00.9	112 05.8
ALIDO QC.....	45 44.4	75 40.8
ALIVE BC.....	54 21.8	122 09.9
ALKIK AB.....	52 47.6	113 07.7
ALKOB QC.....	51 28.8	64 01.5
ALKOG MB.....	50 01.8	97 43.9
ALKOK QC.....	49 00.0	77 23.0
ALLEX NB.....	44 25.0	67 00.0
ALLMN MB.....	49 38.1	96 56.5
ALLRY NL.....	50 30.0	52 00.0
ALMEX ON.....	48 26.2	90 03.4
ALMOP ON.....	45 40.0	81 00.0
ALONI ON.....	44 38.9	75 39.2
ALPAR BC.....	52 45.0	123 32.0
ALPIM AB.....	57 27.8	110 26.3
ALSAB NT.....	61 30.9	110 00.0
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
ALVID ON.....	43 54.3	76 36.1
ALVOL BC.....	49 51.0	120 35.4
ALVYN BC.....	49 37.1	122 42.4
AMAMA QC.....	52 52.5	66 38.6
AMASS NU.....	61 02.3	68 31.0

<b>A (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
AMBRO BC .....	49 59.4	120 21.4
AMENA AB .....	49 32.6	111 53.1
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
ANDRE QC.....	49 49.0	67 59.6
ANERI BC.....	49 01.3	119 29.0
ANJER BC.....	49 27.6	118 05.1
ANTAK BC.....	49 21.0	115 51.5
ANTID AB.....	52 53.0	114 15.3
ANTLR BC.....	49 04.4	122 14.1
ANTOV QC.....	45 22.6	71 02.3
ANTUR ON .....	49 12.5	84 55.3
ANTUS QC.....	45 39.4	72 13.2
ANTUT YT.....	60 08.4	134 18.5
ANVAP BC.....	49 04.2	124 17.4
APDIN NL.....	48 59.2	54 50.0
APLAK QC.....	46 27.6	71 54.6
APLOV ON.....	44 55.7	76 08.5
APMAL YT.....	61 52.4	130 00.0
APNEL ON.....	45 21.0	82 13.7
APNIX MB.....	50 21.7	96 54.6
APRIP BC.....	54 09.9	124 20.1
APSIN NU.....	81 00.0	65 16.0
ARAME QC.....	51 20.3	67 27.7
ARDEE NS.....	45 07.4	64 23.2
ARMAC BC.....	49 11.7	123 49.6
AROUK AB.....	54 16.7	114 26.3
ARRUE BC.....	49 04.4	124 07.8
ARVEE NU.....	62 52.0	74 00.0
ARVIE ON.....	45 07.1	74 37.1
ATENE QC.....	46 14.1	70 16.4
ATHUR BC.....	50 00.6	117 12.3
ATLAN NL.....	46 45.6	57 06.9
ATUNA BC.....	50 22.4	126 31.9
AVEDO AB.....	54 49.5	112 10.4
AVOKU NU.....	60 00.0	90 00.0
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
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>B</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
BACMO ON .....	48 00.0	84 01.0
BAFAL ON .....	48 55.8	81 54.3
BAJOL BC.....	49 18.6	123 28.2
BALOR BC.....	50 01.8	119 01.6
BAMPS NT.....	62 19.3	116 12.0

## C220 PLANNING

	<b>B (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
BANNE BC .....		54 06.0	130 38.3
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
BEMOX YT .....		63 22.7	130 00.0
BENAX NT .....		62 29.1	110 00.0
BEPEG NU .....		63 00.0	70 00.0
BEPUP ON .....		46 42.0	82 33.4
BERUS NU .....		63 00.0	63 00.0
BERUT QC .....		46 56.1	72 29.2
BESOB QC .....		48 40.4	68 41.4
BEVEL AB .....		49 30.0	110 00.0
BEWEL ON .....		42 17.3	80 44.7
BEXOV ON .....		50 17.6	88 54.6
BEZED NU .....		64 52.0	67 00.0
BIBEM YT .....		62 40.3	141 00.0
BIBER QC .....		45 52.0	73 24.0
BIBOX NT .....		66 00.8	124 00.0
BIGBE ON .....		44 08.0	80 37.0
BILII ON .....		49 01.3	88 15.7
BILNO MB .....		49 58.7	97 45.0
BILSI NT .....		64 19.5	116 45.2
BIMRO ON .....		43 01.7	80 19.0
BINGA BC .....		57 42.1	125 00.0
BINVO BC .....		50 45.5	116 28.1
BIPKO QC .....		45 43.4	74 21.7
BIRKO AB .....		51 28.6	113 15.8
BISNO AB .....		52 30.5	113 45.2
BISPO AB .....		56 56.3	115 54.0
BITGA AB .....		51 29.5	113 58.4
BITRA NS .....		45 06.4	61 52.7
BITRO NT .....		67 00.2	135 00.0
BOBBS QC .....		51 00.1	62 00.0
BOBKI QC .....		45 25.0	74 25.8
BOBRA QC .....		46 14.5	76 32.2
BOBTA ON .....		43 48.9	79 39.5
BOBTU (Oceanic) .....		44 07.0	52 49.3
BODRA NU .....		62 17.0	80 00.0
BOFIN ON .....		48 43.1	93 31.7
BOGGI BC .....		49 08.5	122 47.5
BOJAM BC .....		52 06.3	117 42.9
BOKLU QC .....		45 50.4	74 35.7
BOKMA BC .....		54 31.2	131 38.9
BOKTO NL .....		56 58.0	58 00.0
BOLMO ON .....		43 54.6	80 03.2
BOMET ON .....		44 10.2	77 59.0
BOMIP AB .....		52 09.7	112 26.0
BOMON BC .....		57 22.0	121 46.0
BONAB ON .....		47 50.5	80 42.2
BONAK BC .....		53 00.0	134 00.0
BOOPY BC .....		50 06.0	124 35.5
BOOTH BC .....		49 31.3	122 02.7
BOPUT NU .....		68 57.6	61 56.5
BOREK ON .....		42 56.3	79 56.9
BORIX AB .....		51 53.6	110 00.0

<b>B (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
BORUB NL .....	52 32.4	63 07.4
BOSAM QC .....	45 03.0	73 55.0
BOSEP ON .....	43 06.3	82 00.5
BOSIM AB .....	53 57.1	112 46.5
BOTAD BC .....	58 38.2	131 59.6
BOTAG AB .....	51 04.2	114 36.5
BOTER NT .....	63 45.3	112 57.6
BOTHA AB .....	57 40.7	118 38.0
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
BRADD NS .....	43 09.0	67 00.0
BRETN ON .....	44 34.2	79 13.0
BRIDG NB .....	47 08.8	59 16.3
BRIOL BC .....	49 06.1	123 29.7
BROKK ON .....	42 19.9	81 34.9
BROME NL .....	53 30.0	67 00.0
BRUIN ON .....	43 39.9	76 06.9
BRWNZ ON .....	41 51.2	82 12.8
BRYGE BC .....	50 41.8	123 06.2
BUBIX QC .....	49 19.7	67 22.5
BUDAR NL .....	50 00.0	52 00.0
BUDUM NU .....	80 00.0	69 15.0
BUICK BC .....	48 48.7	123 07.9
BULIE BC .....	50 16.2	120 04.6
BURWA ON .....	46 11.4	80 34.6

<b>C</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
CAAPE NB .....	45 18.0	65 17.8
CACHO AB .....	54 54.2	112 34.2
CADIL NB .....	47 44.1	60 25.5
CAFTA BC .....	51 17.7	129 05.3
CAINN AB .....	51 16.9	114 10.7
CAJEN BC .....	55 32.3	121 24.2
CALCI NT .....	60 02.3	116 16.5
CALLY AB .....	55 07.9	113 23.4
CAMRA AB .....	53 01.9	112 30.5
CAMRE ON .....	41 55.5	82 12.7
CAMZO BC .....	48 47.0	123 32.1
CANEL NU .....	67 59.0	60 45.8
CANOP AB .....	51 04.1	114 35.5
CANSO ON .....	48 09.7	80 44.1
CANRY BC .....	49 09.0	123 20.2
CANYO YT .....	60 25.5	132 24.1
CARAC (Oceanic) .....	43 00.0	60 00.0
CASDY BC .....	49 04.4	123 58.3
CASSL BC .....	52 32.6	122 44.9
CASTR QC .....	48 52.0	66 50.0
CATOG QC .....	45 55.0	72 53.0
CAUGA BC .....	49 28.2	121 23.1
CEESE BC .....	49 40.2	123 36.9
CEFOU QC .....	47 44.2	69 00.0
CELAR ON .....	45 13.8	76 27.0
CHAAP ON .....	42 30.3	80 41.0
CHAPO YT .....	64 58.4	141 00.0
CHAPT BC .....	50 28.9	120 20.5
CHARN NU .....	54 53.4	80 00.0



## C222 PLANNING

	<b>C (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
CHICA ON .....		48 52.0	85 16.2
CHIPE AB .....		53 22.2	115 33.6
CHITE BC .....		50 02.6	116 09.1
CHUBB BC .....		53 26.4	122 33.1
CILLI BC .....		49 03.8	121 23.7
CITOP AB .....		50 10.2	114 30.3
CLANK AB .....		56 34.5	112 37.5
CLAVY NL .....		64 14.0	59 00.0
COALE YT .....		60 27.3	135 10.5
COALL NT .....		80 00.0	141 00.0
COGLE BC .....		49 04.6	122 33.9
COHIL YT .....		60 06.5	139 00.0
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
COTLO NT .....		68 05.5	125 00.0
COUTS AB .....		49 00.0	112 17.5
COWLE AB .....		49 36.9	114 02.3
CREEB WA .....		48 13.0	121 20.4
CROCE ON .....		45 25.3	80 12.2
CUDDY NL .....		56 42.0	57 00.0
CYRIL ON .....		44 57.2	75 24.2

	<b>D</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
DAPOP AB .....		50 52.5	110 00.0
DARUB NU .....		67 00.0	60 00.0
DARUK SK .....		50 29.9	102 28.4
DASBA NU .....		65 10.0	100 00.0
DASBI BC .....		49 29.6	118 03.7
DASIR ON .....		43 19.3	82 14.9
DASMU BC .....		48 57.3	124 34.6
DASPO NT .....		70 02.4	125 00.0
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
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
DEBUM ON .....		44 38.5	77 45.3

<b>D (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
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
DERLO ON .....	43 04.0	81 05.7
DESDN ON .....	42 31.4	82 15.4
DESKI ON .....	45 22.8	76 20.8
DESNB 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
DUKPA NU .....	65 09.2	110 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
DUNCN BC .....	48 51.0	123 39.4
DUNJY BC .....	48 37.7	123 18.9
DUNUP QC .....	45 17.6	73 35.4
DUPEV NT .....	64 34.4	130 00.0
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
DUROT SK .....	58 02.5	108 27.0
DUSEN NS .....	44 59.8	64 11.8
DUSER QC .....	46 03.8	73 05.9
DUSMA NU .....	53 42.0	80 00.0
DUTEL ON .....	44 40.0	81 17.8
DUTUM NU .....	63 52.0	67 00.0
DUSOB YT .....	60 18.3	130 00.0
DUSUT ON .....	42 39.0	81 23.3
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
DUVER NU .....	60 00.0	93 00.0
DUVIK SK .....	49 14.8	104 19.1
DUVIN NS .....	43 42.4	67 00.0
DUVIS MB .....	51 38.0	95 15.0
DUVOK NS .....	44 55.6	65 17.2

C224 PLANNING

	D (Cont'd)	(N)LAT	(W)LONG
DUXAR BC .....		56 46.3	129 25.7
	<b>E</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
EBDOG QC .....		47 59.5	78 38.9
EBDOT QC .....		45 05.4	73 34.0
EBGAL AB .....		50 41.8	113 22.3
EBGIX QC .....		45 43.3	70 25.5
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
ELERI (Oceanic).....		42 34.5	64 23.4
ELIDI BC.....		50 00.4	123 36.9
ELKIE BC .....		54 32.7	120 46.5
ELNUS NU.....		78 00.0	75 00.0
ELSIR NL.....		49 30.0	52 00.0
ELTAX SK.....		51 57.4	105 35.7
ELTEX BC .....		56 54.0	125 00.0
ELTIP AB.....		54 02.8	112 57.0
ELVAK AB .....		51 23.2	113 10.7
ELVEL ON .....		51 00.0	90 00.0
ELVUX MB.....		50 10.7	96 54.4
EMBES QC.....		48 32.7	72 17.7
EMBIM NB.....		45 26.4	67 27.9
EMBOK NL.....		63 28.0	58 00.0
EMDUN QC.....		61 02.8	69 37.1
EMETO BC.....		49 24.8	119 47.5
EMGAL NT .....		71 59.6	125 14.5
EMKEK NT .....		69 21.6	124 04.5
EMLIK SK .....		50 21.5	102 29.9
EMPEK QC.....		45 55.0	74 20.7
EMSOW AK.....		62 57.5	141 00.0
ENNSO NL .....		55 32.0	57 00.0
EPINE BC .....		55 43.5	121 16.7
EPLAN AB .....		52 32.8	115 59.8
EPLD NU .....		66 33.2	110 00.0
EPMAL QC .....		48 22.6	68 35.9
EPMAN NU.....		66 00.0	60 00.0
EPMOK ON .....		44 59.1	74 57.1
EPSET BC.....		58 25.3	130 01.9
EPTIR SK .....		57 54.4	102 22.3
EPTIV BC .....		52 00.0	133 00.0
EPTUL QC .....		45 04.6	73 54.4
ERBAL ON.....		43 53.3	79 18.0
ERRTH ON .....		42 11.4	81 56.2
ERVYN BC .....		49 31.8	117 02.5
ESKIE AB .....		53 16.4	114 41.1
ESTEL QC .....		45 57.9	74 11.0
ETBOG NL .....		47 38.8	52 17.0
ETBOS NU.....		63 46.0	74 00.0
ETBOX ON .....		44 31.6	80 07.8
ETLEM AB.....		49 26.1	112 53.2
ETMAR AB .....		56 42.6	112 17.2
ETMAT ON.....		48 51.4	89 07.1
ETMOK ON.....		47 00.0	77 50.0
ETMOM MB.....		50 02.9	99 37.2
EXPOS QC.....		52 00.0	67 00.0

<b>F</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
FINNI NL .....	49 00.1	57 44.4
FIORD YT .....	65 46.2	141 00.0
FIRNI BC .....	49 35.2	115 08.4
FLEUR QC .....	46 59.3	70 27.8
FLOON BC .....	51 00.3	120 42.3
FOCHE BC .....	49 03.8	124 47.8
FOLDY BC .....	49 03.1	120 42.7
FORTE NB .....	46 16.8	57 39.6
FOWEL ON .....	42 36.1	80 09.5
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

<b>G</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
GABAL BC .....	50 00.5	123 01.5
GABUL BC .....	59 14.0	130 00.0
GABIN BC .....	49 56.7	120 57.9
GABRO NT .....	63 13.6	110 00.0
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
GADRU ON .....	52 08.3	90 00.0
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
GIBAC BC .....	49 29.1	123 42.9
GLACE BC .....	50 11.4	122 25.9
GOATE BC .....	49 26.9	119 05.6

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<b>G (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
GOPIR NU.....	63 00.0	100 00.0
GOPUK NU.....	67 20.0	110 00.0
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
GOTIP ON.....	44 57.9	76 57.9
GOVAB MB.....	49 36.0	99 58.0
GOVAT QC.....	48 32.2	78 46.4
GOVIT MB.....	49 32.7	95 48.9
GRAMP ON.....	49 40.0	80 00.0
GRAND NU.....	55 42.2	80 00.0
GRASE BC.....	49 45.2	119 51.1
GRAVO ON.....	50 00.0	87 41.0
GRAYY NB.....	45 44.8	56 42.6
GRIBS NU.....	61 30.0	63 00.0
GRIBY ON.....	47 45.3	86 15.6
GROLE MB.....	49 04.2	96 25.3
GRONG AB.....	53 22.5	114 19.3
GRUGG AB.....	58 37.3	117 09.9
GRUPI (Oceanic).....	43 52.0	58 50.3
GUBAK NU.....	60 00.0	87 00.0
GUCHY BC.....	50 27.2	120 32.0
GUDOG AB.....	51 31.0	110 00.0
GUPEY (Oceanic).....	51 42.0	134 15.0

<b>H</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
HARUN NT.....	66 46.5	125 00.0
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
HIDIG NS.....	44 40.8	64 01.0
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

<b>H (Cont'd)</b>		<b>(N)LAT</b>	<b>(W)LONG</b>
HOWZR BC .....		50 32.1	116 16.1
HUMEK BC .....		50 21.3	119 18.3
HUTON BC .....		53 51.4	121 41.4

<b>I</b>		<b>(N)LAT</b>	<b>(W)LONG</b>
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
IGSEL BC .....		58 13.7	125 00.0
IGSIT BC .....		51 00.7	121 29.2
IGSOD AB .....		52 29.5	116 07.7
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
IKBAK BC .....		49 46.6	121 23.6
IKBUN NL .....		48 48.0	56 03.9
IKLAR NU .....		68 00.0	90 00.0
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 QC .....		58 15.9	67 43.1
IKNAR QC .....		47 11.6	74 09.5
IKNAV ON .....		42 57.7	78 58.1
IKNOG NU .....		65 54.3	58 35.0
IKNUK AB .....		49 25.8	112 07.7
ILADA AB .....		51 18.6	110 53.1
ILATU NT .....		61 04.0	122 20.0
ILEMU ON .....		45 15.3	76 52.7
ILERQ QC .....		45 52.2	71 29.0
ILIRI NU .....		64 30.0	100 00.0
ILIXU ON .....		43 57.4	77 21.5
ILOSA AB .....		50 36.3	113 13.4
ILUGO QC .....		50 19.3	73 22.8
ILUSI ON .....		44 08.8	78 55.9
IMAMA NB .....		46 44.3	67 46.7
IMEVO NT .....		67 49.0	115 08.6
IMOTA SK .....		51 55.0	108 00.0
IMPOR WA .....		48 37.7	123 07.2
INGUM NU .....		71 52.9	66 16.9
INHAM BC .....		49 03.1	125 27.3
IPSAK QC .....		45 45.5	74 51.5
IPSIT AB .....		51 18.6	114 30.6
IPTAL QC .....		48 43.8	69 09.8
IPTAN AB .....		49 37.1	114 08.4
IPTOS ON .....		44 55.3	76 13.4
IRBAS BC .....		55 49.9	121 12.4

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<b>I (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
IRBIM NL .....	58 39.2	60 32.0
IRBUX QC .....	60 01.6	70 00.0
IRDUV NB .....	46 16.4	65 09.5
IRGIP YT .....	60 02.7	134 10.5
IRKON NL .....	49 10.8	57 27.5
IRLAV NU .....	57 58.5	80 00.0
IRLOK NL .....	54 32.0	57 00.0
ITBOT AB .....	50 38.3	113 29.7
ITGAV BC .....	51 00.0	132 00.0
ITKET BC .....	54 28.1	128 34.7
ITMAV BC .....	49 28.6	124 10.7
ITMAX AB .....	53 25.2	113 07.2
ITNOT NT .....	61 43.3	113 38.5
ITPAX NB .....	46 06.8	65 09.6
ITPEG ON .....	42 53.6	80 51.7
ITRIT AB .....	50 51.1	115 20.1
IWACK WA .....	48 55.9	120 50.2

