

CAC

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EFFECTIVE | EN VIGUEUR

0901Z **27 NOVEMBER | NOVEMBRE 2025**

TO | AU

0901Z 22 JANUARY | JANVIER 2026

CANADIAN AIRPORT CHARTS

CARTES DES AÉROPORTS CANADIENS

Serving a world in motion
Au service d'un
monde en mouvement
navcanada.ca



CANADIAN AIRPORT CHARTS

CARTES DES AÉROPORTS CANADIENS



The information in the Canadian Airport Charts provides pictorial displays of Canadian airport manoeuvring areas found in the Canada Air Pilot or the military GPH 200, and may be reproduced for the sole purpose of assisting pilots during aircraft ground movement operations. Up-to-date information on flight planning procedures and airport services, including fuel, lighting, and local prohibitions or procedures is found in the Canada Flight Supplement.

L'information qui se trouve dans les Cartes des aéroports canadiens contient des indicateurs topographiques des aires de manœuvre des aéroports canadiens provenant du Canada Air Pilot ou du GPH 200 militaire et peut être reproduite à seule fin d'aider les pilotes durant les mouvements d'aéronefs au sol. De l'information à jour sur les procédures de préparation de plans de vol et les services d'aéroport, y compris le carburant, le balisage, ainsi que les interdictions et les procédures locales, se trouve dans le Supplément de vol Canada.

Published by NAV CANADA in accordance with ICAO Annexes 4 and 15 of the Convention on International Civil Aviation

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His Majesty the King in Right of Canada Department of National Defence

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Source des données aéronautiques militaires canadiennes :

Ministère de la Défense Nationale de Sa Majesté le Roi aux droits du Canada

Preface

NAV CANADA, as the office responsible for the publication and distribution of aeronautical information, has decided to make aerodrome diagrams readily available to general aviation pilots through its website. This move will contribute to enhance aviation safety and will help to mitigate some of the risks associated with runway incursions.

Hot Spot: A location on an aerodrome movement area with a high risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

Hot Spots are found on applicable Canadian Aerodrome Charts.

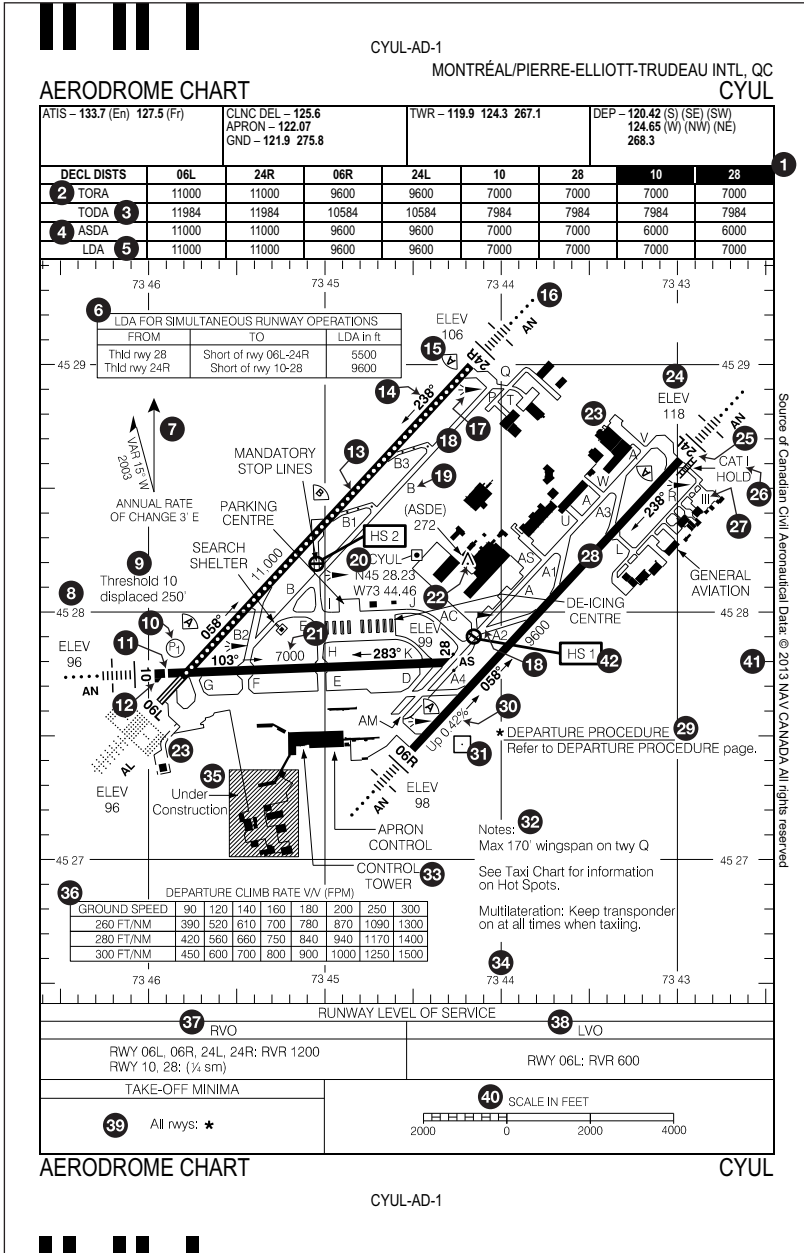
Préface

NAV CANADA, en tant que responsable de la publication et de la distribution de l'information aéronautique, a décidé de mettre les schémas d'aérodrome à la disponibilité des pilotes d'aviation générale par l'intermédiaire de son site Web. Cette décision contribuera à accroître la sécurité aérienne et aidera à atténuer certains des risques associés aux incursions sur piste.

Point chaud : Endroit sur l'aire de mouvement d'un aérodrome où il y a un risque accru de collision ou d'incursion sur piste et où une attention soutenue de la part du pilote/conducteur est requise.

Les points chauds se trouvent sur les cartes d'aérodrome canadiennes applicables.

All graphics presented here are for explanatory purposes only and are not intended to be used for navigation.



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AERODROME CHART LEGEND

Aerodrome Chart Legend

- | | |
|--------------------------------------|---------------------------------------|
| 1 Declared Distance Night | 22 Obstruction |
| 2 Take Off Run Available | 23 Building |
| 3 Take Off Distance Available | 24 Threshold Elevation |
| 4 Accelerate Stop Distance Available | 25 Runway Number |
| 5 Landing Distance Available | 26 CAT I Holding Bar |
| 6 Landing Distance Available Table | 27 Apron Identification |
| 7 Magnetic Variation | 28 Runway |
| 8 Latitude Coordinate | 29 Departure Procedure |
| 9 Threshold Displacement Note | 30 Runway Slope Gradient* |
| 10 Visual Glide Slope Indicator | 31 NAVAID within AD Limit |
| 11 Displaced Runway Threshold | 32 Operational Notes |
| 12 Turnaround Bay | 33 Control Tower |
| 13 Centreline Light | 34 Longitude Coordinate |
| 14 Runway Bearing | 35 Construction Area |
| 15 RVR Sensor | 36 Departure Climb Rate Table |
| 16 Approach Lighting | 37 Reduced Visibility Operation Table |
| 17 Wind Direction Indicator | 38 Low Visibility Operation Table |
| 18 Taxiway | 39 Take-off Minima Box |
| 19 Taxiway Identification | 40 Scale Bar |
| 20 Aerodrome Reference Point | 41 Geographic Grid |
| 21 Runway Dimensions | 42 Hot Spot |

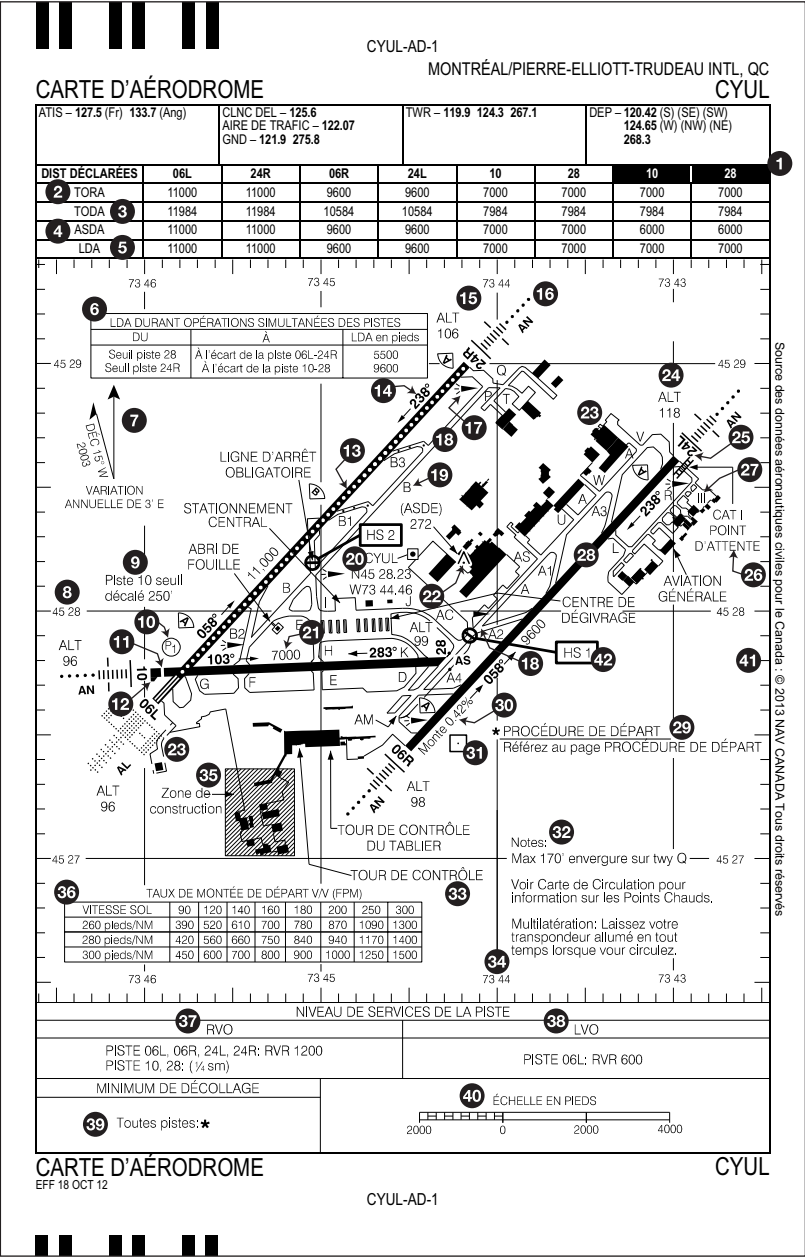
* If only one value for runway slope is provided, it can be assumed that the runway has a constant slope for the length indicated and the slope direction is reversed in the opposing runway direction. If no length is indicated, this means the provided slope applies for the entire runway length. For example, for a published slope of RWY 04 DOWN 0.36%, it can be assumed that the slope for RWY 22 is UP 0.36% and that this applies for the entire runway length.

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AERODROME CHART LEGEND

LÉGENDE DES CARTES D'AERODROME

Toute illustration n'est présentée ici qu'à titre indicatif et ne doit pas être utilisée pour la navigation.



LÉGENDE DES CARTES D'AERODROME

LÉGENDE DES CARTES D'AERODROME

Légende des cartes d'aerodrome

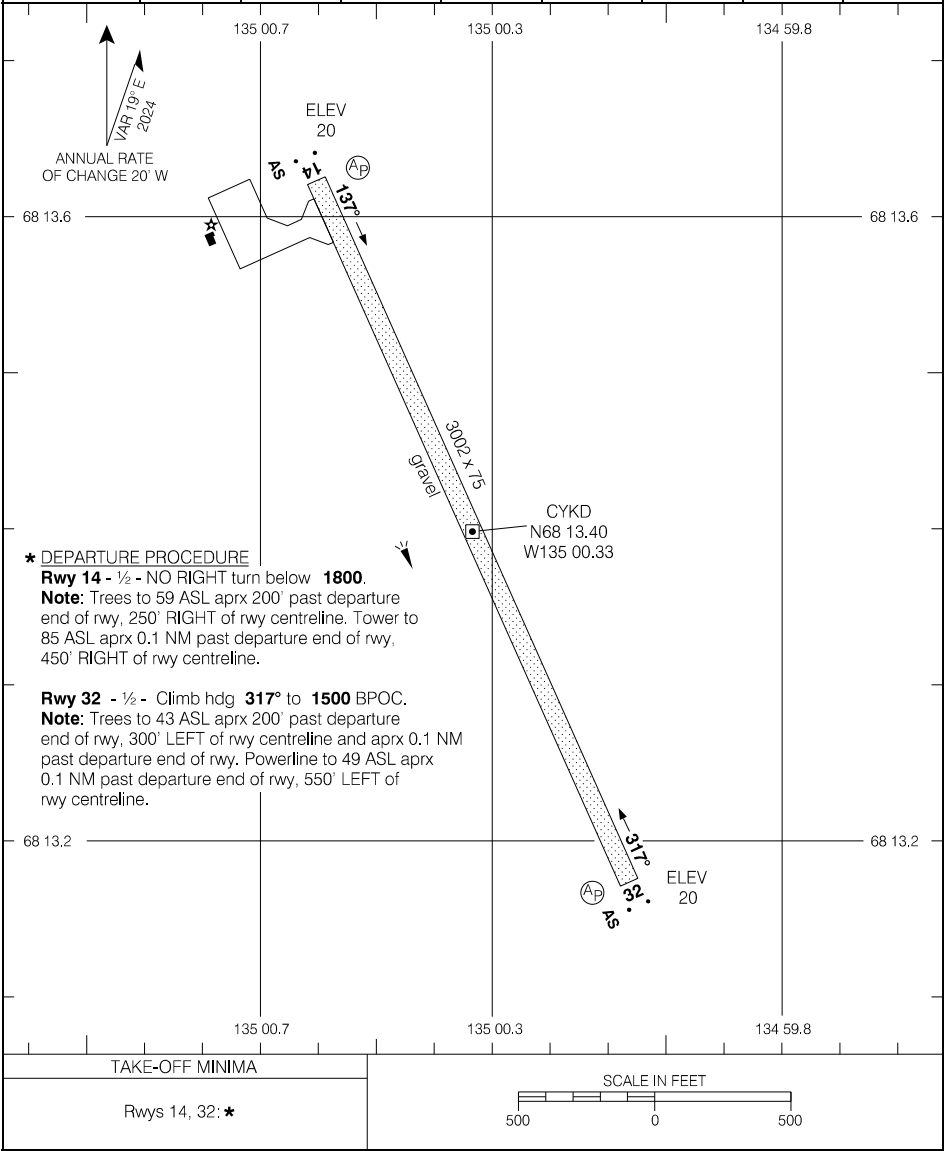
- | | |
|--|--|
| 1 Distance déclarée (nuit) | 23 Bâtisse |
| 2 Longueur de roulement utilisable au décollage | 24 Altitude du seuil |
| 3 Distance de décollage utilisable | 25 Numéro de piste |
| 4 Distance utilisable pour l'accélération-arrêt | 26 Barre d'attente d'ILS CAT I |
| 5 Distance d'atterrissage utilisable | 27 Identification de l'aire de trafic |
| 6 Tableau des distances d'atterrissage utilisables | 28 Piste |
| 7 Déclinaison magnétique | 29 Procédure de départ |
| 8 Coordonnée de latitude | 30 Pente de la piste* |
| 9 Note sur le décalage du seuil | 31 NAVAID sur l'aérodrome |
| 10 Indicateur visuel de pente d'approche | 32 Notes opérationnelles |
| 11 Seuil de piste décalé | 33 Tour de contrôle |
| 12 Aire de demi-tour | 34 Coordonnée de longitude |
| 13 Feux de l'axe de piste | 35 Zone de construction |
| 14 Relèvement de la piste | 36 Tableau des taux de montée de départ |
| 15 Capteur RVR | 37 Tableau des opérations par visibilité réduite |
| 16 Balisage lumineux d'approche | 38 Tableau des opérations par faible visibilité |
| 17 Indicateur de direction du vent | 39 Case des minimums de décollage |
| 18 Voie de circulation | 40 Barre d'échelle |
| Indicatif de voie de circulation | 41 Grille géographique |
| 20 Point de référence d'aérodrome | 42 Point chaud |
| 21 Dimensions de la piste | |
| 22 Obstruction | |

* Si une seule valeur de pente de piste est donnée, on peut supposer que la pente est constante sur la longueur indiquée et que la direction de la pente est inversée dans la direction de la piste opposée. Si aucune longueur n'est indiquée, la pente donnée s'applique à toute la longueur de la piste. Par exemple, pour une pente publiée de PISTE 04 DESCEND 0,36 %, on peut supposer que la pente de PISTE 22 MONTE 0,36 % et que cette valeur s'applique à toute la longueur de la piste.

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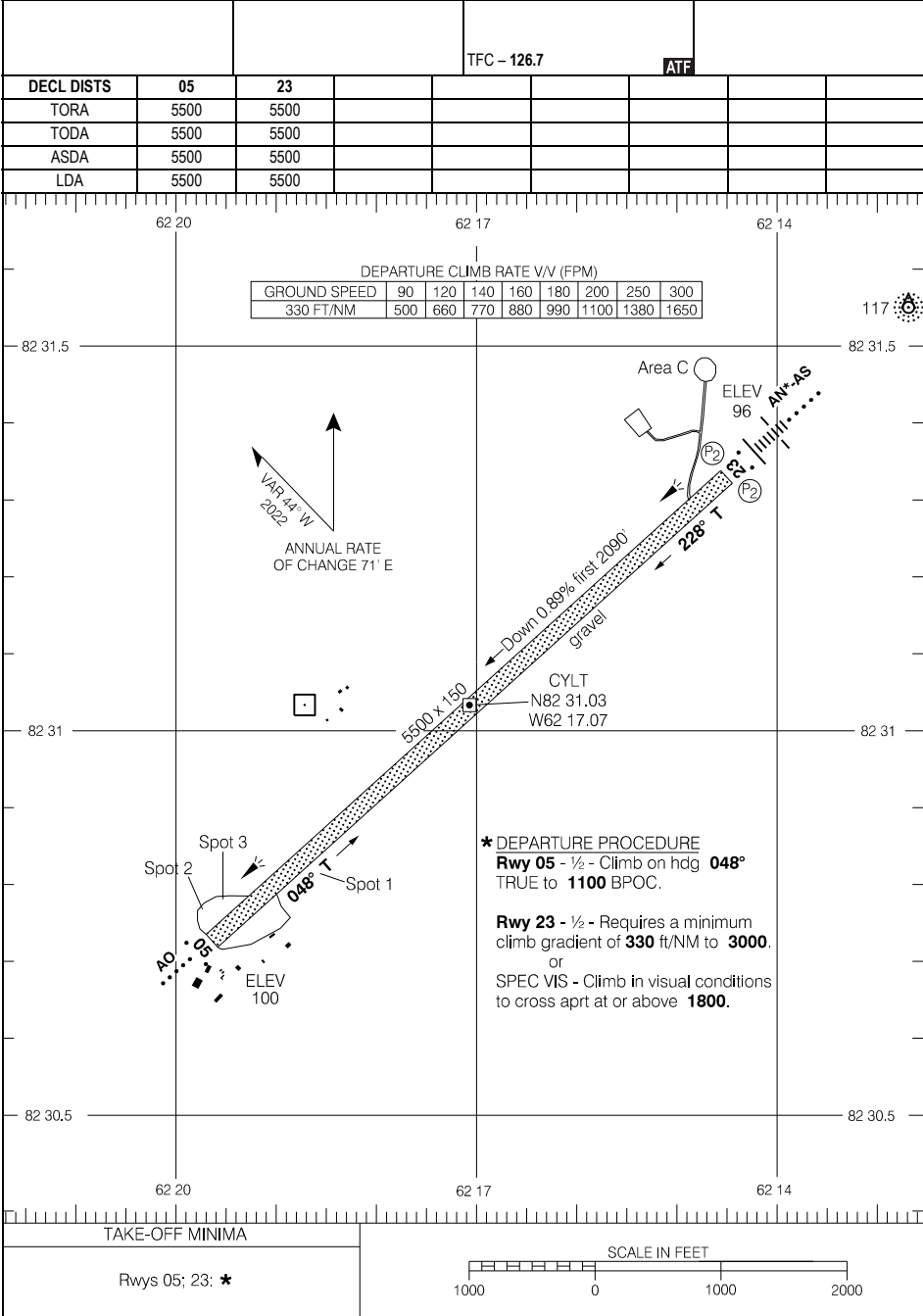
LÉGENDE DES CARTES D'AERODROME

		APRT RADIO – 122.1 TFC – 122.1				CTR Edmonton – 132.4		
						MF		
DECL	DISTS	14	32					
TORA		3002	3002					
TODA		3199	3199					
ASDA		3002	3002					
LDA		3002	3002					



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART (DND)



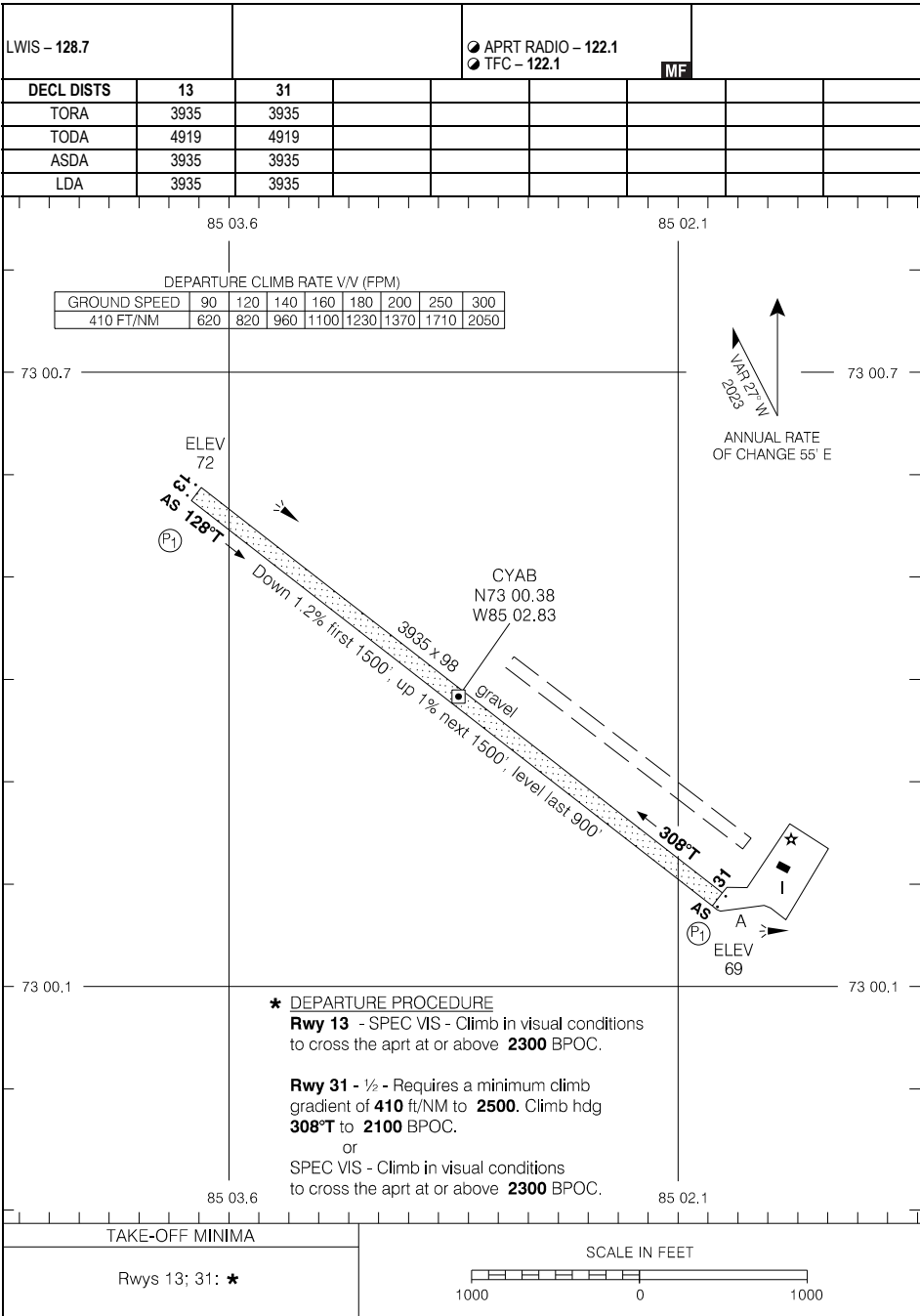
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AERODROME CHART (DND)

EFF 21 MAR 24

CYLT

AERODROME CHART



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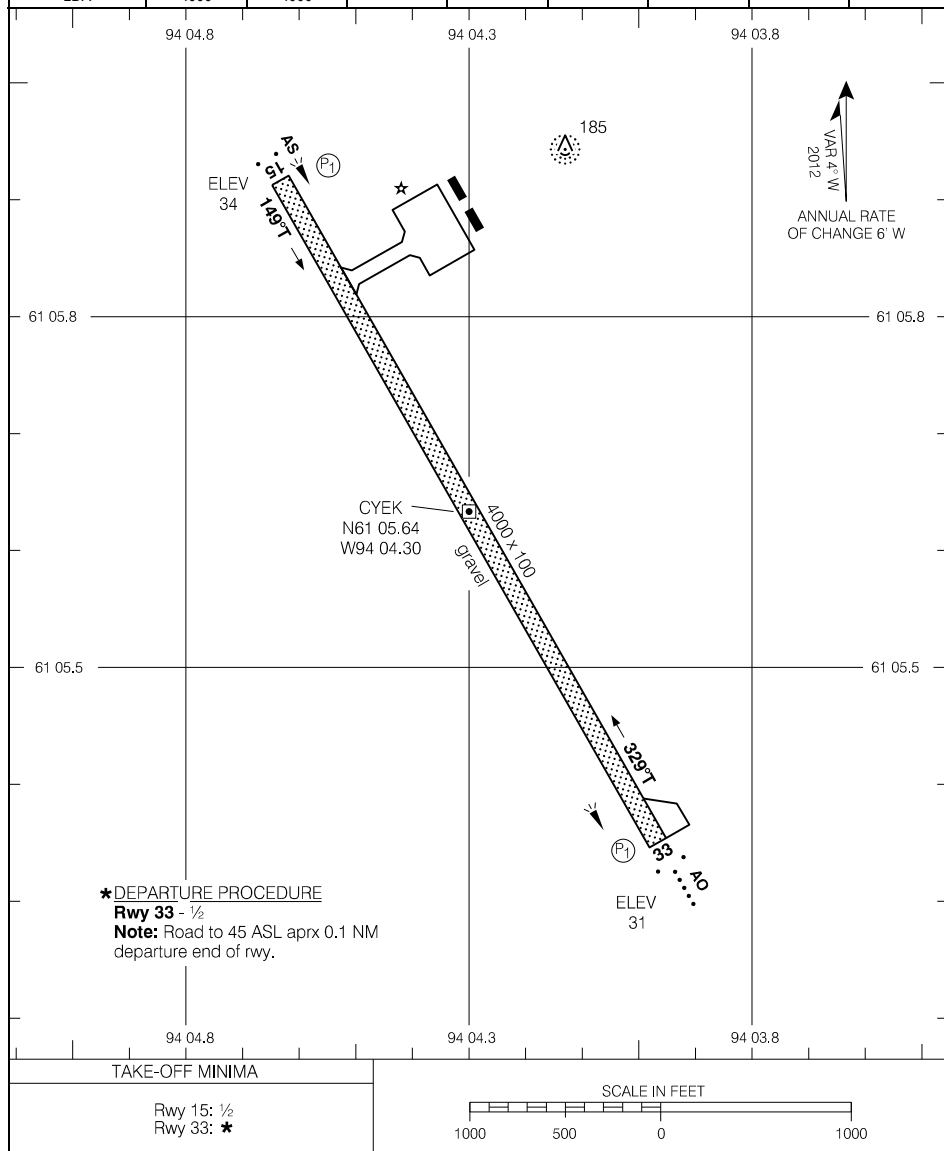
AERODROME CHART

CYAB

ARVIAT, NU
CYEK

AERODROME CHART

AWOS – 128.7				● APRT RADIO – 122.1 ● TFC – 122.1			
DECL DIST	15	33					
TORA	4000	4000					
TODA	4984	4500					
ASDA	4000	4000					
LDA	4000	4000					



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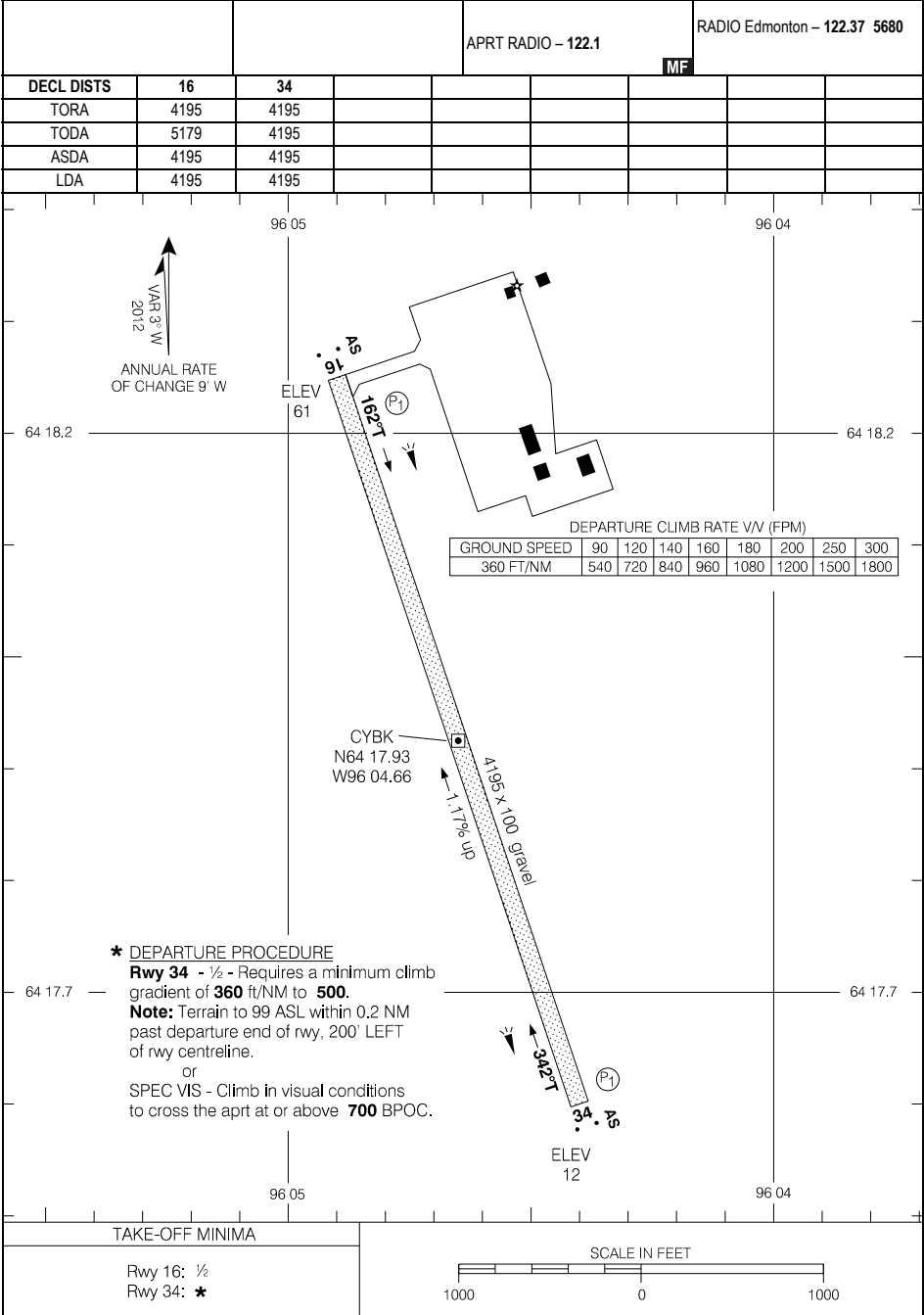
AERODROME CHART

EFF 8 SEP 22

CYEK

CYEK-AD

AERODROME CHART

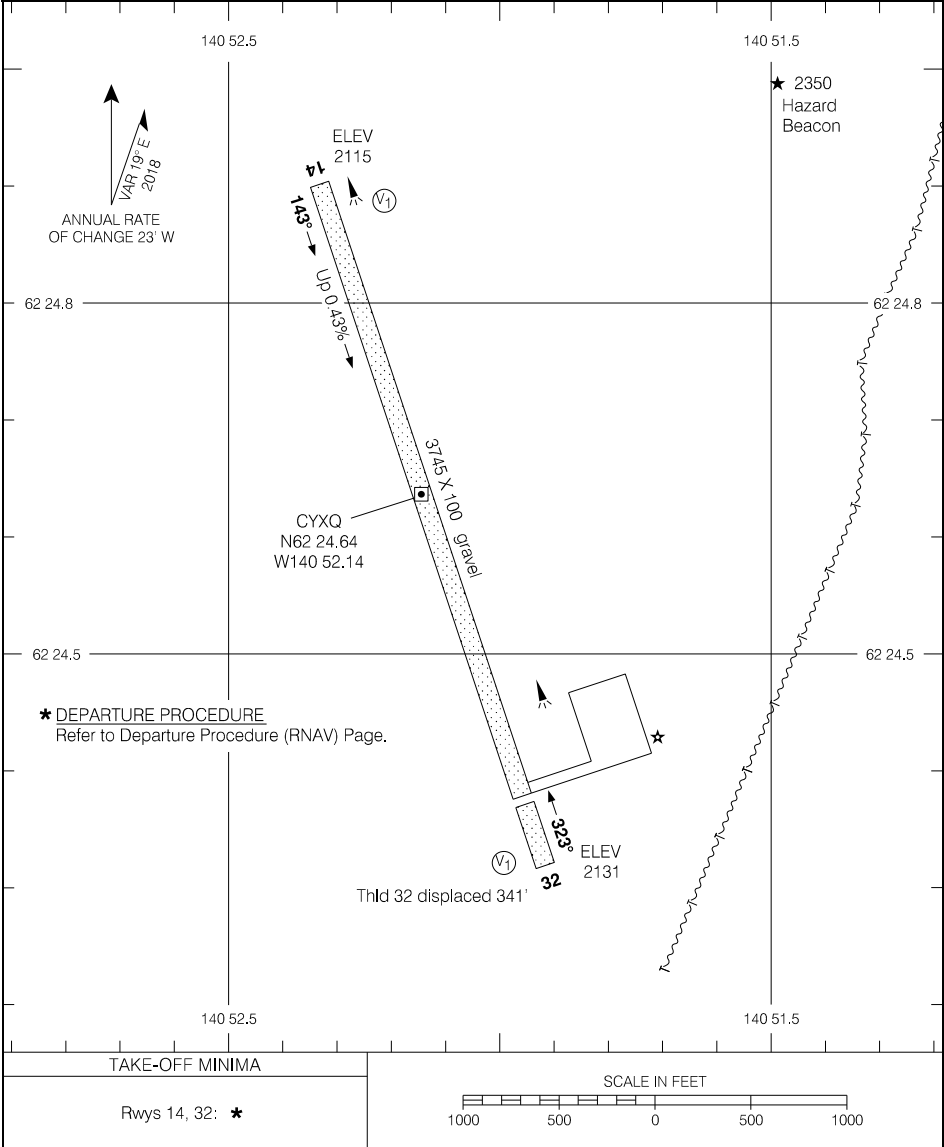


AERODROME CHART

CYBK

AERODROME CHART

		APRT RADIO – 122.1 TFC – 122.1				RADIO Whitehorse – 123.47		
						MF		
DECL DIST	14	32						
TORA	3600	3745						
TODA	3600	3945						
ASDA	3745	3745						
LDA	3745	3404						

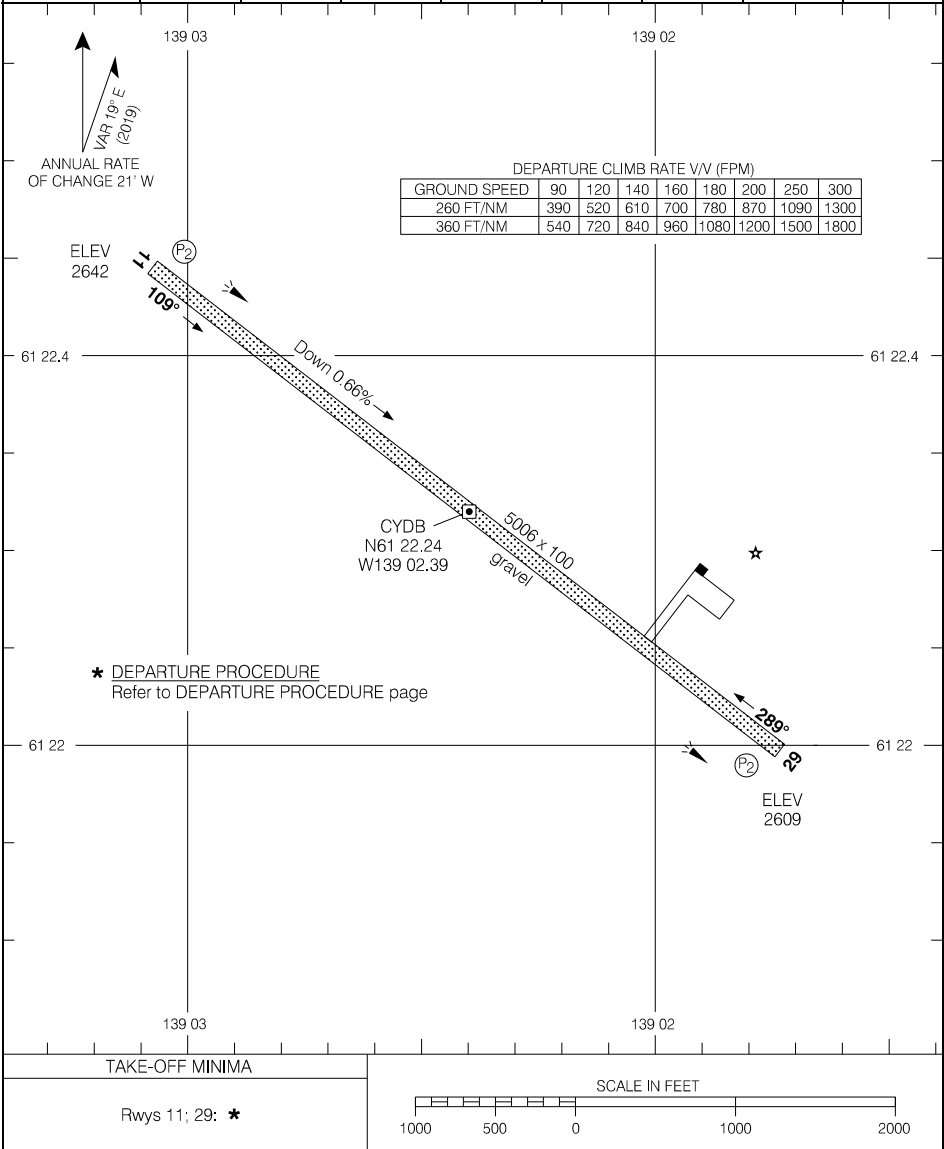


AERODROME CHART

EFF 14 JUL 22

AERODROME CHART

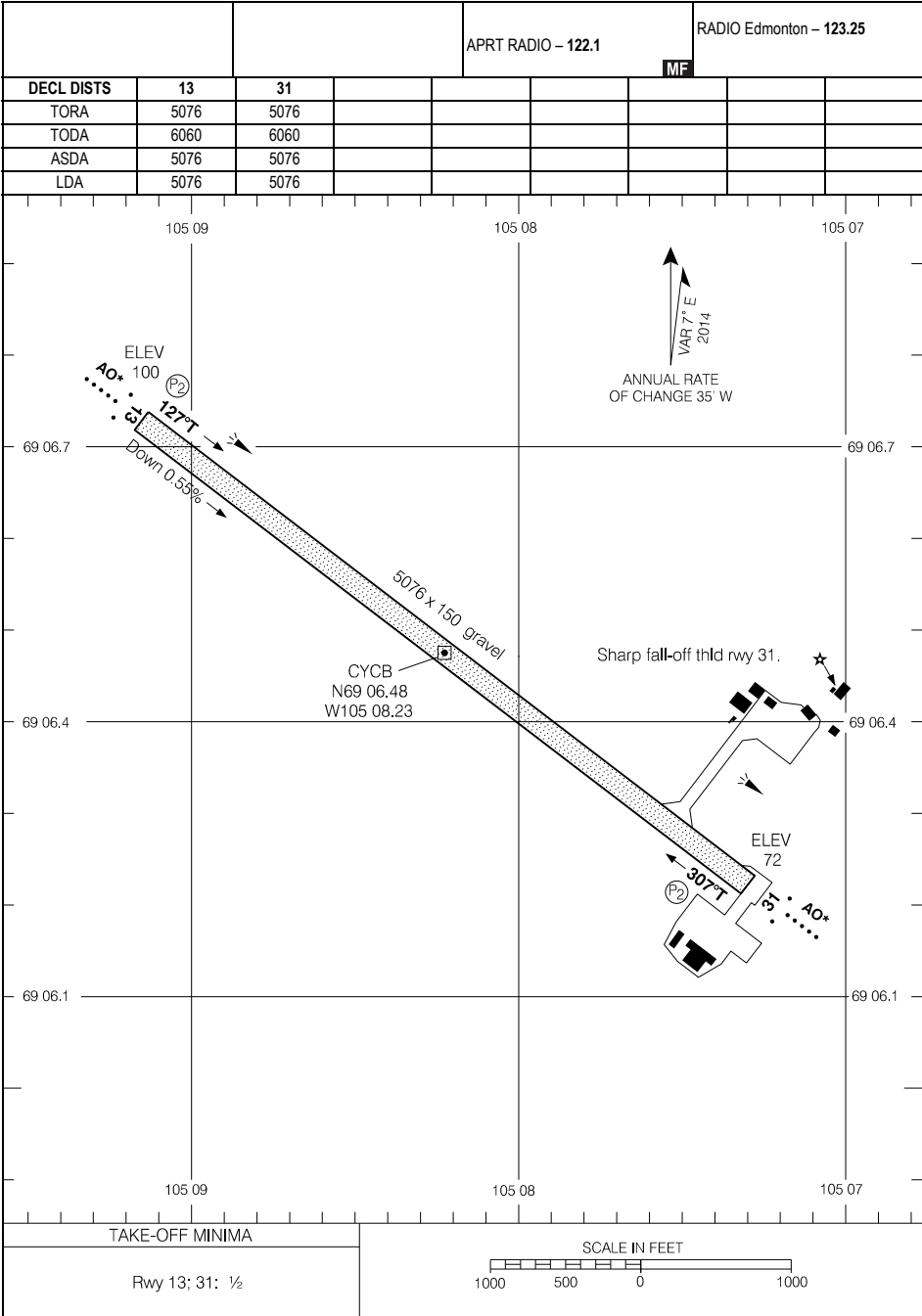
● AWOS – 128.7				● APRT RADIO – 122.1			
				● TFC – 122.1		MF	
DECL DIST	11	29					
TORA	5006	5006					
TODA	5203	5203					
ASDA	5006	5006					
LDA	5006	5006					



AERODROME CHART

EFF 5 OCT 23

AERODROME CHART



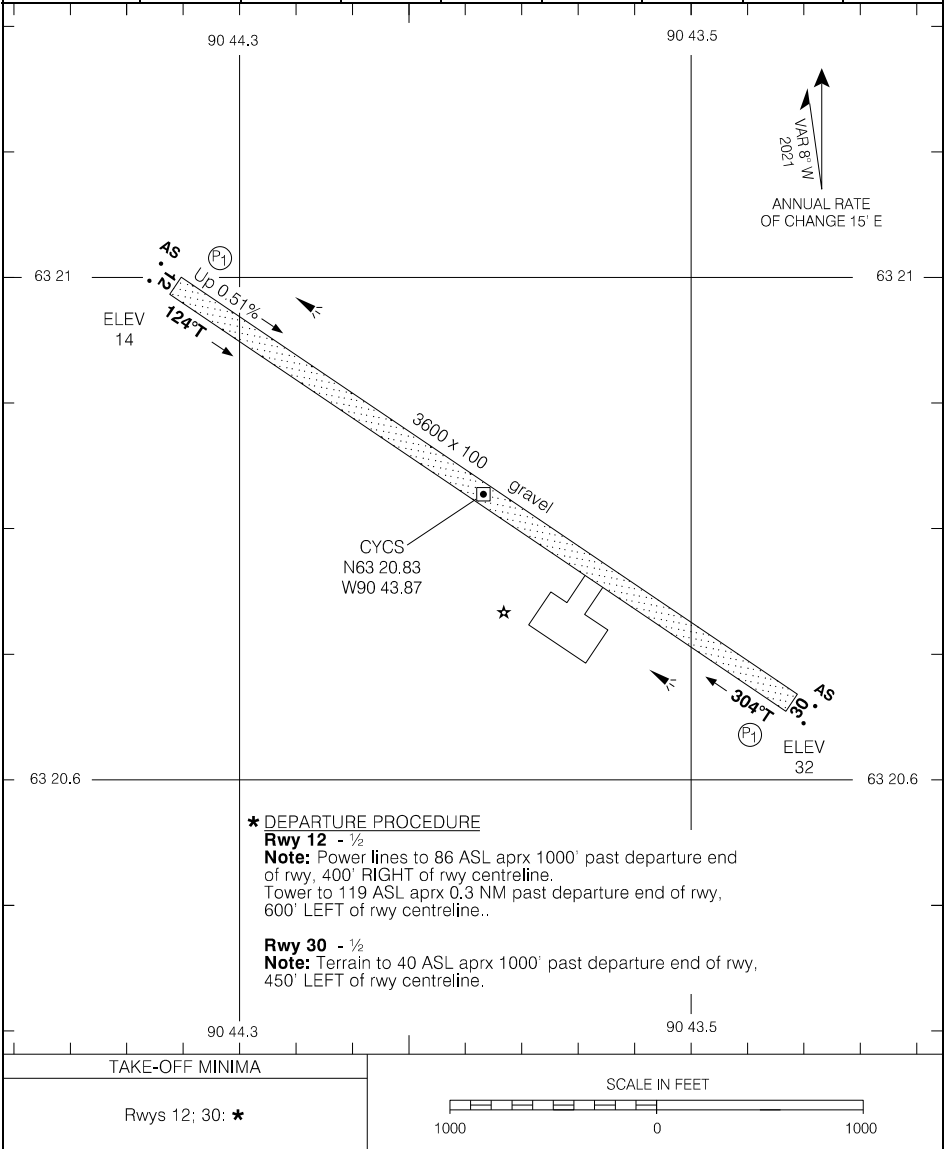
AERODROME CHART

EFF 29 DEC 22

CYCB

AERODROME CHART

				APRT RADIO – 122.1 TFC – 122.1		MF	
DECL DIST	12	30					
TORA	3600	3600					
TODA	4584	4584					
ASDA	3600	3600					
LDA	3600	3600					



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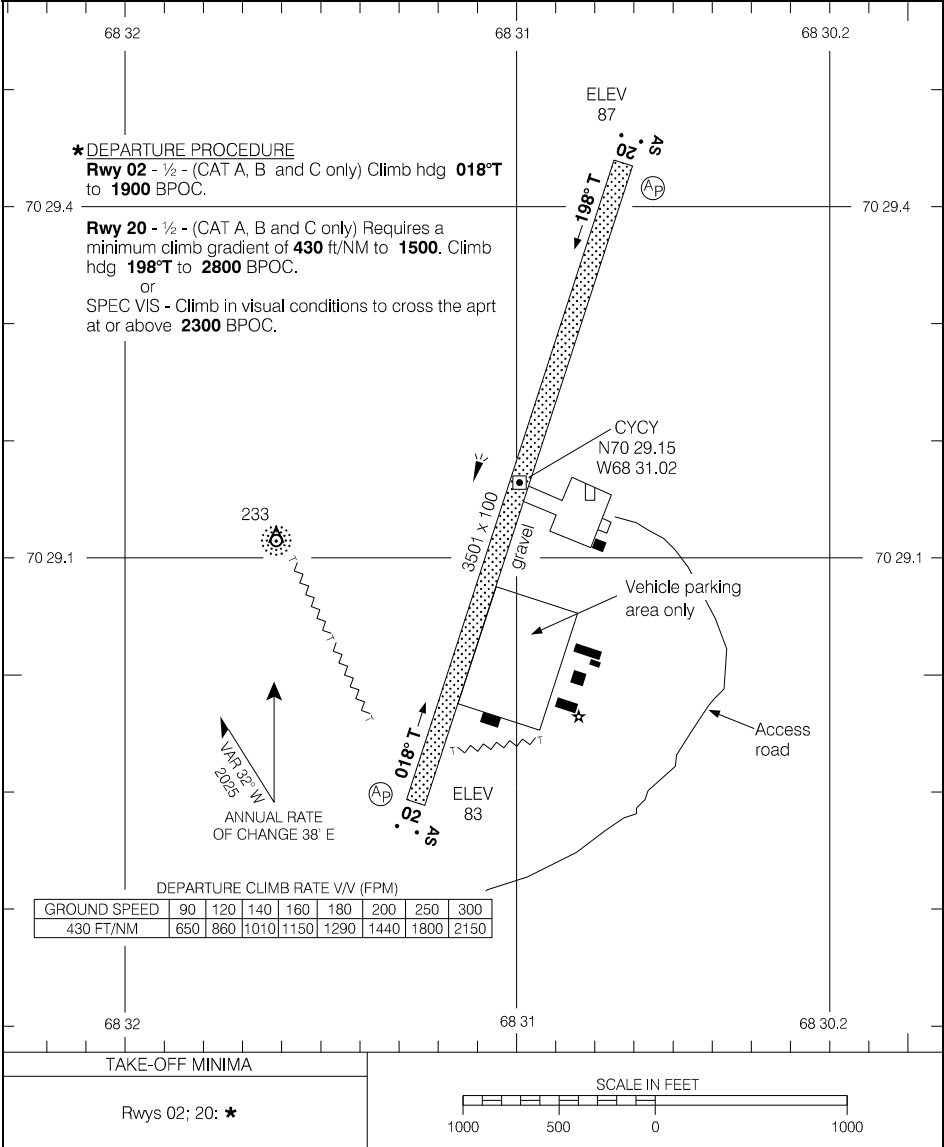
AERODROME CHART

EFF 8 SEP 22

CYCS

AERODROME CHART

AWOS – 124.6				APRT RADIO – 122.1			
				TFC – 122.1		MF	
DECL DIST	02	20					
TORA	3501	3501					
TODA	4485	4485					
ASDA	3501	3501					
LDA	3501	3501					



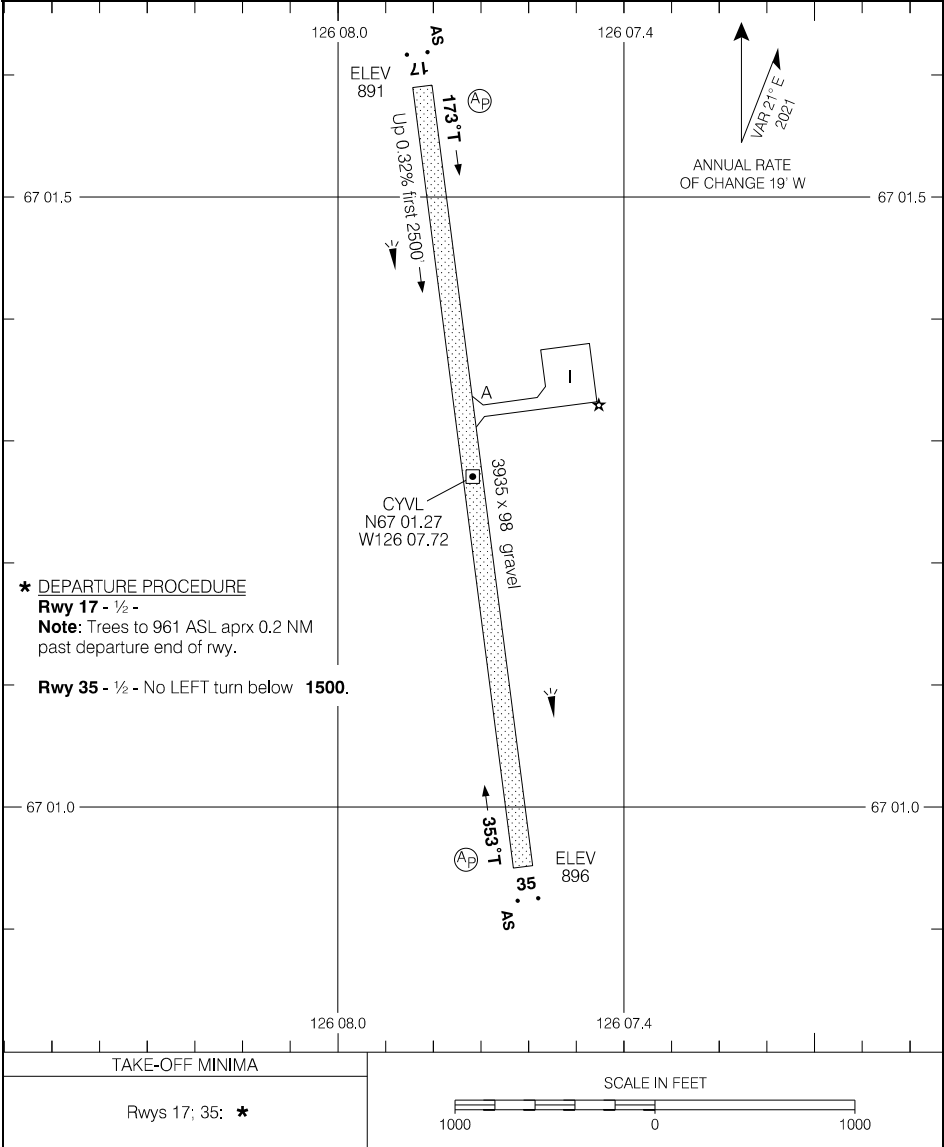
AERODROME CHART

EFF 7 AUG 25

CYCY

AERODROME CHART

AWOS – 128.6				TFC – 123.2		ATF			
DECL DIST	17	35							
TORA	3935	3935							
TODA	4919	4919							
ASDA	3935	3935							
LDA	3935	3935							



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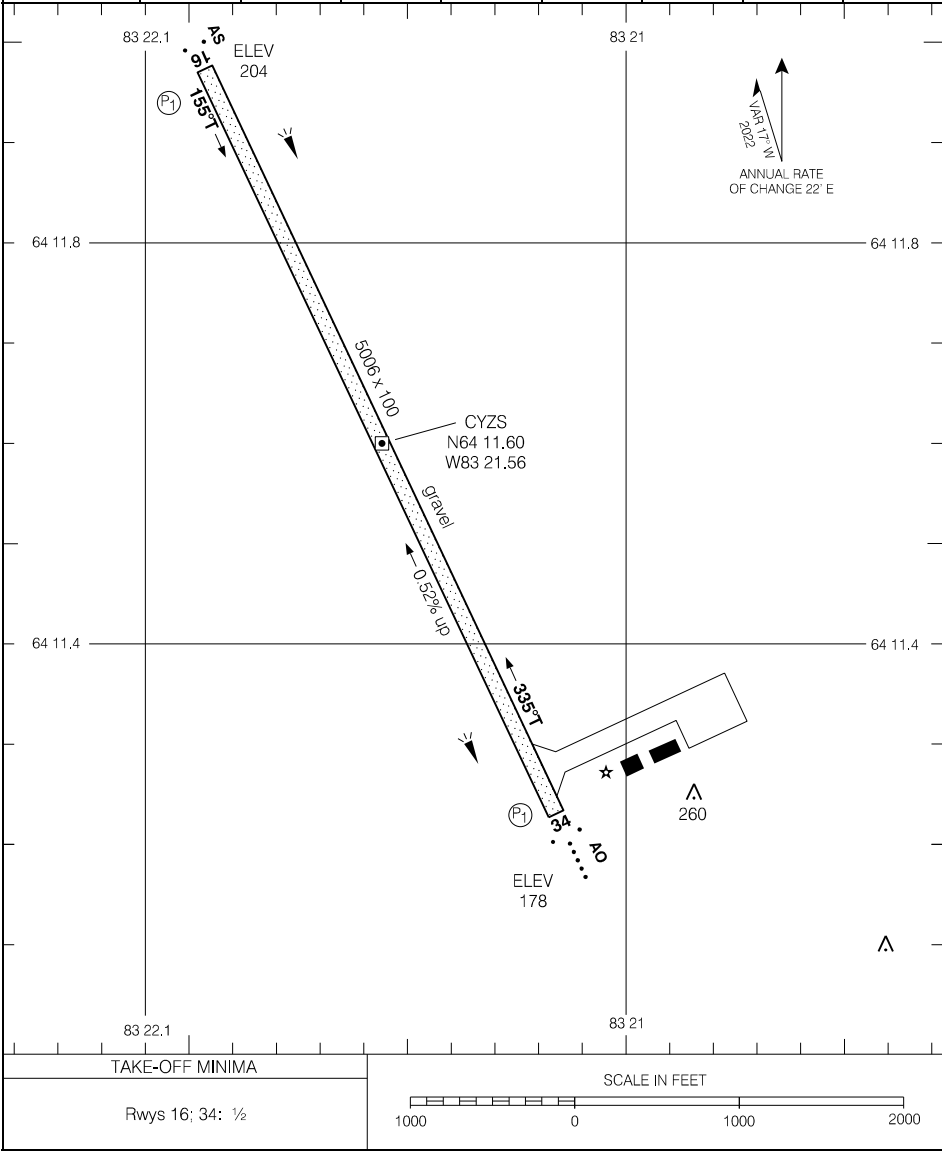
AERODROME CHART

EFF 26 DEC 24

CYVL

AERODROME CHART

		APRT RADIO – 122.1				RADIO Edmonton – 123.27		
		MF						
DECL DIST	16	34						
TORA	5006	5006						
TODA	5990	5990						
ASDA	5006	5006						
LDA	5006	5006						

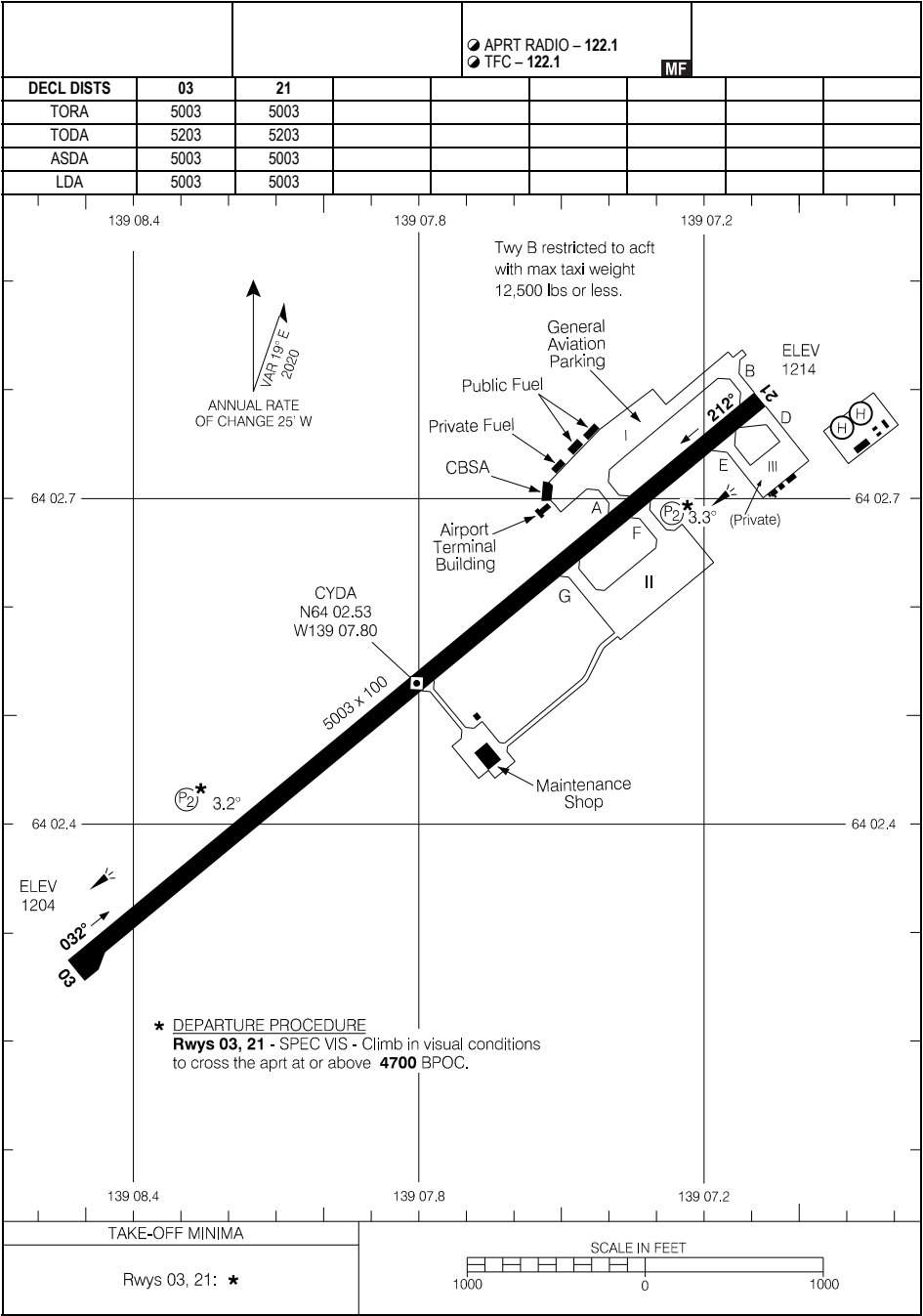


AERODROME CHART

EFF 23 FEB 23

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AERODROME CHART

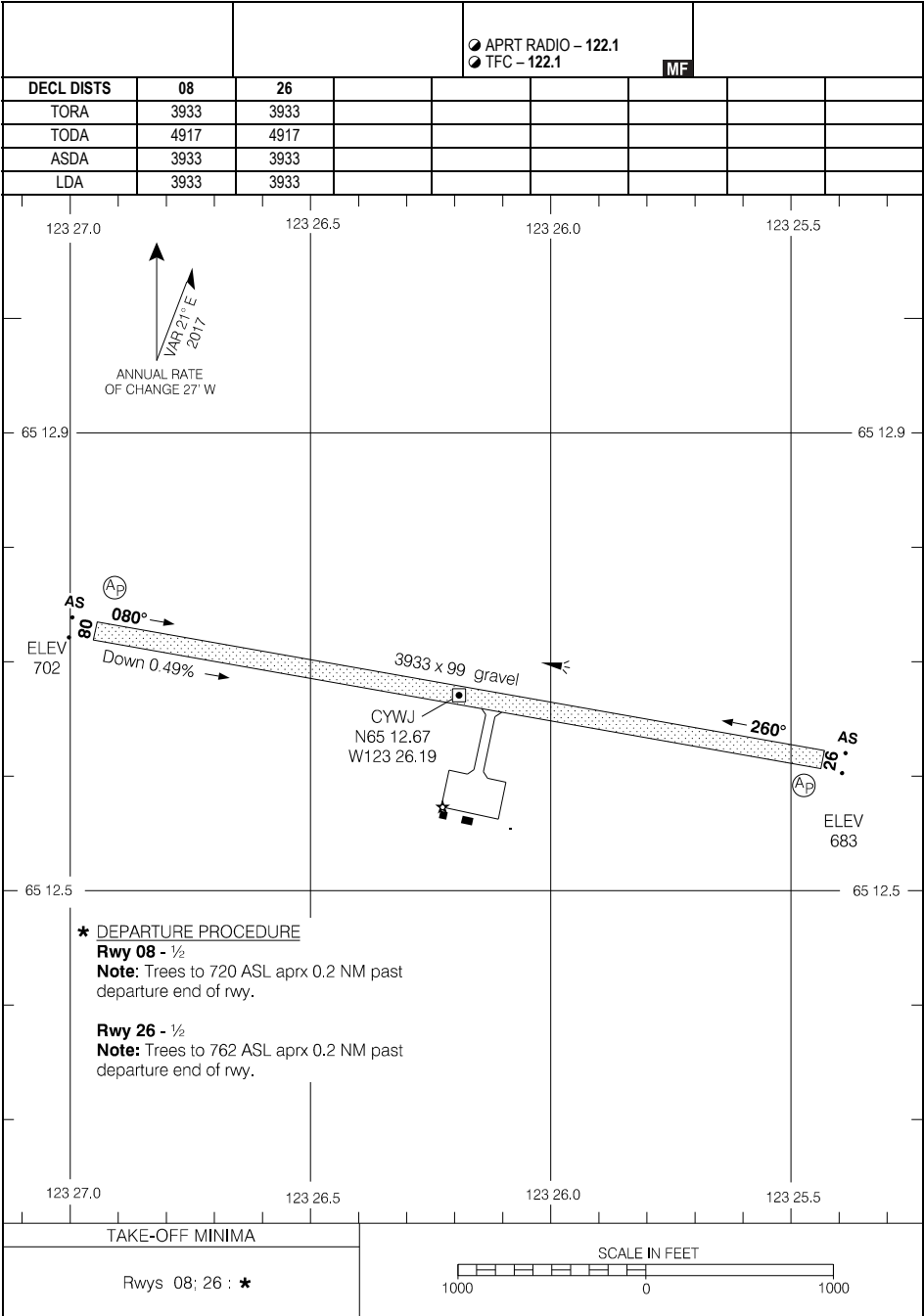


AERODROME CHART

EFF 2 OCT 25

CYDA

AERODROME CHART

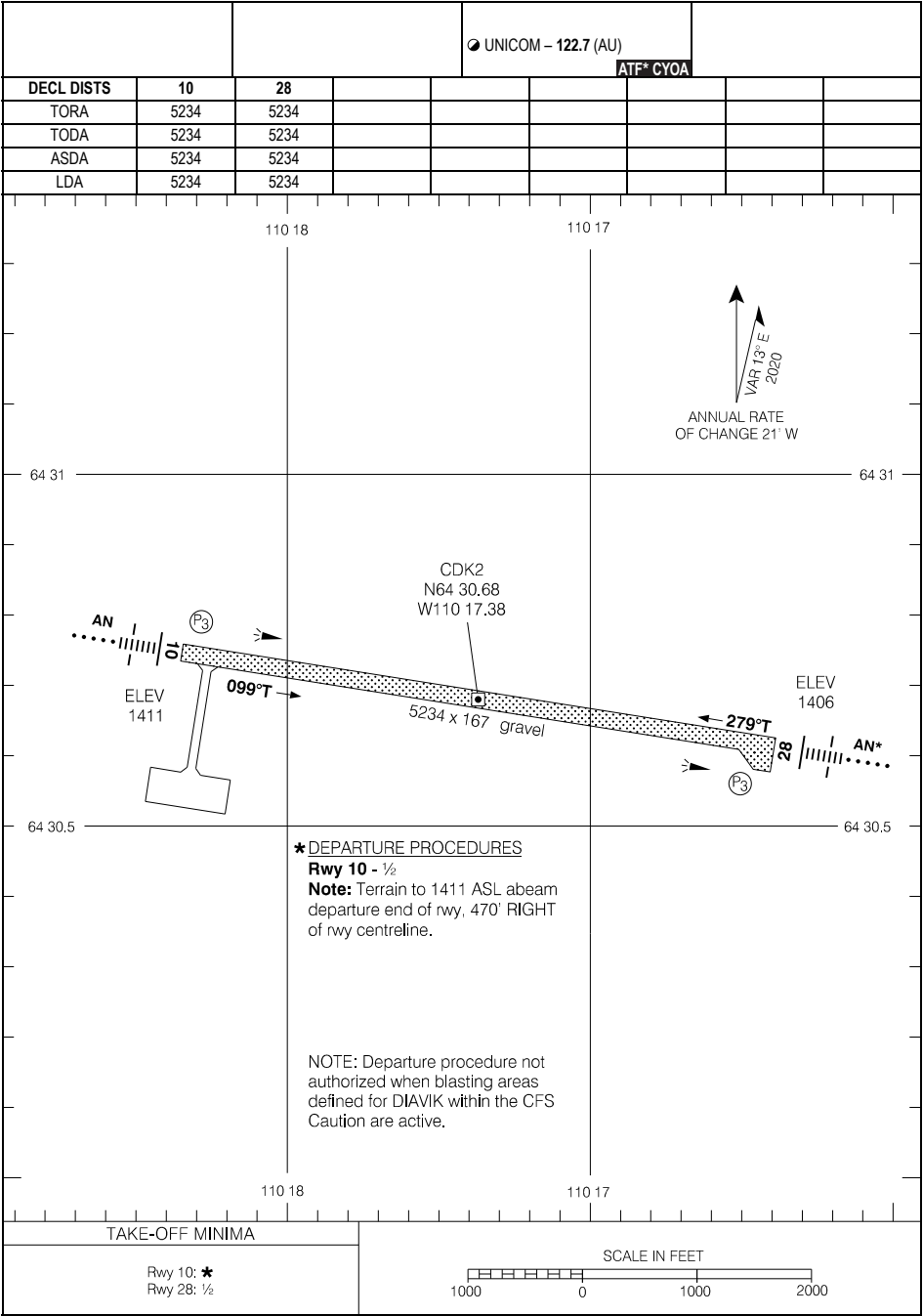


AERODROME CHART

EFF 2 DEC 21

CYWJ

AERODROME CHART



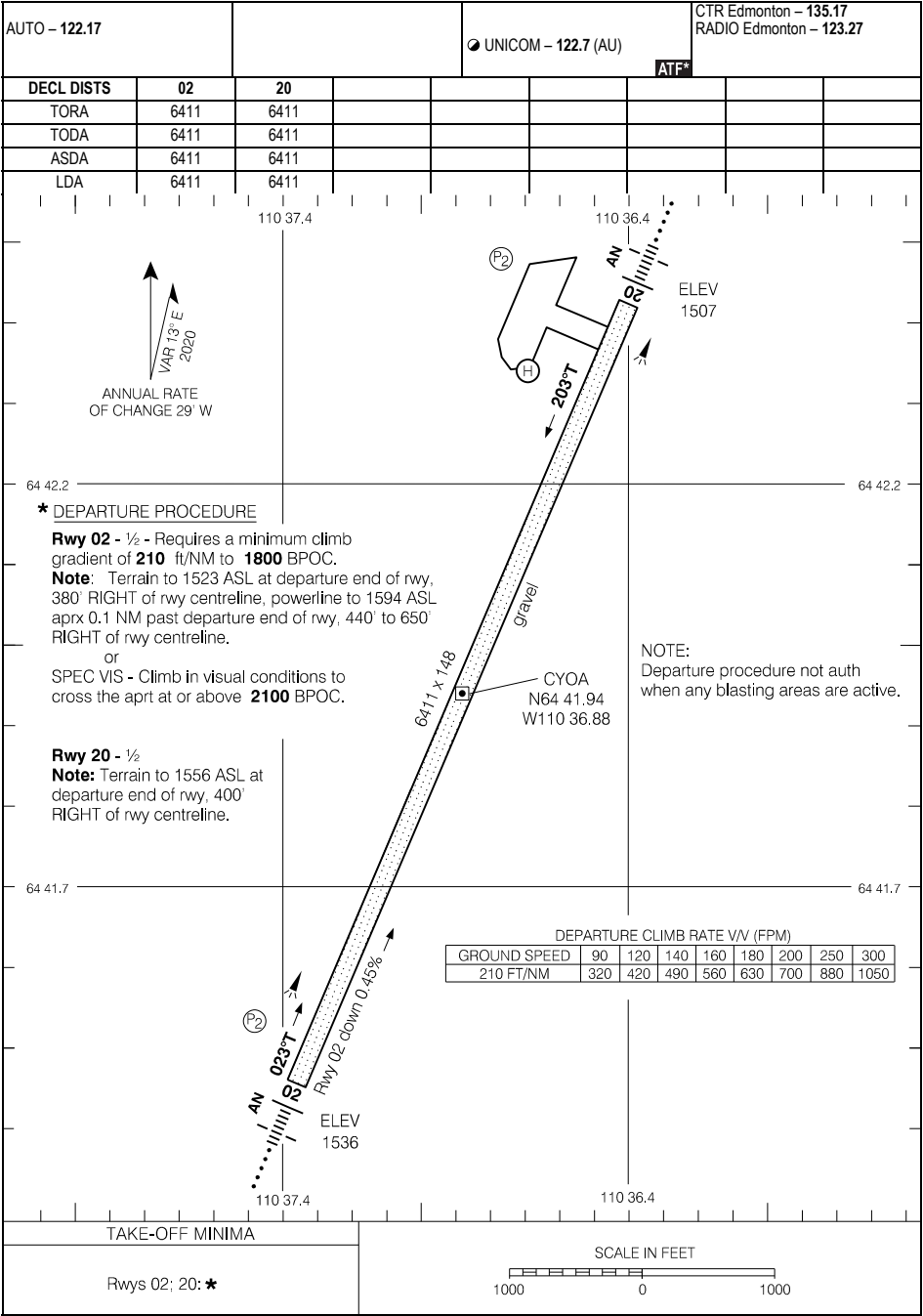
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AERODROME CHART

CDK2

EFF 16 MAY 24

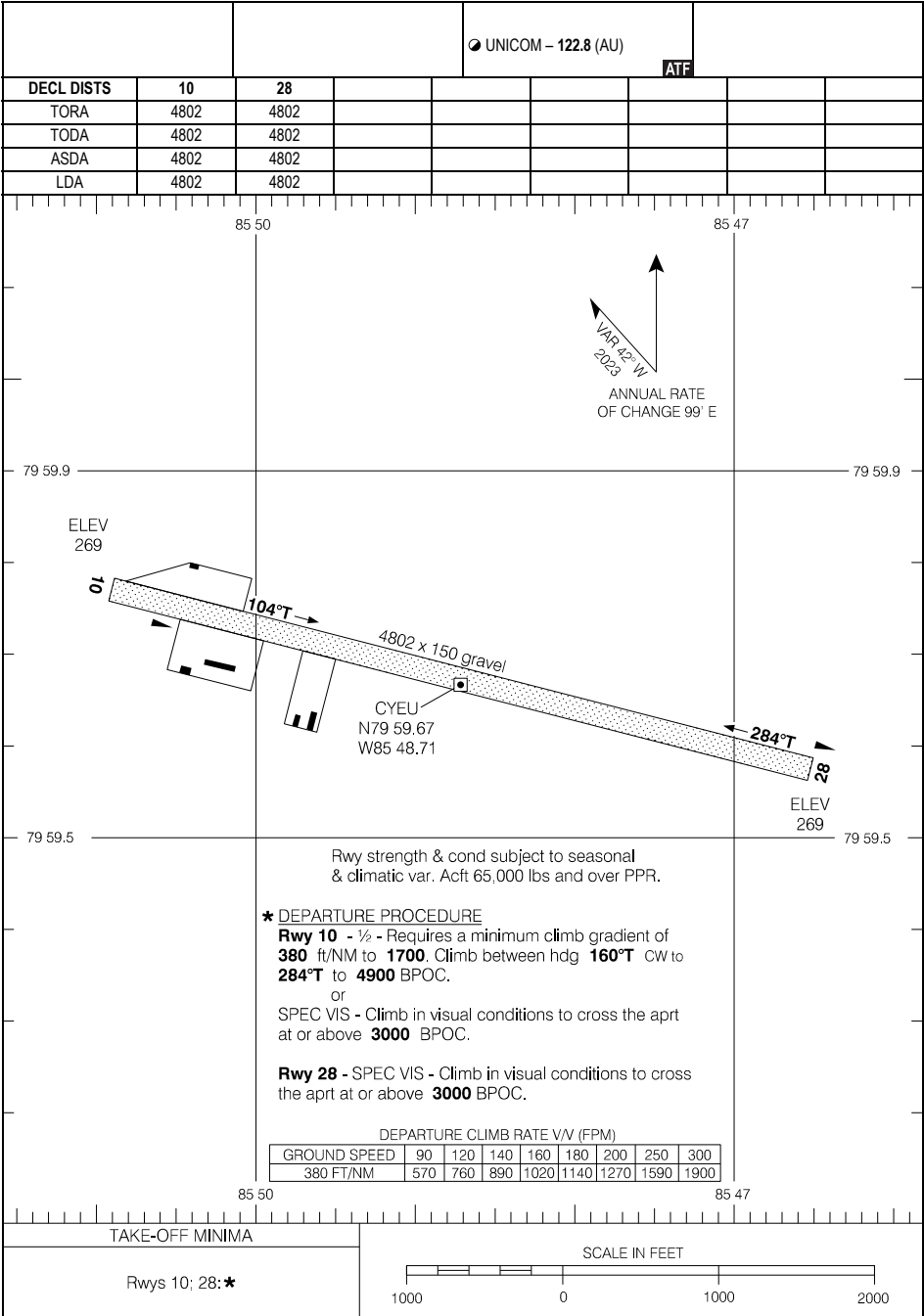
AERODROME CHART



AERODROME CHART

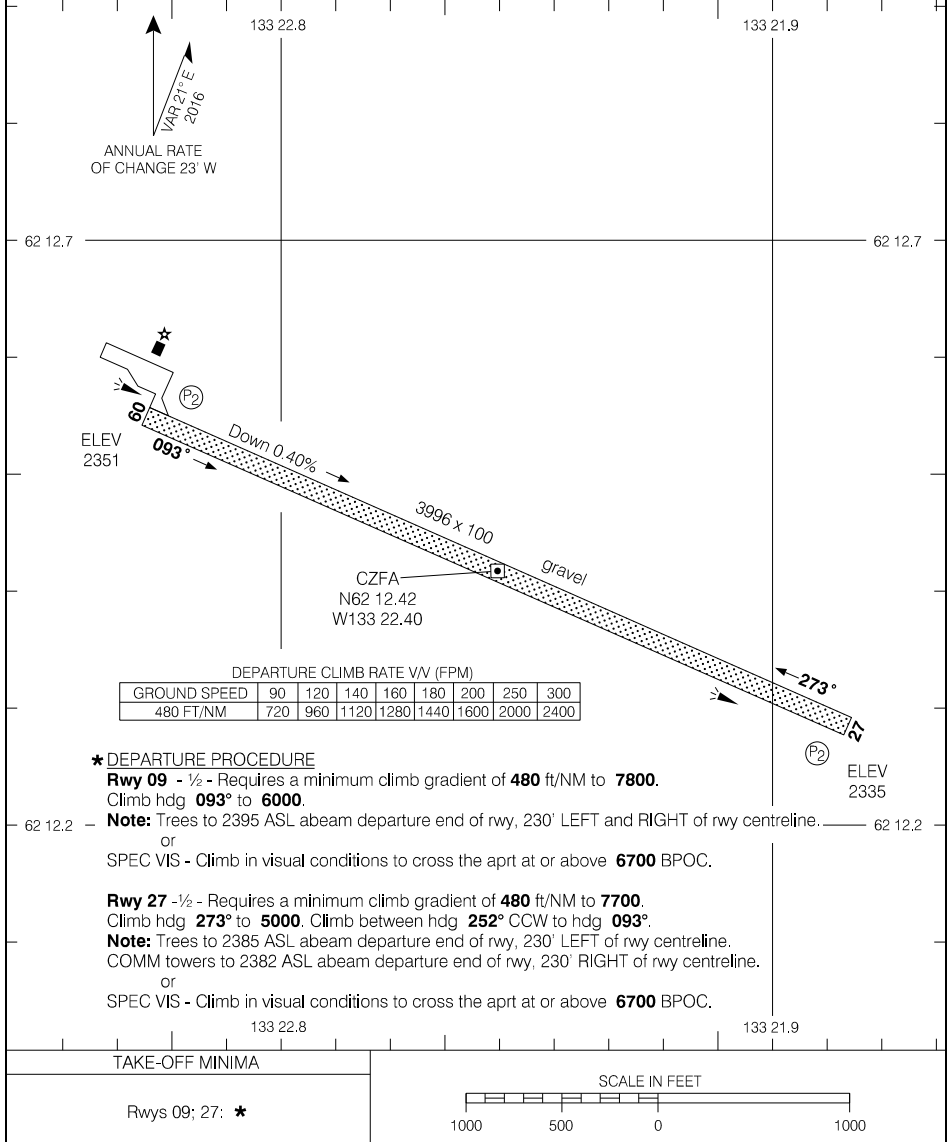
EFF 16 MAY 24

AERODROME CHART



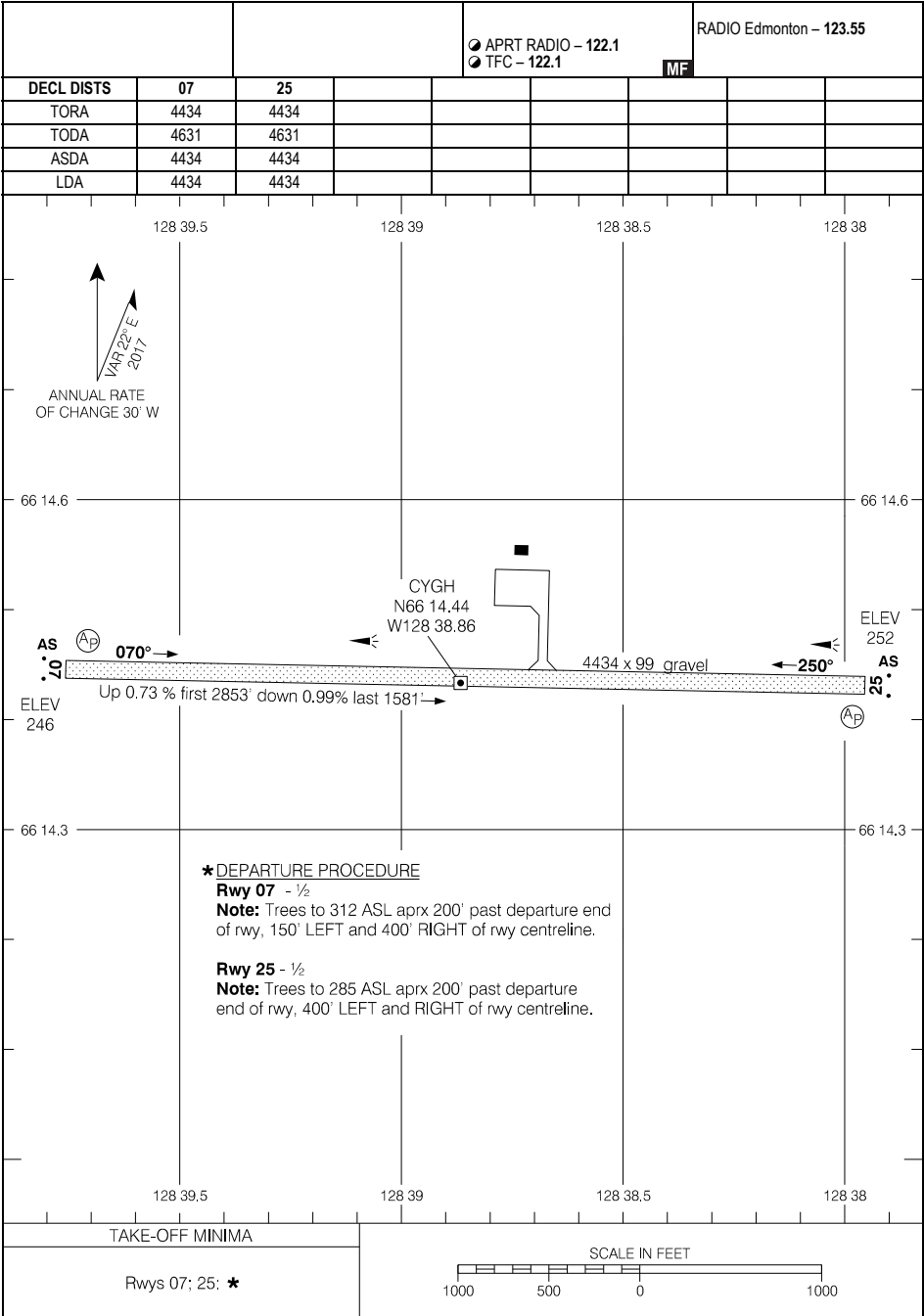
AERODROME CHART

				☑ APRT RADIO – 122.1 ☑ TFC – 122.1		RADIO Whitehorse – 123.55 MF	
DECL DIST	09	27					
TORA	3996	3996					
TODA	4196	4196					
ASDA	3996	3996					
LDA	3996	3996					



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AERODROME CHART



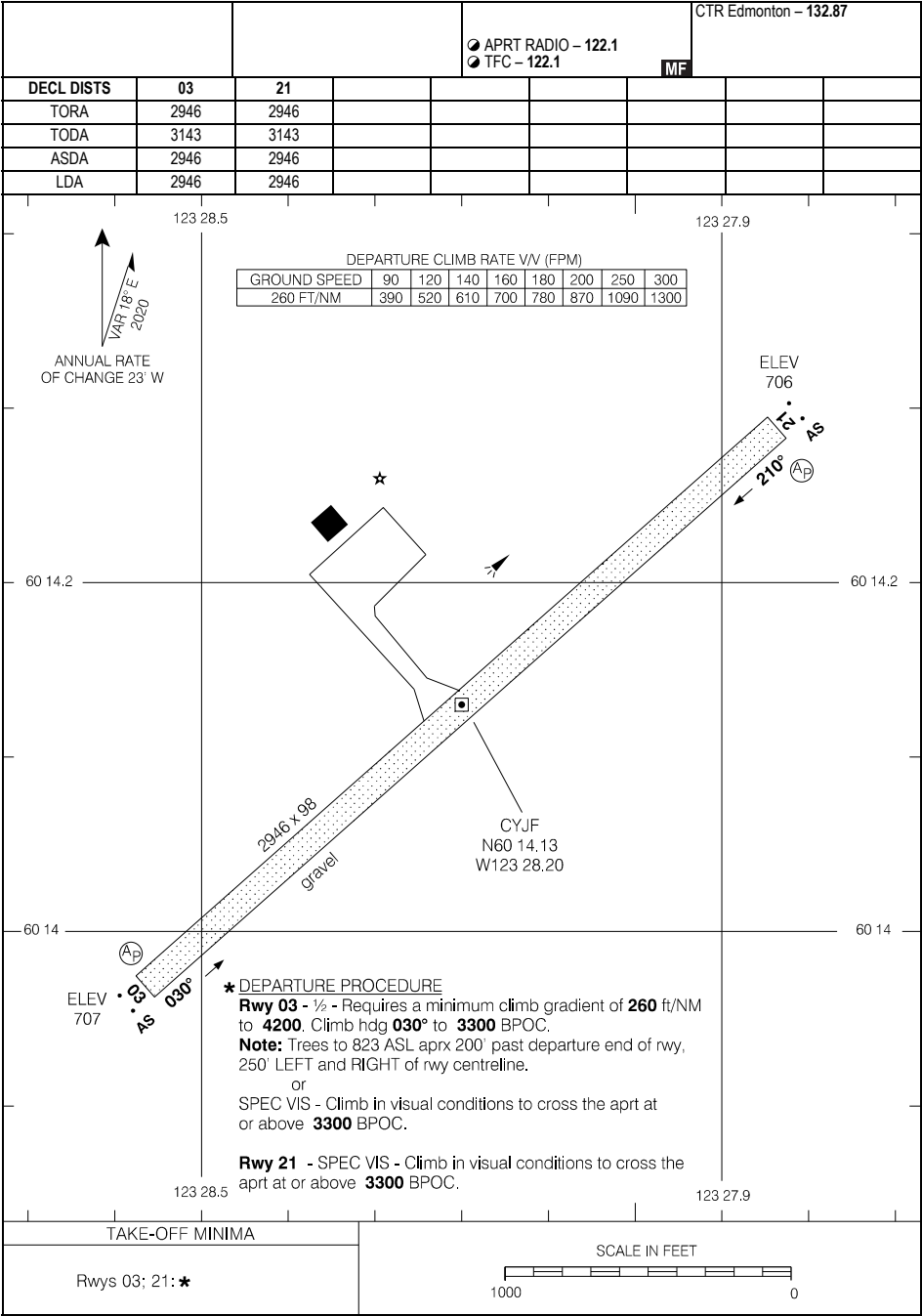
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AERODROME CHART

EFF 25 JAN 24

CYGH

AERODROME CHART



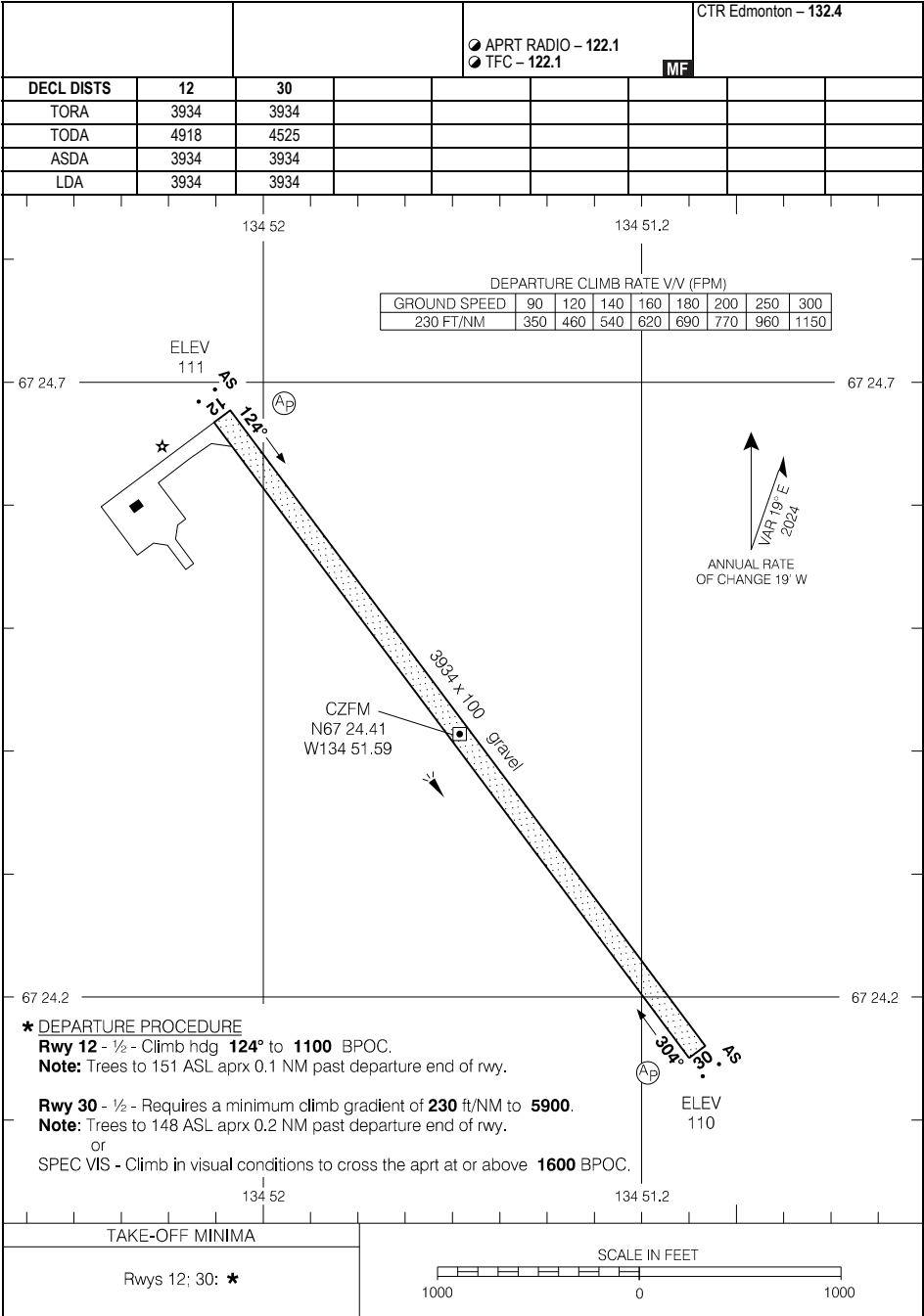
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AERODROME CHART

EFF 16 MAY 24

CYJF

AERODROME CHART

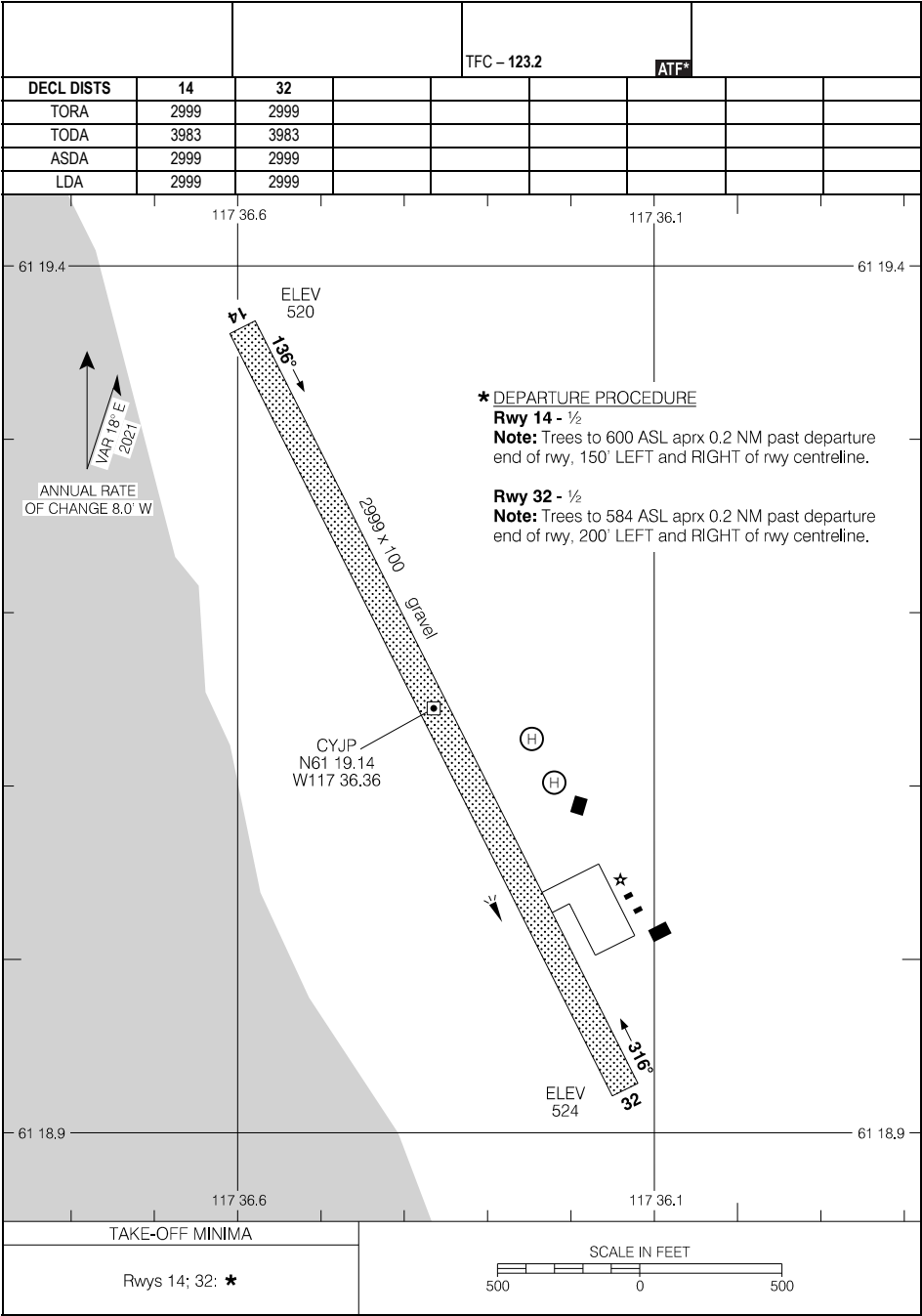


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AERODROME CHART

CZFM

AERODROME CHART

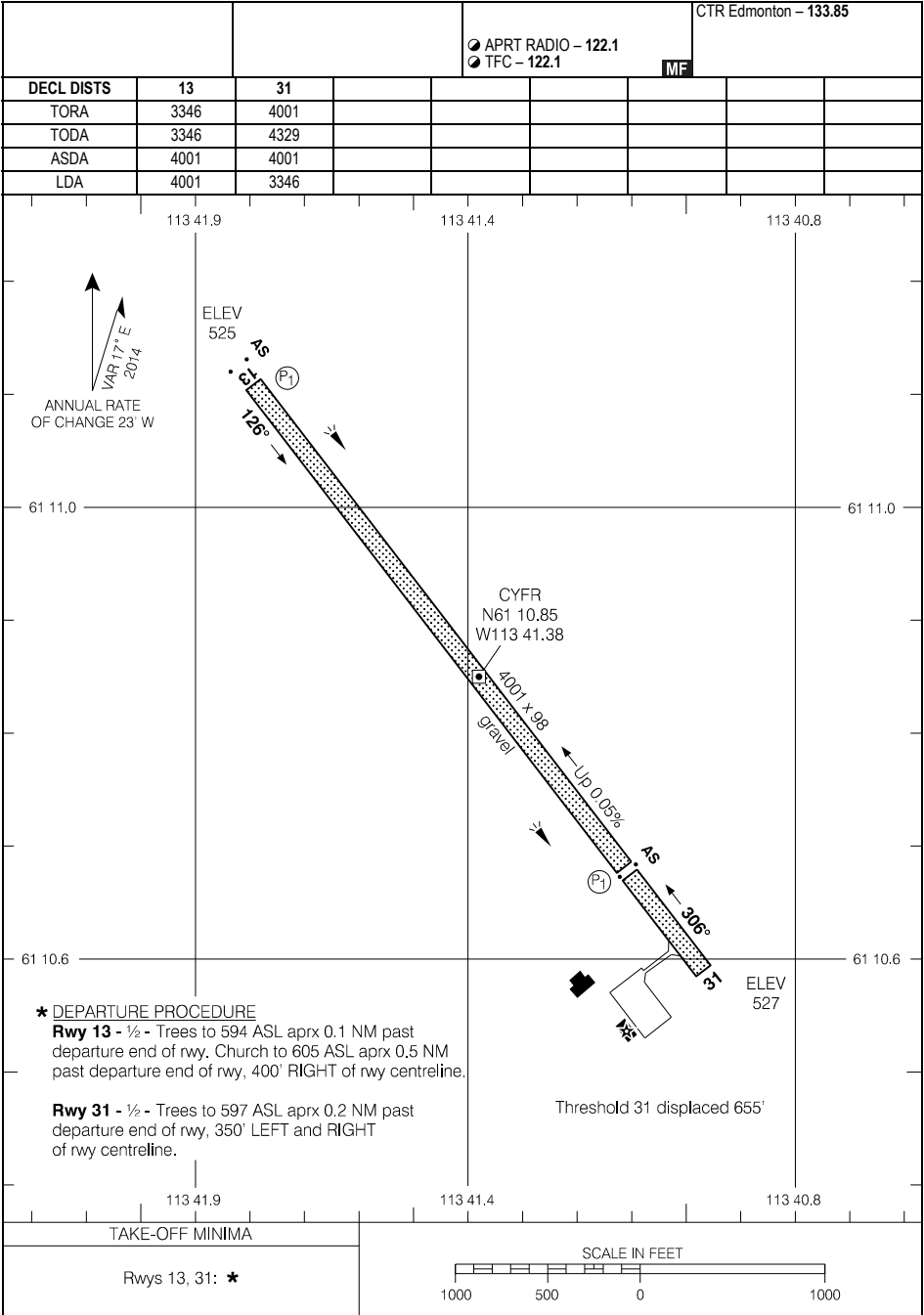


AERODROME CHART

EFF 12 AUG 21

CYJP

AERODROME CHART

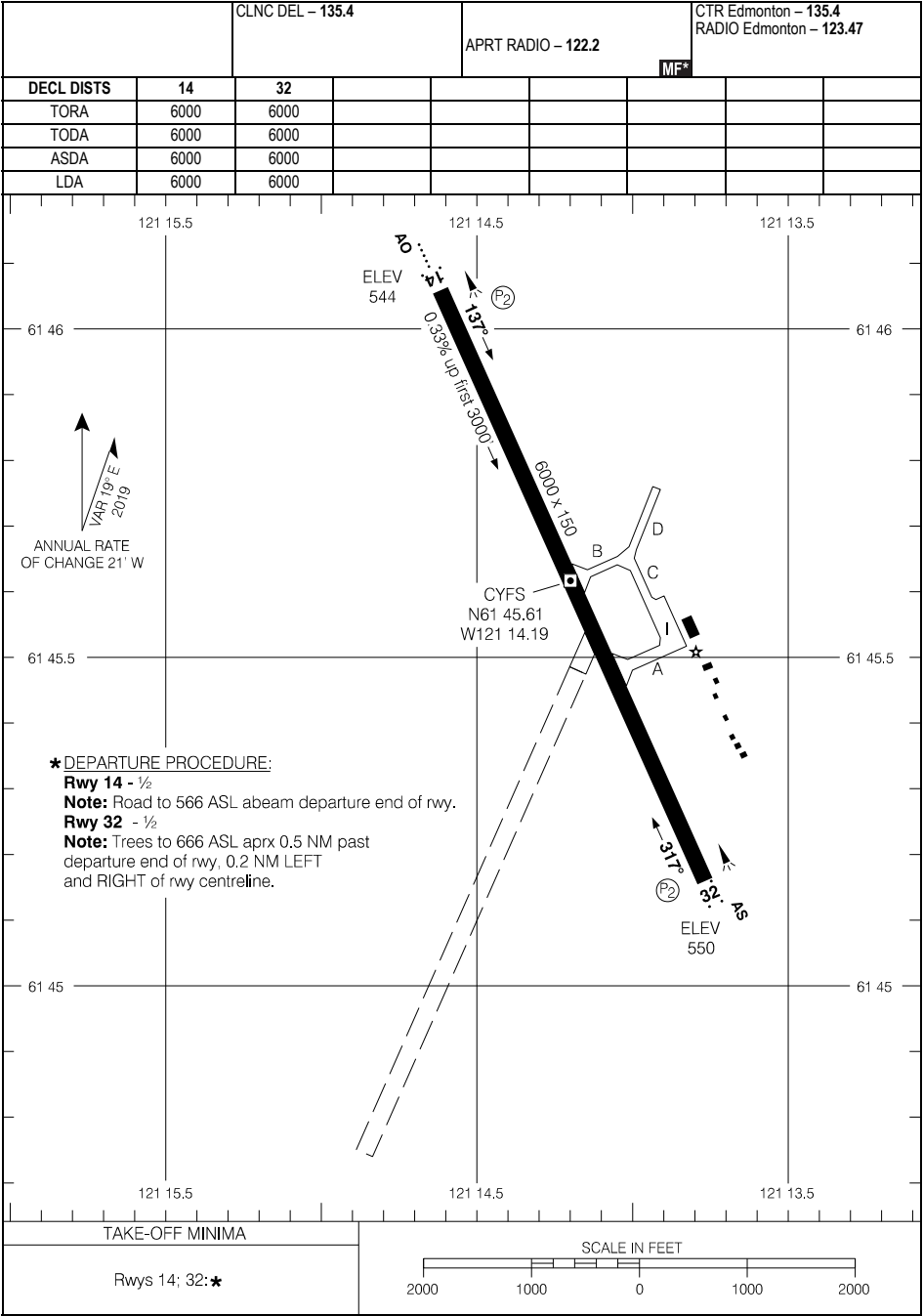


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AERODROME CHART

CYFR

AERODROME CHART

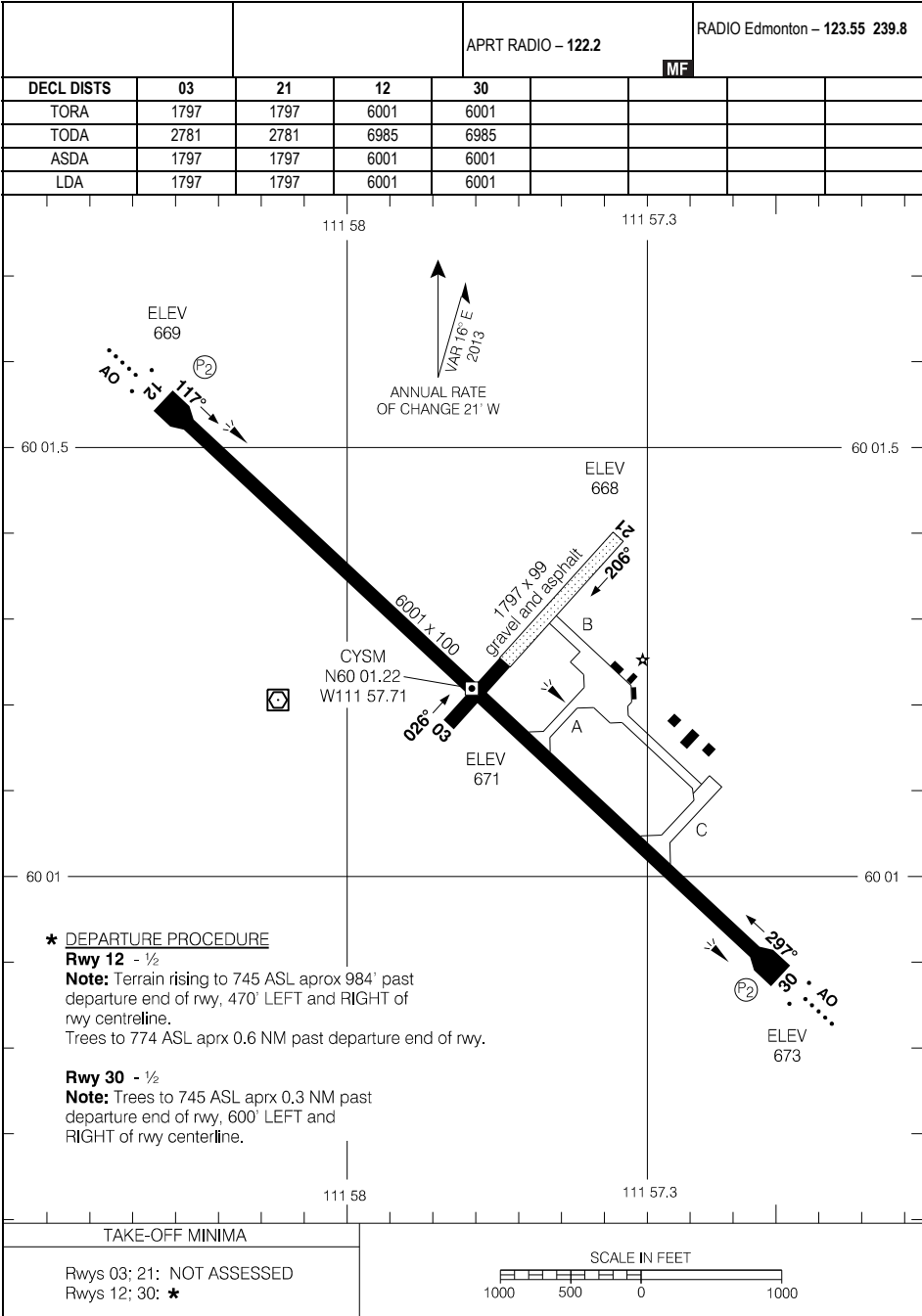


AERODROME CHART

EFF 12 JUN 25

CYFS

AERODROME CHART



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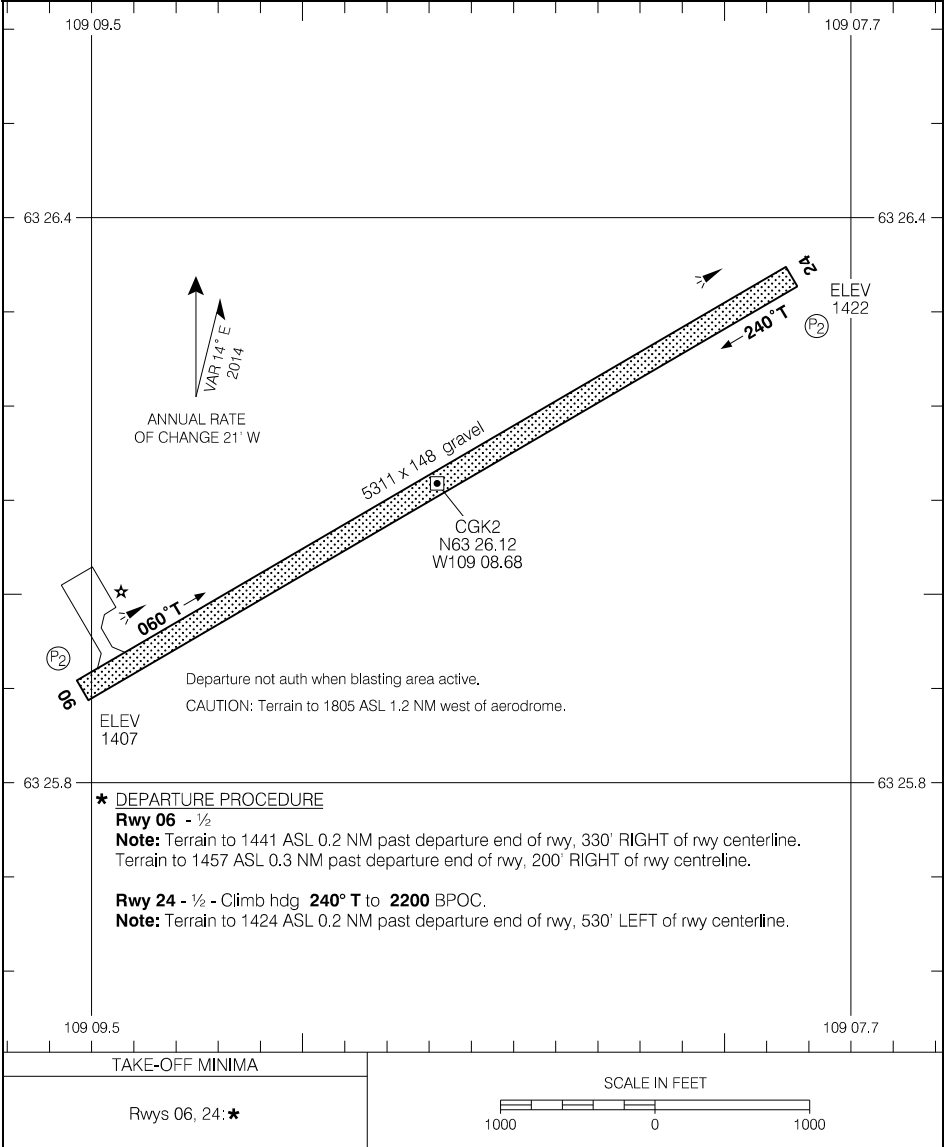
AERODROME CHART

EFF 10 AUG 23

CYSM

AERODROME CHART

● AWOS – 122.55				● UNICOM – 123.35 (AU)		ATF	
DECL DIST	06	24					
TORA	5311	5311					
TODA	6295	6295					
ASDA	5505	5508					
LDA	5311	5311					



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AERODROME CHART

EFF 16 MAY 24

CGK2

CYRA

117 18.9 117 18.3

64 07.1 64 07.1

ELEV 712

316°T

Up 0.3% first half

AP

CYRA
N64 06.97
W117 18.59

3000 x 98
gravel

Up 0.34% first half

316°T

ELEV 711

64 06.8 64 06.8

117 18.9 117 18.3

VAR 17° E
2020
ANNUAL RATE
OF CHANGE 30' W

*** DEPARTURE PROCEDURE**
Rwy 14 - ½ - Requires a minimum climb gradient of **350 ft/NM to 1800**.
Note: Trees to 755 ASL aprx 200' past departure end of rwy, 100' LEFT and RIGHT of rwy centreline.
 or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1700 BPOC**.
Rwy 32 - ½ - NO LEFT turn below **1700 BPOC**.
Note: Trees to 755 ASL aprx 200' past departure end of rwy, 100' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
350 FT/NM	530	700	820	940	1050	1170	1460	1750

TAKE-OFF MINIMA

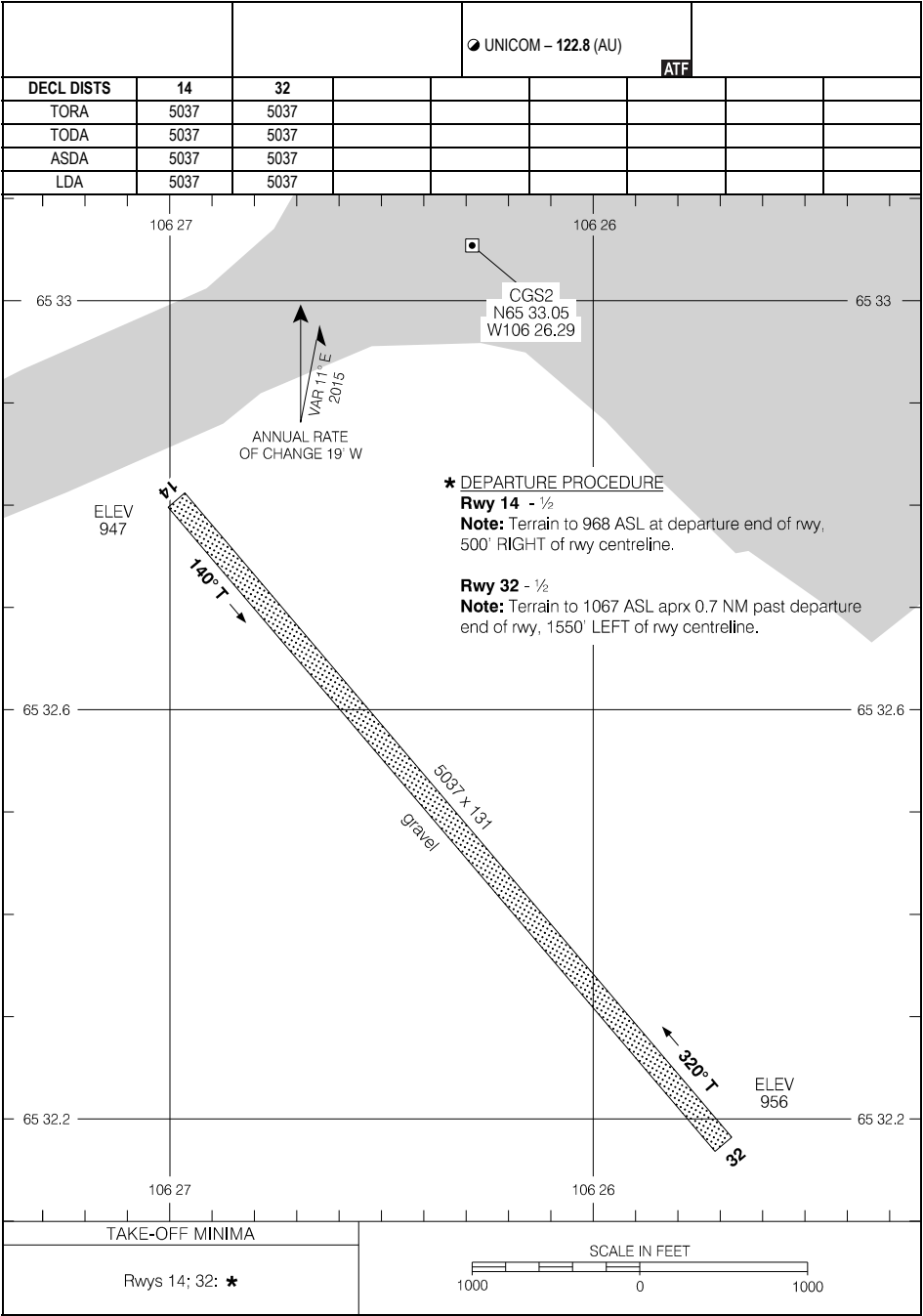
Rwys 14; 32 :*

SCALE IN FEET

500 0 500

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AERODROME CHART

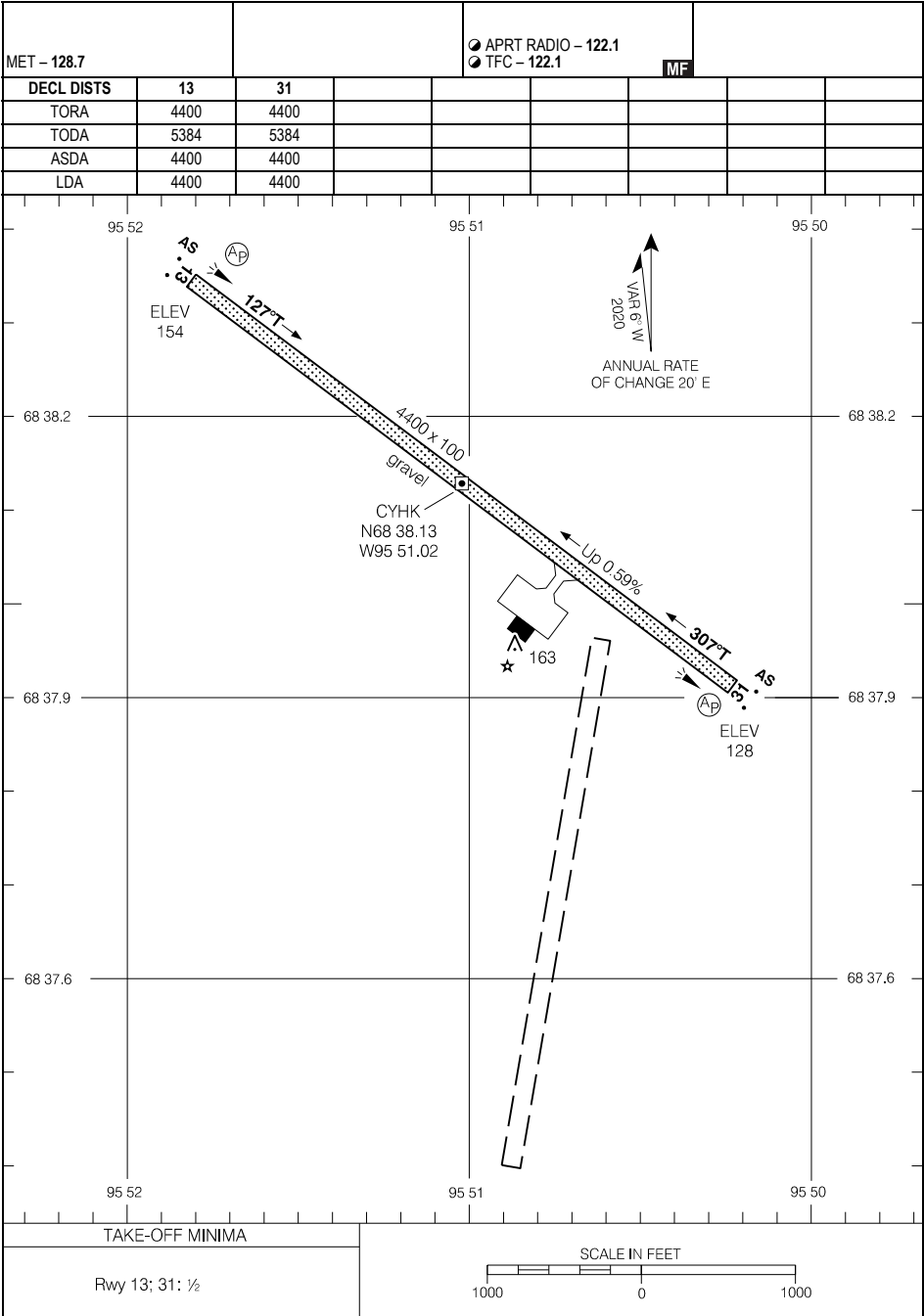


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AERODROME CHART

EFF 26 DEC 24

AERODROME CHART

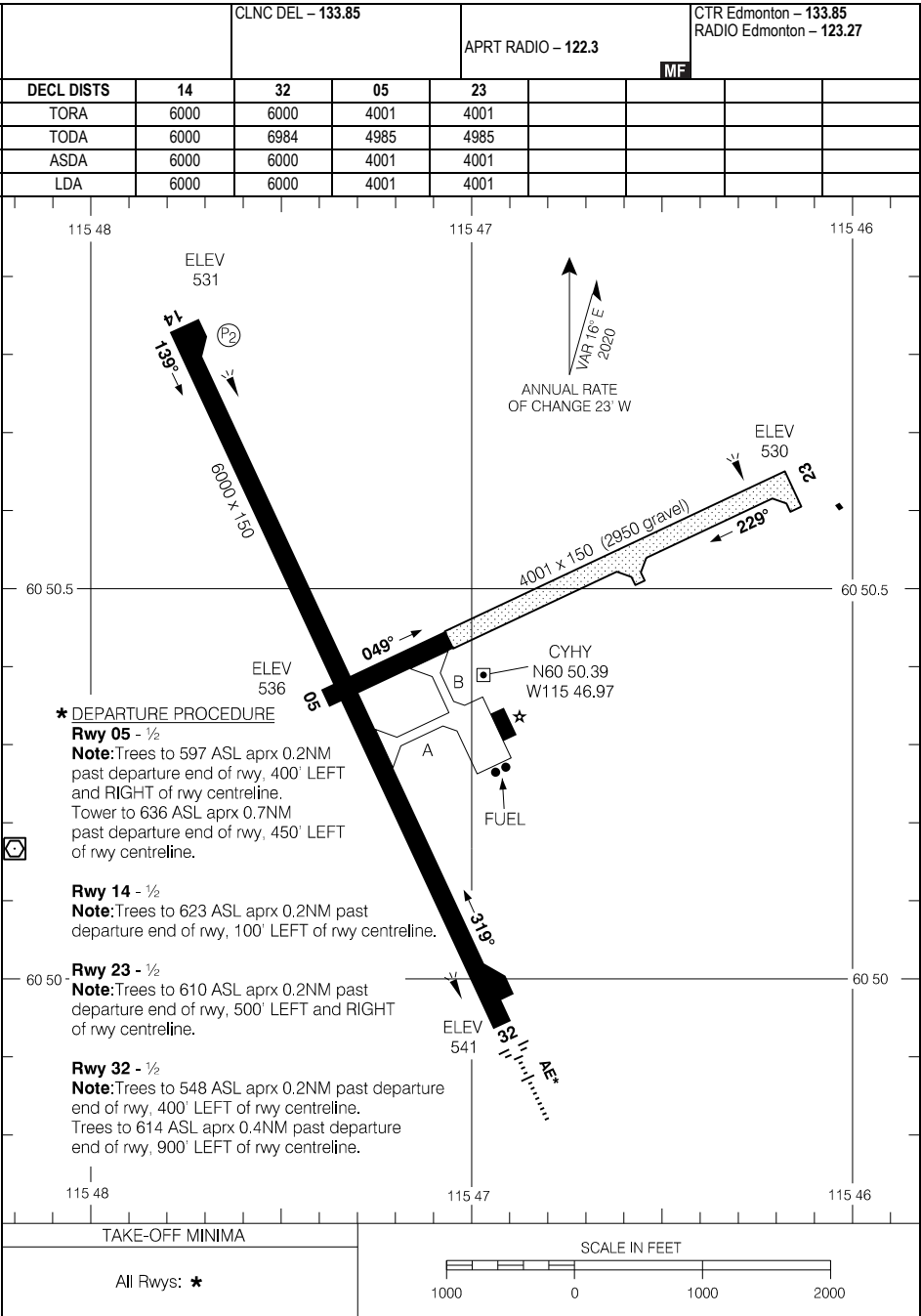


AERODROME CHART

EFF 3 NOV 22

CYHK

AERODROME CHART



AERODROME CHART

EFF 17 APR 25

CYHY

IGLOOLIK, NU
CYGT

		APRT RADIO - 122.1 TFC - 122.1		MF	
DECL DIST	15	33			
TORA	4095	4095			
TODA	5079	4423			
ASDA	4095	4095			
LDA	4095	4095			

*** DEPARTURE PROCEDURE**
Rwy 33 - ½
Note: Road to 194 ASL aprx 350' past departure end of rwy, 150' LEFT and 250' RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwy 15: ½
Rwy 33: ★

SCALE IN FEET
1000 500 0 1000

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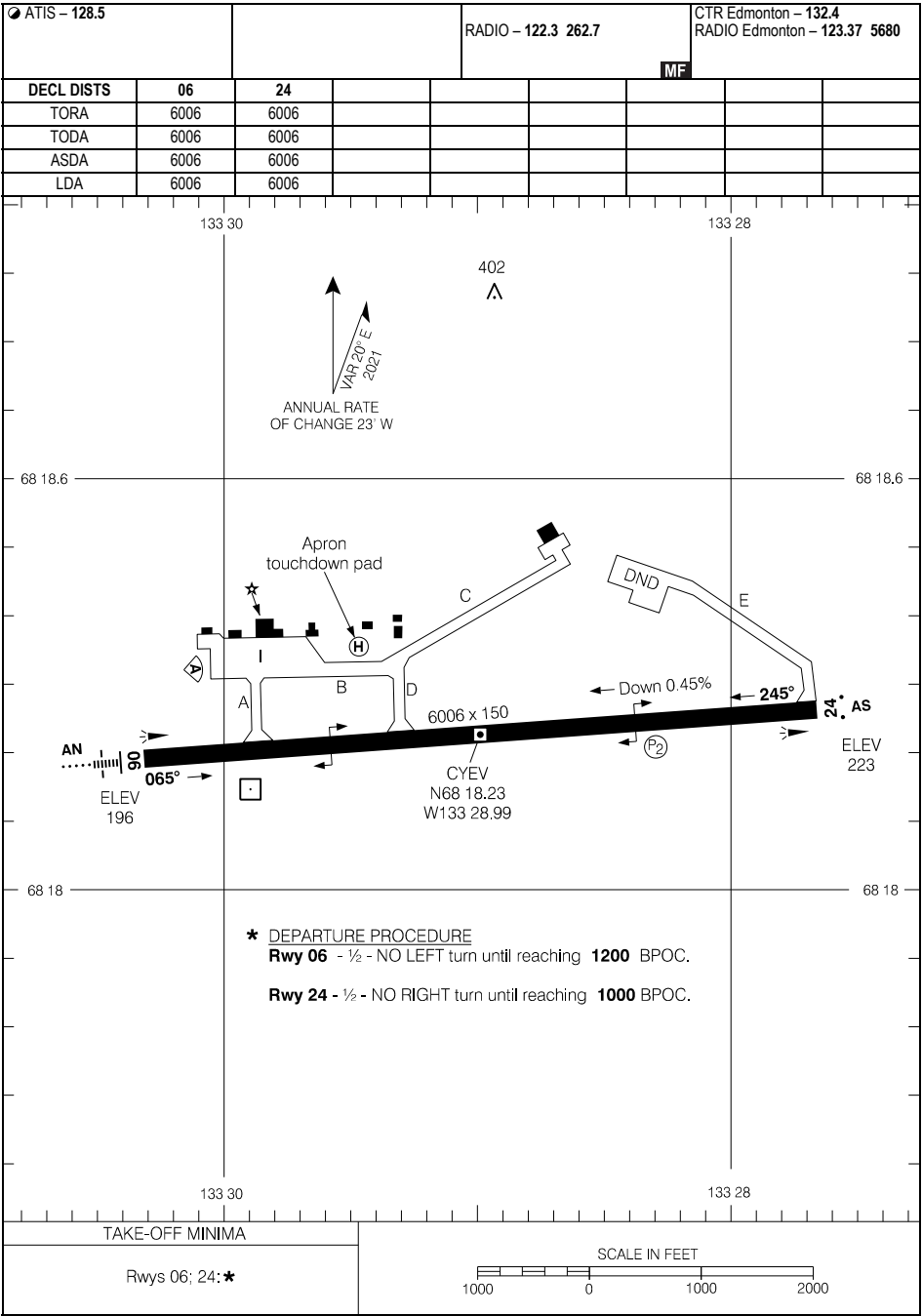
CYGT

CYGT-AD

CYEV-AD

INUUVIK (MIKE ZUBKO), NT
CYEV

AERODROME CHART



AERODROME CHART

EFF 20 FEB 25

CYEV

CYEV-AD

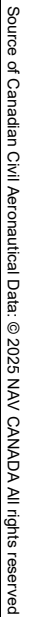
AERODROME CHART (AI)

ADDITIONAL INFORMATION

- Pre-taxi clearance is available for up to 1 hr prior to departure. Pilots will receive clearance validation or an amended clearance when ready to taxi. Pilots must ensure that they have received clearance validation prior to take off.
- Expect ALL IFR departures to be assigned a SID that corresponds to the requested departure runway. Pilots are to be familiar with both the ALREX and ITRUS SIDs in case of a short notice change in the operational runway.
- Transient operators should familiarize themselves with receiving aerodrome advisory services as opposed to an aerodrome control service. Aerodrome advisory services (AAS) are primarily intended for the arrival and departure phases of a flight to an aerodrome within a Mandatory Frequency (MF) area, and for transit through an MF area, served by a Flight service station (FSS). AAS is provided on the MF. Mandatory reports by aircraft on the MF are critical for the FSS to be able to provide effective air traffic information. Additional details regarding AAS and MF are available within the TC AIM.

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CYFB



RUNWAY LEVEL OF SERVICE

LVO

NOT AUTHORIZED

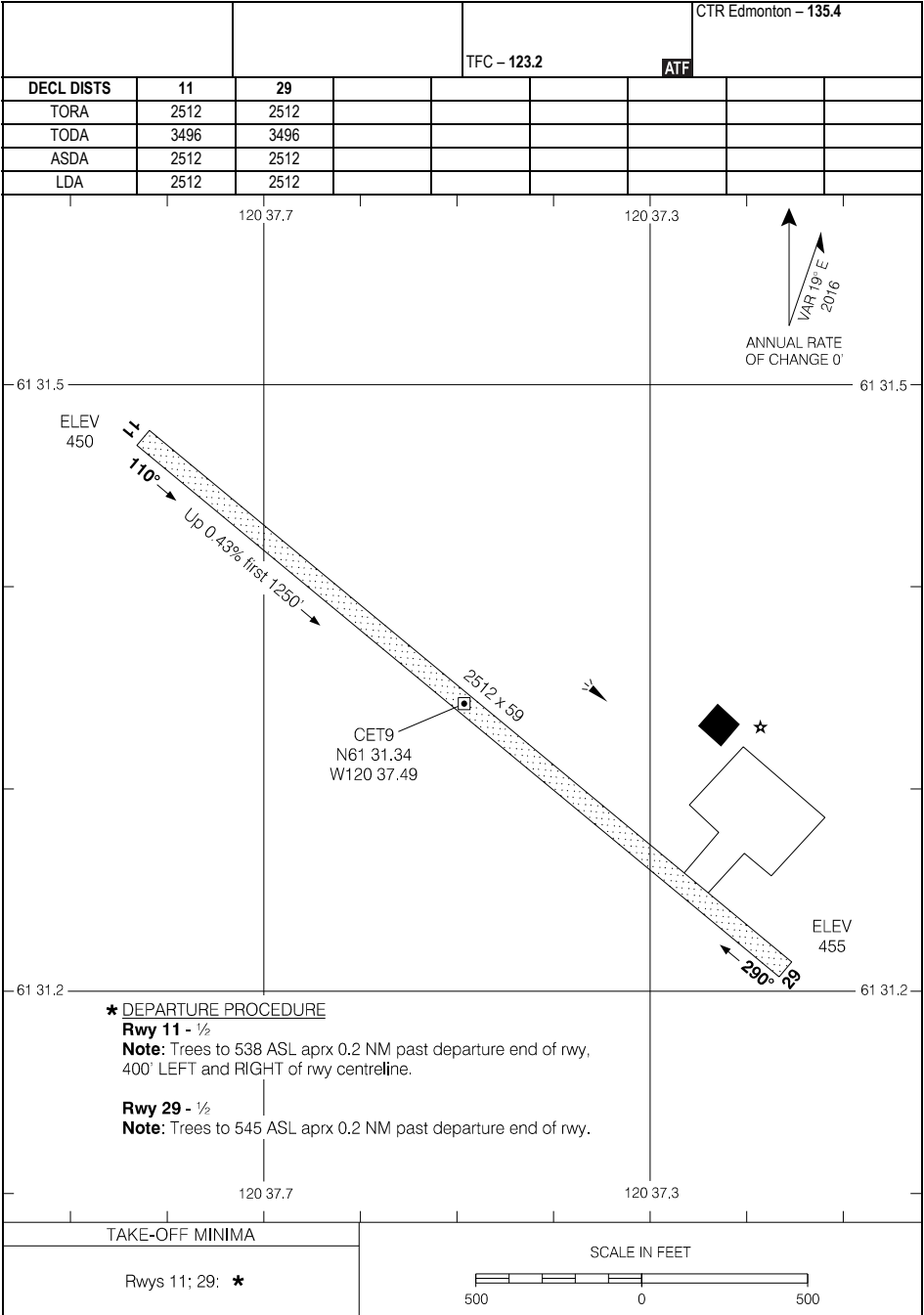
SCALE IN FEET

0 1000 0 2000

CYFB

CYFB-AD-2

AERODROME CHART

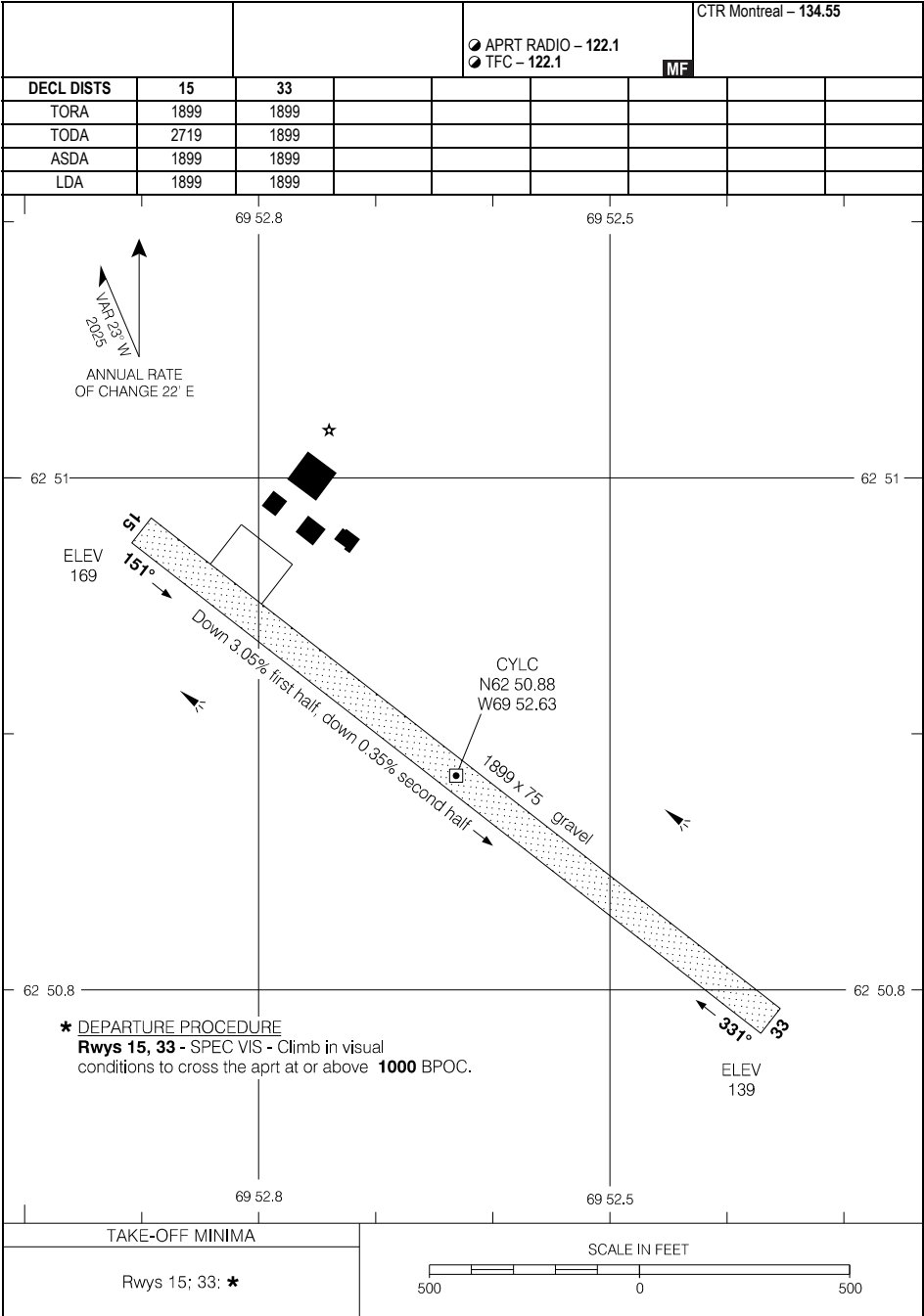


AERODROME CHART

EFF 15 JUN 23

CET9

AERODROME CHART



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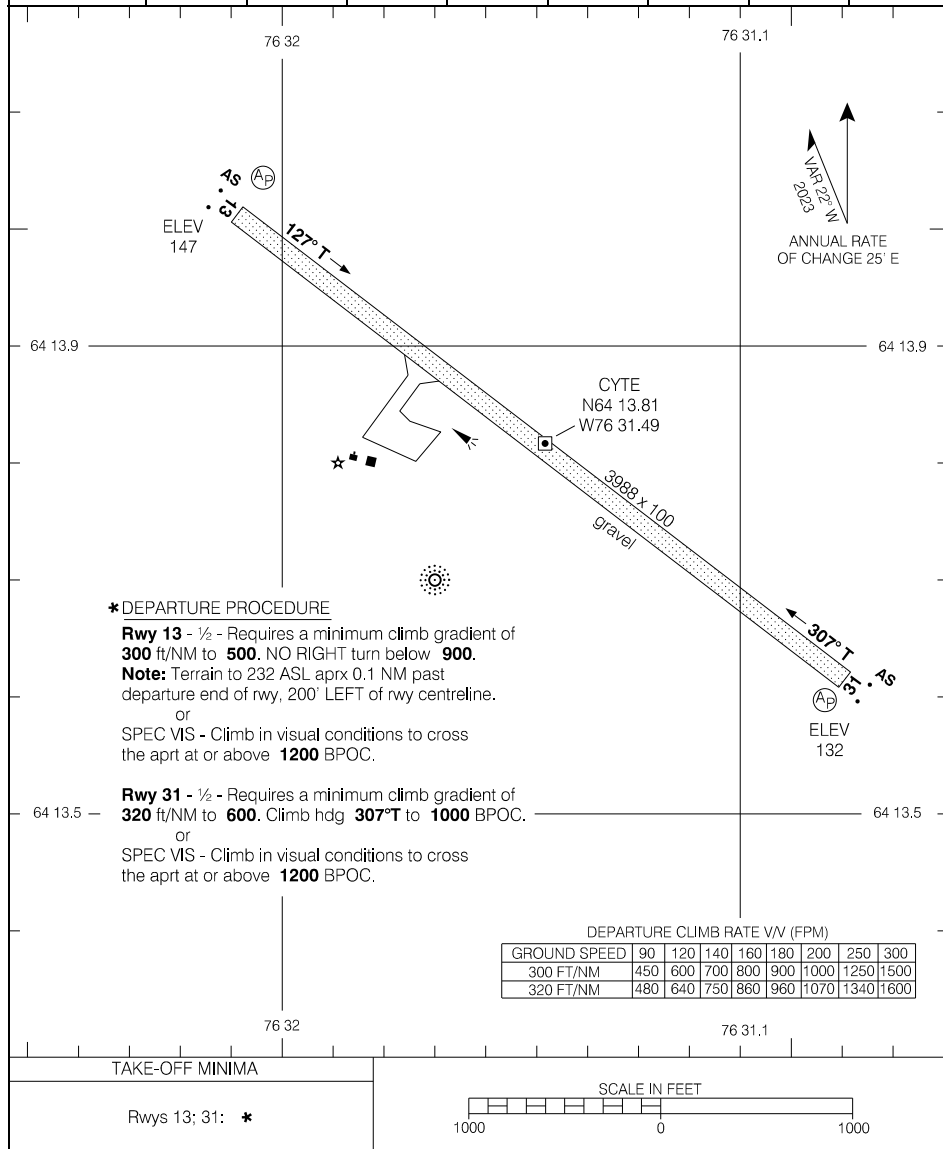
AERODROME CHART

EFF 20 FEB 25

CYLC

AERODROME CHART

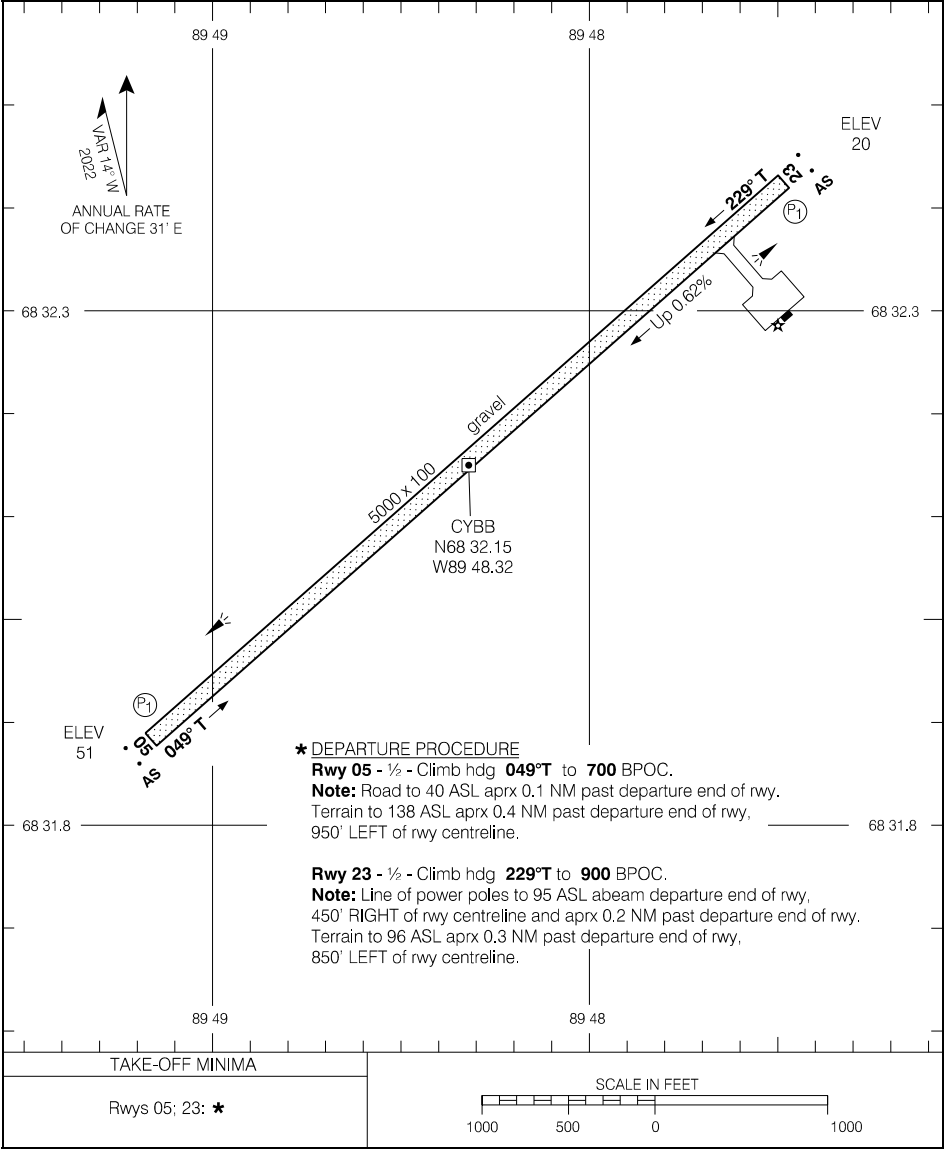
AWOS – 128.7					☐ APRT RADIO – 122.1 ☐ TFC – 122.1		RADIO Quebec – 123.37	
DECL DIST	13	31				MF		
TORA	3988	3988						
TODA	4644	4972						
ASDA	3988	3988						
LDA	3988	3988						



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AERODROME CHART

				APRT RADIO – 122.1 TFC – 122.1		MF			
DECL DIST	05	23							
TORA	5000	5000							
TODA	5295	5459							
ASDA	5000	5000							
LDA	5000	5000							



AERODROME CHART

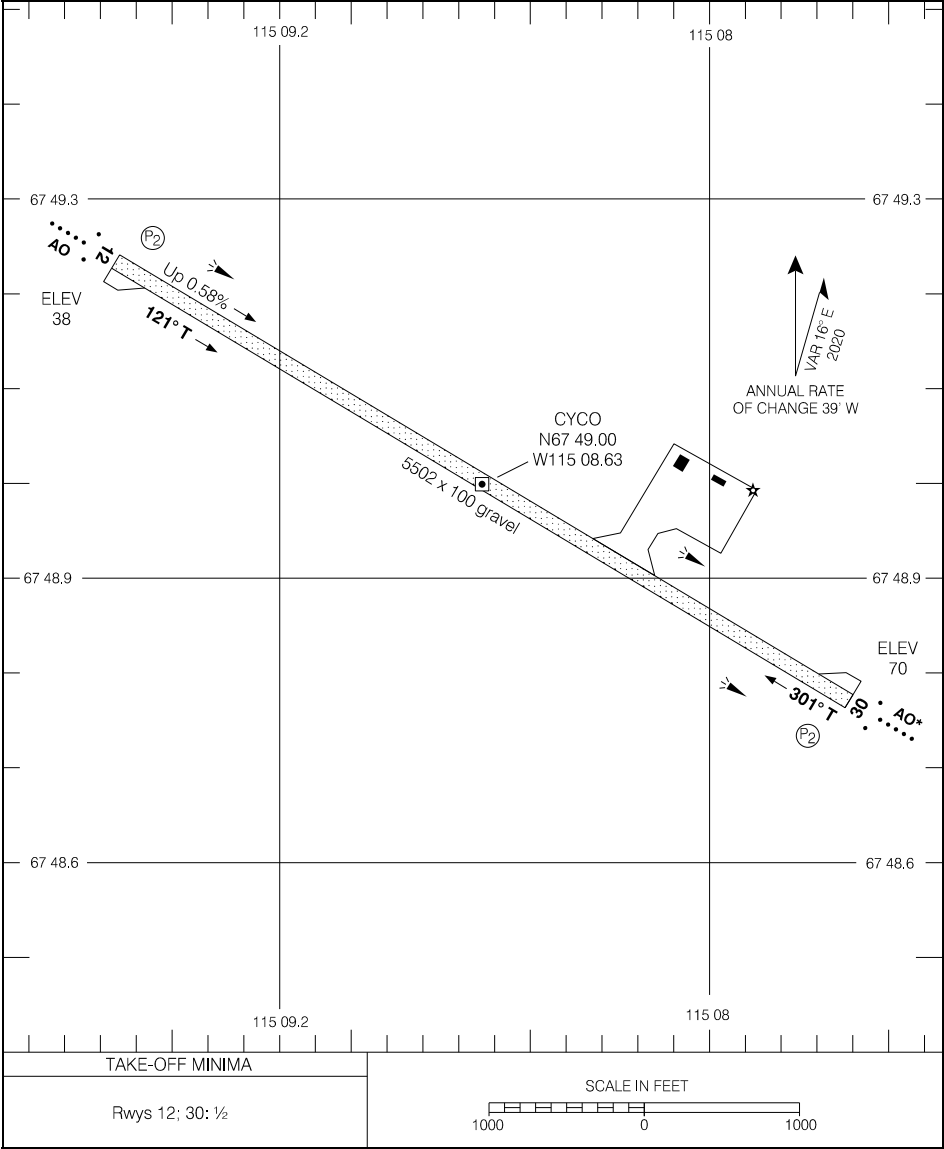
EFF 29 DEC 22

CYBB

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AERODROME CHART

		APRT RADIO – 122.1				CTR Edmonton – 124.25 RADIO Edmonton – 123.15			
						MF			
DECL DIST	12	30							
TORA	5502	5502							
TODA	6486	6486							
ASDA	5502	5502							
LDA	5502	5502							



AERODROME CHART

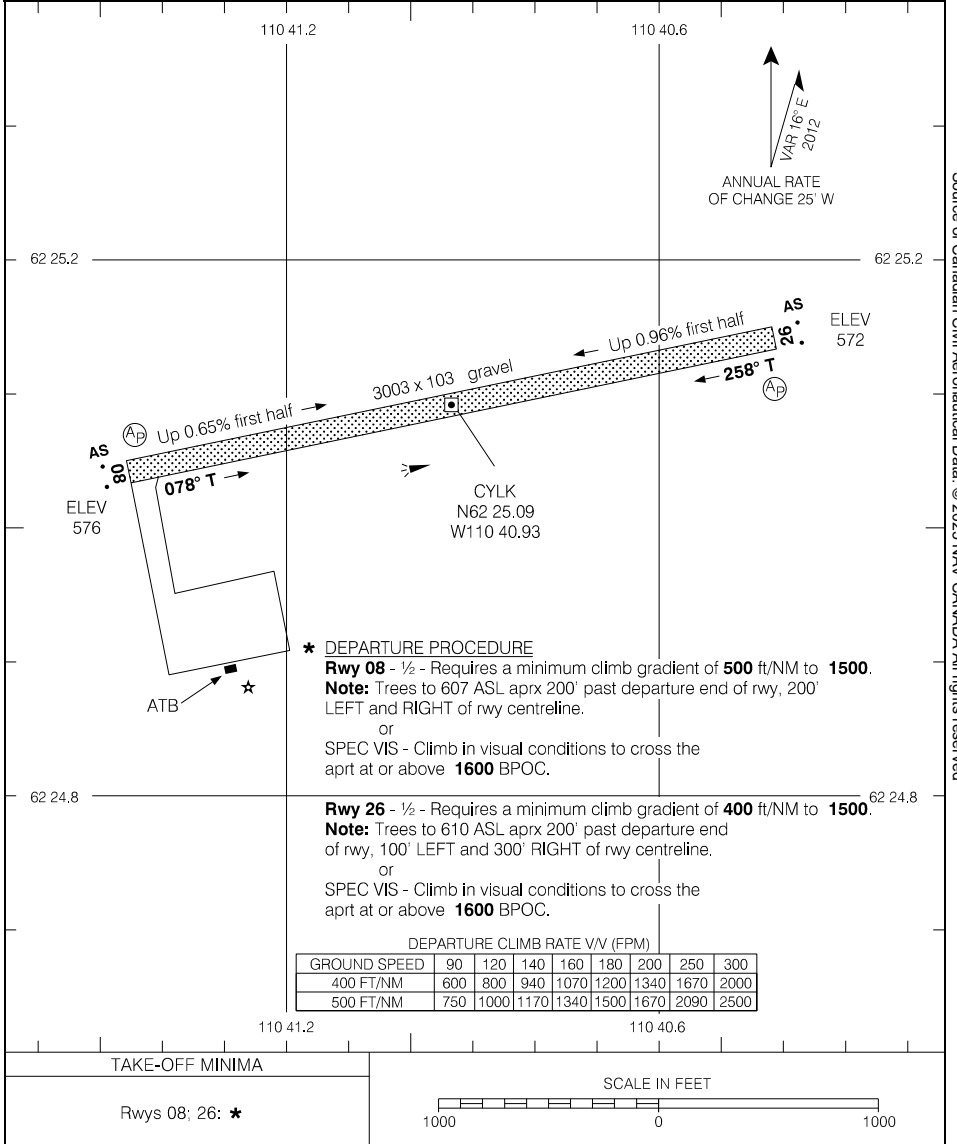
EFF 30 NOV 23

CYCO

LUTSELK'E, NT
CYLK

CYLK

				● APRT RADIO – 122.1 ● TFC – 122.1			
DECL DIST	08	26			MF		
TORA	3003	3003					
TODA	3200	3200					
ASDA	3003	3003					
LDA	3003	3003					

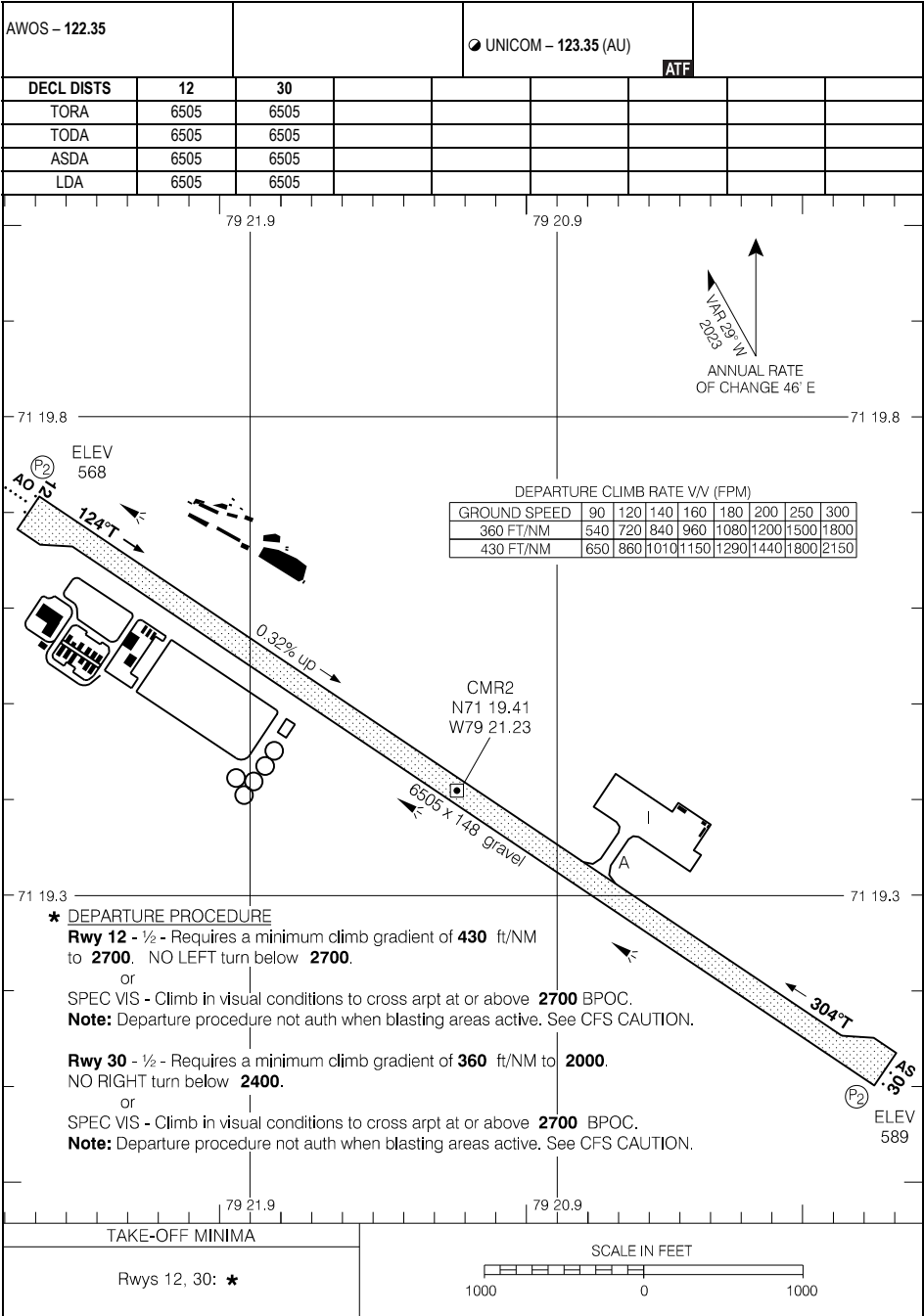


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CYLK

CYLK-AD

AERODROME CHART



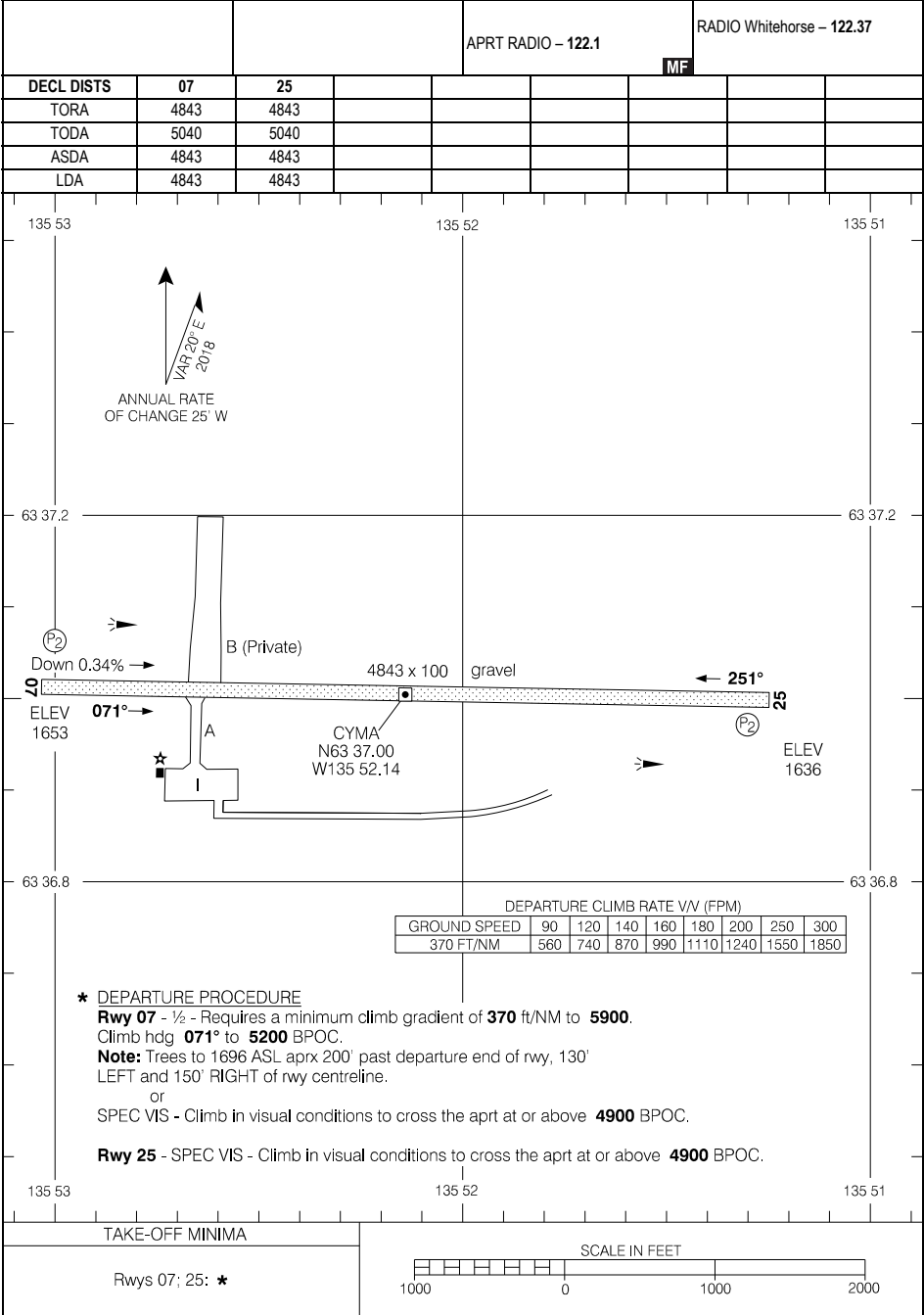
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 20 APR 23

CMR2

AERODROME CHART



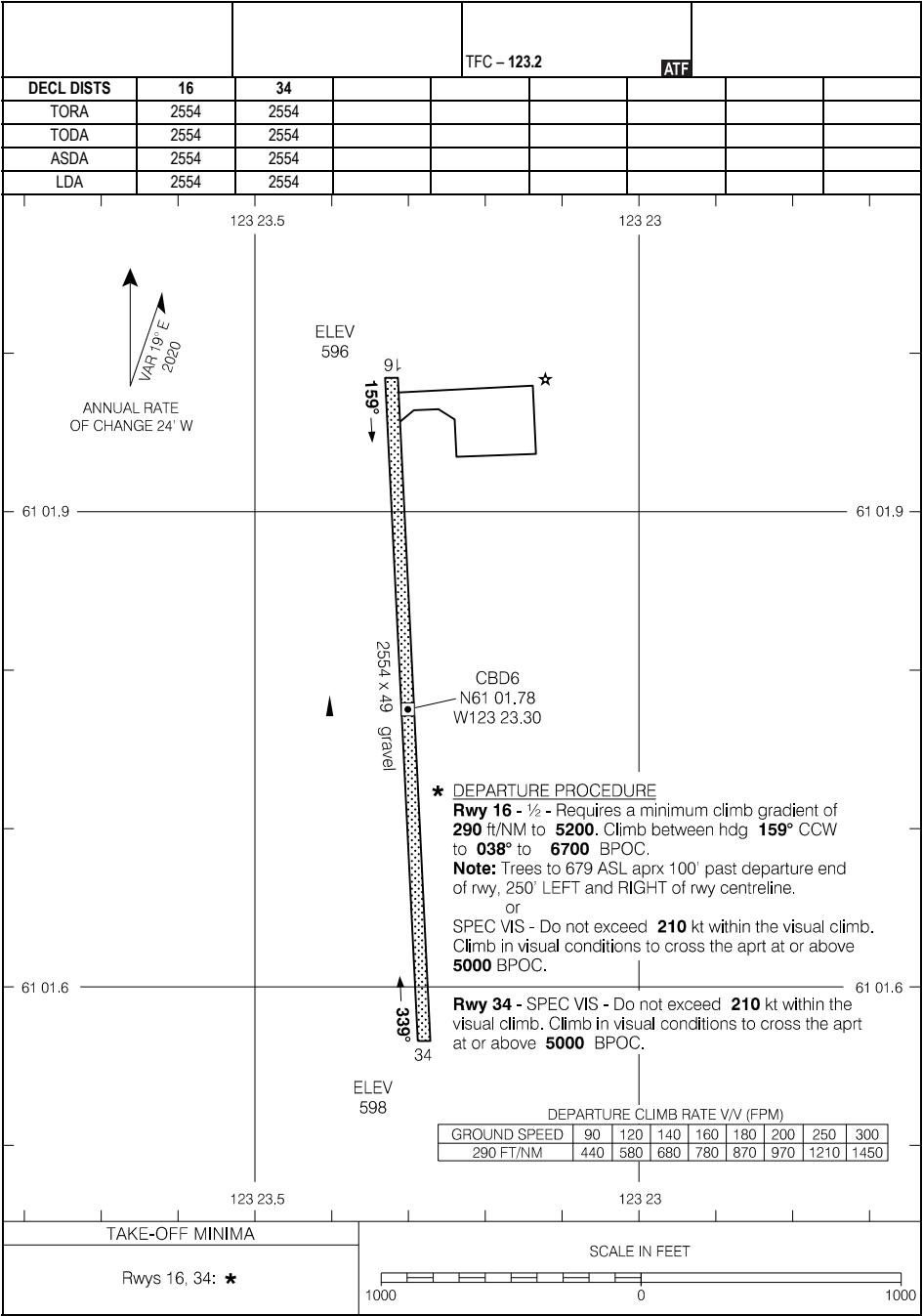
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 10 AUG 23

CYMA

AERODROME CHART



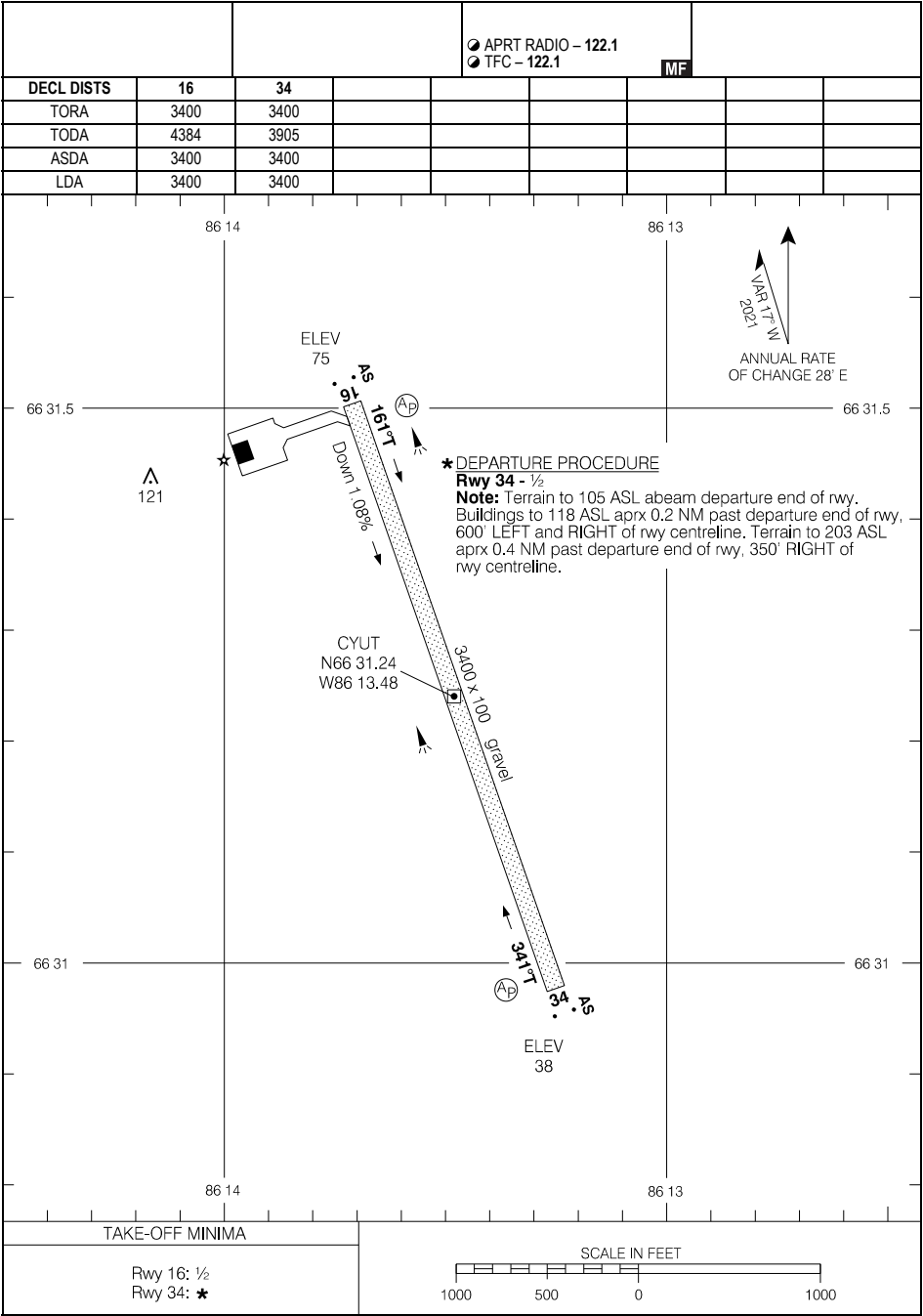
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AERODROME CHART

CBD6

EFF 8 SEP 22

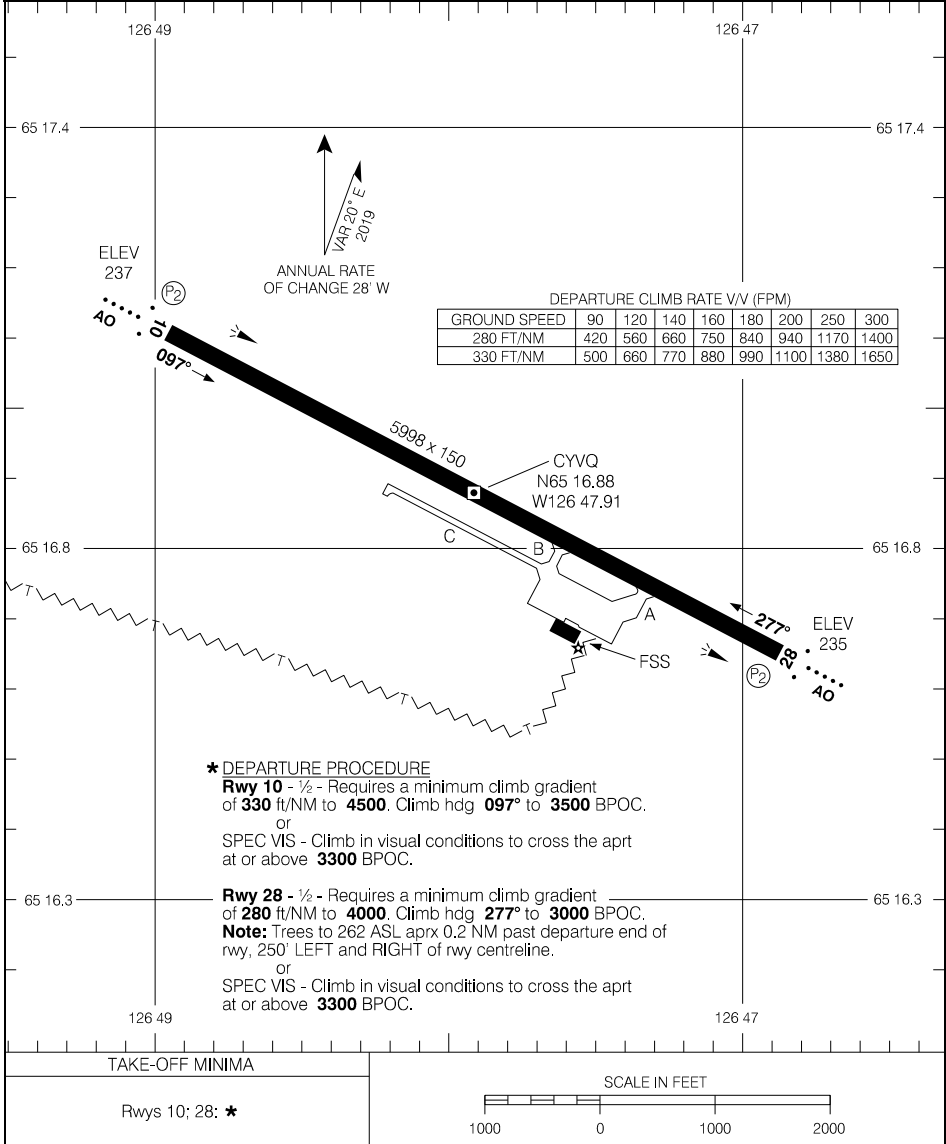
AERODROME CHART



NORMAN WELLS, NT
CYVQ

AERODROME CHART

					RADIO – 122.2 282.3		CTR Edmonton – 134.82 RADIO Edmonton – 123.27	
							MF	
DECL DIST	10	28						
TORA	5998	5998						
TODA	6982	6982						
ASDA	5998	5998						
LDA	5998	5998						



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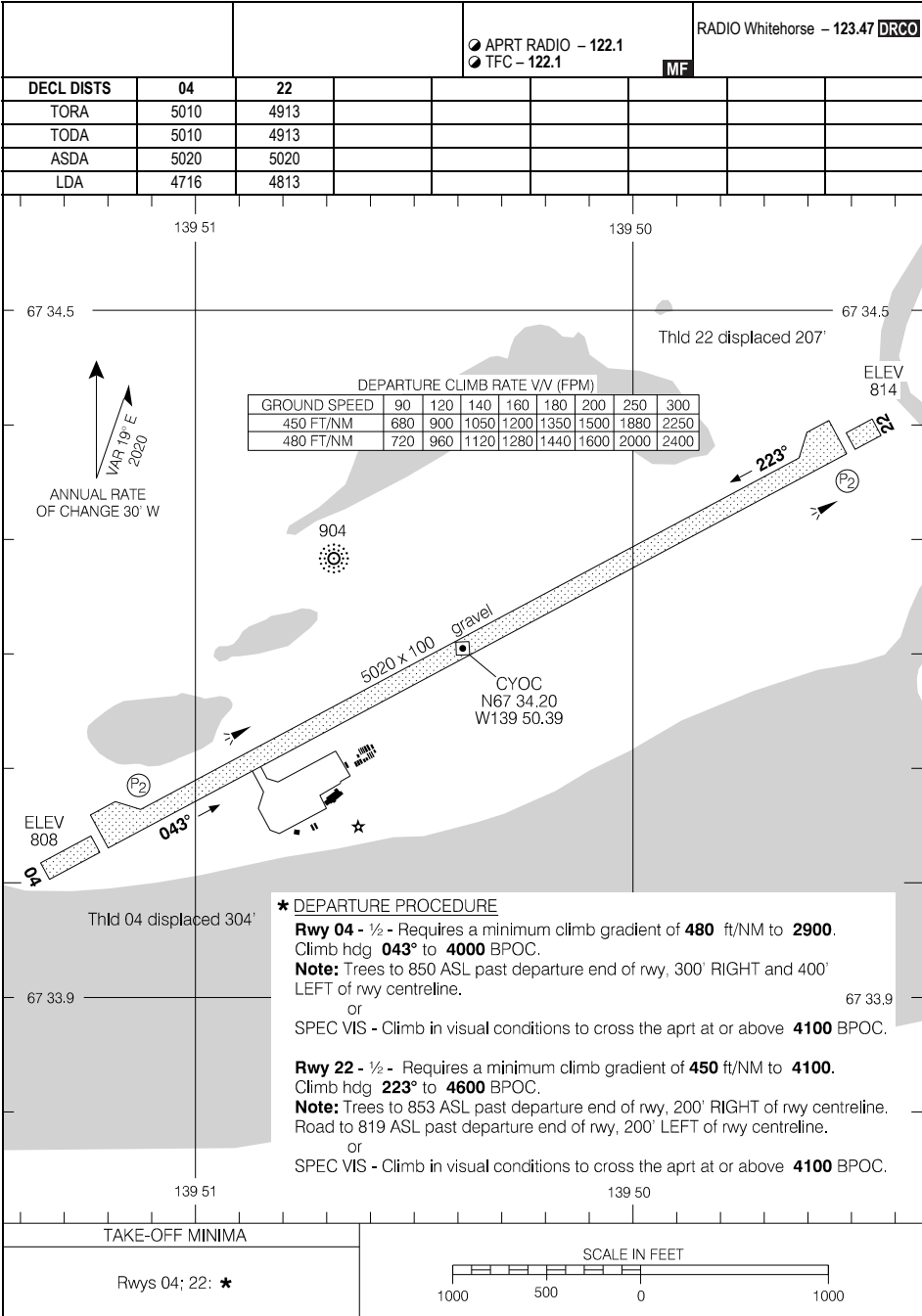
AERODROME CHART

EFF 14 JUL 22

CYVQ

CYVQ-AD

AERODROME CHART



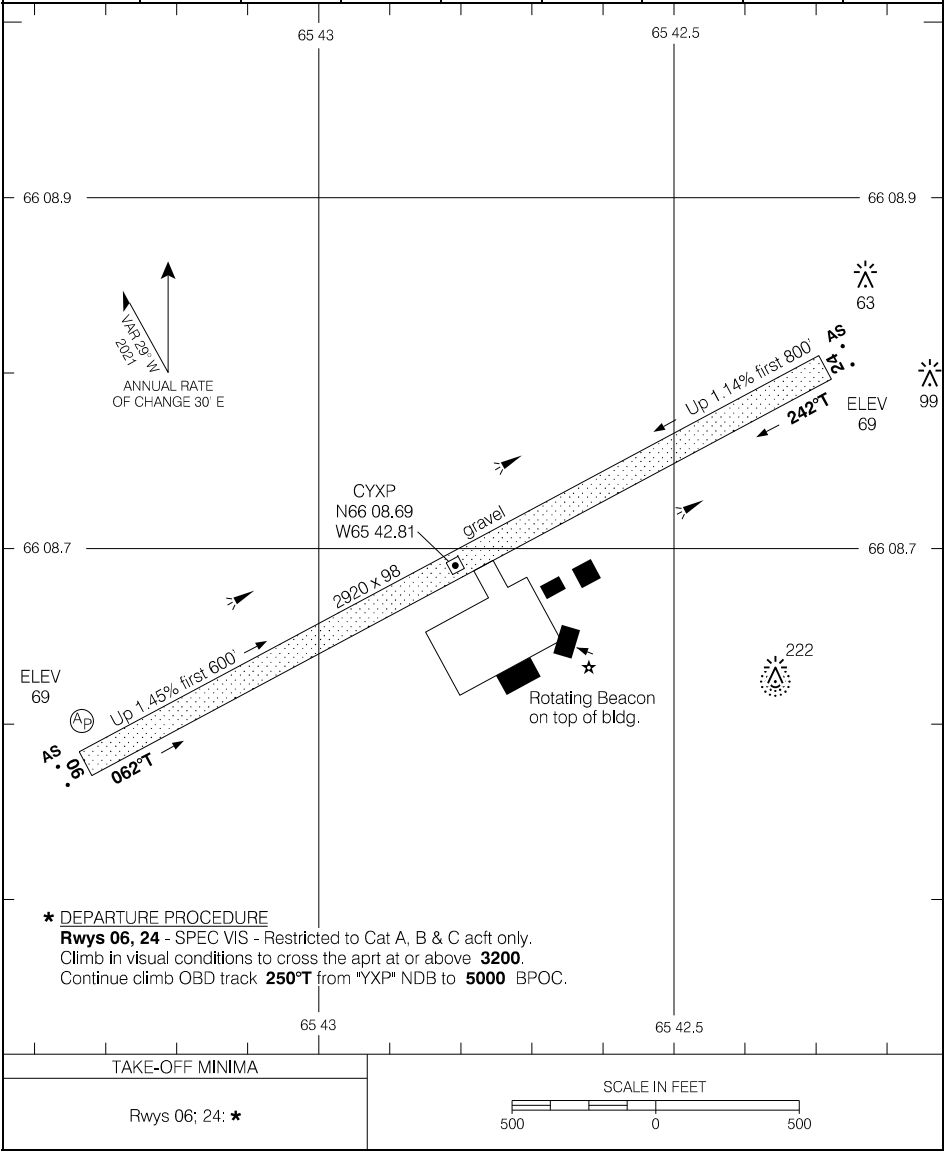
AERODROME CHART

EFF 26 DEC 24

CYOC

AERODROME CHART

LWIS – 125.1				APRT RADIO – 122.1 TFC – 122.1		MF	
DECL	DISTS	06	24				
TORA		2920	2920				
TODA		3301	3904				
ASDA		2920	2920				
LDA		2920	2920				



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AERODROME CHART

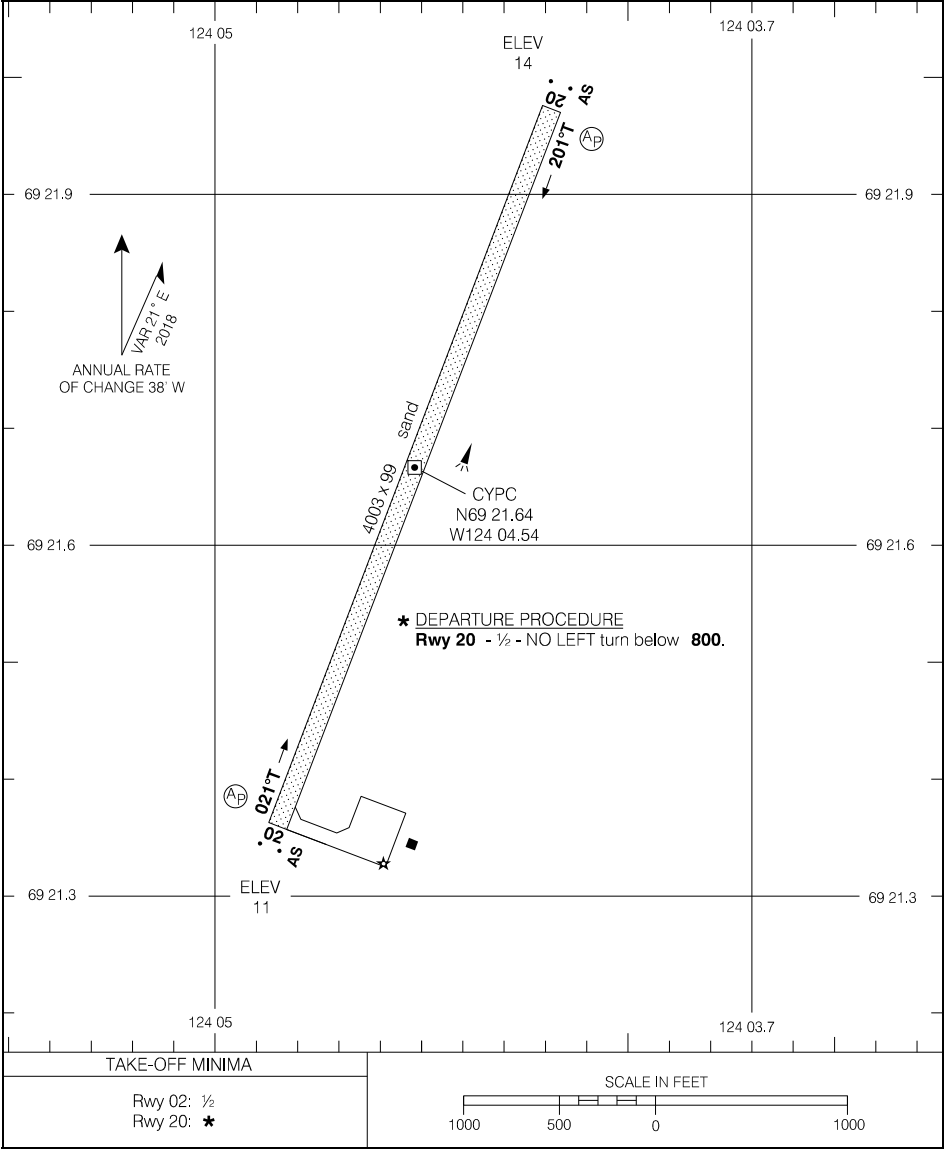
EFF 10 AUG 23

CYXP

CYPC-AD

PAULATUK (NORA ALIQATCHIALUK RUBEN), NT
CYPC

				APRT RADIO - 122.1 TFC - 122.1		MF			
DECL DIST	02	20							
TORA	4003	4003							
TODA	4200	4200							
ASDA	4003	4003							
LDA	4003	4003							



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AERODROME CHART
EFF 7 OCT 21

CYPC

CYPC-AD

AERODROME CHART

MET – 128.3		APRT RADIO – 122.1 TFC – 122.1				RADIO Quebec – 123.27		
						MF		
DECL	DISTS	02	20					
TORA		4006	4006					
TODA		4990	4006					
ASDA		4006	4006					
LDA		4006	4006					

* DEPARTURE PROCEDURE

Rwy 02 - ½ - Climb between
hdg **285° T** CCW to **202° T**.

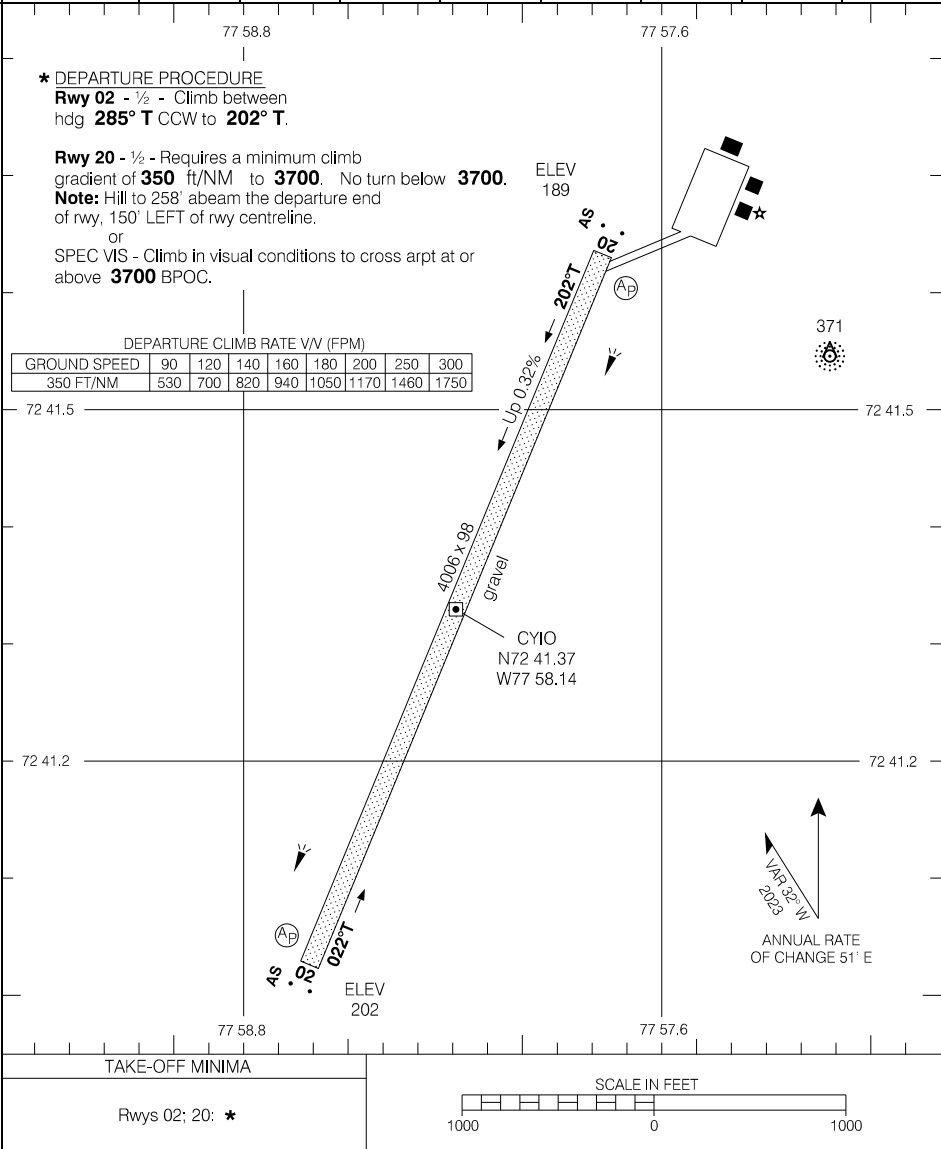
Rwy 20 - ½ - Requires a minimum climb
gradient of **350 ft/NM** to **3700**. No turn below **3700**.

Note: Hill to 258' abeam the departure end
of rwy, 150' LEFT of rwy centreline.

or
SPEC VIS - Climb in visual conditions to cross arpt at or
above **3700** BPOC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
350 FT/NM	530	700	820	940	1050	1170	1460	1750



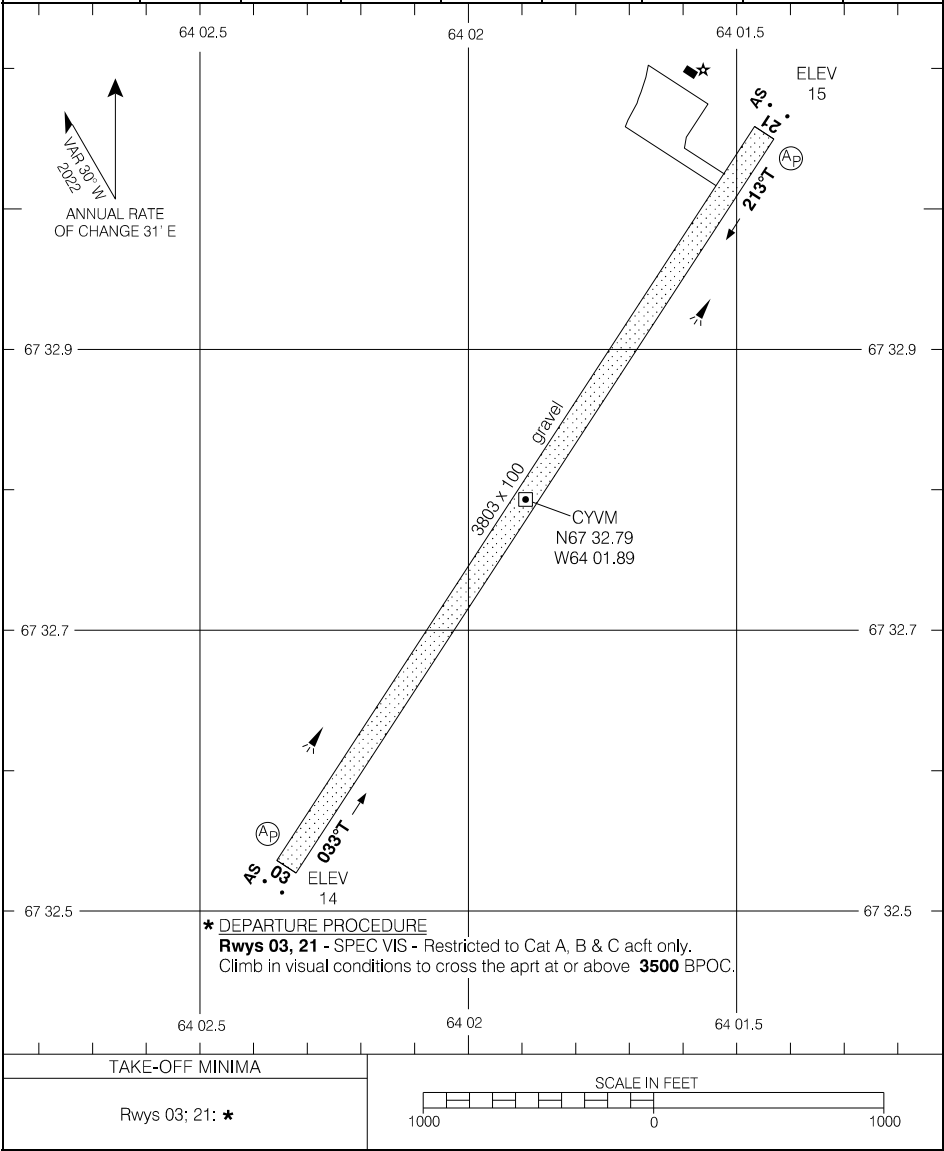
AERODROME CHART

EFF 20 FEB 25

CYIO

AERODROME CHART

AUTO- 122.55				APRT RADIO Broughton - 122.1			
				TFC - 122.1		MF	
DECL DIST	03	21					
TORA	3803	3803					
TODA	4787	4787					
ASDA	3803	3803					
LDA	3803	3803					



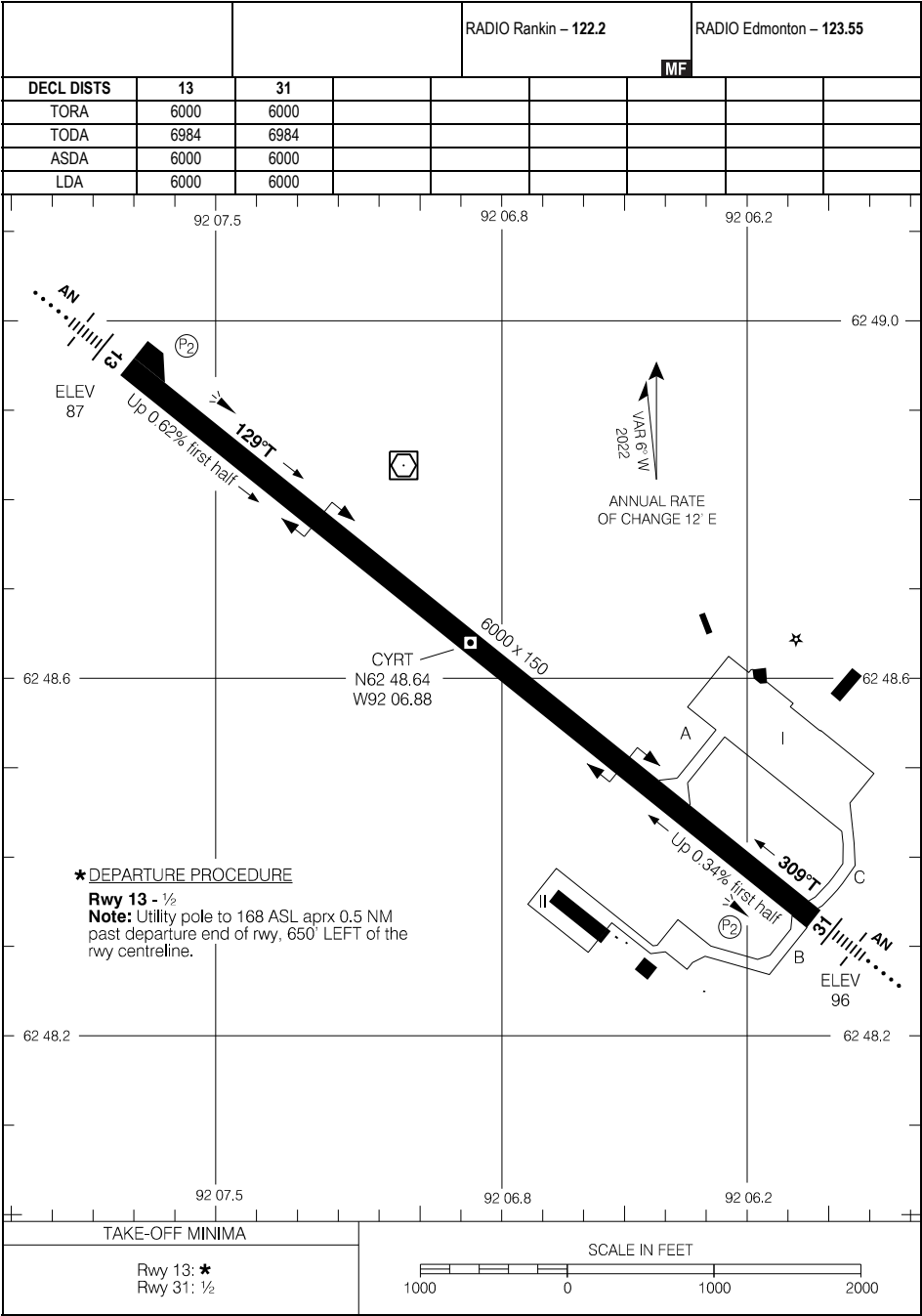
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AERODROME CHART

EFF 29 DEC 22

CYVM

AERODROME CHART



AERODROME CHART

EFF 7 AUG 25

CYRT

RESOLUTE BAY, NU
CYRB

		APRT RADIO - 122.1				RADIO Edmonton - 126.7 5680			
DECL DIST		17	35				MF*		
TORA		6504	6504						
TODA		7488	7488						
ASDA		6504	6504						
LDA		6504	6504						

*** DEPARTURE PROCEDURE**
Rwy 35 - 1/2
Note: Terrain to 299 ASL aprx 0.5NM past departure end of rwy, 850' RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwy 17: 1/2
Rwy 35: *

SCALE IN FEET

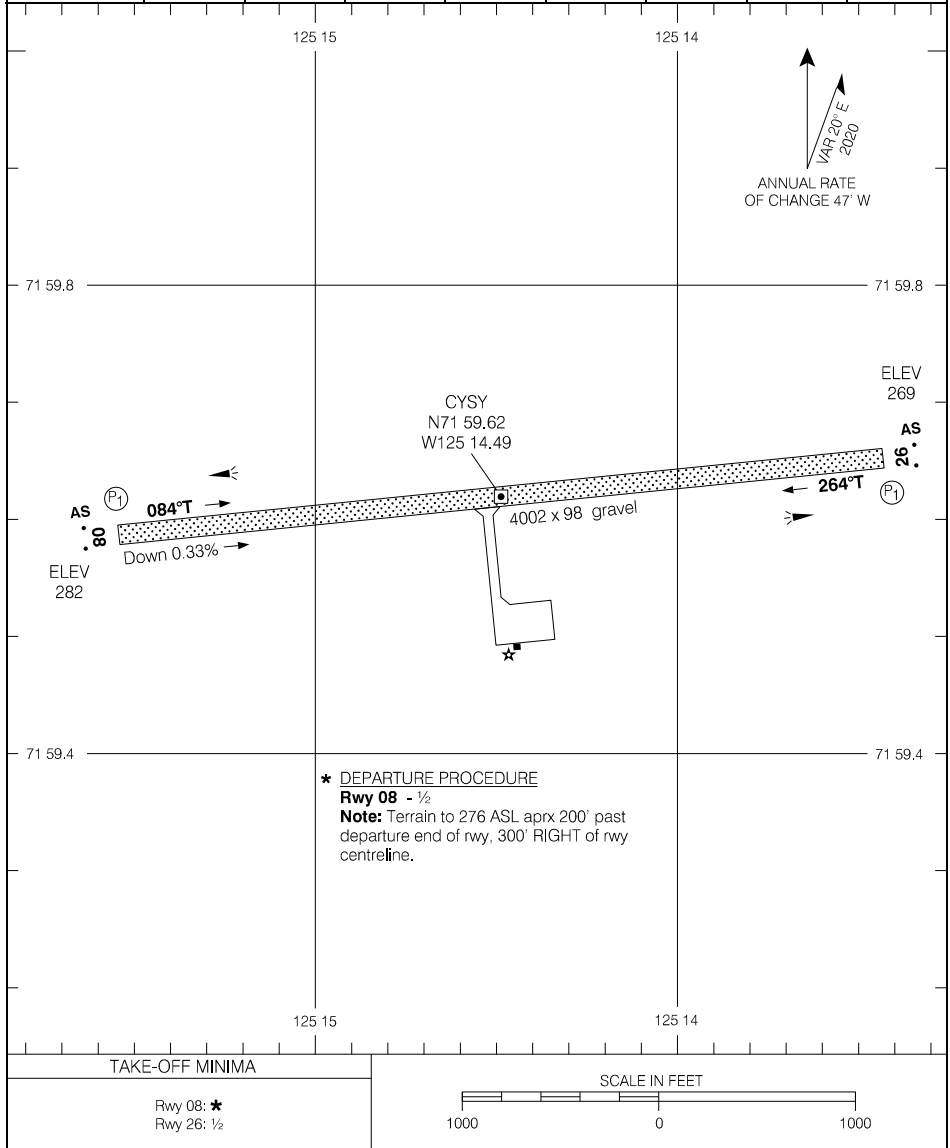
1000 0 1000 2000

CYRB

CYRB-AD

AERODROME CHART

				● APRT RADIO – 122.1 ● TFC – 122.1		RADIO Edmonton – 123.55 MF	
DECL DIST	08	26					
TORA	4002	4002					
TODA	4202	4202					
ASDA	4002	4002					
LDA	4002	4002					



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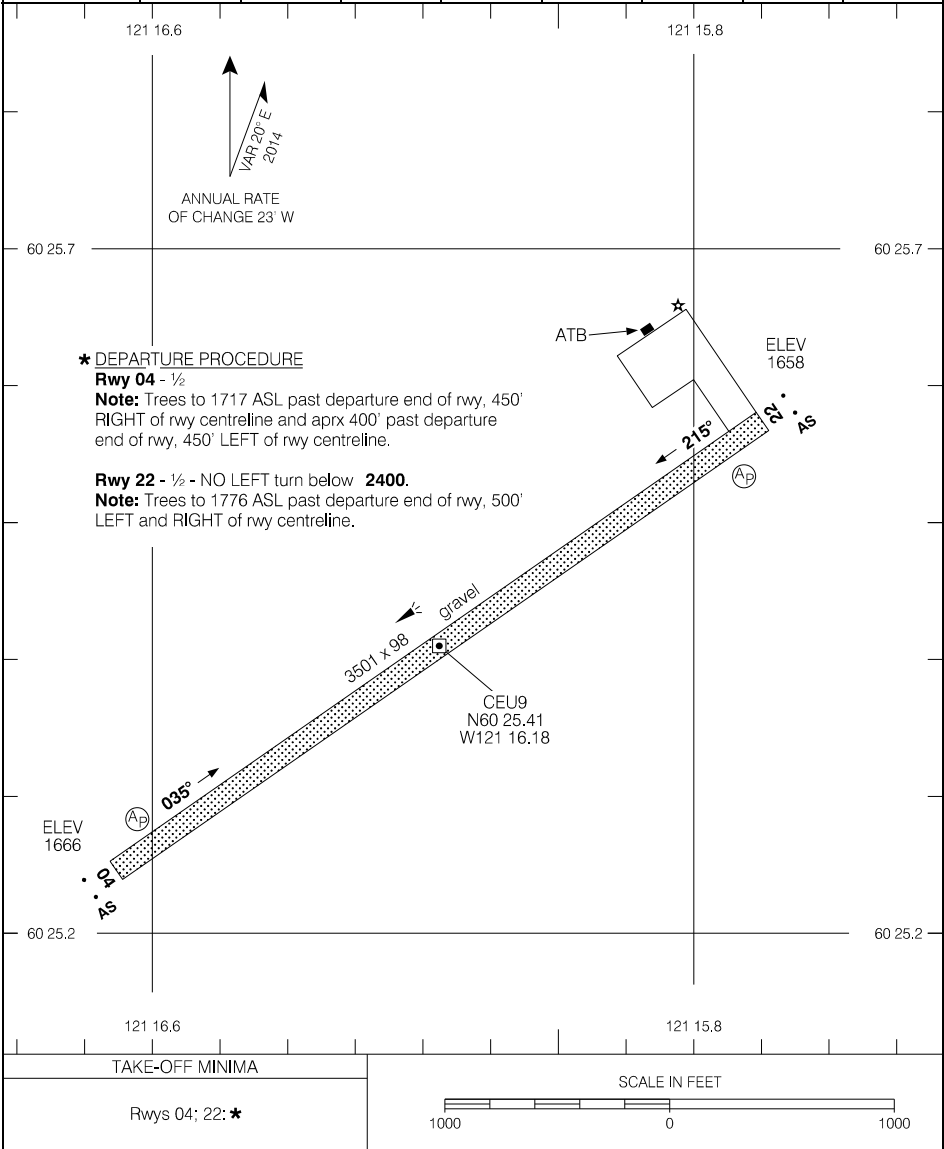
AERODROME CHART

CYSY

CYSY-AD

AERODROME CHART

				TFC – 123.2		CTR Edmonton – 135.4	
DECL DIST	04	22					
TORA	3501	3501					
TODA	3501	3501					
ASDA	3501	3501					
LDA	3501	3501					

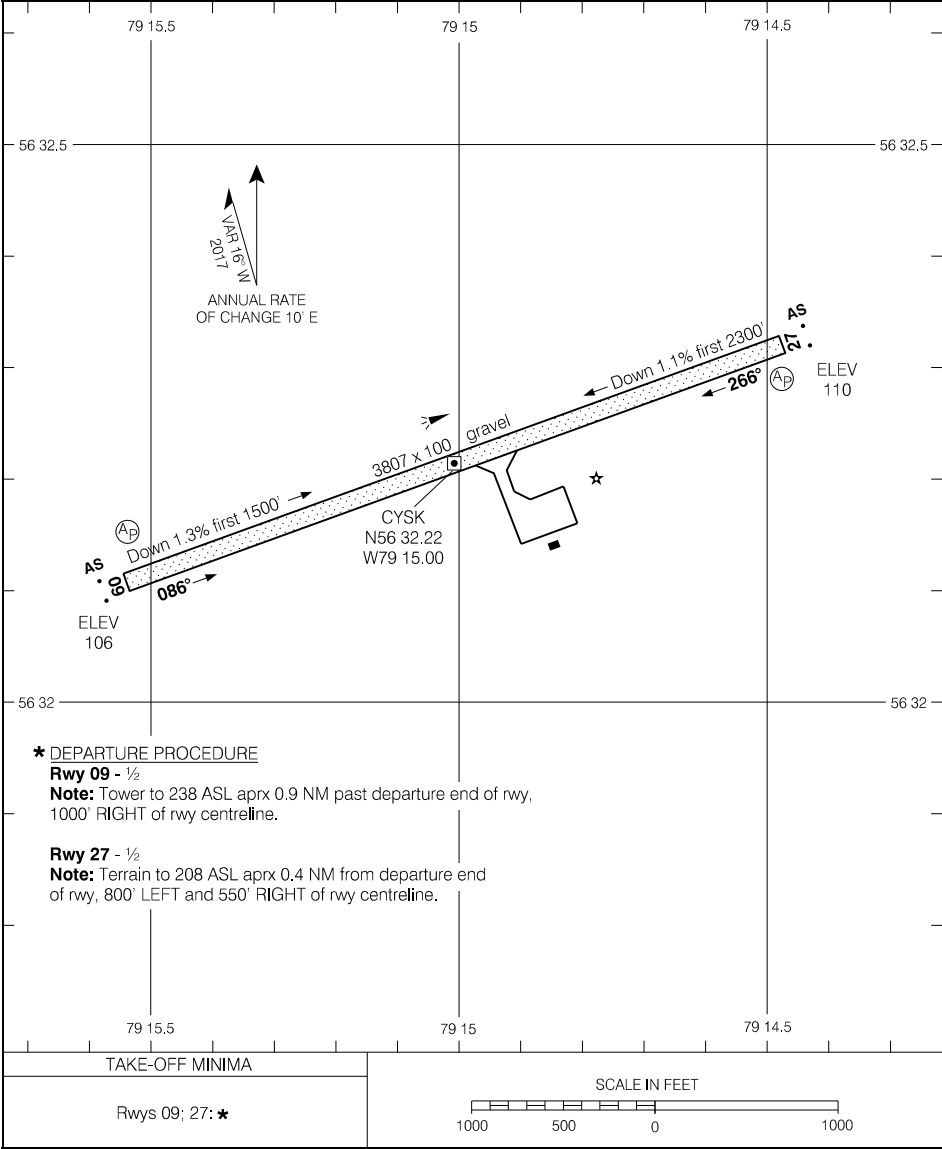


AERODROME CHART

CEU9

AERODROME CHART

				APRT RADIO – 122.1 TFC – 122.1		MF			
DECL DIST	09	27							
TORA	3807	3807							
TODA	4791	4791							
ASDA	3807	3807							
LDA	3807	3807							



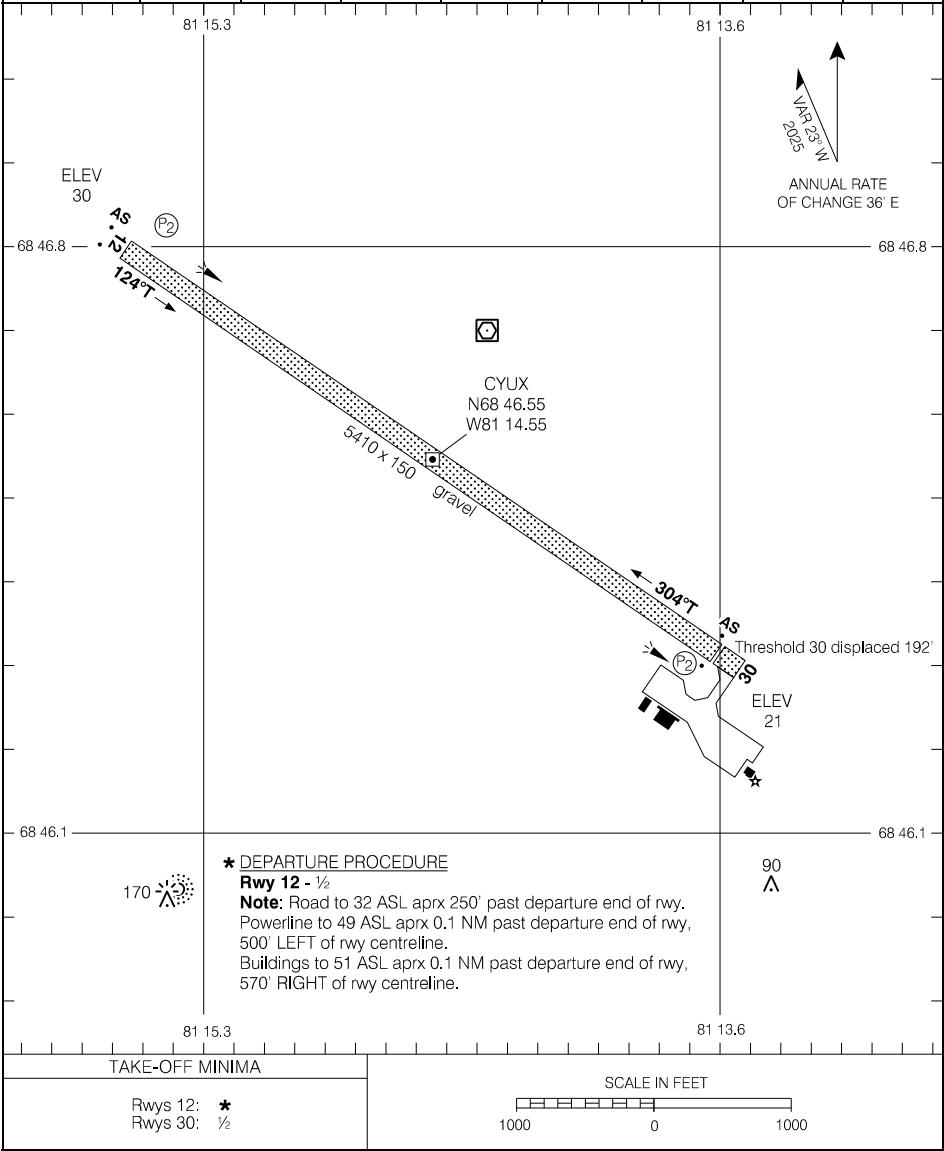
AERODROME CHART

EFF 15 JUN 23

CYSK

AERODROME CHART

AWOS – 128.7		APRT RADIO – 122.2 TFC – 122.2				RADIO Edmonton – 123.27			
		MF							
DECL DIST	12	30							
TORA	5410	5410							
TODA	5610	6394							
ASDA	5410	5410							
LDA	5410	5218							



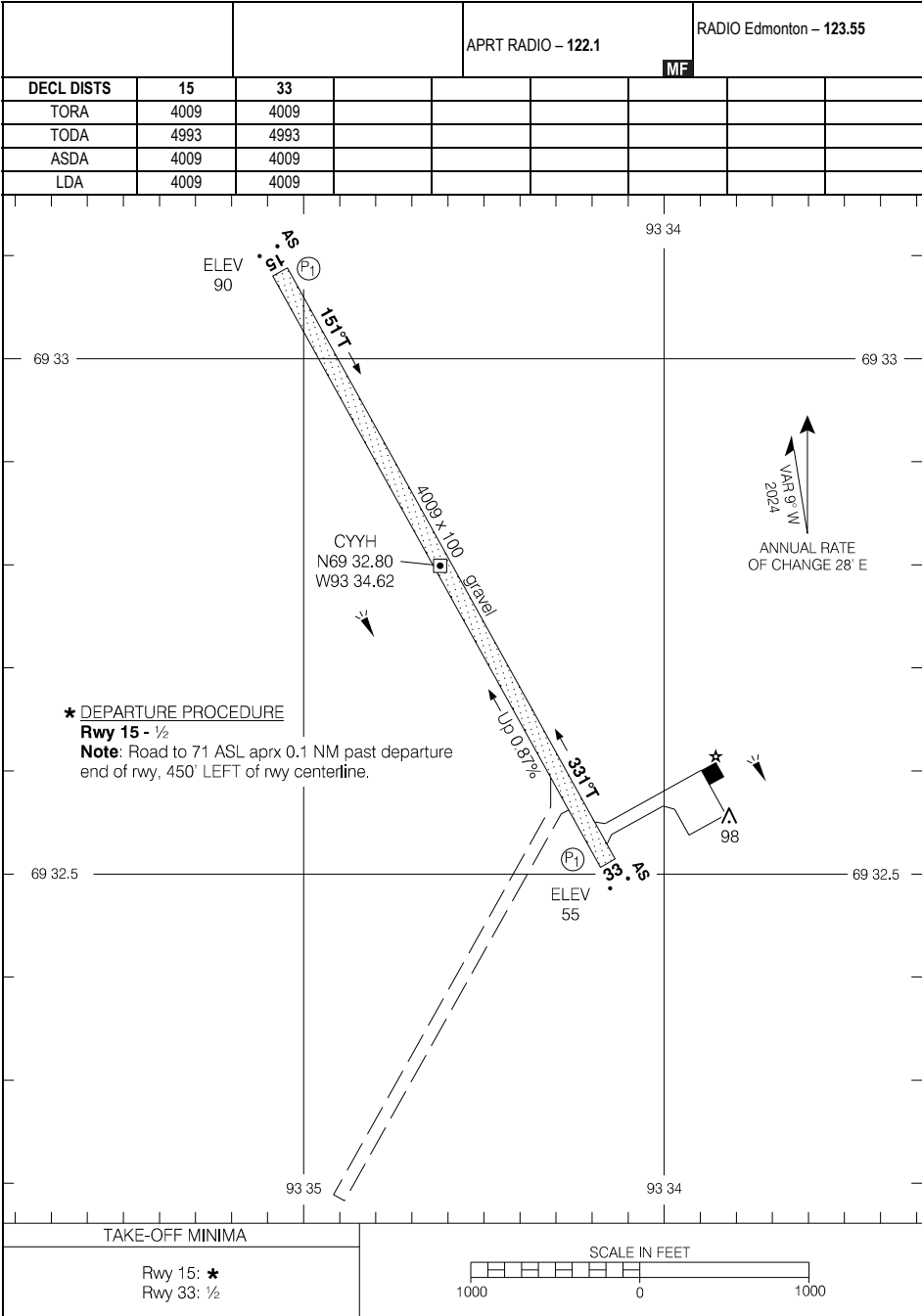
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AERODROME CHART

EFF 7 AUG 25

CYUX

AERODROME CHART



AERODROME CHART

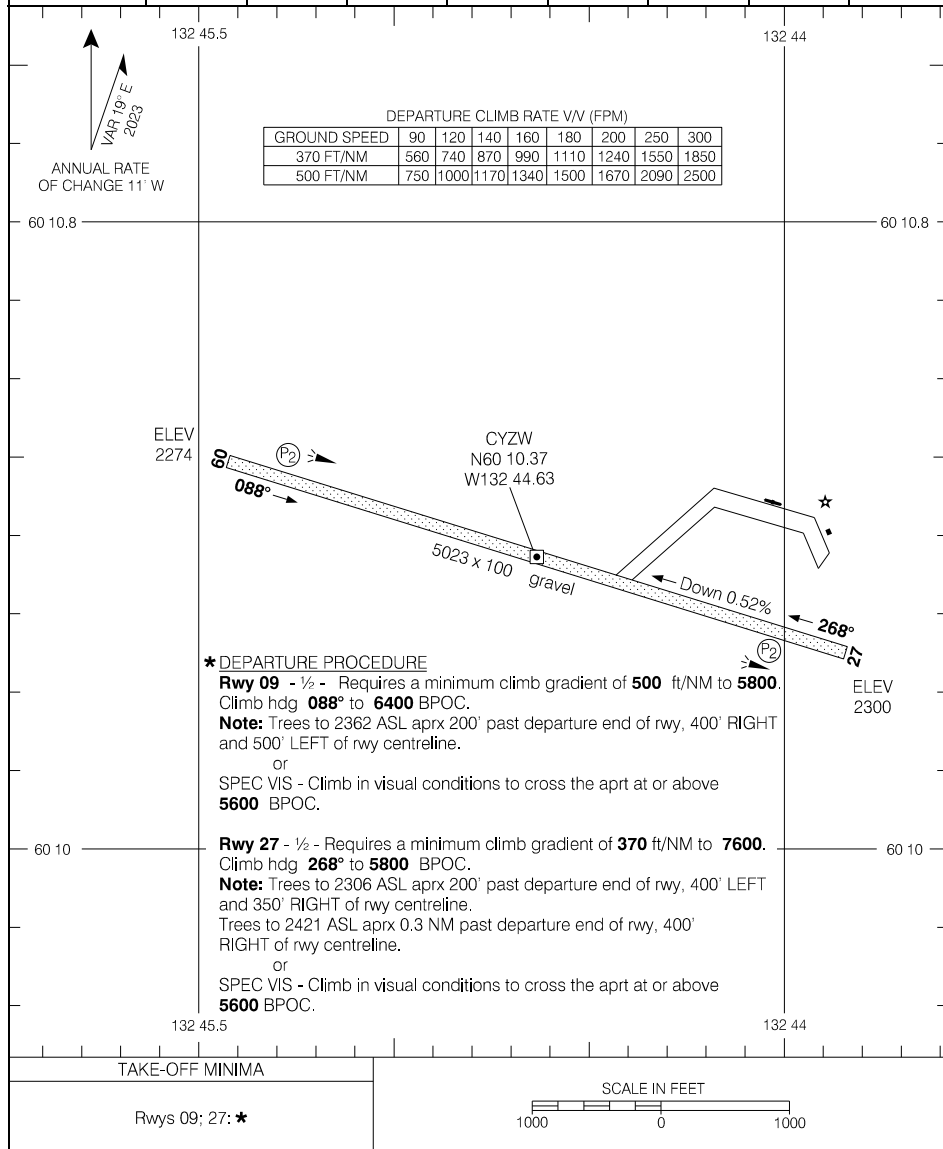
EFF 26 DEC 24

CYYH

TESLIN, YT
CYZW

AERODROME CHART

				☐ APRT RADIO – 122.1 ☐ TFC – 122.1		CTR Edmonton – 134.15	
DECL DIST	09	27			MF		
TORA	5023	5023					
TODA	5220	5220					
ASDA	5023	5023					
LDA	5023	5023					



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AERODROME CHART

EFF 16 MAY 24

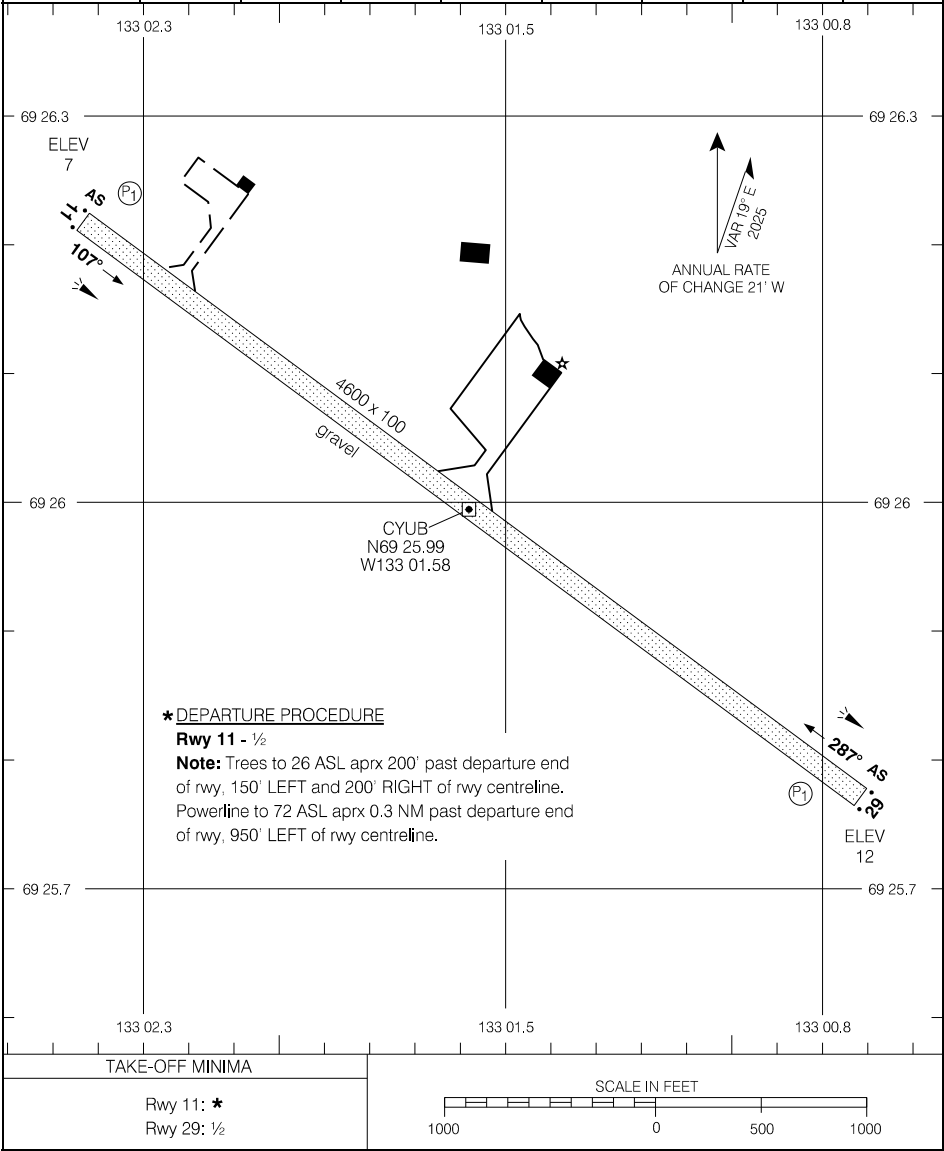
CYZW

CYZW-AD

CYUB-AD

TUKTOYAKTUK/JAMES GRUBEN, NT
CYUB

		APRT RADIO – 122.1 TFC – 122.1				CTR Edmonton – 132.4			
						MF			
DECL DIST	11	29							
TORA	4600	4600							
TODA	4800	4800							
ASDA	4600	4600							
LDA	4600	4600							

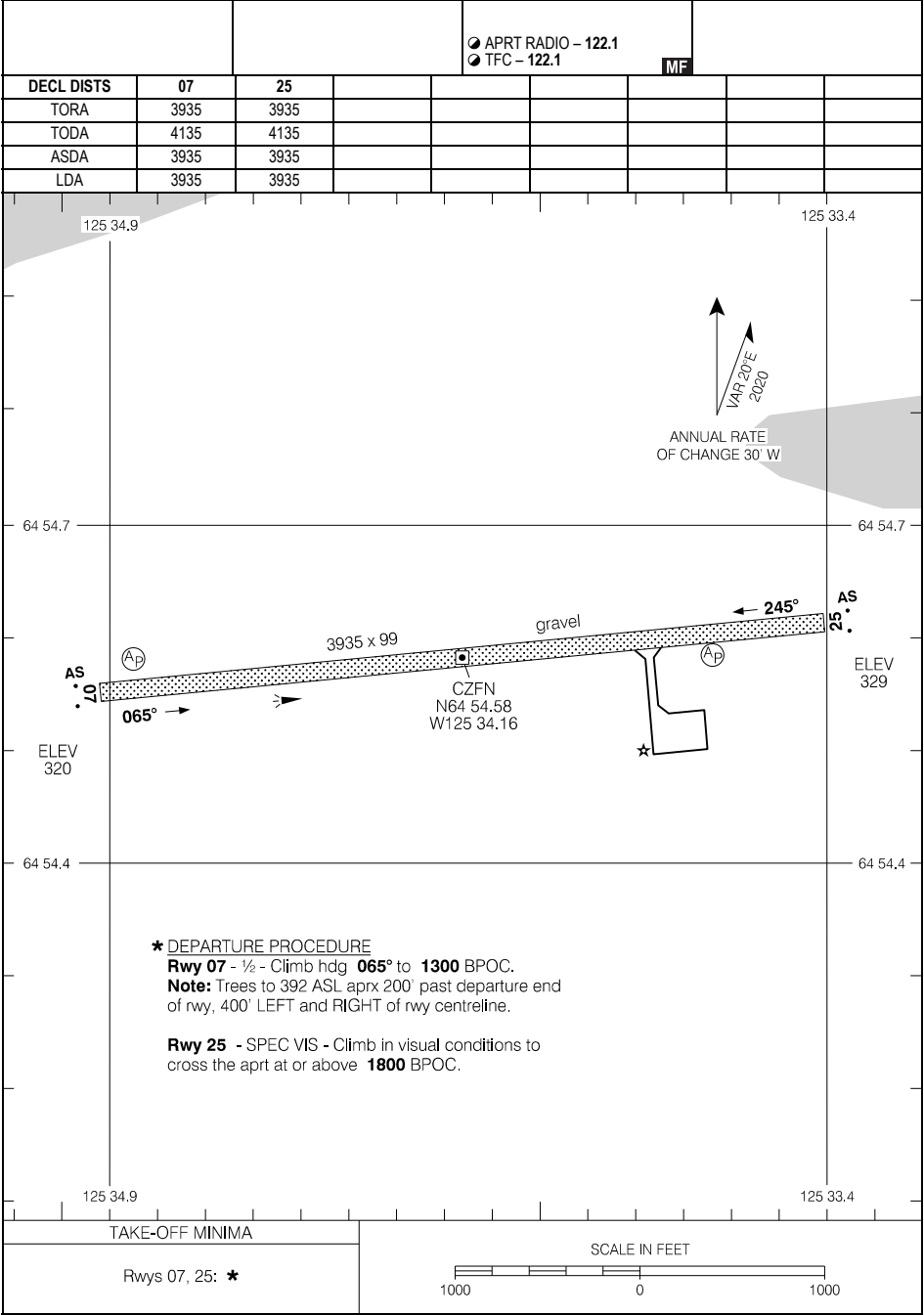


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CZFN-AD

TULITA, NT
CZFN

AERODROME CHART



AERODROME CHART

CZFN

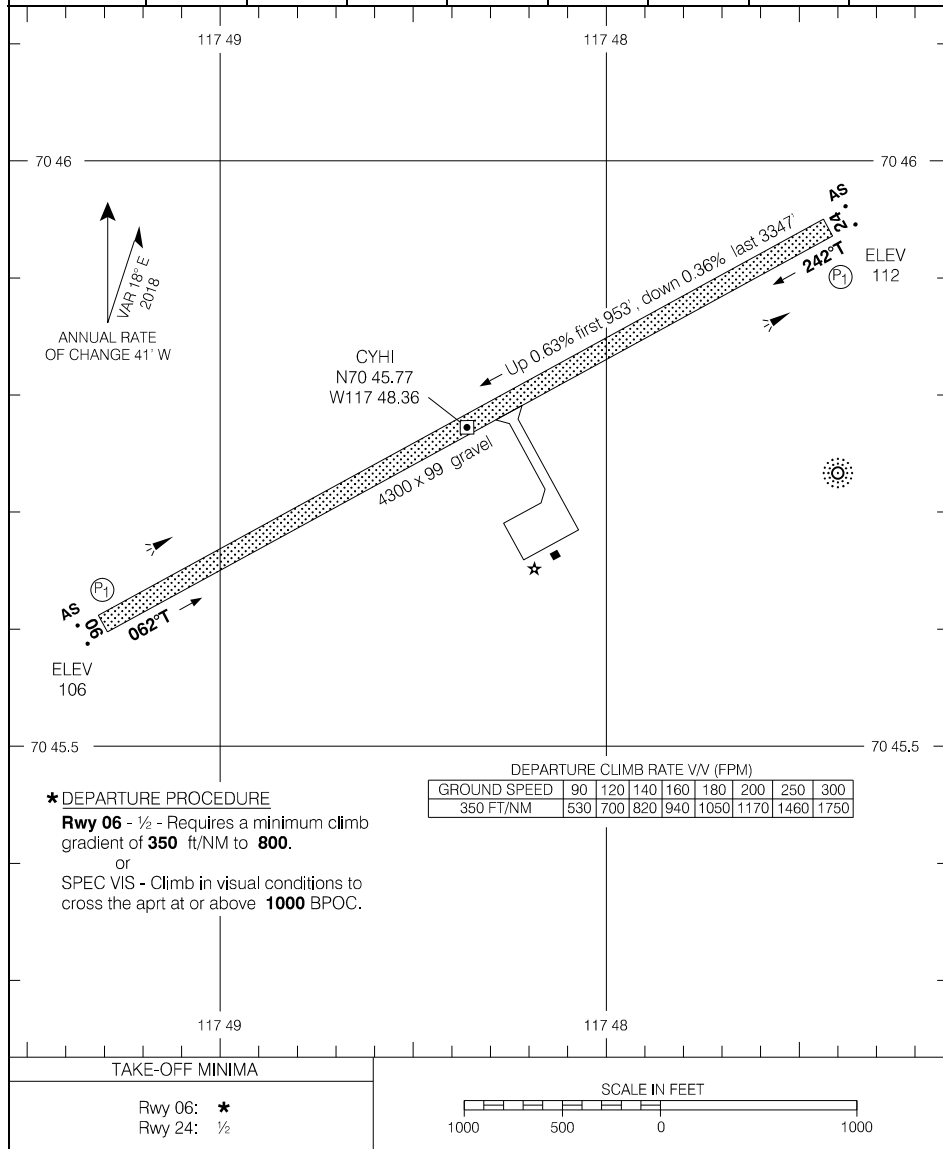
EFF 2 DEC 21

CZFN-AD

ULUKHAKTOK, NT
CYHI

AERODROME CHART

				● APRT RADIO – 122.1 ● TFC – 122.1		RADIO Edmonton – 123.47	
DECL DIST	06	24			MF		
TORA	4300	4300					
TODA	5284	5284					
ASDA	4300	4300					
LDA	4300	4300					



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AERODROME CHART

EFF 30 NOV 23

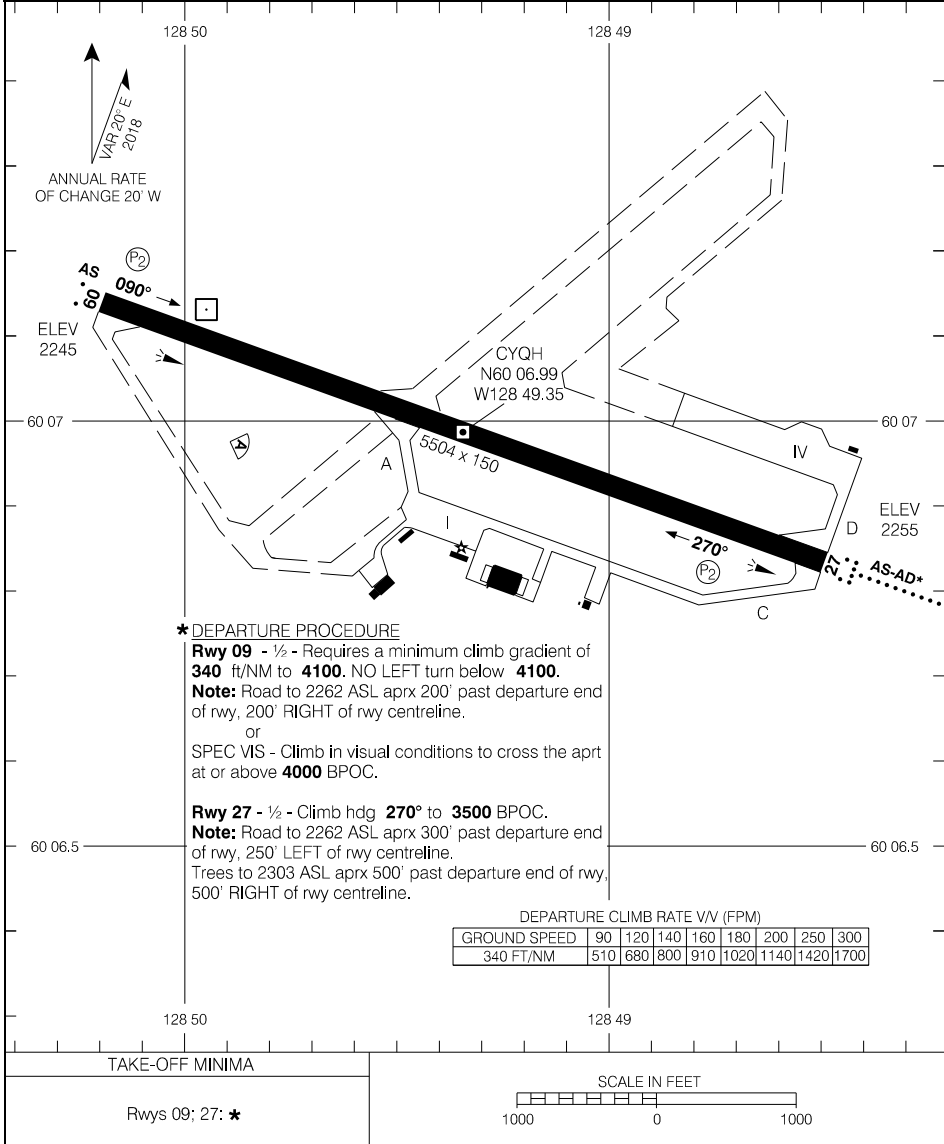
CYHI

CYHI-AD

WATSON LAKE, YT
CYQH

AERODROME CHART

					APRT RADIO – 122.1		RADIO Whitehorse – 123.37	
DECL DIST	09	27				MF		
TORA	5504	5504						
TODA	5704	5804						
ASDA	5504	5504						
LDA	5504	5504						



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AERODROME CHART

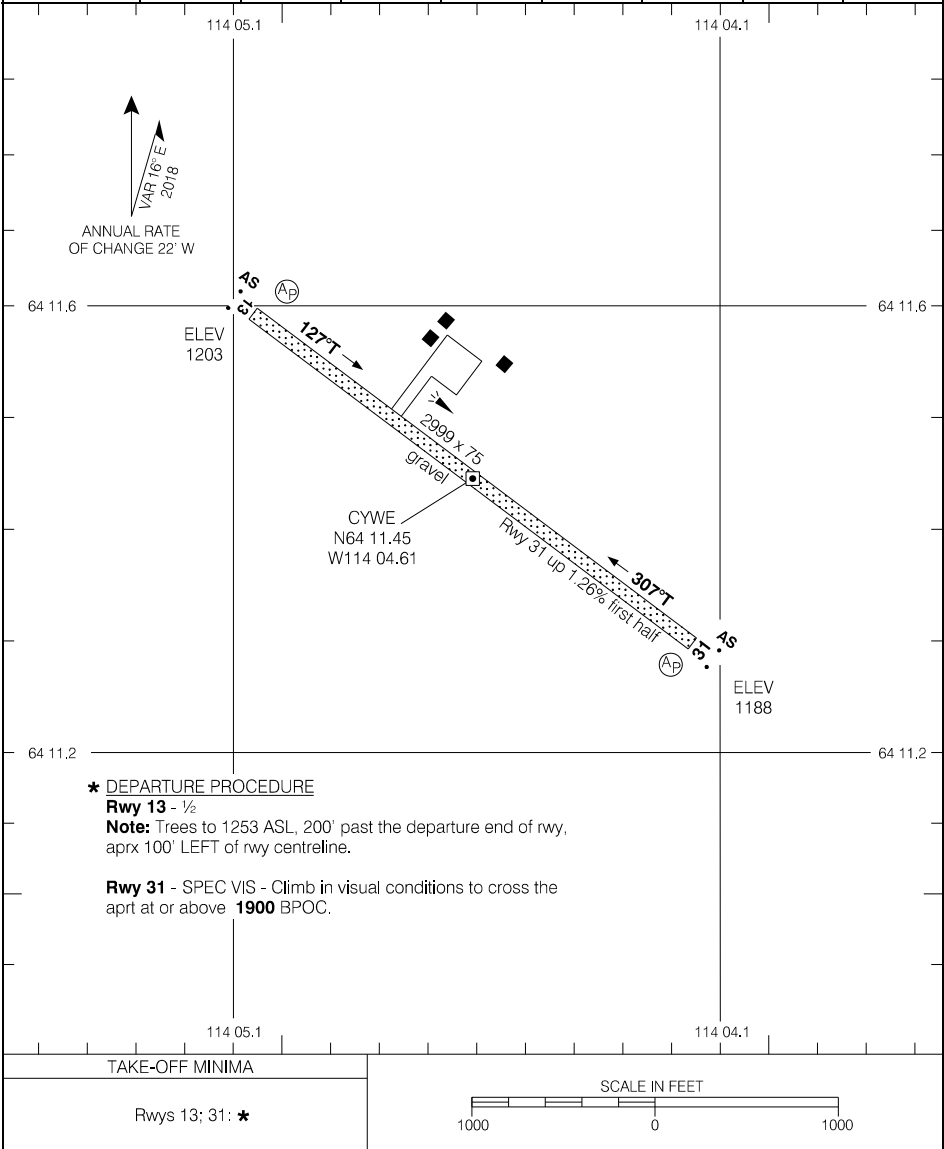
EFF 7 OCT 21

CYQH

CYQH-AD

AERODROME CHART

AWOS – 128.7				TFC – 123.2		ATF			
DECL DIST	13	31							
TORA	2999	2999							
TODA	3196	3196							
ASDA	2999	2999							
LDA	2999	2999							



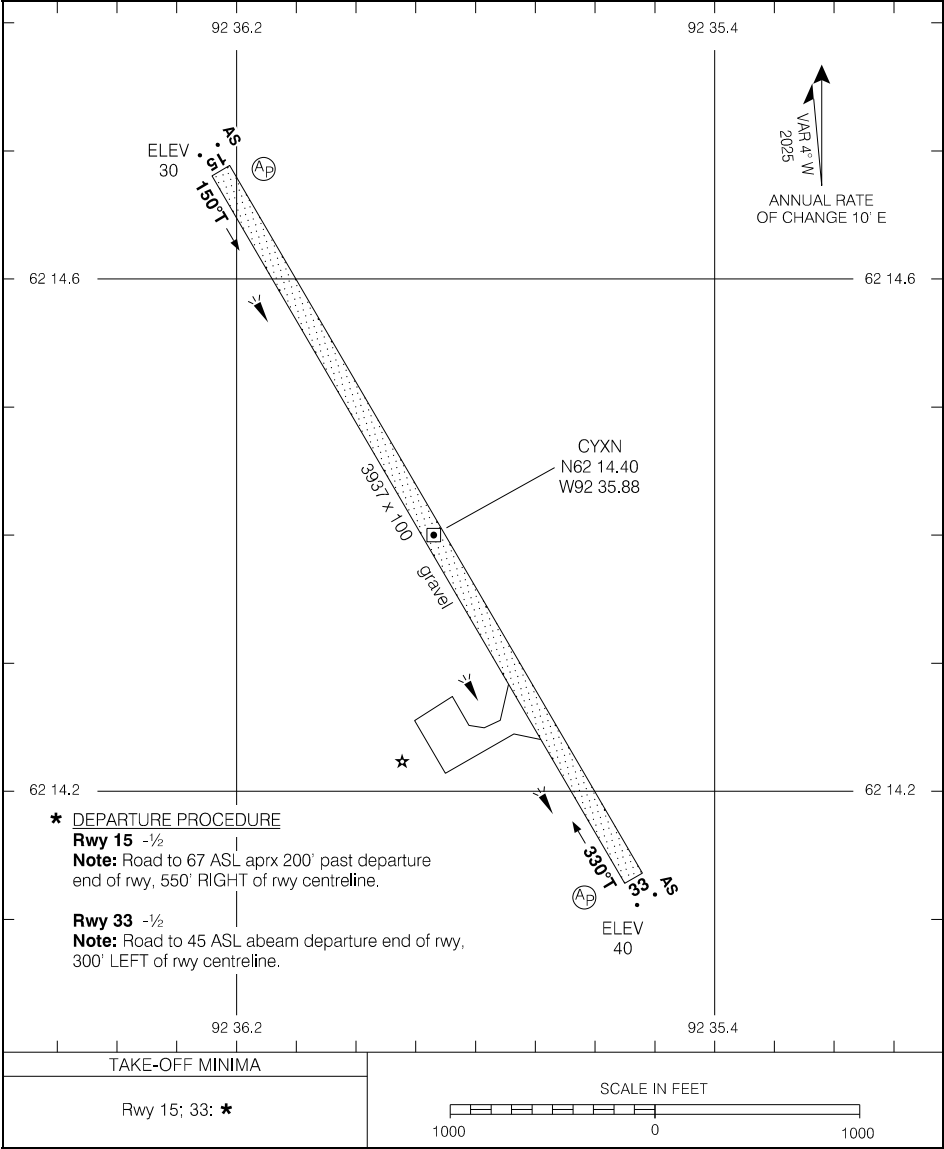
AERODROME CHART

CYWE

EFF 10 AUG 23

AERODROME CHART

				APRT RADIO – 122.1 TFC – 122.1		MF			
DECL	DISTS	15	33						
TORA		3937	3937						
TODA		3937	3937						
ASDA		3937	3937						
LDA		3937	3937						



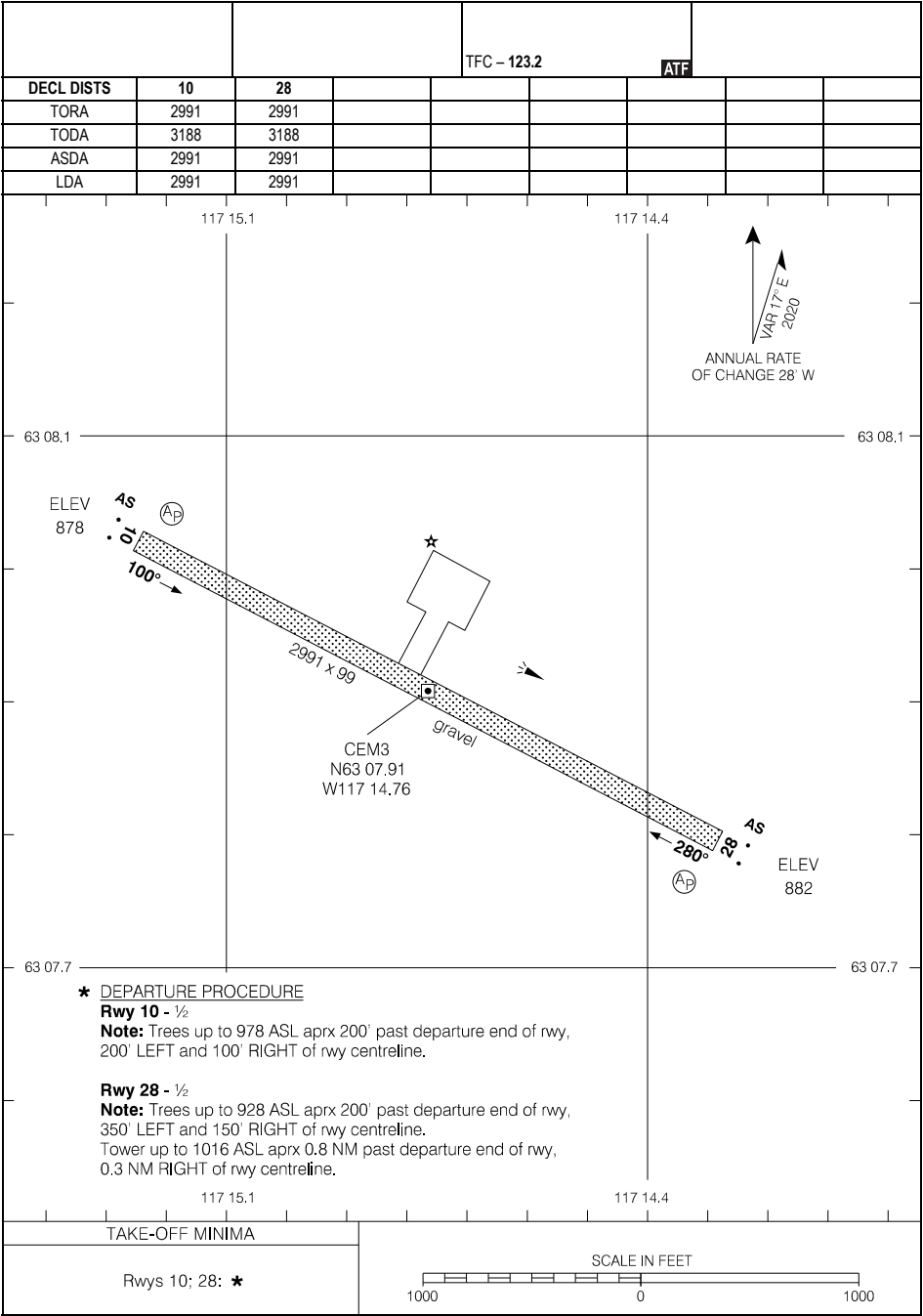
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AERODROME CHART

EFF 7 AUG 25

CYXN

AERODROME CHART



AERODROME CHART

EFF 30 NOV 23

CEM3

WHITEHORSE/ERIK NIELSEN INTL, YT
CYXY

ATIS - 125.25		GND - 121.9		TWR - 118.3 236.6 RADIO - 118.3		CTR Edmonton - 134.15	
DECL DISTS		02	20	14R	32L	14L	32R
TORA	1239	nu	9500	9500	6597	6597	
TODA	1239	nu	10484	10484	9877	6597	
ASDA	1239	nu	9500	9500	6597	6597	
LDA	nu	1239	9500	9500	6597	6597	

*** DEPARTURE PROCEDURE**
Rwys 14L, 14R, 32L, 32R - Refer to SID.
 or
 SPEC VIS - Climb in visual conditions to cross the apt at or above **6300** BPOC.

