

GENERAL SECTION

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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.

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Ottawa, ON K1P 5L6
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E-mail: service@navcanada.ca
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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&SS/ASO via intranet e-mail at: +ASO@CDI MCE@OTTAWA-HULL or internet e-mail at: ASO@forces.gc.ca or by telephone at 613-248-4129/4130/4117.

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

ABBREVIATIONS AND ACRONYMS

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

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ABBREVIATIONS AND ACRONYMS (Cont'd)

CFFC - Canadian Forces Forecast Centre
CFS - Canadian Forces Station
CFS - Canada Flight Supplement
CFWO - Canadian Forces Weather Office
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
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
ctl - control, controlled
ctn - caution
ctr - centre
cust - customs
CVFR - Controlled VFR flight
cw - clockwise
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
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

ABBREVIATIONS AND ACRONYMS (Cont'd)

DUAT - Direct User Access Terminal
dur - during, duration
DVFR - Defence Visual Flight Rules
E - East
EAT - Expected Approach Time
EC - Environment Canada
EET - Estimated Elapsed Time
EFC - Expected Further Clearance Time
eff - Effective
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
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

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ABBREVIATIONS AND ACRONYMS (Cont'd)

Gen - General
gnd - ground
gnd con - ground control
GNSS - Global Navigation Satellite System
Govt - Government
GP - Glide Path
GPI - Ground Point of Interception
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 - Helipoint, 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
ICAO - International Civil Aviation Organization
ID - Idaho, USA
ident - identification
IFF - Identification Friend or Foe
IFR - Instrument Flight Rules
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

ABBREVIATIONS AND ACRONYMS (Cont'd)

intxn - intersection
IRU - Inertial Reference Unit
ISA - International Standard Atmosphere
J - High Level Airway
Jan - January
JASU - Jet Acft Starting Unit
JB - Jet Barrier
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
lgtl - lighted
LOC - Localizer for Non-Precision Approach Procedures
loc - located, location
long - longitude
ltd - limited
lvl - level
LWIS - Limited Weather Information System
m - metres
M, mag - magnetic
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
MF - Mandatory Frequency
MFA - Military Flying Area

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ABBREVIATIONS AND ACRONYMS (Cont'd)

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
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 - Nunavut
NW - Northwest
NWS - North Warning System
obd - outbound
OBS - omni bearing setting

ABBREVIATIONS AND ACRONYMS (Cont'd)

obsn(s) - observation(s)
obst - obstruction
OC - Obstacle Chart
OCA - Oceanic Control Area
OCC - Obstacle Clearance Circle
OCL - Obstacle Clearance Limit
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)
PE - Prince Edward Island
perm - permanent
perms - permission
PIK - Pilot Information Kiosk
P-line(s) - power line(s)
PLR - Pavement Load Rating (TC)
PMSV - Pilot to Metro Service
PNR - 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
rad - radial
RAAS - Remote Aerodrome Advisory Service
RATCON - Radar Terminal Control
RCAP - Restricted Canada Air Pilot
RCMP - Royal Canadian Mounted Police
RCO - Remote Communications Outlet

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ABBREVIATIONS AND ACRONYMS (Cont'd)

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
RVR	- Runway Visual Range
RVSM	- Reduced Vertical Separation Minimum
rwy	- runway
S	- South, southern latitude
SAR	- Search and Rescue
Sat	- Saturday
SATCOM	- Satellite Communications
SCA	- Southern Control Area
SCON	- Contract Servicing
SDA	- Southern Domestic Airspace
seapl	- Seaplane
SE	- Southeast
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

ABBREVIATIONS AND ACRONYMS (Cont'd)

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)
svcbl	- serviceable
svcg	- servicing
SW	- Southwest
swy	- Stopway
T	- Transmits only
T	- True (after a bearing)
TA (3000)	- Transition Altitude
TACAN	- Tactical Air Navigation Equipment
TAF	- Aerodrome Forecast
TAS	- True Air Speed
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
Thu	- Thursday
thld	- threshold
thru	- through
til	- until
tkof	- Take Off
tml	- terminal
tng	- training
TODA	- Take Off Distance Available
TORA	- Take Off Run Available
tran	- transient
trans	- transmit

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ABBREVIATIONS AND ACRONYMS (Cont'd)

Tue	- Tuesday
TWR/twr	- Control Tower/tower
twy	- taxiway
UDF	- UHF Direction Finder
UHF	- Ultra High Frequency
unavbl	- unavailable
UNICOM	- Private Advisory Station located at uncontrolled aerodrome
unkn	- unknown
unlgtd	- unlighted
unltd	- unlimited
unrel	- unreliable
unsked	- unscheduled
u/s	- unserviceable
USA	- United States of America
USAF	- United States Air Force
USB	- Upper Side Band
USN	- United States Navy
UTC	- Coordinated Universal Time
VAGS	- Visual Alignment Guidance System (a system of azimuth guidance for approach)
var	- variation
VASIS	- Visual Approach Slope Indicator System
VCS	- Vehicle Control Service
VDF	- VHF Direction Finder
VFR	- Visual Flight Rules
VGM	- Voice generator module
VGSI	- Visual Glide Slope Indicator
VHF	- Very High Frequency
vic	- vicinity
vis	- visible, visibility
VMC/vmc	- Visual Meteorological Conditions
VNC	- VFR Navigation Chart
VOLMET	- Meteorological Information for Aircraft in Flight (DND)
VOR	- VHF omnidirectional Range
VORTAC	- Combination of VOR and TACAN
VOT	- VOR receiver test facility
VTA	- VFR Terminal Area Chart
VTPC	- VFR Terminal Procedures Chart
W	- West
WA	- Washington, USA
WAC	- World Aeronautical Chart
WAS	- Water Aerodrome Supplement
Wed	- Wednesday
Wg	- Wing
WI	- Wind direction indicator
win	- winter
wk(s)	- week
wkd	- weekday

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

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ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM

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

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM		ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
ABN	- Aerodrome beacon	BCN	- Beacon (aeronautical ground light)
ABV	- Above	BCST	- Broadcast
ACC	- Area Control Centre or area control	BFR	- Before
ACFT	- Aircraft	BLDG	- Building
ACT	- Active or activated or activity	BLW	- Below
AD	- Aerodrome	BRKG	- Braking
ADIZ	- Air defence identification zone	BTN	- Between
ADJ	- Adjacent	C	- Centre (preceded by runway designation number to identify a parallel runway)
ADZ	- Advise	C	- Degrees Celsius (Centigrade)
AFT	- After	CAP	- Canada Air Pilot
AGL	- Above ground level	CAR	- Canadian Aviation Regulations (RAC in French)
AIC	- Aeronautical Information Circular	CARS	- Community Aerodrome Radio Station
AIP	- Aeronautical Information Publication	CAT	- Category
ALS	- Approach lighting system	CFB	- Canadian Forces Base
ALT	- Altitude	CFS	- Canada Flight Supplement
AMDT	- Amendment (AIP Amendment)	CH	- Channel
AP	- Airport	CL	- Centreline
APAPI	- Abbreviated precision approach path indicator	CLR	- Clear(s) or cleared to
APCH	- Approach	CLSD	- Close or closed or closing
APN	- Apron	COM	- Communications
APR	- April	COMSND	- Commissioned
APRX	- Approximate or approximately	COND	- Condition
ARCAL	- Aircraft Radio Control of Aerodrome Lighting	CONST	- Construction or constructed
ARFF	- Aircraft rescue and fire-fighting (SLIA in French)	COOR	- Co-ordinate or co-ordination
ARR	- Arrive or arrival	COORD	- Co-ordinates
ASDA	- Accelerate stop distance available	CPDLC	- Controller-pilot data link communications
ASL	- Above sea level	CRFI	- Canadian runway friction index
ATC	- Air traffic control (in general)	CTA	- Control area
ATFM	- Air traffic flow management	CTC	- Contact
ATIS	- Automatic terminal information service	CTL	- Control
ATS	- Air traffic services	CUST	- Customs
AUG	- August	CYA	- Canadian Class F airspace, advisory area
AUTH	- Authorized or authorization or authority	CYD	- Canadian Class F airspace, danger area
AVASIS	- Abbreviated visual approach slope indicator system	CYR	- Canadian Class F airspace, restricted area
AVBL	- Available or availability	DAH	- Designated Airspace Handbook
AVGAS	- Aviation gasoline	DEC	- December
AWOS	- Automatic weather observation system	DECOMSND	- Decommissioned
AWY	- Airway	DEG	- Degrees
AZM	- Azimuth	DEP	- Depart or departure

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ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)		ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
DEST	- Destination	H24	- Continuous day and night service
DH	- Decision height	HAPI	- Helicopter approach path indicator
DIST	- Distance	HBN	- Hazard beacon
DLA	- Delay or delayed	HDG	- Heading
DLY	- Daily	HEL	- Helicopter
DME	- Distance measuring equipment	HELI	- Heliport (for use in Field 10)
DOM	- Domestic	HGT	- Height or height above
DP	- Dew point temperature	HJ	- Sunrise to sunset
DPT	- Depth	HN	- Sunset to sunrise
DRCO	- Dial-up remote communication outlet	HOL	- Holiday
DRG	- During	HR	- Hours
DTHR	- Displaced runway threshold	HYDRO	- Water aerodrome (for use in Field 10 for French NOTAM - WATER used for English NOTAM)
E	- East or eastern longitude	IAF	- Initial approach fix
EM	- Emission	ID	- Ident or identification or identity
EMERG	- Emergency	IFR	- Instrument flight rules
ENE	- East-north-east	ILS	- Instrument landing system
ENR	- En route	IMC	- Instrument meteorological condition
EQPT	- Equipment	INFO	- Information
ESCAT	- Emergency Security Control of Air Traffic	INS	- Inch or inches (dimensional unit)
ESE	- East-south-east	INSTR	- Instrument
ETA	- Estimated time of arrival	INT	- Intersection
EXC	- Except	INTL	- International
EXER	- Exercises or exercising or to exercise	INTST	- Intensity
EXP	- Expect or expected or expecting	IR	- Ice on runway
FAC	- Facilities	JAN	- January
FAF	- Final approach fix	JUL	- July
FAX	- Facsimile transmission	JUN	- June
FCST	- Forecast	KG	- Kilograms
FEB	- February	KT	- Knots
FIC	- Flight Information Centre	L	- Left (preceded by runway designation number when identifying a parallel runway)
FIR	- Flight information region	LB	- Pounds (dimensional unit)
FISE	- Flight information service enroute	LDA	- Landing distance available
FL	- Flight level	LDG	- Landing
FLR	- Flares	LEN	- Length
FLT	- Flight	LGT	- Light(s) or lighting
FLW	- Follow(s) or following	LGTD	- Lighted
FM	- From	LIH	- Light intensity high
FMS	- Flight management system	LIL	- Light intensity low
FPM	- Feet per minute	LIM	- Light intensity medium
FREQ	- Frequency	LLZ	- Localizer
FRI	- Friday	LNAV	- Lateral Navigation
FSS	- Flight Service Station	LORAN	- Long range air navigation system
FT	- Foot or feet (dimensional unit)	LPV	- Localizer Precision with Vertical Guidance
GLD	- Glider	LTD	- Limited
GNSS	- Global navigation satellite system		
GP	- Glide path		
GPS	- Global positioning system		
GRVL	- Gravel		

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GENERAL A15

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)		ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
LWIS	- Limited Weather Information System	PAPI	- Precision approach path indicator
MAG	- Magnetic	PAR	- Precision approach radar
MAINT	- Maintenance	PERM	- Permanent
MAR	- March	PIREP	- Pilot weather report
MAX	- Maximum	PN	- Prior notice required
MDA	- Minimum descent altitude	PPR	- Prior permission required
MEA	- Minimum Enroute Altitude	PRKG	- Parking
MEDEVAC	- Medical Evacuation Flight	PROC	- Procedure
MEHT	- Minimum Eye Height over Threshold	PSR	- Primary surveillance radar
MET	- Meteorological or meteorology	PUB	- Published or publication(s)
METAR	- Aerodrome routine meteorological report	PWR	- Power
MF	- Mandatory frequency	QUAD	- Quadrant
MIL	- Military	R	- Right (preceded by runway designation number when identifying a parallel runway)
MIN	- Minutes	RAG	- Runway arresting gear
MNM	- Minimum	RAIM	- Receiver autonomous integrity monitoring
MNPS	- Minimum Navigation Performance Specifications	RCAP	- Restricted Canada Air Pilot
MOC	- Minimum obstacle clearance (required)	RCC	- Rescue co-ordination centre
MON	- Monday	RCL	- Runway centre line
MSA	- Minimum sector altitude	RCLL	- Runway centre line light(s)
MSG	- Message	RCO	- Remote communications outlet
MSL	- Mean sea level	RDL	- Radial
MTCA	- Military Terminal Control Area	RDO	- Radio
N	- North or northern latitude	REC	- Receive or receiver
NAT	- North Atlantic	REDL	- Runway edge light(s)
NAV	- Navigation	REF	- Reference to... or refer to
NAVAID	- Navigation aid	RENL	- Runway end light(s)
NDB	- Non-directional radio beacon	RMK	- Remark
NE	- North-east	RNAV	- Area Navigation
NGT	- Night	RSC	- Runway surface condition
NM	- Nautical miles	RSR	- Enroute Surveillance Radar
NNE	- North-north-east	RTE	- Route
NNW	- North-north-west	RTHL	- Runway threshold light(s)
NOV	- November	RTZL	- Runway touchdown zone light(s)
NW	- North-west	RVR	- Runway visual range
OBST	- Obstacle or obstruction	RVSM	- Reduced vertical separation minimum (1000 ft between FL290 and FL410)
OCA	- Oceanic control area	RWY	- Runway
OCT	- October	S	- South or southern latitude
ODALS	- Omni-directional approach lighting system	SAR	- Search and rescue
OPN	- Open or opening or opened	SAT	- Saturday
OPR	- Operator or operate or operative or operating or operational	SDBY	- Stand by
OPS	- Operations	SE	- South-east
O/R	- On request	SEP	- September
OTS	- Organized Track System	SFC	- Surface
PAL	- Peripheral station	SID	- Standard instrument departure
		SKED	- Schedule or scheduled
		SN	- Snow

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ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)		ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
SR	- Sunrise	VNAV	- Vertical Navigation
SS	- Sunset	VNC	- VFR navigation chart
SSB	- Single sideband	VOR	- Very high frequency omnidirectional radio range
SSR	- Secondary Surveillance Radar	VORTAC	- VOR and TACAN combination
SSE	- South-south-east	VOT	- VOR airborne equipment test facility
SSW	- South-south-west	VTA	- VFR terminal area chart
STAR	- Standard instrument arrival	W	- West or western longitude
SUN	- Sunday	WAAS	- Wide area augmentation system
SUP	- Supplement (AIP Supplement)	WAC	- World Aeronautical Chart
SVC	- Service message or service	WAS	- Water Aerodrome Supplement
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	WID	- Width
TDZ	- Touchdown zone	WIP	- Work in Progress
TEL	- Telephone	WNW	- West-north-west
TEMPO	- Temporary or temporarily	WSW	- West-south-west
TFC	- Traffic	WX	- Weather
THR	- Threshold	Z	- Co-ordinated Universal Time
THRU	- Through		
THU	- Thursday		
TIL	- Until		
TKOF	- Take-off		
TML	- Terminal		
TODA	- Take-off distance available		
TORA	- Take-off run available		
TRANS	- Transmits or transmitter		
TUE	- Tuesday		
TWR	- Aerodrome Control Tower or aerodrome control		
TWY	- Taxiway		
UDF	- Ultra high frequency direction- finding station		
UNICOM	- Private advisory station located at uncontrolled aerodrome		
UNL	- Unlimited		
UNREL	- Unreliable		
U/S	- Unserviceable		
VAGS	- Visual Alignment Guidance System		
VAR	- Magnetic variation		
VASIS	- Visual approach slope indicator system		
VCY	- Vicinity		
VDF	- Very high frequency direction- finding station		
VFR	- Visual flight rules		
VIS	- Visibility		
VMC	- Visual meteorological conditions		

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GENERAL A17

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME

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

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CAA6	Smithers (Canadian) BC (Heli)	CAW3	Scum Lake BC
CAA8	Invermere BC	CAW4	Whistler (Hospital) BC (Heli)
CAB5	Abbotsford (Regional Hosp & Cancer Centre) BC (Heli)	CAX5	Likely BC
CAB7	Kelowna (Alpine) BC (Heli)	CAY2	Gang Ranch BC
CAD4	Trail BC	CAZ4	Quesnel (Hosp) BC (Heli)
CAD5	Merritt BC	CAZ5	Cache Creek BC
CAE2	Cranbrook (East Kootenay Regional Hosp) BC (Heli)	CBA8	Beaverley BC
CAE4	Tsacha Lake BC	CBA9	Ospika BC
CAF4	Tsuniah Lake Lodge BC	CBB4	Beddis Beach BC (Heli)
CAG3	Chilko Lake (Tsylos Park Lodge) BC	CBB5	Port Alice (Hosp) BC (Heli)
CAH3	Courtenay Airpark BC	CBB7	Tipella BC
CAH4	Valemount BC	CBB9	Osoyoos BC
CAJ2	Wiley YT	CBBC	Bella Bella (Campbell Island) BC
CAJ3	Creston (Art Sutcliffe Field) BC	CBC2	Ford Bay NT
CAJ4	Anahim Lake BC	CBC4	Kamloops (Royal Inland Hosp) BC (Heli)
CAJ7	Cayley/A.J. Flying Ranch AB	CBC5	Victoria (BC Hydro) BC (Heli)
CAJ9	Fort Ware BC	CBC7	Vancouver/Harbour (Public) BC (Heli)
CAK3	Delta/Delta Heritage Air Park BC	CBC8	Tofino (Hosp) BC (Heli)
CAK7	Vancouver (Children's Hosp) BC (Heli)	CBC9	Burgeo (Calder Health Care Corp) NL (Heli)
CAL3	Douglas Lake BC	CBD2	Vancouver/Delta (North) BC (Heli)
CAL4	Fort MacKay/Albian AB	CBD6	Nahanni Butte NT
CAL7	Ganges (Hosp) BC (Heli)	CBD5	Takla Narrows BC
CAM3	Duncan BC	CBD9	White Saddle Ranch BC (Heli)
CAM5	Houston BC	CBE2	Elko BC
CAM7	Kamloops (BC Hydro) BC (Heli)	CBE3	Beamsville/Panterra ON (Heli)
CAP3	Sechelt-Gibsons BC	CBE9	Whistler (Muni) BC (Heli)
CAP6	Ingenika BC	CBF4	Mission (Public Safety) BC (Heli)
CAQ4	Springhouse Airpark BC	CBF5	Mayne Island (Medical Emergency) BC (Heli)
CAQ5	Nakusp BC	CBF6	Prince Rupert/Seal Cove (Public) BC (Heli)
CAR2	Crawford Bay BC	CBF7	Victoria Harbour (Camel Point) BC (Heli)
CAR3	Lillooet BC	CBF9	Mabel Lake BC
CAS2	Moose Lake (Lodge) BC	CBG2	Green Lake BC
CAS3	Barkerville BC	CBG5	Nanaimo (Regional Gen Hosp) BC (Heli)
CAT1	Atwood/Coghlin ON	CBG8	Prince George (Pacific Western Helicopters) BC (Heli)
CAT4	Qualicum Beach BC	CBH2	Helmet BC
CAT5	Port McNeill BC	CBH4	Prairie Creek NT
CAT6	Campbell River (Campbell River & Dist Gen Hosp) BC (Heli)	CBH7	Benalto/Hillman's Farm AB
CAU3	Oliver BC	CBJ4	Echo Valley BC
CAU4	Vanderhoof BC	CBJ9	San Juan Point (Coast Guard) BC (Heli)
CAV2	Hope (Fraser Canyon Hosp) BC (Heli)	CBK4	Vancouver (Gen Hosp) BC (Heli)
CAV3	One Hundred Mile House BC		
CAV4	McBride/Charlie Leake Field BC		
CAV9	Oak Hammock Air Park MB		