<b>J</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
JIMMS BC .....	51 19.5	131 17.8
JINNA AB .....	54 56.5	118 15.6
JLGON ON .....	42 34.8	81 25.9
JOOPY NL .....	48 30.0	52 00.0
JORJA BC .....	49 13.7	123 32.6
JOVIE NL .....	54 10.0	67 00.0
JOWEN (Oceanic) .....	54 05.0	134 30.0
JULET NU .....	72 45.7	68 39.5
JUNIS QC .....	46 47.3	76 48.1

<b>K</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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

K (Cont'd)	(N)LAT	(W)LONG
KATCH (Oceanic).....	54 00.0	136 00.0
KATEK ON.....	44 40.6	75 33.0
KATEN SK.....	49 00.0	106 00.0
KATLO NS.....	45 17.8	63 03.1
KATNO ON.....	43 10.6	82 19.5
KAVDA AB.....	54 40.6	112 16.7
KAVKI MB.....	49 35.0	97 20.4
KAVMU QC.....	48 31.9	69 54.7
KAVPO NL.....	54 29.9	66 46.3
KAVTA AB.....	50 47.0	114 46.7
KEBEV NS.....	46 18.2	59 50.3
KEBGO QC.....	45 16.5	73 12.0
KEBMA ON.....	48 34.2	81 22.6
KEDEK SK.....	57 43.4	107 26.3
KEDVI ON.....	43 56.0	80 29.0
KEGPI BC.....	50 41.0	119 40.3
KEGRI NS.....	45 01.5	65 33.0
KEGRU AB.....	55 16.7	112 16.2
KEINN BC.....	49 49.0	123 43.9
KEKNA QC.....	50 09.5	65 57.6
KELMU NU.....	59 10.2	80 00.0
KELNO NS.....	45 07.9	64 11.4
KELNU AB.....	51 31.2	113 03.8
KELSY BC.....	50 27.3	126 04.0
KELVI QC.....	45 02.4	74 12.9
KEMGI YT.....	60 23.6	134 39.7
KEMSA NU.....	56 50.3	80 00.0
KEMVI ON.....	45 15.5	75 21.6
KENDI ON.....	43 41.8	79 00.3
KENGA AB.....	53 17.1	113 08.2
KENKI NU.....	65 00.0	63 00.0
KENLU ON.....	44 19.3	79 12.9
KENPA ON.....	44 47.7	82 23.6
KENSU NB.....	45 58.5	65 57.2
KEPKO BC.....	50 00.0	131 00.0
KEPNA BC.....	49 44.5	120 21.8
KERBI MB.....	50 14.7	97 16.2
KERBO AB.....	56 16.0	112 29.7
KERGI BC.....	49 27.8	124 10.1
KERNU QC.....	48 10.5	78 04.2
KERSA AB.....	51 37.2	114 06.0
KERTI AB.....	50 00.0	109 30.0
KERVO ON.....	45 25.3	70 38.4
KESDA BC.....	59 04.7	120 00.0
KESKA QC.....	45 36.9	74 08.8
KESTA BC.....	49 15.0	121 00.0
KETLA NL.....	62 28.0	58 00.0
KETRU QC.....	46 27.2	72 31.3
KETTL BC.....	49 59.0	118 19.1
KEVBO SK.....	56 55.3	104 00.0
KEVLU NS.....	44 25.4	64 11.0
KEVNA BC.....	51 00.0	126 30.0
KEVPO BC.....	58 01.6	130 00.0
KICKS ON.....	44 20.7	80 27.8
KIPIR NT.....	69 26.0	133 01.6
KISKK BC.....	55 12.8	120 46.0
KISUK QC.....	45 53.7	74 55.1



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	<b>K (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
KITAV NT.....		63 51.0	122 50.0
KITOK ON.....		43 02.5	81 55.6
KITOL YT.....		70 30.0	135 00.0
KIVAT AB.....		49 19.3	115 32.4
KIXIR ON.....		44 08.9	76 20.7
KLIPS QC.....		57 42.0	67 00.0
KNEIL BC.....		49 55.6	115 08.6
KOBAK AB.....		51 33.2	113 22.8
KODEX ON.....		45 04.0	75 12.6
KODIK NL.....		53 28.0	57 12.0
KODIT AB.....		52 37.8	115 47.5
KONCH NL.....		51 48.0	60 13.0
KRANG ON.....		48 58.3	94 29.4
KURTT (Oceanic).....		50 12.0	131 53.1

	<b>L</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
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
LETOV YT.....		61 01.0	130 00.0
LETRM AB.....		55 53.8	111 45.8
LEVOM YT.....		60 24.5	133 49.8
LEVUM NB.....		46 14.6	67 31.8
LEXIG QC.....		62 10.8	75 40.0
LEXOD QC.....		48 31.0	66 20.0
LEXON AB.....		55 07.9	112 09.1
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
LIBUG AB.....		59 30.0	113 46.2
LIDEB NU.....		68 15.0	110 00.0
LIDON SK.....		56 20.6	105 34.6
LIDUL BC.....		53 03.3	122 18.5
LIEKY BC.....		52 45.2	121 39.3
LINGO (Oceanic).....		53 00.0	136 34.4
LINNG ON.....		43 18.2	79 21.3
LISVA AB.....		53 42.0	113 32.3
LITGO SK.....		56 08.3	102 56.8
LITMO ON.....		45 06.0	82 20.2
LIVBA QC.....		46 14.3	73 57.1
LIVBI MB.....		49 55.2	97 45.7

<b>L (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
LLEEO ON .....	41 50.5	82 37.4
LOCAN BC .....	49 30.7	117 33.1
LODBU QC .....	49 50.4	64 33.3
LODMI NU .....	60 00.0	88 45.0
LOKBU QC .....	46 06.2	73 14.7
LOKRI NS .....	45 14.5	64 05.0
LOMLO AB .....	51 04.2	113 23.2
LOMPI (Oceanic) .....	44 00.0	57 00.0
LOMSI NL .....	53 06.0	56 47.0
LOMTA NL .....	57 12.2	62 37.2
LONRO AB .....	52 37.4	118 09.5
LOONY AB .....	50 30.1	114 17.4
LOPRO NL .....	48 43.4	57 42.2
LOPVI QC .....	59 16.0	64 15.0
LOPVO ON .....	42 55.0	80 24.0
LORKA ON .....	44 46.1	76 13.0
LORNA SK .....	51 39.4	110 00.0
LORNE ON .....	48 40.4	81 24.3
LORVO BC .....	51 29.4	121 44.9
LOYED ON .....	45 04.8	79 41.7
LUBIC AB .....	56 22.9	115 30.2
LUMBY BC .....	50 21.5	115 37.7
LUNGE ON .....	47 33.3	80 27.4
LYTON BC .....	50 15.0	121 50.7

<b>M</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
MAARS ON .....	42 05.3	82 29.2
MACCS ON .....	42 01.1	83 08.4
MADYN AB .....	51 29.7	114 16.0
MAIRE QC .....	45 42.5	73 07.4
MALPE PE .....	46 43.3	63 24.2
MALPY BC .....	51 13.3	118 57.1
MALTN ON .....	43 43.1	79 40.4
MANJO (Oceanic) .....	52 00.0	135 27.4
MAPUX AB .....	52 45.0	113 18.5
MATIR AB .....	52 00.9	115 04.8
MATOR QC .....	46 21.0	73 20.3
MAXAR NL .....	61 28.0	58 00.0
MAZNA ON .....	44 57.2	77 09.4
MCKEE QC .....	56 40.3	67 00.0
MEBOK QC .....	45 48.8	74 21.0
MEBSI ON .....	48 35.6	85 31.9
MEDAK AB .....	50 02.6	110 37.0
MEDPA NU .....	72 39.7	67 42.8
MEETO SK .....	53 35.6	107 21.4
MEGEX SK .....	50 27.8	106 29.4
MEKPI AB .....	50 15.0	114 26.9
MEKSO QC .....	45 47.4	70 25.6
MEKTA NT .....	67 21.6	134 33.8
MEKTI NT .....	68 55.0	125 00.0
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
MENKI SK .....	56 47.6	104 42.0
MENKO ON .....	44 46.6	78 48.2
MENTI ON .....	44 03.7	79 35.9

## C232 PLANNING

	M (Cont'd)	(N)LAT	(W)LONG
MEPKA QC.....		48 12.4	78 50.1
MERBA NT.....		61 42.8	115 00.0
MERCH AB.....		57 12.3	119 24.6
MEREE NT.....		61 05.3	120 19.0
MERKA ON.....		54 05.9	90 00.0
MERNA QC.....		45 54.3	73 39.7
MERSU SK.....		49 15.0	104 08.5
MERYT BC.....		49 56.5	120 57.7
MERTO ON.....		43 52.6	76 36.4
MESBO AB.....		54 49.0	117 51.2
MESDO QC.....		46 46.9	74 01.8
METMO AB.....		55 25.4	111 51.3
METPA (Oceanic).....		53 00.4	134 50.3
MEVMA BC.....		58 50.2	122 35.8
MIBNA NU.....		60 05.0	80 00.0
MIBNO NL.....		60 35.0	62 32.0
MIBTI BC.....		51 26.6	121 12.8
MIGLI NL.....		49 31.6	58 14.8
MIGLO ON.....		44 38.2	76 12.6
MIILS NB.....		46 52.4	67 02.9
MILLS BC.....		49 14.4	122 54.1
MIREK AB.....		51 37.2	113 55.8
MISAX ON.....		50 30.0	90 00.0
MISOP QC.....		46 07.7	72 16.7
MITEK BC.....		53 46.0	129 50.8
MITOM BC.....		58 19.2	131 32.0
MIVAD NL.....		47 40.8	54 09.1
MIVAX QC.....		47 26.4	70 09.6
MIVOK ON.....		44 21.6	77 35.3
MIXOV QC.....		49 13.0	78 22.0
MIXUT ON.....		43 18.1	80 06.5
MOATT (Oceanic).....		58 01.5	59 55.7
MOAWK ON.....		42 45.0	79 51.0
MOBAL QC.....		45 20.3	71 51.8
MOBEK AB.....		50 19.5	112 46.7
MOBRY BC.....		55 46.0	121 44.9
MOBUB QC.....		46 10.5	72 55.6
MOCHA BC.....		54 30.2	133 01.9
MODAS QC.....		48 17.8	68 43.6
MODDY BC.....		49 21.8	122 50.3
MODEN QC.....		48 18.0	69 52.4
MODET NU.....		75 49.6	75 27.2
MODUK QC.....		51 11.0	70 43.0
MODUL MB.....		50 12.3	97 29.2
MOFAT QC.....		49 10.8	73 00.0
MOGAG ON.....		51 15.7	82 15.8
MOGUS BC.....		49 17.2	122 32.8
MONKK ON.....		45 13.0	80 40.3
MOONN ON.....		42 22.2	82 27.1
MOORR BC.....		49 56.3	119 02.4
MOOTO AB.....		53 52.7	113 42.1
MOOZE BC.....		55 20.5	121 12.9
MOWND NB.....		45 22.6	66 39.4
MUNBI QC.....		48 06.6	78 18.5
MUNBO NL.....		52 07.5	64 48.0
MUPTO AB.....		50 37.9	114 32.2
MURLO NL.....		44 05.4	55 55.7

<b>M (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
MUSAK NL .....	48 00.0	52 00.0
MUSCA ON .....	41 55.0	83 00.4
MUSIT ON .....	45 23.8	82 25.2
MUSKK MB .....	50 25.9	99 48.1
MUSLO NL .....	60 10.0	62 00.0
MUSRA SK .....	49 12.5	106 55.0
MUSVA NU .....	64 00.0	63 00.0
MUTIB QC .....	45 36.5	71 52.1
MUTNA QC .....	45 01.1	73 33.5
MUVUD AB .....	55 39.8	111 38.7
MUXAT BC .....	57 38.4	130 34.9
MUZON BC .....	49 57.9	123 51.1

<b>N</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
NAAPP BC .....	53 53.3	125 26.4
NABLO ON .....	43 40.3	82 01.5
NABOG QC .....	48 25.5	77 48.5
NADET NT .....	62 55.1	112 55.2
NADGI YT .....	60 42.6	135 04.0
NADMA NU .....	71 04.0	64 55.6
NADPI BC .....	51 42.9	117 20.4
NAGLI BC .....	49 03.3	125 56.9
NAGNO QC .....	46 42.2	77 28.5
NAKBI (Oceanic) .....	52 00.3	133 44.0
NAKTO NT .....	61 41.7	115 06.1
NALRU QC .....	46 35.7	71 18.1
NALDI NU .....	64 30.0	63 00.0
NAMTI AB .....	50 30.6	113 04.4
NANOO BC .....	49 15.9	124 14.7
NANSO NL .....	44 29.3	56 04.3
NAPEE QC .....	45 10.4	73 40.2
NAPLO NL .....	50 13.6	58 45.9
NARRY AB .....	54 28.5	119 49.7
NEEKO NL .....	52 24.0	55 50.0
NEWTN BC .....	49 09.3	122 46.2
NICSO NL .....	47 30.0	52 00.0
NIFTY NL .....	60 58.0	58 00.0
NILTT SK .....	50 52.9	105 01.5
NOBOT 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
NORUN MB .....	50 16.1	96 21.3
NORUS QC .....	51 53.3	66 37.0
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
NOTEX BC .....	50 22.7	124 11.4
NOTOP NS .....	45 27.2	62 00.7
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
NOXAN BC .....	59 54.9	120 00.0
NUBEG AB .....	54 16.9	113 59.1

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	<b>N (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
NUBER ON.....		43 27.5	80 22.7
NUDET AB.....		52 55.0	111 22.4
NUDGE (Oceanic).....		51 00.0	134 24.0
NUGAM MB.....		59 09.3	99 24.0
NUGAR BC.....		50 10.3	114 49.0
NUGIS QC.....		52 33.1	67 13.4
NUGOP ON.....		44 08.3	80 29.3
NUGUV BC.....		54 44.8	127 06.5
NUTBE BC.....		49 19.6	123 36.5
NUTBY NS.....		45 41.3	63 14.8
NUVVE AB.....		50 43.9	114 08.3

	<b>O</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
OBVAN QC.....		49 05.3	68 34.5
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
OLASI QC.....		46 19.8	74 56.2
OLAVO QC.....		47 02.4	72 10.0
OLDMA AB.....		53 46.0	114 03.5
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
OMLOK BC.....		58 46.8	130 00.0
OMLON NL.....		53 16.7	65 00.0
OMLOT MB.....		49 42.0	96 50.2
OMLUK AB.....		51 31.1	114 41.2
OMRAK ON.....		43 16.3	82 15.9
OMREG AB.....		53 18.6	110 04.4
OMRIR AB.....		53 21.4	110 49.5
OMRIT AB.....		50 25.1	112 55.6
OMROD AB.....		53 00.3	113 05.6
OMSAT NL.....		47 00.0	52 00.0
OMSIK BC.....		50 05.6	115 10.6
OMSUN YT.....		61 20.2	141 00.0
OMTOL QC.....		51 05.0	71 45.0
OMVAN YT.....		60 10.4	132 44.5
OMVEG ON.....		50 06.8	91 54.3
OMVIN BC.....		48 49.0	124 04.4

<b>O (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
ONBOS AB .....	51 36.6	112 39.6
ONDET AB .....	54 34.5	118 17.8
ONDUS BC .....	51 39.0	117 19.0
ONDOB QC .....	45 41.6	76 26.3
ONGAG SK .....	57 05.6	104 05.6
ORNAI (Oceanic) .....	50 00.0	133 23.9
OTAKU NU .....	63 07.0	68 52.0
OTARA AB .....	50 37.4	114 03.6
OTEPI AB .....	55 00.1	119 14.7
OTIKA BC .....	49 15.6	123 41.7
OTNIK ON .....	46 24.2	83 38.3
OTNIX BC .....	49 20.0	126 30.0
OTNOT YT .....	62 39.3	130 00.0
OTNOX ON .....	48 41.5	89 53.7
OTPUS SK .....	51 00.0	110 00.0
OTRIK AB .....	58 44.3	110 50.1
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
OVUNI QC .....	48 18.4	78 31.6
OXASA ON .....	46 21.8	79 25.5

<b>P</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
PAIRY ON .....	45 28.1	81 01.6
PARQE AB .....	53 43.3	119 29.2
PAULO NS .....	45 15.2	63 20.1
PEKRO NL .....	53 09.4	64 06.2
PEKVO QC .....	47 00.0	76 54.0
PELEE NU .....	52 55.0	80 00.0
PELMU MB .....	50 35.0	97 04.0
PELRI NU .....	85 00.0	60 00.0
PELSI QC .....	58 05.0	67 00.0
PELTU NL .....	52 06.0	55 10.0
PELVA AB .....	54 00.0	114 40.0
PEMDU SK .....	49 00.2	108 29.9
PEMLU ON .....	50 47.0	80 00.0
PEMPA SK .....	49 53.6	104 19.2
PENDR BC .....	48 44.5	123 16.6
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
PEPMO NU .....	70 40.0	100 00.0
PEPRA NL .....	44 56.2	56 13.9
PEPSA AB .....	55 04.7	112 47.2
PERKO ON .....	47 29.7	81 55.0
PERLU NL .....	47 17.4	54 02.8
PERTH ON .....	44 33.5	76 42.3
PERTU AB .....	51 03.6	113 13.1
PESAC QC .....	46 32.9	72 11.2
PETBO SK .....	49 00.0	104 00.0
PETMA SK .....	56 05.6	106 03.1
PETNO QC .....	50 00.0	71 30.0
PETPA (Oceanic) .....	51 00.3	132 41.2
PEVLU AB .....	51 30.4	114 08.5
PEVNI AB .....	51 02.0	115 03.2

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<b>P (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
PEVRA SK.....	58 23.5	109 37.0
PIBLI AB.....	56 43.5	112 22.6
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
PIKMO ON.....	54 38.0	90 00.0
PIKNA QC.....	50 52.0	59 15.0
PILPA NT.....	62 42.0	112 44.8
PINTE QC.....	46 26.8	70 03.1
PNASK BC.....	49 45.4	119 58.0
POLLE SK.....	54 46.5	103 50.0
POLTY QC.....	45 54.0	75 48.7
POPLR MB.....	52 42.6	97 38.4
PORGY (Oceanic).....	56 19.0	58 05.0
PORTI NL.....	46 30.0	52 00.0
POTAT YT.....	67 56.1	141 00.0
POWOL BC.....	50 12.3	124 44.7
PRADA MB.....	49 25.5	95 45.5
PRAWN (Oceanic).....	57 12.2	59 10.8
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
PUSOD QC.....	45 30.1	71 29.7
PUTOL ON.....	43 29.1	79 06.0
PUVAX AB.....	55 27.5	112 07.5
PUXER QC.....	45 24.0	72 51.3
PUXIN BC.....	51 20.7	130 45.3
PUXOP NB.....	45 56.7	66 26.4

<b>Q</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
QUBIS NB.....	47 32.0	67 46.0

<b>R</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
RABIK QC.....	45 17.9	72 36.6
RABOX AB.....	51 05.4	111 55.7
RADAT NU.....	60 00.0	81 44.0
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
REVP BC.....	51 22.8	121 41.3
REVEN QC.....	45 33.2	70 42.0

