

AIP CANADA SUPPLEMENT 039/2026

FLIGHT OPERATIONS: AERIAL FOREST SPRAYING ABITIBI, LAC SAINT-JEAN, NORTH SHORE OF THE ST. LAWRENCE, BAS-SAINT-LAURENT REGION, AND GASPESIE

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

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

A total of 104 aircraft, including 21 pointers, 74 spray planes and 9 spray helicopters, will be spread over 13 operating sites across Québec.

Here is the list of SOPFIM bases of operations:

- Dolbeau / St-Félicien, QC (CYDO)
- Chicoutimi / St-Honoré, QC (CYRC)
- Forestville, QC (CYFE)
- St-Irénée, QC (CYML)
- Lebel-sur-Quévillon, QC (CSH4)
- Maniwaki, QC (CYMW)
- Mont-Joli, QC (CYYY)
- Amos, QC (CYEY)
- Sainte-Anne-Des-Monts, QC (CYSZ)
- Gaspé (Michel-Pouliot), QC (CYGP)
- Bonaventure, QC (CYVB)
- Casey, QC (CSQ4)
- Charlo, NB (CYCL)

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

Saguenay, Lac Saint-Jean				
CYDO: 12 aircraft		CYRC: 12 aircraft		
Rive-Nord du St-Laurent				
CYFE: 6 aircraft		CYML: 5 aircraft		
Abitibi				
CYEY: 6 aircraft		CSH4: 8 aircraft		
Gaspésie and New-Brunswick				
CYSZ: 10 aircraft	CYGP: 10 aircraft	CYVB: 6 aircraft	CYCL: 12 aircraft	CYYY: 4 aircraft
Outaouais				
CYMW: 12 aircraft		CSQ4 : 5 aircraft		

A total of four (4) helicopters will be present on the North Shore and five (5) helicopters on the South Shore.

Timeline and workflow

Aerial spraying operations will begin around May 17 in the Lower St-Lawrence, around May 20 in Abitibi, Mauricie and Outaouais, around May 22 in Saguenay Lac Saint-Jean and on the North Shore. In Gaspésie they will begin as soon as the weather permits after May 28. The work is scheduled to be completed in early July.

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

Calibration and reconnaissance flights will be carried out during the day between May 20th and June 1st. Normally, the spray aircraft sprays the biological product at approximately 50 feet above the treetops. A surveillance aircraft flies and coordinates operations approximately 1,000 feet above the spray aircraft. Spray aircraft proceed to designated areas at approximately 500 above ground level (AGL) and return to bases at approximately 3,000 feet ASL.

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

Aircraft models and communication frequency

The following table shows the aircraft models and their respective colours so that you can clearly identify them:

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

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

Map of aerial spraying operations by region

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

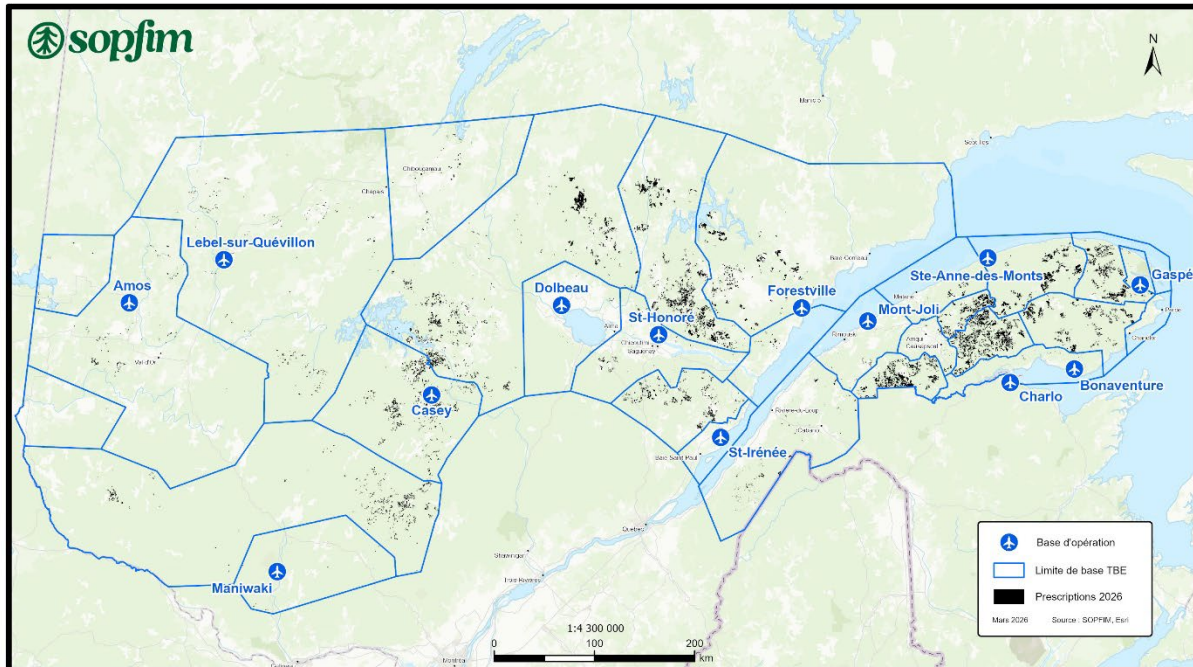


Figure 1.

If you need to fly at low altitude in the same areas, or if you think there is a potential conflict with one of our aircraft, please let us know by email or phone.

Do not hesitate to contact us for any additional information.

Thank you in advance for your collaboration.

Sincerely,

Nicolas Verreault

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