ATS Discussion Paper

Airport Traffic and Data Charts

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Edmonton Villeneuve
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Port Hardy
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Quesnel
Rouyn-Noranda
Sandspit
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Sault Ste. Marie
Smithers
St. Catharines/Niagara District
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Toronto Buttonville Municipal
Val-d'Or
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Wabush
Williams Lake
Windsor
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Abbotsford

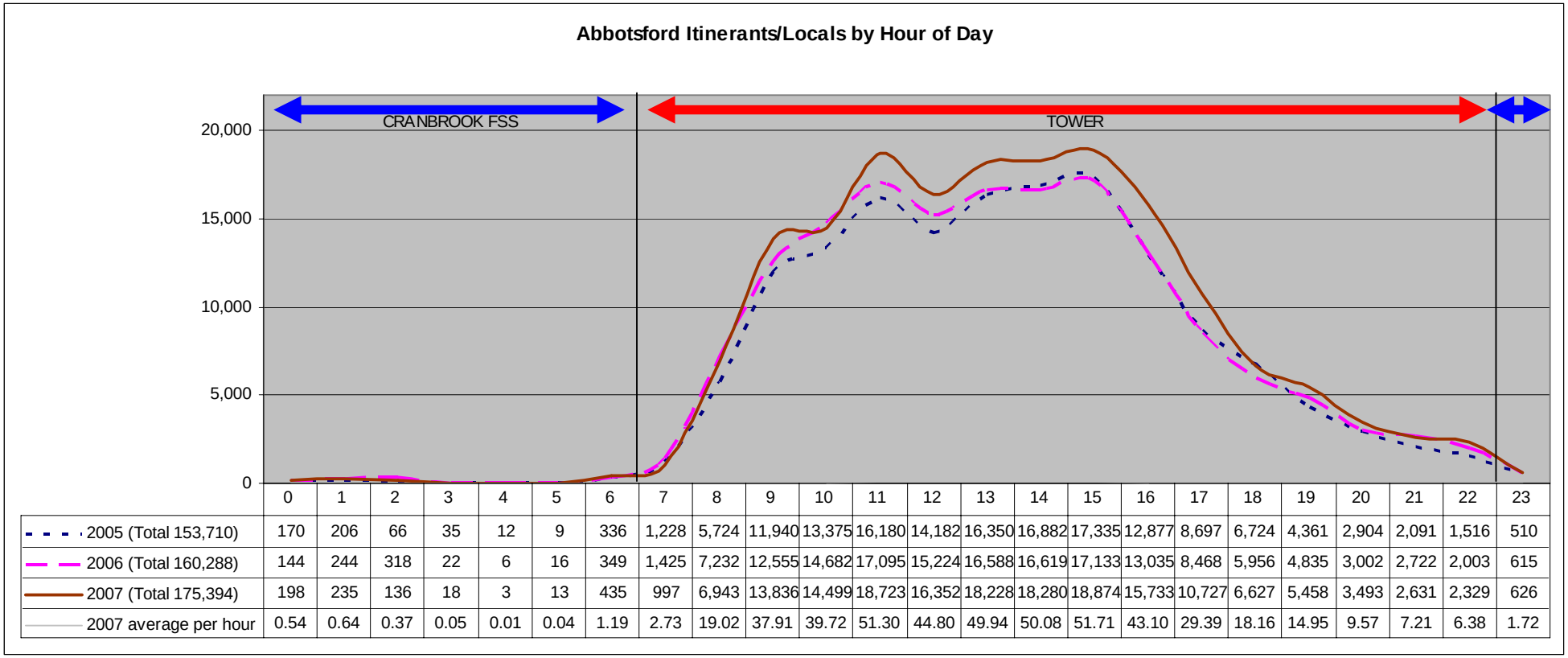
Operational Environment

The Abbotsford airport is served by a 16-hour tower providing airport control service. Outside of the tower hours of operation, a Remote Aerodrome Advisory Service (RAAS) is provided from the Cranbrook FSS. A PAL, operated by Victoria Terminal is on site, as is an RCO for Flight Information Service En Route to Kamloops Flight Information Centre.

The Abbotsford airport has three runways, the longest of which is 9,600 feet in length by 200 feet wide. The airport is served by NDB and ILS navaids.

The irregular shaped Abbotsford control zone extends to an altitude of 2,500 feet ASL. The airport elevation is 195 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 153,710)	170	206	66	35	12	9	336	1,228	5,724	11,940	13,375	16,180	14,182	16,350	16,882	17,335	12,877	8,697	6,724	4,361	2,904	2,091	1,516	510
2006 (Total 160,288)	144	244	318	22	6	16	349	1,425	7,232	12,555	14,682	17,095	15,224	16,588	16,619	17,133	13,035	8,468	5,956	4,835	3,002	2,722	2,003	615
2007 (Total 175,394)	198	235	136	18	3	13	435	997	6,943	13,836	14,499	18,723	16,352	18,228	18,280	18,874	15,733	10,727	6,627	5,458	3,493	2,631	2,329	626
2007 average per hour	0.54	0.64	0.37	0.05	0.01	0.04	1.19	2.73	19.02	37.91	39.72	51.30	44.80	49.94	50.08	51.71	43.10	29.39	18.16	14.95	9.57	7.21	6.38	1.72

Trends and Observations

While traffic increased from 2005 to 2007 it has declined 10% in 2008 (January to September) and is low early and late in the day. RAAS is provided overnight during the lower traffic period when the control tower is closed.

Boundary Bay

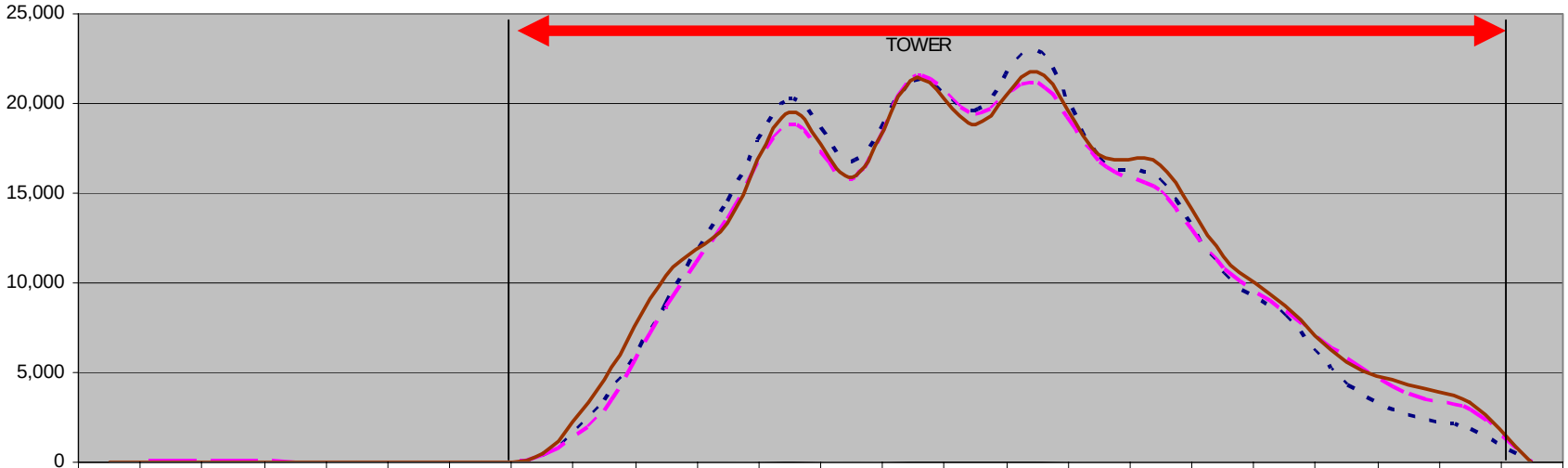
Operational Environment

The Boundary Bay airport is served by a 16-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to MF procedures without a ground station.

The Boundary Bay airport has two runways, the longest of which is 5,606 feet in length by 100 feet wide. The airport is served by NDB and VORTAC navaids.

The irregular shaped Boundary Bay control zone extends to an altitude of 1,500 feet ASL but is excluded below 1,000 feet ASL on the east side, over the Delta Heritage Airpark. The airport elevation is 6 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 188085)	0	1	36	5	2	1	1	440	3,452	8,846	14,543	20,253	16,731	21,248	19,564	22,960	16,928	15,666	10,500	8,155	4,281	2,610	1,833	29
2006 (Total 185844)	2	72	102	1	1	1	3	374	2,884	8,589	13,493	18,805	15,813	21,457	19,457	21,210	16,743	15,088	10,739	8,422	5,774	3,813	2,987	14
2007 (Total 193442)	1	20	49	2	0	2	7	501	4,588	10,433	13,316	19,479	15,909	21,409	18,842	21,734	17,144	16,611	11,455	8,683	5,612	4,323	3,300	22
2007 average per hour	0.00	0.05	0.13	0.01	0.00	0.01	0.02	1.37	12.57	28.58	36.48	53.37	43.59	58.65	51.62	59.55	46.97	45.51	31.38	23.79	15.38	11.84	9.04	0.06

Trends and Observations

While traffic has been increasing somewhat it remains low early and late in the day.

Buffalo Narrows

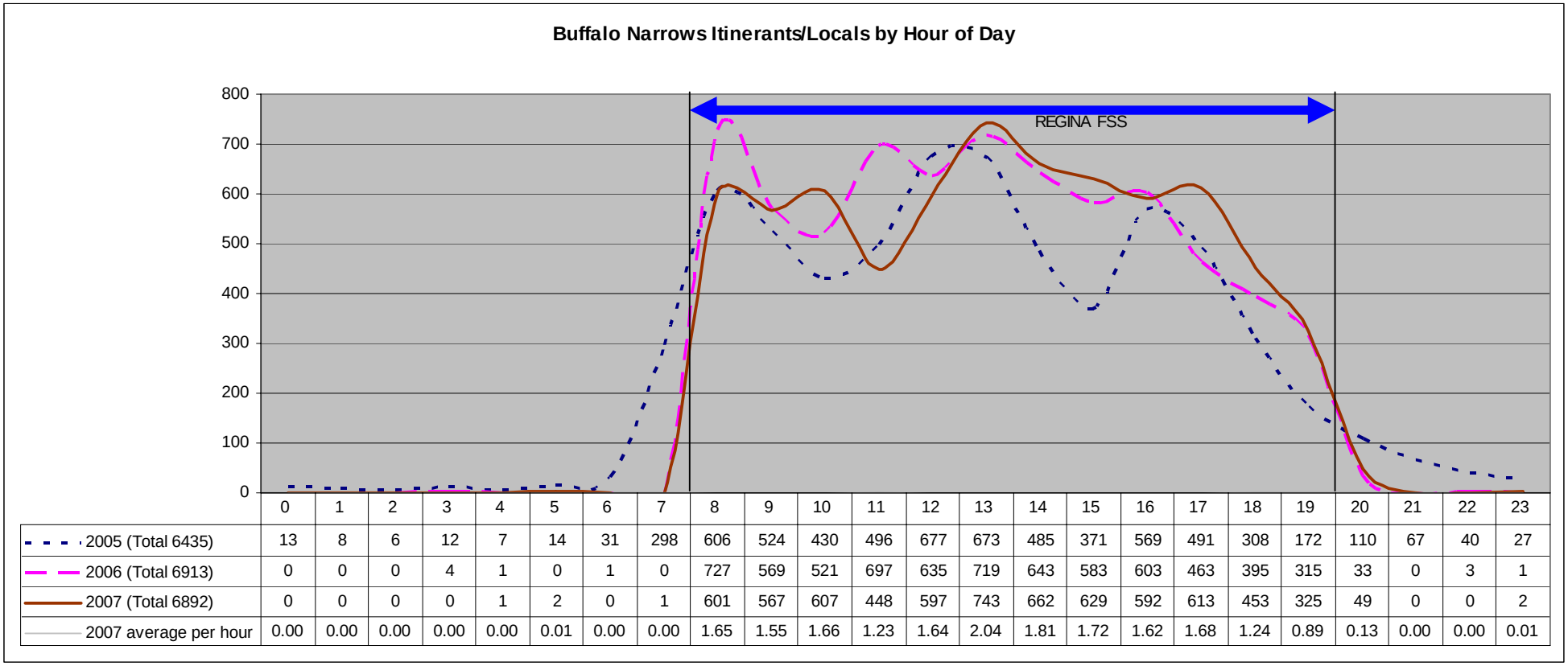
Operational Environment

The Buffalo Narrows airport is served by a 12-hour daytime Remote Aerodrome Advisory Service (RAAS) from Regina FSS. A METAR is provided 16 hours per day.

The Buffalo Narrows airport has two runways, the longest of which is 5,000 feet in length by 100 feet wide. The airport is served by an NDB navaid.

The five mile MF area around the airport extends to an altitude of 4,500 feet ASL. The airport elevation is 1,409 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 6435)	13	8	6	12	7	14	31	298	606	524	430	496	677	673	485	371	569	491	308	172	110	67	40	27
2006 (Total 6913)	0	0	0	4	1	0	1	0	727	569	521	697	635	719	643	583	603	463	395	315	33	0	3	1
2007 (Total 6892)	0	0	0	0	1	2	0	1	601	567	607	448	597	743	662	629	592	613	453	325	49	0	0	2
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	1.65	1.55	1.66	1.23	1.64	2.04	1.81	1.72	1.62	1.68	1.24	0.89	0.13	0.00	0.00	0.01

Trends and Observations

Traffic has been relatively constant and at a level well below other airports with RAAS.

Calgary Springbank

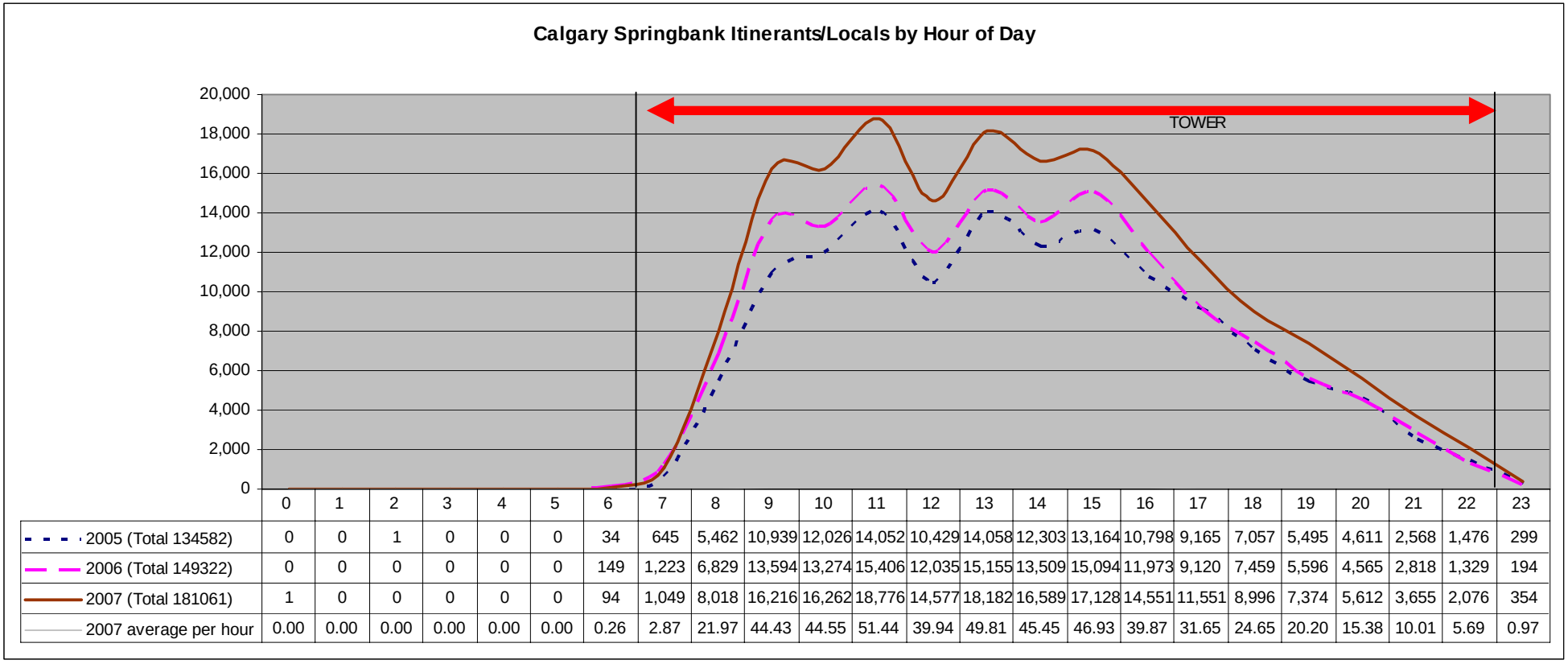
Operational Environment

The Calgary Springbank airport is served by a 16-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to MF procedures without a ground station. An RCO for Flight Information Service En Route to Edmonton Flight Information Centre is located on site.

The airport has two runways, the longest of which is 5,000 feet in length by 98 feet wide. The airport is served by NDB, DME and ILS navaids. A VOR is also available, but is for VFR use only.

The five mile Calgary Springbank control zone extends to an altitude of 5,800 feet ASL. The airport elevation is 3,940 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 134582)	0	0	1	0	0	0	34	645	5,462	10,939	12,026	14,052	10,429	14,058	12,303	13,164	10,798	9,165	7,057	5,495	4,611	2,568	1,476	299
2006 (Total 149322)	0	0	0	0	0	0	149	1,223	6,829	13,594	13,274	15,406	12,035	15,155	13,509	15,094	11,973	9,120	7,459	5,596	4,565	2,818	1,329	194
2007 (Total 181061)	1	0	0	0	0	0	94	1,049	8,018	16,216	16,262	18,776	14,577	18,182	16,589	17,128	14,551	11,551	8,996	7,374	5,612	3,655	2,076	354
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.26	2.87	21.97	44.43	44.55	51.44	39.94	49.81	45.45	46.93	39.87	31.65	24.65	20.20	15.38	10.01	5.69	0.97

Trends and Observations

While traffic has increased in recent years, although levelling out in 2008, it remains low in the early and later hours of the day.

Chibougamau

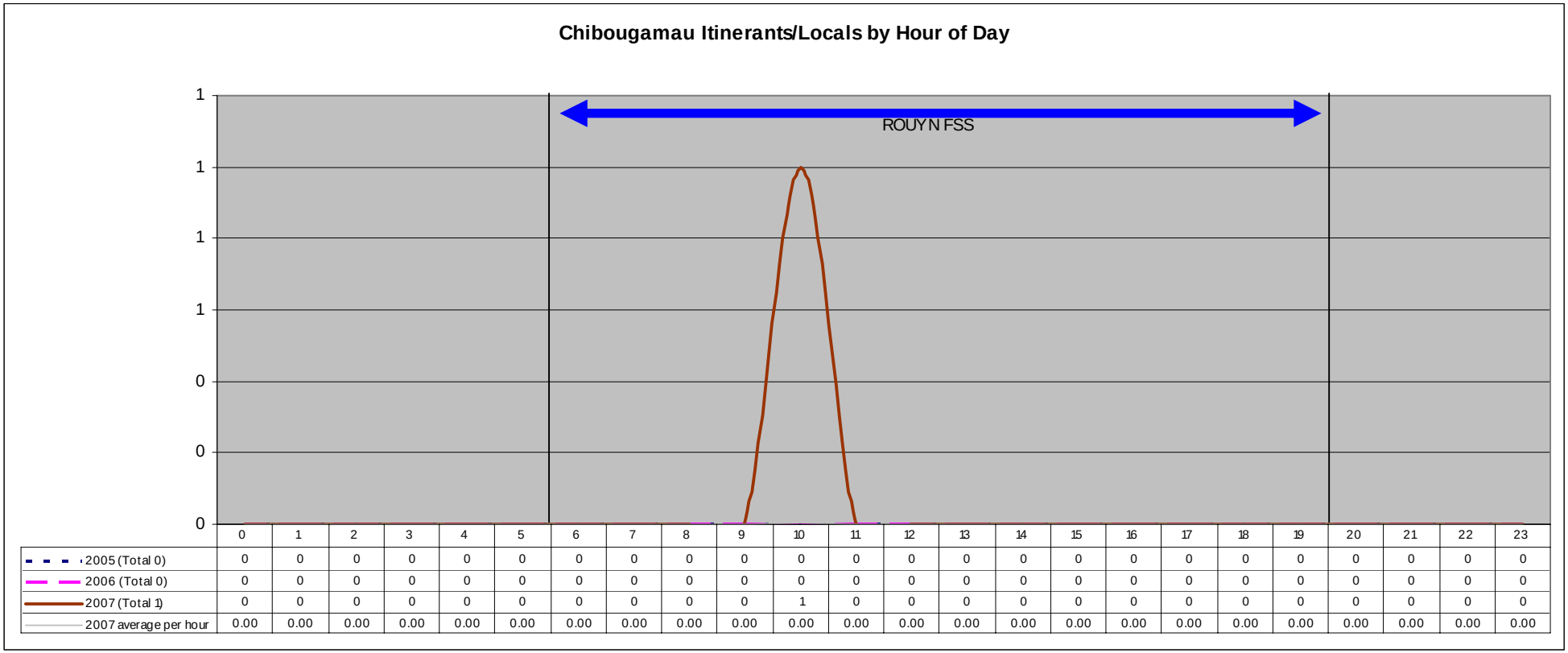
Operational Environment

The Chibougamau airport is served by a 14-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Rouyn FSS. A PAL, operated by the Montreal Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Quebec Flight Information Centre.

The Chibougamau airport has one runway, 05/23, which is 6,496 feet in length by 150 feet wide. The airport is served by NDB and DME navaids.

The five mile MF area around the airport extends to an altitude of 4,300 feet ASL. The airport elevation is 1270 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2006 (Total 0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2007 (Total 1)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Trends and Observations

While data is not available, traffic is very low at this airport.

Chicoutimi St-Honore

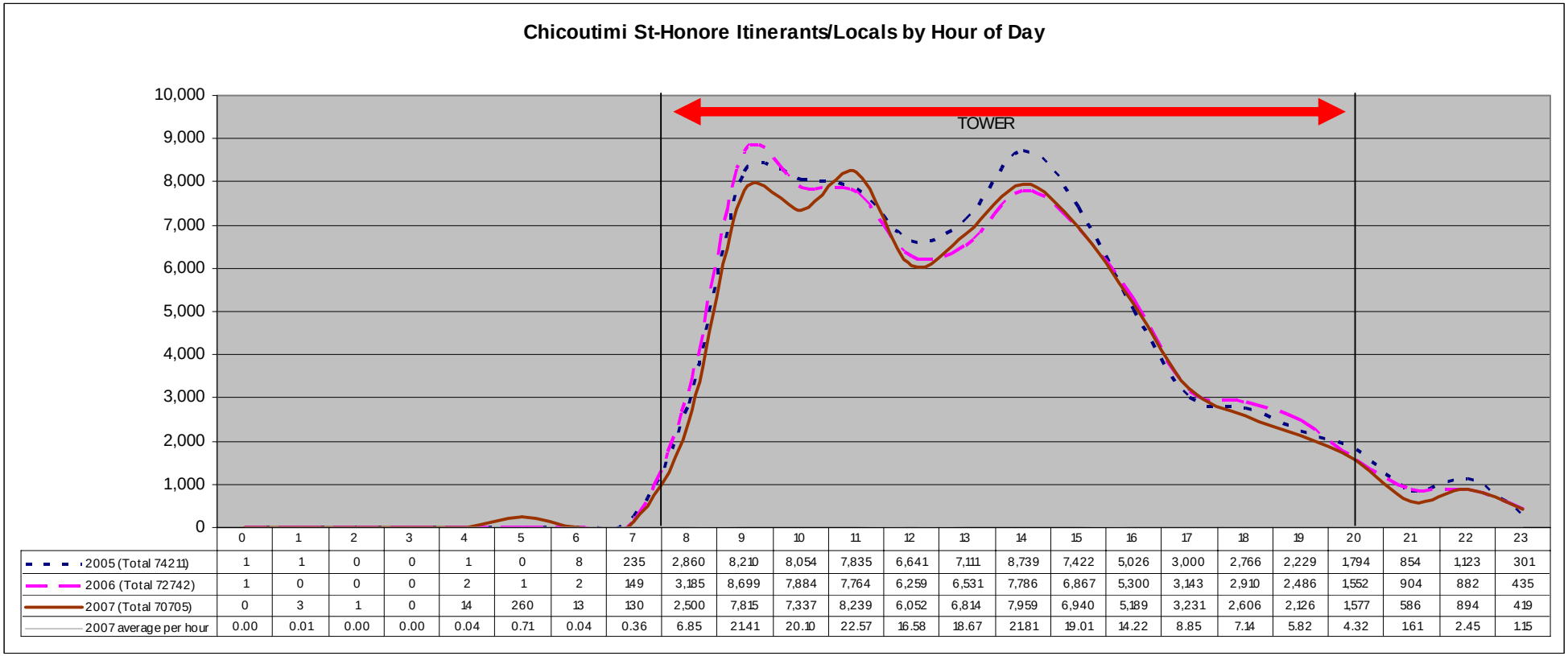
Operational Environment

The Chicoutimi St-Honore airport is served by a 12.5-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to ATF procedures without a ground station.

The Chicoutimi St-Honore airport has three runways, the longest of which is 6,087 feet in length by 150 feet wide. The airport is served by an NDB navaid.

The five mile control zone extends to an altitude of 4,000 feet ASL, but its irregular shape follows the Saguenay River shoreline south of the airport. The airport elevation is 543 feet ASL. Also to the south, the Chicoutimi St-Honore control zone adjoins the nearby Bagotville control zone.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 74211)	1	1	0	0	1	0	8	235	2,860	8,210	8,054	7,835	6,641	7,111	8,739	7,422	5,026	3,000	2,766	2,229	1,794	854	1,123	301
2006 (Total 72742)	1	0	0	0	2	1	2	149	3,185	8,699	7,884	7,764	6,259	6,531	7,786	6,867	5,300	3,143	2,910	2,486	1,552	904	882	435
2007 (Total 70705)	0	3	1	0	14	260	13	130	2,500	7,815	7,337	8,239	6,052	6,814	7,959	6,940	5,189	3,231	2,606	2,126	1,577	586	894	419
2007 average per hour	0.00	0.01	0.00	0.00	0.04	0.71	0.04	0.36	6.85	21.41	20.10	22.57	16.58	18.67	21.81	19.01	14.22	8.85	7.14	5.82	4.32	1.61	2.45	1.15

Trends and Observations

Traffic has remained relatively constant and is primarily the local flight college which operates primarily during the week.

