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

CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

ATLANTIC
TERMINAL AND ENROUTE DATA

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

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NEW BRUNSWICK
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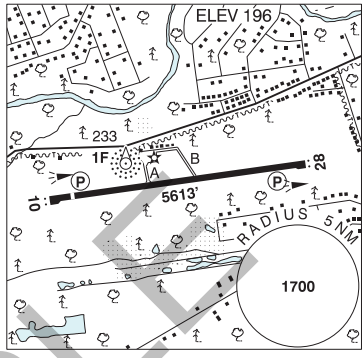
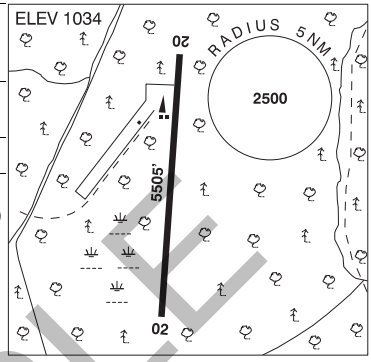
BATHURST NB CZBF



REF	N47 37 46 W65 44 25 3WNW 18°W (2017) UTC-4(3) Elev 196' A5003 LO8 HI6 CAP
OPR	Northern New Brunswick Authority Inc 506-549-5050/9775 Cert Ldg fees
PF	A-1,2,3,4,5,6,7
CUST	AOE/15 506-549-5050 1230-2045Z‡ Mon-Fri exc hols
FLT PLN	NOTAM FILE CYCL
FIC	(bil) Québec 866-WXBRIEF or (French) 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR AUTO H24 (see COMM) ALTIMETER H24 (see COMM) TAF 10-04Z‡, issue times: 10, 14, 20, 02Z‡. WxCam
SERVICES	
FUEL	JA-1, SP
S	4,5,6
SUP FL	D-ice
JASU	10/15
RWY DATA	Rwy 10(100°)/28(280°) 5613x100 ASPH Thld 10 displ 462' Rwy 10 down 0.41% RESA: 10/28 492'
RWY CERT	Rwy 10/28 AGN IIIA
TWY CERT	Twy B AGN I
TWY	Twy B day use only, no win maint, clsd Nov 1 - Apr 30
RCR	Opr CRFI
LIGHTING	10-AS(TE ME) P2, 28-AS(TE ME) P2 ARCAL-122.8 type K
COMM	
RCO	(bil) Québec rdo 123.475 (FISE) 126.7 (bcst)
ATF	UNICOM (AU) 122.8 5NM 3200 ASL
AWOS	127.925
NAV	
NDB	BATHURST 1F 363 (M) N47 37 50 W65 44 41 Pvt

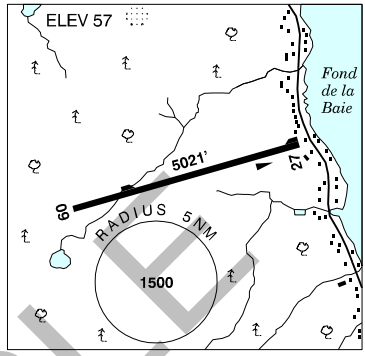
BOSTON BROOK NB CCJ3

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



BOUCTOUCHE NB CDT5

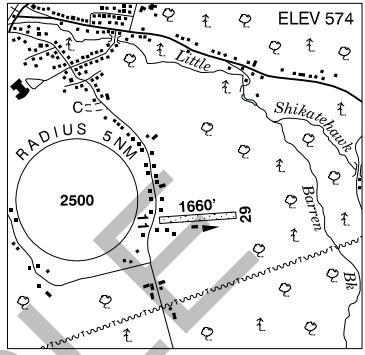
REF	N46 30 34 W64 41 38 1.7SE 18°W (2013) UTC-4(3) Elev 57´ A5003 RCAP
OPR	J.D. Irving Woodlands 506-632-7777 Reg PPR
PF	C-1,2,3,4,5
FLT PLN	NOTAM FILE CYQM
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.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



BRISTOL NB

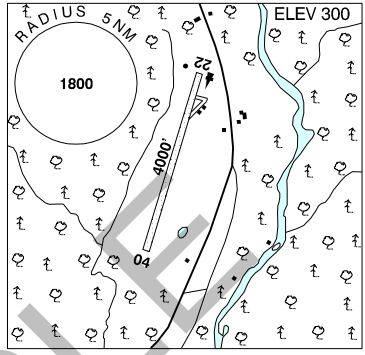
CDA6

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

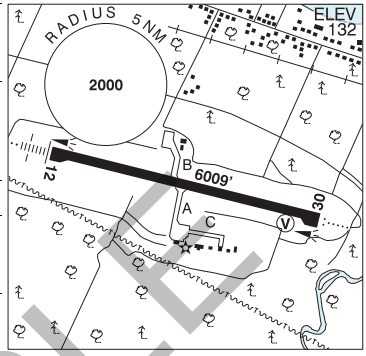


BROCKWAY NB CCX3

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



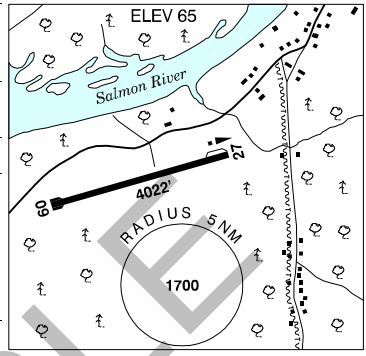
CHARLO NB CYCL



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

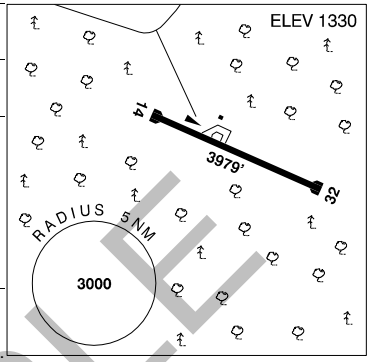
CHIPMAN NB CCS4

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



CLEARWATER NB CDJ4

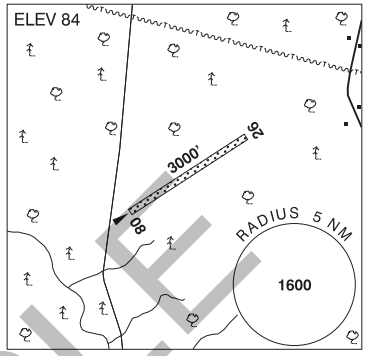
REF	N46 42 48 W66 49 42 18°W (2013) UTC-4(3) Elev 1330´ A5003 RCAP
OPR	J.D. Irving Woodlands 506-632-7777 Reg PPR
FLT PLN	NOTAM FILE CYFC
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	WxCam
RWY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



CORMIER NB

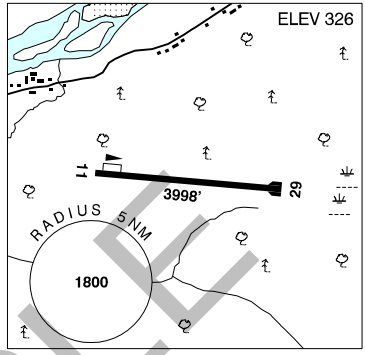
CRM4

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



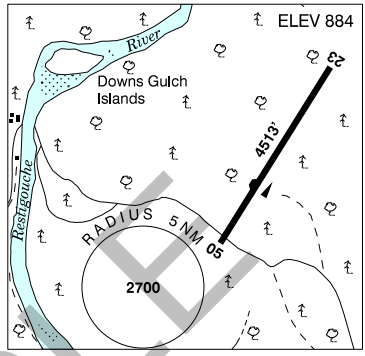
DOAKTOWN NB CDU6

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

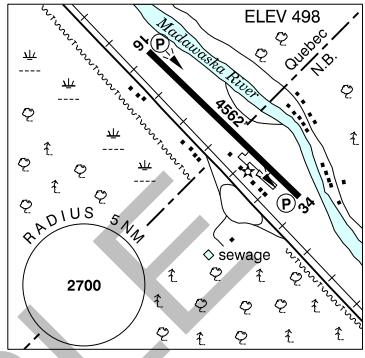


DOWNS GULCH NB CDV2

REF	N47 45 11 W67 25 36 7.5N 18°W (2013) UTC-4(3) Elev 884´ A5003 LO7 LO8 RCAP
OPR	J.D. Irving Woodlands 506-632-7777 Reg PPR
PF	D-1,2,3,4,5,6
FLT PLN **FIC** **ACC**	NOTAM FILE CYCL (bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep. (IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA **RCR**	Rwy 05(050°)/23(230°) 4513x60 ASPH Rwy 23 down 0.65%. Opr No win maint
COMM **ATF**	 tfc 123.2 5NM 3900 ASL



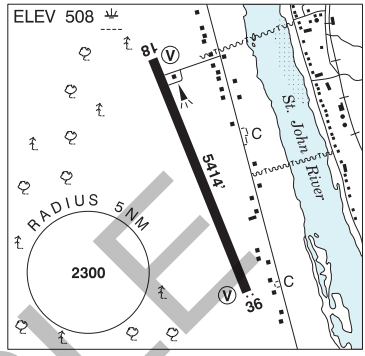
EDMUNDSTON NB CYES



REF	N47 29 24 W68 28 54 9NW 18°W (2014) UTC-4(3) Elev 498' A5002 LO7 LO8 RCAP
OPR	Aéroport Madawaska Airport Inc 506-737-3878 Reg
PF	A-1 C-2 D-3,4,5,6
CUST	AOE/15 888-226-7277
FLT PLN **FIC**	NOTAM FILE CYCL (bil) Québec 866-WXBRIEF or (French) 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep. (IFR only) Montréal 514-633-3211 or 800-633-1353.
ACC	
SERVICES	
FUEL	100LL, JA-1 10-19Z‡ Mon-Fri O/T 506-737-3878 Call out chg may be levied
OIL	All
RWY DATA	Rwy 16(152°)/34(332°) 4562x75 ASPH
RCR	Opr PN for win maint
LIGHTING	16-(TE LO) AP, 34-(TE LO) AP ARCAL-122.8 type J
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3500 ASL
PRO	Rgt hand circuits Rwy 34 (CAR 602.96). Acft that cancel IFR in USA airspace and are unable to file a VFR Flt Pln, must cancel the SAR portion of their IFR Flt Pln for CYES with CZUL ACC at 514-633-3023.
CAUTION	Only pilots familiar with the lcl area should use this aprt dur hrs of darkness due to surrounding high terrain.

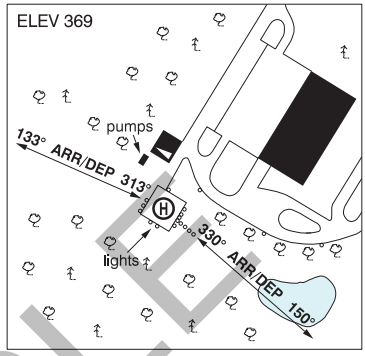
FLORENCEVILLE NB CCR3

REF	N46 25 34 W67 37 41 0.7SW 18°W (2013) UTC-4(3) Elev 508´ A5002 A5003 LO8 HI6 RCAP
OPR	McCain Foods Ltd 506-392-3800 Reg PPR
PF	A-1 C-2,3,4,5,6
CUST	AOE/15 13-21Z‡ Mon-Fri exc hols 888-226-7277
FLT PLN	NOTAM FILE CYFC
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	AUTO 506-392-3938 (see COMM)
RWY DATA	Rwy 18(176°)/36(356°) 5414x100 asphalt Rwy 36 up 0.96%
RCR	Opr 13-21Z‡ O/T 506-612-0686 Ltd win maint
LIGHTING	18-(LO) V2 2.75°, 36-AS(LO) V2 2.75° ARCAL-123.0 for 15 min period, key mic 5 times; 3 times for low ints.
COMM	
ATF	tfc 122.8 5NM 3500 ASL
AUTO	122.55
PRO	Activate ARCAL dur day & night ops.
CAUTION	Hangar complex E of Rwy 18 thld within 100´ of rwy edge.

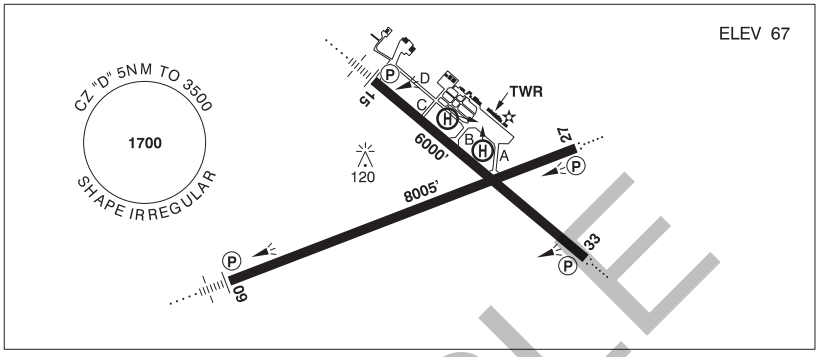


FREDERICTON (RCMP) NB (Heli) CRC2

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



FREDERICTON INTL NB CYFC

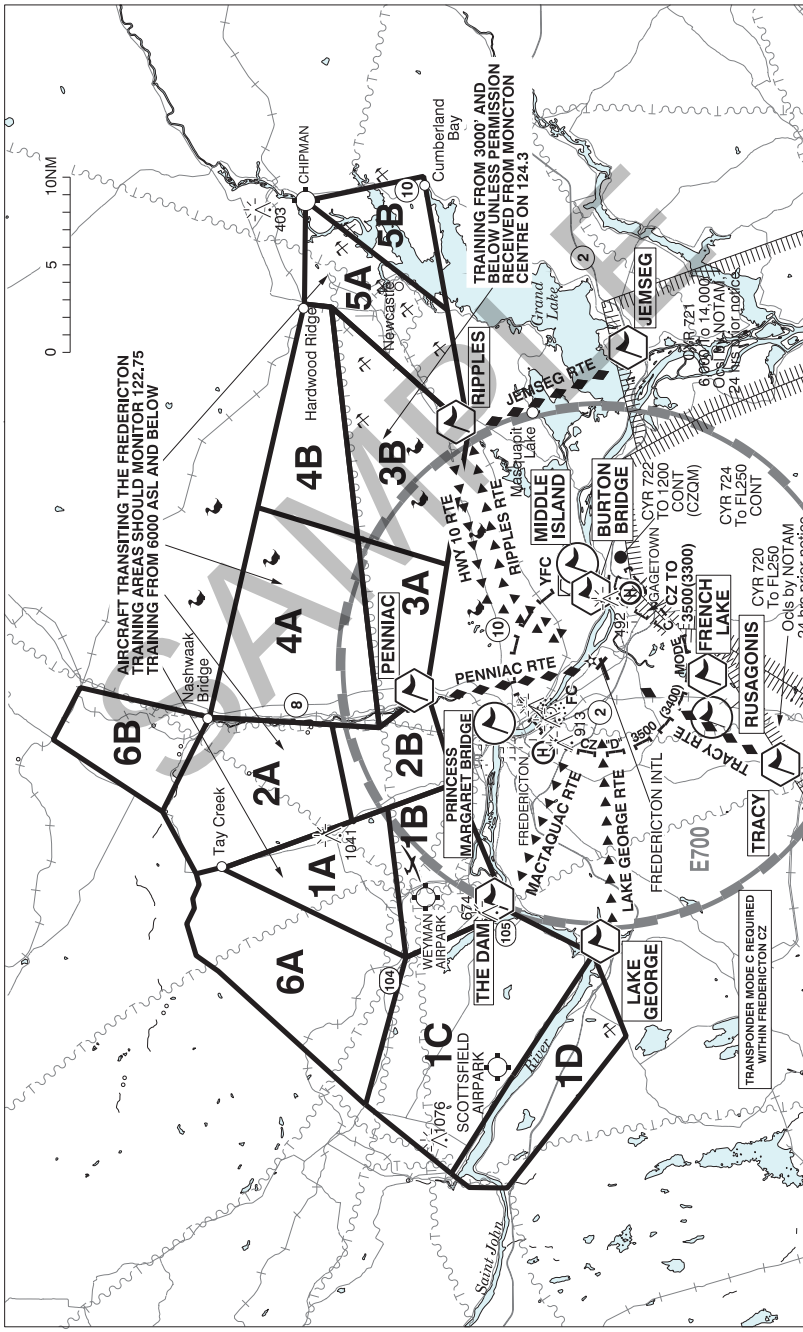


REF	N45 52 08 W66 32 14 7SE 18°W (2014) UTC-4(3) Elev 67´ A5003 LO8 HI6 CAP OC
OPR	Greater Fredericton Airport Authority 506-460-0920 Cert
PF	A-1,2,3,6(0900-0400Z‡) C-4,5
CUST	AOE/55 (140 with staged off-loading) 12-04Z‡ 888-226-7277
FLT PLN	NOTAM FILE CYFC
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR AUTO H24 WxCam TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), F-34, IP, HPR
OIL	15W50, BP 2380
S	1,2,3,4,5,6 Capital Airways
ARFF	DESIGNATED CAT 6 (CAT 7 4 hr PN) 0915-0515Z‡
JASU	Elect Start 10/15 Capital Airways
PVT ADV	Capital Airways Inc. 122.87 506-446-3588 Fax 506-446-3589 Mon-Fri 12-22Z‡ Sat-Sun 13-21Z‡ O/T 506-238-3653 PN call out chg. Air Canada Ground Handling 130.375 506-446-6133
MIL CON	Irving Oil Commercial G.P 506-866-8143
RWY DATA	Rwy 09(087°)/27(267°) 8005x200 ASPH Rwy 15(148°)/33(328°) 6000x150 ASPH
RWY CERT	Rwy 09 RVR 1200(1/4 sm)/Rwy 27 RVR 1200(1/4 sm) AGN V Rwy 15 RVR 1200(1/4 sm)/Rwy 33 RVR 1200(1/4 sm) AGN V
TWY CERT	Twy C AGN II Twy D AGN IIIB
TWY	Twy C uncontrolled NE of Twy D
HELI DATA	Rstd to max heli length of 49´
RCR	Opr CRFI, win maint 0915-0400Z‡ PN for extended svc. PLR/PCN
LIGHTING	09-AN(TE HI) P2, 27-AO(TE HI) P2, 15-AN(TE HI) P2, 33-AO(TE HI) P2 ARCAL-119.0 type K (when twr closed)

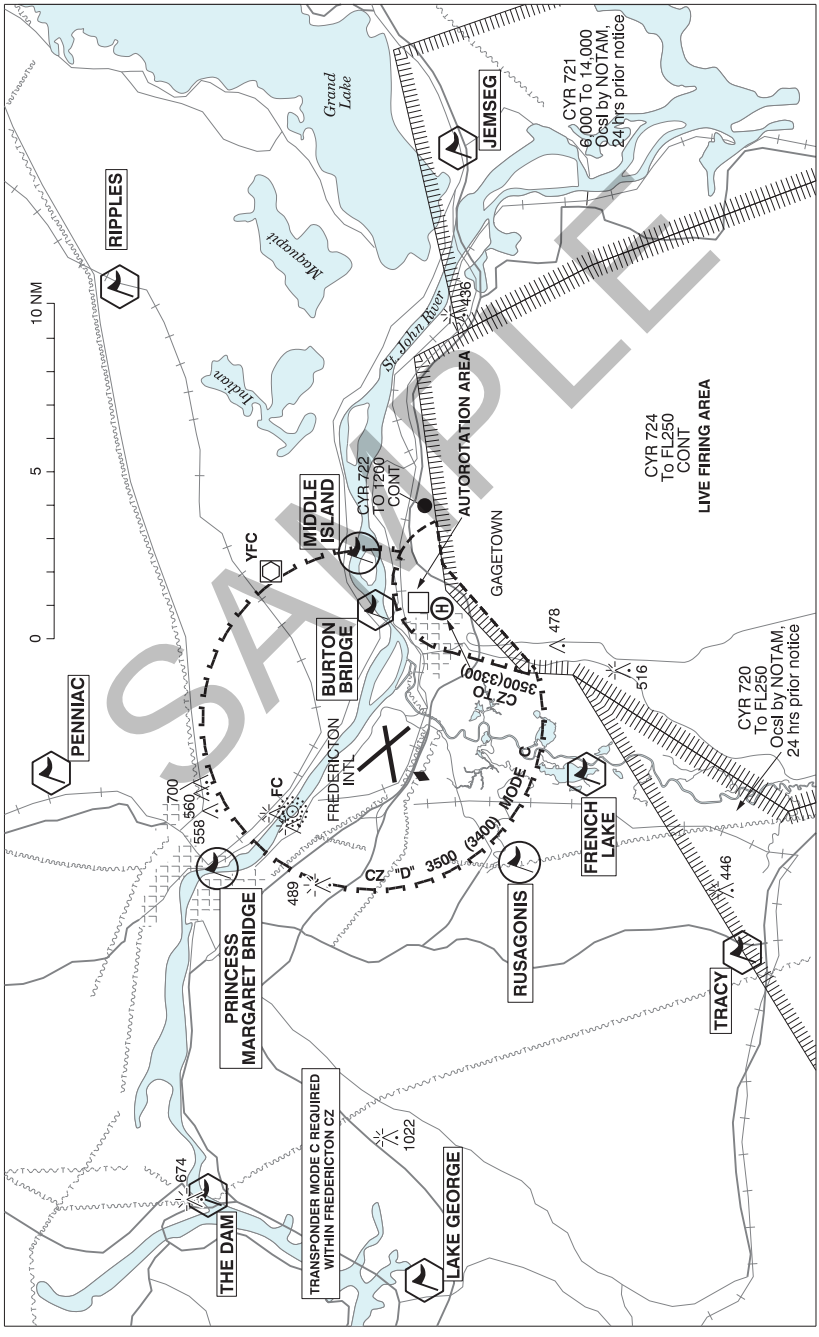
FREDERICTON INTL NB (Cont'd) CYFC

COMM	
RCO	Saint John rdo 119.0 (RAAS) 0345-1045Z‡
ATIS	127.55 1045-0345Z‡ (O/T AWOS)
GND	121.7 1045-0345Z‡
TWR	119.0 (E) 1045-0345Z‡ (emerg only 506-446-3420)
MF	Saint John rdo 119.0 0345-1045Z‡ 5NM 3500 ASL (CAR 602.98)
PAL	Moncton Ctr 124.3 135.5 270.8
VDF	119.0 1045-0345Z‡
NAV	
NDB	FC 326 (M) N45 55 02 W66 36 00
VOR/DME	YFC 113.0 Ch 77 N45 53 41 W66 25 08 (52´)
DME	IDC 111.3 Ch 50 N45 51 47 W66 32 52 (86')
ILS	IDC 111.3 (Rwy 09) RVR
PRO	Dep Rwy 15 turn as soon as practicable after tkof to remain clear of CYR724. Transponder MODE C required within the Fredericton CZ. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **VFR ARR/DEP ROUTES**: See FREDERICTON VTPC - TRAINING AREAS
CAUTION	**RESTRICTED AREAS:** Extv live firing in CYR724, 725 4NM SE of aprt. **AIRSPACE:** Gagetown Class "E" CZ 3.5NM SE to 3500 ASL.

FREDERICTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



FREDERICTON VFR TERMINAL PROCEDURES CHART



FREDERICTON VFR TERMINAL PROCEDURES CHART (Cont'd)

LOCATION	IDENT	LAT/LONG
BURTON BRIDGE	VCBTB	N45°51.90 W66°27.09
FRENCH LAKE	VCFRL	N45°46.00 W66°33.78
JEMSEG	VCJMS	N45°49.73 W66°07.00
MIDDLE ISLAND	VCMDI	N45°52.75 W66°24.97
LAKE GEORGE	VCLKG	N45°51.32' W66°55.57
PENNIAC	VCPNC	N46°02.00 W66°35.07
PRINCESS MARGARET BRIDGE	VCRMB	N45°57.42 W66°37.75
RIPPLES	VCRPL	N46°00.00 W66°13.00
RUSAGONIS	VCRUS	N45°48.00 W66°37.47
THE DAM	VCDAM	N45°57.38 W66°52.22
TRACY	VCTRC	N45°41.05 W66°41.08

VFR ROUTE PROCEDURES

DEPARTURES:

MACTAQUAC (NW): Outbound clear circuit, direct MACTAQUAC Dam enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.

RIPPLES (ENE): Outbound clear circuit, direct RIPPLES enroute, maintain North of the VOR at all times. Altitude: Climb to and maintain 2600 ft until clear of CZ and then maintain 3000 ft until training area or at/abeam Grand Lake.

PENNIAC DEPARTURE (N): Outbound clear circuit direct PENNIAC enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.

JEMSEG (SE): Outbound: Follow RIPPLES DEPARTURE, then turn right (south) to JEMSEG enroute. Altitude: Climb to and maintain 3000 ft until at/abeam JEMSEG.

TRACY (SW): Outbound clear circuit, direct TRACY enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.

Departing aircraft must join the route as soon as practicable after departure (i.e. once clear of the circuit unless instructed by ATC to turn after departure), follow the routes as described and maintain 2,600 feet until they have departed the Fredericton CZ.

ARRIVALS:

HWY10 (ENE): Inbound direct RIPPLES, follow Hwy 10 until North of airport, then direct CYFC. Maintain North of VOR at all times. Altitude: If inbound from East, descend to 2500 ft before Grand Lake, then descend to and maintain 1600 ft prior to entering CZ.

LAKE GEORGE (NW): Inbound direct Hwy 2 and Hwy 3 intersection, direct CYFC, maintain North of apch Rwy 09 at all times. Altitude: Descend to and maintain 1600 ft prior to entering CZ.

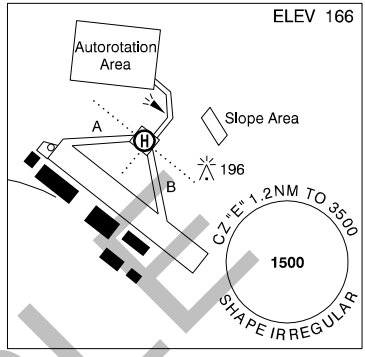
PENNIAC (N): Inbound direct PENNIAC, direct CYFC. Altitude: Descend to and maintain 1600 ft prior to entering CZ.

JEMSEG (SE): Inbound direct JEMSEG, direct RIPPLES, then follow HWY10 ARRIVAL. Altitude: Descend to 2500 ft at/abeam JEMSEG, then descend to and maintain 1600 ft prior to entering CZ.

TRACY: Inbound direct TRACY, direct CYFC. Altitude: Descend to and maintain 1600 ft prior to entering CZ.

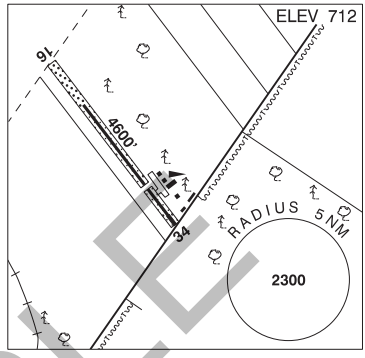
Arriving aircraft must enter the Zone at 1,600', once inside CZ, descend at pilot's discretion, unless otherwise instructed, cleared or requested to maintain a specific altitude.

GAGETOWN NB (Heli) CYCX



REF	N45 50 16 W66 26 12 5SE 17°W (2015) UTC-4(3) Elev 166´ A5003
OPR	DND 506-422-2394 CSN 319-432-2394 Mil PPR
FLT PLN	NOTAM FILE CYCX
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
MIL	on site Ltd hrs
WX	Met brief for mil only. Lcl Met Section CSN 432-2613, JMC 1-800-WXMETEO (996-3836). (See COMM). METAR H24. TAF dur mil flt ops, issue times depending on mil requirements.
PF	B-1 C-2,3,4,5
SERVICES	403 Sqn svcg call "FIVE" 321.8 ltd hrs Mon-Fri exc hols
FUEL	F-34
OIL	156
ARFF	CAT 2
MIL ADV	403 Sqn Ops call "ZERO" 321.8 ltd hrs Mon-Fri exc hols
HELI DATA	150' x 150' Ctr of Pad N45 50.2 W66 26.2 Twy A 094°. Twy B 011°.
LIGHTING	DR RY(HI) Non std
COMM	
MF	126.4 263.3 (E) Gagetown advsy avbl 11Z-0300Z‡ Mon-Fri O/T ltd hrs. Opr dates & hrs may vary without notice
PAL	Moncton Ctr 124.3 135.5 270.8
MIL	46.8FM call sign Flt Following ltd hrs 49.9FM call sign Rng Ctl
PRO	Over flt of built up area 1.0NM W of heli proh below 1000 AGL Autorotation area lctd 0.5NM NNE of helipad. Circuits for helipad are left hand or opposite to Autorotation circuit when Autorotation area active. Autorotation area only active when Gagetown Advsy open. Due to close proximity to Fredericton Intl, Transit thru Burton Bridge for CYCX arr only, not auth for dep fr CYCX to CYFC. For transit to Rwy 27 at CYFC acft are to transit to the ammunition storage area (N45 51.05 W066 20.43). For transit to Rwy 09 at CYFC acft are to transit to the North Y (N45 49.05 W066 24.86).
CAUTION	**HELI TRAFFIC:** Extv heli activity around Gagetown day & night. **RESTRICTED AREAS:** Live firing in CYR 724 & CYR 725. Unless specifically authorized remain clear. **JET TRAFFIC:** Presence of mil jet acft in the range often unannounced. Unsked dly radiosonde balloon launches with an ascent rate of 1000 ft/min in the vic of Heli.

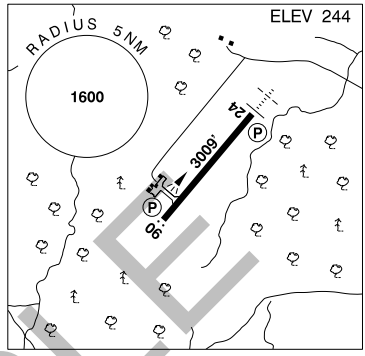
GRAND FALLS NB CCK3



REF	N47 04 30 W67 41 06 2.6NE 18°W (2015) UTC-4(3) Elev 712´ A5002 A5003 LO8
OPR	Grand Falls Avn 506-473-2566 Reg
PF	B-1,5 C-2,3,4,5,6
CUST	AOE/CAN
FLT PLN **FIC** **ACC**	NOTAM FILE CYCL (bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep. (IFR only) Moncton 506-867-7177 or 866-480-8200.
SERVICES **FUEL** **OIL**	 100LL, JA All
RWY DATA **RCR**	Rwy 16/34 4600x75 ASPH/GRVL, centre 40´ asphalt first 3300´ Rwy 34. Thld 34 displ 720´. Opr Ltd win maint
COMM **DRCO** **ATF**	 (bil) Québec rdo 126.7 (FISE) UNICOM ltd hrs O/T tfc 123.0 5NM 3700 ASL
CAUTION	Parachuting below 9500 ASL 5NM SSE.

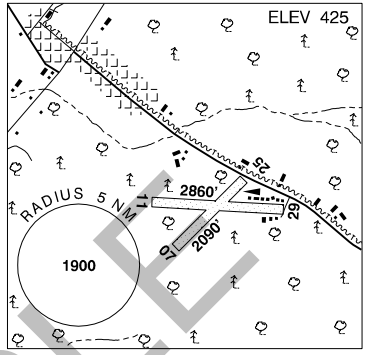
GRAND MANAN NB CCN2

REF	N44 42 48 W66 47 49 2NW 17°W (2013) UTC-4(3) Elev 244´ A5003 LO8 CAP
OPR	Grand Manan Aprt Comsn 506-662-7059 Reg
PF	B-1 C-2,4,5,6
CUST	AOE/15 888-226-7277 1230-1600Z‡ Mon, Wed, Fri exc hols
FLT PLN	NOTAM FILE CYSJ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	AUTO 506-662-7125 H24 (see COMM)
RWY DATA	Rwy 06(056°)/24(236°) 3009x75 asphalt Rwy 06 down 0.54%
RCR	Opr Ltd win maint PN
LIGHTING	06-AS(TE ME) AP, 24-AR(TE ME) AP ARCAL-123.2 type K
COMM	
ATF	tfc 123.2 5NM 3200 ASL
AUTO	122.175
CAUTION	Deer in vic of rwy. Extensive bird activity in vic of aerodrome.



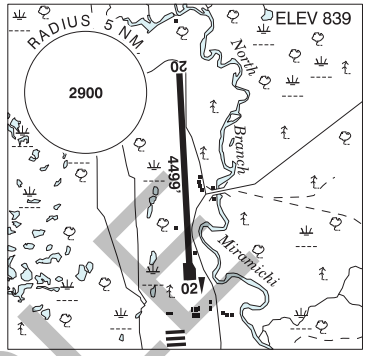
HAVELOCK NB CCS5

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

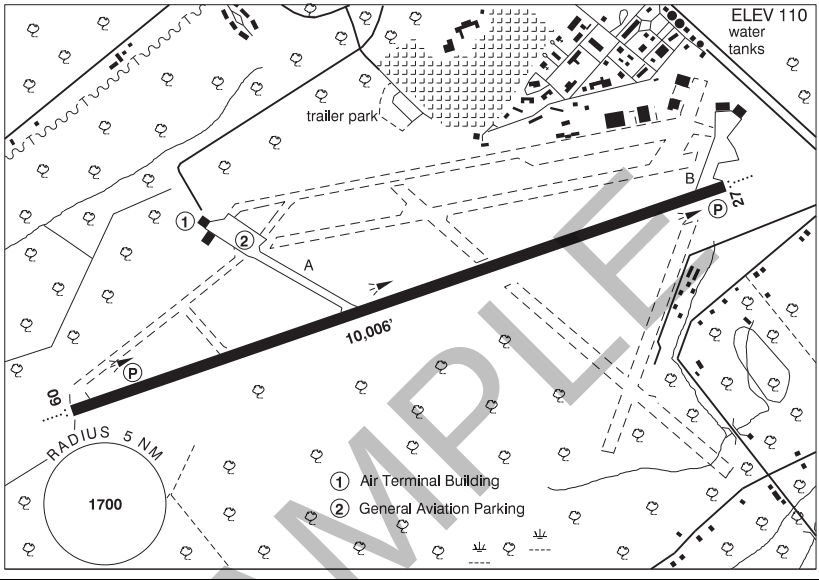


JUNIPER NB CCE3

REF	N46 33 48 W67 10 06 2.5NE 18°W (2013) UTC-4(3) Elev 839´ A5003 LO8 RCAP
OPR	J.D. Irving Woodlands 506-632-7777 Reg PPR
PF	C-1 D-2,4,5
FLT PLN	NOTAM FILE CYFC
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA	Rwy 02(015°)/20(195°) 4499x53 ASPH
RCR	Opr Maint dur May-Oct. No win maint.
COMM	
ATF	tfc 123.2 5NM 3900 ASL
CAUTION	Water bombing tng over A/D. Hi trees on apch to Rwy 02.



MIRAMICHI NB CYCH

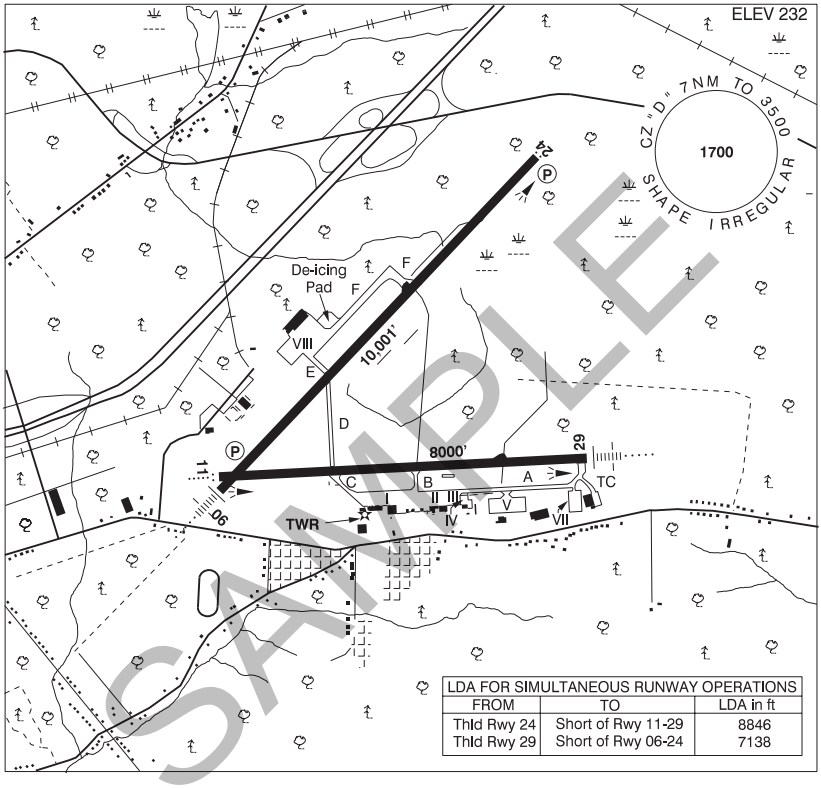


REF	N47 00 21 W65 27 25 1.6S 18°W (2017) UTC-4(3) Elev 110´ A5003 LO8 HI6 CAP
OPR	Miramichi Aprt Comsn 506-778-1031/9189 Cert
PF	A-1 (ltd hrs) C-2,3,4,5,6
FLT PLN	NOTAM FILE CYCH
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	ALTIMETER/WIND 506-778-1031 11-23Z‡ (see COMM) WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1
S	1,2,4,5,6
SUP FL	D-ice PN
JASU	10/15 PN
MILCON	Miramichi Airport Commission (Irving Oil) 506-778-1031
RWY DATA	Rwy 09(089°)/27(269°) 10006x150 asphalt
RWY CERT	Rwy 09/27 AGN V
TWY	Twy B avbl daytime only Twy B ltd win maint
RCR	Opr CRFI Ltd win maint, PN
LIGHTING	09-AO(TE ME) P2, 27-AO(TE ME) P2 ARCAL-122.7 type K
COMM	
ATF	UNICOM (AU) 11-23Z‡ O/T tfc 122.7 5NM 3100 ASL
PAL	Moncton Ctr 123.7
NAV	
NDB	F9 520 (L) N47 00 36 W65 28 03 Pvt

MIRAMICHI NB (Cont'd) CYCH

PRO	Rgt hand circuits Rwy 09 (CAR 602.96). Do not overfly A/D during glider ops.
CAUTION	Glider operations on active runway and abandoned area N of Rwy 09/27 weekends May-Jun & Sep-Nov, vehicle & acft launching. Ctc glider ops 122.7 during activity.

MONCTON / GREATER MONCTON ROMÉO LEBLANC INTL NB CYQM

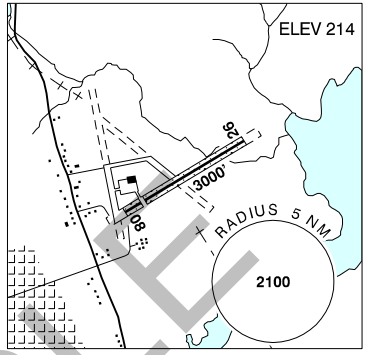


REF	N46 06 58 W64 40 43 4ENE 18°W (2013) UTC-4(3) Elev 232′ A5003 LO8 HI6 T2 CAP OC
OPR	Greater Moncton International Airport Authority Inc 506-856-5444 Cert
PF	A-1,2,6 C-3,4,5
CUST	AOE/300 888-226-7277 12-04Z‡
FLT PLN	NOTAM FILE CYQM
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll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

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

SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (FSII avbl) PN ASIG 506-857-9140
OIL	All
S	1,2
ARFF	DESIGNATED CAT 6 (CAT 8 2 hr PN) 0945-0345Z (DT 0845-0245Z), O/T PN.
SUP FL	O & D-ice
JASU	(Hobart 1400 amp 30-40 volts), Elect Start 10/25, GTC/GTE-85 & NC-10A/A1/B/C
PVT ADV	Shell Aerocentre 122.15, ATS 131.75 Moncton Flight College 123.5 (Ltd hrs) Air Canada gnd hldg 130.37 506-857-1065 Skylink Express 131.37, ltd hangarage avbl
MIL CON	Irving Oil Commercial G.P 506-857-9140
RWY DATA	Rwy 06(061°)/24(241°) 10,001x200 ASPH Rwy 11(106°)/29(286°) 8000x200 ASPH
RWY CERT	Rwy 06 RVR 1200(1/4sm)/Rwy 24 RVR 1200(1/4sm) AGN V Rwy 11 RVR 1200(1/4sm)/Rwy 29 RVR 1200(1/4sm) AGN V
TWY CERT	Twy: A, B, C, D AGN IV
APRON	Acft manoeuvring on apron VIII must maintain a listening watch & are to broadcast their movement intentions on Apron VIII Advisory 122.075. Itinerant acft wishing to use Apron VIII ctc Airport Security 506-856-5429 - 2 hr PN. Apron IV (Moncton Flight College) restricted to acft 8,000 lbs or less.
RCR	Opr 506-850-8430 10-19Z‡ Mon-Fri exc hol O/T 2 hrs PN, call out charge. CRFI/RSC, PLR/PCN
LIGHTING	06-AN(TE HI), 24-AS(TE HI) P3, 11-AO(TE HI) P2, 29-AN(TE HI)
COMM	
RCO	London rdo 122.5 (FISE) 126.7 (bcst)
ATIS	128.65 506-867-7224
APRON ADV	Apron VIII 122.075
GND	121.8 275.8
TWR	120.8 236.6 (E) (emerg only 506-867-7220)
ARR	124.4
DEP	124.4
PAL	124.4 127.125 132.2
NAV	
NDB	QM 224 (M) N46 06 38 W64 34 55 RIVERVIEW ZQM 304 (L) N46 02 19 W64 46 59 LEWISVILLE ZMN 366 (L) N46 06 16 W64 47 30
VOR/DME	YQM 117.3 Ch 120 N46 11 20 W64 34 15 (172´)
ILS	IQM 109.3 (Rwy 29) RVR; IFG 109.7 (Rwy 06) RVR
PRO	De-icing apron VIII - Prior to pushback, broadcast intentions & monitor all movements on Apron Advisory 122.075. Proceed to de-icing pad. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.
CAUTION	Para activity from 12,500 ASL, 6NM NW. Training areas around CZ, see Moncton VTPC - Training areas.

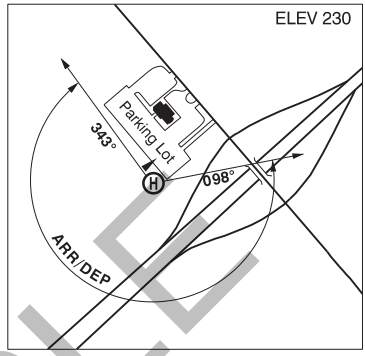
MONCTON / McEWEN NB CCG4



REF	N46 09 14 W64 46 07 Adj 3N 18°W (2015) UTC-4(3) Elev 214´ A5003
OPR	Maritime Airways 506-389-9088 Reg PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	NOTAM FILE CYQM
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA	Rwy 08/26 3000x80 asphalt/grass, centre 35´ asphalt Thld 08 displ 395´.
RCR	Opr Ltd win maint
LIGHTING	08-(TE LO), 26-(TE LO)
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3200 ASL excluding that portion in the Moncton CZ.
PRO	Rgt hand circuit Rwy 26 (CAR 602.96). IFR dep clnc ctc Moncton gnd 121.8
CAUTION	Parajump activity to 12,500 ASL. Ctc Moncton twr for current info. Grass area of rwy soft when wet. Training areas around A/D, see Moncton VTPC - Training areas. Blasting ops aprx 4NM WNW of A/D Mon-Fri (N46 09 42 W64 52 38 to N46 10 00 W64 51 14 to N46 10 08 W64 51 18 to N46 10 20 W64 51 49 to N46 09 53 W64 52 42 to N46 09 42 W64 52 38) sfc up to 820 ASL.

MONCTON / SALISBURY NB (Heli) CDB5

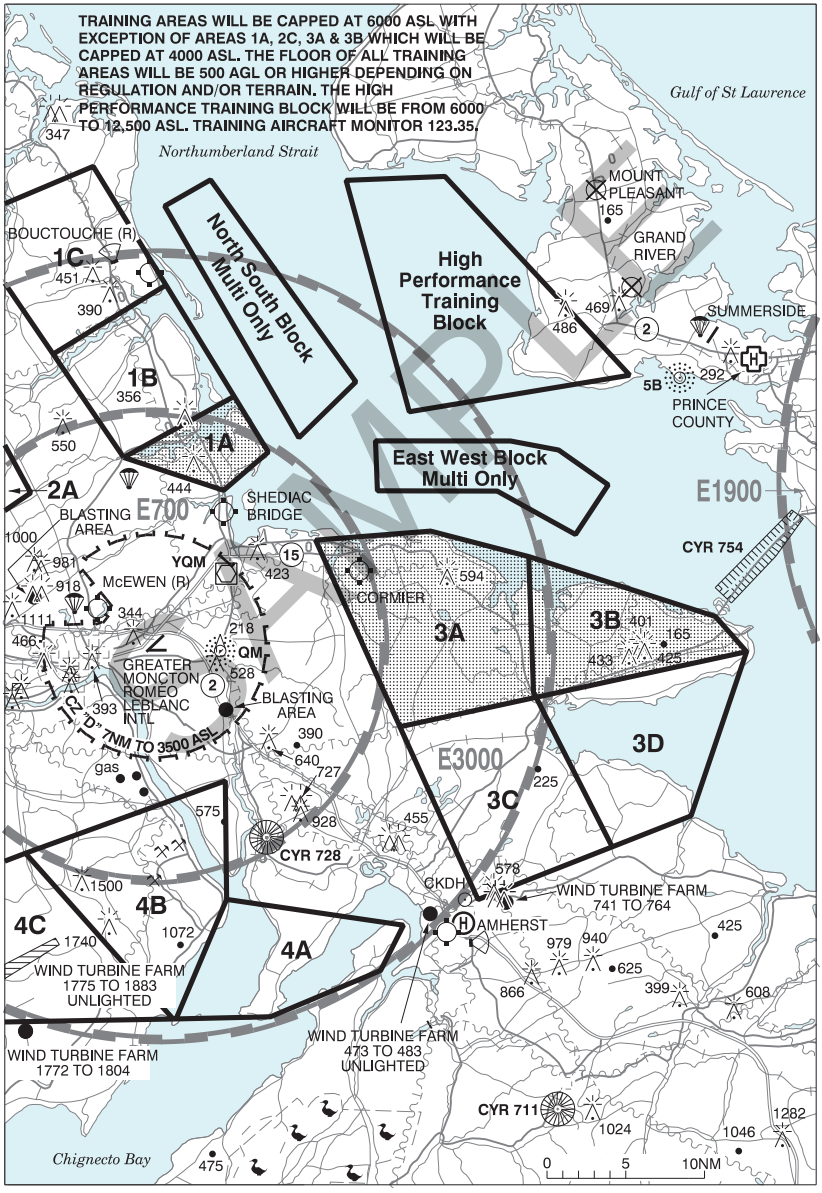
REF	N46 02 58 W65 03 45 1.5NW 18°W (2015) UTC-4(3) Elev 230´ A5003
OPR	Irving Oil Ltd 506-202-1121 Reg
PF	B-1,2 D-3,4,5,6
FLT PLN **FIC** **ACC**	NOTAM FILE CYQM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (IFR only) Moncton 506-867-7177 or 866-480-8200.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



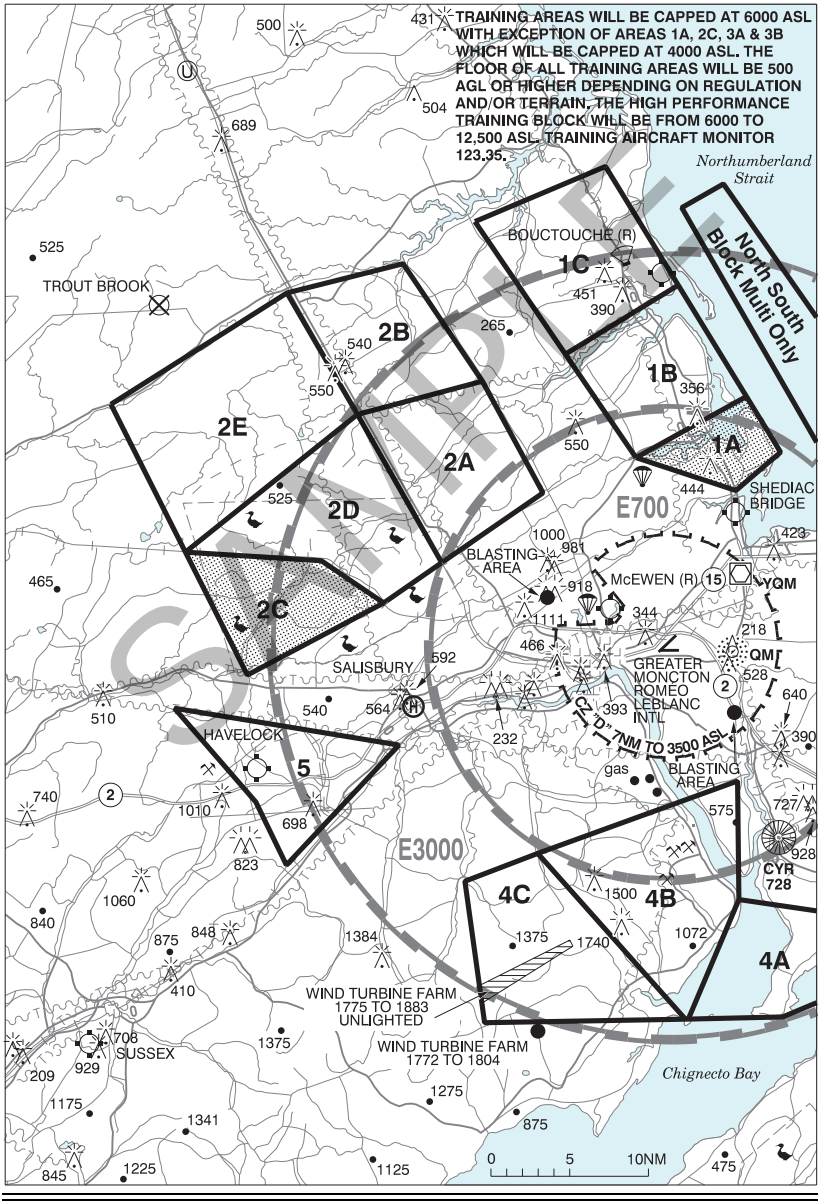
MONCTON CENTRE (emerg only 506-867-7173) CZQM

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

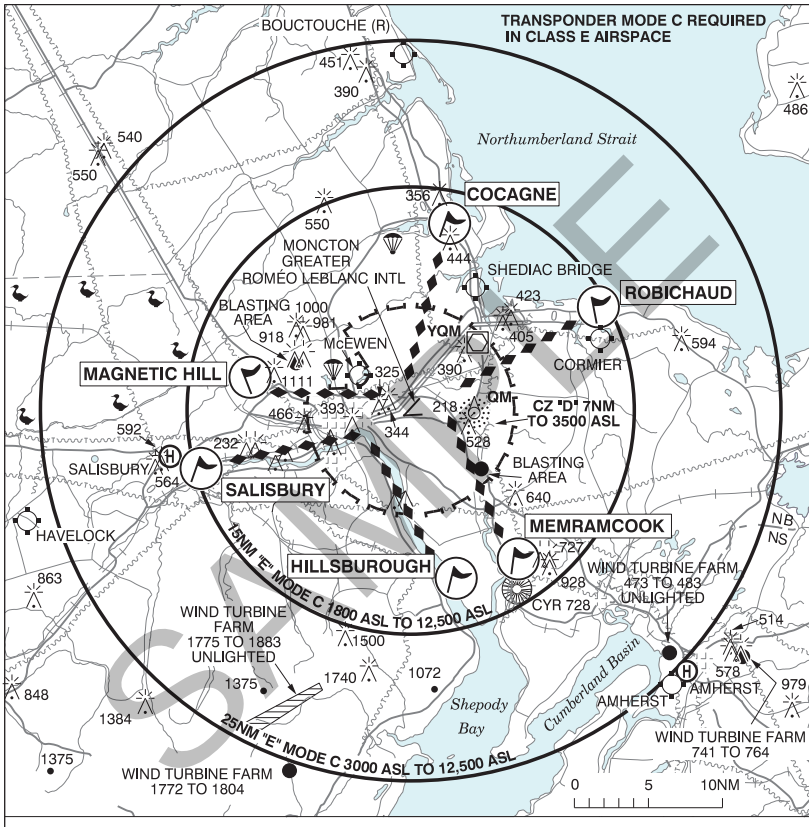
MONCTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS
MONCTON FLIGHT COLLEGE - EAST PORTION



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



MONCTON VFR TERMINAL PROCEDURES CHART



FOR TRAINING AREAS SEE VTPC - TRAINING AREAS

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

VFR FLIGHT PROCEDURES

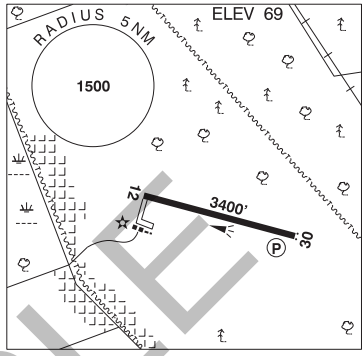
ARRIVALS

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

DEPARTURES

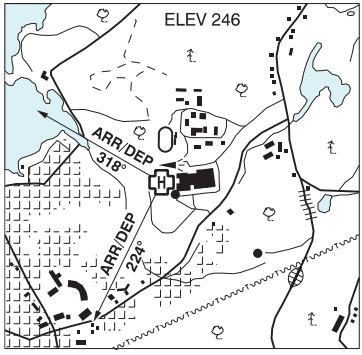
- Join departure route as soon as possible after departure and fly the assigned route as per the diagram.
- **MAINTAIN 1500' until advised or leaving the zone.**
- All routes start approximately 2NM from airport.

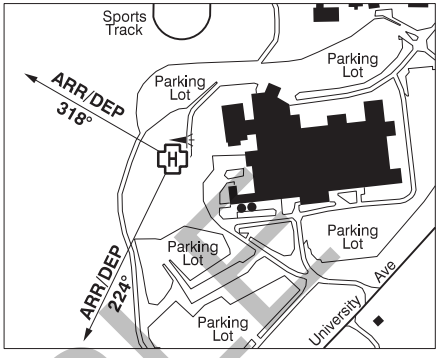
POKEMOUCHE NB CDA4



REF	N47 42 58 W64 52 54 6S 19°W (2012) UTC-4(3) Elev 69' A5003 A5010 LO8 RCAP
OPR	Aéroport de la Péninsule (1985) Inc 506-727-4215 Reg Ldg fees
PF	B-1 C-2,3,4,5
FLT PLN	NOTAM FILE CYCL
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
SERVICES	
FUEL	100LL Ltd hrs 506-727-4215
OIL	80, 15W50
S	4,5,6
RWY DATA	Rwy 12(124°)/30(304°) 3400x75 ASPH Rwy 12 down 0.41%
RCR	Opr Ltd win maint
LIGHTING	12-(TE ME), 30-AS(TE ME) AP ARCAL-122.350 key mic 3 times within 5 sec for 15 min dur. Key mic 5 times to turn off RIL.
COMM	
RCO	(bil) Québec rdo (Bathurst) 123.475 (FISE) 126.7 (bcst) (may not be receivable on the ground)
ATF	UNICOM ltd hrs O/T tfc 122.350 5NM 3100 ASL

SAINT JOHN (SAINT JOHN REGIONAL HOSPITAL) NB (Heli) CSN6



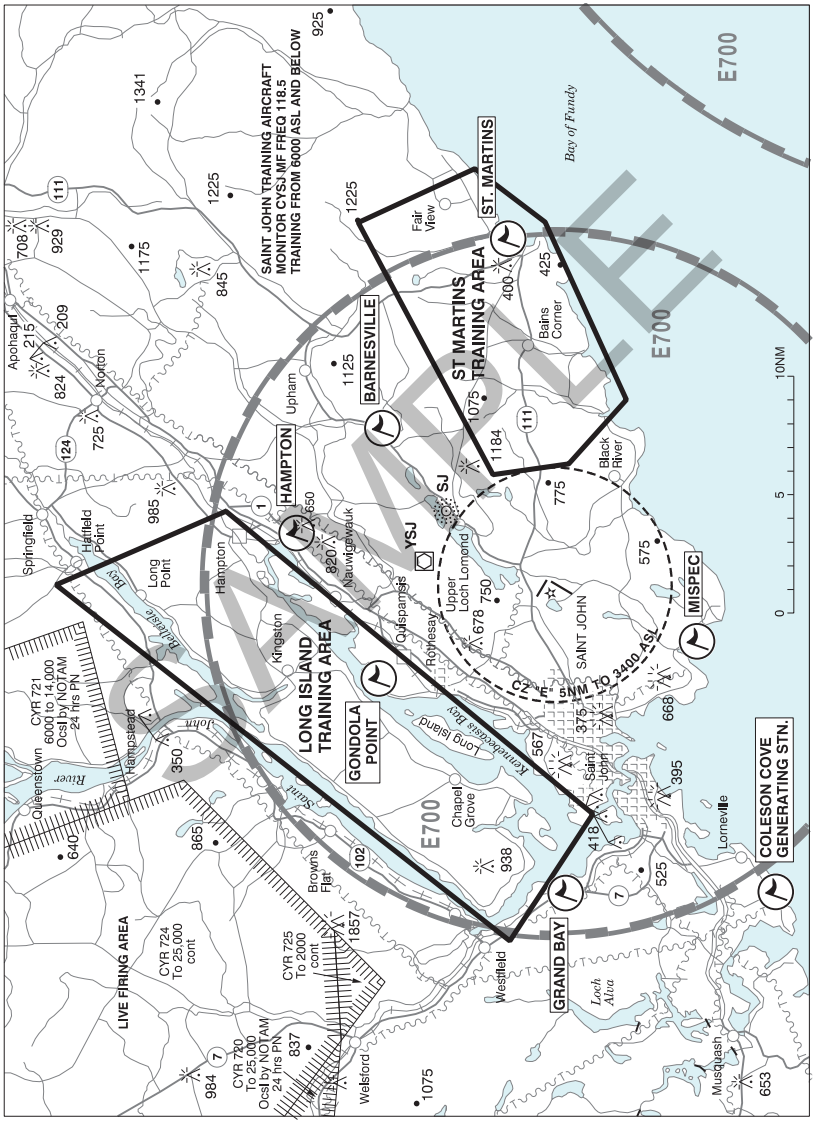


REF	N45 18 08 W66 05 17 1.5N 18°W (2013) UTC-4(3) Elev 246´ A5003
OPR	Saint John Regional Hospital Atlantic Health Sciences Corp 506-648-6614 Cert PPR
FLT PLN	NOTAM FILE CYSJ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177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

SAINT JOHN FSS -RCO

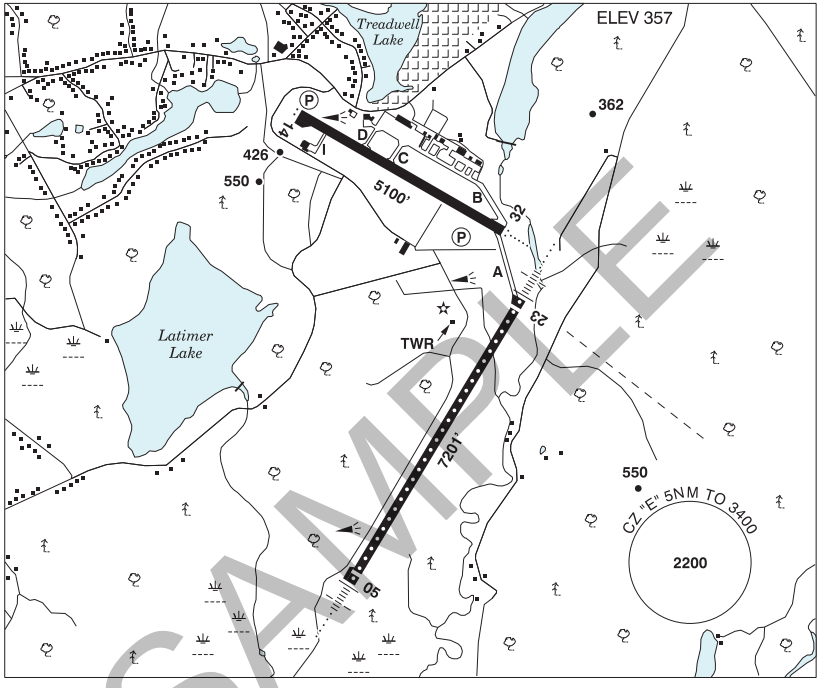
Fredericton 119.0 (RAAS) 0345-1045Z‡ (N45 52 W66 32)

SAINT JOHN VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



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

SAINT JOHN NB CYSJ



REF	N45 18 57 W65 53 24 8ENE 18°W (2014) UTC-4(3) Elev 357´ A5003 LO8 HI6 CAP
OPR	Saint John Airport Inc 506-638-5555 Cert
PF	A-1,2,3,6,7 09-04Z‡ C-4,5
CUST	AOE/120 (140 with staged off-loading) 888-226-7277 12-04Z‡
FLT PLN	NOTAM FILE CYSJ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL H24 self-serve, JA (FSII avbl) 12-21Z‡ Mon-Fri, JA-1 (FSII avbl) 08-24Z‡
OIL	All
S	1(ltd, for lgt acft),2,4,5,6
ARFF	DESIGNATED CAT 6 0900-0330Z‡, O/T call out chg.
JASU	CE8, CA2
PVT ADV	Atlantic Flt Centre 123.3 12-21Z‡ Mon-Fri 506-634-5565 O/T 506-650-8402, exc hols; Air Canada Ground Handling 130.37 506-632-1524
MIL CON	ASIG Canada (Irving Oil) 506-653-7409

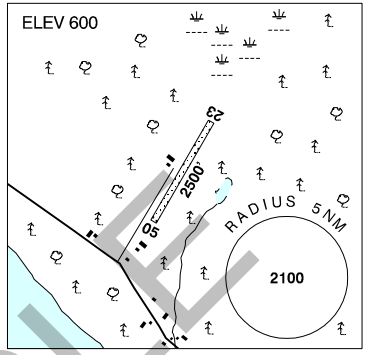
SAINT JOHN NB (Cont'd) CYSJ

RWY DATA	Rwy 05(049°)/23(229°) 7201x148 ASPH Thlds 05 & 23 displ 197' Rwy 14(138°)/32(318°) 5100x148 ASPH Rwy 14 down 0.84% Rwy 14/32 avbl as twy dur night when Rwy 05/23 RVR 1200(1/4sm) down to 600(1/8sm) RESA: All Rwys 492'
RWY CERT	Rwy 05 RVR 600(1/8sm)/Rwy 23 RVR 600(1/8sm) AGN IV Rwy 14 RVR 1200(1/4sm)/Rwy 32 RVR 1200(1/4sm) AGN IV
TWY CERT	Twy I AGN IIIB
TWY	Twy I Pvt
RCR	Opr CRFI and win maint avbl ltd hrs. PLR/PCN
LIGHTING	05-AN(TE HI CL), 23-AN(TE HI CL), 14-AS(TE ME) P2, 32-AO(TE ME) P2
COMM	
RADIO	118.5 236.6 (E) (emerg only 506-646-7225)
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
MF	rdo 118.5 5NM 3400 ASL (CAR 602.98)
PAL	Moncton Ctr 124.3 135.5 270.8
NAV	
NDB	SJ 212 (M) N45 23 30 W65 49 08 ALPINE ZST 397 (L) N45 13 40 W65 57 30
VOR/DME	YSJ 113.5 Ch 82 N45 24 26 W65 52 15 (494´)
ILS	ISJ 110.5 (Rwy 23) RVR; IDM 108.3 (Rwy 05) RVR
PRO	Pursuant to CAR 602.96, in vis conds blw 1/8sm with an RVR of 600 or greater, an IFR clnc must be obtained prior to taxiing for dep and acft are not auth to taxi when another acft is on the maneuvering area, or on apch to any rwy. Ctc CYSJ FSS for tfc status. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **Low Visibility Procedure:** See CAP

SCOTTSFIELD AIRPARK NB

CCF9

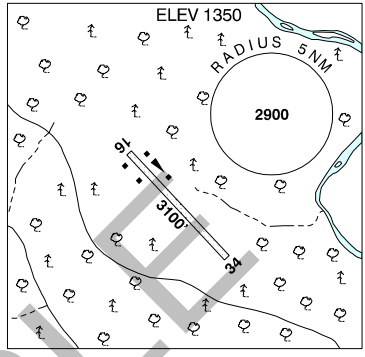
REF	N45 57 37 W67 05 43 17°W (2015) UTC-4(3) Elev 600´ A5003
OPR	Ernie McLean 506-575-1910/8615 506-260-2932 Reg
PF	B-1 C-2,3 D-3,4,5
FLT PLN **FIC** **ACC**	NOTAM FILE CYFC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (IFR only) Moncton 506-867-7177 or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



SEVOGLE NB

CCM3

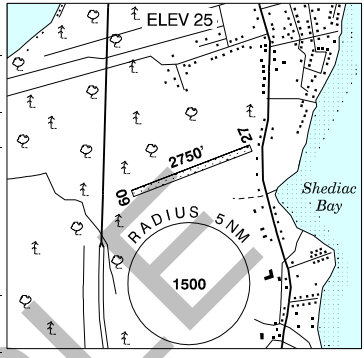
REF	N47 11 W66 09 18°W (2015) UTC-4(3) Elev 1350´ A5003
OPR	New Brunswick Dept of Natural Resources 506-778-6672 (summer) 506-453-2530 (winter) Reg PN
FLT PLN **FIC**	NOTAM FILE CYCL (bil) Québec 866-WXBRIEF or 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt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



SHEDIAC BRIDGE NB

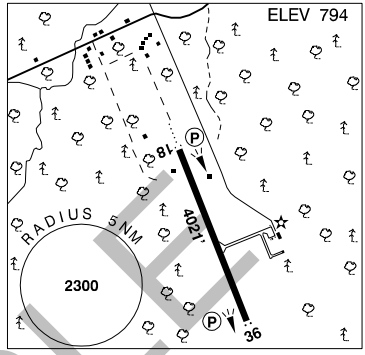
CSB5

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

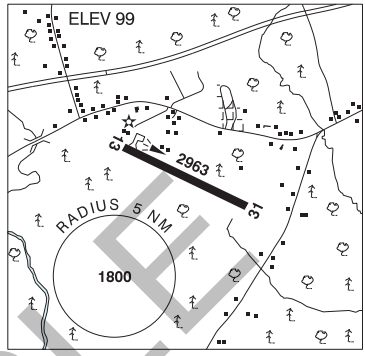


ST. LEONARD NB CYSL

REF	N47 09 26 W67 50 11 4SE 18°W (2012) UTC-4(3) Elev 794´ A5002 A5003 LO8 CAP
OPR	JD Irving Ltd 506-632-7777 Reg PPR
PF	A-1 C-2,3,4,5,6
FLT PLN **FIC** **ACC**	NOTAM FILE CYCL (bil) Québec 866-WXBRIEF or 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep. (IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA **RCR**	Rwy 18(174°)/36(354°) 4021x100 asphalt Rwy 36 down 0.32% Opr CRFI, Ltd win maint. PLR/PCN
LIGHTING	18-AO(TE ME) AP, 36-AS(TE ME) AP ARCAL-122.7 type K
COMM **DRCO** **ATF**	 (bil) Québec rdo 126.7 (FISE) tfc 122.7 5NM 3800 ASL



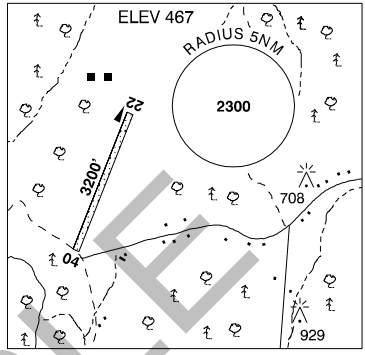
ST. STEPHEN NB CCS3



REF	N45 12 25 W67 14 59 1NE 17°W (2016) UTC-4(3) Elev 99´ A5003 LO8 CAP
OPR	Town 506-466-7717 Reg
PF	B-1 C-2,3,4,5,6
CUST	AOE/15 888-226-7277
FLT PLN	NOTAM FILE CYSJ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	WxCam
SERVICES	12-21Z‡ 506-466-8853 O/T 506-466-1223 or 506-422-1903 PN
FUEL	100LL
OIL	All
RWY DATA	Rwy 13(133°)/31(313°) 2963x75 ASPH Rwy 13 down 0.37%
RCR	Opr Ltd win maint.
LIGHTING	13-(LO), 31-(LO) ARCAL-122.8 type J
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3100 ASL
PRO	Rgt hand circuits Rwy 31 (CAR 602.96)
CAUTION	Obst twr 320 AGL 1.5NM SE. Parajumps May-Oct max alt 10,000 ASL.

SUSSEX NB CCY3

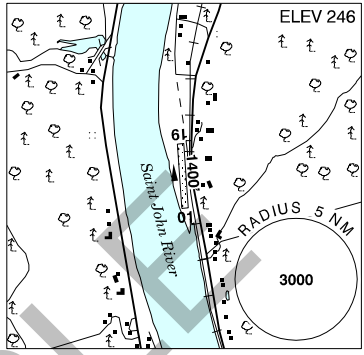
REF	N45 41 11 W65 32 31 3SW 18°W (2015) UTC-4(3) Elev 467' A5003
OPR	Ross Keirstead 506-433-3554 Reg
PF	C-1,2,3,4,5,6
FLT PLN **FIC** **ACC**	NOTAM FILE CYSJ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY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



UPPER KENT NB

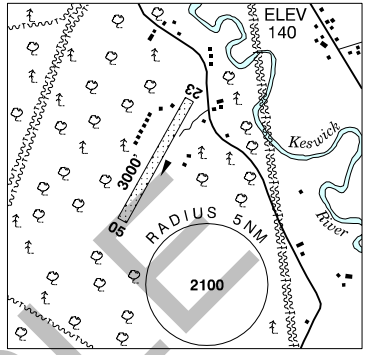
CCH2

REF	N46 35 15 W67 43 09 1.1NNW 18°W (2011) UTC-4(3) Elev 246' A5002 A5003
OPR	Bruce Lockhart 506-278-5161 Reg
PF	C-2 D-5
FLT PLN **FIC**	NOTAM FILE CYFC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA **RCR**	Rwy 01(014°)/19(194°) 1400x70 turf Opr No win maint
COMM **ATF**	 tfc 122.8 5NM 3300 ASL
CAUTION	Lgtd towers 200 AGL aprx 1NM NW and aprx 1NM SW of A/D.

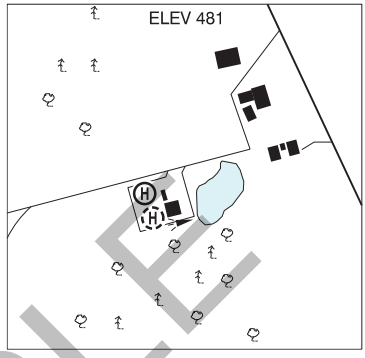


WEYMAN AIRPARK NB CCG3

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



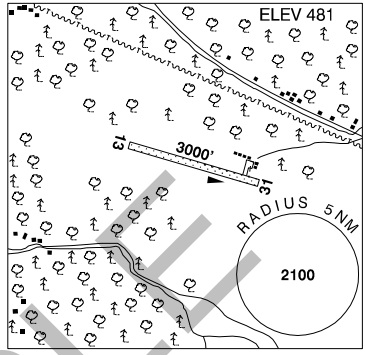
WOODSTOCK / SNOKIST NB (Heli) CSN4



REF	N46 12 10 W67 39 34 3.9NNW 17°W (2019) UTC-4(3) Elev 481' A5002 A5003
OPR	Foxco Ltd. 506-328-6524 or 506-323-0073 Reg PPR
PF	B-1 C-2,3,5,6
FLT PLN **FIC**	NOTAM FILE CYFC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES **S**	6,7
HELI DATA	FATO 45' dia CONC TLOF 20'x20' CONC PAD 20'x20' CONC Safety Area 90'x140' ASPH Max heli overall length 43'
LIGHTING	RF(FH) ARCAL-121.7 type J

WOODSTOCK NB CCD3

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



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

CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

ATLANTIC
TERMINAL AND ENROUTE DATA

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

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

CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

NEWFOUNDLAND AND LABRADOR

TERMINAL AND ENROUTE DATA

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Department of National Defence Flip GPH 205

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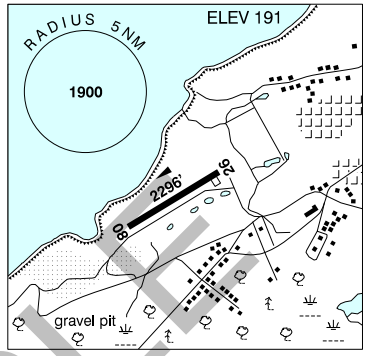
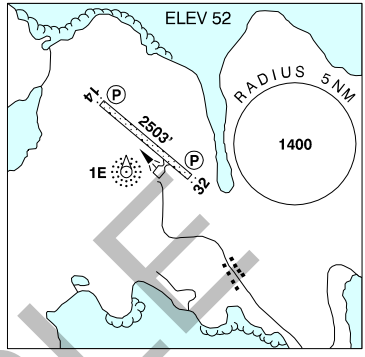
BELL ISLAND NL CCV4



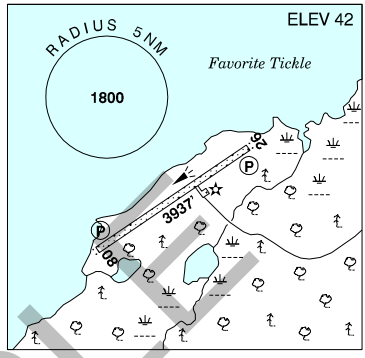
REF	N47 38 06 W52 58 49 Adj 19°W (2014) UTC-3½(2½) Elev 191´ A5012 LO8 CAP
OPR	Govt of Newfoundland & Labrador 709-729-2382 Reg
PF	C-1,2,3,4,5
FLT PLN	NOTAM FILE CYYT
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
RWY DATA	Rwy 08(076°)/26(256°) 2296x75 ASPH
RCR	Dept of Highways 709-488-3842 Ltd win maint PN
COMM	
ATF	tfc 123.2 5NM 3200 ASL
CAUTION	Ocsl rdo ctl acft and motorsport activity peak periods wknds May-Sep. Possible wildlife on rwy.

BLACK TICKLE NL CCE4



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

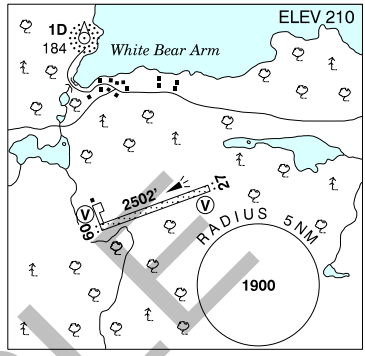
CARTWRIGHT NL CYCA



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

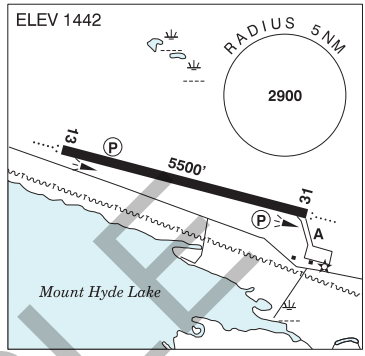
CHARLOTTETOWN NL CCH4

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



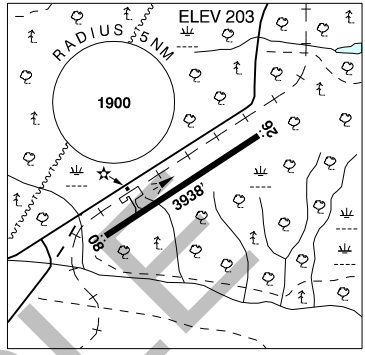
CHURCHILL FALLS NL CZUM

REF	N53 33 45 W64 06 21 4NW 22°W (2013) UTC-4(3) Elev 1442´ A5020 LO7 HI1 CAP
OPR	Churchill Falls (Labrador) Corp 709-925-3405 Ldg fees Cert
PF	A-1 C-2,4,5
FLT PLN	NOTAM FILE CYYR
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 02, 08, 14, 20Z.



SERVICES	PN for svcs. Ramp and other fac svc fees may apply.
FUEL	JA-1 12-16Z‡, 17-21Z‡ Mon-Fri; Sat, Sun & hols call 709-925-8280. Call out chg and fuel hook up fee will be levied.
S	5
RWY DATA	Rwy 13(126°)/31(306°) 5500x148 ASPH
RWY CERT	Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN IV
RCR	Opr 1230-1600Z‡, 1700-2030Z‡ Mon-Fri exc hols O/T 3 hrs PN, call out chg may apply. Ltd win maint, PLR/PCN
LIGHTING	13-AO(TE ME) P2, 31-AO(TE ME) P2 ARCAL-123.5 type K
COMM	
RCO	London rdo 123.25 (FISE) 126.7 (bcst)
ATF	tfc 123.5 5NM 4400 ASL
PAL	Gander Ctr 126.025
AWOS	118.95
NAV	
NDB	UM 233 (M) N53 35 26 W64 14 08
CAUTION	Migratory bird activity in vic of aprt spring and win. Ocsl standing water on rwy. Extv heli activity in vic.

CLARENVILLE NL CCZ3

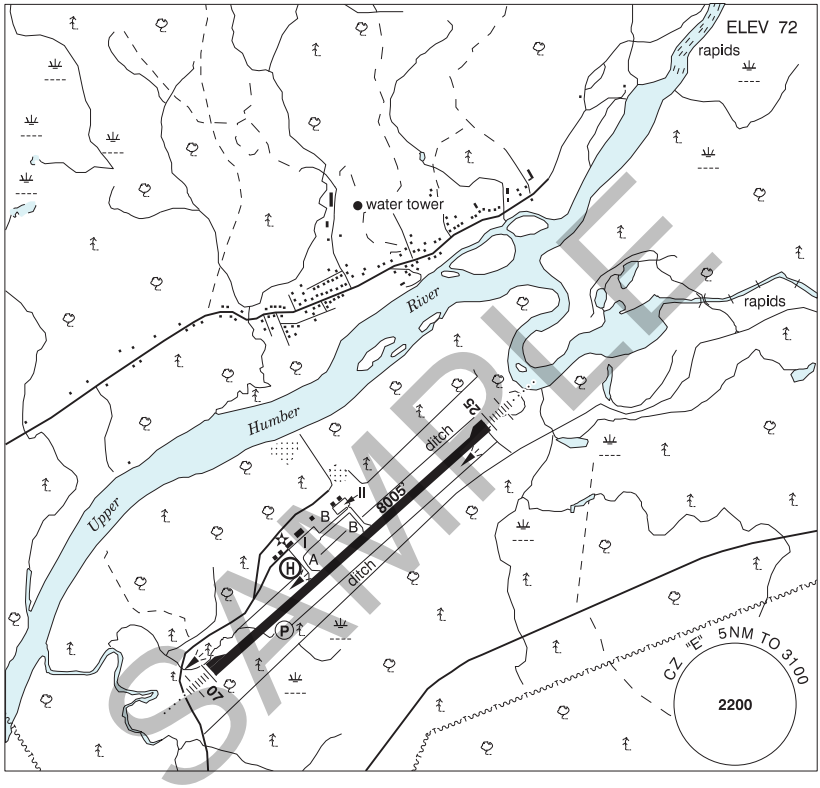


REF	N48 16 29 W53 55 26 7.5N 19°W (2013) UTC-3½(2½) Elev 203´ A5012 LO8 CAP
OPR	Govt of Newfoundland & Labrador 709-466-4132 or 709-256-1048 Reg
PF	D-1,2,3,4,5,6
FLT PLN	NOTAM FILE CYYT
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
RWY DATA	Rwy 08(077°)/26(257°) 3938x75 asphalt Rwy 26 down 0.63%
RCR	Dept of Highways 709-466-4120 Ltd win maint PN
LIGHTING	08-AS(TE ME), 26-AS(TE ME) ARCAL-122.8 type K key mic 7 times for RILS.
COMM	
ATF	tfc 123.2 5NM 3200 ASL
CAUTION	Rwy maybe clsd wknds fr May to Nov by NOTAM.

DEER LAKE FSS - RCO

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

DEER LAKE NL CYDF

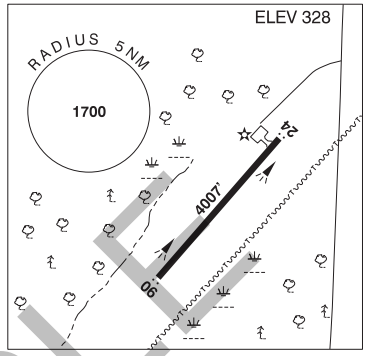


REF	N49 12 33 W57 23 40 3NNE 20°W (2013) UTC-3½(2½) Elev 72´ A5011 A5012 LO8 HI6 CAP
OPR	Deer Lake Regional Airport Authority Inc. 709-635-3601 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/120 (250 with staged off-loading) 888-226-7277 1830-0230Z‡ Mon-Fri, Feb 1-May 30; 1130-1930Z‡ Mon-Fri, Jun 22-Sep 30; AOE/15 H24
FLT PLN	NOTAM FILE CYDF
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.
SERVICES	
FUEL	100LL, JA-1
OIL	All
ARFF	DESIGNATED CAT 6 (CAT 7 30 min PN) 0830-0430Z‡, O/T call out chg.
PVT ADV	Nalair 122.85 709-635-3574 Fax 709-635-3901 Woodward Aviation 709-635-3776
MIL CON	Woodward's Oil Limited 709-635-3776

DEER LAKE NL (Cont'd) CYDF

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

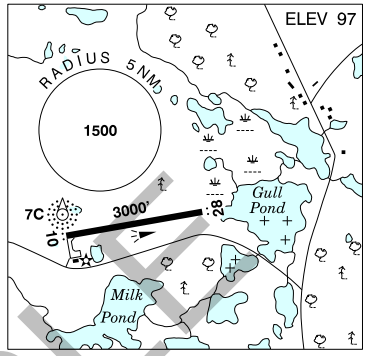
EXPLOITS VALLEY (BOTWOOD) NL CCP2



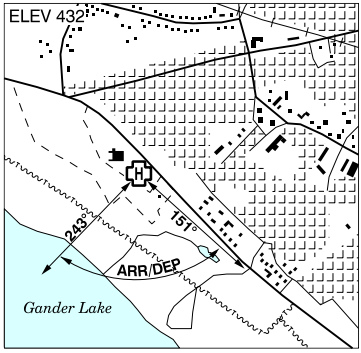
REF	N49 03 22 W55 26 52 6WSW 20°W (2013) UTC-31/2(21/2) Elev 328' A5011 A5012 LO8 CAP
OPR	Govt of Newfoundland & Labrador 709-292-4326 or 709-256-1048 Reg
PF	D-1,2,3,4,5,6
FLT PLN **FIC** **ACC**	NOTAM FILE CYYT London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)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

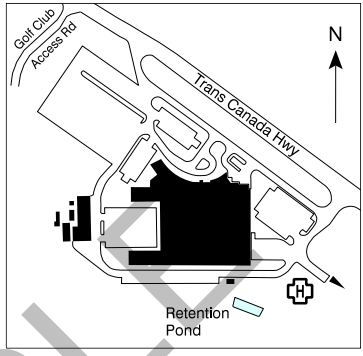
FOGO NL CDY3

REF	N49 39 27 W54 14 15 4S 20°W (2013) UTC-3½ (2½) Elev 97´ A5012 LO8 CAP
OPR	Govt of Newfoundland & Labrador 709-292-4326 or 709-256-1048 Reg
PF	C-1,2,3,4,5
FLT PLN	NOTAM FILE CYYT
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
RWY DATA	Rwy 10(103°)/28(283°) 3000x75 asphalt
RCR	Opr Ltd win maint PN
LIGHTING	10-AS(TE ME), 28-AS(TE ME) ARCAL-122.8 type K key mic 7 times for RILS.
COMM	
ATF	tfc 123.2 5NM 3100 ASL
NAV	
NDB	7C 237 (L) N49 39 42 W54 14 43 Pvt Unmonitored
CAUTION	Wildlife on or in vic of rwy.



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



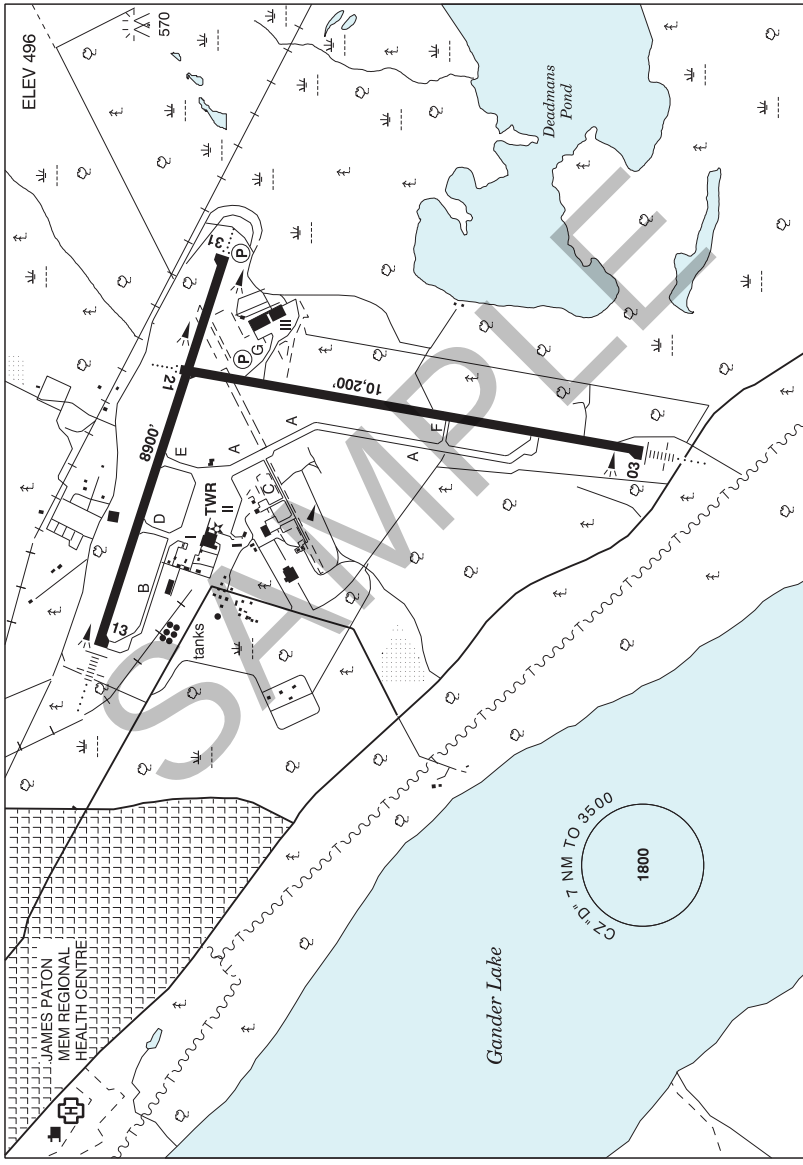


REF	N48 57 19 W54 37 38 Adj W 19°W (2014) UTC-3½(2½) Elev 432' A5012
OPR	James Paton Mem Regional Health Centre 709-256-5552/2500 Cert PN
PF	A-1,2,3,4 C-5,6
FLT PLN	NOTAM FILE CYQX
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225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

GANDER CENTRE (emerg only 709-651-5324) CZQX

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

GANDER INTL NL CYQX



REF	N48 56 13 W54 34 05 Adj SE 20°W (2013) UTC-3½ (2½) Elev 496´ A5012 LO8 HI6 T2 CAP OC
OPR	Gander International Airport Authority Inc 709-256-6666 Cert DND CSN 319-622-3342
PF	A-1,2,3,6 C-4,5

GANDER INTL NL (Cont'd) CYQX

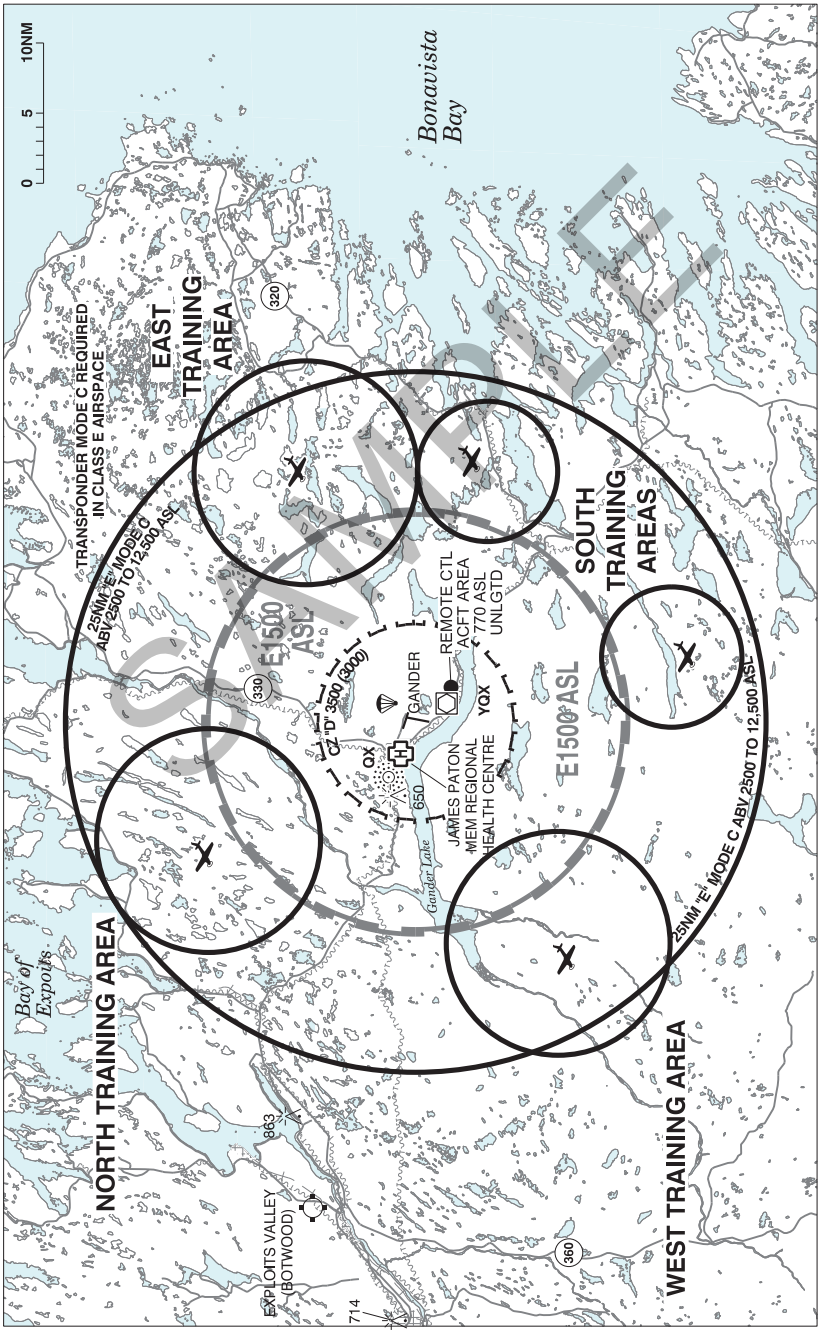
CUST	AOE 888-226-7277
FLT PLN	NOTAM FILE CYQX
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Mil acft hg space very ltd, PPR for hg space. For emerg, space can be made avbl, ctc Gander Wg Ops CSN 86-622-1213 or 709-256-1703 Ext 1213 1130-2000Z‡ Mon-Fri exc hols. O/T ctc Wg Duty Officer 709-235-0429. Cdn mil tran svcg not avbl 103 Sqn, ctc Allied Aviation 129.10, comm 709-256-3041.
FUEL	F-34, JA-1, JB, HPR
OIL	All
S	1,2
ARFF	PARTICIPATING CAT 5 (CAT 6, CAT 7 30 MIN PN) (CAT 8 1 hr PN) 709-256-6666
SUP FL	ADI, D & A-ice
JASU	10/15, CE13, 14, 15, CA1
MIL ADV	Outcast Ops 128.85 252.8 1030-1900Z‡ Mon-Fri exc hols 709-256-1703 Ext 1342
PVT ADV	Allied Avn 129.1; Woodward Avn 122.7 709-256-4414; Gander Avn 122.55; Irving Avn Svcs 122.9; GFT Avn Svcs 123.35 709-256-7484/709-424-5074
MIL CON	Woodward's Oil 709-256-4414
RWY DATA	Rwy 03(030°)/21(210°) 10,200x200 asphalt Rwy 13(128°)/31(308°) 8900x200 asphalt Rwy 31 up 0.33% RESA: 21 295'
RWY CERT	Rwy 03 RVR 1200(1/4sm)/Rwy 21 RVR 1200(1/4sm) AGN VI Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN VI
TWY CERT	Twy C AGN IIIB
RCR	Opr CRFI, PLR/PCN. TDT800
LIGHTING	03-AN(TE HI), 13-AN(TE HI), 21-AO(TE HI) P3, 31-AO(TE HI) P3
COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
ATIS	124.8
GND	121.9 275.8
TWR	118.1 236.6 (E) (emerg only 709-651-5329)
ARR	128.5 132.1
DEP	128.5 132.1
MIL	Outcast Ops 128.85 252.8
INTL AIR	For a description of HF Aeromobile Operations in the NAT & associated hrs of operation for Gander IFSS, refer to the AIP GEN Section 3.4 Communication Services.
NAV	
NDB	QX 280 (M) N48 57 52 W54 40 13
VOR/DME	YQX 112.7 Ch 74 N48 53 59 W54 32 06 (612´)
DME	IQX 109.5 Ch 32 N48 57 02 W54 33 37 (461´)
ILS	IQX 109.5 (Rwy 03) RVR; IGN 109.9 (Rwy 13) RVR
PRO	Parachute ops on the field require 30 minutes PN thru fire hall 709-256-6674. ATS REQUIREMENTS: All acft dep fr inside CZ must ctc TWR on freq 118.1 or 709-651-5329 prior to tkof. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.
CAUTION	Snow banks N and S of Apron III Nov-Apr. Recreational remote ctl acft operating area 3.1NM S of A/D, 770 ASL and blw.

GANDER RADIO-RCO

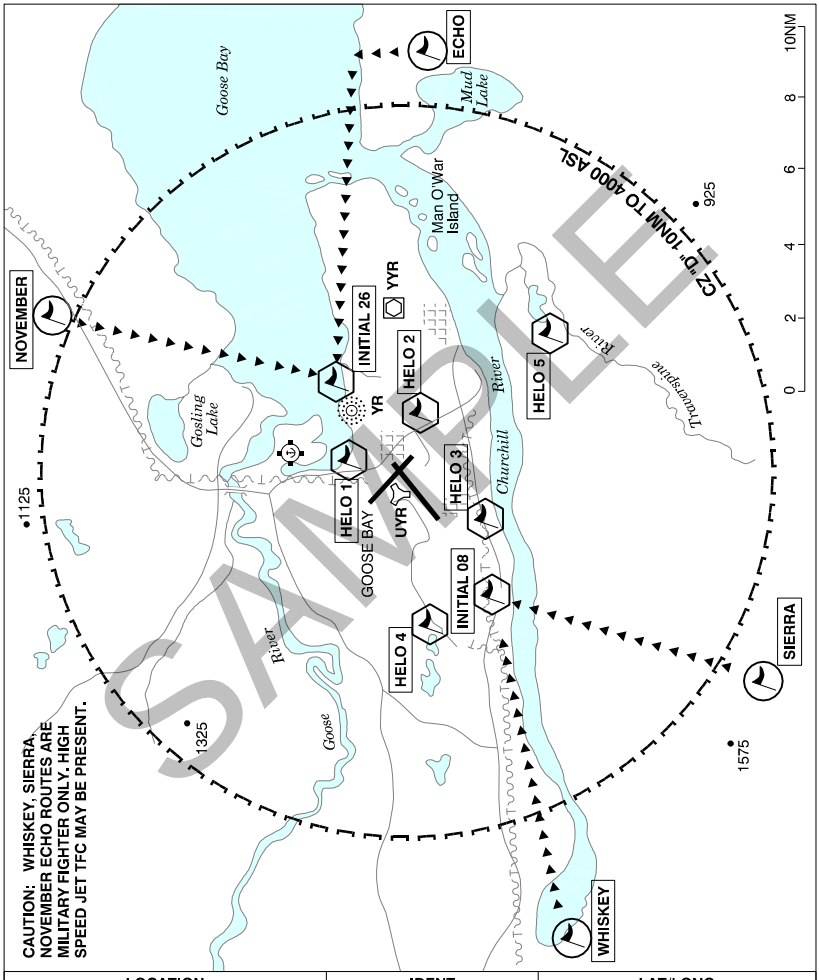
Cambridge Bay Intl Air 2971 4675 8891 11279 Nat 'D' (SELCAL)
Iqaluit Intl Air 2971 4675 8891 11279 Nat 'D' (SELCAL)
Brevoort 124.825 (shared with Gander ACC FL290 & above)
Frederiksdal, Greenland Intl Air 118.42 127.9
Gander Intl Air 126.9 127.1
Hopedale Intl Air 120.55 (shared with Gander ACC FL290 & above)
Iqaluit Intl Air 126.9
Prins Christian Sund, Greenland Intl Air 127.9 134.95
Saglek 123.75 (shared with Gander ACC FL290 & above)
Simiutaq 134.47
St. Anthony Intl Air 119.85 (shared with Gander ACC FL290 & above) 122.375
St. John's Intl Air 122.375 135.35 (shared with Gander ACC FL280 & below)
Gander Radio Intl Air HF
*Nat 'A' 3016 5598 8906 13306 (SELCAL)
Nat 'B' 2899 5616 8864 13291 (SELCAL)
Nat 'C' 2872 5649 8879 11336 13306 (SELCAL)
Nat 'D' 2971 4675 8891 11279 (SELCAL)
Nat 'F' 3476 6622 8831 13291 (SELCAL)
VOLMET 3485 6604 10051 13270
***Note:** The NAT Family A of frequencies is not routinely monitored by Gander IFSS; however, they are available for use in unusual circumstances such as an adjacent ATS Unit evacuation or loss communications.

GANDER RADIO: INTERNATIONAL (NAT AND ANCHORAGE FIR) / DOMESTIC (CANADIAN NORTHERN AIRSPACE)
For hours of operation and a description of HF Radiotelephony Network Operations for the North Atlantic refer to the AIP GEN section 3.4 Communication Services and for Anchorage Arctic Flight FIR refer to TC AIM NAT Section 2.
SATCOM voice may be used to contact Gander Radio for non-routine flight safety calls or during periods of poor HF propagation.
Gander Radio is responsible for (ICAO) HF communication in Canadian Northern Airspace and the Anchorage FIR. Aircraft operating within these areas may use SATCOM voice as an alternative to HF for routine communications.
During periods of HF unreliability, the use of SATCOM voice for all communications is strongly encouraged. INMARSAT Short Code 431613, SATCOM Long Code 1-709-651-5328.

GANDER VFR TERMINAL PROCEDURES CHART - TRAINING AREAS

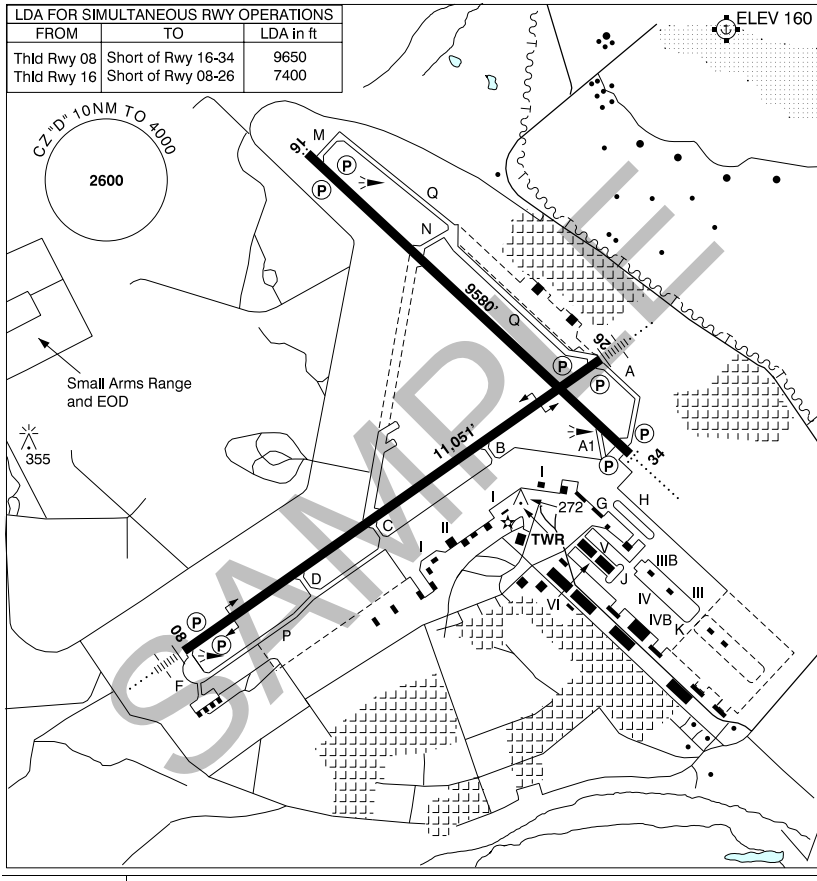


GOOSE BAY VFR TERMINAL PROCEDURES CHART



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

GOOSE BAY NL CYYR

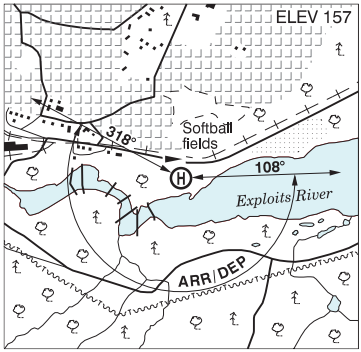


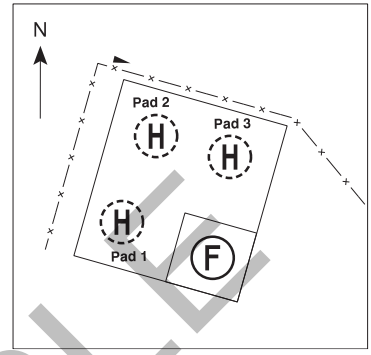
REF	N53 19 09 W60 25 33 4.5NNW 21°W (2018) UTC-4(3) Elev 160´ A5020 LO7 HI1 CAP
OPR	5 Wing Ops Centre 709-896-6900 Ext 7331 CSN 319-555-7331 800-563-2390, e-mail 5wgwoc@forces.gc.ca, for civ ctc Goose Bay Airport Corp 709-896-5445, e-mail operations@goosebayairport.com 12-21Z‡ Mon-Fri O/T 709-896-5755 Fax 709-896-2434 Ldg fees thru PVT ADV
PF	A-1,6 C-2,3,4,5
CUST	AOE/15 Gen Avn 12-04‡ 888-226-7277
FLT PLN	NOTAM FILE CYYR
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
MIL	Flt ops 709-896-6900 Ext 7331 CSN 319-555-7331 800-563-2390, e-mail 5wgwoc@forces.gc.ca
WX	METAR H24. TAF H24, issue times: 00, 06, 12 & 18Z. O/T JMC 1-800-WXMETEO 996-3836 or CSN 432-2613. (See COMM)

GOOSE BAY NL (Cont'd) CYYR

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

GRAND FALLS-WINDSOR NL (Heli) CFW8



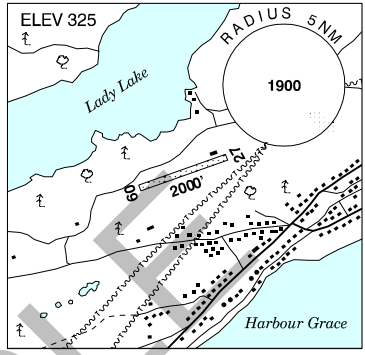


REF	N48 55 29 W55 38 50 Adj 20°W (2014) UTC-3½(2½) Elev 157' A5011 A5012
OPR	Town of Grand Falls-Windsor 709-489-0427/0430 Reg
PF	C-1,2,3,4,5,6
FLT PLN	NOTAM FILE CYYT
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or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

HARBOUR GRACE NL

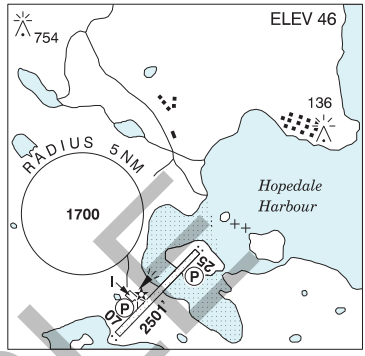
CHG2

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



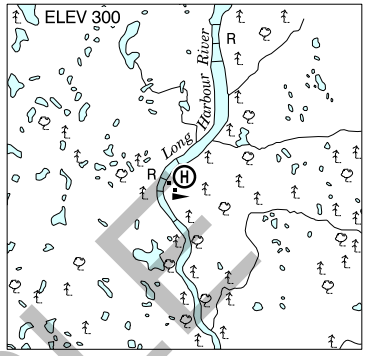
HOPEDALE NL CYHO

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



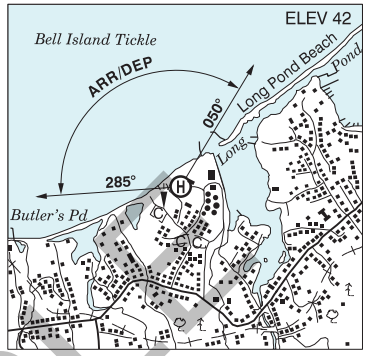
LONG HARBOUR RIVER NL (Heli) CLH7

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

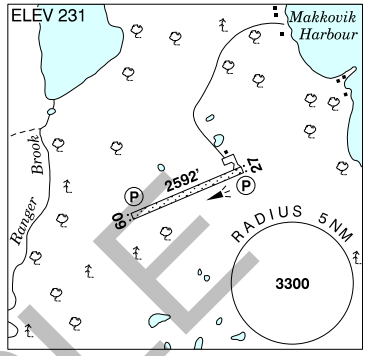


LONG POND NL (Heli) CCX2

REF	N47 30 58 W52 58 51 Adj 19°W (2013) UTC-31/2(21/2) Elev 42´ A5012 CAP
OPR	Cougar Helicopters Inc 709-758-4810 Reg PPR
FLT PLN **FIC** **ACC** **WX**	NOTAM FILE CYYT London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (IFR only) Gander 709-651-5225 or 888-751-5225. 709-834-0016 METAR 08-22Z‡ (CWWU) TAF 08-22Z‡ (CWWU)
HELI DATA **RCR**	FATO 92´ x 92´ ASPH/GRVL TLOF 39' x 39' ASPH/GRVL Safety Area 123' x 123' GRASS/GRVL Opr
LIGHTING	RY(LO) ARCAL-122.8 type K
COMM **ATF**	 tfc 123.2 5NM 3000 ASL
NAV **VOR/DME**	 TORBAY YYT 113.5 Ch 82 N47 29 07 W52 51 08 (839´)
PRO	Arr/dep 285° to 050° fr heli, slope 8% (H3) day/night use.

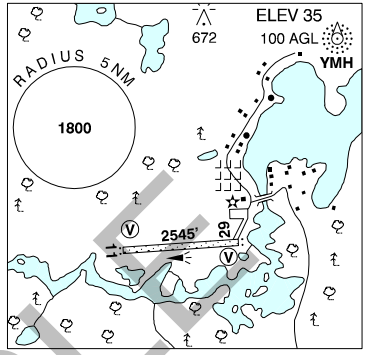


MAKKOVIK NL CYFT



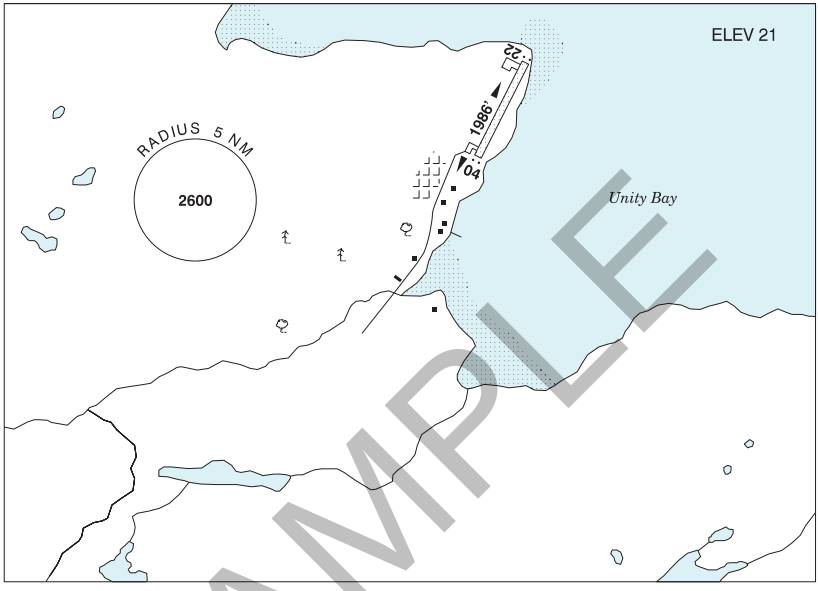
REF	N55 04 38 W59 11 16 0.5W 22°W (2016) UTC-4(3) Elev 231´ A5020 LO7 CAP
OPR	Govt of Newfoundland & Labrador 709-896-7840 Cert
PF	C-1,2,4,5
FLT PLN	NOTAM FILE CYYR
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.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

MARY'S HARBOUR NL CYMH



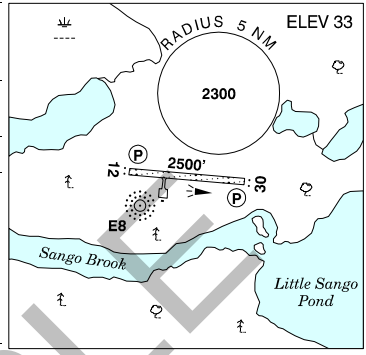
REF	N52 18 10 W55 50 52 0.5S 21°W (2014) UTC-3 1/2(2 1/2) Elev 35´ A5020 LO7 HI1 HI6 CAP
OPR	Govt of Newfoundland & Labrador 709-896-7840 Cert
PF	C-1,2,4,5
FLT PLN	NOTAM FILE CYAY
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225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

NAIN NL CYDP



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

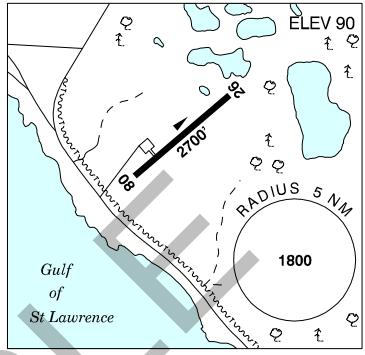
NATUASHISH NL CNH2



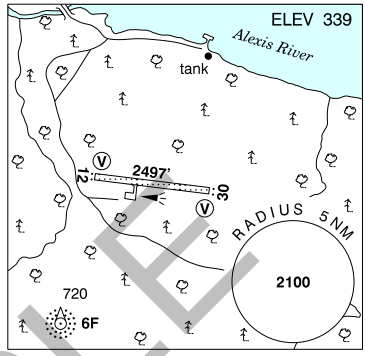
REF	N55 54 50 W61 11 04 1.6W 23°W (2013) UTC-4(3) Elev 33´ A5020 LO7 CAP
OPR	Govt of Newfoundland & Labrador 709-896-7840 Cert
PF	C-1,2,4
FLT PLN	NOTAM FILE CYYR
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.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

PORT AU CHOIX NL CCM4

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

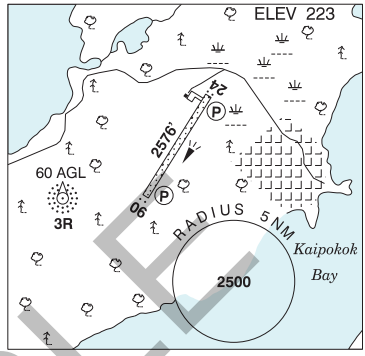


PORT HOPE SIMPSON NL CCP4



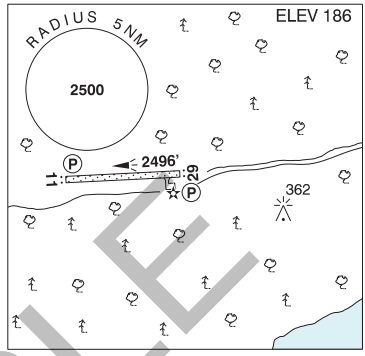
REF	N52 31 41 W56 17 07 1S 21°W (2013) UTC-3 1/2(2 1/2) Elev 339´ A5020 LO7 CAP
OPR	Govt of Newfoundland & Labrador 709-896-7840 Cert
PF	C-1,2,4,5
FLT PLN	NOTAM FILE CYAY
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225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

POSTVILLE NL CCD4



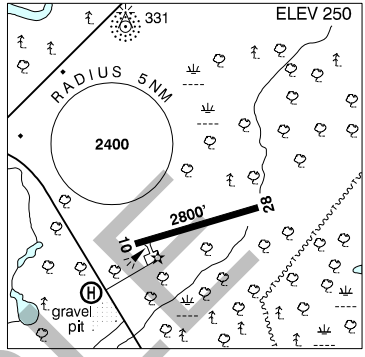
REF	N54 54 37 W59 47 07 Adj 22°W (2016) UTC-4(3) Elev 223´ A5020 LO7 CAP
OPR	Govt of Newfoundland & Labrador 709-896-7840 Cert
PF	C-1,2,4,5
FLT PLN	NOTAM FILE CYYR
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.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

RIGOLET NL CCZ2



REF	N54 10 46 W58 27 26 Adj 22°W (2013) UTC-4(3) Elev 186´ A5020 LO7 CAP
OPR	Govt of Newfoundland & Labrador 709-896-7840 Cert
PF	C-1,2,4,5
FLT PLN	NOTAM FILE CYYR
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	WxCam
RWY DATA	Rwy 11(110°)/29(290°) 2496x75 GRVL Rwy 29 up 0.6%
RWY CERT	Rwy 11/29 AGN II
RCR	Opr 709-947-3434/3384 Ltd win maint, ctc opr
LIGHTING	11-AS(TE ME) AP, 29-AS(TE ME) AP ARCAL-122.8 type K, key mic 7 times for RIL.
COMM	
ATF	tfc 122.8 5NM 3200 ASL See PRO section
TML	Goose Bay 119.5 267.1 257T (E) 11-03Z‡ Mon-Sat O/T Gander Ctr
PRO	Rgt hand circuits Rwy 11 (CAR 602.96). A/D lies within ATF corridor 122.8 sfc to 12,500 ASL, see Section C – Areas With Discrete Air-To-Air Frequencies.
CAUTION	362´ twr 0.3NM ESE thld Rwy 29.

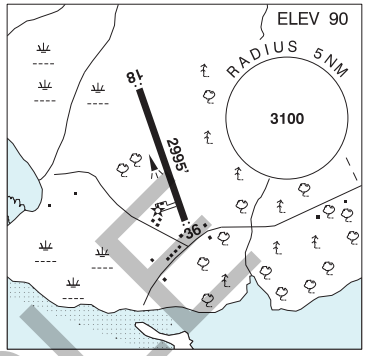
SPRINGDALE NL CCD2



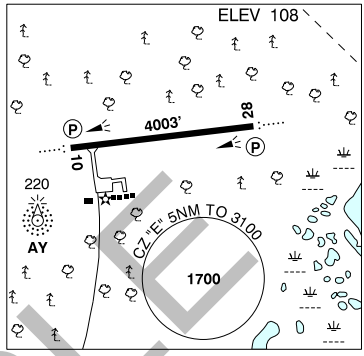
REF	N49 28 44 W56 10 41 4W 20°W (2015) UTC-31/2(21/2) Elev 250´ A5011 A5012 LO8
OPR	Govt of Newfoundland & Labrador 709-292-4326 or 709-256-1048 Reg
PF	C-1,2,3,4,5
FLT PLN	NOTAM FILE CYYT
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander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

ST. ANDREWS (CODROY VALLEY) NL CDA5

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



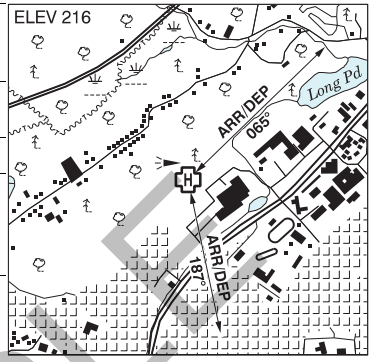
ST. ANTHONY NL CYAY



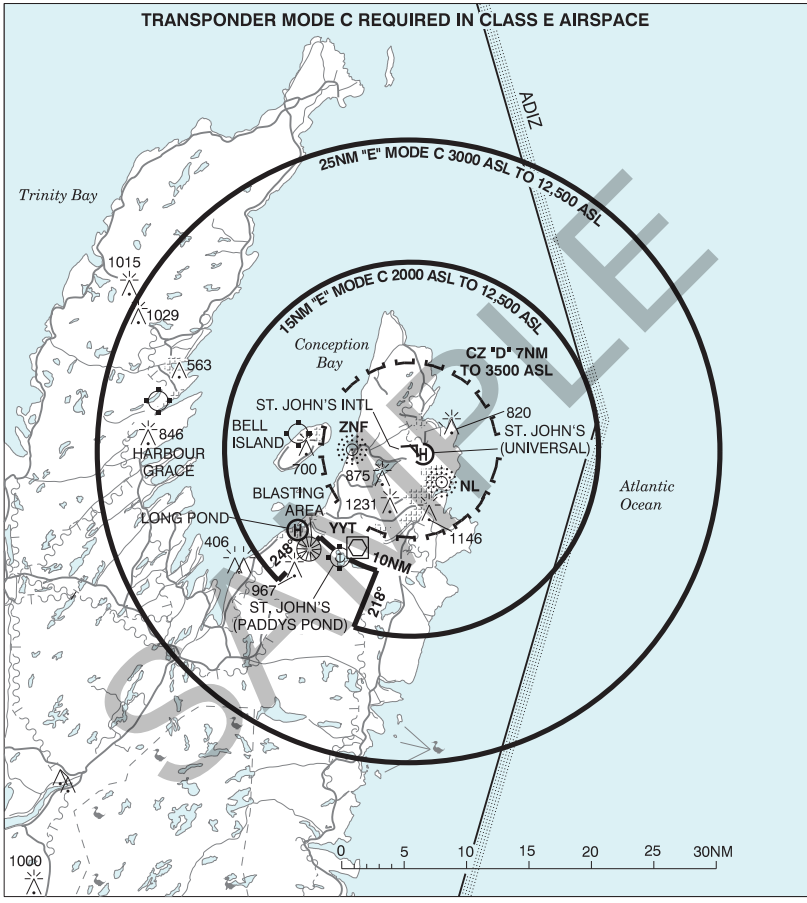
REF	N51 23 31 W56 04 59 19WNW 21°W (2013) UTC-31/2 (21/2) Elev 108´ A5011 LO7 LO8 HI1 HI6 CAP
OPR	TC 709-454-3192/3632. After hrs 709-450-0459, 709-454-4181 Cert Ldg fees (jet and turboprop acft only), Tml fees
PF	A-1,2,6 D-1,2,3,4,5,6
FLT PLN	NOTAM FILE CYAY
FIC	London 866-WXBRIEF (Toll free within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

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

REF	N47 34 21 W52 44 44 1.5WNW 19°W (2012) UTC-3½ (2½) Elev 216' A5012
OPR	Eastern Health Care 709-777-5160 Cert PPR
PF	A-1 C- 5
FLT PLN **FIC**	NOTAM FILE CYYT London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
HELI DATA **RCR**	FATO/TLOF 123' dia ASPH Safety Area 164'x164' ASPH Max heli overall length 82' Opr
LIGHTING	DR RY(LO) RF(FL)
COMM **TWR**	 St. John's 120.6 (E)
PRO	Arr/dep 065° & 187° fr heli, slope 9.1% (H1).
CAUTION	Lgtd P-line aprx 262 ASL aprx 1540' E of heli safety area. P-Line oriented NW-SE Downslope, perpendicular to and within arr/dep path 065°.

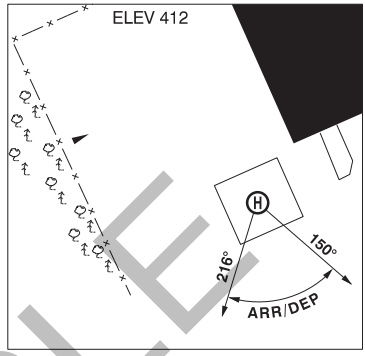


ST. JOHN'S INTL VFR TERMINAL PROCEDURES CHART

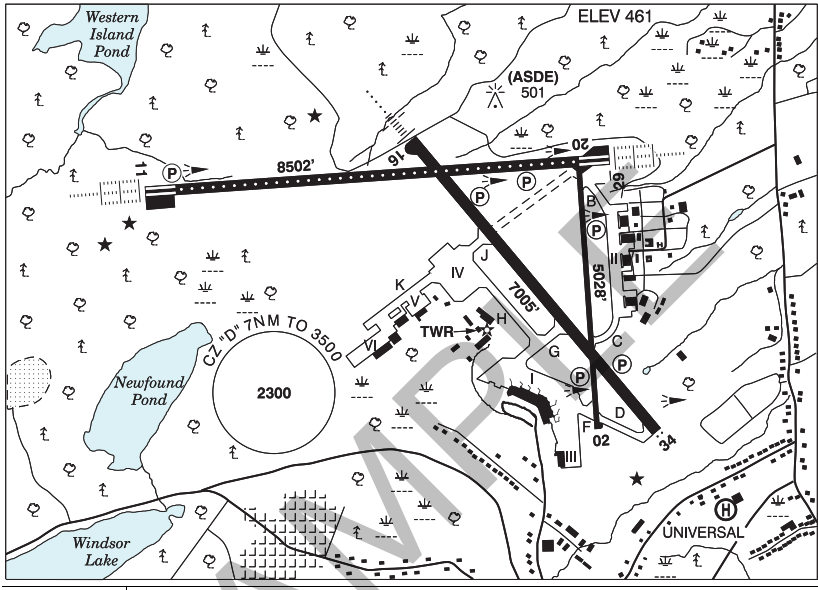


ST. JOHN'S (UNIVERSAL) NL (Heli) CDC2

REF	N47 36 30 W52 43 37 19°W (2014) UTC-3½(2½) Elev 412´ A5012
OPR	Universal Helicopters Nfld Ltd 709-576-4611 Cert
PF	B-1 C-2,3,4,5,6
FLT PLN	NOTAM FILE CYYT
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
SERVICES	
S	2
HELI DATA	FATO/TLOF 64' x 64' ASPH Safety Area 85' x 85' GRVL Max heli overall length 42.7'
RCR	Opr Ltd win maint
COMM	
TWR	St. John's 120.6 (E)
PRO	Arr/dep 150° to 216° fr heli, slope 6% (H3)



ST. JOHN'S INTL NL CYYT



REF	N47 37 07 W52 45 09 3NW 19°W (2012) UTC-31/2(21/2) Elev 461´ A5012 LO8 HI6 CAP OC
OPR	St. John's International Airport Authority Inc 709-757-4444 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/165 (450 with staged off-loading) 1130-0330Z‡ General aviation 888-226-7277
FLT PLN	NOTAM FILE CYYT
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) O/R
OIL	All
S	1,2,4
ARFF	DESIGNATED CAT 7 (CAT 8 3 hr PN)
SUP FL	LPOX, D & A-ice
JASU	CAN-A Elect Start 10/15
MIL ADV	Transient svcs avbl to RCAF and NATO acft thru Air Reserve Torbay Ops 709-570-4791 or 709-685-0243. Trans svcg avbl 1030-0230Z‡, aft hrs with 4 hr PN. Tow bars avbl for C130, P3, EH101, S61, C144
PVT ADV	Woodward Aviation 123.5 709-579-3776 Fax 709-579-8513; Shell Aerocentre 123.0 709-576-4615 Fax 709-576-0768; Irving Aviation Svcs 122.9 709-758-3200 Fax 709-758-3201
MIL CON	Woodward's Oil Ltd 709-579-3776

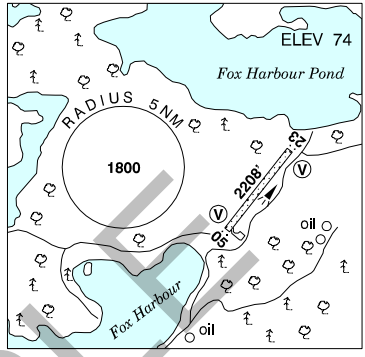
ST. JOHN'S INTL NL (Cont'd) CYYT

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

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

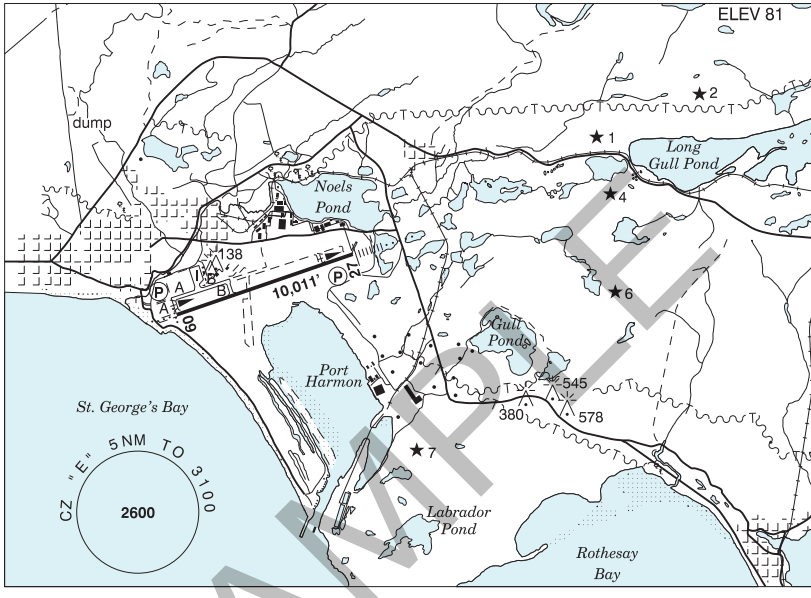
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **DE-ICING OPERATIONS** DE-ICING BAYS 1. Bay 1 - Max wingspan for de-icing ops 35.8m (117') 2. Bay 2 - Max wingspan for de-icing ops 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 2 is occupied. 3. Bay 3 - Max wingspan for de-icing ops 79.75 (262'). Note: Bays 2 and 4 are closed/unusable when Bay 3 is occupied. 4. Bay 4 - Max wingspan for de-icing ops is 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 4 is occupied. NOTE: The above noted max wingspans are intended to protect adj de-icing bays, safety zones and the apron twy. Exceedances of these values are permitted but must be evaluated and approved by the Aprt Authority to ensure special op procedures are communicated and implemented. DE-ICING PROCEDURES 1. Ctc ICEMAN on 129.2 30 min prior to pushback. 2. Ctc ST JOHN'S GND after pushback for taxi to CDF. 3. Hold short of CDF on H. 4. ST JOHN'S GND will advs flt crew to ctc ICEMAN on 129.2 when acft has taxied to the proper entry point. 5. ICEMAN will then delegate all further manoeuvering instructions from the entry point to and on the CDF. 6. Flt crews are advs to exercise discretion at all times while on the CDF. Directional signage and taxi lines on the CDF must be followed by flt crews at all times. 7. Upon completion flt crews must advs ICEMAN that all equipment and de-icing personnel are away from the aircraft and have returned to their designated safety zones. 8. ICEMAN will instruct the acft to hold its position on the CDF and ctc ST JOHN'S GND on 121.9. 9. Acft to hold its position until ST JOHN'S GND issues further taxi instructions from the CDF. NOTE: 1. Acft intending on returning to any apron after de-icing must drip dry for 25min on CDF. 2. Single engine taxi not permitted from CDF. 3. Engine run-ups are not permitted on CDF.
CAUTION	Open pit blasting ops 11NM SW to 1000 ASL 200 AGL, 1NM radius of N47 29 08 W52 57 11. **Weather condition:** No landing auth without electronic GP or vertical guidance capability when moderate to severe turbulence/wind shear/downdrafts being reported. Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z. Extv bird activity May-Nov.

ST. LEWIS (FOX HARBOUR) NL CCK4



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

STEPHENVILLE NL CYJT



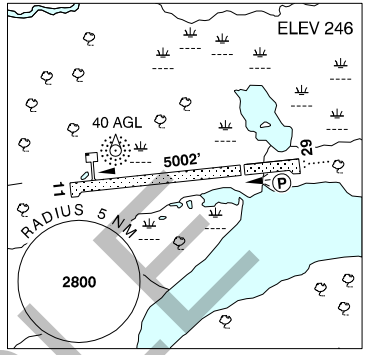
REF	N48 32 40 W58 33 00 1.5SE 20°W (2014) UTC-31/2(21/2) Elev 81´ A5011 A5012 LO8 HI6 CAP
OPR	Stephenville Airport Corporation 709-643-8440/8445/8446 or 709-649-7585 or 877-663-8440 Fax 709-643-1295 Cert
PF	A-1,2,3,5,6 C-4
CUST	AOE/30 12-20Z‡ Mon-Fri, AOE/15 Gen Avn only H24 exc hols 888-226-7277
FLT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

STEPHENVILLE NL (Cont'd) CYJT

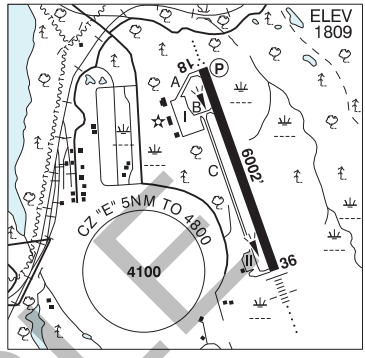
COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3100 ASL (CAR 602.98)
PAL	Gander Ctr 120.325
NAV	
NDB	HARMON ZJT 340 (L) N48 34 53 W58 22 49
VOR/DME	YJT 113.1 Ch 78 N48 34 57 W58 40 09 (1190´)
ILS	IJT 109.5 (Rwy 27) RVR
PRO	Rgt hand circuits for gliders conducting westerly departures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

VOISEY'S BAY NL CVB2

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



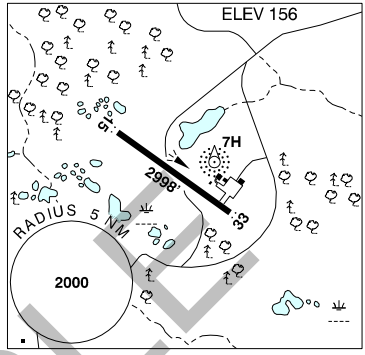
WABUSH NL CYWK



REF	N52 55 22 W66 51 53 1NE 21°W (2012) UTC-4(3) Elev 1809´ A5019 LO5 LO7 HI1 CAP
OPR	TC 709-282-5412 Cert Ldg fees (jet and turboprop acft only), Tml fees
PF	A-1,3,6 C-2,4,5
FLT PLN	NOTAM FILE CYWK
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
ACC	(IFR only) Montreal 514-633-3211 or 800-633-1353
WX	METAR 1100-0330Z‡ O/T METAR AUTO (see COMM) TAF H24, issue times: 02, 08, 14, 20Z WxCam
SERVICES	Call out chg may be levied for one or more svcs. De-icing PN 709-282-3333
FUEL	JA-1 (FSII avbl) Avtech 709-282-8388 or 709-280-7127 or 709-280-0250
S	4,5,6
JASU	10/15 PN 709-282-3333
RWY DATA	Rwy 18(181°)/36(001°) 6002x150 ASPH
RWY CERT	Rwy 18 RVR 1200(1/4sm)/Rwy 36 RVR 1200(1/4sm) AGN IIIB
APRON	Prkg stand are reserved for sked acft. Prkg fees.
RCR	Opr CRFI Win maint Oct-Apr 1100-2330Z‡ Sun-Fri, 1200-2030Z‡ Sat, avbl 3 hrs PPR 2330-0300‡ Sun-Fri. O/T MEDEVAC only 2 hr PN. PLR/PCN.
LIGHTING	18-AO(TE HI) P2, 36-AN(TE HI) ARCAL-122.0 type K 0300-1100Z‡
COMM	
RADIO	122.0 296.2 (E) 1100-0330Z‡ (emerg only 709-282-6224)
RCO	Québec rdo 123.375 (FISE) 126.7 (bcst)
ATIS	128.125 1100-0330Z‡
CLNC DEL	122.6 ltd hrs
MF	rdo 122.0 1100-0330Z‡ O/T tfc 5NM 4800 ASL (CAR 602.98)
PAL	Montréal Ctr 132.25
VDF	122.0 1100-0330Z‡
AWOS	128.125 0330-1100Z‡
NAV	
VOR/DME	YWK 112.3 Ch 70 N52 57 36 W66 51 13 (2278´)
DME	IWK 110.1 Ch 38 N52 55 07 W66 51 37 (1815')
ILS	IWK 110.1 (Rwy 36)
CAUTION	**BLASTING:** Mine blasting ops within 1.8NM radius N53 03 01 W066 57 31 (aprx 8.3NM N of A/D) to 5000 ASL, within 1.2NM radius N53 01 30 W066 49 16 (aprx 6.4NM NE of A/D) to 5000 ASL, within 1.6NM radius N52 54 29 W066 56 19 (aprx 2.8 NM W of A/D) to 2703 ASL, within 2.3NM radius N52 59 46 W066 56 44 (aprx 5.3NM NNW of A/D) to 5000 ASL, within 0.8NM radius N52 49 57 W67 17 19 (aprx 16NM W of A/D) to 5988 ASL and within 3.2NM radius N52 45 35 W67 18 46 (aprx 19NM WSW of A/D-Mont Wright Area) to 8000 ASL. **WINDS:** Winds reports E to SE unrel due terrain. **APCH LIGHTING:** Roadway lights similar to apch lighting 3NM from Thld 18, left of centreline.