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CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CBK5	Port Alberni (West Coast Gen Hosp) BC (Heli)	CBV7	Valemount (Yellowhead Helicopters) BC (Heli)
CBK6	Quesnel Lake BC	CBV8	Comox (St. Joseph's Hosp) BC (Heli)
CBK7	Toad River/Mile 422 (Alaska Highway) BC	CBW2	Kitimat BC
CBK8	Victoria (Royal Jubilee Hosp) BC (Heli)	CBW3	Fort Graham BC
CBK9	Little Parker Island BC (Heli)	CBW4	Bob Quinn Lake BC
CBL3	Fort Nelson/Gordon Field BC	CBW5	Terrace/BC Hydro BC (Heli)
CBL4	Bassano (Health Centre) AB (Heli)	CBW7	Victoria (Gen Hosp) BC (Heli)
CBL6	Radium Hot Springs BC	CBW8	Prince George (North Cariboo Air Park) BC
CBL7	Cortes Island BC (Heli)	CBW9	Madrona Bay BC (Heli)
CBL9	Elkin Creek Guest Ranch BC	CBX5	Tungsten (Cantung) NT
CBM5	Telegraph Creek BC	CBX7	Tumbler Ridge BC
CBM6	Midway BC	CBY5	Prince Rupert/Seal Cove (Coast Guard) BC (Heli)
CBM7	Banff Mineral Springs (Hosp) AB (Heli)	CBZ2	Kemano BC (Heli)
CBM9	Port McNeil (Hosp) BC (Heli)	CBZ7	Victoria Harbour (Shoal Point) BC (Heli)
CBN2	Bonnyville Health Centre AB (Heli)	CBZ9	Fraser Lake BC
CBN9	Tsay Keh BC	CCA3	Cable Head Airpark PE
CBP2	Banff (Park Compound Heliport) AB (Heli)	CCA6	Williams Harbour NL
CBP3	Fernie (Elk Valley Hosp) BC (Heli)	CCA7	Apple River NS
CBP4	Sechelt (St. Mary's Hospital) BC (Heli)	CCA9	Grand River PE
CBP5	Lillooet (Caribou Chilcotin) BC (Heli)	CCB3	Amherst NS (Heli)
CBQ2	Fort Langley BC	CCC2	Winterland NL
CBQ7	Kemess Creek BC	CCD2	Springdale NL
CBQ8	Woodcock BC	CCD3	Woodstock NB
CBR2	Kaslo BC	CCD4	Postville NL
CBR7	Tofino Lifeboat Station BC (Heli)	CCE3	Juniper NB
CBR8	Prince Rupert (Hosp) BC (Heli)	CCE4	Black Tickle NL
CBS2	Estevan (Blue Sky) SK	CCE5	Canso (Eastern Memorial Hosp) NS (Heli)
CBS4	Mule Creek BC	CCF4	Porters Lake NS
CBS5	Port Hardy (Hosp) BC (Heli)	CCF9	Scottsfield Airpark NB
CBS7	Briercrest South SK	CCG3	Weyman Airpark NB
CBS8	Port Alberni (Alberni Valley Regional) BC	CCG4	Moncton/McEwen NB
CBS9	Blairmore (Crowsnest Pass Hosp) AB (Heli)	CCH3	Canmore (Hosp) AB (Heli)
CBT3	Tsetzi Lake (Pan Phillips) BC	CCH4	Charlottetown NL
CBT5	Golden (Golden & District Gen Hosp) BC (Heli)	CCH5	Montréal/Longueuil (Centre Hospitalier Pierre-Boucher), QC (Heli)
CBT6	Quilchena BC	CCH6	Summerside (Prince County Hosp) PE (Heli)
CBT9	Port Alberni/Sproat Lake Tanker Base BC (Heli)	CCI9	Cortes Island (Hansen Airfield) BC
CBU2	Eddontenajon/Iskut Village BC	CCJ3	Boston Brook NB
CBU4	Prince Rupert (Hydro) BC (Heli)	CCK3	Grand Falls NB
CBU5	Terrace (Mills Mem Hosp) BC (Heli)	CCK4	St. Lewis (Fox Harbour) NL
CBU6	Mission (Mem Hosp) BC (Heli)	CCL2	Candle Lake Airpark SK
CBV2	Beaverton ON	CCM3	Sevogle NB
		CCM4	Port au Choix NL
		CCN2	Grand Manan NB

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

Indicator	Name
CCN3	Caroline AB
CCN4	Conn ON
CCP2	Exploits Valley (Botwood) NL
CCP3	Chute-St-Philippe QC
CCP4	Port Hope Simpson NL
CCP6	Caniapiscau QC
CCQ3	Debert NS
CCRH	Campbellton (Regional Hosp) NB (Heli)
CCR3	Florenceville NB
CCR5	Cline River AB (Heli)
CCR6	Campbell River (E & B Heli) BC (Heli)
CCR7	Castor (Our Lady of the Rosary Hosp) AB (Heli)
CCS2	Consort (Health Centre) AB (Heli)
CCS3	St. Stephen NB
CCS4	Chipman NB
CCS5	Havelock NB
CCS6	Courtenay (Smit Field) BC
CCS7	Chicoutimi (C.H. de Chicoutimi) QC (Heli)
CCT2	Cookstown, ON
CCT3	Castlegar (Tarrys Convention Centre) BC (Heli)
CCV4	Bell Island NL
CCW3	Waterville/Kings Co Muni NS
CCW4	Stanley NS
CCX2	Long Pond NL (Heli)
CCX3	Brockway NB
CCY3	Sussex NB
CCY4	East Gore Eco Airpark NS
CCY5	Edmundston (Regional Hosp) NB (Heli)
CCZ2	Rigolet NL
CCZ3	Clareville NL
CCZ4	Margaree NS
CCZ5	Thorburn NS
CCZ9	Shelburne (Roseway Hosp) NS (Heli)
CDA4	Pokemouche NB
CDA5	St. Andrews (Codroy Valley) NL
CDA6	Bristol NB
CDA7	Shunda (Fire Base) AB (Heli)
CDB5	Moncton/Salisbury NB (Heli)
CDC2	St. John's (Universal) NL (Heli)
CDC3	Dawson Creek (Flying L Ranch) BC
CDC4	St-Quentin NB
CDC5	Oie Lake/Dougall Campbell Field BC
CDD3	Ste-Agnès-de-Dundee QC
CDG2	Digby (General Hosp) NS (Heli)
CDH1	Huntsville/Deerhurst Resort ON

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

Indicator	Name
CDH2	Drumheller (Health Centre) AB (Heli)
CDH3	Finlay Air Park NS
CDJ4	Clearwater NB
CDJ5	Strathmore (D.J. Murray) AB
CDK2	Diavik NT
CDL3	Daysland Health Centre AB (Heli)
CDM2	Didsbury/Minty Field AB
CDO2	Drumheller/Ostergard's AB
CDT3	Arichat (St. Anne Ladies Auxiliary Hosp) NS (Heli)
CDT5	Buctouche NB
CDT6	Bridgewater (South Shore Regional Hosp) NS (Heli)
CDU3	Yarmouth (Regional Hosp) NS (Heli)
CDU6	Doaktown NB
CDU9	Dunnville ON
CDV2	Downs Gulch NB
CDV3	Charlottetown (Queen Elizabeth Hosp) PE (Heli)
CDV4	Didsbury (Vertical Extreme Skydiving)
CDW2	Baddeck (Crown Jewel) 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
CEB3	Colville Lake NT
CEB5	Fairview AB
CEC3	Fox Lake AB
CEC4	Hinton/Jasper-Hinton AB
CEC5	Fort Smith (District) NT (Heli)
CED2	Chinchaga AB
CED3	Oyen Muni AB
CED4	Fox Creek AB
CED5	Taber AB
CED6	De Winton (Highwood) AB (Heli)
CED8	Thunder Bay/Eldorado ON
CEE4	Hinton/Entrance AB
CEE5	Wabasca AB
CEE6	Edmonton/Twin Island Airpark AB
CEE8	Viking AB
CEF3	Bow Island AB
CEF4	Airdrie AB
CEF6	Forestburg AB
CEG2	Acme AB
CEG3	Lacombe AB
CEG4	Drumheller Muni AB
CEG5	Chipewyan Lake AB

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CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CEG8	North Seal River MB	CET5	Hay River (District) NT (Heli)
CEH2	Black Diamond/Cu Nim AB	CET9	Jean Marie River NT
CEH3	Ponoka Industrial (Labrie Field) AB	CEU2	Beaverlodge AB
CEH4	De Winton/South Calgary AB	CEU4	Rocky Mtn House (Gen Hosp) AB (Heli)
CEH5	Red Earth Creek AB	CEU9	Trout Lake NT
CEH6	Provost AB	CEV2	Edra AB
CEH7	Yellowknife (Regional Hosp) NT (Heli)	CEV3	Vegreville AB
CEJ3	Stettler AB	CEV5	Mayerthorpe AB
CEJ4	Claresholm Industrial AB	CEV7	Tofield AB
CEJ5	Cadotte AB	CEV9	Snare River NT
CEJ6	Elk Point AB	CEW3	St. Paul AB
CEK2	Braeburn YT	CEW5	Milk River AB
CEK4	Blairmore (Forestry) AB (Heli)	CEW7	Edmonton (University of Alberta Hosp) AB (Heli)
CEK6	Killam/Killam-Sedgewick AB	CEW9	Canmore Municipal Heliport AB (Heli)
CEL2	Calgary (City/Bow River) AB (Heli)	CEX3	Wetaskiwin Regional AB
CEL4	Hanna AB	CEX4	Carmacks YT
CEL5	Valleyview AB	CEX5	Zama AB
CEL6	Two Hills AB	CEX9	Brant (Dixon Farm) AB
CEL9	Calgary (Eastlake) AB (Heli)	CEY3	Fort Macleod AB
CEM2	Calgary (Rockyview Hosp) AB (Heli)	CEZ2	Chapman YT
CEM3	Whati NT	CEZ3	Edmonton/Cooking Lake AB
CEM4	Innisfail AB	CEZ4	Fort Vermilion AB
CEM5	Swan Hills AB	CEZ9	Grande Prairie (Forestry) AB (Heli)
CEN2	Bassano AB	CFA4	Carcross YT
CEN3	Three Hills AB	CFA5	Grande AB
CEN4	High River AB	CFA7	Taltheilei Narrows NT
CEN5	Cold Lake Regional AB	CFA8	Three Hills (Hosp) AB (Heli)
CEN6	Vauxhall AB	CFB2	Frank Channel (Forestry) NT (Heli)
CEP2	Calgary (Bow Crow) AB (Heli)	CFB3	Hespero AB
CEP3	Barrhead AB	CFB4	Trout Lake AB
CEP4	Coutts/Ross Intl AB	CFB5	Namur Lake AB
CEP5	Janvier AB	CFB6	Edmonton/Josephburg AB
CEP6	Warner AB	CFB7	Steen River AB
CEP7	Elk Point (Health Care Centre) AB (Heli)	CFC4	MacMillan Pass YT
CEP8	Edmonton/Eastport AB (Heli)	CFC6	Rockyford AB
CEQ3	Camrose AB	CFC7	Rimby AB
CEQ4	Del Bonita/Whetstone Intl AB	CFD4	Foremost AB
CEQ5	Grande Cache AB	CFD8	Fort Simpson/Canadian Helicopters NT (Heli)
CER2	Castor AB	CFD9	Bjorgum Farm AB
CER3	Drayton Valley Industrial AB	CFE6	St. Francis AB
CER4	Fort McMurray/Mildred Lake AB	CFE7	Kananaskis Village Helistop AB (Heli)
CER5	Conklin AB	CFF2	Christina Basin AB
CES3	Edmonton/St Albert AB	CFF3	Jean Lake AB
CES4	Westlock AB	CFF4	Great Bear Lake NT
CES8	Edmonton/Grey Nuns Community Hosp AB (Heli)	CFF7	Wainwright/Camp Wainwright Field AB
CET2	Conklin (Leismer) AB	CFF9	Marek Farms AB
CET4	Fort Simpson Island NT		

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

Indicator	Name
CFG3	Consort AB
CFG4	Debolt AB
CFG5	John D'Or Prairie AB
CFG6	Fort MacKay/Firebag AB
CFG7	Steen Tower AB
CFH4	Fox Harbour NS
CFH7	Edmonton (Royal Alexandra Hosp) AB (Heli)
CFH8	Warburg/Zajes AB
CFJ2	Wekweëti NT
CFJ7	Fort St. John (Hosp) BC (Heli)
CFK2	Bashaw AB
CFK3	Fontas AB
CFK4	Calling Lake AB
CFK6	Olds (Netook) AB
CFL2	Empress/McNeill Duke Energy AB
CFL3	Black Diamond (Oilfields Gen Hosp) AB (Heli)
CFL9	Johnson Lake AB
CFM2	Birch Mountain AB
CFM4	Donnelly AB
CFM5	Apache/Hamburg AB
CFM6	Teepee AB
CFM7	Boyle AB
CFM8	Fort MacLeod (Alcock Farm) AB
CFM9	Fort MacLeod (Hosp) AB (Heli)
CFN2	Fort Nelson (Mile 301) BC (Heli)
CFN4	Embarras AB
CFN5	La Crête AB
CFN7	Sundre AB
CFN8	Fort Nelson (Guardian) BC (Heli)
CFP3	Calgary (Foothills Hosp) AB (Heli)
CFP4	McQuesten YT
CFP5	Glendon AB
CFP6	La Biche River YT
CFP7	Wainwright/Wainwright (Field 21) AB
CFP8	Whitehorse/Cousins YT
CFQ2	Calgary (Westport) AB (Heli)
CFQ4	Cheadle AB
CFQ5	Silver City YT
CFQ6	Pelly Crossing YT
CFQ7	Edmonton/Gartner AB
CFR2	Bawlf (Blackwells) AB
CFR5	French River / Alban ON
CFR7	Red Deer Forestry AB
CFS2	Fort Simpson (Great Slave) NT (Heli)
CFS4	Ogilvie YT
CFS5	Spirit River AB
CFS6	Loon River AB

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

Indicator	Name
CFS7	Twin Creeks YT
CFS8	Clearwater River AB
CFS9	Vancouver (Vancouver Film Studios) BC (Heli)
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	Clareholm (Gen Hosp) AB (Heli)
CFV8	Brooks (Gen Hosp) 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 Air Park AB
CFX3	Doig AB
CFX4	Manning AB
CFX6	Vulcan AB
CFX8	Chestermere (Kirkby Field) AB
CFY2	Grist Lake AB
CFY4	Indus/Winters Aire Park AB
CFY5	Daughney YT
CFY6	Turner Valley Bar N Ranch AB
CFY8	Colomac NT
CFZ2	Calgary (Children's Hosp) AB (Heli)
CFZ3	Medicine Hat/Schlenker AB
CFZ5	Sundre/Goodwins Farm AB
CGB2	Carstairs/Bishell's AB
CGC2	Galore Creek BC (Heli)
CGF2	Edmonton/Goyer Field AB
CGH2	Gander (James Paton Memorial Hosp) NL (Heli)
CGL2	Harrow ON
CGL4	Eaglesham (South) AB
CGL5	Gun Lake BC (Heli)
CGM2	Smoky Lake (George McDougall Health Centre) AB (Heli)
CGN2	Golden (Canadian 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
CGP2	Grande Prairie (Queen Elizabeth II Hosp) AB (Heli)	CJG6	Kenora (Lake of the Woods District Hosp) ON (Heli)
CGV2	Grand Valley / Luther Field ON	CJH2	Gilbert Plains MB
CHB2	Churchill (Hudson Bay Helicopters) MB (Heli)	CJH3	Maidstone SK
CHC2	Stewart (Health Centre) BC (Heli)	CJH4	Ferland SK
CHC3	Barrhead (Healthcare Centre) AB (Heli)	CJH8	Leask SK
CHC4	Ponoka (Hospital & Care Centre) AB (Heli)	CJJ2	Glenboro MB
CHD2	Hardisty (Health Centre) AB (Heli)	CJJ4	Deloraine MB
CHD3	Hanna (District Ambulance Heliport) AB (Heli)	CJJ5	Cabri SK
CHG2	Harbour Grace NL	CJJ8	Macklin SK
CHJ4	Boyle (Healthcare Centre) AB (Heli)	CJK2	Gunisao Lake MB
CHK2	Aldergrove (Hicks) BC (Heli)	CJK3	Beauval SK
CHQE	Halifax (Queen Elizabeth II Health Science Centre) NS (Heli)	CJK4	Esterhazy SK
CHR2	High River (Hosp) AB (Heli)	CJK5	Gull Lake SK
CHS7	Halifax (South End) NS (Heli)	CJK9	Preeceville SK
CIV2	Invermere (Hosp) BC (Heli)	CJL2	Hatchet Lake SK
CIW2	Halifax (IWK Health Centre) NS (Heli)	CJL4	La Loche SK
CJA3	Morden Regional MB	CJL5	Winnipeg/Lyncrest MB
CJA5	Nestor Falls ON	CJL6	Altona Muni MB
CJA7	Arcola SK	CJL8	Kasba Lake NT
CJB2	Carman/Friendship Field MB	CJL9	Radisson SK
CJB3	Steinbach MB	CJM2	Ituna SK
CJB5	Moosomin SK	CJM4	Gravelbourg SK
CJB6	Gods Lake MB	CJM5	Frontier SK
CJB8	Kyle SK	CJM6	Arborfield SK
CJC2	Craik SK	CJN2	Kamsack SK
CJC3	Davidson Muni SK	CJN3	Ignace ON (Heli)
CJC4	Central Butte SK	CJN4	Assiniboia SK
CJC5	Shaunavon SK	CJN5	Saskatoon/Corman Air Park SK
CJC6	Hafford SK	CJN7	Little Churchill River MB
CJC8	Laurie River MB	CJP2	Kerrobert SK
CJC9	Buffalo Narrows SK (Heli)	CJP6	Camsell Portage SK
CJD2	Cudworth Muni SK	CJP7	Bird River(Lac du Bonnet) MB
CJD3	Birch Hills SK	CJP9	Charlot River SK
CJD5	Leader SK	CJQ2	Lampman SK
CJE2	Dore Lake SK	CJQ3	Carlyle SK
CJE3	Weyburn SK	CJQ4	Maple Creek SK
CJE4	Snow Lake MB	CJQ5	Arnes MB
CJE5	Glaslyn SK	CJQ6	Tanquary Fiord NU
CJE6	Paradise Hill SK	CJQ9	Big Sand Lake MB
CJE7	Ashern MB	CJR2	Luseland SK
CJF3	Île-à-la-Crosse SK	CJR3	The Pas/Grace Lake MB
CJF5	West Poplar SK	CJR4	Eston SK
CJF8	Biggar SK	CJR5	Gladstone MB
CJG2	Eatonia (Elvie Smith) Muni SK	CJR7	Canora SK
		CJR8	McCreary MB
		CJR9	Naicam SK
		CJS2	Malcolm Island SK
		CJS3	Cluff Lake SK