Churchill

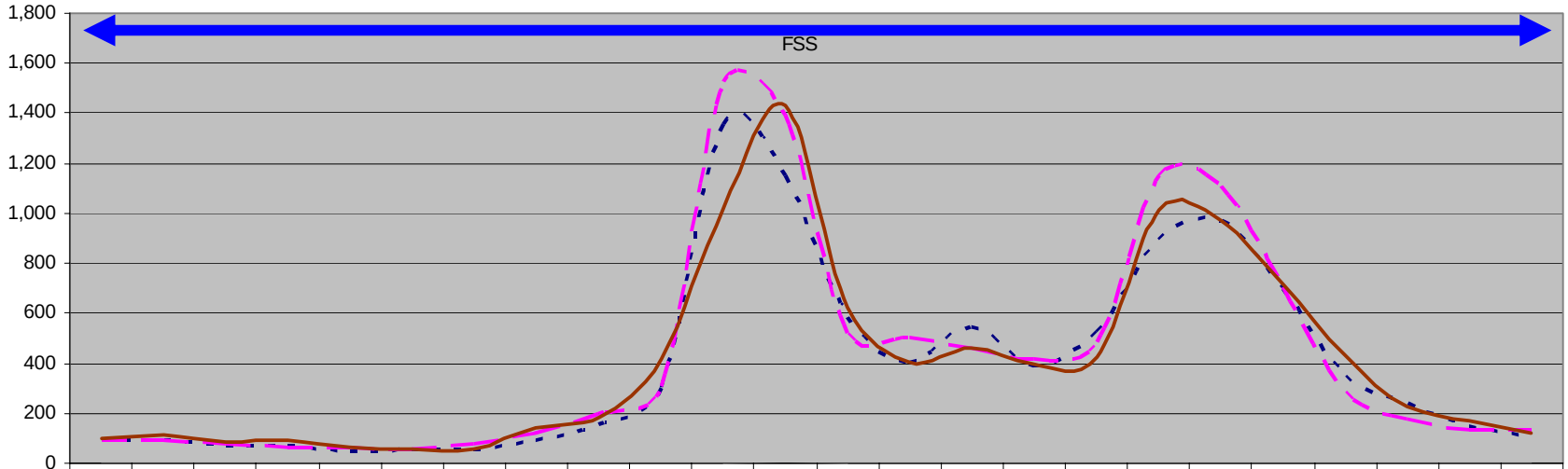
Operational Environment

The Churchill airport is served by a 24-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Winnipeg Area Control Centre is on site, as is an RCO for Flight Information Service En Route to North Bay Flight Information Centre.

The Churchill airport has one asphalt and one gravel runway, the longest of which is 9,200 feet in length by 160 feet wide. The airport is served by NDB, VOR/DME and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 3,000 feet ASL. The airport elevation is 94 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 9391)	90	95	70	69	48	60	55	91	154	308	1,353	1,150	581	407	545	392	525	893	972	692	346	244	147	104
2006 (Total 10111)	95	90	78	61	64	60	80	122	195	302	1,522	1,386	516	503	462	417	483	1,145	1,104	702	282	177	132	133
2007 (Total 9727)	100	112	82	93	67	60	55	145	185	418	1,024	1,431	623	407	458	398	425	1,011	969	719	429	228	168	120
2007 average per hour	0.27	0.31	0.22	0.25	0.18	0.16	0.15	0.40	0.51	1.15	2.81	3.92	1.71	1.12	1.25	1.09	1.16	2.77	2.65	1.97	1.18	0.62	0.46	0.33

Trends and Observations

Traffic has remained relatively constant since 2005 and is well below the norms requiring an on site FSS. An AWOS is used for weather observations due to the presence of polar bears. The FSS operates 24 hours per day.

Dauphin

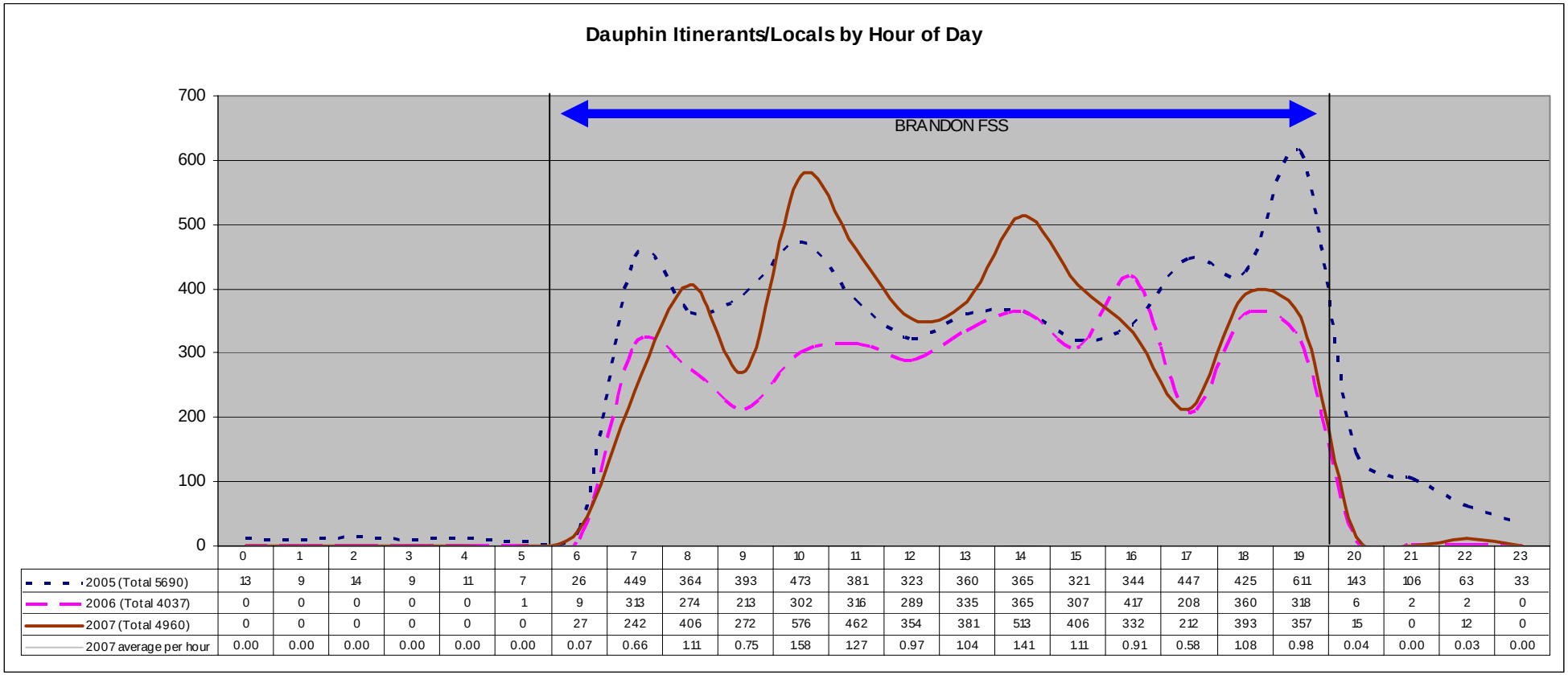
Operational Environment

The Dauphin airport is served by a 14-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Brandon FSS. An AWOS with VGM provides weather observations 24 hours per day. An RCO for Flight Information Service En Route to the Winnipeg Flight Information Centre is located on site.

The Dauphin airport has three runways, the longest of which is 5,000 feet in length by 150 feet wide. The airport is served by NDB and VOR/DME navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,000 feet ASL. The airport elevation is 999 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 5690)	13	9	14	9	11	7	26	449	364	393	473	381	323	360	365	321	344	447	425	611	143	106	63	33
2006 (Total 4037)	0	0	0	0	0	1	9	313	274	213	302	316	289	335	365	307	417	208	360	318	6	2	2	0
2007 (Total 4960)	0	0	0	0	0	0	27	242	406	272	576	462	354	381	513	406	332	212	393	357	15	0	12	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.66	1.11	0.75	1.58	1.27	0.97	1.04	1.41	1.11	0.91	0.58	1.08	0.98	0.04	0.00	0.03	0.00

Trends and Observations

Traffic has been relatively constant and at a level well below other airports with RAAS.

Edmonton City Centre

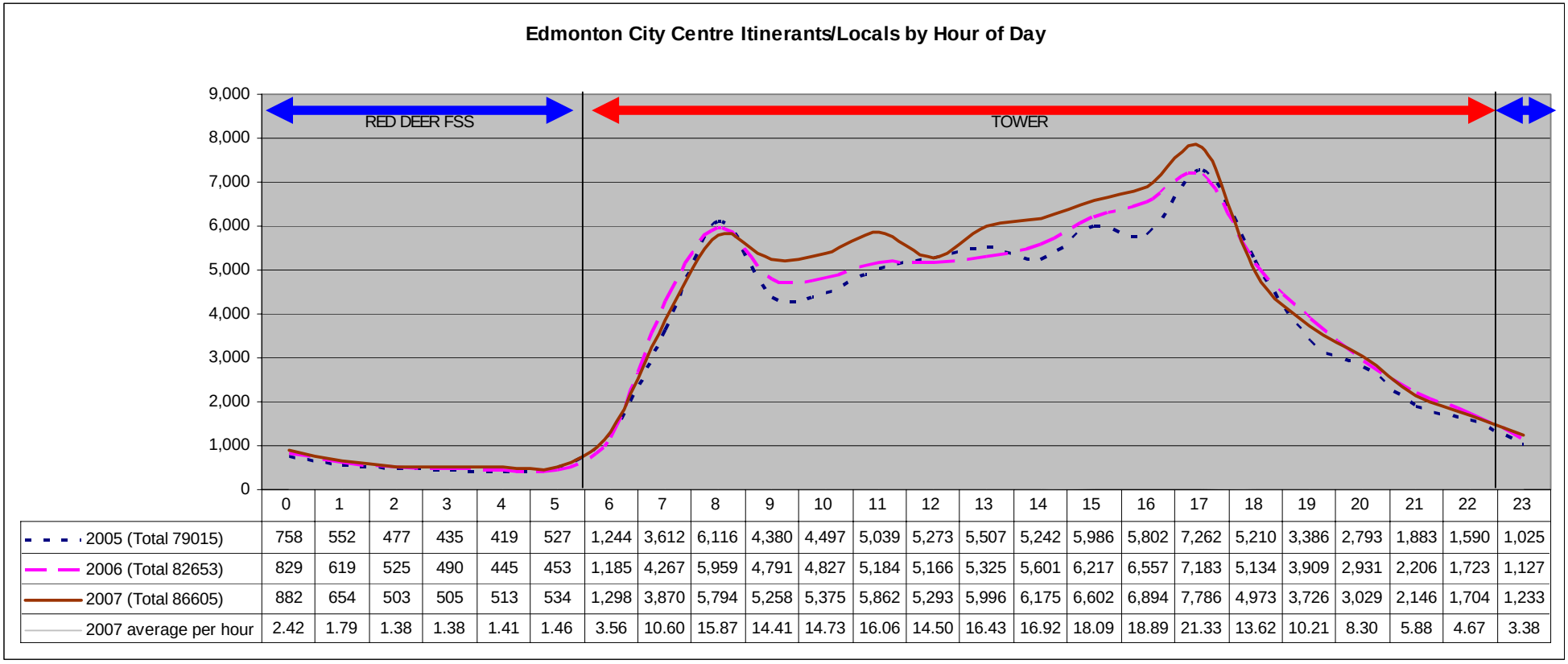
Operational Environment

The Edmonton City Centre airport is served by a 17-hour tower providing airport control service. Outside of the tower hours of operation, a Remote Aerodrome Advisory Service (RAAS) is provided from the Red Deer FSS. During RAAS hours, an AWOS with VGM provides weather information to pilots.

The Edmonton City Centre airport has two runways, the longest of which is 5,868 feet in length by 200 feet wide. The airport is served by NDB, DME and ILS navaids.

The airport control zone extends to an altitude of 4,600 feet ASL. The airport elevation is 2,200 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 79015)	758	552	477	435	419	527	1,244	3,612	6,116	4,380	4,497	5,039	5,273	5,507	5,242	5,986	5,802	7,262	5,210	3,386	2,793	1,883	1,590	1,025
2006 (Total 82653)	829	619	525	490	445	453	1,185	4,267	5,959	4,791	4,827	5,184	5,166	5,325	5,601	6,217	6,557	7,183	5,134	3,909	2,931	2,206	1,723	1,127
2007 (Total 86605)	882	654	503	505	513	534	1,298	3,870	5,794	5,258	5,375	5,862	5,293	5,996	6,175	6,602	6,894	7,786	4,973	3,726	3,029	2,146	1,704	1,233
2007 average per hour	2.42	1.79	1.38	1.38	1.41	1.46	3.56	10.60	15.87	14.41	14.73	16.06	14.50	16.43	16.92	18.09	18.89	21.33	13.62	10.21	8.30	5.88	4.67	3.38

Trends and Observations

Traffic has shown minor increases and the nature of operations at the airport has undergone change. Overnight RAAS is provided when the tower is closed.

Edmonton Villeneuve

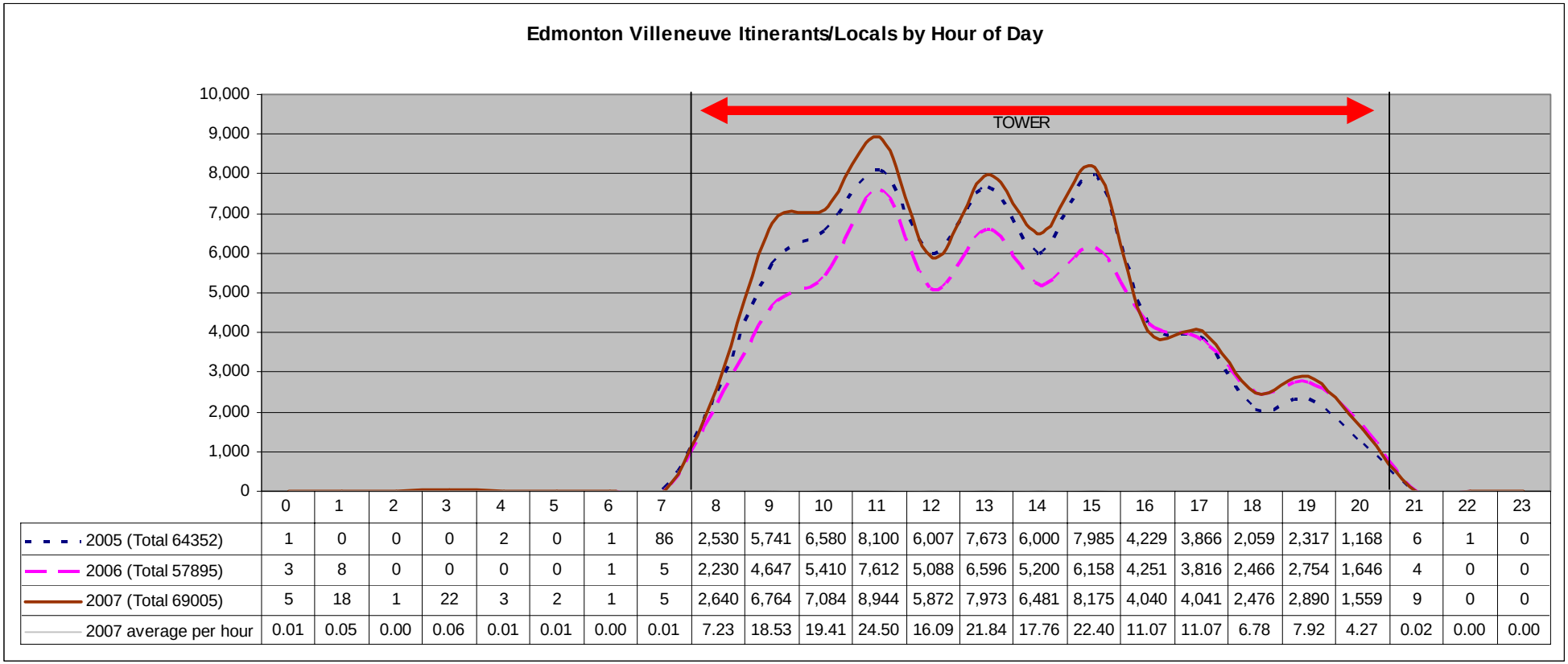
Operational Environment

The Edmonton Villeneuve airport is served by a 13-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to ATF procedures without a ground station.

The Edmonton Villeneuve airport has two runways, both of which are 3,500 feet in length by 100 feet wide.

The three mile control zone extends to an altitude of 4,600 feet ASL. The airport elevation is 2,255 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 64352)	1	0	0	0	2	0	1	86	2,530	5,741	6,580	8,100	6,007	7,673	6,000	7,985	4,229	3,866	2,059	2,317	1,168	6	1	0
2006 (Total 57895)	3	8	0	0	0	0	1	5	2,230	4,647	5,410	7,612	5,088	6,596	5,200	6,158	4,251	3,816	2,466	2,754	1,646	4	0	0
2007 (Total 69005)	5	18	1	22	3	2	1	5	2,640	6,764	7,084	8,944	5,872	7,973	6,481	8,175	4,040	4,041	2,476	2,890	1,559	9	0	0
2007 average per hour	0.01	0.05	0.00	0.06	0.01	0.01	0.00	0.01	7.23	18.53	19.41	24.50	16.09	21.84	17.76	22.40	11.07	11.07	6.78	7.92	4.27	0.02	0.00	0.00

Trends and Observations

Traffic has remained relatively constant since 2005 and is steady in 2008 to date (January to September). Traffic is low both early and later in the day.

Flin Flon

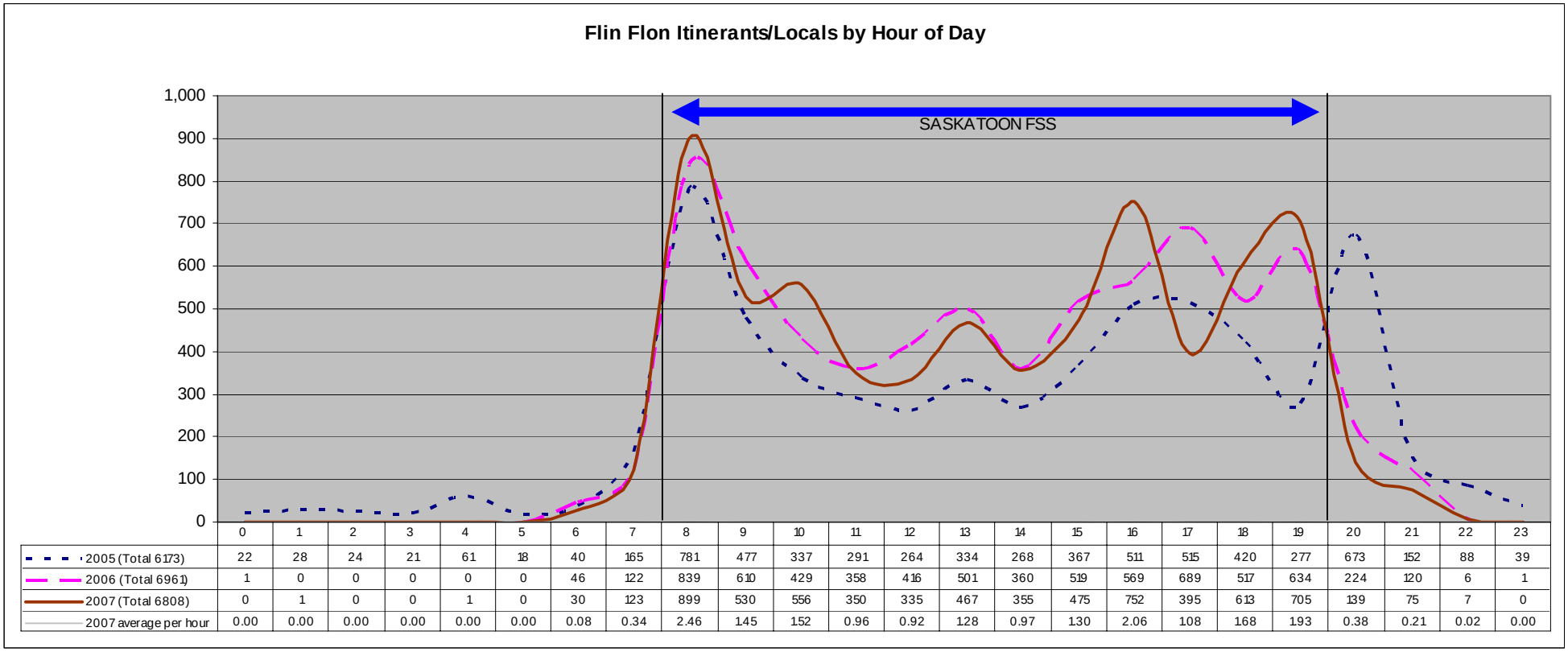
Operational Environment

The Flin Flon airport is served by a 12-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Saskatoon FSS. A Limited Weather Information System provides pilots with wind and altimeter information. An RCO for Flight Information Service En Route to Winnipeg Flight Information Centre is located on site.

The Flin Flon airport has one runway, 18/36, which is 5,000 feet in length by 150 feet wide. The airport is served by an NDB navaid.

The five mile control zone and MF area around the airport extends to an altitude of 4,000 feet ASL. The airport elevation is 997 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 6173)	22	28	24	21	61	18	40	165	781	477	337	291	264	334	268	367	511	515	420	277	673	152	88	39
2006 (Total 6961)	1	0	0	0	0	0	46	122	839	610	429	358	416	501	360	519	569	689	517	634	224	120	6	1
2007 (Total 6808)	0	1	0	0	1	0	30	123	899	530	556	350	335	467	355	475	752	395	613	705	139	75	7	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.34	2.46	1.45	1.52	0.96	0.92	1.28	0.97	1.30	2.06	1.08	1.68	1.93	0.38	0.21	0.02	0.00

Trends and Observations

Traffic has been relatively constant but has shown some decline in 2008. Traffic remains at a level well below other airports with RAAS.

Grande Prairie

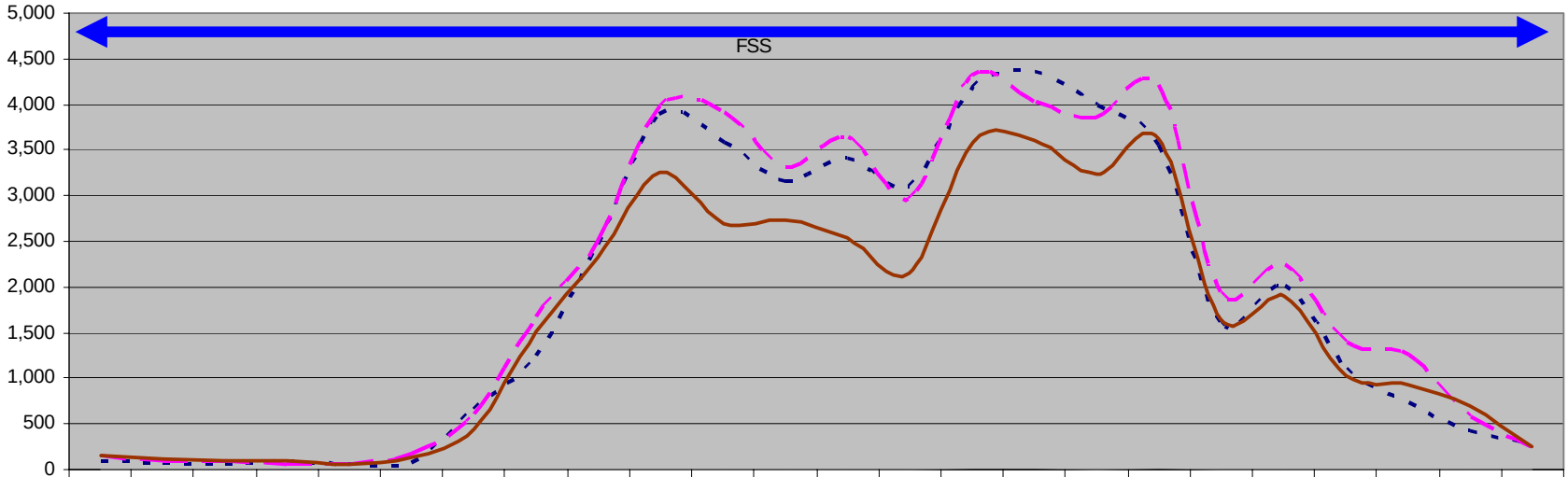
Operational Environment

The Grande Prairie airport is served by a 24-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Edmonton Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Edmonton Flight Information Centre.

The Grande Prairie airport has two runways, the longest of which is 6,500 feet in length by 200 feet wide. The airport is served by NDB, VOR/DME and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 5,200 feet ASL. The airport elevation is 2,195 feet ASL. Also within the control zone are two heliports.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 44260)	106	79	62	89	57	82	657	1,249	2,457	3,902	3,586	3,167	3,419	3,094	4,190	4,351	3,990	3,554	1,605	2,012	1,102	734	423	293
2006 (Total 47323)	155	97	88	57	56	167	605	1,676	2,502	3,977	3,916	3,315	3,646	2,972	4,326	4,040	3,850	4,202	1,930	2,253	1,397	1,266	576	254
2007 (Total 38847)	152	116	102	97	61	136	455	1,508	2,333	3,252	2,702	2,739	2,537	2,159	3,581	3,599	3,243	3,617	1,653	1,896	1,024	935	698	252
2007 average per hour	0.42	0.32	0.28	0.27	0.17	0.37	1.25	4.13	6.39	8.91	7.40	7.50	6.95	5.92	9.81	9.86	8.88	9.91	4.53	5.19	2.81	2.56	1.91	0.69

Trends and Observations

Traffic declined 18% in 2007 but has rebounded to previous levels in 2008. Overnight traffic is extremely low and the FSS operates 24 hours per day.