SCALE IN FEET
 1000 0 1000 2000

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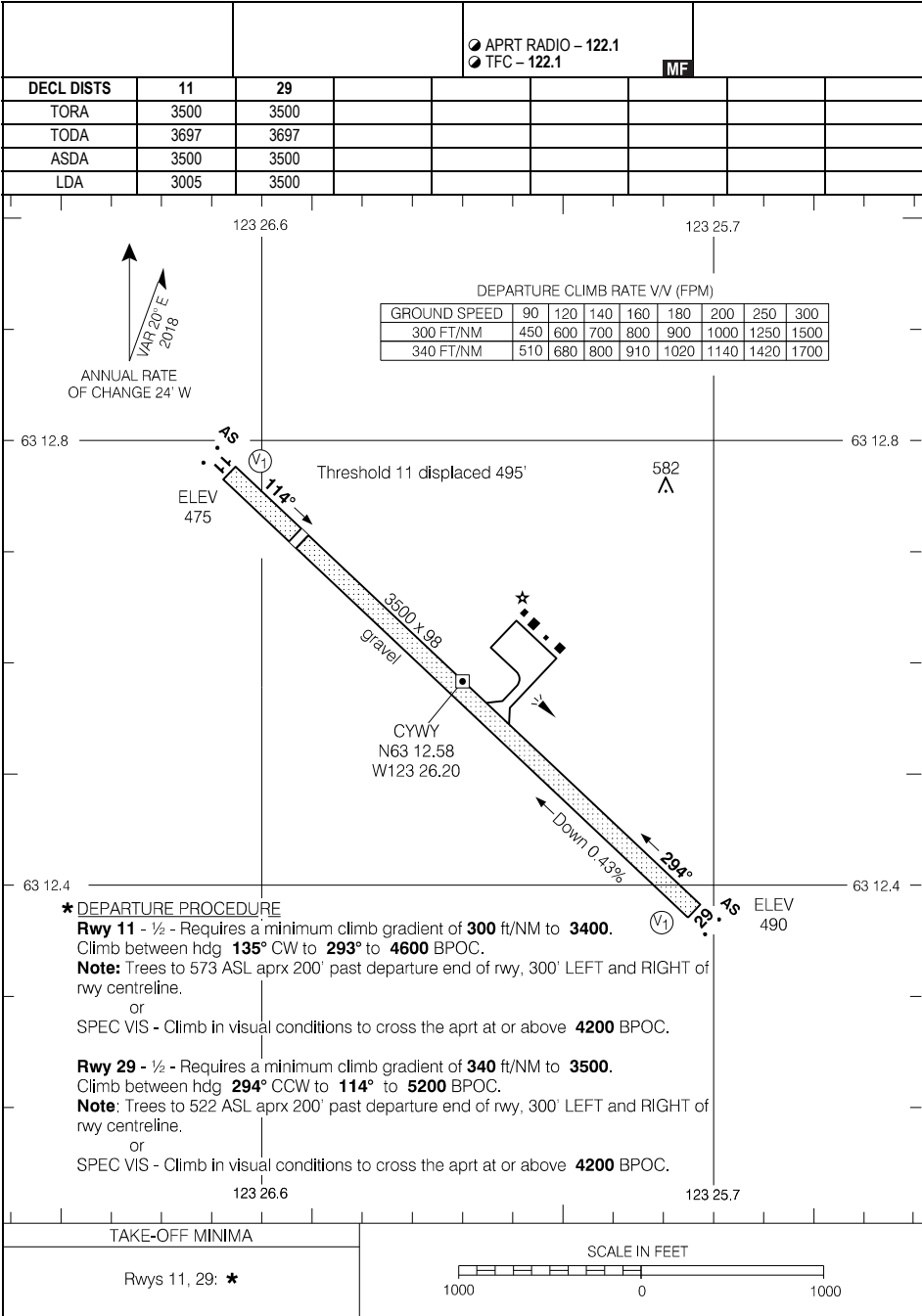
AERODROME CHART

EFF 2 OCT 25

CYXY-AD

CYXY

AERODROME CHART



AERODROME CHART

EFF 20 FEB 25

CYWY

YELLOWKNIFE, NT
CYZF

ATIS - 128.4		GND - 121.9		TWR - 118.5 340.8 RADIO - 118.5		CTR Edmonton - 135.8 RADIO Edmonton - 123.37 5680	
DECL DIST	10	28	16	34			
TORA	5001	5001	7503	7503			
TODA	5985	5985	8487	8487			
ASDA	5001	5001	7503	7503			
LDA	5001	5001	7503	7503			

M F

***DEPARTURE PROCEDURE**

Rwy 10 - ½
Note: Trees to 712 ASL apx 0.3 NM past departure end of rwy, 220' LEFT of rwy centreline.

Rwy 16 - ½
Note: Trees to 682 ASL apx 0.2 NM past departure end of rwy, 150' RIGHT of rwy centreline.

Rwy 28 - ½
Note: Trees to 709 ASL apx 0.24 NM past departure end of rwy, 470' LEFT of rwy centreline.
Tower to 817 ASL apx 0.9 NM past departure end of rwy, 1400' RIGHT of rwy centreline.

RUNWAY LEVEL OF SERVICE

RVO	LVO
RWY 34: RVR 1200 RWY 16: (¼ sm)	NOT AUTHORIZED

TAKE-OFF MINIMA

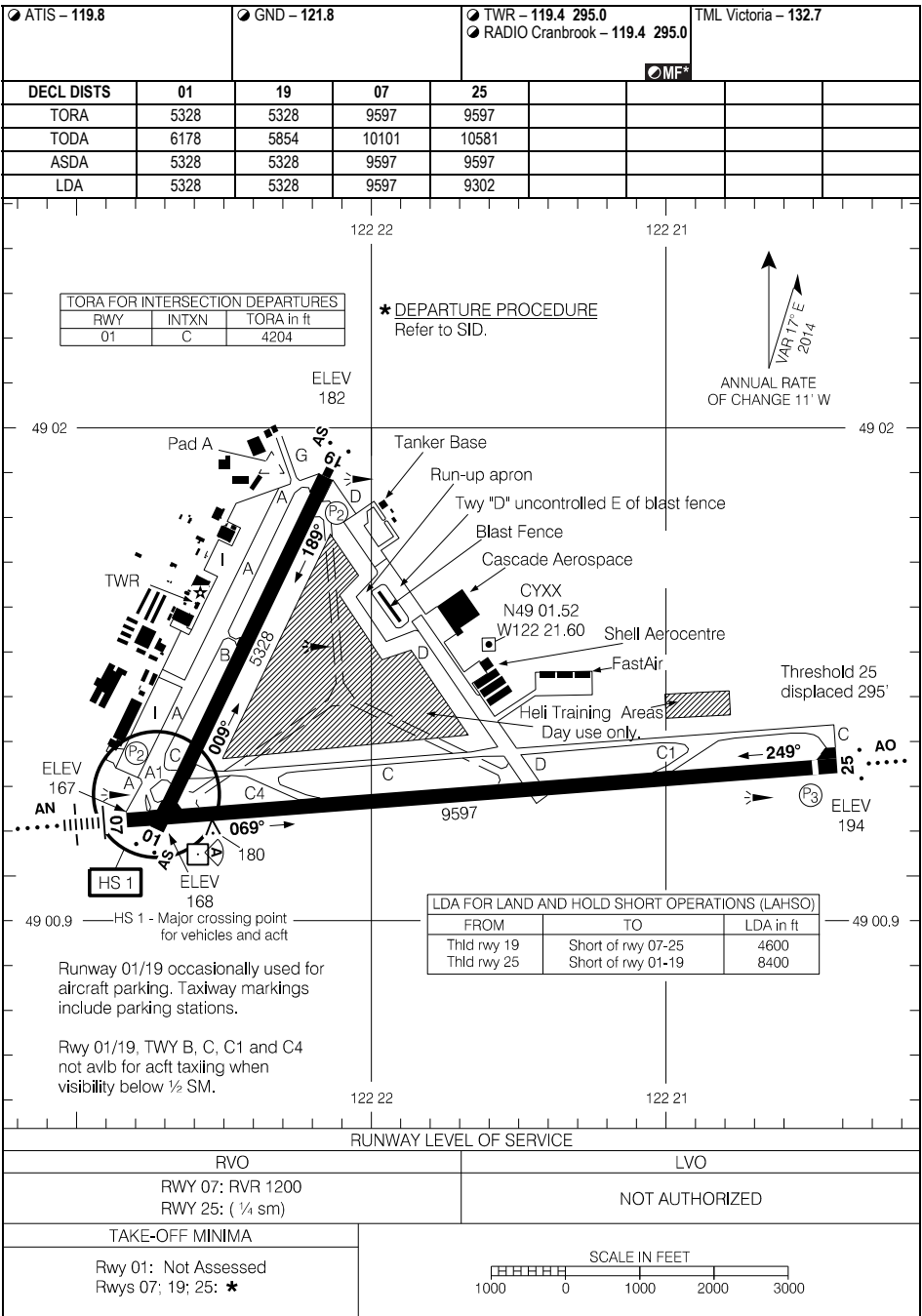
Rwy 34: ½ Rwys 10; 16; 28: ★	SCALE IN FEET
---------------------------------	--------------------------

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CYZF

CYZF-AD

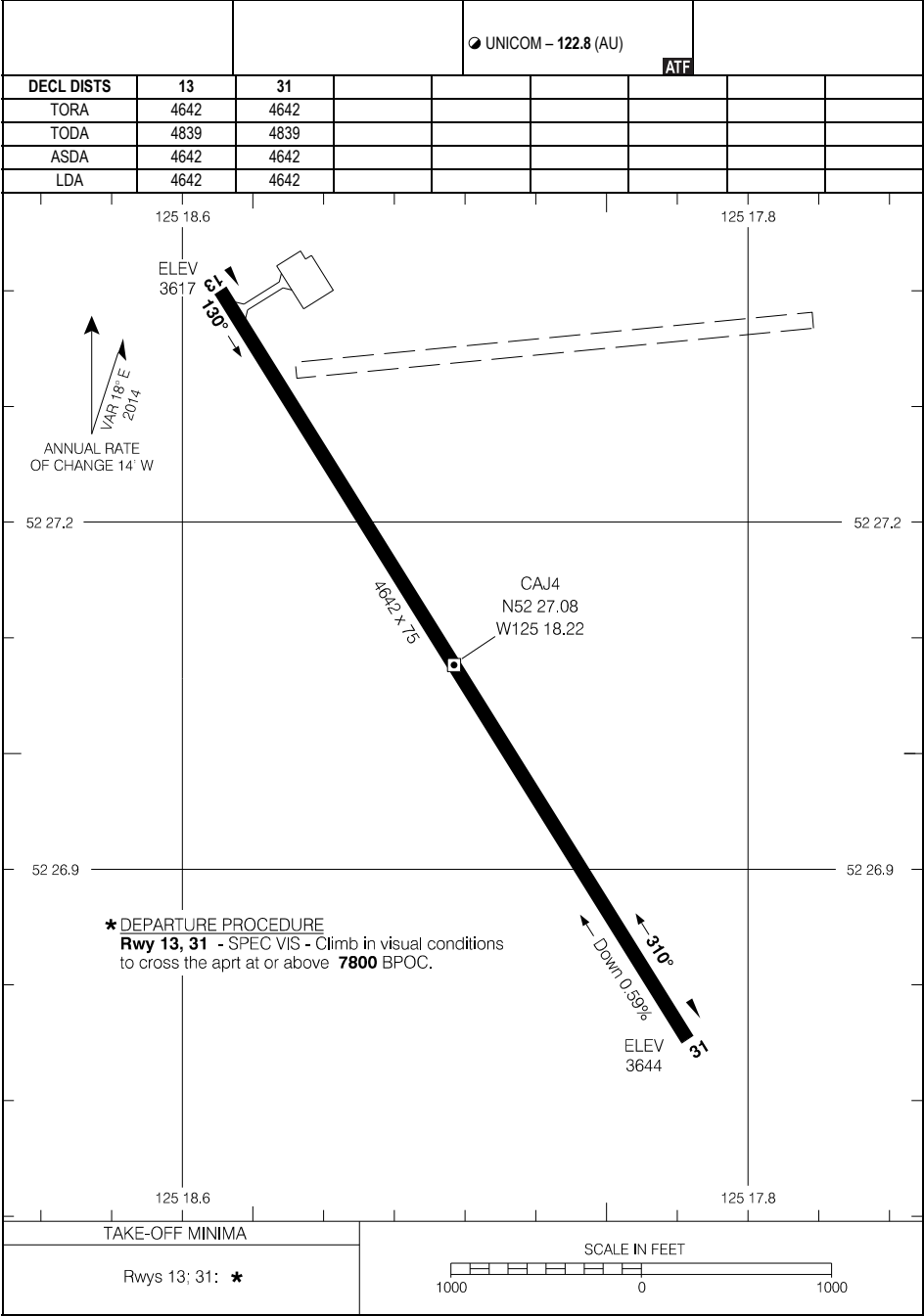
AERODROME CHART



CAJ4-AD

ANAHIM LAKE, BC
CAJ4

AERODROME CHART

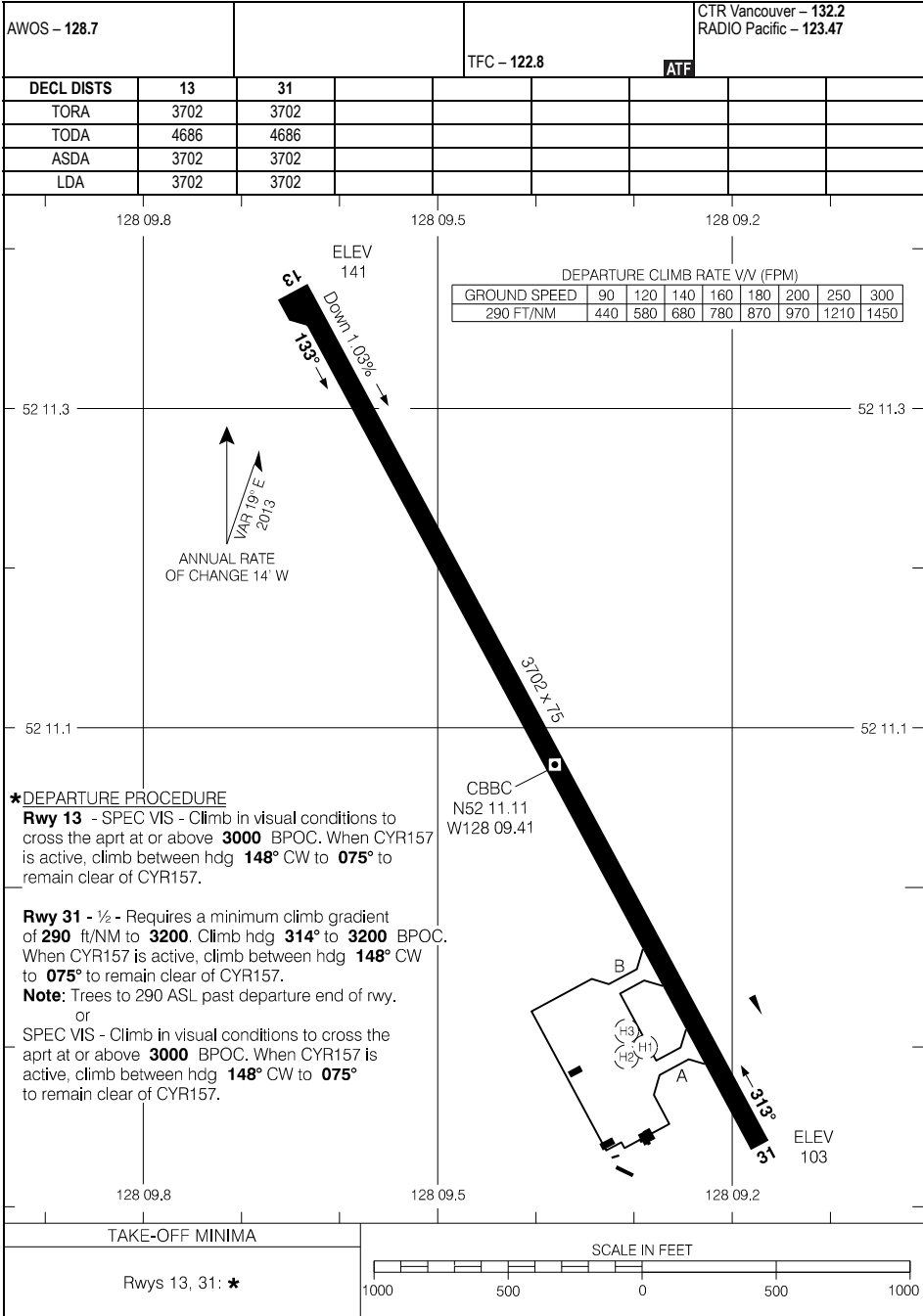


AERODROME CHART

EFF 14 JUL 22

CAJ4

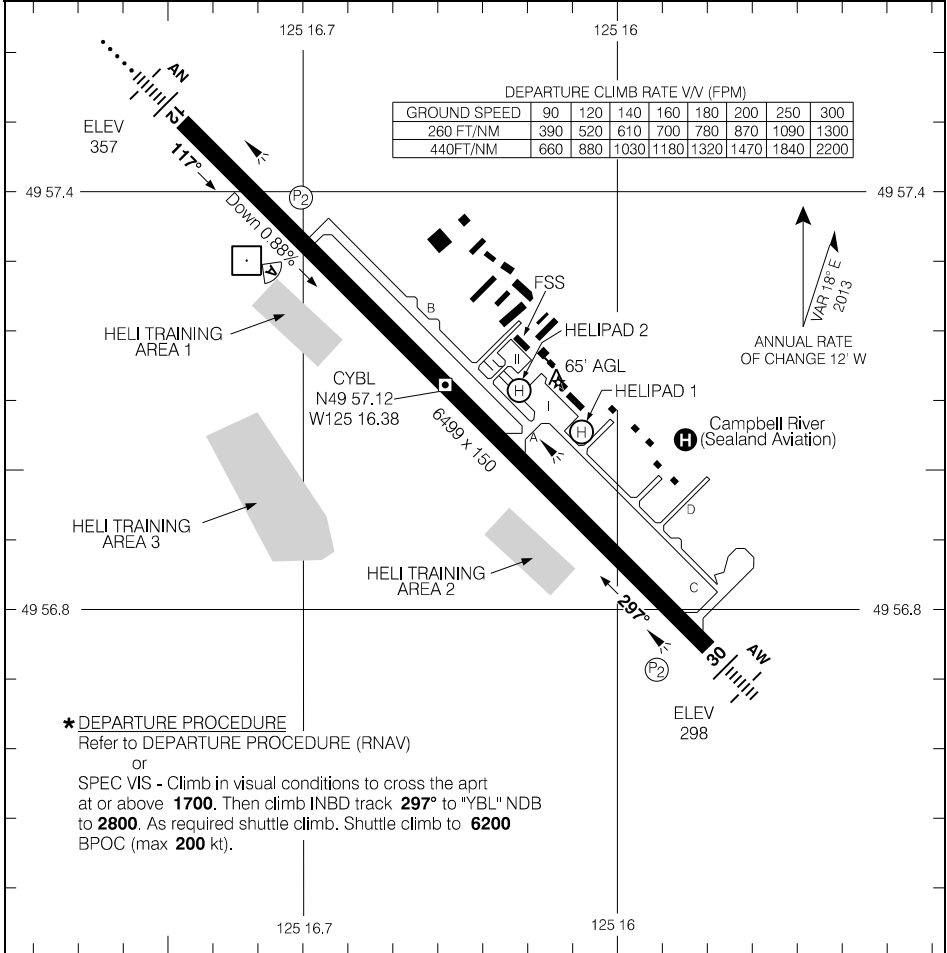
CAJ4-AD



CAMPBELL RIVER, BC
CYBL

AERODROME CHART

● ATIS – 128.55				● RADIO – 122.0		TML Comox – 123.7 227.6	
				● TFC – 122.0		RADIO Pacific – 123.55	
						MF*	
DECL DISTS	12	30					
TORA	6499	6499					
TODA	7483	7483					
ASDA	6499	6499					
LDA	6499	6499					



RUNWAY LEVEL OF SERVICE		
RVO	LVO	
RWY 12: RVR 1200 Day only RWY 30: (¼sm) Day only	NOT AUTHORIZED	
TAKE-OFF MINIMA		
Rwys 12; 30: *	SCALE IN FEET 1000 0 1000	

AERODROME CHART

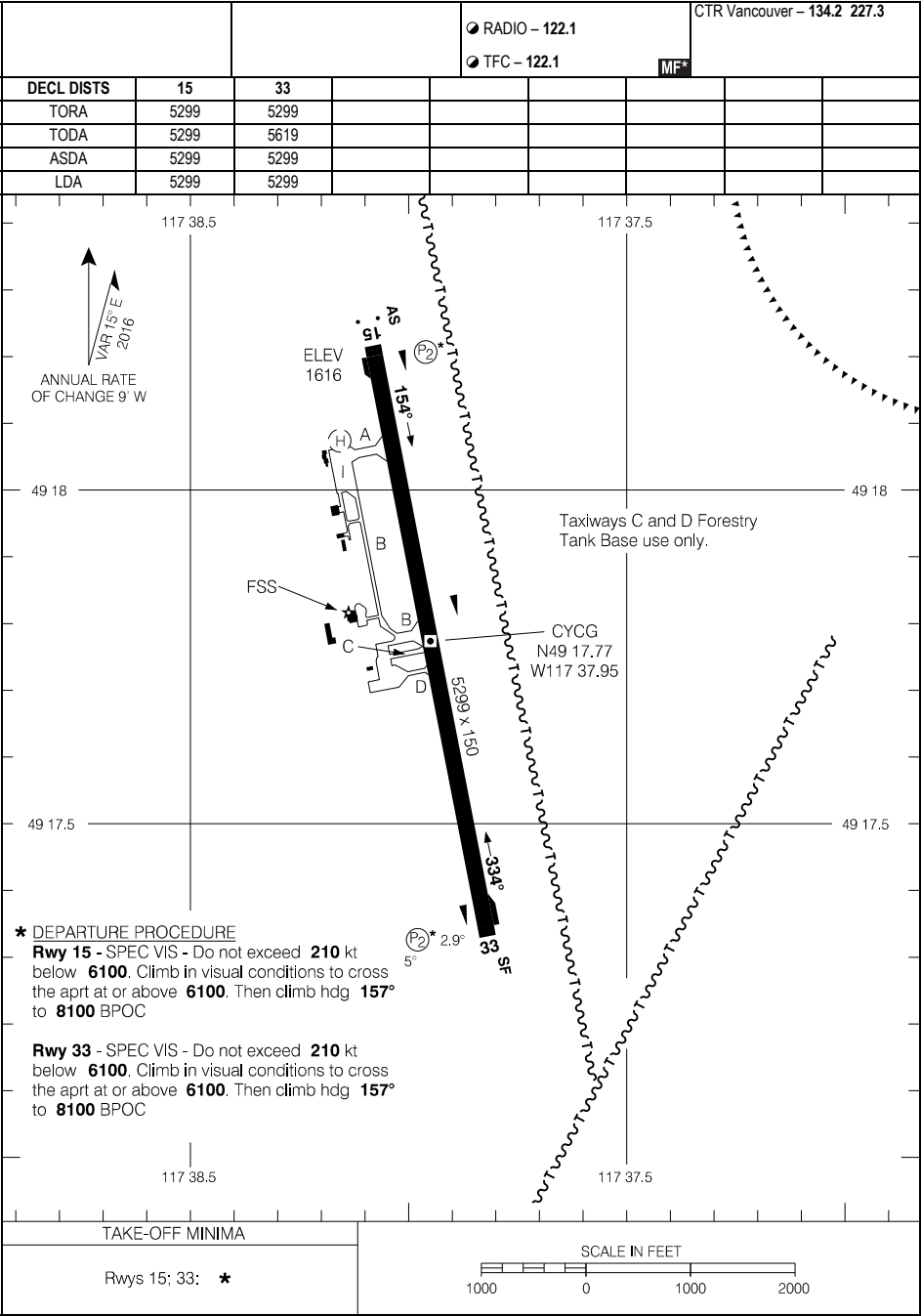
EFF 26 DEC 24

CYBL

CYBL-AD

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AERODROME CHART

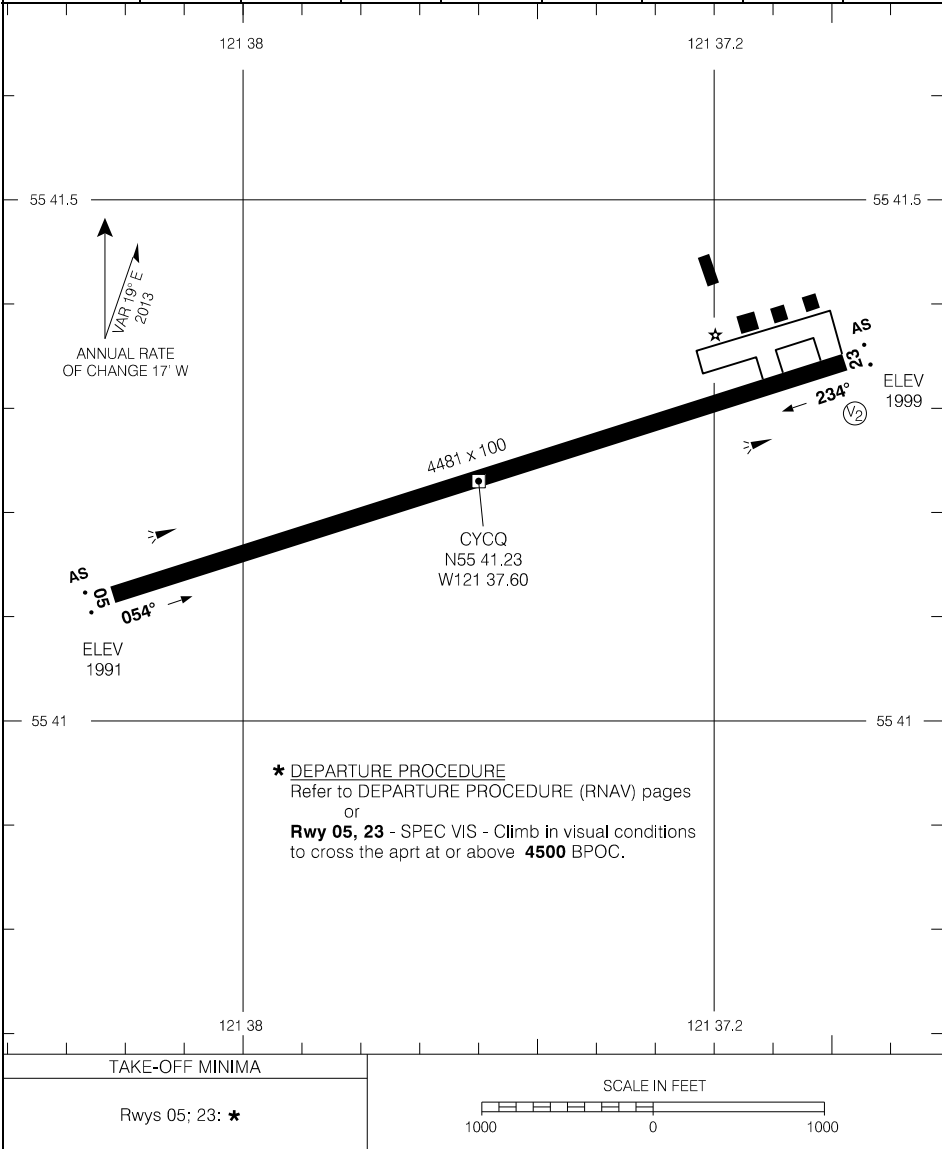


AERODROME CHART

CYCG

AERODROME CHART

LWIS – 122.55				TFC – 123.2		CTR – Edmonton 132.6	
						ATF	
DECL DIST	05	23					
TORA	4481	4481					
TODA	4481	4481					
ASDA	4481	4481					
LDA	4481	4481					



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AERODROME CHART

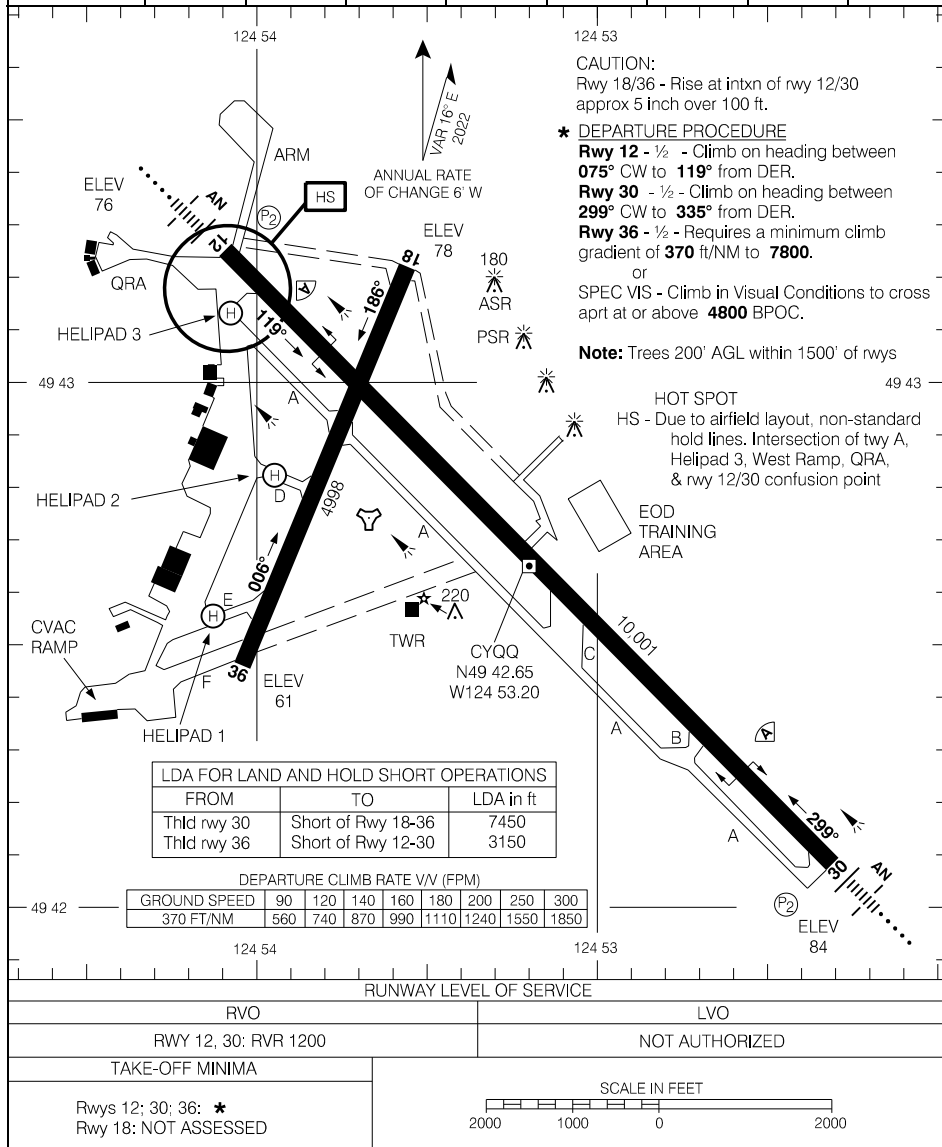
EFF 25 APR 19

CYCQ

COMOX, BC
CYQQ

AERODROME CHART (DND)

ATIS – 118.6 282.2		CLNC DEL – 127.0 227.6		TWR – 126.2 358.1		DEP – 123.7 227.6	
		GND – 119.75 250.3					
DECL DISTS	12	30	18	36			
TORA	10001	10001	4998	4998			
TODA	10001	10001	4998	4998			
ASDA	10001	10001	4998	4998			
LDA	10001	10001	4998	4998			



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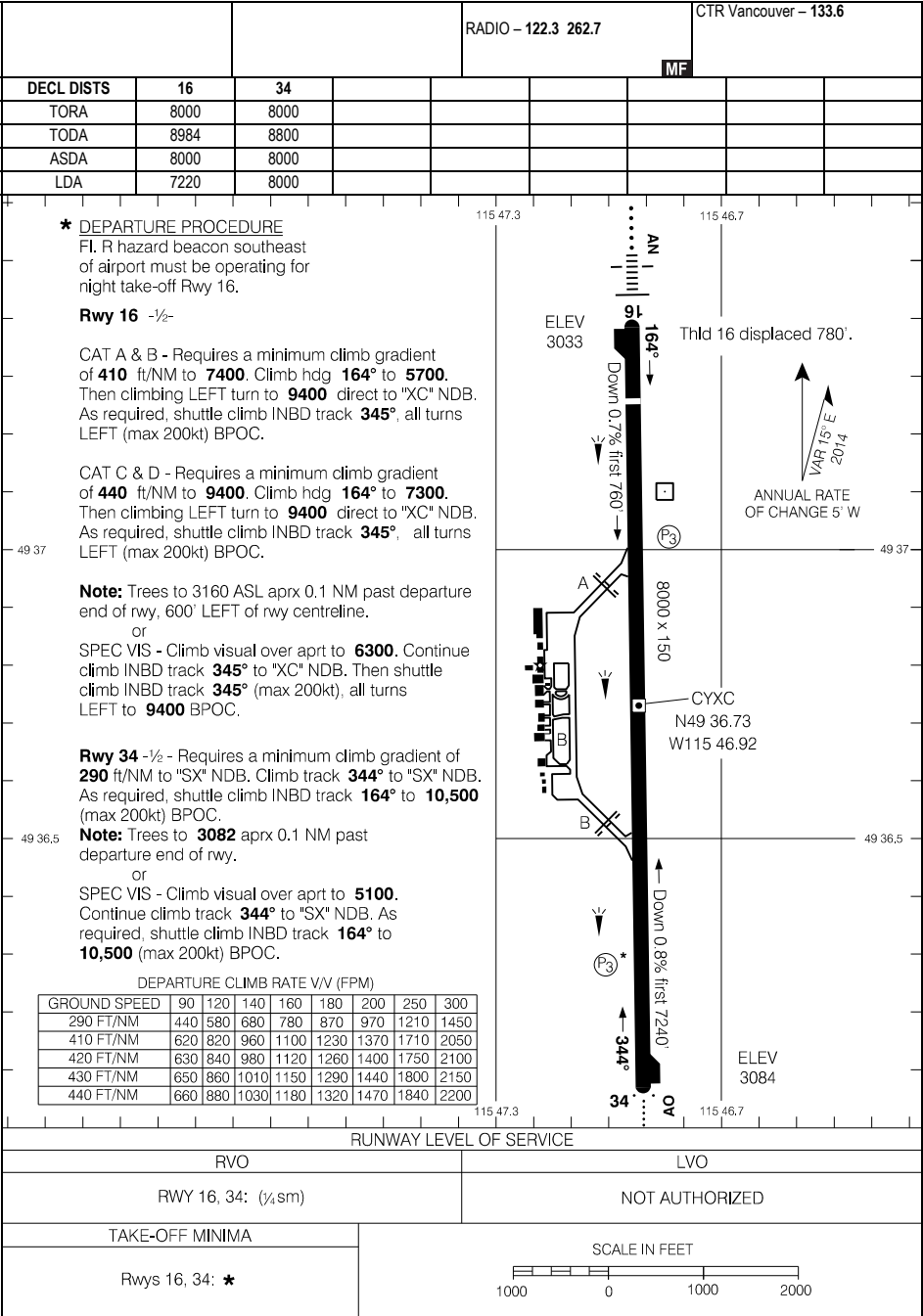
AERODROME CHART (DND)

EFF 2 OCT 25

CYQQ

CYQQQ-AD

AERODROME CHART



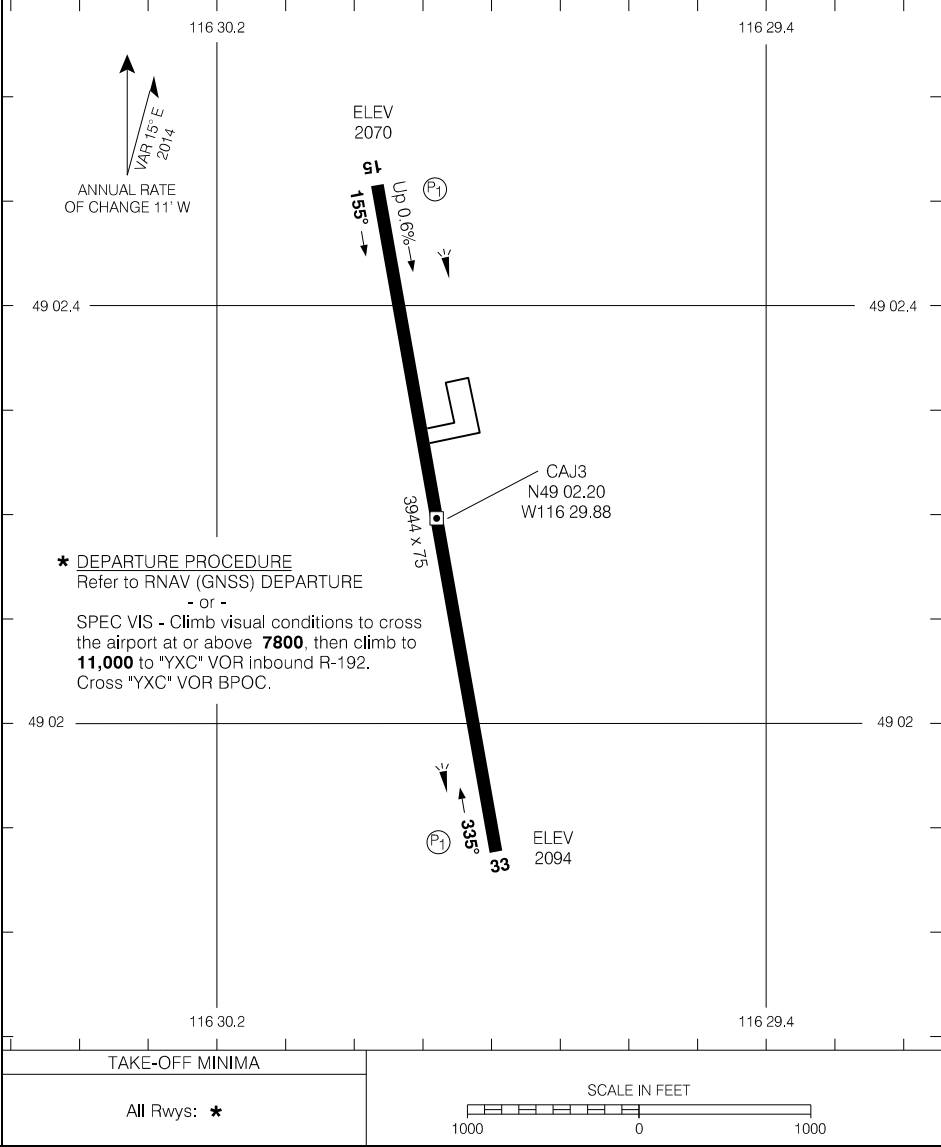
AERODROME CHART

EFF 12 JUN 25

CYXC

AERODROME CHART

LWIS – 129.17						UNICOM – 122.8		CTR Vancouver – 133.6	
						ATF			
DECL DIST	15	33							
TORA	3944	3944							
TODA	3944	3944							
ASDA	3944	3944							
LDA	3944	3944							



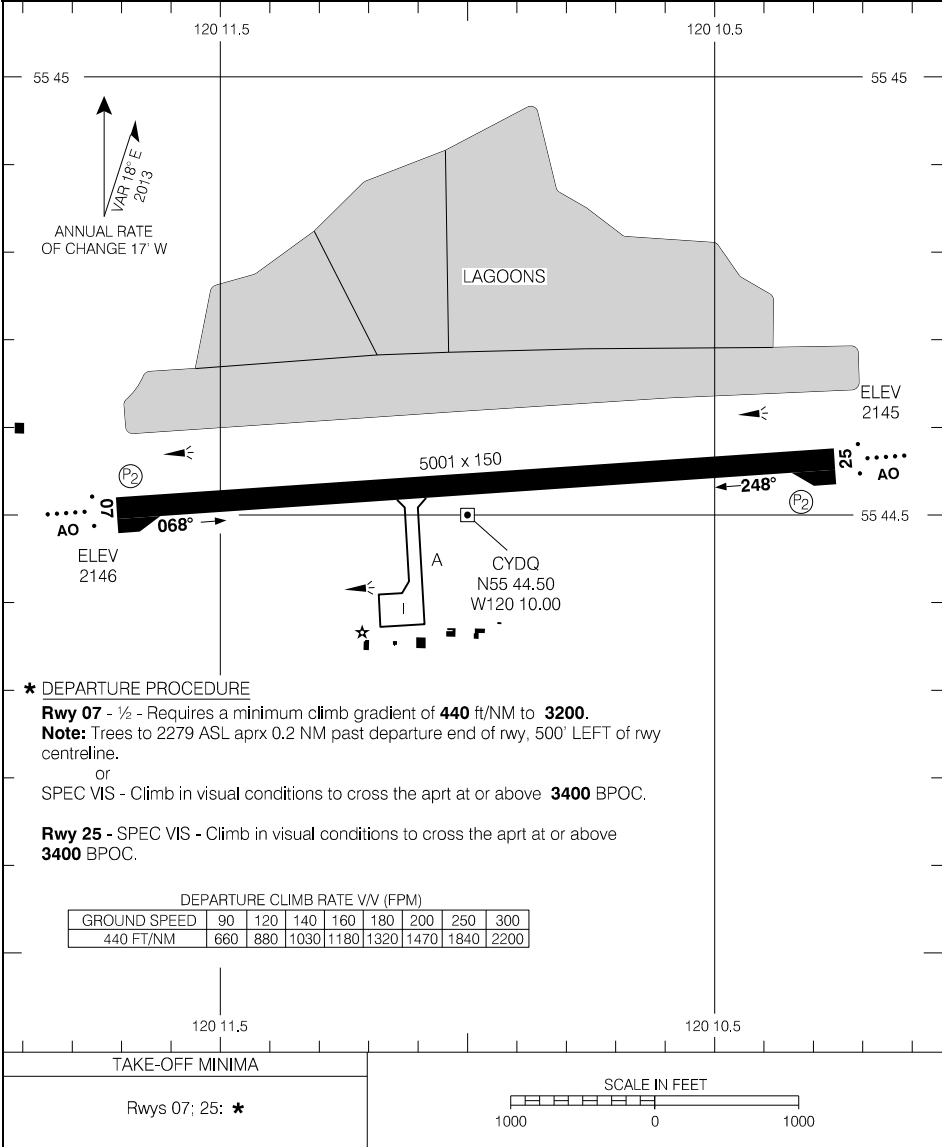
AERODROME CHART

EFF 27 NOV 25

CAJ3

AERODROME CHART

AWOS – 128.55				● RADIO Yellowknife – 122.2		● RADIO Yellowknife – 122.2	
				● TFC – 122.2		MF	
DECL DIST	07	25					
TORA	5001	5001					
TODA	5985	5785					
ASDA	5001	5001					
LDA	5001	5001					

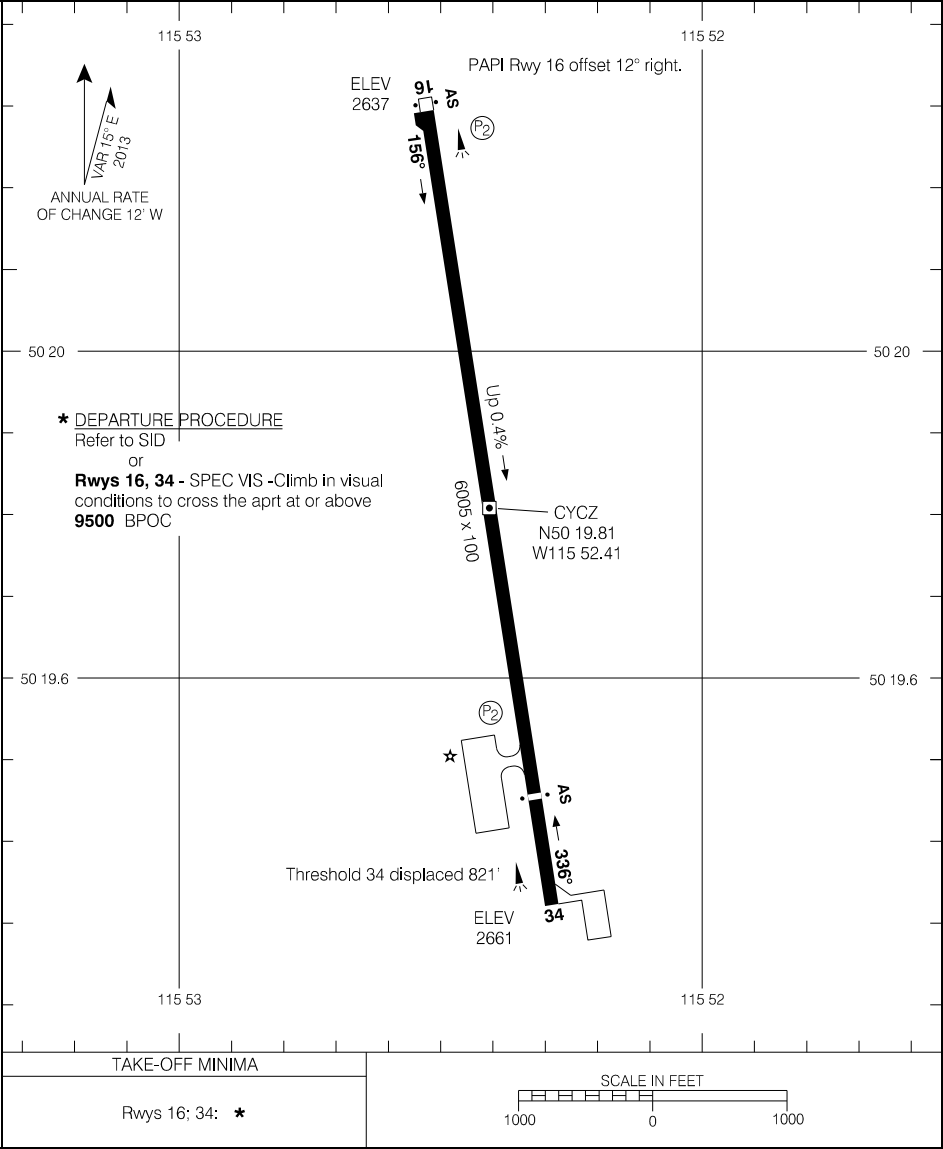


AERODROME CHART

EFF 11 JUL 24

AERODROME CHART

AUTO – 122.97				TFC – 123.2		CTR Vancouver – 133.6	
						ATF	
DECL DIST	16	34					
TORA	6005	6005					
TODA	6005	6005					
ASDA	6005	6005					
LDA	6005	5184					



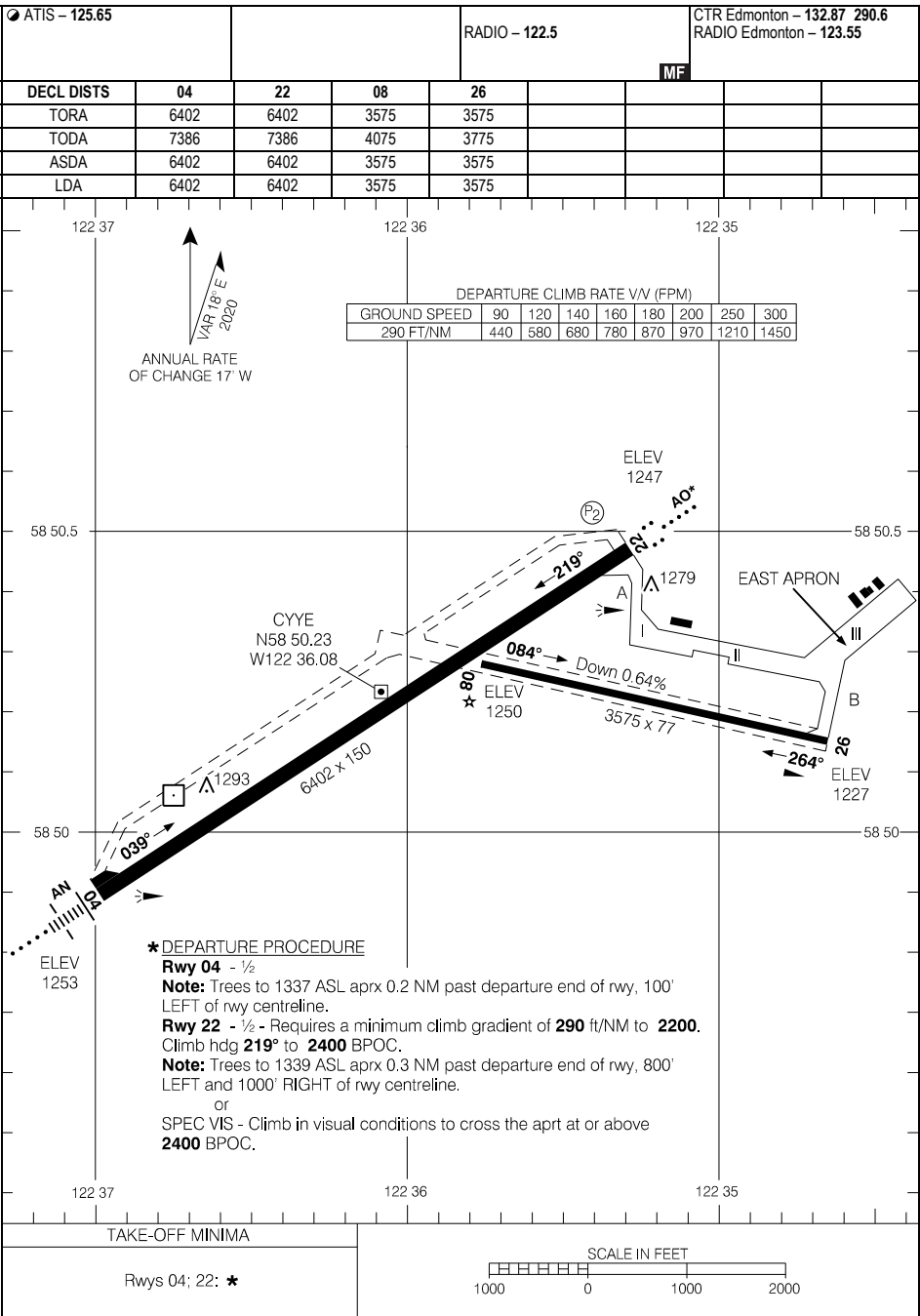
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AERODROME CHART

EFF 20 FEB 25

CYCZ

AERODROME CHART



122 37

122 36

122 35

↑

VAR 18° E

2020

ANNUAL RATE
OF CHANGE 17° W

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
290 FT/NM	440	580	680	780	870	970	1210	1450

ELEV 1247

P2

219°

AO*

ELEV 1279

EAST APRON

80°

084°

Down 0.64%

3575 x 77

26°

ELEV 1227

AN

ELEV 1253

1293

6402 x 150

CYYE
N58 50.23
W122 36.08

* DEPARTURE PROCEDURE

Rwy 04 - ½

Note: Trees to 1337 ASL aprx 0.2 NM past departure end of rwy, 100' LEFT of rwy centreline.

Rwy 22 - ½ - Requires a minimum climb gradient of 290 ft/NM to 2200. Climb hdg 219° to 2400 BPOC.

Note: Trees to 1339 ASL aprx 0.3 NM past departure end of rwy, 800' LEFT and 1000' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above 2400 BPOC.

TAKE-OFF MINIMA

Rwys 04; 22: ★

SCALE IN FEET

1000 0 1000 2000

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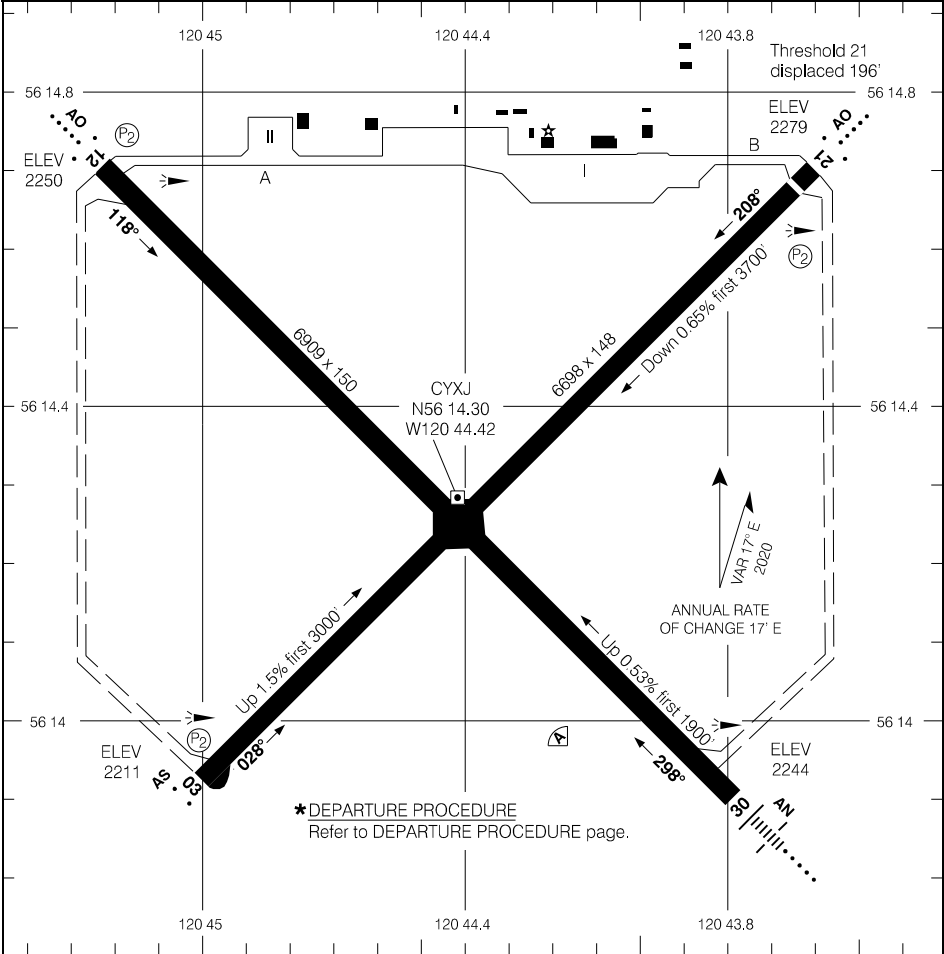
AERODROME CHART

EFF 7 AUG 25

CYYE

AERODROME CHART

● ATIS – 128.5		● CLNC DEL – 121.9		RADIO – 118.5		CTR Edmonton – 132.6 285.4 RADIO Edmonton – 123.55	
				MF			
DECL DIST	03	21	12	30			
TORA	6698	6698	6909	6909			
TODA	7508	7518	7734	7893			
ASDA	6698	6698	6909	6909			
LDA	6698	6502	6909	6909			



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 30: RVR 1200 RWY 12: (1/4sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
All Rwys: 1/2	

AERODROME CHART

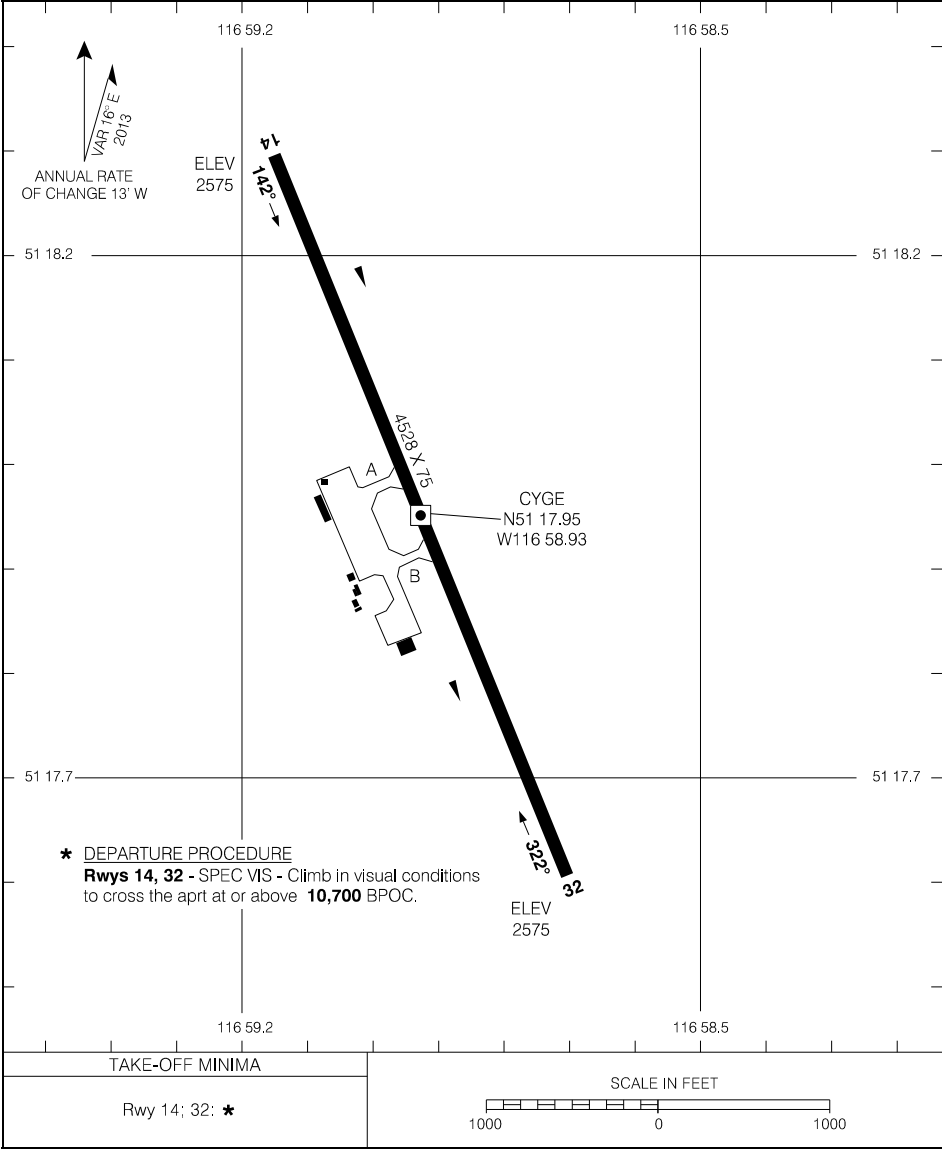
EFF 27 NOV 25

CYXJ

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AERODROME CHART

				TFC – 122.8		MF		CTR Vancouver – 132.35 RADIO Pacific – 122.37	
DECL DIST	14	32							
TORA	4528	4528							
TODA	4528	4528							
ASDA	4528	4528							
LDA	4528	4528							



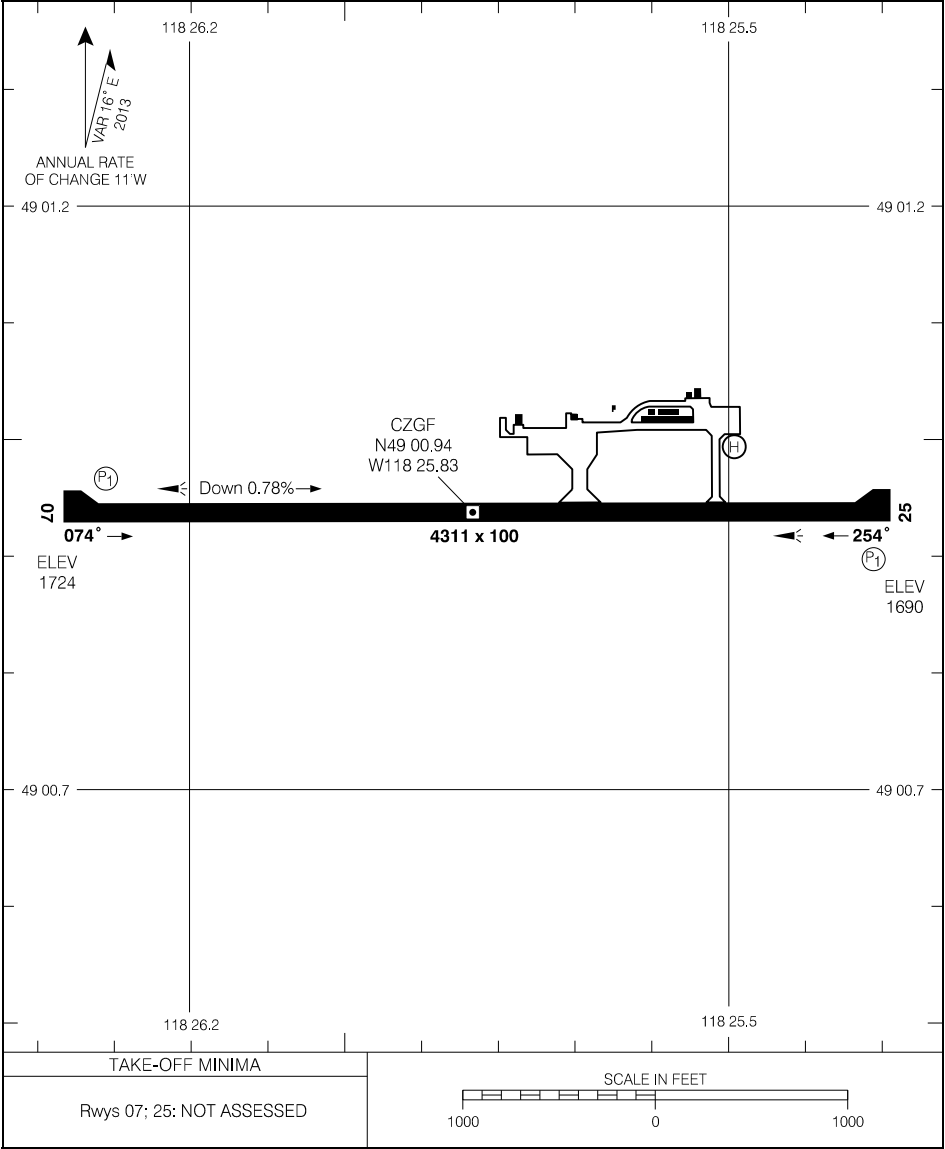
AERODROME CHART

EFF 27 JAN 22

CYGE

AERODROME CHART

AUTO – 122.55				TFC – 123.2		CTR Vancouver – 134.2 RADIO Pacific – 125.85	
						ATF	
DECL DIST	07	25					
TORA	4311	4311					
TODA	4700	4790					
ASDA	4311	4311					
LDA	4311	4311					



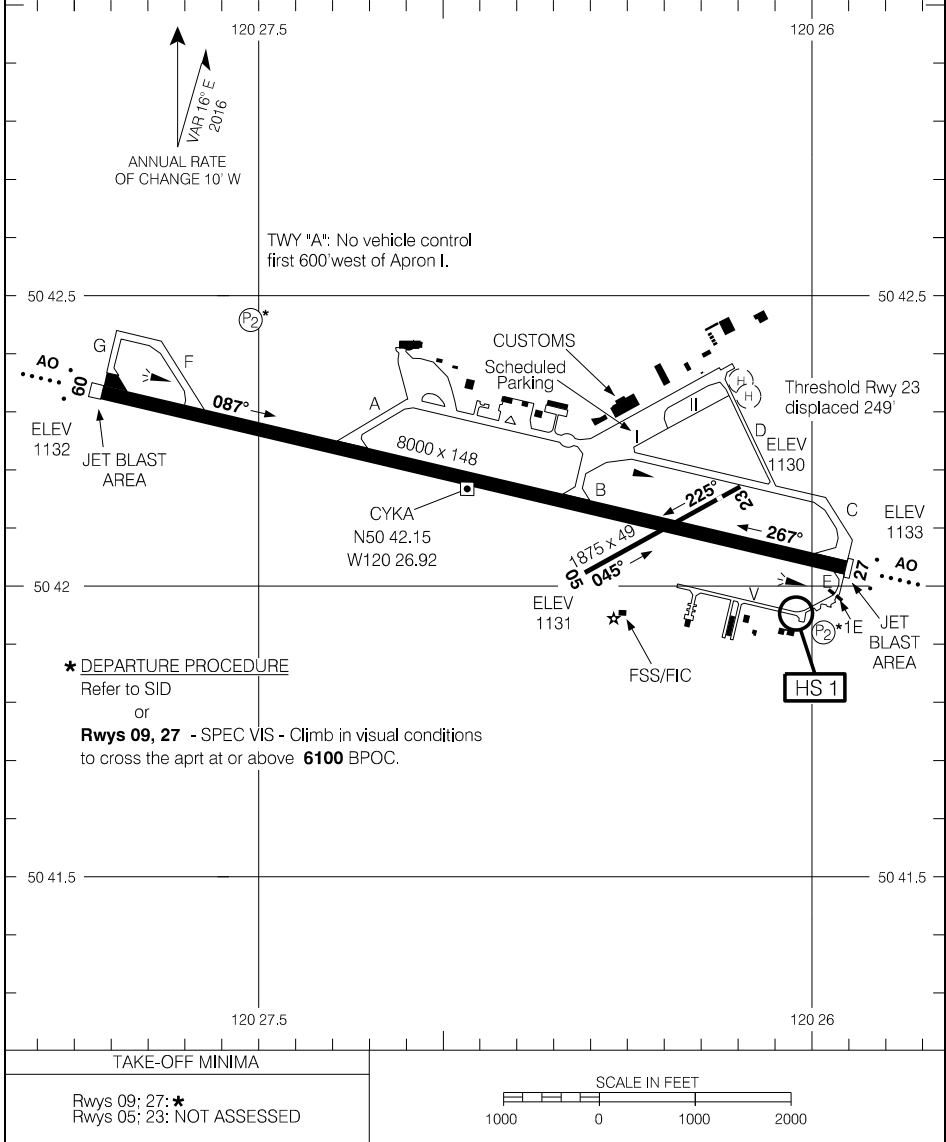
AERODROME CHART

EFF 10 SEP 20

CZGF

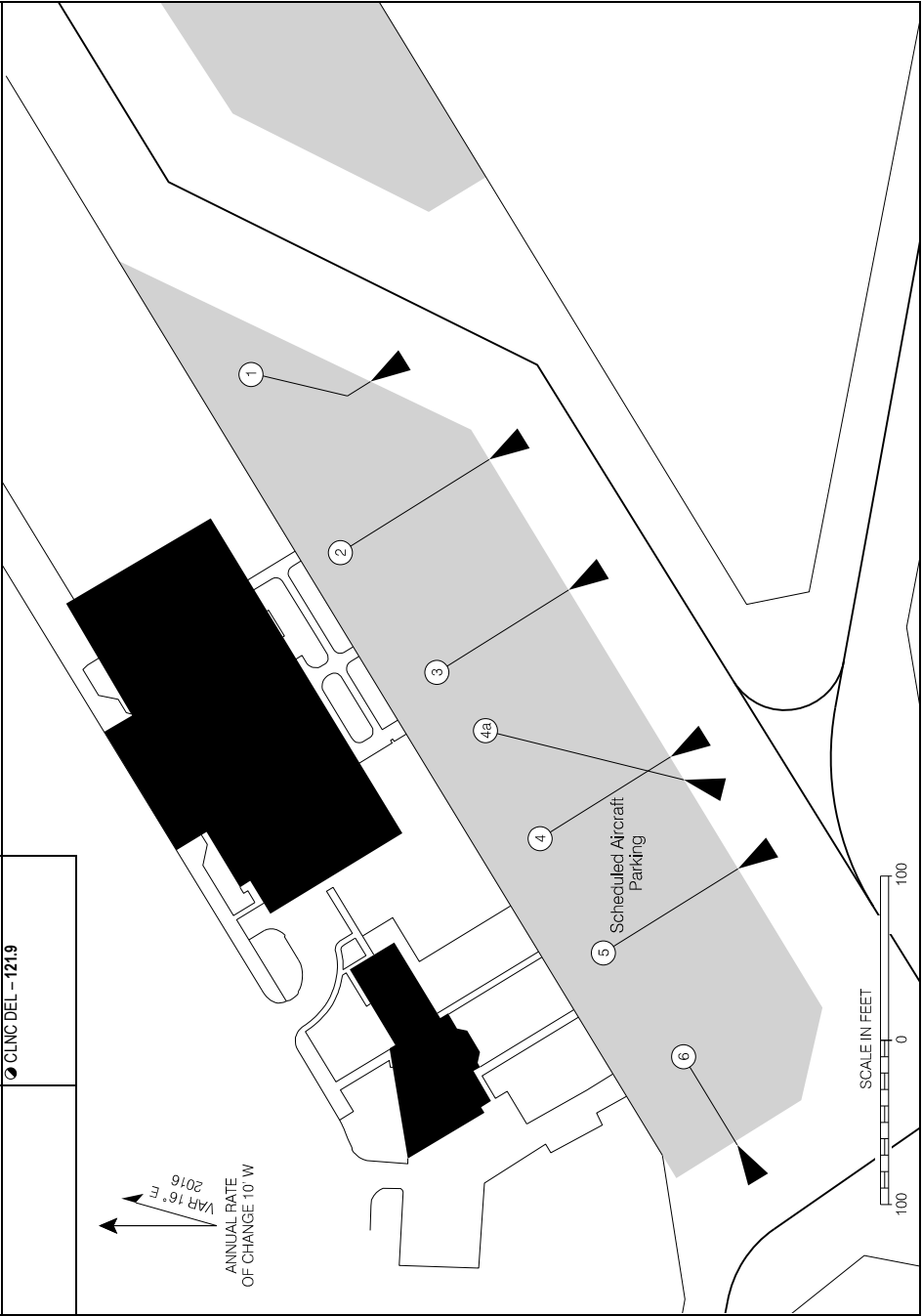
CYKA

		● CLNC DEL – 121.9			RADIO – 125.7		CTR Vancouver – 132.35	
					MF			
DECL DIST	09	27	05	23				
TORA	8000	8000	1875	1875				
TODA	8984	8984	1875	1875				
ASDA	8000	8000	1875	2552				
LDA	8000	8000	1875	1626				



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PARKING AREAS



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PARKING AREAS

EFF 5 SEP 24

CYKA

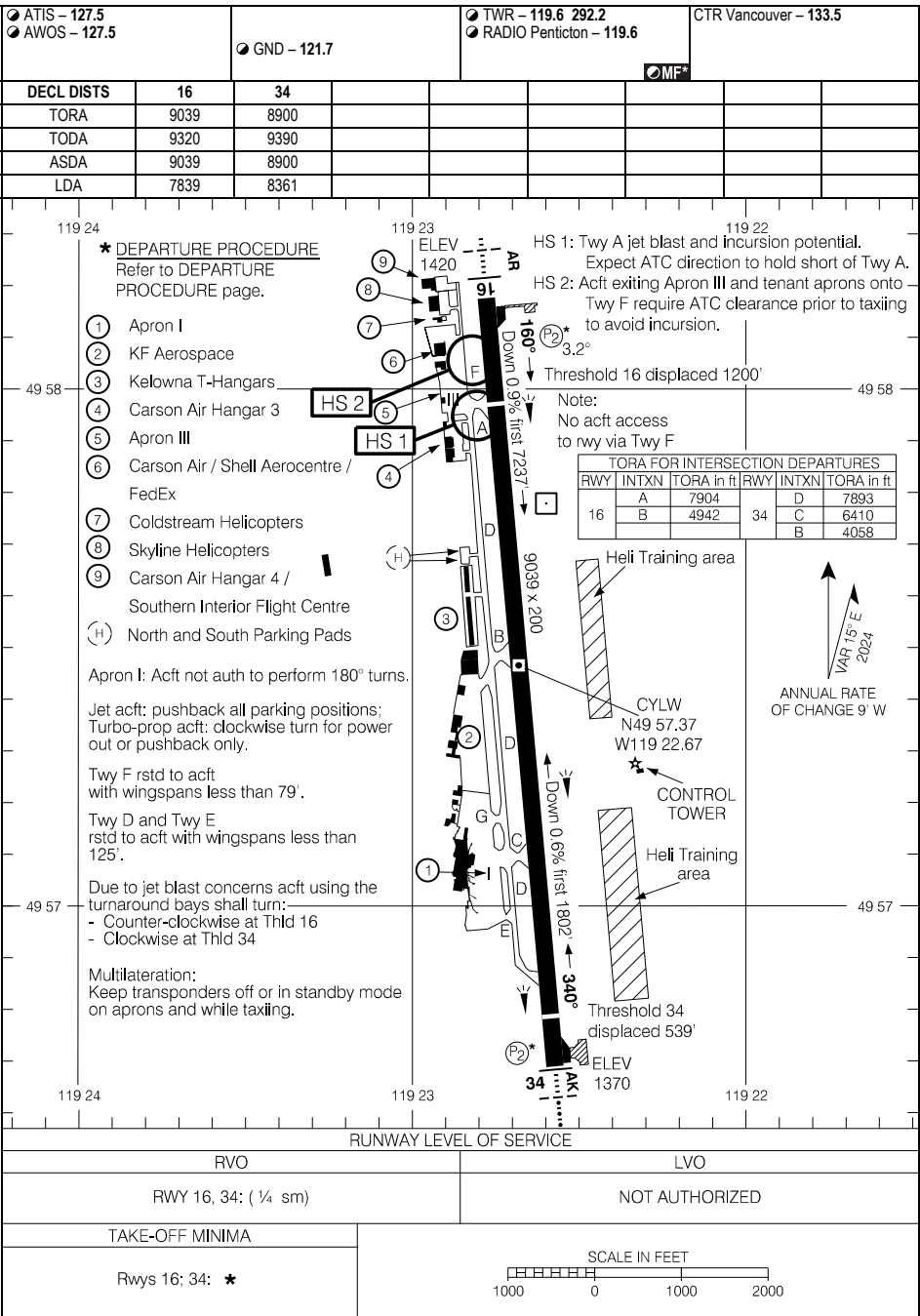
PARKING AREAS

Aircraft Parking Position

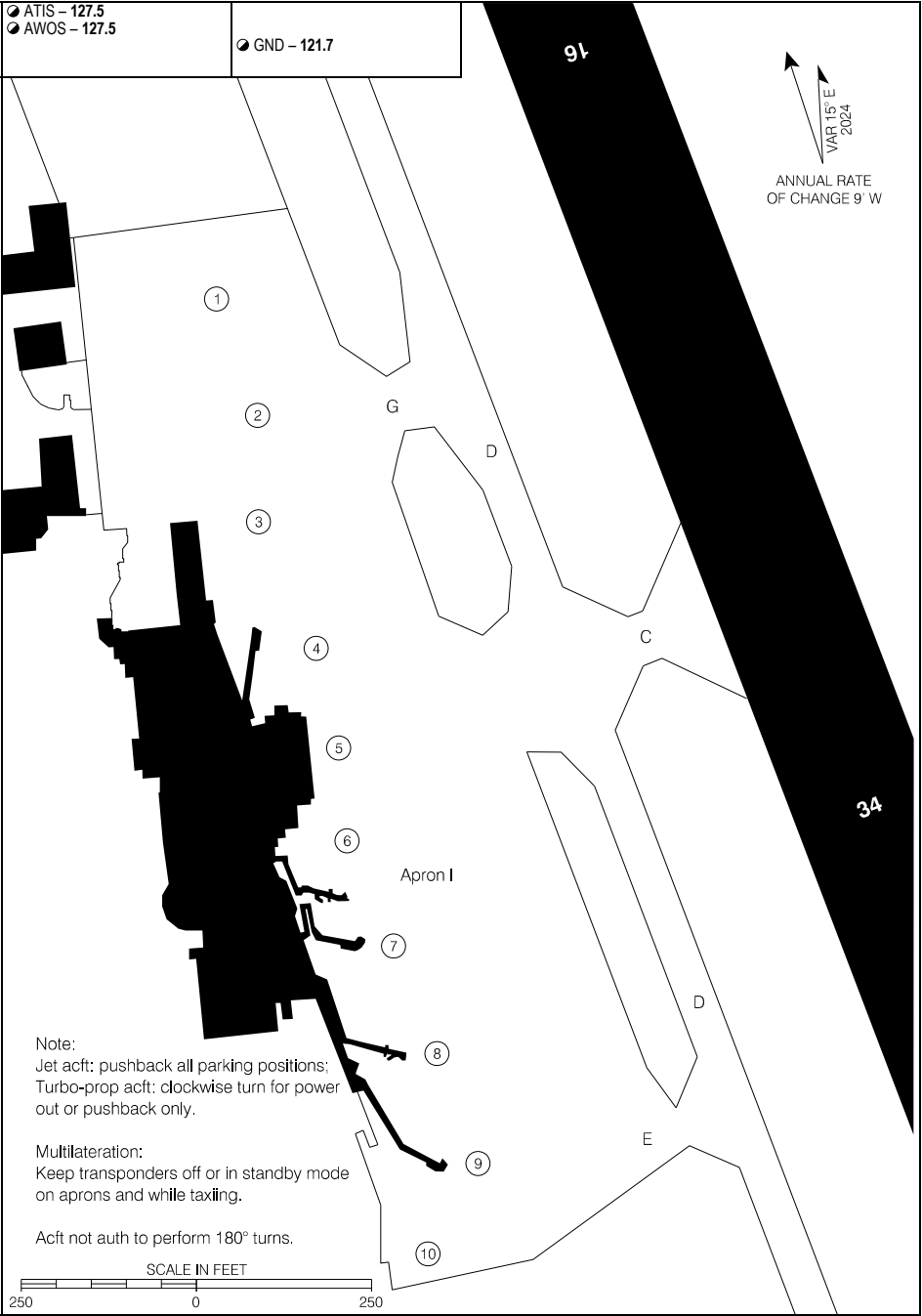
Position	Coordinates	Position	Coordinates
1	504218.39N 1202625.48W	4A	504216.53N 1202630.20W
2	504217.50N 1202627.71W	5	504215.62N 1202633.07W
3	504216.91N 1202629.39W	6	504215.03N 1202634.55W
4	504216.14N 1202631.59W		

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AERODROME CHART



PARKING AREAS (APRON I)



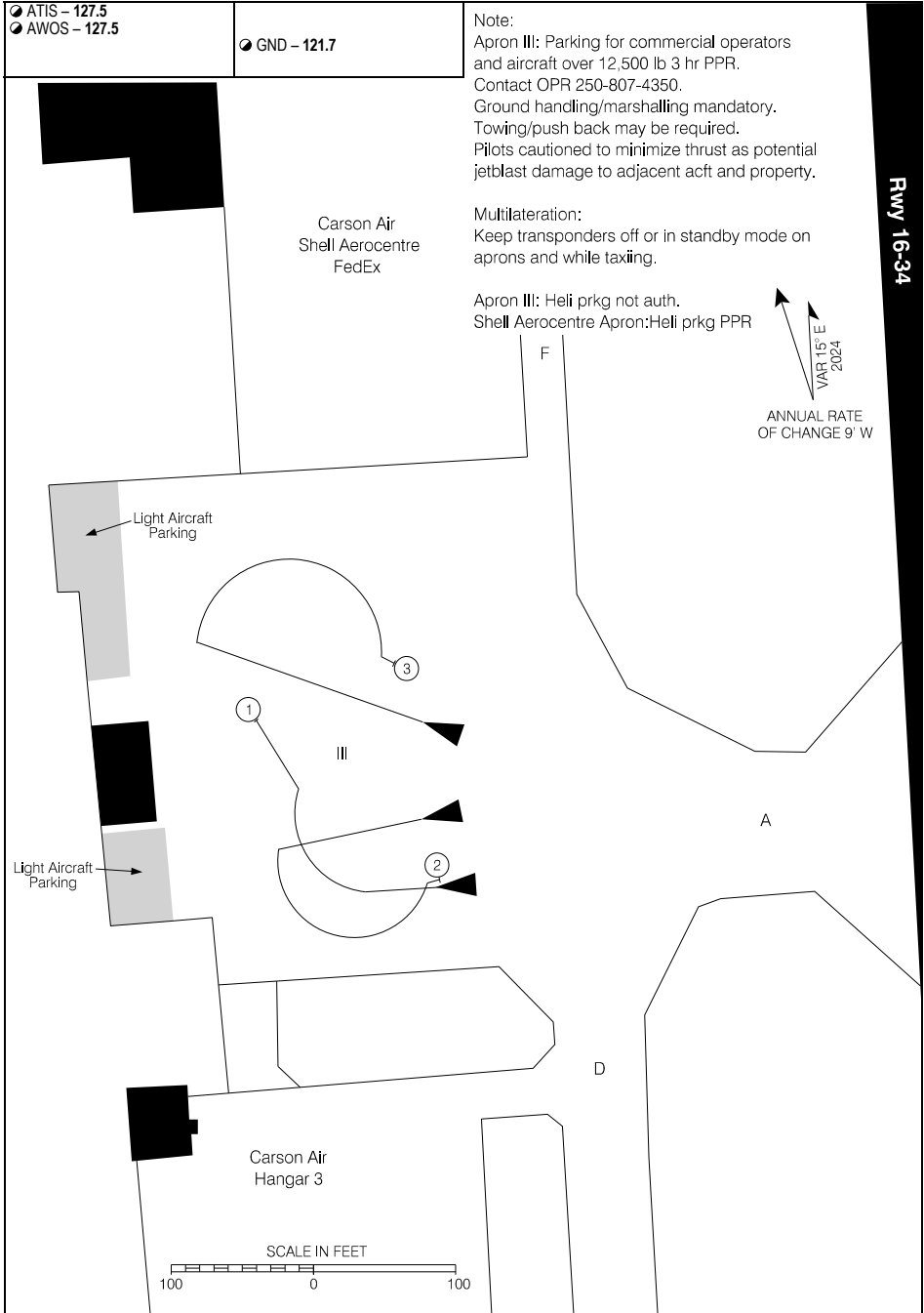
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PARKING AREAS (APRON I)

CYLW

EFF 11 JUL 24

PARKING AREAS (APRON III)



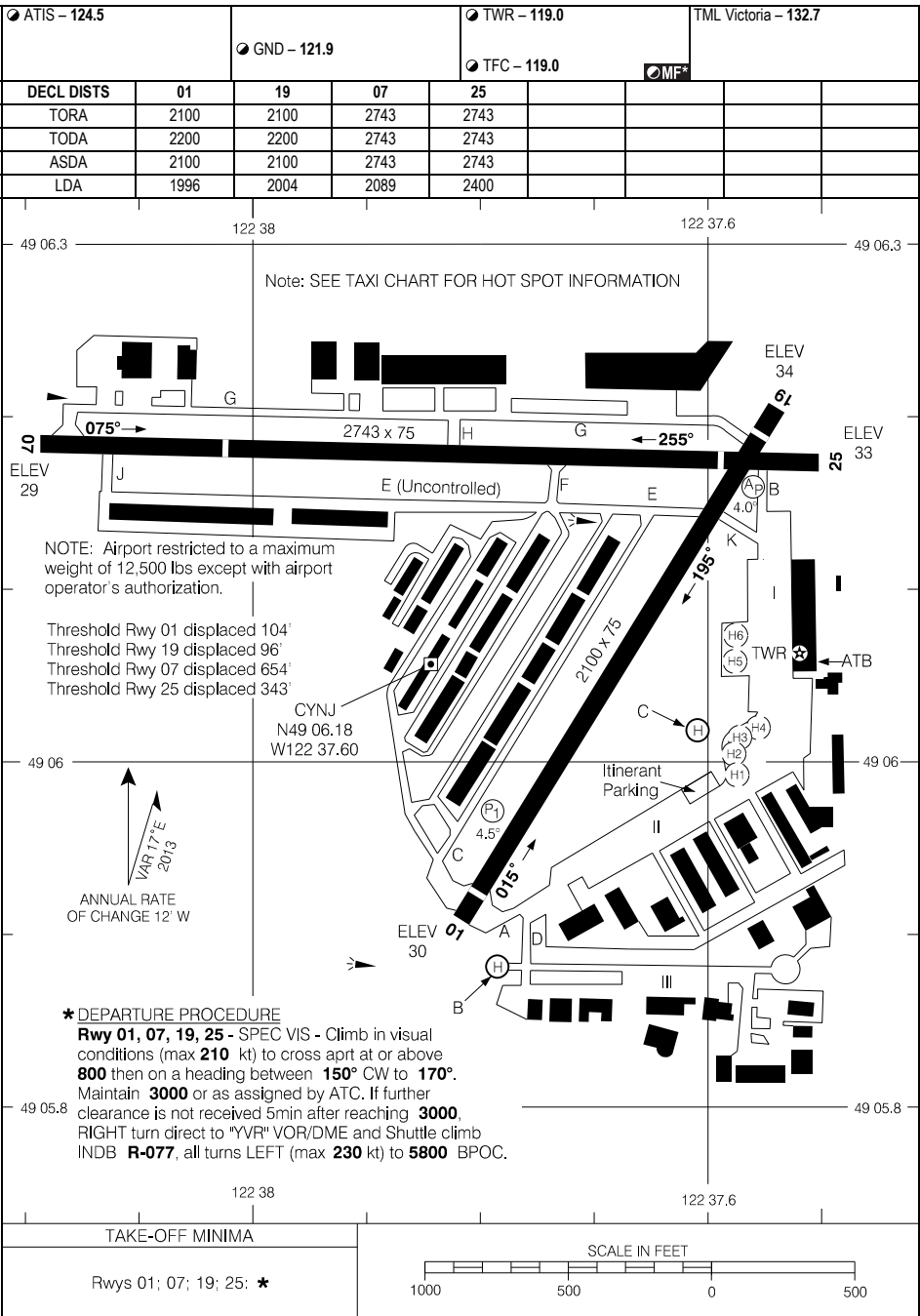
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PARKING AREAS (APRON III)

EFF 21 MAR 24

CYLW

AERODROME CHART



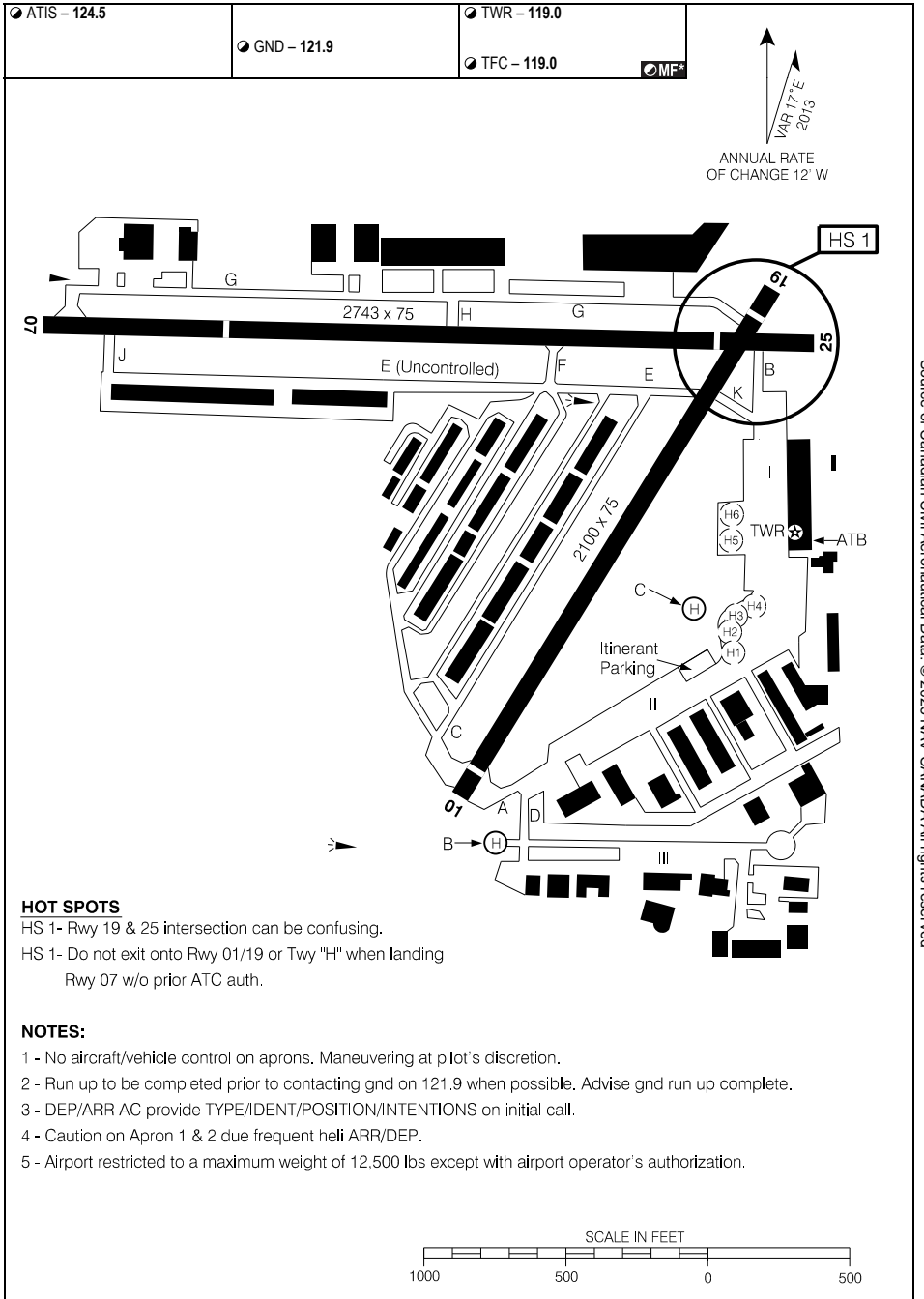
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AERODROME CHART

EFF 27 NOV 25

CYNJ

TAXI CHART



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TAXI CHART

EFF 2 OCT 25

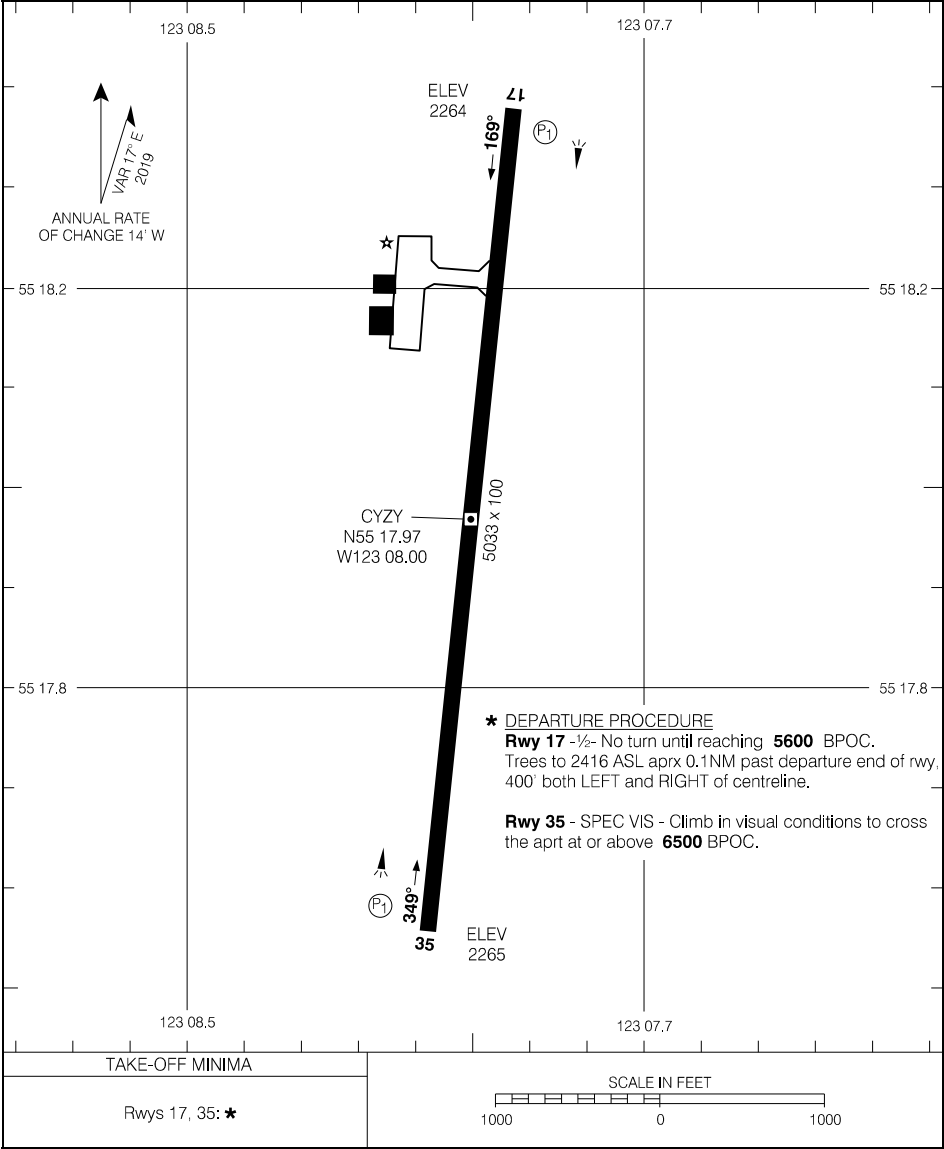
CYNJ

CYZY-AD

MACKENZIE, BC
CYZY

AERODROME CHART

AWOS – 127.7				TFC – 123.5		RADIO Pacific – 123.47	
						MF	
DECL DIST	17	35					
TORA	5033	5033					
TODA	6017	5033					
ASDA	5233	5233					
LDA	5033	5033					



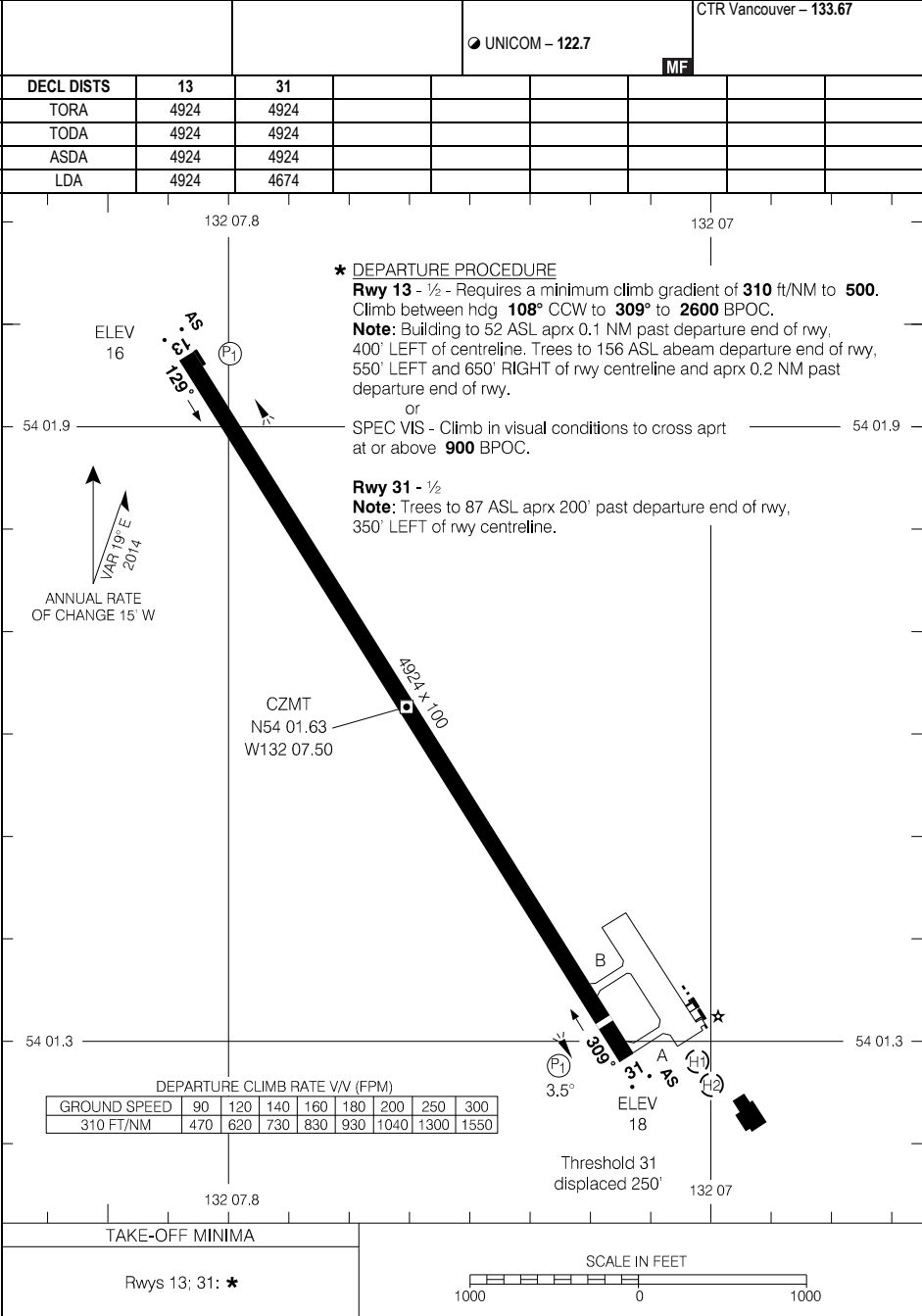
AERODROME CHART

EFF 30 JAN 20

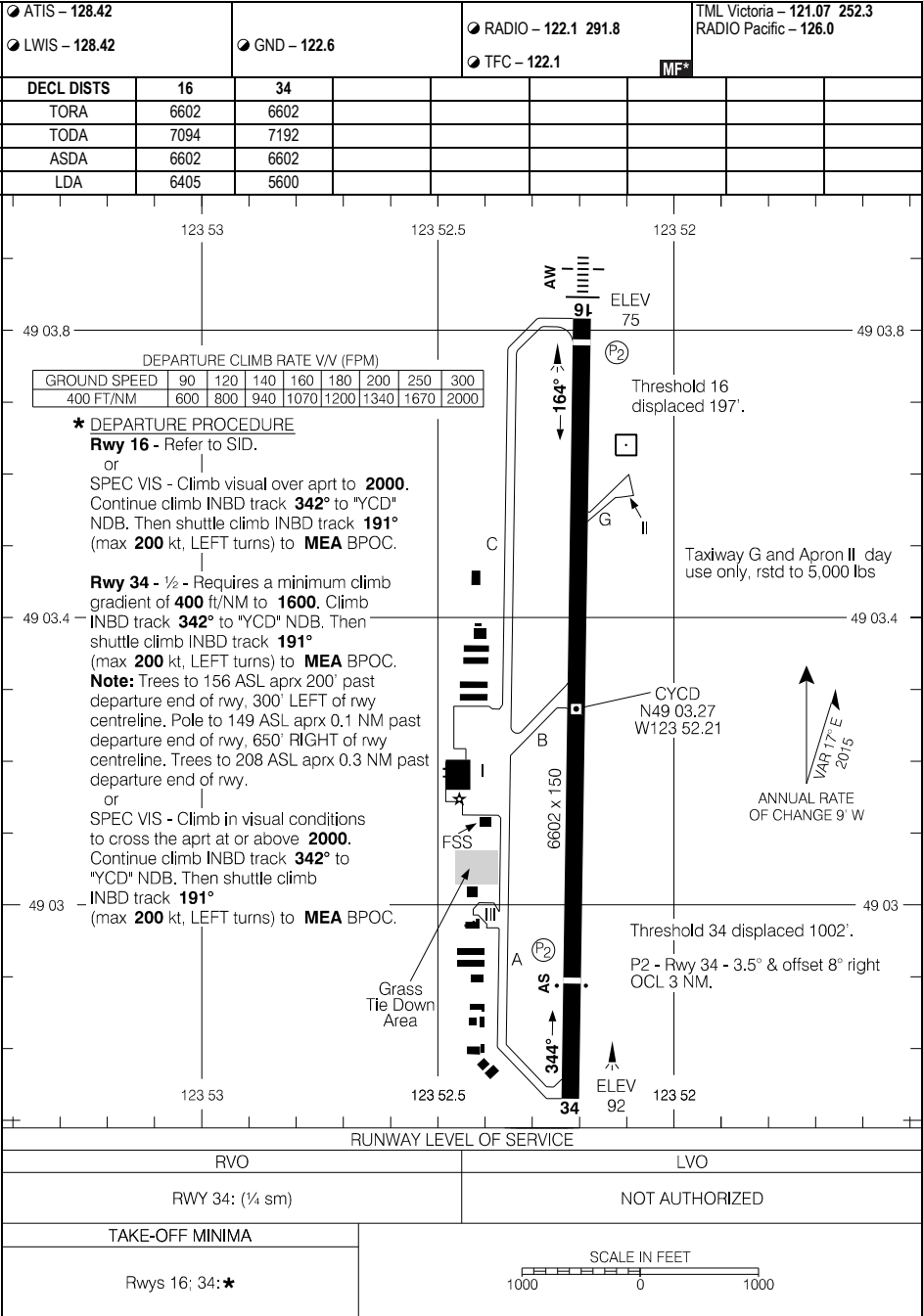
CYZY

CYZY-AD

AERODROME CHART



AERODROME CHART



123 53

123 52.5

123 52

49 03.8

49 03.4

49 03

123 53

123 52.5

123 52

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

★ DEPARTURE PROCEDURE

Rwy 16 - Refer to SID.

or

SPEC VIS - Climb visual over apt to **2000**. Continue climb INBD track **342°** to "YCD" NDB. Then shuttle climb INBD track **191°** (max **200** kt, LEFT turns) to **MEA** BPOC.

Rwy 34 - ½ - Requires a minimum climb gradient of **400** ft/NM to **1600**. Climb INBD track **342°** to "YCD" NDB. Then shuttle climb INBD track **191°** (max **200** kt, LEFT turns) to **MEA** BPOC.

Note: Trees to 156 ASL aprx 200' past departure end of rwy, 300' LEFT of rwy centreline. Pole to 149 ASL aprx 0.1 NM past departure end of rwy, 650' RIGHT of rwy centreline. Trees to 208 ASL aprx 0.3 NM past departure end of rwy.

or

SPEC VIS - Climb in visual conditions to cross the apt at or above **2000**. Continue climb INBD track **342°** to "YCD" NDB. Then shuttle climb INBD track **191°** (max **200** kt, LEFT turns) to **MEA** BPOC.

AW

91

ELEV 75

164°

Threshold 16 displaced 197'.

Taxiway G and Apron II day use only, rstd to 5,000 lbs

CYCD N49 03.27 W123 52.21

6602 x 150

FSS

Grass Tie Down Area

AS

34

344°

ELEV 92

Threshold 34 displaced 1002'.

P2 - Rwy 34 - 3.5° & offset 8° right OCL 3 NM.

ANNUAL RATE OF CHANGE 9' W

Var 17° E 2015

RUNWAY LEVEL OF SERVICE

RVO

LVO

RWY 34: (¼ sm)

NOT AUTHORIZED

TAKE-OFF MINIMA

Rwys 16; 34: ★

SCALE IN FEET

1000 0 1000

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AERODROME CHART

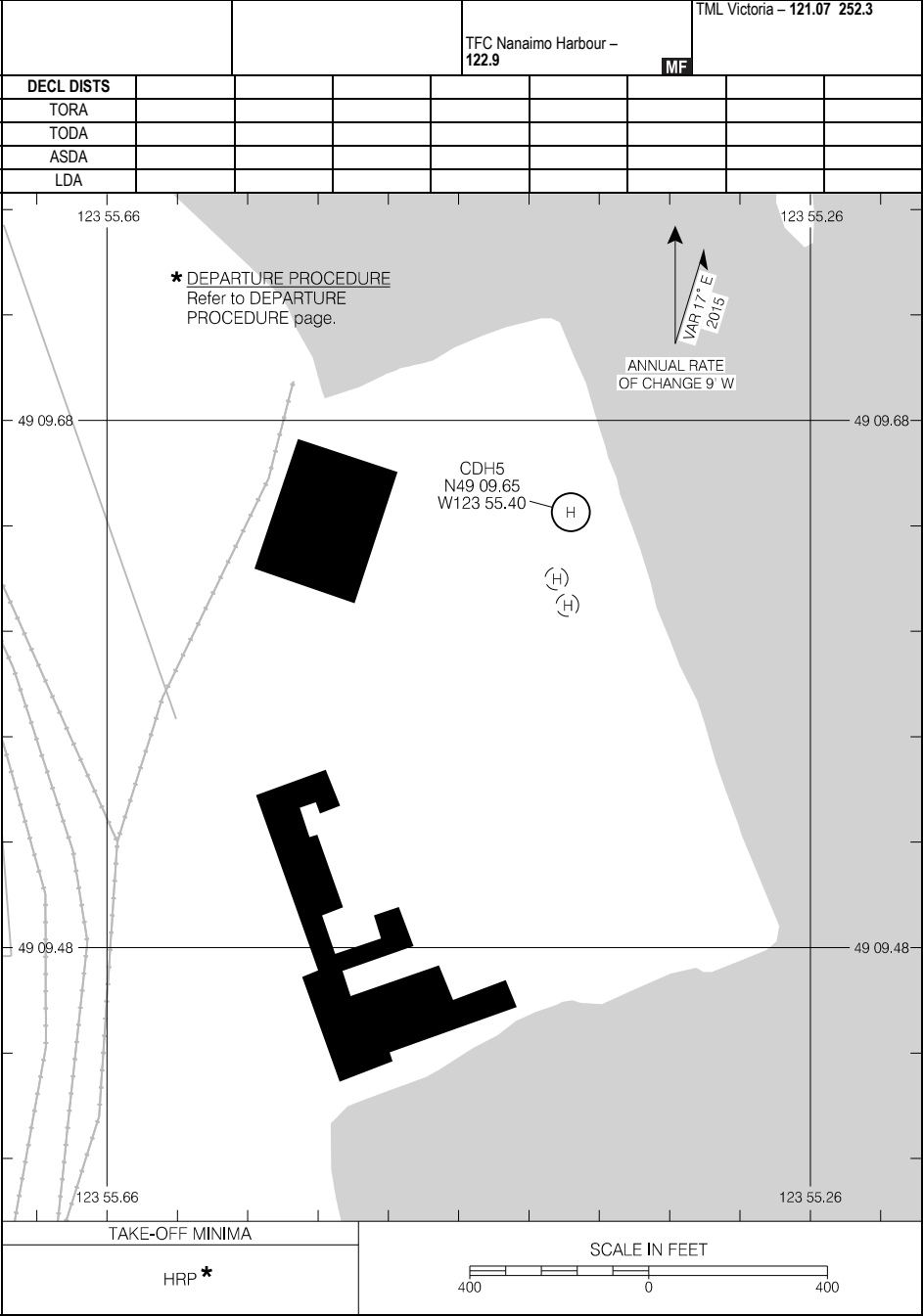
EFF 26 DEC 24

CYCD

CDH5-HP

NANAIMO/NANAIMO HARBOUR HELIPORT, BC
CDH5

HELIPORT CHART



HELIPORT CHART

EFF 17 APR 25

CDH5

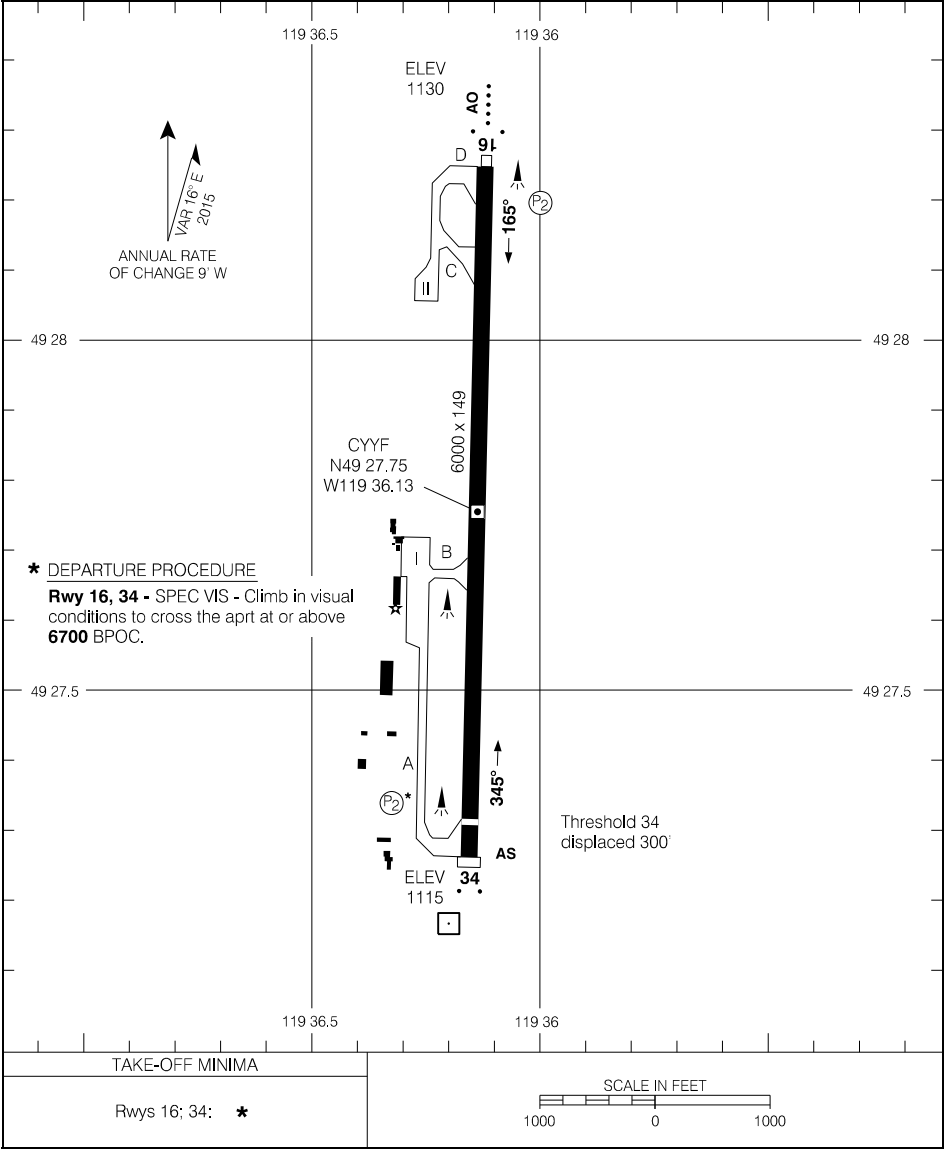
CDH5-HP

CYYF-AD

PENTICTON, BC
CYYF

AERODROME CHART

		GND ADV - 121.9		RADIO - 118.5		CTR Vancouver - 133.5 351.3	
						MF	
DECL DIST	16	34					
TORA	6000	6000					
TODA	6600	6984					
ASDA	6000	6000					
LDA	6000	5700					



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AERODROME CHART

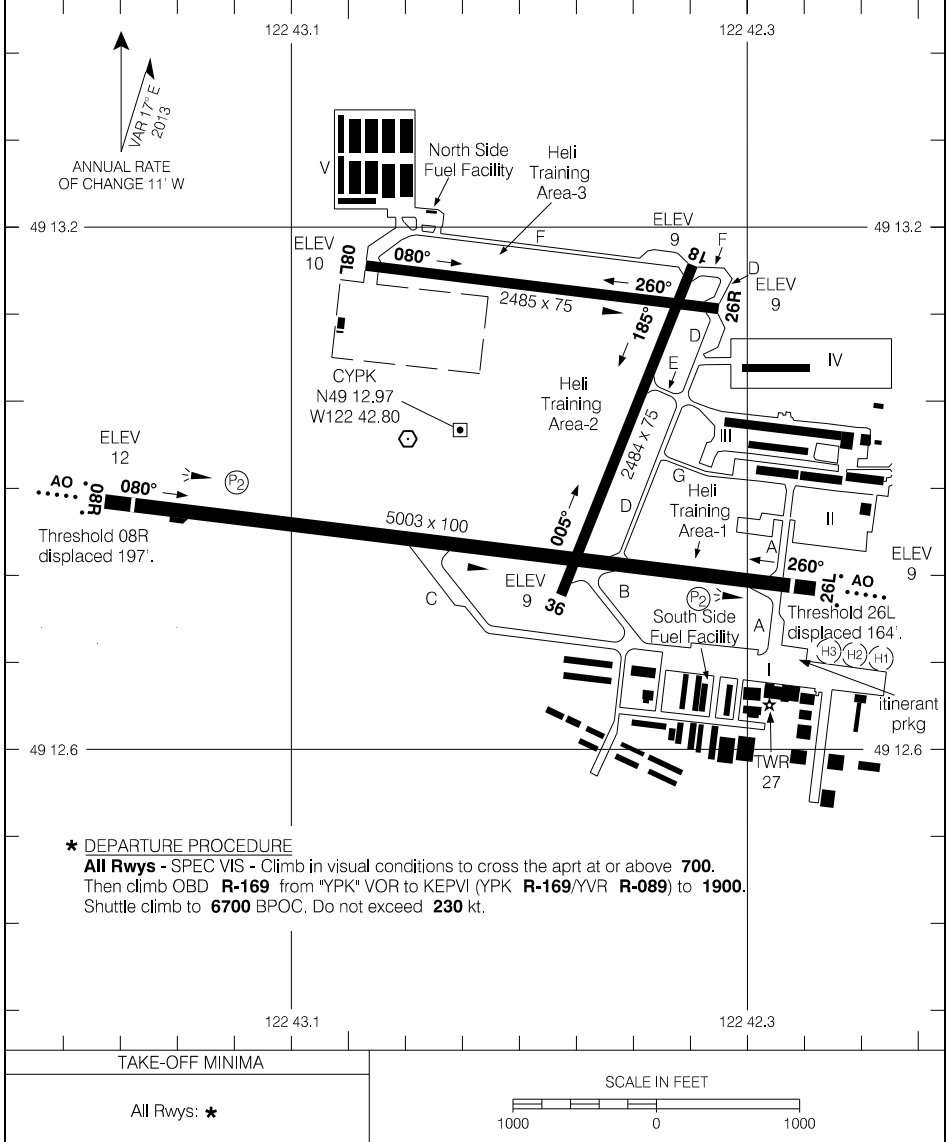
CYYF

EFF 2 OCT 25

CYYF-AD

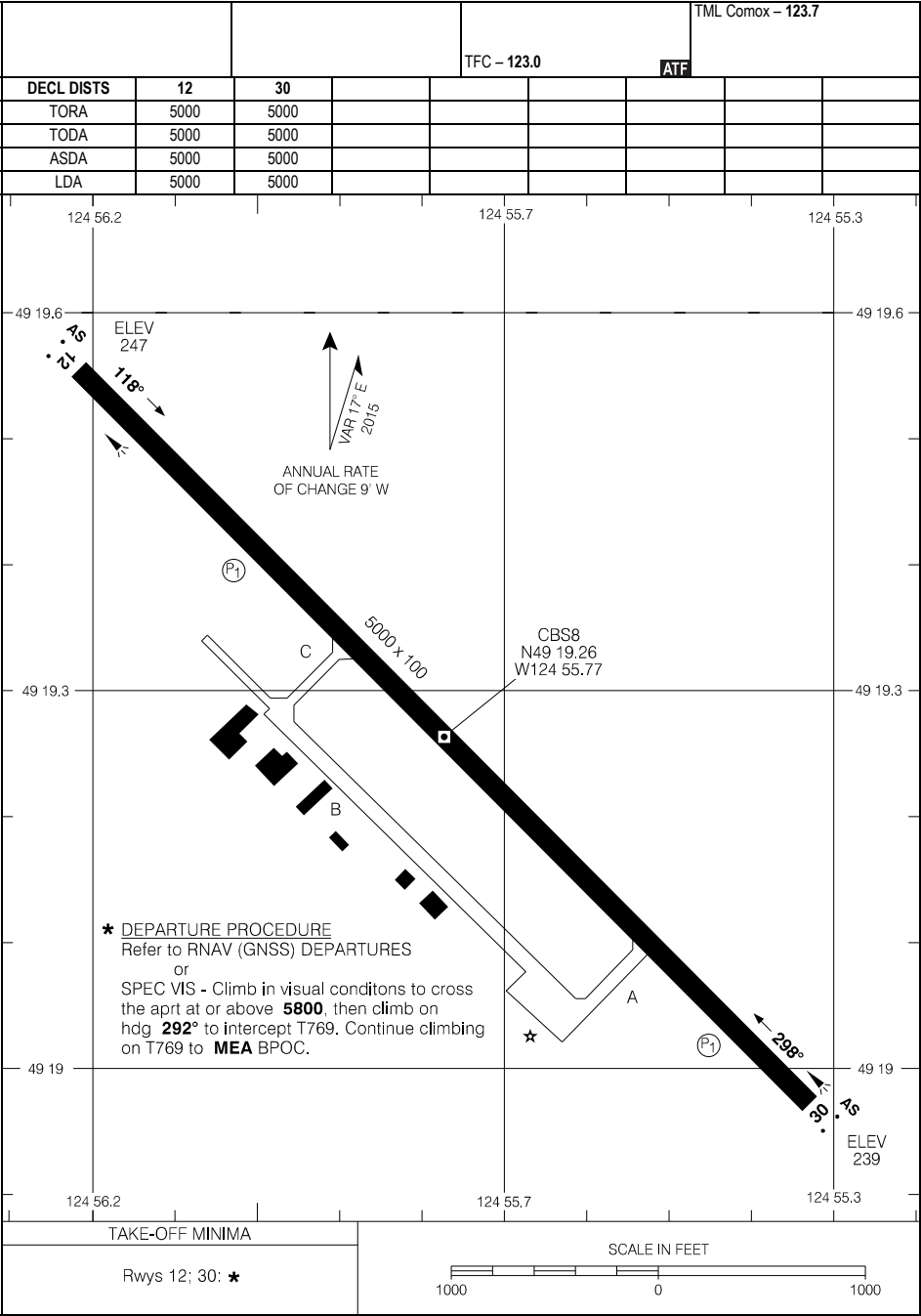
CYPK

● ATIS – 125.0		● GND – 123.8		● TWR – 126.3 ● TFC – 126.3			DEP Vancouver – 132.3 363.8 ● MF*	
DECL DISTS	08R	26L	08L	26R	18	36		
TORA	5003	5003	2485	2485	2484	2484		
TODA	5495	5495	2585	2585	2584	2584		
ASDA	5003	5003	2485	2485	2484	2484		
LDA	4806	4839	2485	2485	2484	2484		



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AERODROME CHART

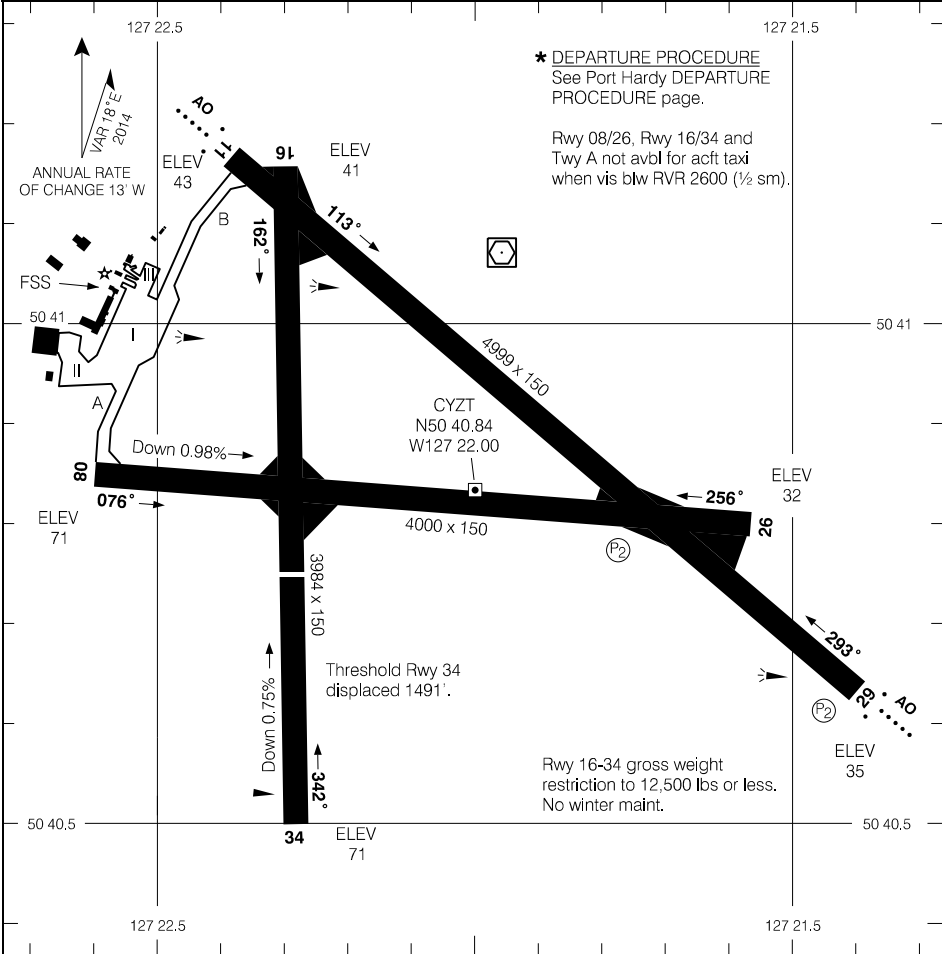


Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

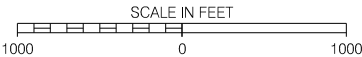
AERODROME CHART

AERODROME CHART

				RADIO Hardy – 122.2			CTR Vancouver – 132.2 266.3	
						MF*		
DECL DIST	08	26	11	29	16	34		
TORA	4000	4000	4999	4999	3984	3984		
TODA	4902	4000	5983	5819	3984	4476		
ASDA	4000	4000	4999	4999	3984	3984		
LDA	4000	4000	4999	4999	3984	2493		



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 29: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 08, 34: NOT ASSESSED Rwys 11, 16, 26, 29: *	

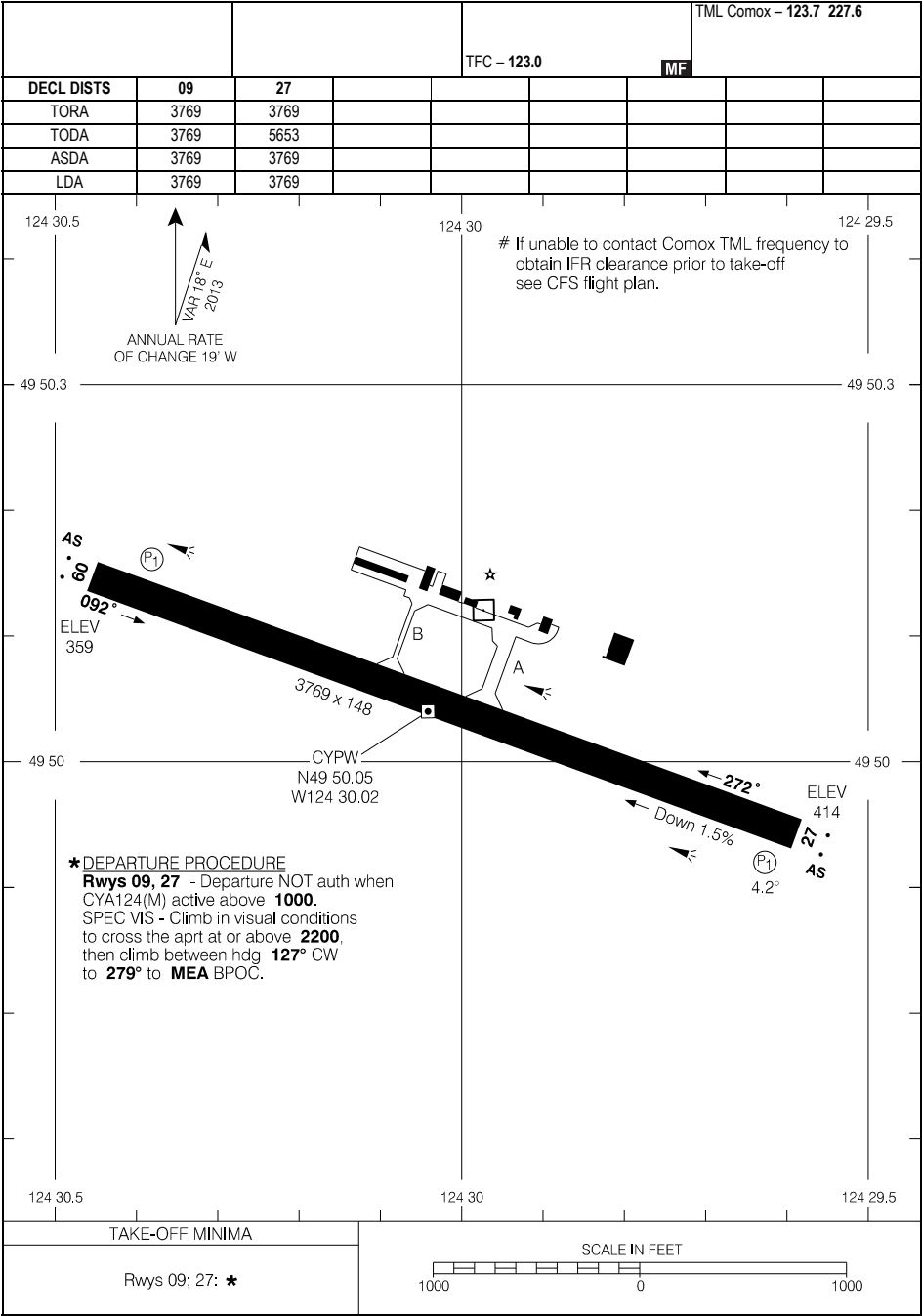


AERODROME CHART

EFF 16 MAY 24

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AERODROME CHART

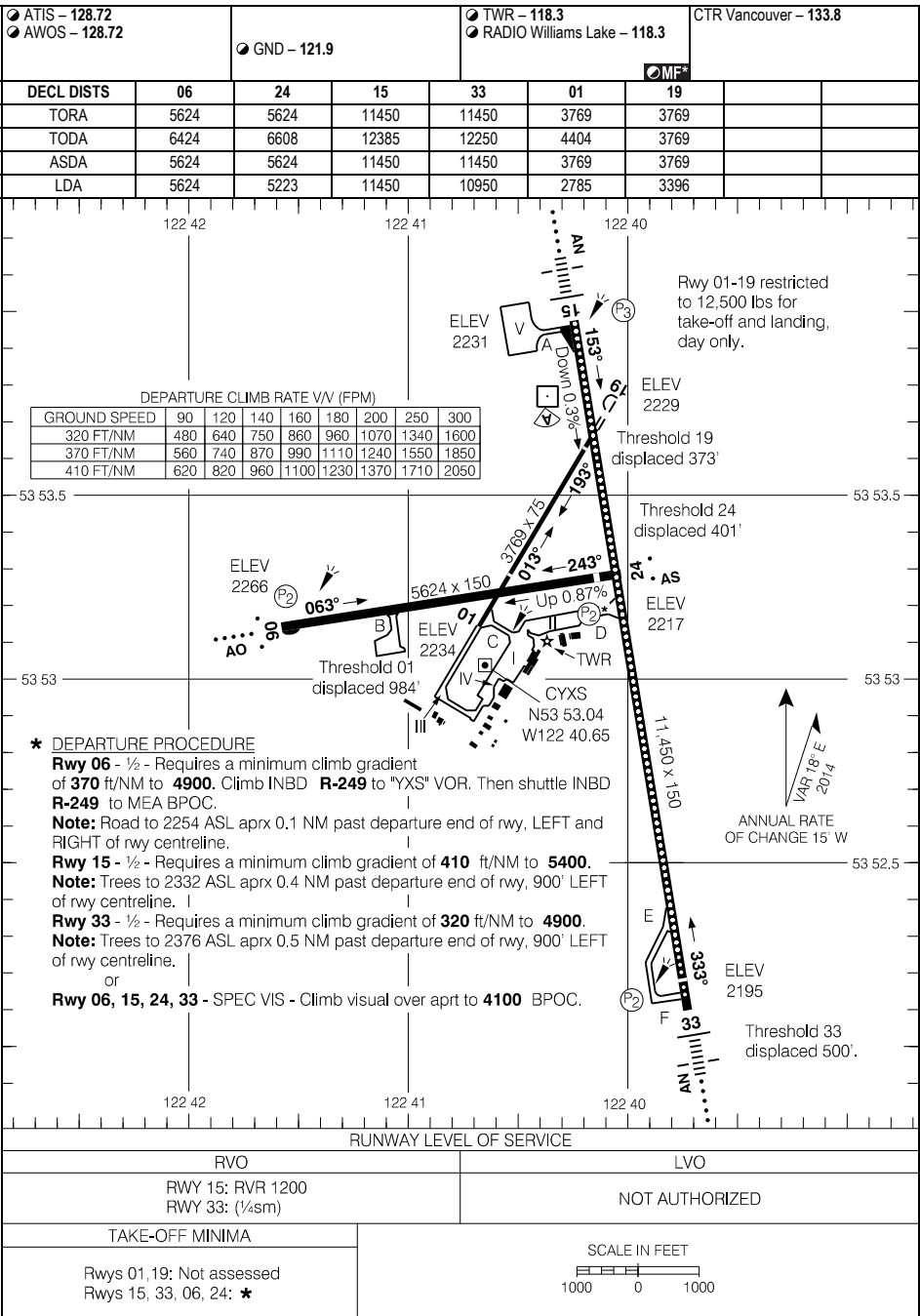


AERODROME CHART

EFF 12 JUN 25

CYPW

AERODROME CHART



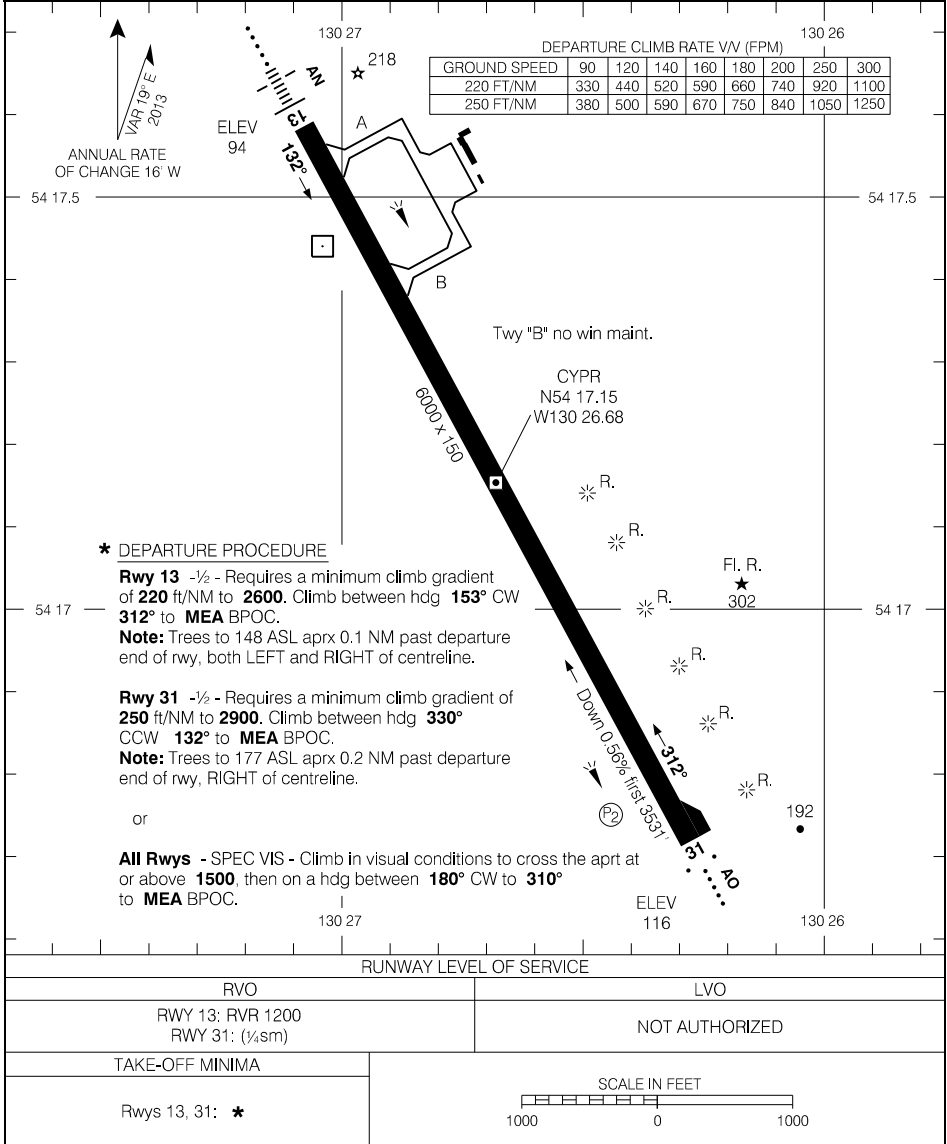
AERODROME CHART

EFF 2 OCT 25

CYXS

AERODROME CHART

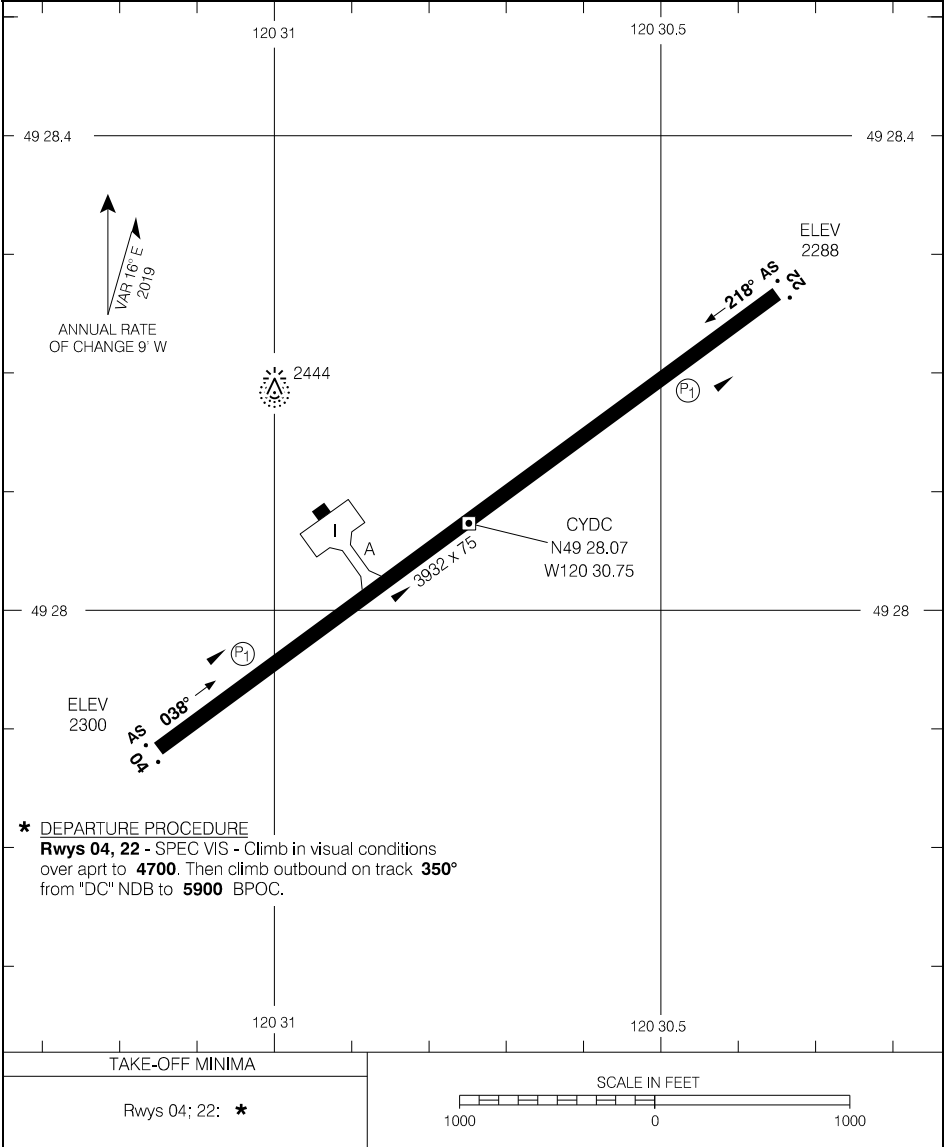
AWOS – 128.57				TFC – 122.5			CTR Vancouver – 133.67	
				MF*				
DECL DISTS	13	31						
TORA	6000	6000						
TODA	6853	6984						
ASDA	6000	6000						
LDA	6000	6000						



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AERODROME CHART

				TFC – 123.2		CTR Vancouver – 135.0 351.3	
						ATF	
DECL DIST	04	22					
TORA	3932	3932					
TODA	4916	4732					
ASDA	3932	3932					
LDA	3932	3932					

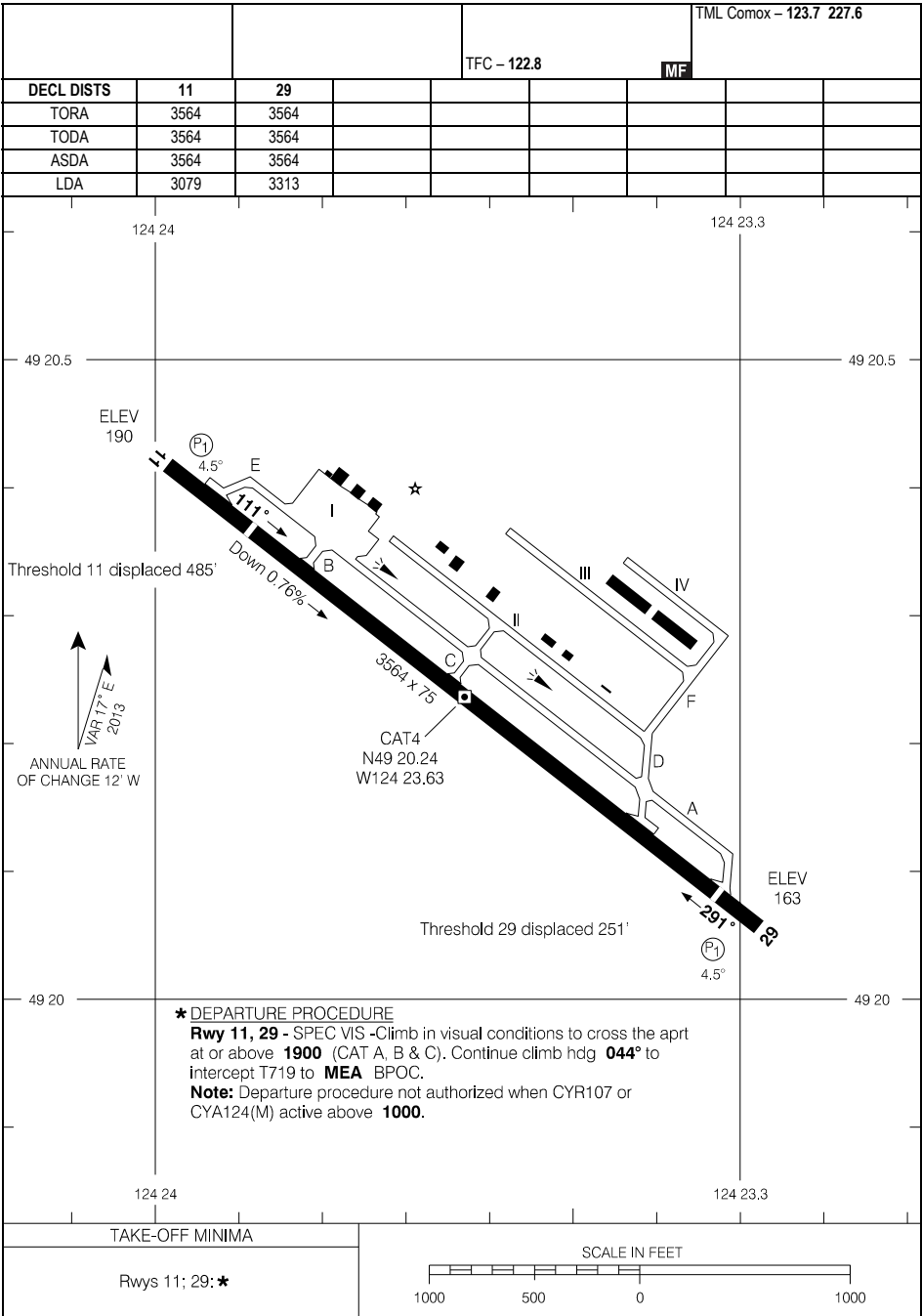


AERODROME CHART

EFF 31 OCT 24

CYDC

AERODROME CHART



AERODROME CHART

EFF 21 MAR 24

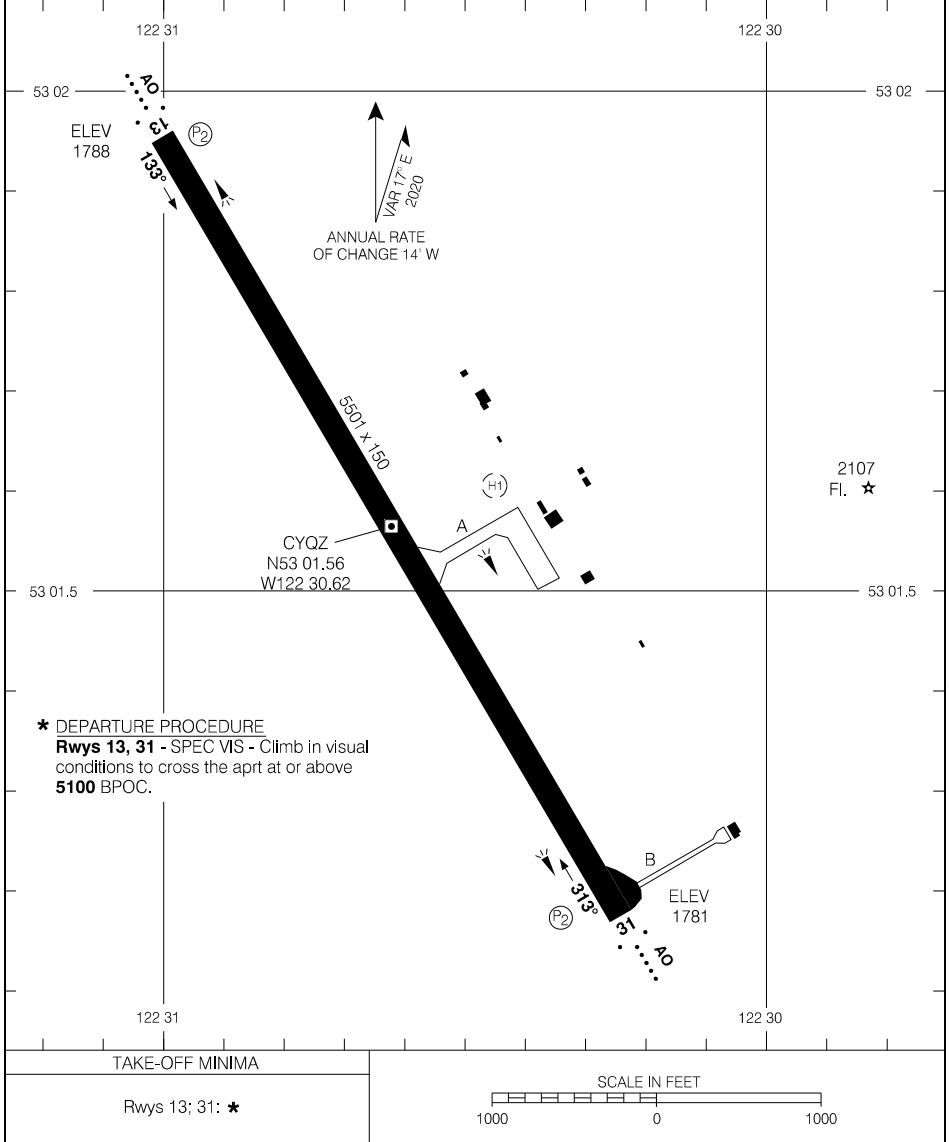
CAT4

CYQZ-AD

QUESNEL, BC
CYQZ

AERODROME CHART

AWOS – 124.4						RADIO Williams Lake – 122.2 TFC – 122.2		CTR Vancouver – 134.0 381.4	
						MF			
DECL DIST	13	31							
TORA	5501	5501							
TODA	6485	6041							
ASDA	5501	5501							
LDA	5501	5501							



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AERODROME CHART

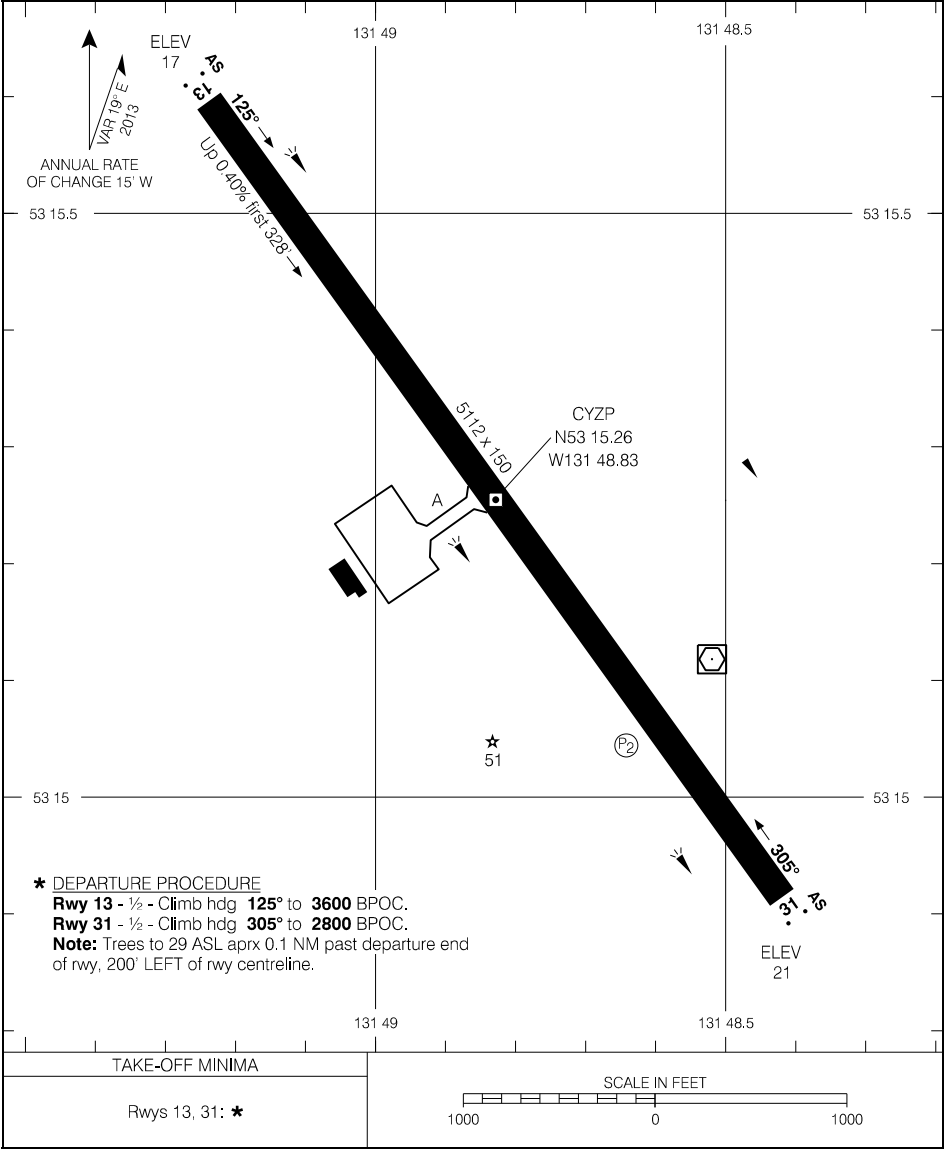
CYQZ

EFF 20 APR 23

CYQZ-AD

AERODROME CHART

AWOS – 128.75				RADIO Terrace – 122.3 296.2		CTR Vancouver – 133.67 227.2	
						MF	
DECL DIST	13	31					
TORA	5112	5112					
TODA	5112	5112					
ASDA	5112	5112					
LDA	5112	5112					



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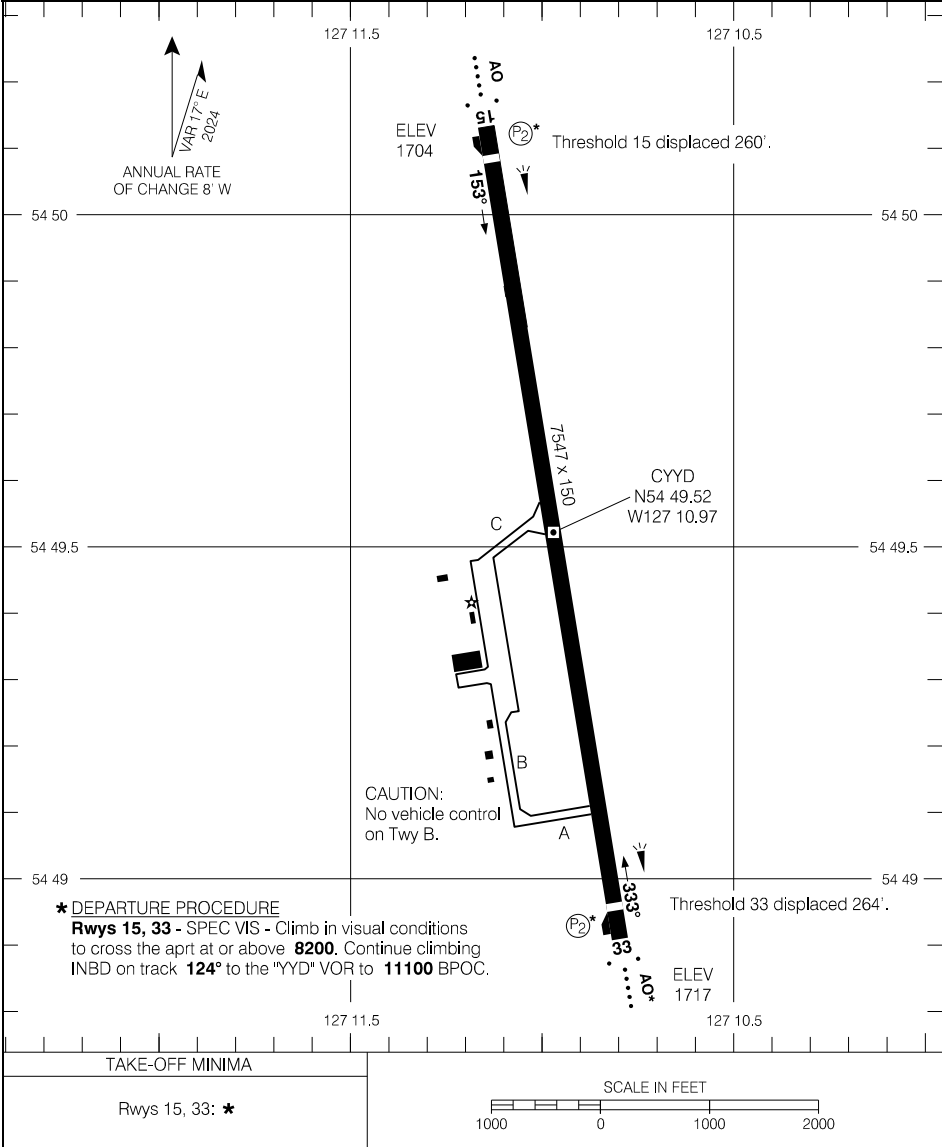
AERODROME CHART

EFF 20 FEB 25

CYZP

AERODROME CHART

AWOS – 128.65				RADIO – 122.3		CTR Vancouver – 132.52 RADIO Pacific – 123.37	
				TFC – 122.3		MF	
DECL	DISTS	15	33				
TORA		7547	7547				
TODA		8302	8167				
ASDA		7547	7547				
LDA		7287	7283				



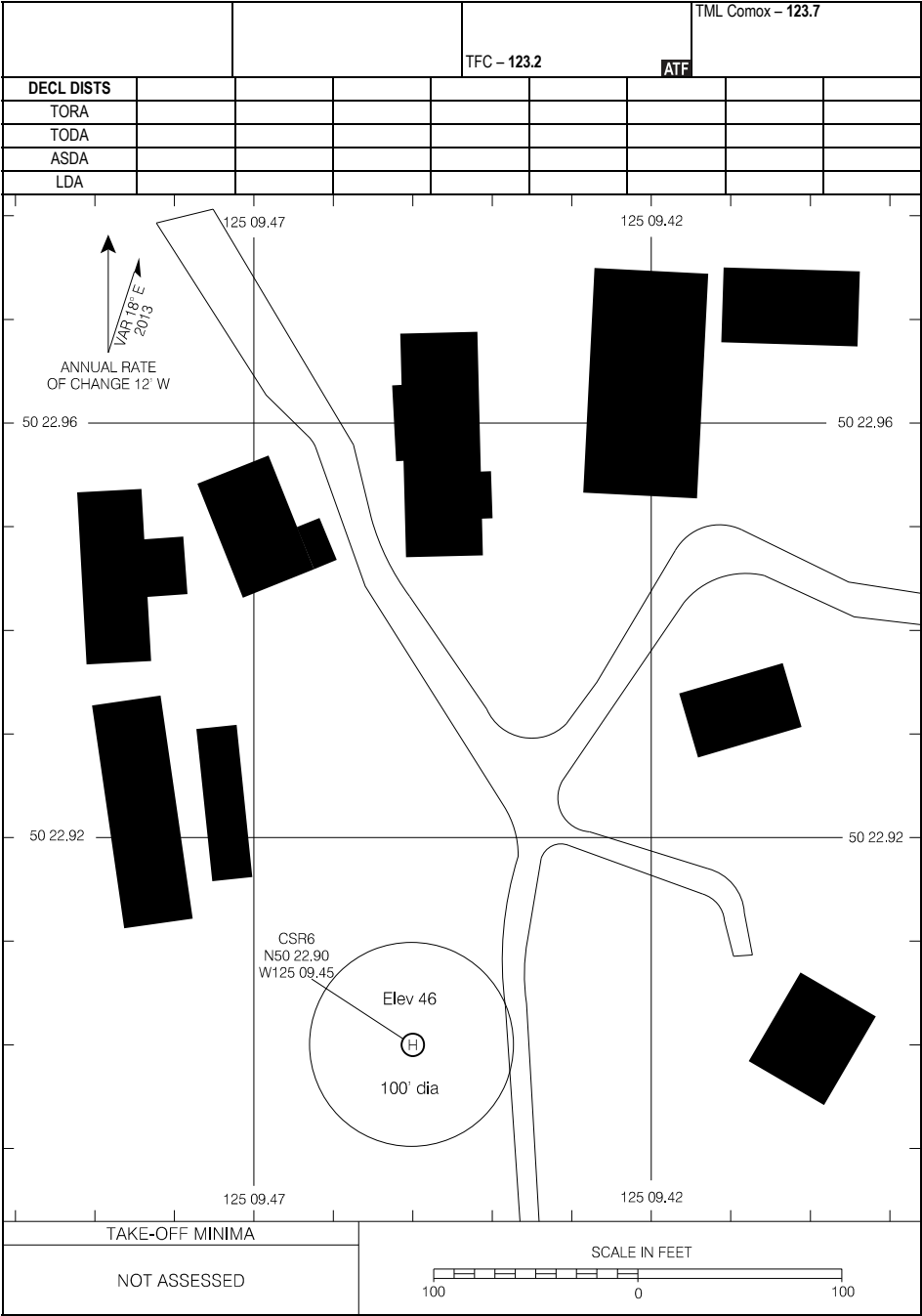
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AERODROME CHART

EFF 2 OCT 25

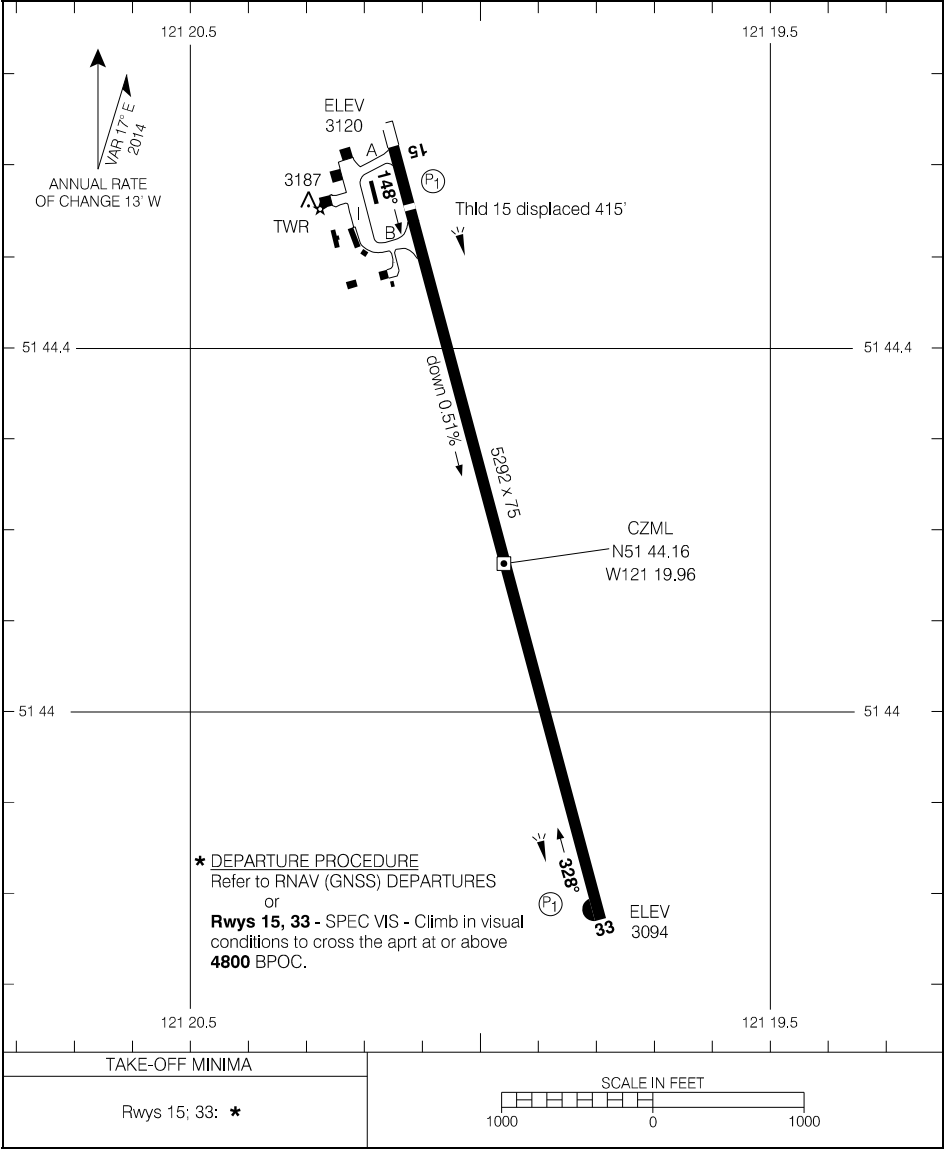
CYYD

HELIPORT CHART



AERODROME CHART

LWIS – 122.55				TFC – 123.2		CTR Vancouver – 134.0 381.4	
DECL DISTS	15	33				ATF	
TORA	5292	5292					
TODA	5292	5292					
ASDA	5292	5292					
LDA	4877	5292					

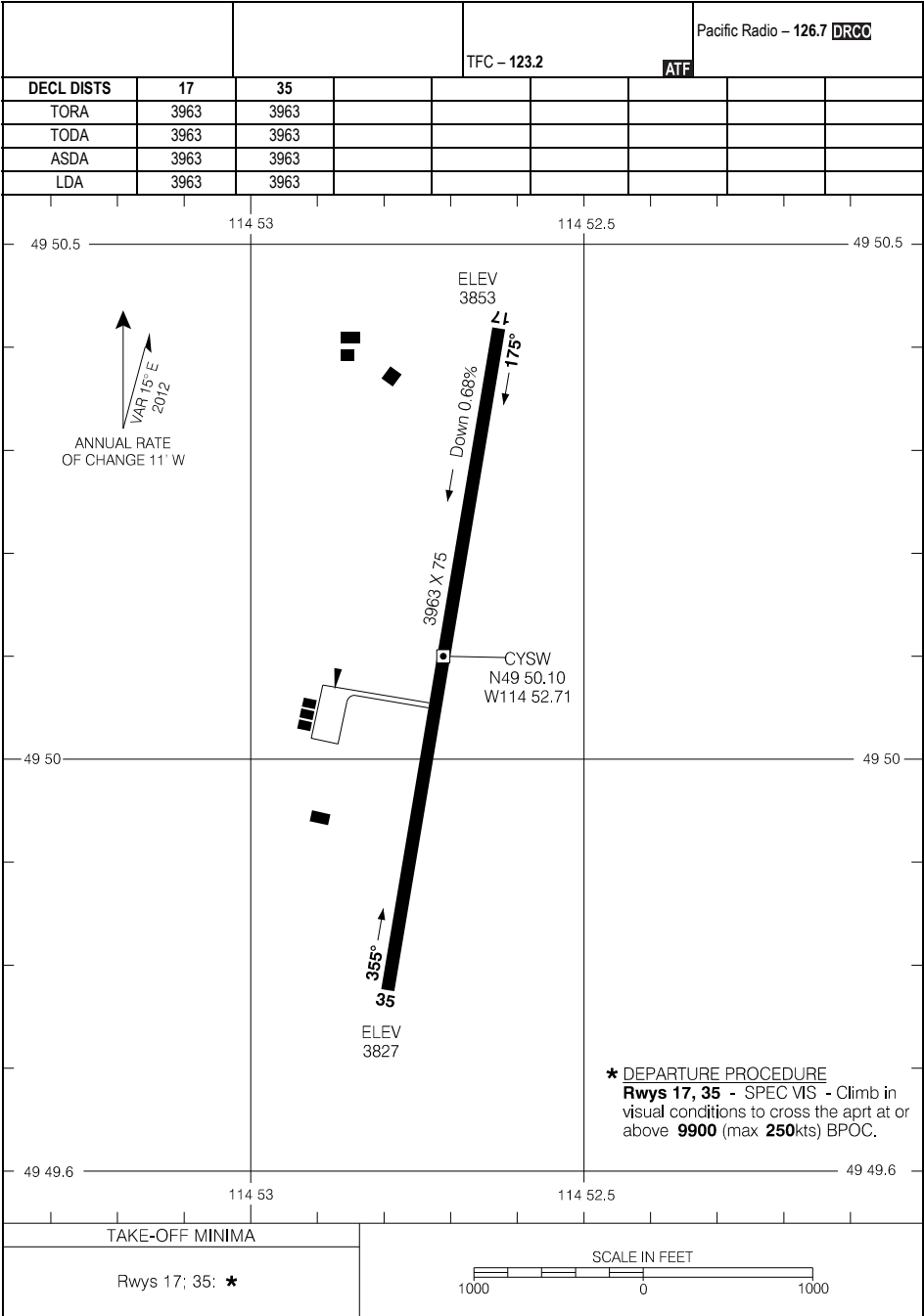


AERODROME CHART

EFF 7 AUG 25

CZML

AERODROME CHART



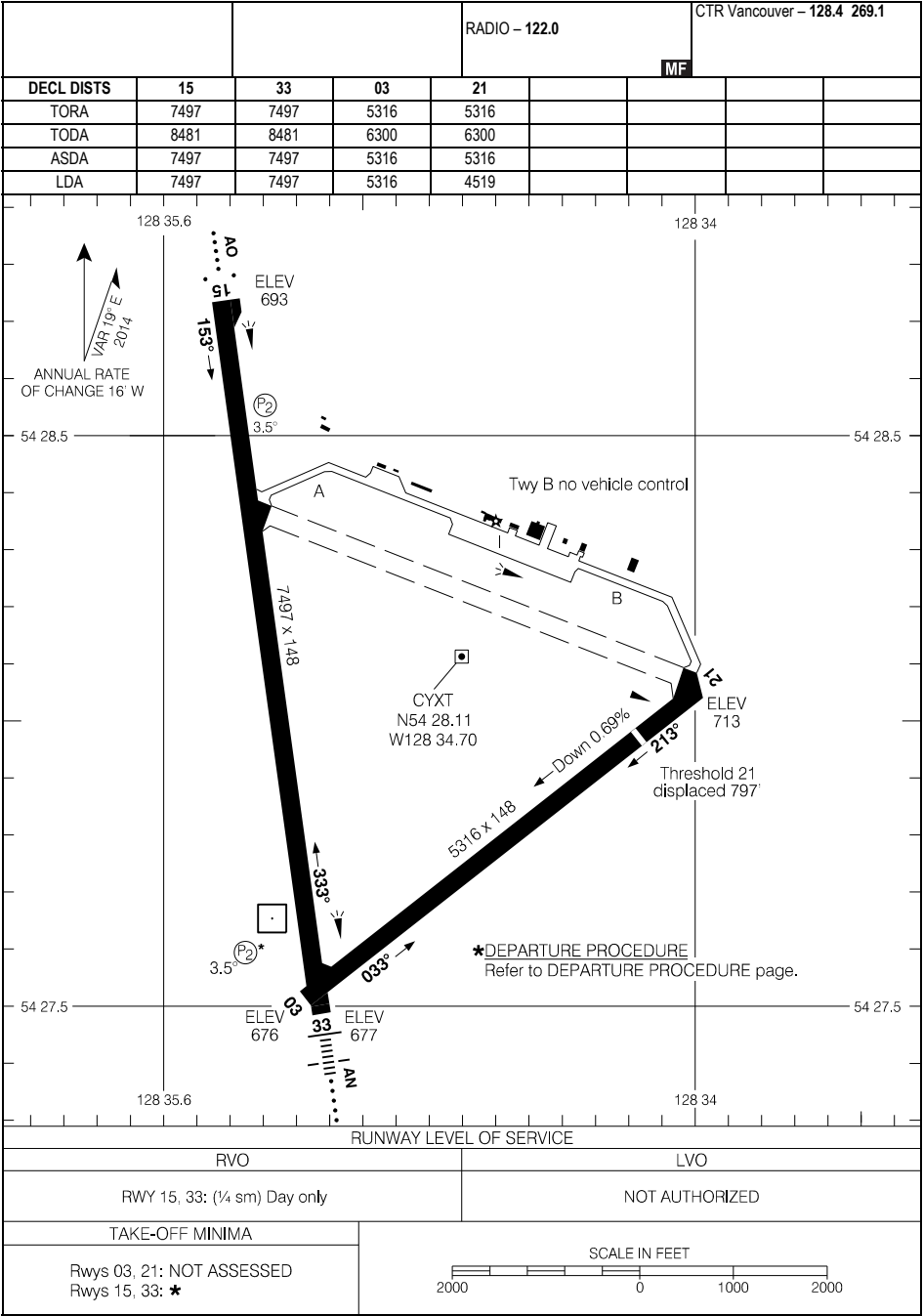
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AERODROME CHART

EFF 5 OCT 23

CYSW

AERODROME CHART



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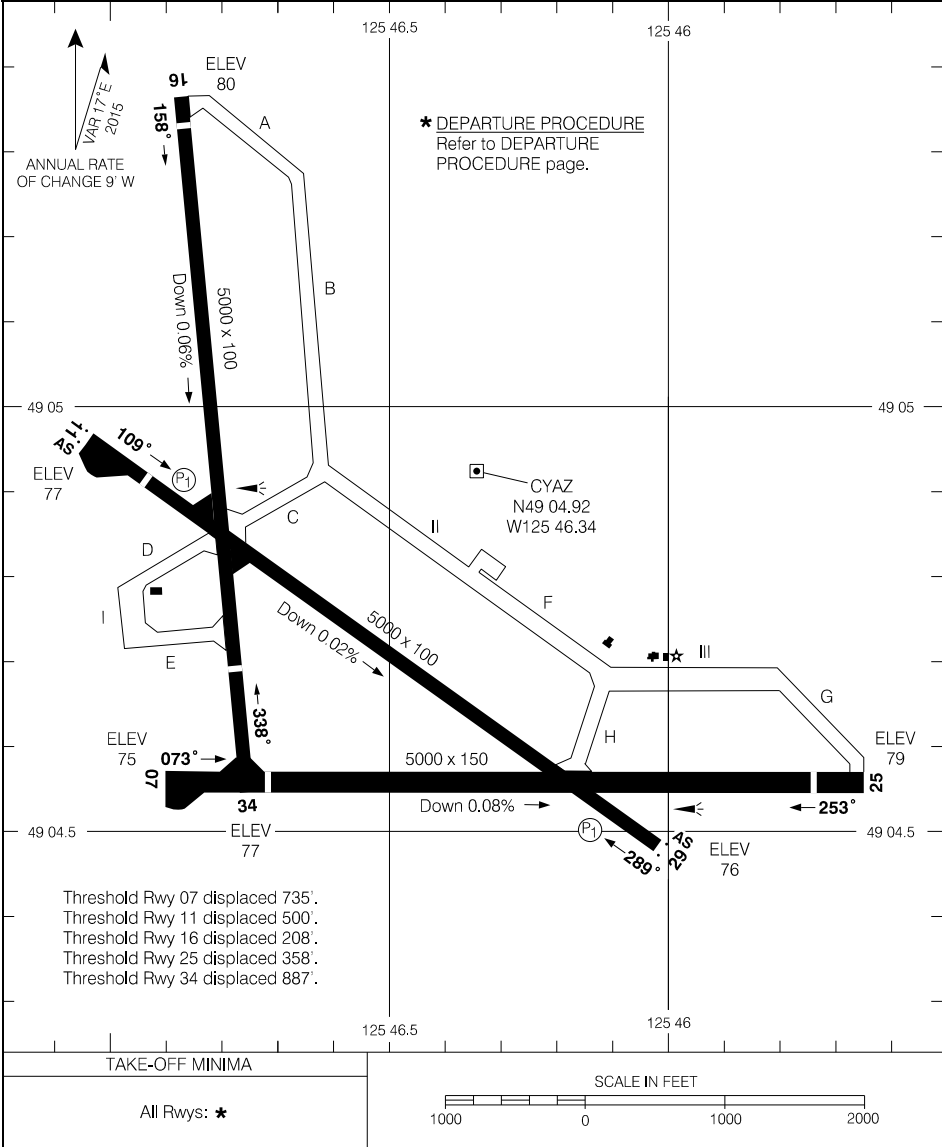
AERODROME CHART

CYXT

EFF 2 OCT 25

AERODROME CHART

				● RADIO Hardy – 123.25		CTR Vancouver – 132.9	
				● TFC – 123.25		RADIO Pacific – 125.85	
				MF			
DECL	DISTS	07	25	11	29	16	34
TORA		5000	5000	5000	5000	5000	5000
TODA		5000	5000	5000	5000	5000	5000
ASDA		5000	5000	5000	5000	5000	5000
LDA		4265	4642	4500	5000	4792	4113



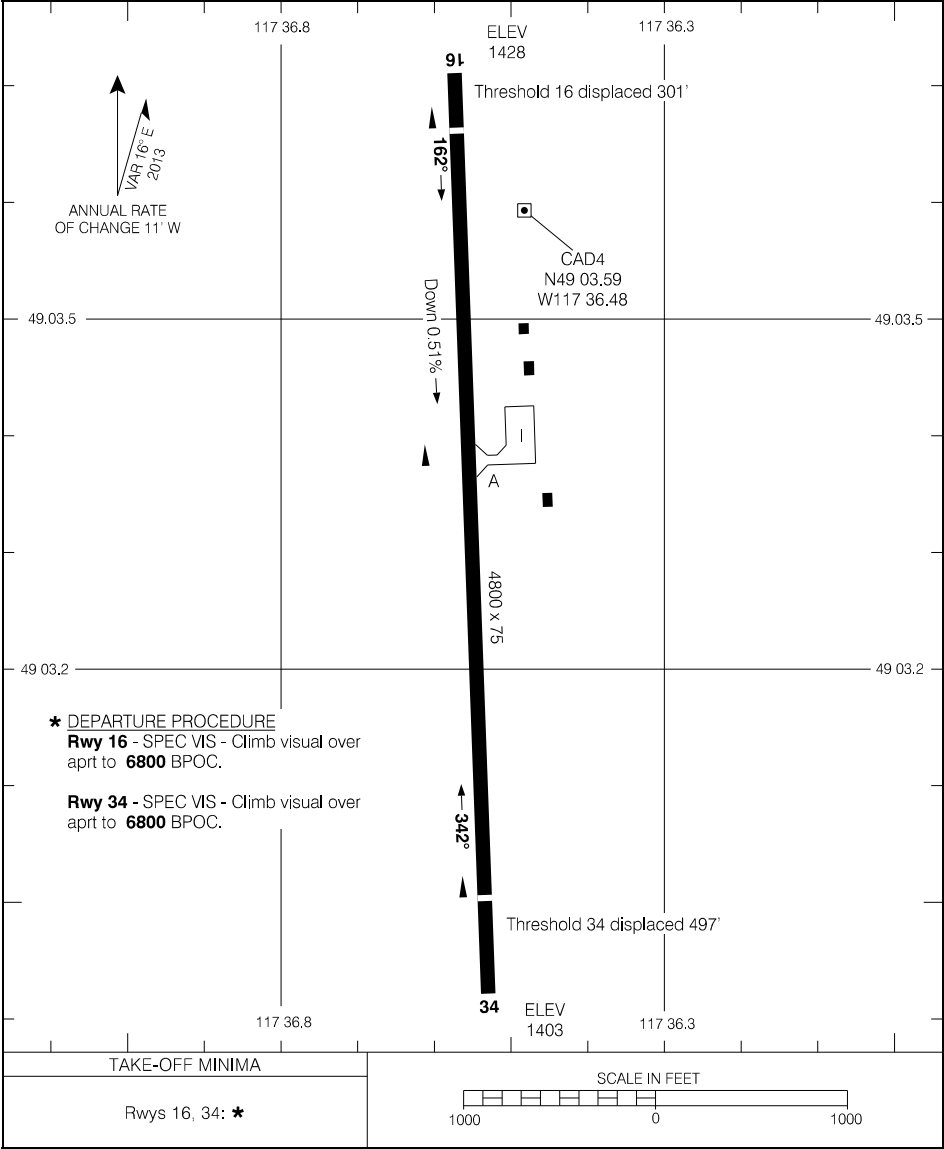
AERODROME CHART

EFF 31 OCT 24

CYAZ

AERODROME CHART

AUTO – 122.17				TFC – 123.2		CTR Vancouver – 134.2 227.3	
						MF	
DECL DIST	16	34					
TORA	4303	4499					
TODA	4303	4499					
ASDA	4800	4800					
LDA	4499	4303					



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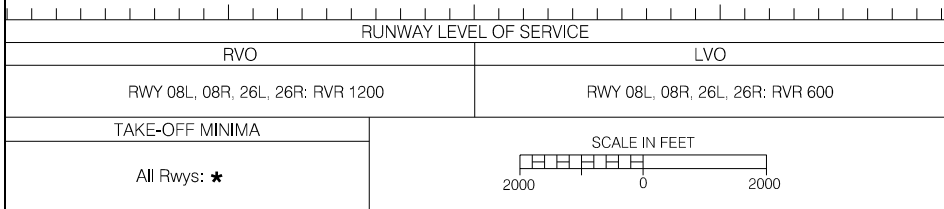
AERODROME CHART

CAD4

EFF 11 JUL 24

CYVR

DECL DISTS	08R	26L	08L	26R	13	31		
TORA	11500	11493	9941	9941	7300	7300		
TODA	12484	17239	11417	14911	8284	8284		
ASDA	11500	11493	9941	9941	7300	7300		
LDA	10804	10804	9941	9941	7300	7300		



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TAXI CHART

Notes		
AGN (ICAO Code)	MAX WINGSPAN	AVAILABLE TAXIWAYS
AGN VI (Code F) & Smaller	Max Wingspan: 79.9m/262.1'	D, D5, D7, D9, DT, H (north of Rwy 08R/26L), J (north of parking position W2), JA, K (west of R), L (west of Rwy 13/31), Lima Holding Bay, L4, L6, M ^{NOTE 1} , M5, M6, M7, M9, M10, R, V.
AGN V (Code E) & Smaller	Max Wingspan: 65.0m/213.3'	A (west of Rwy 13/31)* & btwn E and Rwy 13/31, A4*, A6*, D, D1*, D3, D5, D7, D9, DT, DU*, DV, E (north of Rwy 08R/26L)*, E (south of Rwy 08R/26L), H (north of Rwy 08R/26L), H4*, J, JA, JB, JC, K, L, Lima Holding Bay, L2*, L4, L6, M, M1*, M2*, M3*, M4, M5, M6, M7, M8, M9, M10, N7, P, Q, R, T, V. *Not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only due acft wheelbase.
AGN IV (Code D) & Smaller	Max Wingspan: 52.0m/170.6'	A, A4, A5, A6, A7, AR, C (north of F), D, D1, D3, D5, D7, D9, DR, DS, DT, DU, DV, DW, DY, E, F (west of C), G, H, H2, H4, J, JA, JB, JC, K, L, Lima Holding Bay, L2, L4, L6, M, M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, N7,P, Q, R, S, T, V.

Note 1: When acft with wingspan greater than 65.0m/213.3' (A380/B747-8) is on the taxilane btwn Gate 66 & Gate 72, Twy M btwn Twy J and Twy T is avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.

Rwy 08L Arrivals
Use of reverse thrust is to be avoided or reduced when conditions permit. M1, M3, M5 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

Rwy 08R Arrivals
Acft exiting onto D1, turn north on E, do not stop in Rwy area (See HOT SPOT 4). D1, D3 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

Rwy 13 Departures
Not avbl for acft with wingspan greater than 65.0m/213.3' (A380/B747-8/AN124). Not auth for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

Rwy 26R Arrivals
Use of reverse thrust is to be avoided or reduced when conditions permit. M2, M4, M6 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

Rwy 26L Arrivals
Turns onto Rwy 31 NOT AUTHORIZED without clearance. Acft exiting onto Rwy 13/31: RIGHT turns onto D avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Acft exiting onto H, hold short of D, do not stop in Rwy area (See HOT SPOT 4). Reverse turns NOT AUTHORIZED without clearance.

Rwy 31 Arrivals
Not avbl for acft with wingspan greater than 65.0m/213.3' (A380/B747-8/AN124). Not auth for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

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TAXI CHART

Notes**Taxiway Limitations**

All Twys: Discretionary oversteer is required at every intersection for all acft types.

A: Compass Rose: Not avbl SS-SR. Avbl to acft with wingspan 24.1m/79' (SF34) & smaller only.

AS: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

A2: Avbl to acft with MTOW 50,000lbs (DHC-8 300/Lear 60) & less.

C (south of F): Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Follow me required below RVR 1200, ctc Aprt Ops.

D: CAUTION: Acft cannot safely taxi via Twy D east or west past acft at the Twy D5 or Twy D7 runway holding positions. Acft cannot safely taxi onto Twy D7 behind an acft with wingspan greater than 52.0m/170.6' holding short of Rwy 26L at the runway holding position on Twy D.

D2: Avbl to acft with MTOW 100,000lbs (CRJ-900) & less.

E: Entry & exit at Apron VI avbl to acft with wingspan 60.4m/198.2' (A330-300/B787-9) & smaller only.

F (east of C): Avbl to acft with wingspan 24.9m/81.7' (CRJ-900) & smaller only. Follow me required below RVR 1200, ctc Aprt Ops.

J (southbound): A340, B747 not auth south of Twy K due jet blast (avbl for acft under tow).

L: Entry & exit at Apron VI avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

Q: Follow me required below RVR 1200, ctc Aprt Ops.

Turn Restrictions

A (westbound): RIGHT turns onto E avbl to acft with wingspan 24.1m/79.0' & smaller only.

D (eastbound): LEFT turns onto H avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

D (westbound): No LEFT turns onto H. No LEFT turns onto D7.

D7: No RIGHT turns onto D.

E (southbound): LEFT turns onto A avbl to acft with wingspan 24.1m/79.0' & smaller only.

H (southbound): No RIGHT turns onto A, L, or H4. RIGHT turns onto D avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. No LEFT turns onto D1.

H (northbound): No LEFT turns onto V or D1. No RIGHT turns onto D. RIGHT turns onto L avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

J (southbound): All acft use min thrust when turning due jet blast.

J (northbound): LEFT turns onto K avbl to acft with wingspan 41.1m/134.8' (B757) & smaller only, due jet blast (avbl for acft under tow).

L (westbound): No RIGHT turns onto V. LEFT turns onto H avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

L (eastbound): No LEFT turns onto H.

L4 (northbound): Only acft with a max wingspan of 52.0m/170.6' (e.g. A310/B767) can hold short of L while exiting/crossing Rwy 08R/26L due to acft tail height.

M4: LEFT and RIGHT turns onto M not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due acft wheelbase.

TAXI CHART

EFF 27 NOV 25

CYVR

TAXI CHART

Notes**Turn Restrictions (continued)**

P: RIGHT turns onto M avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only, due jet blast (avbl for acft under tow).

V: (northbound) No RIGHT turns onto H.

V: (southbound) No LEFT turns onto L.

Uncontrolled Taxiways

C (south of F), F, J (btwn K & L), Q, DR, DS, DT, DU, DV & DW.

Uncontrolled Vehicle Crossings

DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V.

APU Shutdown Procedure

Acft Auxiliary Power Unit (APU) use shall be limited to 15 min or less in total between on-block time and departure of acft from stands supplied with Ground Power Unit (GPU) and/or preconditioned air, for environmental reasons, if the outside air temperature is between 0 degrees and 20 degrees Celsius.

Acft shall not need to comply with the above limitations on stands not equipped with serviceable GPU and/or preconditioned air or if there are overriding health & safety considerations.

Apron Notes

Apron I, II, III, IV, V, VI, VIII: PPR Airport Ops is required. PPR for all engine airstarts or crossbleed starts. Advise ATC if ground crew not present at gate.

Apron I: Avbl to acft with wingspan 24.9m/81.7' (CRJ-900) & smaller only. Hover taxi not auth, heli must ground taxi or be towed.

Apron II: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Hover taxi not auth, heli must ground taxi or be towed.

Apron III: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Jets tow in & out. Hover taxi not auth, heli must ground taxi or be towed.

Apron IV: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Taxilane east of DW avbl to acft with wingspan 32.1m/105.3' (CV-580) & smaller only. Btwn DW & FedEx not auth for taxi below RVR 1200, follow me required, etc Aprt Ops.

Apron VI (Horseshoe): Taxilanes avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

Apron VI (South): Taxilane btwn G & parking position S1 avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.

Apron VI (South): Taxilane east of parking position S1 avbl to acft with wingspan 60.4m/198.2' (A330-300/B787-9) & smaller only.

Apron VI (North): Travelling eastbound, turns onto P avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only, due jet blast (avbl for acft under tow).

Apron VI (North): When acft with wingspan greater than 65.0m/213.3' (A380/B747-8) is on M btwn J & T, the taxilane between Gate 66 & T is avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.

Apron VI (East): Bypass taxilane (amber inset lighting) avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

TAXI CHART

EFF 27 NOV 25

CYVR

TAXI CHART

Notes

Apron Notes (continued)

- Apron VI (East): Simultaneous use of dual taxilanes avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.
- Apron VI (East): Pushbacks from parking positions E1-E3 to west taxilane. Pushbacks from parking positions E10-E19 to south taxilane.
- Apron VIII: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.
- Btwn Purolator & FedEx Aprons: Avbl to acft with wingspan 17.4m/57.1' (Metro III) & smaller only.

Hot Spots

- HS 1: Twy D9 commences beyond the rwy holding position for Rwy 26L on Twy D and Twy DY. Acft cannot safely taxi via Twy D east or west past acft at the Twy D5 or Twy D7 runway holding positions. Acft cannot safely taxi onto Twy D7 behind an acft with wingspan greater than 52.0m/170.6' holding short of Rwy 26L at the runway holding position on Twy D.
- HS 2: Twy L6 hold line for Rwy 08R is displaced 166m (545 ft) from rwy edge.
- HS 3: Taxiing to Rwy 08R/26L, acft fail to hold short and incur on Rwy 13/31 on Twy A. Taxiing across Rwy 08R/26L, acft fail to hold short and incur on Rwy 13/31 on Twy E.
- HS 4: Acft taxiing H, southbound, hold line is located 30m (100 ft) back from the standard rwy hold position. Acft exiting onto D1, turn north on E. Do not stop in rwy area.
- HS 5: Twy N7 hold line for Rwy 26R is displaced at intersection of Twy N7 and Apron IX 214m (702 ft) from rwy edge.

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CODED TAXI ROUTES

Read Back: “Code Route (code) and Assigned Runway”

Monitor tower frequency approaching the hold line of the assigned runway,
unless otherwise instructed by ATC.

Rwy 08R/26L – TWR 118.7 Rwy 08L/26R – TWR 119.55

Code	Taxi Route
Echo	Rwy 08R – E, D, H, hold short L. Rwy 08L – E, D, H, hold short V, contact ground 127.15 (expect taxi via H, M, M10). Rwy 26R – E, D, H, hold short V, contact ground 127.15 (expect taxi via V, M, M9). Rwy 26L – E, D.
Golf	Rwy 08R – G, H, hold short L. Rwy 08L – G, H, hold short V, contact ground 127.15 (expect taxi via H, M, M10). Rwy 26R – G, H, hold short V, contact ground 127.15 (expect taxi via V, M, M9). Rwy 26L – G, H, D.
Juliet-Alfa*	Rwy 08R – JA, J, K, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – JA, J, M, M10. Rwy 26R – JA, J, M, M9. Rwy 26L – JA, J, K, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Juliet-Bravo*	Rwy 08R – JB, J, K, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – JB, J, M, M10. Rwy 26R – JB, J, M, M9. Rwy 26L – JB, J, K, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Juliet-Charlie*	Rwy 08R – JC, K, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – JC, J, M, M10. Rwy 26R – JC, J, M, M9. Rwy 26L – JC, K, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Lima	Rwy 08L – L, H, hold short V, contact ground 127.15 (expect taxi via H, M, M10). Rwy 26R – L, H, hold short V, contact ground 127.15 (expect taxi via V, M, M9). Rwy 26L – L, J, H, D.
Papa*	Rwy 08R – P, M, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – P, M, M10. Rwy 26R – P, M, M9 (avbl to acft with wingspan 52.0m (170.6') & smaller only). Rwy 26L – P, M, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Sierra	Rwy 08R – S, M, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – P, M, M10. Rwy 26R – P, M, M9 (avbl to acft with wingspan 52.0m (170.6') & smaller only). Rwy 26L – S, M, V, hold short H, contact ground 121.7 (expect taxi H, D).
Tango*	Rwy 08R – T, M, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – T, M, M10. Rwy 26R – T, M, M9 Rwy 26L – T, M, V, hold short H, contact ground 121.7 (expect taxi via H, D).

*A340-600, A350-900/-1000, B777-300/-300ER, B787-10 Taxi Routes.

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LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 to 600 ft)**Application**

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast: "Low visibility procedures in effect for <name of applicable runway>".

General**Taxi Routes**

Low Visibility Taxi Routes are equipped with green inset centerline lighting. Some taxiway/taxiway intersections have been identified with three inset yellow centerline lights. Midfield crossings of 08R/26L are not permitted during low visibility operations.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the manoeuvring area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

Departures

The primary runways for departure are 08R/26L. Yellow flashing runway guard lights (wig-wags) and stop bars are installed abeam each hold line. Intersection take-offs are not permitted.

Sequencing of Aircraft Ground Movements for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

SMGCS Rwy 08L/26R and 08R/26L

Runway/taxiway intersections are equipped with yellow flashing runway guard lights and stop bars consisting of red inset lights and red elevated lights located at the taxi hold position.

At runway entry points, M10, M8, M7, M9, N7, L4, L6, D, D5, D7, DY, A5, A7 and A, when the red stop bar lights are illuminated, green lead-on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead-on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

"AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR"

Arrivals

The primary runway for arrivals is 08L/26R.

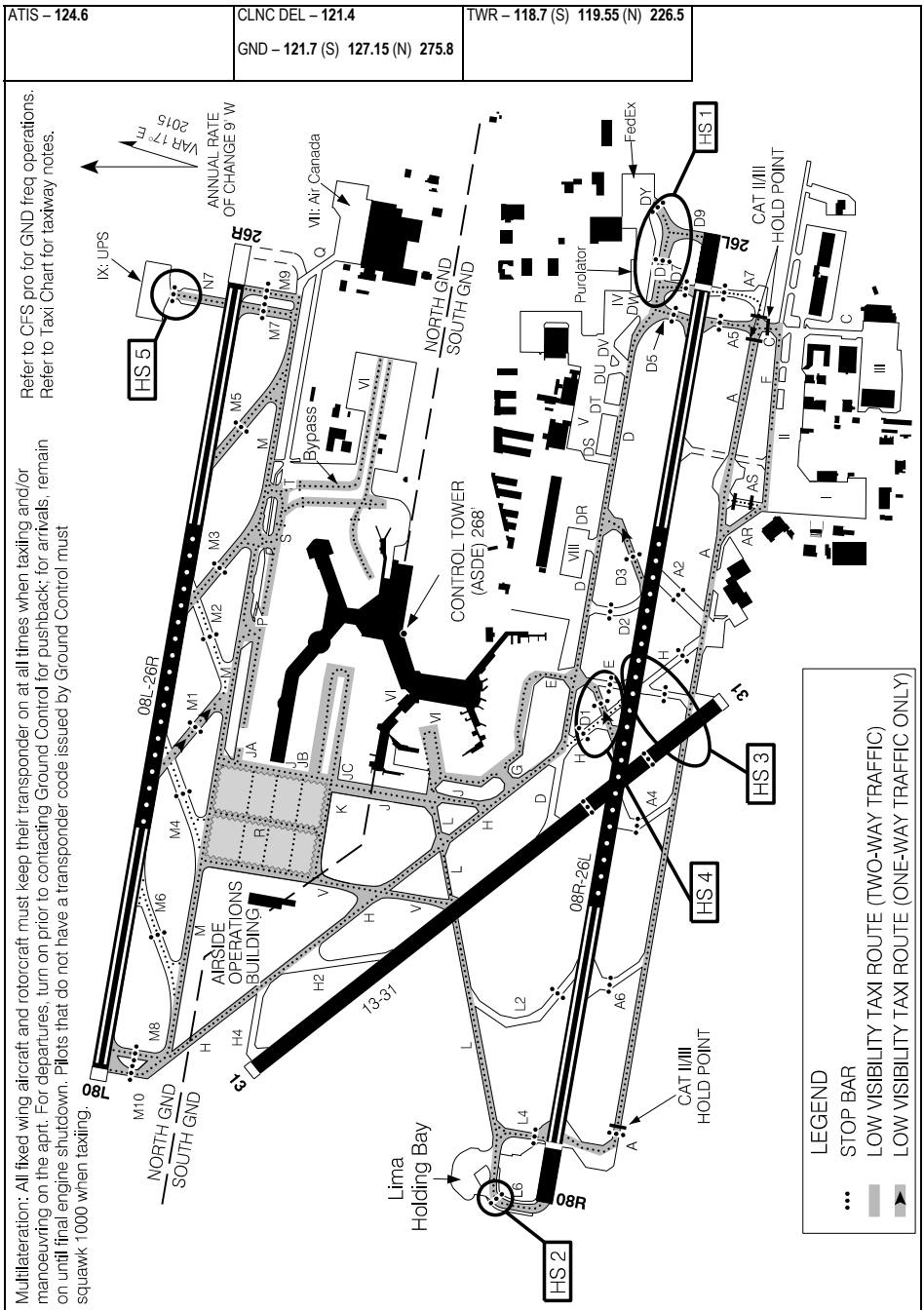
Plan to exit on the centerline lighted rapid exit taxiways and proceed beyond the alternating green and yellow centerline lights to the taxi intersection lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

LOW VISIBILITY TAXI CHART

LAND RWY 08L/08R, DEPART RWY 08L/08R (RVR LESS THAN 1200 TO 600 FT)

VANCOUVER INTL, BC

CYVR



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LAND RWY 08L/08R, DEPART RWY 08L/08R (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

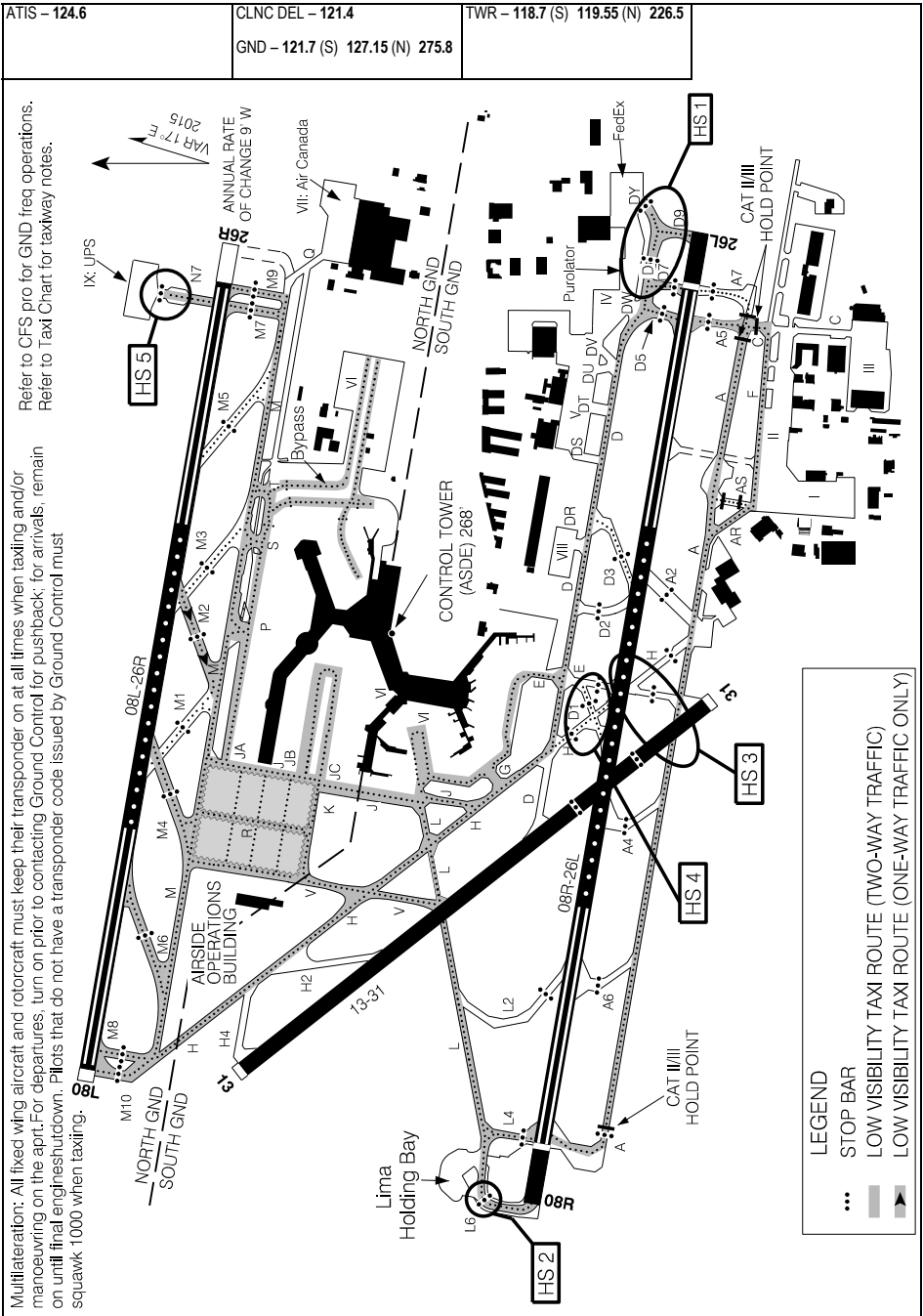
CYVR

EFF 27 NOV 25

LOW VISIBILITY TAXI CHART

LAND RWY 26L/26R, DEPART RWY 26L/26R (RVR LESS THAN 1200 TO 600 FT)

VANCOUVER INTL, BC
CYVR



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LAND RWY 26L/26R, DEPART RWY 26L/26R (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

DE-ICING GENERAL

Overview

West Pads is the Central De-Icing Facility (CDF) and handles de-icing for all aircraft excluding South Terminal aircraft capable of utilizing the Ground Run-Up Enclosure (GRE) which is the South De-Icing Facility.

West Pads (CDF)

1. Thirty (30) min prior to pushback or taxi, advise "VANCOUVER DE-ICE" on 129.95 and advise, "ACFT DE-ICING REQUIRED".
2. When requesting pushback, ctc Ground Control on assigned frequency and advise, "ACFT DE-ICING REQUIRED". Ground Control will issue taxi instructions to the West Pads (CDF).
3. Aircraft queuing into CDF is on W12 via Twy V or on Twy R via Twy M/Twy K. When instructed by Ground Control, ctc "PAD CONTROL" 131.975.
4. Follow "PAD CONTROL" instructions to de-icing bay, stop with nose gear positioned on the yellow STOP BAR with brakes set.
5. Once aircraft is in final stop position, brakes are set and aircraft configured for de-icing, ctc "ICEMAN" on 130.700 and advise, "BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing is completed and the aircraft has been inspected, "ICEMAN" will provide post-treatment information.
7. When advised by "ICEMAN", ctc "PAD CONTROL" on 131.975 for exit instructions.
8. When advised by "PAD CONTROL", ctc Ground Control on assigned frequency for taxi instructions.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

West Pads (CDF) De-Icing Bay Capacity:

W1 & W3: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W2: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W4: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W5: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W6: Maximum wingspan 24.9m (81.7'), AMBER inset lighting;

W7 & W9: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W8: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W11 & W13: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W12: Maximum wingspan 79.9m (262.1'), GREEN inset lighting;

W15: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W17 & W19: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W18: Maximum wingspan 79.9m (262.1'), GREEN inset lighting.

DE-ICING GENERAL

Ground Run-up Enclosure (GRE)

Operators must receive an orientation for the GRE facility prior to use.

Crews may contact the “VANCOUVER DE-ICE” or call Aeromag Operations at (604) 278-1901 to schedule de-icing up to 120 minutes prior to departure. Information required: aircraft type, flight number/call sign, and the type(s) of fluids required. Parking position 2A, on Apron I, is the only staging position for the facility. Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available.

“ICEMAN” will advise if engines should be running during de-icing.

Entry Procedure

- 1. Before contacting Ground Control for taxi, contact “ICEMAN” 130.925 for position in de-icing queue.
- 2. When “ICEMAN” approves access to either the staging position (2A) or GRE, contact Ground Control on assigned frequency for taxi.
- 3. Proceed as instructed by “ICEMAN”. CAUTION: DO NOT enter GRE until instructed by “ICEMAN”.
- 4. Advise “ICEMAN” 130.925 when stopped in the GRE.

De-icing Procedure

- 5. Contact “ICEMAN” 130.925 to confirm brakes set, aircraft configured, engines idle, and provide fluid requirements.
- 6. After de-icing is complete and the aircraft has been inspected, “ICEMAN” will provide posttreatment information.

Exit Procedure

- 7. When ready to taxi contact “ICEMAN” 130.925 for instructions.
- 8. When advised by “ICEMAN”, ctc Ground Control on assigned frequency for taxi instructions.

GRE De-icing Capacity:

The largest aircraft that can access the GRE via taxilane on Apron II are:

Propellers (power in/out): Maximum wingspan: 28.9m (94.8') (DH8-Q400 and smaller)

Jets (power in/out): Maximum wingspan: 21.6m (70.9') (Dassault Falcon 900 with winglets and smaller)

Jets (tow in, power out)*: Maximum wingspan: 28.9m (94.8') (Global Express)

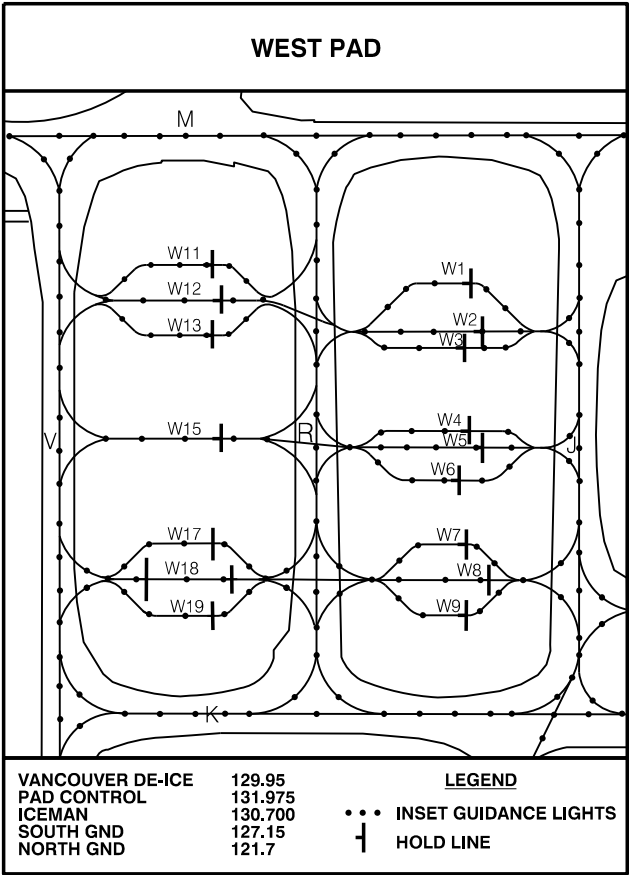
***Note:** Tow in may be unavailable when snow cannot be fully cleared from the GRE.