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

Indicator	Name
CJS4	Moose Jaw Muni SK
CJS5	Killarney Muni MB
CJS7	Carman (South) MB
CJT2	Matheson Island MB
CJT3	Knee Lake MB
CJT4	Cumberland House SK
CJT5	Melita MB
CJT8	Homewood MB
CJT9	Leoville SK
CJU3	MacDonald MB
CJU4	Humboldt SK
CJU5	Minnedosa MB
CJU6	Arborg MB
CJU7	Edam SK
CJV2	Neilburg SK
CJV4	Otter Lake SK
CJV5	Neepawa MB
CJV7	Summer Beaver ON
CJV8	Grand Rapids MB
CJV9	Melville Muni SK
CJW2	Oxbow SK
CJW3	Loon Lake SK
CJW4	Pelican Narrows SK
CJW5	Russell MB
CJW7	Cigar Lake SK
CJX3	La Ronge SK (Heli)
CJX4	Rosetown SK
CJX5	Souris Glenwood Industrial Air Park MB
CJX7	Arctic Bay NU
CJY3	Tisdale SK
CJY4	Sandy Bay SK
CJY5	Strathclair MB
CJZ2	Portage La Prairie (North) MB
CJZ3	Melfort (Miller Field) SK
CJZ4	Shellbrook SK
CJZ5	Virden (West) MB
CKA4	Zhoda MB
CKA8	St. François Xavier MB
CKA9	Southend SK
CKB2	Patuanak SK
CKB6	Angling Lake/Wapekeka ON
CKB7	Roblin MB
CKB8	Silver Falls MB
CKC6	Lanigan SK
CKC7	Rockglen SK
CKC8	Somerset MB
CKC9	Pangman SK
CKD2	Porcupine Plain SK

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

Indicator	Name
CKD5	Kipling SK
CKD7	Roland (Graham Field) MB
CKD9	Slate Falls ON
CKE2	Quill Lake SK
CKE8	Unity SK
CKE9	Nipigon (District Mem Hosp) ON (Heli)
CKF2	Radville SK
CKF3	Atikokan (Gen Hosp) ON (Heli)
CKF4	Goodsoil SK
CKF6	MacGregor MB
CKF7	Sioux Lookout ON (Heli)
CKF9	De Lesseps Lake ON
CKG2	Riverton MB
CKG5	Manitou MB
CKG8	Kakabeka Falls ON
CKH2	Rocanville SK
CKH3	Debden SK
CKH5	Killam (Health Centre) AB (Heli)
CKH7	Spiritwood SK
CKH8	Lumsden (Colhoun) SK
CKJ2	Rosenort MB
CKJ4	Hanley SK
CKJ7	Starbuck MB
CKJ8	Molson Lake MB
CKJ9	Lemberg SK
CKK2	St. Brieux SK
CKK3	Coronach/Scobey Border Station SK
CKK4	Estevan (South) SK
CKK5	Eastend SK
CKK7	Steinbach (South) MB
CKL2	Selkirk MB
CKL3	Wunnumin Lake ON
CKL5	Shoal Lake MB
CKL6	Little Bear Lake SK
CKL8	Upsala ON (Heli)
CKL9	Regina Beach SK
CKM2	Sioux Narrows ON
CKM3	Shilo MB (Heli)
CKM4	Jan Lake SK
CKM6	Easterville MB
CKM7	Thompson MB (Heli)
CKM8	Opapimiskan Lake ON
CKM9	Kentville (Camp Aldershot) NS (Heli)
CKN3	Kahntah BC
CKN5	Fillmore SK
CKN8	Nekweaga Bay SK
CKN9	Shilo (Flewin Field) MB (Heli)
CKP2	Spring Valley (North) 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
CKP7	Kapuskasing (Sensenbrenner Hospital) ON (Heli)	CLA4	Holland Landing Airpark ON
CKQ2	Squaw Rapids SK	CLA5	Lethbridge/Anderson AB
CKQ3	North Spirit Lake ON	CLA6	Lancaster Airpark ON
CKQ5	Lucky Lake SK	CLC2	London/Chapeskie Field ON
CKQ6	Erickson Muni MB	CLD2	Edmonton/Leduc AB (Heli)
CKQ7	Vermilion Bay ON	CLE4	Lower East Pubnico (LA Field) NS
CKQ8	McArthur River SK	CLG3	Liege/CNRL AB
CKQ9	Pine Dock/Jack Pine Resort Ltd MB	CLH2	Stettler (Health Centre) AB (Heli)
CKR3	Ste. Rose du Lac MB	CLH4	Lethbridge (Regional Hosp) AB (Heli)
CKR4	Lundar MB	CLK3	Lucknow Airpark ON
CKR5	Lumsden (Metz) SK	CLM2	Leamington ON
CKR7	Virden (Gabrielle Farm) MB	CLM4	Lamont (Health Care Centre) AB (Heli)
CKR9	Outlook SK	CLP2	Montréal/Laval (Artopex Plus) QC (Heli)
CKS3	Cudworth SK	CLQ2	Liverpool (Queens General Hosp) NS (Heli)
CKS6	Estevan/Bryant SK	CLW2	Lewvan (Farr Air) SK
CKS7	Wadena SK	CMA2	Mattawa ON
CKS8	Cree Lake (Crystal Lodge) SK	CMBH	Mount Belcher BC (Heli)
CKS9	Kincardine/Shepherd's Landing ON	CMC2	Edmonton/Misericordia (Community Hosp) AB (Heli)
CKT5	Hartney MB	CMC3	Mayerthorpe (Healthcare Centre) AB (Heli)
CKT7	Wakaw SK	CMH2	Milton (AF) ON (Heli)
CKU2	Treherne MB	CMI2	Minden (Hosp) ON (Heli)
CKU4	Cut Knife SK	CML2	Quamichan Lake (Raven Field) BC
CKU5	Imperial SK	CMN3	St-Michel-de-Napierville QC
CKU6	Grenfell SK	CMN5	Manic-5 QC
CKU7	Watrous SK	CMR2	Mary River NU
CKV2	Kelvington SK	CMR6	Camrose/St. Mary's Hosp AB (Heli)
CKV3	Dryden Best Western ON (Heli)	CMS2	Middleton (Soldiers Memorial Hosp) NS (Heli)
CKV4	Obre Lake/North of Sixty NT	CNA2	Highgate ON
CKV6	Churchbridge SK	CNA3	Springwater (Barrie Airpark) ON
CKV7	Wawota SK	CNA4	Emsdale ON
CKV8	Kentville (Valley Regional Hosp) NS (Heli)	CNA5	Uxbridge (Cottage Hosp) ON (Heli)
CKV9	Fort Vermilion/Country Gardens B&B AB (Heli)	CNA8	Winchester ON
CKW6	Davin Lake SK	CNA9	Plevna/Tomvale ON
CKX2	Warren/Woodlands MB	CNB2	Bolton ON (Heli)
CKX3	Eagle River ON	CNB4	Cobourg (Northumberland Hills Hosp) ON (Heli)
CKX4	Fisher Branch MB	CNB9	Barrie-Orillia (Lake Simcoe Regional) ON
CKX5	Dinsmore SK	CNC3	Brampton ON
CKX8	Big River SK	CNC4	Guelph ON
CKY2	Whitewood SK	CNC9	Perth (Great War Mem Hosp) ON (Heli)
CKY6	Gainsborough SK	CND3	Sudbury (Gen Hosp) ON (Heli)
CKY8	Cochrane/Arkayla Springs AB	CND4	Haliburton/Stanhope Muni ON
CKZ2	Willow Bunch SK		
CKZ3	Elk Island MB		
CKZ6	Crystal City-Pilot Mound/Louise Mun MB		
CKZ7	Winkler MB		
CLA2	L'Assomption QC		

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

Indicator	Name
CNE3	Bearskin Lake ON
CNE4	Iroquois Falls ON
CNE9	Essex ON
CNF2	Haliburton (Hosp) ON (Heli)
CNF3	Pendleton ON
CNF4	Lindsay ON
CNF9	Niagara Falls/Niagara South ON
CNG2	New Glasgow (Aberdeen Hosp) NS (Heli)
CNG5	Pembroke (Regional Hosp) ON (Heli)
CNG6	Walkerton (County of Bruce Gen Hosp) ON (Heli)
CNH2	Natuashish NL
CNH3	Durham (Mulock) ON
CNH9	Nanaimo (West Coast), BC (Heli)
CNJ3	Fort Erie ON
CNJ4	Orillia ON
CNK2	Kincardine (Ellis Field) ON
CNK4	Parry Sound Area Muni ON
CNK6	Owen Sound (Grey Bruce Health Services) ON (Heli)
CNK9	Kitchener-Waterloo (Grand River Hosp) ON (Heli)
CNL3	Brockville-Thousand Islands Regional Tackaberry ON
CNL4	Port Elgin ON
CNL8	Wyevale (Boker Field) ON
CNL9	Nueltin Lake MB
CNM2	Melbourne ON
CNM3	Sturgeon Falls (West Nipissing Hosp) ON (Heli)
CNM4	Stratford Muni ON
CNM5	Kingfisher Lake ON
CNM6	Naramata (Heli) BC
CNN3	Shelburne/Burbank Field ON
CNN4	Atwood ON
CNN8	Gananoque ON
CNP3	Arnprior/South Renfrew Muni ON
CNP7	Iroquois ON
CNP8	Greenbank ON
CNQ3	Welland / Niagara Central ON
CNQ4	Tillsonburg ON
CNR3	Sault Ste. Marie ON (Heli)
CNR4	Tobermory ON
CNR6	Carleton Place ON
CNR9	Arnstein ON
CNS3	Englehart (District Hosp) ON (Heli)
CNS4	Alexandria ON
CNS6	Straffordville ON
CNS7	Kincardine ON

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

Indicator	Name
CNS8	Morrisburg ON
CNS9	Smiths Falls (Community Hosp) ON (Heli)
CNT3	Ogoki Post ON
CNT4	Little Current (Manitoulin Health Centre) ON (Heli)
CNT6	Elmira ON
CNT7	Picton ON
CNU3	Peterborough (Civic Hosp) ON (Heli)
CNU4	Belleville ON
CNU8	Toronto/Markham ON
CNV2	Inverness (Consolidated Mem Hosp) NS (Heli)
CNV3	New Liskeard (Temiskaming Hosp) ON (Heli)
CNV4	Hawkesbury ON
CNV8	Edenvale ON
CNW3	Bancroft ON
CNW4	Mindemoya (Hosp) ON (Heli)
CNW8	Toronto (Hosp For Sick Children) ON (Heli)
CNW9	New Westminster (Royal Columbian Hosp) BC (Heli)
CNX3	Carey Lake ON
CNX8	Nixon ON
CNY3	Collingwood ON
CNY4	Alliston ON
CNY8	Toronto (Sunnybrook Medical Ctr) ON (Heli)
CNZ3	Chatham-Kent ON
CNZ4	Barry's Bay/Madawaska Valley Airpark ON
CNZ6	Georgetown (Georgetown and District Hosp) ON (Heli)
CNZ7	Hanover (District Hosp) ON (Heli)
CNZ8	Grimsby Airpark ON
COP2	Orillia (Ontario Provincial Police) ON (Heli)
CPA2	Mount Forest (Louise Marshall Hosp) ON (Heli)
CPA3	Palmerston (District Hosp) ON (Heli)
CPA4	Simcoe (Dennison Field) ON
CPA5	Toronto/Tarten ON (Heli)
CPA6	Hagersville (West Haldimand Gen Hosp) ON (Heli)
CPA7	Meaford (Gen Hosp) ON (Heli)
CPA8	Simcoe (Norfolk Gen Hosp) ON (Heli)
CPA9	Dunnville (Haldimand War Mem Hosp) ON (Heli)
CPB2	Fergus (Groves Memorial Community 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
CPB3	Welland (County Gen Hosp) ON (Heli)	CPJ5	Stirling ON
CPB5	Pilot Butte SK	CPJ7	Kingston (Hôtel Dieu Hosp) ON (Heli)
CPB7	Bancroft (North Hastings District Hosp) ON (Heli)	CPK2	Strathroy (Blue Yonder) ON
CPB8	Paramount Bistcho AB	CPK3	Hamilton (Gen Hosp) ON (Heli)
CPB9	Baldwin 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)	CPL2	Bracebridge (South Muskoka Mem Hosp) ON (Heli)
CPC6	Teeswater (Thompson Field) ON	CPL3	Kars/Rideau Valley Air Park ON
CPC9	Huntsville (Mem District Hosp) ON (Heli)	CPL4	Grand Bend ON
CPD2	Ethel ON	CPL5	Thessalon Muni ON
CPD3	Durham (Memorial Hospital) ON (Heli)	CPL7	Bowmanville (Mem Hosp) ON (Heli)
CPD4	Brussels (Armstrong Field) ON	CPL8	Toronto/Cardinal Couriers ON (Heli)
CPD7	Peggo Devon Canada BC	CPM2	Brampton (National "P") ON (Heli)
CPD8	Hawkesbury (Windover Field) ON	CPM5	Tottenham/Volk ON
CPD9	Markdale (Centre Grey Gen Hosp) ON (Heli)	CPM7	Bradford ON
CPE2	Ajax (Pickering Gen Hosp) ON (Heli)	CPN3	Moose Factory ON (Heli)
CPE3	Elk Lake ON	CPN4	Hanover/Saugeen Muni ON
CPE4	Cambridge/Reid's Field ON	CPN5	Listowel ON
CPE5	Port Colborne ON	CPN7	Carleton Place (District Mem Hosp) ON (Heli)
CPE6	South River/Sundridge ON	CPN8	Opinaca QC
CPE7	New Lowell ON	CPP2	Collingwood (Gen & Marine Hosp) ON (Heli)
CPE8	Oakville (Trafalgar Mem Hosp) ON (Heli)	CPP6	York ON
CPE9	Armstrong ON (Heli)	CPP7	Ottawa (Civic Hosp) ON (Heli)
CPF2	Bar River ON	CPQ3	Niagara Falls ON (Heli)
CPF4	Cobden/Bruce McPhail Memorial ON	CPQ4	Lefroy ON
CPF6	Stoney Creek ON	CPR2	Embrun ON
CPF7	Southampton ON	CPR3	Palmerston ON
CPG3	Fort Erie (Eurocopter Canada) ON (Heli)	CPR4	London (University Hosp) ON (Heli)
CPG4	Elmira (East) ON	CPR5	Woodstock ON
CPG5	Hawkesbury (East) ON	CPR7	Wingham/Richard W LeVan ON
CPG6	Port Elgin (Pryde Field) ON	CPR8	Pincher Creek (Hosp) AB (Heli)
CPG7	Fergus (Juergensen Field) ON	CPS2	Keene/Elmhirst's Resort ON
CPG8	Chatham (Public Gen Hosp) ON (Heli)	CPS4	Lucan ON
CPG9	Renfrew (Victoria Hosp) ON (Heli)	CPS5	Miminiska ON
CPH2	Deep River/Rolph ON	CPS6	Cornwall (Community Hosp McConnell Site) ON (Heli)
CPH4	Dolbeau-Mistassini/Potvin Heli-base, QC (Heli)	CPS7	Orton/Smith Field ON
CPH7	Toronto/Markham Stouffville ON (Heli)	CPT2	Killarney ON
CPH8	Brockville (Medical) ON (Heli)	CPT3	Rockton ON
CPH9	Fordwich ON	CPU2	Kincardine (South Bruce Grey Health Centre) ON (Heli)
CPJ2	Alliston ON (Heli)	CPU3	Rodney (New Glasgow) ON
CPJ3	Hamilton (Chedoke-McMaster Hospitals) ON (Heli)	CPU4	Manitouwadge (Gen Hosp) ON (Heli)
CPJ4	Geraldton (District Hosp) ON (Heli)	CPU6	Tyendingaga (Mohawk) ON
		CPV2	Orangeville/Murray Wesley Kot Field ON

