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AIP CANADA

Supplements

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AIP CANADA SUPPLEMENT SUMMARY 6/23

(Supersedes all previous summaries)

The following supplements are in effect:

5/17	Blasting Activity—Mackenzie, British Columbia
11/18	Meteorological Tower—Arviat, Nunavut
24/18	Blasting Zone—Bloodvein, Manitoba (Replaces AIP Supplement 37/12)
26/18	Adjustment to the Canada Air Defence Identification Zone (Replaces AIC 2/18)
22/19	Multiple Drilling Rigs—Conklin, Alberta
24/19	Multiple Drilling Rigs—Conklin, Alberta
31/19	Multiple Drilling Rigs—Conklin, Alberta
59/19	Multiple Cranes—Winnipeg, Manitoba
23/20	Ontario Region—Laser Projection in the Vicinity of Egbert, Ontario—January 31, 2020 to January 31, 2025 (Replaces AIP Supplement 51/14)
41/20	Blasting—Baie-Comeau, Quebec
73/20	Multiple Cranes—Kitimat, British Columbia
7/21	Multiple Cranes—Placentia, Newfoundland (Replaces AIP Supplement 27/20)
17/21	New Class F Advisory Airspace at Thunder Bay—Thunder Bay, Ontario (Replaces AIC 4/21)
22/21	Multiple Cranes—Solmesville, Ontario
34/21	Multiple Cranes—Windsor, Ontario
35/21	Quebec Region: Saint-Hubert Airport (CYHU)—Multiples Construction Projects 2021–2023 (Replaces NOTAM E1799/21)
45/21	Blasting—Schefferville, Quebec (Replaces AIP Canada Supplement 23/21)
57/21	Multiple Cranes—Saskatoon, Saskatchewan
13/22	Crane—Halifax, Nova Scotia
19/22	Greenland Airspace Restrictions (Replaces NOTAM H0552/22)
21/22	Multiple Cranes—Edmonton, Alberta
30/22	Crane—Dartmouth, Nova Scotia
38/22	Correction to Mandatory Frequency at Stony Rapids, Saskatchewan Water Aerodrome (CKW5)
43/22	Tower Crane—Barrie, Ontario
45/22	Blasting Activities at Saint Antonin, Saint-Hubert-de-Riviere-du-Loup and Saint Honore-de-Temiscouata, QC
53/22	Tower Crane—Edmonton, Alberta
60/22	Modification of Terrace Control Zone (Replaces AIC 20/22)
66/22	Tower Crane—Edmonton, Alberta
67/22	Prairie and Northern Region (PNR) Region—Calgary (City/Bow River) AB (Heli) (CEL2)—Heliport Rehabilitation Work—September 2022 to October 2024
68/22	Construction at Kelowna International Airport (CYLW) June 2022 to March 2023 (Replaces AIP Canada Supplement 50/22)

74/22 Tower Crane—Kamloops, British Columbia

75/22 Fort McMurray/Mildred Lake Airspace Changes (Replaces AIC 28/22)

1/23 Multiple Cranes—Kitchener, Ontario

2/23 Multiple Tower Cranes—Dieppe, New Brunswick

3/23 Tower Cranes—Ottawa, Ontario (Replaces AIP Canada Supplement 72/22)

5/23 Terrace Airspace Changes (Replaces AIC 32/22)

9/23 Multiple Cranes—Kelowna, British Columbia

12/23 Tower Crane—British Columbia

13/23 Construction at Edmonton Intl Airport (CYEG) April 2023 to December 2023

15/23 2023 Summer Construction at CYVR: Taxiways L, L2, L4, and D3 Rehabilitation and Improvements

17/23 Mobile Crane—Kelowna, BC

19/23 Construction Activity at Inuvik (Mike Zubko), NT (CYEV) January 2022 – November 2027 (Replaces AIP Canada Supplement 78/22)

21/23 Multiple Cranes—Ottawa, Ontario (Replaces SUP 54/21)

26/23 Crane—Niagara Falls, Ontario

28/23 Flight Operations: Forest Spraying Abiti, Lac Saint-Jean, North Shore, Lower St. Lawrence, and Gaspesie

29/23 Mobile Cranes—Ottawa, Ontario

30/23 Nunavik Airports (Québec) Major Works – Summer/Fall 2023

31/23 Aerodrome Construction John C. Munro Hamilton international airport (CYHM) (Replaces AIP Canada Supplement 18/23)

32/23 Mobile crane—Drumheller, Alberta

33/23 Aerodrome Construction – CYWG Winnipeg Richardson International Airport

37/23 Tower crane—Halifax, NS

43/23 Multiple Ships Equipped with Crane—Victoria, BC

44/23 Tower Crane—Ottawa, Ontario

53/23 Cold Lake Airspace Changes (Replaces AIC 19/23)

54/23 2023 CYVR Construction Updates: Taxiway Name Change, Taxiway C runway Holding Position Reconfiguration

55/23 Tower Crane—Victoria, British Columbia

56/23 New Visual Flight Rules (VFR) Checkpoints and Arrival/Departure Routes Amendments at the Kitchener/Waterloo Airport (CYKF)

57/23 Cranes—Within 30 Nautical Miles of Calgary/YYC Calgary Intl Airport (Replaces AIP Canada Supplement 46/23)

58/23 Cranes—Within 30 Nautical Miles of Vancouver Intl Airport (Replaces AIP Canada Supplement 45/23)

59/23 Cranes—Within 30 Nautical Miles of Montreal/Pierre Elliott Trudeau Intl Airport (Replaces AIP Canada Supplement 48/23)

62/23 Mobile Crane—Ottawa, Ontario

63/23 Multiple Cranes—Dawson Creek, British Columbia

64/23 Tower Crane—Kitchener, Ontario

65/23 Crane—Winnipeg, MB

66/23	Multiple Cranes—Kelowna, British Columbia
67/23	Additional Changes to Taxiway Lighting and Procedures - Montreal/Pierre Elliott Trudeau Intl, QC (CYUL)
68/23	Inuvik (Mike Zubko), NT (CYEV) - Precision Approach Path Indicator (PAPI) Relocation
69/23	Two Low Frequency Antennas Matsqui, British Columbia (Replaces AIP Canada Supplement 5/22)
70/23	Mobile Cranes—Ottawa, Ontario
71/23	Multiple Cranes—Sydney, Nova Scotia
72/23	Cranes—Within 30 Nautical Miles of Toronto/Lester B. Pearson Intl Airport (Replaces AIP Canada Supplement 60/23)

The following *AIP Canada* Supplements have been cancelled:

83/20	Multiple Cranes—Kitchener, Ontario
5/22	Three Low Frequency Antennas—Matsqui, British Columbia (Replaces AIP Canada Supplement 59/21)
12/22	Crane—Victoria, British Columbia
64/22	Crane—Victoria, British Columbia
34/23	2023 Summer Construction at CYVR: Taxiway C Closure, Taxiway B Intersection Departures
35/23	Fireworks in Québec: June–July 2023
36/23	Aerodrome Construction – CYRC Chicoutimi/St-Honoré Airport (Replaces AIP Canada Supplement 11/23)
41/23	Ontario Region - High-Altitude Research Balloon Flights - Victor M. Power Airport (CYTS), Timmins - Ontario 1 August 2023 to 1 September 2023
42/23	Aerodrome Construction CYUL – Montréal / Pierre Elliott Trudeau Intl
49/23	Toronto/Lester B. Pearson International Airport, on (CYYZ) Construction Activities Summer/Fall 2023 (Replaces AIP Canada Supplement 20/23)
50/23	Aerodrome Construction – CYXC Cranbrook Canadian Rockies Intl
51/23	Aerodrome Construction – CYHZ Halifax Stanfield Intl
52/23	Aerodrome Construction – CYXE Saskatoon / John G. Diefenbaker INTL (Replaces AIP Canada Supplement 27/23)
60/23	Cranes—Within 30 Nautical Miles of Toronto/Lester B. Pearson Intl Airport (Replaces AIP Canada Supplement 47/23)

AIP CANADA SUPPLEMENT 72/23

CRANES—WITHIN 30 NAUTICAL MILES OF TORONTO/LESTER B. PEARSON INTL AIRPORT

(Replaces AIP Canada Supplement 60/23)

The following cranes will be erected within 30 nautical miles (NM) of Toronto/Lester B. Pearson Intl (CYYZ).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement* (CFS) and *Canada Water Aerodrome Supplement* (CWAS), and a list of the abbreviations of compass directions are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
316 feet	819 feet	Yes	No	302 feet	43° 40' 32.44" N 79° 33' 52.735" W	6,290 feet before threshold 24L and 5,840 feet SE extended runway centreline of CYYZ
169 feet	710 feet	Yes	No	181 feet	43° 41' 35.3" N 79° 34' 25" W	8,090 feet before displaced threshold 24R and 600 feet SE extended runway centreline of CYYZ
435 feet	1,004 feet	No	No	275 feet	43° 36' 33" N 79° 39' 17.9" W	4.2 NM SSW of CYYZ
526 feet	1,090 feet	Yes	No	306 feet	43° 36' 28.6508" N 79° 39' 20.601" W	4.2 NM SSW of CYYZ
820 feet	1,100 feet	No	No	243 feet	43° 38' 28.255" N 79° 23' 32.78" W	330 feet before threshold 26 and 3,800 feet N extended runway centreline of CYTZ.
513 feet	792 feet	No	No	128 feet	43º 38' 22" N 79º 24' 38" W	400 feet before threshold 08 and 4,750 feet N extended runway centreline of CYTZ
300 feet	586 feet	Yes	No	274 feet	43° 38' 40.1561" N 79° 23' 51.8382" W	600 feet beyond threshold 26 and 5,400 feet N runway centreline of CYTZ
386 feet	636 feet	Yes	No	223 feet	43° 38' 20" N 079° 23' 23" W	770 feet before threshold 26 and 2,790 feet N extended runway centreline of CYTZ
334 feet	611 feet	Yes	No	165 feet	43° 38' 31" N 79° 23' 55" W	1,100 feet beyond threshold 26 and 4,600 feet N extended runway centreline of CYTZ.
738 feet	1,014 feet	Yes	Yes	131 feet	43° 38' 43" N 79° 23' 29" W	1,100 feet before threshold 26 and 5,140 feet N extended runway centreline of CYTZ
778 feet	1,063 feet	No	No	206 feet	43º 38' 49.66" N 79º 23' 30.27" W	1,260 feet before threshold 26 and 5,840 feet N extended runway centreline of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
479 feet	851 feet	Yes	Yes	310 feet	43° 39' 51.6589" N 79° 24' 41.5858" W	1,720 feet beyond threshold 26 and 13,490 feet N runway centreline of CYTZ
925 feet	1,232 feet	Yes	No	304 feet	43° 39' 12.3376" N 79° 23' 21.4305" W	2,600 feet before threshold 26 and 7,740 feet N extended runway centreline of CYTZ
1,013 feet	1,235 feet	Yes	Yes	231 feet	43º 38' 43" N 79º 23' 05" W	2,770 feet before threshold 26 and 4,580 feet N of extended runway centreline of CYTZ
463 feet	845 feet	Yes	No	178 feet	43° 40' 21" N 79° 23' 42" W	3,390 feet before threshold 26 and 14,860 feet N extended runway centreline of CYTZ
332 feet	584 feet	Yes	Yes	376 feet	43° 38' 39" N 79° 22' 48" W	3,820 feet before threshold 26 and 3,790 feet N of extended runway centreline of CYTZ.
464 feet	860 feet	Yes	No	197 feet	43° 40' 05" N 079° 26' 23" W	4,330 feet before threshold 08 and 17,120 feet N of extended runway centreline of CYTZ
609 feet	979 feet	Yes	No	392 feet	43° 39' 32" N 79° 26' 08" W	4,370 feet before threshold 08 and 13,600 feet N of extended runway centreline of CYTZ
1,009 feet	1,265 feet	Yes	No	320 feet	43º 38' 44" N 79º 22' 40" W	4,540 feet before threshold 26 and 4,080 feet N of extended runway centreline of CYTZ
603 feet	986 feet	Yes	No	170 feet	43º 40' 20" N 79º 23' 25" W	4,540 feet before threshold 26 and 14,360 feet N of extended runway centreline of CYTZ.
789 feet	1,170 feet	Yes	Yes	277 feet	43° 40' 16" N 79° 23' 21" W	4,690 feet before threshold 26 and 13,890 feet N of extended runway centreline of CYTZ.
769 feet	1,121 feet	Yes	Yes	113 feet	43° 39' 54" N 79° 23' 08" W	4,870 feet before threshold 26 and 11,470 feet N extended runway centreline of CYTZ
321 feet	613 feet	Yes	No	197 feet	43º 39' 10.12" N 79º 22' 46.97" W	4,900 feet before threshold 26 and 6,750 feet N extended Runway centreline of CYTZ.
670 feet	1,011 feet	Yes	No	165 feet	43° 39' 45.7268" N 79° 23' 02.9398" W	4,960 feet before threshold 26 and 10,580 feet N extended runway centreline of CYTZ
1,199 feet	1,579 feet	Yes	No	185 feet	43° 40' 11.5065" N 79° 23' 13.1647" W	5,110 feet before threshold 26 and 13,310 feet N extended runway centreline of CYTZ
1,127 feet	1,440 feet	Yes	No	249 feet	43° 39' 32" N 79° 22' 53" W	5,200 feet before threshold 26 and 9,000 feet N extended runway centreline of CYTZ
591 feet	954 feet	Yes	No	230 feet	43° 39' 59.4490" N 79° 23' 05.0325" W	5,240 feet before threshold 26 and 11,880 feet N extended runway centreline of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
542 feet	836 feet	Yes	No	115 feet	43° 39' 22" N 79° 22' 38" W	5,910 feet before threshold 26 and 7,690 feet N extended runway centreline of CYTZ
728 feet	1,105 feet	Yes	No	49 feet	43° 40' 08.06" N 79° 23' 00.14" W	5,950 feet before threshold 26 and 12,600 feet N extended runway centreline of CYTZ
623 feet	904 feet	Yes	Yes	131 feet	43° 39' 07.269" N 79° 22' 30.088" W	5,980 feet before threshold 26 and 6,060 feet N extended runway centreline of CYTZ
665 feet	1,043 feet	No	No	98 feet	43° 40' 11" N 79° 22' 59" W	6,050 feet before threshold 26 and 12,890 feet N extended runway centreline of CYTZ
602 feet	896 feet	Yes	No	131 feet	43º 39' 20" N 79º 22' 35" W	6,060 feet before threshold 26 and 7,420 feet N extended runway centreline of CYTZ
303 feet	590 feet	Yes	Yes	222 feet	43° 39' 15.180" N 79° 22' 30.315" W	6,240 feet before threshold 26 and 6,820 feet N extended runway centreline of CYTZ
709 feet	993 feet	Yes	No	131 feet	43° 39' 12.7970" N 79° 22' 29.2254" W	6,250 feet before threshold 26 and 6,610 feet N extended runway centreline of CYTZ
334 feet	614 feet	Yes	No	98 feet	43° 39' 14" N 79° 22' 27" W	6,420 feet before threshold 26 and 6,660 feet N of extended runway centreline of CYTZ
344 feet	735 feet	Yes	No	377 feet	43° 40' 04" N 79° 26' 53" W	6,450 feet before threshold 08 and 17,740 feet N extended runway Centreline of CYTZ
618 feet	943 feet	Yes	No	164 feet	43° 39' 42.2669" N 79° 22' 37.1530" W	6,630 feet before threshold 26 and 9,580 feet N of extended runway centreline of CYTZ
681 feet	986 feet	Yes	No	98 feet	43° 39' 35" N 79° 22' 31" W	6,820 feet before threshold 26 and 8,770 feet N extended runway centreline of CYTZ
435 feet	686 feet	No	No	175 feet	43° 38' 40.823"N 79° 22' 04.035"W	6,940 feet before threshold 26 and 2,950 feet N extended runway centreline of CYTZ
376 feet	743 feet	Yes	No	82 feet	43° 39' 18" N 79° 26' 40" W	7,050 feet before threshold 08 and 13,010 feet N extended runway centreline of CYTZ
364 feet	616 feet	Yes	No	174 feet	43° 38' 41" N 79° 21' 58" W	7,360 feet before threshold 26 and 2,800 feet N extended centreline of CYTZ
582 feet	843 feet	Yes	Yes	102 feet	43° 39' 03" N 79° 22' 03" W	7,730 feet before threshold 26 and 5,040 feet N of extended runway centreline of CYTZ.
425 feet	694 feet	No	No	166 feet	43º 39' 08.56" N 79º 21' 57.48" W	8,340 feet before threshold 26 and 5,470 feet N of extended runway centreline of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
775 feet	1,153 feet	No	No	200 feet	43° 40' 18" N 79° 22' 33" W	8,090 feet before threshold 26 and 12,950 feet N extended runway centreline of CYTZ.
429 feet	682 feet	No	No	253 feet	43° 38' 58" N 79° 21' 40" W	9,160 feet before threshold 26 and 4,010 feet N of extended runway centreline of CYTZ
364 feet	665 feet	No	No	295 feet	43° 39' 41" N 79° 21' 58" W	9,310 feet before threshold 26 and 8,570 feet N of extended runway centreline of CYTZ
355 feet	617 feet	No	No	226 feet	43° 39' 12.53" N 79° 21' 35.625" W	9,930 feet before threshold 26 and 5,360 feet N extended runway centreline of CYTZ
412 feet	702 feet	Yes	No	197 feet	43° 39' 43" N 79° 21' 38" W	10,770 feet before threshold 26 and 8,290 feet N Extended runway centreline of CYTZ
493 feet	766 feet	Yes	No	140 feet	43° 39' 38.05" N 79° 21' 22.79" W	11,650 feet before threshold 26 and 7,450 feet N extended runway centreline of CYTZ
231 feet	884 feet	Yes	No	226 feet	43° 45' 07" N 079° 27' 59" W	720 feet beyond threshold 15 and 1,950 feet NE of extended runway centreline CYZD
389 feet	985 feet	Yes	Yes	239 feet	43° 51' 03.1" N 79° 19' 22.255" W	4.3 NM WSW of CPH7
146 feet	781 feet	Yes	No	416 feet	43° 51' 30" N 79° 21' 28" W	6 NM W of CPH7
72 feet	732 feet	No	No	925 feet	43° 52' 10.81" N 79° 22' 44.63" W	6 NM W of CPH7
378 feet	1,054 feet	Yes	No	148 feet	43° 39' 38” N 79° 44' 18” W	3.5 NM W of CPA5
706 feet	1,228 feet	Yes	No	325 feet	43° 35' 17.265" N 79° 39' 01.11" W	3.9 NM S of CPA5
559 feet	1,079 feet	No	No	323 feet	43° 35' 14" N 79° 39' 02" W	3.9 NM S of CPA5
784 feet	1,296 feet	Yes	No	225 feet	43° 34’ 58” N 79° 38’ 48” W	4.2 NM S of CPA5
408 feet	722 feet	Yes	Yes	250 feet	43° 15' 24" N 79° 52' 01.8" W	3,825 feet WSW of CPK3
432 feet	757 feet	Yes	No	128 feet	43° 15' 16" N 79° 52' 11" W	4,821 feet WSW of CPK3
445 feet	807 feet	Yes	Yes	197 feet	43° 37' 11" N 79° 31' 18" W	1.83 NM E of CPY5

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
308 feet	622 feet	No	No	148 feet	43° 37' 24" N 79° 30' 54" W	2.1 NM E of CPY5
360 feet	727 feet	Yes	No	222 feet	43° 34' 55" N 079° 36' 48" W	3.1 NM SW CPY5
360 feet	652 feet	Yes	No	200 feet	43° 37' 26.1493" N 79° 29' 20.3883" W	3.3 NM E of CPY5
418 feet	860 feet	Yes	No	138 feet	43° 35' 17" N 79° 37' 36" W	3.3 NM WSW of CPY5
565 feet	1,024 feet	Yes	No	254 feet	43° 35' 23.0027" N 79° 37' 55.1219" W	3.4 NM WSW of CPY5
637 feet	1,093 feet	Yes	No	151 feet	43° 35' 25" N 79° 37' 52" W	3.4 NM WSW of CPY5
474 feet	864 feet	Yes	No	300 feet	43° 39' 40.695" N 79° 30' 42.060" W	3.5 NM NE of CPY5
613 feet	1,079 feet	No	No	148 feet	43° 35' 29.02" N 79° 38' 04.32" W	3.5 NM WSW of CPY5
736 feet	1,240 feet	Yes	No	388 feet	43° 35' 26" N 79° 38' 24" W	3.7 NM WSW of CPY5
304 feet	576 feet	Yes	No	138 feet	43° 33' 22" N 79° 35' 07" W	3.8 NM SSW of CPY5
588 feet	939 feet	Yes	No	190 feet	43° 38' 57" N 79° 29' 08" W	3.9 NM ENE of CPY5
617 feet	1,027 feet	Yes	No	159 feet	43° 43' 11.3815" N 79° 20' 58.4440" W	1.19 NM ESE of CNY8
518 feet	940 feet	Yes	No	416 feet	43° 43' 14" N 079° 20' 41" W	1.39 NM ESE of CNY8
429 feet	846 feet	No	No	406 feet	43° 43' 01" N 79° 19' 58" W	1.93 NM ESE of CNY8
485 feet	1,056 feet	Yes	No	135 feet	43° 46' 26.5" N 79° 19' 57.6" W	3.7 NM NE of CNY8
431 feet	858 feet	No	No	156 feet	43° 41' 14" N 79° 18' 07" W	3.8 NM SE of CNY8
567 feet	995 feet	Yes	No	261 feet	43° 41' 18" N 79° 17' 50" W	4 NM SE of CNY8
496 feet	1,087 feet	No	No	371 feet	43° 46' 43" N 79° 18' 37" W	4.5 NM NE of CNY8
366 feet	969 feet	No	No	246 feet	43° 47' 41" N 79° 19' 37" W	4.9 NM NE of CNY8
411 feet	976 feet	Yes	No	285 feet	43° 46' 38.25" N 79° 17' 03.35" W	5 NM ENE of CNY8
538 feet	1,071 feet	Yes	No	471 feet	43° 33' 37" N 079° 42' 25" W	1,374 feet W CPK6

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
370 feet	1,055 feet	Yes	No	328 feet	43° 54' 14" N 79° 15' 57" W	1.91 NM NW of CPH7
457 feet	1,069 feet	Yes	No	288 feet	43° 46' 05" N 79° 39' 24" W	4.4 NM SSE of CPC4
200 feet	889 feet	No	No	574 feet	43° 44' 42" N 79° 43' 05" W	5 NM SSW of CPC4
200 feet	882 feet	No	No	561 feet	43° 44' 38" N 79° 42' 59" W	5 NM SSW of CPC4
284 feet	875 feet	Yes	No	318 feet	43° 29' 41" N 79° 43' 39" W	3.2 NM NE of CTM9
235 feet	1,032 feet	Yes	No	390 feet	43° 40' 08" N 79° 49' 43" W	4.8 NM E of CNZ6

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
588 feet	953 feet	No	No	320 feet	43° 39' 32" N 79° 26' 12" W	4,650 feet before threshold 08 and 13,700 feet N extended runway centreline of CYTZ
660 feet	912 feet	Yes	No	164 feet	43° 38' 56" N 79° 21' 39" W	9,170 feet before threshold 26 and 3,800 feet N extended runway centreline of CYTZ
344 feet	721 feet	Yes	No	171 feet	43° 08' 05" N 79° 08' 29" W	6 NM W of CPE2
474 feet	742 feet	No	No	98 feet	43° 39' 08" N 79° 21' 55" W	8,450 feet before threshold 26 and 5,330 feet N extended runway centreline of CYTZ
405 feet	707 feet	Yes	No	239 feet	43° 38' 22" N 79° 25' 37" W	4,500 feet before threshold 08 and 6,150 feet N extended runway centreline of CYTZ
510 feet	1,143 feet	Yes	No	148 feet	43° 46' 46" N 79° 24' 47" W	1,580 feet beyond threshold 15 and 19,210 feet NE runway centreline of CYZD

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight. Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

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Appendix

Aerodrome Location Indicators and Names

CNW8	Toronto (Hosp for Sick Children) (Heli)
CNY8	Toronto (Sunnybrook Medical Ctr) (Heli)
CNZ6	Georgetown (Georgetown and District Hosp) (Heli)
CPA5	Toronto/Tarten (Heli)
CPH7	Toronto/Markham Stouffville (Heli)
CPK3	Hamilton (Gen Hosp) (Heli)
CPK6	Toronto (Mississauga Credit Valley Hosp) (Heli)
CPY5	Toronto/Wilson's (Heli)
CPZ9	Toronto/ Billy Bishop Toronto City Airport (Water Aerodrome)
CTM4	Toronto (St. Michael's Hosp) (Heli)
CYKZ	Toronto/Buttonville Muni
CYTZ	Toronto/Billy Bishop Toronto City Airport
CYYZ	Toronto/Lester B. Pearson Intl
CYZD	Toronto/Downsview

Abbreviations of Compass Directions

N	north	**S**	south
NNE	north northeast	**SSW**	south southwest
NE	northeast	**SW**	southwest
ENE	east northeast	**WSW**	west southwest
E	east	**W**	west
ESE	east southeast	**WNW**	west northwest
SE	southeast	**NW**	northwest
SSE	south southeast	**NNW**	north northwest

AIP CANADA SUPPLEMENT 71/23

MULTIPLE CRANES—SYDNEY, NOVA SCOTIA

Multiple cranes will be erected in Sydney, Nova Scotia. The maximum height is 266 feet above ground level (AGL) or 463 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 440-foot radius centred at the following coordinates:

46° 06' 42" N 060° 10' 32" W

Multiple cranes are approximately 625 feet north northeast (NNE) of Sydney (Cape Breton Regional Hosp) (CSY9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 70/23

MOBILE CRANES—OTTAWA, ONTARIO

Mobile cranes will be erected in Ottawa, Ontario. The maximum height is 165 feet above ground level (AGL) or 542 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 307-foot radius centered at the following coordinates:

45° 19’ 40.95” N 75° 40’ 38.15” W

The mobile crane(s) are approximately 1,640 feet beyond Threshold 14 and 1,670 feet northeast (NE) of runway centre line of Ottawa MacDonald-Cartier International Airport (CYOW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 69/23

TWO LOW FREQUENCY ANTENNAS MATSQUI, BRITISH COLUMBIA

(Replaces AIP Canada Supplement 5/22)

Two low frequency antennas, at 500 feet and 450 feet above ground level (AGL), will be located in Matsqui, British Columbia until August 2024. The maximum height is 500 feet AGL or 530 feet above sea level (ASL). The structures will be painted, but not lighted. The antennas are located within a 500-foot radius, centred at the following coordinates:

49° 06' 19.0" N 122° 14' 36.0" W

NOT FOR NAVIGATION

For further information, please contact:

Officer in Charge Detachment Matsqui
Currently CPO2 L.C. Sheffield

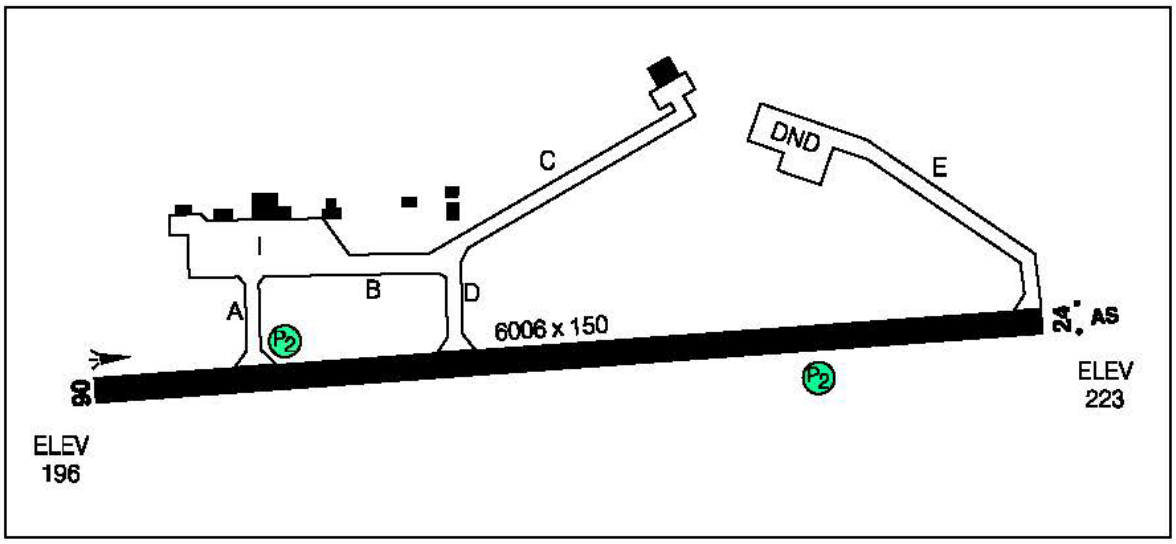
Tel.: 604-814-6110
Cellular: 236-464-3652
E-mail: leonard.sheffield@forces.gc.ca.

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 68/23

INUVIK (MIKE ZUBKO), NT (CYEV)
PRECISION APPROACH PATH INDICATOR (PAPI) RELOCATION

On 05 October 2023, the location of the precision approach path indicator (PAPI) lighting systems for both Rwy 06 and 24 was relocated. The Rwy 06 PAPI will be moved to the north side of Rwy 06/24, abeam its previous location. The Rwy 24 PAPI will be moved to a location east of its previous position.



The appropriate aeronautical publications will be amended for 21 March 2024.

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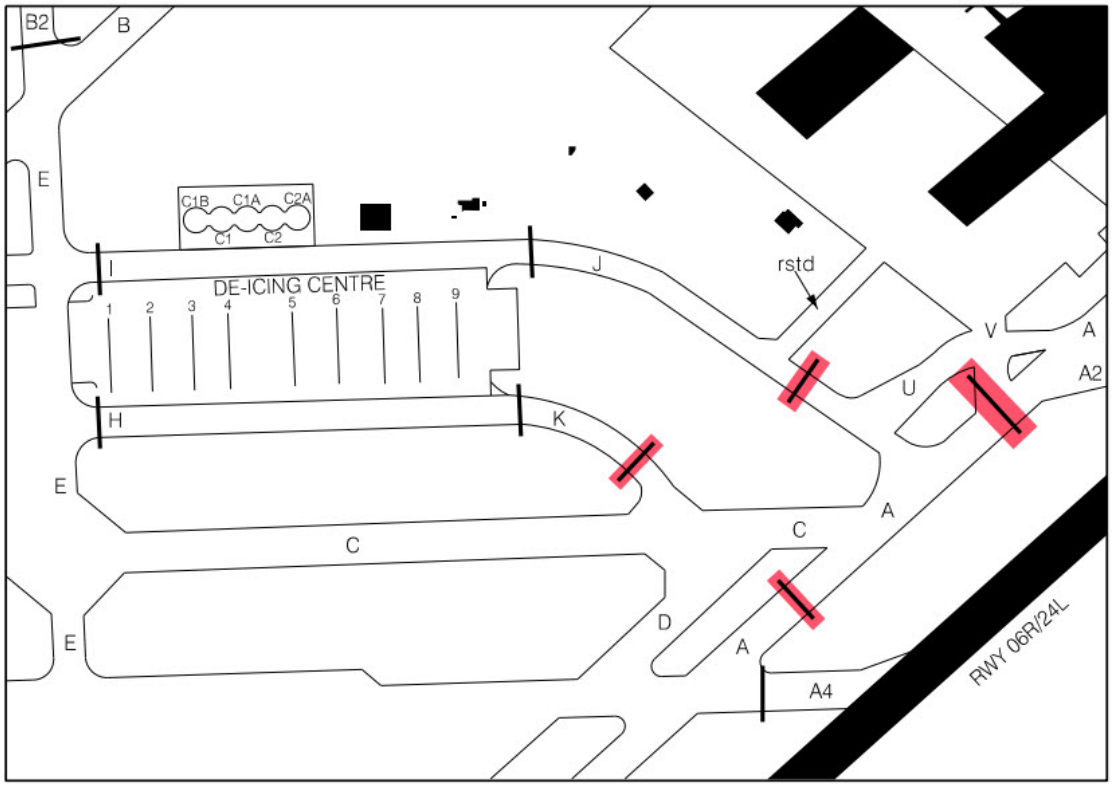
AIP CANADA SUPPLEMENT 67/23

ADDITIONAL CHANGES TO TAXIWAY LIGHTING AND PROCEDURES – MONTREAL/PIERRE ELLIOTT TRUDEAU INTL, QC (CYUL)

Effective 0901z on 30 November 2023, several taxiways at Montreal/Pierre Elliott Trudeau Intl airport (CYUL) have been redesignated, in association with the permanent conversion of RWY 10/28 into a taxiway.