<b>R (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
REVIK NB .....	46 53.7	67 46.1
REVUB ON .....	48 42.3	88 45.2
REVUD ON .....	43 49.4	80 49.6
REZIN QC .....	47 43.6	78 13.9
RIBIR ON .....	46 18.9	84 07.1
RIBIT BC.....	55 54.3	129 55.1
RIBUN NT.....	63 11.4	113 32.9
RICPO ON.....	42 13.4	82 41.6
RIDOK SK.....	57 25.7	106 32.2
RIGAD AB.....	51 43.2	114 22.9
RIKAL NL.....	51 48.0	54 32.0
RIONA ON.....	50 28.0	92 33.9
RISKE BC.....	52 13.7	122 48.8
ROBBE QC.....	51 08.6	70 00.0
RODBO NU.....	60 05.0	65 10.0
RODKU AB.....	52 06.7	113 23.6
ROFFO AB.....	53 24.0	119 00.0
ROGSA QC.....	46 07.4	71 41.7
ROGVU QC.....	48 51.1	68 12.9
ROLBU BC.....	48 53.0	125 21.8
ROLLA BC.....	55 45.8	120 00.1
ROMDA SK.....	56 20.6	102 26.1
ROMRA BC.....	52 02.8	117 39.2
RONCH BC.....	51 30.7	122 27.5
RONPU NU.....	61 30.0	80 00.0
ROPLA BC.....	49 41.7	114 43.6
ROPRO AB.....	55 18.0	111 50.0
RORMA MB.....	49 56.4	96 43.4
RORTU BC.....	55 06.2	121 41.5
ROTMA ON.....	45 49.9	83 23.7
ROUKE (Oceanic).....	48 00.0	131 32.0
ROUND QC.....	51 15.0	75 02.8
ROVMA AB.....	50 58.5	114 33.5
ROVNA AB.....	55 22.4	118 32.3
ROYST BC.....	49 35.5	125 07.6
RUBDA NL.....	45 47.7	56 32.9
RUBKI ON.....	44 14.9	82 15.4
RUBKO NL.....	52 20.0	60 58.0
RUDVI SK.....	49 00.0	105 00.0
RUNNY BC.....	52 50.4	121 59.8
RYLEY AB.....	53 16.4	112 19.2

**S**

	<b>(N)LAT</b>	<b>(W)LONG</b>
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
SATAR NT.....	71 45.0	110 00.0
SATIS QC.....	50 25.3	59 58.9
SATOT QC.....	45 50.5	74 15.5
SATOV AB.....	50 05.5	114 31.7
SATUL AB.....	50 40.4	113 30.7
SATUX NB.....	45 56.0	66 11.2
SAVAK MB.....	50 33.0	96 50.0
SAVAT QC.....	64 13.8	76 31.5
SAVEL AB.....	56 40.0	111 17.2
SAVEX ON.....	45 30.8	74 27.8
SAVIT BC.....	51 53.0	117 30.0



## C238 PLANNING

	S (Cont'd)	(N)LAT	(W)LONG
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
SEDAG NU		66 00.0	100 00.0
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
SEKAP NT		61 58.4	122 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
SENV NS		44 44.0	64 09.9
SERBO NL		52 06.1	60 43.0
SERNI QC		55 05.3	66 53.0
SESDA AB		51 11.3	113 13.1
SETGA AB		51 51.5	115 13.4
SETGO ON		45 16.1	81 36.2
SETMI NT		63 58.9	130 00.0
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
SILNI NL		52 43.0	66 15.8
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

<b>S (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
SOINT BC .....	50 36.4	126 54.6
SOKYE QC .....	46 21.5	72 51.1
SPALD ON .....	49 14.7	82 53.4
SPARD BC .....	55 26.4	122 16.1
SPHRE ON .....	42 01.6	82 04.2
SPONJ (Oceanic) .....	49 22.0	130 05.1
SPOTE QC .....	52 28.2	67 00.0
SPRAE AB .....	51 00.2	115 27.4
SPURG ON .....	46 08.5	80 52.8
SPUZZ BC .....	49 46.5	121 23.8
SPYSR BC .....	53 40.8	130 11.4
SQUIM BC .....	48 14.7	123 27.8
SSUNN ON .....	41 57.6	82 33.1
STAFE ON .....	48 27.0	81 04.4
STAGG BC .....	50 03.0	118 47.1
STAHL BC .....	54 43.0	121 25.2
STAVE BC .....	49 24.1	122 20.9
STIGS AB .....	49 00.0	113 34.4
STOAN BC .....	50 30.0	120 59.3
STUMM BC .....	50 21.3	119 51.0
SULRY BC .....	49 49.7	124 12.1
SUPRY NL .....	45 30.0	52 00.0
SUTKO NL .....	46 31.0	56 49.3
SUVAK BC .....	50 34.9	119 12.9
SUXEG AB .....	55 13.8	111 58.0

<b>T</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
TAKSI MB .....	54 09.2	100 00.0
TAKVO NT .....	72 15.0	125 00.0
TALEB ON .....	44 01.0	78 23.3
TALGO (Oceanic) .....	44 10.0	52 26.0
TALNO QC .....	45 00.0	74 19.9
TAMKO QC .....	46 02.9	73 54.7
TAMRU (Oceanic) .....	48 57.3	130 48.2
TAMVU AB .....	51 17.0	114 45.7
TANGI ON .....	44 23.1	79 24.1
TANKO ON .....	43 01.5	82 23.0
TASLI ON .....	55 13.3	85 00.0
TASTI NL .....	52 39.8	61 39.2
TAVMA QC .....	46 45.7	71 43.0
TAVPO AB .....	52 59.2	114 23.2
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

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	<b>T (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
TESUK ON .....		43 51.1	78 48.9
TETOS ON .....		43 18.6	80 39.3
TEXED NL .....		47 32.8	54 09.2
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
TIGOR NL .....		47 24.9	54 06.8
TIKID AB .....		57 45.2	110 00.0
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
TUFLY SK .....		59 02.2	109 01.1
TUGUB NB .....		45 58.9	67 45.1
TUKAD MB .....		49 09.0	95 53.5
TUKIR ON .....		45 15.1	76 14.3
TULAG SK .....		56 41.9	107 53.4
TULEG ON .....		43 43.9	76 43.2
TULOB AB .....		50 35.6	114 45.8
TULOV AB .....		50 55.6	111 28.5
TUNNI QC .....		60 00.0	70 00.0
TURNY AB .....		50 48.6	114 19.8
TUSKY NS .....		43 33.9	67 00.0

	<b>U</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
UBTEV QC .....		48 44.8	65 02.0
UBVAL AB .....		50 37.7	113 53.1
UDBAM QC .....		46 45.4	71 58.9
UDBOT ON .....		48 21.0	88 34.1
UDBOX MB .....		50 00.0	100 00.0
UDGAK QC .....		46 06.3	75 05.4
UDGAN MB .....		49 56.2	99 02.6
UDLUB QC .....		52 15.5	66 38.9
UDMAP BC .....		49 06.0	128 33.9
UDMAR NL .....		57 35.0	62 55.0
UDMUG ON .....		44 52.9	78 58.9
UDPAV AB .....		51 45.2	110 54.0
UKNIX ON .....		42 56.8	78 55.8
UKONA NT .....		63 06.9	113 18.5

<b>U (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
UKPAG ON .....	43 41.1	78 49.9
UKPAM QC .....	45 58.5	72 33.3
UKRAL AB .....	50 24.5	114 22.0
UKRAM AB .....	52 46.1	113 56.4
UKSAP AB .....	50 56.7	114 44.9
UKSAR AB .....	56 46.5	111 59.4
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
URMUD MB .....	58 42.5	100 29.1
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

<b>V</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
VANSI QC .....	51 29.5	76 00.0
VARSY BC .....	49 17.2	123 17.1
VEELA ON .....	42 07.6	82 45.0
VEPSU QC .....	45 47.7	73 19.8
VEPTU QC .....	54 38.0	75 00.0
VERCH QC .....	58 12.9	65 00.0
VERDO ON .....	43 46.3	78 46.0
VERKI NU .....	60 46.4	100 00.0
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
VETBI AB .....	51 12.1	113 25.4
VETGI BC .....	51 00.5	125 50.0
VETRO ON .....	50 12.0	80 00.0
VEVKU QC .....	45 27.5	73 55.8
VIBGA BC .....	48 55.8	124 51.5
VIBNU QC .....	45 53.3	73 31.6
VIBRU ON .....	44 20.9	76 01.3
VIDGI AB .....	55 21.7	119 12.4
VIDGO QC .....	46 02.8	74 29.8
VIDKU (Oceanic) .....	48 13.7	130 12.0
VIDRI BC .....	50 13.6	121 30.0
VIGDU NB .....	45 28.3	67 29.0
VIGMA NS .....	44 20.5	66 38.6
VIGNA BC .....	48 55.6	124 29.6
VIGRO QC .....	47 00.0	71 51.3
VIGSO QC .....	50 17.9	60 56.6
VIKBA NT .....	69 15.0	135 00.0
VIKBU QC .....	45 49.0	72 02.5
VIKNO ON .....	45 15.5	74 36.9
VILPA MB .....	50 03.8	96 49.1
VILRA ON .....	56 01.8	90 00.0
VILRO QC .....	45 37.0	72 42.9
VIMBA AB .....	52 04.1	114 30.6
VINKO AB .....	50 57.8	110 00.0
VINSI NL .....	47 53.9	57 22.0
VIPKA QC .....	52 13.9	67 58.7
VIPRI ON .....	43 40.6	79 10.1
VIPVA AB .....	54 07.8	112 43.1

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	<b>V (Cont'd)</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
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
VIVIL QC.....		46 09.7	70 53.2
VIVUG AB.....		55 32.7	111 47.6
VLADI MI .....		42 38.6	82 43.5
VOBOK QC.....		45 24.8	73 07.8
VOBUD BC.....		50 07.7	117 16.6
VOBUK AB.....		49 43.0	113 12.0
VODEK NU.....		63 50.0	70 00.0
VODIX QC.....		47 32.5	69 14.2
VODOO AB.....		59 15.7	117 56.1
VOGET NS.....		45 00.6	63 58.5
VOKAR NL.....		53 30.0	62 34.0
VOKIM AB.....		51 30.9	115 01.0
VOKUL SK.....		54 08.5	105 01.3
VOKET QC.....		51 30.0	67 00.0
VOLOB YT.....		70 30.0	141 00.0
VUCAN QC.....		49 53.9	71 15.2

	<b>W</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
WALAC ON .....		45 46.7	82 03.6
WALPP ON.....		44 31.6	80 45.2
WALSH AB.....		50 03.6	110 00.0
WALUP BC.....		53 47.6	120 34.2
WARDS QC.....		45 00.8	73 11.5
WASEN BC.....		51 34.7	117 13.0
WELLF BC.....		50 54.5	116 36.1
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
WILKY SK.....		52 32.3	108 29.1
WNGNT ON.....		42 27.0	82 19.6
WOFFI BC.....		49 58.2	116 08.6
WOLIS ON.....		42 37.6	81 34.7
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

	<b>X</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
XEXUL ON.....		50 11.0	86 41.8
XIBUL NB.....		45 17.7	67 27.3
XOROB QC.....		45 52.5	73 02.3
XOVON MB.....		51 00.0	100 00.0
XUDEV QC.....		50 12.5	66 40.5

	<b>Y</b>	<b>(N)LAT</b>	<b>(W)LONG</b>
YAROW BC.....		50 27.6	121 23.3
YARRK ON.....		42 31.4	81 16.1
YARRO BC.....		49 04.3	122 02.9
YOUNG SK.....		51 51.3	105 06.4

**AERONAUTICAL CHART DISTRIBUTORS****BRITISH COLUMBIA**

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Toll Free:1-888-256-1106

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Toll Free: 1-800-361-1696

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**UNITED STATES OF AMERICA**

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www.aircraftspruce.com  
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www.fitplan.com  
Tel: (203) 262-9200  
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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.

<b>VOR-ILS Freq MHz</b>	<b>TACAN Channel</b>	<b>VOR-ILS Freq MHz</b>	<b>TACAN Channel</b>	<b>VOR Freq MHz</b>	<b>TACAN Channel</b>	<b>VOR Freq MHz</b>	<b>TACAN Channel</b>
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

<b>VOR- ILS Freq MHz</b>	<b>TACAN Channel</b>	<b>VOR- ILS Freq MHz</b>	<b>TACAN Channel</b>	<b>VOR Freq MHz</b>	<b>TACAN Channel</b>	<b>VOR Freq MHz</b>	<b>TACAN Channel</b>
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 that volume of airspace where adequate co-channel and adjacent channel protection is provided.)

VOR frequency assignments in Canada are normally protected against co-channel interference to a maximum radius of 200NM from the facility. However, in the Quebec City - Windsor - Sault Ste. Marie triangle the protection is only 150NM. Exceptions to these standards appear in the following table:

<b>Location</b>	<b>Service volume</b>	<b>VOR frequency</b>
Midland ON	VOR/DME 125 NM	112.8 MHz
Quebec QC	VORTAC 125 NM	112.8 MHz
Coehill ON	VOR/DME 055° clkwz to 145° 100 NM 145° clkwz to 235° 40 NM 235° clkwz to 055° 150 NM	115.1 MHz
Beauce QC	VOR/DME 135° clkwz to 275° 100 NM 275° clkwz to 315° 150 NM 315° clkwz to 135° 200 NM	117.2 MHz
Geraldton ON	VOR/DME 135° clkwz to 250° 150 NM 250° clkwz to 135° 200 NM	114.2 MHz
Prince George BC	VOR/DME Scalloping may be experienced on all radials from 20-60 NM	112.3 MHz
Sept-Iles QC	VOR/DME R-112 possibility of scalloping between 30 and 50 NM	114.5MHz
Whitehorse YT	VOR/DME R-074 is occasionally subject to severe scalloping	116.6 MHz

## RADIO NAVIGATION AIDS BY LOCATION

This section provides variation information on VHF/UHF NAVAID facilities that do not fit into Section B "Aerodrome/Facility Directory", NAVIGATION (NAV).

Magnetic variation values for NDBs and magnetic declination values for which VORs and TACANs are physically set are shown.

Omission of a variation value indicates that magnetic variation data is not available for that location.

Any NOTAM regarding Canadian navigation facilities are issued under the appropriate NOTAM series, in accordance with their dissemination category. For more information on how to obtain NOTAM, NOTAM Regions and dissemination categories, consult AIP Canada (ICAO).

## RADIO NAVIGATION AIDS BY LOCATION

Name	Type	Indicator(Aux Code)	Freq/Ch (N)Lat	(W)Long	Elev	Var/ Dec
Active Pass, BC	NDB	AP	378(L)	48 52 26	123 17 24	16E
Akureyri, Iceland	VOR/DME	AKI	113.6/83X	65 45 35	18 00 15	
Akureyri, Iceland	NDB	AR	334(LZ)	65 45 21	18 05 23	
Ameson, ON	VOR/DME	YAN	112.4/71	49 46 41	84 35 28	8W
Angissoq, Gnd.	NDB	AS	318(L)	59 59 00	45 10 00	
Ashcroft, BC	NDB	YZA	236(M)	50 42 07	121 19 13	16E
Aylmer (St. Thomas Muni), ON	VOR/DME	YQO	114.2/89	42 42 25	80 53 17	8W
Beechy, SK	NDB	BY	212(M)	50 50 32	107 27 37	2250 10E
Bermuda, Bermuda	VORTAC	BDA	113.9/86	32 21 51	64 41 22	
Bjargtangar, Iceland	NDB	BT	287.3	65 30 10	24 32 00	
Blonduos, Iceland	NDB	BL	351	65 41 30	20 18 00	
Broadview, SK	VOR/DME	YDR	117.5/122	50 21 47	102 32 25	2024 7E
Broughton (Qikiqtarjuaq), NU	NDB	YJI	237(M)	67 33 44	64 01 06	167
Campbellford, ON	DME	YCF	82	44 19 59	77 42 17	636
Christianshaab, Gnd.	NDB	CH	265(L)	68 49 30	51 12 30	
Coehill, ON	VOR/DME	VIE	115.1/98	44 39 39	77 53 17	12W
Dafoe, SK	NDB	VX	368(L)	51 52 23	104 34 11	9E
Delta, MB	NDB	UDE	269(L)	50 09 59	98 18 26	4E
Edmonton, AB	NDB	XD	266(M)	53 38 37	113 30 46	17E
Egedesminde, Gnd.	NDB	EM	215(L)	68 42 36	52 50 36	
Ellidavatr, Iceland	NDB	EL	335(M)	64 04 48	21 46 26	
Enderby, BC	VOR/DME	YNY	115.2/99	50 40 40	118 56 20	6647 16E
Enderby, BC	NDB	NY	350(M)	50 39 00	118 55 32	16E
Flores, Azores	NDB	FLO	270(M)	39 26 37	31 09 49	
Frederikshaab, Gnd.	NDB	FH	331(L)	61 59 50	49 39 07	
Gardur (Husavik), Iceland	NDB	GA	377(L)	65 52 41	17 27 50	
Gibraltar Point (Toronto/Billy BishopToronto City Airport), ON	NDB	TZ	257(L)	43 36 46	79 23 08	11W
Gjogur, Iceland	NDB	GJ	340	65 59 49	21 20 15	
Godhavn, 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	
Greely (Ottawa Intl), ON	NDB	YRR	377(L)	45 16 05	75 34 24	14W
Grímsey, Iceland	NDB	GR	308(L)	66 31 36	17 59 06	
Grof (Reykjavik), Iceland	NDB	GF	319(L)	64 08 59	21 56 30	
Harper Ranch, BC	NDB	YZK	414(L)	50 42 05	120 25 41	16E
Hegranes, Iceland	NDB	HE	362(L)	65 45 05	19 31 23	
Hjalteyri, Iceland	NDB	HJ	319(L)	65 50 56	18 11 40	
Hofsa, Iceland	NDB	HA	348	65 37 46	15 02 29	
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	

## 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)					
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	VOR/DME	YXI	115.6/103		45 39 47	77 36 10		12W
Kook Islands, Gnd.	NDB	KU	298(M)		64 04 17	52 01 03		
Kopasker, Iceland	NDB	KP	400(L)		66 18 08	16 27 00		
Laberge (Whitehorse), YT	NDB	JB	236(L)		60 56 58	135 08 16		19E
Langholt, Iceland	NDB	LA	344(L)		65 34 38	19 29 20		
Langruth, MB	VOR/DME	VLR	112.2/59		50 25 20	98 43 25	935	5E
Malarrif, Iceland	NDB	MA	303.4(M)		64 43 41	23 48 29		
Mans, ON	VOR/DME	YMS	114.5/92		44 08 35	80 08 47		9W
Marmorilik, 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		
Naramata (Pentiction), BC	NDB	UNT	312(M)		49 35 50	119 36 10		15E
Narsaq, Gnd.	NDB	NS	404(L)		60 53 54	46 00 46		
Nes (Reykjavik), Iceland	NDB	NS	370(L)		64 08 03	21 57 49		
Nordfjordur, Iceland	NDB	NF	325(M)		65 08 00	13 44 39		
Ogur, Iceland	NDB	OG	400(L)		66 02 36	22 41 18		
Okanagan (Pentiction), BC	NDB	ON	356(L)		49 20 33	119 34 08		18E
Pabok (Du Rocher-Percé), QC	NDB	W7	219(M)		48 22 54	64 33 50		18W
Paine (Snohomish Co (Paine Fld)), WA	VOR/DME	PAE	110.6/43		47 55 11	122 16 40	670	20E
Patreksfjordur, Iceland	NDB	PA	348(M)		65 33 30	23 58 20		
Prins Christian Sund, 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		
Robinson (Whitehorse), YT	NDB	PJ	329(L)		60 26 22	134 51 40		19E
Sable Island, NS	NDB	1B	277(M)		43 55 50	60 01 22		20W
Saguenay, QC	VOR/DME	VBS	114.2/89		48 01 02	71 16 09	2918	17W
St-Felix-de-Valois, QC	NDB	UFX	260(L)		46 11 33	73 25 09		16W
Sao Miguel, Azores	NDB	MGL	371(M)		37 44 00	25 35 00		
Sault Ste. Marie, MI	VOR/DME	SSM	112.2/59		46 24 44	84 18 54		4W
Scoresbysund, Gnd.	NDB	SC	343(M)		70 29 12	21 57 36		
Simcoe, ON	VOR/DME	YSO	117.35/120Y		44 14 18	79 10 18	932	10W
Simiutaq, Gnd.	NDB	SI	279(M)		60 41 00	46 36 00		
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
Turner Valley, AB	NDB	TV	299(L)		50 45 00	114 22 06		15E
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.