WINTERLAND NL CCC2

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



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TO 0901Z 25 FEBRUARY 2021

CANADA FLIGHT SUPPLEMENT

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ATLANTIC
TERMINAL AND ENROUTE DATA

AIP Canada (ICAO) Part 3 – Aerodromes (AD)
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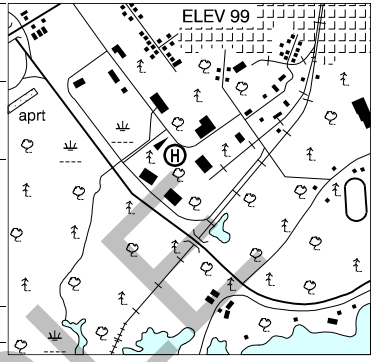
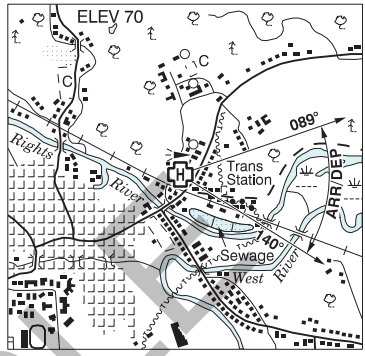
AMHERST NS (Heli) CCB3

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



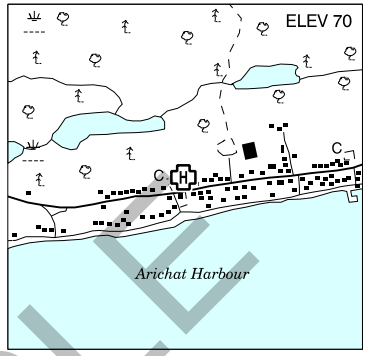
ANTIGONISH (ST. MARTHA'S REGIONAL HOSP) NS (Heli) CDY5

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

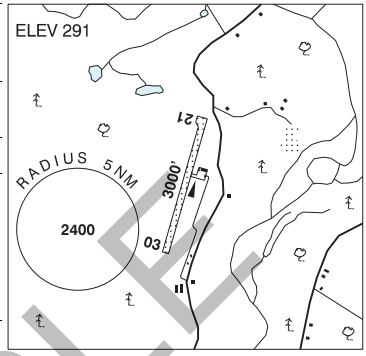


ARICHAT (ST. ANNE LADIES AUXILIARY HOSP) NS (Heli) CDT3

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

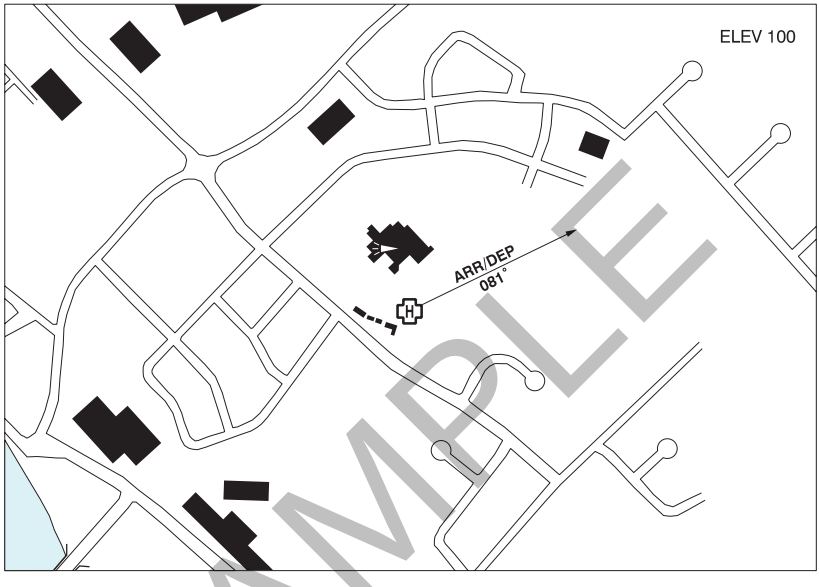


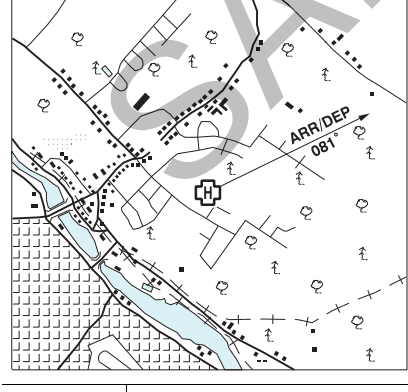
BADDECK (GUNEDEN) NS CDW2

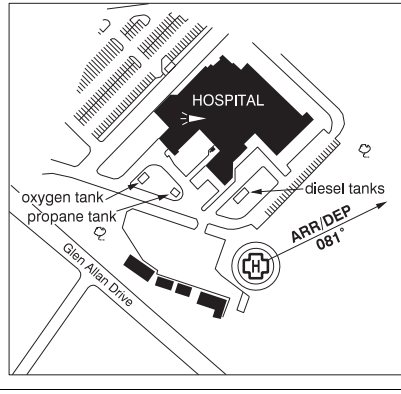


REF	N46 09 51 W60 47 03 3.1N 18°W (2015) UTC-4(3) Elev 291´ A5003 A5012
OPR	Guneden Place Ltd. 902-295-8558 Reg PPR
PF	B-1,2,5 C-3,4,6
FLT PLN	NOTAM FILE CYQY
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
SERVICES	
FUEL	100LL
S	4,5
RWY DATA	Rwy 03(035°)/21(215°) 3000x60 gravel
RCR	Opr Ltd win maint, ctc opr
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3300 ASL
PRO	Rgt hand circuits Rwy 03 (CAR 602.96).
CAUTION	Abrupt drop off thld Rwy 21, turbulence may be anticipated on apch to Rwy 21 under certain wind conds, be alert for seaplane activity in Baddeck Harbour 4.5NM SSE.

BRIDGEWATER (SOUTH SHORE REGIONAL HOSP) NS (Heli) CDT6







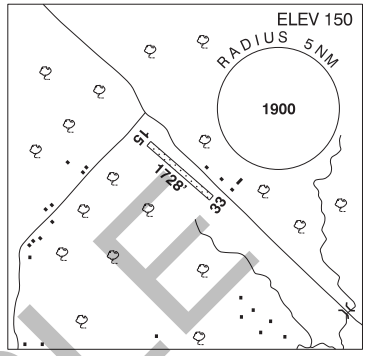
REF	N44 22 56 W64 30 38 Adj N 17°W (2016) UTC-4(3) Elev 100´ A5003
OPR	Nova Scotia Health Authority 902-543-4603 Cert PPR
PF	B-1,2,4 C-3,5,6,7,8
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177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

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

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

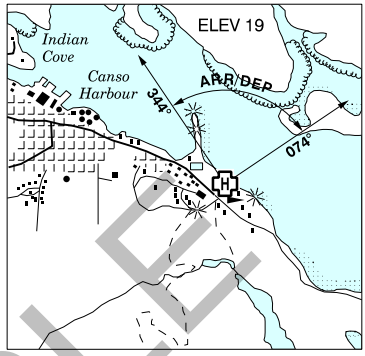
BRIDGEWATER / DAYSPRING AIRPARK NS CDY6

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



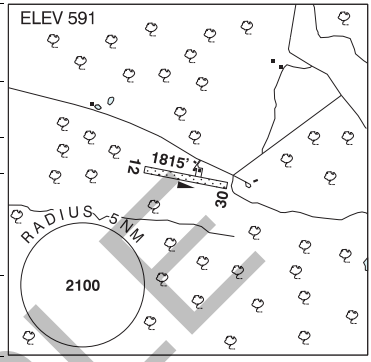
CANSO (EASTERN MEMORIAL HOSP) NS (Heli) CCE5

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

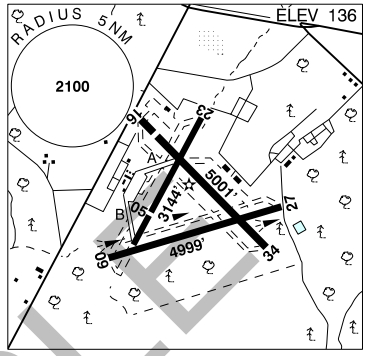


CENTREDALE NS CDL8

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

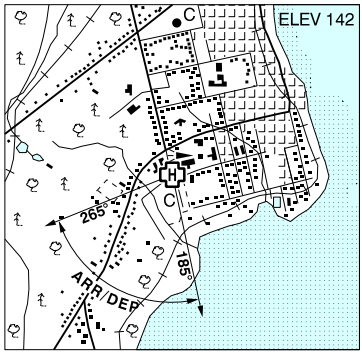


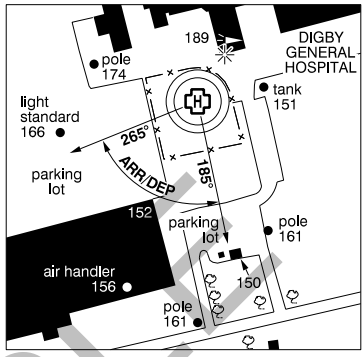
DEBERT NS CCQ3



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

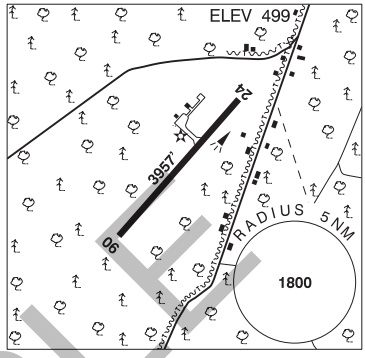
DIGBY (GEN HOSP) NS (Heli) CDG2





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

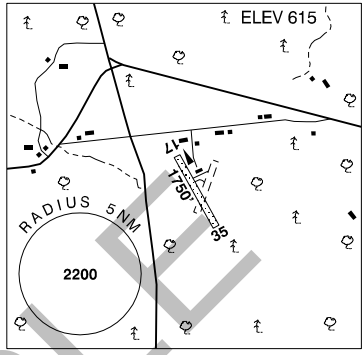
DIGBY / ANNAPOLIS REGIONAL NS CYID



REF	N44 32 45 W65 47 09 4.5S 18°W (2012) UTC-4(3) Elev 499´ A5003 LO8 CAP
OPR	Muni of the District of Digby 902-245-5885 Reg
PF	A-1 C-2,3,4,5
CUST	AOE/CAN
FLT PLN	NOTAM FILE CYQI
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	WxCam
SERVICES	
FUEL	100LL, JA-1
OIL	W65, W100, 15W50, 20W50
RWY DATA	Rwy 06(060°)/24(240°) 3957x75 asphalt Rwy 06 up 1.0%
RCR	Opr Win maint 12-24Z‡ O/T Contact opr PN
LIGHTING	06-(TE LO), 24-(TE LO) ARCAL-122.8 type J (includes A/D rotating beacon)
COMM	
ATF	UNICOM 122.8 5NM 3500 ASL

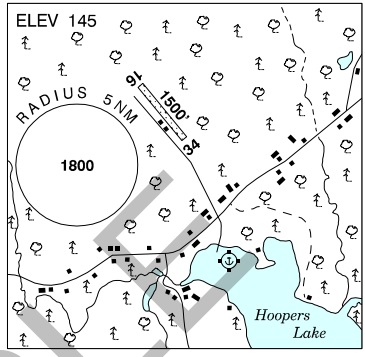
EAST GORE ECO AIRPARK NS CCY4

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

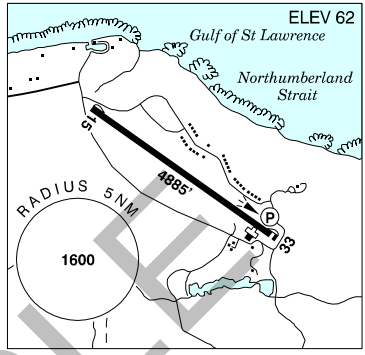


FINLAY AIR PARK NS CDH3

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

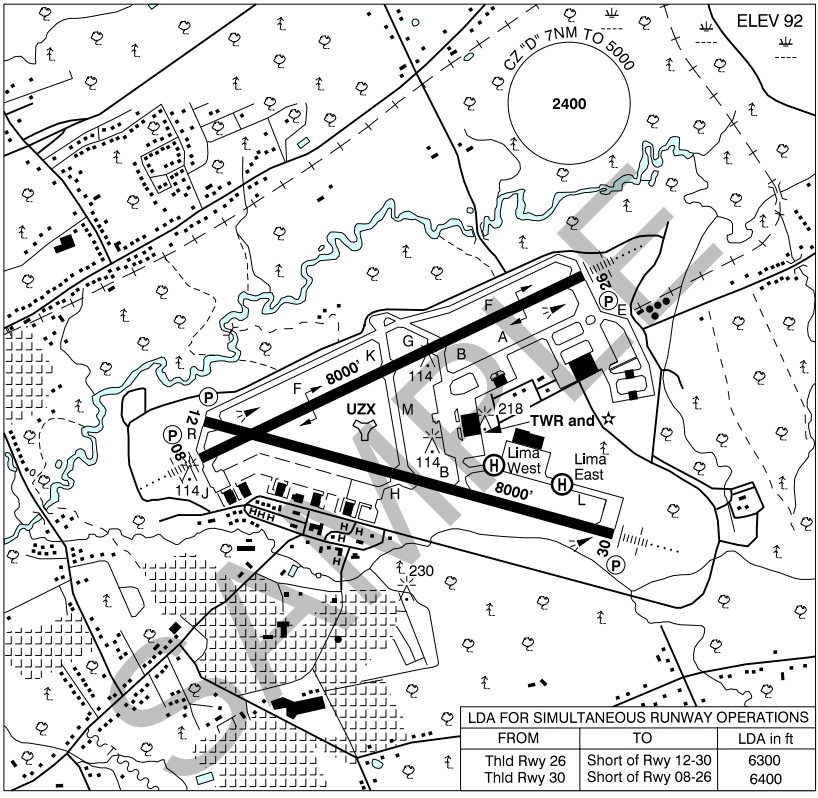


FOX HARBOUR NS CFH4



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

GREENWOOD NS CYZX



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

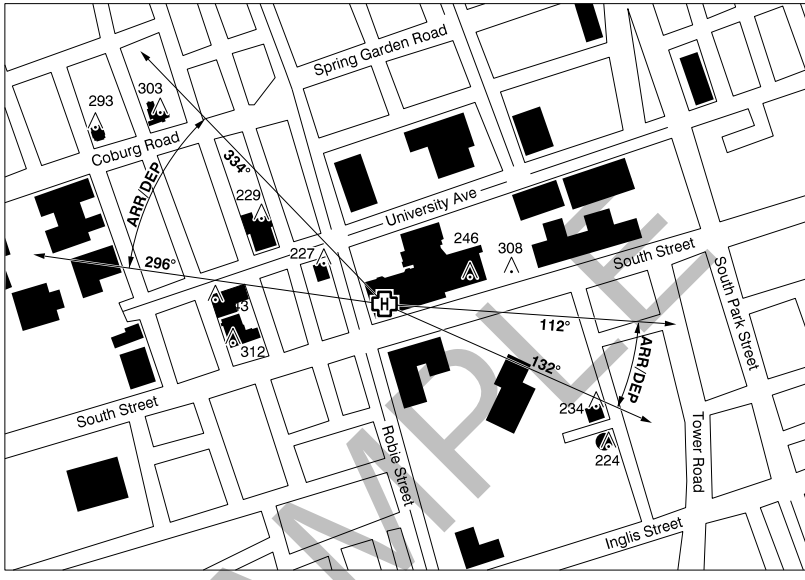
GREENWOOD NS (Cont'd) CYZX

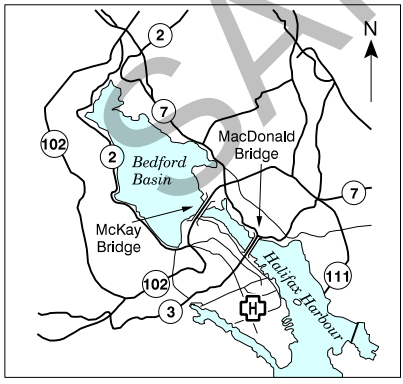
SERVICES	PPR rqrd for non CF acft, 24 hr PN for all acft thru Wg Ops. 902-765-1494 Ext 5457 or CSN 319-568-5457/5469. Tran svcg very ltd (mil acft only).
FUEL	F-34
OIL	All 128, 148, 156 ltd supply
ARFF	CAT 6
SUP FL	LHOX LOX D-Ice PRESAIR, D-Ice type 1 & IV must be arng thru Wg Ops 902-765-1494 ext 5457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

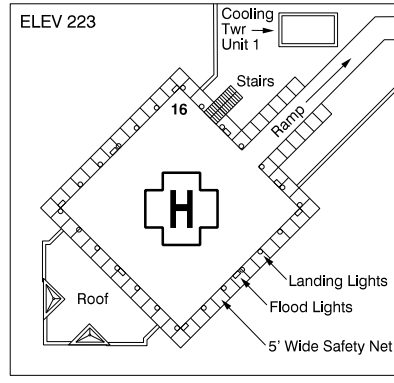
GREENWOOD NS (Cont'd) CYZX

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

HALIFAX (IWK HEALTH CENTRE) NS (Heli) CIW2





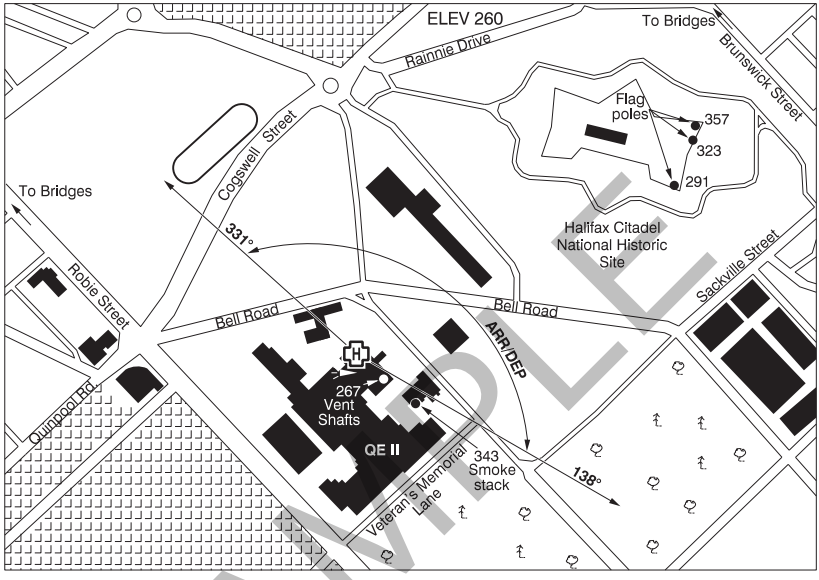


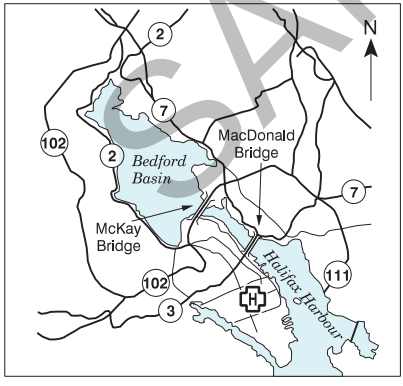
REF	N44 38 13 W63 35 04 Adj 18°W (2014) UTC-4(3) Elev 223´ A5003
OPR	IWK Health Centre 902-470-7000 Cert PPR
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
HELI DATA	FATO 90'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

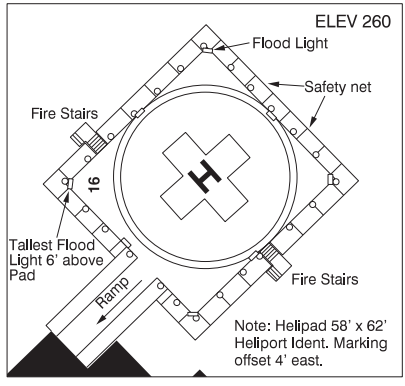
HALIFAX (IWK HEALTH CENTRE) NS (Heli) (Cont'd) CIW2

COMM	
ATIS	Shearwater 129.175 ltd hrs
MF/ATF	Shearwater Advsy ltd hrs O/T tfc 126.2 5NM centered on Shearwater Mil A/D 4NM E 3500 ASL
PRO	Arr/dep btwn 112°-132° & btwn 296°-334° fr heli (H1), day/night use.
CAUTION	Multiple obst in vic heli; refer to sketch.

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





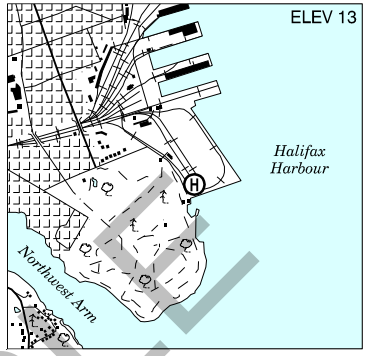


REF	N44 38 45 W63 35 12 Adj 18°W (2013) UTC-4(3) Elev 260´ A5003 CAP
OPR	Queen Elizabeth II Health Sciences Centre 902-473-1661 Cert PPR
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
HELI DATA	FATO 87' x 87' non-supporting TLOF 58´ x 62´ rooftop/metal 16,000 lbs Safety Area 116´ x 116' non-supporting 16,000 lbs Max heli overall length 58´
LIGHTING	RY(LO) RF(FL) ARCAL-123.2 (key mic 3 times to turn on wind direction indicator & perimeter lights: 5 times to turn on floodlights: 7 times to turn off floodlights)

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

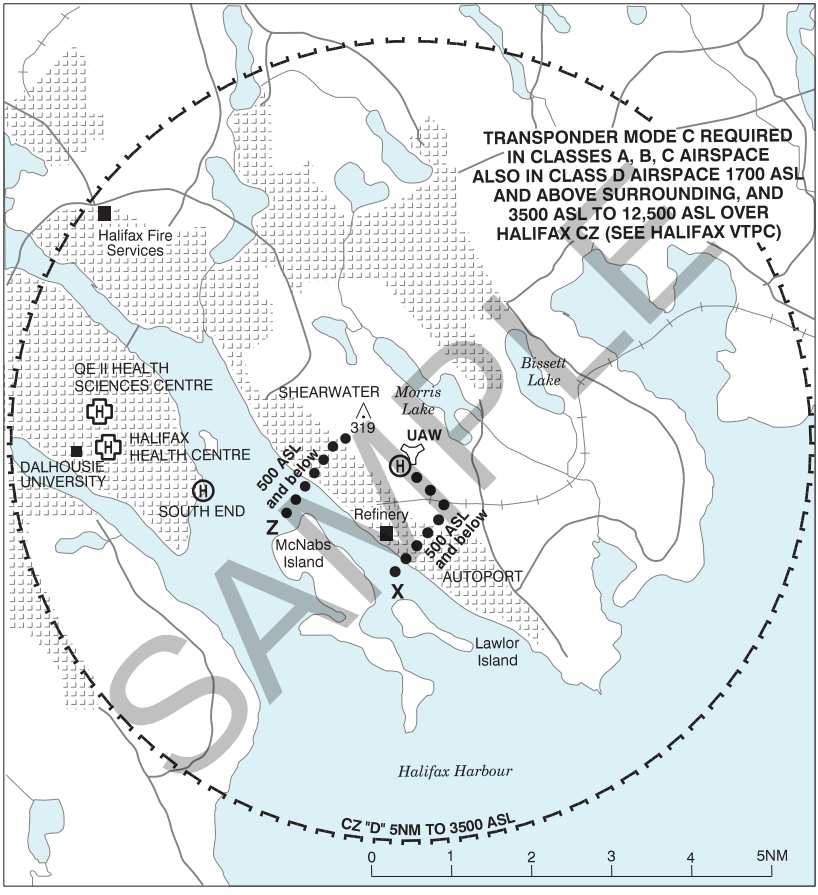
COMM	
ATIS	Shearwater 129.175 ltd hrs
MF/ATF	Shearwater Advsy ltd hrs O/T tfc 126.2 5NM centered on Shearwater Mil A/D 4NM E 3500 ASL
PRO	Arr/dep btwn 331° to 138° fr heli (H1). Remain over circular TLOF marking when manoeuvring over helipad to ensure obstacle clnc.
CAUTION	344´ lighted smokestack close proximity of ldg pad. Non-uniform spacing of TLOF lgts.

HALIFAX (SOUTH END) NS (Heli) CHS7

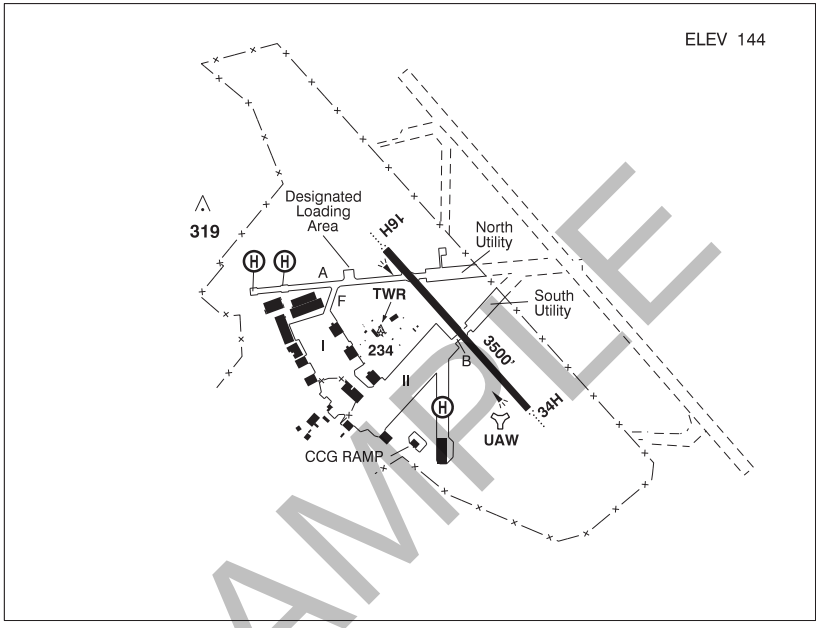


REF	N44 37 32 W63 33 48 18°W (2014) UTC-4(3) Elev 13´ A5003
OPR	Halifax Port Authority 902-426-3629 Reg PPR
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
HELI DATA	79' dia asphalt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

HALIFAX / SHEARWATER VFR TERMINAL PROCEDURES CHART



HALIFAX / SHEARWATER NS (Heli) CYAW

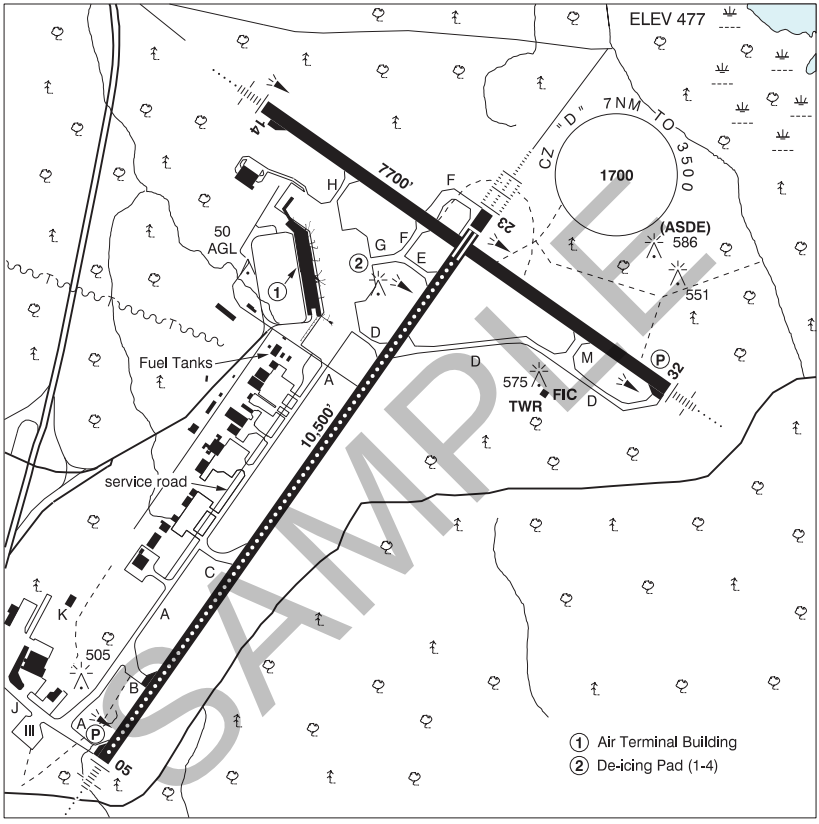


REF	N44 38 14 W63 30 08 4.5ESE 18°W (2013) UTC-4(3) Elev 144´ A5003 LO8 HI6 T2
OPR	DND 902-720-1304 and CSN 319-720-1304 Mil PPR
PF	B-1 C-2,3,4,5,6
CUST	AOE 12-04Z‡, 4 hrs PN mandatory thru WG Ops 902-720-1304 Mil flt only Ops 119.0 239.3
FLT PLN	NOTAM FILE CYAW PPR 24 hrs ntc. All mil & civ flts ctc 902-720-1304 or CSN 319-720-1304.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
MIL	PPR 24 hrs ntc all mil & civ flts ctc Wg ops 902-720-1304 or CSN 319-720-1304.
WX	Met brief for mil only. Lcl Met Section CSN 720-1312/1313 ltd hrs. O/T METOC Halifax CSN 427-6385. (See COMM). METAR dur mil flt ops. TAF dur mil flt ops, issue times depending on mil requirements.
SERVICES	MIL: All trans acft require PPR thru 12 Wg Ops. Mil Rotary Wg trans svcg ltd hrs Mon-Fri 24 hrs PN, O/T including hols 48 hrs PN thru 12 Wg Ops 902-720-1304 or CSN 319-720-1304.
FUEL	F-34, F-37
OIL	Mil 156, SOAP
ARFF	CAT 5
JASU	CE12
MIL ADV	All trans acft require PPR thru 12 Wg ops, Mil Rotary Wg trans svcg ltd hrs Mon-Fri 24 hrs PN, O/T including hols 48 hrs PN thru 12 Wg ops 902-720-1304 or CSN 319-720-1304.
PVT ADV	no fixed wing servicing

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

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

HALIFAX / STANFIELD INTL NS CYHZ

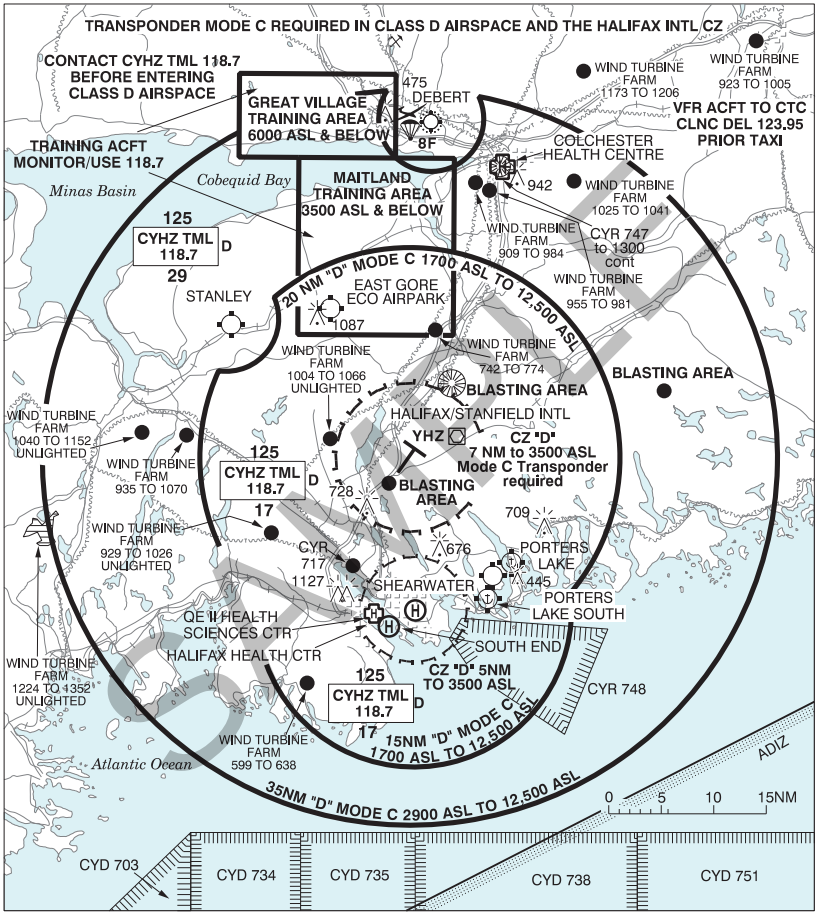


REF	N44 52 47 W63 30 37 14NNE 18°W (2012) UTC-4(3) Elev 477′ A5003 LO8 HI6 T2 CAP OC
OPR	Halifax International Airport Authority 902-873-2578 Cert
PF	A-1,2,3,6 C-5 D-4
CUST	AOE 888-226-7277
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada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

HALIFAX / STANFIELD INTL NS (Cont'd) CYHZ

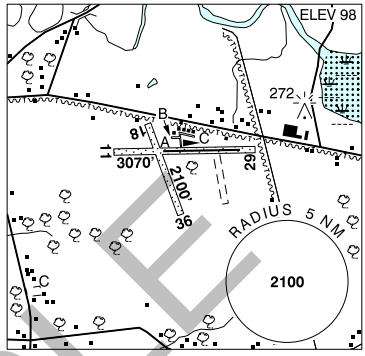
SERVICES	
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3
ARFF	DESIGNATED CAT 8
SUP FL	ADI, D & A-ice
JASU	Elect Start Stewart-Stevenson 2650 Air Start
PVT ADV	Shell Aerocentre 123.4; PAL Aviation Services 129.3; Gateway Fac ULC 129.1 902-873-1900
MIL CON	Innotech Aviation Services (Shell) 902-873-3737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

HALIFAX / STANFIELD VFR TERMINAL PROCEDURES CHART



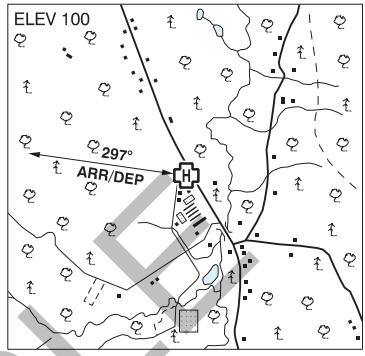
HILLATON / KINGS AERODROME NS CHL2

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

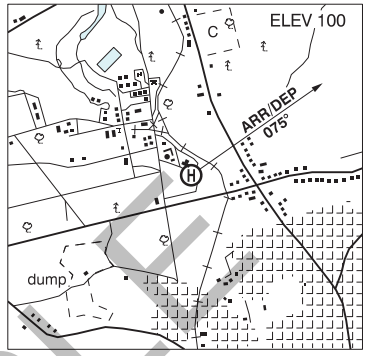


INVERNESS (CONSOLIDATED MEM HOSP) NS (Heli) CNV2

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

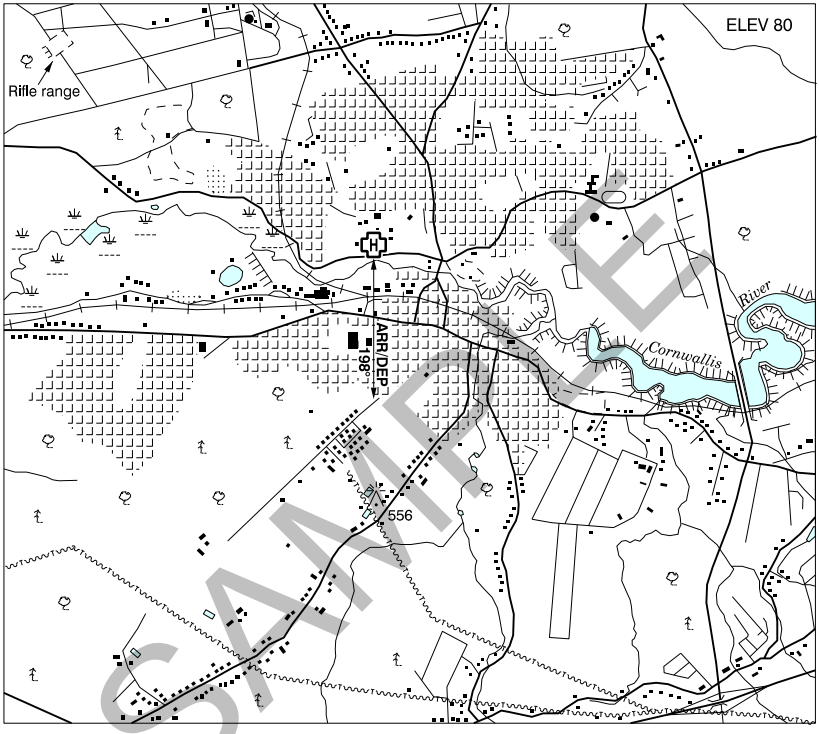


KENTVILLE (CAMP ALDERSHOT) NS (Heli) CKM9



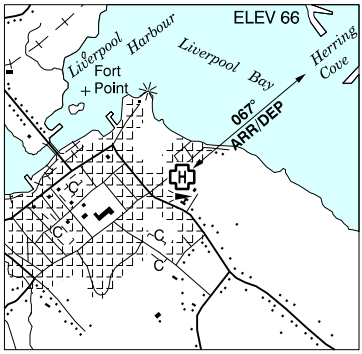
REF	N45 05 39 W64 30 32 0.5NW 18°W (2013) UTC-4(3) Elev 100´ A5003
OPR	DND 902-678-7930 Ext 2224 CSN 319-568-2224 Mil PPR
FLT PLN	NOTAM FILE CYHZ PPR 24 hrs ntc. Ctc 902-678-7930 Ext 2224 or CSN 319-568-2224 12-20Z‡ Mon-Fri exc stat hols O/T ctc main gate Ext 2139
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
HELI DATA	500´ x 500´ turf/gravel. No win maint.
COMM	
ATF	tfc 123.2 5NM 3100 ASL
PRO	Arr/dep 075° fr heli
CAUTION	CYR 706 (Aldershot) SFC-1000 0.8NM WNW. Valley Regional Hosp Heli (CKV8) 0.8NM SSE.

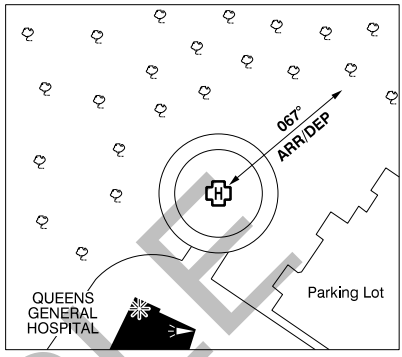
KENTVILLE (VALLEY REGIONAL HOSP) NS (Heli) CKV8



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

LIVERPOOL (QUEENS GENERAL HOSP) NS (Heli) CLQ2

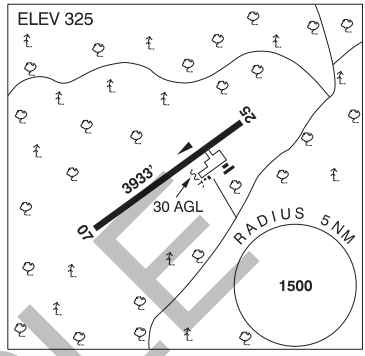




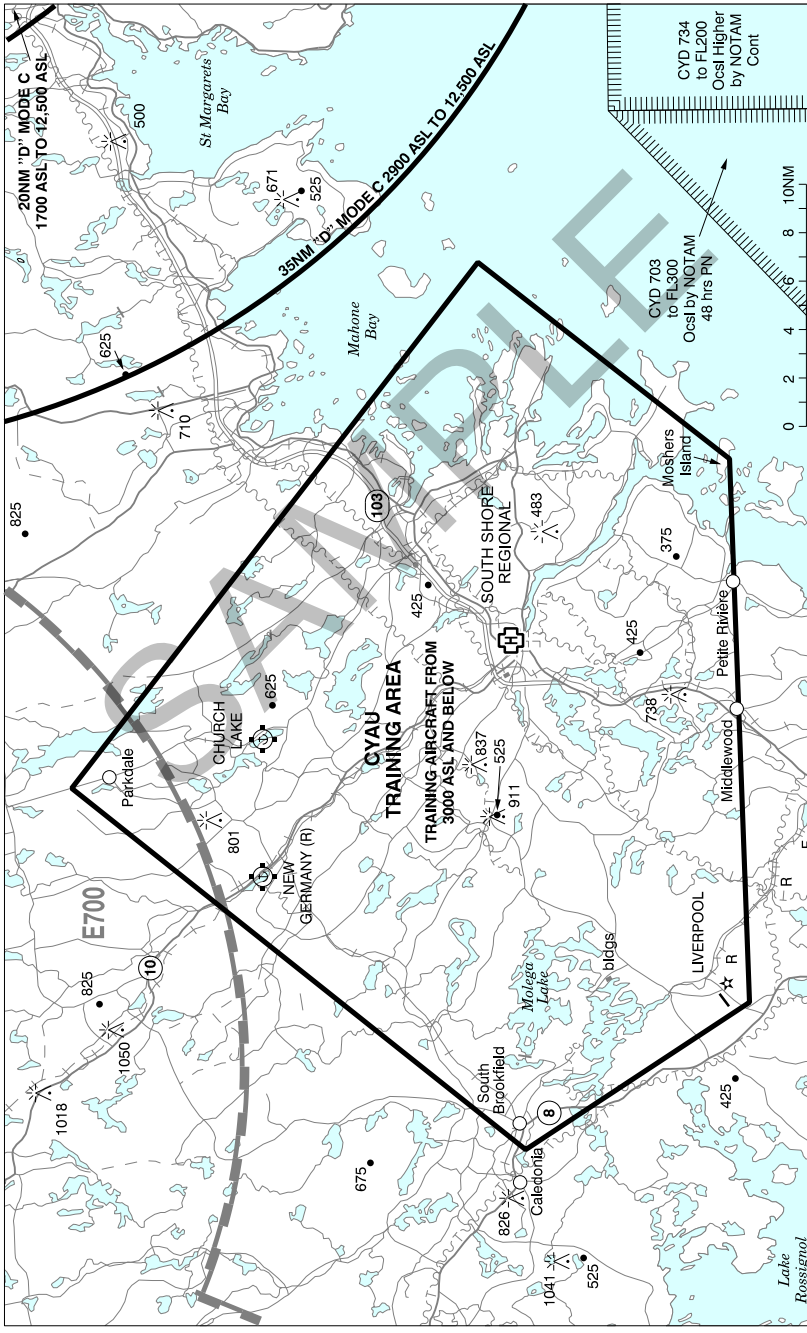
REF	N44 02 19 W64 42 19 Adj 17°W (2014) UTC-4(3) Elev 66' A5003
OPR	Queens General Hosp 902-354-3436 Cert PPR
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
HELI DATA	FATO/TLOF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

LIVERPOOL / SOUTH SHORE REGIONAL NS — CYAU

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

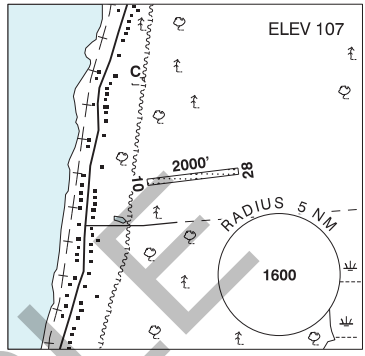


LIVERPOOL VFR TERMINAL PROCEDURES CHART - TRAINING AREA



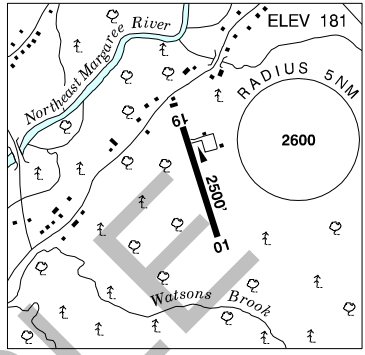
LOWER EAST PUBNICO (LA FIELD) NS CLE4

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



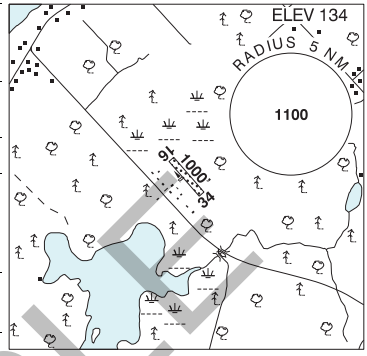
MARGAREE NS CCZ4

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



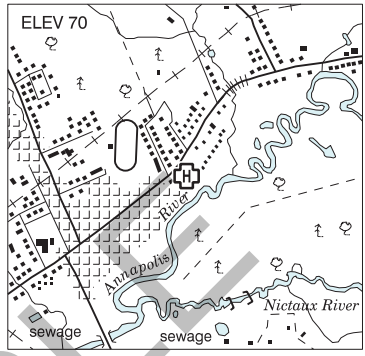
METEGHAN / KEIZERS AIR PARK NS CKZ5

REF	N44 10 21 W66 09 45 Adj SSW 16°W (2020) UTC-4(3) Elev 134´ A5003
OPR	Calvin Keizer 902-769-7294 or 902-645-3880 Reg PPR
PF	C-1,2,3,4,7 D-5,6
FLT PLN **FIC**	NOTAM FILE CYQI London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES **S**	1
RWY DATA **RCR**	Rwy 16(155°)/34(335°) 1000x28 GRVL Opr Ltd win maint
COMM **ATF**	tfc 123.2 5NM 3200 ASL
CAUTION	High tree line along SW & SE of rwy. Lgtd twr 459 ASL (325 AGL) 0.5NM NNW of A/D



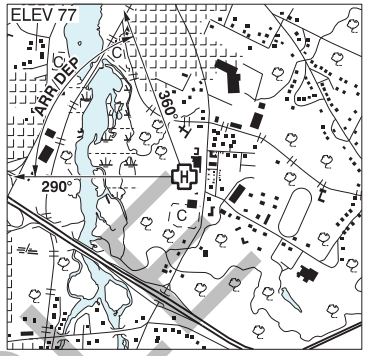
MIDDLETON (SOLDIERS MEMORIAL HOSP) NS (Heli) CMS2

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

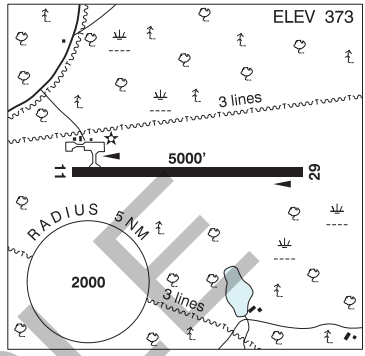


NEW GLASGOW (ABERDEEN HOSP) NS (Heli) CNG2

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



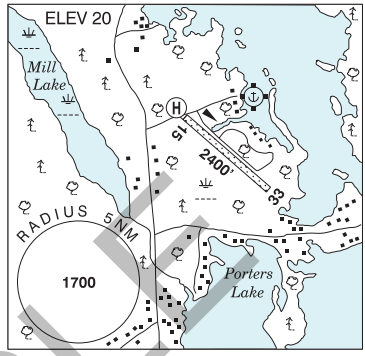
PORT HAWKESBURY NS CYPD



REF	N45 39 23 W61 22 06 2.1N 19°W (2013) UTC-4(3) Elev 373´ A5003 LO8 HI6 CAP
OPR	Celtic Air Services Ltd 902-625-2206 After hrs 902-631-1808 Fax 902-625-2031 Reg
PF	A-1 12-22Z‡ C-2,3,4,5,6
CUST	AOE/15 888-226-7277
FLT PLN	NOTAM FILE CYQY
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR AUTO H24 (see COMM) WxCam
SERVICES	12-22Z‡ O/T PN, call out chg
FUEL	100LL, JA-1
OIL	15W50
S	1,2,3,4,5,6
RWY DATA	Rwy 11(109°)/29(289°) 5000x150 ASPH Rwy 29 down 0.82%
RCR	Opr Ltd win maint
LIGHTING	11-(TE ME), 29-(TE ME) ARCAL-122.8 key mic 3 times
COMM	
DRCO	London rdo 123.375 (FISE) 126.7 (bcst)
ATF	UNICOM 122.8 1230-2130Z‡, O/T tfc 122.8 5NM 3400 ASL
AWOS	128.3
CAUTION	Ocsl blasting by NOTAM to 1600 ASL 2NM SW airport.

PORTERS LAKE NS CCF4

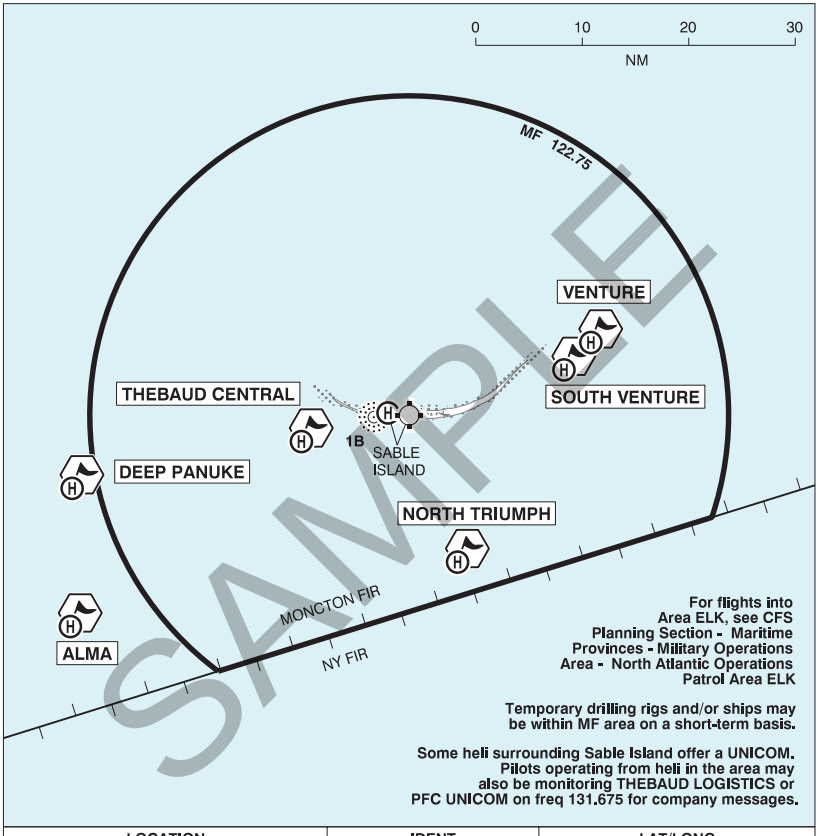
REF	N44 42 36 W63 18 06 2S 18°W (2014) UTC-4(3) Elev 20´ A5003 T2
OPR	R. MacFarlane 902-827-3148 Reg PPR
PF	B-1 C-2,5 D-3,4,6
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY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



SABLE ISLAND NS (HELI) CST5

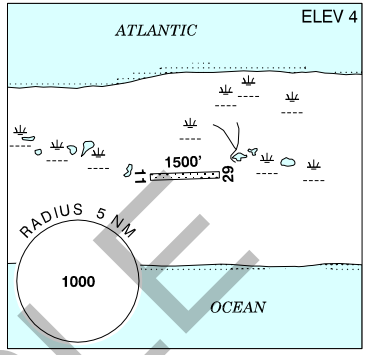
REF	N43 55 59 W60 00 20 18°W (2014) UTC-4(3) Elev 15´ A5003
OPR	Parks Canada 902-492-4678 Reg PPR
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR AUTO H24 (see COMM)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

SABLE ISLAND VFR TERMINAL PROCEDURES CHART



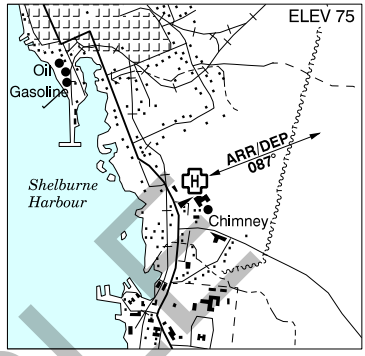
LOCATION	IDENT	LAT/LONG
ALMA	VCALM	N43°35.78 W60°41.37
DEEP PANUKE	VCDPN	N43°48.76 W60°41.30
NORTH TRIUMPH	VCNTR	N43°41.97 W59°51.32
SOUTH VENTURE	VCSVE	N44°00.00 W59°37.44
THEBAUD CENTRAL	VCTHB	N43°53.28 W60°11.58
VENTURE	VCVEN	N44°02.00 W59°34.91

SABLE ISLAND NS CSB2



REF	N43 55 46 W59 57 35 7E 19° W UTC-4(3) Elev 4' A5003 RCAP
OPR	Parks Canada 902-492-4678 Reg PPR
FLT PLN	NOTAM FILE CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF 09-01Z‡, issue times: 09, 14, 20Z (DT 08, 14, 20Z) WxCam 2.1W (CWSA)
PF	D-1
RWY DATA	Rwy 11(107°)/29(287°) 1500x40 sand
RCR	Opr Sand may not be firm enough for acft
COMM	
MF	tfc 122.75 30 NM irregular shape 3000 ASL (CAR 602.98) see Sable Island VTPC
A/G	122.9 Ltd hrs
AWOS	118.2
NAV	
NDB	1B 277 (M) N43 55 50 W60 01 22 Pvt Unmonitored.
CAUTION	Windsocks dur flt ops only, on vehicle adj to rwy thld. Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z.

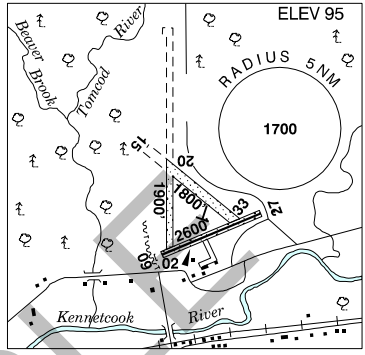
SHELBURNE (ROSEWAY HOSP) NS (Heli) CCZ9



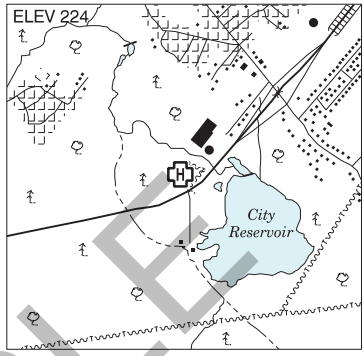
REF	N43 45 03 W65 18 34 Adj S 18°W UTC-4(3) Elev 75´ A5003
OPR	Roseway Hospital 902-875-3011 Reg PPR
FLT PLN	NOTAM FILE CYQI
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
HELI DATA	80´ circular asphalt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

STANLEY NS CCW4

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

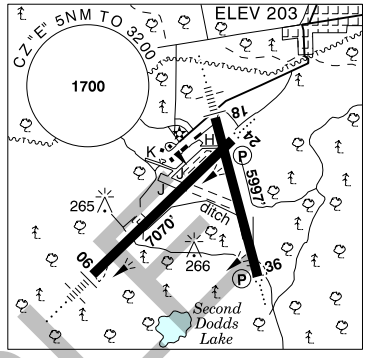


SYDNEY (CAPE BRETON REGIONAL HOSP) NS (Heli) CSY9



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

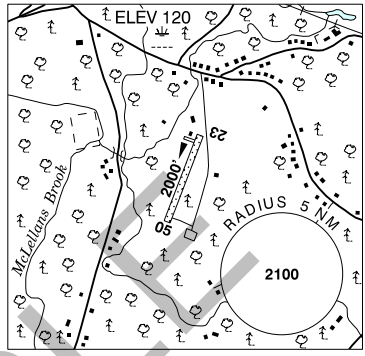
SYDNEY / J. A. DOUGLAS McCURDY NS — CYQY



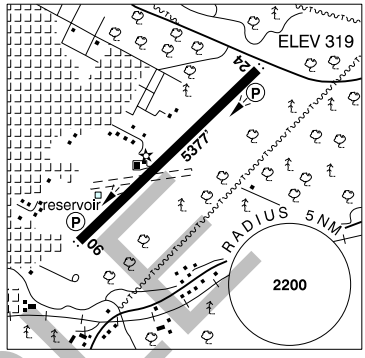
REF	N46 09 41 W60 02 53 5ENE 19°W (2012) UTC-4(3) Elev 203´ A5003 A5012 LO8 HI6 CAP
OPR	Sydney Airport Authority 902-564-7720 1200-2030Z‡ Mon-Fri Commissionaire 902-564-7723 or 902-565-0388 Cert
PF	A-1,2,6 C-3,4,5
CUST	AOE/44 (200 stage off-loading), 12-21Z‡ Mon-Fri exc hols, 12-20Z‡ Sat-Sun. Gen Avn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

THORBURN NS CCZ5

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

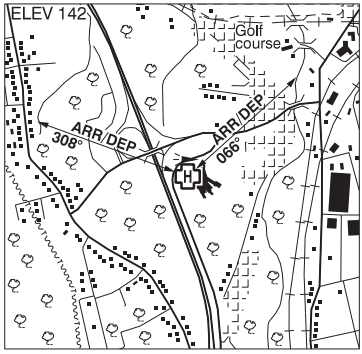


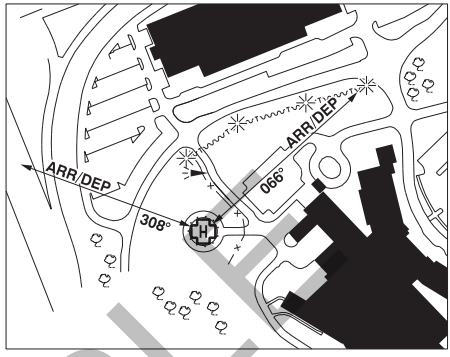
TRENTON NS CYTN



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

TRURO (COLCHESTER HEALTH CENTRE) NS (Heli) CEH9

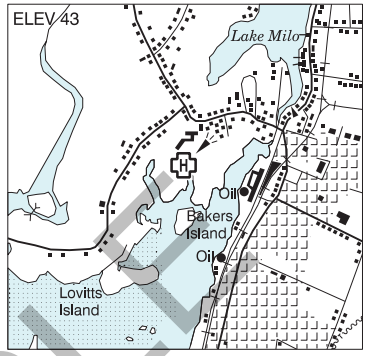




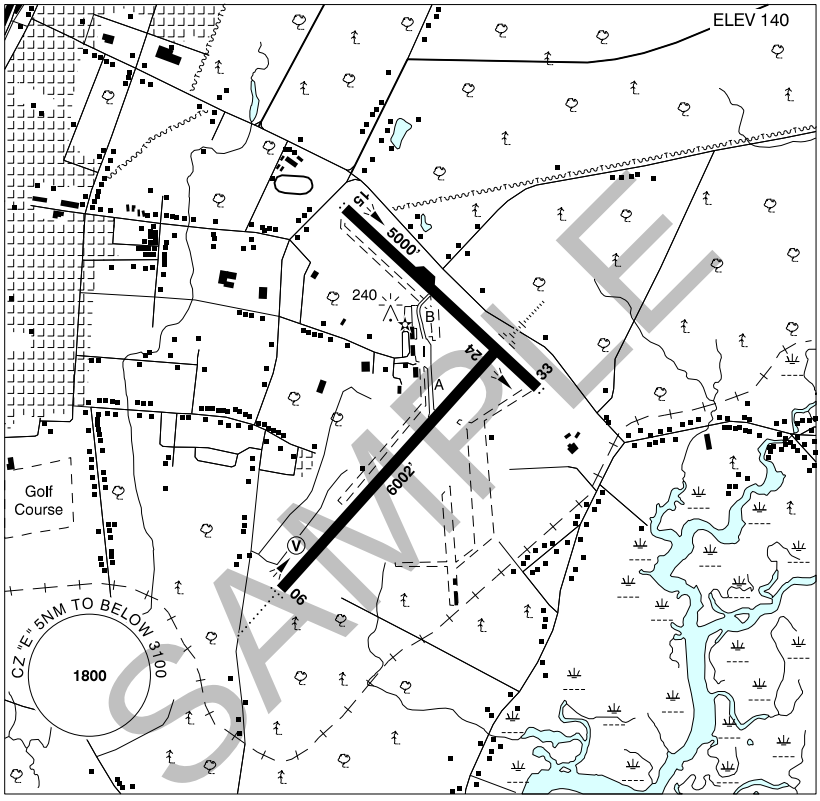
REF	N45 20 59 W63 18 20 1.3WSW 18°W (2013) UTC-4(3) Elev 142' A5003
OPR	Colchester East Hants Health Centre 902-893-4321; O/T 902-893-5554 ext 42222 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	NOTAM File CYHZ
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC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

YARMOUTH (REGIONAL HOSP) NS (Heli) CDU3

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



YARMOUTH NS CYQI



REF	N43 49 38 W66 05 18 Adj E 17°W (2013) UTC-4(3) Elev 140´ A5003 LO8 HI6 CAP
OPR	Yarmouth Airport Commission 902-742-6466 11-20Z‡ O/T PN 30 mins exc SAR & MEDEVAC Reg
PF	A-1 C-2,3,4,5,6
CUST	AOE/110 (225 with staged off-loading) 888-226-7277 12-21Z‡ May 1-Oct 31; 12-21Z‡ Mon-Fri including hols Nov 1-Apr 30
FLT PLN	NOTAM FILE CYQI
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR H24 TAF H24 issue times: 00, 06, 12, 18Z
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (FSII avbl), HPR ltd hrs, ctc aprt opr
OIL	65, 100
S	1,2
SUR FL	D-ice
MIL CON	Irving Oil Commercial G.P 902-742-6484

YARMOUTH NS (Cont'd) CYQI

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

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

CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

ATLANTIC
TERMINAL AND ENROUTE DATA

AIP Canada (ICAO) Part 3 – Aerodromes (AD)
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DIGITAL EDITION

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TERMINAL AND ENROUTE DATA

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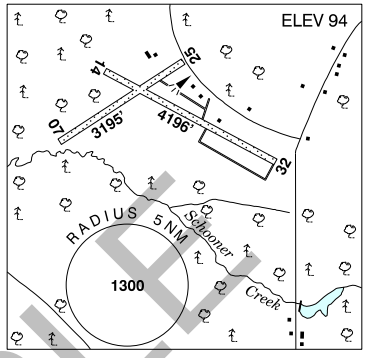
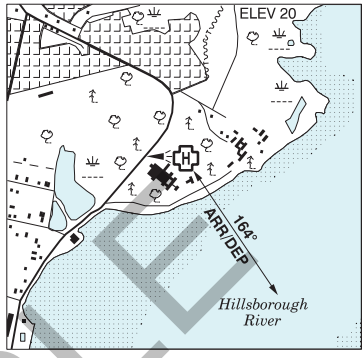
CABLE HEAD AIRPARK PE CCA3



REF	N46 26 36 W62 35 29 1.5NW 18°W (2015) UTC-4(3) Elev 94´ A5003
OPR	J. G. Whitty 902-961-2311 Reg PN
PF	C-1 D-2,3,4,5,6
FLT PLN	NOTAM FILE CYYG
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA	Rwy 14(136°)/32(316°) 4196x100 TURF Rwy 07(075°)/25(255°) 3195x75 TURF
RCR	Opr No win maint. Rwys soft dur spring thaw.
LIGHTING	14-(TE LO) 32-(TE LO) ARCAL-123.2 Rwy 14/32 only (3 clicks on - 5 clicks off)
COMM	
ATF	tfc 123.2 5NM 3100 ASL
CAUTION	Marked p-line on Rwy 25 end.

CHARLOTTETOWN (QUEEN ELIZABETH HOSP) PE (Heli) CDV3

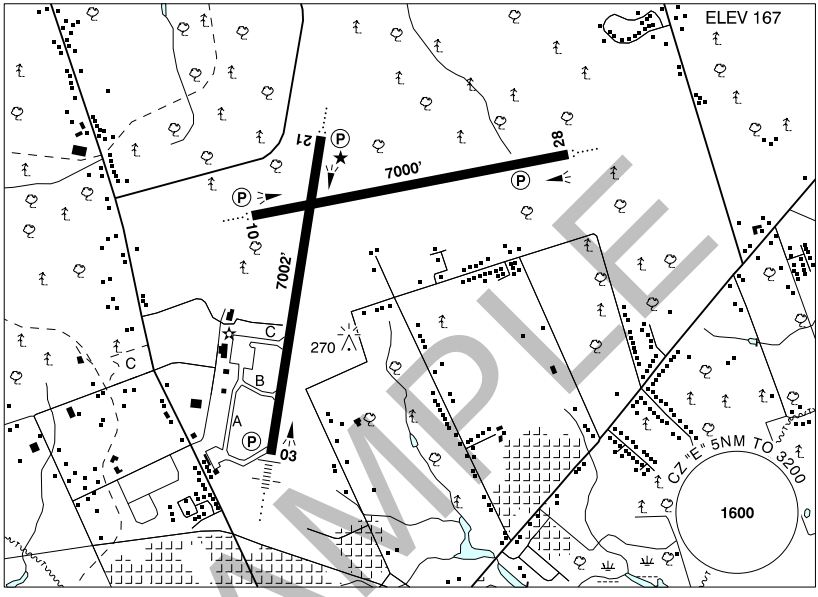


REF	N46 15 20 W63 05 56 Adj E 18°W (2014) UTC-4(3) Elev 20´ A5003
OPR	Queen Elizabeth Hosp 902-894-2031, 902-894-2032, 902-314-8128 Cert PPR
FLT PLN	NOTAM FILE CYYG
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or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

CHARLOTTETOWN FSS – RCO

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

CHARLOTTETOWN PE CYYG

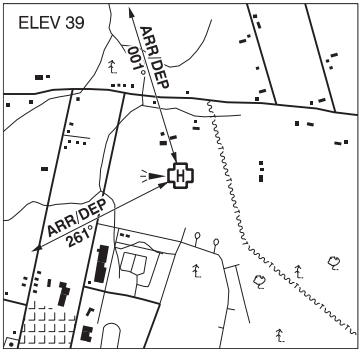


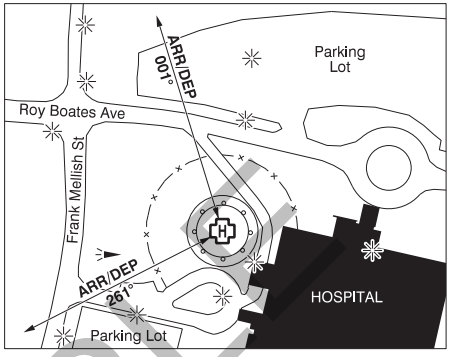
REF	N46 17 21 W63 06 55 3N 18°W (2014) UTC-4(3) Elev 167' A5003 LO8 HI6 CAP
OPR	Charlottetown Airport Authority Inc. 902-566-7997 Cert
PF	A-1,6 C-2,3,4,5
CUST	AOE/60 (368 with staged off-loading) 888-226-7277 12-04Z‡
FLT PLN	NOTAM FILE CYYG
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104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

CHARLOTTETOWN PE (Cont'd) CYYG

COMM	
RADIO	118.0 (E) (emerg only 902-368-2210)
RCO	London rdo 123.55 (FISE) 126.7 (bcst)
MF	rdo 118.0 5NM 3200 ASL (CAR 602.98)
PAL	Moncton Ctr 135.65
NAV	
VOR/DME	YYG 113.8 Ch 85 N46 17 52 W63 07 11 (206´)
ILS	IYG 110.9 (Rwy 03) RVR
PRO	Caution during win ops: Twy C may be the only serviceable twy. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

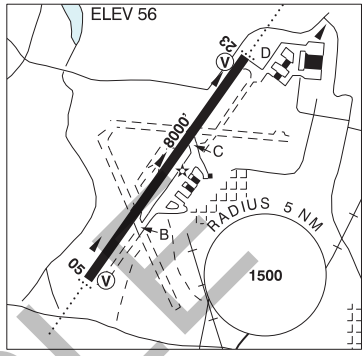
SUMMERSIDE (PRINCE COUNTY HOSP) PE (Heli) CCH6





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

SUMMERSIDE PE CYSU



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

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SEE SPECIAL NOTICES ON PAGE A2

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

CANADA FLIGHT SUPPLEMENT

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GENERAL PAGES
TERMINAL AND ENROUTE DATA

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

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CANADA FLIGHT SUPPLEMENT

TABLE OF CONTENTS

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SPECIAL NOTICES

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

Aircraft Group Number (AGN)

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

(a) Wingspan (with consideration of the aircraft approach speed category);

(b) Outer main gear span; and

(c) Tail height.

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

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

(2) AGN information will be included in the Canada Flight Supplement within the relevant RWY CERT and TWY CERT sections;

(3) All certified airport operators will be required to submit an update regarding the certification level of the various parts of the certified aerodrome (airport). This is necessary so that aircrews may ascertain the aerodrome as being "…suitable for the intended operation" as currently required under 602.96 (2) (b) of the CAR.

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

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

Publication of Private Meteorological Reports and Services Information

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

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

As new data continues to be received from each aerodrome that provides private meteorological services, publishing of the new specified format for any given aerodrome may not have occurred yet.

It is recommended that users confirm ahead with the aerodrome operator the type and availability of meteorological reports and services that can be received by UNICOM (AU) while this special notice is in effect.

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

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

Modification of Distance and Bearing of Significant Obstructions to Nearest Community

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

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

GENERAL SECTION

TABLE OF CONTENTS

Page

PREFACE

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

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

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

CORRECTIONS (CIVIL)

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

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

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

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

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

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

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Fax: 1-613-563-3426
E-mail: service@navcanada.ca
Regular hours of operation 0800-1800 (EST/EDT)

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AIS Data Collection
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Tel: 1-866-577-0247
Fax: 1-613-248-4093
E-mail: aisdata@navcanada.ca

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

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(within North America)
Fax: 1-613-563-3426
E-mail: service@navcanada.ca
Regular hours of operation: 0800-1800 (EST/EDT)

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CIVIL

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

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

ABBREVIATIONS AND ACRONYMS

ABBREVIATIONS AND ACRONYMS

AAE	- Above Aerodrome Elevation
AB	- Alberta
Ab Initio	- elementary
abm	- Abeam
abn	- aerodrome beacon (rotating unless annotated)
abv	- above
ACA	- Arctic Control Area
ACC	- Area Control Centre
acft	- aircraft
ACN	- Aircraft Classification Number
A/D	- Aerodrome
ADCUS	- Advise Customs
addn	- addition, additional
ADF	- Automatic Direction Finding
ADIZ	- Air Defence Identification Zone
adj	- adjacent
ADS-B	- Automatic Dependent Surveillance - Broadcast
ADS-C	- Automatic Dependent Surveillance - Contract
advs	- advised, advise
advsy	- advisory
AFB	- Air Force Base
A/G	- Air/Ground
AGL	- Above Ground Level
AGN	- Aircraft Group Number
AIP	- Aeronautical Information Publication
alt	- altitude
altn	- alternate
AMSCR	- Aircraft Movement Surface Condition Report
AMU	- Air Movements Unit
AOE	- Airport of Entry
APAPI	- Abbreviated Precision Approach Path Indicator
apch	- approach
APM	- Airport Manager
appr	- approval, approve
Apr	- April
aprt	- airport
aprx	- approximate(ly)
ARAF	- Air Reserve Air Force
ARCAL	- Aircraft Radio Control of Aerodrome Lighting
ARFF	- Aircraft Rescue and Fire-Fighting
arng	- arrangement, arrange
arr	- arrive, arrival
ARTCC	- Air Route Traffic Control Centre (USA)

ABBREVIATIONS AND ACRONYMS (Cont'd)

ASDA	- Accelerate Stop Distance Available
ASDE	- Airport Surface Detection Equipment
ASL	- Above Sea Level
ASPH	- asphalt
ASR	- Airport Surveillance Radar
assn	- association
ATB	- Airport Terminal Building
ATC	- Air Traffic Control
ATF	- Aerodrome Traffic Frequency
ATIS	- Automatic Terminal Information Service
ATS	- Air Traffic Services
attn	- attention
AU	- Approach Unicom
Aug	- August
auth	- authorized
AUW	- All Up Weight
AVASIS	- Abbreviated Visual Approach Slope Indicator System
avbl	- available
Avn	- Aviation
AWOS	- Automated Weather Observation System
awy	- airway
az	- azimuth
BC	- British Columbia
BC	- Back Course
bcn	- beacon
bcst	- broadcast
bdry	- boundary
Bil	- Bilingual
bldg	- building
blkd	- blocked
BLW	- below
BM	- Back Marker
BPOC	- Before proceeding on Course
brg	- bearing
btwn	- between
CAE	- Control Area Extension
CAP	- Canada Air Pilot
CAR	- Canadian Aviation Regulation
CARS	- Community Aerodrome Radio Station
CAT I	- Category I
CAT II	- Category II
CCTV	- Closed Circuit Television
ccw	- counter-clockwise
CDA	- Canadian Domestic Airspace
CDF	- Central De-Icing Facility

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS (Cont'd)

displ - displaced
dist - distance
dly - daily
DME - Distance Measuring Equipment
DND - Department of National Defence
DRCO - Dial-up Remote Communications Outlet
DSN - Defence Switched Network
DT - Daylight Saving Time
DTW - Downwind Termination Waypoint
DUAT - Direct User Access Terminal
dur - during, duration
DVFR - Defence Visual Flight Rules
DWAN - Defence Wide Area Network
E - East
EAT - Expected Approach Time
EC - Environment Canada
EET - Estimated Elapsed Time
EFC - Expected Further Clearance Time
eff - Effective
Elect - Electrical Starting Units
elev - elevation
ELT - Emergency Locator Transmitter
emerg - emergency
ENE - East North East
eqpt - equipment
ERS - Emergency Response Services (civil airports only)
ESA - Emergency safe altitude
ESE - East South East
ETA - Estimated Time of Arrival
ETD - Estimated Time Departure
ETE - Estimate Time Enroute
ev - every
exc - except
Ext - Extension
extv - extensive
FAA - Federal Aviation Administration
fac - facilities
FACF - Final Approach Course Fix
FATO - Final Approach and Take Off Area
Fax - Facsimile
FBO - fixed base operator
fcst - forecast
Feb - February
FIC - Flight Information Centre
FIR - Flight Information Region
FISE - Flight Information Service Enroute
FL - Flight Level
fld - field
FLIP - Flight Information Publication
flt - flight

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS (Cont'd)

T - Transmits only
T - True (after a bearing)
TA (3000) - Transition Altitude
TACAN - Tactical Air Navigation Equipment
TAF - Aerodrome Forecast
TAS - True Air Speed
TC - Transport Canada
TCA - Terminal Control Area
TCAS - Traffic Alert And Collision Avoidance System
TCH - Threshold Crossing Height
TCU - Terminal Control Unit
TDZ - Touchdown Zone
TDZE - Touchdown Zone Elevation
TDZL - Touchdown Zone Lighting
Tel - Telephone
tfc - traffic
thld - threshold
thru - through
Thu Thursday
til - until
tkof - Take Off
TLOF - Touch Down and Lift Off Area
tml - terminal
tng - training
TODA - Take Off Distance Available
TORA - Take Off Run Available
tran - transient
trans - transmit
Tue - Tuesday
TWR/twr - Control Tower/tower
twy - taxiway
UDF - UHF Direction Finder
UHF - Ultra High Frequency
unavbl - unavailable
UNICOM - Private Advisory Station located at uncontrolled aerodrome
unkn - unknown
unlgtd - unlighted
unltd - unlimited
unrel - unreliable
unsked - unscheduled
u/s - unserviceable
USA - United States of America
USAF - United States Air Force
USB - Upper Side Band
USN - United States Navy
UTC - Coordinated Universal Time
VAGS - Visual Alignment Guidance System (a system of azimuth guidance for approach)
var - variation

ABBREVIATIONS AND ACRONYMS (Cont'd)

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

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM

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

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

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

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

E	- East or eastern longitude
EMERG	- Emergency
ENE	- East-north-east
ENR	- En route
EQPT	- Equipment
ESE	- East-south-east
EST	- Estimated (following date-time group)
ETA	- Estimated time of arrival or estimating arrival
ETD	- Estimated time of departure or estimating departure
EXC	- Except
EXER	- Exercises or exercising or to exercise
EXP	- Expect or expected or expecting
FAC	- Facilities
FAF	- Final approach fix
FATO	- Final approach and take off area
FAX	- Facsimile transmission
FCST	- Forecast
FEB	- February
FIC	- Flight Information Centre
FIR	- Flight information region
FL	- Flight level
FLR	- Flares
FLT	- Flight
FLW	- Follow(s) or following
FM	- From
FMS	- Flight management system
FPM	- Feet per minute
FREQ	- Frequency
FRI	- Friday
FSS	- Flight Service Station
FT	- Foot or feet (dimensional unit)
GLD	- Glider
GND	- Ground
GNSS	- Global navigation satellite system
GP	- Glide path
GPS	- Global positioning system
GRVL	- Gravel
H24	- Continuous day and night service
HAPI	- Helicopter approach path indicator
HBN	- Hazard beacon
HDG	- Heading
HEL	- Helicopter

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

HELI	- Heliport (following heliport name in NOTAM text for heliport with an alpha-numeric location indicator)
HGT	- Height or height above
HOL	- Holiday
HR	- Hours
HYDRO	- Water aerodrome (following aerodrome name in French NOTAM text for water aerodrome with an alpha-numeric location indicator)
IAF	- Initial approach fix
ID	- identify or identifier
IDENT	- identification
IFR	- Instrument flight rules
ILS	- Instrument landing system
IMC	- Instrument meteorological condition
INFO	- Information
INS	- Inch or inches (dimensional unit)
INSTR	- Instrument
INT	- Intersection
INTL	- International
INTST	- Intensity
JAN	- January
JUL	- July
JUN	- June
KG	- Kilograms
KT	- Knots
L	- Left (preceded by runway designation number when identifying a parallel runway)
LDA	- Landing distance available
LDG	- Landing
LGT	- Light(s) or lighting
LGTD	- Lighted
LNAV	- Lateral Navigation
LOC	- Localizer
LPV	- Localizer Performance with Vertical guidance
LTD	- Limited
LVL	- Level
MAG	- Magnetic
MAINT	- Maintenance
MAR	- March
MAX	- Maximum
MDA	- Minimum descent altitude
MEA	- Minimum Enroute Altitude
MEDEVAC	- Medical Evacuation

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

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

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

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

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

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

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

Z	- Co-ordinated Universal Time

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME

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

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME

Indicator	Name
CAA2	St-André-Avellin QC
CAA3	Westlock (Healthcare Centre) AB (Heli)
CAA4	St-Apollinaire (AirPro) QC
CAA6	Smithers (Canadian) BC (Heli)
CAA8	Invermere BC
CAB5	Abbotsford (Regional Hosp & Cancer Centre) BC (Heli)
CAB7	Kelowna (Alpine) BC (Heli)
CAC6	Calgary (Alberta Children's Hosp) AB (Heli)
CAD2	Red Deer/Allan Dale Residence AB (Heli)
CAD3	Red Deer/Allan Dale Trailers & RV AB (Heli)
CAD4	Trail BC
CAD5	Merritt BC
CAE2	Cranbrook (East Kootenay Regional Hosp) BC (Heli)
CAF2	Cayuga East ON
CAF4	Tsuniah Lake Lodge BC
CAG2	Regina/Aerogate SK
CAG3	Chilko Lake (Tsylos Park Lodge) BC
CAH3	Courtenay Airpark BC
CAH4	Valemount BC
CAJ2	Wiley YT
CAJ3	Creston BC
CAJ4	Anahim Lake BC
CAJ7	Cayley/A.J. Flying Ranch AB
CAJ9	Fort Ware BC
CAK3	Delta/Delta Heritage Air Park BC
CAK7	Vancouver (Children & Women's Health Centre) BC (Heli)
CAL2	Nakusp (Arrow Lakes Hosp) BC (Heli)
CAL3	Douglas Lake BC
CAL4	Fort MacKay/Albian AB
CAL5	Almonte (Gen Hosp) ON (Heli)
CAL6	Prince Albert (Fire Centre) SK (Heli)
CAL7	Ganges (Lady Minto/Gulf Islands Hosp) BC (Heli)
CAL8	Ste-Anne-du-Lac (Aviation PLMG Inc.) QC
CAM3	Duncan BC
CAM4	Alhambra/Ahlstrom AB
CAM5	Houston BC
CAN5	Allan SK
CAP2	Allan Park ON
CAP3	Sechelt BC

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

Indicator	Name
CAP6	Ingenika BC
CAP9	Strathmore (Appleton Field) AB
CAQ4	Springhouse Airpark BC
CAQ5	Nakusp BC
CAR3	Calgary (Aerial Recon) AB (Heli)
CAR5	Arthur (Arthur South) ON
CAS2	Moose Lake (Lodge) BC
CAS5	Qualicum Beach (Aerosmith Heli Service) BC (Heli)
CAT1	Atwood/Coghlin ON
CAT4	Qualicum Beach BC
CAT5	Port McNeill BC
CAT6	Campbell River (Campbell River & Dist Hosp) BC (Heli)
CAU3	Oliver BC
CAU4	Vanderhoof BC
CAV3	One Hundred Mile House BC
CAV4	McBride/Charlie Leake Field BC
CAV6	Beausejour/AV-Ranch Airpark MB
CAV9	Oak Hammock Air Park MB
CAW4	Whistler (Hospital) BC (Heli)
CAX2	Axe Lake SK
CAX5	Likely BC
CAY5	Ayr/Sargeant Private Airfield ON
CAZ5	Cache Creek BC
CBA8	Beaverley BC
CBA9	Ospika BC
CBB2	Stouffville ON
CBB4	Beddis Beach BC (Heli)
CBB5	Port Alice (Hosp) BC (Heli)
CBB6	Brucejack/Bowser BC
CBB8	Ste-Barbe QC (Heli)
CBB9	Osoyoos BC
CBBC	Bella Bella (Campbell Island) BC
CBC2	Ford Bay NT
CBC4	Kamloops (Royal Inland Hosp) BC (Heli)
CBC6	Calgary/Blue-Con AB (Heli)
CBC7	Vancouver/Harbour (Public) BC (Heli)
CBC8	Tofino (General Hospital) BC (Heli)
CBD6	Nahanni Butte NT
CBD8	Black Diamond/Flying R Ranch AB
CBD9	White Saddle Ranch BC (Heli)
CBE2	Elko/Lionel P. Demers Memorial Airpark BC
CBE3	Beamsville/Panterra ON (Heli)
CBE9	Whistler (Muni) BC (Heli)
CBF2	Belwood (Baird Field) ON

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

Indicator	Name
CBF3	Beeton Field ON
CBF5	Mayne Island (Medical Emergency) BC (Heli)
CBF6	Prince Rupert/Seal Cove (Public) BC (Heli)
CBF7	Victoria Harbour (Camel Point) BC (Heli)
CBF9	Mabel Lake BC
CBG2	Green Lake BC
CBG5	Nanaimo (Regional General Hosp) BC (Heli)
CBH2	Helmet BC
CBH4	Prairie Creek NT
CBH7	Benalto/Hillman's Farm AB
CBI2	Eaglesham/Bice Farm AB
CBJ4	Echo Valley BC
CBJ9	San Juan Point (Coast Guard) BC (Heli)
CBK4	Vancouver (Gen Hosp) BC (Heli)
CBK5	Port Alberni (West Coast Gen Hosp) BC (Heli)
CBK6	Quesnel Lake BC
CBK7	Toad River/Mile 422 (Alaska Highway) BC
CBK8	Victoria (Royal Jubilee Hosp) BC (Heli)
CBK9	Little Parker Island BC (Heli)
CBL3	Fort Nelson/Gordon Field BC
CBL4	Bassano (Health Centre) AB (Heli)
CBL6	Radium Hot Springs BC
CBL7	Cortes Island BC (Heli)
CBL8	Bala ON
CBL9	Elkin Creek Guest Ranch BC
CBM2	Blackstock/Martyn ON
CBM3	Bruce Mines/Kerr Field ON
CBM6	Midway (Heli) BC
CBM7	Banff Mineral Springs (Hosp) AB (Heli)
CBM9	Port McNeil (Hosp) BC (Heli)
CBN2	Bonnyville Health Centre AB (Heli)
CBN3	Buffalo Narrows (Fire Centre) SK (Heli)
CBN7	Beaverton North ON
CBN9	Tsay Keh BC
CBP2	Banff (Park Compound Heliport) AB (Heli)
CBP3	Fernie (Elk Valley Hosp) BC (Heli)
CBP4	Sechelt (Sechelt Hospital) BC (Heli)
CBQ2	Fort Langley BC
CBQ7	Kemess Creek BC

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

Indicator	Name
CBQ8	Woodcock BC
CBR2	Kaslo BC
CBR7	Tofino Lifeboat Station BC (Heli)
CBR8	Prince Rupert (Hosp) BC (Heli)
CBR9	Bottrel/Anchor 9 Ranch AB
CBS2	Estevan (Blue Sky) SK
CBS4	Mule Creek BC
CBS5	Port Hardy (Hosp) BC (Heli)
CBS7	Briercrest South SK
CBS8	Port Alberni (Alberni Valley Regional) BC
CBS9	Blairmore (Crowsnest Pass Health Centre) AB (Heli)
CBT3	Tsetzi Lake (Pan Phillips) BC
CBT5	Golden (Golden & District Gen Hosp) BC (Heli)
CBT9	Port Alberni/Sproat Lake Tanker Base BC (Heli)
CBV2	Beaverton ON
CBV5	Belleville (QHC) ON (Heli)
CBV7	Valemount (Yellowhead Helicopters) BC (Heli)
CBV8	Comox (Comox Valley Hospital) BC (Heli)
CBW2	Kitimat BC
CBW3	Fort Grahame BC
CBW4	Bob Quinn Lake BC
CBW7	Victoria (Gen Hosp) BC (Heli)
CBW8	Baldwin West ON
CBW9	Madrona Bay BC (Heli)
CBX5	Tungsten (Cantung) NT
CBX7	Tumbler Ridge BC
CBY2	Edmonton/Bailey AB (Heli)
CBY5	Prince Rupert/Seal Cove (Coast Guard) BC (Heli)
CBZ2	Kemano BC (Heli)
CBZ7	Victoria Harbour (Shoal Point) BC (Heli)
CBZ9	Fraser Lake BC
CCA3	Cable Head Airpark PE
CCB2	Seabee Mine SK
CCB3	Amherst NS (Heli)
CCB8	Kilbride (Bot) ON (Heli)
CCC2	Winterland NL
CCC3	Cooks Creek MB
CCD2	Springdale NL
CCD3	Woodstock NB
CCD4	Postville NL
CCE3	Juniper NB
CCE4	Black Tickle NL

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

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

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

Indicator	Name
CDL3	Daysland Health Centre AB (Heli)
CDL8	Centredale NS
CDM2	Didsbury/Minty Field AB
CDO2	Drumheller/Ostergard's AB
CDS2	Disley SK
CDT3	Arichat (St. Anne Ladies Auxiliary Hosp) NS (Heli)
CDT5	Bouctouche NB
CDT6	Bridgewater (South Shore Regional Hosp) NS (Heli)
CDT7	Dutton ON
CDT8	Eaglesham/Delta Tango Field AB
CDU2	Dundas ON (Heli)
CDU3	Yarmouth (Regional Hosp) NS (Heli)
CDU5	Dunsford ON
CDU6	Doaktown NB
CDU7	Brechin/Ronan Aircraft ON
CDV2	Downs Gulch NB
CDV3	Charlottetown (Queen Elizabeth Hosp) PE (Heli)
CDW2	Baddeck (Guneden) NS
CDY3	Fogo NL
CDY5	Antigonish (St. Martha's Regional Hosp) NS (Heli)
CDY6	Bridgewater/Dayspring Airpark, NS
CEA3	Olds-Didsbury AB
CEA5	Hardisty AB
CEA6	Cardston AB
CEB4	Rockyford/Early Bird Air AB
CEB5	Fairview AB
CEB8	Essex/Billing Airstrip ON
CEC3	Fox Lake AB
CEC4	Hinton/Jasper-Hinton AB
CEC5	Fort Smith (District) NT (Heli)
CED3	Oyen Muni AB
CED4	Fox Creek AB
CED5	Taber AB
CED6	De Winton (Highwood) AB (Heli)
CED8	Thunder Bay/Eldorado ON
CEE2	Calgary/Elephant Enterprises Inc. AB (Heli)
CEE4	Hinton/Entrance AB
CEE5	Wabasca AB
CEE6	Edmonton/Twin Island Airpark AB
CEE8	Viking AB
CEF2	Belwood (Ellen Field) ON
CEF3	Bow Island AB
CEF4	Airdrie AB
CEG3	Lacombe AB
CEG4	Drumheller Muni AB

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

Indicator	Name
CEG5	Chipewyan Lake AB
CEG6	Nordegg/Ahlstrom AB (Heli)
CEG8	North Seal River MB
CEH2	Black Diamond/Cu Nim AB
CEH3	Ponoka Industrial (Labrie Field) AB
CEH4	De Winton/South Calgary AB
CEH5	Red Earth Creek AB
CEH6	Provost AB
CEH7	Elkford BC (Heli)
CEH9	Truro (Colchester Health Centre) NS (Heli)
CEJ3	Stettler AB
CEJ4	Claresholm Industrial AB
CEJ6	Elk Point AB
CEK2	Braeburn YT
CEK4	Blairmore (Forestry) AB (Heli)
CEK6	Killam-Sedgewick/Flagstaff Regional AB
CEL2	Calgary (City/Bow River) AB (Heli)
CEL3	East Linton (Kerr Field) ON
CEL4	Hanna AB
CEL5	Valleyview AB
CEL6	Two Hills AB
CEL8	Éléonore QC
CEL9	Calgary (Eastlake) AB (Heli)
CEM2	Calgary (Rockyview Hosp) AB (Heli)
CEM3	Whati NT
CEM4	Innisfail AB
CEM5	Swan Hills AB
CEN2	Bassano AB
CEN3	Three Hills AB
CEN4	High River AB
CEN5	Cold Lake Regional AB
CEN6	Vauxhall AB
CEP2	Calgary (Bow Crow) AB (Heli)
CEP3	Barrhead AB
CEP4	Coutts/Ross Intl AB
CEP5	Janvier AB
CEP6	Warner AB
CEP7	Elk Point (Health Care Centre) AB (Heli)
CEP8	Edmonton/Eastport AB (Heli)
CEQ3	Camrose AB
CEQ4	Del Bonita/Whetstone Intl AB
CER2	Castor AB
CER3	Drayton Valley Industrial AB
CER4	Fort McMurray/Mildred Lake AB
CES2	St-Esprit QC
CES3	Edmonton/St. Albert (Delta Helicopters) AB (Heli)

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

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

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

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

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

Indicator	Name
CFR7	Red Deer Forestry AB
CFS2	Fort Simpson (Great Slave No. 1) NT (Heli)
CFS3	Fort Selkirk YT
CFS4	Ogilvie YT
CFS5	Spirit River AB
CFS6	Loon River AB
CFS7	Twin Creeks YT
CFS8	Clearwater River AB
CFT2	Blackie/Wilderman Farm AB
CFT3	Finlayson Lake YT
CFT5	Hyland YT
CFT8	Pelican AB
CFU3	Chipman AB
CFU4	Garden River AB
CFU8	Irma AB
CFU9	Olds (Hosp) AB (Heli)
CFV2	Beiseker AB
CFV3	Mobil Bistcho AB
CFV6	Margaret Lake AB
CFV7	Claresholm (Gen Hosp) AB (Heli)
CFV8	Brooks (Community Health Centre) AB (Heli)
CFV9	Drayton Valley (Health Centre) AB (Heli)
CFW2	Gordon Lake AB
CFW4	Muskeg Tower AB
CFW5	Taltson River NT
CFW8	Grand Falls-Windsor NL (Heli)
CFX2	Calgary/Okotoks Airranch Airport AB
CFX3	Doig AB
CFX4	Manning AB
CFX5	Renard QC
CFX6	Vulcan AB
CFX8	Chestermere (Kirkby Field) AB
CFY4	Indus/Winters Aire Park AB
CFY5	Pine Lake YT
CFZ3	Medicine Hat/Schlenker AB
CFZ5	Sundre/Goodwins Farm AB
CGB2	Carstairs/Bishell's AB
CGB3	Picton (Greenbush) ON
CGB4	Nanaimo/Gabriola Island (Health Clinic) BC (Heli)
CGC2	Galore Creek BC (Heli)
CGC3	Grande Cache (Community Health Complex) AB (Heli)
CGC4	Carway/Grizzly Creek Ranch AB (Heli)
CGF2	Edmonton/Lechelt Field AB

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

Indicator	Name
CGF4	Grand Forks (Boundary Hospital) BC (Heli)
CGF5	Huggett/Goodwood Field AB
CGF6	Gilford ON
CGH2	Gander (James Paton Mem Regional Health Centre) NL (Heli)
CGK2	Gahcho Kue NT
CGL2	Harrow ON
CGL4	Eaglesham South AB
CGL5	Gun Lake BC (Heli)
CGM2	Smoky Lake (George McDougall Health Centre) AB (Heli)
CGN2	Réservoir Gouin/Pourvoirie Escapade
CGN3	Lethbridge (Gunnlaugson) AB
CGN4	Gananoque ON (Heli)
CGP2	Grande Prairie (Queen Elizabeth II Hosp) AB (Heli)
CGR2	Gold River (E & B Heli) BC (Heli)
CGR3	George Lake NU
CGR4	Gold River (The Ridge) BC (Heli)
CGR5	Viking Health Centre (George H. Roddick) AB (Heli)
CGS2	Goose Lake NU
CGV2	Grand Valley/Luther Field ON
CGV3	Grand Valley North ON
CGV5	Grand Valley (Black Field) ON
CGV6	Grand Valley (Martin Field) ON
CGV7	Springvale ON
CGW2	Glenwood AB
CHB2	Churchill (Hudson Bay Helicopters) MB (Heli)
CHB3	Hope Bay NU
CHB4	Sept-Îles/Héli-Boréal QC
CHC3	Barrhead (Healthcare Centre) AB (Heli)
CHC4	Ponoka (Hospital & Care Centre) AB (Heli)
CHC5	Hayes Camp NU
CHD2	Hardisty (Health Centre) AB (Heli)
CHD3	Hanna (District Ambulance Heliport) AB (Heli)
CHE3	Sept-Îles/Héli-Inter Sept-Îles QC (Heli)
CHF2	Ottawa/Manotick (Hope Field) ON
CHF3	Westlock (Hnatko Farms) AB
CHF4	Orono/Hawkefield ON
CHF5	Murillo/Hane Field ON
CHG2	Harbour Grace NL
CHJ4	Boyle (Healthcare Centre) AB (Heli)
CHL2	Hillaton/Kings Aerodrome NS

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

Indicator	Name
CHM2	Spiritwood/H & M Fast Farms SK
CHP3	Mont-Tremblant/Heliport P3 QC (Heli)
CHQE	Halifax (QE II Health Sciences Centre) NS (Heli)
CHR2	High River (Hosp) AB (Heli)
CHS3	Hillspring (Beck Farm) AB
CHS5	Montréal/Heliport Senneville QC (Heli)
CHS6	Ste-Anne (Hosp) MB (Heli)
CHS7	Halifax (South End) NS (Heli)
CHT3	Mont-Tremblant/St-Jovite Héli-Tremblant QC (Heli)
CHT4	Nelson (High Terrain Helicopters) BC (Heli)
CHW2	Orangeville (Headwaters Healthcare Centre) ON (Heli)
CIA2	Kelowna/Ikon Adventures BC (Heli)
CIV2	Invermere (District Hosp) BC (Heli)
CIW2	Halifax (IWK Health Centre) NS (Heli)
CJA2	Selkirk ON
CJA3	Morden Regional MB
CJA5	Nestor Falls ON
CJA6	Minaki ON
CJA7	Arcola SK
CJB2	Carman/Friendship Field MB
CJB3	Steinbach MB
CJB5	Moosomin/Marshall McLeod Field SK
CJB6	Gods Lake MB
CJB8	Kyle SK
CJC2	Craik SK
CJC3	Davidson Muni SK
CJC4	Central Butte SK
CJC5	Shaunavon SK
CJC6	Hafford SK
CJC8	Laurie River MB
CJD2	Cudworth Muni SK
CJD3	Birch Hills SK
CJD5	Leader SK
CJE2	Dore Lake SK
CJE3	Weyburn SK
CJE4	Snow Lake MB
CJE5	Glaslyn SK
CJE7	Ashern MB
CJE9	Lake Joseph/Eagle Island ON (Heli)
CJF3	Île-à-la-Crosse SK
CJF4	Buffalo (Jaques Farms) AB
CJF8	Biggar SK
CJG2	Eatonia (Elvie Smith) Muni SK
CJG4	Wrong Lake Airport MB

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

Indicator	Name
CJG6	Kenora (Lake of the Woods District Hosp) ON (Heli)
CJH3	Maidstone SK
CJH8	Leask SK
CJJ2	Glenboro MB
CJJ3	Wildwood/Loche Mist Farms AB
CJJ4	Deloraine MB
CJJ5	Cabri SK
CJJ8	Macklin SK
CJK2	Gunisao Lake MB
CJK3	Beauval SK
CJK4	Esterhazy SK
CJK5	Gull Lake SK
CJK9	Preeceville SK
CJL2	Hatchet Lake SK
CJL4	La Loche SK
CJL5	Winnipeg/Lyncrest MB
CJL6	Altona Muni MB
CJL8	Kasba Lake NT
CJL9	Radisson SK
CJM2	Ituna SK
CJM4	Gravelbourg SK
CJM5	Frontier SK
CJM6	Arborfield SK
CJN2	Kamsack SK
CJN3	Ignace (MBCHC) ON (Heli)
CJN4	Assiniboia SK
CJN5	Saskatoon/Banga International Air SK
CJN7	Little Churchill River/Dunlop's Fly-in Lodge MB
CJO2	Joliette/St-Thomas QC
CJP2	Kerrobert SK
CJP4	Saskatoon (Jim Pattison Children's Hospital) SK (Heli)
CJP6	Camsell Portage SK
CJP7	Bird River(Lac du Bonnet) MB
CJP9	Charlot River SK
CJQ2	Lampman SK
CJQ3	Carlyle SK
CJQ4	Maple Creek SK
CJQ6	Tanquary Fiord NU
CJQ8	Maryfield SK
CJQ9	Big Sand Lake MB
CJR2	Luseland SK
CJR3	The Pas/Grace Lake MB
CJR4	Eston SK
CJR5	Gladstone MB
CJR7	Canora SK
CJR8	McCreary MB

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

Indicator	Name
CJS2	Malcolm Island SK
CJS4	Moose Jaw Muni SK
CJS5	Killarney Muni MB
CJS7	Carman (South) MB
CJT3	Knee Lake MB
CJT4	Cumberland House SK
CJT5	Melita MB
CJT8	Homewood MB
CJT9	Leoville SK
CJU3	MacDonald MB
CJU4	Humboldt SK
CJU5	Minnedosa MB
CJU6	Arborg MB
CJU7	Edam SK
CJV2	Neilburg SK
CJV5	Neepawa MB
CJV7	Summer Beaver ON
CJV8	Grand Rapids MB
CJV9	Melville Muni SK
CJW2	Oxbow SK
CJW3	Loon Lake SK
CJW4	Pelican Narrows SK
CJW5	Russell MB
CJW7	Cigar Lake SK
CJX3	La Ronge SK (Heli)
CJX4	Rosetown SK
CJX5	Souris Glenwood Industrial Air Park MB
CJY3	Tisdale SK
CJY4	Sandy Bay SK
CJY5	Strathclair MB
CJZ2	Portage La Prairie (North) MB
CJZ3	Melfort (Miller Field) SK
CJZ4	Shellbrook SK
CKA4	Zhoda MB
CKA8	St. François Xavier MB
CKA9	Southend/Hans Ulricksen Field SK
CKB2	Patuanak SK
CKB3	Trail (Kootenay Boundary Regional Hospital) BC (Heli)
CKB6	Angling Lake/Wapekeka ON
CKB7	Roblin MB
CKB8	Silver Falls MB
CKC4	Calgary/K. Coffey Residence AB (Heli)
CKC6	Lanigan SK
CKC7	Rockglen SK
CKC8	Somerset MB
CKC9	Pangman SK

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

Indicator	Name
CKD2	Porcupine Plain SK
CKD5	Kipling SK
CKD7	Roland (Graham Field) MB
CKD8	Kirkfield/Balsam Lake ON
CKD9	Slate Falls ON
CKE2	Quill Lake SK
CKE8	Unity SK
CKE9	Nipigon (District Mem Hosp) ON (Heli)
CKF2	Radville SK
CKF3	Atikokan (Gen Hosp) ON (Heli)
CKF4	Goodsoil SK
CKF6	MacGregor Airfield MB
CKF8	Cookstown/Kirby Field ON
CKF9	De Lesseps Lake ON
CKG2	Riverton MB
CKG5	Manitou MB
CKG8	Kakabeka Falls ON
CKH3	Debden SK
CKH5	Killam (Health Centre) AB (Heli)
CKH8	Lumsden (Colhoun) SK
CKH9	Kelowna (Gen Hosp) BC (Heli)
CKJ2	Rosenort MB
CKJ7	Starbuck MB
CKJ8	Molson Lake MB
CKJ9	Lemberg SK
CKK2	St. Brieux SK
CKK3	Coronach/Scobey Border Station SK
CKK7	Steinbach (South) MB
CKL2	Selkirk MB
CKL3	Wunnumin Lake ON
CKL5	Shoal Lake MB
CKL6	Little Bear Lake SK
CKL8	Upsala ON (Heli)
CKL9	Regina Beach SK
CKM4	Jan Lake SK
CKM6	Easterville MB
CKM7	Thompson MB (Heli)
CKM8	Opapimiskan Lake ON
CKM9	Kentville (Camp Aldershot) NS (Heli)
CKN5	Fillmore SK
CKN8	Nekweaga Bay SK
CKP2	Spring Valley (North) SK
CKP4	Kirkfield (Palestine) ON
CKP7	Kapuskasing (Sensenbrenner Hospital) ON (Heli)
CKQ3	North Spirit Lake ON
CKQ5	Lucky Lake SK
CKQ6	Erickson Muni MB
CKQ7	Vermilion Bay ON

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

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

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

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

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

Indicator	Name
CMN5	Manic-5 QC
CMN6	Edmonton/Morinville (Mike's Field) AB
CMR2	Mary River NU
CMR6	Camrose/St. Mary's Hosp AB (Heli)
CMS2	Middleton (Soldiers Memorial Hosp) NS (Heli)
CMT3	Calgary (Foothills Hosp McCaig Tower) AB (Heli)
CMW3	Matawatchan ON
CMW4	Madawaska Collins Field ON
CMX2	Maxville ON
CMY2	Chipman/M.Y. Airfield AB
CNA2	Highgate ON
CNA3	Springwater (Barrie Airpark) ON
CNA4	Emsdale ON
CNA5	Uxbridge (Cottage Hosp) ON (Heli)
CNA9	Plevna/Tomvale ON
CNB2	Bolton ON (Heli)
CNB3	North Bay (North Bay Regional Health Centre) ON (Heli)
CNB4	Cobourg (Northumberland Hills Hosp) ON (Heli)
CNC2	Cornwall (Nav Centre) ON (Heli)
CNC3	Brampton-Caledon ON
CNC4	Guelph ON
CNC9	Perth (Great War Mem Hosp) ON (Heli)
CND4	Haliburton/Stanhope Muni ON
CND7	New Denver/Slocan Community (Health Centre) BC (Heli)
CNE3	Bearskin Lake ON
CNE4	Iroquois Falls ON
CNE9	Essex ON
CNF2	Haliburton (Hosp) ON (Heli)
CNF3	Pendleton ON
CNF4	Lindsay/Kawartha Lakes Municipal Airport ON
CNF8	Dwight ON
CNF9	Niagara Falls/Niagara South ON
CNG2	New Glasgow (Aberdeen Hosp) NS (Heli)
CNG5	Pembroke (Regional Hosp) ON (Heli)
CNG6	Walkerton (County of Bruce Gen Hosp) ON (Heli)
CNG8	Niagara Falls (Greater Niagara General Hosp) ON (Heli)
CNH2	Natuashish NL
CNH4	St.Catharines (Niagara Health System) ON (Heli)
CNH9	Nanaimo (West Coast) BC (Heli)

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

Indicator	Name
CNJ4	Orillia Rama Regional ON
CNK4	Parry Sound Area Muni ON
CNK6	Owen Sound (Grey Bruce Health Services) ON (Heli)
CNK7	Canmore/Nakoda AB (Heli)
CNK9	Kitchener-Waterloo (Grand River Hosp) ON (Heli)
CNL2	Fort McMurray (North Liege) AB
CNL3	Brockville Regional Tackaberry Aprt ON
CNL4	Port Elgin ON
CNL7	Nobel/Lumsden Air Park ON
CNL8	Wyevale (Boker Field) ON
CNL9	Nueltin Lake MB
CNM2	Melbourne ON
CNM3	Sturgeon Falls (West Nipissing Gen Hosp) ON (Heli)
CNM5	Kingfisher Lake ON
CNM6	Naramata (Heli) BC
CNN3	Shelburne/Fisher Field ON
CNN8	Gananoque ON
CNP3	Arnprior ON
CNP4	Seagrave/North Port ON
CNP6	Nampa/Hockey AB
CNP7	Iroquois ON
CNP8	Greenbank ON
CNQ3	Welland/Niagara Central Dorothy Rungeling ON
CNR2	Innerkip ON
CNR3	Sault Ste. Marie ON (Heli)
CNR4	Tobermory ON
CNR5	Norland/Trotter ON
CNR6	Carleton Place ON
CNS3	Englehart (District Hosp) ON (Heli)
CNS4	Alexandria ON
CNS8	Morrisburg ON
CNS9	Smiths Falls (Community Hosp) ON (Heli)
CNT4	Little Current (Manitoulin Health Centre) ON (Heli)
CNT6	Elmira ON
CNT7	Picton ON
CNT9	Newtonville/Steeves Field ON
CNU3	Peterborough (Reg Health Centre) ON (Heli)
CNU4	Belleville (Marker Field) ON
CNU8	Toronto/Markham ON
CNV2	Inverness (Consolidated Mem Hosp) NS (Heli)

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

Indicator	Name
CNV3	New Liskeard (Temiskaming Hosp) ON (Heli)
CNV4	Hawkesbury ON
CNV8	Edenvale ON
CNV9	Québec/Neuville QC
CNW3	Bancroft ON
CNW4	Mindemoya (Hosp) ON (Heli)
CNW8	Toronto (Hosp For Sick Children) ON (Heli)
CNW9	Vancouver/New Westminster (Royal Columbian Hosp) BC (Heli)
CNX3	Carey Lake ON
CNX8	Nixon ON
CNY3	Collingwood ON
CNY4	Alliston ON
CNY8	Toronto (Sunnybrook Health Sciences Centre) ON (Heli)
CNZ2	Anzac (Long Lake) AB (Heli)
CNZ4	Barry's Bay/Madawaska Valley Airpark ON
CNZ6	Georgetown (Georgetown and District Hosp) ON (Heli)
CNZ7	Hanover (District Hosp) ON (Heli)
CNZ8	Grimsby Regional Airport ON
COK2	Calgary\Okotoks (GG Ranch) AB (Heli)
COK3	Oakwood ON
COL2	Orangeville/Laurel ON
COL4	Sicamous/Owls Landing BC (Heli)
COL5	Saguenay/Oligny QC (Heli)
COP2	Orillia (Ontario Provincial Police) ON (Heli)
COR2	Val-d'Or (St-Pierre) QC (Heli)
COR3	Orono Field ON
COR8	Orangeville/Rosehill ON
COS2	Iona Station (Bobier Strip) ON
CPA2	Mount Forest (Louise Marshall Hosp) ON (Heli)
CPA3	Palmerston (District Hosp) ON (Heli)
CPA4	Simcoe (Dennison Field) ON
CPA5	Toronto/Tarten ON (Heli)
CPA6	Hagersville (West Haldimand Gen Hosp) ON (Heli)
CPA7	Meaford (Gen Hosp) ON (Heli)
CPA8	Simcoe (Norfolk Gen Hosp) ON (Heli)
CPA9	Dunnville (Haldimand War Mem Hosp) ON (Heli)
CPB2	Fergus (Groves Memorial Community Hosp) ON (Heli)
CPB3	Welland (County Gen Hosp) ON (Heli)

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

Indicator	Name
CPB5	Pilot Butte SK
CPB7	Bancroft (North Hastings District Hosp) ON (Heli)
CPB8	Bistcho AB
CPB9	Baldwin ON
CPC2	Port Carling ON
CPC3	Arthur (Walter's Field) ON
CPC4	Brampton (National "D") ON (Heli)
CPC6	Teeswater (Thompson Field) ON
CPC9	Huntsville (Mem District Hosp) ON (Heli)
CPD2	Ethel ON
CPD3	Durham (Memorial Hospital) ON (Heli)
CPD4	Brussels (Armstrong Field) ON
CPD9	Markdale (Centre Grey Gen Hosp) ON (Heli)
CPE2	Ajax (Pickering Gen Hosp) ON (Heli)
CPE4	Cambridge/Reid's Field ON
CPE5	Port Colborne ON
CPE6	Sundridge/South River ON
CPE7	Picton (Prince Edward County Hosp) ON (Heli)
CPE8	Halkirk/Paintearth (Fetaz) AB
CPF2	Bar River ON
CPF3	Dunrobin/Parti Field ON
CPF4	Cobden/Bruce McPhail Memorial ON
CPF6	Stoney Creek ON
CPF7	Southampton ON
CPG3	Fort Erie (Airbus Helicopters Canada Ltd) ON (Heli)
CPG4	Elmira (East) ON
CPG5	Hawkesbury (East) ON
CPG7	Fergus (Juergensen Field) ON
CPG8	Chatham-Kent Health Alliance (Chatham) ON (Heli)
CPG9	Renfrew (Victoria Hosp) ON (Heli)
CPH2	Deep River/Rolph ON
CPH3	Port Hope (Peter's Field) ON
CPH4	Dolbeau-Mistassini/Potvin Heli-base, QC (Heli)
CPH6	Penticton Regional Hospital BC (Heli)
CPH7	Toronto/Markham Stouffville ON (Heli)
CPH9	Fordwich ON
CPJ2	Alliston ON (Heli)
CPJ3	Hamilton (McMaster University Medical Centre) ON (Heli)
CPJ4	Geraldton (District Hosp) ON (Heli)
CPJ5	Stirling ON
CPJ6	St-Pierre-Jolys (Carl's Field) MB

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

Indicator	Name
CPJ7	Kingston (General Hosp) ON (Heli)
CPK2	Strathroy (Blue Yonder) ON
CPK3	Hamilton (Gen Hosp) ON (Heli)
CPK6	Toronto (Mississauga Credit Valley Hosp) ON (Heli)
CPK7	Ottawa (Children's Hosp) ON (Heli)
CPK9	Arthur (Peskett Field) ON
CPL2	Bracebridge (South Muskoka Mem Hosp) ON (Heli)
CPL3	Kars/Rideau Valley Air Park ON
CPL4	Grand Bend ON
CPL6	Edmonton/Parkland AB
CPL7	Bowmanville (Lakeridge Health) ON (Heli)
CPM3	Pourvoirie Mirage QC
CPM5	Tottenham/Volk ON
CPM7	Bradford ON
CPN3	Moose Factory ON (Heli)
CPN5	Listowel ON
CPN7	Carleton Place (District Mem Hosp) ON (Heli)
CPN8	London (Pioneer Airpark) ON
CPP2	Collingwood (Gen & Marine Hosp) ON (Heli)
CPP3	Port Perry/Hoskin ON
CPP6	York ON
CPP7	Ottawa (Civic Hosp) ON (Heli)
CPP8	Montréal/Passport Hélico QC (Heli)
CPQ3	Niagara Falls ON (Heli)
CPR2	Ottawa/Embrun ON
CPR4	London (University Hosp) ON (Heli)
CPR5	Woodstock (Norm Beckham/Bob Hewitt Field) ON
CPR7	Wingham/Richard W LeVan ON
CPR8	Pincher Creek (Hosp) AB (Heli)
CPS2	Keene/Elmhirst's Resort ON
CPS4	Lucan ON
CPS5	Miminiska ON
CPS6	Cornwall (Community Hosp McConnell Site) ON (Heli)
CPT2	Killarney ON
CPT3	Rockton ON
CPT9	Pintendre QC
CPU2	Kincardine (South Bruce Grey Health Centre) ON (Heli)
CPU3	Rodney (New Glasgow) ON
CPU4	Manitouwadge (Santé/Health) ON (Heli)
CPU6	Tyendinaga (Mohawk) ON
CPV2	Orangeville/Castlewood Field ON

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

Indicator	Name
CPV4	Mansfield ON
CPV6	Barry's Bay (St. Francis Mem Hosp) ON (Heli)
CPV7	Poplar Hill ON
CPV8	Keewaywin ON
CPV9	Poverty Valley SK
CPW2	London (Victoria Hosp) ON (Heli)
CPW6	Midland (Huronia District Hosp) ON (Heli)
CPW8	Powell River (Hosp) BC (Heli)
CPX2	Marathon (Wilson Mem Hosp) ON (Heli)
CPX6	Port Perry (Lakeridge Health) ON (Heli)
CPY2	Milton (District Hosp) ON (Heli)
CPY3	Beardmore (Health Centre) ON (Heli)
CPY5	Toronto/Wilson's ON (Heli)
CPY9	Fergus (Holyoake Airfield) ON
CPZ2	Alliston (Stevenson Mem Hosp) ON
CPZ3	Trenton/Mountain View ON
CPZ6	Montréal/Point Zero QC (Heli)
CQH2	Ottawa/Questral Helicopters ON (Heli)
CQV3	Revelstoke (Queen Victoria Hospital) BC (Heli)
CRA2	Queensville (Rollick Airpark) ON
CRA3	Rednersville/Aery ON
CRB2	Cottam ON
CRB4	Rivière Bonnard QC
CRB5	Rivière Bell QC
CRC2	Fredericton (RCMP) NB (Heli)
CRC3	Ross Creek BC
CRD2	Coaldale (Rednek Air) AB
CRD3	Red Deer Regional Hosp Centre AB (Heli)
CRD5	Red Deer/Truant AB
CRD6	Red Deer/Truant South AB
CRE2	Rae/Edzo NT
CRE3	Curries (Rand Private Airfield) ON
CRE5	Red Deer/Chong Residence AB (Heli)
CRF3	Edmonton/Villeneuve (Rose Field) AB
CRF4	Calgary/Okotoks (Rowland Field) AB
CRF5	Saskatoon/Richter Field SK
CRG2	Kelowna (Argus) BC (Heli)
CRG3	Carignan (Bouthillier) QC
CRH2	Coronation (Health Centre) AB (Heli)
CRH5	Rimbey (Hospital & Care Centre) AB (Heli)
CRK2	Millet/Creekview AB
CRL2	Westport/Rideau Lakes ON

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

Indicator	Name
CRL3	Red Lake (Margaret Cochenour Mem Hosp) ON (Heli)
CRL4	Kirby Lake AB
CRL7	Reindeer Lake SK
CRL9	Kingston/Riverland ON
CRM2	Riding Mountain MB
CRM3	Richelieu/Messier QC
CRM4	Cormier NB
CRM5	Wheatley (Robinson Motorcycles) ON
CRML	Stoney Point (Le Cunff) ON
CRN2	Ridgetown (Carnie Airfield) ON
CRP2	Reston/R.M. of Pipestone MB
CRP3	Redwater (Pembina) AB (Heli)
CRQ2	Regina General (Hosp) SK (Heli)
CRS2	Parry Sound Medical ON (Heli)
CRS3	Calgary/Christiansen Field AB
CRS4	Rosseau ON
CRT2	Rivière Témiscamie (Air Roberval Ltée) QC
CRV2	Barrie (Royal Victoria Hosp) ON (Heli)
CRW2	Redwater (Heliworks) AB (Heli)
CRW4	Arctic Watch Lodge NU
CRW8	Redwater (Health Centre) AB (Heli)
CSA2	Lac Agile (Mascouche) QC
CSA3	Edmonton/Sturgeon Community Hospital AB (Heli)
CSB2	Sable Island NS
CSB3	St-Mathieu-de-Beloeil QC
CSB4	Chibougamau QC (Heli)
CSB5	Shediac Bridge NB
CSC3	Drummondville QC
CSC4	Shefford QC (Heli)
CSC5	Lac Etchemin QC
CSC9	Sudbury/Coniston ON
CSD2	Sundre (Hospital & Health Care Centre) AB (Heli)
CSD3	Salaberry-de-Valleyfield QC
CSD4	Mont-Laurier QC
CSD5	Fermont QC (Heli)
CSD7	Sunderland ON
CSE2	Chibougamau (Hydro-Québec) QC (Heli)
CSE3	Lourdes-de-Joliette QC
CSE4	Lachute QC
CSE5	Montmagny QC
CSE7	Vancouver/Delta (Sei) BC (Heli)
CSF2	Innisfail (Hosp) AB (Heli)
CSF3	Poste Montagnais (Mile 134) QC
CSF4	Shelburne (Schaefer Field) ON
CSF5	Markerville/Safron Farms AB
CSF7	Ottawa/Casselman (Shea Field) ON
CSF8	Lampman/Spitfire Air SK
CSG3	Joliette QC
CSG5	St-Jean Chrysostome QC
CSG6	Edmonton/Kelsonae AB (Heli)
CSG7	Sherbrooke (CHUS)/François Desourdy QC (Heli)
CSG9	Sagard QC (Heli)
CSH2	Isle-aux-Grues QC
CSH3	Calgary/South Health Campus (Hosp) AB (Heli)
CSH4	Lebel-sur-Quévillon QC
CSH5	St-Ferdinand QC
CSH6	Montréal/Les Cèdres QC (Heli)
CSH9	Montreal East (AIM) QC (Heli)
CSJ2	Kanawata Aeroparc QC
CSJ3	Estevan (St. Joseph's Hosp) SK (Heli)
CSJ4	Louiseville QC
CSJ5	St-Louis-de-France QC
CSK4	Mansonville QC
CSK5	St-Raymond/Paquet QC
CSK6	Snap Lake NT
CSK7	Sudbury/Lively (Skyline Helicopter Technologies) ON (Heli)
CSK8	Surrey/King George Airpark BC
CSK9	Nicolet QC (Heli)
CSL3	Lac-à-la-Tortue QC
CSL4	Campbell River (Sealand Aviation) BC (Heli)
CSL5	St-Victor-de-Beauce QC
CSL6	Slave Lake/Slave Lake Helicopters AB (Heli)
CSL7	Odessa/Strawberry Lakes SK
CSL8	Sudbury (Health Sciences North) ON (Heli)
CSL9	Baie-Comeau (Manic 1) QC
CSM2	Strathmore Hospital AB (Heli)
CSM3	Thetford Mines QC
CSM5	St-Michel-des-Saints QC
CSM7	Abbotsford (Sumas Mountain) BC (Heli)
CSM9	Sault Ste. Marie (Sault Area Hosp) ON (Heli)
CSN2	Montréal/Kruger QC (Heli)
CSN3	St-Jérôme QC
CSN4	Woodstock/Snokist NB (Heli)
CSN6	Saint John (Regional Hosp) NB (Heli)
CSN7	Farnham QC
CSN9	Baie-Comeau/Héli-Manicouagan QC (Heli)

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

Indicator	Name
CSP2	Stony Plain (Westview Health Centre) AB (Heli)
CSP3	Stony Plain (Lichtner Farms) AB
CSP5	St-Mathias QC
CSP6	Montréal/Aéroparc Île Perrot QC
CSQ3	Valcourt QC
CSR3	Victoriaville QC
CSR6	Sonora Resort BC (Heli)
CSR8	La Sarre QC
CSS2	Rivière-du-Loup QC (Heli)
CSS3	Montréal/Les Cèdres QC
CSS4	St-Dominique QC
CST3	Montréal/St-Lazare QC
CST5	Sable Island NS (Heli)
CST7	St-Lambert-de-Lauzon QC
CSU2	Chisasibi QC
CSU3	St-Hyacinthe QC
CSU5	Weymontachie QC
CSU7	Lac-à-la-Tortue QC (water aerodrome)
CSV2	Ste-Agathe (AIM) QC (Heli)
CSV3	Bécancour QC (Heli)
CSV4	Fort Saskatchewan (Gen Hosp) AB (Heli)
CSV8	Schomberg (Sloan Field) ON
CSW4	Bracebridge (Stone Wall Farm) ON
CSW5	Montréal (Bell) QC (Heli)
CSW6	Hastings/Sweetwater Farms ON
CSX3	Richelieu QC
CSX5	St-Mathias/Grant QC
CSX7	Sexsmith/Exeter ON
CSY3	Sorel QC
CSY4	St-Donat QC
CSY6	Poste Lemoyne (Complex LG-3) QC (Heli)
CSY7	Wallaceburg / Chatham-Kent Health Alliance (Wallaceburg) ON (Heli)
CSY9	Sydney (Cape Breton Regional Hosp) NS (Heli)
CSZ3	Mont-Tremblant/St-Jovite QC
CSZ4	St-Frédéric QC
CSZ6	St-Jérôme (Hydro-Québec) QC (Heli)
CSZ8	Montréal (Sacré-Coeur) QC (Heli)
CTA2	Sept-Îles (Hydro-Québec) QC (Heli)
CTA3	Île aux Coudres QC
CTA4	St-Bruno-de-Guigues QC
CTA6	Bracebridge (Tinks) ON
CTA9	Ottawa/Gatineau (Casino) QC (Heli)
CTB2	Thunder Bay (Health Science Centre) ON (Heli)

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

Indicator	Name
CTB6	Tête-à-la-Baleine QC
CTB7	Taber (Health Centre) AB (Heli)
CTB8	Cold Lake/Three Bears Landing AB
CTD4	Baie-St-Paul QC (Heli)
CTF2	Tofield (Health Centre) AB (Heli)
CTF3	Causapscal QC
CTF4	Dundalk (Tripp Field) ON
CTF5	Pierceland (Turchyn Field) SK
CTF6	Lethbridge (Taylor Field) AB
CTG2	Montréal/St-Hubert Heli-Inter QC (Heli)
CTG3	Du Rocher-Percé (Pabok) QC
CTH3	Les Bergeronnes QC
CTH4	Two Hills (Health Centre) AB (Heli)
CTH5	Harrington Harbour QC (Heli)
CTH7	Rivière-aux-Saumons QC
CTH8	Cookstown/Tally-Ho Field ON
CTH9	St-Augustin QC (Heli)
CTK6	Kegaska QC
CTK8	Abbotsford (Teck) BC (Heli)
CTM4	Toronto (St. Michael's Hosp) ON (Heli)
CTM6	Timmins (Timmins & District Hosp) ON (Heli)
CTM7	Tundra Mine/Salmita Mine NT
CTM9	Oakville (Trafalgar Mem Hosp) ON (Heli)
CTN6	Treherne (South Norfolk Airpark) MB
CTN7	Canton ON
CTN8	Nairn (Triple Nickel) ON
CTP5	St. Paul (Health Care Centre) AB (Heli)
CTP9	Kattiniq/Donaldson QC
CTQ2	Stanstead/Weller QC
CTQ6	St-Anselme QC
CTR3	Tottenham/Ronan ON
CTR4	Granby/Artopex Plus QC (Heli)
CTR6	St-Basile (Marcotte) QC
CTR8	Fraserwood/Tribble Ranch Field MB
CTS6	Hespero/Safron Residence AB (Heli)
CTT5	La Romaine QC
CTU2	Fontanges QC
CTU5	La Tabatière QC
CTY5	Rougemont QC
CUT2	Port Perry/Utica Field ON
CVB2	Voisey's Bay NL
CVF2	Fergus (Vodarek Field) ON
CVG8	Vegreville (St. Joseph's General Hosp) AB (Heli)
CVH2	Vermilion Health Centre AB (Heli)

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

Indicator	Name
CVH7	Vulcan (Hosp) AB (Heli)
CVL2	Vulcan/Kirkcaldy AB
CVL3	Camden East/Varty Lake ON
CVM2	Victor Mine ON
CVS2	Viking (South) AB
CVS3	Vancouver (Surrey Memorial Hosp) BC (Heli)
CVV2	Valleyview (Health Centre) AB (Heli)
CWB2	Bracebridge West ON
CWC2	Kelowna (Wildcat Helicopters) BC (Heli)
CWC4	Wetaskiwin (Hospital & Care Centre) AB (Heli)
CWD2	Collingwood/Alta ON (Heli)
CWD3	Hamilton/Waterdown ON (Heli)
CWF2	Walter's Falls (Piper Way) ON
CWF3	Mount Brydges/Warren Field ON
CWG2	Winnipeg (City of Winnipeg) MB (Heli)
CWH3	Woodstock (Hospital) ON (Heli)
CWH4	Ottawa (Winchester District Memorial Hosp) ON (Heli)
CWH6	Moose Jaw (Dr. F. H. Wigmore Regional Hosp) SK (Heli)
CWH5	Wingham (Inglis Field) ON
CWH7	Winnipeg (Health Sciences Centre) MB (Heli)
CWL3	Calmar/Wizard Lake AB
CWL4	Woodlands/Kendall Farm MB
CWP3	Leslieville/W. Pidhirney Residence AB (Heli)
CWS2	Washago ON
CXX2	Wiebenville ON
CYAB	Arctic Bay NU
CYAC	Cat Lake ON
CYAD	La Grande-3 QC
CYAG	Fort Frances Muni ON
CYAH	La Grande-4 QC
CYAL	Alert Bay BC
CYAM	Sault Ste. Marie ON
CYAQ	Kasabonika ON
CYAS	Kangirsuk QC
CYAT	Attawapiskat ON
CYAU	Liverpool/South Shore Regional NS
CYAV	Winnipeg/St. Andrews MB
CYAW	Halifax/Shearwater NS (Heli)
CYAX	Lac du Bonnet MB
CYAY	St. Anthony NL
CYAZ	Tofino/Long Beach BC
CYBA	Banff AB
CYBB	Kugaaruk NU

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

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

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

Indicator	Name
CYDP	Nain NL
CYDQ	Dawson Creek BC
CYEA	Empress AB
CYED	Edmonton/Namao AB (Heli)
CYEE	Midland/Huronia ON
CYEG	Edmonton Intl AB
CYEK	Arviat NU
CYEL	Elliot Lake Muni ON
CYEM	Manitowaning/Manitoulin East Muni ON
CYEN	Estevan Regional SK
CYER	Fort Severn ON
CYES	Edmundston NB
CYET	Edson AB
CYEU	Eureka NU
CYEV	Inuvik (Mike Zubko) NT
CYEY	Amos/Magny QC
CYFA	Fort Albany ON
CYFB	Iqaluit NU
CYFC	Fredericton Intl NB
CYFD	Brantford ON
CYFE	Forestville QC
CYFH	Fort Hope ON
CYFI	Fort MacKay/Firebag AB
CYFJ	La Macaza/Mont-Tremblant Intl Inc QC
CYFO	Flin Flon MB
CYFR	Fort Resolution NT
CYFS	Fort Simpson NT
CYFT	Makkovik NL
CYGB	Texada/Gillies Bay BC
CYGD	Goderich ON
CYGE	Golden BC
CYGH	Fort Good Hope NT
CYGK	Kingston ON
CYGL	La Grande Rivière QC
CYGM	Gimli Industrial Park Airport MB
CYGO	Gods Lake Narrows MB
CYGP	Gaspé (Michel-Pouliot) QC
CYGQ	Geraldton (Greenstone Regional) ON
CYGR	Îles-de-la-Madeleine QC
CYGT	Igloolik NU
CYGV	Havre St-Pierre QC
CYGW	Kuujjuarapik QC
CYGX	Gillam MB
CYGZ	Grise Fiord NU
CYG2	Parkhill (Yellow Gold) ON
CYHA	Quaqtaq QC
CYHB	Hudson Bay SK

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

Indicator	Name
CYHC	Vancouver Harbour BC (water aerodrome)
CYHD	Dryden Regional ON
CYHE	Hope BC
CYHF	Hearst (René Fontaine) Muni ON
CYHH	Nemiscau QC
CYHI	Ulukhaktok/Holman NT
CYHK	Gjoa Haven NU
CYHM	Hamilton ON
CYHN	Hornepayne Muni ON
CYHO	Hopedale NL
CYHR	Chevery QC
CYHS	Hanover/Saugeen Muni ON
CYHT	Haines Junction YT
CYHU	Montréal/St-Hubert QC
CYHY	Hay River/Merlyn Carter Airport NT
CYHZ	Halifax/Stanfield Intl NS
CYIB	Atikokan Muni ON
CYID	Digby/Annapolis Regional NS
CYIF	St-Augustin QC
CYIK	Ivujivik QC
CYIO	Pond Inlet NU
CYIV	Island Lake MB
CYJA	Jasper AB
CYJF	Fort Liard NT
CYJM	Fort St. James (Perison) BC
CYJN	St-Jean QC
CYJP	Fort Providence NT
CYJQ	Denny Island BC
CYJT	Stephenville NL
CYKA	Kamloops BC
CYKC	Collins Bay SK
CYKD	Aklavik/Freddie Carmichael NT
CYKF	Kitchener/Waterloo ON
CYKG	Kangiqsujuaq (Wakeham Bay) QC
CYKJ	Key Lake SK
CYKL	Schefferville QC
CYKM	Kincardine ON
CYKO	Akulivik QC
CYKP	Ogoki Post ON
CYKQ	Waskaganish QC
CYKX	Kirkland Lake ON
CYKY	Kindersley Regional SK
CYKZ	Toronto/Buttonville Muni ON
CYLA	Aupaluk QC
CYLB	Lac La Biche AB
CYLC	Kimmirut NU
CYLD	Chapleau ON
CYLH	Lansdowne House ON

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

Indicator	Name
CYLI	Lillooet BC
CYLJ	Meadow Lake SK
CYLK	Lutselk'e NT
CYLL	Lloydminster AB
CYLQ	La Tuque QC
CYLR	Leaf Rapids MB
CYLS	Barrie-Orillia/Lake Simcoe ON
CYLT	Alert NU
CYLU	Kangiqsualujjuaq (Georges River) QC
CYLW	Kelowna BC
CYMA	Mayo YT
CYME	Matane/Russell-Burnett QC
CYMG	Manitouwadge ON
CYMH	Mary's Harbour NL
CYMJ	Moose Jaw/Air Vice Marshal C.M. McEwen SK
CYML	Charlevoix QC
CYMM	Fort McMurray AB
CYMO	Moosonee ON
CYMT	Chibougamau/Chapais QC
CYMU	Umiujaq QC
CYMW	Maniwaki QC
CYMX	Montréal Intl (Mirabel) QC
CYNA	Natashquan QC
CYNC	Wemindji QC
CYND	Ottawa/Gatineau QC
CYNE	Norway House MB
CYNH	Hudson's Hope BC
CYNJ	Langley Regional BC
CYNL	Points North Landing SK
CYNM	Matagami QC
CYNN	Nejanilini Lake MB
CYNR	Fort Mackay/Horizon AB
CYOA	Ekati NT
CYOC	Old Crow YT
CYOD	Cold Lake/Group Captain R.W. McNair AB
CYOH	Oxford House MB
CYOJ	High Level AB
CYOO	Toronto/Oshawa Executive Airport ON
CYOP	Rainbow Lake AB
CYOS	Owen Sound/Billy Bishop Regional ON
CYOW	Ottawa/Macdonald-Cartier Intl ON
CYOY	Valcartier (W/C J.H.L. (Joe) Lecomte) QC (Heli)
CYPA	Prince Albert (Glass Field) SK
CYPC	Paulatuk (Nora Aliqatchialuk Ruben) NT
CYPD	Port Hawkesbury NS
CYPE	Peace River AB
CYPG	Portage La Prairie/Southport MB
CYPH	Inukjuak QC
CYPK	Pitt Meadows BC
CYPL	Pickle Lake ON
CYPM	Pikangikum ON
CYPN	Port-Menier QC
CYPO	Peawanuck ON
CYPP	Parent QC
CYPQ	Peterborough ON
CYPR	Prince Rupert BC
CYPS	Pemberton BC
CYPT	Pelee Island ON
CYPU	Puntzi Mountain BC
CYPW	Powell River BC
CYPX	Puvirnituq QC
CYPY	Fort Chipewyan AB
CYPZ	Burns Lake BC
CYQA	Muskoka ON
CYQB	Québec/Jean Lesage Intl QC
CYQD	The Pas MB
CYQF	Red Deer Regional AB
CYQG	Windsor ON
CYQH	Watson Lake YT
CYQI	Yarmouth NS
CYQK	Kenora ON
CYQL	Lethbridge AB
CYQM	Moncton/Greater Moncton Roméo LeBlanc Intl NB
CYQN	Nakina ON
CYQQ	Comox BC
CYQR	Regina Intl SK
CYQS	St. Thomas Muni ON
CYQT	Thunder Bay ON
CYQU	Grande Prairie AB
CYQV	Yorkton Muni SK
CYQW	North Battleford SK
CYQX	Gander Intl NL
CYQY	Sydney/J.A. Douglas McCurdy NS
CYQZ	Quesnel BC
CYRA	Gamètì/Rae Lakes NT
CYRB	Resolute Bay NU
CYRC	Chicoutimi/St-Honoré QC
CYRI	Rivière-du-Loup QC
CYRJ	Roberval QC
CYRL	Red Lake ON
CYRM	Rocky Mountain House AB
CYRO	Ottawa/Rockcliffe ON

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

Indicator	Name
CYRP	Ottawa/Carp ON
CYRQ	Trois-Rivières QC
CYRS	Red Sucker Lake MB
CYRT	Rankin Inlet NU
CYRV	Revelstoke BC
CYSA	Stratford Muni ON
CYSB	Sudbury ON
CYSC	Sherbrooke QC
CYSD	Suffield AB (Heli)
CYSE	Squamish BC
CYSF	Stony Rapids SK
CYSG	St-Georges QC
CYSH	Smiths Falls-Montague (Russ Beach) ON
CYSJ	Saint John NB
CYSK	Sanikiluaq NU
CYSL	St. Leonard NB
CYSM	Fort Smith NT
CYSN	St Catharines/Niagara District ON
CYSP	Marathon ON
CYSQ	Atlin BC
CYST	St. Theresa Point MB
CYSU	Summerside PE
CYSW	Sparwood/Elk Valley BC
CYSY	Sachs Harbour (David Nasogaluak Jr. Saaryuaq) NT
CYSZ	Ste-Anne-des-Monts QC
CYTA	Pembroke ON
CYTB	Tillsonburg ON
CYTE	Cape Dorset NU
CYTF	Alma QC
CYTH	Thompson MB
CYTL	Big Trout Lake ON
CYTN	Trenton NS
CYTQ	Tasiujaq QC
CYTR	Trenton ON
CYTS	Timmins (Victor M. Power) ON
CYTZ	Toronto/Billy Bishop Toronto City Airport ON
CYUB	Tuktoyaktuk/James Gruben NT
CYUL	Montréal/Pierre Elliott Trudeau Intl QC
CYUT	Naujaat NU
CYUX	Hall Beach NU
CYUY	Rouyn-Noranda QC
CYVB	Bonaventure QC
CYVC	La Ronge (Barber Field) SK
CYVD	Virden/R.J. (Bob) Andrew Field Regional MB
CYVG	Vermilion AB
CYVK	Vernon BC

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

Indicator	Name
CYVL	Colville Lake/Tommy Kochon NT
CYVM	Qikiqtarjuaq NU
CYVO	Val-d'Or QC
CYVP	Kuujjuaq QC
CYVQ	Norman Wells NT
CYVR	Vancouver Intl BC
CYVT	Buffalo Narrows SK
CYVV	Wiarton ON
CYVZ	Deer Lake ON
CYWA	Petawawa ON (Heli)
CYWE	Wekweètì NT
CYWG	Winnipeg/James Armstrong Richardson Intl MB
CYWH	Victoria Harbour BC (water aerodrome)
CYWJ	Déline NT
CYWK	Wabush NL
CYWL	Williams Lake BC
CYWM	Athabasca AB
CYWN	Wainwright/Wainwright (Field 21) AB
CYWP	Webequie ON
CYWV	Wainwright AB
CYWY	Wrigley NT
CYXC	Cranbrook/Canadian Rockies Intl BC
CYXE	Saskatoon/John G. Diefenbaker Intl SK
CYXH	Medicine Hat AB
CYXJ	Fort St. John BC
CYXK	Rimouski QC
CYXL	Sioux Lookout ON
CYXN	Whale Cove NU
CYXP	Pangnirtung NU
CYXQ	Beaver Creek YT
CYXR	Earlton (Timiskaming Regional) ON
CYXS	Prince George BC
CYXT	Terrace BC
CYXU	London ON
CYXX	Abbotsford BC
CYXY	Whitehorse/Erik Nielsen Intl YT
CYXZ	Wawa ON
CYYB	North Bay ON
CYYC	Calgary/YYC Calgary Intl AB
CYYD	Smithers BC
CYYE	Fort Nelson BC
CYYF	Penticton BC
CYYG	Charlottetown PE
CYYH	Taloyoak NU
CYYJ	Victoria Intl BC
CYYL	Lynn Lake MB

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

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

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

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

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

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

CROSS REFERENCE OF HELIPORT NAMES

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

CROSS REFERENCE OF HELIPORT NAMES (Cont'd)

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

LIST OF ABANDONED AERODROMES/HELIPORTS

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

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

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

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

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

BARKERVILLE BC (N53 05 W121 31)
BASKATONG LAKE QC (N46 47 W75 53)
BASNETT AB (N57 22 W119 49)
BATNUNI BC (N53 23 W124 08)
BAY D'ESPOIR NL (N47 58 W55 51)
BEAR RIVER YT (N64 49 W134 16)
BEATTON RIVER BC (N57 23 W121 23)
BEAULIEU RIVER NT (N62 27 W113 02)
BEAVERDELL BC (N49 28 W119 05)
BEAVER RIVER BC (N59 58 W124 12)
BEECHY SK (N50 50 W107 22)
BELWOOD (WRIGHT FIELD) ON (N43 48 W80 24)
BENNETT FIELD NT (N65 02 W124 40)
BERLAND AB (N54 06 W117 25)
BIG CREEK BC (N51 43 W123 01)
BIRD MB (N56 30 W94 13)
BISSETT/WALLACE LAKE MB (N51 02 W95 25)
BJORGUM FARM AB (N53 05 W112 48)
BLISSVILLE NB (N45 37 W66 33)
BLOW RIVER YT (N68 47 W137 27)
BONAVISTA NL (N48 34 W53 03)
BORDEN ON (N44 16 W79 55)
BRAZEAU AB (N52 58 W115 52)
BREDENBURY SK (N50 56 W102 03)
BRISTOL FIELD NL (N47 19 W53 59)
BUCHANS NL (N48 51 W56 50)
BUDWORM CITY NB (N47 32 W66 38)
BUFFALO CREEK AB (N56 37 W113 04)
BURGEO (CALDER HEALTH CARE CORP) NL (Heli) (N47 37 W057 37)
BURTCH ON (N43 03 W80 17)
BUTTRESS SK (N50 15 W105 33)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

BYRON BAY NU (N68 45 W109 04)

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

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

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

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

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

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

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

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

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

ISACHSEN NU (N78 47 W103 33)

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

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

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

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

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

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

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

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

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

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

POLARIS (LITTLE CORNWALLIS ISLAND) NU (N75 23 W96 56)
PONTIAC AIRPARK QC (N45 32 W76 10)
PORCUPINE YT (N66 19 W140 08)
PORT ALBERT ON (N43 53 W81 42)
PORT-CARTIER QC (N50 03 W66 53)
PORT COLBORNE (GEN HOSP) ON (Heli) (N42 53 W79 16)
PORT ELGIN (PRYDE FIELD) ON (N44 28 W81 23)
PORT RADIUM NT (N66 06 W117 56)
POTTAGEVILLE ON (N44 00 W79 38)
PRIDDIS/KENCOR AB (N50 55 W114 16)
PRINCE GEORGE (NORTH CARIBOO AIR PARK) BC (N54 00 W123 01)
PRINCESS AB (N50 41 W111 32)
PROPHET RIVER BC (N57 58 W122 47)
PROSPECT LAKE ON (N50 35 W94 16)
PURTUNIQ QC (N61 49 W73 57)

QUÉBEC/BEAUPORT (HQ) QC (Heli) (N46 53 W71 12)
QUÉBEC/BEAUPORT (HQ) QC (Heli) (N46 53 W71 12)
QUESNEL (G.R. BAKER MEM HOSP) BC (Heli) (N52 59 W122 30)

RAM FALLS AB (N52 05 W115 51)
RASPBERRY BC (N56 03 W124 13)
REA POINT NU (N75 22 W105 43)
REDVERS SK (N49 35 W101 41)
RENOUS NB (N46 57 W66 34)
RÉSERVOIR GOUIN (POURVOIRIE OASIS) QC (N48 28 W74 40)
RICHARDSON AB (N57 53 W111 01)
RIVERS MB (N50 01 W100 19)
RIVERS INLET BC (N51 41 W127 15)
RIVIÈRE OUELLE QC (N47 27 W69 59)
ROCANVILLE SK (N50 28 W101 33)
ROSS POINT NU (N68 36 W111 08)
ROUND HILL AB (N55 18 W111 59)
ROWLEY NU (N69 04 W79 05)
RUSSELL LAKE NT (N62 51 W116 00)

ST. ALDWYN SK (N50 23 W107 46)
ST. FRANCIS AB (N53 16 W114 27)
ST. LINA AB (N54 18 W111 30)
ST-QUENTIN NB (N47 31 W67 25)
ST-SIMON-DE-BAGOT QC (N45 41 W72 50)
STE-AGNÈS-DE-DUNDEE QC (N45 03 W74 21)
STE-CROIX QC (N46 38 W71 48)
STE-JULIENNE QC (N45 56 W73 43)
STE-LUCIE-DE-BEAUREGARD QC (N46 44 W70 02)
SAGLEK NL (N58 28 W62 39)
SALMO BC (49 10 W117 16)
SARCPA LAKE NU (N68 33 W83 20)
SAULTEAUX AB (N54 55 W114 47)
SAWMILL BAY NT (N65 44 W118 55)
SELKIRK/KINDY AIRSTRIP ON (N42 51 W79 53)
SENNETERRE QC (N48 20 W77 11)
SHEKILIE AB (N59 15 W119 20)
SHELL 13 AB (N57 16 W111 29)
SHEPHERD BAY NU (N68 48 W93 25)
SHERARD BAY NU (N76 05 W108 30)
SHERMAN MEADOWS AB (N54 17 W119 50)
SHILO MB (Heli) (N49 48 W99 38)
SHINGLE POINT YT (N68 56 W137 14)
SIMCOE ON (N42 51 W80 17)
SIMPSON LAKE NU (N68 35 W91 57)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

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

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

UTIKUMA RIVER AB (N56 03 W115 19)

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

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

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

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

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

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

FUEL AND OIL WEIGHTS

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

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

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

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

Turbine engine lubricating oil densities at 15°C

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

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

CONVERSION TABLES

MILLIBARS TO INCHES OF MERCURY

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

CONVERSION FACTORS

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

TEMPERATURE: DEGREES C TO DEGREES F

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

TIME CHECKS – HF FREQUENCIES

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

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

MORSE CODE AND PHONETIC ALPHABET

A	·–	Alfa	AL fah	N	–·	November	no VEM ber
B	–···	Bravo	BRAH VOH	O	–––	Oscar	OSS cah
C	–·–·	Charlie	CHAR lee or SHAR lee	P	·––·	Papa	pah PAH
				Q	––·–	Quebec	keh BECK
D	–··	Delta	DELL tah	R	·–·	Romeo	ROW me oh
E	·	Echo	ECK oh	S	···	Sierra	see AIR rah
F	··–·	Foxtrot	FOKS trot	T	–	Tango	TANG go
G	––·	Golf	GOLF	U	··–	Uniform	YOU nee form or OO nee form
H	····	Hotel	ho TÈLL				
I	··	India	IN dee ah	V	···–	Victor	VIK tah
J	·–––	Juliett	JEW lee ETT	W	·––	Whiskey	WISS key
K	–·–	Kilo	KEY loh	X	–··–	Xray	ECKS RAY
L	·–··	Lima	LEE mah	Y	–·––	Yankee	YANG key
M	––	Mike	MIKE	Z	––··	Zulu	ZOO loo

0	–––––	ZE-RO	6	–····	SIX	Barred letters for	
1	·––––	WUN	7	––···	SEV-en	marine beacons	
2	··–––	TOO	8	–––··	AIT	a	·–·–
3	···––	TREE	9	––––·	NIN-er	e	··–··
4	····–	FOW-er	Decimal		DAY-SEE-MAL	o	––––·
5	·····	FIFE	Thousand		TOU-SAND	u	··––

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

GLOSSARY FOR VFR CHARTS

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

GLOSSARY FOR VFR CHARTS (Cont'd)

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

GENERAL CHART LEGEND

VFR Chart Symbols (VTA, VNC)

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

BOUNDARIES

International

Provincial, State, Territorial

National and Provincial Parks

Wildlife Refuge

Limit of the Territorial Sea

Outer Limit of Fishing Zone

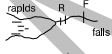
WATER FEATURES

Non-perennial Lake

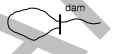
or

Non-perennial stream or coastline

Waterfalls, Rapids



Dams



Locks

Rocks-bare or awash

Swamp or marsh

Land subject to inundation

String bog

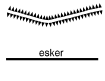
Rocky reef (ledge)

Reservoir (depicted in blue)

LAND FEATURES

Esker

or



Moraine

or

Dykes

Sand (deposits, raised beaches)

Cliff or depression

GROUND TRANSPORTATION

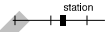
Divided highway

Primary road

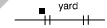
Secondary road

Trail or cut line

Single track railroad (with station)



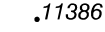
Double track railroad (with yard)



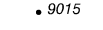
Railway abandoned

RELIEF

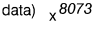
Critical spot elevation (in feet)



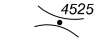
Spot elevation (in feet)



Spot elevation (based on unreliable data)



Mountain pass



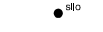
MISCELLANEOUS

Tunnel

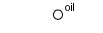
Lookout tower

Building (unless otherwise labelled)

Chimney, silo, water tank etc. (label)



Wells other than water (label)



Mine

Racetrack

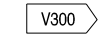
Pipeline (underground labelled)

Power transmission line

or

Aerial cableway, ski lift, conveyor belt or similar feature

EVEN Cruising altitude indicated by pointed end of box.