Additional changes to certain taxiway procedures and lighting systems will come into force **0901z on 30 November 2023** but will not be reflected in aeronautical publications until the **25 January 2024** cycle. These additional changes are as follows:

1. Four mandatory stop lines, previously associated with RWY 10/28, are removed:
   - On Taxiway K, north of Taxiway C (formerly RWY 10/28)
   - On Taxiway J, west of Taxiway U (formerly Taxiway JC)
   - On Taxiway A, abeam Taxiway V (formerly Taxiway AC)
   - On Taxiway A, south of Taxiway C (formerly RWY 10/28)



1. Runway Guard Lights are removed from Taxiways D, E, and J.
2. The wind direction indicator located southwest of the intersection of Taxiway D and Taxiway C (formerly RWY 10/28) is removed.
3. De-icing Procedures, item #7: When exiting the de-icing pad via Taxiway J, aircraft must contact Ground Control holding short of **Taxiway U** (formerly Taxiway JC).

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AIP CANADA SUPPLEMENT 66/23

MULTIPLE CRANES—KELOWNA, BRITISH COLUMBIA

Multiple cranes will be erected in Kelowna, British Columbia. The maximum height is 417 feet above ground level (AGL) or 1,546 feet above sea level (ASL). The structures will not be lighted or painted.

The cranes will be located within a 332-foot radius centred at the following coordinates:

49° 50' 40.58" N 119° 29' 24.45" W

The cranes are approximately 1.7 nautical miles (NM) south (S) of Kelowna (GEN HOSP) (HELI) (CKH9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 65/23

CRANE—WINNIPEG, MANITOBA

A crane will be erected in Winnipeg, Manitoba. The maximum height is 79 feet above ground level (AGL) or 869 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within an 80-foot radius centred at the following coordinates:

49° 54' 01" N 97° 15' 32" W

The crane is approximately 1,280 feet beyond threshold 36 and 4,240 feet west runway centerline of Winnipeg James Armstrong Richardson International Airport (CYWG). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 64/23

TOWER CRANE—KITCHENER, ONTARIO

A tower crane will be erected in Kitchener, Ontario. The maximum height is 312 feet above ground level (AGL) or 1,360 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within a 164-foot radius centred at the following coordinates:

43° 25' 32.33" N 80° 25' 28.18" W

The tower crane is approximately 2.9 nautical miles (NM) southwest (SW) of Kitchener / Waterloo Airport (CYKF). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 63/23

MULTIPLE CRANES—DAWSON CREEK, BRITISH COLUMBIA

Multiple cranes will be erected in Dawson Creek, British Columbia. The maximum height is 202 feet above ground level (AGL) or 2,350 feet above sea level (ASL). The structure(s) will be lighted and painted.

The cranes will be located within a 365-foot radius centred at the following coordinates:

55° 44' 51.765" N 120° 13' 56.89" W

The cranes are approximately 1.7 nautical miles (NM) west northwest (WNW) of Dawson Creek (CYDQ). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 62/23

MOBILE CRANE—OTTAWA, ONTARIO

A mobile crane will be erected in Ottawa, Ontario. The maximum height is 176 feet above ground level (AGL) or 513 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within a 350-foot radius centred at the following coordinates:

45° 18' 29.75" N 75° 35' 17.62" W

The mobile crane is approximately 3.4 nautical miles (NM) east southeast (ESE) of Ottawa MacDonald-Cartier INTL Airport (CYOW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 59/23

CRANES—WITHIN 30 NAUTICAL MILES OF MONTREAL/PIERRE ELLIOTT TRUDEAU INTL AIRPORT

(Replaces AIP Canada Supplement 48/23)

The following cranes will be erected within 30 nautical miles (NM) of Montreal/Pierre Elliott Trudeau Intl (CYUL).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement* (CFS) and *Canada Water Aerodrome Supplement* (CWAS), and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
134 feet	232 feet	Yes	No	245 feet	45° 27' 26" N 73° 44' 58" W	1,510 feet before threshold 06R and 1,410 feet NW extended runway centreline of CYUL
61 feet	159 feet	Yes	No	92 feet	45° 27' 12" N 73° 44' 58" W	2,560 feet before threshold 06R and 450 feet NW of runway extended centerline of CYUL
198 feet	315 feet	Yes	Yes	353 feet	45° 29' 07" N 73° 45' 15" W	2,620 feet beyond threshold 24R and 3,930 feet NW of extended runway centreline of CYUL
131 feet	233 feet	Yes	No	480 feet	45° 28' 46" N 73° 45' 35" W	1.0 NM NW of CYUL
180 feet	430 feet	Yes	No	557 feet	45° 41' 04" N 74° 01' 44" W	2,350 feet beyond threshold 06 and 4,910 feet NW extended runway centreline of CYMX
180 feet	423 feet	Yes	No	675 feet	45° 41' 40" N 74° 00' 56" W	4,660 feet beyond threshold 24 and 5,070 feet NW extended runway centreline of CYMX
200 feet	443 feet	Yes	No	659 feet	45° 41' 33" N 74° 01' 06" W	5,670 feet beyond threshold 24 and 5,070 feet NW of runway centreline of CYMX
150 feet	244 feet	Yes	No	251 feet	45° 30' 48.4" N 73° 26' 05.0" W	2,090 feet before threshold 10 and 810 feet N of extended runway centreline CYHU

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
150 feet	232 feet	No	No	350 feet	45° 30' 39" N 73° 24' 36" W	720 feet beyond threshold 06R and 1,500 feet SE of extended runway centreline CYHU

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

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Appendix

Aerodrome Location Indicators and Names

CSW5	Montréal (Bell) QC (Heli)
CYHU	Montréal/St-Hubert
CYMX	Montreal Intl (Mirabel)
CYUL	Montréal/Pierre Elliott Trudeau Intl

Abbreviations of Compass Directions

N	north	**S**	south
NNE	north northeast	**SSW**	south southwest
NE	northeast	**SW**	southwest
ENE	east northeast	**WSW**	west southwest
E	east	**W**	west
ESE	east southeast	**WNW**	west northwest
SE	southeast	**NW**	northwest
SSE	south southeast	**NNW**	north northwest

AIP CANADA SUPPLEMENT 58/23

CRANES—WITHIN 30 NAUTICAL MILES OF VANCOUVER INTL AIRPORT

(Replaces AIP Canada Supplement 45/23)

The following cranes will be erected within 30 nautical miles (NM) of Vancouver Intl Airport (CYVR).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement* (CFS) and *Canada Water Aerodrome Supplement* (CWAS), and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
171 feet	174 feet	Yes	Yes	452 feet	49° 10' 34" N 123° 08' 32" W	4,820 feet before threshold 26L and 2,340 feet S extended runway centreline of CYVR
273 feet	280 feet	Yes	Yes	663 feet	49° 09' 56" N 123° 08' 25"W	5,940 feet before threshold 26L and 6,050 feet S extended runway centreline of CYVR
245 feet	250 feet	Yes	No	295 feet	49° 11' 21" N 123° 07' 52" W	6,610 feet before threshold 26L and 2,820 feet N extended runway centreline of CYVR
499 feet	752 feet	Yes	No	1,000 feet	49° 13' 54" N 123°07' 09" W	7,670 feet before threshold 26R and 12,880 feet N extended runway centreline of CYVR
405 feet	452 feet	Yes	No	345 feet	49° 12' 32" N 123° 07' 05" W	9,360 feet before threshold 26R and 4,730 feet N extended runway centreline of CYVR
634 feet	770 feet	Yes	No	203 feet	49° 15' 50" N 123° 08' 18" W	4.5 NM N of CYVR
489 feet	501 feet	Yes	No	547 feet	49° 16' 26" N 123° 08' 38" W	5 NM N of CYVR
646 feet	647 feet	Yes	No	2,250 feet	49° 12' 29.3659" N 122° 53' 27.7638" W	1.12 NM SSE of CNW9
683 feet	683 feet	Yes	No	487 feet	49° 12' 05" N 122° 54' 30" W	1.64 NM S of CNW9
377 feet	713 feet	Yes	No	163 feet	49° 15' 31.428" N 122° 53' 28.068" W	1.9 NM NNW of CNW9
374 feet	682 feet	Yes	Yes	220 feet	49° 15' 51.49" N 122° 53' 24.36" W	2.3 NM NNW of CNW9

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
680 feet	978 feet	No	No	404 feet	49° 12' 35.05" N 122° 56' 56.9" W	2.5 NM SW of CNW9
230 feet	913 feet	Yes	No	1,519 feet	49° 16' 12" N 122° 55' 36" W	2.9 NM NW of CNW9
313 feet	746 feet	Yes	No	420 feet	49° 13' 35" N 122° 59' 44" W	4.1 NM WSW of CNW9
330 feet	330 feet	Yes	No	1,450 feet	49° 17' 24" N 122° 57' 13" W	4.5 NM NW of CNW9
520 feet	945 feet	No	Yes	312 feet	49° 13' 29.47" N 123° 00' 35.75" W	4.6 NM WSW of CNW9
501 feet	903 feet	Yes	No	195 feet	49° 13' 59" N 123° 00' 34" W	4.6 NM W of CNW9
240 feet	259 feet	Yes	Yes	200 feet	49° 17' 21.316" N 123° 03' 43.611" W	1.7 NM ENE of CBC7
929 feet	994 feet	Yes	No	408 feet	49° 15' 56.3004" N 123° 00' 47.5310" W	3.9 NM E of CBC7
667 feet	828 feet	Yes	No	317 feet	49° 16' 08" N 123° 00' 09" W	4.2 NM E of CBC7
622 feet	685 feet	Yes	Yes	165 feet	49° 17' 13.686" N 123° 07' 13.0044" W	3,382 feet SSW CYHC
276 feet	284 feet	No	Yes	732 feet	49° 18' 58.8201" N 123° 06' 39.5300" W	1.32 NM NNW of CYHC
144 feet	178 feet	Yes	No	220 feet	49° 06' 12" N 122° 39' 44" W	6,810 feet before displaced threshold 07 and 50 feet S extended runway centreline of CYNJ
565 feet	826 feet	Yes	No	298 feet	49° 10' 52.36" N 122° 50' 32.65" W	1,926 feet N of CVS3
466 feet	777 feet	Yes	Yes	186 feet	49° 11' 32.02" N 122° 50' 29.92" W	0.98 NM NNW of CVS3
444 feet	713 feet	Yes	No	285 feet	49° 11' 53" N 122° 50' 35" W	1.33 NM NNW of CVS3
575 feet	668 feet	Yes	No	325 feet	49° 09' 28.875" N 122° 39' 56.4825" W	3.5 NM SE of CAJ8

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
474 feet	700 feet	Yes	No	248 feet	49° 10' 41" N 122° 50' 40" W	798 feet NNW of CVS3
503 feet	604 feet	Yes	No	131 feet	49° 16' 41" N 123° 07' 44" W	5,977 feet NNW of CBK4

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

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Appendix

Aerodrome Location Indicators and Names

CAM9	Vancouver Intl (Water Aerodrome)
CBC7	Vancouver/Harbour (Public) (Heli)
CBK4	Vancouver (Gen Hosp) (Heli)
CNW9	Vancouver/New Westminster (Royal Columbian Hosp) (Heli)
CVS3	Vancouver (Surrey Memorial Hosp) (Heli)
CYHC	Vancouver Harbour (Water Aerodrome)
CYNJ	Langley Regional BC
CYVR	Vancouver Intl

Abbreviations of Compass Directions

N	north	**S**	south
NNE	north northeast	**SSW**	south southwest
NE	northeast	**SW**	southwest
ENE	east northeast	**WSW**	west southwest
E	east	**W**	west
ESE	east southeast	**WNW**	west northwest
SE	southeast	**NW**	northwest
SSE	south southeast	**NNW**	north northwest

AIP CANADA SUPPLEMENT 57/23

CRANES—WITHIN 30 NAUTICAL MILES OF CALGARY/YYC CALGARY INTL AIRPORT

(Replaces AIP Canada Supplement 46/23)

The following cranes will be erected within 30 nautical miles (NM) of Calgary/YYC Calgary Intl (CYYC).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement* (CFS) and *Canada Water Aerodrome Supplement* (CWAS), and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
80 feet	3,655 feet	No	No	864 feet	51º 09' 35" N 114º 00' 08" W	4,060 feet before threshold 17L and 2,740 feet W extended runway centreline of CYYC
138 feet	3,677 feet	No	No	100 feet	51° 09' 04" N 114° 01' 44" W	7,210 feet before threshold 17R and 1,740 feet W extended runway centreline of CYYC
180 feet	3,642 feet	Yes	Yes	246 feet	51º 03' 06" N 114º 02' 15" W	4.4 NM S of CYYC
503 feet	3,931 feet	Yes	No	229 feet	51° 02' 49" N 114° 03' 54" W	4.9 NM S of CYYC
702 feet	4,137 feet	Yes	No	197 feet	51º 02' 32.05" N 114º 04' 18.67" W	2.8 NM ESE of CMT3
367 feet	3,812 feet	Yes	No	202 feet	51º 02' 20.44" N 114º 04' 20.91" W	2.8 NM ESE of CMT3

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

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Appendix

Aerodrome Location Indicators and Names

CEP2	Calgary (Bow Crow) AB (Heli)
CMT3	Calgary (Foothills Hosp McCaig Tower) (Heli)
CYYC	Calgary/YYC Calgary Intl

Abbreviations of Compass Directions

N	north	**S**	south
NNE	north northeast	**SSW**	south southwest
NE	northeast	**SW**	southwest
ENE	east northeast	**WSW**	west southwest
E	east	**W**	west
ESE	east southeast	**WNW**	west northwest
SE	southeast	**NW**	northwest
SSE	south southeast	**NNW**	north northwest

AIP CANADA SUPPLEMENT 56/23

NEW VISUAL FLIGHT RULES (VFR) CHECKPOINTS AND ARRIVAL/DEPARTURE ROUTES AMENDMENTS AT THE KITCHENER/WATERLOO AIRPORT (CYKF)

Amendments have been made to the Kitchener/Waterloo Airport (CYKF) VFR Terminal Procedures Chart (VTPC) to increase safety for arriving and departing aircraft. Pilots arriving at, or departing from, the CYKF Airport are expected to follow the published VFR routes, unless alternative instructions are provided. Pilots must remain VFR at all times.

New VFR checkpoints and arrival/departure routes for the CYKF control zone have been created. To the North, checkpoint AUTOMALL has been created to add an additional entry route, replacing HWY 7/HWY 6. To the South, a new checkpoint DUMFRIES has been created replacing HWY 8/HWY 401.

The Canada Flight Supplement (CFS) VTPCs and the VFR terminal area charts (VTAs) will be amended accordingly. A new chart detailing the new arrival/departure routes will also be added to the CFS (see chart in Figure 1 and Table 1). The text in the CFS, “PROCEDURES (PRO)” section will be modified with the following additions:

VFR ARR/DEP ROUTES – ARRIVALS

NOT BELOW 2600 ASL until advised by ATC. Follow route as depicted then join circuit as per Tower clearance.

- Dumfries: From the West remain south of Hwy 401 until passing the Dumfries flyover. Then follow route inbound. **Not BELOW 2600 FT ASL**
- Maryhill: follow route inbound. Pass one mile west of Maryhill. **Not BELOW 2600 FT ASL**
- Sunrise: Proceed to the Sunrise Centre then follow route inbound. **Not BELOW 2600 FT ASL**

VFR ARR/DEP ROUTES – DEPARTURES

Follow route as depicted on VTPC.

- St. Jacobs: Follow route to St. Jacobs.
- Conestoga: follow route to Conestoga College. Remain North of HWY 401 until clear of the Control Zone.
- AutoMall: follow route to AutoMall.
- Puslinch: follow route to the HWY 401/Puslinch Lake. Remain North of HWY 401 until clear of CZ.

All VFR aircraft should anticipate arrival and departure instructions from air traffic control (ATC).

These changes will take effect on 2 November 2023.

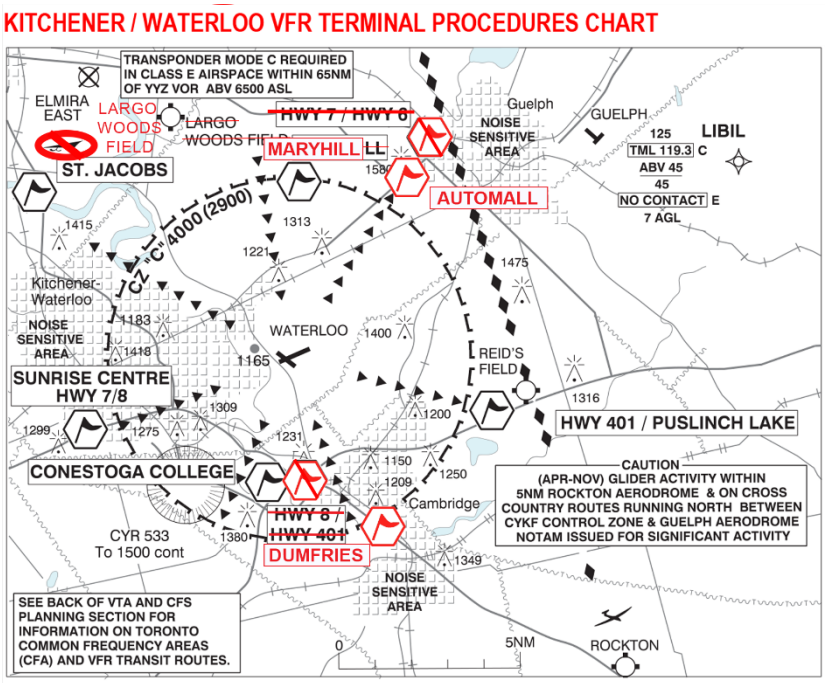

Figure 1: Kitchener/Waterloo Airport (CYKF) VFR Terminal Procedures Chart (NOT SUITABLE FOR NAVIGATION)

Table 1: VFR Reporting Points

Location	IDENT	Latitude/Longitude
Conestoga College	**VCCOL**	**N 43° 23' 22" W 080° 24' 38"**
AUTOMALL	**VCHWE**	**N 43° 32' 12" W 080° 19' 02"**
DUMFRIES	**VCAYT**	**N 43° 23' 12" W 080° 20' 15"**
HWY 401 / PUSLINCH LAKE	VCFOR	N 43° 26' 00" W 080° 16' 00"
Maryhill	VCMYH	N 43° 32' 04" W 080° 23' 27"
ST. JACOB'S	VCJCB	N 43° 32' 00" W 080° 33' 00"
Sunrise Centre HWY7/8	VCSRS	N 43° 25' 01" W 080° 31' 02"

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AIP CANADA SUPPLEMENT 55/23

TOWER CRANE—VICTORIA, BRITISH COLUMBIA

A Tower Crane will be erected in Victoria, British Columbia. The maximum height is 242 feet above ground level (AGL) or 265 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The crane will be located within a 154 foot radius centred at the following coordinates:

48° 25' 17.7414" N 123° 21' 57.1421" W

The Tower Crane is approximately 0.9 nautical miles (NM) east (E) of VICTORIA HARBOUR (WATER) (CYWH). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 54/23

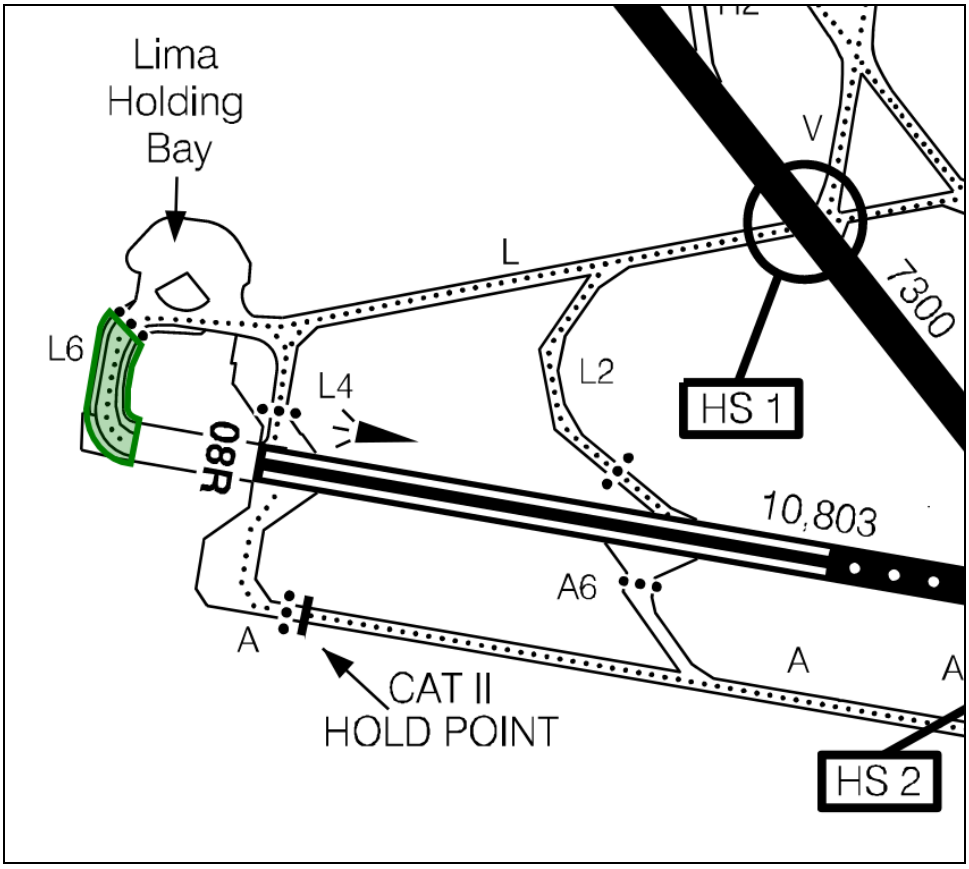
2023 CYVR CONSTRUCTION UPDATES: TAXIWAY NAME CHANGE, TAXIWAY C RUNWAY HOLDING POSITION RECONFIGURATION

Taxiway Name Change: Taxiway L6

Formerly, the entire stretch of taxiway connecting Runway 08R to the rest of YVR's taxiway and apron network was called Taxiway L. This included both the East-West straight segment and North-South curved segment intersecting with Runway 08R (for reference, please see AIP Supplement 34/23).

For consistency with YVR's other entry/exit taxiways, the north-south segment of Taxiway L (south of the runway holding position) that intersects Runway 08R has be renamed to Taxiway L6. Once construction is completed (Fall 2023) and the surface is returned to service, the physical changes supporting the name change will take effect (markings, signage).

This name change has already taken effect in the August 10th CAP and CFS publications. The taxi chart, and low-visibility taxi charts have been updated to reflect this name change.



Taxiway C Runway Holding Position Reconfiguration

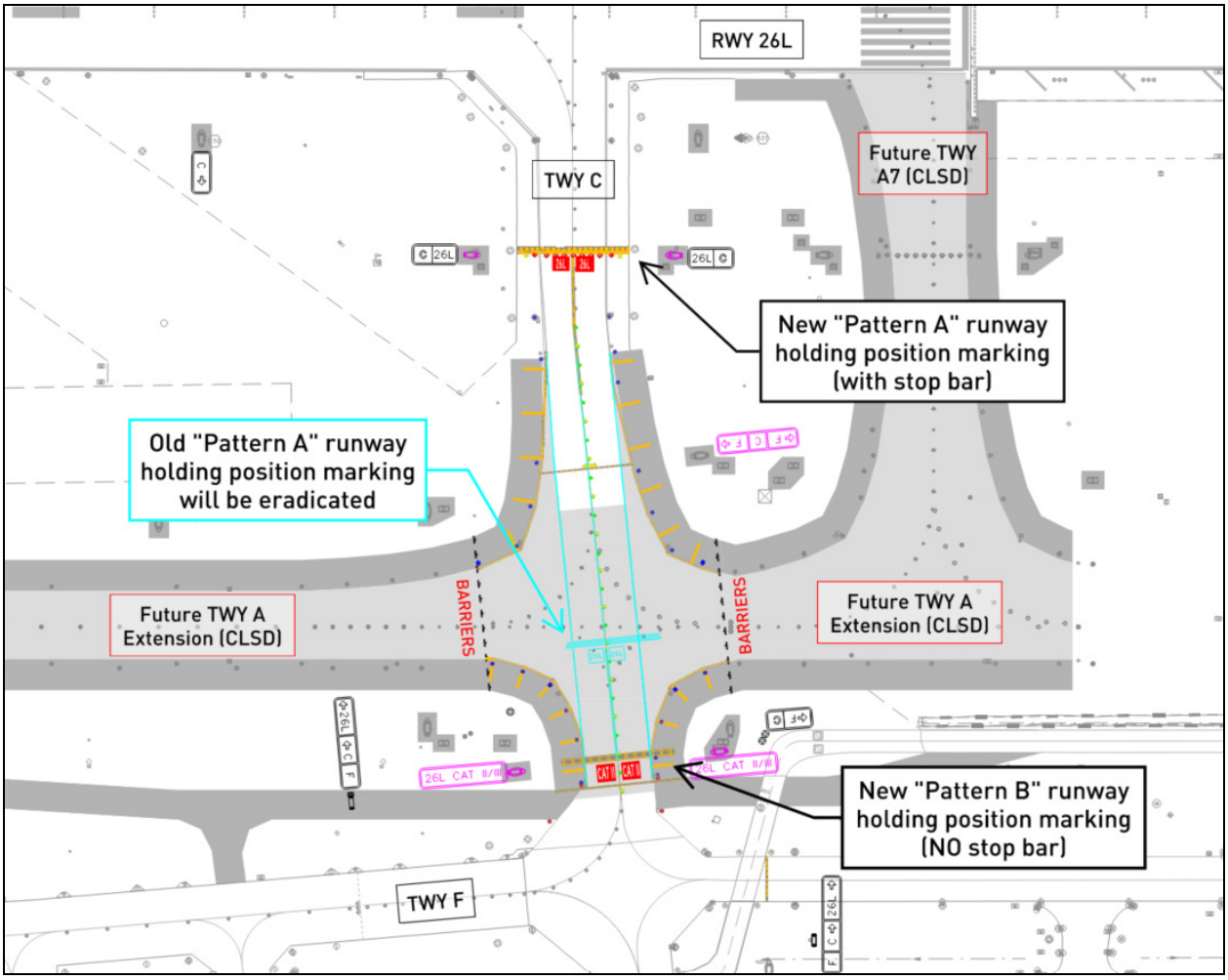
Formerly, Taxiway C featured a singular “Pattern A” runway holding position which was displaced 220m from the centreline of Runway 08R/26L due to the ILS critical area.

When Taxiway C is returned to service this fall, a new runway holding position configuration will be introduced. The new configuration will include both a standard “Pattern A” runway holding position (90m from runway centreline) and a CAT II/III “Pattern B” runway holding position (265m from runway centreline). The old markings will be eradicated.

ATC will instruct aircraft to hold at the “Pattern B” runway holding position when CAT II/III operations are in effect to protect the ILS critical area. When the ILS critical area does not need to be protected, aircraft will be instructed to hold at the standard “Pattern A” runway holding position closer to the runway. The stop bar will be located at the “Pattern A” marking – there will be no stop bar present at the “Pattern B” marking.

Future Taxiway A7, Taxiway A Extension

CYVR is in the process of constructing a new taxiway, A7, for entry onto Runway 26L. Taxiway A is also currently being extended to intersect with Taxiway C. These 2 new surfaces will not be completed until 2025. Barriers will be placed east and west of Taxiway C (when returned to service in Fall 2023) to delineate the closed construction areas.



Details of any procedure or level of service changes implemented due to these changes will be promulgated via NOTAM, publication amendment, or both.

Further Information

For questions about this change, contact YVR Airport Operations (Tel.: 604-207-7022).

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 53/23

COLD LAKE AIRSPACE CHANGES

(Replaces AIC 19/23)

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the airspace requirements within the Cold Lake Military Terminal Control Area (MTCA).

The study concluded that the Cold Lake MTCA should be modified by changing the Class E airspace from 8,000 feet above sea level (ASL) to 12,500 feet ASL to Class D airspace.

The Cold Lake MTCA will be changed to:

3.2.3 TERMINAL CONTROL AREAS

3.2.3-1 Cold Lake, AB MTCA:
3.2.3-2 a) Class A equivalent – 18,000´ to FL600
3.2.3-3 b) Class B equivalent – Above 12,500´ to below 18,000´
3.2.3-4 c) Class D equivalent – 8,000´ to 12,500´
3.2.3-5 d) Class E equivalent – Below 8,000´

3.2.3-6 d) The airspace from 700´ AGL within the area bounded by a line beginning at:

N55°20'00.00" W110°56'51.51"	thence easterly along latitude N55°20'00.00" \ to
N55°20'00.00" W109°38'38.49"	thence clockwise along the arc of a circle of 60 miles
radius centred on	
N54°24'31.00" W110°17'45.00"	(Cold Lake, AB - TACAN)
N55°20'00.00" W110°56'51.51"	point of beginning

This change will take effect 05 October 2023 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to this AIP Supplement or the *Designated Airspace Handbook* (TP 1820E) until the Edmonton Visual Flight Rules (VFR) Navigation Chart (VNC) is updated, which is planned for April 2024.

For further information, please contact:

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 44/23

TOWER CRANE—OTTAWA, ONTARIO

A Tower Crane will be erected in Ottawa, Ontario. The maximum height is 305 feet above ground level (AGL) or 491 feet above sea level (ASL). The structure(s) will not be lighted nor painted.

The crane will be located within a 180 foot radius centered at the following coordinates:

45° 25' 58.22" N 75° 40' 09.26" W

The Tower Crane is approximately 6,820 feet before the displaced threshold (DTHR) 09 and 8,720 feet South of the extended runway centreline at OTTAWA/ROCKLIFFE ON (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 43/23

MULTIPLE SHIPS EQUIPPED WITH CRANE—VICTORIA, BC

Multiple ships equipped with cranes will berth weekly on Thursdays and Sundays between the months of May and October in Victoria, BC. The maximum height is 312 feet above sea level (ASL). The structures will be lighted and not painted.