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CENTRAL DE-ICING FACILITY

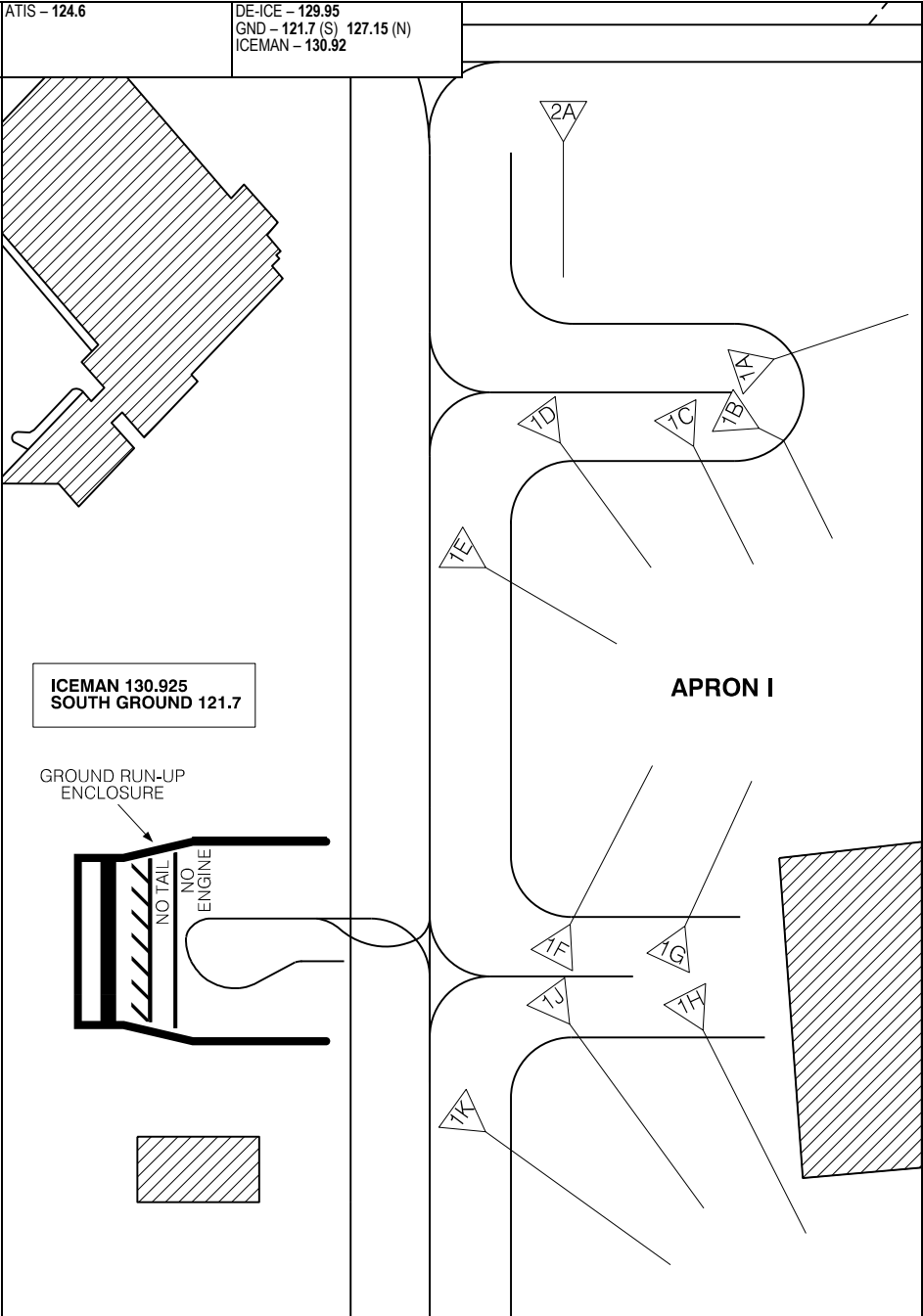
ATIS – 124.6

DE-ICE – 129.95
GND – 121.7 (S) 127.15 (N)
PAD CTL – 131.97
ICEMAN – 130.7



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SOUTH DE-ICING FACILITY (GRE)



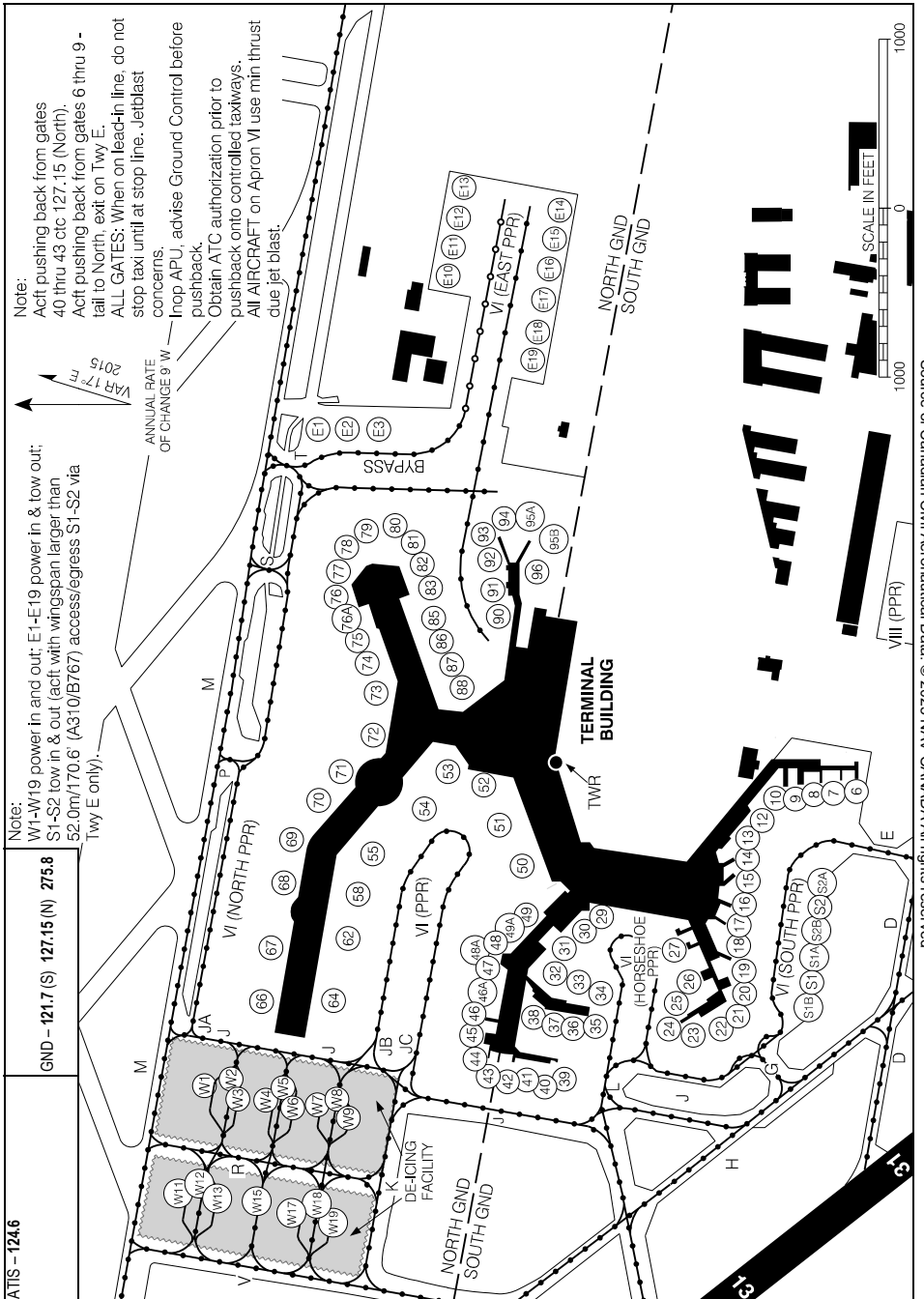
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SOUTH DE-ICING FACILITY (GRE)

EFF 16 MAY 24

CYVR

PARKING AREAS

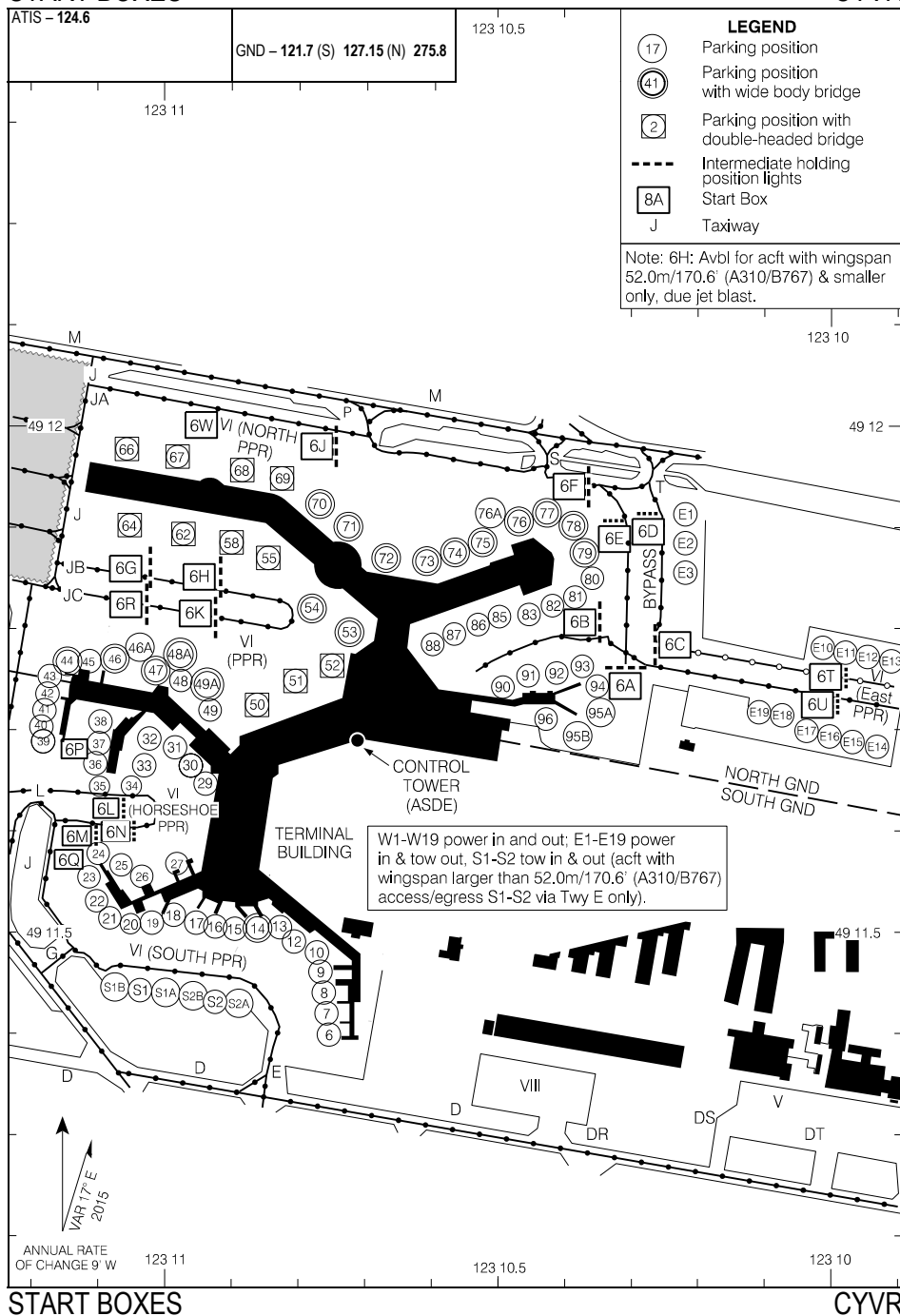


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PARKING AREAS

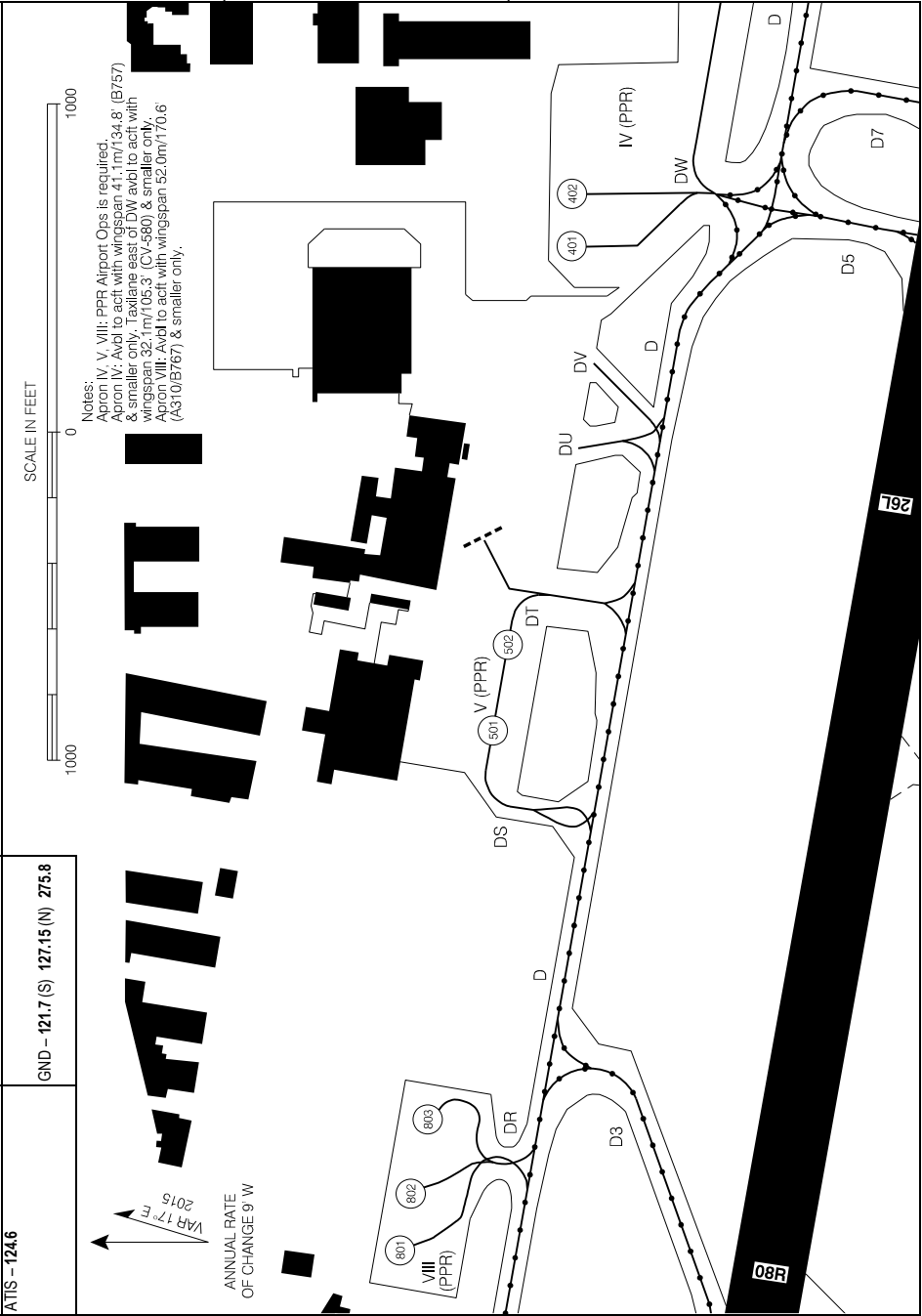
EFF 27 NOV 25

START BOXES



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PARKING AREAS (COMMON USE CARGO)

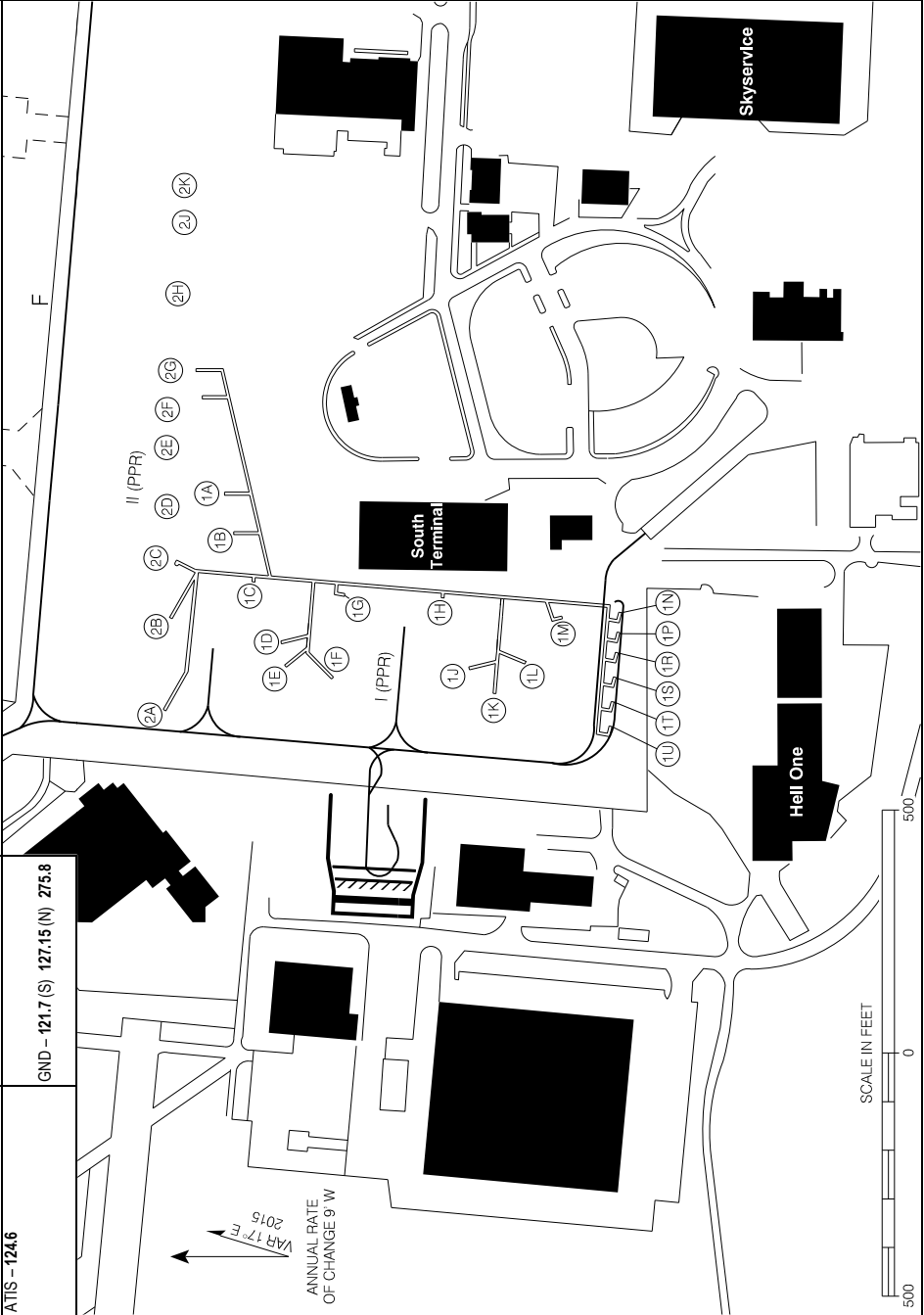


PARKING AREAS (COMMON USE CARGO)

EFF 31 OCT 24

CYVR

PARKING AREAS (SOUTH TERMINAL)



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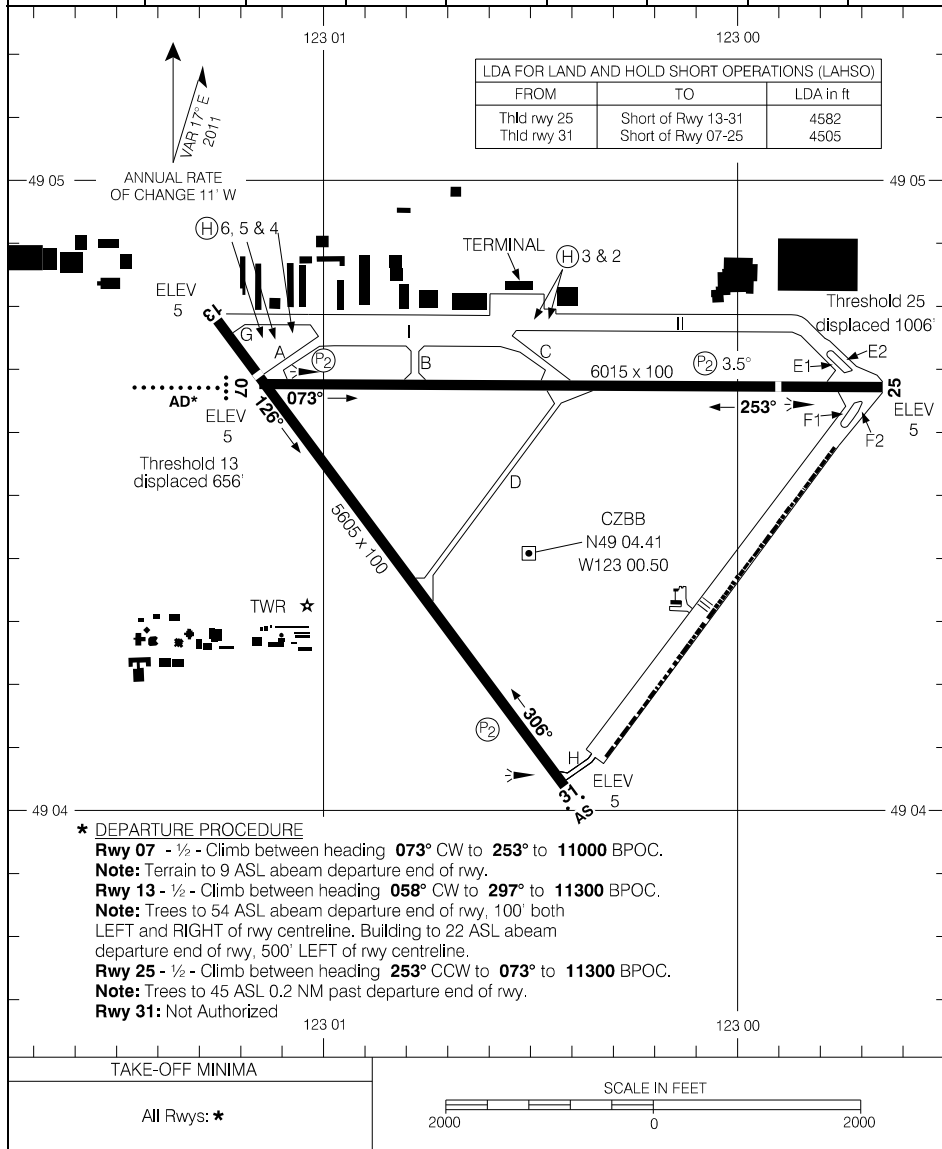
PARKING AREAS (SOUTH TERMINAL)

EFF 27 NOV 25

VANCOUVER/BOUNDARY BAY, BC
CZBB

AERODROME CHART

● ATIS – 125.5 ● GND – 124.3		● TWR – 127.6 118.1 ● TFC – 118.1		DEP Vancouver – 132.3 (S) 363.8 ● MF*	
DECL DIST	07	25	13	31	
TORA	6015	6015	5605	5605	
TODA	6015	6999	5605	5933	
ASDA	6015	6015	5605	5605	
LDA	6015	5009	4949	5605	



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AERODROME CHART

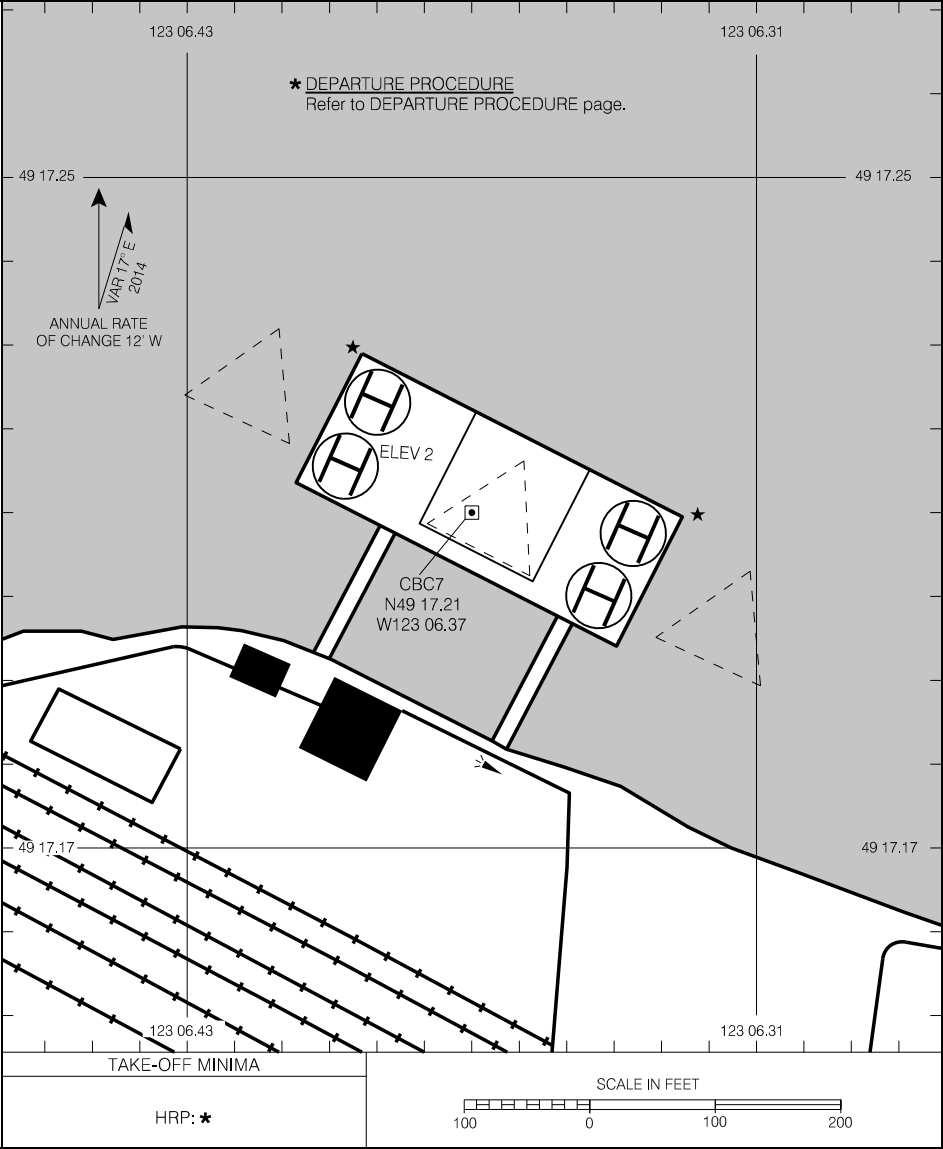
EFF 20 FEB 25

CZBB

CZBB-AD

HELIPORT CHART

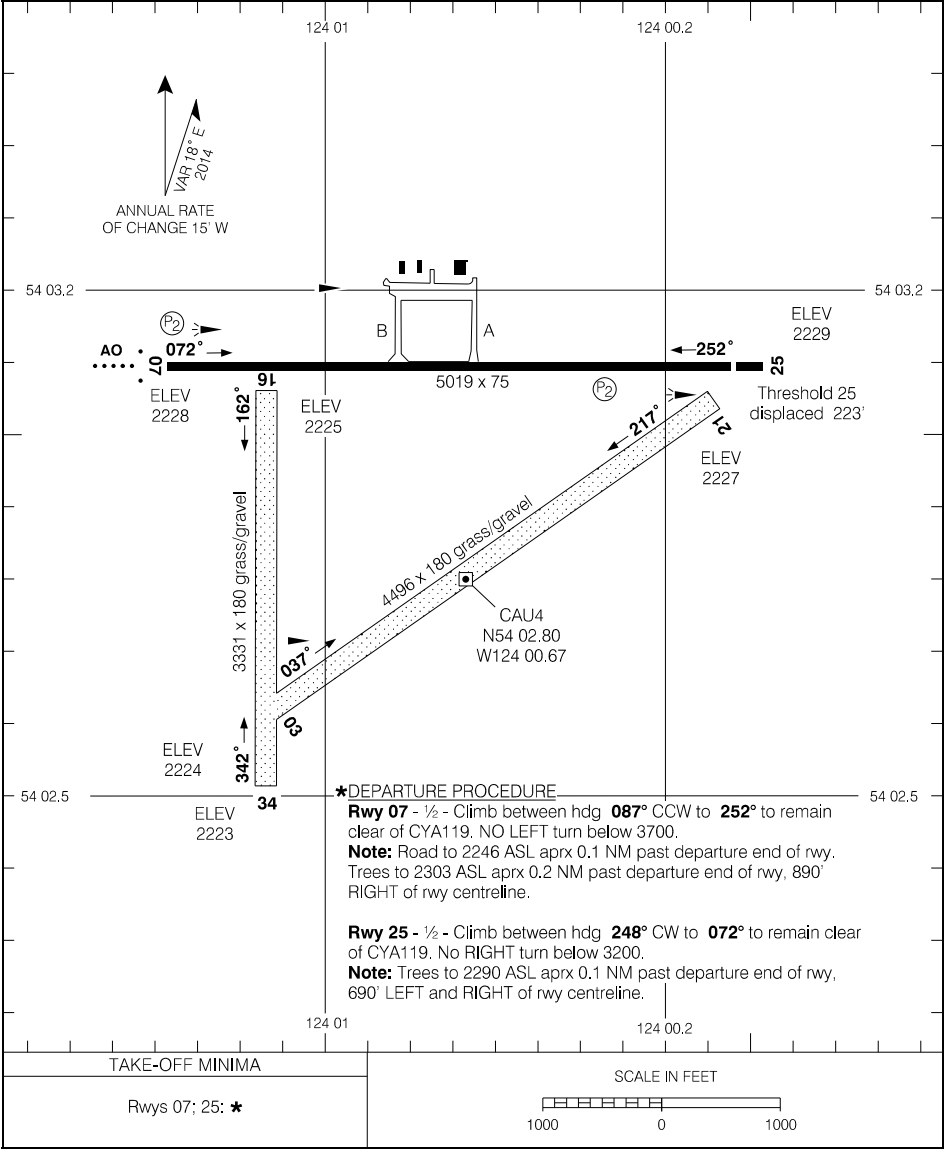
● ATIS – 126.8		● CLNC DEL – 125.35		● TWR Harbour – 118.4		DEP Vancouver – 126.12 TML – 125.2 RADIO Pacific – 123.15	
				● TFC – 118.4		● ATF*	
DECL	DISTS						
TORA							
TODA							
ASDA							
LDA							



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AERODROME CHART

AWOS – 122.55		TFC – 122.8					CTR Vancouver – 133.8	
		ATF						
DECL	DISTS	03	21	07	25	16	34	
TORA		4496	4496	5019	5019	3331	3331	
TODA		4496	4496	5019	5019	3331	3331	
ASDA		4496	4496	5019	5019	3331	3331	
LDA		4496	4496	5019	4796	3331	3331	

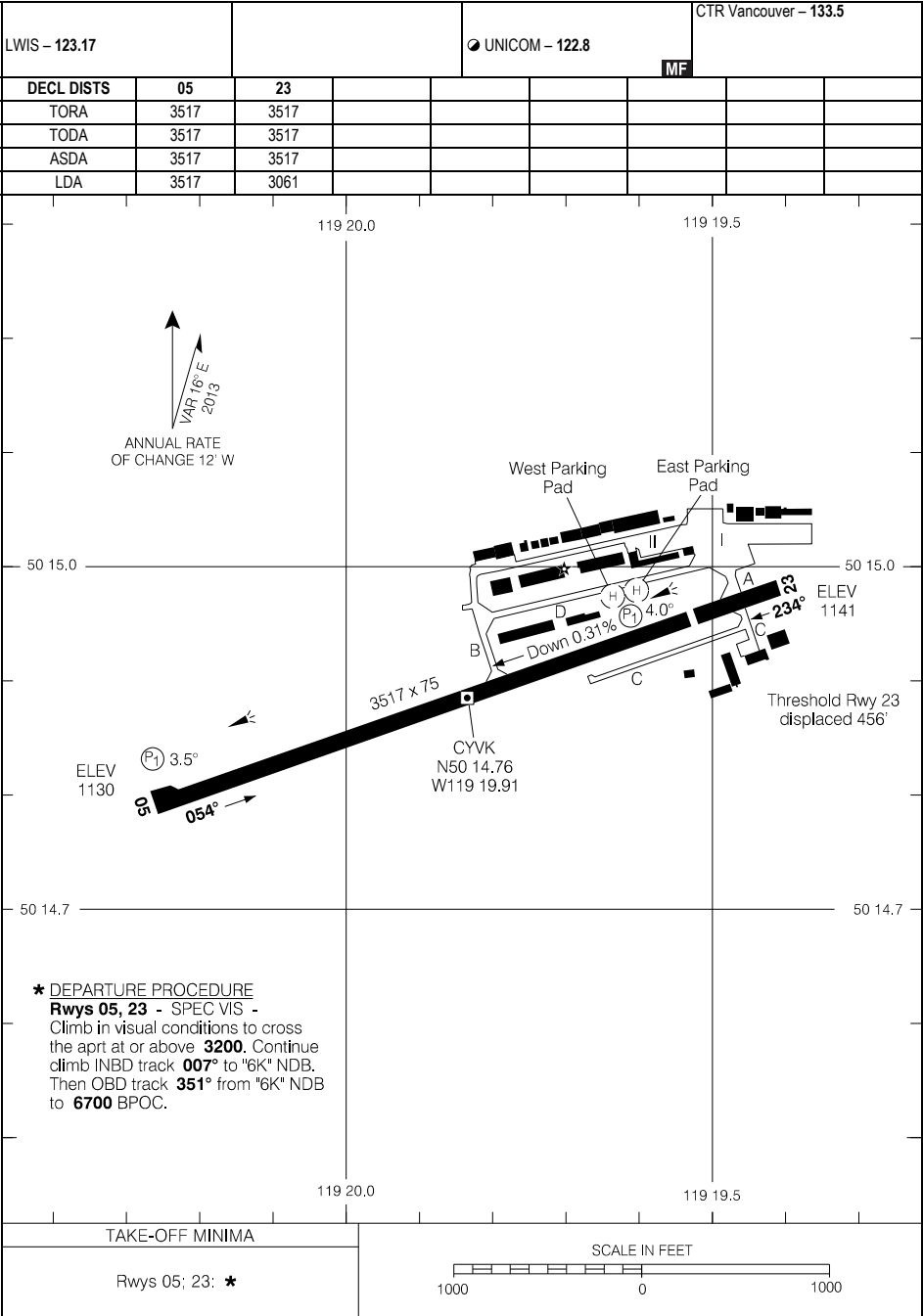


AERODROME CHART

EFF 27 NOV 25

CAU4

AERODROME CHART



AERODROME CHART

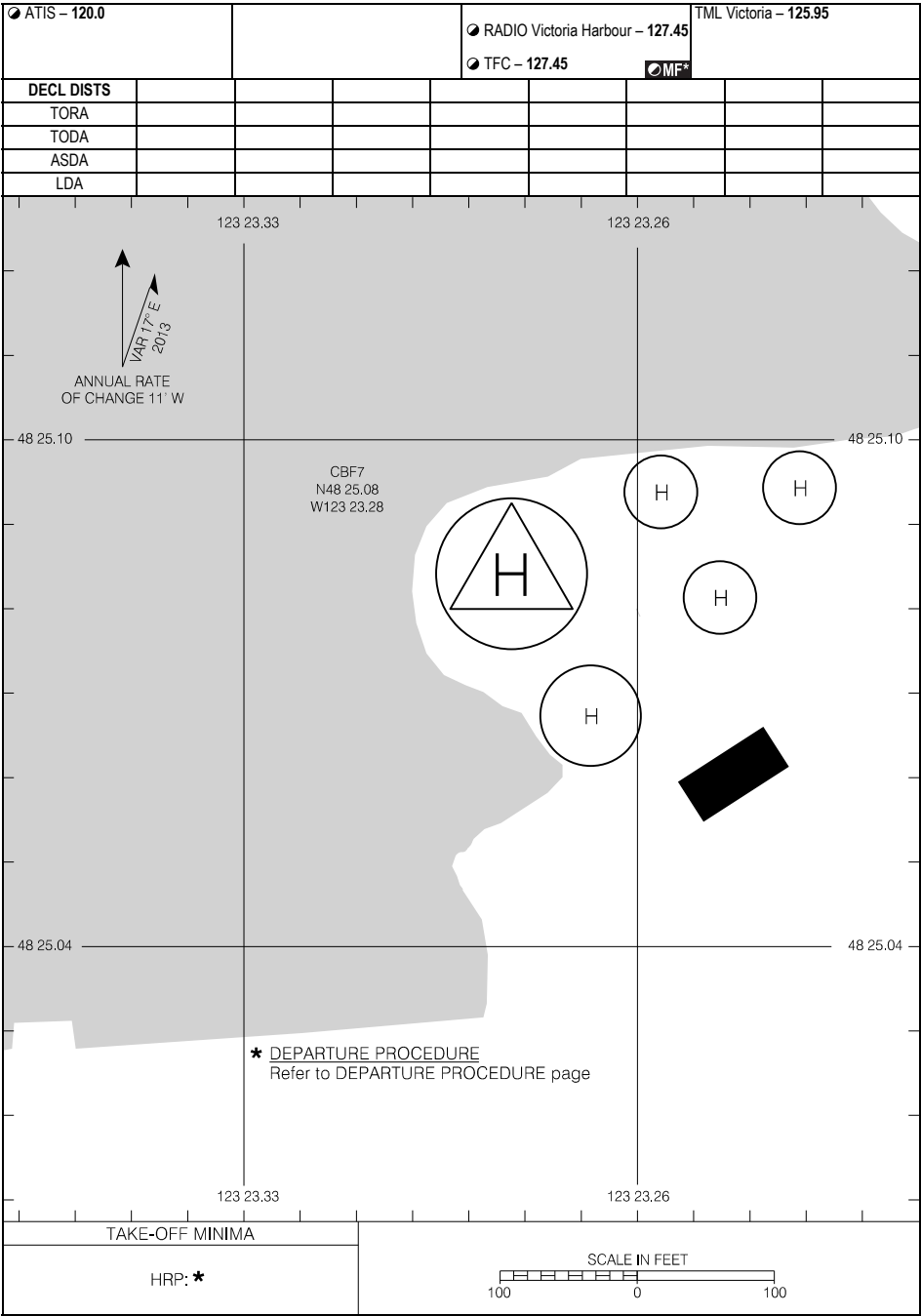
EFF 5 SEP 24

CYVK

CBF7-HP

VICTORIA HARBOUR (CAMEL POINT), BC
CBF7

HELIPORT CHART



HELIPORT CHART

EFF 5 SEP 24

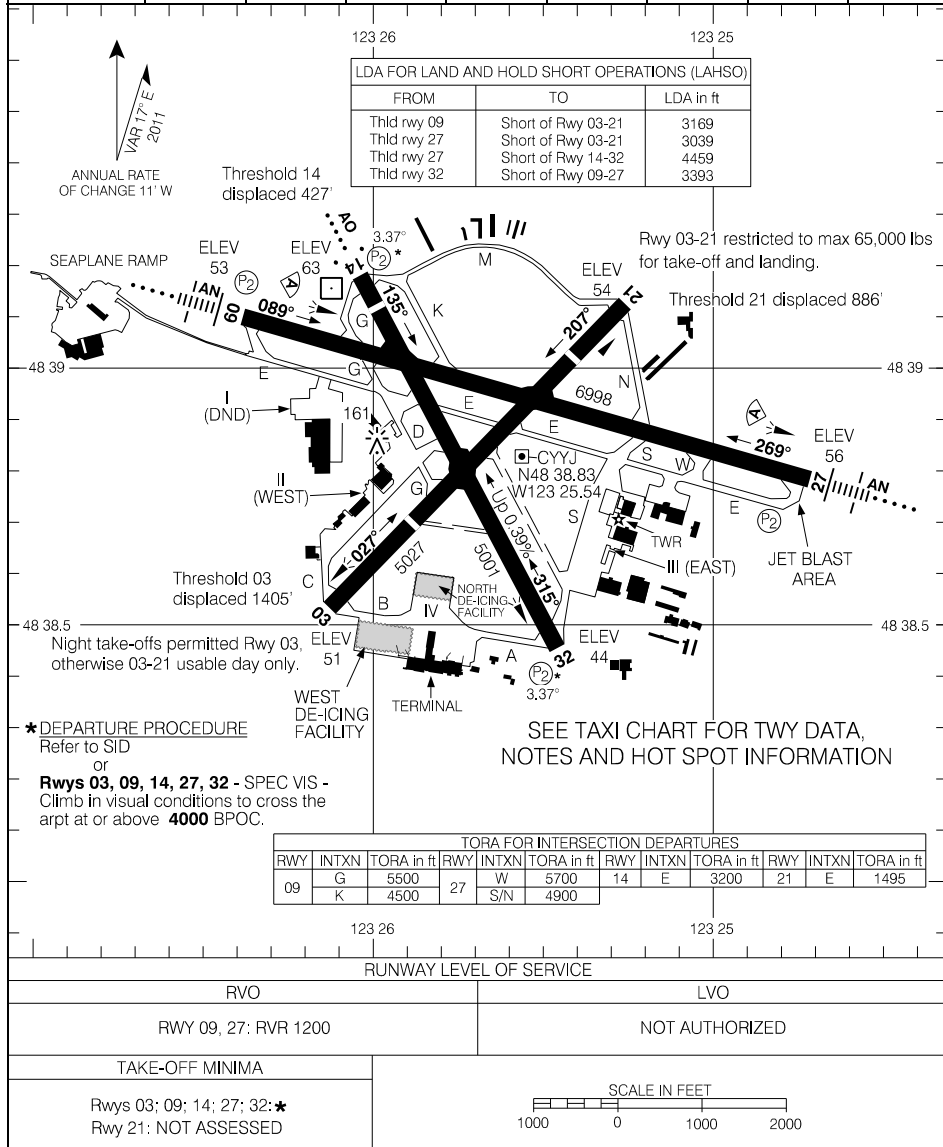
CBF7

CBF7-HP

VICTORIA INTL, BC
CYYJ

AERODROME CHART

ATIS – 118.8 LWIS – 118.8		CLNC DEL – 126.4 GND – 121.9 361.4		TWR – 119.7 239.6 RADIO Kamloops – 119.7			DEP – 125.95	
				MF				
DECL DISTS	03	21	09	27	14	32		
TORA	4141	3622	6998	6998	5001	4574		
TODA	4141	3622	7982	7982	5001	4574		
ASDA	5027	5027	6998	6998	5001	5001		
LDA	3622	4141	6998	6998	4574	5001		



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AERODROME CHART

EFF 7 AUG 25

CYYJ

CYYJ-AD

TAXI CHART

Notes

Widebody Aircraft

Rwy 09 Departures: Twy B, Rwy 03/21, Twy G, Twy E.
Rwy 09 Arrivals: Twy E westbound, Twy S, Twy A.
Rwy 27 Departures: Twy A, Twy S, Twy E eastbound.
Rwy 27 Arrivals: Twy E, Twy G, Rwy 03/21, Twy B.

Taxiways

Taxiway C restricted to 50,000 lbs.
Taxiway M restricted to 12,500 lbs.

Aprons

Apron II restricted to 50,000 lbs.
Apron IV restricted to scheduled commercial traffic only. Acft engine runs abv idle power prohibited, PPR fr OPR for idle power engine runs. Exceptions require prior approval of airport operator.

Rwy 03-21 Operations

Aircraft restricted to max 65,000 lbs for take-off and landing.
No weight restriction for taxiing aircraft rwy 03/21 south of rwy 14/32.

Rwy 27 Arrivals

Aircraft exiting on rwy 14, HOLD SHORT rwy 03, see Hot Spot 3.

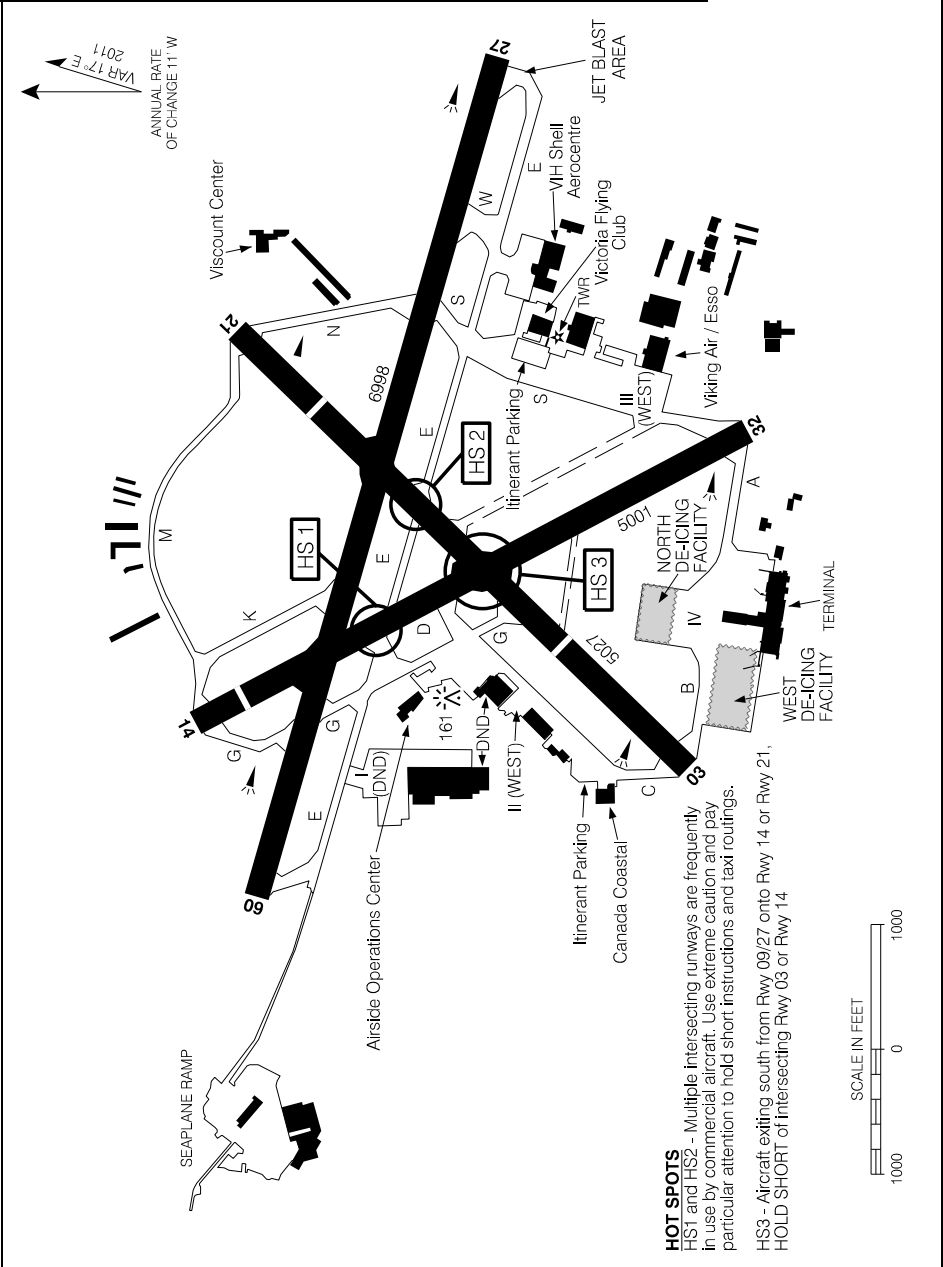
Rwy 09 Arrivals

Aircraft exiting on rwy 21, HOLD SHORT rwy 14, see Hot Spot 3.

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TAXI CHART

● ATIS – 118.8	● CLNC DEL – 126.4	● TWR – 119.7 239.6
● LWIS – 118.8	● GND – 121.9 361.4	● RADIO Kamloops – 119.7
MF*		



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TAXI CHART

EFF 7 AUG 25

CYYJ

DE-ICING OPERATIONS

DE-ICING PROCEDURES

GENERAL

1. De-icing at gates is not permitted without authorization from airport operator.
2. North de-icing pad access is controlled by DE-ICE CONTROL. ALL Aircraft must have an approved assignment time prior to pushback or taxi.
3. Assignment times will be provided to de-icing providers only and are provided at 20-minute intervals. De-icing provider contact information and times are detailed in the Services section.
4. ATC does not have oversight of de-icing assignments; all inquiries must be directed to de-icing providers or Snow Desk when open (250-953-7595). If the Snow Desk is not open, all inquiries should be directed to de-icing providers or Airport Operations, Manager, Integrated Operations Centre.

SCHEDULED COMMERCIAL AIRCRAFT

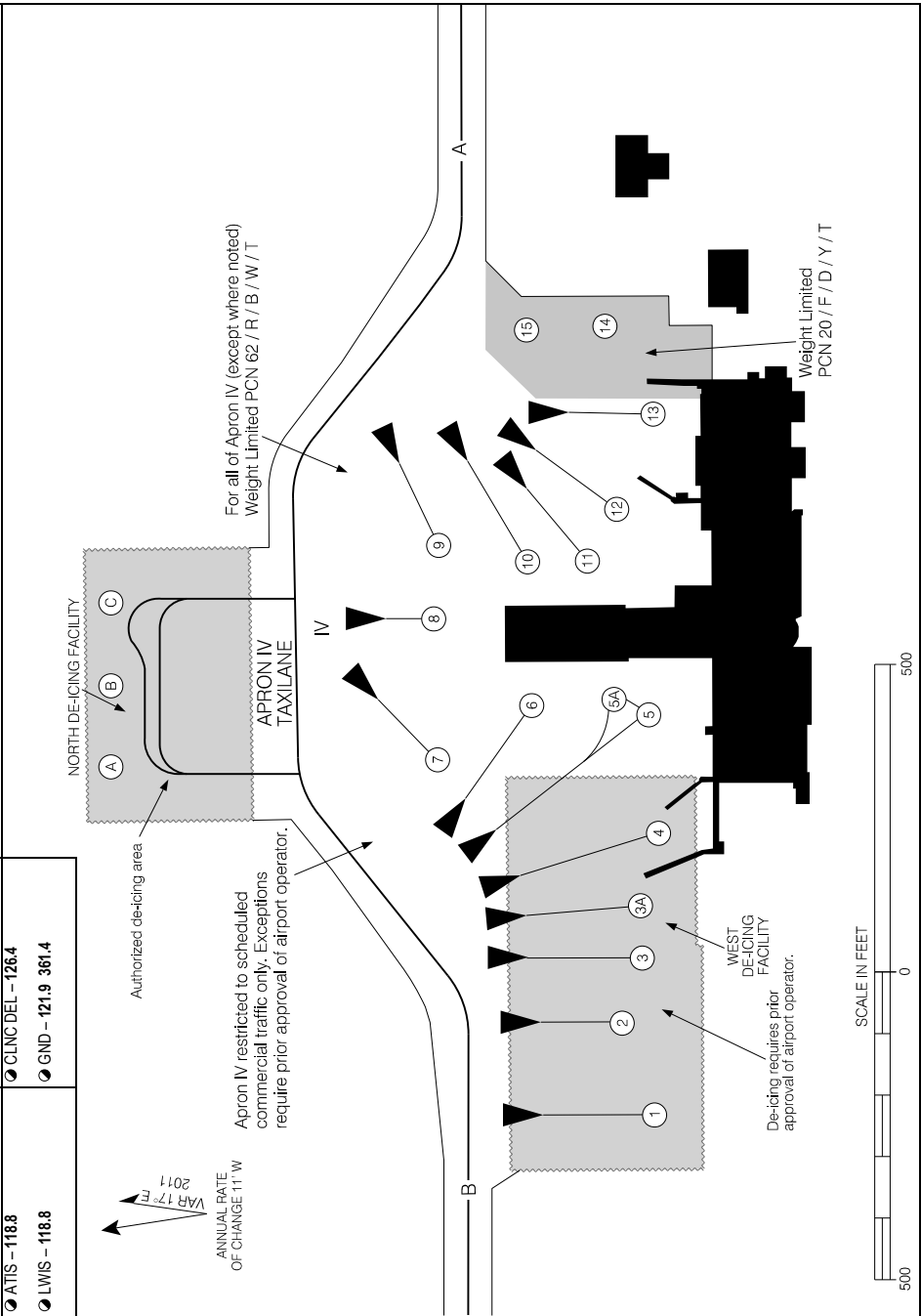
1. De-icing assignments will be communicated to commercial aircraft via de-icing providers and individual company processes.
2. **NO de-icing will occur until an assignment has been issued.**

NON-SCHEDULED AIRCRAFT

1. Aircraft requiring an assignment shall contact a de-icing provider, who will request the assignment.
2. De-ice control will issue the assignment between scheduled commercial movements and notify the de-icing provider. The de-icing provider will provide the assignment to the aircraft.
3. If the non-scheduled aircraft misses their assignment, a new assignment must be obtained.
4. **NO de-icing will occur until an assignment has been issued.**

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PARKING AREAS



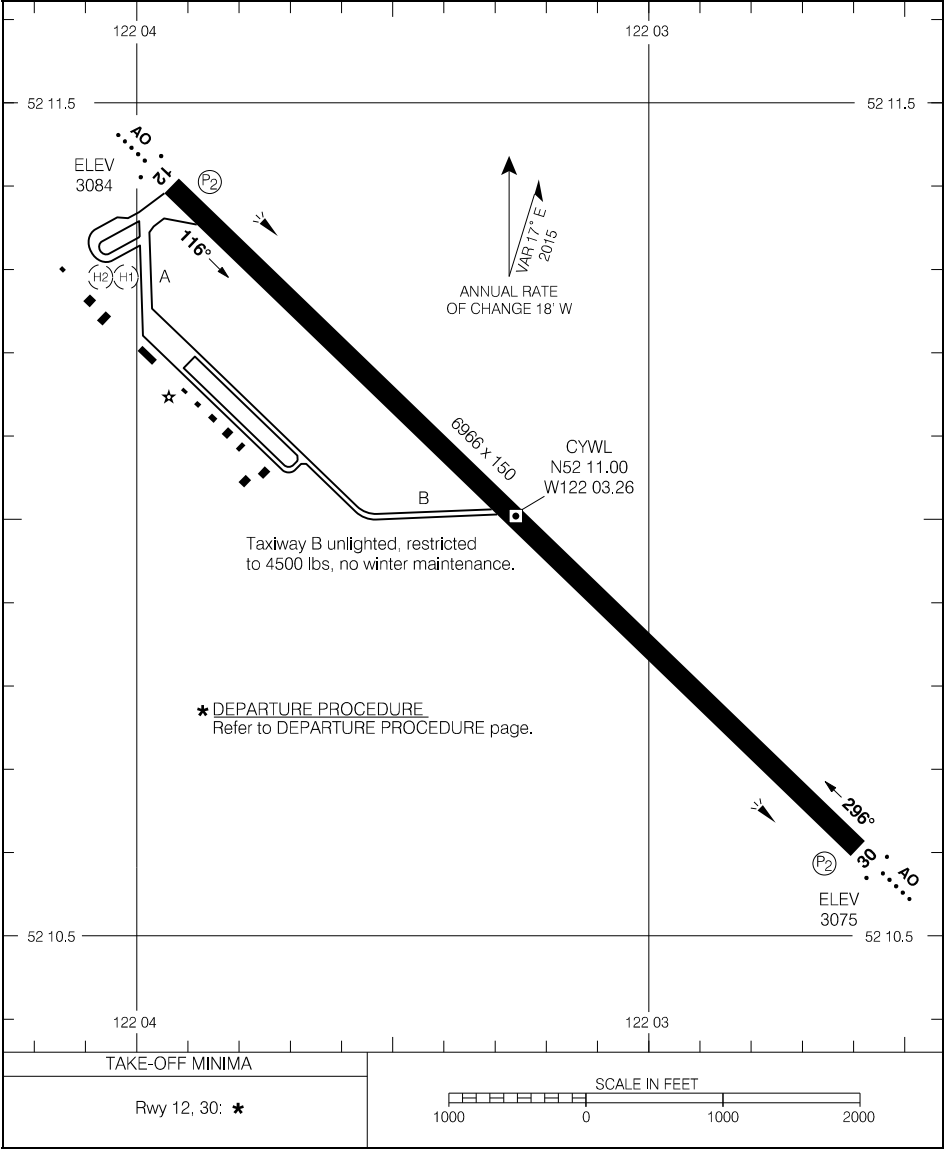
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PARKING AREAS

EFF 5 OCT 23

AERODROME CHART

				RADIO – 122.3		CTR Vancouver – 134.0 381.4	
						MF	
DECL DIST	12	30					
TORA	6966	6966					
TODA	7668	7767					
ASDA	6966	6966					
LDA	6966	6966					



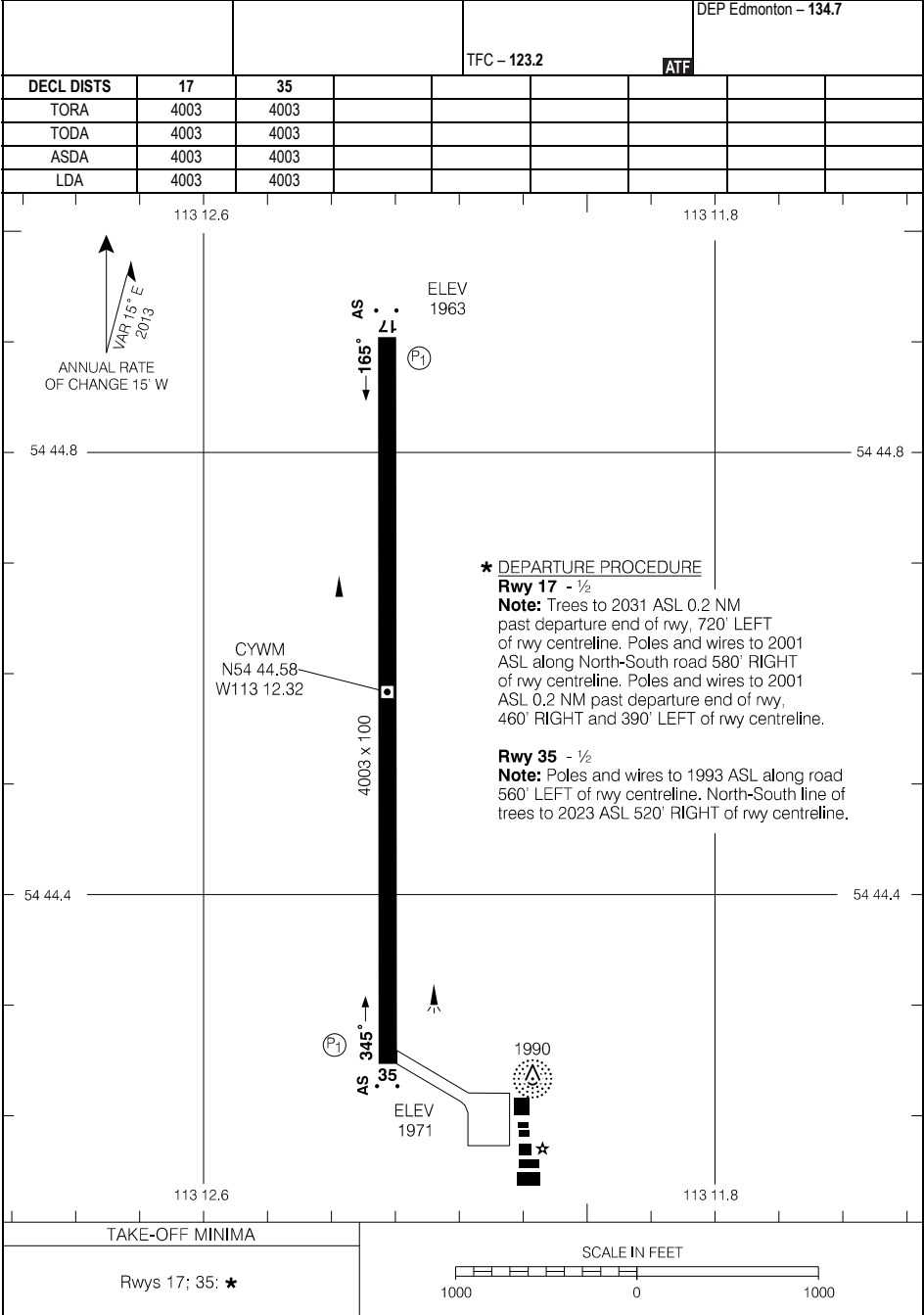
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AERODROME CHART

EFF 12 JUN 25

CYWL

AERODROME CHART



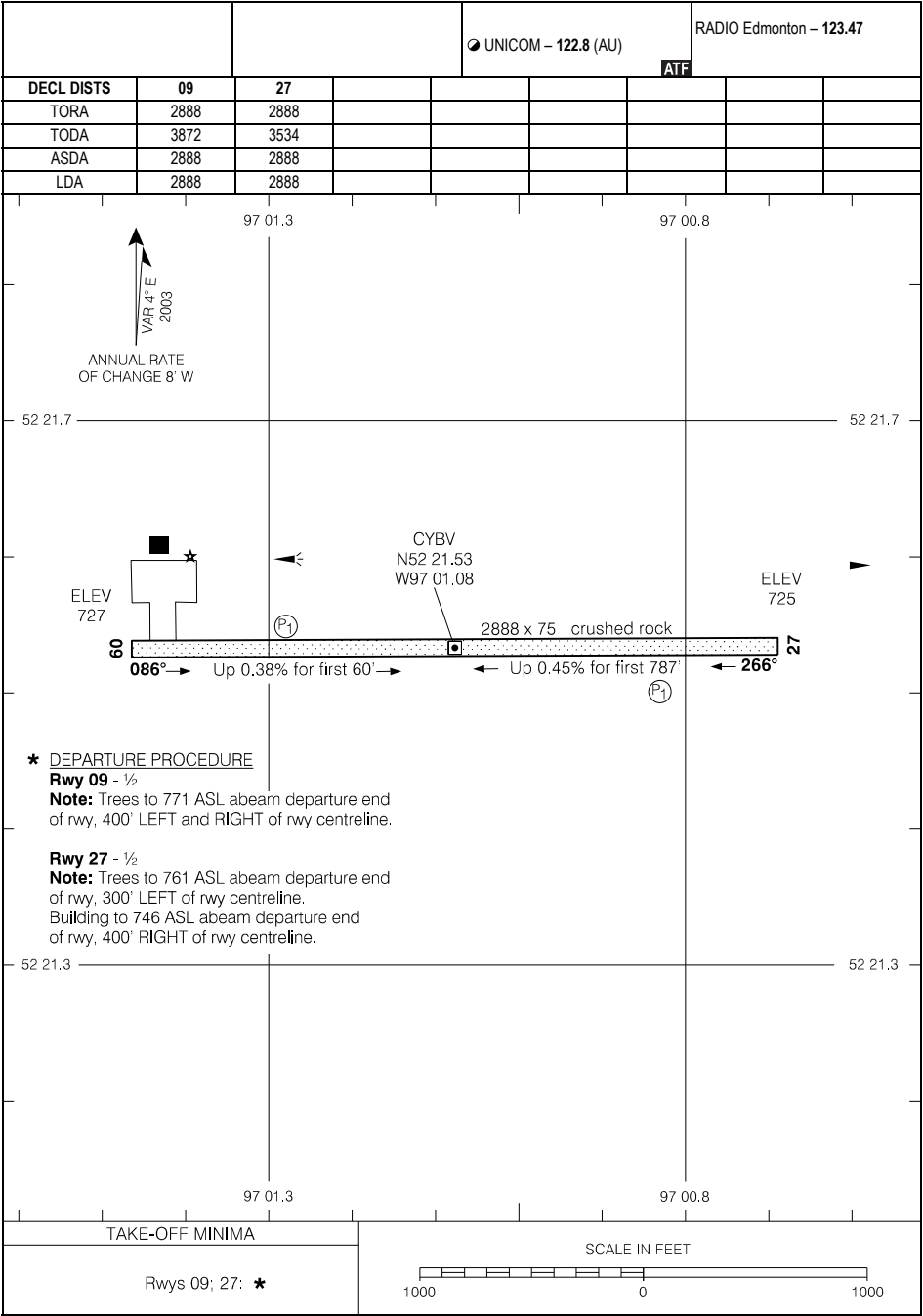
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AERODROME CHART

EFF 27 NOV 25

CYWM

AERODROME CHART



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AERODROME CHART

EFF 23 FEB 23

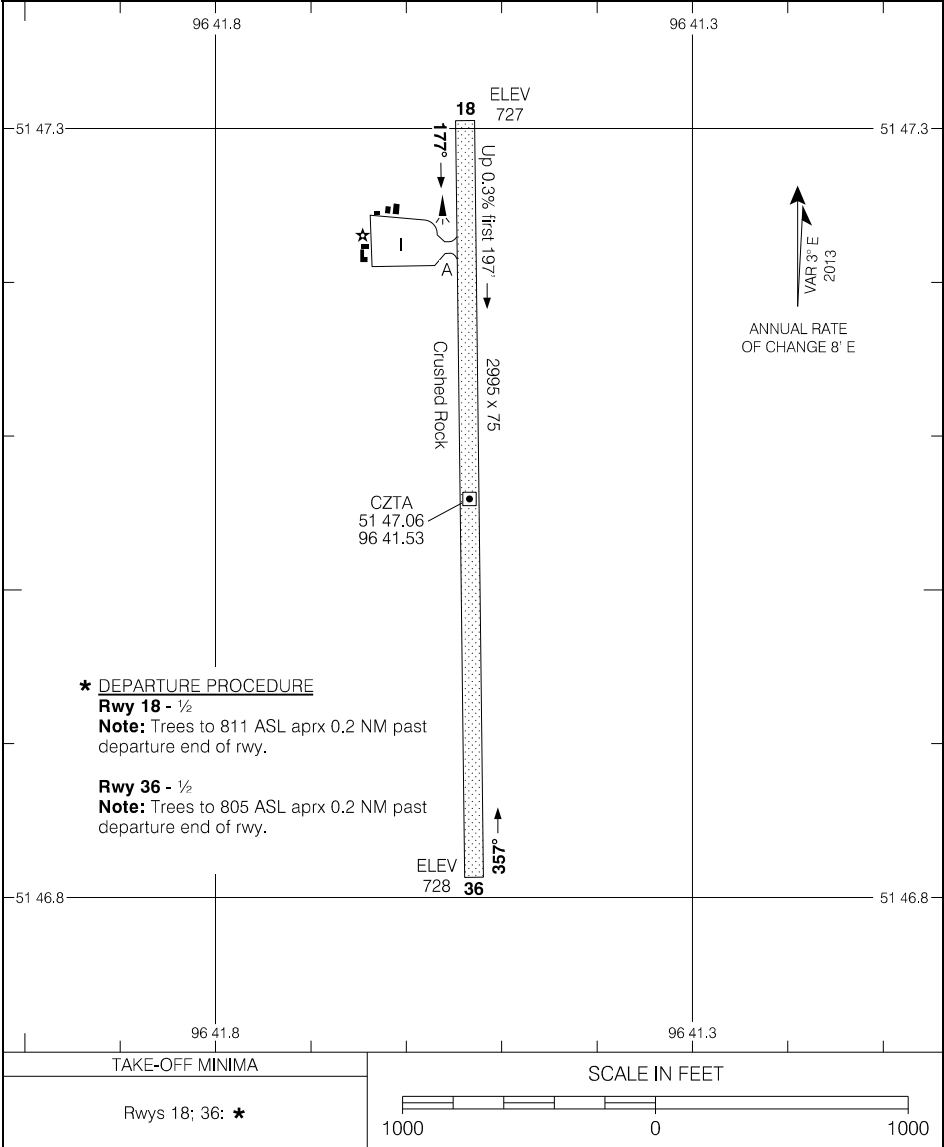
CYBV

CZTA-AD

BLOODVEIN RIVER, MB
CZTA

AERODROME CHART

				UNICOM – 122.8 (AU)		ATF	
DECL DIST	18	36					
TORA	2995	2995					
TODA	3979	3979					
ASDA	2995	2995					
LDA	2995	2995					



AERODROME CHART

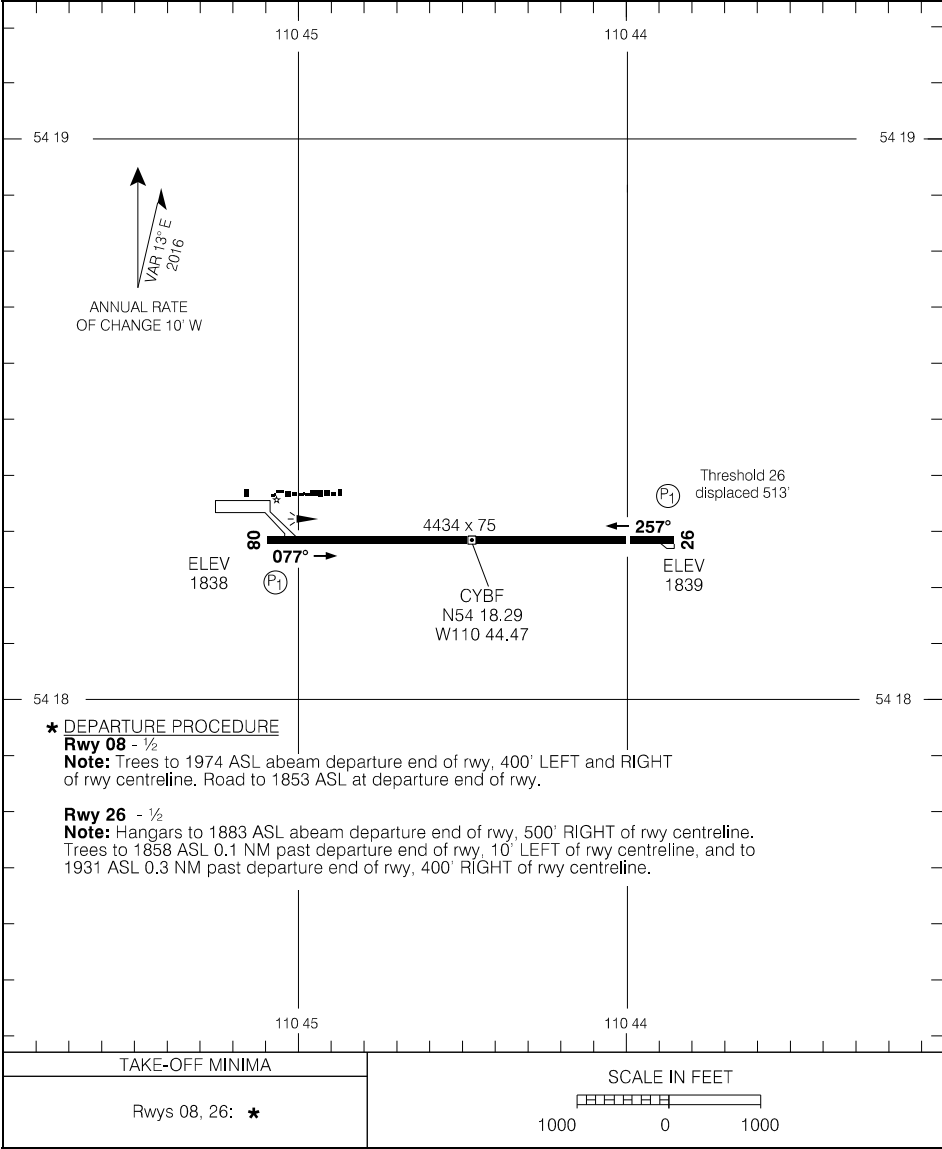
EFF 11 JUL 24

CZTA

CZTA-AD

AERODROME CHART

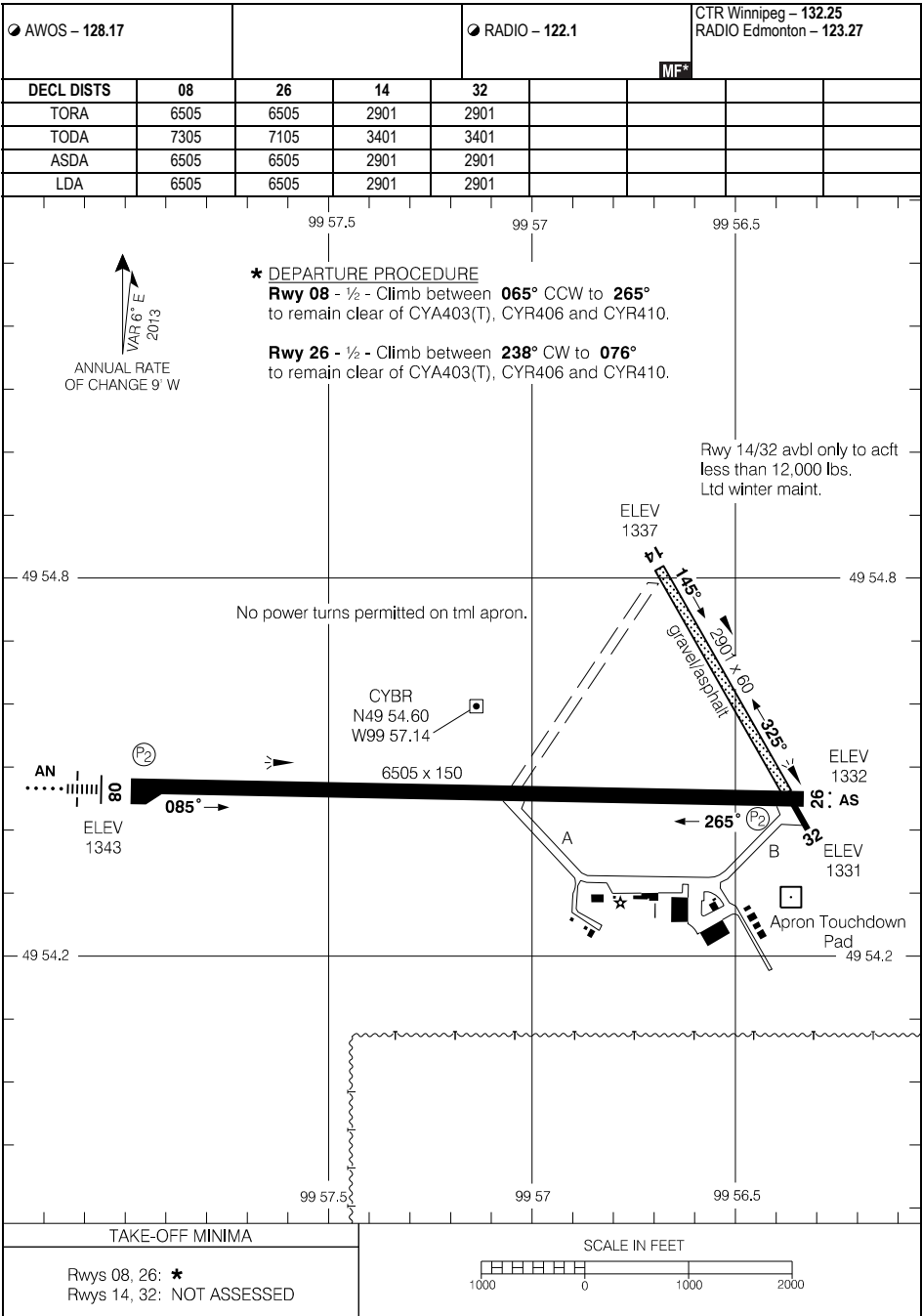
AUTO – 122.97				TFC – 123.2		ATF		TML Cold Lake – 124.5	
DECL DIST	08	26							
TORA	4434	4434							
TODA	4434	4434							
ASDA	4434	4434							
LDA	4434	3921							



AERODROME CHART

EFF 21 MAR 24

AERODROME CHART



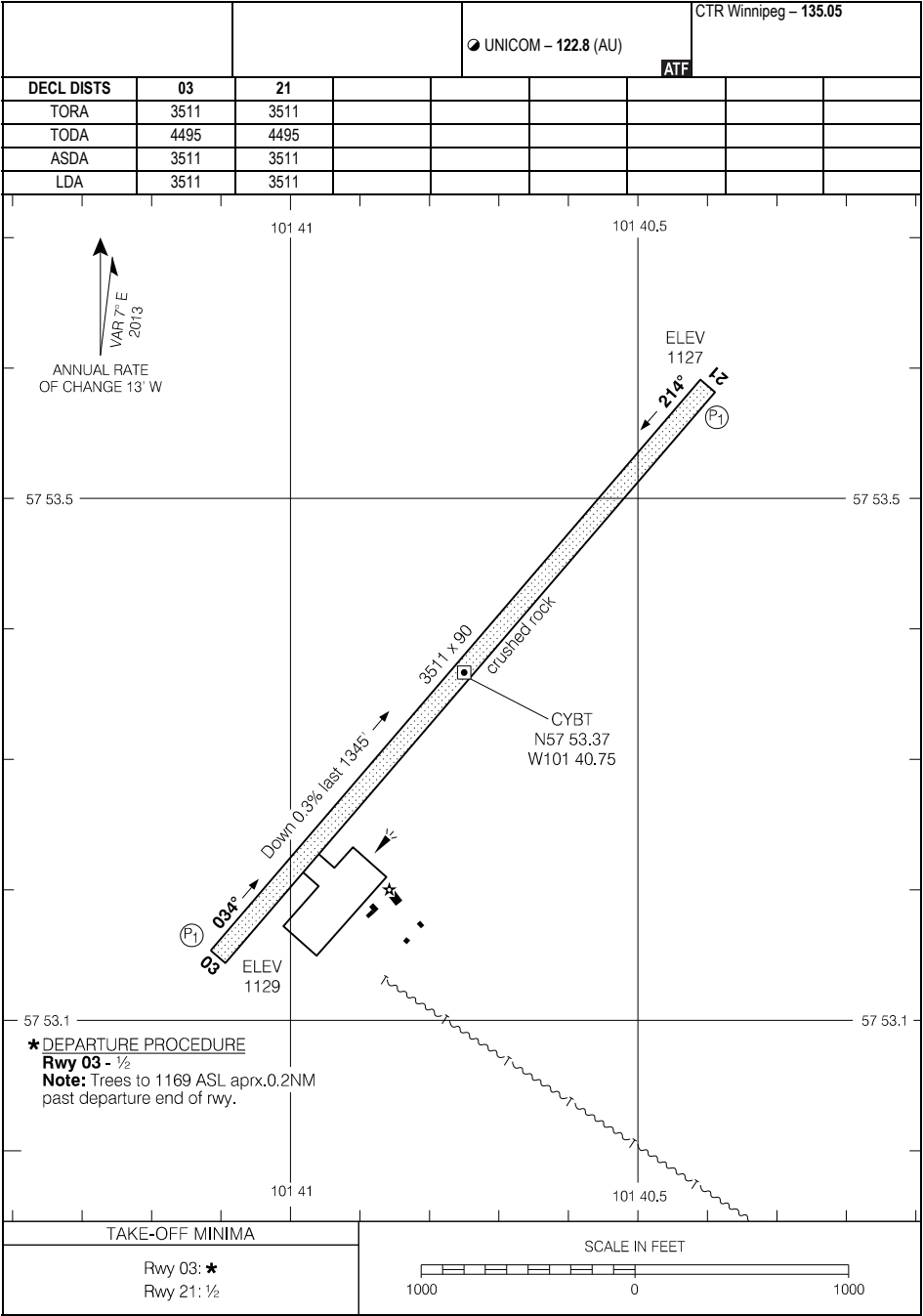
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AERODROME CHART

CYBR

EFF 2 OCT 25

AERODROME CHART



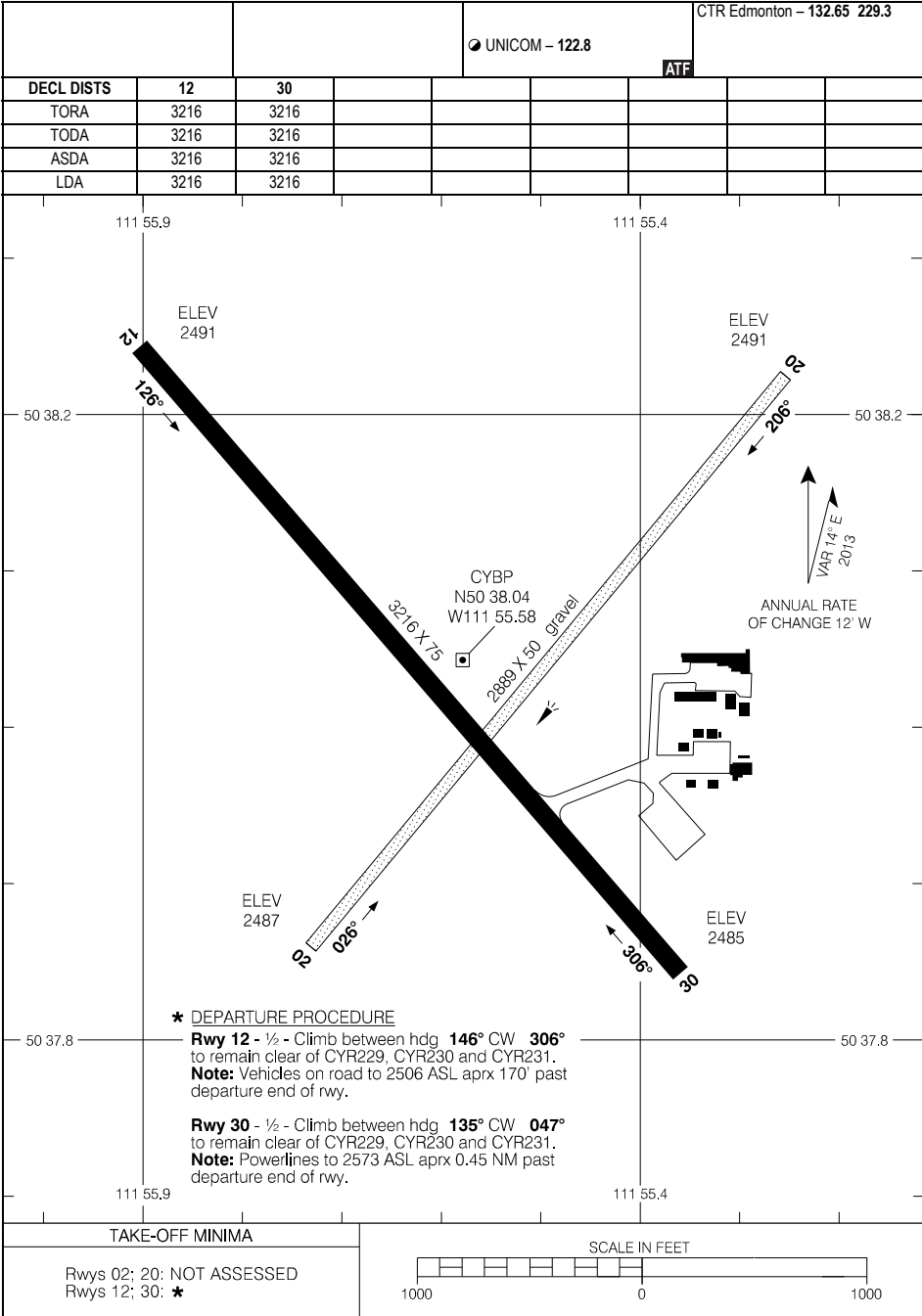
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AERODROME CHART

CYBT

EFF 20 FEB 25

AERODROME CHART



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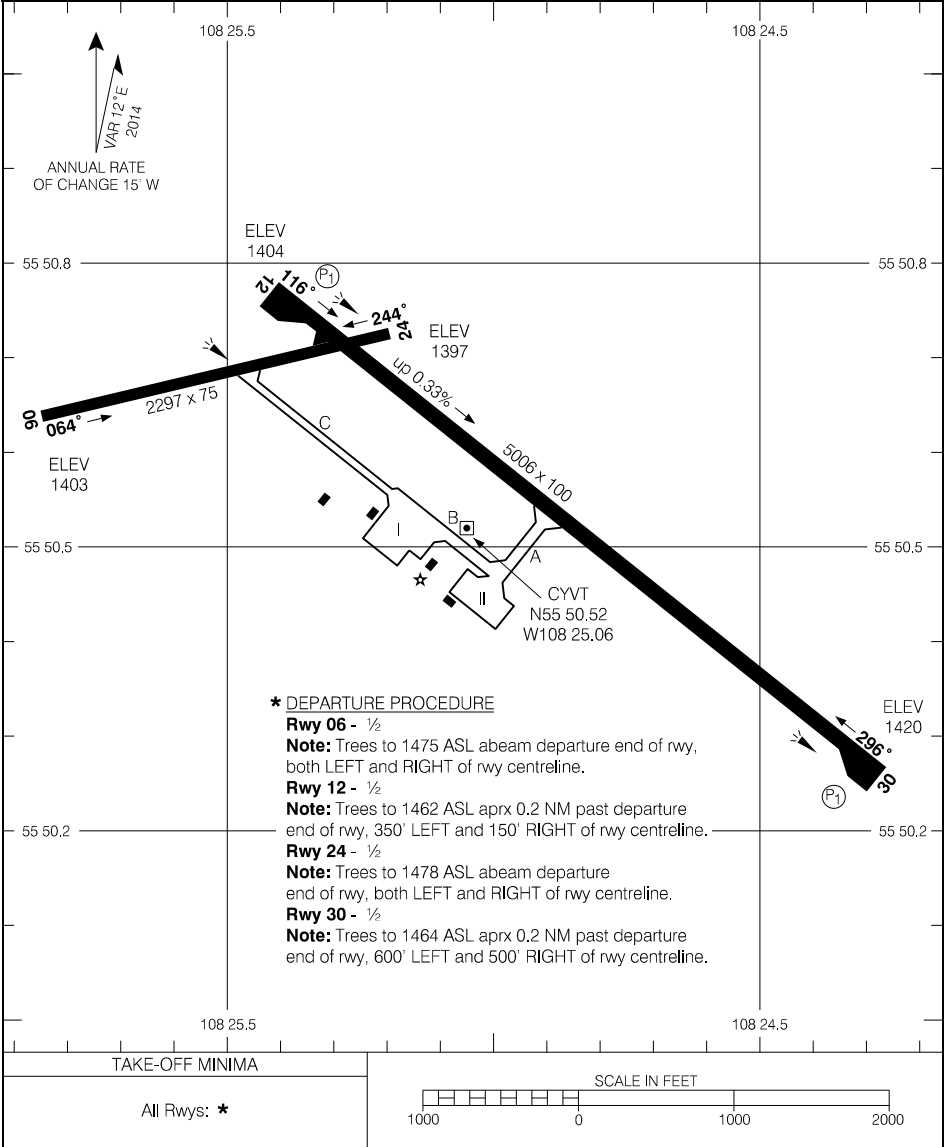
AERODROME CHART

EFF 20 FEB 25

CYBP

AERODROME CHART

AWOS – 128.6		● RADIO Regina – 118.65 ● TFC – 118.65				RADIO Edmonton – 123.27			
		MF							
DECL DIST	06	24	12	30					
TORA	2297	2297	5006	5006					
TODA	2297	2297	5990	5990					
ASDA	2297	2297	5006	5006					
LDA	2297	2297	5006	5006					



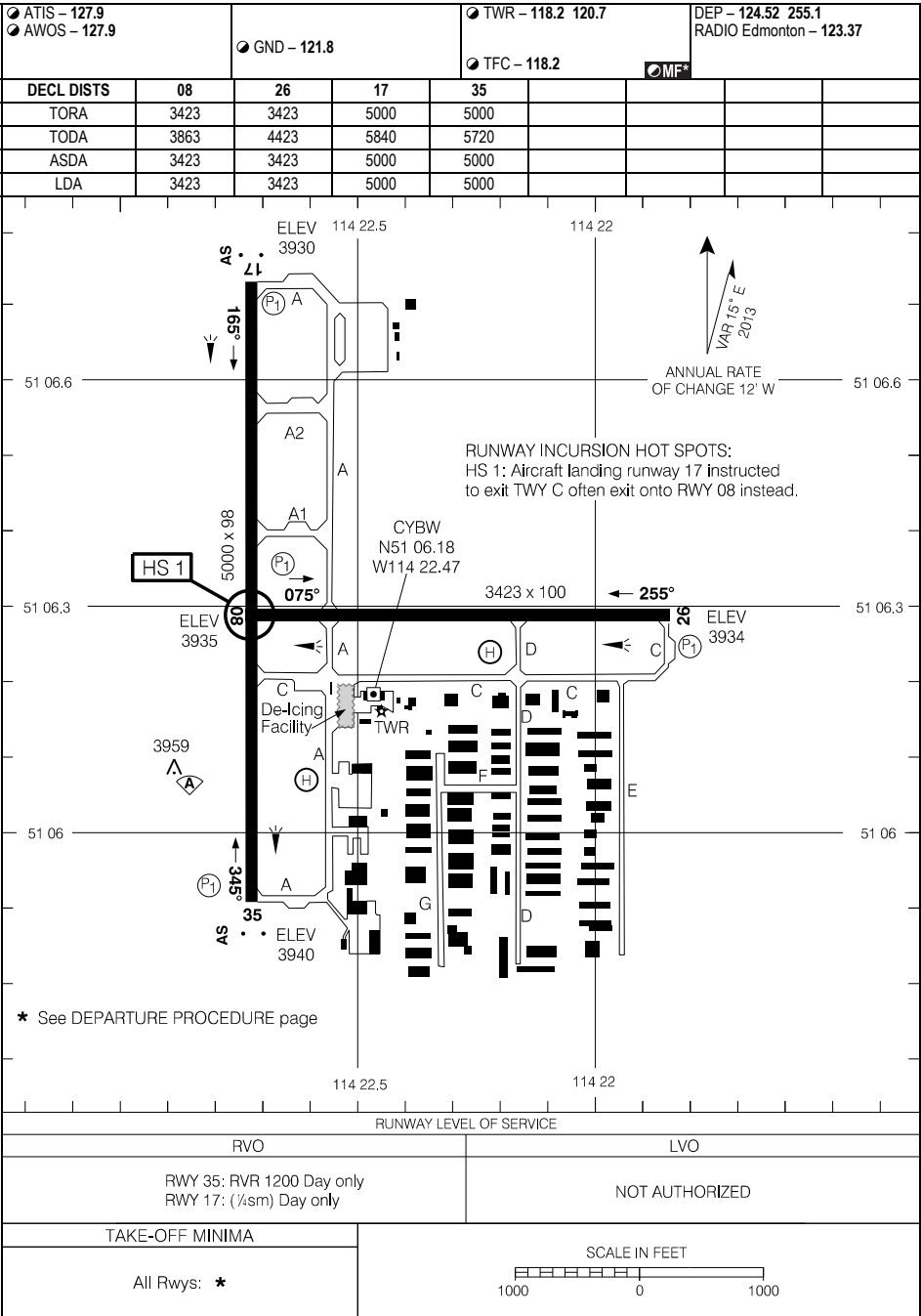
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AERODROME CHART

EFF 17 APR 25

CYVT

AERODROME CHART



AERODROME CHART

EFF 7 AUG 25

REDUCED VISIBILITY PROCEDURES

Visibility Procedures (RVR less than 2600 to 1200 ft)

Reduced Visibility Taxi Routes

Taxi routes will be coordinated by ATC. All taxiways and runways are available except for Rwy 08/26, taxiway D north of taxiway C, and taxiway C east of taxiway E. Uncontrolled taxiways may be used at the discretion of the pilot. Vehicles responding to an emergency are not required to follow the routes.

Departures

Rwy 17/35 will be used for departures.

Sequencing of Ground Movements for Take-off

Pilots must follow instructions on Sequencing of Ground Movements for Take-off as described in CAP GEN Operating Minima.

Surface Movement Guidance Control System

All taxiway intersections on Rwy 17/35 are equipped with rwy guard lights.

Arrivals

Taxi routes will be coordinated by ATC.

Airport Services and Equipment Available under Reduced Visibility Operations

All taxiway intersections on Rwy 17/35 are equipped with rwy guard lights.

Runway Level of Service

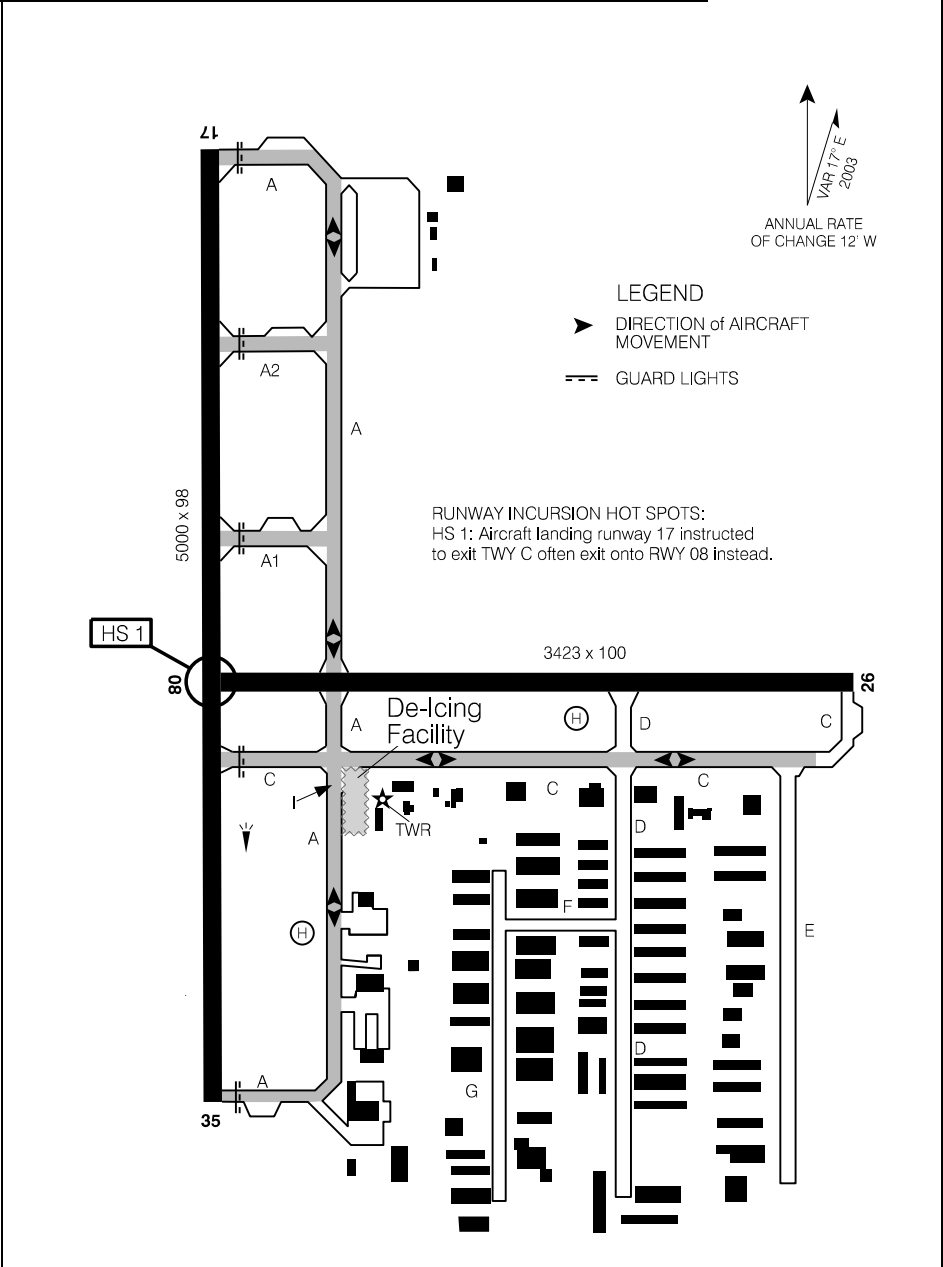
Runway	Certification
17	¼ sm Day only
35	RVR 1200 Day only

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REDUCED VISIBILITY TAXI CHART
(RVR LESS THAN 2600 TO 1200 FT)

CALGARY/SPRINGBANK, AB
CYBW

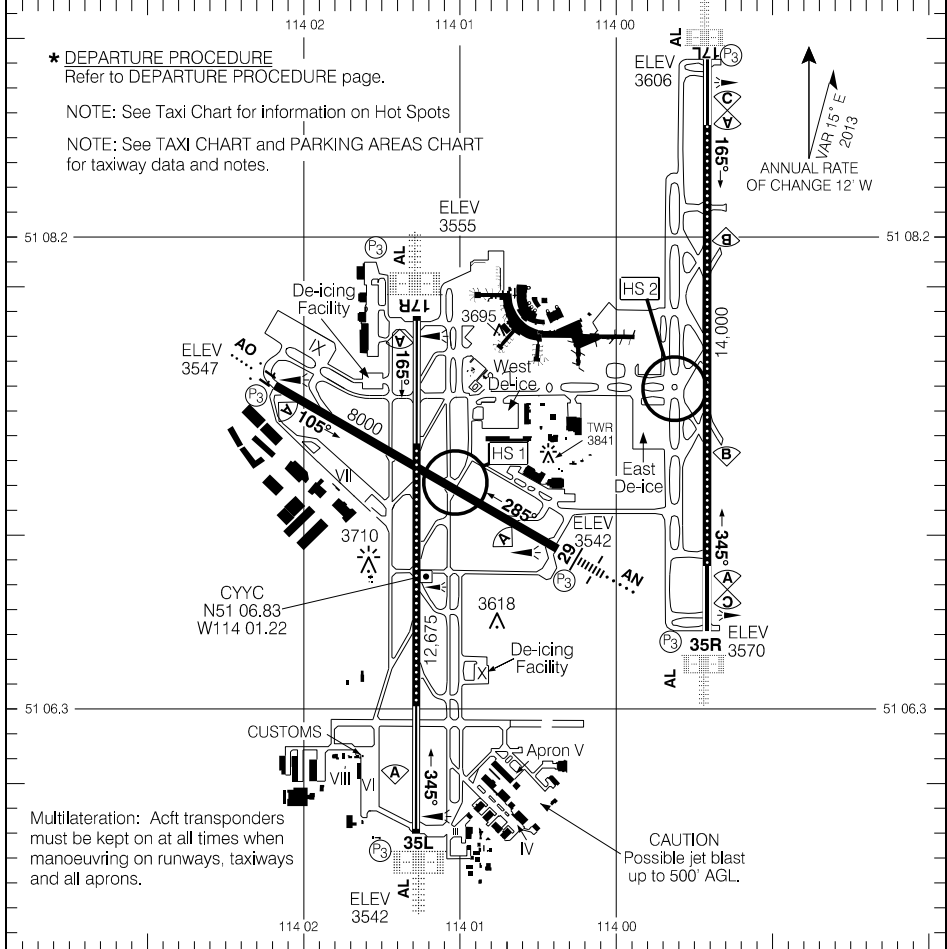
● ATIS – 127.9 ● AWOS – 127.9	● GND – 121.8	● TWR – 118.2 120.7 ● TFC – 118.2	● MF*
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AERODROME CHART

ATIS – 128.22		CLNC DEL – 120.82 ● APRON – 121.3 (I) GND – 121.9 (W) 125.35 (E) 275.8		TWR – 118.4 (W) 118.7 (E) 236.6		DEP – 124.52 (W) 119.8 (E) 255.1	
DECL DIST	11	29	17R	17L	35L	35R	
TORA	8000	8000	12675	14000	12675	14000	
TODA	8719	8719	13659	14984	13659	14984	
ASDA	8000	8000	12675	14000	12675	14000	
LDA	8000	8000	12675	14000	12675	14000	



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 11, 17R, 17L, 29, 35L, 35R: RVR 1200	RWY 17L, 35R: RVR 600
TAKE-OFF MINIMA	
All Rwys: *	

AERODROME CHART

EFF 27 NOV 25

CYYC

AERODROME CHART (HIGH INTENSITY RUNWAY OPERATIONS – HIRO)

CYYC

LDA for High Intensity Runway Operations				
From threshold rwy:	To exit point	LDA in ft	Preferred exit for med/heavy jet transport	Preferred exit for prop/ turboprop transport
11	A C G F1 F/U	3373 5000 5165 6000 8000	F/U	F1
17L	D1 D3 D5 S Q B	4154 6549 8261 11,979 13,475 13,795	D3 D5	D3
17R	A1 C2 C1 A3 C3 C/A	3976 5840 6415 7489 8516 12,675	C1 A3 C3	C1 A3
29	C A J2 W/J	3200 4853 6606 8000	J2 J	J2
35L	C3 A3 C1 C2 A1 C4 C6 A/C	4154 5181 6255 6830 8684 9369 10,984 12,675	C2 C4	C2
35R	D2 D4 D6 Z V D	4156 6462 8265 10,205 13,475 13,795	D4 D6	D2 D4

Pilots may plan their arrivals using the above table of threshold-to-exit-point distances. The distances are measured from the landing threshold to the point of the intersection of the runway centreline and the extended exit taxiway centreline.

During HIRO operations, the Control Tower may nominate the rwy exit. Compliance with ATC nomination of rwy exit is at the pilot’s discretion and should be acknowledged.

REMARK: For detailed information on High Intensity Runway Operations, pilots may refer to AIP RAC 4.4.10

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CYYC

AERODROME CHART (REDUCED TAKE OFF RUNS)

Reduced Take-Off Runs

When authorized by ATC, intersection departures are available as follows:

RUNWAY	INTERSECTION	RUNWAY REMAINING
17L	V	13680
	Z	10450
35R	Q	13680
	S	12200

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TAXI CHART

Notes

Widebody Aircraft

***A380/*B747-8/*AN124 Available Taxiways:** B, BC, D, E, EA, J (east of JV), JS, JQ, JR, S, V, Q, Z, Apron IX and Apron IX De-Ice Pad.

*Twy H and C (north of J) restricted from simultaneous use by aircraft larger than B767/A300.

A340-600/777-300: Discretionary oversteer required at all intersections.

Taxiways

P, GB, GD: Uncontrolled.

W, N & M: Restricted to aircraft with wingspan of 170' or less.

AB, P, GB, JT, L west of A, WB, YD & YE: Restricted to aircraft with wingspan of 118' or less.

C: Right turn on YB restricted to aircraft with wingspan of 118' or less.

F: Left turn on G restricted to aircraft with wingspan of 118' or less.

F: Left turn on F1 restricted to aircraft with wingspan of 79' or less.

F1: Right turn on F restricted to aircraft with wingspan of 79' or less.

G: Right turn on F restricted to aircraft with wingspan of 118' or less.

GB & GD: Restricted to one-way westbound.

J eastbound: Right turn on J2 restricted to aircraft with wingspan of 79' or less.

J2: Left turn on J restricted to aircraft with wingspan of 79' or less.

Y: Right turn on YB restricted to aircraft with wingspan of 118' or less.

YB: Left turn on C restricted to aircraft with wingspan of 118' or less. Left turn on Y restricted to aircraft with wingspan of 118' or less.

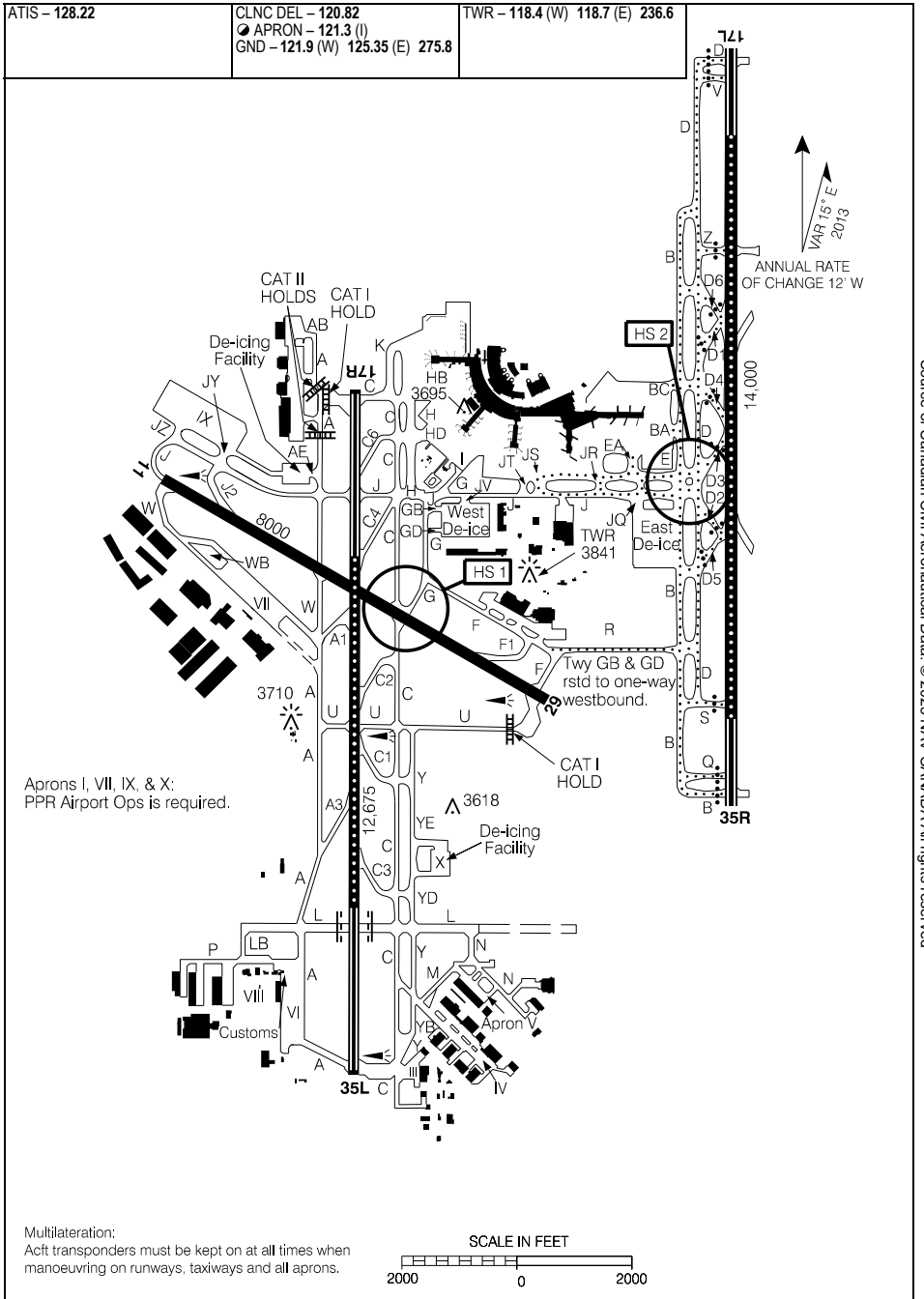
Hot Spots

HS 1 – Crossing Rwy 29, aircraft mistake Twy G and Twy C.

HS 2 - Aircraft taxiing for departure Rwy 17L via Twy J, B, D or Twy E, B, D often miss the turn onto Twy B and instead turn onto Twy D, conflicting with aircraft on Twy D3.

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TAXI CHART



TAXI CHART

EFF 27 NOV 25

CYYC

LOW/REDUCED VISIBILITY PROCEDURES

**Low Visibility Procedures (RVR less than 1200 to 600 ft) and
Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)****Low/Reduced Visibility Taxi Routes**

Anticipated taxi routes will be identified, and should portions thereof be unavailable, alternate routes will be identified.

In the event that an aircraft must taxi across the airfield for departure, the RVR values along the taxi route must be used to determine visibility limitations.

Once an aircraft has commenced taxi for takeoff, or taxi after landing, and the visibility falls below the published level of service on the given taxiway, the aircraft may continue to taxi.

Aircraft requiring imminent departure are permitted to tow during RVO but must obtain taxi routing clearances and follow all applicable airside traffic directives guidelines. Tow operations below 1200 RVR are not authorized on manoeuvring areas.

Engine run ups will not be allowed.

Departures

Departures during LVO will be on rwy 17L/35R. During RVO, rwy 17R/35L will be the preferential runway. The departure runway will be identified.

Runways 17L/35R and 17R/35L are equipped with high intensity edge lights and threshold/end lights. Rwy 17L/35R, 17R/35L are equipped with centreline lights. Rwy 17L/35R is equipped with rapid-exit Twy lighting.

Departure taxi routes will be the most direct route to the threshold. Intersection departures are not permitted. If the primary route is unavailable, Calgary Tower may recommend a secondary route.

Exceptions for departures:

- Taxi to Rwy 11 may be approved from Apron VII and IX when RVR 11 is 1200 or greater
- Taxi to Rwy 11 may be approved from Apron I, East Deice and West Deice when RVR 11 AND 17R are 1200 or greater
- Taxi to Rwy 17R may be approved from Apron I, IX, East Deice and West Deice when RVR 17R is 1200 or greater
- Taxi to Rwy 17R may be approved from Apron VII when RVR 11 AND 17R are 1200 or greater.
- Taxi to Rwy 35L may be approved from Aprons III, IV, V, VI and VIII when RVR 35L is 1200 or greater
- Taxi to Rwy 29 may be approved from Aprons I, IX and West Deice when RVR 17R and RVR 29 are 1200 or greater.

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LOW/REDUCED VISIBILITY PROCEDURES

CYYC

LOW/REDUCED VISIBILITY PROCEDURES

Sequencing of Ground Movements for Take-off

Pilots must follow instructions on Sequencing of Ground Movements for Take-off as described in CAP GEN Operating Minima.

Surface Movement Ground Control System

All taxi hold positions on taxiways leading to Runway 17L/35R are equipped with stop bars.

Prior to manoeuvring on aprons, aircraft are recommended to contact Apron Advisory Service.

AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR

Arrivals

Arrivals during LVO will be on rwy 17L/35R. During RVO, rwy 17L/35R will be the preferential runway. ATC will designate the arrival runway.

Calgary Tower will direct arrival taxi routes in order to ensure the aircraft exits the runway at the first available exit, and will provide instruction from the runway to the Apron.

Airport Services And Equipment Available Under Low Or Reduced Visibility Operations

Airport Surface Movement & Ground Control System (A-SMGCS)

Upon request “follow-me” service can be provided to aircraft. Requests should be made with as much notice as possible.

Runway Level of Service	
Rwy	Certification
11	RVR 1200
29	RVR 1200
17L	RVR 600
35R	RVR 600
17R	RVR 1200
35L	RVR 1200

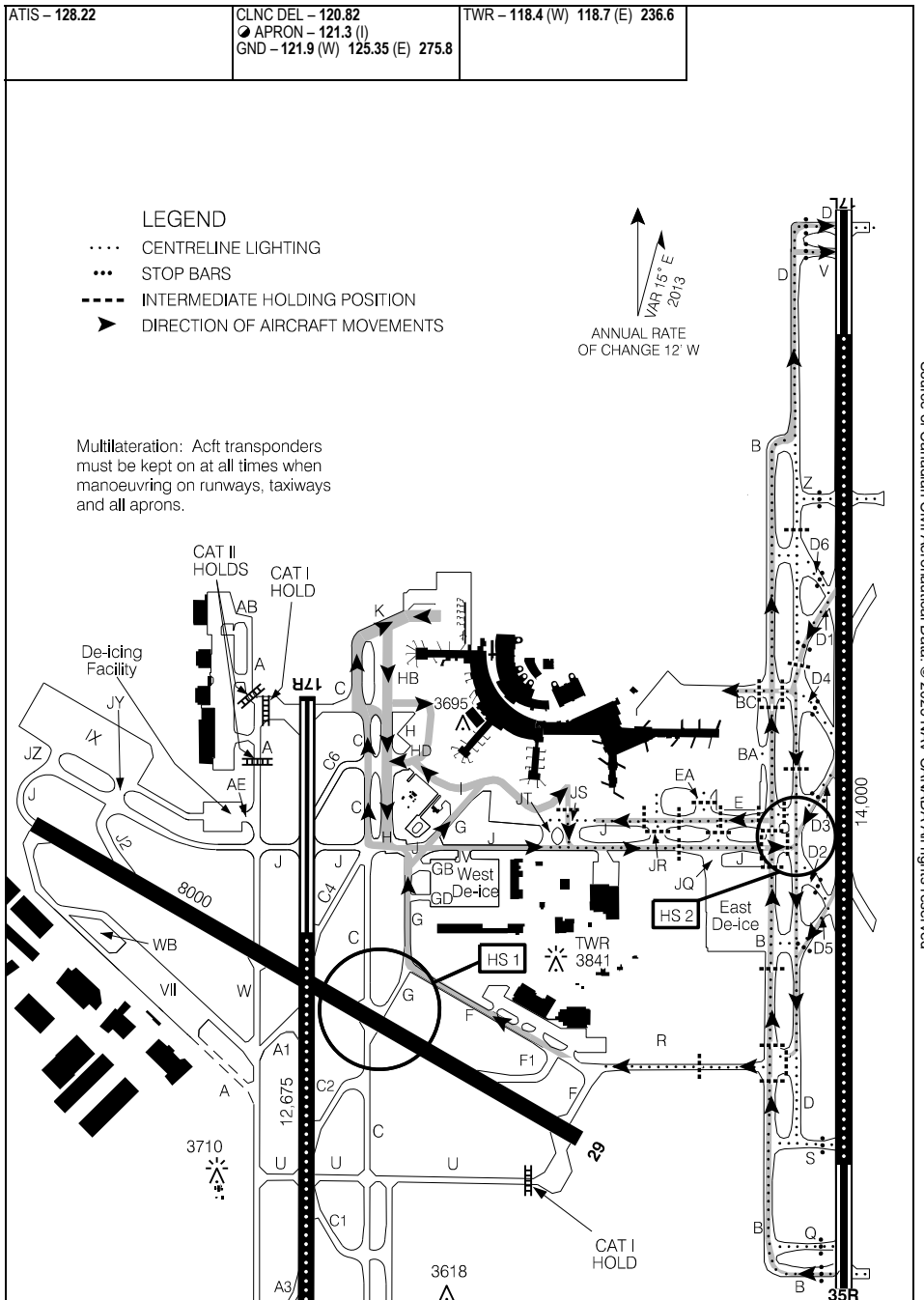
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LOW VISIBILITY TAXI CHART

LAND RWY 17L, DEPART RWY 17L (RVR LESS THAN 1200 TO 600 FT)

CALGARY/YYC CALGARY INTL, AB

CYYC



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LAND RWY 17L, DEPART RWY 17L (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

CYYC

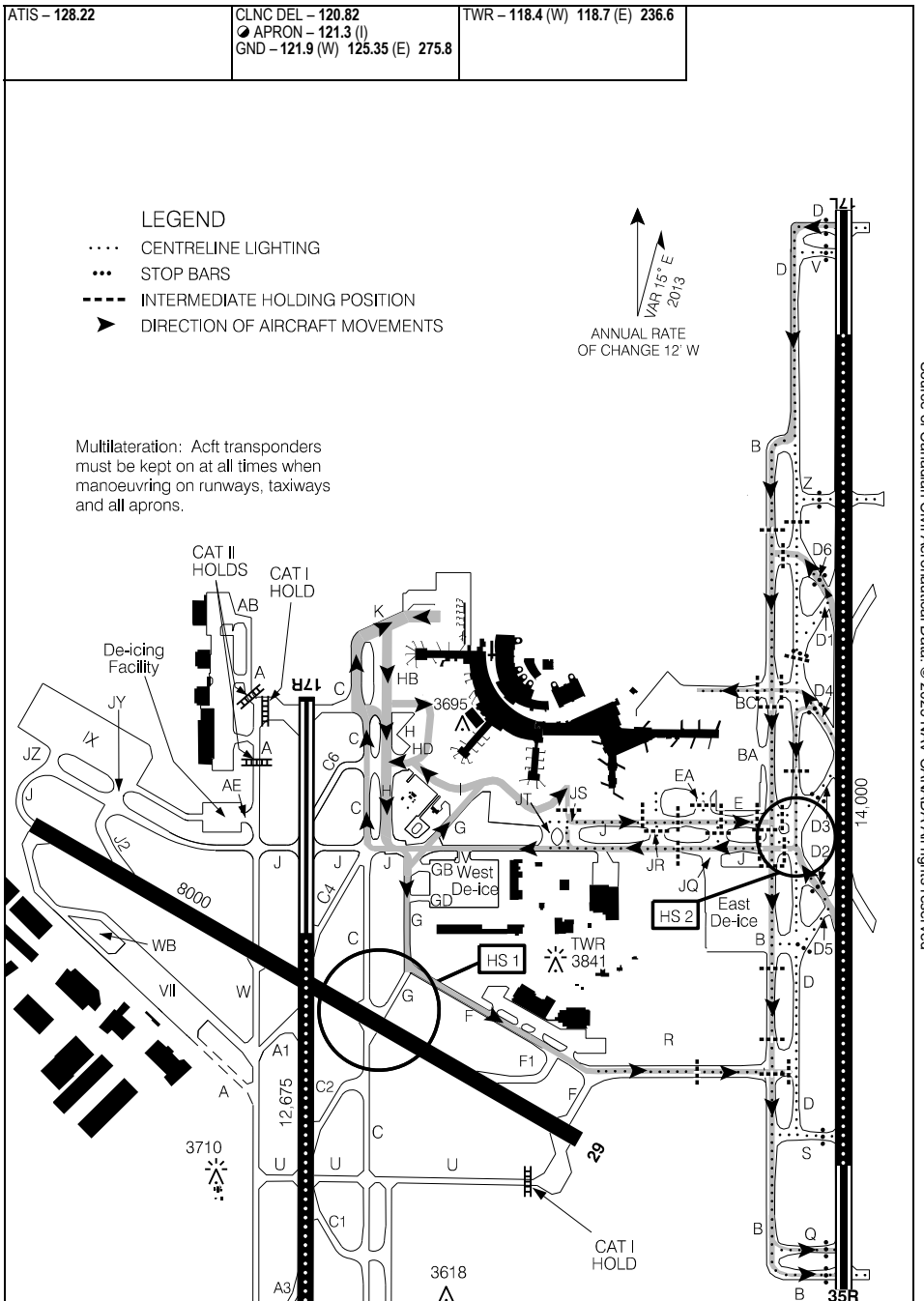
EFF 27 NOV 25

LOW VISIBILITY TAXI CHART

LAND RWY 35R, DEPART RWY 35R (RVR LESS THAN 1200 TO 600 FT)

CALGARY/YYC CALGARY INTL, AB

CYYC



LAND RWY 35R, DEPART RWY 35R (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

DE-ICING OPERATIONS

De-icing Procedures

1. Contact CALGARY DE-ICE on 129.5 thirty (30) min prior to push-back with aircraft type and estimated push-back time.
2. Contact CALGARY DE-ICE on 129.5 five (5) min prior to push-back to confirm treatment type and DE-ICE pad assignment.
3. Follow normal pushback procedures and advise Apron Advisory EAST or WEST DE-ICE pad has been assigned.
4. East Pad - Enter from Twy J at Twy JQ. When instructed by GROUND CONTROL, contact PAD CONTROL on 129.12 prior to entering pad.
5. West Pad - Enter from Twy J at Twy JV. When instructed by GROUND CONTROL, contact PAD CONTROL on 122.35 prior to entering pad.
6. Follow PAD CONTROL instructions, signboards and guidance lines to the assigned staging position or de-icing bay and confirm "BRAKES SET" when in position with nosewheel on stop bar.

AUTOMATIC MODE (Active signboard guidance)

As the aircraft enters the de-icing bay, proximity capturing devices will recognize the aircraft. The signboards will actively guide the aircraft to the stop bar position and the signboard will advise SET PARK BRAKE.

MANUAL MODE (Automatic mode not operational)

Follow the instructions from PAD CONTROL and stop on the designated stop bar. Nosewheel should be placed as close to the stop bar marking as possible.

CAUTION: The wingtip to tail clearance for aircraft taxiing in the EAST pad from JQ behind staged aircraft is only assured when the staged aircraft nosewheel is on the stop bar.

7. If assigned a staging bay, monitor PAD CONTROL until further instructed.
8. When directed by PAD CONTROL, contact ICEMAN (East 123.35, West 122.72) and confirm "BRAKES SET, AIRCRAFT CONFIGURED FOR DE-ICE."
9. When de-ice is complete, do not move aircraft. When directed by ICEMAN, contact PAD CONTROL on assigned frequency.
10. Advise PAD CONTROL when ready to taxi. PAD CONTROL will assign appropriate GROUND CONTROL frequency to obtain taxi clearance.
11. Queuing is not permitted on Twy J, staging positions are provided on both EAST and WEST pads, reference DE-ICE Facility diagram.

CAUTION:

During the de-icing process, thrust setting must not exceed ground idle and/or propellers must remain feathered at all times.

Engine run-ups will only be approved by PAD CONTROL or ICEMAN when operations permit and when it is safe to do so. Engine fan blade ice shedding run-ups are prohibited on the de-ice pads.

DE-ICING OPERATIONS

ATIS – 128.22

DE-ICE – 129.5
GND – 121.9 (W) 125.35 (E) 275.8
PAD CTL – 122.35 (W) 129.12 (E)
ICEMAN – 122.72 (W) 123.35 (E)

WEST DE-ICE

De-icing pad aircraft entry

De-icing pad aircraft exit to Taxi Golf.

S1, S2 & S3 are staging for narrow-body aircraft only.

S4 is for staging wide-body or narrow-body as directed by ICEMAN WEST DE-ICE

CALGARY DEICE (Initial contact)	129.5
PAD CONTROL WEST DE-ICE	122.35
ICEMAN WEST DE-ICE	122.725

EAST DE-ICE

De-icing pad aircraft entry.

Apron taxi lane up to Bay 5 will accommodate aircraft with wingspans of 213' (65m) and smaller.

Apron taxi lane Bay 6 to Bay 9 will accommodate aircraft with wingspans of 118' (36m) and smaller.

Aircraft in staging positions must place nosewheel on stopbar to ensure clearance to taxi lane.

MAX SPAN 36M

Aircraft must contact E GND prior to exiting EAST DE-ICE for access onto Twy Bravo.

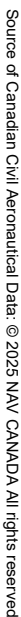
Delimitation Area Marking

De-icing pad aircraft exit to Twy Bravo.

CALGARY DEICE (Initial contact)	129.5
PAD CONTROL EAST DE-ICE	129.125
ICEMAN EAST DE-ICE	123.35

DE-ICING OPERATIONS

CYYC

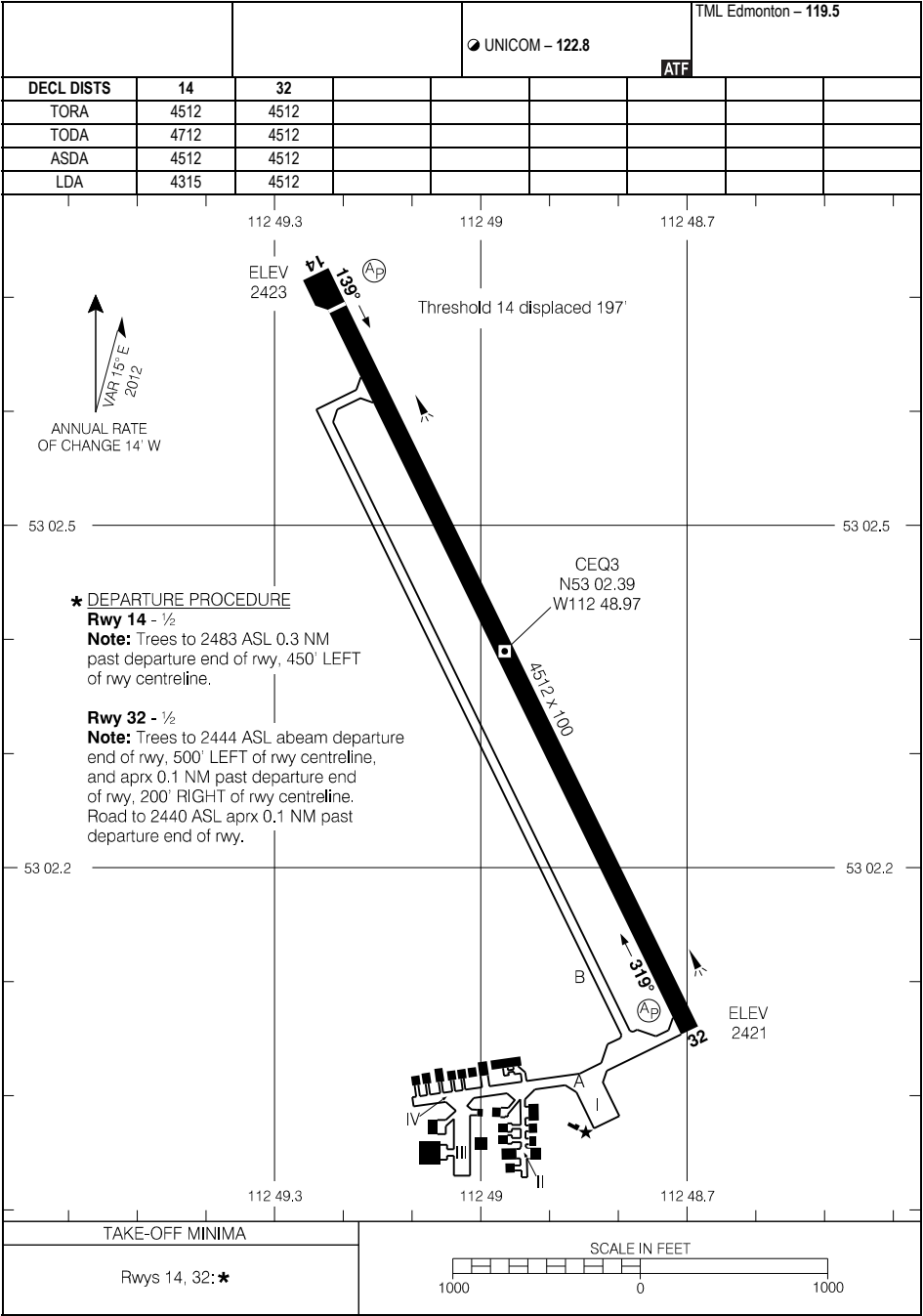


Routing

Twy GD restricted to one-way westbound

Multilateration: A/cft transponders must be kept on at all times when manoeuvring on runways, taxiways and all aprons.

AERODROME CHART

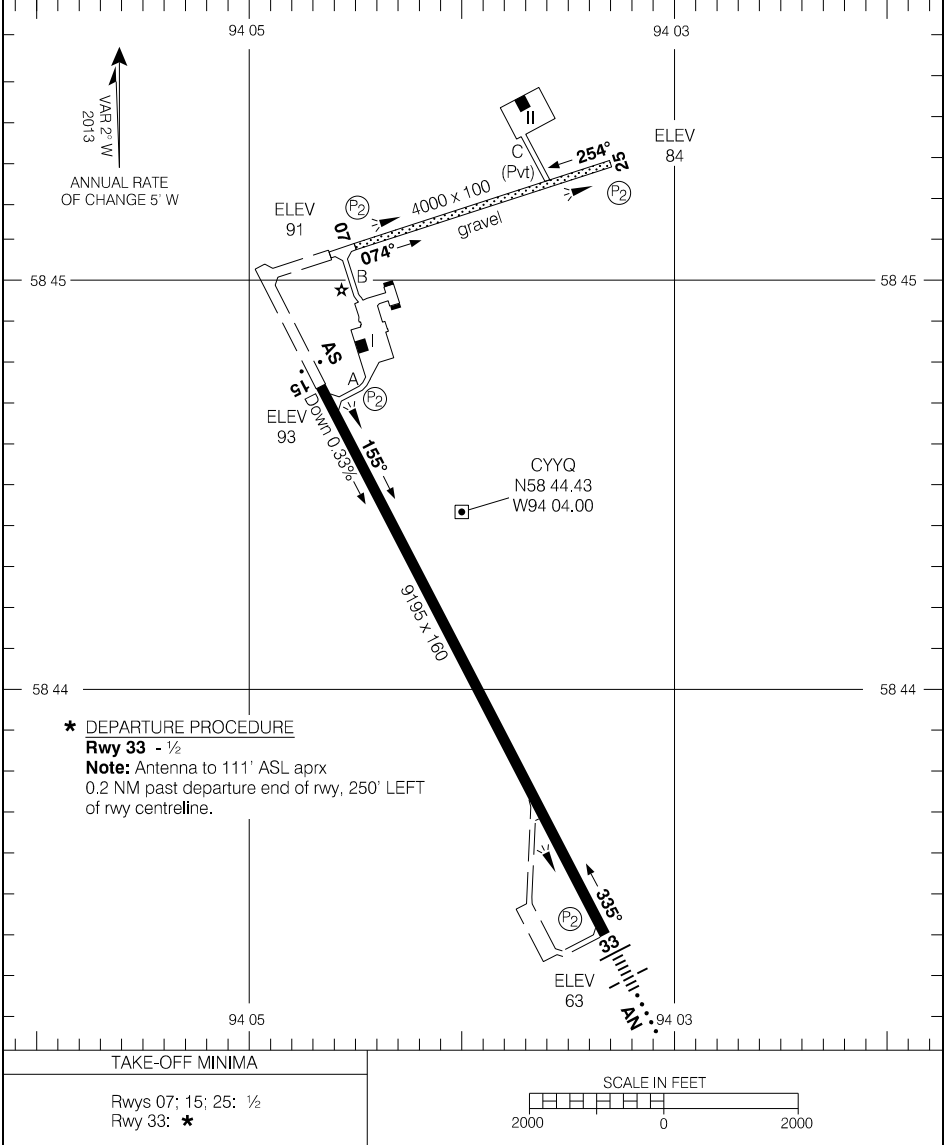


AERODROME CHART

CEQ3

AERODROME CHART

				RADIO – 126.9		CTR Winnipeg – 134.6 RADIO Edmonton – 123.27	
						MF	
DECL DIST	15	33	07	25			
TORA	9195	9195	4000	4000			
TODA	10179	10179	4700	4984			
ASDA	9195	9195	4000	4000			
LDA	9195	9195	4000	4000			



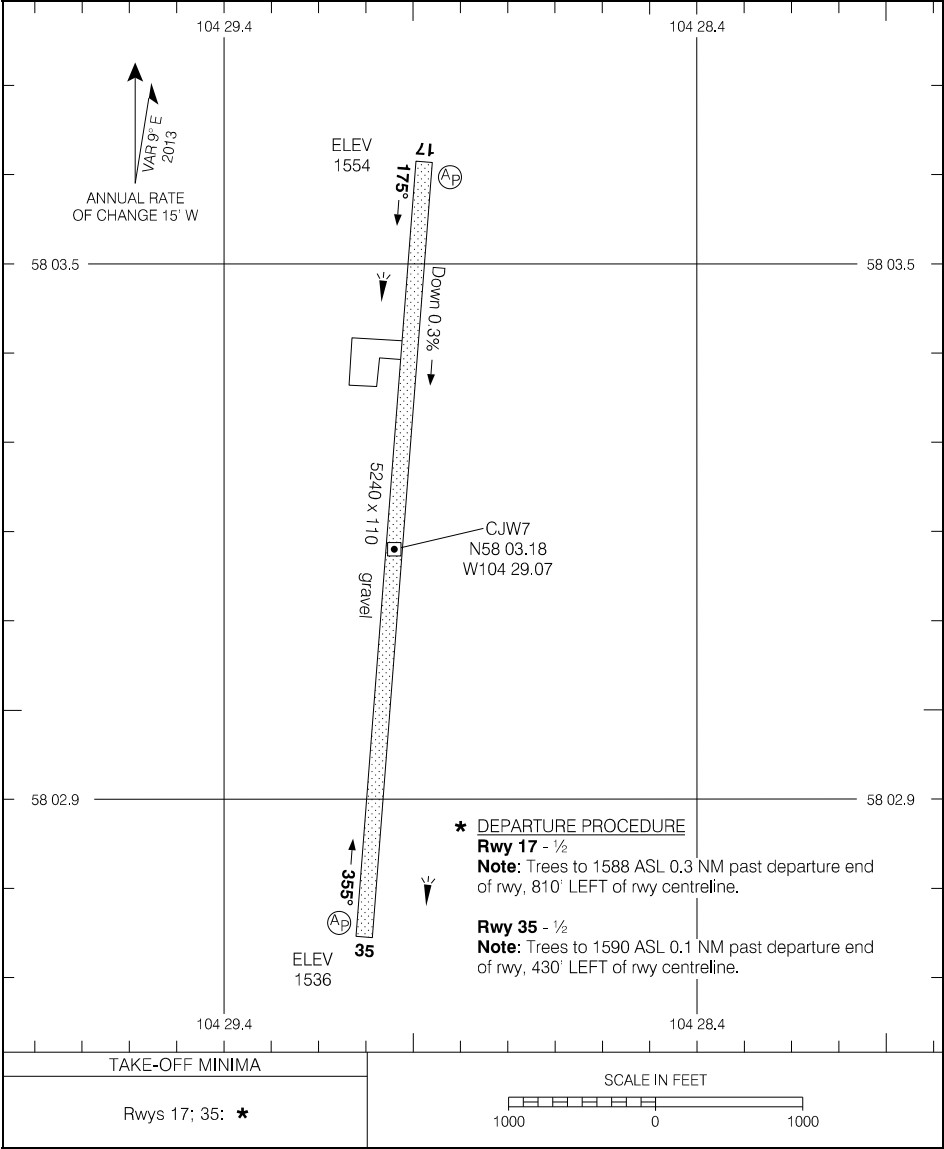
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AERODROME CHART

EFF 7 AUG 25

AERODROME CHART

AUTO – 122.97				UNICOM – 123.3 (AU)		ATF	
DECL DIST	17	35					
TORA	5240	5240					
TODA	5869	5869					
ASDA	5240	5240					
LDA	5240	5240					

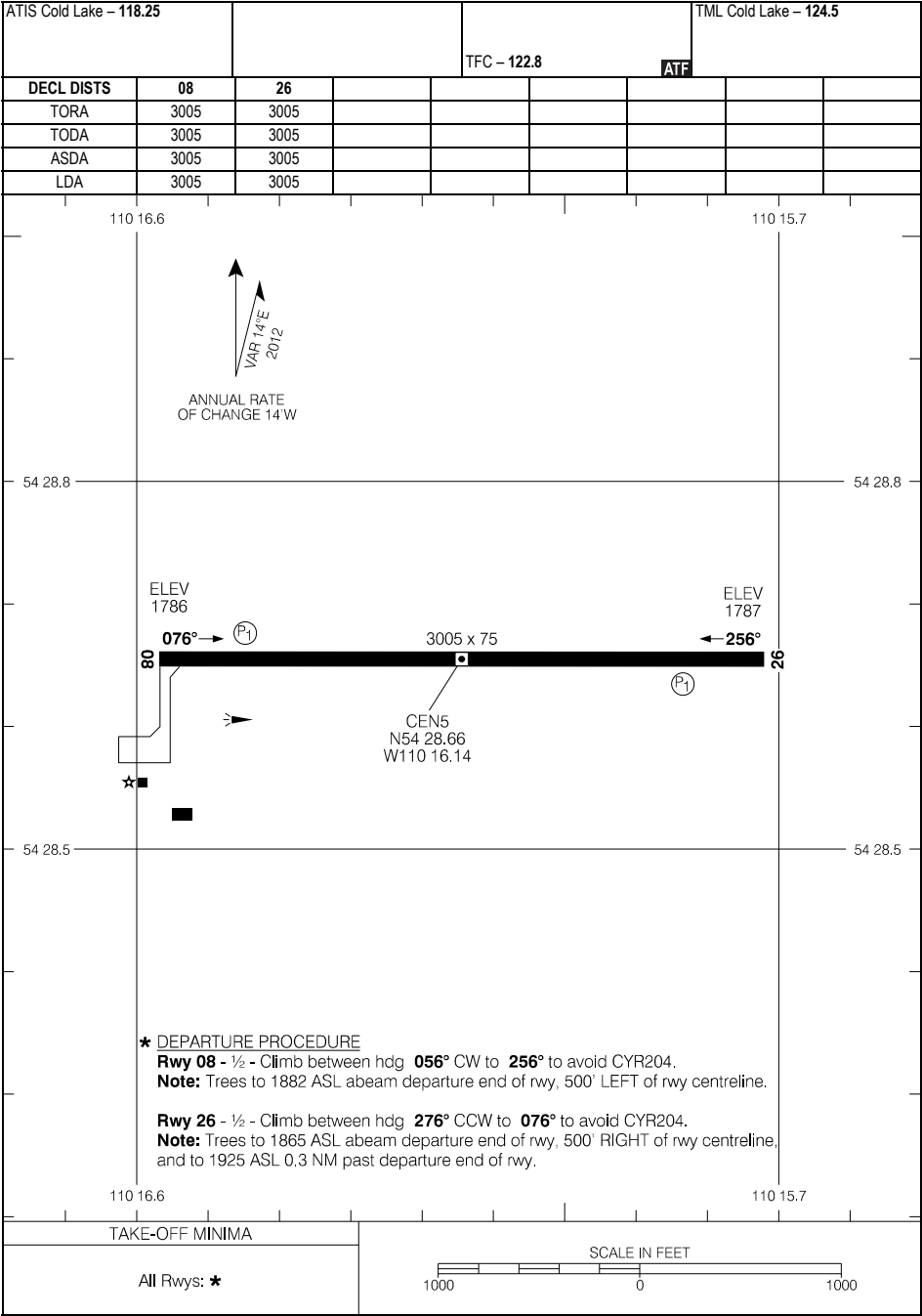


AERODROME CHART

EFF 15 JUN 23

CJW7

AERODROME CHART



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AERODROME CHART

CEN5

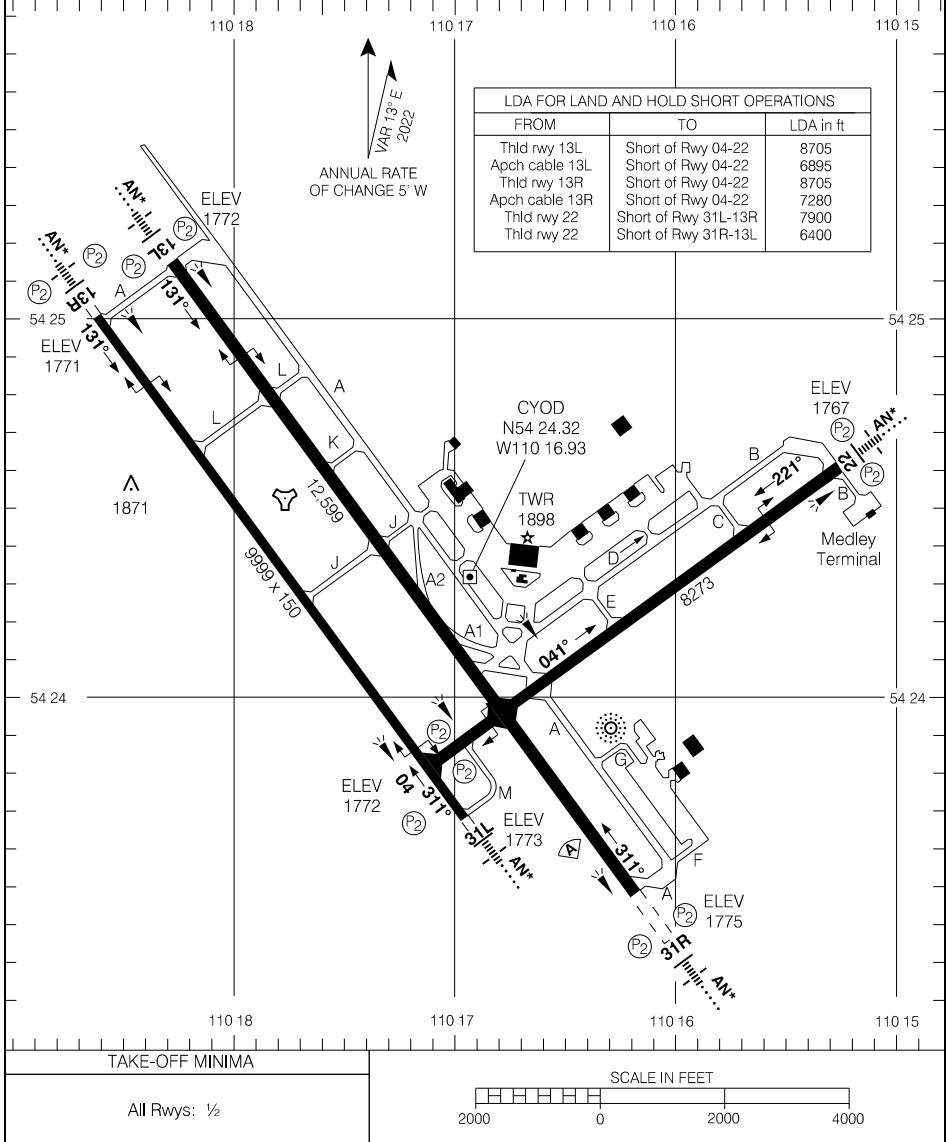
EFF 30 NOV 23

COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

AERODROME CHART (DND)

CYOD

ATIS – 118.25 260.0		CLNC DEL –120.6 230.6 GND – 121.9 275.8			TWR – 126.2 226.5 236.6 255.7 (E) ☑ ADVSY Cold Lake – 126.2 (E)		TML – 124.5 322.8		
DECL DIST	04	22	13L		31R	13R	31L		
TORA	8273	8273	12599		12599	9999	9999		
TODA	8273	8273	12599		12599	9999	9999		
ASDA	8273	8273	12599		12599	9999	9999		
LDA	8273	8273	12599		12599	9999	9999		



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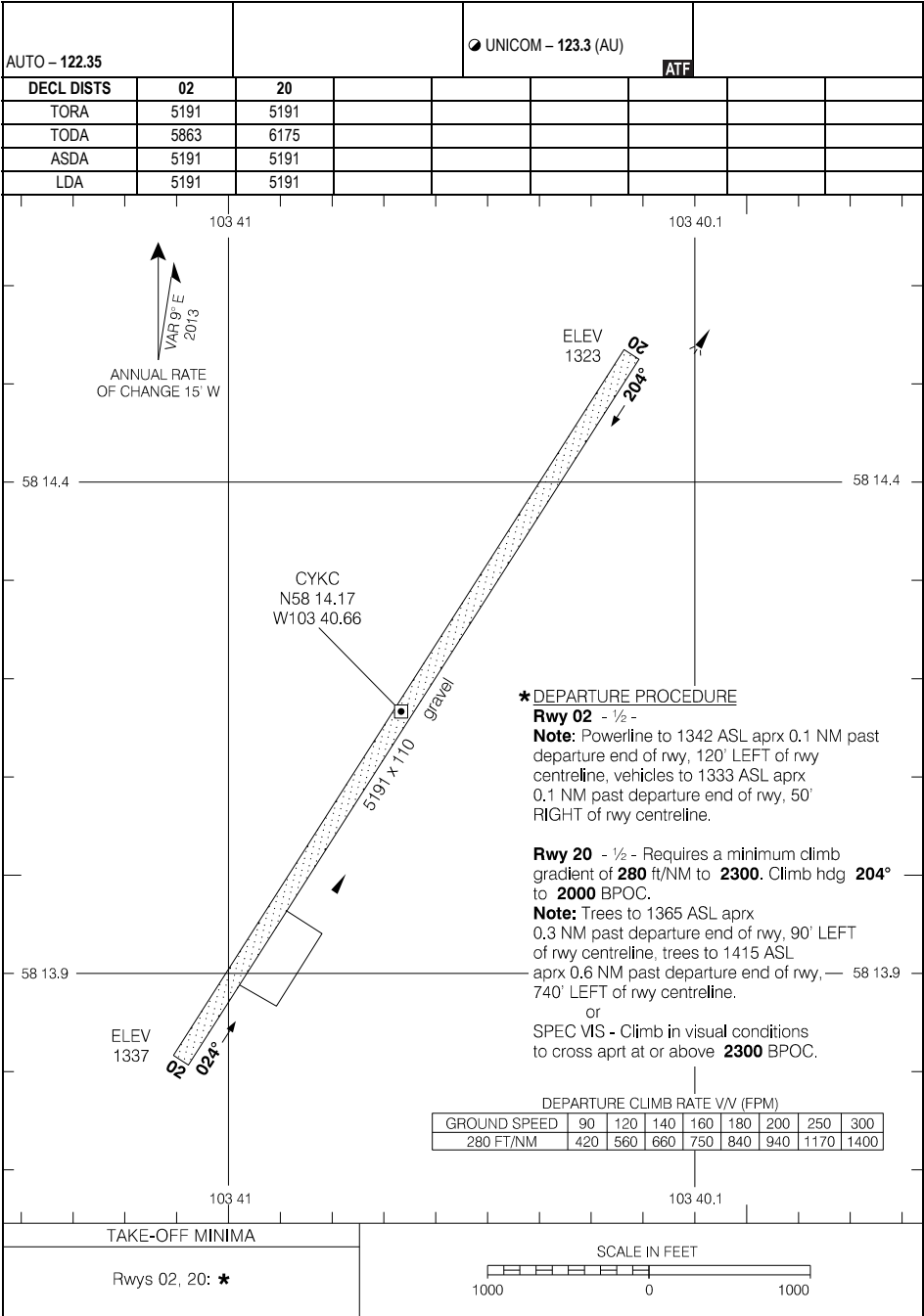
AERODROME CHART (DND)

EFF 26 DEC 24

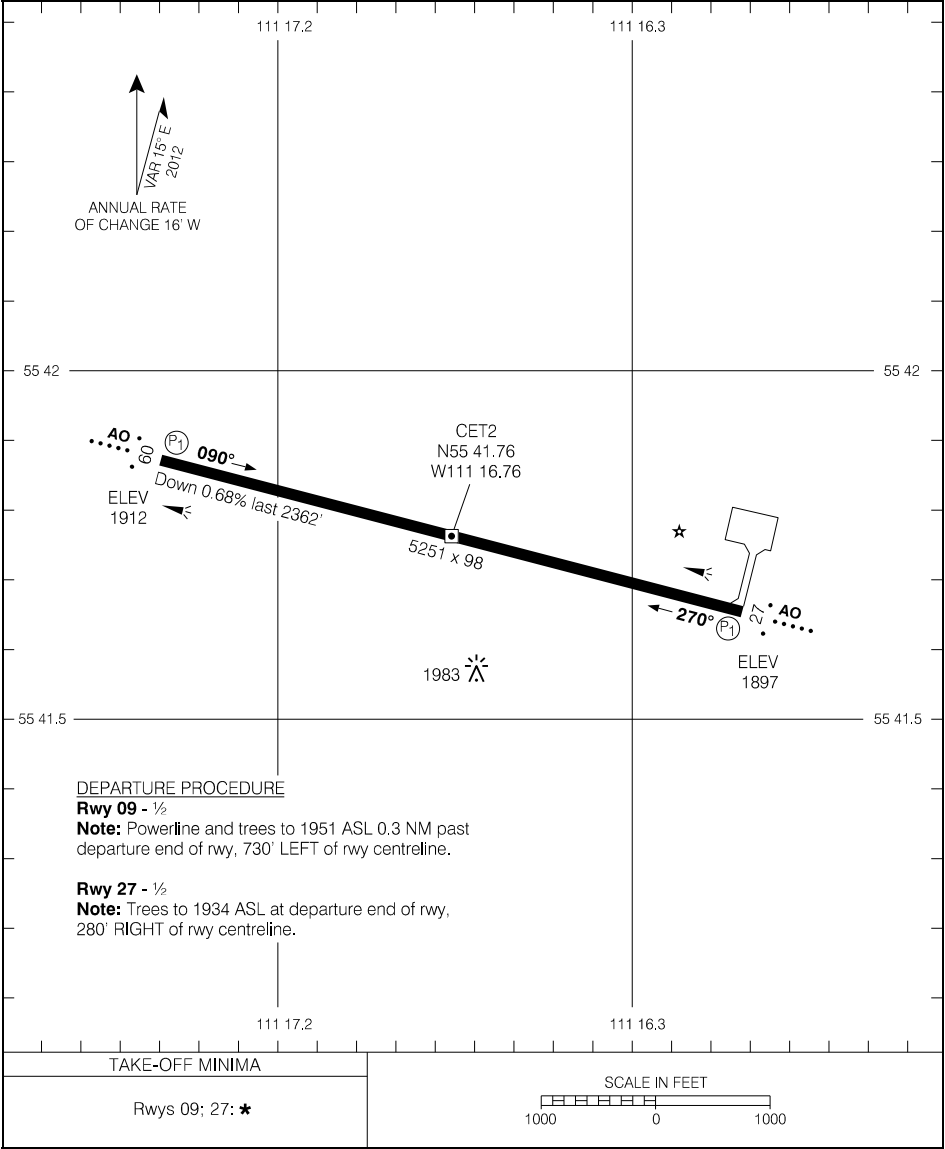
CYOD

CYOD-AD

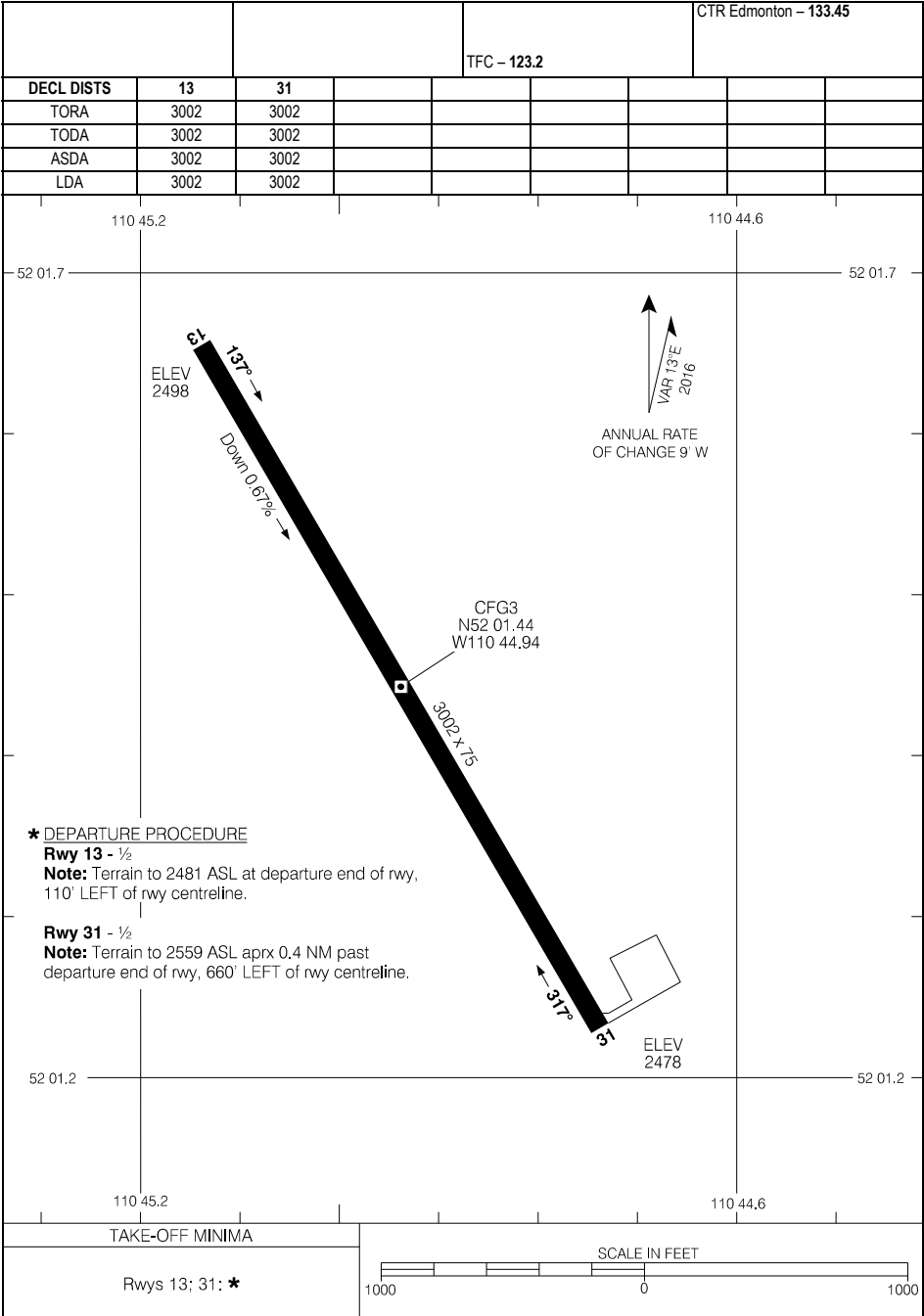
AERODROME CHART



AUTO – 123.17		UNICOM – 122.8 (AU)				CTR Edmonton – 133.72		
DECL DIST		09	27					
TORA		5251	5251					
TODA		6235	6235					
ASDA		5251	5251					
LDA		5251	5251					



AERODROME CHART



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AERODROME CHART

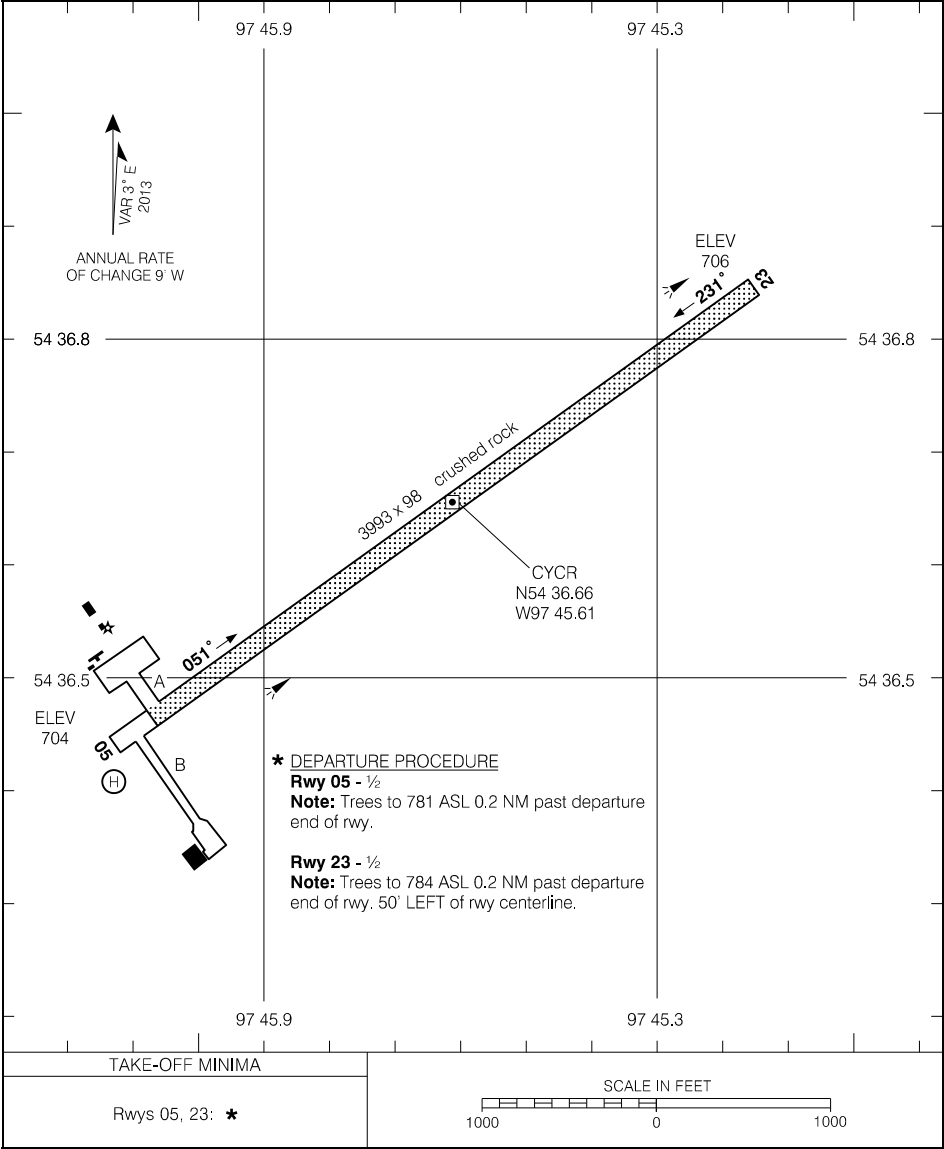
CFG3

EFF 11 JUL 24

CYCR-AD

CROSS LAKE (CHARLIE SINCLAIR MEMORIAL), MB
CYCR

					UNICOM – 122.8 (AU)		CTR Winnipeg – 135.1	
		ATF						
DECL DIST	05	23						
TORA	3993	3993						
TODA	4977	4977						
ASDA	3993	3993						
LDA	3993	3993						



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AERODROME CHART

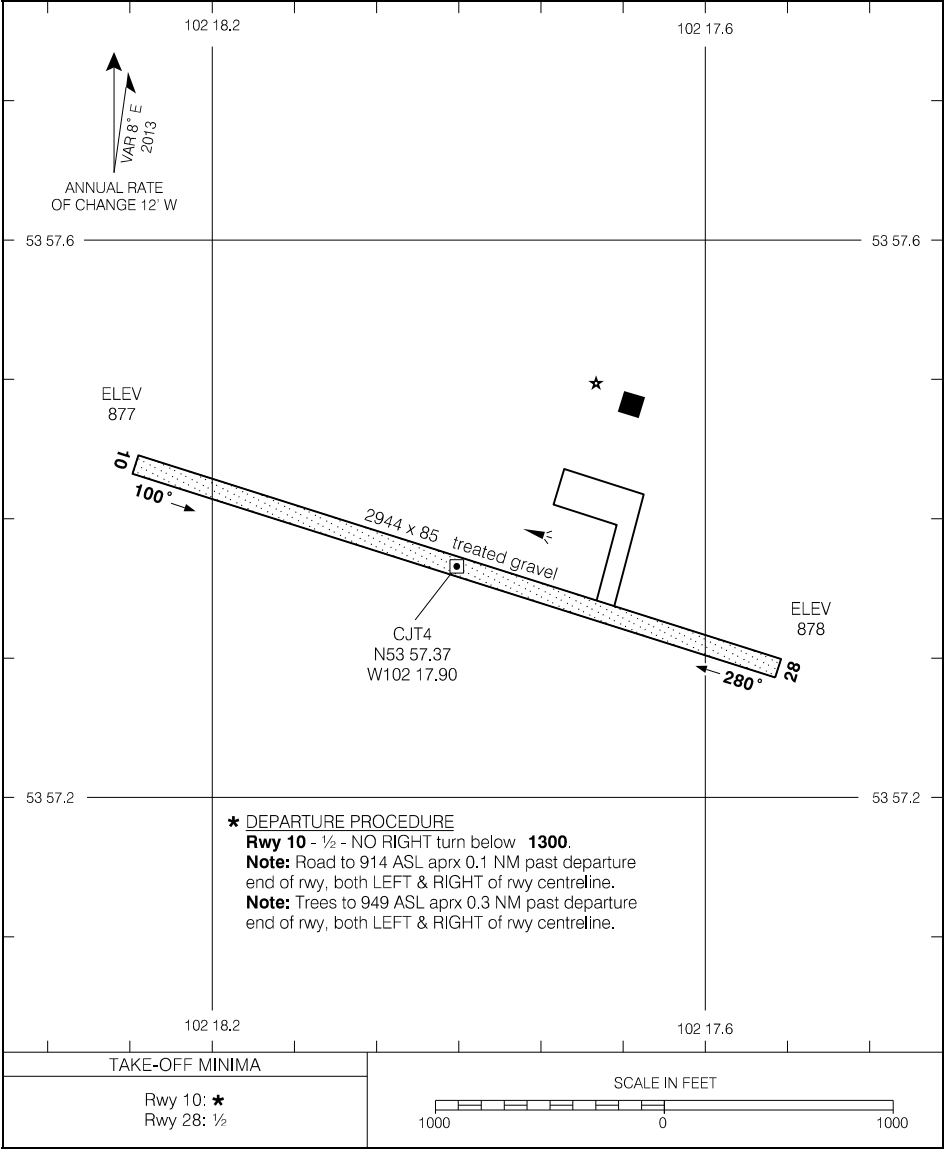
EFF 2 OCT 25

CYCR

CYCR-AD

AERODROME CHART

AUTO – 122.97				TFC – 123.2		CTR Winnipeg – 135.62	
						ATF	
DECL DIST	10	28					
TORA	2944	2944					
TODA	2944	2944					
ASDA	2944	2944					
LDA	2944	2944					



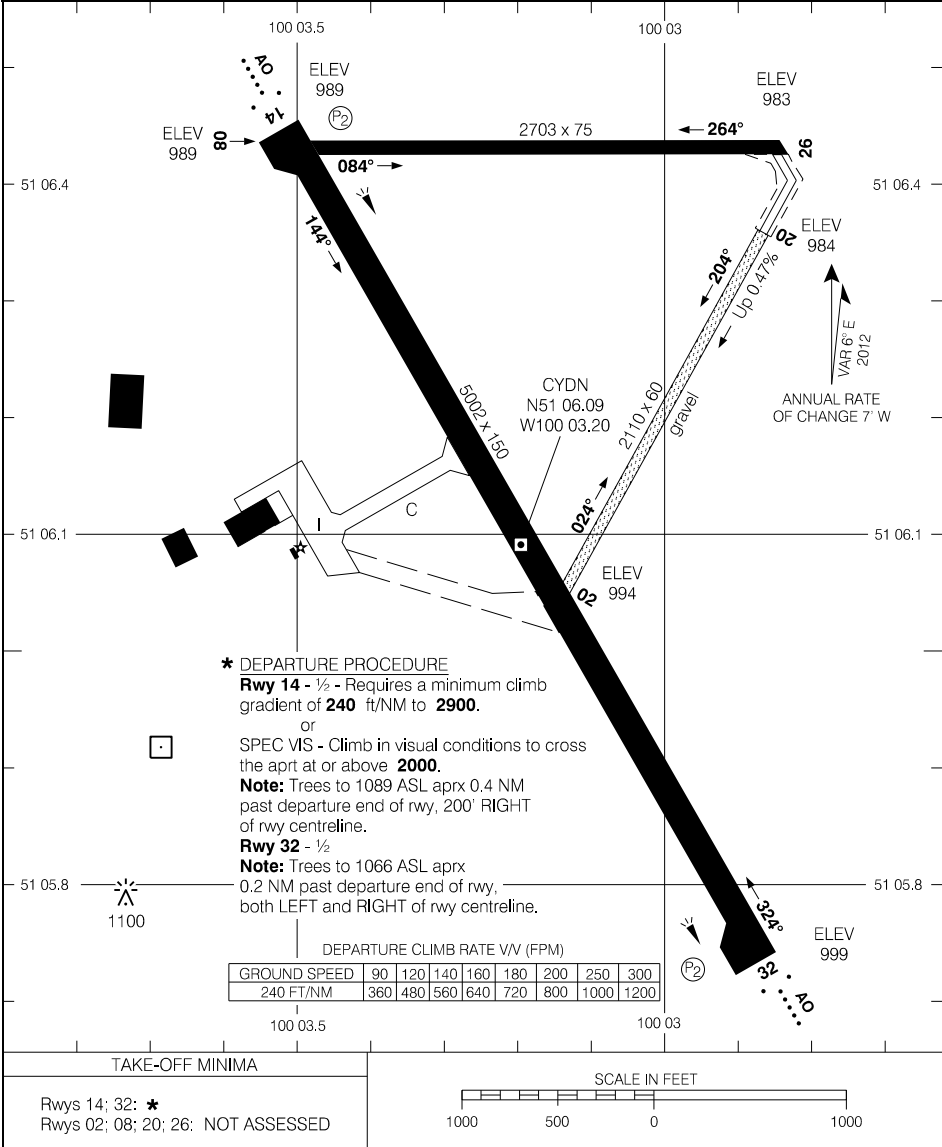
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

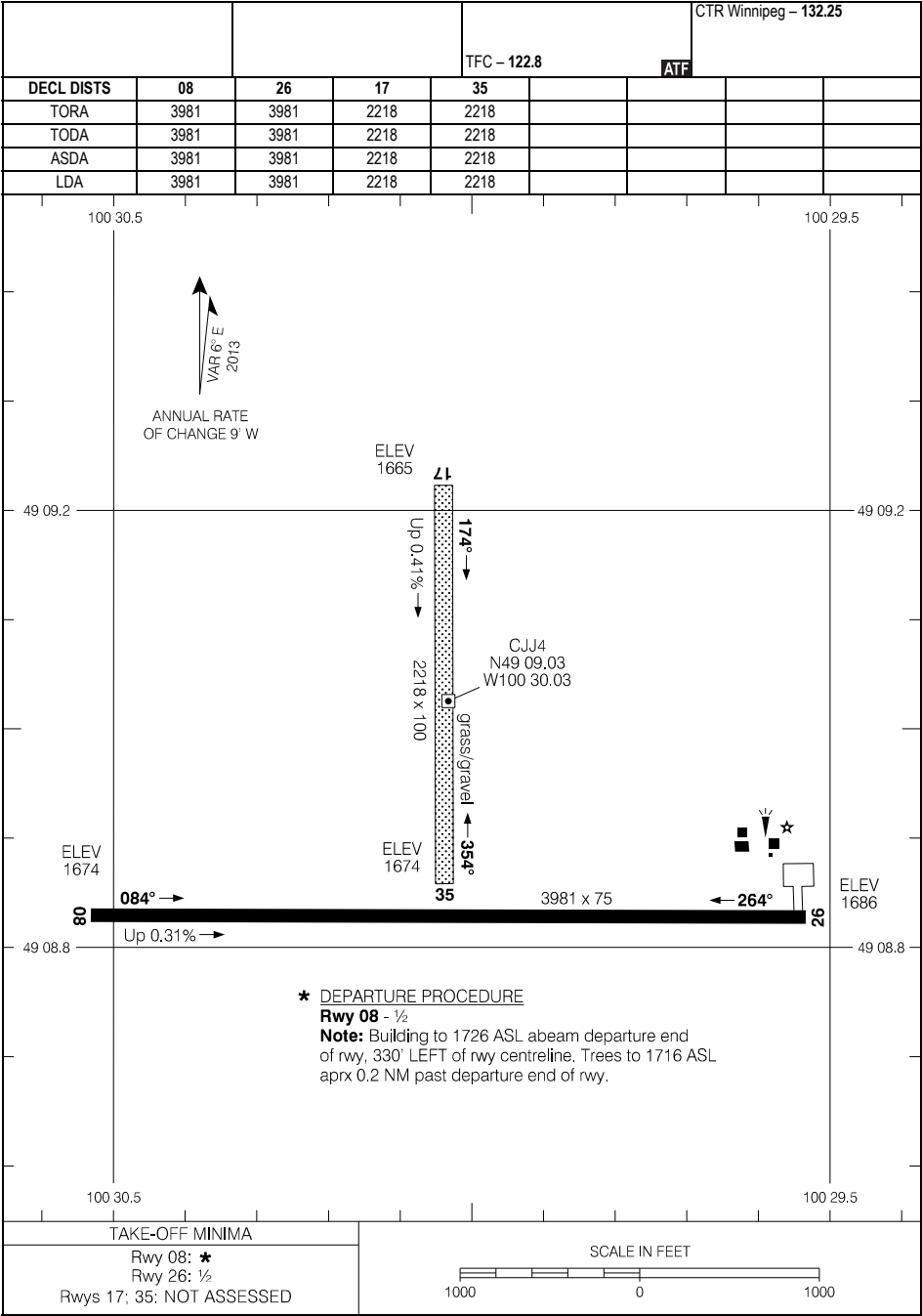
EFF 11 JUL 24

CJT4

AWOS - 128.6					● RADIO Brandon - 122.3		RADIO Edmonton - 123.37	
					● TFC - 122.3		MF	
DECL DIST	08	26	14	32	02	20		
TORA	2703	2703	5002	5002	2110	2110		
TODA	3687	3523	5986	5986	2110	2110		
ASDA	2703	2703	5002	5002	2110	2110		
LDA	2703	2703	5002	5002	2110	2110		



AERODROME CHART



AERODROME CHART

EFF 11 JUL 24

CJJ4

DONNELLY, AB
CFM4

CFM4

W117 06.0

W117 05.3

N55 42.8

N55 42.8

ANNUAL RATE OF CHANGE 17° W

VAR 17° E 2014

CFM4
N55 42.56
W117 05.63

073° → Up 0.44% → 3182 x 75 Threshold 25 displaced 202' ← 253°

ELEV 1936

ELEV 1949

*** DEPARTURE PROCEDURE**

Rwy 07 - 1/2
Note: Trees to 1999 ASL aprx 0.2 NM past departure end of rwy, 260' RIGHT of rwy centreline.

Rwy 25 - 1/2
Note: Power poles to 1960 ASL aprx 0.1 NM past departure end of rwy, 250' LEFT and 680' RIGHT of rwy centreline.

N55 42.3

N55 42.3

W117 06.0

W117 05.3

TAKE-OFF MINIMA	
Rwys 07, 25: *	

SCALE IN FEET

1000 0 1000

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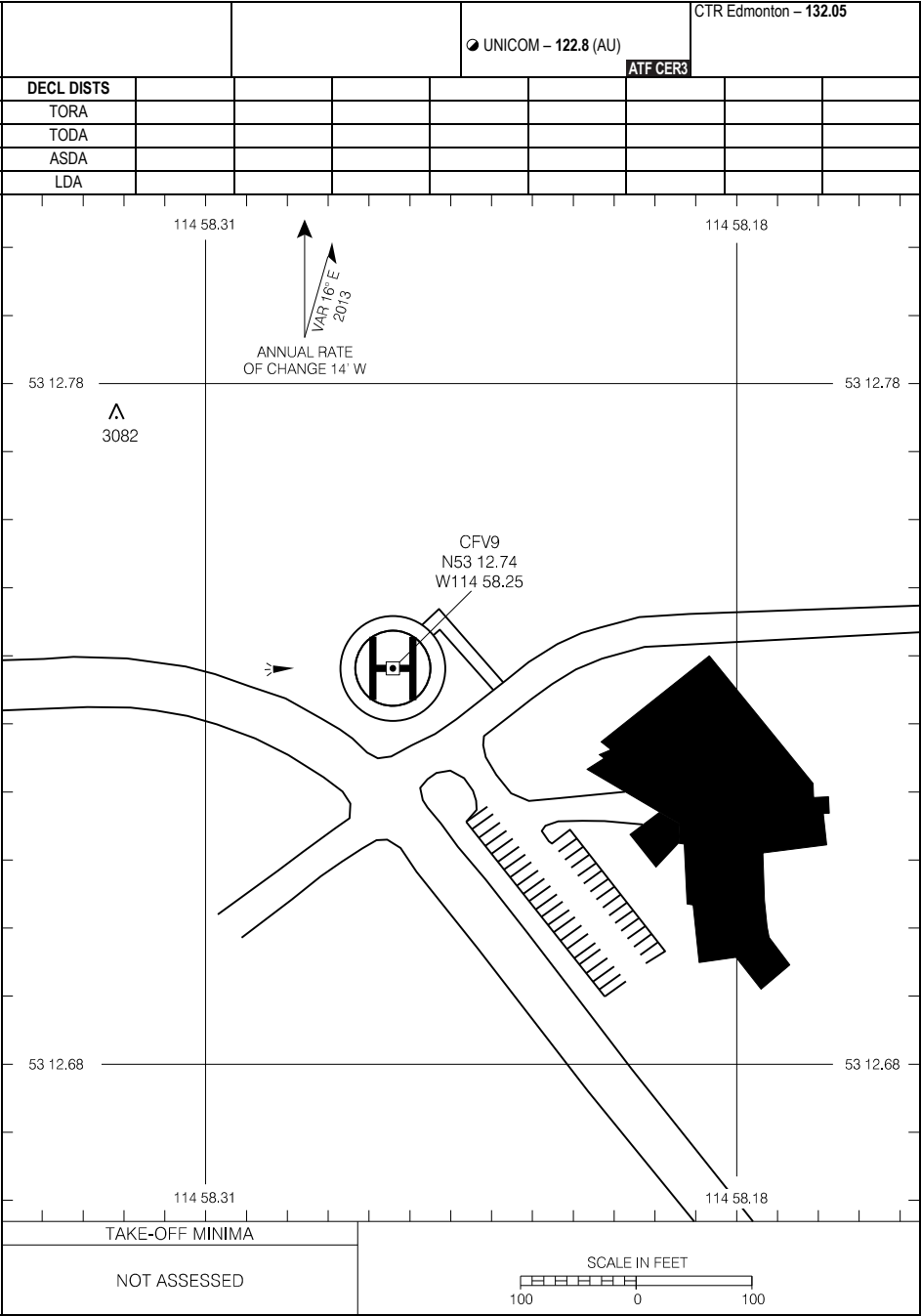
CFM4

CFM4-AD

CFV9-HP

DRAYTON VALLEY (HOSP & CARE CENTRE), AB
CFV9

HELIPORT CHART



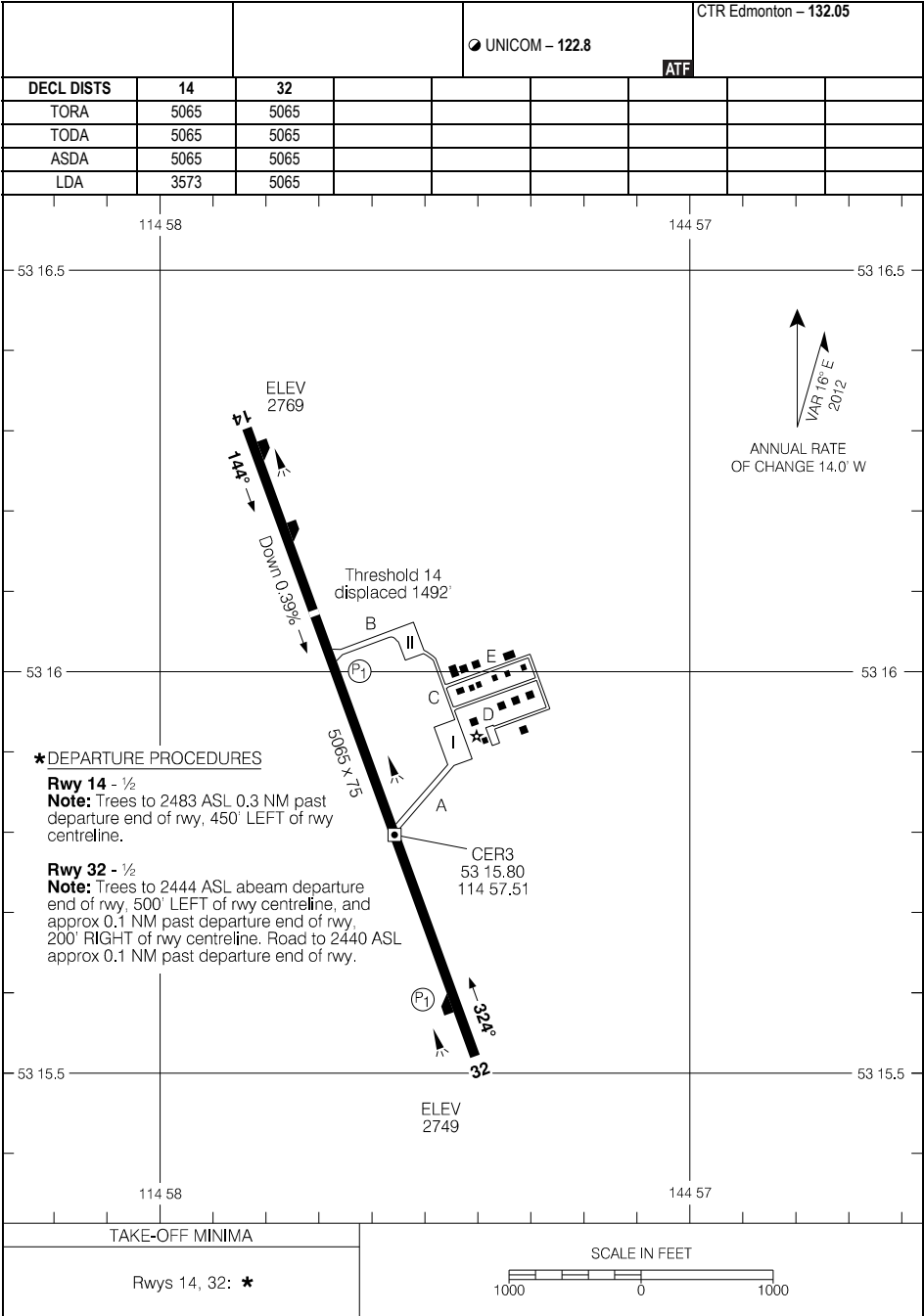
HELIPORT CHART

EFF 11 JUL 24

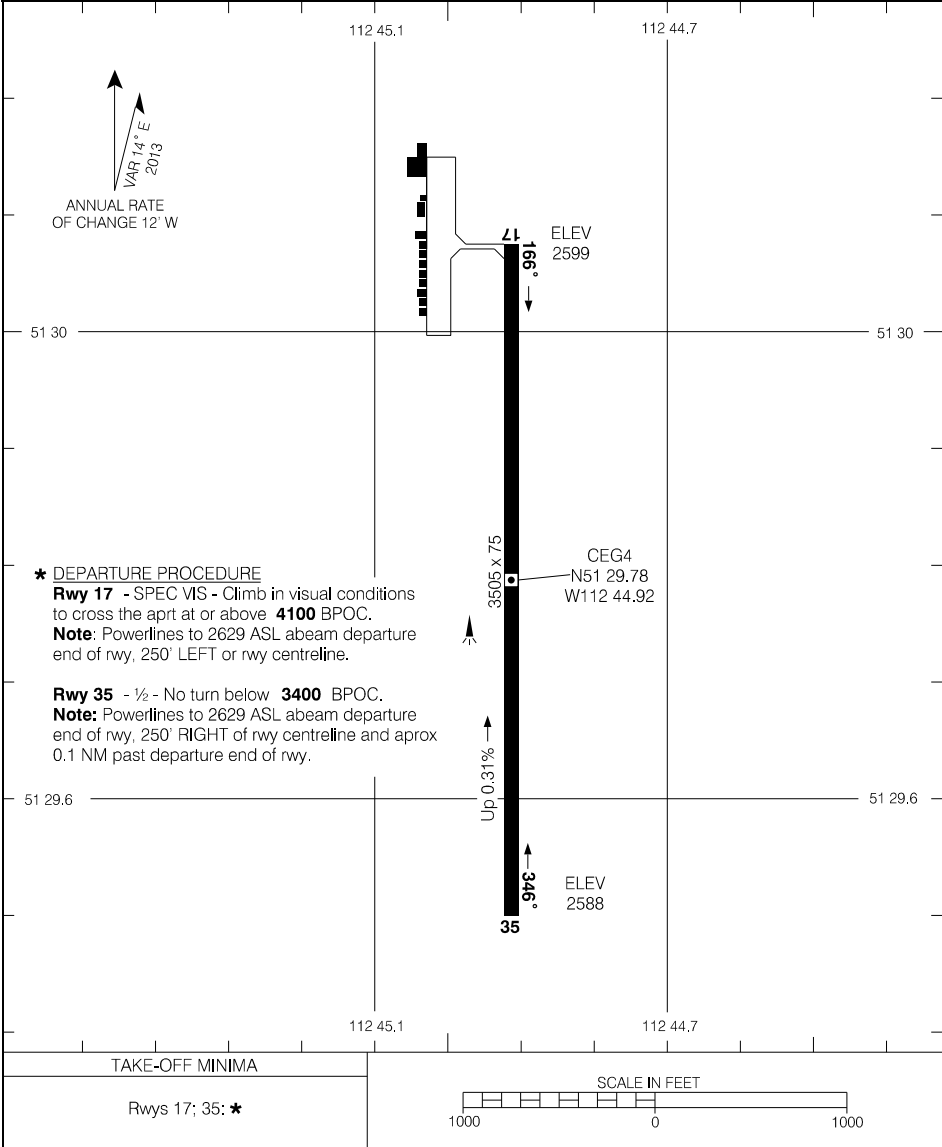
CFV9

CFV9-HP

AERODROME CHART

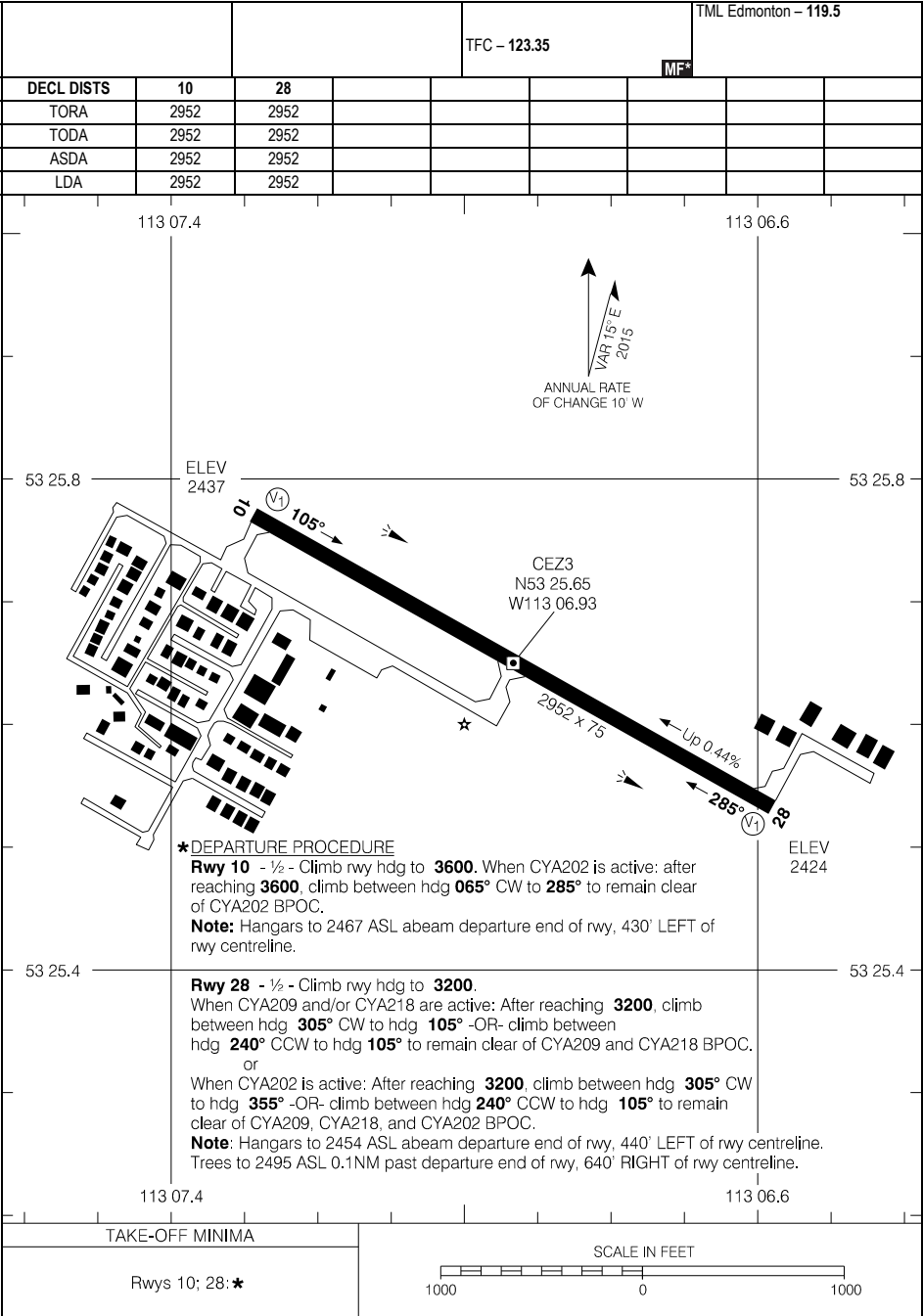


AUTO – 122.17		UNICOM – 122.8		CTR Edmonton – 124.45 132.85	
DECL DIST	17	35		ATF	
TORA	3505	3505			
TODA	3505	3505			
ASDA	3505	3505			
LDA	3505	3505			



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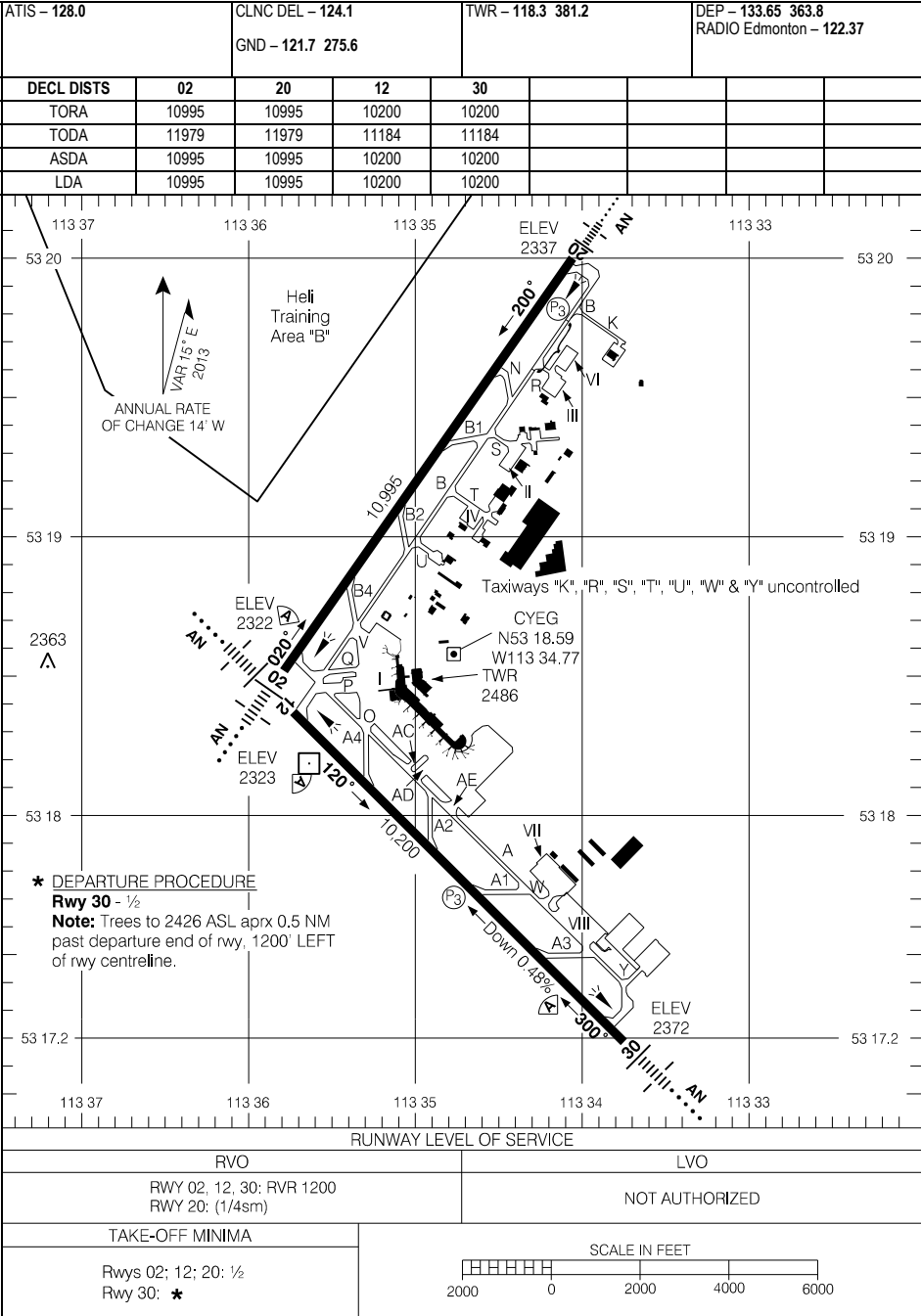
AERODROME CHART



AERODROME CHART

CEZ3

AERODROME CHART



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AERODROME CHART

EFF 16 MAY 24

CYEG

REDUCED VISIBILITY PROCEDURES

Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)

If any portion of the airport drops below $\frac{1}{2}$ SM or 2600 RVR but is at or above $\frac{1}{4}$ SM or 1200 RVR, the airport is considered to be operating in RVOP with no restrictions to aircraft or vehicles.

If any portion of the airport drops below $\frac{1}{4}$ SM or 1200 RVR, provided the runway of intended use is at or above $\frac{1}{4}$ SM or 1200 RVR, the following procedures shall be implemented:

- Any runway that is below $\frac{1}{4}$ SM or 1200 RVR will not be used for arrivals or departures.
- Restrictions apply to vehicles and aircraft on the manoeuvring area. Only one aircraft, helicopter or vehicle will be given permission to operate on the manoeuvring area at any given time (except as permitted below under Vehicle Exceptions).
- Towing of aircraft on the manoeuvring area is not permitted.

Departures

An aircraft may be taxied for departure if the runway of intended use is at or above $\frac{1}{4}$ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility drops below $\frac{1}{4}$ SM or 1200 RVR after taxi clearance was issued, the aircraft may continue to taxi.

An aircraft may depart during RVOP operations provided the RVR serving the departure runway is at or above $\frac{1}{4}$ SM or 1200 RVR.

Arrivals

An aircraft may land and taxi if the runway of intended use is at or above $\frac{1}{4}$ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

Arrivals will be in accordance with applicable approach minima or approach ban considerations. After landing, the aircraft may taxi provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility for the runway of intended use drops below $\frac{1}{4}$ SM or 1200 RVR after an arriving aircraft crosses the final approach fix (FAF), the aircraft may land and taxi in.

Vehicle Exceptions

A group of vehicles may be considered one movement provided they are traveling together and use a single call sign.

Vehicles are permitted to operate on an inactive runway. Once vehicles are established and restricted to remain on the inactive runway, RVOP may resume on the remaining manoeuvring area.

Emergency vehicles responding to emergency situations are exempt.

REDUCED VISIBILITY PROCEDURES

CYEG

DE-ICING OPERATIONS

De-icing Procedures

1. When de-icing is required, ctc EDMONTON DE-ICE on 122.850 30 min prior or as soon as possible with de-icing requirements. AEROMAG will assign the expected de-icing pad or holding area according to de-icing flow.
2. Prior to pushback and for taxi clearance ctc GROUND CONTROL on 121.700 with de-icing pad assignment.
3. On the Main Apron, hold short of the assigned de-icing pad and ctc AEROMAG PAD CONTROL on 122.775.
4. Follow AEROMAG PAD CONTROL instructions and guidance lines to the assigned de-icing bay or staging bay and confirm "BRAKES SET" when in position. Monitor GROUND CONTROL on 121.700 at all times.
5. When directed by AEROMAG PAD CONTROL, ctc ICEMAN on 130.125 (136.535 backup frequency) and confirm "BRAKES SET, AIRCRAFT CONFIGURED and ENGINES IDLE FOR DE-ICE."
6. When de-ice is complete, do not move aircraft. When directed by ICEMAN, ctc AEROMAG PAD CONTROL on 122.775 to obtain taxi instructions.
7. Follow AEROMAG PAD CONTROL instructions to exit de-icing. Hold short of Twy ALPHA and ctc GROUND on 121.700 to obtain clearance. Holding short of Twy ALPHA is only relevant to DF1 and DF2. DF3 aircraft exit onto Apron I.

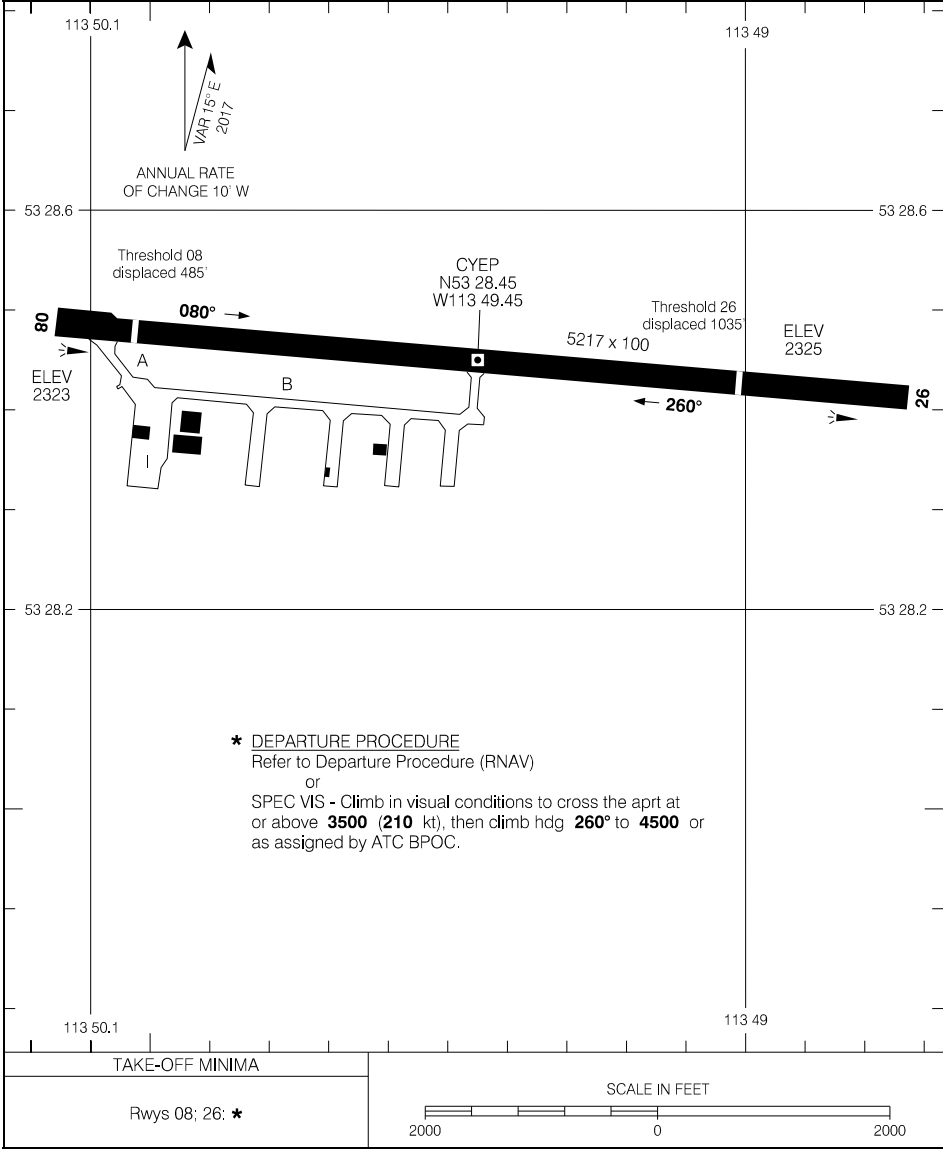
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CYEP-AD

EDMONTON/EDMONTON PARKLAND EXECUTIVE AIRPORT, AB

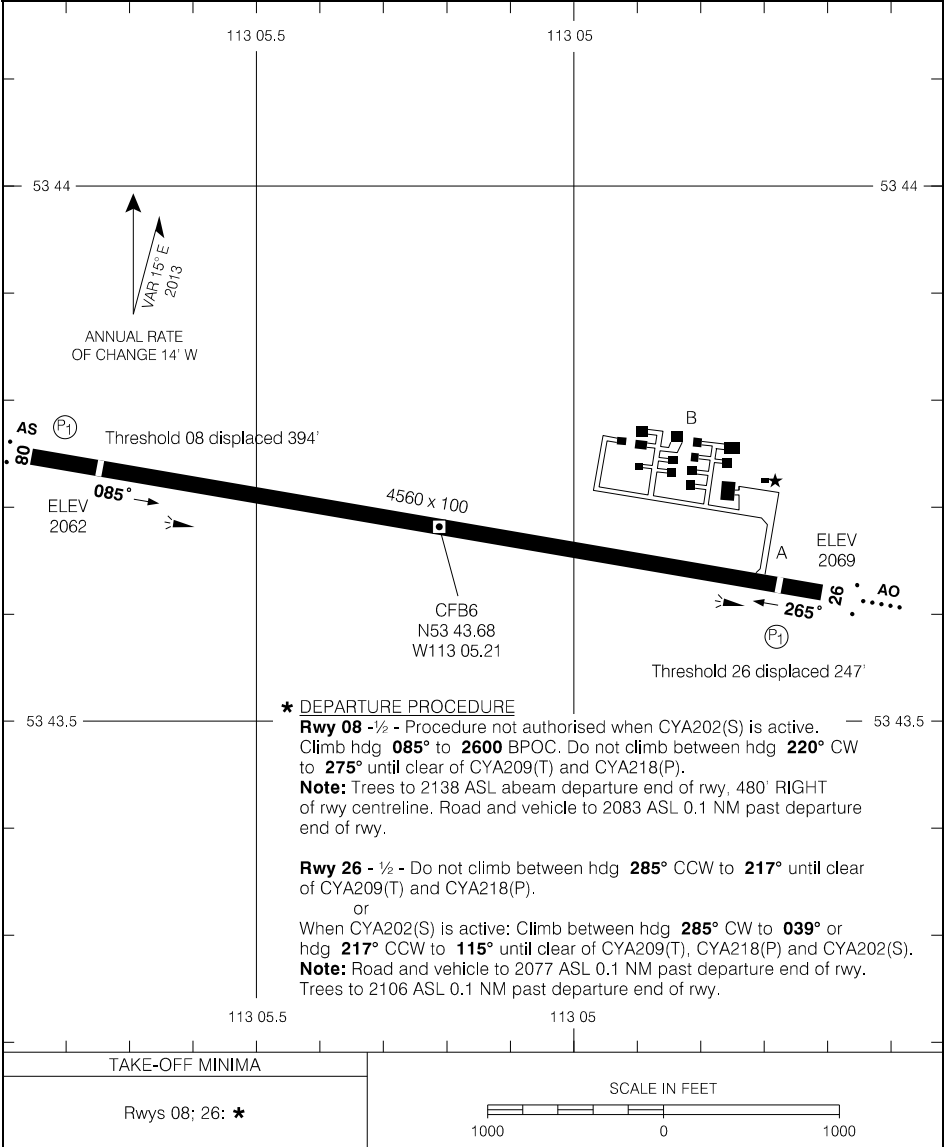
CYEP

				TFC - 122.7		TML Edmonton - 119.5	
				MF			
DECL DIST	08	26					
TORA	4330	4930					
TODA	4330	4930					
ASDA	5217	5217					
LDA	4732	4181					



AERODROME CHART

AWOS – 122.35				TFC – 123.5		TML – 119.5	
						ATF	
DECL DISTS	08	26					
TORA	4560	4560					
TODA	4796	4826					
ASDA	4560	4560					
LDA	4166	4313					

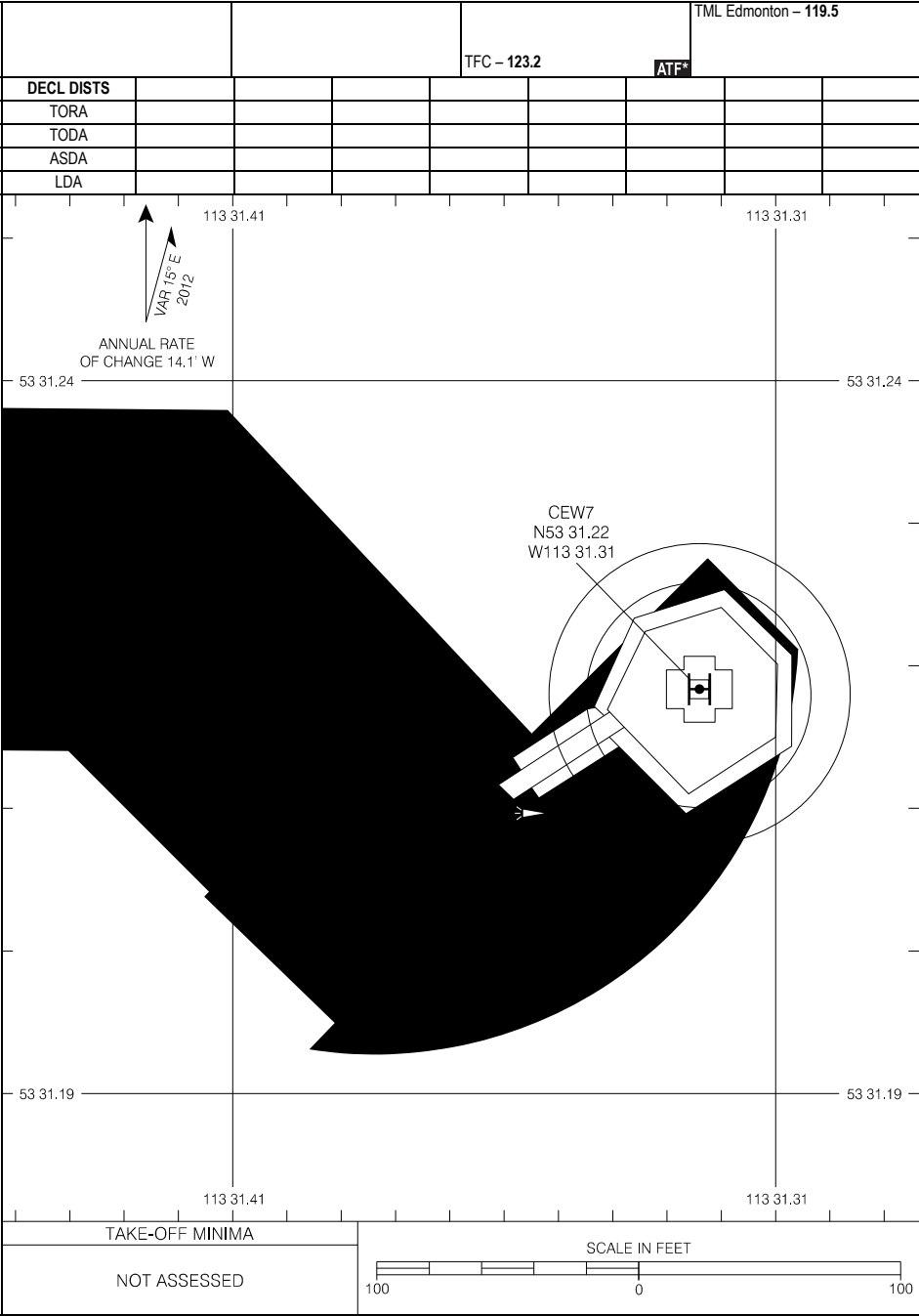


AERODROME CHART

EFF 16 MAY 24

CFB6

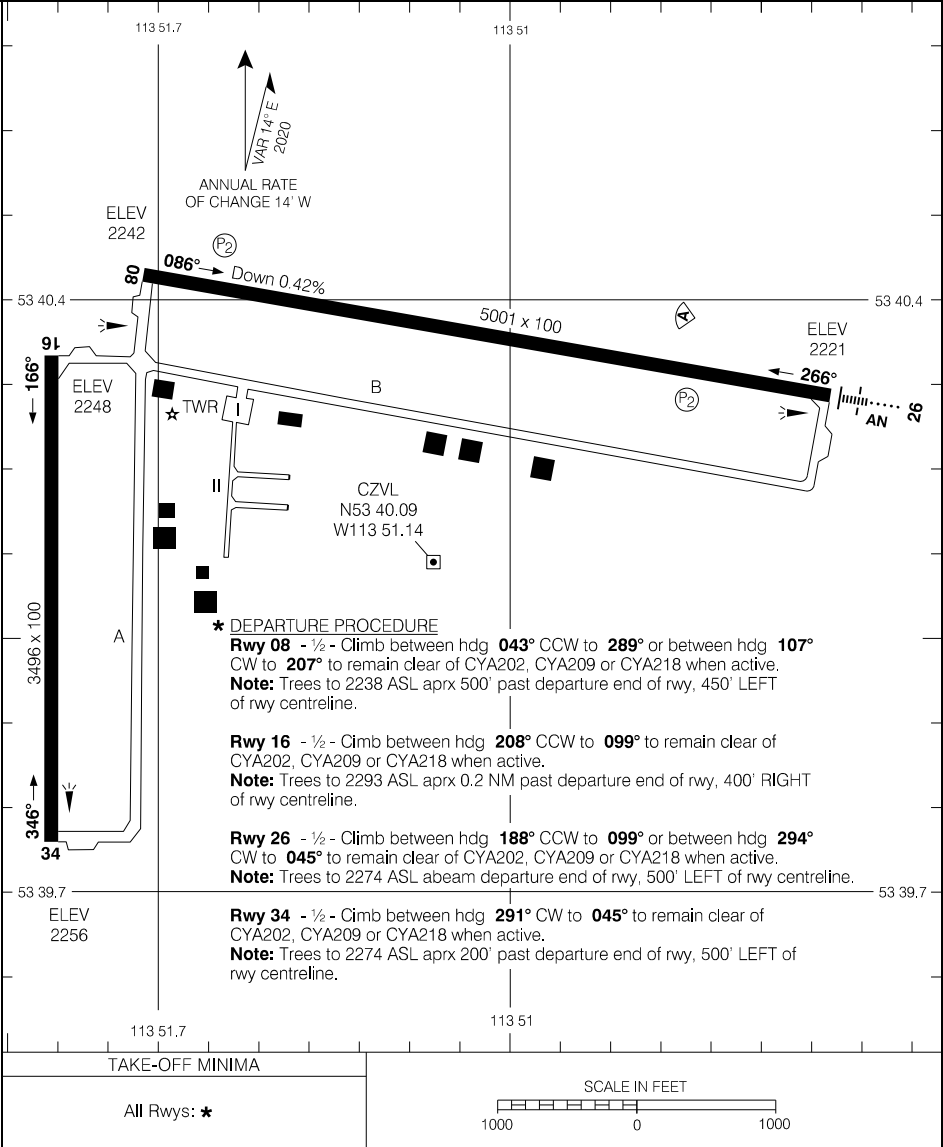
HELIPORT CHART



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AERODROME CHART

● ATIS – 128.35 ● AWOS – 128.35		● GND – 120.8		● TWR – 118.8 ● TFC – 118.8		TML – 119.5 ● ATF*	
DECL DISTS	08	26	16	34			
TORA	5001	5001	3496	3496			
TODA	5001	5001	3696	3696			
ASDA	5001	5001	3496	3496			
LDA	5001	5001	3496	3496			



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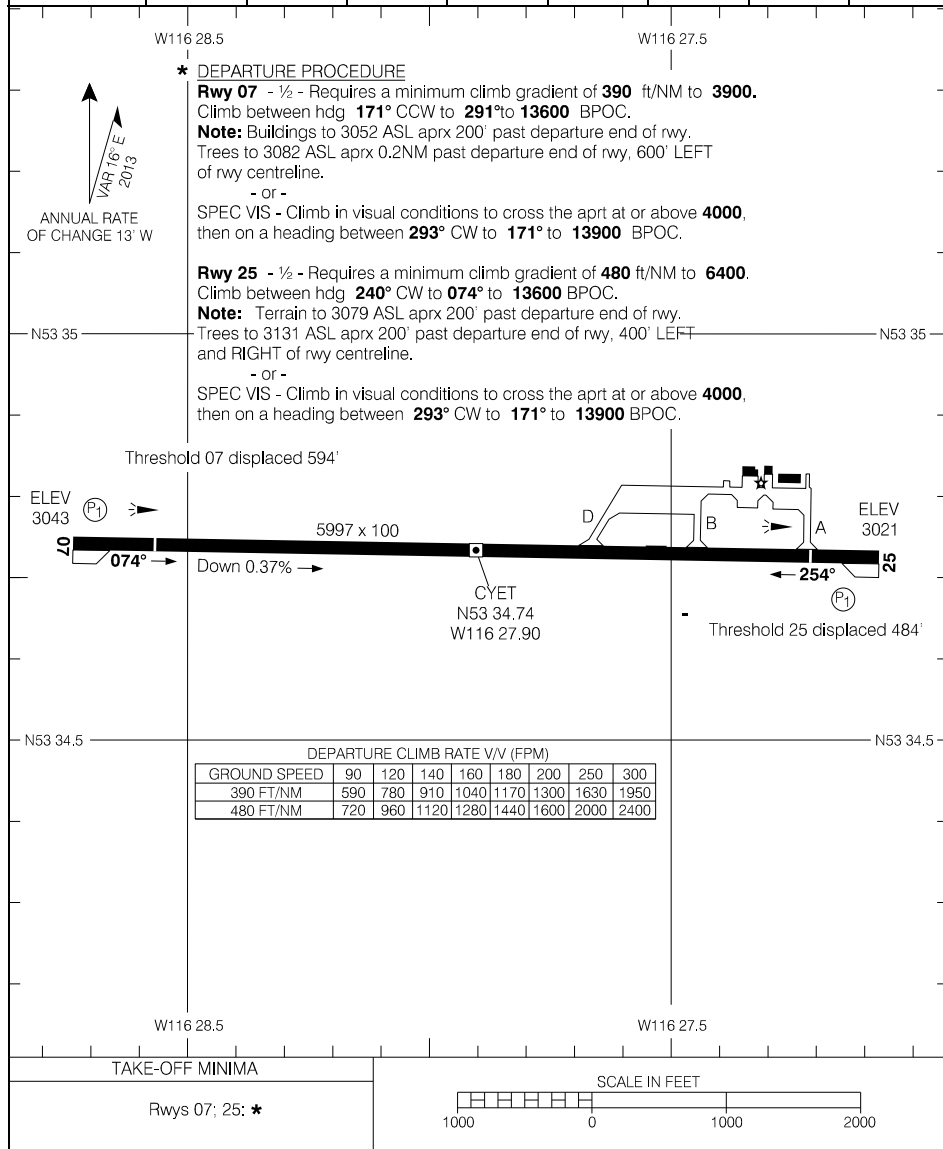
AERODROME CHART

EFF 3 NOV 22

CZVL

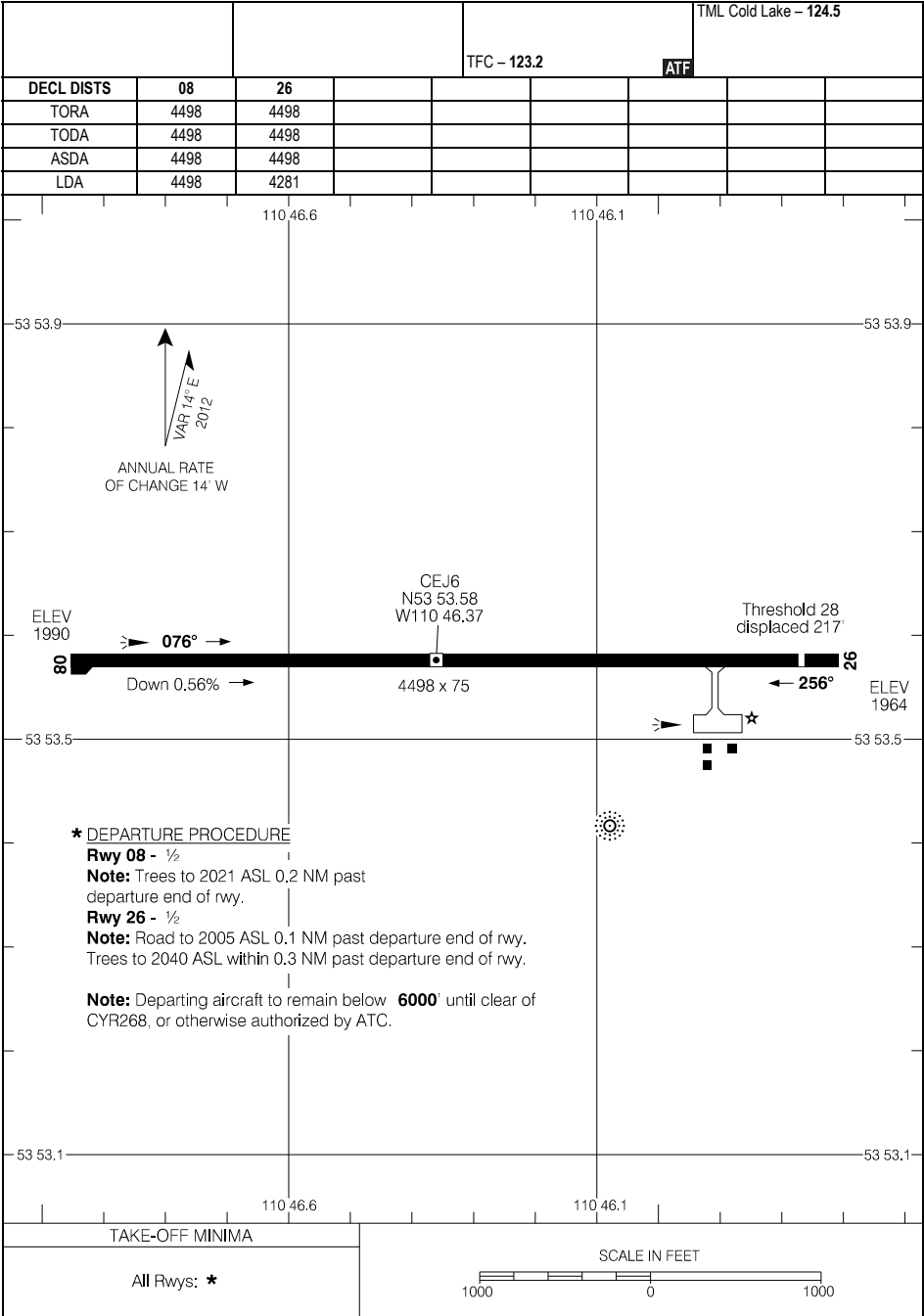
AERODROME CHART

AWOS – 128.75				TFC – 123.2		RADIO Edmonton – 126.7	
DECL DIST	07	25			ATF		
TORA	5997	5997					
TODA	6197	6197					
ASDA	5997	5997					
LDA	5403	5513					



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AERODROME CHART



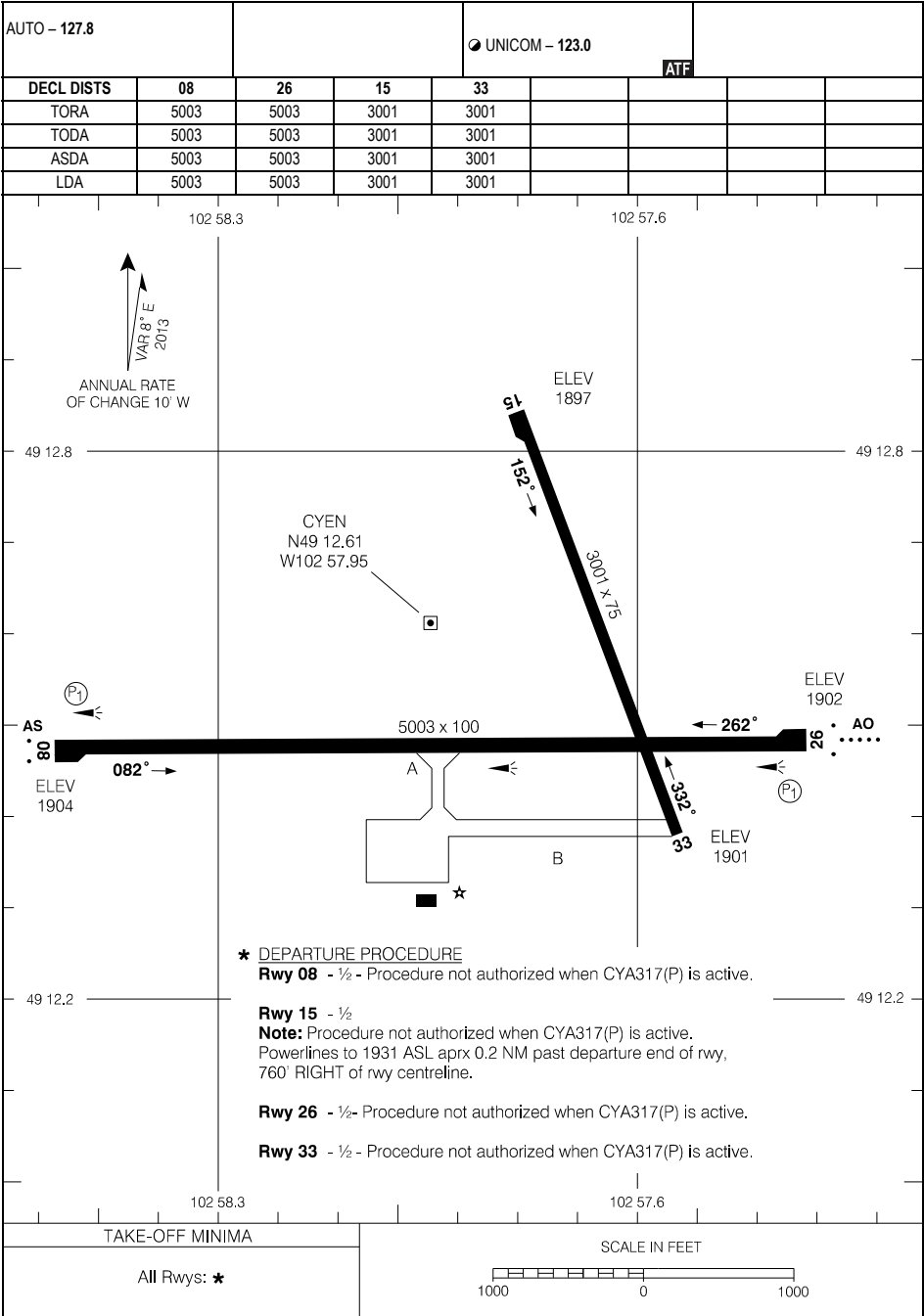
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AERODROME CHART

EFF 15 JUN 23

CEJ6

AERODROME CHART



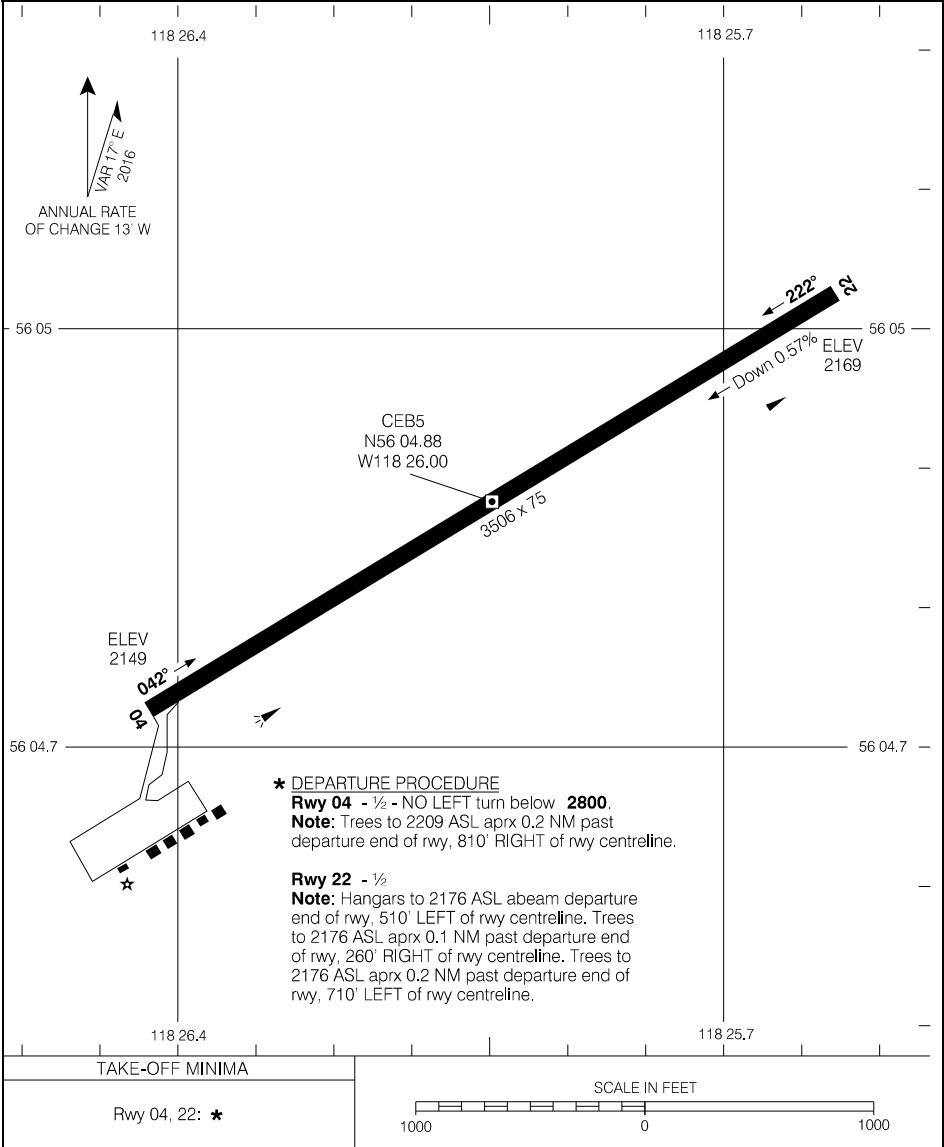
AERODROME CHART

EFF 2 DEC 21

CYEN

AERODROME CHART

AUTO – 122.97		UNICOM – 122.8				CTR Edmonton – 135.27		
						ATF		
DECL DIST	04	22						
TORA	3506	3506						
TODA	3506	3506						
ASDA	3506	3506						
LDA	3506	3506						



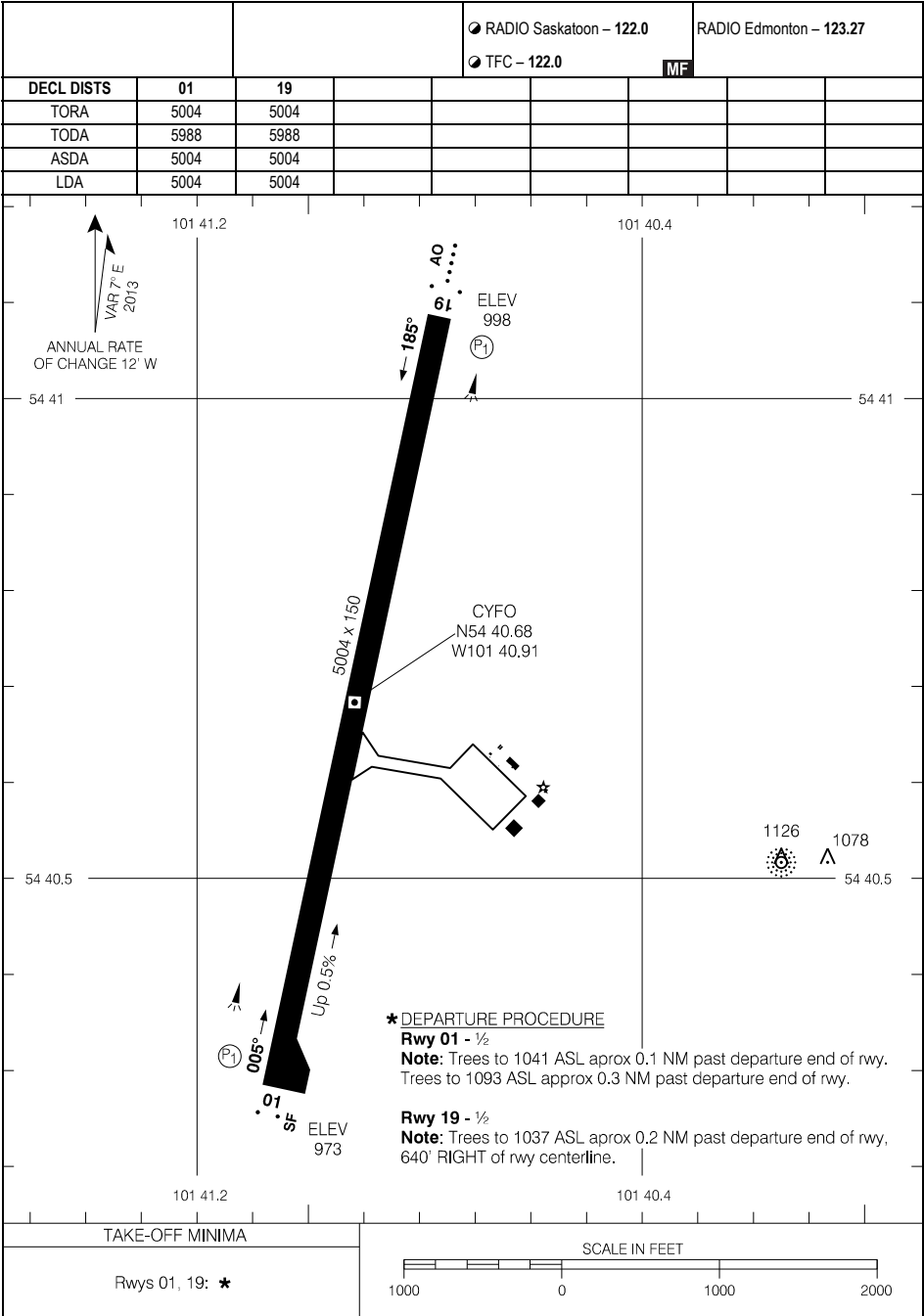
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AERODROME CHART

EFF 5 OCT 23

CEB5

AERODROME CHART



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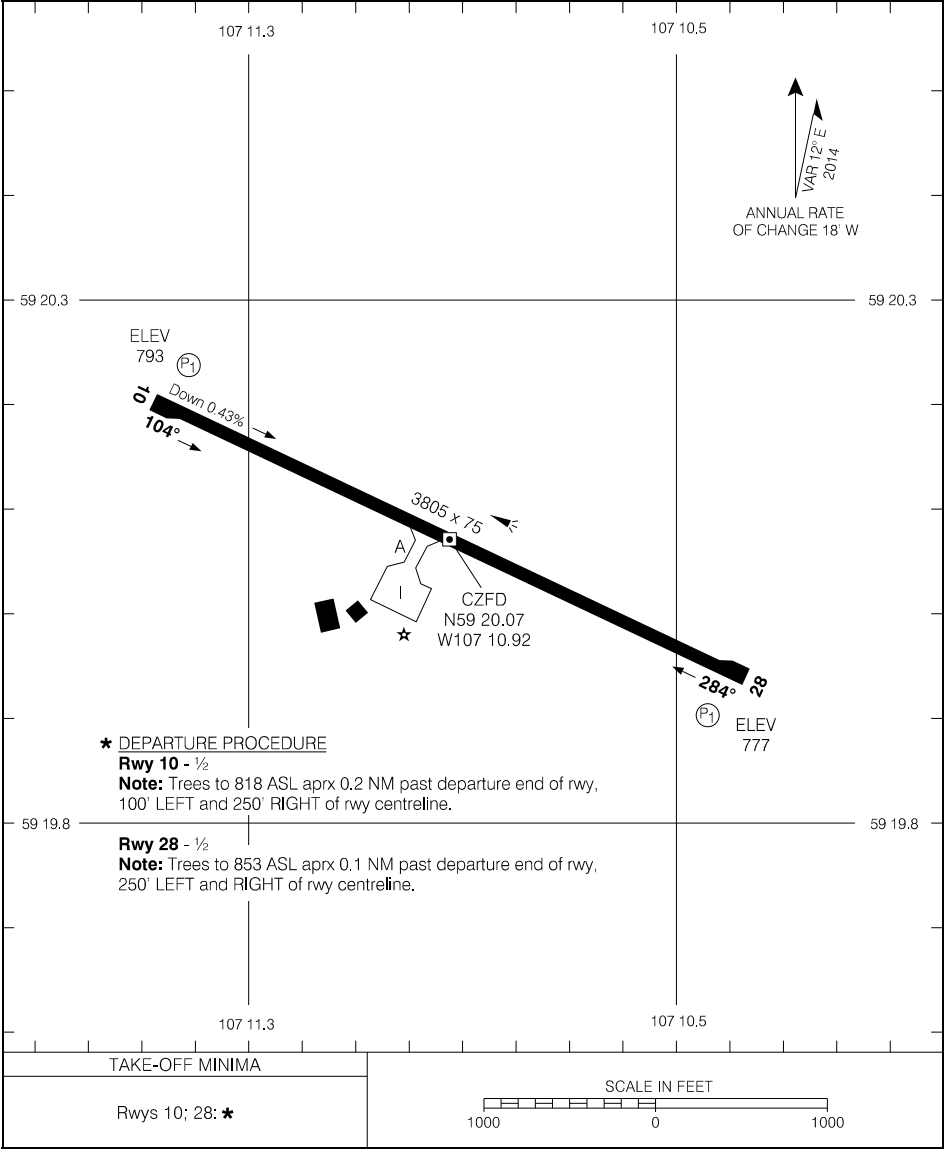
AERODROME CHART

EFF 24 MAR 22

CYFO

AERODROME CHART

AUTO – 122.17				TFC – 123.2		ATF	
DECL DIST	10	28					
TORA	3805	3805					
TODA	4789	4297					
ASDA	3805	3805					
LDA	3805	3805					



AERODROME CHART

CZFD

FORT CHIPEWYAN, AB
CYPY

AWOS - 128.0				TFC - 123.2		RADIO Edmonton - 123.47	
DECL DISTS	04	22				ATF	
TORA	5000	5000					
TODA	5000	5000					
ASDA	5000	5000					
LDA	5000	5000					

VAR 15° E 2013
ANNUAL RATE OF CHANGE 19° W

58 46.2
58 45.9
111 07.5
111 07
111 06.5

5000 x 150
CYPY
N58 46.03
W111 07.03

037°
Up 1.24%
ELEV 704

217°
Up 0.63% first 472'
ELEV 757

***DEPARTURE PROCEDURE**
Rwy 04 - 1/2
Note: Trees to 781 ASL aprx 0.2 NM past departure end of rwy, 150' RIGHT of rwy centreline.

Rwy 22 - 1/2 - NO LEFT turn below 1400.
Note: Trees to 820 ASL aprx 0.2 NM past departure end of rwy, 400' LEFT of rwy centreline.