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Indicator	Name	Indicator	Name
CPV3	St. Joseph Island ON	CSB5	Shediac Bridge NB
CPV4	Mansfield ON	CSC3	Drummondville QC
CPV6	Barry's Bay (St. Francis Mem Hosp) ON (Heli)	CSC5	Lac Etchemin QC
CPV7	Poplar Hill ON	CSC9	Sudbury/Coniston ON
CPV8	Keewaywin ON	CSD2	Sundre (Hospital & Health Care Centre) AB (Heli)
CPV9	Poverty Valley SK	CSD3	Salaberry de Valleyfield QC
CPW2	London (Victoria Hosp) ON (Heli)	CSD4	Mont-Laurier QC
CPW6	Midland (Huron District Hosp) ON (Heli)	CSD5	Fermont QC (Heli)
CPW8	Powell River (Hosp) BC (Heli)	CSE2	Chibougamau (Hydro-Québec) QC (Heli)
CPX2	Marathon (Wilson Mem Hosp) ON (Heli)	CSE3	Lourdes-de-Joliette QC
CPX3	New Liskeard ON	CSE4	Lachute QC
CPX5	Port Colborne (Gen Hosp) ON (Heli)	CSE5	Montmagny QC
CPX6	Port Perry (Community Mem Hosp) ON (Heli)	CSE7	Vancouver/Delta (Sei) BC (Heli)
CPY2	Milton (District Hosp) ON (Heli)	CSF2	Innisfail (Hosp) AB (Heli)
CPY3	Beardmore (Health Centre) ON (Heli)	CSF3	Poste Montagnais (Mile 134) QC
CPY4	Norwood ON	CSF6	Ste-Marguerite QC (Heli)
CPY5	Toronto/Wilson's ON (Heli)	CSG3	Joliette QC
CPZ2	Alliston (Stevenson Mem Hosp) ON	CSG5	St-Jean Chrysostome QC
CPZ3	Trenton/Mountain View ON	CSG7	Sherbrooke (CHUS)/François Desourdy QC (Heli)
CPZ6	Montréal/Point Zero QC (Heli)	CSG9	Sagard QC (Heli)
CRB2	Cottam ON	CSH2	Île-aux-Grues QC
CRB4	Rivière Bonnard QC	CSH4	Lebel-sur-Quévillon QC
CRB5	Rivière Bell QC	CSH5	St-Ferdinand QC
CRC2	Fredericton (RCMP) NB (Heli)	CSH6	Montréal/Les Cèdres QC (Heli)
CRD3	Red Deer Regional Hosp Centre AB (Heli)	CSH9	Montreal East (AIM) QC (Heli)
CRE2	Rae/Edzo NT	CSJ2	Kanawata Aeroparc QC
CRF2	Langley (Russell Farm) BC (Heli)	CSJ4	Louiseville QC
CRF3	Edmonton/Villeneuve (Rose Field) AB	CSJ5	St-Louis-de-France QC
CRF4	Calgary/Okotoks (Rowland Field) AB	CSK3	Montréal/Mascouche QC
CRF5	Saskatoon/Richter Field SK	CSK4	Mansonville QC
CRH2	Coronation (Health Centre) AB (Heli)	CSK5	St-Raymond/Paquet QC
CRH5	Rimbey (Hospital & Care Centre) AB (Heli)	CSK6	Snap Lake NT
CRL2	Westport/Rideau Lakes ON	CSK8	Surrey/King George Airpark BC
CRL3	Red Lake (Margaret Cochenour Mem Hosp) ON (Heli)	CSK9	Nicolet QC (Heli)
CRL4	Kirby Lake AB	CSL2	La Sarre QC (Heli)
CRM2	Riding Mountain MB	CSL3	Lac-à-la-Tortue QC
CRML	Stoney Point (Le Cunff) ON	CSL4	St. Lina AB
CRP2	Reston/R.M. of Pipestone MB	CSL5	St-Victor-de-Beauce QC
CRS2	Parry Sound Medical ON (Heli)	CSL9	Baie-Comeau (Manic 1) QC
CRV2	Barrie (Royal Victoria Hosp) ON (Heli)	CSM2	Strathmore Hospital AB (Heli)
CSA2	Lac Agile (Mascouche) QC	CSM3	Thetford Mines QC
CSB3	St-Mathieu-de-Beloëil QC	CSM4	Ste-Julienne QC
CSB4	Chibougamau QC (Heli)	CSM5	St-Michel-des-Saints QC
		CSN2	Montréal/Kruger QC (Heli)
		CSN3	St-Jérôme QC
		CSN5	Stanhope 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
CSN6	Saint John (Regional Hosp) NB (Heli)	CTA9	Ottawa/Gatineau (Casino) QC (Heli)
CSN7	Farnham QC	CTB2	Thunder Bay (Health Science Centre) ON (Heli)
CSN9	Baie-Comeau/Héli-Manicouagan QC (Heli)	CTB6	Tête-à-la-Baleine QC
CSP2	Stony Plain (Westview Health Centre) AB (Heli)	CTB7	Taber (Health Centre) AB (Heli)
CSP3	Stony Plain (Lichtner Farms) AB	CTD4	Baie-St-Paul QC (Heli)
CSP5	St-Mathias QC	CTE5	Lac à la Perchaude QC
CSP6	Montréal/Aéroparc Île Perrot QC	CTF2	Tofield (Health Centre) AB (Heli)
CSQ2	Shuswap (Skwlax Field) BC	CTF3	Causapschal QC
CSQ3	Valcourt QC	CTG2	Montréal/St-Hubert Helicopter QC (Heli)
CSR3	Victoriaville QC	CTG3	Du Rocher-Percé (Pabok) QC
CSR4	Rimouski (Hydro-Québec) QC (Heli)	CTH3	Grandes-Bergeronnes QC
CSR6	Sonora Resort BC (Heli)	CTH5	Harrington Harbour QC (Heli)
CSR8	La Sarre QC	CTH7	Rivière-aux-Saumons QC
CSS2	Rivière-du-Loup QC (Heli)	CTH9	St-Augustin QC (Heli)
CSS3	Montréal/Les Cèdres QC	CTJ2	Québec (Coast Guard) QC (Heli)
CSS4	St-Dominique QC	CTJ5	Québec/Hôpital de L'Enfant-Jésus QC (Heli)
CST2	Montréal/Marina Venise QC (Heli)	CTK2	Senneterre QC
CST3	Montréal/St-Lazare QC	CTK6	Kegaska QC
CST5	Sable Island NS (Heli)	CTM4	Toronto (St. Michael's Hosp) ON (Heli)
CST7	St-Lambert-de-Lauzon QC	CTM7	Tundra Mine/Salmita Mine NT
CSU2	Chisasibi QC	CTN6	Treherne (South Norfolk Airpark) MB
CSU3	St-Hyacinthe QC	CTP5	St. Paul (Health Care Centre) AB (Heli)
CSU4	Ste-Lucie-de-Beauregard QC	CTP9	Kattiniq/Donaldson QC
CSU5	Weymontachie QC	CTQ2	Stanstead/Weller QC
CSV2	Ste-Agathe (AIM) QC (Heli)	CTQ4	Lennoxville (Airview) QC
CSV3	Bécancour QC (Heli)	CTQ6	St-Anselme QC
CSV4	Fort Saskatchewan (Gen Hosp) AB (Heli)	CTR3	Tottenham/Ronan ON
CSW5	Montréal (Bell) QC (Heli)	CTR4	Granby/Artopex Plus QC (Heli)
CSX3	Richelieu QC	CTR5	Val-d'Or/L'Escale QC (Heli)
CSX5	St-Mathias/Grant QC	CTR6	St-Basile (Marcotte) QC
CSX7	Sexsmith/Exeter ON	CTS2	Québec/Beauport (HQ) QC (Heli)
CSY3	Sorel QC	CTT2	Chambly QC
CSY4	St-Donat QC	CTT5	La Romaine QC
CSY5	Valleyfield (Transport BRS Inc) QC (Heli)	CTU2	Fontanges QC
CSY6	Poste Lemoyne (Complex LG-3) QC (Heli)	CTU5	La Tabatière QC
CSY9	Sydney (Cape Breton Regional Hosp) NS (Heli)	CTY5	Rougemont QC
CSZ2	Québec (Complex H) QC (Heli)	CVG8	Vegreville (St. Joseph's General Hosp) AB (Heli)
CSZ3	Mont-Tremblant/St-Jovite QC	CVH2	Vermilion Health Centre AB (Heli)
CSZ4	St-Frédéric QC	CVH7	Vulcan (Hosp) AB (Heli)
CSZ6	St-Jérôme (Hydro-Québec) QC (Heli)	CVK2	Viking Health Centre AB (Heli)
CSZ8	Montréal (Sacré-Coeur) QC (Heli)	CVM2	Victor Mine ON
CTA2	Sept-Îles (Hydro-Québec) QC (Heli)	CVS2	Viking (South) AB
CTA3	Île aux Coudres QC	CWC1	White City (Radomsky) SK
CTA4	St-Bruno-de-Guigues QC	CWC2	Kelowna (Wildcat Helicopters) BC (Heli)

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

Indicator	Name
CWC4	Wetaskiwin (Hospital & Care Centre) AB (Heli)
CWG2	Winnipeg (City of Winnipeg) MB (Heli)
CWH2	Wainwright (Health Centre) AB (Heli)
CYAC	Cat Lake ON
CYAD	La Grande-3 QC
CYAG	Fort Frances Muni ON
CYAH	La Grande-4 QC
CYAL	Alert Bay BC
CYAM	Sault Ste. Marie ON
CYAQ	Kasabonika ON
CYAS	Kangirsuk QC
CYAT	Attawapiskat ON
CYAU	Liverpool/South Shore Regional NS
CYAV	Winnipeg/St. Andrews MB
CYAW	Halifax/Shearwater NS
CYAX	Lac du Bonnet MB
CYAY	St. Anthony NL
CYAZ	Tofino BC
CYBA	Banff AB
CYBB	Kugaaruk NU
CYBC	Baie-Comeau QC
CYBD	Bella Coola BC
CYBE	Uranium City SK
CYBF	Bonnyville AB
CYBG	Bagotville QC
CYBK	Baker Lake NU
CYBL	Campbell River BC
CYBN	Borden ON (Heli)
CYBP	Brooks AB
CYBQ	Tadoule Lake MB
CYBR	Brandon Muni MB
CYBT	Brochet MB
CYBU	Nipawin SK
CYBV	Berens River MB
CYBW	Calgary/Springbank AB
CYBX	Lourdes-de-Blanc-Sablon QC
CYCA	Cartwright NL
CYCB	Cambridge Bay NU
CYCC	Cornwall Regional ON
CYCD	Nanaimo BC
CYCE	Centralia/James T. Field Memorial ON
CYCG	Castlegar BC
CYCH	Miramichi NB
CYCL	Charlo NB
CYCN	Cochrane ON
CYCO	Kugluktuk NU
CYCP	Blue River BC

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

Indicator	Name
CYCQ	Chetwynd BC
CYCR	Cross Lake (Charlie Sinclair Mem) MB
CYCS	Chesterfield Inlet NU
CYCT	Coronation AB
CYCW	Chilliwack BC
CYCX	Gagetown NB (Heli)
CYCY	Clyde River NU
CYCZ	Fairmont Hot Springs BC
CYDA	Dawson City YT
CYDB	Burwash YT
CYDC	Princeton BC
CYDF	Deer Lake NL
CYDH	Ottawa/Dwyer Hill ON (Heli)
CYDL	Dease Lake BC
CYDM	Ross River YT
CYDN	Dauphin (Lt. Col W.G. (Billy) Barker VC Aprt) MB
CYDO	Dolbeau-St-Félicien QC
CYDP	Nain NL
CYDQ	Dawson Creek BC
CYEA	Empress AB
CYED	Edmonton/Namao AB (Heli)
CYEE	Midland/Huronion ON
CYEG	Edmonton Intl AB
CYEK	Arviat NU
CYEL	Elliot Lake Muni ON
CYEM	Manitowaning/Manitoulin East Muni ON
CYEN	Estevan SK
CYER	Fort Severn ON
CYES	Edmundston NB
CYET	Edson AB
CYEU	Eureka NU
CYEV	Inuvik (Mike Zubko) NT
CYEY	Amos/Magny QC
CYFA	Fort Albany ON
CYFB	Iqaluit NU
CYFC	Fredericton Intl NB
CYFD	Brantford ON
CYFE	Forestville QC
CYFH	Fort Hope ON
CYFJ	Rivière Rouge/Mont-Tremblant Intl Inc QC
CYFO	Flin Flon MB
CYFR	Fort Resolution NT
CYFS	Fort Simpson NT
CYFT	Makkovik NL
CYGB	Texada/Gillies Bay BC
CYGD	Goderich 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
CYGE	Golden BC	CYKL	Schefferville QC
CYGH	Fort Good Hope NT	CYKO	Akulivik QC
CYGK	Kingston ON	CYKQ	Waskaganish QC
CYGL	La Grande Rivière QC	CYKX	Kirkland Lake ON
CYGM	Gimli Industrial Park Airport MB	CYKY	Kindersley SK
CYGO	Gods Lake Narrows MB	CYKZ	Toronto/Buttonville Muni ON
CYGP	Gaspé QC	CYLA	Aupaluk QC
CYGQ	Geraldton (Greenstone Regional) ON	CYLB	Lac La Biche AB
CYGR	Îles-de-la-Madeleine QC	CYLC	Kimirut NU
CYGT	Igloolik NU	CYLD	Chapleau ON
CYGV	Havre St-Pierre QC	CYLH	Lansdowne House ON
CYGW	Kuujuarapik QC	CYLJ	Meadow Lake SK
CYGX	Gillam MB	CYLK	Lutselk'e NT
CYGZ	Grise Fiord NU	CYLL	Lloydminster AB
CYHA	Quaqtaq QC	CYLQ	La Tuque QC
CYHB	Hudson Bay SK	CYLR	Leaf Rapids MB
CYHD	Dryden Regional ON	CYLT	Alert NU
CYHE	Hope BC	CYLU	Kangiqsualujuaq (Georges River) QC
CYHF	Hearst (René Fontaine) Muni ON	CYLW	Kelowna BC
CYHH	Nemiscau QC	CYMA	Mayo YT
CYHI	Ulukhaktok/Holman NT	CYME	Matane QC
CYHK	Gjoa Haven NU	CYMG	Manitouwadge ON
CYHM	Hamilton ON	CYMH	Mary's Harbour NL
CYHN	Hornepayne Muni ON	CYMJ	Moose Jaw/Air Vice Marshal C.M. McEwen SK
CYHO	Hopedale NL	CYML	Charlevoix QC
CYHR	Chevery QC	CYMM	Fort McMurray AB
CYHT	Haines Junction YT	CYMO	Moosonee ON
CYHU	Montréal/St-Hubert QC	CYMT	Chibougamau/Chapais QC
CYHY	Hay River NT	CYMU	Umiujaq QC
CYHZ	Halifax/Stanfield Intl NS	CYMW	Maniwaki QC
CYIB	Atikokan Muni ON	CYMX	Montréal Intl (Mirabel) QC
CYID	Digby NS	CYNA	Natashquan QC
CYIF	St-Augustin QC	CYNC	Wemindji QC
CYIK	Ivujivik QC	CYND	Ottawa/Gatineau QC
CYIO	Pond Inlet NU	CYNE	Norway House MB
CYIV	Island Lake MB	CYNH	Hudson's Hope BC
CYJA	Jasper AB	CYNJ	Langley Regional BC
CYJF	Fort Liard NT	CYNL	Points North Landing SK
CYJM	Fort St. James (Perison) BC	CYNM	Matagami QC
CYJN	St-Jean QC	CYNN	Nejanilini Lake MB
CYJP	Fort Providence NT	CYNR	Fort Mackay/Horizon AB
CYJQ	Bella Bella (Denny Island) BC	CYOA	Ekati NT
CYJT	Stephenville NL	CYOC	Old Crow YT
CYKA	Kamloops BC	CYOD	Cold Lake/Group Captain R.W. McNair AB
CYKC	Collins Bay SK	CYOH	Oxford House MB
CYKD	Aklavik/Freddie Carmichael NT	CYOJ	High Level AB
CYKF	Kitchener/Waterloo ON	CYOO	Oshawa ON
CYKG	Kangiqsualujuaq (Wakeham Bay) QC		
CYKJ	Key Lake 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
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 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	CYSB	Sudbury ON
CYPP	Parent QC	CYSC	Sherbrooke QC
CYPQ	Peterborough ON	CYSD	Suffield AB (Heli)
CYPR	Prince Rupert BC	CYSE	Squamish BC
CYPS	Pemberton BC	CYSF	Stony Rapids SK
CYPT	Pelee Island ON	CYSG	St-Georges QC
CYPU	Puntzi Mountain BC	CYSH	Smiths Falls-Montague (Russ Beach) ON
CYPW	Powell River BC	CYSJ	Saint John NB
CYPX	Puvirnituq QC	CYSK	Sanikiluaq NU
CYPY	Fort Chipewyan AB	CYSL	St. Leonard NB
CYPZ	Burns Lake BC	CYSM	Fort Smith NT
CYP2	Halifax (Windsor Park) NS	CYSN	St Catharines/Niagara District ON
CYQA	Muskoka ON	CYSP	Marathon ON
CYQB	Québec/Jean Lesage Intl QC	CYSQ	Atlin BC
CYQD	The Pas MB	CYSR	Nanisivik NU
CYQF	Red Deer Regional AB	CYST	St. Theresa Point MB
CYQG	Windsor ON	CYSU	Summerside PE
CYQH	Watson Lake YT	CYSW	Sparwood/Elk Valley BC
CYQI	Yarmouth NS	CYSY	Sachs Harbour NT
CYQK	Kenora ON	CYSZ	Ste-Anne-des-Monts QC
CYQL	Lethbridge AB	CYTA	Pembroke ON
CYQM	Moncton/Greater Moncton Intl NB	CYTE	Cape Dorset NU
CYQN	Nakina ON	CYTF	Alma QC
CYQQ	Comox BC	CYTH	Thompson MB
CYQR	Regina Intl SK	CYTL	Big Trout Lake ON
CYQS	St. Thomas Muni ON	CYTN	Trenton NS
CYQT	Thunder Bay ON	CYTQ	Tasiujaq QC
CYQU	Grande Prairie AB	CYTR	Trenton ON
CYQV	Yorkton Muni SK	CYTS	Timmins ON
CYQW	North Battleford (Cameron McIntosh) SK	CYTZ	Toronto/City Centre ON
CYQX	Gander Intl NL	CYUB	Tuktoyaktuk/James Gruben NT
CYQY	Sydney NS	CYUL	Montréal/Pierre Elliott Trudeau Intl QC
		CYUT	Repulse Bay NU
		CYUX	Hall Beach NU

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CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)		CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)	
Indicator	Name	Indicator	Name
CYUY	Rouyn-Noranda QC	CYYH	Taloyoak NU
CYVB	Bonaventure QC	CYYJ	Victoria Intl BC
CYVC	La Ronge (Barber Field) SK	CYYL	Lynn Lake MB
CYVD	Virden/R.J. (Bob) Andrew Field Regional MB	CYYM	Cowley AB
CYVG	Vermilion AB	CYYN	Swift Current SK
CYVK	Vernon BC	CYYO	Wynyard SK
CYVM	Qikiqtarjuaq NU	CYYQ	Churchill MB
CYVO	Val-d'Or QC	CYYR	Goose Bay NL
CYVP	Kuujuuaq QC	CYYT	St. John's Intl NL
CYVQ	Norman Wells NT	CYYU	Kapuskasing ON
CYVR	Vancouver Intl BC	CYYW	Armstrong ON
CYVT	Buffalo Narrows SK	CYYY	Mont-Joli QC
CYVV	Warton ON	CYYZ	Toronto/Lester B. Pearson Intl ON
CYVZ	Deer Lake ON	CYZD	Toronto/Downsview ON
CYWA	Petawawa ON	CYZE	Gore Bay-Manitoulin ON
CYWG	Winnipeg/James Armstrong Richardson Intl MB	CYZF	Yellowknife NT
CYWJ	Déline NT	CYZG	Salluit QC
CYWK	Wabush NL	CYZH	Slave Lake AB
CYWL	Williams Lake BC	CYZP	Sandspit BC
CYWM	Athabasca AB	CYZR	Sarnia (Chris Hadfield) ON
CYWP	Webequie ON	CYZS	Coral Harbour NU
CYWW	Wainwright AB	CYZT	Port Hardy BC
CYWY	Wrigley NT	CYZU	Whitecourt AB
CYXC	Cranbrook/Canadian Rockies Intl BC	CYZV	Sept-Îles QC
CYXD	Edmonton City Centre (Blatchford Field) AB	CYZW	Teslin YT
CYXE	Saskatoon/John G. Diefenbaker Intl SK	CYZX	Greenwood NS
CYXH	Medicine Hat AB	CYZY	Mackenzie BC
CYXJ	Fort St. John BC	CZAC	York Landing MB
CYXK	Rimouski QC	CZAM	Salmon Arm BC
CYXL	Sioux Lookout ON	CZBA	Burlington Airpark ON
CYXN	Whale Cove NU	CZBB	Boundary Bay BC
CYXP	Pangnirtung NU	CZBD	Ilford MB
CYXQ	Beaver Creek YT	CZBF	Bathurst NB
CYXR	Earlton (Timiskaming Regional) ON	CZBM	Bromont QC
CYXS	Prince George BC	CZEE	Kelsey MB
CYXT	Terrace BC	CZEM	Eastmain River QC
CYXU	London ON	CZFA	Faro YT
CYXX	Abbotsford BC	CZFD	Fond-du-Lac SK
CYXY	Whitehorse Intl YT	CZFG	Pukatawagan MB
CYXZ	Wawa ON	CZFM	Fort McPherson NT
CYYB	North Bay ON	CZFN	Tulita NT
CYYC	Calgary Intl AB	CZGF	Grand Forks BC
CYYD	Smithers BC	CZGI	Gods River MB
CYYE	Fort Nelson BC	CZGR	Little Grand Rapids MB
CYYF	Penticton BC	CZHP	High Prairie AB
CYYG	Charlottetown PE	CZJG	Jenpeg MB
		CZJN	Swan River MB
		CZKE	Kashechewan ON
		CZLQ	Thicket Portage MB

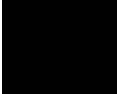
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CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd)