**RADIO NAVIGATION AIDS BY INDICATOR**

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
<b>A</b>				
AC	Pleasant Lake (Yarmouth), NS, NDB .....	43 51.7	66 02.6	17W
AKI	Akureyri, Iceland, VOR/DME .....	65 45.6	18 00.2	
ANN	Annette Island, AK, VORTAC .....	55 03.6	131 34.7	
AP	Active Pass, BC, NDB .....	48 52.4	123 17.4	16E
AR	Akureyri, Iceland, NDB .....	65 45.4	18 05.4	
AS	Angissoq, Gnd, NDB .....	59 59.0	45 10.0	
AV	St. Andrews, MB, NDB .....	50 03.2	97 02.7	4E
AY	St. Anthony, NL, NDB .....	51 23.2	56 05.7	20W
A5	Chinchaga, AB, NDB .....	57 32.7	119 6.7	18E
<b>B</b>				
BDA	Bermuda, Bermuda, VORTAC .....	32 21.9	64 41.4	
BGR	Bangor, ME, VORTAC .....	44 50.5	68 52.5	19W
BK	Baker Lake, NU, NDB .....	64 18.9	96 03.9	
BL	Blonduos, Iceland, NDB .....	65 41.5	20 18.0	
BM	Balmoral, MB, NDB .....	50 08.2	97 18.6	3E
BR	Brandon, MB, NDB .....	49 54.5	100 04.4	7E
BR	Breidavag, Iceland, NDB .....	65 20.0	14 22.4	
BT	Bjartangar, Iceland, NDB .....	65 30.2	24 32.0	
BV	Champlain (Québec/Jean Lesage Intl), QC, NDB ....	46 52.3	71 16.9	17W
BX	Blanc-Sablon (Lourdes-de-Blanc-Sablon), QC, NDB	51 25.3	57 12.2	20W
BY	Beechy, SK, NDB .....	50 50.5	107 27.6	10E
B5	Gunisao Lake, MB, NDB .....	53 31.3	96 22.5	3E
<b>C</b>				
CA	Cartwright, NL, NDB .....	53 42.5	57 01.3	22W
CB	Cambridge Bay, NU, NDB .....	69 06.9	105 01.0	
CG	Castlegar, BC, NDB .....	49 26.8	117 34.5	16E
CH	Christianshaab, Gnd, NDB .....	68 49.5	51 12.5	
CI	Koloe, MI, NDB .....	46 19.9	84 32.5	6W
CL	Charlo, NB, NDB .....	48 00.5	66 26.2	18W
<b>D</b>				
DA	Dawson City, YT, NDB .....	64 01.7	139 10.1	19E
DA	Kulusuk, Gnd, NDB .....	65 34.3	37 12.7	
DB	Burwash, YT, NDB .....	61 20.4	138 59.0	19E
DC	Princeton, BC, NDB .....	49 28.2	120 31.0	16E
DL	Pykla (Duluth), MN, NDB .....	46 50.8	92 21.3	3E
DN	Dauphin, MB, NDB .....	51 05.9	100 03.7	7E
DQ	Dawson Creek, BC, NDB .....	55 43.7	120 04.1	18E
D3	Ponoka Indus, AB, NDB .....	52 41.0	113 36.4	14E
D6	Fairmont Hot Springs, BC, NDB .....	50 19.6	115 52.6	14E
D7	Kincardine, ON, NDB .....	44 12.2	81 36.2	9W

## D8 RADIO NAVIGATION AND COMMUNICATIONS

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	E	(N)LAT	(W)LONG	VAR/DEC
EB	Namao, AB, NDB .....		53 40.1	113 27.6	14E
EF	Champion (Castlegar/West Kootenay Regional), BC, NDB .....		49 15.4	117 38.1	16E
EG	Egilsstadir, Iceland, NDB .....		65 13.9	14 27.3	
EL	Ellidavatn, Iceland, NDB .....		64 04.8	21 46.4	
EM	Egedesminde, Gnl'd, 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
<b>F</b>					
FC	Fredericton, NB, NDB .....		45 55.0	66 36.0	17W
FD	Brantford, ON, NDB .....		43 04.4	80 25.0	9W
FH	Frederikshaab, Gnl'd, NDB .....		61 59.8	49 39.1	
FH	McLeod (Whitcourt), AB, NDB .....		54 08.4	115 47.0	16E
FIL	Horta, Azores, NDB .....		38 31.3	28 41.3	
FLO	Flores, Azores, NDB .....		39 26.6	31 09.8	
FO	Flin Flon, MB, NDB .....		54 40.5	101 40.2	6E
FR	Fort Resolution, NT, NDB .....		61 09.2	113 38.3	17E
FS	Fort Simpson, NT, NDB .....		61 47.2	121 15.7	19E
F8	Victoriaville, QC, NDB .....		46 06.6	71 55.6	16W
F9	Miramichi, NB, NDB .....		47 00.6	65 28.1	18W
<b>G</b>					
GA	Gardur (Husavik), Iceland, NDB .....		65 52.7	17 27.8	
GEG	Spokane, WA, VORTAC .....		47 33.9	117 37.6	21E
GF	Aylesford (Greenwood), NS, NDB .....		45 01.4	64 48.6	19W
GF	Grof (Reykjavik), Iceland, NDB .....		64 09.0	21 56.5	
GH	Fort Good Hope, NT, NDB .....		66 15.1	128 36.6	21E
GH	Godthaab, Gnl'd, NDB .....		64 10.9	51 45.3	
GJ	Gjogur, Iceland, NDB .....		65 59.8	21 20.3	
GL	La Grande Riviere, QC, NDB .....		53 37.8	77 42.2	17W
GN	Godhavn, Gnl'd, NDB .....		69 14.7	53 32.0	
GN	Godhavn, Gnl'd, DME .....		64 11.4	51 41.0	
GP	Gaspe, QC, NDB .....		48 46.1	64 23.1	18W
GP	Lajes, Azores, NDB .....		38 47.0	27 06.8	
GR	Grimsey, Iceland, NDB .....		66 31.6	17 59.1	
GRA	Graciosa, Azores, NDB .....		39 05.0	28 01.0	
GV	Goltur, Iceland, NDB .....		66 09.8	23 34.4	
GW	Jarpik (Kuujuarapik), QC, NDB .....		55 17.1	77 45.1	16W
GX	Gillam, MB, DME .....		56 21.4	94 42.2	1E

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	H	(N)LAT	(W)LONG	VAR/DEC
HA	Hofsa, Iceland, NDB .....		65 37.8	15 02.5	
HB	Holsteinsborg, 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	Hornafjardur, Iceland, NDB .....		64 16.2	15 12.7	
HO	Hopedale, NL, NDB .....		55 27.6	60 12.6	23W
HO	Hornbjarg, Iceland, NDB .....		66 24.7	22 23.0	
HS	Husavik, Iceland, NDB .....		65 55.6	17 26.3	
HUH	Whatcom, WA, VORTAC .....		48 56.7	122 34.8	20E
HV	Hvammur, Iceland, NDB .....		65 38.1	18 04.4	
H7	Manitoulin East, ON, NDB .....		45 50.5	81 51.2	9W
<b>I</b>					
IB	Atikokan, ON, NDB .....		48 49.5	91 34.7	2W
IBL	Campbell River, BC, DME .....		49 57.3	125 16.8	20E
IBP	Moose Jaw, SK, DME .....		50 19.9	105 33.8	12E
IBR	Brandon Muni, MB, DME .....		49 54.5	99 57.7	
IBW	Calgary/Springbank, AB, DME .....		51 06.1	114 22.9	17E
IBX	Lourdes-de-Blanc-Sablon, QC, DME .....		51 27.0	57 10.9	23W
ICD	Nanaimo, BC, DME .....		49 03.6	123 52.1	
IDC	Fredericton, NB, DME .....		45 51.8	66 32.9	21W
IDF	Deer Lake, NL, DME .....		49 12.9	57 23.2	
IDP	Toronto, ON, DME .....		43 39.7	79 37.2	10W
IEV	Inuvik, NT, DME .....		68 18.2	133 29.9	31E
IFB	Iqaluit, NU, DME .....		63 45.0	68 32.7	34W
IFZ	Vancouver, BC, DME .....		49 11.0	123 09.9	19E
IGY	Calgary, AB, DME .....		51 07.5	114 02.0	
IHD	Dryden, ON, DME .....		49 50.1	92 45.0	0
IHU	St-Hubert, QC, DME .....		45 31.4	73 24.5	15W
IHZ	Halifax, NS, DME .....		44 53.6	63 30.8	19W
IIF	St-Augustin, QC, DME .....		51 12.2	58 39.3	23W
IJS	Toronto, ON, DME .....		43 39.7	79 37.2	10W
IKA	Kamloops, BC, DME .....		50 42.2	120 27.7	
IKH	Victoria, BC, DME .....		48 39.2	123 26.1	19E
IKZ	Buttonville, ON, DME .....		43 51.4	79 21.8	11W
ILG	Calgary, AB, DME .....		51 08.7	113 59.3	
ILW	Kelowna, BC, DME .....		49 57.8	119 22.6	18E
IMJ	Moose Jaw, SK, DME .....		50 19.9	105 33.8	12E
IMK	Vancouver, BC, DME .....		49 11.8	123 12.0	19E
ING	Ingo, Iceland, VOR/DME .....		63 48.2	16 38.3	
INL	International Falls, MN (Fort Frances Muni, ON), VOR/DME .....		48 33.9	93 24.3	6E
INV	Toronto, ON, DME .....		43 40.5	79 36.0	10W
IOA	Montreal, QC, DME .....		45 27.6	73 44.3	15W
IOW	Ottawa, ON, DME .....		45 18.8	75 40.0	14W
IPR	Prince Rupert, BC, DME .....		54 17.4	130 27.0	22E
IQH	Watson Lake, YT, DME .....		60 07.1	128 49.8	25E
IQX	Gander, NL, DME .....		48 57.0	54 33.6	22W
IRB	Resolute Bay, NU, DME .....		74 42.7	94 57.6	35W
IRD	Vancouver, BC, DME .....		49 12.1	123 10.0	19E



## D10 RADIO NAVIGATION AND COMMUNICATIONS

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
IRF	Calgary, AB, DME .....	51 06.8	113 59.3	
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	
ISR	Fort Mackay/Firebag, AB, DME .....	57 16.1	110 58.5	
ITF	Alma, QC, DME .....	48 30.2	71 37.8	18W
ITH	Thompson, MB, DME .....	55 47.9	97 52.3	5E
ITL	Vancouver, BC, DME .....	49 12.3	123 11.8	19E
ITO	Toronto, ON, DME .....	43 40.2	79 38.1	10W
ITZ	Toronto City, ON, DME .....	43 37.6	79 24.0	11W
IUL	Montreal, QC, DME .....	45 27.9	73 45.8	15W
IUY	Rouyn, QC, DME .....	48 12.7	78 49.1	13W
IV	Island Lake, MB, DME .....	53 51.2	94 39.2	1E
IVL	Edmonton/Villeneuve, AB, DME .....	53 40.4	113 50.6	
IVR	Vancouver, BC, DME .....	49 11.3	123 12.0	19E
IWK	Wabush, NL, DME .....	52 55.1	66 51.6	
IXC	Cranbrook, BC, DME .....	49 37.1	115 46.9	17E
IXT	Terrace, BC, DME .....	54 27.7	128 35.3	22E
IXY	Whitehorse/Erik Nielsen Intl, YT, DME .....	60 42.3	135 03.7	
IYC	Calgary, AB, DME .....	51 06.0	114 01.4	18E
IYJ	Victoria, BC, DME .....	48 38.9	123 25.0	19E
IYQ	Churchill, MB, DME .....	58 44.9	94 04.9	1W
IZT	Port Hardy, BC, DME .....	50 40.6	127 21.2	20E

## J

JA	Ilulissat, Gnd, DME .....	69 14.5	51 04.0	
JAN	Jan Mayen, Norway, NDB .....	70 56.7	8 40.2	
JB	Laberge (Whitehorse), YT, NDB .....	60 57.0	135 08.3	19E
JC	Rigolet, NL, NDB .....	54 10.6	58 25.9	22W
JH	Julianehaab, Gnd, NDB .....	60 43.5	46 02.0	
JV	Ilulissat, Gnd, NDB .....	69 14.6	51 04.7	
JW	Pigeon, AB, NDB .....	51 02.7	114 37.8	15E

## K

KBV	Bermuda, Bermuda, VOR .....	32 21.9	64 41.4	
KEF	Keflavik, Iceland, VORTAC .....	63 59.2	22 36.8	
KF	Keflavik, Iceland, NDB .....	63 59.1	22 43.9	
KP	Kopasker, Iceland, NDB .....	66 18.1	16 27.0	
KR	Squaw (Schefferville), QC, NDB .....	54 48.0	66 48.2	22W
KU	Kook Islands, Gnd, NDB .....	64 04.3	52 01.0	
KZ	Buttonville, ON, NDB .....	43 56.0	79 19.7	11W
K2	Olds-Didsbury, AB, NDB .....	51 42.6	114 06.4	14E
K5	Maple Creek, SK, NDB .....	49 53.8	109 29.0	12E
K7	Ste-Anne-des-Monts, QC, NDB .....	49 07.7	66 33.0	18W
K8	Nemiscau, QC, NDB .....	51 41.3	76 08.1	17W

## L

LA	Langholt, Iceland, NDB .....	65 34.6	19 29.3	
LAJ	Lajes, Azores, TACAN .....	38 42.8	27 06.9	
LF	La Salle, MB, NDB .....	49 38.6	97 18.0	5E
LM	Lajes, Azores, VOR .....	38 47.0	27 06.3	
LT	Alert, NU, NDB .....	82 31.6	62 12.7	56W
LU	Cultus (Abbotsford), BC, NDB .....	49 01.3	122 03.0	17E
LW	Kelowna, BC, NDB .....	50 03.7	119 25.0	15E
L4	Nipawin, SK, NDB .....	53 20.1	104 00.5	9E

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	M	(N)LAT	(W)LONG	VAR/DEC
MA	Malarriif, 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
ME	Matane, QC, NDB .....		48 50.0	67 33.0	18W
MG	West Arm (Cambridge Bay), NU, NDB .....		69 06.1	105 06.9	
MGL	Sao Miguel, Azores, NDB .....		37 44.0	25 35.0	
ML	Charlevoix, QC, NDB .....		47 37.4	70 19.5	18W
MLP	Mullan Pass, ID, VOR/DME .....		47 27.4	115 38.7	20E
MM	Fort McMurray, AB, NDB .....		56 39.2	111 20.2	15E
MO	Moosonee, ON, NDB .....		51 16.9	80 37.7	13W
MQ	Miquelon, France, NDB .....		47 05.8	56 23.2	21W
MSS	Massena, NY (Cornwall Regional, ON), VORTAC ...		44 54.9	74 43.4	14W
MT	Chiboo (Chapais), QC, NDB .....		49 48.0	74 29.7	17W
M3	Kindersley, SK, NDB .....		51 31.0	109 10.7	12E
M4	Gimli, MB, NDB .....		50 38.5	97 02.9	4E
M5	Manning, AB, NDB .....		56 56.9	117 37.7	18E
<b>N</b>					
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
NF	Nordfjordur, Iceland, NDB .....		65 08.0	13 44.6	
NI	Assiniboia, SK, NDB .....		49 43.7	105 57.0	9E
NL	Signal Hill (St. John's), NL, NDB .....		47 34.4	52 41.1	18W
NM	Matagami, QC, NDB .....		49 43.4	77 44.5	15W
NN	Nanortalik, 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	
NY	Enderby, BC, NDB .....		50 39.0	118 55.5	16E

## D12 RADIO NAVIGATION AND COMMUNICATIONS

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	O	(N)LAT	(W)LONG	VAR/DEC
OG	Ogur, Iceland, NDB .....		66 02.6	22 41.3	
OJ	High Level, AB, NDB .....		58 33.2	117 07.3	18E
OK	Keflavik, Iceland, NDB .....		64 03.0	22 36.3	
OLM	Olympia, WA, VORTAC .....		46 58.3	122 54.1	19E
ON	Okanagan (Penticton), BC, NDB .....		49 20.6	119 34.1	15E
OO	Oshawa, ON, NDB .....		43 55.3	78 54.0	11W
OU	Ste-Foy (Québec/Jean Lesage Intl), QC, NDB .....		46 46.7	71 17.4	17W
OW	Ottawa, ON, NDB .....		45 21.6	75 33.7	14W
OZN	Prins Christian Sund, Gnd, NDB .....		60 03.5	43 09.8	
<b>P</b>					
PA	Patreksfjordur, Iceland, NDB .....		65 33.5	23 58.3	
PA	Prince Albert, SK, NDB .....		53 13.1	105 47.7	10E
PAE	Paine (Snohomish Co (Paine Fid)), WA, VOR/DME		47 55.2	122 16.7	20E
PE	Peace River, AB, NDB .....		56 12.0	117 31.9	17E
PFT	Piney Pinecreek, MN, NDB .....		48 59.7	95 58.9	4E
PG	Portage (Southport), MB, NDB .....		49 50.5	98 10.8	4E
PJ	Robinson (Whitehorse), YT, NDB .....		60 26.4	134 51.7	19E
PL	Pickle Lake, ON, DME .....		51 26.6	90 13.4	3W
PN	Port-Menier, QC, NDB .....		49 50.3	64 23.2	20W
PR	Prince Rupert, BC, NDB .....		54 15.8	130 25.4	19E
PY	Fort Chipewyan, AB, NDB .....		58 45.7	111 06.5	15E
<b>Q</b>					
QB	Quebec, QC, NDB .....		46 45.0	71 27.8	17W
QD	The Pas, MB, NDB .....		53 58.7	101 04.9	6E
QG	Windsor, ON, NDB .....		42 18.8	82 52.1	7W
QH	Watson Lake, YT, NDB .....		60 10.6	128 50.7	19E
QI	Yarmouth, NS, NDB .....		43 47.6	66 07.6	18W
QL	Lethbridge, AB, NDB .....		49 36.3	112 53.7	13E
QM	Moncton, NB, NDB .....		46 06.6	64 34.9	18W
QN	Nakina, ON, NDB .....		50 10.7	86 37.9	6W
QQ	Comox, BC, NDB .....		49 45.2	124 57.5	16E
QR	Regina, SK, NDB .....		50 22.2	104 34.4	9E
QT	Thunder Bay, ON, NDB .....		48 20.8	89 26.0	3W
QU	Grande Prairie, AB, NDB .....		55 08.2	118 48.8	18E
QV	Yorkton, SK, NDB .....		51 13.0	102 32.5	8E
QW	North Battleford (Cameron McIntosh), SK, NDB .....		52 48.2	108 20.1	11E
QX	Gander, NL, NDB .....		48 57.9	54 40.2	20W
QY	Sydney, NS, NDB .....		46 12.7	59 58.5	18W
<b>R</b>					
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	
RI	Riviere-du-Loup, QC, NDB .....		47 45.8	69 34.7	17W
RJ	Roberval, QC, NDB .....		48 32.7	72 17.7	16W
RK	Reykjavik, Iceland, NDB .....		64 09.1	22 01.8	
RL	Red Lake, ON, NDB .....		51 03.7	93 47.1	1E
RN	Reykjanes, Iceland, NDB .....		63 48.9	22 42.9	
RT	Rankin Inlet, NU, NDB .....		62 49.5	92 06.6	
R1	Theftord Mines, QC, NDB .....		46 02.7	71 16.1	16W