Havre St-Pierre

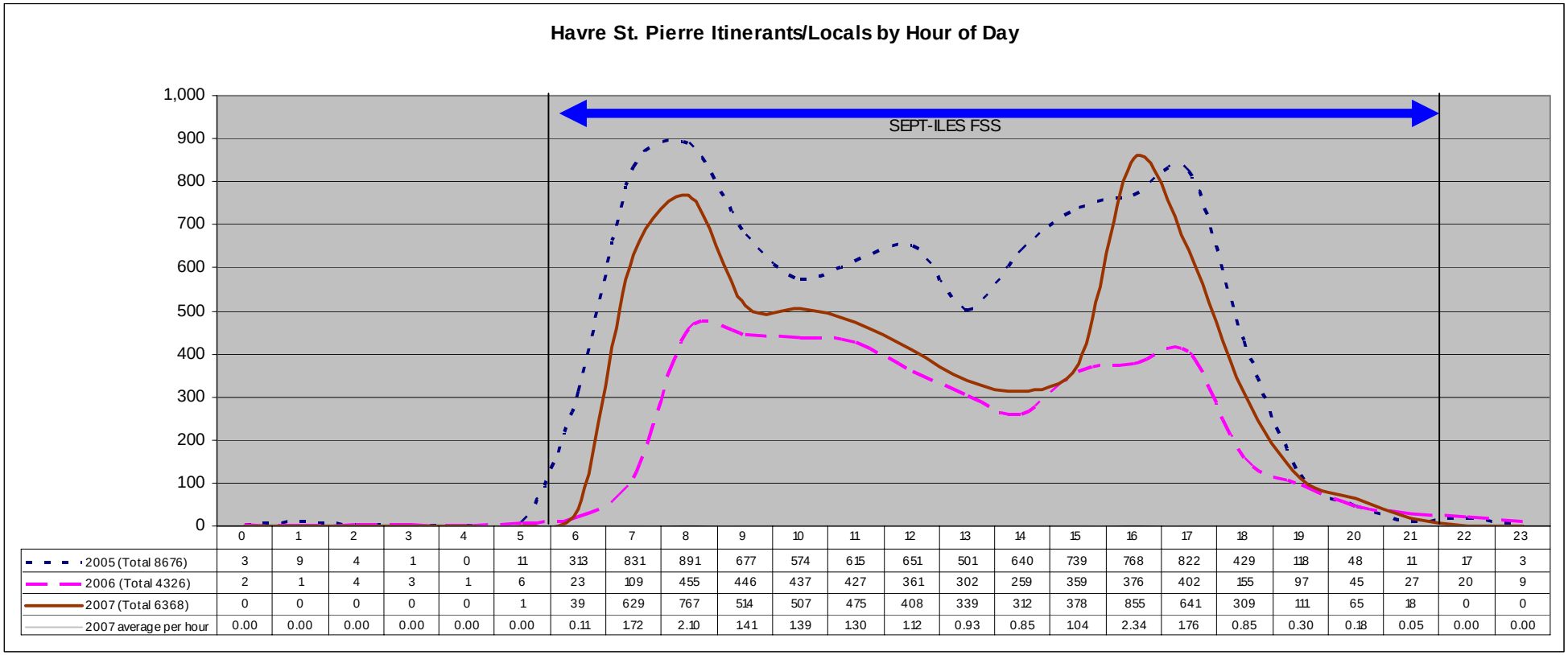
Operational Environment

The Havre St-Pierre airport is served by a 16-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Sept-Iles FSS. An AWOS with VGM provides pilots with 24-hour weather observations.

The Havre St-Pierre airport has one runway, 09/27, which is 4,500 feet in length by 100 feet wide. The airport is served by NDB, DME and Localizer navaids.

The 15 mile MF area around the airport extends to an altitude of 3,200 feet ASL. The airport elevation is 124 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 8676)	3	9	4	1	0	11	313	831	891	677	574	615	651	501	640	739	768	822	429	118	48	11	17	3
2006 (Total 4326)	2	1	4	3	1	6	23	109	455	446	437	427	361	302	259	359	376	402	155	97	45	27	20	9
2007 (Total 6368)	0	0	0	0	0	1	39	629	767	514	507	475	408	339	312	378	855	641	309	111	65	18	0	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.11	1.72	2.10	1.41	1.39	1.30	1.12	0.93	0.85	1.04	2.34	1.76	0.85	0.30	0.18	0.05	0.00	0.00

Trends and Observations

Traffic levels at this airport have been variable but remain at a level well below other airports with RAAS.

High Level

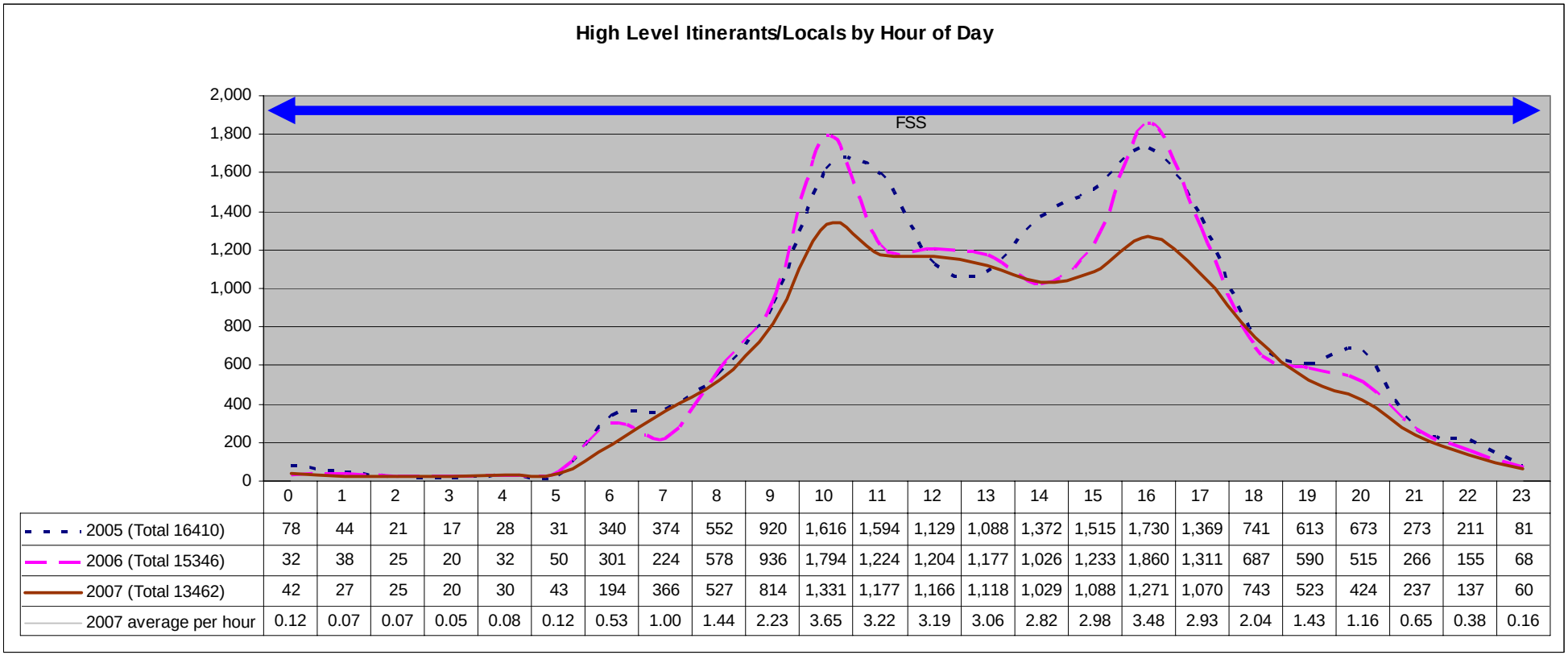
Operational Environment

The High Level airport is served by a 24-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Edmonton Area Control Centre is on site, as is an RCO for Flight Information Service En Route to Edmonton Flight Information Centre.

The High Level airport has one runway, 13/31, which is 5,000 feet in length by 150 feet wide. The airport is served by NDB and VOR/DME navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,200 feet ASL. The airport elevation is 1,110 feet ASL. Also within the control zone is a water aerodrome located on Footner Lake, which lies just west of the airport.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 16410)	78	44	21	17	28	31	340	374	552	920	1,616	1,594	1,129	1,088	1,372	1,515	1,730	1,369	741	613	673	273	211	81
2006 (Total 15346)	32	38	25	20	32	50	301	224	578	936	1,794	1,224	1,204	1,177	1,026	1,233	1,860	1,311	687	590	515	266	155	68
2007 (Total 13462)	42	27	25	20	30	43	194	366	527	814	1,331	1,177	1,166	1,118	1,029	1,088	1,271	1,070	743	523	424	237	137	60
2007 average per hour	0.12	0.07	0.07	0.05	0.08	0.12	0.53	1.00	1.44	2.23	3.65	3.22	3.19	3.06	2.82	2.98	3.48	2.93	2.04	1.43	1.16	0.65	0.38	0.16

Trends and Observations

Traffic has declined steadily since 2005. 2008 traffic (January to September) is a further 5% lower and is well below the norms requiring an on site FSS. The FSS operates 24 hours per day. FSS hours of operation will be reduced to 16 hours per day (0700 to 2300) with the installation of an AWOS and voice generator module in 2009.

Iles-de-la-Madeleine

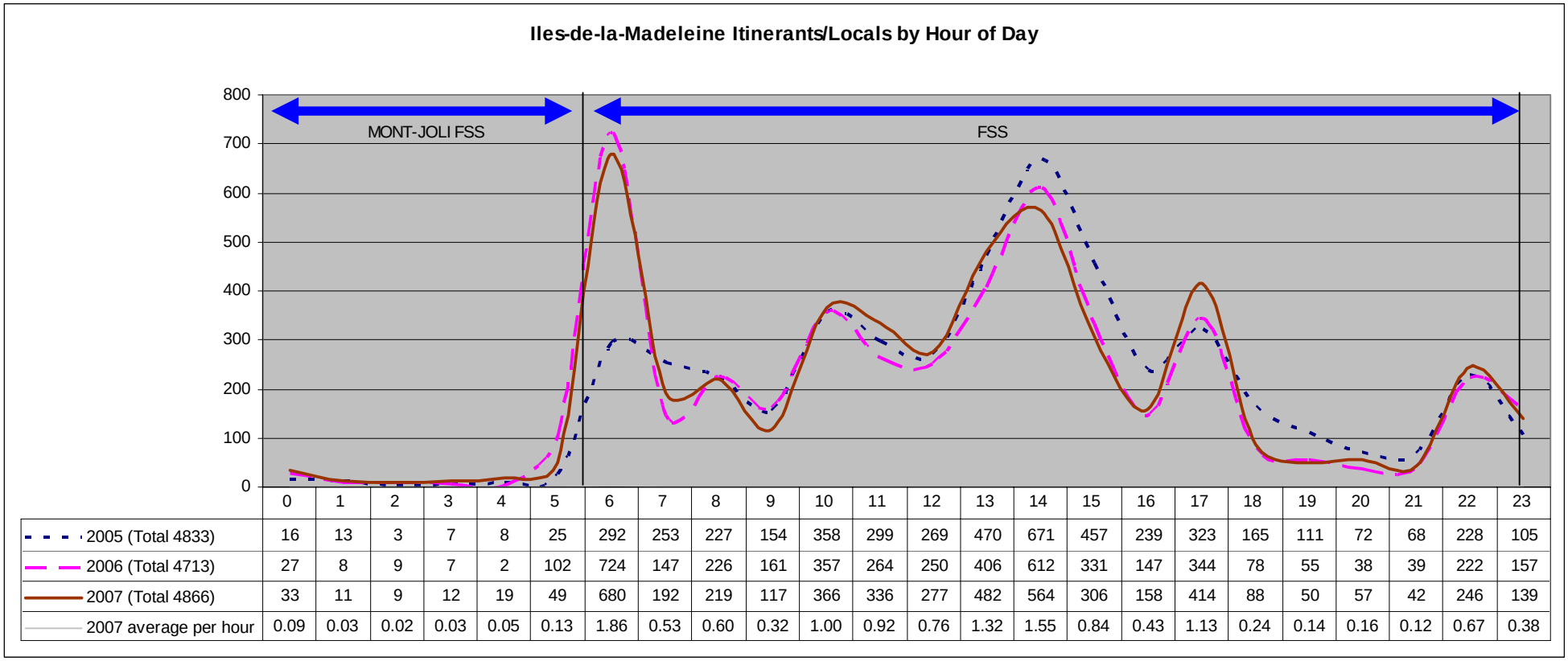
Operational Environment

Iles-de-la-Madeleine airport is served by a 17.5-hour FSS that provides airport advisory service and weather observations. A Remote Aerodrome Advisory Service (RAAS) is provided by Mont-Joli FSS overnight, when the Madeleine FSS is closed. A PAL, operated by the Moncton Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Quebec Flight Information Centre.

The Iles-de-la-Madeleine airport has two runways, the longest of which is 4,500 feet in length by 150 feet wide. The airport is served by NDB, VOR/DME and Localizer navaids.

The five mile control zone and MF area around the airport extends to an altitude of 3,000 feet ASL. The airport elevation is 35 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 4833)	16	13	3	7	8	25	292	253	227	154	358	299	269	470	671	457	239	323	165	111	72	68	228	105
2006 (Total 4713)	27	8	9	7	2	102	724	147	226	161	357	264	250	406	612	331	147	344	78	55	38	39	222	157
2007 (Total 4866)	33	11	9	12	19	49	680	192	219	117	366	336	277	482	564	306	158	414	88	50	57	42	246	139
2007 average per hour	0.09	0.03	0.02	0.03	0.05	0.13	1.86	0.53	0.60	0.32	1.00	0.92	0.76	1.32	1.55	0.84	0.43	1.13	0.24	0.14	0.16	0.12	0.67	0.38

Trends and Observations

RAAS service is provided overnight when the FSS is closed. The airport is designated as a northern and remote site as per the *Civil Air Navigation Services Commercialization Act*. However, traffic is well below that normally requiring an on site FSS.

Kelowna

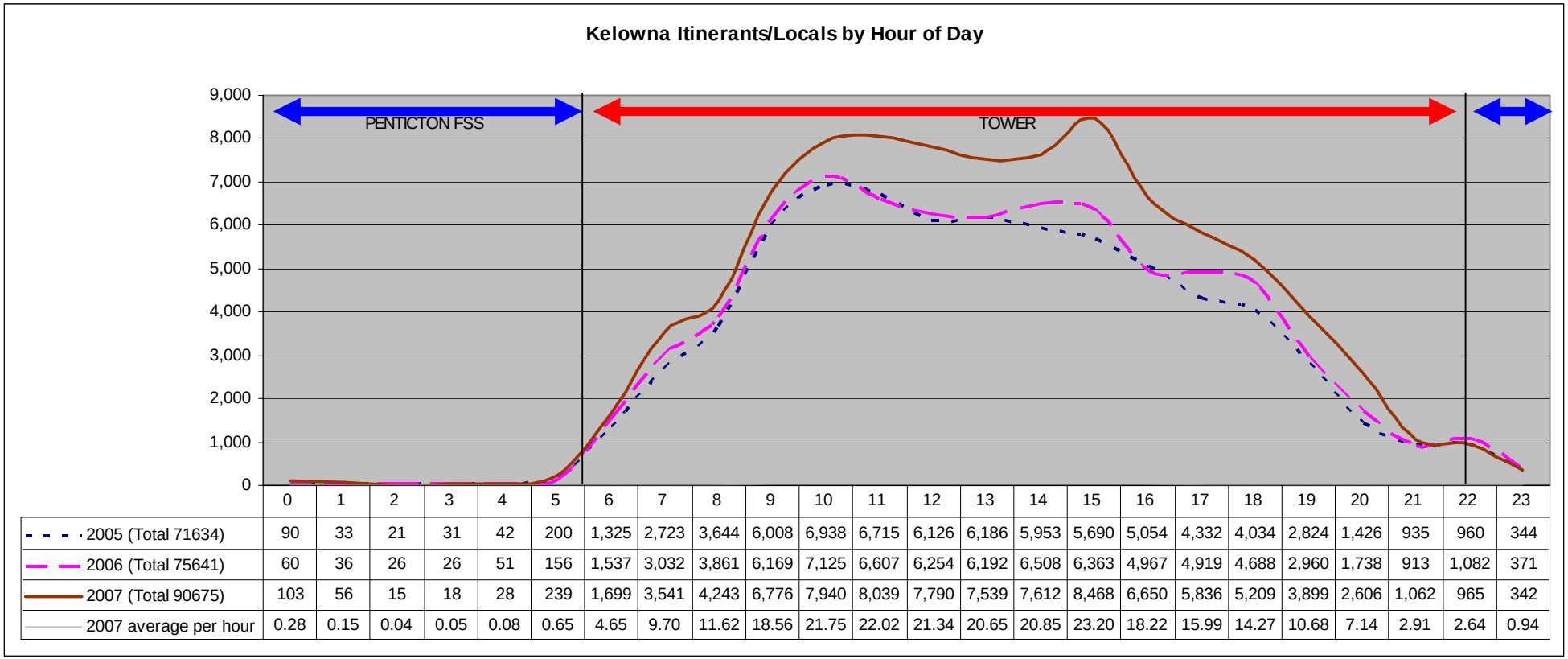
Operational Environment

The Kelowna airport is served by a 16.5-hour tower providing airport control service. Outside of the tower hours of operation, a Remote Aerodrome Advisory Service (RAAS) is provided from the Penticton FSS. An AWOS generates 24-hour METAR reports. An RCO for Flight Information Service En Route to Kamloops Flight Information Centre is located on site.

The Kelowna airport has one runway, 16/34, which is 7,300 feet in length by 200 feet wide. The airport is served by NDB, DME and ILS navaids.

Due to the rapidly rising terrain surrounding the airport, the Kelowna control zone is shaped irregularly and extends to an altitude of 3,000 feet ASL. The airport elevation is 1,409 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 71634)	90	33	21	31	42	200	1,325	2,723	3,644	6,008	6,938	6,715	6,126	6,186	5,953	5,690	5,054	4,332	4,034	2,824	1,426	935	960	344
2006 (Total 75641)	60	36	26	26	51	156	1,537	3,032	3,861	6,169	7,125	6,607	6,254	6,192	6,508	6,363	4,967	4,919	4,688	2,960	1,738	913	1,082	371
2007 (Total 90675)	103	56	15	18	28	239	1,699	3,541	4,243	6,776	7,940	8,039	7,790	7,539	7,612	8,468	6,650	5,836	5,209	3,899	2,606	1,062	965	342
2007 average per hour	0.28	0.15	0.04	0.05	0.08	0.65	4.65	9.70	11.62	18.56	21.75	22.02	21.34	20.65	20.85	23.20	18.22	15.99	14.27	10.68	7.14	2.91	2.64	0.94

Trends and Observations

While traffic has increased from 2005 to 2007 it is down 11% in 2008 (January to September) and is low early and late in the day. RAAS is provided from Penticton overnight during the quiet hours when the tower is closed.

Kenora

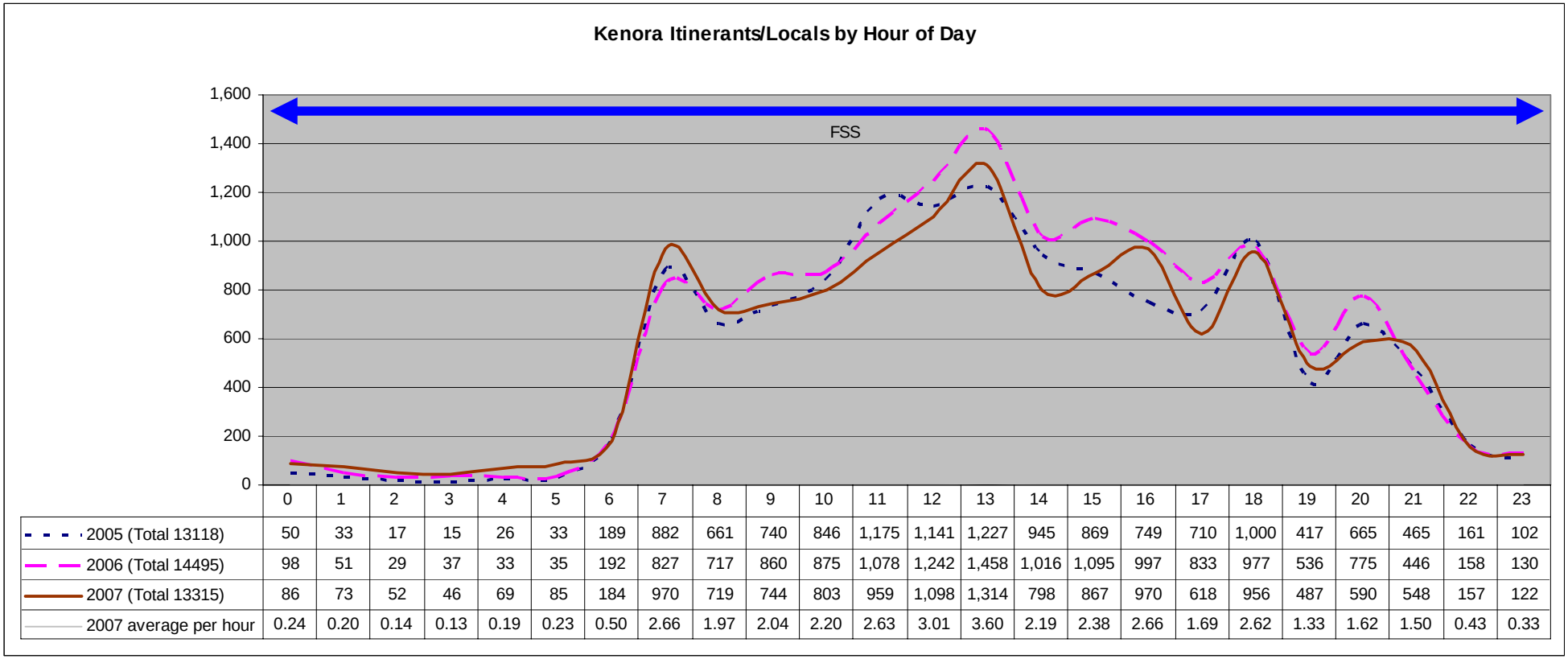
Operational Environment

The Kenora airport is served by a 24-hour FSS that provides airport advisory service and weather observations. The FSS also provides daytime Remote Aerodrome Advisory Service (RAAS) for 13 hours per day at Norway House airport and for 16 hours per day at Red Lake airport. An RCO for Flight Information Service En Route to Winnipeg Flight Information Centre is located on site.

The Kenora airport has one runway, 08/26 which is 5,800 feet in length by 150 feet wide. The airport is served by NDB and VORTAC navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,300 feet ASL. The airport elevation is 1,344 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 13118)	50	33	17	15	26	33	189	882	661	740	846	1,175	1,141	1,227	945	869	749	710	1,000	417	665	465	161	102
2006 (Total 14495)	98	51	29	37	33	35	192	827	717	860	875	1,078	1,242	1,458	1,016	1,095	997	833	977	536	775	446	158	130
2007 (Total 13315)	86	73	52	46	69	85	184	970	719	744	803	959	1,098	1,314	798	867	970	618	956	487	590	548	157	122
2007 average per hour	0.24	0.20	0.14	0.13	0.19	0.23	0.50	2.66	1.97	2.04	2.20	2.63	3.01	3.60	2.19	2.38	2.66	1.69	2.62	1.33	1.62	1.50	0.43	0.33

Trends and Observations

Traffic is well below the level normally requiring an on site FSS.

Kitchener Waterloo

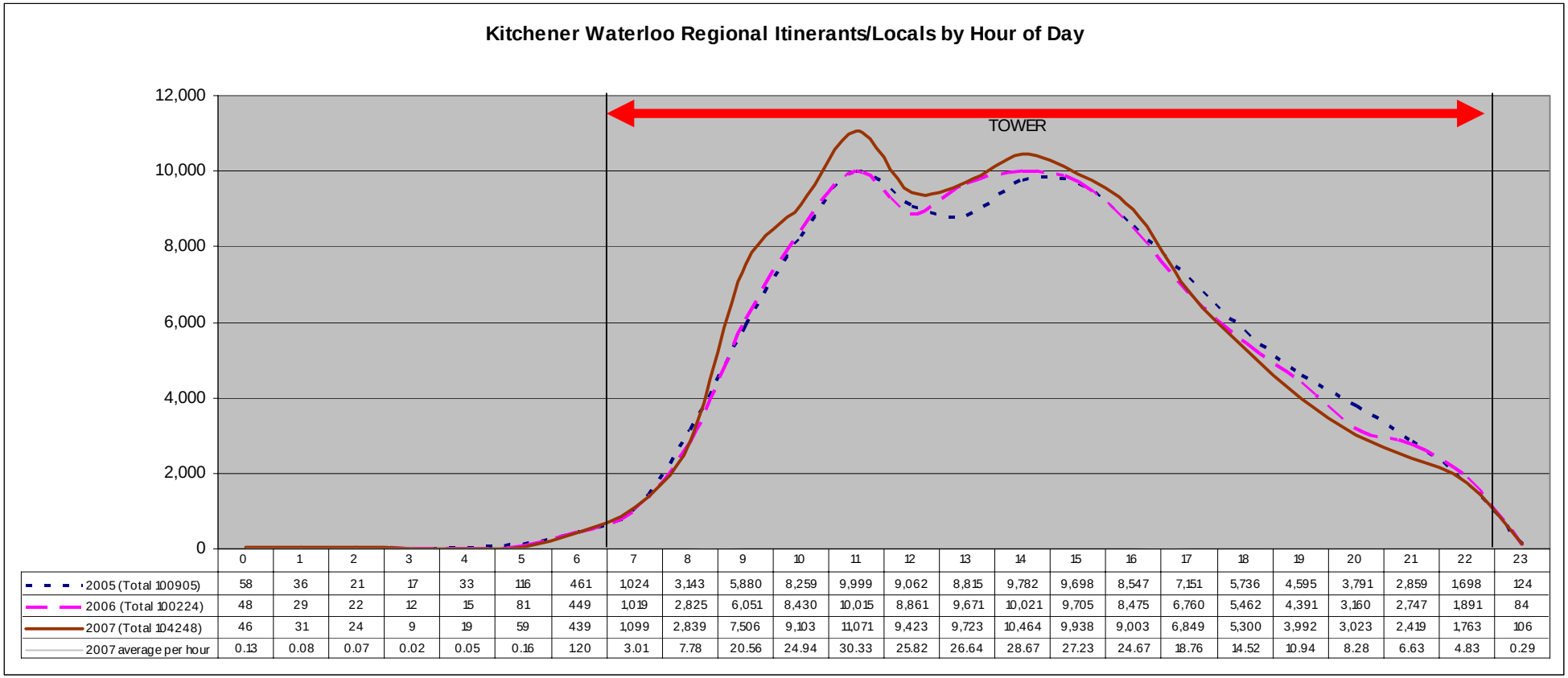
Operational Environment

The Kitchener Waterloo airport is served by a 16-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to MF procedures without a ground station. A PAL, operated by the Toronto Area Control Centre is located on site.