CAUTION BLASTING AREA
Do not overfly at less than 3000' AGL.

AERODROME SKETCH AND VFR TERMINAL PROCEDURES CHART (VTPC) LEGEND

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

AERODROME SURFACES

Turnaround bay

Hard surface runway

Under construction, closed or abandoned surface

Sand, gravel, turf, etc., runway

Ski, ultra-light, glider strip (activity labelled) — Ski strip

Displaced runway threshold

or

Taxiway, apron or holding bay

Taxiway designator — A

LIGHTS

Aerodrome beacon (rotating or strobe)

Hazard beacon

Obstruction light

Obstructions (heights ASL unless otherwise noted) — 3600 (lighted group)

Landing direction indicator — lighted

Wind direction indicator — lighted

Lighting annotations: F-fixed, Fl-flashing, Occ-occulting, R-red, G-green, Bl-blue
Lights are white unless otherwise annotated

APPROACH LIGHTING

Refer to Section A Lighting

RADIO AIDS

NDB

VOR

VOR/DME

TACAN

VORTAC

Radio aid (labelled)

COMMUNICATIONS-CLASS "C" AIRSPACE

125 — Ceiling in hundreds of feet ASL
ADVSY — Calling agency
125.4 238.3 — Frequencies
30 — Floor in hundreds of feet ASL

AIRSPACE

Class "B" control zone

Class "C" or "D" control zone

Class "E" control zone

Floor Separation

Helicopter routes

Fixed wing VFR routes — or — direction

AIRSPACE (Cont'd)

Class "F" airspace
CYA - Advisory CYD - Danger CYR - Restricted

Advisory Area Activity Codes
(A) Acrobatic
(F) Aircraft Test Area
(H) Hang Gliding
(M) Military Operations
(P) Parachuting
(S) Soaring
(T) Training

CYA 125(A) to 5000

Altitudes are inclusive unless otherwise indicated
e.g. (above 5000' to 10,000')
(5000' to below 10,000')

MISCELLANEOUS

Unidirectional arrester cable

Bidirectional arrester cable

Arresting barrier

Cliff or depression

Transmission line

Cable span

Trees

Fence

Noise Sensitive Area

Built-up areas

Cemetery — C

Instrument Approach Waypoint

VFR call-up point prior to entry of the specified class of airspace. — NAME

VFR checkpoint prior to CZ entry, within a CZ, or prior to entry of special use airspace. — NAME

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

Heliport (Where FATO & TLOF are embedded or coincidental) — H

Hospital heliport (Where FATO & TLOF are embedded or coincidental)

FATO (Where TLOF is not coincidental) — F

Heliport parking pad — H

Soaring

Hang gliding

Ultra-light aircraft operations

Training

Parachuting

Land Aerodrome

Water Aerodrome

Aerodrome Status Unknown — U

Abandoned Aerodrome

VFR TERMINAL PROCEDURES CHART (VTPC)

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

AERODROME SKETCH

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

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

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

OBSTACLE CLEARANCE CIRCLE (OCC)

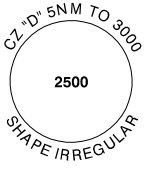
The obstacle clearance circle is a guide for pilots operating VFR within close proximity to aerodromes and should not be construed as providing minimum descent altitudes.

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

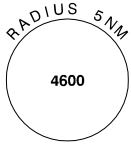
The Control Zone radius is indicated on the upper outer circumference of the circle along with the class of airspace (see Planning Section) that the Control Zone has been designated. The altitude ASL that the zone extends up to will also be shown. Should the zone depart from the standard cylindrical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

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

The obstacle clearance circle is not applicable to heliports.



ALL HEIGHTS ASL



AERODROMES AND FACILITIES LEGEND - ANNOTATIONS & CODES

CANADIAN AVIATION REGULATIONS (CAR)

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

The following information in SECTION B has been so specified by the Minister:

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

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

COMMUNICATIONS (COMM):

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

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

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

PROCEDURES (PRO):

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

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

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

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

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

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

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

LOCATION

The name of community aerodrome serves when geographic location is not reflected in the aerodrome name, or the name of Canadian Forces aerodrome.

Name of aerodrome when different from community name.

Province if within Canada. State if within U.S.A., Country if outside U.S.A. or Canada.

MONTRÉAL / ST-HUBERT QC **CYHU**

Location indicator

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

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

REFERENCE (REF)

Aerodrome Geometric Centre Coordinates

Location from community

MAG VAR 2003 unless otherwise indicated

Aeronautical charts on which the aerodrome and/or its Nav Aid are or will be depicted.

NOTE: The "Air" in the AIR5000 series visual navigation charts is abbreviated to "A" e.g. AIR5001 will be shown as A5001.

REF N45 28 05 W73 44 30 2.25SW 25°E (2012)
GV10°W UTC-5(4) Elev 00´ A5003
LO1 LO9 T1 CAP RCAP OC

Grivation

Time Zone Factor

Location has an IFR approach published in the Canada Air Pilot

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

A/D Elevation (where relief data is unreliable, the term "aprx" will be added). Aerodrome elevation is the highest point on the usable landing surface, expressed in feet ASL. (00) elevation represents sea level.

Obstacle charts when available, Aerodrome Obstacle Charts ICAO Type A provide the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6 Chapter 5.

A58 GENERAL

TIME ZONE FACTOR

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

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

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

(a)	Newfoundland	-3 ½	(2 ½)	(d)	Central	-6	(5)
(b)	Atlantic	-4	(3)	(e)	Mountain	-7	(6)
(c)	Eastern	-5	(4)	(f)	Pacific	-8	(7)

TIMES OF OPERATION

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

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

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

Example:

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

COMM	
TWR	120.1 (V) 1130-0330Z‡

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

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

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

OPERATOR (OPR)

Aerodrome operator *lodger unit*

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

AERODROME STATUS

Certified (Cert)

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

Registered (Reg)

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

Military (Mil)

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

AERODROME STATUS (Cont'd)

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

National Defence Headquarters

Directorate Aerospace Equipment Program Management

Radar and Communication System

101 Colonel By Drive

Ottawa ON

K1A 0K2

NOTES:

Prior Permission Required (PPR)

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

Prior Notice Required (PN)

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

Landing Fees

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

PUBLIC FACILITIES (PF)

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

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

A These facilities are available in the terminal building (when taxi is shown after this letter it indicates a direct line is available in the terminal building or a taxi stand exists).

B These facilities are on the aerodrome.

C These facilities exist within 5 nm of aerodrome.

D These facilities exist within 30nm of aerodrome.

1 Telephone.

2 Food.

3 Taxi.

4 Medical facilities (minimum available is that provided by a Registered nurse).

5 Accommodation (rental).

6 Car rental.

7 Public Wi-Fi.

8 Public Internet Access.

CUSTOMS (CUST)

CUST	AOE/24 888-226-7277 excess of 15 pax PN 14-21Z Mon-Fri

CUSTOMS DESIGNATORS

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

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

AOE/CAN Airport of entry designated for CANPASS private and corporate permit holders only that are from Canada or the USA.

Some airport authorities have entered into cost recovery agreements with the CBSA in order to provide service in certain circumstances, including service during the hours posted in this directory. Please consult airport authorities for more information about how cost recovery may apply to your particular situation.

CBSA (CUSTOMS AND IMMIGRATION) PROCEDURES

(a) Pilots must land at a CBSA authorized Airport of Entry (AOE) and a flight plan must be filed for all trans-border flights with NAV CANADA (CAR 602.73).

(b) Aerodromes which are designated as an AOE with CBSA services available are indicated in the Aerodrome/Facility Directory. "ADCUS" notifications on flight plans will no longer be accepted and pilots of general aviation aircraft are required to make their own arrangements for CBSA clearance by calling 1-888-226-7277 at least 2 hours but not more than 48 hours before flying into Canada. See AIP GEN 1.2.

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

(c) **Telephone Reporting Centre program:** Travellers on a Canadian or U.S. registered private, company-owned, or small non-scheduled charter aircraft carrying no more than 15 passengers, arriving directly from the United States, may use a telephone reporting system to receive permission from a border services officer to enter Canada. The pilot must provide advance notification of arrival and information on all passengers and goods onboard to the CBSA at least 2 hours but not more than 48 hours before flying into Canada by calling the Telephone Reporting Centre at 1-888-226-7277. See AIP GEN 1.2.

Pilots are reminded that providing advance notification of arrival in Canada to the CBSA Telephone Reporting Centre does not fulfill their flight planning requirements and that a flight plan must be filed for all trans-border flights with NAV CANADA.

(d) For those flights commencing outside the geographical areas covered under the 1-888-226-7277 number (North America), the following number is available:

Hamilton, ON Tel: 905-679-2073 Fax: 905-308-8740

For more information on telephone reporting please refer to the Coming to Canada by Small Aircraft or Recreational Boat publication available at the following web address:

http://www.cbsa-asfc.gc.ca/publications/pub/bsf5061-eng.html

(e) Where, due to weather conditions or other emergency, the aircraft lands at a place which is not designated as a place for CBSA reporting, the pilot shall call 1-888-226-7277 or the nearest office of the Royal Canadian Mounted Police as soon as possible.

(f) **Military:** Flights should enter Canada via an AOE unless previously arranged with the CBSA. "ADCUS" notification on flight plans will no longer be accepted. Military crews must always make their own arrival and CBSA clearance arrangements with the local CBSA office by telephone, by letter or via HF communication (through a Wing Ops, phone patch, etc.).
Agreements between Wings and local CBSA offices may vary; therefore, contact applicable Wing Ops for local procedures. The telephone number of the nearest local CBSA office may be requested by calling 1-888-226-7277. For those flights commencing outside the geographical areas covered under 1-888-226-7277 number, refer to paragraph. (d), above.

(g) Medical evacuation flights (MEDEVAC) should enter Canada via a staffed AOE or AOE/15 within the hours of operations listed in the CFS. All arrangements for CBSA clearance should be done through the CBSA Telephone Reporting Centre (1-888-226-7277) at least 2 hours prior to landing, or, in cases of medical emergency flights, as soon as the information becomes available.

CBSA (CUSTOMS AND IMMIGRATION) PROCEDURES (Cont'd)

(h) **U.S. Customs:** U.S. Customs and Border Protection (CBP) requires private aircraft pilots or their designees arriving in the United States from a foreign port or location destined for a U.S. port or location, or departing the United States to a foreign port or location, to transmit electronically to CBP passenger manifest information for each individual traveling on board the aircraft. The CBP requires private aircraft pilots or their designees to provide additional data elements when submitting a notice of arrival and requires private aircraft pilots or their designees to submit a notice of departure. Private aircraft pilots or their designees will be required to submit the notice of arrival and notice of departure information to CBP in the same transmission as the corresponding arrival or departure passenger manifest information via the Electronic Advance Passenger Information System (eAPIS) or an approved alternate system. Data must be received by CBP no later than 60 minutes before an arriving private aircraft departs from a foreign location destined for the United States and no later than 60 minutes before a private aircraft departs a U.S. airport or location for a foreign port or place. ADCUS and CANPASS notification on flight plans departing the U.S. or Canada will no longer be accepted.

Private pilots or their designees are required to set up an eAPIS account at least five days prior to their first transborder flight. For additional information consult the CBP web site at www.cbp.gov/

The publication "U.S. Customs and Border Protection Guide for private flyers" outlines special arrangements and restrictions applicable to American airports. This publication is available online at the following address www.cbp.gov/xp/cgov/travel/pleasure_boats/private_flyers/

FLIGHT PLANNING (FLT PLN)

Bilingual services at this facility

All services bilingual

Hrs of ops, when less than H24,

FLT PLN	
FIC	(bil) NOTAM FILE CYHZ (bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	IFR Flt Plns 123-456-7890
MIL	123-456-7890 CSN 765-4321
CARS	123-456-7890 ltd hrs (see COMM)
WX	METAR H24. TAF H24, issue times: 05, 11, 17, 23Z. 123-456-7890. CSN 123-4567 full svc 10-24Z; ltd svc 00-10Z (see COMM)
DUAT	Sky High Flying Club

NOTAM:

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

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

FLIGHT INFORMATION CENTRE **(FIC):**

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

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

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

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

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

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

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

AREA CONTROL CENTRE **(ACC):**

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

MILITARY **(MIL):**

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

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

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

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

WEATHER **(WX):**

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

The pilot briefing service is available by telephone.

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

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

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

WEATHER SERVICES - OBSERVATIONS

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

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

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

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

WX METAR H24 (CWAA)

WX METAR H24 4.5SW (CWAB)

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

METAR	METAR and SPECI weather observation program taken by a qualified human observer that produces an hourly METAR or SPECI coded report that is disseminated beyond local aerodrome area through approved telecommunication network. METAR hours will be included.
METAR AUTO	METAR and SPECI weather observation program taken by a stand-alone Automated Weather Observation System (AWOS) that produces an hourly METAR or SPECI coded report that is disseminated beyond local aerodrome area through approved telecommunication network. (see *NOTE for NC AWOS enhancements). AWOS systems located outside of the Canadian Lightning Detection Network coverage area do not receive lightning data and therefore are unable to report thunderstorm or lightning data and therefore are unable to report thunderstorm or lightning activity.
LWIS	Limited Weather Information System (LWIS) - Automated weather system which produces an hourly LWIS coded report that is disseminated beyond local aerodrome area through approved telecommunication network. The coded LWIS report only contains wind speed, direction, temperature, dew point and altimeter setting. (See *NOTE for NC LWIS enhancements).
AUTO	An Automated weather system that does not meet requirements to produce METAR, SPECI or LWIS coded reports that is disseminated beyond local aerodrome area through approved telecommunication network. These systems can report a variety of observed weather elements. Contact the Aerodrome Operator (OPR) for further information on the specifics of the system.
ALTIMETER	Altimeter setting report derived from two aircraft altimeters. The private altimeter setting report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome Operator (OPR) for further information on the specifics of the service.
WIND	Human assessment of wind speed and direction. The private wind speed and direction report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome (OPR) for further information on the specifics of the service.
WxCam	Indicates that a NAV CANADA Aviation Weather Camera is installed at the site. Still images are transmitted to the NAV CANADA Aviation Weather Web Site at 10-minute intervals.
Webcam	Indicates that one or more cameras not belonging to NAV CANADA have been installed at this location. Contact the Aerodrome Operator (OPR) for further information on the specifics of the camera system.

Stand-alone METAR AUTO and LWIS reports are available during published hours through normal meteorological information systems. At some sites an automated voice broadcast of the latest observation is available via VHF transmitter. In these cases, the VHF frequency is displayed in the **COMM** box (e.g., **COMM AWOS** 124.7, **COMM AUTO** 122.025). In cases where ALTIMETER and/or WIND is broadcast through a UNICOM (AU), the frequency is displayed in the **COMM** box (e.g. **COMM ATF UNICOM** (AU) 122.7).

HOURS OF OPERATION

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

***NOTE:**

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

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

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

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

WEATHER SERVICE - FORECASTS

Aerodrome Forecasts (TAF) are normally issued every 6 hours during periods when observations are being made. They are normally valid for 12 hours; however, the actual TAF validity period is part of the Aerodrome Forecast text.

The hours of coverage for TAF forecasts are given. Not all TAFs are issued at the same time by a Canadian Meteorological Aviation Centre of Environment Canada or Canadian Forces Weather and Oceanographic Service. TAF issue times are therefore given, e.g., TAF 24 hrs, issue times: 00, 06, 12, 18Z.

PILOT TO METRO SERVICE **(PMSV):**

The Canadian Forces operates a PMSV at selected bases to provide military aircrew direct radio contact with local Meteorological (Met) Sections. Details of this service and the actual frequencies to be used are listed under **COMM**, e.g., **PMSV I** 344.6. Where this service is available, the note "(see COMM)" is added to the WX entry.

CANADIAN FORCES OPERATIONAL WEATHER BRIEFING

Military aircrew requiring an operational weather briefing can contact the Joint Meteorological Centre (JMC) using the toll free number 1-800-WXMETEO (equates to 1-800-996-3836), CSN 432-2613 or regular phone number at (506) 422-2613.

Military air crew can also contact the JMC to arrange for a briefing by DWAN e-mail at "+GAG JMC Remote Brief Req@Joint Met Centre@Gagetown" or internet e-mail at "GAGJMCRemoteBriefReq@forces.gc.ca".

These services are intended for military aircrew who have an operational need for weather information and find themselves without access to other weather services. This service may be interrupted by higher priority operations.

FLT PLN/COMM Weather Example (Civilian)

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

FLT PLN/COMM Weather Example (Military)

FLT PLN	
MIL	123-456-7890 CSN 654-3890
WX	Met brief for mil only. Lcl Met Section CSN 123-4567 O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613.(see COMM). METAR H24. TAF H24, issue times: 05, 11, 17 & 23Z
COMM	
PMSV	344.6 ltd svc 22-08Z‡

FLT PLN/COMM Weather Example (Private)

FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	ALTIMETER/WIND ltd hrs (see COMM)
COMM	
ATF	UNICOM (AU) ltd hrs O/T tfc 122.7

DIRECT USER ACCESS TERMINAL **(DUAT):**

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

DUAT	Sky High Flying Club

SERVICES

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

Call out charges

Where "Call out chgs" is listed, the aerodrome operator charges a fee to all users who make use of one or more services at the aerodrome. The exact fee can be established by contacting the operator.

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

FUEL:

CODE	GRADE/DESCRIPTION	SPEC
	aviation gasoline	
80	AVGAS 80 Red	CAN/CGSB -3.25
100LL	AVGAS 100LL Blue (a)	CAN/CGSB -3.25
	turbine fuel – kerosene type	
JA	Turbine Fuel–Kerosene Type JET A – (No FSII)	CAN/CGSB -3.23 ASTM D 1655 (b)
	Freeze Point Minus 40°C	
JA-1	Turbine Fuel–Kerosene Type – ASTM – JET A-1 (No FSII) NATO F-35-Freeze Point Minus 47°C	CAN/CGSB -3.23
F-34	Turbine Fuel – Kerosene Type – Contains FSII – U.S. Military Designation JP-8	CAN/CGSB -3.24 (c)
F-37	Turbine Fuel - Kerosene Type - Contains FSII, +100(e) - U.S. Military Designation JP-8+100	
F-44	Turbine Fuel – High Flash Kerosene Type Contains FSII U.S. Military Designation JP-5	CAN/CGSB -3.24
	turbine fuel – wide cut type	
JB	Turbine Fuel – Wide cut JET B (No FSII) Freeze Point Minus 51°C	CAN/CGSB -3.22 (Grade JET B)
	diesel fuel – arctic grade	
DFA	Diesel Fuel (No FSII)	CAN/CGSB -3.6 (Type A or B)
	MOGAS unleaded automotive gasoline (d)	CAN/CGSB -3.5
MG-1	AKI of 87.0	(Grade 1)
MG-2	AKI of 89.0	(Grade 2)
MG-3	AKI of 91.0	(Grade 3)
MG-4	AKI of 93.0	(Grade 4)
(D)	Fuel available from drum only.	
IP	Into Plane	
AP	Along Plane	
SP	Single Point Refuelling	
HPR	High Pressure Refuelling	
FSII	Fuel System Icing Inhibitor: The term (FSII avbl) shall immediately follow the fuel to which it refers (JA, JA-1 or JB). Indicates FSII available at airport and is either: already in the fuel (premixed); or, can be added on request. When delivery method required, contact fuel supplier at airport.	

NOTES:

(a) 100LL (Blue) AVGAS, available in all NATO countries and at several locations in Canada. Use at 100/130 (Green) power settings.

(b) ASTM – American Society for Testing and Materials.

(c) U.S. Spec., MIL-DTL-83133 applies, CAN/CGSB 3.24 grade F-34, F-44.

(d) AKI=Anti-Knock Index.

(e) +100 additive = Thermal Stability Additive. NATO code S-1749

DND CONTRACT FUEL

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

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

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

Note 1: At civilian locations, the following services, although made available by the contractor, are not covered in the DND's Fuel Contract and shall be paid for by alternate means (e.g. credit card, cash) by the user:
Marshalling, chocking and chock removal.
Refuelling of aircraft by qualified personnel.
Placement and removal of ladder or stairs.
Fluids provided for the replenishment of aircraft Fluid Systems.
Replenishment of gaseous oxygen systems.
Cleaners provided for the cleaning of canopy or windscreen.
Positioning and operating of energizer or air start units for starting.
Towing if tow bar available.
Provide or arrange for de-icing of aircraft surfaces.
Provide or arrange for aircraft storage.

Note 2: Marshalling may not be available immediately, but may be provided on a requested basis, as availability of contractor personnel permits. Pilots must use discretion as to whether to manoeuver their aircraft unassisted or to wait till a marshaller is available.

A68 GENERAL

OIL:

CIVIL OIL LISTINGS
Oil grades available are shown as **OIL |** 65, 80 etc. **OIL |** All. Indicates all seasonal grades available.

MILITARY OIL LISTINGS
CANADA AND U.S. AVIATION OILS (MIL SPECS)

FLIP CODE	NATO CODE	GRADE	TYPE	SPECIFICATIONS
117	0-117	SAE 50	Lubricating Oil, Acft Piston Engine (Non dispersant mineral oil) SAE J 1966	SAE
123	0-123	SAE 40	Lubricating Oil, Acft Piston Engine (Ashless dispersant) SAE J 1899	SAE
128	0-128	SAE 60	Lubricating Oil, Acft Piston Engine (Ashless dispersant) SAE J 1899	SAE
132	0-132	1005	Jet Engine Oil	(MIL-L-6081)
133	0-133	1010	Jet Engine Oil	(MIL-L-6081)
148	0-148	3	Turbine Engine Oil (Synthetic Base)	(MIL-L-7808)
156	0-156	None	Turbo Prop/Turbo Shaft Engine Oil (Synthetic Base)	(MIL-L-23699)
163	0-163	4	Turbine Engine Oil (Synthetic Base)	(MIL-L-7808)

SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP). Normal operating hours 0800 to 1630 hrs Monday to Friday. Support is provided during non-duty hours on request.

SERVICING **(S)**

1. Storage available
2. Servicing/Minor repairs
3. Major repairs
4. Parking (Extended term)
5. Tie-Down facilities
6. Plug-in facilities
7. Pick-up/Drop-off only. No extended term parking

AIRCRAFT RESCUE AND FIRE-FIGHTING (ARFF)

STATUS (Participating or Designated)
CRITICAL CATEGORY (acft category will be referred to as category)
Availability of higher acft CAT for fire-fighting
Hrs of ops when less than H24

ARFF	DESIGNATED CAT 6 (CAT 7 1 hr PN) 1100-0500Z‡, O/T 519-452-4000 call out chg. Discrete emerg freq 122.675

NOTES

Participating and Designated airport or aerodrome.

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

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

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

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

ARFF Extinguishing Agent and Vehicle Requirements

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

Acft Category	Acft Overall Length	Maximum Fuselage Width	Quantity of water (in litres)	Quantity of Complementary agents (in kilograms)	Minimum Number of ARFF Vehicles	Total Discharge Capacity (in litres per minute)
1	less than 9 m	2 m	230	45	1	230
2	at least 9 m but less than 12 m	2 m	670	90	1	550
3	at least 12 m but less than 18 m	3m	1200	135	1	900
4	at least l8 m but less than 24 m	4 m	2400	135	1	1800
5	at least 24 m but less than 28 m	4 m	5400	180	1	3000
6	at least 28 m but less than 39 m	5 m	7900	225	2	4000
7	at least 39 m but less than 49 m	5 m	12 100	225	2	5300
8	at least 49 m but less than 61 m	7 m	18 200	450	3	7200
9	at least 61 m but less than 76 m	7 m	24 300	450	3	9000
10	at least 76 m	8 m	32 300	450	3	11 200

Military Airports

When published in this document, the ARFF services provided by the Department of National Defence (DND) are at least equivalent to those provided at civilian airports. DND ARFF Categories include interior fire-fighting and rescue capabilities whereas the Transport Canada ARFF requirements do not.

SUPPORTING FLUIDS, SYSTEMS AND OXYGEN **(SUP FL)**

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

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

JET AIRCRAFT STARTING UNITS **(JASU)** CANADA

CIVIL JASU

ELECTRICAL STARTING UNITS

10/15	1000/1500 amps

AIR STARTING UNITS

120/350	120 lbs/min at 350 psi

DND JASU

ELECTRICAL STARTING UNITS

FLIP code	output or description
CE 1	AC 115/200V 37.5 KVA 400 Hz 3 phase
CE 2	AC 120/208V 10 KW 400 Hz 3 phase
CE 3	AC 120/208V 15 KW 400 Hz 3 phase
CE 4	AC 120/208V 18 KVA 400 Hz 3 phase
CE 5	AC 120/208V 10 KVA 400 Hz 3 phase
CE 6	AC 120/208V 15 KVA 400 Hz 3 phase
CE 7	AC 115V 5 KVA 400 Hz 1 phase
CE 8	AC 115/200V 40 KVA 400 Hz 3 phase
CE 9	AC 120/208V 37.5 KVA 400 Hz 3 phase
CE 10	AC 115/200V 20 KVA 400 Hz 3 phase
CE 11	AC 120/208V 8.8 KVA 400 Hz 3 phase
CE12	AC 115/200V 140 KVA 400 Hz 3 phase
CE13	AC 115/200V 60 KVA 400 Hz 3 phase
CE 14	AC/DC 115/208V 60 KVA 400 Hz 3 phase 28 VDC 1500 amp
CE 15	DC 26-33V 500 amp CONTINUOUS 1100 amp INTERMITTENT
CE 16	DC 26-32V 500 amp CONTINUOUS 1500 amp INTERMITTENT (SOFT START)

AIR STARTING UNITS

CA 1	MA1A 36-45 PSIG, 82-90 lbs/min.
CA 2	ASA 45.5 PSIG, 116.4 lbs/min.
CA 3	MC11 4000 PSIG, 15 cu.ft. per min.

COMBINATION ELECTRICAL AND AIR STARTING UNITS

CEA1	AC 120/208V 60 KVA 400 HZ 3PH DC 28V 75 AMP AIR 47 PSIG, 112.5 lbs/min.
CEA2	AC 120/208V 75 KVA 400 HZ 3PH AIR 47 PSIG, 116.4 lbs/min.

JET AIRCRAFT STARTING UNITS **(JASU)** USAF/USN

USAF JASU

Absence of JASU designation indicates non-availability. For variations in technical data, refer to USAF T.O. 35-1-7.

ELECTRICAL STARTING UNITS

MD-3	AC:115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 1500 AMP, 45 KW, split bus
MD-3M	AC: 115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 500 AMP, 15 KW

AIR STARTING UNITS

MA-1A	82 lbs/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC-1	15 cfm, 3500 psia
MC-1 Modif	5000 cu in cap, 3500 psia, 15 cfm
MC-1A	15 cfm, 3500 psia
MC-2A	15 cfm, 200 psia

COMBINATION AIR AND ELECTRICAL STARTING UNITS

AM32A-60	AIR: 120+/- 4 lbs/min (1644 +/- 55cfm) at 49+/- 2 psia AC: 120/208V, 400 cycle, 3 phase, 75 KVA, 0.75 PF, 4 wire, 120V, 1 phase, 25 KVA DC: 28V, 500 AMP, 15 KW
AM32A-86	AC: 115/200V, 3 phase, 90 KVA, 0.8 PF, 4 wire DC: 28V, 1500 AMP, 72 KW (with TR pack)

NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU

ELECTRICAL STARTING UNITS

AM32A-108	DC:750 amp constant, 1000 amp intermittent, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz;
MMG-1/1A	DC:500 amp constant, 1000 amp intermittent, 28V; AC:60 KVA .8 P.F., 115/220V, 3 phase, 400 Hz; Input (AC): 220/400V, 3 phase, 60 Hz
MMG-2	DC:500 amp constant, 28V; AC:30 KVA .8 P.F., 115/200V, 3 phase, 400 Hz; Input (AC): 220/400V, 3 phase, 60 Hz
NC-8A/A1	DC:500 amp constant, 750 amp intermittent, 28V; AC:60 KVA, 115/200V, 3 phase, 400 Hz
NC-10A/A1/B/C	DC:750 amp constant, 1000 amp intermittent, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz

AIR STARTING UNITS

GTC/GTE-85	120 lbs per min at 45 psi

COMBINED AIR AND ELECTRICAL STARTING UNITS

AM47A-4	AIR:195 lbs/min. 75+/-5 psia or 120-127 lbs/min. 45 psia; AC:115/208V, 15 KW, 0.75 PF; DC:28V, 100 amp;

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

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

STARTER PROBES

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

MILITARY ADVISORY **(MIL ADV)**

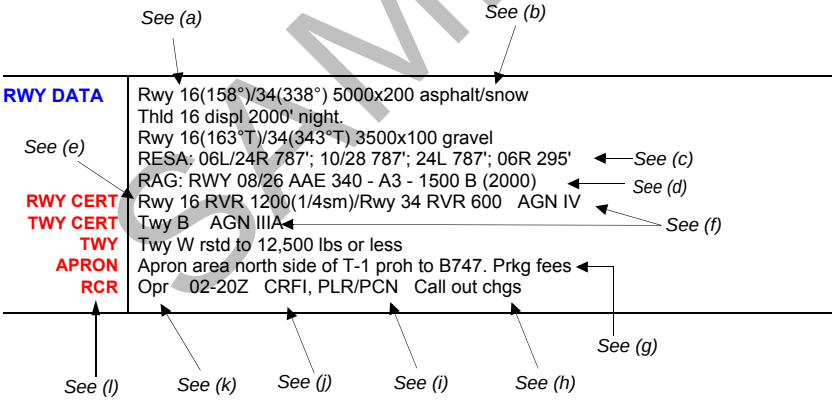
PRIVATE ADVISORY **(PVT ADV)**

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

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

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

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



(a) Rwy designation, actual magnetic or true bearing, length & width, type of surface, operational restriction.

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

(c) Dimension of the Runway End Safety Area applicable to the specified runway.

(d) Arrestor cable type.

(e) An entry of "RVR 1200(1/4sm)" indicates that the runway meets the requirements for runway and taxi operations below RVR 2600(1/2sm) down to and including RVR 1200(1/4sm).
An entry of "RVR 600" indicates that the runway meets the requirements for runway and taxi operations below RVR 1200(1/4sm) down to and including RVR 600.
NOTE: For the purpose of aircraft taxiing only, an RVR 600 visibility condition equates to a reported ground visibility of 1/8sm.
An entry of "Day only" indicates that the specified level of service is only approved for day operations.
An entry of "Night only" indicates that the specified level of service is only approved for night operations.
The absence of "Day only" or "Night only" indicates that the level of service is approved for both day and night operations.

If no runway visibility range (RVR) is published for the runway, then the operations are limited to a visibility of 2600(1/2sm) and above.

Where required, special reduced/low visibility restrictions or procedures for pilots will be published in the appropriate aeronautical publication(s). Runways certified for reduced visibility procedures (RVR 2600(½ sm) down to and including RVR 1200(¼ sm) do not necessarily require special pilot procedures and may not have special procedures published.

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

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

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

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

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

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

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

See the following table for Taxiway AGN.

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

(f) An Aircraft Group Number is used to communicate the maximum aircraft wingspan and approach speed category for the part of a certified aerodrome (airport) that is assessed.

(g) Where "Prkg fees" is listed, the aerodrome operator charges a fee to all users who park at the aerodrome. The exact fee can be established by contacting the operator.

(h) Where "Call out chgs" is listed, the aerodrome operator charges a fee to all users who make use of one or more services at the aerodrome. The exact fee can be established by contacting the operator.

(i) For civil aerodromes, indicates PLR and/or PCN information is available from the operator. ACN/PCN for military aerodromes; actual PCN values and/or Mil Rwy Bearing Capacity Codes may be listed. Where PLR/PCN (or ACN/PCN) is not indicated, it means that the aerodrome surfaces have not been assessed. If an aircraft weight restriction is desirable in these cases, a statement restricting runways to aircrafts of certain weights may be listed, e.g., Rwy 28 restricted to aircrafts of a GTOW of under 7000 lbs.

(j) Canadian Runway Friction Index availability (see table).

(k) Agency and telephone number if different from operator.

(l) Runway Condition Report. The organization that is capable of providing the condition of the runway.

HELI DATA

At all heliports the safety area is an obstacle free area that is considered non-supporting and no surface type will be indicated.

At elevated or rooftop heliports the FATO may be non-supporting and will be indicated if the condition exists.

Heliport Data will be published based on three possible scenarios:

1. FATO & TLOF (where FATO and TLOF are embedded): FATO dimensions and surface type, TLOF dimensions and surface type. May be followed by Safety Area dimensions.

Example:

HELI DATA	FATO 85' dia CONC TLOF 30' dia CONC Safety Area 144' x 100'

2. FATO/TLOF (where FATO and TLOF are coincidental [same size]): FATO/TLOF dimensions and surface type. May be followed by Safety Area dimensions.

Example:

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

3. FATO where TLOF is not coincidental: FATO dimensions and surface type. May be followed by Safety Area dimensions.

Example:

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

The above dimensions may be followed by:

- Heliport restrictions and maximum helicopter overall length
- Parking Pad dimensions, surface type, and pad restrictions
- Type of elevated heliport where applicable

Example:

HELI DATA	FATO 85' dia CONC TLOF 30' dia CONC Safety Area 144' x 100' 20,500 lbs Max heli overall length 57' Parking Pad 1: 30' dia ASPH 11,400 lbs Parking Pad 2: 40' dia METAL 20,500 lbs Parking Pad 3: 40' dia GRASS 11,400 lbs

CANADIAN ARRESTING SYSTEMS

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

(a) CABLE

(i) Bi-Directional

BAK-12	Rotary Friction Brake
AAE 44B-3H	Water Twister
*AAE 340-A3-1000	Water Squeezer
*AAE 340-A3-1500	Water Squeezer
BLISS 500S	Rotary Friction Brake

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

(ii) Uni-Directional

E-5	Chain Type

(b) BARRIER

(i) Bi-Directional

NIL

(ii) Uni-Directional

MA-1A	Webb barrier between stanchions attached to a chain energy absorber. Designed primarily for main strut engagement but tests reveal successful hook back-up capability.

(c) BARRIER/CABLE

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

FOREIGN ARRESTING SYSTEMS

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

A76 GENERAL

(a) CABLE

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

(b) BARRIER

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

(c) BARRIER/CABLE
Nil.

(d) The following devices are used in conjunction with some aircraft arresting system:
BAK-11 Pop-up engaging device with a mechanical energy absorber (BAK-9, BAK-12) to engage main landing struts.
BAK-14 A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request.

AIRCRAFT OPERATING FLIGHT MANUAL

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

LOCATION OF ARRESTING SYSTEMS

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

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

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

MILITARY RUNWAY WEIGHT BEARING CAPACITY CODES

NOTE: Military aerodromes only.

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

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

A78 GENERAL

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

1. The ACN/PCN system is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 lbs (5700 kg).
2. Aircraft Classification Number (ACN) is an indicator of the weight of an aircraft relative to a pavement. ACN values for C.F. aircraft are available in applicable Aircraft Operating Instructions (AOI's). By comparing the ACN to the PCN one can determine if an aircraft of specific mass should operate on a particular section of pavement. Provided the ACN is less than or equal to the PCN of the aircraft, unlimited use is permitted. When the ACN exceeds the PCN, criteria are established for controlling overload operations.
3. Pavement Classification Number (PCN) is established by an engineering assessment expressing the load capacity of a pavement for unrestricted operations. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five part code (i.e. PCN 80 R/B/W/T). Details of the coded format are as follows:
   (1) The PCN NUMBER - The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to the tire pressure code limitation (para 4).
   (2) The type of pavement:
   R - Rigid
   F - Flexible
   (3) The pavement subgrade category:
   A - High
   B - Medium
   C - Low
   D - Ultra-low
   (4) The maximum allowable tire pressure is reported by either:
   W - Unlimited, no tire pressure limitation
   X - High, limited to 1.75 MPa 254 psi
   Y - Medium, limited to 1.25 MPa 181 psi
   Z - Low, limited to 0.50 MPa 73 psi
   (5) Pavement evaluation method:
   T - Technical evaluation
   U - By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

NOTE: ACN/PCN values are depicted in this publication for military aerodromes only. For other aerodromes, contact the operator.

AIRCRAFT LOAD RATING/PAVEMENT LOAD RATING (ALR/PLR) SYSTEM

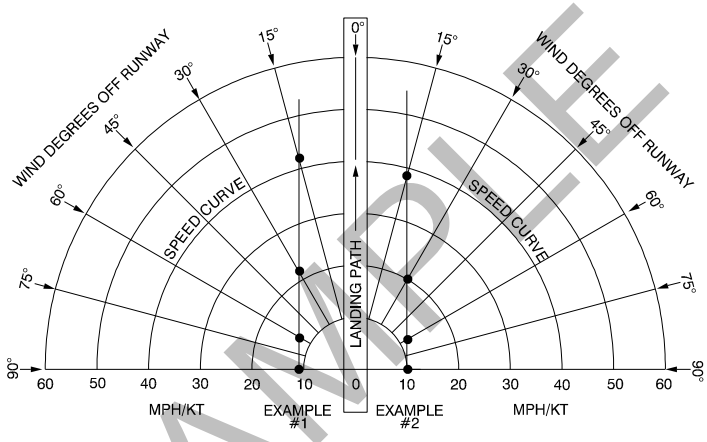
The Aircraft Load Rating/Pavement Load Rating (ALR/PLR) system for reporting runway pavement strengths is based on Transport Canada's design procedures for airfield pavements. From a pavement structural viewpoint, an aircraft can operate on an airport pavement provided that the Aircraft Load Rating (ALR) is equal to or less than the Pavement Load Rating (PLR) and the tire pressure of the aircraft does not exceed the tire pressure restriction (if any) assigned to the pavement. For information regarding PLR values, contact the airport operator.

CROSS-WIND LANDING LIMITATIONS – LIGHT AIRCRAFT

Approximately 10% of all aircraft accidents involving light aircraft in Canada are attributed to pilot failure to compensate for cross-wind conditions on landing.

Aircraft of United States manufacture are designed to withstand groundlooping tendencies on landing in 90-degree cross-winds up to a velocity equal to 0.2 (20 per cent) of their stalling speed.

This information in conjunction with the known stalling speed of a particular aircraft makes it possible to use the cross-wind component graph printed below to derive a "**general rule**" for most light aircraft manufactured in the United States. Aircraft Owner's Manual may give higher or limiting cross-winds. Examples of the method used in this interpolation are shown below:



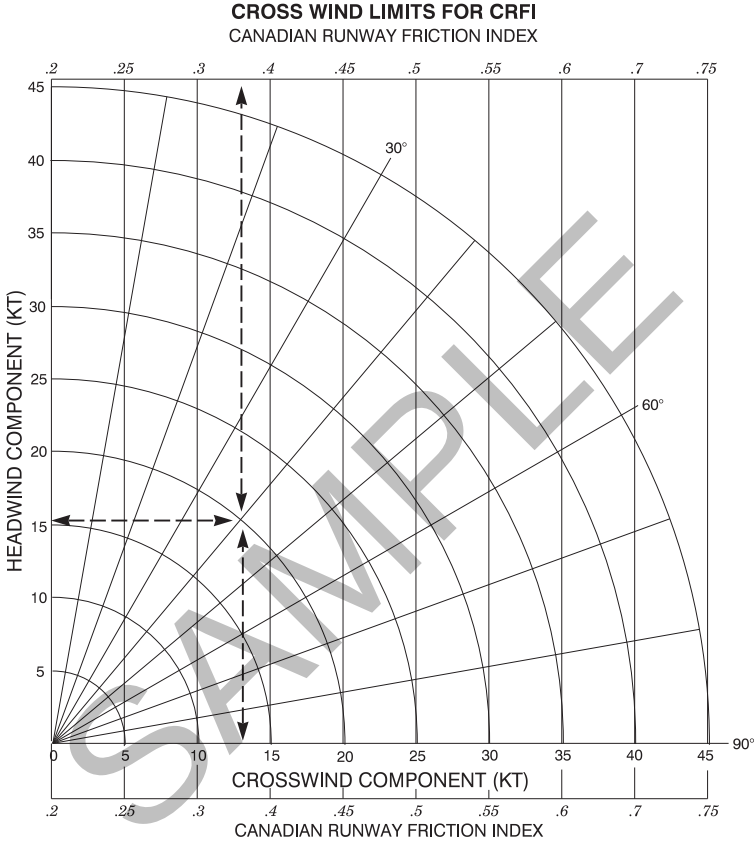
EXAMPLE #1 – Aircraft with a stalling speed of 60 MPH.

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

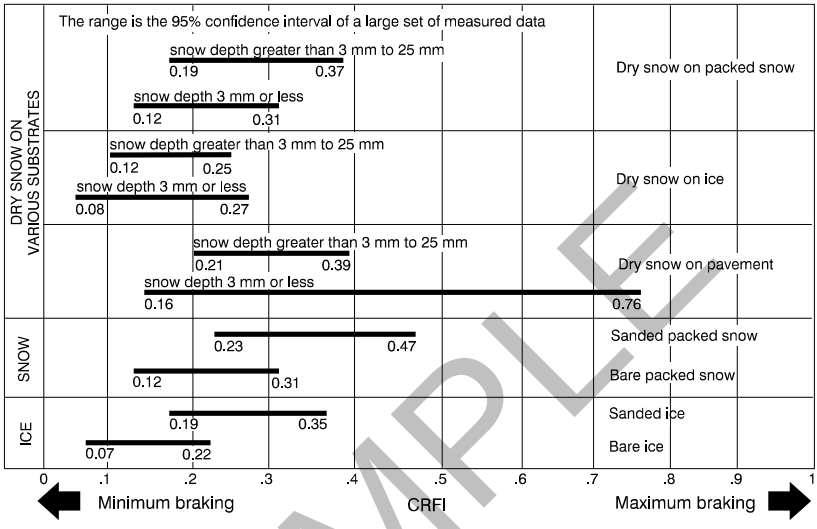
EXAMPLE #2 – Aircraft with a stalling speed of 50 Kt.

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

CROSS WIND LIMITS FOR CRFI



RUNWAY SURFACE CONDITION (RSC) AND CRFI EQUIVALENT



MINIMUM AND MAXIMUM CRFIs FOR VARIOUS SURFACES

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

AIRCRAFT MOVEMENT SURFACE CONDITION REPORTS

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

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

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

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

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

A NOTAMJ (AMSCR NOTAM) is provided when:

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

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

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

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

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

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

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

Application of the Canadian Runway Friction Index (CRFI).

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

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

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

Application of the Canadian Runway Friction Index (CRFI)

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

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

LIGHTING

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

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

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

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

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

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

VASIS & PAPI-Apch angle shown when different than 3°; Operational dist from Thld shown when less than 4NM

Aircraft Radio Control of Aerodrome Lighting

AIRCRAFT RADIO CONTROL OF AERODROME LIGHTING (ARCAL)

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

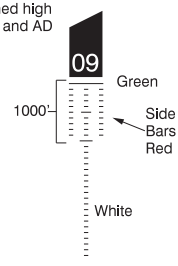
NOTE: Some systems will indicate when the duration period is over by flashing once, then remaining on for a further 2 minutes before extinguishing completely. Other systems offer no indication that the period is ending. The control system may operate H24 or between sunset and sunrise.

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

APPROACH LIGHTING

AC CENTRE ROW

CATEGORY II
HIGH INTENSITY
(Combined high intensity and AD system)



MINIMUM LENGTH 2400'

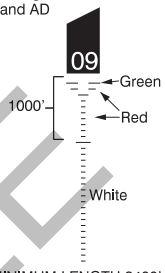
AD CENTRE ROW

LOW INTENSITY

MINIMUM LENGTH 2400'

AE CENTRE ROW

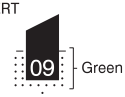
CATEGORY I
HIGH INTENSITY
(Combined high intensity and AD system)



MINIMUM LENGTH 2400'

AF CENTRE ROW

MODIFIED CALVERT
HIGH INTENSITY
(Combined high intensity and AD system)

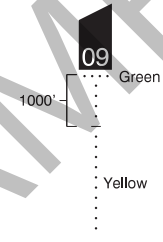


NOTE:
Threshold outline in GREEN at DND Bases only.

MINIMUM LENGTH 2400'
SF lights may or may not be installed in outer 2000'

AJ CENTRE ROW

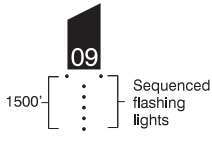
LOW INTENSITY



MINIMUM LENGTH 2400'
SF lights may or may not be installed in outer 2000'

AO ODALS

OMNI-DIRECTIONAL
APPROACH LIGHTING
SYSTEM



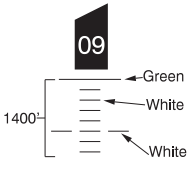
STANDARD LENGTH 1500'

AR MALS

MEDIUM
INTENSITY
APPROACH
LIGHT
SYSTEM

AW SSALS

HIGH INTENSITY



STANDARD LENGTH 1400'

AS RUNWAY THRESHOLD IDENTIFICATION LIGHTS

(UNI-DIRECTIONAL
FLASHING STROBE
LIGHTS)

AZ VISUAL ALIGNMENT GUIDANCE SYSTEM AND RUNWAY IDENTIFICATION LIGHTS

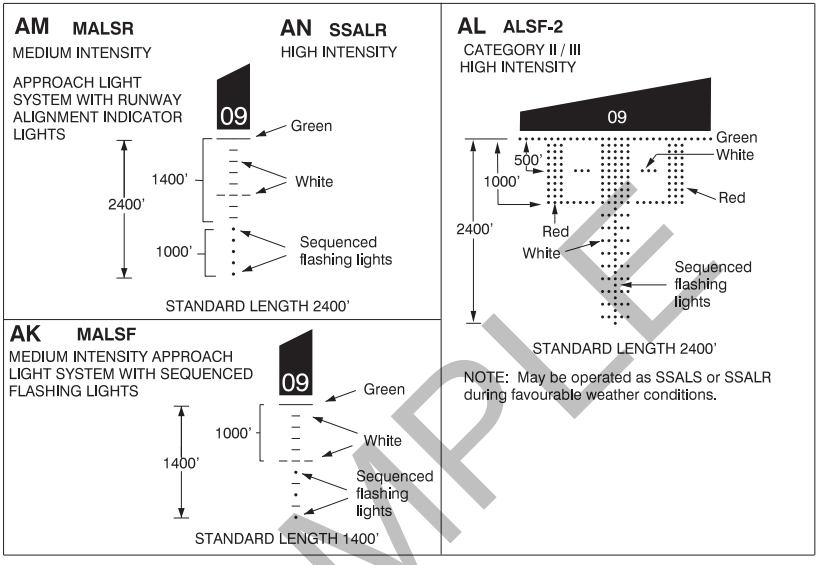
(UNI-DIRECTIONAL ROTATING
BEAMS CREATING FLASHING
EFFECT)

SF

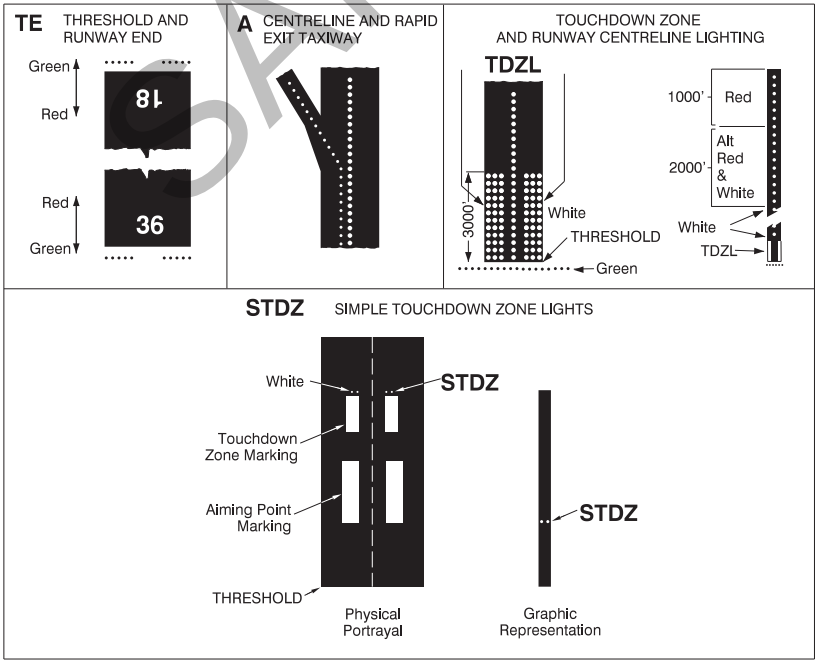
Sequenced flashing strobe lights installed in the approach lighting at some aerodromes. System includes runway identification lights.

LIGHTING SYMBOLS **NOT** SHOWN TO SCALE ON SKETCHES

APPROACH LIGHTING



THRESHOLD AND RUNWAY LIGHTING



RUNWAY LIGHTING CODES

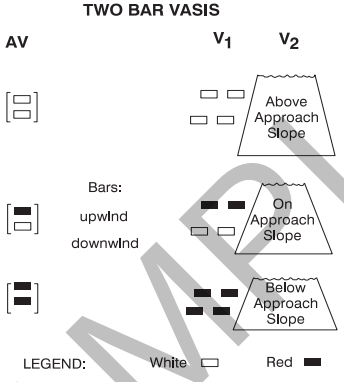
T	By itself indicates green threshold lights.	**TDZL**	Touchdown zone lighting.
LO	Low intensity runway lights.	**STDZ**	Simple touchdown zone lighting.
ME	Medium intensity runway edge lights, variable 3 settings.	**CL**	Centreline lighting. High intensity, variable 5 settings.
HI	High intensity runway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

VISUAL GLIDE SLOPE INDICATORS (VGSI)

VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS) Ⓥ

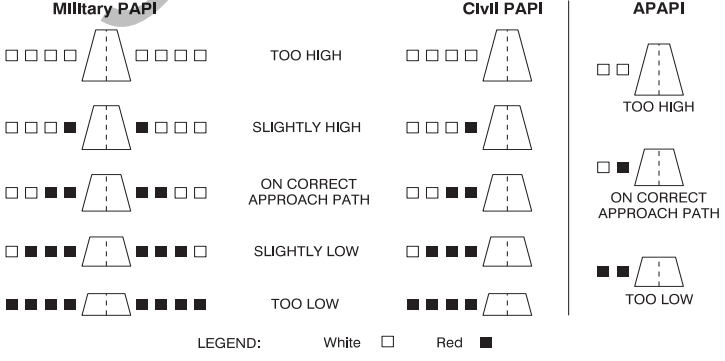
BARS MAY BE LOCATED ON EITHER OR BOTH SIDES OF THE RUNWAY (Ref TC AIM AGA).

V_1 2 - BAR VASIS for aircraft with eye-to-wheel height up to 10' (DC-3 and smaller).
V_2 2 - BAR VASIS for aircraft with eye-to-wheel height up to 25' (DC-8 and smaller).
AV AVASIS - Abbreviated VASIS for aircraft with eye-to-wheel height up to 10' (shown in brackets, 2 light units).



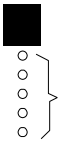
PRECISION APPROACH PATH INDICATOR (PAPI) Ⓟ

P_1 PAPI for aircraft with eye-to wheel height up to 10'.
P_2 PAPI for aircraft with eye-to-wheel height up to 25'.
P_3 PAPI for aircraft with eye-to-wheel height up to 45'.
A_P APAPI - Abbreviated PAPI for aircraft with eye-to-wheel height up to 10'.



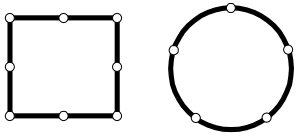
HELIPORT LIGHTING

DR- Approach and Departure Direction Lights (optional)



5 yellow or white omni-directional or sequenced flashing lights used to help avoid obstructions or noise sensitive areas.

RY- Touchdown and lift off area (TLOF) yellow perimeter lights

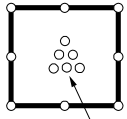


RF- Touchdown and lift off area (TLOF) floodlighting

NOTE: Perimeter lighting or reflective tape may be added to floodlighting

RW- Final Approach and Take-off Area (FATO)

White or Green



Aiming point marked with red lights

INTENSITY/TYPE

TLOF/FATO edge lights
LO - Low intensity
ME - Medium intensity (variable 3 settings)
HI - High intensity (variable 3 settings)

Floodlighting
FH - High Mount
FL - Low Mount
FP - Floodlighting Portable

RR- Retro-reflective markers
LED- Light Emitting Diodes

COMMUNICATIONS (COMM)

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

FREQUENCIES:

A frequency followed by an "X" means the frequency can be requested through the control agency under which it is listed. If there are other limitations placed upon availability of frequencies, these will be indicated. Frequencies published followed by the letter "T" or "R" indicate that the facility will only transmit or receive respectively on that frequency; when followed by the letter "P" the frequency is a back-up for precision approach radar (see "NAVIGATION" section for this legend). When VHF frequencies are quoted to three places of decimals it indicates 25KHZ separation. HF frequencies used by the Canadian Flight Service Stations are capable of SSB J3E emission only. Frequencies printed in bold type indicate a high altitude frequency (starting at FL180 and above, unless otherwise indicated).

EMERGENCY FREQUENCIES:

Within this Supplement emergency frequencies are listed within this directory as (V) indicating 121.5 (U) indicating 243.0 and (E) indicating 121.5 and 243.0.

All services bilingual

Bilingual services at these facilities

COMM	(bil)
RADIO	(bil) 122.2 236.1 (E) (emerg only 867-979-5685)
RCO	Goose rdo 126.9 (RAAS) 126.7 (FISE)
DRCO	Goose rdo 126.9 (RAAS) 126.7 (FISE) 236.1 (FISE)
ATIS	114.8 124.6 1-877-517-ATIS (2847)
CLNC DEL	121.4
APRON	122.4
GND	121.9
GND ADV	121.9
TWR	118.7 124.0 (inbound) 226.5
MF	radio 118.7 04-12Z‡ 5NM 3100 ASL (CAR 602.98)
ATF	unicom ltd hrs O/T tfc 122.8 5NM 4000 ASL
TML	(bil) 124.65 **134.475**
ARR	(bil) 120.8 352.7
DEP	(bil) 120.5 363.8
VFR ADV	terminal 125.2
PAL	Sumspot Ctr 125.9 308.3
UNICOM	122.8
APRT RDO	122.1 (V) 14-06Z‡
A/G	4895
MIL	Wing Ops 264.6
VDF	118.7
UDF	227.6 (U)
INTL AIR	6350 (Selcal)
AWOS	124.7
LWIS	128.7
AUTO	122.025
PMSV	344.6

"call sign"

International Air Carrier

SUMSPOT CENTRE

127.0 133.675 **132.175** 132.475 **132.475**

Sault Ste. Marie 132.65 **134.425** **227.3** 344.5

Peripheral station

Bold indicates High Altitude frequency (starting at FL180 and above, unless otherwise indicated).

Light type indicates Low Altitude frequency

SUMSPOT FSS – RCO

Moosonee 122.5 (RAAS) 12-02Z‡ (N51 17 W80 38)
Muskoka 122.3 (RAAS) (N44 58 W79 18)

PACIFIC RADIO – RCO (KAMLOOPS FIC)

Abbotsford 122.5 (FISE) 126.7 (bcst) (N49 02 W122 22)
Bella Bella (Campbell Island) 126.7 (FISE) (N52 11 W128 09)

CALL SIGN:

The aerodrome name as published in the CFS is used to form the call sign of an associated ground station. When the aerodrome name is different from the community (location) name, it is published following the community name and separated by an oblique (/). For unique cases where the call sign is different from the aerodrome name, the call sign will be added before the frequency.

Where "tfc" (traffic) is indicated (after the call sign in unique cases), a ground station may not necessarily exist. An advisory broadcast transmission should be made in this instance.

FLIGHT ADVISORY AND INFORMATION SERVICE:

NAV CANADA operates flight service stations and flight information centres that provide flight advisory and information services to enhance flight safety and efficiency. These services are obtained by calling the appropriate FSS or FIC followed by the word RADIO. The services provided by FSSs and FICs are listed below. Details concerning these services are presented in TC AIM RAC.

(a) Flight service stations and flight information centres **(RADIO)**

FSSs are located at selected aerodromes across Canada. They provide airport advisory service, vehicle control service and VHF direction finding. These services are primarily intended for the arrival and departure phases of a flight to an aerodrome within an MF area, and for transit through an MF area, served by an FSS.

FICs are established at various locations across Canada. They provide pilot briefing service, flight information service en route (FISE), aeronautical broadcast service, VFR flight plan alerting service and flight regularity message service. These services are intended for pre-flight planning and for the en route phase of flight.

FSSs and FICs provide alerting emergency assistance service and NOTAM information service. Selected units may also provide remote aerodrome advisory service (RAAS), vehicle advisory service and weather observation service.

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

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

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

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

NOTE: See TC AIM RAC for details.

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

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

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

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

Activation of the DRCO - Pilot Procedures

(i) Select the published RCO frequency on the aircraft radio transceiver.

(ii) Key the radio microphone distinctly 4 times in a row, with no more than 1 second between each keying. If the keying procedure is successful, the pilot will hear a dial tone, signalling pulses (e.g., touch tones), and finally a ringing signal (see Note).
If the keying procedure has been successful, but the line is not available, the equipment will automatically disconnect, and the message "Try Again" will be broadcast.

(iii) Wait for the DRCO equipment to answer with the pre-recorded voice message "Link Established". This reply confirms that the phone link with ATS has been established. The pilot must now initiate the radio conversation as per standard radiotelephony practices e.g., "Quebec Radio, this is CESSNA GOLF ALFA DELTA TANGO, over". It is important to note that the ATS Specialist may be performing other duties (e.g., working on another frequency or taking a weather observation) and may not be able to acknowledge the pilot's radio call right away.

(iv) The RCO line can only be disconnected by the ATS unit.

(v) A "Call Terminated" message indicates that the telephone line has been inadvertently disconnected.

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

(i) the RCO is not within the radio range of the aircraft's transceiver; or

(ii) the RCO line has already been opened, and there is a pause in the communication between the pilot of another aircraft and the ATS unit. The pilot may assume that the line is open and attempt to initiate communications with ATS.

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

MANDATORY FREQUENCY **(MF):**

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

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

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

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

An MF area will be established at an aerodrome if the traffic volume and mix of aircraft traffic at that aerodrome is such that there would be a safety benefit derived from implementing MF procedures. There may or may not be a ground station in operation at the aerodrome for which the MF area has

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

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

Pilots must still adhere to CAR 602.100 to 602.103 inclusive.

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

AERODROME TRAFFIC FREQUENCY **(ATF):**

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

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

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

MF/ATF INITIAL CONTACT ON ARRIVAL:

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

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

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

These procedures should also apply to aerodromes with ATF frequency.

UNCONTROLLED AERODROMES WITHOUT A PUBLISHED **ATF**:

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

UNICOM:

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

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

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

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

(b) UNICOM operators meet the training requirements stipulated under CAR 804.01(1)(c) or the applicable exemption.

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

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

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

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

AIRPORT RADIO **(APRT RDO):**

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

SOARING ACTIVITIES:

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

MILITARY FLIGHT ADVISORY UNIT (MFAU):

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

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

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

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

NAVIGATION (NAV)

Elevation (ASL) of navigational facility antenna when available

Subject to unscheduled outages without NOTAM

Auxiliary code

Non NAV CANADA/DND facility

NAV	
NDB	X 385 (TL) N43 44 17 W79 34 18 Pvt Unmonitored
	UPLANDS (YUP) 352 (M) N45 13 45 W75 29 36
VOR/DME	YYZ 112.15 Ch 58(Y) N43 39 29 W79 37 54 (541´)
VORTAC	SSM 112.2 Ch 59 N46 24 43 W84 18 53 (1770´)
DME	PLL 110.75 Ch 44(Y) N53 18 37 W110 04 53 (2210')
TACAN	UMJ Ch 36 N50 19 51 W105 33 43
ILS	IOW 109.5 (Rwy 07-25) RVR
PAR	119.0 134.1 226.3 289.4 304.6 341.3 378.5 352 (E)

Second rwy indicates back course capability

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

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

LISTING OF NAVIGATION FACILITIES

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

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

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

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

AUXILIARY CODES:

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

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

PRECISION APPROACH RADAR **(PAR):**

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

PROCEDURES (PRO)

PRO	Arr 2000 ASL, dep 1500 ASL. Ski ops proh.
HELI	Use Heli routes as depicted on Montréal VTPC or as directed by ATC.
NOISE	Noise Operating Criteria (CAR 602.105): A. Rwy 11 preferential. B. Dep rwy 29: climb on rwy centreline til 1000 ASL. C. Touch & go landings rwy 29 are not permitted btwn 23-06 (lcl time). Noise Restricted Runway (CAR 602.106): Circuits rwy 29, climb on rwy centreline, left turn to follow the P-line & route 337 til abeam shopping centre, then left turn downwind for circuit rwy 29.

Helicopter procedures — *Noise Operating Criteria/ Noise Restricted Runway*

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

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

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

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

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

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

Heliport Classification:

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

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

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

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

PRO	Arr/dep 053° & 233° fr heli, slope 16% (H2) Arr/dep 270° to 040°, slope 4.5% (H1) Arr/dep 105° fr heli, slope 6% (H3), day use only Arr/dep 356° fr heli, slope 12% (H2), day/night use Arr/dep 140° fr heli, slope 12% (H2), NVIS rqrd for night use (CAR 602.96)

CAUTION

Brief information describing conditions of a permanent (90 days or more) nature, regarding aeronautical facilities or hazards, knowledge of which is essential for the safe operation of aircraft.

PLANNING
TABLE OF CONTENTS

FLIGHT PLAN / FLIGHT ITINERARY

The following lists the order of filing:

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

* Not required in an ICAO flight plan/flight itinerary.

MIL: Flights originating from locations where no DND flight planning facilities are available will file the NAV CANADA Canadian Flight Plan and Flight Itinerary form as described herein.

See TC AIM RAC Flight Planning for detailed instructions in completing the NAV CANADA form.

VFR POSITION REPORTS

Reports not required (except ADIZ reports) but will assist search and rescue if needed. Report to a Flight Information Centre or a Flight Service Station. In uncontrolled airspace report on the published FISE frequency and also broadcast on 126.7.

1. Identification
2. Position
3. Time over
4. Altitude
5. VFR Flight Plan
6. Destination

IFR POSITION REPORTS

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

* If providing position reports via Automatic Dependant Surveillance (ADS) it is not necessary to indicate the type of flight plan.

** If the time estimate for the next applicable reporting point differs from the previously reported estimate by three minutes or more, a revised estimated time should be notified as soon as possible to the appropriate Air Traffic Services (ATS) unit.

CONTENTS OF AN ARRIVAL REPORT

1. The aircraft registration mark, flight number or radio call sign
2. The type of flight plan or flight itinerary
3. The departure aerodrome
4. The arrival aerodrome
5. The date and time of arrival

PIREP

1. Location of phenomena in relation to NAVAID or aerodrome or coordinates and time
2. Altitude
3. Aircraft type
4. Cloud (Base, Amount, Top)
5. Temperature
6. Wind direction and speed
7. Turbulence (intensity, type, altitude)
8. Icing (intensity, type, altitude)
9. Remarks

EQUIPMENT PREFIXES AND SUFFIXES

AIRCRAFT

/H – HEAVY, to indicate an aircraft type with a maximum certificated takeoff mass of 136,000 kg (300,000 lbs) or more.

/M – MEDIUM, to indicate an aircraft type with a maximum certificated takeoff mass of less than 136,000 kg (300,000 lbs) but more than 7,000 kg (15,500 lbs).

/L – LIGHT, to indicate an aircraft type with a maximum certificated takeoff mass of 7,000 kg (15,500 lbs) or less.

Separate the type of aircraft and wake turbulence category from the COM/NAV equipment by a hyphen (-), then, following the COM/NAV suffixes add a forward slash (/) and denote the SSR equipment.

(a) **COM/NAV equipment**

INSERT one letter as follows:

N – if no COM/NAV approach aid equipment for the route to be flown is carried, or the equipment is unserviceable

or

S – if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

and/or

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available (see Note 6):

A	GBAS landing system	L	ILS
B	LPV (APV with SBAS)	M1	ATC SATVOICE (INMARSAT)
C	LORAN C	M2	ATC SATVOICE (MTSAT)
D	DME	M3	ATC SATVOICE (Iridium)
E1	FMC WPR ACARS	O	VOR
E2	D-FIS ACARS	P1	CPDLC RCP 400
E3	PDC ACARS	P2	CPDLC RCP 240
F	ADF	P3	SATVOICE RCP 400
G	(GNSS) (see Note 2)	P4-P9	Reserved for RCP
H	HF RTF	R	PBN approved (see Note 4)
I	Inertial Navigation	S	Standard Equipment (see Note 1)
J1	CPDLC ATN VDL Mode 2 (see Note 3)	T	TACAN
J2	CPDLC FANS 1/A HFDL	U	UHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	V	VHF RTF
J4	CPDLC FANS 1/A VDL Mode 2	W	RVSM approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	X	MNPS approved
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Y	VHF with 8.33 kHz channel spacing capability
J7	CPDLC FANS 1/A SATCOM (Iridium)	Z	Other equipment carried or other capabilities (see Note 5)
K	(MLS)		

Any alphanumeric characters not indicated above are reserved.

EQUIPMENT PREFIXES AND SUFFIXES (Cont'd)

NOTES:

1. If the letter S is used standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

2. ICAO: If the letter "G" is used, the types of external GNSS augmentation, if any, are specified in "Other Information" following the indicator NAV/ and separated by a space.

   Canadian: When using the letter "G" on an IFR flight plan, the GNSS receiver must be approved in accordance with the requirements specified in AIP Canada (ICAO) ENR 4.3. IFR-certified receivers are not mandatory for VFR flights. Pilots are encouraged to use the letter "G" on VFR flight plans when using any type of GNSS to assist VFR navigation.

3. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

4. If the letter R is used, the performance based navigation levels that can be met are specified in "Other Information" following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

5. If the letter "Z" is used, specify in "Other Information" the other equipment carried, or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.

6. Capabilities comprise the presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with flight crew qualifications and, where applicable, authorization from the appropriate authority.

Surveillance equipment and capabilities

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

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

SSR Modes A and C

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

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

SSR Mode S

E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability

L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

P Transponder - Mode S, including pressure-altitude transmission, but not aircraft identification capability

S Transponder - Mode S, including both pressure-altitude and aircraft identification capability

X Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

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

EQUIPMENT PREFIXES AND SUFFIXES (Cont'd)

ADS-B

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

ADS-C

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

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

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

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

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

ALTRV: for a flight operated in accordance with an altitude reservation.
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority.
FFR: for fire-fighting.
FLCTK: for a flight check for calibration of NAVAIDs.
HAZMAT: for a flight carrying hazardous material.
HEAD: for a flight with Head of State status.
HOSP: for a medical flight declared by medical authorities.
HUM: for a flight operating on a humanitarian mission.
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft.
MEDEVAC: for a life critical medical emergency evacuation.
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace.
SAR: for a flight engaged in a search and rescue mission.
STATE: for a flight engaged in military, customs or police services.

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

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

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

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

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

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

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

USE OF TRANSPONDER CODES

IFR:

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

VFR:

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

Code 1400, for operation above 12,500 ASL.

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

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

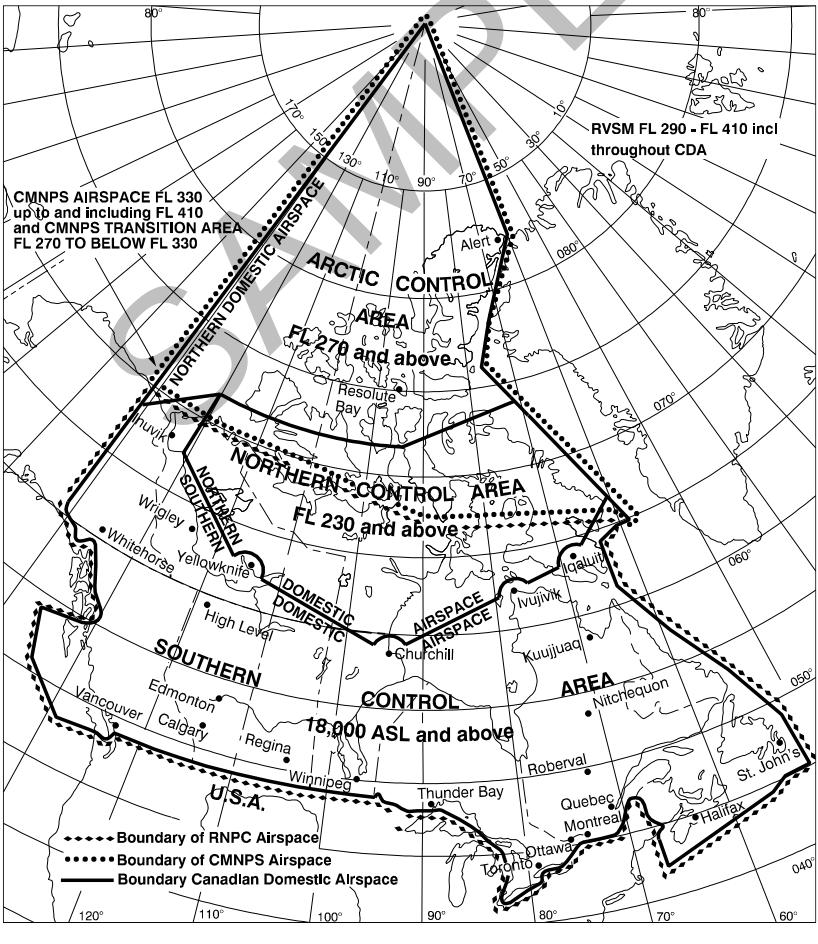
CAUTION: Pilots should select transponder codes with care so as to avoid inadvertent selection of emergency codes.

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

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PLAN

1. The ESCAT rules will only be implemented in times of crisis and war, and restrictions to aircraft movements will not be imposed for any greater time or degree than is necessary to meet the military tactical requirements. When the plan is implemented it applies to all Canadian airspace. The total plan including wartime air traffic priority numbers and ESCAT zones are contained in a joint DND/TC publication.
2. When notified that ESCAT is in effect, pilots of aircraft operation into or over Canada or planning to operate into or over Canada shall:
   (a) comply with instructions from ATC units to change course or altitude, or to land;
   (b) include the appropriate Wartime Air Traffic priority number when filing flight plans and obtain approval from an appropriate ATC unit prior to take-off; and
   (c) make position reports as required by the instrument flight rules and/or as directed in applicable Command/Group Squadron Orders.

CANADIAN AIRSPACE BOUNDARIES



NOTE:

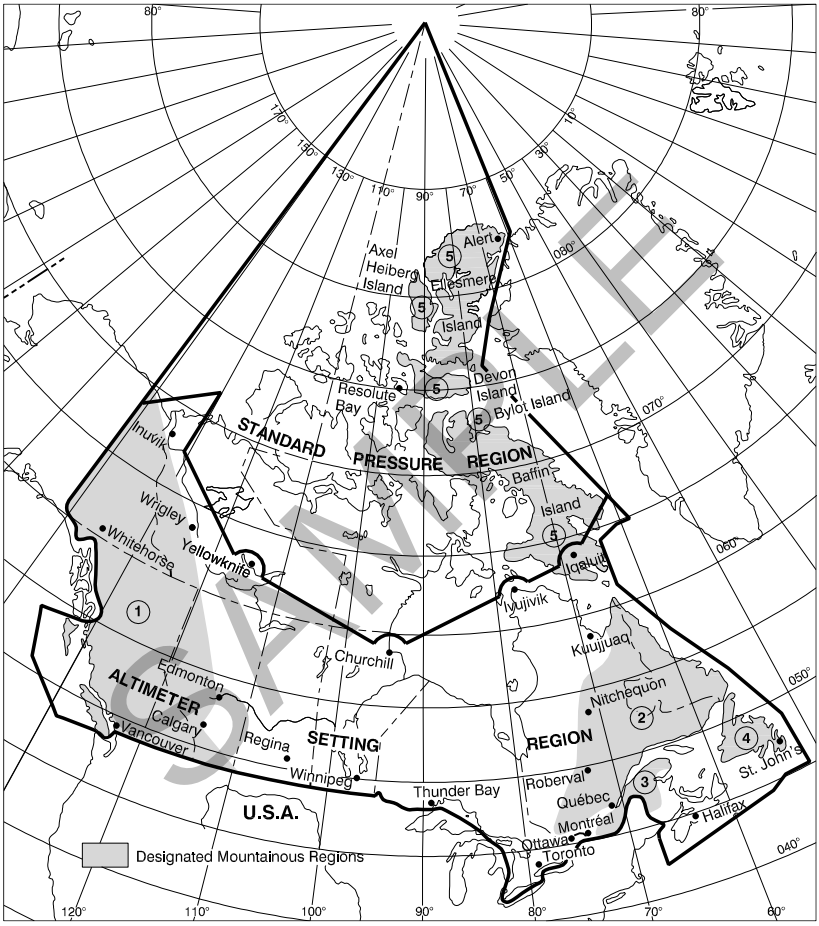
- Only aircraft certified by state of registry as meeting Minimum Navigation Performance Specifications (MNPS) of either the North Atlantic (NAT) or Canada will be permitted to operate within the designated CMNPS airspace, unless the appropriate Air Traffic Control Unit indicates that the aircraft in question can be accommodated without penalizing CMNPS certified aircraft.

  See TC AIM RAC for details.

- Reduced Vertical Separation Minimum (RVSM)

  See TC AIM RAC for details.

ALTIMETER SETTING AND DESIGNATED MOUNTAINOUS REGIONS



Aircraft flying IFR in Designated Mountainous Regions outside of designated airways/air routes shall be flown at an altitude of at least 2000 feet above the highest obstacle within 5NM of the aircraft when in areas 1 & 5, or 1500 feet in areas 2, 3 & 4. Refer to Designated Airspace Handbook for the official area definitions.

CHARACTERISTICS OF AIRSPACE

CLASSIFICATION OF AIRSPACE

For further information regarding Canadian Airspace see the Transport Canada publication, the *Designated Airspace Handbook (DAH), TP 1820E*.

Class "A" Airspace (IFR)

Controlled high level airspace within which only IFR flight is permitted. ATC separation is provided to all aircraft. The vertical dimensions of Class A airspace are as follows:

Southern Control Area–18,000 ASL to FL600 inclusive
Northern Control Area–FL230 to FL600 inclusive
Arctic Control Area–FL270 to FL600 inclusive

Class "B" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted. All controlled low level airspace above 12,500 ASL or at and above the MEA, whichever is higher, up to but not including 18,000 ASL. ATC separation is provided to all aircraft.

Control zones and associated terminal areas may also be classified as Class B airspace.

Class "C" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights require a clearance to enter. ATC separation is provided for all IFR aircraft and, as necessary to resolve possible conflicts, between IFR and VFR aircraft.

Control zones and associated terminal areas may also be classified as Class C airspace.

Class "D" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights must establish two-way communication with the appropriate ATC agency prior to entering the airspace. ATC separation is provided only to IFR aircraft.

Control zones and associated terminal areas may also be classified as Class D airspace.

Class "E" Airspace (IFR and VFR)

All high level controlled airspace above FL600. Also, low level airways, low level fixed RNAV routes, control area extensions, transition areas or control zones established without an operating control tower may be classified Class E airspace.

Class "F" Airspace (IFR and VFR)

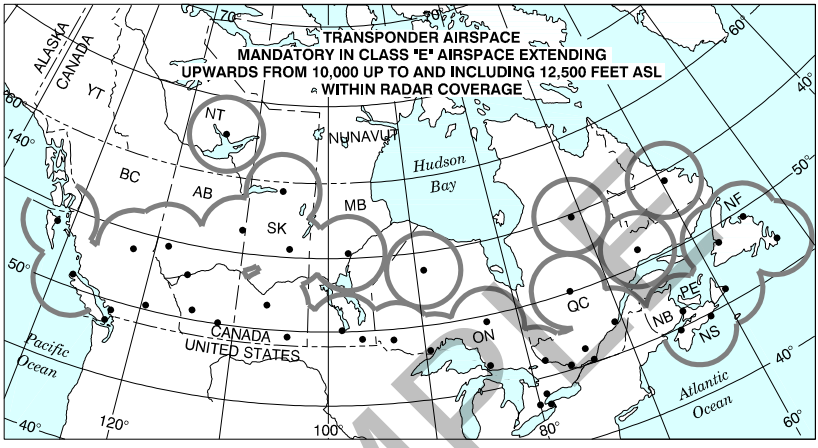
Airspace of specified dimensions. Class F airspace may be restricted airspace or advisory airspace, military operations areas or danger areas, and can be controlled airspace, uncontrolled airspace, or a combination of both.

Class "G" Airspace (IFR and VFR)

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

CHARACTERISTICS OF AIRSPACE – Cont'd

TRANSPONDER AIRSPACE



TRANSPONDER REQUIREMENTS

Aircraft are required to be equipped with a functioning transponder incorporating an automatic pressure altitude reporting device when operating in the following airspace:

a) all Class A airspace;

b) all Class B airspace;

c) all Class C airspace; and

d) all Class D and Class E airspace that is specified as "Transponder Airspace" in the *Designated Airspace Handbook (DAH TP 1820E)*, as follows:

I. Class D TCAs and/or Class D CZs at the following aerodromes:

i. Vancouver, BC CZ
ii. Abbotsford, BC TCA
iii. Kelowna, BC Class D CAE,
iv. Fredericton, NB CZ, and
v. Halifax/Stanfield Intl, NS TCA and CZ;

II. Class E airspace of defined dimensions at the following aerodromes:

i. Victoria, BC
ii. Vancouver, BC
iii. Abbotsford, BC
iv. Christina Lake, AB
v. Conklin, AB
vi. Fort MacKay/Albian, AB
vii. Fort MacKay/Firebag, AB
viii Fort MacKay/Horizon, AB
ix. Fort McMurray/Mildred Lake, AB
x. Kirby Lake, AB
xi. Primrose, AB
xii. Regina, SK
xiii. Saskatoon/John G. Diefenbaker, SK
xiv. Thunder Bay, ON
xv. Toronto, ON

xvi Montréal (Mirabel), QC

xvii Moncton, NB

xviii Gander, NL

xix St. John's, NL

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

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

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

CONTROLLED LOW LEVEL AIRSPACE

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

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

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

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

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

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

CRUISING ALTITUDES & FLIGHT LEVELS APPROPRIATE TO AIRCRAFT TRACK

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

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

CHARACTERISTICS OF AIRSPACE – Cont'd
WEATHER MINIMA VFR FLIGHT

AIRSPACE	VFR WEATHER MINIMA	
CONTROL ZONES	- FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500´ VERTICALLY - DISTANCE FROM GROUND OR WATER: 500´ VERTICALLY	
CONTROL AREAS	- FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500´ VERTICALLY	
UNCONTROLLED AIRSPACE	1000 AGL OR ABOVE	- FLIGHT VIS: NOT LESS THAN 1 MILE DAY, 3 MILES NIGHT - DISTANCE FROM CLOUD: 2000´ HORIZONTALLY AND 500´ VERTICALLY
	BELOW 1000 AGL	- FLIGHT VIS: 2 MILES DAY (AEROPLANES), 1 MILE DAY (HELICOPTERS) (SEE NOTE), 3 MILES NIGHT - CLEAR OF CLOUD

NOTE: Aircraft may be operated below 1000 AGL in uncontrolled airspace during the day, in visibilities less than 2 miles for aeroplanes and 1 mile for helicopters, where they are authorized to do so in an air operator certificate, a private operator certificate or a flight training unit operator certificate - helicopter, as applicable.

SPECIAL VFR (Control zones only)

	Flight visibility and ground visibility when reported
All aircraft except rotorcraft	1 mile
Rotorcraft	1/2 mile

NOTES:

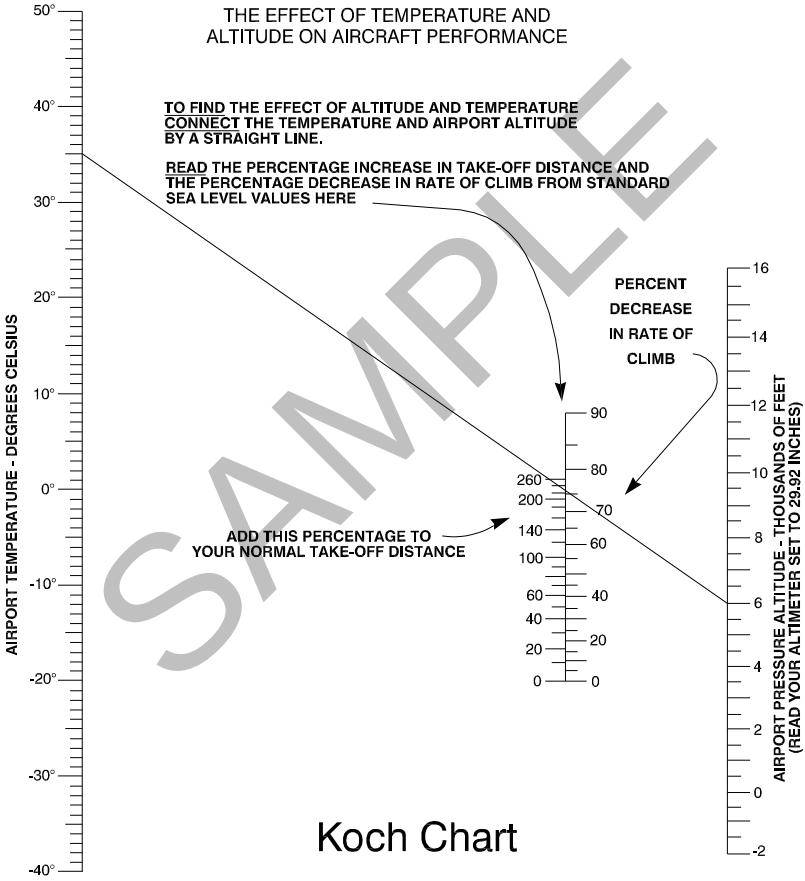
1. All aircraft including helicopters, must be equipped with a radio capable of communicating with the ATC unit and maintain a listening watch with the ATC unit.
2. Aircraft must operate clear of cloud and within sight of the ground at all times.
3. Helicopters should operate at such reduced airspeeds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

CHARACTERISTICS OF AIRSPACE – Cont'd

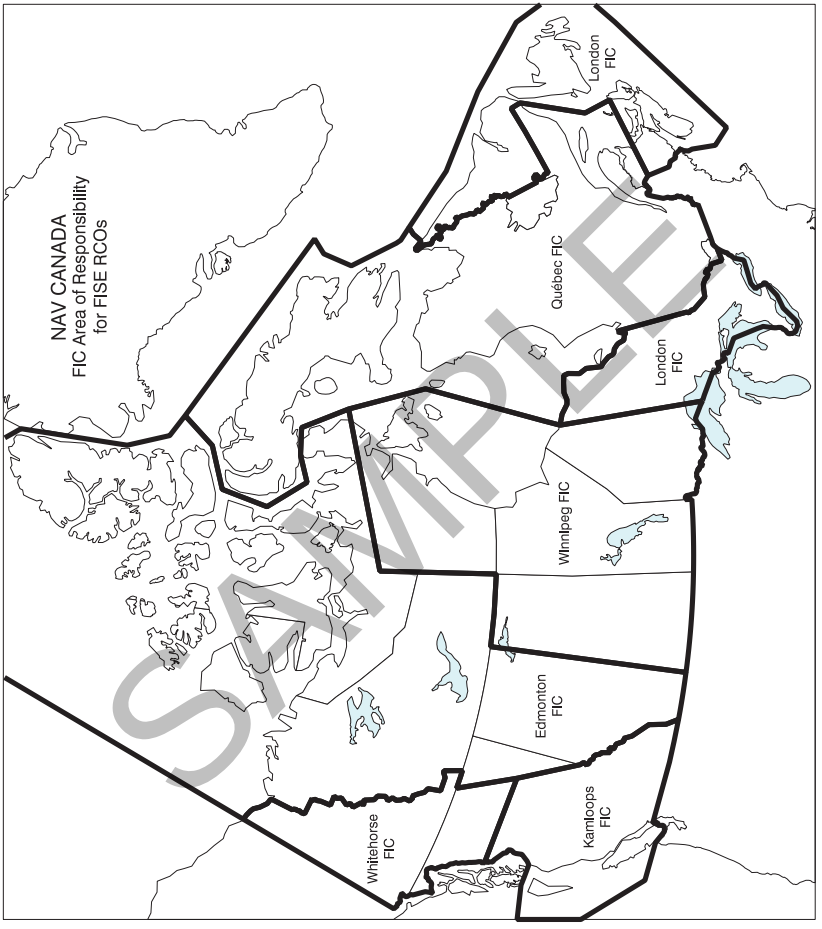
VFR FLIGHT PLANS / ITINERARIES

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

KOCH CHART



NAV CANADA FIC AREA OF RESPONSIBILITY FOR FISE RCOs

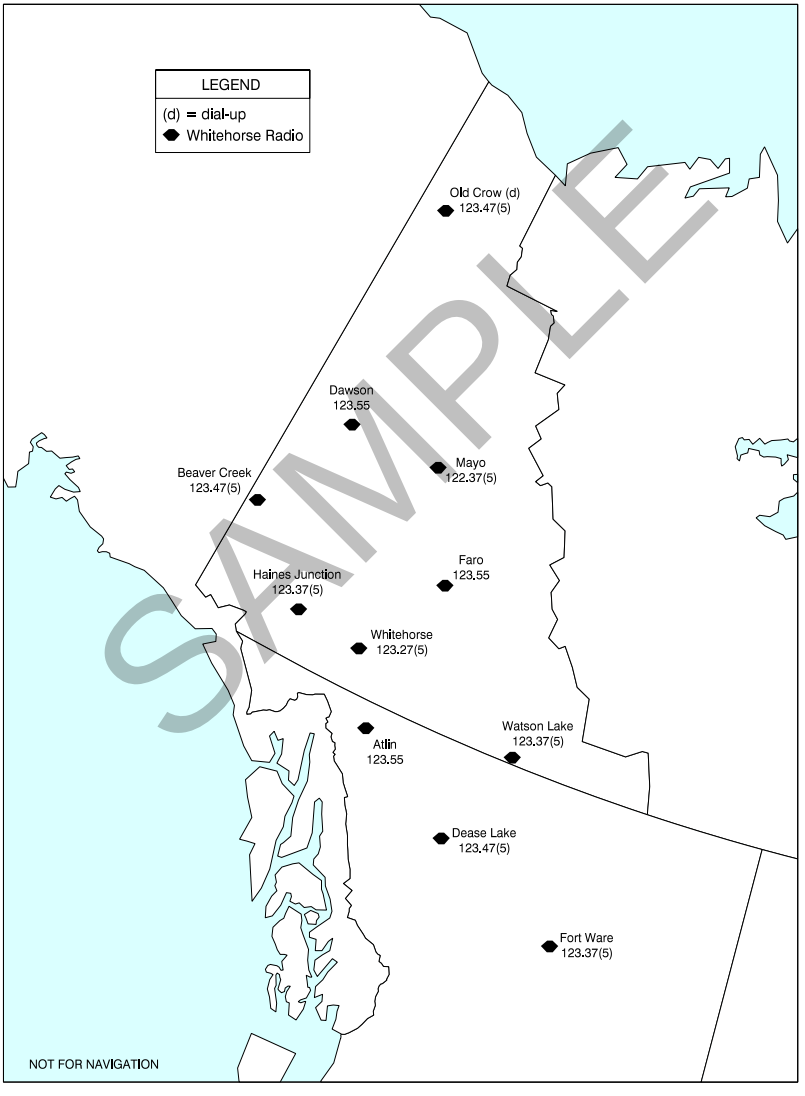


WHITEHORSE FIC FISE RCOs

(Call-Sign WHITEHORSE RADIO)

Atlin 123.55 (FISE) 126.7 (bcst) (N59 35 W133 43)
Beaver Creek 123.475 (FISE) 126.7 (bcst) (N62 03 W140 35)
Dawson 123.55 (FISE) 126.7 (bcst) (N63 52 W138 57)
Dease Lake 123.475 (FISE) 126.7 (bcst) (N58 26 W130 02)
Faro 123.55 (FISE) 126.7 (bcst) (N62 15 W133 19)
Fort Ware 123.375 (FISE) 126.7 (bcst) (N57 25 W125 38)
Haines Junction 123.375 (FISE) 126.7 (bcst) (N60 50 W137 30)
Mayo 122.375 (FISE) 126.7 (bcst) (N63 55 W135 23)
Old Crow 123.475 (FISE) 126.7 (bcst) DRCO (N67 34 W139 50)
Watson Lake 123.375 (FISE) 126.7 (bcst) (N60 05 W128 51)
Whitehorse 123.275 (FISE) 126.7 (bcst) (E) (N60 43 W135 04)

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

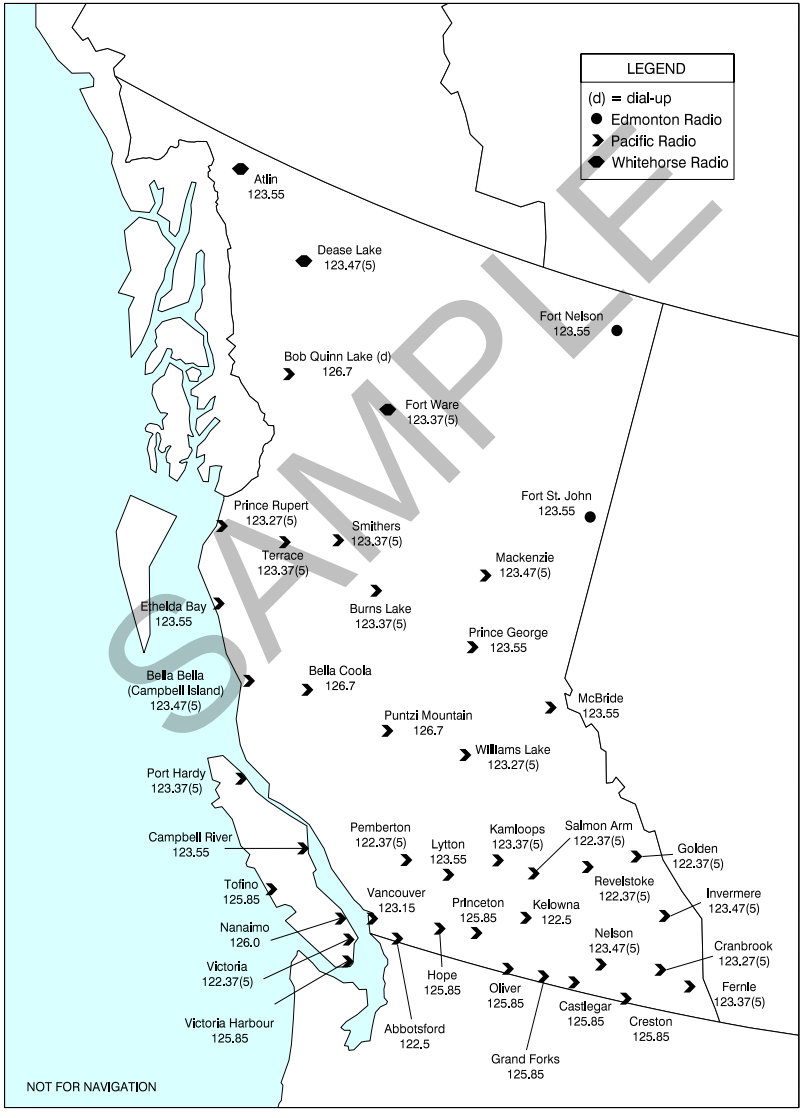


KAMLOOPS FIC FISE RCOs

(Call-Sign PACIFIC RADIO)

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

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

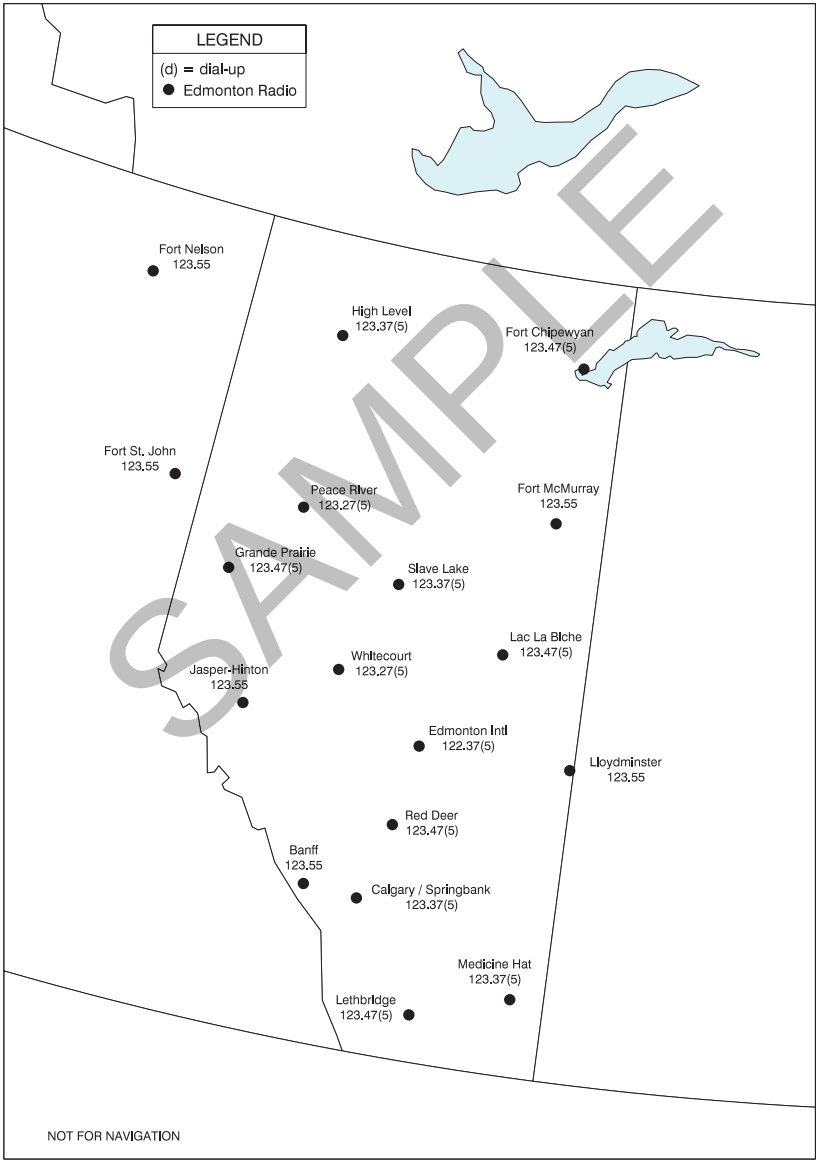


EDMONTON FIC FISE RCOs SOUTH OF 60°N

(Call-Sign EDMONTON RADIO)

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

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



EDMONTON FIC FISE RCOs NORTH OF 60°N

(Call-Sign EDMONTON RADIO)

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

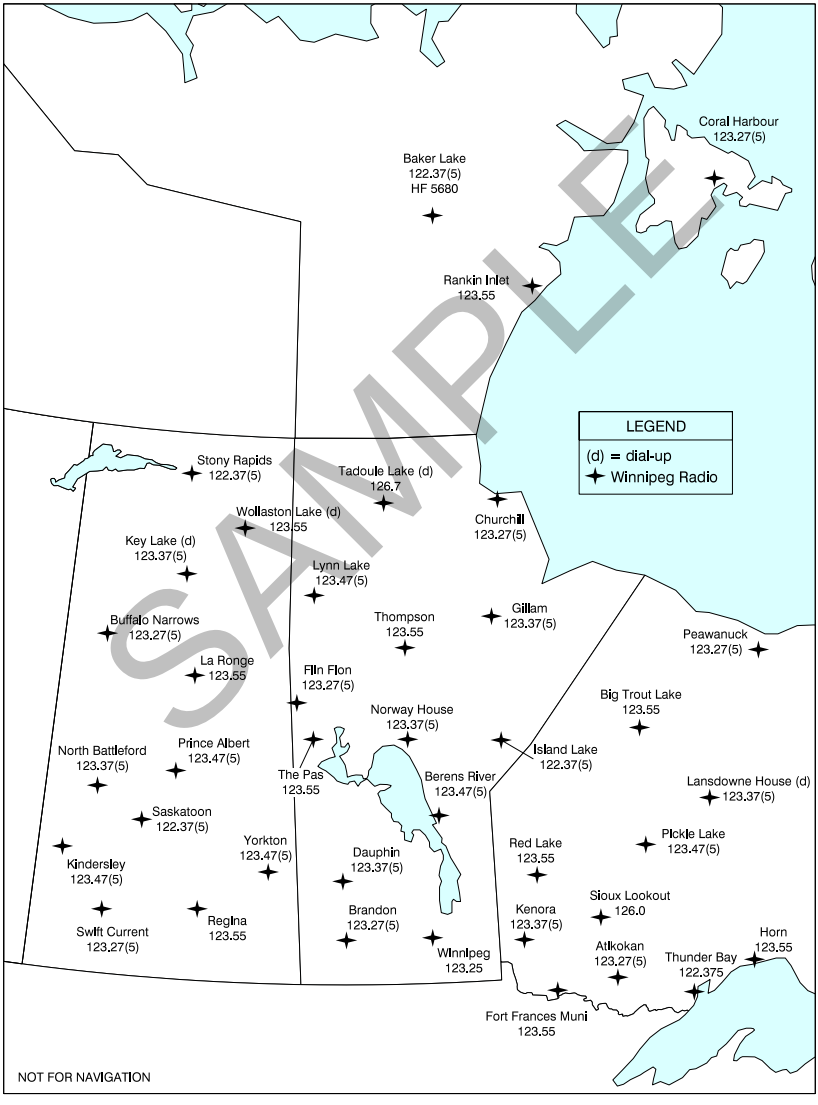
EDMONTON FIC FISE RCOs NORTH OF 60°N (Cont'd)
(Call-Sign EDMONTON RADIO)

WINNIPEG FIC FISE RCOs

(Call-Sign WINNIPEG RADIO)

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

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



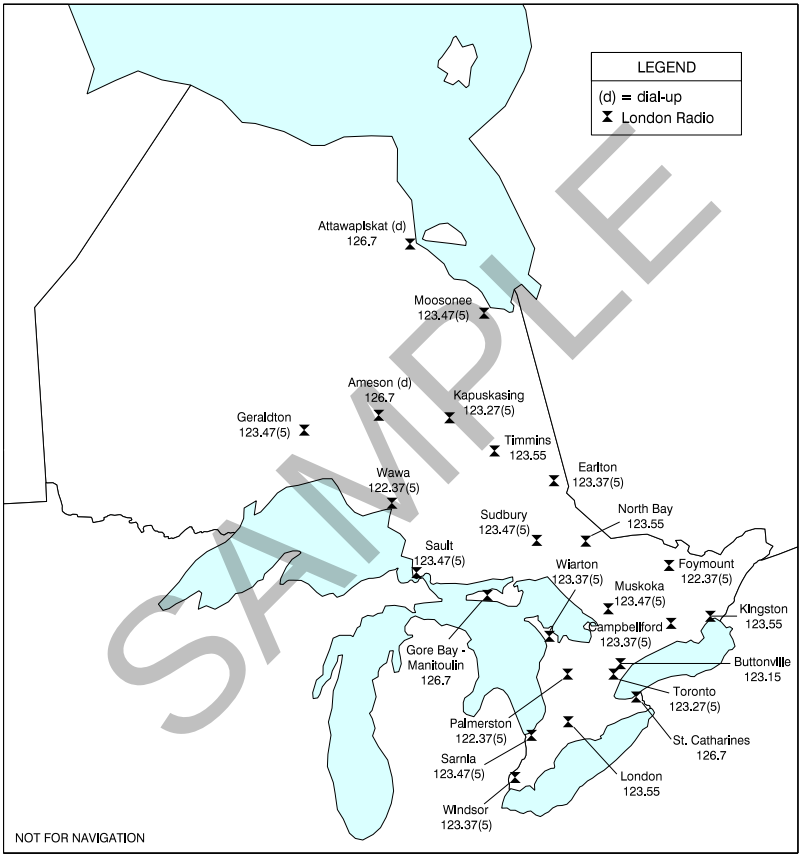
LONDON FIC FISE RCOs - ONTARIO

(Call-Sign LONDON RADIO)

(emerg only 519-452-4049)

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

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



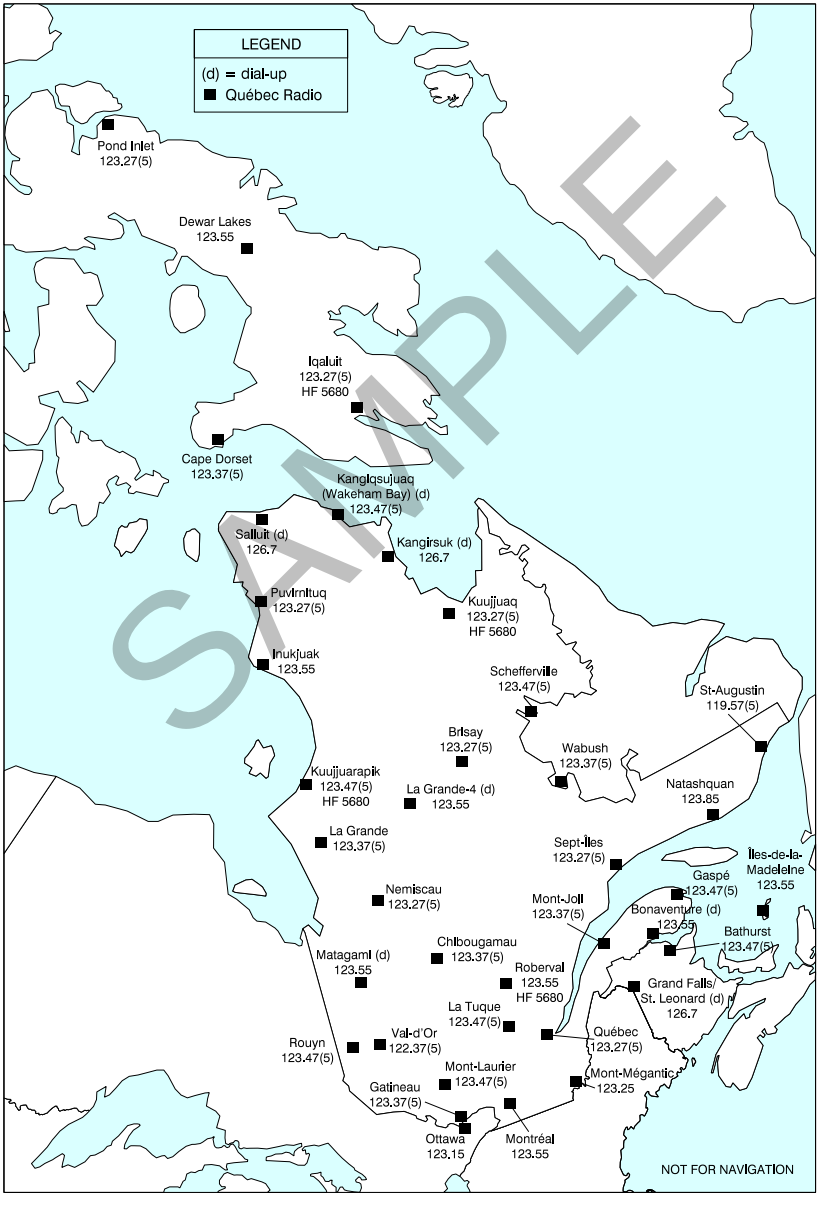
QUÉBEC FIC FISE RCOs

(Call-Sign QUÉBEC RADIO)

(emerg only 418-871-7464)

Bathurst 123.475 (FISE) 126.7 (bcst) RCO (N47 37 W65 44)
Bonaventure 123.55 (FISE) DRCO (N48 08 W66 07)
Brisay 123.275 (FISE) 126.7 (bcst) RCO (N54 23 W70 35)
Cape Dorset 123.375 (FISE) 126.7 (bcst) (N64 14 W76 32)
Charlo (U) (N47 59 W66 20)
Chibougamau 123.375 (FISE) 126.7 (bcst) (N49 47 W74 32)
Dewar Lakes 123.55 (FISE) 126.7 (bcst) (N68 39 W71 14)
Gaspé 123.475 (FISE) 126.7 (bcst) (N48 47 W64 29)
Gatineau 123.375 (FISE) (N45 31 W75 34)
Grand Falls/St. Leonard 126.7 (FISE) DRCO (N47 05 W67 46)
Îles-de-la-Madeleine 123.55 (FISE) 126.7 (bcst) (N47 22 W61 54)
Inukjuak 123.55 (FISE) 126.7 (bcst) (N58 27 W78 07)
Iqaluit 123.275 (FISE) 5680 (FISE) 126.7 (bcst) (N63 45 W68 33)
Kangiqsujuaq (Wakeham Bay) 123.475 (FISE) 126.7 (bcst) DRCO (N61 35 W71 56)
Kangirsuk 126.7 (FISE) DRCO (N60 01 W70 00)
Kuujjuaq 123.275 (FISE) 126.7 (bcst) 5680 (N58 06 W68 26)
Kuujjuarapik 123.475 5680 (FISE) 126.7 (bcst) (N55 17 W77 46)
La Grande 123.375 (FISE) 126.7 (bcst) (N53 38 W77 42)
La Grande-4 123.55 (FISE) 126.7 (bcst) DRCO (N53 52 W73 25)
La Tuque 123.475 (FISE) 126.7 (bcst) (N47 25 W72 46)
Matagami 123.55 (FISE) 126.7 (bcst) DRCO (N49 46 W77 48)
Mont-Joli 123.375 (FISE) 126.7 (bcst) (N48 37 W68 12)
Mont-Laurier 123.475 (FISE) (N46 32 W75 49)
Mont-Mégantic 123.25 (FISE) RCO 126.7 (bcst) (N45 27 W71 07)
Montréal 123.55 (FISE) 126.7 (bcst) (N45 29 W73 46)
Natashquan 123.85 (FISE) 126.7 (bcst) (N50 11 W61 49)
Nemiscau 123.275 (FISE) 126.7 (bcst) (N51 44 W76 06)
Ottawa 123.15 (FISE) 126.7 (bcst) (N45 19 W75 40)
Pond Inlet 123.275 (FISE) 126.7 (bcst) (N72 42 W77 57)
Puvirnituq 123.275 (FISE) 126.7 (bcst) RCO (N60 03 W77 17)
Québec 123.275 (FISE) 126.7 (bcst) (N46 47 W71 23)
Roberval 123.55 5680 (FISE) 126.7 (bcst) (N48 31 W72 16)
Rouyn 123.475 (FISE) 126.7 (bcst) (N48 12 W78 50)
St-Augustin 119.575 (FISE) 126.7 (bcst) (N51 13 W58 40)
Salluit 126.7 (FISE) DRCO (N62 11 W75 40)
Schefferville 123.475 (FISE) 126.7 (bcst) (N54 49 W66 46)
Sept-Îles 123.275 (FISE) 126.7 (bcst) (N50 13 W66 16)
Val-d'Or 122.375 (FISE) 126.7 (bcst) (N48 03 W77 47)
Wabush 123.375 (FISE) 126.7 (bcst) (N52 55 W66 52)

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



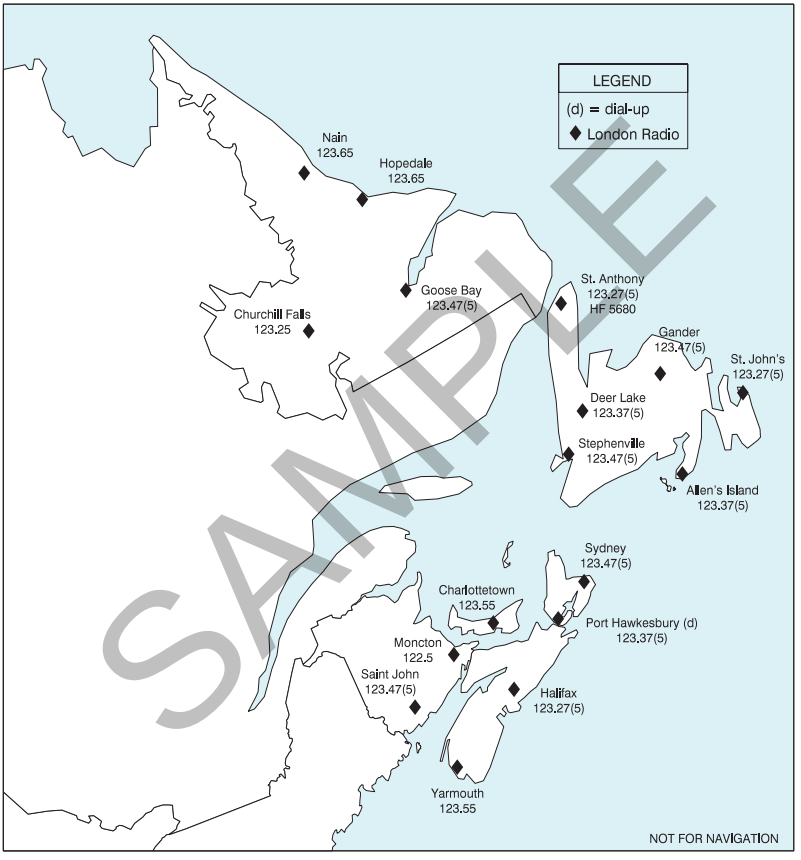
LONDON FIC FISE RCOs - ATLANTIC REGION

(Call-Sign LONDON RADIO)

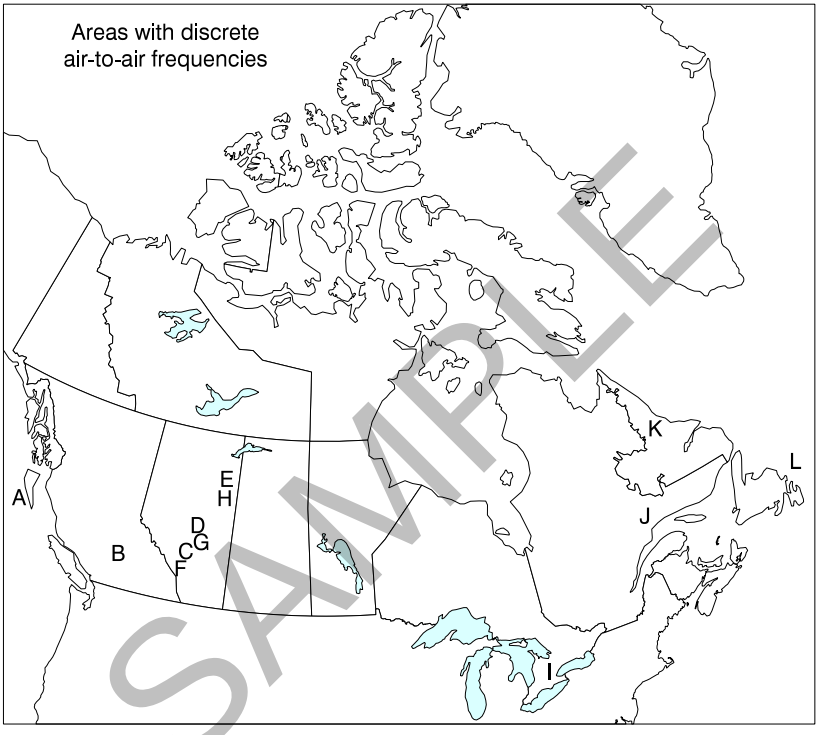
(emerg only 902-873-3227)

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

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



AREAS WITH DISCRETE AIR-TO-AIR FREQUENCIES



LEGEND

British Columbia

A - Special Radio Procedures in the Vicinity of the Haida Gwaii (Queen Charlotte Islands)

B - VFR Common Air-to-Air Traffic Frequency for Fraser River Corridor

Alberta

C - Cremona Common Frequency Area

D - Edmonton City ATF Common Frequency Area

E - North Oil Sands ATF Area

F - Pigeon Common Frequency Area

G - Red Deer Common Frequency Area

H - South Oil Sands ATF Area

Ontario

I - Toronto Common Frequency Areas and VFR Transit Routes

Quebec

J - ATF Corridor Sept-Îles to Lourdes-de-Blanc Sablon

Newfoundland and Labrador

K - ATF Corridor Nain to Mary's Harbour

L - Offshore Air Traffic Activity East of St. John's NL, FL55 and below

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

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

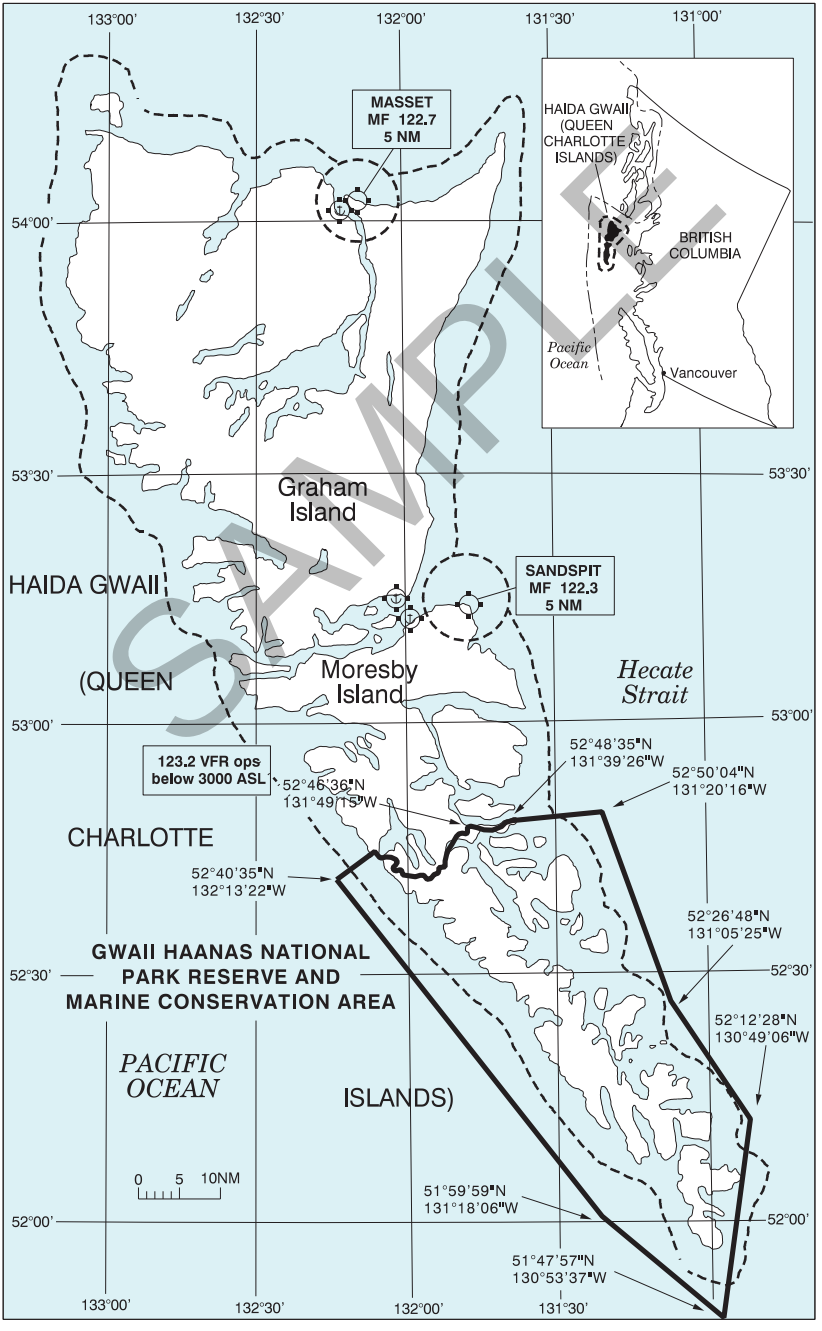
123.2 - Below 3000 ASL while over or within 3 miles of the Haida Gwaii (Queen Charlotte Islands), unless an ATF frequency is already published in the CFS/CWAS.

126.7 - Enroute traffic 3000 ASL or above.

122.3 - Within the Sandspit (CYZP) MF.

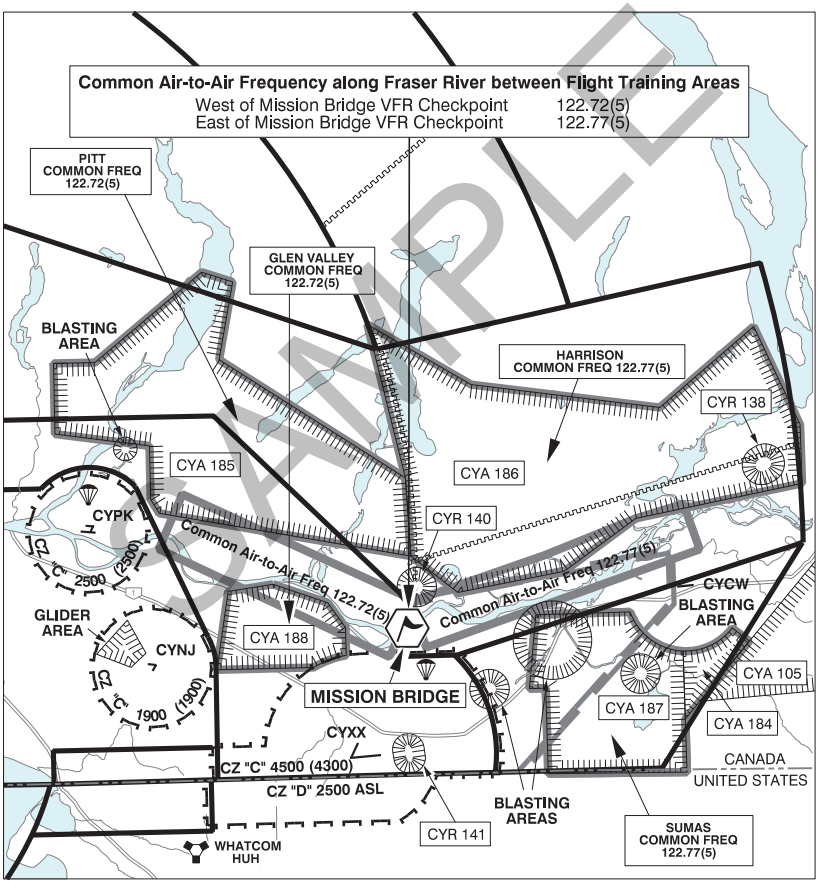
Pilots are reminded to follow the Aerodrome Traffic Frequency (ATF) procedures described in the TC AIM.