The ships will be located within a 135-foot radius centered at the following coordinates:

48° 25' 01.72" N 123° 23' 25.21" W

The ships are approximately 632 feet southwest (SW) of Victoria Harbour (Camel Point) (Heli) (CBF7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 37/23

TOWER CRANE—HALIFAX, NS

A tower crane will be erected in Halifax, NS. The maximum height is 146 feet above ground level (AGL) or 271 feet above sea level (ASL). The structure will be lighted and painted.

The tower crane will be located within a 205-foot radius centred at the following coordinates:

44° 38' 18.36" N 63° 34' 58.50" W

The tower crane is approximately 653 feet east northeast (ENE) of Halifax (IWK Health Centre) NS (Heli) (CIW2). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 33/23

AERODROME CONSTRUCTION – CYWG WINNIPEG RICHARDSON INTERNATIONAL AIRPORT

Introduction

Construction activities will be taking place on the following airport surfaces during their applicable phases, as described below.

- Apron VII Expansion
- North Apron I Rehabilitation
- Taxiway C Rehabilitation
- Taxiway H Realignment
- Runway 18 Approach Lighting Installation (SSALR)
- Runway 36 RESA Construction

All activities are subject to operational requirements and construction schedules. Actual dates and times of construction activities will be promogulated through briefing documents and NOTAM.

Validity

The airfield construction projects will be taking place between April 2023 and November 2023.

Use of NOTAM with this AIP Supplement

NOTAMs are used to manage short-term temporary changes to aeronautical information. AIP Supplements are used to manage long-term temporary changes to aeronautical information.

A current NOTAM supersedes any information contained within this AIP Supplement.

Changes to the AIP Supplement promulgated through NOTAM will be incorporated into this AIP Supplement and the NOTAM will be canceled.

Legend

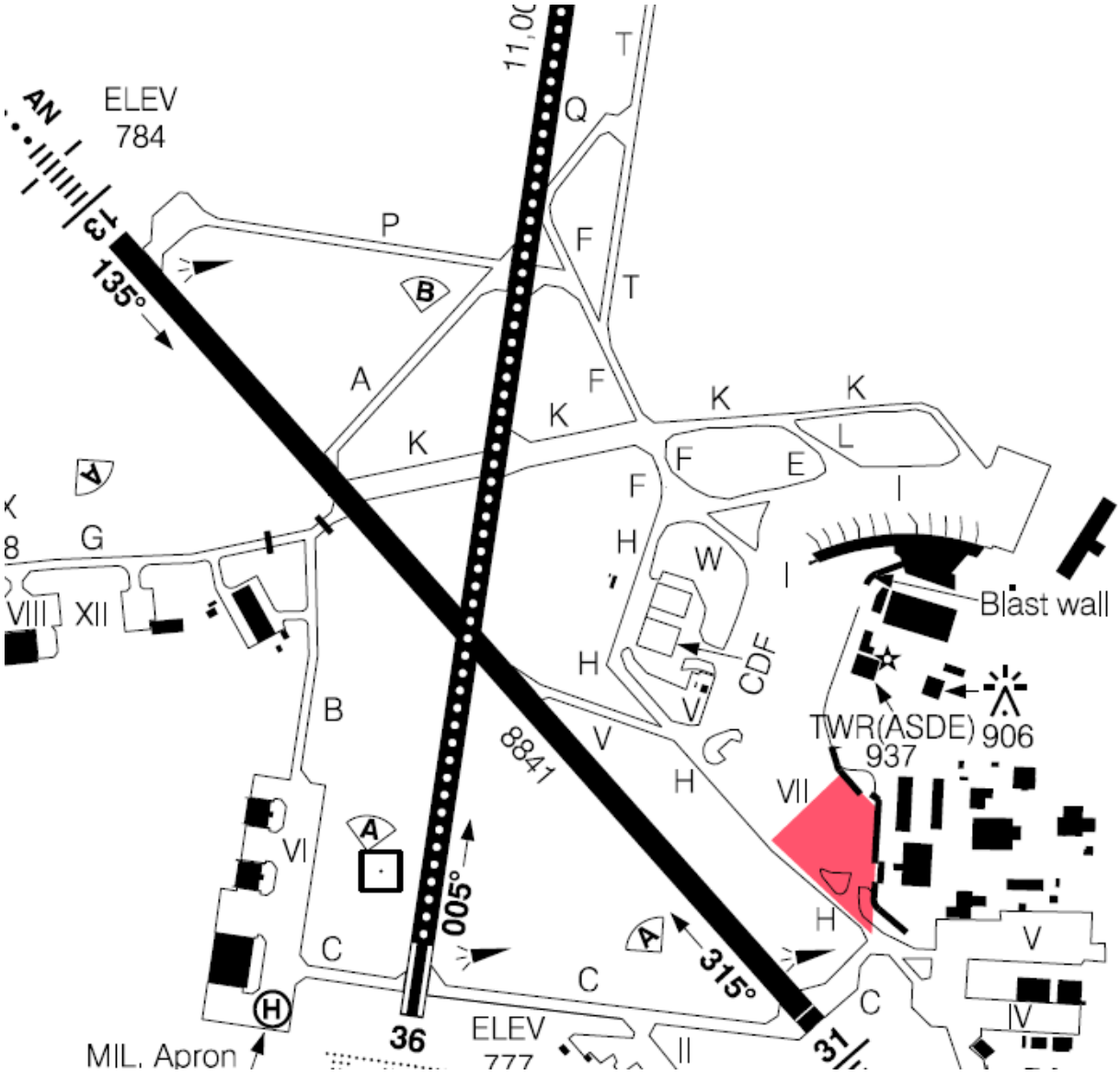
	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 1

Construction Period

- **April 17, 2023 0600 UTC – July 30, 2023 1800 UTC**

Construction Area Depictions



Closed Areas and Restrictions

- Apron VII Entrance at Taxiway H Closed.
- Taxiway H closed periodically by NOTAM.

Re-Opened Areas

- NIL

Operational Procedures During the Construction Period

For Departing Aircraft

- Contact Ground prior to taxi for routing.
- Access to Taxiway H directly from Operational Stands 71-74

For Arriving Aircraft

- Access to Apron VII via Taxiway V or Apron I.
- Access to Apron VII Operational Stands 71-74 directly from Taxiway H.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

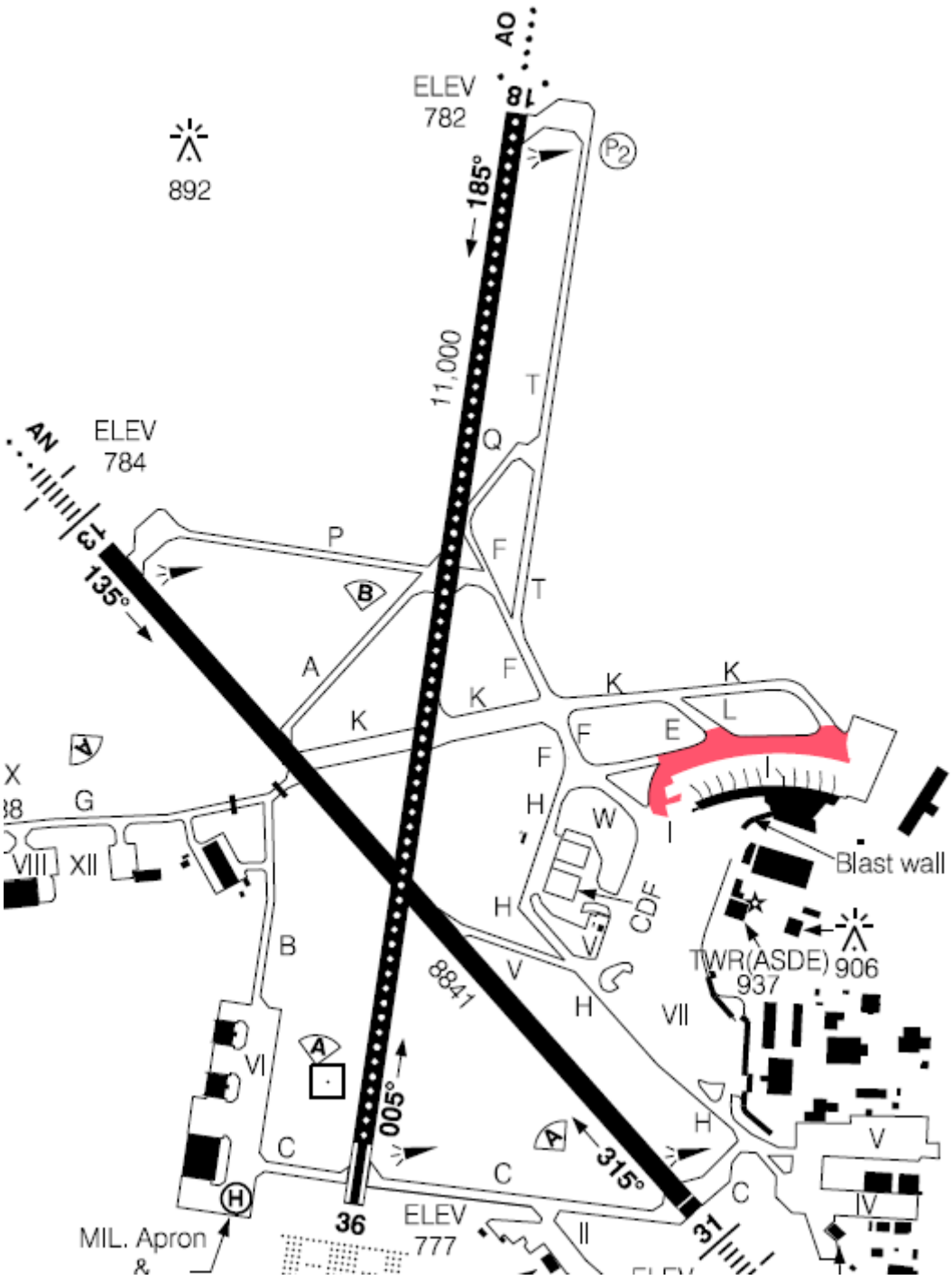
- Low level illuminated barriers will be installed to delineate work area.

Phase 2

Construction Period

- **May 8, 2023 0600 UTC – June 16, 2023 1800 UTC**

Construction Area Depictions



Closed Areas and Restrictions

- Various Operational Stands to be closed moving east to west.
- Taxiway K (between Taxiway L and Apron I), Taxiway L and Taxiway E closed periodically as construction activity moves along apron taxilane.

Re-Opened Areas

- Apron and Taxiway's opened as Operational Stands become available.

Operational Procedures During the Construction Period

For Departing Aircraft

- Contact Ground prior to taxi for routing.
- Ground will provide routing per closures.

For Landing Aircraft

- Contact Ground upon landing for routing to Operational Stand.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

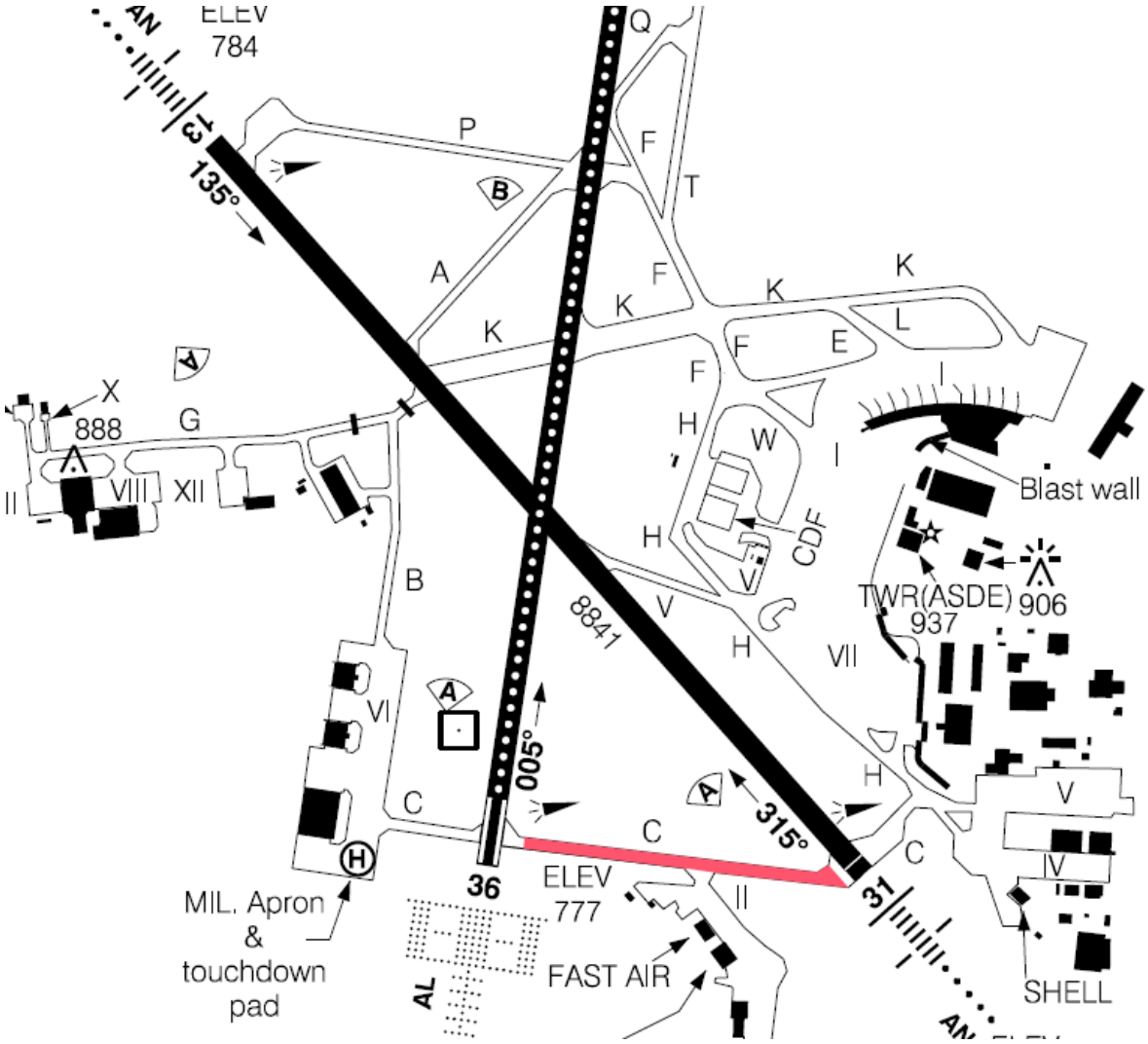
- Low level illuminated barriers will be installed to delineate work area.
- Possible FOD generation from construction activity.

Phase 3

Construction Period

- **June 8, 2023 0600 UTC – July 7, 2023 1800 UTC**

Construction Area Depictions



Closed Areas and Restrictions

- Taxiway C will be closed east of Apron II to Runway 13/31 for approx. 10 days.
  - Runway 13/31 will be downgraded to non-instrument for 2 days.
  - Runway 13/31 will be closed for 2 days to allow Taxiway and Runway Intersection work.
- Taxiway C will be closed west of Apron II to Runway 18/36 for approx. 8 days.
  - Runway 18/36 will be downgraded to non-instrument for 2 days.

Re-Opened Areas

- Taxiway opened as work transitions between east and west.
- Apron II remains accessible.

Operational Procedures During the Construction Period

For Departing Aircraft

- Contact Ground prior to taxi for routing.
- Ground will provide routing per closures.

For Landing Aircraft

- Contact Ground upon landing for routing to Operational Stand.
- Backtrack on 18/36 will be required during Taxiway C closure.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

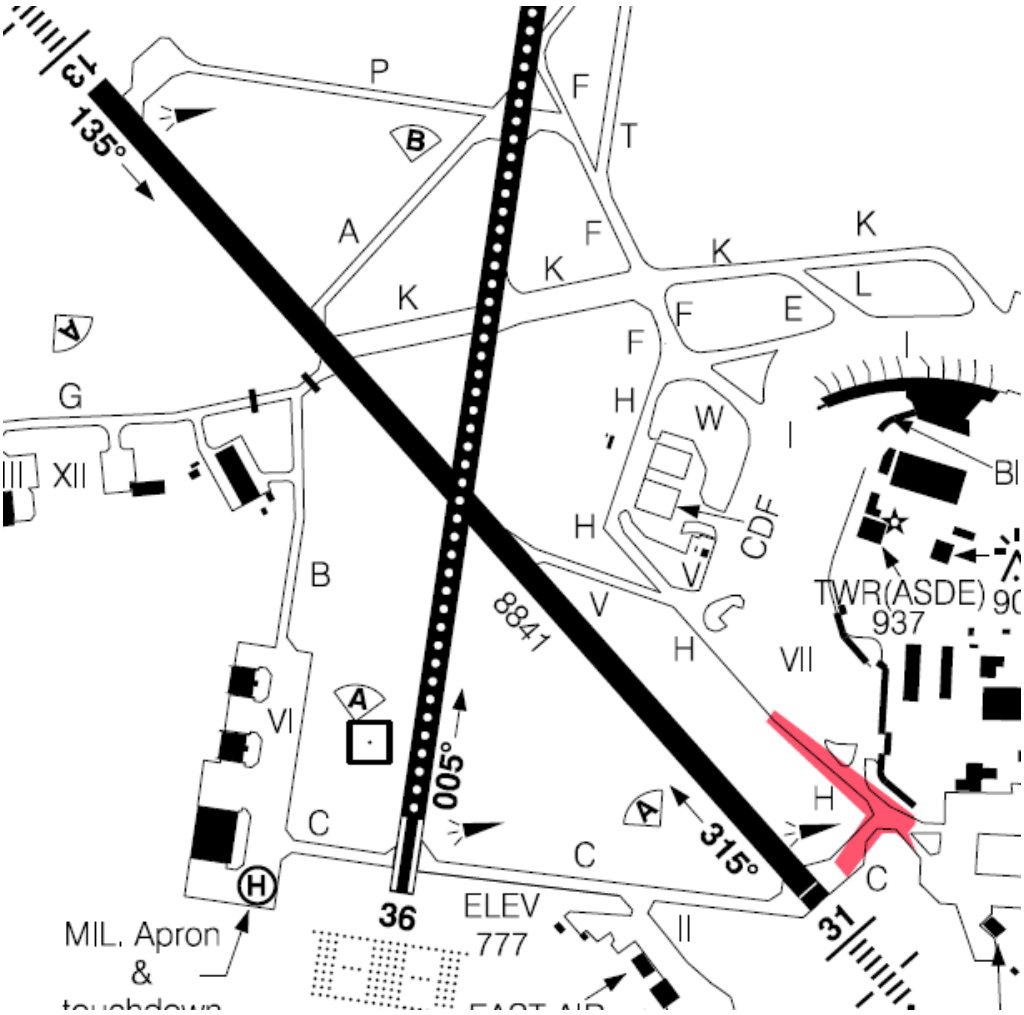
- Low level illuminated barriers will be installed to delineate work area.
- Possible FOD generation from construction activity.

Phase 4

Construction Period

- **May 22, 2023 0600 UTC – October 7, 2023 1800 UTC**

Construction Area Depictions



Closed Areas and Restrictions

- Taxiway H Closed from Apron VII Stand 75 to Apron VII Entrance for approx. 35 days.
- Taxiway C will be closed between Runway 13/31 to Taxiway H for approx. 10 days.
  - Runway 13/31 will be downgraded to non-instrument for 2 days.
  - Runway 13/31 will be closed for 2 days to allow Taxiway and Runway Intersection work.
- Access to Apron IV and Apron V from Taxiway H will be closed and/or limited to maximum AGN IIIB periodically during final stages of work.
- Access to operating Apron will be via Stand 59. Stand 59 will not be available for parking during closure.

Re-Opened Areas

- Apron VII entrance will be available for taxi from Taxiway H to Apron VI during majority of construction.

Operational Procedures During the Construction Period

For Departing Aircraft

- Contact Ground prior to taxi for routing.
- Ground will provide routing per closures.

For Landing Aircraft

- Contact Ground upon landing for routing to Operational Stand.
- Access to Taxiway C east of 13/31 will be per construction schedule.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

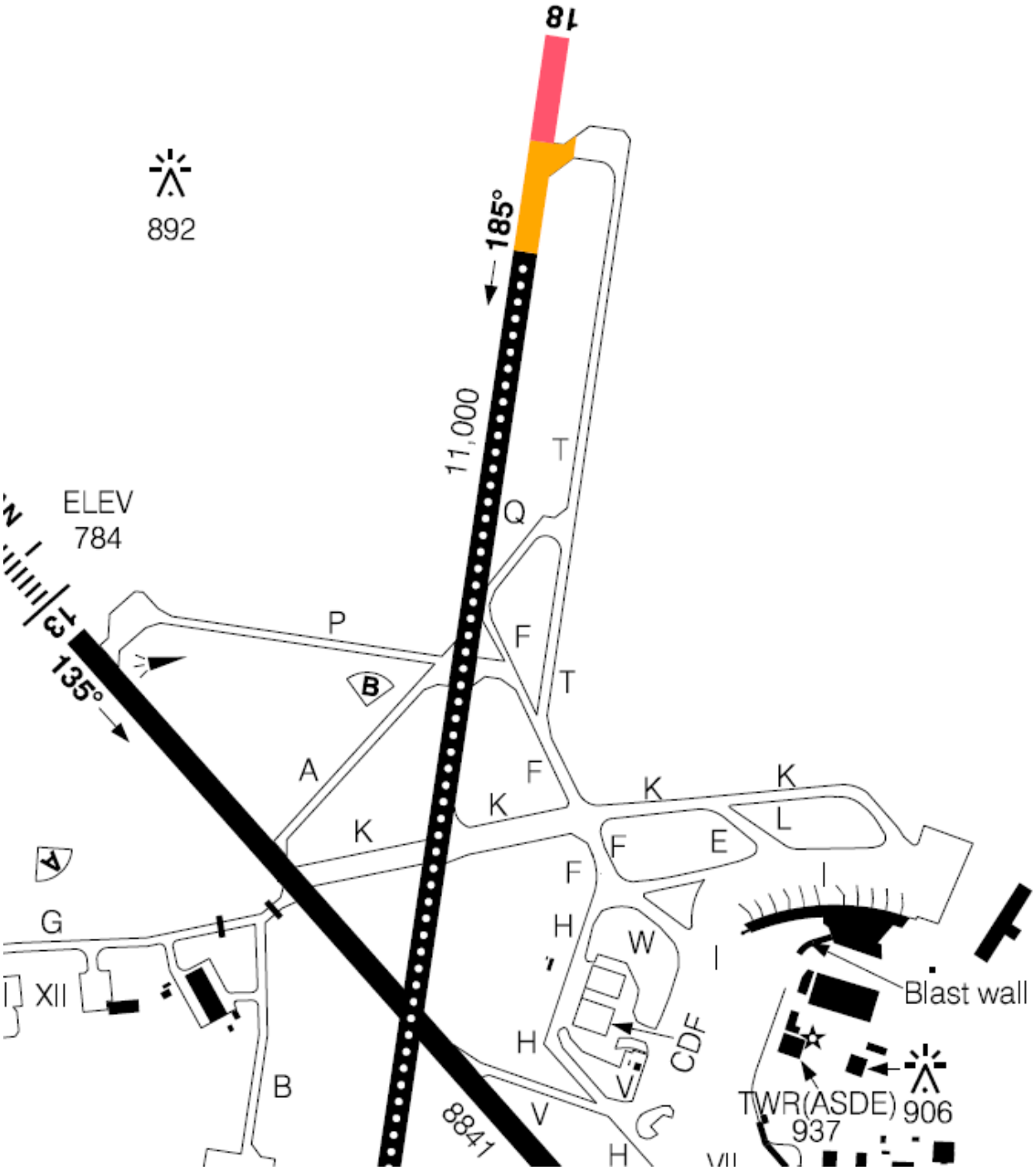
- Low level illuminated barriers will be installed to delineate work area.
- Possible FOD generation from construction activity.

Phase 5

Construction Period

- **July 8, 2023 0600 UTC – October 27, 2023 1800 UTC**

Construction Area Depictions



Closed Areas and Restrictions

- Runway 18 will be temporarily closed by NOTAM to allow construction marking, lighting and navaid installation.

Re-Opened Areas

- NIL

Operational Procedures During the Construction Period

For Departing Aircraft

- Contact Ground prior to taxi for routing and takeoff clearance.
- Ground will provide routing per operations.
- Runway 18 displaced threshold by 1000 feet.
- Aircraft not to apply take-off thrust until reaching the displaced threshold.
- Declared distances listed below.

For Landing Aircraft

- Runway 18 displaced threshold by 1000 feet.
- Runway 36 TORA/TODA reduced by 1000 feet.
- Contact Ground upon landing for routing to Operational Stand.
- Declared distances listed below.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

Declared Distances	13	31	18	36
TORA	8841	8841	9997	9997
TODA	9825	9825	10981	9997
ASDA	8841	8841	9997	9997
LDA	8841	8701	9997	9997

Other Hazards

- Low level illuminated barriers will be installed to delineate work area.
- Possible FOD generation from construction activity.

Further Information

Manager, Airport Operations
(204) 298-2430

NAV CANADA
Customer Service
151 Slater Street, Suite 120
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Tel.: 800-876-4693
Fax: 877-663-6656
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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 32/23

MOBILE CRANE—DRUMHELLER, ALBERTA

A mobile crane will be erected in Drumheller, Alberta. The maximum height is 46 feet above ground level (AGL) or 2,713 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 0.72 nautical mile radius centred at the following coordinates:

51° 30' 55" N 112° 45' 29" W

The crane is approximately 1.2 nautical miles (NM) north northwest (NNW) of Drumheller Municipality Airport (CEG4). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 31/23

AERODROME CONSTRUCTION
JOHN C. MUNRO HAMILTON INTERNATIONAL AIRPORT (CYHM)

(Replaces AIP Canada Supplement 18/23)

Introduction

From May 2023 to November 2023, major airfield construction work will be taking place on Runway 12/30; Taxiways Alpha, Bravo and Charlie; and Apron I and Apron II. All construction durations are approximate.

Validity

The construction period is divided into 8 phases from May 23, 2023 to November 30, 2023.

Use of NOTAM with this AIP Supplement

NOTAMs are used to manage short-term temporary changes to aeronautical information. AIP Supplements are used to manage long-term temporary changes to aeronautical information.

A current NOTAM supersedes any information contained within this AIP Supplement.

Changes to the AIP Supplement promulgated through NOTAMs will be incorporated into this AIP Supplement and the NOTAMs will be canceled.

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 1

Construction Period

- May 23, 2023 1200 UTC – June 5, 2023 0000 UTC

Construction Area Depictions

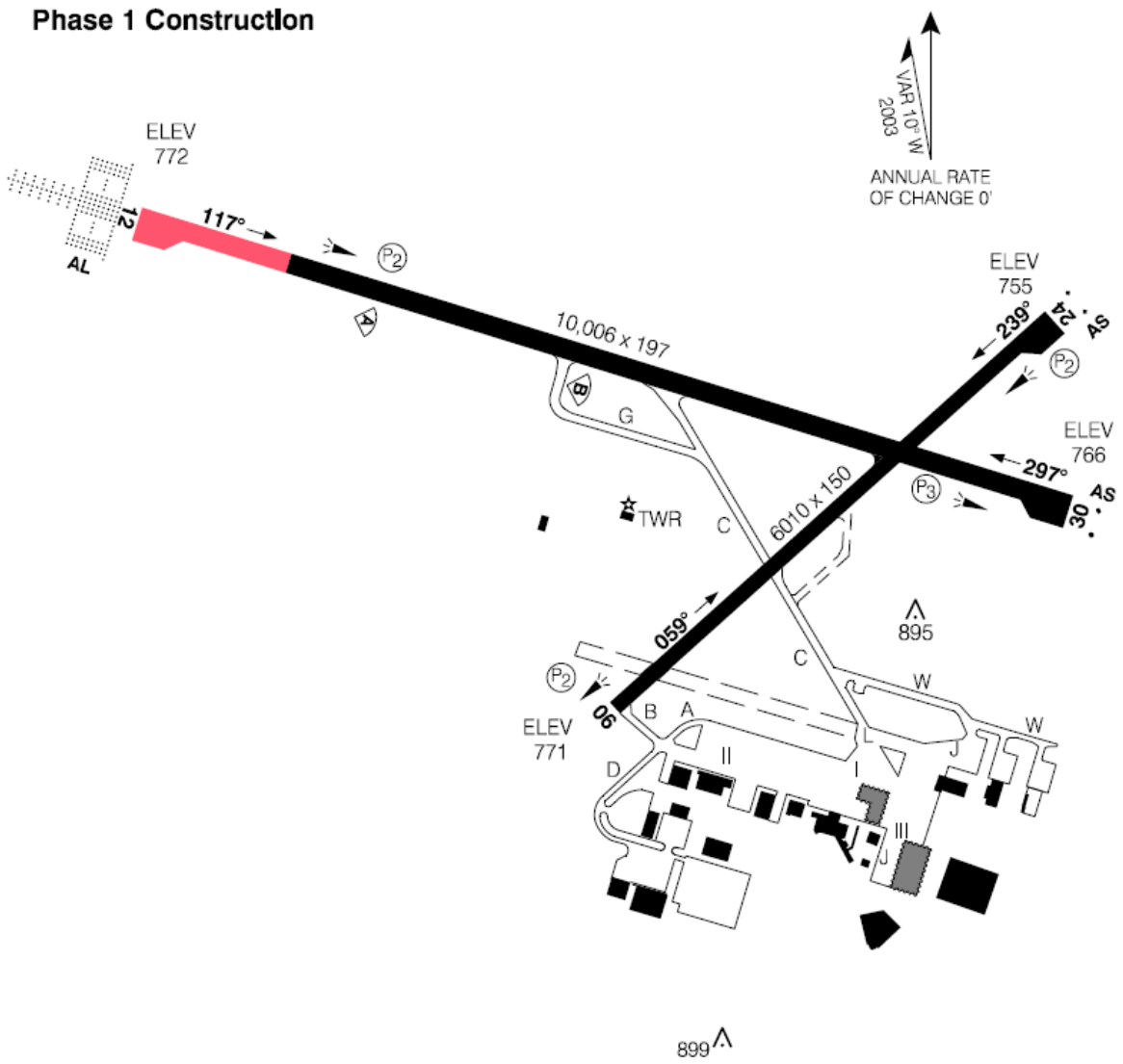


Figure 1: Phase 1 – Runway 12 Turnpad Improvements

Closed Areas

- First 1608FT Runway 12 Closed.

Re-Opened Areas

- NIL

Operational Procedures During the Construction Period

- LVOP not authorized.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Declared Distances

	12	30	06	24
TORA	8398	8398	6010	6010
TODA	9382	8398	6994	6994
ASDA	8398	8398	6010	6010
LDA	8398	8398	6010	6010

Other Hazards

- Construction areas denoted by fence-on-barrier with obstruction lights, and high visibility markings.