The Kitchener Waterloo airport has two runways, the longest of which is 7,000 feet in length by 150 feet wide. The airport is served by NDB, VOR/DME and ILS navaids.

The five mile control zone extends to an altitude of 4,000 feet ASL. The airport elevation is 1,054 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 100905)	58	36	21	17	33	116	461	1,024	3,143	5,880	8,259	9,999	9,062	8,815	9,782	9,698	8,547	7,151	5,736	4,595	3,791	2,859	1,698	124
2006 (Total 100224)	48	29	22	12	15	81	449	1,019	2,825	6,051	8,430	10,015	8,861	9,671	10,021	9,705	8,475	6,760	5,462	4,391	3,160	2,747	1,891	84
2007 (Total 104248)	46	31	24	9	19	59	439	1,099	2,839	7,506	9,103	11,071	9,423	9,723	10,464	9,938	9,003	6,849	5,300	3,992	3,023	2,419	1,763	106
2007 average per hour	0.13	0.08	0.07	0.02	0.05	0.16	1.20	3.01	7.78	20.56	24.94	30.33	25.82	26.64	28.67	27.23	24.67	18.76	14.52	10.94	8.28	6.63	4.83	0.29

Trends and Observations

Traffic has increased 4% in both 2007 and 2008 (January to September). However traffic remains low early and later in the day.

La Ronge (Barber Field)

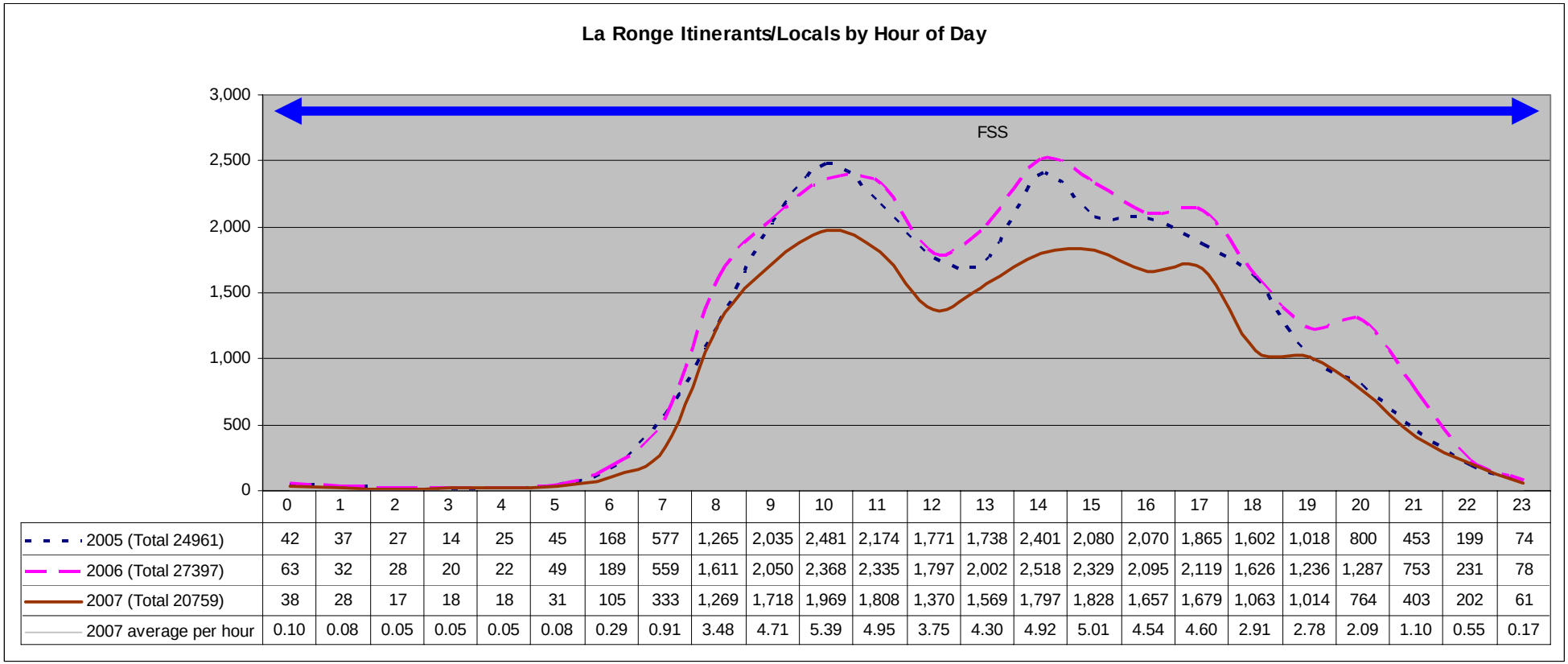
Operational Environment

The La Ronge (Barber Field) airport is served by a 24-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Winnipeg Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Edmonton Flight Information Centre.

The La Ronge airport has one gravel and one asphalt runway, the longest of which is 5,000 feet in length by 150 feet wide. The airport is served by NDB and VOR/DME navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,200 feet ASL. The airport elevation is 1,242 feet ASL. Also within the control zone and to the south of the airport is a water aerodrome located on Lac La Ronge (which is used by ski equipped aircraft in the winter) and a heliport operated by the Saskatchewan Forest Fire Management Centre.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 24961)	42	37	27	14	25	45	168	577	1,265	2,035	2,481	2,174	1,771	1,738	2,401	2,080	2,070	1,865	1,602	1,018	800	453	199	74
2006 (Total 27397)	63	32	28	20	22	49	189	559	1,611	2,050	2,368	2,335	1,797	2,002	2,518	2,329	2,095	2,119	1,626	1,236	1,287	753	231	78
2007 (Total 20759)	38	28	17	18	18	31	105	333	1,269	1,718	1,969	1,808	1,370	1,569	1,797	1,828	1,657	1,679	1,063	1,014	764	403	202	61
2007 average per hour	0.10	0.08	0.05	0.05	0.05	0.08	0.29	0.91	3.48	4.71	5.39	4.95	3.75	4.30	4.92	5.01	4.54	4.60	2.91	2.78	2.09	1.10	0.55	0.17

Trends and Observations

Traffic declined 24% in 2007 and has remained at that level in 2008 (January to September). The FSS is open 24/7 however overnight traffic is extremely low.

Lethbridge

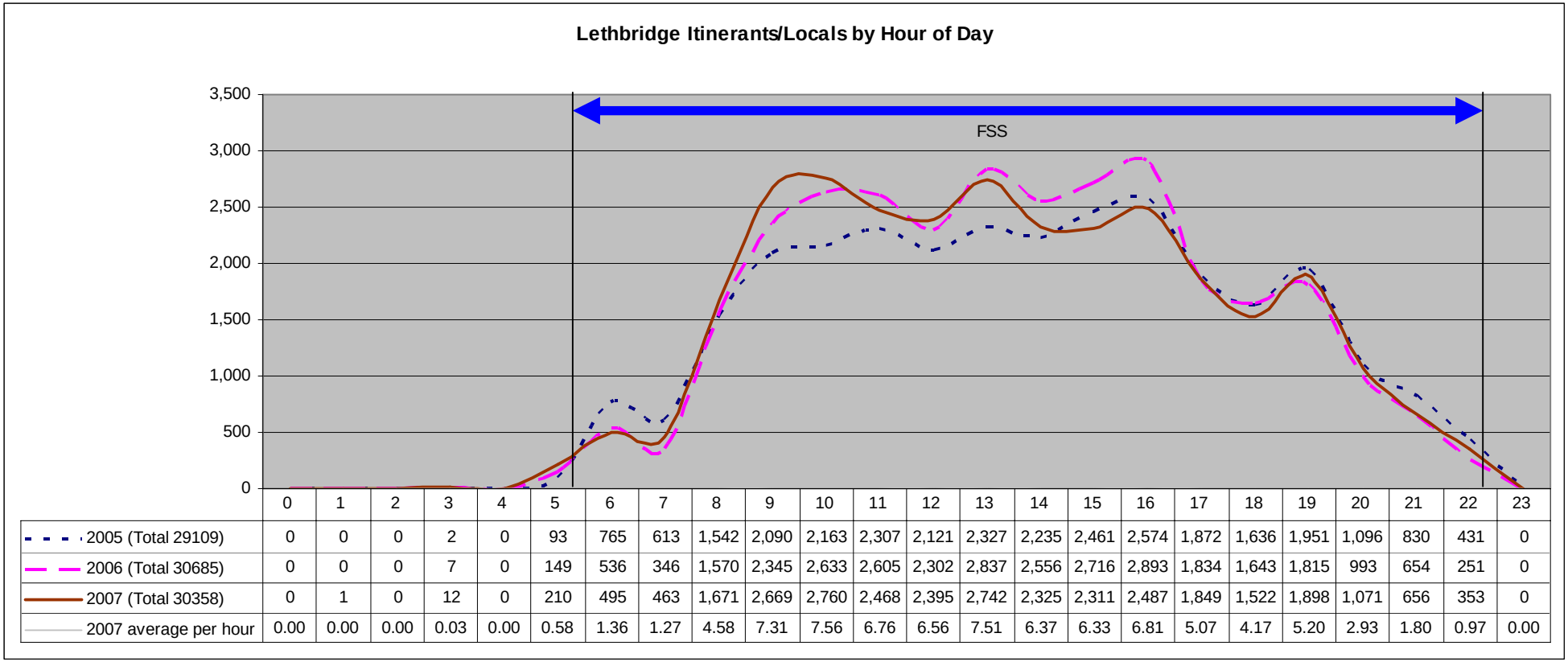
Operational Environment

The Lethbridge airport is served by a 17-hour FSS that provides airport advisory service and weather observations. Outside of the FSS hours of operation the control zone reverts to MF procedures without a ground station and weather observations are performed by an AWOS. A PAL, operated by the Edmonton Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Edmonton Flight Information Centre.

The Lethbridge airport has two runways, of which the longest is 6,500 feet in length by 200 feet wide. The airport is served by NDB, VOR/DME and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 6,000 feet ASL. The airport elevation is 3,048 feet ASL. Also within the control zone is another aerodrome with a similar elevation, located 1.9 miles north-northeast.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 29109)	0	0	0	2	0	93	765	613	1,542	2,090	2,163	2,307	2,121	2,327	2,235	2,461	2,574	1,872	1,636	1,951	1,096	830	431	0
2006 (Total 30685)	0	0	0	7	0	149	536	346	1,570	2,345	2,633	2,605	2,302	2,837	2,556	2,716	2,893	1,834	1,643	1,815	993	654	251	0
2007 (Total 30358)	0	1	0	12	0	210	495	463	1,671	2,669	2,760	2,468	2,395	2,742	2,325	2,311	2,487	1,849	1,522	1,898	1,071	656	353	0
2007 average per hour	0.00	0.00	0.00	0.03	0.00	0.58	1.36	1.27	4.58	7.31	7.56	6.76	6.56	7.51	6.37	6.33	6.81	5.07	4.17	5.20	2.93	1.80	0.97	0.00

Trends and Observations

Traffic has remained relatively constant. While traffic is at a level where a FSS is normally required, traffic levels are very low early and later in the day.

Lourdes-de-Blanc-Sablon

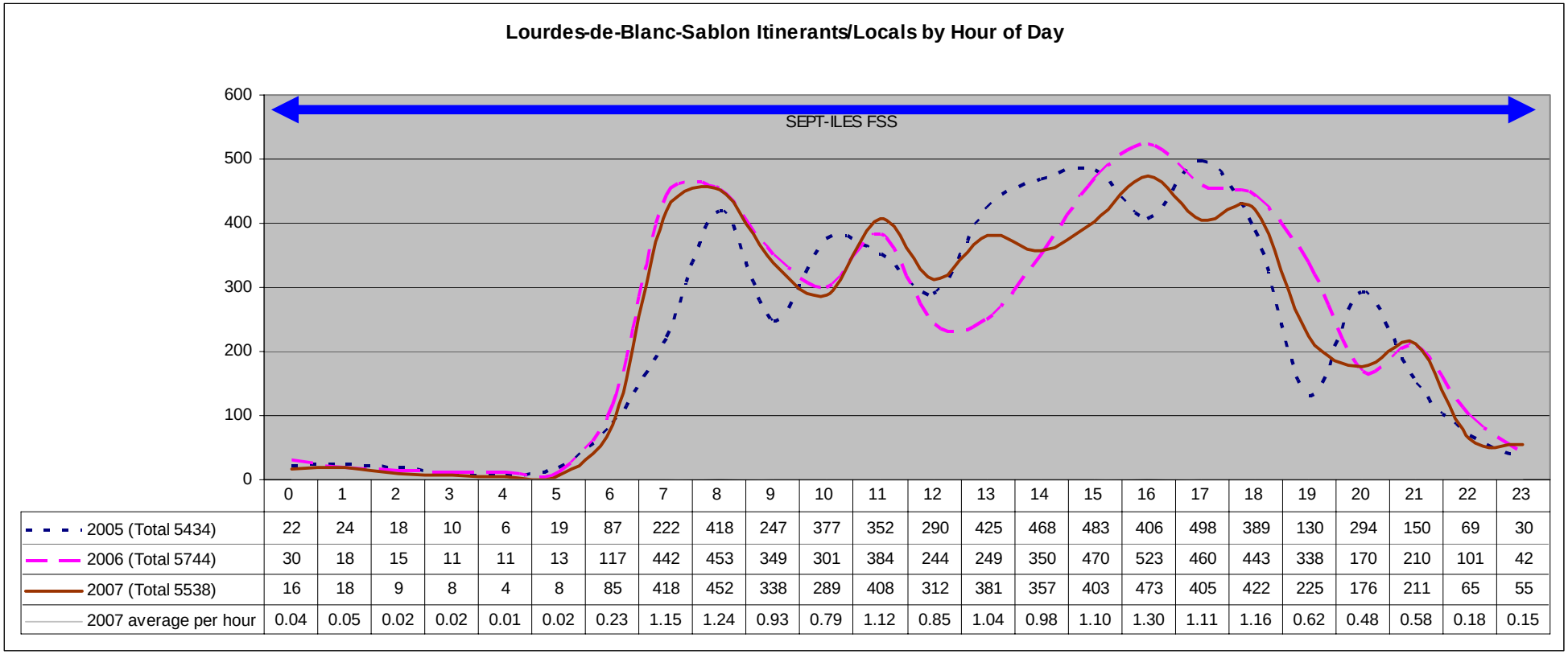
Operational Environment

The Lourdes-de-Blanc-Sablon airport is served by a 24-hour Remote Aerodrome Advisory Service (RAAS) from the Sept-Iles FSS. A Limited Weather Information System with VGM provides pilots with airport wind and altimeter.

The Lourdes-de-Blanc-Sablon airport has one runway, 05/23, which is 4,500feet in length by 150 feet wide. The airport is served by NDB, DME and Localizer navaids.

The 15 mile MF area around the airport extends to an altitude of 3,100 feet ASL. The airport elevation is 121 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 5434)	22	24	18	10	6	19	87	222	418	247	377	352	290	425	468	483	406	498	389	130	294	150	69	30
2006 (Total 5744)	30	18	15	11	11	13	117	442	453	349	301	384	244	249	350	470	523	460	443	338	170	210	101	42
2007 (Total 5538)	16	18	9	8	4	8	85	418	452	338	289	408	312	381	357	403	473	405	422	225	176	211	65	55
2007 average per hour	0.04	0.05	0.02	0.02	0.01	0.02	0.23	1.15	1.24	0.93	0.79	1.12	0.85	1.04	0.98	1.10	1.30	1.11	1.16	0.62	0.48	0.58	0.18	0.15

Trends and Observations

Traffic has been relatively constant and at a level well below other airports with RAAS.

Mont Joli

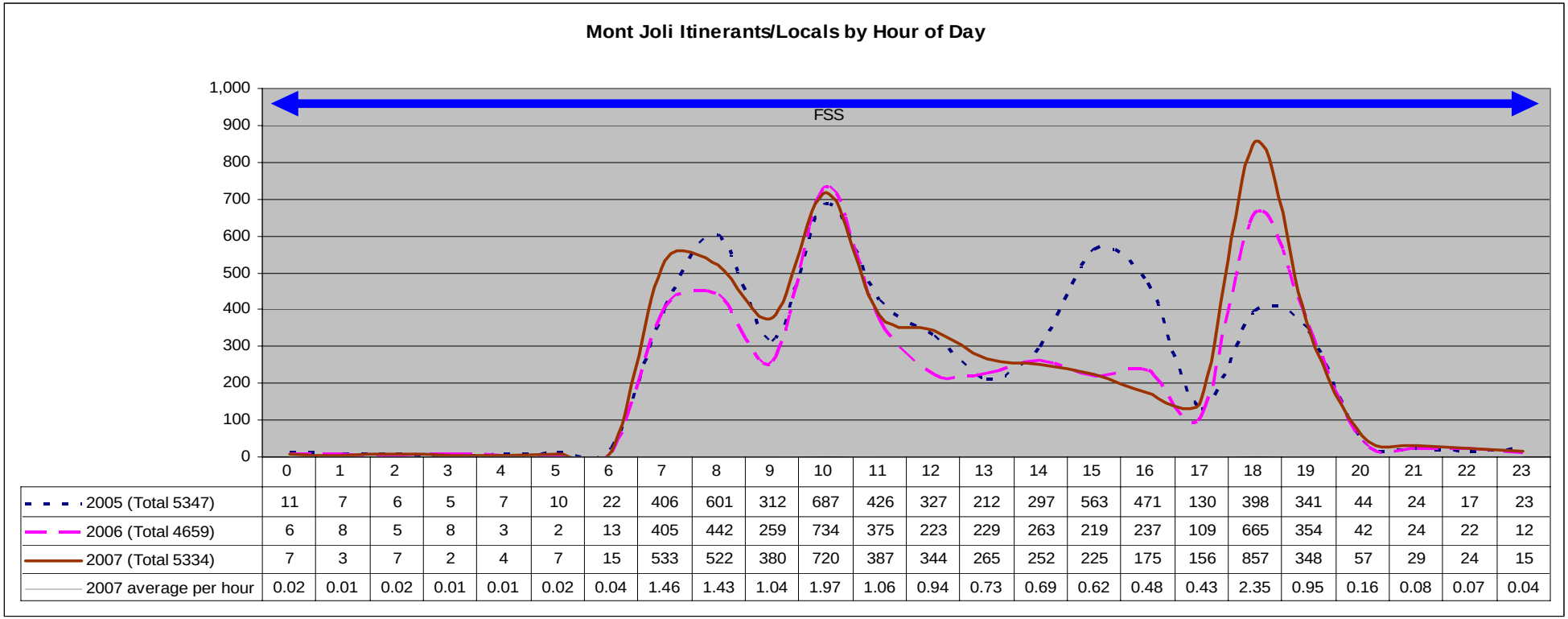
Operational Environment

The Mont Joli airport is served by a 24-hour FSS that provides airport advisory service and weather observations. The FSS also provide a 24-hour Remote Aerodrome Advisory Service (RAAS) for the Baie Comeau and Gaspe airports as well as a 6.5 hour service for Iles-de-la-Madeleine during the overnight period. A PAL, operated by the Montreal Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Quebec Flight Information Centre.

The Mont Joli airport has two runways, the longest of which is 5,000 feet in length by 150 feet wide. The airport is served by NDB and VOR/DME and Localizer navaids.

The five mile control zone around the airport extends to an altitude of 3,200 feet ASL. The Mont Joli airport elevation is 172 feet ASL. The Mont Joli MF area includes the control zone but also extends southwest to enclose a five mile area around the nearby Rimouski airport. The FSS not only provides airport advisory service to aircraft in the Mont Joli control zone, but they also provide traffic information to aircraft within the MF area.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 5347)	11	7	6	5	7	10	22	406	601	312	687	426	327	212	297	563	471	130	398	341	44	24	17	23
2006 (Total 4659)	6	8	5	8	3	2	13	405	442	259	734	375	223	229	263	219	237	109	665	354	42	24	22	12
2007 (Total 5334)	7	3	7	2	4	7	15	533	522	380	720	387	344	265	252	225	175	156	857	348	57	29	24	15
2007 average per hour	0.02	0.01	0.02	0.01	0.01	0.02	0.04	1.46	1.43	1.04	1.97	1.06	0.94	0.73	0.69	0.62	0.48	0.43	2.35	0.95	0.16	0.08	0.07	0.04

Trends and Observations

A FSS is located at Mont Joli and specialists provide RAAS to Rimouski airport which is located within the expanded MF area. While traffic has been increasing somewhat at both airports, the total traffic is well below the norms requiring an on site FSS.

Natashquan

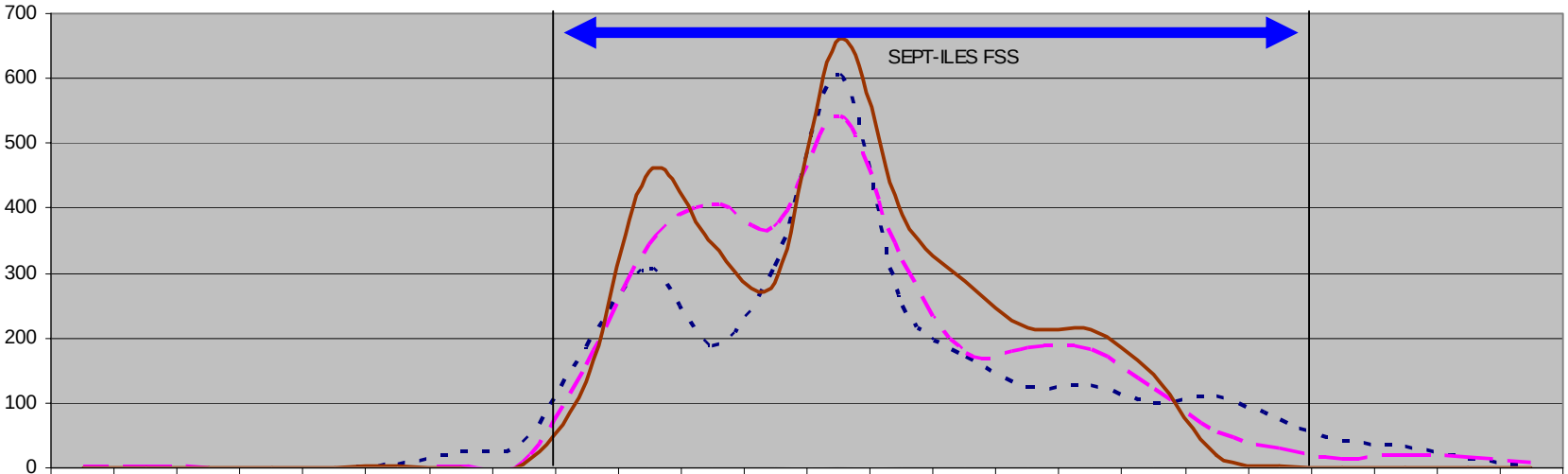
Operational Environment

The Natashquan airport is served by a 10-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Sept-Iles FSS. An AWOS with VGM provides pilots with weather information 24-hours per day. An RCO for Flight Information Service En Route to the Quebec Flight Information Centre is located on site.

The Natashquan airport has one runway, 14/32, which is 4,494 feet in length by 100 feet wide. The airport is served by VOR/DME navaids.

The 15 mile MF area around the airport extends to an altitude of 3,000 feet ASL. The airport elevation is 39 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 2709)	0	0	0	0	1	5	25	38	184	307	187	310	606	248	171	124	127	100	111	74	42	34	13	2
2006 (Total 2967)	2	2	1	0	0	1	4	8	158	343	408	372	541	318	176	186	182	121	56	31	14	18	16	9
2007 (Total 3163)	0	0	0	0	0	2	1	6	133	457	346	285	662	391	287	215	212	143	19	3	1	0	0	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.36	1.25	0.95	0.78	1.81	1.07	0.79	0.59	0.58	0.39	0.05	0.01	0.00	0.00	0.00	0.00

Trends and Observations

Traffic has been relatively constant and at a level well below other airports with RAAS.

Norway House

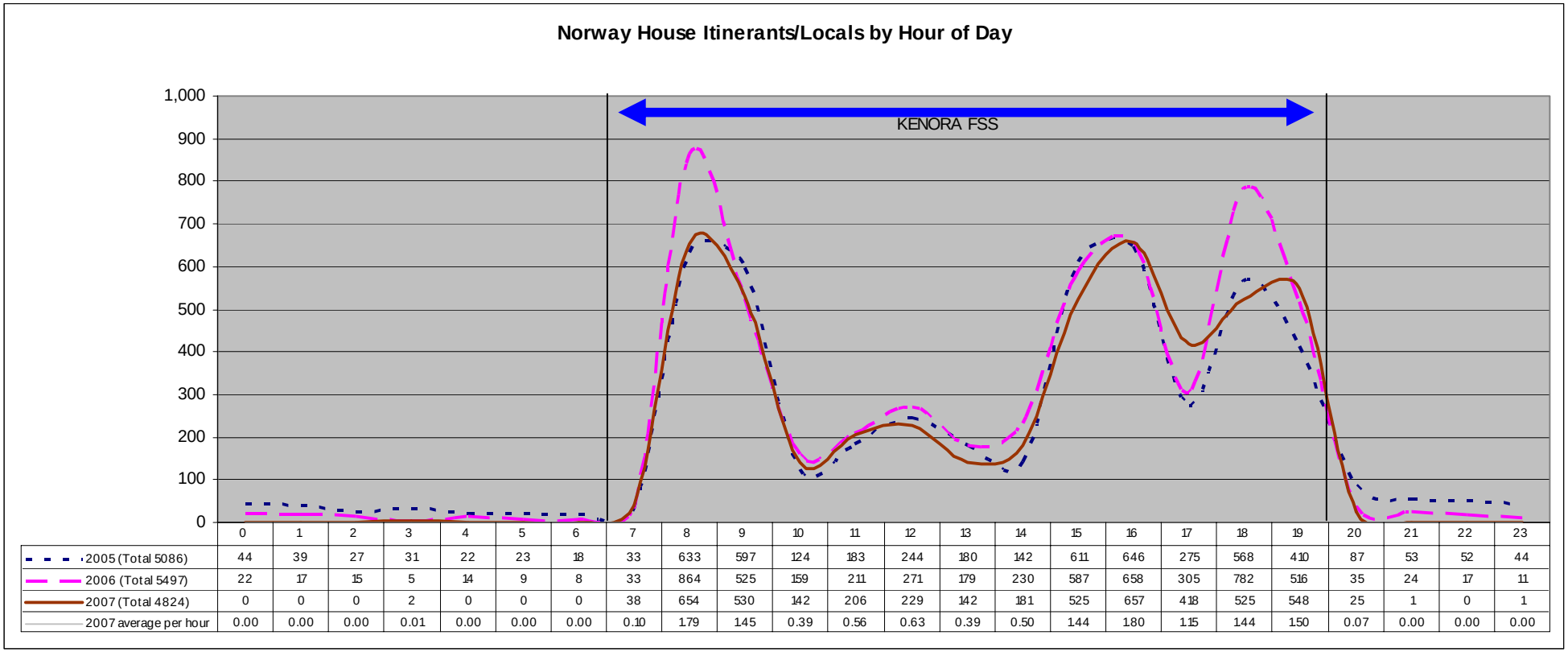
Operational Environment

The Norway House airport is served by a 13-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Kenora FSS. An AWOS records weather observations 24 hours per day. An RCO for Flight Information Service En Route to Winnipeg Flight Information Centre is located on site.