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

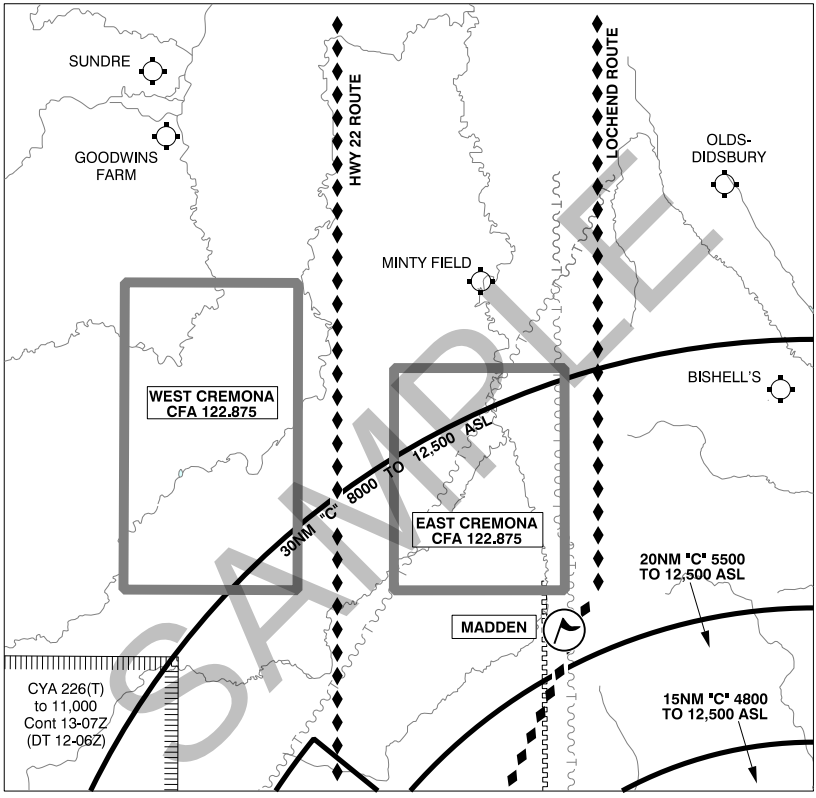


BRITISH COLUMBIA – VFR COMMON AIR-TO-AIR TRAFFIC FREQUENCY FOR FRASER RIVER CORRIDOR

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



ALBERTA - CREMONA COMMON FREQUENCY AREA

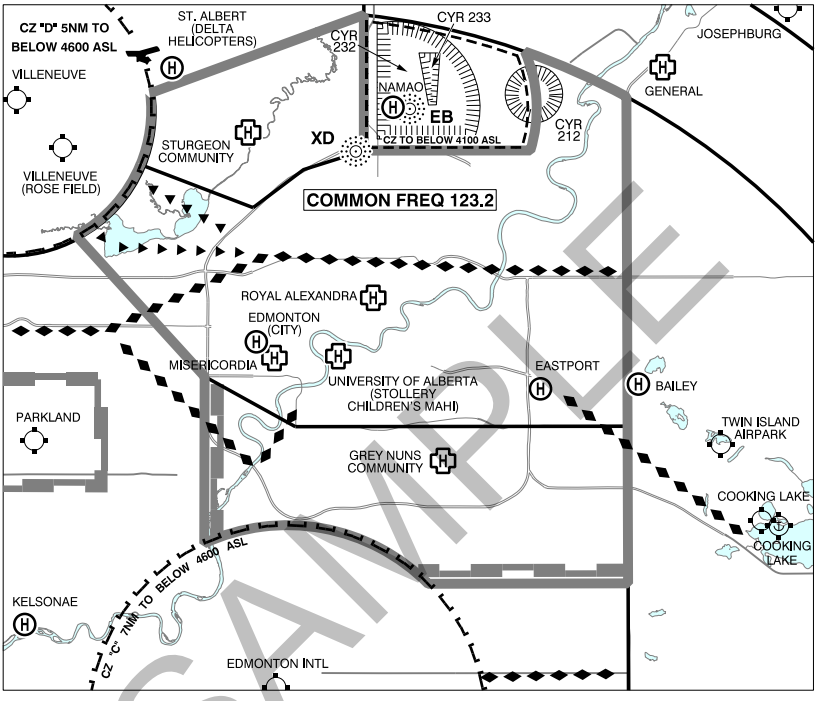


Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

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

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

ALBERTA - EDMONTON CITY ATF COMMON FREQUENCY AREA

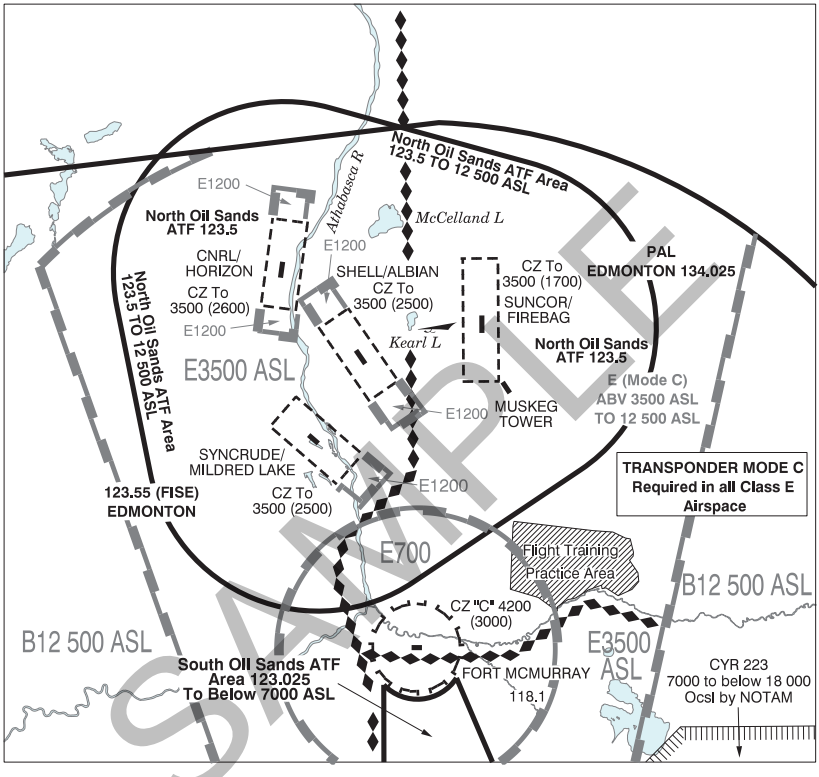


Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated area. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

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

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

ALBERTA - NORTH OIL SANDS ATF AREA



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

ATF Pilot-to-Pilot

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

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

UNICOM / ATF

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

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

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

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

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

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

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

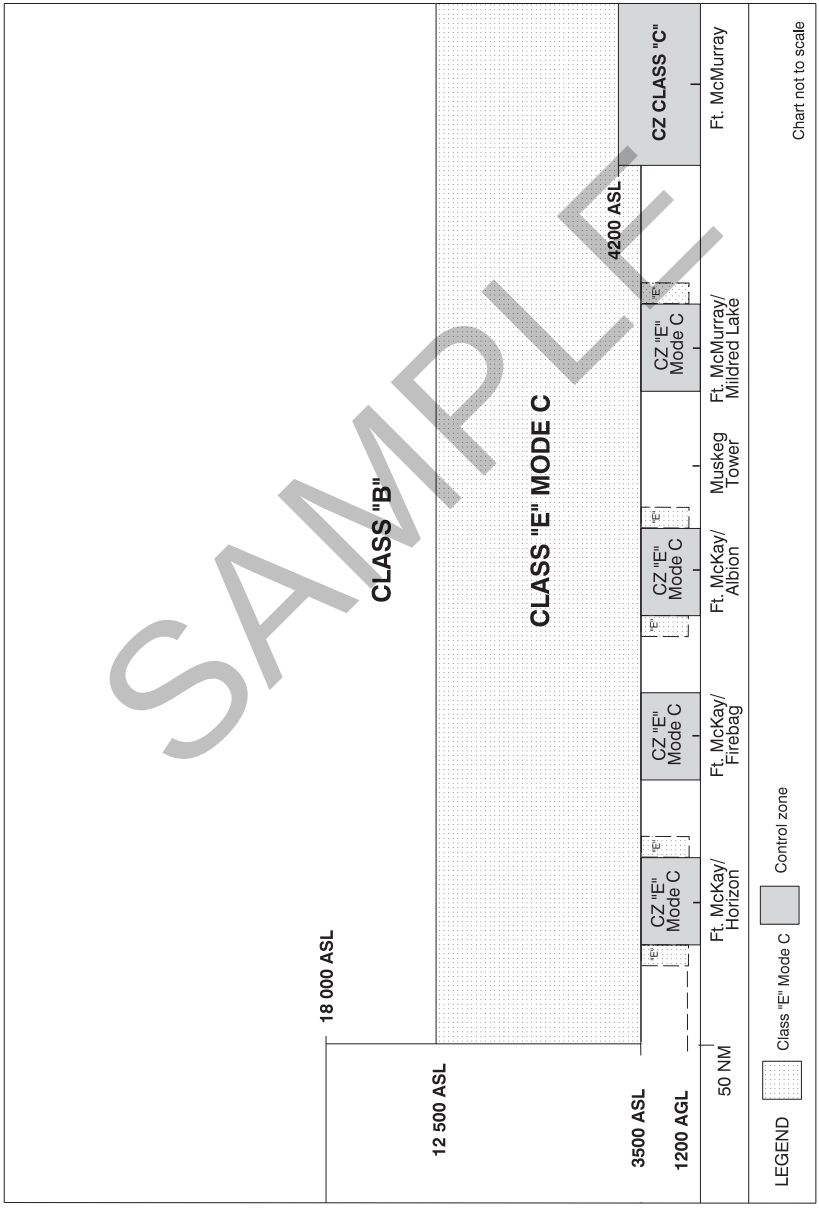
FISE

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

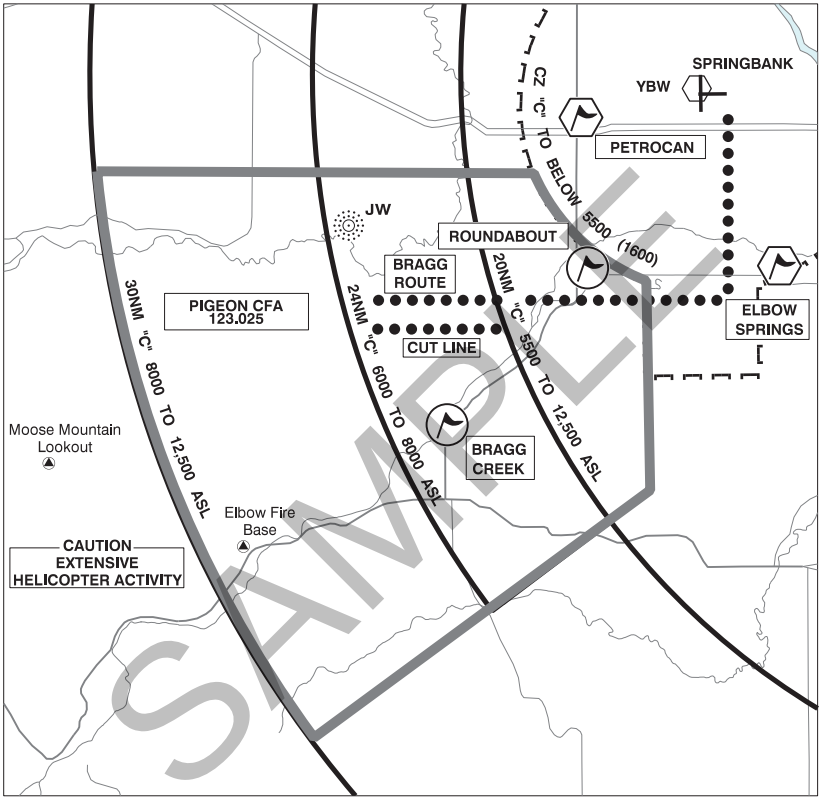
ATC

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

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



ALBERTA - PIGEON COMMON FREQUENCY AREA



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

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

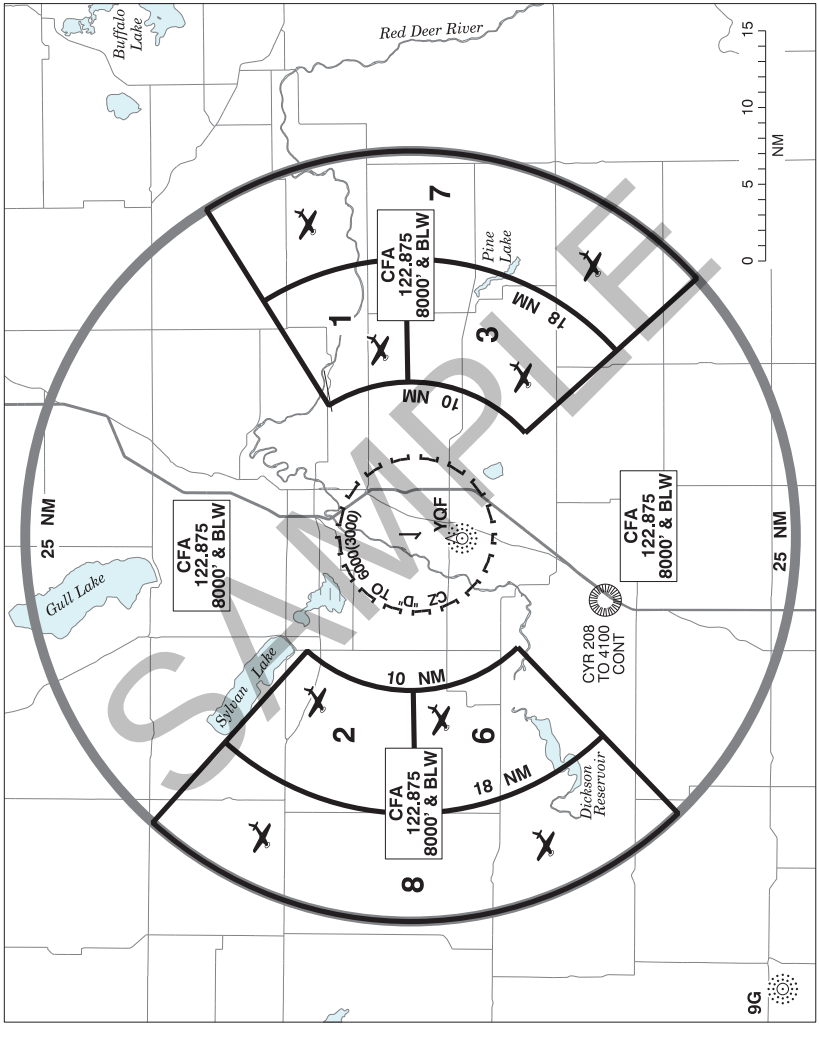
From May to September, extensive helicopter activity to and from the Elbow Fire Base and Moose Mountain Lookout.

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

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

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

ALBERTA - RED DEER COMMON FREQUENCY AREA



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

Example transmission:

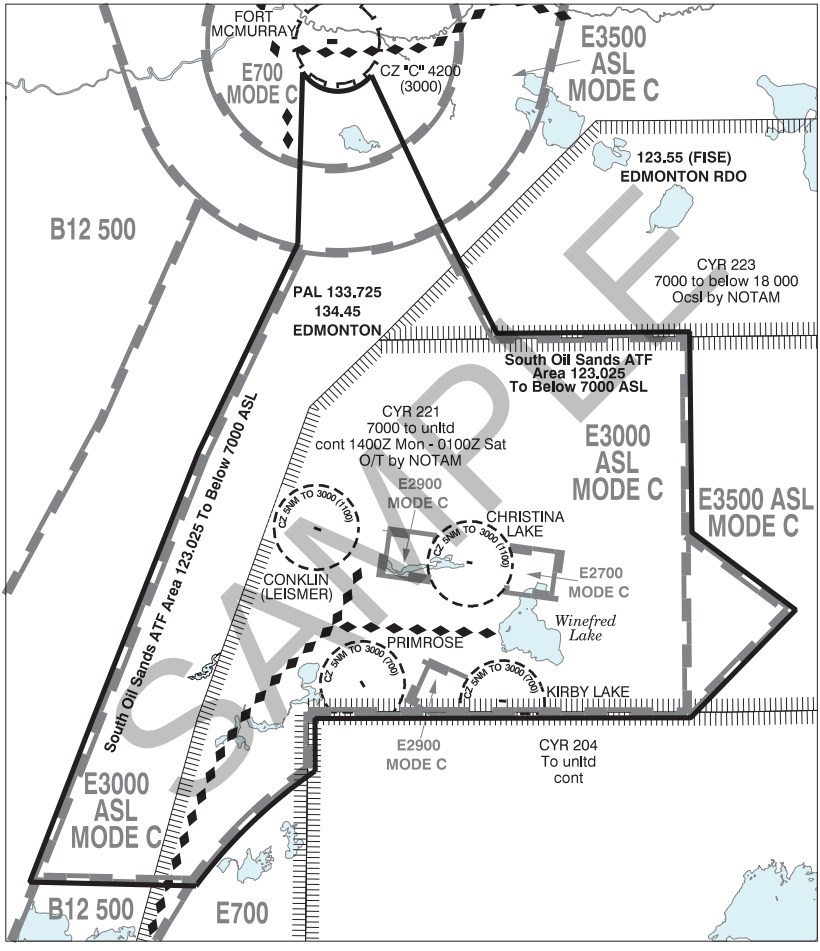
"RED DEER AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE CONDUCTING UPPER AIR WORK WITHIN TRAINING AREA ONE BETWEEN FIVE THOUSAND AND SEVEN THOUSAND."

or

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

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

ALBERTA - SOUTH OIL SANDS ATF AREA



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

ATF Pilot-to-Pilot

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

Aerodrome UNICOM / ATF

122.8 - Christina Lake ATF, AUTO 122.275

122.8 - Conklin UNICOM ltd hrs, O/T ATF

123.35 - Kirby Lake UNICOM(AU) ltd hrs, O/T ATF, AUTO 122.175

122.95 - Primrose UNICOM(AU) ltd hrs, O/T ATF

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

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

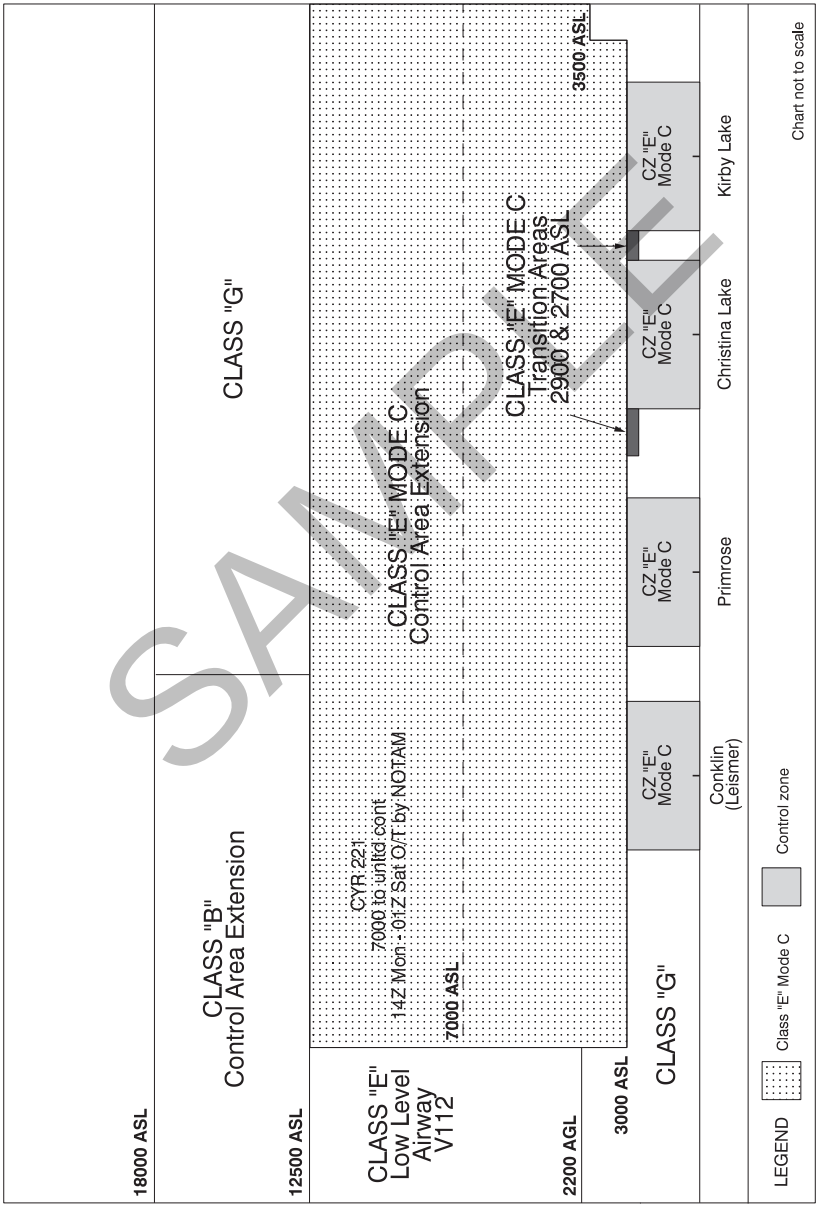
FISE

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

ATC

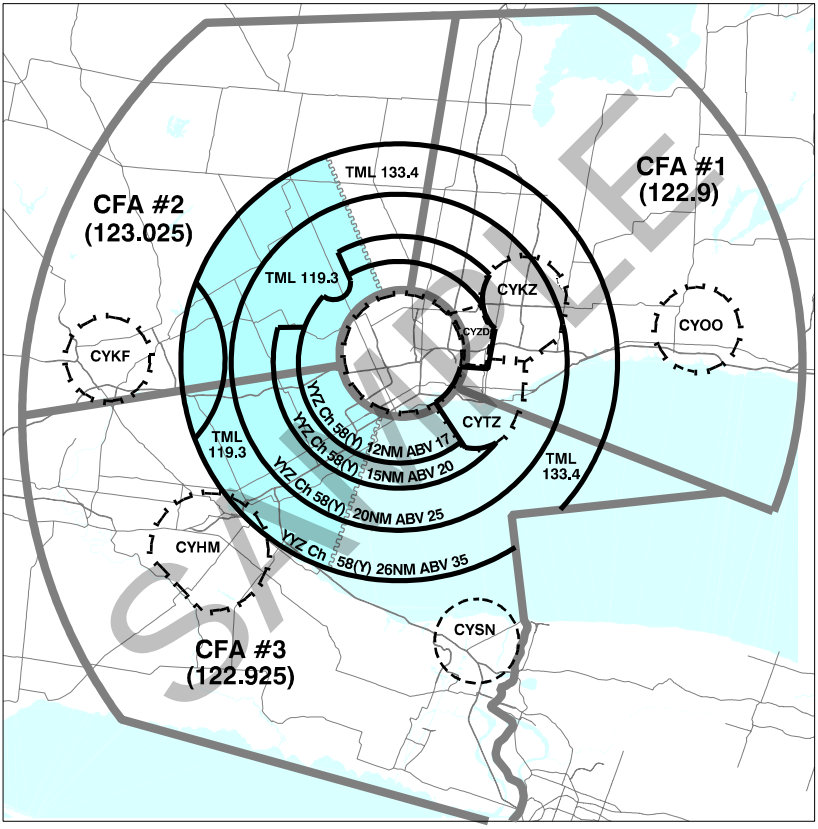
133.725 - Conklin PAL and 134.45 - South Oil Sands PAL: To be used by pilots operating in accordance with IFR in controlled airspace to report arrivals and to request their IFR clearances prior to departure.

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



ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES

TORONTO COMMON FREQUENCY AREA (CFA)



GUIDELINES FOR USING TORONTO COMMON FREQUENCY AREAS (CFA) FREQUENCIES

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

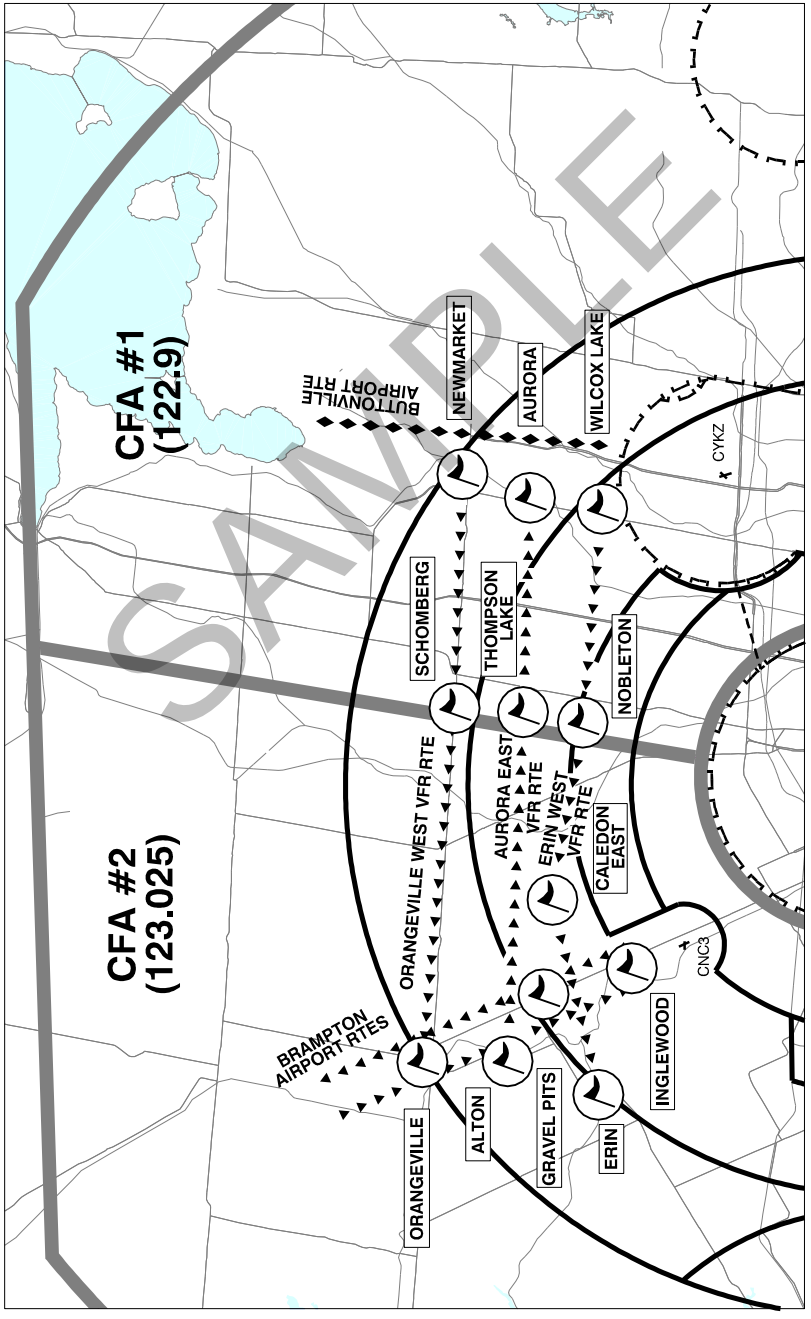
Transmissions on a CFA frequency should be limited to the minimum required to provide the aircraft's position and pilot intentions. Example transmission:

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

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

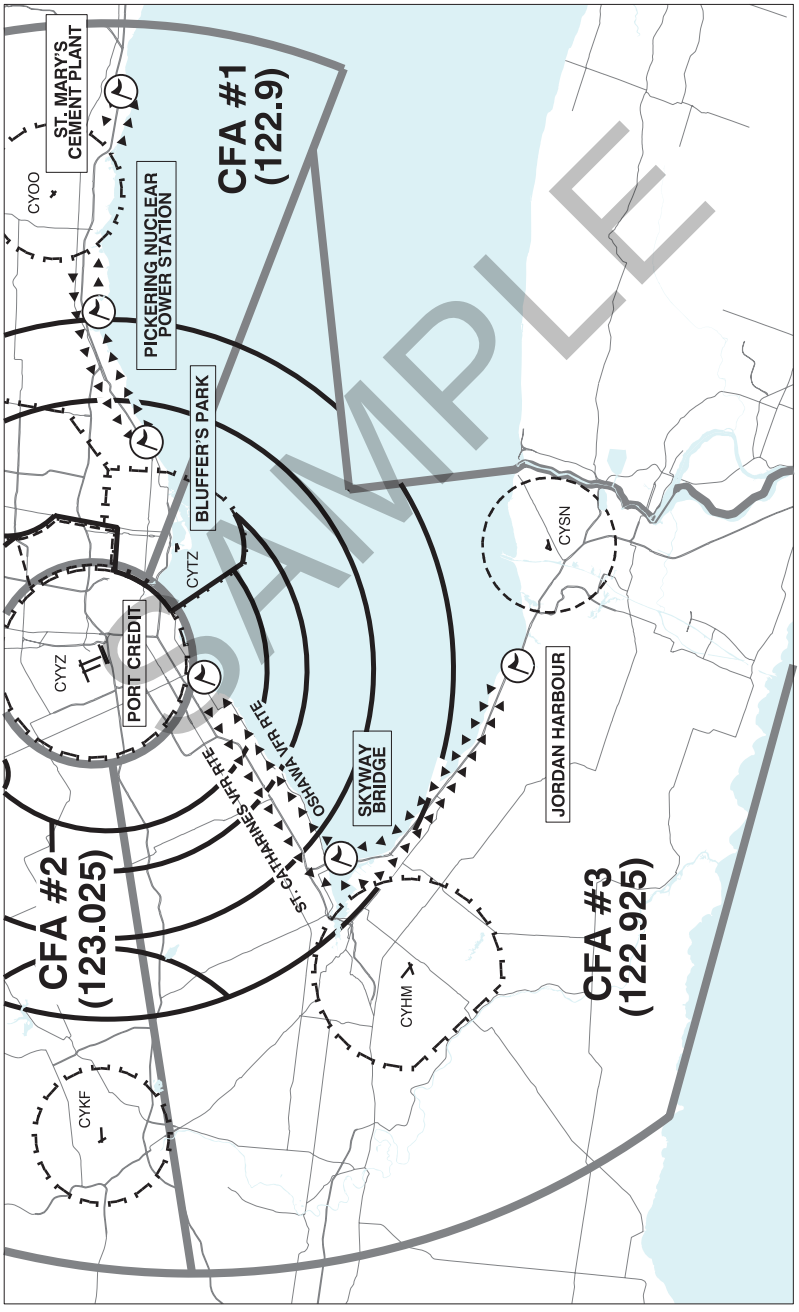
ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES (Cont'd)

TORONTO NORTH VFR TRANSIT ROUTES



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

TORONTO LAKESHORE VFR TRANSIT ROUTES



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

GUIDELINES FOR USING TORONTO VFR TRANSIT ROUTES

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

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

North Transit Routes

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

Lakeshore Transit Routes

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

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

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

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

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

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

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

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

Delimitation:

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

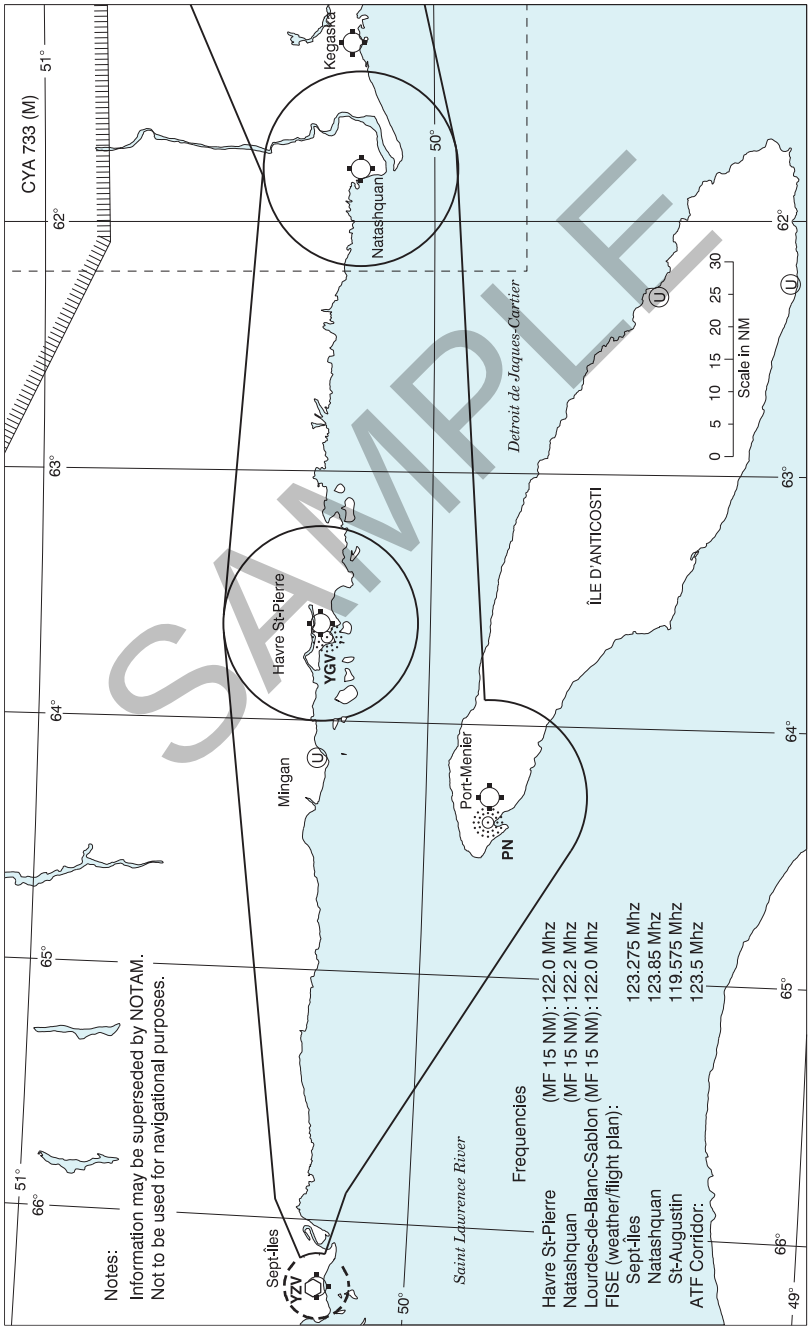
Exceptions:

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

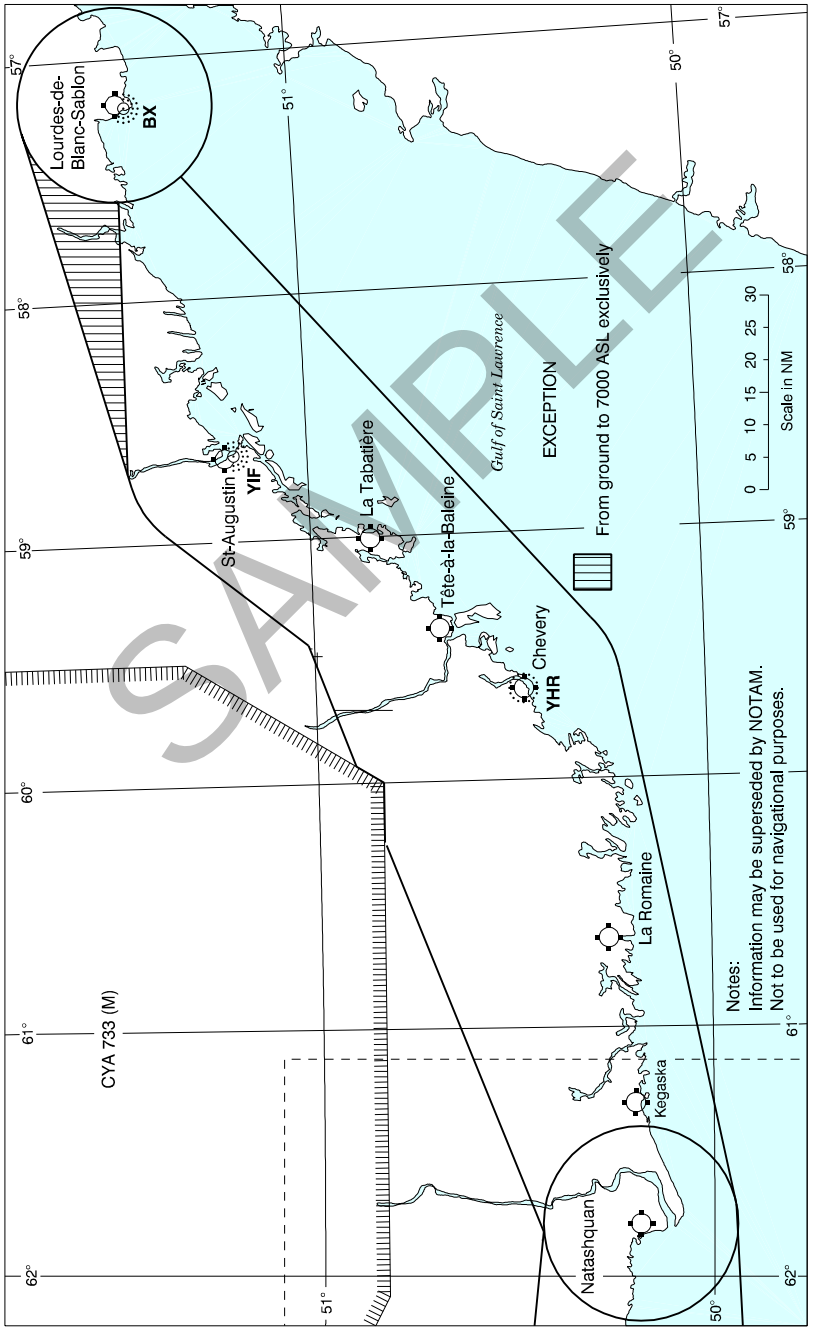
Procedures:

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

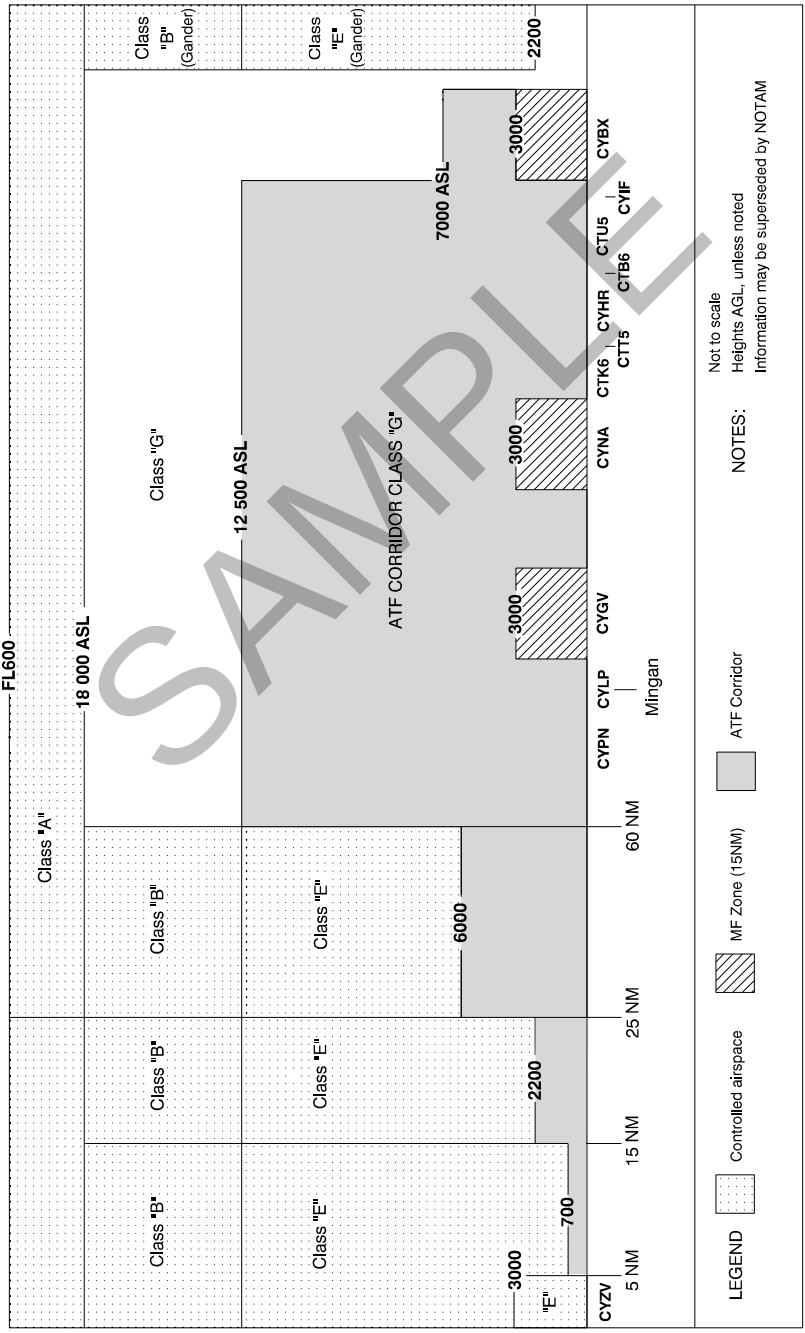
QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON (Cont'd)



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



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



NEWFOUNDLAND & LABRADOR
ATF CORRIDOR NAIN TO MARY'S HARBOUR

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

Delimitation:

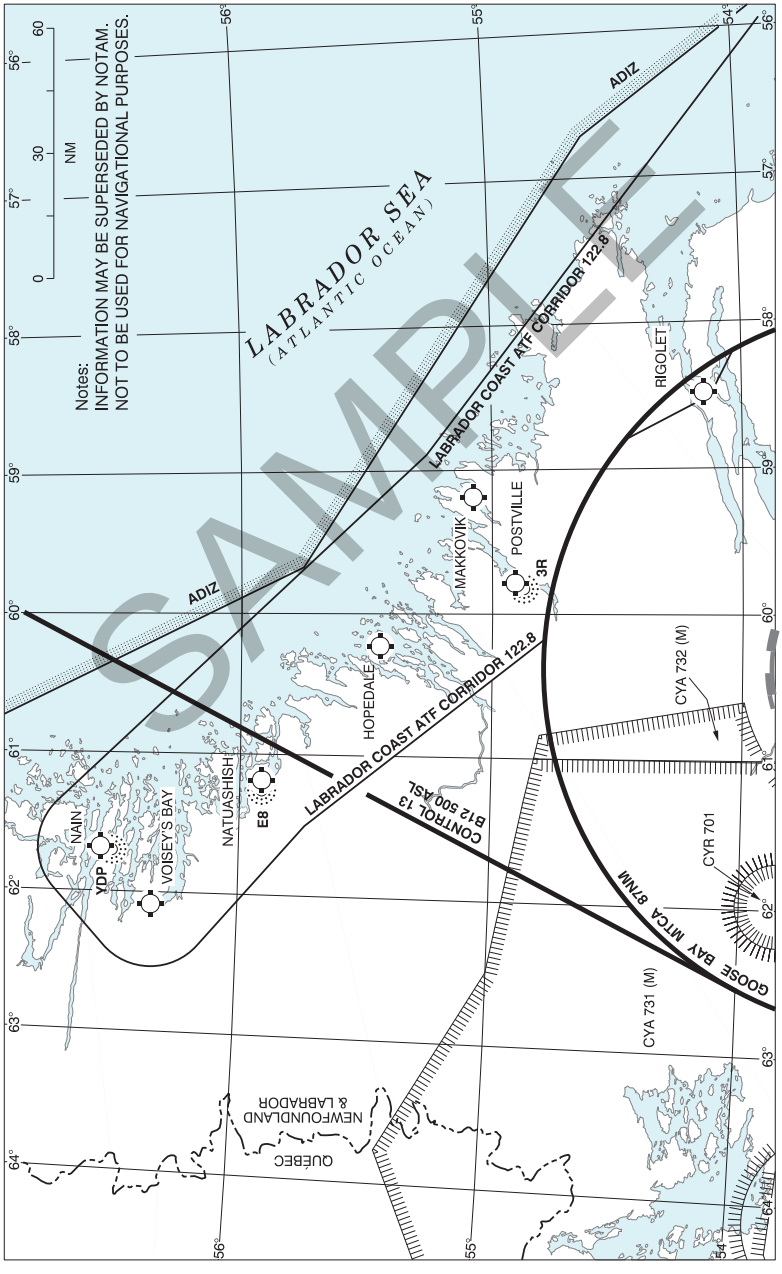
The corridor begins at a point on the arc 15 NM distant, to the north, from the Nain aerodrome and then along the arc in a clockwise direction and to the points linking the arcs of 15 NM centered on the aerodromes at Makkovik, Black Tickle, St. Lewis and Mary's Harbour and Port Hope Simpson then thence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

Procedures:

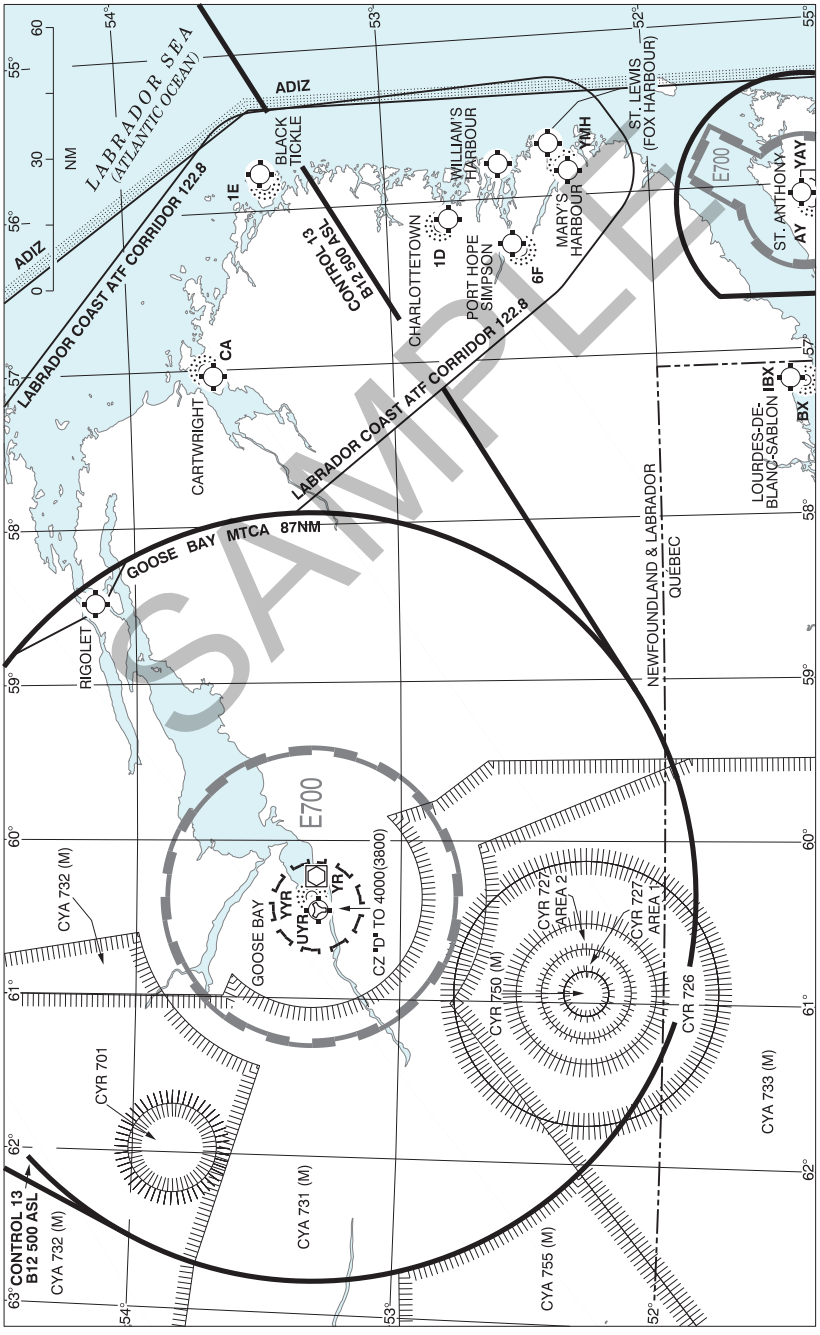
Pilots are reminded to follow the ATF procedures described in TC AIM RAC, published by Transport Canada.

Maps on following two pages.

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



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



NEWFOUNDLAND & LABRADOR

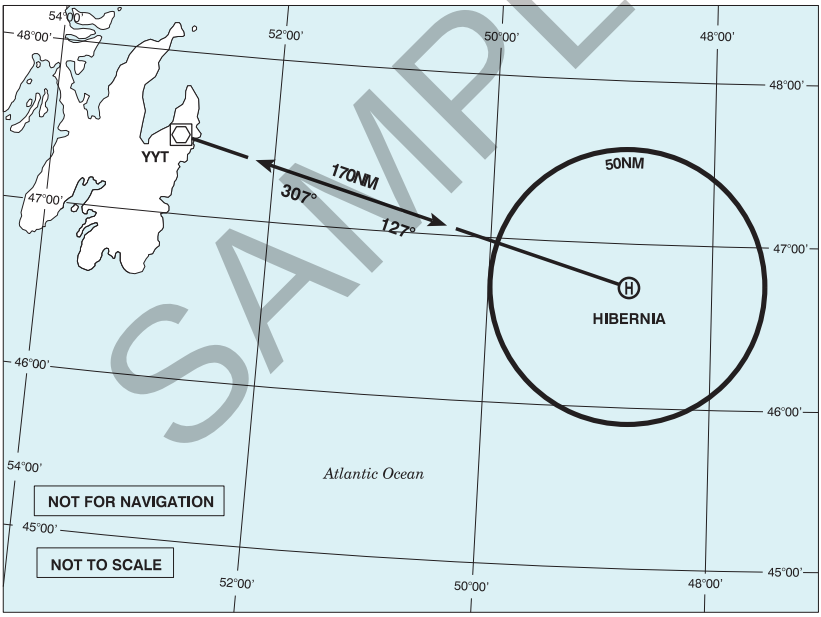
OFFSHORE AIR TRAFFIC ACTIVITY AREA EAST OF ST. JOHN'S NL, FL55 AND BELOW

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

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

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

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



VFR CHART UPDATING DATA
YUKON, NORTHWEST TERRITORIES AND NUNAVUT

YUKON, NORTHWEST TERRITORIES AND NUNAVUT - AIR NAVIGATION RADIO AIDS

Aklavik NDB ident "YKD" freq 208 at N68 13 34 W135 00 53 has been decommissioned.
Burwash NDB ident "DB" freq 341 at N61 20 25 W138 59 00 has been decommissioned.
Deline NDB ident "WJ" freq 287 at N65 11 14 W123 25 15 has been decommissioned.
Fort McPherson NDB ident "ZFM" freq 373 at N67 24 37 W134 52 25 has been decommissioned.
Grise Fiord NDB ident "YGZ" freq 365 at N76 25 24 W82 53 14 has been decommissioned.
Hay River VOR/DME ident "YHY" freq 113.9 at N60 50 11 W115 48 12 var changed to "17°E".
Igloolik NDB ident "YGT" freq 241 at N69 22 16 W81 49 04 has been decommissioned.
Kimmirut NDB ident "YLC" freq 277 at N62 51 04 W69 52 29 has been decommissioned.
Koala DME ident "4A" freq 111.8 at N64 41 53 W110 36 33 has been decommissioned.
Kugaaruk NDB ident "YBB" freq 263 at N68 32 03 W89 47 21 has been decommissioned.
Sanikiluaq NDB ident "YSK" freq 208 at N56 32 28 W79 12 51 has been decommissioned.
Tuktoyaktuk NDB ident "YUB" freq 380 at N69 26 04 W133 01 02 has been decommissioned
Tulita NDB ident "ZFN" freq 392 at N64 54 24 W125 33 54 has been decommissioned.
West Arm (Cambridge Bay) ident "MG" freq 327 at N69 06 07 W105 06 55 has been decommissioned.
Yellowknife VORTAC ident "YZF" freq 115.5 at N62 27 52 W114 26 12 var changed to "17°E".

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – AIRSPACE DESIGNATIONS

A2 has been revoked from Beaver Creek NDB to DUVOT intxn.
A17 has been revoked from Fort Nelson NDB to Fort Simpson NDB to Yellowknife NDB.
AR2 has been revoked from Burwash NDB to Beaver Creek NDB.
AR7 has been revoked from Tuktoyaktuk NDB to Holman NDB.
AR8 has been revoked from Inuvik NDB to Tuktoyaktuk NDB to Sachs Harbour NDB.
AR15 has been revoked from MAGNM intxn to Burwash NDB to Beaver Creek NDB.
AR16 has been revoked from La Grande Riviere NDB to Jarpik (Kuujjuarapik) NDB to Sanikiluaq NDB to Inukjuak NDB.
AR17 has been revoked from Kimmirut NDB to Frobay (Iqaluit) NDB.
AR33 has been revoked from Taloyoak NDB to Kugaaruk NDB to Repulse Bay NDB.
AR41 has been revoked from Sanikiluaq NDB to Umiujaq NDB.
B40 has been revoked from CAN/US border to Robinson (Whitehorse) NDB.
B42 has been revoked from High Level NDB to Fort Simpson NDB.
BR10 has been revoked from Churchill NDB to Coral Harbour NDB.
BR17 has been revoked from Fort Good Hope NDB to Fort McPherson NDB to Inuvik NDB.
BR22 has been revoked from Tuktoyaktuk NDB to Paulatuk NDB.
BR26 has been revoked from Salluit NDB to Frobay (Iqaluit) NDB.
BR33 has been revoked from Norman Wells NDB to Wrigley NDB to Fort Simpson NDB.
BR36 has been revoked from Atlin NDB to Watson Lake NDB.
BR40 has been revoked from Salluit NDB to Cape Dorset NDB.
BR44 has been revoked from Whitehorse VOR/DME to Burwash NDB to OLARU intxn.
RR4 has been revoked from Wrigley NDB to Yellowknife NDB.
RR30 from Nanisivik NDB to Pond Inlet NDB has been revoked.
RR30 has been revoked from Gjoa Haven NDB to Kugaaruk NDB to Hall Beach NDB.

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

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

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

YUKON, NORTHWEST TERRITORIES AND NUNAVUT - BLASTING OPERATIONS

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

GENERAL AREA	SITE	COORDINATES

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – CONSERVATION

Coburg Island, NU

A National Wildlife Area named Nirjutiqavvik has been established at Coburg Island (aprx N75 57 53 W79 19 27).The refuge extends 10 kilometres seaward of the shoreline all around the Island. Aircraft should avoid overflights below 6000 ASL.

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CYXY	2322	30	N60 43 22	W135 04 52
0.9NNW				
CYLC	240	51	N62 50 34	W69 52 08
0.4SE				

BRITISH COLUMBIA

BRITISH COLUMBIA - AIR NAVIGATION RADIO AIDS

Anahim Lake NDB ident "UAB" freq 200 at N52 22 50 W125 10 49 has been decommissioned.
Dawson Creek NDB ident "DQ" freq 394 at N55 43 40 W120 04 06 has been decommissioned.
Dead Tree (Sandspit) NDB ident "ZZP" freq 248 at N53 21 00 W131 56 24 has been decommissioned.
Sandspit NDB ident "ZP" freq 368 at N53 11 46 W131 46 39 has been decommissioned.
Smithers NDB ident "YD" freq 230 at N54 44 51 W127 06 28 has been decommissioned.
Telkwa (Smithers) NDB ident "TK" freq 391 at N54 40 11 W126 59 33 has been decommissioned.
Vancouver DME ident "IVR" freq 109.5 coordinates changed to N49 11 18 W123 12 03.
Victoria DME ident "IYJ" changed to freq 109.95 Ch 36(Y) at N48 38 55 W123 24 58.
Quesnel NDB ident "YQZ" freq 359 at N52 57 38 W122 29 10 has been decommissioned.

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS

A1 has been revoked from Abbotsford NDB to Victoria NDB.
A1 has been revoked from Comox NDB to Port Hardy NDB to Sandspit NDB to HALAM intxn to CAN/US border.
A15 has been revoked from BANNE intxn to CAN/US border.
A17 has been revoked from Fort Nelson NDB to Fort Simpson NDB to Yellowknife NDB.
AR34 has been revoked from Prince George NDB to Anahim Lake NDB to Bella Bella NDB.
B22 has been revoked from Quesnel NDB to Prince George NDB.
B28 has been revoked from Prince Rupert NDB to CAN/US border.
B79 has been revoked from Bella Bella NDB to Sandpit NDB to CAN/US border.
BR23 has been revoked from Smithers NDB to Anahim Lake NDB to Comox NDB.
BR30 has been revoked from TRENA intxn to Anahim Lake NDB.
BR36 has been revoked from Atlin NDB to Teslin NDB.
BR36 has been revoked from Atlin NDB to Watson Lake NDB.
BR43 has been revoked from Fort St. John NDB to High Level NDB.
R4 has been revoked from Sandspit NDB to BANNE intxn to Prince Rupert NDB to Terrace NDB to Smithers NDB.
R12 has been revoked from Prince George NDB to OTEPI intxn.
R30 has been revoked from Prince George NDB to DARLI intxn to Dawson Creek NDB.
R35 has been revoked from Kitimat NDB to Smithers NDB.
V302 has been revoked from Enderby VOR/DME to Swale intxn to Wasen intxn to Vobil intxn to Alrug intxn to Rocky Mountain House VOR/DME to Refio intxn to Edmonton VOR/DME.
V305 has been revoked from Cranbrook VOR/DME to Coner intxn to Dyson intxn to Turny intxn to Calgary VOR/DME to Bacho intxn to Ebmas intxn to Medicine Hat VOR/DME.
V324 redesignated from Williams Lake VOR/DME to Altag intxn.
V325 has been revoked from Peace River VOR/DME to Dawson Creek NDB to Prince George VOR/DME.
V342 has been revoked from Cranbrook VOR/DME to Lumby intxn to Farns intxn to Opale intxn to Handa intxn to Albro intxn to Calgary VOR/DME.

The transition areas lying below the following airway segments are revoked:

B4

N50°03'39.00" W119°24'59.00" Kelowna, BC NDB to

N49°56'18.00" W119°02'22.00" Moorr, BC Intxn

B5

N49°29'16.00" W119°36'05.00" Penticton, BC NDB to

N50°03'39.00" W119°24'59.00" Kelowna, BC NDB to

N50°21'18.00" W119°50'58.00" Stumm, BC Intxn to

N50°41'01.00" W120°20'07.00" Kamloops, BC NDB

V302

N50°12'20.00" W119°28'20.00" Wtman, BC Intxn to

N50°40'40.00" W118°56'20.00" Enderby, BC VOR

V354

N49°45'12.00" W119°51'10.00" Grase, BC Intxn to

N50°03'39.00" W119°24'59.00" Kelowna, BC NDB

BRITISH COLUMBIA - DANGER, RESTRICTED & ADVISORY AREAS

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

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

BRITISH COLUMBIA - BLASTING OPERATIONS

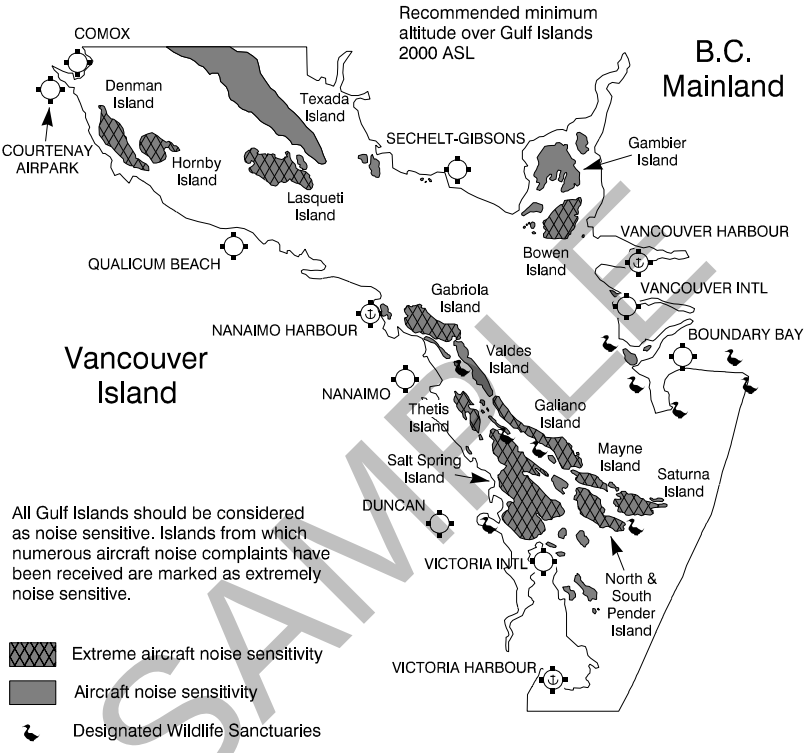
The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

GENERAL AREA	SITE	COORDINATES

BRITISH COLUMBIA - CABLE CROSSINGS

LOCATION	HEIGHT ASL	(N)LAT	(W)LONG
Alexis Creek	2351	N52 04 31	W123 16 51

BRITISH COLUMBIA – NOISE ABATEMENT PROCEDURES - GULF ISLANDS



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

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

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

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

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

CHANGE IN NOTAM PROCEDURE REGARDING LOGGING ACTIVITIES PACIFIC REGION

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

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

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

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

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

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

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

BRITISH COLUMBIA – CONSERVATION

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

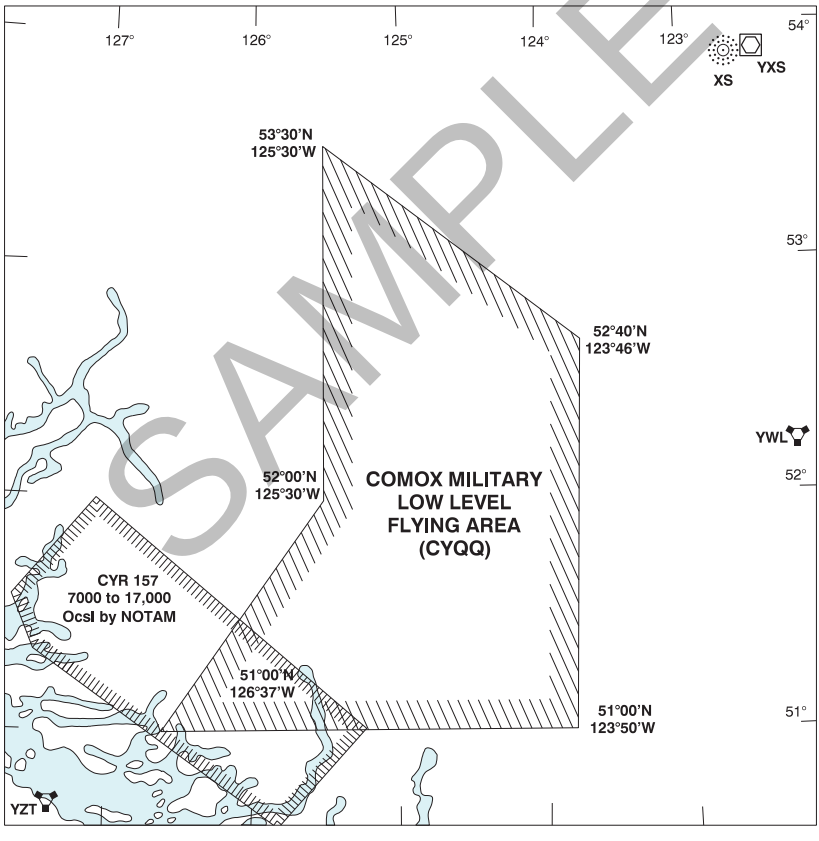
Body of Water	Coordinates		Community Served	Relative Location
	Lat	Long		

BRITISH COLUMBIA – HAZARDS TO AIRCRAFT OPERATIONS

COMOX MILITARY LOW LEVEL FLYING AREA

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

COMOX MILITARY LOW LEVEL FLYING AREA



BRITISH COLUMBIA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

BRITISH COLUMBIA – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CAM9	46	38	N49 11 00	W123 10 37
0.4W				
CBC7	613	507	N49 16 53	W123 07 05
0.6SW				
CBX7 (wind turbines)	5398	533	N55 17 35	W121 16 44
20.0NW				
CYCQ (wind turbines)	4040	674	N55 32 41	W121 32 52
9.0SSE				
CYCQ (wind turbines)	3932	674	N55 33 31	W121 32 59
8.2SSE				
CZST	4962	85	N56 01 15	W129 59 37
5.3N				
CEY7	3062	250	N56 16 40	W121 02 41
2.6W				
CEY7	2805	302	N56 25 12	W120 52 07
8.8NNE				
CEY7	3842	358	N57 18 30	W122 19 29
76.2NW				
CBH2	2790	418	N59 00 57	W121 13 58
28.1SSW				

ALBERTA

ALBERTA - AIR NAVIGATION RADIO AIDS

Calgary DME ident "ILG" coordinates changed to N51 08 44 W113 59 19.
Three Hills NDB ident "Z1" freq 305 at N51 41 50 W113 13 00 has been decommissioned.
Cold Lake TACAN ident "UOD" freq 113.5 at N54 24 31 W110 17 45 var changed to "13°E".
High Level NDB ident "OJ" freq 239 at N58 33 12 W117 07 16 has been decommissioned.
Lethbridge VOR/DME ident "YQL" freq 115.7 at N49 38 04 W112 40 04 var changed to "11°E".
McLeod (Whitecourt) NDB ident "FH" freq 304 at N54 08 23 W115 46 59 has been decommissioned.
Peace River NDB ident "PE" freq 287 at N56 12 00 W117 31 55 has been decommissioned.
Slave Lake NDB ident "YZH" freq 343 at N55 17 54 W114 46 23 has been decommissioned.
Smithers NDB ident "YD" freq 230 at N54 44 51 W127 06 28 has been decommissioned.
Springbank VOR ident "YBW" freq 108.6 at N51 06 27 W114 22 55 has been decommissioned.
Telkwa (Smithers) NDB ident "TK" freq 391 at N54 40 11 W126 59 33 has been decommissioned.
Whitecourt NDB ident "ZU" freq 338 at N54 04 38 W115 29 51 has been decommissioned.

ALBERTA - AIRSPACE DESIGNATIONS

A2 has been revoked from Calgary NDB to Red Deer NDB to Edmonton NDB.

A2 has been revoked from Edmonton NDB to OLDMA intxn to Whitecourt NDB.

A2 has been revoked from Whitecourt NDB to Grande Prairie NDB to Dawson Creek NDB.

AR5 has been revoked from Fort Nelson NDB to Rainbow Lake NDB to BOTHA intxn to Peace River NDB.

A7 has been revoked from Calgary NDB to Bepit intxn to Delbr intxn to Nupps intxn to Edmonton NDB.

A22 has been revoked from Vucan intxn to Medicine Hat NDB.

B42 has been revoked from High Level NDB to Fort Simpson NDB.

B84 has been revoked from Fort McMurray NDB to Fort Chipewyan NDB to Fort Smith NDB.

BR19 has been revoked from Fort Chipewyan NDB to Key Lake VOR/DME.

BR43 has been revoked from Fort St. John NDB to High Level NDB.

GR11 has been revoked from Fort McMurray VOR/DME to Key Lake VOR/DME to Lynn Lake VOR/DME.

R10 has been revoked from Enderby NDB to Pigen intxn to Calgary NDB to Sloan intxn to Saskatoon NDB.

R12 has been revoked from Prince George NDB to OTEPI intxn to Grande Prairie NDB to ROVNA Intxn to Peace River NDB to Fort McMurray NDB.

RR6 has been revoked from Fort McMurray NDB to Buffalo Narrows NDB to La Ronge NDB.

V21 has been revoked from Lethbridge VOR/DME to Darwn intxn to Calgary VOR/DME to Duvno intxn to Urpon intxn to Eplur intxn to Delbr intxn to Bacos intxn to Edmonton VOR/DME.

V112 has been revoked from Calgary VOR/DME to Wesex intxn to Dagty intxn to Gelle intxn to Rosli intxn to Edmonton VOR/DME.

V301 has been revoked from Edmonton VOR/DME to Reddr intxn to Crosy intxn to Calgary VOR/DME to Satul intxn to Vucan intxn to Lethbridge VOR/DME.

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

V304 has been revoked from Calgary VOR/DME to Husar intxn to Rolko intxn to Empress VOR/DME.

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

V306 has been revoked from Calgary VOR/DME to Kaxom intxn to Alomo intxn to Fille intxn to Empress VOR/DME.

V325 has been revoked from Peace River VOR/DME to Dawson Creek NDB.

V342 has been revoked from Cranbrook VOR/DME to Lumby intxn to Farns intxn to Opale intxn to Handa intxn to Albro intxn to Calgary VOR/DME.

V351 has been revoked from Calgary VOR/DME to Hempp intxn to Dally intxn to Rocky Mountain House VOR/DME to Eluna intxn to Tilax intxn to Edmonton VOR/DME.

ALBERTA - AIRSPACE DESIGNATIONS (Cont'd)

V371 has been revoked from Slave Lake NDB to Whitecourt VOR/DME.

ALBERTA - DANGER, RESTRICTED & ADVISORY AREAS

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

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

ALBERTA - CONSERVATION

Prohibited Landing – Wilderness Areas or Ecological Reserves

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

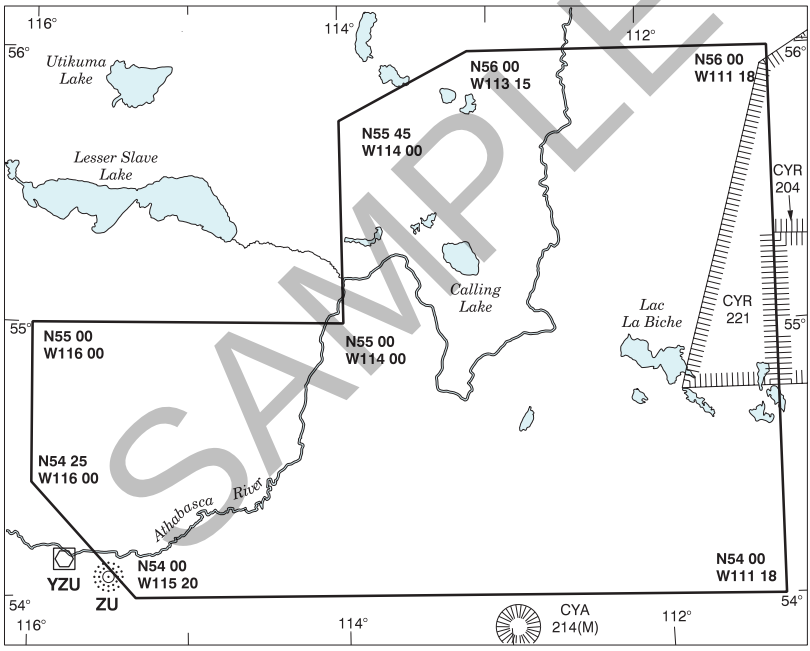
ALBERTA – HAZARDS TO AIRCRAFT OPERATIONS

LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA

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

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

LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA



ALBERTA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name

ALBERTA – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CVH7	3428	410	N50 22 36	W112 40 59
22.2E				
CFV8	2962	362	N50 31 34	W111 54 36
2.7SSW				
CAD2	3545	300	N52 19 00	W113 37 58
3.7NE				
CAD2	3958	710	N52 19 10	W113 40 40
3.1NNE				
CYRM	3996	312	N52 36 33	W114 47 09
11.6NNE				
CFV9	3517	312	N52 54 40	W114 55 41
18.2S				
CFT2	2592	350	N53 14 26	W112 15 55
16.0ESE				
CSG6	2692	344	N53 19 47	W113 43 28
4.6ESE				
CER3	3392	400	N53 23 16	W115 02 14
7.8NNW				
CEW7	2564	377	N53 32 29	W113 31 45
1.3NNW				
CJJ3	3150	358	N53 42 14	W115 00 39
13.0NE				
CLM4	2730	394	N53 46 06	W112 54 00
5.2W				
CMC3	2836	300	N53 46 47	W114 45 22
16.8SE				
CED4	3175	325	N54 10 48	W116 41 02
12.4SSE				
CED4	3517	348	N54 19 31	W116 41 29
4.2SE				
CED4	3090	300	N54 24 01	W116 56 45
6.4WNW				
CED4	3050	300	N54 24 10	W116 56 35
6.3WNW				
CED4	3183	333	N54 25 06	W117 45 27
34.8W				
CEZ9	3880	400	N54 38 51	W118 59 13
31.0S				
CEZ9	2609	299	N54 48 46	W118 38 26
21.4SSE				
CVV2	2635	312	N55 04 55	W117 12 43
2.2ENE				
CFG4	2444	348	N55 13 09	W118 02 13
0.9S				
CEU2	3389	300	N55 13 16	W119 17 08
6.0ENE				
CFM4	2281	351	N55 25 50	W117 09 59
16.9S				

ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CYDQ 17.8E	2918	348	N55 43 08	W119 39 41
CEY7 7.1W	3161	303	N56 16 56	W121 10 46
CFN5 43.7WSW	1543	288	N57 54 20	W117 36 33
CYOJ 7.8S	1375	295	N58 29 37	W117 07 16

SASKATCHEWAN

SASKATCHEWAN – AIR NAVIGATION RADIO AIDS

Buffalo Narrows NDB ident "VT" freq 332 at N55 50 56 W108 29 20 has been decommissioned.
Cluff Lake NDB ident "3X" freq 243 at N58 21 37 W109 31 30 decommissioned.
Meadow Lake NDB ident "YLJ" freq 406 at N54 08 18 W108 39 05 has been decommissioned.
Tisdale NDB ident "E2" freq 295 at N52 47 53 W104 02 22 decommissioned.
Yorkton NDB ident "QV" freq 385 at N51 12 58 W102 32 31 has been decommissioned.

SASKATCHEWAN - AIRSPACE DESIGNATIONS

A13 has been revoked from The Pas NDB to La Ronge NDB.
AR2 has been revoked from La Ronge VOR/DME to Key Lake VOR/DME to Stony Rapids NDB.
AR6 has been revoked from Stony Rapids NDB to Wollaston Lake NDB to Lynn Lake NDB.
B2 has been revoked from Saskatoon NDB to Prince Albert NDB to La Ronge NDB.
B12 has been revoked from Regina NDB to Yorkton NDB.
R10 has been revoked from Enderby NDB to Pigen intxn to Calgary NDB to Sloan intxn to Saskatoon NDB.
RR6 has been revoked from Fort McMurray NDB to Buffalo Narrows NDB to La Ronge NDB.

SASKATCHEWAN - DANGER, RESTRICTED & ADVISORY AREAS

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

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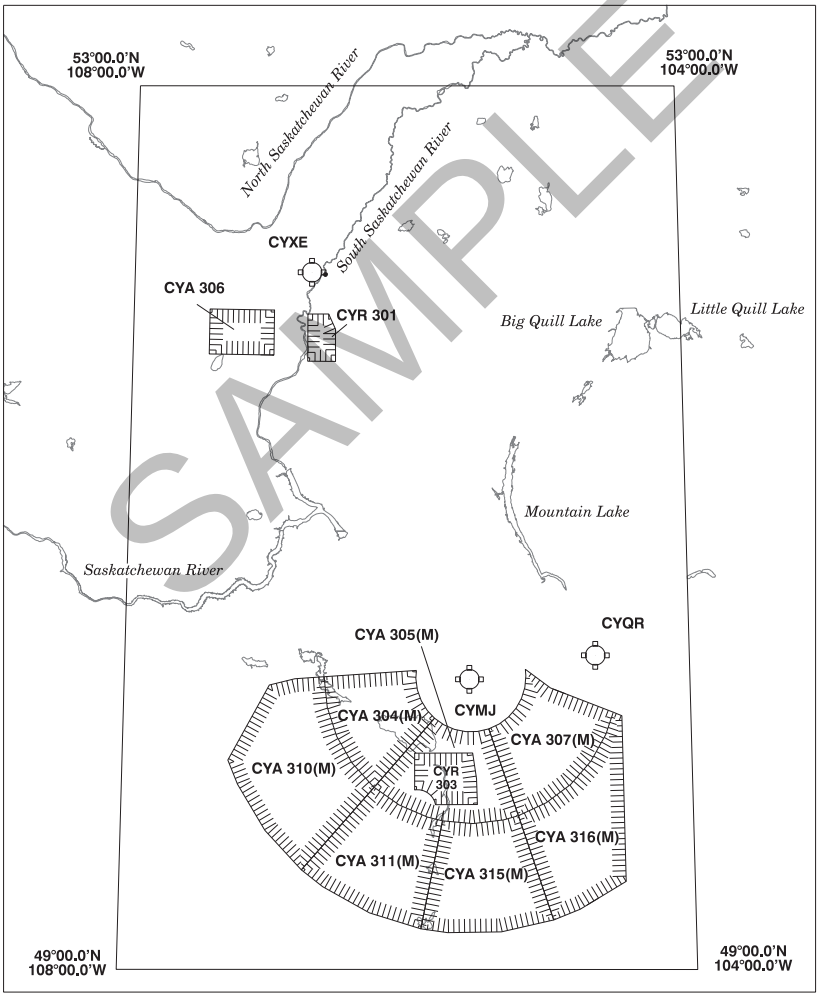
SASKATCHEWAN – CABLE CROSSINGS

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

SASKATCHEWAN - HAZARDS TO AIRCRAFT OPERATIONS

The MOOSE JAW MILITARY LOW LEVEL FLYING AREA depicted on the following map contains military flying activity from the surface up to 10,000 feet ASL. The Flying Area is located within the area bounded by a line drawn from N49 00 W104 00 to N49 00 W108 00 to N53 00 W108 00 to N53 00 to W104 00 to origin.

Military aircraft conduct low level high speed exercises in the area under visual flight rules. The area is used normally Mon - Fri 1400Z - 0030Z but may be used at other times during daylight hours without notice. Details of use may be obtained by calling 15 Wing Operations at (306) 694-2888 or if enroute by contacting Moose Jaw Tower on 126.2 when tower is in operation.



SASKATCHEWAN – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

SASKATCHEWAN – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CKJ9	2273	351	N50 42 41	W102 57 34
9.1E				
CJX4	2160	300	N51 45 57	W107 32 26
18.5NE				
CJF8	2422	351	N52 03 14	W107 44 50
8.9E				
CJC6	2026	351	N52 40 56	W106 52 23
18.5E				
CJH8	2030	351	N52 51 00	W106 38 06
10.9SSE				
CJD3	2121	351	N52 51 53	W105 32 13
8.3SSW				
CYBU	1544	351	N53 12 42	W104 01 43
7.3S				
CJE5	2713	351	N53 13 07	W108 16 59
9.8SSE				
CKH3	2075	351	N53 16 41	W106 52 06
15.3S				
CYBU	1532	351	N53 22 19	W103 40 29
12.2ENE				

MANITOBA

MANITOBA - AIR NAVIGATION RADIO AIDS

Russell NDB ident "3Z" freq 263 at N50 45 51 W101 17 47 has been decommissioned.

St. Andrews NDB ident "AV" freq 275 at N50 03 11 W97 02 42 has been decommissioned.

MANITOBA - AIRSPACE DESIGNATIONS

A11 has been revoked from Dauphin NDB to The Pas NDB to Flin Flon NDB.

A13 has been revoked from The Pas NDB to La Ronge NDB.

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

B2 has been revoked from La Ronge NDB to Thompson NDB.

BR10 has been revoked from Churchill NDB to Coral Harbour NDB.

GR11 has been revoked from Fort McMurray VOR/DME to Key Lake VOR/DME to Lynn Lake VOR/DME.

V353 has been redesignated from Brandon VOR/DME to SAVOD intxn to Langruth VOR/DME.

MANITOBA - DANGER, RESTRICTED & ADVISORY AREAS

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

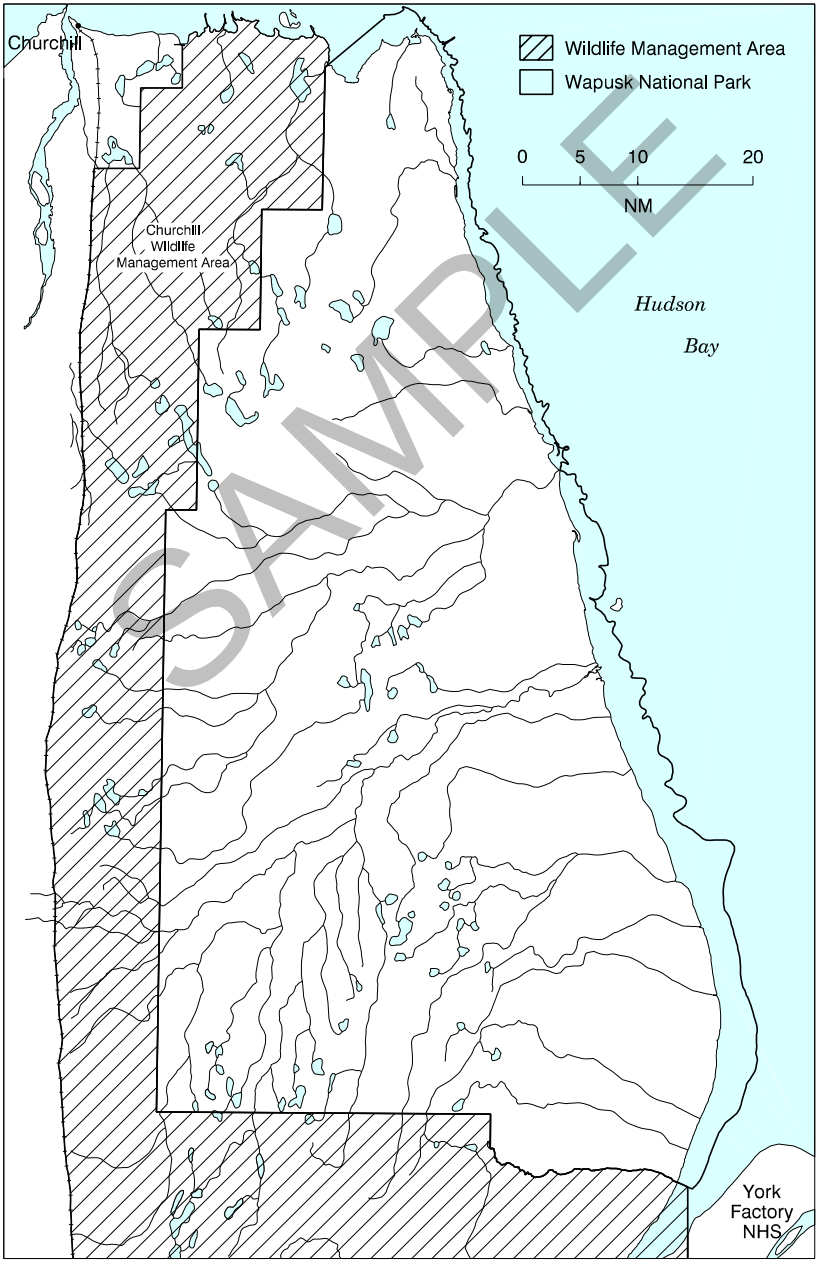
Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

MANITOBA - CONSERVATION

MANITOBA - CONSERVATION (Cont'd)

Wapusk National Park of Canada

In the interest of minimizing the disturbance on wildlife during nesting, calving and other critical periods throughout the year and for conservation purposes, pilots of aircraft should avoid flight below 2000 AGL over Wapusk National Park. Landing of aircraft in Wapusk National Park is prohibited unless authorized through the issuance of a landing permit by the Parks Canada Agency.



MANITOBA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

MANITOBA – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CKJ2	963	194	N49 27 23	W97 25 07
0.2NE				
CWG2	1148	394	N49 57 18	W97 07 03
3.4NNW				
CZTA	873	148	N51 47 36	W96 42 16
0.7NW				

ONTARIO

ONTARIO - AIR NAVIGATION RADIO AIDS

Cat Lake NDB ident "YAC" freq 227 at N51 43 54 W91 49 37 has been decommissioned.

Gore Bay NDB ident "YZE" freq 245 at N45 55 40 W82 36 52 has been decommissioned.

Manitouwadge NDB ident "YMG" freq 219 at N49 02 55 W85 54 03 has been decommissioned.

Moody (Ottawa/Macdonald-Cartier Intl) NDB ident "ZOW" freq 344 at N45 16 40 W75 45 00 has been decommissioned.

ONTARIO - AIRSPACE DESIGNATIONS

AR16 has been revoked from Moosonee NDB to Wemindji NDB.

AR45 has been revoked from Chapleau NDB to Ameson VOR/DME.

R23 has been revoked from Wiarton NDB to Gore Bay NDB.

V4 has been revoked from Wawa VOR/DME to Kasing NDB to Moosonee VOR/DME.

V37 has been revoked from North Bay VOR/DME to Muskoka NDB to BRETN intxn to Simcoe VOR/DME.

V346 has been revoked from Bobra intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce VOR/DME.

V360 has been revoked from CAN/US border to WALAC intxn to PAIRY intxn to MONKK intxn to Midland VOR/DME.

V370 has been redesignated from Agnex intxn to Oligo intxn to Ottawa VOR/DME.

Sioux Lookout Control Zone Class "E" Transponder Airspace Area has been designated as follows: 3000' and above.

Sioux Lookout Transition Area Class "E" Transponder Airspace Area has been designated as follows: 4000' and above.

Sioux Lookout Control Area Extension Class "E" Transponder Airspace Area has been designated as follows: 5000' and above.

ONTARIO - DANGER, RESTRICTED & ADVISORY AREAS

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

CYA521(M) North Bay has been redesignated as follows: The airspace within the area bounded by a line beginning at: N46°32'17.00 W079°51'34.00 to N46°56'00.00 W080°46'00.00 to N47°22'08.00 W080°51'54.00 to N47°47'17.00 W080°07'47.00 to N47°23'00.00 W079°57'40.00 to N46°53'50.00 W079°42'00.00 to N46°40'27.00 W079°38'27.00 to N46°32'17.00 W079°51'34.00 point of beginning Designated Altitude - 7000´ to FL 250.

ONTARIO - BLASTING OPERATIONS

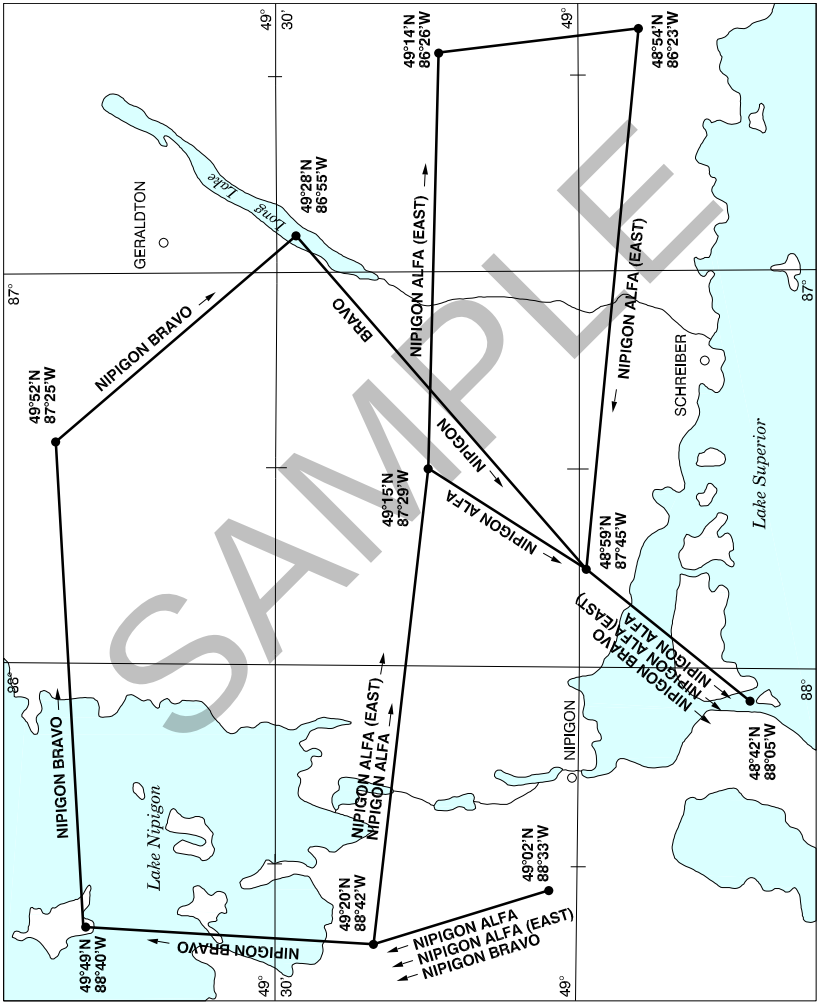
The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

GENERAL AREA	SITE	COORDINATES

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

NIPIGON TRAINING AREA

Aircraft will follow routes as shown on chart, remain within 5NM of centreline and maintain VFR conditions. Altitudes will vary between 100 AGL and 9,500 ASL.



ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

ALGONQUIN LOW LEVEL TACTICAL AIR TRANSPORT EXERCISES (TATEX)

The area identified as the ALGONQUIN TATEX area and depicted on the following map, contains military training activity from surface to 6,000 feet ASL. The TATEX area is located within the area bounded by a line drawn from N44 44 W78 03, to N44 58 W78 10, to N45 20 W78 30, to N45 30 W78 30, to N47 00 W78 30, to N47 00 W77 40, to N46 54 W77 30, to N46 30 W77 30, to N46 12 W77 44, to N46 04 W77 24, a point on the boundary of CYR510, thence counter-clockwise via the boundary of CYR510 to the boundary of CYR511, thence counter-clockwise via the boundary of CYR511 to N45 50.5 W77 32.3, to N45 47.5 W77 44, to N45 35 W77 44, to N45 18 W76 55, to N45 07 W77 00, to N44 57 W77 28 to the point of beginning.

Military transport aircraft conduct low level formation flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level.

The ALGONQUIN TATEX area will be active SFC TO 6000 FT MSL 1300-0500Z‡ DLY. Periods of activation outside these times will be completed by NOTAM under the heading TORONTO FIR with as little as 24 hours advance notice.

TTA Entry/Exit Waypoints

E1	N45 11.98	W078 22.70	Exit/Entry TTA (West) x T723
E2	N46 19.94	W078 29.99	Exit/Entry TTA (West) x V348
E3	N46 17.84	W077 39.46	Exit/Entry TTA (East) x V348
E4	N45 04.03	W077 12.20	Exit/Entry TTA (East) x T616
E5	N45 37.00	W077 44.00	Exit/Entry TTA Boundary

Military Training Route (MTR) 607 - TTA Corridor X-Z, Z-X

MTR 607 is a corridor routing within the TTA, containing military training activity from the surface to 6000 ft ASL, within 4 NM of the centreline in IFR conditions.

Routing - XCOR, ZCOR or ZCOR, XCOR

XCOR	N44 54.30	W077 35.50	Corridor Point Xray
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu

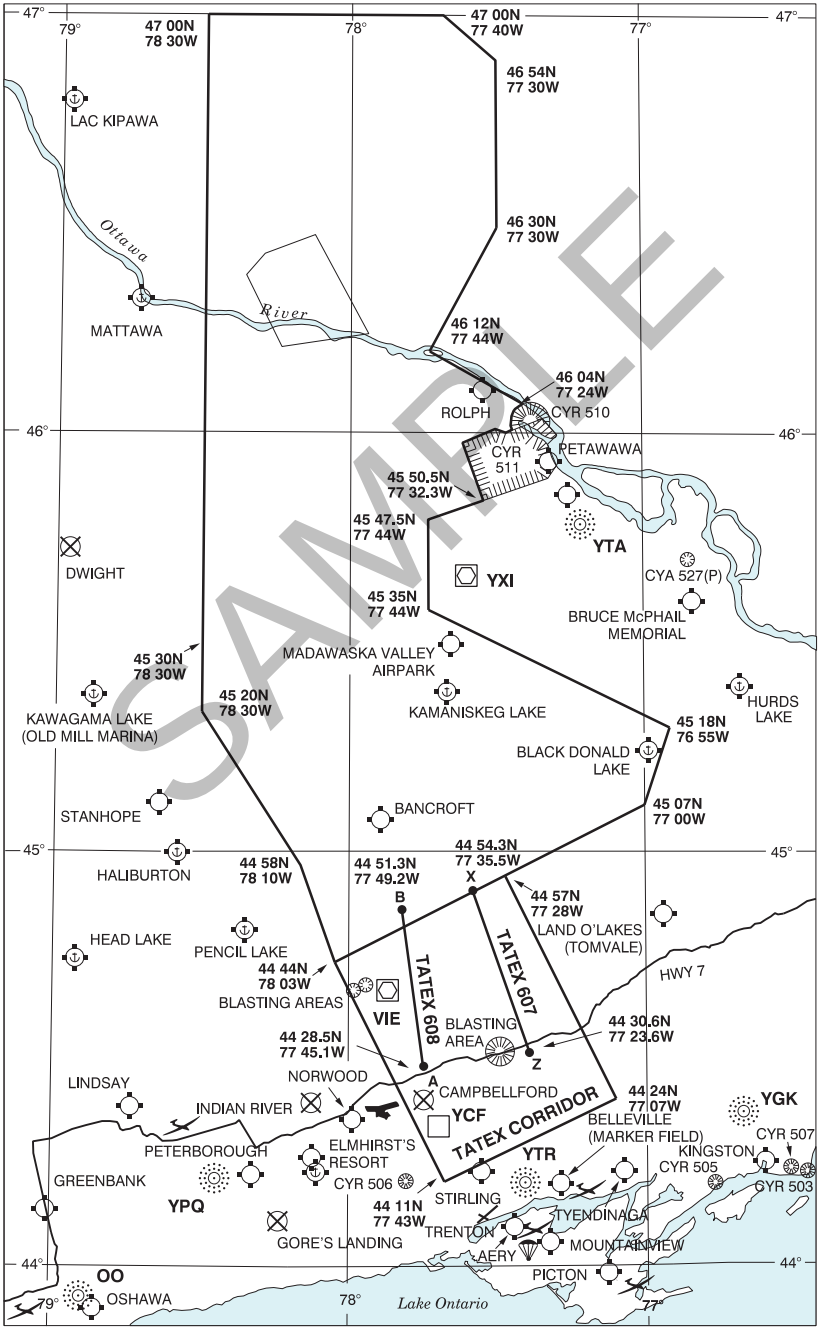
Military Training Route (MTR) 608 - TTA Corridor A-B, B-A

MTR 608 is a corridor routing within the TTA, containing military training activity from the surface to 6000 ft ASL, within 4 NM of the centreline in IFR conditions.

Routing - ACOR, BCOR or BCOR, ACOR

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
BCOR	N44 51.30	W077 49.20	Corridor Point Bravo

ALGONQUIN LOW LEVEL TATEX AREA, CORRIDOR AND TRAINING ROUTES



ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

Military Training Route (MTR) 601

The area identified as MTR 601 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IPTE, DZT

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IPTE	N44 09.40	W077 12.70	IP DZ Terreau East
DZT	N44 04.11	W077 20.61	DZ Terreau

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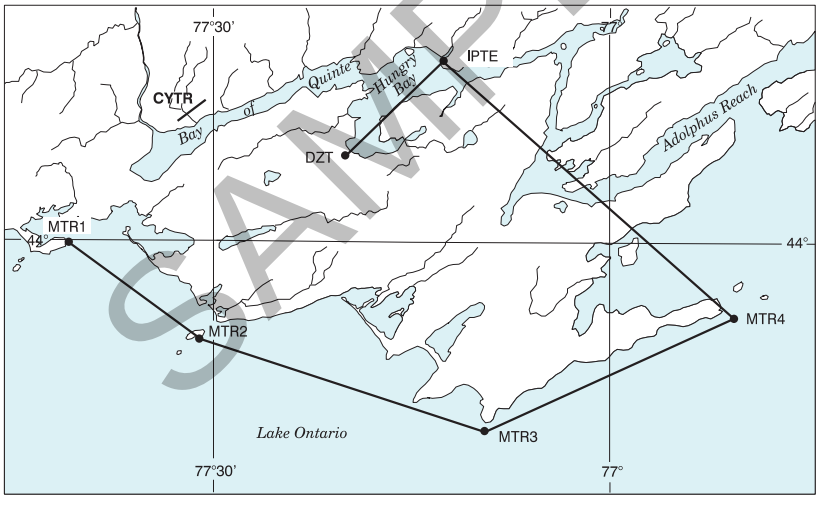

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

Military Training Route (MTR) 601A - IFR Airdrop with 15 NM run-in to DZ Terreau

The area identified as MTR 601A contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP4, IDP2, DZT

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IDP4	N44 07.83	W076 52.43	Waypoint
IDP2	N44 14.46	W077 05.48	Waypoint
DZT	N44 04.11	W077 20.61	DZ Terreau

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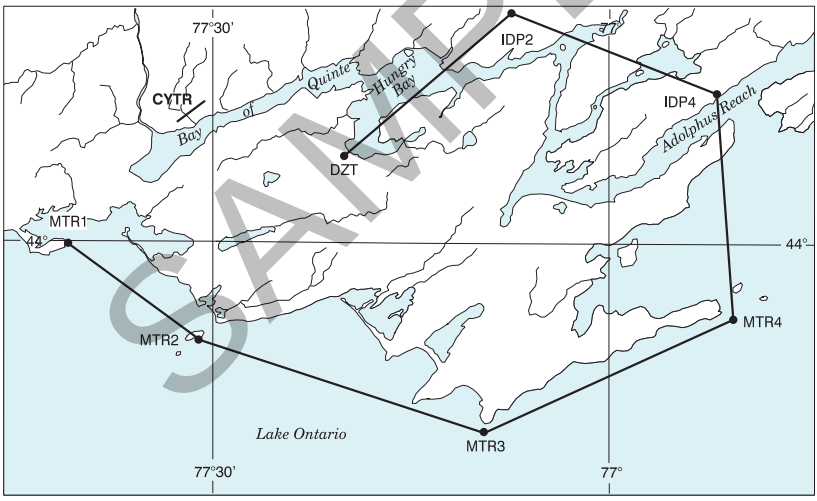


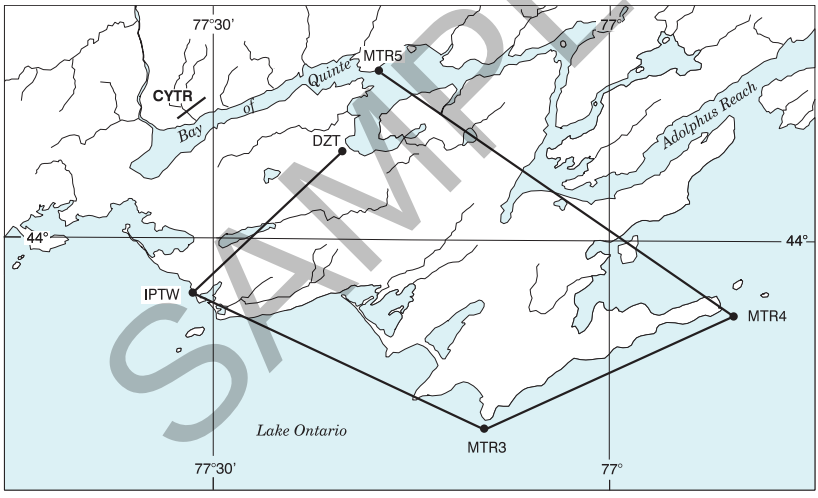
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

Military Training Route (MTR) 602

The area identified as MTR 602 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR5, MTR4, MTR3, IPTW, DZT

MTR5	N44 09.40	W077 17.80	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
MTR3	N43 49.50	W077 09.20	Point Petre
IPTW	N43 57.07	W077 31.42	IP DZ Terreau West
DZT	N44 04.11	W077 20.61	DZ Terreau



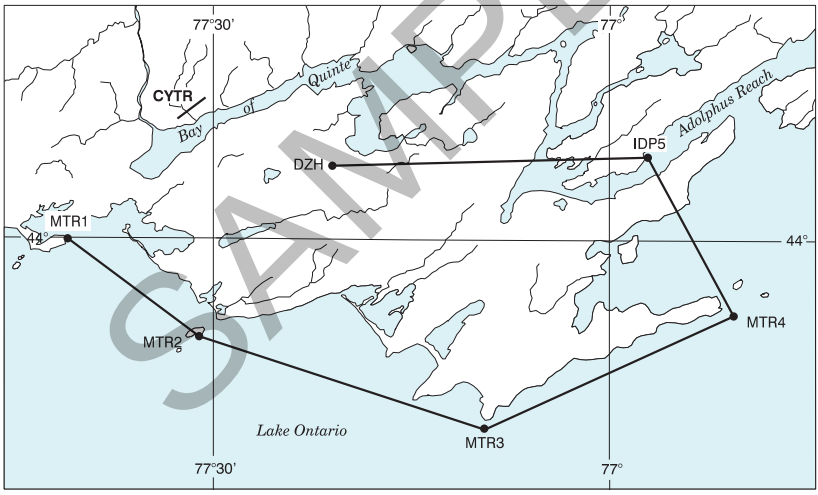
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

Military Training Route (MTR) 603

The area identified as MTR 603 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP5, DZH

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IDP5	N44 04.54	W076 57.22	Waypoint
DZH	N44 04.26	W077 21.16	DZ Hodgson



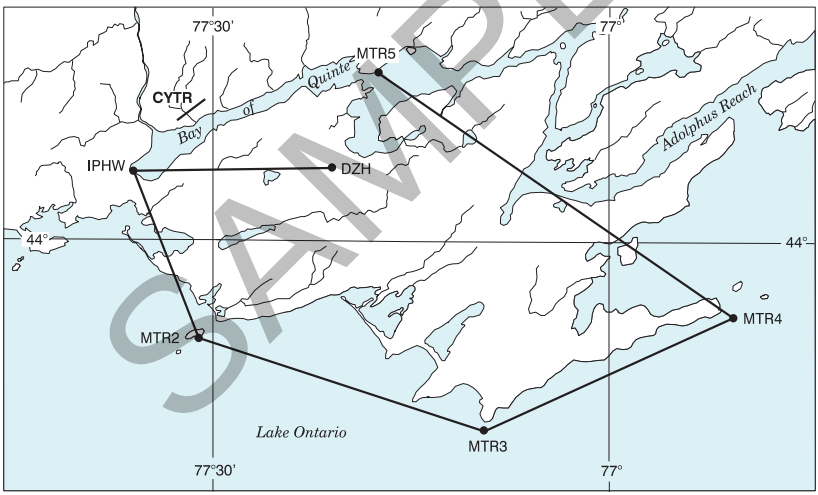
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

Military Training Route (MTR) 604

The area identified as MTR 604 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR5, MTR4, MTR3, MTR2, IPHW, DZH

MTR5	N44 09.40	W077 17.80	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR2	N43 54.90	W077 31.80	Nicholson Island
IPHW	N44 03.70	W077 35.60	IP DZ Hodgson West
DZH	N44 04.26	W077 21.16	DZ Hodgson



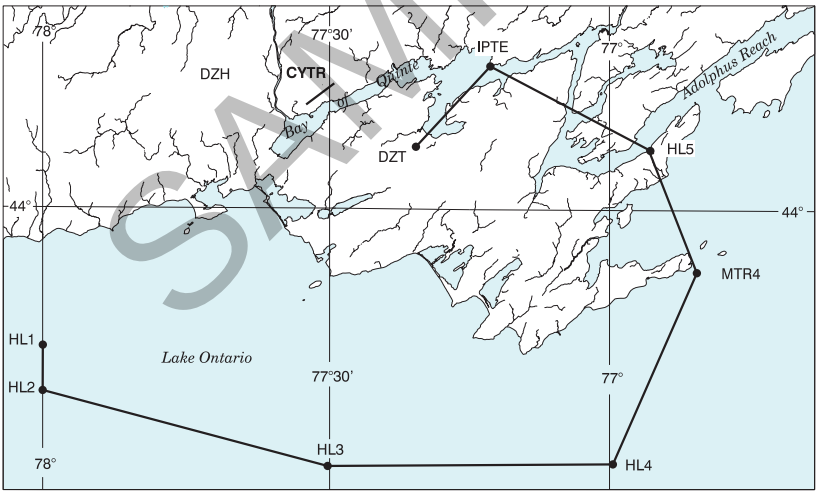
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

Military Training Route (MTR) 605 - Hi-Low Transition Route - Visual Airdrop

The area identified as MTR 605 contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned with weather that will permit a visual drop. Descent commences between MTR4 and HL5 to minimum altitudes (500'/1000' AGL) for subsequent legs. If continuing VMC is anticipated, IFR may be cancelled and the drop conducted visually. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - HL1, HL2, HL3, HL4, MTR4, HL5, IPTE, DZT

HL1	N43 51.00	W078 00.00	Waypoint
HL2	N43 48.00	W078 00.00	Waypoint
HL3	N43 43.00	W077 30.00	Waypoint
HL4	N43 43.00	W077 00.00	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
HL5	N44 03.80	W076 56.00	Waypoint
IPTE	N44 09.40	W077 12.70	IP DZ Terreau East
DZT	N44 04.11	W077 20.61	DZ Terreau



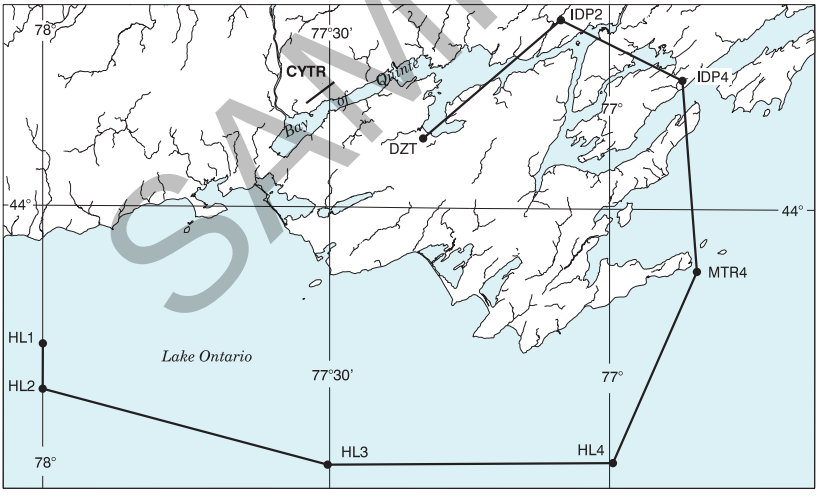
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

Military Training Route (MTR) 605A - Hi-Low Transition Route (HLTR) - IMC Airdrop

The area identified as MTR 605A contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned when IMC conditions exist. Descent commences past HL4 to 2500 ASL UNTIL West of the Tyendinaga ROZ (2 NM). Aircraft will descend to min IFR (1700' ASL) for airdrop once 8 NM from DZ Terreau. If continuing VMC is anticipated, IFR may be cancelled and the drop conducted visually. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - HL1, HL2, HL3, HL4, MTR4, IDP4, IDP2, DZT

HL1	N43 51.00	W078 00.00	Waypoint
HL2	N43 48.00	W078 00.00	Waypoint
HL3	N43 43.00	W077 30.00	Waypoint
HL4	N43 43.00	W077 00.00	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
IDP4	N44 07.83	W076 52.43	Waypoint
IDP2	N44 14.46	W077 05.48	Waypoint
DZT	N44 04.11	W077 20.61	DZ Terreau



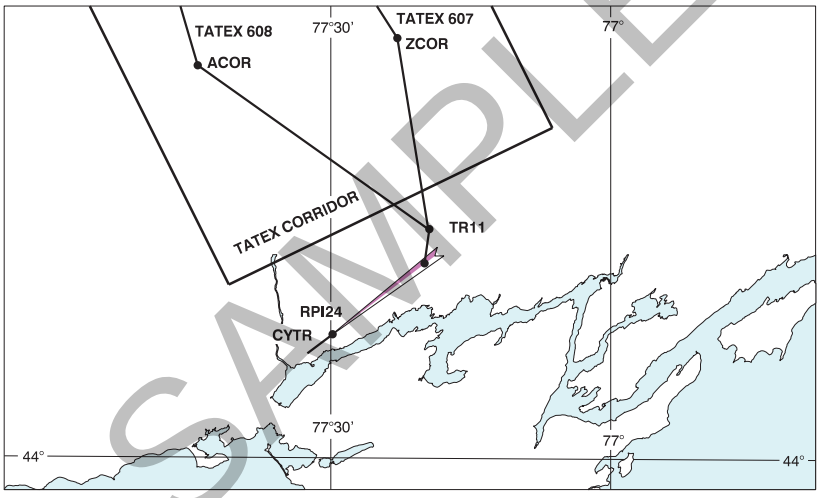
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

IMC Transition Route (TR) 1 - IFR Recovery to CYTR ILS Runway 24

TR1 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - ACOR or ZCOR, TR11, Heading 200 degrees to intercept

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu
TR11	N44 15.87	W077 20.20	Waypoint
RPI24	N44 07.55	W077 31.00	CYTR Rwy 24



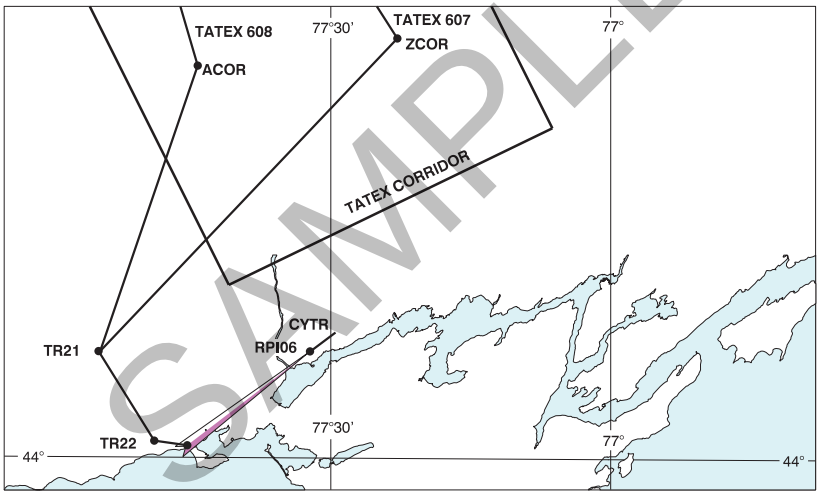
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

IMC Transition Route (TR) 2 - IFR Recovery to CYTR ILS Runway 06

TR2 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - ACOR or ZCOR, TR21, TR22, Heading 110 degrees to intercept

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu
TR21	N44 06.46	W077 55.63	Waypoint
TR22	N44 01.32	W077 47.02	Waypoint
RPI06	N44 06.75	W077 32.36	CYTR Rwy 06



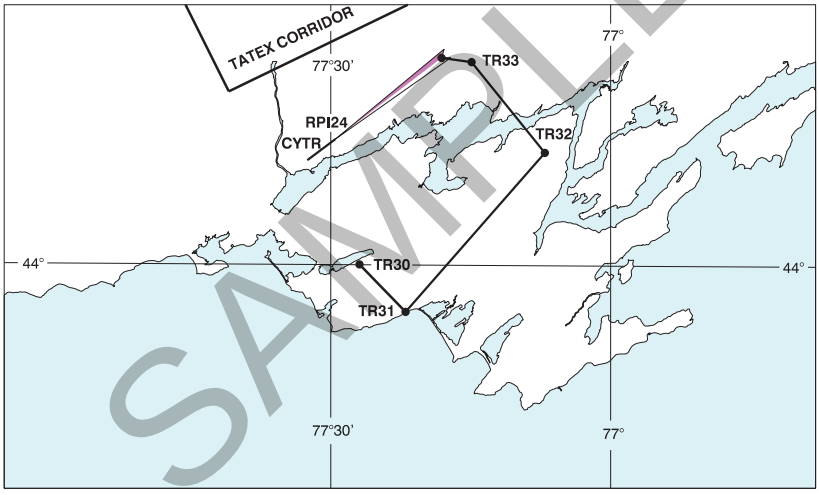
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

IMC Transition Route (TR) 3 - DZ Recovery to CYTR ILS Runway 24

TR3 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - TR30, TR31, TR32, TR33, Heading 290 to intercept

TR30	N44 00.00	W077 27.00	Waypoint
TR31	N43 56.50	W077 22.50	Waypoint
TR32	N44 06.00	W077 08.00	Waypoint
TR33	N44 13.07	W077 17.17	Waypoint
RPI24	N44 07.55	W077 31.00	CYTR Rwy 24



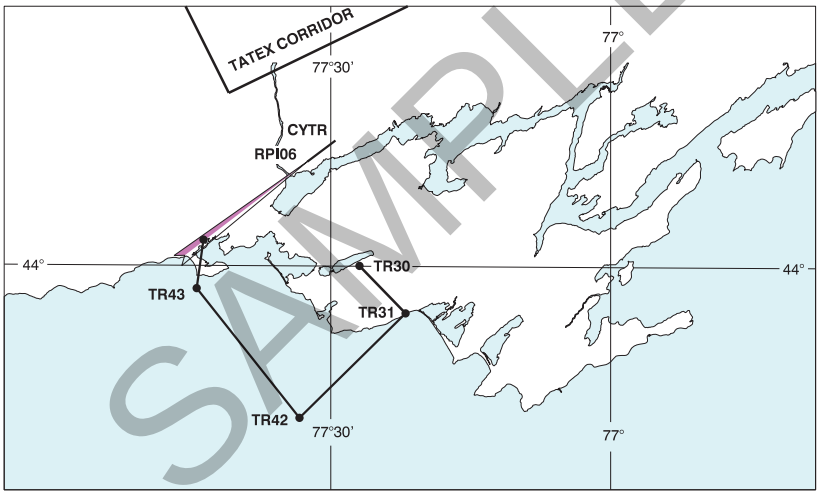
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

IMC Transition Route (TR) 4 - DZ Recovery to CYTR ILS Runway 06

TR4 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - TR30, TR31, TR42, TR43, Heading 020 degrees to intercept.

TR30	N44 00.00	W077 27.00	Waypoint
TR31	N43 56.50	W077 22.50	Waypoint
TR42	N43 48.89	W077 35.50	Waypoint
TR43	N43 57.86	W077 43.51	Waypoint
RPI06	N44 06.75	W077 32.36	CYTR Rwy 06



ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

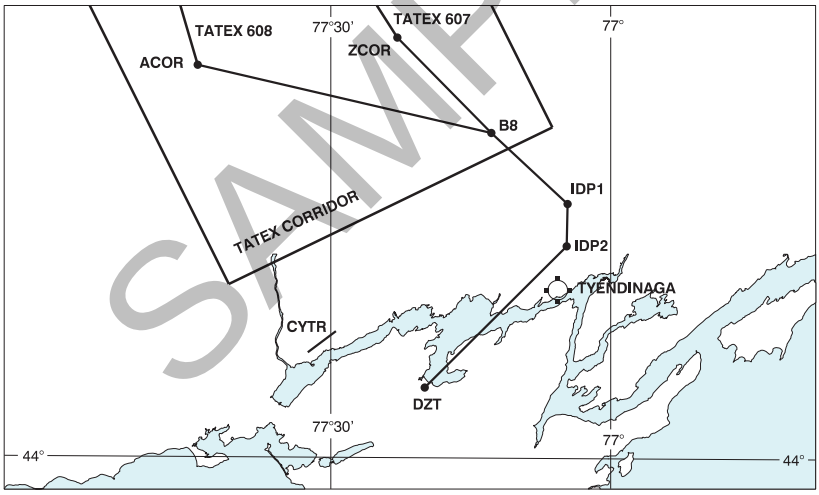
IMC Transition Route (TR) 5 - Astra, Zulu to IFR Airdrop (DZ Terreau)

TR5 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - A or Z, B8, IDP1, IDP2, DZT allows an IFR Transition to DZ Terreau at 2500' ASL.

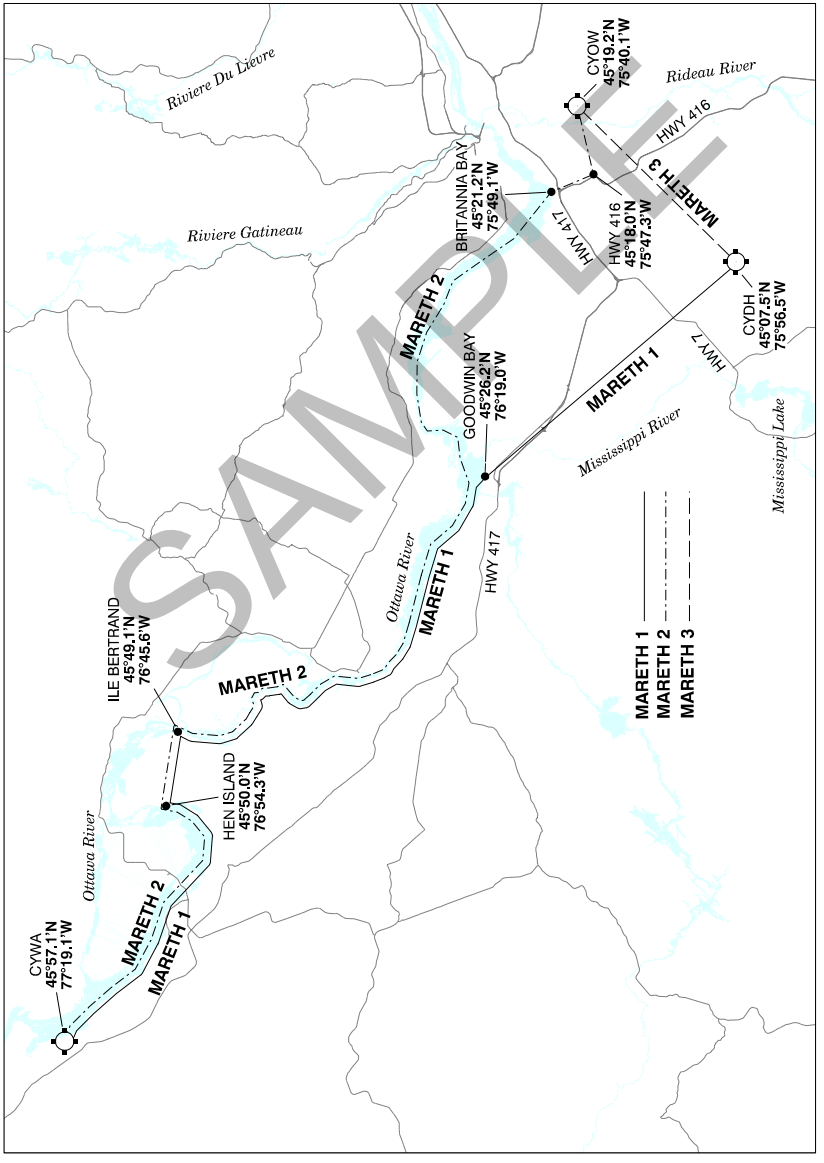
Once clear of the Tyendinaga ROZ (2 NM), 8 NM from DZ Terreau, the aircraft will descend to min IFR (1700' ASL) for airdrop.

ACOR	N44 28.50	W077 45.10	Corridor Point Alpha
ZCOR	N44 30.60	W077 23.60	Corridor Point Zulu
B8	N44 23.34	W077 13.54	Waypoint
IDP1	N44 17.72	W077 05.36	Waypoint
IDP2	N44 14.46	W077 05.48	Waypoint
DZT	N44 04.11	W077 20.61	DZ Terreau



MARETH 1, 2 AND 3 LOW LEVEL TRANSIT ROUTES (LLTRs)

The areas identified as the MARETH 1, 2 and 3 are LLTRs one km wide on either side of the centre line as depicted on the following maps. These LLTRs contain Military helicopter operations in single aircraft or in formation from the surface to 1000 AGL, both by day or night, in VFR or marginal VFR weather conditions and are active at all times. Non-participating pilots are urged to exercise caution in the vicinity of these routes.



MARETH 1

The area identified as the MARETH 1 Route, surface to 1000 AGL, is used as a transition zone between CYWA and CYDH. The Route is between 45°57.08'N 77°19.09'W (CYWA), thence over the Ottawa River to 45°50.0'N 76°54.25'W (Hen Island), direct to 45°49.09'N 76°45.55'W (South tip of "Île à Bertrand"), thence over the Ottawa river to 45°26.15'N 76°19.04'W (middle of Goodwin Bay) then to 45°07.50'N 75°56.54'W (CYDH).

MARETH 2

The area identified as the MARETH 2 Route, surface to 1000 AGL, is used as a transition zone between CYWA and CYOW. The Route is between 45°57.08'N 77°19.09'W (CYWA), thence over the Ottawa River to 45°50.0'N 76°54.25'W (Hen Island), direct to 45°49.09'N 76°45.55'W (South tip of "Île à Bertrand"), thence over the Ottawa river to 45°21.17'N 75°49.10'W (Britannia Bay), direct to 45°18.03'N 75°47.28'W (bend in Hwy 416), then direct to 45°19.21'N 75°40.09'W (CYOW).

MARETH 3

The area identified as the MARETH 3 Route, surface to 1000 AGL, is used as a transition zone between CYDH and CYOW. The Route is between 45°07.50'N 75°56.54'W (CYDH) direct to 45°19.21'N 75°40.09'W (CYOW).

ONTARIO – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

ONTARIO – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CPK6	876	551	N43 30 18	W79 37 53
4.6SE				
CTM4	581	328	N43 38 48	W79 22 25
0.5SSE				
CNW8	898	612	N43 38 53	W79 23 17
0.5S				
CNW8	769	479	N43 38 53	W79 23 31
0.6SSW				
CTM4	861	568	N43 39 23	W79 22 36
0.2NNE				
CNW8	1294	981	N43 39 31	W79 22 53
0.3ENE				
CNW8	948	567	N43 40 16	W79 23 15
0.9N				
CNW8	849	360	N43 40 55	W79 24 28
1.7NNW				
CYZD	772	157	N43 43 56	W79 26 51
1.0SE				
CNY8	804	320	N43 43 58	W79 20 41
1.6ENE				
CNY8	838	312	N43 46 00	W79 22 25
2.6N				
CYZD	1017	391	N43 47 07	W79 24 59
3.3NE				
CYZD	1282	608	N43 47 44	W79 31 19
4.0NW				
CYKZ	903	307	N43 51 03	W79 19 23
2.1ESE				
CYKZ	1032	443	N43 51 19	W79 19 45
1.7E				
CSW4	1264	325	N44 55 10	W79 13 22
4.4SSW				
CNV4	727	317	N45 30 28	W74 40 18
6.6S				
CSM9	899	279	N46 32 47	W84 13 58
3.3E				
CNC5	1655	320	N46 37 13	W81 24 52
12.8WNW				
CYSB	1316	344	N46 41 02	W80 57 31
7.5WNW				
CNV3	1106	302	N47 29 39	W79 34 54
4.5E				
CYXR	1166	315	N47 38 13	W79 40 12
8.0ESE				
CYXR	1106	302	N47 38 22	W79 50 47
3.3S				

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CYZL	1311	31	N50 07 06	W91 54 11
0.3NNE				

QUEBEC

QUEBEC - AIR NAVIGATION RADIO AIDS

Akulivik NDB ident "YKO" freq 265 at N60 49 10 W78 09 18 has been decommissioned.

Amos NDB ident "9Q" freq 291 at N48 33 27 W78 14 35 has been decommissioned.

Eric (Poste Montagnais) NDB ident "UAC" freq 250 at N51 53 01 W65 43 00 has been decommissioned.

La Grande Rivière NDB ident "GL" freq 201 at N53 37 49 W77 42 15 has been decommissioned.

Lebel-Sur-Quévillon NDB ident "2H" coordinates changed to N49 02 09 W77 01 12.

Roberval DME ident "IRJ" Ch 40 at N48 31 37 W72 16 27 has been decommissioned.

Salluit NDB ident "YZG" freq 375 at N62 10 46 W75 40 38 has been decommissioned.

Thetford Mines NDB ident "R1" freq 275 at N46 02 44 W71 16 04 has been decommissioned.

Victoriaville NDB ident "F8" freq 384 at N46 06 38 W71 55 37 has been decommissioned.

QUEBEC - AIRSPACE DESIGNATIONS

AR4 has been revoked from Chibougamau/Chapais NDB to Nemiscau NDB to La Grande Rivière NDB.

AR10 has been revoked from Kujak (Kuujjuaq) NDB to Quaqtaq NDB to Frobay (Iqaluit) NDB.

AR13 has been revoked from La Grande-4 NDB to Kujack (Kuujjuaq) NDB to Aupaluk NDB to Kangirsuk NDB.

AR16 has been revoked from Moosonee NDB to Wemindji NDB to La Grande Rivière NDB.

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

AR16 has been revoked from Puvirnituq NDB to Akulivik NDB to Ivujivik NDB.

AR17 has been revoked from Matagami NDB to La Grande Rivière NDB to Kuujjuarapik NDB.

AR17 has been revoked from Kangiqsujuaq NDB to Kimmirut NDB.

AR18 has been revoked from Matagami NDB to Waskaganish NDB to Eastmain River NDB to La Grande Rivière NDB.

AR39 has been revoked from Kangiqsualujjuaq NDB to Kujack (Kuujjuaq) NDB to Tasiujaq NDB to Kangirsuk NDB.

AR41 has been revoked from Sanikiluaq NDB to Umiujaq NDB.

B7 from Lorka intxn to Maniwaki NDB has been revoked.

BR4 has been revoked from Chevery NDB to Goose NDB.

BR11 has been revoked from Eric (Poste Montagnais) NDB to Churchill Falls NDB.

BR20 has been revoked from Kujak (Kuujjuaq) NDB to Quaqtaq NDB to Frobay (Iqaluit) NDB.

BR26 has been revoked from Puvirnituq NDB to Salluit NDB to Frobay (Iqaluit) NDB.

BR40 has been revoked from Kangirsuk NDB to Salluit NDB to Cape Dorset NDB.

G2 has been revoked from Earlton NDB to Rouyn NDB.

GR7 has been revoked from Ivujivik NDB to Salluit NDB to Kangiqsujuaq NDB to Quaqtaq NDB.

RR12 has been revoked from La Grande Rivière NDB to La Grande-3 NDB to La Grande-4 NDB.

V39 has been redesignated from Baie-Comeau VOR/DME to OTOVU intxn to ARAME intxn.

V314 has been redesignated from SHAIK intxn to MODOK intxn to Wabush VOR/DME.

V346 from Bobra intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce VOR/DME has been revoked.

V360 has been revoked from Eric (Poste Montagnais) NDB to ODKAP intxn to Sept-Iles VOR/DME.

V360 has been redesignated from Wabush VOR/DME to ELINU intxn.

V372 has been redesignated from Val-d'Or VOR/DME to Taget intxn.

V380 has been revoked from Charlottetown VOR/DME to Gaspe VOR/DME.

QUEBEC - DANGER, RESTRICTED & ADVISORY AREAS

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

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

CYA621(H) Mont Yamaska has been redesignated as follows:
Time of Designation – Cont daylight

QUEBEC - BLASTING OPERATIONS

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

GENERAL AREA	SITE	COORDINATES
CNV9 0.7S	0.5NM Radius Sfc to 500 AGL	N46 42 41 W71 35 02
CSA8 2.3NNE	0.54NM Radius Sfc to 3281 AGL	N48 28 38 W71 06 46
CSA8 2.7NNE	0.54NM Radius Sfc to 3281 AGL	N48 28 41 W71 05 41

QUEBEC - CABLE CROSSINGS

LOCATION	HEIGHT ASL	(N)LAT	(W)LONG

QUEBEC – CONSERVATION

QUEBEC - HAZARDS TO AIRCRAFT OPERATIONS

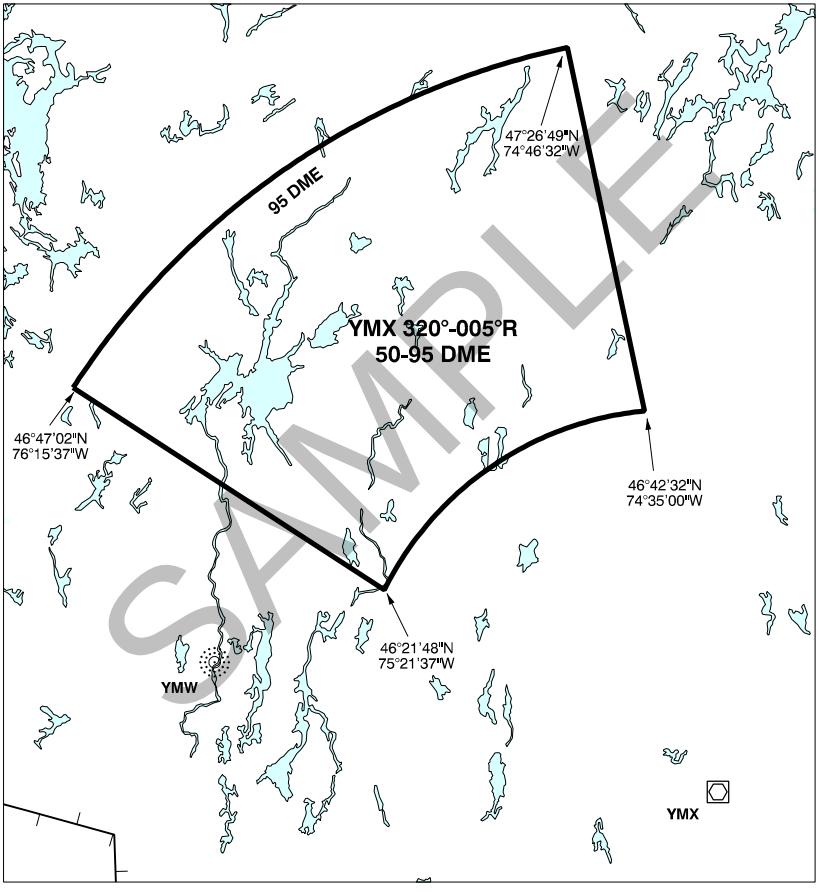
Hang Gliding and Soaring Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

NAME	POSITION	OPERATING TIMES
Trois-Rivières (Soaring)	3NM around A/D up to 3000 ASL	Daily Sat, Sun & hols, mid-Apr to mid-Jun & mid-Aug to end of Oct

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)
MONTREAL IFR TRAINING AREA

The airspace within the following area: between the YMX 320°R and the 005°R, from 50 to 95 DME, 8,000 ASL to unlimited. The rules for the applicable surrounding airspace apply at all times. For flight planning purposes, see the Mandatory IFR Routes in the Planning section of the CFS.



QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

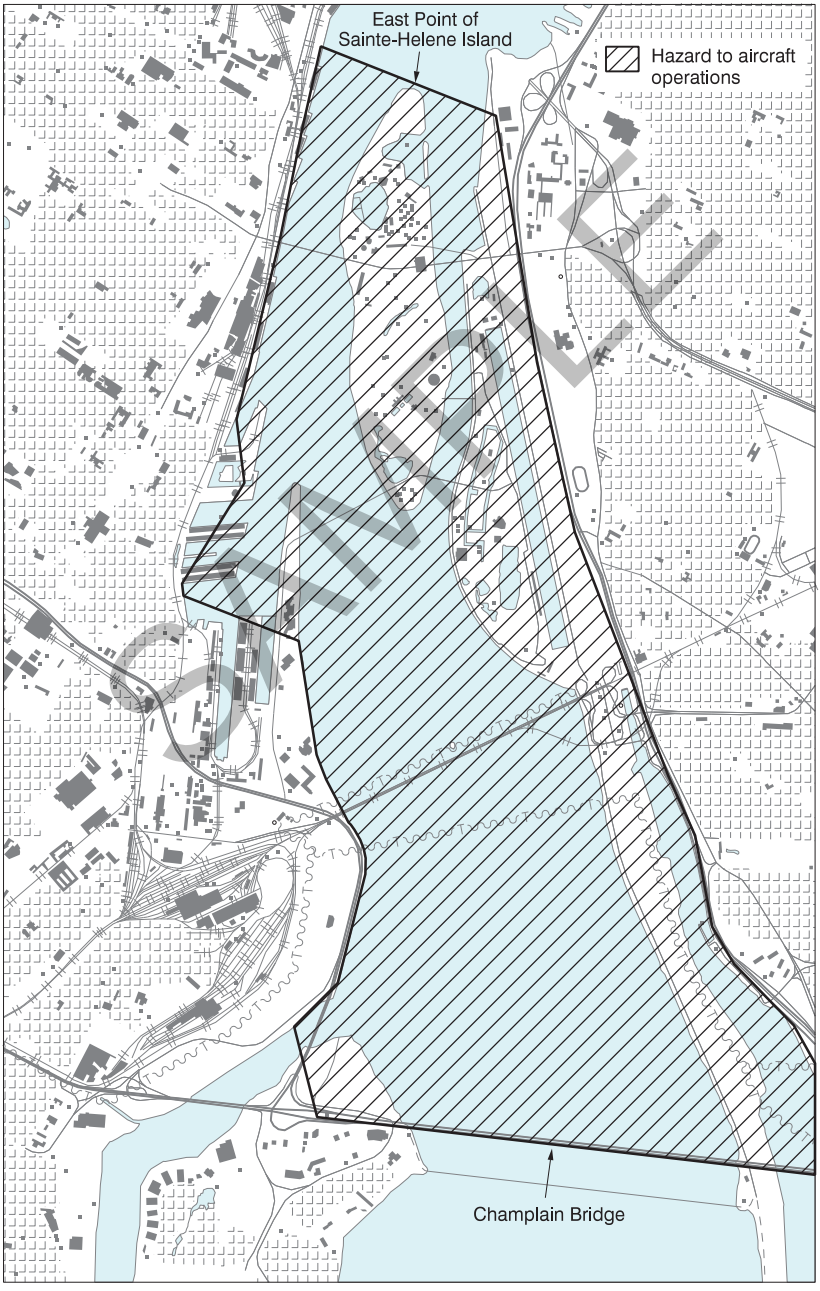
SAINT-LAWRENCE SEAWAY

Because of strong currents, Saint-Lawrence Seaway, vessels and pleasure crafts, as well as Special Events such as Canadian Grand Prix, l'International des Feux Loto-Québec, etc., no seaplane activity is permitted on water between Champlain Bridge and the East Point of Sainte-Helene Island (La Ronde) without the written permission of Transport Canada, Montreal Port Authority and the owner of docking facilities.

Initial request must first be sent to Transport Canada through: CSVA-VSCA@tc.gc.ca

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

SAINT-LAWRENCE SEAWAY



QUEBEC – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

QUEBEC – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CTY3	1896	719	N45 30 11	W75 51 01
5.0S				
CSE4	1486	315	N45 51 44	W74 27 25
13.8NNW				
CSW9	2493	485	N46 39 00	W74 51 28
9.7NNE				
CSD4	1234	315	N46 45 19	W75 53 06
17.1NW				
CTQ6	846	312	N46 47 50	W70 44 40
13.8NE				
CLS2	1381	213	N48 05 05	W77 48 19
2.1S				
CYXK	2102	574	N48 08 30	W68 53 11
25.5SW				
CYRJ	1752	322	N48 10 22	W72 14 22
20.9S				
CYTF	1744	322	N48 16 49	W71 41 20
13.8S				
CYRJ	1558	364	N48 18 34	W72 07 26
13.9SSE				
CTH3	461	257	N48 19 00	W69 25 43
6.8NE				
CCS7	801	255	N48 24 28	W71 05 03
1.8SW				
CSA8	894	352	N48 27 30	W71 04 46
2.3ENE				
CYYY	2164	289	N48 28 02	W68 12 39
8.5S				
CGD2	1004	322	N48 44 41	W71 28 23
3.3SW				
CGD2	844	302	N48 45 07	W71 49 34
14.1NW				
CYDO	692	312	N48 49 33	W72 23 13
2.9N				
CYGP	3147	414	N48 59 11	W65 23 52
38.5WNW				
CPH4	986	322	N49 03 08	W72 18 48
8.5NNW				
CYSZ	881	339	N49 06 28	W66 29 10
1.8ESE				
CSL9	472	312	N49 09 07	W68 22 43
2.1SSW				
CYSZ	850	350	N49 15 03	W65 32 04
39.9ENE				
CSN9	1078	412	N49 18 05	W68 04 31
10.3NE				

QUEBEC – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CYME	1055	461	N49 23 34	W67 28 29
32.2N				
CYSZ	478	300	N49 31 22	W67 16 17
37.9NW				
CYNM	1129	210	N49 43 04	W77 43 12
4.2SE				
CHE3	584	319	N49 49 22	W67 09 30
40.2SW				
CYZV	322	262	N50 15 07	W66 04 26
7.6ESE				
CYGL	770	217	N53 46 40	W77 32 17
10.9NNE				
CTP9	2308	401	N61 40 54	W73 42 49
11.3W				

MARITIME PROVINCES

MARITIME PROVINCES - AIR NAVIGATION RADIO AIDS

Bluenose (Halifax/Stanfield Intl) NDB ident "ZNS" at N44 58 00 W63 25 37 has been decommissioned.