Phase 2

Construction Period

- June 6, 2023 1200 UTC – June 18, 2023 0000 UTC

Construction Area Depictions

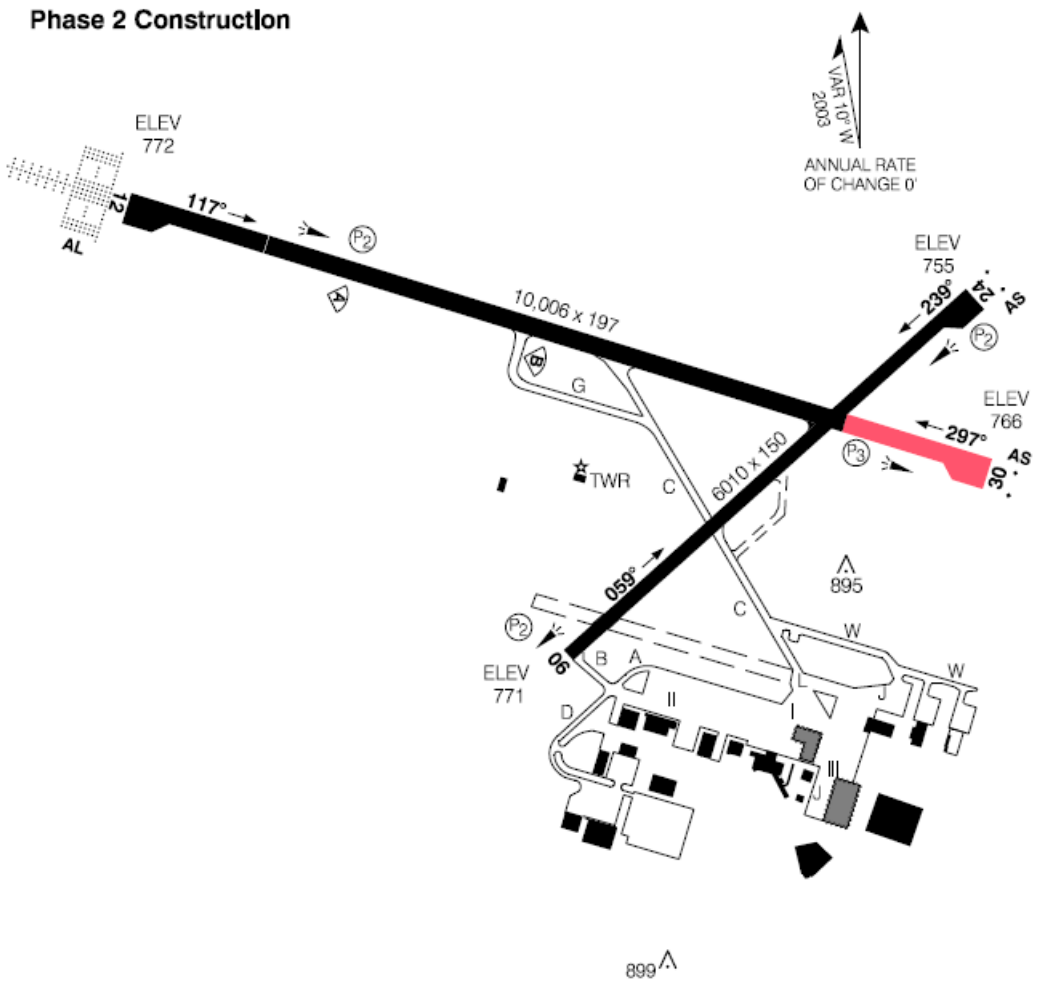


Figure 2: Phase 2 – Runway 30 Turn-pad Improvements

Closed Areas

- First 2174FT Runway 30 Closed.

Re-Opened Areas

- Displaced portion of Runway 12 (Phase 1) re-opened.

Operational Procedures During the Construction Period

- Runway 12/30 available for taxi between displaced threshold and Runway 06/24.
- LVOP Not Authorized.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Declared Distances

	12	30	06	24
TORA	7832	7832	6010	6010
TODA	7832	8816	6994	6994
ASDA	7832	7832	6010	6010
LDA	6222	7832	6010	6010

Other Hazards

- Construction areas denoted by fence-on-barrier with obstruction lights, and high visibility markings.

Phase 3

Construction Period

- June 19, 2023 1200 UTC – June 291, 2023 0000 UTC

Construction Area Depictions

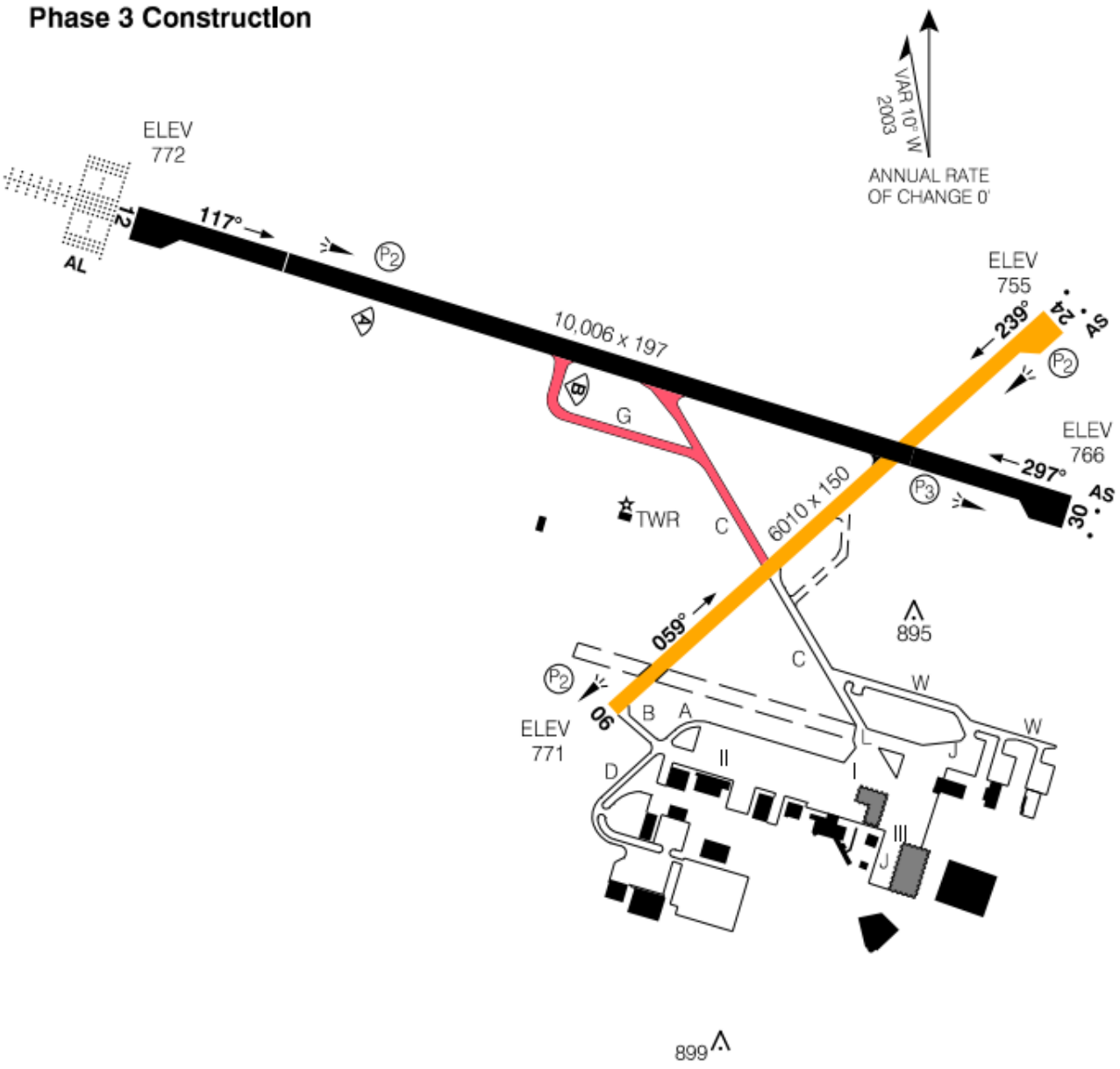


Figure 3: Taxiway Charlie/Runway 06-24 Intersection

Closed Areas

- Runway 06/24 Closed. Available for taxi north of Taxiway Charlie.
- Taxiway Charlie Closed between Runway 06/24 and Taxiway Golf.
- Taxiway Golf Closed.

Re-Opened Areas

- Runway 12/30 re-opened full length (Phases 1 and 2).

Operational Procedures during the construction Period

- LVOP Not Authorized.

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Declared Distances

	12	30	06	24
TORA	10006	10006	Not Useable	
TODA	10990	10395		
ASDA	10006	10006		
LDA	8398	10006		

Other Hazards

- Construction areas denoted by fence-on-barrier with obstruction lights, and high visibility markings.

Phase 4

Construction Period

- June 30, 2023 1200 UTC – July 7, 2023 0000 UTC

Construction Area Depictions

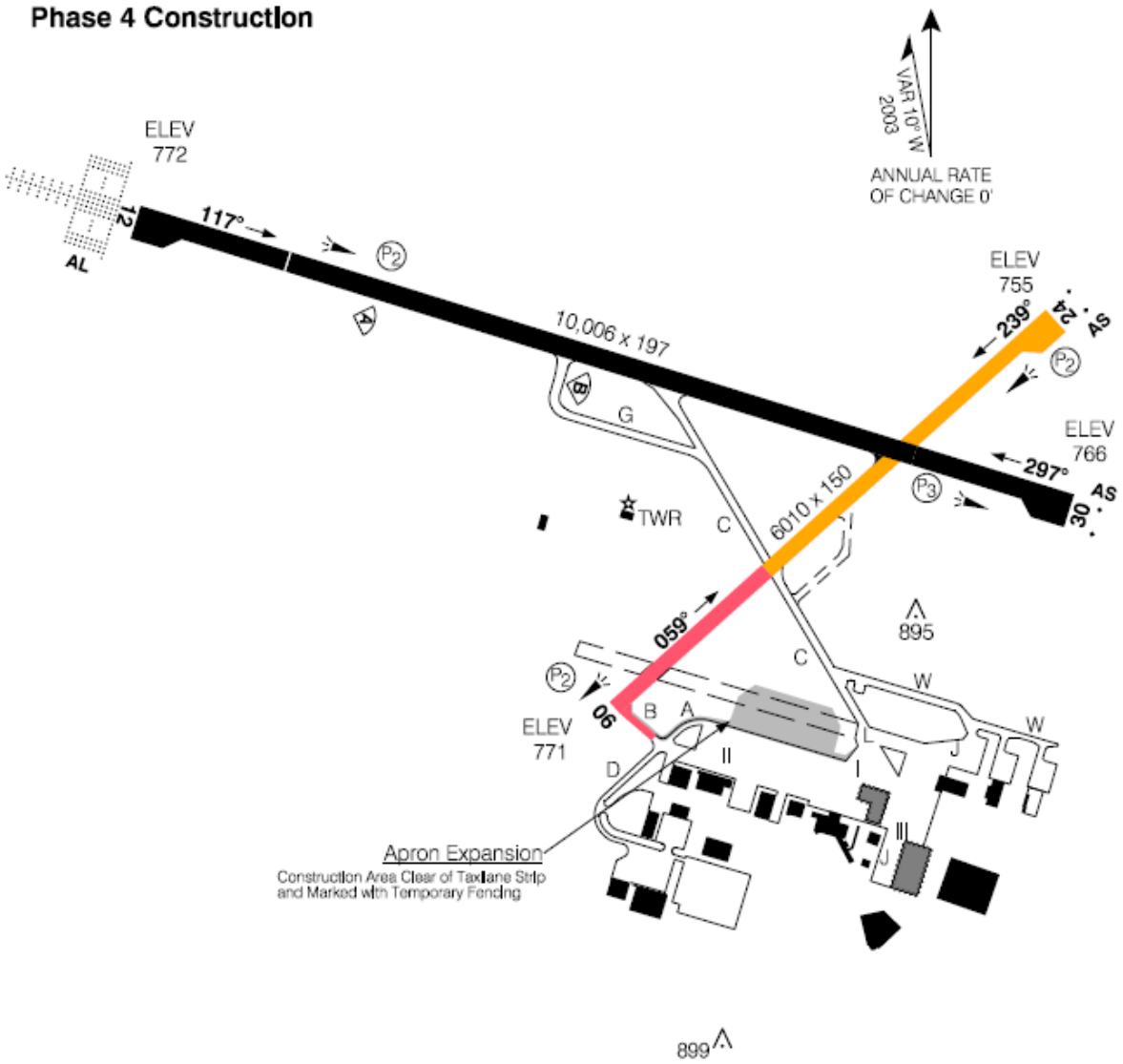


Figure 4: Taxiway Bravo

Closed Areas

- Runway 06/24 Closed. Available for taxi between Taxiway Charlie and Threshold 24.
- Taxiway Bravo Closed.

Re-Opened Areas

- Taxiway Charlie re-opened (Phase 3).

Operational Procedures During the Construction Period

- NIL

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

- Construction areas denoted by fence-on-barrier with obstruction lights, and high visibility markings.

Phase 5

Construction Period

- July 8, 2023 1200 UTC – July 24, 2023 0000 UTC

Construction Area Depictions

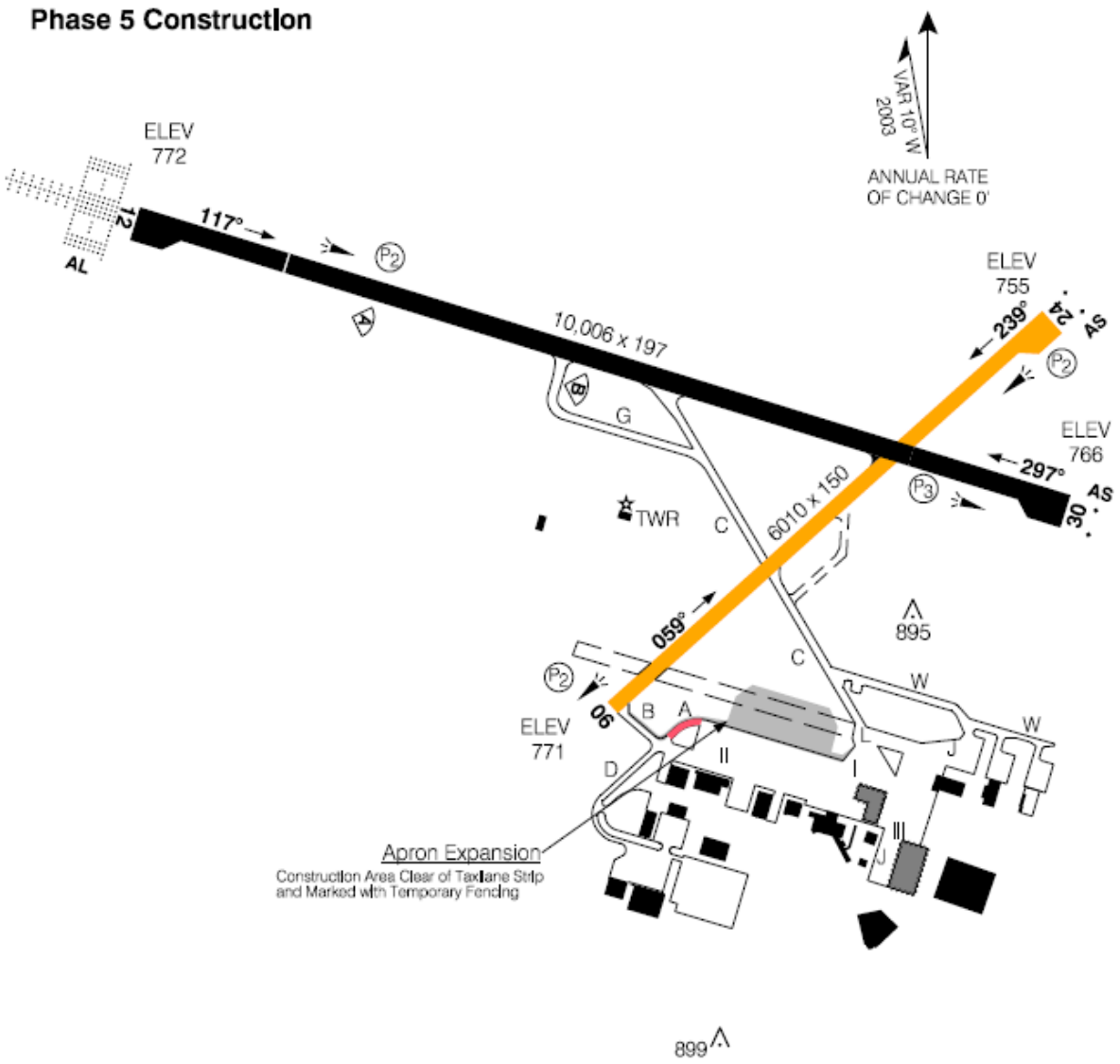


Figure 5: Taxiway Alpha

Closed Areas

- Runway 06/24 Closed. Available for taxi.
- Taxiway Alpha Closed.

Re-Opened Areas

- Taxiway Bravo re-opened.

Operational Procedures During the Construction Period

- NIL

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

- Construction areas denoted by fence-on-barrier with obstruction lights, and high visibility markings.

Phase 6 – Apron I West

Construction Period

- July 25, 2023 1200z – August 10, 2023 0000z

Construction Area Depictions

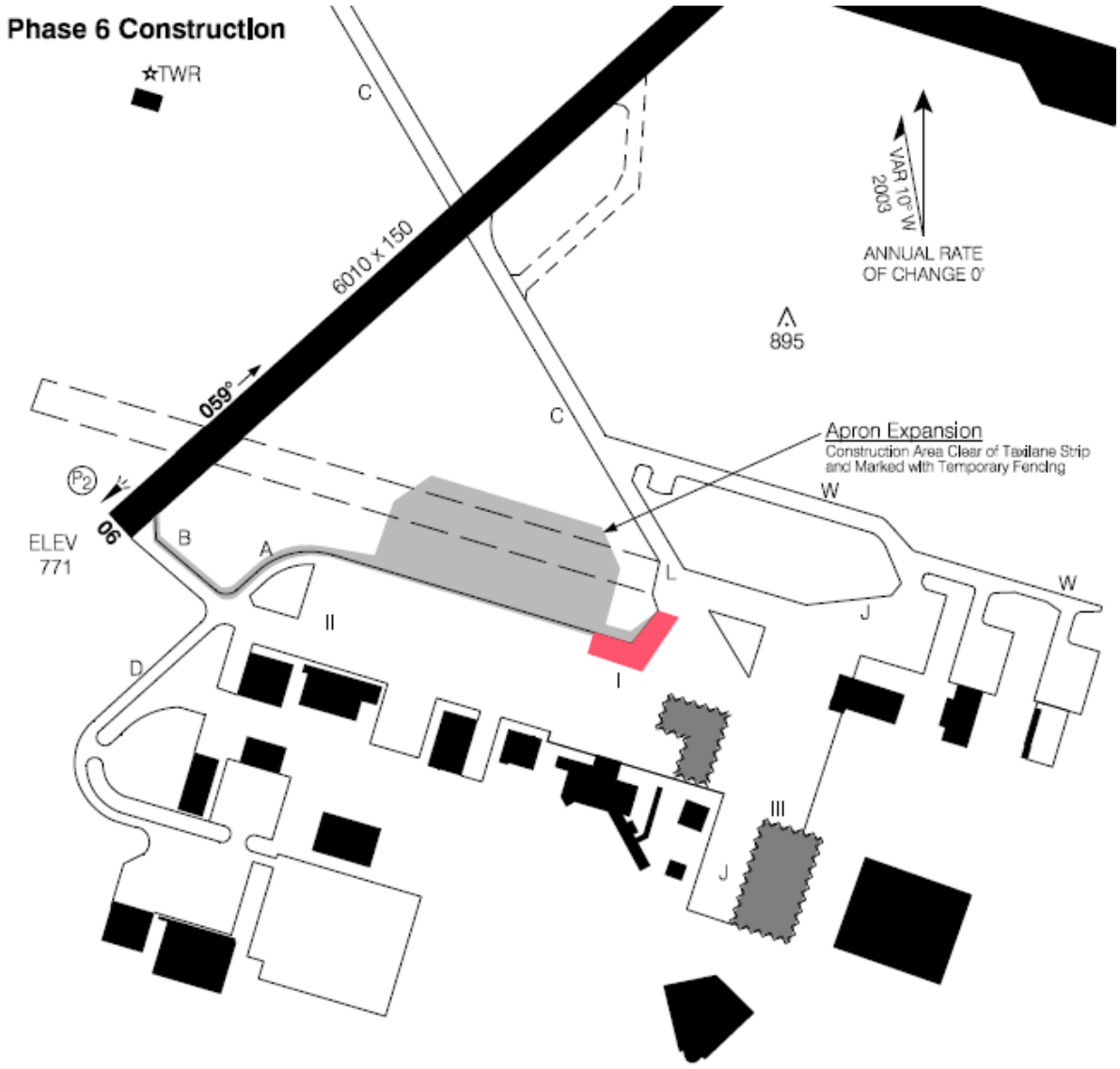


Figure 6: Apron I West

Closed Areas

- Portion of Apron I Closed south of Taxiway Lima.
- Construction areas denoted by fence-on-barrier with obstruction lights, and high visibility markings.

Re-Opened Areas

- Runway 06/24 and Taxiway Alpha re-opened.

Operational Procedures During the Construction Period

- NIL

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

- NIL

Phase 7 – Apron II/Taxilane

Construction Period

- August 11, 2023 1200z – October 9, 2023 0000z

Construction Area Depictions

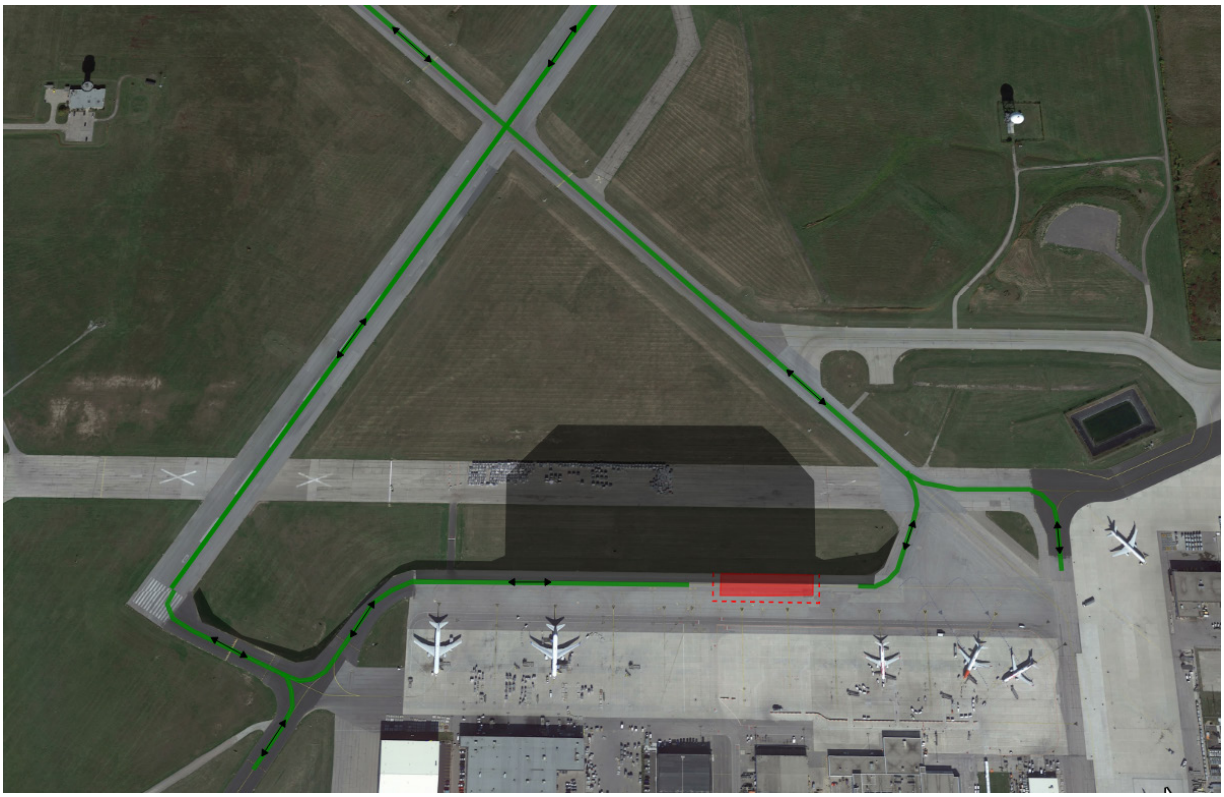


Figure 7: Apron II (Phase 7A)

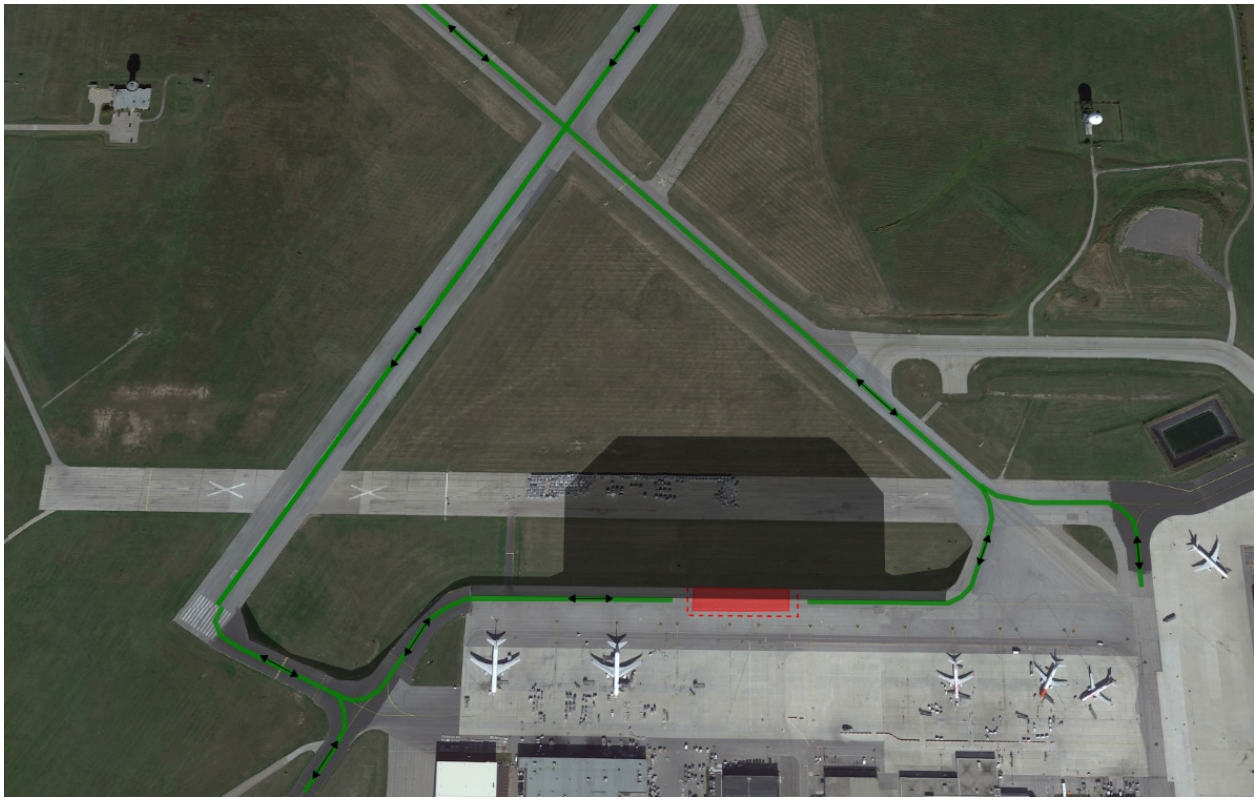


Figure 8: Apron II (Phase 7B)

Figure 9: Apron II (Phase 7C)

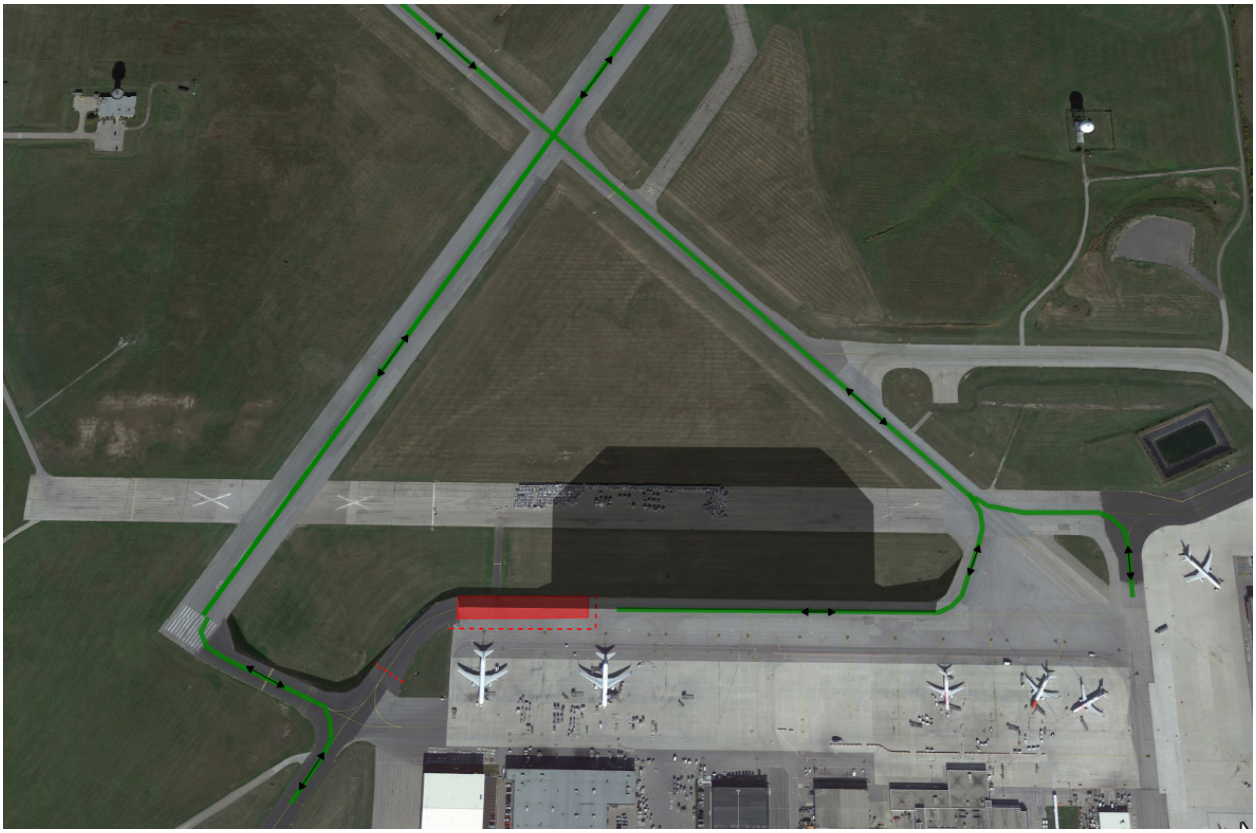


Figure 10: Apron II (Phase 7D)

Closed Areas

- Portions of Apron I/II Closed.

Re-Opened Areas

- Phase 6 - Apron I West re-opened.

Operational Procedures During the Construction Period

- NIL

Instrument Procedures – Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- NIL

Other Hazards

- Construction areas denoted by fence-on-barrier with obstruction lights, and high visibility markings.