TAKE-OFF MINIMA
Rwy 04: 22: *

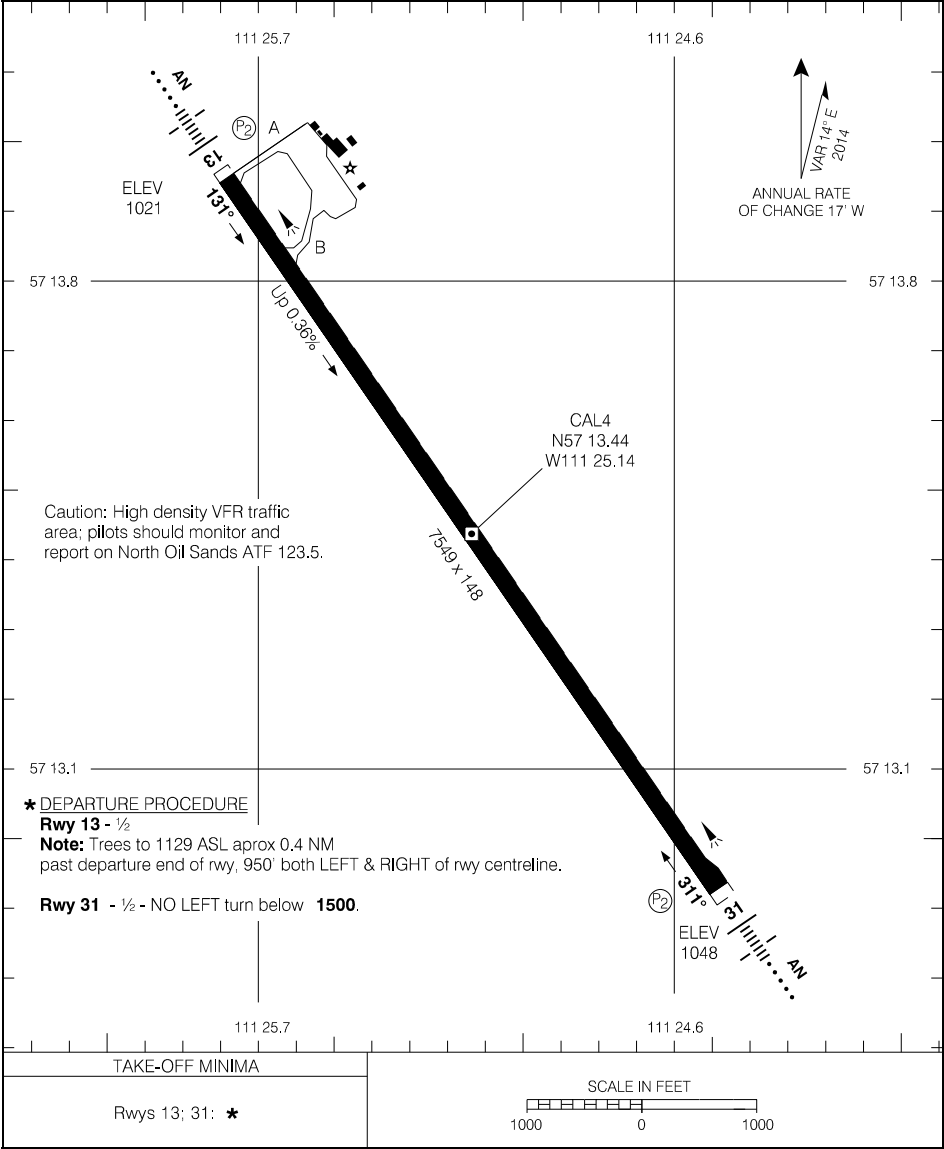
SCALE IN FEET
1000 0 1000

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CYPY

AERODROME CHART

AUTO – 122.97		CLNC DEL Edmonton – 134.02				CTR Edmonton – 134.02			
		UNICOM – 123.3 (AU) TFC – 123.5				ATF*			
DECL DIST	13	31							
TORA	7549	7549							
TODA	8533	8533							
ASDA	7549	7549							
LDA	7549	7549							

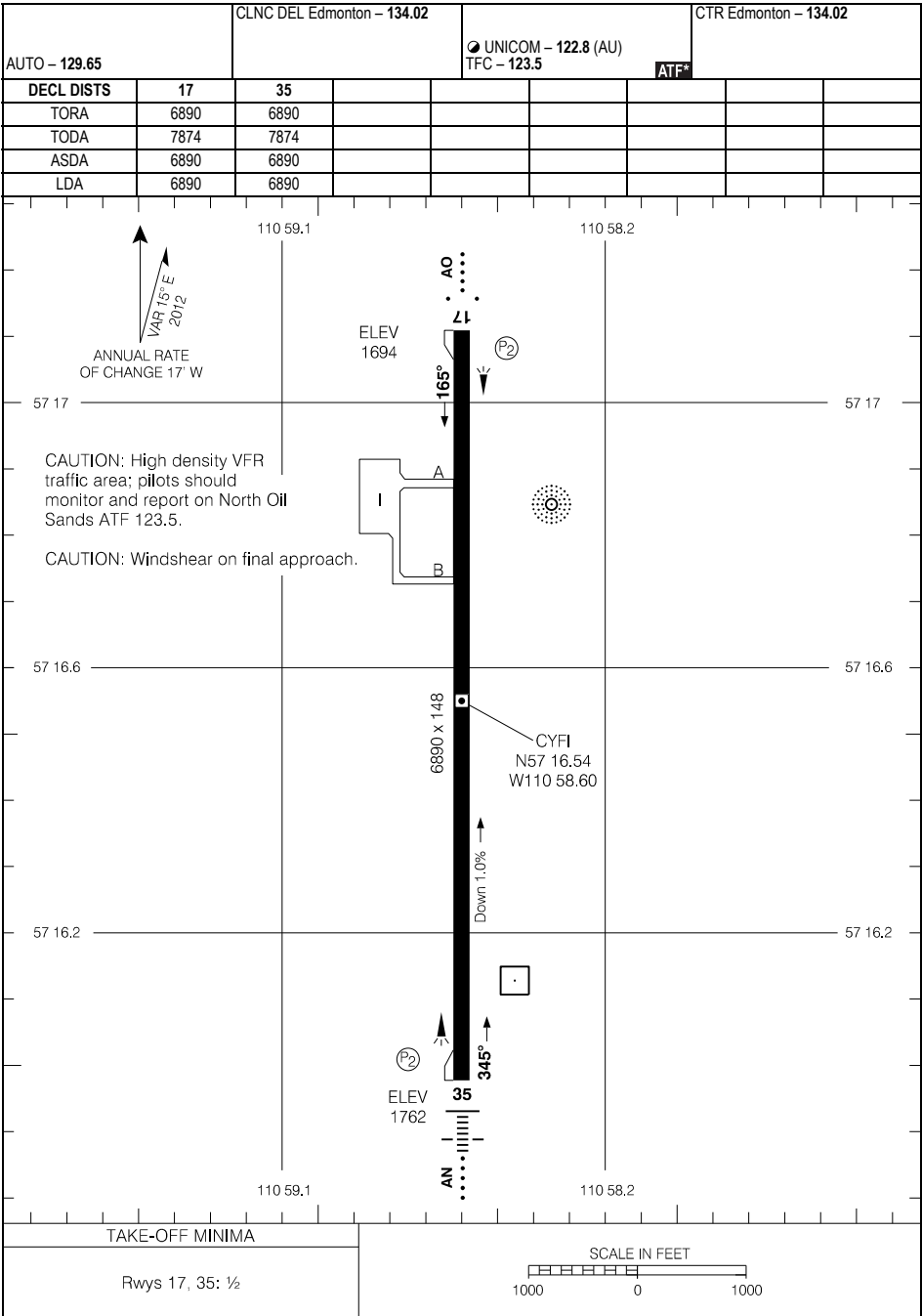


AERODROME CHART

EFF 29 DEC 22

CAL4

AERODROME CHART

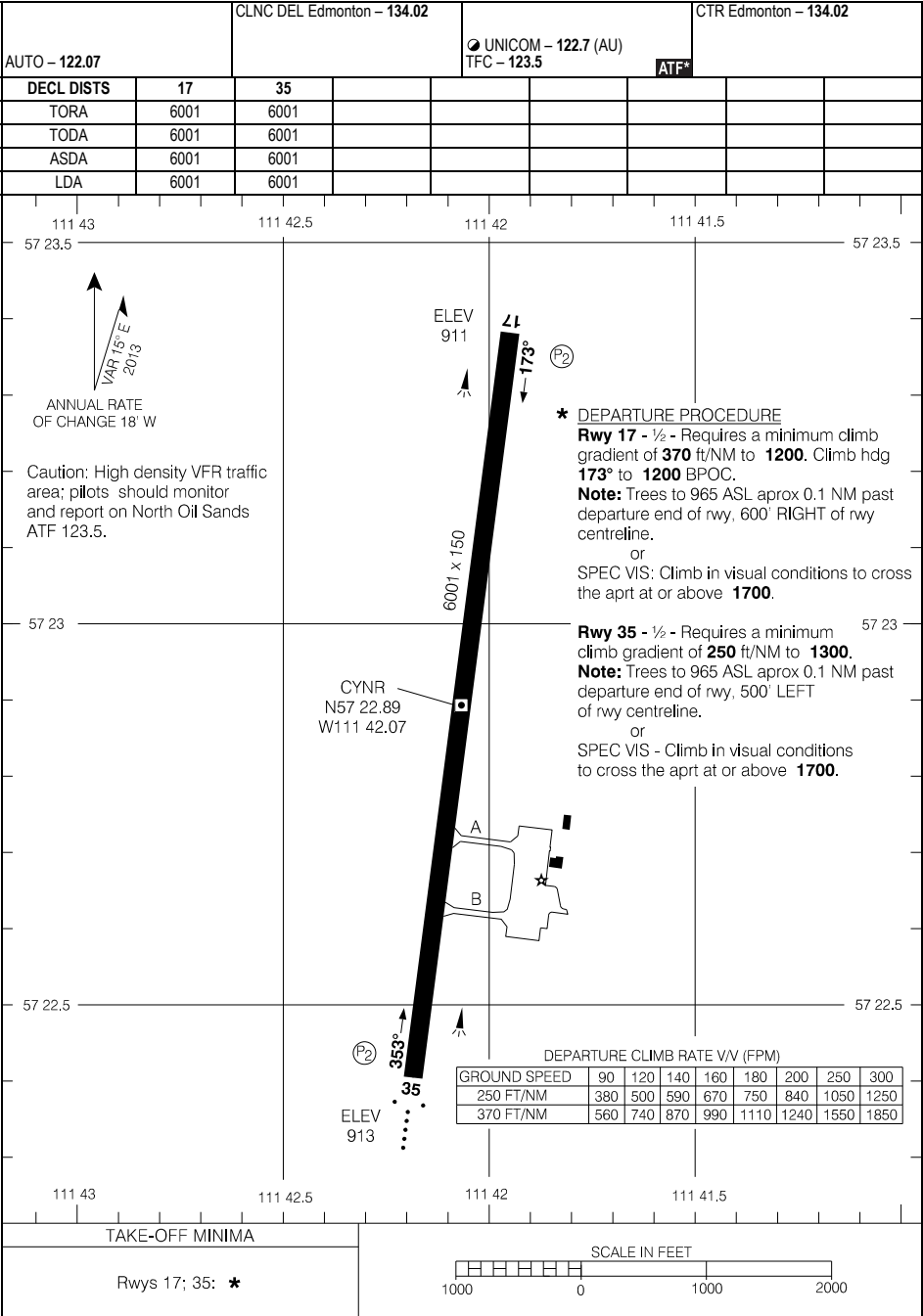


AERODROME CHART

EFF 17 JUN 21

CYFI

AERODROME CHART



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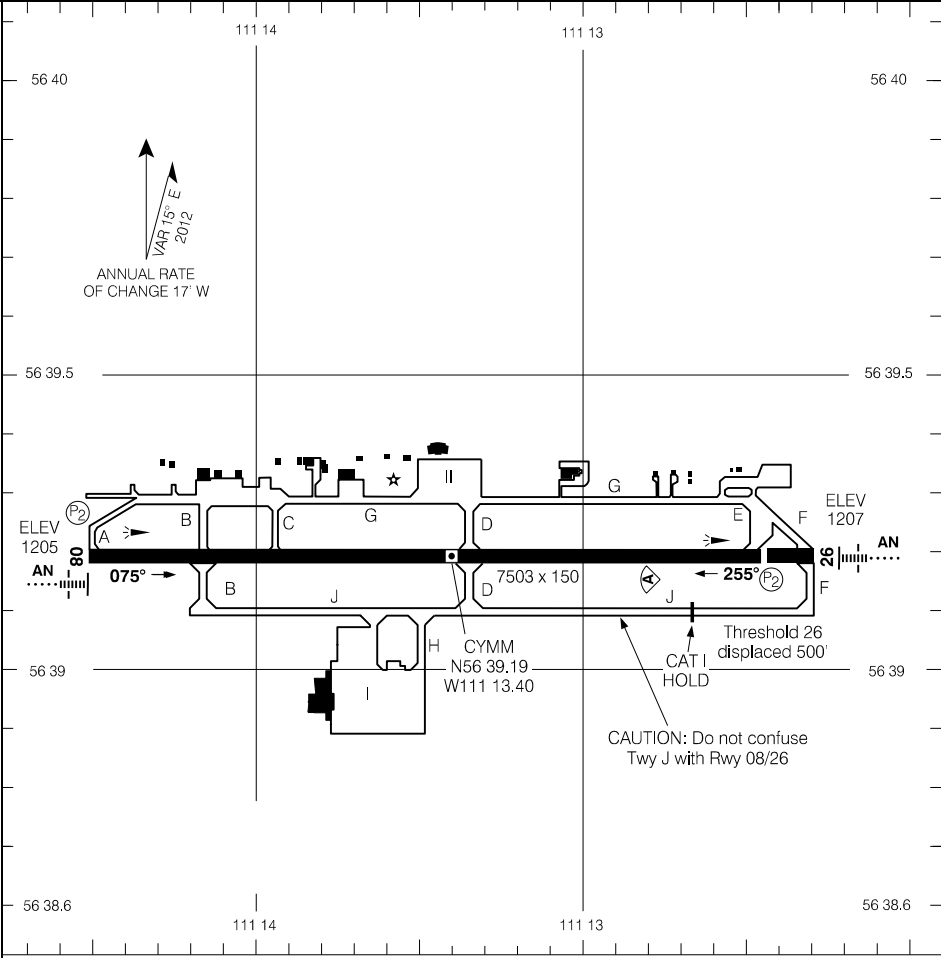
AERODROME CHART

EFF 11 JUL 24

CYNR

AERODROME CHART

✈ ATIS – 128.5 ✈ AWOS – 128.5		✈ CLNC DEL – 121.9 ✈ GND – 121.9		✈ TWR – 118.1 236.6 ✈ RADIO Yellowknife – 118.1		CTR Edmonton – 135.7 RADIO Edmonton – 123.55	
DECL DIST		08	26				
TORA		7503	7503				
TODA		8487	8487				
ASDA		7503	7503				
LDA		7503	7003				



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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08: (1/4sm) RWY 26: RVR 1200	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 08; 26: ½	

AERODROME CHART

CYMM

EFF 7 AUG 25

DE-ICING OPERATIONS

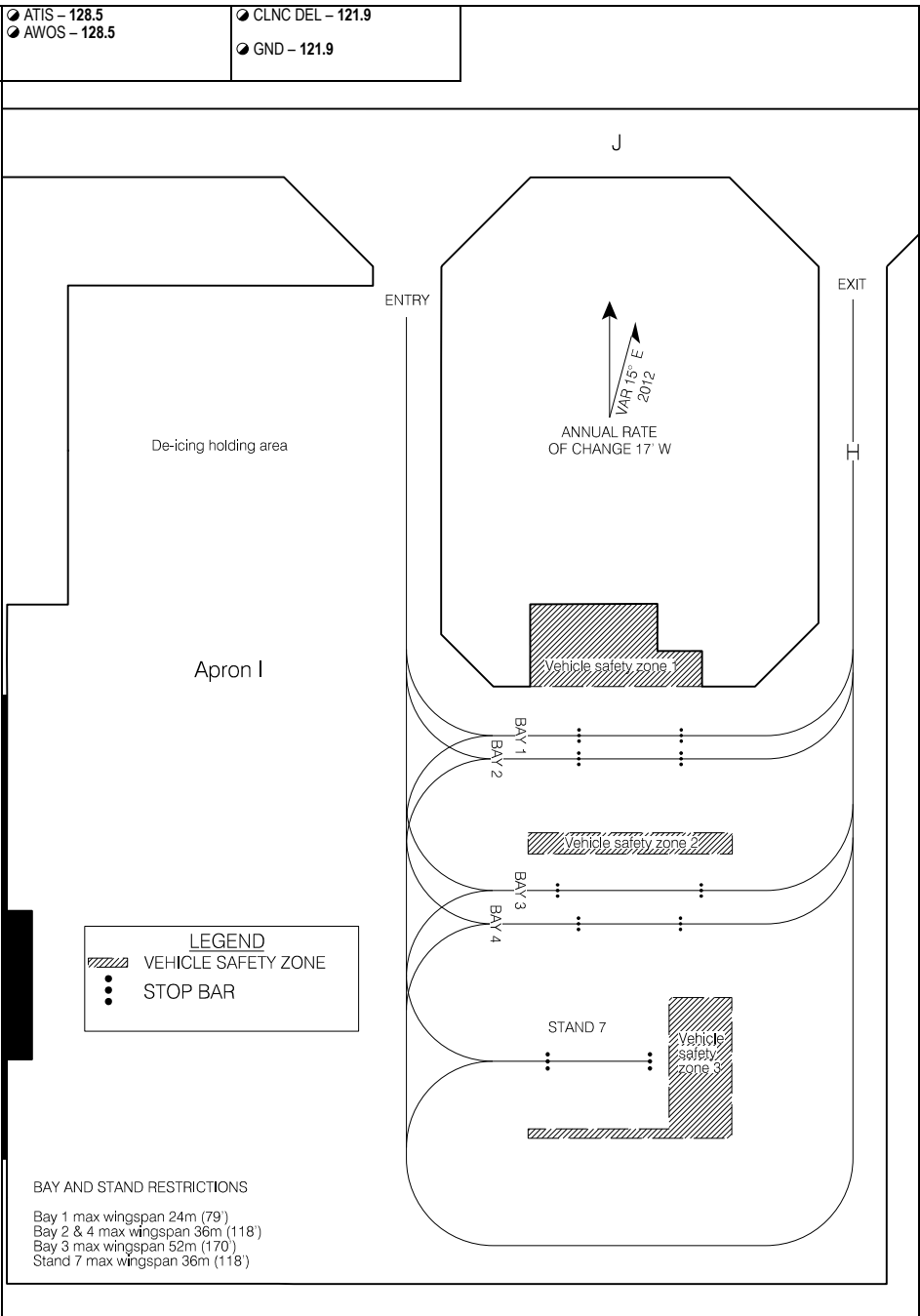
De-Ice Bay Procedure

Fort McMurray International operates a central de-icing facility which is located on the main/south ramp (Apron I) on the south side of the airport. All bays are capable of both engine on and engine off de-icing operations concurrently. All de-icing is to be accomplished at this facility.

- 1. De-icing is accomplished by each of the ground handling companies that operate at the Fort McMurray International Airport.
- 2. Coordinate any special treatment with your Ground Handler prior to taxi to the CDF.
- 3. Entry point to the CDF, if transitioning from the North, is via taxi-way J to Apron I – use west entrance.
- 4. If required to hold – the designated holding area is to your immediate right upon entering Apron I.
- 5. CDF flow is from west to east.
- 6. Contact YMM Ground on 121.9 (or Yellowknife Radio on 118.1 during the hours of 2245-0615 local) for runway and taxi instructions.
- 7. Exit is via taxi-way H.

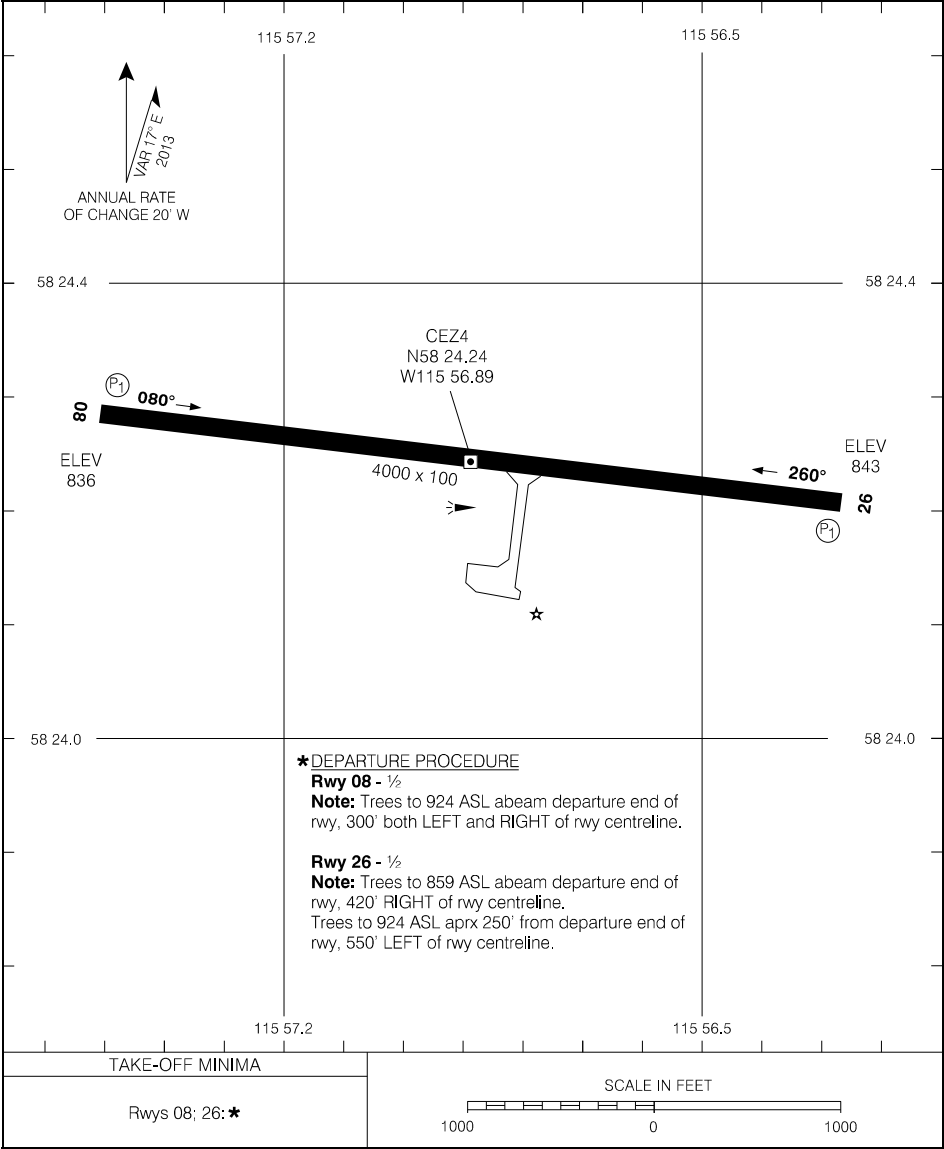
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DE-ICING OPERATIONS



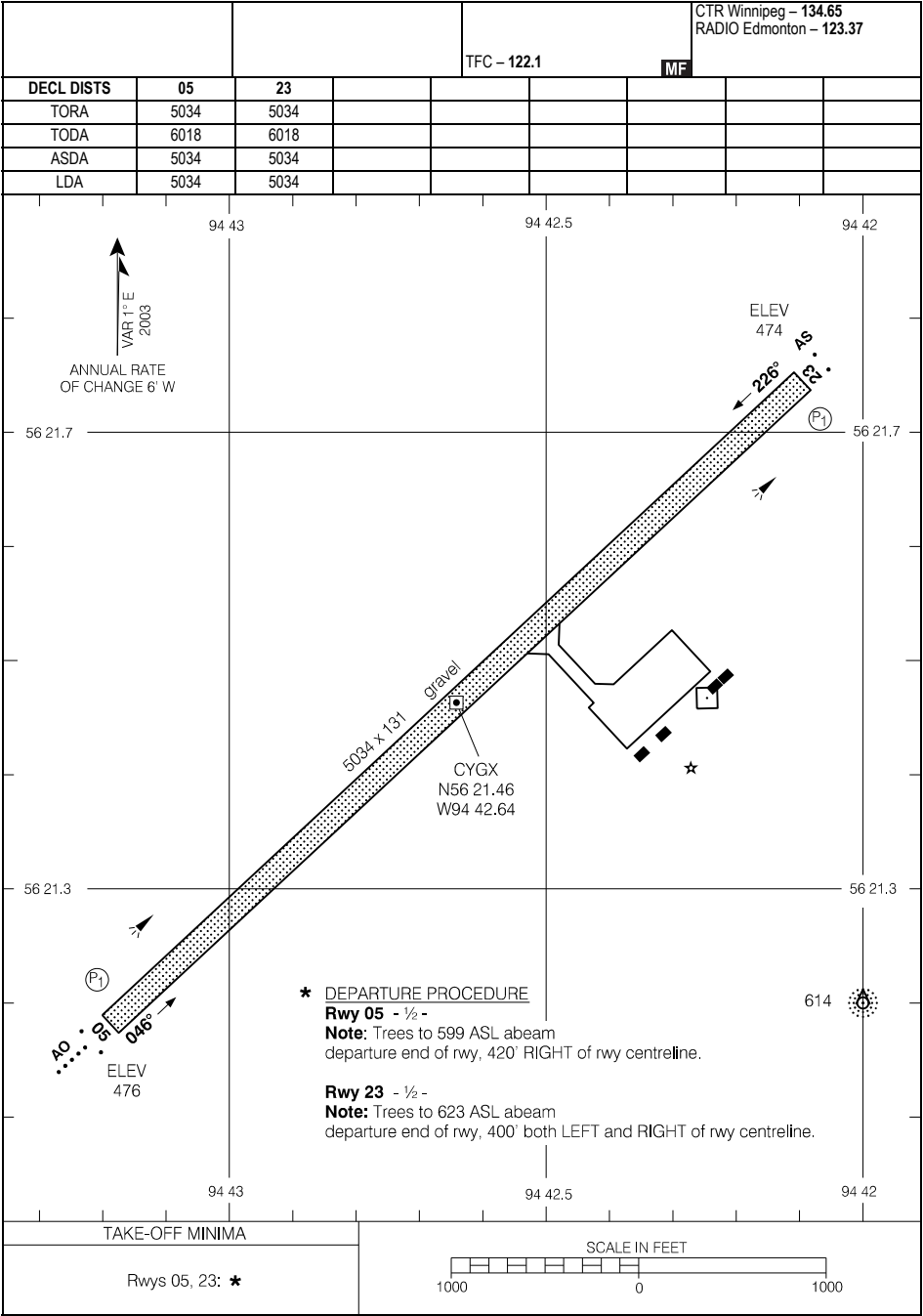
DE-ICING OPERATIONS

AUTO – 120.22				TFC – 123.2		CTR Edmonton – 135.1	
DECL DIST		08	26			ATF	
TORA		4000	4000				
TODA		4000	4000				
ASDA		4000	4000				
LDA		4000	4000				



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AERODROME CHART



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

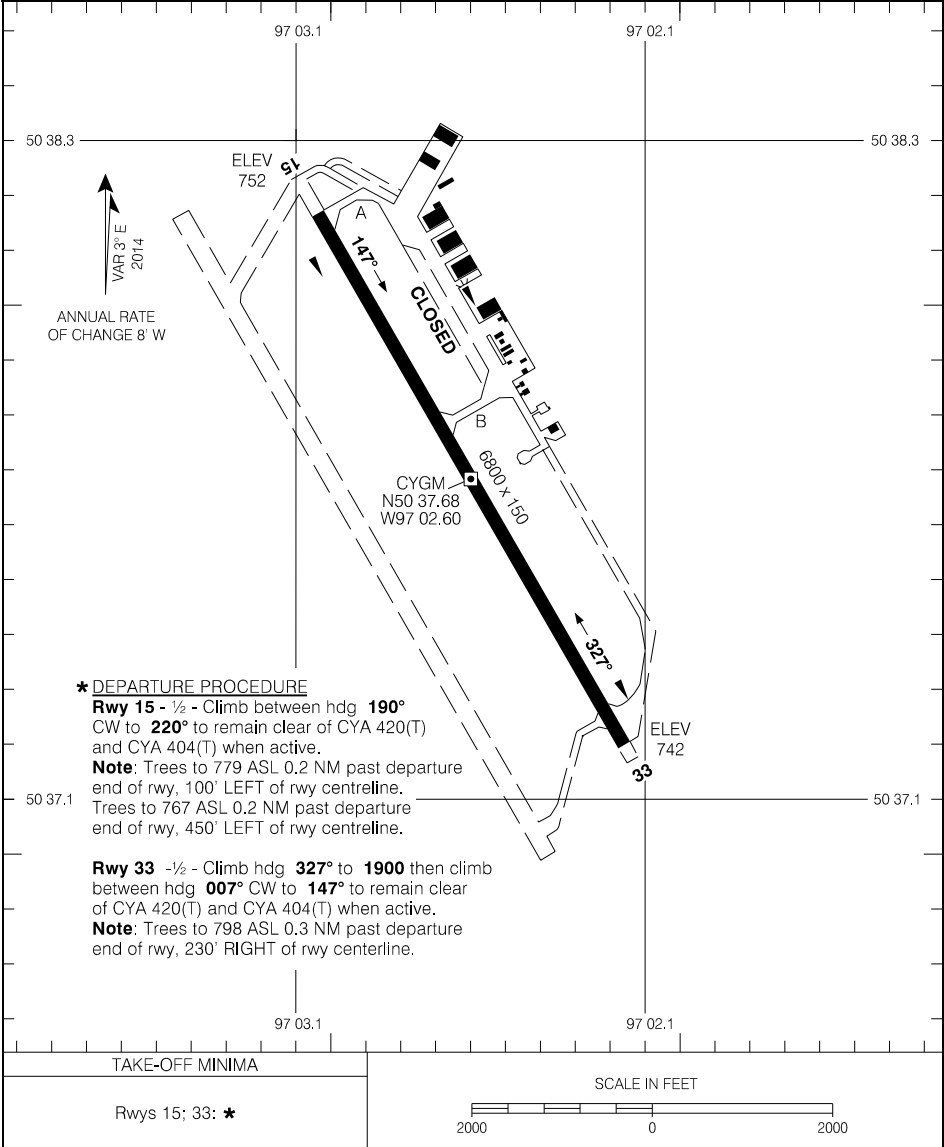
AERODROME CHART

EFF 24 MAR 22

CYGX

AERODROME CHART

AUTO- 122.97				UNICOM - 122.15		CTR Winnipeg - 118.0	
DECL DIST	15	33					
TORA	6800	6800					
TODA	7784	7784					
ASDA	7007	7281					
LDA	6800	6800					



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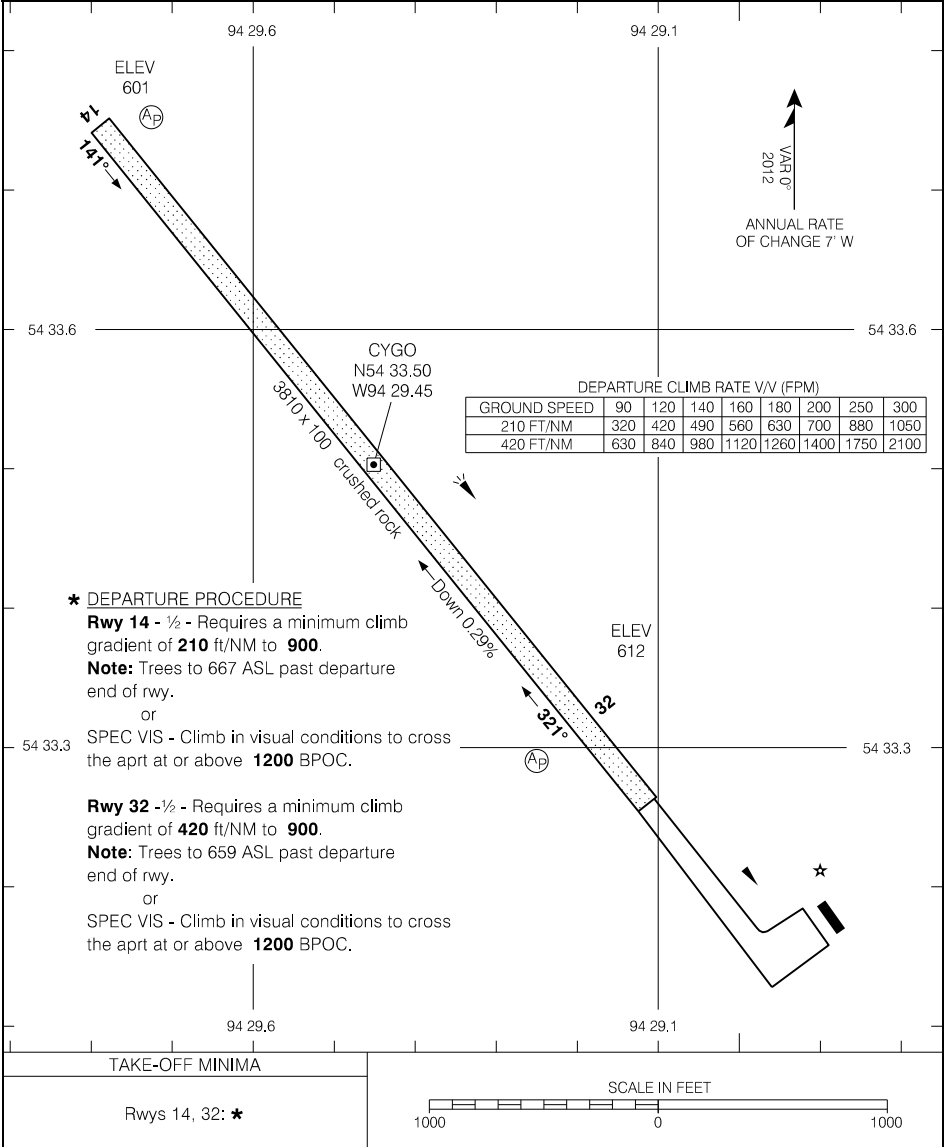
AERODROME CHART

EFF 12 JUN 25

CYGM

AERODROME CHART

				UNICOM – 122.8 (AU)		ATF	
DECL DIST	14	32					
TORA	3810	3810					
TODA	3810	4210					
ASDA	3810	3810					
LDA	3810	3810					



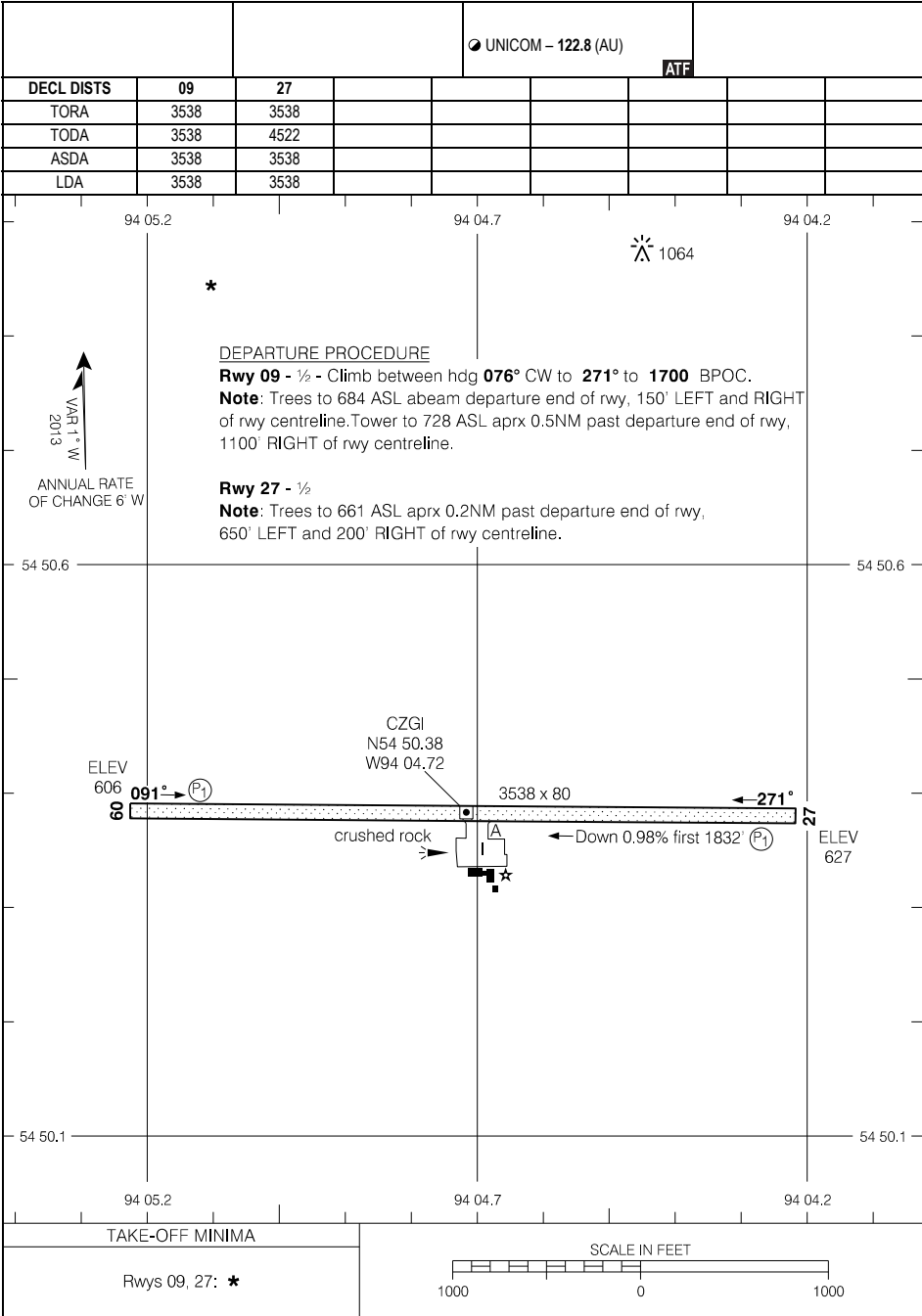
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 21 MAY 20

CYGO

AERODROME CHART



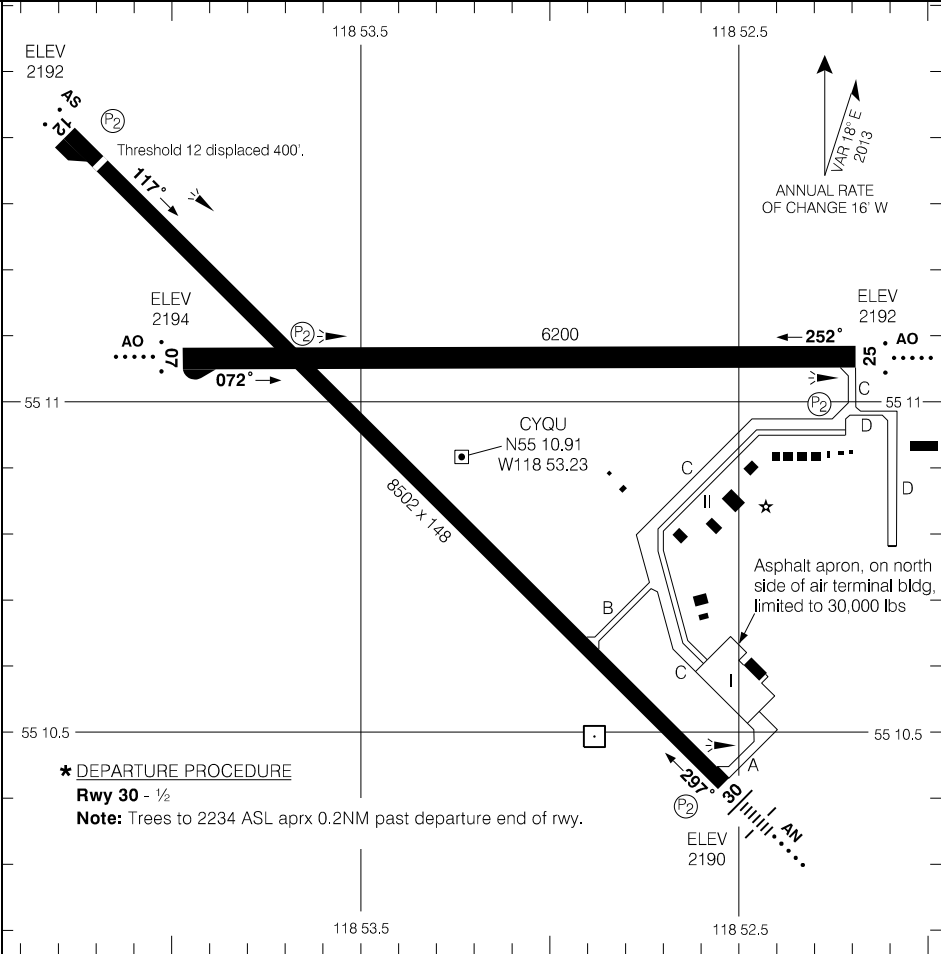
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 20 FEB 25

AERODROME CHART

ATIS – 128.6		CLNC DEL – 121.9		RADIO – 118.1		CTR Edmonton – 134.5 RADIO Edmonton – 123.47	
						MF	
DECL DIST	07	25	12	30			
TORA	6200	6200	8502	8502			
TODA	7184	7184	9368	9402			
ASDA	6200	6200	8502	8502			
LDA	6200	6200	8102	8502			



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AERODROME CHART

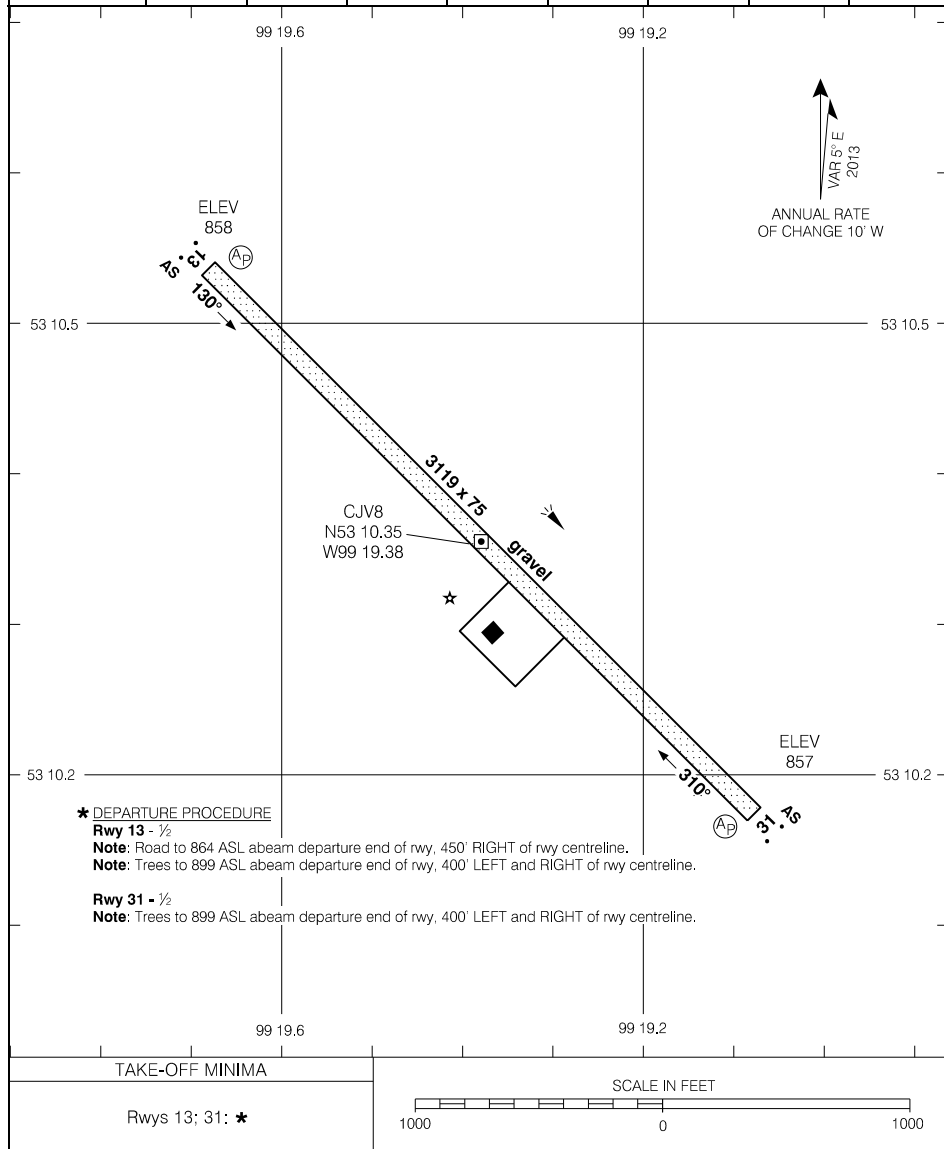
EFF 29 DEC 22

CYQU

GRAND RAPIDS, MB
CJV8

AERODROME CHART

AUTO – 129.17				UNICOM – 122.8			
						ATF	
DECL DISTS	13	31					
TORA	3119	3119					
TODA	3119	3119					
ASDA	3119	3119					
LDA	3119	3119					



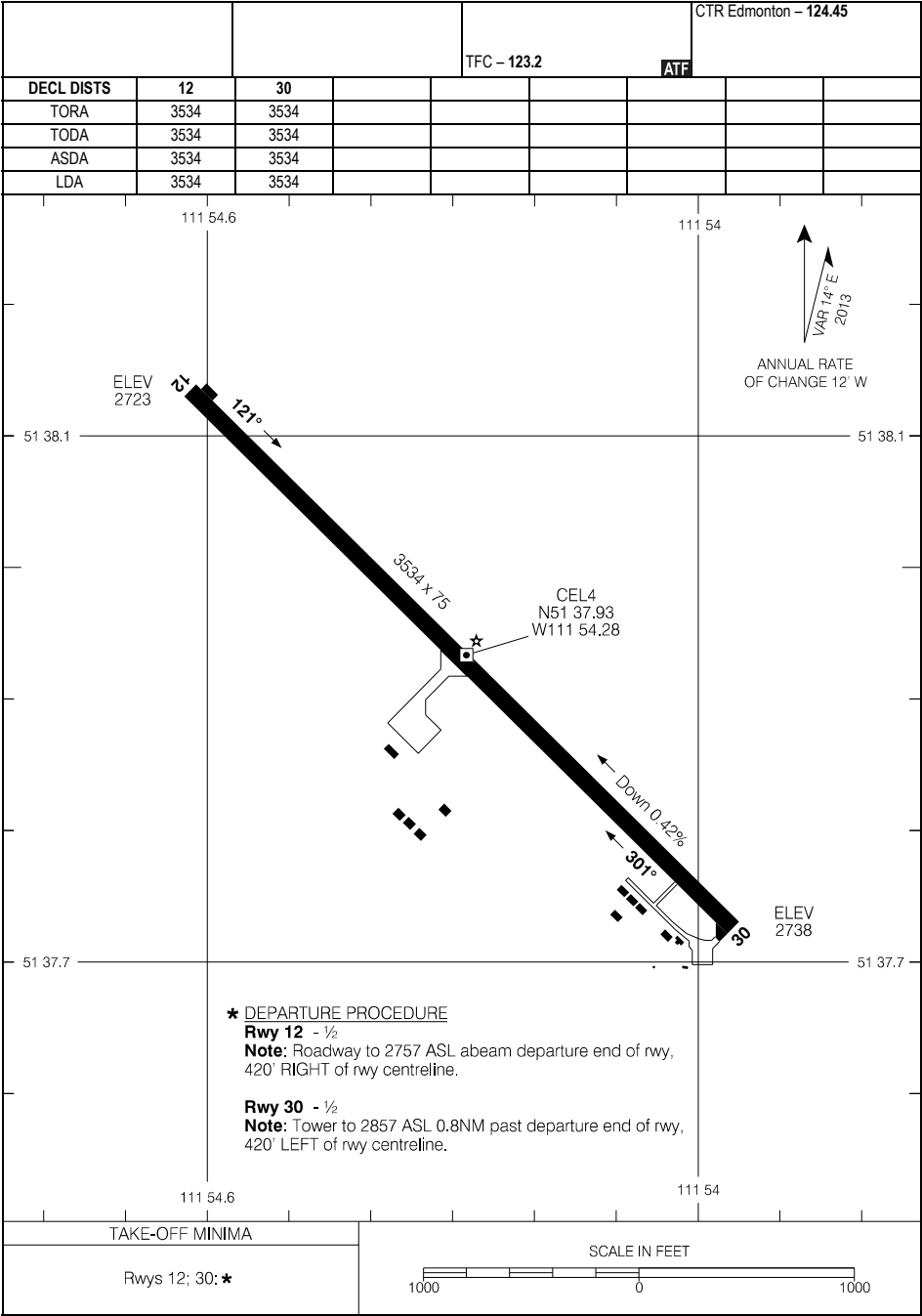
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

CJV8

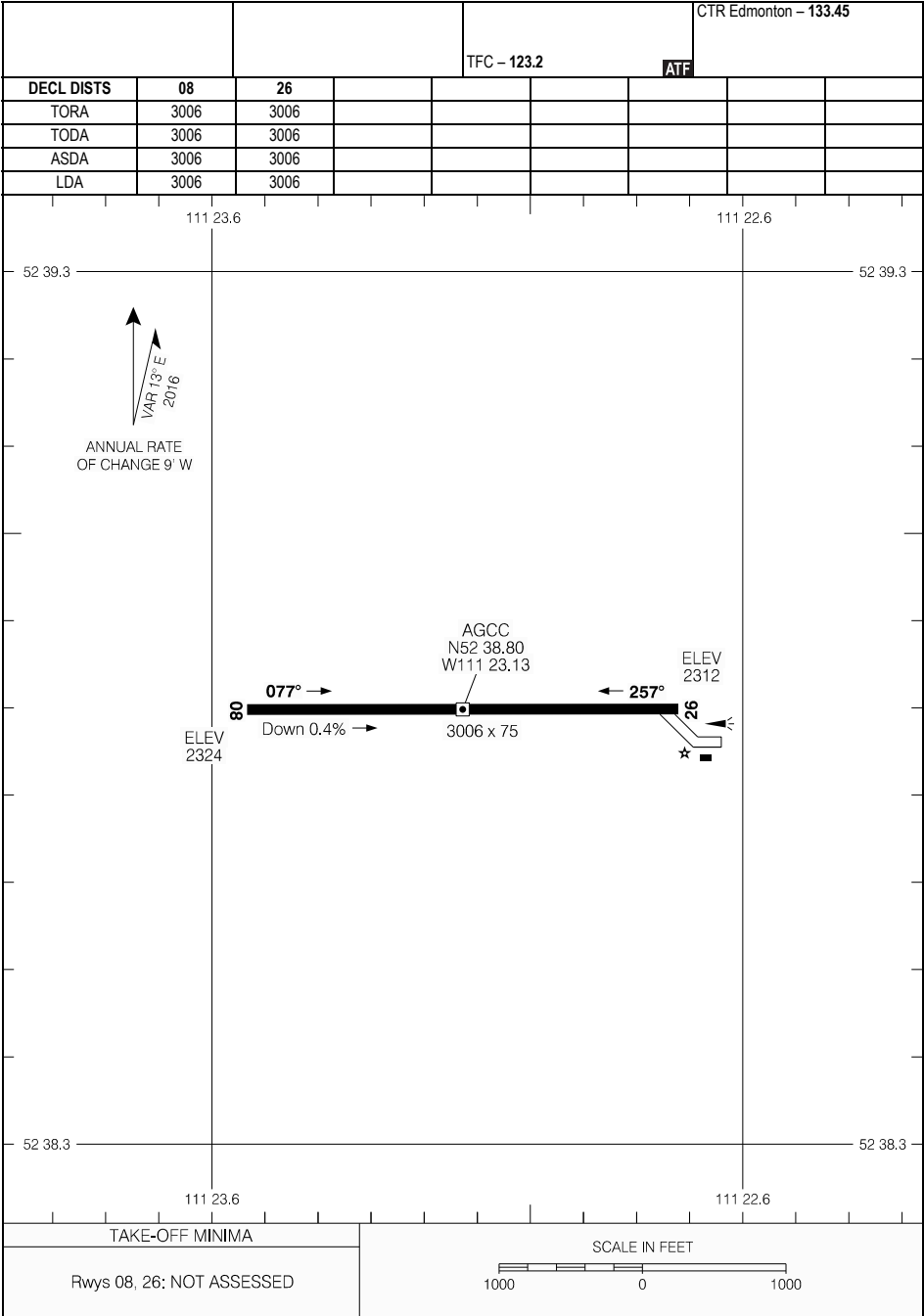
CJV8-AD

AERODROME CHART



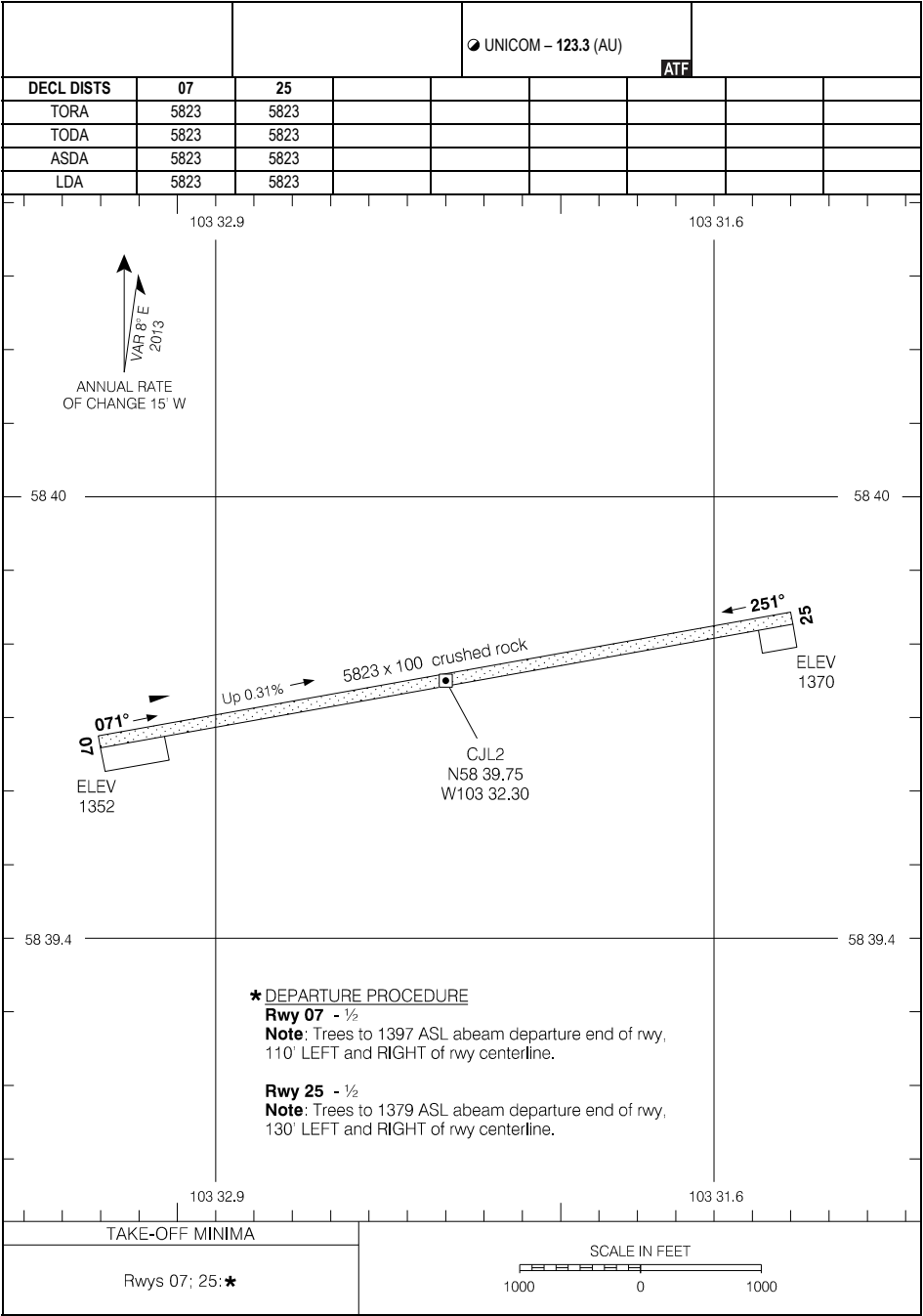
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART



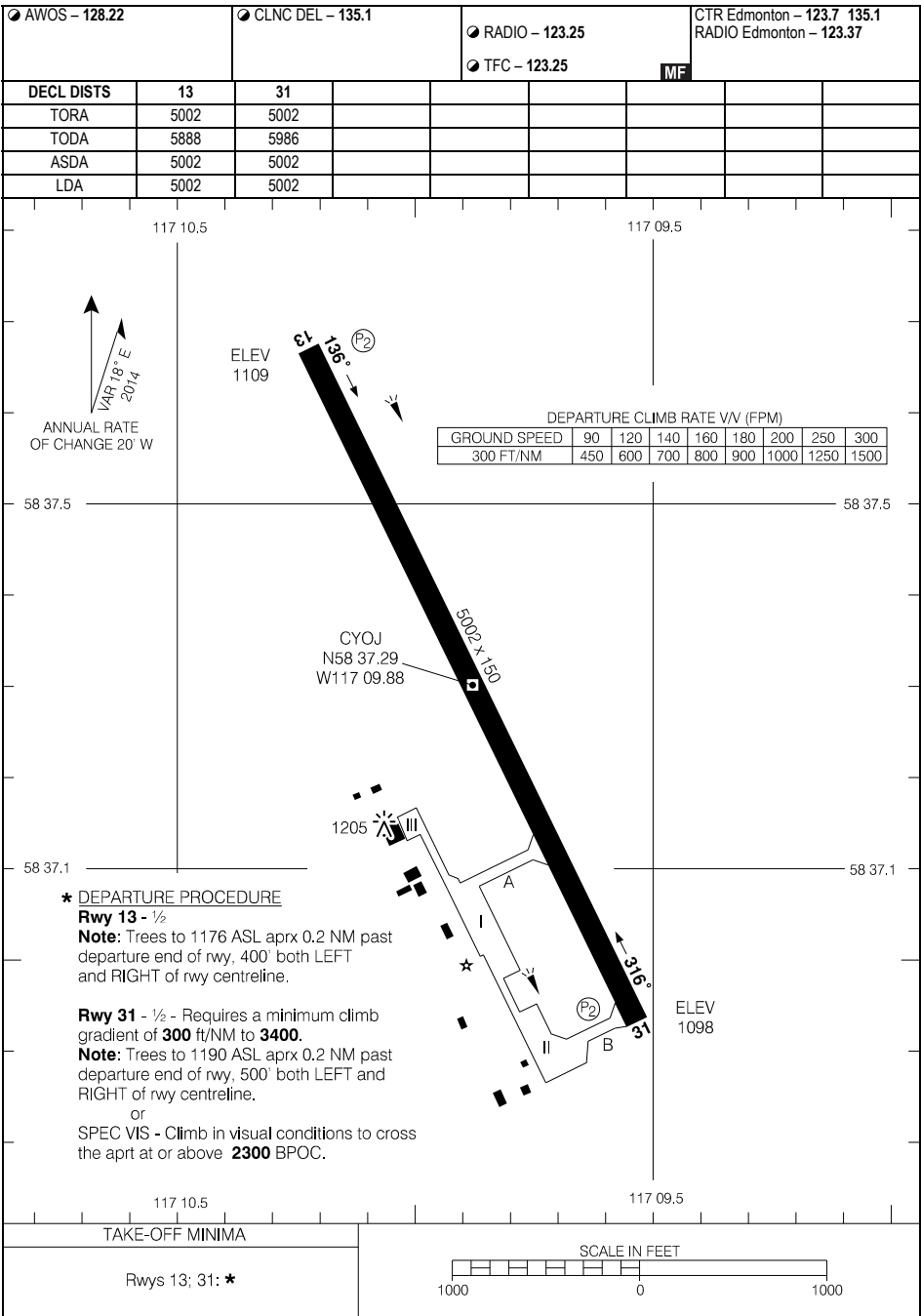
AERODROME CHART

AERODROME CHART



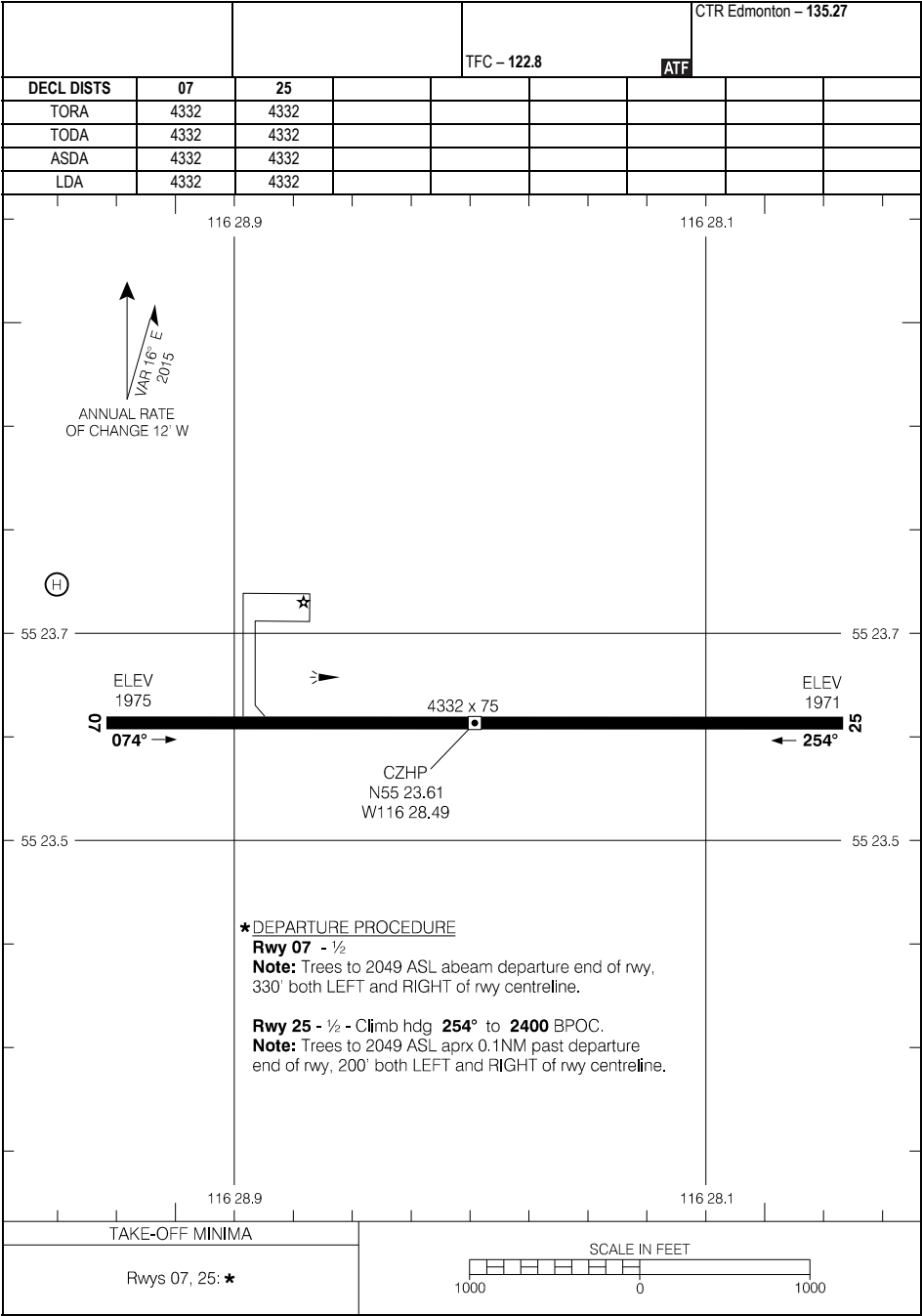
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AERODROME CHART



AERODROME CHART

AERODROME CHART

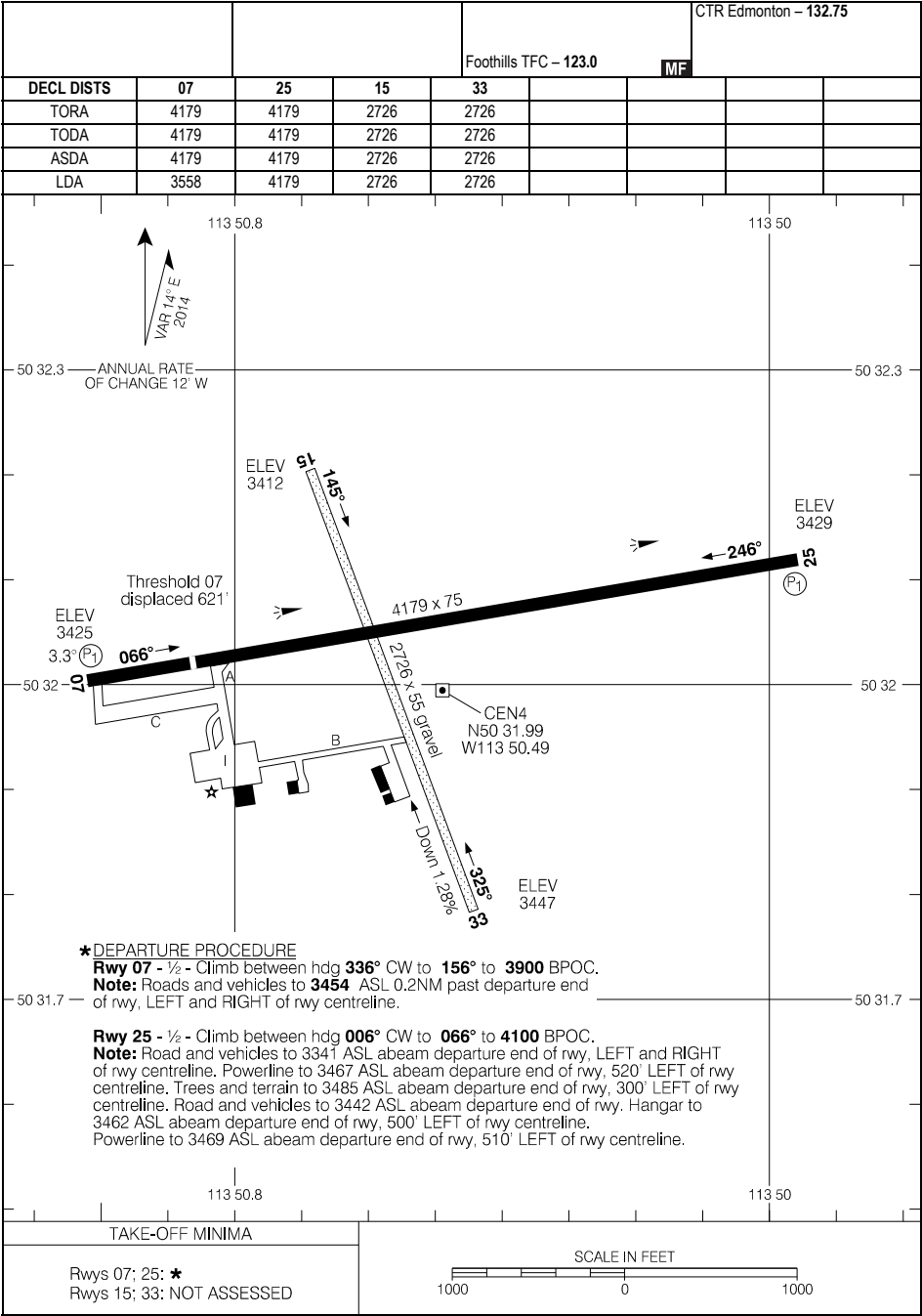


Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

CZHP

AERODROME CHART

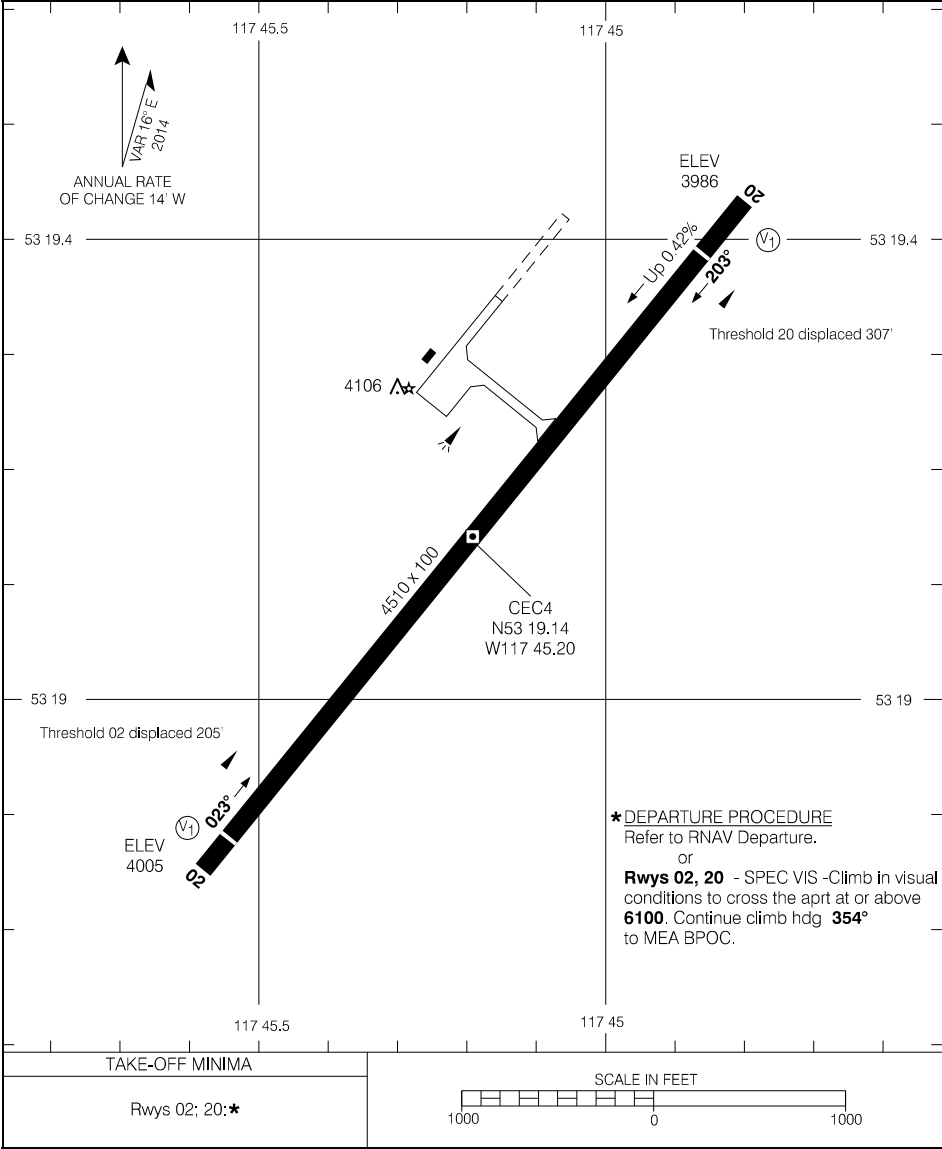


AERODROME CHART

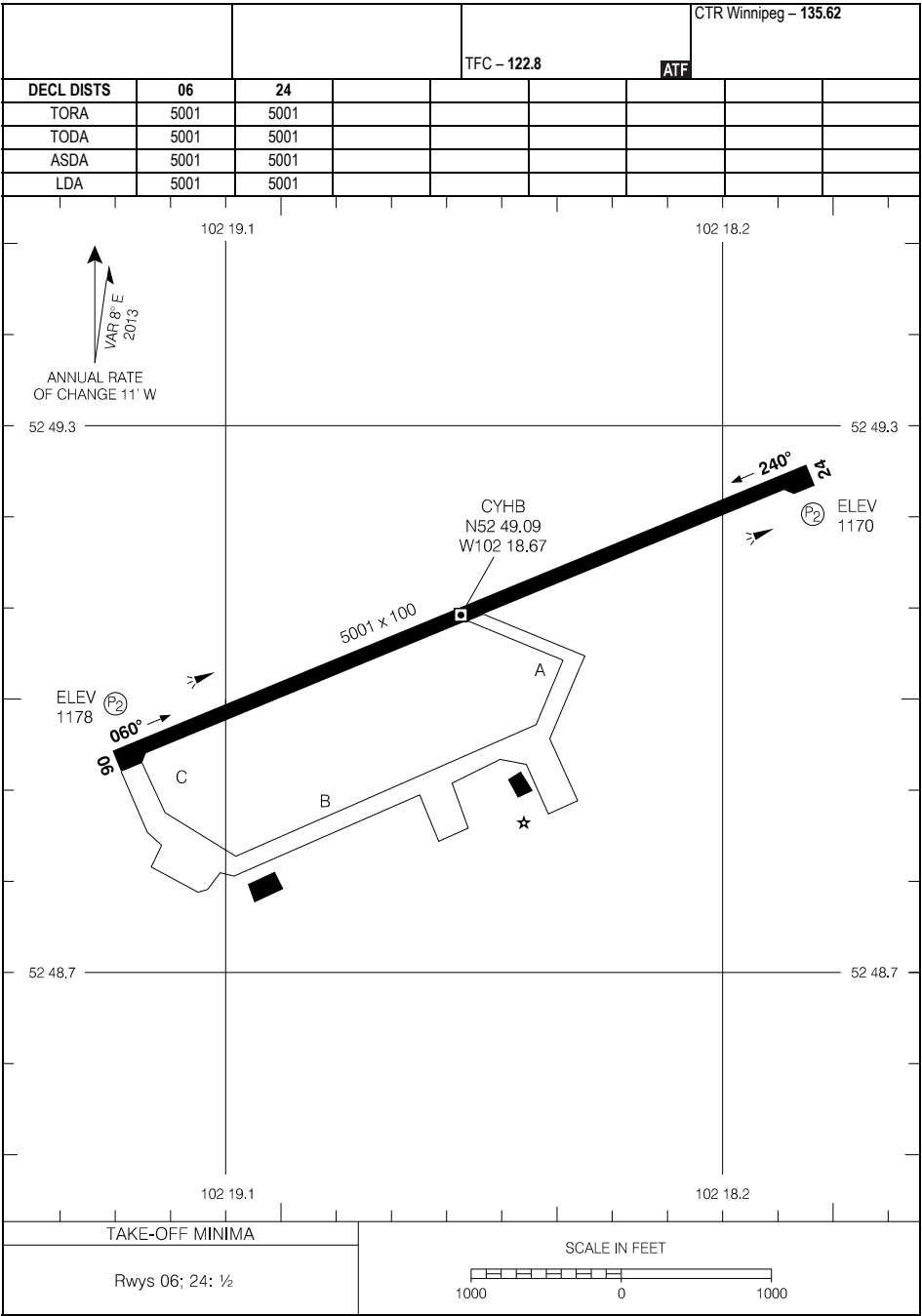
EFF 27 NOV 25

CEN4

AUTO – 122.55		UNICOM – 123.35 (AU)				RADIO Edmonton – 123.55			
		ATF							
DECL DIST	02	20							
TORA	4510	4510							
TODA	4510	4510							
ASDA	4510	4510							
LDA	4305	4203							



AERODROME CHART



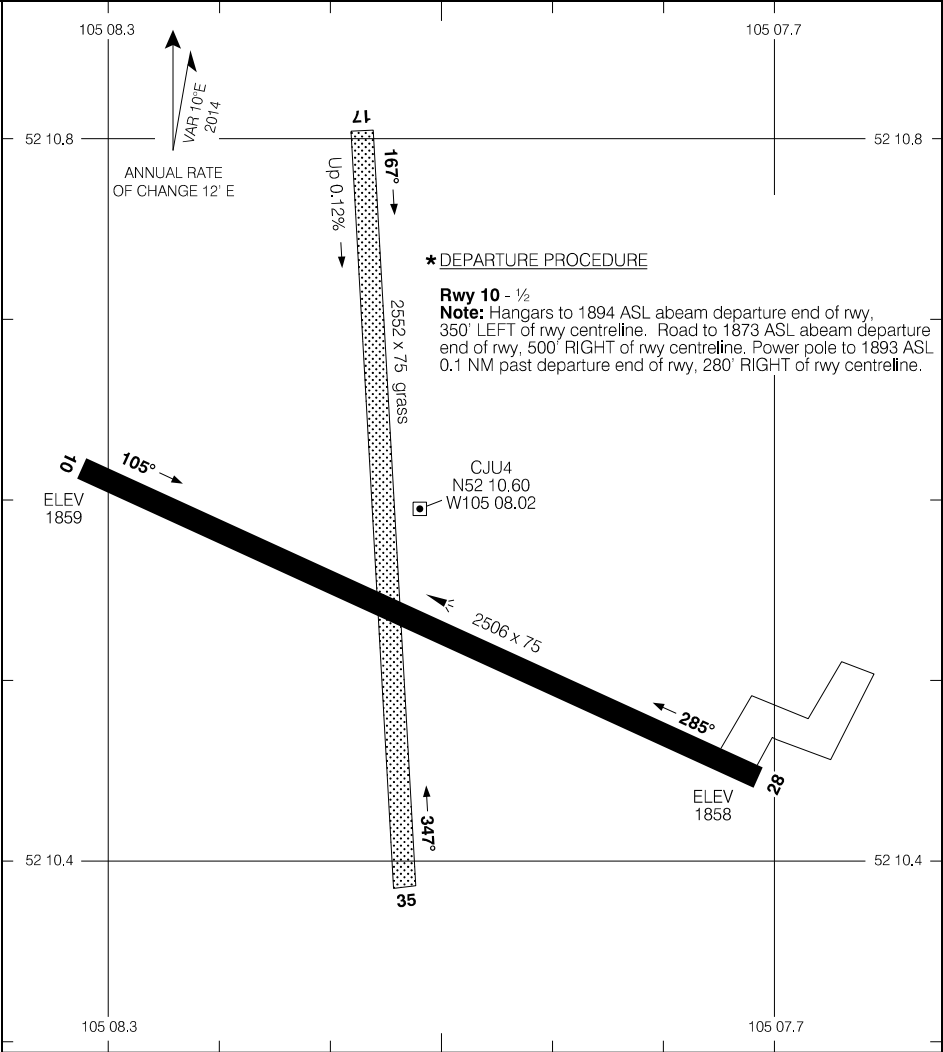
AERODROME CHART

EFF 7 AUG 25

CYHB

AERODROME CHART

				TFC – 123.2		CTR Winnipeg – 133.9	
				ATF			
DECL DIST	10	28	17	35			
TORA	2506	2506	2552	2552			
TODA	2506	2506	2552	2552			
ASDA	2506	2506	2552	2552			
LDA	2506	2506	2552	2552			



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TAKE-OFF MINIMA		SCALE IN FEET 5000500
Rwy 10: ★		
Rwy 28: ½		
Rwys 17; 35: NOT ASSESSED		

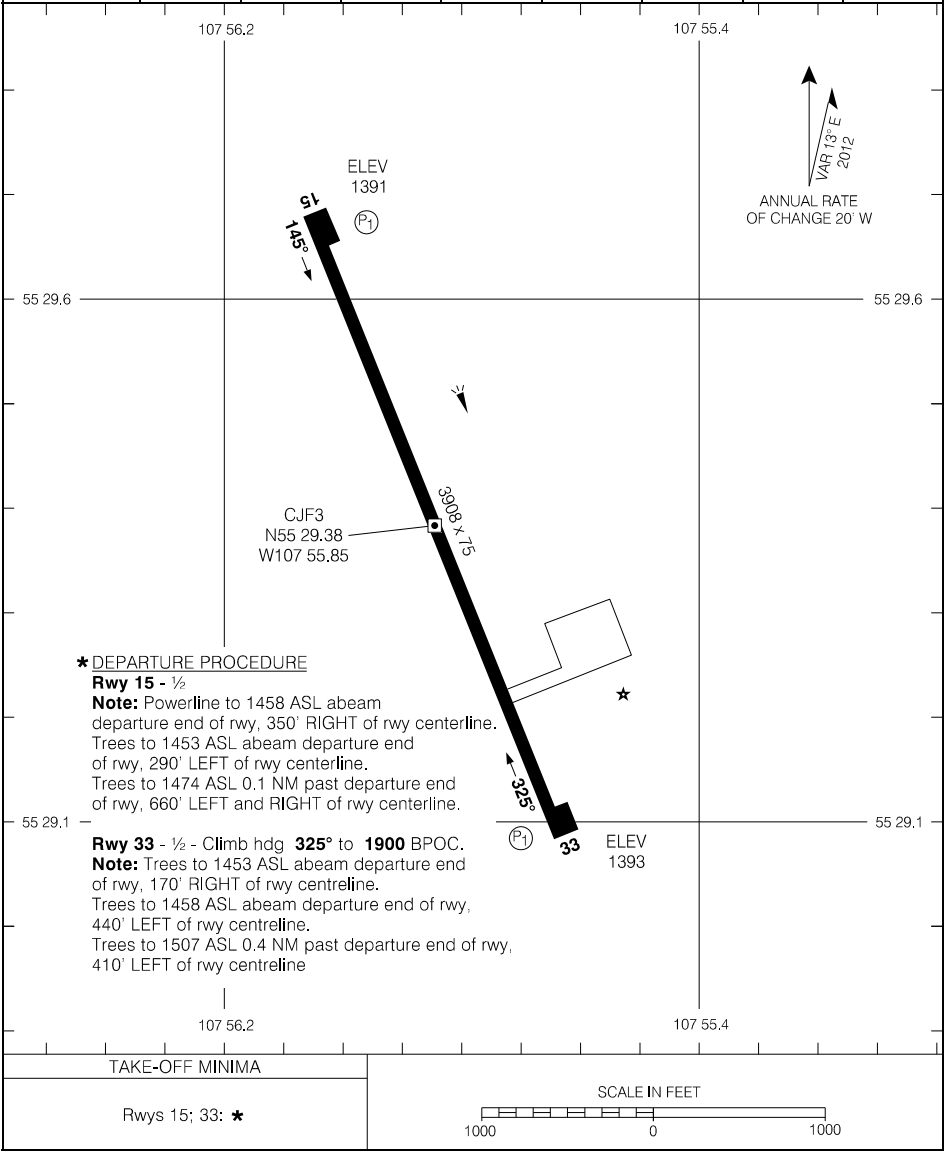
AERODROME CHART

EFF 16 MAY 24

CJU4

AERODROME CHART

AUTO – 122.07				TFC – 123.2		ATF	
DECL DIST	15	33					
TORA	3908	3908					
TODA	3908	3908					
ASDA	3908	3908					
LDA	3908	3908					



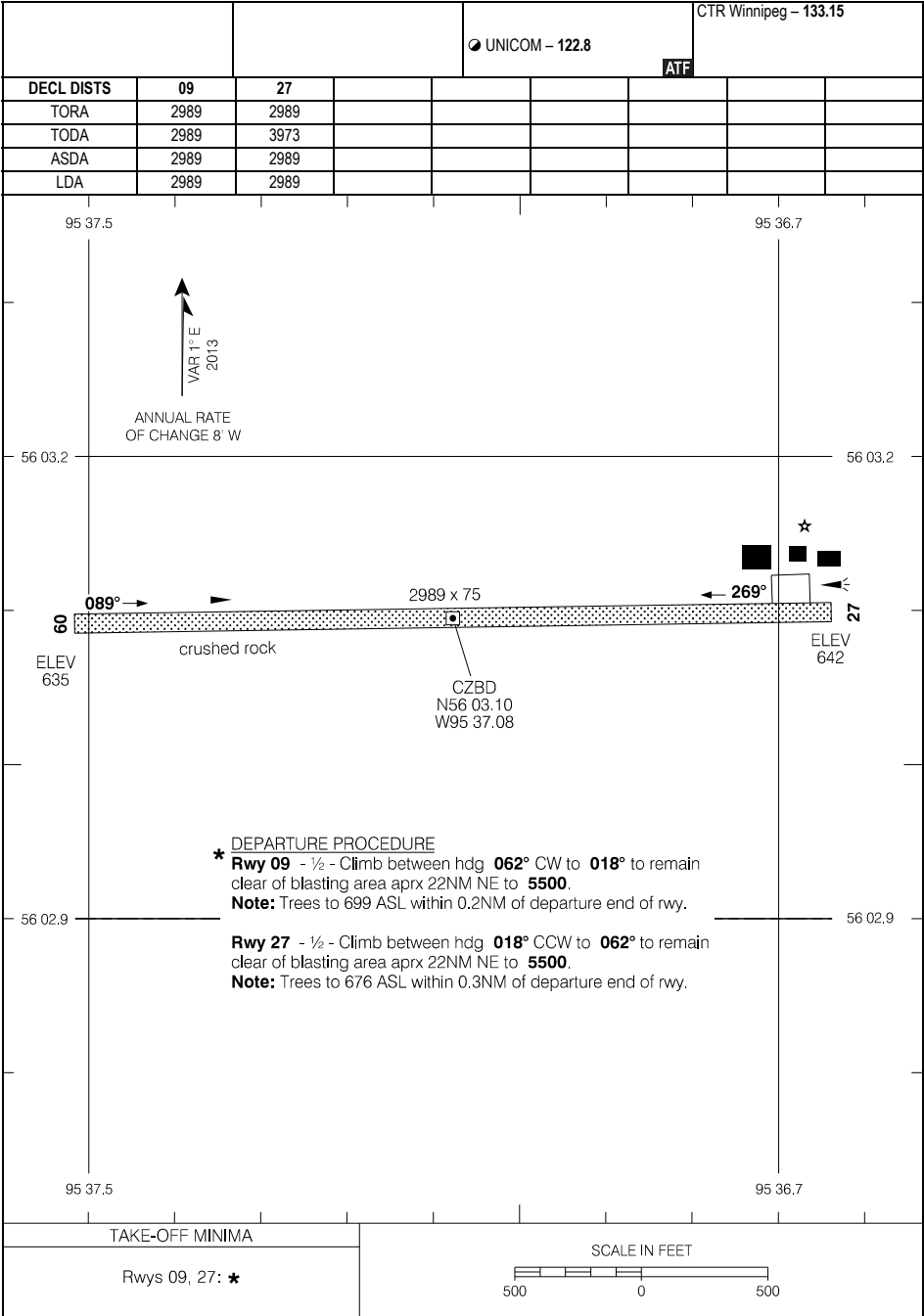
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AERODROME CHART

EFF 11 JUL 24

CJF3

AERODROME CHART

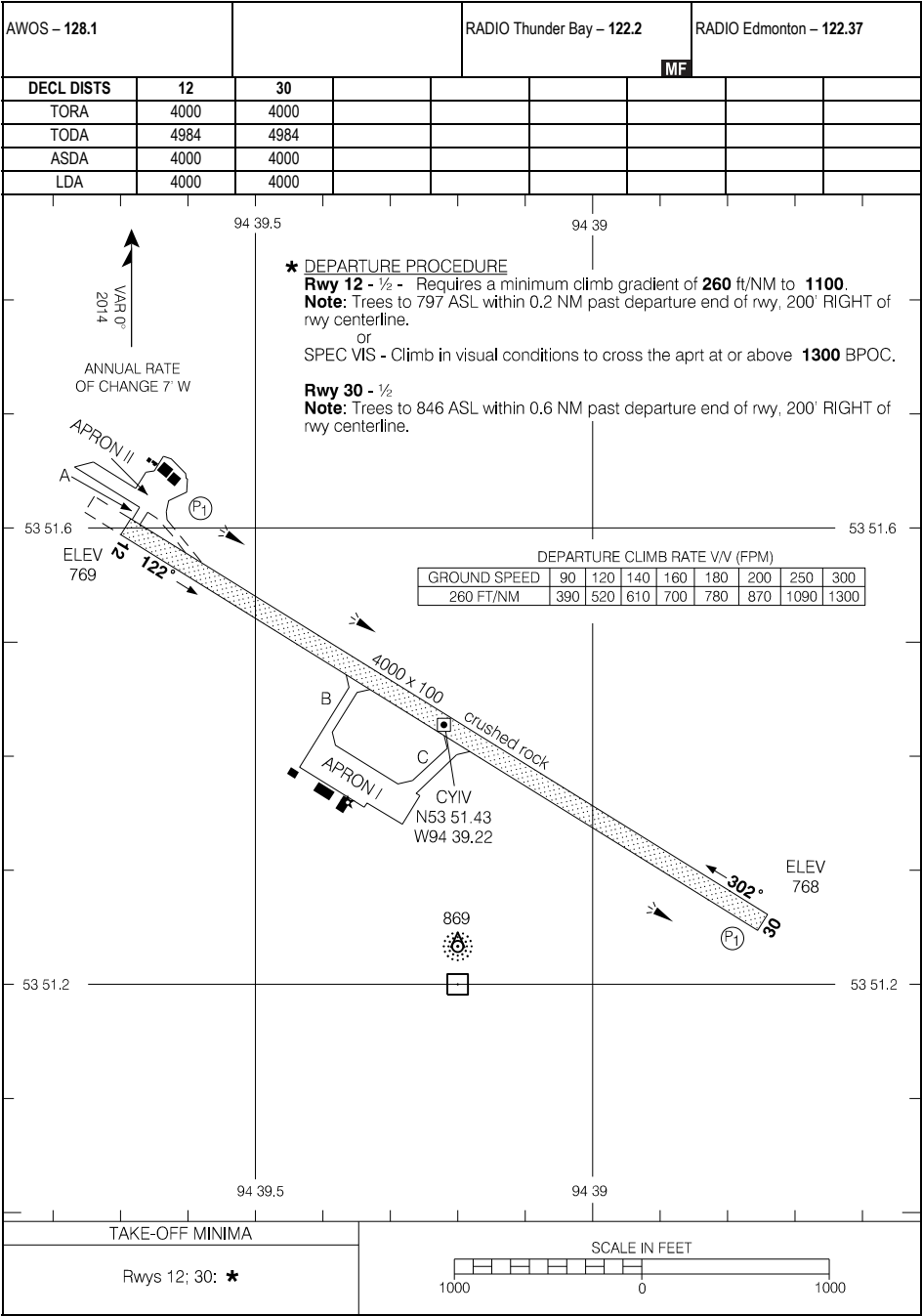


AERODROME CHART

EFF 16 JUL 20

CZBD

AERODROME CHART



VAR 0°

2014

↑

ANNUAL RATE OF CHANGE 7° W

APRON II

A

53 51.6

ELEV 769

122°

30

4000 x 100

B

APRON I

C

crushed rock

CYIV

N53 51.43

W94 39.22

869

302°

ELEV 768

30

* DEPARTURE PROCEDURE

Rwy 12 - ½ - Requires a minimum climb gradient of 260 ft/NM to 1100.

Note: Trees to 797 ASL within 0.2 NM past departure end of rwy, 200' RIGHT of rwy centerline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above 1300 BPOC.

Rwy 30 - ½

Note: Trees to 846 ASL within 0.6 NM past departure end of rwy, 200' RIGHT of rwy centerline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300

TAKE-OFF MINIMA

Rwys 12; 30: *

SCALE IN FEET

1000 0 1000

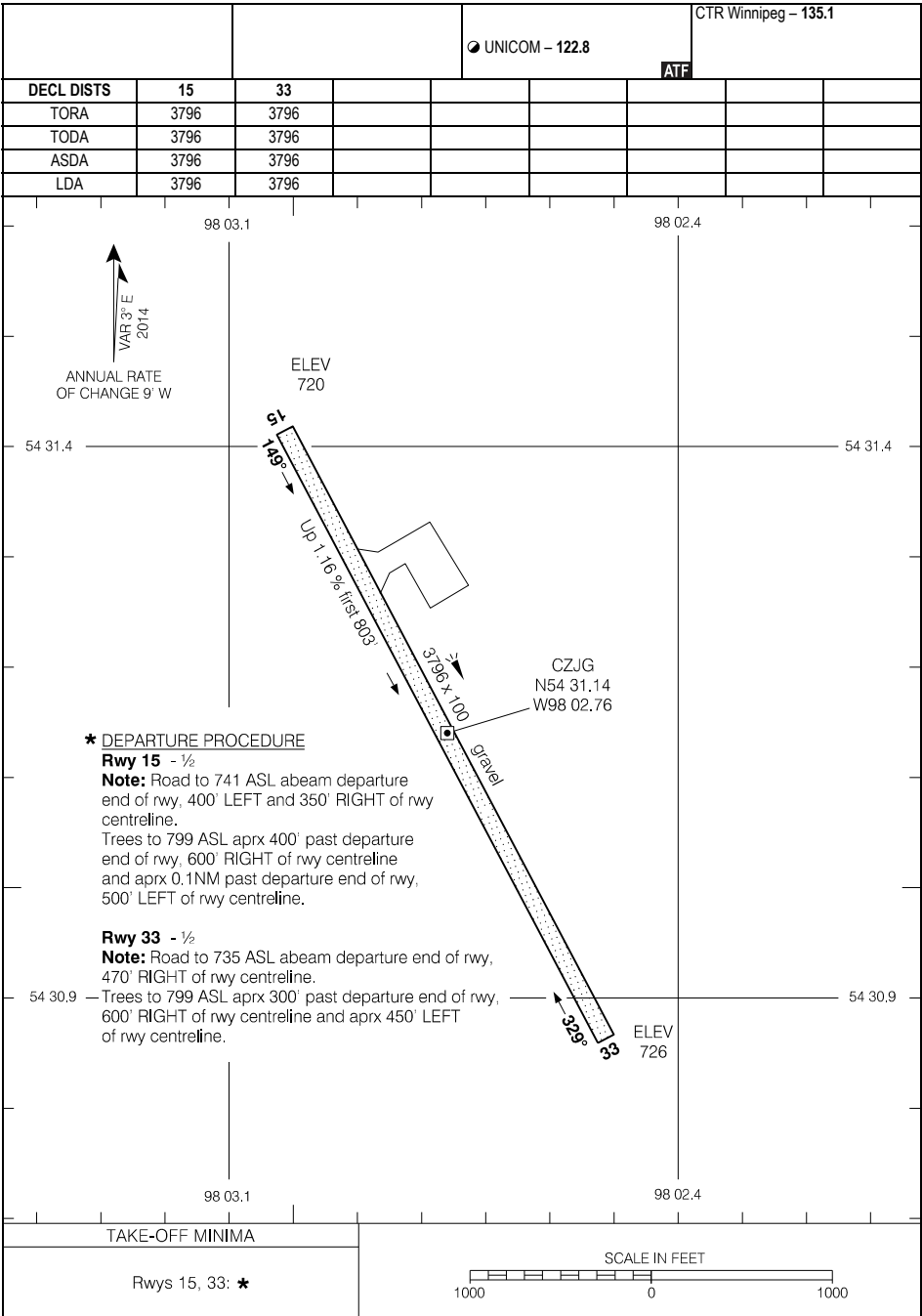
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AERODROME CHART

EFF 2 OCT 25

CYIV

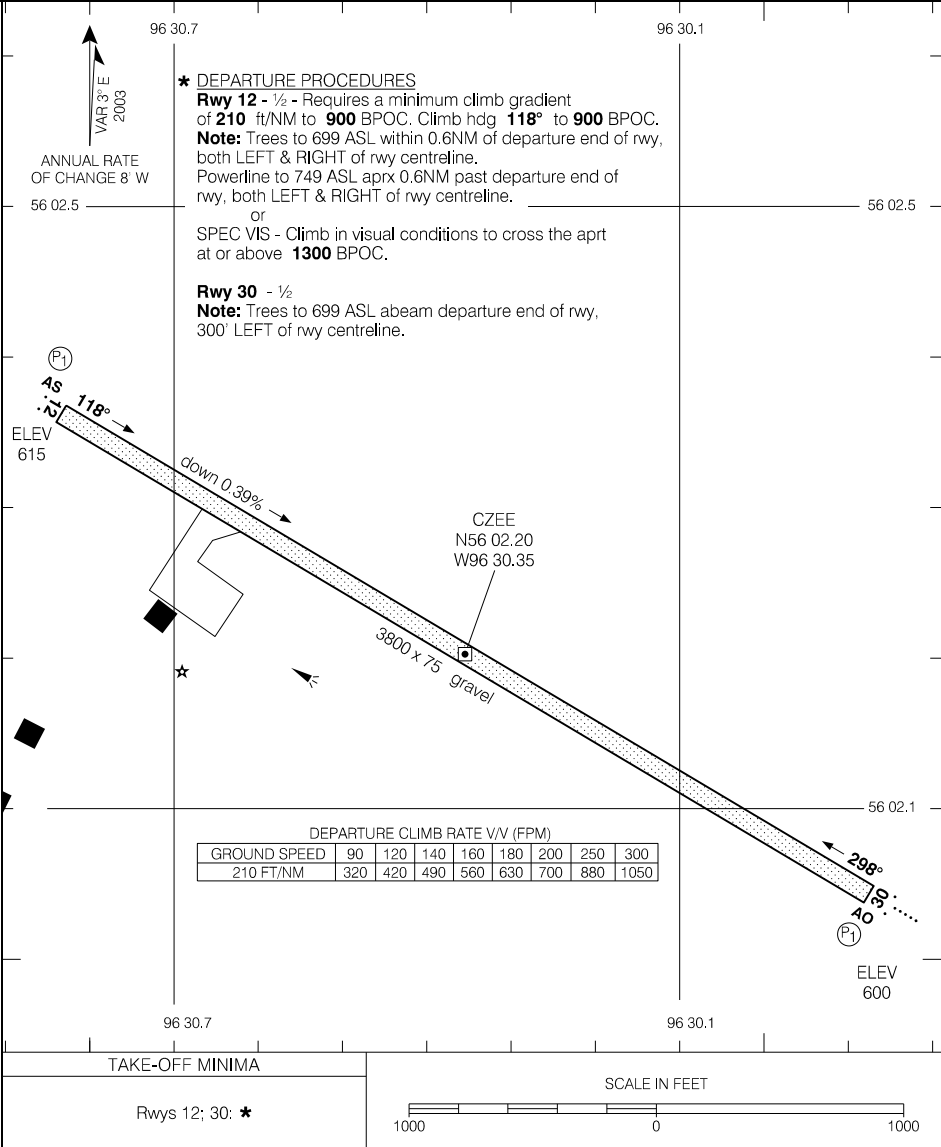
AERODROME CHART



AERODROME CHART

AERODROME CHART

AUTO – 122.55		UNICOM – 122.8				CTR Winnipeg – 133.15		
						ATF		
DECL DIST	12	30						
TORA	3800	3800						
TODA	3800	3800						
ASDA	3955	3956						
LDA	3800	3800						

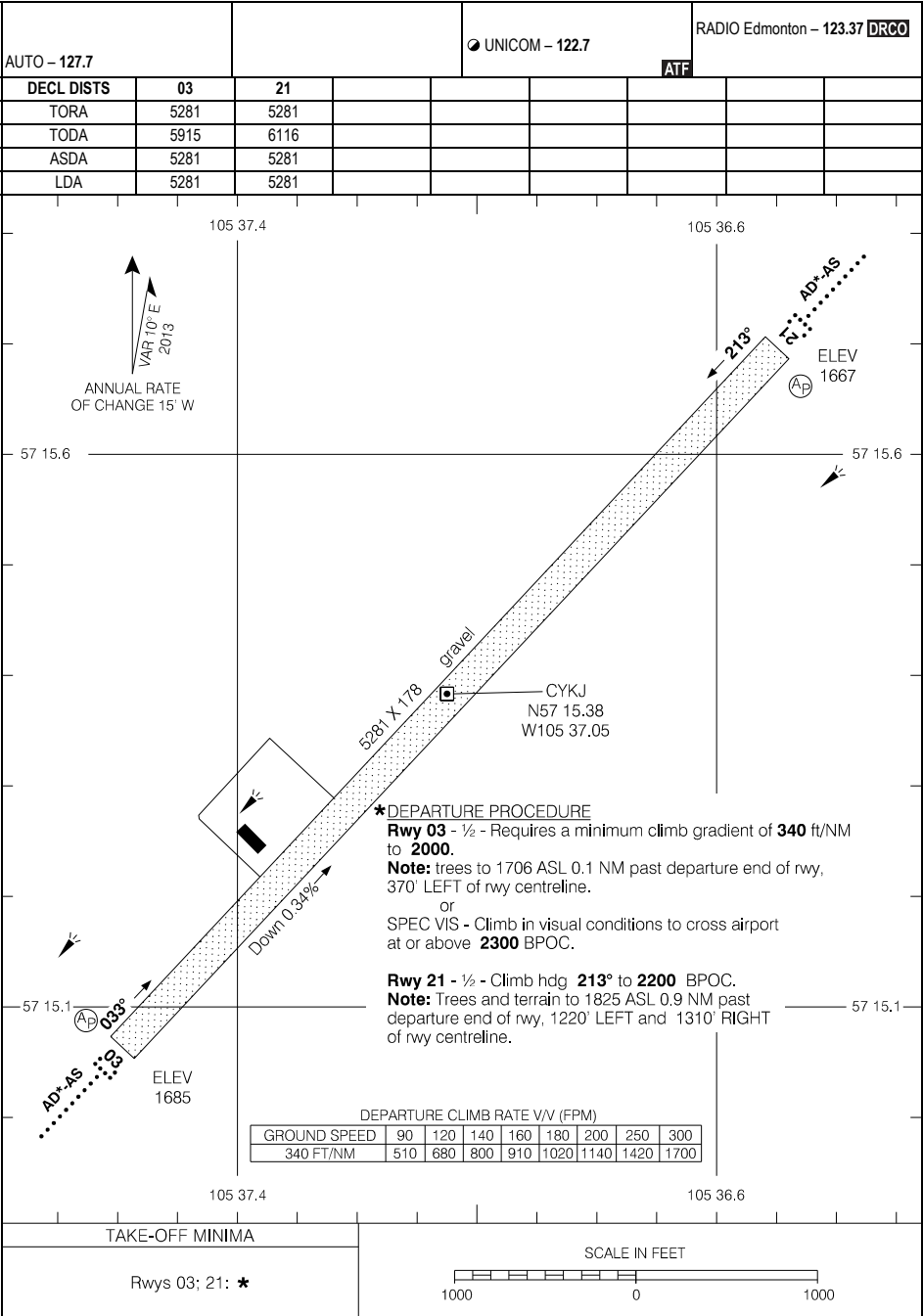


AERODROME CHART

EFF 27 NOV 25

CZEE

AERODROME CHART



AERODROME CHART

EFF 23 FEB 23

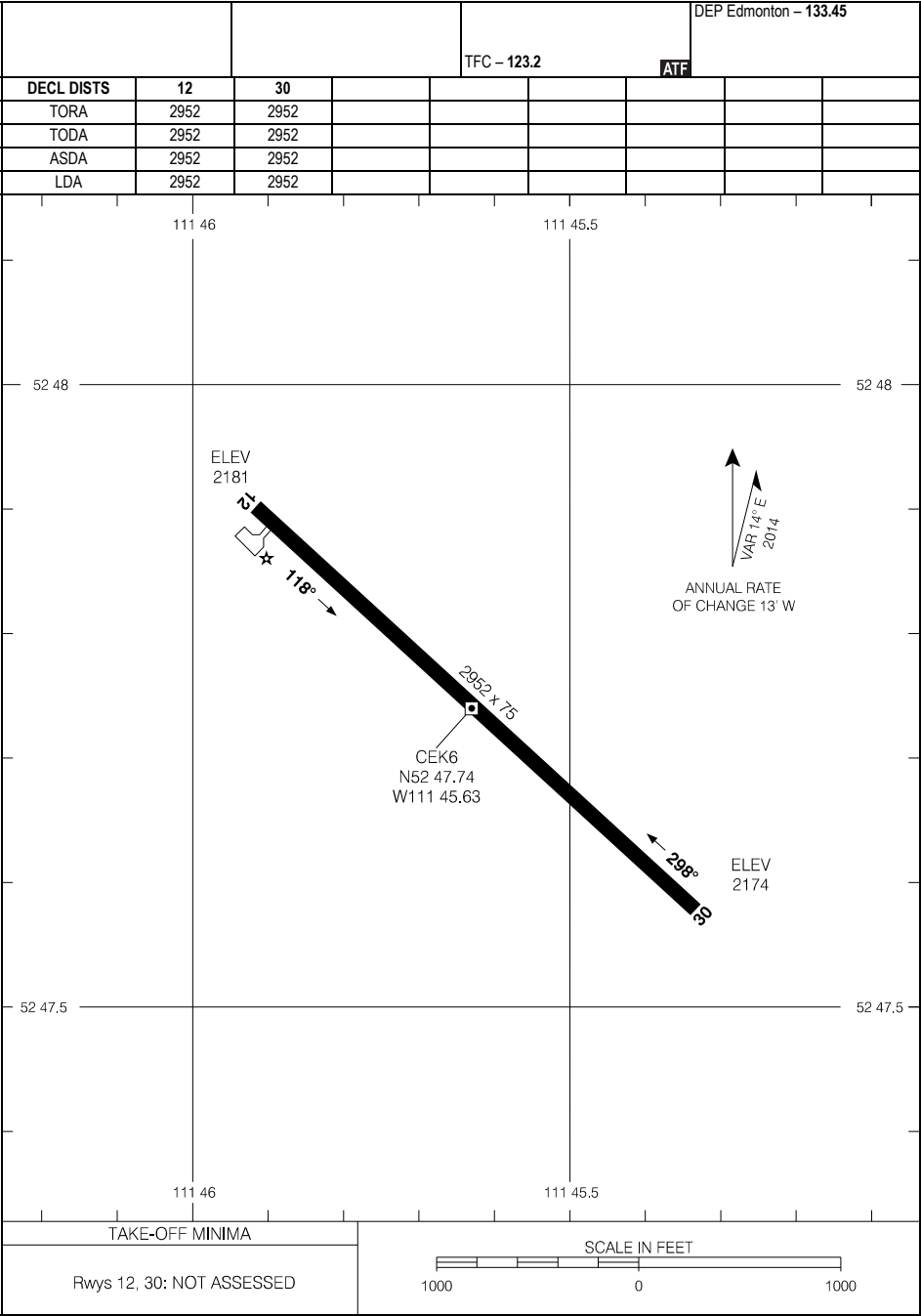
CYKJ

CEK6-AD

KILLAM-SEDGEWICK/FLAGSTAFF REGIONAL, AB

CEK6

AERODROME CHART



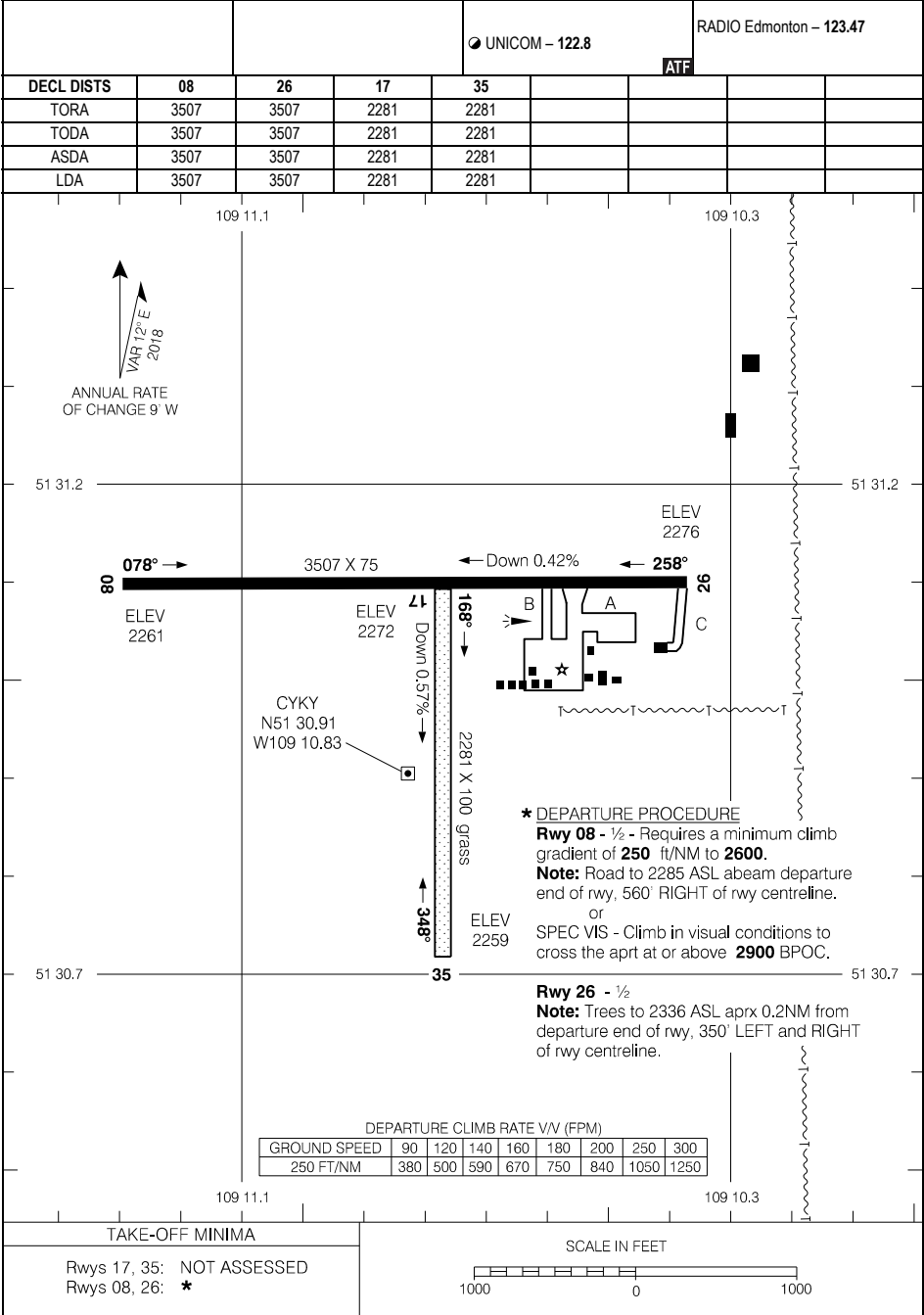
AERODROME CHART

CEK6

EFF 16 JUL 20

CEK6-AD

AERODROME CHART



AERODROME CHART

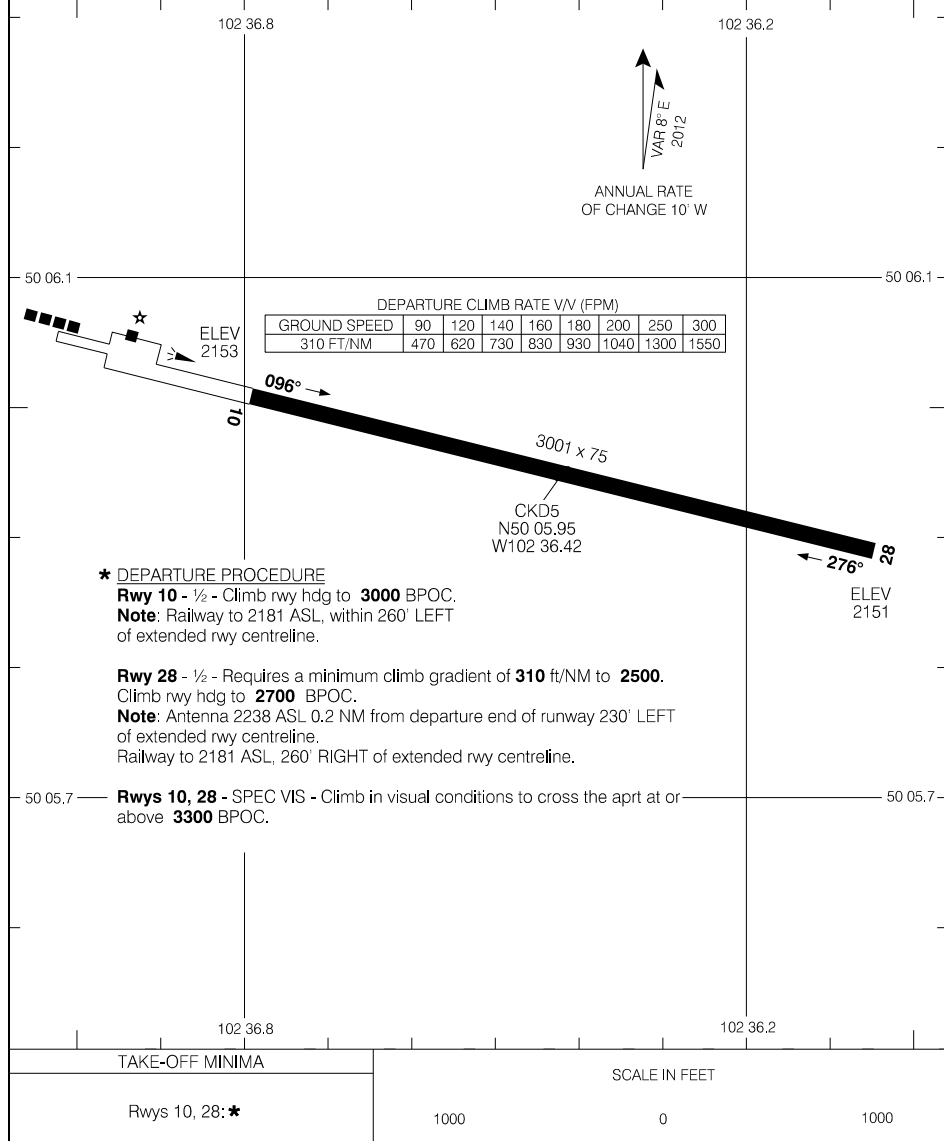
EFF 26 DEC 24

CYKY

KIPLING, SK
CKD5

AERODROME CHART

				TFC – 123.2		ATF	
DECL DIST	10	28					
TORA	3001	3001					
TODA	3001	3001					
ASDA	3001	3001					
LDA	3001	3001					



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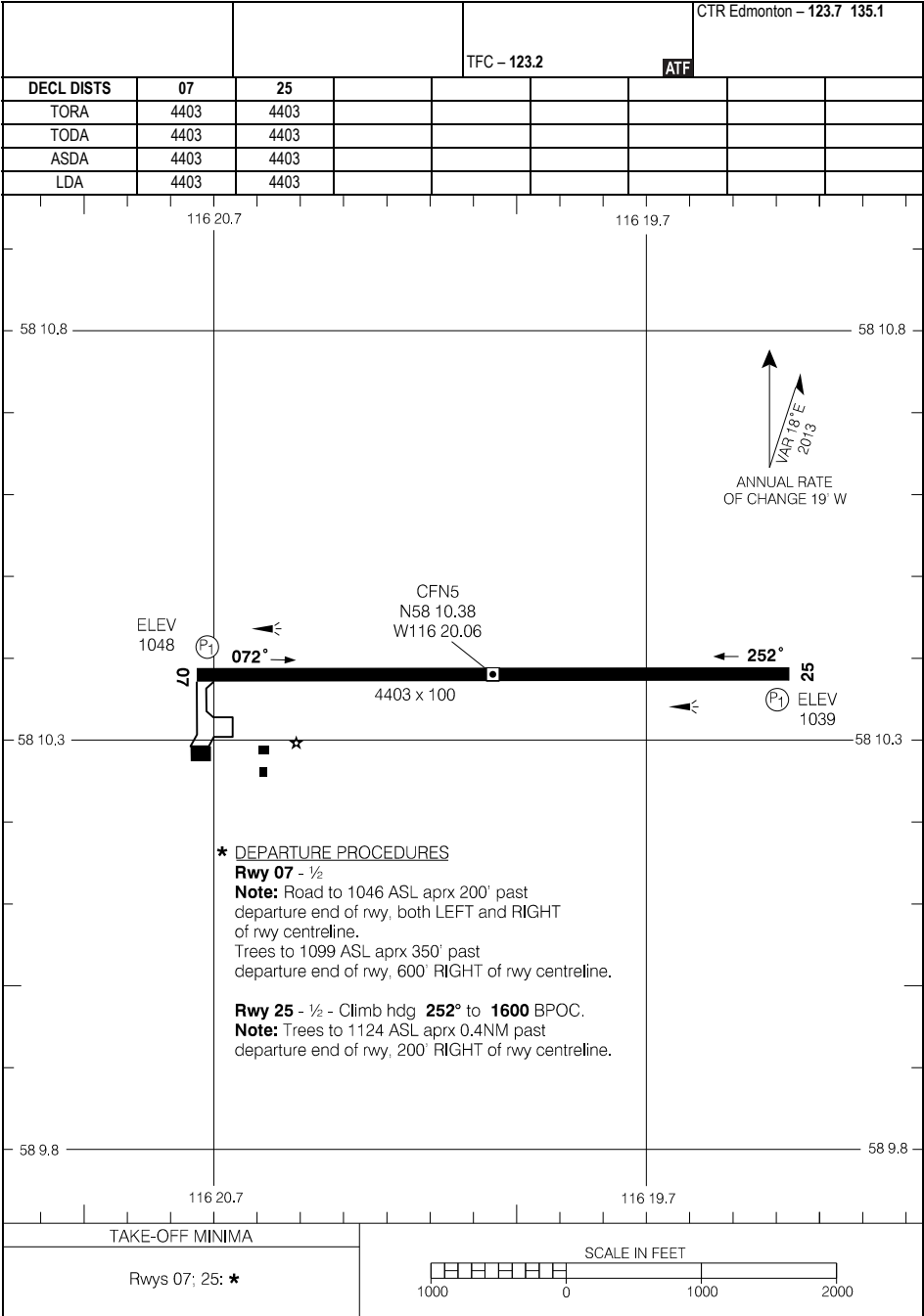
AERODROME CHART

EFF 7 AUG 25

CKD5

CKD5-AD

AERODROME CHART

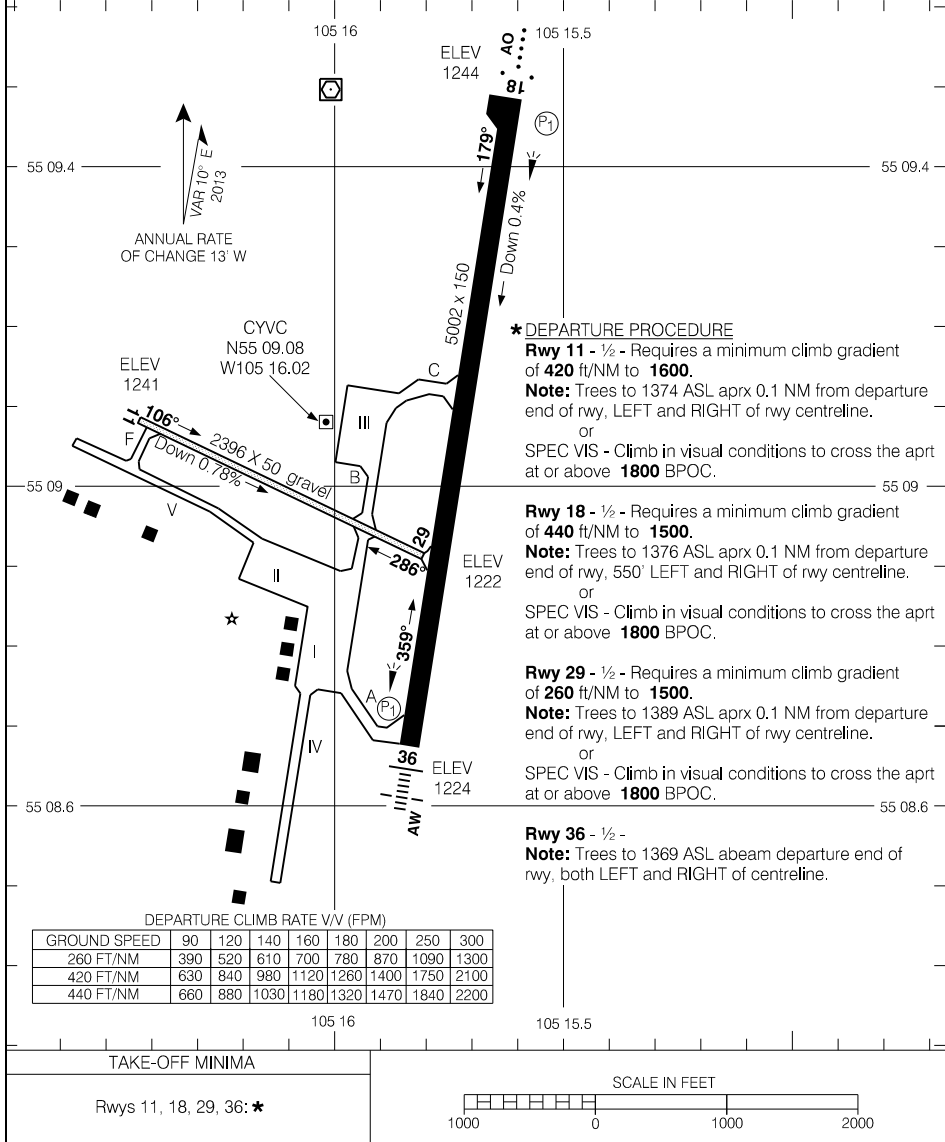


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LA RONGE (BARBER FIELD), SK
CYVC

CYVC

					RADIO – 122.2		CTR Winnipeg – 126.4 RADIO Edmonton – 123.55	
DECL DIST	18	36	11	29		MF		
TORA	5002	5002	2396	2396				
TODA	5986	5986	2986	2986				
ASDA	5002	5002	2396	2396				
LDA	5002	5002	2396	2396				

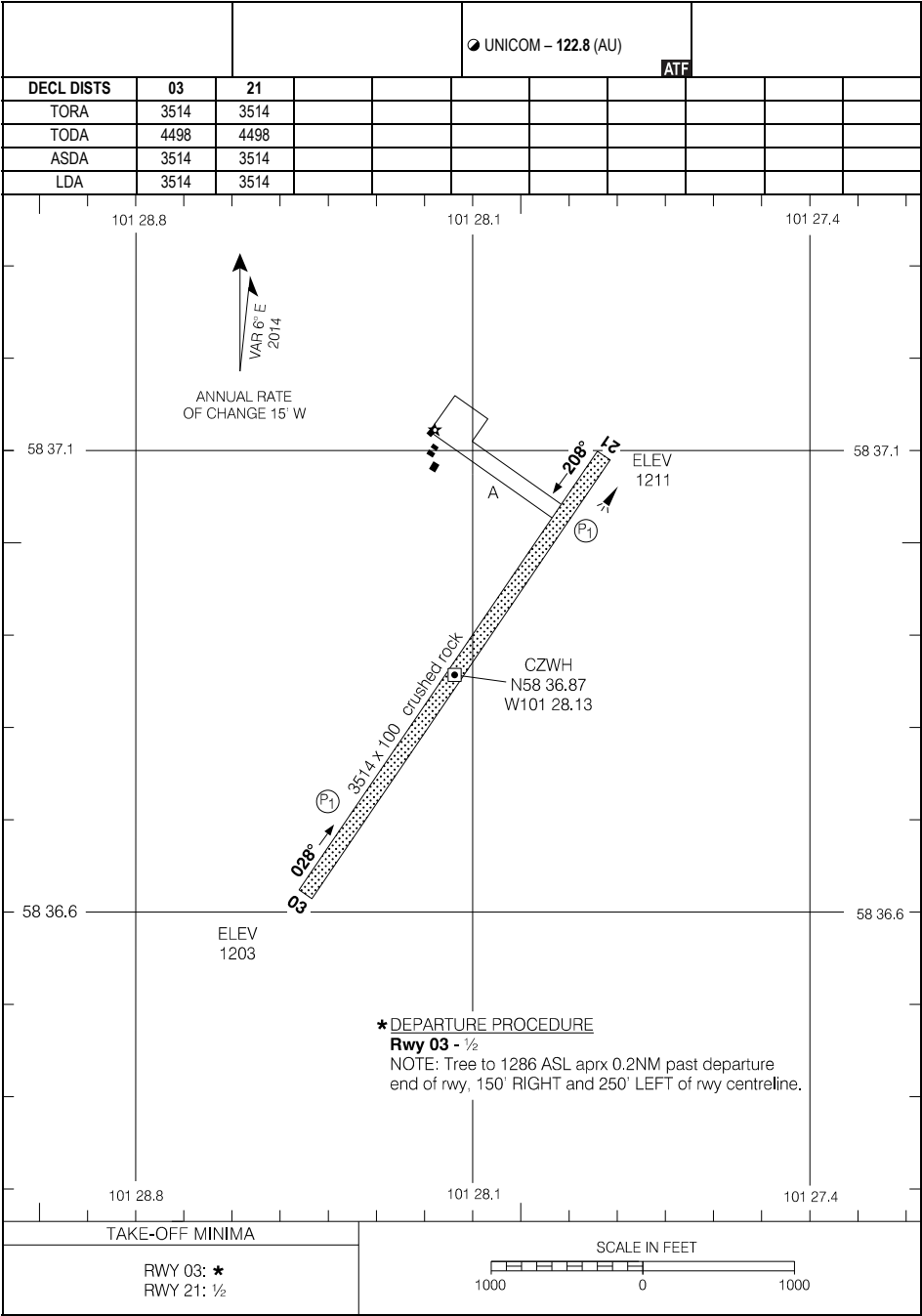


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CZWH-AD

LAC BROCHET, MB
CZWH

AERODROME CHART



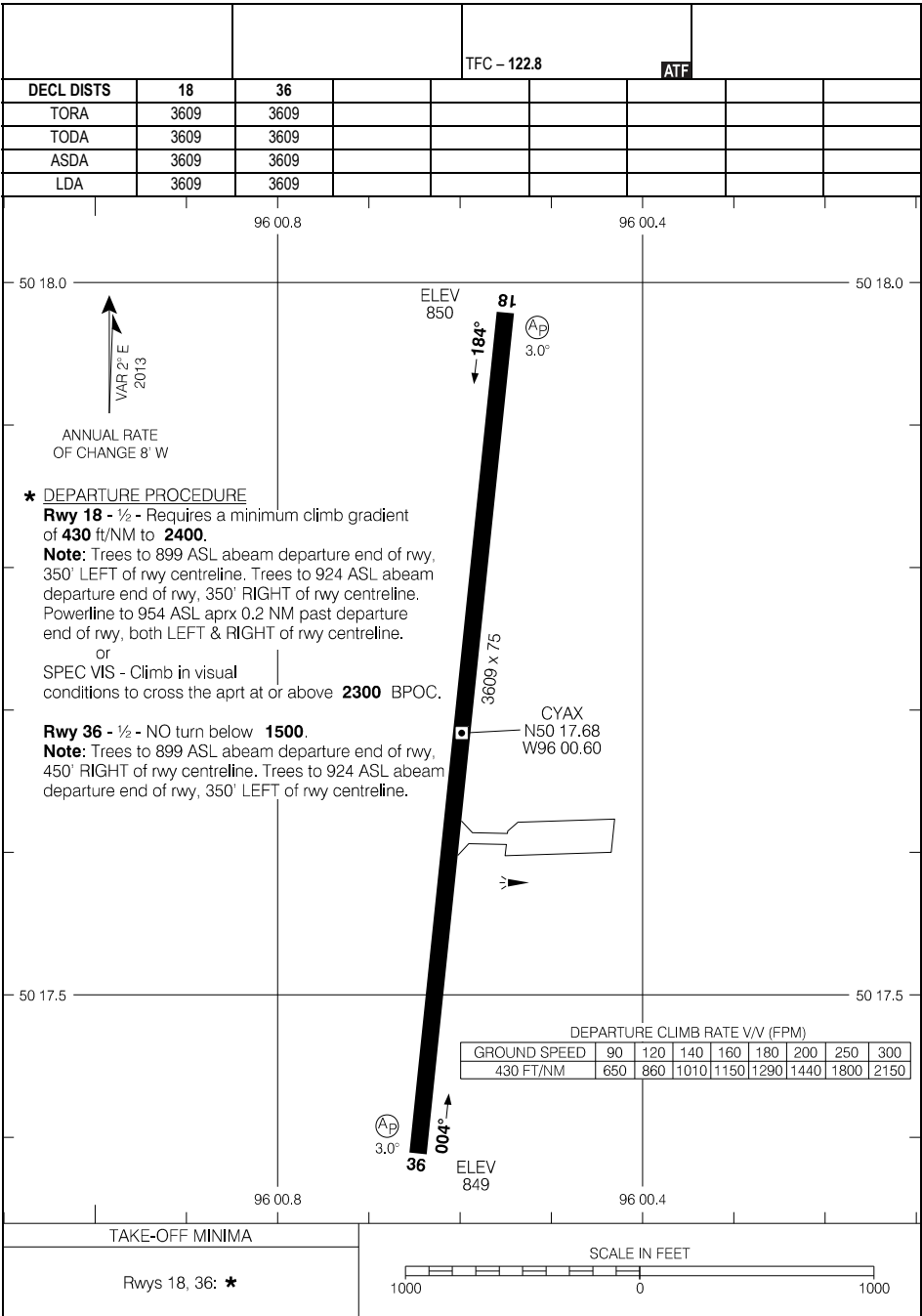
AERODROME CHART

CZWH

EFF 20 FEB 25

CZWH-AD

AERODROME CHART



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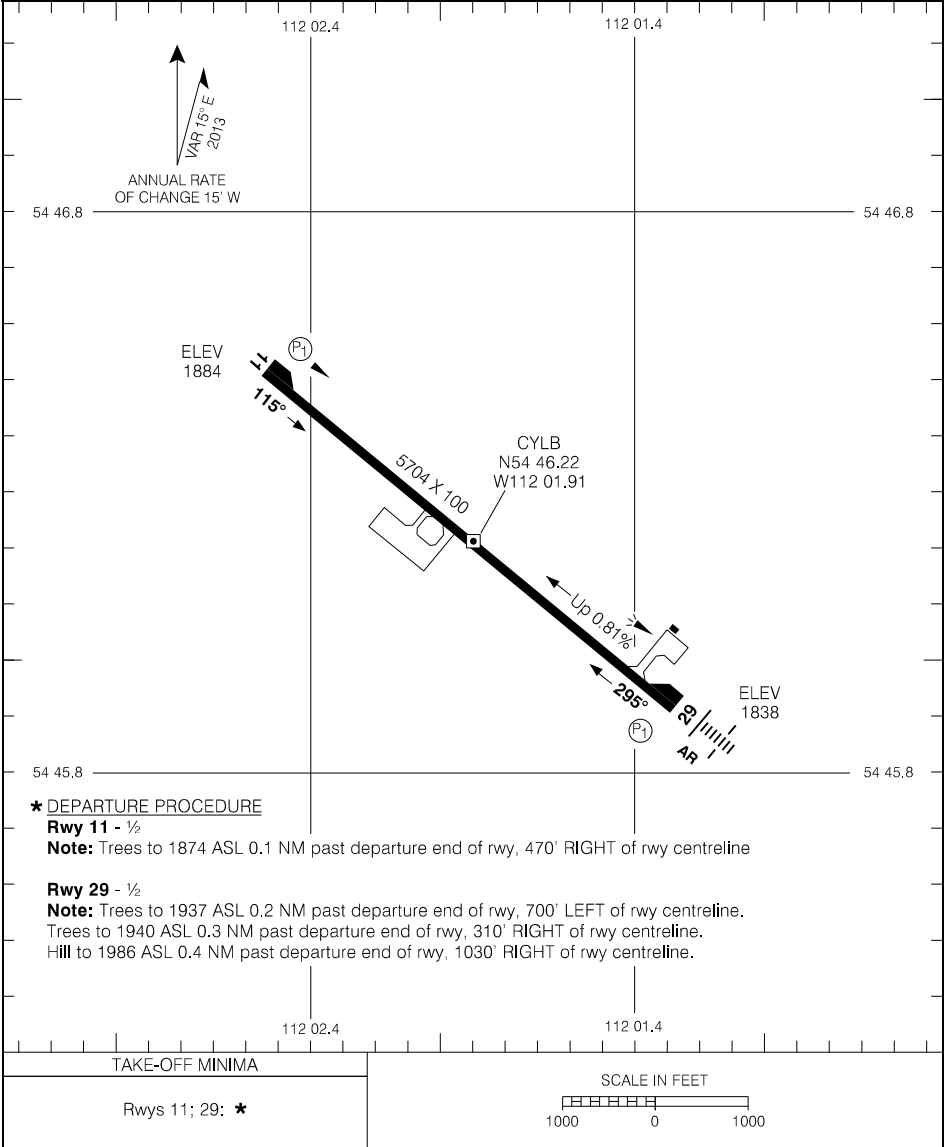
AERODROME CHART

EFF 16 MAY 24

CYAX

AERODROME CHART

AUTO – 122.12				TFC – 123.2		RADIO Edmonton – 123.47	
						ATF	
DECL DIST	11	29					
TORA	5704	5704					
TODA	5704	5704					
ASDA	5704	5704					
LDA	5704	5704					

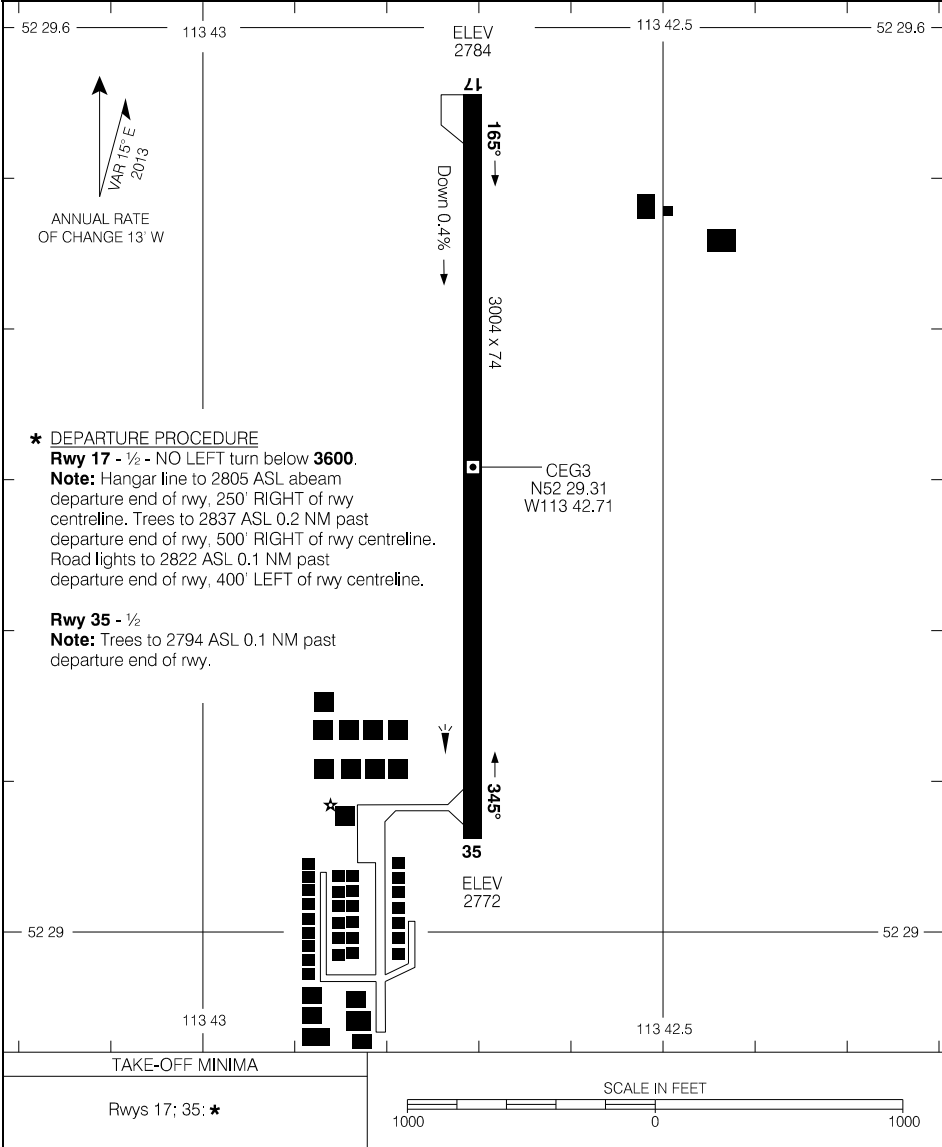


AERODROME CHART

CYLB

AERODROME CHART

ATIS Red Deer – 124.0		UNICOM – 123.3				CTR Edmonton – 132.85	
		ATF					
DECL DIST	17	35					
TORA	3004	3004					
TODA	3004	3004					
ASDA	3004	3004					
LDA	3004	3004					

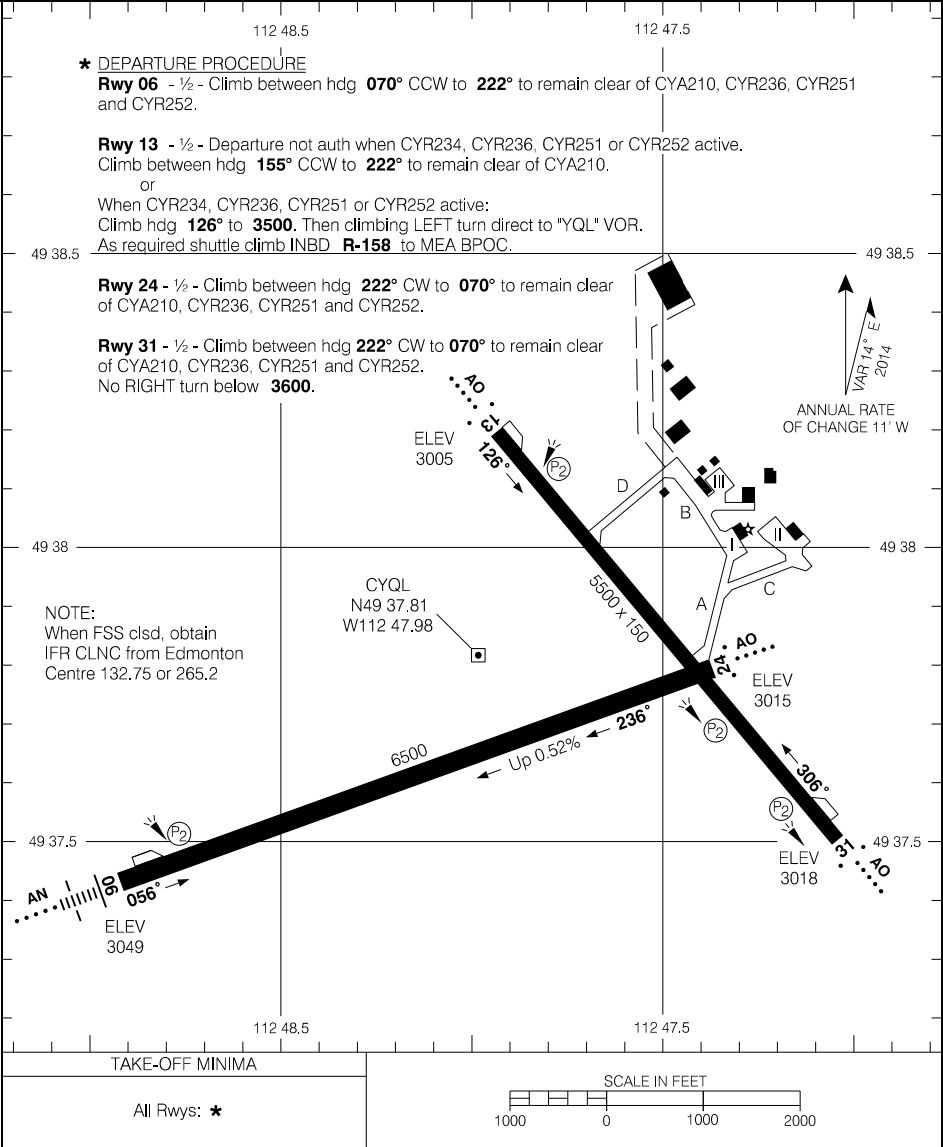


AERODROME CHART

CEG3

AERODROME CHART

● ATIS – 124.4 ● AWOS – 124.4				● RADIO – 121.0 ● TFC – 121.0		CTR Edmonton – 132.75 265.2 RADIO Edmonton – 123.47	
						MF	
DECL DIST	06	24	13	31			
TORA	6500	6500	5500	5500			
TODA	7484	7484	6484	6484			
ASDA	6500	6500	5500	5500			
LDA	6500	6500	5500	5500			



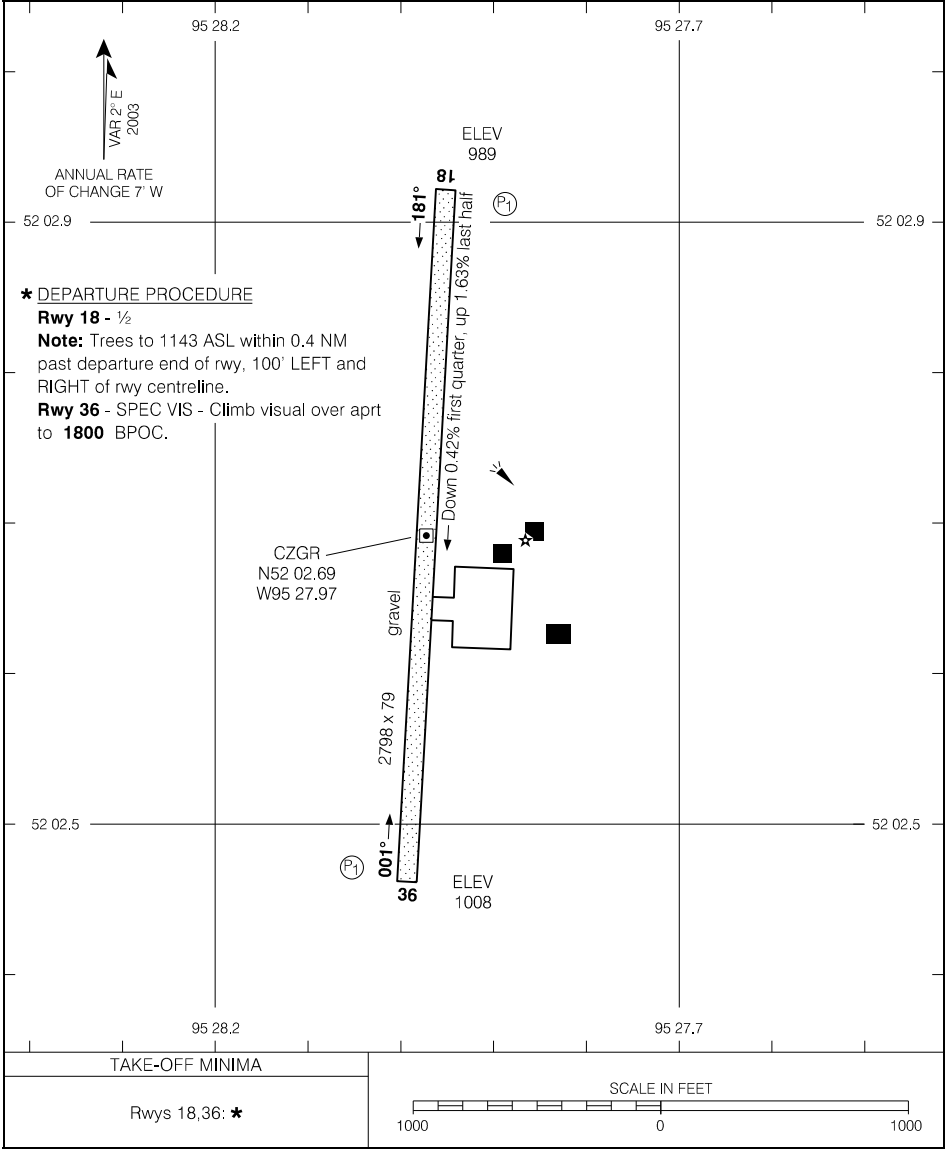
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AERODROME CHART

EFF 15 JUN 23

CYQL

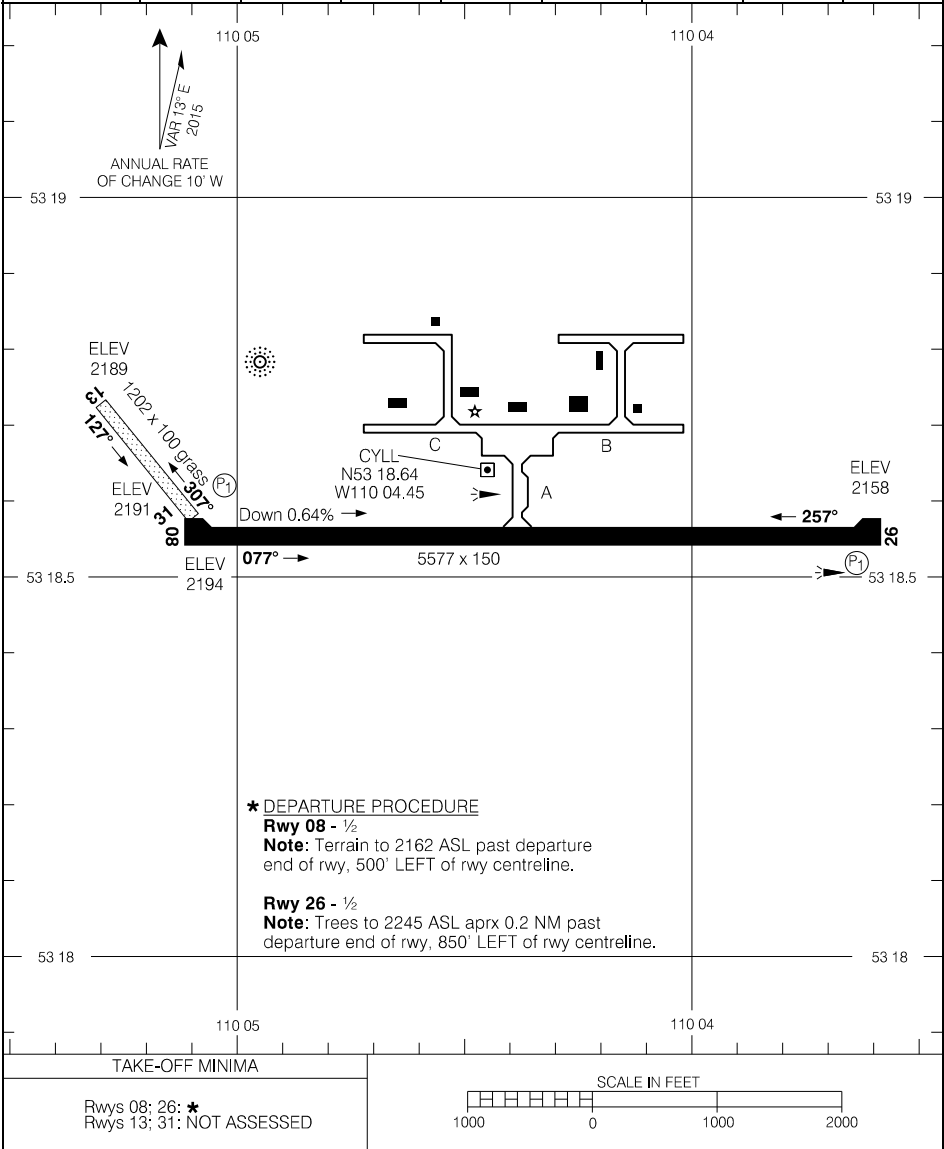
				UNICOM – 122.8 (AU)		ATF	
DECL DIST	18	36					
TORA	2798	2798					
TODA	2798	2823					
ASDA	2798	2798					
LDA	2798	2798					



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AERODROME CHART

● AWOS – 128.55				● RADIO Lloyd – 122.2		CTR Edmonton – 133.45 340.7 RADIO Edmonton – 123.55	
				● TFC – 122.2		MF	
DECL DIST	08	26	13	31			
TORA	5577	5577	1202	1202			
TODA	5577	5577	1202	1202			
ASDA	5577	5577	1202	1202			
LDA	5577	5577	1202	1202			



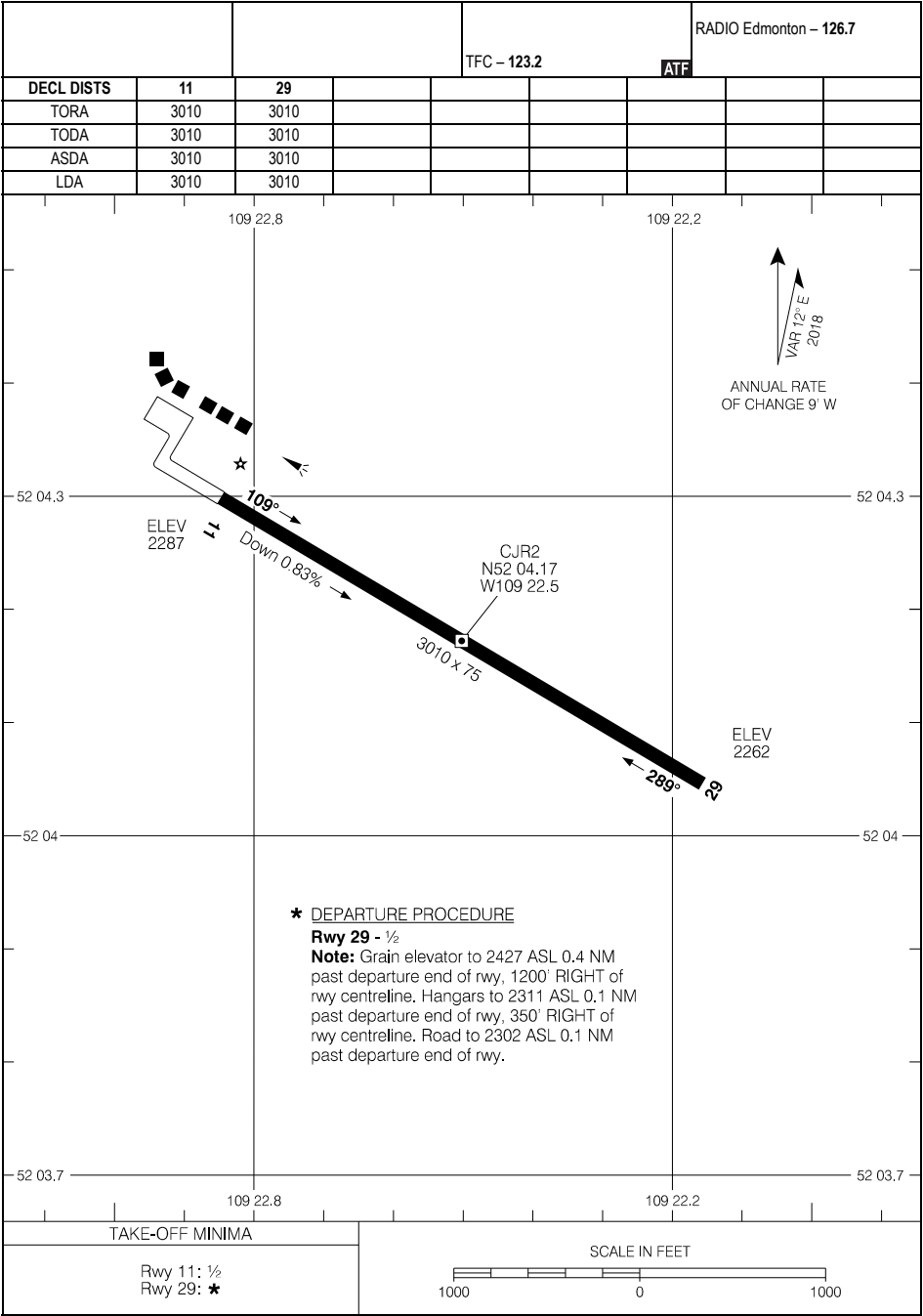
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AERODROME CHART

EFF 10 AUG 23

CYLL

AERODROME CHART



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AERODROME CHART

EFF 24 MAR 22

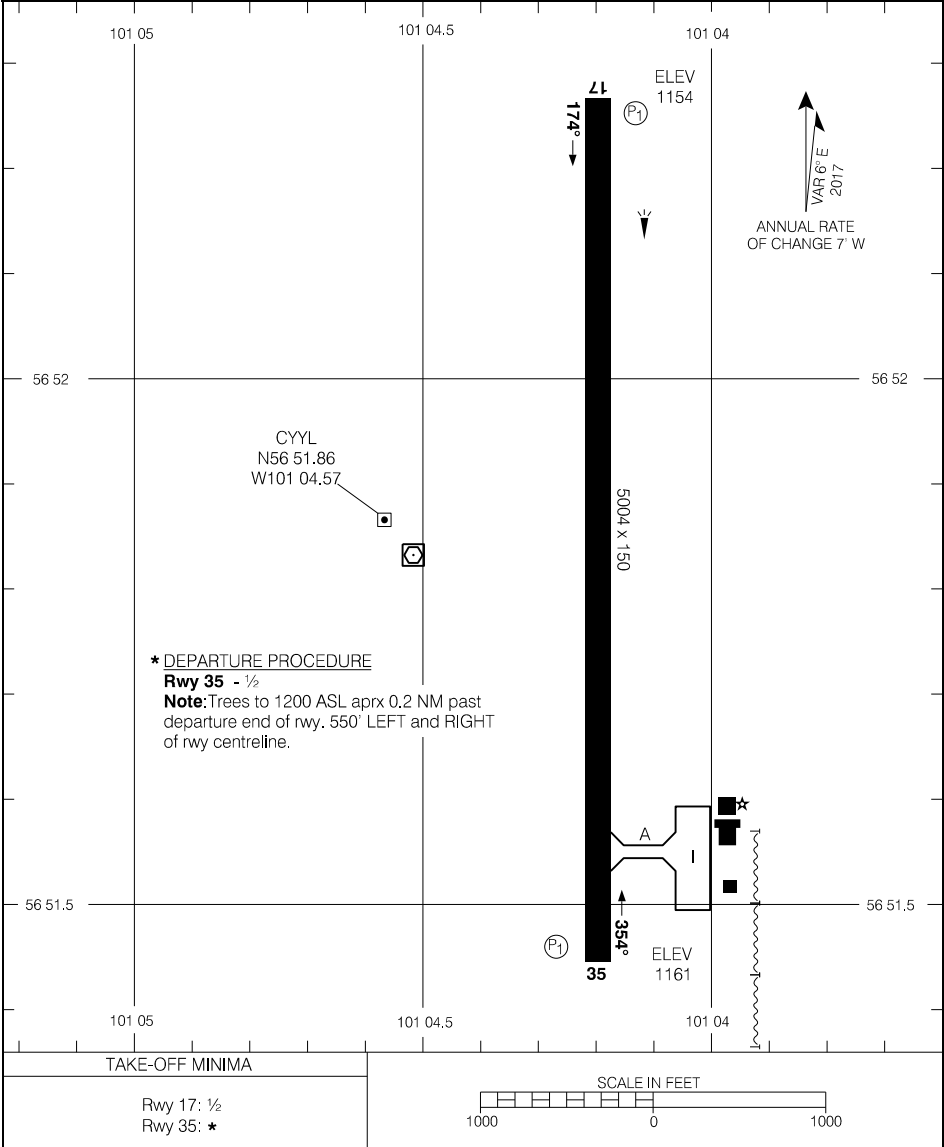
CJR2

CYYL-AD

LYNN LAKE, MB
CYYL

AERODROME CHART

AWOS – 128.0				UNICOM – 122.3 TFC – 122.3		CTR Winnipeg – 135.05 RADIO Edmonton – 123.47	
DECL DIST	17	35					
TORA	5004	5004					
TODA	5988	5988					
ASDA	5004	5004					
LDA	5004	5004					



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AERODROME CHART

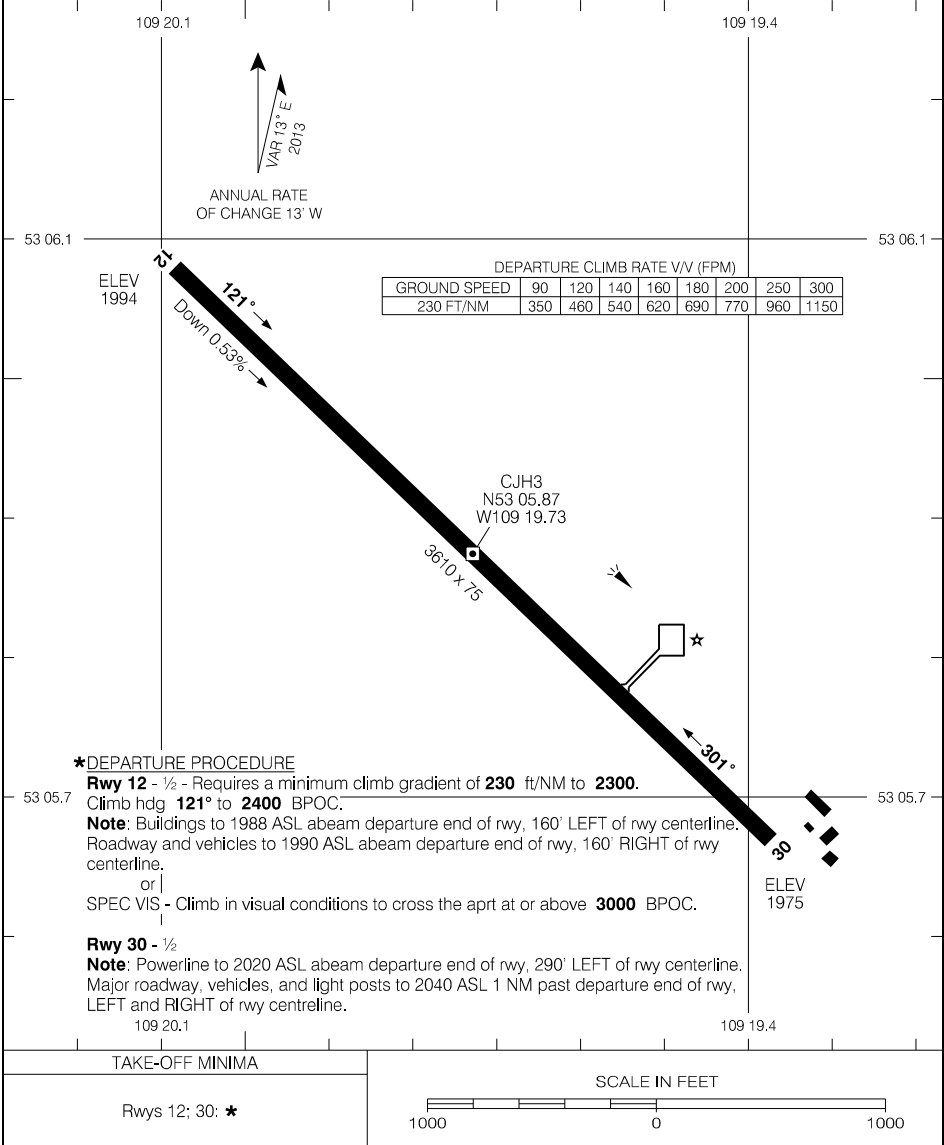
EFF 12 JUN 25

CYYL

CYYL-AD

AERODROME CHART

● AUTO Lloydminster – 128.55		TFC – 123.2		RADIO Edmonton – 123.37	
				ATF	
DECL DIST	12	30			
TORA	3610	3610			
TODA	3610	3807			
ASDA	3610	3610			
LDA	3610	3610			



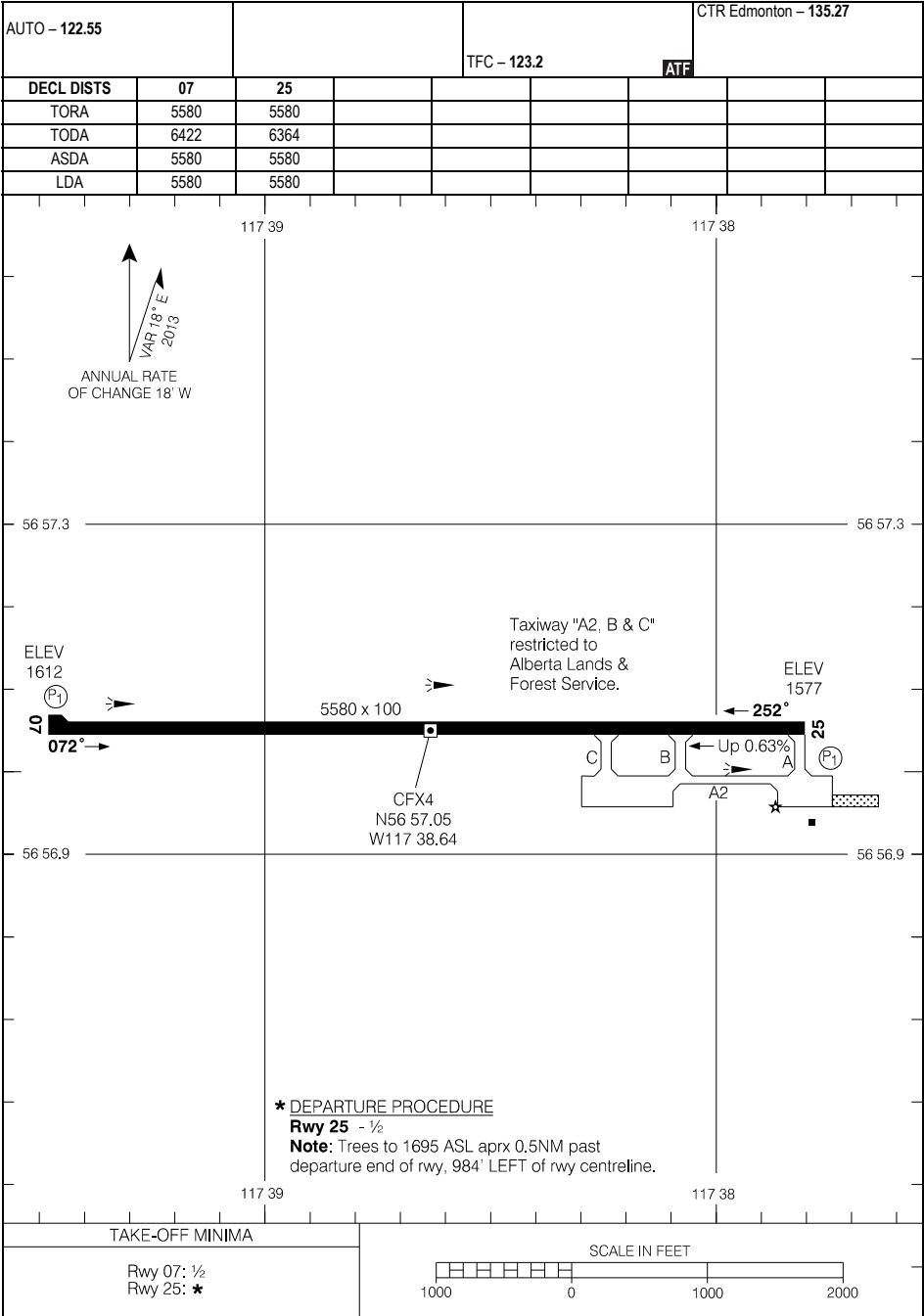
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AERODROME CHART

EFF 3 NOV 22

CJH3

AERODROME CHART



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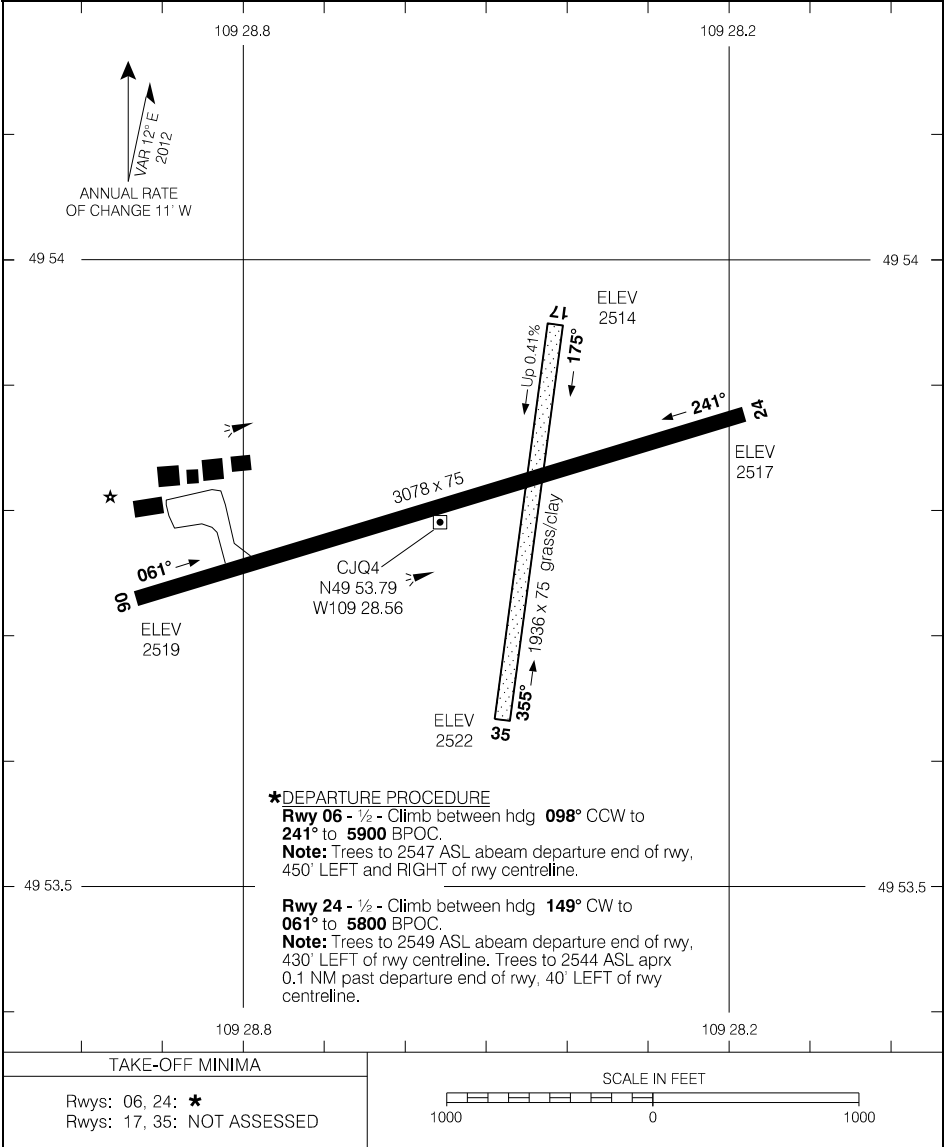
AERODROME CHART

EFF 5 OCT 23

CFX4

AERODROME CHART

		UNICOM – 122.8				RADIO Edmonton – 123.37		
						ATF		
DECL DIST	06	24	17	35				
TORA	3078	3078	1936	1936				
TODA	3078	3078	1936	1936				
ASDA	3078	3078	1936	1936				
LDA	3078	3078	1936	1936				



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AERODROME CHART

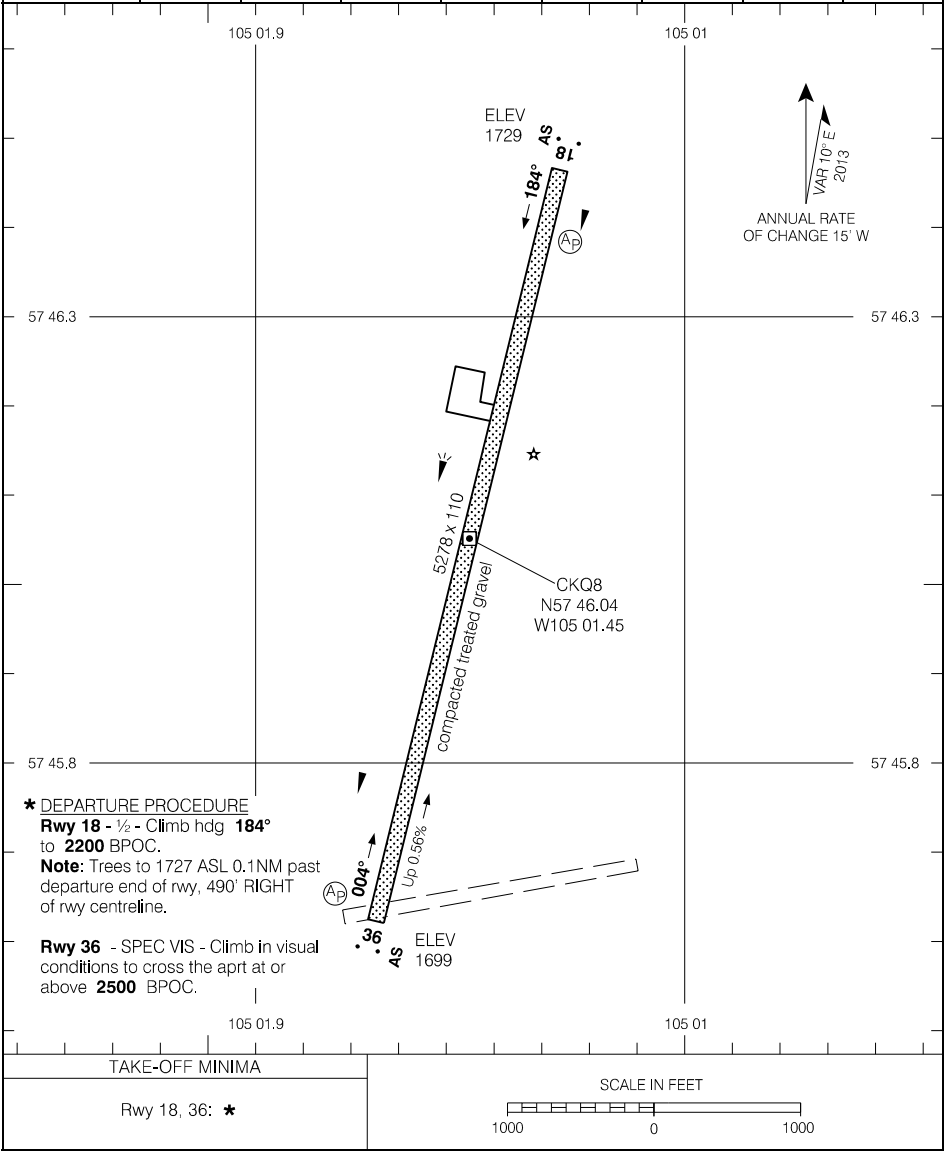
EFF 20 FEB 25

CJQ4

CKQ8-AD

MCARTHUR RIVER, SK
CKQ8

AUTO – 122.27				UNICOM – 123.3 (AU)		ATF	
DECL DIST	18	36					
TORA	5278	5278					
TODA	5653	5558					
ASDA	5278	5278					
LDA	5278	5278					



AERODROME CHART

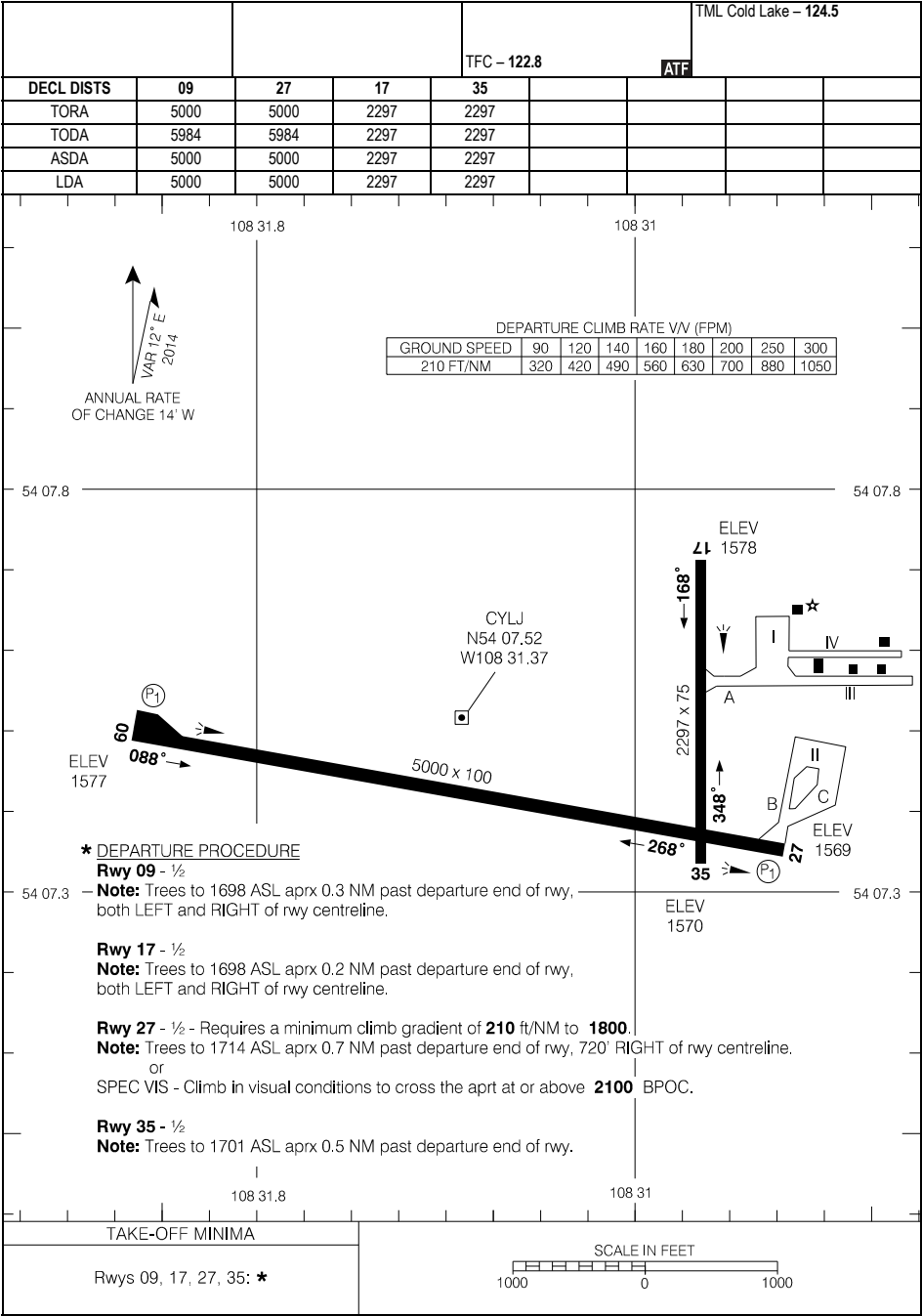
CKQ8

EFF 23 FEB 23

CKQ8-AD

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AERODROME CHART



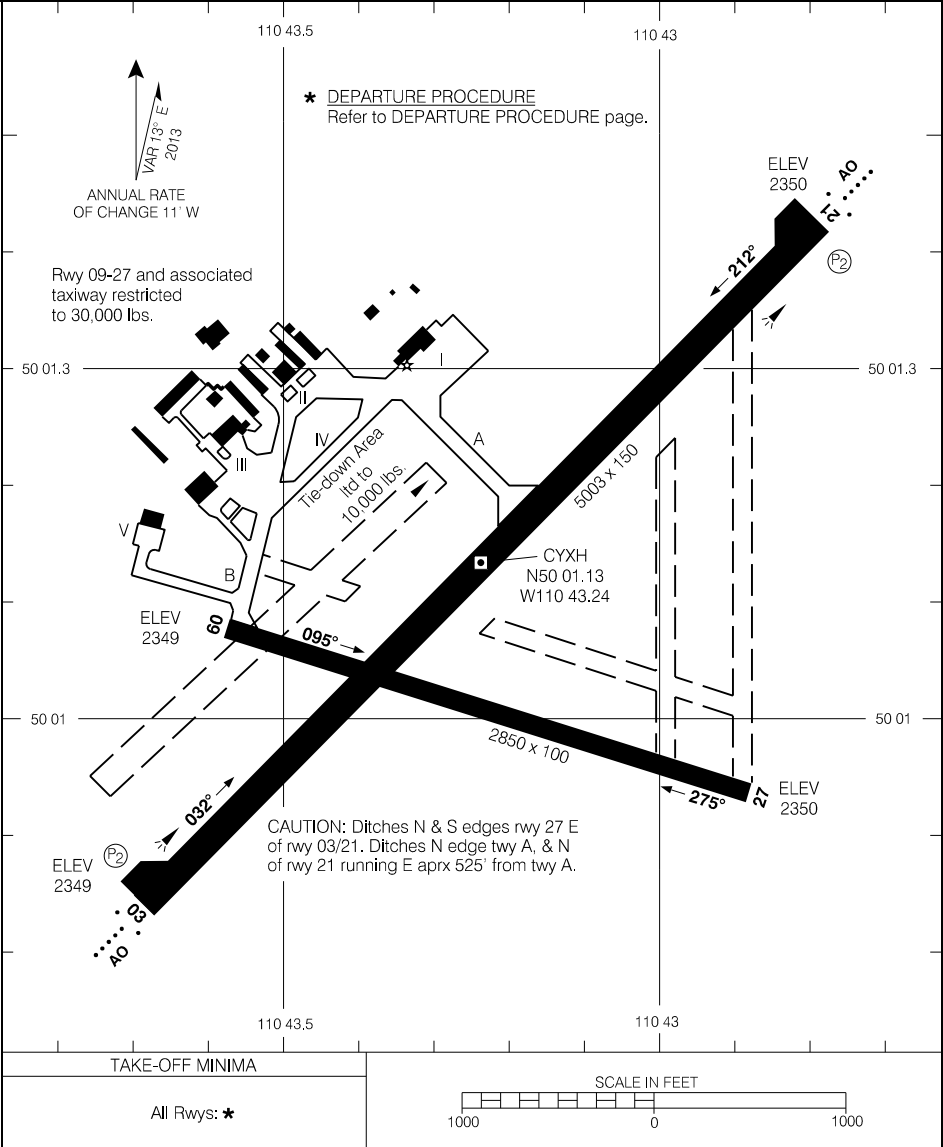
AERODROME CHART

EFF 17 JUN 21

CYLJ

AERODROME CHART

● ATIS – 124.87 ● AWOS – 124.87				● RADIO – 122.2 ● TFC – 122.2		● RADIO – 122.2 ● RADIO Edmonton – 123.37	
						MF	
DECL DIST	03	21	09	27			
TORA	5003	5003	2850	2850			
TODA	5987	5987	3834	3834			
ASDA	5003	5003	2850	2850			
LDA	5003	5003	2850	2850			



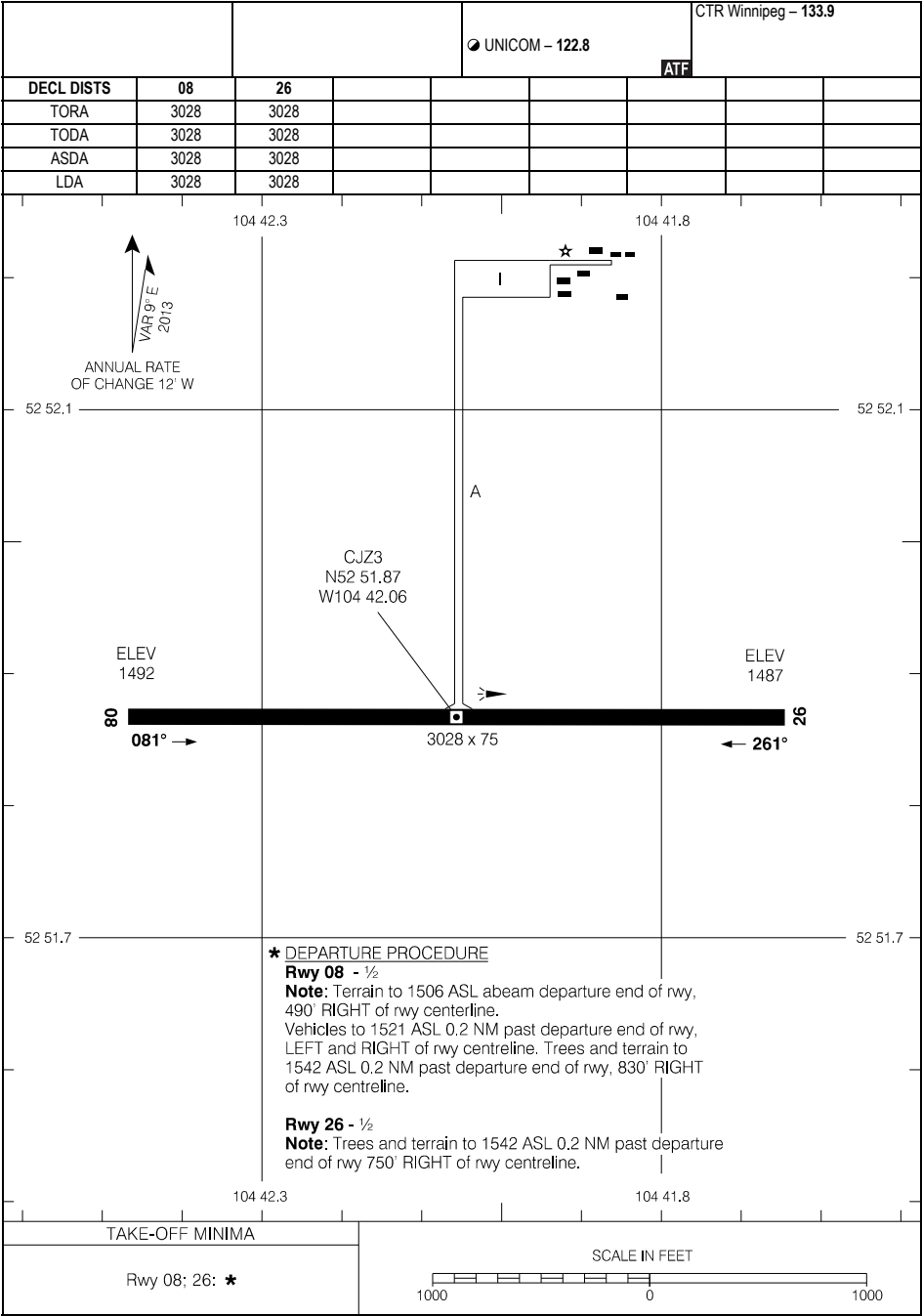
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AERODROME CHART

EFF 8 SEP 22

CYXH

AERODROME CHART



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AERODROME CHART

EFF 16 MAY 24

CJZ3

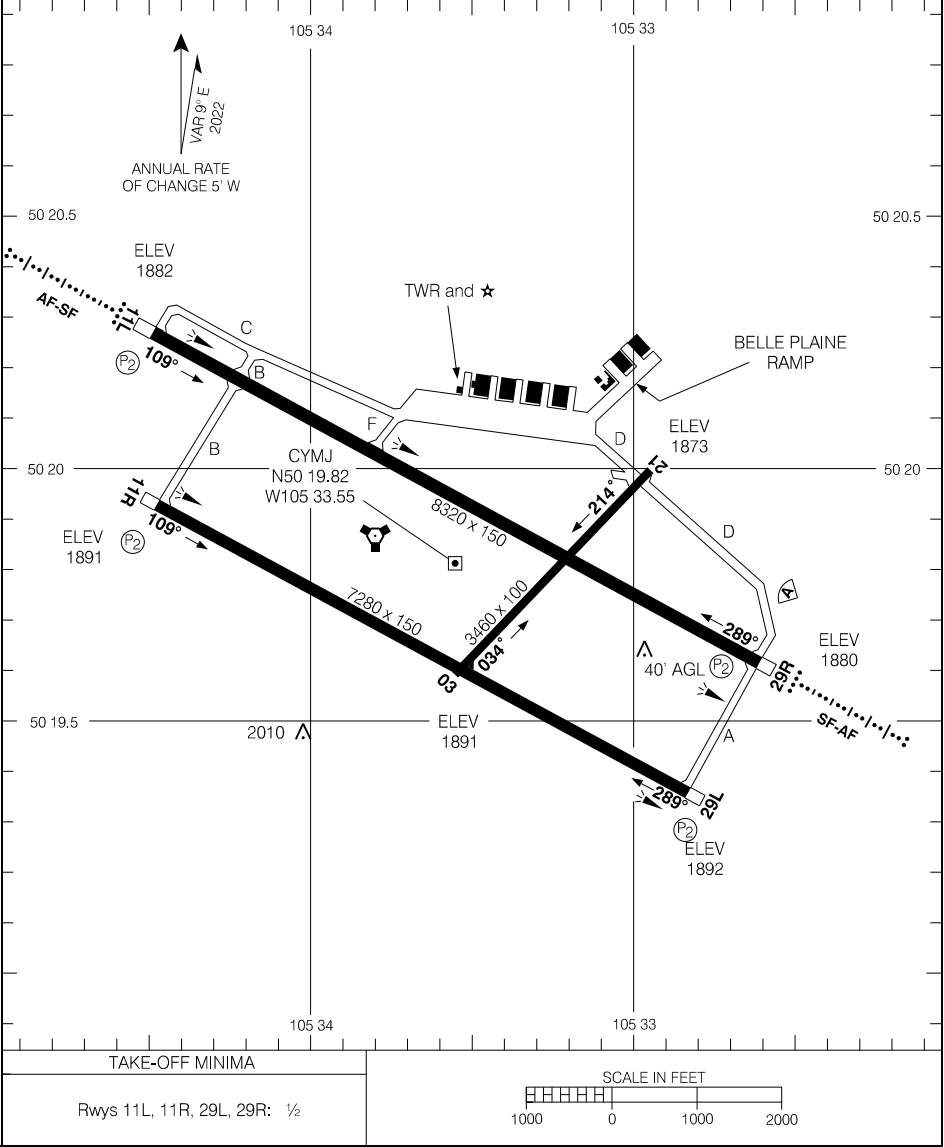
CYMJ-AD

MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

CYMJ

AERODROME CHART (DND)

● ATIS – 131.3 257.8		● CLNC DEL – 135.3 234.4		● TWR – 126.2 295.6		● DEP – 119.0 227.6	
		● GND – 121.8 275.8					
DECL DIST	11L	29R	11R	29L	03	21	
TORA	8320	8320	7280	7280	3460	3460	
TODA	8320	8320	7280	7280	3460	3460	
ASDA	8520	8520	7480	7480	3720	3680	
LDA	8320	8320	7280	7280	3460	3460	



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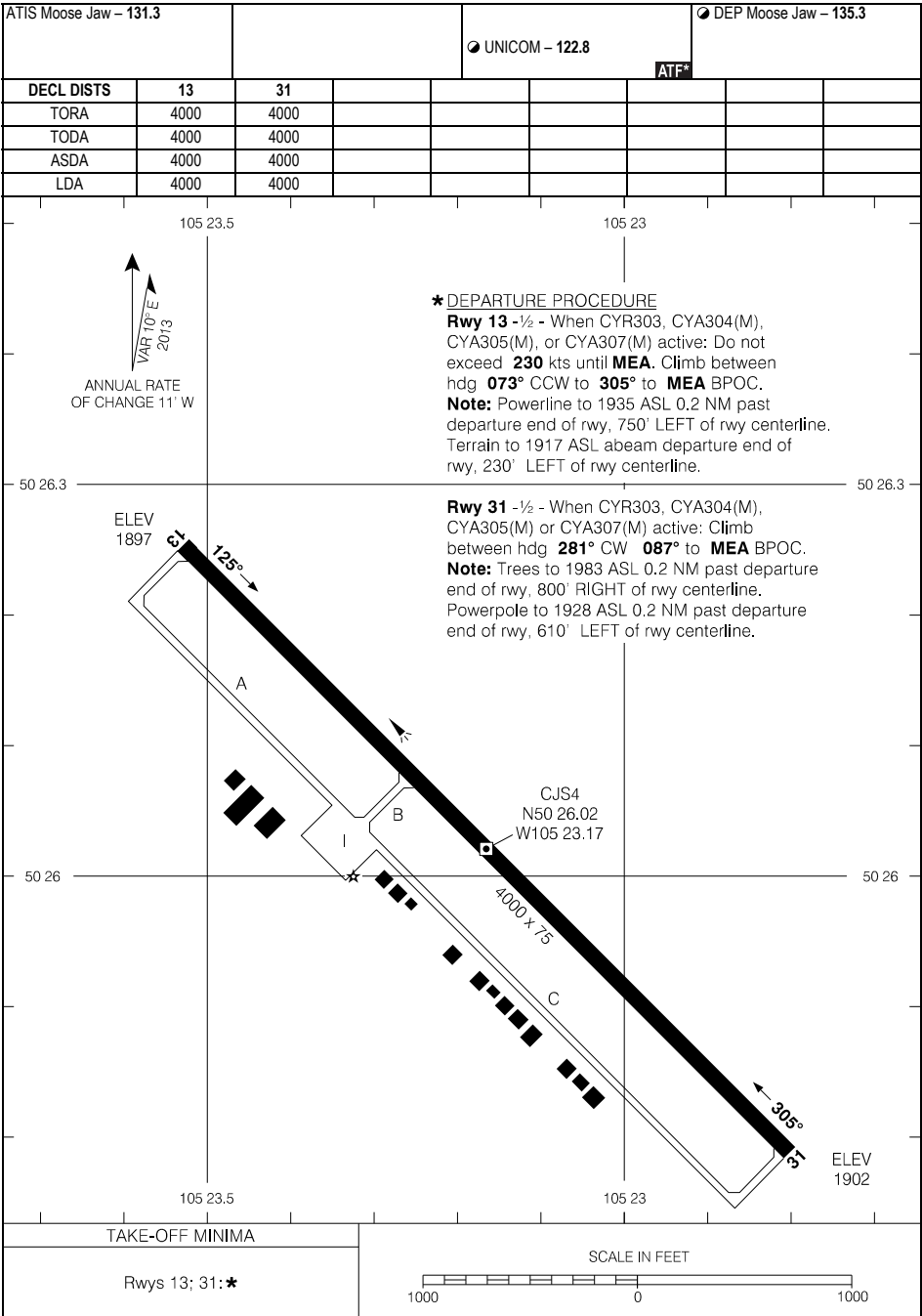
AERODROME CHART (DND)

CYMJ

EFF 8 SEP 22

CYMJ-AD

AERODROME CHART



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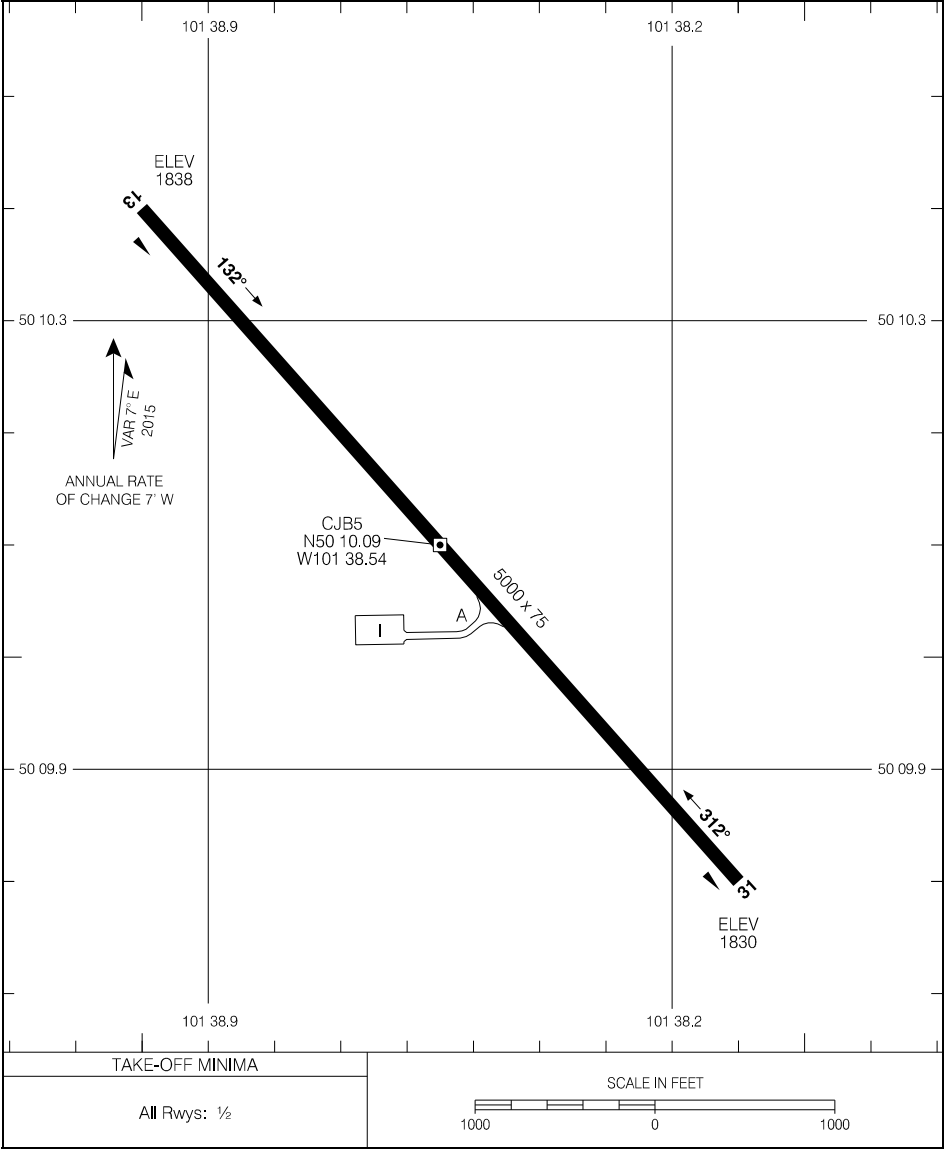
AERODROME CHART

EFF 31 OCT 24

CJB5-AD

MOOSOMIN/MARSHALL MCLEOD FIELD, SK
CJB5

		UNICOM – 122.8				CTR Winnipeg – 132.25			
		ATF							
DECL DIST	13	31							
TORA	5000	5000							
TODA	5000	5000							
ASDA	5000	5000							
LDA	5000	5000							

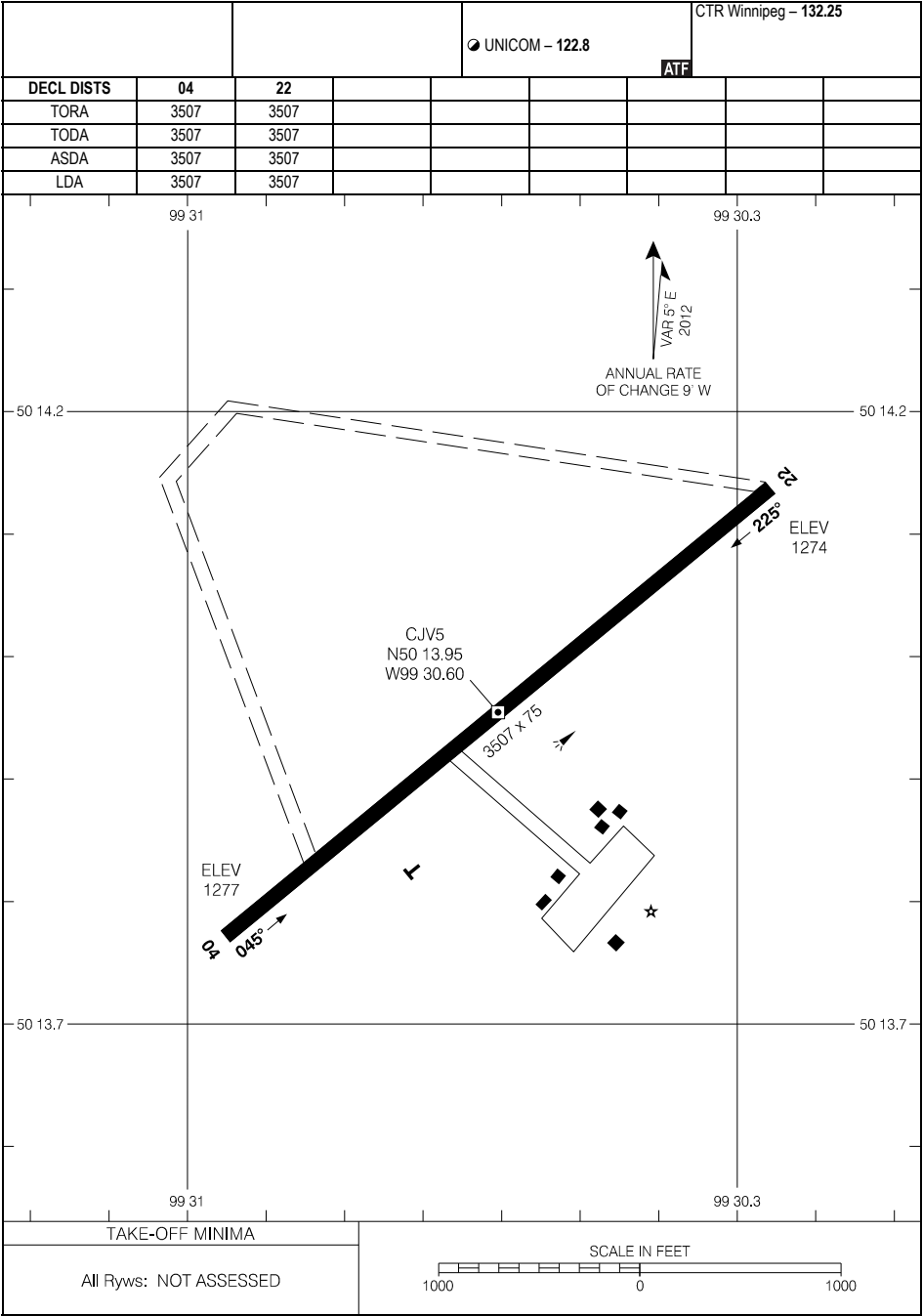


AERODROME CHART
EFF 31 OCT 24

CJB5

CJB5-AD

AERODROME CHART



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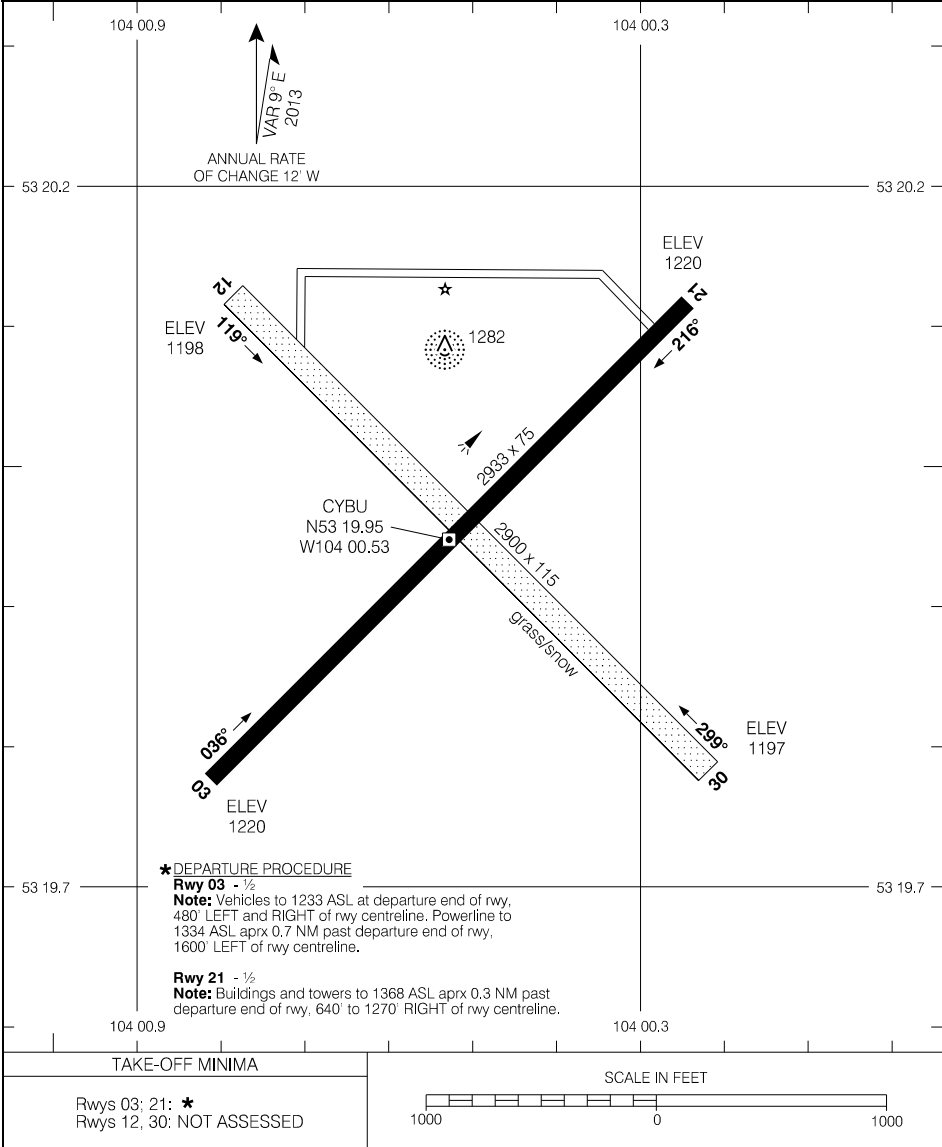
AERODROME CHART

EFF 30 JAN 20

CJV5

AERODROME CHART

AWOS – 128.75						UNICOM – 122.8		CTR Winnipeg – 133.9		
								ATF		
DECL DIST	03	21	12	30						
TORA	2933	2933	2900	2900						
TODA	2933	2933	2900	2900						
ASDA	2933	2933	2900	2900						
LDA	2933	2933	2900	2900						



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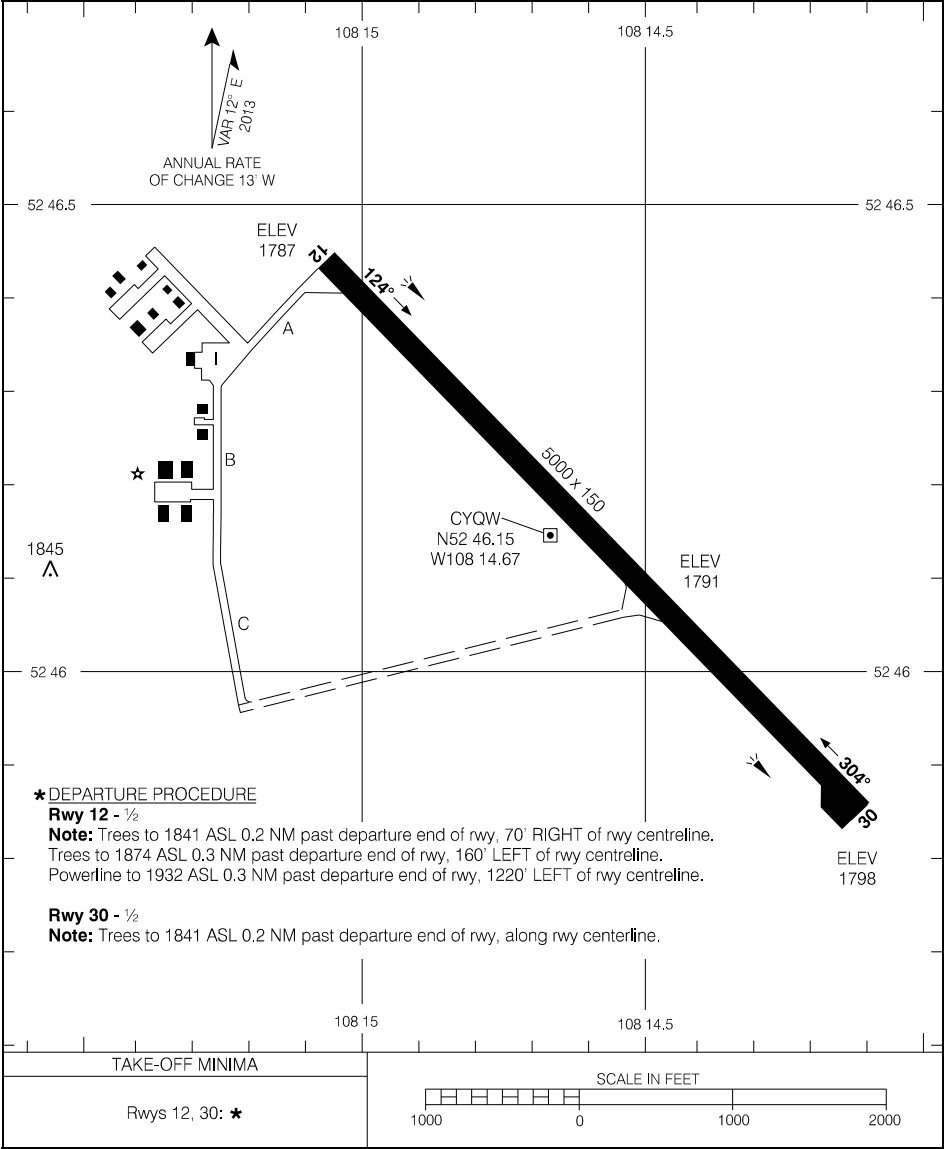
AERODROME CHART

EFF 23 FEB 23

CYBU

AERODROME CHART

AWOS – 128.12				TFC – 122.1		RADIO Edmonton – 123.37	
						MF	
DECL DIST	12	30					
TORA	5000	5000					
TODA	5984	5984					
ASDA	5000	5000					
LDA	5000	5000					



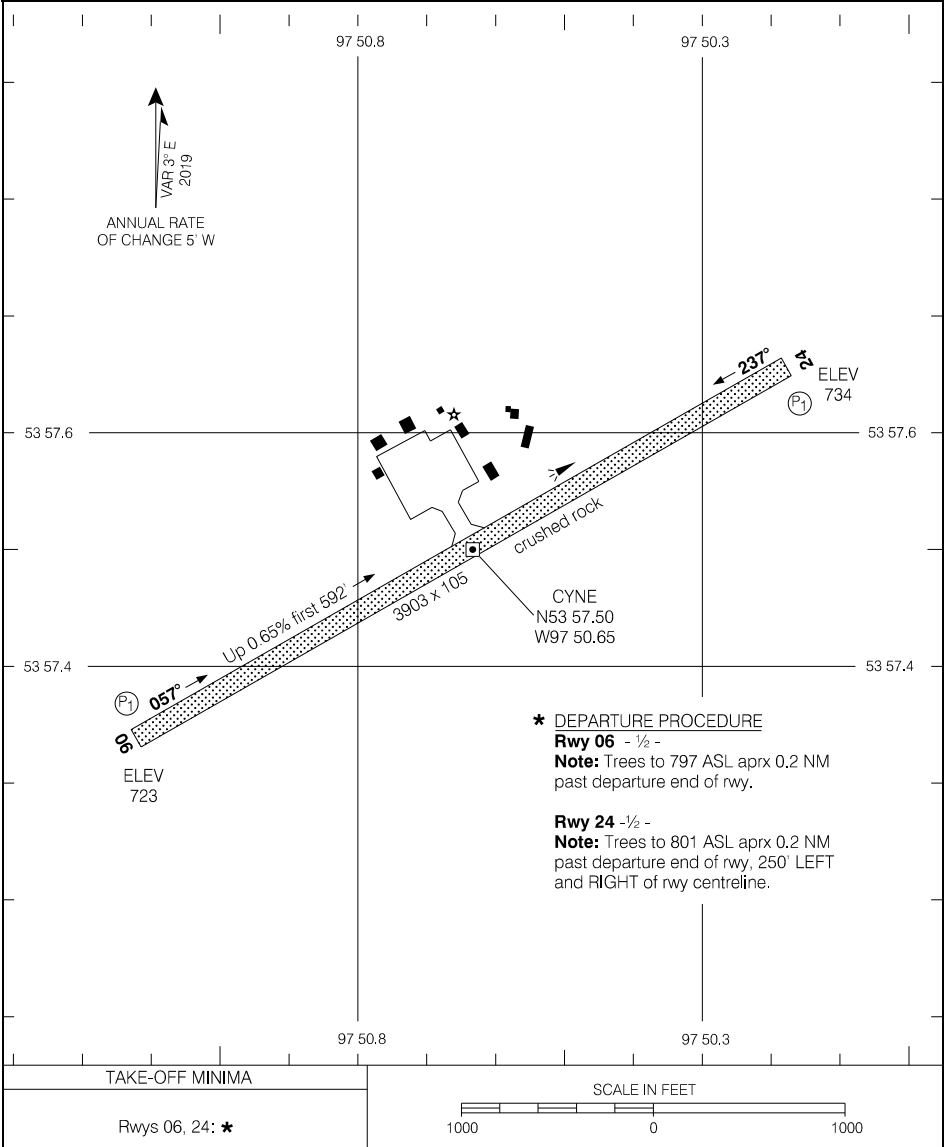
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AERODROME CHART

EFF 25 JAN 24

AERODROME CHART

AWOS – 127.7				● RADIO Kenora – 122.1		DEP Winnipeg – 135.1	
				● TFC – 122.1		RADIO Edmonton – 123.37	
						MF	
DECL DIST	06	24					
TORA	3903	3903					
TODA	4887	4887					
ASDA	3903	3903					
LDA	3903	3903					



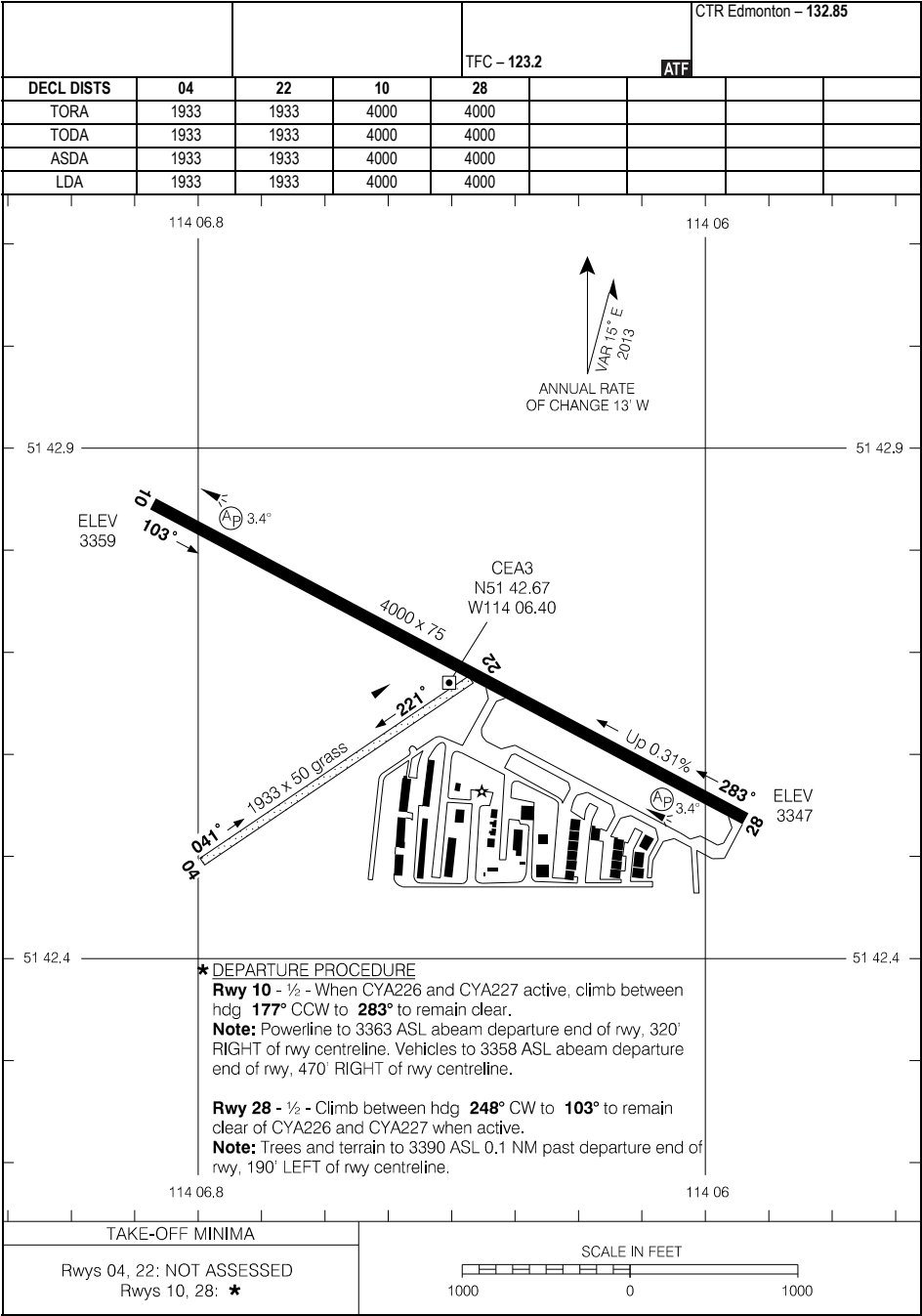
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AERODROME CHART

EFF 17 APR 25

CYNE

AERODROME CHART



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AERODROME CHART

EFF 7 AUG 25

CEA3

OXFORD HOUSE, MB
CYOH

CYOH

VAR 1° E
2015
ANNUAL RATE
OF CHANGE 3' W

54 56.2

95 17.1

95 16.5

54 55.7

95 17.1

95 16.5

54 55.7

3829 x 82

crushed rock

CYOH
N54 55.98
W95 16.73

049°

228°

Down 0.97%

ELEV 645

ELEV 663

P1

P1

05

23

*** DEPARTURE PROCEDURE**

Rwy 05 -½
Note: Trees to 714 ASL aprx 0.1NM past departure end of rwy.

Rwy 23 -½
Note: Trees to 721 ASL aprx 0.1NM past departure end of rwy.
Procedure not auth when blasting area 4.1 NM SW of apt active.