Split Crow (Halifax/Stanfield Intl) NDB ident "ZHZ" freq 364 at N44 48 08 W63 35 23 has been decommissioned.

MARITIME PROVINCES - AIRSPACE DESIGNATIONS

MARITIME PROVINCES - DANGER, RESTRICTED & ADVISORY AREAS

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

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

MARITIME PROVINCES - BLASTING OPERATIONS

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

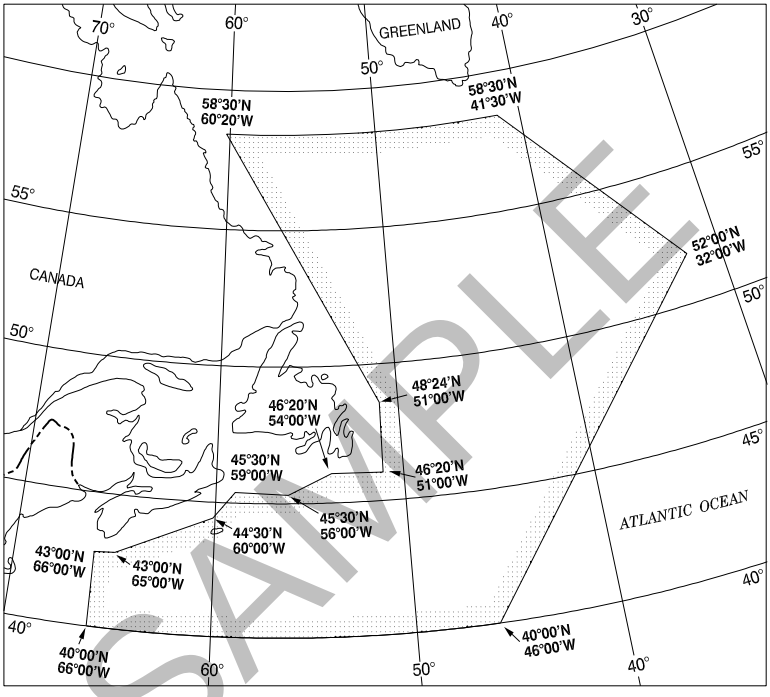
GENERAL AREA	SITE	COORDINATES

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS

MILITARY OPERATIONS AREA - North Atlantic Operations Patrol Area ELK

1. ELK consists of that airspace from the surface of the earth to Flight Level 50 within the following area: From N43 00 W66 00 to N43 00 W65 00 to N44 30 W60 00 to N45 30 W59 00 to N45 30 W56 00 to N46 20 W54 00 to N46 20 W51 00 to N48 24 W51 00 to N58 30 W60 20 to N58 30 W41 30 to N52 00 W32 00 to N40 00 W46 00 to N40 00 W66 00 to the point of origin.
2. Maritime surveillance aircraft conduct daily all-weather operational flights in Area ELK. These aircraft are required to operate on various headings and altitudes up to and including FL50 and to make rapid climbs and descents without prior warning. Because of operational considerations they operate without navigation or identification lights during the hours of darkness and often without SIF/IFF.
3. The Regional Joint Operations Centre (Atlantic) RJOC (Atlantic) Maritime Air Flight following (MAFF) provides advisory information between maritime aircraft and other aircraft in Area ELK based on known air traffic.
4. Standard pressure setting 29.92 inches is used for transit and separation within the entire area.
5. In the interest of Flight Safety it is essential that RJOC (Atlantic) be informed in advance of all flights or proposed flights in or through Area ELK. Aircraft flight level(s), track and approximate times of ELK penetration and exit are required. Military aircraft are encouraged to communicate directly with RJOC (Atlantic). On prior request, frequencies will be assigned on which to report position and obtain ELK clearance. ASW aircraft will be routed clear of all known military and civil traffic.
6. RJOC (Atlantic) may be contacted by the following means;
   (a) Letter to Commander MARLANT, Halifax, NS, Canada.
   (b) Message to RJOC ATLANTIC//MAFF//.
   (c) Telephone RJOC (Atlantic) MAFF (902)427-2502, (902)427-2501 CSN 447-2502
   (d) Email RJOCA.MAFF@FORCES.GC.CA
   (e) On request of the pilot when filing flight plans at departure points in North America, aircraft flight plans may be relayed through ATC channels to Moncton ACC for RJOC (Atlantic).
   (f) In-flight position reports or advisories when not transmitted directly as in para 5 above may be relayed through Gander or Moncton ACC. These messages should specify “Pass to RJOC (Atlantic)”.

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)
AREA ELK FL 50 AND BELOW



MILITARY OPERATIONS AREA (MOA)

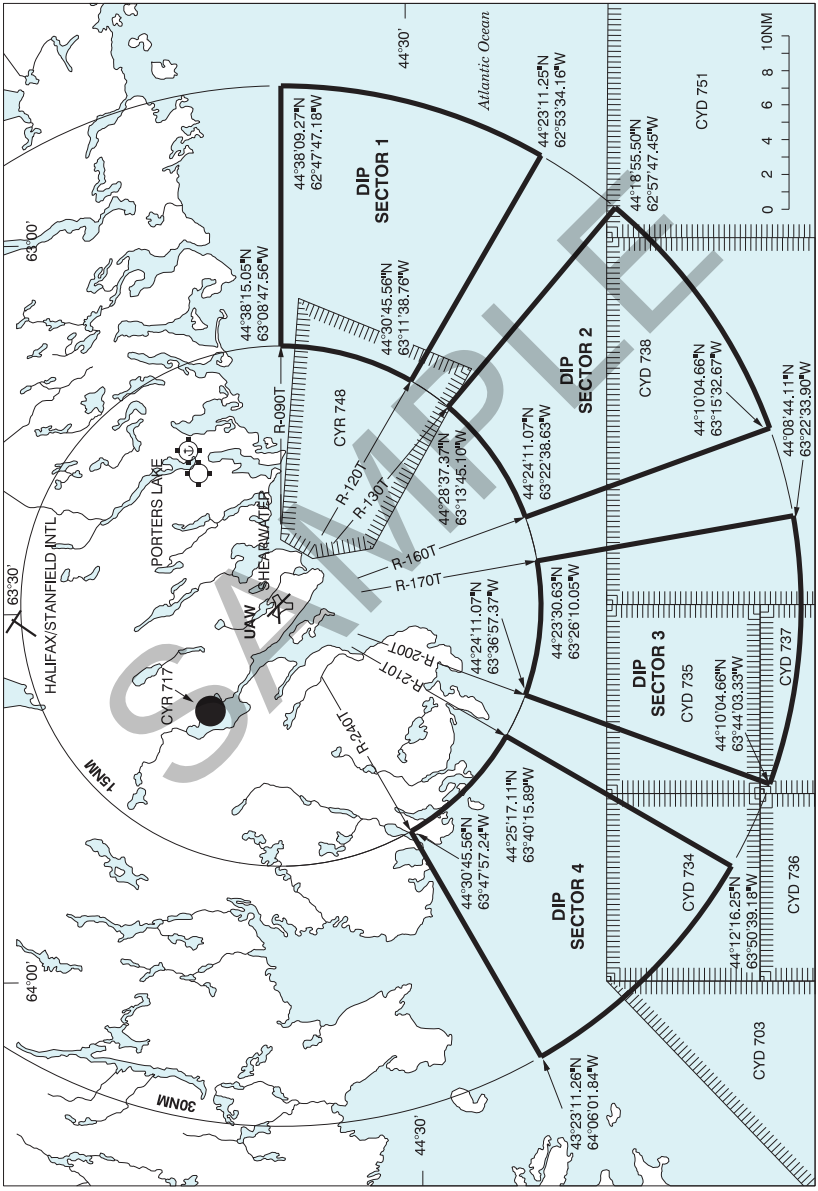
Shearwater DIP Sectors

1. The Shearwater DIP Sectors consists of that airspace from the surface of the earth to 500 ASL within the following area:
   From N44 38 15.05 W63 08 47.56 (UAW 090T°/015 DME) to N44 38 09.27 W62 47 47.18 (UAW 090T°/030 DME) arcing clockwise (on a 30NM arc from UAW) to N44 23 11.26 W64 06 01.84 (UAW 240T°/030 DME) to N44 30 45.56 W63 47 57.24 (UAW 240T°/015 DME) arcing counter-clockwise (on a 15NM arc from UAW) to point of origin.
   This area is further divided into four sectors, based on that space between the UAW 15 DME arc and the UAW 30 DME arc, and between the following (UAW) radials:
   (a) DIP Sector 1: UAW 090T°R - 120T°R, UAW 15-30 DME (coordinates N44 38 15.05 W63 08 47.56 to N44 38 09.27 W62 47 47.18 to N44 23 11.25 W62 53 34.16 to N44 30 45.56 W63 11 38.76)
   (b) DIP Sector 2: UAW 130T°R - 160T°R, UAW 15-30 DME (coordinates N44 28 37.37 W63 13 45.10 to N44 18 55.50 W62 57 47.45 to N44 10 04.66 W63 15 32.67 to N44 24 11.07 W63 22 38.63)
   (c) DIP Sector 3: UAW 170T°R - 200T°R, UAW 15-30 DME (coordinates N44 23 30.63 W63 26 10.05 to N44 08 44.11 W63 22 33.90 to N44 10 04.66 W63 44 03.33 to N44 24 11.07 W63 36 57.37)
   (d) DIP Sector 4: UAW 210T°R - 240T°R, UAW 15-30 DME (coordinates N44 25 17.11 W63 40 15.89 to N44 12 16.25 W63 50 39.18 to N43 23 11.26 W64 06 01.84 to N44 30 45.56 W63 47 57.24)

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

2. Maritime helicopters conduct essential over-water training and proficiency flights in the DIP Sectors on a daily basis. These flights often involve the use of sonobuoys, and helicopters routinely transition to/from the hover while in the area. Typically, military flights operate in the area from 0700-2359 (L).
3. Aircraft operating in or above this area should contact Shearwater ATC on 126.2 MHz or 231.95 MHz for advisory info. If unable, operators should use 126.7 MHz to announce intentions while in the area.

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)
MILITARY OPERATIONS AREA (MOA) (Cont'd)



MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CSN6	549	300	N45 18 12	W66 04 23
0.6E				
CRC2	1022	300	N45 51 49	W66 49 18
7.7WSW				
CSY9	540	330	N46 08 04	W60 08 43
1.9NE				
CSN4	1050	299	N46 08 17	W67 45 24
5.6NW				
CDA4	421	300	N47 46 06	W65 10 22
12.2WNW				
CDV2	2186	204	N47 48 56	W67 51 29
17.9WNW				
CDA4	435	400	N47 49 01	W65 08 50
12.3WNW				
CYCL	962	300	N47 53 21	W66 10 31
8.7SE				
CYCL	587	295	N48 00 01	W66 37 33
11.9W				

NEWFOUNDLAND & LABRADOR

NEWFOUNDLAND & LABRADOR - AIR NAVIGATION RADIO AIDS

Gander NDB ident "QX" coordinates changed to N48 57 52 W54 40 13.
Hopedale NDB ident "HO" freq 378 at N55 27 35 W60 12 38 has been decommissioned.
Makkovik NDB ident "YFT" freq 339 at N55 04 51 W59 11 18 has been decommissioned.
Rigolet NDB ident "JC" freq 396 at N54 10 38 W58 25 51 has been decommissioned.
Williams Harbour NDB ident "1A" freq 373 at N52 33 34 W55 46 55 has been decommissioned.

NEWFOUNDLAND & LABRADOR - AIRSPACE DESIGNATIONS

AR10 has been revoked from Quaqtaq NDB to Frobay (Iqaluit) NDB.
AR23 has been revoked from Goose NDB to Rigolet NDB.
AR28 has been revoked from Nain NDB to Hopedale NDB to Makkovik NDB to Rigolet NDB to Cartwright NDB.
BR4 has been revoked from Goose NDB to Hopedale NDB.
BR11 has been revoked from Eric (Poste Montagnais) NDB to Churchill Falls NDB.
BR20 has been revoked from Quaqtaq NDB to Frobay (Iqaluit) NDB.
R14 has been revoked from Sydney NDB to Argentia NDB to Wabana (St. John's Intl) NDB.
V314 has been redesignated from SHAIK intxn to MODOK intxn to Wabush VOR/DME.
V360 has been revoked from Wabush VOR/DME to Eric (Poste Montagnais) NDB.

NEWFOUNDLAND & LABRADOR - DANGER, RESTRICTED & ADVISORY AREAS

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

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

CYR727 Goose Bay has been redesignated as follows:

AREA 2: The airspace within the area bounded by a circle of 16 miles radius centred on N52 17 23 W60 57 14, excluding the area within CYR750.

Designated Altitude – Surface to FL 280

Time of Designation – Ocsl by NOTAM

NEWFOUNDLAND & LABRADOR - BLASTING OPERATIONS

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

GENERAL AREA	SITE	COORDINATES

NEWFOUNDLAND & LABRADOR - SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300´ or higher, and significant obstructions less than 300´ for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
CFW8 1.2N	585	300	N48 56 38	W55 39 05
CCK4 0.5ESE	681	250	N52 22 10	W55 39 42
CYCA 3.8NE	792	300	N53 43 38	W56 58 06

FLIGHT RESTRICTIONS

FOREST FIRES

No person shall operate an aircraft in the airspace below 3,000 feet above ground level within five nautical miles of the limits of a forest fire area or as described in a NOTAM (CAR 601.15, 601.16, 601.17).

FLIGHT RESTRICTIONS INTO NATIONAL, PROVINCIAL AND MUNICIPAL PARKS

Access to National, Provincial and Municipal Parks is governed by regulations enacted by the respective parks authorities.

All National, Provincial and Municipal Parks are closed to aircraft unless otherwise specified in the AIP ENR 5.6.9 and/or the Supplements. On a prior permission basis, some parks will permit access to private flights, while others may authorize commercially registered aircrafts.

To help pilots obtain the required permission, Nav Canada publishes the name and telephone number of applicable park authorities, in the "Aerodrome/Facility Directory" of the Canada Flight Supplement/Canada Water Aerodrome Supplement, for any aerodrome/heliport located within park boundaries.

IFR FLIGHT TRAINING WITHIN 100NM RADIUS OF TORONTO INTL (CYYZ), ONTARIO

All IFR training, test flights and checkride flights between 1200-0200Z‡ must be coordinated with Toronto ACC prior to flight planning. For coordination, contact Toronto flow control (800)268-4831 or (905)676-3528.

RESTRICTIONS AFFECTING SEAPLANES

The **Canada Shipping Act, 2001**, through the **Vessel Operation Restriction Regulations** prohibits or imposes restrictions on the operation of vessels on certain lakes and waterways within Canada.

As a seaplane is considered a vessel while operating on the surface of a body of water, the **Vessel Operation Restriction Regulations** apply. The bodies of water affected and applicable restrictions may be found in the Schedules to the **Vessel Operation Restriction Regulations** -

http://laws.justice.gc.ca/en/showtdm/cr/SOR-2008-120//?showtoc=&instrumentnumber=SOR-2008-120

MANDATORY IFR ROUTES

A system of mandatory IFR routes has been established to:

(a) guide pilots in planning their route of flight;
(b) minimize route changes during the operational phase of flight; and
(c) to aid in the efficient and orderly management of the air traffic.

The mandatory IFR routes are designed to serve the needs of the airspace user and to provide for a systematic flow of air traffic in the major terminal and enroute phases. Cooperation by all pilots in filing mandatory IFR routes will result in fewer traffic delays in clearance delivery and will better provide for efficient departure, enroute, and arrival air traffic service.

The following explains the terms and abbreviations used in the listing.

Mandatory Route structure principles:

- Each route includes a start or end waypoint/navigation aid (pitch/catch concept)
- Does not contain MOCA or MEA
- Does not start with AIRWAY
- Only routes with less than 250NM between city pairs are designated (otherwise default to pitch/catch as in 1).
- Route to/from a cardinal point is also acceptable (N,S,E,W,NE,NW,SE,SW).
- Each route is compliant with ARINC 424 coding (machine-readable for flight planning/flight management systems).
- By default, mandatory routes are applicable for all route types unless specified otherwise (i.e. RNAV)
- Mandatory routes are shown in table format, one route per record, with up to 3 sections per FIR:
- general information/message, location-to-location/Cardinal point enter/exit route and overflights.
- ICAO idents and abbreviations applied throughout.
- Mandatory IFR routes are published for the airports under Canadian ATS control.

When filing routes between two navigational facilities or fixes, pilots are responsible for ensuring that the filed altitude will meet the minimum obstacle clearance requirements, that the navigational signal coverage is adequate and that the route will not penetrate Class F airspace.

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft at FL280 and below on the mandatory IFR route.

CZVR VANCOUVER FIR

FROM LOCATION TO LOCATION OR DIRECTION						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CAE2	L	ARR FR NE				OMSIK SX
CYAZ	H&L	ARR FR E			RNAV	DASMU T609 ROLBU
CYCD	H	ARR FR E				BOOTH LANNE YVR AP YYJ YCD
CYCD	L	ARR FR E		A16000 & BLW		HE V300 HARAS HUH V495 YYJ A1 YCD
CYCD	L	ARR FR E		A17000 & ABV		BOOTH LANNE YVR AP YYJ YCD
CYCD	H&L	ARR FR N				KEINN V330 YVR AP YYJ YCD
CYCD	H&L	ARR FR NW				QQ A1 YCD
CYCD	H&L	ARR FR NW			RNAV	QQ V440 NANOO PESGU
CYCD	H&L	ARR FR S				YYJ YCD
CYCD	H&L	ARR FR W				YAZ G1 YCD
CYCD	L	ARR FR W		A9000 & BLW	RNAV	FOCHE NANOO PESGU
CYCD	H	DEP TO E				YYJ HUH J534 IWACK
CYCD	L	DEP TO E				YYJ V495 HUH ANTLR V342 YDC
CYCD	H	DEP TO N				YWL
CYCD	L	DEP TO N		A14000 & ABV		YWL
CYCD	L	DEP TO N		A13000 & BLW		YYJ V495 XX B22 HE
CYCD	H	DEP TO NE				YYJ HUH J534 IWACK

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYCD	L	DEP TO NE		A13000 & BLW		YYJ V495 XX B22 HE
CYCD	H	DEP TO NW				QQ
CYCD	L	DEP TO NW				YCD A1 QQ
CYCD	H	DEP TO SE				YYJ
CYCD	L	DEP TO SE				YCD A1 YYJ
CYCD	H&L	DEP TO	CYLW		RNAV	YYJ HUH YDC PIGLU ARR
CYCD	L	DEP TO	CYYJ		RNAV	AP APASS ARR
CYCD	L	DEP TO	CYYJ			AP FASBO ARR
CYLW	H&L	ARR FR E				ROBTI NORIP NORIP ARR
CYLW	H&L	ARR FR E				TAGBA NORIP NORIP ARR
CYLW	H&L	ARR FR S				IKNER NORIP NORIP ARR
CYLW	H&L	ARR FR S				YDC PIGLU PIGLU ARR
CYLW	H&L	ARR FR W				SEKAB SEKAB ARR
CYLW	H&L	DEP TO E				WHATS
CYLW	L	DEP TO E				BALOR B27 WHATS
CYLW	H&L	DEP TO W				MERYT
CYLW	L	DEP TO W				LW B18 AMBRO
CYLW	H&L	ARR FR	CYCD		RNAV	YYJ HUH YDC PIGLU ARR
CYLW	H&L	ARR FR	CYYJ		RNAV	HUH YDC PIGLU ARR
CYNJ	H&L	ARR FR N				HE V300 HARAS HUH
CYNJ	L	ARR FR S				SEA V23 HUH
CYNJ	L	ARR FR W				YYJ V495 HUH
CYNJ	L	DEP TO E				HUH V495 XX ANTLR V342 YDC
CYNJ	L	DEP TO N				HUH V495 XX B22 HE
CYNJ	L	DEP TO NW				HUH V495 YYJ V440 QQ
CYNJ	L	DEP TO S				HUH V165 CVV
CYNJ	L	DEP TO W				HUH V495 YYJ
CYQQ	H&L	ARR FR NE			RNAV	TEXIB
CYVR	H&L	ARR FR E		NONJET	RNAV	BOOTH LIONN ARR
CYVR	H&L	ARR FR E		JET & DH8D	RNAV	BOOTH CANUC ARR
CYVR	H	ARR FR N		JET & DH8D	RNAV	MERYT BOOTH CANUC ARR
CYVR	H	ARR FR N		NONJET	RNAV	MERYT BOOTH LIONN ARR
CYVR	H&L	ARR FR N			RNAV	ELIDI WHSLR ARR
CYVR	L	ARR FR N		A13000 & BLW	RNAV	SPUZZ BOOTH LIONN ARR
CYVR	H	ARR FR NE		JET	RNAV	MERYT BOOTH CANUC ARR
CYVR	H&L	ARR FR NW			RNAV	TRENA WHSLR ARR
CYVR	H&L	ARR FR S			RNAV	EGRET GRIZZ ARR
CYVR	L	ARR FR S			RNAV	YYJ ILAND ARR
CYVR	H	ARR FR SW		JET	RNAV	FOCHE RAGIT ARR
CYVR	H	ARR FR W			RNAV	POWOL WHSLR ARR
CYVR	L	ARR FR W			RNAV	QQ LIBOG SOUND ARR
CYVR	H	DEP TO E			RNAV	ADSIX KESTA
CYVR	H	DEP TO E				HUH J534 IWACK
CYVR	L	DEP TO E				SAFOL V342 YDC
CYVR	H	DEP TO N				DOLLR V347 GARRE J534
CYVR	L	DEP TO N		A14000 & ABV		DOLLR V347 GARRE
CYVR	L	DEP TO N		A13000 & BLW		SAFOL V342 YARRO HE
CYVR	H	DEP TO NE				MODDY V317 JANEK LYTON
CYVR	H	DEP TO NE				VIDRI
CYVR	L	DEP TO NE		A14000 & ABV		MODDY V317 LYTON

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYVR	L	DEP TO NE		A14000 & ABV		VIDRI
CYVR	H	DEP TO NW				FASBO J528 TRENA
CYVR	L	DEP TO NW		A14000 & ABV		FASBO V330 TRENA
CYVR	H	DEP TO S				YVR J5 SEA
CYVR	H	DEP TO SE				YVR J52 GEG
CYVR	H	DEP TO SW				DOLFF
CYVR	H	DEP TO SW				TOU
CYVR	H	DEP TO SW				YYJ ELMAA
CYVR	H&L	DEP TO W				TREEL V317 QQ
CYVR	H&L	DEP TO	CYKA		RNAV	JANEK YAROW
CYVR	H&L	DEP TO	CYLW		RNAV	JANEK SEKAB SEKAB ARR
CYVR	L	DEP TO	CYYJ		RNAV	AP APASS ARR
CYVR	L	DEP TO	CYYJ			AP FASBO ARR
CYVR	H&L	DEP TO S	KBFI	PROPS		JAWBN JAWBN ARR
CYVR	H&L	DEP TO S	KSEA	PROPS		JAWBN JAWBN ARR
CYVR	H&L	DEP TO S	KSEA	JETS		MARNR MARNR ARR
CYXX	H	ARR FR E				HE J500 HARAS HUH
CYXX	H	ARR FR E				HE V300 HARAS HUH
CYXX	H	ARR FR E			RNAV	HE HOPE ARR
CYXX	L	ARR FR E			RNAV	HOPE ARR
CYXX	H	ARR FR N				HE J500 HARAS HUH
CYXX	H	ARR FR N				HE V300 HARAS HUH
CYXX	H	ARR FR N			RNAV	HE HOPE ARR
CYXX	L	ARR FR N				HE V300 HARAS HUH XX
CYXX	L	ARR FR N			RNAV	HOPE ARR
CYXX	H	ARR FR NW				YZT J502 YYJ V495
CYXX	L	ARR FR NW				QQ V440 YYJ V495 XX
CYXX	H&L	ARR FR S			RNAV	MADEE ARR
CYXX	L	ARR FR S				PAE V23 HUH V495 XX
CYXX	H	ARR FR W				YYJ V495 XX
CYXX	L	ARR FR W				YYJ V495 XX
CYXX	H	DEP TO E				HUH J534 IWACK
CYXX	L	DEP TO E				ANTLR V342 YDC
CYXX	H	DEP TO N				HUH J534 IWACK
CYXX	L	DEP TO N				XX B22 HE
CYXX	H	DEP TO NW				HUH V495 YYJ J502 YZT
CYXX	L	DEP TO NW				HUH V495 YYJ V440 QQ
CYXX	H&L	DEP TO S				HUH V165 CVV
CYXX	H	DEP TO W				HUH V495 YYJ
CYXX	L	DEP TO W				HUH V495 YYJ
CYXX	L	DEP TO	CYVR		RNAV	YYJ ILAND ARR
CYXX	L	DEP TO	CYVR			YYJ GOTOK ARR
CYXX	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR
CYXX	H&L	DEP TO	KSEA	JET	RNAV	MARNR ARR
CYXX	H&L	DEP TO	KSEA	A9000 & ABV		JAWBN ARR
CYYJ	H&L	ARR FR E		A17000 & ABV	RNAV	BOOTH APASS ARR
CYYJ	H&L	ARR FR E		A17000 & ABV		BOOTH FASBO ARR
CYYJ	L	ARR FR E		A16000 & BLW		HE V300 HARAS HUH V495 YYJ
CYYJ	H&L	ARR FR N		A17000 & ABV	RNAV	KEINN APASS ARR
CYYJ	H&L	ARR FR N		A17000 & ABV		KEINN FASBO ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYJ	L	ARR FR N		A16000 & BLW		HE V300 HARAS HUH V495 YYJ
CYYJ	L	ARR FR NW				QQ V440 YYJ
CYYJ	H&L	ARR FR S			RNAV	DISCO ARR
CYYJ	H&L	ARR FR S				DISCO V495 YYJ
CYYJ	H	DEP TO E				HUH J534 IWACK
CYYJ	L	DEP TO E				HUH ANTLR V342 YDC
CYYJ	H	DEP TO N				YVR GARRE
CYYJ	H	DEP TO NE				HUH J534 IWACK
CYYJ	L	DEP TO NE		A16000 & BLW		HUH V495 XX B22 HE
CYYJ	H&L	DEP TO NW				YYJ V440 QQ
CYYJ	H&L	DEP TO	CYLW		RNAV	HUH YDC PIGLU ARR
CYYJ	L	ARR FR	CYVR		RNAV	AP APASS ARR
CYYJ	L	ARR FR	CYVR			AP FASBO ARR
CYYJ	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR
CYYJ	H&L	DEP TO	KSEA	JET	RNAV	JIGEB MARNR ARR
CYYJ	H&L	DEP TO	KSEA	NONJET		JAWBN ARR
CZBB	H	ARR FR E				HE HARAS HUH V23 YVR
CZBB	H&L	ARR FR E			RNAV	HE HARAS HUH PENIN
CZBB	L	ARR FR E				HE V300 HARAS HUH V23 YVR
CZBB	H	ARR FR N				HE HARAS HUH V23 YVR
CZBB	H&L	ARR FR N			RNAV	HE HARAS HUH PENIN
CZBB	L	ARR FR N				HE V300 HARAS HUH V23 YVR
CZBB	H	ARR FR NW				YZT J502 YYJ V300 YVR
CZBB	L	ARR FR NW				QQ V440 YYJ V300 YVR
CZBB	H	ARR FR S				SEA V23 HUH
CZBB	H&L	ARR FR SE			RNAV	MADEE PENIN
CZBB	H&L	ARR FR SW			RNAV	YYJ ESVEM
CZBB	H&L	ARR FR W				YYJ V300 YVR
CZBB	H&L	ARR FR W			RNAV	YYJ ESVEM
CZBB	H	DEP TO E				WC HUH J534 IWACK
CZBB	L	DEP TO E				WC HUH ANTLR V342 YDC
CZBB	H	DEP TO N				WC HUH J534 IWACK
CZBB	L	DEP TO N				WC B22 HE
CZBB	L	DEP TO NE				WC B22 HE
CZBB	H	DEP TO NW				WC HUH V495 YYJ J502 YZT
CZBB	L	DEP TO NW				WC HUH V495 YYJ V440 QQ
CZBB	H	DEP TO S				WC HUH V165 CVV
CZBB	L	DEP TO S				WC HUH V165 CVV
CZBB	H&L	DEP TO W				WC HUH V495 YYJ
KBLI	H&L	ARR FR E				HE V300 HARAS HUH
KBLI	H&L	ARR FR N				HE V300 HARAS HUH
KBLI	H&L	ARR FR NE				HE V300 HARAS HUH
KBLI	H	ARR FR NW				YZT J502 YYJ V495 HUH
KBLI	L	ARR FR NW				QQ V440 YYJ V495 HUH
KBLI	H&L	ARR FR S				PAE V23 HUH
KBLI	H&L	ARR FR S			RNAV	MADEE ARR
KBLI	H&L	ARR FR W				YYJ V495 HUH
KBLI	H	DEP TO E				HUH J534 IWACK
KBLI	L	DEP TO E				HUH V495 XX ANTLR V342 YDC
KBLI	L	DEP TO N				HUH V495 XX B22 HE

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
KBLI	H	DEP TO NW				YYJ J502 YZT
KBLI	L	DEP TO NW				YYJ V440 QQ
KBLI	H&L	DEP TO S				CVV
KBLI	H&L	DEP TO W				YYJ
KBLI	L	DEP TO	CYVR		RNAV	YYJ ILAND ARR
KBLI	L	DEP TO	CYVR			YYJ GOTOK ARR
KBLI	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR
KBLI	H&L	DEP TO	KSEA	JET	RNAV	MARNR ARR
KBLI	H&L	DEP TO	KSEA	A9000 & ABV		JAWBN ARR

CZEG EDMONTON FIR

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft operating to a maximum of FL280 on the mandatory IFR routes.

NORTHBOUND DEPARTURES overflying CYEG - from CYBW or CYYC

Pilots should be aware that with the introduction of RNAV routes; within the EG FIR, there are 2 northbound routes if overflying CYEG to destinations not listed in mandatory routes. These routes are type specific and should be flight planned as follows:

LOW LEVEL
- **NON-JETS** - SAXOL T761 ALKIK
- **JETS** - AVROM MAPUX

HIGH LEVEL
- **NON-JETS** - SAXOL Q965 ALKIK
- **JETS** - AVROM Q933 MAPUX

CYBW ARRIVALS

In addition to the mandatory routes listed, the following arrival routes are available.

LOW LEVEL
- From the EAST or NORTHEAST, arrivals between BOMIP and SHAWI are permitted via BIRKO MADYN ARR

HIGH LEVEL
- From the EAST or NORTHEAST, arrivals between IGVUX and SHAWI are permitted via BIRKO MADYN ARR

LOW or HIGH LEVEL
- From the SOUTH or SOUTHEAST, arrivals between VESDO and TOVUM are permitted via EBGAL ELBOW ARR
- From the SOUTHWEST, arrivals between ANTAK and MENBO are permitted via TULOB T707 IGVEP BRAGG ARR or via SEDEL T703 IGVEP BRAGG ARR

CYEG ARRIVALS

From the WEST, CYEG arrivals are permitted between ROMRA and YZU via ESKIE ESKIE ARR

CYYC ARRIVALS

Pilots should be aware that STAR Arrivals for CYYC are segregated between JETS and NON-JETS and are required to file the appropriate STAR for type of aircraft. In addition to the mandatory routes listed, the following arrival routes are available.

NON JETS
- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL TIDUK ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP VESGA ARR or via SEDEL T703 IGVEP VESGA ARR

LOW LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO TOTUB ARR

HIGH LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO TOTUB ARR

JETS
- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL EBGAL ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP IGVEP ARR or via SEDEL T703 IGVEP IGVEP ARR

LOW LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO BIRKO ARR

HIGH LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO BIRKO ARR

FROM LOCATION TO LOCATION OR DIRECTION — **CZEG**

AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CAL4	H&L	ARR FR S			RNAV	LISVA GONUK PEPSA UKSAR
CAL4	H&L	DEP TO S		JET	RNAV	TAGIT ETMAR KERBO SELUM
CAL4	H&L	DEP TO S		NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO
CAL4	H&L	DEP TO	CYEG		RNAV	TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR
CAL4	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CAL4	H	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR
CAL4	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR
CAL4	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR
CCL3	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA
CCL3	H&L	DEP TO S			RNAV	METMO KEGRU CACHO
CCL3	H&L	DEP TO W			RNAV	METMO KEGRU CACHO
CCL3	H	DEP TO	CYEG		RNAV	METMO KEGRU CACHO RESAX RESAX ARR
CCL3	L	DEP TO	CYEG		RNAV	METMO KEGRU CACHO RESAX RESAX ARR
CCL3	H	DEP TO	CYYC	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CCL3	H	DEP TO	CYYC	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CCL3	L	DEP TO	CYYC	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CCL3	L	DEP TO	CYYC	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CER4	H&L	ARR FR S			RNAV	LISVA GONUK PEPSA UKSAR
CER4	H&L	DEP TO S		JET	RNAV	ETMAR KERBO SELUM
CER4	H&L	DEP TO S		NONJET	RNAV	PIBLI OBTAG SEVMO
CER4	H&L	DEP TO	CYEG		RNAV	PIBLI OBTAG SEVMO TETAG TETAG ARR
CER4	H	DEP TO	CYYC	JET	RNAV	ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR
CER4	H	DEP TO	CYYC	NONJET	RNAV	PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR
CER4	L	DEP TO	CYYC	JET	RNAV	ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR
CER4	L	DEP TO	CYYC	NONJET	RNAV	PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR
CET2	H&L	ARR FR S			RNAV	KAVDA SUXEG MUVUD
CET2	H&L	DEP TO S			RNAV	VIVUG PUVAX CACHO
CET2	H&L	DEP TO W			RNAV	VIVUG PUVAX CACHO
CET2	H	DEP TO	CYEG		RNAV	VIVUG PUVAX CACHO RESAX ARR
CET2	L	DEP TO	CYEG		RNAV	VIVUG PUVAX CACHO RESAX ARR
CET2	H	DEP TO	CYYC	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CET2	H	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CET2	L	DEP TO	CYYC	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CET2	L	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CFN6	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA
CFN6	H&L	DEP TO S			RNAV	RIGOV DEP METMO KEGRU CACHO
CFN6	H&L	DEP TO W			RNAV	RIGOV DEP METMO KEGRU CACHO
CFN6	H	DEP TO	CYEG		RNAV	RIGOV DEP METMO KEGRU CACHO RESAX RESAX ARR
CFN6	L	DEP TO	CYEG		RNAV	RIGOV DEP METMO KEGRU CACHO RESAX RESAX ARR
CFN6	H	DEP TO	CYYC	JET	RNAV	RIGOV DEP METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CFN6	H	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CFN6	L	DEP TO	CYYC	JET	RNAV	RIGOV DEP METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CFN6	L	DEP TO	CYYC	NONJET	RNAV	RIGOV DEP METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CRL4	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA
CRL4	H&L	DEP TO S			RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO
CRL4	H&L	DEP TO W			RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO
CRL4	H	DEP TO	CYEG		RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RESAX RESAX ARR
CRL4	L	DEP TO	CYEG		RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RESAX RESAX ARR
CRL4	H	DEP TO	CYYC	JET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CRL4	H	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CRL4	L	DEP TO	CYYC	JET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CRL4	L	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CYBW	H	ARR FR E			RNAV	IGVUX Q882 BIRKO MADYN ARR
CYBW	H	ARR FR E			RNAV	SHAWI Q874 BIRKO MADYN ARR
CYBW	H	ARR FR E			RNAV	TOVUM Q842 EBGAL ELBOW ARR
CYBW	H	ARR FR E			RNAV	VESDO Q832 EBGAL ELBOW ARR
CYBW	L	ARR FR E			RNAV	BOMIP BIRKO MADYN ARR
CYBW	L	ARR FR E			RNAV	BORIX T622 BIRKO MADYN ARR
CYBW	L	ARR FR E			RNAV	SHAWI T644 BIRKO MADYN ARR
CYBW	H	ARR FR N		JET	RNAV	OLIMI Q814 ADVOX KIPEV ARR
CYBW	H	ARR FR N		NONJET	RNAV	ANTID Q826 ADVOX KIPEV ARR
CYBW	H	ARR FR N			RNAV	MATIR Q925 ADVOX KIPEV ARR
CYBW	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOX KIPEV ARR
CYBW	L	ARR FR N		NONJET	RNAV	ANTID T652 ADVOX KIPEV ARR
CYBW	L	ARR FR N			RNAV	MATIR T743 ADVOX KIPEV ARR
CYBW	H	ARR FR NE			RNAV	BORIX BIRKO MADYN ARR
CYBW	H	ARR FR NE			RNAV	IGVUX Q882 BIRKO MADYN ARR
CYBW	H	ARR FR NE			RNAV	SHAWI Q874 BIRKO MADYN ARR
CYBW	L	ARR FR NE			RNAV	BOMIP BIRKO MADYN ARR
CYBW	L	ARR FR NE			RNAV	BORIX T622 BIRKO MADYN ARR
CYBW	L	ARR FR NE			RNAV	SHAWI T644 BIRKO MADYN ARR
CYBW	H	ARR FR NW			RNAV	MATIR Q925 ADVOX KIPEV ARR
CYBW	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOX KIPEV ARR
CYBW	L	ARR FR NW		NONJET	RNAV	ANTID T652 ADVOX KIPEV ARR
CYBW	L	ARR FR NW			RNAV	MATIR T743 ADVOX KIPEV ARR
CYBW	H	ARR FR S			RNAV	TOVUM Q842 EBGAL ELBOW ARR
CYBW	H	ARR FR S			RNAV	VESDO Q832 EBGAL ELBOW ARR
CYBW	L	ARR FR S			RNAV	TOVUM T688 EBGAL ELBOW ARR
CYBW	L	ARR FR S			RNAV	VESDO T690 EBGAL ELBOW ARR
CYBW	L	ARR FR SE			RNAV	TOVUM T688 EBGAL ELBOW ARR
CYBW	L	ARR FR SE			RNAV	VESDO T690 EBGAL ELBOW ARR
CYBW	H	ARR FR SW			RNAV	ANTAK Q953 IGVEP BRAGG ARR
CYBW	H	ARR FR SW			RNAV	MENBO Q983 IGVEP BRAGG ARR
CYBW	L	ARR FR SW			RNAV	ANTAK T707 IGVEP BRAGG ARR
CYBW	L	ARR FR SW			RNAV	MENBO T703 IGVEP BRAGG ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYBW	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP
CYBW	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS
CYBW	H	DEP TO E			RNAV	NOSIV Q909 DESNU
CYBW	H&L	DEP TO E			RNAV	NOSIV ODLAN TUDOX
CYBW	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP
CYBW	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS
CYBW	L	DEP TO E			RNAV	NOSIV DESNU
CYBW	L	DEP TO E			RNAV	NOSIV T773 ODLAN TUDOX
CYBW	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV
CYBW	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG
CYBW	L	DEP TO NE		JET	RNAV	LOMLO TULOV
CYBW	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG
CYBW	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA
CYBW	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP
CYBW	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA
CYBW	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP
CYBW	H	DEP TO S			RNAV	DUMRA Q890 ROPLA
CYBW	H	DEP TO S			RNAV	GADKI Q957 VOBUK
CYBW	H	DEP TO S			RNAV	OTARA Q931 IPTAN
CYBW	H	DEP TO S			RNAV	UBVAL Q927 SEKOM
CYBW	L	DEP TO S			RNAV	DUMRA T638 ROPLA
CYBW	L	DEP TO S			RNAV	GADKI T727 VOBUK
CYBW	L	DEP TO S			RNAV	OTARA IPTAN
CYBW	L	DEP TO S			RNAV	UBVAL SEKOM
CYBW	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP
CYBW	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS
CYBW	H	DEP TO SE			RNAV	NOSIV Q909 DESNU
CYBW	H&L	DEP TO SE			RNAV	NOSIV ODLAN TUDOX
CYBW	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP
CYBW	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS
CYBW	L	DEP TO SE			RNAV	NOSIV DESNU
CYBW	L	DEP TO SE			RNAV	NOSIV T773 ODLAN TUDOX
CYBW	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO
CYBW	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR
CYBW	H	DEP TO SW			RNAV	DUMRA Q890 MEKPI OMSIK
CYBW	L	DEP TO SW		JET	RNAV	BOTAG BINVO
CYBW	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR
CYBW	L	DEP TO SW			RNAV	DUMRA T620 OMSIK
CYBW	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO
CYBW	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR
CYBW	H	DEP TO W			RNAV	DUMRA Q890 MEKPI OMSIK
CYBW	L	DEP TO W		JET	RNAV	BOTAG BINVO
CYBW	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR
CYBW	L	DEP TO W			RNAV	DUMRA T620 OMSIK
CYBW	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR
CYBW	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR
CYBW	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA UKSAR
CYBW	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYBW	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYBW	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYBW	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYBW	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYBW	H	DEP TO	CER4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR
CYBW	H	DEP TO	CER4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR
CYBW	L	DEP TO	CER4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA UKSAR
CYBW	L	DEP TO	CER4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR
CYBW	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD
CYBW	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD
CYBW	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD
CYBW	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD
CYBW	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYBW	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYBW	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYBW	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYBW	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYBW	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYBW	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYBW	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYBW	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR
CYBW	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR
CYBW	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR
CYBW	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR
CYBW	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL
CYBW	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR
CYBW	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL
CYBW	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR
CYBW	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR
CYBW	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYBW	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR
CYBW	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYBW	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR
CYBW	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR
CYBW	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA UKSAR
CYBW	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR
CYEG	H	ARR FR E			RNAV	REFEX J515 CAMRA IGSOX ARR
CYEG	L	ARR FR E			RNAV	WAINN T755 CAMRA IGSOX ARR
CYEG	H	ARR FR N			RNAV	CACHO RESAX RESAX ARR
CYEG	H&L	ARR FR N			RNAV	TETAG TETAG ARR
CYEG	L	ARR FR N			RNAV	CACHO RESAX RESAX ARR
CYEG	H	ARR FR S		JET	RNAV	MIREK Q995 OILRS OILRS
CYEG	H	ARR FR S		NONJET	RNAV	KERSA BISNO OILRS OILRS ARR
CYEG	L	ARR FR S		JET	RNAV	MIREK T753 OILRS OILRS ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYEG	L	ARR FR S		NONJET	RNAV	KERSA T759 OILRS OILRS ARR
CYEG	H	ARR FR W			RNAV	ROMRA Q949 ESKIE ESKIE ARR
CYEG	L	ARR FR W			RNAV	ROMRA T789 ESKIE ESKIE ARR
CYEG	H&L	DEP TO E			RNAV	OMROD
CYEG	H&L	DEP TO E			RNAV	RYLEY
CYEG	H&L	DEP TO N		JET	RNAV	DAVEL LEXON
CYEG	H&L	DEP TO N		NONJET	RNAV	EBLAR
CYEG	H&L	DEP TO N			RNAV	MOOTO
CYEG	H&L	DEP TO NW			RNAV	MOOTO
CYEG	H&L	DEP TO NW			RNAV	YZU
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD DUMRA Q890 MEKPI
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD GADKI Q957 VOBUK
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD OTARA Q931 IPTAN
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD UBVAL Q927 SEKOM
CYEG	H&L	DEP TO S			RNAV	TOVIS YEA
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD DUMRA T638 MEKPI
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD GADKI T727 VOBUK
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD OTARA IPTAN
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD UBVAL SEKOM
CYEG	H&L	DEP TO SE			RNAV	TOVIS YEA
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD DUMRA T638 MEKPI
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD GADKI T727 VOBUK
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD OTARA IPTAN
CYEG	L	DEP TO SE			RNAV	UKRAM T727 RIGAD UBVAL SEKOM
CYEG	H&L	DEP TO SW				YZU
CYEG	L	DEP TO SW			RNAV	ANDIE T676 NADPI
CYEG	H	DEP TO W			RNAV	ANDIE Q860 NADPI
CYEG	H&L	DEP TO W				YZU
CYEG	L	DEP TO W			RNAV	ANDIE T676 NADPI
CYEG	H&L	DEP TO	CAL4		RNAV	LISVA GONUK PEPSA UKSAR
CYEG	H&L	DEP TO	CCL3	JET	RNAV	DAVEL LEXON SUXEG
CYEG	H&L	DEP TO	CCL3	NONJET	RNAV	EBLAR KAVDA SUXEG
CYEG	H&L	DEP TO	CEE5		RNAV	MOOTO
CYEG	H&L	DEP TO	CER4		RNAV	LISVA GONUK PEPSA UKSAR
CYEG	H&L	DEP TO	CET2	JET	RNAV	DAVEL LEXON MUVUD
CYEG	H&L	DEP TO	CET2	NONJET	RNAV	EBLAR KAVDA MUVUD
CYEG	H&L	DEP TO	CFN6	JET	RNAV	DAVEL LEXON SUXEG
CYEG	H&L	DEP TO	CFN6	NONJET	RNAV	EBLAR KAVDA SUXEG
CYEG	H&L	DEP TO	CFT8		RNAV	MOOTO
CYEG	H&L	DEP TO	CRL4	JET	RNAV	DAVEL LEXON SUXEG
CYEG	H&L	DEP TO	CRL4	NONJET	RNAV	EBLAR KAVDA SUXEG
CYEG	H&L	DEP TO	CYMM	JET	RNAV	DAVEL LEXON LEXON ARR
CYEG	H&L	DEP TO	CYMM	NONJET	RNAV	EBLAR KAVDA LEXON LEXON ARR
CYEG	H&L	DEP TO	CYNR		RNAV	LISVA GONUK PEPSA UKSAR
CYEG	H&L	DEP TO	CYOJ		RNAV	YZU
CYEG	H&L	DEP TO	CYOP		RNAV	YZU
CYEG	H&L	DEP TO	CYPE		RNAV	YZU
CYEG	H&L	DEP TO	CYPY		RNAV	GONUK PEPSA UKSAR
CYEG	H&L	DEP TO	CYSM		RNAV	MOOTO
CYEG	H	DEP TO	CYYC	JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYEG	H	DEP TO	CYYC	NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR
CYEG	L	DEP TO	CYYC	JET	RNAV	OLIMI T686 ADVOX ADVOX ARR
CYEG	L	DEP TO	CYYC	NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR
CYEG	H&L	DEP TO	CYZF		RNAV	MOOTO
CYFI	H&L	DEP TO S			RNAV	YMM CACHO
CYMM	H&L	ARR FR S		JET	RNAV	LEXON LEXON ARR
CYMM	H&L	ARR FR S		NONJET	RNAV	KAVDA LEXON LEXON ARR
CYMM	H&L	DEP TO S			RNAV	YMM CACHO
CYMM	H	DEP TO	CYYC	JET	RNAV	YMM CACHO IGVUX DUDNI BIRKO BIRKO ARR
CYNR	H&L	ARR FR S			RNAV	LISVA GONUK PEPSA UKSAR
CYNR	H&L	DEP TO S		JET	RNAV	TAGIT ETMAR KERBO SELUM
CYNR	H&L	DEP TO S		NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO
CYNR	H&L	DEP TO	CYEG		RNAV	TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR
CYNR	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR
CYNR	H	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR
CYNR	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR
CYNR	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR
CYQF	H&L	DEP TO W				YRM
CYQU	H&L	ARR FR E			RNAV	MESBO MESBO ARR
CYQU	H&L	ARR FR E			RNAV	ONDET ONDET ARR
CYYC	H	ARR FR E		JET	RNAV	BORIX BIRKO BIRKO ARR
CYYC	H	ARR FR E		JET	RNAV	IGVUX Q882 BIRKO BIRKO ARR
CYYC	H	ARR FR E		JET	RNAV	SHAWI Q874 BIRKO BIRKO ARR
CYYC	H	ARR FR E		JET	RNAV	TOVUM Q842 EBGAL EBGAL ARR
CYYC	H	ARR FR E		JET	RNAV	VESDO Q832 EBGAL EBGAL ARR
CYYC	H	ARR FR E		NONJET	RNAV	BORIX BIRKO TOTUB ARR
CYYC	H	ARR FR E		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR
CYYC	H	ARR FR E		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR
CYYC	H	ARR FR E		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK ARR
CYYC	H	ARR FR E		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR
CYYC	L	ARR FR E		JET	RNAV	BOMIP BIRKO BIRKO ARR
CYYC	L	ARR FR E		JET	RNAV	BORIX T622 BIRKO BIRKO ARR
CYYC	L	ARR FR E		JET	RNAV	SHAWI T644 BIRKO BIRKO ARR
CYYC	L	ARR FR E		JET	RNAV	TOVUM T688 EBGAL EBGAL ARR
CYYC	L	ARR FR E		JET	RNAV	VESDO T690 EBGAL EBGAL ARR
CYYC	L	ARR FR E		NONJET	RNAV	BOMIP BIRKO TOTUB ARR
CYYC	L	ARR FR E		NONJET	RNAV	BORIX T622 BIRKO TOTUB ARR
CYYC	L	ARR FR E		NONJET	RNAV	SHAWI T644 BIRKO TOTUB ARR
CYYC	L	ARR FR E		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR
CYYC	L	ARR FR E		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR
CYYC	H	ARR FR N		JET	RNAV	MATIR Q925 ADVOX ADVOX ARR
CYYC	H	ARR FR N		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR
CYYC	H	ARR FR N		NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR
CYYC	H	ARR FR N		NONJET	RNAV	MATIR Q925 ADVOX FLAAM ARR
CYYC	L	ARR FR N		JET	RNAV	MATIR T743 ADVOX ADVOX ARR
CYYC	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYC	L	ARR FR N		NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR
CYYC	L	ARR FR N		NONJET	RNAV	MATIR T743 ADVOX FLAAM ARR
CYYC	H	ARR FR NE		JET	RNAV	BORIX BIRKO BIRKO ARR
CYYC	H	ARR FR NE		JET	RNAV	IGVUX Q882 BIRKO BIRKO ARR
CYYC	H	ARR FR NE		JET	RNAV	SHAWI Q874 BIRKO BIRKO ARR
CYYC	H	ARR FR NE		NONJET	RNAV	BORIX BIRKO TOTUB ARR
CYYC	H	ARR FR NE		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR
CYYC	H	ARR FR NE		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR
CYYC	L	ARR FR NE		JET	RNAV	BOMIP BIRKO BIRKO ARR
CYYC	L	ARR FR NE		JET	RNAV	BORIX T622 BIRKO BIRKO ARR
CYYC	L	ARR FR NE		JET	RNAV	SHAWI T644 BIRKO BIRKO ARR
CYYC	L	ARR FR NE		NONJET	RNAV	BOMIP BIRKO TOTUB ARR
CYYC	L	ARR FR NE		NONJET	RNAV	BORIX T622 BIRKO TOTUB ARR
CYYC	L	ARR FR NE		NONJET	RNAV	SHAWI T644 BIRKO TOTUB ARR
CYYC	H	ARR FR NW		JET	RNAV	MATIR Q925 ADVOX ADVOX ARR
CYYC	H	ARR FR NW		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR
CYYC	H	ARR FR NW		NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR
CYYC	H	ARR FR NW		NONJET	RNAV	MATIR Q925 ADVOX FLAAM ARR
CYYC	L	ARR FR NW		JET	RNAV	MATIR T743 ADVOX ADVOX ARR
CYYC	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR
CYYC	L	ARR FR NW		NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR
CYYC	L	ARR FR NW		NONJET	RNAV	MATIR T743 ADVOX FLAAM ARR
CYYC	H	ARR FR S		JET	RNAV	TOVUM Q842 EBGAL EBGAL ARR
CYYC	H	ARR FR S		JET	RNAV	VESDO Q832 EBGAL EBGAL ARR
CYYC	H	ARR FR S		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK ARR
CYYC	H	ARR FR S		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR
CYYC	L	ARR FR S		JET	RNAV	TOVUM T688 EBGAL EBGAL ARR
CYYC	L	ARR FR S		JET	RNAV	VESDO T690 EBGAL EBGAL ARR
CYYC	L	ARR FR S		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR
CYYC	L	ARR FR S		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR
CYYC	H	ARR FR SW		JET	RNAV	ANTAK Q953 IGVEP IGVEP ARR
CYYC	H	ARR FR SW		JET	RNAV	MENBO Q983 IGVEP IGVEP
CYYC	H	ARR FR SW		NONJET	RNAV	ANTAK Q953 IGVEP VESGA ARR
CYYC	H	ARR FR SW		NONJET	RNAV	MENBO Q983 IGVEP VESGA ARR
CYYC	L	ARR FR SW		JET	RNAV	ANTAK T707 IGVEP IGVEP ARR
CYYC	L	ARR FR SW		JET	RNAV	MENBO T703 IGVEP IGVEP ARR
CYYC	L	ARR FR SW		NONJET	RNAV	ANTAK T707 IGVEP VESGA ARR
CYYC	L	ARR FR SW		NONJET	RNAV	MENBO T703 IGVEP VESGA ARR
CYYC	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP
CYYC	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS
CYYC	H	DEP TO E			RNAV	NOSIV ODLAN TUDOX
CYYC	H	DEP TO E			RNAV	NOSIV Q909 DESNU
CYYC	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP
CYYC	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS
CYYC	L	DEP TO E			RNAV	NOSIV DESNU
CYYC	L	DEP TO E			RNAV	NOSIV T773 ODLAN TUDOX
CYYC	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV
CYYC	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG
CYYC	L	DEP TO NE		JET	RNAV	LOMLO TULOV
CYYC	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYC	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA
CYYC	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP
CYYC	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA
CYYC	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP
CYYC	H	DEP TO S			RNAV	DUMRA Q890 ROPLA
CYYC	H	DEP TO S			RNAV	GADKI Q957 VOBUK
CYYC	H	DEP TO S			RNAV	OTARA Q931 IPTAN
CYYC	H	DEP TO S			RNAV	UBVAL Q927 SEKOM
CYYC	L	DEP TO S			RNAV	DUMRA T638 ROPLA
CYYC	L	DEP TO S			RNAV	GADKI T727 VOBUK
CYYC	L	DEP TO S			RNAV	OTARA IPTAN
CYYC	L	DEP TO S			RNAV	UBVAL SEKOM
CYYC	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP
CYYC	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS
CYYC	H	DEP TO SE			RNAV	NOSIV ODLAN
CYYC	H	DEP TO SE			RNAV	NOSIV Q909 DESNU
CYYC	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP
CYYC	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS
CYYC	L	DEP TO SE			RNAV	NOSIV DESNU
CYYC	L	DEP TO SE			RNAV	NOSIV T773 ODLAN
CYYC	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO
CYYC	H	DEP TO SW		JET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO SW		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR
CYYC	L	DEP TO SW		JET	RNAV	BOTAG BINVO
CYYC	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR
CYYC	L	DEP TO SW			RNAV	DUMRA T620 OMSIK
CYYC	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO
CYYC	H	DEP TO W		JET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO W		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR
CYYC	L	DEP TO W		JET	RNAV	BOTAG BINVO
CYYC	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR
CYYC	L	DEP TO W			RNAV	DUMRA T620 OMSIK
CYYC	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR
CYYC	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR
CYYC	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA UKSAR
CYYC	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR
CYYC	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYYC	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYYC	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYYC	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYYC	H	DEP TO	CER4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR
CYYC	H	DEP TO	CER4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR
CYYC	L	DEP TO	CER4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA UKSAR
CYYC	L	DEP TO	CER4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYC	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD
CYYC	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD
CYYC	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD
CYYC	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD
CYYC	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYYC	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYYC	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYYC	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYYC	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYYC	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYYC	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYYC	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYYC	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR
CYYC	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR
CYYC	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR
CYYC	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR
CYYC	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL
CYYC	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR
CYYC	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL
CYYC	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR
CYYC	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR
CYYC	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYYC	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR
CYYC	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYYC	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR
CYYC	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR
CYYC	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA UKSAR
CYYC	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR
CYYE	H&L	ARR FR SE		YYE100 CW YYE140	RNAV	BOMON YYE
CZVL	H&L	DEP TO	CYMM		RNAV	LISVA GONUK LEXON LEXON ARR

OVERFLIGHTS						CZEG
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
S-bound	H	YMM	CYYC	JET	RNAV	YMM CACHO IGVUX DUDNI BIRKO BIRKO ARR

CZWG WINNIPEG FIR

Pilots, when applicable, should file the appropriate departure route and connect it to an Arrival route that best matches their desired route of flight.

If no mandatory departure route is published, file direct to the first enroute point.

STARs where published are the mandatory routes into airports. Pilots are expected to file the appropriate STAR. If no mandatory Arrival route or STAR is published, file direct to the airport.

If the route of flight is to extend outside of Winnipeg FIR, connect the routes published herein to the external route at the most logical point.

Routings through Cold Lake MTCA, Moose Jaw MTCA below FL320, and all CYRs and CYAs within the Winnipeg FIR, when active, are to be avoided.

FROM LOCATION TO LOCATION OR DIRECTION **CZWG**

AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYAV	H&L	ARR fr E		A9000 & ABV	RNAV	NORAK
CYAV	H&L	ARR fr N		A9000 & ABV	RNAV	PELMU APNIX
CYAV	H&L	ARR fr N		A9000 & ABV	RNAV	SAVAK APNIX
CYAV	H&L	ARR fr NE		A9000 & ABV	RNAV	NORUN
CYAV	H&L	ARR fr NW		A9000 & ABV	RNAV	AMBIL
CYAV	H&L	DEP to E		A9000 & ABV	RNAV	RORMA SIDPO DEGVA
CYAV	H&L	DEP to N		A9000 & ABV, YWG012 CCW EAST	RNAV	ELVUX TAGUP
CYAV	H&L	DEP to NE		A9000 & ABV	RNAV	VILPA PIDVI
CYAV	H&L	DEP to NW		A9000 & ABV, YWG336 CCW SOUTH	RNAV	MODUL IKLIN
CYAV	H&L	DEP to NW		A9000 & ABV, YWG337 CW YWG011	RNAV	KERBI SEDIB
CYAV	H&L	DEP to S		A9000 & ABV, YWG166 CW WEST	RNAV	KAVKI IKLUG
CYAV	H&L	DEP to SE		A9000 & ABV, YWG135 CCW NORTH	RNAV	OMLOT TUKAD
CYAV	H&L	DEP to SE		A9000 & ABV, YWG136 CW YWG165	RNAV	ALLMN GROLE
CYAV	H&L	DEP to SW		A9000 & ABV	RNAV	GOSAR DEBMA
CYAV	H&L	DEP to W		A9000 & ABV, YWG280 CCW SOUTH	RNAV	LIVBI DUKPO FAREN
CYAV	H&L	DEP to W		A9000 & ABV, YWG281 CW NORTH	RNAV	ALKOG DEPMI MUSKK
CYAV	H&L	DEP to	CYQK		RNAV	
CYAV	H&L	DEP to	CYXL		RNAV	
CYBR	H&L	ARR fr E			RNAV	TALOP TALOP ARR
CYBR	H&L		CYWG		RNAV	BEFAN BEFAN ARR
CYQR	H&L	ARR fr E			RNAV	EMLIK KEMKA KEMKA ARR
CYQR	H&L	ARR fr NW			RNAV	ANTOS ANTOS ARR
CYQR	H&L	ARR fr S			RNAV	MERSU GORAK GORAK ARR
CYQR	H&L	ARR fr SE			RNAV	MOT GORAK GORAK ARR
CYQR	H&L	ARR fr SW			RNAV	YYN ODGOV ODGOV ARR
CYQR	H&L	ARR fr W			RNAV	ODGOV ODGOV ARR
CYQR	H&L	ARR fr W			RNAV	MEDAK ODGOV ODGOV ARR
CYQR	H&L	ARR fr W			RNAV	YYN V300 ODGOV ODGOV ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZWG
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYQR	H&L	DEP to S			RNAV	PEMPA DUVIK
CYQR	H&L	DEP to W			RNAV	VLN
CYQR	H&L	DEP to W			RNAV	ODGOV
CYQT	H&L	ARR fr NW			RNAV	LIBUK LIBUK ARR
CYQT	H&L	ARR fr SE			RNAV	DUPUL NOTER ARR
CYQT	H&L	ARR fr W			RNAV	TIGAG TIGAG ARR
CYQT	H&L	DEP to E			RNAV	URSUM NOTER ARR
CYRL	H&L		CYWG		RNAV	
CYVZ	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR
CYWG	H&L	ARR fr E		A9000 & ABV	RNAV	GOVIT NORAK ARR
CYWG	H&L	ARR fr N		A9000 & ABV	RNAV	VITAG KELTO ARR
CYWG	H&L	ARR fr N		A9000 & ABV	RNAV	GOREL KELTO ARR
CYWG	H&L	ARR fr N		A9000 & ABV	RNAV	TULUP KELTO ARR
CYWG	H&L	ARR fr NW		A9000 & ABV	RNAV	MEVDU AMBIL ARR
CYWG	H&L	ARR fr S		A9000 & ABV	RNAV	LITNA PEPNO ARR
CYWG	H&L	ARR fr SE		A9000 & ABV	RNAV	BIPKU NORAK ARR
CYWG	H&L	ARR fr SW		A9000 & ABV	RNAV	DUVLA BEFAN ARR
CYWG	H&L	ARR fr W		A9000 & ABV	RNAV	YBR BEFAN ARR
CYWG	H&L	ARR fr W		A9000 & ABV	RNAV	VLR AMBIL ARR
CYWG	H&L	DEP to E		A9000 & ABV	RNAV	RORMA SIDPO DEGVA
CYWG	H&L	DEP to N		A9000 & ABV, YWG337 CW YWG011	RNAV	KERBI SEDIB
CYWG	H&L	DEP to N		A9000 & ABV, YWG012 CW EAST	RNAV	ELVUX TAGUP
CYWG	H&L	DEP to NE		A9000 & ABV	RNAV	VILPA PIDVI
CYWG	H&L	DEP to NW		A9000 & ABV, YWG336 CCW SOUTH	RNAV	MODUL IKLIN
CYWG	H&L	DEP to S		A9000 & ABV, YWG166 CW WEST	RNAV	KAVKI IKLUG
CYWG	H&L	DEP to SE		A9000 & ABV, YWG135 CCW NORTH	RNAV	OMLOT TUKAD
CYWG	H&L	DEP to SE		A9000 & ABV, YWG136 CW YWG165	RNAV	ALLMN GROLE
CYWG	H&L	DEP to SW		A9000 & ABV	RNAV	GOSAR DEBMA
CYWG	H&L	DEP to W		A9000 & ABV, YWG280 CCW SOUTH	RNAV	LIVBI DUKPO FAREN
CYWG	H&L	DEP to W		A9000 & ABV, YWG281 CW NORTH	RNAV	ALKOG DEPMI MUSKK
CYWG	H&L		CYQK		RNAV	
CYWG	H&L		CYXL		RNAV	
CYXE	H&L	ARR fr E			RNAV	PENPI DUNEM ARR
CYXE	H&L	ARR fr E			RNAV	AMUNA DUNEM ARR
CYXE	H&L	ARR fr S			RNAV	VLN
CYXE	H&L	ARR fr S			RNAV	CAREN CAREN ARR
CYXE	H&L	ARR fr SW			RNAV	GUDOG IMOTA MAVOB MAVOB ARR
CYXE	H&L	ARR fr W			RNAV	KEBRU KEBRU ARR
CYXE	H&L	DEP to SW			RNAV	OVATA BORIX
CZPB	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR
CZSJ	H&L		CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR

CZYZ TORONTO FIR

LEAD-IN INFORMATION:

- Pilots shall first verify if their point of departure has a mandatory routing. If no route is published file direct to the first enroute point.
- Pilots arriving at an airport within Toronto FIR should verify if that airport has a mandatory route for arrival. If none exists, file direct.
- If the route is to include a significant portion of "overflight" or enroute cruise through Toronto FIR, verify if an overflight route is published.
- If the route of flight is to extend outside of Toronto FIR, connect the routes published herein to the external route at the most logical point. Refer to Montreal or Winnipeg FIR as appropriate after the last given point.
- CYQG departures and arrivals are within the Toronto FIR, however are controlled by the FAA. Listed routings must be connected to the appropriate Toronto FIR overflight or arrival route.

RNAV Routes

- If unable to fly the listed RNAV routing, file an alternate routing via navaids and/or airway, adhering as closely as possible to the mandatory route and include RMK/NON RNAV.
- If unable to fly an RNAV SID and/or an RNAV STAR, file via the RNAV fixes within the procedure and include: RMK/NO RNAV SID and/or RMK/NO RNAV STAR.
- For U.S. destinations, a conventional STAR may be filed; no remark is required.

Single engine aircraft wishing to stay close to land, file RMK/NO OVER WATER.

Eastbound Routes:

- Routings via MIGLO are valid only for flights landing within the Montreal TCU.
- Routings via ELSUB are valid only for flights landing within the Ottawa TCU.
- Routings via MIVOK are valid only for flights landing with the Ottawa TCU or CYFJ or for NONJETS at 13,000 & BLW continuing towards PESAC.

DEPARTURES FROM THE FIR

Pilots departing the airports listed below should file the appropriate departure route, and connect it to the overflight or arrival route that best matches their desired route of flight. Where SIDs and STARs are filed, ensure a published transition point is used.

FAA airports: FAA agreement dictates that aircraft departing CYYZ and area, and arriving at airports contained within this document must file the mandatory routing listed. Aircraft departing CYYZ satellite airports for these destinations should join the mandatory route listed under CYYZ departures.

ARRIVALS WITHIN THE FIR

Pilots arriving at the airports listed below should file the appropriate arrival route, and connect it to the departure route or overflight route that best matches their desired route of flight. Refer to the adjacent FIR as required. Where STARs are filed, ensure a published transition point is used.

EASTBOUND OVERFLIGHTS (refer to Montreal FIR after last listed waypoint)

No eastbound flights will be permitted via MENKO, KENLU, ILUSI or YSO
Routes entering via FNT, HOCKE, a track DAYYY-RUBKI or north of DAYYY-RUBKI: random routing over or north of YXI to INF or coastal fix.
Routes entering from SVM or DJB: join via DERLO SIKBO towards IPTOS, LORKA, OLABA, MIGLO or MIVOK.
Routes entering from FNT or HOCKE: join via NUBER SIKBO towards IPTOS, LORKA, OLABA, RAKAM, TULEG, MIGLO or MIVOK.

WESTBOUND OVERFLIGHTS (refer to Montreal FIR prior to the first listed waypoint)

No westbound overflights will be permitted via IPTOS, LORKA, MIGLO, or OLABA.
Excluding KORD arrivals, random routing is acceptable for flights entering:

- North of YXI to SSM, ASP, or HOCKE
- North of a track LETAK Q824 TAGUM or LETAK-TVC
- North of a track YEE-DERLO

Flights landing at airports listed below must file an appropriate routing through the Toronto FIR to join the arrival route listed.

FROM LOCATION TO LOCATION OR DIRECTION						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CNC3	L	ARR FR E			RNAV	LETAK T616 KENLU
CNC3	L	ARR FR S			RNAV	OLAMO
CYEE	L	DEP TO	CYYZ	JET	RNAV	BOXUM BOXUM ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYEE	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM DUVOS ARR
CYFD	H	ARR FR E			RNAV	LETAK DEBUM Q806 ILUSI OLAMO
CYFD	L	ARR FR E		A160	RNAV	TUKIR T614 ILUSI OLAMO
CYFD	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG
CYFD	H&L	ARR FR N		JET	RNAV	SSM MUSIT TETOS
CYFD	H&L	ARR FR N			RNAV	YVV NUBER
CYFD	H&L	ARR FR N		NONJET	RNAV	YVV TETOS
CYFD	L	ARR FR N		NONJET, A060 & BLW		YMS
CYFD	H&L	ARR FR S			RNAV	TIKUM
CYFD	L	ARR FR S			RNAV	WOZEE T608 BIMRO
CYFD	H	ARR FR W			RNAV	HOCKE DERLO
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG MIVOK
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG SANIN MIGLO
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB IPTOS
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB Q907 LORKA
CYFD	H	DEP TO E		JET	RNAV	SN UKPAG SANIN Q951 OLABA
CYFD	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET MIGLO
CYFD	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET OLABA
CYFD	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 IPTOS
CYFD	H&L	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET MIVOK
CYFD	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET MIGLO
CYFD	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET OLABA
CYFD	L	DEP TO E		NONJET, A150 & ABV	RNAV	SN TESUK T781 IPTOS
CYFD	H&L	DEP TO N			RNAV	NUBER NUGOP
CYFD	H	DEP TO NE			RNAV	SEDOG Q901 YXI
CYFD	H	DEP TO NW		JET	RNAV	MUSIT
CYFD	H&L	DEP TO S				ERI
CYFD	H&L	DEP TO S				EWC
CYFD	H&L	DEP TO SW				GGUCE
CYFD	H&L	DEP TO W			RNAV	DERLO
CYHM	H	ARR FR E			RNAV	TUKIR Q806 ILUSI YYZ UDMIK ARR
CYHM	L	ARR FR E		A160	RNAV	TUKIR T614 ILUSI YYZ UDMIK ARR
CYHM	L	ARR FR E		A140 & BLW	RNAV	DUGBU T616 AGDUT
CYHM	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG
CYHM	H	ARR FR N		JET	RNAV	SSM MUSIT TETOS
CYHM	H	ARR FR N		JET	RNAV	ILUSI YYZ UDMIK ARR
CYHM	H&L	ARR FR N		NONJET	RNAV	TETOS
CYHM	L	ARR FR N		A140 & BLW	RNAV	KENLU T616 AGDUT
CYHM	L	ARR FR N		A060 & BLW	RNAV	NUGOP
CYHM	H&L	ARR FR S			RNAV	TIKUM
CYHM	L	ARR FR S			RNAV	WOZEE COLTS COLTS ARR
CYHM	H	ARR FR W			RNAV	HOCKE AVSOX AVSOX ARR
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG MIVOK
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG SANIN MIGLO
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB IPTOS
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG AGNOB Q907 LORKA
CYHM	H	DEP TO E		JET	RNAV	SN UKPAG SANIN Q951 OLABA
CYHM	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET MIGLO
CYHM	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 TIGET OLABA
CYHM	H	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET Q921 IPTOS

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHM	H&L	DEP TO E		NONJET	RNAV	SN TESUK T781 BOMET MIVOK
CYHM	H&L	DEP TO E				SN ART
CYHM	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET MIGLO
CYHM	L	DEP TO E		NONJET	RNAV	SN TESUK T781 TIGET OLABA
CYHM	L	DEP TO E		NONJET, A150 & ABV	RNAV	SN TESUK T781 IPTOS
CYHM	H&L	DEP TO N			RNAV	NUBER NUGOP
CYHM	H	DEP TO NE			RNAV	SEDOG Q901 YXI
CYHM	H	DEP TO NW			RNAV	NUBER MUSIT
CYHM	H&L	DEP TO S				ERI
CYHM	H&L	DEP TO S				EWC
CYHM	H&L	DEP TO SW				GGUCE
CYHM	H&L	DEP TO W			RNAV	DERLO
CYKF	H&L	ARR FR E			RNAV	DUGBU T616 REVUD
CYKF	H&L	ARR FR N			RNAV	YVV REVUD
CYKF	H&L	ARR FR N			RNAV	YVV
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q905 BOMET Q921 IPTOS
CYKF	H	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET Q921 IPTOS
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q907 LORKA
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q951 OLABA
CYKF	H	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET Q921 OLABA
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q905 BOMET MIVOK
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q951 SANIN MIGLO
CYKF	H	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET Q921 TIGET MIGLO
CYKF	H&L	DEP TO E		NONJET	RNAV	DAVSI T781 BOMET MIVOK
CYKF	L	DEP TO E		NONJET, A150 & ABV	RNAV	DAVSI T781 IPTOS
CYKF	L	DEP TO E		NONJET	RNAV	DAVSI T781 TIGET OLABA
CYKF	L	DEP TO E		NONJET	RNAV	DAVSI T781 TIGET MIGLO
CYKF	H&L	DEP TO N				YVV
CYKF	H&L	DEP TO NE			RNAV	NUGOP
CYKF	H	DEP TO NW			RNAV	MUSIT
CYKF	L	DEP TO	CYOO		RNAV	NUBER T614 ILUSI
CYKF	L	DEP TO	CYPQ	A050 & BLW	RNAV	NUBER T614 ILUSI
CYKF	L	DEP TO	CYPQ	A070 & ABV	RNAV	AGDUT T616 KENLU
CYKZ	H	ARR FR E			RNAV	TUKIR Q806 ILUSI
CYKZ	L	ARR FR E			RNAV	DEBUM T614 ILUSI
CYKZ	H&L	ARR FR N			RNAV	WALPP KZ
CYKZ	H&L	ARR FR N			RNAV	YYB KENLU
CYKZ	H&L	ARR FR S				LINNG
CYKZ	H&L	ARR FR SW				SN
CYKZ	H&L	ARR FR W			RNAV	NUBER T614 MENTI
CYKZ	H	DEP TO E		JET, F250 & ABV	RNAV	TESUK T781 BOMET Q905 IPTOS
CYKZ	H	DEP TO E			RNAV	TESUK T781 BOMET Q921 IPTOS
CYKZ	H	DEP TO E			RNAV	TESUK T781 BOMET Q921 TIGET OLABA
CYKZ	H	DEP TO E			RNAV	TESUK T781 BOMET Q921 TIGET MIGLO
CYKZ	H&L	DEP TO E			RNAV	TESUK T781 BOMET MIVOK
CYKZ	L	DEP TO E		A150 & ABV	RNAV	TESUK T781 IPTOS
CYKZ	L	DEP TO E			RNAV	TESUK T781 TIGET OLABA
CYKZ	L	DEP TO E			RNAV	TESUK T781 TIGET MIGLO
CYKZ	H&L	DEP TO N			RNAV	TONNY YEE
CYKZ	H&L	DEP TO NW			RNAV	NUGOP KASED

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYKZ	H&L	DEP TO NW			RNAV	TONNY YEE SILVU
CYKZ	H&L	DEP TO S			RNAV	BETES DEP ERI
CYKZ	H&L	DEP TO S			RNAV	BETES DEP FOXEE
CYKZ	H&L	DEP TO S			RNAV	BETES DEP AIRRA
CYKZ	H&L	DEP TO SE			RNAV	KEPTA DEP BMPAH
CYKZ	H&L	DEP TO SE			RNAV	RIGUS DEP PSB
CYKZ	H&L	DEP TO SW		A080 & ABV	RNAV	ANCOL DEP DERLO
CYKZ	H&L	DEP TO SW		F260 & ABV	RNAV	ANCOL DEP GNTRY
CYKZ	H&L	DEP TO SW		F240 & BLW	RNAV	ANCOL DEP GGUCE
CYKZ	L	DEP TO SW		A060 & BLW	RNAV	MENTI T614 BOLMO DERLO
CYKZ	H&L	DEP TO W			RNAV	GOPUP DEP HOCKE
CYKZ	H&L	DEP TO W			RNAV	AGDUT
CYKZ	L	DEP TO	CYKF		RNAV	MENTI T614 NUBER
CYKZ	L	DEP TO	CYLS		RNAV	SEDOG TANGI
CYKZ	L	DEP TO	CYQA		RNAV	SEDOG TANGI
CYLS	L	DEP TO	CYYZ	JET	RNAV	BOXUM BOXUM ARR
CYLS	L	DEP TO	CYYZ	JET	RNAV	IMEBA IMEBA ARR
CYLS	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM NUGOP ARR
CYLS	L	DEP TO	CYYZ	NONJET, N0191 & ABV	RNAV	IMEBA VIBLI ARR
CYLS	L	DEP TO	CYYZ	NONJET, N0190 & BLW	RNAV	IMEBA YYZ
CYOO	H	ARR FR E			RNAV	TUKIR Q806 ILUSI
CYOO	L	ARR FR E			RNAV	DEBUM T614 ILUSI
CYOO	H&L	ARR FR N				KENLU
CYOO	H&L	ARR FR S				SN
CYOO	H&L	ARR FR W			RNAV	DERLO SN
CYOO	H	DEP TO E		JET, F250 & ABV	RNAV	TALEB Q905 IPTOS
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 IPTOS
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 TIGET OLABA
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 TIGET MIGLO
CYOO	H&L	DEP TO E			RNAV	TALEB T781 BOMET MIVOK
CYOO	L	DEP TO E		A150 & ABV	RNAV	TALEB T781 IPTOS
CYOO	L	DEP TO E			RNAV	TALEB T781 TIGET OLABA
CYOO	L	DEP TO E			RNAV	TALEB T781 TIGET MIGLO
CYOO	H&L	DEP TO N			RNAV	TONNY YEE
CYOO	H&L	DEP TO NW			RNAV	TONNY YEE SILVU
CYOO	H&L	DEP TO S			RNAV	SN
CYOO	H&L	DEP TO SE			RNAV	MEDAV
CYOO	H&L	DEP TO W			RNAV	KENLU T616 HOCKE
CYOO	L	DEP TO	CYKF		RNAV	MENTI T614 NUBER
CYOO	L	DEP TO	CYLS		RNAV	TANGI
CYOO	L	DEP TO	CYQA		RNAV	TANGI
CYPQ	H&L	ARR FR W		A070 & ABV	RNAV	AGDUT T616 KENLU
CYPQ	L	ARR FR W		A050 & BLW	RNAV	NUBER T614 ILUSI
CYPQ	L	DEP TO	CYYZ	JET	RNAV	RAGID RAGID ARR
CYPQ	L	DEP TO	CYYZ	NONJET	RNAV	RAGID UDNOX ARR
CYPQ	L	DEP TO	CYYZ	NONJET, N0190 & BLW	RNAV	IMEBA YYZ
CYQA	H&L	DEP TO	CYOW		RNAV	ONDOB MEECH ARR
CYQG	H&L	ARR FR E			RNAV	DERLO PICUP GIGGY ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYQG	H&L	ARR FR E			RNAV	COLTS GIGGY ARR
CYQG	H	DEP TO E			RNAV	HHOWE SID BROKK
CYQG	H&L	DEP TO E		JET	RNAV	ZETTR SID
CYQG	H&L	DEP TO E		NONJET	RNAV	HHOWE SID BROKK FINGL DERLO
CYQG	H&L	DEP TO N			RNAV	ZETTR SID
CYQG	H&L	DEP TO	CYYZ	JET	RNAV	ZETTR SID TANKO APDAX NUBER ARR
CYQG	H&L	DEP TO	CYYZ	NONJET	RNAV	ZETTR SID TANKO APDAX NAKBO ARR
CYSN	H&L	ARR FR E			RNAV	ILIXU
CYSN	H&L	ARR FR N			RNAV	ILUSI
CYSN	H&L	ARR FR NE			RNAV	ILUSI
CYSN	H	DEP TO E		JET	RNAV	UKPAG AGNOB IPTOS
CYSN	H	DEP TO E		NONJET	RNAV	TESUK T781 BOMET Q921 IPTOS
CYSN	H	DEP TO E		JET	RNAV	UKPAG SANIN Q951 OLABA
CYSN	H	DEP TO E		NONJET	RNAV	TESUK T781 BOMET Q921 TIGET OLABA
CYSN	H	DEP TO E		JET	RNAV	UKPAG AGNOB KANIK
CYSN	H	DEP TO E			RNAV	TESUK T781 BOMET Q951 TIGET MIGLO
CYSN	H&L	DEP TO E		NONJET	RNAV	TESUK T781 BOMET MIVOK
CYSN	L	DEP TO E		NONJET, A150 & ABV	RNAV	TESUK T781 IPTOS
CYSN	L	DEP TO E		NONJET	RNAV	TESUK T781 TIGET OLABA
CYSN	L	DEP TO E			RNAV	TESUK T781 TIGET MIGLO
CYSN	H&L	DEP TO N			RNAV	YEE
CYSN	H&L	DEP TO NW		N0210 & ABV	RNAV	TONNY SILVU
CYSN	H&L	DEP TO NW		N0210 & ABV	RNAV	AGDUT SSM
CYSN	H&L	DEP TO NW			RNAV	OLAMO NUBER YVV
CYSN	H&L	DEP TO S				JHW
CYSN	H&L	DEP TO SE			RNAV	AIRCO
CYSN	H&L	DEP TO SW				GGUCE
CYSN	H&L	DEP TO W			RNAV	DERLO
CYSN	H&L	DEP TO W			RNAV	BOSEP HOCKE
CYSN	L	DEP TO	CYLS		RNAV	SEDOG TANGI
CYSN	L	DEP TO	CYQA		RNAV	SEDOG TANGI
CYTZ	H&L	ARR FR E			RNAV	KEMVI ILIXU ARR
CYTZ	H&L	ARR FR E			RNAV	ILIXU ILIXU ARR
CYTZ	H&L	ARR FR N			RNAV	YSB KENLU DAVSI
CYTZ	H&L	ARR FR N			RNAV	KENLU DAVSI
CYTZ	H&L	ARR FR NW			RNAV	WALPP KZ TZ
CYTZ	H&L	ARR FR S				LINNG
CYTZ	H&L	ARR FR W			RNAV	DERLO SN
CYTZ	H&L	DEP TO E		A150 & ABV	RNAV	BOMET DEP IPTOS
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP OLABA
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP MIGLO
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP MIVOK
CYTZ	H&L	DEP TO N			RNAV	IKLEN TONNY
CYTZ	H&L	DEP TO NW			RNAV	AGDUT KASED
CYTZ	H&L	DEP TO NW			RNAV	IKLEN TONNY YEE SILVU
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP ERI
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP AIRRA
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP FOXEE
CYTZ	H&L	DEP TO SE			RNAV	MAVAN DEP BMPAH AEVON
CYTZ	H&L	DEP TO SE		N0320 & ABV	RNAV	TEVAD DEP AHPAH

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYTZ	H&L	DEP TO SE			RNAV	DUSOM DEP PSB
CYTZ	H&L	DEP TO SW		F260 & ABV	RNAV	PERLO DEP GNTRY
CYTZ	H&L	DEP TO SW			RNAV	PERLO DEP DERLO
CYTZ	H&L	DEP TO SW		F240 & BLW	RNAV	PERLO DEP GGUCE
CYTZ	H	DEP TO W			RNAV	PERLO DEP DERLO Q935 HOCKE
CYTZ	L	DEP TO W			RNAV	PERLO DEP DERLO T608 HOCKE
CYTZ	H&L	DEP TO	CYGK		RNAV	DAVSI TESUK YTR
CYTZ	L	DEP TO	CYLS		RNAV	SEDOG TANGI
CYTZ	L	DEP TO	CYLS		RNAV	IKLEN TONNY
CYTZ	L	DEP TO	CYQA		RNAV	SEDOG TANGI
CYTZ	H&L	DEP TO	CYTR		RNAV	DAVSI TESUK YTR
CYVV	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM DUVOS ARR
CYVV	L	DEP TO	CYYZ	JET	RNAV	BOXUM BOXUM ARR
CYXU	H	ARR FR E			RNAV	LETAK DUGBU KENLU TONNY AGDUT REVUD
CYXU	L	ARR FR E			RNAV	LETAK T616 REVUD
CYXU	H	ARR FR NE			RNAV	YXI Q802 KENLU TONNY AGDUT REVUD
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q905 IPTOS
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 IPTOS
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q907 LORKA
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q951 OLABA
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET OLABA
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q905 BOMET MIVOK
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET MIVOK
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q951 SANIN MIGLO
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET MIGLO
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 IPTOS
CYXU	L	DEP TO E		NONJET, A150	RNAV	SN TESUK T781 IPTOS
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 TIGET OLABA
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	SN TESUK T781 TIGET OLABA
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 BOMET MIVOK
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	SN TESUK T781 BOMET MIVOK
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET MIGLO
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	SN TESUK T781 TIGET MIGLO
CYXU	H&L	DEP TO N				YVV
CYXU	H&L	DEP TO N			RNAV	NUGOP
CYXU	H&L	DEP TO NW			RNAV	KASED
CYXU	H	DEP TO W			RNAV	KARIT
CYXU	H&L	DEP TO W			RNAV	HOCKE
CYXU	H&L	DEP TO W				HOCKE FNT
CYYZ	H	ARR FR E		JET	RNAV	TUKIR RAGID ARR
CYYZ	H&L	ARR FR E		NONJET	RNAV	TUKIR UDNOX ARR
CYYZ	H&L	ARR FR N		JET, WEST OF YYB	RNAV	IRKIM BOXUM ARR
CYYZ	H&L	ARR FR N		NONJET, WEST OF YYB	RNAV	IRKIM DUVOS ARR
CYYZ	H&L	ARR FR N		NONJET, N0191 & ABV	RNAV	YYB IMEBA VILBI ARR
CYYZ	L	ARR FR N		NONJET, N0190 & BLW	RNAV	YYB IMEBA YYZ
CYYZ	H	ARR FR NE		JET	RNAV	YVO IMEBA IMEBA ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H	ARR FR NE		JET	RNAV	YXI IMEBA ARR
CYYZ	H	ARR FR NE		JET	RNAV	POLTY IMEBA ARR
CYYZ	H	ARR FR NE		JET	RNAV	LETAK IMEBA ARR
CYYZ	H&L	ARR FR NE		NONJET	RNAV	YXI BETUL VIBLI ARR
CYYZ	H&L	ARR FR NE		NONJET, N0191 & ABV	RNAV	LETAK VIBLI ARR
CYYZ	L	ARR FR NE		NONJET, N0190 & BLW	RNAV	LETAK IMEBA YYZ
CYYZ	H&L	ARR FR NW		JET	RNAV	OTNIK BOXUM ARR
CYYZ	H&L	ARR FR NW		JET	RNAV	TUDAN BOXUM ARR
CYYZ	H&L	ARR FR NW		NONJET	RNAV	OTNIK DUVOS ARR
CYYZ	H&L	ARR FR NW		NONJET	RNAV	TUDAN DUVOS ARR
CYYZ	H&L	ARR FR NW		NONJET	RNAV	SSM DUVOS ARR
CYYZ	H&L	ARR FR S		JET	RNAV	WOZEE LINNG ARR
CYYZ	H&L	ARR FR S		NONJET	RNAV	WOZEE VERKO ARR
CYYZ	H&L	ARR FR S		JET	RNAV	LOKPU LINNG ARR
CYYZ	H&L	ARR FR S		NONJET	RNAV	LOKPU VERKO ARR
CYYZ	H	ARR FR SW		JET	RNAV	QWERI NUBER ARR
CYYZ	H	ARR FR SW		JET	RNAV	FINGL NUBER ARR
CYYZ	H&L	ARR FR SW		JET	RNAV	OXMAN LINNG ARR
CYYZ	H&L	ARR FR SW		NONJET	RNAV	OXMAN VERKO ARR
CYYZ	H&L	ARR FR SW		NONJET	RNAV	QWERI NAKBO ARR
CYYZ	H&L	ARR FR SW		NONJET	RNAV	FINGL NAKBO ARR
CYYZ	H&L	ARR FR W		JET	RNAV	MONEE NUBER ARR
CYYZ	H&L	ARR FR W		JET	RNAV	YZEMN NUBER ARR
CYYZ	H&L	ARR FR W		JET	RNAV	APDAX NUBER ARR
CYYZ	H&L	ARR FR W		JET	RNAV	NUBER NUBER ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	MONEE NAKBO ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	YZEMN NAKBO ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	APDAX NAKBO ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	NUBER NAKBO ARR
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP IPTOS
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP LORKA
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP ELSUB
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP MIGLO
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP OLABA
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP TULEG
CYYZ	H&L	DEP TO E		NONJET, A150 & ABV	RNAV	BOMET DEP IPTOS
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP MIVOK
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP MIGLO
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP OLABA
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP RAKAM
CYYZ	H&L	DEP TO N		JET	RNAV	KISEP DEP SILVU
CYYZ	H&L	DEP TO N		JET	RNAV	IKLEN DEP TONNY
CYYZ	H&L	DEP TO N		NONJET	RNAV	EBKIN DEP SILVU
CYYZ	H&L	DEP TO N		NONJET	RNAV	MATES DEP TONNY
CYYZ	H&L	DEP TO NE		JET	RNAV	SEDOG DEP BOBSU
CYYZ	H&L	DEP TO NE		NONJET	RNAV	LAKES DEP TANGI
CYYZ	H&L	DEP TO NW		JET	RNAV	URSAL DEP KASED
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NOSIK DEP KASED
CYYZ	H&L	DEP TO NW		JET	RNAV	AVSEP DEP MUSIT

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NUGOP DEP MUSIT
CYYZ	H&L	DEP TO NW		JET	RNAV	URSAL DEP ZOHAN
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NOSIK DEP ZOHAN
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP FOXEE
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP AIRRA
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP ERI
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP FOXEE
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP AIRRA
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP ERI
CYYZ	H	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL Q140 ARKKK
CYYZ	H	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON HANKK Q935 PONCT
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 ARKKK
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 PONCT
CYYZ	H&L	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH
CYYZ	H&L	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL
CYYZ	H&L	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL ARKKK
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK PONCT
CYYZ	H&L	DEP TO SE		JET	RNAV	RIGUS DEP PSB
CYYZ	H&L	DEP TO SE		NONJET	RNAV	DUSOM DEP PSB
CYYZ	H	DEP TO SW		JET, F260 & ABV	RNAV	MIXUT DEP GNTRY
CYYZ	H	DEP TO SW		NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY
CYYZ	H&L	DEP TO SW		JET, F240 & BLW	RNAV	ANCOL DEP GGUCE
CYYZ	H&L	DEP TO SW		NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE
CYYZ	H&L	DEP TO W		JET	RNAV	GOPUP DEP HOCKE
CYYZ	H&L	DEP TO W		NONJET	RNAV	TULEK DEP HOCKE
CYYZ	H&L	DEP TO W		JET	RNAV	GOPUP DEP SLLAP
CYYZ	H&L	DEP TO W		NONJET	RNAV	TULEK DEP SLLAP
CYYZ	H&L	DEP TO W		NONJET, A120 & BLW	RNAV	TULEK DEP IKMOK
CYYZ	H&L	DEP TO	CYCK	JET	RNAV	ANCOL DEP GGUCE
CYYZ	H&L	DEP TO	CYCK	NONJET	RNAV	PERLO DEP GGUCE
CYYZ	H&L	DEP TO	CYGD	JET	RNAV	TULEK
CYYZ	H&L	DEP TO	CYGD	NONJET	RNAV	TULEK DEP IKMOK
CYYZ	H	ARR FR	CYGK	JET	RNAV	AGNOB UDNOX RAGID ARR
CYYZ	H&L	ARR FR	CYGK	NONJET	RNAV	AGNOB UDNOX UDNOX ARR
CYYZ	H&L	DEP TO	CYGK	NONJET	RNAV	BOMET DEP OLABA
CYYZ	L	DEP TO	CYHM		RNAV	OLAMO
CYYZ	L	DEP TO	CYLS	JET	RNAV	SEDOG TANGI
CYYZ	L	DEP TO	CYLS	NONJET	RNAV	LAKES DEP TANGI
CYYZ	L	DEP TO	CYLS	JET	RNAV	IKLEN DEP TONNY
CYYZ	L	DEP TO	CYLS	NONJET	RNAV	MATES DEP TONNY
CYYZ	H	ARR FR	CYOW	JET	RNAV	TUKIR IMEBA ARR
CYYZ	H&L	ARR FR	CYOW	NONJET, N0191 & ABV	RNAV	TUKIR VIBLI ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	L	ARR FR	CYOW	NONJET, N0190 & BLW	RNAV	TUKIR TADMO IMEBA YYZ
CYYZ	L	DEP TO	CYPQ		RNAV	DAVSI T781 TALEB
CYYZ	L	DEP TO	CYQA	JET	RNAV	SEDOG TANGI
CYYZ	L	DEP TO	CYQA	NONJET	RNAV	LAKES DEP TANGI
CYYZ	H&L	DEP TO	CYQG	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP GIGGY ARR
CYYZ	H&L	DEP TO	CYQG	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP GIGGY ARR
CYYZ	H	ARR FR	CYTR	JET	RNAV	AGNOB UDNOX RAGID ARR
CYYZ	H&L	ARR FR	CYTR	NONJET	RNAV	AGNOB UDNOX UDNOX ARR
CYYZ	H&L	DEP TO	CYTR		RNAV	DAVSI TESUK YTR
CYYZ	L	DEP TO	CYXU	JET	RNAV	MIXUT DEP DERLO
CYYZ	L	DEP TO	CYXU	NONJET	RNAV	PEMBA DEP DERLO
CYYZ	H&L	DEP TO	CYZR	JET	RNAV	TULEK
CYYZ	H&L	DEP TO	CYZR	NONJET	RNAV	TULEK DEP IKMOK
CYYZ	H&L	DEP TO	KABE	JET	RNAV	RIGUS DEP PSB MIP
CYYZ	H&L	DEP TO	KABE	NONJET	RNAV	DUSOM DEP PSB MIP
CYYZ	H&L	DEP TO	KACY	JET	RNAV	RIGUS DEP PSB HAR DQO ENO SIE
CYYZ	H&L	DEP TO	KACY	NONJET	RNAV	DUSOM DEP PSB HAR DQO ENO SIE
CYYZ	H	DEP TO	KBDL	JET	RNAV	KEPTA DEP BMPAH AEVON AUDIL STELA ARR
CYYZ	H	DEP TO	KBDL	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON AUDIL STELA ARR
CYYZ	L	DEP TO	KBDL	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK AUDIL STELA ARR
CYYZ	H	DEP TO	KBOS	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK Q935 PONCT JFUND ARR
CYYZ	H	DEP TO	KBOS	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 FABEN ALB GARDNER ARR
CYYZ	H&L	DEP TO	KBOS	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK FABEN ALB GARDNER ARR
CYYZ	L	DEP TO	KBUF	JET, MAX A090	RNAV	KEPTA DEP WOZEE
CYYZ	L	DEP TO	KBUF	NONJET, MAX A090	RNAV	MAVAN DEP WOZEE
CYYZ	L	DEP TO	KBUF	SINGLE ENGINE	RNAV	OLAMO
CYYZ	H	DEP TO	KBWI	JET	RNAV	KEPTA DEP BMPAH DDUBS IZZEE TRISH ARR
CYYZ	H&L	DEP TO	KBWI	NONJET	RNAV	DUSOM DEP PSB SEG RAV V170 KERYN V499 TRISH
CYYZ	H&L	DEP TO	KCLE	JET, MAX F220	RNAV	BETES DEP ERI LFTON TRYBE STAR
CYYZ	H&L	DEP TO	KCLE	JET, MAX F220	RNAV	BETES DEP ERI TRYBE TRYBE STAR
CYYZ	H&L	DEP TO	KCLE	NONJET, MAX F220	RNAV	OAKVL DEP ERI LFTON TRYBE STAR
CYYZ	H&L	DEP TO	KCLE	NONJET, MAX F220	RNAV	OAKVL DEP ERI TRYBE TRYBE STAR
CYYZ	H	DEP TO	KCMH	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY APE
CYYZ	H	DEP TO	KCMH	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE APE
CYYZ	H	DEP TO	KCMH	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY APE
CYYZ	H&L	DEP TO	KCMH	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE APE
CYYZ	H	DEP TO	KCVG	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY APE TIGRR ARR
CYYZ	H	DEP TO	KCVG	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY APE TIGRR ARR
CYYZ	H&L	DEP TO	KCVG	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE APE TIGRR ARR
CYYZ	H&L	DEP TO	KCVG	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE APE TIGRR ARR
CYYZ	H	DEP TO	KDAY	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY ROD
CYYZ	H	DEP TO	KDAY	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY ROD
CYYZ	H&L	DEP TO	KDAY	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE ROD
CYYZ	H&L	DEP TO	KDAY	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE ROD
CYYZ	H	DEP TO	KDCA	JET	RNAV	RIGUS DEP PSB SKILS ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H&L	DEP TO	KDCA	NONJET	RNAV	DUSOM DEP PSB HAR V265 KRANT
CYYZ	H	DEP TO	KDET	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP GIGGY ARR
CYYZ	H&L	DEP TO	KDET	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP GIGGY ARR
CYYZ	H&L	DEP TO	KDTW	JET, MAX F220	RNAV	ANCOL DEP GGUCE TPGUN ARR
CYYZ	H&L	DEP TO	KDTW	NONJET, MAX F220	RNAV	PERLO DEP GGUCE TPGUN ARR
CYYZ	H&L	DEP TO	KDTW	JET, MAX F220	RNAV	ANCOL DEP GGUCE CUUGR ARR
CYYZ	H&L	DEP TO	KDTW	NONJET, MAX F220	RNAV	PERLO DEP GGUCE CUUGR ARR
CYYZ	H&L	DEP TO	KERI	JET	RNAV	BETES DEP ERI
CYYZ	H&L	DEP TO	KERI	NONJET	RNAV	OAKVL DEP ERI
CYYZ	H	DEP TO	KEWR	JET	RNAV	KEPTA DEP BMPAH AEVON GEE FLOSI ARR
CYYZ	H&L	DEP TO	KEWR	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK FLOSI ARR
CYYZ	H&L	DEP TO	KEWR	NONJET, N0250 - N0319	RNAV	MAVAN DEP BMPAH AEVON GEE FLOSI ARR
CYYZ	L	DEP TO	KEWR	NONJET, N0249 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE
CYYZ	H	DEP TO	KGRR	JET	RNAV	GOPUP DEP HOCKE
CYYZ	H&L	DEP TO	KGRR	NONJET	RNAV	TULEK DEP HOCKE
CYYZ	H	DEP TO	KHPN	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL DNY VALRE ARR
CYYZ	H&L	DEP TO	KHPN	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH EXTOL DNY VALRE ARR
CYYZ	H&L	DEP TO	KHPN	NONJET, N0250 - N0319	RNAV	MAVAN DEP BMPAH AEVON EXTOL DNY VALRE ARR
CYYZ	H&L	DEP TO	KHPN	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL RKA NOBBI ARR
CYYZ	H	DEP TO	KIAD	JET	RNAV	RIGUS DEP PSB MAPEL ARR
CYYZ	H	DEP TO	KIAD	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON SEG LEGGO ARR
CYYZ	H	DEP TO	KIAD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH SEG LEGGO ARR
CYYZ	L	DEP TO	KIAG	JET, MAX A090	RNAV	KEPTA DEP WOZEE
CYYZ	L	DEP TO	KIAG	NONJET, MAX A090	RNAV	MAVAN DEP WOZEE
CYYZ	H	DEP TO	KILG	JET	RNAV	RIGUS DEP PSB BUNTS ARR
CYYZ	H	DEP TO	KILG	NONJET	RNAV	DUSOM DEP PSB BUNTS ARR
CYYZ	L	DEP TO	KILG	NONJET, N0249 & BLW	RNAV	DUSOM DEP PSB HAR V210 BUNTS
CYYZ	H	DEP TO	KIND	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY RINTE SNKPT ARR
CYYZ	H	DEP TO	KIND	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE RINTE SNKPT ARR
CYYZ	H	DEP TO	KIND	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY RINTE SNKPT ARR
CYYZ	H&L	DEP TO	KIND	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE RINTE SNKPT ARR
CYYZ	H	DEP TO	KISP	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL HNK NELIE ARR
CYYZ	H	DEP TO	KISP	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK Q935 FABEN ALB NELIE ARR
CYYZ	H	DEP TO	KISP	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK NELIE ARR
CYYZ	H	DEP TO	KISP	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 FABEN ALB NELIE ARR
CYYZ	H&L	DEP TO	KISP	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK NELIE ARR
CYYZ	H&L	DEP TO	KISP	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK FABEN ALB NELIE ARR
CYYZ	H	DEP TO	KJFK	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL Q140 YODAA IGN KINGSTON ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H	DEP TO	KJFK	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 YODAA IGN KINGSTON ARR
CYYZ	H	DEP TO	KJFK	NONJET, N0250-N0319	RNAV	MAVAN DEP BMPAH AEVON EXTOL ARKKK YODAA IGN KINGSTON ARR
CYYZ	H&L	DEP TO	KJFK	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL DNY PAWLING ARR
CYYZ	H	DEP TO	KLGA	JET	RNAV	KEPTA DEP BMPAH AEVON AUDIL RKA HAARP ARR
CYYZ	H	DEP TO	KLGA	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH AUDIL RKA HAARP ARR
CYYZ	H&L	DEP TO	KLGA	NONJET, N0250-N0319	RNAV	MAVAN DEP BMPAH AEVON AUDIL RKA HAARP ARR
CYYZ	L	DEP TO	KLGA	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON AUDIL RKA NOBBI ARR
CYYZ	H	DEP TO	KMDW	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY ASHEN BAGEL PANGG ARR
CYYZ	H	DEP TO	KMDW	JET, F240 & BLW	RNAV	MIXUT DEP DERLO QWERI BAGEL PANGG ARR
CYYZ	H	DEP TO	KMDW	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY ASHEN BAGEL PANGG ARR
CYYZ	H&L	DEP TO	KMDW	NONJET, F240 & BLW	RNAV	PEMBA DEP DERLO QWERI BAGEL PANGG ARR
CYYZ	H	DEP TO	KMHT	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK Q935 PONCT ROZZE ARR
CYYZ	H	DEP TO	KMHT	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK ALB EEN
CYYZ	H&L	DEP TO	KMHT	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK ALB EEN
CYYZ	H	DEP TO	KMKE	JET	RNAV	GOPUP DEP SLLAP GETCH LYSTR SUDDS
CYYZ	H&L	DEP TO	KMKE	NONJET	RNAV	TULEK DEP SLLAP GETCH LYSTR SUDDS
CYYZ	H	DEP TO	KMSP	JET	RNAV	URSAL DEP KASED IDIOM MUSCL ARR
CYYZ	H&L	DEP TO	KMSP	NONJET	RNAV	NOSIK DEP KASED GRB EAUCLAIRE ARR
CYYZ	H&L	DEP TO	KORD	JET	RNAV	GOPUP DEP HOCKE FNT WYNDE ARR
CYYZ	H&L	DEP TO	KORD	NONJET	RNAV	TULEK DEP HOCKE FNT WYNDE ARR
CYYZ	H	DEP TO	KPHL	JET	RNAV	RIGUS DEP PSB BOJID ARR
CYYZ	H&L	DEP TO	KPHL	NONJET	RNAV	DUSOM DEP PSB BOJID ARR
CYYZ	L	DEP TO	KPHL	NONJET, N0249 & BLW	RNAV	DUSOM DEP PSB HAR V210 BUNTS
CYYZ	H&L	DEP TO	KPHN	JET, MAX F220	RNAV	MIXUT DEP DERLO MARGN
CYYZ	H&L	DEP TO	KPHN	NONJET, MAX F220	RNAV	PEMBA DEP DERLO MARGN
CYYZ	H&L	DEP TO	KPIT	JET	RNAV	BETES DEP ERI YNG JESEY ARR
CYYZ	H&L	DEP TO	KPIT	NONJET	RNAV	OAKVL DEP ERI YNG JESEY ARR
CYYZ	H&L	DEP TO	KPTK	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP OKLND ARR
CYYZ	H&L	DEP TO	KPTK	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP OKLND ARR
CYYZ	H	DEP TO	KPVD	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL HNK WIPOR ARR
CYYZ	H	DEP TO	KPVD	JET	RNAV	KEPTA DEP BMPAH AEVON FABEN ALB WIPOR ARR
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK Q935 FABEN ALB WIPOR ARR
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK WIPOR ARR
CYYZ	H&L	DEP TO	KPVD	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK WIPOR ARR
CYYZ	H&L	DEP TO	KPVD	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK FABEN ALB WIPOR ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H&L	DEP TO	KRIC	JET	RNAV	OAKVL DEP AIRRA MOL SPIDR ARR
CYYZ	H&L	DEP TO	KRIC	NONJET	RNAV	BETES DEP AIRRA MOL SPIDR ARR
CYYZ	H	DEP TO	KSDF	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY ROD REDSTONE ARR
CYYZ	H	DEP TO	KSDF	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY ROD REDSTONE ARR
CYYZ	H&L	DEP TO	KSDF	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE ROD REDSTONE ARR
CYYZ	H&L	DEP TO	KSDF	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE ROD REDSTONE ARR
CYYZ	H&L	DEP TO	KSWF	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL DNY V483 FILPS
CYYZ	H&L	DEP TO	KSWF	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH EXTOL DNY V483 FILPS
CYYZ	L	DEP TO	KSWF	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL DNY V483 FILPS
CYYZ	H&L	DEP TO	KSYR	JET	RNAV	KEPTA DEP BMPAH SYR
CYYZ	H&L	DEP TO	KSYR	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH SYR
CYYZ	L	DEP TO	KSYR	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH SYR
CYYZ	H	DEP TO	KTEB	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE
CYYZ	H	DEP TO	KTEB	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK V167 WEARD V489 COATE
CYYZ	H&L	DEP TO	KTEB	NONJET	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE
CYYZ	H&L	DEP TO	KTOL	JET	RNAV	ANCOL DEP GGUCE
CYYZ	H&L	DEP TO	KTOL	NONJET	RNAV	PERLO DEP GGUCE
CYYZ	H&L	DEP TO	KYIP	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP OKLND STAR
CYYZ	H&L	DEP TO	KYIP	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP OKLND STAR
CZBA	L	ARR FR E		A160 & ABV	RNAV	TUKIR T614 ILUSI
CZBA	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG
CZBA	L	ARR FR E		A080 & BLW	RNAV	TUKIR T614 BOLMO
CZBA	L	ARR FR N		A060 & BLW	RNAV	AGDUT
CZBA	L	ARR FR N			RNAV	YVV NUBER
CZBA	L	ARR FR N			RNAV	YVV TETOS
CZBA	L	ARR FR S			RNAV	WOZEE COLTS
CZBA	L	ARR FR S			RNAV	TIKUM
CZBA	L	ARR FR W			RNAV	HAVOK T608 BIMRO
CZBA	L	DEP TO E			RNAV	DAVSI T781 TIGET
CZBA	L	DEP TO S			RNAV	OAKVL DEP ERI
CZBA	L	DEP TO S			RNAV	OAKVL DEP FOXEE
CZBA	L	DEP TO S			RNAV	OAKVL DEP AIRRA
CZBA	L	DEP TO SE			RNAV	DUSOM DEP PSB
CZBA	L	DEP TO SE			RNAV	MAVAN DEP BMPAH
CZBA	L	DEP TO SE			RNAV	MAVAN DEP WOZEE
CZBA	H	DEP TO SW		F260 & ABV	RNAV	PEMBA DEP GNTRY
CZBA	H&L	DEP TO SW		F240 & BLW	RNAV	PEMBA DEP GGUCE
CZBA	L	DEP TO SW			RNAV	PEMBA DEP DERLO

OVERFLIGHTS						CZYZ
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
E-BOUND	H	DAVSI		NONJET	RNAV	DAVSI T781 BOMET Q921 TIGET MIGLO
E-BOUND	H&L	DAVSI		NONJET	RNAV	DAVSI T781 BOMET MIVOK
E-BOUND	L	DAVSI		NONJET	RNAV	DAVSI T781 TIGET MIGLO

OVERFLIGHTS (Cont'd)						CZYZ
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
E-BOUND	H	DAYYY			RNAV	DAYYY Q140 AHPAH
E-BOUND	H	DAYYY			RNAV	DAYYY Q140 SIKBO
E-BOUND	H&L	DAYYY			RNAV	DAYYY BEMOG
E-BOUND	H&L	DAYYY			RNAV	DAYYY YXI
E-BOUND	H	DERLO			RNAV	DERLO Q935 WOZEE
E-BOUND	H	DERLO			RNAV	DERLO Q913 RAKAM
E-BOUND	H	DERLO			RNAV	DERLO Q913 DEDKI Q937 TULEG
E-BOUND	H	DERLO			RNAV	DERLO YXI
E-BOUND	L	DERLO			RNAV	DERLO SEDOG T723 YXI
E-BOUND	H&L	HOCKE				HOCKE YXI
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q905 IPTOS
E-BOUND	H	SIKBO		NONJET	RNAV	DAVSI T781 BOMET Q921 IPTOS
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q907 LORKA
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q951 SANIN MIGLO
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q905 BOMET MIVOK
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q951 OLABA
E-BOUND	H	SIKBO		NONJET	RNAV	SIKBO DAVSI T781 BOMET Q921 TIGET OLABA
E-BOUND	L	SIKBO		NONJET	RNAV	DAVSI T781 IPTOS
E-BOUND	L	SIKBO		NONJET	RNAV	SIKBO DAVSI T781 TIGET OLABA
E-BOUND	H	SSM			RNAV	SSM YTS
E-BOUND	H&L	SSM			RNAV	SSM BEMOG
E-BOUND	H&L	TVC			RNAV	TVC BEMOG
E-BOUND	H&L	WOZEE			RNAV	WOZEE KANIK
E-BOUND	H&L	WOZEE			RNAV	WOZEE MIGLO
E-BOUND	H	YSP			RNAV	YSP Q919 BEMOG
E-BOUND	H&L	DERLO	KROC		RNAV	DERLO ROC
E-BOUND	H&L	SIKBO	KROC		RNAV	SIKBO ROC
W-BOUND	H	ALMOP			RNAV	ALMOP ASP
W-BOUND	H	LETAK			RNAV	LETAK DEBUM Q806 BOBTA DERLO
W-BOUND	H	LETAK			RNAV	LETAK DEBUM Q806 BOBTA DERLO
W-BOUND	H	LETAK			RNAV	LETAK Q824 HOCKE
W-BOUND	H	LETAK			RNAV	LETAK DEBUM Q806 ILUSI HOCKE
W-BOUND	H	LETAK			RNAV	LETAK Q824 MENKO KASED
W-BOUND	H	LETAK			RNAV	LETAK TVC
W-BOUND	L	LETAK			RNAV	LETAK T616 REVUD DERLO
W-BOUND	L	LETAK			RNAV	LETAK T616 HOCKE
W-BOUND	L	LETAK			RNAV	LETAK T616 DUGBU KASED
W-BOUND	H	POLTY			RNAV	POLTY Q804 DERLO
W-BOUND	H	TUKIR		F240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO
W-BOUND	H	TUKIR		F180 - F220	RNAV	TUKIR Q806 BOBTA OLAMO DERLO
W-BOUND	L	TUKIR		A140 & BLW	RNAV	TUKIR T614 DEBUM KENLU T616 REVUD DERLO
W-BOUND	L	TUKIR		A160	RNAV	TUKIR T614 ILUSI BOBTA OLAMO DERLO
W-BOUND	H	WOZEE			RNAV	WOZEE YRL
W-BOUND	H&L	YEE				YEE DERLO
W-BOUND	H	YXI			RNAV	YXI Q802 KENLU Q804 DERLO
W-BOUND	H	YXI			RNAV	YXI Q802 KENLU
W-BOUND	H&L	YXI				YXI ASP
W-BOUND	H&L	YXI				YXI SSM
W-BOUND	H&L	YYB				YYB SSM

OVERFLIGHTS (Cont'd)						CZYZ
DIRECTION	**ALT**	**NAVAID**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
W-BOUND	L	ILUSI	CYQG	A160- F220	RNAV	ILUSI LETOR PICUP GIGGY ARR
W-BOUND	H&L	DERLO	KCLE		RNAV	DERLO DOZRR BRWNZ ARR
W-BOUND	H&L	KENLU	KCLE		RNAV	KENLU GGUCE DOZRR BRWNZ ARR
W-BOUND	H	TUKIR	KCLE		RNAV	TUKIR Q806 YQO DOZRR BRWNZ ARR
W-BOUND	H&L	COLTS	KDET		RNAV	COLTS GIGGY ARR
W-BOUND	H	DERLO	KDET		RNAV	DERLO PICUP GIGGY ARR
W-BOUND	L	ILUSI	KDET	A160- F220	RNAV	ILUSI LETOR PICUP GIGGY ARR
W-BOUND	H	ALONI	KDTW		RNAV	ALONI ILUSI BOBTA TPGUN ARR
W-BOUND	H	ALONI	KDTW		RNAV	ALONI ILUSI BOBTA CUUGR ARR
W-BOUND	H	ART	KDTW		RNAV	ART ILUSI Q806 BOBTA TPGUN ARR
W-BOUND	H	ART	KDTW		RNAV	ART ILUSI Q806 BOBTA CUUGR ARR
W-BOUND	H&L	KAPUX	KDTW		RNAV	KAPUX GGUCE TPGUN ARR
W-BOUND	H&L	KAPUX	KDTW		RNAV	KAPUX GGUCE CUUGR ARR
W-BOUND	H	TUKIR	KDTW		RNAV	TUKIR Q806 BOBTA TPGUN ARR
W-BOUND	H	TUKIR	KDTW		RNAV	TUKIR Q806 BOBTA CUUGR ARR
W-BOUND	H&L	YXI	KDTW		RNAV	YXI BOBTA TPGUN ARR
W-BOUND	H&L	YXI	KDTW		RNAV	YXI BOBTA CUUGR ARR
W-BOUND	H	DERLO	KMDW		RNAV	DERLO MAYZE BAGEL PANGG ARR
W-BOUND	H	ALMOP	KORD		RNAV	ALMOP ODAXY WYNDE ARR
W-BOUND	H	ALONI	KORD		RNAV	ALONI SANIN DEDKI HOCKE FNT WYNDE ARR
W-BOUND	H	ART	KORD		RNAV	ART DEDKI HOCKE FNT WYNDE ARR
W-BOUND	H	KAPUX	KORD		RNAV	KAPUX HOCKE FNT WYNDE ARR
W-BOUND	H	MENKO	KORD		RNAV	MENKO Q824 FNT WYNDE ARR
W-BOUND	H	SSM	KORD		RNAV	SSM WYNDE ARR
W-BOUND	H&L	LEPOS	KPHN		RNAV	LEPOS MARGN
W-BOUND	H&L	COLTS	KPTK		RNAV	COLTS OKLND ARR
W-BOUND	H	DERLO	KPTK		RNAV	DERLO PICUP OKLND ARR
W-BOUND	L	ILUSI	KPTK	A160 - F220	RNAV	ILUSI LETOR PICUP OKLND ARR
W-BOUND	H&L	COLTS	KYIP		RNAV	COLTS OKLND ARR
W-BOUND	H	DERLO	KYIP		RNAV	DERLO PICUP OKLND ARR
W-BOUND	L	ILUSI	KYIP	A160 - F220	RNAV	ILUSI LETOR PICUP OKLND ARR

CZUL MONTREAL FIR

Pilots shall first verify if their point of departure has a mandatory departure routing. If no route is published, file direct to the first enroute point. If the route is to include a significant portion of enroute cruise through Montreal FIR, verify if an overflight route is published.

Pilots arriving at an airport within Montreal FIR shall verify if that airport has a mandatory route for arrival. If none exists, file direct.

If the route of flight extends outside of Montreal FIR, refer to the adjacent FIR mandatory route section for instructions. If none exists, connect the routes published herein to the external route at the most logical point.

Pilots departing from an airport within the Montreal Terminal airspace and filing a below listed routing over BOBKI MELTI must maintain an IAS of 240kts or greater until 16000 feet. If unable they must advise ATC.

Routings through the Bagotville (CYBG) Military Restricted areas CYR664, CYR665 and CYR666 are to be avoided when areas are in operation.

Except for polar flights, westbound overflights transiting from Edmonton FIR to Montreal FIR north of 63N shall file over or west of AYROU.

Note for non-RNAV equipped aircraft:
The airspace route structure is based on unidirectional flows. In order to facilitate the flight, non-RNAV route planning shall be done by choosing NAVAID defined airways closest to the listed mandatory RNAV routes.
Where NAVAID based airways are not available, NAVAID direct NAVAID navigation can be used.