For further information, please contact:

Marc Turpin P.Eng., MBA, FMP

Associate Director, Operations
John C. Munro Hamilton International Airport

Tel.: 1-905-667-8764
E-mail: mturpin@flyhamilton.ca

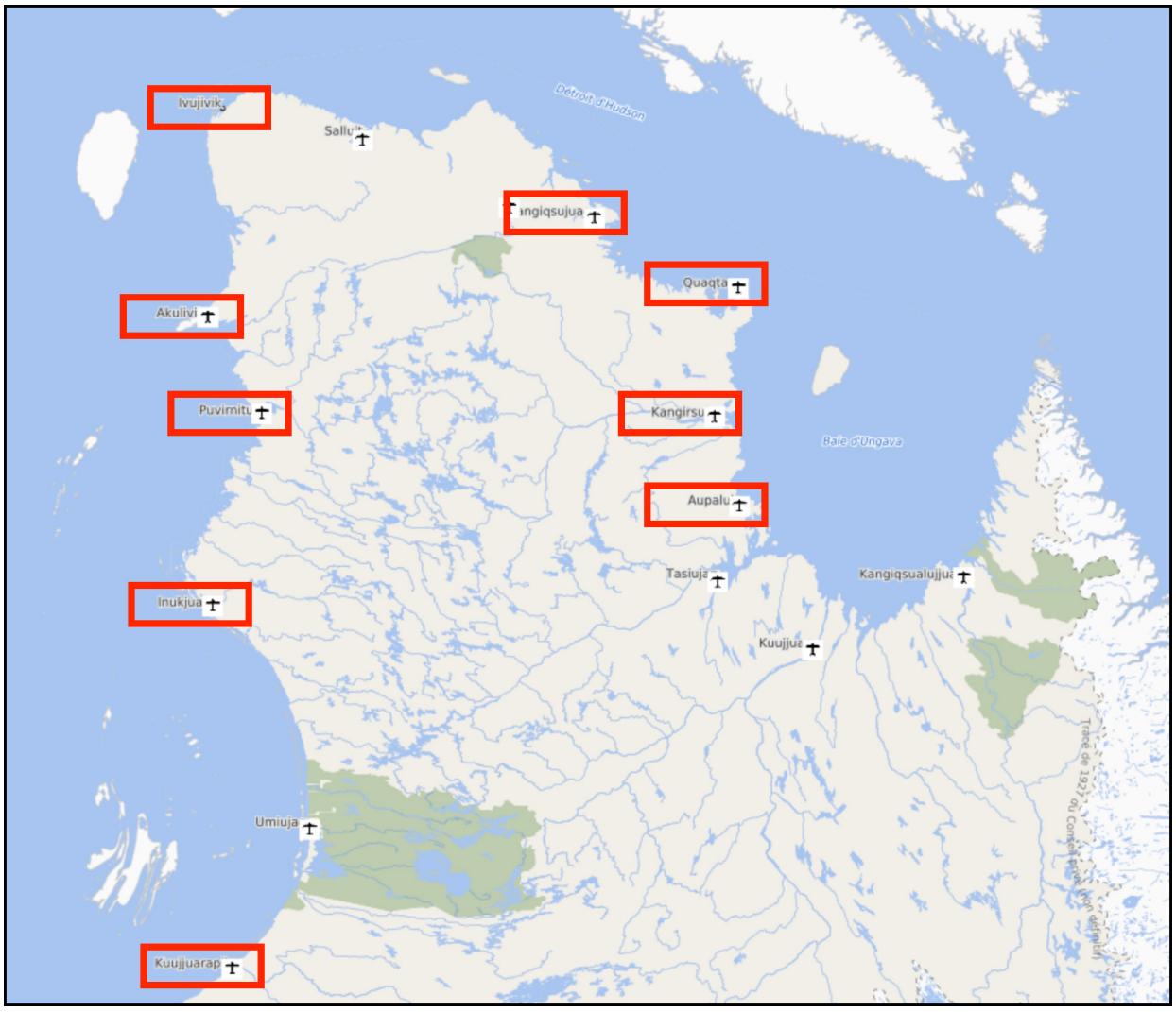
Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 30/23

NUNAVIK AIRPORTS (QUÉBEC)
MAJOR WORKS – SUMMER/FALL 2023

Major works are scheduled summer/fall 2023 at 9 Nunavik airports. For some of these airports, runways will need to be closed, mainly at night.

Materials and equipment for these activities will be shipped by sealift. Final dates and times will be issued by NOTAM.



See details for each airport, provided below.

UNGAVA BAY

Airport	Description of works	Date	Details
Aupaluk CYLA	Replacement of RTIL (Runway Threshold Identification Lights) and other works. Replacement of airport lighting system on movement area.	June/July	Runway closed at night.
	Boreholes at various locations on the movement area.	July	Runway closed at night.
Kangirsuk CYAS	Replacement of RTIL and other works.	June	Runway closed at night.
Quaqtaq CYHA	Replacement of RTIL and other works.	August/September	Runway closed at night.
	Boreholes at various locations on the movement area.	July	Runway closed at night.
Kangiqsujuaq CYKG	Runway resurfacing and blasting activities at the quarry.	July/August	Runway closed at night.

HUDSON BAY

Airport	Description of works	Date	Details
Ivujivik CYIK	Replacement of RTIL and other works.	July/August	Runway closed at night.
Akulivik CYKO	Runway resurfacing and blasting activities at the quarry.	September/October	Runway closed at night.
	Replacement of fences and other works.	August/September	Runway closed at night for specific areas that infringed airport Obstacle Limitation Surface (OLS) as per TP-312, 4th edition.
Puvirnituq CYPX	Runway resurfacing and blasting activities at the quarry.	June to September	Runway closed at night.
Inukjuak CYPH	Drainage and modification to the airport terminal building.	July/August	Restriction on apron parking space.
Kuujjuaraapik CYGW	Demolition of an existing shed.	September/October	Impacts to be determined. Crane in use close to apron area.

AIP CANADA SUPPLEMENT 29/23

MOBILE CRANES—OTTAWA, ONTARIO

Mobile cranes will be erected in Ottawa, Ontario. The maximum height is 175 feet above ground level (AGL) or 526 feet above sea level (ASL). The structure(s) will be not lighted and not painted.

The cranes will be located within a 252-foot radius centred at the following coordinates:

45° 19' 44.145" N 75° 40' 45.825" W

The mobile cranes are approximately 1,000 feet beyond Threshold 14 and 1,580 feet northeast (NE) of runway centreline. Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 28/23

FLIGHT OPERATIONS: FOREST SPRAYING ABITI, LAC SAINT-JEAN, NORTH SHORE, LOWER ST. LAWRENCE, AND GASPESIE

The Society for the Protection of Forests against Insects and Diseases (SOPFIM) will again this year carry out a large-scale aerial application of biological pesticide (Btk) to counter the ravages of the spruce budworm.

A total of 101 aircraft, including 20 pointers, 69 spray planes and 12 spray helicopters, will be spread over 12 operating sites across Québec.

The following SOPFIM bases of operations will be used:

- Dolbeau / St-Félicien, QC (CYDO)
- Chicoutimi / St-Honoré, QC (CYRC)
- Charlevoix, QC (CYML)
- Forestville, QC (CYFE)
- Val D'or, QC (CYVO)
- Lebel-sur-Quévillon, QC (CSH4)
- Amos, QC (CYEY)
- Sainte-Anne-Des-Monts, QC (CYSZ)
- Gaspé (Michel-Pouliot), QC (CYGP)
- Bonaventure, QC (CYVB)
- Du Rocher-Percé / Pabos, QC (CTG3)
- Charlo, NB (CYCL)

The following table provides an overview of the maximum number of aircraft per region and base in the busiest period of operations:

Saguenay, Lac Saint-Jean	
CYDO:6 aircraft	**CYRC**: 6 aircraft

Rive-Nord du St-Laurent	
CYFE: 6 aircraft	**CYML**:4 aircraft

Abitibi		
CYVO: 8 aircraft	**CYEY**: 5 aircraft	**CSH4**: 5 aircraft

Gaspésie et Nouveau-Brunswick				
CYSZ:7 aircraft	**CYGP**:6 aircraft	**CYVB**:7 aircraft	**CTG3**: 4 aircraft	**CYCL**:5 aircraft

A total of five (5) helicopters will be present on the North Shore and seven (7) helicopters on the South Shore.

Timeline and workflow

Aerial spraying operations will begin around May 22, 2023 in Abitibi and around May 29, 2023 in Saguenay Lac Saint-Jean and on Côte-Nord. They will begin as soon as the weather permits after May 29, 2023. The work is scheduled to be completed in early July 2023.

Morning operations usually take place between 4:00 a.m. and 7:30 a.m. (local time) and may occasionally extend until 11:00 a.m. (local time). In the evening, operations take place between 18:00 and 21:30 (local time). For spreading operations to take place, winds must be calm and there must be no precipitation.

Calibration and reconnaissance flights will be carried out during the day between 2 May, 2023 and 1 June, 2023. Normally, the spray aircraft sprays the biological product at approximately 50 feet above the treetops. A surveillance aircraft flies and coordinates operations approximately 1,000 feet above the spray aircraft. Spray aircraft proceed to designated areas at approximately 500 above ground level (AGL) and return to bases at approximately 3,000 feet above sea level (ASL).

The helicopters will be positioned at temporary operating sites. Teams will travel frequently during the day to strategically position themselves for operations.

Aircraft models and communication frequency

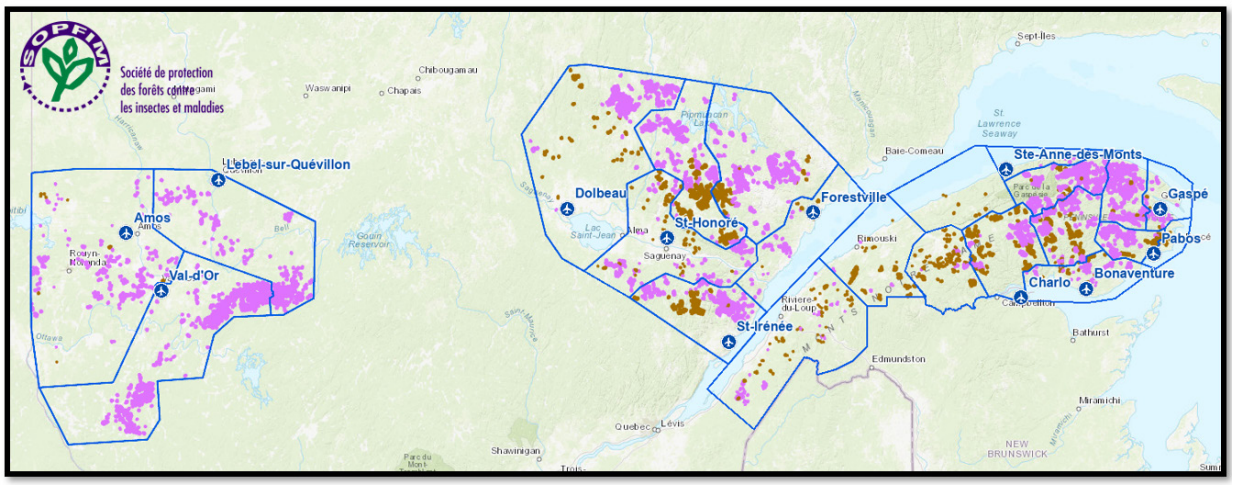
The following table shows the aircraft models and their respective colours so that they can be clearly identified:

	Model	Colour
Spray aircraft	Air Tractor 502	White or yellow
	Air Tractor 504	
	Air Tractor 602	
	Air Tractor 802	
	Thrush 510	
	Thrush 710	
Surveillance aircraft	Islander (BN-2)	White background, lined with different colours
	Partenavia (P-68)	
	Piper Navajo (PA-31)	
	King Air 100 (BE10)	
	Cessna 310 (C310)	
	Cessna 337 (C337)	
	Piper Seneca II Tubo (PA-34)	
	Twin Comanche (PA-30)	
	Beechcraft Baron (BE-58)	

The surveillance aircraft pilot provides position reports on frequency 126.7 MHz with the notation "SOPFIM Operations" whenever a spraying operation takes place. Contact the surveillance aircraft pilot or helicopter pilot at any time on 126.7 MHz.

Map of aerial spraying operations by region

The figure below provides a map of the areas where land application operations will take place, including all areas that will be treated.



If there is a need to fly at low altitude in the same areas, or if there is a potential conflict with one of the aircraft used in these operations aircraft, contact SOPFIM by email or phone. Operations will be particularly intense on the CYSZ, CYGP, CYVB and CTG3 bases (Bas-St-Laurent and Gaspésie), as well as in the Val D'or sector (CYVO).

To obtain additional information, please contact:

Société de protection des forêts contre les insectes et maladies (SOPFIM)
Attn: Nicolas Verreault, Deputy Director of Operations
Tel.: 418-554-1611
E-mail: n.verreault@sopfim.qc.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 26/23

CRANE—NIAGARA FALLS, ONTARIO

Multiple cranes will be erected in Niagara Falls, Ontario. The maximum height is 388 feet above ground level (AGL) or 987 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 275 foot radius centred at the following coordinates:

43° 05' 20" N 79° 05' 09" W

Multiple cranes are approximately 1 nautical mile (NM) south (S) of Niagara Falls (Greater Niagara General Hosp) (CNG8). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 21/23

MULTIPLE CRANES—OTTAWA, ONTARIO

(Replaces AIP Canada Supplement 54/21)

A crane will be erected in Ottawa, Ontario. The maximum height is 320 feet above ground level (AGL) or 491 feet above sea level (ASL). The structure(s) will be lighted, but not painted.

The cranes will be located within a 235-foot radius centred at the following coordinates:

45° 25' 12" N 75° 43' 06" W

The crane is approximately 4 nautical miles (NM) west southwest (WSW) of Ottawa/Rockcliffe Airport (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Fax: 613-248-4094
Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 19/23

CONSTRUCTION ACTIVITY AT INUVIK (MIKE ZUBKO), NT (CYEV) JANUARY 2022 – NOVEMBER 2027

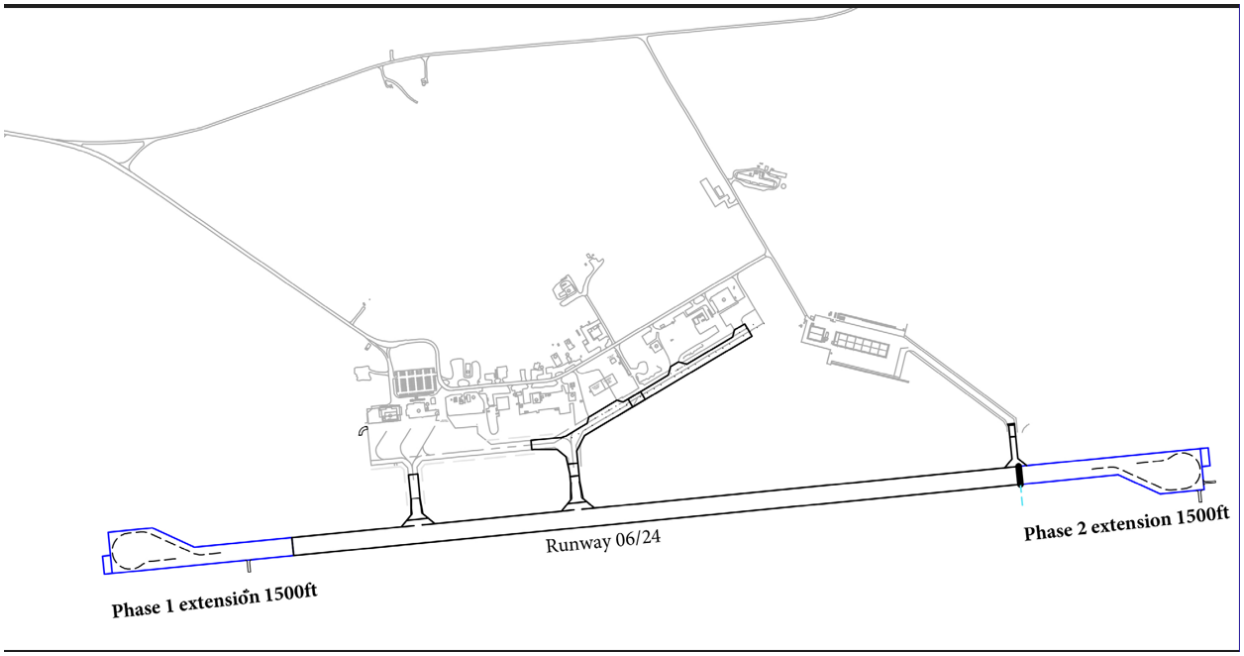
(Replaces AIP Canada Supplement 78/22)

Introduction

A major construction project is underway at the **Inuvik (Mike Zubko)** Airport, Northwest Territories (CYEV).

The length of Runway 06/24 will be increased by a total of 3,000 feet. This will be accomplished by adding an additional 1,500 feet of pavement at either end of the existing runway surface. The project is scheduled to be completed by 25 November 2027.

Additional taxiway upgrades and apron maintenance, along with drainage upgrades, will also be completed.



The “IEV” localizer (LOC) array and the glide path antenna for Runway 06 will both be relocated.

Impacts

During times of major construction activity, the runway will be unavailable via NOTAM with prior permission required for MEDEVAC or other emergency usage.

The revised LDA for Runway 24 during the threshold displacement activity will be **5,006 feet**.

The glide path equipment for Runway 06 has been “UNSERVICEABLE” via NOTAM since 27 January 2022. The associated instrument landing system (ILS) approach procedure minima is “NOT AUTHORIZED”, and revised LOC minima will be published via NOTAM until the existing LOC equipment is removed.

Due to the temporary threshold displacement, area navigation (RNAV) instrument approach procedures will be published in the *Canada Air Pilot* (CAP) to enable continued operations on the reduced runway length. These procedures will be based on a reduced runway certification level and will have minima height above touchdown zone elevation (HAT) values at or above 250 feet. For certain periods of time when required, the HAT values will be increased to 500 feet Above Ground via NOTAM during the project.

Temporary lighting (precision approach path indicator [PAPI], wing bar lights, and marker boards) will be active during the threshold relocation periods. Runway 06 temporary PAPI lights will be located North of the runway centreline adjacent to Taxiway A.

Runway 06 High Intensity Approach Lighting (HIAL) (AN) and Runway 24 omni-directional approach lighting (AO) will be non-operational for the periods when threshold displacements are in effect.

Impacts of construction activity on airport operations will be promulgated through NOTAMs.

There will be limited runway visual range (RVR) availability during the project.

Schedule

Current Phase	Effective **15 June 2023**, the threshold of Runway 24 will be displaced by 1,000 feet. This displacement will be active until **05 October 2023,** at which time the threshold location will revert to its original location.
Upcoming Phase	Effective **16 May 2024**, the threshold of Runway 06 will be displaced by 896 feet. This displacement will be active until **31 October 2024**, at which time the threshold location will revert back to its original location

Additional schedule information for subsequent phases will be communicated when the final schedule is confirmed.

Further Information

For additional information on this project, please contact.

Inuvik Mike Zubko Airport
Attn: Jason MacNeil, Regional Airport Manager

Tel.: 867-777-2467
E-mail: jason_macneil@gov.nt.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 17/23

MOBILE CRANE—KELOWNA, BRITISH COLUMBIA

A mobile crane will be erected in Kelowna, BC. The maximum height is 230 feet above ground level (AGL) or 1,635 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 100-foot radius centred at the following coordinates:

49° 57' 04" N 119° 23' 21" W

The crane is approximately 2,070 feet displaced threshold 34 and 2,830 feet west of the runway centerline of Kelowna, BC Airport (CYLW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 15/23

2023 SUMMER CONSTRUCTION AT CYVR: TAXIWAYS L, L2, L4, AND D3 REHABILITATION AND IMPROVEMENTS

Introduction

From late March to Mid-December 2023, Vancouver International Airport (CYVR) will be conducting multiple airfield construction projects, impacting several surfaces on the south airfield. The following projects will take place between Late March 2023 to Late October 2023:

- Taxiway L Rehabilitation
- Taxiway L2 Improvements
- Taxiway L4 Improvements
- Taxiway D3 Improvements

Since all activities are subject to operational requirements and construction schedules, actual dates and times of surface closures relating to construction activities will be promogulated through briefing documents and NOTAM.

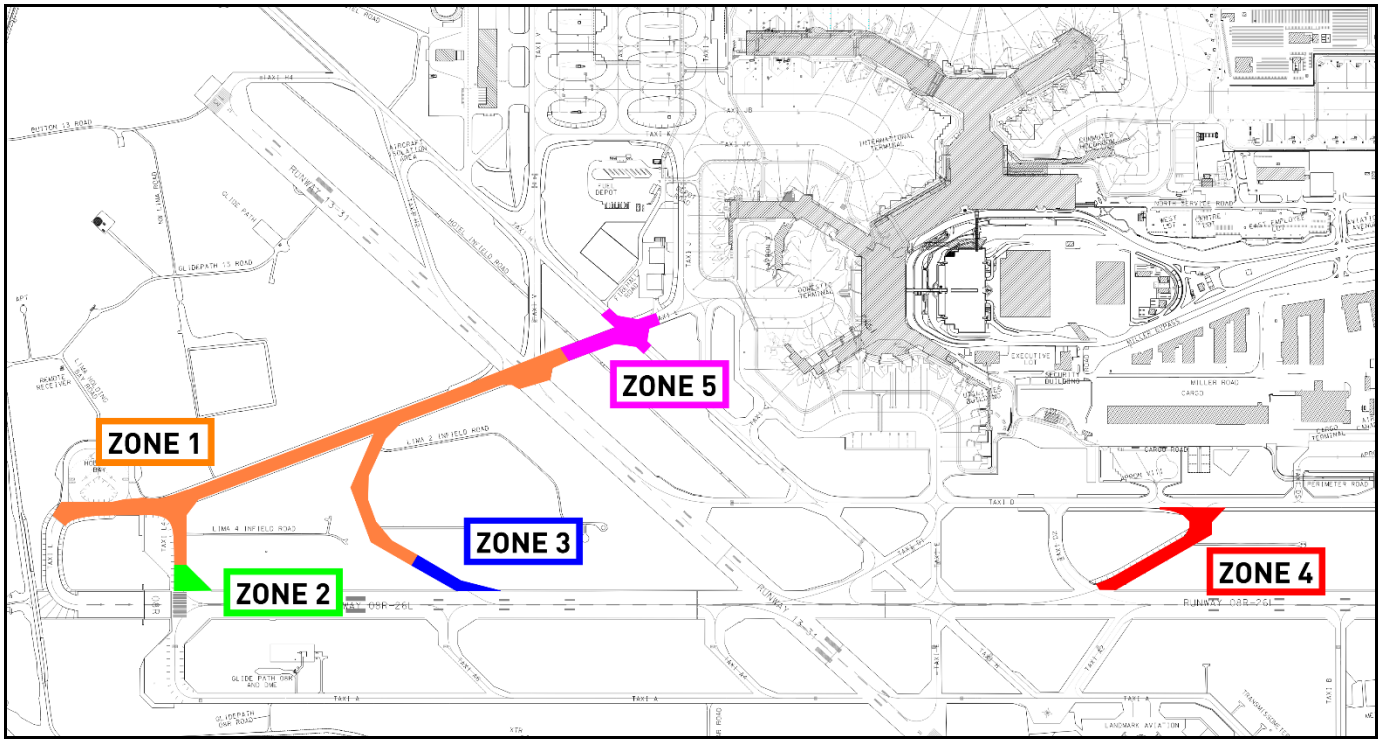


Figure 11 – Work Zones

General Airfield Impacts During Construction

Date	Facility	Impact	Work Zone(s)
Late March – Late June	TWY L and RWY 13/31 Intersection	**CLOSED** Daytime Work	Zone 1
Late March – Late July	TWY L between RWY 13/31 and TWY L4	**CLOSED** Daytime Work	Zone 1
Late March – Late July	TWY L between TWY L4 and 08R Holding Position	**CLOSED** Daytime Work	Zone 1
Early July – Late July	TWY L between TWY J and RWY 13/31	**CLOSED** Nighttime Work	Zone 5
Late March – Late October	TWY L2 within RWY 08R/26L Strip	**CLOSED** Nighttime Work	Zone 3
	TWY L2 outside RWY 08R/26L Strip	**CLOSED** Daytime Work	Zone 1
Late March – Late July	TWY L4 within RWY 08R/26L Strip	**CLOSED** Nighttime Work	Zone 2
	TWY L4 outside RWY 08R/26L Strip	**CLOSED** Daytime Work	Zone 1
Early July – Late October	TWY D3	**CLOSED** Nighttime Work	Zone 4

Details of any procedure or level of service changes implemented due to this construction activity will be promulgated via NOTAM, publication amendment, or both.

Further Information

For further information about this construction, please contact:

YVR Airport Operations
Tel.: 604-207-7022
YVR Airside Standards & Compliance

E-mail: airsidestandards@yvr.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 13/23

CONSTRUCTION AT EDMONTON INTL AIRPORT (CYEG) APRIL 2023 TO DECEMBER 2023

From April 2023 to December 2023, eight (8) major construction projects will be taking place at the Edmonton International Airport. The projects include the following:

- Runway End Safety Area (RESA) Construction at Runway 20 and 30 Ends
- North Apron I Rehabilitation (Phase 2)
- Airfield Electrical Lighting Upgrades on Taxiways Alpha and Bravo
- Passenger Boarding Bridge Replacement at Gates 50, 52, 54 and 56
- Runway 20 Approach Lighting Installation (SSALR)
- Runway 12-30 Stormwater System Upgrades
- Taxiways A1 and A3 Electrical Re-cabling
- 65th Avenue Fence Relocation

Project #1 – Runway End Safety Area Construction at Runway 20 and 30 Ends

Construction of the Runway End Safety Area at the end of Runway 20 will commence before construction at the end of Runway 30. During construction, there will be a period of overlap where displacements of both Runway 20 and Runway 30 will be in effect (June 15 to August 10). Details of the sequence of staging for both runways are described below.

Runways 02–20 Enabling Works – April 13, 2023 to April 20, 2023

Periodic daily runway closures of Runways 02–20 to allow installation of enabling, works including the following:

- Set up of displaced/relocated threshold infrastructure, including temporary Precision Approach Path Indicator (PAPI) installation, temporary runway threshold lights (wing bars), temporary pavement markings, and all other works required prior to official displacement/relocation of Runway 20 threshold, taking effect on April 20, 2023.

Stage 2A (Runway 20 End) – April 20, 2023 to June 15, 2023

- Temporary GNSS Suite Published (CFS Publication Cycle April 20 to August 10) for displaced/relocated thresholds
- ILS 02 UNSERVICEABLE
- Runway 20 Omni-Directional Approach Lights (ODALS) UNSERVICEABLE
- Taxiway Bravo between Taxiway Kilo and Runway 20 Threshold will be CLOSED for six weeks during this time, due to jet blast safety concerns
- Modified Declared Runway Distances (all distances in feet):

Runway	02	20	12	30
Displaced	No Change	984	No Change	No Change
TORA	10,011	10,011	10,200	10,200
TODA	10,011	10,995	11,184	11,184
ASDA	10,011	10,011	10,200	10,200
LDA	10,011	10,011	10,200	10,200

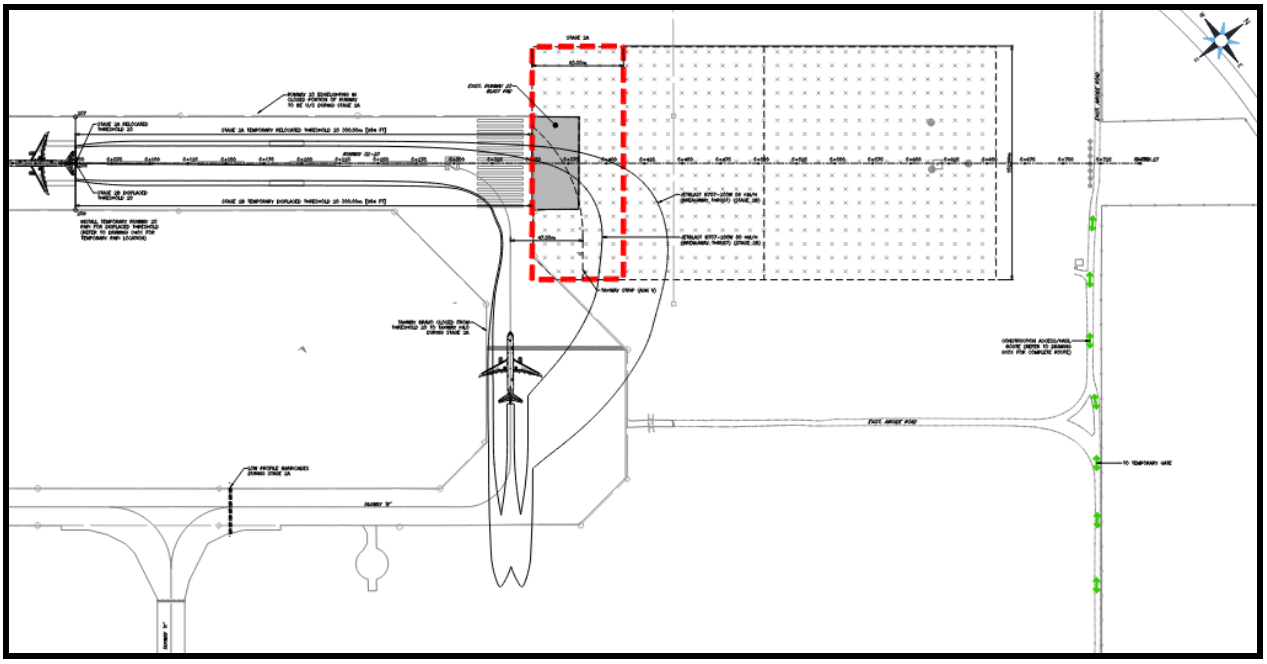


Figure 12: Stage 2A – Runway 20 End RESA Construction

Stage 2B (Runway 20 End) – June 15, 2023 to August 10, 2023

Note: During this time, Runway 30 threshold will also be displaced/relocated.

- Temporary GNSS Suite Published (CFS Publication Cycle April 20 to August 10) for displaced/relocated thresholds
- ILS 02 UNSERVICEABLE
- Runway 20 ODALS UNSERVICEABLE
- Modified Declared Runway Distances (all distances in feet):

Runway	02	20	12	30
Displaced	No Change	984	No Change	984
TORA	10,011	10,011	9,216	9,216
TODA	10,011	10,995	9,216	10,200
ASDA	10,011	10,011	9,216	9,216
LDA	10,011	10,011	9,216	9,216

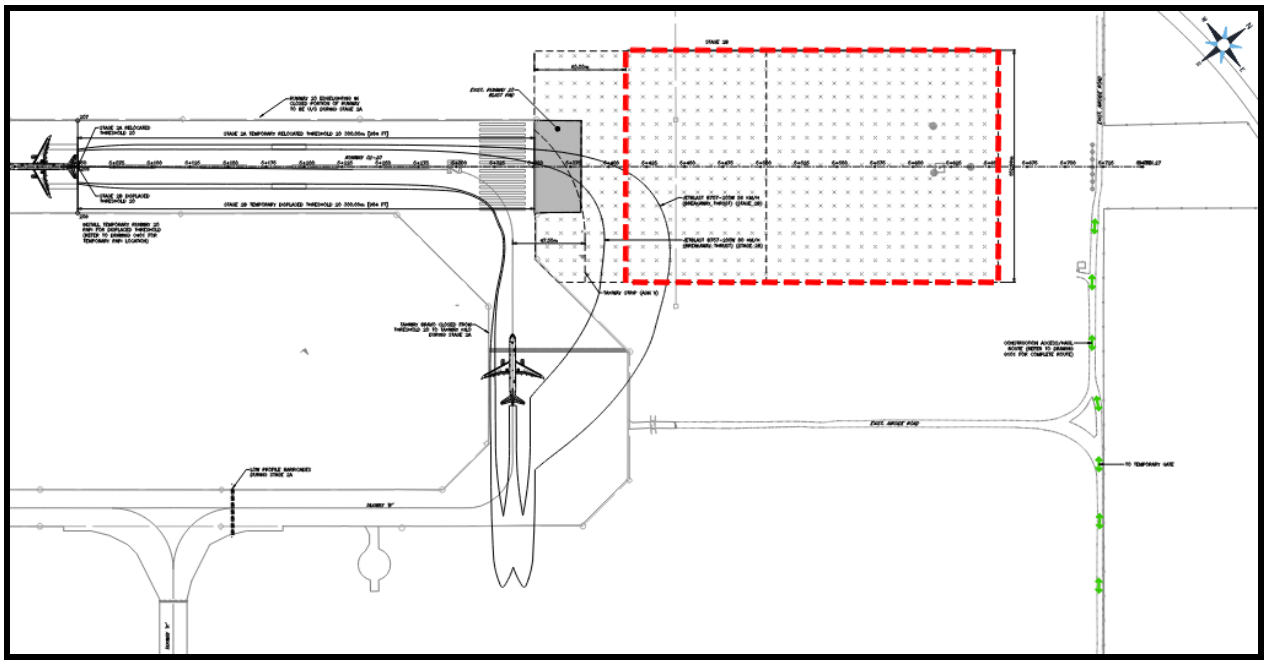


Figure 13: Stage 2B – Runway 20 End RESA Construction

Runway 12-30 Enabling Works – June 8, 2023 to June 15, 2023

Periodic daily runway closures of Runway 12–30 to allow installation of enabling works, including the following:

- Set up of displaced/relocated threshold infrastructure including temporary PAPI installation, temporary runway threshold lights (wing bars), temporary pavement markings, and all other works required prior to official displacement/relocation of Runway 30 threshold, taking effect on June 15.