The Norway House airport has one crushed rock runway, 05/23, which is 3,922 feet in length by 100 feet wide. The airport is served by NDB and DME navaids.

The five mile control zone and MF area around the airport extends to an altitude of 3,700 feet ASL. The airport elevation is 734 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 5086)	44	39	27	31	22	23	18	33	633	597	124	183	244	180	142	611	646	275	568	410	87	53	52	44
2006 (Total 5497)	22	17	15	5	14	9	8	33	864	525	159	211	271	179	230	587	658	305	782	516	35	24	17	11
2007 (Total 4824)	0	0	0	2	0	0	0	38	654	530	142	206	229	142	181	525	657	418	525	548	25	1	0	1
2007 average per hour	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.10	1.79	1.45	0.39	0.56	0.63	0.39	0.50	1.44	1.80	1.15	1.44	1.50	0.07	0.00	0.00	0.00

Trends and Observations

Traffic has declined 12% from 2005 to 2007 and has decreased a further 12% in 2008 (January to September).

Oshawa

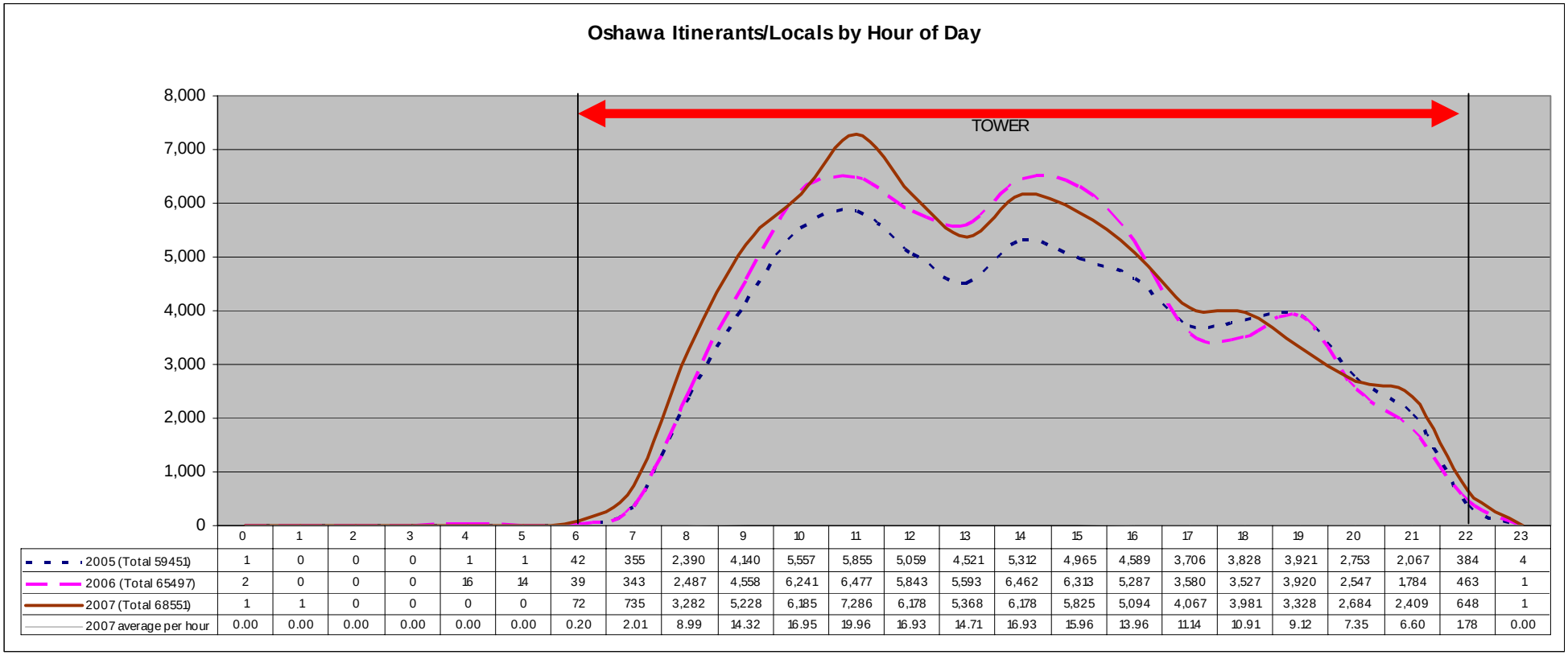
Operational Environment

The Oshawa airport is served by a 16-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to MF procedures without a ground station.

The Oshawa airport has two runways, the longest of which is 4,000 feet in length by 100 feet wide. The airport is served by NDB, DME and Localizer navaids.

The five mile control zone extends to an altitude of 3,000 feet ASL. The airport elevation is 459 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 59451)	1	0	0	0	1	1	42	355	2,390	4,140	5,557	5,855	5,059	4,521	5,312	4,965	4,589	3,706	3,828	3,921	2,753	2,067	384	4
2006 (Total 65497)	2	0	0	0	16	14	39	343	2,487	4,558	6,241	6,477	5,843	5,593	6,462	6,313	5,287	3,580	3,527	3,920	2,547	1,784	463	1
2007 (Total 68551)	1	1	0	0	0	0	72	735	3,282	5,228	6,185	7,286	6,178	5,368	6,178	5,825	5,094	4,067	3,981	3,328	2,684	2,409	648	1
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.20	2.01	8.99	14.32	16.95	19.96	16.93	14.71	16.93	15.96	13.96	11.14	10.91	9.12	7.35	6.60	1.78	0.00

Trends and Observations

While traffic increased only 3% in 2007, it has increased 83% to date in 2008 (January to September) due to flight training demand. However, traffic remains low early and late in the day. Flights are prohibited overnight (2230 to 0630) unless prior permission is obtained from the airport operator.

Peace River

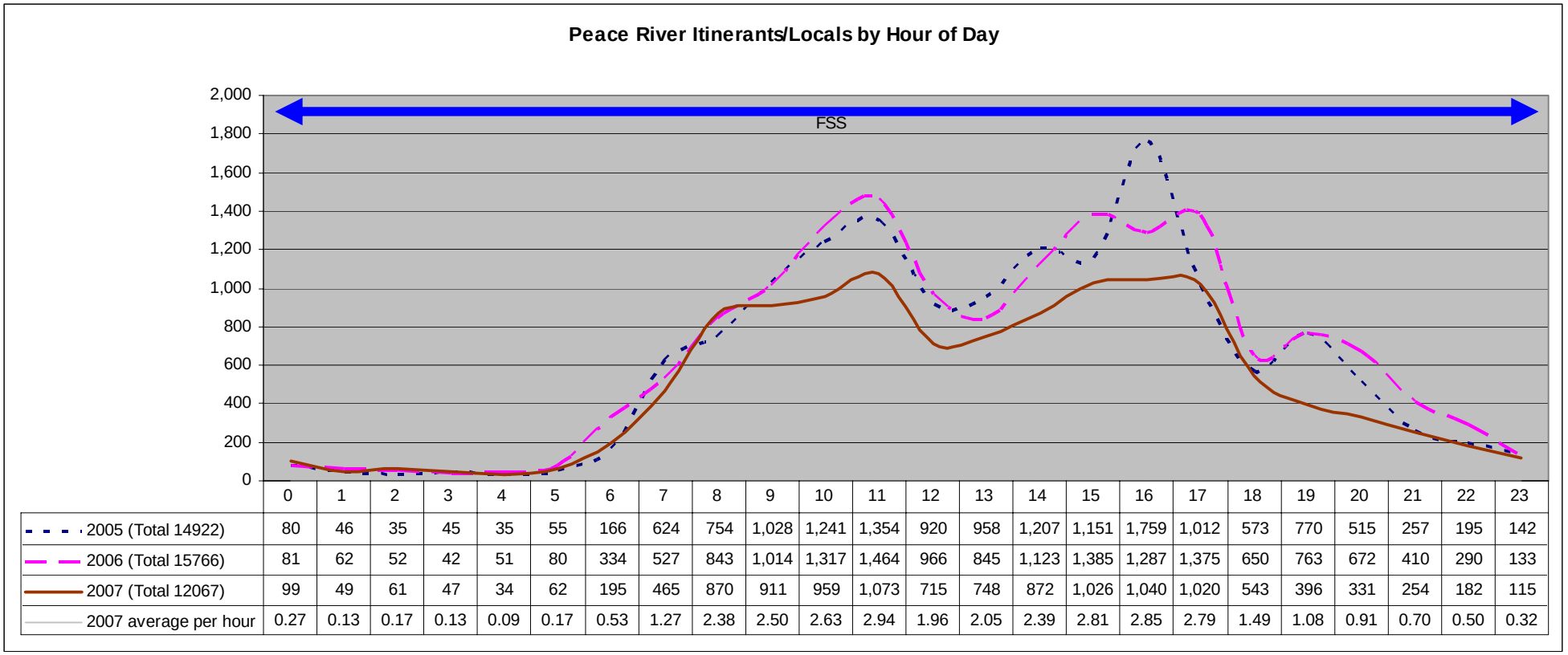
Operational Environment

The Peace River airport is served by a 24-hour FSS that provides airport advisory service and weather observations. The FSS also provides Remote Aerodrome Advisory Services (RAAS) to Dawson Creek for 16 hours per day at to Fort McMurray for 7.5 hours overnight. A PAL, operated by the Edmonton Area Control Centre is on site, as is an RCO for Flight Information Service En Route to Edmonton Flight Information Centre.

The Peace River airport has one asphalt runway, 04/22, which is 5,000 feet in length by 150 feet wide. There is also a smaller turf runway available for use during the summer. The airport is served by NDB and VOR/DME navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,900 feet ASL. The airport elevation is 1,873 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 14922)	80	46	35	45	35	55	166	624	754	1,028	1,241	1,354	920	958	1,207	1,151	1,759	1,012	573	770	515	257	195	142
2006 (Total 15766)	81	62	52	42	51	80	334	527	843	1,014	1,317	1,464	966	845	1,123	1,385	1,287	1,375	650	763	672	410	290	133
2007 (Total 12067)	99	49	61	47	34	62	195	465	870	911	959	1,073	715	748	872	1,026	1,040	1,020	543	396	331	254	182	115
2007 average per hour	0.27	0.13	0.17	0.13	0.09	0.17	0.53	1.27	2.38	2.50	2.63	2.94	1.96	2.05	2.39	2.81	2.85	2.79	1.49	1.08	0.91	0.70	0.50	0.32

Trends and Observations

Traffic has declined since 2006 and 2008 (January to September) is a further 15% lower and is well below the norms requiring an on site FSS.

Pitt Meadows

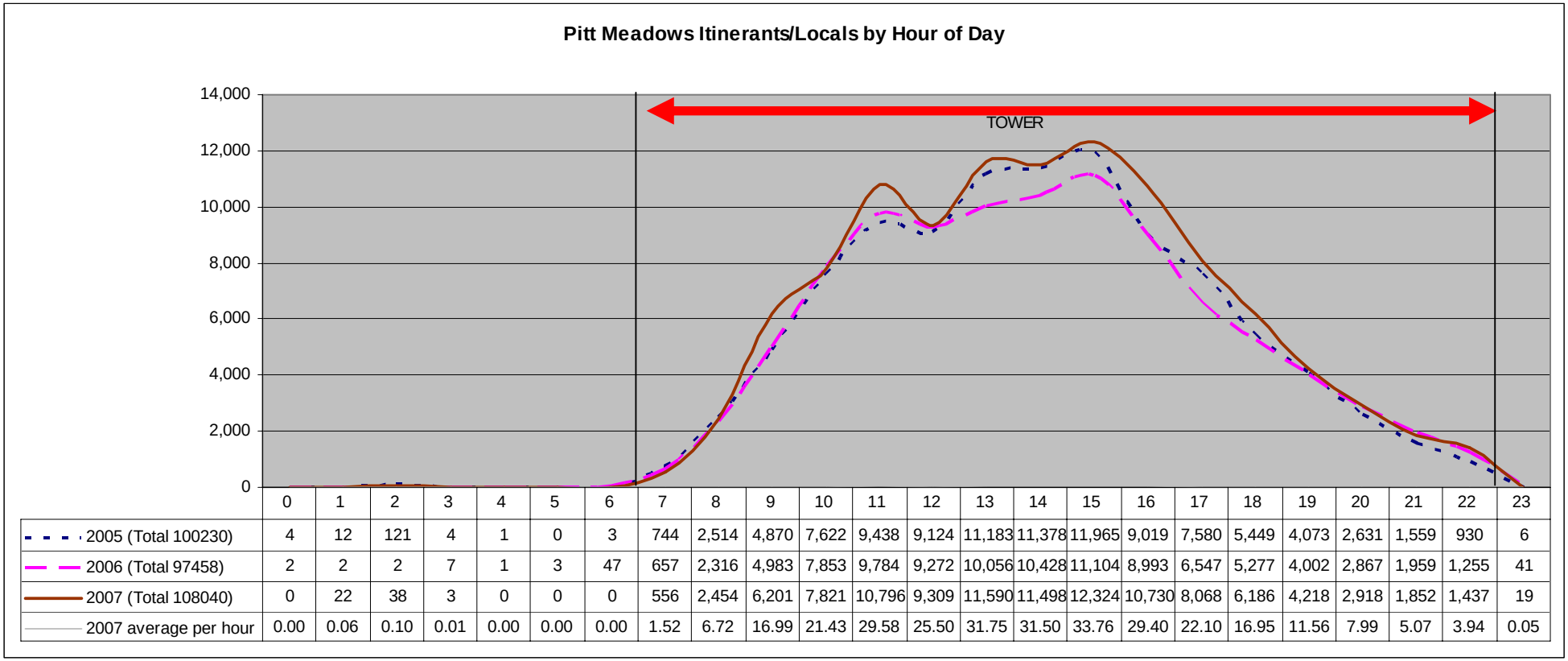
Operational Environment

The Pitt Meadows airport is served by a 16-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to MF procedures without a ground station.

The Pitt Meadows airport has three runways, the longest of which is 4,700 feet in length by 100 feet wide. The airport is served by a VOR navaid.

The three mile airport control zone extends to an altitude of 1,900 feet ASL. The airport elevation is 11 feet ASL. Also within the control zone is a water aerodrome located on the Fraser River, which lies immediately south of the airport.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 100230)	4	12	121	4	1	0	3	744	2,514	4,870	7,622	9,438	9,124	11,183	11,378	11,965	9,019	7,580	5,449	4,073	2,631	1,559	930	6
2006 (Total 97458)	2	2	2	7	1	3	47	657	2,316	4,983	7,853	9,784	9,272	10,056	10,428	11,104	8,993	6,547	5,277	4,002	2,867	1,959	1,255	41
2007 (Total 108040)	0	22	38	3	0	0	0	556	2,454	6,201	7,821	10,796	9,309	11,590	11,498	12,324	10,730	8,068	6,186	4,218	2,918	1,852	1,437	19
2007 average per hour	0.00	0.06	0.10	0.01	0.00	0.00	0.00	1.52	6.72	16.99	21.43	29.58	25.50	31.75	31.50	33.76	29.40	22.10	16.95	11.56	7.99	5.07	3.94	0.05

Trends and Observations

While traffic has been increasing somewhat, it remains low early and later in the day.

Port Hardy

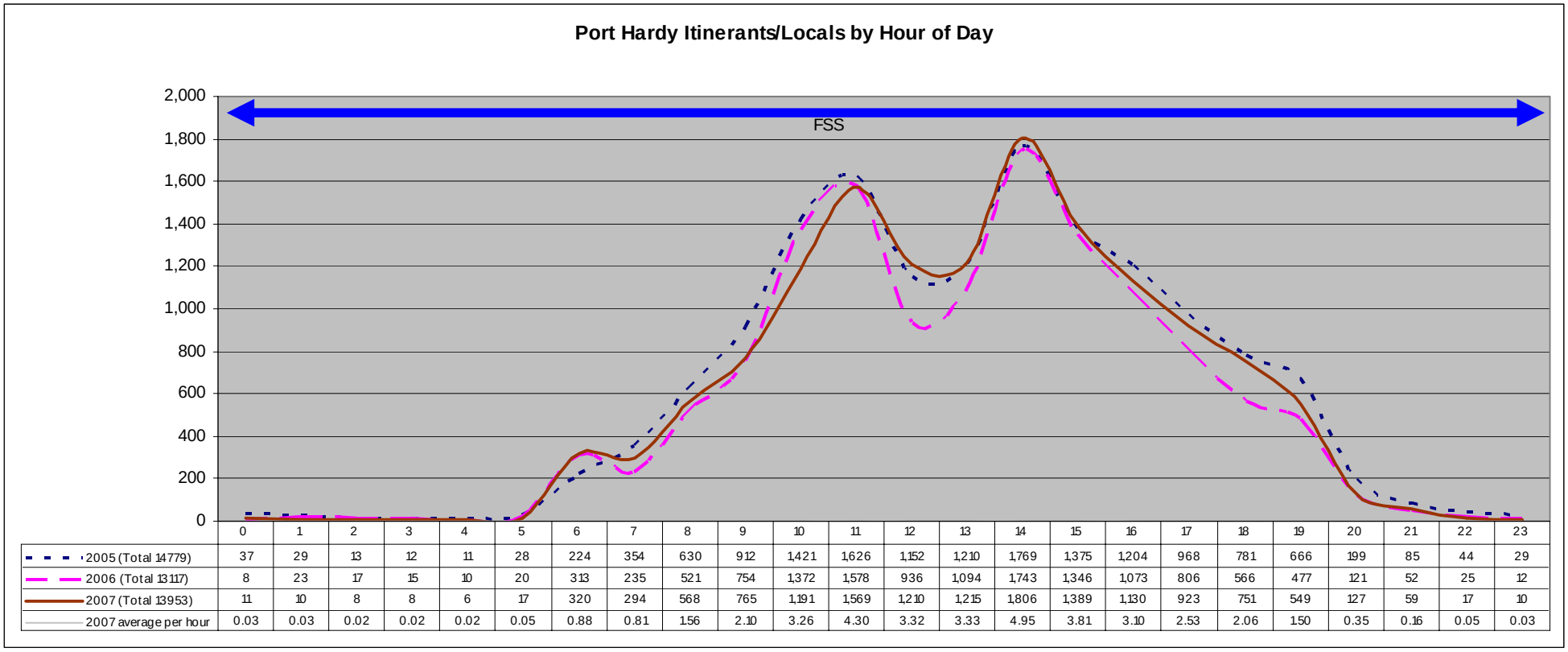
Operational Environment

The Port Hardy airport is served by a 24-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Vancouver Area Control Centre is on site, as is an RCO for Flight Information Service En Route to Kamloops Flight Information Centre.

The Port Hardy airport has three runways, the longest of which is 5,000 feet in length by 150 feet wide. The airport is served by NDB and VORTAC, DME and ILS navaids.

The five mile Port Hardy control zone and MF area around the airport extends to an altitude of 3,100 feet ASL. The airport elevation is 71 feet ASL. Northwest of the airport at the control zone border, there is a water aerodrome and heliport. The control zone has been excluded below 700 feet ASL in this area.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 14779)	37	29	13	12	11	28	224	354	630	912	1,421	1,626	1,152	1,210	1,769	1,375	1,204	968	781	666	199	85	44	29
2006 (Total 13117)	8	23	17	15	10	20	313	235	521	754	1,372	1,578	936	1,094	1,743	1,346	1,073	806	566	477	121	52	25	12
2007 (Total 13953)	11	10	8	8	6	17	320	294	568	765	1,191	1,569	1,210	1,215	1,806	1,389	1,130	923	751	549	127	59	17	10
2007 average per hour	0.03	0.03	0.02	0.02	0.02	0.05	0.88	0.81	1.56	2.10	3.26	4.30	3.32	3.33	4.95	3.81	3.10	2.53	2.06	1.50	0.35	0.16	0.05	0.03

Trends and Observations

Traffic counts are well below that normally requiring an on site FSS.

Prince Albert (Glass Field)

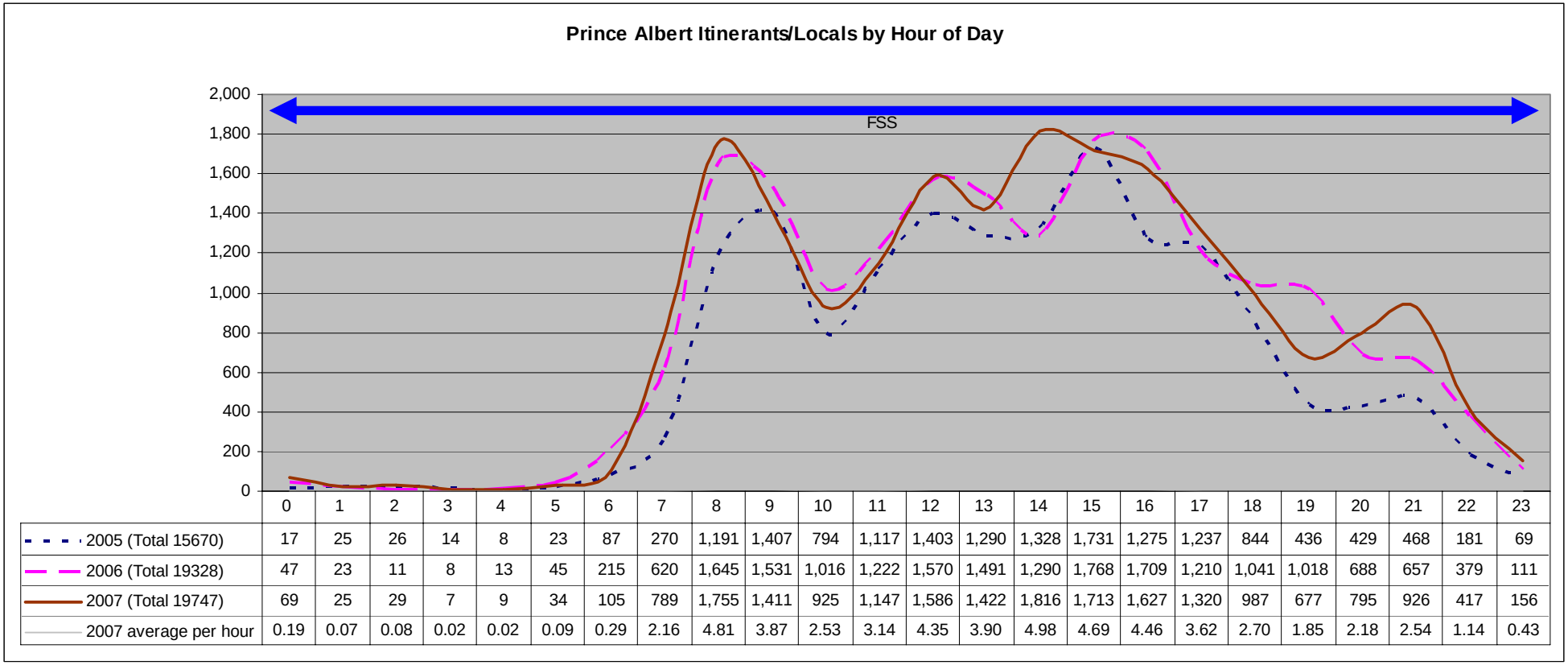
Operational Environment

The Prince Albert (Glass Field) airport is served by a 24-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Winnipeg Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Edmonton Flight Information Centre.

The Prince Albert airport has one turf and one asphalt runway, the longest of which is 5,000 feet in length by 150 feet wide. The airport is served by NDB, VOR/DME and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,400 feet ASL. The airport elevation is 1,405 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 15670)	17	25	26	14	8	23	87	270	1,191	1,407	794	1,117	1,403	1,290	1,328	1,731	1,275	1,237	844	436	429	468	181	69
2006 (Total 19328)	47	23	11	8	13	45	215	620	1,645	1,531	1,016	1,222	1,570	1,491	1,290	1,768	1,709	1,210	1,041	1,018	688	657	379	111
2007 (Total 19747)	69	25	29	7	9	34	105	789	1,755	1,411	925	1,147	1,586	1,422	1,816	1,713	1,627	1,320	987	677	795	926	417	156
2007 average per hour	0.19	0.07	0.08	0.02	0.02	0.09	0.29	2.16	4.81	3.87	2.53	3.14	4.35	3.90	4.98	4.69	4.46	3.62	2.70	1.85	2.18	2.54	1.14	0.43

Trends and Observations

Traffic has been increasing at this airport generally, however traffic levels remain low overnight.