FROM LOCATION TO LOCATION OR DIRECTION						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYBC	H	ARR FR W			RNAV	ML J555 YBC
CYBC	L	ARR FR W			RNAV	ML V360 YBC
CYBC	H&L	DEP TO W		A120 & ABV	RNAV	MIVAX
CYBC	L	DEP TO W		A100 & BLW	RNAV	YBC V316 MIVAX
CYBC	H	ARR FR	CYZV		RNAV	YZV J555 YBC
CYBC	L	ARR FR	CYZV		RNAV	YZV V316 YBC
CYBG	H&L	DEP TO	CYQB		RNAV	VBS TADES KAROT ARR
CYBG	H&L	DEP TO	CYUL		RNAV	VBS OBTEK DEBUS OMBRE ARR
CYFJ	H	ARR FR S			RNAV	DUNUP Q903 NOSUT
CYFJ	L	ARR FR S			RNAV	DUNUP T705 NOSUT
CYFJ	H&L	ARR FR W		A15000 & ABV	RNAV	YXI BEMOG
CYFJ	H&L	ARR FR W		A15000 & ABV	RNAV	IPTOS EBNYR
CYFJ	L	ARR FR W		A13000 &BLW	RNAV	MIVOK LANRK TAKOL
CYGK	H&L	DEP TO	CYMO	F200 & BLW	RNAV	OTONA SMARE
CYGK	H&L	DEP TO	CYOW		RNAV	PERTH CAPITAL ARR
CYGL	H&L	DEP TO	CYUL		RNAV	OBRET
CYGP	H&L	ARR FR E			RNAV	FLEUR VODIX LEXOD YGP
CYGP	H	DEP TO W			RNAV	MIVAX
CYGW	H	DEP TO	CYUL		RNAV	OBRET
CYHH	H	DEP TO	CYUL		RNAV	OBRET LAFLEUR ARR
CYHU	H	ARR FR E			RNAV	VLV ILERO VIKBU SILVI GORUX OMBRE Q812 MAIRE
CYHU	L	ARR FR E			RNAV	VLV ILERO VIKBU SILVI GORUX OMBRE T608 MAIRE
CYHU	H	ARR FR N			RNAV	OBRET Q816 VIDGO Q911 PIGNA
CYHU	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA
CYHU	H&L	ARR FR NE			RNAV	MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE
CYHU	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA
CYHU	H	ARR FR NW			RNAV	TAGET Q911 PIGNA
CYHU	L	ARR FR NW			RNAV	BEMOG T717 VIDGO T709 PIGNA

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHU	L	ARR FR NW			RNAV	TAGET T709 PIGNA
CYHU	H&L	ARR FR S			RNAV	PBERG LATTS EBDOT DUNUP
CYHU	H&L	ARR FR SW			RNAV	ART CURDS DAVDA SAVAL TALNO NAPEE
CYHU	H	ARR FR W			RNAV	MIGLO Q955 EPMOK TALNO NAPEE
CYHU	L	ARR FR W			RNAV	MIGLO T725 EPMOK TALNO NAPEE
CYHU	H	DEP TO E		JET	RNAV	KEBGO RABIK Q951 ANTOV
CYHU	H	DEP TO E		NONJET, F270 & ABV	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML
CYHU	H	DEP TO E		NONJET, F270 & ABV	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR
CYHU	H	DEP TO E		NONJET	RNAV	VOBOK PUXER Q947 REVEN
CYHU	H	DEP TO E		F290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB ANCER
CYHU	H	DEP TO E		F290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB BAREE
CYHU	H	DEP TO E		F290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB CEFOU
CYHU	H	DEP TO E		JET, F270 & BLW	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 ML
CYHU	H&L	DEP TO E		JET, F270 & BLW	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR
CYHU	L	DEP TO E		JET	RNAV	KEBGO RABIK T739 ANTOV
CYHU	L	DEP TO E			RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYHU	L	DEP TO E		NONJET	RNAV	VOBOK PUXER T737 REVEN
CYHU	H	DEP TO N			RNAV	TAMKO Q903 IKNAR
CYHU	L	DEP TO N			RNAV	TAMKO T705 IKNAR
CYHU	H	DEP TO NE		JET	RNAV	TAMKO VBS
CYHU	H&L	DEP TO NE		NONJET	RNAV	SINRO LOKBU NOVID BERUT VBS
CYHU	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN
CYHU	H&L	DEP TO NW		NONJET	RNAV	KESKA BIPKO BOKLU KISUK SASID
CYHU	H&L	DEP TO S			RNAV	FAWNS BUGSY
CYHU	H&L	DEP TO SE			RNAV	WARDS
CYHU	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR
CYHU	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK
CYHU	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR TUKIR
CYHU	H&L	ARR FR	CYBC		RNAV	MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE
CYHU	H	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 YBC
CYHU	H	DEP TO	CYBC	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 YBC
CYHU	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 YBC
CYHU	H	DEP TO	CYBG	JET	RNAV	TAMKO VBS
CYHU	H&L	DEP TO	CYBG	NON JET	RNAV	SINRO LOKBU NOVID BERUT VBS
CYHU	H&L	DEP TO	CYFJ		RNAV	BIPKO BOKLU
CYHU	H&L	DEP TO	CYGK	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYHU	L	DEP TO	CYGK	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA YGK
CYHU	H	DEP TO	CYHM		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR
CYHU	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU LINNG
CYHU	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR
CYHU	H&L	DEP TO	CYKF		RNAV	KESKA SAVEX KANUR LETAK
CYHU	H	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI
CYHU	L	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI
CYHU	H&L	ARR FR	CYML		RNAV	MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHU	H	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML
CYHU	H	DEP TO	CYML	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 ML
CYHU	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYHU	H	ARR FR	CYND		RNAV	TAKOL Q941 EMPEK Q911 PIGNA
CYHU	L	ARR FR	CYND		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYHU	H&L	DEP TO	CYND		RNAV	KESKA ALSET THURO
CYHU	H&L	DEP TO	CYOO	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYHU	L	DEP TO	CYOO	A12000 & BLW	RNAV	TALNO SAVAL ALONI
CYHU	H	ARR FR	CYOW		RNAV	KODEX EPMOK TALNO NAPEE
CYHU	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR
CYHU	H&L	ARR FR	CYQB		RNAV	IGTER MISOP UKPAM TAKIN MAIRE
CYHU	H&L	DEP TO	CYQB		RNAV	ADVEM OMVAR ARR
CYHU	H&L	ARR FR	CYRJ		RNAV	LOKBU
CYHU	L	DEP TO	CYSN	DH8D TYPE OR FASTER, A14000 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU
CYHU	L	DEP TO	CYSN	NON JET, A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYHU	L	DEP TO	CYSN	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU
CYHU	H&L	DEP TO	CYTR	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR
CYHU	L	DEP TO	CYTR	A12000 & BLW	RNAV	TALNO SAVAL ALONI YTR
CYHU	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR
CYHU	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A14 000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR
CYHU	L	DEP TO	CYTZ	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU
CYHU	H	ARR FR	CYUY		RNAV	YUY J524 YMW BEMOG Q919 VIDGO Q911 PIGNA
CYHU	L	ARR FR	CYUY		RNAV	YUY B7 YMW T717 VIDGO T709 PIGNA
CYHU	H	ARR FR	CYVO		RNAV	YVO J567 TAGET Q911 PIGNA
CYHU	H	ARR FR	CYVO		RNAV	TAGET Q911 PIGNA
CYHU	L	ARR FR	CYVO		RNAV	TAGET T709 PIGNA
CYHU	H	DEP TO	CYXU		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR
CYHU	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR
CYHU	L	DEP TO	CYXU	A140 & BLW	RNAV	KESKA SAVEX KANUR LETAK T616 REVUD
CYHU	H&L	ARR FR	CYYY		RNAV	MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE
CYHU	H	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR
CYHU	H&L	DEP TO	CYYY	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR
CYHU	L	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR
CYHU	H&L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX KANUR TUKIR
CYHU	H&L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI RAGID ARR
CYHU	H&L	DEP TO	CYZD		RNAV	KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB
CYHU	H&L	ARR FR	CYZV		RNAV	MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE
CYHU	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 YZV

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHU	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 YZV
CYHU	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYHU	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY V282 SLK V203
CYHU	H&L	DEP TO	KBDL		RNAV	WARDS BRATS
CYHU	H&L	DEP TO	KBOS		RNAV	WARDS ENE V167 SCUPP
CYHU	H&L	DEP TO	KBTV		RNAV	WARDS
CYHU	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAN
CYHU	H	DEP TO	KCLE		RNAV	KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR
CYHU	H&L	DEP TO	KCLE		RNAV	FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR
CYHU	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR
CYHU	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR
CYHU	H	DEP TO	KDET	F240 & ABV	RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR
CYHU	H	DEP TO	KDET	F180 TO F220	RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYHU	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX KANUR TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYHU	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR
CYHU	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO TPGUN ARR
CYHU	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO CUUGR ARR
CYHU	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR
CYHU	H&L	DEP TO	KHPN		RNAV	FAWNS BUGSY NIPPY ALB V157 HAARP
CYHU	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY NIPPY ALB IGN ARR
CYHU	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY ALB HAARP ARR
CYHU	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR
CYHU	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY NIPPY ALB DNY SPUDS ARR
CYHU	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE
CYML	H&L	DEP TO W			RNAV	MIVAX
CYMX	H	ARR FR E			RNAV	OBTEK PENTU Q824 URVAS DAXES VIBNU
CYMX	H&L	ARR FR E			RNAV	VIVIL ROGSA URVAS DAXES VIBNU
CYMX	H	ARR FR N			RNAV	OBRET Q816 VIDGO Q911 PIGNA
CYMX	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA
CYMX	L	ARR FR NE			RNAV	OBTEK PENTU T616 URVAS DAXES VIBNU
CYMX	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA
CYMX	L	ARR FR NW			RNAV	BEMOG T717 VIDGO T709 PIGNA
CYMX	L	ARR FR NW			RNAV	TAGET T709 PIGNA
CYMX	H&L	ARR FR S			RNAV	PBERG LATTS EBDOT DUNUP
CYMX	H	ARR FR SW			RNAV	ART CURDS DAVDA EPMOK Q955 VEVKU
CYMX	L	ARR FR SW			RNAV	ART CURDS DAVDA EPMOK T725 VEVKU
CYMX	H	ARR FR W			RNAV	MIGLO Q955 VEVKU
CYMX	L	ARR FR W			RNAV	MIGLO T725 VEVKU
CYMX	H	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB ANCER
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB BAREE
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB CEFOU
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 ML
CYMX	H&L	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE KETRU PESAC YQB FLEUR
CYMX	H&L	DEP TO E		NONJET	RNAV	SINRO LOKBU NOVID BERUT VBS
CYMX	H&L	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR
CYMX	L	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYMX	H	DEP TO N			RNAV	TAMKO Q903 IKNAR
CYMX	L	DEP TO N			RNAV	TAMKO T705 IKNAR
CYMX	H	DEP TO NE		JET	RNAV	TAMKO VBS
CYMX	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN
CYMX	H&L	DEP TO NW		NONJET	RNAV	KESKA BIPKO BOKLU KISUK SASID
CYMX	H&L	DEP TO S			RNAV	FAWNS BUGSY
CYMX	H&L	DEP TO SE			RNAV	WARDS
CYMX	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR
CYMX	L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK
CYMX	L	DEP TO W			RNAV	KESKA SAVEX KANUR TUKIR
CYMX	H	DEP TO	CYHM		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR
CYMX	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU LINNG
CYMX	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR
CYMX	H&L	DEP TO	CYKF		RNAV	KESKA SAVEX KANUR LETAK
CYMX	H	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI
CYMX	L	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI
CYMX	H&L	DEP TO	CYOO	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYMX	L	DEP TO	CYOO	A12000 & BLW	RNAV	TALNO SAVAL ALONI
CYMX	H	ARR FR	CYOW		RNAV	TAKOL Q941 EMPEK Q911 PIGNA
CYMX	L	ARR FR	CYOW		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYMX	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR
CYMX	H	ARR FR	CYQB		RNAV	PENTU Q824 URVAS DAXES VIBNU
CYMX	L	ARR FR	CYQB		RNAV	PENTU T616 URVAS DAXES VIBNU
CYMX	H&L	DEP TO	CYQB	NONJET	RNAV	SINRO PESAC ARR
CYMX	H&L	DEP TO	CYQB	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYMX	H&L	DEP TO	CYSN	NON JET, A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYMX	L	DEP TO	CYSN	DH8D TYPE OR FASTER, A14000 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU
CYMX	L	DEP TO	CYSN	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU
CYMX	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR
CYMX	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A14 000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR
CYMX	H	ARR FR	CYUY		RNAV	YUY J524 YMW BEMOG Q919 VIDGO Q911 PIGNA
CYMX	L	ARR FR	CYUY		RNAV	YUY B7 YMW T717 VIDGO T709 PIGNA
CYMX	H	ARR FR	CYVO		RNAV	TAGET Q911 PIGNA
CYMX	L	ARR FR	CYVO		RNAV	TAGET T709 PIGNA

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYMX	H	DEP TO	CYXU		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR
CYMX	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR
CYMX	L	DEP TO	CYXU	A140 & BLW	RNAV	KESKA SAVEX KANUR LETAK T616 REVUD
CYMX	H&L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI RAGID ARR
CYMX	L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX KANUR TUKIR
CYMX	H&L	DEP TO	CYZD		RNAV	KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB
CYMX	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 YZV
CYMX	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 YZV
CYMX	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYMX	H&L	DEP TO	KBDL		RNAV	WARDS BRATS
CYMX	H&L	DEP TO	KBOS		RNAV	WARDS ENE V167 SCUPP
CYMX	H&L	DEP TO	KBTV		RNAV	WARDS
CYMX	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAN
CYMX	H	DEP TO	KCLE		RNAV	KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR
CYMX	H&L	DEP TO	KCLE		RNAV	FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR
CYMX	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR
CYMX	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR
CYMX	H	DEP TO	KDET	F240 & ABV	RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR
CYMX	H	DEP TO	KDET	F180 TO F220	RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYMX	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX KANUR TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYMX	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR
CYMX	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR
CYMX	H&L	DEP TO	KHPN		RNAV	FAWNS BUGSY NIPPY ALB V157 HAARP
CYMX	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY NIPPY ALB IGN ARR
CYMX	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY ALB HAARP ARR
CYMX	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR
CYMX	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY NIPPY ALB DNY SPUDS ARR
CYMX	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE
CYND	L	ARR FR E			RNAV	YUL ALSET THURO
CYND	H	ARR FR NE		JET	RNAV	MIVAX PENTU CATOG OBTAX YUL ALSET THURO
CYND	H&L	ARR FR NE		NON JET	RNAV	ML BERUT NOSUT ALIDO
CYND	H	ARR FR NW			RNAV	SMARE ONDOB
CYND	L	ARR FR NW			RNAV	YXI ONDOB
CYND	L	ARR FR SE			RNAV	BUGSY SAVAL TAPVO CYRIL
CYND	L	ARR FR W			RNAV	MIVOK KANIK LANRK VISOL
CYND	L	DEP TO E			RNAV	TAKOL T731 ESTEL

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYND	L	DEP TO E		JET	RNAV	AVVON T733 RABIK T739 ANTOV
CYND	L	DEP TO E		NONJET	RNAV	AVVON T733 LAFIT T737 REVEN
CYND	L	DEP TO N			RNAV	RADEN
CYND	L	DEP TO NE			RNAV	TAKOL YLQ
CYND	L	DEP TO NW			RNAV	YOW OLIGO YXI
CYND	L	DEP TO S			RNAV	IKLAX T634 VIBRU ART
CYND	L	DEP TO SE			RNAV	KODEX EPMOK SAVAL BUGSY
CYND	L	DEP TO	CYHU		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYND	L	DEP TO	CYMX		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYND	H	DEP TO	CYQB		RNAV	TAKOL Q941 AGLUK PESAC ARR
CYND	L	DEP TO	CYQB		RNAV	TAKOL T731 AGLUK PESAC ARR
CYND	H&L	DEP TO	CYUL		RNAV	AVVON ALOET ARR
CYND	H&L	DEP TO	CYYZ	JET	RNAV	TUKIR IMEBA ARR
CYND	H&L	DEP TO	CYYZ	NONJET	RNAV	TUKIR VIBLI ARR
CYOW	H&L	ARR FR E			RNAV	DERDO DAXUG MUTIB PUPOV VILRO RIVER ARR
CYOW	H&L	ARR FR N			RNAV	BEMOG LEAMY ARR
CYOW	H	ARR FR NE		JET	RNAV	MIVAX PENTU CATOG RIVER ARR
CYOW	H&L	ARR FR NE		NON JET	RNAV	ML BERUT NOSUT ALIDO LEAMY ARR
CYOW	H	ARR FR NW			RNAV	SMARE MEECH ARR
CYOW	L	ARR FR NW			RNAV	YXI ONDOB MEECH ARR
CYOW	H&L	ARR FR SE			RNAV	BUGSY DEANS ARR
CYOW	H&L	ARR FR W		NONJET	RNAV	MIVOK CAPITAL ARR
CYOW	H&L	ARR FR W		JET	RNAV	ELSUB CAPITAL ARR
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL BAREE
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL CEFOU
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL MIILS
CYOW	H	DEP TO E		F290 & ABV	RNAV	TAKOL Q941 ESTEL ANCER
CYOW	H	DEP TO E		JET	RNAV	AVVON Q943 RABIK Q951 ANTOV
CYOW	H	DEP TO E		NONJET	RNAV	AVVON Q943 LAFIT Q947 REVEN
CYOW	L	DEP TO E		JET	RNAV	AVVON T733 RABIK T739 ANTOV
CYOW	L	DEP TO E		NONJET	RNAV	AVVON T733 LAFIT T737 REVEN
CYOW	H&L	DEP TO N			RNAV	RADEN
CYOW	H&L	DEP TO NW			RNAV	YOW OLIGO YXI
CYOW	H	DEP TO S			RNAV	IKLAX Q844 SYR
CYOW	L	DEP TO S			RNAV	IKLAX T634 VIBRU ART
CYOW	H&L	DEP TO SE			RNAV	KODEX EPMOK SAVAL BUGSY
CYOW	H	DEP TO	CYGK		RNAV	LORKA YGK
CYOW	H	DEP TO	CYHM		RNAV	TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR
CYOW	L	DEP TO	CYHM	A140 & BLW	RNAV	LORKA ILIXU LINNG
CYOW	L	DEP TO	CYHM	A160	RNAV	TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR
CYOW	H&L	ARR FR	CYHU		RNAV	ALSET RIVER ARR
CYOW	H&L	DEP TO	CYHU		RNAV	KODEX EPMOK TALNO NAPEE
CYOW	H&L	DEP TO	CYKF		RNAV	YOW T616 KENLU
CYOW	H	DEP TO	CYKZ		RNAV	TUKIR Q806 ILUSI
CYOW	L	DEP TO	CYKZ		RNAV	TUKIR T614 ILUSI
CYOW	H&L	ARR FR	CYMX		RNAV	ALSET RIVER ARR
CYOW	H	DEP TO	CYMX		RNAV	TAKOL Q941 EMPEK Q911 PIGNA
CYOW	L	DEP TO	CYMX		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYOW	H	DEP TO	CYOO		RNAV	LORKA OO
CYOW	H	DEP TO	CYQA		RNAV	YOW Q824 DESKI

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYOW	L	DEP TO	CYQA		RNAV	YOW T616 DESKI
CYOW	H&L	ARR FR	CYQB		RNAV	YQB UDBAM DICEN NOSUT SEMRO ALIDO LEAMY ARR
CYOW	H	DEP TO	CYQB		RNAV	TAKOL Q941 AGLUK PESAC ARR
CYOW	L	DEP TO	CYQB		RNAV	TAKOL T731 AGLUK PESAC ARR
CYOW	H	DEP TO	CYSN	JET	RNAV	TUKIR Q806 DEBUM
CYOW	H	DEP TO	CYSN	NONJET	RNAV	LORKA ILIXU
CYOW	H&L	ARR FR	CYTR		RNAV	ELSUB CAPITAL ARR
CYOW	H&L	DEP TO	CYTR		RNAV	LORKA YTR
CYOW	H&L	DEP TO	CYTZ		RNAV	APLOV LORKA ILIXU ARR
CYOW	H&L	ARR FR	CYUL		RNAV	ALSET RIVER ARR
CYOW	H&L	DEP TO	CYUL		RNAV	AVVON ALOET ARR
CYOW	H	DEP TO	CYXU		RNAV	TUKIR Q806 ILUSI YYZ LETOR
CYOW	L	DEP TO	CYXU	A160	RNAV	TUKIR T614 ILUSI YYZ LETOR
CYOW	L	DEP TO	CYXU	A140 & BLW	RNAV	LETAK T616 REVUD
CYOW	H&L	DEP TO	CYYZ	JET	RNAV	TUKIR IMEBA ARR
CYOW	H&L	DEP TO	CYYZ	NONJET	RNAV	TUKIR VIBLI ARR
CYOW	H&L	DEP TO	CYZD		RNAV	LETAK DESKI DUGBU IMEBA ADREB
CYOW	H&L	DEP TO	KBOS		RNAV	KODEX EPMOK SAVAL BUGSY ENE V167 SCUPP
CYOW	H	DEP TO	KCLE	F180 TO F220	RNAV	TUKIR Q806 BOBTA OLAMO DERLO DOZRR BRWNZ ARR
CYOW	H	DEP TO	KCLE	F240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO DOZRR BRWNZ ARR
CYOW	L	DEP TO	KCLE	A140 & BLW	RNAV	TUKIR T614 DEBUM KENLU T616 REVUD DERLO DOZRR BRWNZ ARR
CYOW	L	DEP TO	KCLE	A160	RNAV	TUKIR T614 ILUSI BOBTA OLAMO DERLO DOZRR BRWNZ ARR
CYOW	H	DEP TO	KDET	F180 TO F220	RNAV	TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYOW	H	DEP TO	KDET	F240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR
CYOW	L	DEP TO	KDET	A140 & BLW	RNAV	TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYOW	L	DEP TO	KDET	A160	RNAV	TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYOW	H	DEP TO	KDTW		RNAV	TUKIR Q806 BOBTA TPGUN ARR
CYOW	H	DEP TO	KDTW		RNAV	
CYOW	H	DEP TO	KEWR		RNAV	IKLAX Q844 SYR HNK FLOSI ARR
CYOW	H&L	DEP TO	KEWR		RNAV	KODEX EPMOK SAVAL BUGSY HANAA ALB V213 SAX
CYOW	L	DEP TO	KEWR		RNAV	IKLAX T634 VIBRU ART SYR HNK V167 HELON V213 SAX
CYOW	H	DEP TO	KORD		RNAV	LETAK Q824 FNT WYNDE ARR
CYOW	H	DEP TO	KPHL		RNAV	IKLAX Q844 SYR CFB SLATT ARR
CYQB	H&L	ARR FR E			RNAV	MIVAX SIMTO SIMTO ARR
CYQB	H&L	ARR FR N			RNAV	VBS TADES KAROT ARR
CYQB	H&L	ARR FR NW			RNAV	OLAVO OLAVO ARR
CYQB	H&L	ARR FR S			RNAV	GUBID OMVAR ARR
CYQB	H&L	ARR FR W			RNAV	AGLUK PESAC ARR
CYQB	H&L	DEP TO N			RNAV	BV VBS
CYQB	H&L	DEP TO NW			RNAV	YQB UDBAM DICEN BERUT
CYQB	H	DEP TO S		JET	RNAV	PENTU Q824 URVAS

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYQB	H&L	DEP TO S		NONJET	RNAV	ROGSA MOBAL
CYQB	H&L	DEP TO SE			RNAV	PINTE HUL
CYQB	H	DEP TO	CYBC		RNAV	YQB J555 YBC
CYQB	L	DEP TO	CYBC		RNAV	YQB V360 YBC
CYQB	H&L	ARR FR	CYFC		RNAV	OMVAR OMVAR ARR
CYQB	H&L	DEP TO	CYGP		RNAV	FLEUR
CYQB	H&L	ARR FR	CYHU		RNAV	ADVEM OMVAR ARR
CYQB	H&L	DEP TO	CYHU		RNAV	IGTER MISOP UKPAM TAKIN MAIRE
CYQB	H	DEP TO	CYML		RNAV	YQB J555 ML
CYQB	L	DEP TO	CYML		RNAV	YQB V360 ML
CYQB	H&L	ARR FR	CYMX	NONJET	RNAV	SINRO PESAC ARR
CYQB	H&L	ARR FR	CYMX	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYQB	H	DEP TO	CYMX		RNAV	PENTU T616 URVAS DAXES VIBNU
CYQB	H	DEP TO	CYMX		RNAV	PENTU Q824 URVAS DAXES VIBNU
CYQB	H	ARR FR	CYND		RNAV	TAKOL Q941 AGLUK PESAC ARR
CYQB	L	ARR FR	CYND		RNAV	TAKOL T731 AGLUK PESAC ARR
CYQB	H&L	DEP TO	CYND		RNAV	YQB UDBAM DICEN NOSUT ALIDO
CYQB	H	ARR FR	CYOW		RNAV	TAKOL Q941 AGLUK PESAC ARR
CYQB	L	ARR FR	CYOW		RNAV	TAKOL T731 AGLUK PESAC ARR
CYQB	H&L	DEP TO	CYOW		RNAV	YQB UDBAM DICEN NOSUT ALIDO LEAMY ARR
CYQB	H	DEP TO	CYTZ		RNAV	YQB UDBAM DICEN Q852 KEMVI ILIXU ARR
CYQB	L	DEP TO	CYTZ		RNAV	YQB UDBAM DICEN T636 KEMVI ILIXU ARR
CYQB	H&L	ARR FR	CYUL	NONJET	RNAV	SINRO PESAC ARR
CYQB	H&L	ARR FR	CYUL	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYQB	H&L	DEP TO	CYUL		RNAV	IKMIK OMBRE ARR
CYQB	H&L	DEP TO	CYYY		RNAV	FLEUR
CYQB	H	DEP TO	CYYZ		RNAV	YQB UDBAM DICEN Q848 LETAK
CYQB	L	DEP TO	CYYZ		RNAV	YQB UDBAM DICEN T680 LETAK
CYQB	H	DEP TO	CYZV		RNAV	YQB J555 ML
CYQB	L	DEP TO	CYZV		RNAV	YQB V360 ML
CYQB	H	DEP TO	KBOS	JET	RNAV	APLAK URVAS RABIK COVAN ENE V167 SCUPP
CYQB	L	DEP TO	KBOS	NONJET	RNAV	ROGSA MOBAL CON CON154 KHRIS LWM
CYQB	H	DEP TO	KEWR	JET	RNAV	PENTU Q824 URVAS HANAA FLOSI ARR
CYQB	H&L	DEP TO	KEWR	NONJET	RNAV	ROGSA MOBAL HANAA ALB V213 SAX
CYQB	H	DEP TO	KJFK	JET	RNAV	PENTU Q824 URVAS ALB IGN IGN ARR
CYQB	H&L	DEP TO	KJFK	NONJET	RNAV	ROGSA MOBAL ALB IGN IGN ARR
CYQB	H	DEP TO	KLGA	JET	RNAV	PENTU Q824 URVAS ALB HAARP ARR
CYQB	H&L	DEP TO	KLGA	NONJET	RNAV	ROGSA MOBAL ALB PWL IGN V157 LGA
CYQB	H	DEP TO	KORD		RNAV	YQB UDBAM DICEN Q848 LETAK
CYQB	L	DEP TO	KORD		RNAV	YQB UDBAM DICEN T680 LETAK
CYRI	L	DEP TO W			RNAV	MIVAX
CYRQ	H&L	DEP TO E			RNAV	PESAC
CYRQ	H&L	DEP TO W			RNAV	UFX
CYRQ	L	DEP TO	CYUL		RNAV	PESAC MISOP SILVI OMBRE OMBRE ARR
CYUL	H&L	ARR FR E			RNAV	VLV OMBRE ARR
CYUL	H&L	ARR FR E		JET	RNAV	VLV OMBRE ARR
CYUL	H&L	ARR FR E		NONJET	RNAV	MUSDU OMBRE ARR
CYUL	H&L	ARR FR N			RNAV	OBRET LAFLEUR ARR
CYUL	H	ARR FR NE		JET	RNAV	DEBUS OMBRE ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYUL	H&L	ARR FR NE		NONJET	RNAV	VBS OBTEK DEBUS OMBRE ARR
CYUL	H&L	ARR FR NW			RNAV	BEMOG LAFLEUR ARR
CYUL	H&L	ARR FR S			RNAV	PBERG CARTER ARR
CYUL	H&L	ARR FR SW			RNAV	ART IMPACT ARR
CYUL	H&L	ARR FR W			RNAV	MIGLO HABBS ARR
CYUL	H	DEP TO E		JET	RNAV	KEBGO RABIK Q951 ANTOV
CYUL	H	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR
CYUL	H	DEP TO E		NONJET	RNAV	VOBOK PUXER Q947 REVEN
CYUL	H	DEP TO E		F290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB ANCER
CYUL	H	DEP TO E		F290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB BAREE
CYUL	H	DEP TO E		F290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS YQB CEFOU
CYUL	H	DEP TO E		JET, F270 & BLW	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 ML
CYUL	H&L	DEP TO E		NONJET, F270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML
CYUL	H&L	DEP TO E		JET, F270 & BLW	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR
CYUL	L	DEP TO E		JET	RNAV	KEBGO RABIK T739 ANTOV
CYUL	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR
CYUL	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYUL	L	DEP TO E		NON-JEP, 170&BLW	RNAV	SINRO LOKBU SOKYE T781 YQB J555 ML
CYUL	L	DEP TO E		NONJET	RNAV	VOBOK PUXER T737 REVEN
CYUL	H	DEP TO N			RNAV	TAMKO Q903 IKNAR
CYUL	L	DEP TO N			RNAV	TAMKO T705 IKNAR
CYUL	H	DEP TO NE		JET	RNAV	TAMKO VBS
CYUL	H&L	DEP TO NE		NONJET	RNAV	SINRO LOKBU NOVID BERUT VBS
CYUL	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN
CYUL	H&L	DEP TO NW		NONJET	RNAV	KESKA BIPKO BOKLU KISUK SASID
CYUL	H&L	DEP TO S			RNAV	FAWNS BUGSY
CYUL	H&L	DEP TO SE			RNAV	WARDS
CYUL	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR
CYUL	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK
CYUL	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR TUKIR
CYUL	H&L	ARR FR	CYBC		RNAV	MIVAX OBTEK DEBUS OMBRE ARR
CYUL	H	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML
CYUL	H	DEP TO	CYBC	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 ML
CYUL	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYUL	H	DEP TO	CYBG	JET	RNAV	TAMKO VBS
CYUL	H&L	DEP TO	CYBG	NON JET	RNAV	SINRO LOKBU NOVID BERUT VBS
CYUL	H&L	DEP TO	CYFJ		RNAV	BIPKO BOKLU
CYUL	H&L	DEP TO	CYGK	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYUL	L	DEP TO	CYGK	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA YGK
CYUL	H&L	ARR FR	CYGP		RNAV	MIVAX OBTEK DEBUS OMBRE ARR
CYUL	H	DEP TO	CYGP	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR
CYUL	H&L	DEP TO	CYGP	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR
CYUL	L	DEP TO	CYGP	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR
CYUL	H	DEP TO	CYHM		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR
CYUL	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU LINNG
CYUL	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYUL	H&L	DEP TO	CYKF		RNAV	KESKA SAVEX KANUR LETAK
CYUL	H	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI
CYUL	L	DEP TO	CYKZ		RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI
CYUL	L	ARR FR	CYLQ	140&BLO	RNAV	MISOP OMBRE OMBRE ARR
CYUL	H&L	ARR FR	CYML		RNAV	MIVAX OBTEK DEBUS OMBRE ARR
CYUL	H	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML
CYUL	H&L	DEP TO	CYML	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 ML
CYUL	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYUL	H&L	ARR FR	CYND		RNAV	AVVON ALOET ARR
CYUL	H&L	DEP TO	CYND		RNAV	KESKA ALSET THURO
CYUL	H&L	DEP TO	CYOO	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYUL	H&L	DEP TO	CYOO	A12000 & BLW	RNAV	TALNO SAVAL ALONI
CYUL	H&L	ARR FR	CYOW		RNAV	AVVON ALOET ARR
CYUL	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR
CYUL	H&L	ARR FR	CYQB		RNAV	IKMIK OMBRE ARR
CYUL	H&L	DEP TO	CYQB	NONJET	RNAV	SINRO PESAC ARR
CYUL	H&L	DEP TO	CYQB	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYUL	L	ARR FR	CYRJ	140&BLO	RNAV	BERUT MISOP OMBRE OMBRE ARR
CYUL	H&L	DEP TO	CYSN	DH8D TYPE OR FASTER, A14000 & BLW	RNAV	BOBKI MELTI KEMVI LORKA ILIXU
CYUL	H&L	DEP TO	CYSN	NON JET, A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYUL	L	DEP TO	CYSN	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU
CYUL	H&L	ARR FR	CYTF		RNAV	VBS OBTEK DEBUS OMBRE ARR
CYUL	H&L	DEP TO	CYTR	A14000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR
CYUL	L	DEP TO	CYTR	A12000 & BLW	RNAV	TALNO SAVAL ALONI YTR
CYUL	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR
CYUL	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A14 000 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR
CYUL	L	DEP TO	CYTZ	A12000 & BLW	RNAV	TALNO SAVAL ALONI OLABA ILIXU
CYUL	H	ARR FR	CYUY		RNAV	YUY J524 YMW BEMOG LAFLEUR ARR
CYUL	L	ARR FR	CYUY		RNAV	YUY B7 YMW BEMOG LAFLEUR ARR
CYUL	H&L	ARR FR	CYVO		RNAV	TAGET IKMOL LAFLEUR ARR
CYUL	H	DEP TO	CYXU		RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR
CYUL	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR
CYUL	L	DEP TO	CYXU	A140 & BLW	RNAV	KESKA SAVEX KANUR LETAK T616 REVUD
CYUL	H&L	ARR FR	CYYY		RNAV	MIVAX OBTEK DEBUS OMBRE ARR
CYUL	H	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR
CYUL	H&L	DEP TO	CYYY	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB FLEUR
CYUL	L	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB FLEUR
CYUL	H&L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI RAGID ARR
CYUL	H&L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX KANUR TUKIR UDNOX ARR
CYUL	H&L	DEP TO	CYZD		RNAV	KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB
CYUL	H&L	ARR FR	CYZV		RNAV	MIVAX OBTEK DEBUS OMBRE ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYUL	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML
CYUL	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS YQB J555 ML
CYUL	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 YQB V360 ML
CYUL	H&L	ARR FR	CZBF	NONJET	RNAV	LABRE IKMIK OMBRE ARR
CYUL	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY V282 SLK V203
CYUL	H&L	DEP TO	KBDL		RNAV	WARDS BRATS
CYUL	H&L	DEP TO	KBOS		RNAV	WARDS ENE V167 SCUPP
CYUL	H&L	DEP TO	KBTV		RNAV	WARDS
CYUL	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAN
CYUL	H	DEP TO	KCLE		RNAV	KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR
CYUL	H&L	DEP TO	KCLE		RNAV	FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR
CYUL	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR
CYUL	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR
CYUL	H	DEP TO	KDET	F240 & ABV	RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR
CYUL	H	DEP TO	KDET	F180 TO F220	RNAV	KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYUL	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX KANUR TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYUL	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR
CYUL	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO TPGUN ARR
CYUL	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO CUUGR ARR
CYUL	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR
CYUL	H&L	DEP TO	KHPN		RNAV	FAWNS BUGSY NIPPY ALB V157 HAARP
CYUL	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY NIPPY ALB IGN ARR
CYUL	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY ALB HAARP ARR
CYUL	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR
CYUL	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY NIPPY ALB DNY SPUDS ARR
CYUL	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE
CYUY	L	DEP TO SE			RNAV	YUY B7 YMW T717 BEMOG
CYUY	H&L	ARR FR	CYQB		RNAV	YQB OLAVO YVO V372 YUY
CYUY	H&L	ARR FR	CYQB		RNAV	YQB UDBAM DICEN BERUT YVO V372 YUY
CYVB	H	DEP TO W			RNAV	MIVAX
CYVO	H&L	DEP TO	CYQB		RNAV	OLAVO OLAVO ARR
CYVO	H&L	DEP TO	CYUL		RNAV	TAGET IKMOL LAFLEUR ARR
CYYY	H&L	ARR FR W			RNAV	FLEUR YYY
CYYY	H&L	DEP TO W		A120 & ABV	RNAV	MIVAX
CYYY	L	DEP TO W		A100 & BLW		YYY V98 YRI MIVAX
CYZV	L	ARR FR W			RNAV	ML V360 YZV
CYZV	H&L	DEP TO SW		A120 & ABV	RNAV	MIVAX
CYZV	L	DEP TO SW		A100 & BLW		YZV V316 MIVAX
CYZV	L	DEP TO	CYBC		RNAV	YZV V316 YBC

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYZV	L	DEP TO	CYBG		RNAV	YZV V316 YBC KAVMU
CYZV	L	DEP TO	CYRC		RNAV	YZV V316 YBC KAVMU

OVERFLIGHTS						CZUL
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK ANCER
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK BAREE
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK CEFOU
E-BOUND	H	IPTOS		F270 & BLW	RNAV	IPTOS Q921 PESAC YQB J555 ML
E-BOUND	H	IPTOS		F270 & BLW	RNAV	IPTOS Q921 PESAC YQB FLEUR
E-BOUND	H	LORKA			RNAV	LORKA Q907 MIILS
E-BOUND	L	MIVOK			RNAV	MIVOK LANRK TAKOL KISUK VIDGO LIVBA SOKYE PESAC YQB V360 YZV
E-BOUND	L	MIVOK			RNAV	MIVOK LANRK TAKOL KISUK VIDGO LIVBA SOKYE PESAC YQB FLEUR
E-BOUND	L	NOPOT		A110 & BLW	RNAV	NOPOT TALNO RABIK ANTOV
E-BOUND	H	OLABA			RNAV	OLABA Q951 TALNO Q929 TOXAL
E-BOUND	L	OLABA			RNAV	OLABA T791 ALONI DAVDA SAVAL TALNO T721 TOXAL
E-BOUND	H	YXI		F290 & ABV	RNAV	YXI ANCER
E-BOUND	H	YXI		F290 & ABV	RNAV	YXI BAREE
E-BOUND	H	YXI		F290 & ABV	RNAV	YXI CEFOU
W-BOUND	L	ANTOV		A120 & BLW	RNAV	TOXAL T721 TALNO ALONI T791 OLABA
W-BOUND	H&L	ART			RNAV	ART IGSAP
W-BOUND	H&L	BTV			RNAV	BUGSY SAVAL ALONI OLABA IGSAP RAGID ARRIVAL
W-BOUND	H&L	CYGK		OVERFLYING YYZ AREA	RNAV	AGNOB
W-BOUND	H	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX Q806 TUKIR
W-BOUND	H	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR LETAK
W-BOUND	H	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR Q852 KEMVI ILIXU ARR
W-BOUND	L	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX T614 TUKIR
W-BOUND	L	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR LETAK
W-BOUND	L	DERDO			RNAV	DERDO DAXUG MUTIB PUPOV SAVEX KANUR T636 KEMVI ILIXU ARR
W-BOUND	H&L	KBTV			RNAV	BUGSY SAVAL ALONI SANIN DEDKI
W-BOUND	H&L	KPLB			RNAV	BUGSY SAVAL ALONI SANIN DEDKI
W-BOUND	H	MIILS		F290 & ABV	RNAV	MIILS LETAK
W-BOUND	H&L	PBERG			RNAV	BUGSY SAVAL ALONI OLABA IGSAP RAGID ARRIVAL
W-BOUND	H	YBC		F290 & ABV	RNAV	YBC POLTY
W-BOUND	H	YBC		F290 & ABV	RNAV	YBC YXI
W-BOUND	H	YBC		F290 & ABV	RNAV	YBC VBS KAPUX
W-BOUND	H	YRI		F290 & ABV	RNAV	YRI POLTY
W-BOUND	H	YRI		F290 & ABV	RNAV	YRI YXI
W-BOUND	H	YRI		F290 & ABV	RNAV	YRI KAPUX
W-BOUND	H		CYTR		RNAV	MATOR Q852 KEMVI LORKA YTR
W-BOUND	L		CYTR		RNAV	MATOR T636 KEMVI LORKA YTR

CZQM MONCTON FIR

FROM LOCATION TO LOCATION OR DIRECTION						CZQM
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHZ	H&L	ARR FR E		N OF YQY	RNAV	CAYLY CABOT ARR
CYHZ	H&L	ARR FR E		YQY OR S	RNAV	AGMIR LIRLA ARR
CYHZ	H&L	ARR FR NE			RNAV	CAYLY CABOT ARR
CYHZ	H&L	ARR FR NW		JET	RNAV	REVIK LOKRI YHZ
CYHZ	H&L	ARR FR NW			RNAV	EBONY FUNDY ARR
CYHZ	L	ARR FR NW			RNAV	FRENN LOKRI
CYHZ	H&L	ARR FR S			RNAV	ELERI PEGGY ARR
CYHZ	H&L	ARR FR SE			RNAV	AGMIR LIRLA ARR
CYHZ	H&L	ARR FR W			RNAV	ALLEX FUNDY ARR
CYHZ	H&L	ARR FR W			RNAV	TUSKY PEGGY ARR
CYHZ	H&L	DEP TO E			RNAV	IGTAS NOTOP
CYHZ	L	DEP TO E				YHZ V312 NOTOP
CYHZ	H&L	DEP TO NE			RNAV	KATLO
CYHZ	H&L	DEP TO NW			RNAV	KELNO FRENN
CYHZ	H&L	DEP TO NW		JET	RNAV	KELNO MOWND
CYHZ	H&L	DEP TO NW		NON-JET	RNAV	DUSEN XIBUL
CYHZ	H&L	DEP TO W		50 NM OF LAND	RNAV	SENVI VIGMA ALLEX
CYHZ	H&L	DEP TO	CYMX	JET	RNAV	KELNO Q806 MLT VIVIL
CYHZ	H&L	DEP TO	CYMX	NON-JET	RNAV	DUSEN XIBUL VIVIL
CYHZ	H	DEP TO	CYOW	JET	RNAV	KELNO Q806 MLT DERDO
CYHZ	H&L	DEP TO	CYOW	NON-JET	RNAV	DUSEN XIBUL DERDO
CYHZ	H	DEP TO	CYUL	JET	RNAV	KELNO Q806 MLT VLV
CYHZ	H&L	DEP TO	CYUL	NON-JET	RNAV	DUSEN XIBUL MUSDU
CYHZ	H	DEP TO	CYYT	50 NM OF LAND	RNAV	IGTAS NOTOP Q846 TIGOR
CYHZ	H	DEP TO	CYYT		RNAV	IGTAS NOTOP Q806 PERLU
CYHZ	L	DEP TO	CYYT	50 NM OF LAND	RNAV	IGTAS NOTOP T783 TIGOR
CYHZ	L	DEP TO	CYYT		RNAV	IGTAS NOTOP PERLU
CYHZ	H	DEP TO	CYYZ	JET	RNAV	KELNO Q806 MLT DERDO
CYHZ	H&L	DEP TO	CYYZ	NON-JET	RNAV	DUSEN XIBUL DERDO
CYQM	H	ARR FR W			RNAV	DANOL Q951 PUXOP
CYQM	H	ARR FR W				MLT FC YQM
CYQM	H&L	ARR FR W				YSJ YQM
CYQM	L	ARR FR W				MLT FC V300 YQM
CYQM	H&L	DEP TO	CYMX		RNAV	BEMEK VIVIL
CYQM	H&L	DEP TO	CYUL	JET	RNAV	BEMEK VLV
CYQM	H&L	DEP TO	CYUL	NON-JET	RNAV	BEMEK MUSDU
CYQM	H&L	DEP TO	CYYZ		RNAV	BEMEK DERDO
CYSJ	H&L	ARR FR NW				MOWND V318 YSJ
CYSJ	H&L	DEP TO N				YSJ V310 FRENN
CYSJ	H&L	DEP TO NW				YSJ V318 MOWND
CYYG	H	ARR FR W			RNAV	DANOL Q951 YYG
CYYG	H	ARR FR W				MLT FC YQM YYG
CYYG	L	ARR FR W				MLT FC V300 YYG
CYYG	H	DEP TO	CYUL	JET	RNAV	YYG Q858 DULBA VLV
CYYG	H	DEP TO	CYUL	NON-JET	RNAV	YYG Q858 DULBA MUSDU
CYYG	L	DEP TO	CYUL	JET	RNAV	YYG T735 DULBA VLV
CYYG	L	DEP TO	CYUL	NON-JET	RNAV	YYG T735 DULBA MUSDU
CYYG	H	DEP TO	CYYZ		RNAV	YYG Q858 DULBA DERDO

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZQM
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYG	L	DEP TO	CYYZ		RNAV	YYG T735 DULBA DERDO

CZQX GANDER FIR

FROM LOCATION TO LOCATION OR DIRECTION						CZQX
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYT	H&L	ARR FR NW			RNAV	MIVAD AVALON ARR
CYYT	H&L	ARR FR W		50NM FROM LAND	RNAV	TIGOR TIGOR ARR
CYYT	H&L	ARR FR W			RNAV	PERLU BURIN ARR
CYYT	H&L	DEP TO W			RNAV	TEXED
CYYT	H&L	DEP TO	CYHZ		RNAV	TEXED SILRO CAYLY
CYYT	H&L	DEP TO	CYHZ		RNAV	TEXED AGMIR

FIXED RNAV ROUTES

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L600	Sept-Iles QC, VOR	N50 13.9	W066 16.4	NAVAID		
	To ALKOB QC, intxn	N51 28.8	W064 01.5	YZV 069°/114 DME	069°	114
	To Goose NL, VOR	N53 19.2	W060 17.7	NAVAID	075°	176
L602	Sept-Iles QC, VOR	N50 13.9	W066 16.4	NAVAID		
	To PEKRO, NL intxn	N53 09.4	W064 06.2	YZV 044° & YWK 101°	048°	193
L603	Dawson YT, NDB	N64 01.7	W139 10.1	NAVAID	127°	
	To Robinson BC, NDB	N60 26.4	W134 51.7	NAVAID	311°	247
L604	Whitehorse YT, VOR/DME	N60 37.1	W135 08.3			
	To AVTAV, YT intxn	N62 12.7	W133 23.2		005°	108
L605	XULDU, NU intxn	N74 43.0	W094 58.2			
	To NANSA, NU intxn	N73 00.4	W085 02.1			195
	To SATAX, NU intxn	N72 41.4	W077 58.1			127
L606	KEMGI, YT intxn	N60 23.6	W134 39.7			
	To LEXUB, YT intxn	N60 24.5	W133 49.8		069°	25
	To CANYO, YT intxn	N60 25.4	W132 24.1		070°	43
L607	IRGIP, YT intxn	N60 02.7	W134 10.5			
	To ANTUT, YT intxn	N60 08.4	W134 18.5		306°	7
	To KEMGI, YT intxn	N60 23.6	W134 39.7		306°	19
L608	ERDIK, QC, intxn	N58 03.4	W068 29.2			
	To NOROL, QC, intxn	N61 02.6	W069 37.6		012°	183
	To OMIVO, NU, intxn	N63 44.0	W068 32.9		034°	165
L619	AGBIX, QC, intxn	N60 03.1	W077 17.3			
	To PIBRO, QC, intxn	N60 49.1	W078 08.9		351°	53
	To EBLAL, QC, intxn	N62 25.0	W077 55.5		023°	96
L630	Sept-Iles QC, VOR	N50 13.9	W066 16.4			
	To KEKNA, QC, intxn	N50 09.5	W065 57.6		128°	13
	To MOBEG, QC, intxn	N49 50.2	W064 17.3		124°	67
L632	IGSAS, QC intxn	N48 01.0	W071 16.2			
	To VUCAN, QC intxn	N49 53.9	W071 15.2		017°	113
	To AGLOL, QC intxn	N53 42.7	W073 42.2		356°	247
L634	AMILI, QC intxn	N60 01.5	W070 00.3			
	To DUMRU, QC intxn	N58 40.3	W069 56.8		202°	82
	To ERDIK, QC intxn	N58 03.4	W068 29.2		150°	59
	To IKBIB, QC intxn	N58 42.4	W065 59.4		085°	88
L636	MELBI, NT intxn	N66 14.4	W128 38.9			
	To MEKTA, NT intxn	N67 21.6	W134 33.8		278°	156
	To ALTIG, NT intxn	N68 18.2	W133 29.0		002°	62
L638	OMVEG, ON intxn	N50 06.8	W091 54.3			
	To BEXOV, ON intxn	N50 17.6	W088 54.6		085°	116
	To XEXUL, ON intxn	N50 11.0	W086 41.8		098°	85
	To SASOB, ON intxn	N49 24.7	W082 28.2		111°	171
L640	ITBIN, ON intxn	N51 04.0	W093 47.6			
	To MUVUR, ON intxn	N51 49.2	W093 58.4		352°	46
	To AXENO, ON intxn	N52 39.4	W094 03.7		356°	50
	To NOTUG, MB intxn	N53 51.4	W094 39.2		344°	75

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L643	TAGIS, QC intxn	N61 35.3	W071 55.8			
	To ULBOD, NU intxn	N62 50.9	W069 52.6		060°	95
	To DAJIM, NU intxn	N63 45.4	W068 33.4		058°	65
L646	EMBES, QC intxn	N48 32.7	W072 17.7			
	To VUCAN, QC intxn	N49 53.9	W071 15.2		042°	91
L648	OLARU, YT intxn	N62 28.9	W141 00.0			
	To IGSOM, YT intxn	N61 22.2	W139 02.4		121°	87
	To Whitehorse, YT VOR/DME	N60 37.1	W135 08.3		091°	123
L657	NUDOV, QC, intxn	N50 28.1	W059 38.2			
	To SUSUB, NL, intxn	N53 19.2	W060 25.6		010°	174
	To TIGIP, NL, intxn	N55 26.9	W060 13.7		023°	128
L686	Can/USA bdry	N59 38.4	W136 05.7			
	To IGSOM, YT intxn	N61 22.2	W139 02.4		302°	136
	To Beaver Creek, YT NDB	N62 24.5	W140 51.7		302°	81
L688	AGLOL, QC, intxn	N53 42.7	W073 42.2			
	To ERDIK, QC, intxn	N58 03.4	W068 29.2		049°	315
	To MEPNI, QC, intxn	N59 18.2	W069 36.0		358°	83
	To AMILI, QC, intxn	N60 01.5	W070 00.3		007°	45
L694	HELVE, AB intxn	N56 13.6	W117 26.9			
	To OVATU, AB intxn	N58 29.5	W119 24.4		320°	150
	To MEVMA, BC intxn	N58 50.2	W122 35.8		266°	102
L703	IKLIX, SK, intxn	N59 33.3	W108 31.1			
	To Stony Rapids, SK, NDB	N59 15.3	W105 49.9		273°	84
L705	EBLAL, QC intxn	N62 25.0	W077 55.5			
	To LEXIG, QC intxn	N62 10.8	W075 40.0		123°	65
	To TAGIS, QC intxn	N61 35.3	W071 55.8		129°	112
	To EMDUN, QC intxn	N61 02.8	W069 37.1		139°	74
L707	SAVAT, QC intxn	N64 13.8	W076 31.5			
	To LEXIG, QC intxn	N62 10.8	W075 40.0		193°	126
	To IRBUX, QC intxn	N60 01.6	W070 00.0		148°	210
L709	AGBIX, QC intxn	N60 03.1	W077 17.3			
	To LEXIG, QC intxn	N62 10.8	W075 40.0		039°	136
	To DAJIM, QC intxn	N63 45.4	W068 33.4		083°	217
L710	AXENO, ON intxn	N52 39.4	W094 03.7			
	To EPVUM, ON intxn	N53 03.9	W093 20.7		047°	36
L711	EPSET, BC intxn	N58 25.3	W130 01.9			
	To LEXUT, BC intxn	N59 34.6	W133 40.3		284°	133
	To NADGI, YT intxn	N60 42.6	W135 04.0		310°	80
L713	UKSIL, QC intxn	N53 37.5	W077 42.2			
	To TEXEX, QC intxn	N55 16.9	W077 45.9		014°	100
	To KIREM, NU intxn	N56 32.2	W079 15.0		343°	91
	To LENUT, QC intxn	N58 28.3	W078 04.6		033°	122
L721	IRKON, NL, intxn	N49 10.8	W057 27.5			
	To JIBNA, QC, intxn	N51 26.5	W057 11.2		023°	136

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L723	EPSET, BC intxn	N58 25.3	W130 01.9			
	To OMVAN, YT intxn	N60 10.4	W132 44.5		304°	134
L731	OVATU, AB intxn	N58 29.5	W119 24.4			
	To GRUGG, AB intxn	N58 37.3	W117 09.9		065°	71
L733	KIREM, NU intxn	N56 32.2	W079 15.0			
	To PUSEL, QC intxn	N56 32.2	W076 31.1		105°	91
L741	KIPIR, NT intxn	N69 26.0	W133 01.6			
	To EMKEK, NT intxn	N69 21.6	W124 04.5		066°	190
	To IMEVO, NT intxn	N67 49.0	W115 08.6		091°	217
L751	LEXOX, NT intxn	N63 12.8	W123 25.8			
	To Yellowknife, NT NDB	N62 24.7	W114 26.1		077°	252
L763	Fort McMurray, AB, VOR/DME	N56 38.8	W111 07.3			
	To TULAG, SK, intxn	N56 41.9	W107 53.4		074°	107
	To PETMA, SK, intxn	N56 05.6	W106 03.1		109°	71
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		144°	62
L767	VOGOK, NT intxn	N61 47.2	W121 15.7			
	To LEXOX, NT intxn	N63 12.8	W123 25.8		307°	105
	To Norman Wells, NT NDB	N65 15.2	W126 40.2		307°	149
	To MELBI, NT intxn	N66 14.4	W128 38.9		301°	77
	To ALTIG, NT intxn	N68 18.2	W133 29.0		299°	168
	To KIPIR, NT intxn	N69 26.0	W133 01.6		347°	69
	To EMGAL, NT intxn	N71 59.6	W125 14.5		021°	218
Q140	Can/USA bdry	N44 14.9	W082 16.1			
	To RUBKI, ON, intxn	N44 14.9	W082 15.4		096°	1
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		113°	101
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		117°	30
	To RAGIX, ON, intxn	N43 32.6	W078 57.4		122°	18
	To Can/USA bdry	N43 32.4	W078 56.8		122°	1
Q436	Can/USA bdry	N42 39.5	W082 30.6			
	To YARRK, ON, intxn	N42 31.4	W081 16.1			56
	To CHAAP, ON, intxn	N42 30.3	W080 41.0		101°	26
	To Can/USA bdry	N42 27.7	W079 54.1		103°	35
Q438	Can/USA bdry	N42 48.1	W082 28.8			
	To JAAJA, ON, intxn	N42 40.0	W081 16.0			55
	To ICHOL, ON, intxn	N42 38.5	W080 30.2		101°	34
	To FARGN, ON, intxn	N42 36.7	W079 47.3		103°	32
	To Can/USA bdry	N42 34.3	W079 37.1		118°	8
Q440	Can/USA bdry	N42 48.1	W082 28.8			
	To JAAJA, ON, intxn	N42 40.0	W081 16.0			55
	To ICHOL, ON, intxn	N42 38.5	W080 30.2		101°	34
	To FARGN, ON, intxn	N42 36.7	W079 47.3		103°	32
	To Can/USA bdry	N42 34.3	W079 37.1		118°	8
Q475	TUSKY, NS, intxn	N43 33.9	W067 00.0			
	To SCOTS, NS, intxn	N44 30.0	W064 00.0		082°	141
	To BITRA, NS, intxn	N45 06.4	W061 52.7		085°	98
	To PERLU, NL, intxn	N47 17.4	W054 02.8		083°	352

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q800	Williams Lake BC, VOR	N52 14.2	W122 10.2	NAVAID		
	To HEIRE BC, intxn	N50 54.0	W123 03.9	YWL 180°/87 DME	186°	87
	To ELIDI BC, intxn	N50 00.4	W123 36.9	TOU 359°/110 DME	185°	58
	To KEINN BC, intxn	N49 49.0	W123 43.9	YVR 316° & YWL 180°	185°	12
Q801	Tofino, BC NDB	N49 02.8	W125 42.3			
	To FINGS, BC intxn	N50 15.0	W127 34.0		295°	102
	To SIMSU, BC intxn	N50 46.9	W128 25.6		292°	46
	To CAFTA, BC intxn	N51 17.7	W129 05.3		299°	40
	To Sandspit, BC VOR	N53 15.1	W131 48.4		299°	154
Q802	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		056°	64
	To KENLU, ON, intxn	N44 19.3	W079 12.9		058°	47
	To MENKO, ON, intxn	N44 46.6	W078 48.2		044°	32
	To Killaloe, ON, VOR/DME	N45 39.8	W077 36.2		055°	74
Q804	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		056°	64
	To KENLU, ON, intxn	N44 19.3	W079 12.9		058°	47
	To POLTY, QC, intxn	N45 54.0	W075 48.7		066°	173
Q806	GGUCE, ON, intxn	N42 42.4	W080 53.4			
	To BOBTA, ON, intxn	N43 48.9	W079 39.5		048°	86
	To ILUSI, ON, intxn	N44 08.8	W078 55.9		068°	37
	To DEBUM, ON, intxn	N44 38.5	W077 45.3		070°	59
	To GOTIP, ON, intxn	N44 57.9	W076 57.9		072°	39
	To TUKIR, ON, intxn	N45 15.3	W076 14.3		073°	35
	To KANUR, ON intxn	N45 25.9	W075 02.6		090°	52
	To SAVEX, ON intxn	N45 30.8	W074 27.8		092°	25
	To VILRO, QC, intxn	N45 37.0	W072 42.9		099°	74
	To ANTUS, QC, intxn	N45 39.4	W072 13.2		098°	21
	To MEKSO, QC, intxn	N45 47.4	W070 25.6		099°	76
	To Can/USA bdry	N45 47.3	W070 24.9		114°	1
	To Can/USA bdry	N45 28.4	W067 29.7			
	To VIGDU, NB, intxn	N45 28.3	W067 29.0		116°	1
	To MOWND, NB, intxn	N45 22.6	W066 39.4		116°	35
	To KELNO, NS, intxn	N45 07.9	W064 11.4		114°	106
	To Halifax, NS, VOR/DME	N44 55.4	W063 24.1		128°	36
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		079°	67
	To PERLU, NL, intxn	N47 17.4	W054 02.8		087°	349
Q810	EPLAN, AB, intxn	N52 32.8	W115 59.8			
	To SETGA, AB, intxn	N51 51.5	W115 13.4		129°	50
	To TOXAB, AB, intxn	N51 31.7	W114 51.7		130°	24
	To DAXIR, AB, intxn	N51 22.4	W114 41.7		131°	11
	To IPSIT, AB, intxn	N51 18.6	W114 30.6		104°	8
Q811	Can/USA bdry	N61 37.9	W141 00.1			
	To TOVAD, YT, intxn	N61 37.8	W140 58.9		088°	1
	To IGSOM, YT, intxn	N61 22.2	W139 02.4		086°	58
	To Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3		091°	123

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q812	Can/USA bdry	N43 59.0	W082 12.6			
	To NOSIK, ON, intxn	N43 59.0	W082 11.9		098°	1
	To AGDOX, ON, intxn	N43 17.1	W079 06.3		115°	141
	To Can/USA bdry	N43 17.0	W079 05.1		101°	1
	To MAIRE, QC, intxn	N45 42.5	W073 07.4			
	To OKOPO, QC, intxn	N45 43.5	W072 57.7		096°	7
	To OMBRE, QC, intxn	N45 44.8	W072 45.7		097°	9
	To MISOP, QC, intxn	N46 07.7	W072 16.7		056°	31
	To PENTU, QC, intxn	N46 33.7	W071 43.3		057°	35
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		066°	83
Q814	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To VIMBA, AB, intxn	N52 04.1	W114 30.6		003°	24
	To OLIMI, AB, intxn	N52 48.9	W114 06.6		003°	47
Q816	Can/USA bdry	N43 16.2	W082 17.1			
	To OMRAK, ON, intxn	N43 16.3	W082 15.9		097°	1
	To AGDOX, ON, intxn	N43 17.1	W079 06.3		097°	139
	To Can/USA bdry	N43 17.0	W079 05.1		101°	1
	To VIDGO, QC, intxn	N46 02.8	W074 29.8			
	To DATAB, QC, intxn	N46 27.8	W074 27.5		018°	25
	To OBRET, QC, intxn	N47 00.0	W074 24.5		018°	32
Q818	Can/USA bdry	N43 01.5	W082 24.4			
	To TANKO, ON, intxn	N43 01.5	W082 23.0		095°	1
	To KITOK, ON, intxn	N43 02.5	W081 55.6		095°	20
	To DERLO, ON, intxn	N43 04.0	W081 05.7		096°	37
	To IKNAV, ON, intxn	N42 57.7	W078 58.1		102°	94
	To Can/USA bdry	N42 57.7	W078 58.0		110°	0
Q820	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To ETBOX, ON, intxn	N44 31.6	W080 07.8		034°	97
	To KAPUX, ON, intxn	N45 04.8	W079 45.0		036°	37
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		033°	202
Q822	Can/USA bdry	N43 01.5	W082 24.4			
	To TANKO, ON, intxn	N43 01.5	W082 23.0		095°	1
	To KITOK, ON, intxn	N43 02.5	W081 55.6		095°	20
	To DERLO, ON, intxn	N43 04.0	W081 05.7		097°	90
	To DUVEP, ON, intxn	N43 06.0	W079 04.6		097°	89
	To Can/USA bdry	N43 06.0	W079 03.9		100°	1
	Can/USA bdry	N44 24.5	W067 08.3			
	To ALLEX, NB, intxn	N44 25.0	W067 00.0		102°	6
	To SILRO, NL, intxn	N47 00.0	W058 35.0		080°	386
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
	To Torbay, NL, VOR/DME	N47 29.1	W052 51.1		096°	23

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q824	Can/USA bdry	N43 28.4	W082 10.9			
	To TAGUM, ON, intxn	N43 28.9	W082 09.8		070°	1
	To GOPUP, ON, intxn	N43 43.8	W081 33.5		069°	30
	To MENKO, ON, intxn	N44 46.6	W078 48.2		070°	134
	To ILEMU, ON, intxn	N45 15.3	W076 52.7		084°	87
	To DESKI, ON, intxn	N45 22.8	W076 20.8		084°	24
	To LETAK, ON, intxn	N45 24.1	W076 14.8		085°	4
	To Ottawa, ON, VOR/DME	N45 26.5	W075 53.8		094°	15
	To Montreal, QC, VOR/DME	N45 36.9	W073 58.3		095°	82
	To OBTAX, QC, intxn	N45 41.7	W073 16.1		095°	30
	To CATOG, QC, intxn	N45 55.0	W072 53.0		065°	21
	To URVAS, QC, intxn	N46 04.5	W072 36.3		066°	15
	To APLAK, QC, intxn	N46 27.6	W071 54.6		066°	37
	To PENTU, QC, intxn	N46 33.7	W071 43.3		067°	10
Q826	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		310°	8
	To ANTID, AB, intxn	N52 53.0	W114 15.3		003°	69
Q828	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To NOVAR, BC, intxn	N50 40.4	W116 23.4		053°	229
	To RABOX, AB, intxn	N51 05.4	W111 55.7		064°	171
	To VINKO, AB, intxn	N50 57.8	W110 00.0		081°	73
Q830	AXXIS, ON, intxn	N42 49.8	W81 59.0			
	To LOPVO, ON, intxn	N42 55.0	W80 24.0		094°	70
	To BOREK, ON, intxn	N42 56.3	W79 56.9		096°	20
	To COLTS, ON, intxn	N42 57.8	W79 19.3		096°	28
Q832	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To VESDO, AB, intxn	N49 58.7	W111 19.1		104°	90
	To PEMDU, SK, intxn	N49 00.2	W108 29.9		104°	125
Q842	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To ETLEM, AB, intxn	N49 26.1	W112 53.2		152°	78
	To TOVUM, AB, intxn	N49 14.5	W112 48.9		152°	12
Q844	Can/USA bdry	N44 20.4	W076 01.4			
	To VIBRU, ON, intxn	N44 20.9	W076 01.3		019°	1
	To REEDO, ON, intxn	N44 42.2	W075 58.9		018°	21
	To IKLAX, ON, intxn	N44 59.6	W075 44.8		043°	20
Q846	ALLEX, NB, intxn	N44 25.0	W067 00.0			
	To VIGMA, NS, intxn	N44 20.5	W066 38.6		123°	16
	To SENVI, NS, intxn	N44 44.0	W064 09.9		093°	109
	To Halifax, NS, VOR/DME	N44 55.4	W063 24.1		088°	35
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		079°	67
	To SILRO, NL, intxn	N47 00.0	W058 35.0		074°	170
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
	To Torbay, NL, VOR/DME	N47 29.1	W052 51.1		096°	23

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q848	Can/USA bdry	N43 43.4	W082 09.1			
	To KARIT, ON, intxn	N43 43.4	W082 08.7		093°	0
	To MENKO, ON, intxn	N44 46.6	W078 48.2		074°	157
	To ILEMU, ON, intxn	N45 15.3	W076 52.7		081°	87
	To DESKI, ON, intxn	N45 22.8	W076 20.8		084°	24
	To LETAK, ON, intxn	N45 24.1	W076 14.8		085°	4
	To KISUK, QC, intxn	N45 53.7	W074 55.1		075°	63
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		076°	20
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		077°	25
	To DICEN, QC, intxn	N46 48.0	W072 17.3		078°	77
Q850	TOXAL, QC, intxn	N45 08.6	W071 34.9			
	To OMALI, QC, intxn	N45 30.7	W071 20.0		040°	25
	To VIVIL, QC, intxn	N46 09.7	W070 53.2		041°	43
	To Rivière-du-loup, QC, VOR	N47 45.4	W069 35.3		044°	110
Q852	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To MATOR, QC, intxn	N46 21.0	W073 20.3		254°	51
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		248°	30
	To MEBOK, QC, intxn	N45 48.8	W074 21.0		247°	23
	To KANUR, ON, intxn	N45 25.9	W075 02.6		247°	37
	To KEMVI, ON, intxn	N45 15.5	W075 21.6		246°	17
Q856	IGVUX, AB, intxn	N52 46.2	W112 42.8			
	To CACHO, AB, intxn	N54 54.2	W112 34.2		349°	128
	To LETRM, AB, intxn	N55 53.8	W111 45.8		011°	66
	To Fort McMurray, AB, VOR/DME	N56 38.8	W111 07.3		012°	50
	To RIDOK, SK, intxn	N57 25.7	W106 32.2		057°	157
Q858	DULBA, NB, intxn	N46 13.2	W066 28.0			
	To IRDUV, NB, intxn	N46 16.4	W065 09.5		103°	54
	To Charlottetown, PE, VOR/DME	N46 17.9	W063 07.2		106°	85
	To Sydney, NS, VOR/DME	N46 09.2	W060 03.4		111°	128
Q860	MERYT, BC, intxn	N49 56.5	W120 57.7			
	To NADPI, BC, intxn	N51 42.9	W117 20.4		034°	174
	To ANDIE, AB, inxtn	N52 59.2	W114 23.2		038°	133
Q862	Edmonton, AB, VOR/DME	N53 11.1	W113 52.0			
	To OMROD, AB, intxn	N53 00.3	W113 05.6		097°	30
	To FUDGY, AB, intxn	N52 13.1	W110 00.0		098°	123
	To SEFFY, SK, intxn	N51 23.4	W107 08.3		102°	118
	To Lumsden, SK, VORTAC	N50 40.0	W104 53.4		106°	95
Q864	DERDO, QC, intxn	N45 40.8	W070 48.2			
	To EBGIX, QC, intxn	N45 43.3	W070 25.5		096°	16
	To TUGUB, NB, intxn	N45 58.9	W067 45.1		097°	113
	To BEMEK, NB, intxn	N46 05.0	W066 27.2		100°	55
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		105°	54
Q874	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To ILADA, AB, intxn	N51 18.6	W110 53.1		081°	90
	To SHAWI, SK, intxn	N51 14.1	W110 00.0		084°	34

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q878	ALIDO, QC, intxn	N45 44.4	W075 40.8			
	To SEMRO, QC, intxn	N46 16.7	W074 12.6		075°	69
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		077°	11
	To DICEN, QC, intxn	N46 48.0	W072 17.3		083°	75
	To UDBAM, QC, intxn	N46 45.4	W071 58.9		117°	13
	To Quebec, QC, VORTAC	N46 42.3	W071 37.6		117°	15
Q882	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To DUDNI, AB, intxn	N52 14.2	W112 56.7		360°	47
	To IGVUX, AB, intxn	N52 46.2	W112 42.8		360°	33
	To CACHO, AB, intxn	N54 54.2	W112 34.2		348°	128
Q888	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To DESNU, AB, intxn	N50 02.7	W111 11.5		065°	423
	To MEDAK, AB, intxn	N50 02.6	W110 37.0		077°	22
Q890	ROPLA, BC, intxn	N49 41.7	W114 43.6			
	To SATOV, AB, intxn	N50 05.5	W114 31.7		003°	25
	To MEKPI, AB, intxn	N50 15.0	W114 26.9		003°	10
	To UKRAL, AB, intxn	N50 24.5	W114 22.0		003°	10
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15
Q894	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To BINVO, BC, intxn	N50 45.5	W116 28.1		052°	228
	To SIMTA, BC, intxn	N51 02.5	W114 47.4		059°	66
	To BOTAG, AB, intxn	N51 04.2	W114 36.5		061°	7
Q901	SEDOG, ON, intxn	N44 00.6	W079 35.1			
	To TANGI, ON, intxn	N44 23.1	W079 24.1		030°	24
	To UDMUG, ON, intxn	N44 52.9	W078 58.9		042°	35
	To Killaloe, ON, VOR/DME	N45 39.8	W077 36.2		062°	75
Q902	Can/USA bdry	N59 17.5	W136 28.3			
	To IGSOM, YT, intxn	N61 22.2	W139 02.4		311°	147
	To AYZOL, AK, intxn	N62 28.3	W141 00.0		302°	86
Q903	IKNAR, QC, intxn	N47 11.6	W074 09.5			
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		186°	51
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		186°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		186°	12
	To DUNUP, QC, intxn	N45 17.6	W073 35.4		178°	47
Q905	Can/USA bdry	N43 19.2	W082 15.6			
	To DASIR, ON, inxtn	N43 19.3	W082 14.9		088°	1
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		088°	128
	To TALEB, ON, intxn	N44 01.0	W078 23.3		073°	47
	To BOMET, ON, intxn	N44 10.2	W077 59.0		073°	20
	To SENLU, ON, intxn	N44 19.5	W077 34.4		074°	20
	To IPTOS, ON, intxn	N44 55.3	W076 13.4		070°	68
	To VERTI, ON, intxn	N45 15.0	W074 50.5		084°	62
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		060°	85
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		082°	23
	To PESAC, QC, intxn	N46 32.9	W072 11.2		083°	30

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q907	Can/USA bdry	N42 42.5	W082 29.4			
	To GADAV, ON, intxn	N42 42.6	W082 28.8		078°	1
	To DERLO, ON, intxn	N43 04.0	W081 05.7		078°	65
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		074°	84
	To AGNOB, ON, intxn	N44 12.1	W077 30.1		078°	87
	To LORKA, ON, intxn	N44 46.1	W076 13.0		070°	65
	To ADVIK, ON, intxn	N45 08.1	W074 46.6		083°	65
	To ATENE, QC, intxn	N46 14.1	W070 16.4		083°	201
	To Can/USA bdry	N46 14.3	W070 15.5		089°	1
	Can/USA bdry	N46 44.2	W067 47.4			
	To IMAMA, NB, intxn	N46 44.3	W067 46.7		092°	1
	To MIILS, NB, intxn	N46 52.4	W067 02.9		092°	31
	To Grindestone (Îles-de-la-Madeleine), QC, VOR/DME	N47 25.8	W061 46.4		097°	219
	To MIVAD, NL, intxn	N47 40.8	W054 09.1		103°	310
Q909	NOSIV, AB, intxn	N50 54.4	W113 17.5			
	To DESNU, AB, intxn	N50 02.7	W111 11.5		108°	96
	To PEMDU, SK, intxn	N49 00.2	W108 29.9		107°	122
Q911	TAGET, QC, intxn	N46 53.0	W075 49.2			
	To IKMOL, QC, intxn	N46 41.6	W075 30.7		146°	17
	To OLASI, QC, intxn	N46 19.8	W074 56.2		146°	32
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		147°	25
	To EMPEK, QC, intxn	N45 55.0	W074 20.7		155°	10
	To SATOT, QC, intxn	N45 50.5	W074 15.5		155°	6
	To PIGNA, QC, intxn	N45 45.2	W074 09.3		155°	7
Q913	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To DEDKI, ON, intxn	N43 41.4	W078 43.1		079°	111
	To IGSEB, ON, intxn	N43 54.3	W077 19.8		089°	62
	To RAKAM, ON, intxn	N44 01.3	W076 29.7		091°	37
Q915	DATNO, BC, intxn	N50 03.9	W116 08.6			
	To SAVEL, AB, intxn	N56 40.0	W111 17.2		007°	433
	To IKLIX, SK, intxn	N59 33.3	W108 31.1		011°	195
Q917	Can/USA bdry	N46 18.9	W084 07.1			
	To ULUTO, ON, intxn	N46 18.3	W084 05.7		133°	1
	To MUSIT, ON, intxn	N45 23.8	W082 25.2		135°	89
	To DUTEL, ON, intxn	N44 40.0	W081 17.8		141°	65
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		142°	76
	To PIKSA, ON, intxn	N43 07.7	W079 04.4		144°	57
	To Can/USA bdry	N43 07.4	W079 03.9		145°	1
Q919	Marathon, ON, VOR/DME	N48 44.6	W086 19.7			
	To MEBSI, ON, intxn	N48 35.6	W085 31.9		112°	33
	To DASUG, ON, intxn	N47 34.4	W080 49.3		113°	199
	To NAGNO, QC, intxn	N46 42.2	W077 28.5		120°	147
	To BEMOG, QC, intxn	N46 09.0	W075 34.4		125°	85
	To UDGAK, QC, intxn	N46 06.3	W075 05.4		111°	20
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		112°	25

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q921	TALEB, ON, intxn	N44 01.0	W078 23.3			
	To BOMET, ON, intxn	N44 10.2	W077 59.0		073°	20
	To NOPOT, ON, intxn	N44 17.3	W077 32.9		081°	20
	To TIGET, ON, intxn	N44 23.4	W077 09.7		081°	18
	To IPTOS, ON, intxn	N44 55.3	W076 13.4		063°	51
	To VERTI, ON, intxn	N45 15.0	W074 50.5		084°	62
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		060°	85
	To NOVID, QC, intxn	N46 15.1	W073 13.4		082°	7
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		082°	17
	To KETRU, QC, intxn	N46 27.2	W072 31.3		082°	15
	To PESAC, QC, intxn	N46 32.9	W072 11.2		083°	15
Q923	Can/USA bdry	N43 43.1	W082 09.0			
	To KARIT, ON, intxn	N43 43.4	W082 08.7		051°	0
	To DUTEL, ON, intxn	N44 40.0	W081 17.8		041°	67
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		043°	255
Q925	Grande Prairie, AB, VOR/DME	N55 10.5	W119 01.8			
	To KODIT, AB, intxn	N52 37.8	W115 47.5		124°	191
	To MATIR, AB, intxn	N52 00.9	W115 04.8		129°	45
	To ALSIV, AB, intxn	N51 54.4	W114 57.3		130°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		130°	8
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		130°	8
	To ADVOX, AB, intxn	N51 34.7	W114 35.3		130°	8
Q927	SEKOM, AB, intxn	N49 38.1	W113 35.2			
	To UBVAL, AB, intxn	N50 37.7	W113 53.1		335°	61
Q929	TALNO, QC, intxn	N45 00.0	W074 19.9			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		089°	19
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		101°	15
	To TOXAL, QC, intxn	N45 08.6	W071 34.9		101°	84
Q931	IPTAN, AB, intxn	N49 37.1	W114 08.4			
	To OTARA, AB, intxn	N50 37.4	W114 03.6		348°	60
Q933	AVROM, AB, intxn	N51 28.9	W113 47.8			
	To OBTAD, AB, intxn	N51 35.8	W113 45.2		359°	7
	To MAPUX, AB, intxn	N52 45.0	W113 18.5		358°	71
Q935	Can/USA bdry	N43 16.2	W082 17.1			
	To OMRAK, ON, intxn	N43 16.3	W082 15.9		097°	1
	To DERLO, ON, intxn	N43 04.0	W081 05.7		111°	53
	To IKNAV, ON, intxn	N42 57.7	W078 58.1		102°	94
	To Can/USA bdry	N42 57.7	W078 58.0		110°	0
Q937	DEDKI, ON, intxn	N43 41.4	W078 43.1			
	To TULEG, ON, intxn	N43 43.9	W076 43.2		099°	87
Q941	TAKOL, QC, intxn	N45 39.0	W075 11.9			
	To IPSAK, QC, intxn	N45 45.4	W074 51.5		080°	16
	To BOKLU, QC intxn	N45 50.4	W074 35.7		080°	12
	To EMPEK, QC intxn	N45 55.0	W074 20.7		080°	11
	To ESTEL, QC, intxn	N45 57.9	W074 11.0		081°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		081°	12
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		081°	25

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q943	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		087°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		088°	10
	To RABIK, QC, intxn	N45 17.9	W072 36.6		104°	75
Q947	LAFIT, QC, intxn	N45 18.5	W074 23.0			
	To PUXER, QC, intxn	N45 24.0	W072 51.3		098°	65
	To PUSOD, QC, intxn	N45 30.1	W071 29.7		098°	58
	To OMALI, QC, intxn	N45 30.7	W071 20.0		100°	7
	To REVEN, QC, intxn	N45 33.2	W070 42.0		100°	27
	To Can/USA bdry	N45 33.1	W070 40.7		111°	1
	Can/USA bdry	N45 17.8	W067 28.0			
	To XIBUL, NB, intxn	N45 17.7	W067 27.3		120°	1
	To DUVOK, NS, intxn	N44 55.6	W065 17.2		120°	95
Q949	VIDRI, BC, intxn	N50 13.6	W121 30.0			
	To ROMRA, BC, intxn	N52 02.8	W117 39.2		035°	182
	To ESKIE, AB, intxn	N53 16.4	W114 41.1		038°	131
Q951	Can/USA bdry	N42 42.5	W082 29.4			
	To GADAV, ON, intxn	N42 42.6	W082 28.8		078°	1
	To DERLO, ON, intxn	N43 04.0	W081 05.7		078°	65
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		074°	84
	To SANIN, ON, intxn	N44 04.7	W077 25.9		083°	87
	To OLABA, ON, intxn	N44 28.6	W076 12.2		077°	58
	To ALONI, ON, intxn	N44 38.9	W075 39.2		079°	26
	To KATEK, ON, intxn	N44 40.6	W075 33.0		082°	5
	To Can/USA bdry	N44 40.8	W075 32.4		082°	1
	To Can/USA bdry	N44 59.6	W074 21.6			
	To TALNO, QC, intxn	N45 00.0	W074 19.9		084°	1
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		089°	19
	To RABIK, QC, intxn	N45 17.9	W072 36.6		090°	57
	To MOBAL, QC, intxn	N45 20.3	W071 51.8		100°	32
	To ANTOV, QC, intxn	N45 22.6	W071 02.3		101°	35
	To KERVO, ON, intxn	N45 25.3	W070 38.4		097°	17
	To Can/USA bdry	N45 25.3	W070 37.7		097°	1
	To Can/USA bdry	N45 41.8	W067 48.2			
	To DANOL, NB, intxn	N45 41.9	W067 47.3		100°	1
	To PUXOP, NB, intxn	N45 56.7	W066 26.4		092°	59
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		096°	54
	To Moncton, NB, VOR/DME	N46 11.3	W064 34.3		097°	25
	To Charlottetown, PE, VOR/DME	N46 17.9	W063 07.2		101°	61
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		094°	377
	To Torbay, NL, VOR/DME	N47 29.1	W052 51.1		096°	23
Q953	ANTAK, BC, intxn	N49 21.0	W115 51.5			
	To SIGPA, BC, intxn	N50 07.0	W115 11.4		014°	53
	To TULOB, AB, intxn	N50 35.6	W114 45.8		015°	33
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		015°	8

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q955	MIGLO, ON, intxn	N44 38.2	W076 12.6			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		080°	11
	To IGVUD, ON, intxn	N44 50.4	W075 28.1		082°	23
	To EPMOK, ON, intxn	N44 59.1	W074 57.1		082°	24
	To ARVIE, ON, intxn	N45 07.1	W074 37.1		074°	16
	To HABBS, ON, intxn	N45 12.3	W074 25.0		072°	10
	To COMAU, QC, intxn	N45 21.6	W074 03.4		073°	18
	To VEVKU, QC, intxn	N45 27.5	W073 55.8		057°	8
Q957	VOBUK, AB, intxn	N49 43.0	W113 12.0			
	To GADKI, AB, intxn	N50 39.8	W113 41.4		328°	60
	To RIGAD, AB, intxn	N51 43.2	W114 22.9		324°	69
	To UKRAM, AB, intxn	N52 46.1	W113 56.4		360°	65
Q959	WAINN, AB, intxn	N53 02.0	W110 50.0			
	To MEETO, SK, intxn	N53 35.6	W107 21.4		061°	129
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		026°	119
Q961	LOMLO, AB, intxn	N51 04.2	W113 23.2			
	To PERTU, AB, intxn	N51 03.6	W113 13.1		081°	6
	To TULOV, AB, intxn	N50 55.6	W111 28.5		082°	67
	To DAPOP, AB, intxn	N50 52.5	W110 00.0		079°	56
Q963	Fort McMurray, AB, VOR/DME	N56 38.8	W111 07.3			
	To TULAG, SK, intxn	N56 41.9	W107 53.4		074°	107
	To PETMA, SK, intxn	N56 05.6	W106 03.1		109°	71
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		144°	62
Q965	SAXOL, AB, intxn	N51 28.0	W113 38.0			
	To PEPGO, AB, intxn	N51 33.5	W113 36.0		358°	6
	To RODKU, AB, intxn	N52 06.7	W113 23.6		358°	34
	To ALKIK, AB, intxn	N52 47.6	W113 07.7		359°	42
Q967	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To GUDOG, AB, intxn	N51 31.0	W110 00.0		056°	77
	To IMOTA, SK, intxn	N51 55.0	W108 0.00		059°	78
Q969	Houston, BC, VOR/DME	N54 27.1	W126 39.1			
	To DUXAR, BC, intxn	N56 46.3	W129 25.7		309°	168
	To MUXAT, BC, intxn	N57 38.4	W130 34.9		306°	64
	To MITOM, BC, intxn	N58 19.2	W131 32.0		305°	51
	To BOTAD, BC, intxn	N58 38.2	W131 59.6		304°	24
	To AXUBI, BC, intxn	N59 04.3	W132 38.6		304°	33
	To GOROV, BC, intxn	N59 18.4	W133 00.0		303°	18
	To IRGIP, YT, intxn	N60 02.7	W134 10.5		303°	57
	To Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3		302°	45
Q971	NUBEG, AB, intxn	N54 16.9	W113 59.1			
	To WAINN, AB, intxn	N53 02.0	W110 50.0		108°	135
	To Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		095°	159

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q979	LOMLO, AB, intxn	N51 04.2	W113 23.2			
	To PERTU, AB, intxn	N51 03.6	W113 13.1		081°	6
	To TULOV, AB, intxn	N50 55.6	W111 28.5		082°	67
	To IMOTA, SK, intxn	N51 55.0	W108 00.0		051°	143
Q983	CILLI, BC, intxn	N49 03.8	W121 23.7			
	To MENBO, BC, intxn	N50 23.4	W116 08.4		050°	219
	To NORET, BC, intxn	N50 32.4	W115 27.2		055°	28
	To PIBSO, BC, intxn	N50 34.9	W115 15.3		056°	8
	To AMITO, AB, intxn	N50 37.5	W115 03.4		056°	8
	To SEDEL, AB, intxn	N50 40.0	W114 51.4		057°	8
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		057°	8
Q991	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To LIBOS, SK, intxn	N50 48.8	W109 00.0		084°	112
Q995	BITGA, AB, intxn	N51 29.5	W113 58.4			
	To MIREK, AB, intxn	N51 37.2	W113 55.8		357°	8
	To OILRS, AB, intxn	N52 37.5	W113 31.2		359°	62
T295	Montreal, QC, VOR	N45 36.9	W073 58.3			
	To MAIRE, QC, intxn	N45 42.5	W073 07.4		095°	36
	To OKOPO, QC, intxn	N45 43.5	W072 57.7		096°	7
	To OMBRE, QC, intxn	N45 44.8	W072 45.7		096°	8
	To SILVI, QC, intxn	N45 47.0	W072 22.9		097°	16
	To VIKBU, QC, intxn	N45 49.0	W072 02.5		097°	14
	To ILERO, QC, intxn	N45 52.2	W071 29.0		097°	24
	To Beauce, QC, VOR	N45 55.5	W070 50.8		098°	27
	To DEPRI, QC, intxn	N45 57.2	W070 15.4		102°	25
T601	Sydney NS, VOR	N46 09.2	W060 03.4	NAVAID		
	To Gander NL, VOR	N48 54.0	W054 32.1	NAVAID	074°	278
T602	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To ALVOL, BC, intxn	N49 51.0	W120 35.4		053°	60
	To NOVAR, BC, intxn	N50 40.4	W116 23.4		055°	169
	To ITRIT, AB, intxn	N50 51.1	W115 20.1		059°	42
	To OTVAD, AB, intxn	N50 54.8	W114 57.2		060°	15
	To UKSAP, AB, intxn	N50 56.7	W114 44.9		061°	8
	To ROVMA, AB, intxn	N50 58.5	W114 33.5		061°	7
T604	Wabush, NL VOR	N52 57.6	W066 51.2	NAVAID		
	To PEKRO, NL intxn	N53 09.4	W064 06.2	YZV 044° & YWK 101°	108°	100
	To Goose, NL VOR	N53 19.2	W060 17.7	NAVAID	109°	138
T606	Williams Lake BC, VOR	N52 14.2	W122 10.2	NAVAID		
	To HEIRE BC, intxn	N50 54.0	W123 03.9	YWL 180°/87 DME	186°	87
	To ELIDI BC, intxn	N50 00.4	W123 36.9	TOU 359°/110 DME	185°	58
	To KEINN BC, intxn	N49 49.0	W123 43.9	YVR 316° & YWL 180°	185°	12

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T608	Can/USA bdry	N43 10.6	W082 19.9			
	To KATNO, ON, intxn	N43 10.6	W082 19.5		115°	0
	To BOSEP, ON, intxn	N43 06.3	W082 00.5		115°	15
	To HAVOK, ON, intxn	N43 01.3	W081 36.2		114°	19
	To DERLO, ON, intxn	N43 04.0	W081 05.7		092°	23
	To BIMRO, ON, intxn	N43 01.7	W080 19.0		103°	34
	To UKNIX, ON, intxn	N42 56.8	W078 55.8		104°	61
	To Can/USA bdry	N42 56.7	W078 55.1		106°	1
	MAIRE, QC, intxn	N45 42.5	W073 07.4			
	To OKOPO, QC, intxn	N45 43.5	W072 57.7		096°	7
	To OMBRE, QC, intxn	N45 44.8	W072 45.7		097°	8
	To MISOP, QC, intxn	N46 07.7	W072 16.7		056°	31
	To PENTU, QC, intxn	N46 33.7	W071 43.3		057°	35
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		066°	83
T609	NAGLI, BC, intxn	N49 03.3	W125 56.9			
	To ROLBU, BC, intxn	N48 53.0	W125 21.8		097°	25
	To SEGEX, BC, intxn	N48 55.1	W124 59.3		065°	15
	To VIBGA, BC, intxn	N48 55.8	W124 51.5		066°	5
	To DASMU, BC, intxn	N48 57.3	W124 34.6		066°	11
	To NOXAG, BC, intxn	N49 02.4	W123 34.3		067°	40
T610	BOOPY BC, intxn	N50 06.0	W124 35.5		073°	141
	GABIN BC, intxn	N49 56.7	W120 57.9		073°	141
T611	Vancouver BC, NDB	N49 10.4	W123 03.4	NAVAID	059°	65
	To Hope BC, NDB	N49 23.2	W121 25.5	NAVAID	059°	65
T612	Charlottetown PE, VOR	N46 17.9	W063 07.2	NAVAID		
	To UMETI NL, intxn	N47 34.8	W059 15.5	V319 YQY to YJT & T612 YYG to YQX	085°	176
	To Gander NL, VOR	N48 54.0	W054 32.1	NAVAID	089°	205
T613	Watson Lake, YT NDB	N60 10.6	W128 50.8	NAVAID	086°	205
	To Fort Nelson, BC NDB	N58 47.8	W122 43.4	NAVAID	273°	205
T614	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To NUBER, ON, intxn	N43 27.5	W080 22.7		062°	39
	To BOLMO, ON, intxn	N43 54.6	W080 03.2		037°	31
	To IKLEN, ON, intxn	N44 03.4	W079 40.8		072°	18
	To MENTI, ON, intxn	N44 03.7	W079 35.9		095°	4
	To ILUSI, ON, intxn	N44 08.8	W078 55.9		090°	29
	To DEBUM, ON, intxn	N44 38.5	W077 45.3		070°	59
	To GOTIP, ON, intxn	N44 57.9	W076 57.9		072°	39
	To TUKIR, ON, intxn	N45 15.1	W076 14.3		073°	35
	To KANUR, ON intxn	N45 25.9	W075 02.6		090°	52
	To SAVEX, ON intxn	N45 30.8	W074 27.8		092°	25
	To VILRO, QC, intxn	N45 37.0	W072 42.9		099°	74
	To ANTUS, QC, intxn	N45 39.4	W072 13.2		098°	21
	To MEKSO, QC, intxn	N45 47.4	W070 25.6		099°	76

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T616	Can/USA bdry	N43 24.9	W082 12.7			
	To RAKAP, ON, intxn	N43 25.1	W082 12.1		076°	1
	To LEPOS, ON, intxn	N43 35.0	W081 38.8		076°	26
	To REVUD, ON, intxn	N43 49.4	W080 49.6		077°	38
	To VITOV, ON, intxn	N43 55.6	W080 29.2		077°	16
	To AGDUT, ON, intxn	N44 00.5	W080 12.8		077°	13
	To TONNY, ON, intxn	N44 11.1	W079 43.4		073°	24
	To KENLU, ON, intxn	N44 19.3	W079 12.9		080°	23
	To DUGBU, ON, intxn	N45 07.0	W077 03.8		073°	104
	To DESKI, ON, intxn	N45 22.8	W076 20.8		075°	34
	To LETAK, ON, intxn	N45 24.1	W076 14.8		085°	4
	To Ottawa, ON, VOR/DME	N45 26.5	W075 53.8		094°	15
	To Montreal, QC, VOR/DME	N45 36.9	W073 58.3		095°	82
	To OBTAX, QC, intxn	N45 41.7	W073 16.1		095°	30
	To CATOG, QC, intxn	N45 55.0	W072 53.0		065°	21
	To URVAS, QC, intxn	N46 04.5	W072 36.3		066°	15
	To APLAK, QC, intxn	N46 27.6	W071 54.6		066°	37
	To PENTU, QC, intxn	N46 33.7	W071 43.3		067°	10
T618	Victoria BC, VOR	N48 43.6	W123 29.1	NAVAID	356°	217
	To Williams Lake BC, VOR	N51 14.2	W122 10.1	NAVAID	356°	217
T620	OMSIK, BC, intxn	N50 05.6	W115 10.6			
	To NUGAR, BC, intxn	N50 10.3	W114 49.0		056°	15
	To MEKPI, AB, intxn	N50 15.0	W114 26.9		057°	15
	To UKRAL, AB, intxn	N50 24.5	W114 22.0		003°	10
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15
T622	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To BORIX, AB, intxn	N51 53.6	W110 00.0		063°	124
	To OVATA, SK, intxn	N52 06.0	W108 00.0		067°	75
T624	VIDGO, QC, intxn	N46 02.8	W074 29.8			
	To DATAB, QC, intxn	N46 27.8	W074 27.5		018°	25
	To OBRET, QC, intxn	N47 00.0	W074 24.5		018°	32
T628	Lethbridge, AB, VOR/DME	N49 38.1	W112 40.1			
	To Swift Current, SK, VOR/DME	N50 17.8	W107 41.5		063°	197
T629	COGLE BC, intxn	N49 04.6	W122 33.9		346°	190
	To Williams Lake BC, VOR	N51 14.2	W122 10.1	NAVAID	346°	190
T634	IKLAX, ON, intxn	N44 59.6	W075 44.8			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		223°	20
	To VIBRU, ON, intxn	N44 20.9	W076 01.3		198°	21
T636	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To MATOR, QC, intxn	N46 21.0	W073 20.3		254°	51
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		248°	30
	To KANUR, ON, intxn	N45 25.9	W075 02.6		247°	60
	To KEMVI, ON, intxn	N45 15.5	W075 21.6		246°	17

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T638	ROPLA, BC, intxn	N49 41.7	W114 43.6			
	To SATOV, AB, intxn	N50 05.5	W114 31.7		003°	25
	To MEKPI, AB, intxn	N50 15.0	W114 26.9		003°	10
	To UKRAL, AB, intxn	N50 24.5	W114 22.0		003°	10
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15
T644	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To ILADA, AB, intxn	N51 18.6	W110 53.1		081°	90
	To SHAWI, SK, intxn	N51 14.1	W110 00.0		084°	34
T650	BOOTH, BC, intxn	N49 31.3	W122 02.7			
	To Kamloops, BC, NDB	N50 41.0	W120 20.1		027°	96
T652	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		310°	8
	To ANTID, AB, intxn	N52 53.0	W114 15.3		003°	69
T654	IGSUB, ON, intxn	N47 41.7	W079 50.9			
	To MEPKA, QC, intxn	N48 12.4	W078 50.1		064°	51
T656	SASOB, ON, intxn	N49 24.7	W082 28.2			
	To KEBMA, ON, intxn	N48 34.2	W081 22.6		149°	66
T660	ALIDO, QC, intxn	N45 44.4	W075 40.8			
	To SEMRO, QC, intxn	N46 16.7	W074 12.6		075°	69
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		077°	11
	To DICEN, QC, intxn	N46 48.0	W072 17.3		083°	75
	To UDBAM, QC, intxn	N46 45.4	W071 58.9		117°	13
	To Quebec, QC, VORTAC	N46 42.3	W071 37.6		117°	15
T664	Sandspit, BC, VOR/DME	N53 15.1	W131 48.4			
	To Prince Rupert, BC, NDB	N54 15.8	W130 25.4		021°	78
	To ITKET, BC, intxn	N54 28.1	W128 34.7		060°	66
	To NUGUV, BC, intxn	N54 44.8	W127 06.5		053°	54
T672	Halifax, NS, VOR/DME	N44 55.4	W063 24.1			
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		079°	67
	To PERLU, NL, intxn	N47 17.4	W054 02.8		087°	349
T676	MERYT, BC, intxn	N49 56.5	W120 57.7			
	To NADPI, BC, intxn	N51 42.9	W117 20.4		034°	174
	To ANDIE, AB, intxn	N52 59.2	W114 23.2		038°	133
T678	ILUKI, SK, intxn	N50 25.9	W104 40.0			
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		050°	98
T680	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		260°	77
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		258°	25
	To KISUK, QC, intxn	N45 53.7	W074 55.1		257°	20
	LETAK, ON, intxn	N45 24.1	W076 14.8		257°	63
T682	Whitecourt, AB NDB	N54 08.7	W115 47.8			
	To Edmonton, AB NDB	N53 38.6	W113 30.8		094°	87
	To RYLEY, AB intxn	N53 16.4	W112 19.2		103°	48
	To WAINN, AB intxn	N53 02.0	W110 50.0		091°	56
	To OMREG, AB intxn	N53 18.6	W110 04.4		046°	32

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T684	LYTON, BC, intxn	N50 15.0	W121 50.7			
	To VIDRI, BC, intxn	N50 13.6	W121 30.0		080°	13
	To DURAK,BC, intxn	N50 08.7	W120 25.0		080°	42
T686	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To VIMBA, AB, intxn	N52 04.1	W114 30.6		003°	24
	To OLIMI, AB, intxn	N52 48.9	W114 06.6		003°	47
T688	TOVUM, AB, intxn	N49 14.5	W112 48.9			
	To ETLEM, AB, intxn	N49 26.1	W112 53.2		333°	12
	To EBGAL, AB, intxn	N50 41.8	W113 22.3		332°	78
T690	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To VESDO, AB, intxn	N49 58.7	W111 19.1		104°	90
T692	Prince George, BC VOR/DME	N53 53.7	W122 27.3			
	To FIGGI, BC intxn	N54 16.2	W121 59.2		018°	28
	To STAHL, BC intxn	N54 43.0	W121 25.2		019°	33
	To KISKK, BC intxn	N55 12.8	W120 46.0		020°	37
	To ROLLA, BC intxn	N55 45.8	W120 00.1		021°	42
	To Peace River, AB VOR/DME	N56 12.4	W117 30.7		054°	88
T694	IGSOD, AB, intxn	N52 29.5	W116 07.7			
	To OBNAP, AB, intxn	N51 45.9	W115 17.7		129°	53
	To VOKIM, AB, intxn	N51 30.9	W115 01.0		130°	18
	To TAMVU, AB, intxn	N51 17.0	W114 45.7		130°	17
	To AGMAK, AB, intxn	N51 13.0	W114 34.7		105°	8
T698	DERDO, QC, intxn	N45 40.8	W070 48.2			
	To EBGIX, QC, intxn	N45 43.3	W070 25.5		096°	16
	To TUGUB, NB, intxn	N45 58.9	W067 45.1		097°	113
	To BEMEK, NB, intxn	N46 05.0	W066 27.2		100°	55
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		105°	54
T701	Princeton, BC VOR	N49 22.9	W120 22.4	NAVAID		
	To Naramata, BC NDB	N49 35.8	W119 36.2	NAVAID		33
	To TENYA, BC intxn	N49 50.4	W118 44.4	YDC 045° on B4 btwn LW & CG		37
	To WHATS, BC intxn	N49 58.0	W118 16.3	YDC 045° & YXC 271° & YNY 128°		20
T703	CILLI, BC, intxn	N49 03.8	W121 23.7			
	To URVEB, BC, intxn	N49 20.9	W120 21.9		050°	44
	To VOBUD, BC, intxn	N50 07.7	W117 16.6		051°	129
	To MENBO, BC, intxn	N50 23.4	W116 08.4		054°	46
	To NORET, AB, intxn	N50 32.4	W115 27.2		055°	28
	To PIBSO, AB, intxn	N50 34.9	W115 15.3		056°	8
	To AMITO, AB, intxn	N50 37.5	W115 03.4		056°	8
	To SEDEL, AB, intxn	N50 40.0	W114 51.4		057°	8
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		057°	8

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T705	IKNAR, QC, intxn	N47 11.6	W074 09.5			
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		186°	51
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		186°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		186°	12
	To DUNUP, QC, intxn	N45 17.6	W073 35.4		178°	47
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		190°	12
	To MUTNA, QC, intxn	N45 01.1	W073 33.5		190°	4
	To Can/USA bdry	N45 00.6	W073 33.5		190°	1
T707	ANTAK, BC, intxn	N49 21.0	W115 51.5			
	To SIGPA, BC, intxn	N50 07.0	W115 11.4		014°	53
	To TULOB, AB, intxn	N50 35.6	W114 45.8		015°	33
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		015°	8
T709	TAGET, QC, intxn	N46 53.0	W075 49.2			
	To IKMOL, QC, intxn	N46 41.6	W075 30.7		146°	17
	To OLASI, QC, intxn	N46 19.8	W074 56.2		146°	32
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		147°	25
	To EMPEK, QC, intxn	N45 55.0	W074 20.7		155°	10
	To SATOT, QC, intxn	N45 50.5	W074 15.5		155°	6
	To PIGNA, QC, intxn	N45 45.2	W074 09.3		155°	7
T715	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To GUDOG, AB, intxn	N51 31.0	W110 00.0		056°	77
	To IMOTA, SK, intxn	N51 55.0	W108 00.0		059°	78
T717	Maniwaki, QC, NDB	N46 12.5	W075 57.4			
	To BEMOG, QC, intxn	N46 09.0	W075 34.4		116°	16
	To UDGAK, QC, intxn	N46 06.3	W075 05.4		111°	20
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		112°	25
T719	Port Hardy, BC, VOR/DME	N50 41.0	W127 21.9			
	To Sandspit, BC, VOR/DME	N53 15.1	W131 48.4		298°	226
T721	TALNO, QC, intxn	N45 00.0	W074 19.9			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		089°	19
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		101°	15
	To TOXAL, QC, intxn	N45 08.6	W071 34.9		101°	84
T723	SEDOG, ON, intxn	N44 00.6	W079 35.1			
	To TANGI, ON, intxn	N44 23.1	W079 24.1		030°	24
	To UDMUG, ON, intxn	N44 52.9	W078 58.9		042°	35
	To Killaloe, ON, VOR/DME	N45 39.8	W077 36.2		062°	75
T725	MIGLO, ON, intxn	N44 38.2	W076 12.6			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		080°	11
	To IGVUD, ON, intxn	N44 50.4	W075 28.1		082°	23
	To EPMOK, ON, intxn	N44 59.1	W074 57.1		082°	24
	To ARVIE, ON, intxn	N45 07.1	W074 37.1		074°	16
	To HABBS, ON, intxn	N45 12.3	W074 25.0		072°	10
	To COMAU, QC, intxn	N45 21.6	W074 03.4		073°	18
	To VEVKU, QC, intxn	N45 27.5	W073 55.8		057°	8

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T727	VOBUK, AB, intxn	N49 43.0	W113 12.0			
	To GADKI, AB, intxn	N50 39.8	W113 41.4		328°	60
	To RIGAD, AB, intxn	N51 43.2	W114 22.9		324°	69
	To UKRAM, AB, intxn	N52 46.1	W113 56.4		360°	65
T731	TAKOL, QC, intxn	N45 39.0	W075 11.9			
	To IPSAK, QC, intxn	N45 45.4	W074 51.5		080°	16
	To BOKLU, QC, intxn	N45 50.4	W074 35.7		080°	12
	To EMPEK, QC, intxn	N45 55.0	W074 20.7		080°	11
	To ESTEL, QC, intxn	N45 57.9	W074 11.0		081°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		081°	12
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		081°	25
T733	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		087°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		088°	10
	To RABIK, QC, intxn	N45 17.9	W072 36.6		104°	75
T735	DULBA, NB, intxn	N46 13.2	W066 28.0			
	To IRDUV, NB, intxn	N46 16.4	W065 09.5		103°	54
	To Charlottetown, PE, VOR/DME	N46 17.9	W063 07.2		106°	85
	To Sydney, NS, VOR/DME	N46 09.2	W060 03.4		111°	128
T737	LAFIT, QC, intxn	N45 18.5	W074 23.0			
	To PUXER, QC, intxn	N45 24.0	W072 51.3		098°	65
	To PUSOD, QC, intxn	N45 30.1	W071 29.7		098°	58
	To OMALI, QC, intxn	N45 30.7	W071 20.0		100°	7
	To REVEN, QC, intxn	N45 33.2	W070 42.0		100°	27
T739	TALNO, QC, intxn	N45 00.0	W074 19.9			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		089°	19
	To RABIK, QC, intxn	N45 17.9	W072 36.6		090°	57
	To MOBAL, QC, intxn	N45 20.3	W071 51.8		100°	32
	To ANTOV, QC, intxn	N45 22.6	W071 02.3		101°	35
T741	Sept-Iles, QC, VOR/DME	N50 13.9	W066 16.4			
	To ODKAP, QC, intxn	N50 53.0	W066 03.5		030°	40
	To ELINU, QC, intxn	N51 53.0	W065 43.0		031°	61
T743	KODIT, AB, intxn	N52 37.8	W115 47.5			
	To MATIR, AB, intxn	N52 00.9	W115 04.8		129°	45
	To ALSIV, AB, intxn	N51 54.4	W114 57.3		130°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		130°	8
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		130°	8
	To ADVOX, AB, intxn	N51 34.7	W114 35.3		130°	8
T745	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To IGSUB, ON, intxn	N47 41.7	W079 50.9		359°	82
	To KEBMA, ON, intxn	N48 34.2	W081 22.6		322°	81
T747	High Level, AB, VOR/DME	N58 33.3	W117 05.6			
	To BISPO, AB, intxn	N56 56.3	W115 54.0		141°	105
	To OBTUP, AB, intxn	N55 17.6	W114 46.6		143°	106
	To MOOTO, AB, intxn	N53 52.7	W113 42.1		141°	93
	Edmonton, AB, NDB	N53 38.6	W113 30.8		140°	16
	To OMRIR, AB, intxn	N53 21.4	W110 49.5		085°	98
	To OMREG, AB, intxn	N53 18.6	W110 04.4		083°	27

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T749	MIVOK, ON, intxn	N44 21.6	W077 35.3			
	To KANIK, ON, intxn	N44 39.0	W076 57.4		069°	32
	To LANRK, ON, intxn	N44 56.6	W076 23.3		066°	30
	To TAKOL, QC, intxn	N45 39.0	W075 11.9		062°	66
	To KISUK, QC, intxn	N45 53.7	W074 55.1		052°	19
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		076°	20
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		077°	25
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		095°	46
T751	Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3			
	To OMVAN, YT, intxn	N60 10.4	W132 44.5		090°	76
	To Watson Lake, YT, VOR/DME	N60 05.2	W128 51.5		072°	117
T753	BITGA, AB, intxn	N51 29.5	W113 58.4			
	To MIREK, AB, intxn	N51 37.2	W113 55.8		357°	8
	To OILRS, AB, intxn	N52 37.5	W113 31.2		359°	62
T755	Edmonton, AB, VOR/DME	N53 11.1	W113 52.0			
	To JEDII, AB, intxn	N53 05.0	W112 56.5		086°	34
	To CAMRA, AB, intxn	N53 01.9	W112 30.5		087°	16
	To WAINN, AB intxn	N53 02.0	W110 50.0		076°	61
	To Saskatoon, SK, VORTAC	N52 10.9	W106 43.2		095°	159
T757	BONAK, BC, intxn	N53 00.0	W134 00.0			
	To KALTS, BC, intxn	N53 37.3	W133 48.3		353°	38
	To FRIED, BC, intxn	N54 13.3	W133 38.0		352°	37
	To MOCHA, BC, intxn	N54 30.2	W133 01.9		033°	27
	To BOKMA, BC, intxn	N54 31.2	W131 38.9		070°	48
	To OMSEB, BC, intxn	N53 29.0	W130 56.7		140°	67
	To ESTIT, BC, intxn	N51 16.1	W128 18.5		125°	165
T759	PEVLU, AB, intxn	N51 30.4	W114 08.5			
	To KERSA, AB, intxn	N51 37.2	W114 06.0		358°	7
	To BISNO, AB, intxn	N52 30.5	W113 45.2		358°	55
	To OILRS, AB, intxn	N52 37.5	W113 31.2		036°	11
T761	SAXOL, AB, intxn	N51 28.0	W113 38.0			
	To PEPGO, AB, intxn	N51 33.5	W113 36.0		358°	6
	To RODKU, AB, intxn	N52 06.7	W113 23.6		358°	34
	To ALKIK, AB, intxn	N52 47.6	W113 07.7		359°	42
T765	Whitecourt, AB, VOR/DME	N54 08.7	W115 47.8			
	To OBTUP, AB, intxn	N55 17.6	W114 46.6		011°	78
T773	NOSIV, AB, intxn	N50 54.4	W113 17.5			
	To ODLAN, AB, intxn	N50 11.6	W111 23.4		105°	84
T775	TREEL, BC, intxn	N49 21.4	W123 51.9			
	To NUTBE, BC, intxn	N49 19.6	W123 36.5		084°	10
	To BAJOL, BC, intxn	N49 18.6	W123 28.2		084°	6
	To VARSY, BC, intxn	N49 17.2	W123 17.1		084°	7
	To BASRA, BC, intxn	N49 15.2	W123 00.4		084°	11
	To MILLS, BC, intxn	N49 14.4	W122 54.1		085°	4
	To FRASE, BC, intxn	N49 13.5	W122 47.2		085°	5
	To Pitt Meadows, BC, VOR	N49 13.0	W122 42.9		085°	3

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T781	Can/USA bdry	N42 56.7	W082 26.3			
	To AXOBU ON, intxn	N42 56.7	W082 23.7		100°	2
	To HAVOK, ON, intxn	N43 01.3	W081 36.2		090°	35
	To DERLO, ON, intxn	N43 04.0	W081 05.7		092°	23
	To OLAMO, ON, intxn	N43 16.0	W079 53.2		086°	54
	To DAVSI, ON, intxn	N43 42.3	W079 13.1		058°	39
	To TESUK, ON, intxn	N43 51.1	W078 48.9		074°	20
	To TALEB, ON, intxn	N44 01.0	W078 23.3		073°	21
	To BOMET, ON, intxn	N44 10.2	W077 59.0		073°	20
	To NOPOT, ON, intxn	N44 17.3	W077 32.9		081°	20
	To TIGET, ON, intxn	N44 23.4	W077 09.7		081°	18
	To IPTOS, ON, intxn	N44 55.3	W076 13.4		063°	51
	To VERTI, ON, intxn	N45 15.0	W074 50.5		084°	62
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		060°	85
	To NOVID, QC, intxn	N46 15.1	W073 13.4		082°	7
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		082°	17
	To KETRU, QC, intxn	N46 27.2	W072 31.3		082°	15
	To PESAC, QC, intxn	N46 32.9	W072 11.2		083°	15
	To Quebec, QC, VORTAC	N46 42.3	W071 37.6		083°	25
	To PINTE, QC, intxn	N46 26.8	W070 03.1		119°	67
T783	Halifax, NS, VOR/DME	N44 55.4	W063 24.1			
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		079°	67
	To SILRO, NL, intxn	N47 00.0	W058 35.0		074°	170
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
T785	DAXEX, BC, intxn	N54 15.8	W130 25.4			
	To Prince Rupert, BC, NDB	N54 14.1	W132 07.4		070°	60
T789	VIDRI, BC, intxn	N50 13.6	W121 30.0			
	To ROMRA, BC, intxn	N52 02.8	W117 39.2		035°	182
	To ESKIE, AB, intxn	N53 16.4	W114 41.1		038°	131
T791	OLABA, ON, intxn	N44 28.6	W076 12.2			
	To ALONI, ON, intxn	N44 38.9	W075 39.2		079°	26
T797	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To LIBOS, SK, intxn	N50 48.8	W109 00.0		084°	112
T799	Enderby, BC, VOR/DME	N50 40.7	W118 56.3			
	To NOVAX, BC, intxn	N50 39.1	W118 21.3		258°	22
	To HOWZR, BC, intxn	N50 32.1	W116 16.1		260°	80
	To FARNS, AB, intxn	N50 45.2	W115 23.7		233°	36

NORTH AMERICAN ROUTE PROGRAM (NRP)

General

A flight that originates and terminates within conterminous U.S. and Canada and North Atlantic international flights operating within the North American Route (NAR) System may participate in the NRP under the following procedures and requirements.

FAA/NAV CANADA Common Procedures

The following common FAA and NAV CANADA procedures apply:

(a) Flights to operate at or above FL 290.

NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)

(b) For that portion of flight within 200NM of the departure or destination airport, flights shall be filed and operated via Standard Instrument Departures (SIDs), Departure Procedures (DPs), Standard Terminal Arrival Routes (STARs) or published Mandatory IFR Routes. If none of the above are available, airways may be used.

(c) NRP flights are not normally subject to routing restrictions such as published Mandatory IFR Routes or airways, beyond a 200NM radius of both the departure and destination airports.

(d) Flight planning requirements are:

(i) routes shall contain at least one significant point in each delegated area of airspace jurisdiction for each FAA Air Route Traffic Control Center (ARTCC) or Canadian FIR/CTA;

(ii) significant points may be a navigational aid or waypoint defined in fix-radial-distance (FRD) format from a navigation aid. Within Canadian airspace a significant point may also be a coordinate described in degrees and minutes of latitude/longitude;

(iii) for routes that cross the U.S./Canada border, a significant point within 30NM of either side of the border shall be filed;

(iv) significant points should be filed for all turnpoints;

(v) route(s) shall avoid active Class F airspace;

(vi) "NRP" shall be entered in the Remarks section of the flight plan; and

(vii) flight plans to be filed at least one hour prior to departure.

(e) In the event that a NRP aircraft has to be recleared due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.

(f) Unless published routing restrictions are in effect, North Atlantic international flights planning to operate within the North American Route (NAR) System may file NRP routes beyond 200NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

Specific NAV CANADA Requirements

The following specific Canadian requirements apply:

(a) When a significant point is defined by latitude and longitude the following applies:

- for flights operating on predominately north or south tracks (315°T clockwise through 045°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of whole degrees on longitude with specified parallels of latitude spaced at 5° of latitude expressed in longitude by degrees and minutes and latitude by degrees;
- for flights operating on predominately east or west tracks (046°T clockwise through 134°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° expressed in longitude by degrees and latitude by degrees and minutes.

(b) All flights to remain north of N48°15'00" W90°00'00" or south of N47°30'00" W90°00'00".

(c) Toronto International (CYYZ). For aircraft landing at CYYZ, those aircraft inbound from the northwest are to terminate the NRP portion and join the BOXUM arrival at OTNIK.

(d) Vancouver International (CYVR). For aircraft landing at CYVR, those aircraft arriving from the east and north of the Canada/USA border are to arrange routing to be north of J500 no later than the intersection LOCAN (N49°30.7' W117°33.1').

(e) Ottawa/Macdonald-Cartier International (CYOW). For aircraft landing at CYOW, those aircraft inbound from the west are to terminate the NRP portion and join a mandatory arrival routing no later than the intersection SMARE (N46°19.6' W78°9.8').

(f) Montreal/Pierre Elliott Trudeau International (CYUL). For aircraft landing at CYUL, those aircraft inbound from the west-northwest are to terminate the NRP portion and join a mandatory arrival routing no later than the Mirabel VOR/DME (YMX) (N45°53.3' W74°22.5') provided the route proceeds over or north of Maniwaki (YMW) (N46°12.5' W75°57.4'). For routes that do not comply with this requirement terminate the NRP portion and join a mandatory arrival routing no later than Maniwaki.

Specific FAA Requirements

NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)

Refer to the current FAA Advisory Circular-NRP.

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC

1. The objectives of the NAR System are as follows:
   (a) To expedite flight planning;
   (b) To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and;
   (c) To minimize the time spent in the route clearance delivery function.
2. The NAR System is designed to accommodate major airports in North America where the volume of NAT traffic and route complexity dictate a need to meet the above requirements. It is for the use of traffic entering/exiting the NAT and consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:
   (a) **Common Portion** – That portion of the route between a specified coastal fix or an oceanic entry/exit point and a specified inland navigation fix (INF). Some routes have a common portion only (N598A-N700A); and
   (b) **Non Common Portion** – That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.
3. The routes are prefixed by the abbreviation "N" with the numbering for the common portions orientated geographically from south to north. The ODD numbers have eastbound application while the EVEN numbers apply to westbound. Following a one to three digit number, an alpha character indicates the validation code and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non-common route portions.
4. Since a primary function of the NAR System is to complement the NAT traffic flow, a limited number of NAR routes, appropriate for coastal fixes or oceanic entry/exit points serving the Organized Track System (OTS) and the domestic traffic organization, are included in the NAT/OTS message published by the Gander and Shanwick Oceanic Area Centres.
5. Aircraft can only join the NAR System:
   (a) At the identified coastal fix or oceanic entry/exit point; or
   (b) On departure from one of the identified system airports; or
   (c) At an identified INF.
6. **Flight Planning – GENERAL:**

   WESTBOUND:
   (a) Westbound routes begin at the oceanic exit points, thence along common route portions to an INF and then fan-out along non common routes to selected system airports;
   (b) For aircraft proceeding to an identified system airport and the route of flight is described by a single NAR designator, use the designator; and
   (c) For aircraft proceeding to a non system airport but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.

   EASTBOUND:
   (a) Eastbound routes only have a common portion from the INF to a coastal FIX or oceanic entry point;
   (b) When the route of flight is described by a single NAR designator, use the designator;
   (c) For aircraft departing from a non-system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix or oceanic entry point using the NAR designator;

   GENERAL:

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC (Cont'd)

For those cases not described above, a detailed routing is required.

7. **NAR– Requirement:**

(a) There is no requirement to flight plan and operate using the NAR system with the following exceptions:
i) Eastbound aircraft intending to operate on the NAR OTS and operating wholly on or south of a line between the intersections BAREE and TUDEP shall flight plan and operate using one of the NARs published on the daily OTS message.
ii) Westbound aircraft exiting the ocean via oceanic/coastal fixes JEBBY CARAC, BOBTU JAROM or RAFIN must file via one of the published NAR common portions as specified in the CFS unless re-entering NY oceanic via M201/M202/M203:
- JEBBY CARAC - N26B, N28B, N30B, N32B, N34B
- BOBTU JAROM - N46G, N48G, N50G, N52G, N54G, N56G, N58D, N60D, N62C
- RAFIN - N76A, N78A, N80A, N82A, N84A, N86A, N88A, N90A.

(b) NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian Domestic airspace.

(c) For operators who elect not to use the NAR system, the rules of the North American Route Program (NRP) apply.

8. **Route Clearances:**

(a) For aircraft operating within the NAR System, the ATC routing clearance and pilot readback will be indicated by the NAR designator, eg: "North American Route 105C";

(b) For aircraft operating in the NAR System but only using the common route portion, the ATC routing clearance and pilot readback will be indicated by the NAR designator followed by the detailed routing;

(c) For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;

(d) Aircraft cleared to a system airport via a NAR designator are to follow the common and the non common portion of the route to the system airport. If the issued NAR, either the common or non common portion, is incompatible or unacceptable, the pilot is to advise ATC accordingly.

9. **Documentation:**

It is expected that the following documentation will be carried on the flight deck of aircraft operating within the NAR system:

(a) The current publications of NAV Canada, Canadian Flight Supplement, or Federal Aviation Administration, Airport Facility Directory (Northeast) or another product which provides the current NAR; and

(b) Information in the current NAT/OTS message.

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N3A	SIE	B24 LYNUS	SLATN
N7A	MANTA	OWENZ LINND R56	SLATN
N11A	SIE	B24 LYNUS	JOBOC
N15B	MANTA	OWENZ LINND R56 KENDA	JOBOC
N21A	VITOL	DIRECT	CARAC
N23A	WHALE	DIRECT	CARAC
N25A	ALLEX	DIRECT	CARAC
N27A	KANNI	DIRECT	CARAC
N29A	KANNI	GAYBL	CARAC
N31F	VITOL	LOMPI	JAROM
N33D	WHALE	LOMPI	JAROM
N35B	WHALE	GAYBL LOMPI	JAROM
N37C	EBONY	LOMPI	JAROM
N39A	KANNI	LOMPI	JAROM
N41A	KANNI	GAYBL LOMPI	JAROM
N43B	BRADD	LOMPI	JAROM
N45D	VITOL	NANSO	RAFIN
N47C	VITOL	CARAC NANSO	RAFIN
N49C	WHALE	NANSO	RAFIN
N51D	WHALE	GAYBL NANSO	RAFIN
N53D	KANNI	NANSO	RAFIN
N55A	BRADD	SCOTS	RAFIN
N57A	MIILS	PEPRA	RAFIN
N59C	MIILS	DIRECT	RAFIN
N61A	KANNI	GAYBL NANSO	RAFIN
N63A	BRADD	DIRECT	RAFIN
N65A	TUSKY	DIRECT	RAFIN
N67A	TUSKY	SCOTS	RAFIN
N69A	ALLEX	DIRECT	RAFIN
N71A	EBONY	DIRECT	RAFIN
N73A	VITOL	DIRECT	SUPRY
N75A	WHALE	DIRECT	SUPRY
N77A	WHALE	GAYBL	SUPRY
N79A	KANNI	DIRECT	SUPRY
N81A	BRADD	DIRECT	SUPRY
N83A	BRADD	SCOTS	SUPRY
N85A	TUSKY	SCOTS	SUPRY
N87A	TUSKY	DIRECT	SUPRY
N89A	MIILS	PEPRA	SUPRY
N91A	MIILS	RUBDA	SUPRY
N93A	MIILS	DIRECT	SUPRY
N95A	ALLEX	DIRECT	SUPRY

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N97A	EBONY	DIRECT	SUPRY
N99A	VITOL	GAYBL	SUPRY
N101A	VITOL	DIRECT	RELIC
N103A	VITOL	GAYBL	RELIC
N105D	WHALE	DIRECT	RELIC
N107D	WHALE	GAYBL	RELIC
N109D	KANNI	DIRECT	RELIC
N111D	BRADD	DIRECT	RELIC
N113D	BRADD	SCOTS	RELIC
N115D	TUSKY	DIRECT	RELIC
N117B	TUSKY	SCOTS	RELIC
N119A	ALLEX	DIRECT	RELIC
N121A	MIILS	RUBDA	RELIC
N123A	MIILS	DIRECT	RELIC
N125A	EBONY	DIRECT	RELIC
N127A	TOPPS	DIRECT	RELIC
N129A	DANOL	DIRECT	RELIC
N927A	KANNI	GAYBL	RELIC
N929A	TUSKY	ACADN	RELIC
N131A	VITOL	GAYBL	PORTI
N133A	VITOL	DIRECT	PORTI
N135A	WHALE	DIRECT	PORTI
N137A	WHALE	GAYBL	PORTI
N139A	KANNI	DIRECT	PORTI
N141D	BRADD	DIRECT	PORTI
N143B	BRADD	SCOTS	PORTI
N145B	TUSKY	DIRECT	PORTI
N147B	TUSKY	ACADN	PORTI
N149D	ALLEX	DIRECT	PORTI
N151G	MIILS	RUBDA	PORTI
N153E	MIILS	SUTKO	PORTI
N155A	MIILS	DIRECT	PORTI
N157A	KANNI	GAYBL	PORTI
N159A	TUSKY	SCOTS	PORTI
N885A	EBONY	DIRECT	PORTI
N887A	TOPPS	DIRECT	PORTI
N889A	DANOL	DIRECT	PORTI
N161A	VITOL	DIRECT	OMSAT
N163A	VITOL	GAYBL	OMSAT
N165A	WHALE	DIRECT	OMSAT
N167A	WHALE	GAYBL	OMSAT
N169A	KANNI	DIRECT	OMSAT
N171D	BRADD	DIRECT	OMSAT

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N173D	BRADD	SCOTS	OMSAT
N175E	TUSKY	DIRECT	OMSAT
N177E	TUSKY	ACADN	OMSAT
N179E	ALLEX	DIRECT	OMSAT
N181G	MIILS	SUTKO	OMSAT
N183A	MIILS	DIRECT	OMSAT
N185A	CEFOU	DIRECT	OMSAT
N187A	KANNI	GAYBL	OMSAT
N891A	TUSKY	SCOTS	OMSAT
N893A	EBONY	DIRECT	OMSAT
N895A	TOPPS	DIRECT	OMSAT
N897A	DANOL	DIRECT	OMSAT
N189A	VITOL	DIRECT	NICSO
N191A	VITOL	GAYBL	NICSO
N193A	WHALE	DIRECT	NICSO
N195A	KANNI	DIRECT	NICSO
N197A	BRADD	DIRECT	NICSO
N199A	BRADD	SCOTS	NICSO
N201B	TUSKY	DIRECT	NICSO
N203B	TUSKY	ACADN	NICSO
N205B	ALLEX	DIRECT	NICSO
N207B	MIILS	SUTKO	NICSO
N209D	MIILS	TAGRA	NICSO
N211E	MIILS	DIRECT	NICSO
N213A	CEFOU	DIRECT	NICSO
N215A	WHALE	GAYBL	NICSO
N217A	WHALE	SCOTS	NICSO
N899A	KANNI	SCOTS	NICSO
N901A	TUSKY	SCOTS	NICSO
N903A	EBONY	DIRECT	NICSO
N905A	TOPPS	DIRECT	NICSO
N907A	DANOL	DIRECT	NICSO
N219A	VITOL	DIRECT	MUSAK
N221A	VITOL	GAYBL	MUSAK
N223A	WHALE	DIRECT	MUSAK
N225A	KANNI	DIRECT	MUSAK
N227A	BRADD	DIRECT	MUSAK
N229A	BRADD	SCOTS	MUSAK
N231A	TUSKY	DIRECT	MUSAK
N233A	ALLEX	DIRECT	MUSAK
N235A	MIILS	TAGRA	MUSAK
N237A	MIILS	DIRECT	MUSAK
N239A	CEFOU	DIRECT	MUSAK
N241A	WHALE	GAYBL	MUSAK

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N243A	WHALE	SCOTS	MUSAK
N245A	KANNI	SCOTS	MUSAK
N909A	TUSKY	SCOTS	MUSAK
N911A	EBONY	DIRECT	MUSAK
N913A	TOPPS	DIRECT	MUSAK
N915A	DANOL	DIRECT	MUSAK
N247A	VITOL	DIRECT	JOOPY
N249A	VITOL	GAYBL	JOOPY
N251A	WHALE	DIRECT	JOOPY
N253A	KANNI	DIRECT	JOOPY
N255A	BRADD	DIRECT	JOOPY
N257A	BRADD	SCOTS	JOOPY
N259A	KANNI	ACADN	JOOPY
N261A	TUSKY	DIRECT	JOOPY
N263A	ALLEX	DIRECT	JOOPY
N265A	MIILS	TAGRA	JOOPY
N267A	MIILS	VINSI	JOOPY
N269A	MIILS	DIRECT	JOOPY
N271A	CEFOU	DIRECT	JOOPY
N273A	WHALE	SCOTS	JOOPY
N275A	KANNI	SCOTS	JOOPY
N277A	EBONY	DIRECT	JOOPY
N917A	TOPPS	DIRECT	JOOPY
N919A	DANOL	DIRECT	JOOPY
N931A	BRADD	ACADN	JOOPY
N279A	WHALE	DIRECT	IBERG
N281A	WHALE	SCOTS	IBERG
N283A	WHALE	ACADN	IBERG
N285A	BRADD	DIRECT	IBERG
N287A	KANNI	DIRECT	IBERG
N289A	KANNI	ACADN	IBERG
N291A	TUSKY	DIRECT	IBERG
N293A	ALLEX	DIRECT	IBERG
N295A	EBONY	DIRECT	IBERG
N297A	TOPPS	DIRECT	IBERG
N299A	MIILS	VINSI	IBERG
N301B	MIILS	DIRECT	IBERG
N303B	CEFOU	DIRECT	IBERG
N305A	DANOL	DIRECT	IBERG
N309A	WHALE	SCOTS	ELSIR
N311A	WHALE	ACADN	ELSIR
N313A	WHALE	DIRECT	ELSIR
N315A	KANNI	SCOTS	ELSIR

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N317A	KANNI	DIRECT	ELSIR
N319A	BRADD	DIRECT	ELSIR
N321A	TUSKY	DIRECT	ELSIR
N323A	ALLEX	DIRECT	ELSIR
N325A	EBONY	DIRECT	ELSIR
N327B	TOPPS	DIRECT	ELSIR
N329B	MIILS	DIRECT	ELSIR
N331B	CEFOU	LOPRO	ELSIR
N333B	CEFOU	DIRECT	ELSIR
N335A	BAREE	DIRECT	ELSIR
N337A	ANCER	DIRECT	ELSIR
N921A	KANNI	ACADN	ELSIR
N923A	DANOL	DIRECT	ELSIR
N339A	WHALE	DIRECT	BUDAR
N341A	WHALE	SCOTS	BUDAR
N343A	WHALE	ACADN	BUDAR
N345A	KANNI	DIRECT	BUDAR
N347A	KANNI	ACADN	BUDAR
N349A	BRADD	DIRECT	BUDAR
N351B	TUSKY	DIRECT	BUDAR
N353B	ALLEX	DIRECT	BUDAR
N355B	EBONY	DIRECT	BUDAR
N357B	TOPPS	DIRECT	BUDAR
N359B	MIILS	DIRECT	BUDAR
N361B	MIILS	LOPRO	BUDAR
N363A	CEFOU	MIGLI	BUDAR
N365A	CEFOU	DIRECT	BUDAR
N367A	BAREE	DIRECT	BUDAR
N369A	ANCER	DIRECT	BUDAR
N371A	DANOL	DIRECT	BUDAR
N373A	KANNI	DIRECT	ALLRY
N375A	BRADD	DIRECT	ALLRY
N377A	TUSKY	DIRECT	ALLRY
N379A	ALLEX	DIRECT	ALLRY
N381B	EBONY	DIRECT	ALLRY
N383B	TOPPS	DIRECT	ALLRY
N385B	MIILS	DIRECT	ALLRY
N387B	CEFOU	MIGLI	ALLRY
N389B	CEFOU	DIRECT	ALLRY
N391A	BAREE	DIRECT	ALLRY
N393A	ANCER	DIRECT	ALLRY
N395A	DANOL	DIRECT	ALLRY
N397A	TAFFY	DIRECT	ALLRY

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N403A	KANNI	DIRECT	UMESI
N405A	BRADD	DIRECT	UMESI
N407A	TUSKY	DIRECT	UMESI
N409A	ALLEX	DIRECT	UMESI
N411B	EBONY	DIRECT	UMESI
N413B	TOPPS	DIRECT	UMESI
N415B	MIILS	DIRECT	UMESI
N417B	CEFOU	DIRECT	UMESI
N419B	BAREE	DIRECT	UMESI
N421A	ANCER	DIRECT	UMESI
N423A	DANOL	DIRECT	UMESI
N425A	TAFFY	DIRECT	UMESI
N431A	KANNI	DIRECT	TUDEP
N433A	BRADD	DIRECT	TUDEP
N435A	TUSKY	DIRECT	TUDEP
N437A	ALLEX	DIRECT	TUDEP
N439A	EBONY	DIRECT	TUDEP
N441A	TOPPS	DIRECT	TUDEP
N443A	MIILS	DIRECT	TUDEP
N445A	BAREE	DIRECT	TUDEP
N447A	ANCER	DIRECT	TUDEP
N449A	DANOL	DIRECT	TUDEP
N451A	TAFFY	DIRECT	TUDEP
N453A	CEFOU	DIRECT	TUDEP
N461A	KANNI	DIRECT	SAXAN
N463A	BRADD	DIRECT	SAXAN
N465A	TUSKY	DIRECT	SAXAN
N467A	ALLEX	DIRECT	SAXAN
N469A	EBONY	DIRECT	SAXAN
N471A	TOPPS	DIRECT	SAXAN
N473A	MIILS	DIRECT	SAXAN
N475A	TAFFY	DIRECT	SAXAN
N477A	BAREE	DIRECT	SAXAN
N479A	ANCER	DIRECT	SAXAN
N481A	DANOL	DIRECT	SAXAN
N483A	CEFOU	DIRECT	SAXAN
N491A	BRADD	DIRECT	RIKAL
N493A	TUSKY	DIRECT	RIKAL
N495C	ALLEX	DIRECT	RIKAL
N497C	EBONY	DIRECT	RIKAL
N499A	TOPPS	DIRECT	RIKAL
N501A	MIILS	DIRECT	RIKAL
N503A	TAFFY	DIRECT	RIKAL

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N505A	BAREE	DIRECT	RIKAL
N507A	ANCER	DIRECT	RIKAL
N509A	DANOL	DIRECT	RIKAL
N511A	CEFOU	DIRECT	RIKAL
N521A	BRADD	DIRECT	PELTU
N523A	TUSKY	DIRECT	PELTU
N525A	ALLEX	DIRECT	PELTU
N527A	EBONY	DIRECT	PELTU
N529A	TOPPS	DIRECT	PELTU
N531A	MIILS	DIRECT	PELTU
N533A	TAFFY	DIRECT	PELTU
N535A	BAREE	DIRECT	PELTU
N537A	ANCER	DIRECT	PELTU
N539A	DANOL	DIRECT	PELTU
N541A	CEFOU	DIRECT	PELTU
N553A	TUSKY	DIRECT	NEEKO
N555A	EBONY	DIRECT	NEEKO
N557A	TOPPS	DIRECT	NEEKO
N559A	TAFFY	DIRECT	NEEKO
N561A	BAREE	DIRECT	NEEKO
N563A	MIILS	DIRECT	NEEKO
N565A	ANCER	DIRECT	NEEKO
N567A	ALLEX	DIRECT	NEEKO
N569A	DANOL	DIRECT	NEEKO
N571A	QUBIS	DIRECT	NEEKO
N573A	CEFOU	DIRECT	NEEKO
N583A	ALLEX	DIRECT	MELDI
N585A	EBONY	DIRECT	MELDI
N587A	TOPPS	DIRECT	MELDI
N589A	MIILS	DIRECT	MELDI
N591A	TAFFY	DIRECT	MELDI
N593A	QUBIS	DIRECT	MELDI
N595A	ANCER	DIRECT	MELDI
N597A	BAREE	DIRECT	MELDI
N599A	DANOL	DIRECT	MELDI
N601A	CEFOU	DIRECT	MELDI
N613A	ALLEX	DIRECT	LOMSI
N615A	EBONY	DIRECT	LOMSI
N617A	TOPPS	DIRECT	LOMSI
N619A	MIILS	DIRECT	LOMSI
N621A	TAFFY	DIRECT	LOMSI
N623A	QUBIS	DIRECT	LOMSI

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N625A	ANCER	DIRECT	LOMSI
N627A	BAREE	DIRECT	LOMSI
N629A	CEFOU	DIRECT	LOMSI
N631A	DANOL	DIRECT	LOMSI
N643A	ALLEX	DIRECT	KODIK
N645A	EBONY	DIRECT	KODIK
N647A	TOPPS	DIRECT	KODIK
N649A	MIILS	DIRECT	KODIK
N651A	TAFFY	DIRECT	KODIK
N653A	QUBIS	DIRECT	KODIK
N655A	ANCER	DIRECT	KODIK
N657A	BAREE	DIRECT	KODIK
N659A	CEFOU	DIRECT	KODIK
N661A	DANOL	DIRECT	KODIK
N673A	ALLEX	DIRECT	JANJO
N675A	EBONY	DIRECT	JANJO
N677A	TOPPS	DIRECT	JANJO
N679A	MIILS	DIRECT	JANJO
N681A	TAFFY	DIRECT	JANJO
N683A	QUBIS	DIRECT	JANJO
N685A	ANCER	DIRECT	JANJO
N687A	BAREE	DIRECT	JANJO
N689A	CEFOU	DIRECT	JANJO
N703A	ALLEX	DIRECT	IRLOK
N705A	EBONY	SERBO	IRLOK
N707A	TOPPS	SERBO	IRLOK
N709A	MIILS	DIRECT	IRLOK
N711A	TAFFY	DIRECT	IRLOK
N713A	QUBIS	DIRECT	IRLOK
N715A	ANCER	DIRECT	IRLOK
N717A	BAREE	DIRECT	IRLOK
N719A	CEFOU	DIRECT	IRLOK
N733A	EBONY	DIRECT	HOIST
N735A	TOPPS	DIRECT	HOIST
N737A	MIILS	DIRECT	HOIST
N739A	TAFFY	DIRECT	HOIST
N741A	QUBIS	DIRECT	HOIST
N743A	BAREE	DIRECT	HOIST
N745A	ANCER	YBC	HOIST
N747A	CEFOU	DIRECT	HOIST
N763A	EBONY	DIRECT	ENNSO
N765A	TOPPS	DIRECT	ENNSO

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N767A	MIILS	DIRECT	ENNSO
N769A	TAFFY	DIRECT	ENNSO
N771A	QUBIS	DIRECT	ENNSO
N773A	BAREE	DIRECT	ENNSO
N775A	ANCER	YBC	ENNSO
N777A	CEFOU	DIRECT	ENNSO
N793A	TOPPS	DIRECT	DORYY
N795A	MIILS	DIRECT	DORYY
N797A	TAFFY	DIRECT	DORYY
N799A	QUBIS	DIRECT	DORYY
N801A	BAREE	YBC	DORYY
N803A	ANCER	YBC	DORYY
N805A	CEFOU	DIRECT	DORYY
N815A	BAREE	DIRECT	CUDDY
N823A	TOPPS	DIRECT	BOKTO
N825A	BAREE	DIRECT	BOKTO
N827A	TAFFY	DIRECT	BOKTO
N829A	CEFOU	DIRECT	BOKTO
N831A	BAREE	DIRECT	BOKTO
N925A	ANCER	YBC	BOKTO
N833A	TOPPS	DIRECT	AVUTI
N835A	TAFFY	DIRECT	AVUTI
N837A	QUBIS	DIRECT	AVUTI
N839A	BAREE	DUVBI	AVUTI
N841A	BAREE	YYY YZV	AVUTI
N843A	BAREE	DIRECT	AVUTI
N845A	ANCER	YBC	AVUTI
N847A	CEFOU	DIRECT	AVUTI
N855A	TAFFY	DUVBI	VESMI
N857A	QUBIS	DUVBI	VESMI
N859A	BAREE	DUVBI	VESMI
N861A	ANCER	YBC	VESMI
N863A	CEFOU	DIRECT	VESMI
N875A	TAFFY	YDP	URTAK
N877A	QUBIS	YDP	URTAK
N879A	BAREE	YDP	URTAK
N881A	ANCER	YBC YDP	URTAK
N883A	CEFOU	YDP	URTAK

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N4A	SLATN	DIRECT	BERGH
N6B	SLATN	J97	LACKS
N12D	JOBOC	DIRECT	BERGH
N14C	JOBOC	DIRECT	SAILE
N20B	DOVEY	DIRECT	SAILE
N26B	CARAC	DIRECT	VITOL
N28B	CARAC	DIRECT	WHALE
N30B	CARAC	DIRECT	KANNI
N32B	CARAC	DIRECT	BRADD
N34B	CARAC	DIRECT	TOPPS
N46G	JAROM	LOMPI CARAC	VITOL
N48G	JAROM	LOMPI GAYBL	VITOL
N50G	JAROM	LOMPI	WHALE
N52G	JAROM	LOMPI GAYBL	WHALE
N54G	JAROM	LOMPI	KANNI
N56G	JAROM	LOMPI	BRADD
N58D	JAROM	LOMPI	TUSKY
N60D	JAROM	LOMPI SCOTS	TUSKY
N62C	JAROM	LOMPI	TOPPS
N76A	RAFIN	NANSO	VITOL
N78A	RAFIN	NANSO GAYBL	VITOL
N80A	RAFIN	NANSO	WHALE
N82A	RAFIN	NANSO	KANNI
N84A	RAFIN	DIRECT	BRADD
N86A	RAFIN	DIRECT	TUSKY
N88A	RAFIN	ACADN	TUSKY
N90A	RAFIN	DIRECT	MIILS
N106B	SUPRY	DIRECT	VITOL
N108B	SUPRY	GAYBL	VITOL
N110B	SUPRY	DIRECT	WHALE
N112D	SUPRY	DIRECT	KANNI
N114E	SUPRY	DIRECT	BRADD
N116A	SUPRY	DIRECT	TUSKY
N118A	SUPRY	ACADN	TUSKY
N120A	SUPRY	DIRECT	MIILS
N136A	RELIC	DIRECT	VITOL
N138A	RELIC	GAYBL	VITOL
N140A	RELIC	DIRECT	WHALE
N142D	RELIC	SCOTS	WHALE
N144D	RELIC	DIRECT	BRADD

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N146D	RELIC	SCOTS	BRADD
N148D	RELIC	DIRECT	TUSKY
N150B	RELIC	SCOTS	TUSKY
N152A	RELIC	DIRECT	ALLEX
N154A	RELIC	DIRECT	MIILS
N166A	PORTI	DIRECT	WHALE
N168A	PORTI	DIRECT	KANNI
N170A	PORTI	DIRECT	BRADD
N172B	PORTI	SCOTS	BRADD
N174B	PORTI	DIRECT	TUSKY
N176B	PORTI	ACADN	TUSKY
N180A	PORTI	DIRECT	ALLEX
N182A	PORTI	DIRECT	MIILS
N196A	OMSAT	DIRECT	WHALE
N198A	OMSAT	GAYBL	WHALE
N200D	OMSAT	DIRECT	KANNI
N202D	OMSAT	DIRECT	BRADD
N204D	OMSAT	SCOTS	BRADD
N206E	OMSAT	DIRECT	TUSKY
N208A	OMSAT	ACADN	TUSKY
N210A	OMSAT	DIRECT	ALLEX
N212A	OMSAT	DIRECT	MIILS
N226A	NICSO	SCOTS	BRADD
N228A	NICSO	ACADN	TUSKY
N230A	NICSO	DIRECT	KANNI
N232A	NICSO	DIRECT	BRADD
N234A	NICSO	DIRECT	TUSKY
N236A	NICSO	DIRECT	ALLEX
N238A	NICSO	DIRECT	MIILS
N256A	MUSAK	DIRECT	BRADD
N258A	MUSAK	SCOTS	BRADD
N260A	MUSAK	DIRECT	TUSKY
N262A	MUSAK	DIRECT	ALLEX
N264A	MUSAK	DIRECT	MIILS
N276C	JOOPY	DIRECT	TUSKY
N278B	JOOPY	DIRECT	ALLEX
N280A	JOOPY	DIRECT	MIILS
N296A	IBERG	DIRECT	TUSKY
N298A	IBERG	DIRECT	ALLEX
N300B	IBERG	DIRECT	EBONY
N302E	IBERG	DIRECT	TOPPS
N304B	IBERG	DIRECT	MIILS

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N316A	ELSIR	DIRECT	TUSKY
N318A	ELSIR	DIRECT	ALLEX
N320A	ELSIR	DIRECT	EBONY
N322A*	ELSIR	DIRECT	TOPPS
N324A	ELSIR	DIRECT	MIILS
N336A	BUDAR	DIRECT	TUSKY
N338A	BUDAR	DIRECT	ALLEX
N340A	BUDAR	DIRECT	EBONY
N342A	BUDAR	DIRECT	TOPPS
N344A	BUDAR	DIRECT	MIILS
N356E	ALLRY	DIRECT	ALLEX
N358A	ALLRY	DIRECT	EBONY
N360A	ALLRY	DIRECT	TOPPS
N362A	ALLRY	DIRECT	MIILS
N376A	UMESI	DIRECT	ALLEX
N378A	UMESI	DIRECT	EBONY
N380B	UMESI	DIRECT	TOPPS
N382B	UMESI	DIRECT	MIILS
N384B	UMESI	DIRECT	YRI
N386C	UMESI	YRI OMALI TOXAL	KJOHN
N396A	TUDEP	DIRECT	ALLEX
N398A	TUDEP	DIRECT	TOPPS
N400A	TUDEP	DIRECT	MIILS
N402A	TUDEP	DIRECT	YRI
N404B	TUDEP	YRI OMALI TOXAL	KJOHN
N416B	SAXAN	DIRECT	ALLEX
N418B	SAXAN	DIRECT	TOPPS
N420A	SAXAN	DIRECT	MIILS
N422A	SAXAN	DIRECT	YRI
N424H	SAXAN	YRI OMALI TOXAL	KJOHN
N436A	RIKAL	DIRECT	ALLEX
N438A	RIKAL	DIRECT	TOPPS
N440A	RIKAL	DIRECT	YRI
N442B	RIKAL	YRI OMALI TOXAL	KJOHN
N456B	PELTU	DIRECT	ALLEX
N458A	PELTU	DIRECT	TOPPS
N460A	PELTU	DIRECT	TAFFY
N462A	PELTU	DIRECT	YRI
N464B	PELTU	YRI OMALI TOXAL	KJOHN

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N476A	NEEKO	DIRECT	ALLEX
N478A	NEEKO	DIRECT	TOPPS
N480A	NEEKO	DIRECT	TAFFY
N482A	NEEKO	DIRECT	YRI
N484B	NEEKO	YRI OMALI TOXAL	KJOHN
N496F	MELDI	DIRECT	TOPPS
N498C	MELDI	DIRECT	TAFFY
N500A	MELDI	DIRECT	YRI
N502D	MELDI	YRI OMALI TOXAL	KJOHN
N516A	LOMSI	DIRECT	TOPPS
N518A	LOMSI	DIRECT	TAFFY
N520A	LOMSI	DIRECT	YRI
N522B	LOMSI	YRI OMALI TOXAL	KJOHN
N536C	KODIK	DIRECT	TOPPS
N538C	KODIK	DIRECT	TAFFY
N540C	KODIK	DIRECT	YBC
N542A	KODIK	DIRECT	YRI
N544B	KODIK	YRI OMALI TOXAL	KJOHN
N556A	JANJO	DIRECT	TOPPS
N558A	JANJO	DIRECT	TAFFY
N560A	JANJO	DIRECT	YBC
N562B	JANJO	YRI OMALI TOXAL	KJOHN
N576A	IRLOK	DIRECT	TAFFY
N578A	IRLOK	DIRECT	QUBIS
N580A	IRLOK	DIRECT	YBC
N582B	IRLOK	YRI OMALI TOXAL	KJOHN
N584B	IRLOK	OMTOL	MT
N596A	HOIST	DIRECT	TAFFY
N598C	HOIST	DIRECT	QUBIS
N600A	HOIST	DIRECT	YBC
N602B	HOIST	YRI OMALI TOXAL	KJOHN
N604B	HOIST	OMTOL	MT
N606A	HOIST	YYR	YRI
N616A	ENNSO	DIRECT	TAFFY
N618A	ENNSO	DIRECT	QUBIS
N620B	ENNSO	DIRECT	YBC
N622B	ENNSO	YRI OMALI TOXAL	KJOHN
N624B	ENNSO	OMTOL	MT
N636A	DORYY	BORUB	YZV
N638A	DORYY	DIRECT	TAFFY
N640B	DORYY	DIRECT	QUBIS

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N642A	DORYY	DIRECT	YBC
N644B	DORYY	YRI OMALI TOXAL	KJOHN
N658A	CUDDY	DIRECT	MT
N660B	CUDDY	NOWAA	SSM
N662B	CUDDY	DIRECT	YBC
N676A	BOKTO	DIRECT	DUVBI
N678A	BOKTO	DUVBI UM	YBC
N680A	BOKTO	DUVBI UM	QUBIS
N682A	BOKTO	DUVBI	MT
N684A	BOKTO	YKL	ROUND
N696A	AVUTI	DIRECT	YDP
N698A	AVUTI	DIRECT	DUVBI
N700B	AVUTI	DUVBI	TAFFY
N702A	AVUTI	DUVBI	QUBIS
N704A	AVUTI	YDP	YBC
N706A	AVUTI	YDP	MT
N708A	AVUTI	YDP MT REEDO ART	SYR
N710A	AVUTI	YDP	ROUND
N712A	AVUTI	YDP JOVIE HENDY SELBO CANSO	SSM
N714A	AVUTI	YDP ROUND	SSM
N716A	AVUTI	ALSOP	TEALS
N726A	VESMI	DIRECT	ALSOP
N728A	VESMI	LOMTA	TEALS
N730A	VESMI	ALSOP YKL	ROUND
N732A	VESMI	ALSOP JOVIE	MT
N734A	VESMI	ALSOP UM	YBC
N736A	VESMI	ALSOP	QUBIS
N746A	URTAK	DIRECT	ALSOP
N748A	URTAK	DIRECT	LOMTA
N750A	URTAK	LOMTA	TAFFY
N752A	URTAK	LOMTA	QUBIS
N754A	URTAK	LOMTA	YBC
N756B	URTAK	LOMTA YBC OMALI TOXAL	KJOHN
N758A	URTAK	LOMTA	VANSI
N760A	URTAK	LOMTA VANSI STAFE	SSM
N762A	URTAK	UDMAR	MCKEE
N776A	TOXIT	DIRECT	UDMAR
N778A	TOXIT	UDMAR	QUBIS
N780A	TOXIT	LAKES	YBC
N782A	TOXIT	DIRECT	LAKES
N784A	TOXIT	UDMAR	TEALS

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N796A	SAVRY	DIRECT	IRBIM
N798A	SAVRY	IRBIM	TAFFY
N800A	SAVRY	IRBIM	YBC
N802A	SAVRY	IRBIM	MT
N804A	SAVRY	IRBIM MT REEDO ART	SYR
N806A	SAVRY	DIRECT	LAKES
N808A	SAVRY	DIRECT	SINGA
N810A	SAVRY	DIRECT	UDMAR
N816A	RADUN	DIRECT	SINGA
N818A	RADUN	SINGA	LAKES
N820A	RADUN	DIRECT	KLIPS
N822A	RADUN	PEPKI	LOPVI
N836A	PIDSO	DIRECT	SINGA
N838A	PIDSO	DIRECT	PEPKI
N840A	PIDSO	PEPKI	LOPVI
N842A	PIDSO	MUSLO	RODBO
N846A	NIFTY	DIRECT	MUSLO
N848A	NIFTY	MUSLO	SEMTO
N850A	NIFTY	MUSLO	LOPVI
N856A	MAXAR	DIRECT	MIBNO
N858A	MAXAR	MIBNO	RODBO
N860A	MAXAR	DIRECT	MUSLO
N862A	MAXAR	MUSLO	LOPVI
N866A	LIBOR	DIRECT	RODBO
N868A	LIBOR	GRIBS	JELCO
N876A	KETLA	DIRECT	GRIBS
N878A	KETLA	GRIBS	JELCO
N880A	KETLA	DIRECT	FEDDY
N886A	EMBOK	IKMAN	FEDDY
N888A	EMBOK	BERUS	TEFFO
N896A	CLAVY	KAGLY	TEFFO
N898A	CLAVY	DIRECT	MUSVA
N906A	AVPUT	NALDI	DUTUM

WESTBOUND ROUTES NON-COMMON PORTION

VIA ALLEX

ALLEX	FOXBO RIFLE J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
ALLEX	ENE BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta
ALLEX	KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
ALLEX	AJJAY OOSHN (RNAV)-STAR	Boston
ALLEX	FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
ALLEX	KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
ALLEX	ENE BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
ALLEX	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
ALLEX	LARIE Q220 RIFLE Q439 BRIGS J121 SIE	Dover
ALLEX	ENE BAF HYPER Arrival	Dulles
ALLEX	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
ALLEX	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
ALLEX	ENE PARCH Arrival	Kennedy
ALLEX	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
ALLEX	FOXBO RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
ALLEX	HANAA FLOSI (RNAV)-STAR	Newark
ALLEX	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
ALLEX	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
ALLEX	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
ALLEX	FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
ALLEX	ALB V123 TRESA	Stewart
ALLEX	KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
ALLEX	ALB V489 COATE	Teterboro
ALLEX	ALB Valre Arrival	Westchester

VIA BRADD

BRADD	LARIE JAWZZ SEY HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
BRADD	BOS BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta
BRADD	BOS Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
BRADD	EURRO OOSHN (RNAV)-STAR	Boston
BRADD	FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
BRADD	BOS Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
BRADD	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
BRADD	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
BRADD	LARIE Q220 RIFLE Q439 BRIGS J121 SIE	Dover
BRADD	BOS BAF HYPER Arrival	Dulles

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

BRADD	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
BRADD	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
BRADD	PLYMM PARCH Arrival	Kennedy
BRADD	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
BRADD	FOXBO RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
BRADD	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
BRADD	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
BRADD	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
BRADD	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
BRADD	FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
BRADD	COPLY BOS NELIE T212 TRESA	Stewart
BRADD	BOS Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
BRADD	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
BRADD	COPLY BOS NELIE VALRE Valre Arrival	Westchester