Indicator	Name
CZMD	Muskrat Dam ON
CZML	108 Mile Airport 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
LFVM	Miquelon France
LFVP	St-Pierre France
48Y	Piney/Piney Pinecreek Border MB
69S	Avey Field State/Laurier WA USA
S28	Dunseith/Intl Peace Garden ND USA



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

Indicator	Location	Service
CYBM	Brampton, ON	CNC3 and facilities West to North of CYYZ
CYHQ	Ottawa ON	International NOTAM Office
CZEG	Edmonton AB	ACC
CZNB	North Bay ON	Arctic Radio RCOs
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

ARTOPEX PLUS QC	Granby/Artopex Plus
BEAUPORT (HQ) QC	Québec/Beauport (HQ)
BC HYDRO BC	Terrace/BC Hydro
CANADIAN HELICOPTERS NT	Fort Simpson/Canadian Helicopters
CARDINAL COURIERS ON	Toronto/Cardinal Couriers
COUNTRY GARDENS B&B AB	Fort Vermilion/Country Gardens B&B
DELTA (NORTH) BC	Vancouver/Delta (North)
DELTA (SEI) BC	Vancouver/Delta (Sei)
FRANÇOIS DESOURDY QC	Sherbrooke (CHUS)/François Desourdy
DWYER HILL ON	Ottawa/Dwyer Hill
GATINEAU (CASINO) QC	Ottawa/Gatineau (Casino)
GREY NUNS COMMUNITY HOSP AB	Edmonton/Grey Nuns Community Hosp
HARBOUR (PUBLIC) BC	Vancouver/Harbour (Public)
HÉLI-MANICOUAGAN QC	Baie-Comeau/Héli-Manicouagan
HÔPITAL DE L'ENFANT-JÉSUS QC	Québec/Hôpital de L'Enfant-Jésus
KRUGER QC	Montréal/Kruger
LAVAL (ARTOPEX PLUS) QC	Montréal/Laval (Artopex Plus)
LEDUC	Edmonton/Leduc
L'ESCALE QC	Val-d'Or/L'Escale
LES CÈDRES QC	Montréal/Les Cèdres
LONGUEUIL (CENTRE HOSPITALIER PIERRE-BOUCHER) QC	Montréal/Longueuil (Centre Hospitalier Pierre- Boucher)
MARINA VENISE QC	Montréal/Marina Venise
MARKHAM STOUFFVILLE ON	Toronto/Markham Stouffville
MISERICORDIA (COMMUNITY HOSP) AB	Edmonton/Misericordia (Community Hosp)
NAMAO AB	Edmonton/Namao
PANTERRA ON	Beamsville/Panterra
POINT ZERO QC	Montréal/Point Zero
POTVIN HELI-BASE	Dolbeau-Mistassini/Potvin Heli-Base
ST-HUBERT HELICRAFT QC	Montréal/St-Hubert Helicraft
ST. MARY'S HOSP AB	Camrose/St. Mary's Hosp
SALISBURY NB	Moncton/Salisbury
SEAL COVE (COAST GUARD) BC	Prince Rupert/Seal Cove (Coast Guard)
SEAL COVE (PUBLIC) BC	Prince Rupert/Seal Cove (Public)

CROSS REFERENCE OF HELIPORT NAMES (Cont'd)

SPROAT LAKE TANKER BASE BC	Port Alberni/Sproat Lake Tanker Base
TARTEN ON	Toronto/Tarten
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".

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)
 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)
 AUSTIN MB (N49 56 W98 55)
 AYLMEER ON (N42 48 W80 57)

BASKATONG LAKE QC (N46 47 W75 53)
 BASNETT AB (N57 22 W119 49)
 BATNUNI BC (N53 23 W124 08)
 BAY D'ESPOIR NL (N47 58 W55 51)
 BEAR RIVER YT (N64 49 W134 16)
 BEATTON RIVER BC (N57 23 W121 23)
 BEAULIEU RIVER NT (N62 27 W113 02)
 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)
 BERNARD HARBOUR NU (N68 47 W114 50)
 BETHANY MB (N50 21 W99 45)
 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)
 BLISSVILLE NB (N45 37 W66 33)
 BLOW RIVER YT (N68 47 W137 27)
 BONAVIDA NL (N48 34 W53 03)
 BORDEN ON (N44 16 W79 55)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

BOSTON BAR BC (N49 59 W121 30)
BRAY ISLAND NU (N69 16 W77 21)
BRAZEAU AB (N52 58 W115 52)
BREDENBURY SK (N50 56 W102 03)
BRISTOL FIELD NL (N47 19 W53 59)
BRONSON CREEK BC (N56 41 W131 05)
BUCHANS NL (N48 51 W56 50)
BUCKINGHAM QC (N45 38 W75 24)
BUDWORM CITY NB (N47 32 W66 38)
BUFFALO CREEK AB (N56 37 W113 04)
BURRAGE CREEK BC (N57 16 W130 15)
BURTCH ON (N43 03 W80 17)
BUTTRESS SK (N50 15 W105 33)
BYRON BAY NU (N68 45 W109 04)

CABIN BC (N59 16 W121 37)
CABIN CREEK AB (N53 45 W118 20)
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)
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)
CHARLOTTE LAKE BC (N52 09 W125 16)
CHATEH AB (N58 42 W118 41)
CHATER MB (N49 55 W99 48)
CHILKO LAKE (WILDERNESS RANCH) BC (N51 40 W124 09)
CHIPMUNK BC (N56 43 W127 50)
CHICOUTIMI (HYDRO-QUEBEC) QC (Heli) (N48 24 W71 07)
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 CREEK YT (N64 28 W140 44)
CLINTON POINT NU (N69 35 W120 45)
COAL VALLEY AB (N53 05 W116 49)
COMET AB (N58 33 W119 03)
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)
CREE LAKE SK (N57 22 W107 08)
CROOKED LAKE NU (N72 40 W98 30)
CULLATON LAKE NU (N61 19 W98 30)
CULLODEN ON (N42 53 W80 52)
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)
DISCOVERY NT (N63 11 W113 54)
DOG CREEK BC (N51 38 W122 15)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

DOUGLASTOWN NB (N47 02 W65 32)
DRAKE POINT NU (N76 28 W108 44)
DRAKE POINT NU (N76 24 W108 32)
DRIFTWOOD BC (N55 49 W126 25)
DWIGHT ON (N45 19 W78 58)

EAGLENEST BC (N57 36 W129 25)
EAGLESHAM AB (N55 48 W117 53)
EAR FALLS ON (N50 43 W93 23)
EAST TEMPLETON QC (N45 30 W75 33)
EDMONTON/BREMNER AB (N53 35 W113 14)
EDMONTON/NAMAO AB (N53 41 W113 28)
EDMUNSTON (FRASER PAPERS INC) NB (Heli) (N47 22 W68 20)
ELTRUT ON (N48 58 W92 22)
ESKER LAKE QC (N61 39 W74 40)
ESPANOLA (EAST) ON (N46 16 W81 44)
ESPANOLA (WEST) ON (N46 15 W81 51)

FINBOW BC (N57 16 W125 27)
FOGGY TOWER AB (N58 41 W114 58)
FORT GEORGE QC (N53 49 W79 00)
FORT McMURRAY AB (Heli) (N56 40 W111 20)
FORT NELSON (FORESTRY) BC (Heli) (N58 48 W122 44)
FORT NELSON/MOBIL SIERRA BC (N58 50 W121 24)
FORT ST. JOHN/TOMPKINS MILE 54 BC (N56 18 W121 00)
FREDERICTON (FORESTRY CENTRE) NB (Heli) (N45 56 W66 40)

GAGNON QC (N51 57 W68 08)
GERMANSEN LANDING BC (N55 46 W124 42)
GIFT LAKE AB (N55 52 W115 48)
GLADMAN POINT NU (N68 40 W97 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 VALLEY ON (N43 59 W80 16)
GRANT POINT NU (N68 24 W98 39)
GRIMSHAW AB (N56 12 W117 37)
GUN LAKE BC (N50 54 W122 51)

HAGERSVILLE ON (N42 56 W80 07)
HALIFAX (SOUTH BATTERY) (Heli) NS (N44 39 W63 34)
HARTNEY MB (N49 27 W100 31)
HART RIVER YT (N64 40 W136 50)
HASKETT MB (N49 00 W97 54)
HENIK LAKE NU (N61 39 W97 22)
HIDDEN BAY SK (N58 08 W103 47)
HIGH RIVER/HIGHWOOD LIVESTOCK AUCTION AB (N50 39 W113 51)
HIGH RIVER/KING RANCH AB (N50 36 W114 05)
HODGEVILLE SK (N50 05 W106 58)
HORNES GULCH NB (N47 50 W67 54)
HORTON RIVER NT (N70 01 W126 57)
HOTCHKISS AB (N57 19 W118 55)
HOUSE MOUNTAIN AB (N55 02 W115 31)
HOWICK QC (N45 12 W73 53)

ÎLE D'ORLÉANS QC (Heli) (N46 59 W70 50)
INDIAN HEAD SK (N50 32 W103 36)
INDIAN RIVER ON (N44 24 W78 08)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

INUVIK TOWNSITE, NT (N68 22 W133 45)

ISACHSEN NU (N78 47 W103 33)

JEDNEY BC (N57 13 W122 13)

JELLCOE ON (N49 40 W87 35)

JENNY LIND ISLAND NU (N68 39 W101 44)

JOHANSON LAKE BC (N56 36 W126 12)

JOHNSON POINT NT (N72 46 W118 30)

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)

KINCAID SK (N49 40 W107 03)

KING CHRISTIAN NU (N77 46 W101 02)

KIVITOO NU (N67 56 W64 52)

KLAPPAN RIVER BC (N57 47 W129 37)

KLUAKAZ BC (N57 07 W128 40)

KLUATANTON BC (N56 50 W128 08)

KOMAKUK BEACH YT (N69 36 W140 10)

KOTCHO BC (N59 05 W121 15)

LAC-DES-LOUPS QC (N46 59 W76 29)

LAC ÉON QC (N51 51 W63 17)

LADY FRANKLIN POINT NU (N68 29 W113 13)

LAFORGE-1 QC (N54 06 W72 32)

LA GRANDE QC (N53 35 W77 41)

LAMBERT CREEK TOWER AB (N58 02 W114 08)

LEMORAY BC (N55 33 W122 28)

LEO CREEK BC (N55 07 W125 37)

LIARD CONSTRUCTION YT (N65 05 W138 22)

LIARD RIVER BC (N59 31 W126 22)

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)

LUPIN BC (N65 46 W111 15)

LYTTON BC (N50 15 W121 34)

MACFARLAND NB (N47 35 W68 20)

MACKAR INLET NU (N68 21 W85 44)

MAGDA LAKE NU (N72 25 W82 25)

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 29 W113 36 29)

MARYFIELD, SK (N49 50 W101 31)

MATHESON POINT NU (N68 49 W95 17)

MEANDER RIVER AB (N59 00 W117 40)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

MÉGANTIC QC (N45 35 17 W70 52 18)
MESILINKA RIVER BC (N56 06 W124 24)
MICA CREEK BC (N51 50 W118 38)
MIDDLE STEWIACKE NS (N45 13 W63 09)
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)
MINAKI ON (N49 58 W94 42)
MINTO YT (N62 36 W136 52)
MOH CREEK BC (N50 32 W125 04)
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)

NAMEW LAKE SK (N54 12 W102 03)
NANOOK MB (N57 08 W91 37)
NANTON (GREEN FARMS) AB (N50 23 W113 40)
NEW ZEALAND PE (N46 24 W62 19)
NICHOLSON PENINSULA NT (N69 57 W128 53)
NIMPO LAKE BC (N52 19 W125 14)
NIPISI AB (N55 52 W115 10)
NOBLETON ON (N43 56 W79 41)
NOKOMIS SK (51 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)
NOTIKEWIN AB (N56 51 W118 37)

OBONGA ON (N50 01 W89 19)
OGILVIE YT (N65 21 W138 28)
ORANGEVILLE ON (N43 54 W80 01)
ORISKANY QC (N47 29 W73 39)
OTTER LAKES AB (N56 42 W115 56)
| OTTAWA/HULL (EXPRESSAIR) QC (Heli) (N45 28 W75 44)

PANNY AB (N57 12 W114 40)
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)
PELLY BAY (DEW SITE) NU (N68 26 W89 36)
PELLY LAKE NU (N66 04 W101 05)
PENNFIELD RIDGE NB (N45 08 W66 41)

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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)
PONTEIX SK (N49 44 W107 29)
PORCUPINE YT (N66 19 W140 08)
PORT ALBERT ON (N43 53 W81 42)
PORT-CARTIER QC (N50 03 W66 53)
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)
PRIMROSE AB (N55 24 W111 07)
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)

RAINBOW LAKE/MOBIL 1128 AB (N58 30 W118 55)
RAM FALLS AB (N52 05 W115 51)
RASPBERRY BC (N56 03 W124 13)
REA POINT NU (N75 22 W105 43)
RED DEER FORESTRY AB (N51 39 W115 14)
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)
RODNEY, ON (N42 35 W81 41)
ROSS BAY JUNCTION NL (N53 02 W66 15)
ROSS POINT NU (N68 36 W111 08)
ROUND HILL AB (N55 18 W111 59)
ROWLEY NU (N69 04 W79 05)
RUSSELL LAKE NT (N62 51 W116 00)

ST. ALDWYN SK (N50 23 W107 46)
ST. ANTHONY NL (N51 29 W55 49)
ST-GABRIEL-DE-BRANDON QC (N46 21 W73 23)
ST-JOSEPH-DE-ST-HYACINTHE QC (N45 37 W72 56)
ST. LEONARD (CYR) NB (N47 11 W67 54)
ST-PROSPER (PEL) QC (N46 13 W70 30)
ST-SIMON-DE-BAGOT QC (N45 41 W72 50)
STE-ANNE-DE-SOREL QC (N46 04 W72 59)
STE-CROIX QC (N46 38 W71 48)
STE-MARTHE/CHUCKER FARM QC (N45 26 W74 15)
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)
SAVANT LAKE ON (N50 12 W90 39)
SAWMILL BAY NT (N65 44 W118 55)
SCAR CREEK BC (N51 11 W125 02)
SCUD RIVER BC (N57 17 W131 50)
SHEKILIE AB (N59 15 W119 20)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

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)
SHESLAY BC (N58 16 W131 47)
SHILO/FLEWIN MB (N49 47 W99 38)
SHINGLE POINT YT (N68 56 W137 14)
SHUNDA AB (N52 29 W115 45)
SIKANNI CHIEF BC (N57 05 W122 36)
SIMCOE ON (N42 51 W80 17)
SIMPSON LAKE NU (N68 35 W91 57)
SKOCCOPOLE 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)
SQUANGA LAKE YT (N60 29 W133 27)
STAVE LAKE BC (N49 28 W122 14)
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)
STRANDBERG CREEK BC (N56 01 W124 14)
STRATFORD ON (N43 19 W81 02)
STRATHMORE (DUKE) AB (N51 01 W113 38)
STRATHMORE/McCLAIN FARM AB (N51 03 W113 30)
STURDEE SK (N51 12 W102 22)
STURDEE VALLEY BC (N57 12 W127 05)
STURGEON FALLS ON (N46 21 W79 58)
STURGEON LANDING SK (N54 17 W101 49)
STURT POINT NU (N68 48 W103 20)
SWEETGRASS LANDING AB (N58 55 W111 58)

TABU NB (N47 20 W65 26)
TALBOT LAKE AB (57 20 W115 36)
TATLA LAKE BC (N51 55 W124 36)
TERRACE BAY ON (N48 49 W87 06)
TETACHUCK LAKE BC (N53 16 W126 04)
THOMPSON (CANADIAN HELICOPTERS) MB (N55 46 W97 49)
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)
TRINITY BAY QC (N49 24 W67 19)
TROUT BROOK NB (N46 28 W65 28)
TROUT MOUNTAIN, AB (N56 48 W114 25)
TUKTOYAKTUK (IMPERIAL) NT (N69 26 W132 57)
TUNUNUK NT (N69 00 W134 40)
TWIN LAKES BC (N51 34 W123 49)

ULLSWATER ON (N45 13 W79 30)
UPPER BLACKVILLE/DUNPHY NB (N46 38 W65 52)
UPPER KENT NB (N46 35 W67 43)
UTIKUMA RIVER AB (N56 03 W115 19)

VALEMOUNT BC (N52 52 W119 18) (Old aerodrome)
VANCOUVER/BURNABY (TERMINAL) BC (Heli) (N49 16 W122 56)
VANKLEEK HILL ON (N45 27 W74 41)
VANSCOY SK (N52 01 W107 02)
VULCAN (McDONALD'S FARM) AB (N50 15 W113 22)

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WACO/MILE 100 QC (N51 23 W65 38)
WADLIN TOWER AB (N57 46 W115 27)
WASHADEMOAK NB (N45 51 W65 51)
WEBBWOOD ON (N46 19 W81 53)
WERENKO ON (N48 48 W93 04)
WEST BAFFIN ISLAND NU (N68 37 W73 15)
WHITECOURT (FORESTRY) AB (Heli) (N54 08 W115 40)
WIEBENVILLE ON (N52 13 W90 28)
WILDHAY AB (N53 52 W117 33)
WILKIE SK (N52 24 W108 43)
WILLOW CREEK SK (N49 00 W109 44)
WINGHAM ON (N43 54 W81 20)
WINISK ON (N55 13 W85 07)
WOLF LAKE AB (N53 13 W116 05)
WORSLEY AB (N56 31 W119 05)
WOSS BC (N50 13 W126 37)
WRONG LAKE MB (N52 37 W96 11)

YARBO SK (N50 43 W101 56)
YATES TOWER AB (N59 54 W116 21)
YELLOWKNIFE (AERO ARCTIC) NT (Heli) (N62 27 W114 25)
YELLOWKNIFE/MIRAMAR CON MINES NT (Heli) (N62 26 W114 22)
YOUNGSTOWN (E.C. AIR) AB (N51 32 W111 08)
YOYO BC (N58 55 W121 29)

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FUEL AND OIL WEIGHTS

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

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

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

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

Turbine engine lubricating oil densities at 15°C

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

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

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CONVERSION TABLES MILLIBARS TO INCHES OF MERCURY

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

CONVERSION FACTORS

TO CONVERT	INTO	MULTIPLY BY	TO CONVERT	INTO	MULTIPLY BY
Centimetres	Inches	0.394	Lbs/Imp Gal	Kg/Litre	0.0998
Feet	Metres	0.305	Lbs/U.S. Gal	Kg/Litre	0.120
U.S. Gal	Litres	3.785	Lbs sq. in.	Inches Hg.	2.040
Imp Gal	U.S. Gal	1.201	Litres	U.S. Gal	0.264
Imp Gal	Litres	4.546	Litres	Imp Gal	0.220
Inches	Centimetres	2.540	Metres	Feet	3.281
Inches Hg.	Lbs sq. in.	0.490	N. Miles	Kilometres	1.852
Kg/Litre	Lbs/Imp Gal	10.023	N. Miles	St. Miles	1.151
Kg/Litre	Lbs/U.S. Gal	8.333	Pounds	Kilograms	0.454
Kilograms	Pounds	2.205	St. Miles	Kilometres	1.609
Kilometres	St. Miles	0.621	St. Miles	N. Miles	0.868
Kilometres	N. Miles	0.540	U.S. Gal	Imp Gal	0.833

TEMPERATURE: DEGREES C TO DEGREES F

°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F				
-45	-49.0	-33	-27.4	-21	-5.8	-9	15.8	3	37.4	15	59.0	27	80.6	39	102.2
-44	-47.2	-32	-25.6	-20	-4.0	-8	17.6	4	39.2	16	60.8	28	82.4	40	104.0
-43	-45.4	-31	-23.8	-19	-2.2	-7	19.4	5	41.0	17	62.6	29	84.2	41	105.8
-42	-43.6	-30	-22.0	-18	-0.4	-6	21.2	6	42.8	18	64.4	30	86.0	42	107.6
-41	-41.8	-29	-20.2	-17	1.4	-5	23.0	7	44.6	19	66.2	31	87.8	43	109.4
-40	-40.0	-28	-18.4	-16	3.2	-4	24.8	8	46.4	20	68.0	32	89.6	44	111.2
-39	-38.2	-27	-16.6	-15	5.0	-3	26.6	9	48.2	21	69.8	33	91.4	45	113.0
-38	-36.4	-26	-14.8	-14	6.8	-2	28.4	10	50.0	22	71.6	34	93.2	46	114.8
-37	-34.6	-25	-13.0	-13	8.6	-1	30.2	11	51.8	23	73.4	35	95.0	47	116.6
-36	-32.8	-24	-11.2	-12	10.4	0	32.0	12	53.6	24	75.2	36	96.8	48	118.4
-35	-31.0	-23	-9.4	-11	12.2	1	33.8	13	55.4	25	77.0	37	98.6	49	120.2
-34	-29.2	-22	-7.6	-10	14.0	2	35.6	14	57.2	26	78.8	38	100.4	50	122.0

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GENERAL A45

TIME CHECKS – HF FREQUENCIES

CANADIAN TIME SIGNALS – Station CHU, Ottawa, Ontario, operates continuously on the following frequencies: 3330 kHz, 7335 kHz and 14670 kHz. The bilingual voice announcement which is heard each minute takes the form: "CHU CANADA – COORDINATED UNIVERSAL TIME-TEMPS UNIVERSEL COORDONNÉ – HOURS – MINUTES – HEURES – MINUTES" (English on even minutes, French on odd) and on the hour: "CHU CANADA – COORDINATED UNIVERSAL TIME – TEMPS UNIVERSEL COORDONNÉ – HOURS EXACTLY – HEURES PRÉCISES".