Stage 3A (Runway 30 End) – June 15, 2023 to August 10, 2023

Note: During this time both Runway 20 and Runway 30 will have relocated/displaced thresholds.

- Temporary GNSS Suite Published (CFS Publication Cycle June 15 to October 5) for displaced/relocated thresholds
- ILS 12 UNSERVICEABLE
- ILS 30 UNSERVICEABLE
- Runway 30 SSALR UNSERVICEABLE
- Taxiway Alpha between Taxiway Yankee and Runway 30 Threshold will be CLOSED for six weeks during this timeframe due to jet blast safety concerns
- Modified Declared Runway Distances (all distances in feet):

Runway	02	20	12	30
Displaced	No Change	984	No Change	984
TORA	10,011	10,011	9,216	9,216
TODA	10,011	10,995	9,216	10,200
ASDA	10,011	10,011	9,216	9,216
LDA	10,011	10,011	9,216	9,216

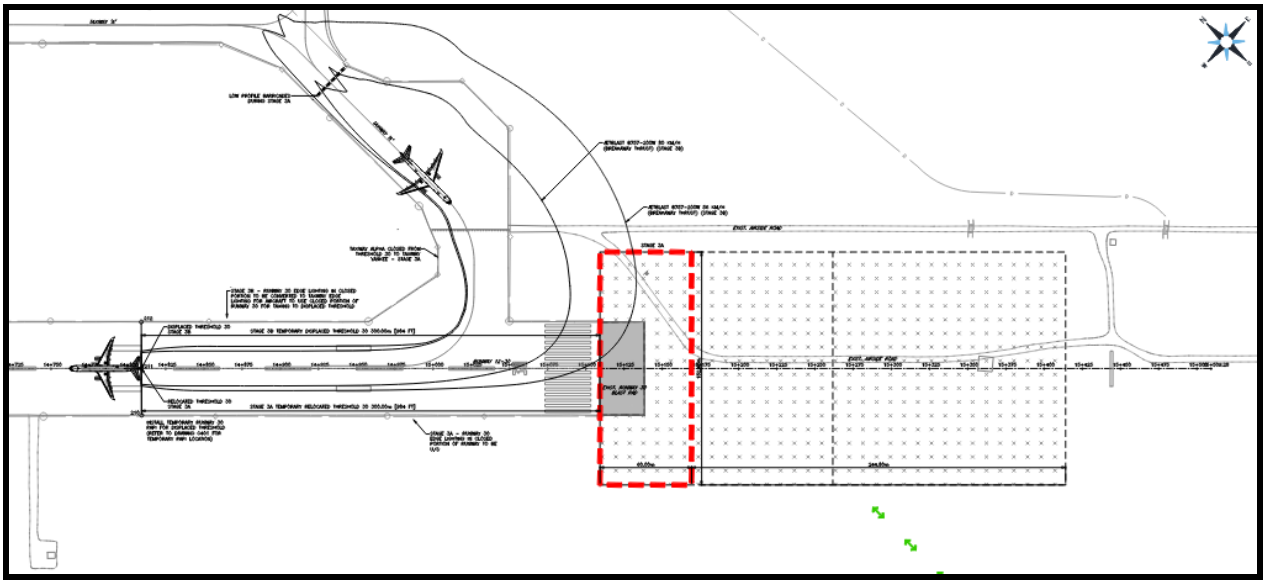


Figure 14: Stage 3A – Runway 30 End RESA Construction

Stage 3B (Runway 30 End) – August 10, 2023 to October 5, 2023

Note: During this time, the displaced/relocated threshold at the Runway 20 End will be removed while the displaced/relocated threshold at the Runway 30 will be active.

- Temporary GNSS Suite Published (CFS Publication Cycle June 15 to October 5) for displaced/relocated thresholds
- ILS 30 UNSERVICEABLE
- ILS 12 UNSERVICEABLE
- Runway 30 SSALR UNSERVICEABLE
- Modified Declared Runway Distances (all distances in feet):

Runway	02	20	12	30
Displaced	No Change	No Change	No Change	984
TORA	10,995	10,995	9,216	9,216
TODA	11,979	11,979	9,216	10,200
ASDA	10,995	10,995	9,216	9,216
LDA	10,995	10,995	9,216	9,216

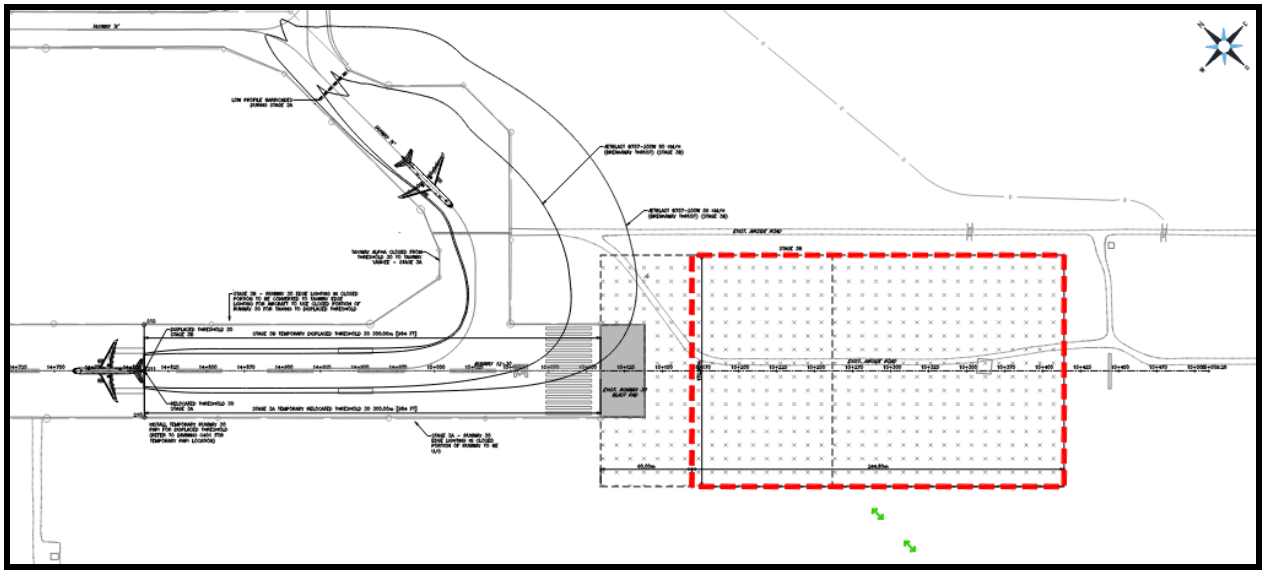


Figure 15: Stage 3B – Runway 30 End RESA Construction

Project #2 – North Apron I Rehabilitation – April 2023 to September 2023

A section of North Apron I will be closed for rehabilitation. The rehabilitation will include the removal of more than 250 concrete slabs and replacement within the allotted construction season. Impacts to North Apron I are as follows:

- Realigned North Apron I Taxilane and Vehicle Corridor
- Aircraft to/from Apron North of Taxi 'Q' are restricted to AGN IIIB (Code 'C') or smaller on Taxi 'Q' during construction. Aircraft larger than AGN IIIB to enter apron from Taxi 'V' or Taxi 'P'
- Aircraft Stands 12, 14A, 14, 16A, 16B & 16 CLOSED.
- Remote Stands 27, 29, 31, 33, 35 and 37 CLOSED.

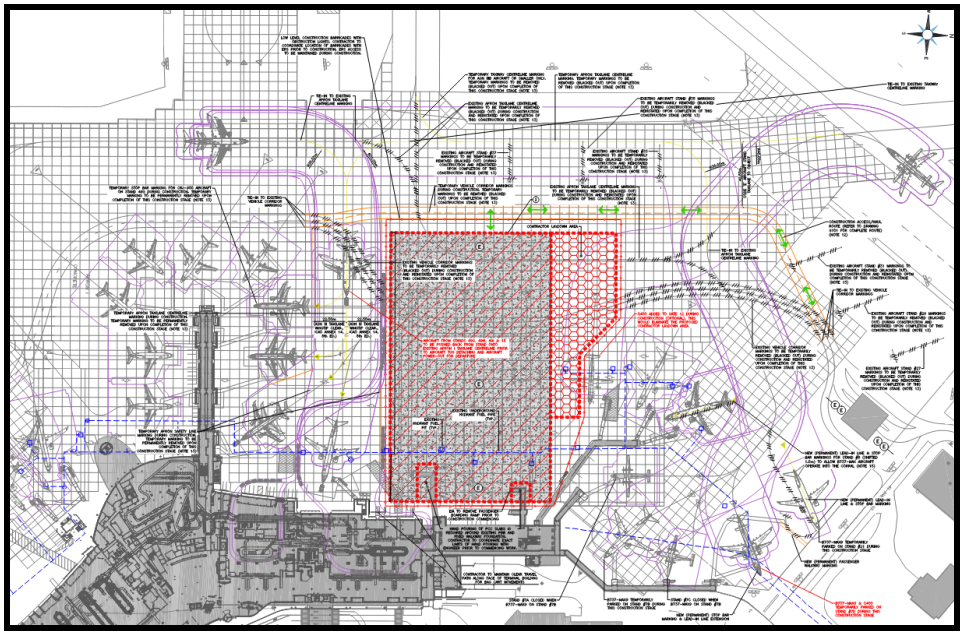


Figure 16: North Apron I Construction Limits

Project #3 – Airfield Electrical Lighting Upgrades – May 2023 to November 2023

Airfield lighting upgrades on Taxiways Alpha and Bravo, including all new taxiway edge lighting infrastructure. There is no set schedule for staging, but the work is planned between May 2023 to November 2023 to ensure airfield capacity is minimally impacted. All closures will be reviewed with NAV Canada Local (tower) to ensure capacity requirements for the airfield area met.

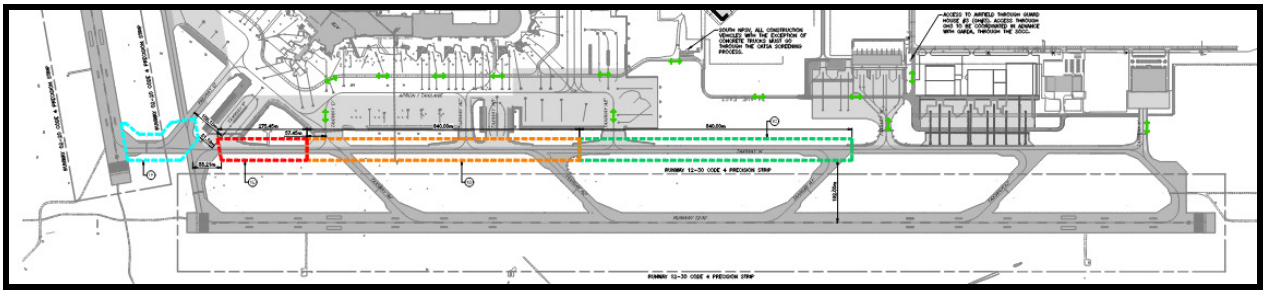


Figure 17: Taxiway Alpha Proposed Stages

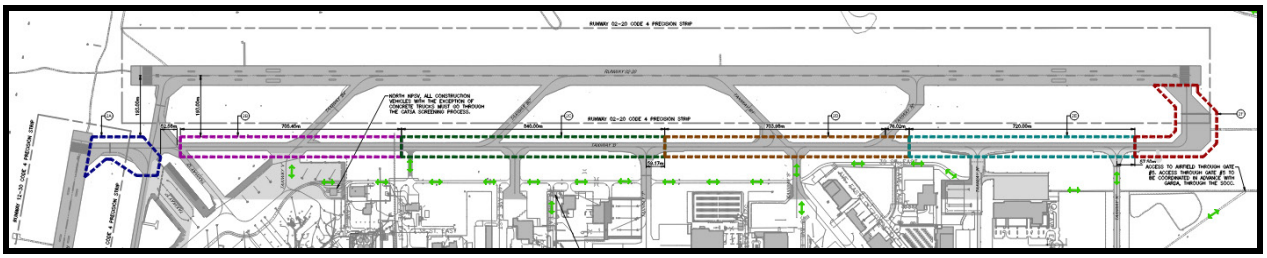


Figure 18: Taxiway Bravo Proposed Stages

Project #4 – Passenger Boarding Bridge Replacement – June 2023 to November 2023

Stage 1 Works – June 1, 2023 to August 30, 2023

- Aircraft Stands 50, 50A and 52 CLOSED
- Aircraft Stands 49A and 49B to be temporarily closed for pavement marking removals and new pavement marking application (individual days). This work will be scheduled to avoid impacting gate planning and capacity.

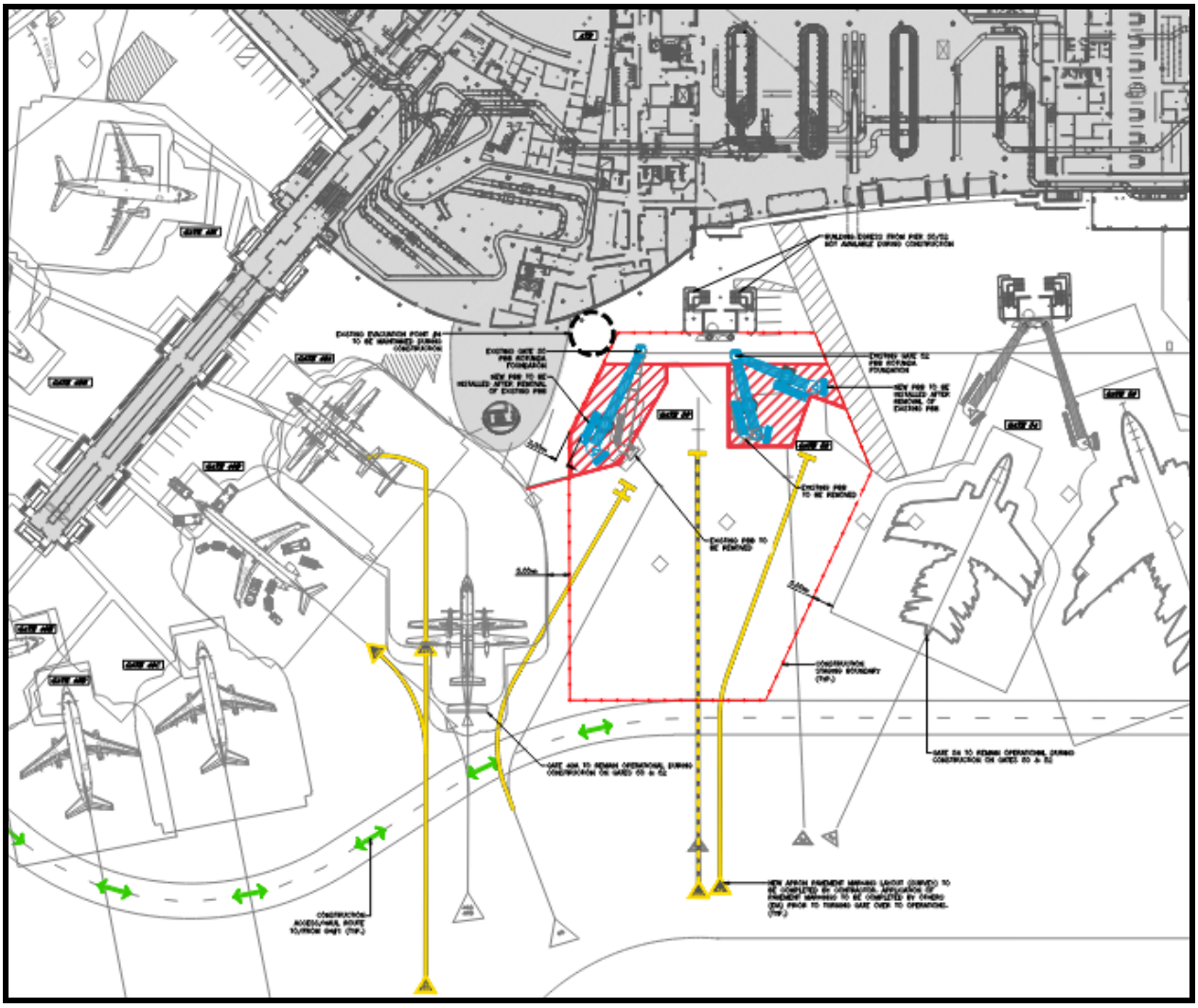


Figure 19: Stage 1 – PBB 50 & 52 Replacement

Stage 2 Works – September 1, 2023 to November 30, 2023

- Aircraft Stands 54 and 56 CLOSED

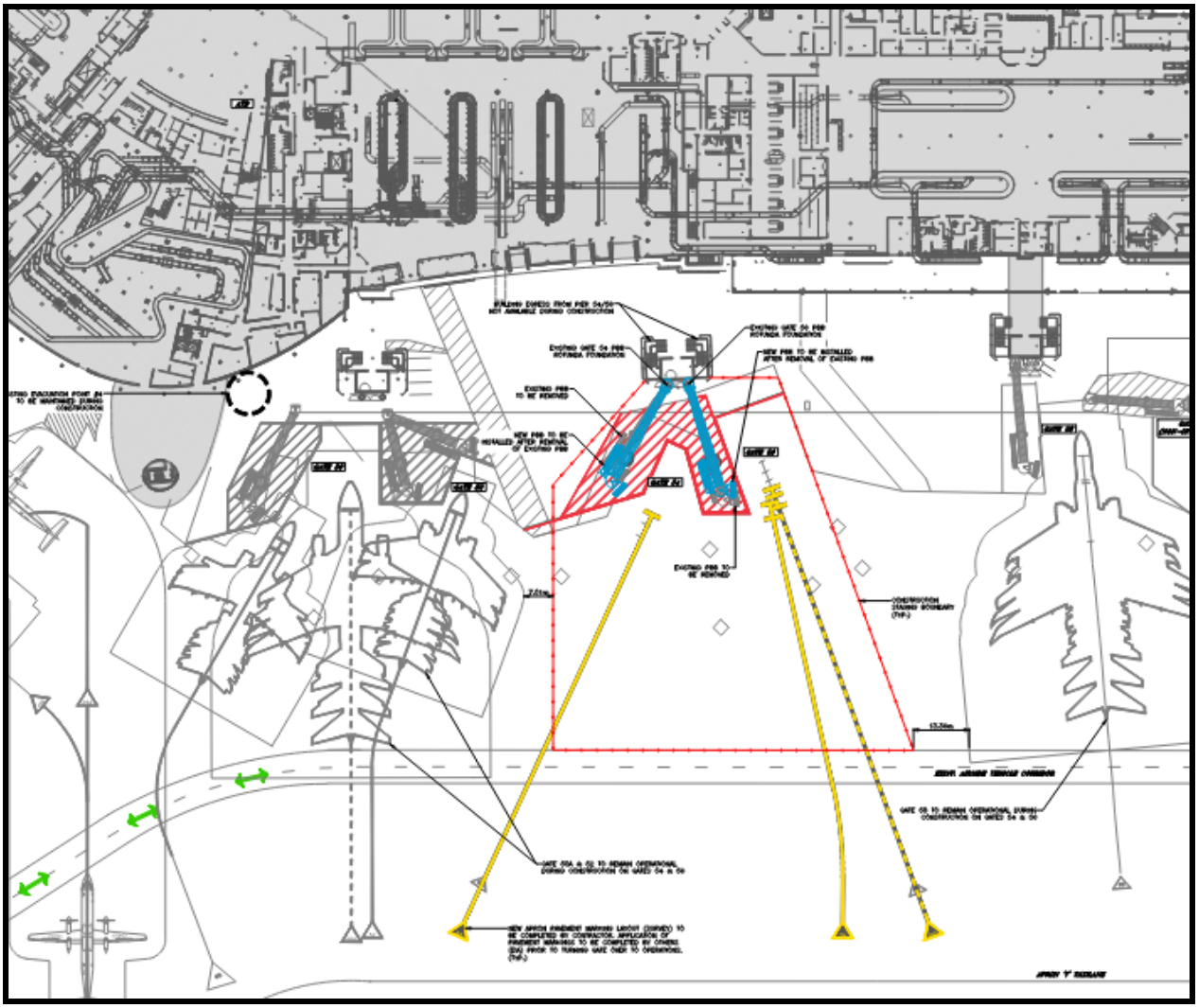


Figure 20: Stage 2 – PBB 54 & 56 Replacement

Project #5 – Runway 20 Approach Lighting – April 2023 to December 2023

This project involves installation of an approach lighting system (SSALR) at the Runway 20 end and removal/installation of new and existing cabling along the runway and taxiway edges. There is no set schedule for this construction, but the work will be planned between April 2023 to December 2023 to ensure airfield capacity is minimally impacted. To avoid additional impacts to Runways 02–20, the plan is to complete as much of this work while the Runway 20 threshold is displaced/relocated from April 20 to August 10, 2023.

In general, the impacts will be as follows:

- Runway 20 ODALS UNSERVICEABLE
- Runway 20 PAPI UNSERVICEABLE
- Runway 02-20 DOWNGRADED TO NON-INSTRUMENT

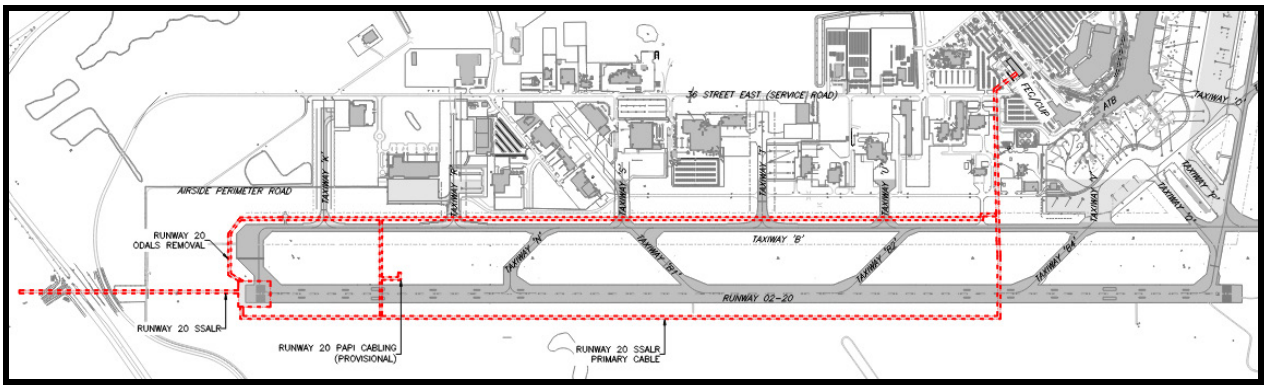


Figure 21: Runway 20 Approach Lighting Installation

Project #6 – Runway 12-30 Stormwater System Upgrades – June 15, 2023 to September 15, 2023

After completion of a stormwater system analysis, it was determined that the existing storm pipes currently conveying water across Taxiway A3 and Runway 12–30, as shown in the figure below, need to be upsized to ensure that expected storm flows can be handled. The pipe under Taxiway A3 will be upsized to a 750 mm storm pipe and the crossing under Runway 02-20 will be upsized to a 1200 mm storm pipe.

The impacts while investigation and construction works are ongoing will be as follows:

- Runway 12–30 CLOSED
- Taxiway A3 CLOSED

Figure 22: Runway 12–30 Stormwater System Upgrade Construction Limits

Project #7 – Taxiway A1 & A3 Re-cabling – June 15, 2023 to September 15, 2023

Airfield Lighting Upgrades on Taxiways A1 and A3, including all new taxiway edge lighting infrastructure. There is no set schedule for staging, but periodic closures of Runways 12–30 and Taxiways A1 and A3 will be required. The plan is to schedule this work to coincide with the storm crossing work, so that the closure time of Runways 12–30 is minimized to maintain capacity on the airfield.

Figure 23: Taxiway A1 and A3 Construction Limits

Project #8 – 65th Avenue Fence Relocation – April 2023 to July 2023

As part of the current 65th Avenue Interchange project, the relocation of the existing Primary Security Fence Line (PSL), along with a new airside perimeter road (gravel), will need to be relocated to allow for the construction of the new roads. Impacts to the airfield will be minimal if there are any at all. Periodic closure of Runways 12–30 may be required, and if so, will be overlapped with already planned closures where possible to minimize the impact to airfield operations.

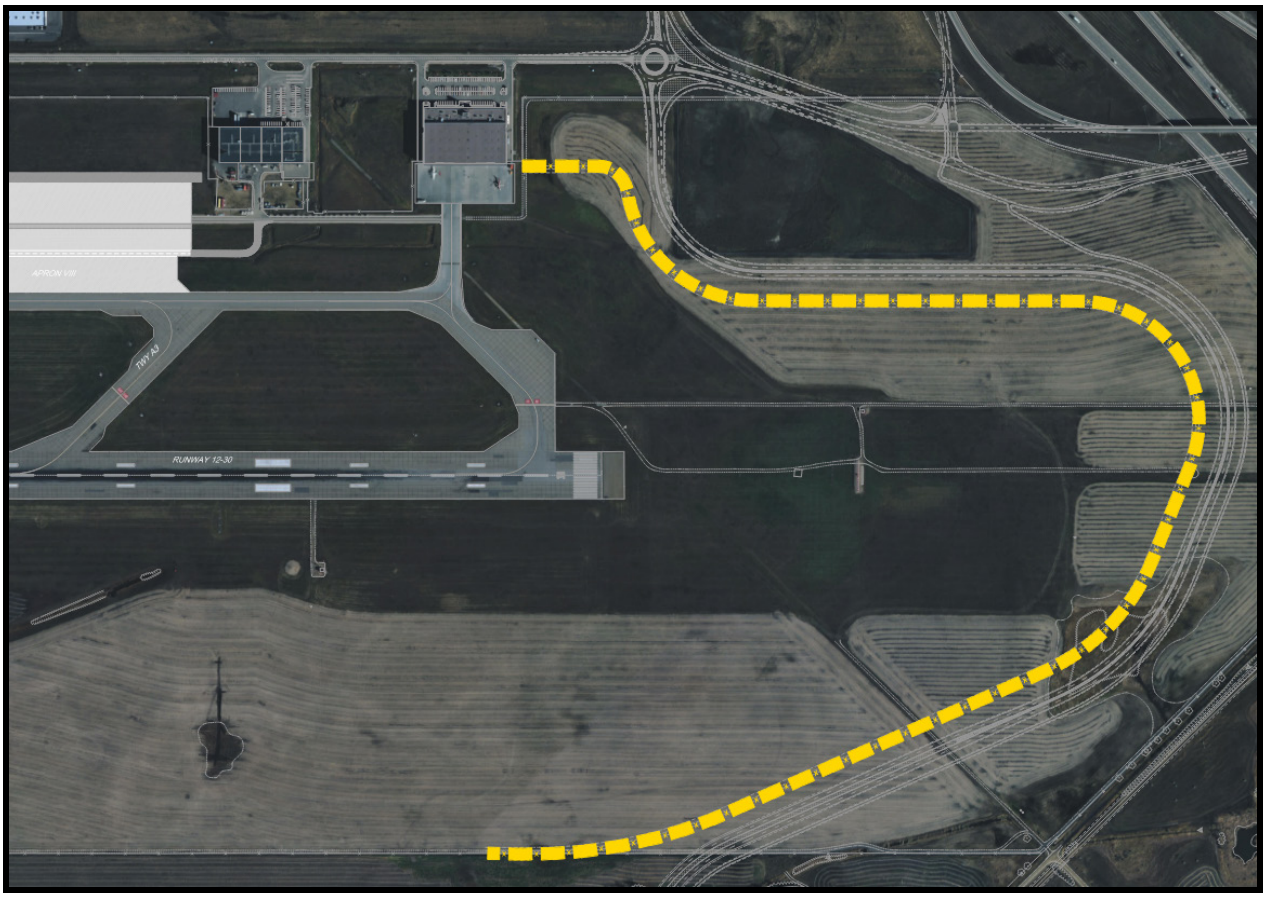


Figure 24: 65th Avenue Fence and Airside Perimeter Road Relocation

Further Information

For further information about this construction, please contact:

Mary Coyne, Senior Project Manager
Edmonton Regional Airport Authority
1, 1000 Airport Road
Edmonton International Airport, AB T9E 0V3

Tel: 1-780-890-4883
Cell: 1-780-499-9331
E-mail: mcoyne@flyeia.com

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 12/23

TOWER CRANE—VICTORIA, BRITISH COLUMBIA

A tower crane will be erected in Victoria, BC. The maximum height is 148 feet above ground level (AGL) or 246 feet above sea level (ASL). The structure will be lighted and not painted.

The cranes will be located within a 157-foot radius centred at the following coordinates:

48° 27' 57" N 123° 26' 13" W

The tower crane is approximately 1,396 feet southwest (SW) of Victoria (GEN HOSP) BC (Heli) (CBW7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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Email: landuse@navcanada.ca

Christopher Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 9/23

MULTIPLE CRANES—KELOWNA, BRITISH COLUMBIA

Multiple cranes will be erected in Kelowna, BC. The maximum height is 543 feet above ground level (AGL) or 1673 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 351-foot radius, centered at the following coordinates:

49° 53' 04" N 119° 29' 51" W

The cranes are approximately 3907 feet North NorthWest (NNW) of KELOWNA (GEN HOSP) BC (HELI) (CKH9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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AIP CANADA SUPPLEMENT 5/23

TERRACE AIRSPACE CHANGES

(Replaces AIC 32/22)

To contain recently published instrument approach procedures at the Northwest Regional Airport in Terrace, British Columbia (CYXT) the creation of new Class E airspace north and west of the airport is required.