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	S	(N)LAT	(W)LONG	VAR/DEC
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	
SC	Sherbrooke, QC, NDB .....		45 28.5	71 47.3	16W
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	
SI	Simiutaq, Gnd, NDB .....		60 41.0	46 36.0	
SJ	Saint John, NB, NDB .....		45 23.5	65 49.1	17W
SM	Skagata, Iceland, NDB .....		66 07.2	20 06.2	
SM	Fort Smith, NT, NDB .....		59 58.3	111 51.4	16E
SMA	Santa Maria, Azores, NDB .....		36 59.8	25 10.6	
SN	St. Catharines, ON, NDB .....		43 08.8	79 15.3	10W
SP	St-Pierre, France, DME .....		46 46.0	56 10.2	21W
SP	St-Pierre, France, NDB .....		46 45.8	56 10.2	19W
SS	Fjord (Sondrestrom), 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
<b>T</b>					
TH	Thompson, MB, NDB .....		55 47.7	97 51.2	3E
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	
TV	Turner Valley, AB, NDB .....		50 45.0	114 22.1	15E
TZ	Gibraltar Point (Toronto/Billy Bishop Toronto City Airport), ON, NDB .....		43 36.8	79 23.1	11W
<b>U</b>					
UAB	Anahim Lake, BC, NDB .....		52 22.8	125 10.8	18E
UAC	Eric (Poste Montagnais), QC, NDB .....		51 53.0	65 43.0	19W
UAU	McKay (Thunder Bay), ON, TACAN .....		48 22.4	89 19.7	5W
UAW	Shearwater, NS, TACAN .....		44 38.0	63 30.0	19W
UDE	Delta, MB, NDB .....		50 10.0	98 18.4	4E
UFX	St-Felix-de-Valois (Lourdes-de-Joliette), QC, NDB ..		46 11.5	73 25.1	16W
UHA	Quaqtaq, QC, NDB .....		61 02.6	69 37.6	24W
UL	Montreal, QC, NDB .....		45 27.6	73 50.8	15W
ULT	Alert, NU, TACAN .....		82 31.0	62 18.7	(True)
UM	Churchill Falls, NL, NDB .....		53 35.4	64 14.1	22W
UNT	Naramata (Penticton), BC, NDB .....		49 35.8	119 36.2	15E
UOD	Cold Lake, AB, TACAN .....		54 24.5	110 17.8	13E
UP	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

## D14 RADIO NAVIGATION AND COMMUNICATIONS

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
<b>V</b>				
VBI	Sioux Narrows (Kenora), ON, VOR/DME .....	49 28.6	94 02.8	0
VBS	Saguenay, QC, VOR/DME .....	48 01.0	71 16.2	17W
VC	La Ronge, SK, NDB .....	55 05.2	105 19.1	9E
VE	Vellir, Iceland, NDB .....	65 10.8	14 32.8	
VIE	Coehill, ON, VOR/DME .....	44 39.7	77 53.3	12W
VLN	Lumsden, SK, VORTAC .....	50 40.0	104 53.4	10E
VLR	Langruth, MB, VOR/DME .....	50 25.3	98 43.4	5E
VLV	Beauce (St-Georges), QC, VOR/DME .....	45 55.5	70 50.8	15W
VM	Vestmannaeyjar, Iceland, NDB .....	63 24.0	20 17.3	
VP	Kujack (Kuujuaq), QC, NDB .....	58 03.4	68 29.2	24W
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	
VT	Buffalo Narrows, SK, NDB .....	55 50.9	108 29.3	13E
VV	Warton, ON, NDB .....	44 41.9	81 10.7	10W
VX	Dafoe, SK, NDB .....	51 52.4	104 34.2	9E
V2	Humboldt, SK, NDB .....	52 10.5	105 07.5	10E
V6	Salmon Arm, BC, NDB .....	50 41.2	119 14.0	16E
V6	Salmon Arm, BC, DME .....	50 41.1	119 14.1	19E
<b>W</b>				
WC	White Rock (Abbotsford), BC, NDB .....	49 00.2	122 45.0	16E
WG	Winnipeg, MB, NDB.....	49 54.0	97 21.0	5E
WT	Waterloo, ON, DME.....	43 27.5	80 22.8	8W
WY	Wrigley, NT, NDB .....	63 12.8	123 25.8	19E
W7	Pabok (Du Rocher-Percé), QC, NDB .....	48 22.9	64 33.8	18W
<b>X</b>				
XBG	Bagotville, QC, TACAN .....	48 19.8	70 59.7	18W
XC	Cranbrook, BC, NDB .....	49 41.0	115 47.0	17E
XCG	Castlegar, BC, DME .....	49 15.1	117 39.8	18E
XD	Edmonton, AB, NDB .....	53 38.6	113 30.8	15E
XE	Saskatoon, SK, NDB .....	52 11.4	106 48.8	10E
XH	Medicine Hat, AB, NDB .....	50 00.8	110 48.0	12E
XJ	Fort St. John, BC, NDB .....	56 17.1	120 50.7	19E
XL	Sioux Lookout, ON, DME .....	50 07.1	91 53.9	1W
XPP	Kamloops, BC, DME .....	50 42.4	120 27.6	19E
XS	Prince George, BC, NDB .....	53 49.7	122 39.2	18E
XT	Terrace, BC, NDB .....	54 22.5	128 35.1	19E
XU	London, ON, NDB .....	43 05.5	81 13.1	9W
XX	Abbotsford, BC, NDB .....	49 00.9	122 29.3	17E
XYF	Penticton, BC, DME .....	49 27.2	119 36.2	18E
X2	Athabasca, AB, NDB .....	54 44.2	113 12.1	15E
X5	Vegreville, AB, NDB .....	53 30.8	112 01.8	14E

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	Y	(N)LAT	(W)LONG	VAR/DEC
YAC	Cat Lake, ON, NDB .....		51 43.9	91 49.6	1W
YAG	Fort Frances, ON, NDB .....		48 41.4	93 32.3	1E
YAN	Ameson, ON, VOR/DME .....		49 46.7	84 35.5	8W
YAS	Kangirsuk, QC, NDB .....		60 01.5	70 00.3	23W
YAT	Wapisk (Attawapiskat), ON, NDB .....		52 55.8	82 26.0	12W
YAY	St. Anthony, NL, VOR/DME .....		51 23.6	56 05.0	21W
YAZ	Tofino, BC, NDB .....		49 02.8	125 42.3	16E
YBB	Kugaaruk, NU, NDB .....		68 32.0	89 47.3	
YBC	Baie-Comeau, QC, VOR/DME .....		49 08.0	68 13.3	18W
YBG	Bagotville, QC, NDB .....		48 20.0	71 08.8	18W
YBK	Baker Lake, NU, VOR/DME .....		64 19.3	96 06.3	(True)
YBL	Campbell River, BC, NDB .....		50 00.4	125 21.5	18E
YBR	Brandon, MB, VOR/DME .....		49 54.6	99 56.7	5E
YBV	Berens River, MB, NDB .....		52 21.3	97 01.5	4E
YBW	Springbank, AB, VOR .....		51 06.4	114 22.9	13E
YC	Calgary, AB, NDB .....		51 04.9	113 54.6	15E
YCB	Cambridge Bay, NU, VOR/DME .....		69 07.1	105 10.4	(True)
YCD	Nanaimo, BC, NDB .....		49 07.7	123 52.3	16E
YCF	Campbellford, ON, DME .....		44 20.0	77 42.3	
YCO	Coppermine (Kugluktuk), NU, NDB .....		67 49.3	115 05.9	
YCS	Chesterfield Inlet, NU, NDB .....		63 20.3	90 43.8	
YCY	Clyde River, NU, NDB .....		70 29.1	68 31.6	
YDC	Princeton, BC, VOR/DME .....		49 22.9	120 22.4	16E
YDF	Deer Lake, NL, VOR/DME .....		49 14.0	57 12.8	18W
YDL	Dease Lake, BC, NDB .....		58 27.2	129 59.8	21E
YDN	Dauphin, MB, VOR/DME .....		51 06.3	100 03.1	5E
YDP	Nain, NL, NDB .....		56 32.0	61 41.5	24W
YDR	Broadview, SK, VOR/DME .....		50 21.8	102 32.4	7E
YE	Fort Nelson, BC, NDB .....		58 47.8	122 43.4	20E
YEA	Empress, AB, VOR/DME .....		50 55.6	109 59.4	12E
YEE	Midland, ON, VOR/DME .....		44 34.9	79 47.6	10W
YEG	Edmonton, AB, VOR/DME .....		53 11.1	113 52.0	15E
YEK	Arviat, NU, NDB .....		61 05.9	94 04.1	
YEL	Elliot Lake, ON, NDB .....		46 22.3	82 37.7	9W
YER	Fort Severn, ON, NDB .....		55 59.6	87 38.3	8W
YEU	Eureka, NU, NDB .....		79 59.5	85 53.9	61W
YEV	Inuvik, NT, VOR/DME .....		68 18.5	133 32.9	20E
YFA	Fort Albany, ON, NDB .....		52 12.4	81 41.7	12W
YFB	Frobay (Iqaluit), NU, VOR .....		63 44.5	68 28.4	28W
YFC	Fredericton, NB, VOR/DME .....		45 53.7	66 25.1	18W
YFM	La Grande-4, QC, NDB .....		53 42.7	73 42.2	18W
YFS	Fort Simpson, NT, VOR/DME .....		61 46.4	121 17.9	20E
YFT	Makkovik, NL, NDB .....		55 04.8	59 11.3	23W
YFY	Frobay (Iqaluit), NU, NDB .....		63 44.0	68 32.9	27W
YGH	Fort Good Hope, NT, VOR/DME .....		66 14.2	128 37.4	20E
YGK	Kingston, ON, NDB .....		44 17.8	76 36.3	13W
YGL	La Grande Riviere, QC, VOR/DME .....		53 37.5	77 43.0	16W
YGP	Gaspe, QC, VOR/DME .....		48 45.8	64 24.3	19W
YGQ	Geraldton, ON, VOR/DME .....		49 46.2	86 59.1	5W
YGR	Grindstone (Îles-de-la-Madeleine), QC, VOR/DME .....		47 25.8	61 46.4	20W
YGT	Igloodlik, NU, NDB .....		69 22.3	81 49.1	
YGV	Havre St-Pierre, QC, NDB .....		50 15.9	63 39.9	19W
YGX	Gillam, MB, NDB .....		56 21.2	94 42.0	1E

## D16 RADIO NAVIGATION AND COMMUNICATIONS

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	Y (Cont'd)	(N)LAT	(W)LONG	VAR/DEC
YGZ	Grise Fiord, NU, NDB .....		76 25.4	82 53.2	49W
YHD	Dryden, ON, NDB .....		49 51.9	92 51.0	0
YHK	Gjoa Haven, NU, NDB .....		68 37.6	95 51.5	
YHR	Chevery, QC, NDB .....		50 27.9	59 38.0	21W
YHY	Hay River, NT, VOR/DME .....		60 50.2	115 48.2	17E
YHZ	Halifax, NS, VOR/DME .....		44 55.4	63 24.1	18W
YIF	St-Augustin, QC, NDB .....		51 11.3	58 39.1	20W
YIK	Ivujivik, QC, NDB .....		62 24.8	77 55.5	21W
YIO	Pond Inlet, NU, NDB .....		72 41.6	77 57.1	
YIV	Island Lake, MB, NDB .....		53 51.2	94 39.2	1E
YJ	Victoria, BC, NDB .....		48 38.7	123 24.0	16E
YJI	Broughton (Qikiqtarjuaq), NU, NDB .....		67 33.7	64 01.1	
YJN	St-Jean, QC, VOR/DME .....		45 15.3	73 19.3	16W
YJQ	Bella Bella, BC, NDB .....		52 11.1	128 06.8	19E
YJT	Stephenville, NL, VOR/DME .....		48 34.9	58 40.2	18W
YK	Brilliant (Castlegar/West Kootenay Regional), BC, NDB .....		49 19.5	117 38.0	16E
YKA	Kamloops, BC, NDB .....		50 41.0	120 20.1	17E
YKG	Kangiqsujuaq, QC, NDB .....		61 35.4	71 55.7	24W
YKJ	Key Lake, SK, VOR/DME .....		57 10.0	105 50.5	10E
YKL	Schefferville, QC, VOR/DME .....		54 48.9	66 45.3	22W
YKO	Akulivik, QC, NDB .....		60 49.2	78 09.3	21W
YKQ	Waskaganish, QC, NDB .....		51 29.2	78 44.7	14W
YKX	Kirkland Lake, ON, NDB .....		48 13.6	79 52.2	12W
YL	Lynn Lake, MB, NDB .....		56 49.9	101 04.2	6E
YLA	Aupaluk, QC, NDB .....		59 18.2	69 36.1	25W
YLC	Kimmirut, NU, NDB .....		62 51.1	69 52.5	26W
YLD	Chapleau, ON, NDB .....		47 45.4	83 24.6	9W
YLJ	Meadow Lake, SK, NDB .....		54 08.3	108 39.1	12E
YLL	Lloydminster, AB, NDB .....		53 18.8	110 05.0	12E
YLQ	La Tuque, QC, NDB .....		47 25.0	72 47.2	17W
YLU	Kangiqsualujuaq, QC, NDB .....		58 42.4	65 59.4	23W
YMG	Manitouwadge, ON, NDB .....		49 02.9	85 54.1	7W
YMH	Mary's Harbour, NL, NDB .....		52 18.9	55 49.9	21W
YMJ	Moose Jaw, SK, VORTAC .....		50 19.9	105 33.8	10E
YMM	Fort McMurray, AB, VOR/DME .....		56 38.8	111 07.3	14E
YMO	Moosonee, ON, VOR/DME .....		51 17.5	80 36.4	13W
YMS	Mans, ON, VOR/DME .....		44 08.6	80 08.8	9W
YMT	Chiboo (Chapais), QC, DME .....		49 48.0	74 29.7	17W
YMU	Umiujaq, QC, NDB .....		56 32.2	76 31.4	18W
YMW	Maniwaki, QC, NDB .....		46 12.5	75 57.4	14W
YMX	Mirabel, QC, VOR/DME .....		45 53.3	74 22.5	15W
YNA	Natash, QC, VOR/DME .....		50 11.0	61 46.9	18W
YNC	Wemindji, QC, NDB .....		53 00.5	78 49.5	15W
YNE	Norway House, MB, NDB .....		53 58.3	97 50.4	3E
YNY	Enderby, BC, VOR/DME .....		50 40.7	118 56.3	16E
YO	Oshawa, ON, DME .....		43 55.1	78 53.1	11W
YOC	Old Crow, YT, NDB .....		67 34.3	139 50.7	20E
YOD	Cold Lake, AB, NDB .....		54 23.8	110 16.3	13E
YOJ	High Level, AB, VOR/DME .....		58 33.3	117 05.6	17E
YOW	Ottawa, ON, VOR/DME .....		45 26.5	75 53.8	14W
YPA	Prince Albert, SK, VOR/DME .....		53 13.0	105 40.0	10E
YPC	Paulatuk, NT, NDB .....		69 21.1	124 04.5	
YPE	Peace River, AB, VOR/DME .....		56 12.4	117 30.7	17E
YPG	Portage (Southport), MB, VOR/DME .....		49 54.0	98 16.0	4E

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	Y (Cont'd)	(N)LAT	(W)LONG	VAR/DEC
YPH	Inukjuak, QC, NDB .....		58 28.1	78 04.4	18W
YPK	Pitt Meadows, BC, VOR .....		49 13.0	122 42.9	17E
YPL	Pickle Lake, ON, NDB .....		51 26.5	90 13.3	3W
YPM	Pikangikum, ON, NDB .....		51 49.4	93 58.4	1E
YPO	Peawanuck, ON, NDB .....		54 59.5	85 26.5	10W
YPQ	Peterborough, ON, NDB .....		44 12.7	78 27.8	12W
YPW	Powell River, BC, NDB .....		49 50.2	124 30.1	16E
YPX	Puvirnituq, QC, NDB & DME .....		60 03.5	77 17.8	20W
YQA	Muskoka, ON, NDB .....		45 02.3	79 17.0	11W
YQB	Quebec, QC, VORTAC .....		46 42.3	71 37.6	16W
YQD	The Pas, MB, VOR/DME .....		53 58.4	101 06.0	6E
YQF	Red Deer, AB, NDB .....		52 07.7	113 54.0	14E
YQH	Watson Lake, YT, VOR/DME .....		60 05.2	128 51.5	18E
YQI	Yarmouth, NS, VOR/DME .....		43 49.5	66 04.9	17W
YQK	Kenora, ON, NDB .....		49 47.5	94 25.5	2E
YQL	Lethbridge, AB, VOR/DME .....		49 38.1	112 40.1	13E
YQM	Moncton, NB, VOR/DME .....		46 11.3	64 34.3	18W
YQO	Aylmer (St. Thomas Muni), ON, VOR/DME .....		42 42.4	80 53.3	8W
YQT	Thunder Bay, ON, VOR/DME .....		48 15.2	89 26.2	4W
YQU	Grande Prairie, AB, VOR/DME .....		55 10.5	119 01.8	17E
YQV	Yorkton, SK, VOR/DME .....		51 15.9	102 28.1	7E
YQX	Gander, NL, VOR/DME .....		48 54.0	54 32.1	20W
YQY	Sydney, NS, VOR/DME .....		46 09.2	60 03.4	19W
YQZ	Quesnel, BC, NDB .....		52 57.6	122 29.2	17E
YR	Goose, NL, NDB .....		53 20.3	60 22.0	21W
YRB	Resolute Bay, NU, VOR/DME .....		74 43.7	94 55.4	(True)
YRC	St-Honore, QC, NDB .....		48 32.2	71 09.5	18W
YRI	Riviere-du-Loup, QC, VOR .....		47 45.4	69 35.3	17W
YRL	Red Lake, ON, VOR/DME .....		51 04.3	93 45.7	0
YRM	Rocky Mtn. House, AB, VOR/DME .....		52 30.1	115 19.4	16E
YRQ	Trois-Rivieres, QC, NDB .....		46 22.2	72 39.9	16W
YRR	Greely (Ottawa/Macdonald-Cartier Intl), ON, NDB ...		45 16.1	75 34.4	14W
YRT	Rankin Inlet, NU, VOR/DME .....		62 48.8	92 07.0	(True)
YSB	Sudbury, ON, VOR/DME .....		46 37.8	80 47.9	10W
YSC	Sherbrooke, QC, VOR/DME .....		45 19.0	71 47.3	17W
YSF	Stony Rapids, SK, NDB .....		59 15.3	105 49.9	11E
YSJ	Saint John, NB, VOR/DME .....		45 24.4	65 52.3	17W
YSK	Sanikiluaq, NU, NDB .....		56 32.5	79 12.9	16W
YSM	Fort Smith, NT, VOR/DME .....		60 01.2	111 58.2	15E
YSO	Simcoe (Kawartha Lakes (Lindsay)), ON, VOR/DME		44 14.3	79 10.3	10W
YSP	Marathon, ON, VOR/DME .....		48 44.6	86 19.7	5W
YSY	Sachs Harbour (David Nasogaluak Jr. Saaryuaq), NT, NDB .....		71 59.5	125 18.9	
YTA	Pembroke, ON, NDB .....		45 48.2	77 13.1	13W
YTE	Cape Dorset, NU, NDB .....		64 13.7	76 31.7	
YTH	Thompson, MB, VOR/DME .....		55 48.7	97 49.5	3E
YTL	Big Trout Lake, ON, NDB .....		53 48.9	89 54.8	4W
YTP	Pearson (Toronto/LBP Intl), ON, VOR/DME .....		43 40.3	79 39.8	10W
YTQ	Tasiujaq, QC, NDB .....		58 40.3	69 56.8	24W
YTR	Trenton, ON, NDB .....		44 11.6	77 24.2	12W
YTS	Timmins, ON, VOR/DME .....		48 34.3	81 22.2	10W
YU	Kapuskasing, ON, DME .....		49 24.7	82 27.9	10W
YUL	Montreal, QC, VOR/DME .....		45 36.9	73 58.3	16W
YUT	Repulse Bay, NU, NDB .....		66 31.7	86 14.5	
YUX	Hall Beach, NU, VOR/DME .....		68 46.7	81 14.4	(True)