VIA DOVEY

DOVEY	ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
DOVEY	ACK Q430 BYRDD J48 FLASK OZZZI (RNAV)-STAR	Atlanta
DOVEY	FERNZ OOSHN (RNAV)-STAR	Boston
DOVEY	ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
DOVEY	ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
DOVEY	ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
DOVEY	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
DOVEY	ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE	Dover
DOVEY	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
DOVEY	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
DOVEY	ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
DOVEY	PLYMM PARCH (RNAV)-STAR	Kennedy
DOVEY	ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
DOVEY	ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
DOVEY	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
DOVEY	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
DOVEY	ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
DOVEY	ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
DOVEY	COPLY BOS NELIE T212 TRESA	Stewart
DOVEY	ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
DOVEY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

DOVEY	COPLY BOS NELIE VALRE-STAR	Westchester

VIA EBONY

EBONY	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
EBONY	ENE BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta
EBONY	KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
EBONY	AJJAY OOSHN (RNAV)-STAR	Boston
EBONY	EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
EBONY	KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
EBONY	ENE BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
EBONY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
EBONY	BEEKN Q439 BRIGS J121 SIE	Dover
EBONY	ENE BAF HYPER Arrival	Dulles
EBONY	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
EBONY	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
EBONY	ENE PARCH Arrival	Kennedy
EBONY	BEEKN Q439 DRIFT V312 CYN	McGuire
EBONY	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
EBONY	HANAA FLOSI (RNAV)-STAR	Newark
EBONY	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
EBONY	BEEKN Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
EBONY	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
EBONY	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
EBONY	ALB V123 TRESA	Stewart
EBONY	KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
EBONY	ALB V489 COATE	Teterboro
EBONY	ALB Valre Arrival	Westchester

VIA KANNI

KANNI	BOS Q75 MXE V378 BAL	Andrews
KANNI	BOS BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta
KANNI	BOS Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
KANNI	EURRO OOSHN (RNAV)-STAR	Boston
KANNI	FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
KANNI	BOS Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

KANNI	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
KANNI	LARIE Q220 RIFLE Q439 BRIGS J121 SIE	Dover
KANNI	BOS BAF HYPER Arrival	Dulles
KANNI	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
KANNI	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
KANNI	PLYMM PARCH Arrival	Kennedy
KANNI	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
KANNI	FOXBO RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
KANNI	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
KANNI	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
KANNI	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
KANNI	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
KANNI	FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
KANNI	COPLY BOS NELIE T212 TRESA	Stewart
KANNI	BOS Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
KANNI	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
KANNI	COPLY BOS NELIE VALRE Valre Arrival	Westchester

VIA KJOHN

KJOHN	PONCT BIZEX Q75 MXE V378 BAL	Andrews
KJOHN	ALB ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)-STAR	Atlanta
KJOHN	PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
KJOHN	PONCT BIZEX Q75 GSO OBNEE OSPRI (RNAV)-STAR	Charleston, SC
KJOHN	PONCT BIZEX Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
KJOHN	ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
KJOHN	ALB J37 JFK CYN SIE	Dover
KJOHN	ALB HYPER (RNAV)-STAR	Dulles
KJOHN	PONCT BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR	Ft. Lauderdale
KJOHN	ALB IGN IGN-STAR	Kennedy
KJOHN	ALB DNY LAAYK LVZ V147 MAZIE	McGuire
KJOHN	PONCT BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR	Miami
KJOHN	HANAA FLOSI (RNAV)-STAR	Newark
KJOHN	PONCT BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)-STAR	Orlando
KJOHN	ALB DNY SPUDS (RNAV)-STAR	Philadelphia
KJOHN	ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
KJOHN	PONCT BIZEX Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa

VIA MIILS

MIILS	ENE BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

MIILS	LETAK Q824 TAGUM ECK FNT WYNDE (RNAV)-STAR	Chicago
MIILS	LETAK DEBUM Q806 BOBTA DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
MIILS	LETAK DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MIILS	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
MIILS	LETAK DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
MIILS	VLV CATOG VEPSU DIRECT	Montréal/Mirabel
MIILS	VLV OMBRE Arrival	Montréal/Pierre E Trudeau
MIILS	YXI ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
MIILS	LETAK IMEBA Arrival	Toronto

VIA MOUGH

MOUGH	Y497 DRIFT Q439 BRIGS J55 SIE	Dover
MOUGH	Y486 CREEL Q430 RBV HYPER (RNAV)-STAR	Dulles

VIA MT (Chiboo)

MT	REEDO ART SYR J59 PSB SHILO V93 BAL	Andrews
MT	REEDO ART SYR J59 PSB Q71 GEFFS HVQ PECHY (RNAV)-STAR	Atlanta
MT	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STAR	Atlanta
MT	REEDO ART SYR FQM IZZEE TRISH (RNAV)-STAR	Baltimore
MT	REEDO ART SYR FQM HAR EMI J61 HUBBS J193 WEAVR J121 ISO AMYLU (RNAV)-STAR	Charleston, SC
MT	REEDO ART SYR J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR	Charlotte
MT	SSM PAITN Arrival	Chicago
MT	REEDO ART SYR JHW DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
MT	YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
MT	REEDO ART SYR GONZZ Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MT	TVC BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MT	BOBTA TPGUN (RNAV)-STAR	Detroit
MT	REEDO ART SYR HAR LRP V210 SPERY	Dover
MT	REEDO ART SYR J59 PSB MAPEL (RNAV)-STAR	Dulles
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR	Ft. Lauderdale

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

MT	REEDO ART SYR JHW Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
MT	TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
MT	REEDO ART SYR IGN KINGSTON Arrival	Kennedy
MT	REEDO ART SYR CFB LVZ V147 MAZIE	McGuire
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR	Miami
MT	OBRET DATAB VIDGO EMPEK SATOT PIGNA	Montréal/Mirabel
MT	OBRET LAFLEUR Arrival	Montréal/Pierre E Trudeau
MT	REEDO ART SYR HNK FLOSI Arrival	Newark
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)-STAR	Orlando
MT	REEDO ART SYR CFB SPUDS (RNAV)-STAR	Philadelphia
MT	REEDO ART SYR JHW YNG JESEY (RNAV)-STAR	Pittsburgh
MT	REEDO ART SYR ROD VHP AARCH (RNAV)-STAR	St. Louis
MT	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
MT	YXI IMEBA Arrival	Toronto

VIA QUBIS

QUBIS	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
QUBIS	KJOHN ALB ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)-STAR	Atlanta
QUBIS	KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
QUBIS	AJJAY OOSHN (RNAV)-STAR	Boston
QUBIS	EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
QUBIS	KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
QUBIS	KJOHN ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
QUBIS	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
QUBIS	PQI Q439 BRIGS J121 SIE	Dover
QUBIS	KJOHN ALB HYPER (RNAV)-STAR	Dulles
QUBIS	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
QUBIS	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
QUBIS	PQI Q439 DRIFT V312 CYN	McGuire
QUBIS	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
QUBIS	KJOHN HANAA FLOSI (RNAV)-STAR	Newark
QUBIS	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
QUBIS	PQI Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
QUBIS	KJOHN ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
QUBIS	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

QUBIS	KJOHN ALB V123 TRESA	Stewart
QUBIS	KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
QUBIS	KJOHN ALB V489 COATE	Teterboro
QUBIS	KJOHN ALB VALRE-STAR	Westchester

VIA ROUND

ROUND	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STAR	Atlanta
ROUND	SSM PAITN Arrival	Chicago
ROUND	YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
ROUND	TVC BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
ROUND	YVO BOBTA TPGUN (RNAV)-STAR	Detroit
ROUND	TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
ROUND	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
ROUND	YXI IMEBA Arrival	Toronto

VIA SAILE

SAILE	ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	ANDREWS
SAILE	ACK Q430 BYRDD J48 FLASK OZZZI (RNAV)-STAR	ATLANTA
SAILE	FERNZ OOSHN (RNAV)-STAR	BOSTON
SAILE	ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	CHARLESTON, SC
SAILE	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
SAILE	ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE	DOVER
SAILE	ACK Q430 RBV HYPER (RNAV)-STAR	DULLES
SAILE	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	FT. LAUDERDALE
SAILE	PLYMM PARCH (RNAV)-STAR	KENNEDY
SAILE	ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN	MCGUIRE
SAILE	ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	MIAMI
SAILE	COPLY BOS NELIE FLOSI (RNAV)-STAR	NEWARK
SAILE	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	ORLANDO
SAILE	ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	PHILADELPHIA
SAILE	ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR	RALEIGH-DURHAM
SAILE	COPLY BOS NELIE T212 TRESA	Stewart
SAILE	ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
SAILE	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
SAILE	COPLY BOS NELIE VALRE Valre Arrival	Westchester

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA SSM (Sault Ste Marie)

SSM	GRB J101 BAE J89 OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STAR	Atlanta
SSM	PAITN Arrival	Chicago
SSM	SSM J101 BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
SSM	GEP J114 ONL ANCHR (RNAV)-STAR	Denver
SSM	STL J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
SSM	HHOGS BAINY (RNAV)-STAR	Minneapolis/St. Paul
SSM	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis

VIA SYR (Syracuse)

SYR	SYR J59 PSB SHILO V93 BAL	Andrews
SYR	SYR J59 PSB Q71 GEFFS HVQ ONDRE (RNAV)-STAR	Atlanta
SYR	FQM IZZEE TRISH (RNAV)-STAR	Baltimore
SYR	SYR J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR	Charlotte
SYR	JHW DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
SYR	GONZZ Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
SYR	HAR LRP V210 SPERY	Dover
SYR	SYR J59 PSB MAPEL (RNAV)-STAR	Dulles
SYR	JHW Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
SYR	IGN KINGSTON Arrival	Kennedy
SYR	CFB LVZ V147 MAZIE	McGuire
SYR	HNK FLOSI Arrival	Newark
SYR	CFB SPUDS (RNAV)-STAR	Philadelphia
SYR	JHW YNG JESEY (RNAV)-STAR	Pittsburgh
SYR	ROD VHP AARCH (RNAV)-STAR	St. Louis
SYR	SYR J159 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa

VIA TAFFY

TAFFY	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
TAFFY	KJOHN ALB ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)-STAR	Atlanta
TAFFY	KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
TAFFY	AJJAY OOSHN (RNAV)-STAR	Boston
TAFFY	EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
TAFFY	KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
TAFFY	KJOHN ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TAFFY	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
TAFFY	PQI Q439 BRIGS J121 SIE	Dover
TAFFY	KJOHN ALB HYPER (RNAV)-STAR	Dulles
TAFFY	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TAFFY	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TAFFY	ENE PARCH Arrival	Kennedy
TAFFY	PQI Q439 DRIFT V312 CYN	McGuire
TAFFY	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
TAFFY	KJOHN HANAA FLOSI (RNAV)-STAR	Newark
TAFFY	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
TAFFY	PQI Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TAFFY	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TAFFY	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
TAFFY	KJOHN ALB V123 TRESA	Stewart
TAFFY	KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
TAFFY	KJOHN ALB V489 COATE	Teterboro
TAFFY	KJOHN ALB VALRE-STAR	Westchester

VIA TOPPS

TOPPS	EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
TOPPS	ENE BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta
TOPPS	KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
TOPPS	AJJAY OOSHN (RNAV)-STAR	Boston
TOPPS	EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
TOPPS	KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
TOPPS	YUL LETAK Q824 TAGUM ECK FNT WYNDE (RNAV)-STAR	Chicago
TOPPS	YUL LETAK DEBUM Q806 BOBTA DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
TOPPS	ENE BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TOPPS	VILRO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
TOPPS	BEEKN Q439 BRIGS J121 SIE	Dover
TOPPS	ENE BAF HYPER Arrival	Dulles
TOPPS	EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL Arrival	Ft. Lauderdale
TOPPS	ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TOPPS	ENE PARCH Arrival	Kennedy
TOPPS	BEEKN Q439 DRIFT V312 CYN	McGuire
TOPPS	EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY Arrival	Miami
TOPPS	VLV CATOG VEPSU DIRECT	Montréal/Mirabel
TOPPS	VLV OMBRE Arrival	Montréal/Pierre E Trudeau
TOPPS	HANAA FLOSI (RNAV)-STAR	Newark
TOPPS	EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TOPPS	LARIE BEEKN Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TOPPS	ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TOPPS	EMJAY J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
TOPPS	ALB V123 TRESA	Stewart
TOPPS	KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
TOPPS	ALB V489 COATE	Teterboro
TOPPS	YUL LETAK IMEBA Arrival	Toronto
TOPPS	ALB Valre Arrival	Westchester

VIA TUSKY

TUSKY	FOXBO RIFLE J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
TUSKY	BOS BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta
TUSKY	TUSKY Q475 COPLY Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
TUSKY	EURRO OOSHN (RNAV)-STAR	Boston
TUSKY	FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
TUSKY	TUSKY Q475 COPLY Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
TUSKY	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TUSKY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
TUSKY	LARIE Q220 RIFLE Q439 BRIGS J121 SIE	Dover
TUSKY	BOS BAF HYPER Arrival	Dulles
TUSKY	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
TUSKY	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TUSKY	PLYMM PARCH Arrival	Kennedy
TUSKY	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
TUSKY	FOXBO RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
TUSKY	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
TUSKY	FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
TUSKY	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TUSKY	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
TUSKY	FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
TUSKY	COPLY BOS NELIE T212 TRESA	Stewart
TUSKY	TUSKY Q475 COPLY Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
TUSKY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
TUSKY	COPLY BOS NELIE VALRE Valre Arrival	Westchester

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA VANSI

VANSI	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STAR	Atlanta
VANSI	SSM PAITN Arrival	Chicago
VANSI	YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
VANSI	TVC BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
VANSI	YVO BOBTA TPGUN (RNAV)-STAR	Detroit
VANSI	TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
VANSI	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
VANSI	YXI IMEBA Arrival	Toronto

VIA VITOL

VITOL	ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
VITOL	ACK Q430 BYRDD J48 FLASK OZZZI (RNAV)-STAR	Atlanta
VITOL	EURRO OOSHN (RNAV)-STAR	Boston
VITOL	ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
VITOL	ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
VITOL	ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
VITOL	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
VITOL	ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE	Dover
VITOL	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
VITOL	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
VITOL	ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
VITOL	PLYMM PARCH Arrival	Kennedy
VITOL	ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
VITOL	ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
VITOL	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
VITOL	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
VITOL	ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
VITOL	ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
VITOL	COPLY BOS NELIE T212 TRESA	Stewart
VITOL	ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
VITOL	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
VITOL	COPLY BOS NELIE VALRE Valre Arrival	Westchester

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA WHALE

WHALE	LARIE JAWZZ SEY HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR	Andrews
WHALE	BOS BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR	Atlanta
WHALE	BOS Q75 MXE V378 NUGGY TRISH (RNAV)-STAR	Baltimore
WHALE	EURRO OOSHN (RNAV)-STAR	Boston
WHALE	ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR	Charleston, SC
WHALE	BOS Q75 GVE LYH CHSLY (RNAV)-STAR	Charlotte
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
WHALE	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
WHALE	LARIE Q220 RIFLE Q439 BRIGS J121 SIE	Dover
WHALE	BOS BAF HYPER Arrival	Dulles
WHALE	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR	Ft. Lauderdale
WHALE	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
WHALE	PLYMM PARCH Arrival	Kennedy
WHALE	LARIE Q220 RIFLE Q439 DRIFT V312 CYN	McGuire
WHALE	ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR	Miami
WHALE	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
WHALE	ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR	Orlando
WHALE	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
WHALE	BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR	Pittsburgh
WHALE	ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR	Raleigh-Durham
WHALE	COPLY BOS NELIE T212 TRESA	Stewart
WHALE	ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR	Tampa
WHALE	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
WHALE	COPLY BOS NELIE VALRE Valre Arrival	Westchester

VIA YBC (Baie-Comeau)

YBC	POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)–STAR	Atlanta
YBC	VBS KAPUX HOCKE FNT WYNDE (RNAV)-STAR	Chicago
YBC	POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
YBC	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV-STAR	Dallas/Ft. Worth
YBC	VBS KENLU BOBTA TPGUN (RNAV)-STAR	Detroit
YBC	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
YBC	CATOG VEPSU DIRECT	Montréal/Mirabel
YBC	DEBUS OMBRE Arrival	Montréal/Pierre E Trudeau
YBC	YXI ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
YBC	POLTY IMEBA Arrival	Toronto

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA YRI (Rivière-du-Loup)

YRI	POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)–STAR	Atlanta
YRI	KAPUX ASP WYNDE (RNAV)-STAR	Chicago
YRI	POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR	Cincinnati
YRI	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
YRI	BOBTA TPGUN (RNAV)-STAR	Detroit
YRI	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR	Houston
YRI	CATOG VEPSU DIRECT	Montréal/Mirabel
YRI	DEBUS OMBRE Arrival	Montréal/Pierre E Trudeau
YRI	YXI ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
YRI	POLTY IMEBA Arrival	Toronto

INTERSECTIONS AND REPORTING POINT CO-ORDINATES

The following is a list of airway and other intersections and/or reporting points

A	(N)LAT	(W)LONG
ABENY AB	54 15.1	113 04.6
ACADN NS	44 40.0	64 00.0
ACKIN AB	54 57.5	115 28.4
ACORD WA	48 47.5	122 32.1
ADREW YT	69 10.2	141 00.2
ADROT BC	50 46.0	116 31.0
ADSAM NU	69 55.3	63 13.2
ADSIX BC	49 07.0	122 30.0
ADSUR QC	50 41.3	73 15.1
ADVIK ON	45 08.1	74 46.6
ADVOX AB	51 34.7	114 35.3
AGBIX QC	60 03.1	77 17.3
AGBUT ON	44 44.9	79 46.7
AGDAN AB	50 53.7	113 41.7
AGDOX ON	43 17.1	79 06.3
AGDUT ON	44 00.5	80 12.8
AGGUA BC	50 15.3	124 59.9
AGLOL QC	53 42.7	73 42.2
AGLUK QC	46 12.6	73 22.2
AGMAK AB	51 13.0	114 34.7
AGNEX ON	45 36.1	77 06.2
AGNOB ON	44 12.1	77 30.1
AGPAL BC	54 31.7	130 46.8
AIRIE BC	52 46.8	123 11.8
ALDDA BC	49 33.0	116 20.7
ALGAR AB	56 00.9	112 05.8
ALIDO QC	45 44.4	75 40.8
ALIVE BC	54 21.8	122 09.9
ALKIK AB	52 47.6	113 07.7
ALKOB QC	51 28.8	64 01.5
ALKOG MB	50 01.8	97 43.9
ALKOK QC	49 00.0	77 23.0
ALLEX NB	44 25.0	67 00.0
ALLRY NL	50 30.0	52 00.0
ALMEX ON	48 26.2	90 03.4
ALMOP ON	45 40.0	81 00.0
ALONI ON	44 38.9	75 39.2
ALPAR BC	52 45.0	123 32.0
ALSAK NU	64 00.0	70 00.0
ALSED BC	50 18.0	118 35.0
ALSES SK	54 13.5	105 54.5
ALSET QC	45 36.6	74 30.0
ALSIV AB	51 54.4	114 57.3
ALSOP NL	56 52.0	62 10.0
ALTAG BC	51 53.1	121 44.4
ALTAK QC	49 10.0	71 30.0
ALTIG NT	68 18.2	133 29.0
ALUSO YT	61 20.5	140 14.9
ALVID ON	43 54.3	76 36.1
ALVOL BC	49 51.0	120 35.4
ALVYN BC	49 37.1	122 42.4
AMAMA QC	52 52.5	66 38.6
AMBRO BC	49 59.4	120 21.4
AMENA AB	49 32.6	111 53.1
AMILI QC	60 01.5	70 00.3

A (Cont'd)	(N)LAT	(W)LONG
AMITO AB	50 37.5	115 03.4
AMUNO AB	51 41.3	114 42.6
ANCER QC	48 33.5	69 25.3
ANCOL ON	43 14.6	79 55.0
ANDIE AB	52 59.2	114 23.2
ANERI BC	49 01.3	119 29.0
ANJER BC	49 27.6	118 05.1
ANTAK BC	49 21.0	115 51.5
ANTEG QC	45 52.0	73 24.0
ANTID AB	52 53.0	114 15.3
ANTLR BC	49 04.4	122 14.1
ANTOV QC	45 22.6	71 02.3
ANTUR ON	49 12.5	84 55.3
ANTUS QC	45 39.4	72 13.2
ANTUT YT	60 08.4	134 18.5
ANVAP BC	49 04.2	124 17.4
APDIN NL	48 59.2	54 50.0
APLAK QC	46 27.6	71 54.6
APLOV ON	44 55.7	76 08.5
APNEL ON	45 21.0	82 13.7
APNIX MB	50 21.7	96 54.6
APRIP BC	54 09.9	124 20.1
APSIN NU	81 00.0	65 16.0
ARAME QC	51 20.3	67 27.7
ARDEE NS	45 07.4	64 23.2
ARMAC BC	49 11.7	123 49.6
AROUK AB	54 16.7	114 26.3
ARRUE BC	49 04.4	124 07.8
ARVEE NU	62 52.0	74 00.0
ARVIE ON	45 07.1	74 37.1
ATENE QC	46 14.1	70 16.4
ATHUR BC	50 00.6	117 12.3
ATLAN NL	46 45.6	57 06.9
ATUNA BC	50 22.4	126 31.9
AVEDO AB	54 49.5	112 10.4
AVOLA ON	43 30.4	78 59.2
AVPUT NL	65 02.0	60 00.0
AVROM AB	51 28.9	113 47.8
AVTAV YT	62 12.7	133 23.2
AVUMU BC	48 57.7	125 05.1
AVUTI NL	57 28.0	58 00.0
AVVON ON	45 10.1	75 02.3
AXENO ON	52 39.4	94 03.7
AXILI AB	50 00.0	110 00.0
AXOBU ON	42 56.7	82 23.7
AXUBI BC	59 04.3	132 38.6
AXXIS ON	42 49.8	81 59.0
AYROU NU	65 18.9	64 00.0
AYZOL AK	62 28.3	141 00.0

B	(N)LAT	(W)LONG
BACMO ON	48 00.0	84 01.0
BAFAL ON	48 55.8	81 54.3
BAJOL BC	49 18.6	123 28.2
BALOR BC	50 01.8	119 01.6
BAMPS NT	62 19.3	116 12.0
BAREE QC	48 08.8	69 18.0
BASRA BC	49 15.2	123 00.4

B (Cont'd)	(N)LAT	(W)LONG
BEJAW AB	57 14.4	112 49.5
BEMEK NB	46 05.0	66 27.2
BEMOG QC	46 09.0	75 34.4
BEPEG NU	63 00.0	70 00.0
BEPUP ON	46 42.0	82 33.4
BERUS NU	63 00.0	63 00.0
BERUT QC	46 56.1	72 29.2
BESOB QC	48 40.4	68 41.4
BEVEL AB	49 30.0	110 00.0
BEWEL ON	42 17.3	80 44.7
BEXOV ON	50 17.6	88 54.6
BEZED NU	64 52.0	67 00.0
BIBEM YT	62 40.3	141 00.0
BIGBE ON	44 08.0	80 37.0
BILII ON	49 01.3	88 15.7
BILNO MB	49 58.7	97 45.0
BIMRO ON	43 01.7	80 19.0
BINVO BC	50 45.5	116 28.1
BIPKO QC	45 43.4	74 21.7
BIRKO AB	51 28.6	113 15.8
BISNO AB	52 30.5	113 45.2
BISPO AB	56 56.3	115 54.0
BITGA AB	51 29.5	113 58.4
BITRA NS	45 06.4	61 52.7
BOBBS QC	51 00.1	62 00.0
BOBKI QC	45 25.0	74 25.8
BOBRA QC	46 14.5	76 32.2
BOBTA ON	43 48.9	79 39.5
BOBTU (Oceanic)	44 07.0	52 49.3
BODRA NU	62 17.0	80 00.0
BOGGI BC	49 08.5	122 47.5
BOJAM BC	52 06.3	117 42.9
BOKLU QC	45 50.4	74 35.7
BOKMA BC	54 31.2	131 38.9
BOKTO NL	56 58.0	58 00.0
BOLMO ON	43 54.6	80 03.2
BOMET ON	44 10.2	77 59.0
BOMIP AB	52 09.7	112 26.0
BOMON BC	57 22.0	121 46.0
BONAB ON	47 50.5	80 42.2
BONAK BC	53 00.0	134 00.0
BOOPY BC	50 06.0	124 35.5
BOOTH BC	49 31.3	122 02.7
BOPUT NU	68 57.6	61 56.5
BOREK ON	42 56.3	79 56.9
BORIX AB	51 53.6	110 00.0
BORUB NL	52 32.4	63 07.4
BOSAM QC	45 03.0	73 55.0
BOSEP ON	43 06.3	82 00.5
BOSIM AB	53 57.1	112 46.5
BOTAD BC	58 38.2	131 59.6
BOTAG AB	51 04.2	114 36.5
BOTER NT	63 45.3	112 57.6
BOVAN AB	50 46.6	113 15.8
BOVEX ON	42 35.7	81 25.3
BOVOX ON	43 21.6	79 31.5
BOXAT BC	49 32.1	116 50.8

B (Cont'd)	(N)LAT	(W)LONG
BRADD NS	43 09.0	67 00.0
BRIDG NB	47 08.8	59 16.3
BRIOL BC	49 06.1	123 29.7
BROKK ON	42 19.9	81 34.9
BROME NL	53 30.0	67 00.0
BRUIN ON	43 39.9	76 06.9
BRWNZ ON	41 51.2	82 12.8
BRYGE BC	50 41.8	123 06.2
BUBAN ON	44 34.4	79 13.0
BUBIX QC	49 19.7	67 22.5
BUDAR NL	50 00.0	52 00.0
BUDUM NU	80 00.0	69 15.0
BUICK BC	48 48.7	123 07.9
BULIE BC	50 16.2	120 04.6
BURWA ON	46 11.4	80 34.6

C	(N)LAT	(W)LONG
CAAPE NB	45 18.0	65 17.8
CACHO AB	54 54.2	112 34.2
CADIL NB	47 44.1	60 25.5
CAFTA BC	51 17.7	129 05.3
CAINN AB	51 16.9	114 10.7
CAJEN BC	55 32.3	121 24.2
CALCI NT	60 02.3	116 16.5
CALLY AB	55 07.9	113 23.4
CAMRA AB	53 01.9	112 30.5
CAMRE ON	41 55.5	82 12.7
CAMZO BC	48 47.0	123 32.1
CANEL NU	67 59.0	60 45.8
CANOP AB	51 04.1	114 35.5
CANSO ON	48 09.7	80 44.1
CANRY BC	49 09.0	123 20.2
CANYO YT	60 25.5	132 24.1
CARAC (Oceanic)	43 00.0	60 00.0
CASDY BC	49 04.4	123 58.3
CASSL BC	52 32.6	122 44.9
CASTR QC	48 52.0	66 50.0
CATOG QC	45 55.0	72 53.0
CAUGA BC	49 28.2	121 23.1
CEESE BC	49 40.2	123 36.9
CEFOU QC	47 44.2	69 00.0
CELAR ON	45 13.8	76 27.0
CHAAP ON	42 30.3	80 41.0
CHAPO YT	64 58.4	141 00.0
CHAPT BC	50 28.9	120 20.5
CHARN NU	54 53.4	80 00.0
CHICA ON	48 52.0	85 16.2
CHIPE AB	53 22.2	115 33.6
CHITE BC	50 02.6	116 09.1
CHUBB BC	53 26.4	122 33.1
CILLI BC	49 03.8	121 23.7
CITOP AB	50 10.2	114 30.3
CLANK AB	56 34.5	112 37.5
CLAVY NL	64 14.0	59 00.0
COALE YT	60 27.3	135 10.5
COALL NT	80 00.0	141 00.0
COGLE BC	49 04.6	122 33.9
COHIL YT	60 06.5	139 00.0

C (Cont'd)	(N)LAT	(W)LONG
COHOE BC	49 56.4	125 24.8
COLTS ON	42 57.8	79 19.3
COMAU QC	45 21.6	74 03.4
CONDI BC	48 34.3	123 20.3
CONER BC	50 09.9	115 15.0
COPUR QC	59 42.0	67 00.0
CORMO BC	50 32.6	126 58.8
COUTS AB	49 00.0	112 17.5
COWLE AB	49 36.9	114 02.3
CREEB WA	48 13.0	121 20.4
CROCE ON	45 25.3	80 12.2
CUDDY NL	56 42.0	57 00.0
CYRIL ON	44 57.2	75 24.2

D	(N)LAT	(W)LONG
DACEY BC	59 33.6	126 04.6
DAFLU ON	42 22.7	82 42.3
DAJIM QC	63 45.4	68 33.4
DAJOR QC	45 20.0	74 05.0
DALDE MB	52 19.1	101 08.8
DANOL NB	45 41.9	67 47.3
DAPAK NU	73 45.0	70 00.0
DAPOP AB	50 52.5	110 00.0
DARUB NU	67 00.0	60 00.0
DARUK SK	50 29.9	102 28.4
DASBI BC	49 29.6	118 03.7
DASIR ON	43 19.3	82 14.9
DASMU BC	48 57.3	124 34.6
DASUG ON	47 34.4	80 49.3
DATAB QC	46 27.8	74 27.5
DATAV AB	51 33.9	112 51.7
DATNO BC	50 03.9	116 08.6
DAVEL AB	53 43.6	113 04.6
DAVII BC	54 38.6	122 28.7
DAVON BC	54 09.1	124 14.4
DAVSI ON	43 42.3	79 13.1
DAXER QC	61 05.0	72 48.0
DAXES QC	45 52.1	73 08.0
DAXEX BC	54 14.1	132 07.4
DAXIR AB	51 22.4	114 41.7
DAXUG QC	45 38.3	71 25.8
DAYSE NB	46 47.7	58 36.4
DEBMA MB	49 14.2	98 00.0
DEBUM ON	44 38.5	77 45.3
DEDKI ON	43 41.4	78 43.1
DEGMO QC	48 15.1	78 13.7
DEGVA ON	49 54.9	94 55.1
DEKMO NT	88 52.0	141 00.0
DEPMA BC	54 03.0	123 30.9
DEPMI MB	50 16.5	98 58.2
DEPRI QC	45 57.2	70 15.4
DERDO QC	45 40.8	70 48.2
DERLO ON	43 04.0	81 05.7
DESDN ON	42 31.4	82 15.4
DESKI ON	45 22.8	76 20.8
DESNU AB	50 02.7	111 11.5
DEXUN NU	79 00.0	72 24.0
DICEN QC	46 48.0	72 17.3

D (Cont'd)	(N)LAT	(W)LONG
DISCO BC	48 24.0	123 10.7
DOBIE ON	42 25.7	81 02.7
DOGGS ON	42 23.7	81 04.9
DOLFF (Oceanic)	48 20.0	128 00.0
DOLFN ON	42 12.8	81 39.2
DOLLR BC	49 20.2	122 56.3
DOPHN (Oceanic)	44 33.3	55 29.0
DORYY NL	56 02.0	57 00.0
DRAGO BC	52 54.6	122 17.0
DROME ON	42 43.5	82 23.9
DUDNI AB	52 14.2	112 56.7
DUGBU ON	45 07.0	77 03.8
DUGGS BC	53 02.1	129 30.2
DUGNO NU	60 39.7	80 00.0
DUKPO MB	50 04.3	99 01.7
DULBA NB	46 13.2	66 28.0
DUMRA AB	50 38.7	114 14.7
DUMRU QC	58 40.3	69 56.8
DUNCN BC	48 51.0	123 39.4
DUNJY BC	48 37.7	123 18.9
DUNUP QC	45 17.6	73 35.4
DUPOD BC	49 37.9	123 55.2
DUPVO QC	48 05.0	77 24.0
DURAK BC	50 08.7	120 25.0
DURIL ON	50 00.0	88 32.0
DUSEN NS	44 59.8	64 11.8
DUSER QC	46 03.8	73 05.9
DUSMA NU	53 42.0	80 00.0
DUTEL ON	44 40.0	81 17.8
DUTUM NU	63 52.0	67 00.0
DUTAX BC	49 40.7	115 47.0
DUTOK BC	48 45.9	123 43.8
DUVAG QC	48 33.5	68 48.4
DUVBI NL	56 00.0	61 00.0
DUVEP ON	43 06.0	79 04.6
DUVIK SK	49 14.8	104 19.1
DUVIN NS	43 42.4	67 00.0
DUVIS MB	51 38.0	95 15.0
DUVOK NS	44 55.6	65 17.2
DUXAR BC	56 46.3	129 25.7

E	(N)LAT	(W)LONG
EBDOG QC	47 59.5	78 38.9
EBDOT QC	45 05.4	73 34.0
EBGAL AB	50 41.8	113 22.3
EBGIX QC	45 43.3	70 25.5
EBKOT QC	51 21.7	71 00.0
EBLAL QC	62 25.0	77 55.5
EBLAR AB	53 39.7	112 53.9
EBMOS QC	46 32.9	72 01.0
EBNYR QC	45 45.5	75 23.6
ELERI (Oceanic)	42 34.5	64 23.4
ELETO MB	49 38.1	96 56.5
ELIDI BC	50 00.4	123 36.9
ELINU QC	51 53.0	65 43.0
ELKIE BC	54 32.7	120 46.5
ELNUS NU	78 00.0	75 00.0
ELSIR NL	49 30.0	52 00.0

E (Cont'd)	(N)LAT	(W)LONG
ELTAX SK	51 57.4	105 35.7
ELTIP AB	54 02.8	112 57.0
ELVAK AB	51 23.2	113 10.7
ELVEL ON	51 00.0	90 00.0
ELVUX MB	50 10.7	96 54.4
EMBES QC	48 32.7	72 17.7
EMBIM NB	45 26.4	67 27.9
EMBOK NL	63 28.0	58 00.0
EMDUN QC	61 02.8	69 37.1
EMETO BC	49 24.8	119 47.5
EMGAL NT	71 59.6	125 14.5
EMKEK NT	69 21.6	124 04.5
EMLIK SK	50 21.5	102 29.9
EMPEK QC	45 55.0	74 20.7
EMSOW AK	62 57.5	141 00.0
ENNSO NL	55 32.0	57 00.0
EPINE BC	55 43.5	121 16.7
EPLAN AB	52 32.8	115 59.8
EPMAL QC	48 22.6	68 35.9
EPMAN NU	66 00.0	60 00.0
EPMOK ON	44 59.1	74 57.1
EPSET BC	58 25.3	130 01.9
EPTIV BC	52 00.0	133 00.0
EPTUL QC	45 04.6	73 54.4
EPVUM ON	53 03.9	93 20.7
ERBAL ON	43 53.3	79 18.0
ERDIK QC	58 03.4	68 29.2
ERRTH ON	42 11.4	81 56.2
ERVYN BC	49 31.8	117 02.5
ESKIE AB	53 16.4	114 41.1
ESTEL QC	45 57.9	74 11.0
ESTIT BC	51 16.1	128 18.5
ETBOG NL	47 38.8	52 17.0
ETBOS NU	63 46.0	74 00.0
ETBOX ON	44 31.6	80 07.8
ETLEM AB	49 26.1	112 53.2
ETMAR AB	56 42.6	112 17.2
ETMAT ON	48 51.4	89 07.1
ETMOK ON	47 00.0	77 50.0
ETMOM MB	50 02.9	99 37.2
EXPOS QC	52 00.0	67 00.0

F	(N)LAT	(W)LONG
FADIM NT	60 04.2	116 15.4
FANES YT	64 35.0	141 00.0
FAREN MB	50 10.0	99 52.5
FARGN ON	42 36.7	79 47.3
FARNS AB	50 45.2	115 23.7
FASBO BC	49 22.4	123 22.8
FASSA NU	58 42.0	67 00.0
FAXTO BC	49 04.6	123 29.6
FEDDY NU	61 42.0	67 00.0
FELKO BC	50 34.4	119 42.0
FELTN ON	48 39.9	89 05.6
FENEL BC	50 27.5	126 45.3
FERNO ON	51 38.9	92 52.4
FERRL ON	42 25.0	82 36.6
FERRY BC	49 11.5	122 31.8

F (Cont'd)	(N)LAT	(W)LONG
FIGGI BC	54 16.2	121 59.2
FINBO BC	49 16.5	116 01.5
FINGL ON	42 45.4	81 19.4
FINGS BC	50 15.0	127 34.0
FINNI NL	49 00.1	57 44.4
FIORD YT	65 46.2	141 00.0
FIRNI BC	49 35.2	115 08.4
FLEUR QC	46 59.3	70 27.8
FLOON BC	51 00.3	120 42.3
FOCHE BC	49 03.8	124 47.8
FOLDY BC	49 03.1	120 42.7
FORTE NB	46 16.8	57 39.6
FOWEL ON	42 36.1	80 09.5
FOXXE NL	54 29.2	59 17.3
FRALK ON	46 55.6	80 53.0
FRASE BC	49 13.5	122 47.2
FRAZR NL	51 37.0	62 43.0
FREND BC	55 17.6	122 29.9
FRENN NB	45 58.3	66 12.9
FRIED BC	54 13.3	133 38.0
FROSS NL	48 09.2	61 14.5
FUDGY AB	52 13.1	110 00.0

G	(N)LAT	(W)LONG
GABAL BC	50 00.5	123 01.5
GABIN BC	49 56.7	120 57.9
GABVO BC	49 04.9	121 50.8
GADAL QC	47 05.8	71 04.7
GADAV ON	42 42.6	82 28.8
GADKI AB	50 39.8	113 41.4
GAHAM YT	62 15.0	141 00.0
GARRE BC	49 54.4	122 28.0
GAYBL NS	42 50.0	62 00.0
GELBO NU	74 47.4	72 32.2
GELLS QC	51 20.9	72 30.0
GERTY ON	49 12.0	93 30.0
GGUCE ON	42 42.4	80 53.4
GIBAC BC	49 29.1	123 42.9
GLACE BC	50 11.4	122 25.9
GOATE BC	49 26.9	119 05.6
GOATS YT	66 50.2	141 00.0
GOEFR BC	49 29.1	122 49.0
GOLFE NL	52 15.8	63 26.1
GONUK AB	54 18.6	113 20.0
GOPAK ON	45 50.3	82 30.1
GOPUP ON	43 43.8	81 33.5
GORAK SK	50 00.4	104 02.6
GOREK NT	60 44.2	114 05.6
GOROV BC	59 18.4	133 00.0
GOSAR MB	49 38.7	97 33.2
GOSER AB	53 30.0	112 30.0
GOTIP ON	44 57.9	76 57.9
GOVAB MB	49 36.0	99 58.0
GOVAT QC	48 32.2	78 46.4
GOVIT MB	49 32.7	95 48.9
GRAMP ON	49 40.0	80 00.0
GRAND NU	55 42.2	80 00.0
GRASE BC	49 45.2	119 51.1

G (Cont'd)	(N)LAT	(W)LONG
GRAVO ON	50 00.0	87 41.0
GRAYY NB	45 44.8	56 42.6
GRIBS NU	61 30.0	63 00.0
GRIBY ON	47 45.3	86 15.6
GROLE MB	49 04.2	96 25.3
GRONG AB	53 22.5	114 19.3
GRUGG AB	58 37.3	117 09.9
GRUPI (Oceanic)	43 52.0	58 50.3
GUCHY BC	50 27.2	120 32.0
GUDEN BC	59 14.0	130 00.0
GUDOG AB	51 31.0	110 00 .0
GUPEY (Oceanic)	51 42.0	134 15.0

H	(N)LAT	(W)LONG
HABBS ON	45 12.3	74 25.0
HADER BC	49 08.3	123 29.7
HADRI NB	45 36.0	67 05.8
HAGGA ON	42 41.9	81 13.5
HAGLE MB	51 12.6	100 10.0
HANRY BC	54 36.4	131 05.6
HARAS BC	49 16.7	122 02.9
HAVOK ON	43 01.3	81 36.2
HAYDN AB	50 28.0	114 12.9
HEGEL ON	42 34.9	81 29.0
HEIRE BC	50 54.0	123 03.9
HELMO QC	56 00.9	75 00.0
HELVE AB	56 13.6	117 26.9
HEMMI NB	45 03.6	55 32.0
HEMPP AB	51 31.5	114 37.0
HENDY QC	51 07.3	74 14.7
HIDIG NS	44 40.8	64 01.0
HIDIN BC	54 49.5	120 00.9
HIMEZ ON	41 51.0	82 12.1
HINGE QC	57 24.5	65 00.0
HITOR QC	49 05.1	61 42.0
HOGAR AB	59 21.3	116 39.7
HOIST NL	55 02.0	57 00.0
HOWSE BC	54 09.8	120 10.2
HOWZR BC	50 32.1	116 16.1
HUMEK BC	50 21.3	119 18.3
HUTON BC	53 51.4	121 41.4

I	(N)LAT	(W)LONG
IBERG NL	49 00.0	52 00.0
ICHOL ON	42 38.5	80 30.2
ICOLA BC	50 10.2	120 21.1
IDNEY BC	48 38.5	123 24.3
IGROL ON	42 44.1	81 34.7
IGSAS QC	48 01.0	71 16.2
IGSEB ON	43 54.3	77 19.8
IGSIT BC	51 00.7	121 29.2
IGSOD AB	52 29.5	116 07.7
IGSOM YT	61 22.2	139 02.4
IGSUB ON	47 41.7	79 50.9
IGTAS NS	45 05.0	62 59.4
IGTER QC	46 23.5	71 48.1
IGVEP AB	50 42.5	114 39.5
IGVUD ON	44 50.4	75 28.1

I (Cont'd)	(N)LAT	(W)LONG
IGVUX AB	52 46.2	112 42.8
IKBAK BC	49 46.6	121 23.6
IKBIB QC	58 42.4	65 59.4
IKBUN NL	48 48.0	56 03.9
IKLAX ON	44 59.6	75 44.8
IKLIN MB	50 56.9	98 08.2
IKLIX SK	59 33.3	108 31.1
IKLEN ON	44 03.4	79 40.8
IKLUG MB	49 05.6	97 28.5
IKMAN NU	62 30.0	63 00.0
IKMOL QC	46 41.6	75 30.7
IKMUS BC	53 59.1	123 03.9
IKNAR QC	47 11.6	74 09.5
IKNAV ON	42 57.7	78 58.1
IKNOG NU	65 54.3	58 35.0
IKNUK AB	49 25.8	112 07.7
ILADA AB	51 18.6	110 53.1
ILEMU ON	45 15.3	76 52.7
ILERO QC	45 52.2	71 29.0
ILIXU ON	43 57.4	77 21.5
ILOSA AB	50 36.3	113 13.4
ILUGO QC	50 19.3	73 22.8
ILUKI SK	50 25.9	104 40.0
ILUSI ON	44 08.8	78 55.9
IMAMA NB	46 44.3	67 46.7
IMEVO NT	67 49.0	115 08.6
IMOTA SK	51 55.0	108 00.0
IMPOR WA	48 37.7	123 07.2
INGUM NU	71 52.9	66 16.9
INHAM BC	49 03.1	125 27.3
IPSAK QC	45 45.5	74 51.5
IPSIT AB	51 18.6	114 30.6
IPTAL QC	48 43.8	69 09.8
IPTAN AB	49 37.1	114 08.4
IPTOS ON	44 55.3	76 13.4
IRBAS BC	55 49.9	121 12.4
IRBIM NL	58 39.2	60 32.0
IRBUX QC	60 01.6	70 00.0
IRDUV NB	46 16.4	65 09.5
IRGIP YT	60 02.7	134 10.5
IRKON NL	49 10.8	57 27.5
IRLAV NU	57 58.5	80 00.0
IRLOK NL	54 32.0	57 00.0
ITBIN ON	51 04.0	93 47.6
ITBOT AB	50 38.3	113 29.7
ITGAV BC	51 00.0	132 00.0
ITKET BC	54 28.1	128 34.7
ITMAV BC	49 28.6	124 10.7
ITMAX AB	53 25.2	113 07.2
ITNOT NT	61 43.3	113 38.5
ITPAX NB	46 06.8	65 09.6
ITPEG ON	42 53.6	80 51.7
ITRIT AB	50 51.1	115 20.1
IWACK WA	48 55.9	120 50.2

J	(N)LAT	(W)LONG
JAAJA ON	42 40.0	81 16.0

J (Cont'd)	(N)LAT	(W)LONG
JAGIT YT	60 57.6	141 00.0
JAINE BC	49 31.1	124 17.3
JANEK BC	49 40.6	122 29.6
JANJO NL	54 02.0	57 00.0
JAROM (Oceanic)	44 10.0	54 53.0
JARRO ON	48 00.0	83 26.0
JARVS ON	42 44.4	80 07.2
JEBBY (Oceanic)	43 04.3	57 52.1
JEDII AB	53 05.0	112 56.5
JELCO NU	60 42.0	67 00.0
JESRU NT	74 56.8	141 00.0
JIBNA QC	51 26.5	57 11.2
JIGGS NB	47 25.2	59 48.2
JIMMS BC	51 19.5	131 17.8
JINNA AB	54 56.5	118 15.6
JLGON ON	42 34.8	81 25.9
JOOPY NL	48 30.0	52 00.0
JORJA BC	49 13.7	123 32.6
JOVIE NL	54 10.0	67 00.0
JOWEN (Oceanic)	54 05.0	134 30.0
JULET NU	72 45.7	68 39.5
JUNIS QC	46 47.3	76 48.1

K	(N)LAT	(W)LONG
KAGLY NU	63 30.0	63 00.0
KAIIN MB	52 20.4	96 42.7
KALLU ON	51 35.5	94 55.8
KALTS BC	53 37.3	133 48.3
KANEE BC	49 48.9	117 26.5
KANIK ON	44 39.0	76 57.4
KANNI NS	42 38.0	67 00.0
KANOO BC	51 28.3	122 16.2
KANUA (Oceanic)	47 41.5	129 46.1
KANUR ON	45 25.9	75 02.6
KAPUX ON	45 04.8	79 45.0
KARIT ON	43 43.4	82 08.7
KAROT QC	47 06.7	71 16.7
KASED ON	44 28.3	82 11.9
KATCH (Oceanic)	54 00.0	136 00.0
KATEK ON	44 40.6	75 33.0
KATEN SK	49 00.0	106 00.0
KATLO NS	45 17.8	63 03.1
KATNO ON	43 10.6	82 19.5
KAVDA AB	54 40.6	112 16.7
KAVKI MB	49 35.0	97 20.4
KAVMU QC	48 31.9	69 54.7
KAVPO NL	54 29.9	66 46.3
KAVTA AB	50 47.0	114 46.7
KEBEV NS	46 18.2	59 50.3
KEBGO QC	45 16.5	73 12.0
KEBMA ON	48 34.2	81 22.6
KEDVI ON	43 56.0	80 29.0
KEGPI BC	50 41.0	119 40.3
KEGRI NS	45 01.5	65 33.0
KEGRU AB	55 16.7	112 16.2
KEINN BC	49 49.0	123 43.9
KEKNA QC	50 09.5	65 57.6
KELMU NU	59 10.2	80 00.0

K (Cont'd)	(N)LAT	(W)LONG
KELNO NS	45 07.9	64 11.4
KELNU AB	51 31.2	113 03.8
KELSY BC	50 27.3	126 04.0
KELVI QC	45 02.4	74 12.9
KEMGI YT	60 23.6	134 39.7
KEMSA NU	56 50.3	80 00.0
KEMVI ON	45 15.5	75 21.6
KENDI ON	43 41.8	79 00.3
KENGA AB	53 17.1	113 08.2
KENKI NU	65 00.0	63 00.0
KENLU ON	44 19.3	79 12.9
KENPA ON	44 47.7	82 23.6
KENSU NB	45 58.5	65 57.2
KEPKO BC	50 00.0	131 00.0
KEPNA BC	49 44.5	120 21.8
KERBI MB	50 14.7	97 16.2
KERBO AB	56 16.0	112 29.7
KERGI BC	49 27.8	124 10.1
KERMU QC	52 29.1	66 41.2
KERNU QC	48 10.5	78 04.2
KERSA AB	51 37.2	114 06.0
KERTI AB	50 00.0	109 30.0
KERVO ON	45 25.3	70 38.4
KESKA QC	45 36.9	74 08.8
KESTA BC	49 15.0	121 00.0
KETLA NL	62 28.0	58 00.0
KETRU QC	46 27.2	72 31.3
KETTL BC	49 59.0	118 19.1
KEVBO SK	56 55.3	104 00.0
KEVLU NS	44 25.4	64 11.0
KEVNA BC	51 00.0	126 30.0
KICKS ON	44 20.7	80 27.8
KIPIR NT	69 26.0	133 01.6
KIREM NU	56 32.2	79 15.0
KISKK BC	55 12.8	120 46.0
KISUK QC	45 53.7	74 55.1
KITOK ON	43 02.5	81 55.6
KIVAT AB	49 19.3	115 32.4
KIXIR ON	44 08.9	76 20.7
KLIPS QC	57 42.0	67 00.0
KNEIL BC	49 55.6	115 08.6
KOBAK AB	51 33.2	113 22.8
KODEX ON	45 04.0	75 12.6
KODIK NL	53 28.0	57 12.0
KODIT AB	52 37.8	115 47.5
KONCH NL	51 48.0	60 13.0
KRANG ON	48 58.3	94 29.4
KURTT (Oceanic)	50 12.0	131 53.1

L	(N)LAT	(W)LONG
LABRE QC	46 45.1	69 56.2
LACTO ON	51 13.3	93 42.1
LAFIT QC	45 18.5	74 23.0
LAKES NL	57 59.9	63 16.0
LANNE BC	49 16.8	122 39.1
LANRK ON	44 56.6	76 23.3
LEATS SK	51 42.5	101 25.2
LEFAL BC	49 42.0	116 49.5

L (Cont'd)	(N)LAT	(W)LONG
LENAP AB	55 26.0	111 30.0
LENUT QC	58 28.3	78 04.6
LEPET BC	56 25.6	120 16.3
LEPOR QC	49 13.2	72 37.5
LEPOS ON	43 35.0	81 38.8
LERUP AB	53 57.6	113 40.9
LESUG ON	48 51.2	89 32.7
LETAK ON	45 24.1	76 14.8
LETOG BC	50 15.0	128 38.3
LETOR ON	43 11.7	80 15.1
LETRM AB	55 53.8	111 45.8
LEVUM NB	46 14.6	67 31.8
LEXIG QC	62 10.8	75 40.0
LEXOD QC	48 31.0	66 20.0
LEXON AB	55 07.9	112 09.1
LEXOX NT	63 12.8	123 25.8
LEXUB YT	60 24.5	133 49.8
LEXUT BC	59 34.6	133 40.3
LIANO BC	48 53.4	123 19.8
LIBEN QC	59 48.2	77 24.3
LIBOG BC	49 27.8	123 59.0
LIBOR NL	61 58.0	58 00.0
LIBOS SK	50 48.8	109 00.0
LIDUL BC	53 03.3	122 18.5
LIEKY BC	52 45.2	121 39.3
LINGO (Oceanic)	53 00.0	136 34.4
LINNG ON	43 18.2	79 21.3
LISVA AB	53 42.0	113 32.3
LITGO SK	56 08.3	102 56.8
LITMO ON	45 06.0	82 20.2
LIVBA QC	46 14.3	73 57.1
LIVBI MB	49 55.2	97 45.7
LLEEO ON	41 50.5	82 37.4
LOCAN BC	49 30.7	117 33.1
LODBU QC	49 50.4	64 33.4
LOKBU QC	46 06.2	73 14.7
LOKRI NS	45 14.5	64 05.0
LOMLO AB	51 04.2	113 23.2
LOMPI (Oceanic)	44 00.0	57 00.0
LOMSI NL	53 06.0	56 47.0
LOMTA NL	57 12.2	62 37.2
LONRO AB	52 37.4	118 09.5
LOONY AB	50 30.1	114 17.4
LOPRO NL	48 43.4	57 42.2
LOPVI QC	59 16.0	64 15.0
LOPVO ON	42 55.0	80 24.0
LORKA ON	44 46.1	76 13.0
LORNA SK	51 39.4	110 00.0
LORNE ON	48 40.4	81 24.3
LORVO BC	51 29.4	121 44.9
LOYED ON	45 04.8	79 41.7
LUBIC AB	56 22.9	115 30.2
LUMBY BC	50 21.5	115 37.7
LUNGE ON	47 33.3	80 27.4
LYTON BC	50 15.0	121 50.7

M	(N)LAT	(W)LONG
MAARS ON	42 05.3	82 29.2
MACCS ON	42 01.1	83 08.4
MADYN AB	51 29.7	114 16.0
MAGNM AK	59 38.4	136 05.7
MAIRE QC	45 42.5	73 07.4
MALPE PE	46 43.3	63 24.2
MALPY BC	51 13.3	118 57.1
MALTN ON	43 43.1	79 40.4
MANJO (Oceanic)	52 00.0	135 27.4
MAPUX AB	52 45.0	113 18.5
MATIR AB	52 00.9	115 04.8
MATOR QC	46 21.0	73 20.3
MAXAR NL	61 28.0	58 00.0
MAZNA ON	44 57.2	77 09.4
MCKEE QC	56 40.3	67 00.0
MEBOK QC	45 48.8	74 21.0
MEBSI ON	48 35.6	85 31.9
MEDAK AB	50 02.6	110 37.0
MEDPA NU	72 39.7	67 42.8
MEETO SK	53 35.6	107 21.4
MEGEX SK	50 27.8	106 29.4
MEKPI AB	50 15.0	114 26.9
MEKSO QC	45 47.4	70 25.6
MEKTA NT	67 21.6	134 33.8
MELBI NT	66 14.4	128 38.9
MELDI NL	52 44.0	56 21.0
MELTI ON	45 20.5	74 52.4
MEMSO QC	52 48.0	75 00.0
MENBO BC	50 23.4	116 08.4
MENKO ON	44 46.6	78 48.2
MENTI ON	44 03.7	79 35.9
MEPKA QC	48 12.4	78 50.1
MEPNI QC	59 18.2	69 36.0
MERCH AB	57 12.3	119 24.6
MEREE NT	61 05.3	120 19.0
MERNA QC	45 54.3	73 39.7
MERSU SK	49 15.0	104 08.5
MERYT BC	49 56.5	120 57.7
MESBO AB	54 49.0	117 51.2
MESDO QC	46 46.9	74 01.8
METMO AB	55 25.4	111 51.3
METPA (Oceanic)	53 00.4	134 50.3
MEVMA BC	58 50.2	122 35.8
MIBNA NU	60 05.0	80 00.0
MIBNO NL	60 35.0	62 32.0
MIBTI BC	51 26.6	121 12.8
MIGLI NL	49 31.6	58 14.8
MIGLO ON	44 38.2	76 12.6
MIILS NB	46 52.4	67 02.9
MILLS BC	49 14.4	122 54.1
MIREK AB	51 37.2	113 55.8
MISAX ON	50 30.0	90 00.0
MISOP QC	46 07.7	72 16.7
MITEK BC	53 46.0	129 50.8
MITOM BC	58 19.2	131 32.0
MIVAD NL	47 40.8	54 09.1
MIVAX QC	47 26.4	70 09.6

M (Cont'd)	(N)LAT	(W)LONG
MIVOK ON	44 21.6	77 35.3
MIXOV QC	49 13.0	78 22.0
MIXUT ON	43 18.1	80 06.5
MOATT (Oceanic)	58 01.5	59 55.7
MOAWK ON	42 45.0	79 51.0
MOBAL QC	45 20.3	71 51.8
MOBEG QC	49 50.2	64 17.3
MOBEK AB	50 19.5	112 46.7
MOBRY BC	55 46.0	121 44.9
MOBUB QC	46 10.5	72 55.6
MOCHA BC	54 30.2	133 01.9
MODAS QC	48 17.8	68 43.6
MODDY BC	49 21.8	122 50.3
MODEN QC	48 18.0	69 52.4
MODET NU	75 49.6	75 27.2
MODOK QC	51 53.3	66 37.0
MODUK QC	51 11.0	70 43.0
MODUL MB	50 12.3	97 29.2
MOFAT QC	49 10.8	73 00.0
MOGAG ON	51 15.7	82 15.8
MOGUS BC	49 17.2	122 32.8
MONKK ON	45 13.0	80 40.3
MOONN ON	42 22.2	82 27.1
MOORR BC	49 56.3	119 02.4
MOOTO AB	53 52.7	113 42.1
MOOZE BC	55 20.5	121 12.9
MOWND NB	45 22.6	66 39.4
MUNBI QC	48 06.6	78 18.5
MUNBO NL	52 07.5	64 48.0
MUPTO AB	50 37.9	114..32.2
MURLO NL	44 05.4	55 55.7
MUSAK NL	48 00.0	52 00.0
MUSCA ON	41 55.0	83 00.4
MUSIT ON	45 23.8	82 25.2
MUSKK MB	50 25.9	99 48.1
MUSLO NL	60 10.0	62 00.0
MUSRA SK	49 12.5	106 55.0
MUSVA NU	64 00.0	63 00.0
MUTIB QC	45 36.5	71 52.1
MUTNA QC	45 01.1	73 33.5
MUTUR SK	51 15.9	102 27.7
MUVUD AB	55 39.8	111 38.7
MUVUR ON	51 49.2	93 58.4
MUXAT BC	57 38.4	130 34.9
MUZON BC	49 57.9	123 51.1

N	(N)LAT	(W)LONG
NAAPP BC	53 53.3	125 26.4
NABLO ON	43 40.3	82 01.5
NABOG QC	48 25.5	77 48.5
NADET NT	62 55.1	112 55.2
NADGI YT	60 42.6	135 04.0
NADMA NU	71 04.0	64 55.6
NADPI BC	51 42.9	117 20.4
NAGLI BC	49 03.3	125 56.9
NAGNO QC	46 42.2	77 28.5
NAKBI (Oceanic)	52 00.3	133 44.0
NAKTO NT	61 41.7	115 06.1

N (Cont'd)	(N)LAT	(W)LONG
NALRU QC	46 35.7	71 18.1
NALDI NU	64 30.0	63 00.0
NAMTI AB	50 30.6	113 04.4
NANOO BC	49 15.9	124 14.7
NANSO NL	44 29.3	56 04.3
NAPEE QC	45 10.4	73 40.2
NAPLO NL	50 13.6	58 45.9
NARRY AB	54 28.5	119 49.7
NEEKO NL	52 24.0	55 50.0
NEWTN BC	49 09.3	122 46.2
NICSO NL	47 30.0	52 00.0
NIFTY NL	60 58.0	58 00.0
NILTT SK	50 52.9	105 01.5
NOPOT ON	44 17.3	77 32.9
NORAB SK	49 15.0	104 10.0
NORET AB	50 32.4	115 27.2
NOROD NB	45 37.1	65 47.1
NOROL QC	61 02.6	69 37.6
NORUN MB	50 16.1	96 21.3
NOSIK ON	43 59.0	82 11.9
NOSIV AB	50 54.4	113 17.5
NOSUT QC	46 21.6	73 58.6
NOTAP ON	45 12.5	82 28.5
NOTEX BC	50 22.7	124 11.4
NOTOP NS	45 27.2	62 00.7
NOTUG MB	53 51.4	94 39.2
NOVAR BC	50 40.4	116 23.4
NOVAX BC	50 39.1	118 21.3
NOVID QC	46 15.1	73 13.4
NOVON ON	43 52.6	76 36.4
NOWAA QC	50 48.8	73 42.0
NOXAG BC	49 02.4	123 34.3
NUBEG AB	54 16.9	113 59.1
NUBER ON	43 27.5	80 22.7
NUDET AB	52 55.0	111 22.4
NUDGE (Oceanic)	51 00.0	134 24.0
NUDOV QC	50 28.1	59 38.2
NUGAR BC	50 10.3	114 49.0
NUGIS QC	52 33.1	67 13.4
NUGOP ON	44 08.3	80 29.3
NUGUV BC	54 44.8	127 06.5
NUTBE BC	49 19.6	123 36.5
NUTBY NS	45 41.3	63 14.8
NUVVE AB	50 43.9	114 08.3

O	(N)LAT	(W)LONG
OBNAP AB	51 45.9	115 17.7
OBRET QC	47 00.0	74 24.5
OBRON QC	45 57.3	73 16.0
OBSAT QC	51 20.0	69 30.0
OBTAD AB	51 35.8	113 45.2
OBTAG AB	56 17.8	112 40.7
OBTAX QC	45 41.7	73 16.1
OBTEK QC	46 47.4	71 17.0
OBTOT BC	49 12.5	122 40.7
OBTUP AB	55 17.6	114 46.6
OBVAN QC	49 05.3	68 34.5
ODGOV SK	50 35.9	105 25.7

O (Cont'd)	(N)LAT	(W)LONG
ODKAP QC	50 53.0	66 03.5
ODLAN AB	50 11.6	111 23.4
OILRS AB	52 37.5	113 31.2
OKOPO QC	45 43.5	72 57.7
OLABA ON	44 28.6	76 12.2
OLAMO ON	43 16.0	79 53.2
OLARU YT	62 28.9	141 00.0
OLASI QC	46 19.8	74 56.2
OLAVO QC	47 02.4	72 10.0
OLESU QC	48 11.8	63 15.4
OLIGO ON	45 29.4	76 15.0
OLIMI AB	52 48.9	114 06.6
OLOKA QC	48 50.4	68 20.9
OMADU NS	45 03.3	64 17.8
OMALI QC	45 30.7	71 20.0
OMBRE QC	45 44.8	72 45.7
OMEGI QC	45 47.6	75 05.5
OMEKA NT	78 10.6	141 00.0
OMIVO NU	63 44.0	68 32.9
OMLON NL	53 16.7	65 00.0
OMLOT MB	49 42.0	96 50.2
OMLUK AB	51 31.1	114 41.2
OMRAK ON	43 16.3	82 15.9
OMREG AB	53 18.6	110 04.4
OMRIR AB	53 21.4	110 49.5
OMRIT AB	50 25.1	112 55.6
OMROD AB	53 00.3	113 05.6
OMSAT NL	47 00.0	52 00.0
OMSEB BC	53 29.0	130 56.7
OMSIK BC	50 05.6	115 10.6
OMSUN YT	61 20.2	141 00.0
OMTIS AB	53 25.0	114 10.0
OMTOL QC	51 05.0	71 45.0
OMVAN YT	60 10.4	132 44.5
OMVEG ON	50 06.8	91 54.3
OMVIN BC	48 49.0	124 04.4
ONBOS AB	51 36.6	112 39.6
ONDET AB	54 34.5	118 17.8
ONDUS BC	51 39.0	117 19.0
ONDOB QC	45 41.6	76 26.3
ORNAI (Oceanic)	50 00.0	133 23.9
OTAKU NU	63 07.0	68 52.0
OTARA AB	50 37.4	114 03.6
OTEPI AB	55 00.1	119 14.7
OTIKA BC	49 15.6	123 41.7
OTNIK ON	46 24.2	83 38.3
OTNIX BC	49 20.0	126 30.0
OTNOX ON	48 41.5	89 53.7
OTONA ON	45 37.0	77 50.0
OTOVU QC	49 49.0	67 59.6
OTPUS SK	51 00.0	110 00.0
OTVAD AB	50 54.8	114 57.2
OVATA SK	52 06.0	108 00.0
OVATU AB	58 29.5	119 24.4
OVBAG ON	49 08.0	86 13.0
OVBES NU	87 00.0	60 00.0
OVUNI QC	48 18.4	78 31.6

O (Cont'd)	(N)LAT	(W)LONG
OXASA ON	46 21.8	79 25.5
P	**(N)LAT**	**(W)LONG**
PARQE AB	53 43.3	119 29.2
PAULO NS	45 15.2	63 20.1
PEKRO NL	53 09.4	64 06.2
PEKVO QC	47 00.0	76 54.0
PELEE NU	52 55.0	80 00.0
PELMU MB	50 35.0	97 04.0
PELRI NU	85 00.0	60 00.0
PELSI QC	58 05.0	67 00.0
PELTU NL	52 06.0	55 10.0
PELVA AB	54 00.0	114 40.0
PEMDU SK	49 00.2	108 29.9
PEMLU ON	50 47.0	80 00.0
PEMPA SK	49 53.6	104 19.2
PENDR BC	48 44.5	123 16.6
PENGI BC	48 53.5	123 08.2
PENTU QC	46 33.7	71 43.3
PEPGO AB	51 33.5	113 36.0
PEPKI NL	59 44.0	61 37.0
PEPLA ON	43 47.8	80 00.9
PEPRA NL	44 56.2	56 13.9
PEPSA AB	55 04.7	112 47.2
PERKO ON	47 29.7	81 55.0
PERLU NL	47 17.4	54 02.8
PERTH ON	44 33.5	76 42.3
PERTU AB	51 03.6	113 13.1
PESAC QC	46 32.9	72 11.2
PETBO SK	49 00.0	104 00.0
PETMA SK	56 05.6	106 03.1
PETNO QC	50 00.0	71 30.0
PETPA (Oceanic)	51 00.3	132 41.2
PEVLU AB	51 30.4	114 08.5
PEVNI AB	51 02.0	115 03.2
PIBLI AB	56 43.5	112 22.6
PIBRO QC	60 49.1	78 08.9
PIBSO AB	50 34.9	115 15.3
PIDSO NL	60 28.0	58 00.0
PIDVI MB	50 28.6	95 38.4
PIDVU BC	51 00.4	124 30.3
PIGLA NU	54 20.0	80 00.0
PIGNA QC	45 45.2	74 09.3
PIKLA AB	51 39.2	112 27.5
PIKSA ON	43 07.7	79 04.4
PIKNA QC	50 52.0	59 15.0
PILPA NT	62 42.0	112 44.8
PINTE QC	46 26.8	70 03.1
PNASK BC	49 45.4	119 58.0
POLLE SK	54 46.5	103 50.0
POLTY QC	45 54.0	75 48.7
POPLR MB	52 42.6	97 38.4
PORGY (Oceanic)	56 19.0	58 05.0
PORTI NL	46 30.0	52 00.0
POTAT YT	67 56.1	141 00.0
POWOL BC	50 12.3	124 44.7
PRADA MB	49 25.5	95 45.5
PRAWN (Oceanic)	57 12.2	59 10.8

P (Cont'd)	(N)LAT	(W)LONG
PRETY (Oceanic)	49 00.0	132 26.6
PRYCE BC	52 14.3	128 45.0
PULRE ON	42 17.8	82 53.1
PUPOV QC	45 34.4	72 20.3
PUSEL QC	56 32.2	76 31.1
PUSOD QC	45 30.1	71 29.7
PUTOL ON	43 29.1	79 06.0
PUVAX AB	55 27.5	112 07.5
PUXER QC	45 24.0	72 51.3
PUXIN BC	51 20.7	130 45.3
PUXOP NB	45 56.7	66 26.4

Q	(N)LAT	(W)LONG
QUBIS NB	47 32.0	67 46.0

R	(N)LAT	(W)LONG
RABIK QC	45 17.9	72 36.6
RABOX AB	51 05.4	111 55.7
RADEN QC	45 55.9	76 01.6
RADUN NL	59 58.0	58 00.0
RAFIN (Oceanic)	44 53.0	51 48.3
RAGIX ON	43 32.6	78 57.4
RAGUT BC	50 49.6	117 29.0
RAKAM ON	44 01.3	76 29.7
RAKAP ON	43 25.1	82 12.1
RANGR ON	47 10.8	83 18.5
RAPID BC	54 14.5	121 34.2
REEDO ON	44 42.2	75 58.9
REFEX SK	52 42.1	110 00.0
RELIC NL	46 00.0	52 00.0
RENNY NB	48 24.8	61 49.0
RESUM NT	84 14.7	141 00.0
REVAP BC	51 22.8	121 41.3
REVEN QC	45 33.2	70 42.0
REVIK NB	46 53.7	67 46.1
REVUB ON	48 42.3	88 45.2
REVUD ON	43 49.4	80 49.6
REZIN QC	47 43.6	78 13.9
RIBIR ON	46 18.9	84 07.1
RIBIT BC	55 54.3	129 55.1
RIBUN NT	63 11.4	113 32.9
RICPO ON	42 13.4	82 41.6
RIDOK SK	57 25.7	106 32.2
RIGAD AB	51 43.2	114 22.9
RIKAL NL	51 48.0	54 32.0
RIONA ON	50 28.0	92 33.9
RISKE BC	52 13.7	122 48.8
ROBBE QC	51 08.6	70 00.0
RODBO NU	60 05.0	65 10.0
RODKU AB	52 06.7	113 23.6
ROFFO AB	53 24.0	119 00.0
ROGSA QC	46 07.4	71 41.7
ROGVU QC	48 51.1	68 12.9
ROLBU BC	48 53.0	125 21.8
ROLLA BC	55 45.8	120 00.1
ROMDA SK	56 20.6	102 26.1
ROMRA BC	52 02.8	117 39.2
RONCH BC	51 30.7	122 27.5

R (Cont'd)	(N)LAT	(W)LONG
RONPU NU	61 30.0	80 00.0
ROPLA BC	49 41.7	114 43.6
ROPRO AB	55 18.0	111 50.0
RORMA MB	49 56.4	96 43.4
RORTU BC	55 06.2	121 41.5
ROTMA ON	45 49.9	83 23.7
ROUKE (Oceanic)	48 00.0	131 32.0
ROUND QC	51 15.0	75 02.8
ROVMA AB	50 58.5	114 33.5
ROVNA AB	55 22.4	118 32.3
ROYST BC	49 35.5	125 07.6
RUBDA NL	45 47.7	56 32.9
RUBKI ON	44 14.9	82 15.4
RUBKO NL	52 20.0	60 58.0
RUDVI SK	49 00.0	105 00.0
RUNNY BC	52 50.4	121 59.8
RYLEY AB	53 16.4	112 19.2

S	(N)LAT	(W)LONG
SAFOL BC	49 04.6	122 42.0
SANIN ON	44 04.7	77 25.9
SASID QC	46 02.0	75 45.0
SASOB ON	49 24.7	82 28.2
SATIS QC	50 25.3	59 58.9
SATOT QC	45 50.5	74 15.5
SATOV AB	50 05.5	114 31.7
SATUL AB	50 40.4	113 30.7
SATUX NB	45 56.0	66 11.2
SAVAK MB	50 33.0	96 50.0
SAVAT QC	64 13.8	76 31.5
SAVEL AB	56 40.0	111 17.2
SAVEX ON	45 30.8	74 27.8
SAVIT BC	51 53.0	117 30.0
SAVRY NL	59 28.0	58 00.0
SAXAN NL	51 29.0	53 51.0
SAXOL AB	51 28.0	113 38.0
SCOTS NS	44 30.0	64 00.0
SEATN BC	50 42.2	122 22.1
SEDEL AB	50 40.0	114 51.4
SEDIB MB	51 04.4	97 21.3
SEDOG ON	44 00.6	79 35.1
SEDUR SK	54 06.8	106 41.1
SEFFY SK	51 23.4	107 08.3
SEFIX BC	48 44.6	126 42.5
SEGAN ON	50 00.0	89 20.0
SEGEX BC	48 55.1	124 59.3
SEKAN AB	51 47.8	114 50.0
SEKIK AB	56 55.5	111 55.2
SEKOM AB	49 38.1	113 35.2
SELBO QC	49 10.0	78 00.0
SELUM AB	55 31.1	112 50.1
SEMPO AB	49 41.7	111 38.2
SEMRO QC	46 16.7	74 12.6
SEMTO NU	59 14.0	67 00.0
SENLU ON	44 19.5	77 34.4
SENVI NS	44 44.0	64 09.9
SERBO NL	52 06.1	60 43.0
SERNI QC	55 05.3	66 53.0

S (Cont'd)	(N)LAT	(W)LONG
SESDA AB	51 11.3	113 13.1
SETGA AB	51 51.5	115 13.4
SETGO ON	45 16.1	81 36.2
SEVMO AB	55 34.4	113 10.1
SHAIK QC	51 33.5	66 32.8
SHARD BC	49 19.4	122 32.6
SHAWI SK	51 14.1	110 00.0
SIDPO MB	49 55.5	95 26.0
SIGPA BC	50 07.0	115 11.4
SIGTA BC	49 03.6	125 09.5
SIKBO ON	43 39.2	79 21.0
SILNI NL	52 46.5	66 14.0
SILRO NL	47 00.0	58 35.0
SILVI QC	45 47.0	72 22.9
SILVR BC	49 20.5	116 47.1
SILVU ON	45 44.6	81 54.9
SIMLU (Oceanic)	50 00.3	131 42.6
SIMSU BC	50 46.9	128 25.6
SIMTA AB	51 02.5	114 47.4
SIMTO QC	47 03.4	70 49.8
SINGA NL	59 13.0	61 05.0
SINRO QC	45 53.9	73 33.3
SINVU NU	76 51.5	75 36.4
SKAHA BC	49 25.1	119 35.1
SKANI BC	55 39.4	122 38.2
SKYPO BC	49 43.1	123 07.9
SMARE QC	46 19.6	78 09.8
SOCAN QC	53 46.8	75 00.0
SODAC BC	52 24.3	122 29.2
SOINT BC	50 36.4	126 54.6
SOKYE QC	46 21.5	72 51.1
SPALD ON	49 14.7	82 53.4
SPARD BC	55 26.4	122 16.1
SPHRE ON	42 01.6	82 04.2
SPONJ (Oceanic)	49 22.0	130 05.1
SPOTE QC	52 28.2	67 00.0
SPRAE AB	51 00.2	115 27.4
SPURG ON	46 08.5	80 52.8
SPUZZ BC	49 46.5	121 23.8
SPYSR BC	53 40.8	130 11.4
SQUIM BC	48 14.7	123 27.8
SSUNN ON	41 57.6	82 33.1
STAFE ON	48 27.0	81 04.4
STAGG BC	50 03.0	118 47.1
STAHL BC	54 43.0	121 25.2
STAVE BC	49 24.1	122 20.9
STIGS AB	49 00.0	113 34.4
STOAN BC	50 30.0	120 59.3
STUMM BC	50 21.3	119 51.0
SULRY BC	49 49.7	124 12.1
SUPRY NL	45 30.0	52 00.0
SUSUB NL	53 19.2	60 25.6
SUTKO NL	46 31.0	56 49.3
SUVAK BC	50 34.9	119 12.9
SUXEG AB	55 13.8	111 58.0

T	(N)LAT	(W)LONG
TADIS ON	50 00.0	90 00.0
TAFFY NB	47 22.4	67 18.2
TAGET QC	46 53.0	75 49.2
TAGIS QC	61 35.3	71 55.8
TAGIT AB	57 08.3	112 04.9
TAGRA NL	47 10.7	57 04.7
TAGUM ON	43 28.9	82 09.8
TAGUP MB	50 52.9	96 11.7
TAKIN QC	45 50.2	72 51.1
TAKOL QC	45 39.0	75 11.9
TALEB ON	44 01.0	78 23.3
TALGO (Oceanic)	44 10.0	52 26.0
TALNO QC	45 00.0	74 19.9
TAMKO QC	46 02.9	73 54.7
TAMRU (Oceanic)	48 57.3	130 48.2
TAMVU AB	51 17.0	114 45.7
TANGI ON	44 23.1	79 24.1
TANKO ON	43 01.5	82 23.0
TASTI NL	52 39.8	61 39.2
TAVMA QC	46 45.7	71 43.0
TAVRA AB	56 09.0	111 11.1
TAYTA NT	71 33.7	141 00.0
TEALS QC	55 38.9	67 00.0
TEFFO NU	62 48.0	67 00.0
TETAG AB	54 04.3	114 08.0
TENYA BC	49 50.4	118 44.4
TESUD NT	63 01.4	113 05.8
TESUK ON	43 51.1	78 48.9
TETOS ON	43 18.6	80 39.3
TEXED NL	47 32.8	54 09.2
TEXEX QC	55 16.9	77 45.9
TEXID ON	43 35.0	78 58.0
TEXUB NB	46 15.3	64 29.8
TEXUN NL	53 00.0	61 51.0
THURO ON	45 33.4	74 54.5
THYNE BC	49 37.0	120 45.6
TIBOY AK	63 01.0	141 00.0
TIGET ON	44 23.4	77 09.7
TIGIP NL	55 26.9	60 13.7
TIGOR NL	47 24.9	54 06.8
TOBIC ON	43 38.7	79 34.9
TONNY ON	44 11.1	79 43.4
TORNI ON	45 06.0	76 13.9
TOTAP MB	49 25.0	99 40.0
TOVAD YT	61 37.8	140 58.9
TOVED ON	48 59.0	85 44.0
TOVIS AB	52 11.3	111 08.2
TOVUM AB	49 14.5	112 48.9
TOXAB AB	51 31.7	114 51.7
TOXAL QC	45 08.6	71 34.9
TOXIP QC	45 55.8	77 04.1
TOXIT NL	58 58.0	58 00.0
TREEL BC	49 21.4	123 51.9
TRENA BC	50 26.1	124 14.2
TRUDY ON	48 55.0	88 30.4
TUDAN ON	45 36.9	82 04.0
TUDEP NL	51 10.0	53 14.0

T (Cont'd)	(N)LAT	(W)LONG
TUDOX AB	50 07.4	111 12.7
TUFAX QC	46 36.5	75 24.7
TUGUB NB	45 58.9	67 45.1
TUKAD MB	49 09.0	95 53.5
TUKIR ON	45 15.1	76 14.3
TULAG SK	56 41.9	107 53.4
TULEG ON	43 43.9	76 43.2
TULOB AB	50 35.6	114 45.8
TULOV AB	50 55.6	111 28.5
TUNNI QC	60 00.0	70 00.0
TURNY AB	50 48.6	114 19.8
TUSKY NS	43 33.9	67 00.0

U	(N)LAT	(W)LONG
UBTEV QC	48 44.8	65 02.0
UBVAL AB	50 37.7	113 53.1
UDBAM QC	46 45.4	71 58.9
UDBOT ON	48 21.0	88 34.1
UDBOX MB	50 00.0	100 00.0
UDGAK QC	46 06.3	75 05.4
UDGAN MB	49 56.2	99 02.6
UDLUB QC	52 15.5	66 38.9
UDMAP BC	49 06.0	128 33.9
UDMAR NL	57 35.0	62 55.0
UDMUG ON	44 52.9	78 58.9
UDPAV AB	51 45.2	110 54.0
UKNIX ON	42 56.8	78 55.8
UKONA NT	63 06.9	113 18.5
UKPAG ON	43 41.1	78 49.9
UKPAM QC	45 58.5	72 33.3
UKRAL AB	50 24.5	114 22.0
UKRAM AB	52 46.1	113 56.4
UKSAP AB	50 56.7	114 44.9
UKSAR AB	56 46.5	111 59.4
UKSIL QC	53 37.5	77 42.2
ULBOD NU	62 50.9	69 52.6
ULDON QC	50 58.3	72 19.4
ULUTO ON	46 18.3	84 05.7
UMESI NL	50 50.0	52 36.0
UMETI NL	47 34.8	59 15.5
URTAK NL	58 28.0	58 00.0
URVAS QC	46 04.5	72 36.3
URVEB BC	49 20.9	120 21.9
USBAM PE	47 37.8	63 12.5

V	(N)LAT	(W)LONG
VANSI QC	51 29.5	76 00.0
VARSY BC	49 17.2	123 17.1
VEELA ON	42 07.6	82 45.0
VEPSU QC	45 47.7	73 19.8
VEPTU QC	54 38.0	75 00.0
VERCH QC	58 12.9	65 00.0
VERDO ON	43 46.3	78 46.0
VERTI ON	45 15.0	74 50.5
VERTU QC	51 30.3	59 45.4
VESDO AB	49 58.7	111 19.1
VESGO AB	54 40.0	111 30.0
VESMI NL	57 58.0	58 00.0

V (Cont'd)	(N)LAT	(W)LONG
VETBI AB	51 12.1	113 25.4
VETGI BC	51 00.5	125 50.0
VETRO ON	50 12.0	80 00.0
VEVKU QC	45 27.5	73 55.8
VIBGA BC	48 55.8	124 51.5
VIBNU QC	45 53.3	73 31.6
VIBRU ON	44 20.9	76 01.3
VIDGI AB	55 21.7	119 12.4
VIDGO QC	46 02.8	74 29.8
VIDKU (Oceanic)	48 13.7	130 12.0
VIDRI BC	50 13.6	121 30.0
VIGDU NB	45 28.3	67 29.0
VIGMA NS	44 20.5	66 38.6
VIGNA BC	48 55.6	124 29.6
VIGRO QC	47 00.0	71 51.3
VIGSO QC	50 17.9	60 56.6
VIKBU QC	45 49.0	72 02.5
VIKNO ON	45 15.5	74 36.9
VILPA MB	50 03.8	96 49.1
VILRO QC	45 37.0	72 42.9
VIMBA AB	52 04.1	114 30.6
VINKO AB	50 57.8	110 00.0
VINSI NL	47 53.9	57 22.0
VIPKA QC	52 13.9	67 58.7
VIPRI ON	43 40.6	79 10.1
VIPVA AB	54 07.8	112 43.1
VIRSO NU	54 00.0	80 00.0
VITEV BC	49 28.2	122 10.4
VITOL NS	41 47.0	67 00.0
VITOV ON	43 55.6	80 29.2
VITUX NB	45 18.1	66 16.9
VIVIL QC	46 09.7	70 53.2
VIVUG AB	55 32.7	111 47.6
VLADI MI	42 38.6	82 43.5
VOBOK QC	45 24.8	73 07.8
VOBUD BC	50 07.7	117 16.6
VOBUK AB	49 43.0	113 12.0
VODEK NU	63 50.0	70 00.0
VODIX QC	47 32.5	69 14.2
VODOO AB	59 15.7	117 56.1
VOGET NS	45 00.6	63 58.5
VOGOK NT	61 47.2	121 15.7
VOKAR NL	53 30.0	62 34.0
VOKIM AB	51 30.9	115 01.0
VOKUL SK	54 08.5	105 01.3
VOKET QC	51 30.0	67 00.0
VOLOB YT	70 30.0	141 00.0
VUCAN QC	49 53.9	71 15.2

W	(N)LAT	(W)LONG
WAINN AB	53 02.0	110 50.0
WALAC ON	45 46.7	82 03.6
WALPP ON	44 31.6	80 45.2
WALSH AB	50 03.6	110 00.0
WALUP BC	53 47.6	120 34.2
WARDS QC	45 00.8	73 11.5
WASEN BC	51 34.7	117 13.0
WELLF BC	50 54.5	116 36.1

W (Cont'd)	(N)LAT	(W)LONG
WEPIL ON	42 20.2	82 38.7
WHATS BC	49 58.0	118 16.3
WHIST SK	49 55.9	102 40.9
WHORT BC	49 44.5	120 21.9
WIGHT BC	50 42.0	122 46.2
WIGNO BC	51 42.0	122 48.3
WNGNT ON	42 27.0	82 19.6
WOFFI BC	49 58.2	116 08.6
WOPAC QC	48 39.6	67 18.7
WTEVR ON	42 27.8	81 44.0
WTMAN BC	50 15.2	119 25.2
WYLDE AB	53 36.9	114 53.6

X	(N)LAT	(W)LONG
XEXUL ON	50 11.0	86 41.8
XIBUL NB	45 17.7	67 27.3
XOROB QC	45 52.5	73 02.3
XOVON MB	51 00.0	100 00.0
XUDEV QC	50 12.5	66 40.5

Y	(N)LAT	(W)LONG
YAROW BC	50 27.6	121 23.3
YARRK ON	42 31.4	81 16.1
YARRO BC	49 04.3	122 02.9
YOUNG SK	51 51.3	105 06.4

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Ottawa: World of Maps, 1235 Wellington St., Ottawa, ON, K1Y 3A3
www.worldofmaps.com
Tel: (613) 724-6776 Fax: (613) 724-7776

QUÉBEC

Montréal: Aux Quatre Points Cardinaux Enr., 551 Ontario Est, Montréal, QC, H2L 1N8
aqpcinc@yahoo.ca
Tel: (514)843-8116 Fax: (514)843-9644
Toll Free: 1-888-843-8116

St. Bruno: VIP Pilot Centre, 1375-12 Marie-Victorin, St-Bruno, QC, J3V 6B7
www.vippilot.com
Tel: (450)461-1888 Fax: (450)461-1489
Toll Free: 1-800-361-1696

UNITED STATES OF AMERICA

OHIO (OH)

Batavia: Sporty's Pilot Shop, Clermont County Airport, Batavia, OH, 45103
www.sportys.com
Tel: (513)735-9100 Fax: (513)735-9200
Toll Free: 1-800-776-7897 (US Only) Toll Free Fax: 1-800-543-8633

ALASKA (AK)

Anchorage: Northern Lights Avionics, 940 Merrill Field Dr., Anchorage, AK, 99501
Tel: (907) 277-4811 Fax: (907) 278-6651
Toll Free: 1-800-478-4811

CALIFORNIA (CA)

Corona: Aircraft Spruce & Specialty Co., A Division of Irwin International Inc.,
225 Airport Circle, Corona, CA, 92880
www.aircraftspruce.com
Tel: (951) 372-9555 Fax: (951) 372-0555
Toll-Free: 1-800-329-3020 or 1-877-477-4823

GEORGIA (GA)

Peachtree City: Aircraft Spruce & Specialty Co., A Division of Irwin International Inc.,
452 Dividend Dr., Peachtree City, GA, 30269
www.aircraftspruce.com
Tel: (770) 487-2310 Fax: (770) 487-2308
Toll-Free: 1-800-329-3020 or 1-877-477-4823

ILLINOIS (IL)

Chicago: Aircraft Spruce & Specialty Co., Irwin Int'l Midwest
1110 Commerce Dr., West Chicago, IL, 60185
www.aircraftspruce.com
Tel: 630-231-3570 Fax: 630-231-3670
Toll Free: 877-477-7823 or 1-800-329-3020

RADIO NAVIGATION AND COMMUNICATIONS

TABLE OF CONTENTS

DME FREQUENCY PAIRING PLAN

The following list of paired "X" and "Y" DME frequencies is provided to allow DME equipped aircraft to use the DME function of TACAN's not collocated with a VOR. The "Y" frequencies are generally associated with an ILS. ICAO Annex 10, Vol. 1 refers.

VOR-ILS Freq MHz	TACAN Channel	VOR-ILS Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel
108.00	17X	109.95	36Y	111.90	56X	113.85	85Y
108.05	17Y	110.00	37X	111.95	56Y	113.90	86X
108.10	18X	110.05	37Y	112.00	57X	113.95	86Y
108.15	18Y	110.10	38X	112.05	57Y	114.00	87X
108.20	19X	110.15	38Y	112.10	58X	114.05	87Y
108.25	19Y	110.20	39X	112.15	58Y	114.10	88X
108.30	20X	110.25	39Y	112.20	59X	114.15	88Y
108.35	20Y	110.30	40X	112.25	59Y	114.20	89X
108.40	21X	110.35	40Y	112.30	70X	114.25	89Y
108.45	21Y	110.40	41X	112.35	70Y	114.30	90X
108.50	22X	110.45	41Y	112.40	71X	114.35	90Y
108.55	22Y	110.50	42X	112.45	71Y	114.40	91X
108.60	23X	110.55	42Y	112.50	72X	114.45	91Y
108.65	23Y	110.60	43X	112.55	72Y	114.50	92X
108.70	24X	110.65	43Y	112.60	73X	114.55	92Y
108.75	24Y	110.70	44X	112.65	73Y	114.60	93X
108.80	25X	110.75	44Y	112.70	74X	114.65	93Y
108.85	25Y	110.80	45X	112.75	74Y	114.70	94X
108.90	26X	110.85	45Y	112.80	75X	114.75	94Y
108.95	26Y	110.90	46X	112.85	75Y	114.80	95X
109.00	27X	110.95	46Y	112.90	76X	114.85	95Y
109.05	27Y	111.00	47X	112.95	76Y	114.90	96X
109.10	28X	111.05	47Y	113.00	77X	114.95	96Y
109.15	28Y	111.10	48X	113.05	77Y	115.00	97X
109.20	29X	111.15	48Y	113.10	78X	115.05	97Y
109.25	29Y	111.20	49X	113.15	78Y	115.10	98X
109.30	30X	111.25	49Y	113.20	79X	115.15	98Y
109.35	30Y	111.30	50X	113.25	79Y	115.20	99X
109.40	31X	111.35	50Y	113.30	80X	115.25	99Y
109.45	31Y	111.40	51X	113.35	80Y	115.30	100X
109.50	32X	111.45	51Y	113.40	81X	115.35	100Y
109.55	32Y	111.50	52X	113.45	81Y	115.40	101X
109.60	33X	111.55	52Y	113.50	82X	115.45	101Y
109.65	33Y	111.60	53X	113.55	82Y	115.50	102X
109.70	34X	111.65	53Y	113.60	83X	115.55	102Y
109.75	34Y	111.70	54X	113.65	83Y	115.60	103X
109.80	35X	111.75	54Y	113.70	84X	115.65	103Y
109.85	35Y	111.80	55X	113.75	84Y	115.70	104X
109.90	36X	111.85	55Y	113.80	85X	115.75	104Y

VOR-ILS Freq MHz	TACAN Channel	VOR-ILS Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel
115.80	105X	116.35	110Y	116.90	116X	117.45	121Y
115.85	105Y	116.40	111X	116.95	116Y	117.50	122X
115.90	106X	116.45	111Y	117.00	117X	117.55	122Y
115.95	106Y	116.50	112X	117.05	117Y	117.60	123X
116.00	107X	116.55	112Y	117.10	118X	117.65	123Y
116.05	107Y	116.60	113X	117.15	118Y	117.70	124X
116.10	108X	116.65	113Y	117.20	119X	117.75	124Y
116.15	108Y	116.70	114X	117.25	119Y	117.80	125X
116.20	109X	116.75	114Y	117.30	120X	117.85	125Y
116.25	109Y	116.80	115X	117.35	120Y	117.90	126X
116.30	110X	116.85	115Y	117.40	121X	117.95	126Y

VOR FACILITIES WITH REDUCED SERVICE VOLUMES

(Service volume is that volume of airspace where adequate co-channel and adjacent channel protection is provided.)

VOR frequency assignments in Canada are normally protected against co-channel interference to a maximum radius of 200NM from the facility. However, in the Quebec City - Windsor - Sault Ste. Marie triangle the protection is only 150NM. Exceptions to these standards appear in the following table:

Location	Service volume	VOR frequency
Midland ON	VOR/DME 125 NM	112.8 MHz
Quebec QC	VORTAC 125 NM	112.8 MHz
Coehill ON	VOR/DME 055° clkwz to 145° 100 NM 145° clkwz to 235° 40 NM 235° clkwz to 055° 150 NM	115.1 MHz
Beauce QC	VOR/DME 135° clkwz to 275° 100 NM 275° clkwz to 315° 150 NM 315° clkwz to 135° 200 NM	117.2 MHz
Geraldton ON	VOR/DME 135° clkwz to 250° 150 NM 250° clkwz to 135° 200 NM	114.2 MHz
Prince George BC	VOR/DME Scalloping may be experienced on all radials from 20-60 NM	112.3 MHz
Sept-Iles QC	VOR/DME R-112 possibility of scalloping between 30 and 50 NM	114.5MHz
Whitehorse YT	VOR/DME R-074 is occasionally subject to severe scalloping	116.6 MHz

RADIO NAVIGATION AIDS BY LOCATION

This section provides variation information on VHF/UHF NAVAID facilities that do not fit into Section B "Aerodrome/Facility Directory", NAVIGATION (NAV).

Magnetic variation values for NDBs and magnetic declination values for which VORs and TACANs are physically set are shown.

Omission of a variation value indicates that magnetic variation data is not available for that location.

Any NOTAM regarding Canadian navigation facilities are issued under the appropriate NOTAM series, in accordance with their dissemination category. For more information on how to obtain NOTAM, NOTAM Regions and dissemination categories, consult AIP Canada (ICAO).

RADIO NAVIGATION AIDS BY LOCATION

Name	Type	Indicator	Freq/Ch (Aux Code)	(N)Lat	(W)Long	Elev	Var/ Dec
Active Pass, BC	NDB	AP	378(L)	48 52 26	123 17 24		16E
Akureyri, Iceland	VOR/DME	AKI	113.6/83X	65 45 35	18 00 15		
Akureyri, Iceland	NDB	AR	334(LZ)	65 45 21	18 05 23		
Ameson, ON	VOR/DME	YAN	112.4/71	49 46 41	84 35 28		8W
Angissoq, Gnld.	NDB	AS	318(L)	59 59 00	45 10 00		
Ashcroft, BC	NDB	YZA	236(M)	50 42 07	121 19 13		16E
Beechy, SK	NDB	BY	212(M)	50 50 32	107 27 37	2250	10E
Bermuda,Bermuda	VORTAC	BDA	113.9/86	32 21 51	64 41 22		
Bjargtangar, Iceland	NDB	BT	287.3	65 30 10	24 32 00		
Blonduos, Iceland	NDB	BL	351	65 41 30	20 18 00		
Broadview, SK	VOR/DME	YDR	117.5/122	50 21 47	102 32 25	2024	7E
Broughton (Qikiqtarjuaq), NU	NDB	YJI	237(M)	67 33 44	64 01 06	167	
Campbellford, ON	DME	YCF	82	44 19 59	77 42 17	636	
Christianshaab, Gnld.	NDB	CH	265(L)	68 49 30	51 12 30		
Coehill, ON	VOR/DME	VIE	115.1/98	44 39 39	77 53 17		12W
Dafoe, SK	NDB	VX	368(L)	51 52 23	104 34 11		9E
Delta, MB	NDB	UDE	269(L)	50 09 59	98 18 26		4E
Edmonton, AB	NDB	XD	266(M)	53 38 37	113 30 46		17E
Egedesminde, Gnld.	NDB	EM	215(L)	68 42 36	52 50 36		
Ellidavatn, Iceland	NDB	EL	335(M)	64 04 48	21 46 26		
Enderby, BC	VOR/DME	YNY	115.2/99	50 40 40	118 56 20	6647	16E
Enderby, BC	NDB	NY	350(M)	50 39 00	118 55 32		16E
Flores, Azores	NDB	FLO	270(M)	39 26 37	31 09 49		
Frederikshaab, Gnld.	NDB	FH	331(L)	61 59 50	49 39 07		
Gardur (Husavik), Iceland	NDB	GA	377(L)	65 52 41	17 27 50		
Gibraltar Point (Toronto/Billy Bishop Toronto City Airport), ON	NDB	TZ	257(L)	43 36 46	79 23 08		11W
Gjogur, Iceland	NDB	GJ	340	65 59 49	21 20 15		
Godhavn, Gnld.	NDB	GN	306(M)	69 14 42	53 32 00		
Goltur, Iceland	NDB	GV	310.3	66 09 48	23 34 24		
Graciosa, Azores	NDB	GRA	283(M)	39 05 00	28 01 00		
Greely (Ottawa Intl), ON	NDB	YRR	377(L)	45 16 05	75 34 24		14W
Grimsey, Iceland	NDB	GR	308(L)	66 31 36	17 59 06		
Grof (Reykjavik), Iceland	NDB	GF	319(L)	64 08 59	21 56 30		
Harper Ranch, BC	NDB	YZK	414(L)	50 42 05	120 25 41		16E
Hegranes, Iceland	NDB	HE	362(L)	65 45 05	19 31 23		
Hjalteyri, Iceland	NDB	HJ	319(L)	65 50 56	18 11 40		
Hofsa, Iceland	NDB	HA	348	65 37 46	15 02 29		
Holmavik, Iceland	NDB	HK	366	65 38 38	21 28 46		
Holsteinsborg, Gnld.	NDB	HB	328(H)	66 56 13	53 42 15		
Hornbjarg, Iceland	NDB	HO	298.8(M)	66 24 44	22 23 02		
Husavik, Iceland	NDB	HS	329(M)	65 55 37	17 26 20		
Ilulissat, Gnld.	NDB	JV	367(L)	69 14 34	51 04 40		
Ilulissat, Gnld.	DME	JA	111.95/56Y	69 14 29	51 03 58		
Ingo, Iceland	VOR/DME	ING	112.4/71	63 48 11	16 38 17		
Jan Mayen, Norway	NDB	JAN	362	70 56 41	08 40 12		

RADIO NAVIGATION AIDS BY LOCATION (Cont'd)

Name	Type	Indicator	Freq/Ch (Aux Code)	(N)Lat	(W)Long	Elev	Var/ Dec
Julianehaab, Gnld.	NDB	JH	265(L)	60 43 30	46 02 00		
Kangerlussuaq, Gnld.	DME	ISF	109.55/32Y	67 01 07	50 40 56		
Killaloe, ON	VOR/DME	YXI	115.6/103	45 39 47	77 36 10		12W
Kook Islands, Gnld.	NDB	KU	298(M)	64 04 17	52 01 03		
Kopasker, Iceland	NDB	KP	400(L)	66 18 08	16 27 00		
Laberge (Whitehorse), YT	NDB	JB	236(L)	60 56 58	135 08 16		19E
Langholt, Iceland	NDB	LA	344(L)	65 34 38	19 29 20		
Langruth, MB	VOR/DME	VLR	112.2/59	50 25 20	98 43 25	935	5E
Malarrif, Iceland	NDB	MA	303.4(M)	64 43 41	23 48 29		
Mans, ON	VOR/DME	YMS	114.5/92	44 08 35	80 08 47		9W
Marmorilik, Gnld.	NDB	MAR	322(L)	71 07 41	51 13 21		
Miquelon, France	NDB	MQ	402 (L)	47 05 51	56 23 09		21W
Nanortalik, Gnld.	NDB	NN	270(L)	60 08 45	45 15 20		
Naramata (Penticton), BC	NDB	UNT	312(M)	49 35 50	119 36 10		15E
Narsaq, Gnld.	NDB	NS	404(L)	60 53 54	46 00 46		
Nes (Reykjavik), Iceland	NDB	NS	370(L)	64 08 03	21 57 49		
Nordfjordur, Iceland	NDB	NF	325(M)	65 08 00	13 44 39		
Ogur, Iceland	NDB	OG	400(L)	66 02 36	22 41 18		
Okanagan (Penticton), BC	NDB	ON	356(L)	49 20 33	119 34 08		18E
Pabok (Du Rocher-Percé), QC	NDB	W7	219(M)	48 22 54	64 33 50		18W
Paine (Snohomish Co (Paine Fld)), WA	VOR/DME	PAE	110.6/43	47 55 11	122 16 40	670	20E
Patreksfjordur, Iceland	NDB	PA	348(M)	65 33 30	23 58 20		
Prins Christian Sund, Gnld.	NDB	OZN	372(H)	60 03 32	43 09 49		
Raufarhofn, Iceland	NDB	RG	301.1(M)	66 27 12	15 57 12		
Reykholt, Iceland	NDB	RH	325(L)	64 39 52	21 17 35		
Reykjanes, Iceland	NDB	RN	291.9(M)	63 48 53	22 42 53		
Reykjanesskoli, Iceland	NDB	RE	316(M)	65 55 37	22 25 55		
Rif, Iceland	NDB	RF	330	64 54 42	23 49 24		
Robinson (Whitehorse), YT	NDB	PJ	329(L)	60 26 22	134 51 40		19E
Sable Island, NS	NDB	1B	277(M)	43 55 50	60 01 22		20W
Saguenay, QC	VOR/DME	VBS	114.2/89	48 01 02	71 16 09	2918	17W
St-Felix-de-Valois, QC	NDB	UFX	260(L)	46 11 33	73 25 09		16W
Sao Miguel, Azores	NDB	MGL	371(M)	37 44 00	25 35 00		
Sault Ste. Marie, MI	VOR/DME	SSM	112.2/59	46 24 44	84 18 54		4W
Scoresbysund, Gnld.	NDB	SC	343(M)	70 29 12	21 57 36		
Simcoe, ON	VOR/DME	YSO	117.35/120Y	44 14 18	79 10 18	932	10W
Simiutaq, Gnld.	NDB	SI	279(M)	60 41 00	46 36 00		
Skagata, Iceland	NDB	SM	312.6	66 07 12	20 06 12		
Skagi, Iceland	NDB	SA	379(L)	64 18 21	21 58 18		
Skookum (Cranbrook), BC	NDB	SX	368(M)	49 57 18	115 47 32	2830	17E
Slettuhlid, Iceland	NDB	SD	370(L)	66 04 00	19 20 06		
Stykkisholmur, Iceland	NDB	SU	382(M)	65 03 36	22 45 20		
Tatoosh, WA	VORTAC	TOU	112.2/59	48 17 59	124 37 37	1652	22E
Thorshofn, Iceland	NDB	TH	339(M)	66 15 03	15 16 04		
Torbay, NL	VOR/DME	YYT	113.5/82	47 29 07	52 51 08		17W
Turner Valley, AB	NDB	TV	299(L)	50 45 00	114 22 06		15E
Upernavik, Gnld.	NDB	UP	399(M)	72 47 35	56 09 14		
Vopnafjordur, Iceland	NDB	VP	393(M)	65 42 59	14 51 14		
Whatcom, WA	VORTAC	HUH	113.0/77	48 56 43	122 34 45	80	20E
White Rock (Abbotsford), BC	NDB	WC	332(L)	49 00 12	122 45 01		16E

RADIO NAVIGATION AIDS BY INDICATOR

This section provides variation and location information on VHF/UHF NAVAID facilities.

Magnetic variation values for NDBs and magnetic declination values for which VORs and TACANs are physically set are shown.

Omission of a variation value indicates that magnetic variation data is not available for that location.

RADIO NAVIGATION AIDS BY INDICATOR

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	A			
AC	Pleasant Lake (Yarmouth), NS, NDB	43 51.7	66 02.6	17W
AKI	Akureyri, Iceland, VOR/DME	65 45.6	18 00.2	
ANN	Annette Island, AK, VORTAC	55 03.6	131 34.7	
AP	Active Pass, BC, NDB	48 52.4	123 17.4	16E
AR	Akureyri, Iceland, NDB	65 45.4	18 05.4	
AS	Angissoq, Gnld, NDB	59 59.0	45 10.0	
AY	St. Anthony, NL, NDB	51 23.2	56 05.7	20W
A5	Chinchaga, AB, NDB	57 32.7	119 6.7	18E
	B			
BDA	Bermuda, Bermuda, VORTAC	32 21.9	64 41.4	
BGR	Bangor, ME, VORTAC	44 50.5	68 52.5	19W
BK	Baker Lake, NU, NDB	64 18.9	96 03.9	
BL	Blonduos, Iceland, NDB	65 41.5	20 18.0	
BM	Balmoral, MB, NDB	50 08.2	97 18.6	3E
BR	Brandon, MB, NDB	49 54.5	100 04.4	7E
BR	Breidavad, Iceland, NDB	65 20.0	14 22.4	
BT	Bjargtangar, Iceland, NDB	65 30.2	24 32.0	
BV	Champlain (Québec/Jean Lesage Intl), QC, NDB	46 52.3	71 16.9	17W
BX	Blanc-Sablon (Lourdes-de-Blanc-Sablon), QC, NDB	51 25.3	57 12.2	20W
BY	Beechy, SK, NDB	50 50.5	107 27.6	10E
B5	Gunisao Lake, MB, NDB	53 31.3	96 22.5	3E
	C			
CA	Cartwright, NL, NDB	53 42.5	57 01.3	22W
CB	Cambridge Bay, NU, NDB	69 06.9	105 01.0	
CG	Castlegar, BC, NDB	49 26.8	117 34.5	16E
CH	Christianshaab, Gnld, NDB	68 49.5	51 12.5	
CI	Koloe, MI, NDB	46 19.9	84 32.5	6W
CL	Charlo, NB, NDB	48 00.5	66 26.2	18W
	D			
DA	Dawson City, YT, NDB	64 01.7	139 10.1	19E
DA	Kulusuk, Gnld, NDB	65 34.3	37 12.7	
DC	Princeton, BC, NDB	49 28.2	120 31.0	16E
DL	Pykla (Duluth), MN, NDB	46 50.8	92 21.3	3E
DN	Dauphin, MB, NDB	51 05.9	100 03.7	7E
D3	Ponoka Indus, AB, NDB	52 41.0	113 36.4	14E
D6	Fairmont Hot Springs, BC, NDB	50 19.6	115 52.6	14E
D7	Kincardine, ON, NDB	44 12.2	81 36.2	9W

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	E			
EB	Namao, AB, NDB	53 40.1	113 27.6	14E
EF	Champion (Castlegar/West Kootenay Regional), BC, NDB	49 15.4	117 38.1	16E
EG	Egilsstadir, Iceland, NDB	65 13.9	14 27.3	
EL	Ellidavatn, Iceland, NDB	64 04.8	21 46.4	
EM	Egedesminde, Gnld, NDB	68 42.6	52 50.6	
EV	Inuvik, NT, NDB	68 19.6	133 35.6	21E
EX	Rutland (Kelowna), BC, NDB	49 56.4	119 22.5	15E
E3	Wabasca, AB, NDB	55 57.8	113 49.4	16E
E3	Wabasca, AB, DME	55 57.8	113 49.4	
E8	Natuashish, NL, NDB	55 54.7	61 11.4	23W
	F			
FC	Fredericton, NB, NDB	45 55.0	66 36.0	17W
FD	Brantford, ON, NDB	43 04.4	80 25.0	9W
FH	Frederikshaab, Gnld, NDB	61 59.8	49 39.1	
FIL	Horta, Azores, NDB	38 31.3	28 41.3	
FLO	Flores, Azores, NDB	39 26.6	31 09.8	
FO	Flin Flon, MB, NDB	54 40.5	101 40.2	6E
FR	Fort Resolution, NT, NDB	61 09.2	113 38.3	17E
FS	Fort Simpson, NT, NDB	61 47.2	121 15.7	19E
F9	Miramichi, NB, NDB	47 00.6	65 28.1	18W
	G			
GA	Gardur (Husavik), Iceland, NDB	65 52.7	17 27.8	
GEG	Spokane, WA, VORTAC	47 33.9	117 37.6	21E
GF	Aylesford (Greenwood), NS, NDB	45 01.4	64 48.6	19W
GF	Grof (Reykjavik), Iceland, NDB	64 09.0	21 56.5	
GH	Fort Good Hope, NT, NDB	66 15.1	128 36.6	21E
GH	Godthaab, Gnld, NDB	64 10.9	51 45.3	
GJ	Gjogur, Iceland, NDB	65 59.8	21 20.3	
GN	Godhavn, Gnld, NDB	69 14.7	53 32.0	
GN	Godhavn, Gnld, DME	64 11.4	51 41.0	
GP	Gaspe, QC, NDB	48 46.1	64 23.1	18W
GP	Lajes, Azores, NDB	38 47.0	27 06.8	
GR	Grimsey, Iceland, NDB	66 31.6	17 59.1	
GRA	Graciosa, Azores, NDB	39 05.0	28 01.0	
GV	Goltur, Iceland, NDB	66 09.8	23 34.4	
GW	Jarpik (Kuujjuarapik), QC, NDB	55 17.1	77 45.1	16W
GX	Gillam, MB, DME	56 21.4	94 42.2	1E

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	H			
HA	Hofsa, Iceland, NDB	65 37.8	15 02.5	
HB	Holsteinsborg, Gnld, NDB	66 56.2	53 42.3	
HE	Hope, BC, NDB	49 23.2	121 25.5	17E
HE	Hegranes, Iceland, NDB	65 45.1	19 31.4	
HI	Holman, NT, NDB	70 45.7	117 47.4	
HJ	Hjalteyri, Iceland, NDB	65 50.9	18 11.7	
HK	Holmavik, Iceland, NDB	65 38.6	21 28.8	
HM	Hamilton, ON, NDB	43 07.3	80 00.4	10W
HN	Hornafjordur, Iceland, NDB	64 16.2	15 12.7	
HO	Hornbjarg, Iceland, NDB	66 24.7	22 23.0	
HS	Husavik, Iceland, NDB	65 55.6	17 26.3	
HUH	Whatcom, WA, VORTAC	48 56.7	122 34.8	20E
HV	Hvammur, Iceland, NDB	65 38.1	18 04.4	
H7	Manitoulin East, ON, NDB	45 50.5	81 51.2	9W
	I			
IB	Atikokan, ON, NDB	48 49.5	91 34.7	2W
IBL	Campbell River, BC, DME	49 57.3	125 16.8	20E
IBP	Moose Jaw, SK, DME	50 19.9	105 33.8	12E
IBR	Brandon Muni, MB, DME	49 54.5	99 57.7	
IBW	Calgary/Springbank, AB, DME	51 06.1	114 22.9	17E
IBX	Lourdes-de-Blanc-Sablon, QC, DME	51 27.0	57 10.9	23W
ICD	Nanaimo, BC, DME	49 03.6	123 52.1	
IDC	Fredericton, NB, DME	45 51.8	66 32.9	21W
IDF	Deer Lake, NL, DME	49 12.9	57 23.2	
IDP	Toronto, ON, DME	43 39.7	79 37.2	10W
IEV	Inuvik, NT, DME	68 18.2	133 29.9	31E
IFB	Iqaluit, NU, DME	63 45.0	68 32.7	34W
IFZ	Vancouver, BC, DME	49 11.0	123 09.9	19E
IGY	Calgary, AB, DME	51 07.5	114 02.0	
IHD	Dryden, ON, DME	49 50.1	92 45.0	0
IHU	St-Hubert, QC, DME	45 31.4	73 24.5	15W
IHZ	Halifax, NS, DME	44 53.6	63 30.8	19W
IIF	St-Augustin, QC, DME	51 12.2	58 39.3	23W
IJS	Toronto, ON, DME	43 39.7	79 37.2	10W
IKA	Kamloops, BC, DME	50 42.2	120 27.7	
IKH	Victoria, BC, DME	48 39.2	123 26.1	19E
IKZ	Buttonville, ON, DME	43 51.4	79 21.8	11W
ILG	Calgary, AB, DME	51 08.7	113 59.3	
ILW	Kelowna, BC, DME	49 57.8	119 22.6	18E
IMJ	Moose Jaw, SK, DME	50 19.9	105 33.8	12E
IMK	Vancouver, BC, DME	49 11.8	123 12.0	19E
ING	Ingo, Iceland, VOR/DME	63 48.2	16 38.3	
INL	International Falls, MN (Fort Frances Muni, ON), VOR/DME	48 33.9	93 24.3	6E
INV	Toronto, ON, DME	43 40.5	79 36.0	10W
IOA	Montreal, QC, DME	45 27.6	73 44.3	15W
IOW	Ottawa, ON, DME	45 18.8	75 40.0	14W
IPR	Prince Rupert, BC, DME	54 17.4	130 27.0	22E
IQH	Watson Lake, YT, DME	60 07.1	128 49.8	25E
IQX	Gander, NL, DME	48 57.0	54 33.6	22W
IRB	Resolute Bay, NU, DME	74 42.7	94 57.6	35W
IRD	Vancouver, BC, DME	49 12.1	123 10.0	19E
IRF	Calgary, AB, DME	51 06.8	113 59.3	
IS	Isafjordur, Iceland, NDB	66 05.8	23 02.8	

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
ISF	Kangerlussuaq, Gnld, DME	67 01.1	50 40.9	
ISO	St. John's, NL, DME	47 37.4	52 44.4	
ISR	Fort Mackay/Firebag, AB, DME	57 16.1	110 58.5	
ITF	Alma, QC, DME	48 30.2	71 37.8	18W
ITH	Thompson, MB, DME	55 47.9	97 52.3	5E
ITL	Vancouver, BC, DME	49 12.3	123 11.8	19E
ITO	Toronto, ON, DME	43 40.2	79 38.1	10W
ITZ	Toronto City, ON, DME	43 37.6	79 24.0	11W
IUL	Montreal, QC, DME	45 27.9	73 45.8	15W
IUY	Rouyn, QC, DME	48 12.7	78 49.1	13W
IV	Island Lake, MB, DME	53 51.2	94 39.2	1E
IVL	Edmonton/Villeneuve, AB, DME	53 40.4	113 50.6	
IVR	Vancouver, BC, DME	49 11.3	123 12.0	19E
IWK	Wabush, NL, DME	52 55.1	66 51.6	
IXC	Cranbrook, BC, DME	49 37.1	115 46.9	17E
IXT	Terrace, BC, DME	54 27.7	128 35.3	22E
IXY	Whitehorse/Erik Nielsen Intl, YT, DME	60 42.3	135 03.7	
IYC	Calgary, AB, DME	51 06.0	114 01.4	18E
IYJ	Victoria, BC, DME	48 38.9	123 25.0	19E
IYQ	Churchill, MB, DME	58 44.9	94 04.9	1W
IZT	Port Hardy, BC, DME	50 40.6	127 21.2	20E
	J			
JA	Ilulissat, Gnld, DME	69 14.5	51 04.0	
JAN	Jan Mayen, Norway, NDB	70 56.7	8 40.2	
JB	Laberge (Whitehorse), YT, NDB	60 57.0	135 08.3	19E
JH	Julianehaab, Gnld, NDB	60 43.5	46 02.0	
JV	Ilulissat, Gnld, NDB	69 14.6	51 04.7	
JW	Pigeon, AB, NDB	51 02.7	114 37.8	15E
	K			
KBV	Bermuda, Bermuda, VOR	32 21.9	64 41.4	
KEF	Keflavik, Iceland, VORTAC	63 59.2	22 36.8	
KF	Keflavik, Iceland, NDB	63 59.1	22 43.9	
KP	Kopasker, Iceland, NDB	66 18.1	16 27.0	
KR	Squaw (Schefferville), QC, NDB	54 48.0	66 48.2	22W
KU	Kook Islands, Gnld, NDB	64 04.3	52 01.0	
KZ	Buttonville, ON, NDB	43 56.0	79 19.7	11W
K2	Olds-Didsbury, AB, NDB	51 42.6	114 06.4	14E
K5	Maple Creek, SK, NDB	49 53.8	109 29.0	12E
K7	Ste-Anne-des-Monts, QC, NDB	49 07.7	66 33.0	18W
K8	Nemiscau, QC, NDB	51 41.3	76 08.1	17W
	L			
LA	Langholt, Iceland, NDB	65 34.6	19 29.3	
LAJ	Lajes, Azores, TACAN	38 42.8	27 06.9	
LF	La Salle, MB, NDB	49 38.6	97 18.0	5E
LM	Lajes, Azores, VOR	38 47.0	27 06.3	
LT	Alert, NU, NDB	82 31.6	62 12.7	56W
LU	Cultus (Abbotsford), BC, NDB	49 01.3	122 03.0	17E
LW	Kelowna, BC, NDB	50 03.7	119 25.0	15E
L4	Nipawin, SK, NDB	53 20.1	104 00.5	9E

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	M			
MA	Malarrif, Iceland, NDB	64 43.7	23 48.5	
MA	Mayo, YT, NDB	63 37.7	135 53.7	20E
MAR	Marmorilik, Gnld, NDB	71 07.7	51 13.3	
MB	Mill Bay (Victoria Intl), BC, NDB	48 40.3	123 32.2	16E
ME	Matane, QC, NDB	48 50.0	67 33.0	18W
MGL	Sao Miguel, Azores, NDB	37 44.0	25 35.0	
ML	Charlevoix, QC, NDB	47 37.4	70 19.5	18W
MLP	Mullan Pass, ID, VOR/DME	47 27.4	115 38.7	20E
MM	Fort McMurray, AB, NDB	56 39.2	111 20.2	15E
MO	Moosonee, ON, NDB	51 16.9	80 37.7	13W
MQ	Miquelon, France, NDB	47 05.8	56 23.2	21W
MSS	Massena, NY (Cornwall Regional, ON), VORTAC	44 54.9	74 43.4	14W
MT	Chiboo (Chapais), QC, NDB	49 48.0	74 29.7	17W
M3	Kindersley, SK, NDB	51 31.0	109 10.7	12E
M4	Gimli, MB, NDB	50 38.5	97 02.9	4E
M5	Manning, AB, NDB	56 56.9	117 37.7	18E
	N			
NA	Narsarsuaq, Gnld, NDB	61 10.3	45 24.7	
NB	Botn, Iceland, NDB	65 19.7	18 17.7	
NE	Norway House, MB, DME	53 58.3	97 50.5	5E
NF	Nordfjordur, Iceland, NDB	65 08.0	13 44.6	
NI	Assiniboia, SK, NDB	49 43.7	105 57.0	9E
NL	Signal Hill (St. John's), NL, NDB	47 34.4	52 41.1	18W
NM	Matagami, QC, NDB	49 43.4	77 44.5	15W
NN	Nanortalik, Gnld, NDB	60 08.7	45 15.3	
NQ	Narsarsuaq, Gnld, DME	61 09.7	45 24.6	33W
NS	Narsaq, Gnld, NDB	60 53.9	46 00.8	
NS	Nes (Reykjavik), Iceland, NDB	64 08.1	21 57.8	
NWU	Bermuda NAS (Kindley), Bermuda, NDB	32 15.8	64 52.1	
NY	Enderby, BC, NDB	50 39.0	118 55.5	16E
	O			
OG	Ogur, Iceland, NDB	66 02.6	22 41.3	
OK	Keflavik, Iceland, NDB	64 03.0	22 36.3	
OLM	Olympia, WA, VORTAC	46 58.3	122 54.1	19E
ON	Okanagan (Penticton), BC, NDB	49 20.6	119 34.1	15E
OO	Oshawa, ON, NDB	43 55.3	78 54.0	11W
OU	Ste-Foy (Québec/Jean Lesage Intl), QC, NDB	46 46.7	71 17.4	17W
OW	Ottawa, ON, NDB	45 21.6	75 33.7	14W
OZN	Prins Christian Sund, Gnld, NDB	60 03.5	43 09.8	
	P			
PA	Patreksfjordur, Iceland, NDB	65 33.5	23 58.3	
PA	Prince Albert, SK, NDB	53 13.1	105 47.7	10E
PAE	Paine (Snohomish Co (Paine Fld)), WA, VOR/DME	47 55.2	122 16.7	20E
PFT	Piney Pinecreek, MN, NDB	48 59.7	95 58.9	4E
PG	Portage (Southport), MB, NDB	49 50.5	98 10.8	4E
PJ	Robinson (Whitehorse), YT, NDB	60 26.4	134 51.7	19E
PL	Pickle Lake, ON, DME	51 26.6	90 13.4	3W
PN	Port-Menier, QC, NDB	49 50.3	64 23.2	20W
PR	Prince Rupert, BC, NDB	54 15.8	130 25.4	19E
PY	Fort Chipewyan, AB, NDB	58 45.7	111 06.5	15E

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	Q			
QB	Quebec, QC, NDB	46 45.0	71 27.8	17W
QD	The Pas, MB, NDB	53 58.7	101 04.9	6E
QG	Windsor, ON, NDB	42 18.8	82 52.1	7W
QH	Watson Lake, YT, NDB	60 10.6	128 50.7	19E
QI	Yarmouth, NS, NDB	43 47.6	66 07.6	18W
QL	Lethbridge, AB, NDB	49 36.3	112 53.7	13E
QM	Moncton, NB, NDB	46 06.6	64 34.9	18W
QN	Nakina, ON, NDB	50 10.7	86 37.9	6W
QQ	Comox, BC, NDB	49 45.2	124 57.5	16E
QR	Regina, SK, NDB	50 22.2	104 34.4	9E
QT	Thunder Bay, ON, NDB	48 20.8	89 26.0	3W
QU	Grande Prairie, AB, NDB	55 08.2	118 48.8	18E
QW	North Battleford (Cameron McIntosh), SK, NDB	52 48.2	108 20.1	11E
QX	Gander, NL, NDB	48 57.9	54 40.2	20W
QY	Sydney, NS, NDB	46 12.7	59 58.5	18W
	R			
RB	Resolute Bay, NU, NDB	74 44.8	94 59.7	27W
RE	Reykjanesskoli, Iceland, NDB	65 55.6	22 25.9	
RF	Rif, Iceland, NDB	64 54.7	23 49.4	
RG	Raufarhofn, Iceland, NDB	66 27.2	15 57.2	
RH	Reykholt, Iceland, NDB	64 39.9	21 17.6	
RI	Riviere-du-Loup, QC, NDB	47 45.8	69 34.7	17W
RJ	Roberval, QC, NDB	48 32.7	72 17.7	16W
RK	Reykjavik, Iceland, NDB	64 09.1	22 01.8	
RL	Red Lake, ON, NDB	51 03.7	93 47.1	1E
RN	Reykjanes, Iceland, NDB	63 48.9	22 42.9	
RT	Rankin Inlet, NU, NDB	62 49.5	92 06.6	
	S			
SA	Skagi, Iceland, NDB	64 18.4	21 58.3	
SB	Sudbury, ON, NDB	46 38.9	80 55.4	11W
SC	Scoresbysund, Gnld, NDB	70 29.2	21 57.6	
SD	Slettuhlid, Iceland, NDB	66 04.0	19 20.1	
SEA	Seattle, WA, VORTAC	47 26.1	122 18.6	22E
SF	Sondre Stromfjord, Gnld, NDB	66 58.1	50 56.7	
SI	Simiutaq, Gnld, NDB	60 41.0	46 36.0	
SJ	Saint John, NB, NDB	45 23.5	65 49.1	17W
SM	Skagata, Iceland, NDB	66 07.2	20 06.2	
SM	Fort Smith, NT, NDB	59 58.3	111 51.4	16E
SMA	Santa Maria, Azores, NDB	36 59.8	25 10.6	
SN	St. Catharines, ON, NDB	43 08.8	79 15.3	10W
SP	St-Pierre, France, DME	46 46.0	56 10.2	21W
SP	St-Pierre, France, NDB	46 45.8	56 10.2	19W
SS	Fjord (Sondrestrom), Gnld, TACAN	67 01.0	50 42.7	
SSM	Sault Ste. Marie, MI, VOR/DME	46 24.7	84 18.9	4W
STA	Santa Maria, Azores, NDB	36 56.9	25 10.0	
SU	Stykkisholmur, Iceland, NDB	65 03.6	22 45.3	
SX	Skookum (Cranbrook), BC, NDB	49 57.3	115 47.5	17E

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	T			
TH	Thompson, MB, NDB	55 47.7	97 51.2	3E
TH	Thorshofn, Iceland, NDB	66 15.1	15 16.1	
THT	Thule, Gnld, VORTAC	76 32.5	68 14.5	
TOU	Tatoosh, WA, VORTAC	48 18.0	124 37.6	22E
TRM	Lajes, Azores, TACAN	38 45.6	27 05.5	
TV	Turner Valley, AB, NDB	50 45.0	114 22.1	15E
TZ	Gibraltar Point (Toronto/Billy Bishop Toronto City Airport), ON, NDB	43 36.8	79 23.1	11W
	U			
UAU	McKay (Thunder Bay), ON, TACAN	48 22.4	89 19.7	5W
UAW	Shearwater, NS, TACAN	44 38.0	63 30.0	19W
UDE	Delta, MB, NDB	50 10.0	98 18.4	4E
UFX	St-Felix-de-Valois (Lourdes-de-Joliette), QC, NDB	46 11.5	73 25.1	16W
UHA	Quaqtaq, QC, NDB	61 02.6	69 37.6	24W
UL	Montreal, QC, NDB	45 27.6	73 50.8	15W
ULT	Alert, NU, TACAN	82 31.0	62 18.7	(True)
UM	Churchill Falls, NL, NDB	53 35.4	64 14.1	22W
UNT	Naramata (Penticton), BC, NDB	49 35.8	119 36.2	15E
UOD	Cold Lake, AB, TACAN	54 24.5	110 17.8	13E
UP	Upernavik, Gnld, NDB	72 47.6	56 09.2	
UQQ	Comox, BC, TACAN	49 42.7	124 53.7	15E
UTR	Trenton, ON, TACAN	44 07.3	77 31.7	12W
UX	Hall Beach, NU, NDB	68 46.0	81 15.4	
UYR	Goose, NL, TACAN	53 19.2	60 25.0	21W
UZX	Greenwood, NS, TACAN	44 59.0	64 55.2	17W
	V			
VBI	Sioux Narrows (Kenora), ON, VOR/DME	49 28.6	94 02.8	0
VBS	Saguenay, QC, VOR/DME	48 01.0	71 16.2	17W
VC	La Ronge, SK, NDB	55 05.2	105 19.1	9E
VE	Vellir, Iceland, NDB	65 10.8	14 32.8	
VIE	Coehill, ON, VOR/DME	44 39.7	77 53.3	12W
VLN	Lumsden, SK, VORTAC	50 40.0	104 53.4	10E
VLR	Langruth, MB, VOR/DME	50 25.3	98 43.4	5E
VLV	Beauce (St-Georges), QC, VOR/DME	45 55.5	70 50.8	15W
VM	Vestmannaeyjar, Iceland, NDB	63 24.0	20 17.3	
VP	Vopnafjordur, Iceland, NDB	65 43.0	14 51.2	
VQ	Norman Wells, NT, NDB	65 15.2	126 40.2	20E
VR	Vancouver, BC, NDB	49 10.4	123 03.4	16E
VSM	Santa Maria, Azores, VOR	36 57.7	25 10.0	
VX	Dafoe, SK, NDB	51 52.4	104 34.2	9E
V2	Humboldt, SK, NDB	52 10.5	105 07.5	10E
V6	Salmon Arm, BC, NDB	50 41.2	119 14.0	16E
V6	Salmon Arm, BC, DME	50 41.1	119 14.1	19E
	W			
WC	White Rock (Abbotsford), BC, NDB	49 00.2	122 45.0	16E
WG	Winnipeg, MB, NDB	49 54.0	97 21.0	5E
WT	Waterloo, ON, DME	43 27.5	80 22.8	8W
W7	Pabok (Du Rocher-Percé), QC, NDB	48 22.9	64 33.8	18W

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	X			
XBG	Bagotville, QC, TACAN	48 19.8	70 59.7	18W
XC	Cranbrook, BC, NDB	49 41.0	115 47.0	17E
XCG	Castlegar, BC, DME	49 15.1	117 39.8	18E
XD	Edmonton, AB, NDB	53 38.6	113 30.8	15E
XE	Saskatoon, SK, NDB	52 11.4	106 48.8	10E
XH	Medicine Hat, AB, NDB	50 00.8	110 48.0	12E
XJ	Fort St. John, BC, NDB	56 17.1	120 50.7	19E
XL	Sioux Lookout, ON, DME	50 07.1	91 53.9	1W
XPP	Kamloops, BC, DME	50 42.4	120 27.6	19E
XS	Prince George, BC, NDB	53 49.7	122 39.2	18E
XT	Terrace, BC, NDB	54 22.5	128 35.1	19E
XX	Abbotsford, BC, NDB	49 00.9	122 29.3	17E
XYF	Penticton, BC, DME	49 27.2	119 36.2	18E
X2	Athabasca, AB, NDB	54 44.2	113 12.1	15E
X5	Vegreville, AB, NDB	53 30.8	112 01.8	14E

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	Y			
YAG	Fort Frances, ON, NDB	48 41.4	93 32.3	1E
YAN	Ameson, ON, VOR/DME	49 46.7	84 35.5	8W
YAS	Kangirsuk, QC, NDB	60 01.5	70 00.3	23W
YAT	Wapisk (Attawapiskat), ON, NDB	52 55.8	82 26.0	12W
YAY	St. Anthony, NL, VOR/DME	51 23.6	56 05.0	21W
YAZ	Tofino, BC, NDB	49 02.8	125 42.3	16E
YBC	Baie-Comeau, QC, VOR/DME	49 08.0	68 13.3	18W
YBG	Bagotville, QC, NDB	48 20.0	71 08.8	18W
YBK	Baker Lake, NU, VOR/DME	64 19.3	96 06.3	(True)
YBL	Campbell River, BC, NDB	50 00.4	125 21.5	18E
YBR	Brandon, MB, VOR/DME	49 54.6	99 56.7	5E
YBV	Berens River, MB, NDB	52 21.3	97 01.5	4E
YC	Calgary, AB, NDB	51 04.9	113 54.6	15E
YCB	Cambridge Bay, NU, VOR/DME	69 07.1	105 10.4	(True)
YCD	Nanaimo, BC, NDB	49 07.7	123 52.3	16E
YCF	Campbellford, ON, DME	44 20.0	77 42.3	
YCO	Coppermine (Kugluktuk), NU, NDB	67 49.3	115 05.9	
YCS	Chesterfield Inlet, NU, NDB	63 20.3	90 43.8	
YCY	Clyde River, NU, NDB	70 29.1	68 31.6	
YDC	Princeton, BC, VOR/DME	49 22.9	120 22.4	16E
YDF	Deer Lake, NL, VOR/DME	49 14.0	57 12.8	18W
YDL	Dease Lake, BC, NDB	58 27.2	129 59.8	21E
YDN	Dauphin, MB, VOR/DME	51 06.3	100 03.1	5E
YDP	Nain, NL, NDB	56 32.0	61 41.5	24W
YDR	Broadview, SK, VOR/DME	50 21.8	102 32.4	7E
YE	Fort Nelson, BC, NDB	58 47.8	122 43.4	20E
YEA	Empress, AB, VOR/DME	50 55.6	109 59.4	12E
YEE	Midland, ON, VOR/DME	44 34.9	79 47.6	10W
YEG	Edmonton, AB, VOR/DME	53 11.1	113 52.0	15E
YEK	Arviat, NU, NDB	61 05.9	94 04.1	
YEL	Elliot Lake, ON, NDB	46 22.3	82 37.7	9W
YER	Fort Severn, ON, NDB	55 59.6	87 38.3	8W
YEU	Eureka, NU, NDB	79 59.5	85 53.9	61W
YEV	Inuvik, NT, VOR/DME	68 18.5	133 32.9	20E
YFA	Fort Albany, ON, NDB	52 12.4	81 41.7	12W
YFB	Frobay (Iqaluit), NU, VOR	63 44.5	68 28.4	28W
YFC	Fredericton, NB, VOR/DME	45 53.7	66 25.1	18W
YFM	La Grande-4, QC, NDB	53 42.7	73 42.2	18W
YFS	Fort Simpson, NT, VOR/DME	61 46.4	121 17.9	20E
YFY	Frobay (Iqaluit), NU, NDB	63 44.0	68 32.9	27W
YGH	Fort Good Hope, NT, VOR/DME	66 14.2	128 37.4	20E
YGK	Kingston, ON, NDB	44 17.8	76 36.3	13W
YGL	La Grande Riviere, QC, VOR/DME	53 37.5	77 43.0	16W
YGP	Gaspe, QC, VOR/DME	48 45.8	64 24.3	19W
YGQ	Geraldton, ON, VOR/DME	49 46.2	86 59.1	5W
YGR	Grindstone (Îles-de-la-Madeleine), QC, VOR/DME	47 25.8	61 46.4	20W
YGV	Havre St-Pierre, QC, NDB	50 15.9	63 39.9	19W
YGX	Gillam, MB, NDB	56 21.2	94 42.0	1E
YHD	Dryden, ON, NDB	49 51.9	92 51.0	0
YHK	Gjoa Haven, NU, NDB	68 37.6	95 51.5	
YHR	Chevery, QC, NDB	50 27.9	59 38.0	21W
YHY	Hay River, NT, VOR/DME	60 50.2	115 48.2	17E
YHZ	Halifax, NS, VOR/DME	44 55.4	63 24.1	18W

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	Y (Cont'd)			
YIF	St-Augustin, QC, NDB	51 11.3	58 39.1	20W
YIK	Ivujivik, QC, NDB	62 24.8	77 55.5	21W
YIO	Pond Inlet, NU, NDB	72 41.6	77 57.1	
YIV	Island Lake, MB, NDB	53 51.2	94 39.2	1E
YJ	Victoria, BC, NDB	48 38.7	123 24.0	16E
YJI	Broughton (Qikiqtarjuaq), NU, NDB	67 33.7	64 01.1	
YJN	St-Jean, QC, VOR/DME	45 15.3	73 19.3	16W
YJQ	Bella Bella, BC, NDB	52 11.1	128 06.8	19E
YJT	Stephenville, NL, VOR/DME	48 34.9	58 40.2	18W
YK	Brilliant (Castlegar/West Kootenay Regional), BC, NDB	49 19.5	117 38.0	16E
YKA	Kamloops, BC, NDB	50 41.0	120 20.1	17E
YKG	Kangiqsujuaq, QC, NDB	61 35.4	71 55.7	24W
YKJ	Key Lake, SK, DME	57 10.0	105 50.5	10E
YKL	Schefferville, QC, VOR/DME	54 48.9	66 45.3	22W
YKQ	Waskaganish, QC, NDB	51 29.2	78 44.7	14W
YKX	Kirkland Lake, ON, NDB	48 13.6	79 52.2	12W
YL	Lynn Lake, MB, NDB	56 49.9	101 04.2	6E
YLA	Aupaluk, QC, NDB	59 18.2	69 36.1	25W
YLD	Chapleau, ON, NDB	47 45.4	83 24.6	9W
YLL	Lloydminster, AB, NDB	53 18.8	110 05.0	12E
YLQ	La Tuque, QC, NDB	47 25.0	72 47.2	17W
YMH	Mary's Harbour, NL, NDB	52 18.9	55 49.9	21W
YMJ	Moose Jaw, SK, VORTAC	50 19.9	105 33.8	10E
YMM	Fort McMurray, AB, VOR/DME	56 38.8	111 07.3	14E
YMO	Moosonee, ON, VOR/DME	51 17.5	80 36.4	13W
YMS	Mans, ON, VOR/DME	44 08.6	80 08.8	9W
YMT	Chibougamau (Chapais), QC, DME	49 48.0	74 29.7	17W
YMU	Umiujaq, QC, NDB	56 32.2	76 31.4	18W
YMW	Maniwaki, QC, NDB	46 12.5	75 57.4	14W
YMX	Mirabel, QC, VOR/DME	45 53.3	74 22.5	15W
YNA	Natash, QC, VOR/DME	50 11.0	61 46.9	18W
YNC	Wemindji, QC, NDB	53 00.5	78 49.5	15W
YNE	Norway House, MB, NDB	53 58.3	97 50.4	3E
YNY	Enderby, BC, VOR/DME	50 40.7	118 56.3	16E
YO	Oshawa, ON, DME	43 55.1	78 53.1	11W
YOC	Old Crow, YT, NDB	67 34.3	139 50.7	20E
YOD	Cold Lake, AB, NDB	54 23.8	110 16.3	13E
YOJ	High Level, AB, VOR/DME	58 33.3	117 05.6	17E
YOW	Ottawa, ON, VOR/DME	45 26.5	75 53.8	14W
YPA	Prince Albert, SK, VOR/DME	53 13.0	105 40.0	10E
YPC	Paulatuk, NT, NDB	69 21.1	124 04.5	
YPE	Peace River, AB, VOR/DME	56 12.4	117 30.7	17E
YPG	Portage (Southport), MB, VOR/DME	49 54.0	98 16.0	4E
YPH	Inukjuak, QC, NDB	58 28.1	78 04.4	18W
YPK	Pitt Meadows, BC, VOR	49 13.0	122 42.9	17E
YPL	Pickle Lake, ON, NDB	51 26.5	90 13.3	3W
YPO	Peawanuck, ON, NDB	54 59.5	85 26.5	10W
YPQ	Peterborough, ON, NDB	44 12.7	78 27.8	12W
YPW	Powell River, BC, NDB	49 50.2	124 30.1	16E
YPX	Puvirnituq, QC, NDB & DME	60 03.5	77 17.8	20W
YQB	Quebec, QC, VORTAC	46 42.3	71 37.6	16W
YQD	The Pas, MB, VOR/DME	53 58.4	101 06.0	6E
YQF	Red Deer, AB, NDB	52 07.7	113 54.0	14E
YQH	Watson Lake, YT, VOR/DME	60 05.2	128 51.5	18E

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	Y (Cont'd)			
YQI	Yarmouth, NS, VOR/DME	43 49.5	66 04.9	17W
YQK	Kenora, ON, NDB	49 47.5	94 25.5	2E
YQL	Lethbridge, AB, VOR/DME	49 38.1	112 40.1	11E
YQM	Moncton, NB, VOR/DME	46 11.3	64 34.3	18W
YQT	Thunder Bay, ON, VOR/DME	48 15.2	89 26.2	4W
YQU	Grande Prairie, AB, VOR/DME	55 10.5	119 01.8	17E
YQV	Yorkton, SK, VOR/DME	51 15.9	102 28.1	7E
YQX	Gander, NL, VOR/DME	48 54.0	54 32.1	20W
YQY	Sydney, NS, VOR/DME	46 09.2	60 03.4	19W
YR	Goose, NL, NDB	53 20.3	60 22.0	21W
YRB	Resolute Bay, NU, VOR/DME	74 43.7	94 55.4	(True)
YRC	St-Honore, QC, NDB	48 32.2	71 09.5	18W
YRI	Riviere-du-Loup, QC, VOR	47 45.4	69 35.3	17W
YRL	Red Lake, ON, VOR/DME	51 04.3	93 45.7	0
YRM	Rocky Mtn. House, AB, VOR/DME	52 30.1	115 19.4	16E
YRQ	Trois-Rivieres, QC, NDB	46 22.2	72 39.9	16W
YRR	Greely (Ottawa/Macdonald-Cartier Intl), ON, NDB	45 16.1	75 34.4	14W
YRT	Rankin Inlet, NU, VOR/DME	62 48.8	92 07.0	(True)
YSB	Sudbury, ON, VOR/DME	46 37.8	80 47.9	10W
YSC	Sherbrooke, QC, DME	45 19.0	71 47.3	17W
YSF	Stony Rapids, SK, NDB	59 15.3	105 49.9	11E
YSJ	Saint John, NB, VOR/DME	45 24.4	65 52.3	17W
YSM	Fort Smith, NT, VOR/DME	60 01.2	111 58.2	15E
YSO	Simcoe (Kawartha Lakes (Lindsay)), ON, VOR/DME	44 14.3	79 10.3	10W
YSP	Marathon, ON, VOR/DME	48 44.6	86 19.7	5W
YSY	Sachs Harbour (David Nasogaluak Jr. Saaryuaq), NT, NDB	71 59.5	125 18.9	
YTA	Pembroke, ON, NDB	45 48.2	77 13.1	13W
YTE	Cape Dorset, NU, NDB	64 13.7	76 31.7	
YTH	Thompson, MB, VOR/DME	55 48.7	97 49.5	3E
YTL	Big Trout Lake, ON, NDB	53 48.9	89 54.8	4W
YTP	Pearson (Toronto/LBP Intl), ON, VOR/DME	43 40.3	79 39.8	10W
YTQ	Tasiujaq, QC, NDB	58 40.3	69 56.8	24W
YTR	Trenton, ON, NDB	44 11.6	77 24.2	12W
YTS	Timmins, ON, VOR/DME	48 34.3	81 22.2	10W
YU	Kapuskasing, ON, DME	49 24.7	82 27.9	10W
YUL	Montreal, QC, VOR/DME	45 36.9	73 58.3	16W
YUT	Repulse Bay, NU, NDB	66 31.7	86 14.5	
YUX	Hall Beach, NU, VOR/DME	68 46.7	81 14.4	(True)
YUY	Rouyn, QC, NDB	48 10.4	78 56.3	13W
YVC	La Ronge, SK, VOR/DME	55 09.5	105 16.0	10E
YVO	Val-d'Or, QC, VOR/DME	48 10.5	77 49.2	14W
YVP	Kujack (Kuujjuaq), QC, VOR/DME	58 05.8	68 25.6	23W
YVQ	Norman Wells, NT, VOR/DME	65 15.9	126 43.4	19E
YVR	Vancouver, BC, VOR/DME	49 04.6	123 08.9	17E
YVV	Wiarton, ON, VOR/DME	44 44.7	81 06.3	8W
YWA	Petawawa, ON, NDB	45 53.7	77 16.3	13W
YWB	Westbank (Kelowna), BC, NDB	49 48.6	119 37.8	15E
YWG	Winnipeg, MB, VORTAC	49 55.7	97 14.4	3E
YWK	Wabush, NL, VOR/DME	52 57.6	66 51.2	19W
YWL	Williams Lake, BC, VOR/DME	52 14.2	122 10.1	18E
YWP	Webequie, ON, NDB	52 57.7	87 22.2	7W
YWV	Wainwright, AB, DME	52 58.9	110 50.0	14E
YWY	Wrigley, NT, DME	63 11.1	123 21.8	21E
YXC	Cranbrook, BC, VOR/DME	49 33.3	116 05.3	16E

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	Y (Cont'd)			
YXE	Saskatoon, SK, VORTAC	52 10.9	106 43.2	11E
YXI	Killaloe, ON, VOR/DME	45 39.8	77 36.2	12W
YXJ	Fort St. John, BC, VOR/DME	56 17.1	120 53.7	18E
YXK	Rimouski, QC, NDB	48 28.7	68 30.2	19W
YXL	Sioux Lookout, ON, NDB	50 07.1	91 53.9	1W
YXN	Whale Cove, NU, NDB	62 14.2	92 36.1	
YXP	Pangnirtung, NU, NDB	66 08.6	65 42.4	
YXQ	Beaver Creek, YT, NDB	62 24.5	140 51.7	19E
YXS	Prince George, BC, VOR/DME	53 53.7	122 27.3	18E
YXU	London, ON, VOR/DME	43 02.3	81 08.9	8W
YXY	Whitehorse, YT, VOR/DME	60 37.1	135 08.3	18E
YXZ	Wawa, ON, VOR/DME	47 57.0	84 49.4	6W
YY	Mont-Joli, QC, NDB	48 34.0	68 15.5	17W
YYB	North Bay, ON, VOR/DME	46 21.8	79 26.2	11W
YYC	Calgary, AB, VOR/DME	51 06.9	113 52.9	15E
YYD	Houston, BC, VOR/DME	54 27.1	126 39.1	17E
YYE	Fort Nelson, BC, VOR/DME	58 53.5	123 01.0	19E
YYF	Penticton, BC, NDB	49 29.3	119 36.1	15E
YYG	Charlottetown, PE, VOR/DME	46 17.9	63 07.2	18W
YYH	Taloyoak, NU, NDB	69 32.5	93 31.5	
YYJ	Victoria, BC, VOR/DME	48 43.6	123 29.1	17E
YYL	Lynn Lake, MB, VOR/DME	56 51.8	101 04.5	7E
YYN	Swift Current, SK, VOR/DME	50 17.8	107 41.5	12E
YYQ	Churchill, MB, VOR/DME	58 44.5	94 08.1	3W
YYR	Goose, NL, VOR/DME	53 19.2	60 17.7	21W
YYT	Torbay (St. John's Intl), NL, VOR/DME	47 29.1	52 51.1	17W
YYW	Armstrong, ON, NDB	50 18.5	89 01.3	4W
YYY	Mont-Joli, QC, VOR/DME	48 36.7	68 12.5	18W
YYZ	Toronto, ON, VOR/DME	43 39.5	79 37.9	10W
YZA	Ashcroft, BC, NDB	50 42.1	121 19.2	16E
YZF	Yellowknife, NT, VORTAC	62 27.9	114 26.2	17E
YZK	Harper Ranch, BC, NDB	50 42.1	120 25.7	16E
YZP	Sandspit, BC, VOR/DME	53 15.1	131 48.4	19E
YZS	Coral Harbour, NU, NDB	64 08.9	83 18.3	
YZT	Port Hardy, BC, VOR/DME	50 41.0	127 21.9	16E
YZU	Whitecourt, AB, VOR/DME	54 08.7	115 47.8	13E
YZV	Sept-Iles, QC, VOR/DME	50 13.9	66 16.4	20W
YZX	Greenwood, NS, NDB	44 55.4	65 06.1	17W
Y8	Drummondville, QC, NDB	45 50.8	72 23.9	15W

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/DEC
	Z			
ZAB	Leduc (Edmonton Intl), AB, NDB	53 14.6	113 29.4	15E
ZEM	Eastmain, QC, NDB	52 13.8	78 31.1	15W
ZET	Devon (Edmonton Intl), AB, NDB	53 21.2	113 40.4	15E
ZF	Yellowknife, NT, NDB	62 24.7	114 26.1	16E
ZHA	Ancaster (Hamilton), ON, NDB	43 11.8	80 01.7	10W
ZHD	Barclay (Dryden Regional), ON, NDB	49 48.1	92 38.7	0
ZHM	Binbrook (Hamilton), ON, NDB	43 08.7	79 47.6	10W
ZHT	Forks (Winnipeg/James Armstrong Richardson Intl), MB, NDB	49 50.0	97 08.7	5E
ZHU	Hauts-Bois (Montréal/St-Hubert), QC, NDB	45 33.9	73 20.8	16W
ZJT	Harmon (Stephenville), NL, NDB	48 34.9	58 22.8	19W
ZKF	Wellington (Waterloo Regional), ON, NDB	43 29.6	80 17.2	10W
ZKI	Kitimat, BC, NDB	54 03.2	128 40.2	19E
ZLP	Meadowvale (Toronto/LBP Intl), ON, NDB	43 37.7	79 43.9	10W
ZMM	Joly (Montréal Intl (Mirabel)), QC, NDB	45 40.8	74 11.1	15W
ZMN	Lewisville (Moncton), NB, NDB	46 06.3	64 47.5	18W
ZMR	Hermas (Montréal Intl (Mirabel)), QC, NDB	45 37.5	74 05.3	16W
ZMX	Janvier (Montréal Intl (Mirabel)), QC, NDB	45 44.5	73 55.2	15W
ZNF	Wabana (St. John's Intl), NL, NDB	47 37.2	52 52.0	18W
ZPA	Glass (Prince Albert), SK, NDB	53 13.0	105 32.7	9E
ZQM	Riverview (Moncton), NB, NDB	46 02.3	64 47.0	18W
ZQR	Findlay (Regina), SK, NDB	50 25.7	104 31.6	9E
ZQT	Superior (Thunder Bay), ON, NDB	48 23.8	89 13.5	3W
ZRJ	Round Lake, ON, NDB	52 56.9	91 19.4	2W
ZRS	Ajax (Regina), SK, NDB	50 29.1	104 44.2	9E
ZS	Coral Harbour, NU, DME	64 09.0	83 18.2	23W
ZSB	Noranda (Sudbury), ON, NDB	46 41.0	80 45.0	11W
ZSJ	Sandy Lake, ON, NDB	53 04.1	93 20.7	0
ZSS	Yellowhead (Saskatoon), SK, NDB	52 14.5	106 44.5	10E
ZST	Alpine (Saint John), NB, NDB	45 13.7	65 57.5	19W
ZT	Port Hardy, BC, NDB	50 42.0	127 25.6	17E
ZTH	Headframe (Thompson), MB, NDB	55 49.9	97 45.7	3E
ZTO	Woodhill (Toronto/LBP Intl), ON, NDB	43 44.3	79 42.2	10W
ZWG	Stoney (Winnipeg/James Armstrong Richardson Intl), MB, NDB	49 59.4	97 13.2	5E
ZWN	Downs (Winnipeg/James Armstrong Richardson Intl), MB, NDB	49 57.8	97 19.3	5E
ZWW	Boine (Winnipeg/James Armstrong Richardson Intl), MB, NDB	49 49.8	97 15.4	5E
ZXE	Barnes (Saskatoon/J.G. Diefenbaker), SK, NDB	52 09.7	106 34.5	10E
ZXJ	Taylor (Fort St. John), BC, NDB	56 11.0	120 38.7	19E
ZXS	Northwood (Prince George), BC, NDB	53 58.1	122 41.4	18E
ZXY	Klondike (Whitehorse), YT, NDB	60 38.2	135 00.6	21E
ZYC	Sarcee (Calgary), AB, NDB	51 11.8	114 01.3	15E
ZYZ	Queensway (Toronto/LBP Intl), ON, NDB	43 37.2	79 32.9	10W
ZZD	Calmar (Edmonton Intl), AB, NDB	53 15.3	113 39.6	15E
ZZR	Severn (Trenton), ON, NDB	44 03.2	77 37.6	12W
Z2	Rainbow Lake, AB, DME	58 29.7	119 24.8	22E
Z7	Claresholm Industrial, AB, NDB	50 00.2	113 38.2	13E

NUMBER-LETTER INDICATOR

INDICATOR	NAME	(N)LAT		(W)LONG		VAR
1B	Sable Island, NS, NDB	43	55.8	60	01.4	18W
1D	Charlottetown, NL, NDB	52	46.5	56	07.6	22W
1E	Black Tickle, NL, NDB	53	28.0	55	47.3	22W
1F	Bathurst, NB, NDB	47	37.8	65	44.7	19W
1L	Firebag, AB, NDB	57	16.8	110	58.3	14E
2B	Springdale, NL, NDB	49	29.4	56	11.1	20W
2H	Lebel-sur-Quevillon, QC, NDB	49	02.2	77	01.2	14W
2K	Camrose, AB, NDB	53	01.9	112	48.8	15E
2Q	Mont-Laurier, QC, NDB	46	36.2	75	28.2	14W
2Z	Diavik, NT, NDB	64	30.6	110	18.6	
3H	Consort, AB, NDB	52	01.4	110	44.7	13E
3M	Drayton Valley, AB, NDB	53	16.0	114	57.4	16E
3R	Postville, NL, NDB	54	54.4	59	47.7	23W
4A	Koala (Ekati), NT, NDB	64	41.9	110	36.6	
4J	Knee Lake, MB, NDB	54	53.0	94	48.0	0
4O	Swan Hills, AB, NDB	54	40.5	115	25.5	16E
4W	Kelsey, MB, NDB	56	02.3	96	30.8	3E
5B	Summerside, PE, NDB	46	23.8	63	52.9	18W
5F	Fox Creek, AB, NDB & DME	54	22.8	116	45.6	17E
5J	Coronation, AB, NDB	52	04.5	111	26.9	14E
5Q	Fontanges, QC, NDB	54	33.6	71	10.3	19W
5W	Leaf Rapids, MB, NDB	56	30.7	99	59.0	5E
6F	Port Hope Simpson, NL, NDB	52	31.2	56	17.8	21W
6G	Red Deer, AB, DME	52	10.9	113	53.0	17E
6K	Vernon, BC, NDB	50	21.0	119	15.6	16E
6T	Foremost, AB, NDB	49	29.1	111	29.2	13E
7B	St. Thomas, ON, NDB	42	46.3	81	06.3	9W
7C	Fogo, NL, NDB	49	39.7	54	14.7	20W
7H	Marystown (Winterland), NL, NDB	47	08.2	55	19.5	19W
7P	Iroquois Falls, ON, NDB	48	42.5	80	44.2	12W
8C	Fairview, AB, NDB	56	04.5	118	26.4	18E
8K	Valleyview, AB, NDB	55	02.1	117	17.3	17E
8M	Elk Point, AB, NDB	53	53.4	110	46.1	14E
9A	Hanna, AB, NDB	51	37.7	111	54.1	13E
9G	Sundre, AB, NDB	51	46.8	114	41.0	14E
9H	LG-3, QC, NDB	53	34.4	76	12.0	18W
9X	Brooks, AB, NDB	50	37.9	111	55.3	14E
9Y	Pincher Creek, AB, NDB	49	31.4	113	59.9	14E

DND CANADA WIDE NDB AND TACAN INDICATORS

DND/DFSM has been assigned by Transport Canada 10 NDB indicators and 4 TACAN indicators that can be used Canada Wide by tactical/transportable terminals. Use of these indicators can only be authorized by DFSM, 613-992-8744. They are as follows:

Canada Wide NDB Indicators	–	UAA, UFF, UGG, UJJ, UKK, UNN, USS, UTT, UWW and UZZ.
Canada Wide TACAN Indicators	–	8V to UBB 8W to UCC 9J to UDD 9L to UHH

COMMERCIAL BROADCASTING STATIONS

The following listing is provided by the Department of Industry Canada and is updated every six months; it covers all Canadian AM stations 40W and higher. Commercial broadcasting stations that are within the coverage of a VTA are not shown on the VNC.