TAKE-OFF MINIMA

Rwys 05; 23: *

SCALE IN FEET

1000 0 1000

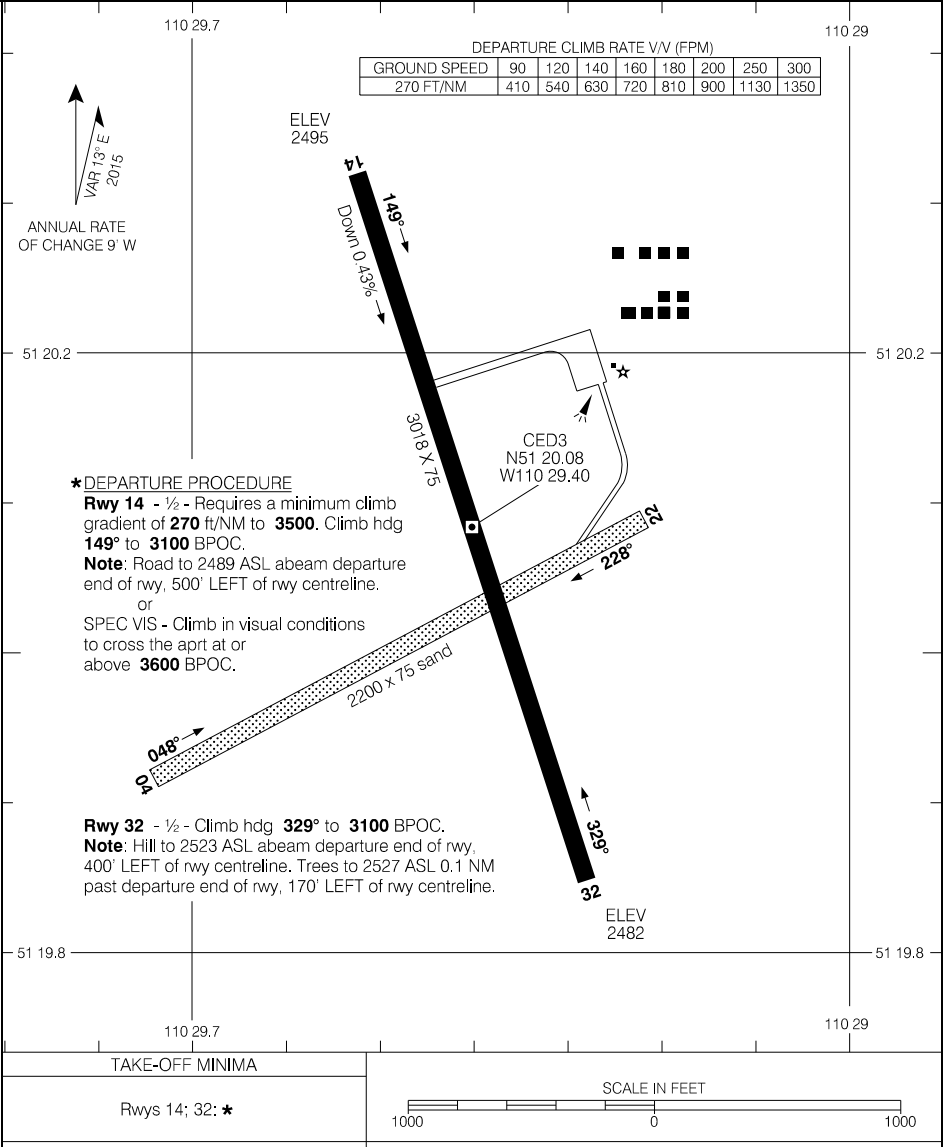
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CYOH

CYOH-AD

AERODROME CHART

AUTO – 121.87		UNICOM – 122.8				CTR Edmonton – 124.45			
						ATF			
DECL DIST	14	32							
TORA	3018	3018							
TODA	3018	3018							
ASDA	3018	3018							
LDA	3018	3018							



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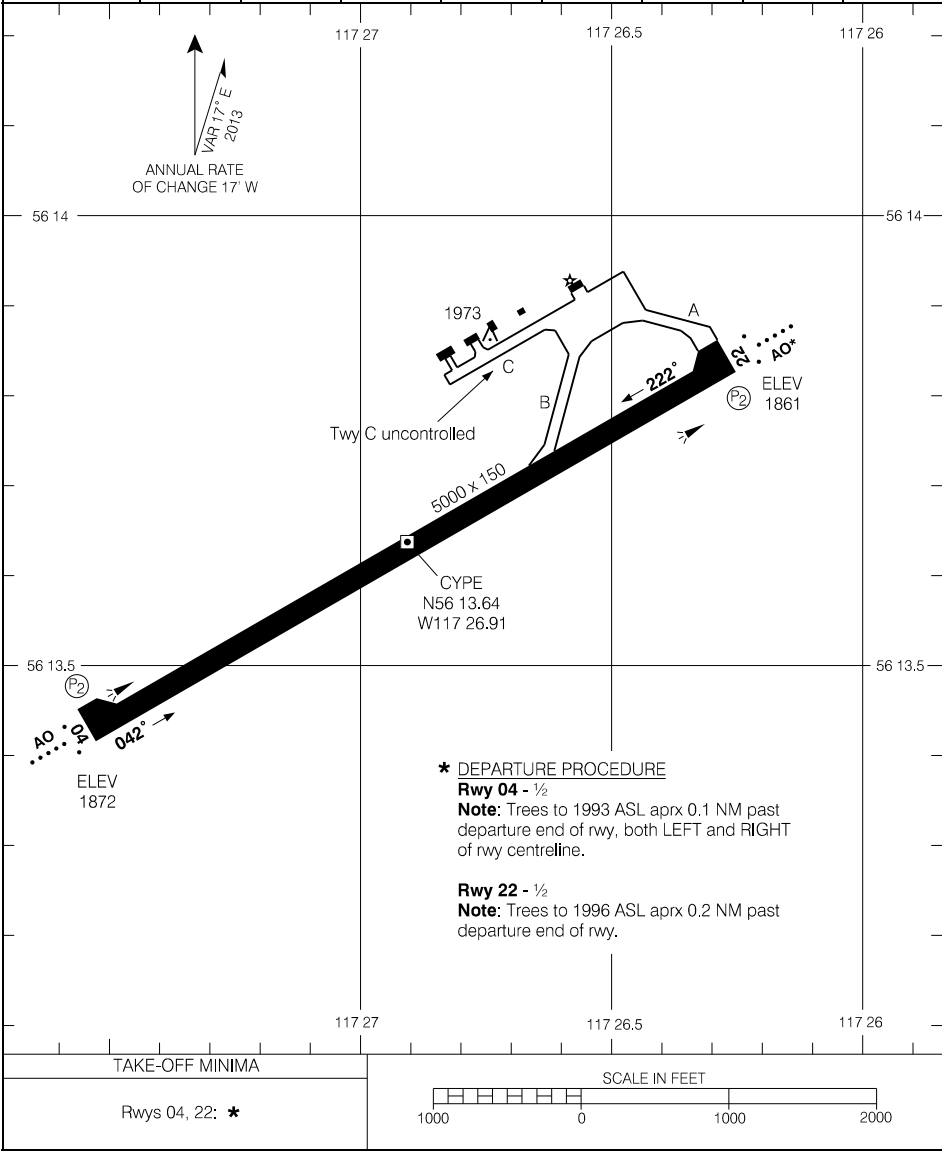
AERODROME CHART

EFF 12 JUN 25

CED3

AERODROME CHART

AWOS – 128.1		CLNC DEL – 135.27		TFC – 122.0		CTR Edmonton – 135.27 RADIO Edmonton – 123.27	
DECL DISTS		04	22			MF	
TORA		5000	5000				
TODA		5984	5984				
ASDA		5000	5000				
LDA		5000	5000				



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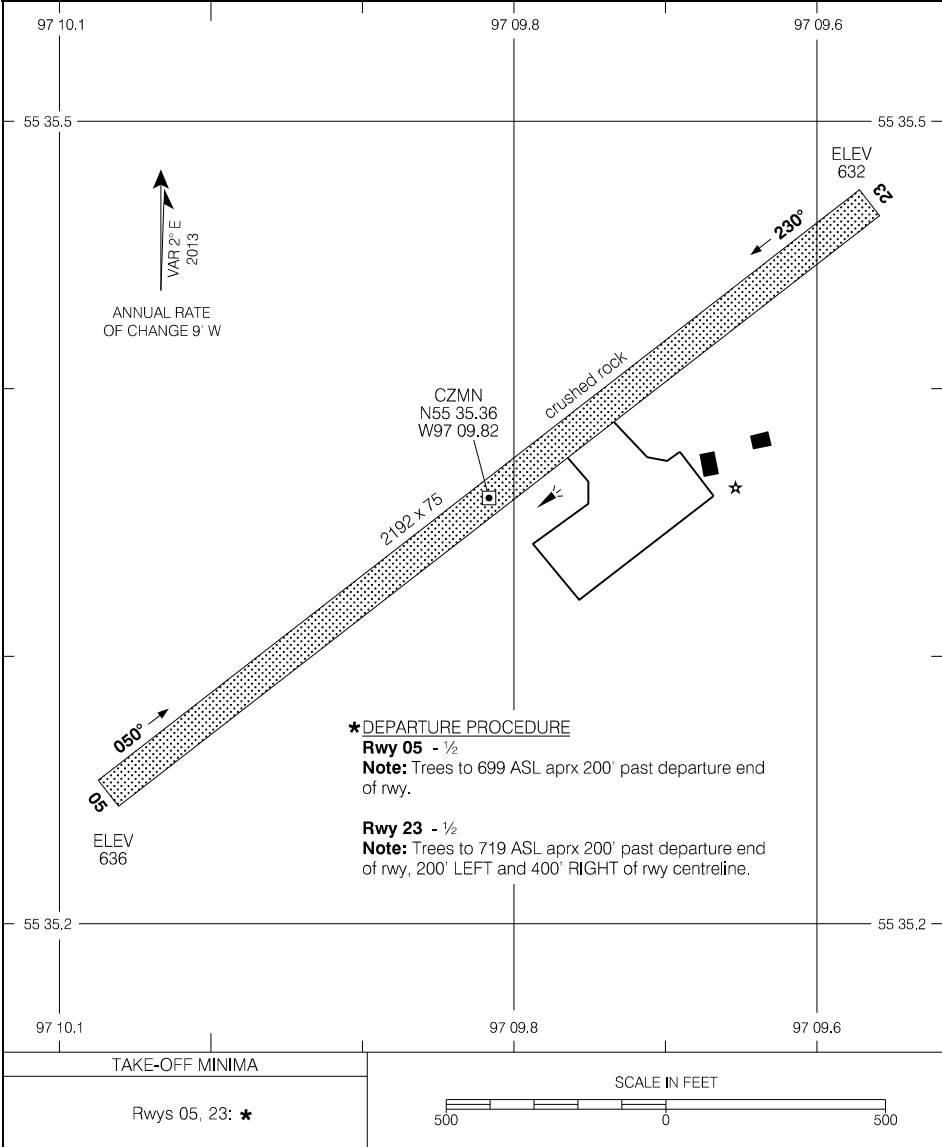
AERODROME CHART

EFF 17 APR 25

CYPE

AERODROME CHART

				UNICOM – 122.8 (AU)		ATF			
DECL DISTS	05	23							
TORA	2192	2192							
TODA	2963	3176							
ASDA	2192	2192							
LDA	2192	2192							



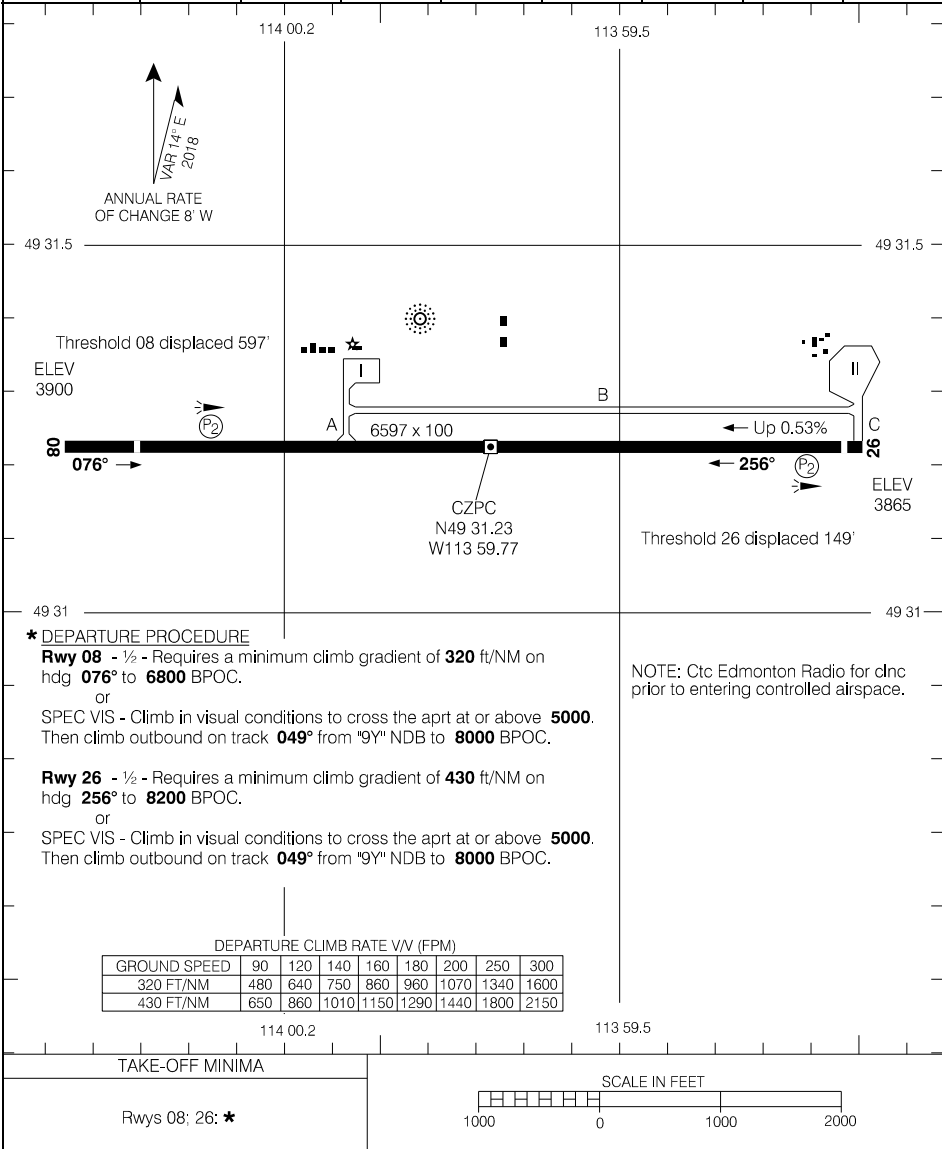
AERODROME CHART

EFF 10 SEP 20

CZMN

AERODROME CHART

AWOS – 127.65				CTR Edmonton – 132.75 265.2	
		TFC – 123.2		ATF	
DECL DIST	08	26			
TORA	6597	6597			
TODA	6597	6597			
ASDA	6597	6597			
LDA	6000	6448			



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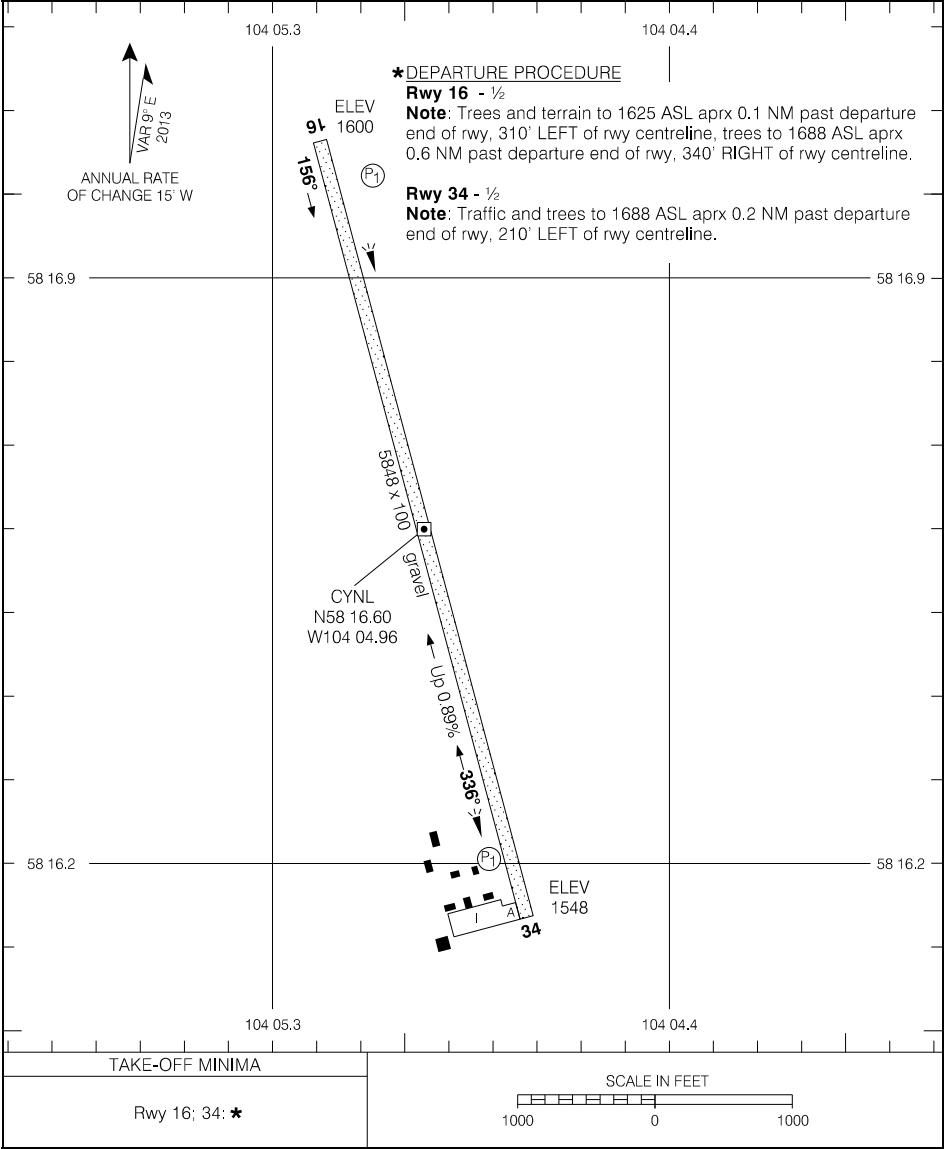
AERODROME CHART

EFF 25 JAN 24

CZPC

AERODROME CHART

AWOS – 122.55				68 Points North UNICOM – 123.3 (AU)		ATF	
DECL DIST	16	34					
TORA	5848	5848					
TODA	6832	6832					
ASDA	6048	6048					
LDA	5848	5848					



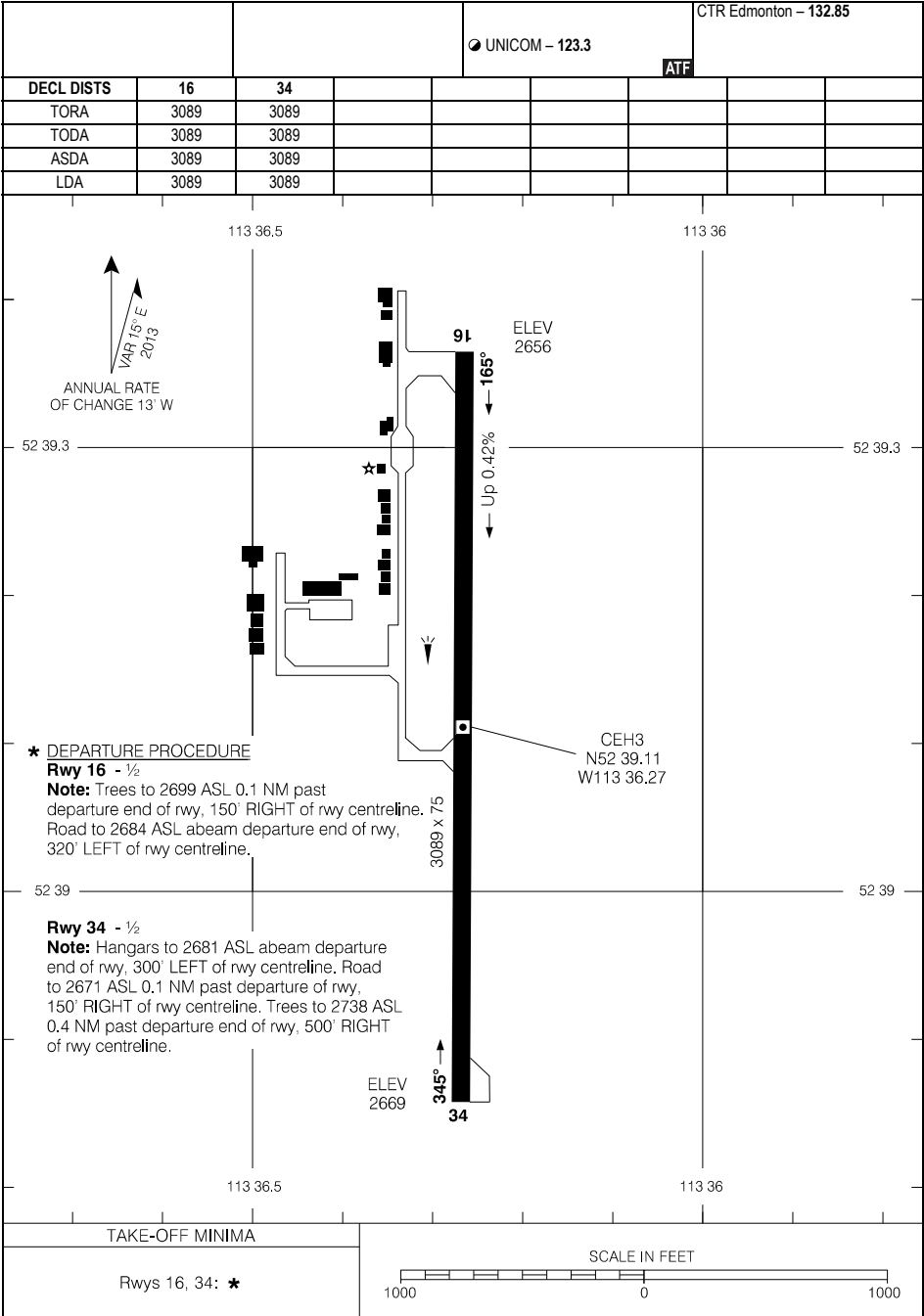
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AERODROME CHART

EFF 26 DEC 24

CYNL

AERODROME CHART

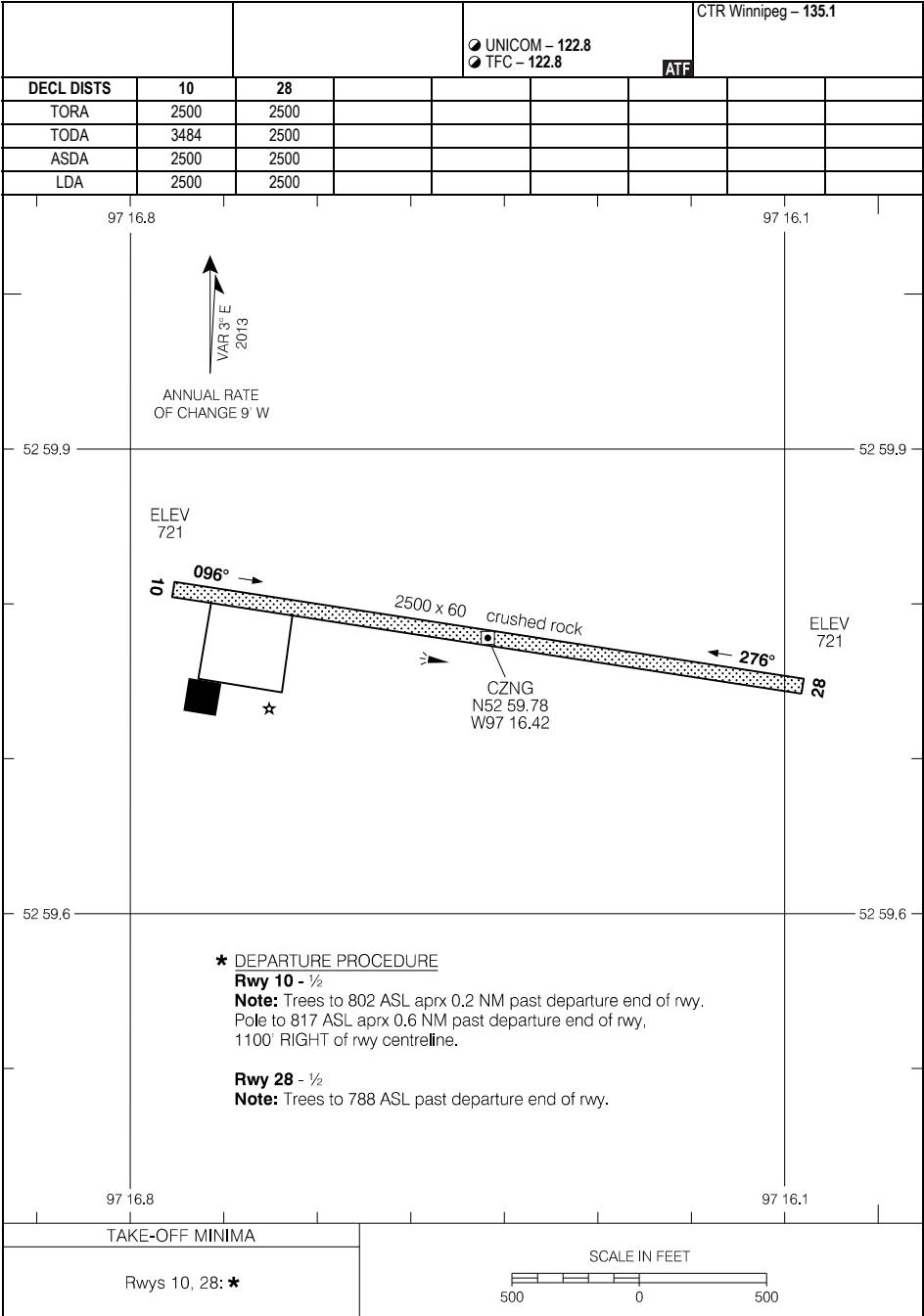


AERODROME CHART

EFF 14 JUL 22

CEH3

AERODROME CHART



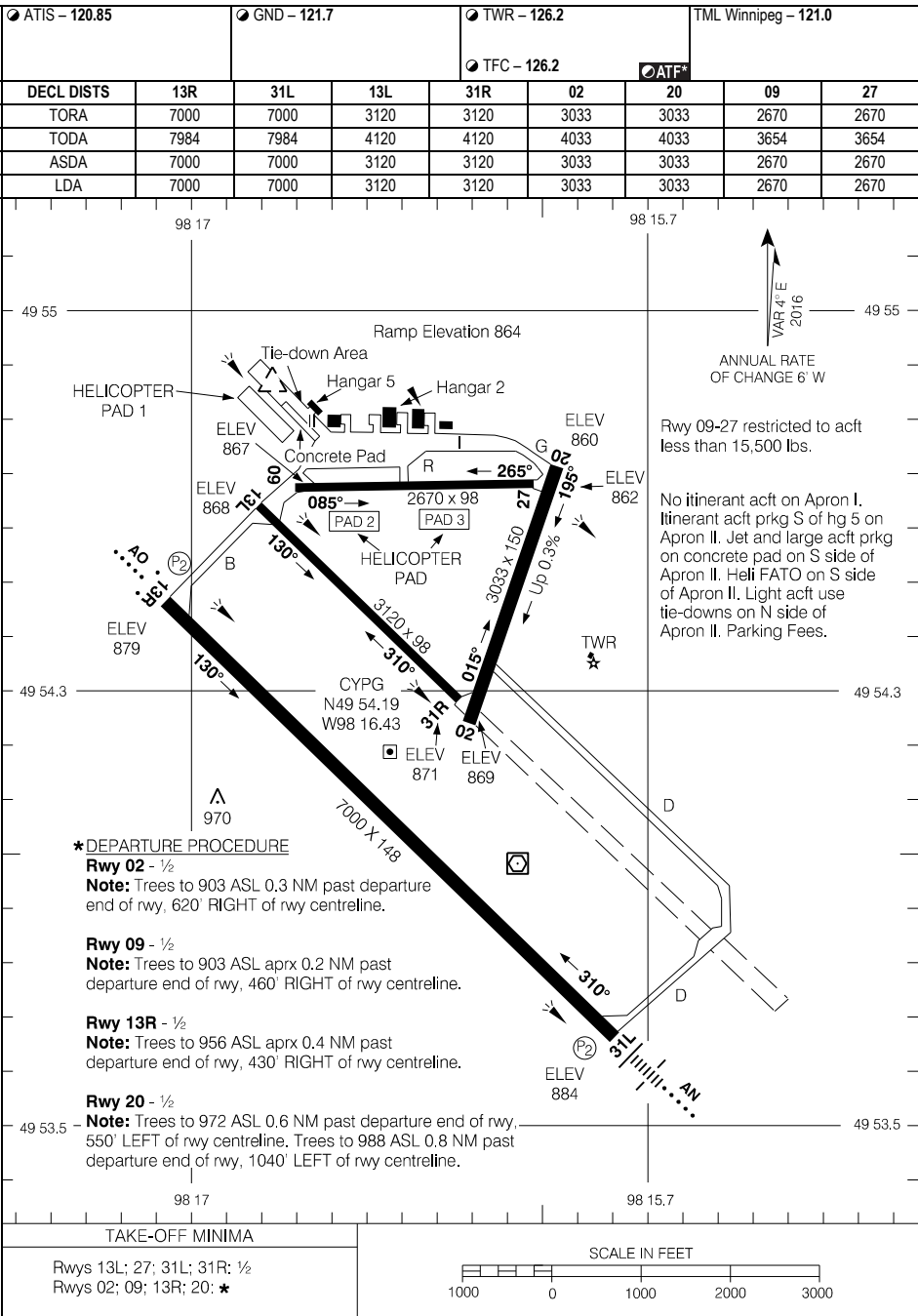
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AERODROME CHART

EFF 17 APR 25

CZNG

AERODROME CHART

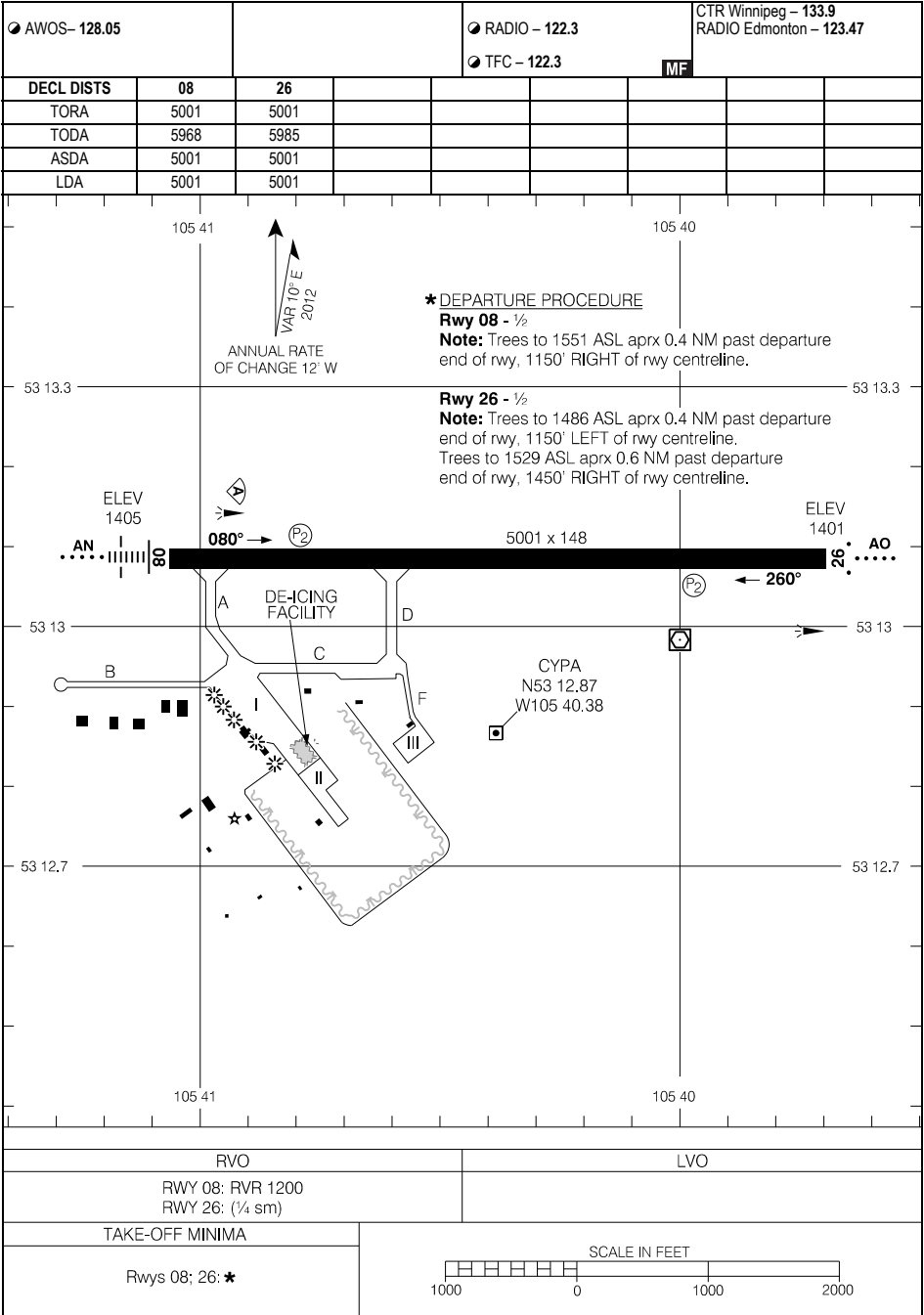


AERODROME CHART

EFF 2 OCT 25

CYPG

AERODROME CHART

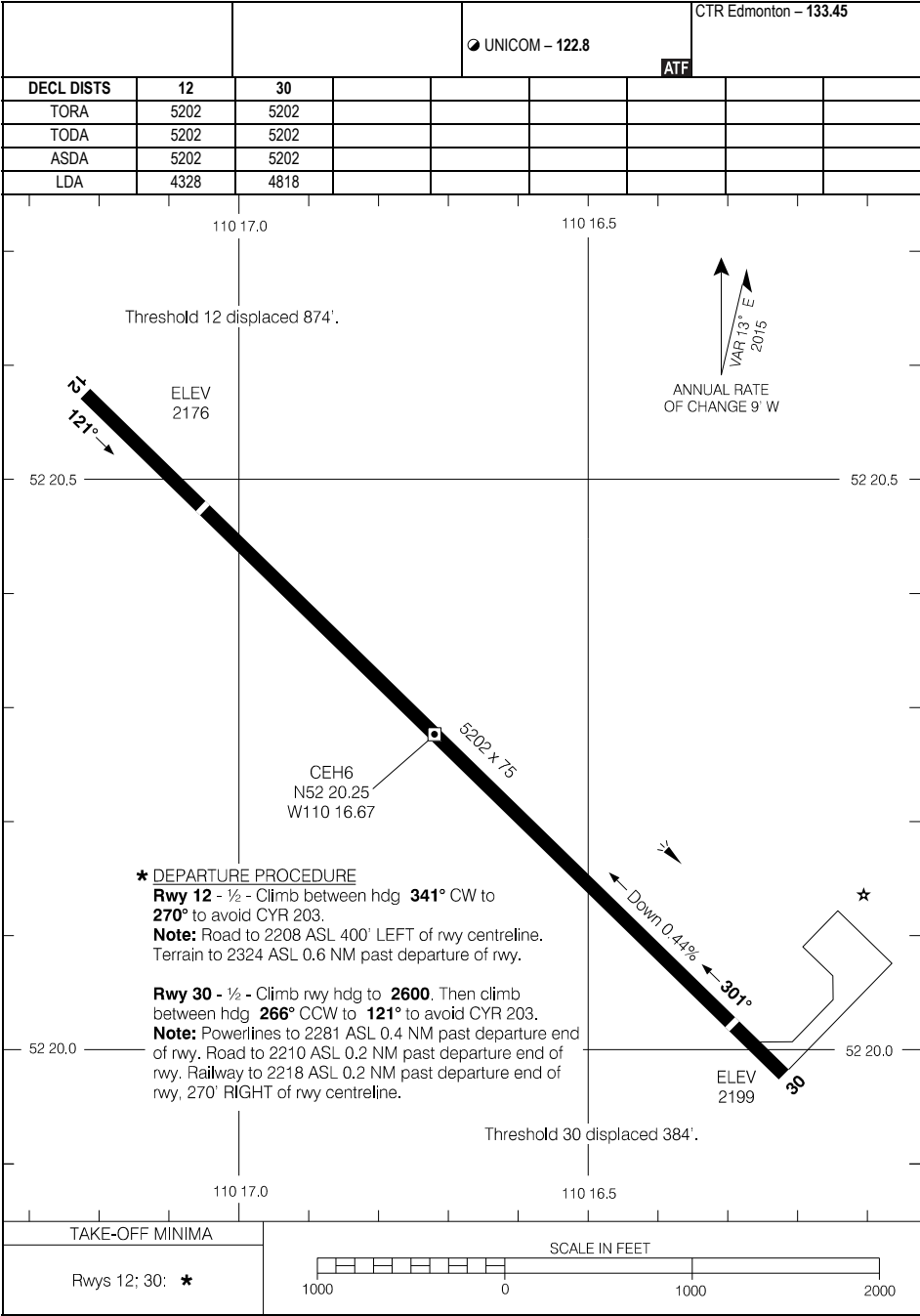


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AERODROME CHART

CYPA

AERODROME CHART

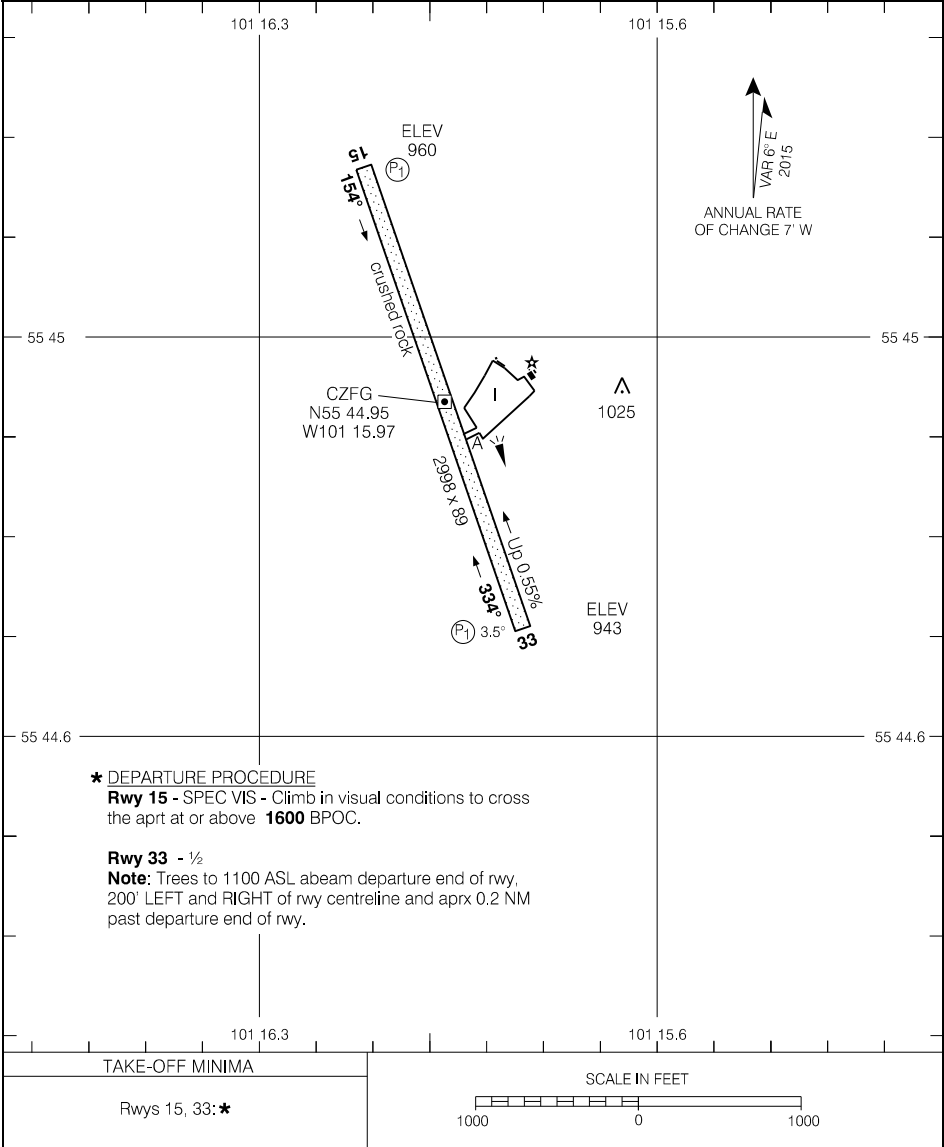


AERODROME CHART

CEH6

AERODROME CHART

		UNICOM – 122.8 (AU)				CTR Winnipeg – 135.05			
						ATF			
DECL DIST	15	33							
TORA	2998	2998							
TODA	3982	3982							
ASDA	2998	2998							
LDA	2998	2998							



AERODROME CHART

CZFG

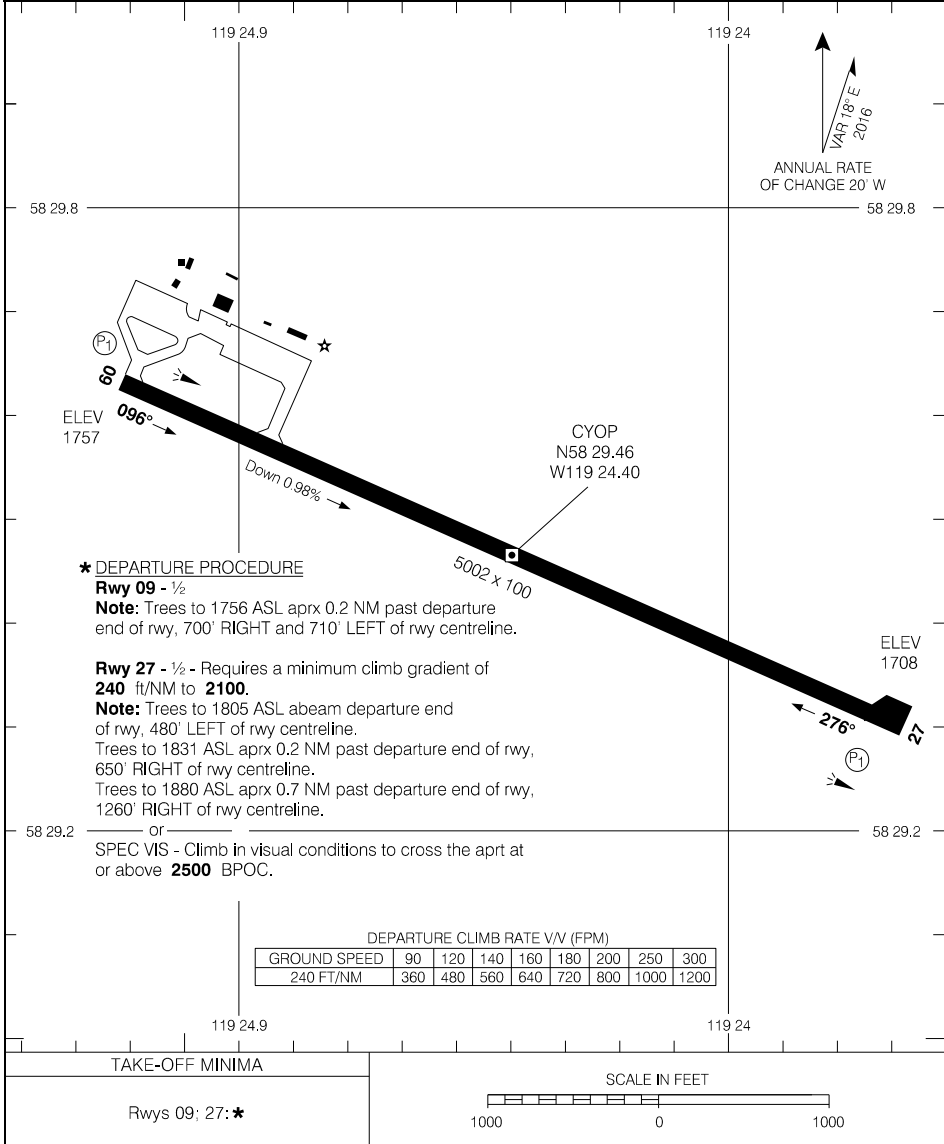
EFF 30 JAN 20

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RAINBOW LAKE, AB
CYOP

AERODROME CHART

				 UNICOM – 122.8 (AU)			
DECL DIST	09	27				ATF	
TORA	5002	5002					
TODA	5002	5002					
ASDA	5002	5002					
LDA	5002	5002					



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AERODROME CHART

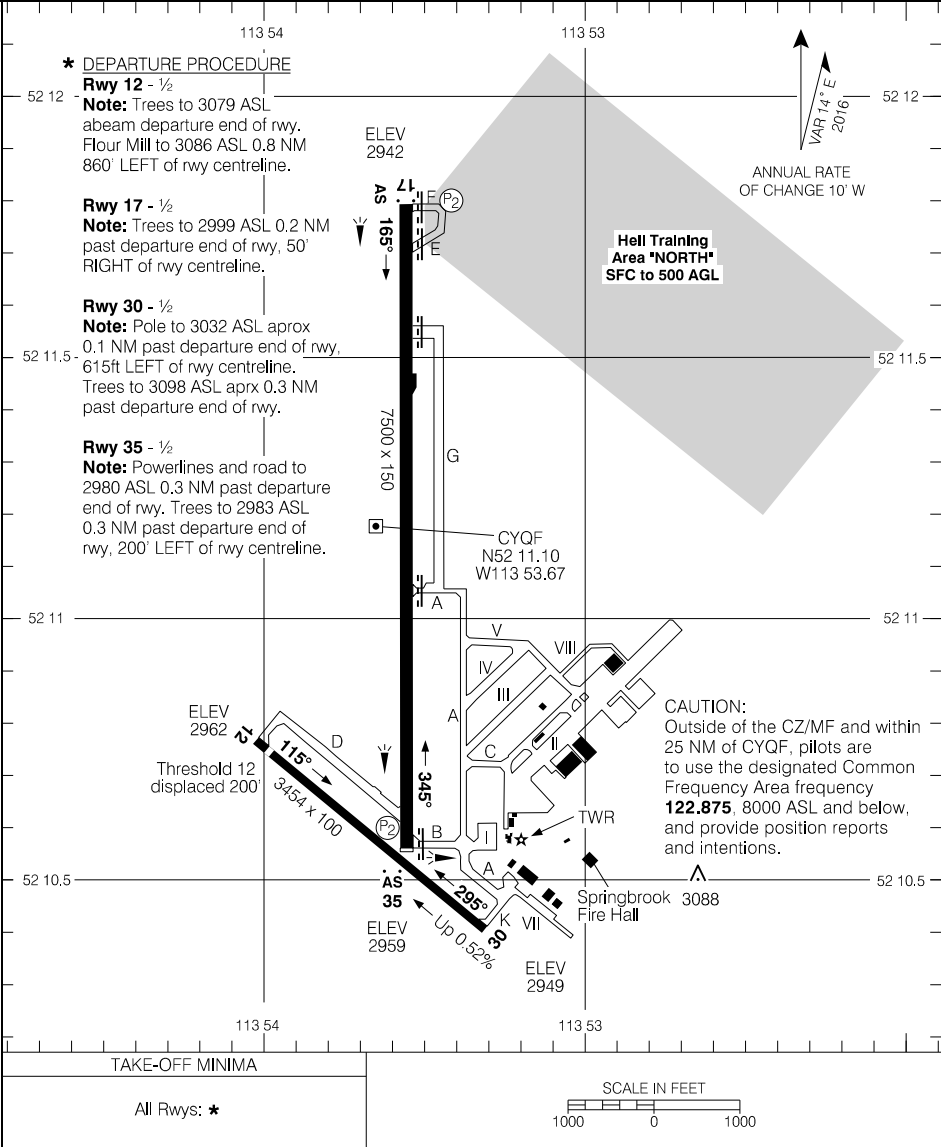
EFF 20 FEB 25

CYOP

CYOP-AD

AERODROME CHART

● ATIS – 124.0 ● AWOS – 124.0		● GND – 121.9		● TWR – 118.5 ● TFC – 118.5		CTR Edmonton – 132.85 RADIO Edmonton – 123.47	
DECL DISTS	12	30	17	35		MF	
TORA	3454	3254	7500	7500			
TODA	3454	3254	8484	8484			
ASDA	3454	3454	7500	7500			
LDA	3254	3454	7500	7500			

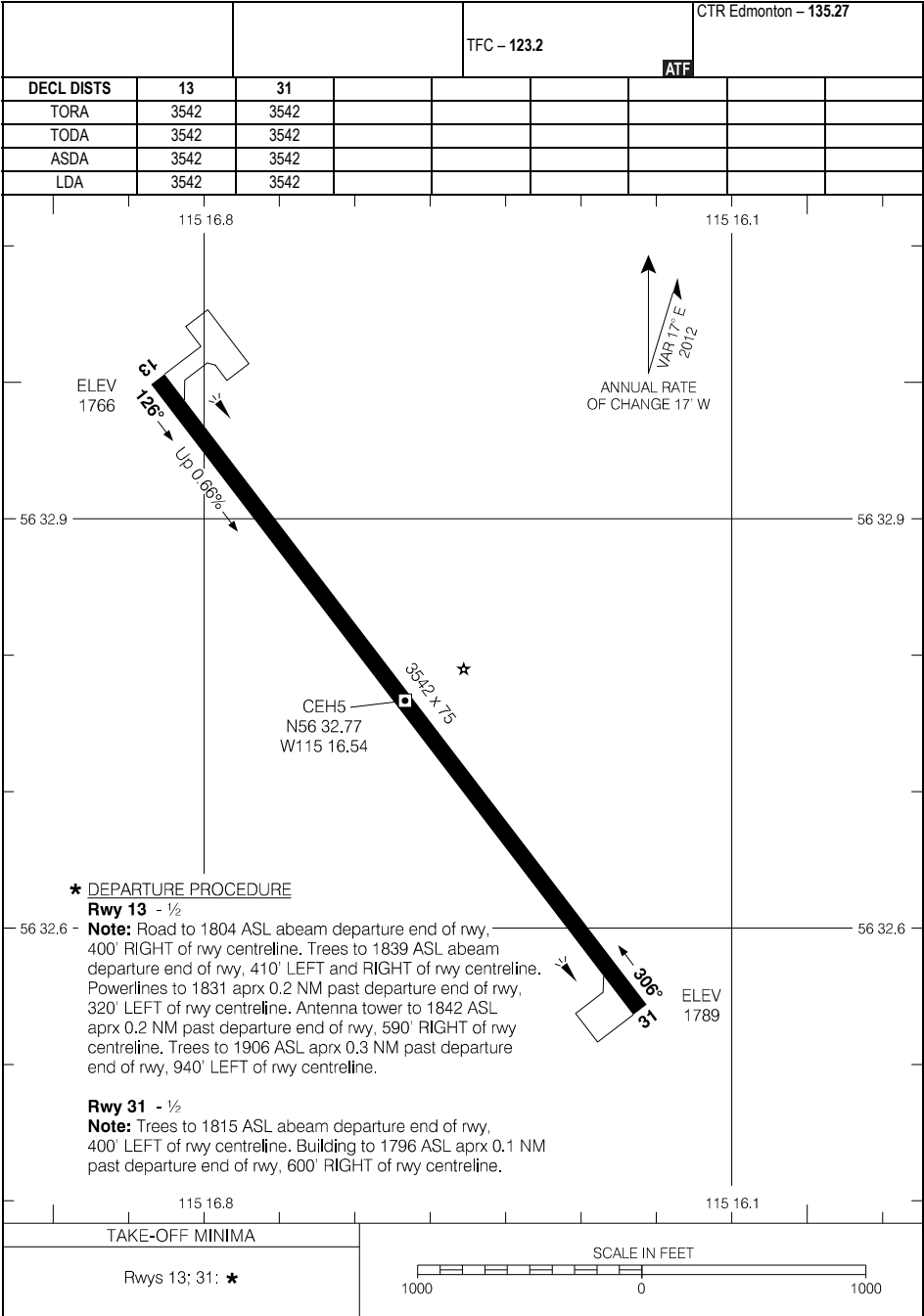


AERODROME CHART

EFF 17 APR 25

CYQF

AERODROME CHART

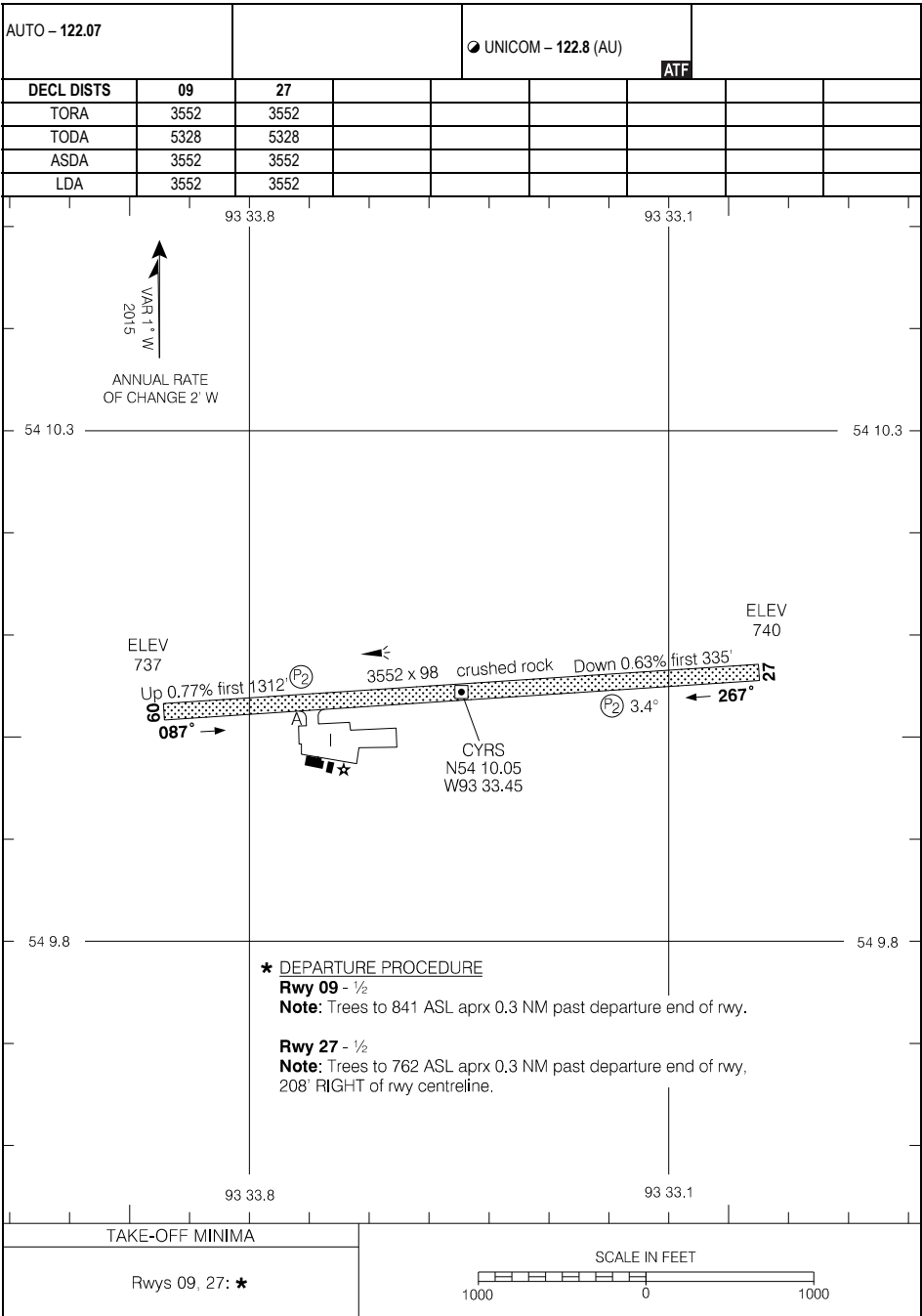


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AERODROME CHART

CEH5

AERODROME CHART



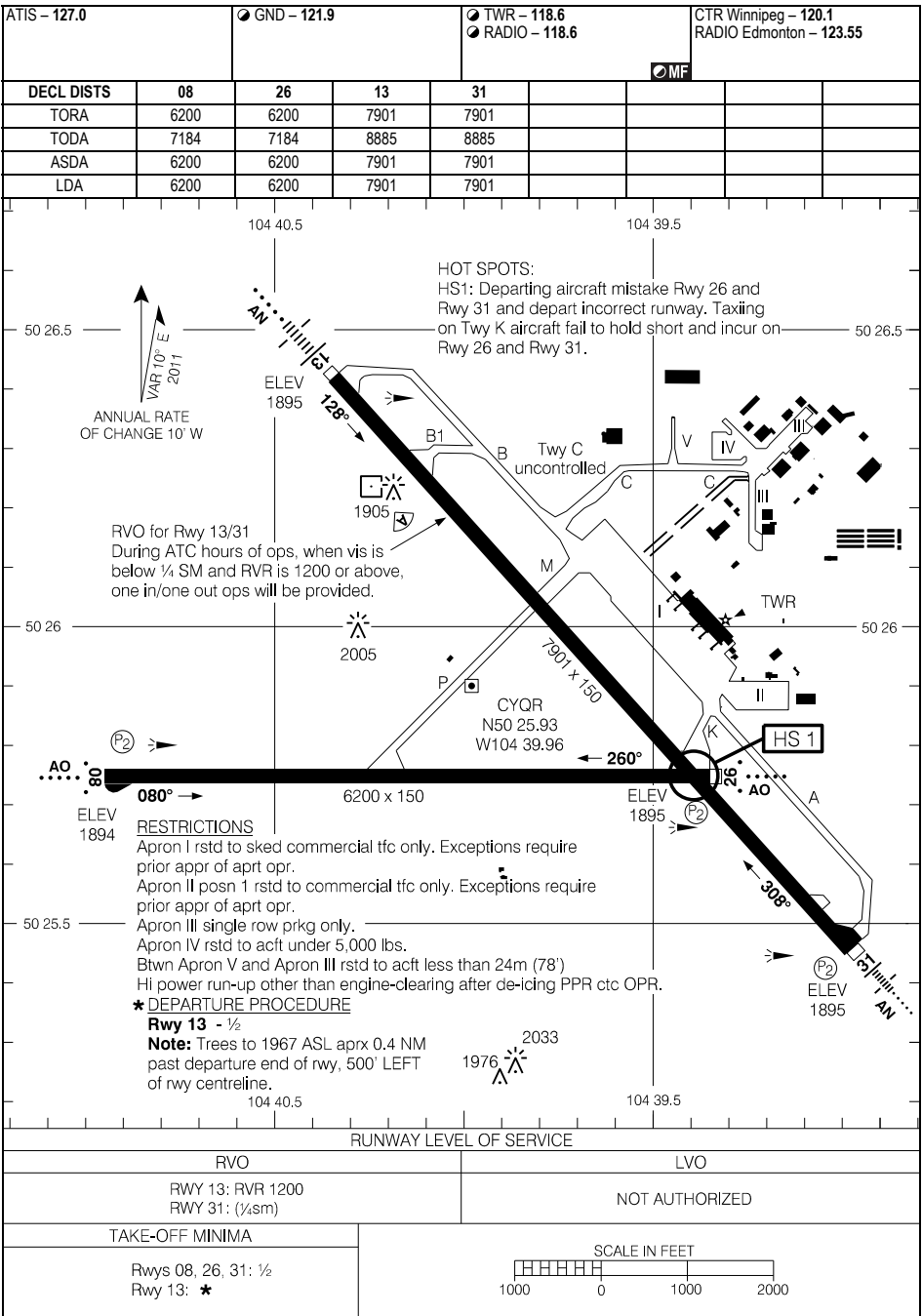
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AERODROME CHART

EFF 12 JUN 25

CYRS

AERODROME CHART



VAR 10° E
2011

ANNUAL RATE
OF CHANGE 10° W

HOT SPOTS:
HS1: Departing aircraft mistake Rwy 26 and
Rwy 31 and depart incorrect runway. Taxiing
on Twy K aircraft fail to hold short and incur on
Rwy 26 and Rwy 31.

RVO for Rwy 13/31
During ATC hours of ops, when vis is
below ¼ SM and RVR is 1200 or above,
one in/one out ops will be provided.

RESTRICTIONS
Apron I rstd to sked commercial t/c only. Exceptions require
prior appr of aprt opr.
Apron II posn 1 rstd to commercial t/c only. Exceptions require
prior appr of aprt opr.
Apron III single row prkg only.
Apron IV rstd to acft under 5,000 lbs.
Btwn Apron V and Apron III rstd to acft less than 24m (78')
Hi power run-up other than engine-clearing after de-icing PPR etc OPR.

* DEPARTURE PROCEDURE
Rwy 13 - ½
Note: Trees to 1967 ASL aprx 0.4 NM
past departure end of rwy, 500' LEFT
of rwy centreline.

104 40.5

104 39.5

50 26.5

50 26

50 25.5

104 40.5

104 39.5

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P2

P2

AN

6200 x 150

7901 x 150

104 40.5

104 39.5

50 26.5

50 26

50 25.5

104 40.5

104 39.5

1238°

260°

308°

1895

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7901 x 150

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104 39.5

1238°

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AN

6200 x 150

7901 x 150

104 40.5

104 39.5

50 26.5

50 26

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1238°

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AN

6200 x 150

7901 x 150

104 40.5

104 39.5

50 26.5

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104 40.5

104 39.5

1238°

260°

308°

1895

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2005

1905

2033

1976

2033

AN

AO

P2

P2

P2

AN

6200 x 150

7901 x 150

104 40.5

104 39.5

50 26.5

50 26

50 25.5

104 40.5

104 39.5

1238°

260°

308°

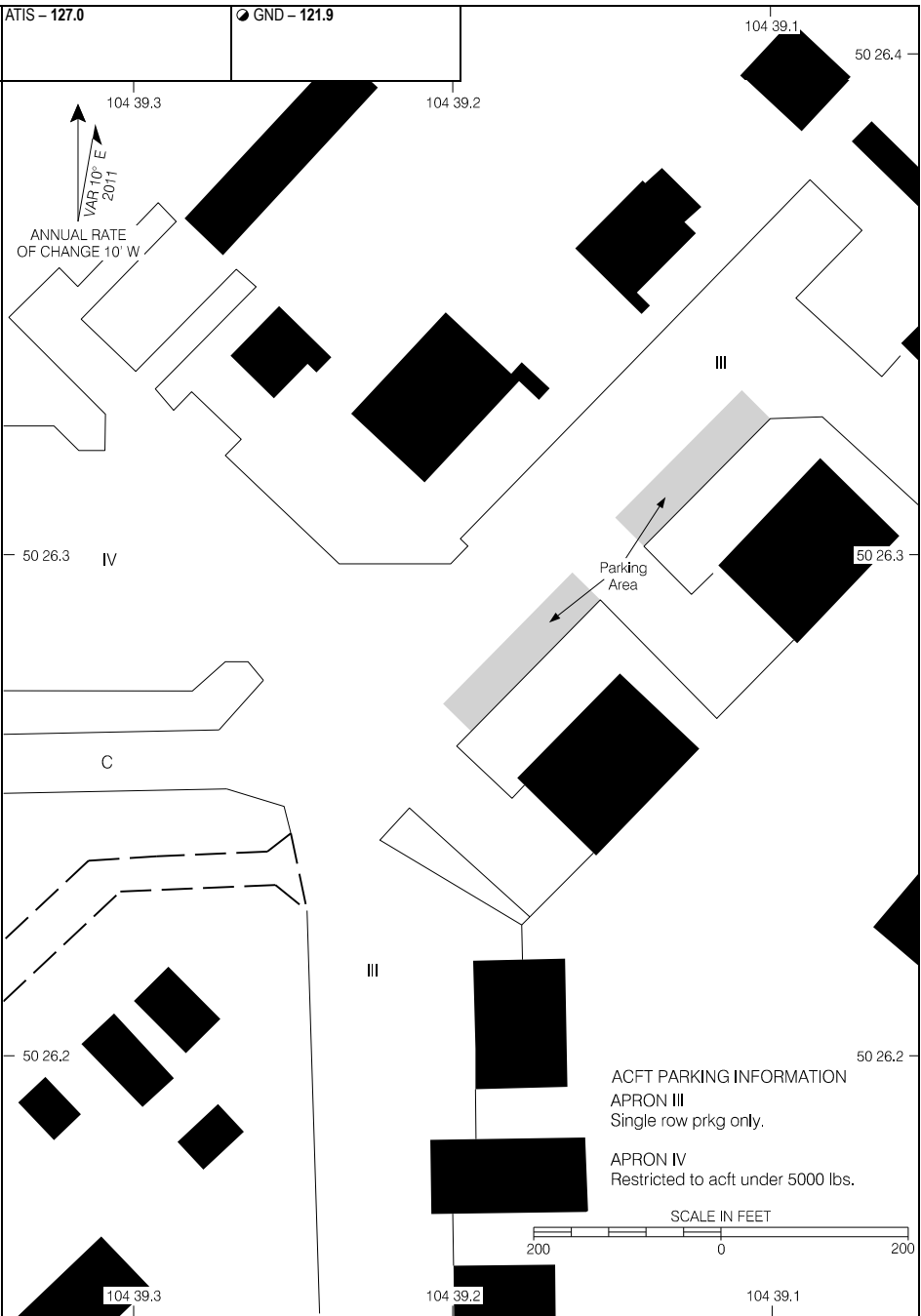
1895

1894

1895

<

PARKING AREAS



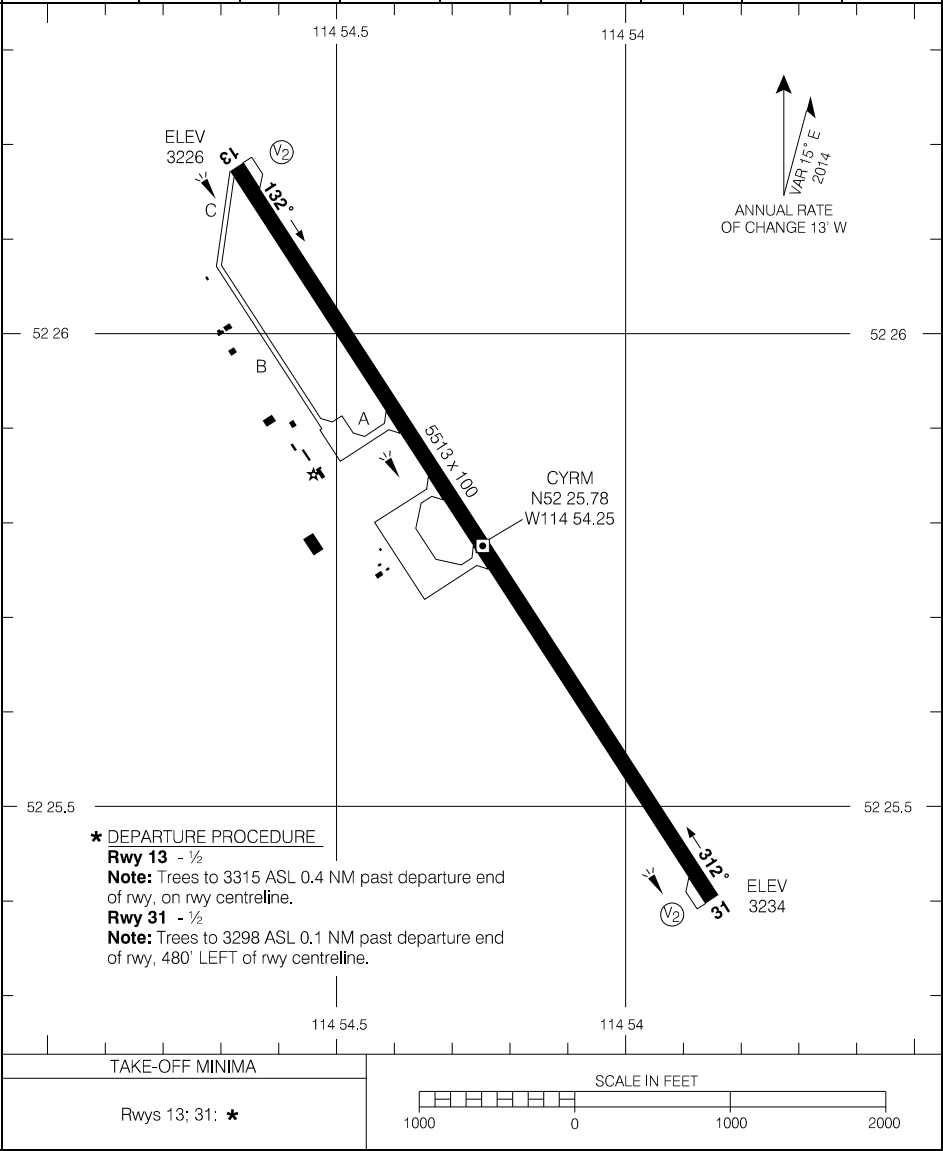
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PARKING AREAS

EFF 24 MAR 22

AERODROME CHART

AUTO – 131.97				TFC – 122.8		CTR Edmonton – 134.3	
						MF	
DECL DIST	13	31					
TORA	5513	5513					
TODA	6303	6213					
ASDA	5513	5513					
LDA	5513	5513					

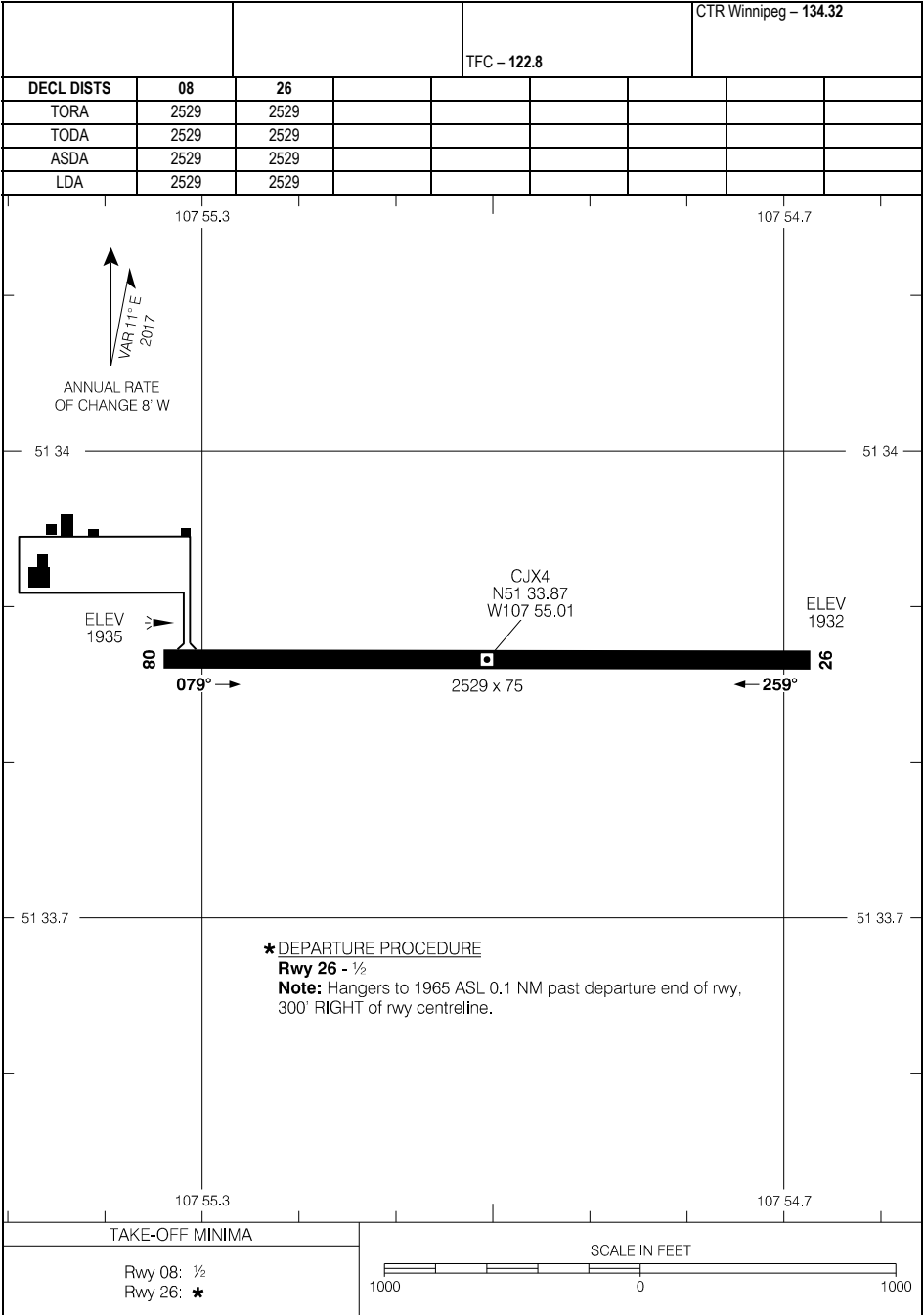


Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

CYRM

AERODROME CHART



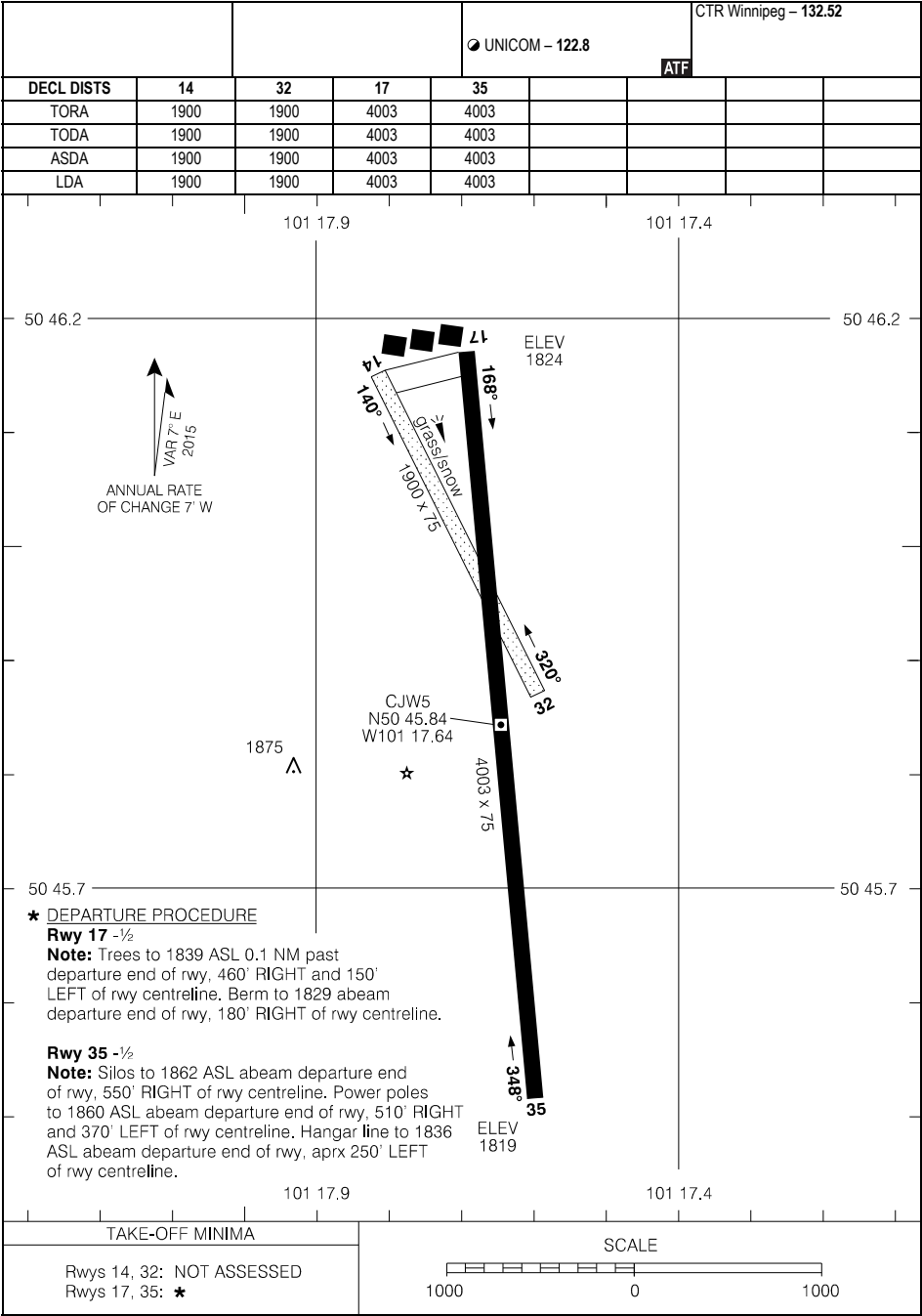
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AERODROME CHART

EFF 24 MAR 22

CJX4

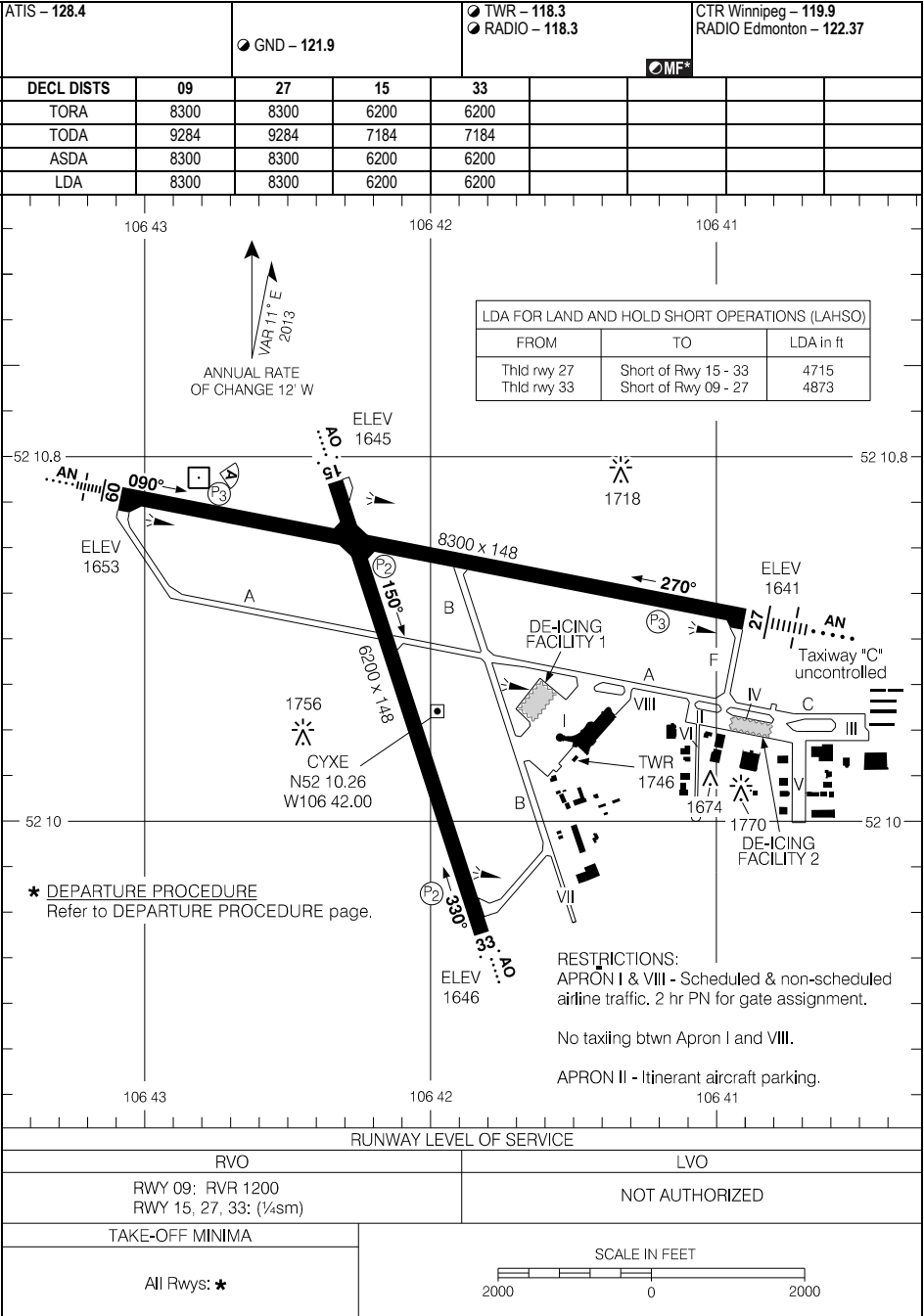
AERODROME CHART



CYXE-AD

SASKATOON/JOHN G. DIFENBAKER INTL, SK
CYXE

AERODROME CHART



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AERODROME CHART

EFF 27 NOV 25

CYXE-AD

CYXE

REDUCED VISIBILITY PROCEDURES

CYXE

Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)

If any portion of the airport drops below $\frac{1}{2}$ SM or 2600 RVR but is at or above $\frac{1}{4}$ SM or 1200 RVR, the airport is considered to be operating in RVOP with no restrictions to aircraft or vehicles.

If any portion of the airport drops below $\frac{1}{4}$ SM or 1200 RVR, provided the runway of intended use is at or above $\frac{1}{4}$ SM or 1200 RVR, the following procedures shall be implemented:

- Any runway that is below $\frac{1}{4}$ SM or 1200 RVR will not be used for arrivals or departures.
- Restrictions apply to vehicles and aircraft on the manoeuvring area. Only one aircraft, helicopter or vehicle will be given permission to operate on the manoeuvring area at any given time (except as permitted below under Vehicle Exceptions).
- Towing of aircraft on the manoeuvring area is not permitted.

Departures

An aircraft may be taxied for departure if the runway of intended use is at or above $\frac{1}{4}$ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility drops below $\frac{1}{4}$ SM or 1200 RVR after taxi clearance was issued, the aircraft may continue to taxi.

An aircraft may depart during RVOP operations provided the RVR serving the departure runway is at or above $\frac{1}{4}$ SM or 1200 RVR.

Arrivals

An aircraft may land and taxi if the runway of intended use is at or above $\frac{1}{4}$ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

Arrivals will be in accordance with applicable approach minima or approach ban considerations. After landing, the aircraft may taxi provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility for the runway of intended use drops below $\frac{1}{4}$ SM or 1200 RVR after an arriving aircraft crosses the final approach fix (FAF), the aircraft may land and taxi in.

Vehicle Exceptions

A group of vehicles may be considered one movement provided they are traveling together and use a single call sign.

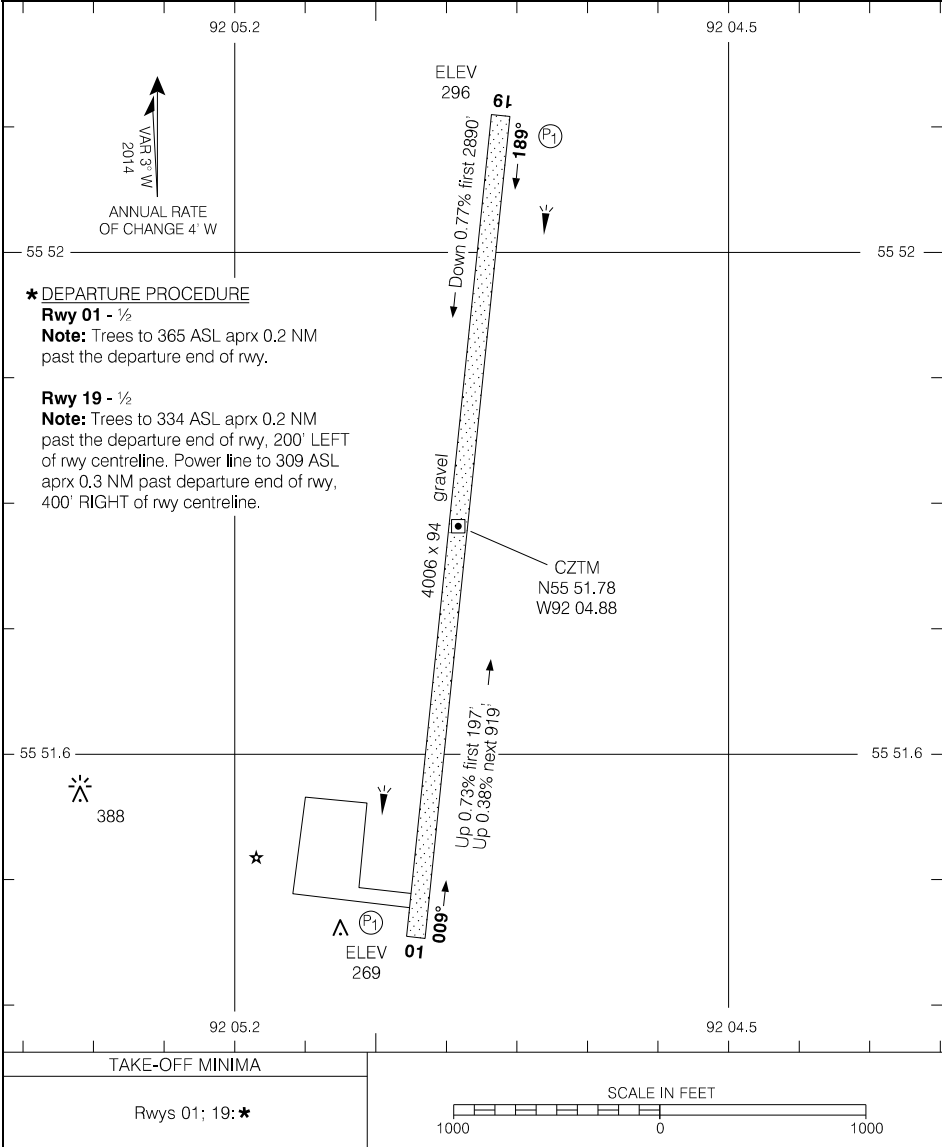
Vehicles are permitted to operate on an inactive runway. Once vehicles are established and restricted to remain on the inactive runway, RVOP may resume on the remaining manoeuvring area.

Emergency vehicles responding to emergency situations are exempt.

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AERODROME CHART

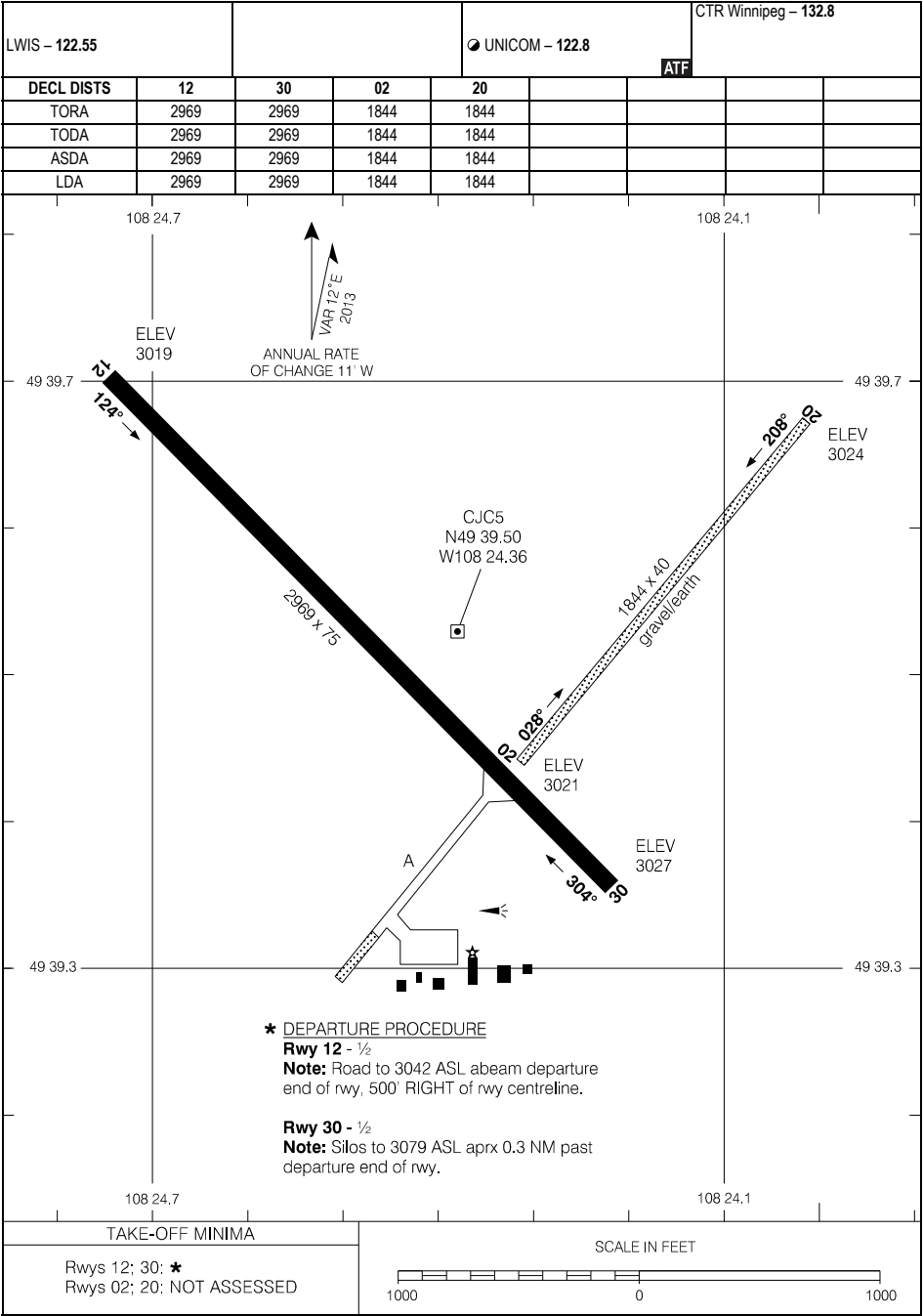
				UNICOM – 122.8 (AU)		ATF			
DECL DIST	01	19							
TORA	4006	4006							
TODA	4990	4990							
ASDA	4006	4006							
LDA	4006	4006							



AERODROME CHART

EFF 20 FEB 25

AERODROME CHART



SLAVE LAKE, AB
CYZH

CYZH

114 47.1 114 46.2

55 17.9 55 17.3

ANNUAL RATE OF CHANGE 16° W

VAR 16° E 2014

ELEV 1904

101 A

100°

5569 x 100

B

CYZH
N55 17.58
W114 46.63

Threshold 28 displaced 557'

280°

28

ELEV 1912

55 17.3

DEPARTURE CLIMB RATE V/V (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
240 FT/NM	360	480	560	640	720	800	1000	1200
290 FT/NM	440	580	680	780	870	970	1210	1450

★ DEPARTURE PROCEDURE

Rwy 10 -½ - Requires a minimum climb gradient of **240 ft/NM to 4300**.
Note: Trees to 2022 ASL aprx 0.1NM past departure end of rwy,
 500' LEFT and RIGHT of rwy centreline, and aprx 0.2NM past departure end of rwy.
 or
 SPEC VIS - Climb in visual conditions to cross aprt at or above **3300 BPOC**.

Rwy 28 -½ - Requires a minimum climb gradient of **290 ft/NM to 4100**.
Note: Trees to 1967 ASL aprx 350' past departure end of rwy, 290' LEFT of rwy centreline.
 or
 SPEC VIS - Climb in visual conditions to cross aprt at or above **3300 BPOC**.

114 47.1 114 46.2

TAKE-OFF MINIMA

Rwys 10; 28: ★

SCALE IN FEET

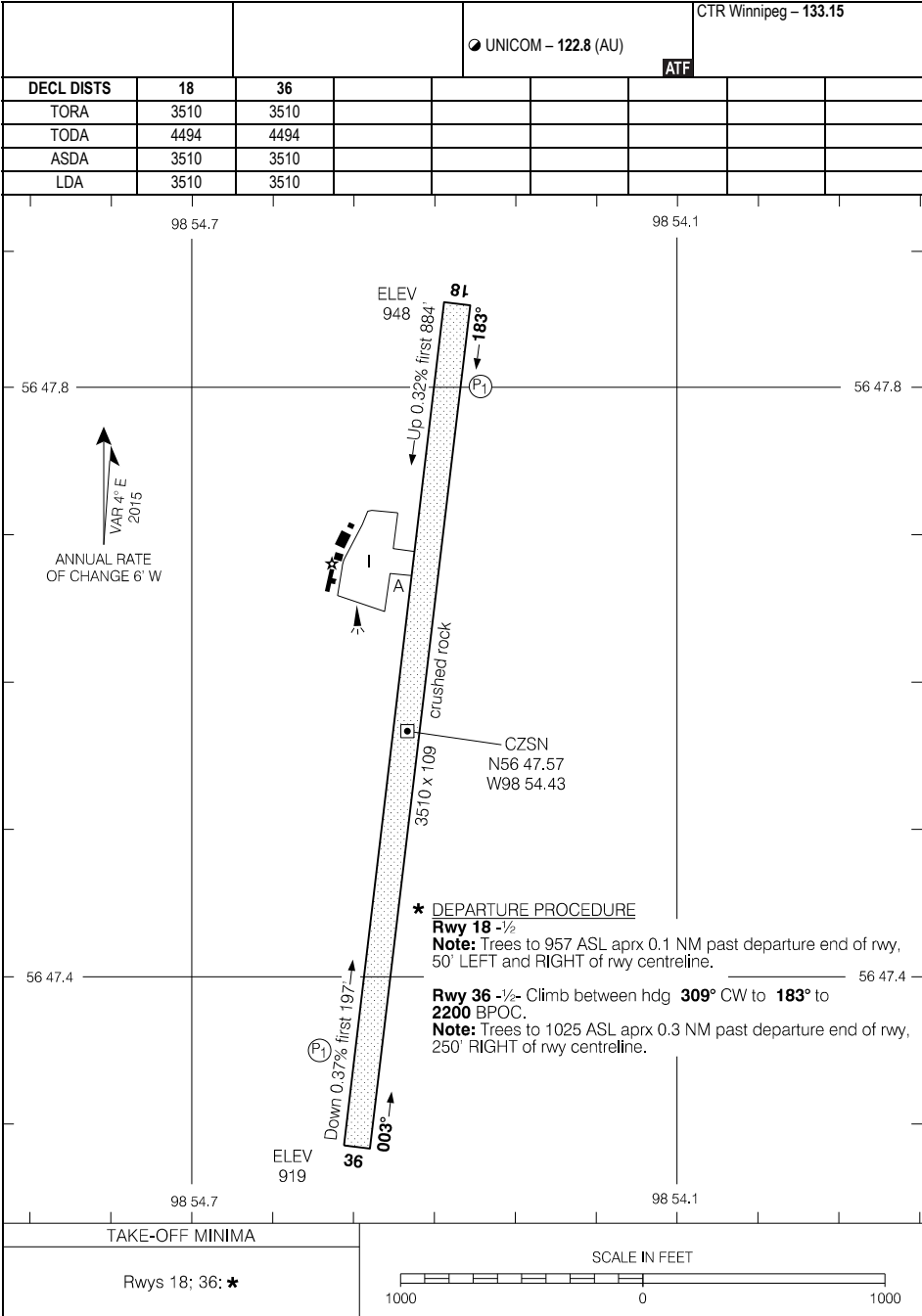
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CYZH

CYZH-AD

AERODROME CHART



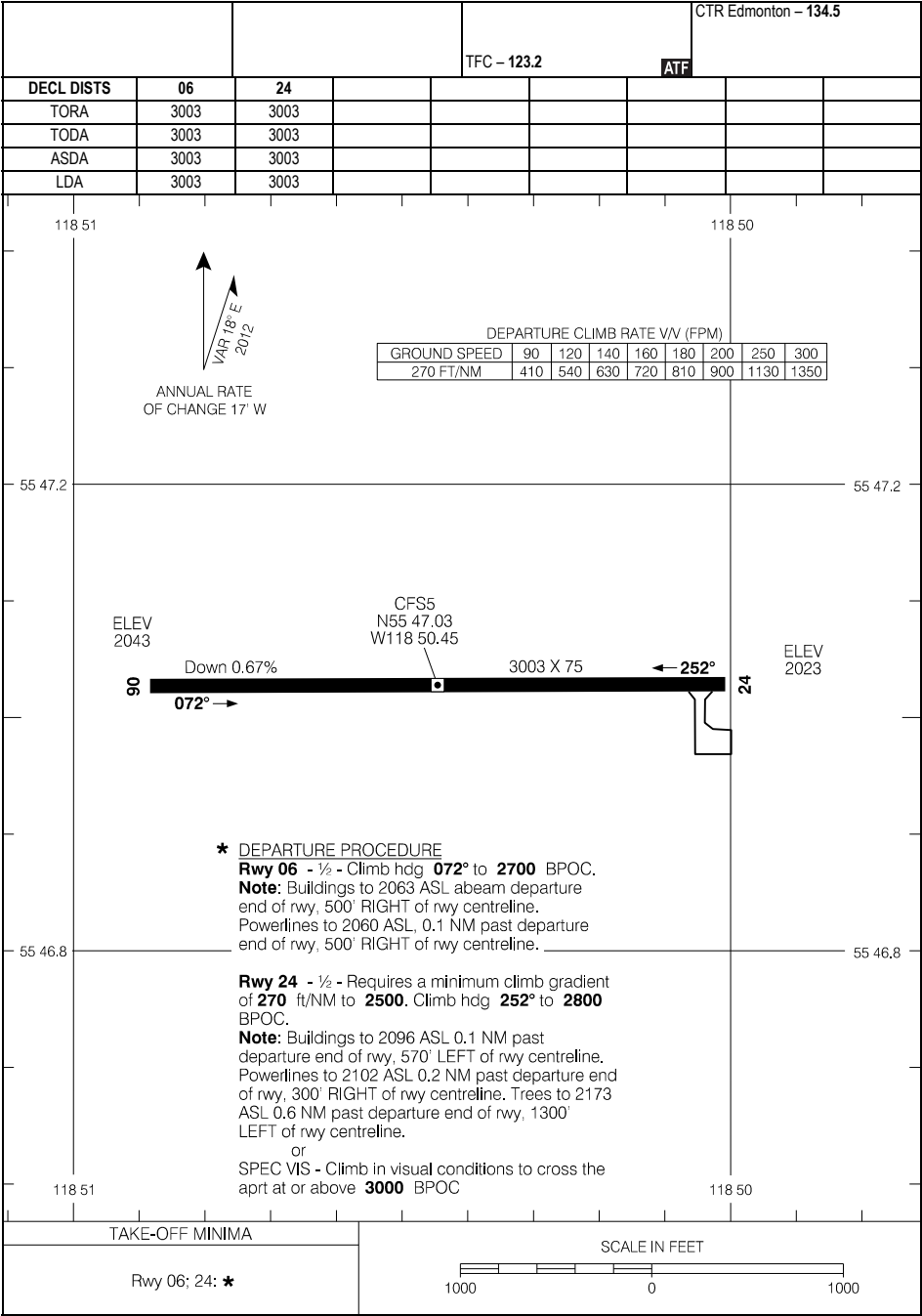
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AERODROME CHART

EFF 17 APR 25

CZSN

AERODROME CHART



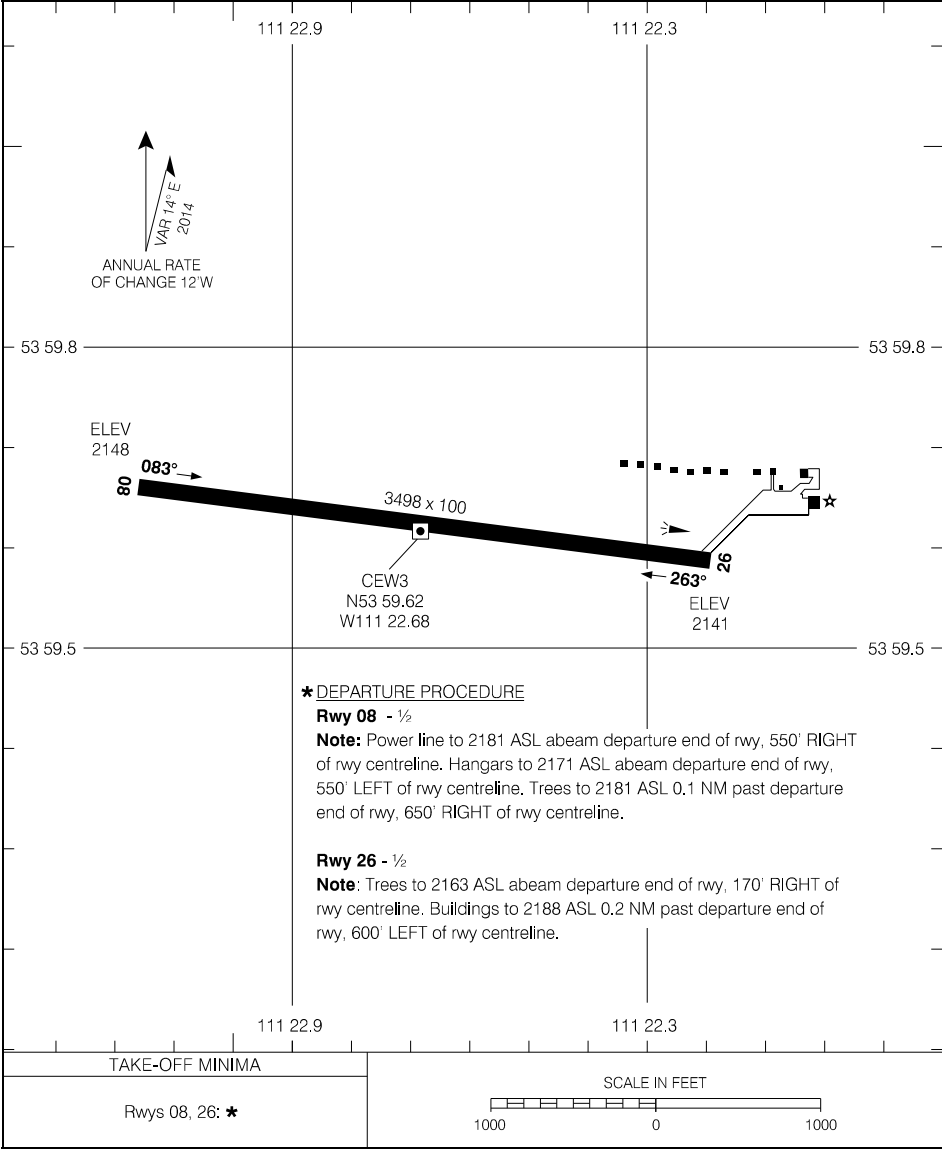
AERODROME CHART

EFF 25 JAN 24

CFS5

AERODROME CHART

		UNICOM – 122.8				TML Cold Lake – 124.5		
						ATF		
DECL DIST	08	26						
TORA	3498	3498						
TODA	3498	3498						
ASDA	3498	3498						
LDA	3498	3498						



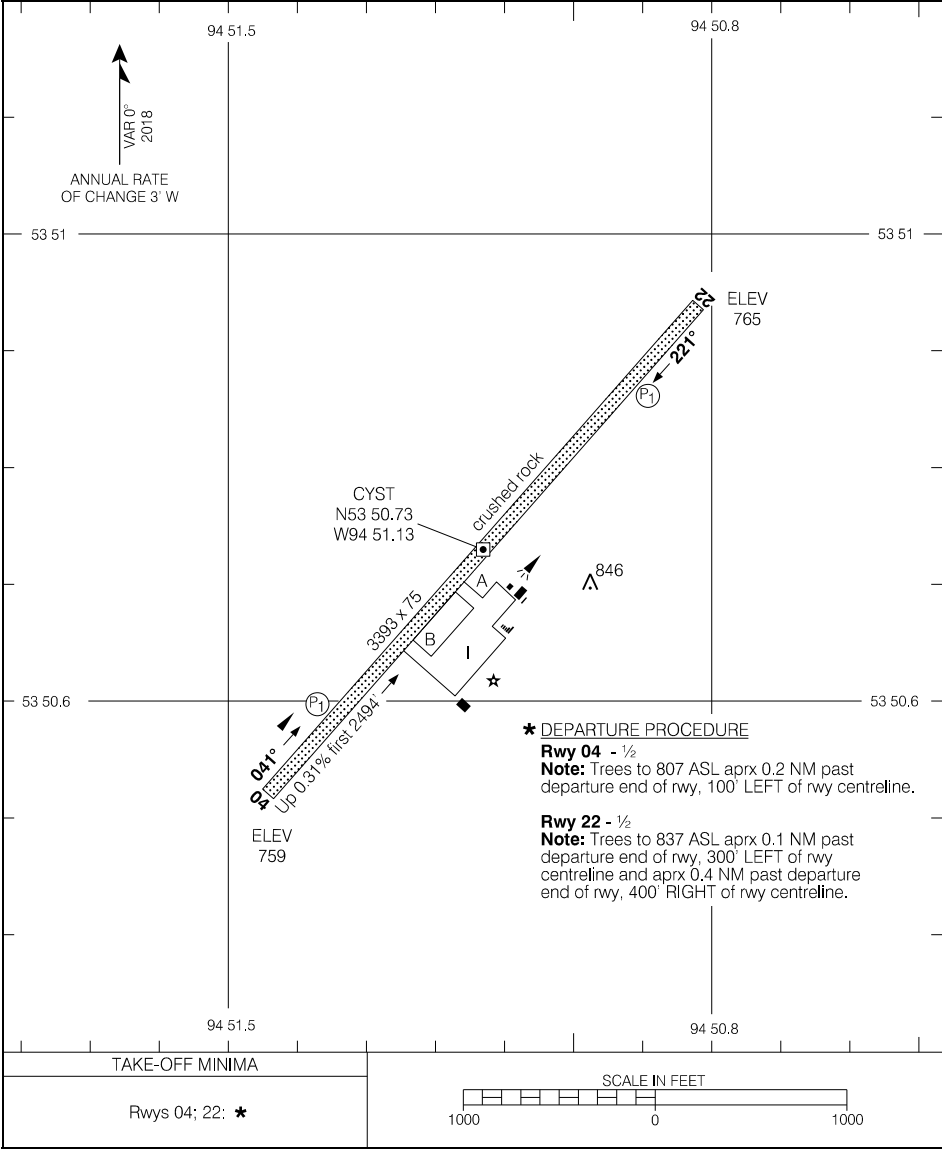
AERODROME CHART

EFF 24 MAR 22

CEW3

AERODROME CHART

AWOS Island Lake – 128.1				RADIO Thunder Bay – 122.2			
						MF	
DECL DIST	04	22					
TORA	3393	3393					
TODA	4377	4377					
ASDA	3393	3393					
LDA	3393	3393					



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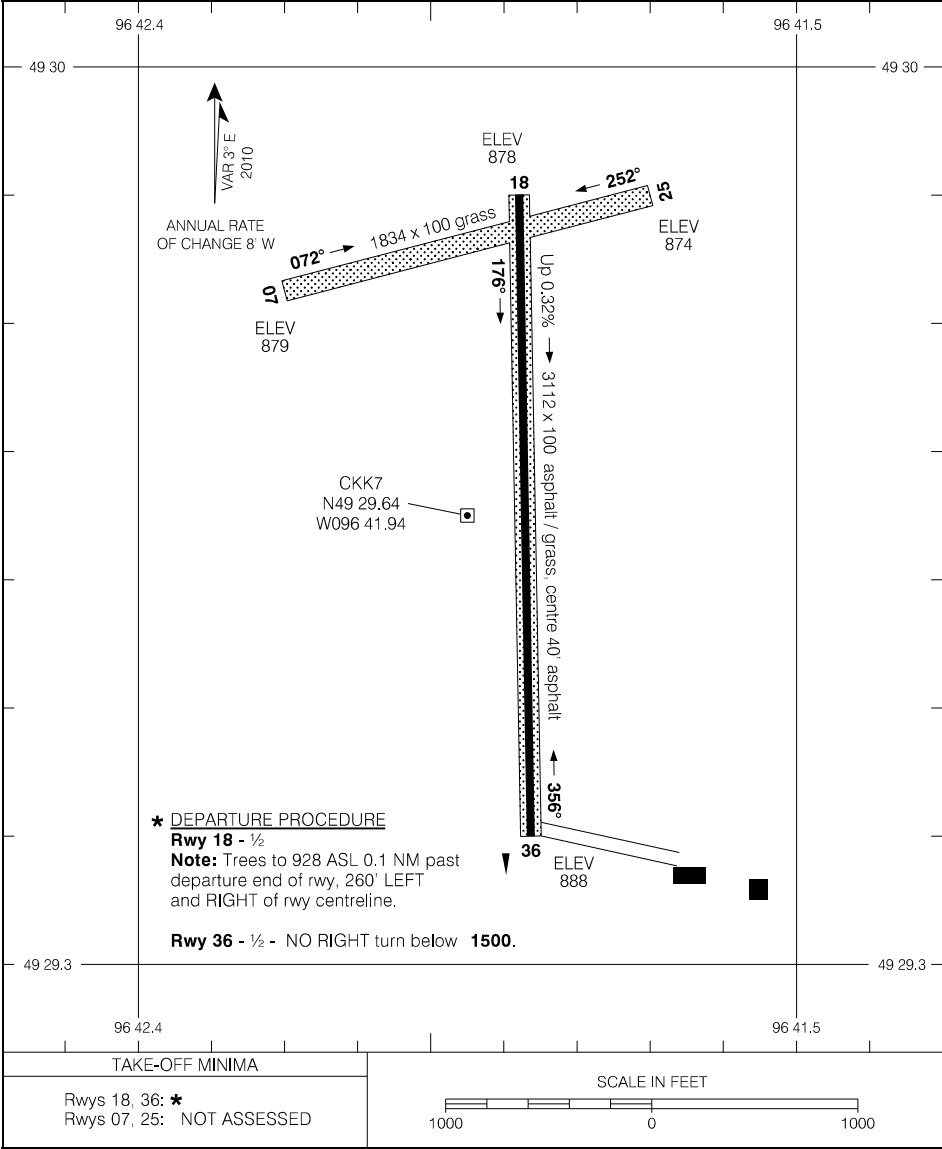
AERODROME CHART

EFF 20 FEB 25

CYST

AERODROME CHART

		UNICOM – 122.7				TML Winnipeg – 119.9		
						ATF		
DECL DIST	07	25	18	36				
TORA	1834	1834	3112	3112				
TODA	1834	1834	3112	3112				
ASDA	1834	1834	3112	3112				
LDA	1834	1834	3112	3112				



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AERODROME CHART

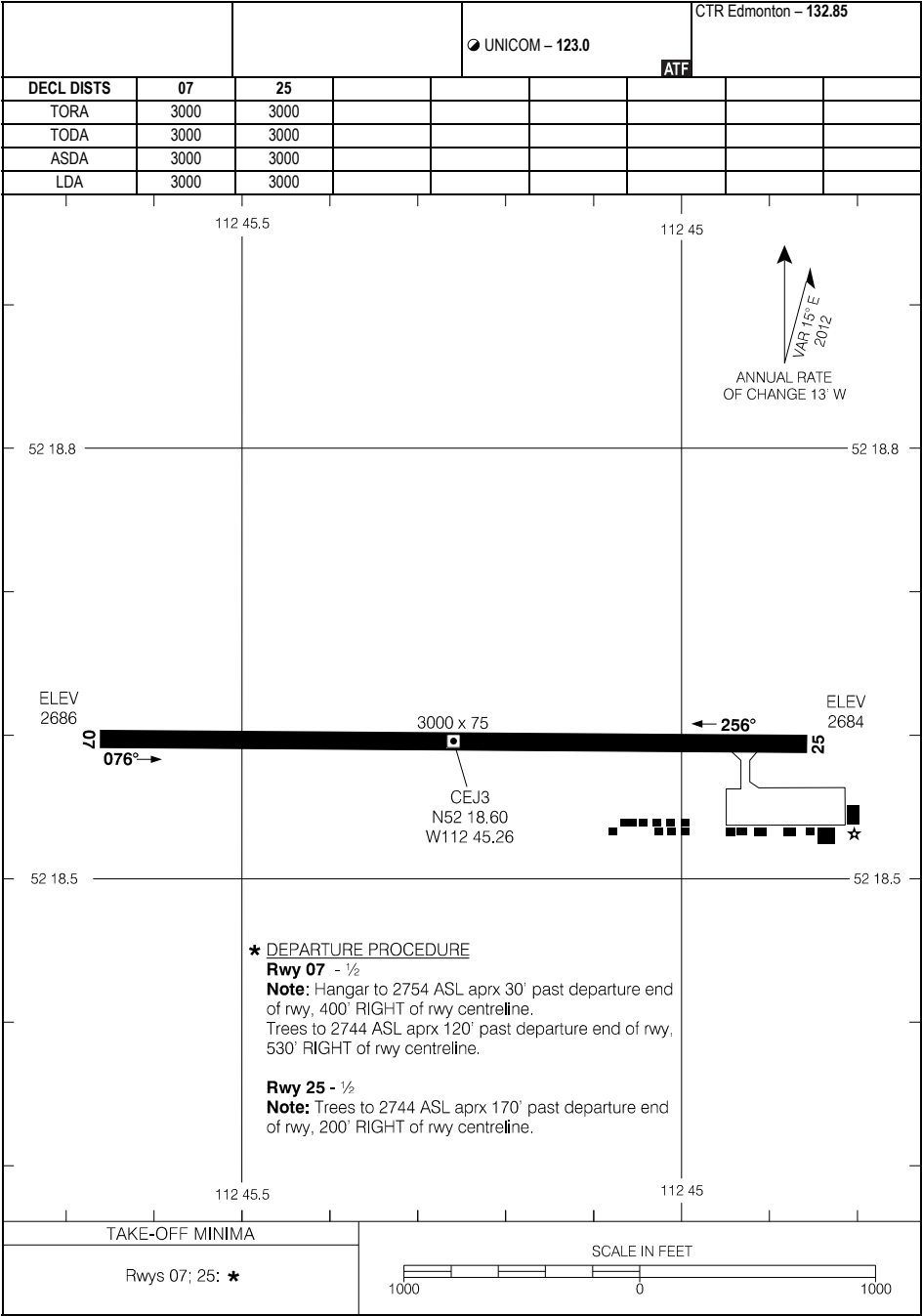
EFF 23 FEB 23

CKK7

CEJ3-AD

STETTLE, AB
CEJ3

AERODROME CHART



AERODROME CHART

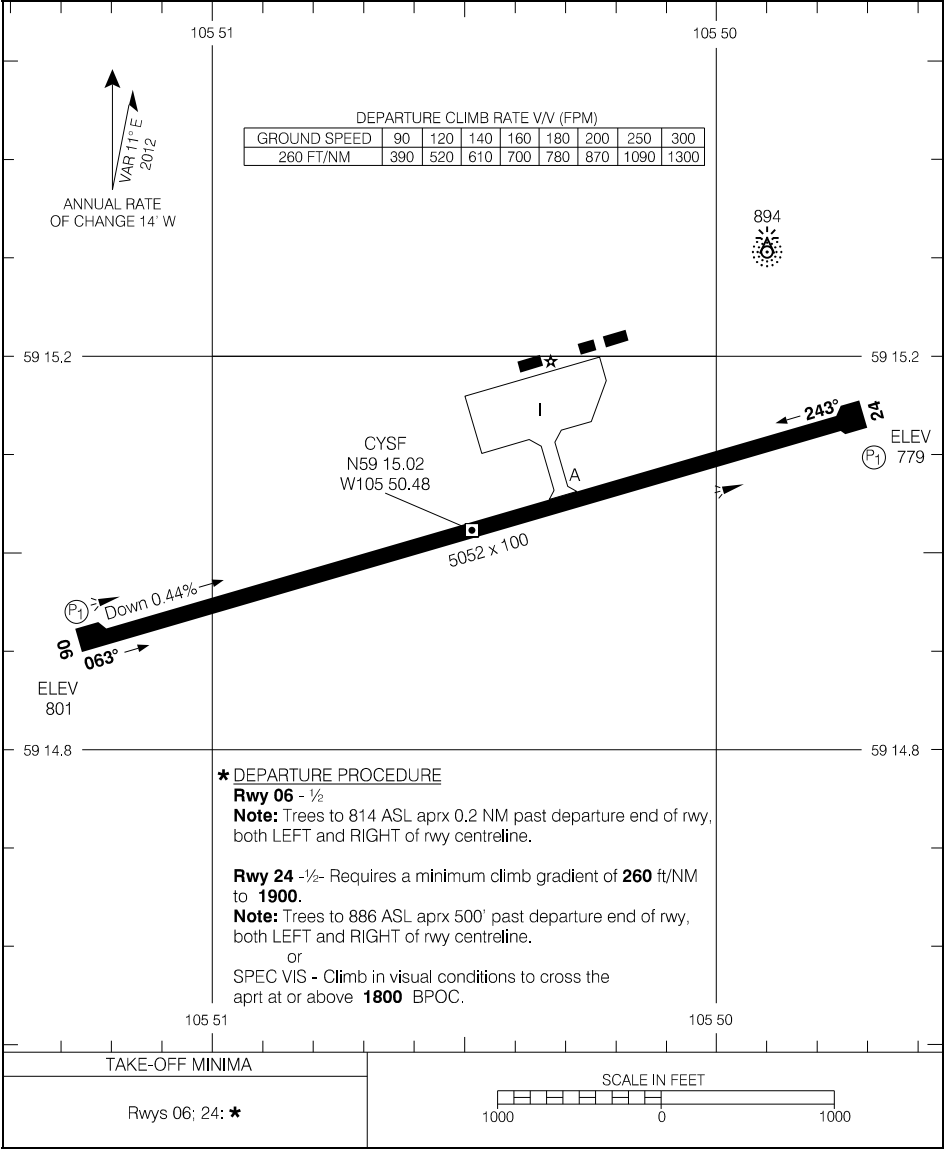
EFF 5 OCT 23

CEJ3

CEJ3-AD

AERODROME CHART

AWOS – 128.75				● RADIO Regina – 122.1		RADIO Edmonton – 122.37	
				● TFC – 122.1		MF	
DECL DIST	06	24					
TORA	5052	5052					
TODA	6036	5551					
ASDA	5052	5052					
LDA	5052	5052					



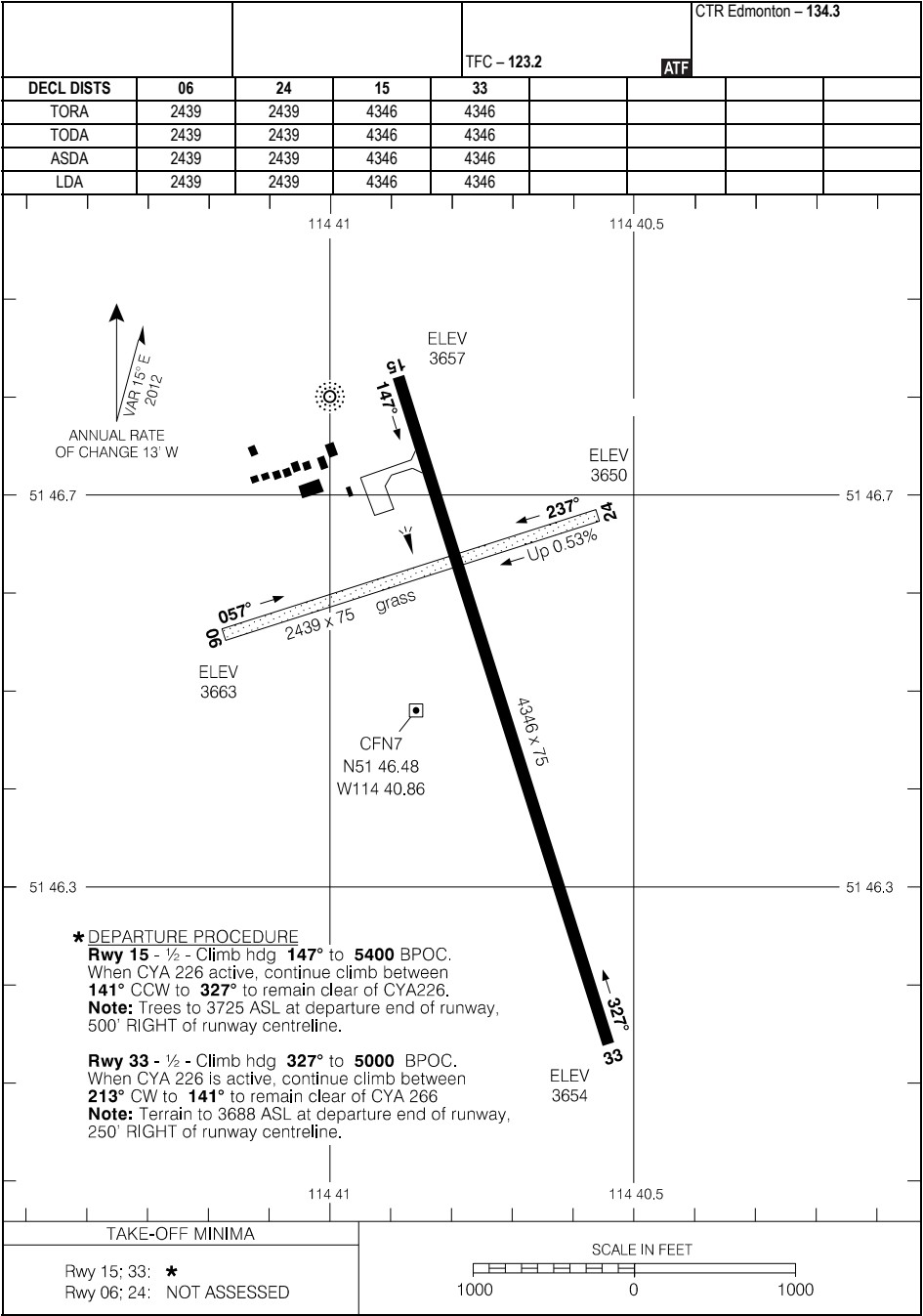
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AERODROME CHART

EFF 17 APR 25

CYSF

AERODROME CHART

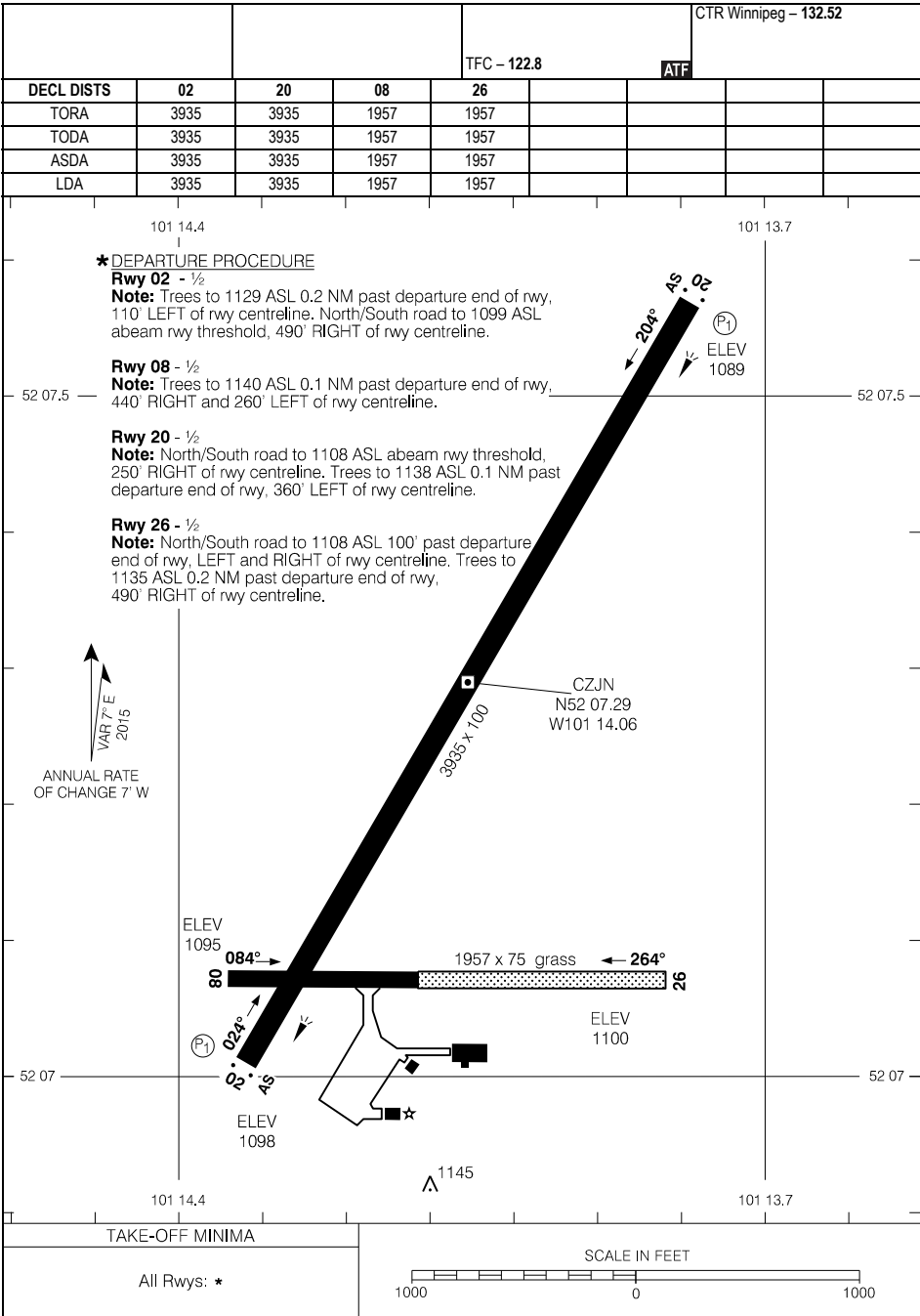


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AERODROME CHART

EFF 15 JUN 23

AERODROME CHART



AERODROME CHART

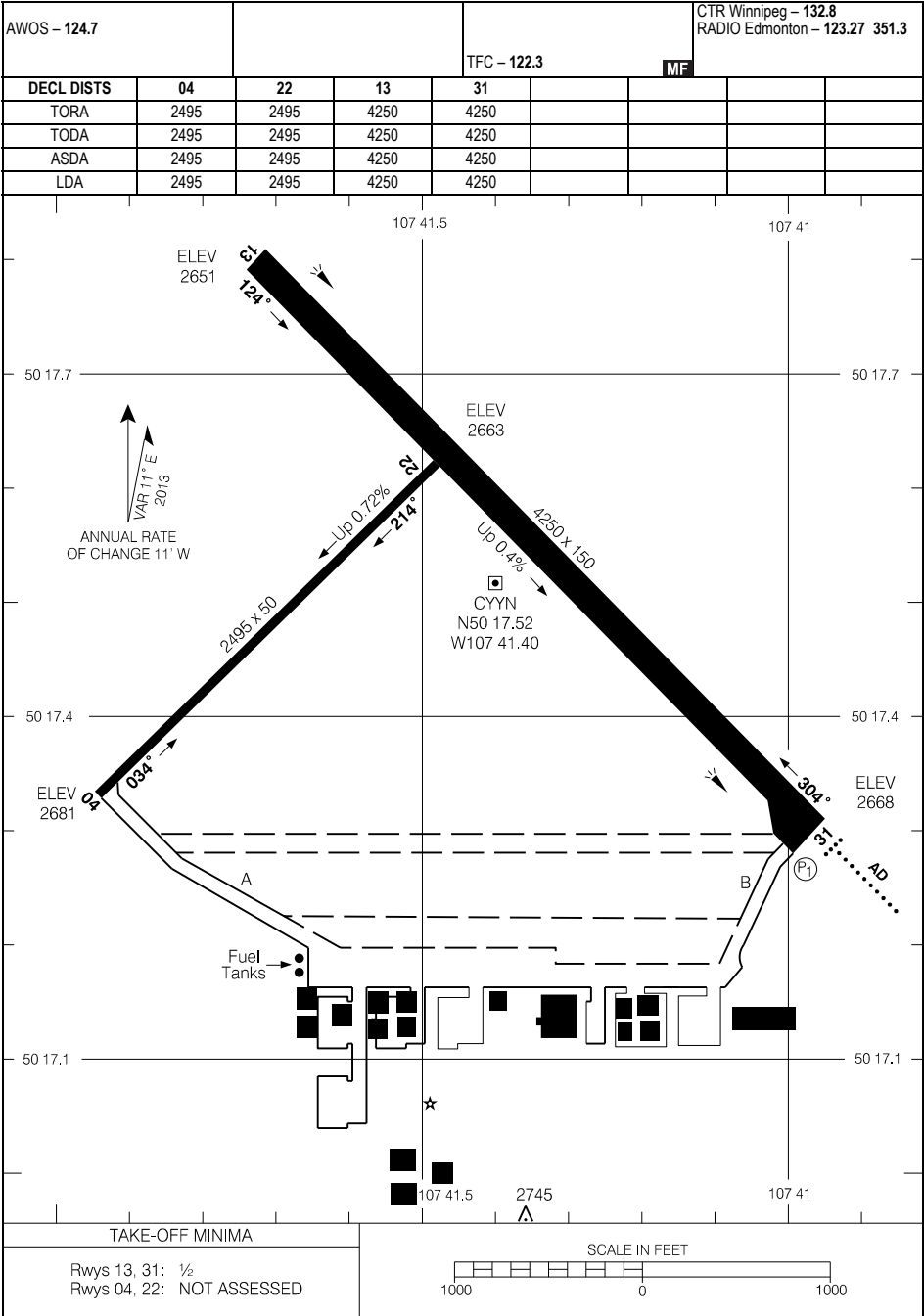
EFF 12 JUN 25

CZJN

CYYN-AD

SWIFT CURRENT, SK
CYYN

AERODROME CHART



AERODROME CHART

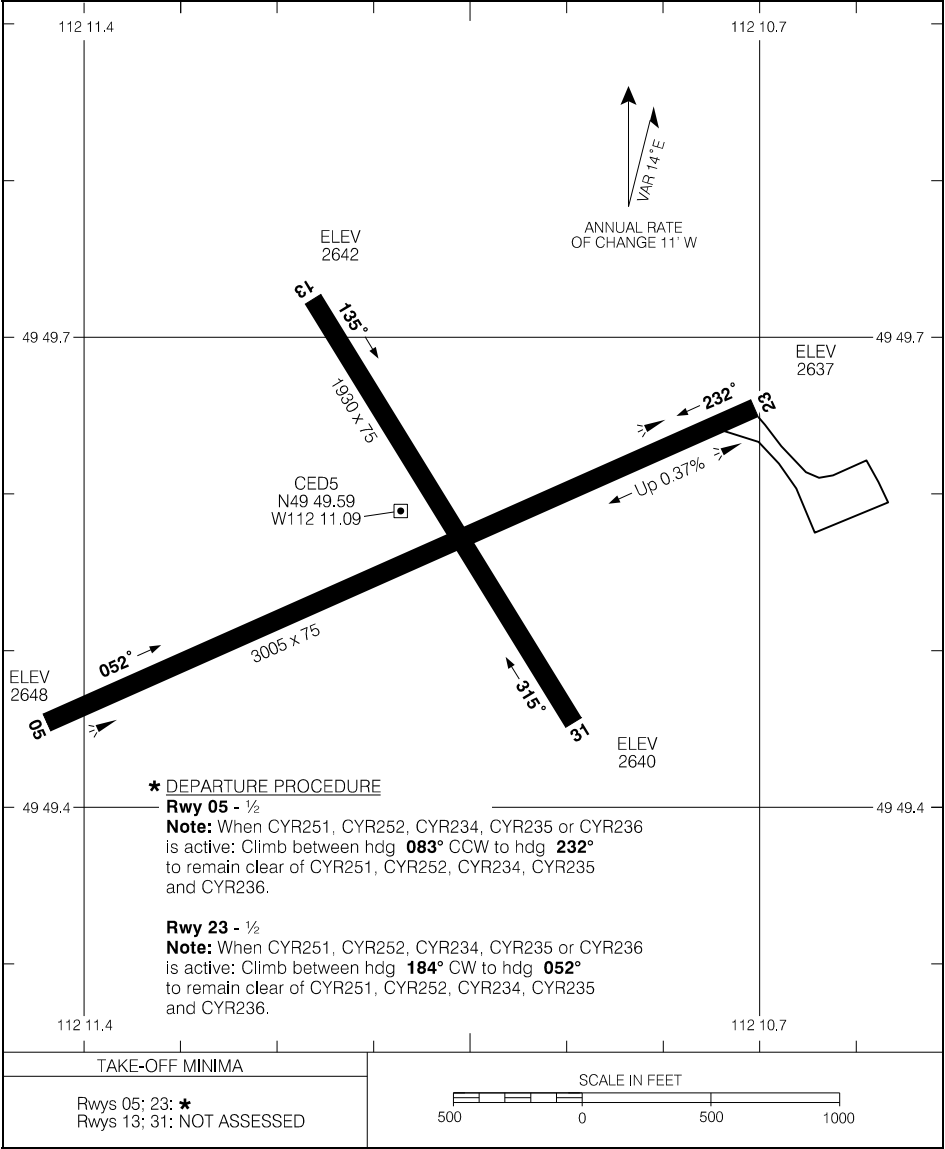
EFF 17 APR 25

CYYN

CYYN-AD

AERODROME CHART

		UNICOM – 122.8				CTR Edmonton – 132.75 265.2		
						ATF		
DECL DIST	05	23	13	31				
TORA	3005	3005	1930	1930				
TODA	3005	3005	1930	1930				
ASDA	3005	3005	1930	1930				
LDA	3005	3005	1930	1930				



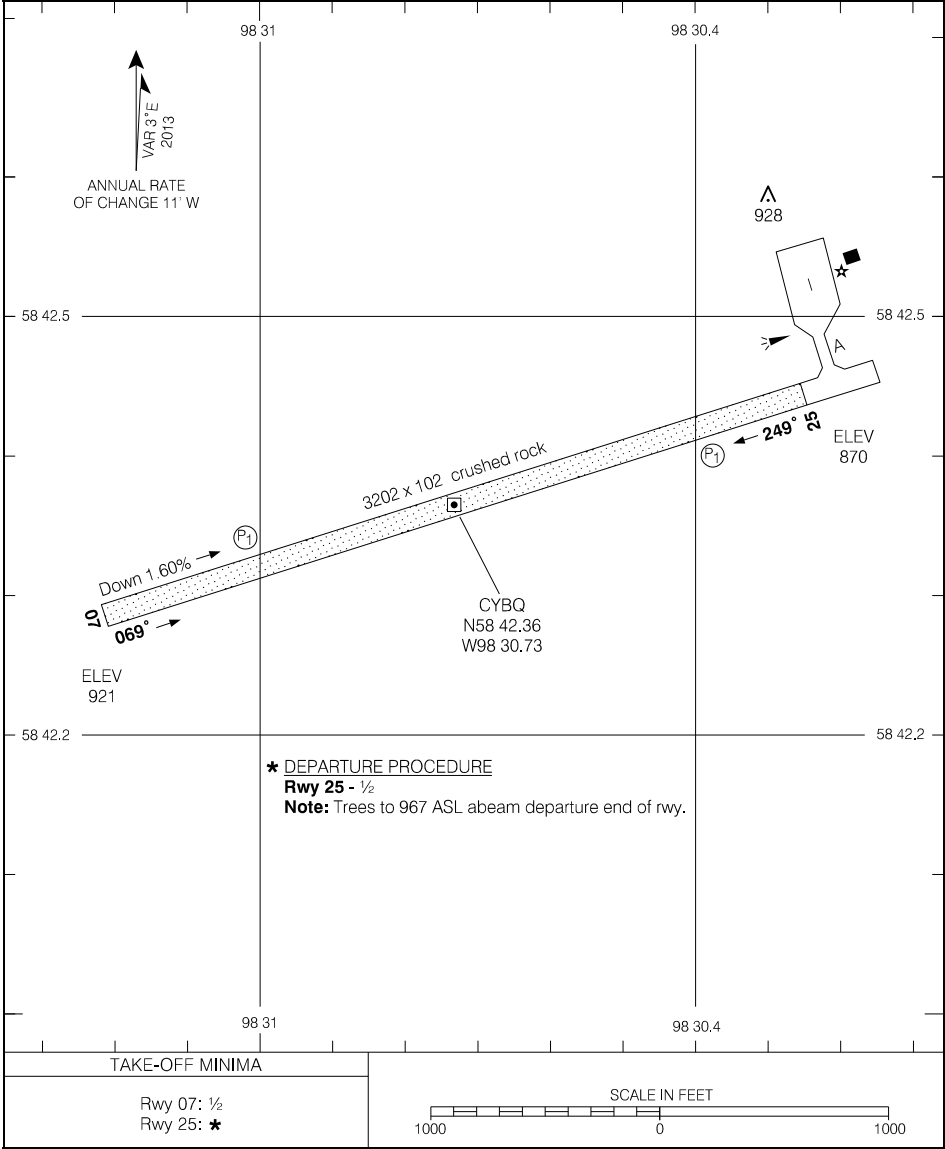
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AERODROME CHART

EFF 7 AUG 25

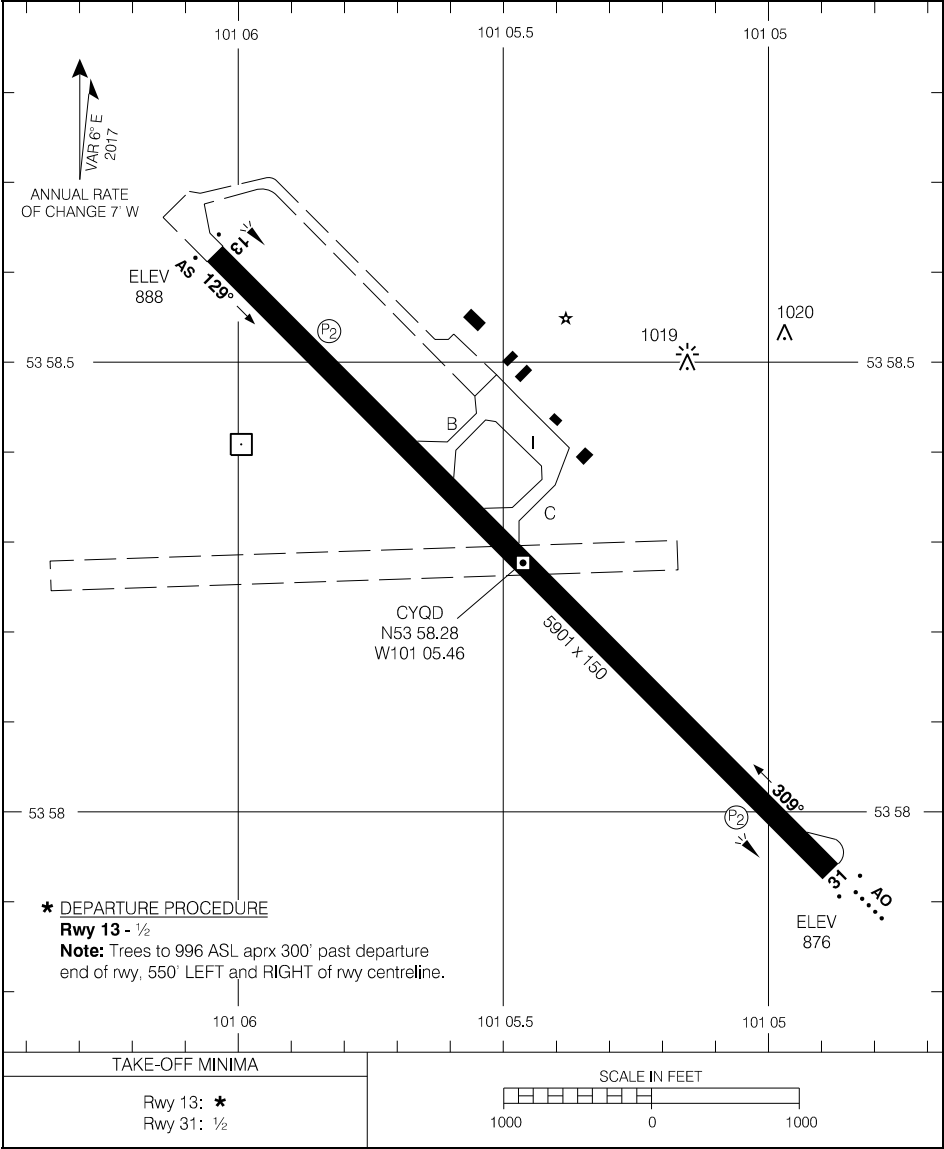
CED5

AWOS – 128.62					UNICOM – 122.8 (AU)		RADIO Edmonton – 126.7 DRCO	
		ATF						
DECL DIST	07	25						
TORA	3202	3202						
TODA	4186	3227						
ASDA	3202	3202						
LDA	3202	3202						



AERODROME CHART

MET – 124.7				● RADIO Saskatoon – 122.2		RADIO Edmonton – 123.55	
				● TFC – 122.2		MF	
DECL DIST	13	31					
TORA	5901	5901					
TODA	6885	6669					
ASDA	5901	5901					
LDA	5901	5901					



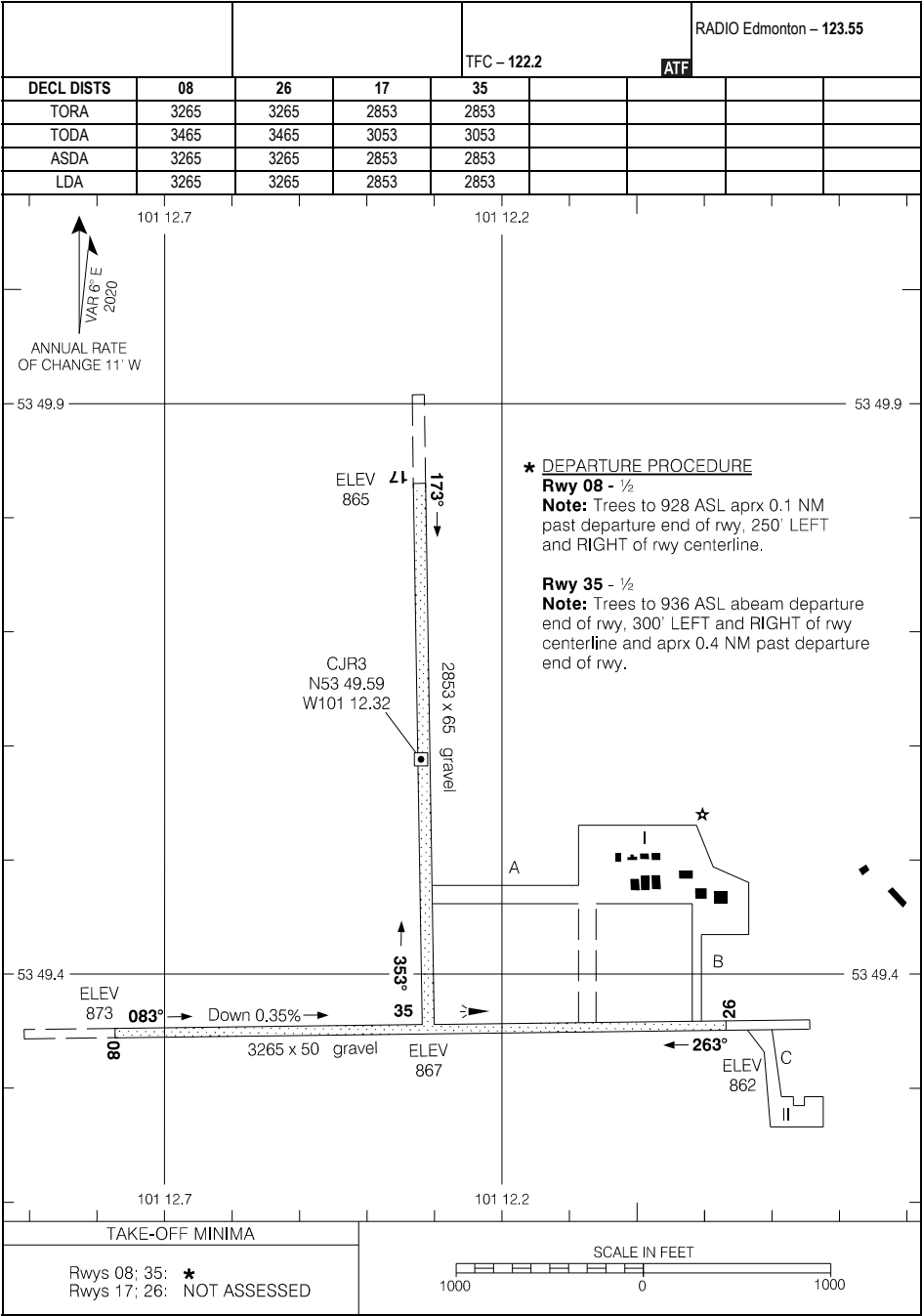
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AERODROME CHART

EFF 15 JUN 23

CYQD

AERODROME CHART



AERODROME CHART

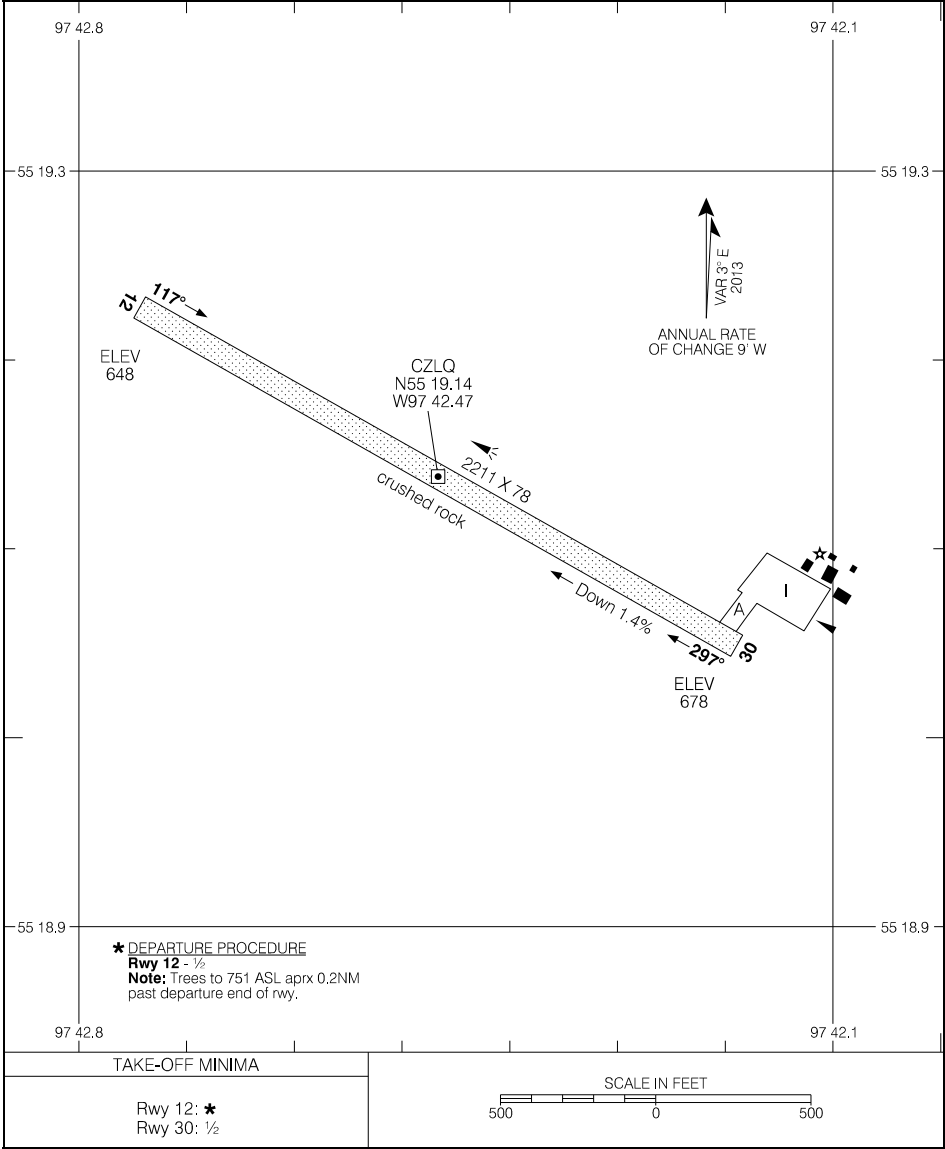
EFF 20 FEB 25

CJR3

CZLQ-AD

THICKET PORTAGE, MB
CZLQ

				UNICOM – 122.8 (AU)		ATF	
DECL DIST	12	30					
TORA	2211	2211					
TODA	3195	3195					
ASDA	2211	2211					
LDA	2211	2211					

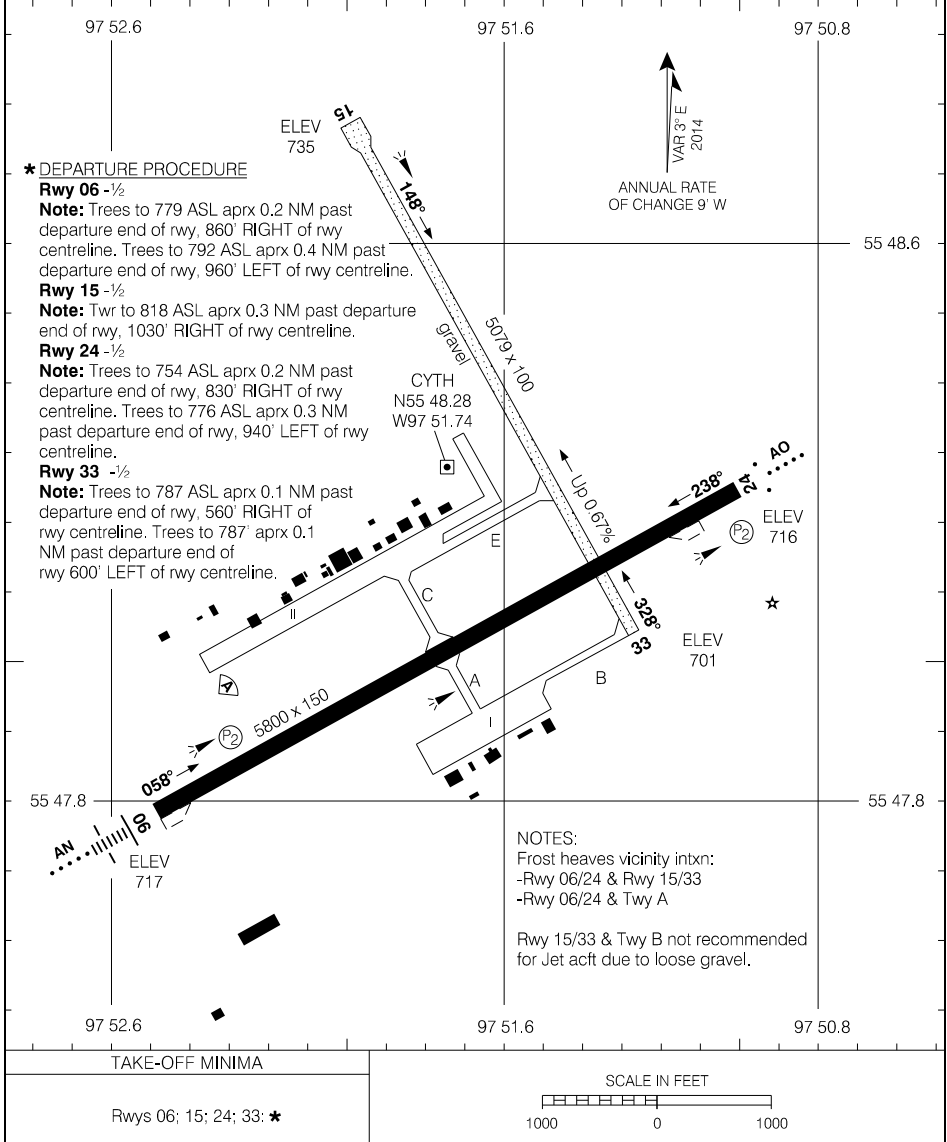


CZLQ-AD

THOMPSON, MB
CYTH

AERODROME CHART

ATIS – 127.65					RADIO – 122.5		CTR Winnipeg – 133.15 RADIO Edmonton – 123.55	
					MF*			
DECL DIST	06	24	15	33				
TORA	5800	5800	5079	5079				
TODA	6784	6784	5279	5279				
ASDA	5800	5800	5079	5079				
LDA	5800	5800	5079	5079				



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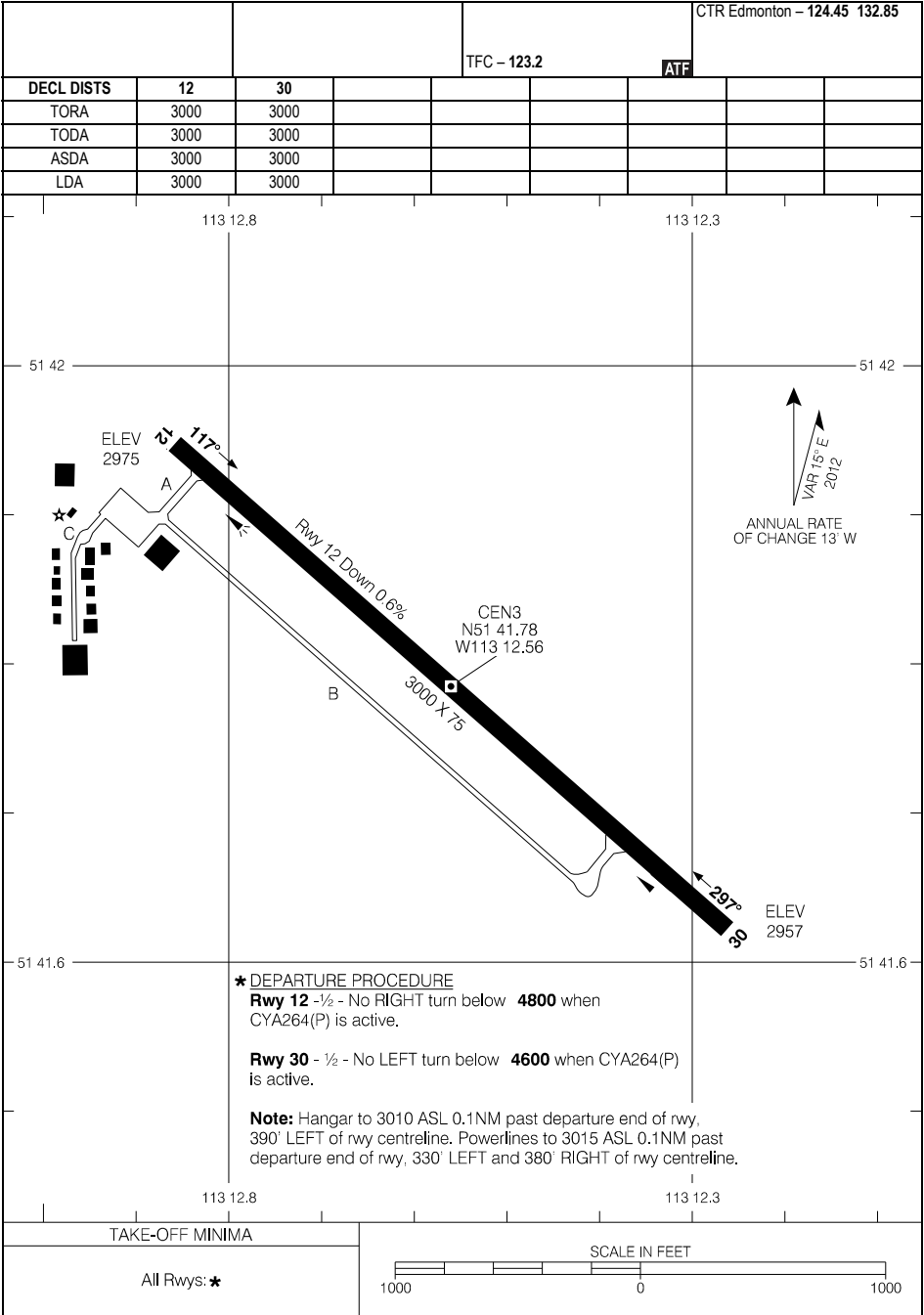
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EFF 26 DEC 24

CYTH

CYTH-AD

AERODROME CHART

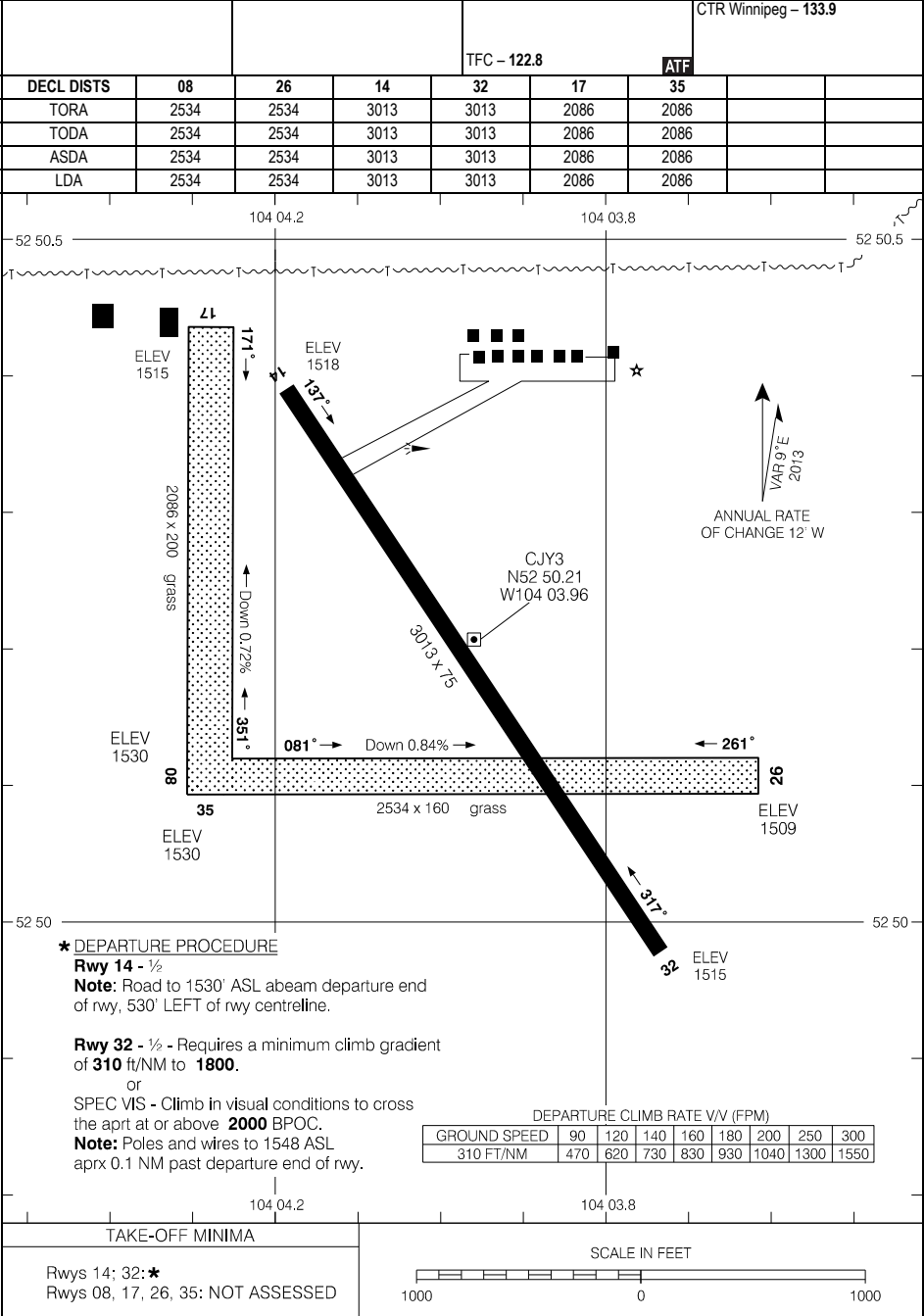


AERODROME CHART

CEN3

EFF 26 DEC 24

AERODROME CHART

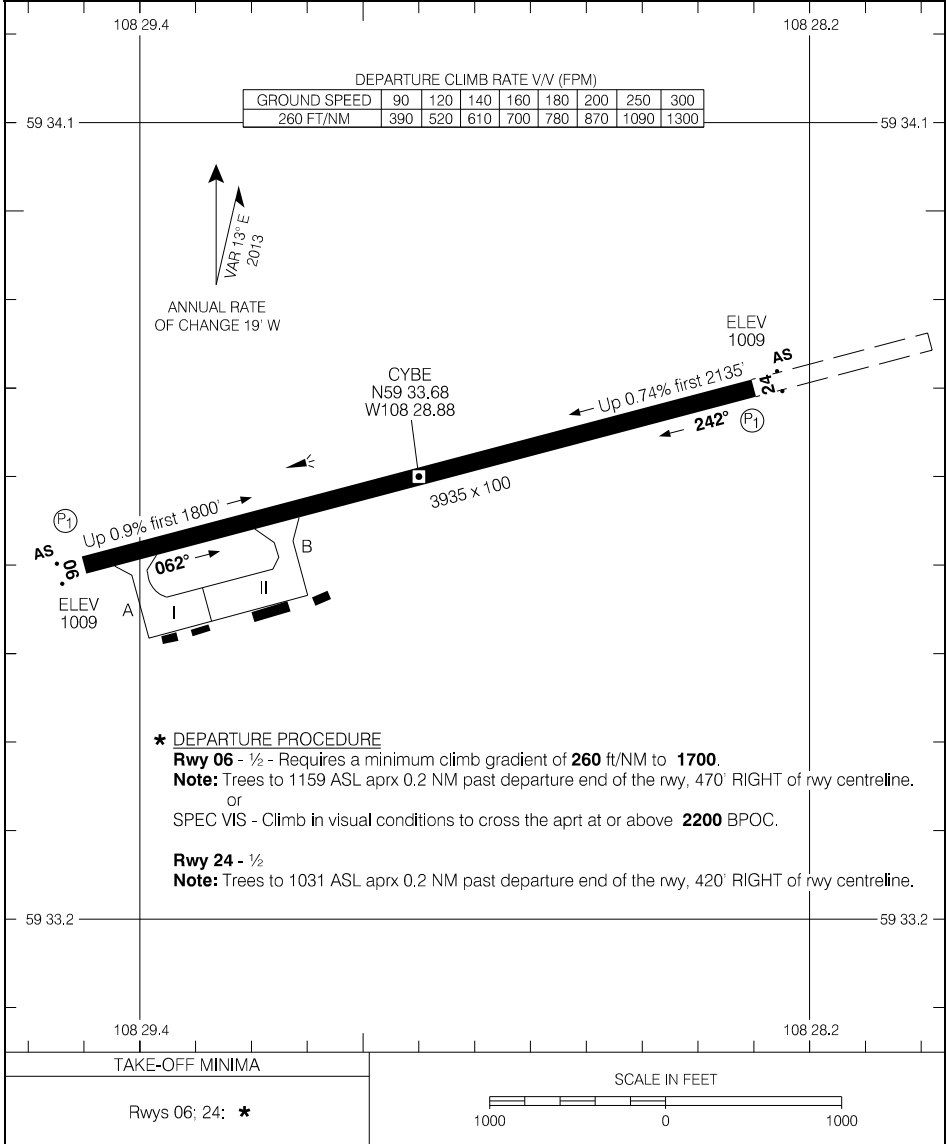


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EFF 23 FEB 23

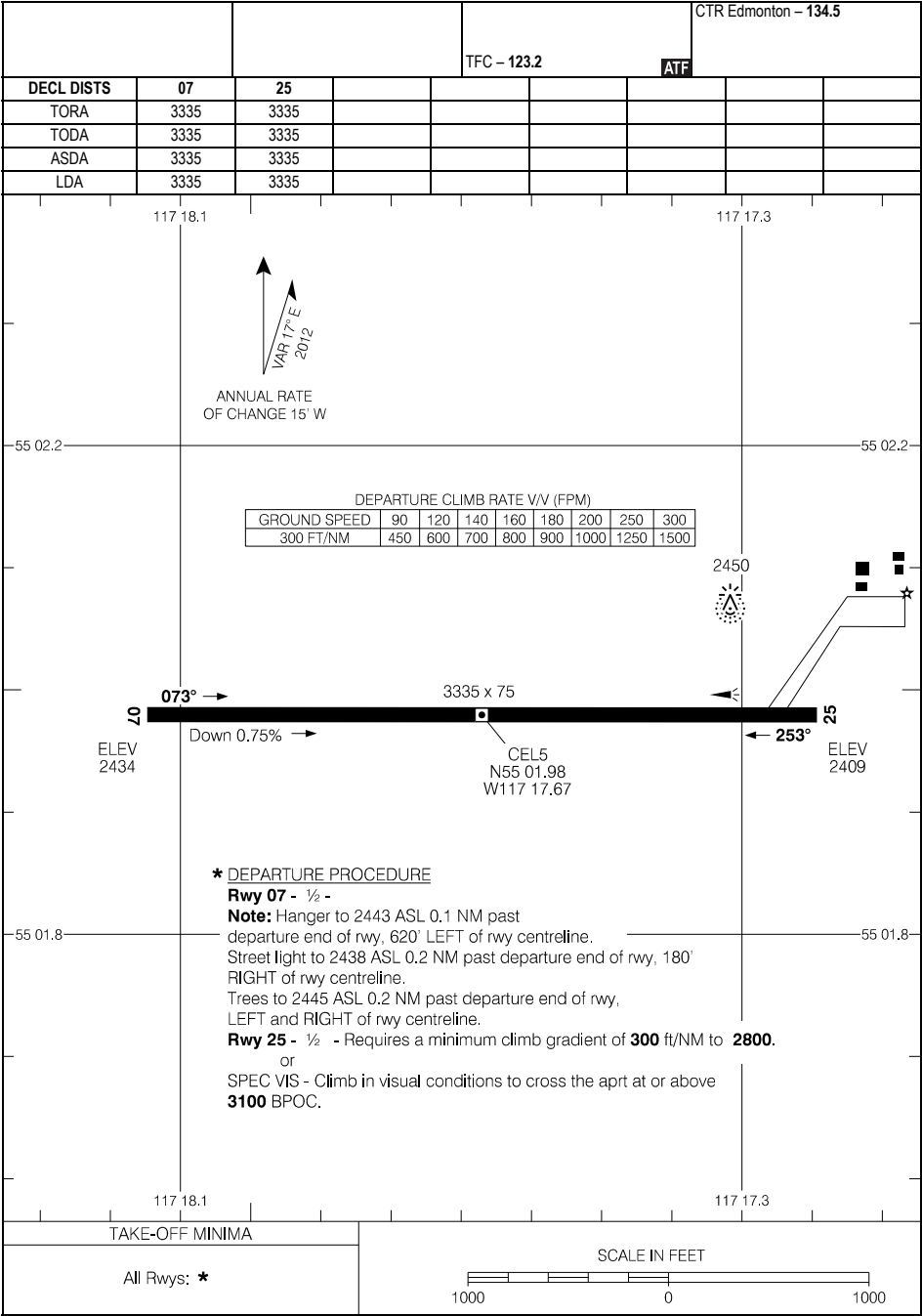
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DECL DIST	06	24							
TORA	3935	3935							
TODA	4919	4919							
ASDA	3935	3935							
LDA	3935	3935							



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AERODROME CHART



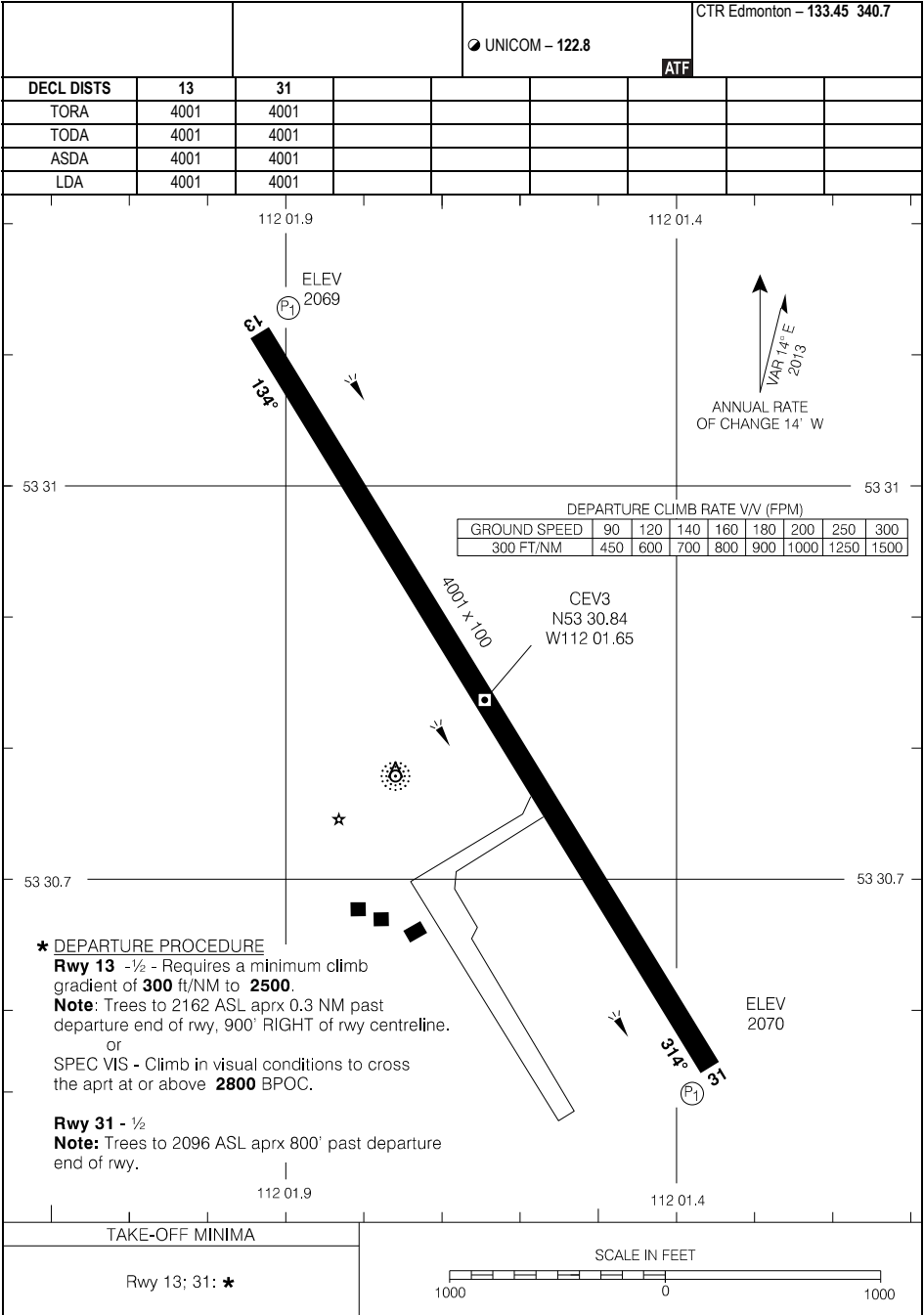
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AERODROME CHART

EFF 15 JUN 23

CEL5

AERODROME CHART



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AERODROME CHART

CEV3

EFF 20 APR 23

VERMILION, AB
CYVG

CYVG

DEPARTURE CLIMB RATE V/V (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
380 FT/NM	570	760	890	1020	1140	1270	1590	1900

ANNUAL RATE OF CHANGE 14' W

VAR 14° E 2013

ELEV 2020

105°

CYVG
N53 21.41
W110 49.49

3382 x 75

Threshold 28
displaced 1095'

285°

ELEV 2022

28

*** DEPARTURE PROCEDURE**
Rwy 10 - ½ - Requires a minimum climb gradient of **380** ft/NM to 2400.
Note: Trees to 245 ASL abeam departure end of rwy, 270' LEFT of rwy centreline.
 or
SPEC VIS - Climb in visual conditions to cross the apt at or above **2800** BPOC.
Rwy 28 - ½ - Trees to 227 ASL abeam departure end of rwy, 330' RIGHT of rwy centreline.
 Trees to 237 ASL 0.1 NM past departure end of rwy.
 Fence to 2044 ASL abeam departure end of rwy, 140' LEFT of rwy centreline.
Note: Departing aircraft to remain below 6000' until clear of CYR268, or otherwise authorized by ATC.

TAKE-OFF MINIMA

Rwys 10, 28: *

SCALE IN FEET

1000 0 1000

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CYVG

CYVG-AD

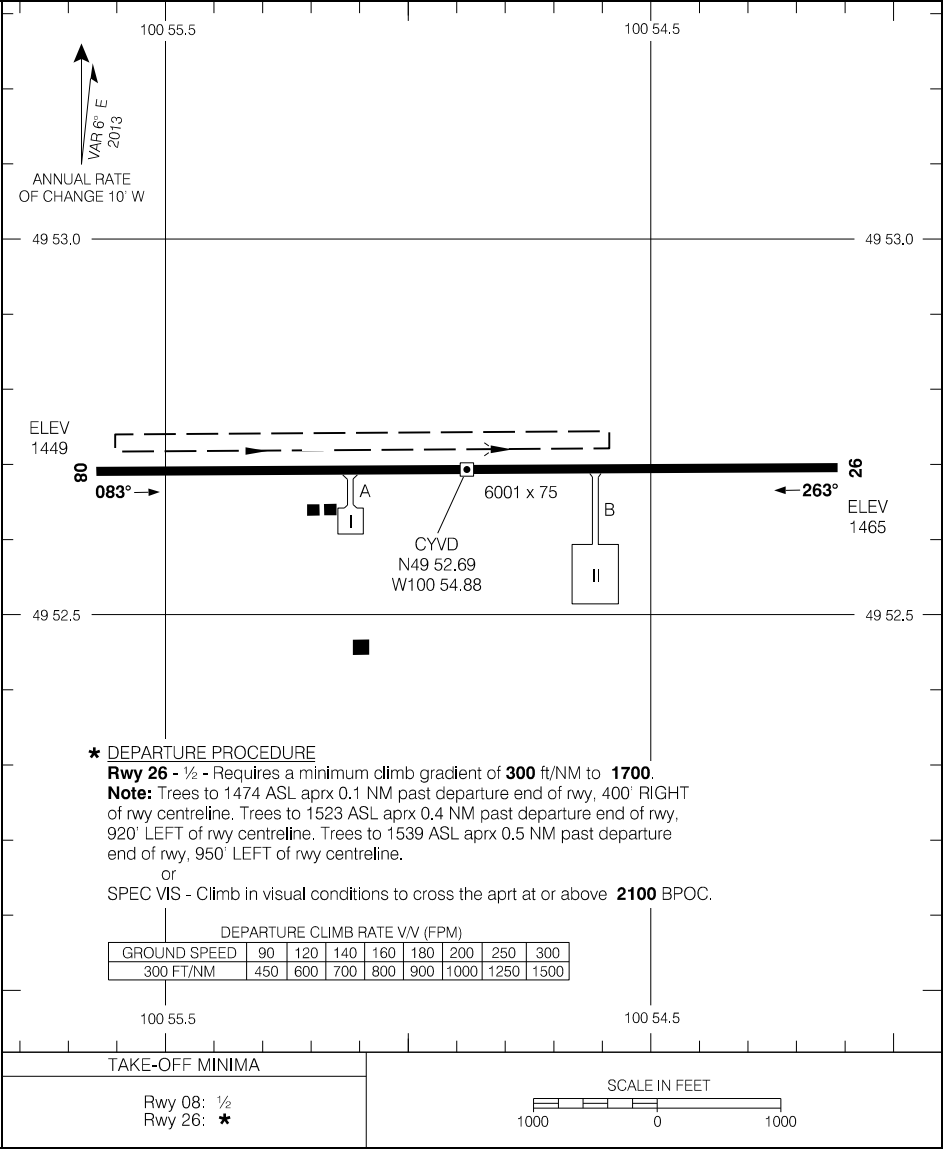
CYVD-AD

VIRDEN/R.J. (BOB) ANDREW FIELD REGIONAL, MB

CYVD

AERODROME CHART

AUTO – 122.17				TFC – 123.0		CTR Winnipeg – 132.25	
				ATF			
DECL DIST	08	26					
TORA	6001	6001					
TODA	6001	6001					
ASDA	6001	6001					
LDA	6001	6001					



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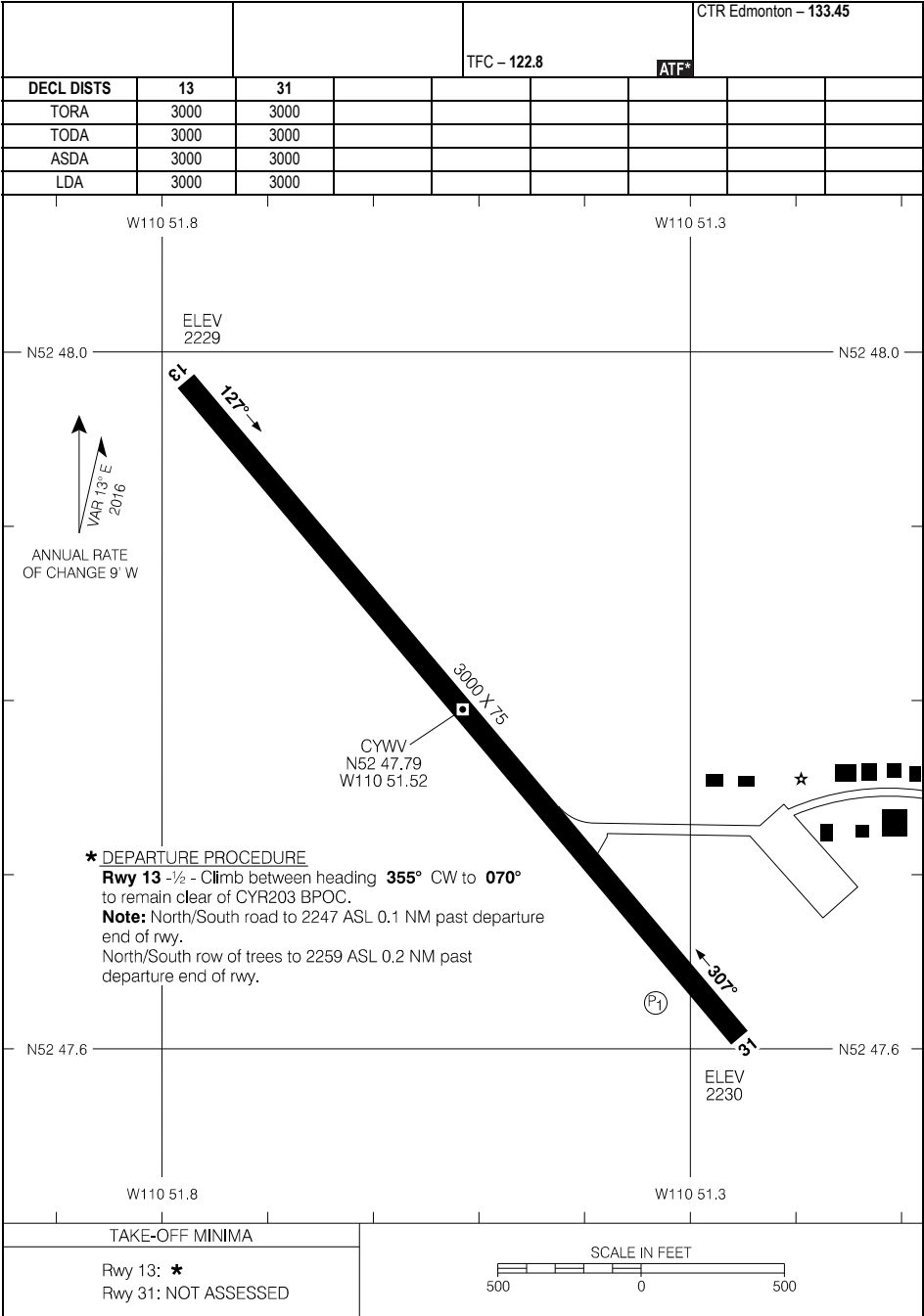
AERODROME CHART

CYVD

EFF 12 JUN 25

CYVD-AD

AERODROME CHART



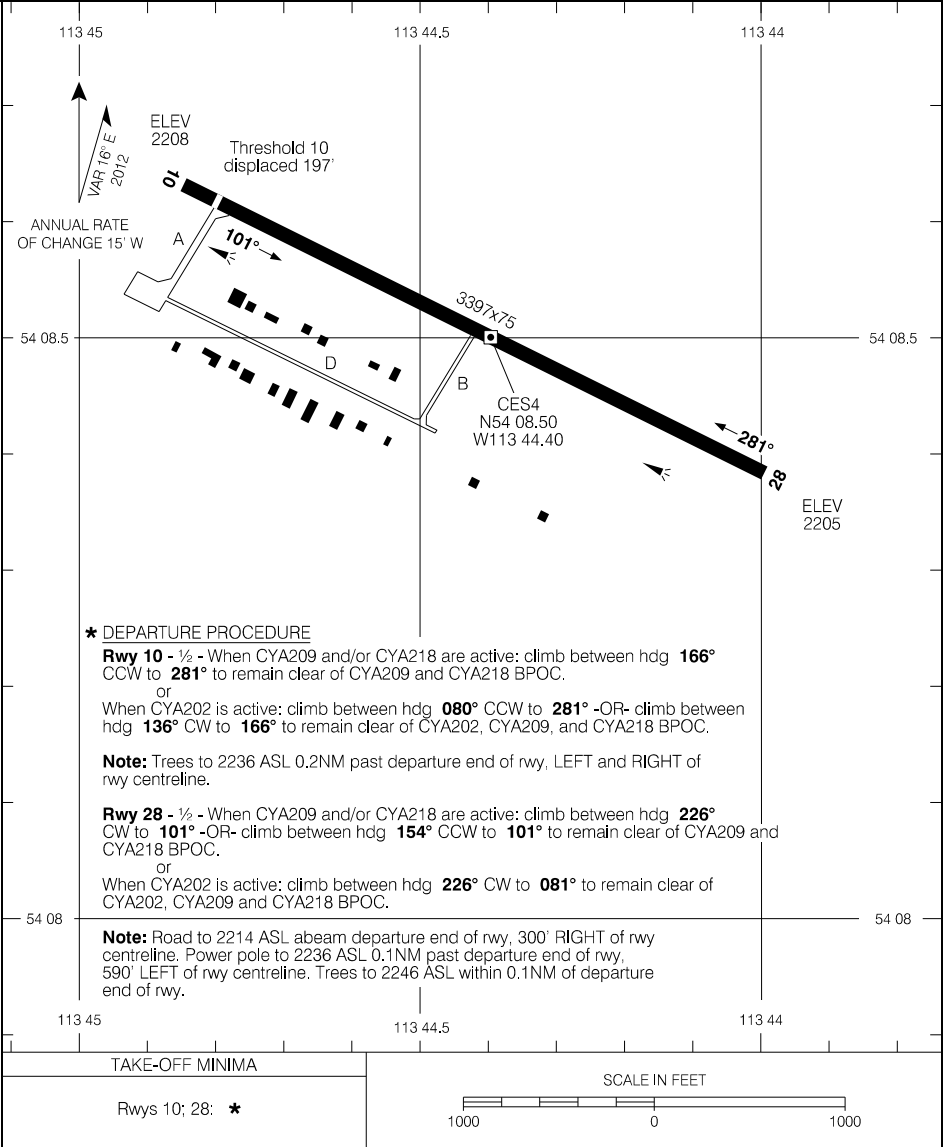
AERODROME CHART

EFF 15 JUN 23

CYWV

AERODROME CHART

				UNICOM – 122.8		CTR Edmonton – 134.7	
						ATF	
DECL DIST	10	28					
TORA	3397	3397					
TODA	3397	3397					
ASDA	3397	3397					
LDA	3200	3397					

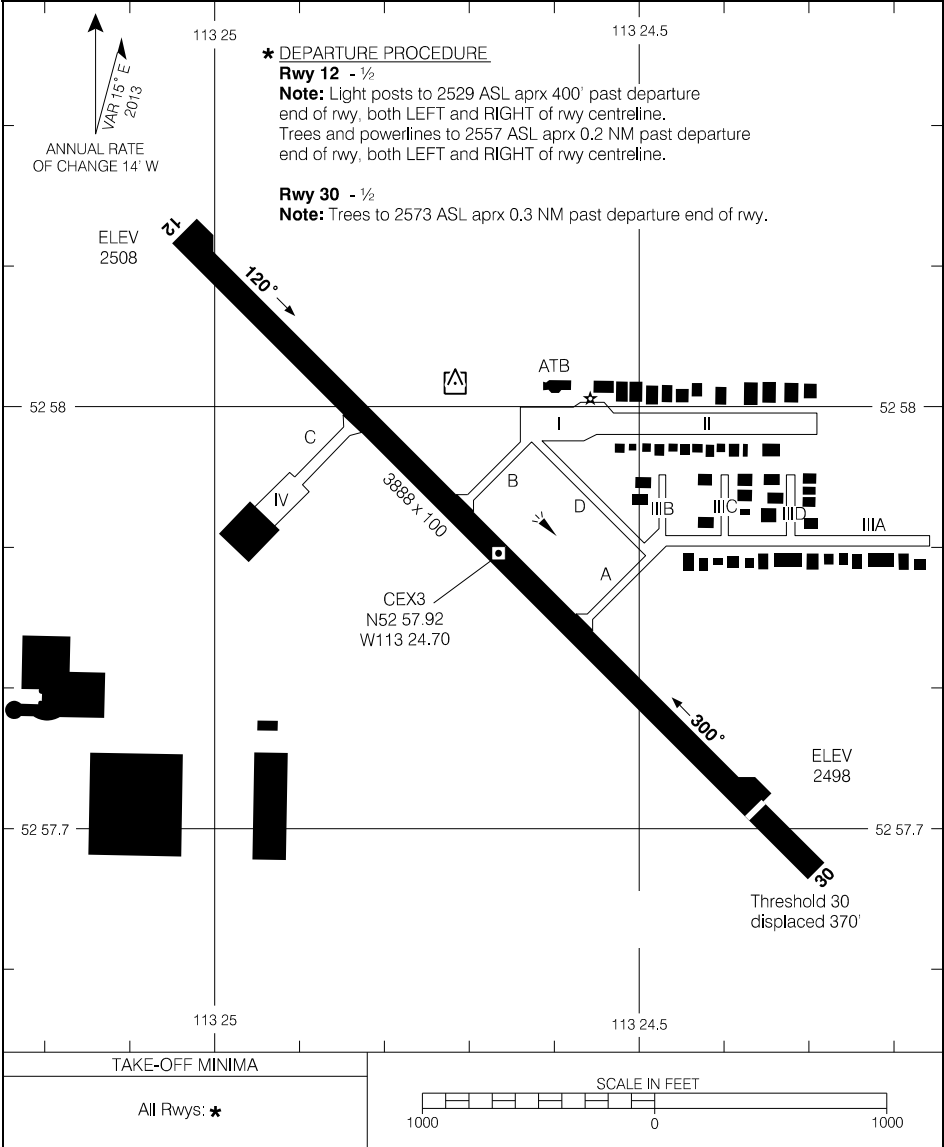


AERODROME CHART

EFF 20 FEB 25

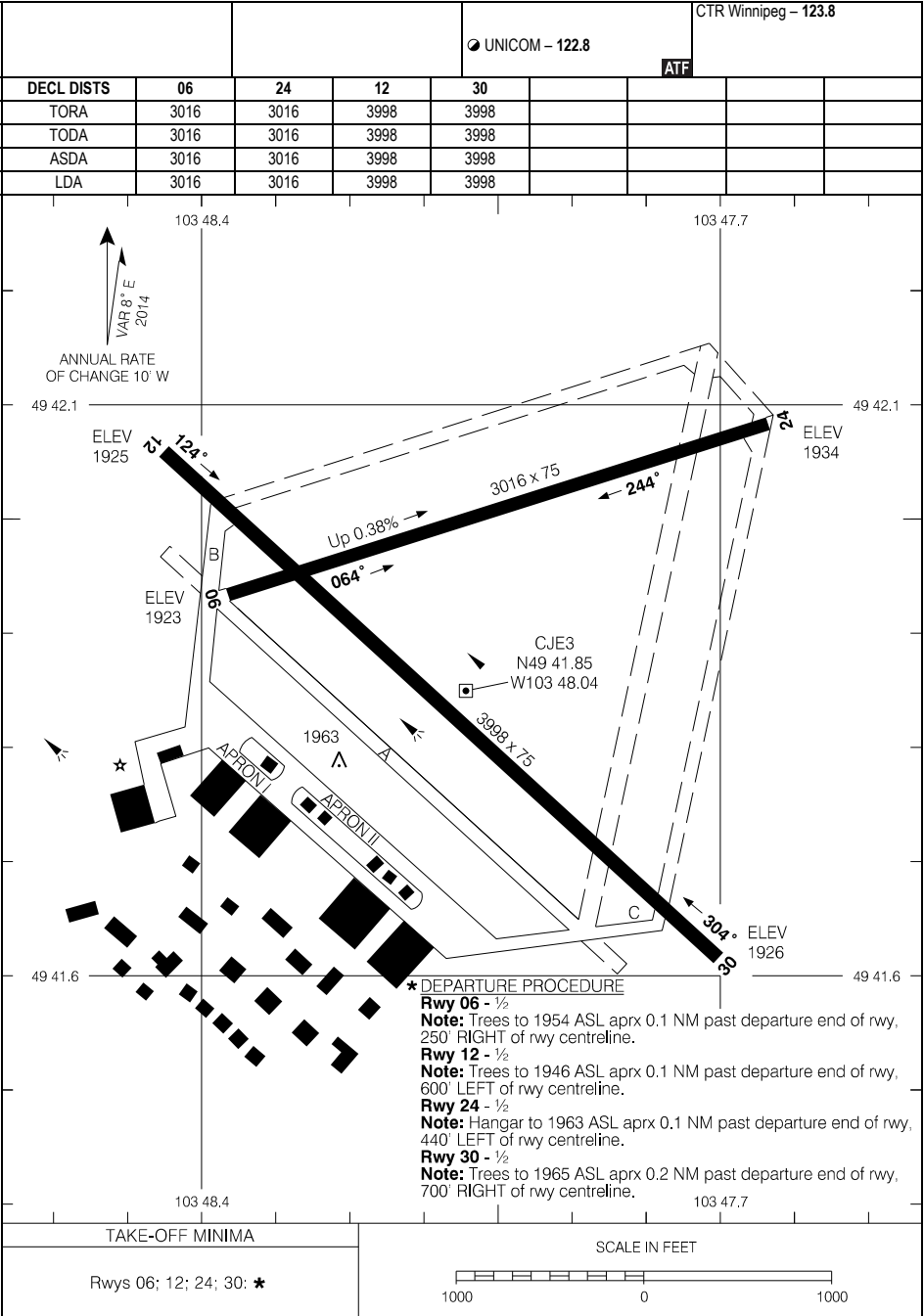
CES4

				UNICOM – 123.5		TML Edmonton – 119.5	
						ATF	
DECL DIST	12	30					
TORA	3888	3888					
TODA	3888	4305					
ASDA	3888	3888					
LDA	3888	3518					



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AERODROME CHART



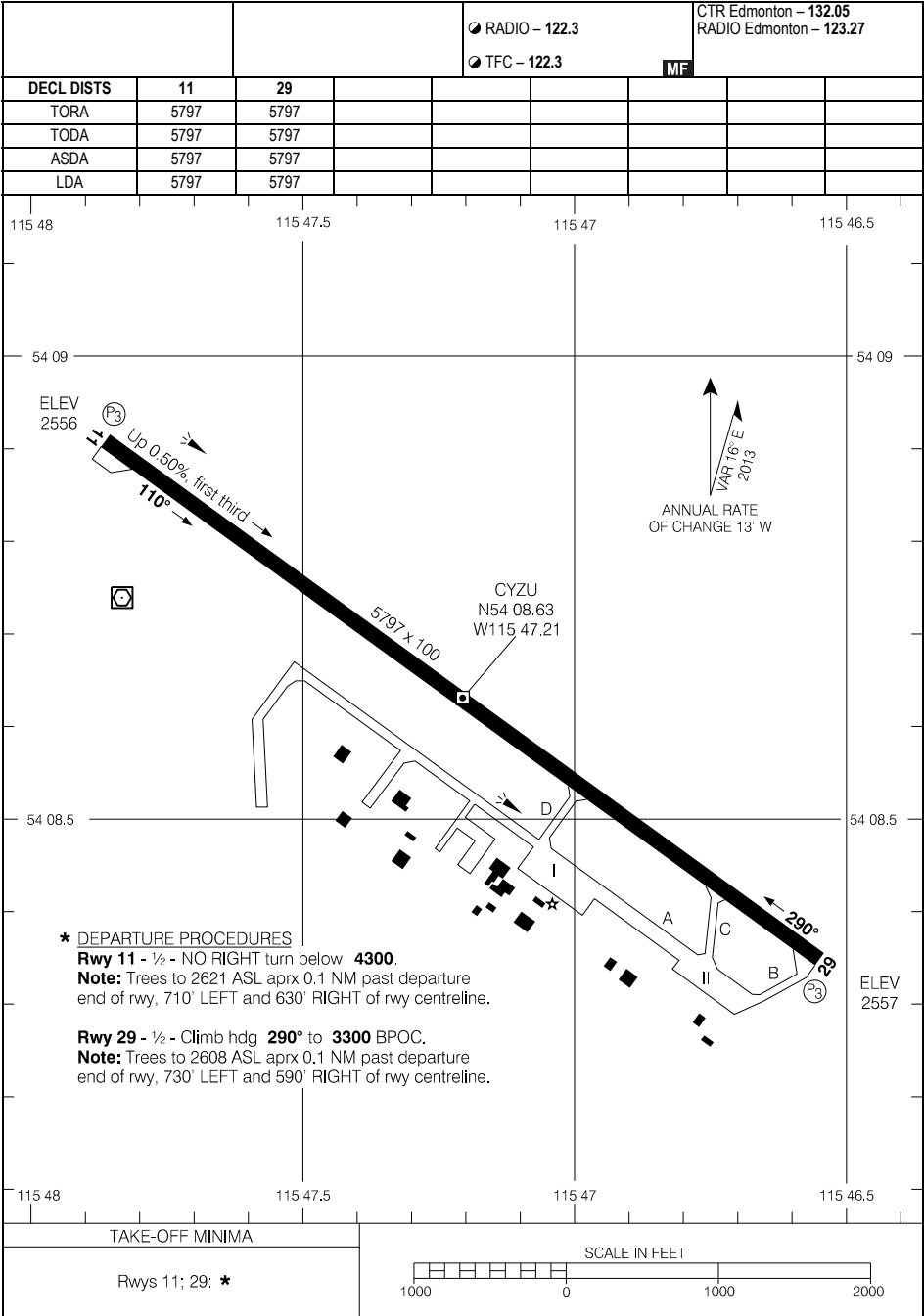
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AERODROME CHART

EFF 14 JUL 22

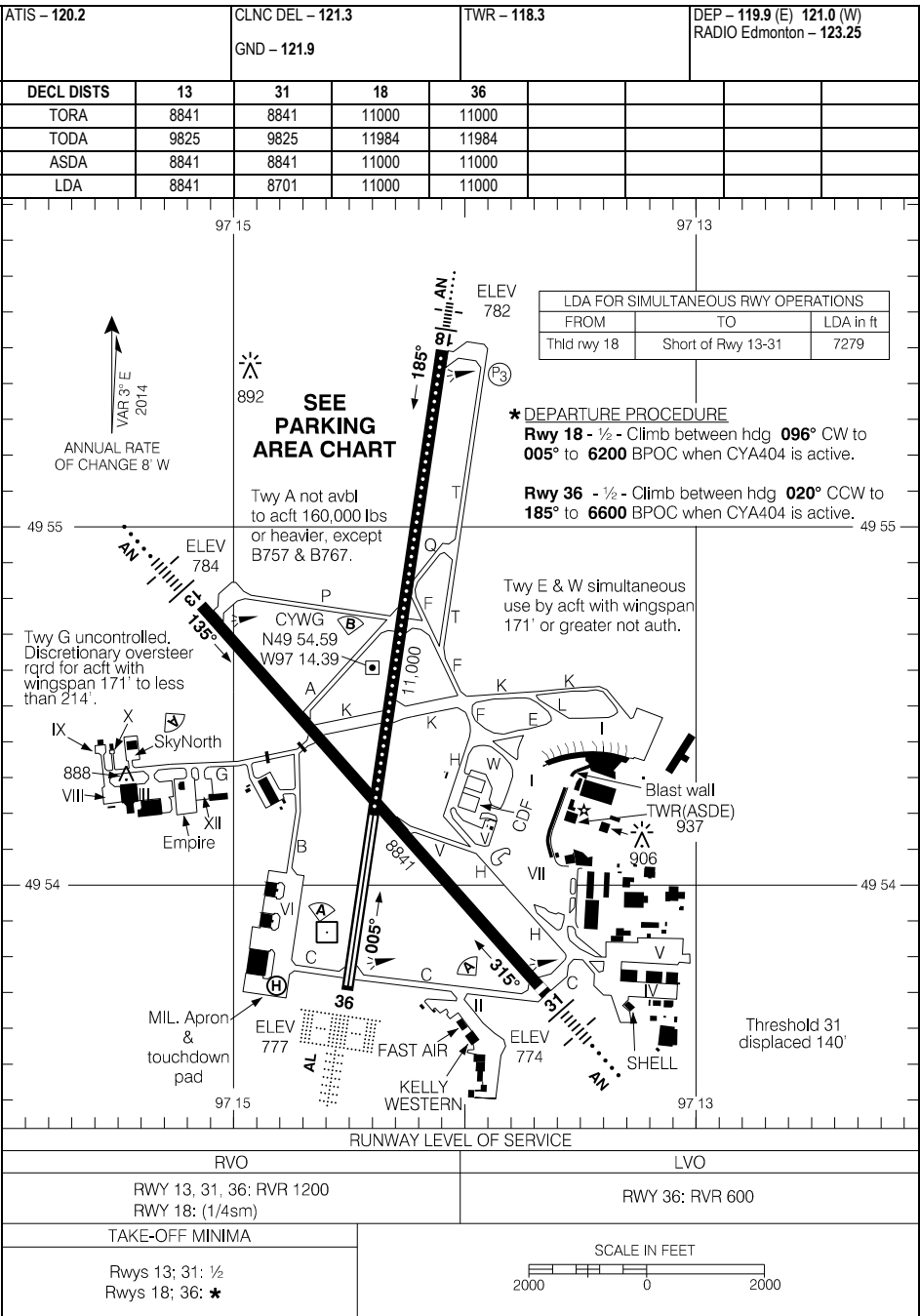
CJE3

AERODROME CHART



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AERODROME CHART



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

CYWG

LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 to 600 ft)

Expect Delays

When low visibility procedures are in effect, ATC will restrict operations to one aircraft on the maneuvering area at a time (1 departure or 1 arrival at a time).

Departures

Only departures on Runway 36 or 18 shall be permitted. Intersection departures will not be permitted.

Although Winnipeg Tower does not control aircraft push backs or taxiing on aprons, pilots are recommended to contact Winnipeg Tower before maneuvering on Apron I.

Contact ATC for a start / taxi time.

Sequencing of Ground Movements for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is a minimum of:

Aircraft/Pilot Take-Off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

“AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR”

Arrivals

When Low Visibility Procedures are in effect the arrival RWY is 36 in accordance with applicable approach minima or approach ban considerations.

Winnipeg Tower will restrict operations to one aircraft on the maneuvering area at a time (1 departure or 1 arrival at a time). Approximately 6 movements per hour.

Airport Services and Equipment Available Under Low Visibility Operations

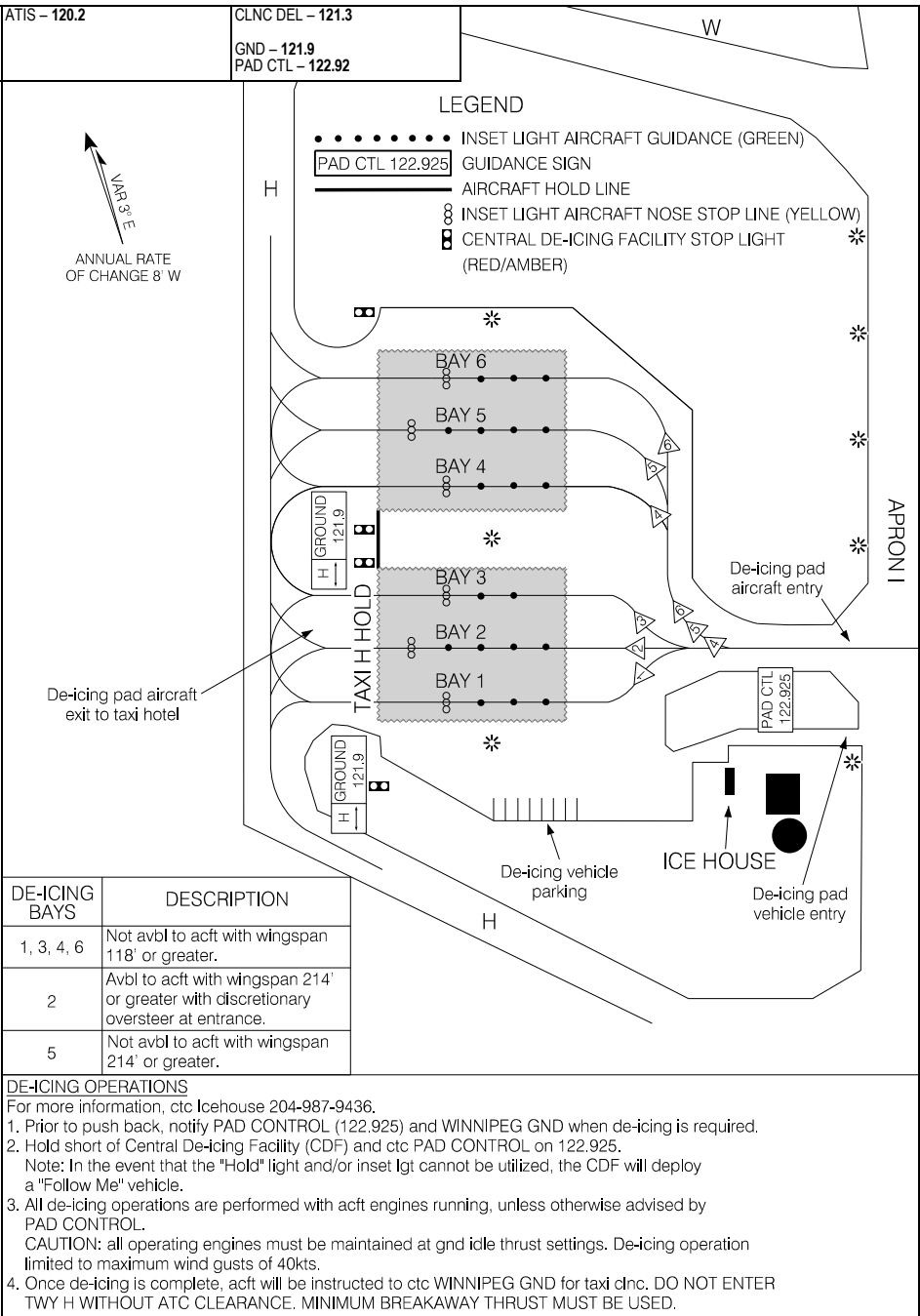
Airport Surface Detection Equipment (ASDE).

Runway Certification

Rwy	Certification
36	RVR 600
13	RVR 1200
31	RVR 1200
18	¼ SM (Based on reported visibility)

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CENTRAL DE-ICING FACILITY

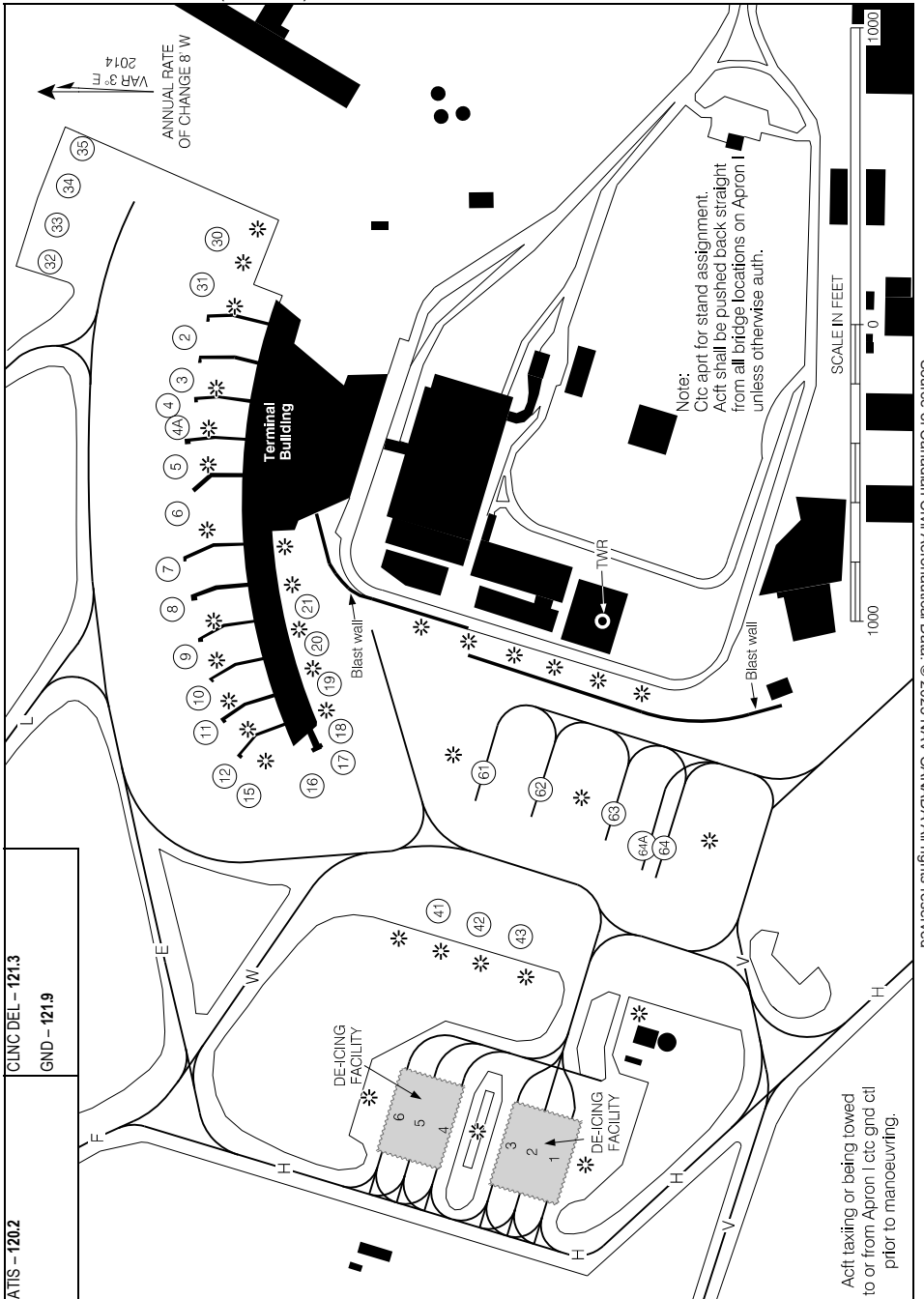


CENTRAL DE-ICING FACILITY

CYWG

PARKING AREAS (APRON I)

CYWG

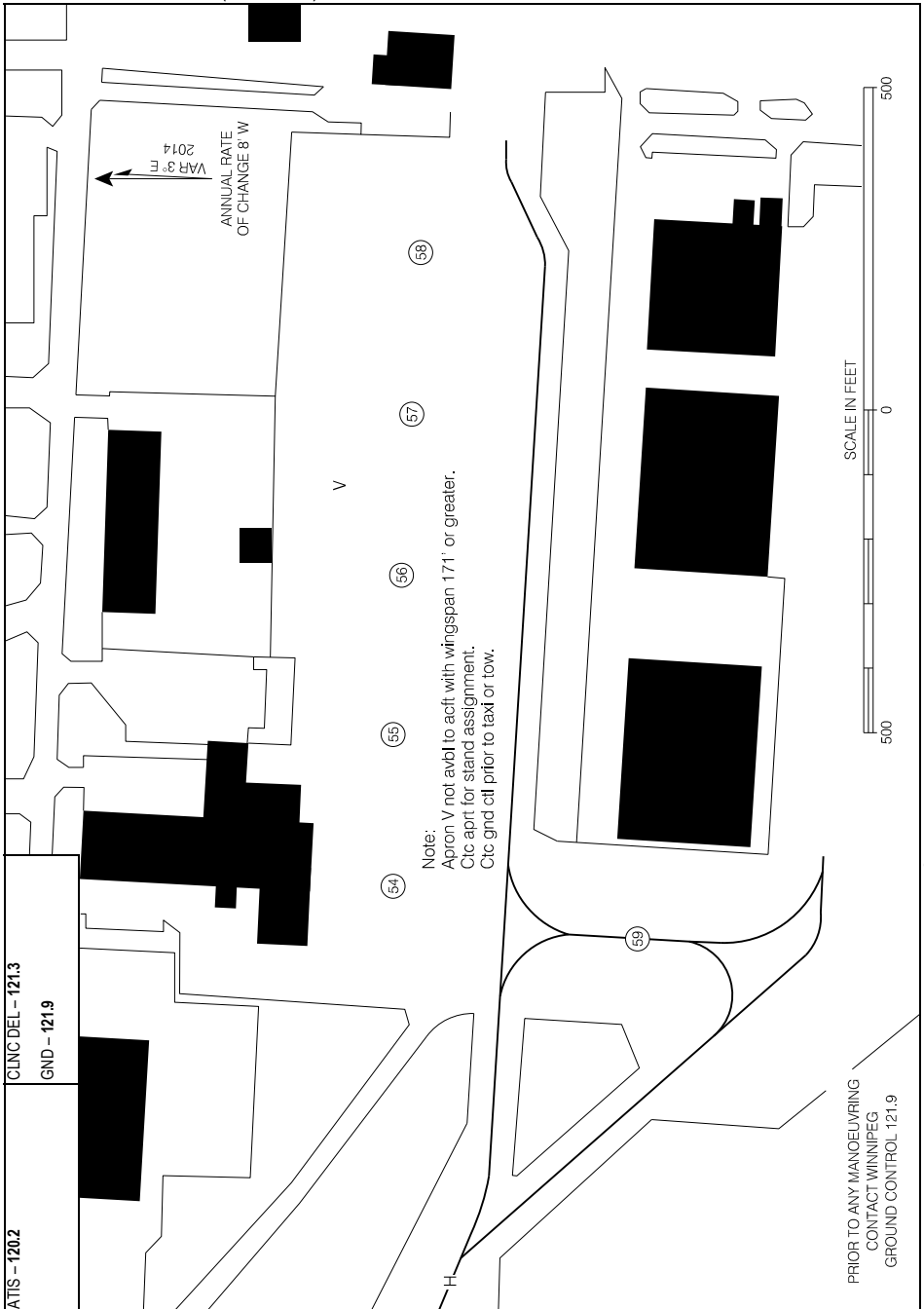


PARKING AREAS (APRON I)

CYWG

PARKING AREAS (APRON V)

CYWVG



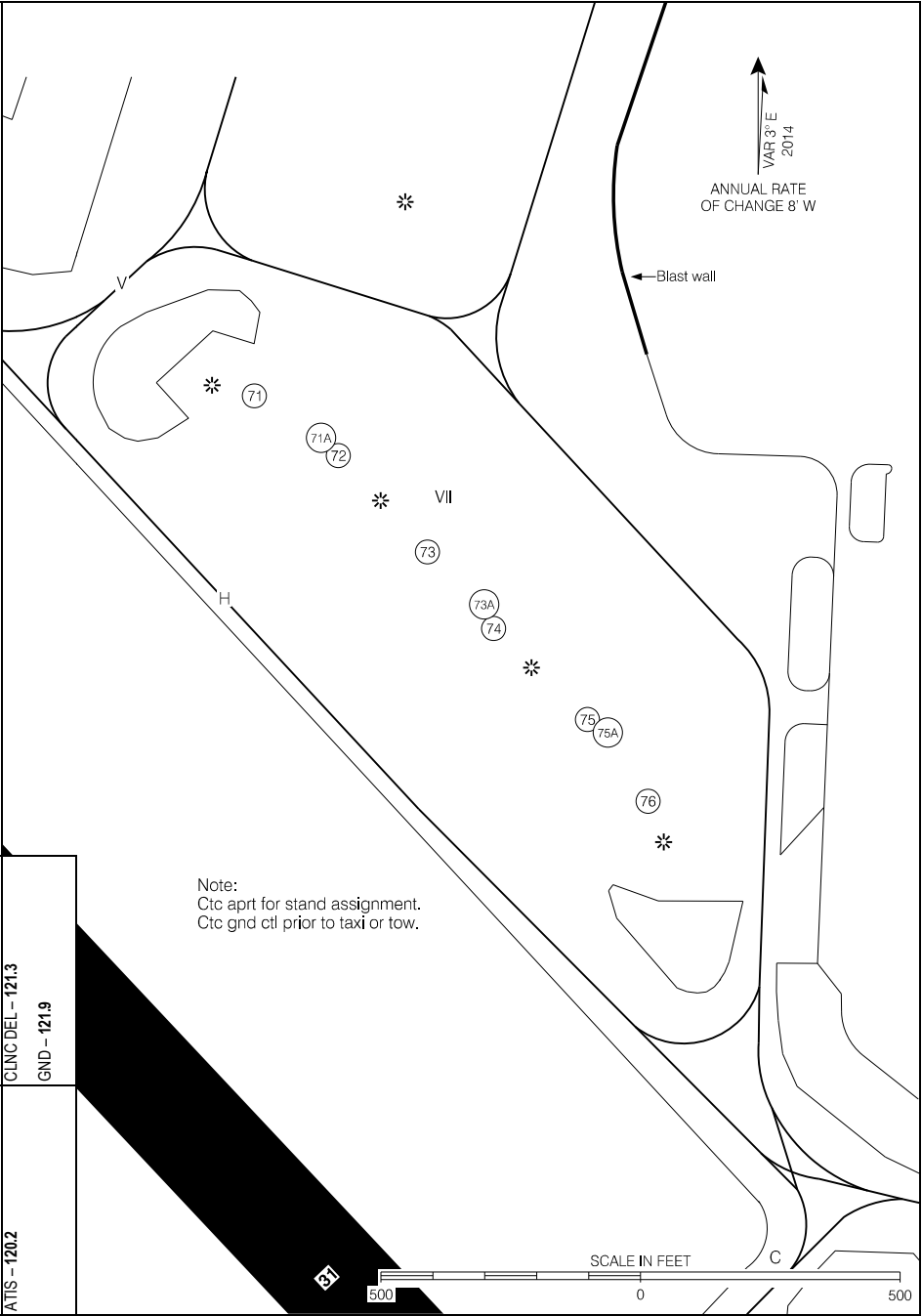
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PARKING AREAS (APRON V)

EFF 30 NOV 23

CYWG

PARKING AREAS (APRON VII)



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PARKING AREAS (APRON VII)

EFF 31 OCT 24

PARKING AREAS

Aircraft Parking Positions (APRON I, APRON V and APRON VII)

Position	Coordinates	Position	Coordinates
2	495424.27N 0971317.65W	35	495427.73N 0971309.19W
3	495424.57N 0971319.76W	41	495416.13N 0971347.23W
4	495424.75N 0971321.91W	42	495414.80N 0971347.92W
4A	495424.48N 0971322.45W	43	495413.46N 0971348.61W
5	495424.96N 0971324.06W	54	495349.26N 0971320.58W
6	495424.65N 0971326.94W	55	495349.28N 0971317.01W
7	495424.92N 0971329.94W	56	495349.13N 0971313.21W
8	495424.76N 0971332.10W	57	495348.99N 0971309.41W
9	495424.49N 0971334.23W	58	495348.84N 0971305.60W
10	495424.13N 0971336.33W	59	495345.54N 0971321.83W
11	495423.71N 0971338.39W	61	495414.82N 0971340.50W
12	495423.15N 0971340.41W	62	495413.00N 0971341.45W
15	495421.91N 0971341.59W	63	495410.63N 0971342.68W
16	495420.51N 0971341.0W	64	495408.97N 0971344.38W
17	495419.14N 0971340.74W	64A	495409.39N 0971343.72W
18	495419.09N 0971338.53W	71	495404.16N 0971348.39W
19	495419.48N 0971336.44W	71A	495403.31N 0971346.43W
20	495419.85N 0971334.38W	72	495402.97N 0971345.97W
21	495420.20N 0971332.28W	73	495401.10N 0971343.40W
30	495423.42N 0971313.54W	73A	495400.08N 0971341.75W
31	495423.89N 0971315.57W	74	495359.61N 0971341.50W
32	495429.06N 0971314.87W	75	495357.83N 0971338.80W
33	495428.67N 0971312.94W	75A	495357.56N 0971338.20W
34	495428.23N 0971311.05W	76	495356.25N 0971337.06W

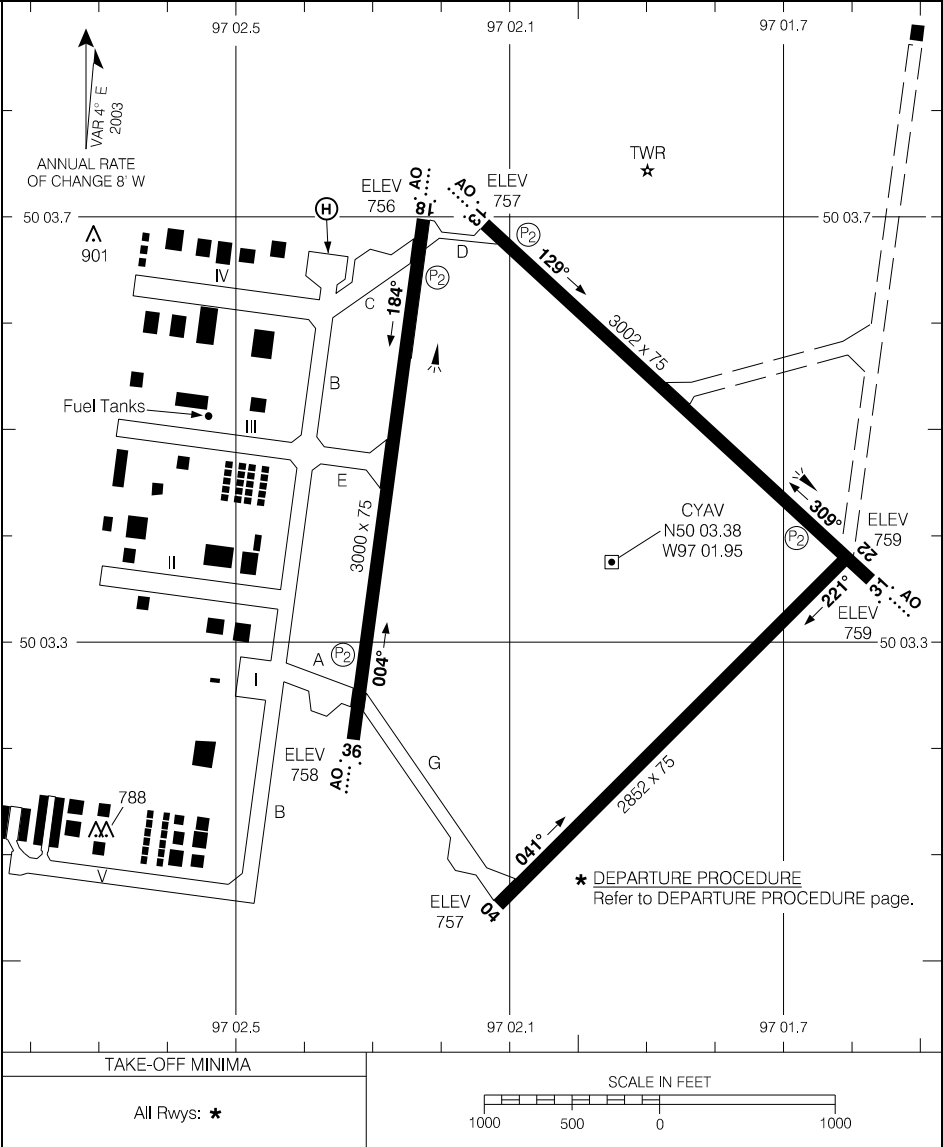
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PARKING AREAS

CYWG

AERODROME CHART

● ATIS – 125.8		● GND – 121.8		● TWR – 118.5		TML Winnipeg – 119.9	
				● TFC – 118.5		● ATF*	
DECL DIST	04	22	13	31	18	36	
TORA	2852	2852	3002	3002	3000	3000	
TODA	3836	3836	3986	3986	3984	3984	
ASDA	2852	2852	3002	3002	3000	3000	
LDA	2852	2852	3002	3002	3000	3000	



AERODROME CHART

EFF 17 APR 25

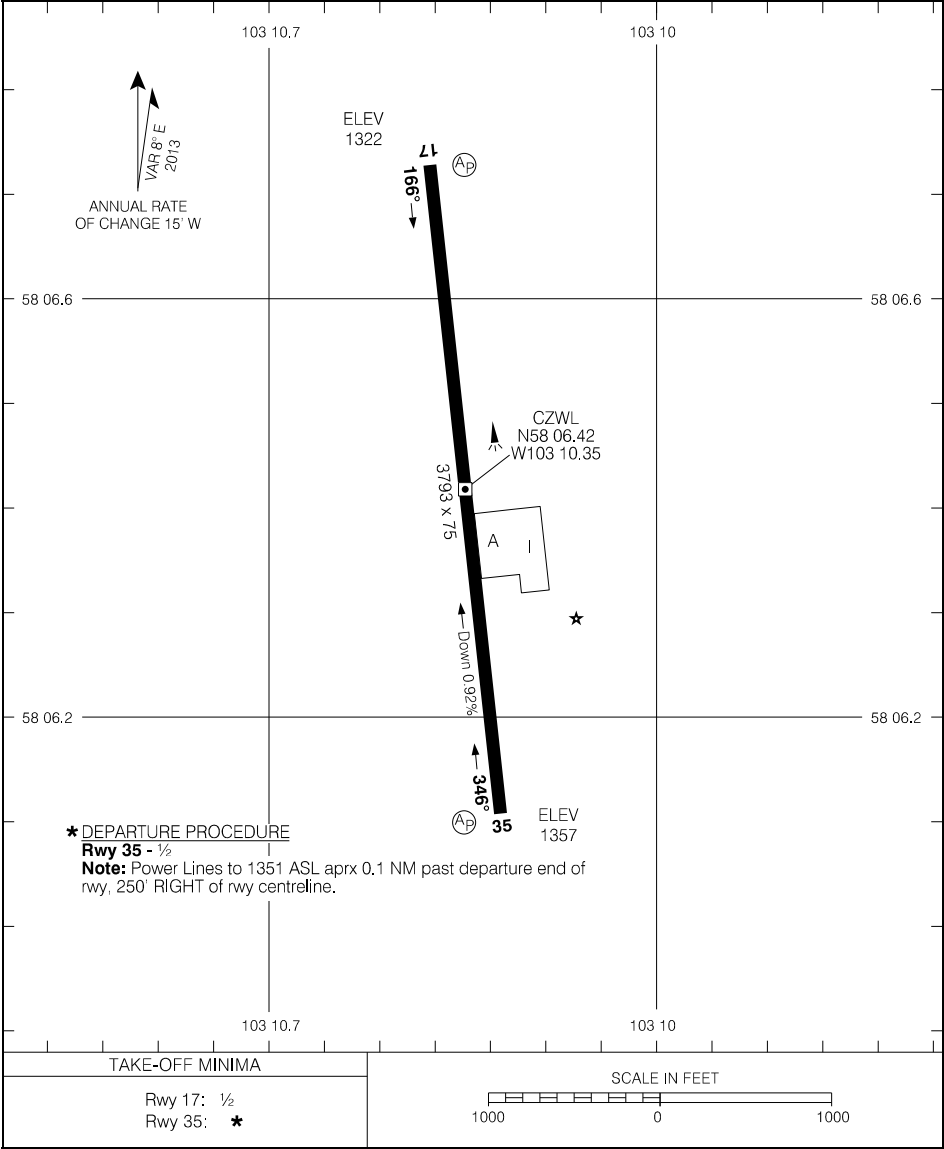
CYAV

CZWL-AD

WOLLASTON LAKE, SK
CZWL

AERODROME CHART

AUTO – 122.07				TFC – 123.3		RADIO Edmonton – 123.55 DRCO	
						ATF	
DECL DISTS	17	35					
TORA	3793	3793					
TODA	4777	4777					
ASDA	3793	3793					
LDA	3793	3793					



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AERODROME CHART

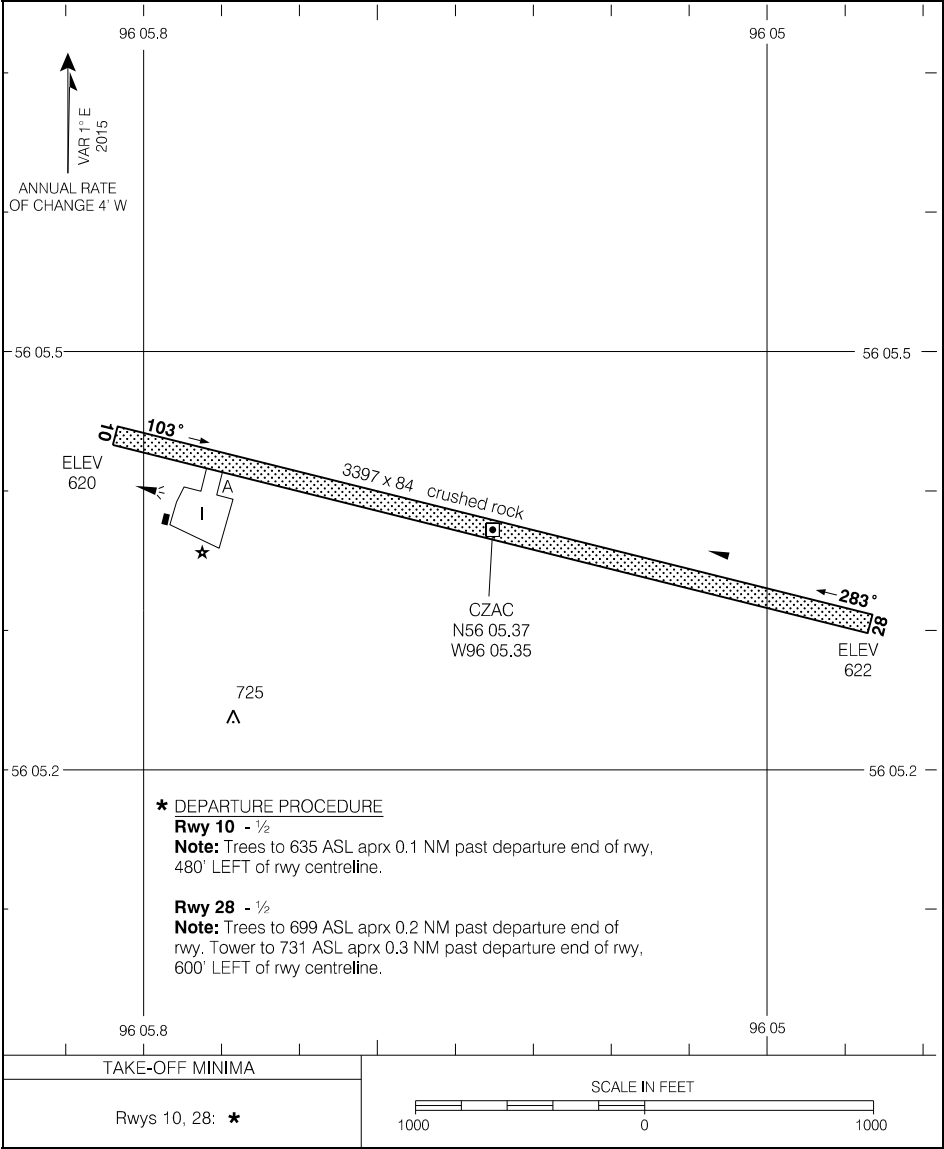
EFF 17 APR 25

CZWL

CZWL-AD

AERODROME CHART

		UNICOM – 122.8 (AU)				CTR Winnipeg – 133.15		
						ATF		
DECL DIST	10	28						
TORA	3397	3397						
TODA	4381	4381						
ASDA	3397	3397						
LDA	3397	3397						



AERODROME CHART

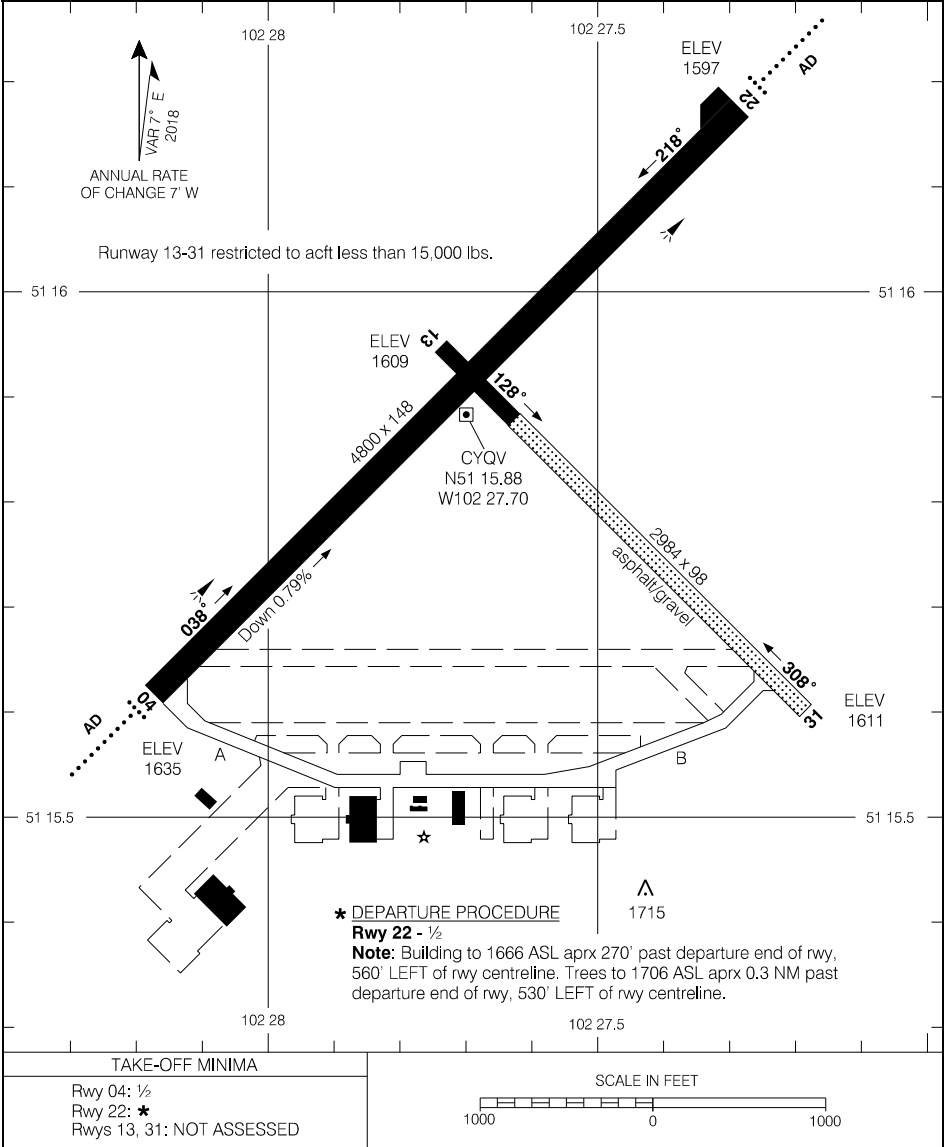
EFF 11 JUL 24

CZAC

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AERODROME CHART

AWOS – 128.72		● RADIO Regina – 119.65 296.6				CTR Winnipeg – 132.52 RADIO Edmonton – 123.47			
		● TFC – 119.65 296.6				MF			
DECL	DISTS	04	22	13	31				
TORA		4800	4800	2984	2984				
TODA		5784	5784	3968	3968				
ASDA		4800	4800	2984	2984				
LDA		4800	4800	2984	2984				



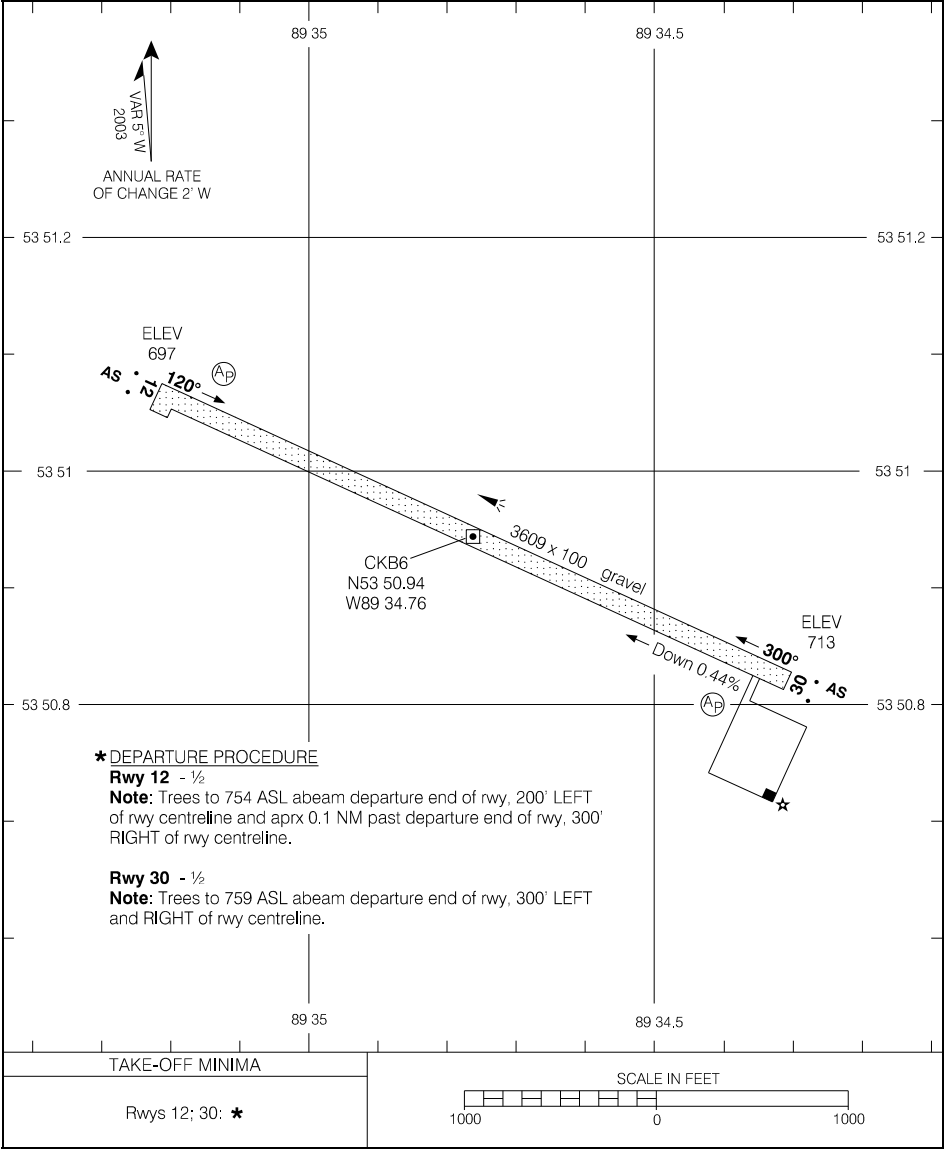
AERODROME CHART

EFF 31 OCT 24

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AERODROME CHART

AWOS Big Trout Lake – 128.7				TFC – 123.2		ATF			
DECL DIST	12	30							
TORA	3609	3609							
TODA	3609	3609							
ASDA	3609	3609							
LDA	3609	3609							



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AERODROME CHART

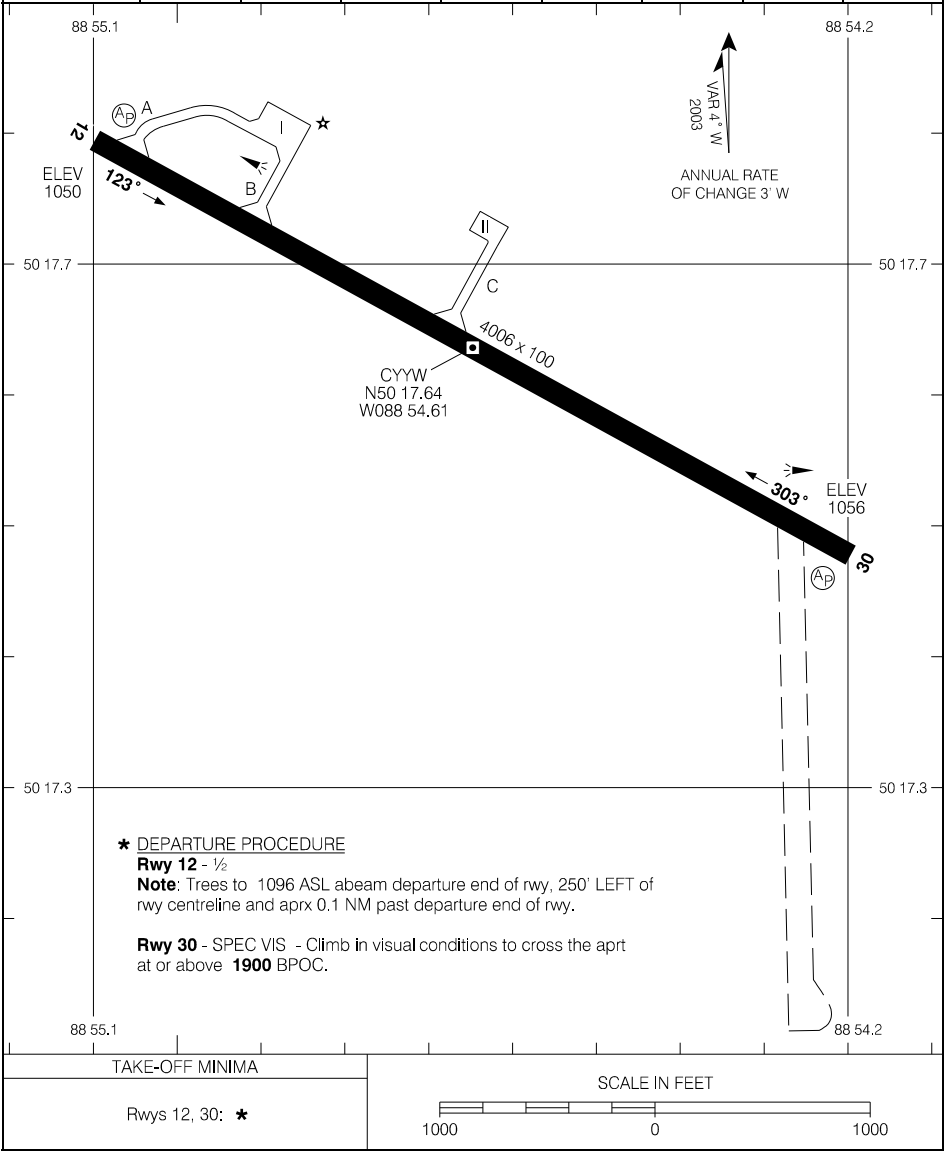
CKB6

CYYW-AD

ARMSTRONG, ON
CYYW

AERODROME CHART

MET – 128.65				TFC – 122.8		ATF			
DECL DIST	12	30							
TORA	4006	4006							
TODA	4006	4006							
ASDA	4006	4006							
LDA	4006	4006							



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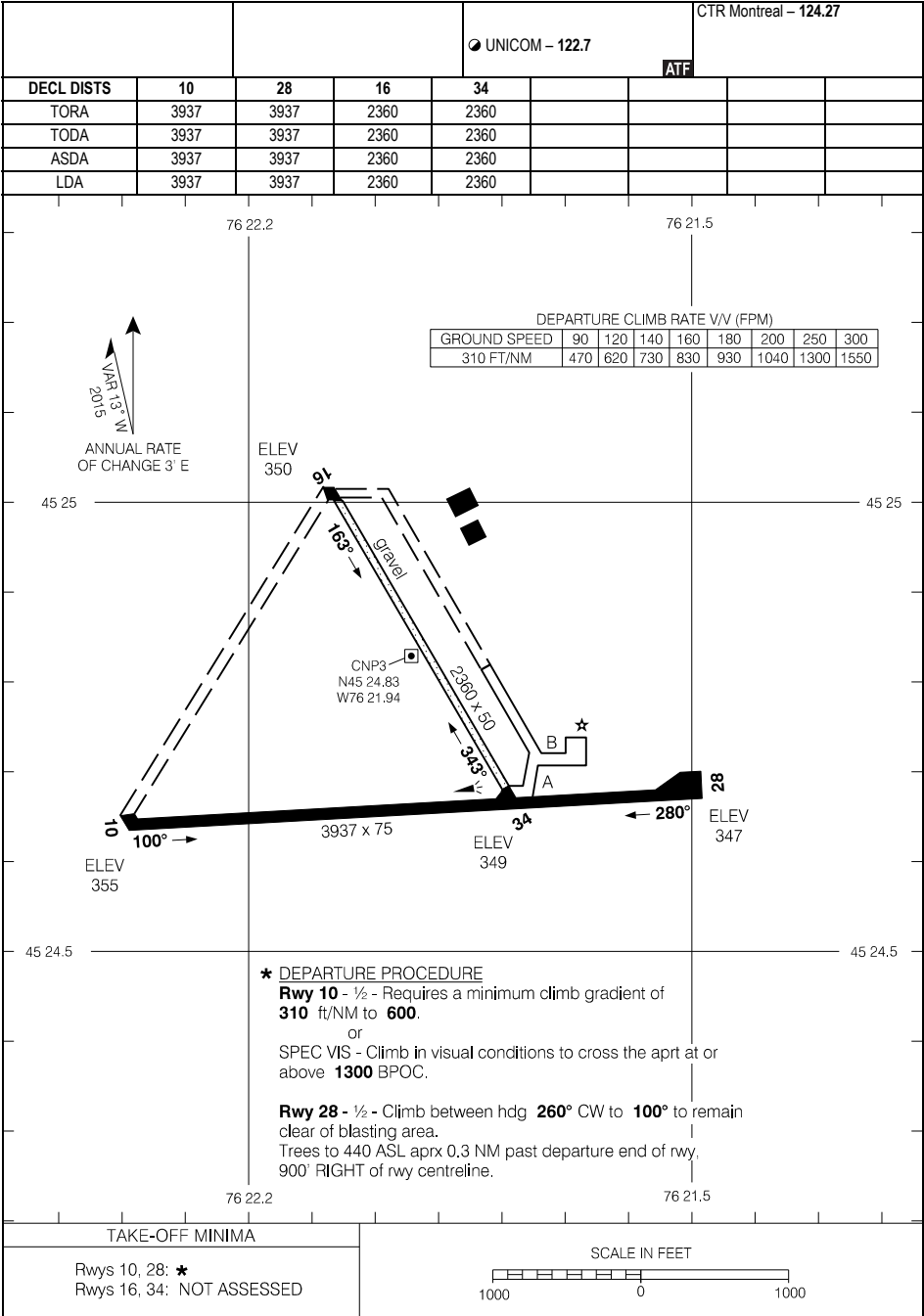
AERODROME CHART

EFF 24 MAR 22

CYYW

CYYW-AD

AERODROME CHART



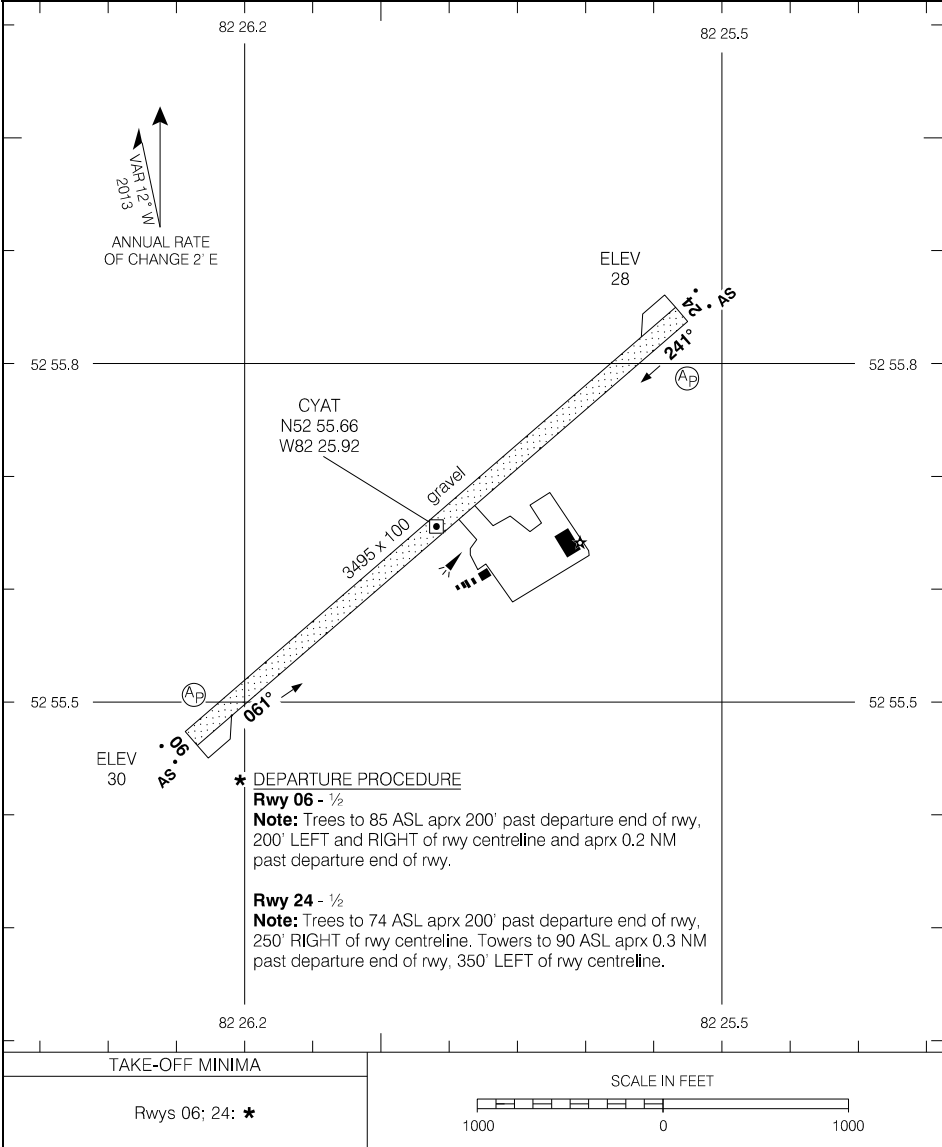
AERODROME CHART

EFF 12 JUN 25

CNP3

AERODROME CHART

AWOS – 128.77				TFC – 122.8		ATF			
DECL DIST	06	24							
TORA	3495	3495							
TODA	3695	3695							
ASDA	3495	3495							
LDA	3495	3495							