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

MORSE CODE AND PHONETIC ALPHABET

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

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

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A46 GENERAL

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

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

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A48 GENERAL

GENERAL CHART LEGEND VFR Chart Symbols (VTA, VNC, WAC)

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

BOUNDARIES

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

WATER FEATURES

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

LAND FEATURES

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

GROUND TRANSPORTATION

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

RELIEF

Critical spot elevation (in feet)	.11386
Spot elevation (in feet)	. 9015
Spot elevation (based on unreliable data)	x 8073
Mountain pass	4525

MISCELLANEOUS

Tunnel	
Lookout tower	
Building (unless otherwise labelled)	bldg
Chimney, silo, water tank etc. (label)	silo
Wells other than water (label)	oil
Mine	
Racetrack	
Pipeline (underground labelled)	
Power transmission line	
Aerial cableway, ski lift, conveyor belt or simular feature	
EVEN Cruising altitude indicated by pointed end of box.	V300
CAUTION BLASTING AREA Do not overfly at less than 3000' AGL.	

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.)

AERODROME SURFACES

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

LIGHTS

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

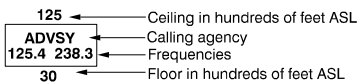
APPROACH LIGHTING

Refer to Section A Lighting

RADIO AIDS

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

COMMUNICATIONS-CLASS "C" AIRSPACE



AIRSPACE

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

AIRSPACE (Cont'd)

- Class "F" airspace
CYA - Advisory CYD - Danger CYR - Restricted
- Advisory Area Activity Codes
(A) 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 arrester cable
- Bidirectional arrester cable
- Arresting barrier
- Cliff or depression
- Transmission line
- Cable span
- Trees
- Fence
- Noise Sensitive Area
- Built-up areas
- Cemetery
- Instrument Approach Waypoint
- VFR call-up point prior to entry of the specified class of airspace.
- VFR checkpoint prior to CZ entry, within a CZ, or prior to entry of special use airspace.

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

- Unmarked areas (see note)
- Marked areas (see note)
- Helipod and/or touchdown pad (see note)
- Hospital heliport

NOTE: Arr/dep, arr/dep hover and tkof/lgd areas, and/or pads may be designated by name, number, or letter.

- Soaring
- Hang gliding
- Ultra-light aircraft operations
- Training
- Parachuting
- Land Aerodrome
- Water Aerodrome
- Aerodrome Status Unknown
- Abandoned Aerodrome

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A50 GENERAL

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 in each quadrant 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.

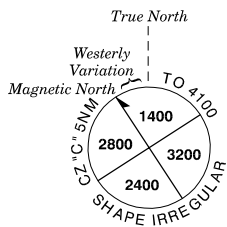
Within each quadrant of the obstacle clearance circle is the height above sea level of the highest obstacle, plus 1000 feet, rounded up to the next highest 100 foot increment, that is located within the same geographic area that the circle describes. An obstacle may be a man-made structure or a topographic 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 quadrants are aligned with magnetic cardinal points in southern domestic airspace and true cardinal points in Northern domestic airspace. The top of the drawing is considered true North in both cases. The centre of the circle describes the centre of the aerodrome.

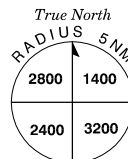
The obstacle clearance circle is not applicable to heliports.

OCC as depicted in Southern Domestic Airspace



OCC as depicted in Northern Domestic Airspace

ALL HEIGHTS ASL



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GENERAL A51

AERODROMES AND FACILITIES LEGEND - ANNOTATIONS & CODES

CANADIAN AVIATION REGULATIONS (CAR)	
<p>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:</p>	
<p>RUNWAY AND/OR PAD DATA (RWY DATA, PAD 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.,</p>	
PAD DATA	Pad 4: Ngt use - Rstd to prkg only (CAR 602.96)
<p>COMMUNICATIONS (COMM): The designation of an MF Area is indicated by the MF entry, e.g.,</p>	
COMM MF	radio 118.7 04-12Z† 5NM 3100 ASL (CAR 602.98)
<p>Within MF Areas, MF Reporting Requirements (CAR 602.98) are mandatory.</p>	
<p>PROCEDURES (PRO): Mandatory right hand circuit procedures (CAR 602.96) are indicated, e.g.,</p>	
PRO	Rgt hand circuits rwys 22, 28 & 34 (CAR 602.96)
<p>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.,</p>	
PRO HELI	Rstd to arr/dep 250° fr heliport only (CAR 602.96)
<p>Mandatory Noise Operating Restrictions and/or Noise Abatement Procedures (CAR 602.105 or 602.106) are indicated by the NOISE entry, e.g.,</p>	
PRO NOISE	Noise Operating Restrictions (CAR 602.105) Noise Abatement Procedures (CAR 602.106)

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A52 GENERAL

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 Variation 2003 Epoch Grivation 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 GV10°W NOTE: The "Air" in the AIR5000 series visual navigation charts is abbreviated to "A" e.g. AIR5001 will be shown as A5001.

UTC-5(4) Elev 00' A5003 E-19 F-22 LO1 LO9 T1 CAP RCAP OC

Time Zone Factor Location has an IFR approach published in the Canada Air Pilot 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.

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. Location has a Restricted Instrument Approach (RIA) published in the Restricted Canada Air Pilot (RCAP)

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GENERAL A53

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) Atlantic | -4 (3) |
| (b) Eastern | -5 (4) | (e) Central | -6 (5) |
| (c) Mountain | -7 (6) | (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:

OSHAWA ON UTC-5 (4)

COMM	TWR 120.1 (V) 1130-0330Z±
-------------	----------------------------------

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

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

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

OPERATOR (OPR)

Aerodrome operator *lodger unit*

OPR	TC (DND) 123-456-7890 Cert Ldg fees
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AERODROME STATUS

Certified (Cert)

An aerodrome for which an airport 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.

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.

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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 (PNR)

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

Landing Fees

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

PUBLIC FACILITIES (PF)

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

The following codes indicate the availability of public facilities, they may be used singly or in groups, however, the numerals shall always follow the letters.

- A These facilities are available in the terminal building (when taxi is shown after this letter it indicates a direct line is available in the terminal building or a taxi stand exists).
- B These facilities are on the aerodrome.
- C These facilities exist within 5 nm of aerodrome.
- D These facilities exist within 30nm of aerodrome.
 - 1 Telephone.
 - 2 Food.
 - 3 Taxi.
 - 4 Medical facilities (minimum available is that provided by a Registered nurse).
 - 5 Accommodation (rental).
 - 6 Car rental.

CUSTOMS (CUST)

CUST	AOE/24 888-226-7277 excess of 15 pax PNR 14-21Z Mon-Fri
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CUSTOMS DESIGNATORS (Cont'd)

AOE refers to Airports of Entry, and designates all aerodromes where customs services are available. Aerodromes with capacity limitations are indicated by a number preceded by a "/", e.g., AOE/44. Where an aerodrome is indicated to be limited to a capacity of 15 it refers to an authorized customs 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 their baggage.

CUSTOMS PROCEDURES

- (a) Pilots must land at a Canada Customs authorized Airport of Entry (AOE) and a flight plan must be filed for all transborder flights (CAR 602.73). Canada Customs does not require citizenship information on flight plans.

CUSTOMS PROCEDURES (Cont'd)

- (b) Aerodromes which are designated as an AOE with Customs services available are indicated in the Aerodrome/Facility Directory. "ADCUS" notifications on flight plans will no longer be accepted, and pilots must make their own customs arrangements by calling 888-226-7277 at least 2 hours but not more than 48 hours before flying into Canada. See TC AIM, FAL 2.3.3.

Pilots are also cautioned that for flight arrivals outside of the established hours, the provision of Customs service may not always be available and, if service is made available, call-out charges may be levied.

- (c) **CANPASS - Private Aircraft/Corporate Air Program:** Travellers on a Canadian or U.S. registered private, company-owned, or small charter aircraft carrying no more than 15 passengers, arriving directly from the United States, must use a telephone reporting system to receive permission from a customs or immigration officer to enter Canada. At least 2 hours but not more than 48 hours before flying into Canada they must call 1-888-CANPASS (equates to 1-888-226-7277). See TC AIM, FAL 2.3.3.

Pilots are reminded that advising CANPASS of arrival time in Canada does not fulfill their flight planning requirements and that a flight plan must be filed for all transborder flights.

- (d) For those flights commencing outside the geographical areas covered under the 1-888-CANPASS number, the following numbers are available:

Lansdowne, ON	Tel: 613-659-2598	Fax: 613-659-4311
Hamilton, ON	Tel: 905-679-2073	Fax: 905-308-8740
Windsor, ON	Tel: 519-257-6471	Fax: 519-257-5730
Victoria, BC	Tel: 250-363-0222	Fax: 250-363-0759

It is recommended that you select the number geographically closest to your point of arrival.

NOTE: Flights destined west of the Manitoba/Ontario border are required to use the Victoria telephone number.

- (e) Where, due to weather conditions or other emergency, the aircraft lands at a place which is not designated as a place for customs report, the pilot shall call 1-888-CANPASS or the nearest office of the Royal Canadian Mounted Police as soon as possible.
- (f) **Military:** Flights should enter Canada via an AEO unless previously arranged with Canada Customs. ADCUS notification on flight plans will no longer be accepted. Military crews must always make their own arrival customs arrangements with the local customs office by telephone, by letter or via HF communication (through a Wing Ops, phone patch, etc.). Agreements between Wings and local Customs offices may vary, therefore, contact applicable Wing Ops for local procedures. The telephone number of the applicable local Customs office may be requested using the 1-888-CANPASS number (1-888-226-7277). For those flights commencing outside the geographical areas covered under the 1-888-CANPASS number, refer to para. (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 custom clearance should be done through the Customs Telephone Reporting Centre (1-888-226-7277) at least 2 hours prior to landing.
- (h) **U.S. Customs:** Flight plans to U.S. airports from Canada must include the number of U.S. and non-U.S. citizens on the flight. "ADCUS" is still accepted on flight plans to the U.S., however the ADCUS remark in the flight plan may not be sufficient notice for some U.S. airports. At least one hour advance notice of arrival must be provided. The aircraft operator is solely responsible for insuring that Customs receives the notification. It may be preferable to contact the Customs office by telephone to advise them directly of your estimated time of arrival. The publication "U.S. Customs Guide for private flyers" outlines special arrangements and restrictions applicable to American airports. This publication is available at a small charge from: Department of the Treasury, U.S. Customs Service, Washington D.C. 20229.

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FLIGHT PLANNING (FLT PLN)

*Hrs of ops, when less than H24,
are listed under APRT RDO in COMM*

FLT PLN	NOTAM FILE CYHZ
FIC	Halifax 866-WXBRIEF or (French) 866-GOMÉTÉO (Toll free within Canada) or 866-541-4106 (Toll free within Canada & USA)
ACC	IFR Flt Plns 123-456-7890
MIL	123-456-7890 CSN 765-4321
CARS	123-456-7890 ltd hrs (see COMM) ←
WX	WD2 987-654-3210 CSN 123-4210 full svc 10-24Z; ltd svc 00-10Z, (see COMM). METAR H24. TAF H24, issue times: 05, 11, 17, 23Z.
DUAT	Sky High Flying Club
PIK	Sky High Flying Club (04-23Z±)

NOTAM:

The term "NOTAM FILE" followed by 4 letters indicates the 4-letter location indicator under which NOTAM may be obtained by query/response using the Aeronautical Fixed Telecommunication Network (AFTN). The additional location indicator "CZNB" may also be shown for RCO sites in the Edmonton FIR covered by Arctic Radio.

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.

Pilots calling an FIC can access the Pilot Automatic Telephone Weather Answering Service (PATWAS) by pressing the number three on the main menu to obtain weather information. The automated system has a fax-back function and speech recognition capability.

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
Halifax FIC:	1-866-541-4106 or 902-873-6109
Whitehorse FIC:	1-866-541-4107 or 867-667-8427
North Bay FIC:	1-866-541-4109 or 705-476-0024 or 705-476-0037

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 DIN at <http://met.forces.gc.ca>, and online at <http://www.flightplanning.navcanada.ca>. International NOTAMs are available on the DIN 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 1.2.2).

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 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. For military aviation purposes, the Canadian Forces Weather Service has the same responsibilities. Military weather services are normally restricted to military use only.

The pilot briefing service is available by telephone.

Online weather is available from the NAV CANADA web site at:

<http://www.flightplanning.navcanada.ca>. Military weather services are available on the DIN at <http://met.forces.gc.ca>.

WEATHER BRIEFING SERVICE LEVELS

WD 1 (CFFC)	Aviation weather information, including weather maps, briefing service and forecaster consultation are available in the military Forecast Centre.
WD 2 (CFWO)	Aviation weather information, including weather maps and briefing service are available in the military Weather Office.

WEATHER SERVICES - OBSERVATIONS

Surface Weather Observations in METAR format, made by human observers or by an Automated Weather Observation System (AWOS), are taken within two 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.

The following weather services are listed for the applicable sites in the CFS under "FLT PLN" and "WX":

METAR	Hourly and specials, taken by a qualified human observer.
AWOS	Automated Weather Observation System - Hourly and specials, taken by a stand-alone AWOS with noted enhancements (see *NOTE)
AWOS (No CLDN)	Automated Weather Observation System - Hourly and specials, taken by a stand-alone AWOS with noted enhancements (see *NOTE) except it does not receive Canadian Lighting Detection Network data and therefore is unable to report Thunderstorm or Lightning activity.
Legacy AWOS	An older model of AWOS, approved for aviation use, that reports hourly METAR and Special weather observations. The Legacy AWOS units are currently being replaced with more advanced systems.
LWIS	Limited Weather Information System (LWIS) - An automated on-the-hour weather observation system with noted enhancements (see *NOTE). The LWIS reports wind speed and direction, temperature, dew point and altimeter setting information only. SPECI are issued for wind shift only.

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Legacy LWIS	An older model of LWIS that provides an automated hourly weather observation of wind speed and direction, temperature, dew point and altimeter setting information only. The Legacy LWIS does not issue SPECI. The Legacy LWIS units are currently being replaced with more advanced systems.
AWOS (Pvt) or LWIS (Pvt)	An AWOS or LWIS that is not operated or maintained by NAV CANADA. Contact the Aerodrome Operator (OPR) for further information.
WxCam	An aviation weather camera is installed at the site that will transmit still images to the NAV CANADA Aviation Weather Web Site at 10-minute intervals.

Stand-alone AWOS and LWIS observations (where there is no other weather reporting) are available through normal meteorological information systems. At some sites a voice broadcast of the latest observation may be available via VHF transmitter. In these cases, a telephone number will be included in the listing and/or the VHF frequency displayed as a note in the **COMM** box (e.g., **COMM AWOS 124.7**).

The hours of coverage for METAR observations are given, e.g. METAR 09-21Z. Stand-alone AWOS and LWIS observations occur continuously and around the clock. The hours of coverage for stand-alone AWOS will be listed as AWOS H24.

*NOTE:

NAV CANADA is modernizing the automated weather system network (AWOS and LWIS), and is installing new systems that offer several new features. These include:

- **Thunderstorm Reporting** (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, will be reported as:
 - TS - Thunderstorm (at site), if lightning detected within 6sm;
 - 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 ALL QUADS - Lightning All Quadrants will be reported in "Remarks" if lightning is detected in four or more octants.
- **Ice-Resistant Anemometer** (AWOS and LWIS) - New ice-resistant technology will essentially eliminate anemometer performance degradation due to freezing precipitation, freezing fog or snow contamination.
- **Density Altitude reporting capability** (AWOS and LWIS) - Density altitude at the site will be reported in the "Remarks" section of the observation.
- **New Laser Ceilometer technology** (AWOS) - AWOS is capable of reporting cloud bases up to 25,000 ft.
- **Improved "Obstructions to Vision reporting capability** (AWOS) - AWOS is capable of reporting Haze (HZ); Mist (BR); Fog (FG); Freezing Fog (FZFG); and Blowing Snow (BLSN).
- **New Voice Generator Sub-System** (VGSS) at many sites to replace older text-to-voice technology for local VHF transmission of weather report to pilots.
- **Runway Visual Range (RVR) reporting** (AWOS) at sites where RVR sensors are installed.
- **Remote Maintenance capability** (AWOS and LWIS) will enable the remote monitoring, resetting, and upgrading of systems.
- **Updated weather algorithms** will reduce the number of 'nuisance' SPECI reports (AWOS). LWIS will be capable of issuing a SPECI when wind shift criteria are met.
- **New digital aviation weather cameras (WxCam)** with improved resolution will be installed at many AWOS and LWIS sites, and at stand-alone locations.

Because of the differences between the new and old systems, and to avoid any confusion, the new systems will be identified as "**AWOS**" or "**LWIS**" and the old systems will be renamed "**Legacy AWOS**" or "**Legacy LWIS**". As the modernization project progresses, new sites will be added and by 2013 it is expected that all of the legacy systems will be replaced with the upgraded technology.

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.