## D18 RADIO NAVIGATION AND COMMUNICATIONS

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	Y (Cont'd)	(N)LAT	(W)LONG	VAR/DEC
YUY	Rouyn, QC, NDB .....		48 10.4	78 56.3	13W
YVC	La Ronge, SK, VOR/DME .....		55 09.5	105 16.0	10E
YVO	Val-d'Or, QC, VOR/DME .....		48 10.5	77 49.2	14W
YVP	Kujack (Kuujuaq), QC, VOR/DME .....		58 05.8	68 25.6	23W
YVQ	Norman Wells, NT, VOR/DME .....		65 15.9	126 43.4	19E
YVR	Vancouver, BC, VOR/DME .....		49 04.6	123 08.9	17E
YVV	Warton, ON, VOR/DME .....		44 44.7	81 06.3	8W
YVZ	Deer Lake, ON, NDB .....		52 38.9	94 03.4	1E
YWA	Petawawa, ON, NDB .....		45 53.7	77 16.3	13W
YWB	Westbank (Kelowna), BC, NDB .....		49 48.6	119 37.8	15E
YWG	Winnipeg, MB, VORTAC .....		49 55.7	97 14.4	3E
YWK	Wabush, NL, VOR/DME .....		52 57.6	66 51.2	19W
YWL	Williams Lake, BC, VOR/DME .....		52 14.2	122 10.1	18E
YWP	Webequie, ON, NDB .....		52 57.7	87 22.2	7W
YWV	Wainwright, AB, VOR/DME .....		52 58.9	110 50.0	14E
YWY	Wrigley, NT, VOR/DME .....		63 11.1	123 21.8	21E
YXC	Cranbrook, BC, VOR/DME .....		49 33.3	116 05.3	16E
YXE	Saskatoon, SK, VORTAC .....		52 10.9	106 43.2	11E
YXI	Killaloe, ON, VOR/DME .....		45 39.8	77 36.2	12W
YXJ	Fort St. John, BC, VOR/DME .....		56 17.1	120 53.7	18E
YXK	Rimouski, QC, NDB .....		48 28.7	68 30.2	19W
YXL	Sioux Lookout, ON, NDB .....		50 07.1	91 53.9	1W
YXN	Whale Cove, NU, NDB .....		62 14.2	92 36.1	
YXP	Pangnirtung, NU, NDB .....		66 08.6	65 42.4	
YXQ	Beaver Creek, YT, NDB .....		62 24.5	140 51.7	19E
YXS	Prince George, BC, VOR/DME .....		53 53.7	122 27.3	18E
YXU	London, ON, VOR/DME .....		43 02.3	81 08.9	8W
YXY	Whitehorse, YT, VOR/DME .....		60 37.1	135 08.3	18E
YXZ	Wawa, ON, VOR/DME .....		47 57.0	84 49.4	6W
YY	Mont-Joli, QC, NDB .....		48 34.0	68 15.5	17W
YYB	North Bay, ON, VOR/DME .....		46 21.8	79 26.2	11W
YYC	Calgary, AB, VOR/DME .....		51 06.9	113 52.9	15E
YYD	Houston, BC, VOR/DME .....		54 27.1	126 39.1	17E
YYE	Fort Nelson, BC, VOR/DME .....		58 53.5	123 01.0	19E
YYF	Penticton, BC, NDB .....		49 29.3	119 36.1	15E
YYG	Charlottetown, PE, VOR/DME .....		46 17.9	63 07.2	18W
YYH	Taloyoak, NU, NDB .....		69 32.5	93 31.5	
YYJ	Victoria, BC, VOR/DME .....		48 43.6	123 29.1	17E
YYL	Lynn Lake, MB, VOR/DME .....		56 51.8	101 04.5	7E
YYN	Swift Current, SK, VOR/DME .....		50 17.8	107 41.5	12E
YYQ	Churchill, MB, VOR/DME .....		58 44.5	94 08.1	3W
YYR	Goose, NL, VOR/DME .....		53 19.2	60 17.7	21W
YYT	Torbay (St. John's Intl), NL, VOR/DME .....		47 29.1	52 51.1	17W
YYW	Armstrong, ON, NDB .....		50 18.5	89 01.3	4W
YYY	Mont-Joli, QC, VOR/DME .....		48 36.7	68 12.5	18W
YYZ	Toronto, ON, VOR/DME .....		43 39.5	79 37.9	10W
YZA	Ashcroft, BC, NDB .....		50 42.1	121 19.2	16E
YZE	Gore Bay, ON, NDB .....		45 55.7	82 36.9	9W
YZF	Yellowknife, NT, VORTAC .....		62 27.9	114 26.2	17E
YZH	Slave Lake, AB, NDB .....		55 17.9	114 46.4	16E
YZK	Harper Ranch, BC, NDB .....		50 42.1	120 25.7	16E
YZP	Sandspit, BC, VOR/DME .....		53 15.1	131 48.4	19E
YZS	Coral Harbour, NU, NDB .....		64 08.9	83 18.3	
YZT	Port Hardy, BC, VOR/DME .....		50 41.0	127 21.9	16E
YZU	Whitecourt, AB, VOR/DME .....		54 08.7	115 47.8	16E

**RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)**

INDICATOR	NAME	Y (Cont'd)	(N)LAT	(W)LONG	VAR/DEC
YZV	Sept-Iles, QC, VOR/DME .....		50 13.9	66 16.4	20W
YZX	Greenwood, NS, NDB .....		44 55.4	65 06.1	17W
Y8	Drummondville, QC, NDB .....		45 50.8	72 23.9	15W

## D20 RADIO NAVIGATION AND COMMUNICATIONS

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	Z	(N)LAT	(W)LONG	VAR/DEC
ZAB	Leduc (Edmonton Intl), AB, NDB .....		53 14.6	113 29.4	15E
ZEM	Eastmain, QC, NDB .....		52 13.8	78 31.1	15W
ZET	Devon (Edmonton Intl), AB, NDB .....		53 21.2	113 40.4	15E
ZF	Yellowknife, NT, NDB .....		62 24.7	114 26.1	16E
ZFD	Fond-du-Lac, SK, NDB .....		59 20.4	107 11.2	12E
ZHA	Ancaster (Hamilton), ON, NDB .....		43 11.8	80 01.7	10W
ZHD	Barclay (Dryden Regional), ON, NDB .....		49 48.1	92 38.7	0
ZHM	Binbrook (Hamilton), ON, NDB .....		43 08.7	79 47.6	10W
ZHT	Forks (Winnipeg/James Armstrong Richardson Intl), MB, NDB .....		49 50.0	97 08.7	5E
ZHU	Hauts-Bois (Montréal/St-Hubert), QC, NDB .....		45 33.9	73 20.8	16W
ZHZ	Split Crow (Halifax/Stanfield Intl), NS, NDB .....		44 48.1	63 35.4	17W
ZJT	Harmon (Stephenville), NL, NDB .....		48 34.9	58 22.8	19W
ZKF	Wellington (Waterloo Regional), ON, NDB .....		43 29.6	80 17.2	10W
ZKI	Kitimat, BC, NDB .....		54 03.2	128 40.2	19E
ZLP	Meadowvale (Toronto/LBP Intl), ON, NDB .....		43 37.7	79 43.9	10W
ZMM	Joly (Montréal Intl (Mirabel)), QC, NDB .....		45 40.8	74 11.1	15W
ZMN	Lewisville (Moncton), NB, NDB .....		46 06.3	64 47.5	18W
ZMR	Hermas (Montréal Intl (Mirabel)), QC, NDB .....		45 37.5	74 05.3	16W
ZMX	Janvier (Montréal Intl (Mirabel)), QC, NDB .....		45 44.5	73 55.2	15W
ZNF	Wabana (St. John's Intl), NL, NDB .....		47 37.2	52 52.0	18W
ZNS	Bluenose (Halifax/Stanfield Intl), NS, NDB .....		44 58.0	63 25.6	17W
ZP	Sandspit, BC, NDB .....		53 11.8	131 46.7	19E
ZPA	Glass (Prince Albert), SK, NDB .....		53 13.0	105 32.7	9E
ZQM	Riverview (Moncton), NB, NDB .....		46 02.3	64 47.0	18W
ZQR	Findlay (Regina), SK, NDB .....		50 25.7	104 31.6	9E
ZQT	Superior (Thunder Bay), ON, NDB .....		48 23.8	89 13.5	3W
ZR	Sarnia, ON, NDB .....		42 56.4	82 14.0	8W
ZRJ	Round Lake, ON, NDB .....		52 56.9	91 19.4	2W
ZRS	Ajax (Regina), SK, NDB .....		50 29.1	104 44.2	9E
ZS	Coral Harbour, NU, DME .....		64 09.0	83 18.2	23W
ZSB	Noranda (Sudbury), ON, NDB .....		46 41.0	80 45.0	11W
ZSJ	Sandy Lake, ON, NDB .....		53 04.1	93 20.7	0
ZSS	Yellowhead (Saskatoon), SK, NDB .....		52 14.5	106 44.5	10E
ZST	Alpine (Saint John), NB, NDB .....		45 13.7	65 57.5	19W
ZT	Port Hardy, BC, NDB .....		50 42.0	127 25.6	17E
ZTH	Headframe (Thompson), MB, NDB .....		55 49.9	97 45.7	3E
ZTO	Woodhill (Toronto/LBP Intl), ON, NDB .....		43 44.3	79 42.2	10W
ZU	Whitecourt, AB, NDB .....		54 04.6	115 29.9	16E
ZWG	Stoney (Winnipeg/James Armstrong Richardson Intl), MB, NDB .....		49 59.4	97 13.2	5E
ZWL	Wollaston Lake, SK, NDB .....		58 06.5	103 10.8	7E
ZWN	Downs (Winnipeg/James Armstrong Richardson Intl), MB, NDB .....		49 57.8	97 19.3	5E
ZWW	Boine (Winnipeg/James Armstrong Richardson Intl), MB, NDB .....		49 49.8	97 15.4	5E
ZXE	Barnes (Saskatoon/J.G. Diefenbaker), SK, NDB .....		52 09.7	106 34.5	10E
ZXJ	Taylor (Fort St. John), BC, NDB .....		56 11.0	120 38.7	19E
ZXS	Northwood (Prince George), BC, NDB .....		53 58.1	122 41.4	18E
ZXU	Thames (London), ON, NDB .....		42 58.9	81 05.3	9W
ZXY	Klondike (Whitehorse), YT, NDB .....		60 38.2	135 00.6	21E
ZYC	Sarcee (Calgary), AB, NDB .....		51 11.8	114 01.3	15E
ZYZ	Queensway (Toronto/LBP Intl), ON, NDB .....		43 37.2	79 32.9	10W
ZZD	Calmar (Edmonton Intl), AB, NDB .....		53 15.3	113 39.6	15E
ZZP	Dead Tree (Sandspit), BC, NDB .....		53 21.0	131 56.4	19E

## RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	Z (Cont'd)	(N)LAT	(W)LONG	VAR/DEC
ZZR	Severn (Trenton), ON, NDB .....		44 03.2	77 37.6	12W
Z1	Three Hills, AB, NDB .....		51 41.8	113 13.0	14E
Z2	Rainbow Lake, AB, DME .....		58 29.7	119 24.8	22E
Z7	Claresholm Industrial, AB, NDB .....		50 00.2	113 38.2	13E

## D22 RADIO NAVIGATION AND COMMUNICATIONS

NUMBER-LETTER INDICATOR						
INDICATOR	NAME	(N)LAT		(W)LONG		VAR
1B	Sable Island, NS, NDB .....	43	55.8	60	01.4	18W
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
2Q	Mont-Laurier, QC, NDB .....	46	36.2	75	28.2	14W
2Z	Diavik, NT, NDB .....	64	30.6	110	18.6	
3H	Consort, AB, NDB .....	52	01.4	110	44.7	13E
3M	Drayton Valley, AB, NDB .....	53	16.0	114	57.4	16E
3R	Postville, NL, NDB .....	54	54.4	59	47.7	23W
3Z	Russell, MB, NDB .....	50	45.9	101	17.8	7E
4A	Koala (Ekati), NT, NDB .....	64	41.9	110	36.6	
4J	Knee Lake, MB, NDB .....	54	53.0	94	48.0	0
4O	Swan Hills, AB, NDB .....	54	40.5	115	25.5	16E
4W	Kelsey, MB, NDB .....	56	02.3	96	30.8	3E
5B	Summerside, PE, NDB .....	46	23.8	63	52.9	18W
5F	Fox Creek, AB, NDB & DME .....	54	22.8	116	45.6	17E
5J	Coronation, AB, NDB .....	52	04.5	111	26.9	14E
5Q	Fontanges, QC, NDB .....	54	33.6	71	10.3	19W
5W	Leaf Rapids, MB, NDB .....	56	30.7	99	59.0	5E
6E	Grand Manan, NB, NDB .....	44	42.9	66	48.1	18W
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
7B	St. Thomas, ON, NDB .....	42	46.3	81	06.3	9W
7C	Fogo, NL, NDB .....	49	39.7	54	14.7	20W
7H	Marystown (Winterland), NL, NDB .....	47	08.2	55	19.5	19W
7P	Iroquois Falls, ON, NDB .....	48	42.5	80	44.2	12W
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
9H	LG-3, QC, NDB .....	53	34.4	76	12.0	18W
9Q	Amos, QC, NDB .....	48	33.5	78	14.6	14W
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 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

## D24 RADIO NAVIGATION AND COMMUNICATIONS

**COMMERCIAL BROADCASTING STATIONS**

The following listing is provided by the Department of Industry Canada and is updated every six months; it covers all Canadian AM stations 40W and higher. Commercial broadcasting stations that are within the coverage of a VTA are not shown on the VNC.

## NOTE:

- (a) Some stations operate H24 but most operate 0700-2359 local time.  
 (b) Power is listed in watts. Where there is separate power for day and night the night power is in parenthesis.

## CAUTION:

- (a) A station may switch to a back-up transmitter without warning and the back-up facility may be at a different location.  
 (b) Commercial Broadcasting Stations are subject to outage or change without NOTAM.  
 (c) Some Commercial Broadcasting Stations will not identify themselves by their designated identifier.

**COMMERCIAL BROADCASTING STATIONS**

BROADCAST STATION	CALL		POWER	TOWER LOCATION	
	SIGN	FREQ		(N)LAT	(W) LONG
<b>YUKON TERRITORY</b>					
Beaver Creek	CBDM	690	40	62 22 51	140 53 07
Carmacks	CBQF	990	40	62 06 01	136 15 58
Dawson	CBDN	560	400	64 03 21	139 24 49
Elsa	CBDD	560	40	63 55 34	135 30 53
Mayo	CBDC	1230	40	63 37 45	135 53 34
Ross River	CBQJ	990	40	61 56 30	132 26 53
Swift River	CBDX	970	40	60 00 08	131 11 43
Teslin	CBDK	940	40	60 10 01	132 43 40
Watson Lake	CBDB	990	400(165)	60 03 58	128 43 22
Whitehorse	CBPY	810	50	60 41 32	134 58 17
	CFWH	570	5000(1000)	60 47 00	135 06 51
	CKRW	610	1000	60 41 32	134 58 17
<b>NORTHWEST TERRITORIES</b>					
Aklavik	CBAK	1210	40	68 13 20	135 01 41
Fort McPherson	CBQM	690	40	67 25 42	134 51 55
Fort Norman	CBQI	920	99	64 54 30	125 32 28
Fort Providence	CBQC	1230	99	61 40 20	117 38 21
Fort Simpson	CBDO	690	40	61 52 18	121 22 51
Fort Smith	CBDI	860	99	60 00 13	111 52 32
Inuvik	CHAK	860	1000	68 20 41	133 41 09
Norman Wells	CBDW	990	40	65 16 52	126 48 43
Tuktoyaktuk	CBAC	1150	40	69 26 36	133 00 01
Wrigley	CBQG	1280	40	63 13 02	123 26 24
Yellowknife	CFYK	1340	2500	62 25 55	114 25 10
<b>NUNAVUT</b>					
Gjoa Haven	CBIA	640	40	68 37 36	95 52 21
Iqaluit	CFFB	1230	1000	63 43 56	68 32 43
<b>BRITISH COLUMBIA</b>					
100 Mile House	CKBX	840	1000(500)	51 40 11	121 17 27
Abbotsford	ABBOTSFORD -1	850	10000	49 01 07	122 13 51
Alice Arm	CBKL	1150	40	55 27 29	129 27 21
Ashcroft	CBWA	860	40	50 43 26	121 16 13
	CINL	1340	1000	50 45 30	121 17 52
Blue River	CBKM	860	40	52 06 20	119 18 30
Bralorne	CBRZ	1350	40	50 46 35	122 49 04
Burnaby	CJML	940	20	49 15 04	123 00 05
Burns Lake	CFLD	760	1000	54 15 19	125 45 30
Cache Creek	CBKS	1450	40	50 48 42	121 19 40