Prince Rupert

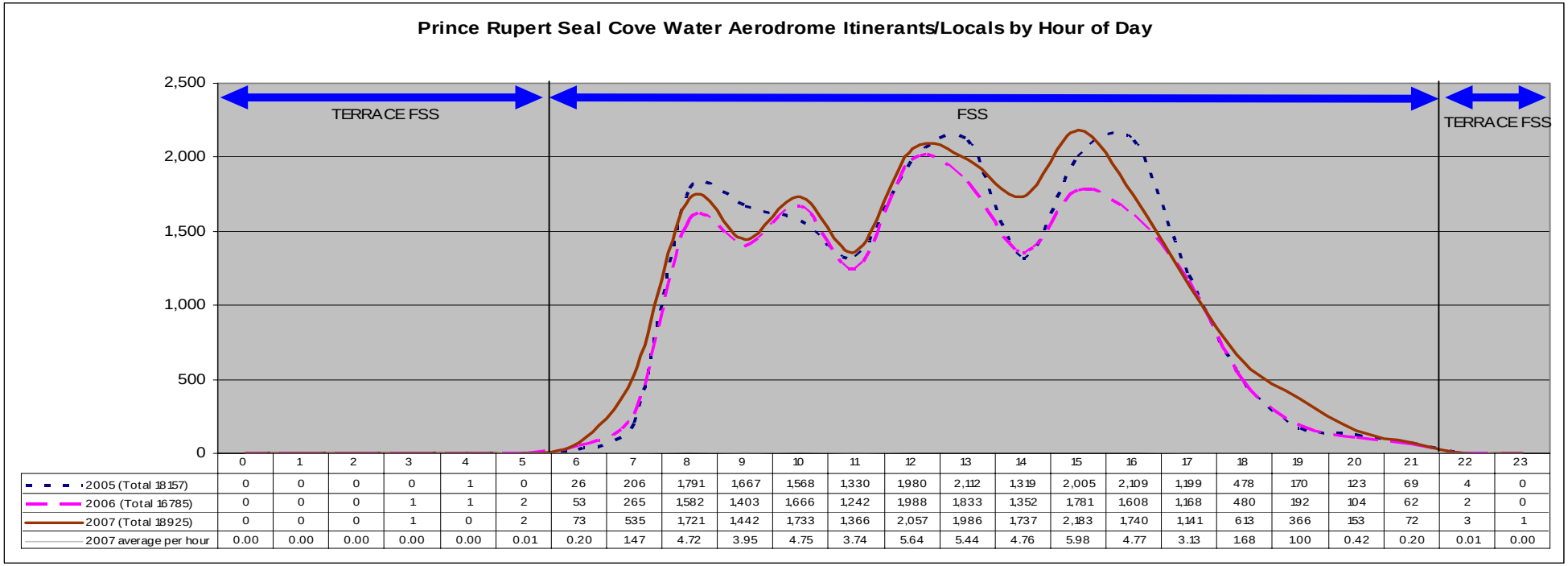
Operational Environment

Prince Rupert is served by a 16-hour FSS that provides airport advisory service and weather observations. A Remote Aerodrome Advisory Service (RAAS) is provided by Terrace FSS when the Prince Rupert FSS is closed. A PAL, operated by the Vancouver Area Control Centre, is on site as is an RCO for Flight Information Service En Route to Kamloops Flight Information Centre. An AWOS records weather observations 24 hours per day.

The Prince Rupert airport is located on an island west of the community and has one runway, which is 6,000 feet in length by 200 feet wide. East of the airport there are two water aerodromes and four heliports. The FSS facility is located seven miles northeast of the airport, outside of the control zone, co-located with the Prince Rupert/Seal Cove Water Aerodrome and Heliport. The FSS specialists are not able to see the manoeuvring areas at the airport from the Flight Service Station. The Prince Rupert airport is served by NDB, DME and ILS navaids.

The five mile Prince Rupert control zone, extends up to 3100 feet ASL, but is excluded below 700 feet ASL on the east side due to the nearby water aerodromes and heliport activity. The MF area is extends further northeast than the control zone, to also envelop the water aerodromes, the heliports and the FSS facility (See the VFR Terminal Procedures chart in the CFS for details).

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 18157)	0	0	0	0	1	0	26	206	1,791	1,667	1,568	1,330	1,980	2,112	1,319	2,005	2,109	1,199	478	170	123	69	4	0
2006 (Total 16785)	0	0	0	1	1	2	53	265	1,582	1,403	1,666	1,242	1,988	1,833	1,352	1,781	1,608	1,168	480	192	104	62	2	0
2007 (Total 18925)	0	0	0	1	0	2	73	535	1,721	1,442	1,733	1,366	2,057	1,986	1,737	2,183	1,740	1,141	613	366	153	72	3	1
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.01	0.20	1.47	4.72	3.95	4.75	3.74	5.64	5.44	4.76	5.98	4.77	3.13	1.68	1.00	0.42	0.20	0.01	0.00

Trends and Observations

Prince Rupert FSS is located at Seal Cove and RAAS is provided overnight for both Seal Cove and Digby Island. The control zone related to the Digby Island airport has an exclusion for Seal Cove to facilitate float operations. Float plane operators have complained about poor communication coverage within the MF area.

Quesnel

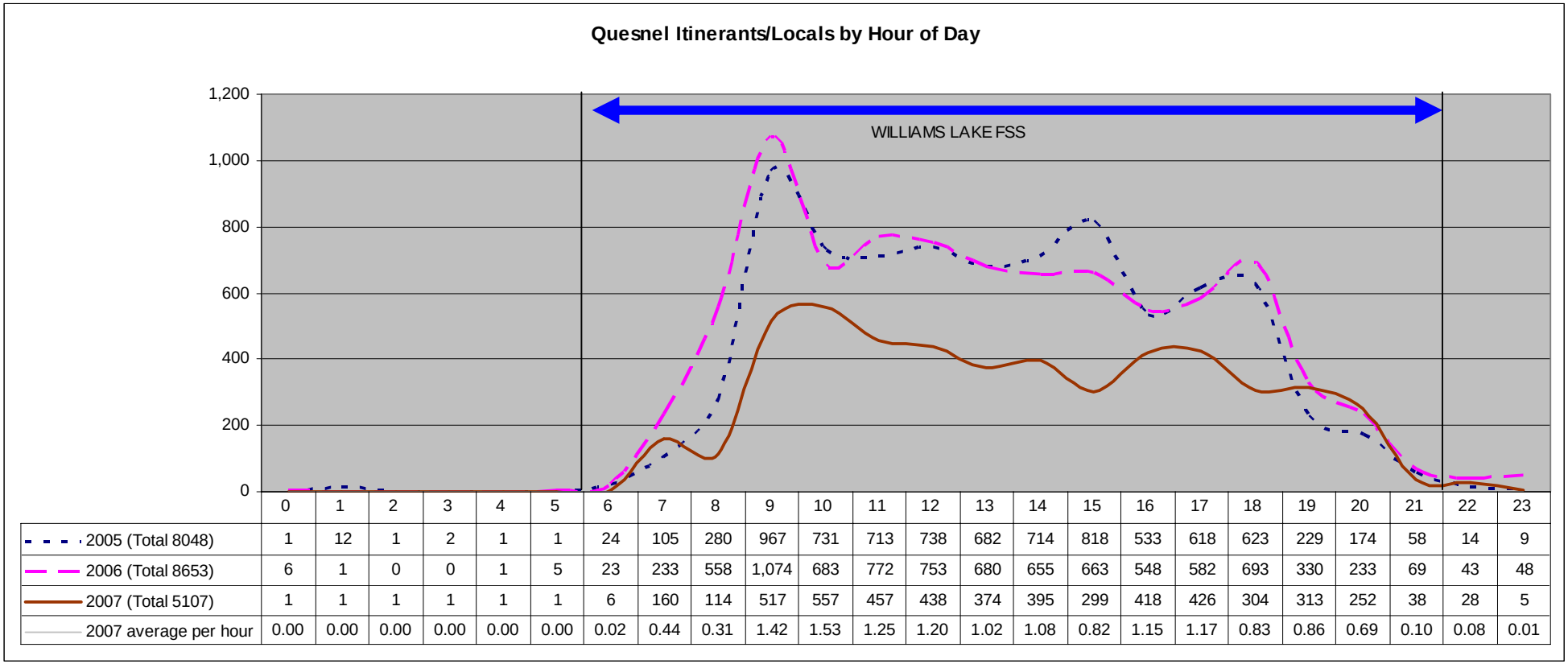
Operational Environment

The Quesnel airport is served by a 16-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Williams Lake FSS. An AWOS with VGM provides weather information to pilots 24 hours per day.

The Quesnel airport has one runway, 13/31, which is 5,500 feet in length by 200 feet wide. The airport is served by one NDB navaid.

The five mile control zone and MF area around the airport extends to an altitude of 4,800 feet ASL. The airport elevation is 1,788 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 8048)	1	12	1	2	1	1	24	105	280	967	731	713	738	682	714	818	533	618	623	229	174	58	14	9
2006 (Total 8653)	6	1	0	0	1	5	23	233	558	1,074	683	772	753	680	655	663	548	582	693	330	233	69	43	48
2007 (Total 5107)	1	1	1	1	1	1	6	160	114	517	557	457	438	374	395	299	418	426	304	313	252	38	28	5
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.44	0.31	1.42	1.53	1.25	1.20	1.02	1.08	0.82	1.15	1.17	0.83	0.86	0.69	0.10	0.08	0.01

Trends and Observations

Traffic has declined 41% from 2005 to 2007 and continues to decline in 2008 (January to September).

Rouyn-Noranda

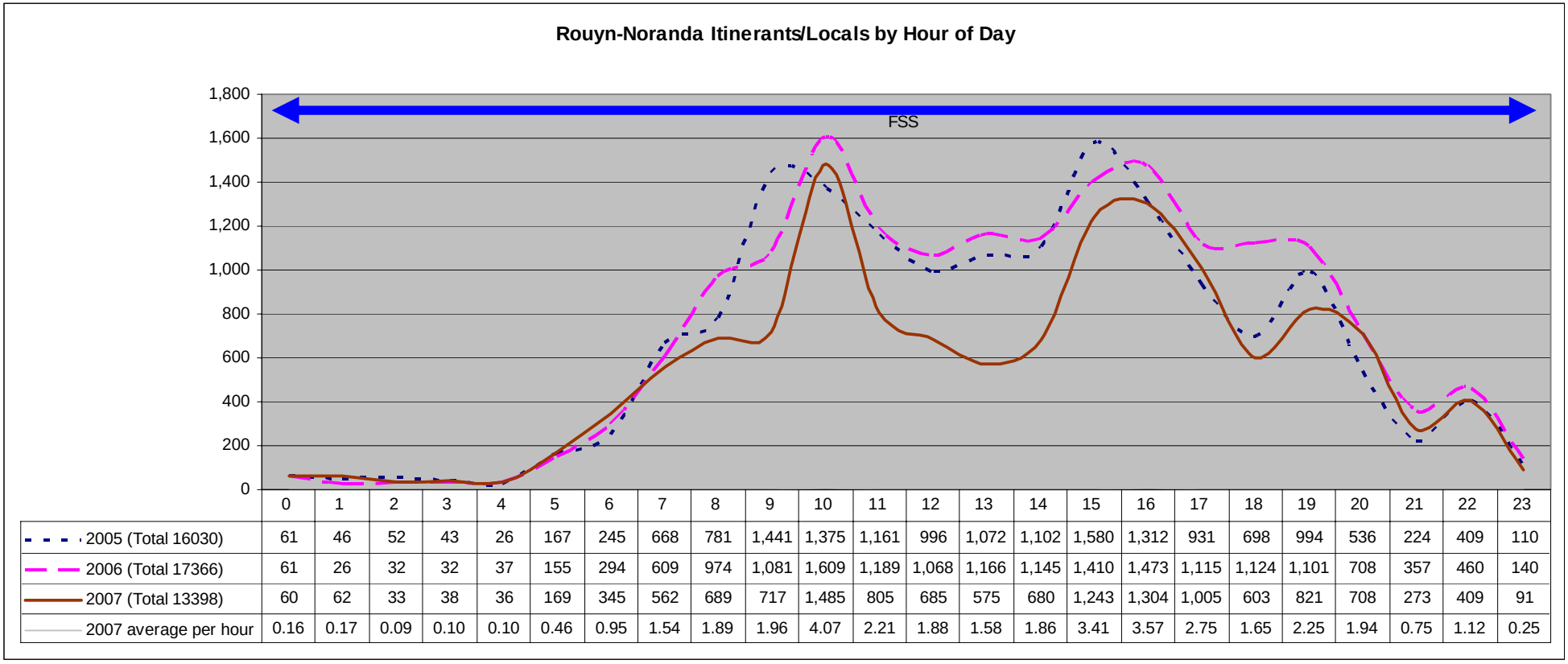
Operational Environment

The Rouyn-Noranda airport is served by a 24-hour FSS that provides airport advisory service and weather observations. The FSS also provide Remote Aerodrome Advisory Service (RAAS) for four other airports; Chibougamau during the daytime for 14 hours, Roberval during the daytime for 16 hours, St-Hubert overnight for 5.75 hours and Val-d'Or overnight for seven hours. An RCO for Flight Information Service En Route to the Quebec Flight Information Centre is located on site.

The Rouyn-Noranda airport has one runway, 08/26, which is 7,500 feet in length by 150 feet wide. The airport is served by NDB, DME and Localizer navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,000 feet ASL. The airport elevation is 988 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 16030)	61	46	52	43	26	167	245	668	781	1,441	1,375	1,161	996	1,072	1,102	1,580	1,312	931	698	994	536	224	409	110
2006 (Total 17366)	61	26	32	32	37	155	294	609	974	1,081	1,609	1,189	1,068	1,166	1,145	1,410	1,473	1,115	1,124	1,101	708	357	460	140
2007 (Total 13398)	60	62	33	38	36	169	345	562	689	717	1,485	805	685	575	680	1,243	1,304	1,005	603	821	708	273	409	91
2007 average per hour	0.16	0.17	0.09	0.10	0.10	0.46	0.95	1.54	1.89	1.96	4.07	2.21	1.88	1.58	1.86	3.41	3.57	2.75	1.65	2.25	1.94	0.75	1.12	0.25

Trends and Observations

Traffic declined in 2007 but has increased again in 2008. Nevertheless, traffic is well below the norms requiring an on site FSS.

Sandspit

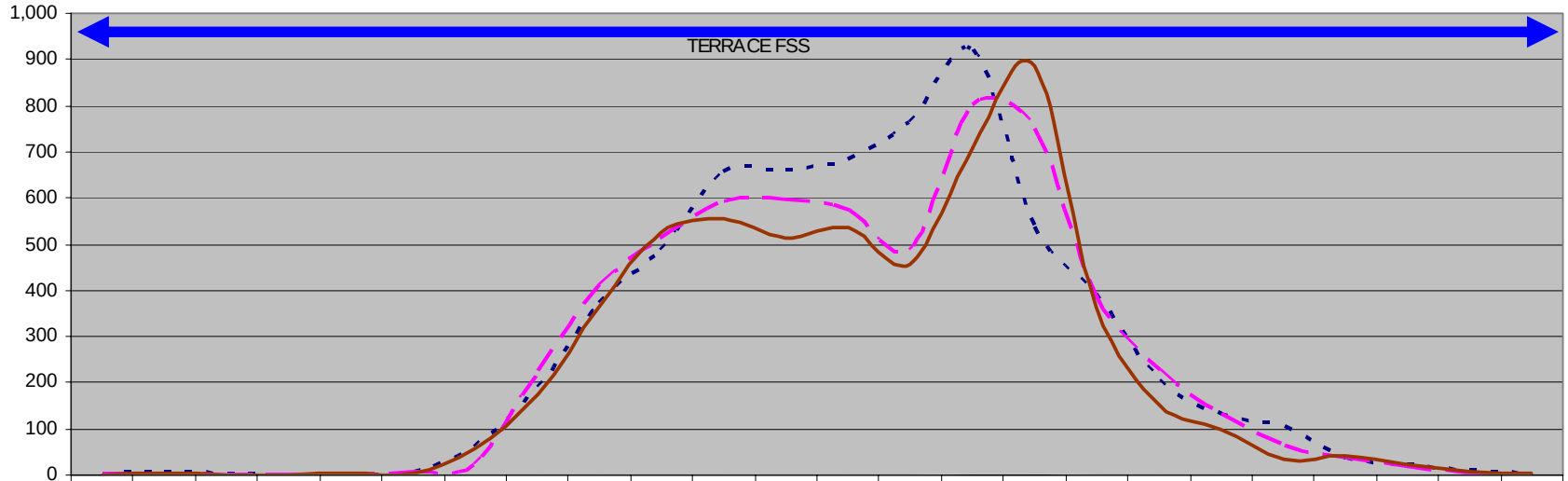
Operational Environment

The Sandspit airport is served by a 24-hour Remote Aerodrome Advisory Service (RAAS) from the Terrace FSS. An AWOS with VGM provides weather observations 24 hours per day. A PAL, operated by the Vancouver Area Control Centre, is on site and an RCO for Flight Information Service En Route to Kamloops Flight Information Centre is available across the water, on the mainland at Prince Rupert.

The Sandspit airport has one runway, 12/30, which is 5,120 feet in length by 150 feet wide. The airport is served by NDB and VORTAC and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 3,000 feet ASL. The airport elevation is 21 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 6265)	2	7	2	0	0	7	62	190	373	485	659	660	684	764	922	535	392	207	134	107	37	22	10	4
2006 (Total 5862)	2	2	1	0	1	6	23	224	409	514	593	597	576	485	802	750	388	228	133	64	38	20	5	1
2007 (Total 5518)	1	2	1	1	2	5	58	175	364	526	555	514	538	457	710	887	365	151	100	34	41	21	8	2
2007 average per hour	0.00	0.01	0.00	0.00	0.01	0.01	0.16	0.48	1.00	1.44	1.52	1.41	1.47	1.25	1.95	2.43	1.00	0.41	0.27	0.09	0.11	0.06	0.02	0.01

Trends and Observations

Traffic is low and declining somewhat. Traffic does not exceed 3 movements per hour at peak period and most of the day it is very low to nonexistent in any given hour.

Saskatoon/John G. Diefenbaker

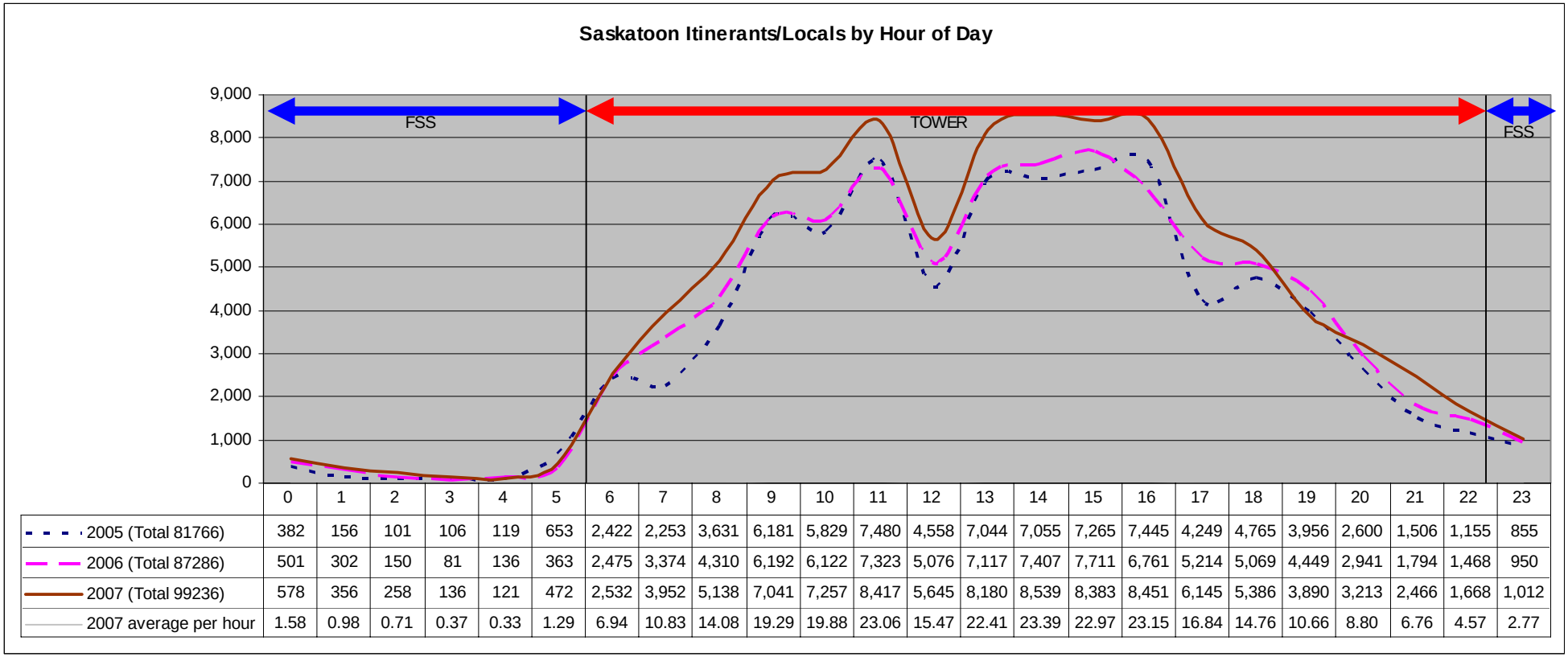
Operational Environment

The Saskatoon/John G. Diefenbaker airport is served by an FSS that provides 24-hour weather observations and airport advisory services (AAS) during the overnight hours, when the control tower is closed. The FSS also provides a 12-hour, daytime Remote Aerodrome Advisory Service (RAAS) to Flin Flon and The Pas airports. A PAL, operated by the Winnipeg Area Control Centre is on site, as is an RCO for Flight Information Service En Route to Edmonton Flight Information Centre.

The Saskatoon airport has two runways, the longest of which is 8,300 feet in length by 200 feet wide. The airport is served by NDB, VORTAC and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 5,000 feet ASL. The airport elevation is 1,654 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 81766)	382	156	101	106	119	653	2,422	2,253	3,631	6,181	5,829	7,480	4,558	7,044	7,055	7,265	7,445	4,249	4,765	3,956	2,600	1,506	1,155	855
2006 (Total 87286)	501	302	150	81	136	363	2,475	3,374	4,310	6,192	6,122	7,323	5,076	7,117	7,407	7,711	6,761	5,214	5,069	4,449	2,941	1,794	1,468	950
2007 (Total 99236)	578	356	258	136	121	472	2,532	3,952	5,138	7,041	7,257	8,417	5,645	8,180	8,539	8,383	8,451	6,145	5,386	3,890	3,213	2,466	1,668	1,012
2007 average per hour	1.58	0.98	0.71	0.37	0.33	1.29	6.94	10.83	14.08	19.29	19.88	23.06	15.47	22.41	23.39	22.97	23.15	16.84	14.76	10.66	8.80	6.76	4.57	2.77

Trends and Observations

Saskatoon has both a control tower and a FSS which provides overnight AAS. The airport has been experiencing steady growth in traffic volumes however overnight traffic remains well below the norms requiring an on site FSS.

Sault Ste. Marie

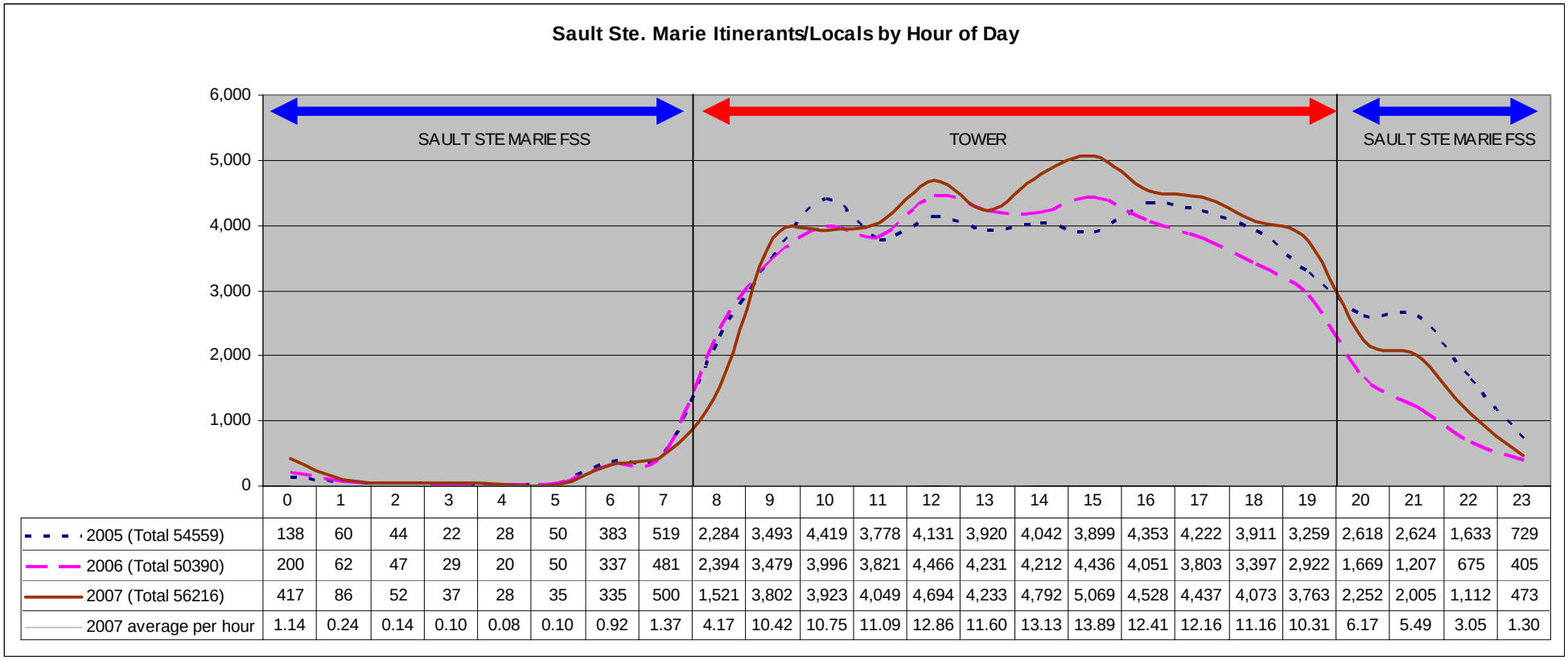
Operational Environment

The Sault Ste. Marie airport is served by an FSS that provides 24-hour weather observations and overnight airport advisory service during the 12 hours that the control tower is closed. The FSS also provides a 7.5 hour overnight Remote Aerodrome Advisory Service (RAAS) for London airport. A PAL, operated by the Toronto Area Control Centre, is on site as is an RCO for Flight Information Service En Route to the London Flight Information Centre.

The Sault Ste. Marie airport has two runways, both of which are 6,000 feet in length by 200 feet wide. The airport is served by VOR/DME and ILS navaids.