The following areas will be designated as Class E Control Area Extensions:

The airspace from 6000´ above sea level (ASL) within the area bounded by a line beginning at:

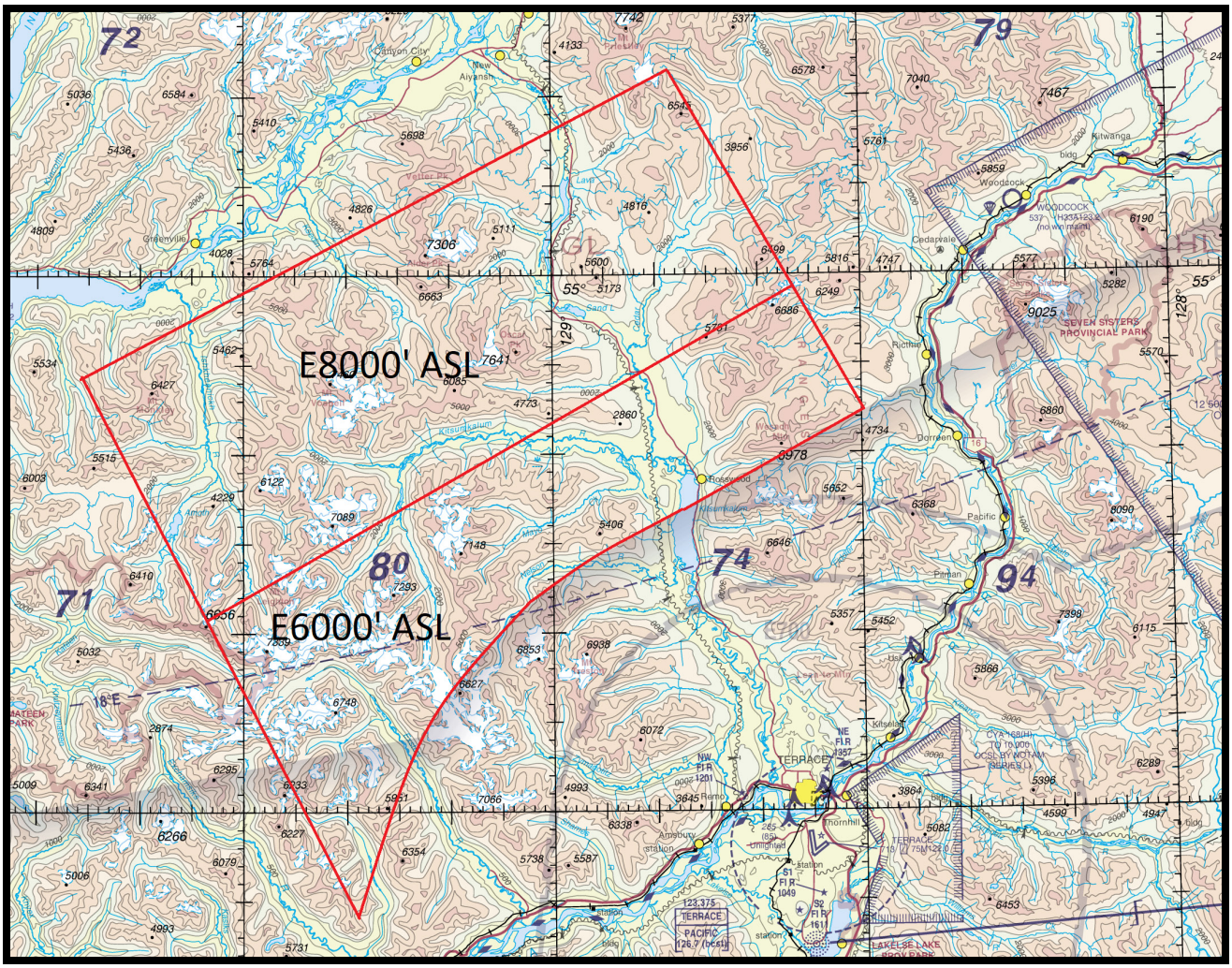
Terrace, BC:

The airspace from 6000´ above sea level (ASL) within the area bounded by a line beginning at:

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

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

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



NOT FOR NAVIGATION

This change will take effect 23 February 2023 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to this AIP Supplement or the *Designated Airspace Handbook* (TP 1820E) until the Kitimat Visual Flight Rules (VFR) Navigation Chart (VNC) is updated, which is planned for October 2023.

For further information, please contact:

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 3/23

TOWER CRANES—OTTAWA, ONTARIO

(Replaces AIP Canada Supplement 72/22)

Tower cranes will be erected in Ottawa, Ontario. The maximum height is 393 feet above ground level (AGL) or 597 feet above sea level (ASL). The structures will be painted but not lighted.

The cranes will be located within a 221-foot radius, centred at the following coordinates:

45° 25' 03" N 75° 42' 17" W

Tower cranes are approximately 3.7 nautical miles (NM) west southwest (WSW) of Ottawa/Rockliffe (CYRO) airport. Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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Chris Bowden
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AIP CANADA SUPPLEMENT 2/23

MULTIPLE TOWER CRANES—DIEPPE, NEW BRUNSWICK

Multiple tower cranes will be erected in Dieppe, New Brunswick. The maximum height is 139 feet above ground level (AGL) or 244 feet above sea level (ASL). The structures will be lighted and painted. The cranes will be operational daily 1000Z – 2100Z local time (1100Z – 2200Z daylight savings time)

The cranes will be located within a 291-foot radius, centred at the following coordinates:

46° 05' 45.07" N 64° 41' 56.59" W

Tower cranes are approximately 1.48 nautical miles (NM) southwest (SW) of Moncton/Greater Moncton Roméo LeBlanc Intl (CYQM) airport. Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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Chris Bowden
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AIP CANADA SUPPLEMENT 1/23

MULTIPLE CRANES—KITCHENER, ONTARIO

Multiple cranes will be erected in Kitchener, Ontario. The maximum height is 379 feet above ground level (AGL) or 1,496 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 199-foot radius, centred at the following coordinates:

43° 27' 27" N 80° 30' 41" W

Multiple cranes are approximately 6.0 nautical miles (NM) west (W) of Kitchener/Waterloo (CYKF) airport. Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 75/22

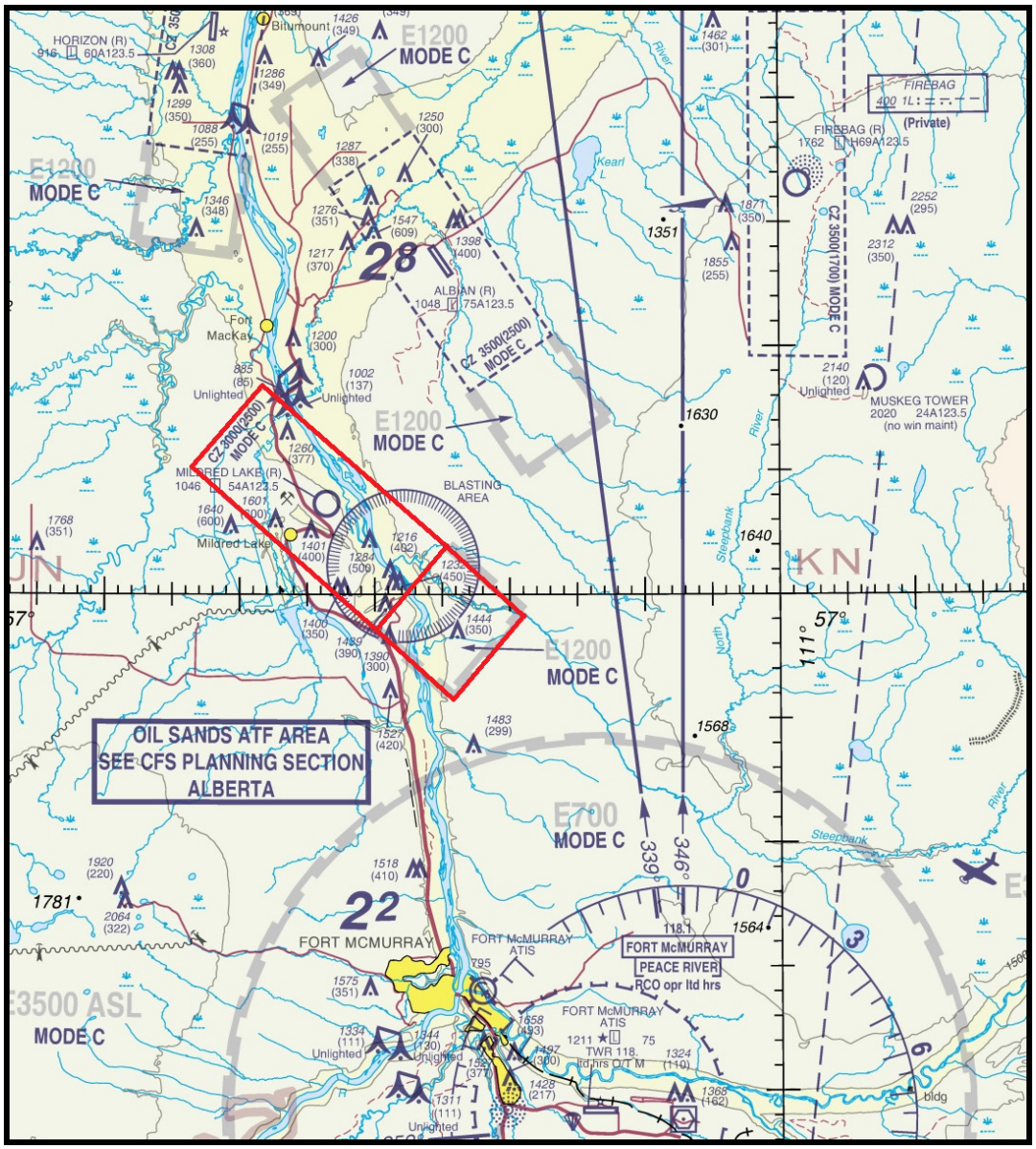
FORT MCMURRAY/MILDRED LAKE AIRSPACE CHANGES

(Replaces AIC 28/22)

The private Fort McMurray/Mildred Lake Aerodrome (CER4) has been permanently closed and the associated instrument approach procedures (IAPs) have been revoked. As a result, there is no longer a requirement for the Class E control zone (CZ) and transition area (TA) at Mildred Lake.

The Mildred Lake CZ and TA have been removed.

The North Oil Sands Aerodrome Traffic Frequency (ATF) area remains unchanged.



NOT FOR NAVIGATION

This change took effect 03 November 2022 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to the *Designated Airspace Handbook* (TP 1820E) or this AIP Supplement until the Lake Athabasca visual flight rules (VFR) navigation chart (VNC) is updated, which is planned for September 2024.

For further information, please contact:

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Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 74/22

TOWER CRANE—KAMLOOPS, BRITISH COLUMBIA

A tower crane will be erected in Kamloops, British Columbia. The maximum height is 315 feet above ground level (AGL) or 1,542 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 148-foot radius centred at the following coordinates:

50° 40’ 21.04” N 120° 19’ 49.32” W

The tower crane is approximately 1,413 feet north northeast (NNE) of Kamloops (Royal Inland Hospital) (Heli) (CBC4). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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AIP CANADA SUPPLEMENT 68/22

CONSTRUCTION AT KELOWNA INTERNATIONAL AIRPORT (CYLW) JUNE 2022 TO MARCH 2023

(Replaces AIP Canada Supplement 50/22)

From June 2022 to March 2023, airfield construction work will be taking place on Runway 16/34 at the Kelowna International Airport (CYLW). The project has two stages. Work will start with Stage 2 (Work on Runway 34 End – South side) then move on to Stage 1 (Work on Runway 16 End – North side):

1. **Stage 1: Work on Runway 16 – North side**
   - Area A – Runway End Safety Area (RESA) construction
   - Area B – Taxiway Golf construction
   - Area C – Turn Pad expansion
   - Area D – Turn Pad expansion (*Zone Impacting Airport Operations*)
2. **Stage 2: Work on Runway 34 – South side**
   - Area A – RESA construction, runway extension and blast pad construction
   - Area B – Taxiway stub construction
   - Area C – West perimeter access road construction
   - Area D – Old turn pad removal

A winter construction break from December 2022 to February 2023 is anticipated.

Construction working times will generally be Monday to Saturday with potential work on Sundays, 1400Z to 0200Z, unless otherwise indicated.

Stage 2: Area A – Runway End Safety Area Construction – Runway 16 End (June 2022 – October 2022)

- Runway 34 threshold displaced by 450 feet (137.16 metres).
- First 849 feet (258.71 metres) of Runway 34 closed.
- Backtrack not authorized south of Taxiway Delta.
- Runway 34 medium intensity approach lighting system with sequenced flashing lights (MALSF) unserviceable.
- Runway 34 precision approach path indicator (PAPI) relocated.
- Taxiway D closed from south of Taxiway E to Runway 34 end during Stage 2, Area C only.
- Localizer (LOC) removed from service during certain parts of this stage.
- Modified declared runway distances (all distances in feet):

Runway	16	34
Displaced	No Change	450
TORA	8,049	8,050
TODA	8,049	8,401
ASDA	8,049	8,050
LDA	6,850	8,050

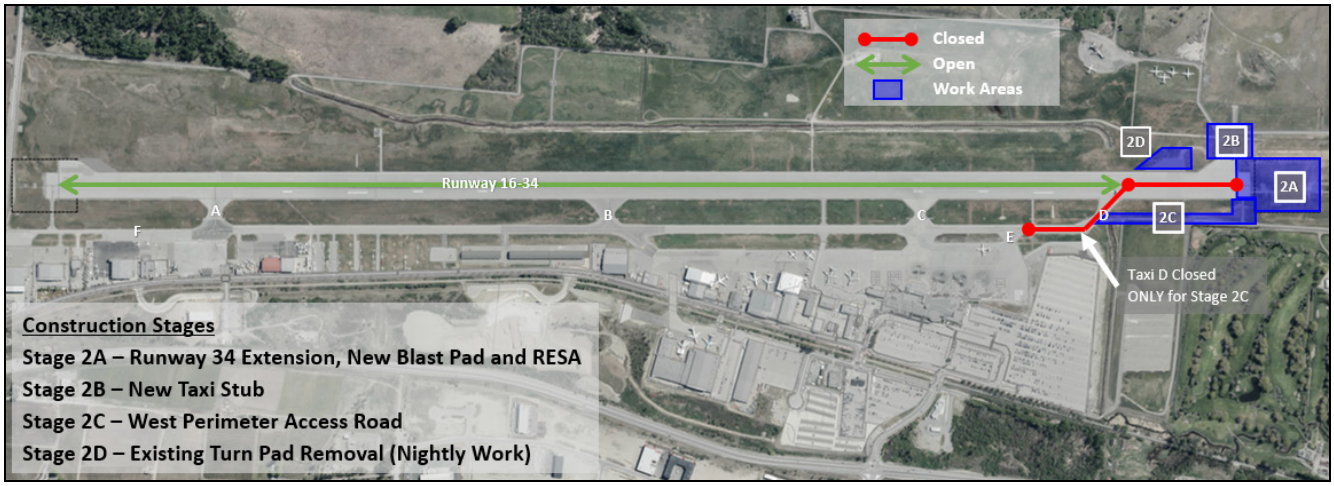

Figure 1: Stage 2 Construction Limit and Runway Availability

Procedure Impact Summary for Stage 2:

Procedure Name	Available/NOT AUTH
ILS Z RWY 16	NOT AUTHORIZED
ILS Y RWY 16	NOT AUTHORIZED
RNAV (RNP) Z RWY 34	NOT AUTHORIZED
LOC Z RWY 16	NOT AUTHORIZED
LOC Y RWY 16	NOT AUTHORIZED
RNAV (GNSS) Z RWY 16	AVAILABLE
RNAV (GNSS) Y RWY 16	AVAILABLE
RNAV (RNP) X RWY 16	AVAILABLE
RNAV (GNSS) V RWY 16	AVAILABLE
RNAV (GNSS) A (RWY 34 Circling Approach)	AVAILABLE
NDB B	AVAILABLE

Departure Procedure Name	Runway 16/34
KELOWNA EIGHT DEP	AVAILABLE
MERYT TWO DEP	AVAILABLE
NOTIV THREE DEP	AVAILABLE
PRINCETON TWO DEP	AVAILABLE
DEPARTURE PROCEDURE (Westbank/Wingfield Routes)	AVAILABLE

Stage 2: Work Area 2D – Runway 34 Existing Turn Pad Removal (Estimated 5 nights in September 2022)

- Runway 16/34 closed nightly between 0230Z to 1930Z except for scheduled passenger aircraft and emergency or MEDEVAC operations. When in use, refer to Stage 2 Operational Impact for details.
- Runway 16/34 available for taxiing only during the closure.
- Modified declared runway distances (all distances in feet):

Runway	16	34
Displaced	Runway CLOSED and available for taxiing only	
TORA		
TODA		
ASDA		
LDA		

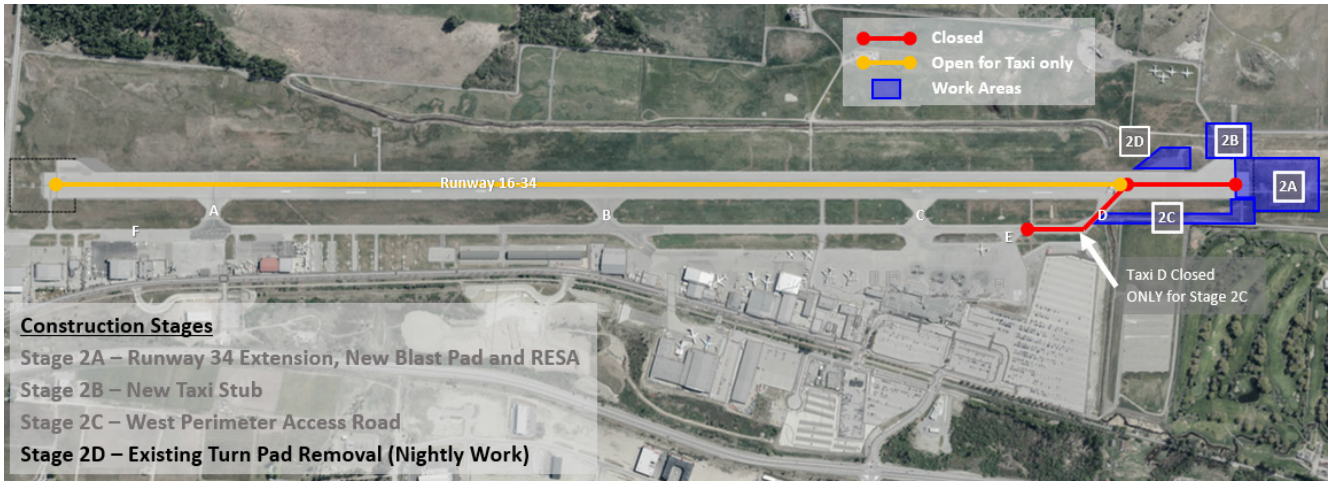

Figure 2: Stage 2 Construction Limit and Runway Availability for Stage 2D ONLY

Stage 1: Runway End Safety Area Construction – Runway 34 End (October 2022 – March 2023)

- First 1,025 feet (312.48 metres) of Runway 16 closed.
- Backtrack is not authorized north of Taxiway Alpha.
- Runway 16 MALSF unserviceable during construction working hours (approximately 1400Z to 0200Z). MALSF will be available during non-working times.
- Glide path out of service when workers are in Area 1D or when workers are not able to respect the minimum safe distances and equipment height restrictions in Area 1A, Area 1B and Area 1C.
- Modified declared runway distances (all distances in feet):

Runway	16	34
Displaced	No Change	No Change
TORA	8,014	8,014
TODA	8,295	8,014
ASDA	8,014	8,014
LDA	7,838	7,475

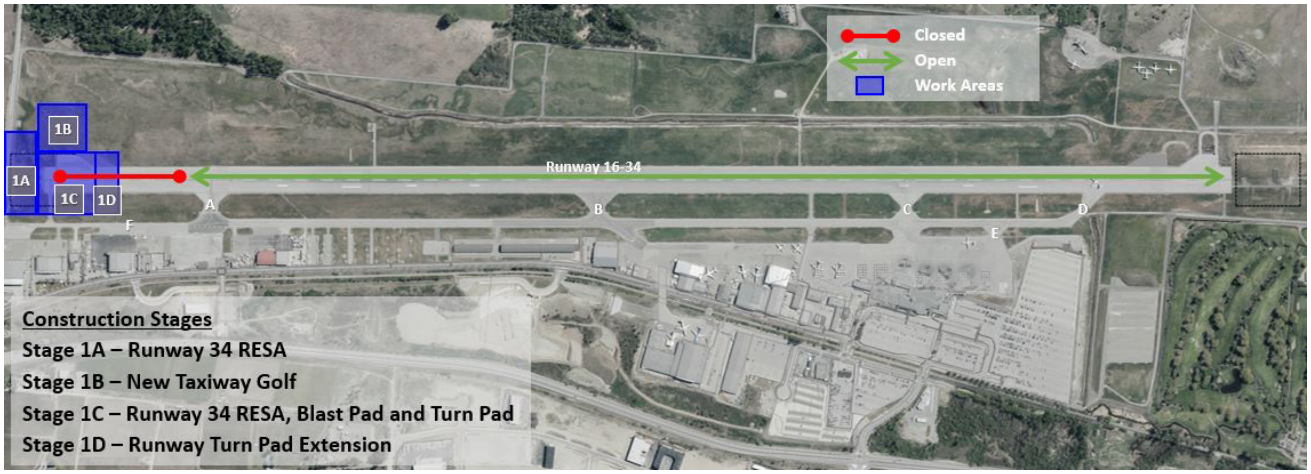

Figure 3: Stage 1 Construction Limit and Runway Availability

Procedure Impact Summary for Stage 1:

Procedure Name	Available/NOT AUTH
ILS Z RWY 16	NOT AUTHORIZED ▪ When workers are in Area 1D or when workers are not able to respect the minimum safe distances and equipment height restrictions in Area 1A, Area 1B and Area 1C
ILS Y RWY 16	NOT AUTHORIZED ▪ When workers are in Area 1D or when workers are not able to respect the minimum safe distances and equipment height restrictions in Area 1A, Area 1B and Area 1C
RNAV (GNSS) Z RWY 16	NOT AUTHORIZED ▪ When workers are in Area 1D or when workers are not able to respect the minimum distances and equipment height restrictions in Area 1A, Area 1B and Area 1C
RNAV (RNP) X RWY 16	NOT AUTHORIZED ▪ When workers are in Area 1D or when workers are not able to respect the minimum safe distances and equipment height restrictions in Area 1A, Area 1B and Area 1C
RNAV (GNSS) V RWY 16	NOT AUTHORIZED ▪ When workers are in Area 1D or when workers are not able to respect the minimum safe distances and equipment height restrictions in Area 1A, Area 1B and Area 1C
LOC Z RWY 16	AVAILABLE
LOC Y RWY 16	AVAILABLE
RNAV (RNP) Z RWY 34	AVAILABLE
RNAV (GNSS) Y RWY 16	AVAILABLE
RNAV (GNSS) A (RWY 34 Circling Approach)	AVAILABLE
RNAV (GNSS) V RWY 16	LNAV ONLY AVAILABLE
NDB B	AVAILABLE

Departure Procedure Name	Runway 16/34
KELOWNA EIGHT DEP	AVAILABLE
MERYT TWO DEP	AVAILABLE
NOTIV THREE DEP	AVAILABLE
PRINCETON TWO DEP	AVAILABLE
DEPARTURE PROCEDURE (Westbank/Wingfield Routes)	AVAILABLE

For further information, please contact:

Kelowna International Airport
5533 Airport Way 1
Kelowna, BC V1V 1S1
Attn: James Hall, Airport Operations Manager

Tel.: 250-807-4305
E-mail: jhall@kelowna.ca

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 67/22

PRAIRIE AND NORTHERN REGION (PNR) REGION
CALGARY (CITY/BOW RIVER) AB (HELI) (CEL2)
HELIPORT REHABILITATION WORK
SEPTEMBER 2022 TO OCTOBER 2024

The complete rehabilitation of the helipad and the surrounding landscaping will result in the temporary closure of the helipad, from September 2022 to October 2024. There will be no flight operation conducted from this location while the construction and landscaping are being conducted (see figure below).

Details will be disseminated via NOTAM.

Figure 1

For further information, please contact:

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 66/22

TOWER CRANE—EDMONTON, ALBERTA

A tower crane will be erected in Edmonton, Alberta. The maximum height is 492 feet above ground level (AGL) or 2,677 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 148-foot radius centred at the following coordinates:

53° 32' 30.48" N 113° 30' 21.42" W

The crane is approximately 1.03 nautical miles (NM) south (S) of Edmonton (Royal Alexandra Hosp) (Heli) (CFH7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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Chris Bowden
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AIP CANADA SUPPLEMENT 60/22

MODIFICATION OF TERRACE CONTROL ZONE

(Replaces AIC 20/22)

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the requirement for controlled airspace and mandatory frequency (MF) requirements in an area below the elevation of the Northwest Regional Airport Terrace-Kitimat (CYXT) that encompasses a heliport near the town of Terrace, BC.

The study concluded that airspace 700 feet above sea level (ASL) and below in the Skeena River Valley should be removed from the control zone. This will allow helicopter operations to occur without entering the control zone, while keeping the affected airspace within the MF area.

The dimensions of the Class E Terrace control zone will appear in the Designated Airspace Handbook (TP 1820E), as shown in the following table and figure.

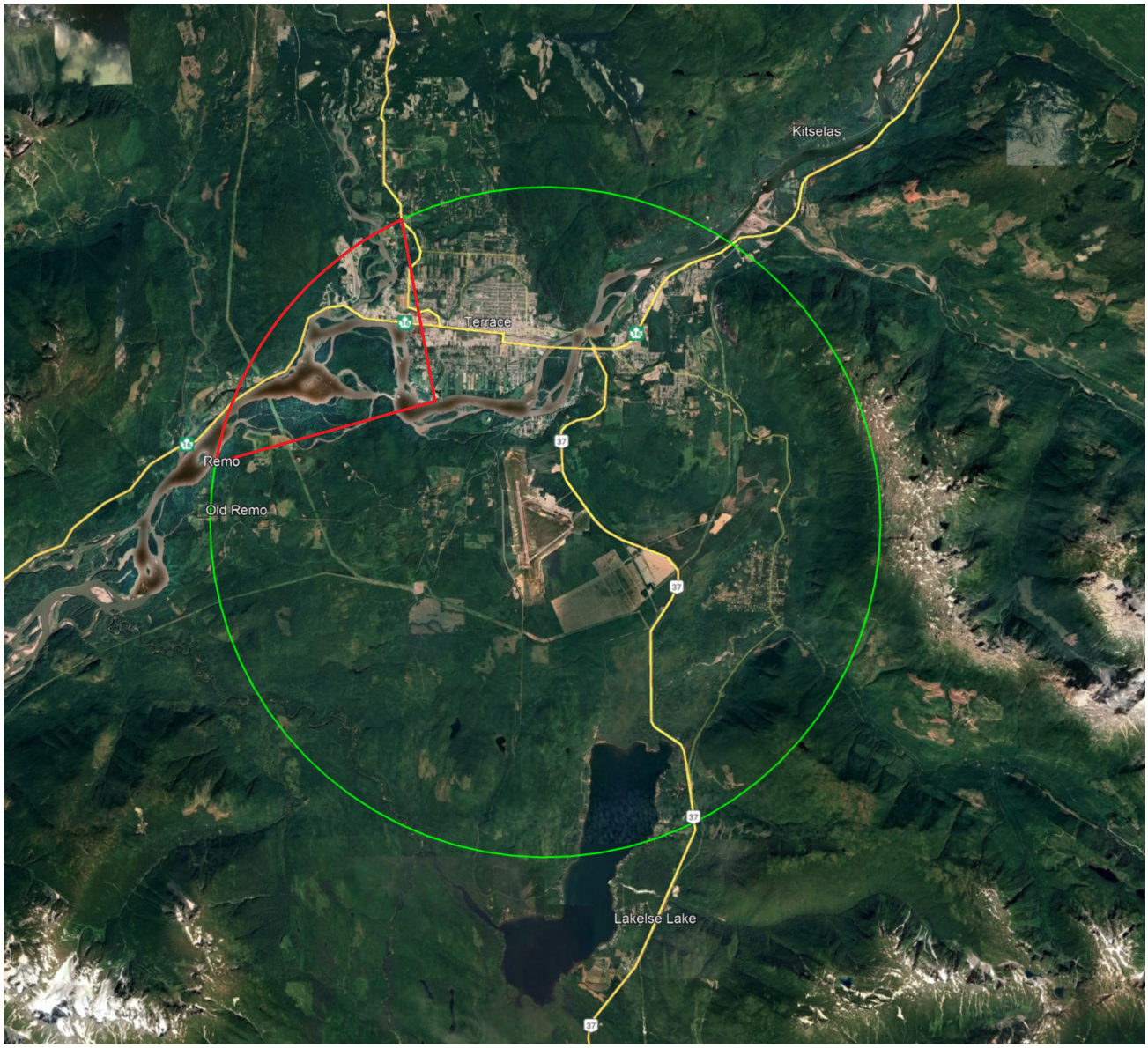
Terrace, BC:

The airspace within the area bounded by a circle of 5 miles radius centred on the following:

N54°27'59.00"	W128°34'39.00"	(Terrace, BC - AD)

Excluding the class G airspace 700´ and below bounded by a line beginning at:

N54°29'54.94"	W128°37'32.18"	to
N54°28'58.87"	W128°43'02.85"	thence clockwise along the arc of a circle of
5 miles		radius centred on
N54°27'59.00"	W128°34'39.00"	(Terrace, BC - AD) \ to
N54°32'30.75"	W128°38'15.26"	to
N54°29'54.94"	W128°37'32.18"	point of beginning



NOT FOR NAVIGATION

This change will take effect 08 September 2022 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to the *Designated Airspace Handbook* (TP 1820E) or this AIP Supplement until the Kitimat visual flight rules (VFR) navigation chart (VNC) is updated, which is planned for December 2023.

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Chris Bowden
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AIP CANADA SUPPLEMENT 53/22

TOWER CRANE—EDMONTON, ALBERTA

A tower crane will be erected in Edmonton, Alberta. The maximum height is 262 feet above ground level (AGL) or 2,474 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located at the following coordinates:

53° 31' 12.175" N 113° 31' 30.58" W

The tower crane is approximately 0.12 nautical miles (NM) west southwest (WSW) of Edmonton/Univ of Alberta (StolleryChildren's Hosp Mahi) (Heli) (CEW7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 45/22

BLASTING ACTIVITIES AT SAINT ANTONIN, SAINT-HUBERT-DE-RIVIERE-DU-LOUP AND SAINT HONORE-DE-TEMISCOUATA, QC

Blasting activity will take place in Saint Antonin, Saint-Hubert-de-Riviere-du-Loup et Saint Honore-de-Temiscouata, QC. The maximum height is 394 feet above ground level (AGL) or 1,893 feet above sea level (ASL).

The blasting will be located within a 10 nautical mile (NM) radius centred at the following coordinates:

47° 43' 27" N 69° 13' 46" W

Blasting is approximately 15 NM west northwest (WNW) of Temiscouata-sur-le-Lac QC (Water) (CTM8). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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Chris Bowden
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AIP CANADA SUPPLEMENT 43/22

TOWER CRANE—BARRIE, ONTARIO

A tower crane will be erected in Barrie, Ontario. The maximum height is 483 feet above ground level (AGL) or 1,697 feet above sea level (ASL). The structure will be lighted and painted.