## RADIO NAVIGATION AND COMMUNICATIONS D25

## COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL		TOWER LOCATION		
	SIGN	FREQ	POWER	(N)LAT	(W) LONG
Canal Flats	CFIW	1200	50	50 09 22	115 48 13
Clearwater	CBKZ	860	40	51 38 38	120 02 12
	CHNL-1	1400	1000	51 39 26	120 04 59
Clinton	CBUU	1070	40	51 05 40	121 35 05
Coal Harbour	CBKO	540	40	50 36 04	127 34 23
Cooper Creek	CBXH	1540	40	50 12 25	116 58 14
Creston	CFKC	1340	250	49 05 35	116 31 54
Dawson Creek	CJDC	890	10000	55 46 30	120 13 16
Donald	CBWD	900	40	51 29 15	117 10 31
Edgewood	CBXW	860	40	49 47 05	118 08 54
Elkford	CJEV	1340	50	50 01 19	114 55 32
Field	CBRD	860	40	51 22 41	116 27 49
Fort St. James	CIFJ	1480	50	54 26 40	124 14 54
Fraser Lake	CIFL	1450	50	54 03 16	124 50 55
Glacier Park	CBPC-1	1490	5	51 18 00	117 30 04
	CBPD-1	1230	5	51 18 00	117 30 04
Gold Bridge	CBTG	860	40	50 50 21	122 51 47
Gold River	CBKJ	860	40	49 46 24	126 03 13
Golden	CBPN	1490	20	51 18 06	116 57 22
	CKGR	1400	1000	51 18 13	116 58 30
Grand Forks	CBRJ	860	40	49 01 40	118 26 44
Granisle	CBKG	920	40	54 52 53	126 12 06
	CHLD	1480	50	54 52 55	126 12 08
Hudson's Hope	CBXU	940	40	56 01 40	121 55 11
Invermere	CKIR	870	1000(250)	50 31 08	116 03 04
Kamloops	CHNL	610	25000(5000)	50 38 50	120 16 19
Kaslo	CBUG	860	40	49 54 29	116 53 59
Kelowna	CKFR	1150	10000	49 50 52	119 27 58
Keremeos	CBKY	1350	40	49 12 17	119 49 07
Kimberley	CBRK	900	40	49 40 49	115 58 35
Kispiox	CBTD	990	40	55 20 42	127 41 24
Lillooet	CBUL	860	40	50 41 16	121 56 22
MacKenzie	CBWF	920	40	55 19 52	123 05 45
	CKMK	1240	1000	55 20 48	123 08 59
Merritt	CBUP	860	40	50 06 31	120 47 19
	CJNL	1230	1000	50 06 29	120 46 10
Mica Dam	CBXA	1150	40	52 03 40	118 34 29
Nakusp	CBUM	900	40	50 14 28	117 48 04
New Denver	CBUI	740	40	49 59 40	117 21 59
New Hazelton	CBRH	1170	40	55 15 02	127 34 38
	CKBV	1490	50	55 14 57	127 34 49
New Westminster	CKNW	980	50000	49 09 39	122 43 55
Osoyoos	CJOR	1240	1000	49 04 57	119 31 25
Parson	CBKR	740	40	51 04 04	116 37 53
Pemberton	CBXK	1240	40	50 19 23	122 47 55
Penticton	CKOR	800	10000(500)	49 25 25	119 34 19
Port Alice	CBUX	1170	40	50 25 39	127 28 42
Port Hardy	CFNI	1240	1000	50 42 34	127 26 15
Prince Rupert	CFPR	860	10000(2500)	54 17 07	130 22 34
	CHTK	560	1000(250)	54 17 54	130 23 16
Princeton	CIOR	1400	1000	49 26 50	120 30 46
Revelstoke	CBPK	1580	50	50 59 24	118 13 12
Richmond	CISL	650	10000(9000)	49 08 38	123 03 41
Salmo	CBUN	740	40	49 11 37	117 16 40
Sayward	CBKU	630	40	50 23 17	125 57 43
Shalalth	CBKN	990	40	50 43 49	122 14 30
Sicamous	CBPM	1260	30	50 50 09	118 58 22
Smithers	CFBV	870	1000(500)	54 47 46	127 11 55
Stewart	CBKA	1450	40	55 56 34	129 59 36
Tahsis	CBXP	1240	40	49 55 44	126 39 20



## D26 RADIO NAVIGATION AND COMMUNICATIONS

**COMMERCIAL BROADCASTING STATIONS (Cont'd)**

BROADCAST STATION	CALL		TOWER LOCATION			
	SIGN	FREQ	POWER	(N)LAT	(W) LONG	
Terrace	CFNR	990	40	54 30 19	128 35 46	
	CFTK	590	1000	54 30 04	128 30 56	
Ucluelet	CBPU	1260	30	49 03 11	125 43 15	
	CBXQ	540	40	48 56 44	125 33 07	
Vancouver	CBU	690	50000	49 08 14	123 12 05	
	CFTE	1410	50000	49 05 33	122 55 57	
	CHMB	1320	50000	49 09 54	123 02 33	
	CHMJ	730	50000	49 07 56	123 00 23	
	CJRJ	1200	25000	49 10 59	123 03 49	
	CJVB	1470	50000	49 11 35	123 01 22	
	CKST	1040	50000	49 05 33	122 55 57	
	CKWX	1130	50000	49 09 21	123 04 05	
Vanderhoof	CIVH	1340	1000	54 00 59	123 59 29	
Victoria	CFAX	1070	10000	48 23 49	123 18 25	
	CKMO	900	10000	48 26 27	123 15 18	
Wells	CBYW	540	40	53 06 25	121 32 45	
Williams Lake	CBRL	860	40	52 08 31	122 09 28	
	CKWL	570	1000	52 05 29	122 10 32	
<b>ALBERTA</b>						
Blairmore	CBXL	860	40	49 36 28	114 26 24	
Calgary	CBR	1010	50000	50 56 17	113 57 42	
	CFAC	960	50000	50 59 21	113 50 24	
	CFFR	660	50000	50 45 27	114 03 46	
	CHQR	770	50000	50 49 16	114 03 08	
	CKMX	1060	50000	50 54 02	113 52 30	
	CFCW	790	50000	52 57 37	112 57 33	
Coleman	CBXC	1450	40	49 37 59	114 30 08	
Drumheller	CKDQ	910	50000	51 02 27	113 17 35	
Edmonton	CBX	740	50000	53 19 10	113 26 47	
	CFRN	1260	50000	53 27 07	113 40 56	
	CHED	630	50000	53 23 58	113 23 50	
	CHFA	680	10000	53 24 23	113 36 45	
	CHQT	880	50000	53 22 07	113 19 04	
	CJCA	930	50000	53 23 00	113 28 36	
	CKUA	580	10000	53 20 34	113 27 31	
	Edson	CBXD	1540	40	53 34 34	116 26 07
	Fort Chipewyan	CBKE	1450	40	58 43 15	111 08 44
	Fort Vermilion	CBKC	1460	40	58 23 01	116 02 30
Grande Cache	CBWI	1450	40	53 54 00	119 06 19	
	CFXG	1230	50	53 53 21	119 07 30	
High Level	CBKD	1560	40	58 30 25	117 08 23	
High Prairie	CKVH	1020	1000(400)	55 27 11	116 31 06	
High River	CHRB	1140	50000(46000)	50 55 25	113 50 02	
Medicine Hat	CIED	990	500(100)	50 19 25	110 54 33	
Peace River	CKYL	610	10000	56 10 40	117 11 01	
Rainbow Lake	CBXX	1240	40	58 29 45	119 23 15	
St. Paul	CHLW	1310	10000	53 59 38	111 13 44	
Stettler	CKSQ	1400	1000	52 18 41	112 37 23	
Wainwright	CKKY	830	10000(3500)	52 48 59	110 45 36	
Westlock	CFOK	1370	10000	54 05 16	113 52 43	
Wetaskiwin	CKJR	1440	10000	52 57 30	113 27 04	
<b>SASKATCHEWAN</b>						
Estevan	CJSL	1280	10000	49 03 26	102 55 22	
Gravelbourg	CBKF-1	690	5000	49 52 16	106 28 22	
Jans Bay	CJBW	1330	50	55 08 54	108 07 36	
Kindersley	CFYM	1210	1000(250)	51 27 05	109 08 44	
Melfort	CKJH	750	25000	52 36 45	104 30 18	
Moose Jaw	CHAB	800	10000	50 22 38	105 23 38	

## RADIO NAVIGATION AND COMMUNICATIONS D27

## COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL		POWER	TOWER LOCATION	
	SIGN	FREQ		(N)LAT	(W) LONG
North Battleford	CJNB	1050	10000	52 50 30	108 18 23
Prince Albert	CKBI	900	10000	53 06 13	105 45 33
Regina	CJME	980	10000(5000)	50 21 13	104 37 21
	CKRM	620	10000	50 19 36	104 37 16
Rosetown	CJYM	1330	10000	51 27 31	107 59 40
Saskatoon	CBKF-2	860	10000	52 15 00	106 39 36
	CJWW	600	25000(8000)	52 04 25	106 48 39
	CKOM	650	10000	52 04 45	106 30 41
Shaunavon	CJSN	1490	1000	49 38 29	108 29 15
Swift Current	CKSW	570	10000	50 09 39	107 49 01
Watrous	CBK	540	50000	51 40 48	105 26 52
Weyburn	CFSL	1190	10000(5000)	49 27 57	103 50 35
Yorkton	CJGX	940	50000(10000)	51 12 23	102 20 10
<b>MANITOBA</b>					
Altona	CFAM	950	10000	49 01 57	97 56 59
Boissevain	CJRB	1220	10000	49 15 26	100 03 26
Brandon	CKLQ	880	10000	49 37 11	99 48 21
Churchill	CHFC	1230	250	58 45 18	94 05 40
Cross Lake	CFNC	1490	50	54 37 28	97 46 57
Dauphin	CKDM	730	10000(5000)	51 09 08	100 13 48
Flin Flon	CFAR	590	10000(1000)	54 48 04	101 51 11
Morden	CKMW	1570	10000	49 07 16	98 04 03
Portage La Prairie	CFRY	920	25000(15000)	49 58 10	98 22 32
St. Boniface	CKSB	1050	10000	49 45 06	97 10 55
St. Lazare	CKSB-2	860	40	50 26 48	101 17 35
Steinbach	CHSM	1250	10000	49 30 15	96 58 55
The Pas	CJAR	1240	1000	53 48 46	101 16 35
Thompson	CHTM	610	1000	55 42 08	97 52 56
Winnipeg	CBW	990	50000(46000)	49 50 12	97 30 45
	CFRW	1290	10000	49 47 58	97 16 30
	CJOB	680	50000	49 39 14	97 11 31
	CKJS	810	10000	49 44 07	97 11 37
<b>ONTARIO</b>					
Armstrong	CBOL	1450	40	50 18 08	89 02 12
Atikokan	CFOB-1	1240	50	48 45 33	91 36 17
Bancroft	CBLV	600	40	45 03 00	77 51 29
Beardmore	CBLE	1240	40	49 35 49	87 57 34
Belleville	CJBQ	800	10000	43 58 08	77 25 09
Blind River	CBON-6	1010	40	46 11 23	82 57 54
Brampton	CIAO	530	1000(250)	43 35 25	79 53 19
Brantford	CKPC	1380	10000	43 03 20	80 18 54
Chalk River	CKML	530	30	46 02 40	77 23 35
Chatham	CFCO	630	10000(6000)	42 20 03	82 16 53
Deep River	CBLI	1110	40	46 05 20	77 29 08
Ear Falls	CBOI	690	40	50 38 34	93 13 16
	CKDR-4	1450	40	50 38 10	93 13 52
Foleyet	CBLF	1450	40	48 14 16	82 26 05
Guelph	CJOY	1460	10000	43 29 09	80 14 42
Hamilton	CHAM	820	50000(10000)	43 06 58	79 46 37
	CHML	900	50000	43 20 00	80 07 14
	CKOC	1150	50000	43 03 04	79 48 41
Hornepayne	CBLH	1010	40	49 13 35	84 47 00
Hudson	CBQW	1340	40	50 05 37	92 09 41
	CKDR-3	1450	40	50 05 21	92 09 55
Ignace	CBES	690	40	49 24 49	91 39 45
	CKDR-1	1340	50	49 24 08	91 39 56
Kitchener	CKGL	570	10000	43 17 25	80 21 09

## D28 RADIO NAVIGATION AND COMMUNICATIONS

## COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL		POWER	TOWER LOCATION	
	SIGN	FREQ		(N)LAT	(W) LONG
London	CFPL	980	10000(5000)	42 53 29	81 12 01
	CJBK	1290	10000	42 52 08	81 13 57
	CJBK	1290	10000	42 52 15	81 04 01
	CKSL	1410	10000	42 52 59	81 13 24
Marathon	CBLM	1090	40	48 43 11	86 23 00
Matachewan	CBON-10	1110	40	47 56 33	80 38 43
Mattawa	CBLO	1240	40	46 18 49	78 43 17
	CBON-12	1090	40	46 18 49	78 43 17
Mississauga	CINA	1650	5000(680)	43 37 32	79 37 52
Moosonee	CBEY	1340	40	51 16 25	80 38 19
	CHMO	1450	50	51 16 39	80 38 39
	CBLN	1240	40	50 10 31	86 42 37
Nakina	CJRN	710	5000(2500)	42 53 52	78 57 26
Niagara Falls	CKAT	600	10000(5000)	46 10 45	79 27 48
North Bay	CKAT	600	10000(5000)	46 10 45	79 27 48
Oakville	CJMR	1320	20000	43 27 29	79 45 17
	CJYE	1250	10000(5000)	43 27 29	79 45 17
	CKDO	1580	10000	43 52 19	78 45 53
Oshawa	CFGO	1200	50000	45 13 00	75 46 11
	CFRA	580	50000(10000)	45 12 05	75 43 26
	CHYW	1630	99	45 19 15	75 39 57
	CIWW	1310	50000	45 15 36	75 47 02
	CFOS	560	7500(1000)	44 32 40	80 54 07
	CFMJ	640	50000	43 10 45	79 25 59
	CFOF-4	1400	40	46 10 18	77 42 07
St. Catharines	CHSC	1220	10000	43 03 23	79 13 21
	CKTB	610	10000(5000)	43 02 12	79 09 59
Sarnia	CHOK	1070	10000	42 53 30	82 19 20
Schreiber	CBLB	1340	40	48 48 30	87 16 00
Sioux Lookout	CBLS	1240	40	50 05 44	91 54 31
Stratford	CJCS	1240	1000	43 20 35	81 00 39
Temagami	CBEU	1340	40	47 03 49	79 47 19
Terrace Bay	CBEH	1010	40	48 47 18	87 05 54
Tillsonburg	CKOT	1510	10000(0)	42 44 08	80 39 18
Toronto	CFRB	1010	50000	43 30 17	79 37 49
	CFTR	680	50000	43 12 50	79 36 29
	CFZM	740	50000	43 34 30	79 49 02
	CHHA	1610	1000	43 42 40	79 27 10
	CHIN	1540	50000(30000)	43 36 55	79 22 49
	CHKT	1430	50000	43 37 03	79 22 46
	CHTO	1690	3000(1000)	43 42 46	79 18 56
	CHUM	1050	50000	43 29 14	79 37 14
	CJBC	860	50000	43 34 30	79 49 02
	CJCL	590	50000	43 09 10	79 32 03
	White River	CBLW	1010	40	48 35 20
Windsor	CBE	1550	10000	42 12 56	82 55 15
	CBEF	540	2500(5000)	42 08 50	83 05 33
	CBEF-1	1550	10000	42 12 56	82 55 15
	CKLW	800	50000	42 03 25	83 00 10
	CKWW	580	500	42 10 22	83 02 53
Wingham	CKNX	920	10000(1000)	43 50 35	81 20 52
<b>QUÉBEC</b>					
Aguanish	CBSI-14	1350	40	50 13 18	62 04 39
Chapais	CBJ-2	1140	40	49 47 04	74 51 43
	CBMD	1400	40	49 47 04	74 51 43
Clova	CBF-16	990	40	48 06 33	75 21 33
Gatineau	CIRA-5	1350	1000(180)	45 30 24	75 41 28
	CJEU	1670	1000	45 30 24	75 41 28
Lac-Édouard	CBF-17	710	40	47 39 51	72 16 34
La Romaine	CBSI-8	1550	40	50 12 58	60 40 29

## RADIO NAVIGATION AND COMMUNICATIONS D29

## COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL		POWER	TOWER LOCATION	
	SIGN	FREQ		(N)LAT	(W) LONG
La Tuque	CBVE-1	830	40	47 25 13	72 46 58
	CFLM	1240	1000	47 27 42	72 46 30
Laval	CJLV	1570	10000	45 31 51	73 50 29
Lebel-sur-Quévillon	CBF-3	650	40	49 02 58	76 58 47
	CBMK	1230	40	49 02 58	76 58 47
Malartic	CBMN	1230	40	48 08 20	78 07 49
Maniwaki	CBOF-1	990	40	46 22 25	75 57 23
	CBOM	710	40	46 22 25	75 57 23
Matagami	CBF-4	1140	40	49 45 30	77 37 39
Montréal	CFMB	1280	50000	45 19 31	73 32 53
	CHOU	1450	2000(1000)	45 29 45	73 44 38
	CJAD	800	50000(10000)	45 14 50	73 31 23
	CJLO	1690	1000	45 26 52	73 39 28
	CJRS	1650	1000	45 29 15	73 40 07
	CJWI	1610	1000	45 33 52	73 36 26
	CKAC	730	50000	45 30 50	73 58 24
Murdochville	CKGM	990	50000	45 17 43	73 43 18
	CBGA-6	1270	40	48 57 20	65 29 47
Natashquan	CBMJ	750	40	48 57 30	65 30 02
	CBSI-5	1100	40	50 10 47	61 48 42
Parent	CBF-18	710	40	47 55 28	74 36 46
Port-Menier	CBSI-23	1130	40	49 49 15	64 20 51
Québec	CHRC	800	50000	46 38 34	71 14 43
St-Constant	CJMS	1040	5000(1070)	45 22 05	73 37 21
Senneterre	CBF-1	710	40	48 22 42	77 13 28
	CBMM	540	40	48 22 42	77 13 28
Val-d'Or	CBML	570	40	48 06 35	77 47 09
Weymontachie	CBFA-3	750	40	47 53 58	73 46 38
<b>NEW BRUNSWICK</b>					
Campbellton	CKNB	950	10000(1000)	48 00 54	66 35 06
Caraquet	CJVA	810	10000	47 46 05	65 03 10
Fredericton	CKHJ	1260	10000	45 59 52	66 41 37
Grande-Anse	CBGA-1	540	10000	47 48 50	65 08 47
Kedgwick	CBAF-20	990	40	47 38 45	67 21 03
McAdam	CBAX	600	40	45 34 50	67 20 33
Saint John	CFBC	930	50000	45 13 55	66 06 12
St. Quentin	CBAF-21	1230	40	47 30 45	67 23 43
St. Stephen	CBAO	990	40	45 11 33	67 15 40
Sussex	CJCW	590	1000(250)	45 41 06	65 31 26
<b>NOVA SCOTIA</b>					
Amherst	CKDH	900	1000	45 50 42	64 12 38
Digby	CKDY	1420	1000	44 38 03	65 46 40
Middleton	CKAD	1350	1000	44 59 15	65 01 12
Sydney	CBI	1140	10000	46 08 12	60 16 12
Windsor	CJCB	1270	10000	46 10 50	60 11 27
	CFAB	1450	1000	44 59 43	64 06 49
<b>PRINCE EDWARD ISLAND</b>					
Parc National De L I	CBPP-1	1280	20	46 29 11	63 18 49
Prince Edward Island	CBPP	1490	20	46 29 11	63 18 49
<b>NEWFOUNDLAND &amp; LABRADOR</b>					
Baie Verte	CKIM	1240	1000	49 57 25	56 10 41
Bonavista Bay	CBGY	750	10000	48 40 27	53 46 19
Cartwright	CBNK	570	40	53 42 31	57 00 42
Clareville	CKVO	710	10000	48 08 36	53 57 40
Corner Brook	CBY	990	10000	48 55 58	57 54 22
	CFCB	570	1000	48 56 13	57 59 28

## D30 RADIO NAVIGATION AND COMMUNICATIONS

**COMMERCIAL BROADCASTING STATIONS (Cont'd)**

BROADCAST STATION	CALL	FREQ	POWER	TOWER LOCATION	
	SIGN			(N)LAT	(W) LONG
Gander	CBG	1400	4000	48 57 57	54 39 18
	CKGA	650	5000	48 57 37	54 39 37
Grand Falls	CBT	540	10000	48 57 03	55 37 30
	CKCM	620	10000	48 56 39	55 38 31
Happy Valley	CKHV	1340	1000	53 18 59	60 17 13
Marystown	CHCM	740	10000	47 08 41	55 16 18
Nain	CBNZ	740	40	56 32 30	61 41 56
Nain (Labrador)	CKOK	610	40	56 32 30	61 41 56
Port Aux Basques	CFGN	1230	250	47 35 08	59 07 19
Port Au Choix	CFNW	790	1000	50 42 00	57 23 56
St. Anthony	CBNA	600	10000	51 22 04	55 36 56
St. John's	CBN	640	10000	47 34 08	52 48 41
	CJYQ	930	50000(25000)	47 34 45	52 47 11
	CJYQ-1	930	50000(5000)	47 34 45	52 47 11
	VOAR	1210	10000	47 32 05	52 49 16
	VOCM	590	20000	47 32 38	52 46 40
	VOWR	800	10000(2500)	47 34 19	52 45 10
Stephenville	CFSX	870	500	48 31 34	58 29 24
	CHUG	740	40	48 33 10	58 33 41

**NORTH ATLANTIC METEOROLOGICAL INFORMATION (HF) (VOLMET)****GANDER**

3485	H+20-25	TAF	Montreal/Pierre Elliott Trudeau, Toronto, Ottawa.
6604		METAR	Gander, Montreal/Pierre Elliott Trudeau, Toronto, Ottawa, Goose.
10051			
13270	H+25-30	TAF	SIGMET (1), Winnipeg, Edmonton, Calgary, Churchill.
		METAR	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.