NOTE:

(a) Some stations operate H24 but most operate 0700-2359 local time.

(b) Power is listed in watts. Where there is separate power for day and night the night power is in parenthesis.

CAUTION:

(a) A station may switch to a back-up transmitter without warning and the back-up facility may be at a different location.

(b) Commercial Broadcasting Stations are subject to outage or change without NOTAM.

(c) Some Commercial Broadcasting Stations will not identify themselves by their designated identifier.

COMMERCIAL BROADCASTING STATIONS

BROADCAST STATION	CALL SIGN	FREQ	POWER	TOWER LOCATION (N)LAT	(W) LONG
YUKON TERRITORY					
Beaver Creek	CBDM	690	40	62 22 51	140 53 07
Carmacks	CBQF	990	40	62 06 01	136 15 58
Dawson	CBDN	560	400	64 03 21	139 24 49
Elsa	CBDD	560	40	63 55 34	135 30 53
Mayo	CBDC	1230	40	63 37 45	135 53 34
Ross River	CBQJ	990	40	61 56 30	132 26 53
Swift River	CBDX	970	40	60 00 08	131 11 43
Teslin	CBDK	940	40	60 10 01	132 43 40
Watson Lake	CBDB	990	400(165)	60 03 58	128 43 22
Whitehorse	CBPY	810	50	60 41 32	134 58 17
	CFWH	570	5000(1000)	60 47 00	135 06 51
	CKRW	610	1000	60 41 32	134 58 17
NORTHWEST TERRITORIES					
Aklavik	CBAK	1210	40	68 13 20	135 01 41
Fort McPherson	CBQM	690	40	67 25 42	134 51 55
Fort Norman	CBQI	920	99	64 54 30	125 32 28
Fort Providence	CBQC	1230	99	61 40 20	117 38 21
Fort Simpson	CBDO	690	40	61 52 18	121 22 51
Fort Smith	CBDI	860	99	60 00 13	111 52 32
Inuvik	CHAK	860	1000	68 20 41	133 41 09
Norman Wells	CBDW	990	40	65 16 52	126 48 43
Tuktoyaktuk	CBAC	1150	40	69 26 36	133 00 01
Wrigley	CBQG	1280	40	63 13 02	123 26 24
Yellowknife	CFYK	1340	2500	62 25 55	114 25 10
NUNAVUT					
Gjoa Haven	CBIA	640	40	68 37 36	95 52 21
Iqaluit	CFFB	1230	1000	63 43 56	68 32 43
BRITISH COLUMBIA					
100 Mile House	CKBX	840	1000(500)	51 40 11	121 17 27
Abbotsford	ABBOTSFORD -1	850	10000	49 01 07	122 13 51
Alice Arm	CBKL	1150	40	55 27 29	129 27 21
Ashcroft	CBWA	860	40	50 43 26	121 16 13
	CINL	1340	1000	50 45 30	121 17 52
Blue River	CBKM	860	40	52 06 20	119 18 30
Bralorne	CBRZ	1350	40	50 46 35	122 49 04
Burnaby	CJML	940	20	49 15 04	123 00 05
Burns Lake	CFLD	760	1000	54 15 19	125 45 30
Cache Creek	CBKS	1450	40	50 48 42	121 19 40

COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL SIGN	FREQ	POWER	TOWER LOCATION (N)LAT	(W) LONG
Canal Flats	CFIW	1200	50	50 09 22	115 48 13
Clearwater	CBKZ	860	40	51 38 38	120 02 12
	CHNL-1	1400	1000	51 39 26	120 04 59
Clinton	CBUU	1070	40	51 05 40	121 35 05
Coal Harbour	CBKO	540	40	50 36 04	127 34 23
Cooper Creek	CBXH	1540	40	50 12 25	116 58 14
Creston	CFKC	1340	250	49 05 35	116 31 54
Dawson Creek	CJDC	890	10000	55 46 30	120 13 16
Donald	CBWD	900	40	51 29 15	117 10 31
Edgewood	CBXW	860	40	49 47 05	118 08 54
Elkford	CJEV	1340	50	50 01 19	114 55 32
Field	CBRD	860	40	51 22 41	116 27 49
Fort St. James	CIFJ	1480	50	54 26 40	124 14 54
Fraser Lake	CIFL	1450	50	54 03 16	124 50 55
Glacier Park	CBPC-1	1490	5	51 18 00	117 30 04
	CBPD-1	1230	5	51 18 00	117 30 04
Gold Bridge	CBTG	860	40	50 50 21	122 51 47
Gold River	CBKJ	860	40	49 46 24	126 03 13
Golden	CBPN	1490	20	51 18 06	116 57 22
	CKGR	1400	1000	51 18 13	116 58 30
Grand Forks	CBRJ	860	40	49 01 40	118 26 44
Granisle	CBKG	920	40	54 52 53	126 12 06
	CHLD	1480	50	54 52 55	126 12 08
Hudson's Hope	CBXU	940	40	56 01 40	121 55 11
Invermere	CKIR	870	1000(250)	50 31 08	116 03 04
Kamloops	CHNL	610	25000(5000)	50 38 50	120 16 19
Kaslo	CBUG	860	40	49 54 29	116 53 59
Kelowna	CKFR	1150	10000	49 50 52	119 27 58
Keremeos	CBKY	1350	40	49 12 17	119 49 07
Kimberley	CBRK	900	40	49 40 49	115 58 35
Kispiox	CBTD	990	40	55 20 42	127 41 24
Lillooet	CBUL	860	40	50 41 16	121 56 22
MacKenzie	CBWF	920	40	55 19 52	123 05 45
	CKMK	1240	1000	55 20 48	123 08 59
Merritt	CBUP	860	40	50 06 31	120 47 19
	CJNL	1230	1000	50 06 29	120 46 10
Mica Dam	CBXA	1150	40	52 03 40	118 34 29
Nakusp	CBUM	900	40	50 14 28	117 48 04
New Denver	CBUI	740	40	49 59 40	117 21 59
New Hazelton	CBRH	1170	40	55 15 02	127 34 38
	CKBV	1490	50	55 14 57	127 34 49
New Westminster	CKNW	980	50000	49 09 39	122 43 55
Osoyoos	CJOR	1240	1000	49 04 57	119 31 25
Parson	CBKR	740	40	51 04 04	116 37 53
Pemberton	CBXK	1240	40	50 19 23	122 47 55
Penticton	CKOR	800	10000(500)	49 25 25	119 34 19
Port Alice	CBUX	1170	40	50 25 39	127 28 42
Port Hardy	CFNI	1240	1000	50 42 34	127 26 15
Prince Rupert	CFPR	860	10000(2500)	54 17 07	130 22 34
	CHTK	560	1000(250)	54 17 54	130 23 16
Princeton	CIOR	1400	1000	49 26 50	120 30 46
Revelstoke	CBPK	1580	50	50 59 24	118 13 12
Richmond	CISL	650	10000(9000)	49 08 38	123 03 41
Salmo	CBUN	740	40	49 11 37	117 16 40
Sayward	CBKU	630	40	50 23 17	125 57 43
Shalalth	CBKN	990	40	50 43 49	122 14 30
Sicamous	CBPM	1260	30	50 50 09	118 58 22
Smithers	CFBV	870	1000(500)	54 47 46	127 11 55
Stewart	CBKA	1450	40	55 56 34	129 59 36
Tahsis	CBXP	1240	40	49 55 44	126 39 20

COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL SIGN	FREQ	POWER	TOWER LOCATION (N)LAT	(W) LONG
Terrace	CFNR	990	40	54 30 19	128 35 46
	CFTK	590	1000	54 30 04	128 30 56
Ucluelet	CBPU	1260	30	49 03 11	125 43 15
	CBXQ	540	40	48 56 44	125 33 07
Vancouver	CBU	690	50000	49 08 14	123 12 05
	CFTE	1410	50000	49 05 33	122 55 57
	CHMB	1320	50000	49 09 54	123 02 33
	CHMJ	730	50000	49 07 56	123 00 23
	CJRJ	1200	25000	49 10 59	123 03 49
	CJVB	1470	50000	49 11 35	123 01 22
	CKST	1040	50000	49 05 33	122 55 57
	CKWX	1130	50000	49 09 21	123 04 05
Vanderhoof	CIVH	1340	1000	54 00 59	123 59 29
Victoria	CFAX	1070	10000	48 23 49	123 18 25
	CKMO	900	10000	48 26 27	123 15 18
Wells	CBYW	540	40	53 06 25	121 32 45
Williams Lake	CBRL	860	40	52 08 31	122 09 28
	CKWL	570	1000	52 05 29	122 10 32
ALBERTA					
Blairmore	CBXL	860	40	49 36 28	114 26 24
Calgary	CBR	1010	50000	50 56 17	113 57 42
	CFAC	960	50000	50 59 21	113 50 24
	CFFR	660	50000	50 45 27	114 03 46
	CHQR	770	50000	50 49 16	114 03 08
	CKMX	1060	50000	50 54 02	113 52 30
Camrose	CFCW	790	50000	52 57 37	112 57 33
Coleman	CBXC	1450	40	49 37 59	114 30 08
Drumheller	CKDQ	910	50000	51 02 27	113 17 35
Edmonton	CBX	740	50000	53 19 10	113 26 47
	CFRN	1260	50000	53 27 07	113 40 56
	CHED	630	50000	53 23 58	113 23 50
	CHFA	680	10000	53 24 23	113 36 45
	CHQT	880	50000	53 22 07	113 19 04
	CJCA	930	50000	53 23 00	113 28 36
	CKUA	580	10000	53 20 34	113 27 31
Edson	CBXD	1540	40	53 34 34	116 26 07
Fort Chipewyan	CBKE	1450	40	58 43 15	111 08 44
Fort Vermilion	CBKC	1460	40	58 23 01	116 02 30
Grande Cache	CBWI	1450	40	53 54 00	119 06 19
	CFXG	1230	50	53 53 21	119 07 30
High Level	CBKD	1560	40	58 30 25	117 08 23
High Prairie	CKVH	1020	1000(400)	55 27 11	116 31 06
High River	CHRB	1140	50000(46000)	50 55 25	113 50 02
Medicine Hat	CIED	990	500(100)	50 19 25	110 54 33
Peace River	CKYL	610	10000	56 10 40	117 11 01
Rainbow Lake	CBXX	1240	40	58 29 45	119 23 15
St. Paul	CHLW	1310	10000	53 59 38	111 13 44
Stettler	CKSQ	1400	1000	52 18 41	112 37 23
Wainwright	CKKY	830	10000(3500)	52 48 59	110 45 36
Westlock	CFOK	1370	10000	54 05 16	113 52 43
Wetaskiwin	CKJR	1440	10000	52 57 30	113 27 04
SASKATCHEWAN					
Estevan	CJSL	1280	10000	49 03 26	102 55 22
Gravelbourg	CBKF-1	690	5000	49 52 16	106 28 22
Jans Bay	CJBW	1330	50	55 08 54	108 07 36
Kindersley	CFYM	1210	1000(250)	51 27 05	109 08 44
Melfort	CKJH	750	25000	52 36 45	104 30 18
Moose Jaw	CHAB	800	10000	50 22 38	105 23 38

COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL SIGN	FREQ	POWER	TOWER LOCATION (N)LAT	(W) LONG
North Battleford	CJNB	1050	10000	52 50 30	108 18 23
Prince Albert	CKBI	900	10000	53 06 13	105 45 33
Regina	CJME	980	10000(5000)	50 21 13	104 37 21
	CKRM	620	10000	50 19 36	104 37 16
Rosetown	CJYM	1330	10000	51 27 31	107 59 40
Saskatoon	CBKF-2	860	10000	52 15 00	106 39 36
	CJWW	600	25000(8000)	52 04 25	106 48 39
	CKOM	650	10000	52 04 45	106 30 41
Shaunavon	CJSN	1490	1000	49 38 29	108 29 15
Swift Current	CKSW	570	10000	50 09 39	107 49 01
Watrous	CBK	540	50000	51 40 48	105 26 52
Weyburn	CFSL	1190	10000(5000)	49 27 57	103 50 35
Yorkton	CJGX	940	50000(10000)	51 12 23	102 20 10
MANITOBA					
Altona	CFAM	950	10000	49 01 57	97 56 59
Boissevain	CJRB	1220	10000	49 15 26	100 03 26
Brandon	CKLQ	880	10000	49 37 11	99 48 21
Churchill	CHFC	1230	250	58 45 18	94 05 40
Cross Lake	CFNC	1490	50	54 37 28	97 46 57
Dauphin	CKDM	730	10000(5000)	51 09 08	100 13 48
Flin Flon	CFAR	590	10000(1000)	54 48 04	101 51 11
Morden	CKMW	1570	10000	49 07 16	98 04 03
Portage La Prairie	CFRY	920	25000(15000)	49 58 10	98 22 32
St. Boniface	CKSB	1050	10000	49 45 06	97 10 55
St. Lazare	CKSB-2	860	40	50 26 48	101 17 35
Steinbach	CHSM	1250	10000	49 30 15	96 58 55
The Pas	CJAR	1240	1000	53 48 46	101 16 35
Thompson	CHTM	610	1000	55 42 08	97 52 56
Winnipeg	CBW	990	50000(46000)	49 50 12	97 30 45
	CFRW	1290	10000	49 47 58	97 16 30
	CJOB	680	50000	49 39 14	97 11 31
	CKJS	810	10000	49 44 07	97 11 37
ONTARIO					
Armstrong	CBOL	1450	40	50 18 08	89 02 12
Atikokan	CFOB-1	1240	50	48 45 33	91 36 17
Bancroft	CBLV	600	40	45 03 00	77 51 29
Beardmore	CBLE	1240	40	49 35 49	87 57 34
Belleville	CJBQ	800	10000	43 58 08	77 25 09
Blind River	CBON-6	1010	40	46 11 23	82 57 54
Brampton	CIAO	530	1000(250)	43 35 25	79 53 19
Brantford	CKPC	1380	10000	43 03 20	80 18 54
Chalk River	CKML	530	30	46 02 40	77 23 35
Chatham	CFCO	630	10000(6000)	42 20 03	82 16 53
Deep River	CBLI	1110	40	46 05 20	77 29 08
Ear Falls	CBOI	690	40	50 38 34	93 13 16
	CKDR-4	1450	40	50 38 10	93 13 52
Foleyet	CBLF	1450	40	48 14 16	82 26 05
Guelph	CJOY	1460	10000	43 29 09	80 14 42
Hamilton	CHAM	820	50000(10000)	43 06 58	79 46 37
	CHML	900	50000	43 20 00	80 07 14
	CKOC	1150	50000	43 03 04	79 48 41
Hornepayne	CBLH	1010	40	49 13 35	84 47 00
Hudson	CBQW	1340	40	50 05 37	92 09 41
	CKDR-3	1450	40	50 05 21	92 09 55
Ignace	CBES	690	40	49 24 49	91 39 45
	CKDR-1	1340	50	49 24 08	91 39 56
Kitchener	CKGL	570	10000	43 17 25	80 21 09

COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL SIGN	FREQ	POWER	TOWER LOCATION (N)LAT	(W) LONG
London	CFPL	980	10000(5000)	42 53 29	81 12 01
	CJBK	1290	10000	42 52 08	81 13 57
	CJBK	1290	10000	42 52 15	81 04 01
	CKSL	1410	10000	42 52 59	81 13 24
Marathon	CBLM	1090	40	48 43 11	86 23 00
Matachewan	CBON-10	1110	40	47 56 33	80 38 43
Mattawa	CBLO	1240	40	46 18 49	78 43 17
	CBON-12	1090	40	46 18 49	78 43 17
Mississauga	CINA	1650	5000(680)	43 37 32	79 37 52
Moosonee	CBEY	1340	40	51 16 25	80 38 19
	CHMO	1450	50	51 16 39	80 38 39
Nakina	CBLN	1240	40	50 10 31	86 42 37
Niagara Falls	CJRN	710	5000(2500)	42 53 52	78 57 26
North Bay	CKAT	600	10000(5000)	46 10 45	79 27 48
Oakville	CJMR	1320	20000	43 27 29	79 45 17
	CJYE	1250	10000(5000)	43 27 29	79 45 17
Oshawa	CKDO	1580	10000	43 52 19	78 45 53
Ottawa	CFGO	1200	50000	45 13 00	75 46 11
	CFRA	580	50000(10000)	45 12 05	75 43 26
	CHYW	1630	99	45 19 15	75 39 57
	CIWW	1310	50000	45 15 36	75 47 02
Owen Sound	CFOS	560	7500(1000)	44 32 40	80 54 07
Richmond Hill	CFMJ	640	50000	43 10 45	79 25 59
Rolphton	CBOF-4	1400	40	46 10 18	77 42 07
St. Catharines	CHSC	1220	10000	43 03 23	79 13 21
	CKTB	610	10000(5000)	43 02 12	79 09 59
Sarnia	CHOK	1070	10000	42 53 30	82 19 20
Schreiber	CBLB	1340	40	48 48 30	87 16 00
Sioux Lookout	CBLS	1240	40	50 05 44	91 54 31
Stratford	CJCS	1240	1000	43 20 35	81 00 39
Temagami	CBEU	1340	40	47 03 49	79 47 19
Terrace Bay	CBEH	1010	40	48 47 18	87 05 54
Tillsonburg	CKOT	1510	10000(0)	42 44 08	80 39 18
Toronto	CFRB	1010	50000	43 30 17	79 37 49
	CFTR	680	50000	43 12 50	79 36 29
	CFZM	740	50000	43 34 30	79 49 02
	CHHA	1610	1000	43 42 40	79 27 10
	CHIN	1540	50000(30000)	43 36 55	79 22 49
	CHKT	1430	50000	43 37 03	79 22 46
	CHTO	1690	3000(1000)	43 42 46	79 18 56
	CHUM	1050	50000	43 29 14	79 37 14
	CJBC	860	50000	43 34 30	79 49 02
	CJCL	590	50000	43 09 10	79 32 03
White River	CBLW	1010	40	48 35 20	85 17 08
Windsor	CBE	1550	10000	42 12 56	82 55 15
	CBEF	540	2500(5000)	42 08 50	83 05 33
	CBEF-1	1550	10000	42 12 56	82 55 15
	CKLW	800	50000	42 03 25	83 00 10
	CKWW	580	500	42 10 22	83 02 53
Wingham	CKNX	920	10000(1000)	43 50 35	81 20 52
QUÉBEC					
Aguanish	CBSI-14	1350	40	50 13 18	62 04 39
Chapais	CBJ-2	1140	40	49 47 04	74 51 43
	CBMD	1400	40	49 47 04	74 51 43
Clova	CBF-16	990	40	48 06 33	75 21 33
Gatineau	CIRA-5	1350	1000(180)	45 30 24	75 41 28
	CJEU	1670	1000	45 30 24	75 41 28
Lac-Édouard	CBF-17	710	40	47 39 51	72 16 34
La Romaine	CBSI-8	1550	40	50 12 58	60 40 29

COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL SIGN	FREQ	POWER	TOWER LOCATION (N)LAT	(W) LONG
La Tuque	CBVE-1	830	40	47 25 13	72 46 58
	CFLM	1240	1000	47 27 42	72 46 30
Laval	CJLV	1570	10000	45 31 51	73 50 29
Lebel-sur-Quévillon	CBF-3	650	40	49 02 58	76 58 47
	CBMK	1230	40	49 02 58	76 58 47
Malartic	CBMN	1230	40	48 08 20	78 07 49
Maniwaki	CBOF-1	990	40	46 22 25	75 57 23
	CBOM	710	40	46 22 25	75 57 23
Matagami	CBF-4	1140	40	49 45 30	77 37 39
Montréal	CFMB	1280	50000	45 19 31	73 32 53
	CHOU	1450	2000(1000)	45 29 45	73 44 38
	CJAD	800	50000(10000)	45 14 50	73 31 23
	CJLO	1690	1000	45 26 52	73 39 28
	CJRS	1650	1000	45 29 15	73 40 07
	CJWI	1610	1000	45 33 52	73 36 26
	CKAC	730	50000	45 30 50	73 58 24
	CKGM	990	50000	45 17 43	73 43 18
Murdochville	CBGA-6	1270	40	48 57 20	65 29 47
	CBMJ	750	40	48 57 30	65 30 02
Natashquan	CBSI-5	1100	40	50 10 47	61 48 42
Parent	CBF-18	710	40	47 55 28	74 36 46
Port-Menier	CBSI-23	1130	40	49 49 15	64 20 51
Québec	CHRC	800	50000	46 38 34	71 14 43
St-Constant	CJMS	1040	5000(1070)	45 22 05	73 37 21
Senneterre	CBF-1	710	40	48 22 42	77 13 28
	CBMM	540	40	48 22 42	77 13 28
Val-d'Or	CBML	570	40	48 06 35	77 47 09
Weymontachie	CBFA-3	750	40	47 53 58	73 46 38
NEW BRUNSWICK					
Campbellton	CKNB	950	10000(1000)	48 00 54	66 35 06
Caraquet	CJVA	810	10000	47 46 05	65 03 10
Fredericton	CKHJ	1260	10000	45 59 52	66 41 37
Grande-Anse	CBGA-1	540	10000	47 48 50	65 08 47
Kedgwick	CBAF-20	990	40	47 38 45	67 21 03
McAdam	CBAX	600	40	45 34 50	67 20 33
Saint John	CFBC	930	50000	45 13 55	66 06 12
St. Quentin	CBAF-21	1230	40	47 30 45	67 23 43
St. Stephen	CBAO	990	40	45 11 33	67 15 40
Sussex	CJCW	590	1000(250)	45 41 06	65 31 26
NOVA SCOTIA					
Amherst	CKDH	900	1000	45 50 42	64 12 38
Digby	CKDY	1420	1000	44 38 03	65 46 40
Middleton	CKAD	1350	1000	44 59 15	65 01 12
Sydney	CBI	1140	10000	46 08 12	60 16 12
	CJCB	1270	10000	46 10 50	60 11 27
Windsor	CFAB	1450	1000	44 59 43	64 06 49
PRINCE EDWARD ISLAND					
Parc National De L I	CBPP-1	1280	20	46 29 11	63 18 49
Prince Edward Island	CBPP	1490	20	46 29 11	63 18 49
NEWFOUNDLAND & LABRADOR					
Baie Verte	CKIM	1240	1000	49 57 25	56 10 41
Bonavista Bay	CBGY	750	10000	48 40 27	53 46 19
Cartwright	CBNK	570	40	53 42 31	57 00 42
Clarenville	CKVO	710	10000	48 08 36	53 57 40
Corner Brook	CBY	990	10000	48 55 58	57 54 22
	CFCB	570	1000	48 56 13	57 59 28

COMMERCIAL BROADCASTING STATIONS (Cont'd)

BROADCAST STATION	CALL SIGN	FREQ	POWER	TOWER LOCATION (N)LAT	(W) LONG
Gander	CBG	1400	4000	48 57 57	54 39 18
	CKGA	650	5000	48 57 37	54 39 37
Grand Falls	CBT	540	10000	48 57 03	55 37 30
	CKCM	620	10000	48 56 39	55 38 31
Happy Valley	CKHV	1340	1000	53 18 59	60 17 13
Marystown	CHCM	740	10000	47 08 41	55 16 18
Nain	CBNZ	740	40	56 32 30	61 41 56
Nain (Labrador)	CKOK	610	40	56 32 30	61 41 56
Port Aux Basques	CFGN	1230	250	47 35 08	59 07 19
Port Au Choix	CFNW	790	1000	50 42 00	57 23 56
St. Anthony	CBNA	600	10000	51 22 04	55 36 56
St. John's	CBN	640	10000	47 34 08	52 48 41
	CJYQ	930	50000(25000)	47 34 45	52 47 11
	CJYQ-1	930	50000(5000)	47 34 45	52 47 11
	VOAR	1210	10000	47 32 05	52 49 16
	VOCM	590	20000	47 32 38	52 46 40
	VOWR	800	10000(2500)	47 34 19	52 45 10
Stephenville	CFSX	870	500	48 31 34	58 29 24
	CHUG	740	40	48 33 10	58 33 41

NORTH ATLANTIC METEOROLOGICAL INFORMATION (HF) (VOLMET)

GANDER

3485	H+20-25	TAF	Montreal/Pierre Elliott Trudeau, Toronto, Ottawa.
6604		METAR	Gander, Montreal/Pierre Elliott Trudeau, Toronto,
10051			Ottawa, Goose.
13270	H+25-30	TAF	SIGMET (**1**), Winnipeg, Edmonton, Calgary, Churchill.
		METAR	Kuujjuaq, Winnipeg, Churchill.
	H+50-55	TAF	Gander, St. John's, Halifax.
		METAR	Gander, St. John's, Halifax, Stephenville Montreal(Mirabel).
	H+55-60	TAF	SIGMET (**1**), Goose, Iqaluit, Sondrestrom.
		METAR	Goose, Iqaluit, Sondrestrom, Kuujjuaq.

NOTE (1) Includes SIGMET or notification of SIGMET affecting flights operating above FL 100 in the Gander Oceanic and the Gander Domestic, Moncton, Montreal and Toronto FIR.

NEW YORK

3485	H+00	FORECASTS	Detroit, Chicago, Cleveland.
6604		ACTUALS	Detroit, Chicago, Cleveland, Niagara Falls, Milwaukee, Indianapolis.
10051			
13270			
	H+05	FORECASTS	Bangor, Charlotte, Pittsburgh.
		ACTUALS	Bangor, Pittsburgh, Windsor Locks, St. Louis, Charlotte, Minneapolis.
	H+10	FORECASTS	New York, Newark, Boston.
		ACTUALS	New York, Newark, Boston, Baltimore, Philadelphia, Washington.
	H+15	FORECASTS	Bermuda NAS, Miami, Atlanta.
		ACTUALS	Bermuda NAS, Miami, Nassau, Freeport, Tampa, West Palm Beach, Atlanta.
	H+30	FORECASTS	Niagara Falls, Milwaukee, Indianapolis.
		ACTUALS	Detroit, Chicago, Cleveland, Niagara Falls, Milwaukee, Indianapolis.
	H+35	FORECASTS	Windsor Locks, St. Louis.
		ACTUALS	Bangor, Pittsburgh, Windsor Locks, St. Louis, Charlotte, Minneapolis.
	H+40	FORECASTS	Baltimore, Philadelphia, Washington.
		ACTUALS	New York, Newark, Boston, Baltimore, Philadelphia, Washington.
	H+45	FORECASTS	Nassau, Freeport.
		ACTUALS	Bermuda NAS, Miami, Nassau, Freeport, Tampa, West Palm Beach, Atlanta.

NORTH ATLANTIC METEOROLOGICAL INFORMATION (HF) (VOLMET) (Cont'd)

SHANNON

3413 (Night) 8957 5505 13264	H+00	FORECASTS	Brussels Ntl, Hamburg.
		ACTUALS	Brussels Ntl, Hamburg, Frankfurt (Main), Cologne/Bonn, Dusseldorf, Munich.
	H+05	FORECASTS	Shannon, Prestwick, London/Heathrow.
		ACTUALS	Shannon, Amsterdam/Schiphol, Manchester, London/Gatwick.
	H+10	ACTUALS	Copenhagen/Kastrup, Stockholm/Arlanda, Goteborg/Landvetter, Bergen/Flesland, Oslo/Gardemoen, Helsinki/Vantaa, Dublin, Barcelona.
	H+15	FORECASTS	Madrid/Barajas, Lisbon, Paris/Orly.
		ACTUALS	Madrid/Barajas, Lisbon, Santa Maria, Paris/Orly, Paris/Charles de Gaulle, Lyon/Satolas.
	H+20	FORECASTS	Rome/Fiumicino, Milan/Malpensa.
		ACTUALS	Rome/Fiumicino, Milan/Malpensa, Zurich, Geneva/Cointrin, Turin/Caselle, Keflavik.
	H+30	FORECASTS	Frankfurt (Main), Cologne/Bonn.
		ACTUALS	Brussels Ntl, Hamburg, Frankfurt (Main), Cologne/Bonn, Dusseldorf, Munich.
	H+35	FORECASTS	Amsterdam/Schiphol, Manchester, London/Gatwick.
		ACTUALS	Shannon, Prestwick, London/Heathrow, Amsterdam/Schiphol, Manchester, London/Gatwick.
	H+40	ACTUALS	Copenhagen/Kastrup, Stockholm/Arlanda, Goteborg/Landvetter, Bergen/Flesland, Oslo/Gardemoen, Helsinki/Vantaa, Dublin, Barcelona.
	H+45	FORECASTS	Santa Maria, Athens, Paris/Charles de Gaulle.
		ACTUALS	Madrid/Barajas, Lisbon, Santa Maria, Paris/Orly, Paris/Charles de Gaulle, Lyon/Satolas.
	H+50	FORECASTS	Zurich, Geneva/Cointrin.
		ACTUALS	Rome/Fiumicino, Milan/Malpensa, Zurich, Geneva/Cointrin, Turin/Caselle, Keflavik.

NORTH ATLANTIC METEOROLOGICAL INFORMATION (VHF) (VOLMET)

KEFLAVIK

FORECASTER

120.3	344.6 Cont	Direct communication between pilot and forecaster.

AERONAUTICAL RADIO INCORPORATED (ARINC)

Aeronautical Radio Incorporated provides communications for air traffic services of the United States using common air/ground frequencies. These frequencies are listed below by the areas in which they are used. These frequencies are for use during emergency situations and when communications with control centres or military air/ground stations on military air/ground frequencies cannot be maintained. Users are advised that a charge may be levied for services provided other than air traffic services.

NORTH ATLANTIC

New York (ARINC) -	129.9,	(NAT-A)	21964	17946	13306	8906	5598	3016
		(NAT-E)	17952	13354	11309	8825	6628	2962

CARIBBEAN

New York (ARINC) -	130.7,	(CAR-A)	13297	11396	8846	6577	5550	2887
		(CAR-B)	17907	11330	8918	6586	5520	3455

CENTRAL EAST PACIFIC

San Francisco (ARINC) - 131.95,
(CEP-1/2) 21964 13354 13288 11282 10057 8843 6673 5574 5547 3452 3413 2869

POLAR ROUTES

A/G: For aircraft using the Polar Routes, ARINC has a remote LDOCF voice site at Barrow, Alaska, controlled from ARINC SFO Communications Centre. Although primarily for company type communications, ATC communications can be passed to and from Anchorage Centre under unusual or emergency situations. Site is available for Phone Patches and Radio Operator delivered message traffic. Barrow LDOCF frequencies are: 3494 6640 11342 13348 17925 21964.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM

Aircraft desiring to contact an ARINC Communications Centre should use the following numbers to call the appropriate ARINC Centre:

Oceanic Area	Centre	IMARSAT Number	Public Phone Number
Pacific	SFO	436625	925-371-3920
Atlantic	NYC	436623	631-244-2492

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications. This capability will be on a "search, find and contact" basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 1-410-266-4430 to provide, update or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

NOTE: Only SSB avbl on HF freqs

MILITARY FLIGHT DATA AND PROCEDURES

TABLE OF CONTENTS

Page

GENERAL INFORMATION

The information contained in this section is pertinent to military operations in Canada and the North Atlantic. Appropriate information on Flight Data and Procedures in the United States is also included. The current amendment lists for FLIP Documents directly related to the Military contents associated with the GPH 205 & GPH 205(S) are as follows:

	Amendment List No.	Date	Issue	Effective Date
GPH 200	—	—	—	31 Dec 2020
206	—	—	—	31 Dec 2020
207	—	—	—	31 Dec 2020
204A	—	—	122	5 Nov 2020
209	CH5	—	—	01 Jan 2009
RCAF FOM	—	—	—	—
NDHQ Flying Orders Book 1	CH8	8 Oct 2009	—	25 May 2001
NDHQ Flying Orders Book 2	CH4	10 Mar 2009	—	25 May 2001
Manual of Instrument Flying	CH4	30 Sep 2004	—	31 Mar 2001
SIR Agreement	—	—	—	Apr 2008

FLIGHT PROCEDURES

PROCEDURES FOR THE PREVENTION OF DANGEROUS MILITARY ACTIVITIES BETWEEN CANADA AND THE CIS

SECTION 1

Communication Channels:

For the purpose of implementing this Agreement, the armed forces of the Parties shall provide for establishing and maintaining, as necessary, communications at the following levels:

(a) The Task Force Commander of the armed forces of one Party present in a Special Caution Area and the Task Force Commander of the armed forces of the other Party in the same Area;

(b) Commander* of a ship, aircraft, ground vehicle or ground unit of the armed forces of one Party and the Commander* of a ship, aircraft, ground vehicle or ground unit of the armed forces of the other Party; and

(c) Commander* of an aircraft of the armed forces of one Party and an air traffic control or monitoring facility of the other Party.

* "Commander" means the individual with authority to command or lead a ship, aircraft, ground vehicle or ground unit.

SECTION 2

Radio Frequencies:

1. To establish radio communication, as necessary, the following frequencies shall be used:
   (a) between aircraft of the Parties or between an aircraft of one Party and an air traffic control or monitoring facility of the other Party: on VHF band frequency 121.5 MHz or 243.0 MHz, or on HF band frequency 4125.0 KHz (alternate 6215.0 KHz); after initial contact is made, the working frequency 130.0 MHz, or 4125.0 KHz should be used;
   (b) between ships of the Parties and ship-to-shore: on VHF band frequency 156.8 MHz, or on HF band frequency 2182.0 KHz;
   (c) between a ship of one Party and an aircraft of the other Party: on VHF band frequency 121.5 MHz or 243.0 MHz; after initial contact is made, the working frequency 130.0 MHz or 278.0 MHz shall be used; and
   (d) between ground vehicles or ground units of the armed forces of the Parties: on VHF band frequency 44.0 MHz (alternate 46.5 MHz), or on HF band frequency 4125.0 KHz (alternate 6215.0 KHz).
2. The Parties agree to conduct necessary testing to ensure reliability of the communications channels agreed by the Parties.

SECTION 3

Signals and Phrases:

1. The Parties recognize that the lack of radio communication can increase the danger to the personnel and equipment of their armed forces involved in any incident which may arise as a result of dangerous military activities. Personnel of the armed forces of the Parties involved in such incidents who are unable to establish radio communication, or who establish radio communication but cannot be understood, shall try to communicate using those signals referred to in this Section. In addition, such personnel shall attempt to establish communications with other personnel of their armed forces, who in turn shall take measures to resolve the incident through communications channels set forth in this Agreement.

2. Ship-to-ship and ship-to-shore communications shall be conducted using signals and phrases as set forth in the International Code of Signals of 1965 and the Special Signals developed in accordance with the Agreement between the Government of the United States of America and the Government of the Commonwealth of Independent States on the Prevention of Incidents On and Over the High Seas of 1972. Aircraft-to-aircraft communications shall be conducted using signals and phrases for intercepting and intercepted aircraft contained in the Rules of the Air, Annex 2 to the 1944 Convention on International Civil Aviation (Chicago Convention). The additional signals and phrases contained in paragraph 4 of this Section may also be used.

3. Whenever aircraft of the Parties come into visual contact with each other, their aircrews shall monitor the frequency 121.5 MHz or 243.0 MHz. If it is necessary to exchange information, but communications in a common language are not possible, attempts shall be made to convey essential information and acknowledgment of instructions by using phrases referred to in paragraphs 2 and 4 of this Section. If radio communication is not possible, then visual signals shall be used.
4. The following summary plus table contains frequencies signals and phrases for communications between aircraft, ships, ground vehicles or ground units, in accordance with this Agreement:

FREQUENCIES FOR USE WITH RUSSIAN MILITARY AIRCRAFT (RMA)

	Initial Contact		
	Primary	**Alternate**	**Sustained Communication**
VHF	121.5 MHz	None	130.0 MHz
UHF	243.0 MHz	None	278.0 MHz
HF	4125.0 KHz	6215.0 KHz	4125.0 KHz

Always monitor GUARD. Attempt contact on the primary frequency, if no response, attempt the alternate frequency (if available), interceptors use appropriate visual signal. If sustained communication is desired, the calling party uses the additional phrase "RADIO CONTACT". After the other party responds with "RADIO CONTACT", both parties switch to the appropriate sustained frequency

.

TABLE OF CALL SIGNS FOR USE WITH RUSSIAN FORCES

Type Platform	**Russian C.S. (Phonetic)**	**United States C.S.**	**Canadian C.S.**
Aircraft	SEDLO (Sed-low')	IVORY EAGLE	HORSE
ATC or Monitor	ZEMLYA (Zem-le-yaw')	ELECTRIC LIGHT	CLOUD
Ship	BUGEL (Boo'-gel)	PORT MAST	BEAVER
Ground Unit	POLYA (Po-le-yaw')	POST POUNDER	SWORD

MUTUALLY AGREED PHRASES

CLOSE TO TERRITORY	(within 27NM/50KM of sovereign airspace)
TERRITORY ENTERED	(in sovereign airspace)
STOP INTERFERENCE	(stop dangerous command net radio interference)
STOP LASER	(stop dangerous use of laser)
LASER DANGER	(planned use of laser may create danger in this area)
REQUEST LANDING	(self explanatory)
RADIO CONTACT	(desire radio contact on sustained communication frequency)
WILCO	(understood will comply)
CANNOT	(understood/unable to comply)
REPEAT	(say again)
AM LOST	(position unknown)
MAYDAY	(international distress call)
DESCEND	(self explanatory)

PROCEDURES TO INITIATE CONTACT WITH / WARN RUSSIANS

1. Transmit his call sign three times
2. Followed by "DELTA ECHO" (meaning from)
3. Followed by your call sign (IVORY EAGLE or ELECTRIC LIGHT)
4. Followed by appropriate agreed phrase. For example:
   SEDLO, SEDLO, SEDLO, DELTA ECHO, IVORY EAGLE, agreed phrase"
   Expected Response:

   RMA alters course, stops interference, etc.

Radio acknowledgement, if accomplished, should be as below:

1. RMA transmits your call sign three times
2. Followed by "DELTA ECHO"
3. Followed by his call sign (SEDLO)
4. Followed by appropriate agreed phrase, if required:
   "IVORY EAGLE, IVORY EAGLE, IVORY EAGLE, DELTA ECHO, SEDLO"

SUBSEQUENT TRANSMISSIONS use call signs only once:

"IVORY EAGLE, DELTA ECHO, SEDLO, REQUEST LANDING"

ADDITIONAL SIGNALS, PHRASES AND APPROPRIATE RESPONSES

MEANING OF SIGNAL/PHRASE	VISUAL SIGNALS FOR AIRCRAFT	PHRASE	PRONUNCIATION	APPROPRIATE RESPONSE
You are in close proximity to our national territory	**DAY and NIGHT—**The intercepting aircraft flying abeam and parallel to the intercepted aircraft, rocking wings and flashing navigation lights at slow regular intervals, followed by a series of shallow bank "S" turns, in the horizontal plane, approximately 10 degrees either side of line of flight.	"CLOSE TO TERRITORY"	CLOSE-TO TERR-I-TORY	Intercepted aircraft turns away from national territory.
You have entered into our national territory	**DAY and NIGHT—**The intercepting aircraft, flying abeam and parallel to the intercepted aircraft, rapidly flashing navigation lights while rocking wings, followed by a shallow turn executed in the horizontal plane, with a 15-20 degree bank in the direction of the intercepted aircraft. The approach shall be accomplished with great caution and not closer than one wing span. Repeat until intercepted aircraft acknowledges or radio contact is established.	"TERRITORY ENTERED"	TERR-I-TORY EN-TERED	Intercepted aircraft shall follow the appropriate instructions of the intercepting aircraft.
I need to land	**DAY and NIGHT—**The aircraft flashes its navigation lights repeatedly and rapidly while rocking wings, followed by a gentle porpoising of the aircraft.	"REQUEST LANDING"	RE-QUEST LAN-DING	Intercepting aircraft assists intercepted aircraft.
I request radio communications on 130.0 MHz or 278.0 MHz (Initial contact is established on 121.5 MHz or 243.0 MHz)	**DAY and NIGHT—** If 121.5 MHz and 243.0 MHz are inoperative, aircraft continuously alternates one long with one short flash of navigation lights while rocking wings.	"RADIO CONTACT"	RA-DI-O CON-TAC	Acknowledge requesting aircraft, ship, or air traffic control or monitoring facility with phrase "RADIO CONTACT" After contact is made, tune to 130.0 MHz or 278.0 MHz.
My aircraft requests radio contact with your ship on 121.5 MHz or 243.0 MHz	**DAY and NIGHT—** Aircraft circling the ship, in a left hand turn, at a safe distance and altitude until radio contact is established.	"RADIO CONTACT"	RA-DI-O CON-TAC	The aircraft and ship establish radio contact by exchanging the phrase "RADIO CONTACT"; then both shall switch to 130.0 MHz or 278.0 MHz, as appropriate, for further radio communication.
I am experiencing a dangerous level of interference with my command and control network. (Transmit PHRASE on contact frequency)	NONE	"STOP INTERFERENCE"	STOP IN-TER-FER-ENCE	Investigate the circumstances and, as appropriate, terminate any activities which may be causing the dangerous interference.
My planned use of a laser may create danger in this area. (Transmit PHRASE on contact frequency)	NONE	"LASER DANGER"	LAS-ER DAN-GER	Take appropriate measures to prevent harm to personnel or damage to equipment.
I am experiencing a dangerous level of laser radiation. (Transmit PHRASE on contact frequency)	NONE	"STOP LASER"	STOP LA-SER	Investigate the circumstances and, as appropriate, terminate any use of a laser that could harm to personnel or damage to equipment.

MILITARY ADIZ - NORTH ATLANTIC

(a) Military aircraft which will penetrate the ADIZ towards the continental land mass of Greenland and North America shall file an IFR or DVFR flight plan or Defense flight itinerary with an appropriate ATC unit or ADIZ station including the estimated time and place of ADIZ penetration. The pilot-in-command of an aircraft operating on an IFR flight plan and in accordance with an ATC clearance on a flight that will penetrate the ADIZ is not required to include estimated time and place of ADIZ penetration in the filed flight plan or in a routine in-flight position report.

(b) Aircraft departing from a location within the ADIZ shall file an IFR or DVFR flight plan with an ATC unit or ADIZ station prior to take-off.

(c) Aircraft departing from locations within Greenland or within the ADIZ where flight planning facilities are not available shall: contact an ATC unit or ADIZ station as soon as possible, and airfile, including estimated time and place of ADIZ penetration where applicable and Nuuk FIC 121.3 ADIZ 126.2 236.6

NOTE: Aircraft operating laterally within the ADIZ shall conduct as much of the flight as possible south of the centreline.

REPORTING: PX to ADIZ station as soon as possible after take-off.

TOLERANCES: Estimates shall be revised, with ATC or ADIZ station, if the aircraft will not be within 5 minutes or 20 nm.

RADIO EQUIPMENT: IFF/SIF - Military aircraft so equipped shall operate IFF/SIF in accordance with command directions (for US/CAN military aircraft, NORAD IFF/SIF Instr. 1-61 refers) RADAR - Radar assistance is available in emergencies.

VHF/UHF DIRECTION FINDING EQUIPMENT

VHF/UHF Direction Finding (DF) equipment installed at Canadian Forces ATC Units is authorized as a navigational aid for Canadian Forces aircraft operating under VFR or IFR. Service provided includes homing, check steers and bearings and emergency approach procedures.

MILITARY ADIZ - ICELAND

APPLICATION: All US military aircraft

FLIGHT PLANNING: File DVFR or IFR when the flight penetrates or operates within the Iceland Military ADIZ. Pilots departing on DVFR flight plans from joint use airports will append the initial call up to the appropriate civil authority with the phrase "DVFR to (destination)".

NOTE: Airfile will not be submitted for flights penetrating or operating within the Iceland Military ADIZ. However, changes may be initiated en route if the flight has continued IFR or DVFR to the point of change.

REPORTING: Prior to entering or operating in the ADIZ, report time, position and altitude at last reporting point along path and ETA next reporting point, or estimate time, position and altitude of penetration no sooner than 30 nor later than 15 minutes prior to penetration. Make position reports at least once an hour within ADIZ or as required, use established reporting points when practicable.

TOLERANCES:

TIME – Plus or minus 5 minutes.
DISTANCE – 20NM from centreline of proposed route if entering or operating within Military ADIZ.

ALTITUDE DEVIATION – None, unless an amended ATC clearance is obtained, or, if operating where no ATC clearance is required, prior notice is given to an appropriate facility, except that in this case normal descent may be initiated a reasonable distance from the intended destination.

REVISIONS: Transmit corrected information to an appropriate facility immediately it becomes apparent that the flight plan cannot be adhered to.

EMERGENCY PROCEDURES: If deviation from current flight plan becomes necessary, report this as soon as practicable to Military Flight Service and/or the appropriate Icelandic facility. Flight plans will not be submitted or changed in flight to provide initial entry into the ADIZ except in an emergency.

AIR REFUELING ROUTES IN CANADIAN AIRSPACE

The DND/DOT/DoD have established air refueling (AR) tracks and air traffic control procedures for use in Canadian airspace. The ARs are described below. For additional information, contact 1 Canadian Air Division. Attention: SO ASR.

AIR REFUELING ROUTES IN CANADIAN AIRSPACE

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
AR-020 (NE)	N42 56 43 W67 30 29 YQI 250/82	N43 49 30 W66 04 59 YQI	N44 55 23 W63 24 07 YHZ	N46 09 12 W60 03 23 YQY	A 341.75 B 349.7 C 2-1-1 D 5/1 E 62/125 *Note 1*	15,000 - FL280	EADS/DOAS/ROME, NY DSN 587-6247 Tel 315-334-6247 eads.doas.omb@ang.af.mil	Boston 269.3 133.45 Moncton 368.5 123.9
AR-020 (SW)	N46 53 23 W57 53 27 YQY 086/100	N46 09 12 W60 03 23 YQY	N44 55 23 W63 24 07 YHZ	N43 49 30 W66 04 59 YQI	A 341.75 B 349.7 C 2-1-1 D 5/1 E 62/125 *Note 1*	15,000 - FL280 *Note 2*		Gander 294.5/133.9(W/B) 247.0/133.55(E/B) Moncton 266.3 118.6
AR-62 (E)	N54 40 00 W70 51 00 YKL VOR/DME 292/143	N55 00 00 W68 41 00 YKL VOR/DME 304/068	N55 23 00 W65 43 00 YKL VOR/DME 070/049	N55 50 00 W60 51 00 YYR VOR/DME 017/152	A 242.05 B 243.45 C 5-1-0 D 3/1 E 51/114	FL210 thru FL280		GANDER FIR/ MONTREAL FIR ARCP: Montreal 132.9 EXIT: Gander 135.4
AR-62 (W)	N55 50 00 W60 51 00 YYR VOR/DME 017/152	N55 38 00 W63 10 00 YKL VOR/DME 091/133	N55 23 00 W65 43 00 YKL VOR/DME 070/049	N54 40 00 W70 51 00 YKL VOR/DME 292/143	A 242.05 B 243.45 C 5-1-0 D 3/1 E 51/114	FL210 thru FL280		GANDER FIR/ MONTREAL FIR ARCP: Gander 135.4 EXIT: Montreal 132.9

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
AR-128 (East)	N52 00 00 W94 30 00 YRL334062	N52 48 00 W92 03 00 YRL031122		N55 00 00 W84 30 00 YMO342263	A 235.1 B 306.7 C D E 52/115	FL220 thru 280 Note 3	128 ARW/OSO/Milwaukee, WI DSN 580-8470 Tel: 414-944-8470 DSN 580-8475 Tel: 414-944-8475 usaf.wi.128-og.list.oso@mail.mil via IFR procedures Specialist, Winnipeg ACC Office 204-984-0969, 204-983-8561 wpgaccuos@navcanada.ca or Shift Manager 204-983-8338 24 PN	Winnipeg 135.32
AR-128 (West)	N55 00 00 W84 30 00 YMO342263	N54 16 00 W87 05 00 YMO323296		N52 00 00 W94 30 00 YRL334062	A 235.1 B 306.7 C D E 52/115	FL220 thru 280 Note 3		Winnipeg 133.95
Minaki (West-High	N49 46.2 W86 59.1 YGQ VOR/DME			N51 04.3 W93 45.7 YRL VOR/DME	A 268.2 B 289.1	FL230 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Minaki (West-Low)	N49 46.2 W86 59.1 YGQ VOR/DME			N51 04.3 W93 45.7 YRL VOR/DME	A 268.2 B 289.1	FL150 - FL200		WINNIPEG ACC

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
Minaki (East-High)	N51 04.3 W93 45.7 YRL VOR/DME			N49 46.2 W86 59.1 YGQ VOR/DME	A 268.2 B 289.1	FL230 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Minaki (East-Low)	N51 04.3 W93 45.7 YRL VOR/DME			N49 46.2 W86 59.1 YGQ VOR/DME	A 268.2 B 289.1	FL150 - FL200		WINNIPEG ACC
Petro North (West-High)	N51 02.0 W79 30.0 SUMAB			N53 58.42 W101 06.0 YQD VOR/DME	A 268.2 B 289.1	FL240 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Petro North (West-Low)	N51 02.0 W79 30.0 SUMAB			N53 58.42 W101 06.0 YQD VOR/DME	A 268.2 B 289.1	FL180 - FL240		WINNIPEG ACC

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
Petro North (East-High)	N53 58.42 W101 06.0 YQD VOR/DME			N51 02.0 W79 30.0 SUMAB	A 268.2 B 289.1	FL240 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Petro North (East-Low)	N53 58.42 W101 06.0 YQD VOR/DME			N51 02.0 W79 30.0 SUMAB	A 268.2 B 289.1	FL180 - FL240		WINNIPEG ACC

REMARKS:
AR-62 (E) & AR-62 (W): Track comes within 12NM of CYA732 (controlled by Goose Bay) Primary means of scheduling track reservation requests is email to: doas@neads.ang.af.mil. Transatlantic fighter crossings will still require altitude reservations.
Petro North: Airspace Reservation Area is 30NM wide x 808NM long. (15NM either side of track).
Minaki: Airspace Reservation Area is 30NM wide x 271NM long. (15NM either side of track).
Note 1: Alternate Primary freq: 305.5. Alternate Backup freq: 265.65
Note 2: AR20 (SW) REFUELING ALTITUDES: btwn FL230 and FL250, or btwn FL260 and FL280
Note 3: AR128 - A 3000' block altitude is approved subject to direction of flight; e.g. eastbound FL250B270 // westbound could be FL220B240 / etc.
***CR PLAN: A – Primary UHF, B- Backup UHF, C- APN69/134/135 settings, D- APX 78/Encode/decode settings, E- TACAN channels Receiver/Tanker**

CANADIAN MILITARY AERONAUTICAL COMMUNICATIONS SYSTEM (MACS)

This service is provided for non-tactical air-ground communications and may be used for position reporting, weather information and search and rescue. MACS aeronautical stations have point-to-point relay capability which is also supported for message traffic by a teletype. Therefore, position reports and messages destined for any location may be relayed through any MACS station.

PHONE PATCH – Facilities are available at each MACS aeronautical station to provide official phone patch service in accordance with existing communication instructions. In addition to normal telephone lines, MACS Edmonton, Trenton and St John's have the capability of patching into GP CSN/AUTOVON. THIS FACILITY IS INSECURE. CLASSIFIED MATTERS SHALL NOT BE DISCUSSED.

TRENTON AUTOMATED HOURLY BROADCAST SCHEDULE

TRANSMIT FREQUENCY & SCHEDULE	Time	Broadcast Elements	BROADCAST CONTENTS EACH HOUR			
	H+00 to H+10	No Broadcast (Reserved for live transmission by DND personnel)	QAM = ACTUALS and QFZ = FORECASTS			
Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z Initial MACS Contact Freq 11232 kHz and 9007 kHz	H+10 to H+15	YAW Shearwater YZX Greenwood YQX Gander YHZ Halifax	H+30 to H+35	LDZA Zagreb LDSP Split LIPY Ancona BGTL Thule	H+50 to H+55	YYC Calgary YOD Cold Lake YWG Winnipeg YEG Edmonton
	H+15 to H+20	YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto	H+35 to H+40	EINN Shannon EGPK Prestwick BIKF Keflavik LPLA Lajes	H+55 to H+60	QQ Comox YYJ Victoria YVR Vancouver YXX Abbotsford
	H+20 to H+25	YYC Calgary YOD Cold Lake YWG Winnipeg YEG Edmonton	H+40 to H+45	AW Shearwater YZX Greenwood YQX Gander YHZ Halifax		
	H+25 to H+30	YQQ Comox YYJ Victoria YVR Vancouver YXX Abbotsford	H+45 to H+50	YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto		

NOTE: In the eventuality of the automated broadcast system failure, voice broadcast will be initiated. (See voice weather broadcast schedule below for timings and locations.

VOICE WEATHER BROADCAST SCHEDULE		
Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z Initial MACS Contact Freq 11232 kHz and 9007 kHz	H+20 to H+40 SSB Voice only	YQX Gander YHZ Halifax YAW Shearwater YZX Greenwood YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto/Lester B. Pearson Intl YWG Winnipeg YEG Edmonton YOD Cold Lake YQQ Comox YYJ Victoria YXX Abbotsford

CANADIAN MILITARY AERONAUTICAL COMMUNICATION SYSTEM (MACS)

EDMONTON
Remoted to Trenton
Voice Call – TRENTON MILITARY
Initial MACS Contact Frequency – 11271 kHz and 8989 kHz
FREQUENCIES USB Voice 3047 3092 4703 5717 6706 6745 *6754 8989 9007 11232 11265 11271 13257 15031 *15034 17994 18012 23250

TRENTON
Voice Call – TRENTON MILITARY
Initial MACS Contact Frequency – 11232 kHz and 9007 kHz
FREQUENCIES USB Voice 3047 3092 4703 5717 6706 6745 *6754 8989 9007 11232 11265 11271 13257 15031 *15034 17994 18012 23250
*Exclusive Weather Broadcast Frequency – Not monitored

ST. JOHN'S
Voice Call – Remoted to Trenton
Voice Call – TRENTON MILITARY
Initial contact frequencies – 11232 kHz and 9007 kHz

SEARCH AND RESCUE – Rescue co-ordination centres in Victoria, Trenton, and Halifax have the capability of communicating on any AEM (OR) SSB frequency by utilizing phone patch facilities through their connected communication facilities.

NOTE: During SAR operations, only those stations actively engaged in these operations will make use of 5717 kHz. Aircraft other than those participating in SAR operations will be instructed to change to another MACS frequency.

MACS TELEPHONE/FACSIMILE NUMBERS

MACS STATION	TELEPHONE
Edmonton AB	(403) 472-2531
Trenton ON	(613) 392-5238/392-2811-8800
Trenton ON (Facsimile)	(613) 392-4791
Trenton ON (CSN)	(319) 827-8800

PILOT TO METRO SERVICE

Pilots are to make maximum use of PMSV to obtain the latest weather reports and forecasts

Aerodrome	METRO Frequency
Alert, NU	344.6 MHz
Bagotville, QC	344.6 MHz
Cold Lake, AB	344.6 MHz
Edmonton Namao, AB	344.6 MHz
Greenwood, NS	344.6 MHz
Goose Bay, NL	344.6 MHz

Aerodrome (Cont'd)	METRO Frequency (Cont'd)
Moose Jaw, SK	344.6 MHz
Petawawa, ON	297.4 MHz
Trenton, ON	344.6 MHz
Eileson AFB, AK	346.6 MHz
Elmendorf AFB, AK	346.6 MHz
Honolulu, HI	346.6 MHz
Lajes AFB, Portugal	284.425 MHz
Thule AB, Greenland	131.1 MHz

FLIGHT DATA AND PROCEDURES - UNITED STATES

(U.S. AIRSPACE) GENERAL

When planning flights into United States (U.S.) airspace, aircrew should be aware of the pertinent information contained in the U.S. DOD planning and information documents and publications. GPH 270, FIH, DOD Enroute Supplements and corresponding FLIPs should be consulted before flight.

IN-FLIGHT TECHNICAL ASSISTANCE

Military aircraft requiring in-flight emergency or technical assistance may avail themselves of the facilities listed below. Phone patch may be available through these agencies.

A. North American Aerospace Defence Command (NORAD)
Call sign: NORAD SECTOR freq: 364.2 MHz

B. Strategic Command (STRAT COMM)
Call sign: SKYBIRD freq: 311.0 MHz

C. Air Combat Command (ACC)
Call sign: GOLDEN freq: 381.3 MHz

D. Air Mobility Command (AMC)
Call sign: MAINSAIL freq: 11175 kHz

NOTE: For frequency listings, telephone numbers, and additional procedures world-wide, see DOD Flight Information Handbook (FIH).

USE OF RUNWAY CONDITION READING

U.S. Navy/U.S. Army use of Runway Conditions Readings (RCR), runway condition (braking action) at USAF bases and certain U.S. Navy and U.S. Army airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition reading (RCR). By comparing the RCR to a table in the applicable aircraft flight manual, USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS manuals for naval aircraft or in army aircraft handbooks. Accordingly, a table of equivalents is furnished to provide a convenient method of converting RCR to comparable braking action and predicted landing ground roll distances for use by Navy and Army pilots. Runway condition at U.S. Navy and U.S. Army airfields will be reported by air traffic controllers in terms of equivalent braking action as delineated in the following table. NOTE - Joint USAF/NASA test have proven RCR measurements invalid where the only form of moisture affecting the runway is water. Readings taken during such conditions will be reported as Wet Runway - WR. Measurements taken when water is present in ice or slush will be reported as RCR 12 or the measured decelerometer reading, whichever is lower.

Runway Condition Reading (RCR)	Equivalent Braking Action	Percent Increase in Landing Roll
02 to 05	Nil	100% or more
06 to 12	Poor	99% to 46%
13 to 18	Fair (Medium)	45% to 16%
19 to 25	Good	15% to 0%

Runway surface conditions and RCR readings as reported by base operation are appended to hourly aviation weather observations in coded form based on the following:

Wet Runway	WR
Slush on Runway	SLR
Loose Snow on Runway	LSR
Packed Snow on Runway	PSR
Ice on Runway	IR
Patchy conditions (ice, snow or water)	*P
Runway Sanded	SANDED

Asterisk code "P" will be used when the runway is less than fully covered by the coded RSC element. After patchy, a wet or dry report will be added to describe the portions of the runway not covered by ice, snow or slush. Examples:

Condition	**Code**
Pack snow on runway	PSR 15
Ice on runway - Decelerometer reading of 05.	
Condition patchy, runway sanded	IRO5P/SANDED

NOTE: The Air Force is conducting tests to determine the actual runway condition reading (RCR) of all USAF runways under wet runway conditions. As the tests are completed, the information will be included within the Aerodrome/Facility Remarks for each base.

The following conversion table from CRFI to RCR is provided for military operators operating in Canada whose aircraft operating instructions refer to RCR values.

CRFI	RCR	CRFI	RCR	CRFI	RCR
.2	3.6	.45	11.0	.6	17.0
.25	5.5	.5	13.0	.7	19.0
.3	7.5	.55	15.0	.75	20.5
.4	9.5				

BRAKING COEFFICIENT AND CONVERSION TABLE

GROUND VEHICLE FRICTION CORRELATION CHART
Nominal Test Speed, 65 Km/h (40 mph)[9]

BRAKING ACTION LEVEL	GROUND VEHICLE READING									
	RCR[1]	DECEL METERS[2]	CRFI[3]	MU-METER	SURFACE FRICTION TESTER[4]	RUNWAY FRICTION TESTER[5]	BV-11 SKIDDO-METER[4]	GRIP TESTER[6]	LOCKED WHEEL DEVICES[7]	ICAO INDEX[8]
GOOD	> 17	> 0.53	> 0.58	> 0.50	> 0.54	> 0.51	> 0.59	> 0.49	> 0.51	5
FAIR	12-17	0.37-0.53	0.40-0.58	0.35-0.50	0.38-0.54	0.35-0.51	0.42-0.59	0.34-0.49	0.37-0.51	3-4
POOR	6-11	0.17-0.36	0.20-0.39	0.15-0.34	0.18-0.37	0.18-0.34	0.21-0.41	0.16-0.33	0.18-0.36	2-3
NIL	≤ 5	≤ 0.16	≤ 0.17	≤ 0.14	≤ 0.16	≤ 0.15	≤ 0.19	≤ 0.14	≤ 0.15	1

NOTES:

1. RCR=Runway Condition Report=Decelerometer reading x 32
2. Decelerometers include Tapley, Bowmonk, and electronic recording decelerometer
3. CRFI=Canadian Friction Index
4. Measurements obtained with grooved aero tire inflated to 690 kPa (100 psi)
5. Measurements obtained with smooth ASTM 4 x 8.0 tire inflated to 210 kPa (30 psi)
6. Measurements obtained with smooth ASTM tire inflated to 140 kPa (20 psi)
7. ASTM E-274 skid trailer and E-503 diagonal-braked vehicle equipped with ASTM E-524 smooth test tires inflated to 170 kPa (24 psi)
8. ICAO=International Civil Aviation Organization
9. A wet runway produces a drop in friction with an increase in speed. If the runway has good texture, allowing the water to escape beneath the tire, then the friction value will be less affected by speed. Conversely, a poorly, textured surface will produce a larger drop in friction with increase in speed. Friction characteristics can be further reduced by poor drainage because of inadequate slopes or depressions in the runway surface.

NAVY/MARINE CORPS AIRFIELD CATEGORIES

Cat A Afld - Supports IFR operations, with authorized PAR approaches less than 100´ HAT, 1/4 mile visibility or 1200´ RVR.

Cat B Afld - Supports IFR operations, with authorized PAR approaches less than 200´ HAT, 1/2 mile visibility or 2400´ RVR - but not less than 100´ HAT, 1/4 mile visibility or 1200´ RVR.

Cat C Afld - Supports IFR operations, with authorized PAR approaches to not less than 200´ HAT, 1/2 mile visibility or 2400´ RVR.

Cat D Afld - All other airfields supporting IFR operations.

U.S. COAST GUARD SHORE RADIO STATIONS MAINTAINING WATCH ON 8364 kHz

The following Coast Guard radio stations listen on the 8 MHz ship radio telegraph calling band 8354-8374 kHz of which 8364 kHz is the centre frequency. Stations receiving a call in the 8 MHz band will normally reply on the frequencies indicated.

	Activity	Call
Boston	NMF	8465
San Francisco	NMC	
Ketchikan	NMJ	8728

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES

OCCURENCE	ACTION BY Unit of Occurrence or Aircraft Captain or Senior Survivor
AIR/GROUND ACCIDENTS OF A AND B CATEGORY and/or FATAL, VERY SERIOUS OR SERIOUS INJURY and/or MISSING AIRCRAFT MISSING PERSON(S)	Notify the unit of ownership by fastest possible means. If impractical, phone the Canadian Forces Integrated Command Centre (CFICC) (1-613-998-4136). Inform the CFICC duty watch officer of the nature of the call and give all available information in format below. The CFICC will record this information and subsequently disseminate to DFS who will inform appropriate authorities concerning foreign military aircraft in Canada. If outside North America or Europe, notify the nearest Canadian diplomatic or Foreign Liaison Staff. If a fatality is involved, notify the local coroner and Attorney General of Province.
SIGNIFICANT EVENT (An aircraft event involving either prominent persons, or circumstances likely to create public interest.)	Telephone report to the CFICC (1-613-998-4136) followed by an Aircraft Occurrence Report in the format below.
AIR/GROUND ACCIDENTS/INCIDENTS	Notify the unit of ownership by fastest possible means. If impractical, telephone the CFICC: (1-613-998-4136). Collect calls accepted.

CATEGORIES OF DAMAGE:

These definitions will determine the type of report.

ACCIDENTS

A CATEGORY	The aircraft is destroyed, declared missing or damaged beyond economical repair.
B CATEGORY	The aircraft must be shipped, not flown under its own power, to a contractor or depot level facility for repair.

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES

C CATEGORY The aircraft sustains damage to a major component requiring repair beyond field level resources including those occurrences where:

(1) the aircraft must be flown to a contractor or depot level facility for repair;

(2) the damaged major component is shipped to a contractor or depot level facility for repair;

(3) the repair is carried out by a mobile repair party from depot level or contractor; or

(4) the major component is damaged beyond economical repair.

INCIDENTS

D CATEGORY Damage to any component that is repaired within field level resources. Note that because powerplants are not classed as major components, any powerplant damage shall be classified in this category regardless of the repair level.

E CATEGORY The aircraft (including powerplant) has no damage, but accident potential exists.

ACCIDENT/INCIDENT REPORT FORMAT:

Send to: COMMAND OF OCCURRENCE
COMMAND OF OWNERSHIP
UNIT OF OWNERSHIP

info copy to: NDHQ OTTAWA
LOGCON OTTAWA
DCIEM TORONTO (all accidents and incidents with aeromedical aspects)

Subject: AIR ACCIDENT/INCIDENT; or AIRCRAFT GROUND ACCIDENT/INCIDENT
(Add ARMAMENT IMPLICATIONS if appropriate)

1. Injury classification – Green (no injury)
   – Yellow (minor injury)
   – Red (major injury)
   – Black (fatal)
   – Grey (missing)
2. Aircraft type, registration number, and engine serial number if applicable.
3. Unit and Command to which aircraft belongs.
4. Geographic location of occurrence. Give specific position only in case of actual crash site. For other occurrences a general description is sufficient (local area etc.)
5. Category of Damage.
6. Person(s) involved - SIN, (include rank and name only for accidents), how to contact (when means of communication not obvious).
7. Type of flight (Training, Ferry, Testing, Display, etc, or N/A).
8. Description of occurrence. To include significant weather, property damage and armament factors if applicable.
9. What further reporting is planned? – none, Supplementary Report, CF210, Board of Inquiry. Note that if the answer is "none", the information required in the SR must be appended to the initial report (GA-135 refers).
10. Recommended immediate corrective action.
11. Casualties – name and nature of injury (minor injury, serious injury, very serious injury, killed, missing).

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES

12. Barrier engagement:
    (a) speed and weight at engagement;
    (b) position and angle of engagement from runway centreline;
    (c) use of brakes at engagement?
    (d) chute used?
    (e) runout distance;
    (f) successful or unsuccessful - explain;
    (g) reason for engagement;
    (h) damage to arresting system;
    (i) elapsed time until arresting system available for re-use;
    (j) aircraft damage caused by engagement.

NEAR-MISS REPORTING PROCEDURES

NON-MILITARY PILOTS

Pilots experiencing a near-miss with military (DND) aircraft should report these occurrences to DND Attn: 1 CAD ICP at (204) 833-2500 Ext 5512 or Fax at (204) 833-2717.

NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION FREQUENCIES

ANCHORAGE CENTRE

Annette Island **(a)**	118.5	**118.5**	284.6	**284.6**				
Barter Island **(a)**	120.6	**120.6**						
Big Delta	135.3	**135.3**	322.5	**322.5**				
Biorka Island **(b)**	126.6**(c)**	**126.6**	335.5**(c)**	**335.5**				
Fort Yukon	132.7	**132.7**	135.0	**135.0**	284.7	**284.7**	370.1	**370.1**
Gulkana **(a)**	119.5	**119.5**	127.9	**127.9**	317.5	**317.5**	360.8	**360.8**
Gustavus	133.2	**133.2**	357.6	**357.6**				
Lena Point (Juneau) **(a)**	133.9	**133.9**						
Level Island	118.0	**118.0**						
McGrath **(a)**	128.1	**128.1**	353.8	**353.8**				
Middleton Island **(b)**	133.6	**133.6**	269.4	**269.4**				
Murphy Dome **(d) (e)**	120.9	**120.9**	133.1	**133.1**	285.4	**285.4**	319.2	**319.2**
Talkeetna	119.6	**119.6**	254.3	**254.3**				
Yakutat **(a)**	119.0	**119.0**	263.1	**263.1**				

Remarks - Enroute radar NO NOTAM maint period 1230-1530Z‡ Sat, Sun & Mon; additionally, Deadhorse area enroute radar NO NOTAM maint period 15-17Z Sat & Sun, Murphy Dome (Fairbanks area) enroute radar NO NOTAM maint period 0230-0630Z‡ Sun, Middleton Island area enroute radar NO NOTAM maint period 12-14Z‡ Sun, King Salmon area enroute radar NO NOTAM maint period 21-23Z‡ dly and Fairbanks terminal radar alpha-numerics NO NOTAM maint period 16-17Z‡ Wed. **(a)** Radar not avbl. Secondary Radar only. **(b)** Secondary Radar only. **(c)** Unusable 050°M-110°M beyond 30NM below 7000'. **(d)** Primary radar. **(e)** Fairbanks & Kenai area enroute radar are severely restricted in its capability to display primary radar targets at the controllers position. Their traffic advisories may not be issued depending on whether or not the system is displaying a target on Non-Transponder equipped acft. For more specific data relating to target deficiencies in ATC Radar systems refer to FAA AIM 4-5-1. Primary/secondary radar 150NM radius Fairbanks VOR unavailable 1230-1530Z‡ Sat & Mon, and 0430-0830Z‡ Sun.

FREDERIKSHAAB GNLD

A/G: 118.1 5526 Opr by Godthab Rdo.

NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION FREQUENCIES (Cont'd)

GROENNEDAL GNLD

A/G: 118.1 5526 (3023.5 SAR) For internal VFR flts only, O/R. Avbl for flts to/from Groennedal. Avbl for vital flts (SAR, ambulance). Avbl on 1 hour prior ntc to BGJHYS for assisting Julianehaab on 5526 kHz.

HOLSTEINSBORG GNLD

A/G: 118.1 Opr by Sisimiut Airport 5526 Opr by Nuuk Rdo.

JULIANEHAAB GNLD

118.1 opr 09-01Z O/T PPR no later than 21Z the preceding day.

5526 SVC area includes Nonssonssuaq.

LAJES FIELD PORTUGAL

USAF Global HF Station

A/G: Voice call Lajes

SSB: 15016 H24

UHF: 349.4 shared with AMC Comd Post & PTD

Remarks - Primary guard Santa Maria Oceanic CTA/FIR. Coded message bcst H + 24. Capsule bcst H + 05 & H + 35. PMSV : Lajes Metro avbl thru phone patch. Svc avbl: a) Phone patch, b) RTTY (clear/secure), c) HF-DF assist, d) Autod in access, e) ICAO TTY, f) Flt follow, g) AM svc avbl O/R. AUTOVON 895-3490. AUTOVON CONUS access 725-1410 Ext 7101 EUROPEAN access 246-1110 Ext 7101.

NEW YORK NY

A/G:	North Atlantic Family A-	129.9 **(a)** 3016 5598 8906 13306 17946 21964
	North Atlantic Family E-	129.9 **(a)** 2962 6628 8825 11309 13354 17952
	Caribbean Family A-	130.7 **(a)** 2287 5550 6577 8846 8918 11396 13297 17907

Remarks - (a) Local and extended range.

PRINS CHRISTIAN SUND GNLD

A/G:	127.9 134.95 To be used for comm with the following ACC's dur periods of poor propagation cond: Gander, Goose, Reykjavik & Sondrestrom. Remote from Gander call "Gander Radio". Opr by Gander Rdo serving ACC Gander.

SAN FRANCISCO CA

A/G: For aircraft using the Polar Routes, ARINC has a remote LDOCF voice site at Barrrow, Alaska, controlled from ARINC SFO Communications Centre. Although primarily for company type communications, ATC communications can be passed to and from Anchorage Centre under unusual or emergency situations. Site is available for Phone Patches and Radio Operator delivered message traffic. Barrow LDOCF frequencies are: 3494 6640 11342 13348 17925 21964.

SUKKERTOPPEN GNLD

A/G: 118.1 5526 opr by Godthab rdo

THULE AIR BASE GNLD

USAF HF/SSB Global Station

A/G: Voice callsign Thule

SSB: H24 Apr-Sep 8992 11175 13200 15016 (H24 oct-mar 4724 6739 8992 11175)

UHF: 243.0

VHF: 121.5

Remarks - CONUS DSN 259-9000 or 730-1530. Worldwide phone patch capable. Direct ATC Hotline to Reykjavik OAC and Edmonton ARTCC. Svc avbl: 1. HD/DF Assist. 2. Worldwide phone patch. 3. Discrete freq svc. 4. PMSV svc via phone patch.

NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION FREQUENCIES (Cont'd)

UPERNAVIK GNLD

A/G: 121.3 4745.5 opr 11-19Z closed 15-17Z Nov 1-Mar 31. for internal flights only.

EMERGENCY

TABLE OF CONTENTS

TRANSPONDER OPERATION

A transponder may, at any time, be adjusted to reply to

(a) Code 7600, to indicate a communication failure;
(b) Code 7700, to indicate an in-flight emergency; or
(c) Code 7500, to indicate hijacking of the aircraft. (see unlawful interference)

UNLAWFUL INTERFERENCE (HIJACK)

Selection of the code activates an alarm system and points out the aircraft on radar displays. If the controller doubts that an aircraft is being hijacked (as could occur when a code change was requested and the hijack code appears rather than the assigned code), the controller will say, CONFIRM SQUAWK SEVEN FIVE ZERO ZERO. If the pilot answers yes, the controller will alert the ATC system. If the pilot replies no, the controller will re-assign the proper code. If the pilot does not reply, the controller will take this as confirmation that the use of Code 7500 is intentional. If after using Code 7500 an aircraft changes to Code 7700, or transmits a message including the phrase TRANSPONDER SEVEN SEVEN ZERO ZERO, it indicates that the aircraft is threatened by grave and imminent danger and requires immediate assistance.

TRAFFIC CONTROL LIGHT SIGNALS

Pilots without radio equipment should observe the tower for light signals. Acknowledge signals in the daytime by movement of ailerons or rudder on the ground and by rocking wings in the air. Acknowledge signals at night by flashing aircraft lights.

Color and Type of Signal	On the Ground	In Flight
STEADY GREEN	Clear for take-off	Cleared to land
FLASHING GREEN	Cleared to Taxi	Return to landing (to be followed by steady green at proper time)
STEADY RED	Stop	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of landing area (runway) in use	Airport unsafe-do not land
FLASHING WHITE	Return to starting point on airport	
RED PYROTECHNICAL LIGHT		Not withstanding any previous instructions. Do not land for the time being.
Projectiles at 10 sec intervals which burst into red and green lights or stars		Means: "You are in the vicinity of a prohibited, danger or restricted area, alter course".

FUEL DUMPING

GENERAL

Whenever it is necessary to jettison fuel, the pilot should immediately notify ATC and provide information such as the course to be flown, the period of time and weather conditions. ATC may suggest an alternate area where fuel should be dumped; aircraft will be encouraged to dump fuel on a constant heading over unpopulated areas and clear of heavy traffic. When necessary information has been obtained, ATC will broadcast on appropriate frequencies a "fuel dumping advisory". Pilots should advise ATC immediately when fuel dumping has been completed. Environmental regulatory authorities must be notified of fuel jettisoning events.

MIL: Reporting shall be in accordance with 1 CAD HQ Uniform Spill Reporting Protocol. For detailed description of Aircraft Fuel Jettisoning, see B-GA-100-001/AA-000, Book 1 - Flight Rules, Chapter 6.

MINIMIZING FUEL JETTISONING

No person shall jettison fuel from an aircraft in flight unless all appropriate measures are taken to minimize the danger to human life and the environment. Fuel jettisoning shall only take place when necessary to ensure aviation safety insofar as:

(a) It is necessary to do so to achieve safe flying or landing conditions; or

(b) It is necessary to verify aircraft serviceability by conducting maintenance flight tests.

MINIMIZING THE IMPACT OF FUEL JETTISONING

Surface level impacts from fuel jettisoning are primarily dependent on the amount and type of fuel jettisoned, the altitude at which the jettisoning occurs, the location of jettisoning and the climatic conditions. In all cases, fuel jettisoning shall:

(a) Be limited to the minimum amount necessary to ensure safe flight and landing conditions or to verify aircraft serviceability;

(b) Unless emergency conditions dictate otherwise, be conducted at an altitude that will reduce to a minimum the amount of fuel reaching the ground. In non emergency conditions, 5000 feet AGL shall be used as a minimum altitude; and

(c) Unless emergency conditions dictate otherwise, be conducted in designated areas.

SEARCH AND RESCUE

REQUEST FOR SEARCH AND RESCUE SERVICES

As soon as information is received that an aircraft is overdue, operators or owners should immediately alert the nearest JRCC or any ATS unit, giving all known details. The alerting call should not be delayed until after a small-scale private search. Such a delay could deprive those in need of urgent assistance at a time when it is most needed.

VICTORIA

(serving British Columbia and the Yukon)

Joint Rescue Coordination Centre Victoria

Tel.: 1-800-567-5111 (within region)

250-413-8933

#SAR or #727 (toll-free cellular)

TRENTON

(serving Alberta, Manitoba, Northwest Territories, western Nunavut, Ontario, western Quebec, Saskatchewan)

Joint Rescue Coordination Centre Trenton

Tel.: 1-800-267-7270 (within Canada)

613-965-3870

HALIFAX

(serving New Brunswick, Newfoundland and Labrador, Nova Scotia, eastern Nunavut, Prince Edward Island, eastern Quebec)

Joint Rescue Coordination Centre Halifax

Tel.: 1-800-565-1582 (within region)

902-427-8200

All JRCCs will accept collect telephone calls dealing with missing or overdue aircraft.

RECOMMENDED PROCEDURES TO ASSIST IN SEARCH

The flight plan and flight itinerary are the primary sources of information for SAR operations. Therefore, proper flight planning procedures must be followed and the filed routes adhered to in order to ensure early detection and rescue. It is therefore critical to the safety of the pilots to advise ATS of any en route change or deviation as soon as practicable.

Refer to TC AIM RAC for details relating to filing and closing various plans or itineraries.

SEARCH AND RESCUE (Cont'd)

IF YOU CRASH LAND

EMERGENCY LOCATOR TRANSMITTER (ELT):

ELTs are required for most general aviation aircraft (see CAR 605.38). They operate on a primary frequency of 121.5 MHz, 243 MHz, or 406 MHz, and help search crews locate downed aircraft and rescue survivors.

When activated, ELTs emit a signal that is detected by the international satellite system for search and rescue, COSPAS-SARSAT. Position information is calculated and relayed to the appropriate JRCC for action. The 121.5 MHz signal common to all ELTs also produces a distinctive siren-like tone that can be heard on a radio receiver tuned to this frequency. This signal helps incoming SAR responders pinpoint an aircraft's position. During routine operations, hearing a 121.5 MHz signal also alerts pilots to the inadvertent activation of their ELT. The frequency should therefore be monitored briefly after each flight.

Properly maintained ELTs with serviceable batteries should provide continuous operation for a minimum of 24 hr at a wide range of temperatures. Batteries that remain in service beyond their recommended life may not provide sufficient power to produce a usable signal. ELTs that contain outdated batteries are not considered to be serviceable.

All ELTs currently operating on 406, 121.5 and/or 243 MHz can be detected by COSPAS-SARSAT satellites. However, **it is vital to note that effective February 1, 2009, COSPAS-SARSAT satellites will only detect 406 MHz ELT signals**. After that date, a 406 MHz ELT will be required to ensure the COSPAS-SARSAT system is automatically notified in the event of an aircraft crash.

When to Activate (Emergency conditions):

The ELTs in general aviation aircraft contain a crash activation sensor, or G-switch, which is designed to detect the deceleration characteristics of a crash and automatically activate the transmitter. However, it is always safest to place the ELT function switch to "ON" as soon as possible after the crash, if practicable.

COSPAS-SARSAT satellites continually overfly Canada and will detect ELT signals within 90 min. In the case of aircraft equipped with a 406 MHz ELT, geostationary satellites (GEO) will detect the ELT within minutes, alerting the SAR system that there is an emergency, even while the final position is calculated.

Some military and commercial aircraft also monitor 121.5 MHz or 243 MHz and will notify ATS or SAR agencies of any ELT transmissions they hear.

In case of emergency, do not delay ELT activation until flight-planned times expire, as such delays will only delay rescue. Do not cycle the ELT through "OFF" and "ON" positions to preserve battery life, as irregular operation reduces localization accuracy and will hamper homing efforts. Once your ELT has been switched to "ON", do not switch it "OFF" until you have been positively located and directed to turn it off by the SAR forces.

If you have landed to wait out bad weather, or for some other non-emergency reason, and no emergency exists, do not activate your ELT. However, if the delay will extend beyond:

(a) flight plan-1 hr past ETA; or

(b) flight itinerary-the SAR time specified, or 24 hr after the duration of the flight, or the ETA specified;

your aircraft will be reported overdue, and a search will begin.

To avoid an unnecessary search, notify the nearest ATS unit of your changed flight plan or itinerary. If you cannot contact an ATS unit, attempt to contact another aircraft on one of the following frequencies in order to have that aircraft relay the information to ATS:

(a) 126.7 MHz;

(b) local VFR common frequency;

(c) local ACC IFR frequency listed in the CFS;

(d) 121.5 MHz; or

(e) HF 5680 kHz, if so equipped.

If you cannot contact anyone, a search will begin at the times mentioned above. At the appropriate time, switch your ELT to "ON", and leave it on until search crews locate you. Once located, use your aircraft radio on 121.5 MHz (turn ELT off if there is interference) to advise the SAR crew of your condition and intentions. ELTs and the COSPAS-SARSAT system work together to speed rescue. The ELT "calls for help." COSPAS-SARSAT hears that call, and promptly notifies SAR authorities, who then dispatch help. Delays in activating your ELT will delay your rescue.

SEARCH AND RESCUE (Cont'd)

Maximizing Your Emergency Signal:

If the ELT is a portable model with its own auxiliary antenna, and can be safely removed from the aircraft, it should be placed as high as possible on a level surface to reduce obstructions between it and the horizon. Raising an ELT from ground level to 2.44 m (8 ft) may increase the range by 20 to 40 percent. The antenna should be vertical to ensure optimum radiation of the signal. Placing the transmitter on a piece of metal, or even the wing of the aircraft, if it is level, will provide the reflectivity to extend transmission range. Holding the transmitter close to the body in cold weather will not significantly increase battery power output. As the body will absorb most of the signal energy, such action could reduce the effective range of the transmission.

If the ELT is permanently mounted in the aircraft, ensure that it has not been damaged and is still connected to the antenna. If it is safe to do so (i.e. no spilled fuel or fuel vapours), confirm the ELT's operation by selecting 121.5 MHz on the aircraft radio and listening for the audible siren-like tone.

Reminder: The search will be conducted to locate the aircraft. If the aircraft lands in an uninhabited area, stay with the aircraft and the ELT. The aircraft is easier to see than people are. If possible, have smoke, flares or signal fires ready to attract the attention of search crews who are homing to the ELT. Smoke, flares and signal fires should be sited with due regard for any spilled fuel resulting from the crash.

AIRCRAFT RADIOS

If your radio is serviceable, you can use it to send a distress message. Aircraft battery life will be limited so you will have to decide when to transmit. The choice will be between saving the radio until after your ELT has run down as compared to transmitting a MAYDAY regularly in expectation of a ground station or passing aircraft hearing the signal. Be prepared to transmit your MAYDAY blind, i.e. don't expect a reply. Also, if you know your position or approximate position, include it in the MAYDAY.

The frequency 121.5 MHz (VHF) and 243 MHz (UHF) are international voice distress frequencies, with 121.5 MHz monitored by many high-flying aircraft. If it is on, your ELT may interfere with a voice transmission on this frequency. Choose instead a working frequency that ground stations or passing aircraft are likely to monitor. In Canada, VFR aircraft are advised to monitor 126.7 MHz when operating en-route in uncontrolled airspace.

If you have an HF radio, it might be more effective than VHF or UHF. The HF's range of several thousand miles is much greater than the line-of-sight capability of VHF and UHF, and for this reason, is particularly useful in uninhabited and off-airways areas. The recommended HF frequency is 5680 KHz, a long-range communications channel monitored by many flight information centres for remote areas of Canada. The recommended time for voice distress signals is 15 and 45 minutes after each hour for 3 minutes' duration. Canada maintains two networks of direction-finding stations that can pinpoint the source of HF transmissions made anywhere in the country.

GROUND-TO-AIR SIGNALS

Even if no ELT or distress signal has been received, a visual search will commence at the time indicated in the flight plan or flight itinerary. The search in Canada will typically extend up to 15 NM on either side of the flight-planned route, starting from the aircraft's last known position and concluding just beyond its destination. In mountainous regions, the search area will be defined to best suit the terrain and route of flight.

Some searches may last at least 24 hr before rescue is accomplished. Make the accident site as conspicuous as possible. Searchers will be looking for anything out of the ordinary, and their eyes will be drawn to any unnatural feature on the ground. The aircraft has the best chance of being spotted if large portions of its wings and tail are painted in vivid colours. Keep the aircraft cleared of snow.

As soon as possible after landing, and with due concern for spilled fuel or vapours, build a campfire. Collect a large pile of green material (e.g. tree boughs, fresh leaves, grasses) to quickly place on the fire should an aircraft be seen or heard. Three signal fires forming a triangle is the standard distress signal, but even one large smoky fire should attract the attention of searchers.

One of the best high-visibility items now available on the market is a cloth panel of brilliant fluorescent colour, often referred to as a "conspicuity panel." It is staked to the ground during the day and used as a highly effective ground signal. It can also be used as a lean-to shelter and can supply some warmth as a blanket. Other means of attracting attention are reflecting sunlight using signal mirrors or shiny pieces of metal during daylight; or using flashlights, headlamps, strobes, or even camera flashes during hours of darkness.

SEARCH AND RESCUE (Cont'd)

The following symbols are to be used to communicate with aircraft when an emergency exists. Symbols 1 to 5 are internationally accepted; 6 to 9 are for use in Canada only

TABLE 1

NO.	MESSAGE	CODE SYMBOL
1	Require assistance	V
2	Require medical assistance	X
3	No or negative	N
4	Yes or affirmative	Y
5	Proceeding in this direction	↑

TABLE 2

NO.	MESSAGE	CODE SYMBOL
6	All is well	LL
7	Require food and water	F
8	Require fuel and oil	L
9	Need repairs	W

NOTE:

– Use strips of fabric or parachutes, pieces of wood, stones or any other available material to make the symbols.

– Endeavour to provide as big a colour contrast as possible between the material used for the symbols and the background against which the symbols are exposed.

– Symbols should be at least 8 ft. in height or larger, if possible. Care should be taken to lay out symbols exactly as depicted to avoid confusion with other symbols.

– A space of 10 feet should separate the elements of symbol 6.

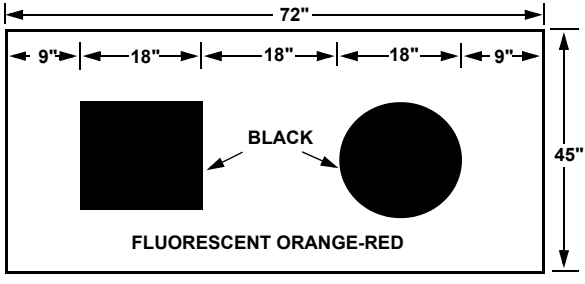
PROCEDURES WHEN SPOTTING SOMEONE IN DISTRESS

When a pilot observes an aircraft or surface craft in distress, he shall, if possible:

(a) keep the craft in sight until such time as his presence is no longer necessary;
(b) If his position is not known, attempt to establish it;
(c) report to the Rescue Co-ordination Centre or Air Traffic Control Unit the following information:
  – time of observation
  – position of craft
  – general description of scene
  – apparent physical condition of persons.

SMALL CRAFT DISTRESS SIGNALS

Small craft may display distress or urgency signals as shown below



SEARCH AND RESCUE (Cont'd)

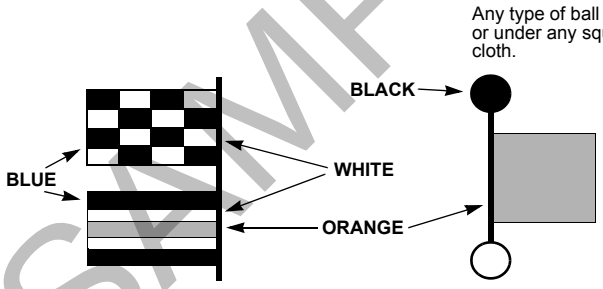
DIRECTIONS TO SHIPS:

Signals used by aircraft engaged in search and rescue operations to direct ships towards an aircraft, ship or person in distress.

(a) CIRCLE the vessel at least once.
(b) CROSS the vessel's projected course close AHEAD at low altitude while ROCKING the wings (see note).
(c) HEAD in the direction in which vessel is to be directed.
(d) When assistance of the vessel is no longer required, CROSS the vessel's wake close ASTERN at low altitude while ROCKING the wings (see note).

NOTE: Opening and closing the throttle or changing the propeller pitch may also be practiced as an alternative means of attracting attention to that of rocking wings. However, this form of sound signal may be less effective than the visual signal of rocking the wings owing to high noise level on board the vessel.

WATER CRAFT will normally change direction if able to comply. If unable to comply, it will hoist International flag "N" or give other visual signals. Crossing the stern of the boat at low altitude, opening and closing the throttle or changing the propeller pitch will indicate that the assistance of the boat is no longer required.



INTERNATIONAL FLAG "N" over "C"

AVOIDANCE OF SEARCH AND RESCUE AREAS

It has been reported that pilots of private and commercial aircraft, not under the control of the Canadian Forces during air searches, are seriously interfering with and jeopardizing the safety of aircraft engaged in search operations.

Such interference is occasioned by pilots flying unnecessarily through the search area, whose bounds have been established at the commencement of the search by a NOTAM, at heights below 2,000 feet above ground level.

In the interest of safety, and efficient search and rescue operations, pilots of aircraft not engaged in this activity are to avoid airspace in the area specified by NOTAM whenever possible. Extreme caution should be exercised whenever it is necessary to enter this airspace.

EMERGENCY RADAR ASSISTANCE

1. Emergency radar assistance is available on a 24 hour basis to identified aircraft within the limits of any Air Defense Identification Zone. The military radar system can at the discretion of the operator, provide the following services to aircraft; track, ground speed checks, position and bearing to the nearest airport or other designated points. Canadian military assistance provides bearing in degrees true. The radar assistance provided is advisory only and does not absolve the aircraft commander of the responsibility for safe navigation of the aircraft and compliance with air traffic control clearance or other required procedures.
2. Contact the Sector Air Operations Centre (SAOC) on frequencies 121.5 and 243.0. In the Domestic ADIZ, 364.2 is also available. Example: "Radar Assistance," aircraft call sign. Subsequent calls should address the specific ROCC answering the initial call.

EMERGENCY SURVEILLANCE RADAR APPROACHES:

Surveillance radar approaches will be provided by ATC, if:

(a) ATC radar coverage is adequate,
(b) no alternative method of approach is available, and
(c) the pilot declares an emergency and requests a radar approach.

NOTE: NAV CANADA radars are not flight-checked or commissioned for surveillance approaches, nor are NAV CANADA controllers specifically trained to conduct them.

EMERGENCY COMMUNICATIONS PROCEDURES

DEGREES OF EMERGENCY:

Type	Radio	R/T Signal	C/W Signal Usage
DISTRESS	MAYDAY	SOS	When you are threatened by serious and imminent danger and require immediate assistance, (ditching, crash landing, bailout, etc.). To give distress message for others unable to transmit. To relay a distress message. A distress message has priority over all other messages.
URGENCY	PAN PAN	XXX	When your situation requires urgent action, but is not actual distress (lost, fuel shortage, etc.). To report concerning the safety of an aircraft, ship or other vehicle or of some person on board or within sight. An urgency message has priority over all other messages except distress.

COMMUNICATION PROCEDURES:

(a) Switch on all automatic emergency equipment.
(b) Transmit appropriate distress call on A/G freq in use or on 121.5 followed by the distress message.

NOTE: 121.5 MHz may also be used to establish communications when the aircraft is not equipped with the published frequencies or when equipment failure precludes the use of normal channel.

Aircraft equipped with satellite voice communication equipment may call the appropriate Air Traffic Services Unit using the following short codes or public switched telephone network (PSTN) numbers:

Location	Short Code	PSTN Number
Gander Oceanic FIR	431603	1-709-651-5260
Gander Domestic FIR	431602	1-709-651-5297
Gander Radio	431613	1-709-651-5328
Moncton FIR	431604	1-506-867-8745
Montréal FIR	431605	1-514-633-3606
Toronto FIR	431606	1-905-405-8684
Winnipeg FIR	431608	1-204-837-9481
Edmonton FIR	431601	1-780-890-2775
Vancouver FIR	431607	1-604-507-7875

EMERGENCY COMMUNICATIONS PROCEDURES (Cont'd)

MESSAGE FORM:

1. (a) VOICE - MAYDAY, MAYDAY, MAYDAY, THIS IS, aircraft call sign (3 times).
   (b) CW - SOS, SOS, SOS, aircraft call sign (3 times).
2. TYPE OF AIRCRAFT.
3. POSITION OR ESTIMATED POSITION (state which) and TIME (when geographic coordinates are used, express latitude and longitude in "degrees and minutes".)
4. HEADING (state true or magnetic) AND INDICATED AIRSPEED.
5. ALTITUDE or FLIGHT LEVEL.
6. NATURE OF EMERGENCY.
7. PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.).

CANCELLATION:

When the aircraft is no longer in distress, transmit a message cancelling the state of distress on the same frequency if possible, as was used for the distress call.

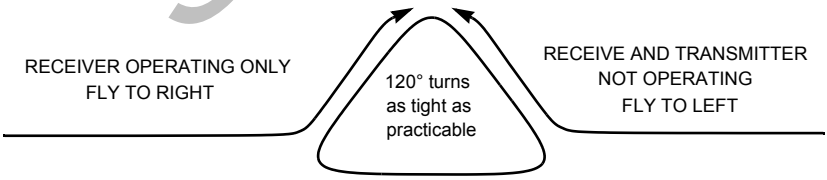
IFF/SIF/TRANSPONDER OPERATION

Emergency IFF Control Box - Select Emergency
SIF and Transponder - Mode A/3 Code 7700

Communication Failure Mode A/3 Code 7600

RADAR ALERTING MANOEUVRES:

1. When lost or in distress and unable to make radio contact, attempt to alert all available radar systems as follows:
   (a) activate IFF/SIF to EMERGENCY;
   (b) guard emergency frequencies;
   (c) fly two triangular patterns as depicted, resume course, repeat at 5 minute intervals.



TAS 300 Kts or less - fly TWO minute legs
TAS more than 300 Kts - fly ONE minute legs

2. If distressed aircraft is flying at night or in limited visibility, landing lights, navigation lights should be turned on to assist the interceptor.
3. If radar contact is established, a rescue aircraft will be dispatched for intercept.
4. Upon successful interception the interceptor and the distressed aircraft should attempt radio contact. If this is not possible, the following visual signals should be used.

NOTE: If flying at a low altitude an attempt should be made to climb, as the greater the altitude of the aircraft, the better chances of its being detected.

NOTE: For more detailed information on radar coverage see TC AIM SAR.

TWO WAY COMMUNICATIONS FAILURE

It is impossible to provide regulations and procedures applicable to all possible situations associated with two-way communications failure. During a communications failure when confronted by a situation not covered in the regulations, pilots are expected to exercise good judgement in whatever action they elect to take. The following procedures are the standard communications failure procedures. However, they may be superseded by specific procedures which take precedence. For example, some missed approach and SID procedures may have specific published communications failure procedures.

GENERAL: Unless otherwise authorized by ATC, the pilot-in-command of an aircraft that experiences a two-way communications failure when operating in or cleared to enter controlled airspace under IFR, or is operating in or cleared to enter Class B or C airspace under VFR shall:

1. if transponder equipped-select the transponder to reply to Mode A/3 code 7600 interrogations;
2. maintain a listening watch on appropriate frequencies for control messages or further clearances; acknowledge receipt of any such messages by any means available, including selective use of the normal/standby functions of transponders; and
3. attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC control facility with whom communications are intended.
4. NAV CANADA publishes the phone numbers of area control centres, control towers, flight information centres and flight service stations in the Canada Flight Supplement. In the event of an in-flight radio communications failure, and only after normal communications failure procedures have been followed (see TC AIM RAC), the pilot in command may attempt to contact the appropriate NAV CANADA air traffic services unit by means of a cellular telephone.

IFR FLIGHT PLAN

1. **Visual Meteorological Conditions:** If the failure occurs in visual meteorological conditions, or if visual meteorological conditions are encountered after the failure, the pilot-in-command shall continue the flight under VFR and land as soon as practicable.

NOTE: This procedure applies in any class of airspace. The primary purpose is to preclude extended IFR operation in controlled airspace in visual meteorological conditions. However, it is not intended that the requirement to "land as soon as 'practicable'" be construed to mean "land as soon as 'possible'". The pilot retains the prerogative of exercising his/her best judgement and is not required to land at an unauthorized airport, at an airport unsuitable for the type of aircraft flown, or to land only minutes short of destination.

2. **Instrument Meteorological Conditions:** If the failure occurs in instrument meteorological conditions, or if the flight cannot be continued under visual meteorological conditions, the pilot-in-command shall continue the flight according to the following:
   (a) **Route**
      (i) by the route assigned in the last ATC clearance received and acknowledged; or
      (ii) if being radar vectored, by the direct route from the point of communications failure to the fix, route, or airway specified in the vector clearance; or
      (iii) in the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
      (iv) in the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.
   (b) **Altitude**
      At the HIGHEST of the following altitude or flight levels for the ROUTE SEGMENT BEING FLOWN:
      (i) the altitude(s) or flight level(s) assigned in the last ATC clearance received, and acknowledged; or
      (ii) STAR charted altitude(s) or flight level(s); or
      (iii) the minimum IFR altitude (see TC AIM, RAC for definition); or
      (iv) the altitude or flight level ATC has advised may be expected in a further clearance. (The pilot shall commence climb to this altitude/FL at the time or point specified by ATC to expect further clearance/altitude change.)

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

Note 1: The intent of the above is that an aircraft which has experienced communications failure will, during any segment of a flight, be flown at an altitude that provides the required obstacle clearance.

Note 2: If the failure occurs while being vectored at a radar vectoring altitude which is lower than a published IFR altitude, then the pilot shall immediately climb to and maintain the appropriate minimum IFR altitude until arrival at the fix, route or airway specified in the clearance.

(c) Descent for Approach

(i) Route includes a STAR procedure

1. Maintain the appropriate altitude described in paragraph b. "Altitude"; and
2. Follow the transition for the arrival runway:
   - ATC has advised may be expected; or
   - Advertised on the ATIS;

Conventional STAR

Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then execute a straight-in approach.

Closed PBN STAR

Follow the lateral path of the procedure and execute a straight-in approach.

Open PBN STAR

With DTW & FACF	1. Follow the lateral path of the procedure up to the DTW; then 2. Proceed direct the FACF and execute a straight-in approach; **or** 1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then 2. Execute a straight-in approach.
Without DTW & FACF	1. Follow the lateral path of the procedure up to the waypoint interfacing with an RNAV (RNP) or RNAV (GNSS) or ILS approach; then 2. Execute a straight-in approach; **or** 1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then 2. Execute a straight-in approach.

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

(ii) Route does not include a STAR procedure

Maintain enroute altitude to the navigation facility or the approach fix to be used for the instrument approach procedure selected and commence an appropriate descent procedure at whichever of the following times is the most recent:

1. the expected time of arrival (ETA as calculated from take-off time plus the filed or amended (with ATC) estimated time enroute);
2. the estimated time of arrival last notified to and acknowledged by ATC; or
3. the expected approach time (EAT) last received and acknowledged

If failure occurs after receiving and acknowledging a holding instruction, hold as directed and commence an instrument approach at the expected approach time or expected further clearance time, whichever has been issued.

NOTE: If the holding fix is not a fix from which an approach begins, leave the fix at the expected further clearance time if one has been received, or, if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins. Commence descent and/or approach as close as possible to the estimated time of arrival as calculated from the filed estimated time enroute or as amended with ATC.

For flights to the United States, communication failure procedures are essentially the same, but it is the pilots responsibility to consult the appropriate American publications.

Some instrument procedures do not include a procedure turn but include a statement, "RADAR REQUIRED", as part of the procedure. The initial approach segment of these instrument procedures is being provided by ATC radar vectors. Without ATC radar vectoring, the instrument procedure may not have a published initial approach segment.

(iii) the expected approach time (EAT) last received and acknowledged

If failure occurs after receiving and acknowledging a holding instruction, hold as directed and commence an instrument approach at the expected approach time or expected further clearance time, whichever has been issued.

Note 1: If the holding fix is not a fix from which an approach begins, leave the fix at the expected further clearance time if one has been received, or, if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins. Commence descent and/or approach as close as possible to the estimated time of arrival as calculated from the filed estimated time enroute or as amended with ATC.

Note 2: If cleared for a conventional or RNAV STAR, maintain the appropriate altitude described in paragraph b. "Altitude" and proceed to the final approach fix via:

(a) the published routing; or

(b) the published routing to the segment where radar vectors are depicted to commence, then direct to the facility or fix serving the runway advertised on the ATIS or specified in the ATC clearance, for a straight-in approach, if able, or to conduct the full procedure if one is published.

(c) for a closed RNAV STAR, by flying the arrival as published, including any vertical and/or speed requirements depicted in the procedure, and intercepting the final approach course for a *straight-in approach*; or

(d) for an open RNAV STAR, by flying the arrival as published, including any vertical and/or speed requirements depicted in the procedure. The pilot is expected to delete the heading leg at the downwind termination waypoint (DTW), to initiate an auto-turn at the DTW to the final approach course fix (FACF) and to intercept the final approach course for a *straight-in approach*.

For flights to the United States, communication failure procedures are essentially the same, but it is the pilots responsibility to consult the appropriate American publications.

Some instrument procedures do not include a procedure turn but include a statement, "RADAR REQUIRED", as part of the procedure. The initial approach segment of these instrument procedures is being provided by ATC radar vectors. Without ATC radar vectoring, the instrument procedure may not have a published initial approach segment.

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

Should an aircraft communication failure occur while being vectored on one of these approaches, separately or as part of a STAR, the pilot is expected to comply with the communication failure procedure by selecting the transponder to MODE A/3 CODE 7600 immediately. Pilots should always be aware of the traffic situation, (i.e., ATC may have indicated that your aircraft was number two for an approach to runway 06L), and under these circumstances continue the flight along the route that normally would have been expected under radar vectoring. In some cases, this may necessitate a pilot to "dead reckon" or "DR" a route to the final approach course. It is important to other aircraft and ATC for the communication failed aircraft to continue the flight along a route that would permit the aircraft to conduct a straight-in approach and landing without unexpected manoeuvring. Pilots are expected to exercise good judgment in these cases. Unexpected manoeuvres, such as turns away from the final approach course, may cause traffic disruptions and conflicts.

If the communication failure occurs while being vectored at a radar vectoring altitude which is lower than a published IFR altitude (i.e., Minimum Sector Altitude 25 NM), the pilot shall immediately climb to and maintain the appropriate minimum IFR altitude until arrival at a fix associated with the instrument procedure.

Modern technology has introduced new onboard communications capabilities, such as airborne telephone communications. Pilots who are confronted with an aircraft communications failure may, if circumstances permit, utilize this new onboard technology to establish communications with the appropriate ATC units. NAV CANADA publishes the phone numbers of ACCs, control towers, and FSS units in the *Canada Flight Supplement*.

NORTH ATLANTIC TRAFFIC

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations, as contained in the preceding section under "TWO WAY COMMUNICATIONS FAILURE" (pages F9 to F11). It is not possible to provide guidance for all situations associated with a communications failure.

1. General
   (a) If so equipped, the pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity (Mode A) Code 7600 and Mode C.
   (b) The pilot shall also attempt to contact any ATC facility and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.
2. Communications Failure Prior To Entering NAT Oceanic Airspace
   (a) If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed, and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point. The 'cleared oceanic flight level' is the flight level contained in the oceanic clearance.
   (b) If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. The first oceanic level and speed shall be maintained to landfall.
3. Communications Failure Prior to Exiting NAT Oceanic Airspace
   (a) If cleared on flight plan route, the pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.
   (b) If cleared on other than flight plan route, the pilot shall proceed in accordance with the last received and acknowledged oceanic clearance, including level and speed, to the last specified oceanic route point, normally landfall. After passing this point, the pilot shall conform with the relevant State procedures and regulations, rejoining the filed flight plan route by proceeding, via published ATS routes where possible, to the next significant point ahead as contained in the filed flight plan.

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

(c) Pilots of re-routed westbound aircraft exiting the NAT at FL290 and above must not program the FMS with the filed Oceanic Exit Point following the cleared Oceanic Exit Point. To re-establish on flight planned route, pilots must program the FMS with the next significant point on the original flight plan beyond the filed Oceanic Exit Point. For example if flight planned CUDDY HO but re-routed AVUTI, pilots must insert HO after AVUTI as opposed to CUDDY after AVUTI. Position reports that indicate AVUTI (OEP) CUDDY (OEP) require ATC intervention whereas AVUTI HO does not.

INFORMATION SIGNALS

Fuel Status. Make drinking motion with closed hand, thumb extended toward mouth. Report estimated flying time remaining at present cruise condition, by extending fingers, each finger to indicate ten minutes, a closed hand indicating one hour. (Example: clenched fist followed by three fingers will mean one hour and a half.)

	System	Preparatory Signal	Execution Signal
(a)	Airbrakes in or out	Biting motion with hand; fingers and thumb meeting and opening alternately.	Nod of head
(b)	Flaps up or down	Hand flat - Fingers forward. Downward motion of hand from wrist to lower flaps - reverse motion to raise flaps.	Nod of head
(c)	Landing gear up or down	To signal intent to extend or retract the undercarriage, hold a closed hand forward of your head and rotate it in a circular motion in the vertical plane.	Nod of head

Note 1: Preparatory signals will be given at least twice.

Note 2: The execution signal is to be given when aircraft in formation are ready to activate the appropriate system.

Request Tower Permission to Land. Fly aircraft past the tower, if possible alongside the runway parallel to the landing direction at a height of 500 feet (150 metres) - with all available lights flashing, slowly rocking wings until the upwind end of the runway is reached. Climb and turn downwind checking for light or pyrotechnic signals from the tower or mobile control (if available). Exercise extreme caution to avoid other aircraft.

MILITARY VISUAL SIGNALS

DAY EMERGENCY:

Attention will first be attracted by rocking the wings of the aircraft laterally.

Bailing Out. One or both clenched fists pulled downwards across the face to simulate pulling the ejection blind.

Desire to Land. Movement of the hand, flat, palm downwards, from above the head forward and downwards, finishing the movement in a simulated round-out. Alternatively, lower the landing gear.

Systems Failures. The HEFOE signals are to be used only when radio contact is not possible. The pilot will clench his fist and hold it to the top of the canopy. After this signal he will show the required number of fingers to indicate which system is malfunctioning.

(a) Hydraulic - one finger;
(b) Electrical - two fingers;
(c) Fuel - three fingers;
(d) Oxygen - four fingers;
(e) Engine - five fingers;

The pilot receiving the signal will repeat it to show acknowledgment.

If either the one finger signal is received or the intercepting pilot is unable to understand the signal given, he is to assume that the aircraft in distress has one or more systems inoperative and is to proceed with extreme caution.

Radio Failure. Tap microphone or earphone and signal as appropriate.

THUMBS-UP or THUMBS-DOWN. The signals will indicate satisfaction or dissatisfaction.

MILITARY VISUAL SIGNALS (Cont'd)

NIGHT EMERGENCY:

Attention will first be attracted by switching on the landing light(s), or taxi light(s) or by other means of illumination. Because night signals will be difficult to understand only one night signal shall be used:

(a) Repeated intermittent Flashes with a flashlight. This signal indicates that the aircraft is in distress and wishes to land as soon as possible. The intercepting aircraft should assume that the aircraft in distress has one or more inoperative systems and is to proceed with extreme caution.

(b) Care should be taken not to dazzle the other pilot with the flashlight.

INTERCEPTION OF CIVIL AIRCRAFT

Interceptions are made only where the possibility is considered to exist that an unidentified aircraft may be truly hostile until definitely proven to the contrary. Intercepted aircraft should maintain a steady course and under no circumstances take retaliatory action such as shining a light on an interceptor or attempt evasive action. Retaliatory action on the part of an intercepted aircraft could be construed a hostile intent and might result in drastic consequences.

Practice interceptions are not carried out on civil aircraft

INTERCEPTION SIGNALS

The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the ICAO Search and Rescue Manual (Doc. 9731).

An aircraft which is intercepted by another aircraft shall immediately:

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals (see following page);

(b) notify, if possible, the appropriate air traffic services unit;

(c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz and repeating this call on the emergency frequency 243.0 MHz, if practicable giving the identify and position of the aircraft and the nature of the flight;

(d) if equipped with transponder select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

SIGNALS INITIATED BY **INTERCEPTING** AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

SERIES	**INTERCEPTING** AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONDS	**MEANING**
1	**DAY**-Rocking wings from a position in front and, normally, to the left of intercepted aircraft and, after acknowledgment, a slow level turn, normally to the left, on to the desired heading. Flares dispensed in immediate vicinity. **NIGHT** - Same and, in addition flashing navigational lights at irregular intervals. Flares dispensed in immediate vicinity. **NOTE 1.** Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right. **NOTE 2.** If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.	You have been intercepted Follow me.	AEROPLANES: **DAY** - Rocking wings and following. **NIGHT** - Same and, in addition flashing navigational lights at irregular intervals. HELICOPTERS: **DAY or NIGHT** - Rocking aircraft, flashing navigational lights at irregular intervals and following. **NOTE -** Additional action by intercepted aircraft is prescribed on preceding page in para "INTERCEPTION SIGNALS"	Understood, will comply.
2	**DAY or NIGHT -** An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AEROPLANES: **DAY** or **NIGHT** - Rocking wings. HELICOPTERS: **DAY** or **NIGHT** - Rocking aircraft.	Understood, will comply.
3	**DAY** - Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. **NIGHT** - Same and, in addition, showing steady landing lights.	Land at this aerodrome.	AEROPLANES: **DAY -**Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. **NIGHT-**Same and, in addition showing steady landing lights (if carried). HELICOPTERS: **DAY** or **NIGHT** - Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	Understood, will comply.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

SIGNALS INITIATED BY **INTERCEPTED** AIRCRAFT AND RESPONSES BY INTERCEPTING AIRCRAFT

SERIES	**INTERCEPTED** AIRCRAFT SIGNALS	MEANING	INTERCEPTING AIRCRAFT RESPONDS	**MEANING**
4	**AEROPLANES:** **DAY** - Raising landing gear while passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. **NIGHT** - Flashing landing lights while passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate	**DAY or NIGHT -** If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood Follow me. Understood you may proceed.
5	**AEROPLANES:** **DAY or NIGHT -** Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	**DAY or NIGHT -** Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	**AEROPLANES:** **DAY or NIGHT -** Irregular flashing of all available lights. HELICOPTERS: **DAY or NIGHT -** Irregular flashing of all available lights.	In distress	**DAY or NIGHT -** Use Series 2 signals prescribed for intercepting aircraft.	Understood.

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PLAN

In Canadian airspace, the ESCAT Plan provides security control of civil and military air traffic to ensure effective use of airspace when an air defence emergency or any situation involving aerial activities that threatens national security or vital Canadian interests is declared by the appropriate authority. The Plan outline highlights responsibilities, procedures, and instructions for the security control of civil and military air traffic with respect to diversion, landing, grounding and dispersal. It was developed in coordination with the DND, Transport Canada, and NAV CANADA.

The Commander, Canadian NORAD Region (CANR), is responsible for testing and implementing the ESCAT Plan. When the ESCAT Plan is implemented or tested, the appropriate NAV CANADA ACCs (through ATS units), under the direction of the Canadian Forces Integrated Command Centre (CFICC), will take actions to broadcast instructions through civil and military ATS units as necessary.

Testing

To ensure effectiveness of communications during implementation of the ESCAT Plan, periodic tests may be conducted without any prior notice.

The test message will read as follows:

"ATTENTION-THIS IS AN ESCAT TEST. I SAY AGAIN, THIS IS AN ESCAT TEST."

As these tests are considered essential to national security, co-operation of all pilots and agencies is necessary.

Implementation

In an emergency situation, the appropriate NAV CANADA ACC (through their respective ATS units), under directions of the Commander, CANR, will broadcast the following message:

"ATTENTION ALL AIRCRAFT-AIR DEFENCE EMERGENCY-ALL AIRCRAFT WILL COMPLY WITH THE PROCEDURES FOR THE EMERGENCY SECURITY CONTROL OF AIR TRAFFIC. VFR TRAFFIC ON THIS FREQUENCY MUST LAND AT THE NEAREST SUITABLE AIRFIELD AND FILE AN IFR OR DVFR FLIGHT PLAN."

In accordance with CAR 602.146, the pilot-in-command of an aircraft that is notified by an ATS unit of the implementation of the ESCAT Plan shall

(a) before take-off, obtain approval for the flight from the appropriate ATC unit or FSS;
(b) comply with any instruction to land or to change course or altitude that is received from the appropriate ATC unit or FSS; and
(c) provide the appropriate ATC unit or FSS with position reports
    (i) when operating within controlled airspace, as required under CAR 602.125; and
    (ii) when operating outside controlled airspace, at least every 30 min.

ESCAT PHASES

ESCAT may be executed in phases to facilitate a smooth transition from normal peacetime air traffic identification and control procedures to the more restrictive identification and control procedures that accompany the full implementation of ESCAT. When ESCAT has been implemented, the movement of civil and military aircraft is governed by the implementation of an ESCAT Air Traffic Priority List (EATPL) and/or a Security Control Authorization (SCA).

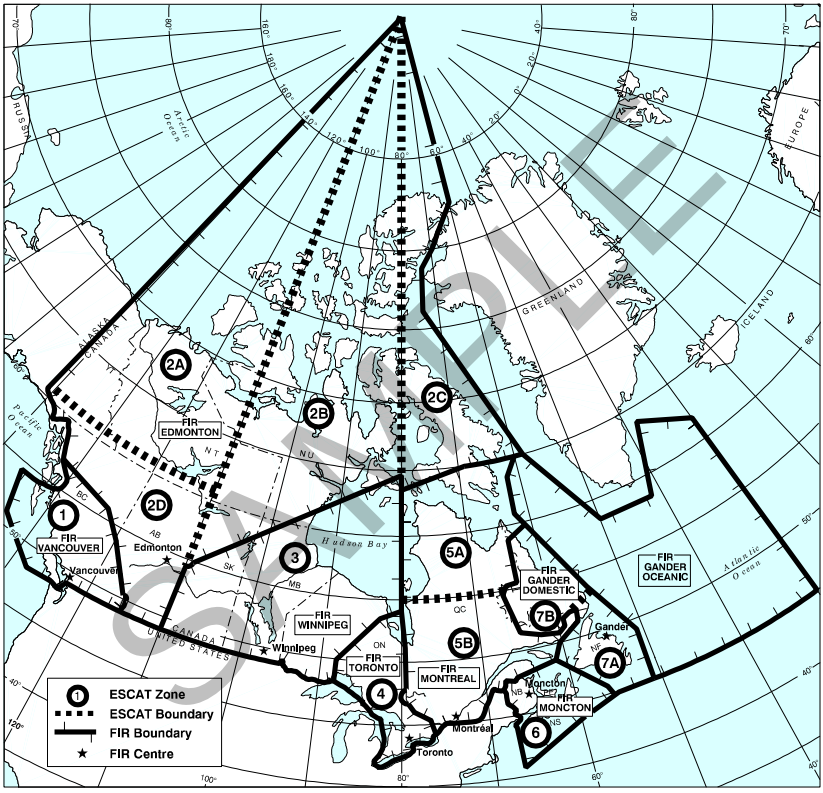
There are two phases in the implementation process.

1. *Phase One*: Requires all aircraft in designated areas to file IFR/DVFR flight plans in accordance with CAR 602.76(1) and (2), CAR 602.145, this Plan and the established procedures detailed in the GPH 205 Canada Flight Supplement.
2. *Phase Two:* The Commander CANR restricts aircraft movement within designated areas through implementation of the ESCAT Air Traffic Priority List (EATPL) and Security Control Authorization (SCA) process.

Note: EATPL and SCA approval request procedures will be promulgated by NOTAM.

ESCAT ZONES

For the purpose of implementing ESCAT, Canadian airspace has been divided into seven zones. These zones may be activated by one or more zones or portions of zones.



Note: Coordinates for ESCAT Zones are published in the Designated Airspace Handbook (TP1820)

Termination

The appropriate NAV CANADA ACC (through their respective ATS units), will broadcast the following message:

"ATTENTION ALL AIRCRAFT-EMERGENCY SECURITY CONTROL OF AIR TRAFFIC HAS BEEN TERMINATED. ROUTINE AIRSPACE PROCEDURES ARE NOW IN EFFECT."

For information about ESCAT, please contact Transport Canada Civil Aviation Contingency Operations (CACO) at 1-877-992-6853 or 613-992-6853 or NAV CANADA National Operations Centre: 613-563-5626 (Primary) & 613-563-5667 (Secondary).