The five mile irregular shaped control zone and MF area around the airport extends to an altitude of 3,000 feet ASL. The airport elevation is 630 feet ASL. The Canada/USA border intersects the control zone south of the airport.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 54559)	138	60	44	22	28	50	383	519	2,284	3,493	4,419	3,778	4,131	3,920	4,042	3,899	4,353	4,222	3,911	3,259	2,618	2,624	1,633	729
2006 (Total 50390)	200	62	47	29	20	50	337	481	2,394	3,479	3,996	3,821	4,466	4,231	4,212	4,436	4,051	3,803	3,397	2,922	1,669	1,207	675	405
2007 (Total 56216)	417	86	52	37	28	35	335	500	1,521	3,802	3,923	4,049	4,694	4,233	4,792	5,069	4,528	4,437	4,073	3,763	2,252	2,005	1,112	473
2007 average per hour	1.14	0.24	0.14	0.10	0.08	0.10	0.92	1.37	4.17	10.42	10.75	11.09	12.86	11.60	13.13	13.89	12.41	12.16	11.16	10.31	6.17	5.49	3.05	1.30

Trends and Observations

Sault Ste Marie has both a control tower operating 12 hours per day and a FSS which provides overnight AAS. Overnight traffic remains well below the norms requiring service.

Smithers

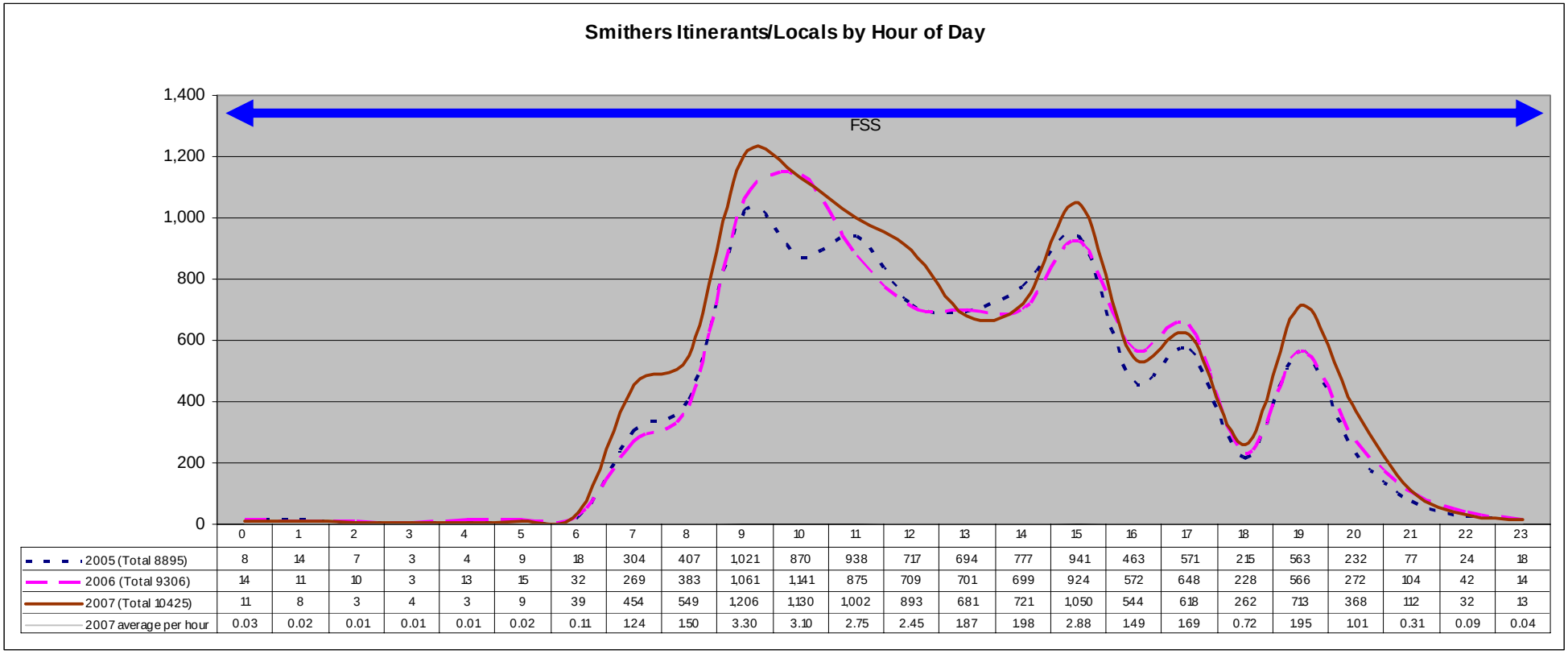
Operational Environment

The Smithers airport is served by a 24-hour FSS that provides airport advisory service and weather observations. An RCO for Flight Information Service En Route to Kamloops Flight Information Centre is located on site.

The Smithers airport has one runway, 15/33, which is 5,000 feet in length by 150 feet wide. The airport is served by NDB and VOR/DME navaids.

The five mile Smithers control zone and MF area around the airport extends to an altitude of 4,700 feet ASL. The airport elevation is 1,712 feet ASL. Also within the control zone is a heliport at a similar elevation.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 8895)	8	14	7	3	4	9	18	304	407	1,021	870	938	717	694	777	941	463	571	215	563	232	77	24	18
2006 (Total 9306)	14	11	10	3	13	15	32	269	383	1,061	1,141	875	709	701	699	924	572	648	228	566	272	104	42	14
2007 (Total 10425)	11	8	3	4	3	9	39	454	549	1,206	1,130	1,002	893	681	721	1,050	544	618	262	713	368	112	32	13
2007 average per hour	0.03	0.02	0.01	0.01	0.01	0.02	0.11	1.24	1.50	3.30	3.10	2.75	2.45	1.87	1.98	2.88	1.49	1.69	0.72	1.95	1.01	0.31	0.09	0.04

Trends and Observations

Smithers FSS is scheduled shortly have its hours of operation reduced from 24 to 16 hours during summer and 13 hours during winter with the installation of an AWOS with voice generator module. Nevertheless, traffic levels remain well below that normally requiring on site FSS.

St. Catharines/Niagara District

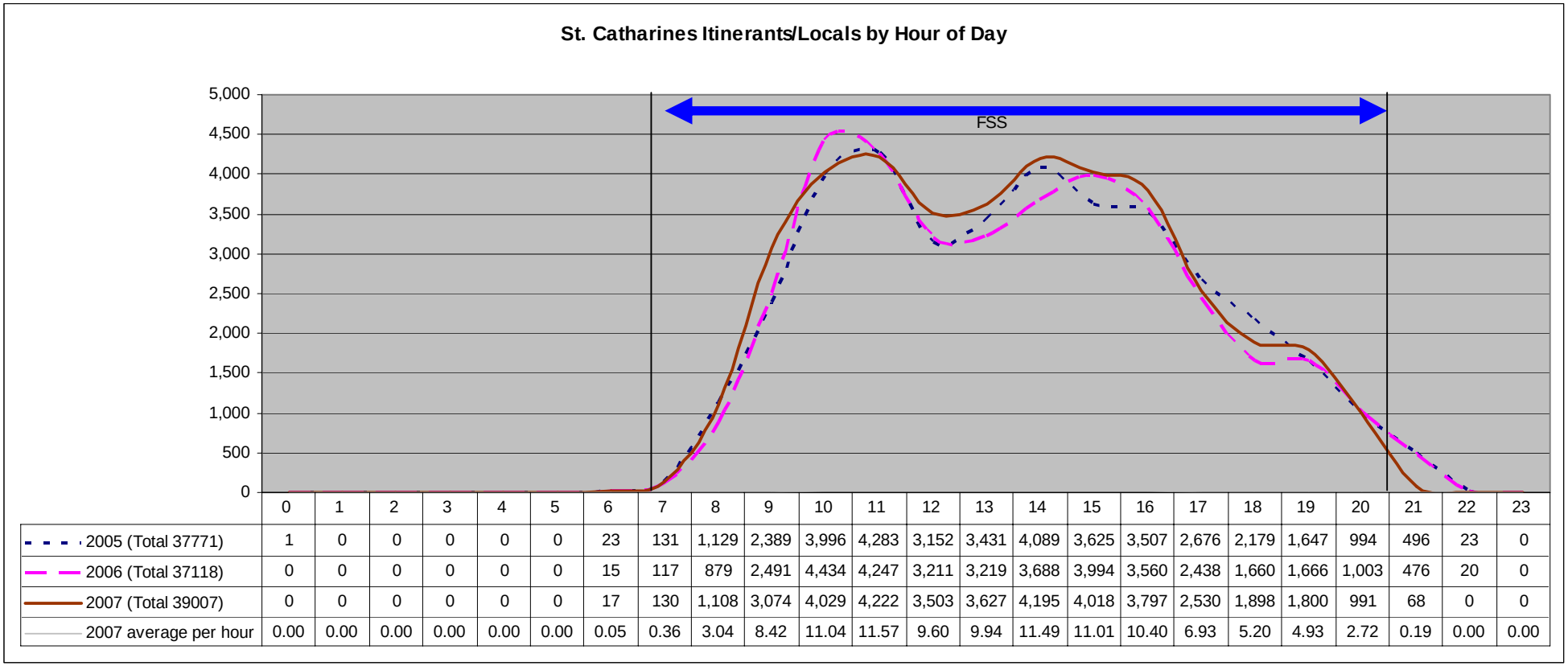
Operational Environment

The St. Catharines/Niagara District airport is served by a 13.75-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Toronto Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the London Flight Information Centre.

The St. Catherines/Niagara District airport has three runways, the longest of which is 5,000 feet in length by 150 feet wide. The airport is served by an NDB navaid.

The five mile control zone and MF area around the airport extends to an altitude of 3,300 feet ASL. The airport elevation is 321 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 37771)	1	0	0	0	0	0	23	131	1,129	2,389	3,996	4,283	3,152	3,431	4,089	3,625	3,507	2,676	2,179	1,647	994	496	23	0
2006 (Total 37118)	0	0	0	0	0	0	15	117	879	2,491	4,434	4,247	3,211	3,219	3,688	3,994	3,560	2,438	1,660	1,666	1,003	476	20	0
2007 (Total 39007)	0	0	0	0	0	0	17	130	1,108	3,074	4,029	4,222	3,503	3,627	4,195	4,018	3,797	2,530	1,898	1,800	991	68	0	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.36	3.04	8.42	11.04	11.57	9.60	9.94	11.49	11.01	10.40	6.93	5.20	4.93	2.72	0.19	0.00	0.00

Trends and Observations

Traffic has remained steady but 2008 numbers show a marked decline. The FSS operates 13.75 hours per day. Traffic is low during the early and later hours.

The Pas

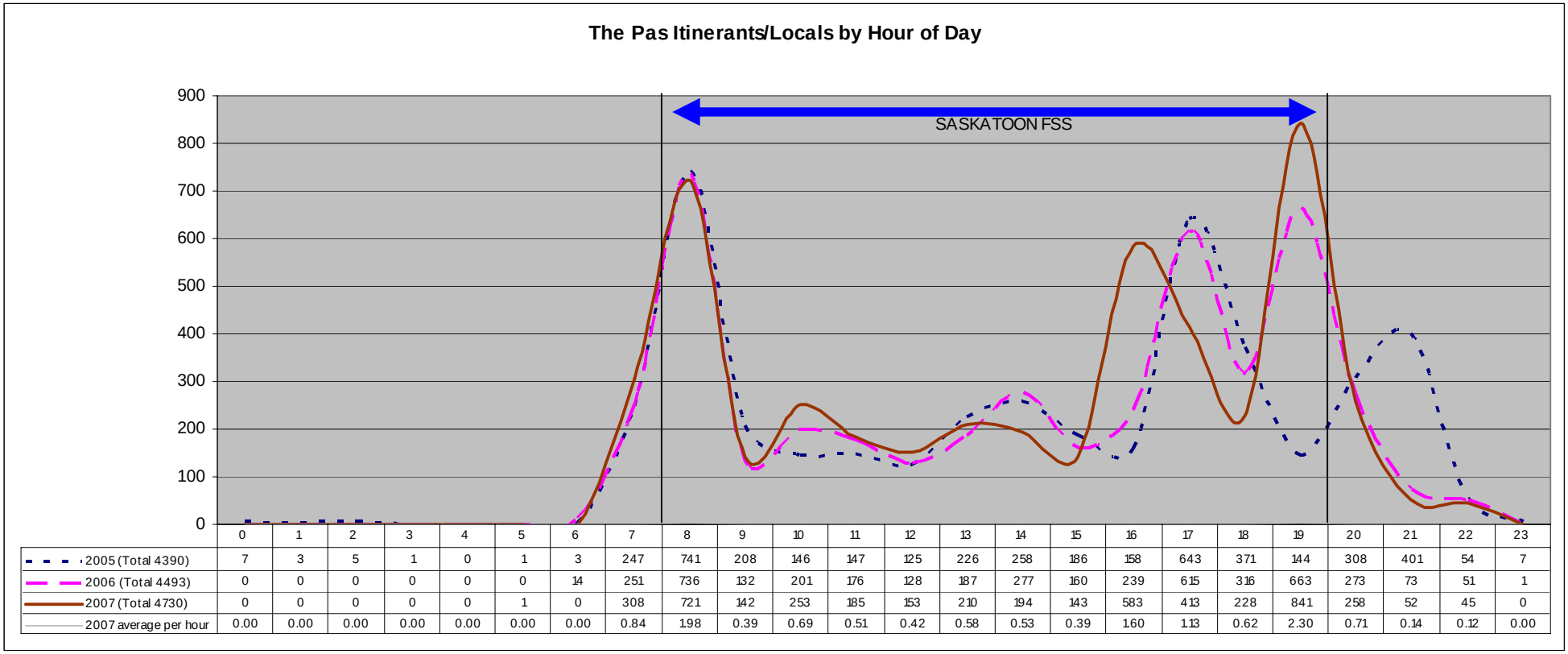
Operational Environment

The Pas airport is served by a 12-hour daytime Remote Aerodrome Advisory Service (RAAS) from the Saskatoon FSS. A Limited Weather Information Service provides pilots with wind and altimeter information 24 hours per day. A PAL, operated by the Winnipeg Area Control Centre, is on site as is an RCO for Flight Information Service En Route to Winnipeg Flight Information Centre.

The Pas airport has one runway, 13/31, which is 5,900 feet in length by 150 feet wide. The airport is served by NDB and VOR/DME navaids.

The five mile control zone and MF area around the airport extends to an altitude of 3,900 feet ASL. The airport elevation is 887 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 4390)	7	3	5	1	0	1	3	247	741	208	146	147	125	226	258	186	158	643	371	144	308	401	54	7
2006 (Total 4493)	0	0	0	0	0	0	14	251	736	132	201	176	128	187	277	160	239	615	316	663	273	73	51	1
2007 (Total 4730)	0	0	0	0	0	1	0	308	721	142	253	185	153	210	194	143	583	413	228	841	258	52	45	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	1.98	0.39	0.69	0.51	0.42	0.58	0.53	0.39	1.60	1.13	0.62	2.30	0.71	0.14	0.12	0.00

Trends and Observations

Traffic has been relatively constant since 2005 and remains at a level well below other airports with RAAS.

Thunder Bay

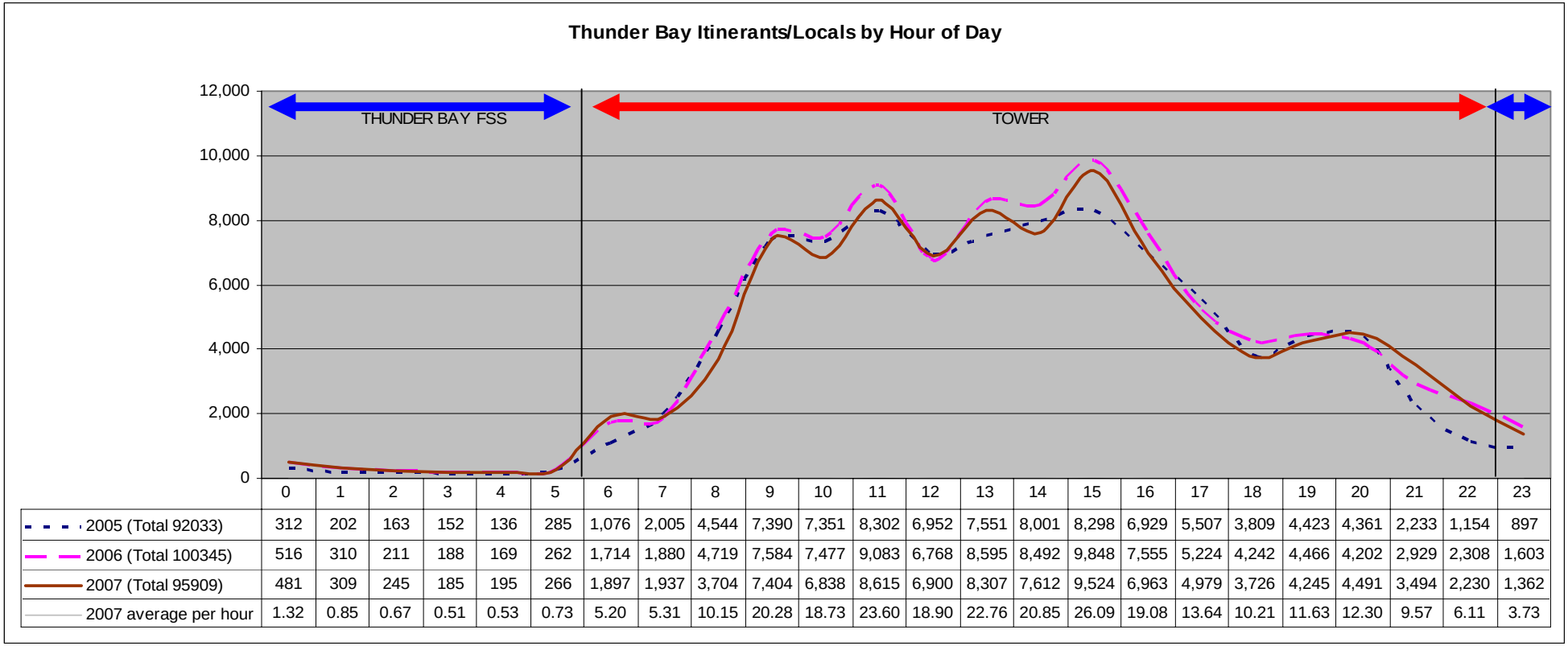
Operational Environment

The Thunder Bay airport is served by a 17-hour tower providing airport control service. Outside of the tower hours of operation, the Thunder Bay FSS provides an Airport Advisory Service. The FSS also provide Remote Aerodrome Advisory Service (RAAS) for the Pickle Lake airport 15 hours per day during the daytime and for the Island Lake airport 24 hours per day. A PAL, operated by the Winnipeg Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Winnipeg Flight Information Centre.

The Thunder Bay airport has two runways, the longest which is 6,200 feet in length by 200 feet wide. The airport is served by NDB, VORTAC, TACAN and ILS navaids.

The five mile Thunder Bay control zone extends to an altitude of 4,000 feet ASL. The airport elevation is 653 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 92033)	312	202	163	152	136	285	1,076	2,005	4,544	7,390	7,351	8,302	6,952	7,551	8,001	8,298	6,929	5,507	3,809	4,423	4,361	2,233	1,154	897
2006 (Total 100345)	516	310	211	188	169	262	1,714	1,880	4,719	7,584	7,477	9,083	6,768	8,595	8,492	9,848	7,555	5,224	4,242	4,466	4,202	2,929	2,308	1,603
2007 (Total 95909)	481	309	245	185	195	266	1,897	1,937	3,704	7,404	6,838	8,615	6,900	8,307	7,612	9,524	6,963	4,979	3,726	4,245	4,491	3,494	2,230	1,362
2007 average per hour	1.32	0.85	0.67	0.51	0.53	0.73	5.20	5.31	10.15	20.28	18.73	23.60	18.90	22.76	20.85	26.09	19.08	13.64	10.21	11.63	12.30	9.57	6.11	3.73

Trends and Observations

Traffic has remained relatively constant and remains steady in 2008. An on site FSS provides airport advisory service overnight when the tower is closed. This FSS is a busy RAAS provider for other airports.

Toronto Buttonville Municipal

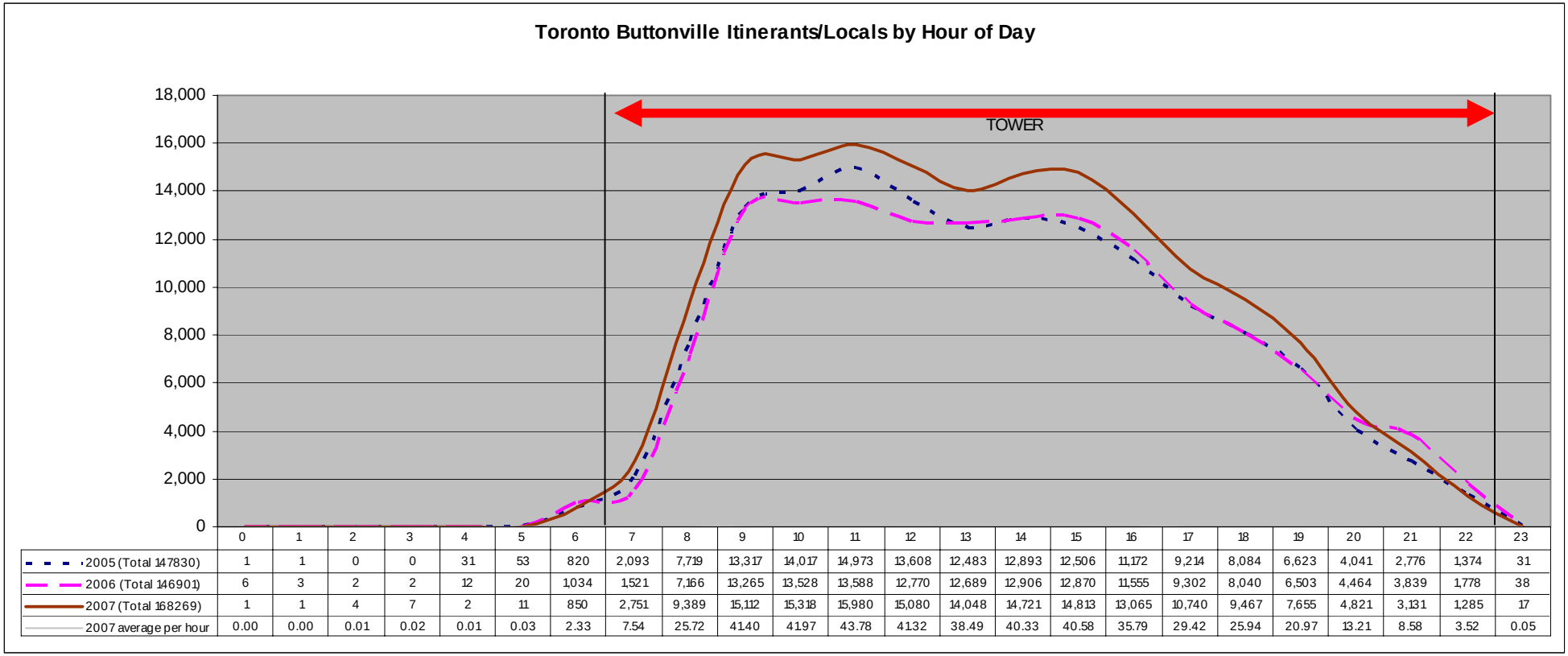
Operational Environment

The Toronto Buttonville Municipal airport is served by a 16-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to MF procedures without a ground station. An RCO for Flight Information Service En Route to the London Flight Information Centre is located onsite. Although there is no PAL located at the airport, pilots are able to communicate directly with the Toronto Area Control Centre from the airport surface.

The Toronto Buttonville airport has two runways, the longest of which is 3,902 feet in length by 100 feet wide. The airport is served by NDB, DME and Localizer navaids.

The five mile control zone extends to an altitude of 2,500 feet ASL. The airport elevation is 650 feet ASL. A small portion of the control zone has been excluded below 2,000 feet ASL on the eastern edge of the zone, due to the nearby Markham aerodrome.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 147830)	1	1	0	0	31	53	820	2,093	7,719	13,317	14,017	14,973	13,608	12,483	12,893	12,506	11,172	9,214	8,084	6,623	4,041	2,776	1,374	31
2006 (Total 146901)	6	3	2	2	12	20	1,034	1,521	7,166	13,265	13,528	13,588	12,770	12,689	12,906	12,870	11,555	9,302	8,040	6,503	4,464	3,839	1,778	38
2007 (Total 168269)	1	1	4	7	2	11	850	2,751	9,389	15,112	15,318	15,980	15,080	14,048	14,721	14,813	13,065	10,740	9,467	7,655	4,821	3,131	1,285	17
2007 average per hour	0.00	0.00	0.01	0.02	0.01	0.03	2.33	7.54	25.72	41.40	41.97	43.78	41.32	38.49	40.33	40.58	35.79	29.42	25.94	20.97	13.21	8.58	3.52	0.05

Trends and Observations

Traffic increased 14% in 2007 and has levelled out in 2008 (January to September). However, it remains low early and late in the day. Pilots require prior permission from the airport operator before using the airport between 2300 and 0700.