## D32 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 D33

**AERONAUTICAL RADIO INCORPORATED (ARINC)**

Aeronautical Radio Incorporated provides communications for air traffic services of the United States using common air/ground frequencies. These frequencies are listed below by the areas in which they are used. These frequencies are for use during emergency situations and when communications with control centres or military air/ground stations on military air/ground frequencies cannot be maintained. Users are advised that a charge may be levied for services provided other than air traffic services.

## NORTH ATLANTIC

New York (ARINC) -	129.9,	(NAT-A)	21964	17946	13306	8906	5598	3016
		(NAT-E)	17952	13354	11309	8825	6628	2962

## CARIBBEAN

New York (ARINC) -	130.7,	(CAR-A)	13297	11396	8846	6577	5550	2887
		(CAR-B)	17907	11330	8918	6586	5520	3455

CENTRAL EAST  
PACIFIC

San Francisco (ARINC) - 131.95,  
(CEP-1/2) 21964 13354 13288 11282 10057 8843 6673 5574 5547 3452 3413 2869

## POLAR ROUTES

A/G: For aircraft using the Polar Routes, ARINC has a remote LDOCF voice site at Barrow, Alaska, controlled from ARINC SFO Communications Centre. Although primarily for company type communications, ATC communications can be passed to and from Anchorage Centre under unusual or emergency situations. Site is available for Phone Patches and Radio Operator delivered message traffic. Barrow LDOCF frequencies are: 3494 6640 11342 13348 17925 21964.

## SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM

Aircraft desiring to contact an ARINC Communications Centre should use the following numbers to call the appropriate ARINC Centre:

Oceanic Area	Centre	IMARSAT Number	Public Phone Number
Pacific	SFO	436625	925-371-3920
Atlantic	NYC	436623	631-244-2492

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications. This capability will be on a "search, find and contact" basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 1-410-266-4430 to provide, update or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

NOTE: Only SSB avbl on HF freqs



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**GENERAL INFORMATION**

The information contained in this section is pertinent to military operations in Canada and the North Atlantic. Appropriate information on Flight Data and Procedures in the United States is also included. The current amendment lists for FLIP Documents directly related to the Military contents associated with the GPH 205 & GPH 205(S) are as follows:

	Amendment			
	List No.	Date	Issue	Effective Date
GPH 200	—	—	—	30 Jan 2020
206	—	—	—	30 Jan 2020
207	—	—	—	30 Jan 2020
204A	—	—	119	05 Dec 2019
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

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**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

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**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	<b>DAY and NIGHT</b> —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	<b>DAY and NIGHT</b> —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	<b>DAY and NIGHT</b> —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)	<b>DAY and NIGHT</b> — 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	<b>DAY and NIGHT</b> — 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 <a href="mailto:eads.doas.omb@ang.af.mil">eads.doas.omb@ang.af.mil</a>	Gander 294.5/133.9(W/B) 247.0/133.55(E/B) Moncton 266.3 118.6
AR-62 (E)	N54 40 00 W70 51 00 YKL VOR/DME 292/143	N55 00 00 W68 41 00 YKL VOR/DME 304/068	N55 23 00 W65 43 00 YKL VOR/DME 070/049	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 YKL VOR/DME 091/133	N55 23 00 W65 43 00 YKL VOR/DME 070/049	N54 40 00 W70 51 00 YKL VOR/DME 292/143	A 242.05 B 243.45 C 5-1-0 D 3/1 E 51/114	FL210 thru FL280		GANDER FIR/ MONTREAL FIR ARCP: Gander 135.4 EXIT: Montreal 132.9

## E8 MILITARY FLIGHT DATA AND PROCEDURES

## AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
AR-128 (East)	N52 00 00 W94 30 00 YRL334062	N52 48 00 W92 03 00 YRL031122		N55 00 00 W84 30 00 YMO342263	A 235.1 B 306.7 C D E 52/115	FL220 thru 280 Note 3	128 ARW/O/SO/Milwaukee, WI DSN 580-8470 Tel: 414-944-8470 DSN 580-8475 Tel: 414-944-8475 <a href="mailto:usaf.wi.128-og.listoso@mail.mil">usaf.wi.128-og.listoso@mail.mil</a> via IFR procedures Specialist, Winnipeg ACC Office 204-984-0969, 204-983-8561 <a href="mailto:wpgaccuos@navcanada.ca">wpgaccuos@navcanada.ca</a> 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, <a href="mailto:wpgaccuos@navcanada.ca">wpgaccuos@navcanada.ca</a> 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, <a href="mailto:wpgaccuos@navcanada.ca">wpgaccuos@navcanada.ca</a> 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 VOR/DME	A 268.2 B 289.1	FL240 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, <a href="mailto:wpgaccuos@navcanada.ca">wpgaccuos@navcanada.ca</a> and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Petro North (West-Low)	N51 02.0 W79 30.0 SUMAB			N53 58.42 W101 06.0 YQD VOR/DME	A 268.2 B 289.1	FL180 - FL240		WINNIPEG ACC

## E10 MILITARY FLIGHT DATA AND PROCEDURES

## AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
Petro North (East-High)	N53 58.42 W101 06.0 YQD VOR/DME			N51 02.0 W79 30.0 SUMAB	A 268.2 B 289.1	FL240 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, <a href="mailto:wpgaccuos@navcanada.ca">wpgaccuos@navcanada.ca</a> and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Petro North (East-Low)	N53 58.42 W101 06.0 YQD VOR/DME			N51 02.0 W79 30.0 SUMAB	A 268.2 B 289.1	FL180 - FL240		WINNIPEG ACC

## REMARKS:

AR-62 (E) & AR-62 (W): Track comes within 12NM of CYA732 (controlled by Goose Bay) Primary means of scheduling track reservation requests is email to: [doas@heads.ang.af.mil](mailto: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 YAZ 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	QQ Comox 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.)

## E12 MILITARY FLIGHT DATA AND PROCEDURES

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) <sup>9</sup>										
GROUND VEHICLE READING										
BRAKING ACTION LEVEL	RCR <sup>1</sup>	DECEL METERS <sup>2</sup>	CRFI <sup>3</sup>	MU-METER	SURFACE FRICTION TESTER <sup>4</sup>	RUNWAY FRICTION TESTER <sup>5</sup>	BV-11 SKIDDO-METER <sup>4</sup>	GRIP TESTER <sup>6</sup>	LOCKED WHEEL DEVICES <sup>7</sup>	ICAO INDEX <sup>8</sup>
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.

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**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	<b>118.5</b>	284.6	<b>284.6</b>				
Barter Island (a)	120.6	<b>120.6</b>						
Big Delta	135.3	<b>135.3</b>	322.5	<b>322.5</b>				
Biorka Island (b)	126.6(c)	<b>126.6</b>	335.5(c)	<b>335.5</b>				
Fort Yukon	132.7	<b>132.7</b>	135.0	<b>135.0</b>	284.7	<b>284.7</b>	370.1	<b>370.1</b>
Gulkana (a)	119.5	<b>119.5</b>	127.9	<b>127.9</b>	317.5	<b>317.5</b>	360.8	<b>360.8</b>
Gustavus	133.2	<b>133.2</b>	357.6	<b>357.6</b>				
Lena Point (Juneau) (a)	133.9	<b>133.9</b>						
Level Island	118.0	<b>118.0</b>						
McGrath (a)	128.1	<b>128.1</b>	353.8	<b>353.8</b>				
Middleton Island (b)	133.6	<b>133.6</b>	269.4	<b>269.4</b>				
Murphy Dome (d) (e)	120.9	<b>120.9</b>	133.1	<b>133.1</b>	285.4	<b>285.4</b>	319.2	<b>319.2</b>
Talkeetna	119.6	<b>119.6</b>	254.3	<b>254.3</b>				
Yakutat (a)	119.0	<b>119.0</b>	263.1	<b>263.1</b>				

**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.

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**NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION  
FREQUENCIES (Cont'd)****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.

**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) Fit follow, g) AM svc avbl O/R. AUTOVON 895-3490. AUTOVON CONUS access 725-1410 Ext 7101 EUROPEAN access 246-1110 Ext 7101.

**NEW YORK NY**

A/G:	North Atlantic Family A-129.9 (a)	3016	5598	8906	13306	17946	21964
	North Atlantic Family E-129.9 (a)	2962	6628	8825	11309	13354	17952
	Caribbean Family A- 130.7 (a)	2287	5550	6577	8846	8918	11396
		13297	17907				

**Remarks - (a)** Local and extended range.

**PRINS CHRISTIAN SUND GNLD**

A/G: 127.9 134.95 To be used for comm with the following ACC's dur periods of poor propagation cond: Gander, Goose, Reykjavik & Sondrestrom. Remote from Gander call "Gander Radio". Opr by Gander Rdo serving ACC Gander.

**SAN FRANCISCO CA**

A/G: For aircraft using the Polar Routes, ARINC has a remote LDOCF voice site at Barrow, Alaska, controlled from ARINC SFO Communications Centre. Although primarily for company type communications, ATC communications can be passed to and from Anchorage Centre under unusual or emergency situations. Site is available for Phone Patches and Radio Operator delivered message traffic. Barrow LDOCF frequencies are: 3494 6640 11342 13348 17925 21964.

**SUKKERTOPPEN GNLD**

A/G: 118.1 5526 opr by Godthab rdo

**THULE AIR BASE GNLD**

USAF HF/SSB Global Station

A/G: Voice callsign Thule

SSB: H24 Apr-Sep 8992 11175 13200 15016 (H24 oct-mar 4724 6739 8992 11175)

UHF: 243.0

VHF: 121.5

**Remarks** - CONUS DSN 259-9000 or 730-1530. Worldwide phone patch capable. Direct ATC Hotline to Reykjavik OAC and Edmonton ARTCC. Svc avbl: 1. HD/DF Assist. 2. Worldwide phone patch. 3. Discrete freq svc. 4. PMSV svc via phone patch.

**NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION  
FREQUENCIES (Cont'd)**

**UPERNAVIK GNLD**

A/G: 121.3 4745.5 opr 11-19Z closed 15-17Z Nov 1-Mar 31. for internal flights only.

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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**

<b>of Signal</b>	<b>On the Ground</b>	<b>In Flight</b>
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.

## F6 EMERGENCY

**SEARCH AND RESCUE (Cont'd)**

The following symbols are to be used to communicate with aircraft when an emergency exists. Symbols 1 to 5 are internationally accepted; 6 to 9 are for use in Canada only

TABLE 1			TABLE 2		
NO.	MESSAGE	CODE SYMBOL	NO.	MESSAGE	CODE SYMBOL
1	Require assistance	<b>V</b>	6	All is well	<b>LL</b>
2	Require medical assistance	<b>X</b>	7	Require food and water	<b>F</b>
3	No or negative	<b>N</b>	8	Require fuel and oil	<b>L</b>
4	Yes or affirmative	<b>Y</b>	9	Need repairs	<b>W</b>
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.

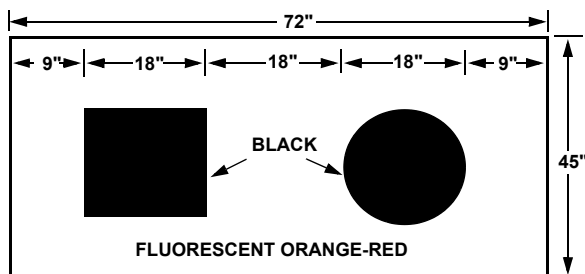
**PROCEDURES WHEN SPOTTING SOMEONE IN DISTRESS**

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



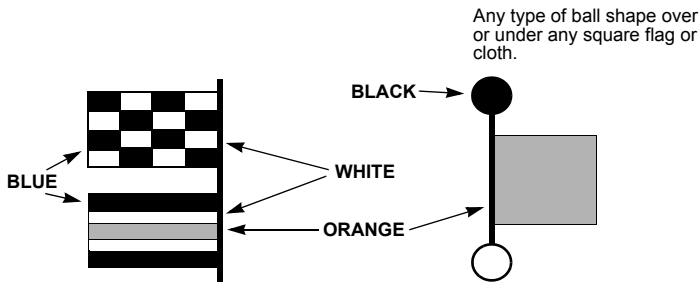
**SEARCH AND RESCUE (Cont'd)****DIRECTIONS TO SHIPS:**

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



## 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**

<b>With DTW &amp; FACF</b>	<ol style="list-style-type: none"> <li>1. Follow the lateral path of the procedure up to the DTW; then</li> <li>2. Proceed direct the FACF and execute a straight-in approach;</li> </ol> <p style="text-align: center;"><b>or</b></p> <ol style="list-style-type: none"> <li>1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then</li> <li>2. Execute a straight-in approach.</li> </ol>
<b>Without DTW &amp; FACF</b>	<ol style="list-style-type: none"> <li>1. Follow the lateral path of the procedure up to the waypoint interfacing with an RNAV (RNP) or RNAV (GNSS) or ILS approach; then</li> <li>2. Execute a straight-in approach;</li> </ol> <p style="text-align: center;"><b>or</b></p> <ol style="list-style-type: none"> <li>1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then</li> <li>2. Execute a straight-in approach.</li> </ol>



## F12 EMERGENCY

**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.

## F14 EMERGENCY

**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 INTERCEPTION**SIGNALS INITIATED BY **INTERCEPTING** AIRCRAFT AND RESPONSES  
BY INTERCEPTED AIRCRAFT

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONDS	MEANING
1	<p><b>DAY</b>-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><b>NIGHT</b> - Same and, in addition flashing navigational lights at irregular intervals. Flares dispensed in immediate vicinity.</p> <p><b>NOTE 1.</b> 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><b>NOTE 2.</b> 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><b>AEROPLANES:</b> <b>DAY</b> - Rocking wings and following. <b>NIGHT</b> - Same and, in addition flashing navigational lights at irregular intervals.</p> <p><b>HELICOPTERS:</b> <b>DAY or NIGHT</b> - Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p><b>NOTE</b> - Additional action by intercepted aircraft is prescribed on preceding page in para "INTERCEPTION SIGNALS"</p>	Understood, will comply.
2	<b>DAY or NIGHT</b> - 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><b>AEROPLANES:</b> <b>DAY or NIGHT</b> - Rocking wings.</p> <p><b>HELICOPTERS:</b> <b>DAY or NIGHT</b> - Rocking aircraft.</p>	Understood, will comply.
3	<p><b>DAY</b> - 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><b>NIGHT</b> - Same and, in addition, showing steady landing lights.</p>	Land at this aerodrome.	<p><b>AEROPLANES:</b> <b>DAY</b> -Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.</p> <p><b>NIGHT</b>-Same and, in addition showing steady landing lights (if carried).</p> <p><b>HELICOPTERS:</b> <b>DAY or NIGHT</b> - Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</p>	Understood, will comply.

**SIGNALS FOR USE IN THE EVENT OF INTERCEPTION**SIGNALS INITIATED BY INTERCEPTED AIRCRAFT AND RESPONSES  
BY INTERCEPTING AIRCRAFT

SERIES	INTERCEPTED AIRCRAFT SIGNALS	MEANING	INTERCEPTING AIRCRAFT RESPONDS	MEANING
4	<p><b>AEROPLANES:</b></p> <p><b>DAY</b> - 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><b>NIGHT</b> - 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><b>DAY or NIGHT</b> - 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><b>AEROPLANES:</b></p> <p><b>DAY or NIGHT</b> - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p>	Cannot comply.	<b>DAY or NIGHT</b> - Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	<p><b>AEROPLANES:</b></p> <p><b>DAY or NIGHT</b> - Irregular flashing of all available lights.</p> <p><b>HELICOPTERS:</b></p> <p><b>DAY or NIGHT</b> - Irregular flashing of all available lights.</p>	In distress	<b>DAY or NIGHT</b> - 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).

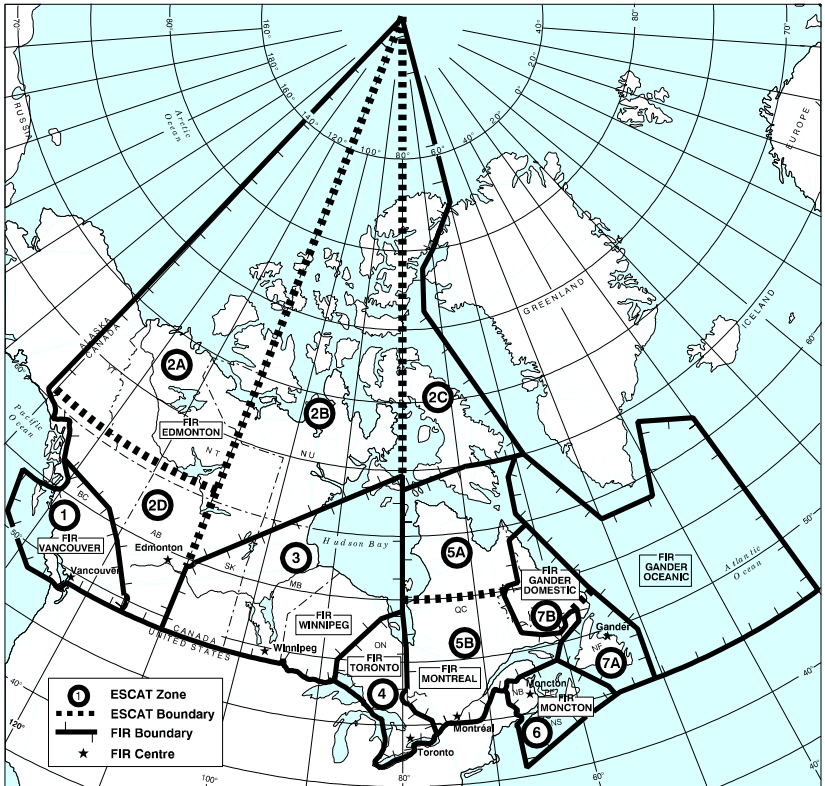
There are two phases in the implementation process.

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 Civil Aviation Contingency Operations (CACO) at 1-877-992-6853 or 613-992-6853 or NAV CANADA National Operations Centre: 613-563-5626 (Primary) & 613-563-5667 (Secondary).