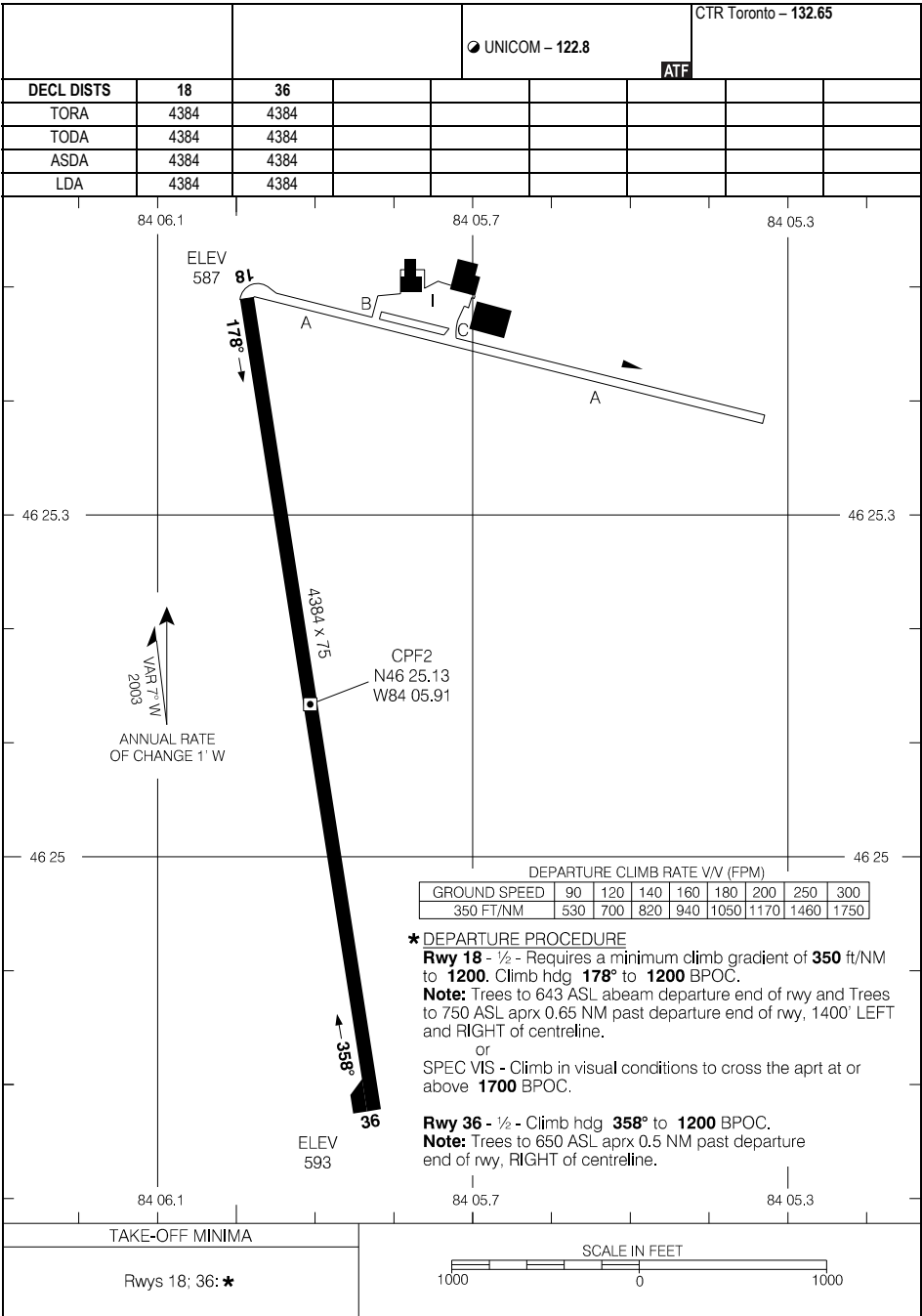
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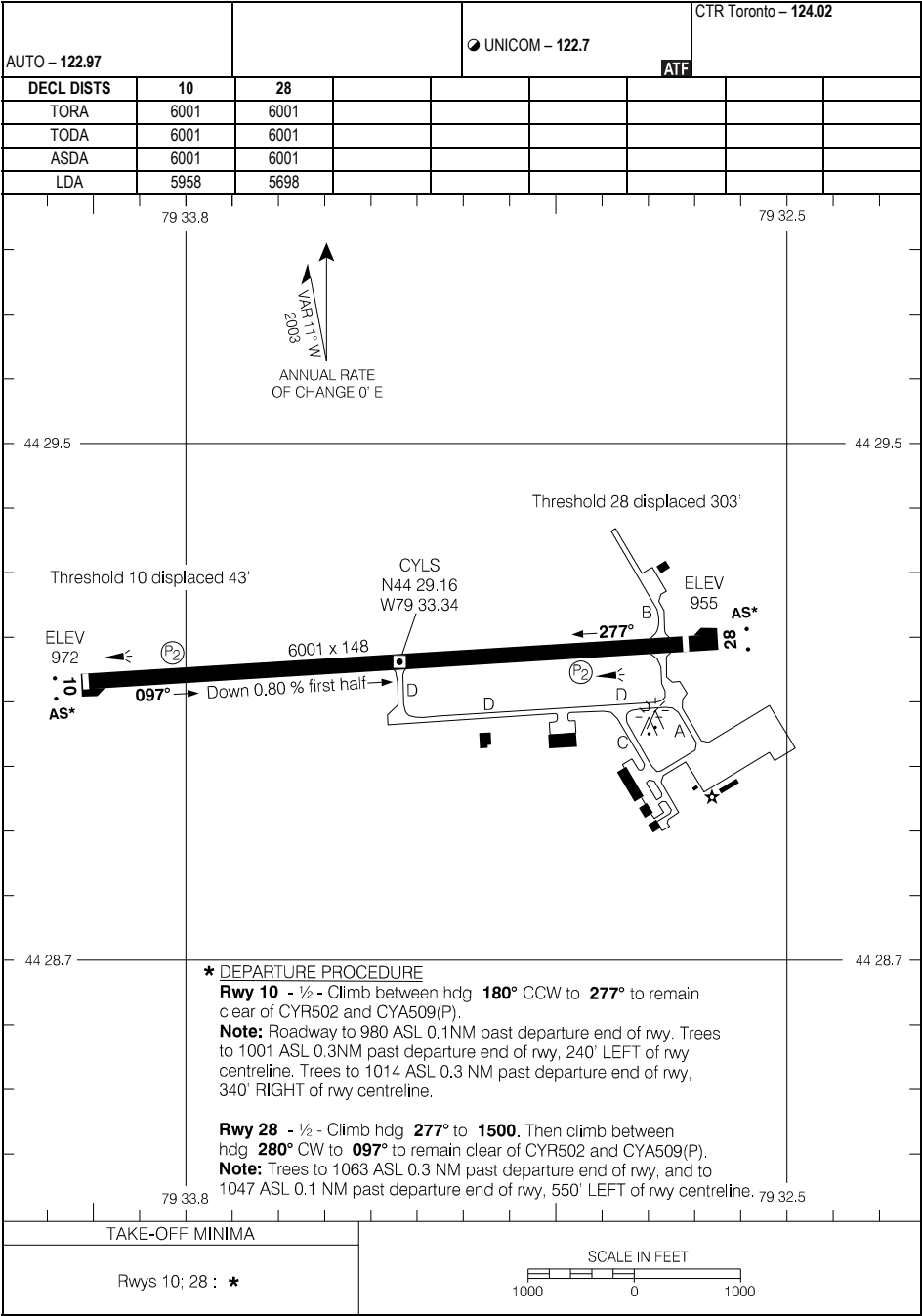
EFF 12 JUN 25

CYAT

AERODROME CHART



AERODROME CHART



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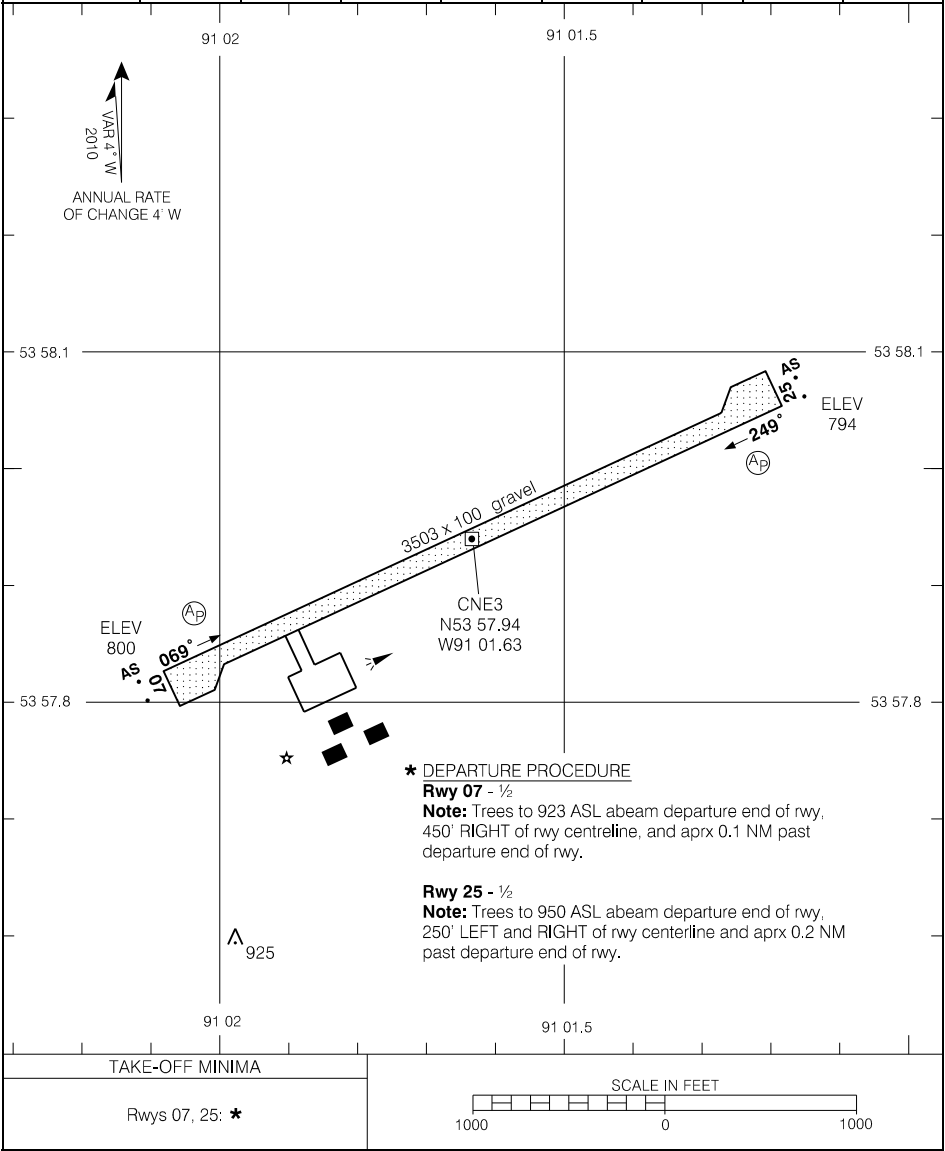
AERODROME CHART

EFF 17 APR 25

CYLS

AERODROME CHART

AWOS Big Trout Lake – 128.7				TFC – 123.2		ATF			
DECL DIST	07	25							
TORA	3503	3503							
TODA	3503	3503							
ASDA	3503	3503							
LDA	3503	3503							



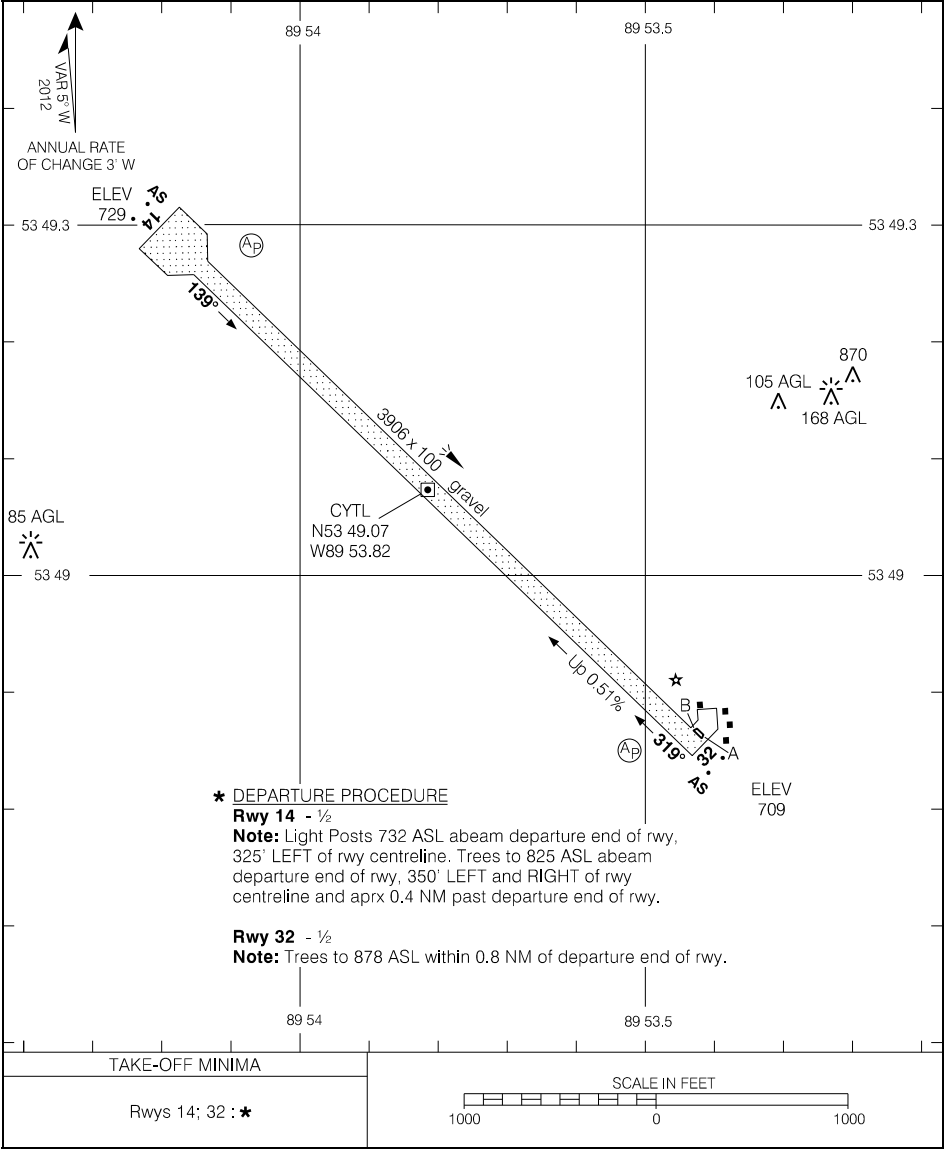
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AERODROME CHART

EFF 30 JAN 20

CNE3

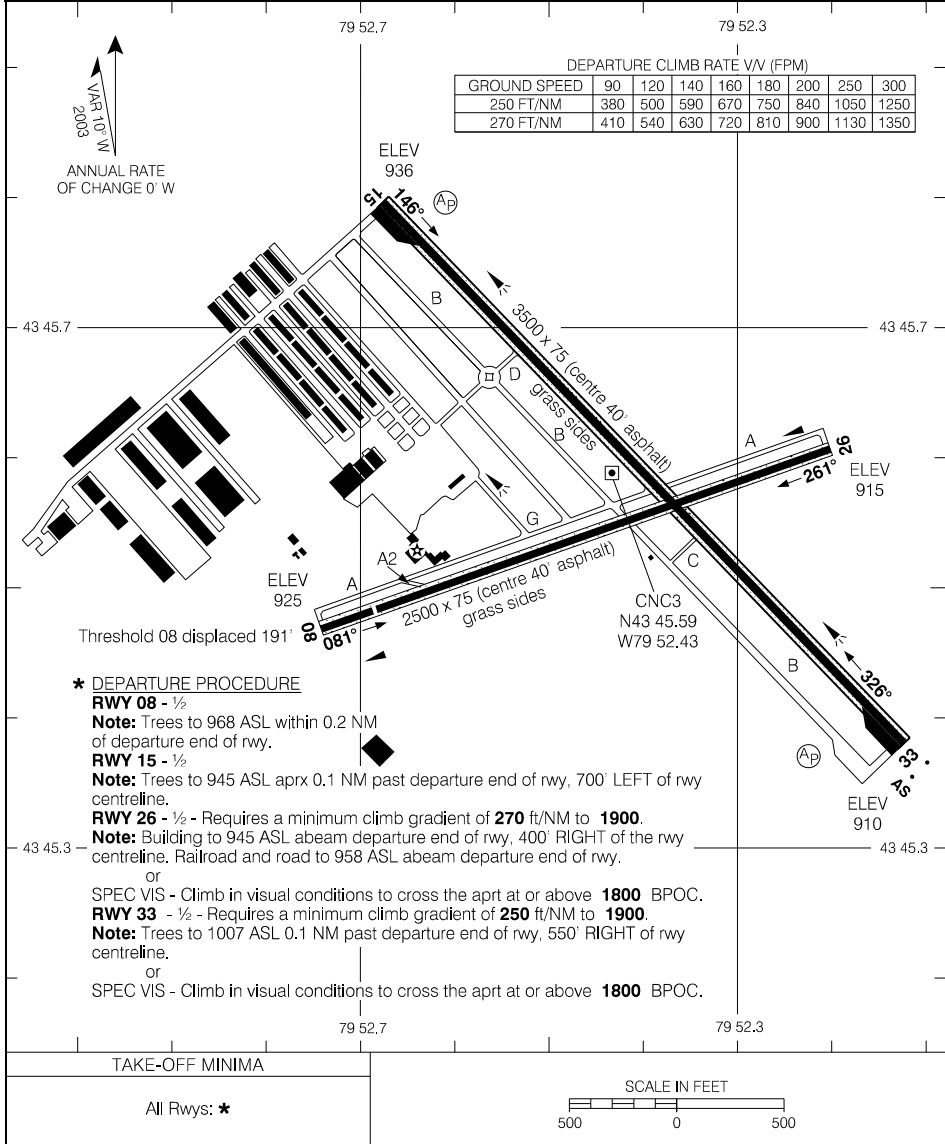
AWOS – 128.7				TFC – 123.2		RADIO London – 123.55	
						ATF	
DECL DIST	14	32					
TORA	3906	3906					
TODA	4306	4306					
ASDA	3906	3906					
LDA	3906	3906					



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AERODROME CHART

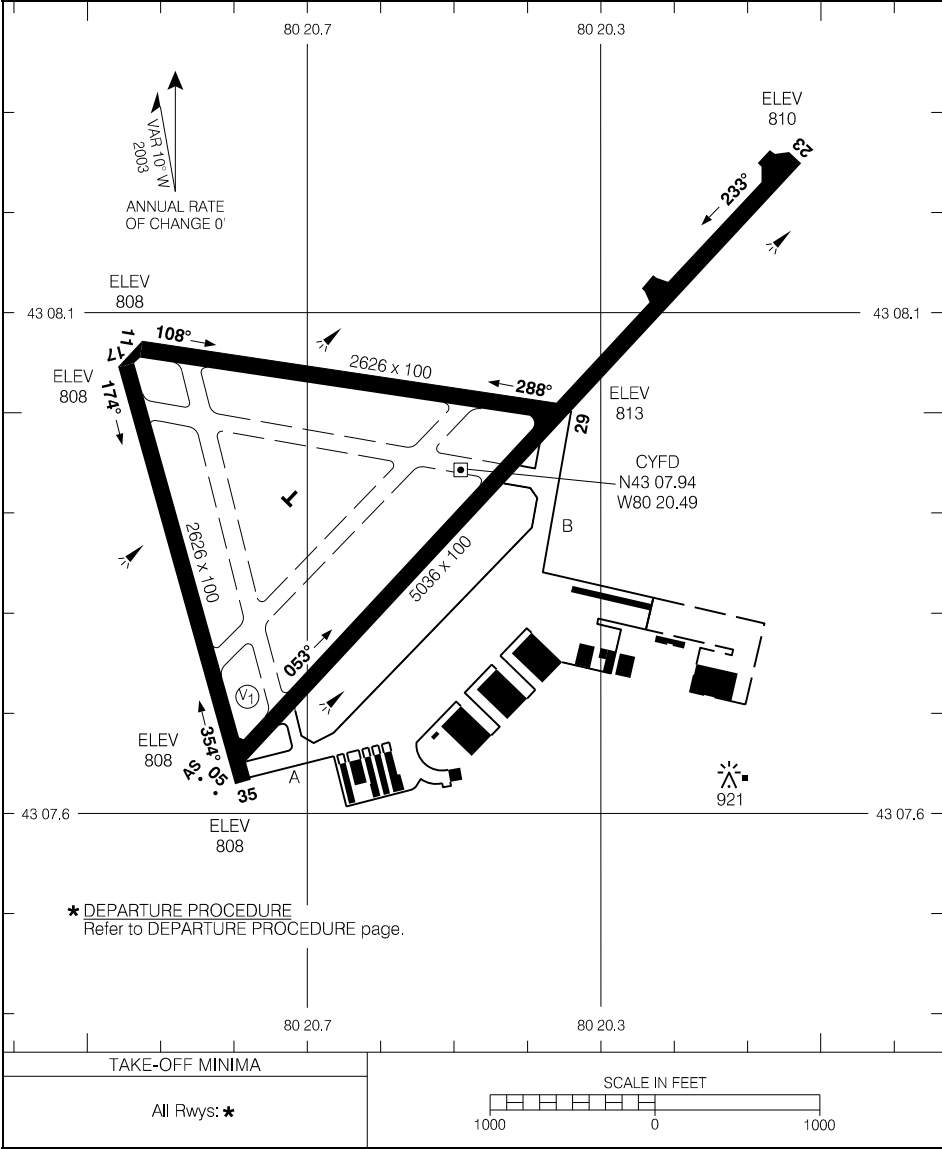
					 UNICOM – 123.3		TML Toronto – 119.3	
	08	26	15	33		ATF*		
TORA	2500	2500	3500	3500				
TODA	2500	2500	3500	3500				
ASDA	2500	2500	3500	3500				
LDA	2309	2500	3500	3500				



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AERODROME CHART

		UNICOM – 122.82				CTR Toronto – 119.7	
						ATF	
DECL	DISTS	05	23	11	29	17	35
TORA		5036	5036	2626	2626	2626	2626
TODA		5036	5636	3610	3610	3610	3526
ASDA		5036	5036	2626	2626	2626	2626
LDA		5036	5036	2626	2626	2626	2626

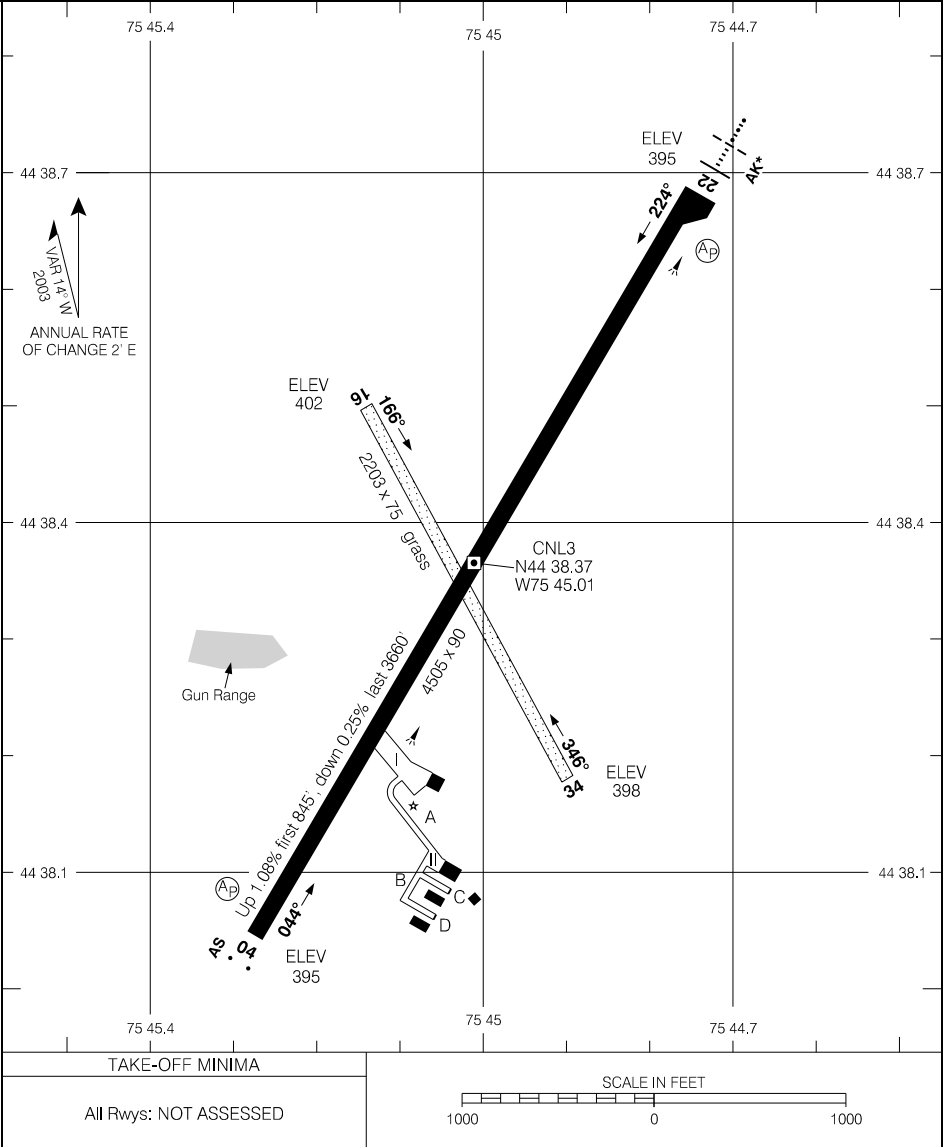


AERODROME CHART

EFF 17 JUN 21

CYFD

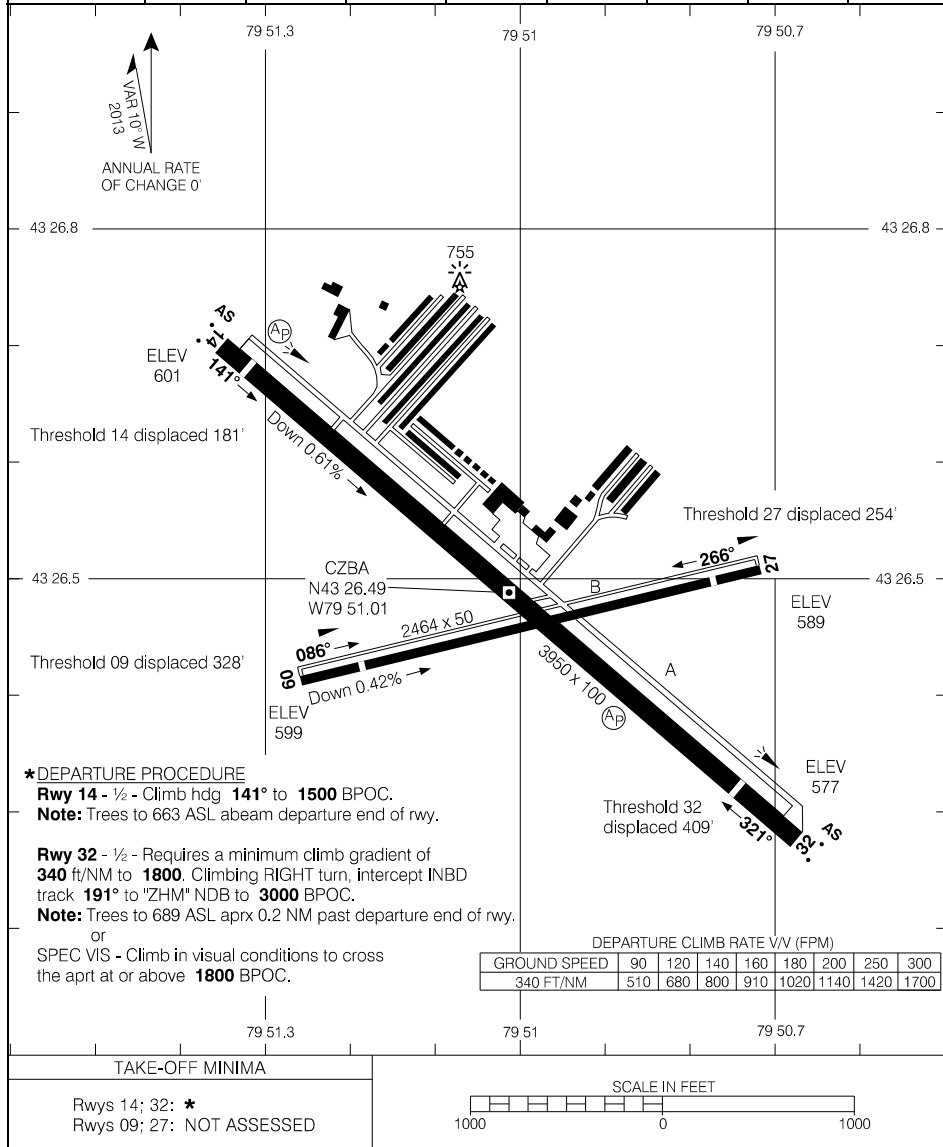
AUTO Ogdensburg Intl – 118.52		UNICOM – 123.0				CTR Montreal – 134.67		
		ATF						
DECL DIST	04	22	16	34				
TORA	4505	4505	2203	2203				
TODA	4505	4505	2203	2203				
ASDA	4505	4505	2203	2203				
LDA	4505	4505	2203	2203				



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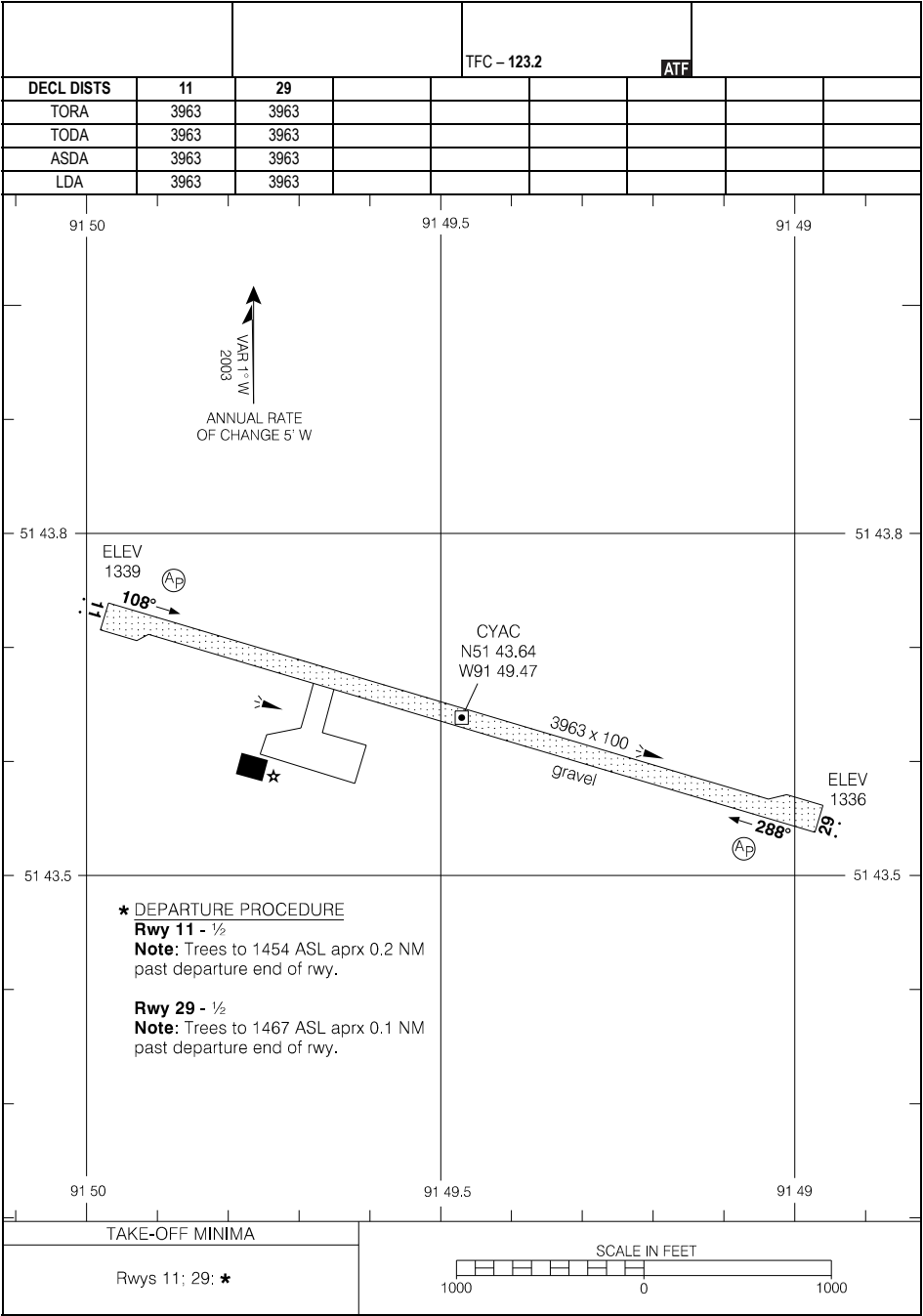
AERODROME CHART

AUTO – 122.55					UNICOM – 123.5		TML Toronto – 119.3	
DECL DISTS	09	27	14	32		ATF*		
TORA	2464	2464	3950	3950				
TODA	2464	2464	3950	3950				
ASDA	2464	2464	3950	3950				
LDA	2136	2210	3769	3541				



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AERODROME CHART



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AERODROME CHART

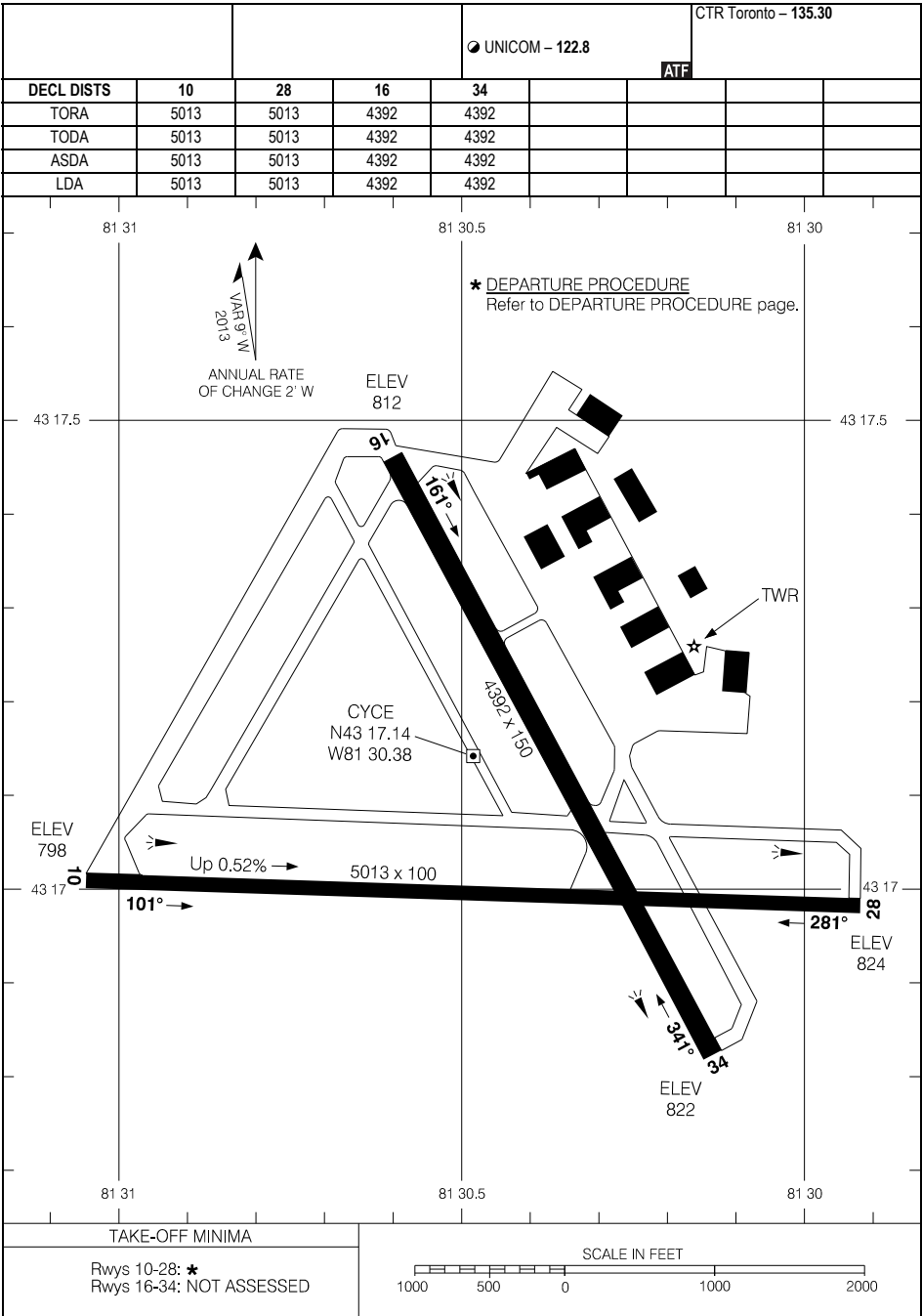
EFF 24 MAR 22

CYAC

CYCE-AD

CENTRALIA/JAMES T. FIELD MEMORIAL, ON
CYCE

AERODROME CHART



AERODROME CHART

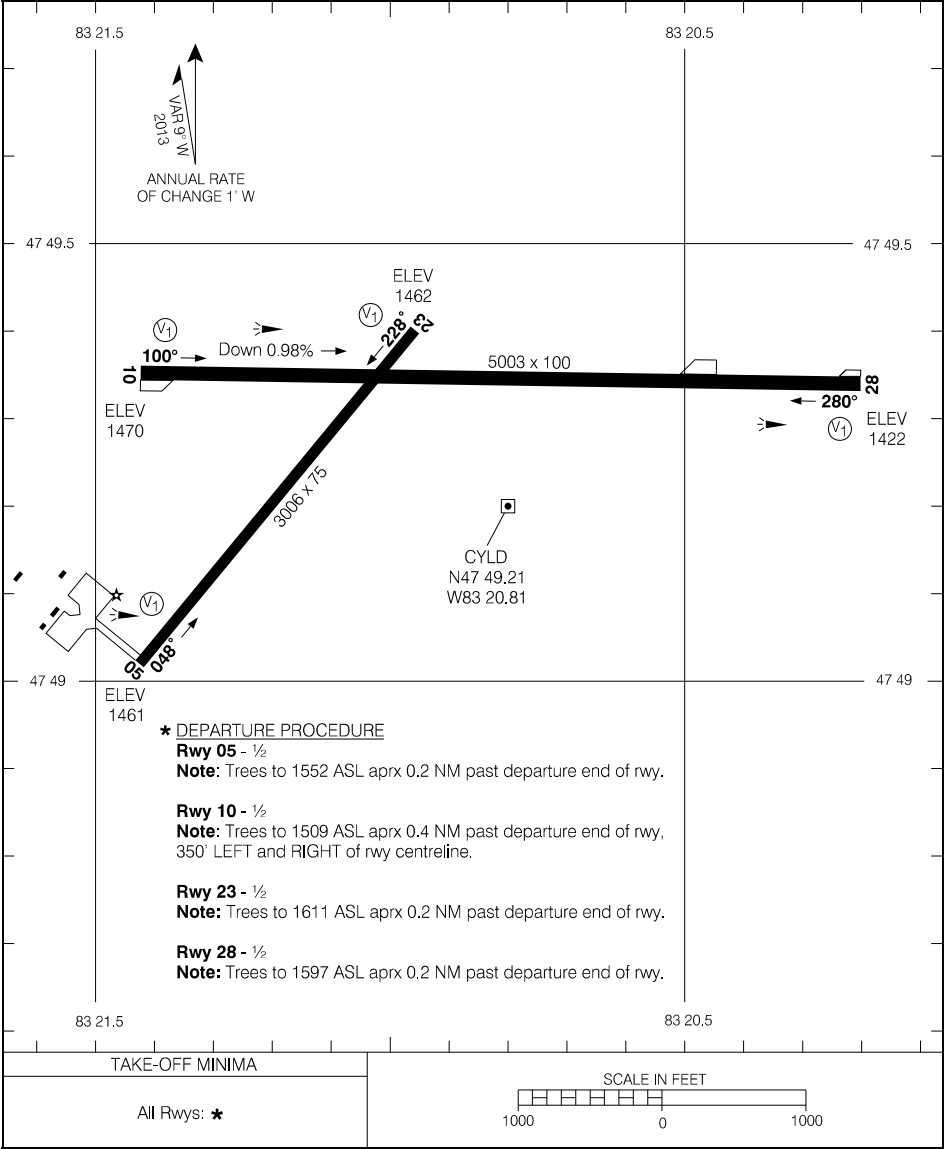
EFF 8 SEP 22

CYCE

CYCE-AD

AERODROME CHART

				TFC- 122.8		ATF			
DECL DIST	05	23	10	28					
TORA	3006	3006	5003	5003					
TODA	3990	3990	5987	5987					
ASDA	3006	3006	5003	5003					
LDA	3006	3006	5003	5003					



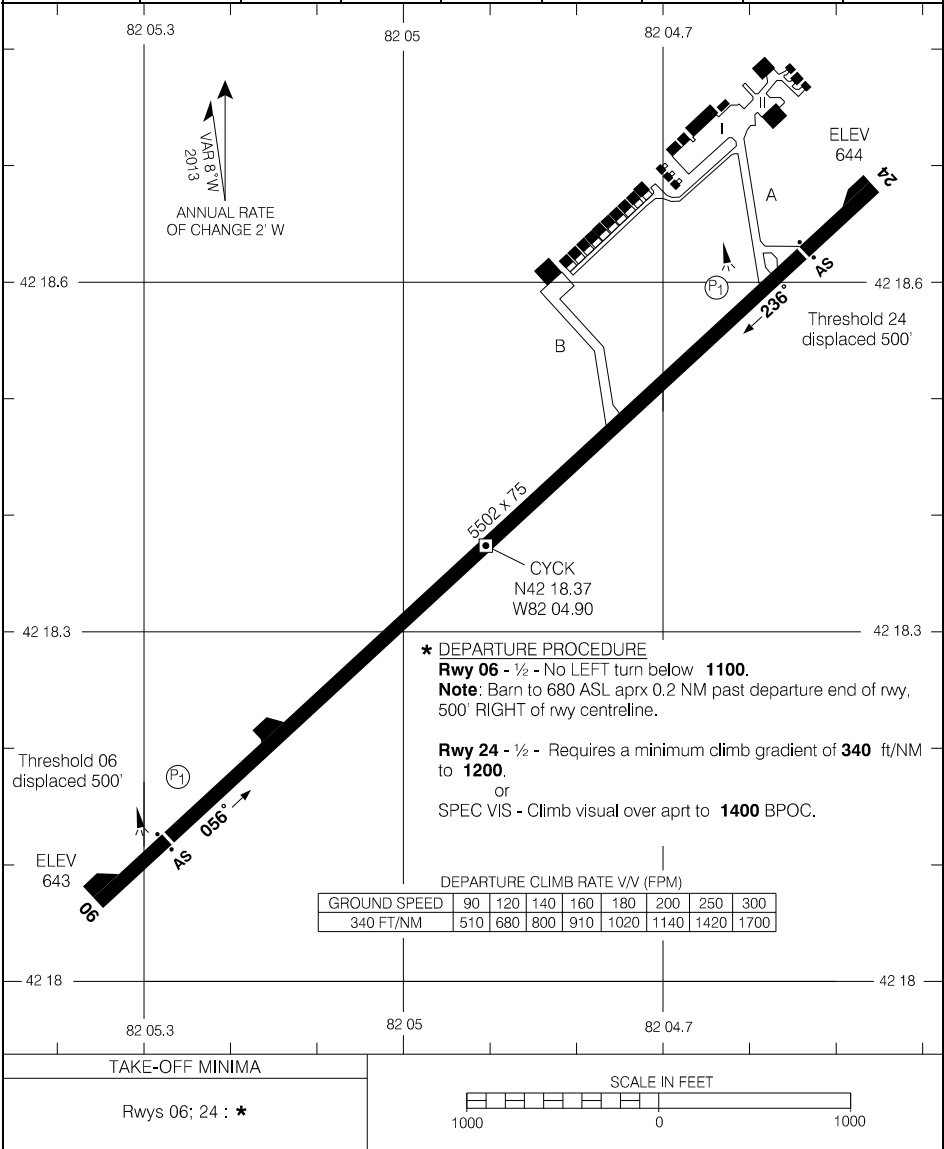
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AERODROME CHART

EFF 11 JUL 24

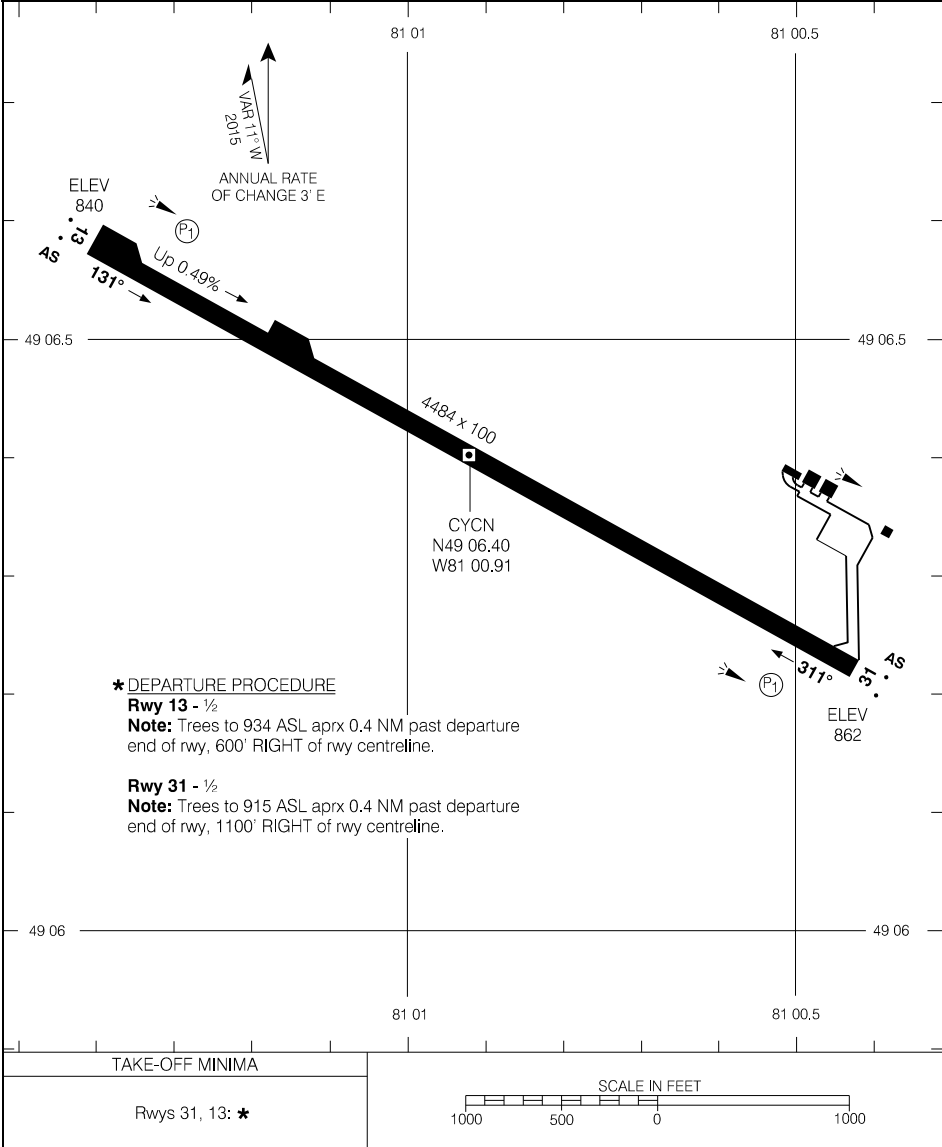
CYLD

AWOS – 122.97				UNICOM – 123.2		ARR Selfridge – 119.6 318.2 O/T CTR Cleveland – 132.25 298.87	
						ATF	
DECL DIST	06	24					
TORA	5502	5502					
TODA	5502	5502					
ASDA	5502	5502					
LDA	5002	5002					



AERODROME CHART

AUTO – 122.55				TFC – 122.8		CTR Toronto – 128.3	
				ATF			
DECL DIST	13	31					
TORA	4484	4484					
TODA	4484	4484					
ASDA	4484	4484					
LDA	4484	4484					



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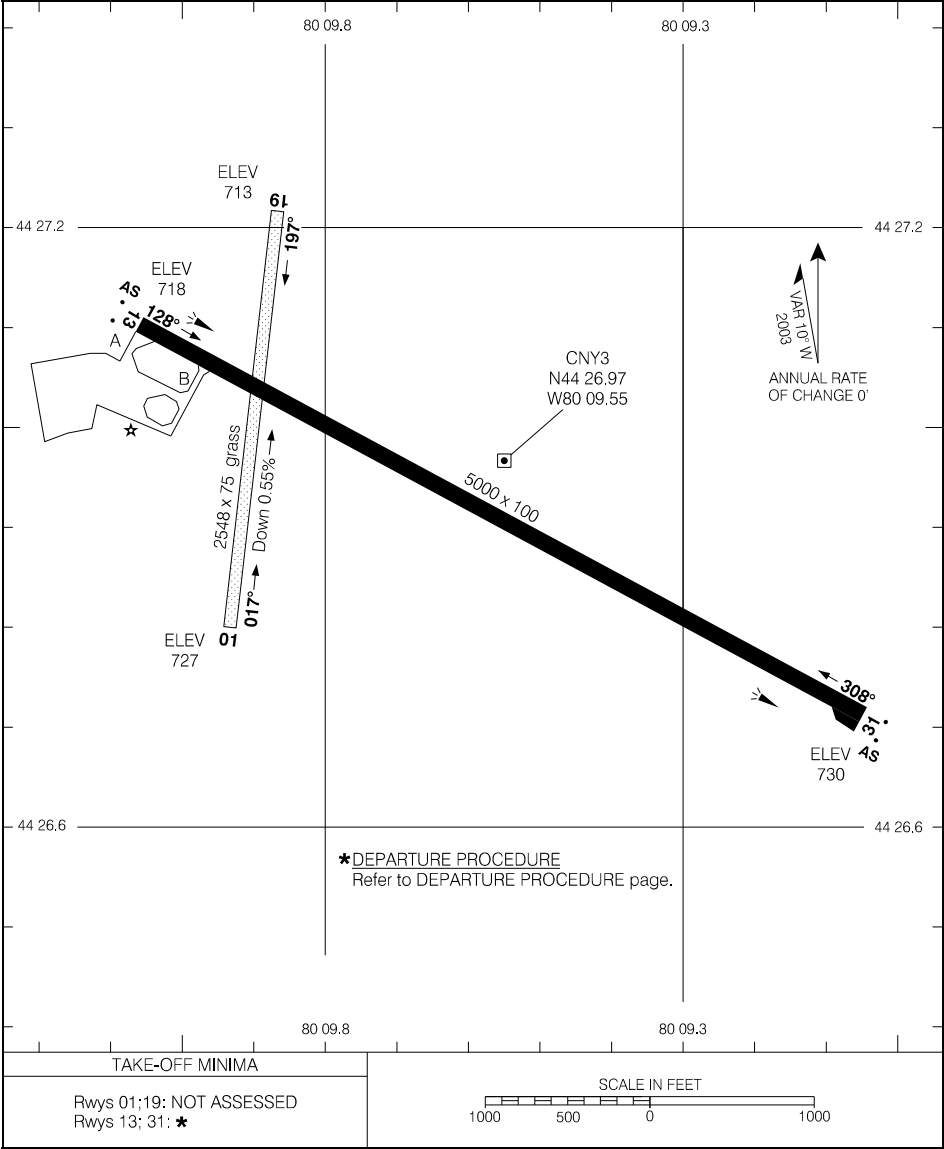
AERODROME CHART

EFF 2 OCT 25

CYCN

AERODROME CHART

AUTO – 122.17		UNICOM – 122.85				CTR Toronto – 124.02		
						ATF		
DECL DIST	01	19	13	31				
TORA	2548	2548	5000	5000				
TODA	2548	2548	5984	5000				
ASDA	2548	2548	5000	5000				
LDA	2548	2548	5000	5000				



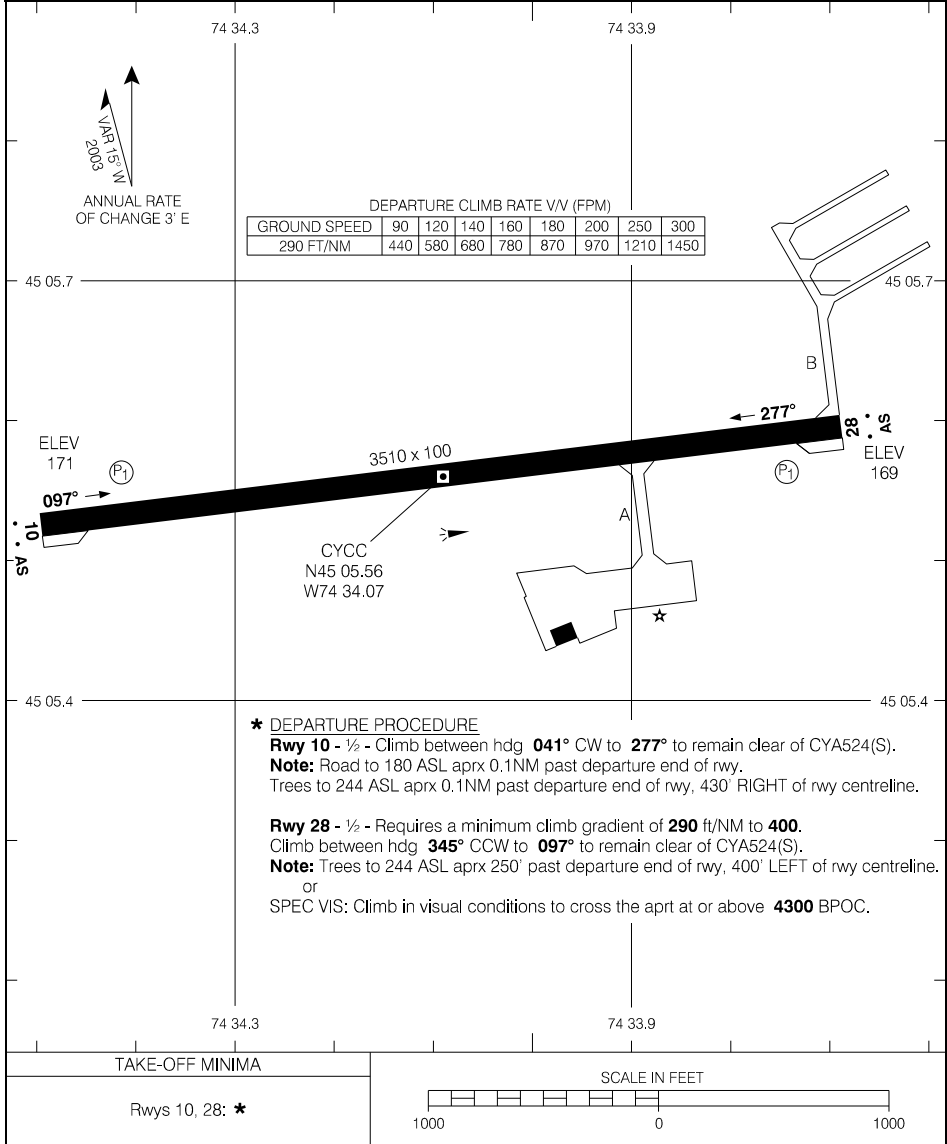
AERODROME CHART

CNY3

CORNWALL REGIONAL, ON
CYCC

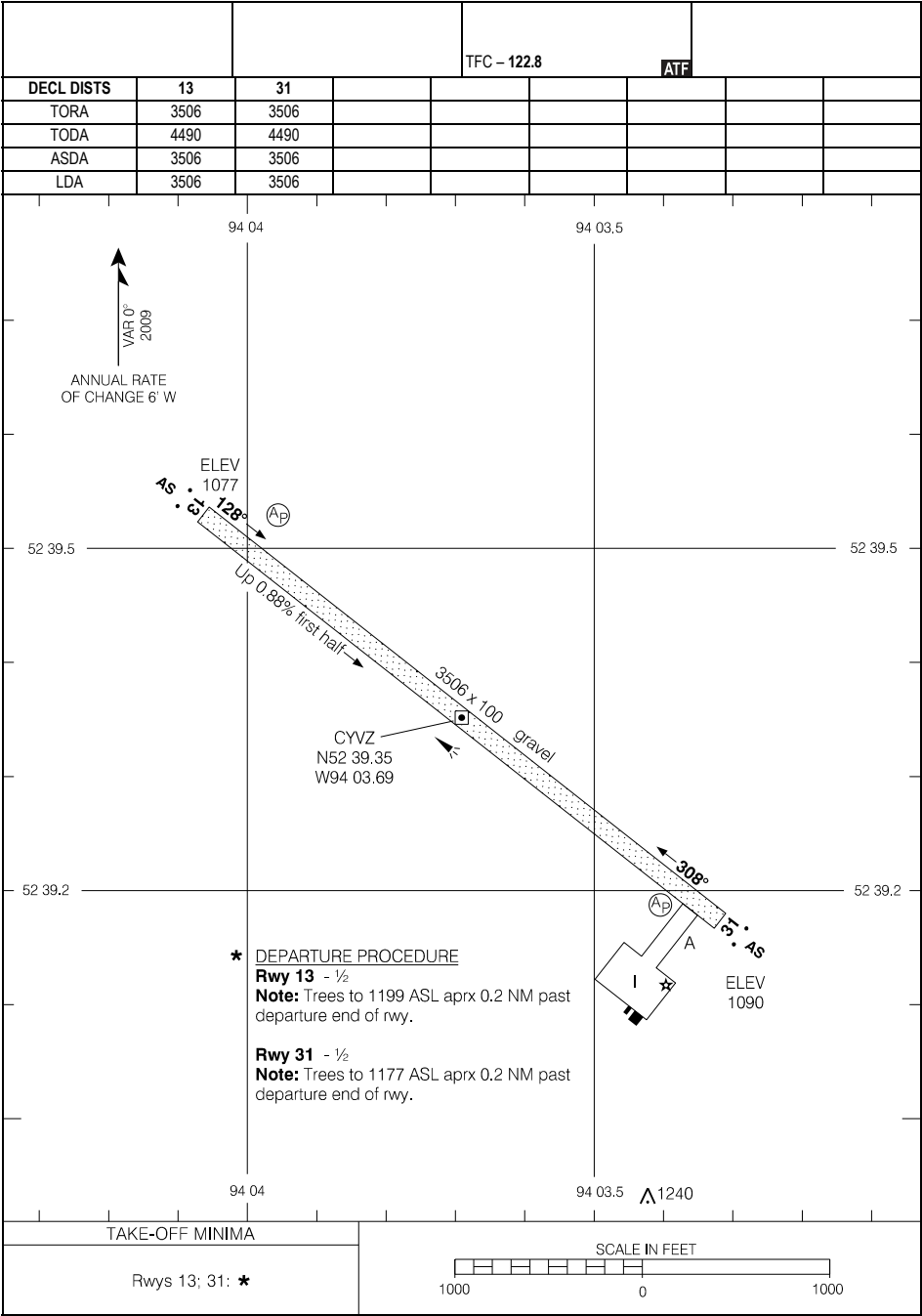
AERODROME CHART

				 UNICOM – 122.77		CTR Boston – 135.25 377.1	
DECL DIST	10	28			ATF		
TORA	3510	3510					
TODA	4174	3765					
ASDA	3510	3510					
LDA	3510	3510					



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AERODROME CHART



AERODROME CHART

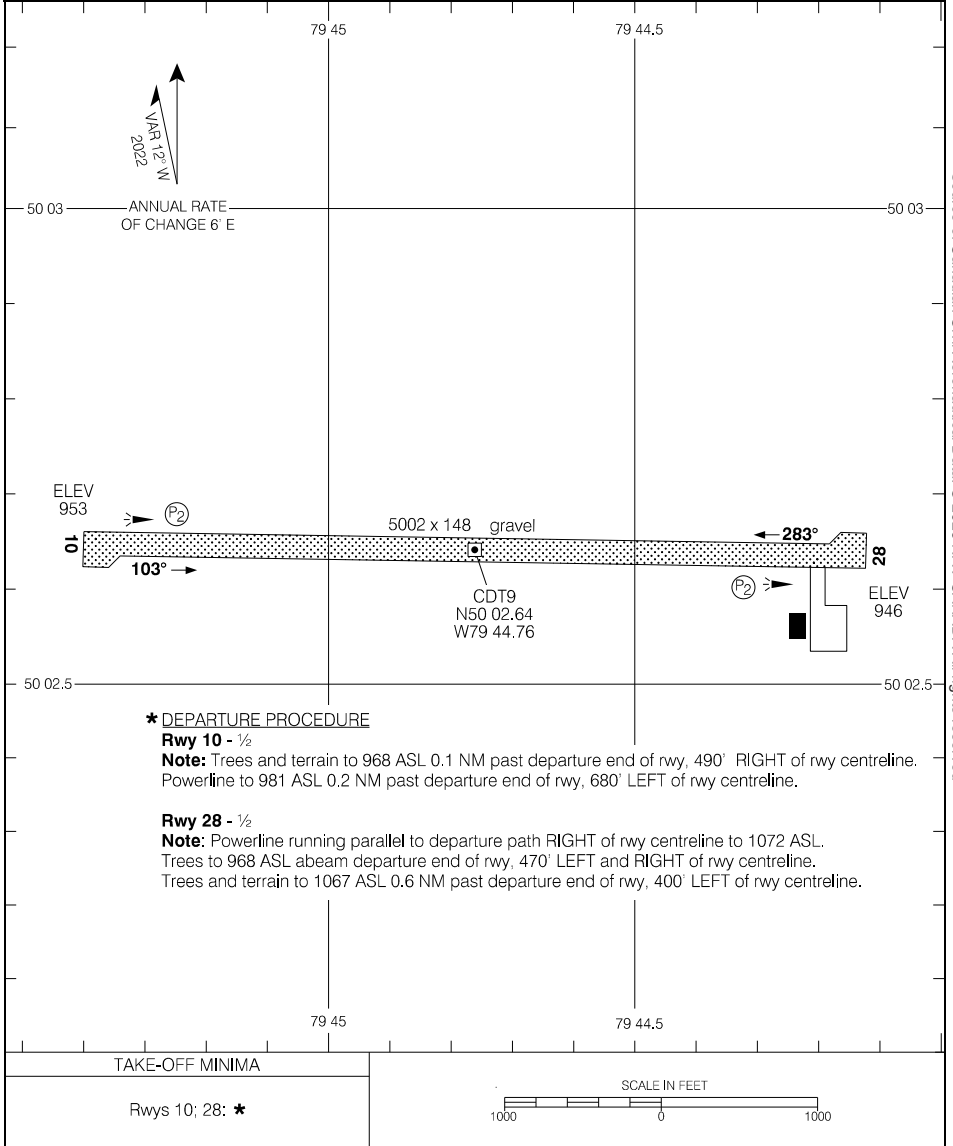
CYVZ

EFF 12 JUN 25

DETOUR LAKE, ON
CDT9

AERODROME CHART

AUTO – 122.17				UNICOM – 122.95		CTR Toronto – 128.3 133.72	
DECL DIST	10	28				ATF	
TORA	5002	5002					
TODA	5002	5002					
ASDA	5002	5002					
LDA	5002	5002					



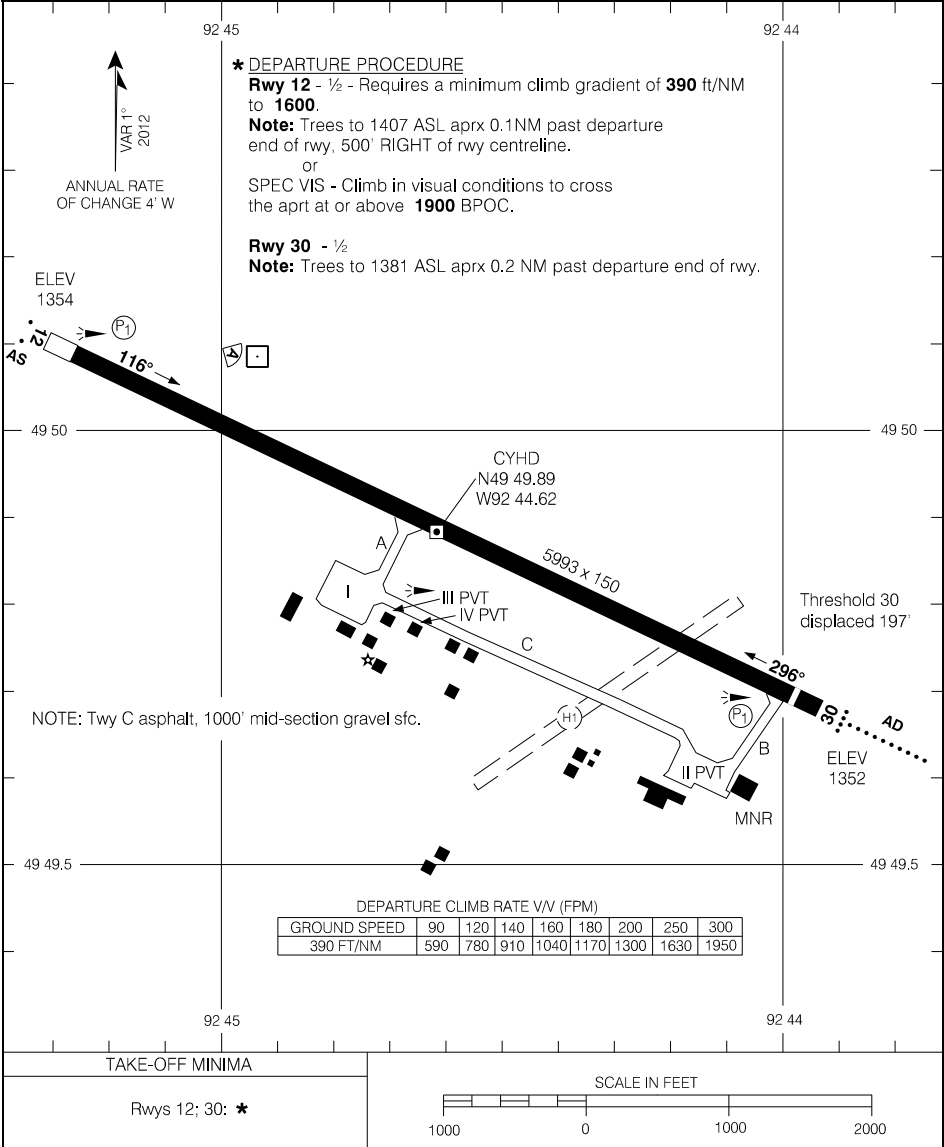
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CDT9

CDT9-AD

AERODROME CHART

AWOS – 128.7				RADIO Sioux Lookout – 122.1		CTR Winnipeg – 132.2	
						MF	
DECL DIST	12	30					
TORA	5993	5993					
TODA	6193	6977					
ASDA	5993	5993					
LDA	5993	5796					

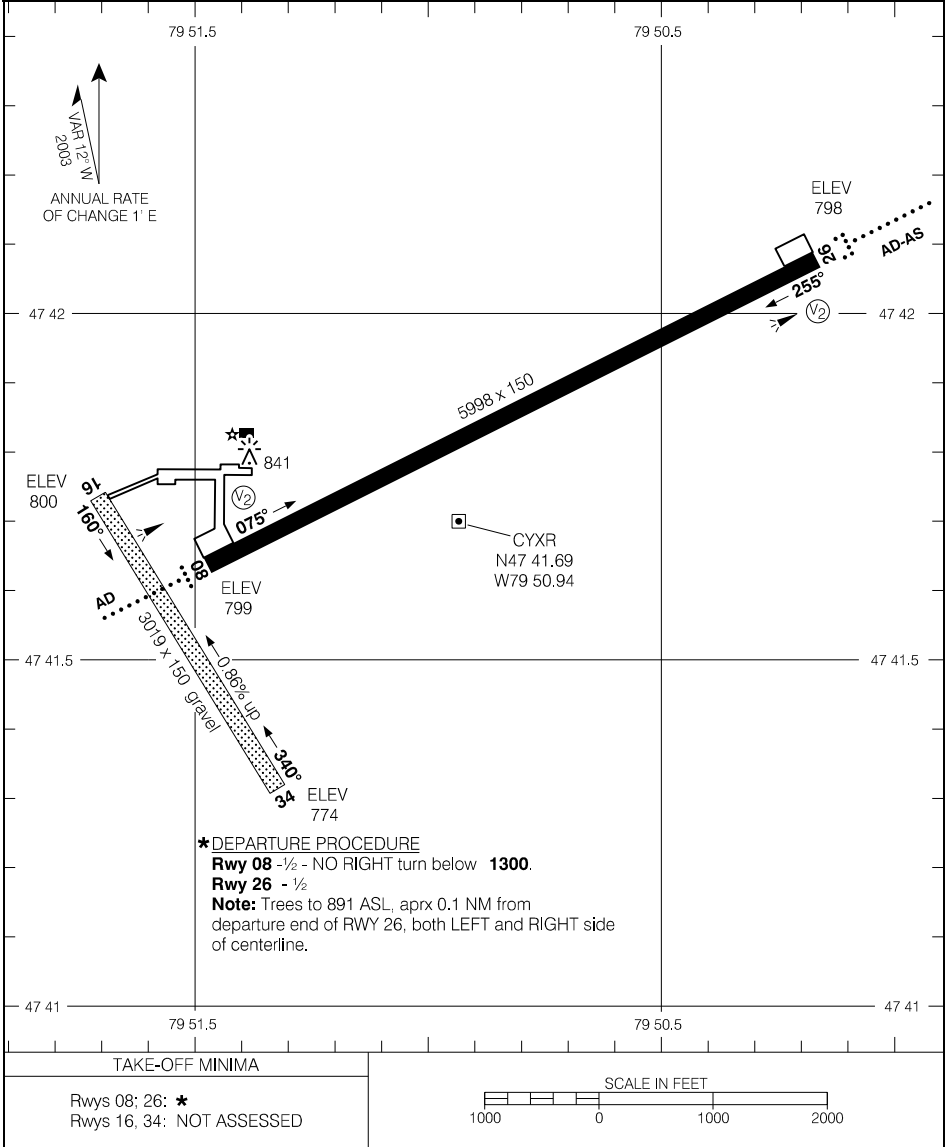


AERODROME CHART

EFF 12 AUG 21

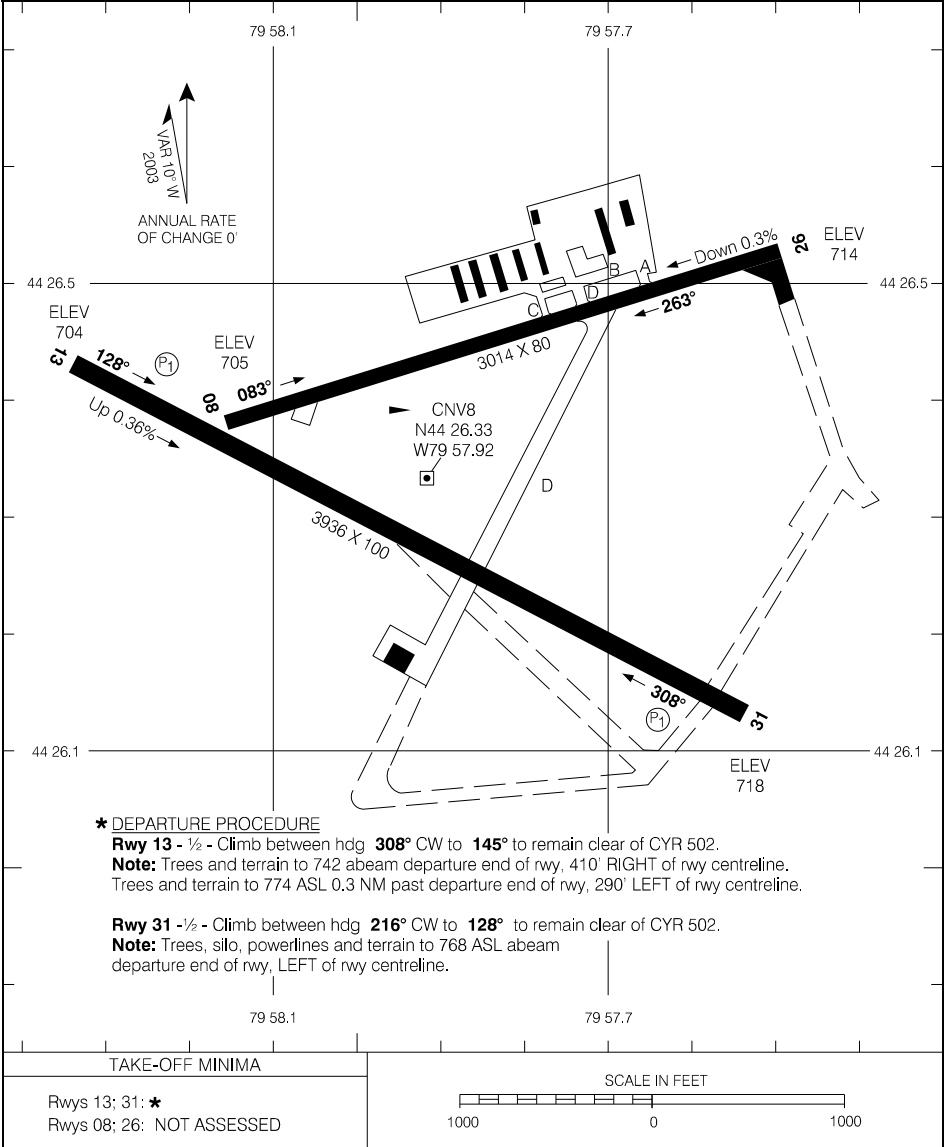
CYHD

AWOS – 128.6						TFC – 122.0		RADIO London – 123.37	
						MF			
DECL DISTS	08	26	16	34					
TORA	5998	5998	3019	3019					
TODA	6598	6898	3119	3119					
ASDA	5998	5998	3019	3019					
LDA	5998	5998	3019	3019					



AERODROME CHART

AUTO – 123.17		UNICOM – 122.77				CTR Toronto – 124.02		
						ATF		
DECL DIST	08	26	13	31				
TORA	3014	3014	3936	3936				
TODA	3014	3014	3936	3936				
ASDA	3014	3014	3936	3936				
LDA	3014	3014	3936	3936				



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AERODROME CHART

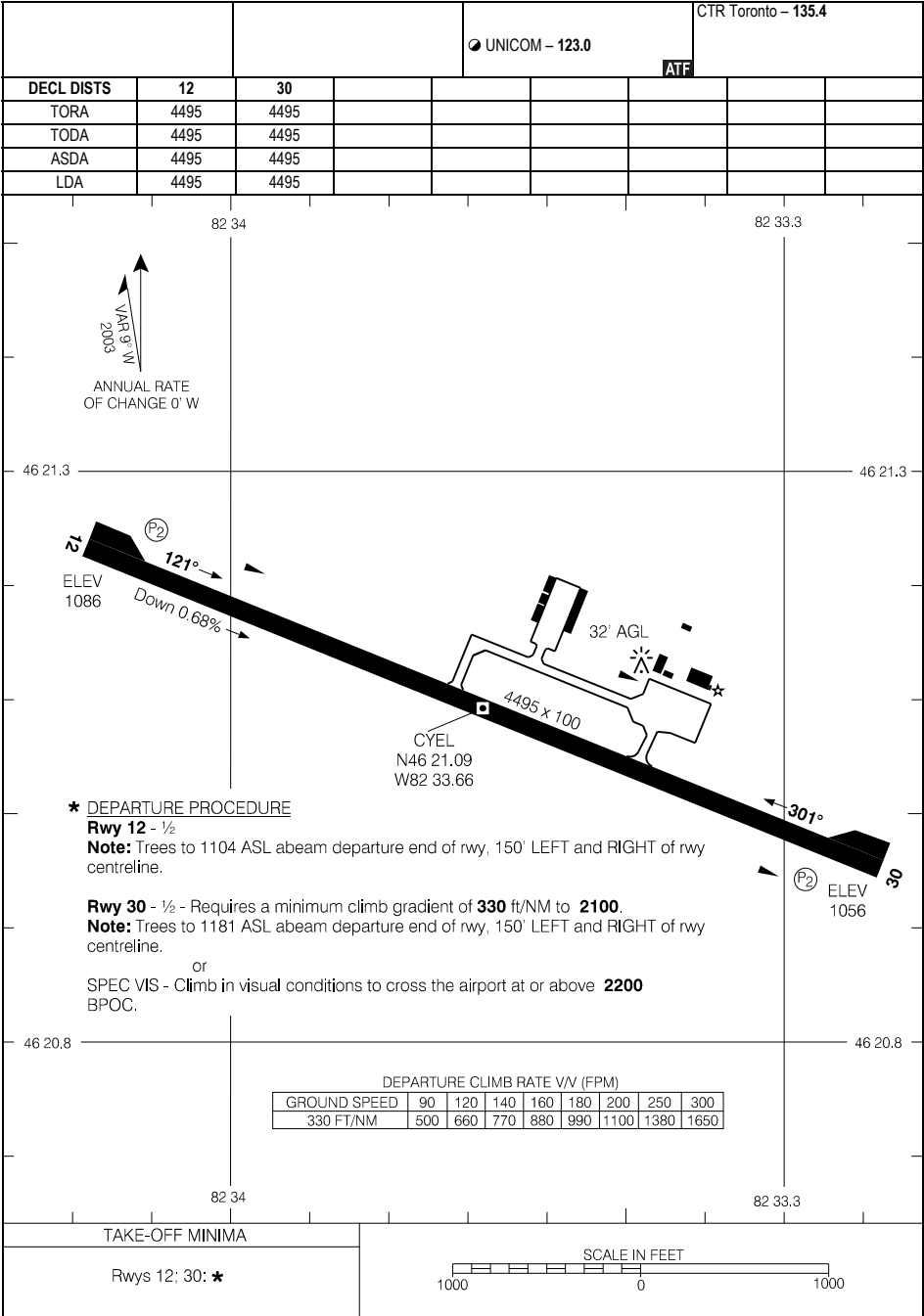
EFF 15 JUN 23

CNV8

CYEL-AD

ELLIOT LAKE MUNI, ON
CYEL

AERODROME CHART



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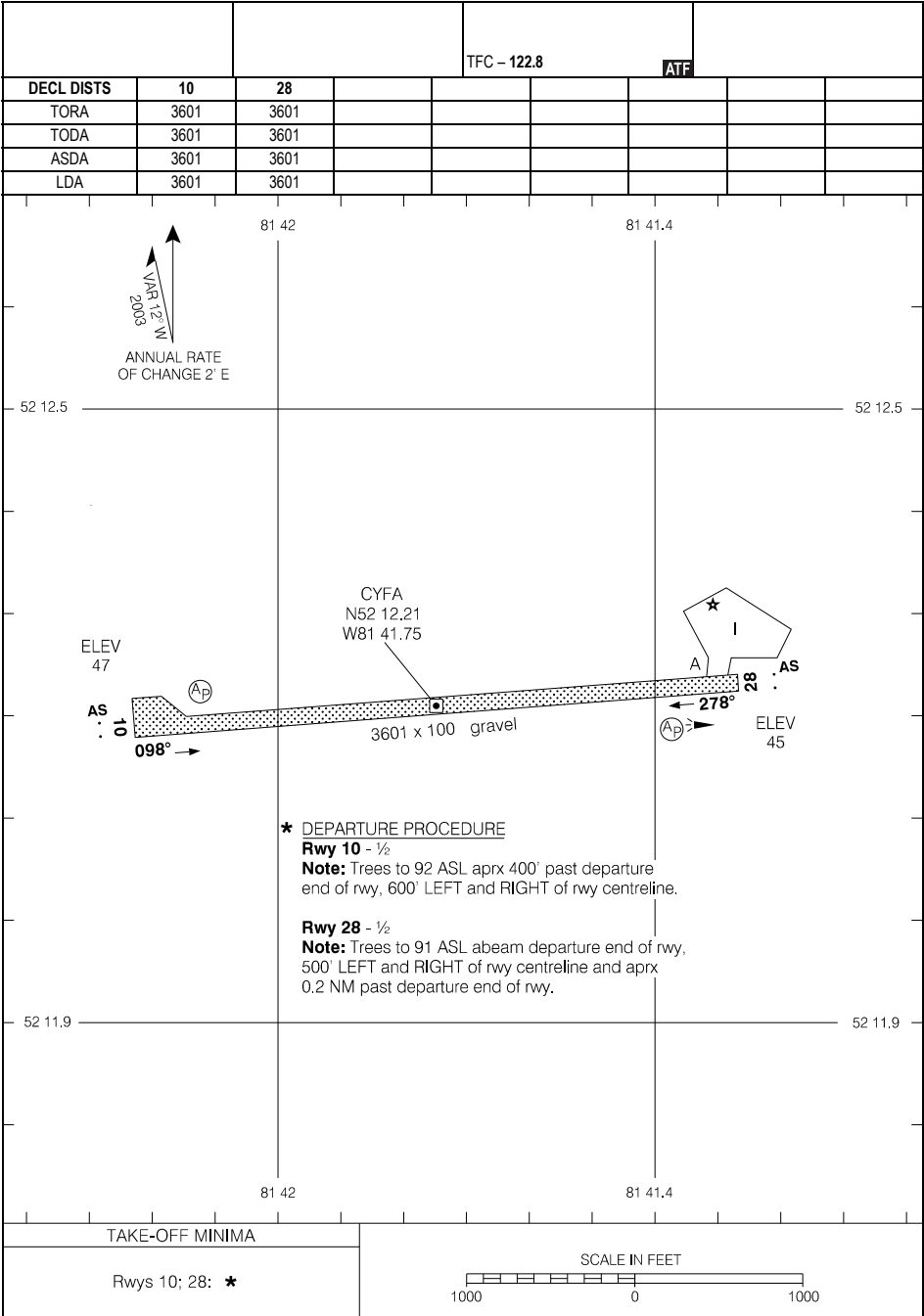
AERODROME CHART

CYEL

EFF 7 AUG 25

CYEL-AD

AERODROME CHART



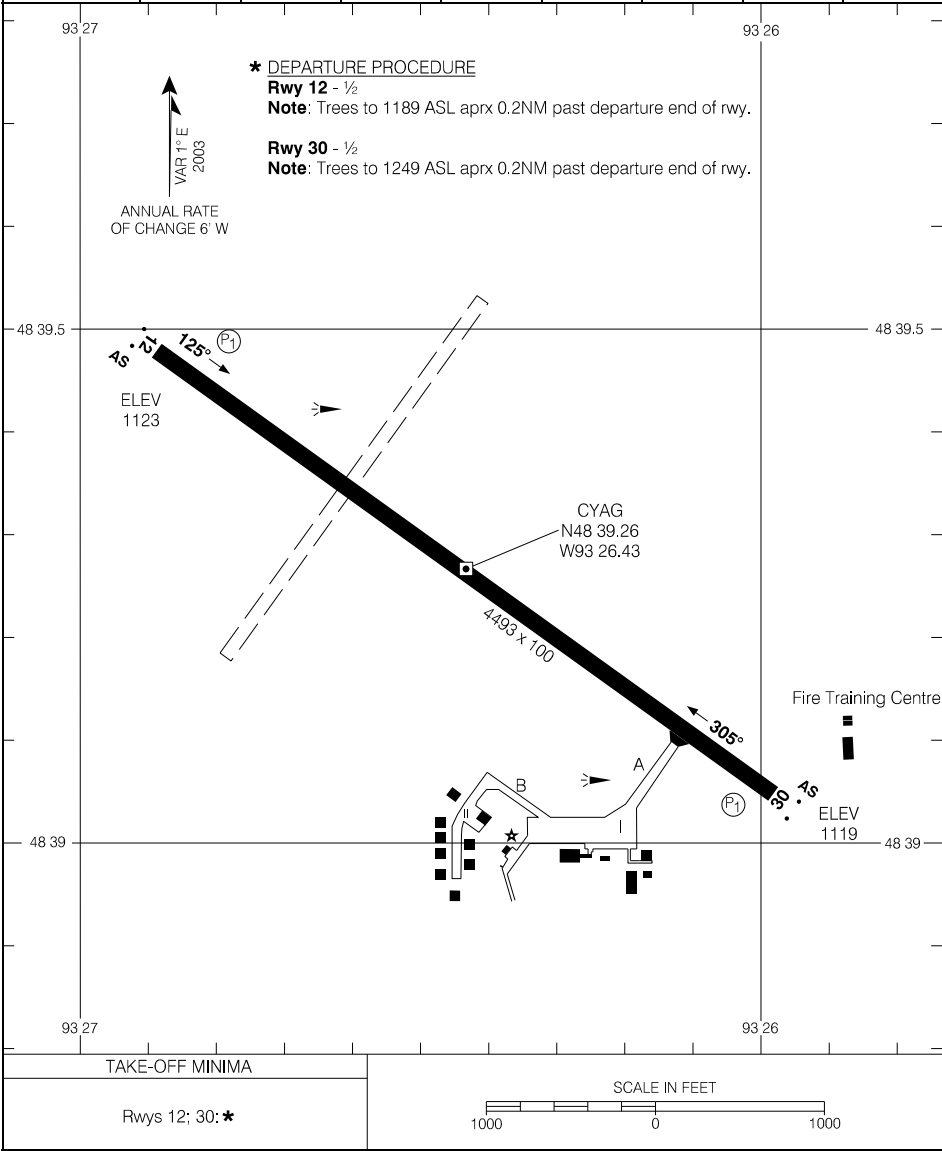
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AERODROME CHART

EFF 5 OCT 23

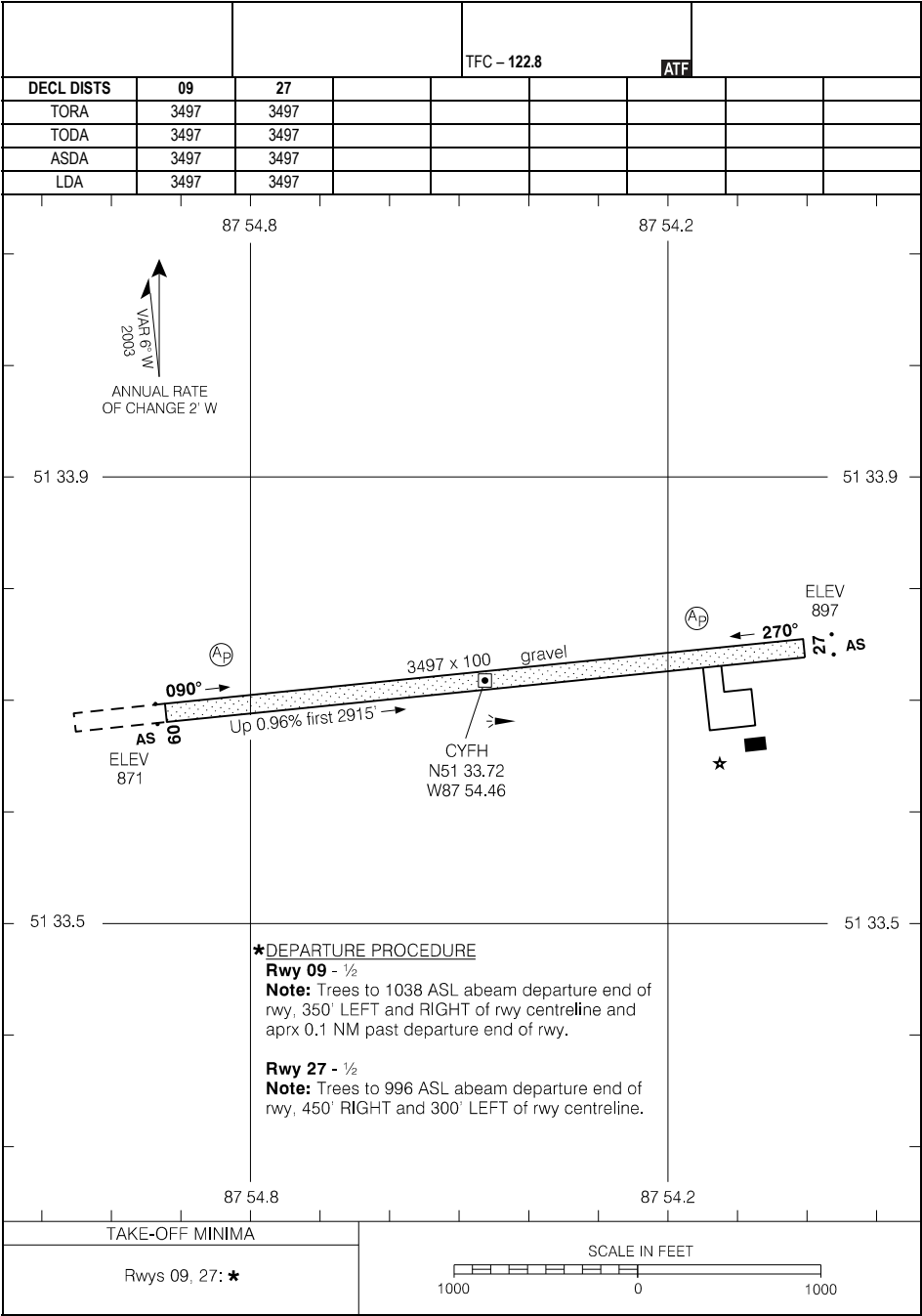
CYFA

AUTO Falls Intl – 120.0				UNICOM – 122.8		CTR Minneapolis – 120.9 RADIO London – 123.55	
DECL DIST	12	30				ATF	
TORA	4493	4493					
TODA	5477	5477					
ASDA	4493	4493					
LDA	4493	4493					



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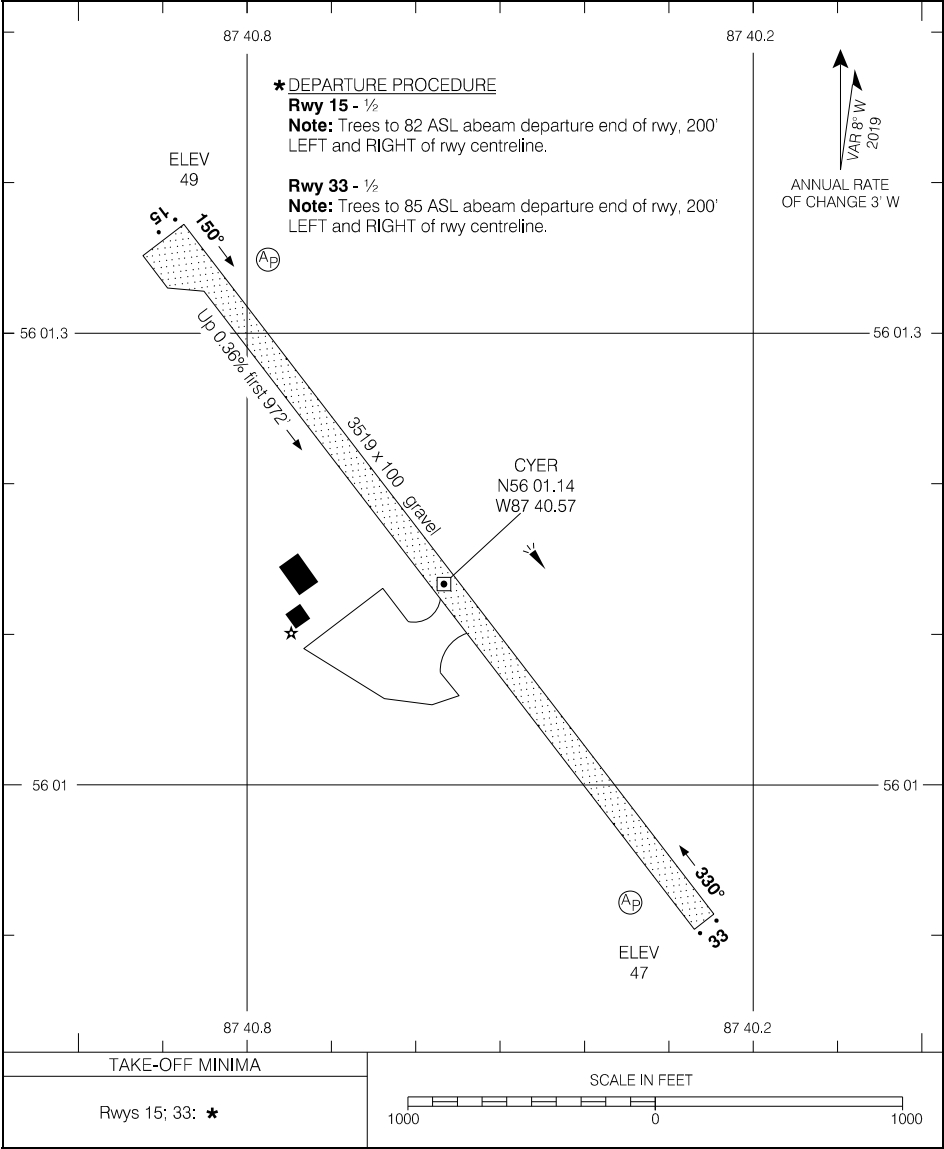
AERODROME CHART



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AERODROME CHART

AWOS – 124.55				TFC – 122.8		ATF			
DECL DISTS	15	33							
TORA	3519	3519							
TODA	3519	3519							
ASDA	3519	3519							
LDA	3519	3519							



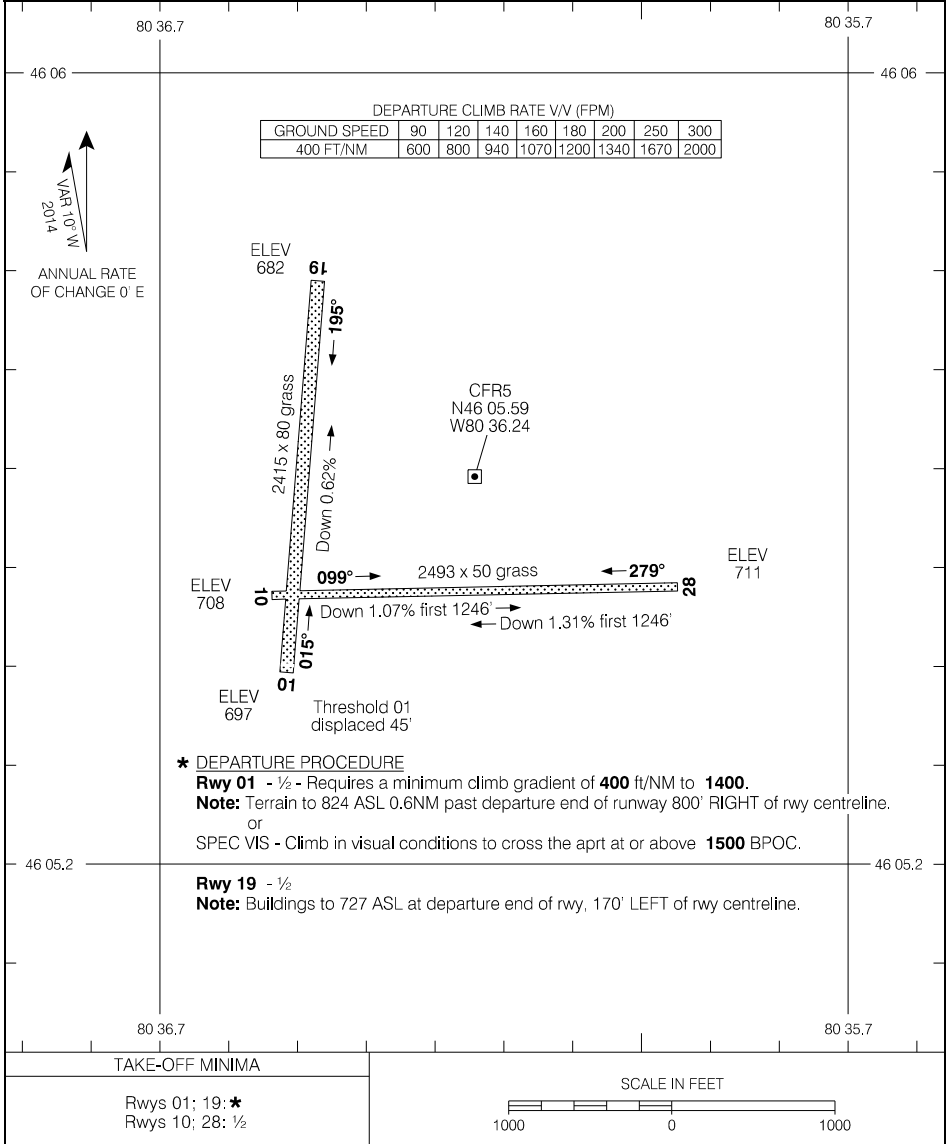
AERODROME CHART

EFF 5 OCT 23

CYER

AERODROME CHART

					TFC – 123.5		CTR Toronto – 135.5	
					ATF			
DECL DIST	01	19	10	28				
TORA	2415	2415	2493	2493				
TODA	2415	2415	2493	2493				
ASDA	2415	2415	2493	2493				
LDA	2370	2415	2493	2493				

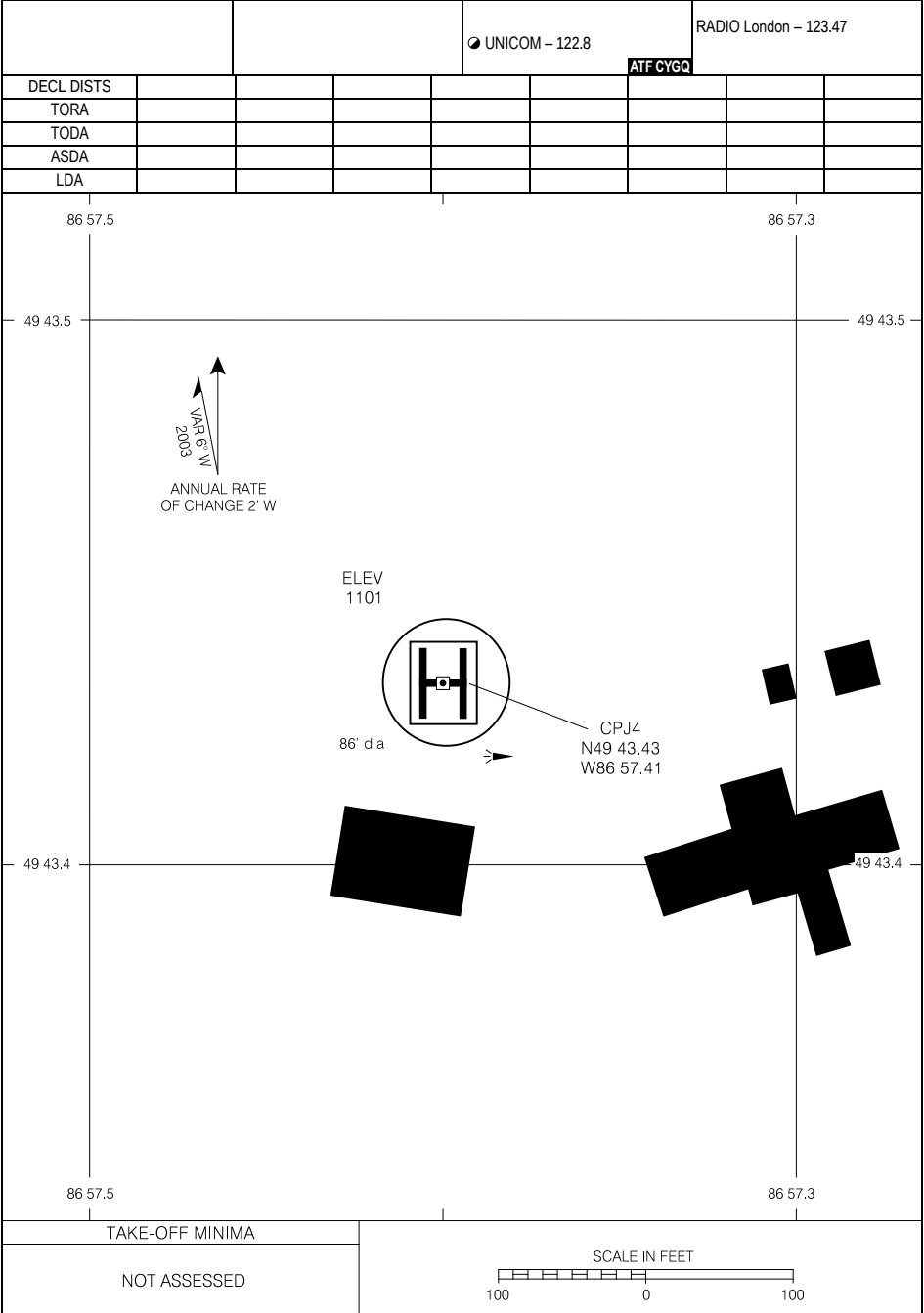


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CPJ4-HP

GERALDTON (DISTRICT HOSPITAL), ON
CPJ4

HELIPORT CHART



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

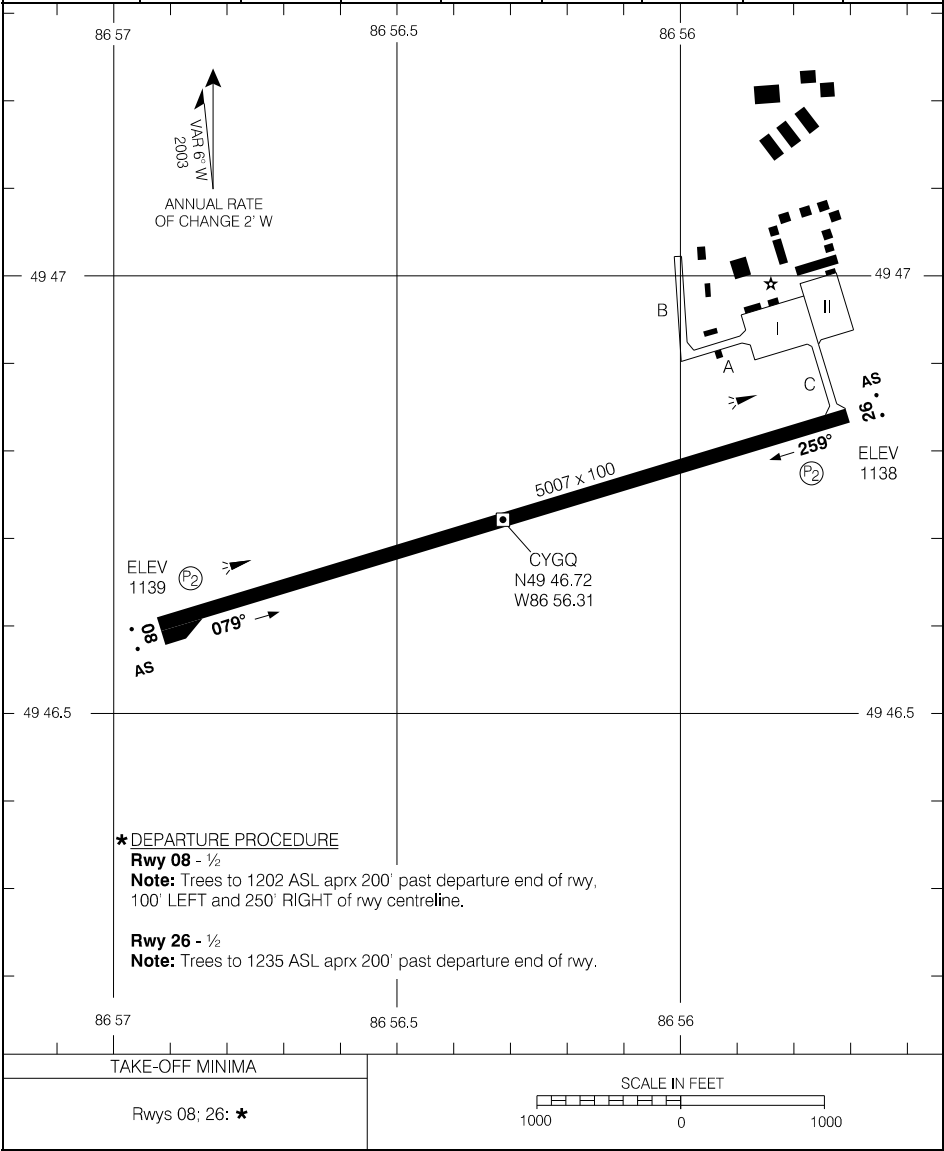
HELIPORT CHART

EFF 24 JUL 14

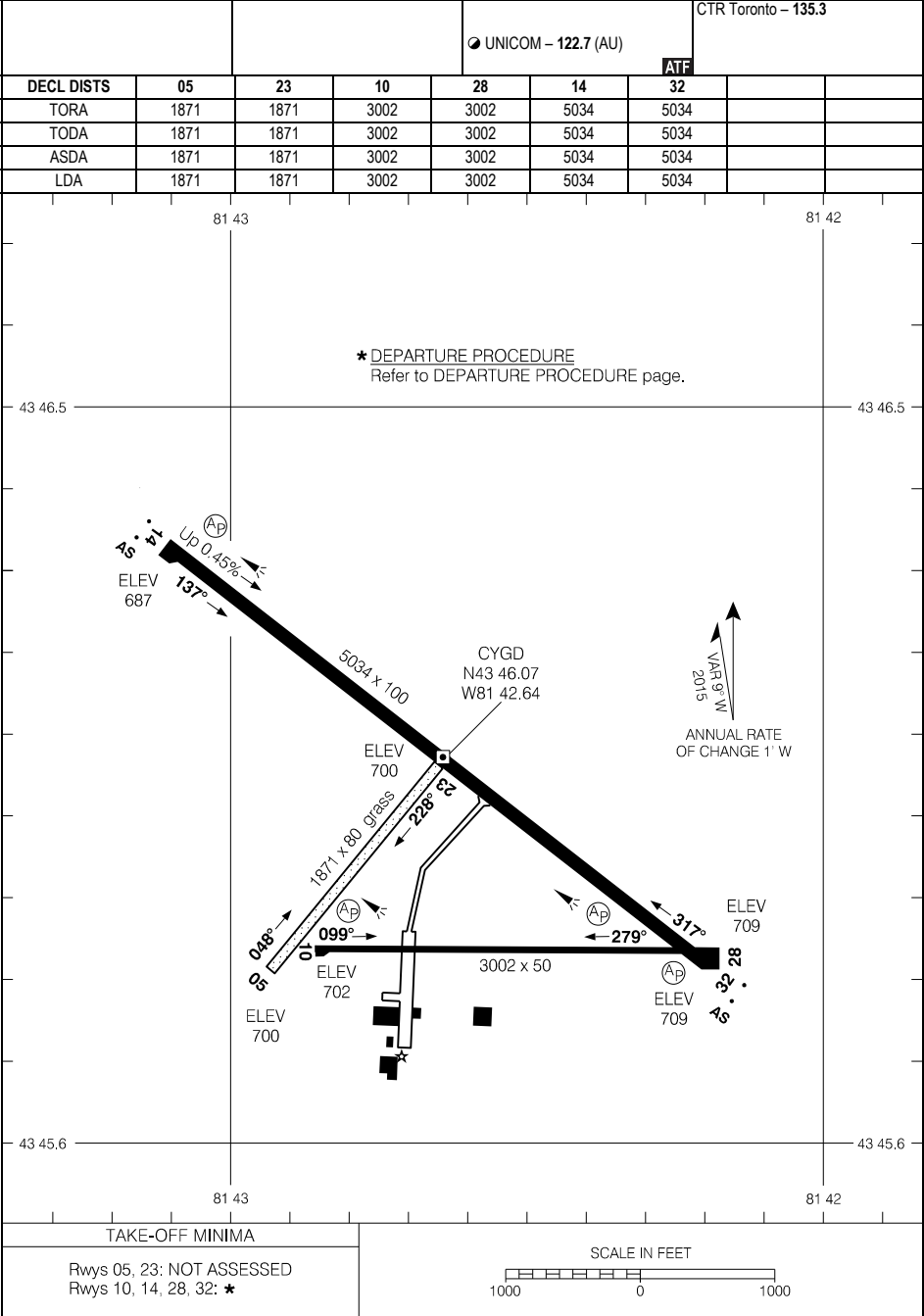
CPJ4

CPJ4-HP

AWOS – 128.1		UNICOM – 122.8				RADIO London – 123.47		
		ATF						
DECL DIST	08	26						
TORA	5007	5007						
TODA	5207	5207						
ASDA	5007	5007						
LDA	5007	5007						



AERODROME CHART



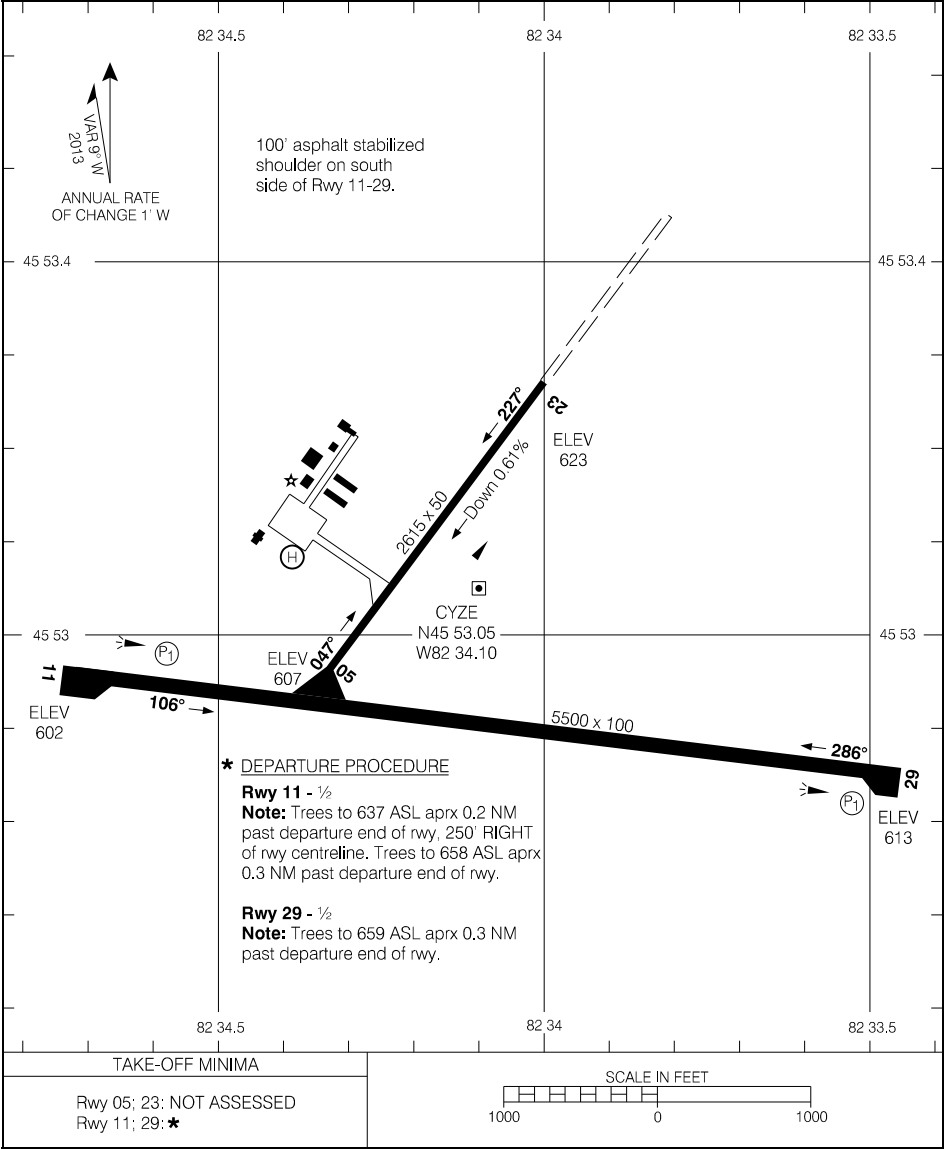
AERODROME CHART

EFF 23 FEB 23

CYGD

AERODROME CHART

AWOS – 128.72		UNICOM – 122.8				CTR Toronto – 135.4 RADIO London – 126.7		
		ATF						
DECL DISTS	11	29	05	23				
TORA	5500	5500	2615	2615				
TODA	6484	6484	2615	2615				
ASDA	5500	5550	2615	2615				
LDA	5500	5500	2615	2615				



AERODROME CHART

EFF 12 JUN 25

CYZE

HAMILTON, ON
CYHM

ATIS - 128.1		GND - 121.6		TWR - 125.0		CTR Toronto - 119.7	
DECL DISTS	06	24	12	30			
TORA	6010	6010	10006	10006			
TODA	6994	6994	10990	10395			
ASDA	6010	6010	10006	10006			
LDA	6010	6010	8398	10006			

FOR DECLARED DISTANCES DURING LOW VISIBILITY OPERATIONS - REFER TO LOW VISIBILITY PROCEDURES

NOTE: Apron I, II, III uncontrolled. Taxiing aircraft to remain on taxilane centre lines. Aircraft shall not taxi between the ATB. Onward or the ACLF and pushed back aircraft

SCALE IN FEET

1000 0 1000 2000

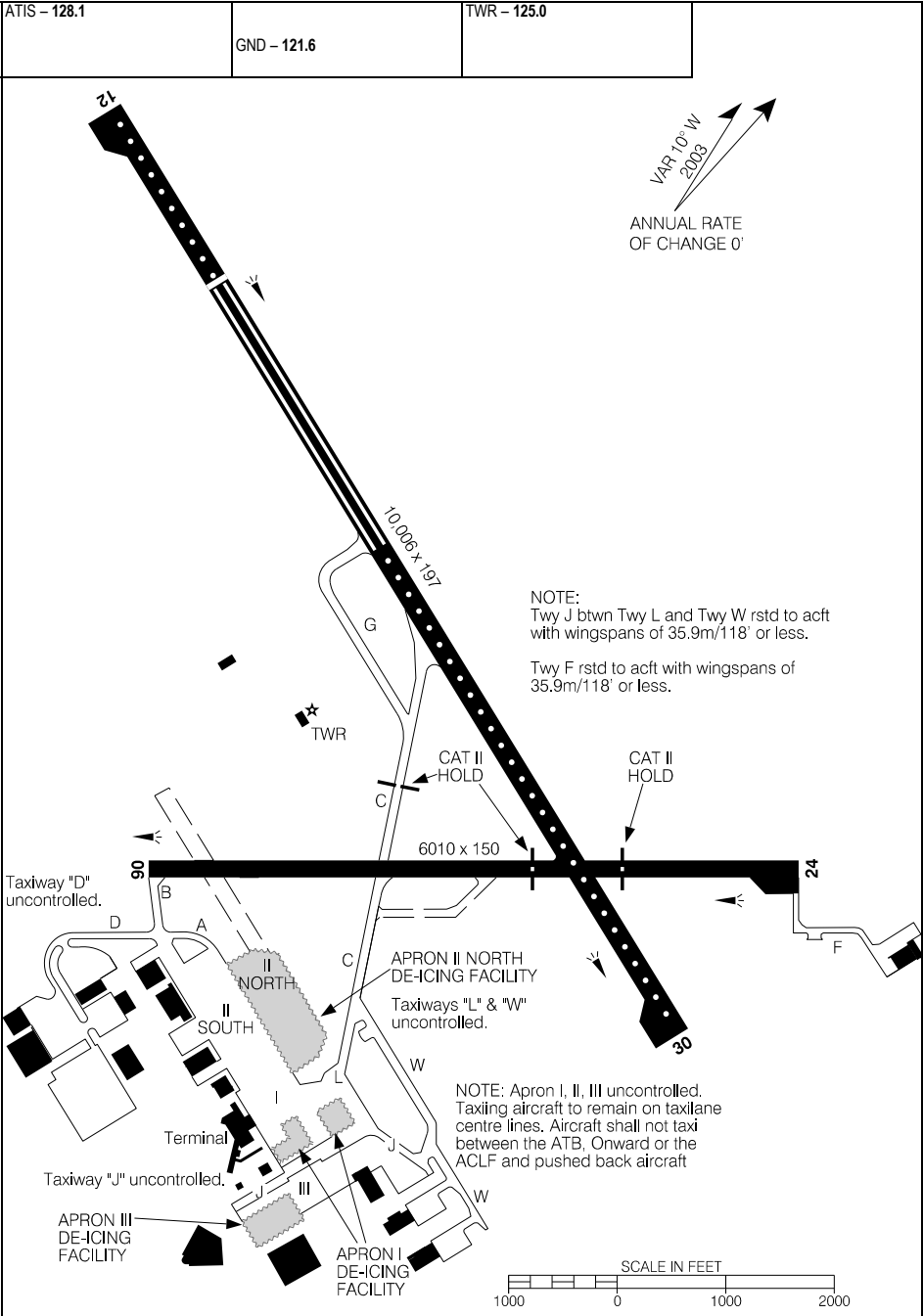
RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 12: RVR 1200 RWY 30: (1/4sm)	RWY 12: RVR 600
TAKE-OFF MINIMA	
Rwys 06; 12; 24: 1/2 Rwy 30: *	

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CYHM

CYHM-AD

TAXI CHART



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TAXI CHART

EFF 12 JUN 25

CYHM

LOW VISIBILITY PROCEDURES

Low Visibility Procedures (Less than RVR 1200 to RVR 600)

Application

These procedures apply to ground movements of aircraft departing under low visibility conditions. Departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast.
“LOW VISIBILITY PROCEDURES IN EFFECT”

General

Low Visibility Taxi Routes

Taxi routes during low visibility operations are exclusive to the following routes:

- 1. Route 1 – Taxiway C
- 2. Route 2 – Taxiway B, rwy 06, taxiway C.
- 3. Taxiway surfaces are painted with enhanced yellow and black centreline markings. Aircraft restricted to one movement in or out at any time during low visibility operations. Alternate routing may be specified by ATC as required.

ATC may find it necessary to suspend, restrict, or terminate low visibility operations.

Departures

Sequencing of Aircraft Ground Movements for Take-off.

Do not request taxi clearance until the reported RVR is greater than:

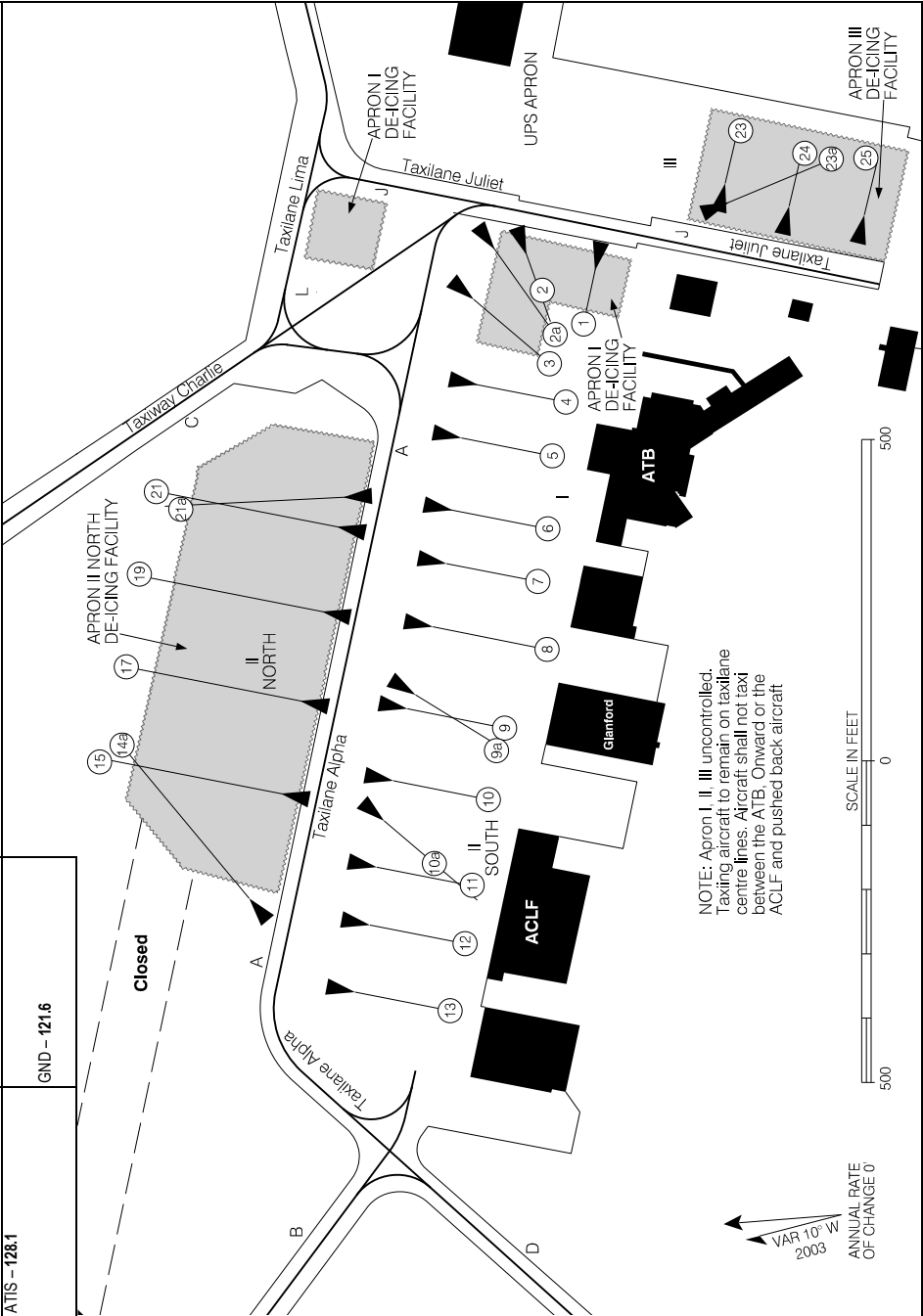
Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

Arrivals

Taxi route will be specified by ATC.

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PARKING AREAS



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PARKING AREAS

EFF 12 JUN 25

PARKING AREAS

Aircraft Parking Position

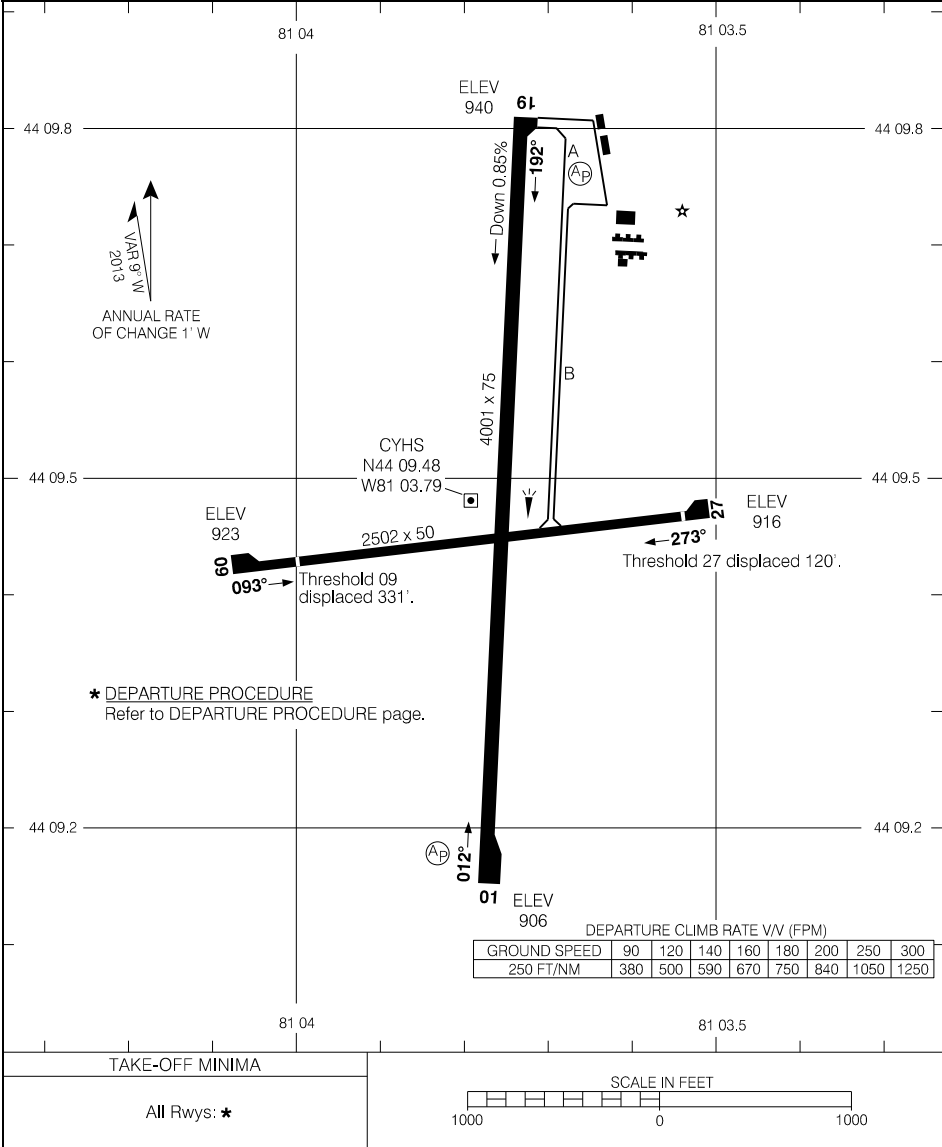
Position	Coordinates	Position	Coordinates
1	430949.20N 0795529.86W	11	430954.72N 0795548.15W
2	430950.45N 0795529.28W	12	430955.28N 0795550.61W
2A	430950.15N 0795530.61W	13	430955.84N 0795553.09W
3	430950.94N 0795530.90W	14A	431001.46N 0795544.80W
4	430950.70N 0795532.63W	15	431001.64N 0795545.36W
5	430951.63N 0795534.37W	17	431000.94N 0795542.30W
6	430951.59N 0795536.52W	19	431000.24N 0795539.24W
7	430952.52N 0795538.26W	21	430959.55N 0795536.19W
8	430952.47N 0795540.41W	21A	430959.72N 0795536.95W
9	430954.03N 0795543.37W	23	430945.60N 0795523.68W
9A	430953.17N 0795543.75W	23A	430943.58N 0795524.51W
10	430954.15N 0795545.68W	24	430943.78N 0795524.45W
10A	430954.46N 0795548.34W	25	430941.97N 0795525.21W

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PARKING AREAS

AERODROME CHART

		UNICOM – 122.8				CTR Toronto – 132.57			
		ATF							
DECL	DISTS	01	19	09	27				
TORA		4001	4001	2502	2502				
TODA		4001	4001	2502	2502				
ASDA		4001	4001	2502	2502				
LDA		4001	4001	2171	2382				



AERODROME CHART

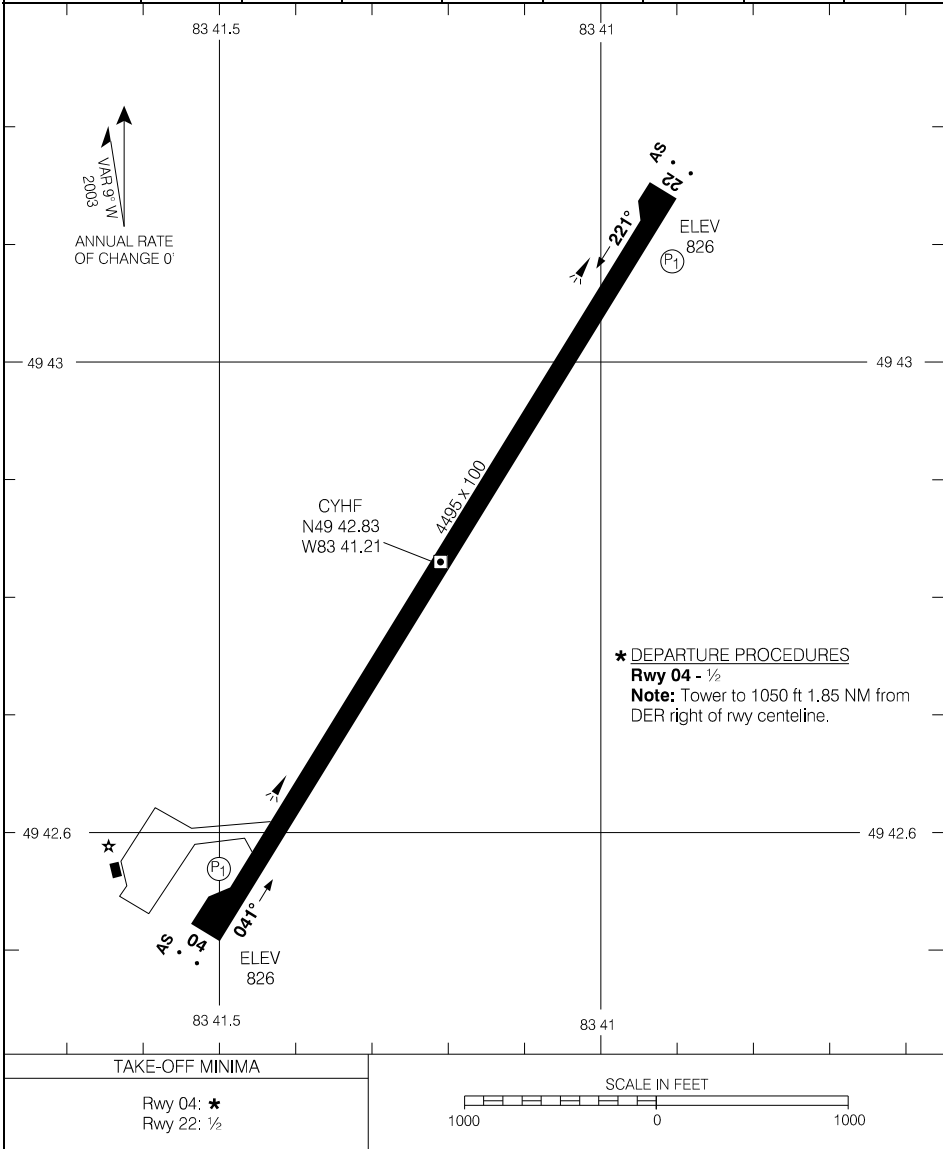
EFF 25 JAN 24

CYHS

CYHF-AD

HEARST (RENE FONTAINE) MUNI, ON
CYHF

				UNICOM – 122.8 (AU)		RADIO London – 126.7 DRCO	
				ATF			
DECL DIST	04	22					
TORA	4495	4495					
TODA	4495	4495					
ASDA	4495	4495					
LDA	4495	4495					



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AERODROME CHART
EFF 25 JAN 24

CYHF

CYHF-AD

HORNEPAYNE MUNI, ON
CYHN

CYHN

VAR 8° W
2013
ANNUAL RATE
OF CHANGE 1' W

ELEV 1088

247° AS

3504 x 75

CYHN
N49 11.59
W84 45.56

Down 0.36%

067° AS

ELEV 1101

49 11.7

49 11.4

84 45.7

84 45.3

*** DEPARTURE PROCEDURE**
Rwy 07 - ½ - Requires a minimum climb gradient of **330 ft/NM** to **1300**.
Note: Trees to 1237 ASL aprx. 0.1 NM past departure end of rwy.
 or
 SPEC VIS - Climb in visual conditions to cross the aprt at or above **1900 BPOC**.

Rwy 25 - ½
Note: Trees to 1210 ASL aprx 0.1 NM past departure end of rwy,
 700' LEFT and 600' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
330 FT/NM	500	660	770	880	990	1100	1380	1650

TAKE-OFF MINIMA

Rwys 07, 25: *

SCALE IN FEET

1000 0 1000

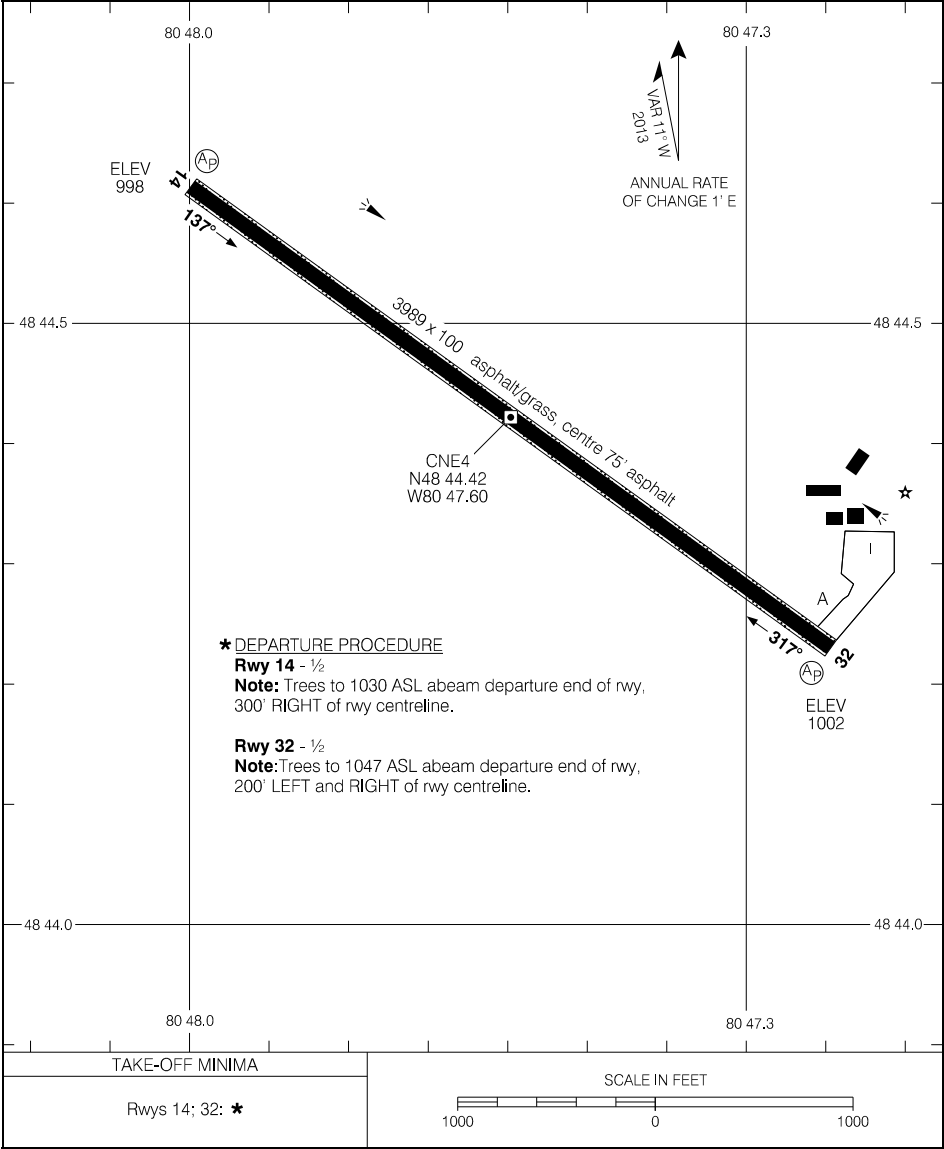
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CYHN

CYHN-AD

AERODROME CHART

				UNICOM – 122.8		ATF	
DECL DIST	14	32					
TORA	3989	3989					
TODA	3989	3989					
ASDA	3989	3989					
LDA	3989	3989					



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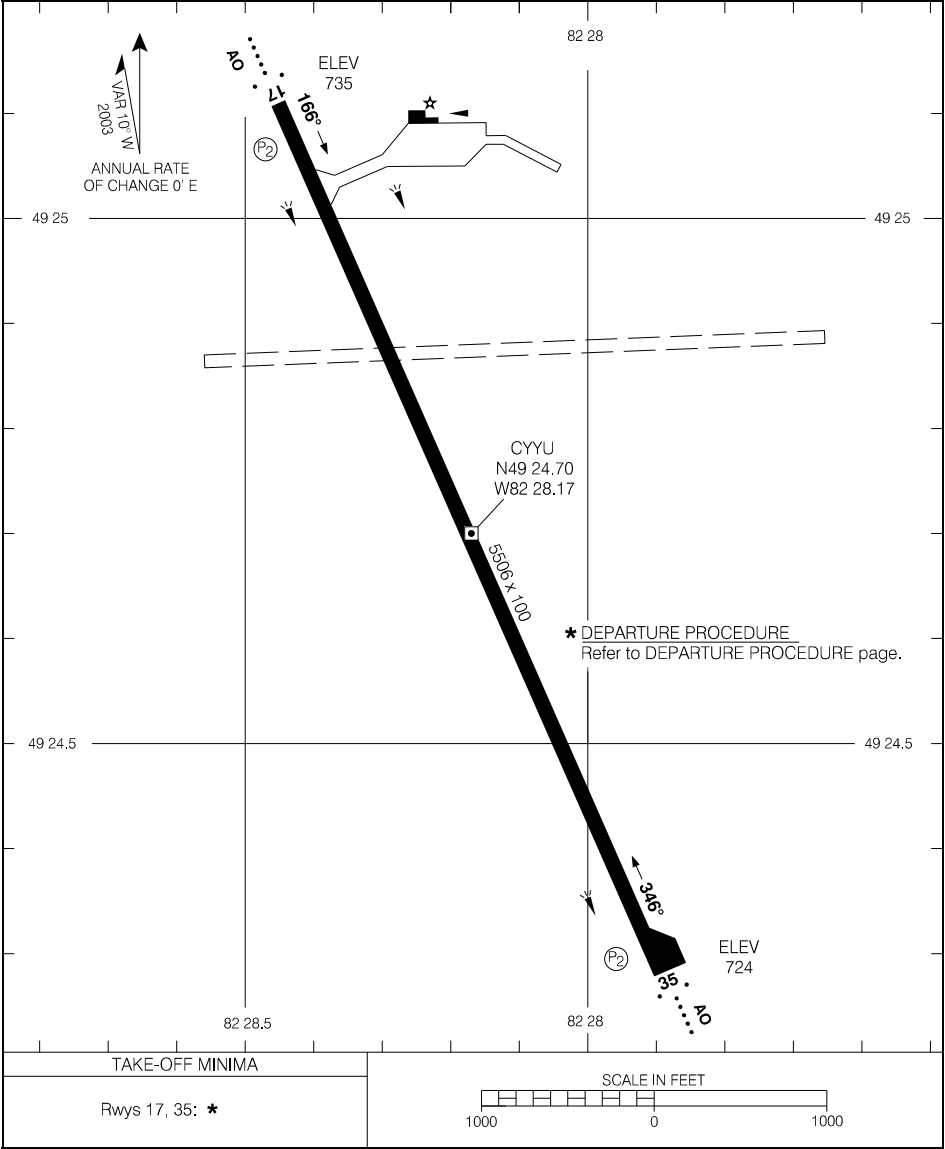
AERODROME CHART

EFF 11 JUL 24

CNE4

AERODROME CHART

				TFC – 122.2		CTR Toronto – 132.7	
				MF			
DECL DIST	17	35					
TORA	5506	5506					
TODA	5966	6490					
ASDA	5506	5506					
LDA	5506	5506					

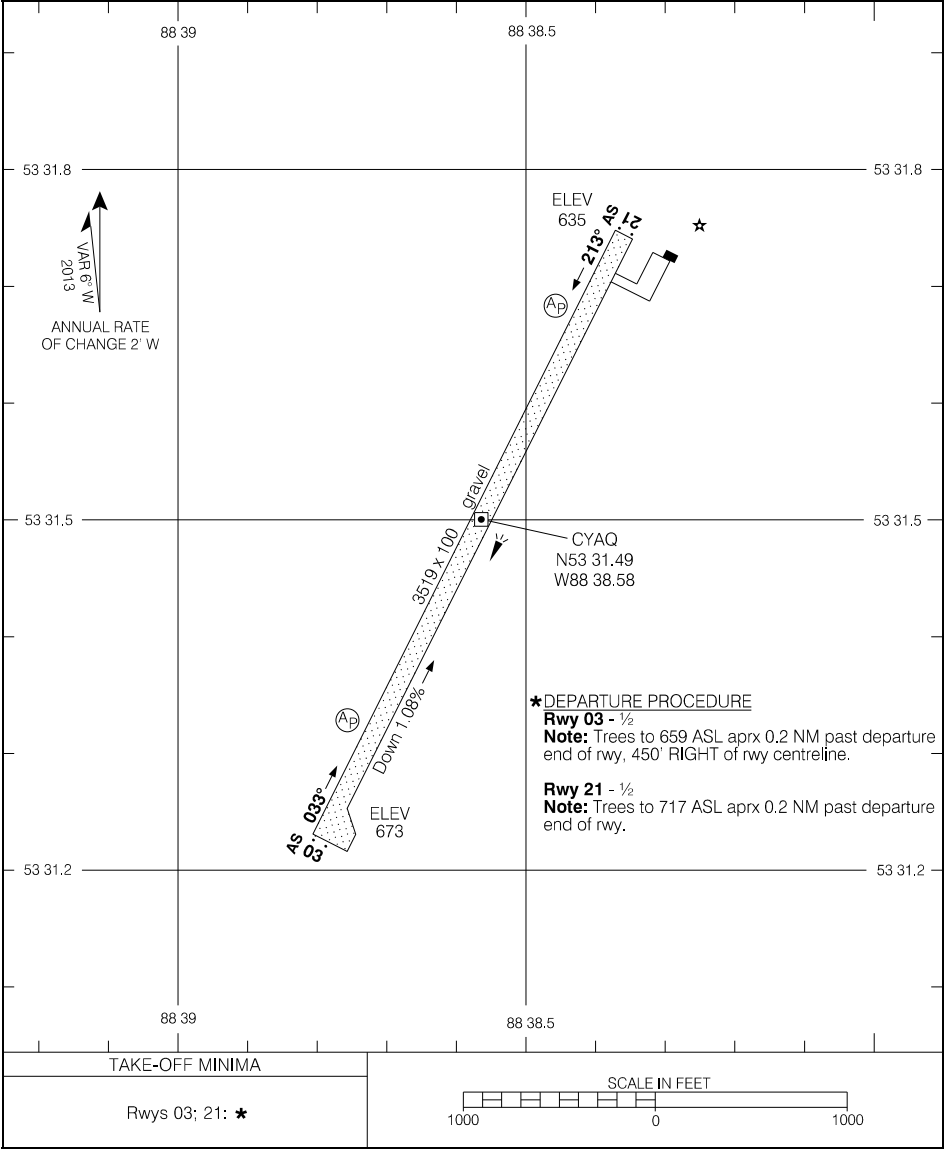


AERODROME CHART

EFF 5 OCT 23

AERODROME CHART

				TFC – 123.2		ATF			
DECL DIST	03	21							
TORA	3519	3519							
TODA	4503	4503							
ASDA	3519	4319							
LDA	3519	3519							



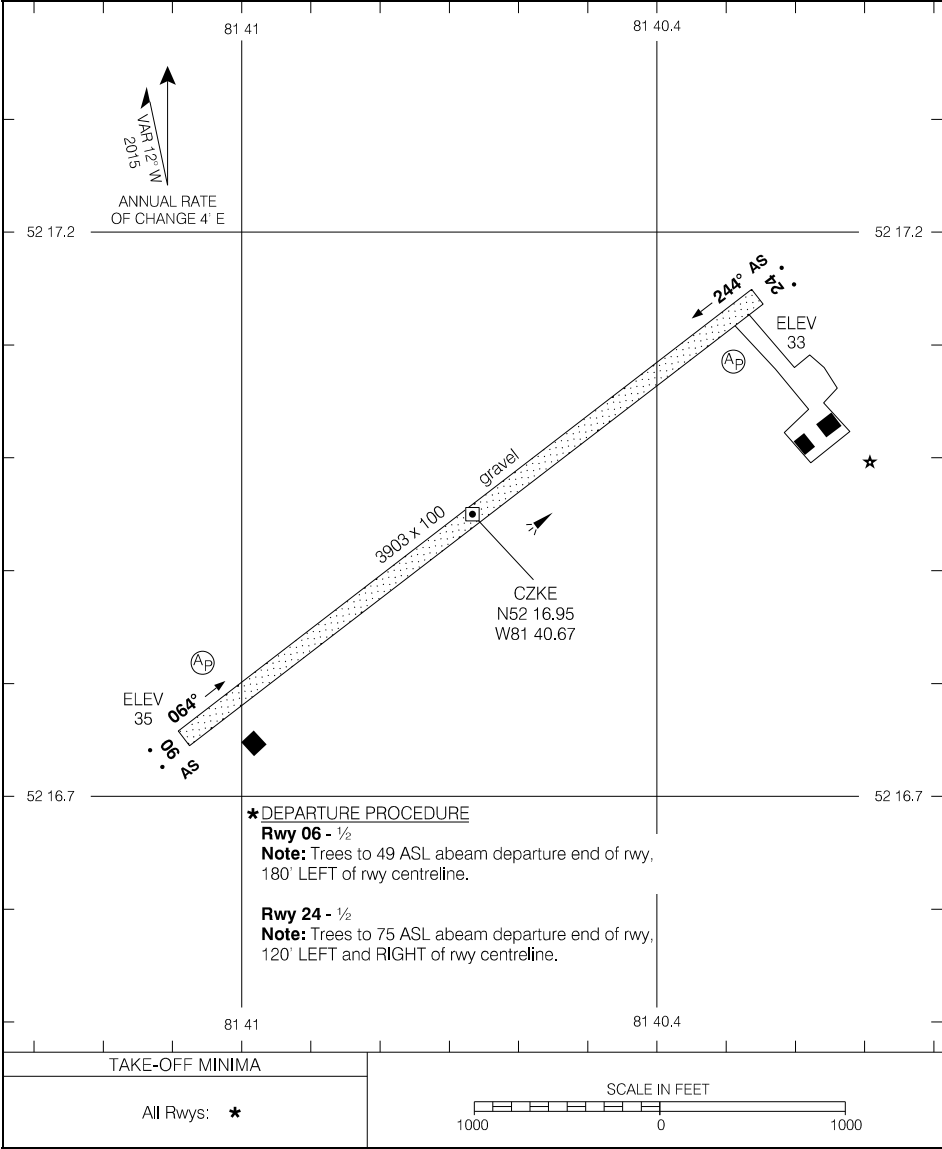
AERODROME CHART

EFF 10 AUG 23

CYAQ

AERODROME CHART

				TFC – 122.8		ATF			
DECL DIST	06	24							
TORA	3903	3903							
TODA	3903	3903							
ASDA	3903	3903							
LDA	3903	3903							

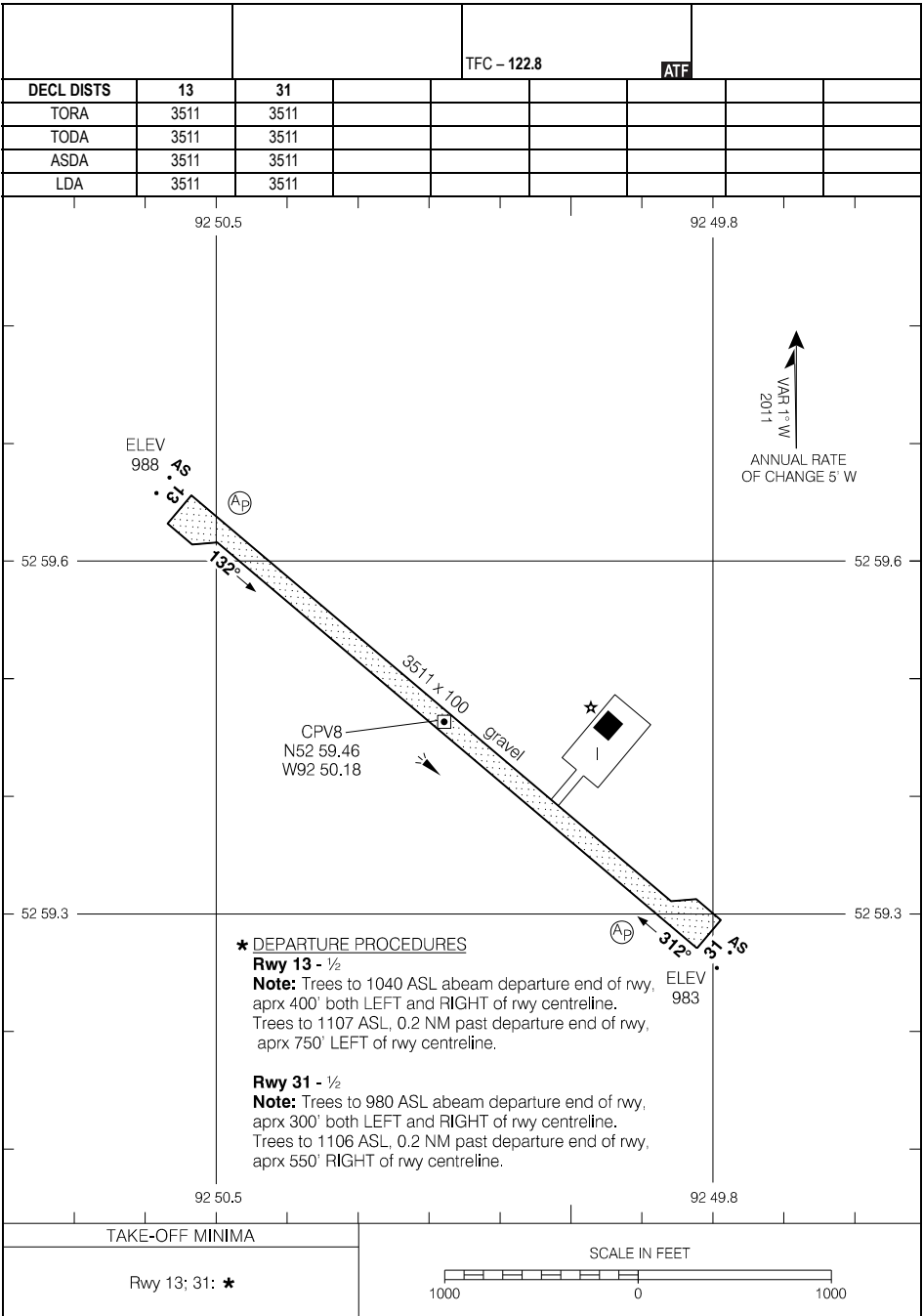


AERODROME CHART

EFF 10 AUG 23

CZKE

AERODROME CHART



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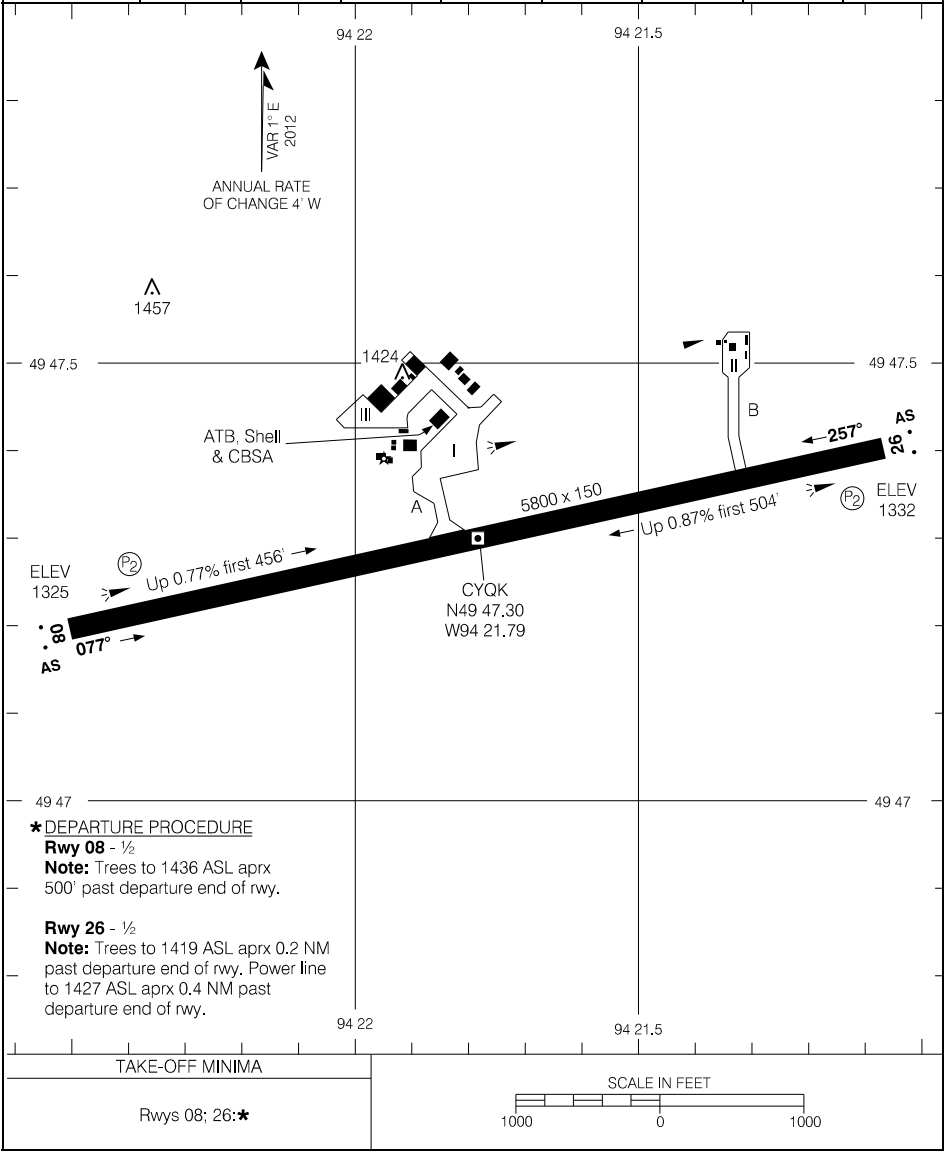
AERODROME CHART

EFF 24 MAR 22

CPV8

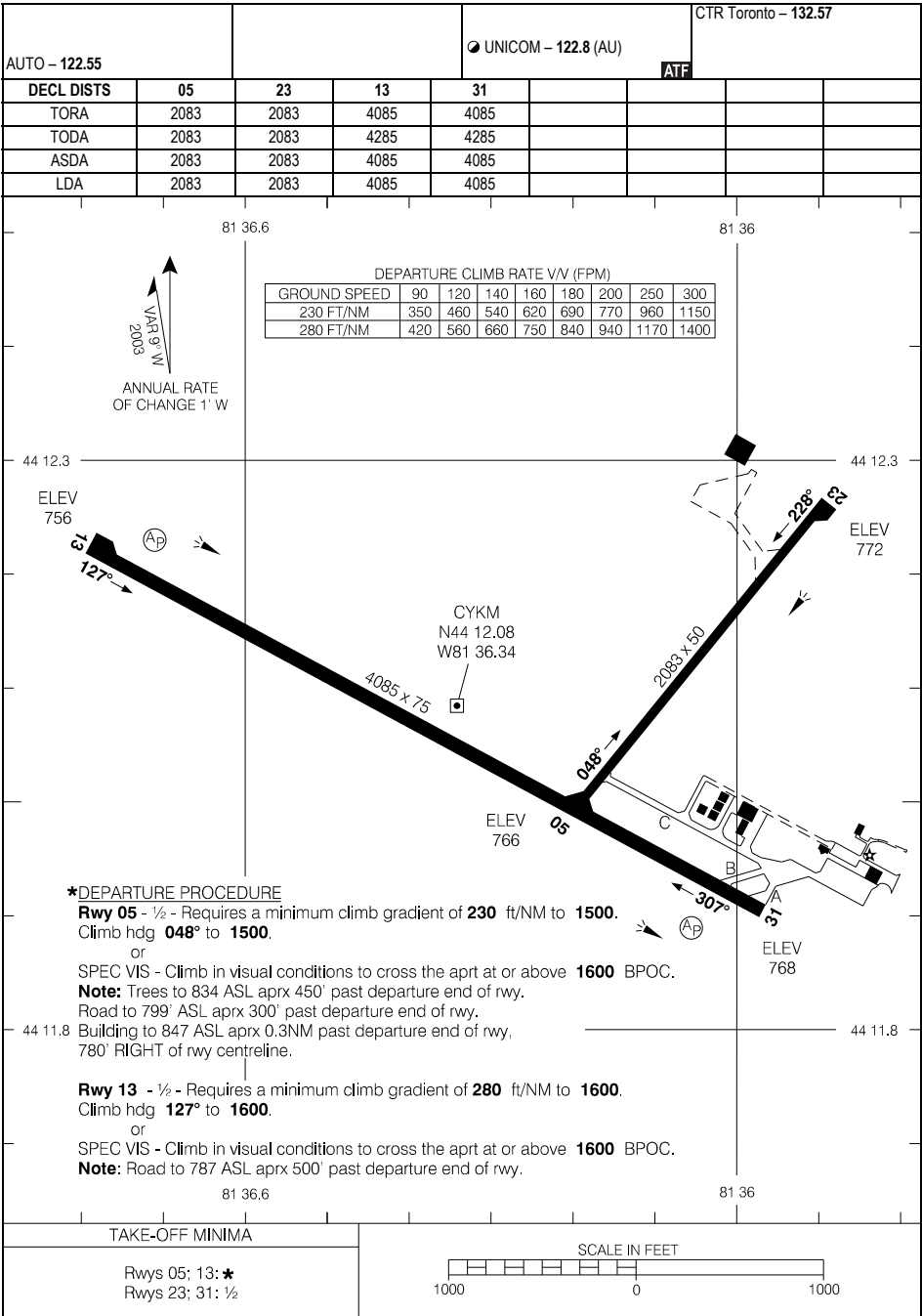
AERODROME CHART

				RADIO – 122.2		CTR Winnipeg – 132.2 RADIO London – 123.37	
						MF	
DECL DIST	08	26					
TORA	5800	5800					
TODA	6200	6784					
ASDA	5800	5800					
LDA	5800	5800					



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AERODROME CHART



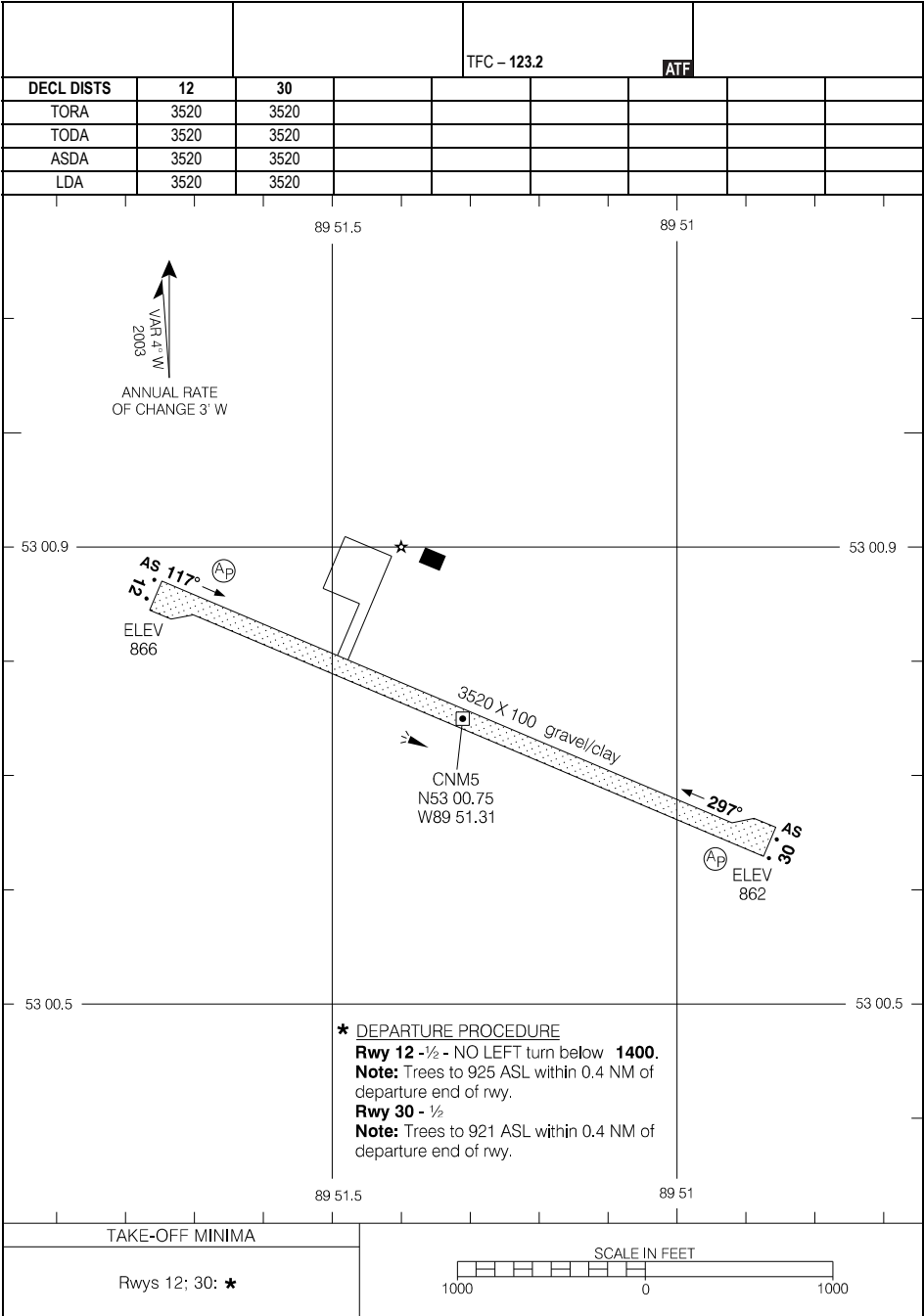
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AERODROME CHART

EFF 20 FEB 25

CYKM

AERODROME CHART



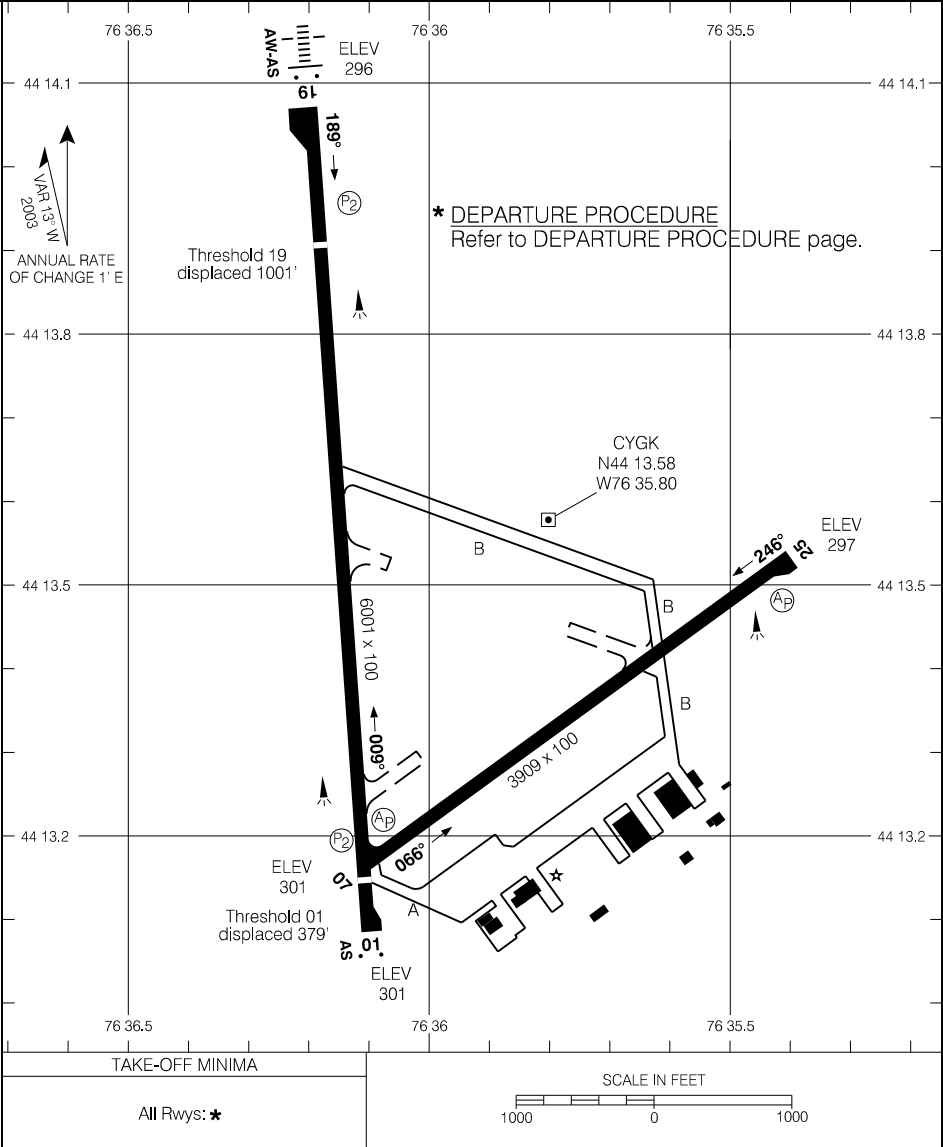
AERODROME CHART

EFF 24 MAR 22

CNM5

AERODROME CHART

● ATIS – 135.55				● RADIO – 122.5		CTR Montreal – 135.05 RADIO London – 123.55	
				● TFC – 122.5		● MF	
DECL DIST	01	19	07	25			
TORA	6001	6001	3909	3909			
TODA	7001	6985	4893	4893			
ASDA	6001	6001	3909	3909			
LDA	5622	5000	3909	3909			



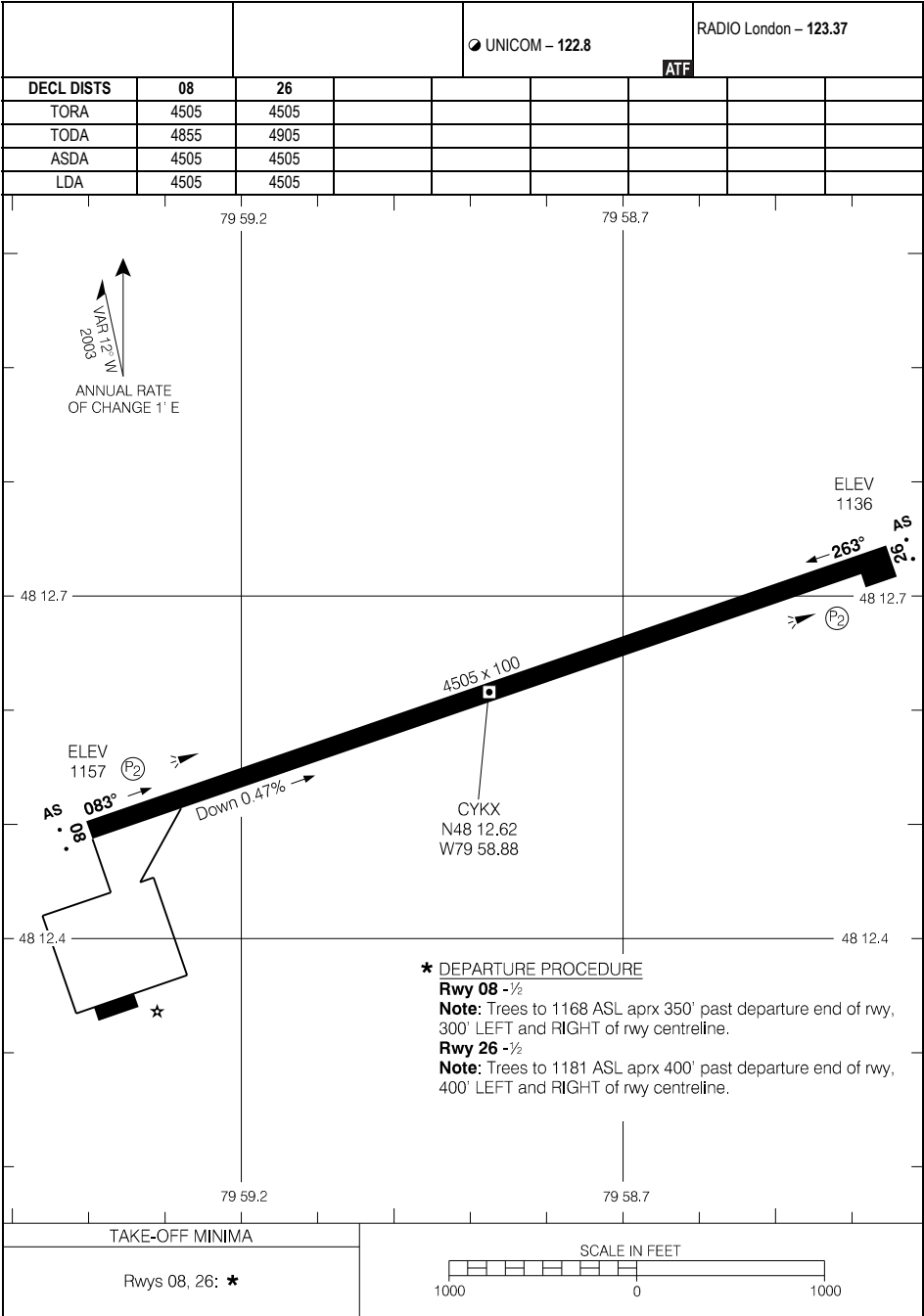
AERODROME CHART

EFF 17 APR 25

CYKX-AD

KIRKLAND LAKE, ON
CYKX

AERODROME CHART



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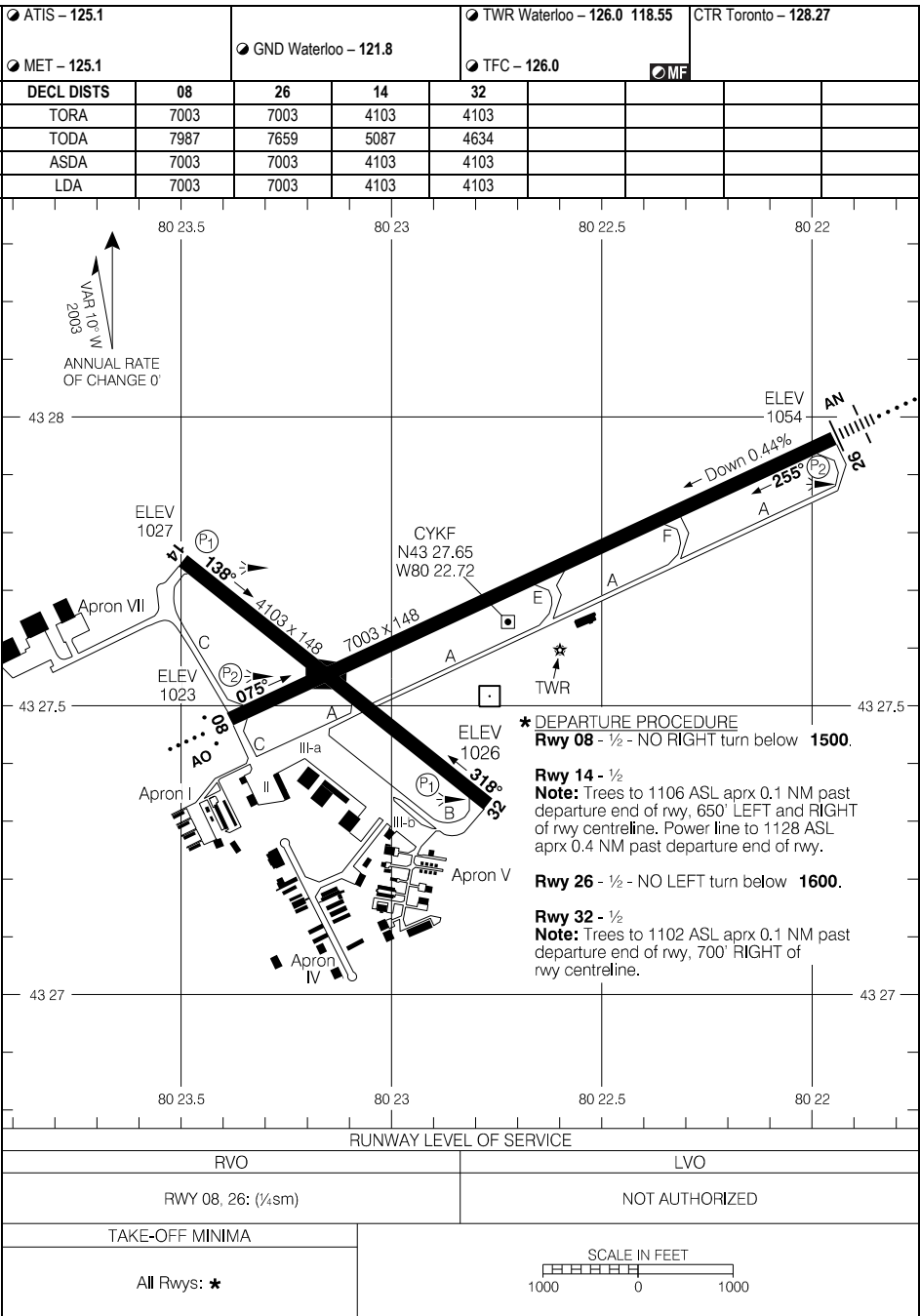
AERODROME CHART

EFF 17 APR 25

CYKX

CYKX-AD

AERODROME CHART



AERODROME CHART

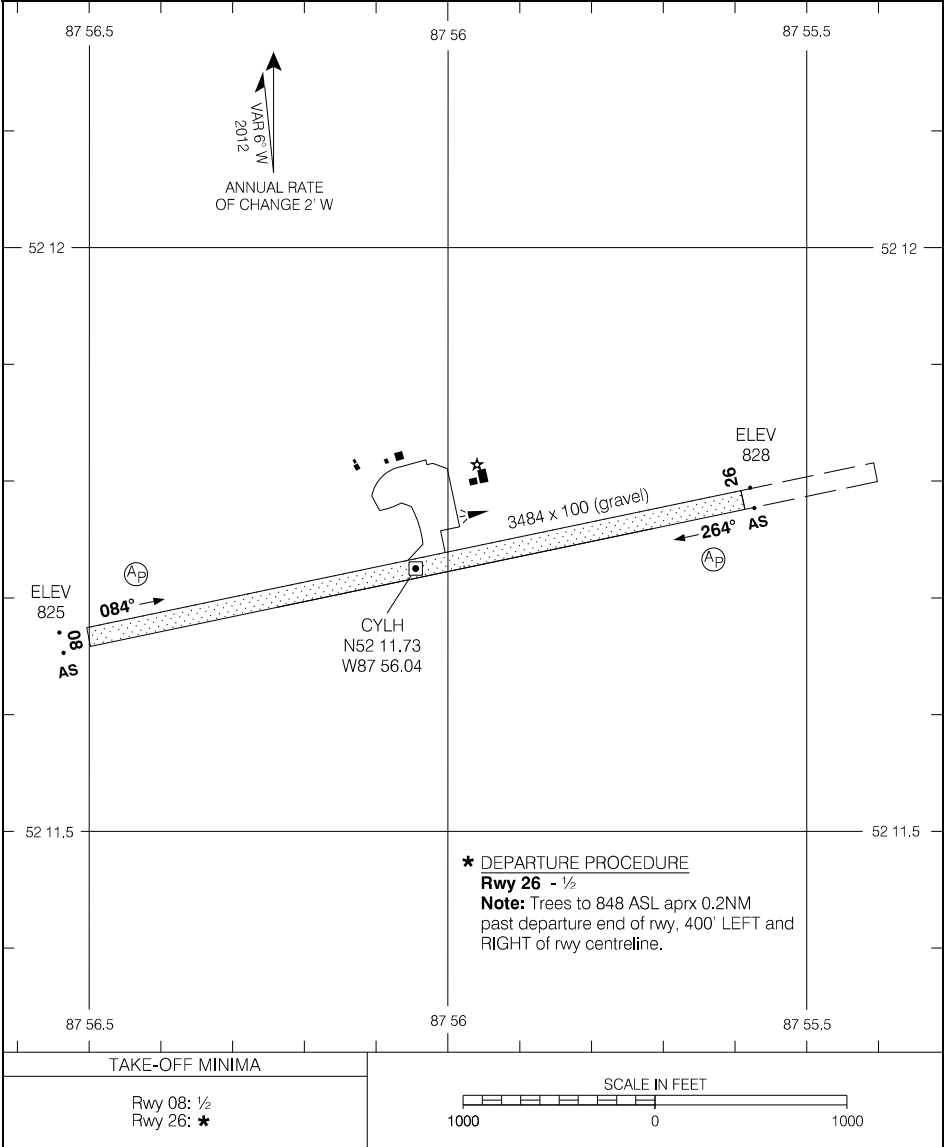
EFF 7 AUG 25

CYLH-AD

LANSDOWNE HOUSE, ON
CYLH

AERODROME CHART

AWOS – 128.4				TFC – 122.8		RADIO London – 123.37 DRCO	
				ATF			
DECL DIST	08	26					
TORA	3484	3484					
TODA	4468	4468					
ASDA	3484	3484					
LDA	3484	3484					



AERODROME CHART

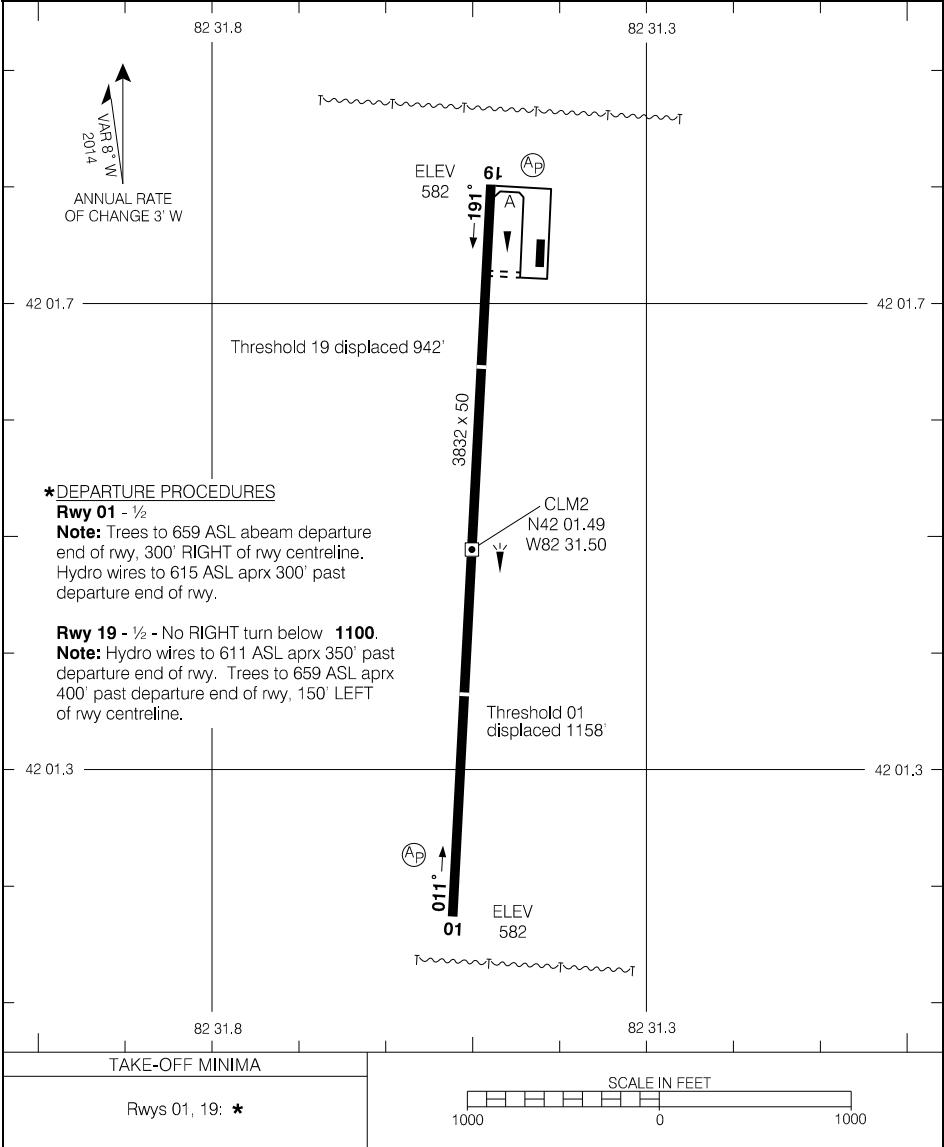
EFF 17 APR 25

CYLH

CYLH-AD

AERODROME CHART

				TFC – 123.2		ARR Detroit – 134.3	
				ATF			
DECL DIST	01	19					
TORA	3832	3832					
TODA	3832	3832					
ASDA	3832	3832					
LDA	2674	2890					



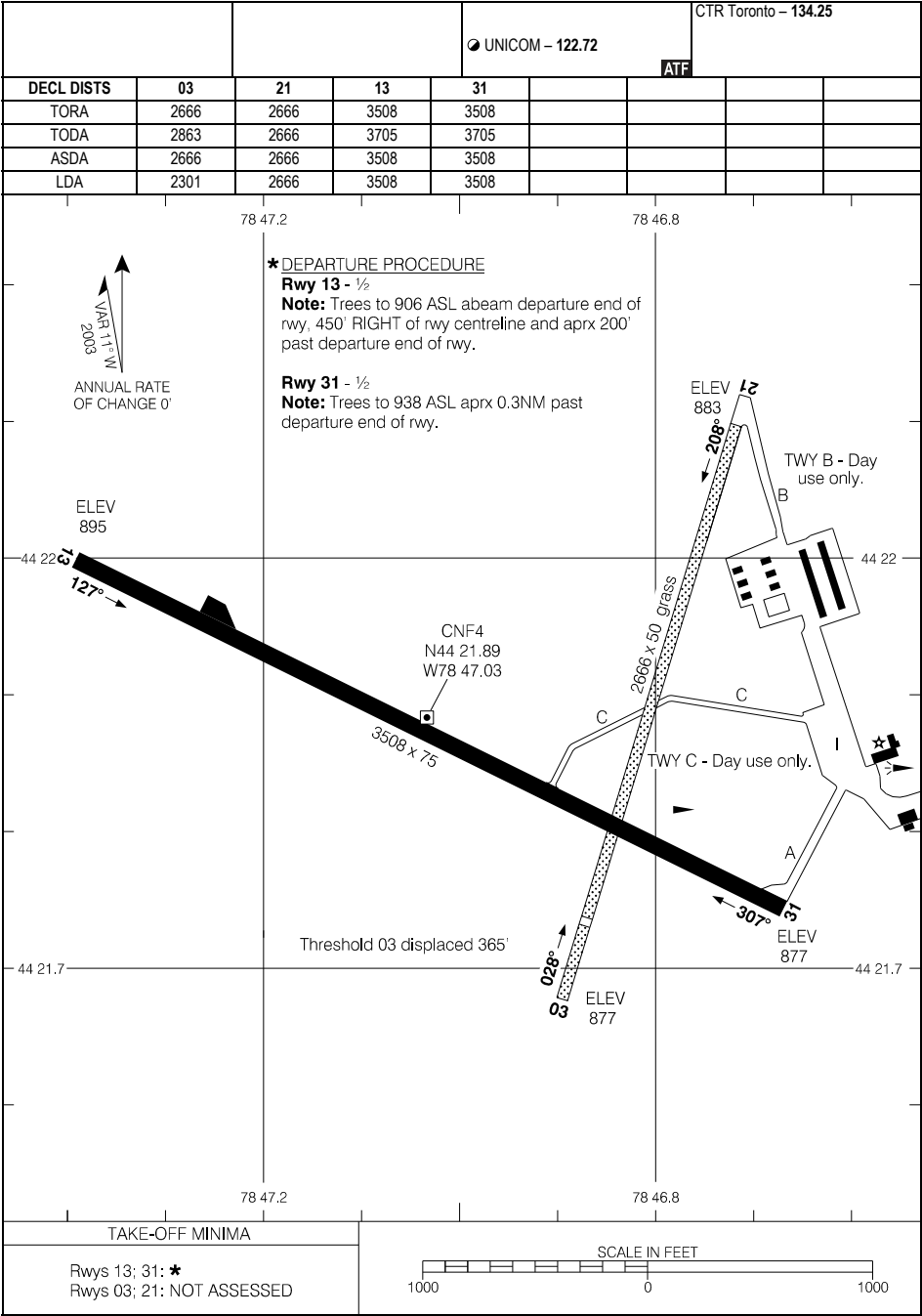
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AERODROME CHART

CLM2

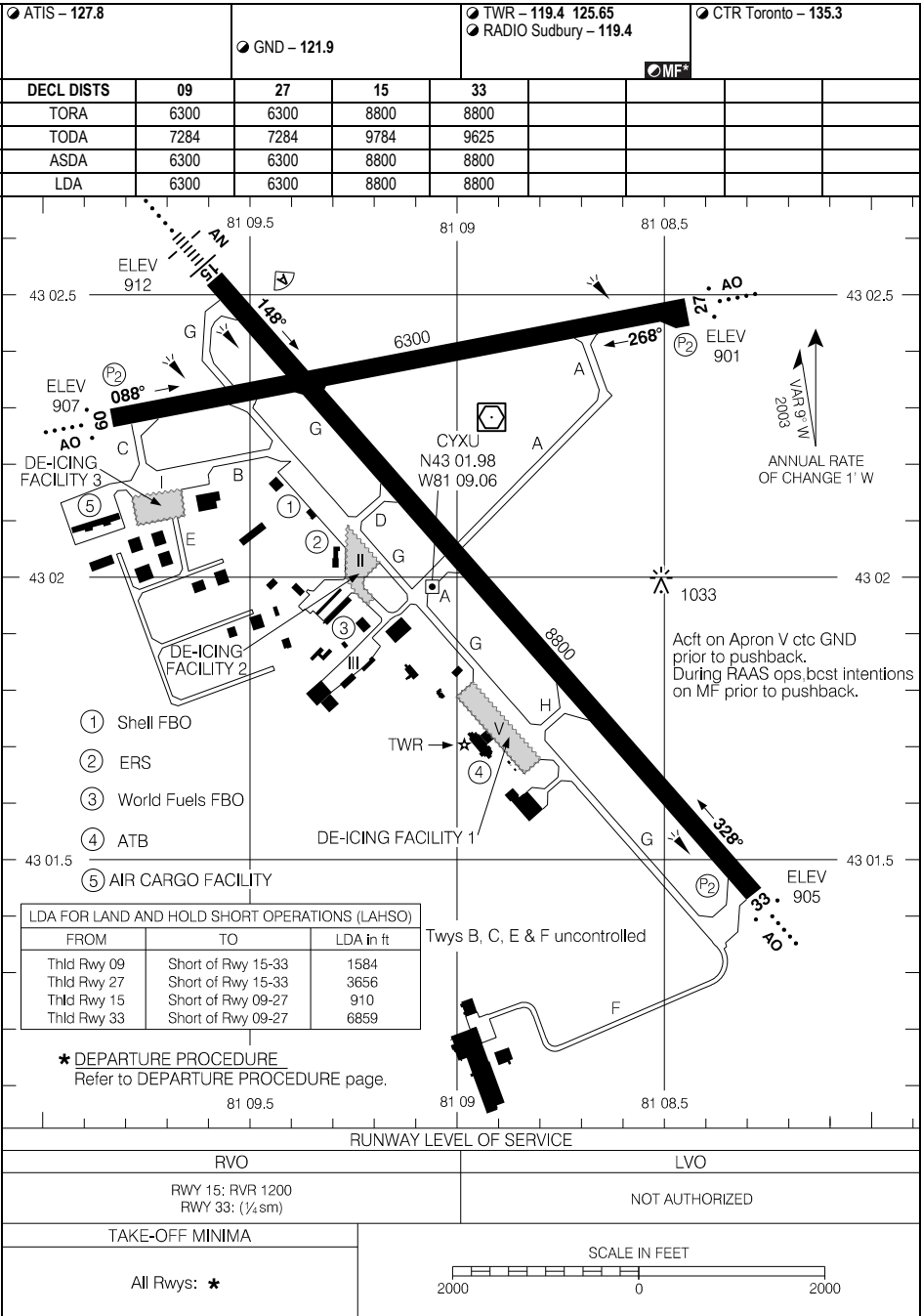
EFF 11 JUL 24

AERODROME CHART



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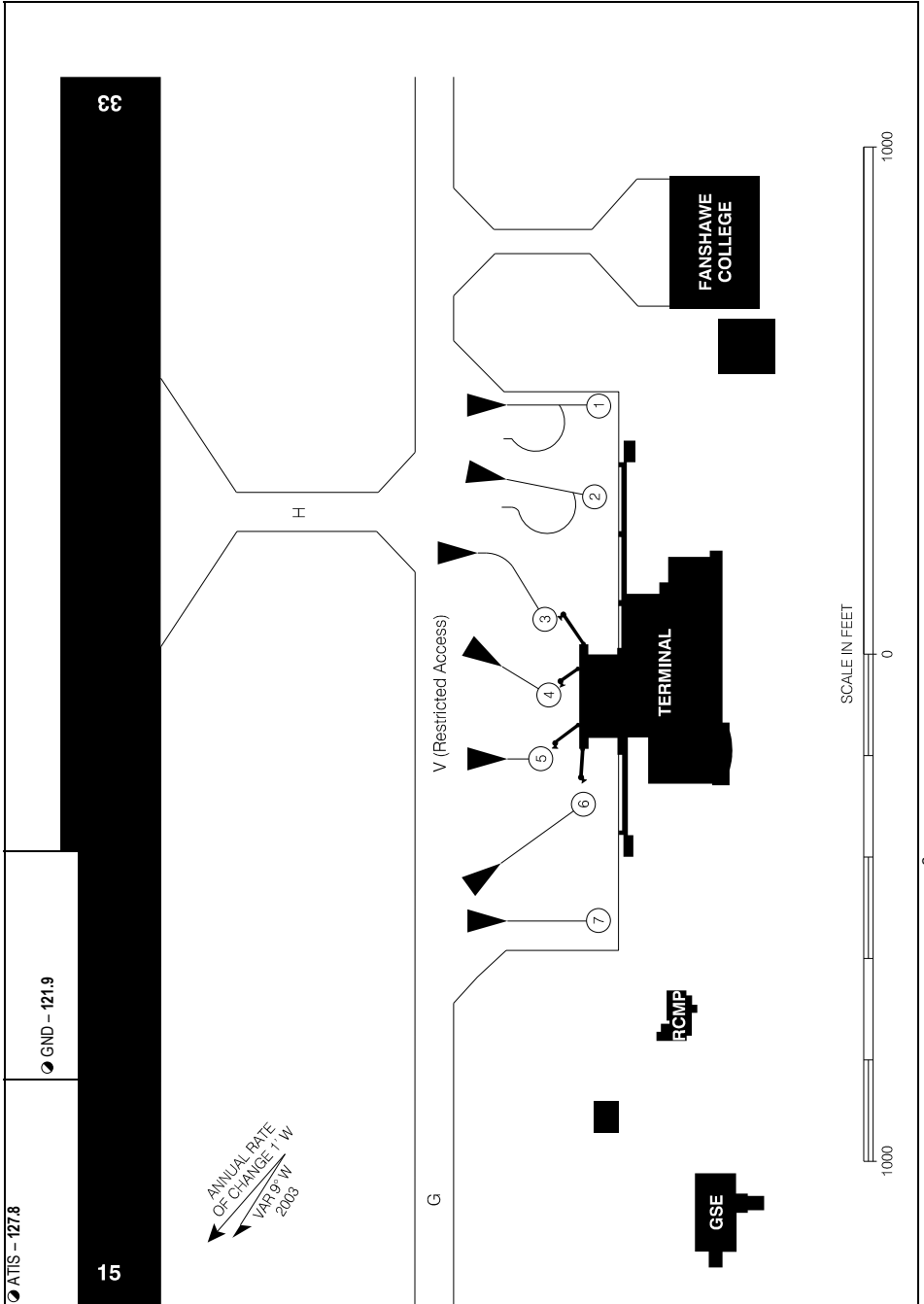
AERODROME CHART



AERODROME CHART

EFF 12 JUN 25

PARKING AREAS (APRON V)



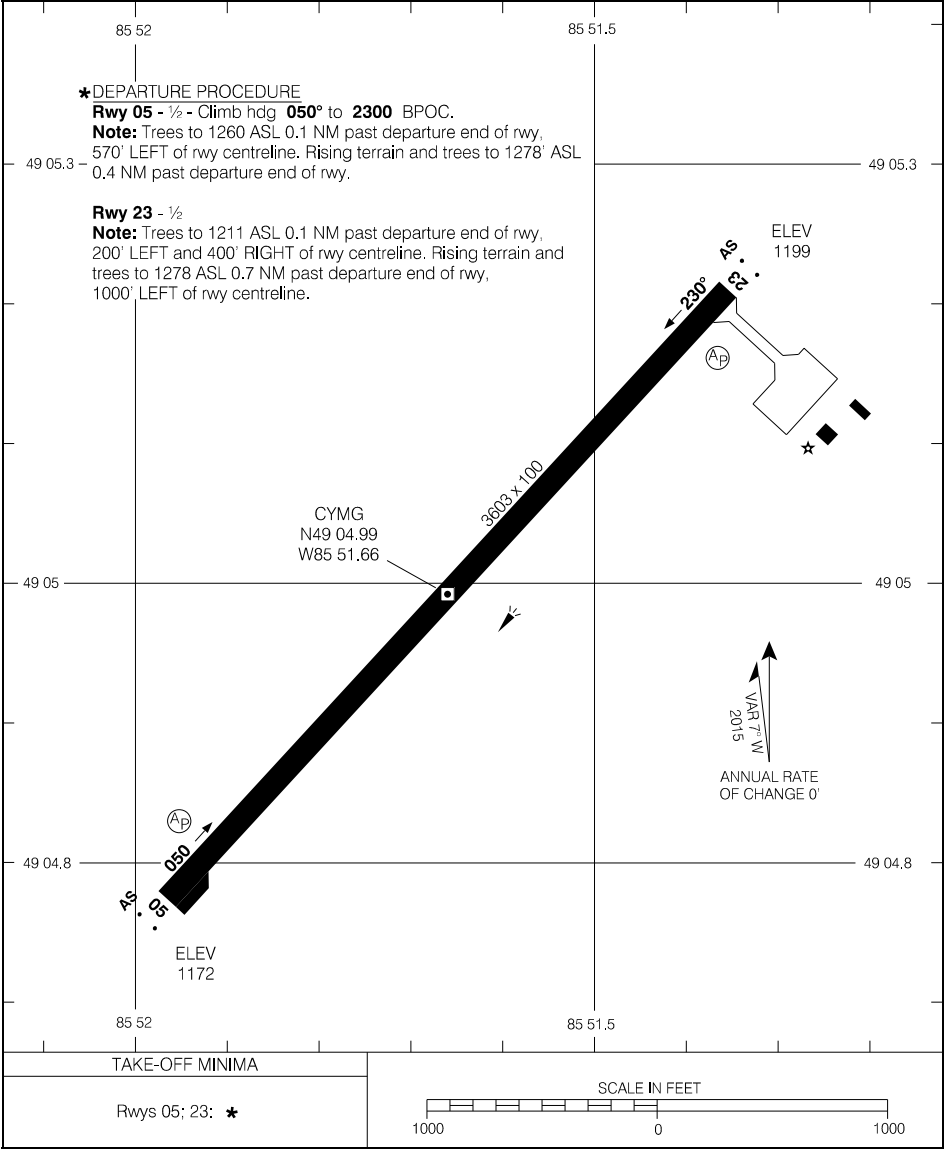
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PARKING AREAS (APRON V)

EFF 20 FEB 25

AERODROME CHART

AUTO – 129.15					UNICOM – 122.8		CTR Winnipeg – 134.07	
		ATF						
DECL DIST	05	23						
TORA	3603	3603						
TODA	3603	3603						
ASDA	3603	3603						
LDA	3603	3603						



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AERODROME CHART

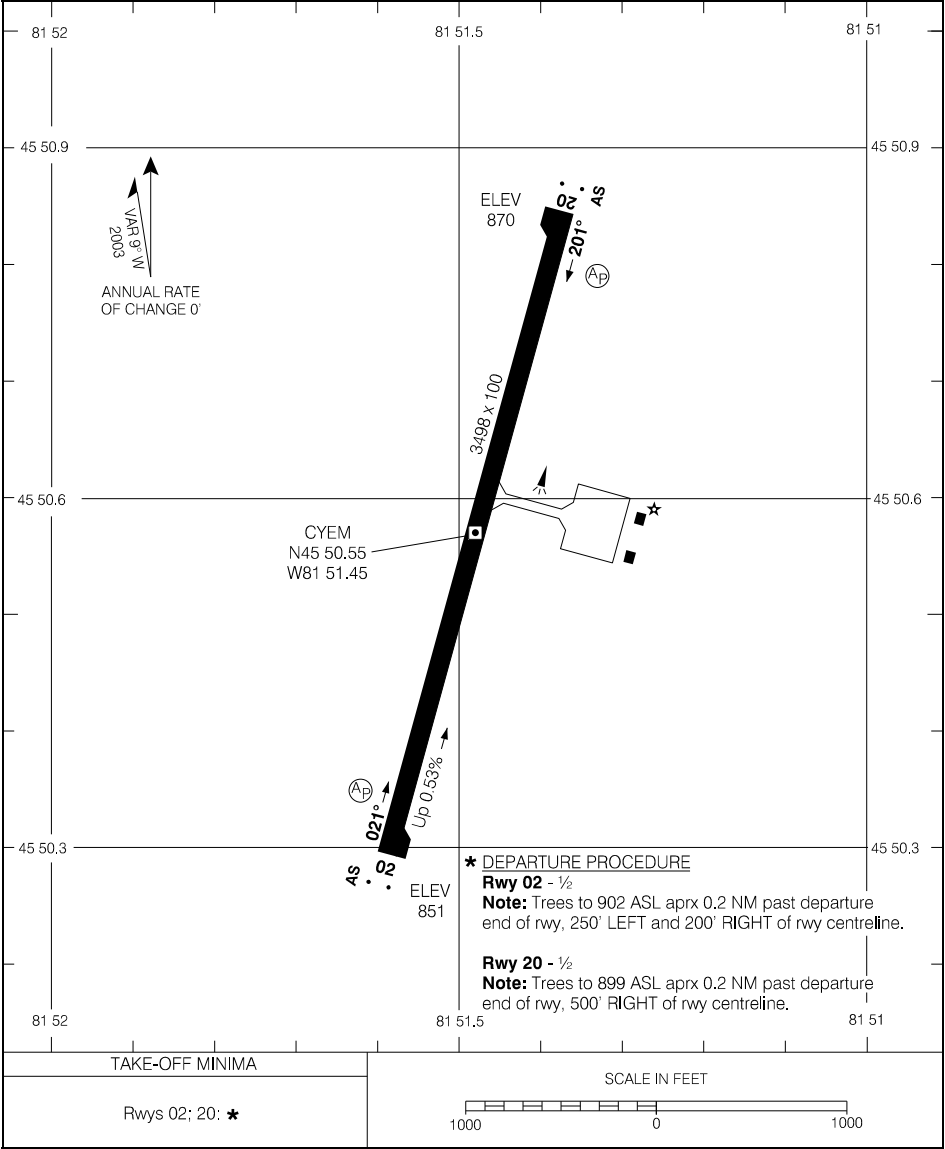
EFF 12 JUN 25

CYMG

CYEM-AD

MANITOWANING/MANITOULIN EAST MUNI, ON
CYEM

		UNICOM – 122.8				CTR Toronto – 135.4		
		ATF						
DECL DIST	02	20						
TORA	3498	3498						
TODA	4482	4482						
ASDA	3728	3728						
LDA	3498	3498						

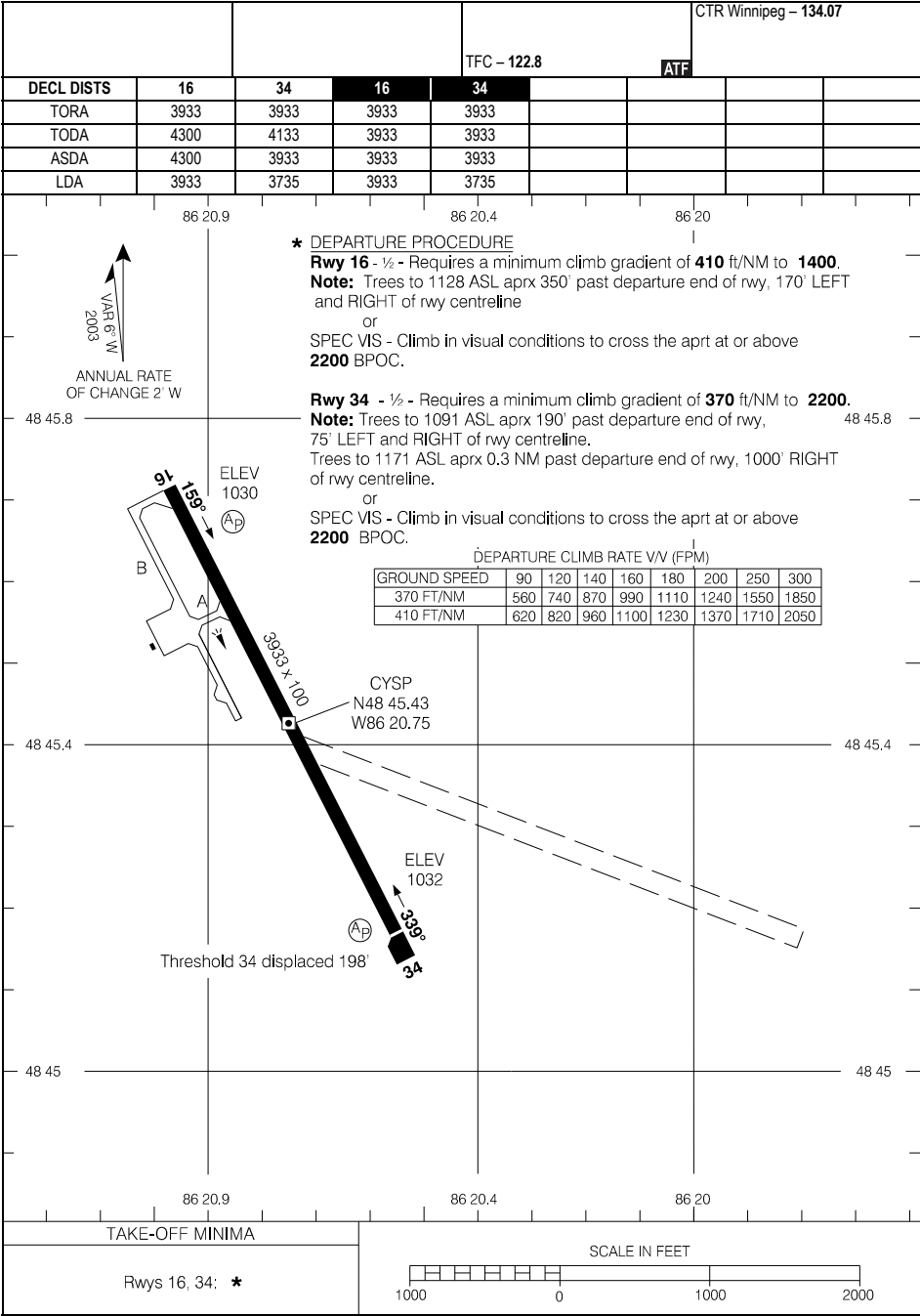


AERODROME CHART
EFF 7 AUG 25

CYEM

CYEM-AD

AERODROME CHART



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AERODROME CHART

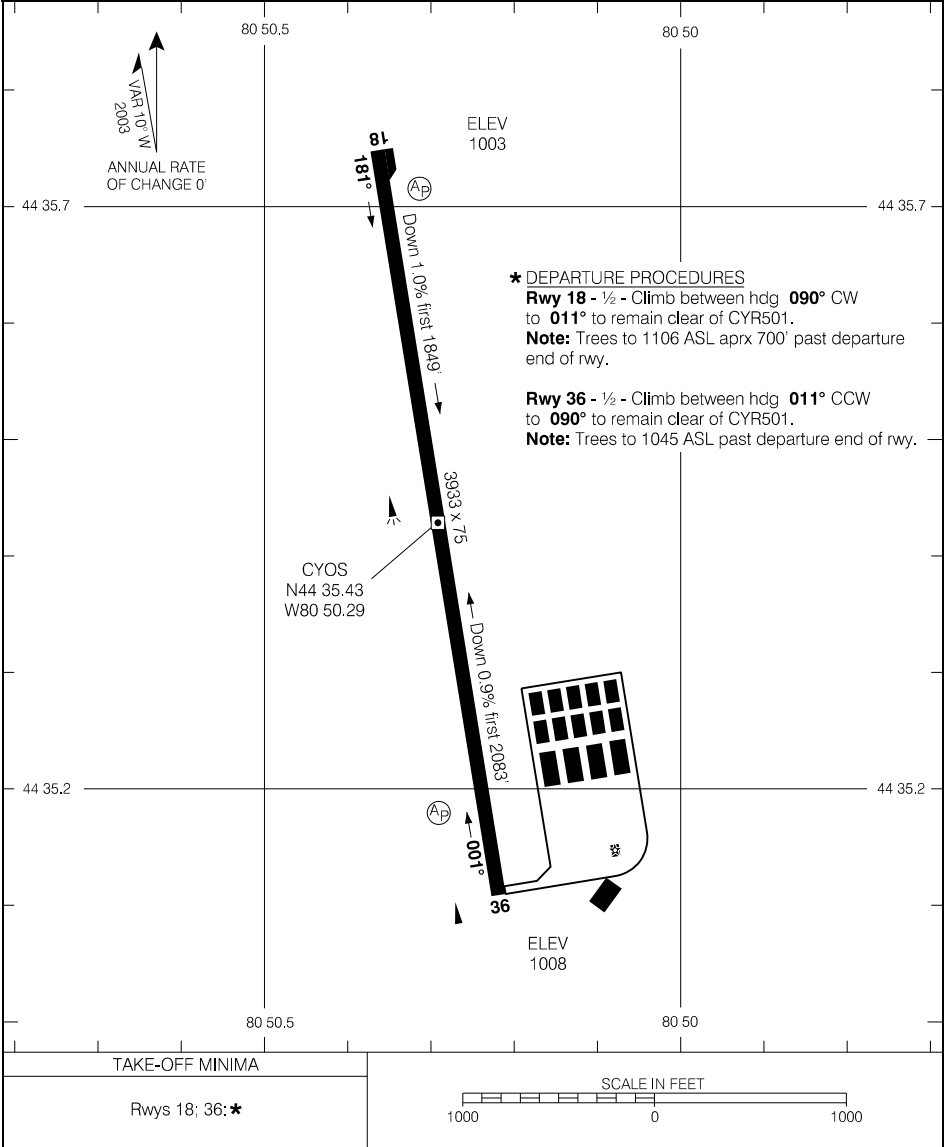
EFF 2 OCT 25

CYSP

CYOS-AD

MEAFORD/MAJOR-GENERAL RICHARD ROHMER, ON
CYOS

		UNICOM – 123.0 (AU)				CTR Toronto – 132.57		
		ATF						
DECL	DISTS	18	36					
TORA		3933	3933					
TODA		3933	4917					
ASDA		3933	3933					
LDA		3933	3933					



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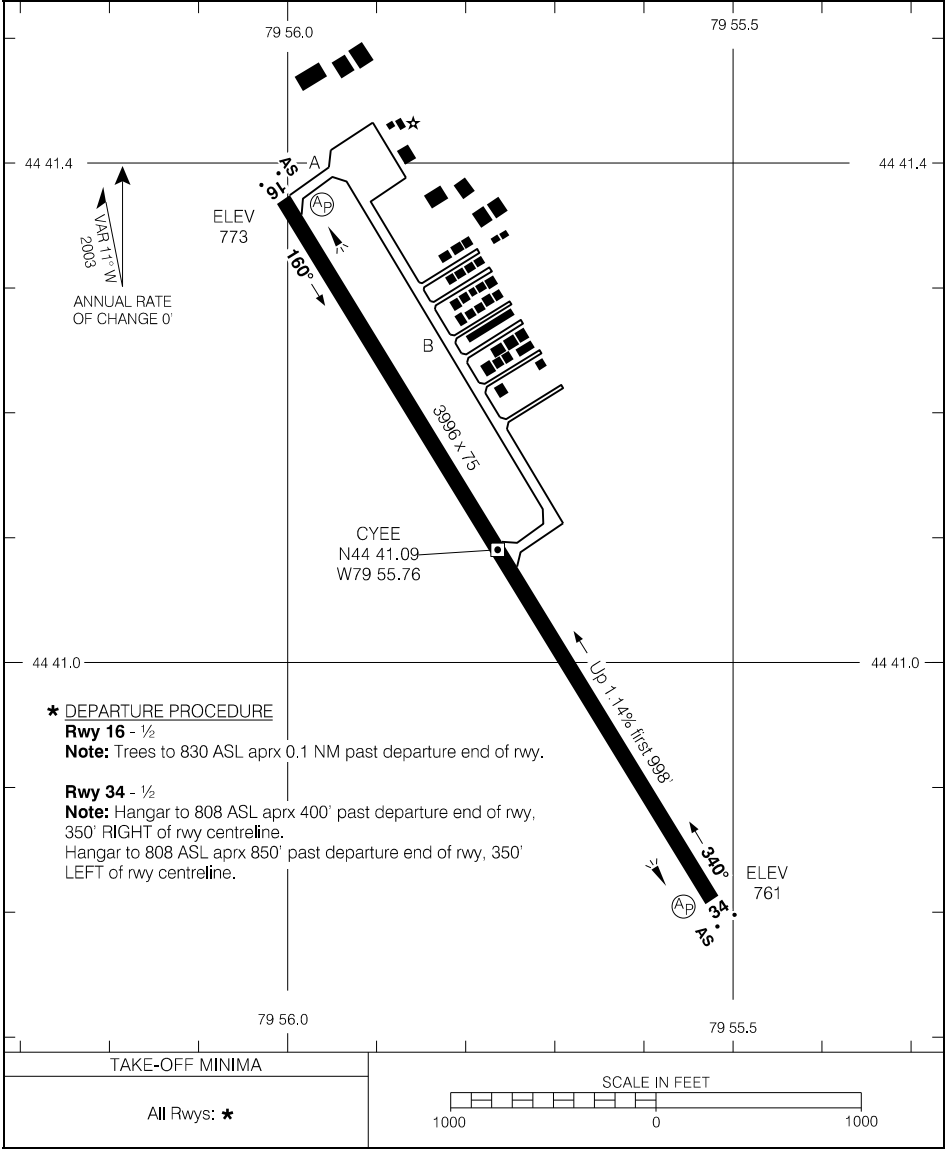
AERODROME CHART

CYOS

EFF 17 APR 25

CYOS-AD

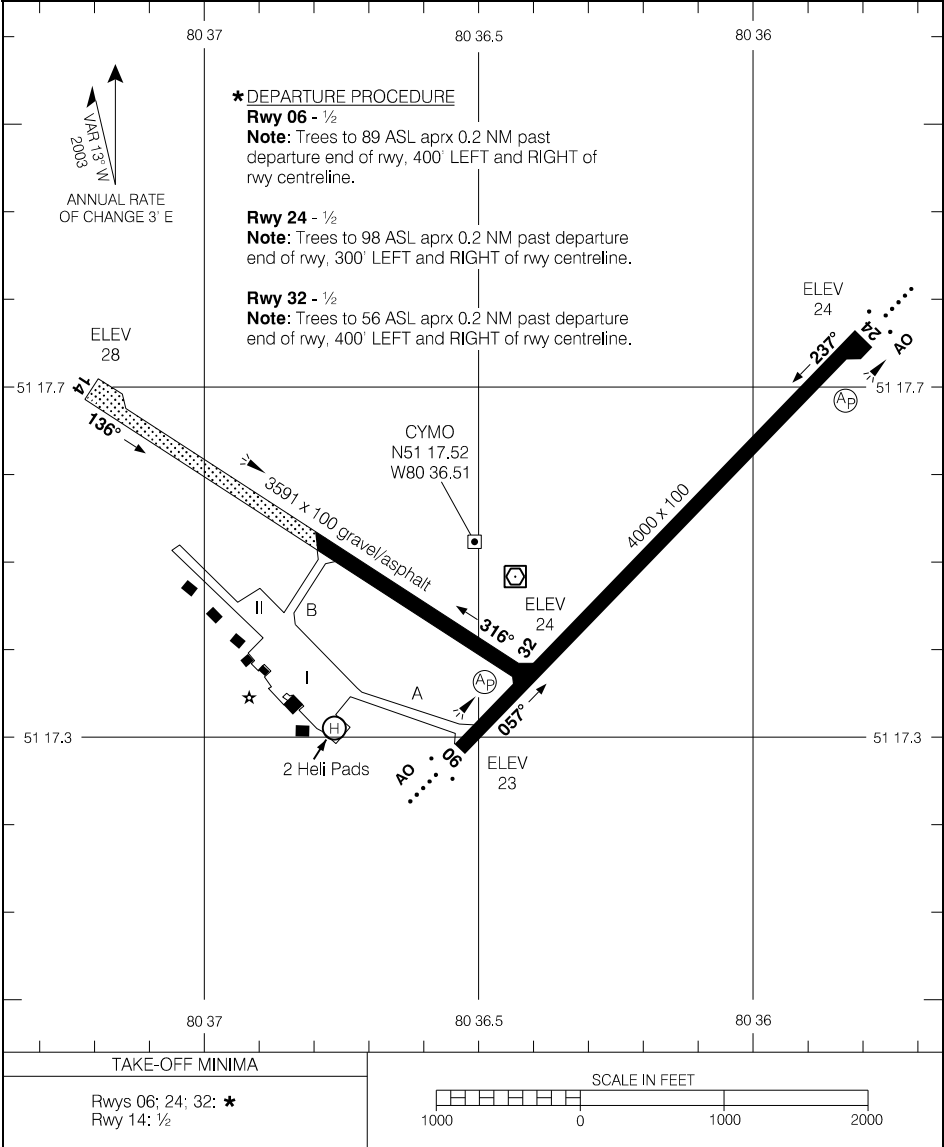
				UNICOM – 122.85 (AU)		CTR Toronto – 124.02	
						ATF	
DECL DIST	16	34					
TORA	3996	3996					
TODA	4196	4266					
ASDA	3996	3996					
LDA	3996	3996					



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AERODROME CHART

AWOS – 124.8		● RADIO Timmins – 122.5				CTR Toronto – 133.72		
		● TFC – 122.5				MF*		
DECL DIST	06	24	14	32				
TORA	4000	4000	3591	3591				
TODA	4984	4984	4575	4575				
ASDA	4000	4000	3591	3591				
LDA	4000	4000	3591	3591				



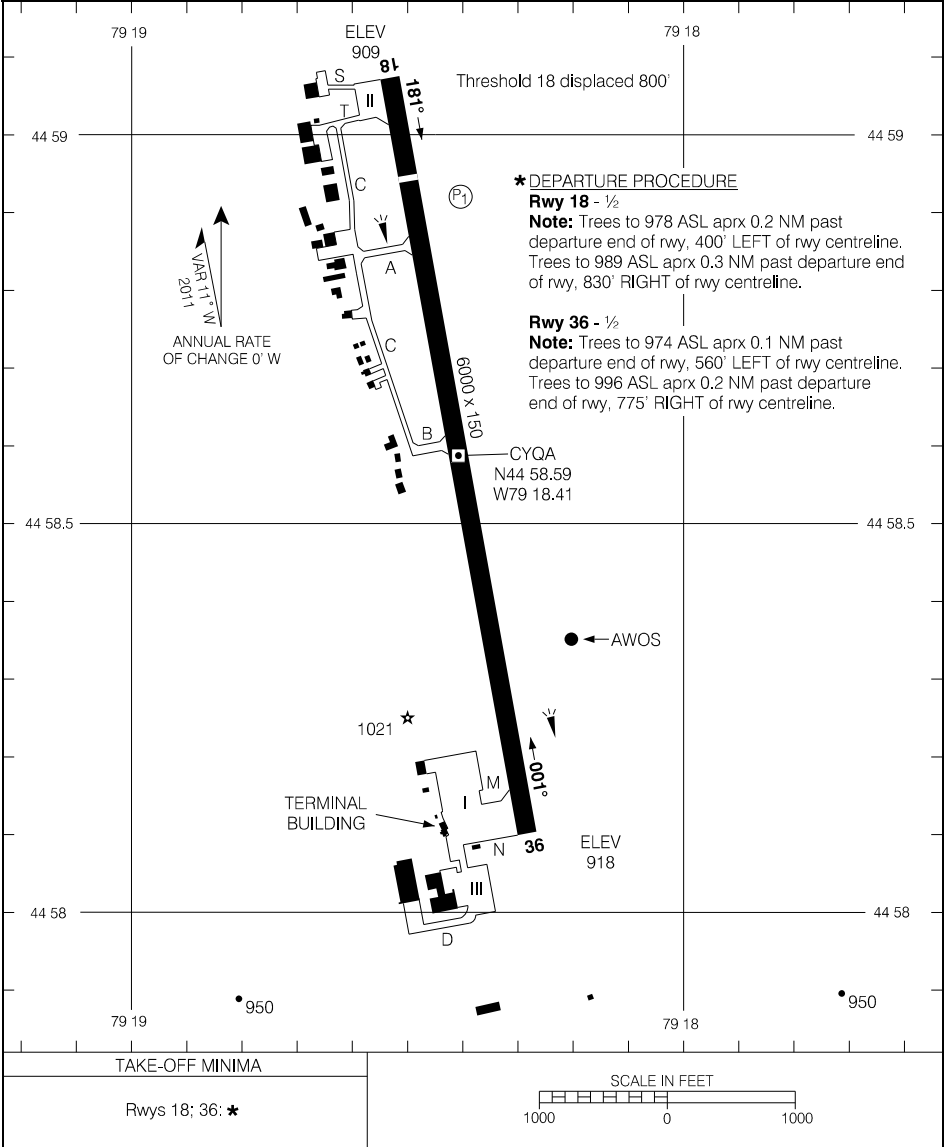
AERODROME CHART

EFF 11 JUL 24

CYMO

AERODROME CHART

AWOS – 124.57				RADIO Timmins – 122.3		RADIO Timmins – 122.3	
						MF	
DECL DIST	18	36					
TORA	6000	6000					
TODA	6984	6700					
ASDA	6000	6000					
LDA	5200	6000					



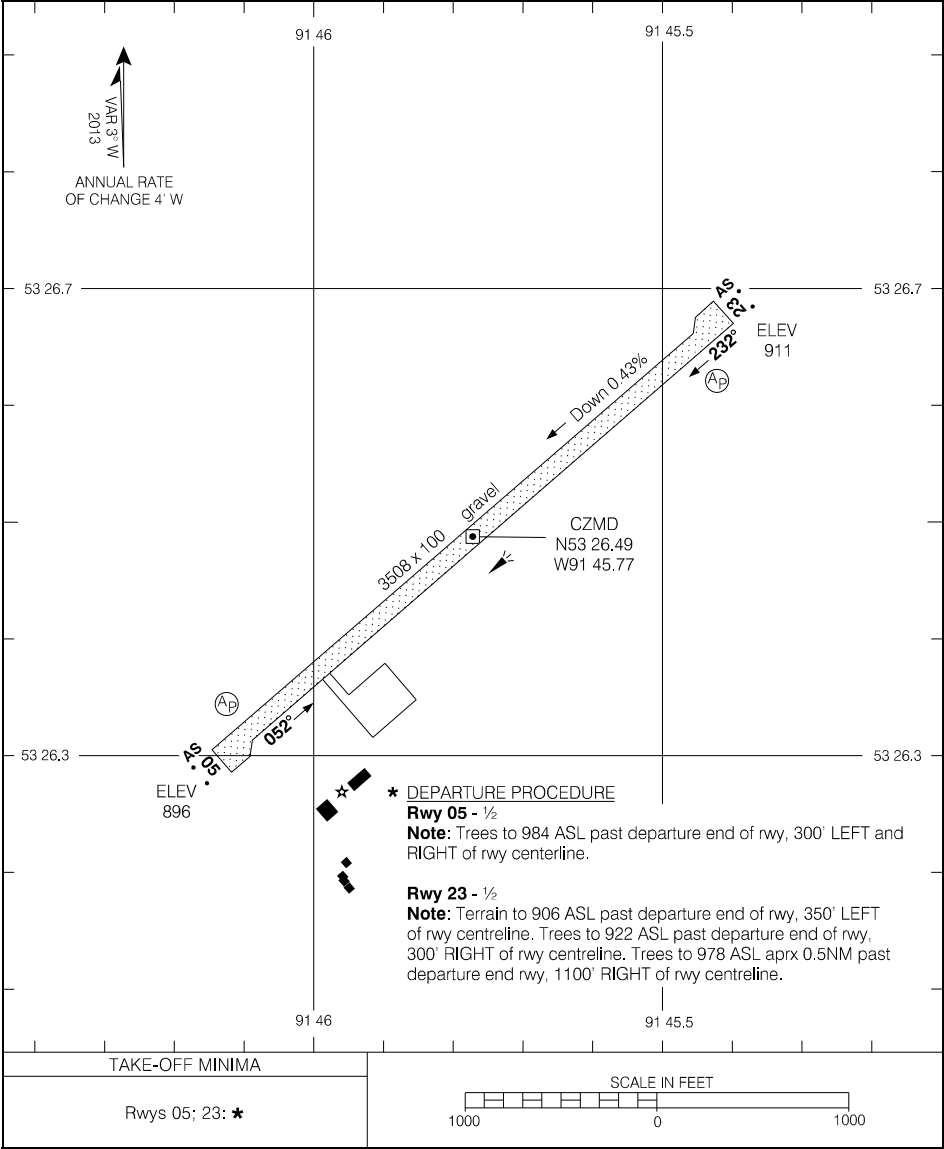
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AERODROME CHART

EFF 17 APR 25

AERODROME CHART

AWOS – 124.45				TFC – 123.2		ATF			
DECL DIST	05	23							
TORA	3508	3508							
TODA	3508	3508							
ASDA	3508	3508							
LDA	3508	3508							



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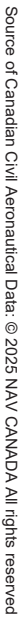
AERODROME CHART

EFF 8 SEP 22

CZMD

NAKINA, ON
CYQN

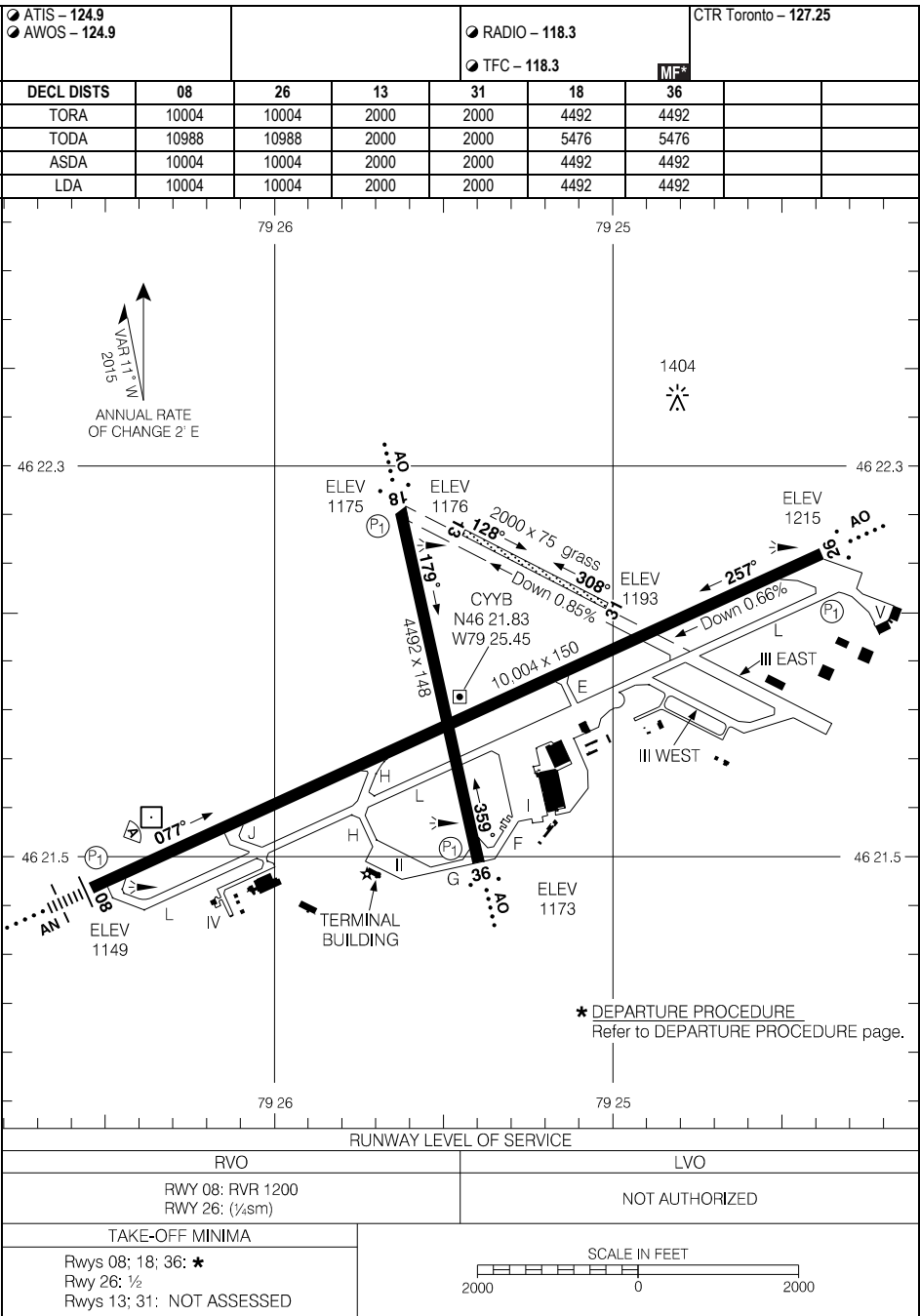
CYQN



CYQN

CYQN-AD

AERODROME CHART



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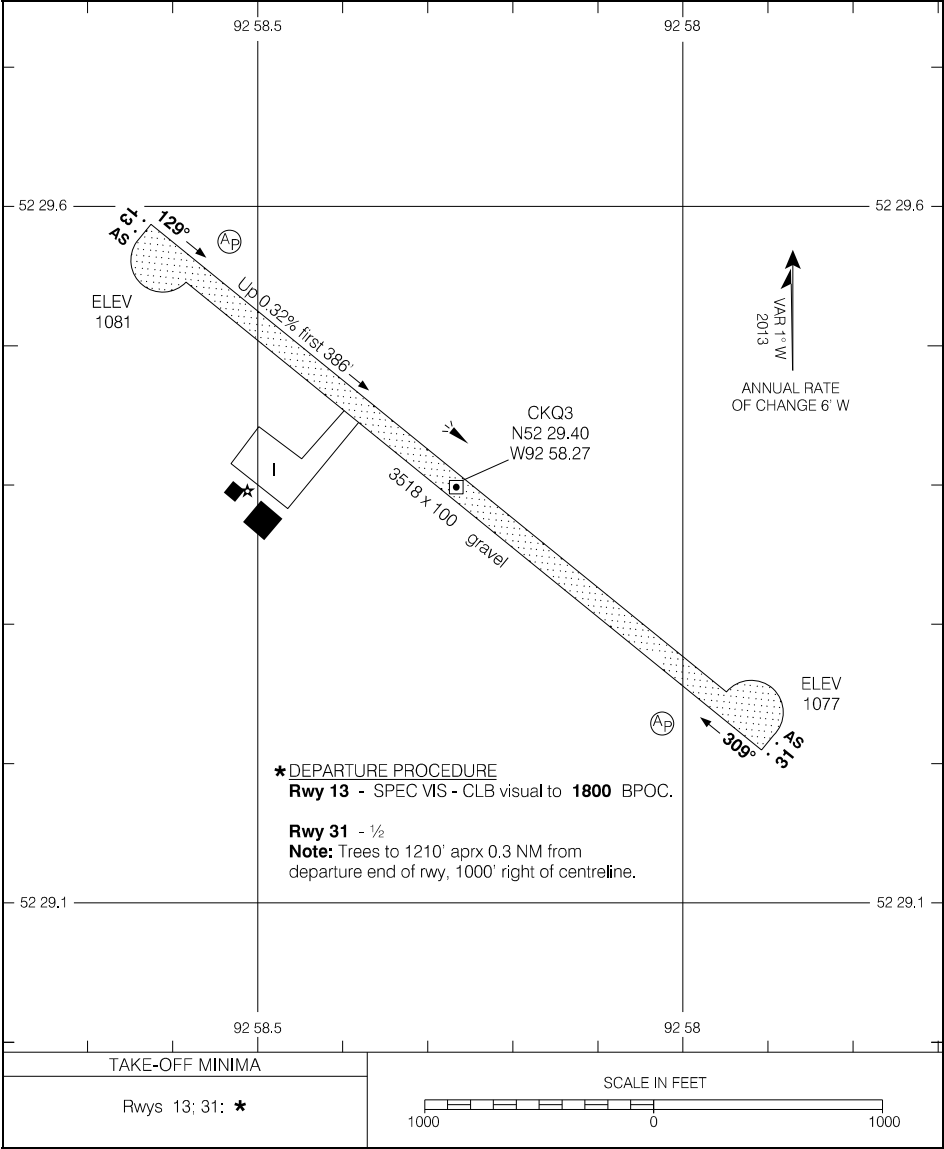
AERODROME CHART

EFF 2 OCT 25

CYYB

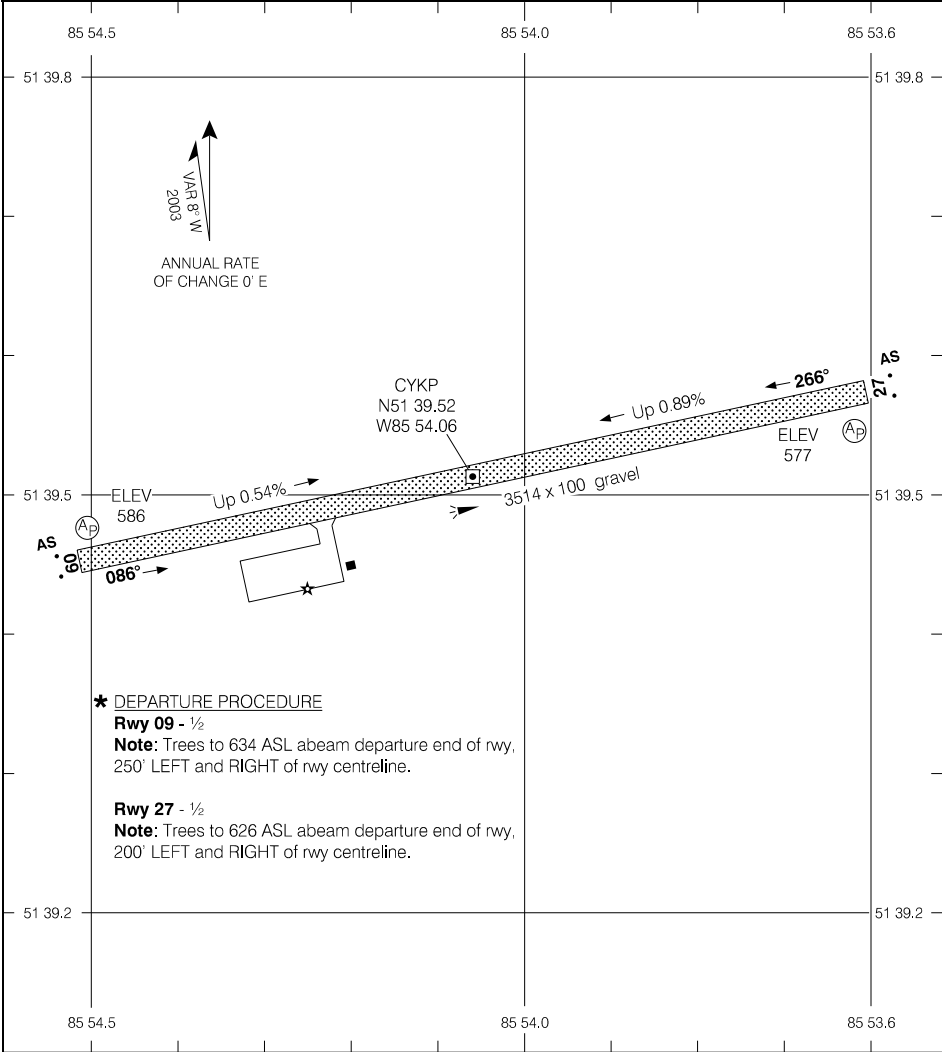
AERODROME CHART

				TFC – 122.8		ATF			
DECL DIST	13	31							
TORA	3518	3518							
TODA	3518	3518							
ASDA	3518	3518							
LDA	3518	3518							



AERODROME CHART

AWOS – 128.12				TFC – 123.2		CTR – Winnipeg 135.47	
				ATF			
DECL DIST	09	27					
TORA	3514	3514					
TODA	3514	3514					
ASDA	3514	3514					
LDA	3514	3514					



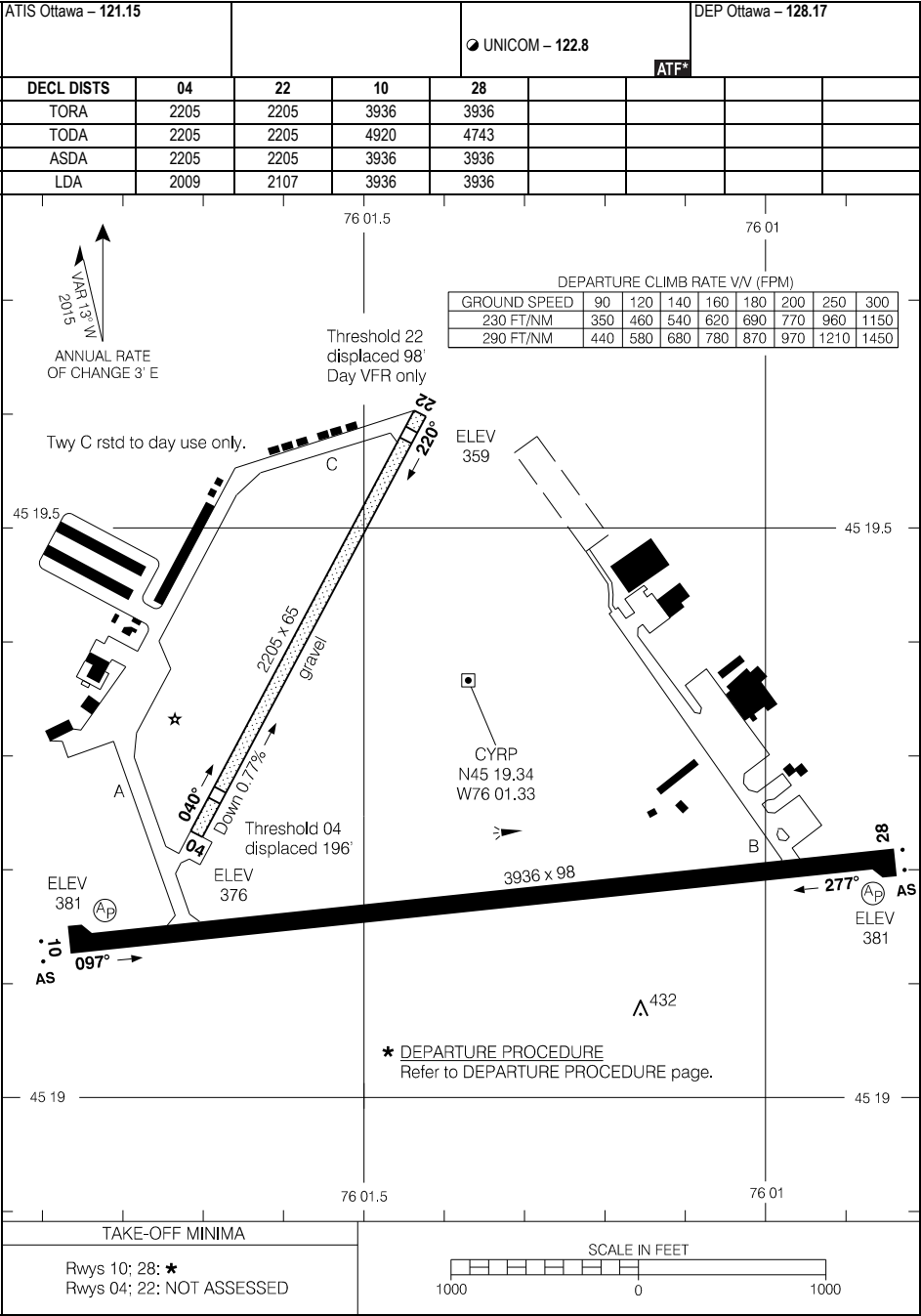
*** DEPARTURE PROCEDURE**
Rwy 09 - ½
Note: Trees to 634 ASL abeam departure end of rwy, 250' LEFT and RIGHT of rwy centreline.
Rwy 27 - ½
Note: Trees to 626 ASL abeam departure end of rwy, 200' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwy 09; 27: *	1000 0 1000

AERODROME CHART

CYKP

AERODROME CHART



AERODROME CHART

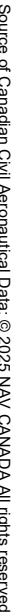
EFF 26 DEC 24

CYRP

CYOW

A horizontal number line with major tick marks labeled 75 41, 75 40, and 75 39 from left to right. There are 10 minor tick marks between each major tick mark. An arrow points to the 4th minor tick mark after 75 41.

* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page.

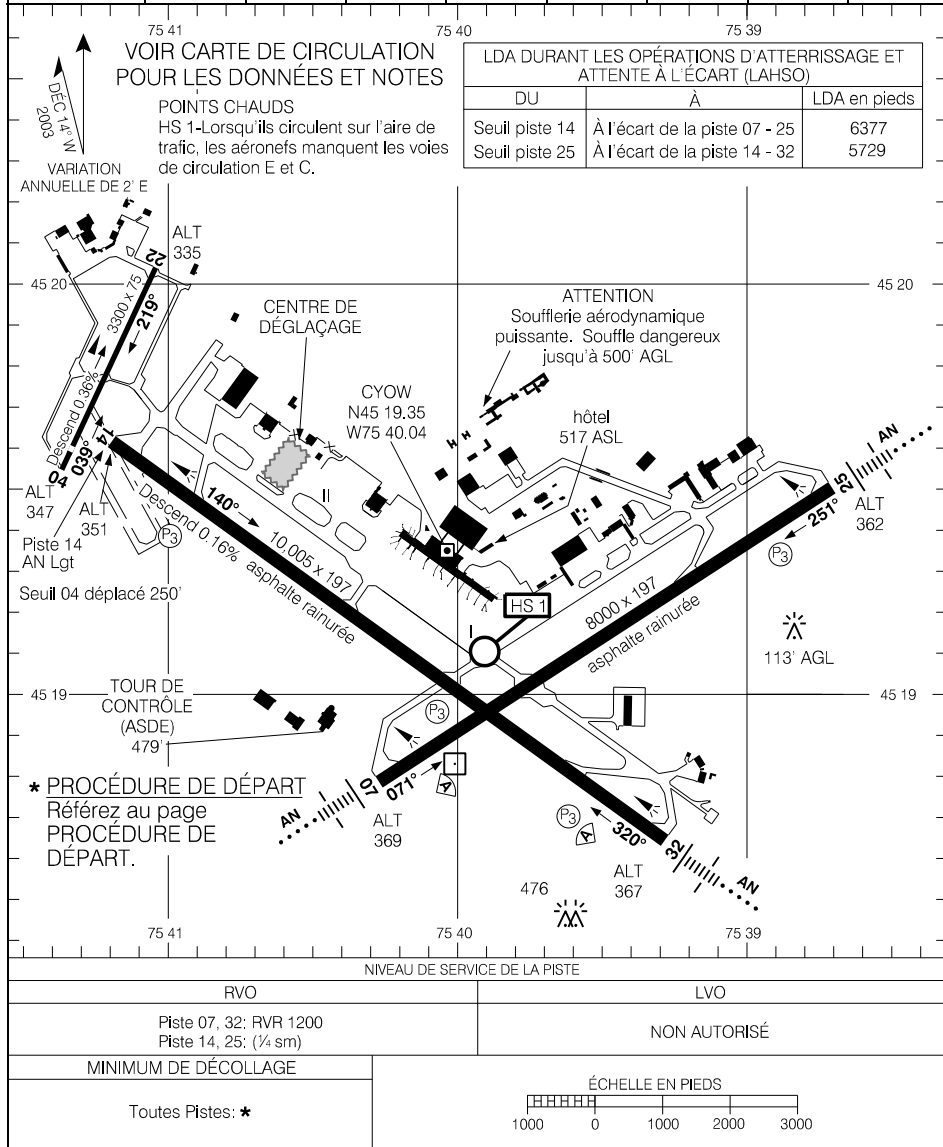


SCALE IN FEET

1000 0 1000 2000 3000

CARTE D'AÉRODROME

DIST DÉCLARÉES	04	22	07	25	14	32		
TORA	3300	3300	8000	8000	10005	10005		
TODA	3300	3300	8984	8984	10989	10989		
ASDA	3300	3300	8000	8000	10005	10005		
LDA	3050	3300	8000	8000	10005	10005		



CYOW

ATIS – 121.15 (En) 132.95 (Fr)	CLNC DEL – 119.4 GND – 121.9	TWR – 118.8
-----------------------------------	-------------------------------------	-------------

HOT SPOTS
HS 1 - Taxiing on Apron
aircraft miss taxiways E and C.

CAUTION - Bridge railings on edge of overpass are 28 inches high. Bridge restricted to aircraft under 122,000 lbs.

Apron uncontrolled.
Taxiing acft to remain on taxilanes.
Acft shall not taxi between trml and
pushed back acft.
Give way to taxiing acft departing from
gates 1 to 6.

SCALE IN FEET

1000 0 1000 2000 3000

CARTE DE CIRCULATION

ATIS - 132.95 (Fr) 121.15 (Ang)

CLNC DEL - 119.4

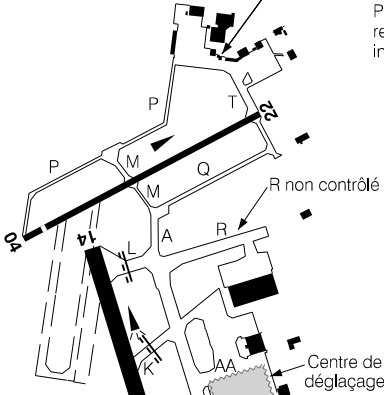
TWR - 118.8

GND - 121.9

Piste 04-22: 3300 x 75

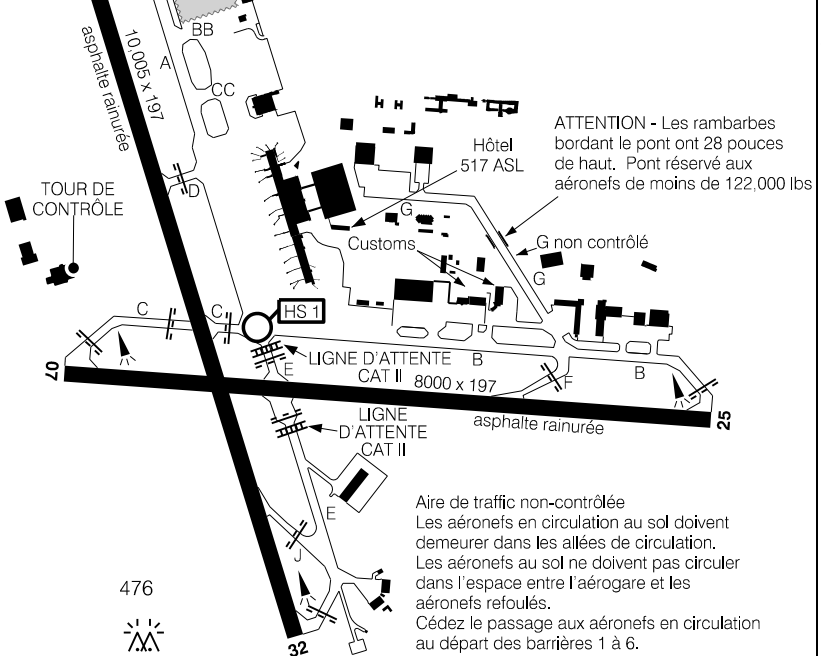
Aviation générale

Piste 04-22 et twy M, P, Q et T
restreintes aux aéronefs d'un poids
inférieur à 60,000 lbs



POINTS CHAUDS

HS 1-Lorsqu'ils circulent sur l'aire de
trafic, les aéronefs manquent les voies
de circulation E et C.



TOUR DE CONTRÔLE

ATTENTION - Les rambarbes
bordant le pont ont 28 pouces
de haut. Pont réservé aux
aéronefs de moins de 122,000 lbs

HS 1

LIGNE D'ATTENTE B
CAT II 8000 x 197LIGNE D'ATTENTE
CAT II

Aire de trafic non-contrôlée

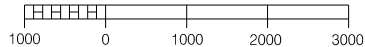
Les aéronefs en circulation au sol doivent
demeurer dans les allées de circulation.
Les aéronefs au sol ne doivent pas circuler
dans l'espace entre l'aérogare et les
aéronefs refoulés.

Cédez le passage aux aéronefs en circulation
au départ des barrières 1 à 6.

476

Pour DÉGIVRAGE voir carte
OPÉRATIONS DE DÉGIVRAGE.

ÉCHELLE EN PIEDS



CARTE DE CIRCULATION

EFF 27 NOV 25

CYOW

DE-ICING OPERATIONS

Gate De-icing – Originating Flights

- Gate de-icing is approved for environmental frost under the following conditions:
 - Active precipitation is not forecasted for the operational period.
 - Apron conditions are such as to allow the recovery of spent fluid (no snow, ice, sand, gravel, etc.).
 - The required fluid to de-ice is optimal for the presenting frost and up to the minimum 1 litre/square metre.
 - Winds are light to variable (8 knots).
- De-icing for originating flights will take place 60-90 minutes before scheduled departure time.
- Staff will conduct initial inspection of acft to determine the requirement for de-icing and will proceed with spray if reqd.
- Airlines must ensure acft are configured and ready for de-icing prior to the above time. De-icing will take place under the assumption that originating flights are configured.
- De-icing confirmation will be sent electronically or via fax to airline operations following de-icing. Flight crews requiring additional information may contact PAD CONTROL on 122.92.
- Communication during gate de-icing between the flight crew and the gate de-icing coordinator (DEICE COOR) shall be on freq 130.70.
- No holdover time is provided for on gate de-icing.
- The process of **“Pre-Spray”** (Lines 2-3) 60-90 mins before push is being reviewed due to frost regeneration (fall weather patterns with high humidity and close OAT/DP spread).
- Unless requested of de-ice crews, the PIC is responsible for **“Pre-flight take off inspections.”** Any treatments by de-ice crews for Pre-Sprays will be followed by an **“appropriate post de-ice inspection.”** The **“Pre-Spray”** treatments 60-90 mins before push do not include a **“pre-take off”** inspection.

Gate De-icing – Turn Flights

- All conditions of gate de-icing exist from above list.
- De-ice crews will not interact with turn aircraft unless requested – Contact PAD CONTROL on 122.92 to arrange. There will be no pre-emptive contact with the aircraft without request for service. Pre-take off De-ice check remains with the flight crew unless a live spray is completed at pushback.

Centralized De-icing Facility Operations

- Flow – North to South
 - Entry point is K or AA via Alpha. Acft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.
- Flow – South to North
 - Entry point is CC or BB via Alpha. Acft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.
- Follow taxi instructions via East Line to Bays 1, 2, 3 via West Line Bays 4, 5, 6.
- Aircraft will be staged on the East/West Line short of AA/BB when necessary.
- When exiting CC/K – Acft must maintain listening watch on the E/W staging lines on 122.92 until reaching Twy A.

NOTE: Aircraft intended on returning to terminal gates after de-icing must drip dry for 25 minutes on CDF.

DE-ICING OPERATIONS

CYOW

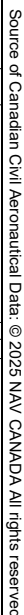
DE-ICING OPERATIONS

De-icing Requirements

- 1. Wings and Stabs refers to the upper surfaces of the wings, upper/lower surface of the Horizontal Stabilizers and both sides (including rudder) of the Vertical Stabilizer.
- 2. Fuselage includes all components from the front cabin doors aft and Wings and Stabs.
- 3. Full Body includes the cockpit/radome plus Fuselage, Wings and Stabilizers.
- 4. Individual treatments like “inspections only”, “radome”, “winglets” can be done upon request.
- 5. Hard leading edges tactiles/underwing inspections and treatments may require engine shut down if inlet is in close proximity to surface requiring attention.

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DE-ICING OPERATIONS



1. Ctc PAD CONTROL on 122.925 30 min prior to dep if de-icing is reqrd.
Notify of any special treatments prior to taxi to CDF.
2. Ctc Ottawa GND after pushback for taxi to CDF.
3. Hold short of the CDF on K, AA, BB or CC and ctc PAD CONTROL for further taxi.
4. Follow instructions and electronic sign boards to de-icing bays.
5. Stop on the 2nd (illuminated) yellow stop bar, immediately set brakes and advise PAD CONTROL.
DO NOT MOVE ACFT. This will allow positioning of trucks while you configure your aircraft.
6. Once instructed switch to ICEMAN on 122.350, confirm brakes are set, confirm treatment and that
actf is configured for treatment (engines at idle/props feathered/pacs off). If you can't reduce engines
to idle ICEMAN must know, de-icing may not be possible with running engines.
7. After de-icing, configure actf for taxi, however, DO NOT MOVE ACFT.
8. Once instructed, ctc PAD CONTROL for taxi.
9. Follow instructions to designated exit point. Holding short of Twy A, ctc GND 121.9.

TYPE IV - UCAR ADF ENDURANCE EG106 100%

AD HOC FLIGHTS

Bay 5 - May be used by acft with the wingspan 65m (213') or less. If CC used, taxi must be on the East taxi line only with crossover to/from Bay 5.

1. Obtain a projected acceptance time for de-icing from PAD CONTROL on 122.925 or via phone 613-248-0228 .
2. Submit Authorization form via fax 613-248-0860 or via e-mail YOW_Icehouse@inlandgroup.ca.
3. An estimate of litres required will be provided to flight crew.
4. Ad hoc aircraft not abiding by the above may be denied service at the CDE.

DE-ICING OPERATIONS

CYOW

OPÉRATIONS DE DÉGIVRAGE

Dégivrage à la barrière – vols cédulés

1. Le dégivrage aux portes d'embarquement est approuvé pour le givre dans les conditions suivantes :
 - Les précipitations actives ne sont pas prévues pour la période opérationnelle.
 - Les conditions du tablier sont telles qu'elles permettent de récupérer le fluide usé (pas de neige, de glace, de sable, de gravier, etc.).
 - Le liquide de dégivrage requis est optimal pour le givre présent et ce, jusqu'à un minimum de 1 litre / mètre carré.
 - Les vents sont de légers à variables (8 nœuds).
2. Dégivrage pour les vols cédulés aura lieu 60 – 90 minutes avant l'heure de départ cédulé.
3. Technicien doit faire une inspection initiale de l'appareil pour déterminer les besoins en dégivrage et vont procéder au dégivrage si requis.
4. Les sociétés aériennes doivent s'assurer que l'appareil est configuré et prêt pour le dégivrage. Le dégivrage va avoir lieu en prenant compte que les vols cédulés sont configurés.
5. La confirmation de dégivrage sera envoyée électroniquement ou par fax à la société aérienne après le dégivrage. L'équipage requérant de l'information additionnelle peut contacter CTL DÉGIVRAGE sur 122.92.
6. La communication entre l'équipage de vol et le coordinateur du dégivrage à la porte d'embarquement (DEICE COOR) pendant le dégivrage à la porte d'embarquement doit s'effectuer sur la fréquence 130.70.
7. Aucun temps d'efficacité n'est fourni pour le dégivrage à la barrière.
8. Le processus de « **Pré-application** » (lignes 2-3), 60-90 minutes avant le refoulement est en cours de révision en raison de la régénération du givre (conditions météorologiques automnal, incluant une forte humidité et une relation étroite entre la TAE / PR).
9. À moins que les équipes de dégivrage ne le demandent, le commandant de bord est responsable des « **inspections avant le décollage** ». Tout traitement effectué par les équipes de dégivrage pour les pré-applications sera suivi d'une « **inspection post-dégivrage appropriée** ». Les traitements de « **pré-application** » de 60 à 90 minutes avant le refoulement n'incluent pas une inspection de « **pré-décollage** ».

Dégivrage à la barrière – vols en transit

1. Toutes les conditions de dégivrage aux portes d'embarquement existent depuis la liste ci-dessus.
2. Les équipes de dégivrage n'interagiront pas avec le virage des avions à moins que cela ne soit demandé – Contactez PAD CONTROL sur 122.92 pour organiser la manœuvre. Il n'y aura pas de contact préventif avec l'aéronef sans demande de service. La vérification de dégivrage avant le décollage demeure à l'équipage de l'aéronef à moins qu'une application directe soit complétée au refoulement.

OPÉRATIONS DE DÉGIVRAGE

Opération au centre de dégivrage

1. Circulation – Nord vers Sud

- Point d'entrée est K ou AA via Apha. L'appareil doit se tenir à l'écart du CDF au point d'entrée et établir le contact radio avec CTL DÉGIVRAGE sur 122.92.

Circulation – Sud vers Nord

- Points d'entrée est CC ou BB via Alpha. L'appareil doit se tenir à l'écart du CDF au point d'entrée et établir le contact radio avec CTL DÉGIVRAGE sur 122.92.
2. Suivre les instructions pour le taxi via la ligne Est pour les baies 1,2,3 ou via la ligne Ouest pour les baie 4,5,6.
 3. L'appareil sera mis en attente sur la ligne Est/Ouest à l'écart de AA/BB lorsque nécessaire.
 4. À la sortie de CC / K – L'aéronef doit rester attentif aux lignes d'arrêt E / W et au 122.92 jusqu'à ce qu'il atteigne le Twy A.

Note : L'appareil qui doit retourner à la barrière doit rester au CDF pendant 25 minutes afin d'assécher l'appareil

Besoins en dégivrage

1. Ailes et Stabilisateurs se réfère aux surfaces supérieures des ailes, aux surfaces supérieures / inférieures des Stabilisateurs Horizontaux et des deux côtés (y compris le gouvernail) du Stabilisateur Vertical.
2. Le Fuselage comprend toutes les composantes, des portes de cabine avant vers l'arrière ainsi que les Ailes et Stabilisateurs.
3. L'appareil complet comprend la cabine de pilotage, le radôme ainsi que le Fuselage et les Ailes et Stabilisateurs.
4. Des traitements individuels tels que « inspections seulement », « radôme », « ailettes » peuvent être effectués sur demande.
5. Les inspections tactiles et les traitements sous les ailes peuvent nécessiter la fermeture d'un moteur si l'entrée est à proximité de la surface nécessitant une attention.

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OPÉRATIONS DE DÉGIVRAGE

ATIS – 132.95 (Fr) 121.15 (Ang) GND – 121.9 PAD CTL – 122.92 ICEMAN – 122.35			
LÉGENDE ZONE DE SÉCURITÉ DE VÉHICULE PANNEAU ÉLECTRONIQUE BARRES D'ARRÊT		BAIES DE DÉGIVRAGE 1 — 1 2 — 2 3 — 3 4 — 4 5 — 5 6 — 6 AA BB A A	
Ligne E pour aéronefs d'envergure moins de 36m (118') E Ligne d'attente Est		Lignes d'attente Est & Ouest W Ligne W pour aéronefs d'envergure moins de 36m (118') Note: Baie 2-référez à SB1 & SB3 Baie 5-référez à SB4 & SB6	
OPÉRATIONS DE DÉGIVRAGE 1. Ctc CTL DÉGIVRAGE 122.925 30 min avant le dép si dégivrage est requis. SVP aviser de tout traitement spécial avant de rouler à l'installation centrale de dégivrage. 2. Ctc Ottawa SOL, après refoulement pour circuler au CDF. 3. Rester à l'écart du CDF sur K, AA, BB ou CC et ctc CTL DÉGIVRAGE pour circuler. 4. Suivez les instructions et les panneaux électroniques pour procéder à la baie de dégivrage. 5. Arrêtez-vous sur la deuxième barre d'arrêt jaune (éclairée), actionnez immédiatement les freins et confirmez avec PAD CONTROL. NE PAS BOUGER L'AÉRONEF. Cela permettra de positionner les camions pendant que vous configurez votre avion. 6. Une fois qu'on vous le demande, passez à ICEMAN au 122.350. Confirmez que les freins sont serrés, le traitement désiré et que votre avion est configuré pour le traitement (Moteurs au ralenti / hélices mises en drapeau). Si vous ne pouvez pas réduire les moteurs au ralenti, avisez ICEMAN, il se peut que le dégivrage ne soit possible avec les moteurs en marche. 7. Après dégivrage, configurez l'appareil pour circuler, toutefois, NE PAS BOUGER L'APPAREIL. 8. Une fois avisé, ctc CTL DÉGIVRAGE pour circuler. 9. Suivre les instructions pour le point de sortie désigné. À l'écart de la voie de circulation A ctc SOL 121.9.			
TYPE 1 - Chemco CHEMR Reg 1		TYPE IV - UCAR ADF ENDURANCE EG106 100%	
RESTRICTIONS DES BAIES DE DÉGIVRAGE Baies 1, 3, 4, 6 - Peuvent être utilisées par les aéronefs d'envergure de 36m (118') ou moins Baie 2 - Peut être utilisé par un aéronef ayant une envergure de 65m (213pi) ou moins. Si CC est utilisé, le taxi doit être sur la ligne de taxi Est uniquement vers/de la baie 2. Baie 5 - Peut être utilisé par un aéronef ayant une envergure de 65m (213pi) ou moins. Si CC est utilisée, le taxi doit être sur la ligne de taxi Est uniquement vers/de la baie 5.		VOLS AD HOC 1. Obtenir une heure projetée pur le dégivrage en contactant CTL DÉGIVRAGE sur 122.925 ou par téléphone au 613-248-0228. 2. Soumettre le formulaire d'autorisation par fax au 613-248-0860 ou par courriel à YOW_icehouse@inlandgroup.ca. 3. Un estimé des litres de glycol requis sera transmis à l'équipage. 4. Un vol AD HOC ne se conformant pas à la procédure ci-haut mentionné, peut se voir refuser l'accès au centre de dégivrage.	

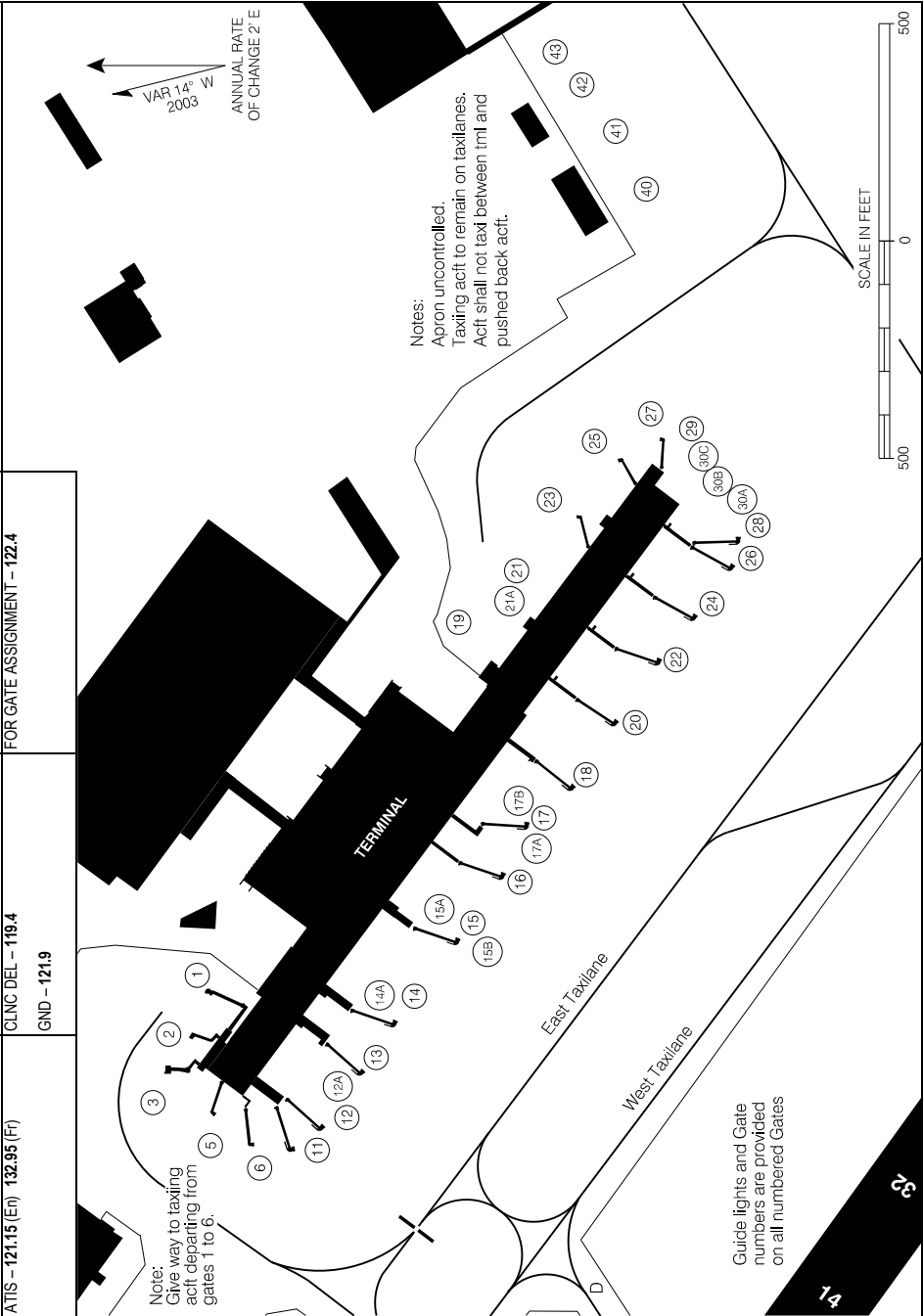
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OPÉRATIONS DE DÉGIVRAGE

CYOW

EFF 27 NOV 25

PARKING AREAS (APRON I)



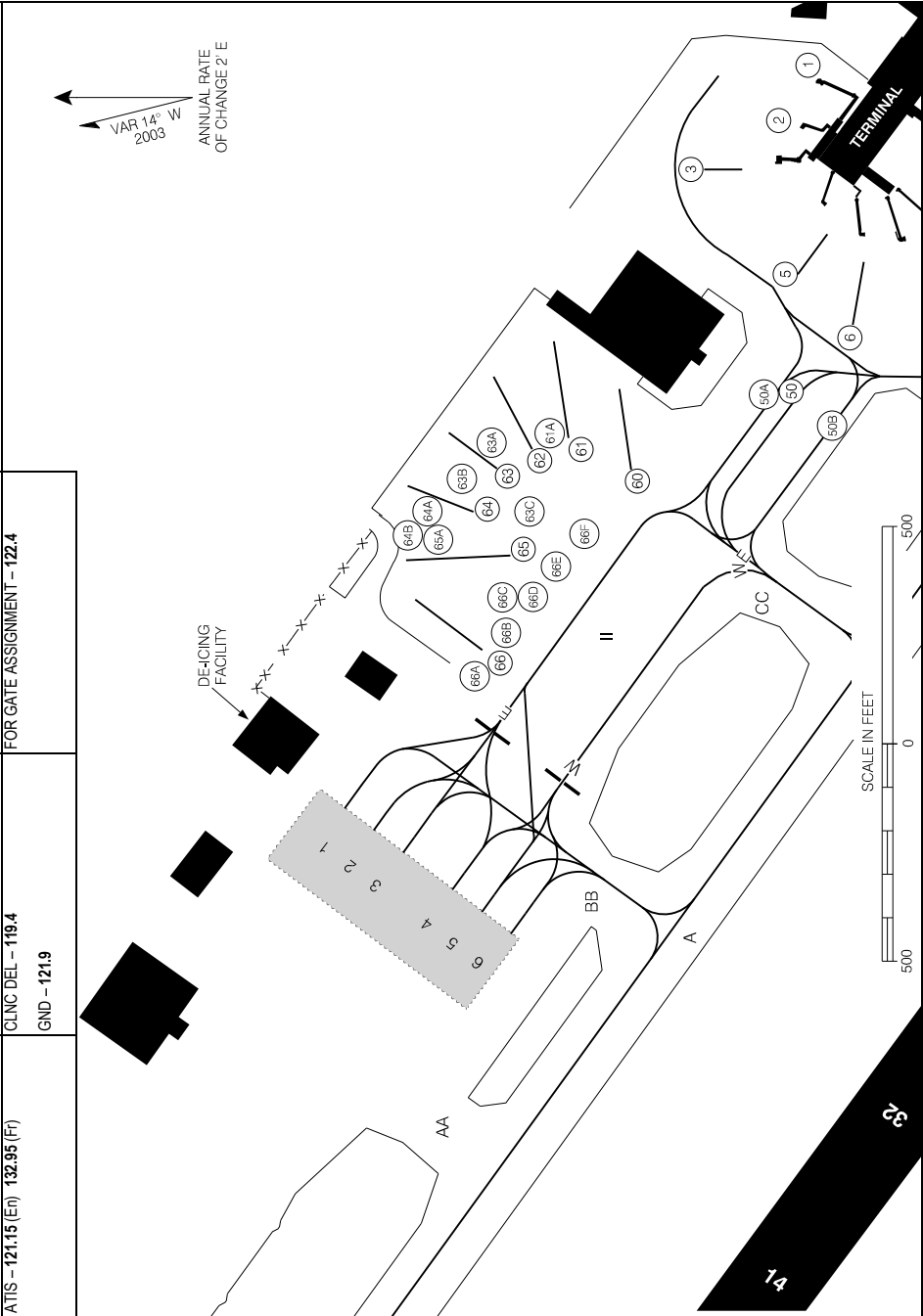
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PARKING AREAS (APRON I)

EFF 7 AUG 25

CYOW

PARKING AREAS (APRON II)



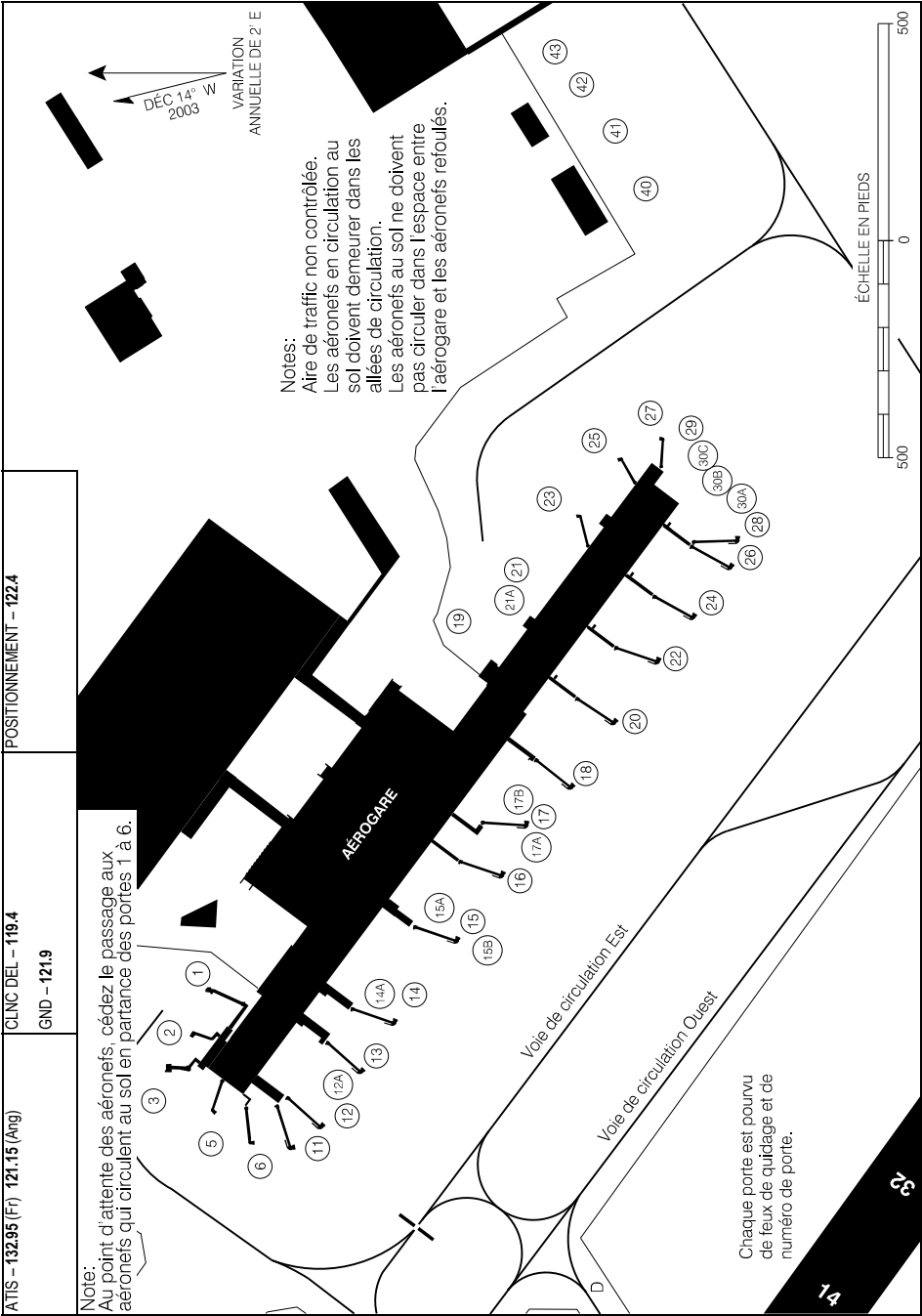
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PARKING AREAS (APRON II)

EFF 20 FEB 25

CYOW

AIRES DE STATIONNEMENT (AIRE DE TRAFIC I)



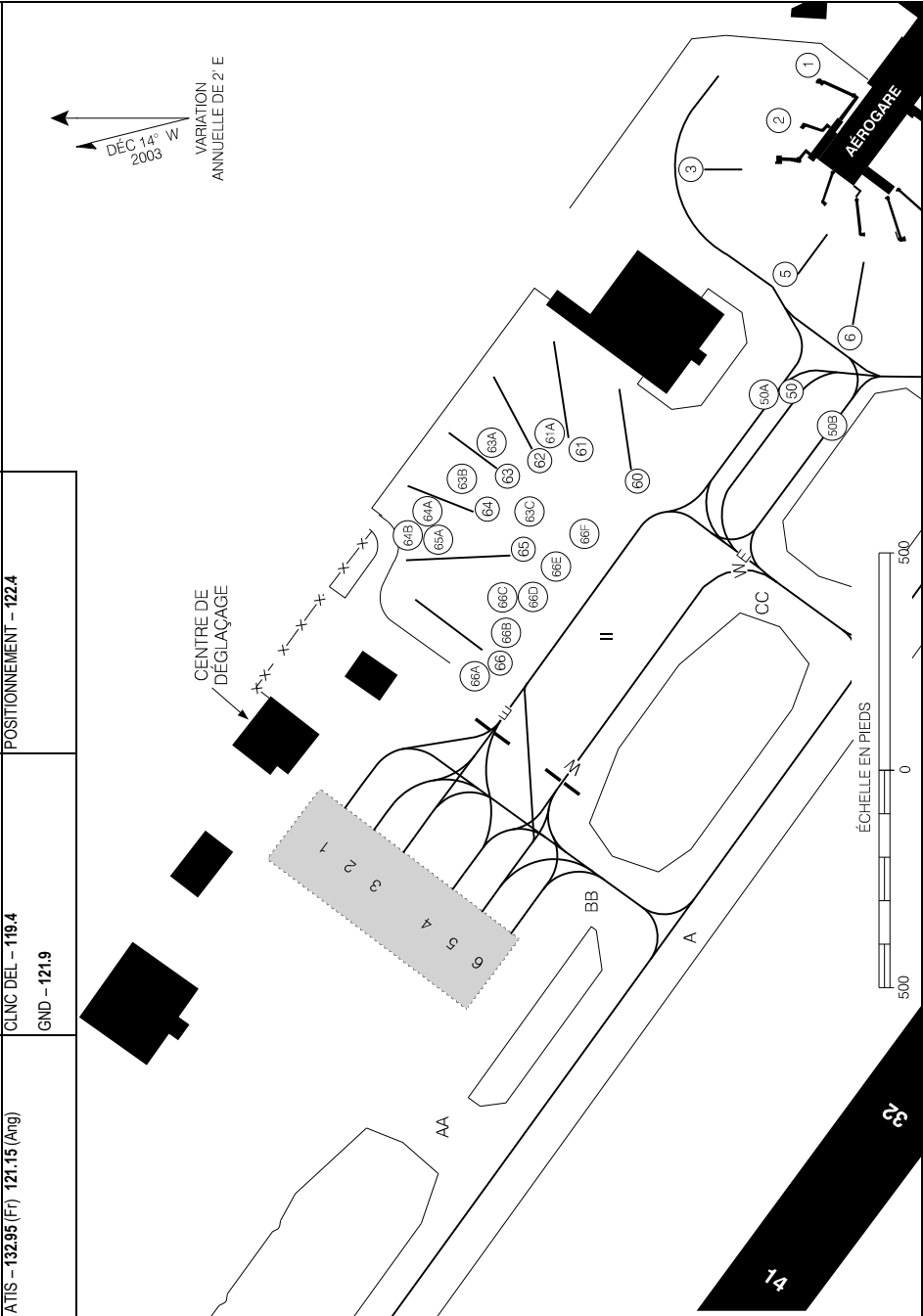
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AIRES DE STATIONNEMENT (AIRE DE TRAFIC I)

CYOW

EFF 7 AOÛT 25

AIRES DE STATIONNEMENT (AIRE DE TRAFIC II)



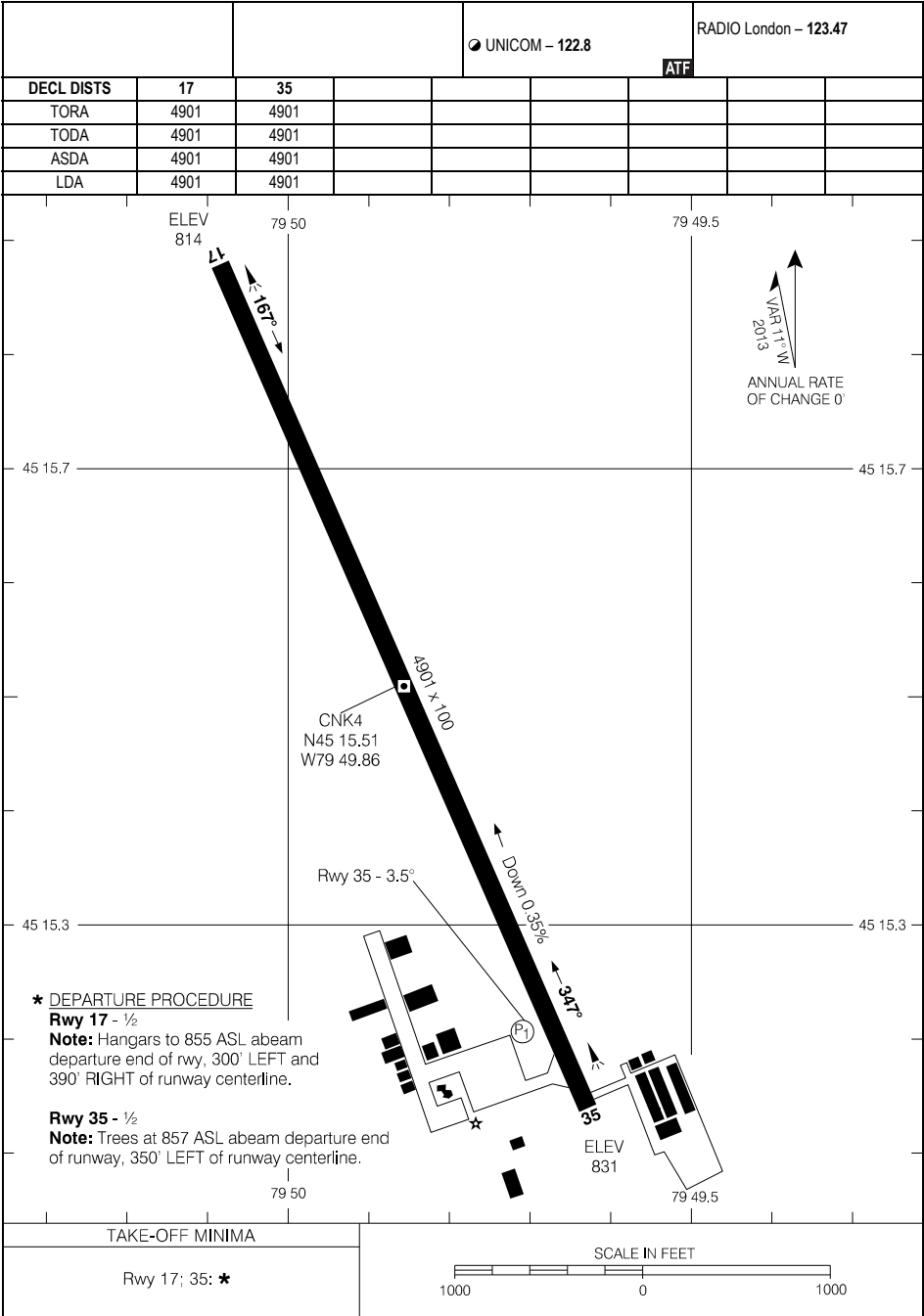
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AIRES DE STATIONNEMENT (AIRE DE TRAFIC II)

EFF 20 FÉV 25

CYOW

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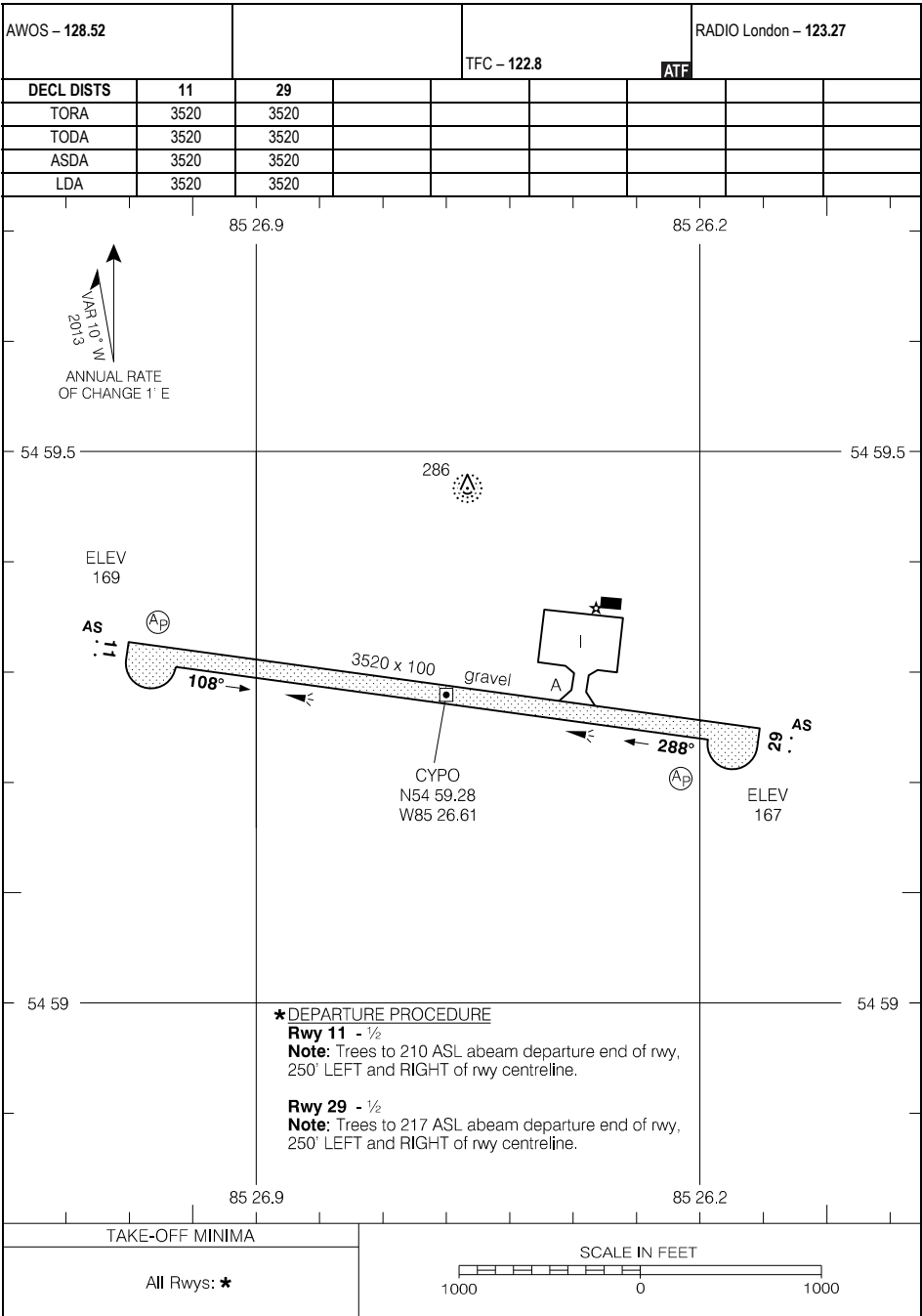


AERODROME CHART

EFF 25 JAN 24

CNK4

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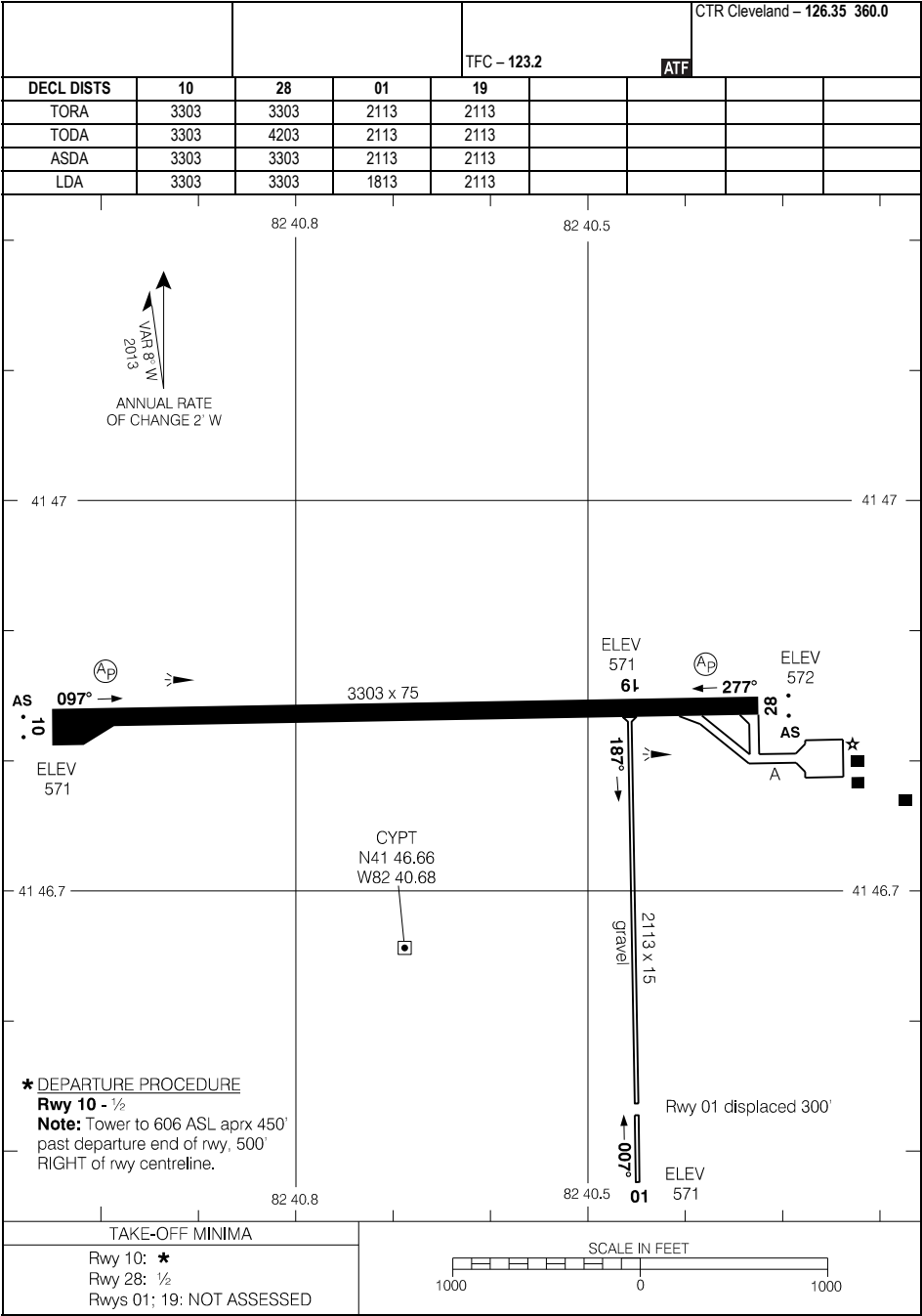


AERODROME CHART

EFF 5 OCT 23

CYPO

AERODROME CHART

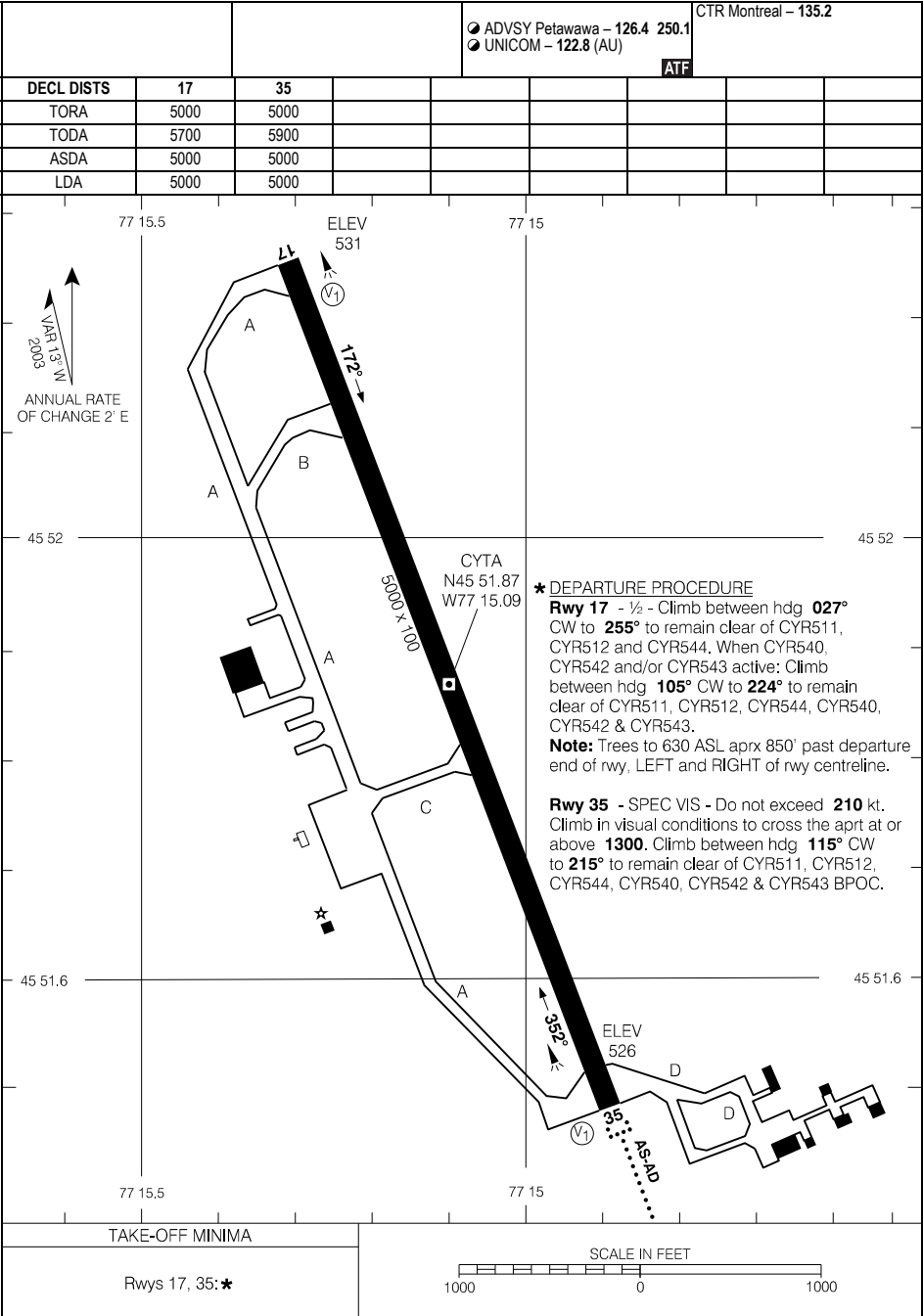


AERODROME CHART

CYPT

EFF 26 DEC 24

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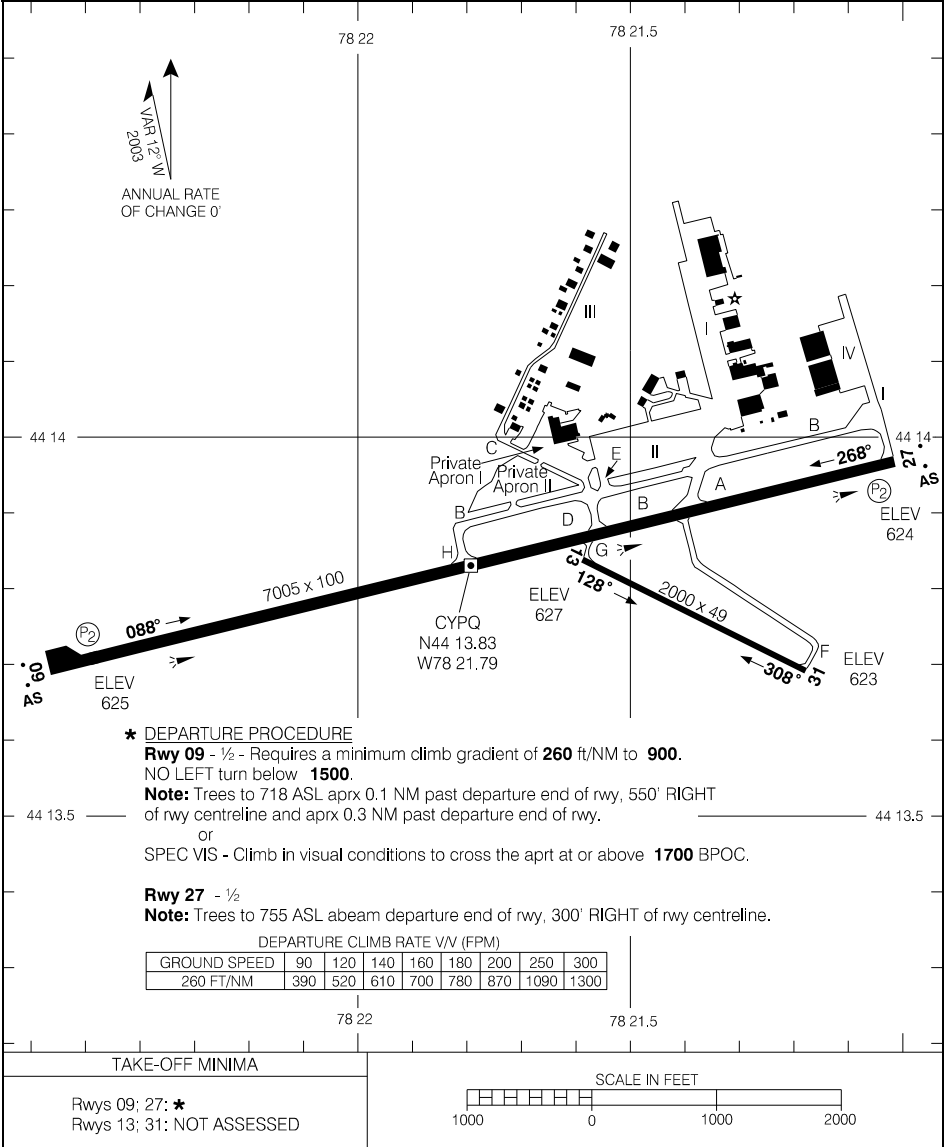


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EFF 25 JAN 24

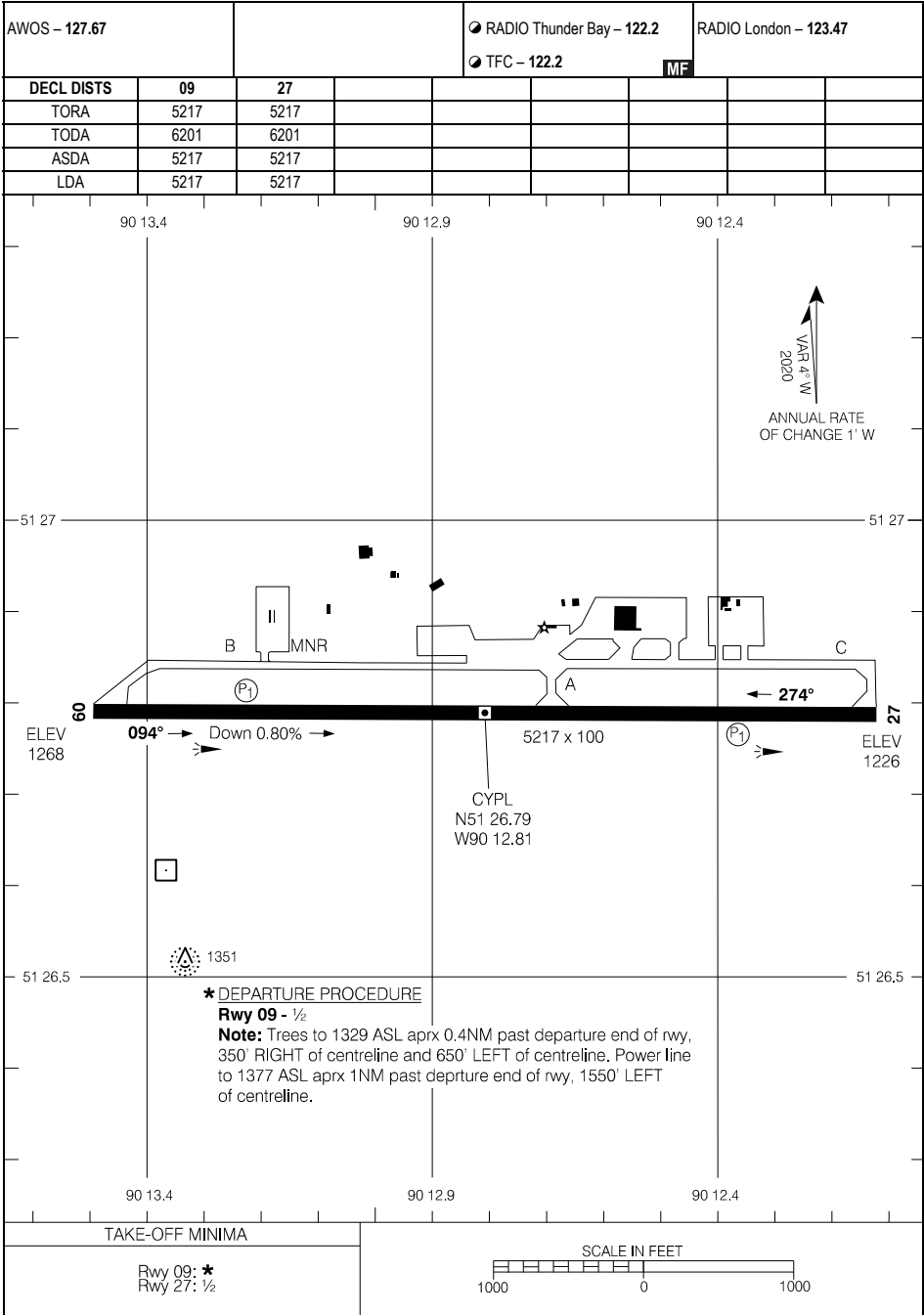
CYTA

AWOS – 126.92		UNICOM – 123.0				CTR Toronto – 134.25		
						MF		
DECL DIST	09	27	13	31				
TORA	7005	7005	2000	2000				
TODA	7300	7300	2000	2000				
ASDA	7005	7005	2000	2000				
LDA	7005	7005	2000	2000				



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AERODROME CHART

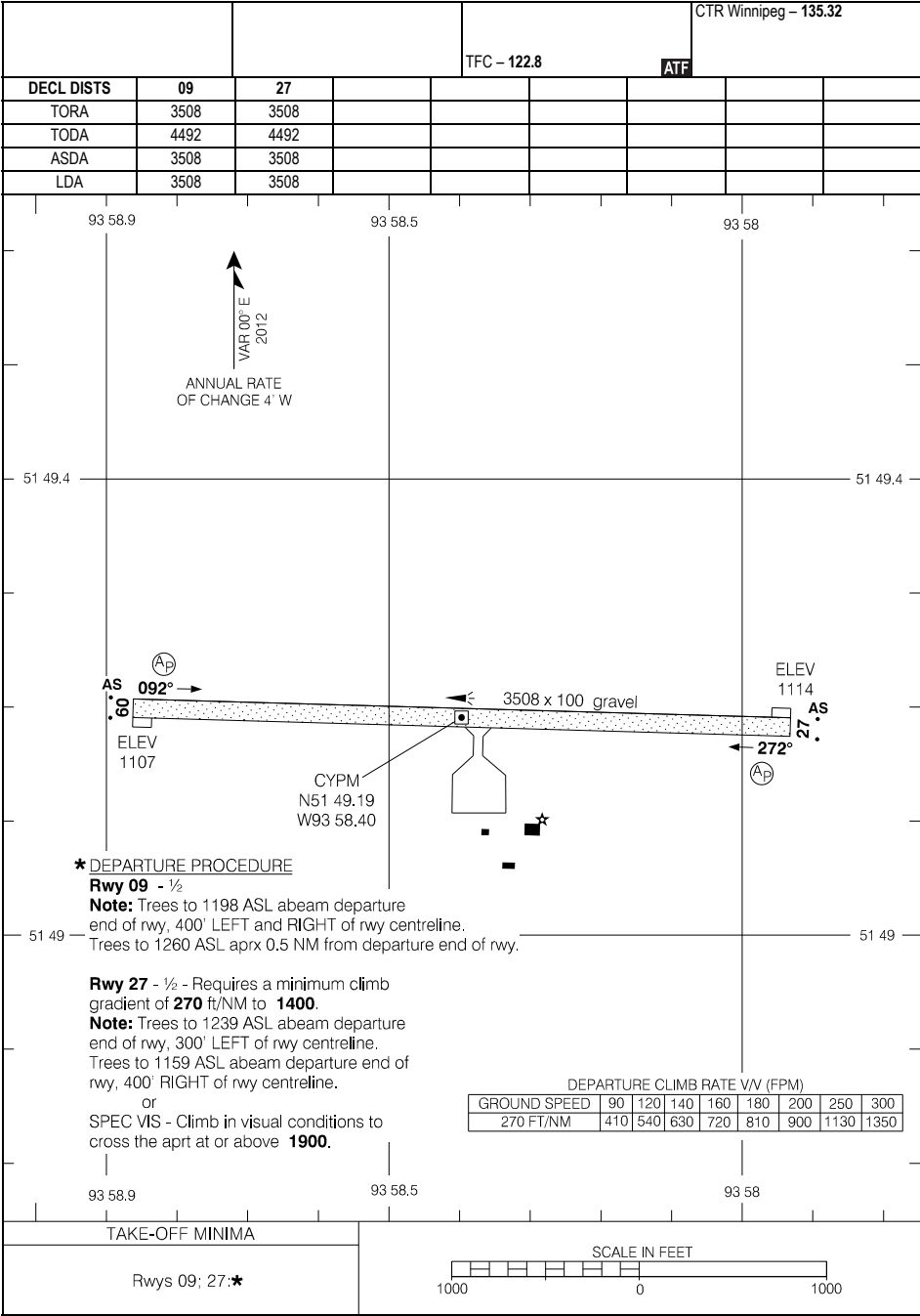


AERODROME CHART

EFF 25 JAN 24

CYPL

AERODROME CHART



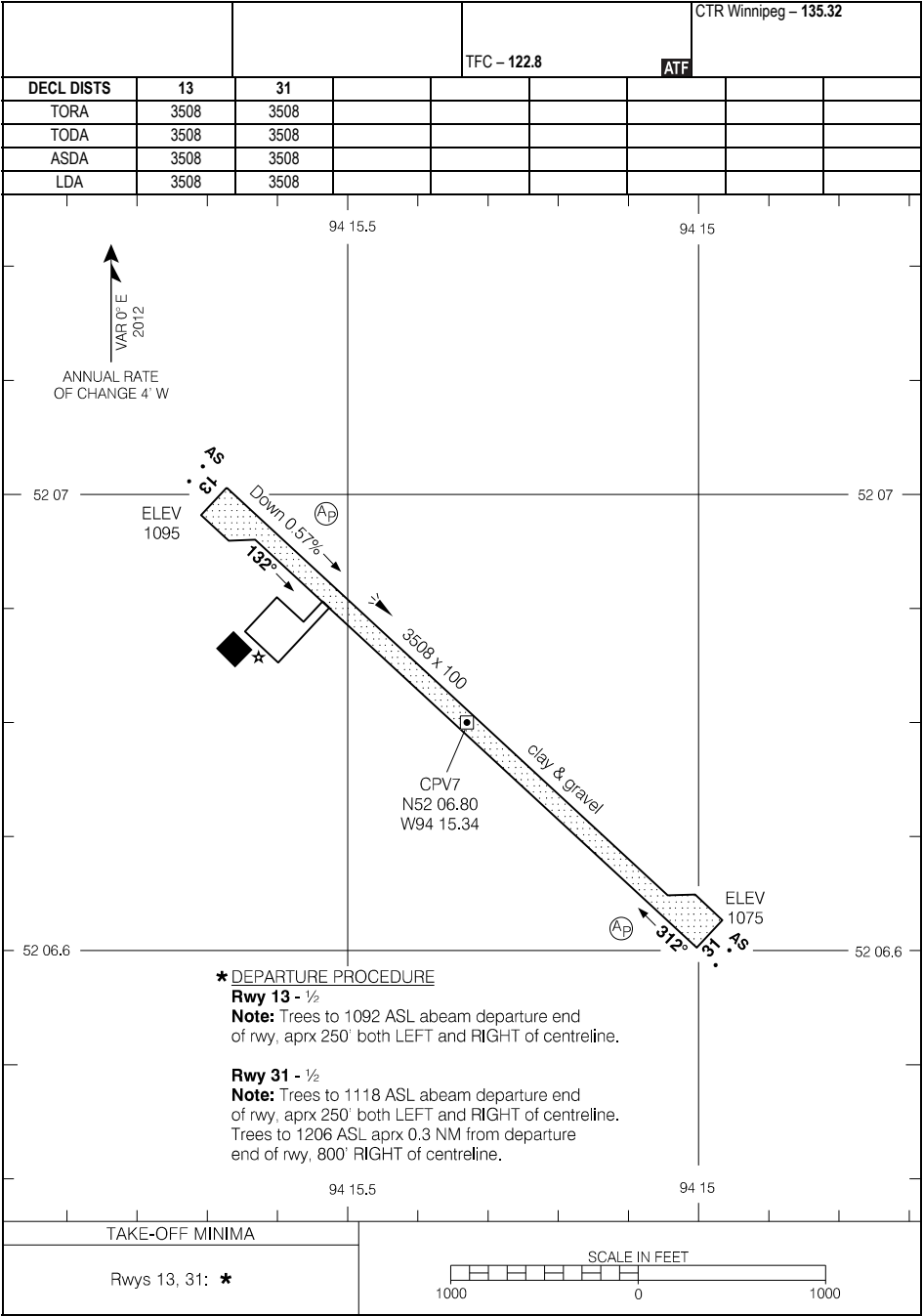
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AERODROME CHART

EFF 24 MAR 22

CYPM

AERODROME CHART



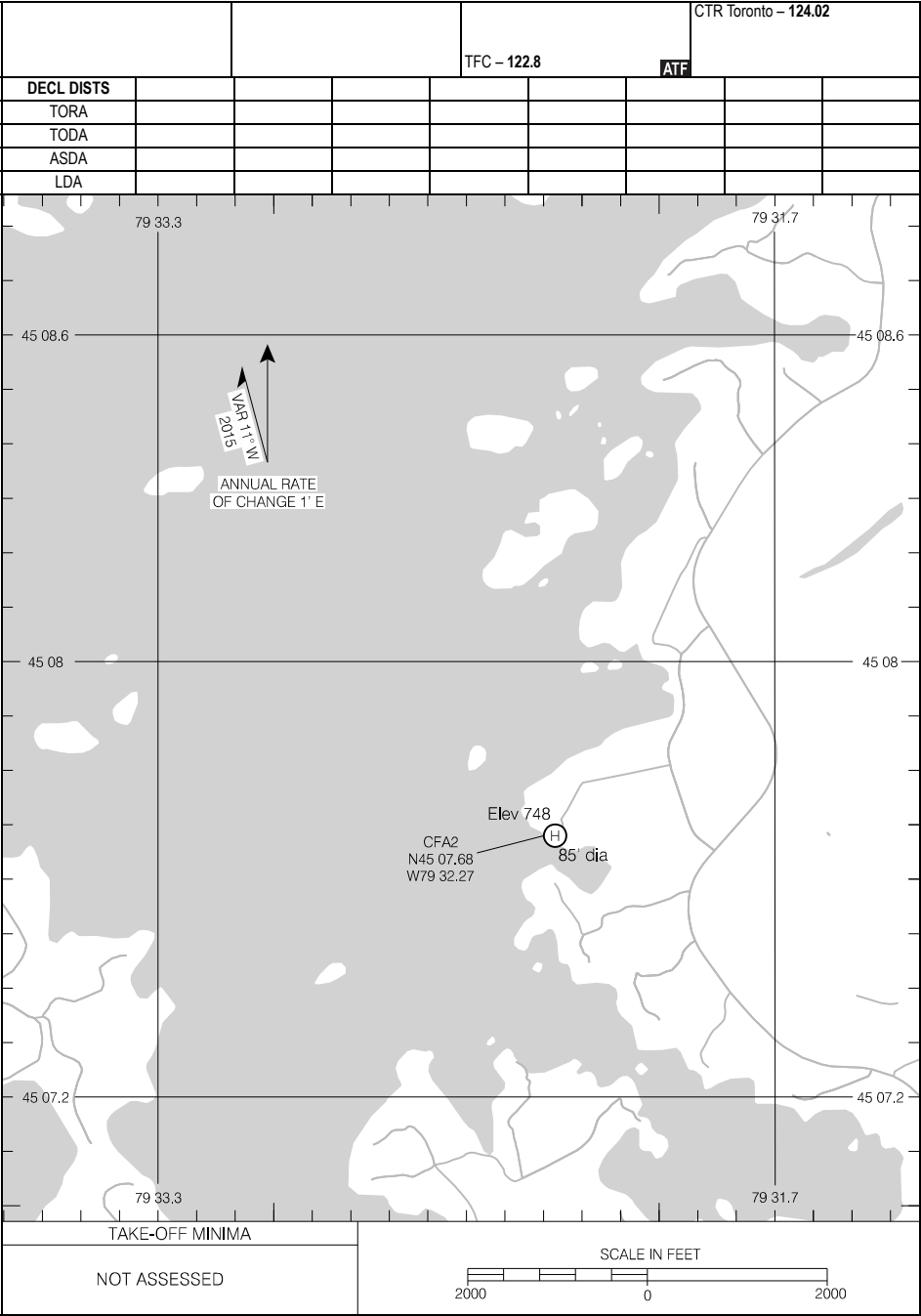
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AERODROME CHART

EFF 27 JAN 22

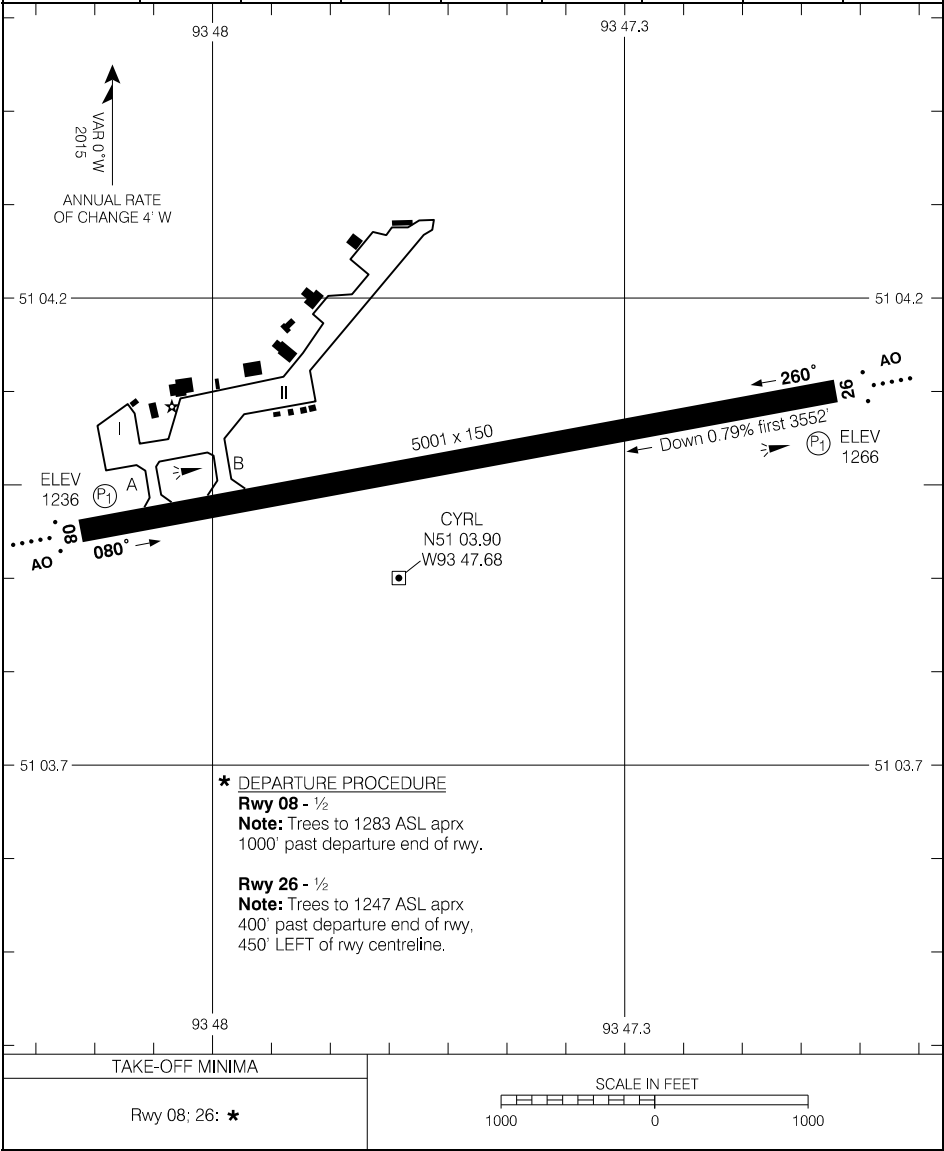
CPV7

HELIPORT CHART



AERODROME CHART

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				● TFC – 122.3		RADIO London – 123.55	
				MF			
DECL	DISTS	08	26				
TORA		5001	5001				
TODA		5985	5395				
ASDA		5001	5001				
LDA		5001	5001				



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AERODROME CHART

EFF 21 MAR 24

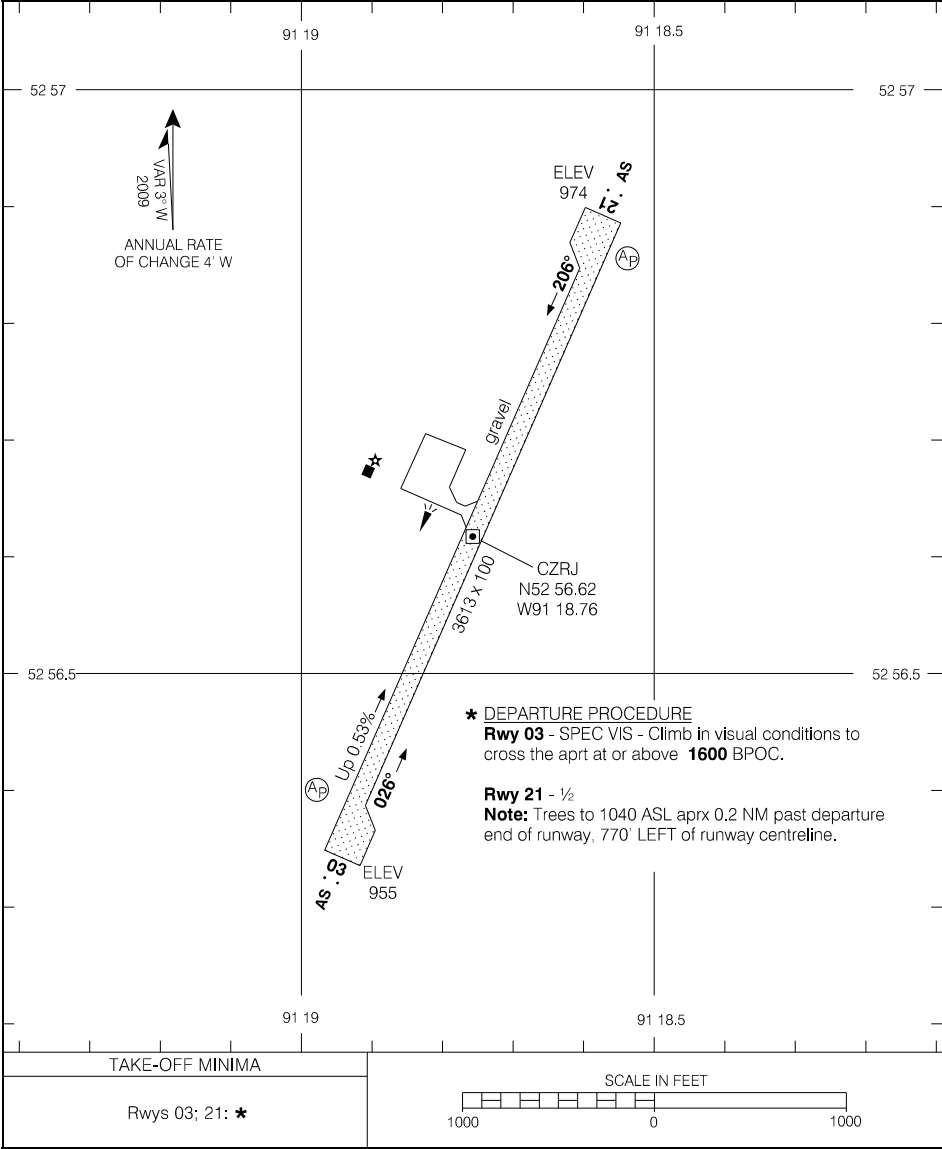
CYRL

CZRJ-AD

ROUND LAKE (WEAGAMOW LAKE), ON
CZRJ

AERODROME CHART

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DECL DIST	03	21							
TORA	3613	3613							
TODA	4597	4597							
ASDA	3613	3613							
LDA	3613	3613							



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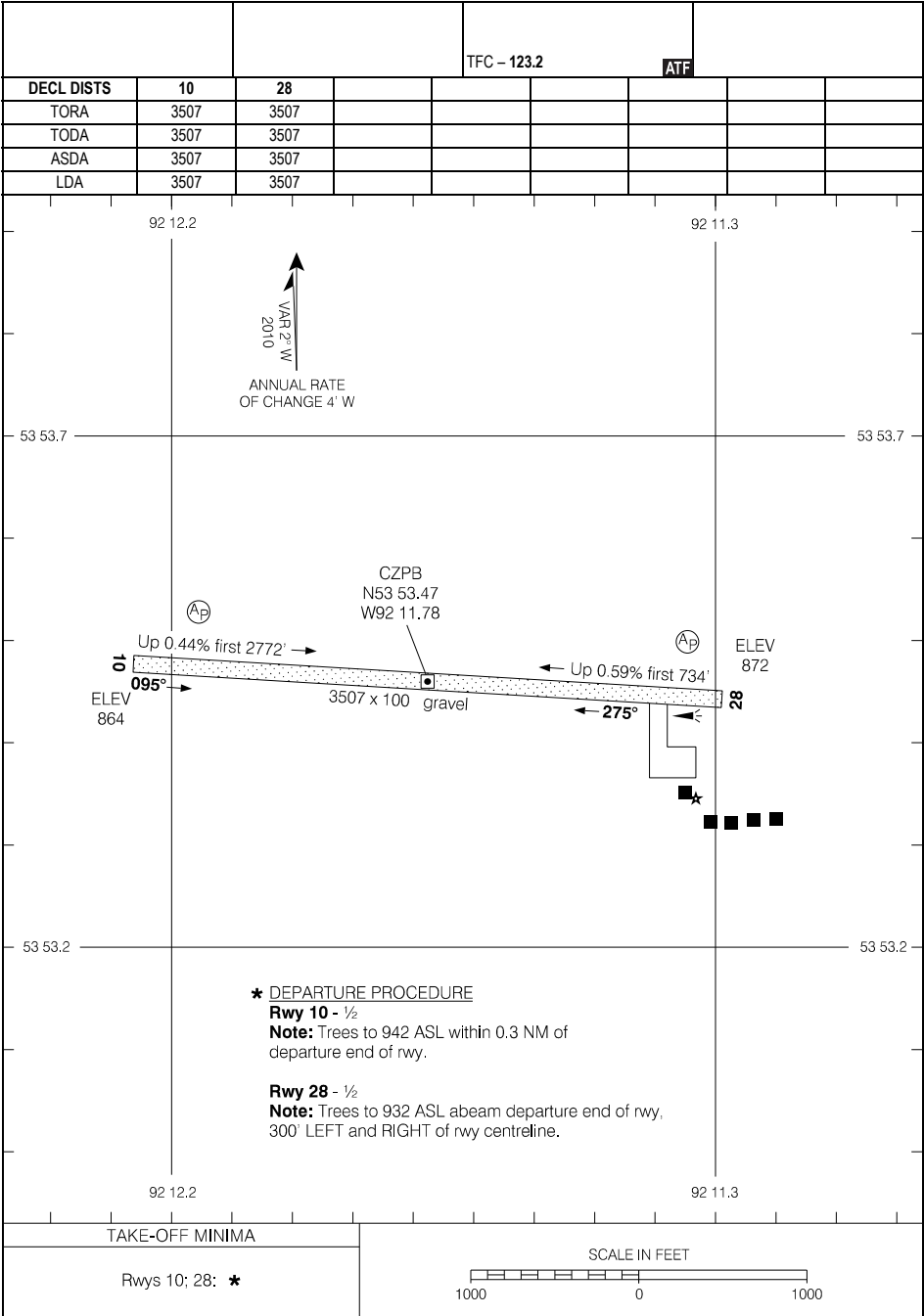
AERODROME CHART

EFF 20 APR 23

CZRJ

CZRJ-AD

AERODROME CHART



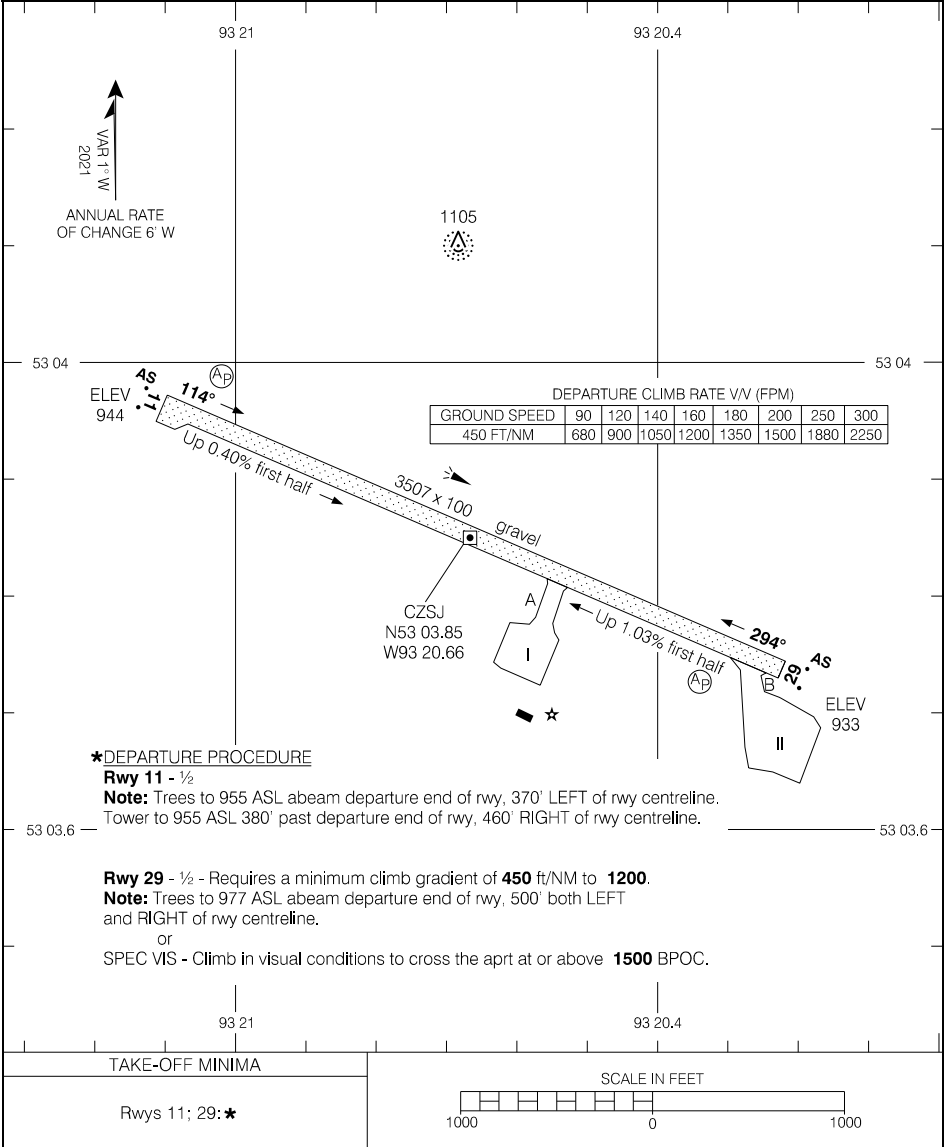
AERODROME CHART

EFF 20 FEB 25

CZPB

AERODROME CHART

AWOS – 124.82				TFC – 122.8		ATF	
DECL DIST	11	29					
TORA	3507	3507					
TODA	3507	3507					
ASDA	3507	3507					
LDA	3507	3507					



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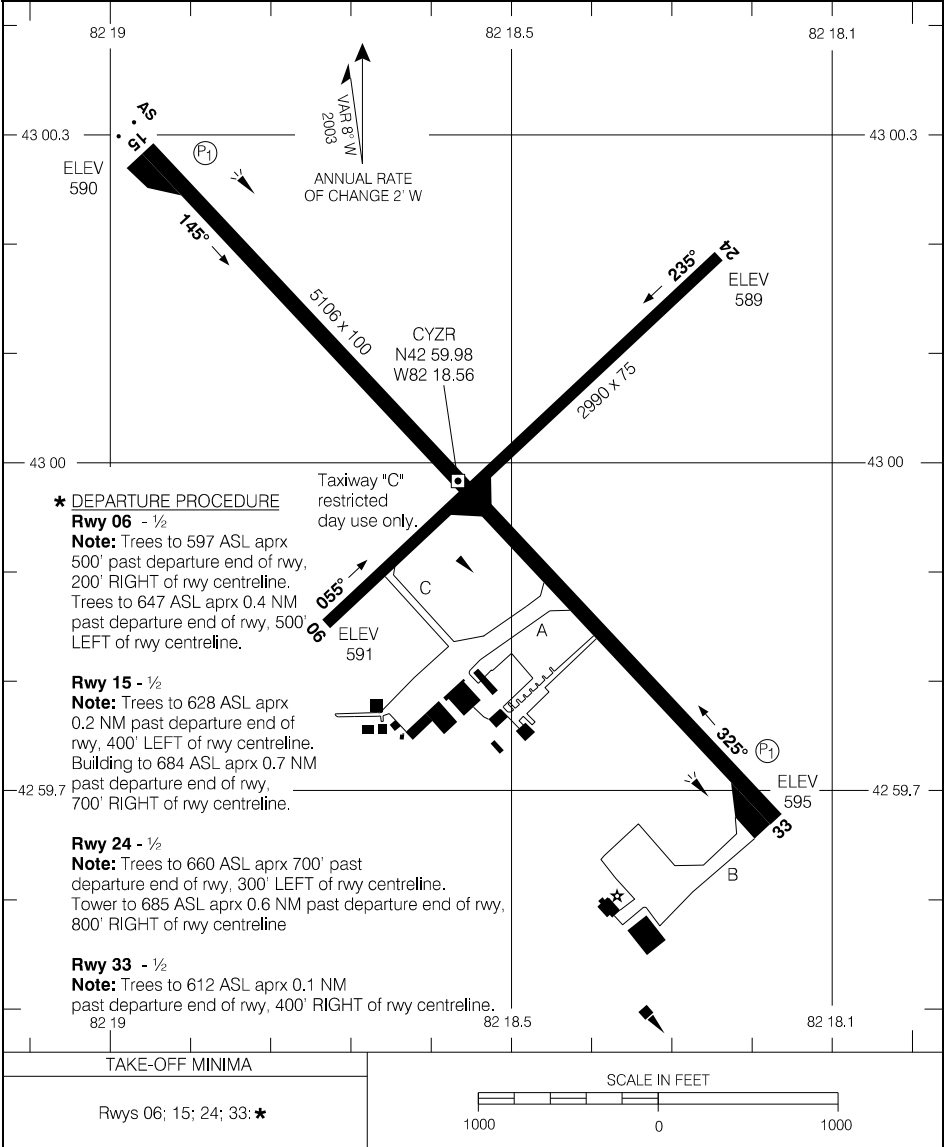
AERODROME CHART

EFF 24 MAR 22

CZSJ

AERODROME CHART

AWOS – 119.12						CTR Toronto – 134.37	
		TFC – 123.0				ATF	
DECL DISTS	06	24	15	33			
TORA	2990	2990	5106	5106			
TODA	3482	3289	6090	5811			
ASDA	2990	2990	5106	5106			
LDA	2990	2990	5106	5106			



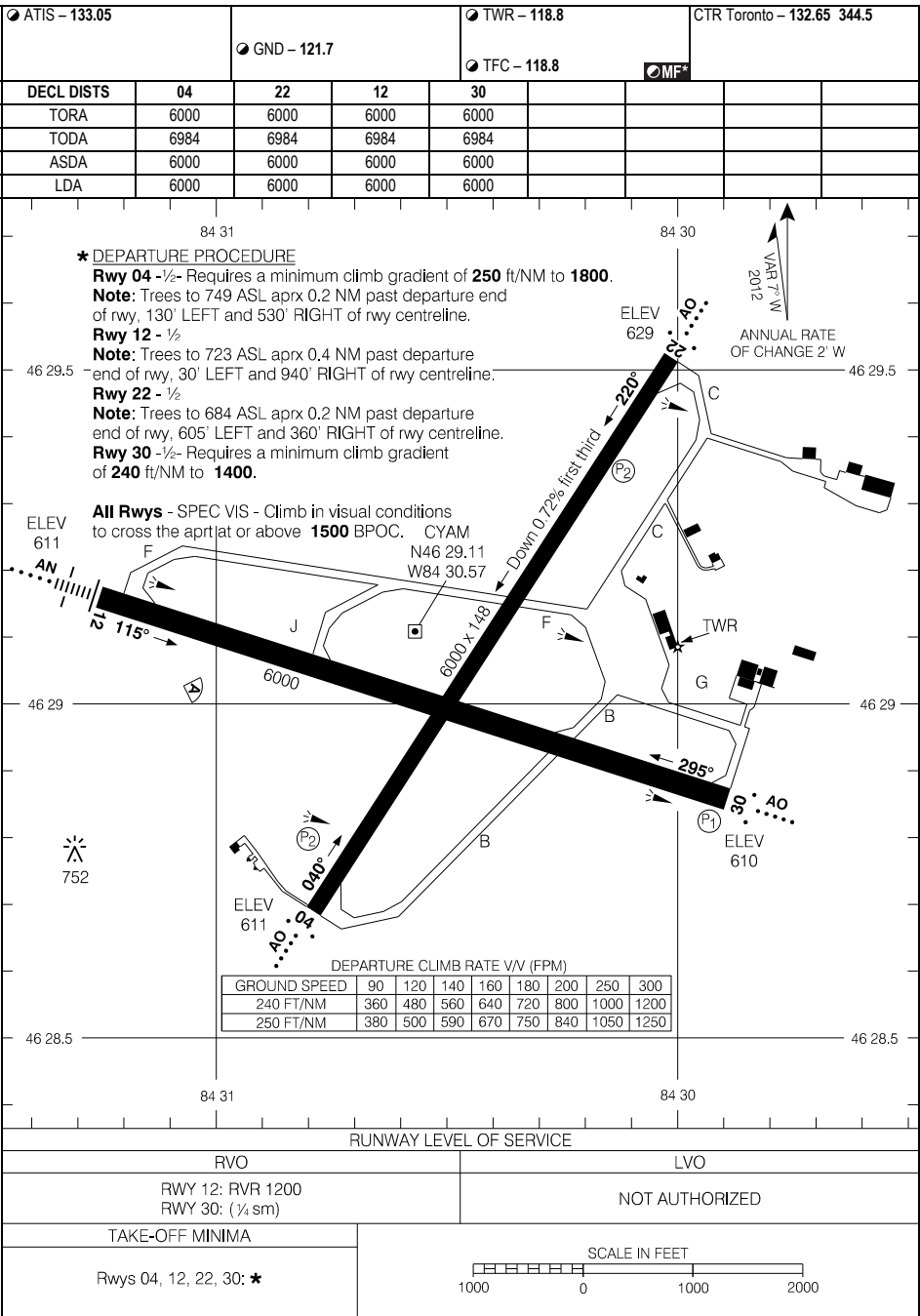
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AERODROME CHART

EFF 17 APR 25

CYZR

AERODROME CHART



AERODROME CHART

EFF 31 OCT 24

CYAM

SIOUX LOOKOUT, ON
 CYXL

ATIS - 124.75		RADIO - 122.0		CTR Winnipeg - 132.2 RADIO London - 126.0	
DECL DIST	16	34			MF
TORA	5300	5300			
TODA	6284	6000			
ASDA	5300	5300			
LDA	5002	5300			

DECL DIST

DECL DIST	16	34				
TORA	5300	5300				
TODA	6284	6000				
ASDA	5300	5300				
LDA	5002	5300				

Runway 16
ELEV 1230
Threshold 16 displaced 298'
AS 160°
91 54.5
P2
B
1298
1298
1298
5300 x 100
CYXL
N50 06.82
W91 54.33
Down 0.51%
340°
ELEV 1257
P2
91 54.5
91 54

Runway 34
ELEV 1257
340°
P2
91 54.5
91 54

Note: Apron elev 1280'

1434
ANNUAL RATE OF CHANGE 5' W

*** DEPARTURE PROCEDURE**
Rwy 16 - 1/2
Note: Trees to 1342 ASL within 0.4 NM of departure end of rwy. Tower to 1325 ASL aprx 0.4 NM past departure end of rwy, 600' LEFT of rwy centreline.
Rwy 34 - 1/2
Note: Rising terrain and trees to 1372 ASL within 1.0 NM of departure end of rwy.

SCALE IN FEET
1000 0 1000

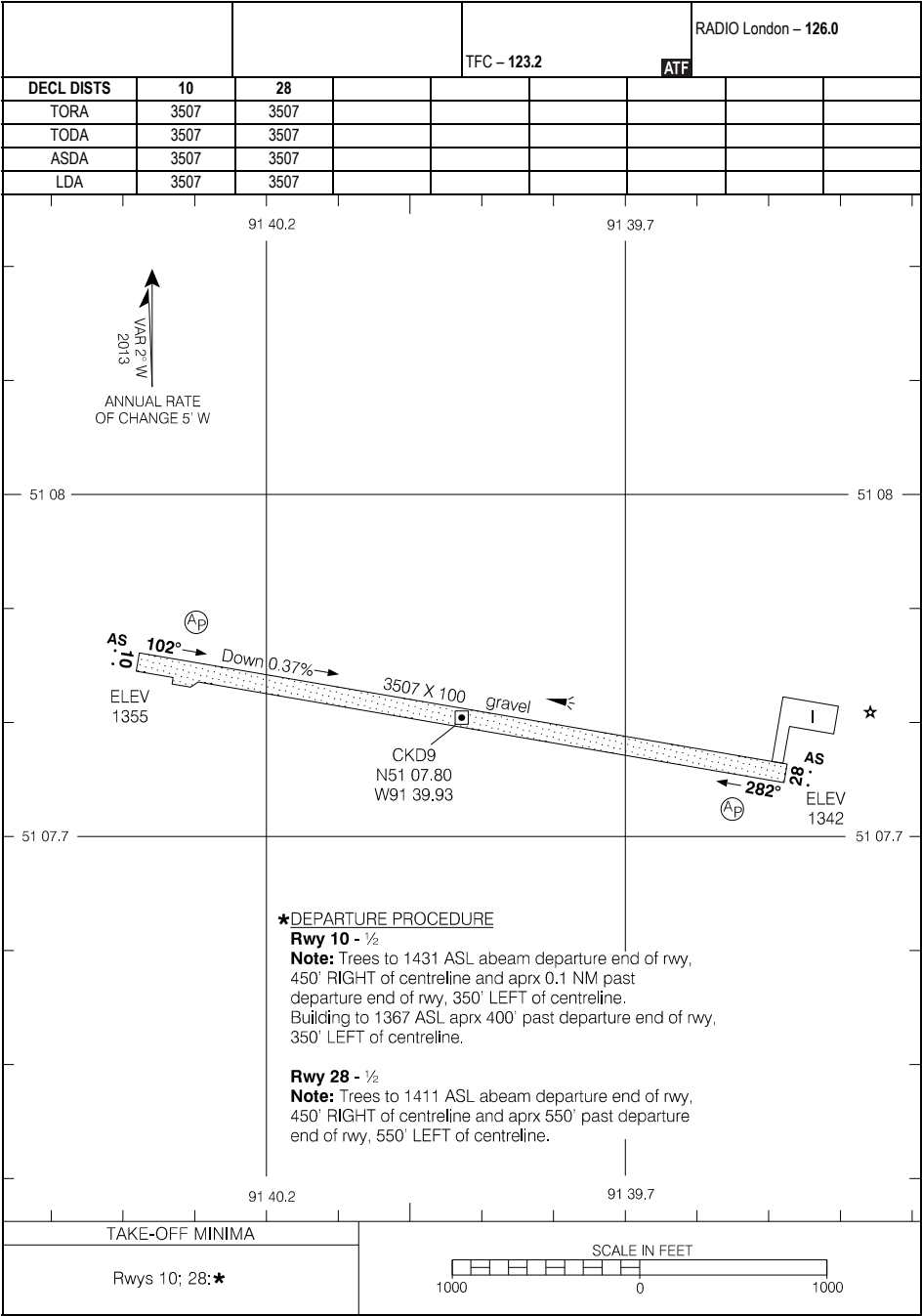
Runway Level of Service
RVO RWY 16; 34: (1/4sm)
LVO NOT AUTHORIZED

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CYXL

CYXL-AD

AERODROME CHART



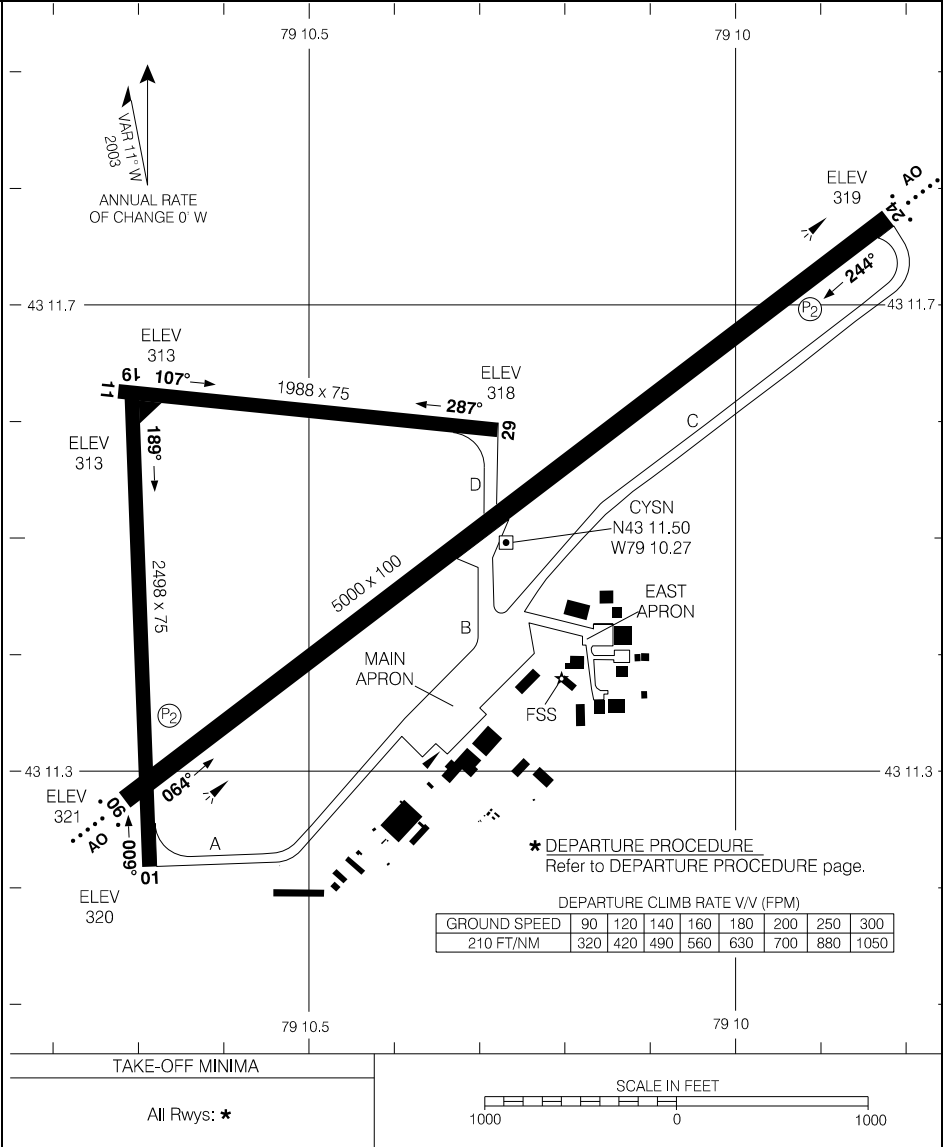
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AERODROME CHART

CKD9

AERODROME CHART

● ATIS – 128.52				● RADIO – 123.25		CTR Toronto – 133.4 RADIO London – 123.47	
				● TFC – 123.25		● MF	
DECL	DISTS	01	19	06	24	11	29
TORA		2498	2498	5000	5000	1988	1988
TODA		2695	3348	5984	5197	2972	2185
ASDA		2498	2498	5000	5000	1988	1988
LDA		2498	2498	5000	5000	1988	1988



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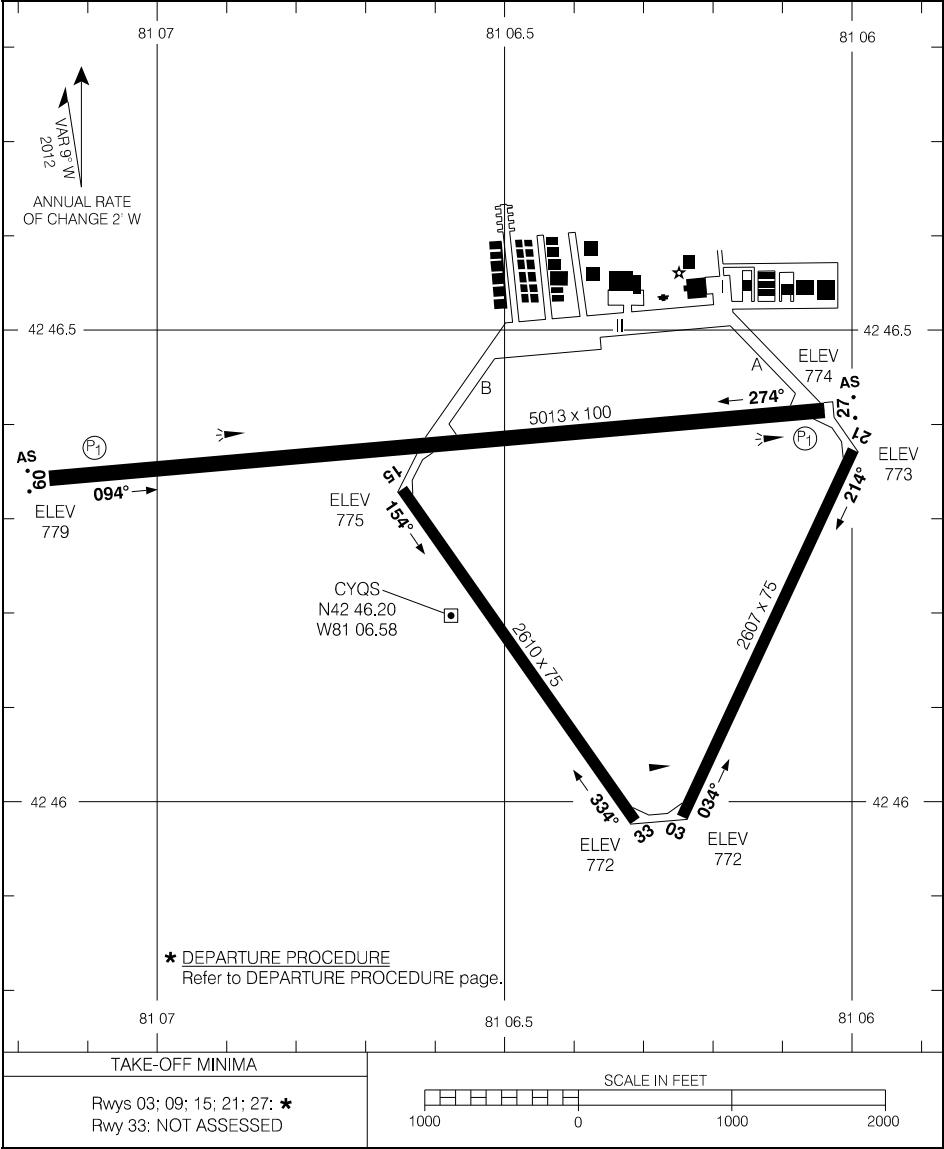
AERODROME CHART

EFF 12 JUN 25

CYSN

AERODROME CHART

AUTO – 122.55		UNICOM – 122.7					CTR Toronto – 135.3	
							ATF	
DECL	DISTS	03	21	09	27	15	33	
TORA		2607	2607	5013	5013	2610	2610	
TODA		3591	3591	5997	5543	3594	3594	
ASDA		2607	2607	5013	5013	2610	2610	
LDA		2607	2607	5013	5013	2610	2610	



AERODROME CHART

EFF 21 MAR 24

CYQS

STRATFORD MUNI, ON
CYSA

CYSA

Runway 05 - 1/2
Note: Trees to 1261 ASL aprx 0.2 NM past departure end of rwy, 310' RIGHT of rwy centreline. Trees to 1261 ASL aprx 0.3 NM past departure end of rwy, 750' LEFT of rwy centreline.

Runway 17 - 1/2
Note: Road to 1221 ASL abeam departure end of rwy, 520' LEFT of rwy centreline. Trees to 1264 ASL aprx 0.3 NM past departure end of rwy, 350' RIGHT of rwy centreline.

Runway 23 - 1/2
Note: Tower to 1241 ASL aprx 0.2 NM past departure end of rwy, 340' LEFT of rwy centreline. Powerlines to - 43 24.6 1241 ASL aprx 0.2 NM past departure end of rwy, 510' LEFT of rwy centreline.

Runway 35 - 1/2
Note: Trees to 1258 ASL abeam departure end of rwy, 380' RIGHT of rwy centreline. Powerlines to 1231 ASL aprx 0.1 NM past departure end of rwy, 340' LEFT of rwy centreline. Powerlines to 1231 ASL aprx 0.1 NM past departure end of rwy, 120' RIGHT of rwy centreline.

TAKE-OFF MINIMA

All Rwys: *

SCALE IN FEET

1000 0 1000

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CYSA

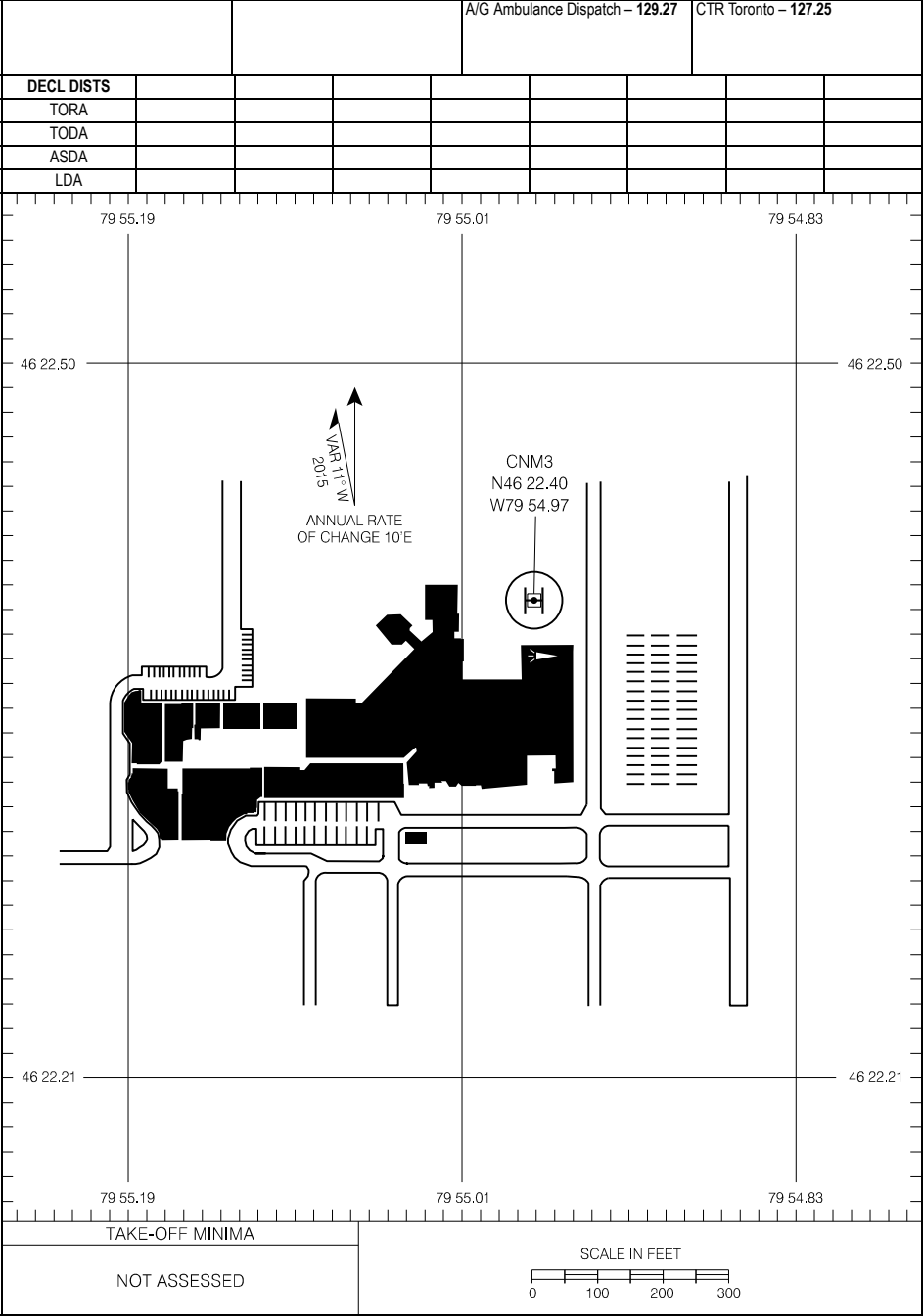
CYSA-AD

CNM3-HP

STURGEON FALLS (WEST NIPISSING GEN HOSPITAL), ON

CNM3

HELIPORT CHART



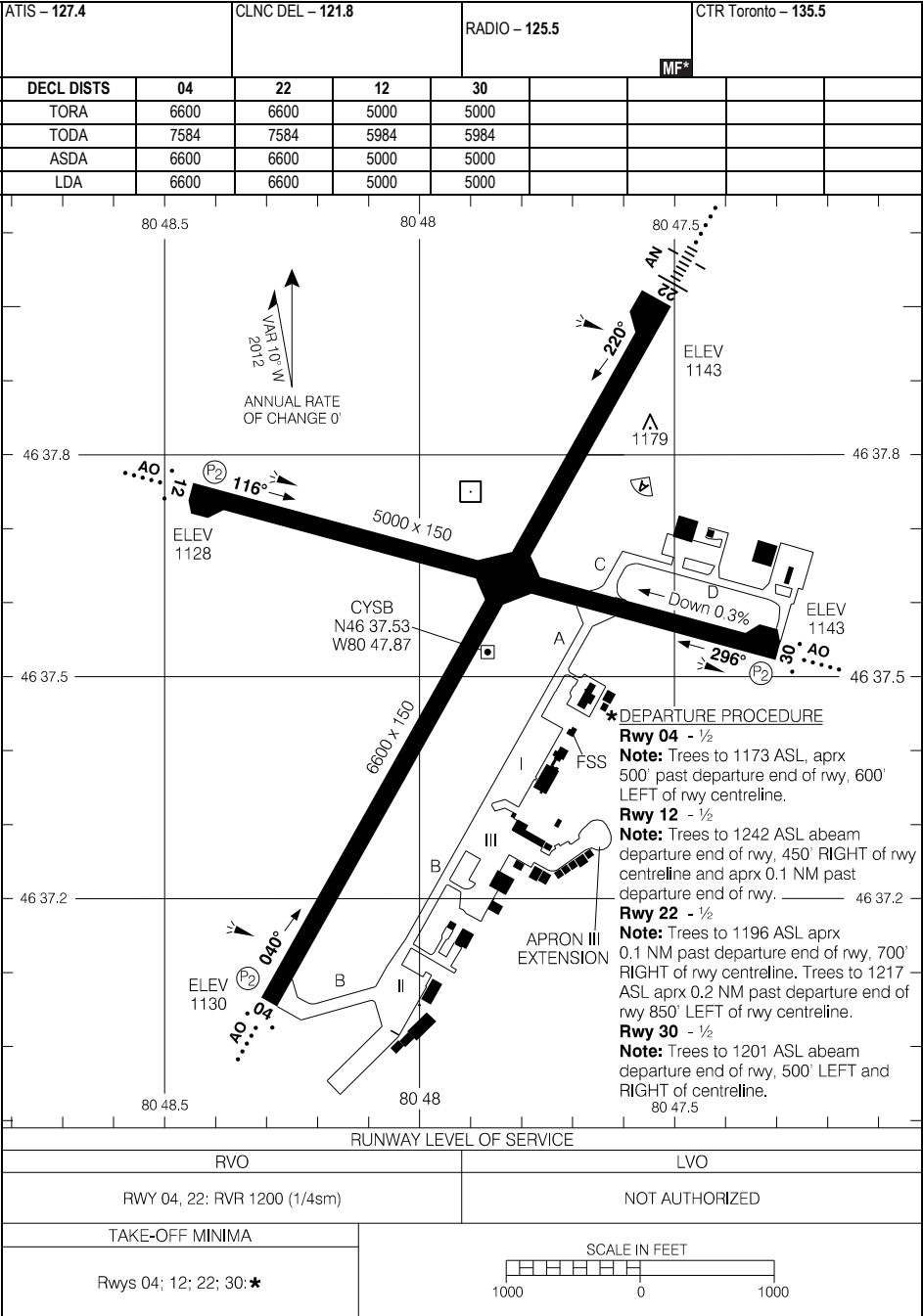
HELIPORT CHART

EFF 5 JAN 17

CNM3

CNM3-HP

AERODROME CHART



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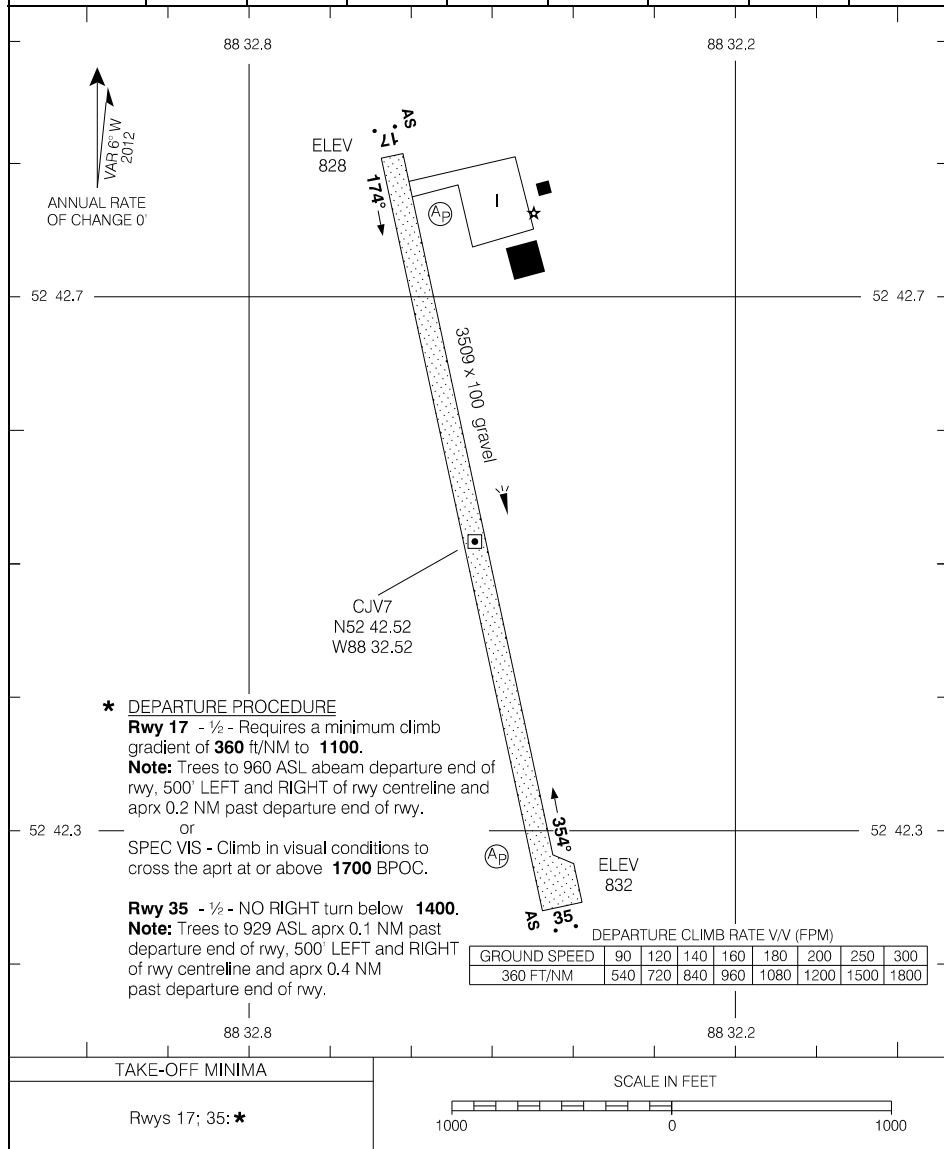
AERODROME CHART

EFF 10 AUG 23

CYSB

AERODROME CHART

				TFC – 123.2		ATF	
DECL DIST	17	35					
TORA	3509	3509					
TODA	4493	4009					
ASDA	3509	3509					
LDA	3509	3509					



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THUNDER BAY, ON
CYQT

ATIS - 128.8

● GND - 121.9

● TWR - 118.1

● RADIO - 118.1

CTR Winnipeg - 119.2

RADIO London - 122.37

MF*

DECL DIST	07	25	12	30				
TORA	7318	7318	5297	5126				
TODA	7702	7468	5797	5126				
ASDA	7318	7318	5297	5126				
LDA	7318	7318	5297	5126				

89 20

89 19

48 23

48 23

VAR 4° W
2014

ANNUAL RATE OF CHANGE 4" W

★ DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page.

Taxiway "F" extends for 173' then changes to Apron VII.

ELEV 652

ELEV 653

ELEV 639

AD-AS

125°

074°

305°

254°

AD-AS

ELEV 642

7318 x 148

5297 x 150

CYQT
N48 22.32
W89 19.30

APRON I - Scheduled Commercial Air Carrier by stand assignment only from TBIAAI.

APRON II - Itinerant aircraft parking.

CAUTION: Heli-flood lights 30' AGL N side of Apron II.
Extv bird and wildlife activity in vic of A/D.
Railroad tracks SW of A/D in close proximity

89 20

89 19

48 22

48 22

RESTRICTIONS

RUNWAY LEVEL OF SERVICE

RVO

LVO

RWY 07: RVR 1200
RWY 12, 25, 30: (1/4 sm)

NOT AUTHORIZED

TAKE-OFF MINIMA

Rwys 07; 12; 25; 30:★

SCALE IN FEET

1000 0 1000 2000

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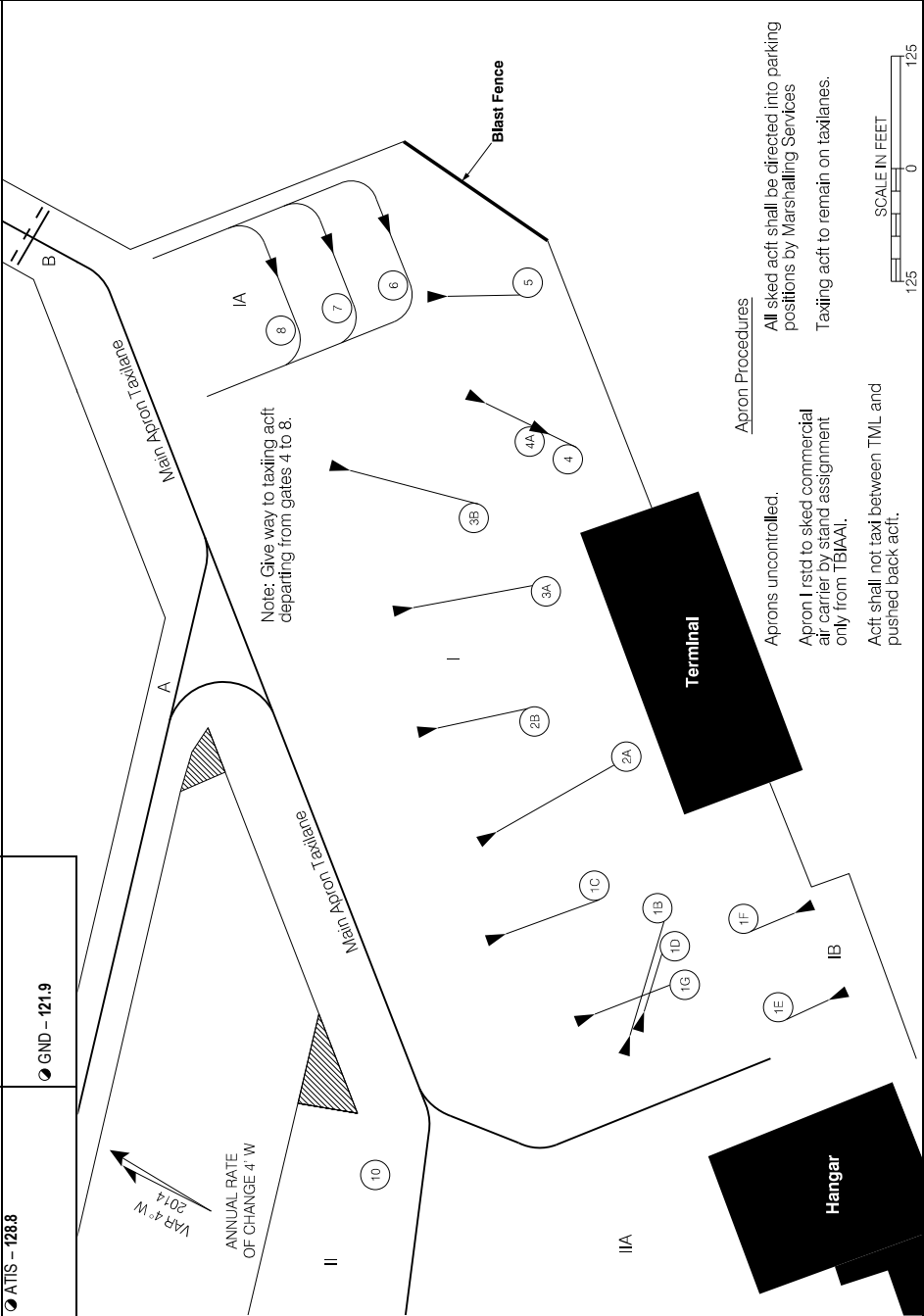
AERODROME CHART

EFF 7 AUG 25

CYQT

CYQT-AD

PARKING AREAS



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PARKING AREAS

EFF 7 AUG 25

CYQT

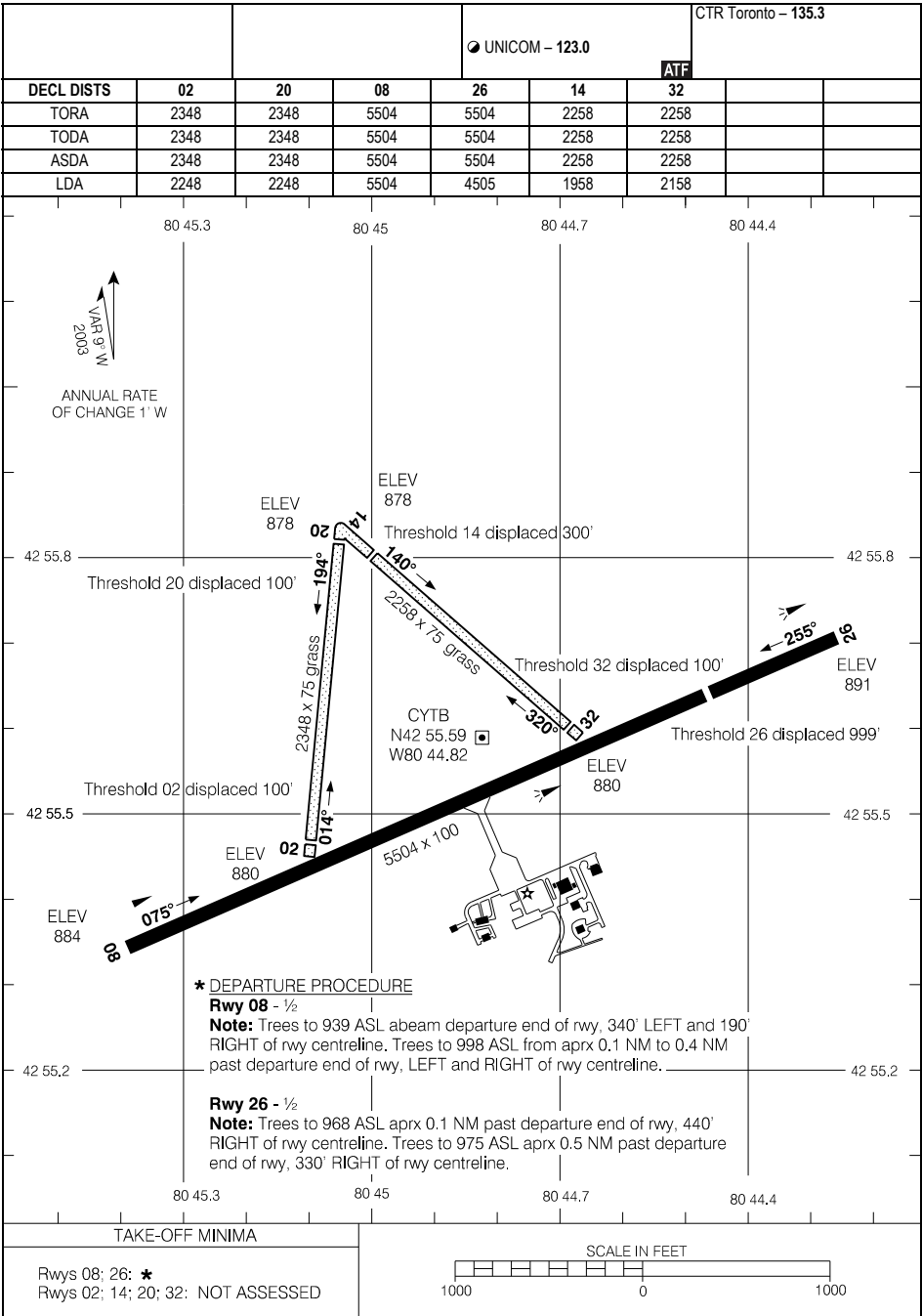
PARKING AREAS

Aircraft Parking Position

Position	Coordinates	Position	Coordinates
1B	482217.78N 0891847.56W	3B	482222.20N 0891843.42W
1C	482218.44N 0891847.55W	4	482221.51N 0891841.70W
1D	482217.61N 0891848.07W	4A	482221.84N 0891841.74W
1E	482216.32N 0891848.11W	5	482222.93N 0891840.12W
1F	482217.16N 0891847.16W	6	482224.27N 0891840.57W
1G	482217.34N 0891848.57W	7	482224.68N 0891841.37W
2A	482219.47N 0891846.12W	8	482225.10N 0891842.18W
2B	482220.48N 0891845.78W	10	482219.40N 0891853.46W
3A	482221.25N 0891844.20W		

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AERODROME CHART



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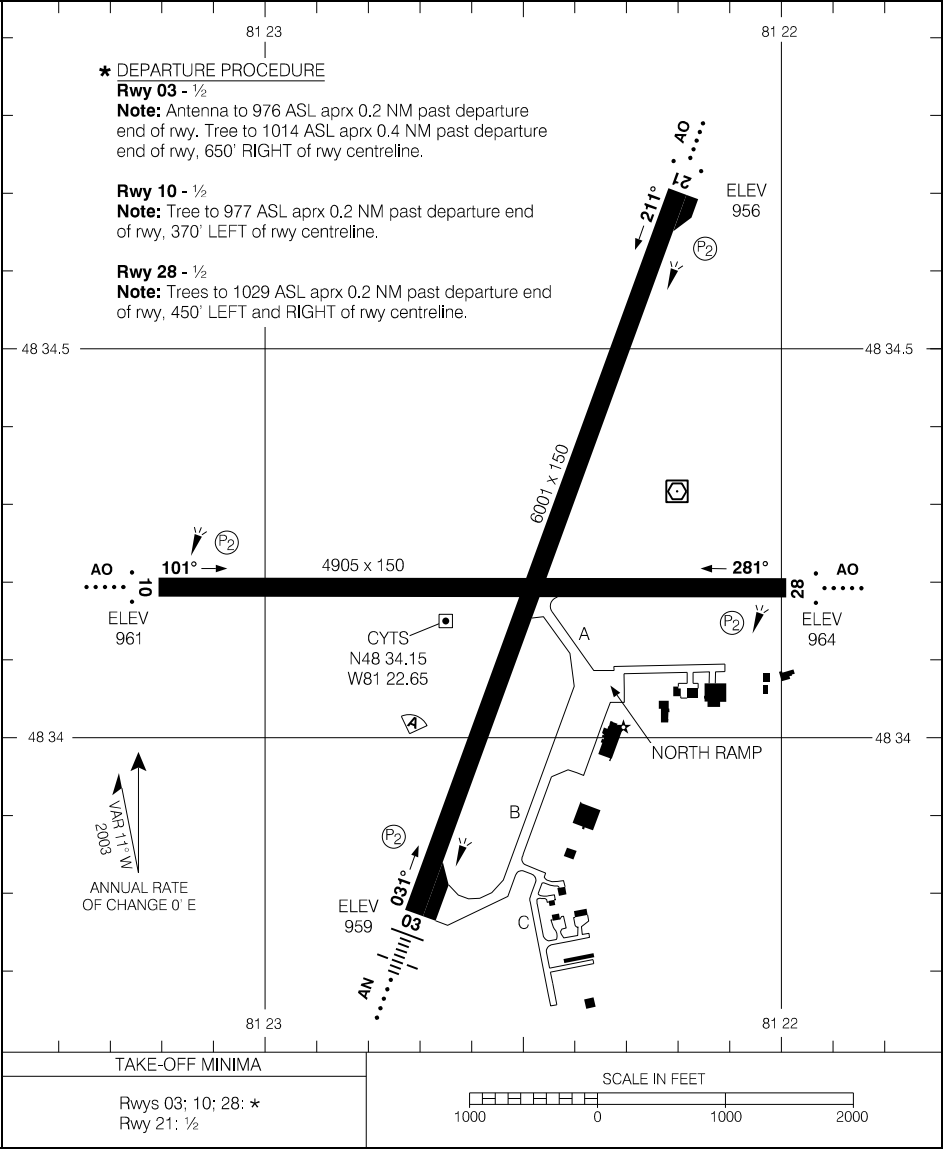
AERODROME CHART

EFF 7 AUG 25

CYTB

AERODROME CHART

ATIS – 124.95					RADIO – 122.3		CTR Toronto – 128.3	
							MF	
DECL DISTS	03	21	10	28				
TORA	6001	6001	4905	4905				
TODA	6601	6985	5889	5889				
ASDA	6001	6001	4905	4905				
LDA	6001	6001	4905	4905				



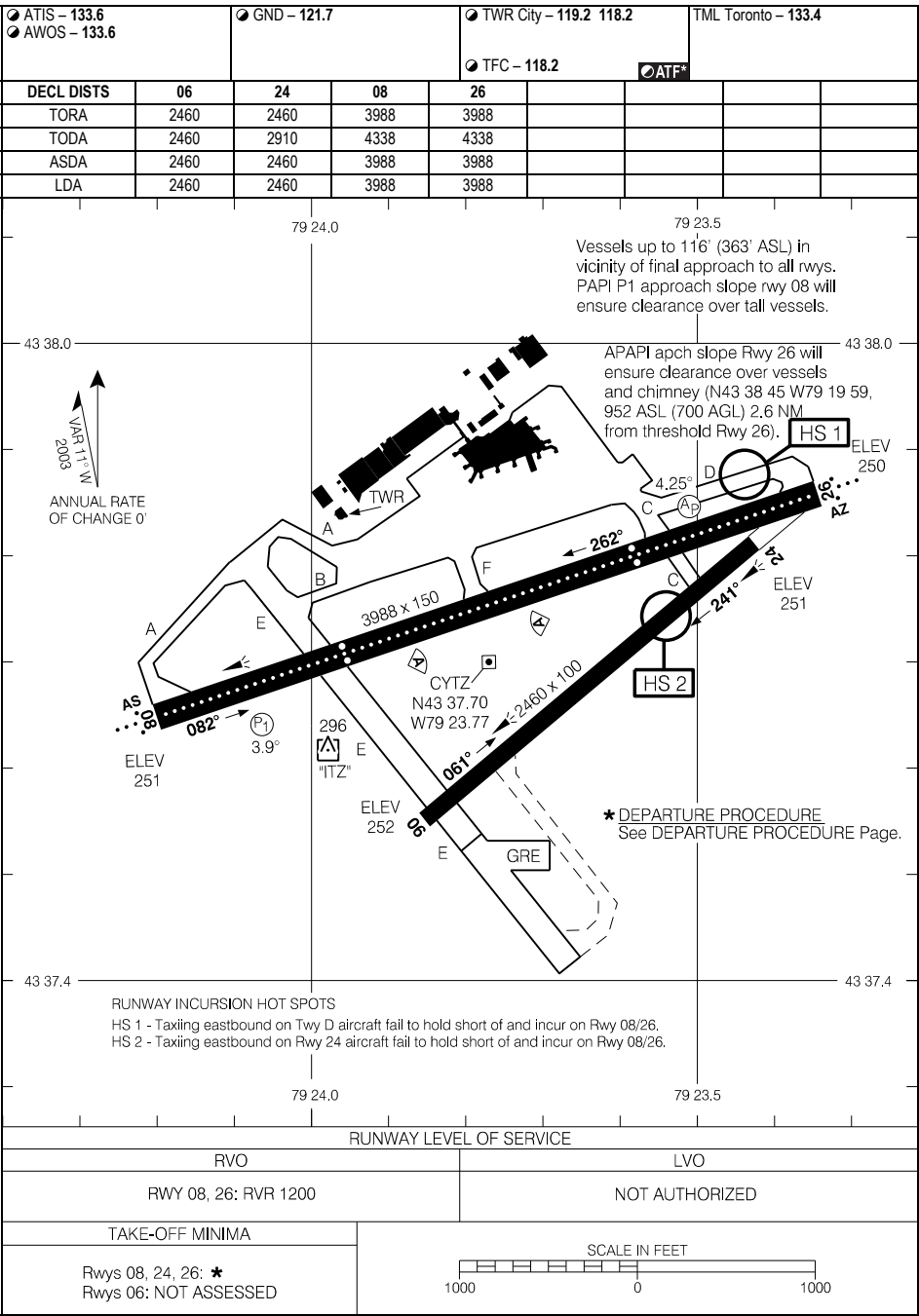
AERODROME CHART

CYTS

CYTZ-AD

TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON
CYTZ

AERODROME CHART



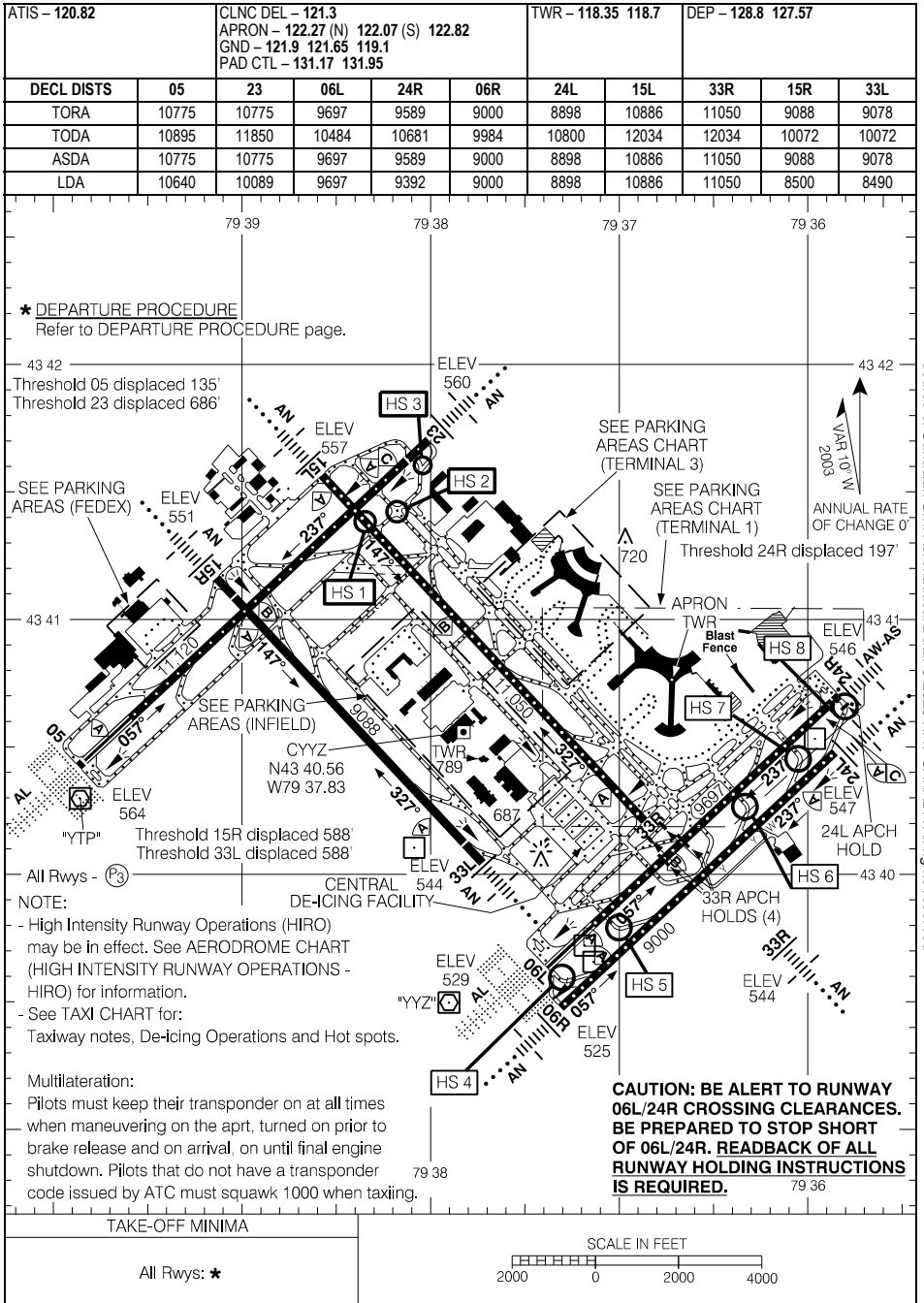
AERODROME CHART

EFF 17 APR 25

CYTZ

CYTZ-AD

AERODROME CHART



AERODROME CHART

EFF 27 NOV 25

AERODROME CHART (HIGH INTENSITY RUNWAY OPERATIONS – HIRO)

LDA for High Intensity Runway Operations				
From threshold rwy:	To exit point	LDA in ft	Preferred exit for med/heavy jet transport	Preferred exit for prop/turboprop transport
05	15R F P H3 15L B	5030 5630 6570 6670 8536 9278	H3	H3
06L	C1 C3	4790 6797	C3	C1
06R	D1 D3 D5	4424 5682 7483	D3 D5	D1
15L	B4 R S B1 B3	4050 5118 6154 6500 8250	B1 B3	B1
15R	F1	6276	F1	F1
23	H3 P F 15R H2 H4 J2	3427 3516 4449 5064 5176 6593 7577	H2 H4	H2
24L	D2 D4 D8	4061 5682 7883	D4 D8	D2
24R	C2 C4	5090 6984	C2 C4	C2
33L	F2 F4 H 05	4860 6060 6680 7424	F2 F4	F2
33R	B3 B1 S/B2 R B4 H 23	2805 4550 4895 5920 6994 9160 9900	B2 B4	B2

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AERODROME CHART (REDUCED TAKE-OFF RUNS)

When authorized by ATC, intersection departures are available as follows:

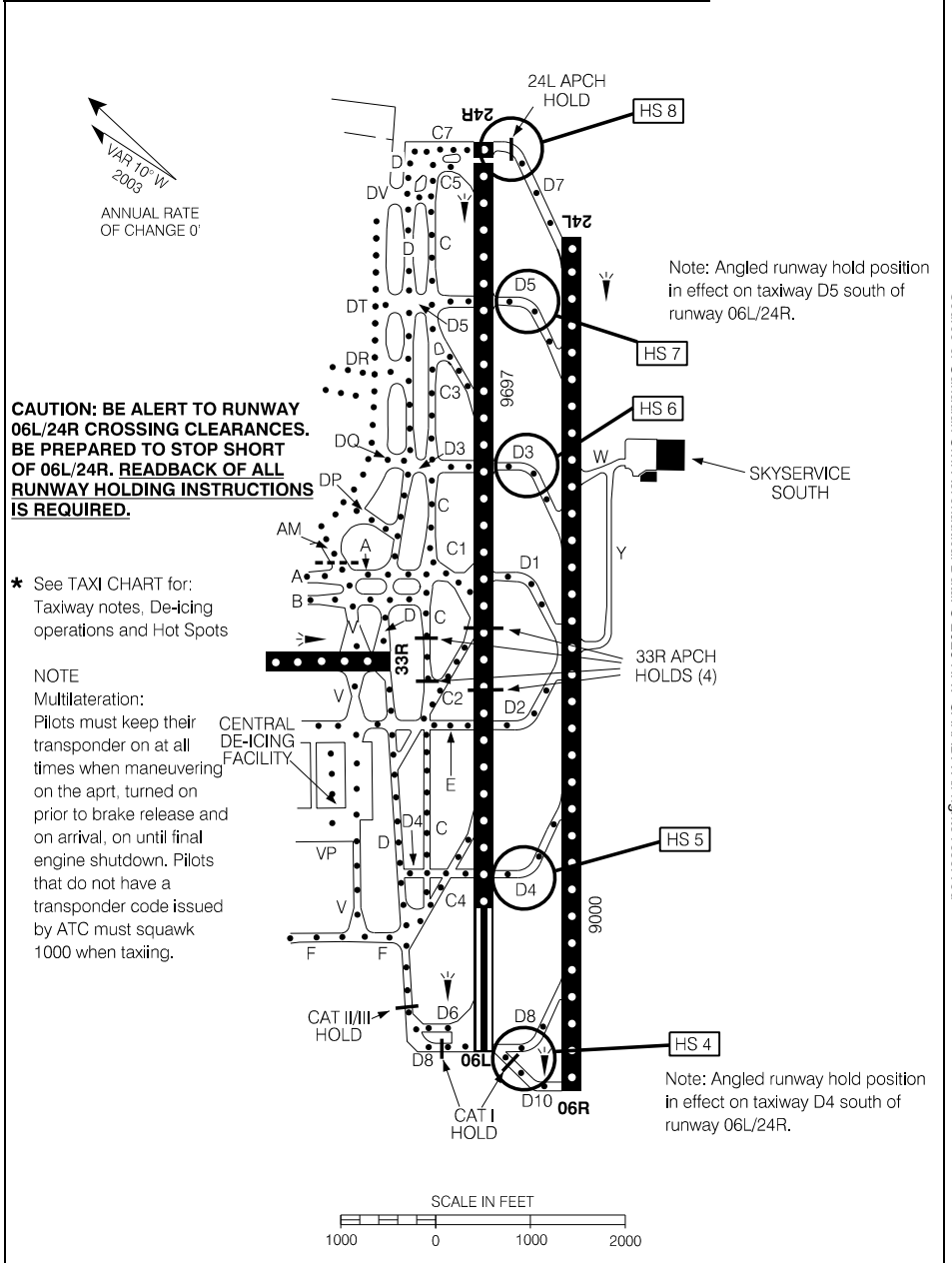
RUNWAY	INTERSECTION	RUNWAY REMAINING
05	J2	8120
	H4	7129
	H6	10512
06L	D4	7763
	C4	7182
06R	D8	7883
	D4	5682
	Y	4401
15L	H	8996
	N	7766
	B4	6841
15R	H	7270
	F4	6633
23	H/J	10246
	B	9058
24L	D5	7381
	Y	4753
	W	6567
24R	D5	7973
	C3	6693
33L	F1	6854
33R	V	10669
	T	9219
	B3	8251

Departures from holding bay inner centerlines rwy 06L/D6, 24R/C5 and 05/H6
subtract 263' from declared distances.

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ADVISORY CHART

ATIS - 120.82	CLNC DEL - 121.3 APRON - 122.27 (N) 122.07 (S) 122.82 GND - 121.9 121.65 119.1 PAD CTL - 131.17 131.95	TWR - 118.35 118.7
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TAXI CHART

Notes

Twy "K" is uncontrolled and is restricted to aircraft with wingspans of 41.15m/135ft (B757W) or less and an Aircraft Load Rating of 9.0 or less. Other aircraft may be authorized with prior approval from operator (416) 776-3056.

Discretionary oversteering required for aircraft with wingspans 38m/124ft (B757) or greater:

- Rwy 06L onto "E", "D3" and "D5".
- Rwy 24R onto "D3", "E", "D4" and "D10/D8 southbound".

A340-500/600, A350-900/1000, B777-300, and A380 discretionary oversteering required at all intersections.

Specific aircraft operations plan in effect for aircraft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include;

- No holding short of Runway 06L/24R after exit from Runway 06R/24L.
- Aircraft (as defined above) operations on any parallel taxiway system, such as Alpha-Bravo, Charlie-Delta, or Delta-Victor (Alpha to Echo), restrict operations on adjacent taxiway to aircraft with wingspans less than 36m.
- Strict adherence to taxiway centre line is required all times.
- Discretionary oversteering is required at all intersections.
- No taxiing on apron taxi lane between AJ and AK (between gates C31-C34).
- No taxiing on apron taxi lane between AJ and AT (between gates B15-B18).
- No turns from twy E onto CDF Pads 1 through 6.
- When aircraft on taxilane 5S, strict adherence to centreline. Taxilane 5 between 5A and 5D closed. Taxilane 6 between 6A and 6C closed, remainder of taxilane 6 restricted to aircraft with wingspan less than 36m/118'. Simultaneous use of taxilane 7 & 8, max span 64.9m/213'.
- No taxiing on twy D between twy D4 and twy E.
- No taxiing on twy B between rwy 05/23 and twy J.
- When aircraft taxiing within Holding Bays rwys 06L/24R/05, adjacent parallel taxilane restricted to aircraft with wingspans less than 36m.
- Tow only authorized onto parking stands H1 and H10.

While taxiing on twy V (Pad 1) and twy T (Pad 5) through the CDF strict adherence to the centreline is required. When in contact with ATC use Centre Lane. When in contact with Pad Control or Iceman, use assigned Lane. Pad 1 (twy V) and Pad 5 (twy T) Centre Lane will accommodate aircraft with wingspans 79.9m/261ft and smaller. Aircraft with wingspans less than 36m may use North/South Lanes.

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TAXI CHART

Hot Spots

Note: HS 4 to 8 - Short distance between parallel runways. Manage your taxi speed. Expect to hold short of parallel runway.

HS 1 – Taxiing northbound on rwy 33R aircraft fail to hold short of and incur on rwy 05/23.

HS 2 – Taxiing northbound on twy B aircraft miss turn onto twy H and incur on rwy 05/23.

HS 3 – Taxiing eastbound on twy H aircraft continue onto twy Q and incur on rwy 23.

HS 4 – Exiting rwy 24L onto twy D8 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 5 – Exiting rwy 24L onto twy D4 aircraft fail to hold short of and incur on rwy 06L/24R.

Note: Angled rwy hold position in effect on twy D4 south of rwy 06L/24R.

HS 6 – Exiting rwy 06R onto twy D3 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 7 – Exiting rwy 06R onto twy D5 aircraft fail to hold short of and incur on rwy 06L/24R.

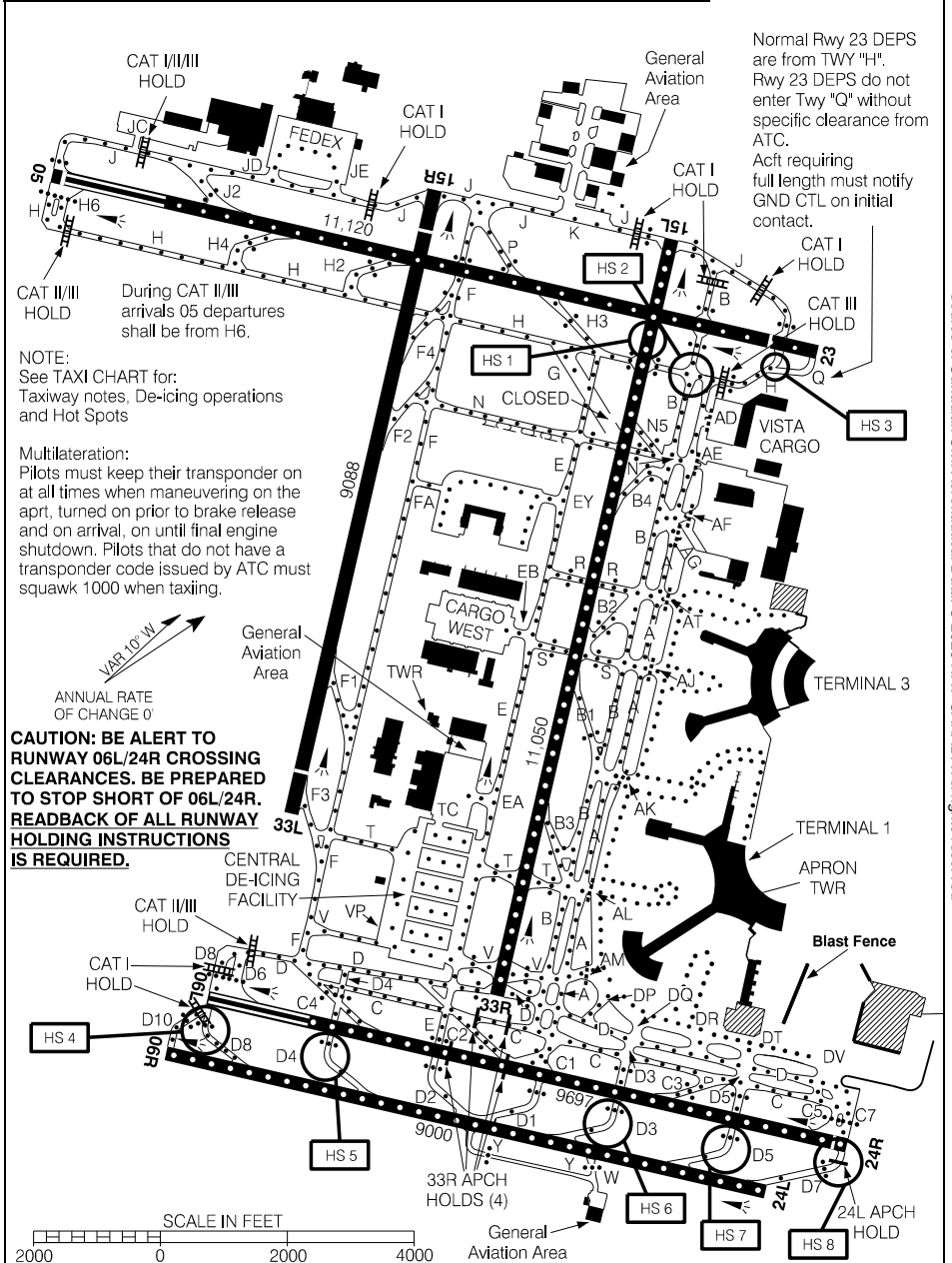
Note: Angled rwy hold position in effect on twy D5 south of rwy 06L/24R.

HS 8 – Taxiing southbound on twy D7 aircraft fail to hold short of the 24L approach hold line and incur on rwy 06R/24L.

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TAXI CHART

ATIS - 120.82	CLNC DEL - 121.3 APRON - 122.27 (N) 122.07 (S) 122.82 GND - 121.9 121.65 119.1 PAD CTL - 131.17 131.95	TWR - 118.35 118.7
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LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 to 600 ft)

Application

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast:

“LOW VISIBILITY PROCEDURES IN EFFECT”

General

Low Visibility Taxi Routes

Typical taxi routes are shown on the Low Visibility Taxi Charts. Taxiway surfaces are painted with enhanced yellow and black centerline markings. In addition, taxiways A, C, F, H, J, N, T, P, R, S, V, E, D, B, T1, and T3 aprons are equipped with green centreline lights. Yellow in-set taxiway intersection lights that consist of three lights spaced 1.5 meters apart at 90 degrees to the direction of travel are located at taxiway/taxiway intersections and apron entry/exit points coincident with lighted locations signs. Aircraft may be directed to hold or report by any of these positions.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the manoeuvring area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

Departures

When low visibility procedures are in effect the Departure runways are 05, 06L and 33R. Intersection take-offs from 06L are not authorized. Intersection take-offs on 33R from Victor Taxiway and on 05 from H6 may be assigned by ATC.

Sequencing of Aircraft Ground Movements for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima

1200 RVR
600 RVR

Minimum RVR for Start

1000 RVR
600 RVR

Stop Bar/Guard Light system

Each taxiway entrance onto runways 05, 06L and 33R is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (wig-wags) are installed at each end of the stop bar. When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

“AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR”

Arrivals

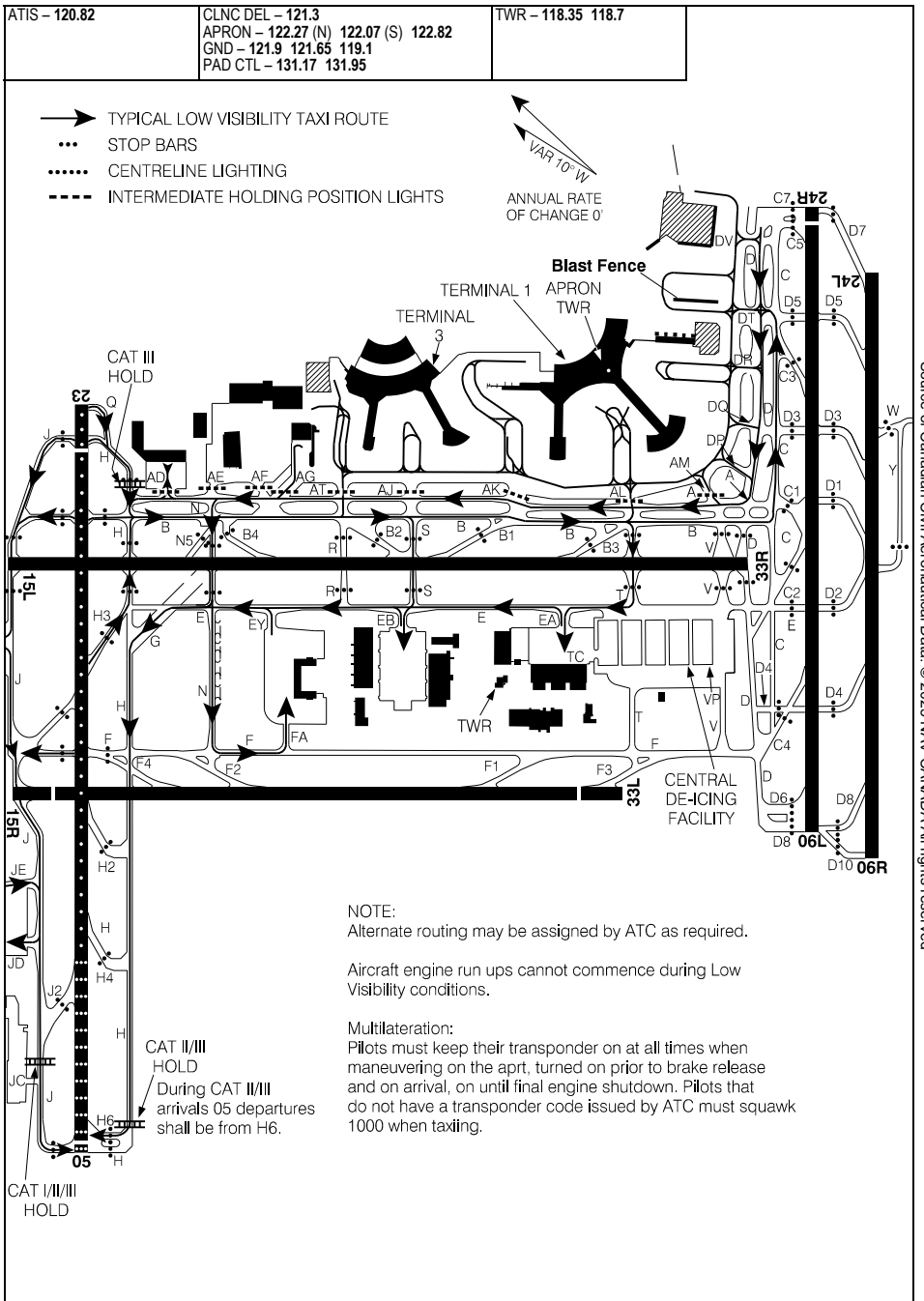
When low visibility procedures are in effect the Arrival runways are 05 and 06L. For 05, approved exits are Taxiways F (northbound), H3, B, H/J and Q. For 06L, approved exits are Taxiways C1, C3 and C7. Aircraft exiting either runway must proceed beyond the alternating green and yellow centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

LOW VISIBILITY TAXI CHART

LAND RWY 05, DEPART RWY 05 (RVR LESS THAN 1200 TO 600 FT)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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LAND RWY 05, DEPART RWY 05 (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

CYYZ

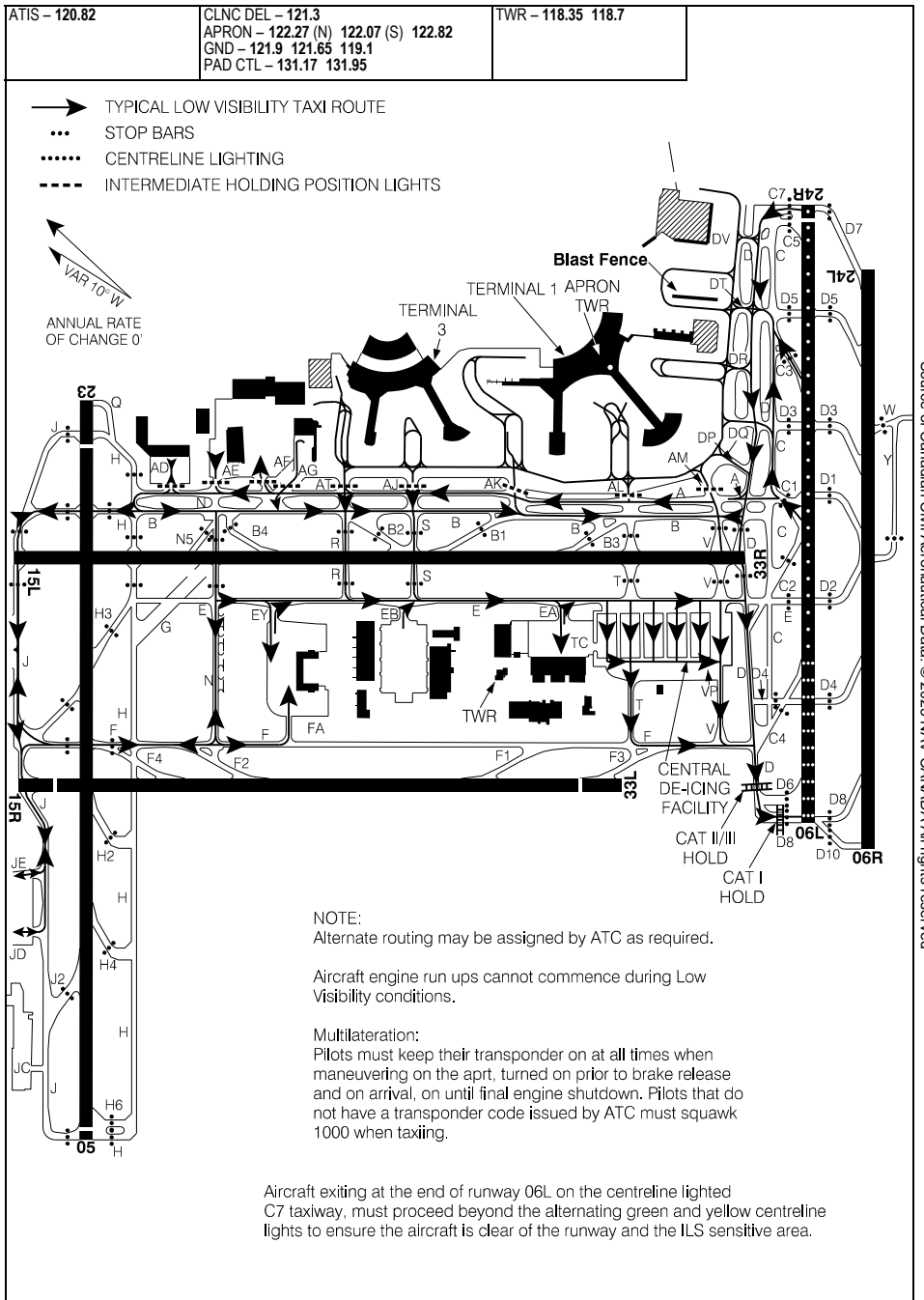
EFF 27 NOV 25

LOW VISIBILITY TAXI CHART

LAND RWY 06L, DEPART RWY 06L (RVR LESS THAN 1200 TO 600 FT)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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LAND RWY 06L, DEPART RWY 06L (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

CYYZ

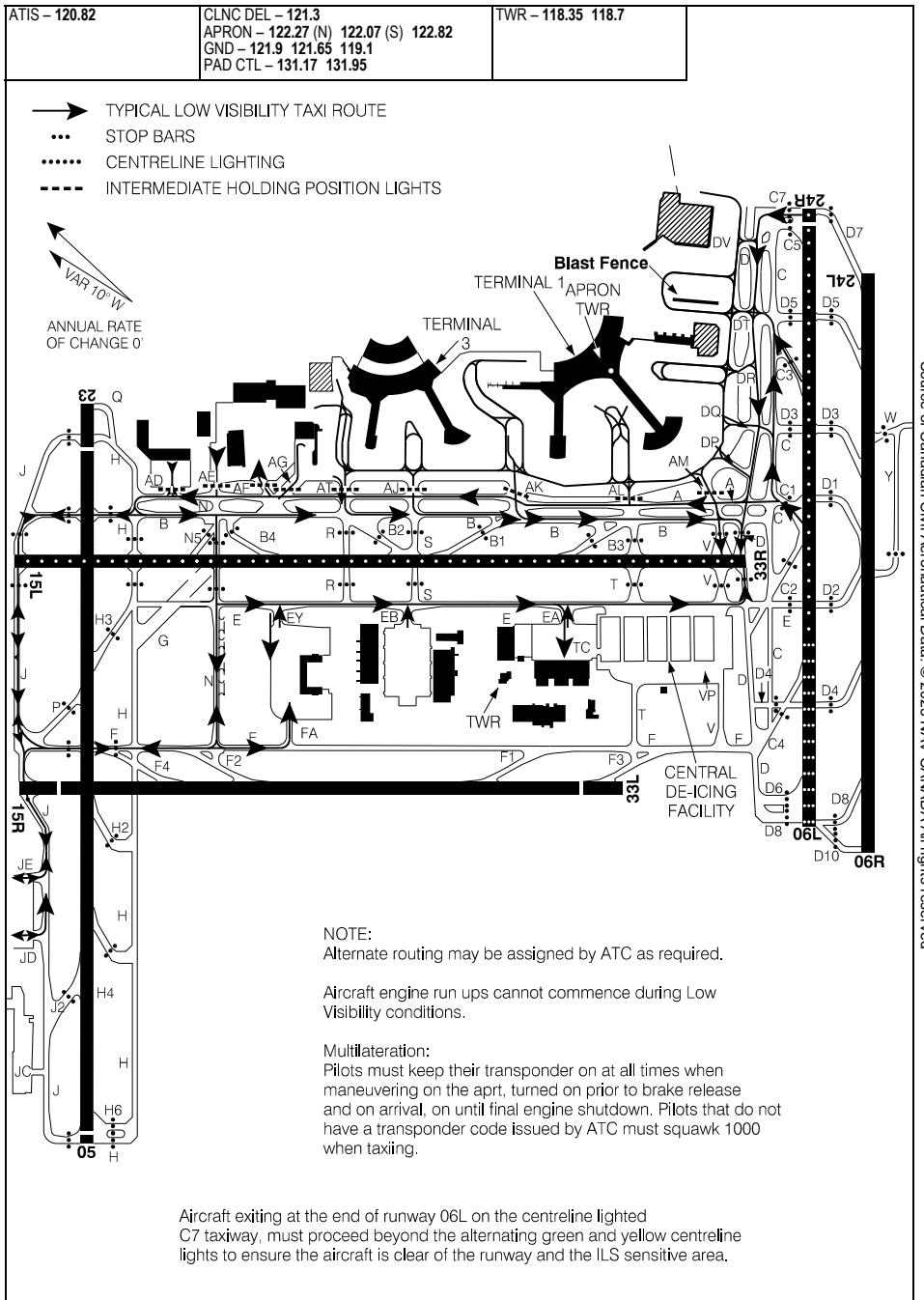
EFF 27 NOV 25

LOW VISIBILITY TAXI CHART

LAND RWY 06L, DEPART RWY 33R (RVR LESS THAN 1200 TO 600 FT)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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LAND RWY 06L, DEPART RWY 33R (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

CYYZ

EFF 27 NOV 25

DE-ICING OPERATIONS

CENTRAL DE-ICING FACILITY (CDF)

Overview

All de-icing ops are performed with acft engines oprg, unless otherwise advised by Pad Control or ICEMAN.

Pad 1 & 5

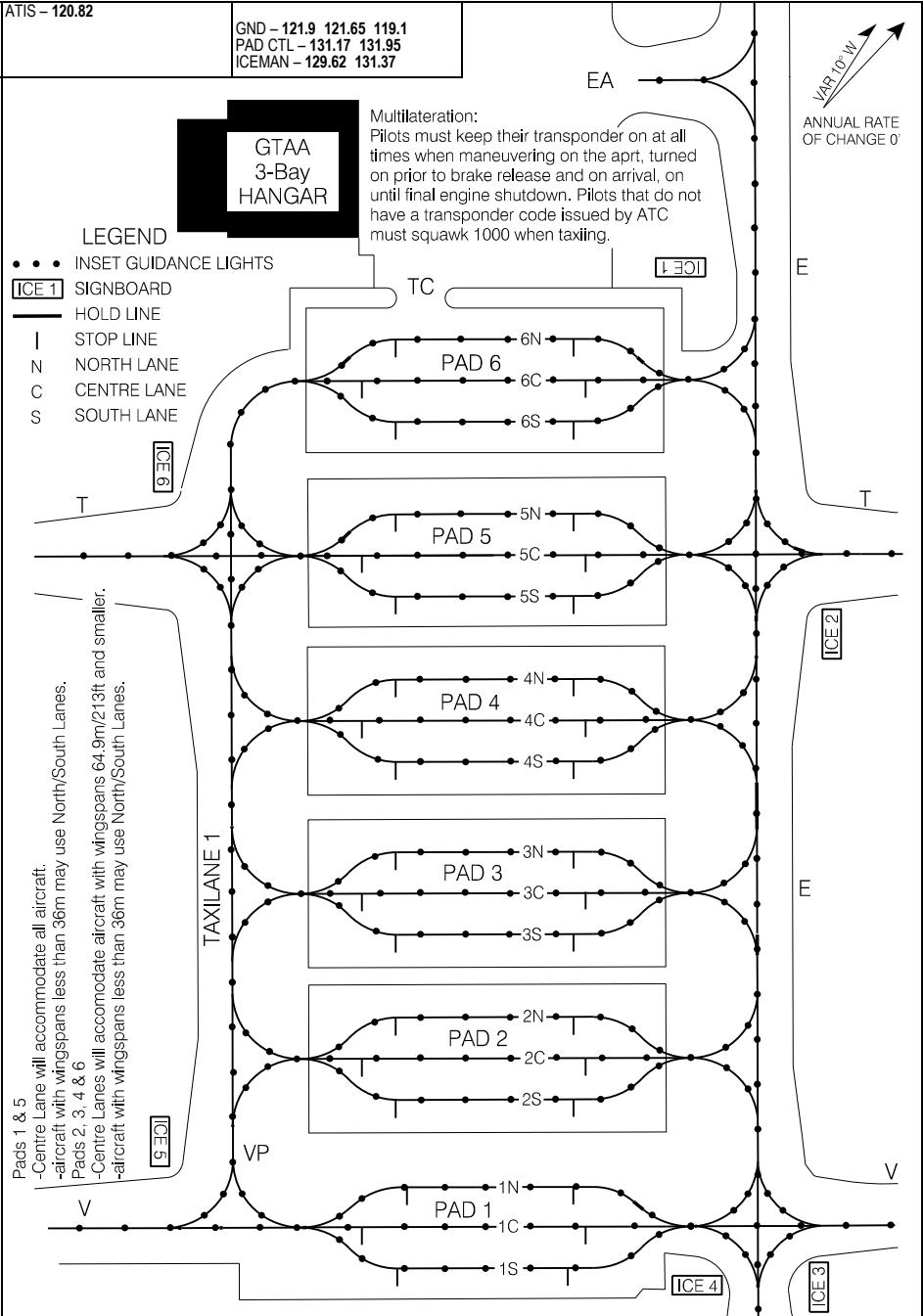
- Centre lane will accommodate all acft.
- Acft with wingspans less than 36m may use North/South lanes.

Pad 2, 3, 4 & 6

- Centre lanes will accommodate acft with wingspans 64.9m/213ft and smaller.
 - Acft with wingspans less than 36m may use North/South lanes.
1. Prior to departing Parking Position, ctc CLNC DEL/APRON/GND (as applicable) and advise, "ACFT DE-ICING REQUIRED".
 2. On twys T, V and E, hold short of ICE# and when directed by Ground Control monitor Pad Control on 131.17. Follow Pad Control taxi instructions to the entrance of the de-icing pad.
 3. When directed by Pad Control, ctc ICEMAN on the assigned freq. (129.62 or 131.37).
 4. Follow verbal instructions, guidance displays and lights (as applicable) into staging and/or de-icing bays.
 5. Once aircraft is in final stop position, brakes are set and aircraft configured for de-icing, ctc ICEMAN and advise, "BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
 6. After de-icing, do not move aircraft. Ctc Pad Control on 131.17 when instructed by ICEMAN to obtain taxi instruction.
 7. Follow Pad Control instruction designated exit points. When instructed by Pad Control ctc Ground Control on assigned freq.
 8. Specific aircraft operations plan in effect for aircraft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include:
 - For Central De-icing Facility (CDF) operations, no turns from twy E into any of the de-icing pads are permitted. The only taxi routes permitted for de-icing are via twy T into Pad 5 and via twy V into Pad 1.

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CENTRAL DE-ICING FACILITY



CENTRAL DE-ICING FACILITY

CYYZ

ENGINE FAN BLADE ICE SHEDDING PROCEDURES

The completion of aircraft engine run-up for engine fan blade ice shedding must be conducted on taxiways. Strict adherence to the centerline is mandatory during engine fan blade ice shedding. Proper coordination with air traffic control (ATC) (clearance delivery or ground) is required.

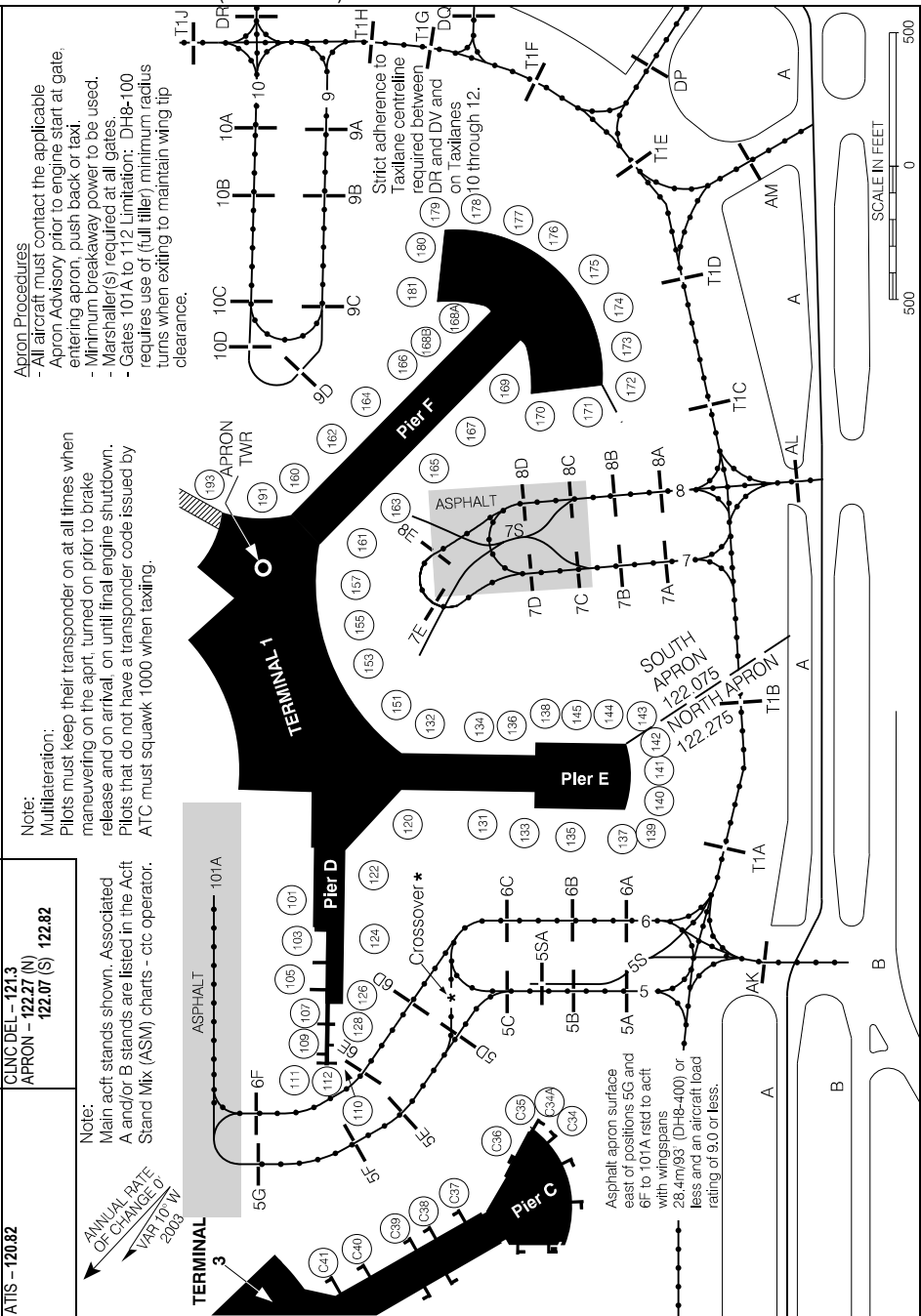
On initial contact with Clearance Delivery (121.3 MHz), flight crews shall advise:

- De-icing requirements
- Run-up requirement prior to take-off
- Duration of run-up (if required)

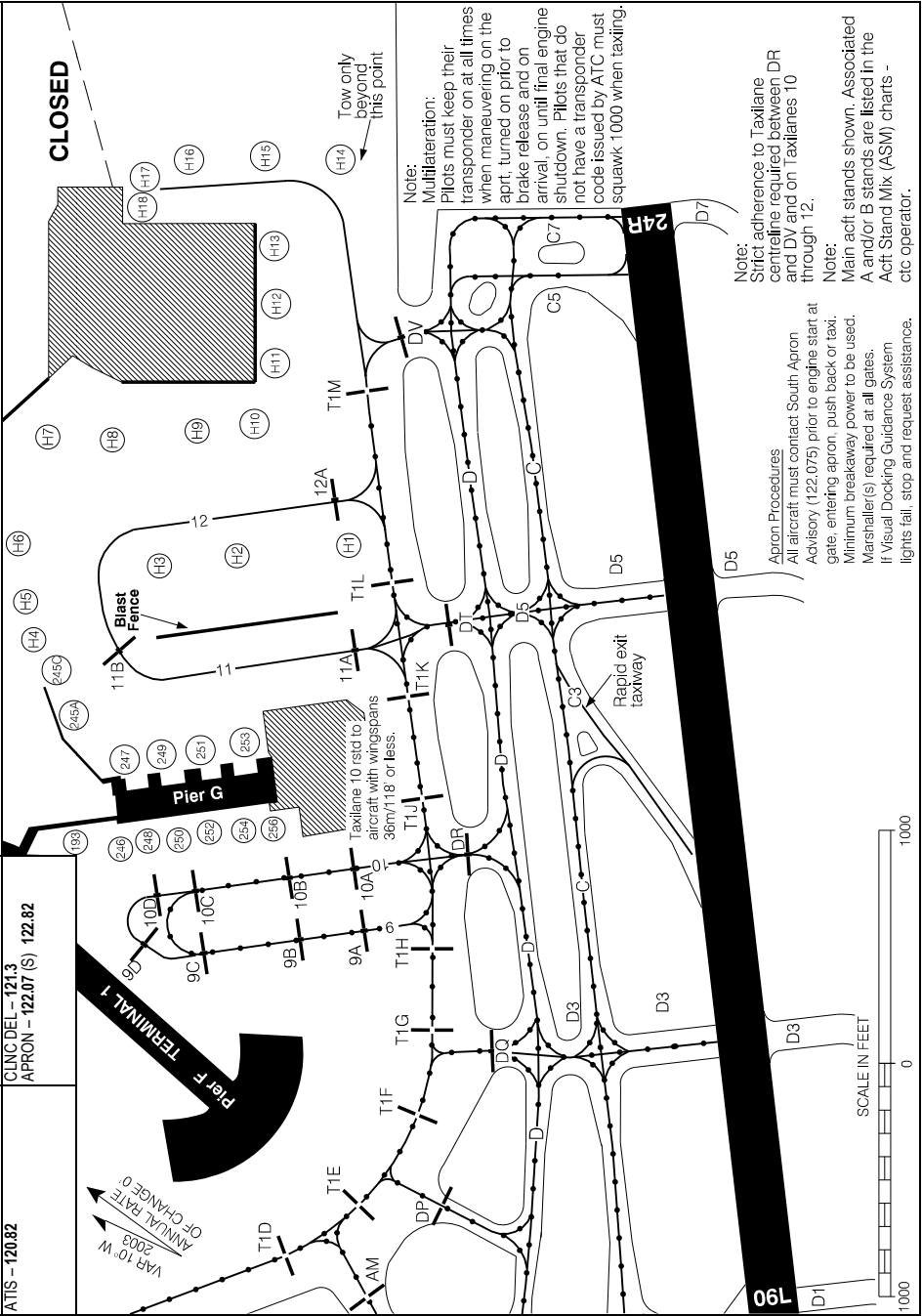
Should taxiway surface conditions make engine run-up unsafe, flight crews shall coordinate with ATC to have the run-up conducted at the takeoff position.

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PARKING AREAS (TERMINAL 1)



PARKING AREAS (TERMINAL 1 EAST HOLD)

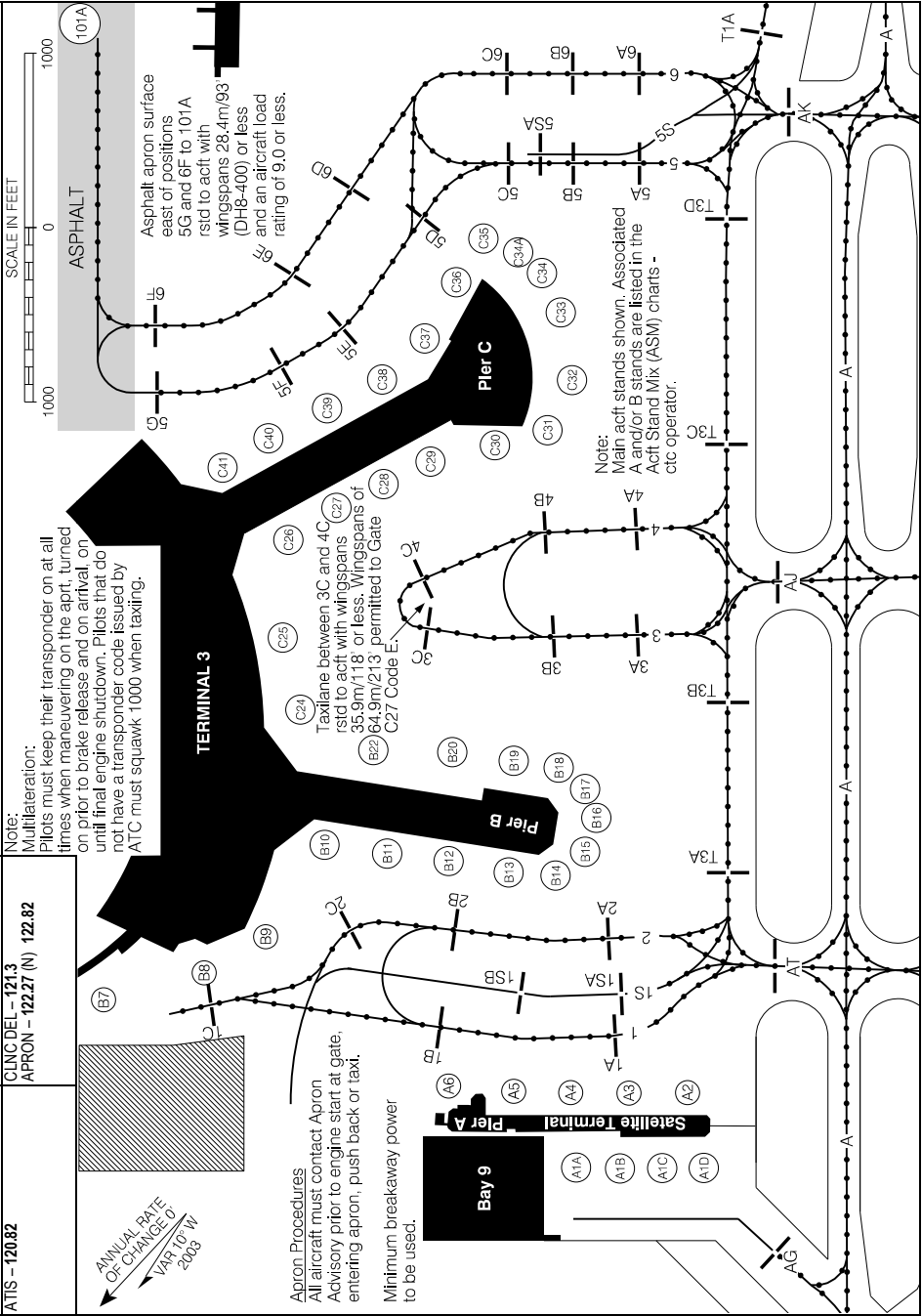


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PARKING AREAS (TERMINAL 1 EAST HOLD)

EFF 27 NOV 25

PARKING AREAS (TERMINAL 3)



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PARKING AREAS (TERMINAL 3)

EFF 27 NOV 25

CYYZ

TAXILANE LIMITATIONS

Taxilane	Taxilane Segment	Acft Code/ Limitation	Max Wingspan	Comments
Pier A North	Between AG and Gate A1A	DH8-400	28.4m/93'	
1	Between AT & Stand B8	C	36m/118'	
	Between Stand B8 & Stand B7D	DH8-400	28.4m/93'	
1S	Between AT and Hangar	E	65m/213'	
2	Between AT and Hangar	D	51.9m/170'	
2	Between 2C & Stand B8	C	36m/118'	
1 / 2	1B/2B Radius	C	36m/118'	
3	Between AJ & 3B	E	65m/213'	
	Between 3B & 3C	C	36m/118'	Code E to Stand C29 & C27
4	Between AJ & 4B	E	65m/213'	
	Between 4B & 4C	C	36m/118'	Code E to Stand C29 & C27
3 / 4	3B/4B Radius	D	51.9m/170'	
	3C/4C Radius	C	36m/118'	
N/S	Between AT & AK	E	65m/213'	
5	Between AK & 5E	E	65m/213'	AK to 5D closed when Lane 5S in use.
	Between 5E & 5G	D	51.9m/170'	
5S	Between AK & Stand C35	F	79.9m/262'	A380 only. Strict Adherence to C/L. Closes Lane 5A-5D. Lane 6 between 6A and 6C closed, remainder of Lane 6 restricted to Code C or smaller.
5-6	Crossover	E	65m/213'	Closed when Lane 5S in use
6	Between AK & 6C	E	65m/213'	Code E allowed to Stand 124. AK to 6C closed when Lane 5S in use.
	Between 6C & 6D	C	36m/118'	Code E allowed to Stand 124. No code E push tail East onto Lane 6 from Stand 124.
	Between 6D & 6F	C	36m/118'	
	Between 6F & Stand 101	DH8-400	28.4m/93'	
5 / 6	5C/6C Radius	E	65m/213'	No B777 due to Jet Blast
	5G/6F Radius	C	36m/118'	
7	Between AL & 7D	F	79.9m/262'	Simultaneous use of lane 7 & 8, Max span 64.9m/213', Code E
	Between 7D & 7E	C	36m/118'	Code D allowed to stand 151
8	Between AL & 8D	F	79.9m/262'	Simultaneous use of lane 7 & 8, Max span 64.9m/213', Code E
	Between 8D & 8E	C	36m/118'	
7 / 8	7D/8D Radius	F	79.9m/262'	
	7E/8E Radius	C	36m/118'	
7S	Between 7C & 7S	E	65m/213'	
	Between 8C & 7S	E	65m/213'	
	Between 7S & 151	E	65m/213'	No 77W/773, Closes Taxilane 7 & 8 beyond 7C/8C.
	Between 7S & 161A	E	65m/213'	Closes Taxilane 7 & 8 beyond 7C/8C.
N/S	Between AK & AM	F	79.9m/262'	
9	Between DR & 9C	E	65m/213'	
	Between 9C & 9D	C	36m/118'	

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TAXILANE LIMITATIONS

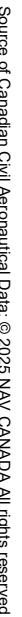
CYYZ

TAXILANE LIMITATIONS

Taxilane	Taxilane Segment	Acft Code/ Limitation	Max Wingspan	Comments
10	Between DR & 10D	C	36m/118'	
9 / 10	9C/10C Radius	C	36m/118'	
	9D/10D Radius	C	36m/118'	
E/W	Between AM & DV	F	79.9m/262'	Strict adherence to C/L
11	Between DT & H4	E	65m/213'	Strict adherence to C/L
12	Between H1/H10 & H4	E	65m/213'	Strict adherence to C/L
E/W	Between DV & H12B	E	65m/213'	
E/W/N/S	Between H12B & H18	E	65m/213'	Tow Operations Only

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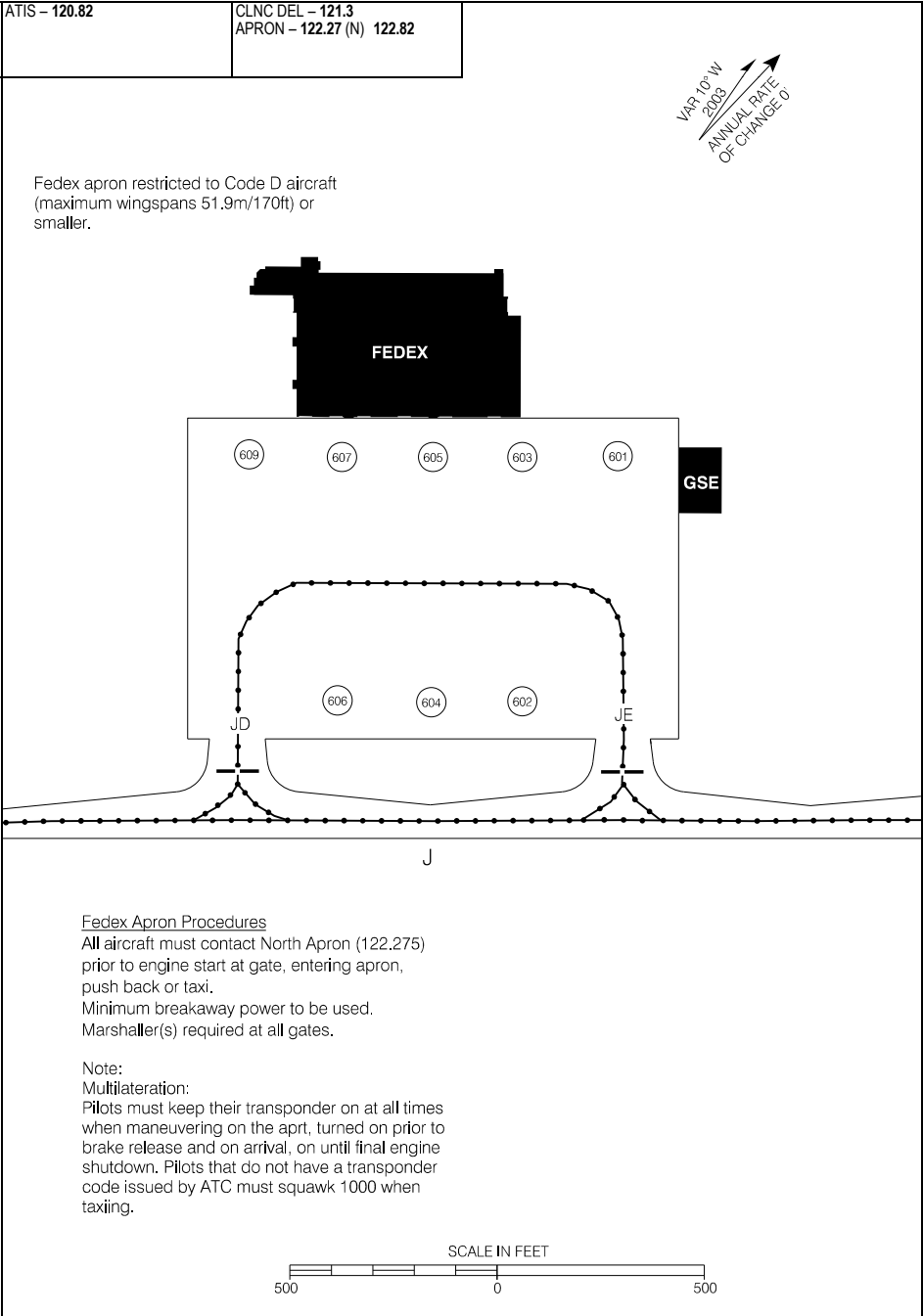
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CYYZ

CYYZ-APD-6

PARKING AREAS (FEDEX)

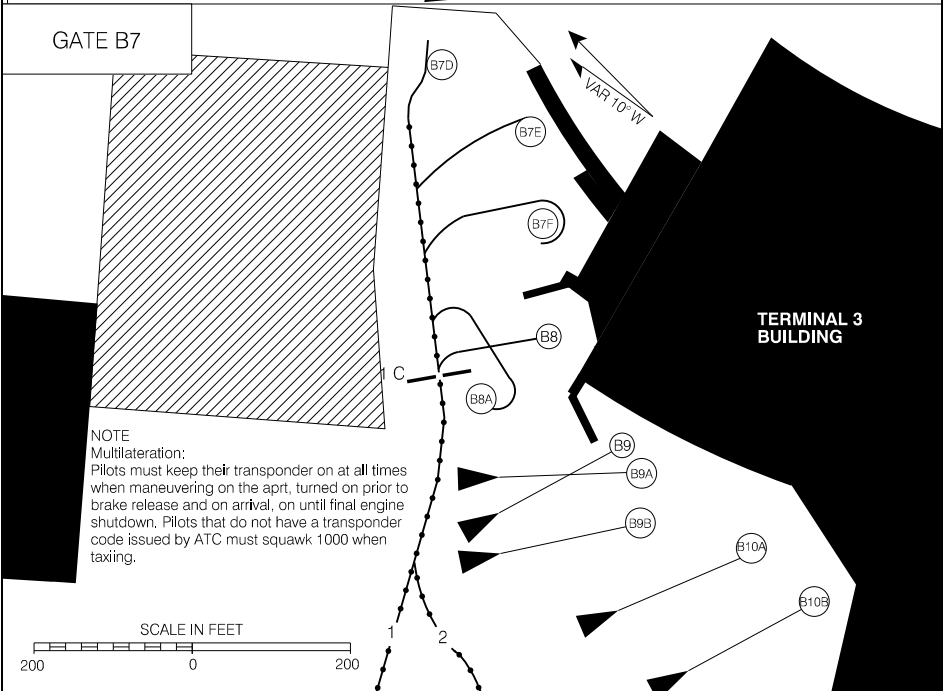
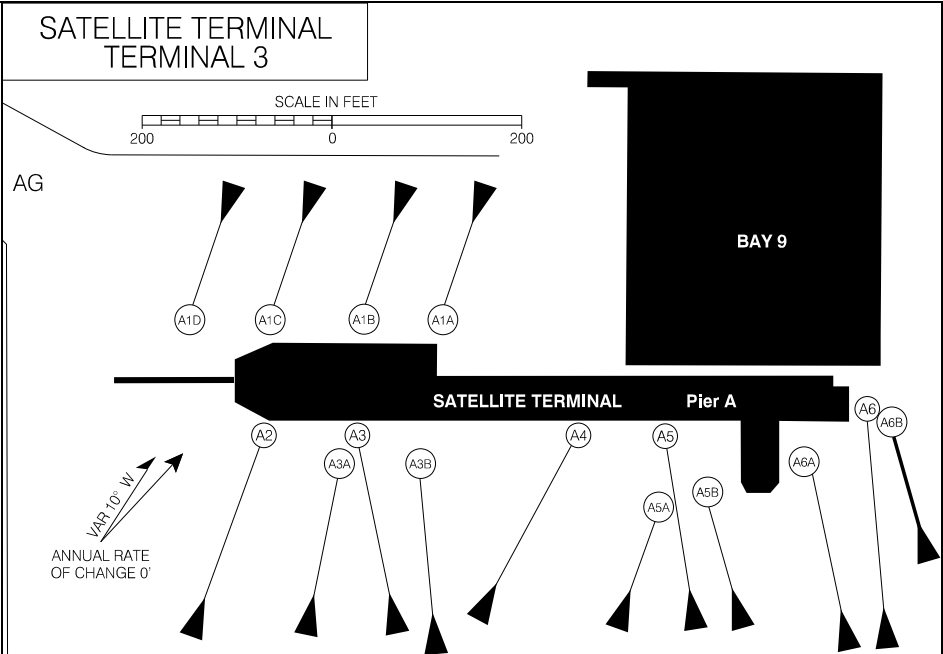


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PARKING AREAS (FEDEX)

CYYZ

COMMUTER PARKING AREAS



COMMUTER PARKING AREAS

CYYZ

TORONTO/OSHAWA EXECUTIVE AIRPORT, ON
CYOO

CY00

78 54

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
220 FT/NM	330	440	520	590	660	740	920	1100

78 53.5

VAR 11°W
2015
ANNUAL RATE OF CHANGE 1°E

43 55.6

43 55.6

ELEV 461

Threshold 12 displaced 254'

122°

21'

4s

B

IV

C

VI

V

II

D

T1

T2

ELEV 460

228°

Down 0.6%

2634 x 100

CYOO
N43 55.37
W78 53.78

5057 x 100

A

I

III

VI

B

P2

C

5057 x 100

P1

4s

046°

ELEV 444

TWR

B

P2

E

302°

30'

4s

ELEV 448

Threshold 30 displaced 554'

43 55.2

43 55.2

78 54

78 53.5

*** DEPARTURE PROCEDURE**
Rwy 05 - ½ - Requires a minimum climb gradient of **220 ft/NM** to **1400'**.
Note: Trees to 542 ASL aprx 0.1 NM past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross aprt at or above **1300 BPOC**.

Rwy 12 - ½
Note: Trees to 525 ASL aprx 0.1 NM past departure end of rwy, 120' LEFT and 300' RIGHT of rwy centreline.

Rwy 23 - ½
Note: Trees to 486 ASL aprx 0.1 NM past departure end of rwy.

Rwy 30 - ½
Note: Trees to 565 ASL aprx 0.1 NM past departure end of rwy and abeam departure end of rwy, 320' LEFT of rwy centreline.