Val-d'Or

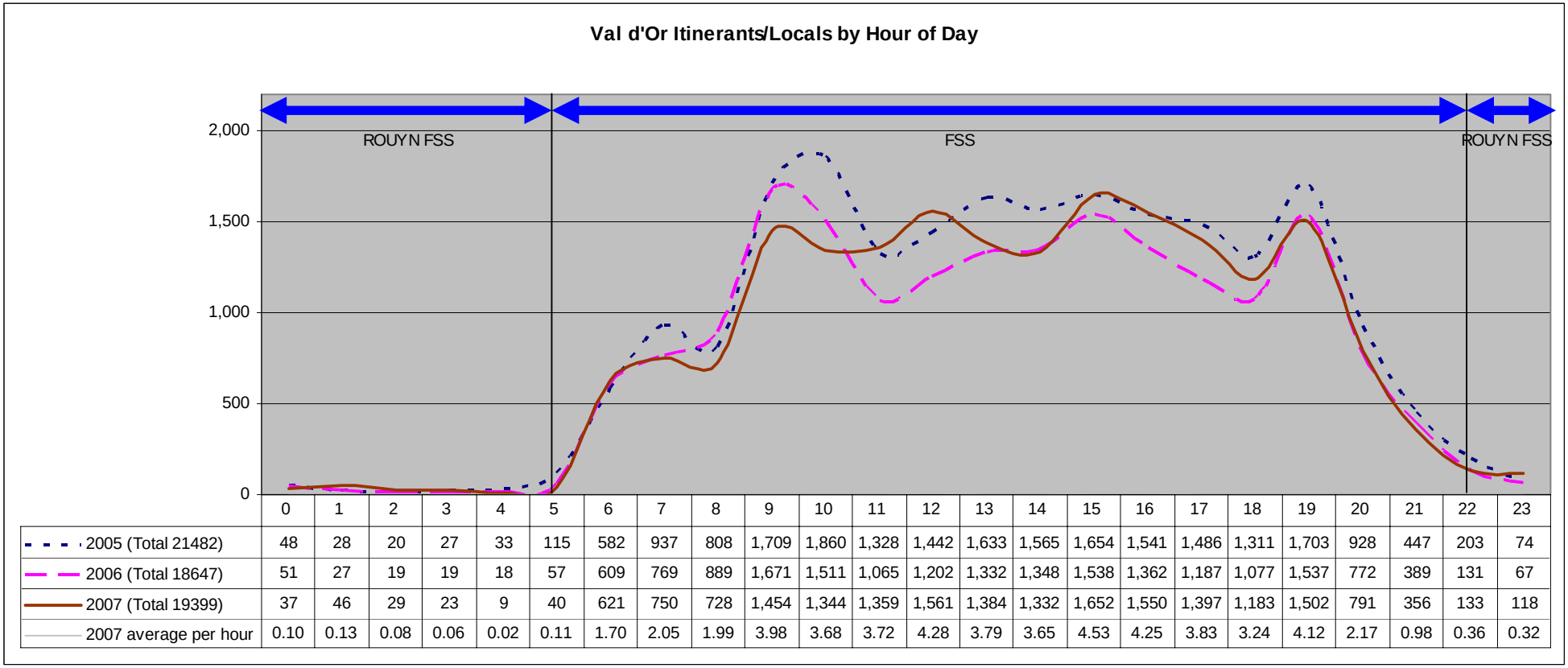
Operational Environment

The Val-d'Or airport is served by a 17-hour FSS that provides airport advisory service and weather observations. A Remote Aerodrome Advisory Service (RAAS) is provided by Rouyn FSS overnight, when the Val-d'Or FSS is closed. A PAL, operated by the Montreal Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Quebec Flight Information Centre. An AWOS records weather observations overnight, when the Val-d'Or FSS is closed.

The Val-d'Or airport has one runway, 18/36, which is 10,000 feet in length by 150 feet wide. The airport is served by VOR/DME and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,000 feet ASL. The airport elevation is 1107 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 21482)	48	28	20	27	33	115	582	937	808	1,709	1,860	1,328	1,442	1,633	1,565	1,654	1,541	1,486	1,311	1,703	928	447	203	74
2006 (Total 18647)	51	27	19	19	18	57	609	769	889	1,671	1,511	1,065	1,202	1,332	1,348	1,538	1,362	1,187	1,077	1,537	772	389	131	67
2007 (Total 19399)	37	46	29	23	9	40	621	750	728	1,454	1,344	1,359	1,561	1,384	1,332	1,652	1,550	1,397	1,183	1,502	791	356	133	118
2007 average per hour	0.10	0.13	0.08	0.06	0.02	0.11	1.70	2.05	1.99	3.98	3.68	3.72	4.28	3.79	3.65	4.53	4.25	3.83	3.24	4.12	2.17	0.98	0.36	0.32

Trends and Observations

RAAS service is provided overnight when the FSS is closed. Overnight traffic remains at a level well below other airports with RAAS.

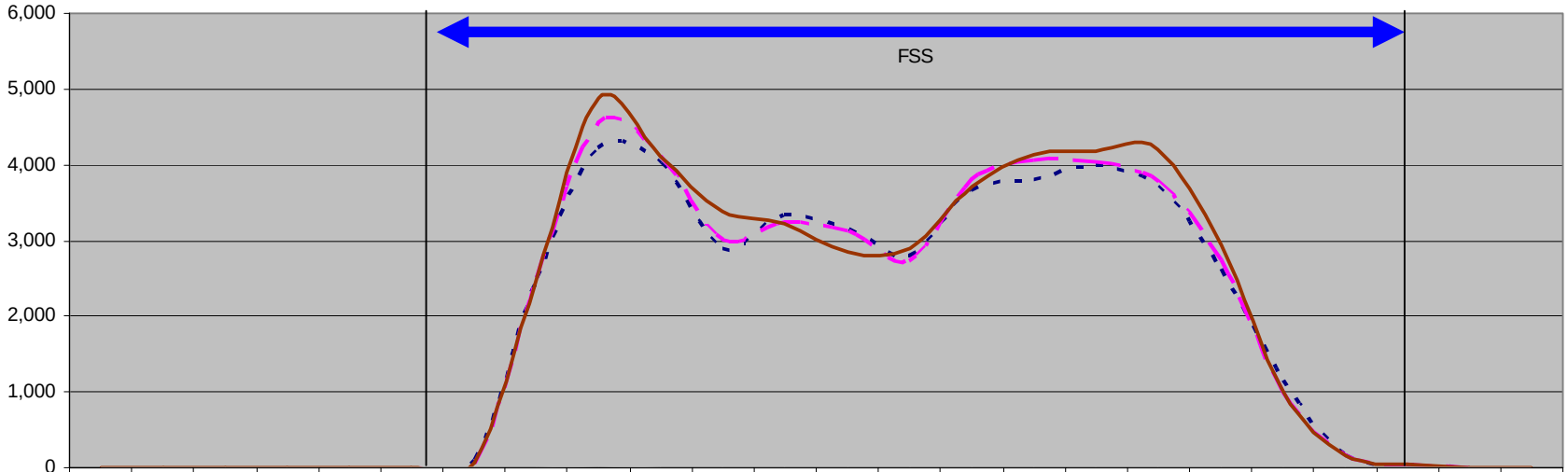
Victoria Harbour

Operational Environment

The Victoria Harbour water aerodrome is served by a 15.75-hour FSS that provides water aerodrome advisory service and weather observations. Outside of the FSS hours of operation, the control zone reverts to ATF procedures without a ground station. An RCO for Flight Information Service En Route to Kamloops Flight Information Centre is located onsite.

The five mile Victoria Harbour control zone and MF area extends to an altitude of 2,500 feet ASL. The water aerodrome elevation is Sea Level. Also within the control zone are four heliports.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 42155)	0	0	1	1	0	4	88	2,490	4,229	4,004	2,895	3,346	3,141	2,805	3,662	3,798	4,000	3,722	2,623	1,138	157	51	0	0
2006 (Total 42957)	0	0	2	0	0	7	45	2,492	4,561	4,119	3,011	3,246	3,129	2,738	3,802	4,067	4,040	3,779	2,726	984	170	39	0	0
2007 (Total 44271)	0	0	1	2	1	1	61	2,493	4,885	4,111	3,388	3,219	2,852	2,898	3,708	4,126	4,180	4,204	2,949	993	158	41	0	0
2007 average per hour	0.00	0.00	0.00	0.01	0.00	0.00	0.17	6.83	13.38	11.26	9.28	8.82	7.81	7.94	10.16	11.30	11.45	11.52	8.08	2.72	0.43	0.11	0.00	0.00

Trends and Observations

Float plane activity is not permitted outside of daylight hours.

Wabush

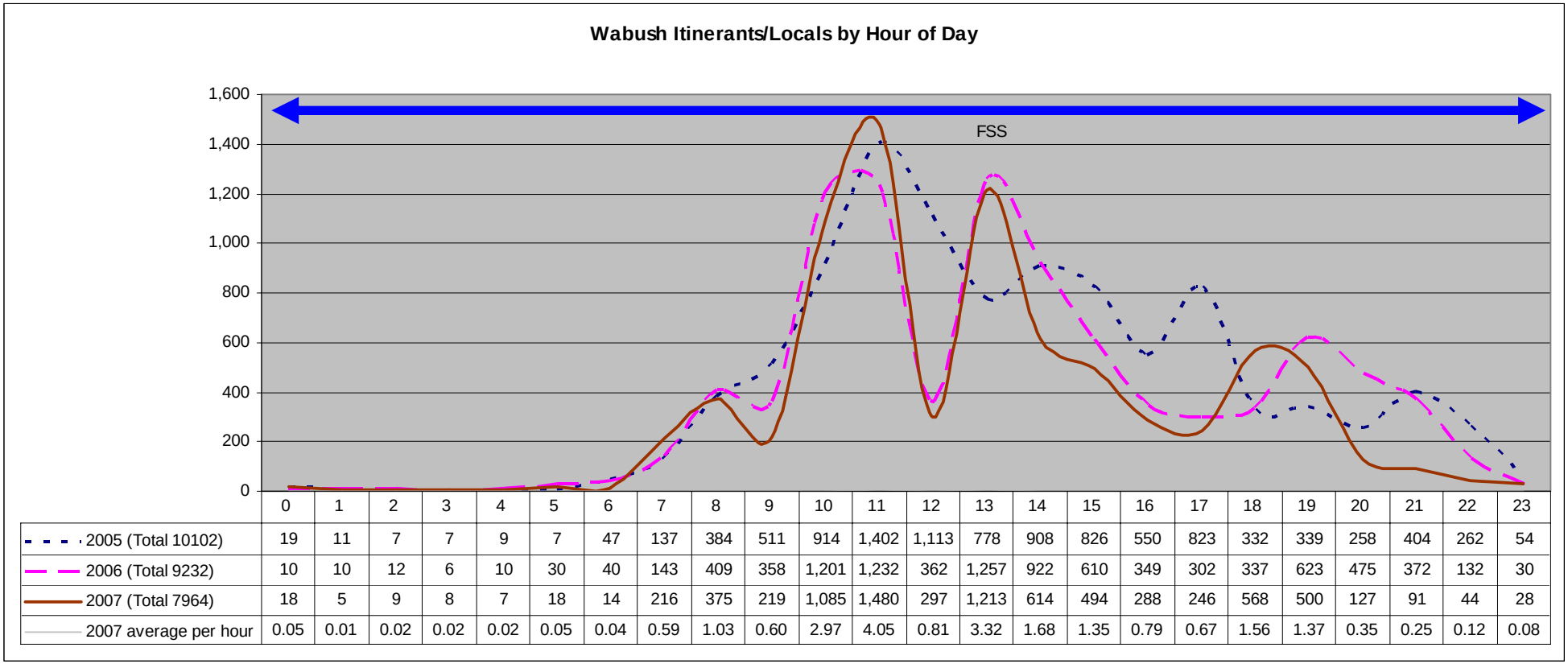
Operational Environment

The Wabush airport is served by a 24-hour FSS that provides airport advisory service and weather observations. A PAL, operated by the Montreal Area Control Centre is on site, as is an RCO for Flight Information Service En Route to the Quebec Flight Information Centre.

The Wabush airport has one runway, 18/36, which is 6,000 feet in length by 150 feet wide. The airport is served by VOR/DME and ILS navaids.

The five mile control zone and MF area around the airport extends to an altitude of 4,800 feet ASL. The airport elevation is 1,808 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 10102)	19	11	7	7	9	7	47	137	384	511	914	1,402	1,113	778	908	826	550	823	332	339	258	404	262	54
2006 (Total 9232)	10	10	12	6	10	30	40	143	409	358	1,201	1,232	362	1,257	922	610	349	302	337	623	475	372	132	30
2007 (Total 7964)	18	5	9	8	7	18	14	216	375	219	1,085	1,480	297	1,213	614	494	288	246	568	500	127	91	44	28
2007 average per hour	0.05	0.01	0.02	0.02	0.02	0.05	0.04	0.59	1.03	0.60	2.97	4.05	0.81	3.32	1.68	1.35	0.79	0.67	1.56	1.37	0.35	0.25	0.12	0.08

Trends and Observations

While traffic has increased thus far in 2008 volumes nevertheless are well below that normally requiring an on site FSS. The airport is designated as a northern and remote site as per the *Civil Air Navigation Services Commercialization Act*.

Williams Lake

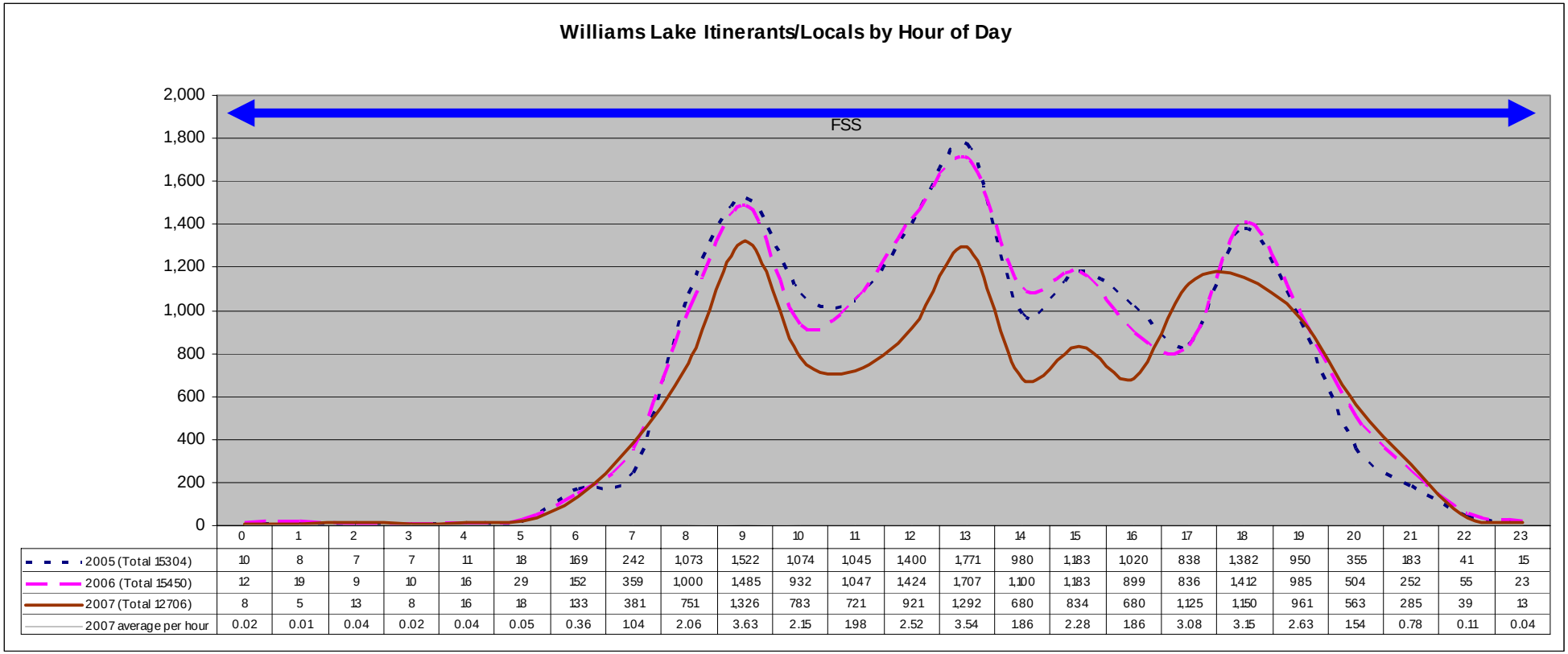
Operational Environment

The Williams Lake airport is served by a 24-hour FSS that provides airport advisory service and weather observations. The FSS also provide Remote Aerodrome Advisory Service (RAAS) for the Quesnel airport 16 hours per day and for Prince George eight hours overnight when the control tower is closed. A PAL, operated by the Vancouver Area Control Centre is on site, as is an RCO for Flight Information Service En Route to Kamloops Flight Information Centre.

The Williams Lake airport has one runway, 11/29, which is 7,000 feet in length by 150 feet wide. The airport is served by NDB and VORTAC navaids.

The five mile Williams Lake control zone and MF area around the airport extends to an altitude of 6,100 feet ASL. The airport elevation is 3,085 feet ASL. Also within the control zone is a water aerodrome located on Williams Lake, which lies just inside the control zone boundary approximately 4.9 NM south of the airport.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 15304)	10	8	7	7	11	18	169	242	1,073	1,522	1,074	1,045	1,400	1,771	980	1,183	1,020	838	1,382	950	355	183	41	15
2006 (Total 15450)	12	19	9	10	16	29	152	359	1,000	1,485	932	1,047	1,424	1,707	1,100	1,183	899	836	1,412	985	504	252	55	23
2007 (Total 12706)	8	5	13	8	16	18	133	381	751	1,326	783	721	921	1,292	680	834	680	1,125	1,150	961	563	285	39	13
2007 average per hour	0.02	0.01	0.04	0.02	0.04	0.05	0.36	1.04	2.06	3.63	2.15	1.98	2.52	3.54	1.86	2.28	1.86	3.08	3.15	2.63	1.54	0.78	0.11	0.04

Trends and Observations

Traffic has been declining since 2006. 2008 traffic (January to September) has declined a further 9% and is well below that normally requiring an on site FSS.

Windsor

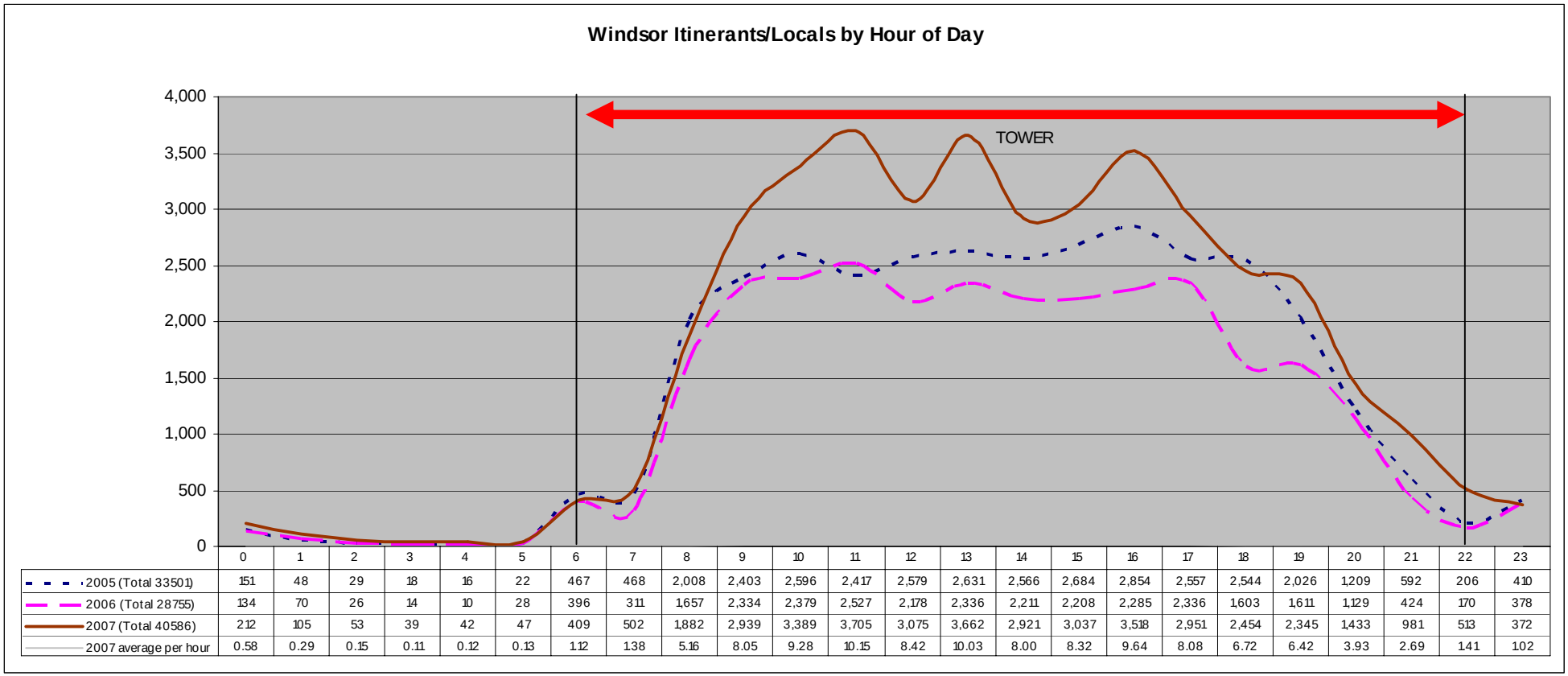
Operational Environment

The Windsor airport is served by a 16-hour tower providing airport control service. An RCO for Flight Information Service En Route to the London Flight Information Centre is located onsite.

The Windsor airport has two runways, the longest of which is 9,000 feet in length by 200 feet wide. The airport is served by NDB, VOR/DME and ILS navaids.

The six mile control zone extends to an altitude of 3,000 feet ASL, but the shape is irregular due to the Canada/USA border and the neighbouring Detroit Terminal Control Area. The airport elevation is 622 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 33501)	151	48	29	18	16	22	467	468	2,008	2,403	2,596	2,417	2,579	2,631	2,566	2,684	2,854	2,557	2,544	2,026	1,209	592	206	410
2006 (Total 28755)	134	70	26	14	10	28	396	311	1,657	2,334	2,379	2,527	2,178	2,336	2,211	2,208	2,285	2,336	1,603	1,611	1,129	424	170	378
2007 (Total 40586)	212	105	53	39	42	47	409	502	1,882	2,939	3,389	3,705	3,075	3,662	2,921	3,037	3,518	2,951	2,454	2,345	1,433	981	513	372
2007 average per hour	0.58	0.29	0.15	0.11	0.12	0.13	1.12	1.38	5.16	8.05	9.28	10.15	8.42	10.03	8.00	8.32	9.64	8.08	6.72	6.42	3.93	2.69	1.41	1.02

Trends and Observations

Overall traffic increased 41% from 2006 to 2007, mainly due to flight training activity, and has stabilized in 2008 (January to September). This traffic level is well below what normally is required to consider airport control service. However, the proximity to Detroit has been a service factor.

Winnipeg St. Andrews

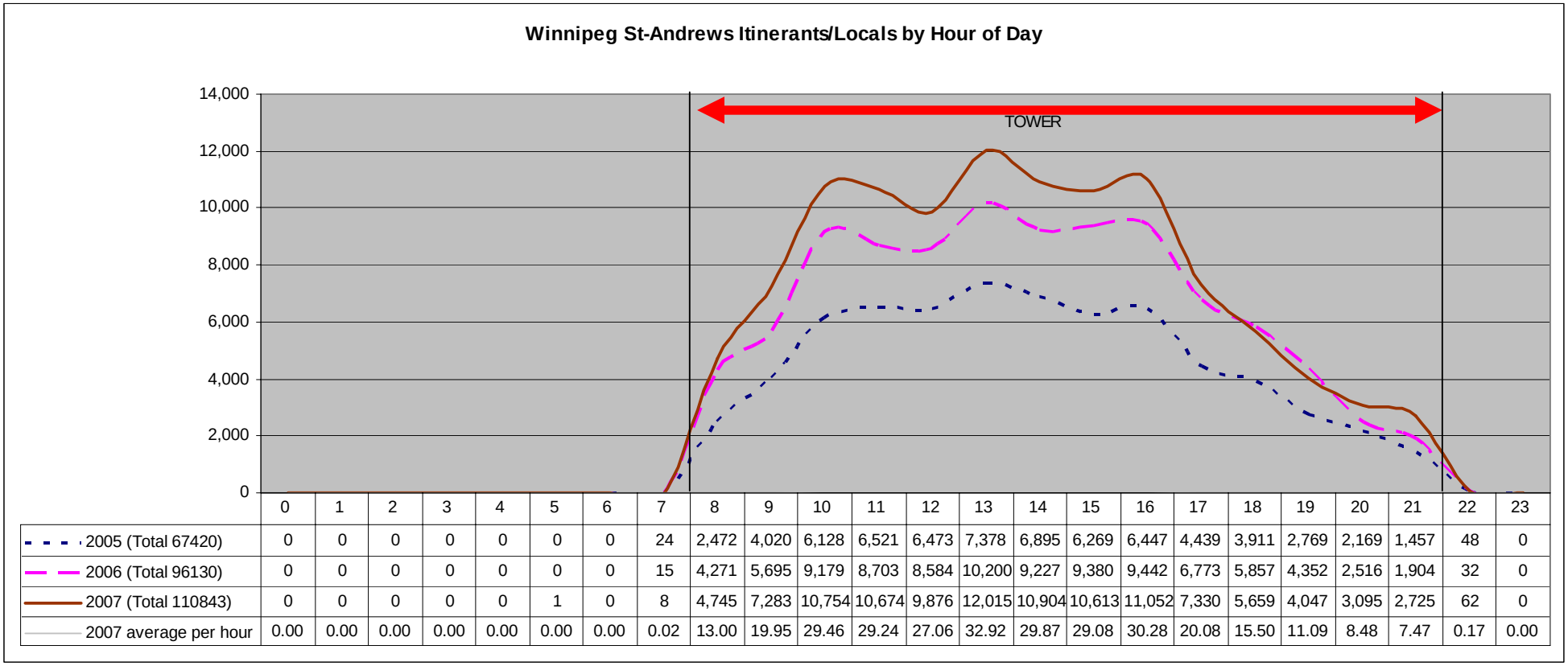
Operational Environment

The Winnipeg St. Andrews airport is served by a 14-hour tower providing airport control service. Outside of the tower hours of operation the control zone reverts to ATF procedures without a ground station.

The Winnipeg St. Andrews airport has three runways, the longest of which is 3,000 feet in length by 75 feet wide. The airport is served by an NDB navaid.

The four mile control zone extends to an altitude of 3,000 feet ASL. The airport elevation is 760 feet ASL.

Traffic Summary



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2005 (Total 67420)	0	0	0	0	0	0	0	24	2,472	4,020	6,128	6,521	6,473	7,378	6,895	6,269	6,447	4,439	3,911	2,769	2,169	1,457	48	0
2006 (Total 96130)	0	0	0	0	0	0	0	15	4,271	5,695	9,179	8,703	8,584	10,200	9,227	9,380	9,442	6,773	5,857	4,352	2,516	1,904	32	0
2007 (Total 110843)	0	0	0	0	0	1	0	8	4,745	7,283	10,754	10,674	9,876	12,015	10,904	10,613	11,052	7,330	5,659	4,047	3,095	2,725	62	0
2007 average per hour	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	13.00	19.95	29.46	29.24	27.06	32.92	29.87	29.08	30.28	20.08	15.50	11.09	8.48	7.47	0.17	0.00

Trends and Observations

Traffic increased significantly in recent years and has steadied in 2008 (January to September). However, traffic is low later in the day.