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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 CFFC. TAF issue times are therefore given, e.g., TAF 24 hrs, issue times: 00, 06, 12, 18Z.

PILOT INFORMATION KIOSK (PIK):

Pilot Information Kiosks display and print graphic and alphanumeric weather. Pilots may contact an FIC via an attached telephone for pilot briefing service. PIKs are accessible 24 hrs unless noted (e.g. 04-23Z±). PIK locations are listed under **FLT PLN**, e.g.,

PIK	Adjacent to Sky High Flying Club (04-23Z±) or during Flying Club hrs of ops
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PILOT TO METRO SERVICE (PMSV):

The Canadian Forces Weather Service operates a PMSV at selected bases to provide military aircrew direct radio contact with CFFCs or CFWOs. 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 in Canada or the continental USA are authorized use of the toll free number 1-800-WX-METEO (equates to 1-800-996-3836). This service is intended for military aircrew who have an urgent operational need for weather information and find themselves without access to normal weather services. The operational service may be interrupted by higher priority operations or abuse.

FLT PLN/COMM Weather Example (Civilian)

FLT PLN	
FIC	Whitehorse WXBRIEF (Toll free within Canada) or 866-541-4107 (Toll free within Canada & USA)
WX	METAR dur FSS hrs of ops O/T AWOS 123-456-7123 (see COMM). TAF 16-10Z, issue times: 16, 22, 04Z.
COMM	
AWOS	124.7

FLT PLN/COMM Weather Example (Military)

FLT PLN	
MIL	123-456-7890 CSN 654-3890
WX	WD2 123-456-7812 CSN 654-3812 (see COMM). METAR H24. TAF H24, issue times: 05, 11, 17, 23Z.
COMM	
PMSV	344.6 ltd svc 22-08Z±

DIRECT USER ACCESS TERMINAL (DUAT):

Direct User Access Terminals may have graphic/alphanumeric weather or NOTAM information available and may permit the filing of flight plans. The specific installation sites are listed under

FLT PLN, e.g.,

DUAT	Sky High Flying Club
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SERVICES

The information contained under this sub-heading indicates what is usually available to General Aviation within the confines of the aerodrome or airport. If a service/function or item is not listed then in all probability it does not exist. Absence of information indicates non availability. Information on services at an aerodrome is provided by the company or individual offering that service. Transport Canada is not responsible for such information.

SERVICES	Call out chg may be levied for one or more services.
FUEL	80, 100LL, F-44, JB, HPR, (CON I IP F44)
OIL	65, 80, 100
S	2 12-03Z‡ Mon-Fri, 11-0230Z‡ Sat & Sun, 4,5
ARFF	4 16-07Z‡ O/T PNR
SUP FL	D & A ice, LHOX, LOX
JASU	Elect start 10/15 (MIL-CE 13, 14, 16, CA 1,2,3)
MIL ADV	Wing Ops 308.8 13-2130Z Mon-Fri
PVT ADV	Innotech 122.95 123-456-7890 10-04Z‡
MIL CON	B & W Aviation 705-779-3962 1030-02Z‡ 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 -3.23 (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 (Grades 1,2,3 or 4)
MG-1	Grade 1, AKI of 87.0	
MG-2	Grade 2, AKI of 89.0	
MG-3	Grade 3, AKI of 91.0	
MG-4	Grade 4, AKI of 93.0	
(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	

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FUEL: (Cont'd)

NOTES:

- (a) 100LL (Blue) AVGAS, available in all NATO countries and at several locations in Canada. Use at 100/130 (Green) power settings.
- (b) ASTM – American Society for Testing and Materials.
- (c) U.S. Spec., MIL-DTL-83133 applies, CAN/CGSB 3.24 grade F-34, F-44.
- (d) AKI=Anti-Knock Index.
- (e) +100 additive = Thermal Stability Additive. NATO code S-1749

DND CONTRACT FUEL

When purchasing aviation fuel products in Canada, military aircrew shall make maximum use of DND into-plane contracts. Government of Canada credit cards shall only be used where DND into-plane contracts are not available or in any emergency situation.

DND fuel contract is indicated in brackets e.g. (CON I IP F-44). Details of contractor are under **MIL CON**.

CON	Contract	S	Shell
I	Imperial Oil	SP	Single point refuelling
P	Petro Canada	HPR	High pressure refuelling

Note 1: At civilian locations, the following services, although made available by the contractor, are not covered in the DND's Fuel Contract and shall be paid for by alternate means (e.g. credit card, cash) by the user:

- Marshalling, chocking and chock removal.
- Refuelling of aircraft by qualified personnel.
- Placement and removal of ladder or stairs.
- Fluids provided for the replenishment of aircraft Fluid Systems.
- Replenishment of gaseous oxygen systems.
- Cleaners provided for the cleaning of canopy or 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.

Fuel availability information for USA and foreign locations is available on the internet at:
[HTTP://www.desc.dla.mil](http://www.desc.dla.mil)

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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	
133	0-133	1010	Jet Engine Oil	
148	0-148	3	Turbine Engine Oil (Synthetic Base)	(MIL-L-6081)
156	0-156	None	Turbo Prop/Turbo Shaft Engine Oil (Synthetic Base)	(MIL-L-7808)
163	0-163	4	Turbine Engine Oil (Synthetic Base)	(MIL-L-23699) 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)

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 Availability

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.

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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 National Defence are at least equivalent to those provided at civilian airports.

SUPPORTING FLUIDS, SYSTEMS AND OXYGEN (SUP FL)

ADI	Anti-Detonation Injection Fluid–reciprocating engine
D-Ice	De-icing fluid
A-Ice	Anti-icing fluid
PRESAIR	Air compressors rated 3000 PSI or more
LPOX	Low pressure oxygen servicing
HPOX	High pressure oxygen servicing
LHOX	Low and High pressure oxygen servicing
LOX	Liquid oxygen servicing
OXRB	Oxygen replacement bottles

NOTE: A combination of the above terms is used to indicate complete oxygen servicing available, i.e., LHOX-RB, meaning Low and High pressure oxygen servicing and replacement bottles; and LPOX-RB only, meaning Low pressure oxygen replacement bottles only, etc.

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JET AIRCRAFT STARTING UNITS (JASU) CANADA

CIVIL JASU

ELECTRICAL STARTING UNITS

10/15 1000/1500 amps

AIR STARTING UNITS

120/350 120 lbs/min at 350 psi

DND JASU

ELECTRICAL STARTING UNITS

FLIP code

output or description

CE 1	AC 115/200V 37.5 KVA 400 Hz 3 phase
CE 2	AC 120/208V 10 KW 400 Hz 3 phase
CE 3	AC 120/208V 15 KW 400 Hz 3 phase
CE 4	AC 120/208V 18 KVA 400 Hz 3 phase
CE 5	AC 120/208V 10 KVA 400 Hz 3 phase
CE 6	AC 120/208V 15 KVA 400 Hz 3 phase
CE 7	AC 115V 5 KVA 400 Hz 1 phase
CE 8	AC 115/200V 40 KVA 400 Hz 3 phase
CE 9	AC 120/208V 37.5 KVA 400 Hz 3 phase
CE 10	AC 115/200V 20 KVA 400 Hz 3 phase
CE 11	AC 120/208V 8.8 KVA 400 Hz 3 phase
CE12	AC 115/200V 140 KVA 400 Hz 3 phase
CE13	AC 115/200V 60 KVA 400 Hz 3 phase
CE 14	AC/DC 115/208V 60 KVA 400 Hz 3 phase 28 VDC 1500 amp
CE 15	DC 26-33V 500 amp CONTINUOUS 1100 amp INTERMITTENT
CE 16	DC 26-32V 500 amp CONTINUOUS 1500 amp INTERMITTENT (SOFT START)
	AIR STARTING UNITS
CA 1	MA1A 36-45 PSIG, 82-90 lbs/min.
CA 2	ASA 45.5 PSIG, 116.4 lbs/min.
CA 3	MC11 4000 PSIG, 15 cu.ft. per min.
	COMBINATION ELECTRICAL AND AIR STARTING UNITS
CEA1	AC 120/208V 60 KVA 400 HZ 3PH DC 28V 75 AMP AIR 47 PSIG, 112.5 lbs/min.
CEA2	AC 120/208V 75 KVA 400 HZ 3PH AIR 47 PSIG, 116.4 lbs/min.

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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;
NCPP-105/RCPT	180 lbs/min. 75 psi or 120 lbs/min. 45 psi 700 amp, 28V DC. 120/208V,

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JET AIRCRAFT STARTING UNITS (JASU) USAF/USN (Cont'd)

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)

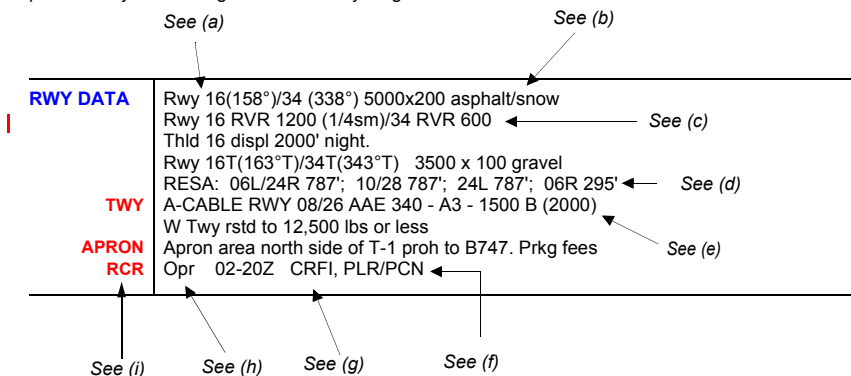
PRIVATE ADVISORY (PVT ADV)

RUNWAY AND/OR PAD DATA (RWY DATA, PAD DATA)

For land aerodromes, the **RWY DATA** sub-heading will always be shown; the **PAD DATA** sub-heading may also be shown if applicable. For aerodromes which are exclusively heliports, only the sub-heading **PAD 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 Domestic Airspace operational runways are identified by two-digit runway number designators followed by "L" "R" or "C" if required. In Northern Domestic Airspace (NDA) operational runways are identified by two-digit runway number designators followed by "T". Runways are listed in pairs and by decreasing order of runway length.



(a) Rwy designation, actual magnetic bearing (NDA - actual true bearing followed by "T"), length & width, type of surface, operational restriction.

(b) Indicates runway is in operation during winter months for ski equipped aircraft.

(c) RVR 1200(1/4 sm) or RVR 600 indicates that the aerodrome and the runway in question meet the requirements for taxi and take off operations below RVR 2600 (1/2 sm).

RVR 1200(1/4 sm) indicates that the aerodrome and the runway meet the requirement for operations below RVR 2600 (1/2 sm) down to and including RVR 1200 (1/4 sm).

RVR 600 indicates that the aerodrome and the runway meet the requirements for operations below RVR 1200 (1/4 sm) down to and including RVR 600.

Day only indicates that the specified level of service is only approved for day operations.

If no RVR value is published for a runway this indicates that taxiways and/or runway does not support taxi and take off operations below RVR 2600 (1/2 sm) for the runway in question.

This information only indicates the level of service the aerodrome provides in regards to taxi and take off operations. In order to operate below RVR 2600 (1/2 sm) Pilots and Air Operators must ensure they meet all other requirements.

This low Vis Ops level of service certification information is not a take-off minima. Flight crews are reminded that they must adhere to the CAR, published departures and take-off minima requirements.

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- (d) Dimension of the Runway End Safety Area applicable to the specified runway.
- (e) Arrestor cable type.
- (f) 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.
- (g) Canadian Runway Friction Index availability (see table).
- (h) Agency and telephone number if different from operator.
- (i) Runway Condition Report. The organization that is capable of providing the condition of the runway.

PAD DATA

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).

Actual pad dimensions will be given, followed by the type of surface, type of Non Surface Level Heliport (if applicable), dimensions of safety area, weight the pad is limited to in lb, maximum helicopter overall length restriction, followed by any other restriction(s) the site may be subject to.

NOTE: At those locations where an arr/dep area, an arr/dep hover area and/or a tkof/ldg area exists, the dimensions of these areas will be given first, followed by the touchdown pad dimensions.

PAD DATA	Arr/dep area 110' dia concrete/asphalt 20,500 lbs. 4 touchdown pads to the E Pad 1: 53' dia asphalt 11,400 lbs Pad 2: 53' dia asphalt 11,400 lbs Pad 3: 73' dia concrete/asphalt 20,500 lbs Pad 4: 53' dia asphalt 11,400 lbs. Day use-tkof/ldg, hover, taxi & prkg only Ngt use-prkg only (CAR 602.96)
APRON RCR	Prkg fees; ctc opr Opr

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.
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- (c) BARRIER/CABLE

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

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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.

(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

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- (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
AU	–	All up weight. Maximum weight bearing capacity irrespective of
W	–	landing gear configuration.

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

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THE AIRCRAFT CLASSIFICATION & PAVEMENT CLASSIFICATION NUMBER SYSTEM (ACN/PCN)

1. The ACN/PCN system is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 lbs (5700 kg).
2. Aircraft Classification Number (ACN) is an indicator of the weight of an aircraft relative to a pavement. ACN values for C.F. aircraft are available in applicable Aircraft Operating Instructions (AOI's). By comparing the ACN to the PCN one can determine if an aircraft of specific mass should operate on a particular section of pavement. Provided the ACN is less than or equal to the PCN of the aircraft, unlimited use is permitted. When the ACN exceeds the PCN, criteria are established for controlling overload operations.
3. Pavement Classification Number (PCN) is established by an engineering assessment expressing the load capacity of a pavement for unrestricted operations. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five part code (i.e. PCN 80 R/B/W/T). Details of the coded format are as follows:
 - (1) The PCN NUMBER - The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to the tire pressure code limitation (para 4).
 - (2) The type of pavement:
R - Rigid
F - Flexible
 - (3) The pavement subgrade category:
A - High
B - Medium
C - Low
D - Ultra-low
 - (4) The maximum tire pressure authorized for the pavement:
W - High, no limit
X - Medium, limited to 217 psi
Y - Low, limited to 145 psi
Z - Very low, limited to 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. PCN data for TC airports can be obtained as per PLR notes below. For other aerodromes, contact the operator.

PAVEMENT LOAD RATINGS (PLR)

The capability of airport surfaces (runways, taxiways, aprons) to withstand the continuous use of aircraft at specific weights has been assessed and the results are available in TC publication AK-67-09-140 (TP 2162). The airport charts in this publication define the aircraft which, from a pavement strength viewpoint, may operate on pavements at the airport without prior approval of the airport authority. Further information regarding specific aircraft/airport site operations may be obtained from: Director Airports and Properties within whose region the airport is situated.

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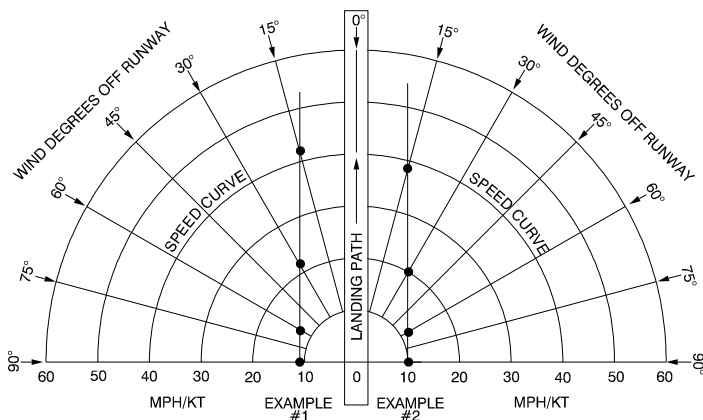
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CROSS-WIND LANDING LIMITATIONS – LIGHT AIRCRAFT

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

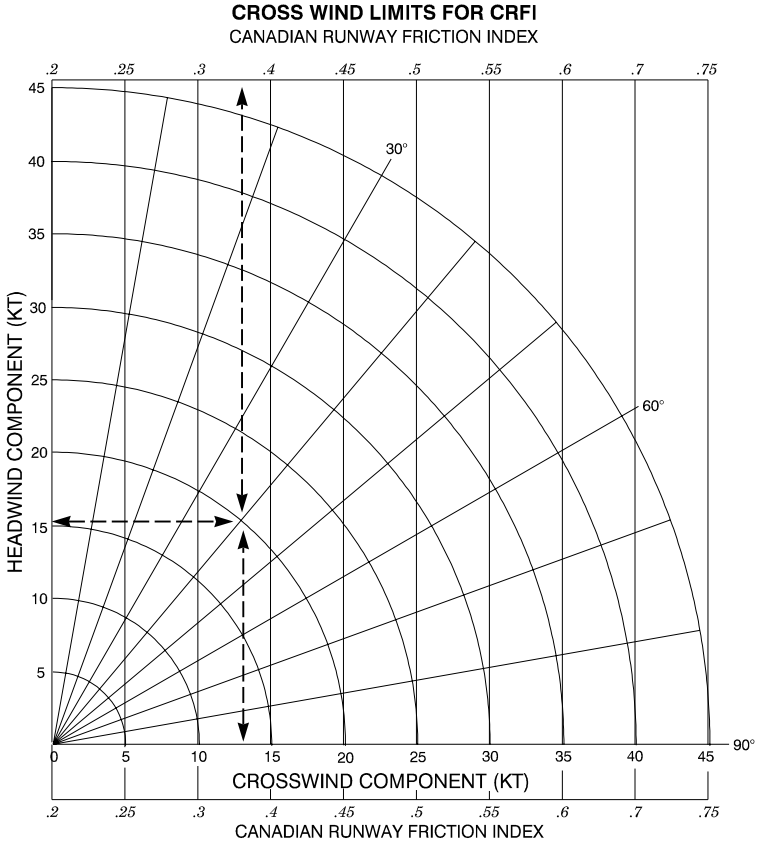
EXAMPLE #2 – Aircraft with a stalling speed of 50 Kt.

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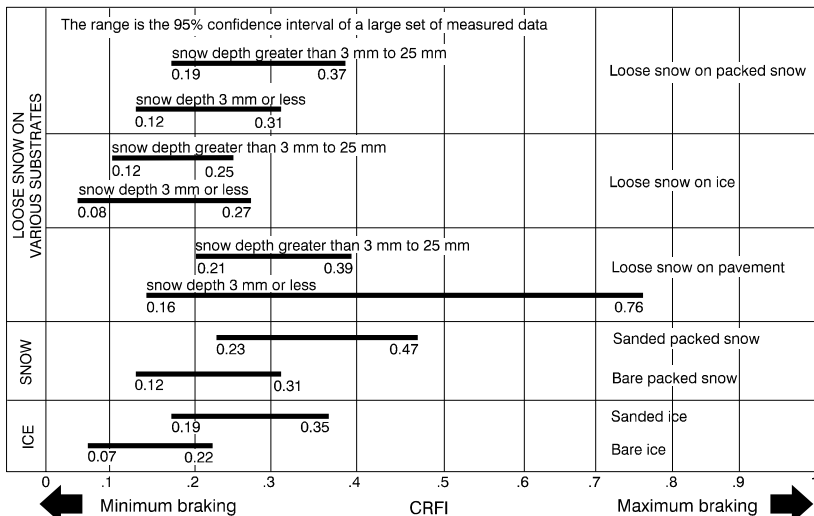
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NOTE: See Table 3 under AIR 1.6.6 in the AIP Canada for an example.