The crane will be located within a 156-foot radius centred at the following coordinates:

44° 23' 12.4022" N 79° 41' 22.3796" W

The crane is approximately 1.9 nautical miles (NM) south southwest (SSW) of Barrie (Royal Victoria Hosp) ON (Heli) (CRV2). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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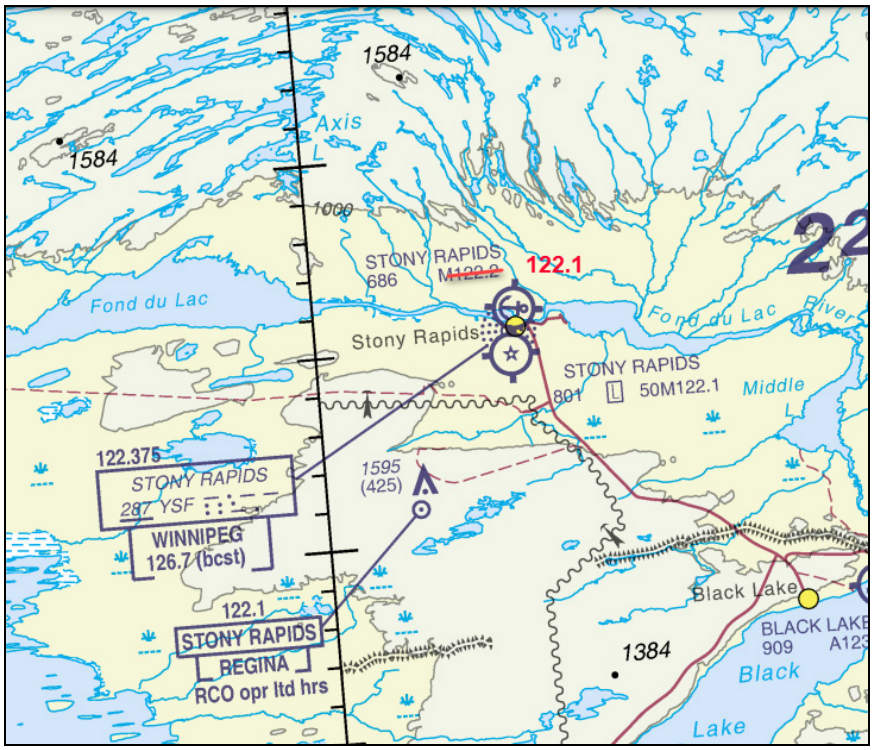
Acting Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 38/22

CORRECTION TO MANDATORY FREQUENCY AT STONY RAPIDS, SASKATCHEWAN WATER AERODROME (CKW5)

The 19th edition of the Lake Athabasca VFR navigation chart (VNC) (AIR 5023) displays an incorrect mandatory frequency (MF) for Stony Rapids, Saskatchewan (SK) water aerodrome (CKW5). The correct frequency is 122.1 MHz.



The correction will be made in the next edition of the VNC (AIR 5023) in September 2024.

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Acting Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 30/22

CRANE—DARTMOUTH, NOVA SCOTIA

A crane will be erected in Dartmouth, Nova Scotia (NS). The maximum height is 300.66 feet above ground level (AGL) or 323.96 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 197-foot radius centred at the following coordinates:

44° 39' 49.26" N 63° 33' 53.17" W

The crane is approximately 1.41 nautical miles (NM) east northeast (ENE) of Halifax (QE II Health Sciences Centre) NS (Heli) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 21/22

MULTIPLE CRANES—EDMONTON, ALBERTA

Multiple cranes will be erected in Edmonton, Alberta. The maximum height is 485 feet above ground level (AGL) or 2,701 feet above sea level (ASL). The structures will be lighted but not painted.

The cranes will be located within a 269-foot radius centred at the following coordinates:

53° 31' 20" N 113° 31' 11" W

Multiple cranes are approximately 832 feet north northeast (NNE) of Edmonton/Univ of Alberta (Stollery Children's Hosp Mahi) AB (Heli) (CEW7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 19/22

GREENLAND AIRSPACE RESTRICTIONS

(Replaces NOTAM H0552/22)

At the request of Danish and Greenlandic authorities, all flights within Gander Oceanic FIR arriving to and departing from airports within Greenland, or over flying Greenlandic territory from Belarussian airspace, are not permitted if the aircraft is operated by a Belarussian air carrier and/or is registered in Belarus. Exceptions to this restriction are in the case of emergency or when the flight is a humanitarian flight. It is unknown when this restriction will be removed.

It is recommended to confirm the applicable restrictions with the appropriate Danish and Greenlandic authorities prior to flight.

For further information, please contact:

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AIP CANADA SUPPLEMENT 13/22

CRANE—HALIFAX, NOVA SCOTIA

A crane will be erected in Halifax, Nova Scotia. The maximum height is 321 feet above ground level (AGL) or 483 feet above sea level (ASL). The structure will be lighted, and not painted.

The crane will be located within a 109-foot radius centred at the following coordinates:

44° 38’ 50.68” N 63° 35’ 27.943” W

The crane is approximately 1,309 feet northwest (NW) of Halifax (QE II Health Sciences Centre) NS (Heli) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 57/21

MULTIPLE CRANES—SASKATOON, SASKATCHEWAN

Multiple cranes will be erected in Saskatoon, Saskatchewan. The maximum height is 531 feet above ground level (AGL) or 2,115 feet above sea level (ASL). The structure(s) will be lighted, but not painted.

The cranes will be located within a 235-foot radius centred at the following coordinates:

52° 07' 59.2364" N 106° 39' 22.8908" W

Multiple cranes are approximately 13,250 feet before Threshold 33 and 5,010 feet northeast of the extended runway centreline Saskatoon/John G. Diefenbaker Intl Airport (CYXE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Stephanie Castonguay
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AIP CANADA SUPPLEMENT 45/21

BLASTING—SCHEFFERVILLE, QUEBEC

(Replaces AIP Canada Supplement 23/21)

Blasting activity will take place in Schefferville, Quebec daily between 1000 – 0000 (DT 1100 – 0100) Coordinated Universal Time (UTC). The maximum height is 984 feet above ground level (AGL) or 3,739 feet above sea level (ASL).

The blasting will be located within a 3,293-foot radius centred at the following coordinates:

55° 04' 31" N 67° 17' 45" W

Blasting is approximately 23 nautical miles (NM) north northwest (NNW) of Schefferville/Squaw Lake (Water) (CSZ9). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 35/21

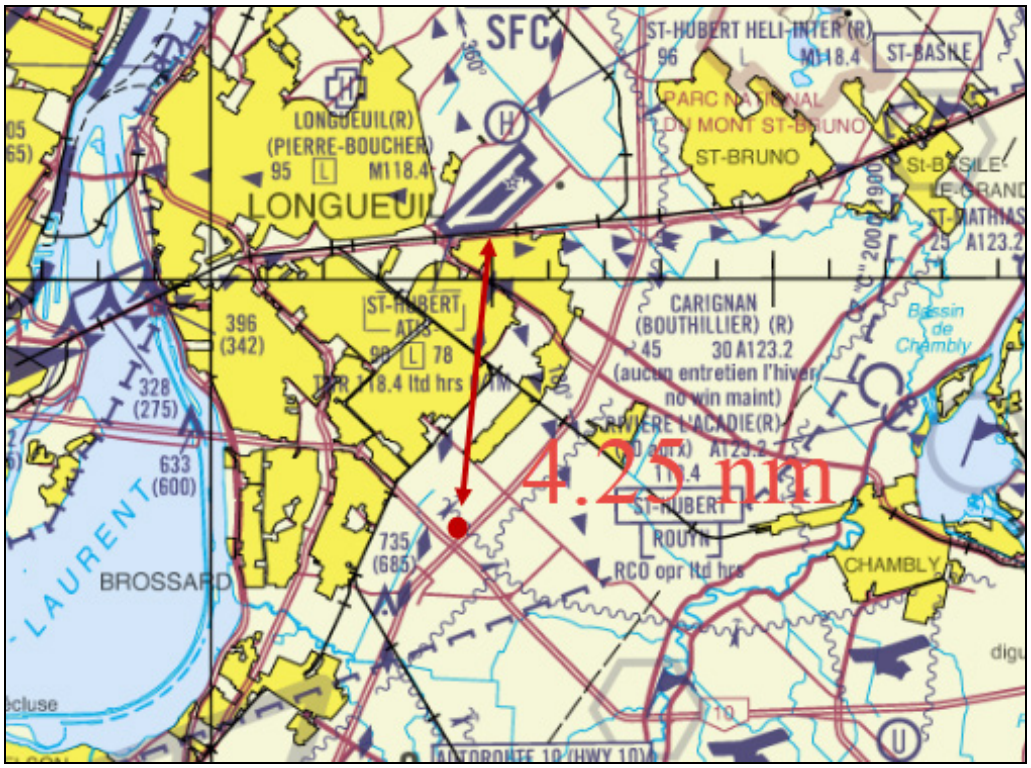
QUEBEC REGION: SAINT-HUBERT AIRPORT (CYHU)
MULTIPLES CONSTRUCTION PROJECTS 2021–2023

(Replaces NOTAM E1799/21)

There are presently multiple construction projects south of Saint-Hubert airport, Quebec. Those projects require the use of fixed cranes of a maximum height of 119 meters AGL for the construction of buildings of a maximum height of 90 meters AGL.

Only the building located the most furthest east (to be built) and the most furthest west (under construction) will be lighted with red lights. Cranes (fixed and mobile) higher than 90 meters AGL will be also lighted with red lights.

The work area is located north of the crossing of highways 10 and 30 in Brossard, Quebec and at less than 4.25 nm south of Saint-Hubert airport.



Bernard Fortin
Associate Director, Operations
Civil Aviation – NAH
Transport Canada, Quebec Region

AIP CANADA SUPPLEMENT 34/21

MULTIPLE CRANES—WINDSOR, ONTARIO

Multiple cranes will be erected in Windsor, Ontario. The maximum height is 800 feet above ground level (AGL) or 1,382 feet above sea level (ASL). The structures will be lighted, but not painted.

The cranes will be located within a 0.27 Nautical Mile (NM) radius centred at the following coordinates:

42° 17' 14.9302" N 83° 05' 53.044" W

Multiple cranes are approximately 7 nautical miles (NM) west (W) of Windsor Airport (CYQG). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA SUPPLEMENT 22/21

MULTIPLE CRANES—SOLMESVILLE, ONTARIO

Multiple cranes on barges will be erected in Solmesville, Ontario. The maximum height is 180 feet above ground level (AGL) or 428 feet above sea level (ASL). The structures will be lighted, but not painted.

The cranes will be located within a 1,144-foot radius centred at the following coordinates:

44° 10' 25" N 77° 05' 10" W

Multiple cranes on barges are approximately 1.15 nautical miles (NM) southeast (SE) of Tyendinaga (Mohawk) airport (CPU6). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Stephanie Castonguay
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AIP CANADA SUPPLEMENT 17/21

NEW CLASS F ADVISORY AIRSPACE AT THUNDER BAY THUNDER BAY, ONTARIO

(Replaces AIC 4/21)

The Department of National Defence has requested the creation of new Class F advisory airspace (CYA) at Thunder Bay, Ontario.

CYA515(M) and CYA516(M) will be created approximately 14 nautical miles (NM) south-east of the Thunder Bay Airport (CYQT) as follows:

CYA515(M) THUNDER BAY, ON

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

N48°01'24.00" W089°26'48.00"	**to**
N48°15'24.00" W088°59'55.00"	**to**
N48°08'00.00" W088°59'51.00"	**to**
N47°59'22.00" W089°20'34.00"	**to**
N48°01'24.00" W089°26'48.00"	**point of beginning**

Designated Altitude	**– Surface to 3000'**
Time of Designation	**– Ocsl by NOTAM**
User Agency	**– 435 Squadron Operations, 17 Wing Winnipeg (204) 833-2500 EXT 5036, (204) 612-2423**
Controlling Agency	**– Winnipeg ACC (204) 983-8338**
Operating Procedures	**– The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.**

CYA516(M) THUNDER BAY, ON

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

N48°01'24.00" W089°26'48.00"	**to**
N48°15'24.00" W088°59'55.00"	**to**
N48°08'00.00" W088°59'51.00"	**to**
N47°59'22.00" W089°20'34.00"	**to**
N48°01'24.00" W089°26'48.00"	**point of beginning**

Designated Altitude	**– Above 3000' to 5000'**
Time of Designation	**– Ocsl by NOTAM**
User Agency	**– 435 Squadron Operations, 17 Wing Winnipeg (204) 833-2500 EXT 5036, 204 612-2423**
Controlling Agency	**– Winnipeg ACC (204) 983-8338**
Operating Procedures	**– The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.**

NOT FOR NAVIGATION

These changes are planned to take effect 22 April 2021 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to this supplement until the next editions of the Thunder Bay and Sault Ste. Marie VFR Navigation Charts (VNC) AIR 5008 and AIR 5001 are available in 2023.

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Director, Aeronautical Information Management and Flight Operations

AIP CANADA (ICAO) SUPPLEMENT 7/21

MULTIPLE CRANES—PLACENTIA, NEWFOUNDLAND

(Replaces AIP Supplement 27/20)

Multiple cranes will be erected in Placentia, Newfoundland. The maximum height is 715 feet above ground level (AGL) or 743 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 1,260-foot radius of the following coordinates:

47° 18' 34" N 53° 58' 34" W

Multiple cranes are approximately 37 nautical miles (NM) west southwest (WSW) of Harbour Grace Airport (CHG2). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations

AIP CANADA (ICAO) SUPPLEMENT 73/20

MULTIPLE CRANES—KITIMAT, BRITISH COLUMBIA

Multiple cranes will be erected in Kitimat, British Columbia. The maximum height is 333 feet above ground level (AGL) or 350 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 502-foot radius centred at the following coordinates:

54° 01' 02.1126" N 128° 41' 07.8896" W

Multiple cranes are approximately 10 nautical miles (NM) south (S) of Kitimat Airport (CBW2). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier
Director, Aeronautical Information Management and Flight Operations

AIP CANADA (ICAO) SUPPLEMENT 41/20

BLASTING—BAIE-COMEAU, QUEBEC

Blasting activity will take place in Baie-Comeau, Quebec. The maximum height is 394 feet above ground level (AGL) or 1148 feet above sea level (ASL).

The blasting will be located within a 3.61 nautical mile (NM) radius centred at the following coordinates:

49° 16' 14" N 68° 17' 34" W

Blasting is approximately 4 NM north northeast (NNE) of Baie-Comeau/Heli-Manicouagan QC (Heli) CSN9. Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier
Director, Aeronautical Information Management

AIP CANADA SUPPLEMENTS 23/20

ONTARIO REGION
LASER PROJECTION IN THE VICINITY OF EGBERT, ONTARIO
JANUARY 31, 2020 TO JANUARY 31, 2025

(Replaces AIP Supplement 51/14)

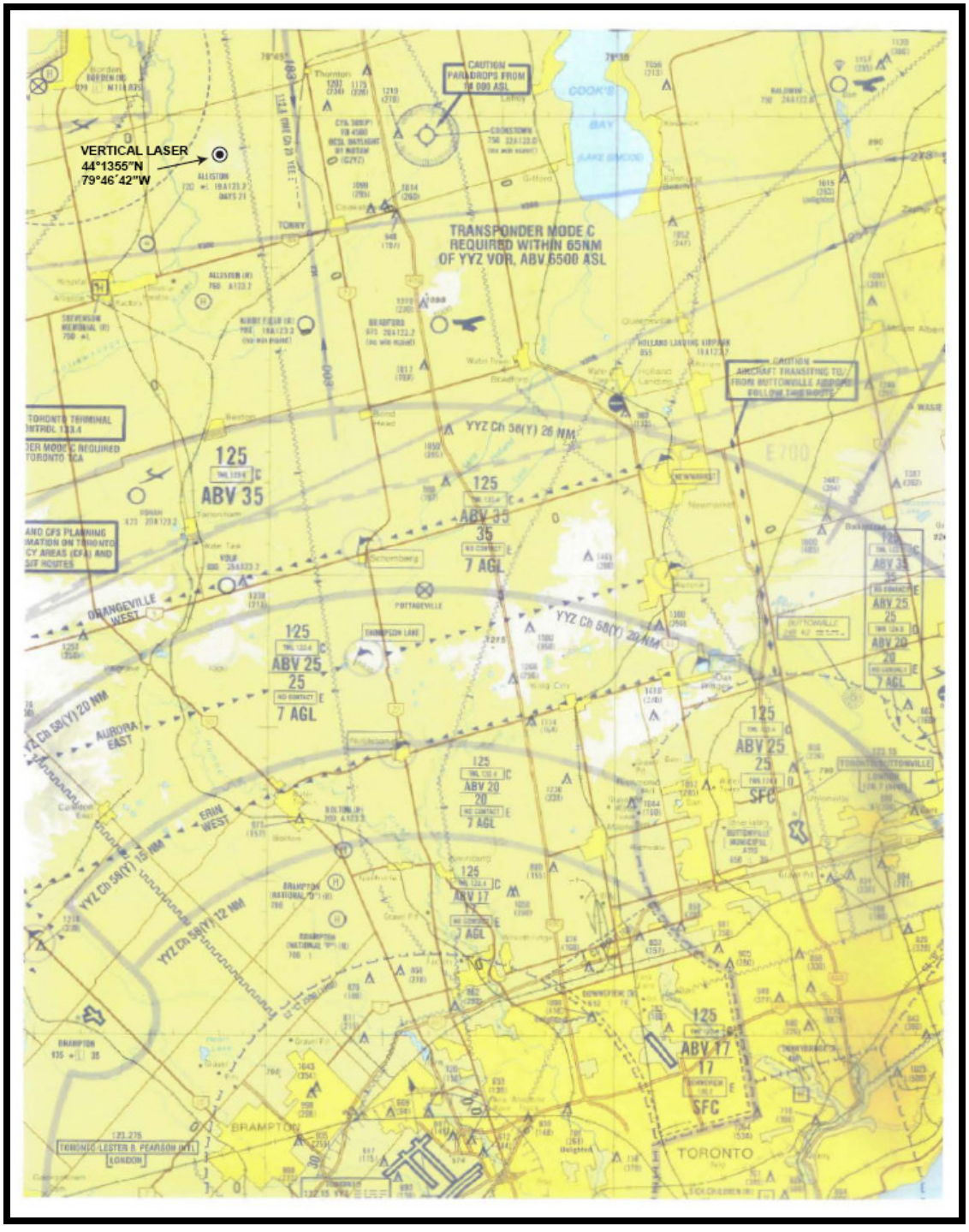
In April 2009, Environment Canada's Centre for Atmospheric Research Experiments began a multi-year study using a laser located on the grounds of the Centre for Atmospheric Research Experiments at coordinates 44° 13' 55" N 79° 46' 42" W. The laser propagates a stationary vertical green beam, which is not visible during daylight. It projects day and night when there is no precipitation.

Several measures have been taken to mitigate risks to aviation. The beam is being significantly diverged to reduce the block of altitude that presents a hazard to aircraft crew and passengers. A radar interlock system has been designed to shut off the laser when an aircraft enters the nominal hazard zone. In addition, the laser cannot propagate a beam if the radar is not transmitting.

In the event of a simultaneous failure of both protection systems, an aircraft overflying the narrow beam and a crew member or passenger looking straight down at the light source, there would be risk of injury to the eyes up to 4 000 ft above the laser source (5 000 ft ASL). Flash blindness could occur up to 7 000 ft (8 000 ft ASL); cockpit and cabin illumination could occur beyond this distance.

Pilots are reminded that *Canadian Aviation Regulation* 601.22(1) stipulates:

> "No pilot-in-command shall intentionally operate an aircraft into a beam from a directed bright light source or into an area where a directed bright light source is projected, unless the aircraft is operated in accordance with an authorization issued by the Minister."



Robert Sincennes, P. Eng.
Director, Standards
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 59/19

MULTIPLE CRANES—WINNIPEG, MANITOBA

Multiple cranes will be working in Winnipeg, Manitoba. The maximum height is 303 feet above ground level (AGL) or 1,065 feet above sea level (ASL). The structures will not be lighted, and will not be painted.

The cranes will be located within a 199-foot radius centred at the following coordinates:

49° 53' 26" N 97° 08' 42" W

The cranes are approximately 4 nautical miles (NM) east southeast (ESE) from Winnipeg/James Armstrong Richardson International Airport (CYWG) and 0.9 NM south southeast (SSE) from Winnipeg Health Sciences Centre Heliport (CWH7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA (ICAO) SUPPLEMENT 31/19

MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,086 feet above sea level (ASL). The structures will be lighted and painted.

The drilling rigs will be located within a 2.27 nautical mile (NM) radius centred at the following coordinates:

55° 38' 58" N 110° 41' 35" W

The drilling rigs are approximately 2.0 NM northeast (NE) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA (ICAO) SUPPLEMENT 24/19

MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,052 feet above sea level (ASL). The structures will be lighted and painted.

The drilling rigs will be located within a 1.5 nautical mile (NM) radius centred at the following coordinates:

55° 39' 15" N 110° 46' 17" W

The drilling rigs are approximately 1.7 NM northwest (NW) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to these drilling rig activities will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA (ICAO) SUPPLEMENT 22/19

MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,022 feet above sea level (ASL). The structures will be lighted and not painted.

The drilling rigs will be located within a 1.2 nautical mile (NM) radius centred at the following coordinates:

55° 40' 05" N 110° 46' 31" W

The drilling rigs are approximately 3 NM north northwest (NNW) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to these drilling rig activities will be promulgated via NOTAM, publication amendment, or both.

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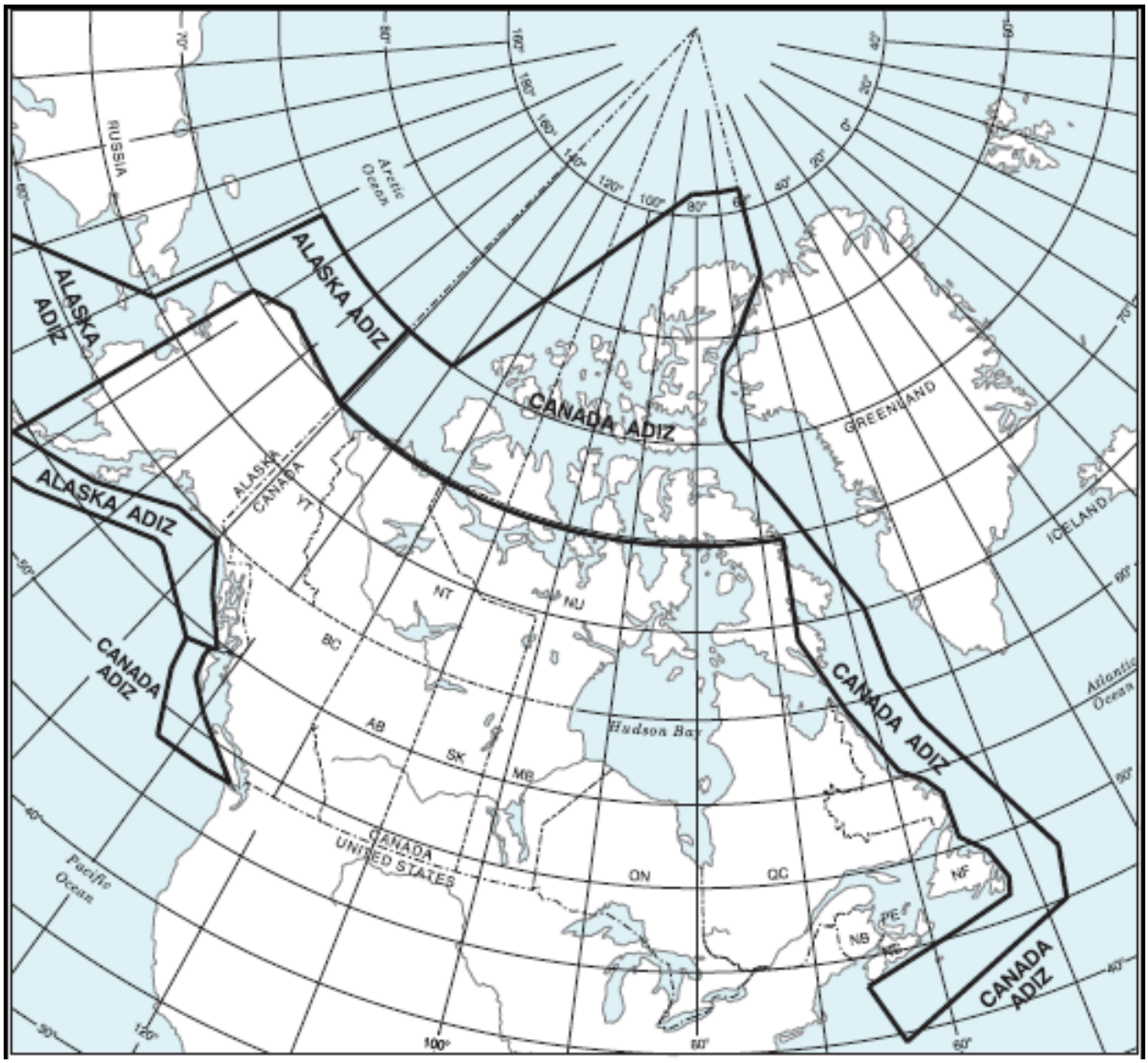
AIP CANADA (ICAO) SUPPLEMENT 26/18

ADJUSTMENT TO THE CANADA AIR DEFENCE IDENTIFICATION ZONE

(Replaces AIC 2/18)

The Department of National Defence (DND) is adjusting the boundary of the Canada Air Defence Identification Zone (ADIZ). The Canada ADIZ will be expanded to include most of the Arctic Archipelago. For the east and west coasts, the inner boundary will be moved offshore. Refer to the *Designated Airspace Handbook* (DAH) for the new ADIZ geographical coordinates. The following map depicts the revised boundary.



NOT FOR NAVIGATION

Air Defence Identification Zone—North and East

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

72° 00' 00.00" N	066° 40' 00.00" W	to
75° 00' 00.00" N	073° 16' 18.00" W	to
76° 41' 24.00" N	075° 00' 00.00" W	to
77° 30' 00.00" N	074° 46' 00.00" W	to
78° 25' 00.00" N	073° 46' 00.00" W	to
78° 48' 30.00" N	073° 00' 00.00" W	to
79° 39' 00.00" N	069° 20' 00.00" W	to
80° 00' 00.00" N	069° 00' 00.00" W	to
80° 25' 00.00" N	068° 20' 00.00" W	to
80° 45' 00.00" N	067° 07' 00.00" W	to
80° 49' 12.00" N	066° 29' 00.00" W	to
80° 49' 48.00" N	066° 26' 18.00" W	to
80° 50' 30.00" N	066° 16' 00.00" W	to
81° 18' 12.00" N	064° 11' 00.00" W	to
81° 52' 00.00" N	062° 10' 00.00" W	to
82° 13' 00.00" N	060° 00' 00.00" W	to
86° 00' 00.00" N	060° 00' 00.00" W	thence westerly along latitude 86° 00' 00.00" N to
86° 00' 00.00" N	080° 00' 00.00" W	to
75° 00' 00.00" N	130° 00' 00.00" W	thence westerly along latitude 75° 00' 00.00" N to
75° 00' 00.00" N	141° 00' 00.00" W	to
69° 50' 00.00" N	141° 00' 00.00" W	thence easterly along latitude 69° 50' 00.00" N to
69° 50' 00.00" N	066° 48' 21.00" W	to
64° 00' 00.00" N	067° 00' 00.00" W	to
59° 34' 00.00" N	063° 23' 00.00" W	to
55° 45' 00.00" N	059° 41' 00.00" W	to
54° 37' 00.00" N	056° 44' 00.00" W	to
53° 31' 00.00" N	055° 22' 00.00" W	to
50° 40' 00.00" N	055° 22' 00.00" W	to
49° 20' 00.00" N	053° 07' 00.00" W	to
47° 40' 00.00" N	052° 23' 00.00" W	to
46° 30' 00.00" N	052° 53' 00.00" W	to
46° 00' 00.00" N	058° 00' 00.00" W	to
43° 15' 00.00" N	065° 55' 00.00" W	to
39° 30' 00.00" N	063° 45' 00.00" W	to
45° 00' 00.00" N	048° 00' 00.00" W	to

48° 00' 00.00" N	047° 00' 00.00" W	to
58° 00' 00.00" N	055° 00' 00.00" W	to
61° 00' 00.00" N	057° 00' 00.00" W	to
65° 00' 00.00" N	057° 45' 00.00" W	to
72° 00' 00.00" N	066° 40' 00.00" W	point of beginning

Air Defence Identification Zone—West

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

54° 35' 00.00" N	133° 00' 00.00" W	to
54° 00' 00.00" N	136° 00' 00.00" W	to
52° 00' 00.00" N	135° 00' 00.00" W	to
48° 20' 00.00" N	132° 00' 00.00" W	thence easterly along latitude 48° 20' 00.00" N to
48° 20' 00.00" N	128° 00' 00.00" W	to
48° 30' 00.00" N	125° 00' 00.00" W	to
51° 00' 00.00" N	129° 45' 00.00" W	to
52° 42' 00.00" N	132° 30' 00.00" W	to
53° 49' 00.00" N	133° 00' 00.00" W	to
54° 35' 00.00" N	133° 00' 00.00" W	point of beginning

This change takes effect 24 May 2018 at 09:01 Coordinated Universal Time (UTC). Refer to this AIP Supplement until all the affected visual flight rules (VFR) navigation charts (VNCs) have been amended, which is currently planned to occur by 2022.

For further information please contact:

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James Ferrier
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AIP CANADA (ICAO) SUPPLEMENT 24/18

BLASTING ZONE—BLOODVEIN, MANITOBA

(Replaces AIP Supplement 37/12)

Sporadic quarry operations, including blasting, will occur at various locations and times in the Bloodvein, Manitoba region until 2022. The blasting height is 985 feet above ground level (AGL), or 1,985 feet above sea level (ASL).

Blasting activities will be within 2 blasting areas bounded by:

Area 1 from:	52° 19' 03.94" N	096° 54' 33.51" W	to
	52° 10' 32.08" N	095° 16' 32.49" W	to
	51° 07' 32.19" N	096° 10' 37.85" W	to point of origin.

Area 2 from:	53° 54' 28.62" N	94° 58' 14.30" W	to
	53° 54' 34.42" N	94° 56' 35.88" W	to
	53° 46' 28.61" N	94° 52' 28.90" W	to
	53° 46' 18.79" N	94° 54' 04.67" W	to point of origin.

The north end of Area 1 is located approximately 5 nautical miles (NM) east southeast (ESE) from Berens River Airport (CYBV), while the south end is located approximately 20 NM west northwest (WNW) from Bissett Waterdrome (CJY6).

The south end of Area 2 is located approximately 4 NM south southwest (SSW) from St. Theresa Point Airport (CYST). Details of any procedure changes implemented because of this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier
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AIP CANADA (ICAO) SUPPLEMENT 11/18

METEOROLOGICAL TOWER—ARVIAT, NUNAVUT

A meteorological tower will be erected in Arviat, Nunavut. The maximum height is 196 feet above ground level (AGL) or 268 feet above sea level (ASL). The structure will be lighted and painted.

The meteorological tower is located at the following coordinates:

61° 07' 34.50" N 94° 10' 33.60" W

This meteorological tower is approximately 2 nautical miles (NM) southwest (SW) of Arviat Water Aerodrome (CRV8). Details of any procedure changes implemented due to this tower activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA (ICAO) SUPPLEMENT 5/17

BLASTING ACTIVITY—MACKENZIE, BRITISH COLUMBIA

Blasting activity will take place near Mackenzie British Columbia. The height is from surface to 328 feet above ground level (AGL) or 3,793 feet above sea level (ASL).

The blasting activity will take place within a 4,921 foot radius centered at the following coordinates:

55° 30' 33" N 122° 35' 56" W

The location is approximately 22 nautical miles (NM) northeast (NE) of Mackenzie aerodrome (CYZY). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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