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
Loose Snow on Ice (depth 3 mm or less)	No limit	0.4
Loose Snow on Ice (depth 3 mm to 25 mm)	No limit	0.4
Loose Snow on Packed Snow (depth 3 mm or less)	0.1	0.4
Loose Snow on Packed Snow (depth 3mm to 25 mm)	0.1	0.4
Loose Snow on Pavement (depth 3 mm or less)	0.1	Dry Pavement
Loose 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, that could affect aircraft braking performance. The RSC section of the report provides runway surface information describing the runway condition in plain language, while the CRFI section describes braking action quantitatively using numerical format as described in section AIR 1.6.3 of the TC AIM.

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

- (a) the runway surface is simply wet with no other type of contamination present;
- (b) there is a layer of slush on the runway surface with no other type of contamination condition present; or
- (c) there is loose snow on the runway surface exceeding 2.5 cm (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.

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A NOTAM is distributed on AFTN upon any of the following conditions:

- (a) slush or wet snow on the runway;
- (b) loose snow on the runway exceeding $\frac{1}{4}$ in depth;
- (c) the runway is not cleared to the full width. When the runway is partially cleared the report will also include a description of the uncleared portion of the runway (depth of snow, windrows, snow banks, etc.);
- (d) compacted snow, ice or frost on the runway; or
- (e) the CRFI reading is 0.40 or less.

When a contaminant is such that it meets the conditions for AFTN distribution and clearing is not under way or expected to commence within the next 30 minutes, a notation such as "Clearing expected to commence (time in UTC)" will be added to the RSC report. When the meteorological conditions are such that the runway surface conditions are changing frequently, the NOTAM will include the agency and telephone number to contact for the current runway conditions.

RSC/CRFI information may be broadcasted on the ATIS or available as a voice advisory from the control tower at controlled aerodromes and from the FSS at uncontrolled aerodromes where airport advisory service or RAAS is provided.

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

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

Application of the Canadian Runway Friction Index (CRFI).

1. The recommended landing distances in Table 1 are based on a 95% level of confidence. A 95% level of confidence means that in more than 19 landings out of 20, the stated distance in Table 1 will be conservative for properly executed landings with all systems serviceable on runway surfaces with the reported CRFI.
2. Table 1 will also be conservative for turbojet and turboprop-powered aeroplanes with reverse thrust, and additionally, in the case of turboprop-powered aeroplanes, with the effect obtained from discing.
3. The recommended landing distances in the CRFI Table 1 are based on standard pilot techniques for the minimum distance landings from 50 ft, including a stabilized approach at V_{ref} using a glideslope of 3° to 50 ft or lower, a firm touchdown, minimum delay to nose lowering, minimum delay time to deployment of ground lift dump devices and application of brakes, and sustained maximum antiskid braking until stopped.
4. Landing field length is the landing distance divided by 0.6 (turbojets) or 0.7 (turboprops). If the Aeroplane Flight Manual (AFM) expresses landing performance in terms of landing distance, enter the table from the left-hand column. However, if the AFM expresses landing performance in terms of landing field length, enter the table from one of the right-hand columns, after first verifying which factor has been used in the AFM.

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

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

Application of the Canadian Runway Friction Index (CRFI)

1. 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.
2. 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.
3. 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 Domestic Airspace operational runways are identified by two-digit runway number designators followed by "L", "R" or "C" if required. In Northern Domestic Airspace operational runways are identified by two-digit runway number designators followed by "T". For land aerodrome lighting, the individual runway designator is followed by a short dash and approach lighting, then by threshold and runway lighting within parentheses, and finally by visual approach system types. All of these are in coded form and can be identified by using the legend. Runways are listed in pairs and by increasing order of designators, e.g., 05L-23R, 05R-23L, and 10-28.

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

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

Some aerodromes may use retro-reflective markers in place of lights to mark the edges of a runway or helipad. A fixed white light or strobe light will be installed at each end of the runway to assist pilots in locating and aligning the aircraft with the runway, so that the aircraft landing lights will be reflected by the markers. Retro-reflective markers are indicated by the code "RR".

LIGHTING	05-AD (TE ME) V1, 23-AD (TE ME) 09-AD (TE HI), 27-AD AS (TE HI) V2, 13-AD (TE ME), 31-AD (TE ME) P2 2.5° ARCAL-122.8 type J
-----------------	---

VASIS & PAPI-Apch angle shown when different than 3°; OCL dist shown when less than 4NM (2.5NM for abbreviated systems)

Aircraft Radio Control of Aerodrome Lighting

AIRCRAFT RADIO CONTROL OF AERODROME LIGHTING (ARCAL)

Type J To operate all aerodrome lighting for duration of approximately 15 minutes key microphone 5 times within 5 seconds. The timing cycle may be restarted at anytime by repeating the keying sequence.

NOTE: Some systems will indicate when the duration period is over by flashing once, then remaining on for a further 2 minutes before extinguishing completely. Other systems offer no indication that the period is ending. The control system may operate H24 or between sunset and sunrise.


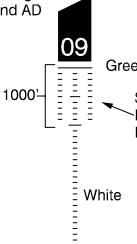

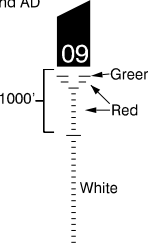
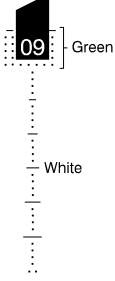

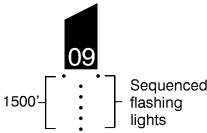


Type K To operate all aerodrome lighting for a duration of approximately 15 minutes, key microphone 7 times initially. This will ensure all lights are on maximum intensity. The intensity may be adjusted up or down to any one of three settings by keying the microphone 7, 5, or 3 times within 5 seconds for high, medium, or low intensity settings respectively. The timing cycle may be restarted at any time by repeating the initial keying sequence. Where Runway Identification Lights (code AS) are available, keying the microphone three times on the appropriate frequency will turn them off.

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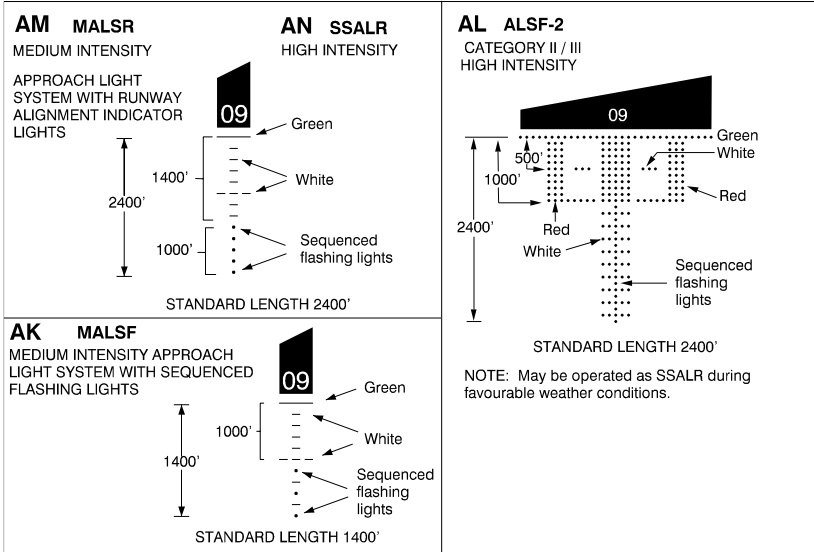
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APPROACH LIGHTING

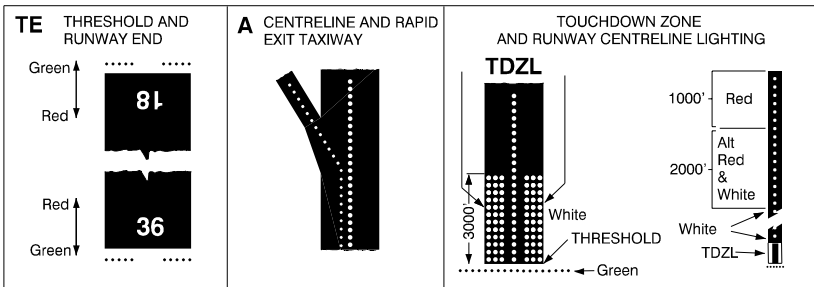
<p>AA LEFT SINGLE ROW 200' SPACING LOW INTENSITY</p>  <p>Green</p> <p>Yellow</p> <p>MINIMUM LENGTH 2400'</p>	<p>AC CENTRE ROW CATEGORY II HIGH INTENSITY (Combined high intensity and AD system)</p>  <p>Green</p> <p>Side Bars Red</p> <p>White</p> <p>1000'</p> <p>MINIMUM LENGTH 2400'</p>	<p>AD CENTRE ROW LOW INTENSITY</p>  <p>Green</p> <p>Yellow</p> <p>MINIMUM LENGTH 2400'</p>
<p>AE CENTRE ROW CATEGORY I HIGH INTENSITY (Combined high intensity and AD system)</p>  <p>Green</p> <p>Red</p> <p>White</p> <p>1000'</p> <p>MINIMUM LENGTH 2400'</p>	<p>AF CENTRE ROW MODIFIED CALVERT HIGH INTENSITY (Combined high intensity and AD system)</p>  <p>Green</p> <p>White</p> <p>1000'</p> <p>NOTE: Threshold outline in GREEN at DND Bases only.</p> <p>MINIMUM LENGTH 2400' SF lights may or may not be installed in outer 2000'</p>	<p>AJ CENTRE ROW LOW INTENSITY</p>  <p>Green</p> <p>Yellow</p> <p>1000'</p> <p>MINIMUM LENGTH 2400' SF lights may or may not be installed in outer 2000'</p>
<p>AO ODALS OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM</p>  <p>Sequenced flashing lights</p> <p>1500'</p> <p>STANDARD LENGTH 1500'</p>	<p>AS RUNWAY IDENTIFICATION LIGHTS (UNI-DIRECTIONAL FLASHING STROBE LIGHTS)</p> 	<p>AZ VISUAL ALIGNMENT GUIDANCE SYSTEM AND RUNWAY IDENTIFICATION LIGHTS (UNI-DIRECTIONAL ROTATING BEAMS CREATING FLASHING EFFECT)</p>  <p>SF</p> <p>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



THRESHOLD AND RUNWAY LIGHTING



RUNWAY LIGHTING CODES

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

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VISUAL GLIDE SLOPE INDICATORS (VGSIs)

VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS) (V)

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

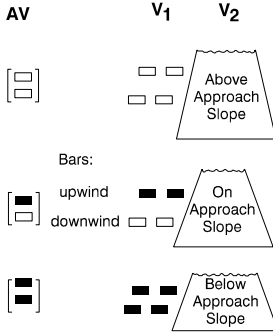
V₁ 2 - BAR VASIS for aircraft with eye-to-wheel height up to 10' (DC-3 and smaller).

V₂ 2 - BAR VASIS for aircraft with eye-to-wheel height up to 25' (DC-8 and smaller).

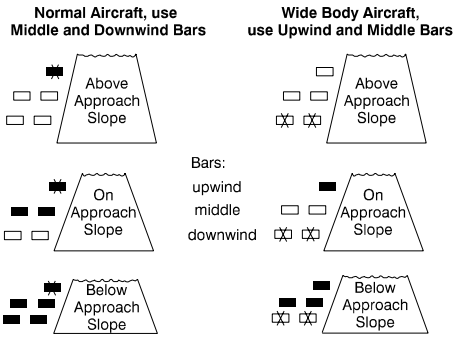
V₃ 3 - BAR VASIS for wide bodied aircraft with eye-to-wheel height up to 45' (B-747 and smaller).

AV AVASIS - Abbreviated VASIS for aircraft with eye-to-wheel height up to 10' (shown in brackets, 2 light units).

TWO BAR VASIS



THREE BAR VASIS V₃



LEGEND: White □ Red ■ Do not use ☒ ☒

PRECISION APPROACH PATH INDICATOR (PAPI) (P)

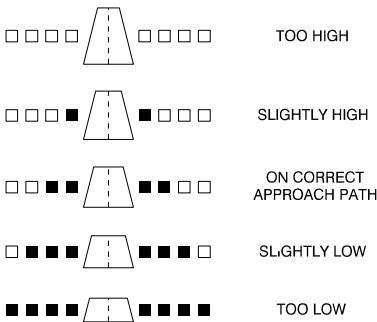
P₁ PAPI for aircraft with eye-to-wheel height up to 10'.

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

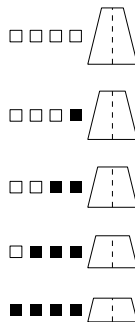
P₃ PAPI for aircraft with eye-to-wheel height up to 45'.

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

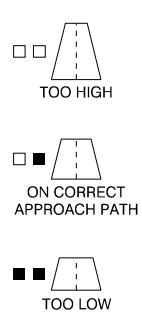
Military PAPI



Civil PAPI

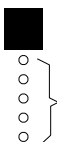
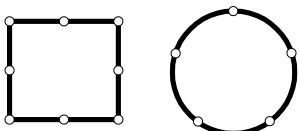
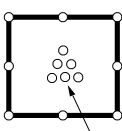


APAPI



LEGEND: White □ Red ■

HELIPORT LIGHTING

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



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COMMUNICATIONS (COMM)

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.

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.

Bilingual services available

COMM	
RADIO	(bil) 126.7 122.2 236.1 5680 (E)
RCO	Goose rdo 126.9 (RAAS) 126.7 (FISE)
DRCO	Goose rdo 126.9 (RAAS) 126.7 (FISE)
ATIS	114.8 124.6
CLNC DEL	121.4
APRON	122.4
GND	121.9
TWR	118.7 124.0 (inbound) 226.5
MF	radio 118.7 04-12Z† 5NM 3100 ASL (CAR 602.98)
ATF	unicom ltd hrs O/T tfc 122.8 5NM 4000 ASL
TML	124.65 134.475
ARR	120.8 352.7
DEP	120.5 363.8
VFR ADV	terminal 125.2
PAL	Sumspot Ctr 125.9 308.3
UNICOM	122.8
APRT RDO	122.1 (V) 14-06Z†
A/G	4895
MIL	Wing Ops 264.6
VDF	118.7
UDF	227.6 (U)
INTL AIR	6350 (Selcal)
AWOS	124.7
LWIS	128.7
PMSV	344.6

SUMSPOT CENTRE

127.0 133.675 **132.175** 132.475 **132.475**
Sault Ste. Marie 132.65 **134.425** **227.3** 344.5

Peripheral station

Bold indicates High Altitude frequency
Light type indicates Low Altitude frequency

SUMSPOT FSS – RCO

Midland 122.1 (RAAS) 126.7 (FISE) 06-13Z† (N44 35 W79 48)
Mont-Laurier 122.1 (RAAS) 126.7 (FISE) 06-13Z† (N46 32 W75 49)

RCO (see RADIO)

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 1.1.2.

(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 or FIC 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 1.1.2 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

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sources. Consequently, if a microphone is keyed more than 4 times or too rapidly (or too slowly), the system will not activate.

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

Activation of the DRCO - Pilot Procedures

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

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

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

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

MANDATORY FREQUENCY (MF):

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

COMM	MF	radio 118.7 04-12Z‡ 5NM 3100 ASL (CAR 602.98)
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Within MF Areas, MF Reporting Requirements (CAR 602.98) are mandatory.

Transport Canada has designated a Mandatory Frequency (MF) for use at selected uncontrolled aerodromes or aerodromes that are uncontrolled between certain hours. Aircraft operating within the area in which MF is applicable (MF area), on the ground or in the air, shall be equipped with a functioning radio capable of maintaining two-way communication, and specified reporting procedures shall be followed.

An MF area will be established at an aerodrome if the traffic volume and mix of aircraft traffic at that aerodrome is such that there would be a safety benefit derived from implementing MF procedures. There may or may not be a ground station in operation at the aerodrome for which the MF area has been established. When a ground station is in operation, for example an FSS, an RCO through which RAAS is provided, a CARS or an approach UNICOM (AU) then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be directed to the ground station. However, when the ground station is not in operation, then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be broadcast.

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

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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-to-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 is 122.7, 122.8, 123.0, 123.3, 123.5, 122.75, 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 also an air-to-ground communications facility. This facility is inspected periodically to ensure that:

- meteorological instruments meet the requirements of Canadian Aviation Regulation 804.01(c), or the applicable exemption, and
- approach UNICOM operators are trained in the use of all required meteorological instruments.

Where the above standards have been met, the UNICOM operators may provide altimeter setting and wind speed and direction to pilots for the purpose of conducting a straight-in landing from an instrument approach, as published in the CAP for that aerodrome.

An approach UNICOM will show as "UNICOM" (AU) in the CAP and the CFS.

At locations where there is no local altimeter setting source, the procedural altitudes for the instrument approach will be based on a specified remote altimeter setting.

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 1.2.2).

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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
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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.

NOTE: 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

	Auxiliary code	Non NAV CANADA/DND facility																								
NAV	VOT NDB	114.8 X 385 (TL) N43 44 17 W79 34 18 236° 3.8NM to A/D Pvt Unmonitored																								
	VOR/DME	UPLANDS (YUP) 352 (PM) N45 13 45 W75 29 36 319° 8.4NM to A/D																								
	VORTAC	YYZ 112.15 Ch 58(Y) N43 39 29 W79 37 54 (541') at A/D																								
	DME	YMS 114.5 Ch 92 N44 08 35 W80 08 47 (1770')																								
	TACAN	PLL 110.75 Ch 44(Y) N53 18 37 W110 04 53 (2210') at A/D																								
	ILS	UMJ Ch 36 N50 19 51 W105 33 43 at A/D																								
	PAR	IOW 109.5 (Rwy 07-25) RVR 119.0 134.1 226.3↑ 289.4 304.6 341.3 378.5 352P (E)																								
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><i>Second rwy indicates back course capability</i></p> </div> <div style="width: 50%;"> <p><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></p> </div> </div>																								
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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.

EXPLANATION OF TERMS

Threshold Crossing Height (TCH) - The height of the glide path above the runway threshold.

Touchdown Zone (TDZ) - The first 3000 feet of the runway or the first third of the runway, whichever is less, measured from the threshold in the direction of landing.

Touchdown Zone Elevation (TDZE) - The highest elevation in the Touchdown Zone.

Decision Height (DH) - A specified height at which a missed approach must be initiated during a precision approach if the required visual reference to continue the approach to land has not been established.

Minimum Descent Altitude (MDA) - An altitude specified in feet above MSL, below which descent will not be made until visual reference has been established with the runway environment and the aircraft is in a position to execute a normal landing. Minimum descent altitudes apply to non-precision straight-in and circling approaches.

Height Above Aerodrome (HAA) - The height in feet of the MDA (for circling approaches) above the aerodrome elevation.

Height Above Touchdown Zone Elevation (HAT) - The height in feet of the DH and the MDA (for straight-in approaches) above the Touchdown Zone Elevation.

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 Restrictions (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 Abatement Procedures (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 Abatement
Restrictions/Procedures

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

A88 GENERAL

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 Restrictions/Noise Abatement Procedures.

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)
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Regulatory Noise Operating Restrictions and/or Noise Abatement Procedures are indicated by (CAR 602.105) or (CAR 602.106) respectively. For further information on Mandatory Noise Operating Restrictions and/or Noise Abatement Procedures, refer to TC AIM RAC 4.1.2.

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

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.