TORA FOR INTERSECTION DEPARTURES		
RWY	INTXN	TORA In ft
30	B	4195

78 54

78 53.5

RUNWAY LEVEL OF SERVICE

RVO

LVO

RWY 12, 30: (½sm)

NOT AUTHORIZED

TAKE-OFF MINIMA

All Rwys: *

SCALE IN FEET

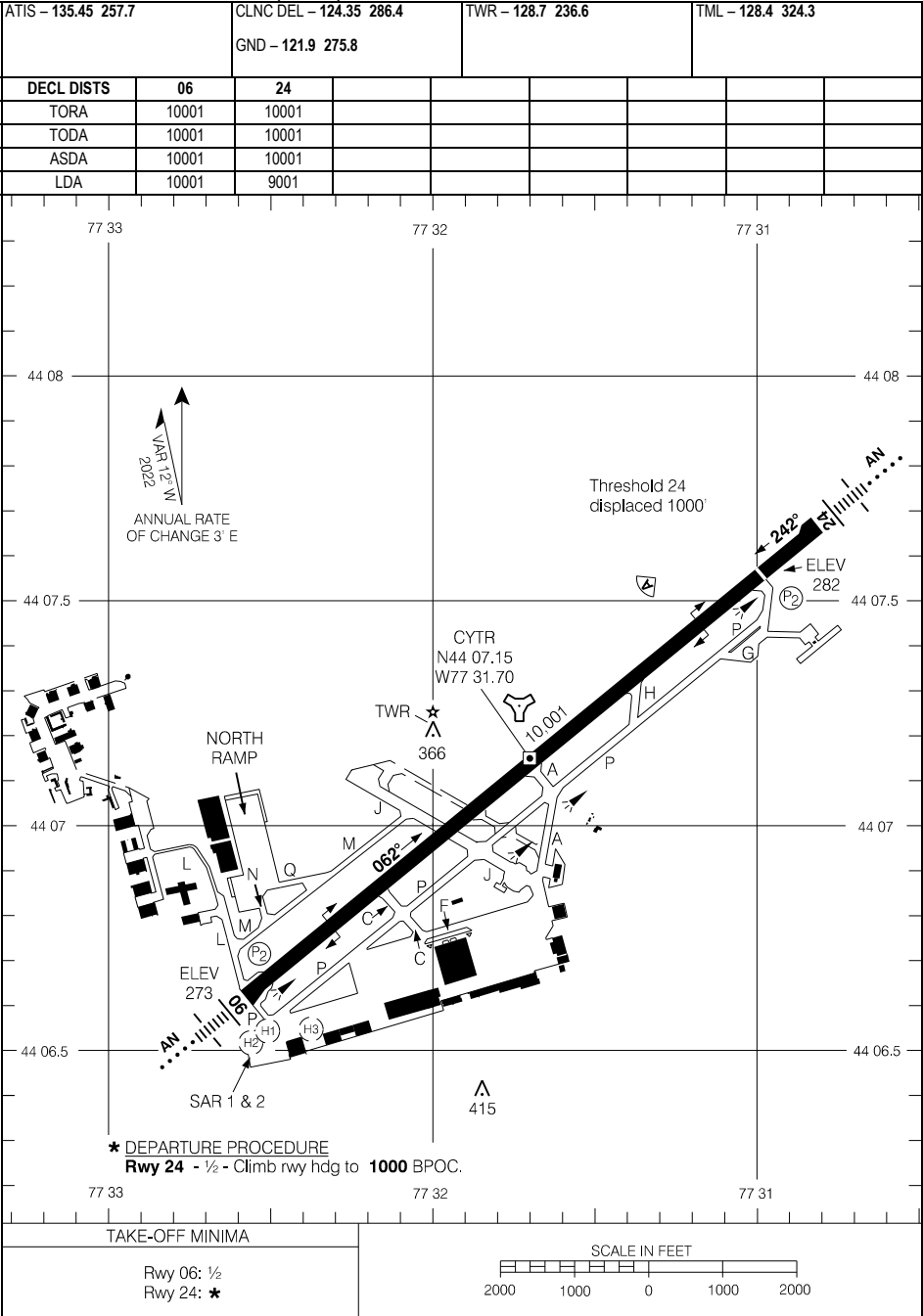
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CY00

CYOO-AD

AERODROME CHART (DND)



AERODROME CHART (DND)

EFF 5 OCT 23

CYTR

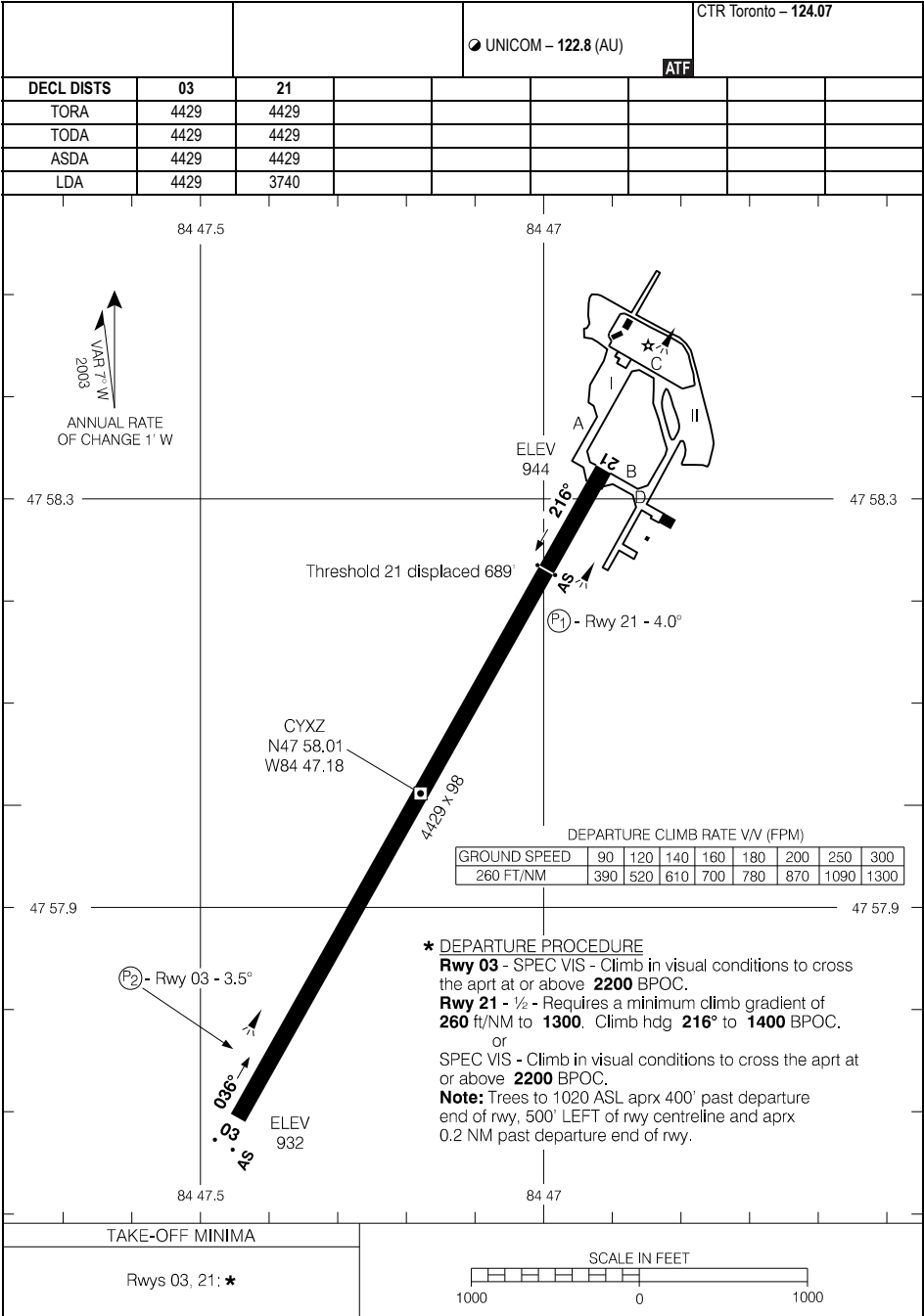
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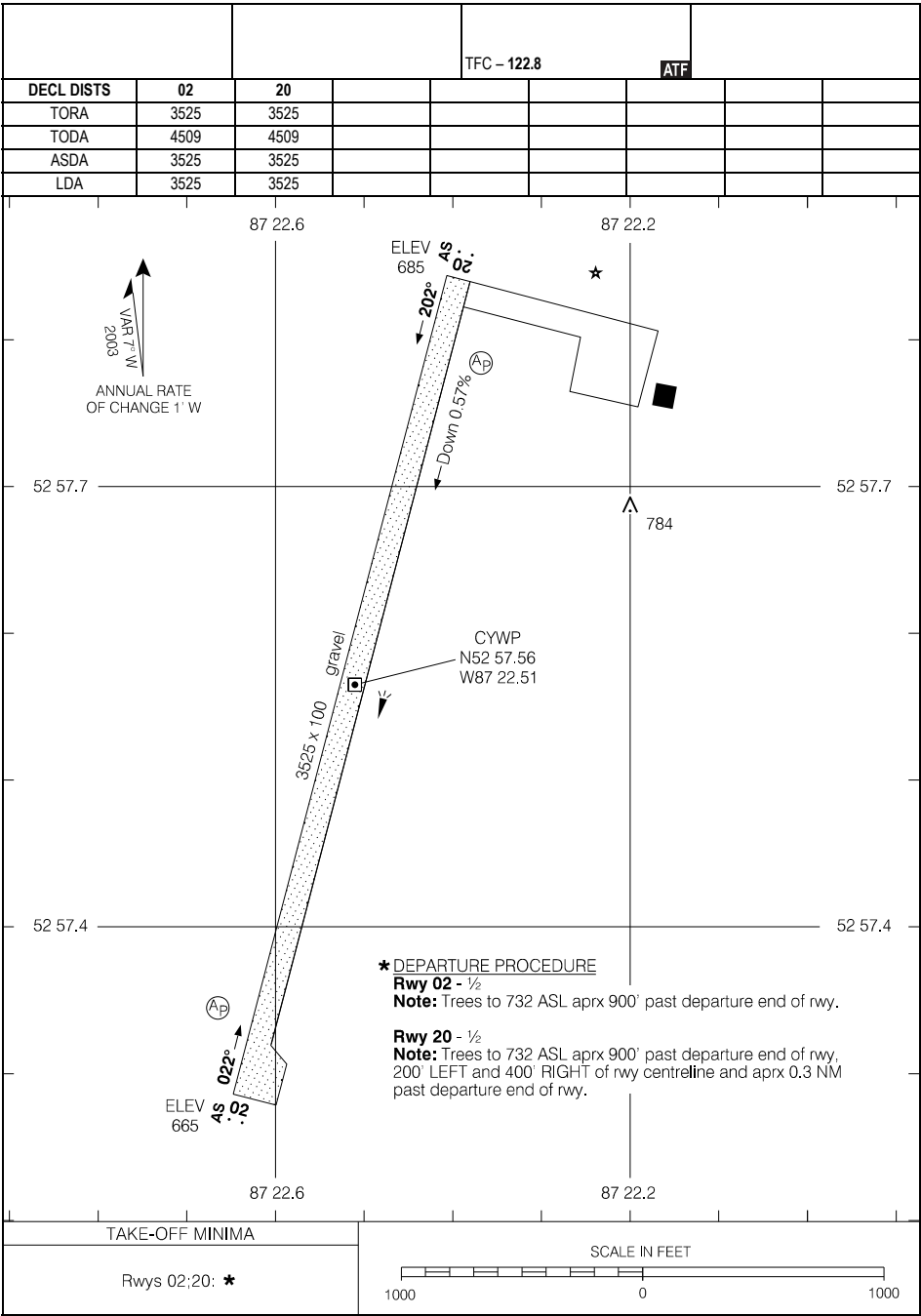
EFF 2 OCT 25

CYTR-APD

AERODROME CHART



AERODROME CHART



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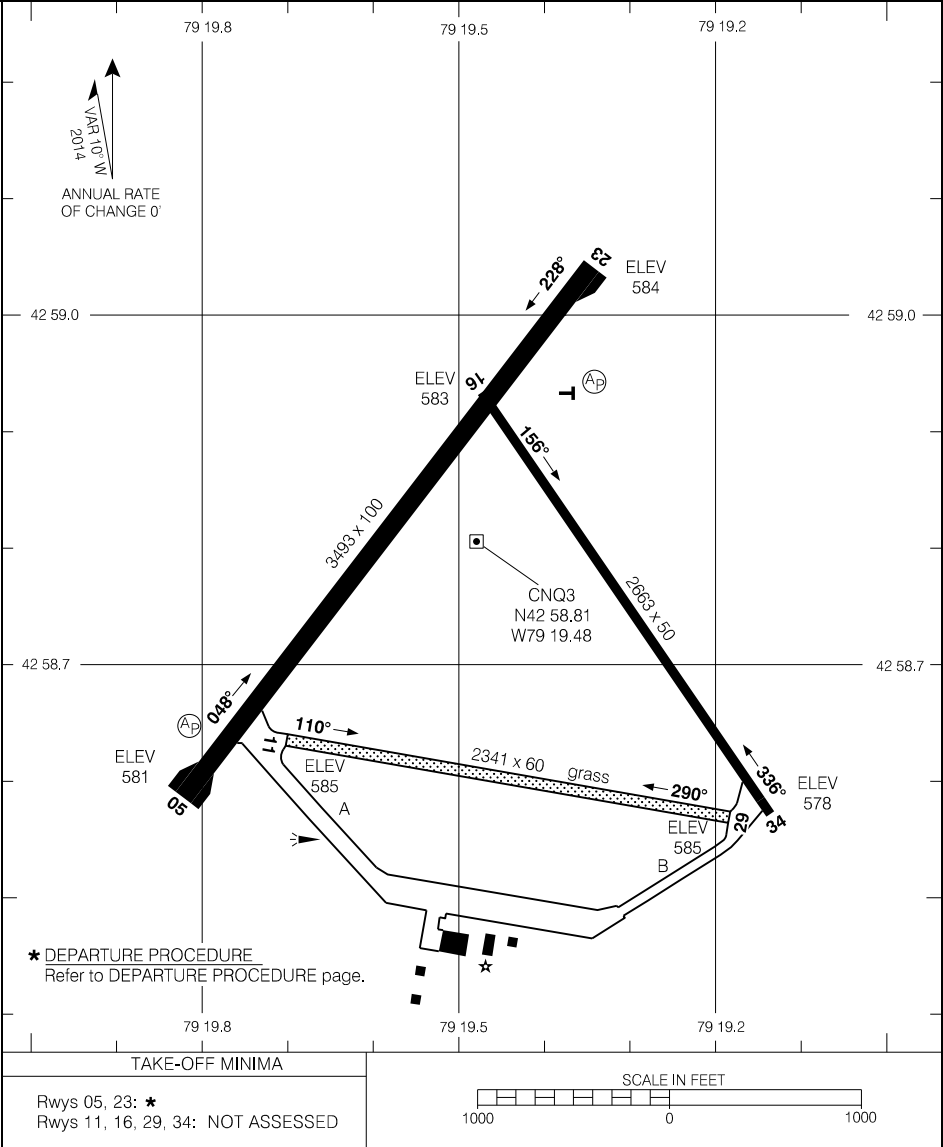
AERODROME CHART

EFF 17 APR 25

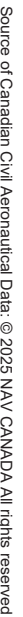
CYWP

CNQ3-AD
WELLAND/NIAGARA CENTRAL DOROTHY RUNGELING, ON
CNQ3

		UNICOM – 123.5				TML Toronto – 133.4 (N) ARR Buffalo – 126.5 (S)		
		ATF						
DECL DIST	05	23	16	34				
TORA	3493	3493	2663	2663				
TODA	3493	3493	2663	2663				
ASDA	3493	3493	2663	2663				
LDA	3493	3493	2663	2663				



CYVV

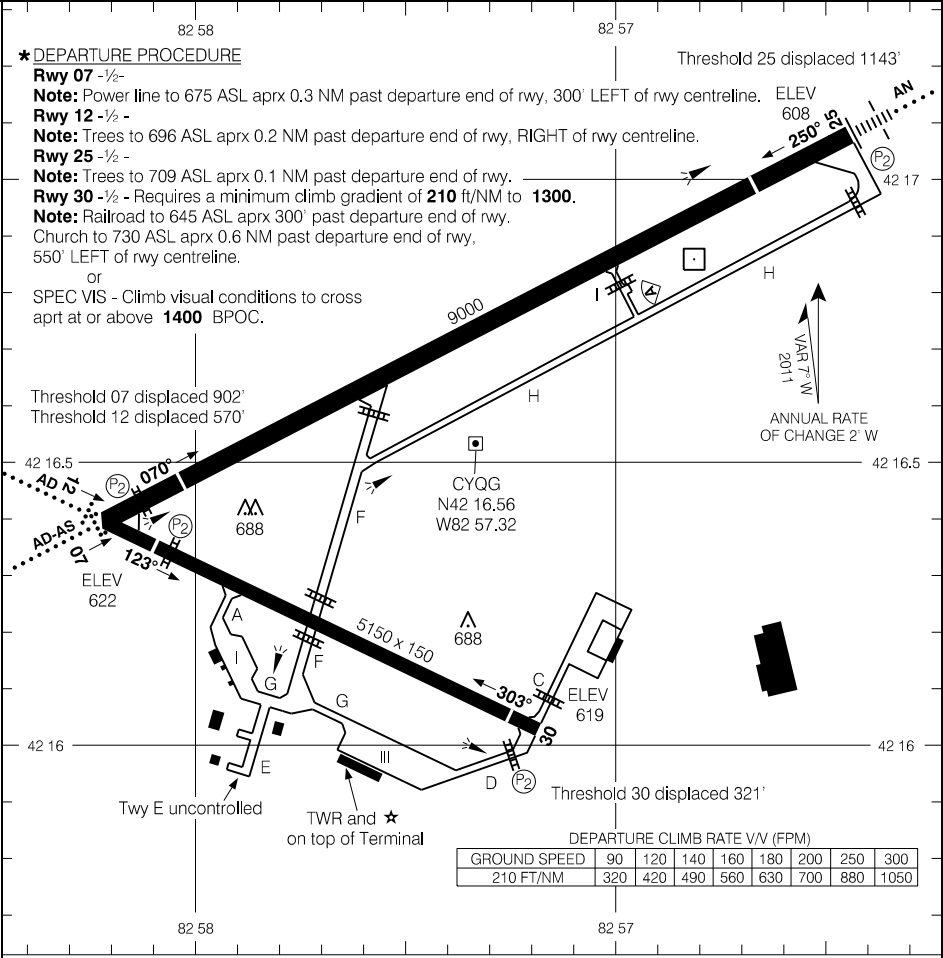
MF

CYVV

CYVV-AD

AERODROME CHART

● ATIS – 134.5		● GND – 121.7		● TWR – 124.7		● TFC – 124.7		● MF*		ARR Detroit – 118.95 132.35 134.3 284.0 RADIO London – 123.37	
DECL	DISTS	07	25	12	30						
TORA		9000	9000	5150	5150						
TODA		9984	9330	5445	5445						
ASDA		9000	9000	5150	5150						
LDA		8098	7857	4580	4829						



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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 07, 25: RVR 1200 (1/4sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
All Rwys: *	

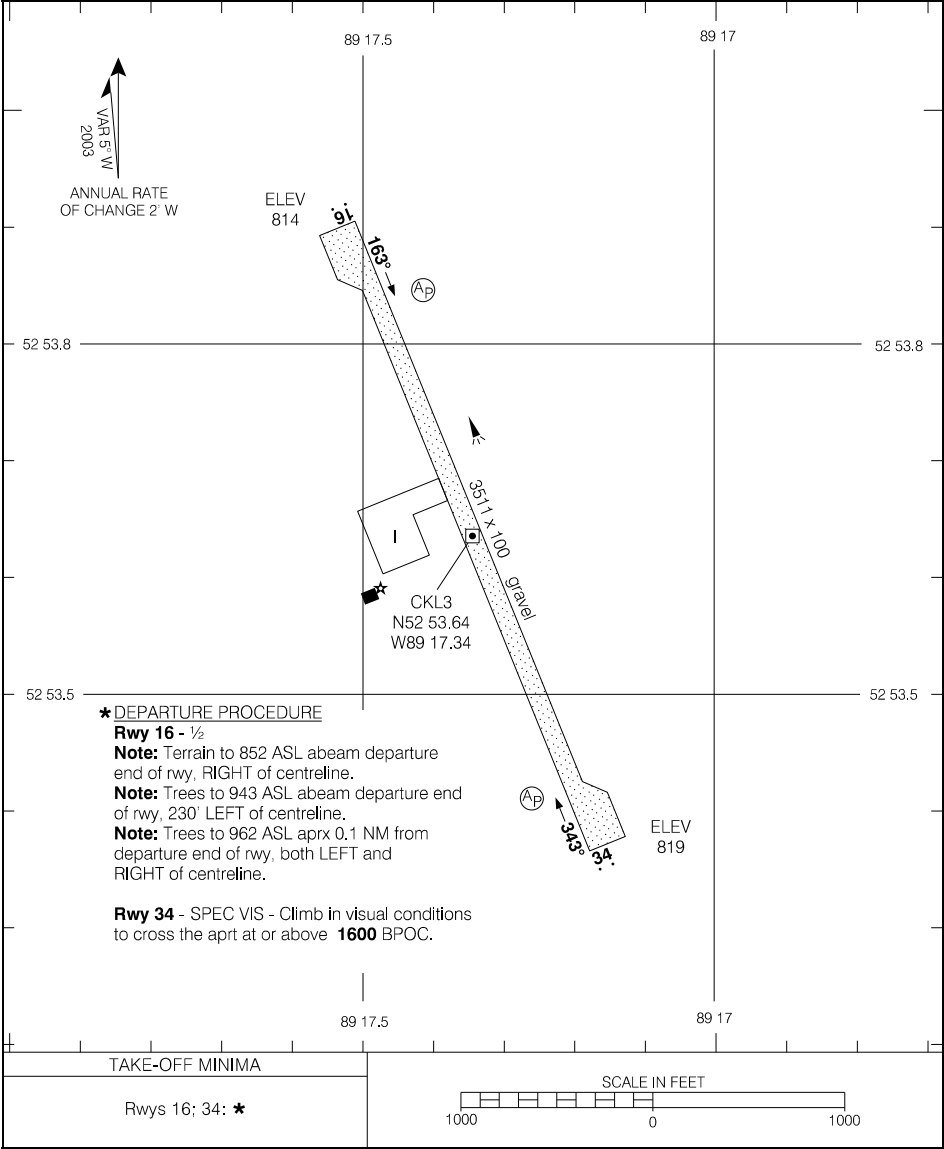


AERODROME CHART

CYQG

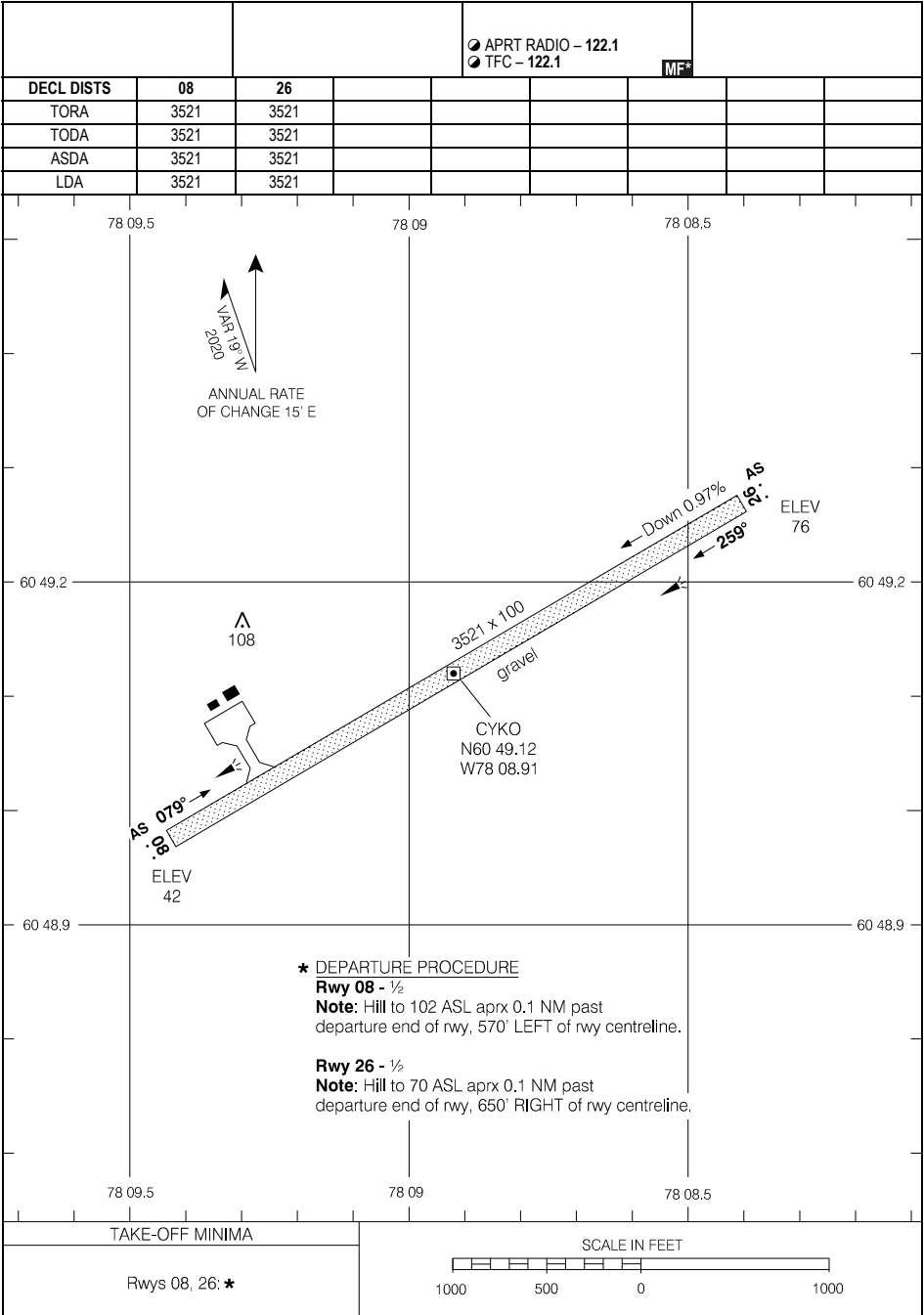
AERODROME CHART

				TFC – 123.2		ATF			
DECL DIST	16	34							
TORA	3511	3511							
TODA	3511	3511							
ASDA	3511	3511							
LDA	3511	3511							



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AERODROME CHART

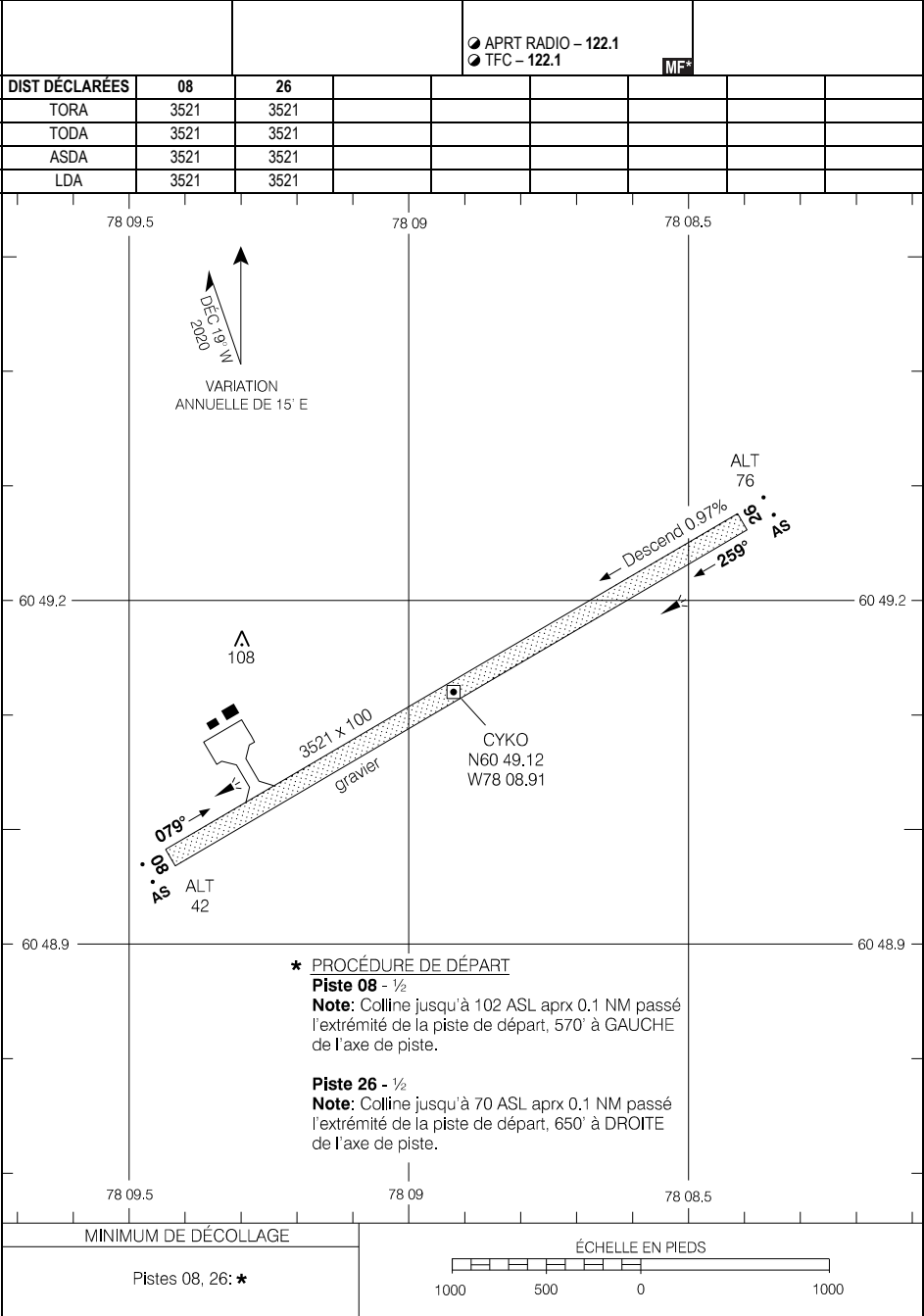


AERODROME CHART

CYKO

EFF 20 APR 23

CARTE D'AÉRODROME



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CARTE D'AÉRODROME

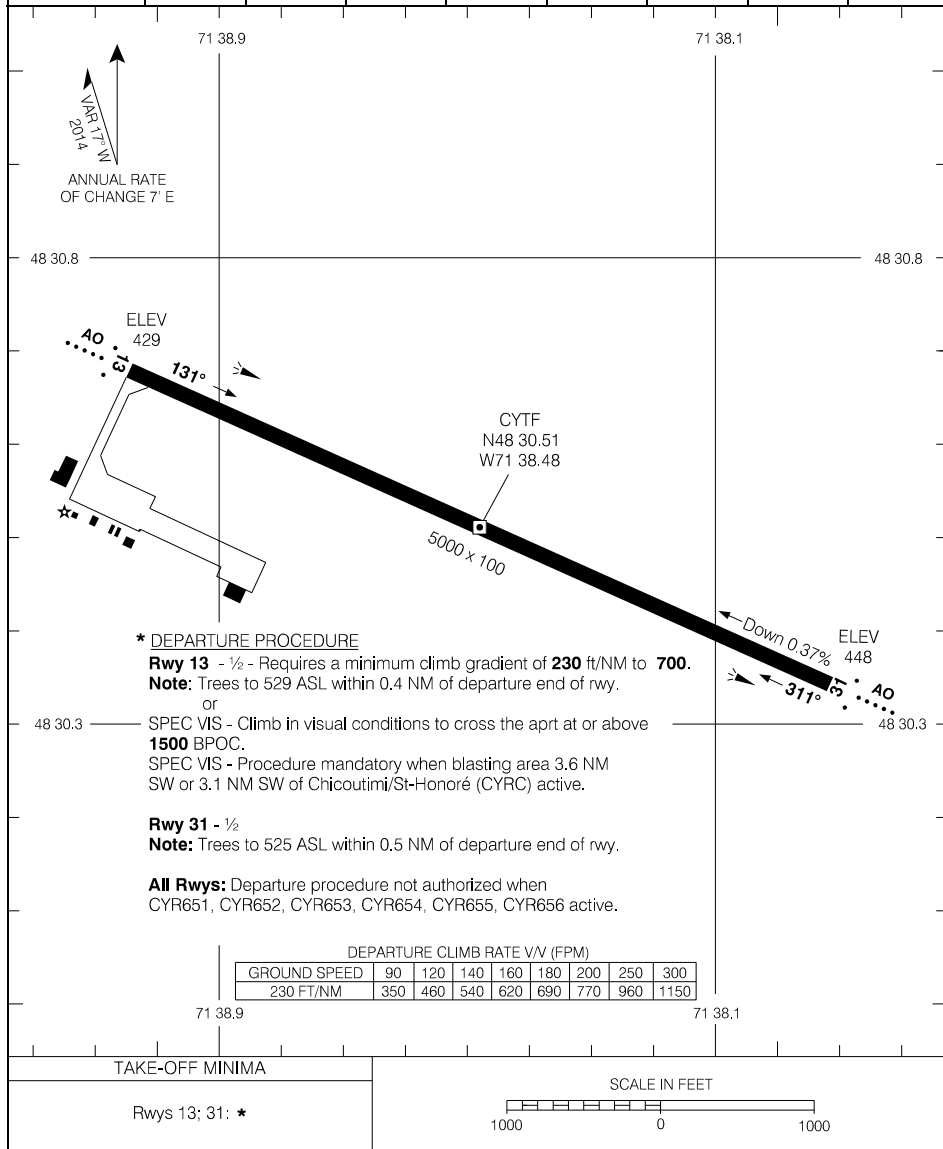
EFF 20 AVR 23

CYKO

ALMA, QC
CYTF

AERODROME CHART

AUTO – 123.17				☐ UNICOM – 122.35 ☐ TFC – 122.35		TML Bagotville – 127.2	
DECL DIST	13	31			☐ MF*		
TORA	5000	5000					
TODA	5000	5000					
ASDA	5000	5000					
LDA	5000	5000					



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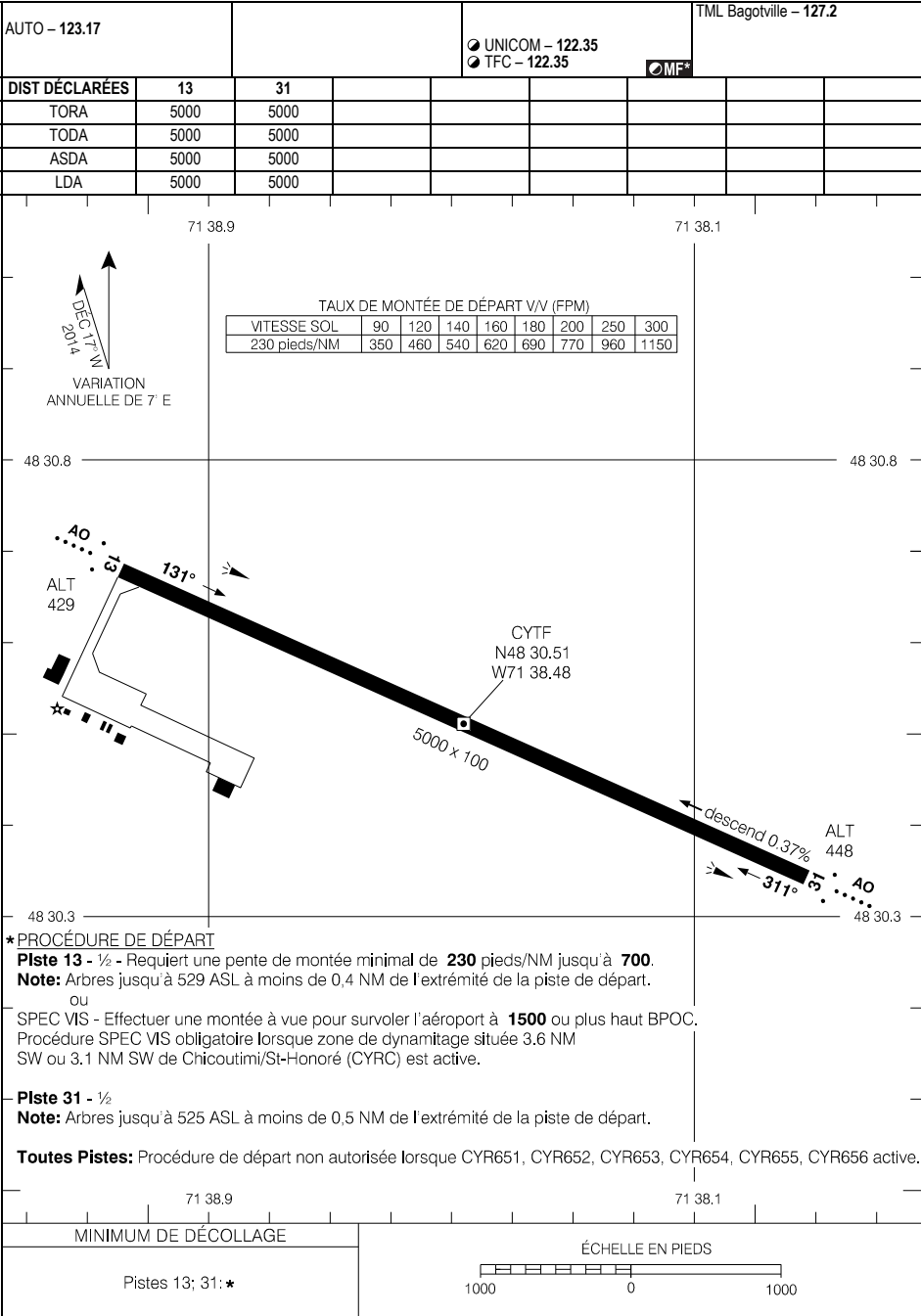
AERODROME CHART

EFF 14 JUL 22

CYTF

CYTF-AD

CARTE D'AÉRODROME

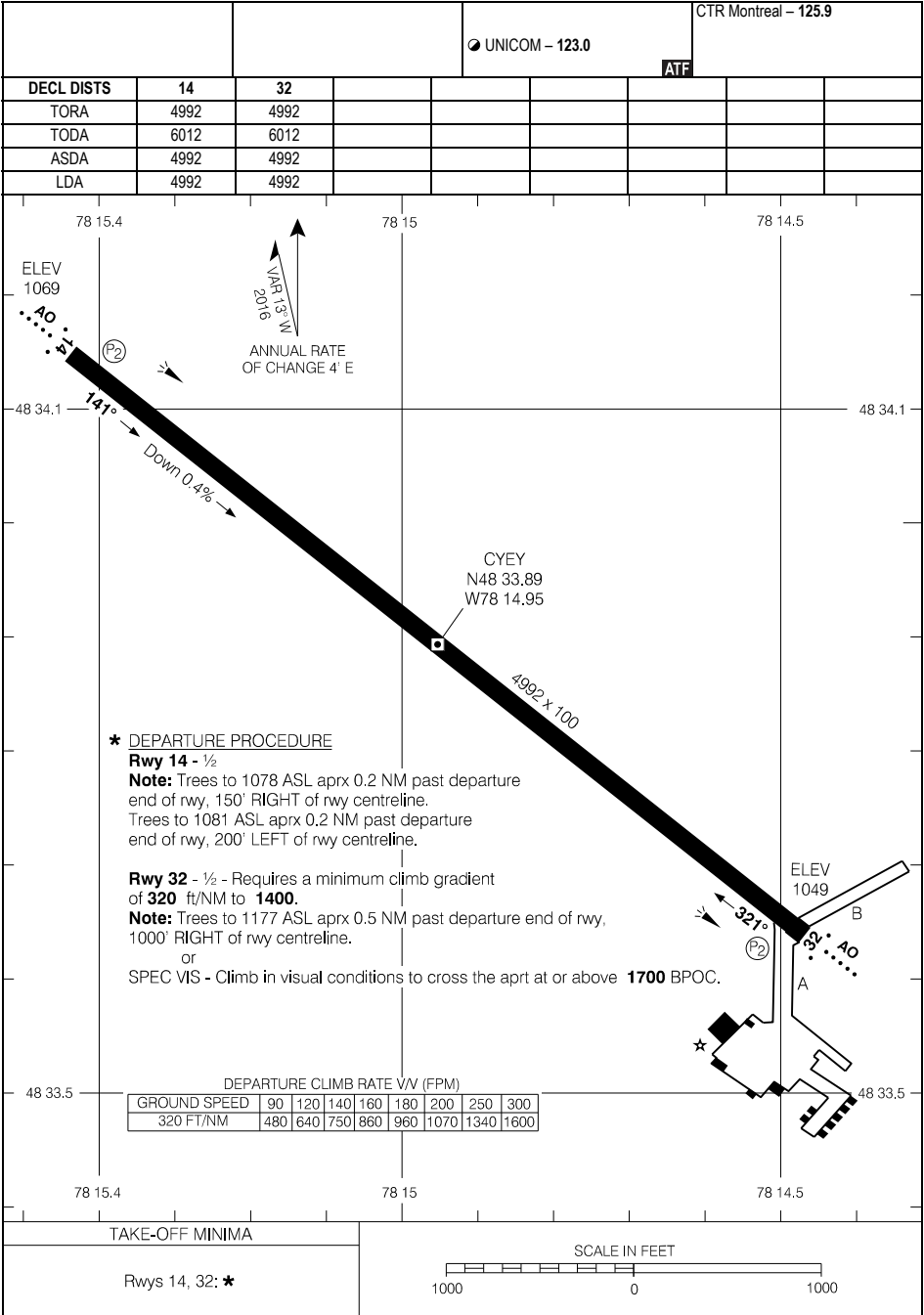


CARTE D'AÉRODROME

EFF 14 JUIL 22

CYTF

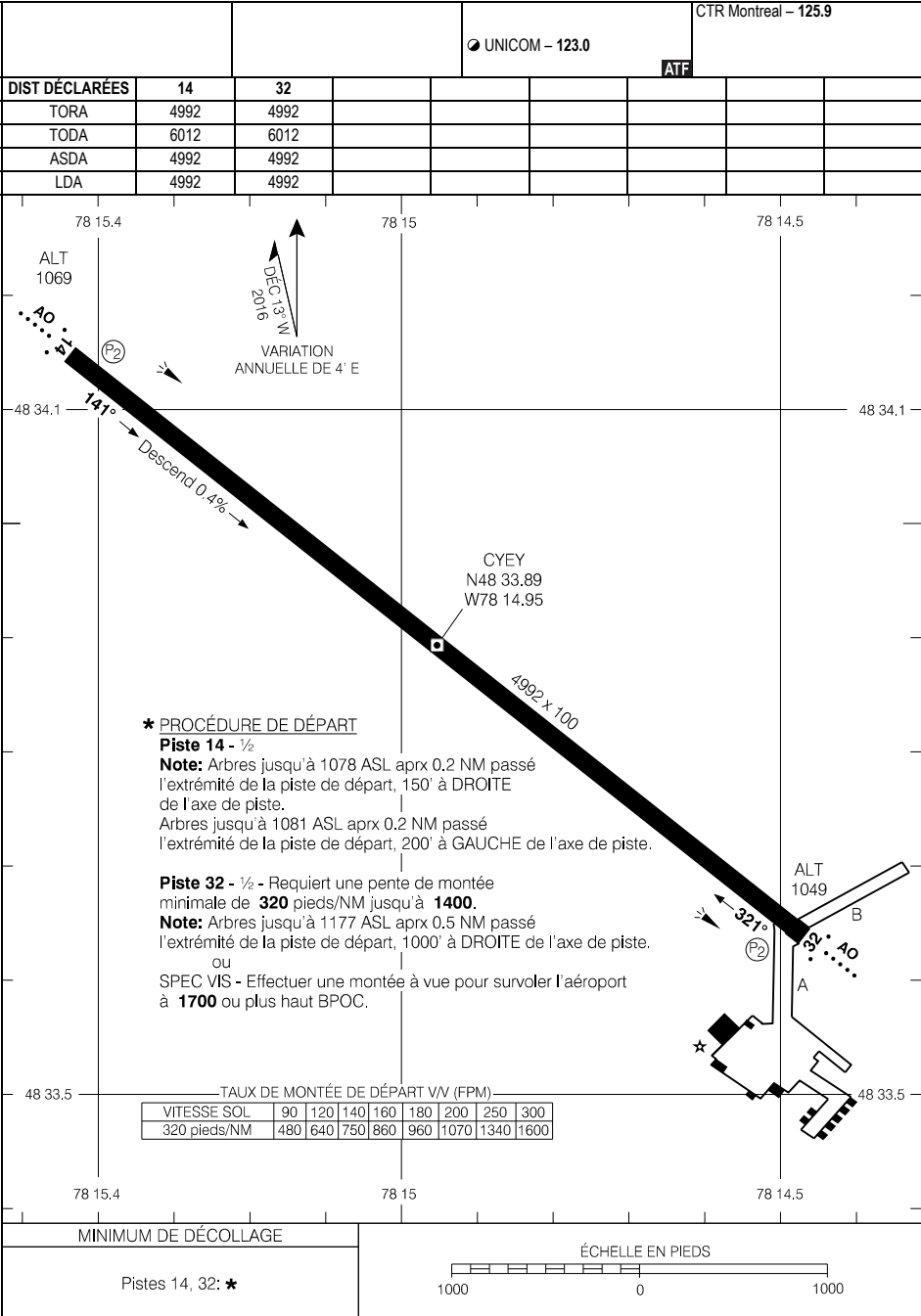
AERODROME CHART



AERODROME CHART

CYEE

CARTE D'AÉRODROME

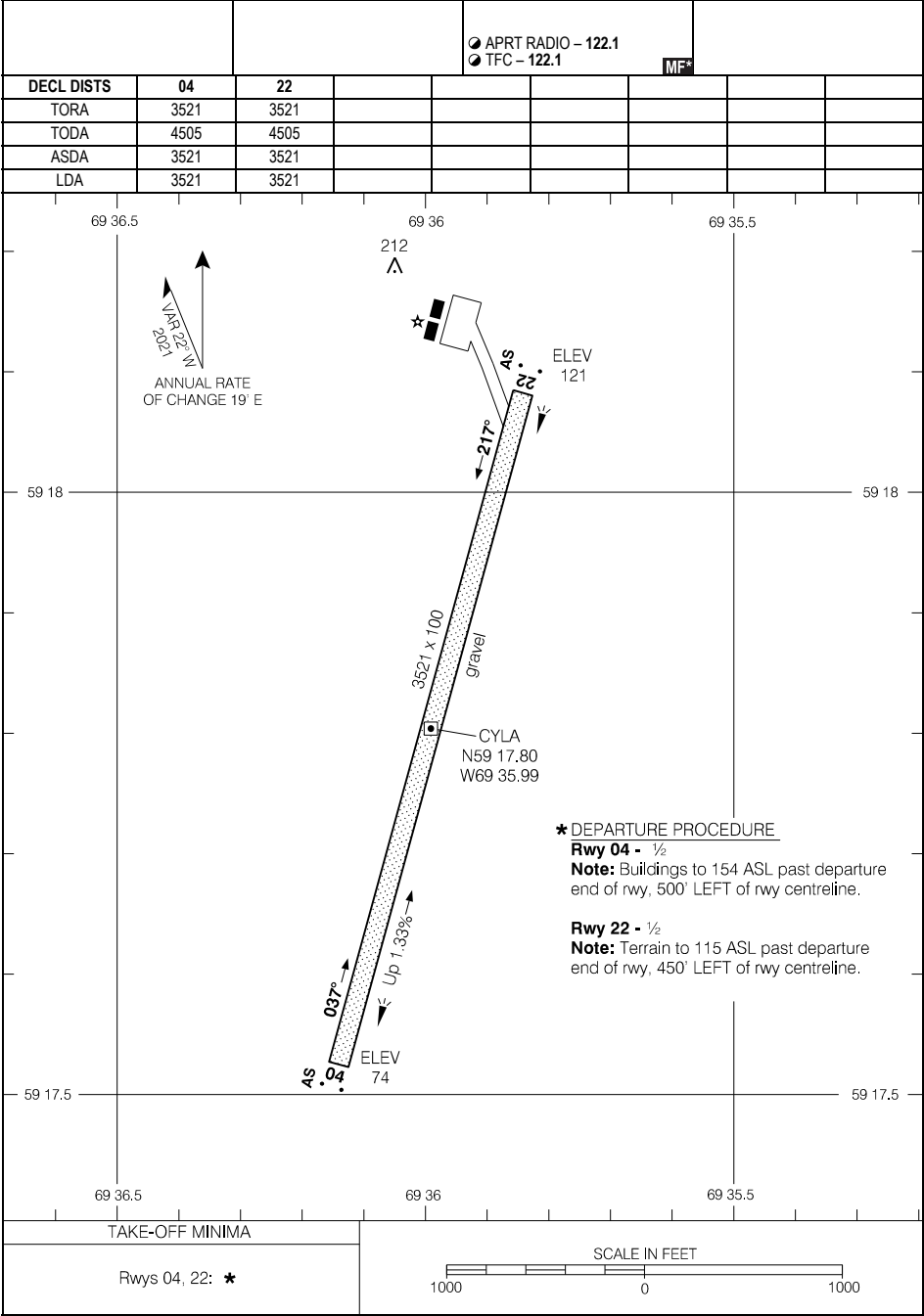


CARTE D'AÉRODROME

EFF 20 FÉV 25

CYEEY

AERODROME CHART



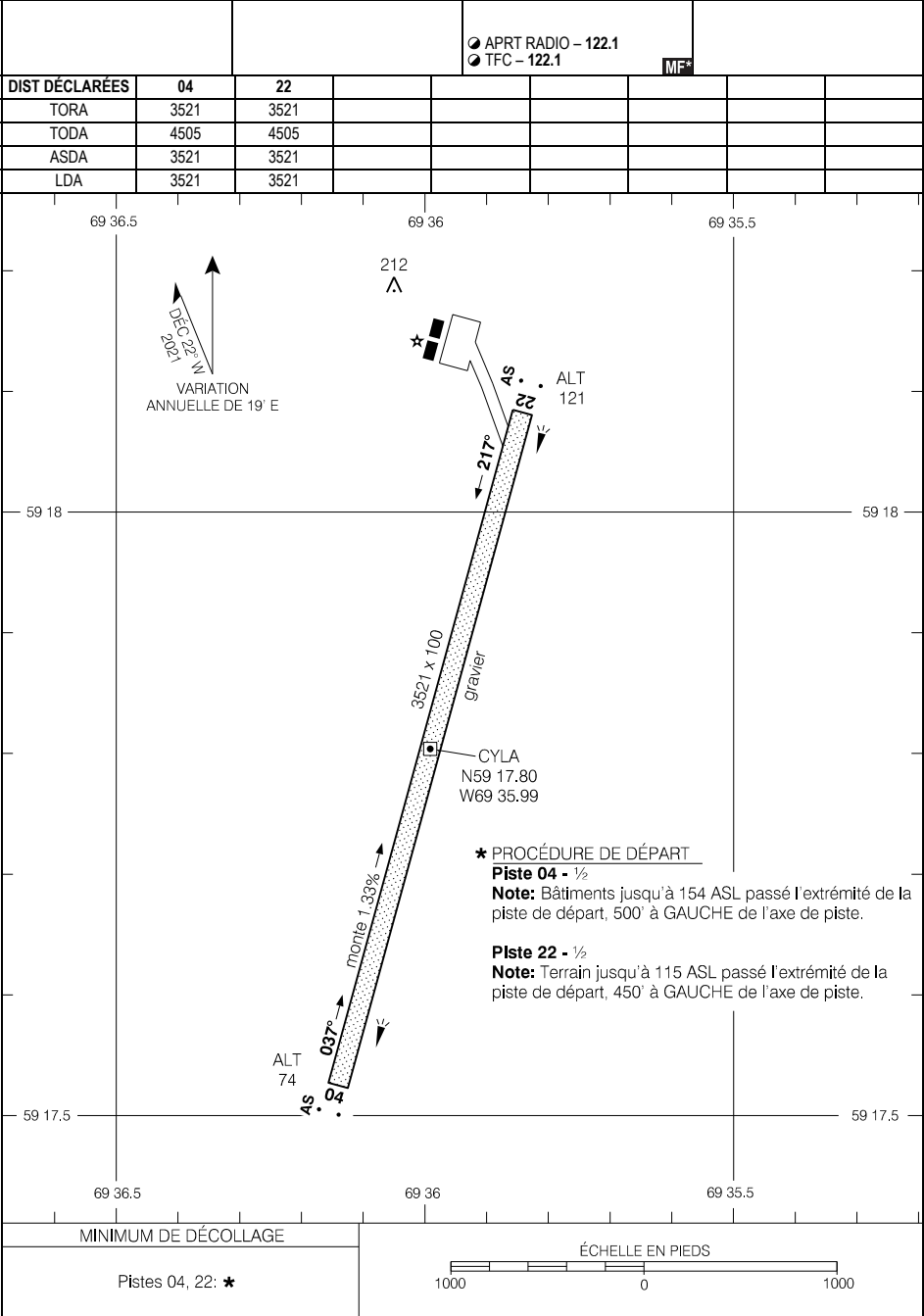
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AERODROME CHART

EFF 7 OCT 21

CYLA

CARTE D'AÉRODROME



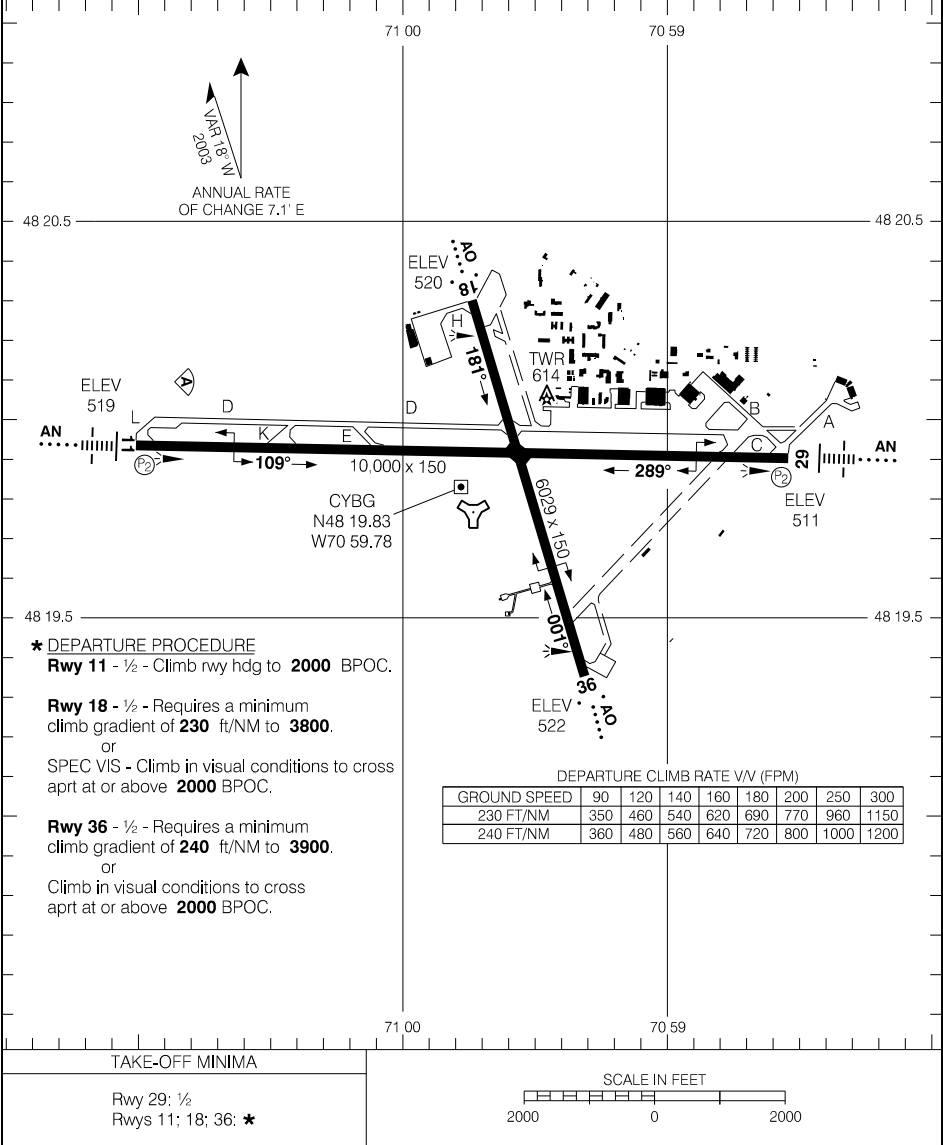
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CARTE D'AÉRODROME

CYLA

AERODROME CHART (DND)

ATIS – 124.2 (En) 125.8 (Fr) 302.5		CLNC DEL – 119.0 384.5 GND – 121.7 275.8		TWR – 126.2 337.7		TML – 127.2 227.6	
DECL DISTS	11	29	18	36			
TORA	10000	10000	6029	6029			
TODA	10000	10000	6029	6029			
ASDA	10200	10200	6029	6029			
LDA	10000	10000	6029	6029			



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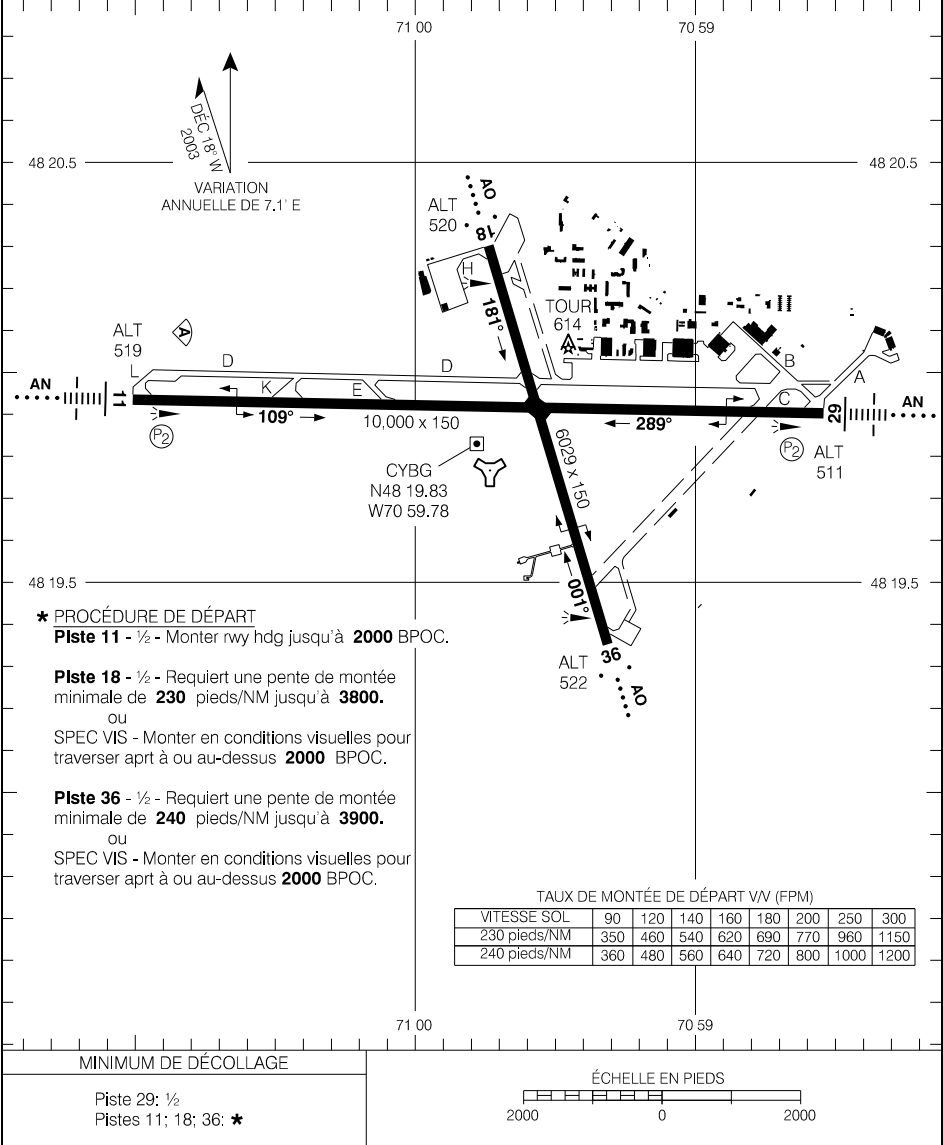
AERODROME CHART (DND)

EFF 16 MAY 24

CYBG

CARTE D'AÉRODROME

ATIS – 125.8 (Fr) 124.2 (Ang) 302.5		CLNC DEL – 119.0 384.5 GND – 121.7 275.8		TWR – 126.2 337.7		TML – 127.2 227.6	
DIST DÉCLARÉES	11	29	18	36			
TORA	10000	10000	6029	6029			
TODA	10000	10000	6029	6029			
ASDA	10200	10200	6029	6029			
LDA	10000	10000	6029	6029			



★ PROCÉDURE DE DÉPART
Piste 11 - ½ - Monter rwy hdg jusqu'à 2000 BPOC.

Piste 18 - ½ - Requiert une pente de montée minimale de 230 pieds/NM jusqu'à 3800.
ou
SPEC VIS - Monter en conditions visuelles pour traverser apt à ou au-dessus 2000 BPOC.

Piste 36 - ½ - Requiert une pente de montée minimale de 240 pieds/NM jusqu'à 3900.
ou
SPEC VIS - Monter en conditions visuelles pour traverser apt à ou au-dessus 2000 BPOC.

TAUX DE MONTÉE DE DÉPART VV (FPM)

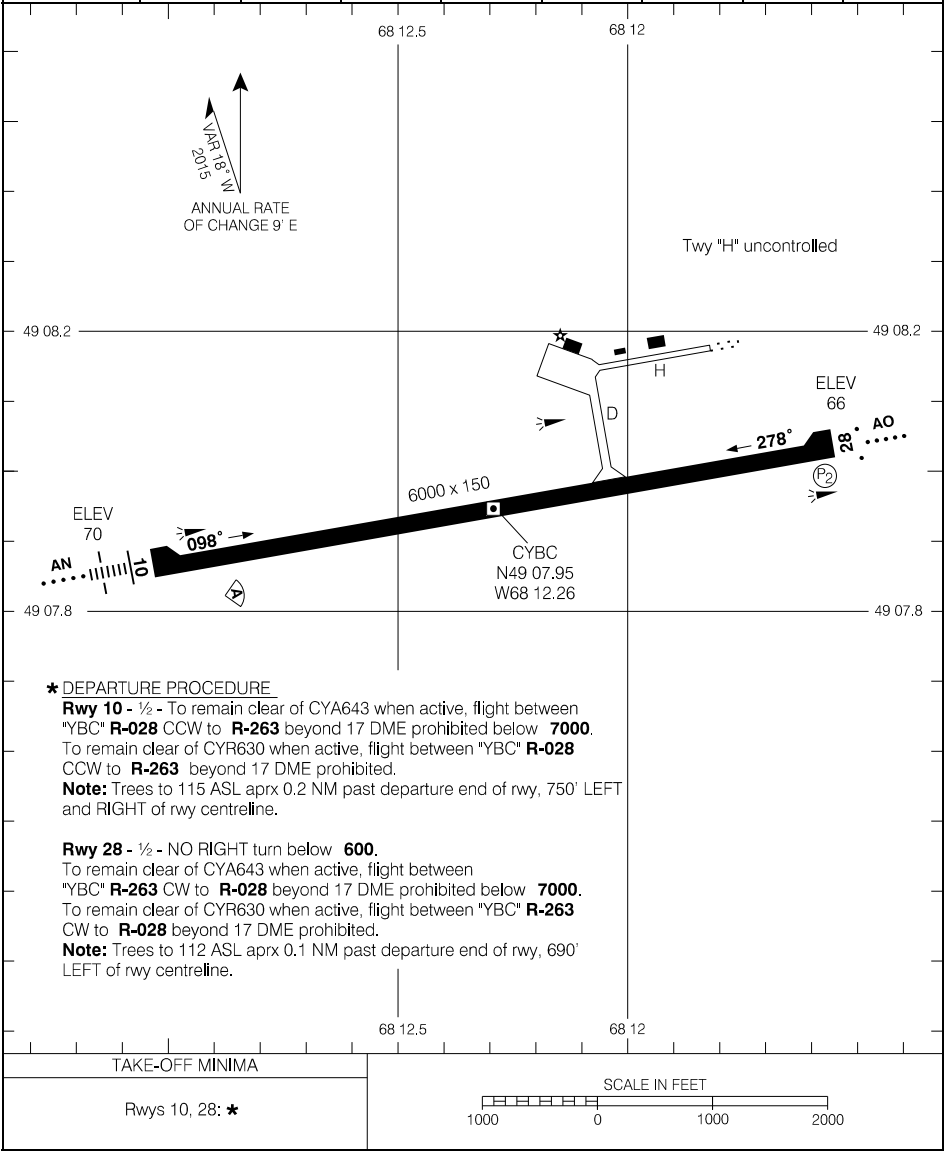
VITESSE SOL	90	120	140	160	180	200	250	300
230 pieds/NM	350	460	540	620	690	770	960	1150
240 pieds/NM	360	480	560	640	720	800	1000	1200

CARTE D'AÉRODROME

EFF 16 MAI 24

AERODROME CHART

AWOS – 125.85 (En) 128.15 (Fr)		RADIO Mont-Joli – 118.3				CTR Montreal – 134.65 227.2	
		MF					
DECL DIST	10	28					
TORA	6000	6000					
TODA	6984	6984					
ASDA	6000	6000					
LDA	6000	6000					



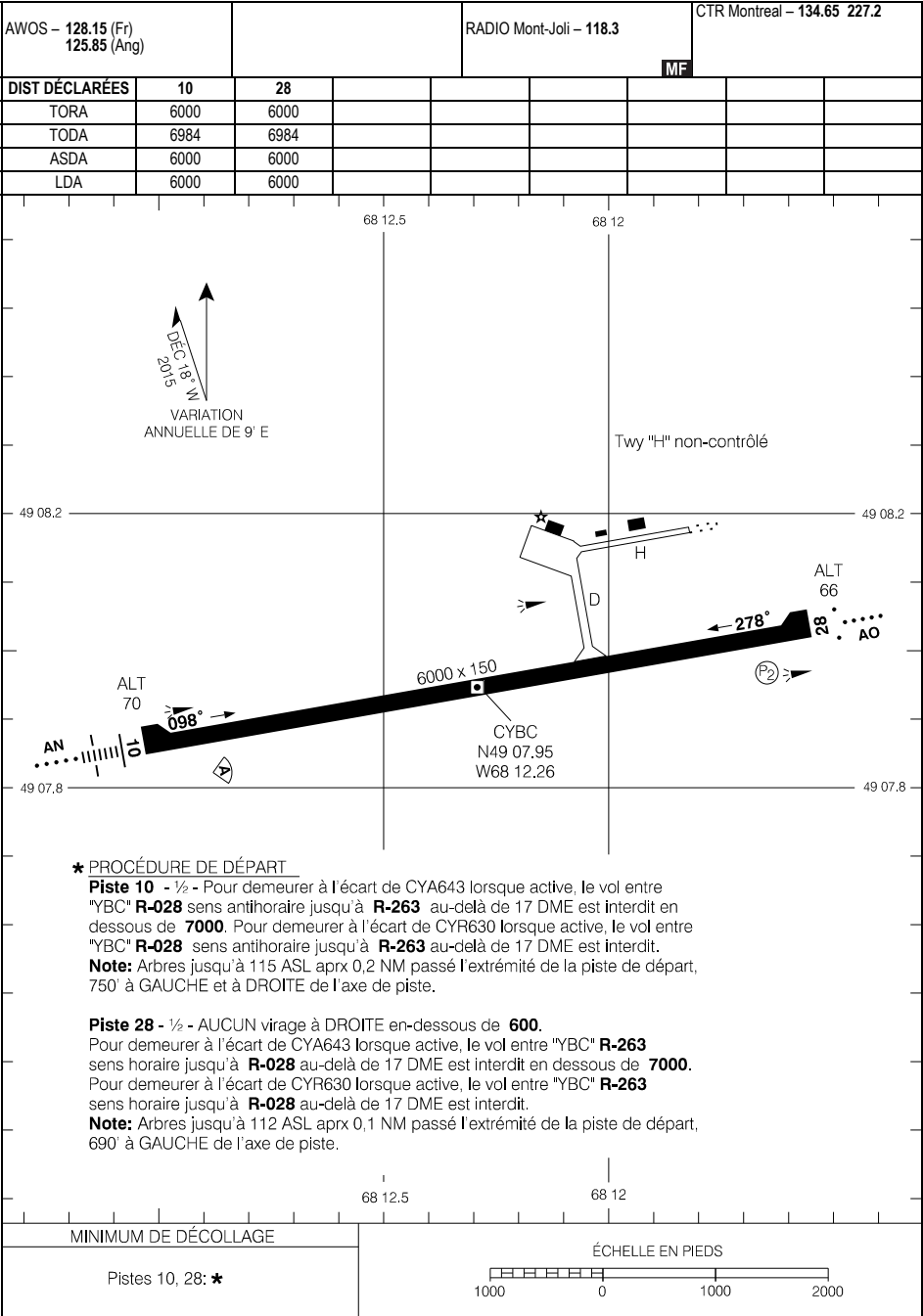
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AERODROME CHART

EFF 15 JUN 23

CYBC

CARTE D'AÉRODROME

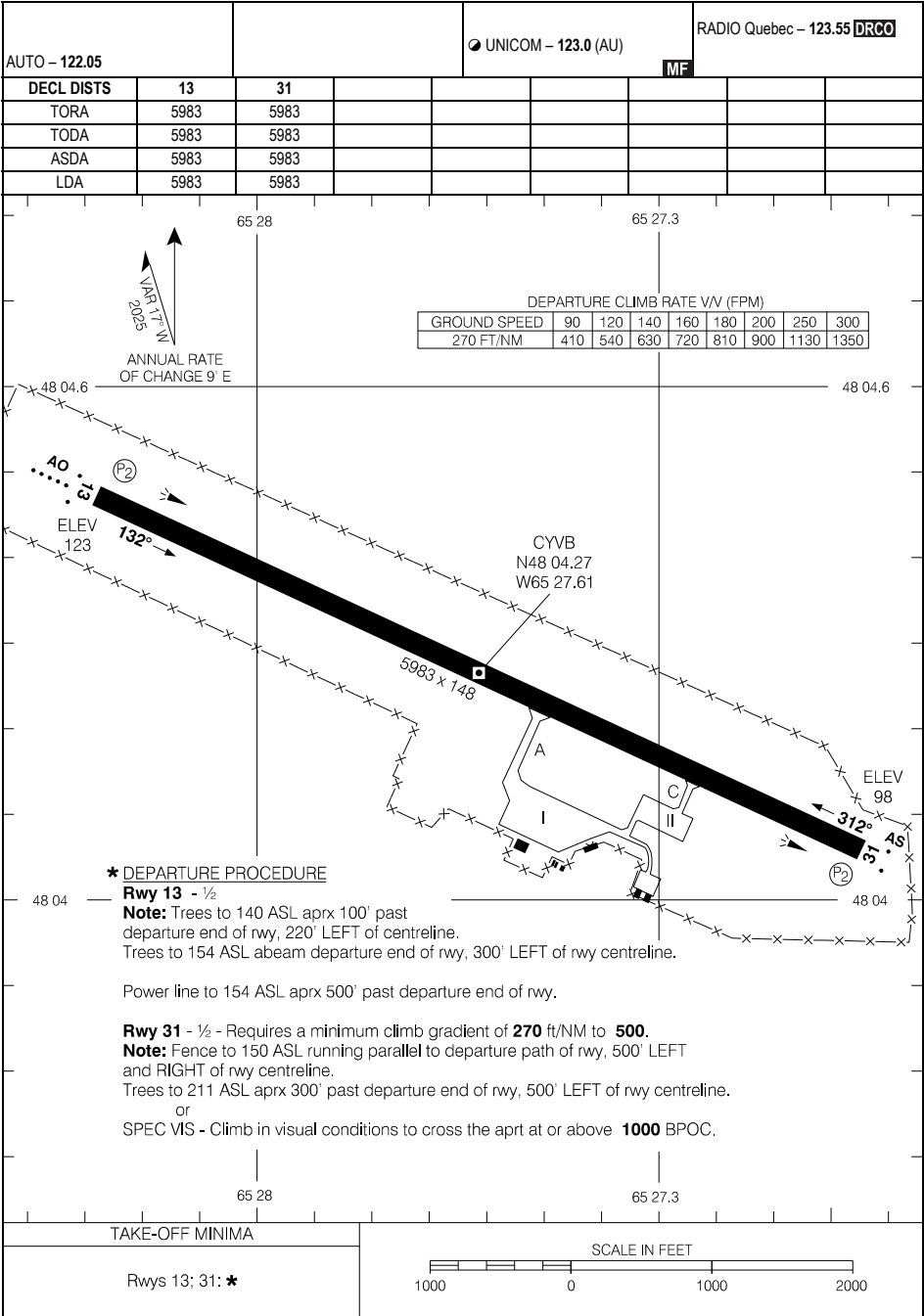


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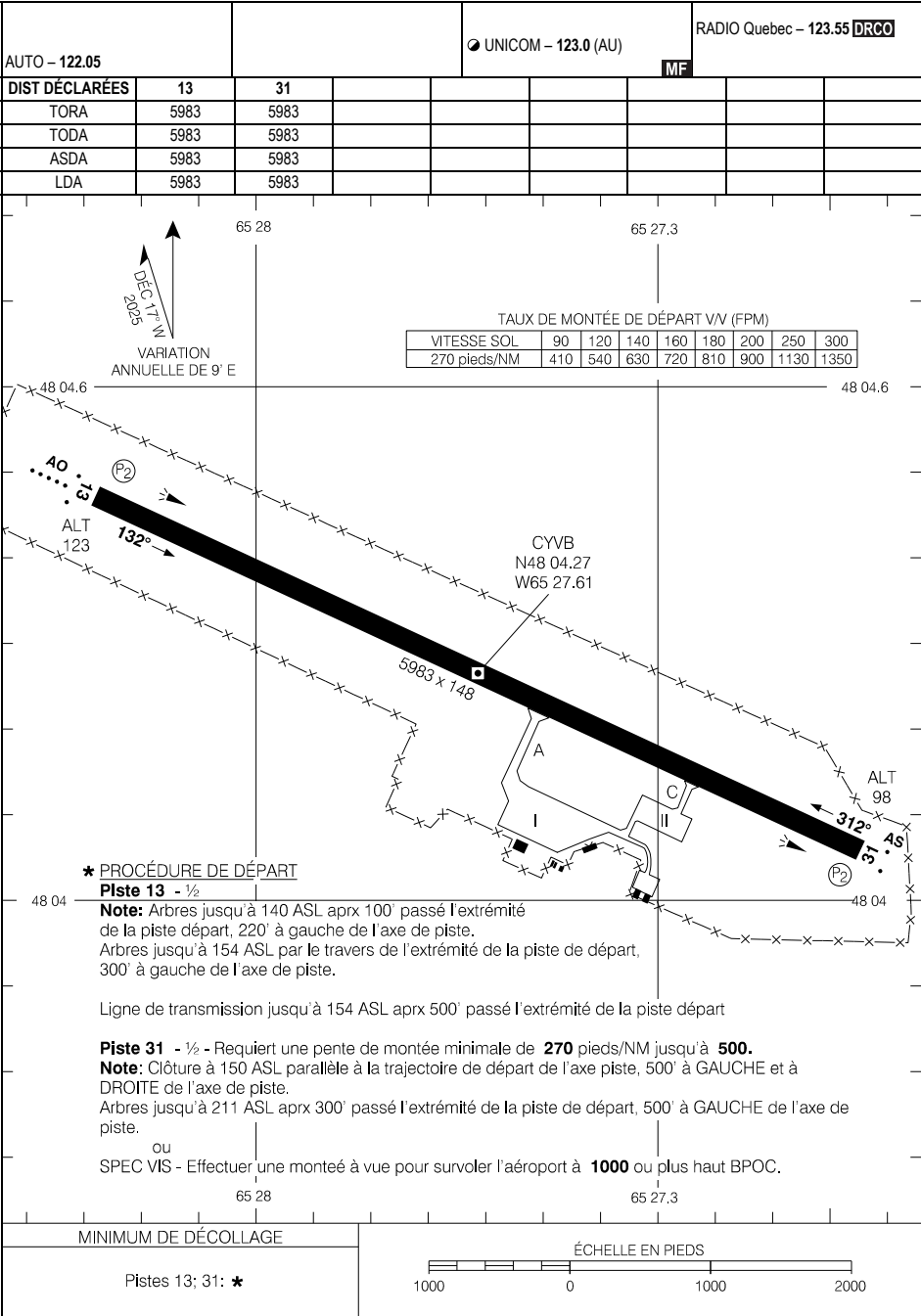
EFF 15 JUIN 23

CYBC

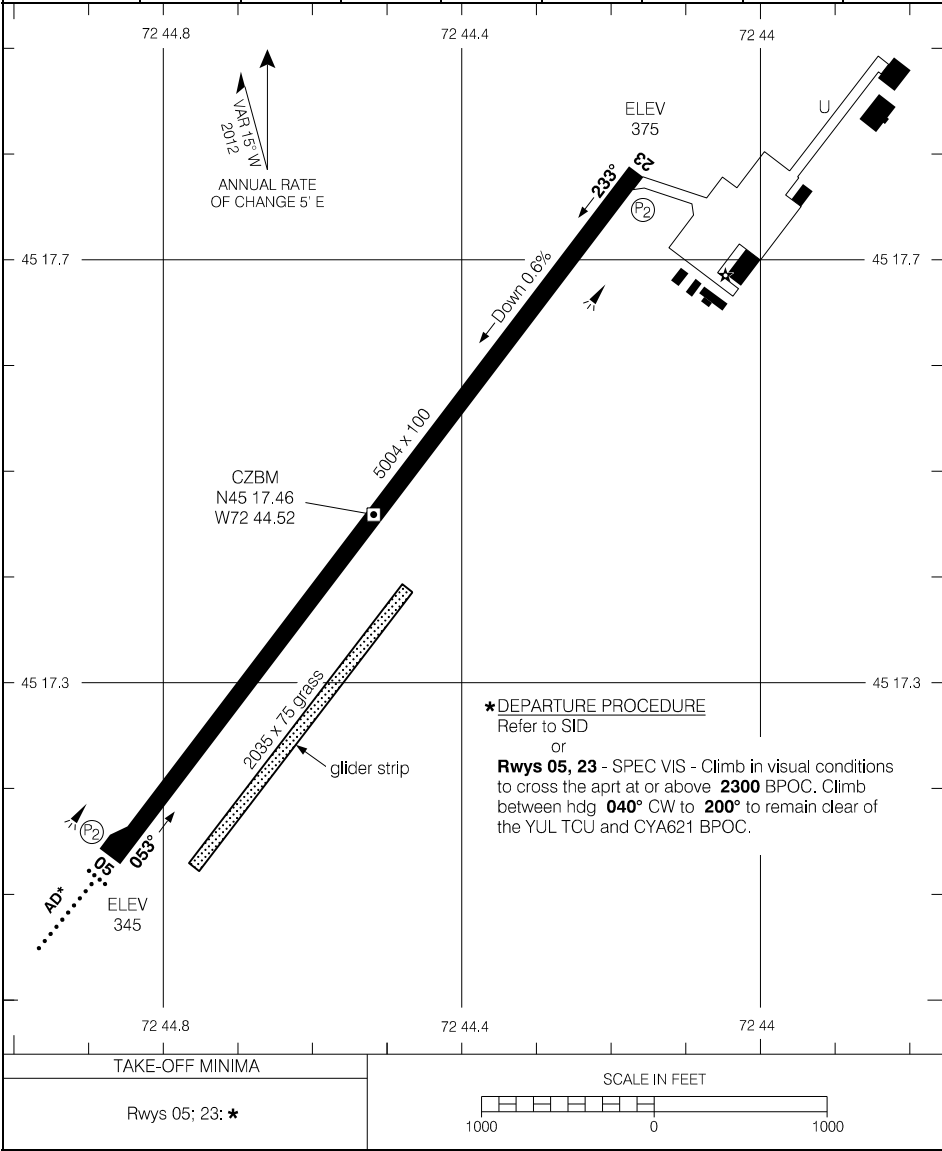
AERODROME CHART



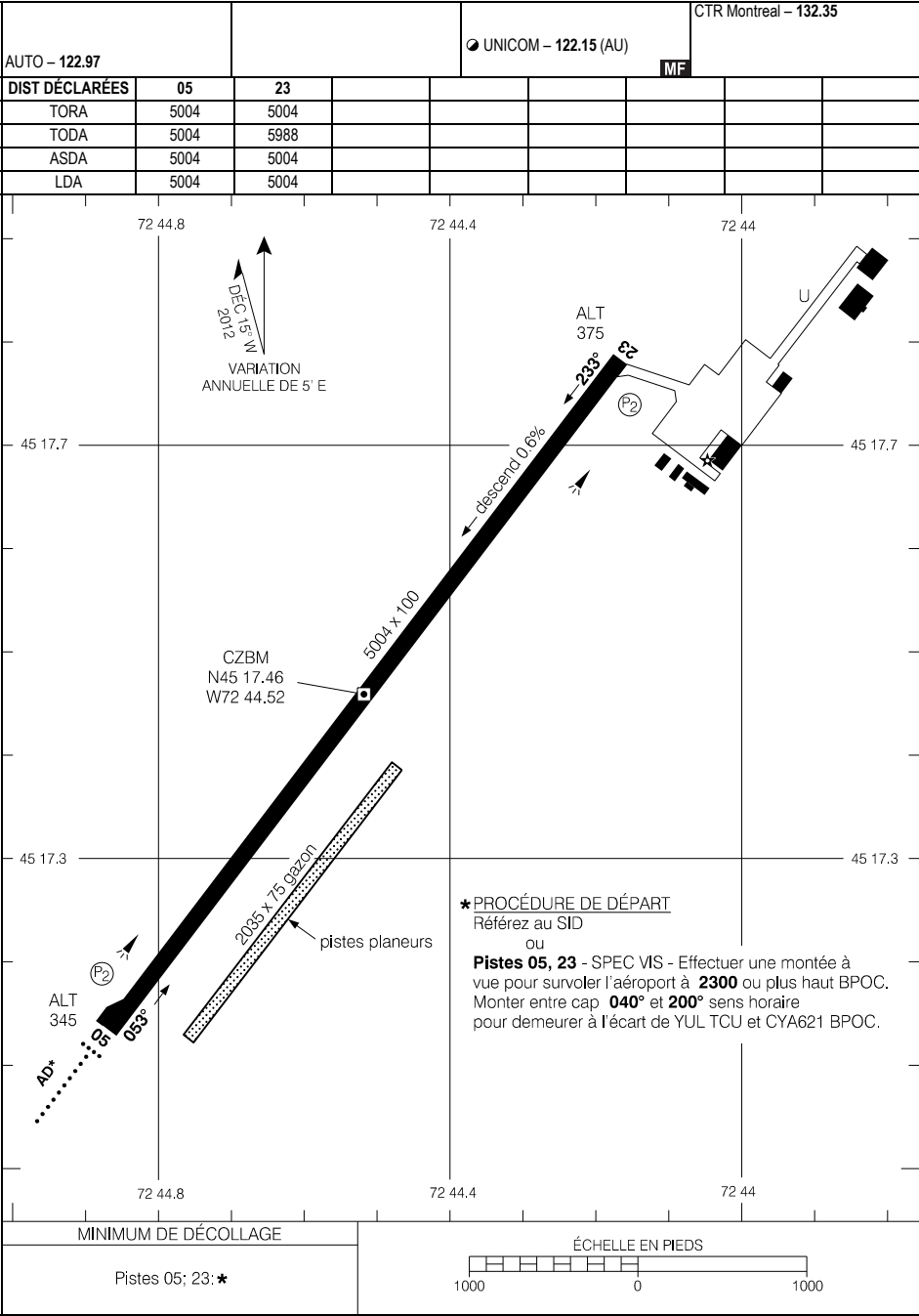
CARTE D'AÉRODROME



AUTO – 122.97				UNICOM – 122.15 (AU)		CTR Montreal – 132.35	
						MF	
DECL DIST	05	23					
TORA	5004	5004					
TODA	5004	5988					
ASDA	5004	5004					
LDA	5004	5004					



CARTE D'AÉRODROME



CARTE D'AÉRODROME

EFF 12 AOÛT 21

CZBM

CHARLEVOIX, QC
CYML

AUTO - 122.55 (En)		UNICOM - 123.0		CTR Montreal - 125.1 299.6	
DECL DIST	14	32			ATF
TORA	4501	4501			
TODA	5485	4501			
ASDA	4501	4501			
LDA	4501	4501			

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
310 FT/NM	470	620	730	830	930	1040	1300	1550

*** DEPARTURE PROCEDURE**
Rwy 14 - ½ - Climb hdg **143°** to **2200** BPOC.

Rwy 32 - ½ - Requires a minimum climb gradient of **310** ft/NM to **2400**. Climb hdg **323°** to **2200** BPOC.
 or
 SPEC VIS - Climb in visual conditions to cross the apt at or above **2800** BPOC.

TAKE-OFF MINIMA

Rwys 14; 32: *

SCALE IN FEET

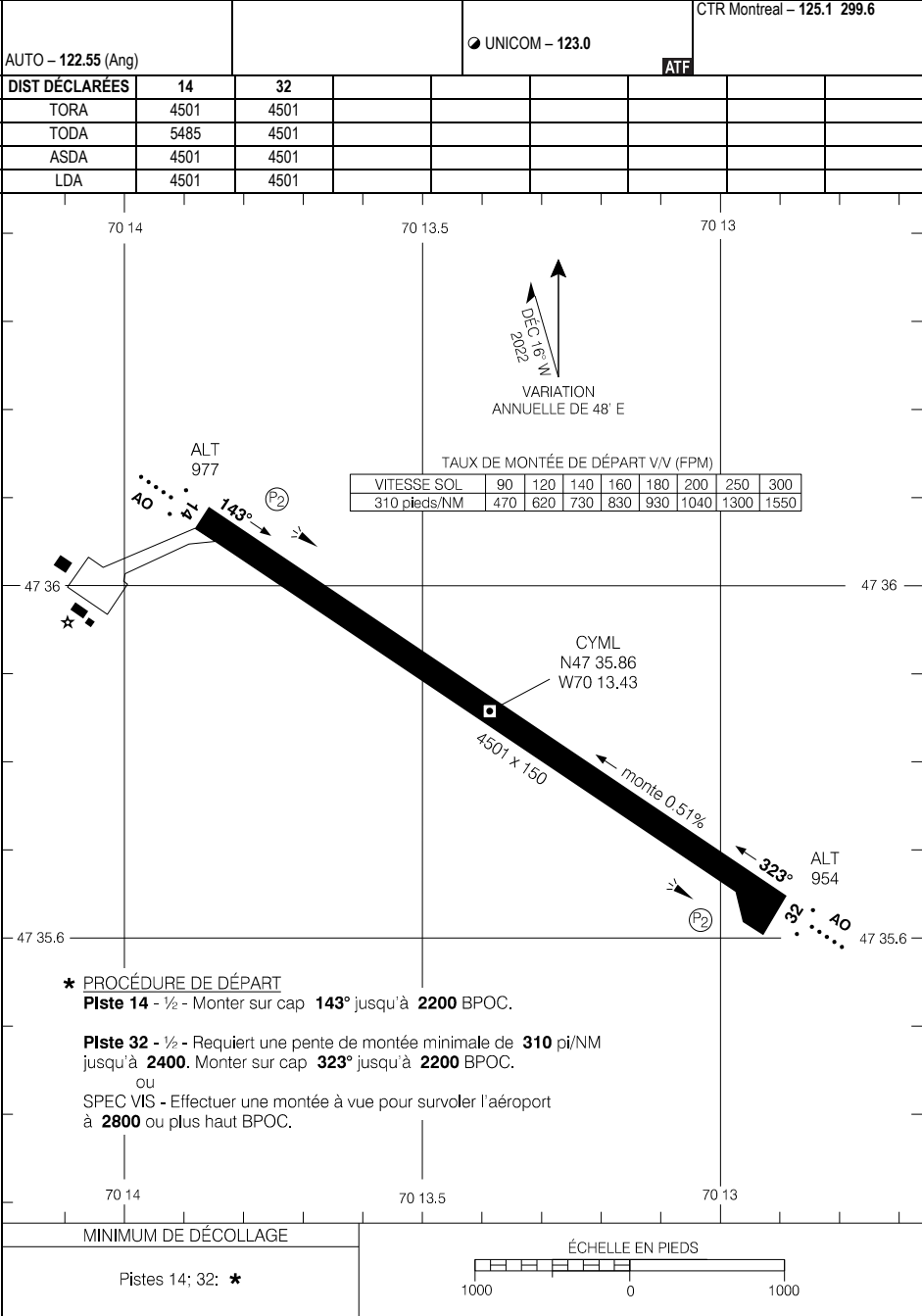
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CYML

CYML-AD

CARTE D'AÉRODROME



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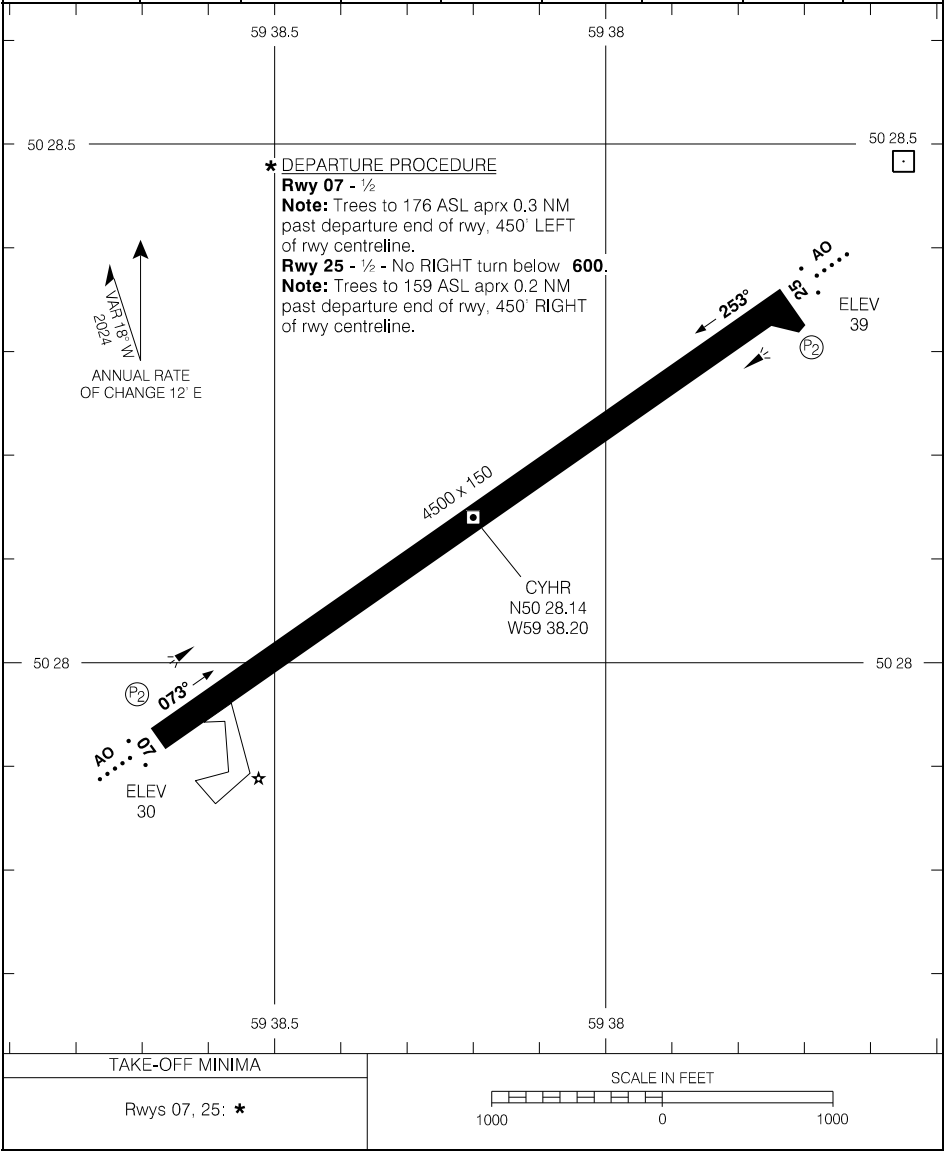
CARTE D'AÉRODROME

EFF 29 DEC 22

CYML

AERODROME CHART

AUTO – 122.55 (En)				TFC – 123.5		ATF*			
DECL DIST	07	25							
TORA	4500	4500							
TODA	4500	4500							
ASDA	4500	4500							
LDA	4500	4500							



AERODROME CHART

EFF 16 MAY 24

CYHR

CYHR

***PROCÉDURE DE DÉPART**

Piste 07 - ½
Note: Arbres jusqu'à 176 ASL aprx 0,3 NM passé l'extrémité de la piste de départ, 450° à GAUCHE de l'axe de piste.

Piste 25 - ½ - Aucun virage à DROITE en dessous de **600**.
Note: Arbres jusqu'à 159 ASL aprx 0,2 NM passé l'extrémité de la piste de départ, 450° à DROITE de l'axe de piste.

VARIATION ANNUELLE DE 12' E
 DÉC 18, 2024

4500 x 150

CYHR
 N50 28.14
 W59 38.20

ALT 30

ALT 39

MINIMUM DE DÉCOLLAGE

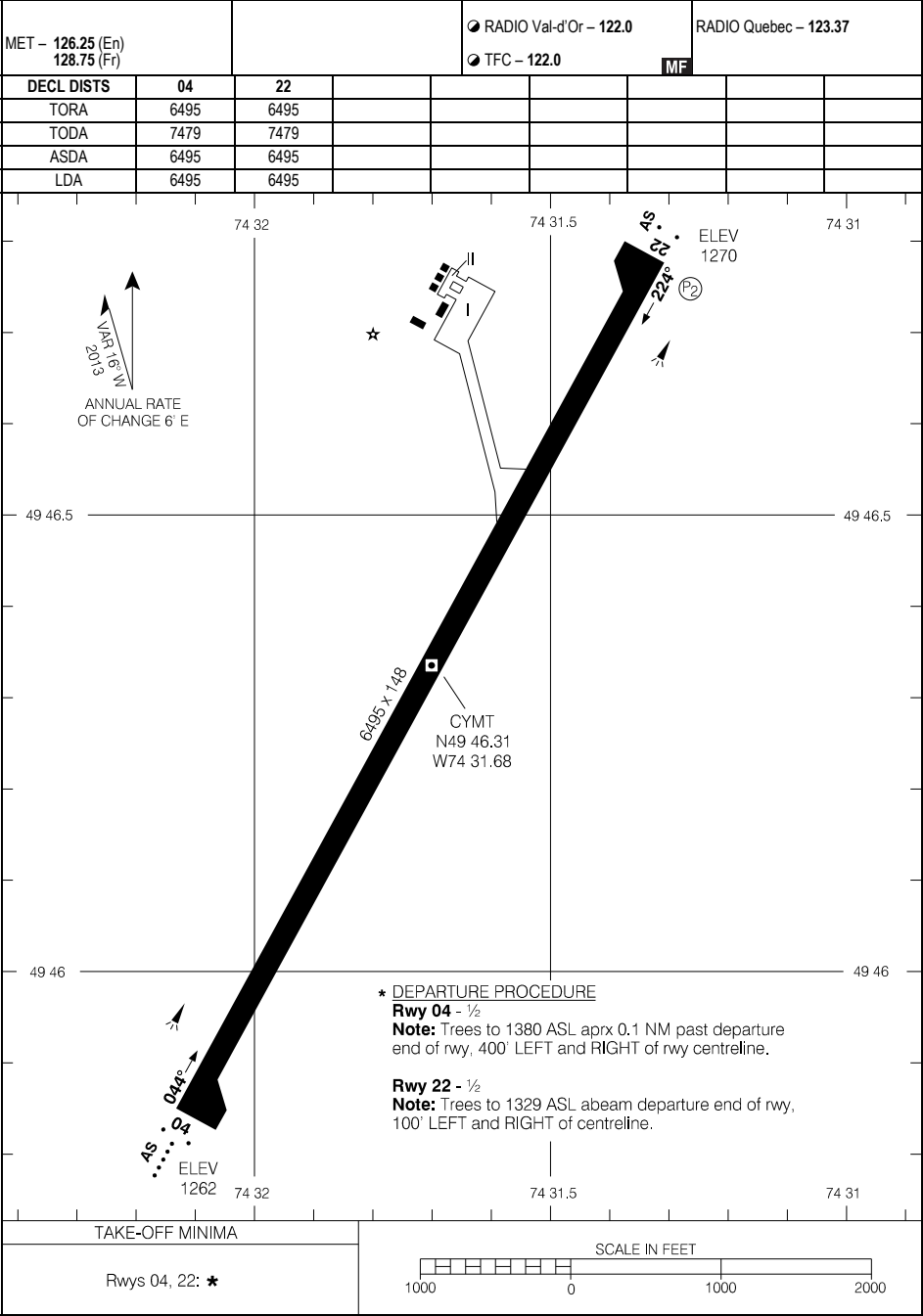
Pistes 07, 25: *

ÉCHELLE EN PIEDS

1000 0 1000

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AERODROME CHART



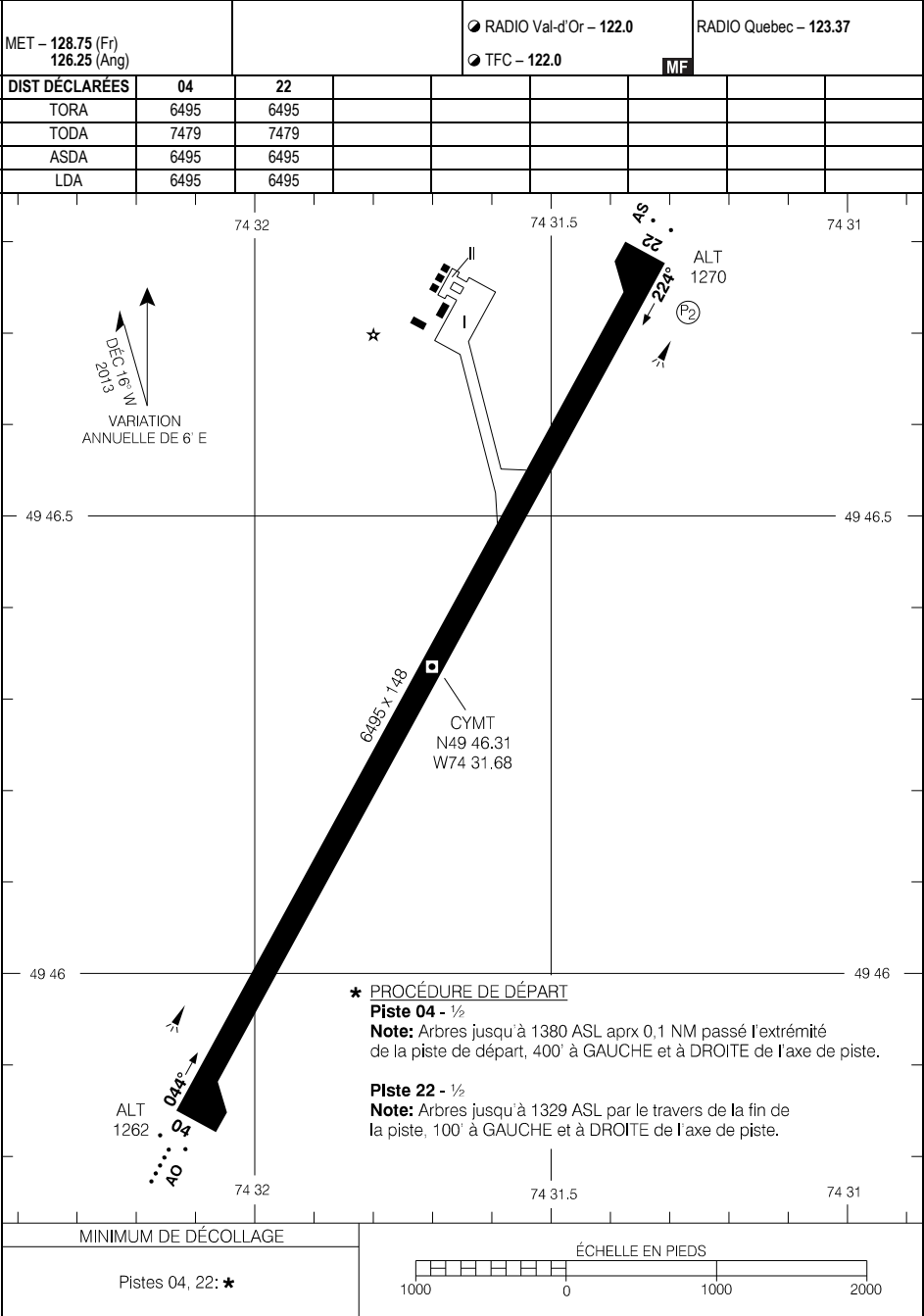
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AERODROME CHART

EFF 14 JUL 22

CYMT

CARTE D'AÉRODROME



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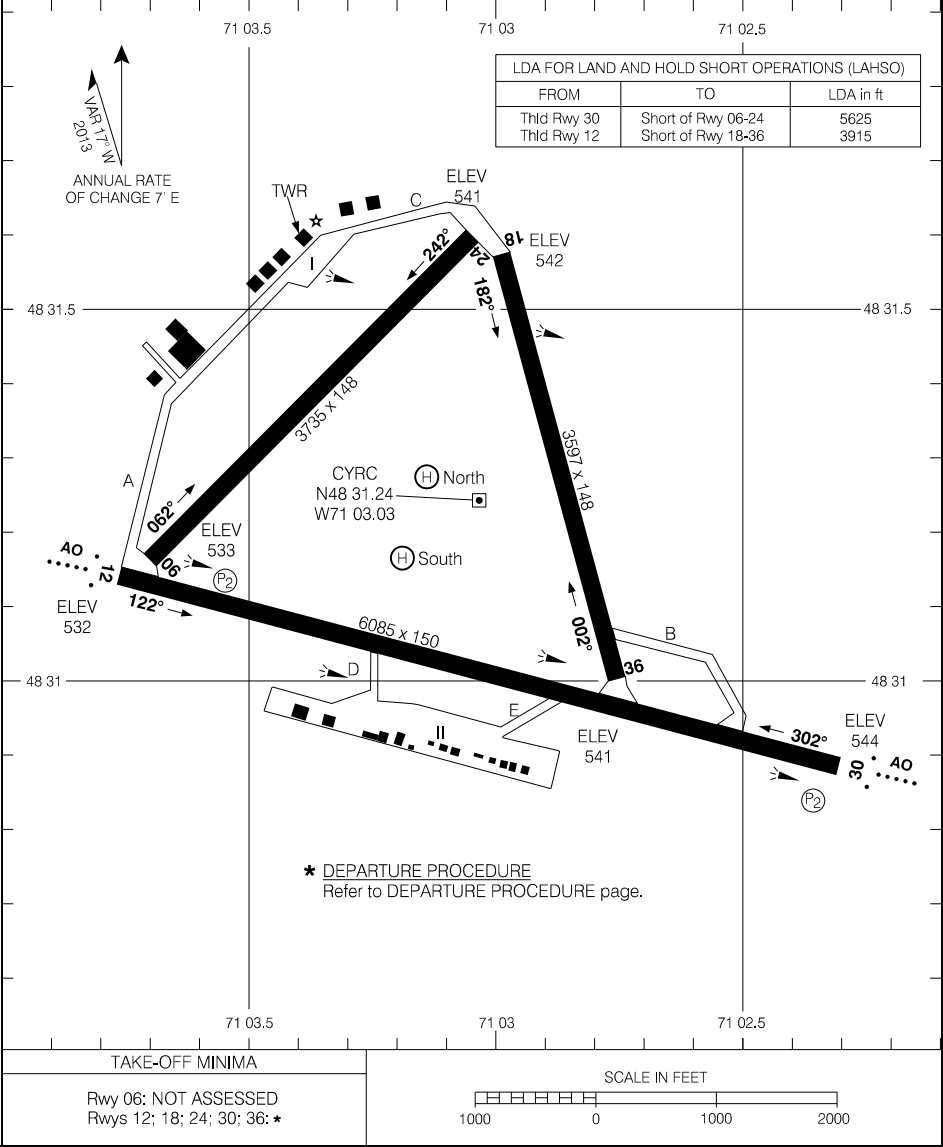
CARTE D'AÉRODROME

EFF 14 JUIL 22

CYMT

AERODROME CHART

ATIS – 134.8 (En) 124.95 (Fr)		GND – 121.9		TWR – 118.4		TFC – 118.4		ATF*		TML Bagotville – 127.2 227.6	
DECL DISTS	06	24	12	30	18	36					
TORA	3735	3735	6085	6085	3597	3597					
TODA	4719	4719	6436	6085	4581	4581					
ASDA	3735	3735	6085	6085	3597	3597					
LDA	3735	3735	6085	6085	3597	3597					



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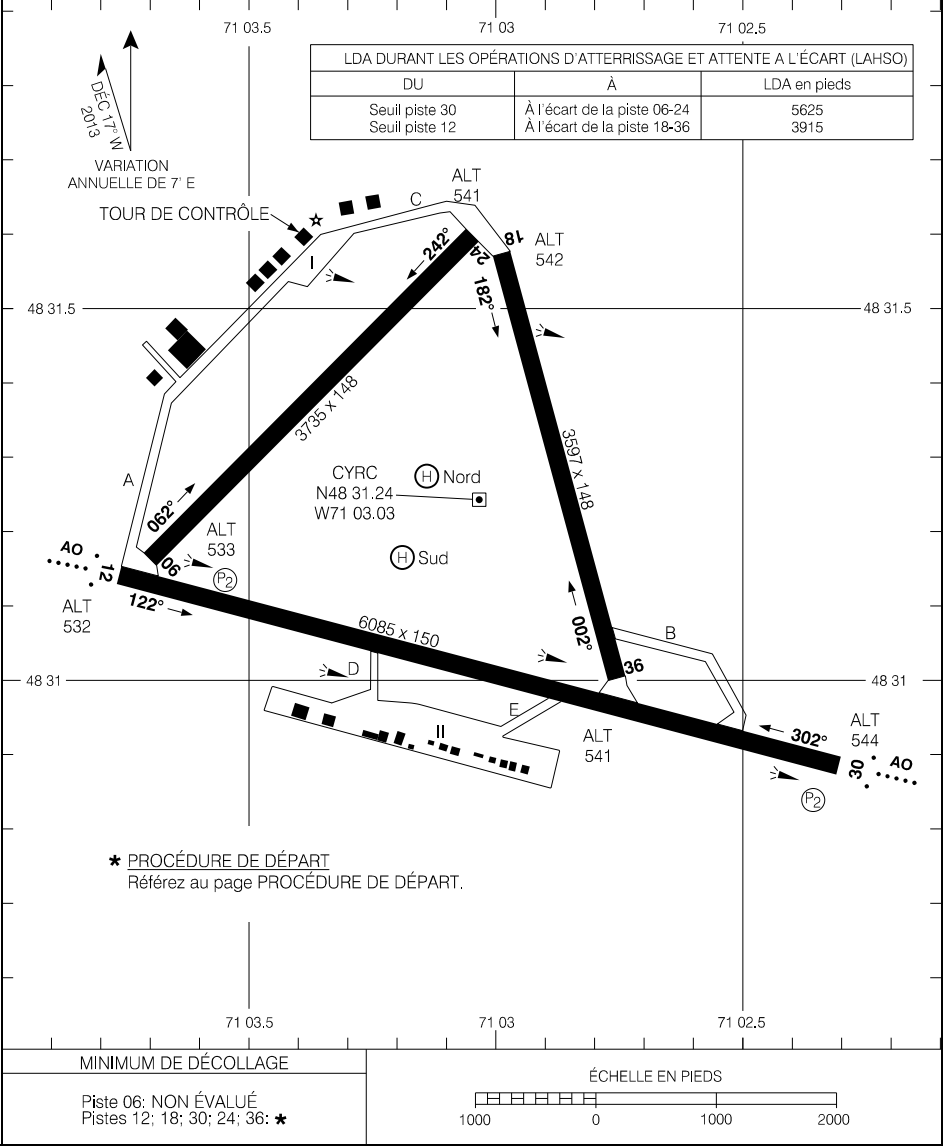
AERODROME CHART

EFF 25 JAN 24

CYRC

CARTE D'AÉRODROME

ATIS – 124.95 (Fr) 134.8 (Ang)		GND – 121.9		TWR – 118.4		TMC Bagotville – 127.2 227.6	
				TFC – 118.4		ATF*	
DIST DÉCLARÉES	06	24	12	30	18	36	
TORA	3735	3735	6085	6085	3597	3597	
TODA	4719	4719	6436	6085	4581	4581	
ASDA	3735	3735	6085	6085	3597	3597	
LDA	3735	3735	6085	6085	3597	3597	



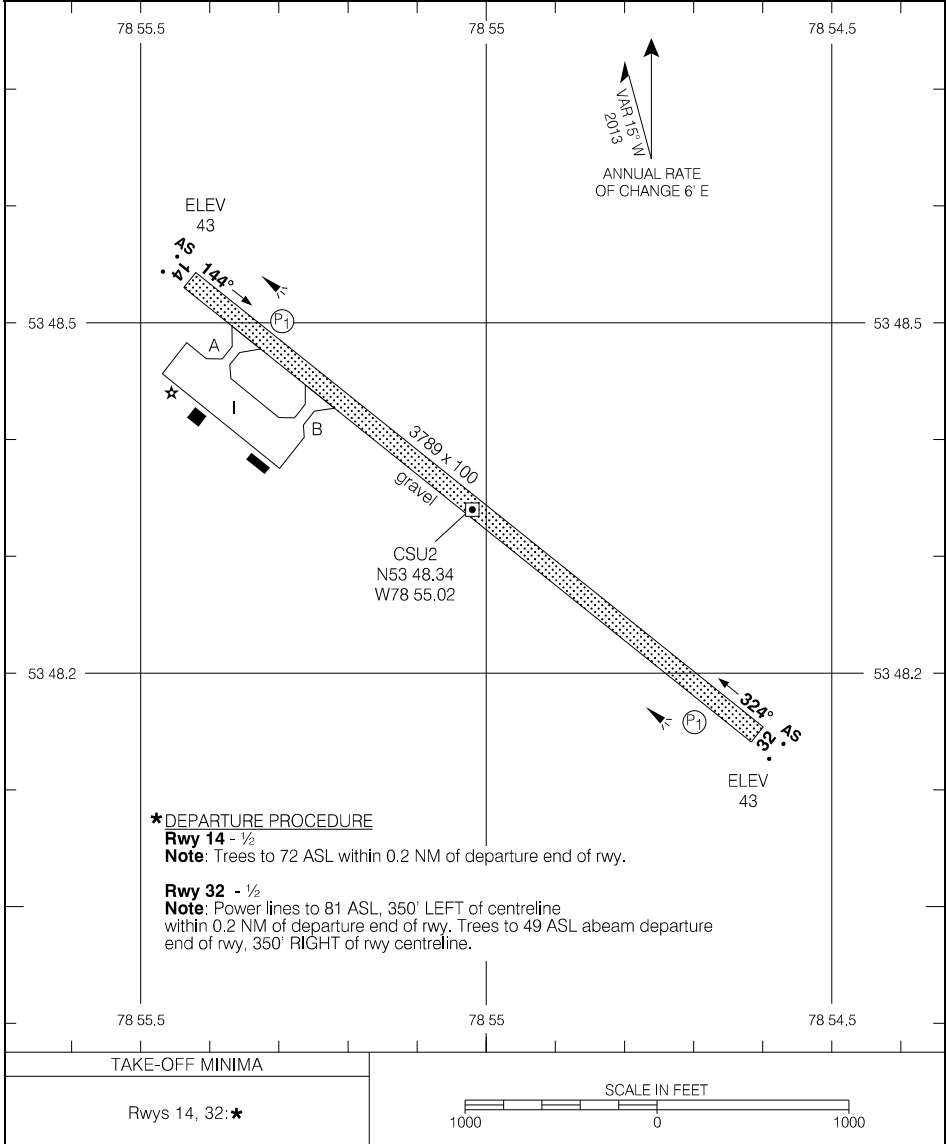
Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

EFF 25 JAN 24

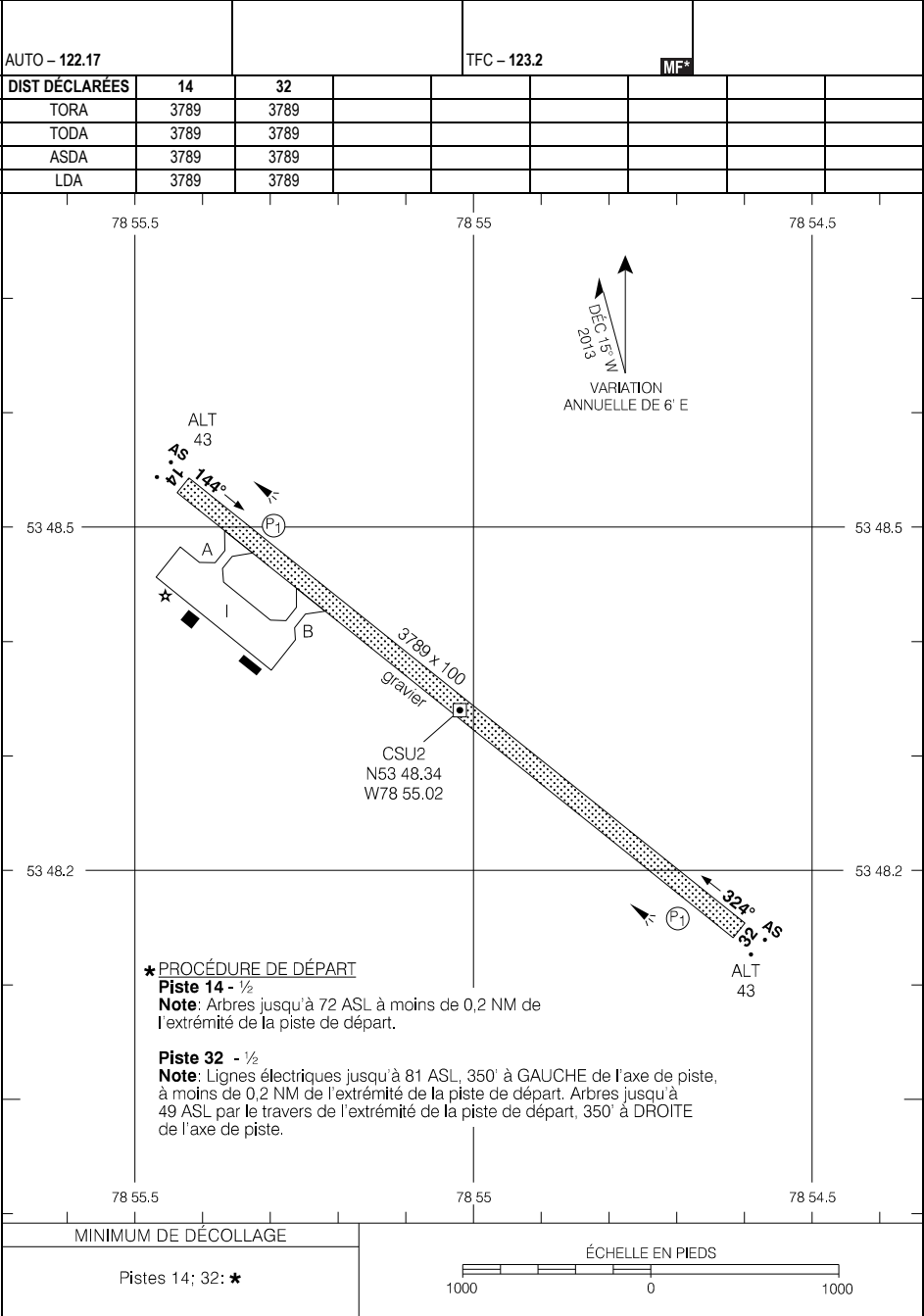
CSU2

AUTO – 122.17				TFC – 123.2		MF*			
DECL	DISTS	14	32						
	TORA	3789	3789						
	TODA	3789	3789						
	ASDA	3789	3789						
	LDA	3789	3789						



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

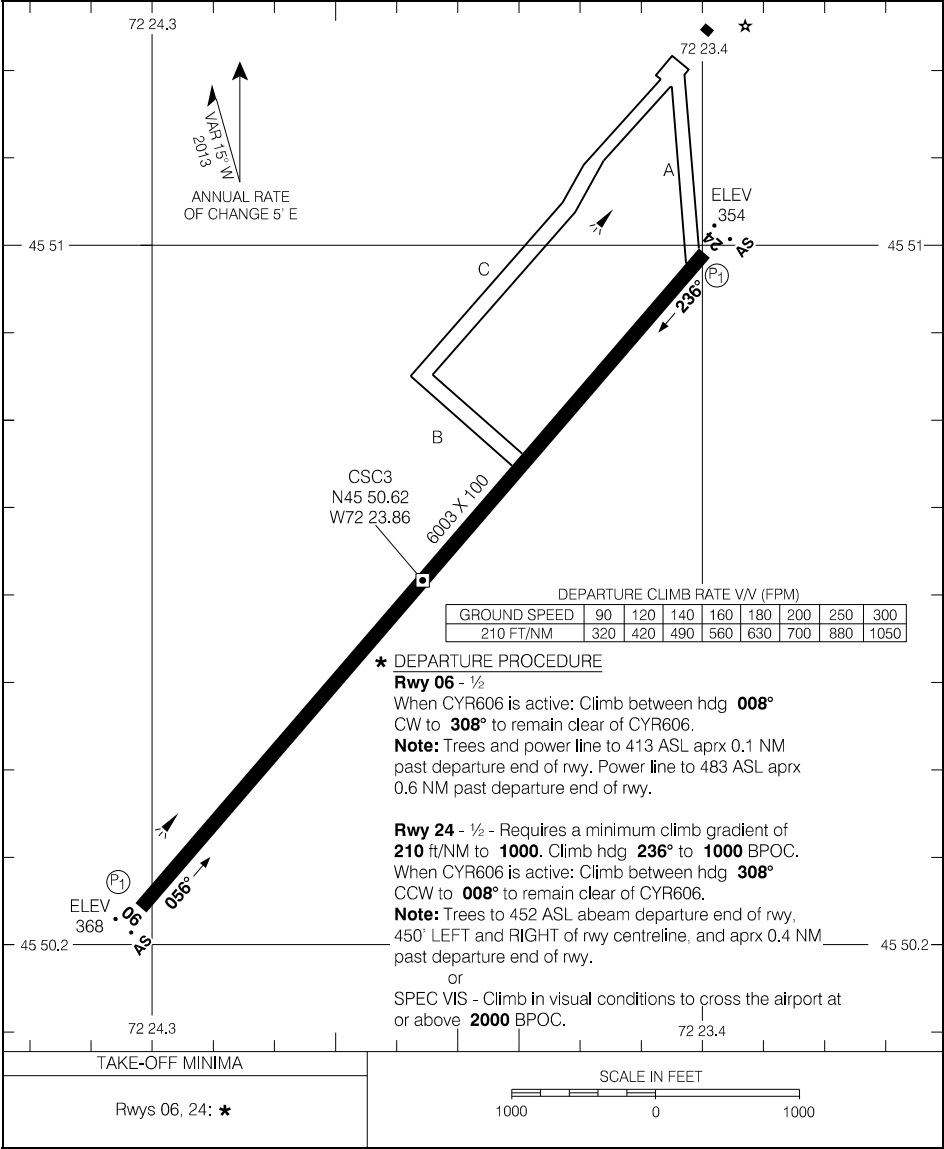
CARTE D'AÉRODROME



Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

AERODROME CHART

AUTO – 122.55				UNICOM – 122.8		CTR Montreal – 132.35	
						MF	
DECL DIST	06	24					
TORA	6003	6003					
TODA	6003	6003					
ASDA	6003	6003					
LDA	6003	6003					



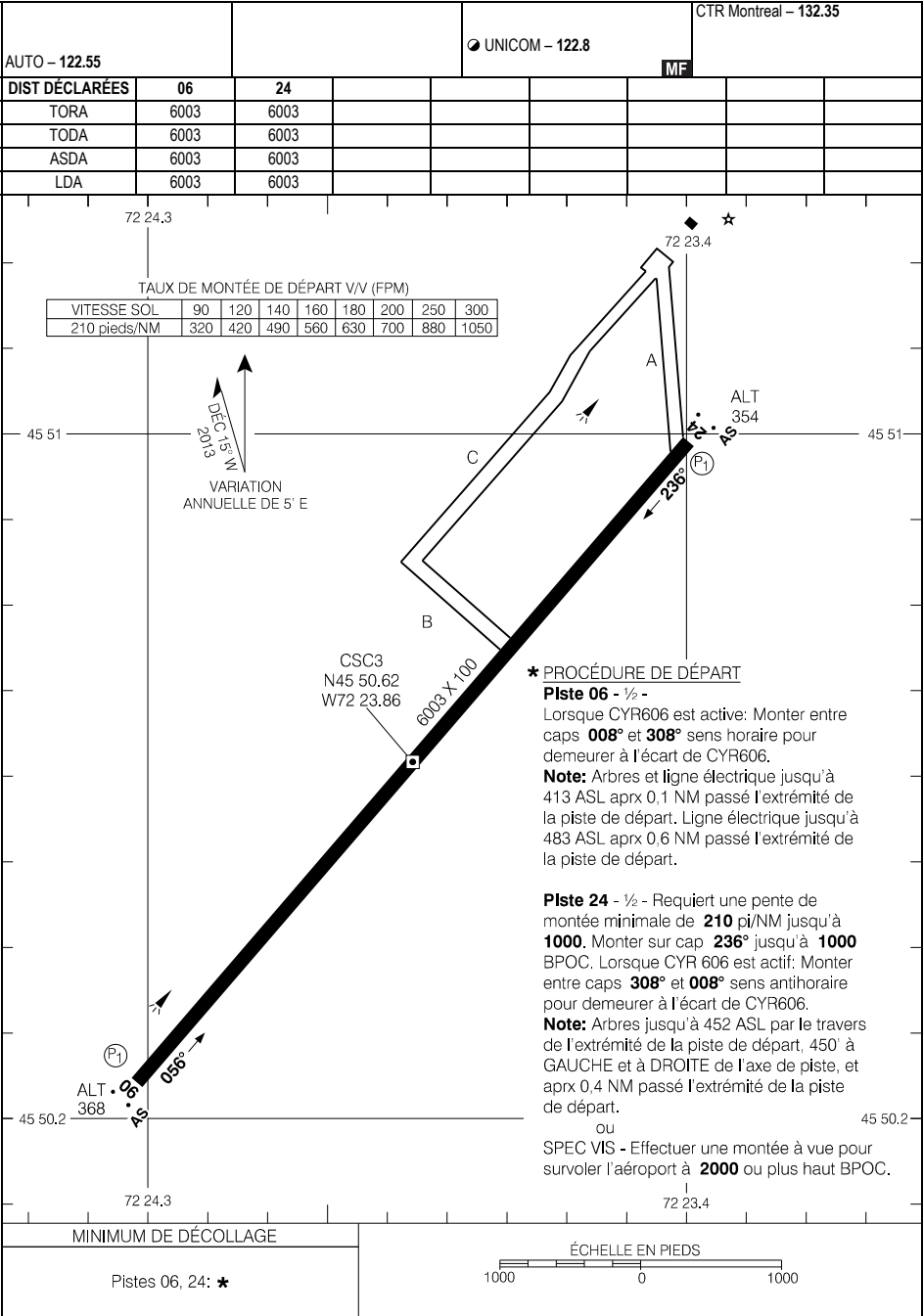
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 25 JAN 24

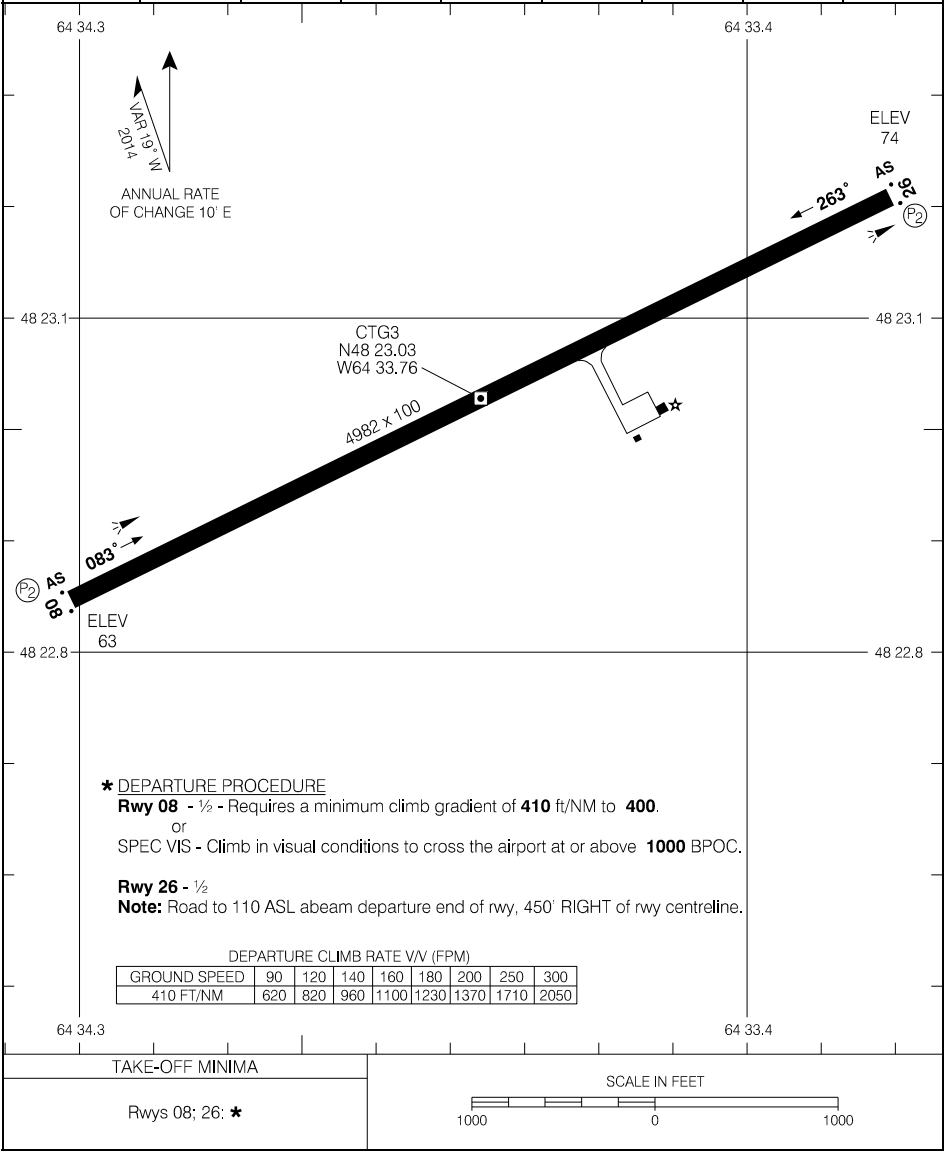
CSC3

CARTE D'AÉRODROME



AERODROME CHART

AUTO – 122.97				UNICOM – 122.35 (AU)		CTR Montreal – 134.17 RADIO Quebec – 123.47	
						ATF	
DECL	DISTS	08	26				
TORA		4982	4982				
TODA		4982	4982				
ASDA		4982	4982				
LDA		4982	4982				



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

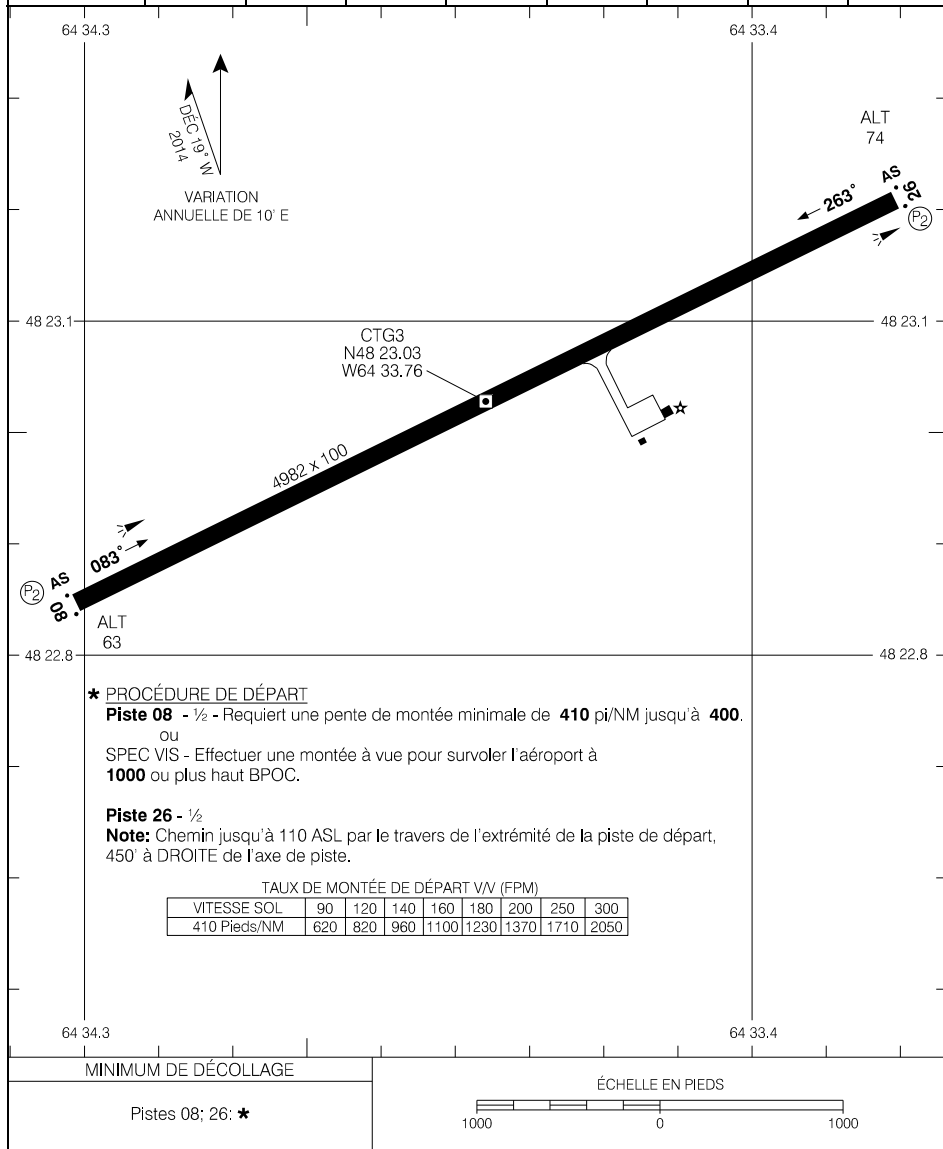
EFF 17 APR 25

CTG3

DU ROCHER-PERCÉ (PABOK), QC
CTG3

CARTE D'AÉRODROME

AUTO – 122.97					 UNICOM – 122.35 (AU)		CTR Montreal – 134.17 RADIO Quebec – 123.47	
					ATF			
DIST DÉCLARÉES	08	26						
TORA	4982	4982						
TODA	4982	4982						
ASDA	4982	4982						
LDA	4982	4982						



Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

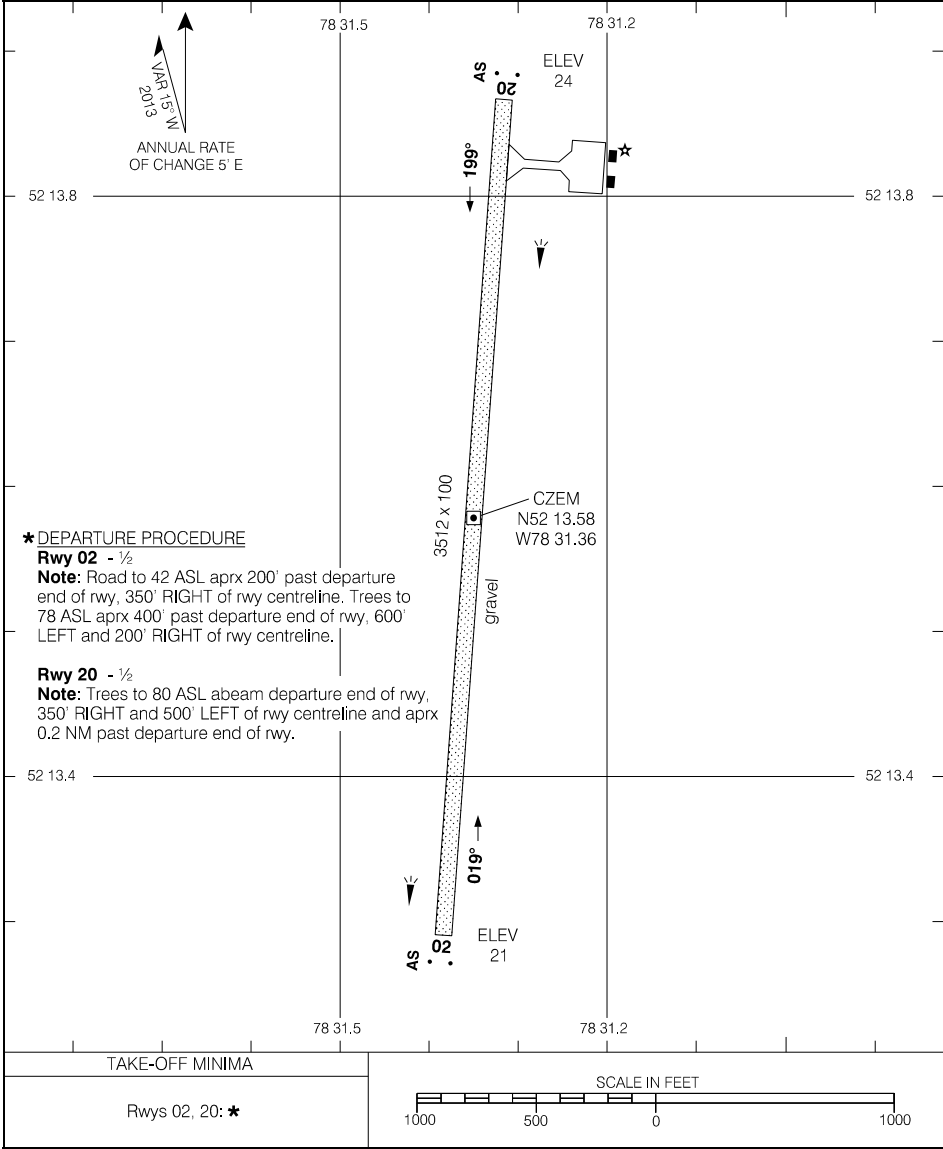
EFF 17 AVR 25

CTG3

CTG3-AD

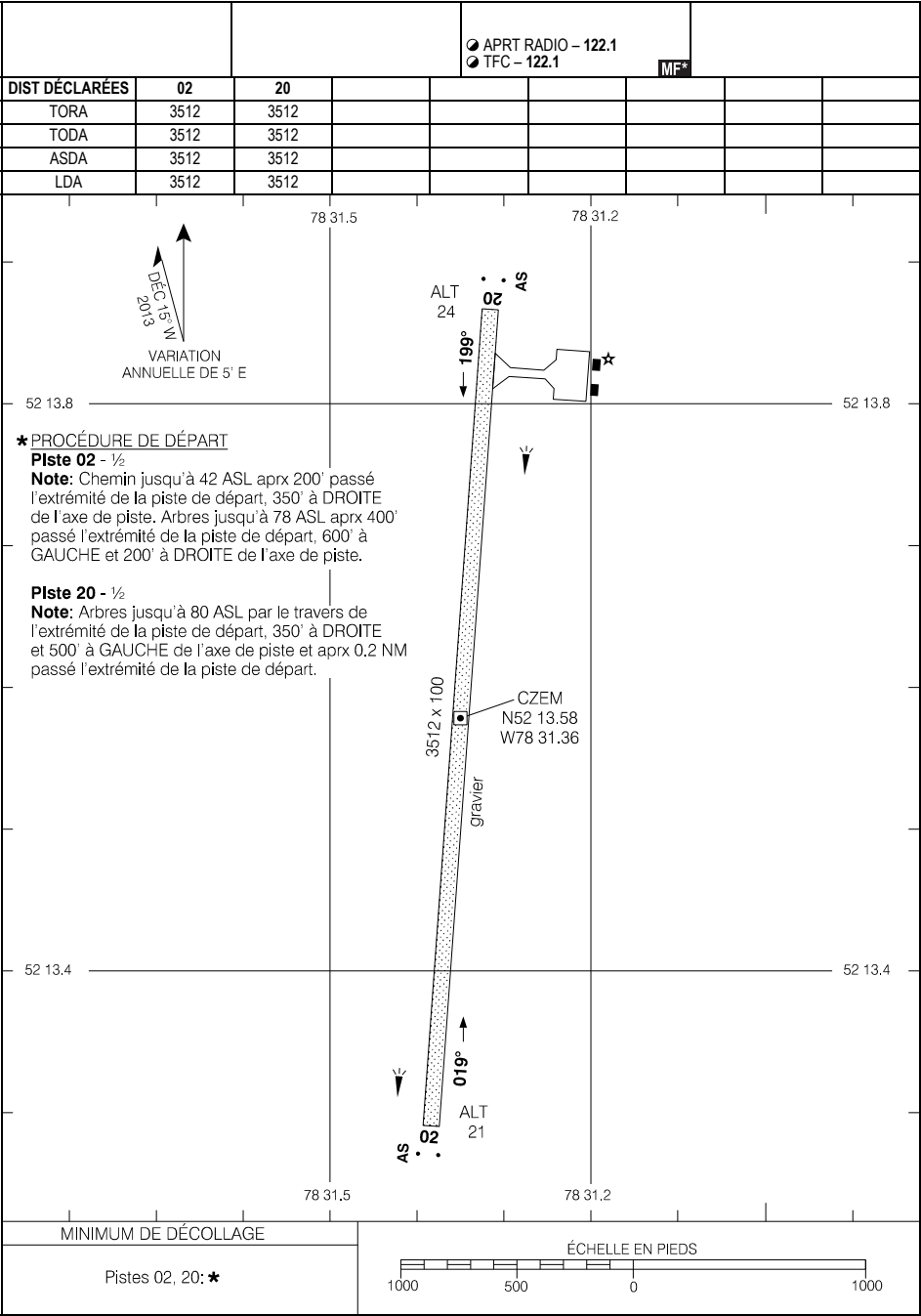


				APRT RADIO – 122.1 TFC – 122.1		MF*			
DECL DIST	02	20							
TORA	3512	3512							
TODA	3512	3512							
ASDA	3512	3512							
LDA	3512	3512							



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

CARTE D'AÉRODROME

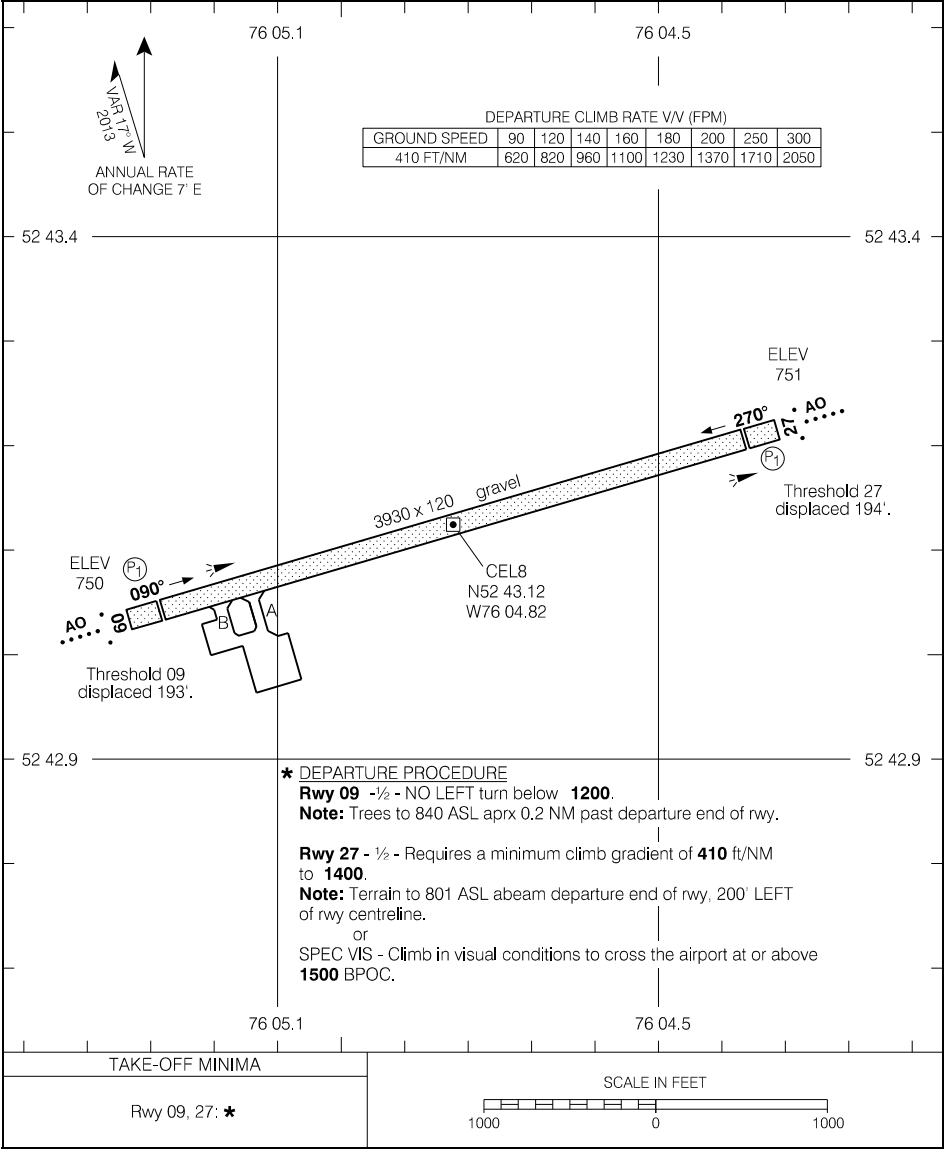


CARTE D'AÉRODROME

CZEM

AERODROME CHART

AUTO – 122.55				TFC – 123.2		MF*			
DECL DIST	09	27							
TORA	3930	3930							
TODA	3930	3930							
ASDA	3930	3930							
LDA	3737	3736							



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AERODROME CHART

EFF 30 NOV 23

CEL8

CEL8

76 05.1 76 04.5

52 43.4 52 43.4

52 42.9 52 42.9

76 05.1 76 04.5

MINIMUM DE DÉCOLLAGE

Piste 09, 27: *

TAUX DE MONTÉE DE DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
410 pieds/NM	620	820	960	1100	1230	1370	1710	2050

ALT 750 090°

Piste 09 seuil décalé 193'.

3930 x 120 gravier

CEL8
N52 43.12
W76 04.82

ALT 751 270°

Piste 27 seuil décalé 194'.

*** PROCÉDURE DE DÉPART**

Piste 09 - ½ - AUCUN virage à GAUCHE en dessous de **1200**.
Note: Terrain jusqu'à 840 ASL aprx 0.2 NM passé l'extrémité de la piste de départ.

Piste 27 - ½ - Requiert une pente de montée minimale de **410 pi/NM** jusqu'à **1400**.
Note: Terrain jusqu'à 801 ASL par le travers de l'extrémité de la piste de départ, 200' à GAUCHE de l'axe de piste.
 ou
 SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **1500** ou plus haut BPOC.

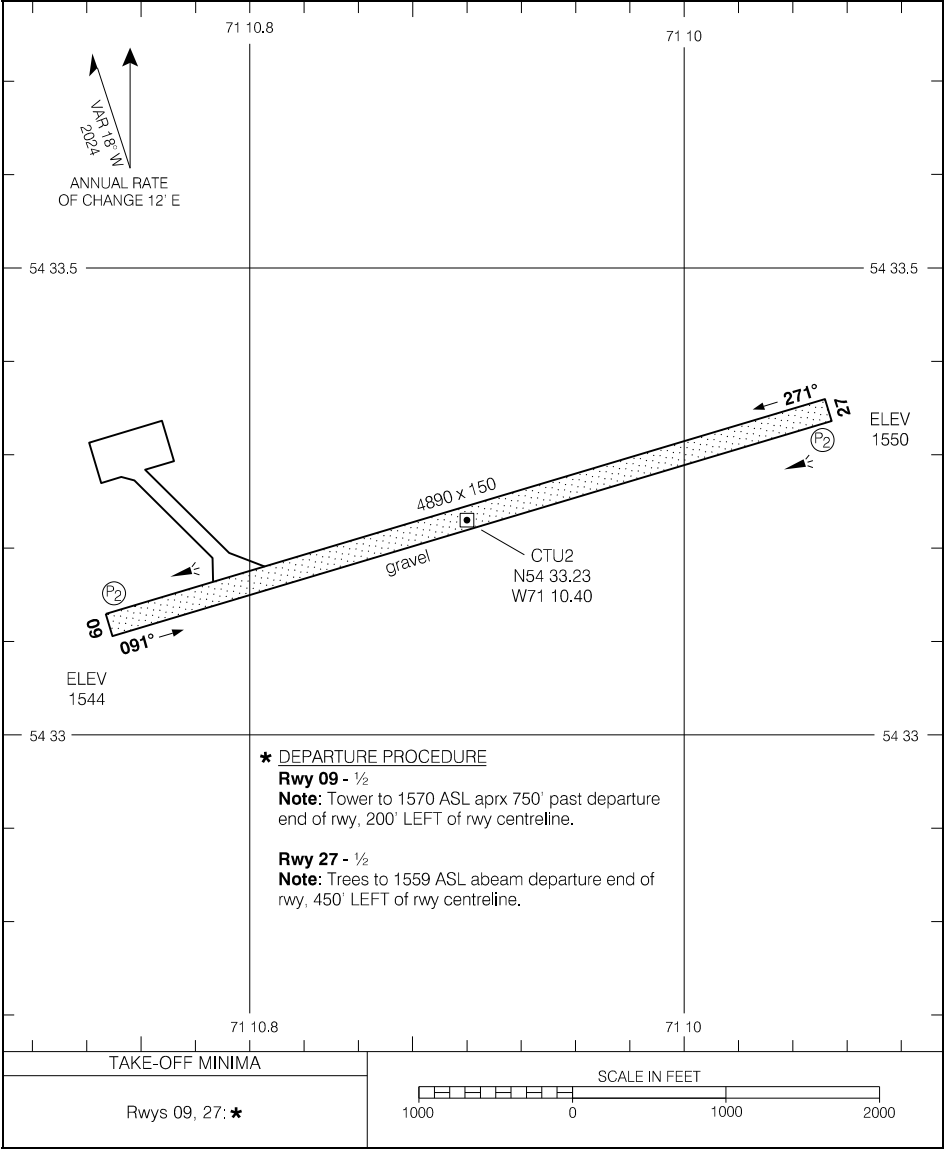
ÉCHELLE EN PIEDS

1000 0 1000

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AERODROME CHART

AUTO – 122.17				UNICOM – 123.0 (AU)		MF*	
DECL DIST	09	27					
TORA	4890	4890					
TODA	4890	4890					
ASDA	4890	4890					
LDA	4890	4890					



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

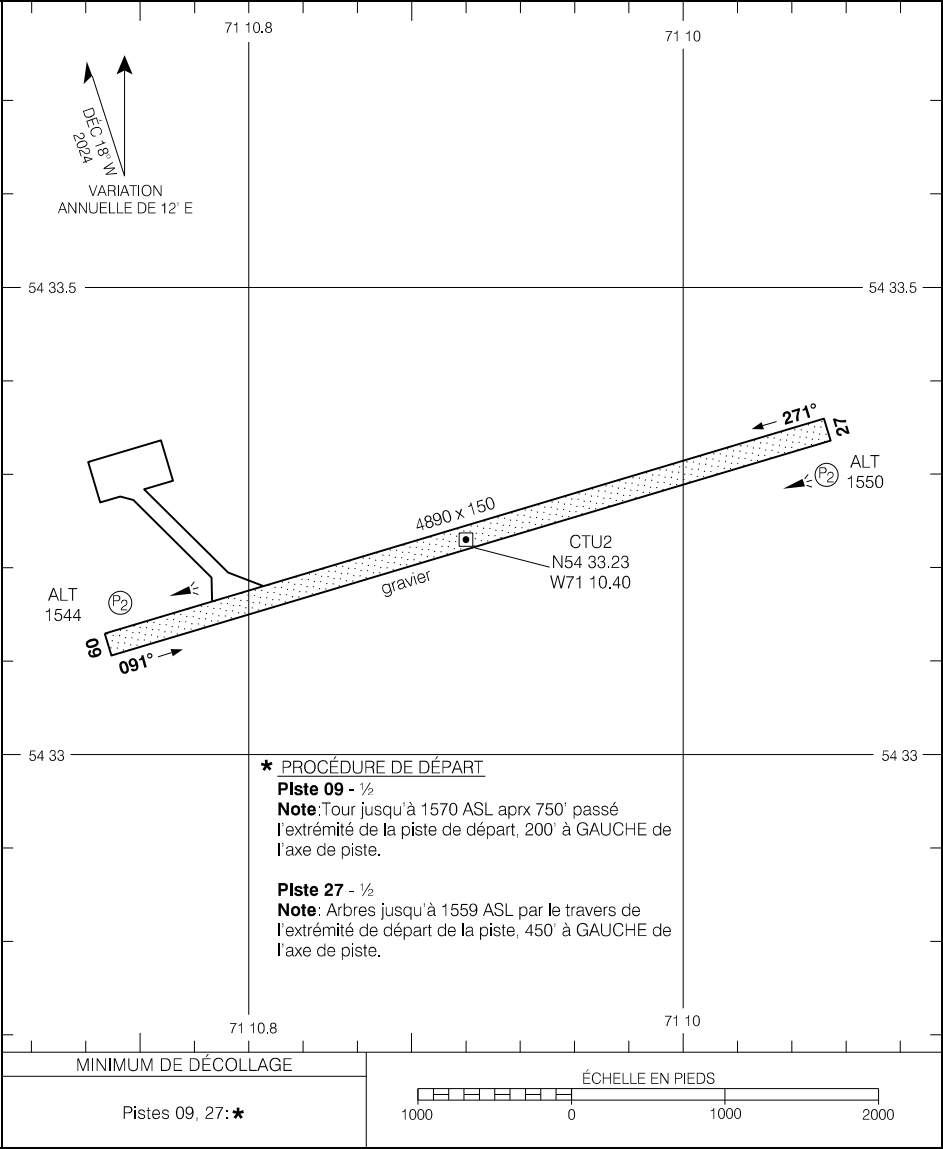
AERODROME CHART

EFF 20 FEB 25

CTU2

CARTE D'AÉRODROME

AUTO – 122.17		UNICOM – 123.0 (AU)				MF*			
DIST DÉCLARÉES	09	27							
TORA	4890	4890							
TODA	4890	4890							
ASDA	4890	4890							
LDA	4890	4890							

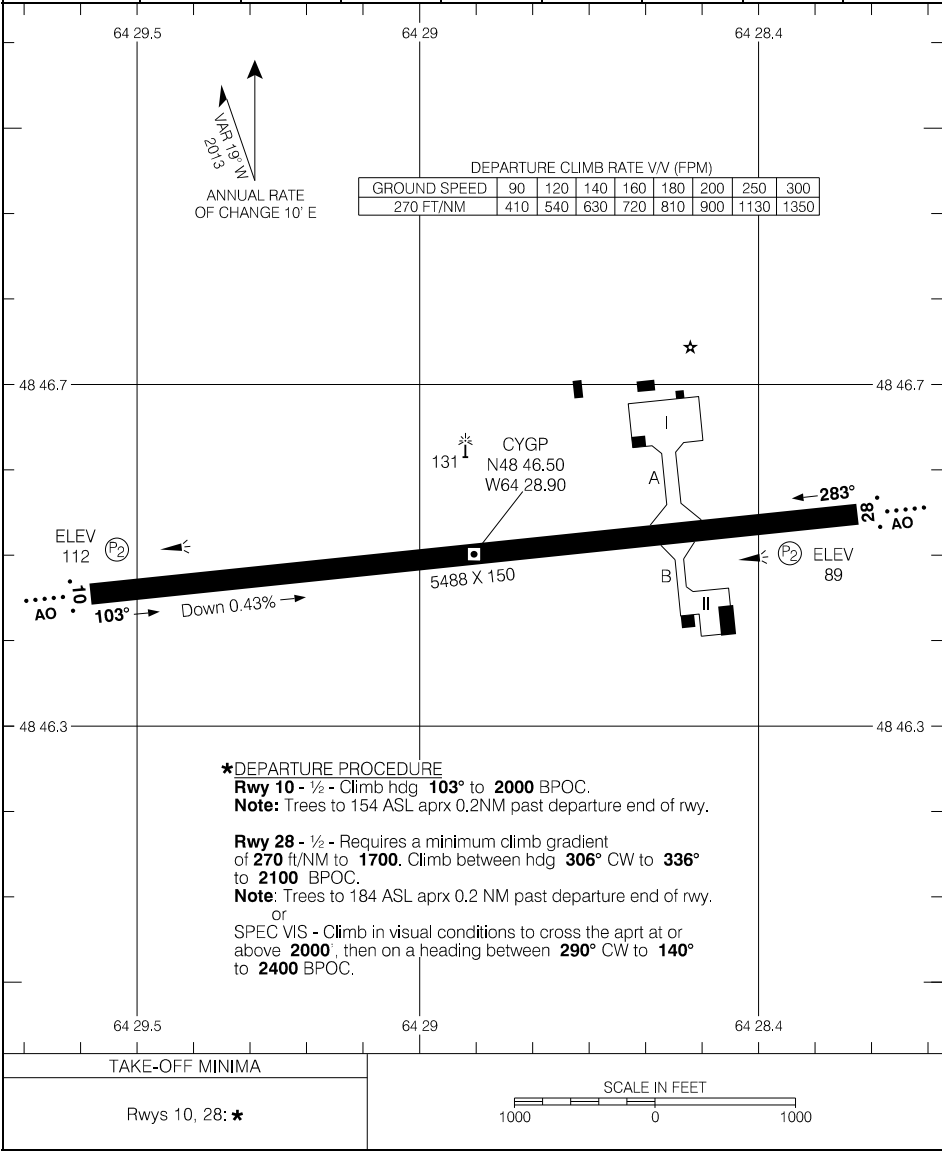


CARTE D'AÉRODROME

CTU2

AERODROME CHART

AUTO – 127.8 (En) 124.9 (Fr)		GND – 123.02		RADIO Mont-Joli – 122.3		CTR Montreal – 134.17 RADIO Quebec – 123.47	
DECL DIST		10	28				
TORA	5488	5488					
TODA	5980	5980					
ASDA	5488	5488					
LDA	5488	5488					



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AERODROME CHART

EFF 11 JUL 24

CYGP

64 29.5 64 29 64 28.4

48 46.7 48 46.7

48 46.3 48 46.3

ALT 112 (P2) 103° Descend 0.43% 5488 X 150 283° (P2) ALT 89

CYGP
N48 46.50
W64 28.90

131

★

AO

DEC 19 W 2013

VARIATION ANNUELLE DE 10' E

TAUX DE MONTÉE DE DÉPART V/V (FPM)								
VITESSE SOL	90	120	140	160	180	200	250	300
270 pieds/NM	410	540	630	720	810	900	1130	1350

***PROCÉDURE DE DÉPART**

Piste 10 - ½ - Monter sur cap **103°** jusqu'à **2000** BPOC.
Note: Arbres jusqu'à 154 ASL aprx 0.2NM passé l'extrémité de la piste de départ.

Piste 28 - ½ - Requiert une pente de montée minimale de **270** pi/NM jusqu'à **1700**. Monter entre caps **306°** et **336°** sens horaire jusqu'à **2100** BPOC.
Note: Arbres jusqu'à 184 ASL aprx 0.2 NM passé l'extrémité de la piste de départ .
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **2000** ou plus haut, puis continuer la montée entre caps **290°** et **140°** sens horaire jusqu'à **2400** BPOC.

MINIMUM DE DÉCOLLAGE

Rwys 10, 28: ★

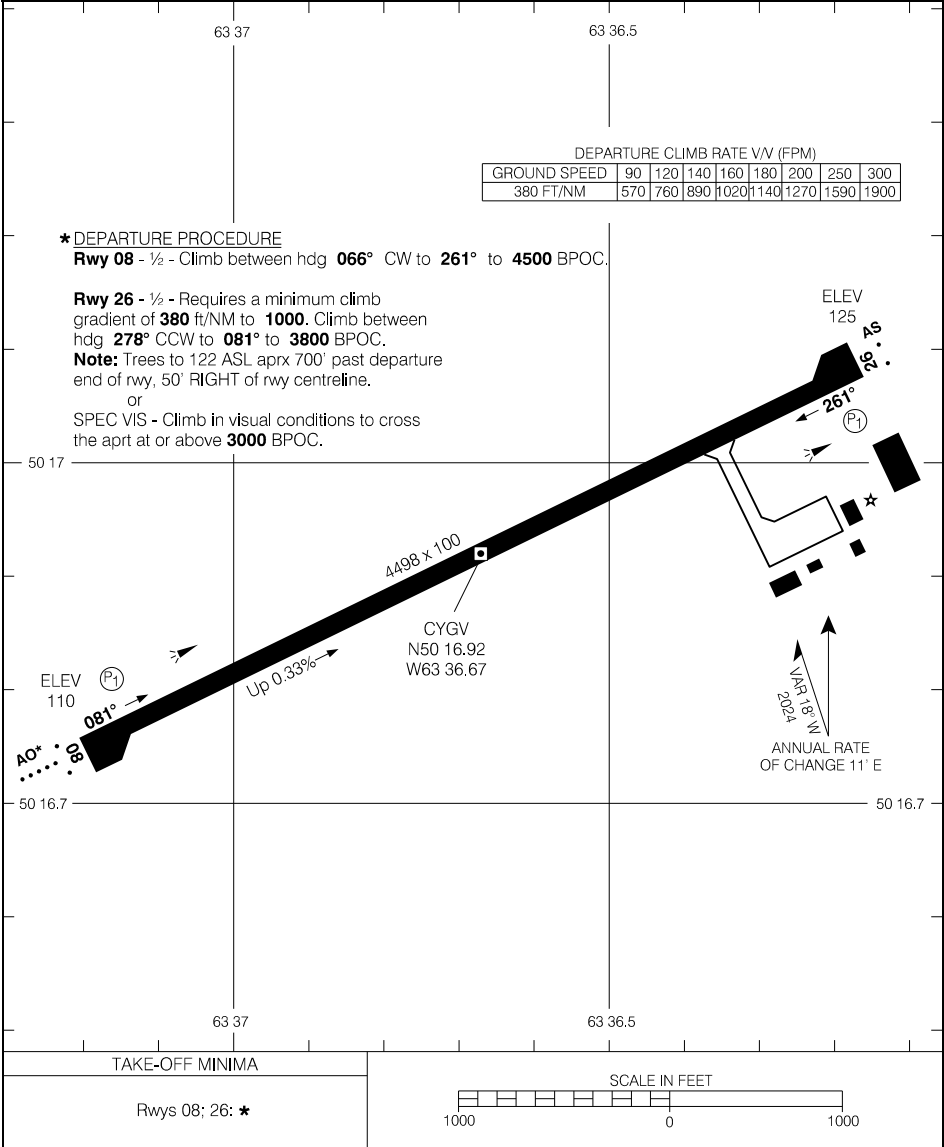
ÉCHELLE EN PIEDS

1000 0 1000

Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

AERODROME CHART

AWOS – 125.95 (En) 128.3 (Fr)				● RADIO Madeleine – 122.0			
				● TFC – 122.0		MF*	
DECL DIST	08	26					
TORA	4498	4498					
TODA	5098	5098					
ASDA	4498	4498					
LDA	4498	4498					



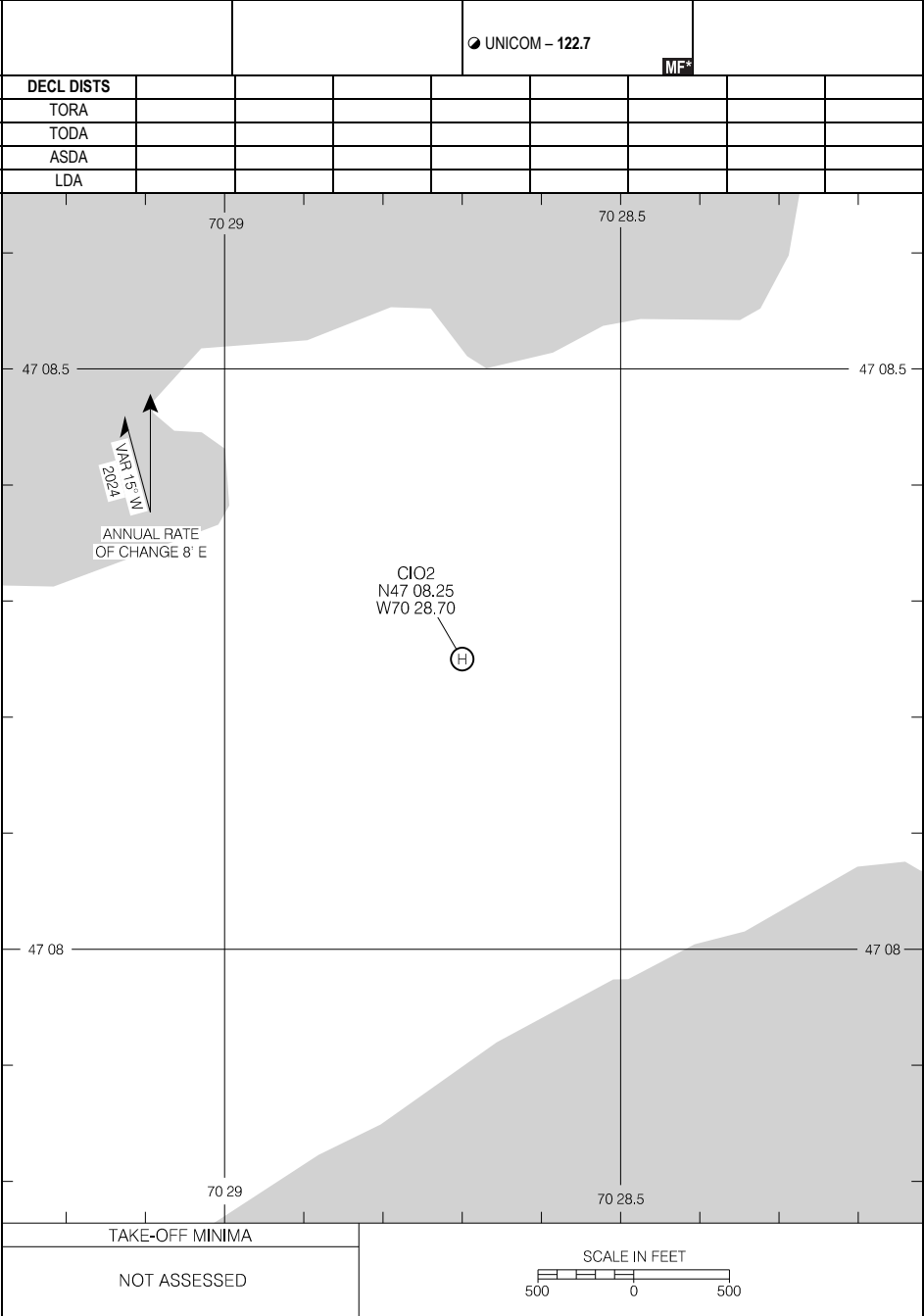
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 21 MAR 24

CYGV

HELIPORT CHART

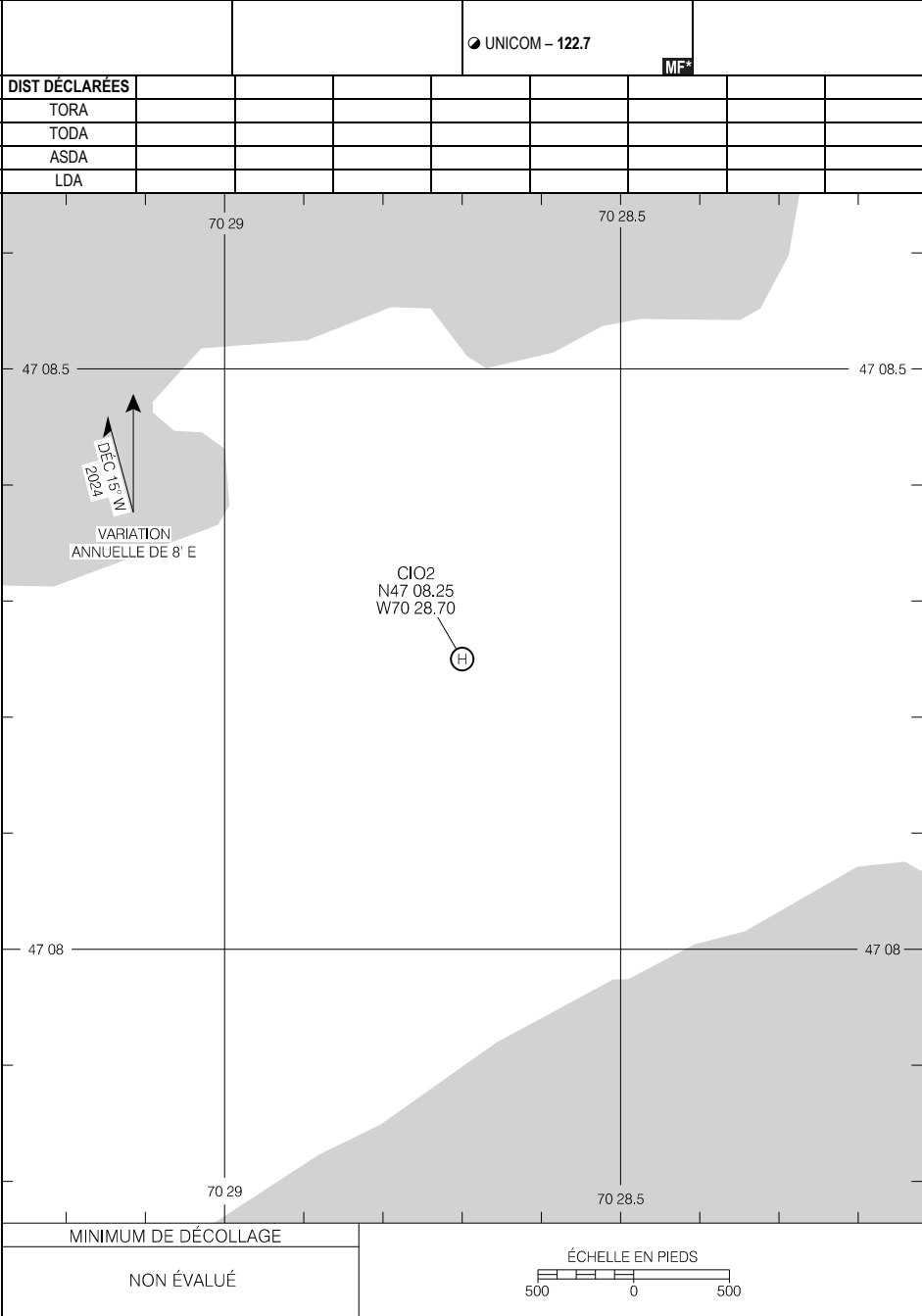


HELIPORT CHART

EFF 12 JUN 25

CIO2

CARTE D'HÉLIPORT



CARTE D'HÉLIPORT

EFF 12 JUIN 25

CIO2

CYGV

***PROCÉDURE DE DÉPART**

Piste 08 - 1/2 - Monter entre caps **066°** et **261°** sens horaire jusqu'à **4500** BPOC.

Piste 26 - 1/2 - Requiert une pente de montée minimale de **380** pi/NM jusqu'à **1000**. Monter entre caps **278°** et **081°** sens antihoraire jusqu'à **3800** BPOC.

Note: Arbres jusqu'à 122 ASL
aprx 700' passé l'extrémité de la piste de départ, 50' à DROITE de l'axe de piste.
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **3000** ou plus haut BPOC.

VITESSE SOL	90	120	140	160	180	200	250	300
380 pieds/NM	570	760	890	1020	1140	1270	1590	1900

ALT 110
P₁
081°
monte 0.33%
CYGV
N50 16.92
W63 36.67
4498 x 100
ALT 125
26°
AS
P₁
261°
VARIATION ANNUELLE DE 11' E
DEC 18 2024

MINIMUM DE DÉCOLLAGE

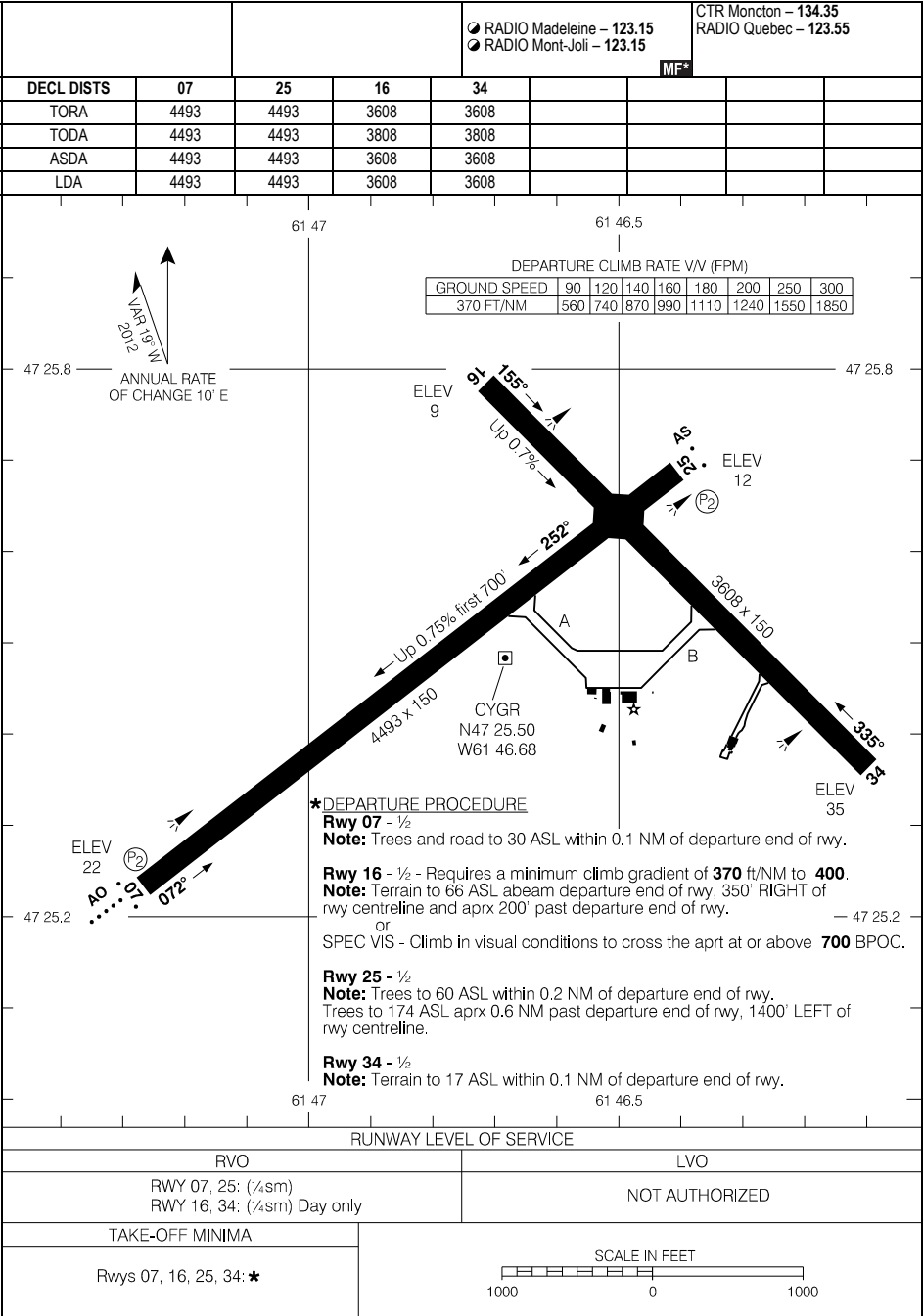
Pistes 08; 26: *

ÉCHELLE EN PIEDS

1000 0 1000

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AERODROME CHART



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AERODROME CHART

EFF 25 FEB 21

CYGR

CYGR

*** PROCÉDURE DE DÉPART**

Piste 07 - ½
Note: Arbres et route jusqu'à 30 ASL à l'intérieur de 0,1 NM passé l'extrémité de la piste de départ.

Piste 16 - ½ - Requier une pente de montée minimale de **370pi/NM** jusqu'à **400**.
Note: Terrain jusqu'à 66 ASL par le travers de l'extrémité de la piste de départ, 350' à DROITE de l'axe de piste et aprx 200' passé l'extrémité de la piste de départ.

ou

SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **700** ou plus haut BPOC.

Piste 25 - ½
Note: Arbres jusqu'à 60 ASL à l'intérieur de 0,2 NM passé l'extrémité de la piste de départ. Arbres jusqu'à 174 ASL aprx 0,6 NM passé l'extrémité de la piste de départ, 1400' à GAUCHE de l'axe de piste.

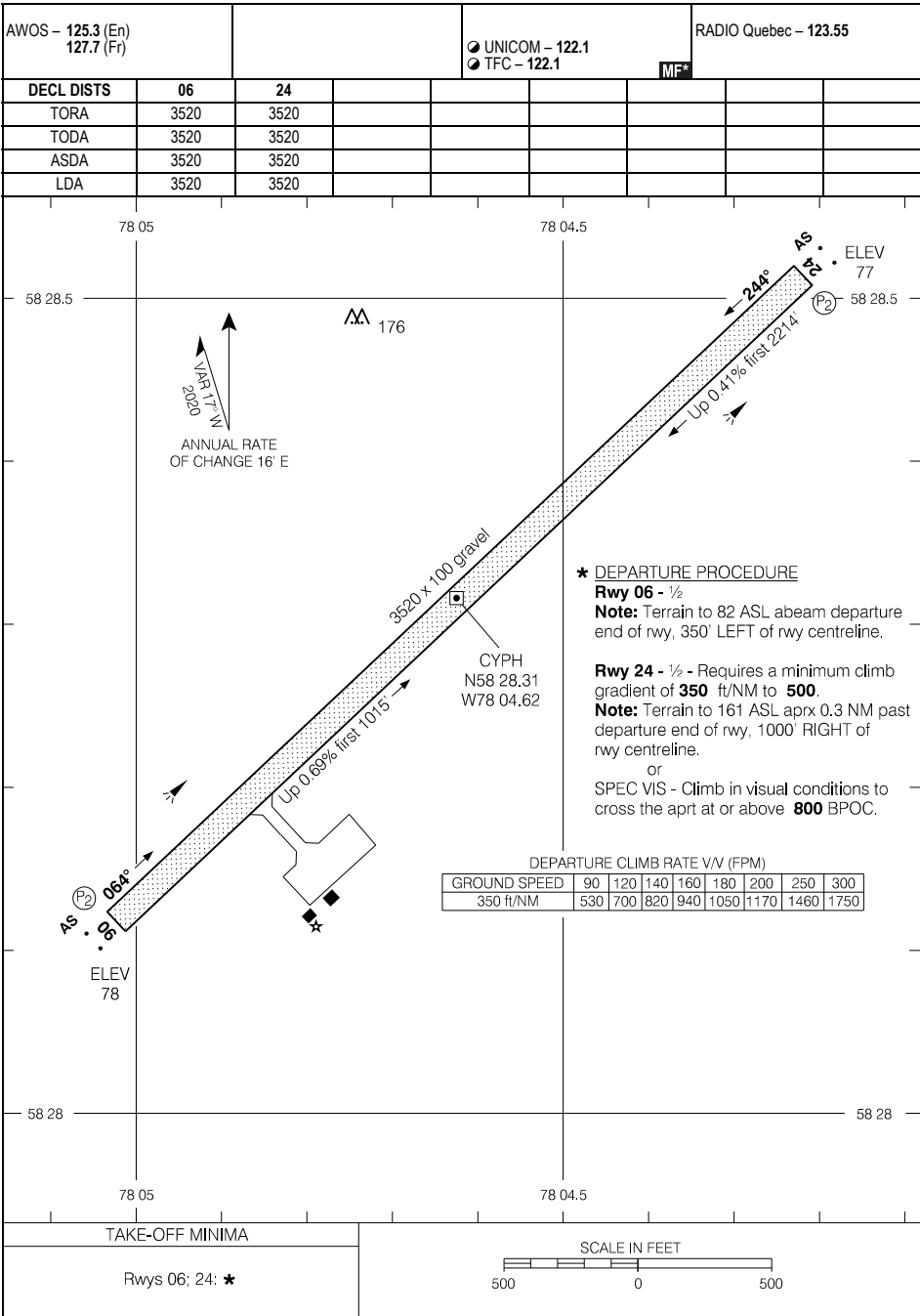
Piste 34 - ½
Note: Terrain jusqu'à 17 ASL à l'intérieur de 0,1 NM passé l'extrémité de la piste de départ.

TAUX DE MONTÉE DE DÉPART VV (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
370 pieds/NM	560	740	870	990	1110	1240	1550	1850

CARTE D'AÉRODROME CYGR
EFF 25 FÉV 21

AERODROME CHART



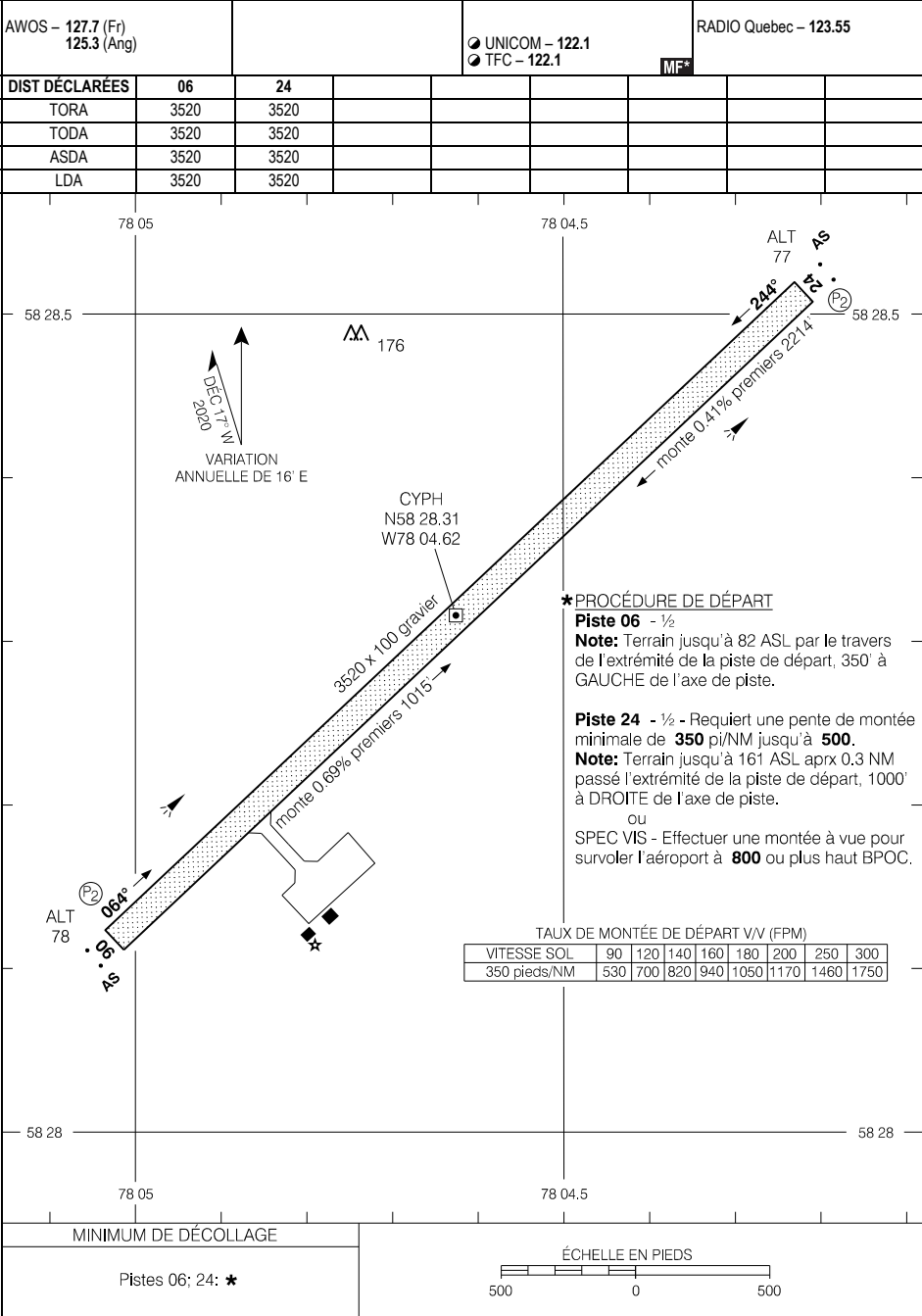
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AERODROME CHART

EFF 7 AUG 25

CYPH

CARTE D'AÉRODROME



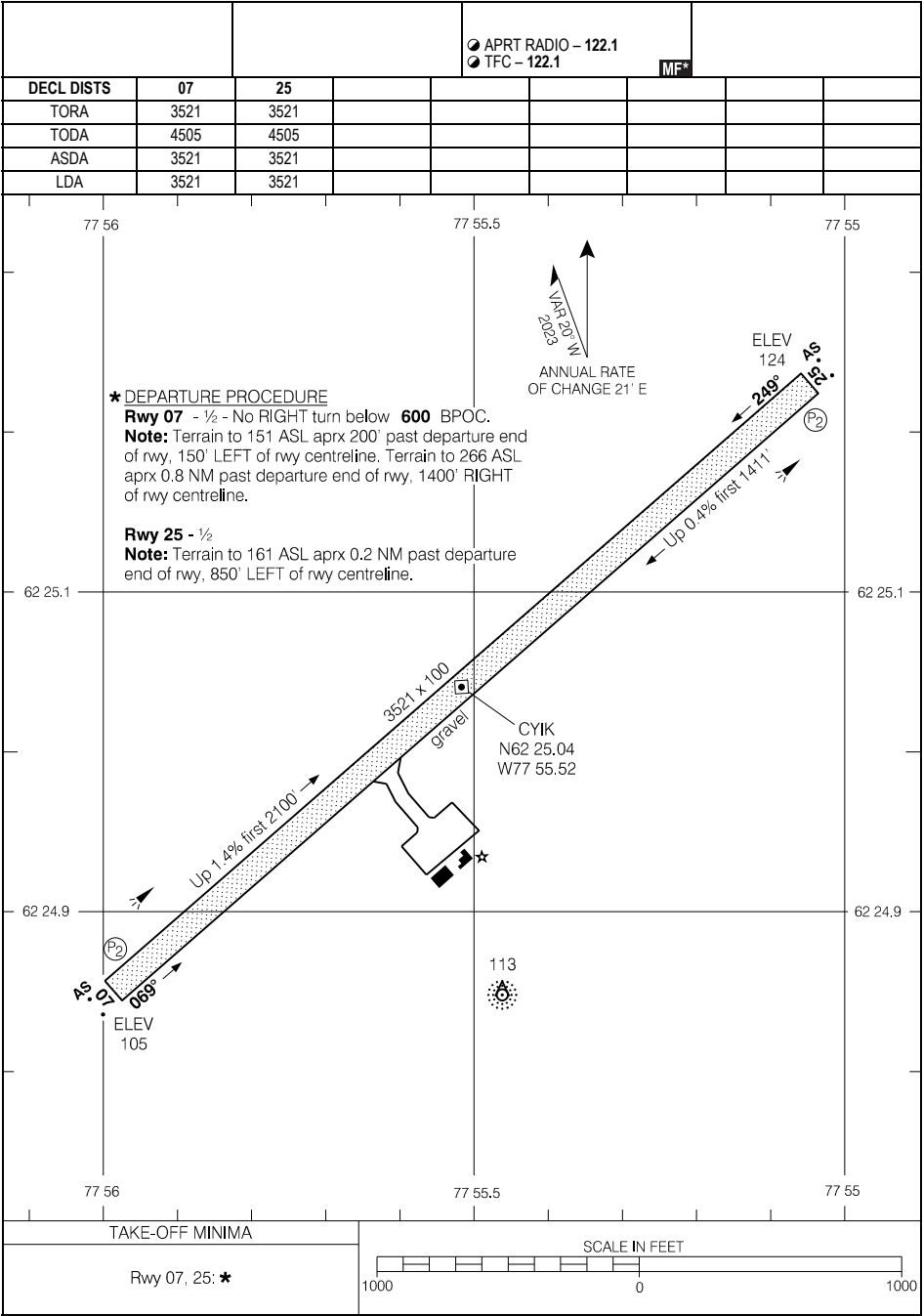
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CARTE D'AÉRODROME

EFF 7 AOÛT 25

CYPH

AERODROME CHART

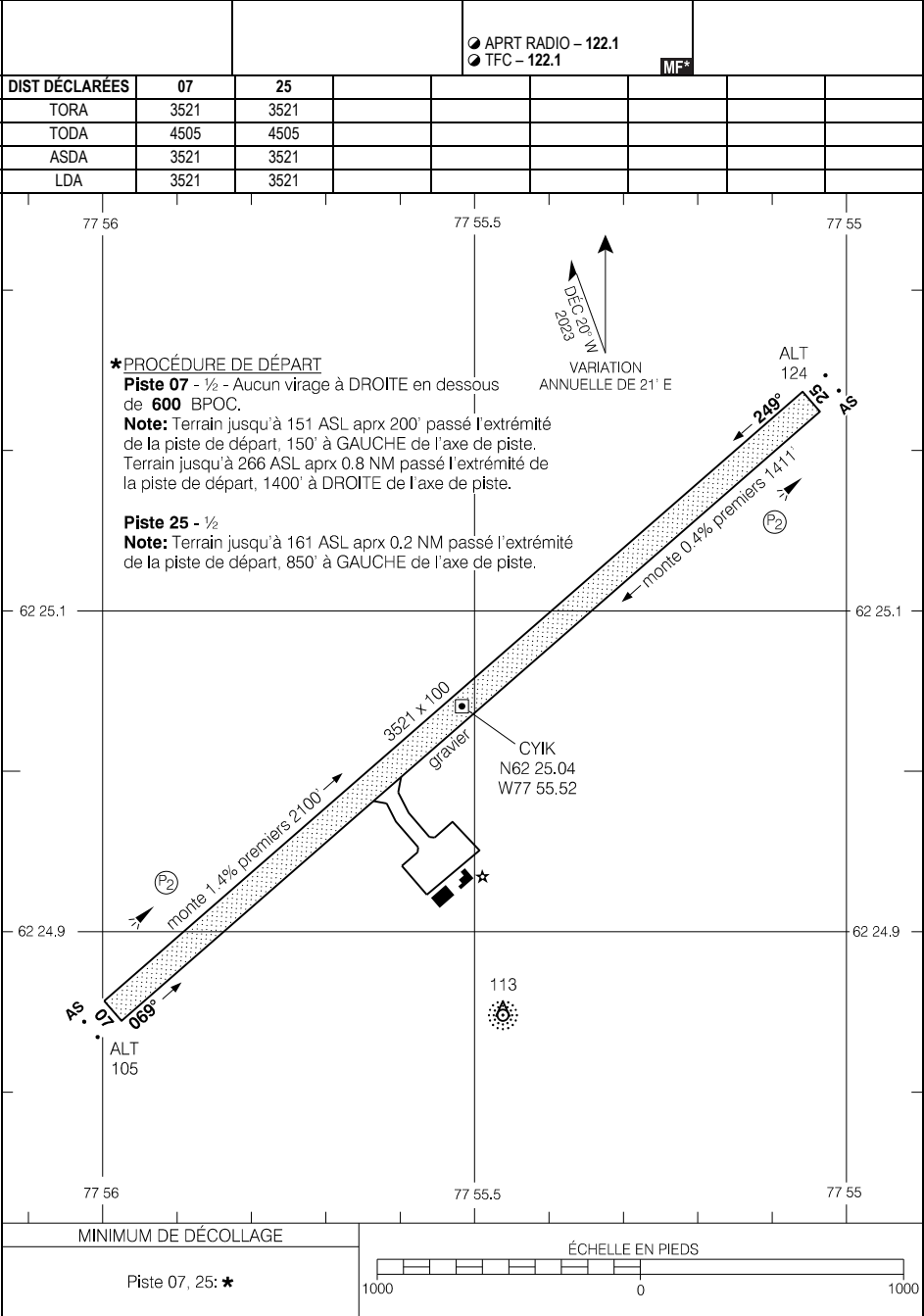


AERODROME CHART

EFF 20 APR 23

CYIK

CARTE D'AÉRODROME



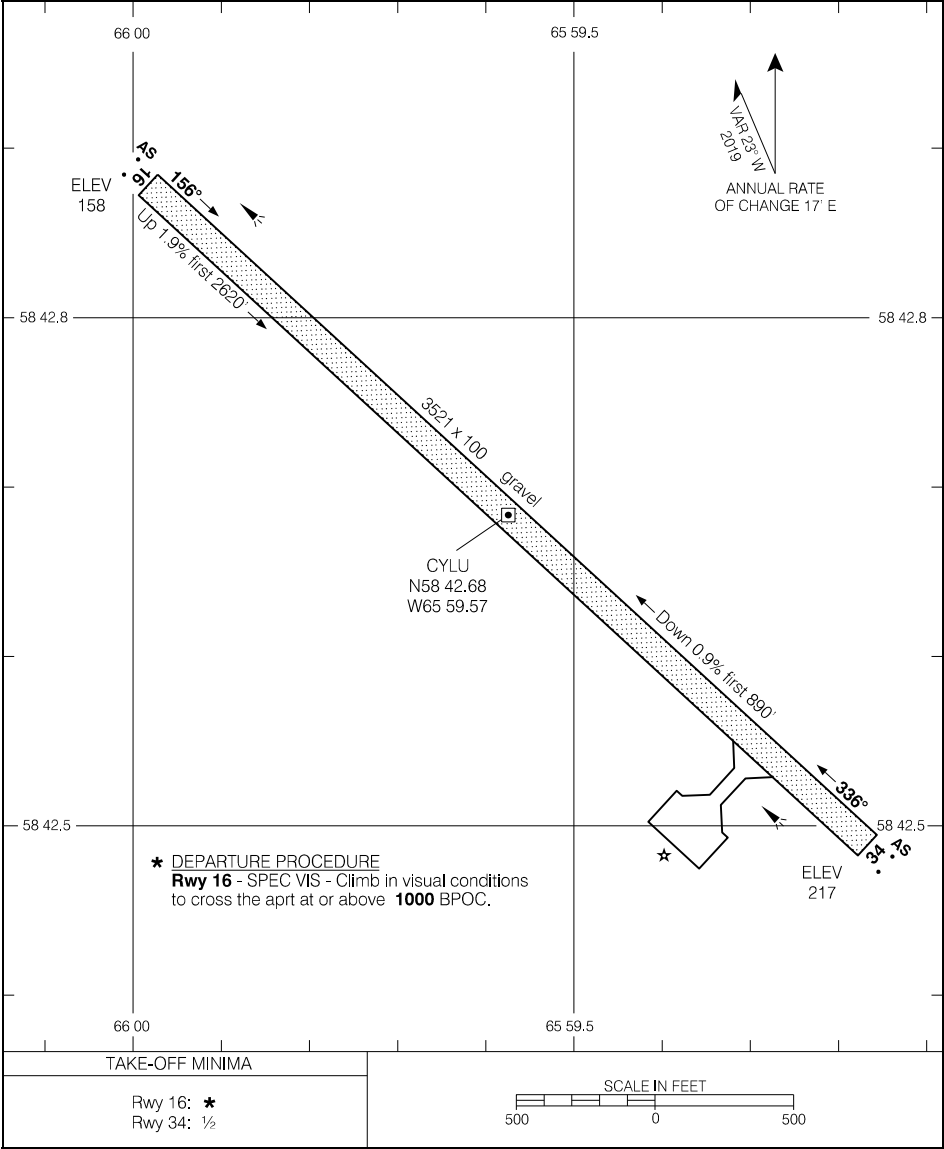
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CYLU-AD

KANGIQSUALUJJUAQ (GEORGES RIVER), QC
CYLU

AERODROME CHART

				APRT RADIO – 122.1 TFC – 122.1		MF*			
DECL DIST	16	34							
TORA	3521	3521							
TODA	3521	3521							
ASDA	3521	3521							
LDA	3521	3521							



AERODROME CHART

EFF 10 SEP 20

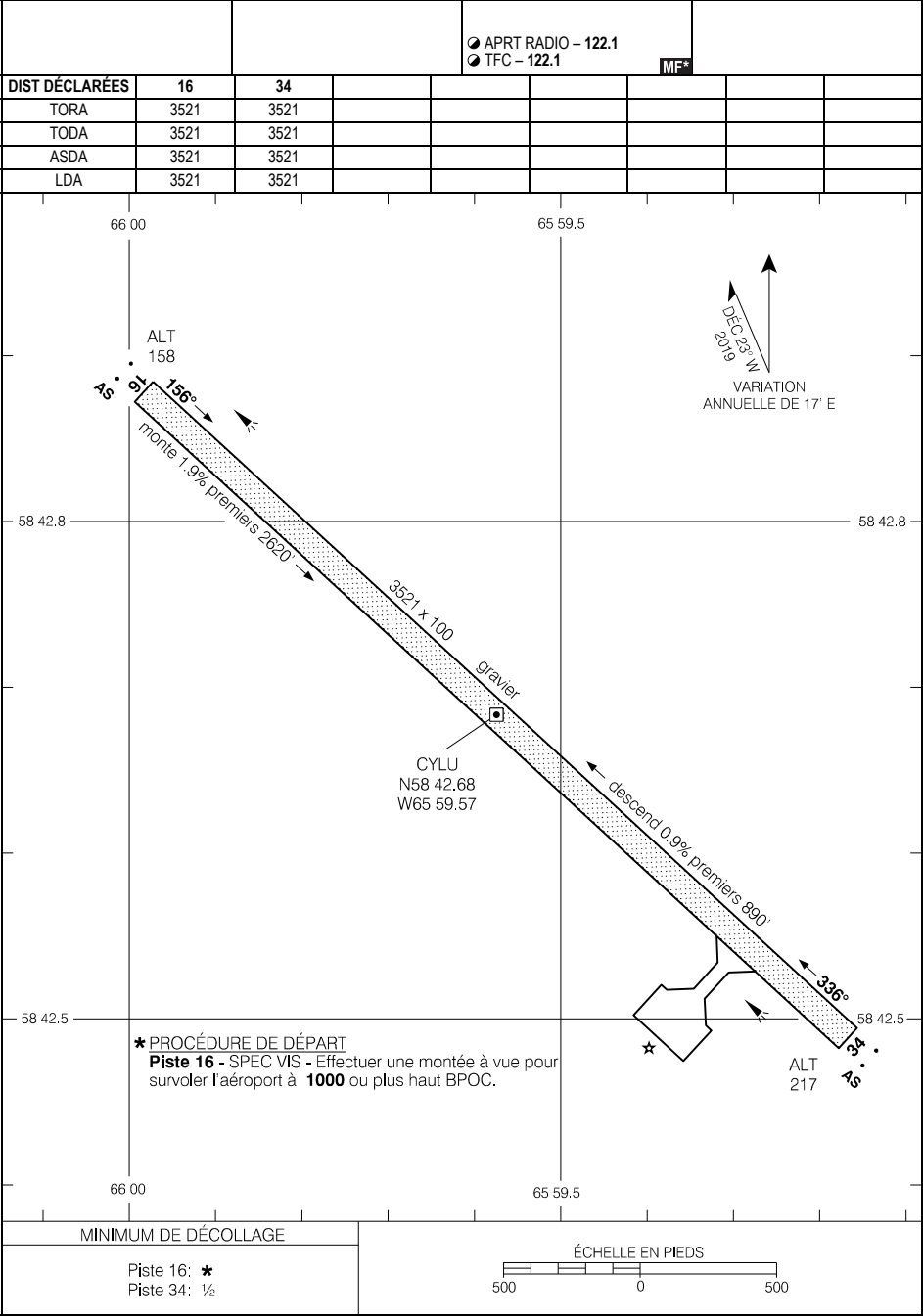
CYLU

CYLU-AD

CYLU-AD

KANGIQSUALUJJUAQ (GEORGES RIVER), QC
CYLU

CARTE D'AÉRODROME



CARTE D'AÉRODROME

CYLU

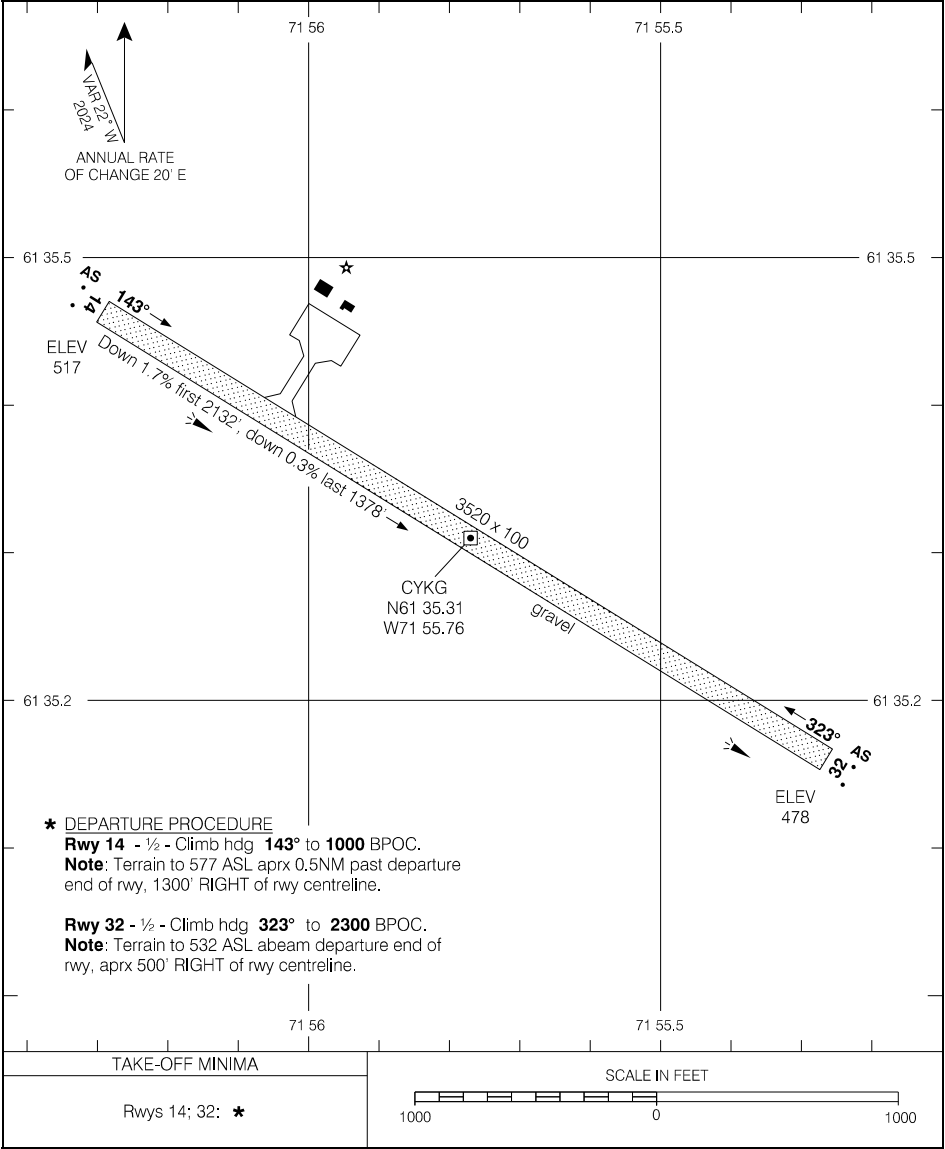
EFF 10 SEP 20

CYLU-AD

CYKG-AD

KANGIQSUJUAQ (WAKEHAM BAY), QC
CYKG

				APRT RADIO – 122.1 TFC – 122.1		RADIO Quebec – 123.47 DRCO	
				MF*			
DECL	DISTS	14	32				
TORA		3520	3520				
TODA		3520	3520				
ASDA		3520	3520				
LDA		3520	3520				



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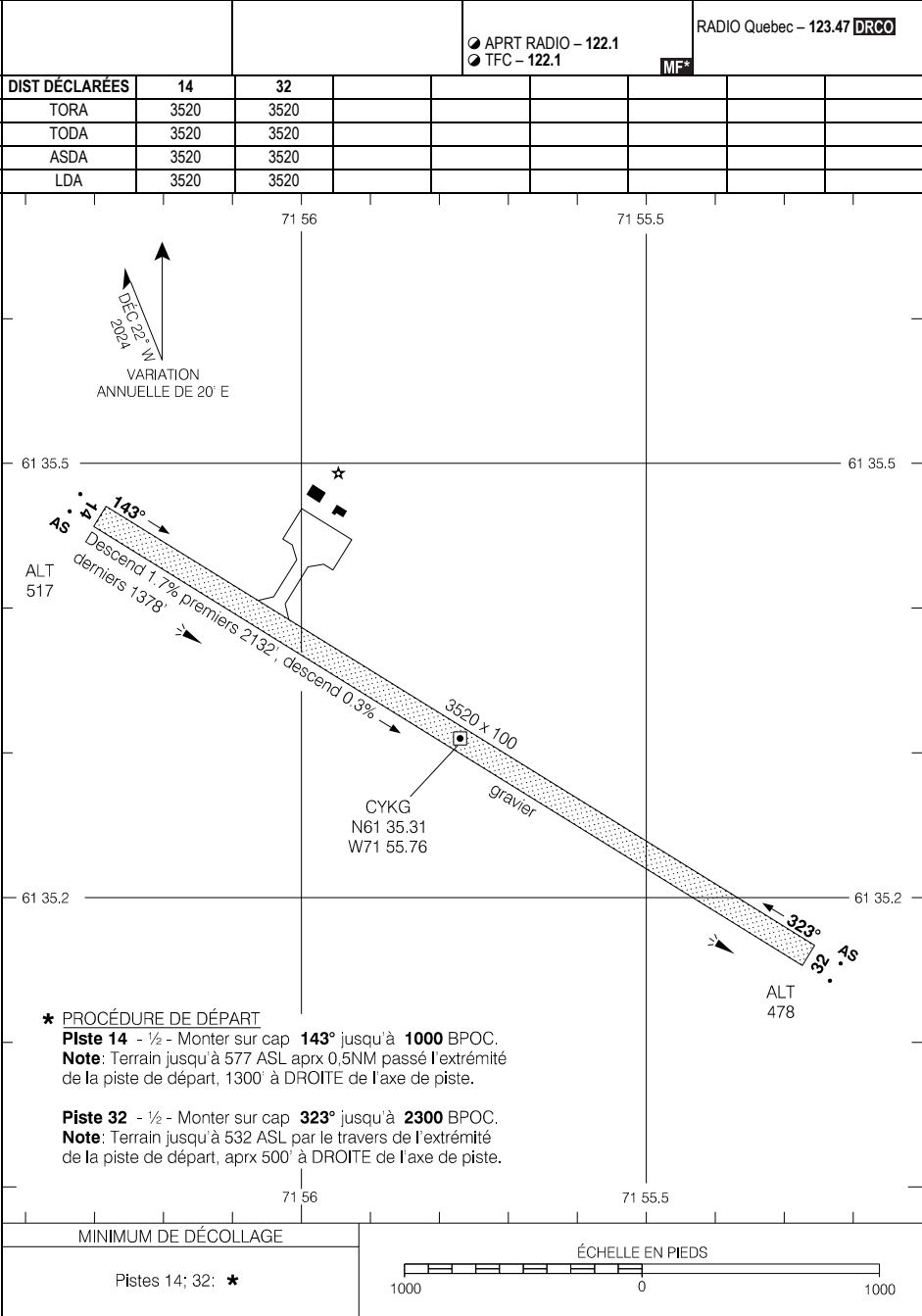
AERODROME CHART

CYKG

EFF 7 AUG 25

CYKG-AD

CARTE D'AÉRODROME

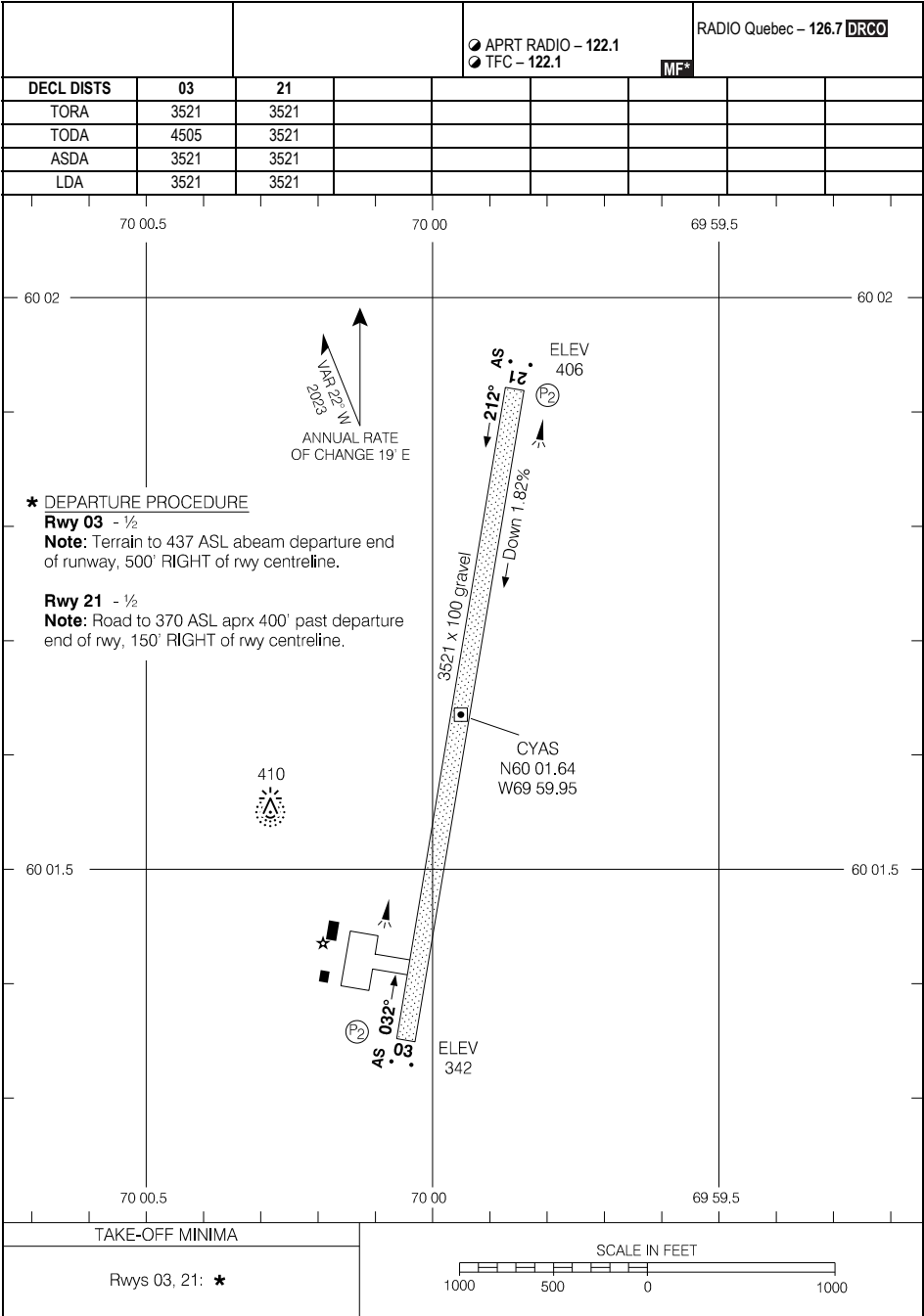


CARTE D'AÉRODROME

EFF 7 AOÛT 25

CYKG

AERODROME CHART



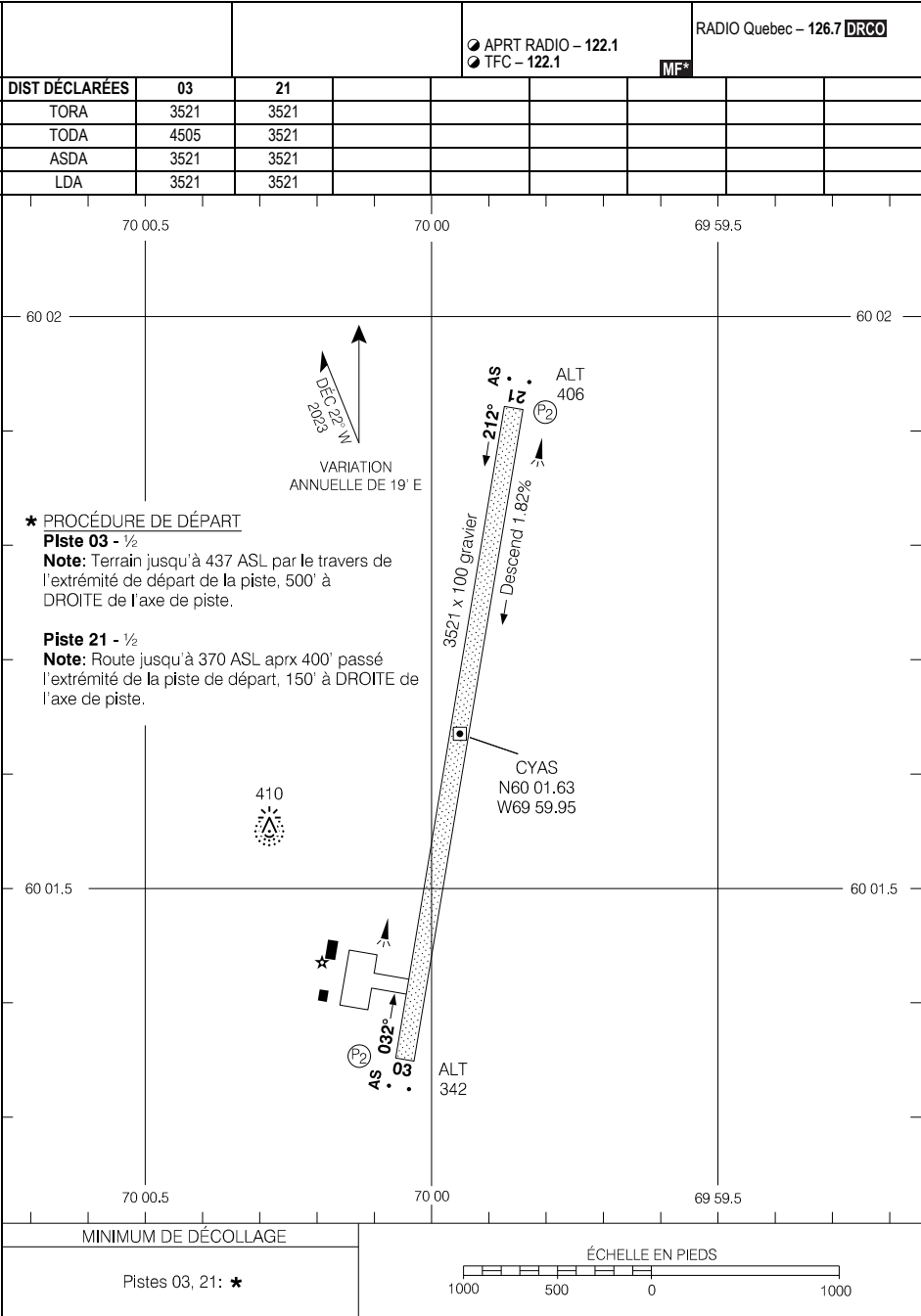
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AERODROME CHART

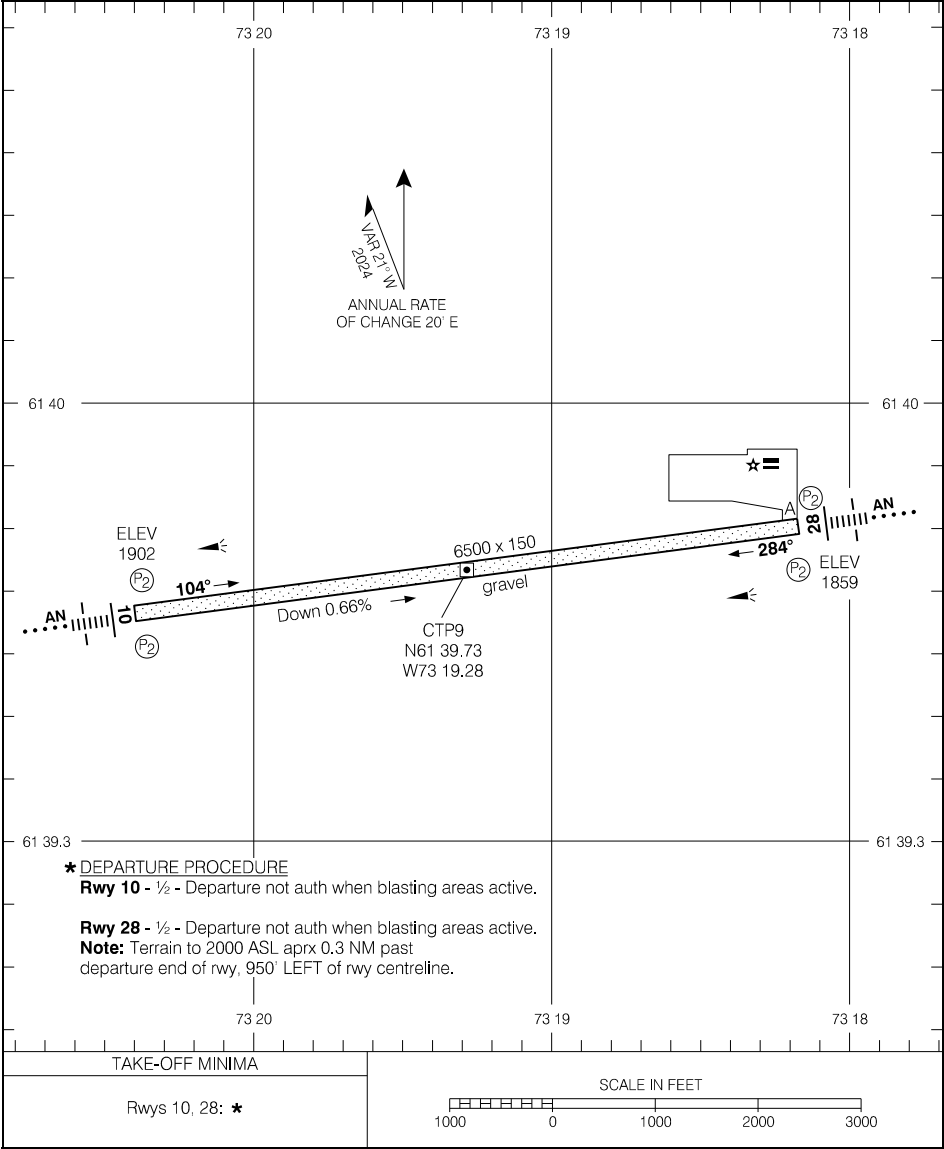
EFF 15 JUN 23

CYAS

CARTE D'AÉRODROME



				UNICOM – 122.8 (AU)		MF*			
DECL DIST	10	28							
TORA	6500	6500							
TODA	6500	6500							
ASDA	6500	6500							
LDA	6500	6500							



AERODROME CHART

CTP9

EFF 16 MAY 24

CTP9

73 20 73 19 73 18

61 40 61 40

ALT 1902

104°

AN

descend 0.66%

6500 x 150

gravier

CTP9
N61 39.73
W73 19.28

284°

ALT 1859

AN

★ =

61 39.3 61 39.3

73 20 73 19 73 18

★ PROCÉDURE DE DÉPART

Piste 10 - ½ - Départ non auth lorsque les zones de dynamitage sont actives.

Piste 28 - ½ - Départ non auth lorsque les zones de dynamitage sont actives.

Note: Terrain jusqu'à 2000 ASL aprx 0.3 NM passé l'extrémité de la piste de départ, 950° à GAUCHE de l'axe de piste.

MINIMUM DE DÉCOLLAGE

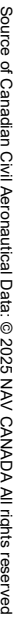
Pistes 10, 28: ★

ÉCHELLE EN PIEDS

1000 0 1000 2000 3000

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CYVP

MF*

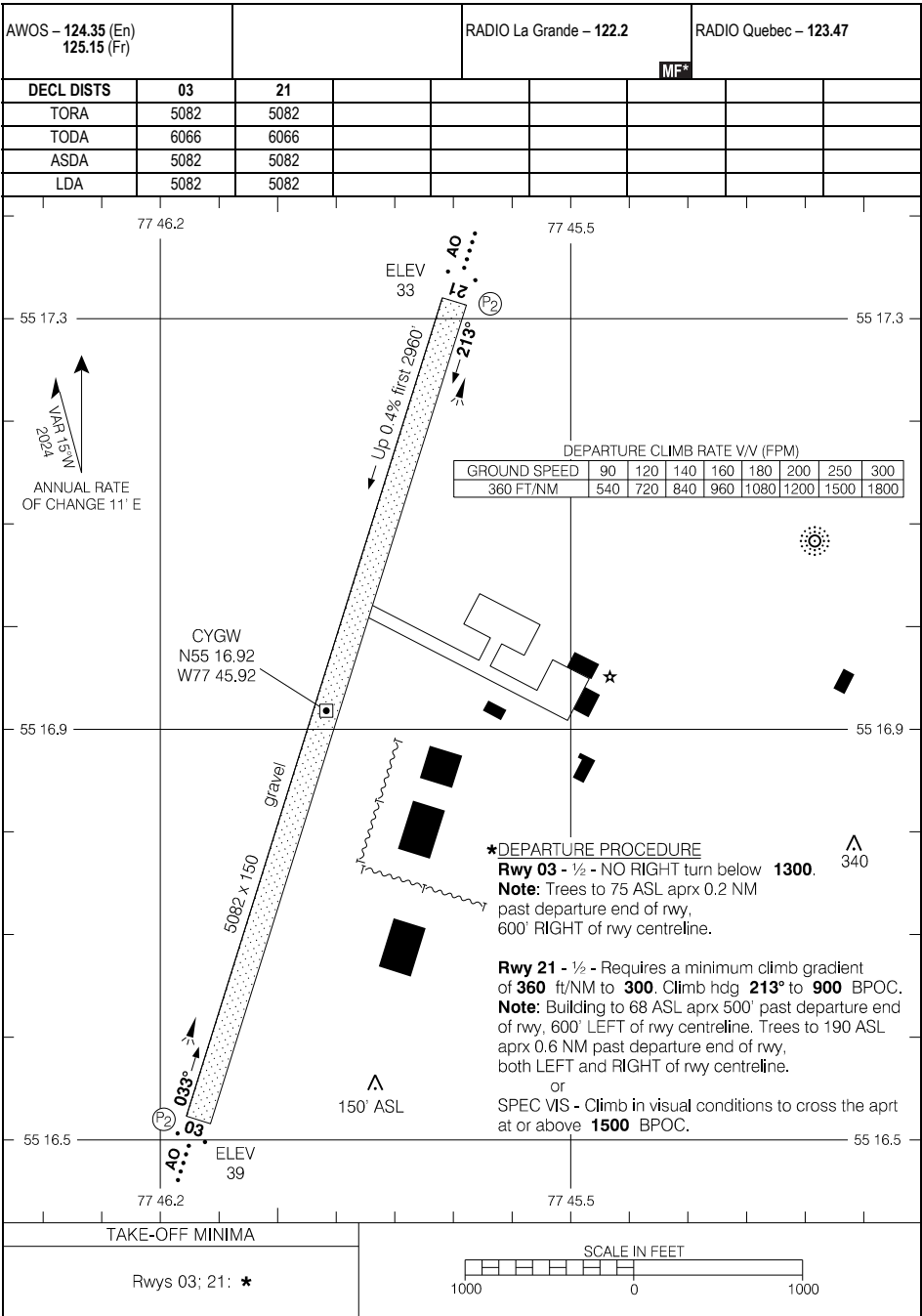
CYVP

CYVP

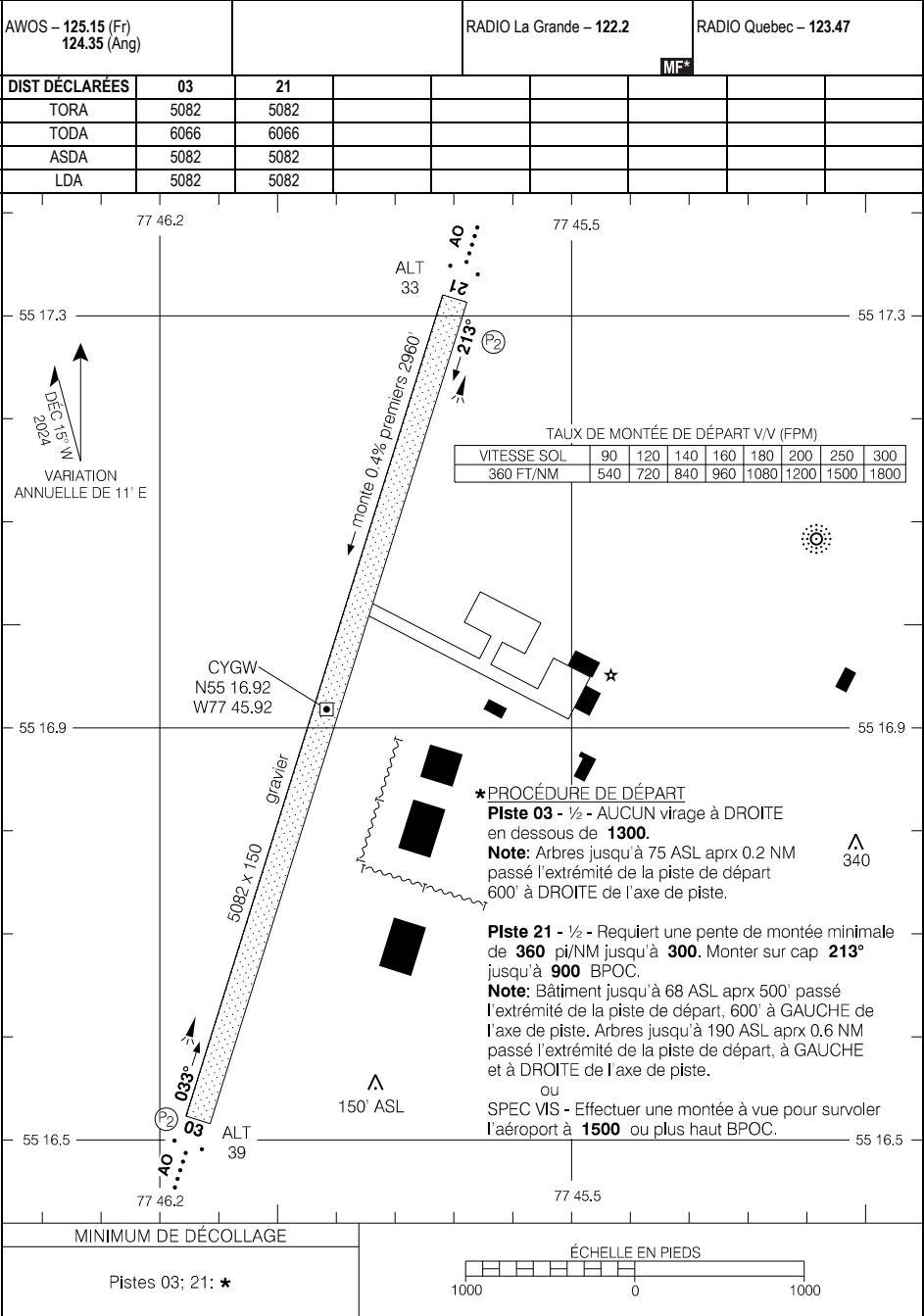


CYVP

AERODROME CHART



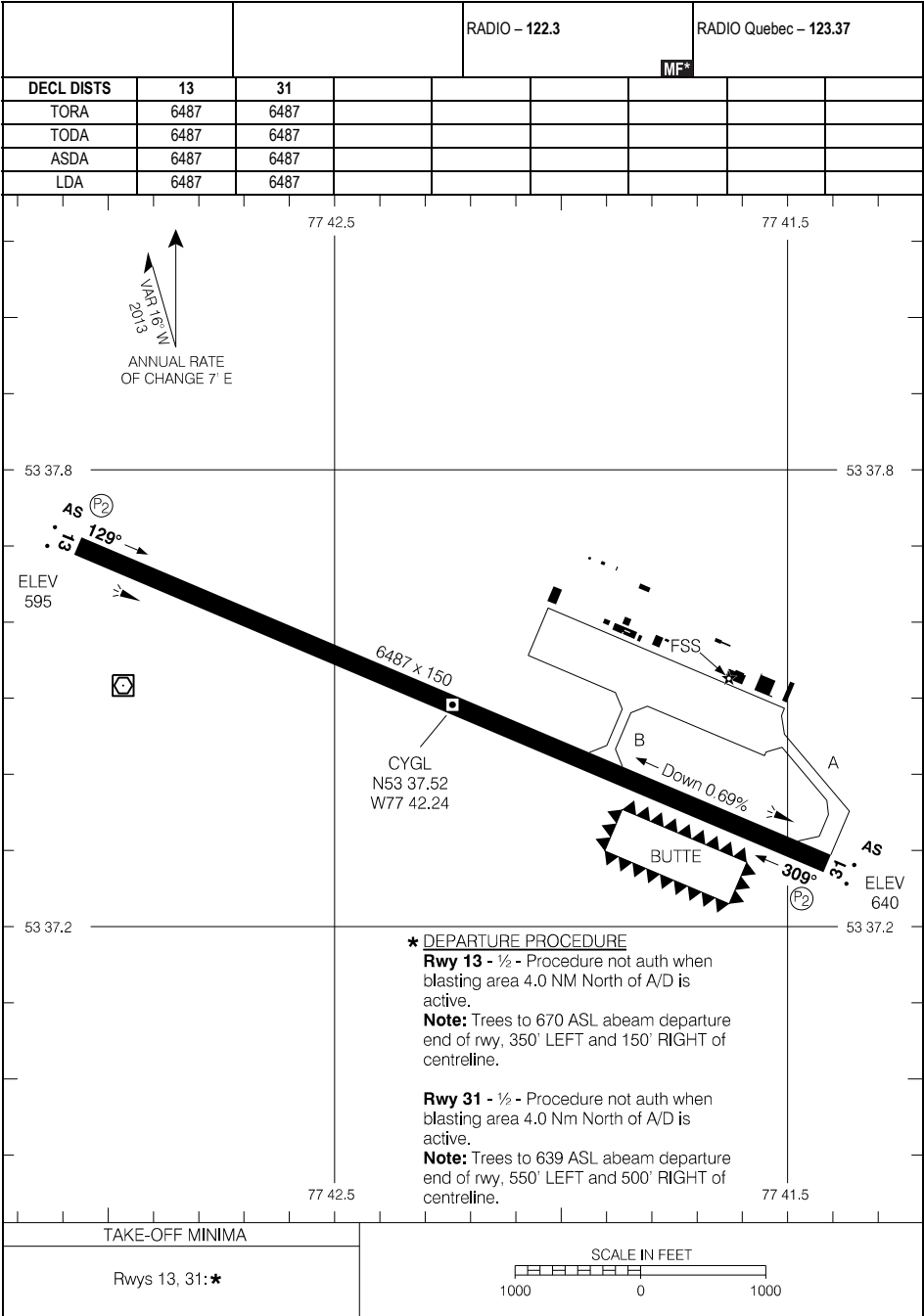
CARTE D'AÉRODROME



CARTE D'AÉRODROME

EFF 16 MAI 24

AERODROME CHART

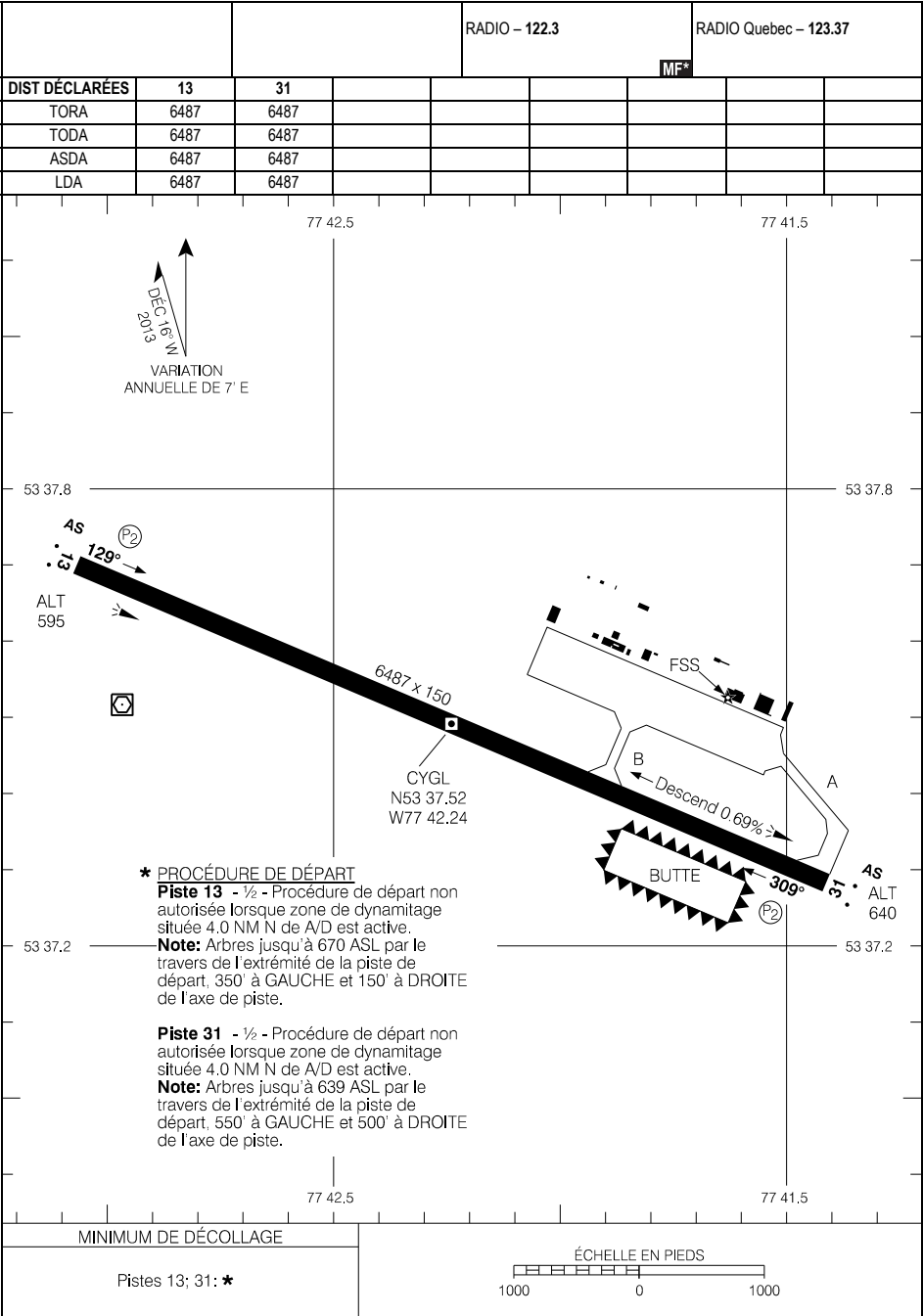


AERODROME CHART

EFF 5 SEP 24

CYGL

CARTE D'AÉRODROME

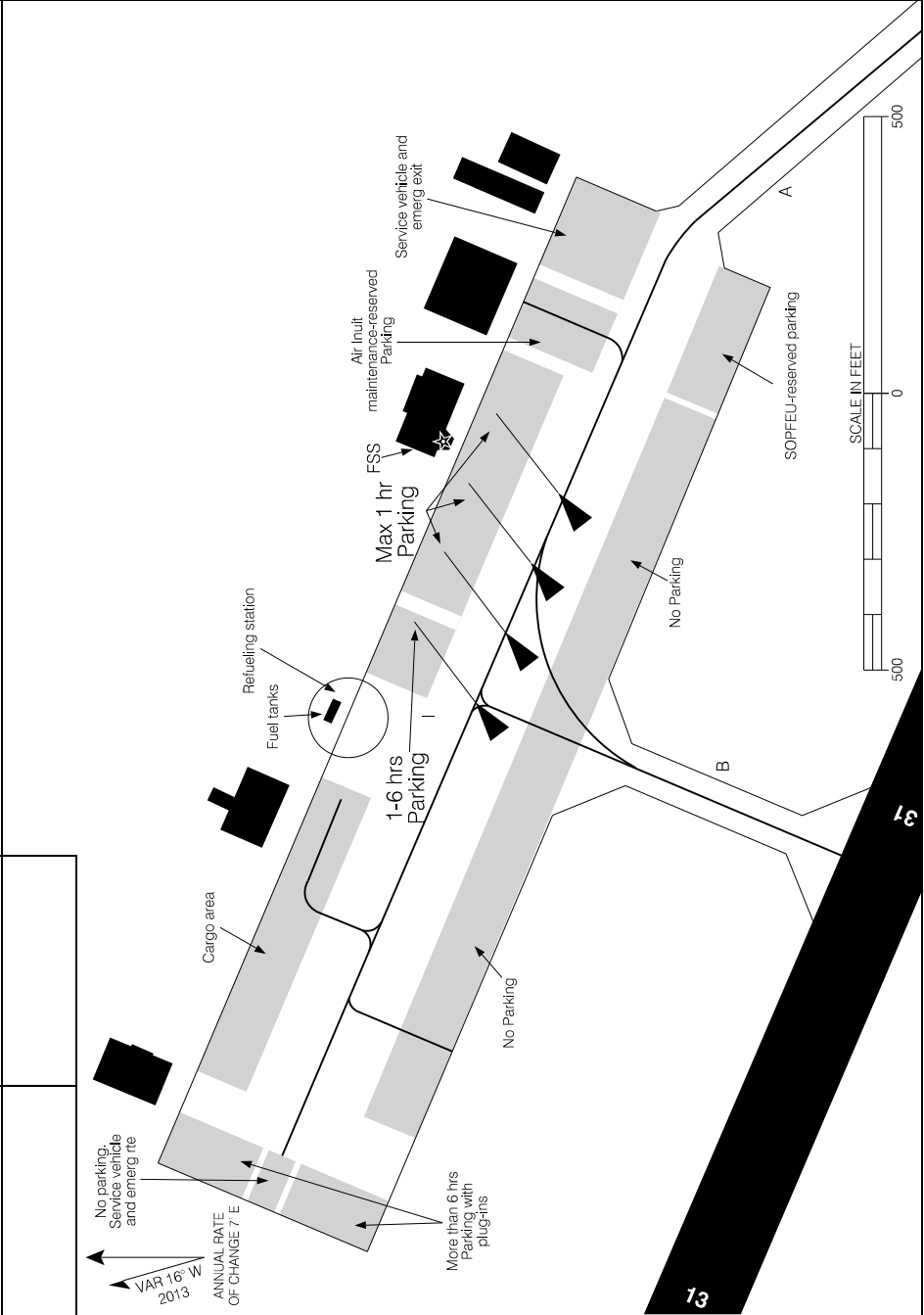


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CARTE D'AÉRODROME

CYGL

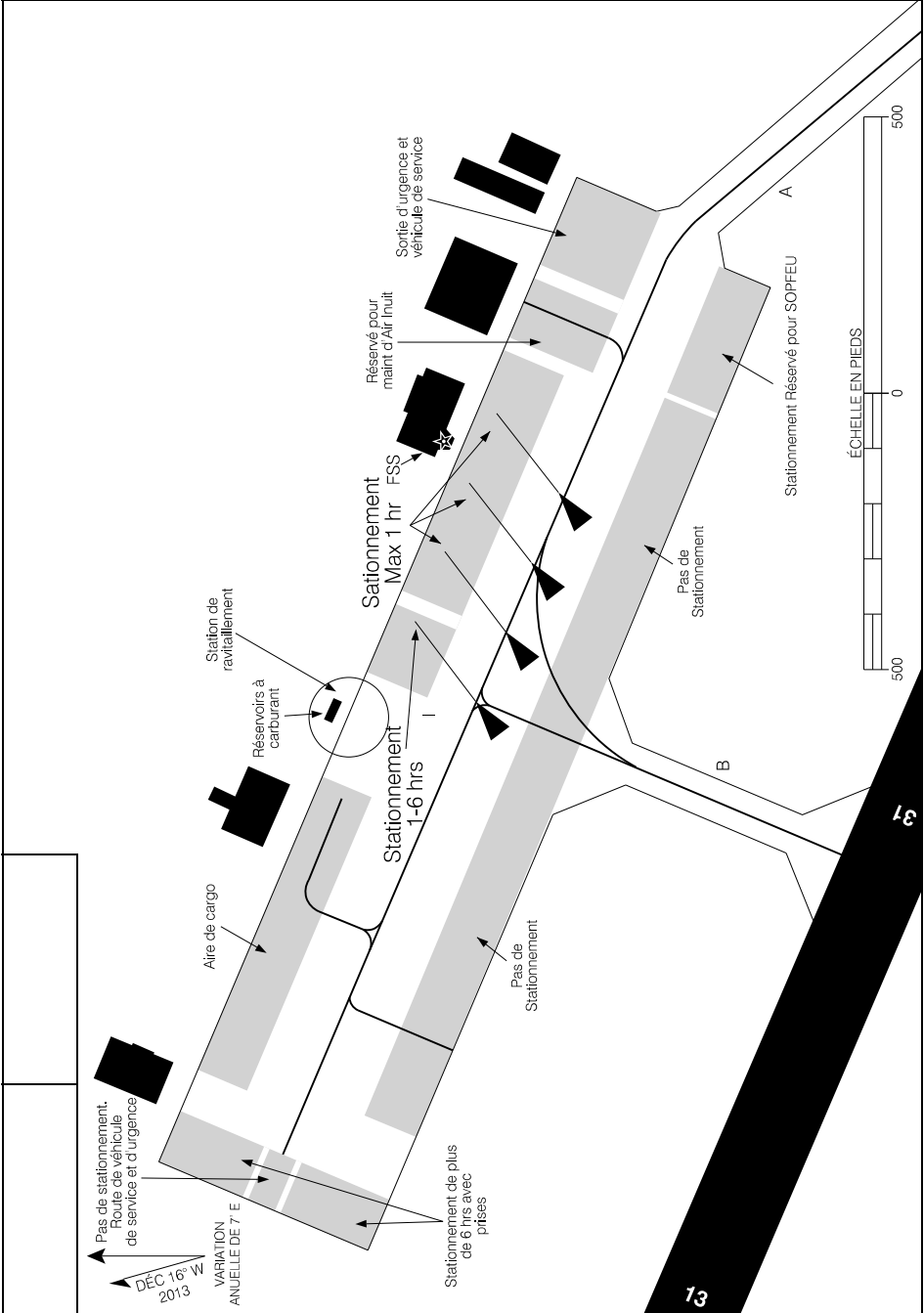
PARKING AREAS



PARKING AREAS

EFF 7 AUG 25

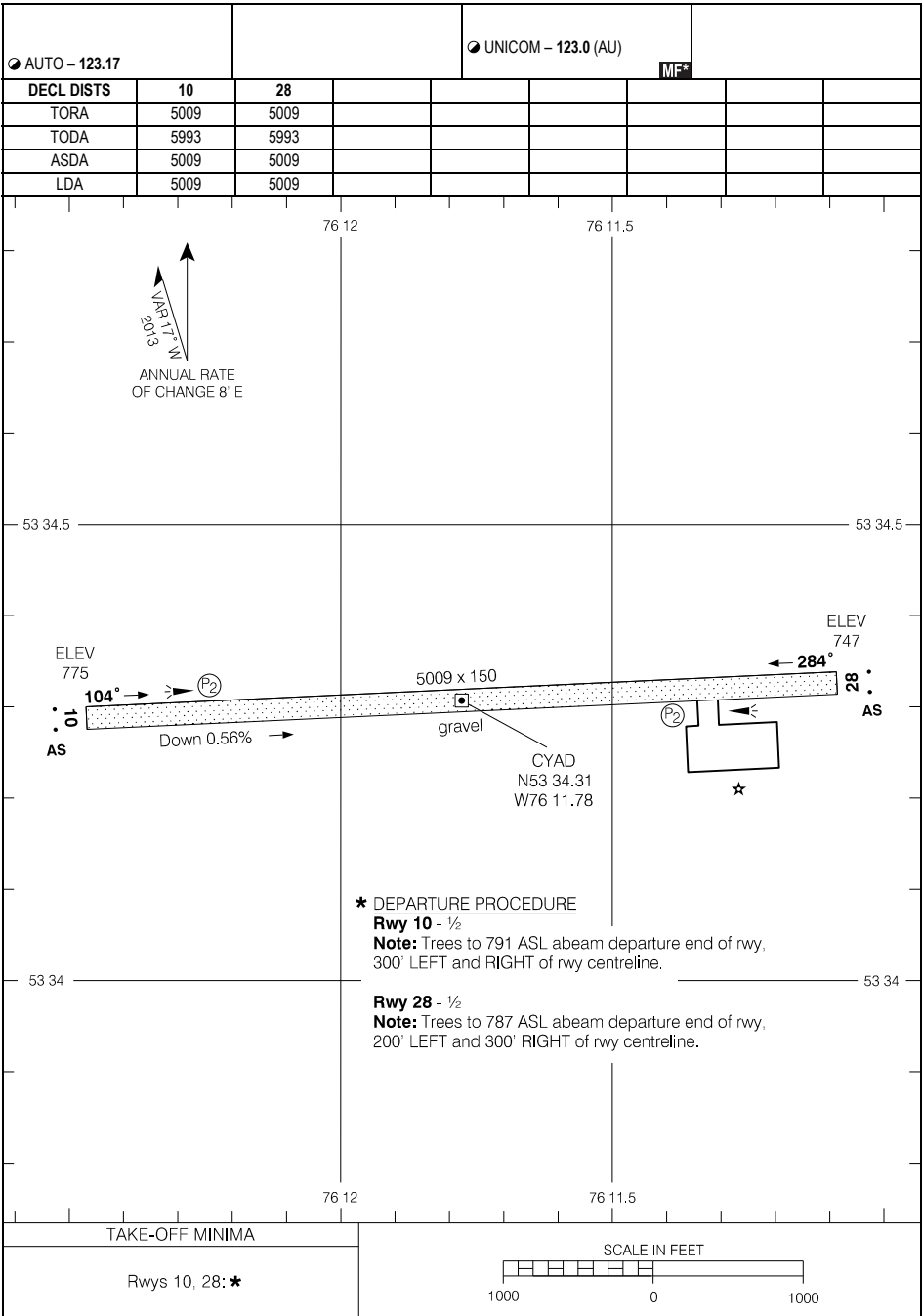
AIRES DE STATIONNEMENT



AIRES DE STATIONNEMENT

EFF 7 AOÛT 25

AERODROME CHART



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AERODROME CHART

EFF 20 FEB 25

CYAD

CYAD

ALT 775
104° →

ALT 747
← 284°

5009 x 150

gravier

CYAD
N53 34.31
W76 11.78

★

★ PROCÉDURE DE DÉPART

Piste 10 - ½
Note: Arbres jusqu'à 791 ASL par le travers de l'extrémité de la piste de départ, 300' à GAUCHE et à DROITE de l'axe de piste.

Piste 28 - ½
Note: Arbres jusqu'à 787 ASL par le travers de l'extrémité de la piste de départ, 200' à GAUCHE et 300' à DROITE de l'axe de piste.

MINIMUM DE DÉCOLLAGE

Pistes 10, 28: ★

ÉCHELLE EN PIEDS

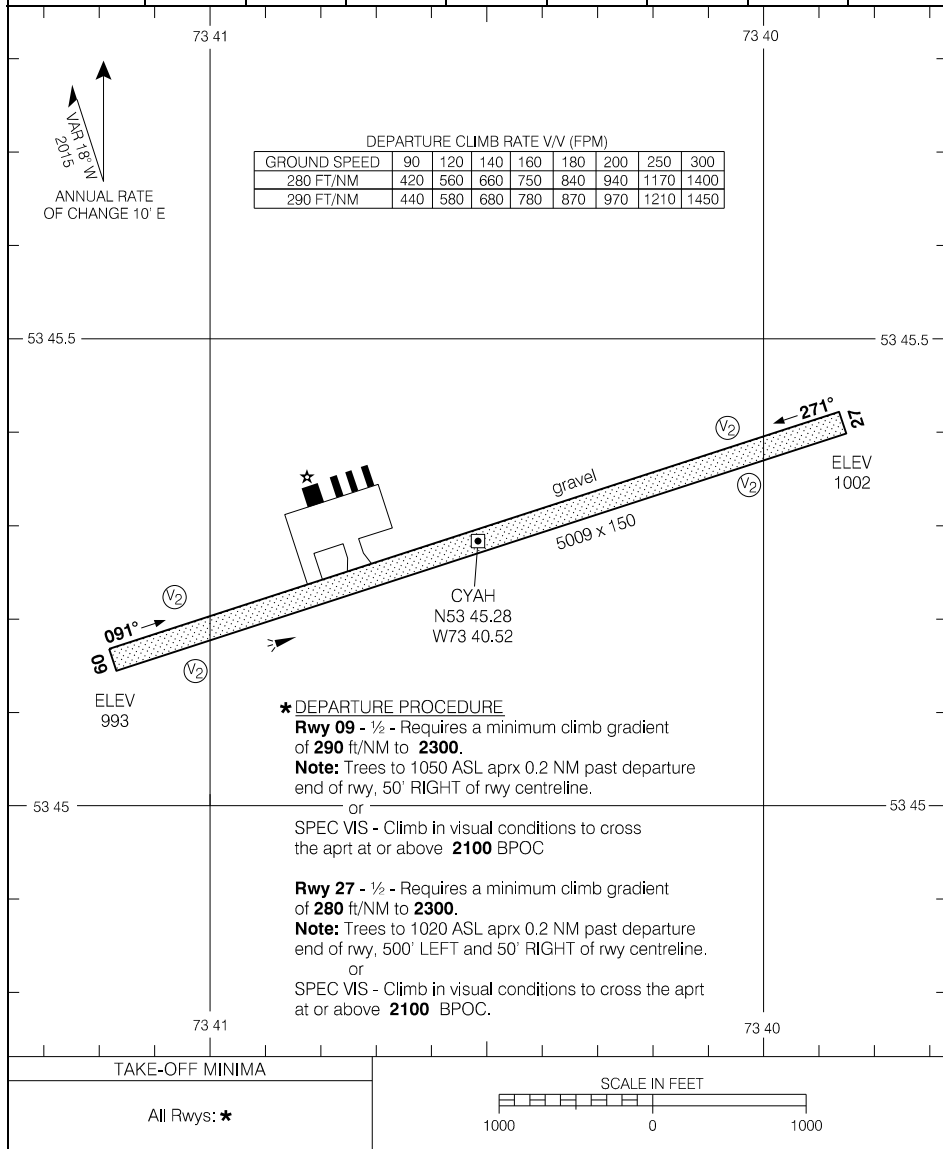
1000 0 1000

Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

LA GRANDE-4, QC
CYAH

AERODROME CHART

AWOS – 118.45 (En) 119.65 (Fr)					● UNICOM – 131.2 (AU) MF*		RADIO Quebec – 123.55	
DECL DIST	09	27						
TORA	5009	5009						
TODA	5993	5993						
ASDA	5009	5009						
LDA	5009	5009						



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AERODROME CHART

EFF 30 NOV 23

CYAH

CYAH-AD

CARTE D'AÉRODROME

TAUX DE MONTÉE V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
280 pieds/NM	420	560	660	750	840	940	1170	1400
290 pieds/NM	440	580	680	780	870	970	1210	1450

***PROCÉDURE DE DÉPART**

Piste 09 - ½ - Requiert une pente de montée minimale de **290 pi/NM** jusqu'à **2300**.
Note: Arbres jusqu'à 1050 ASL aprx 0,2 NM passé l'extrémité de la piste de départ, 50' à DROITE de l'axe de piste.

ou

SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **2100** ou plus haut BPOC.

Piste 27 - ½ - Requiert une pente de montée minimale de **280 pi/NM** jusqu'à **2300**.
Note: Arbres jusqu'à 1020 ASL aprx 0,2 NM passé l'extrémité de la piste de départ, 500' à GAUCHE et 50' à DROITE de l'axe de piste.

ou

SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **2100** ou plus haut BPOC.

MINIMA DE DÉCOLLAGE

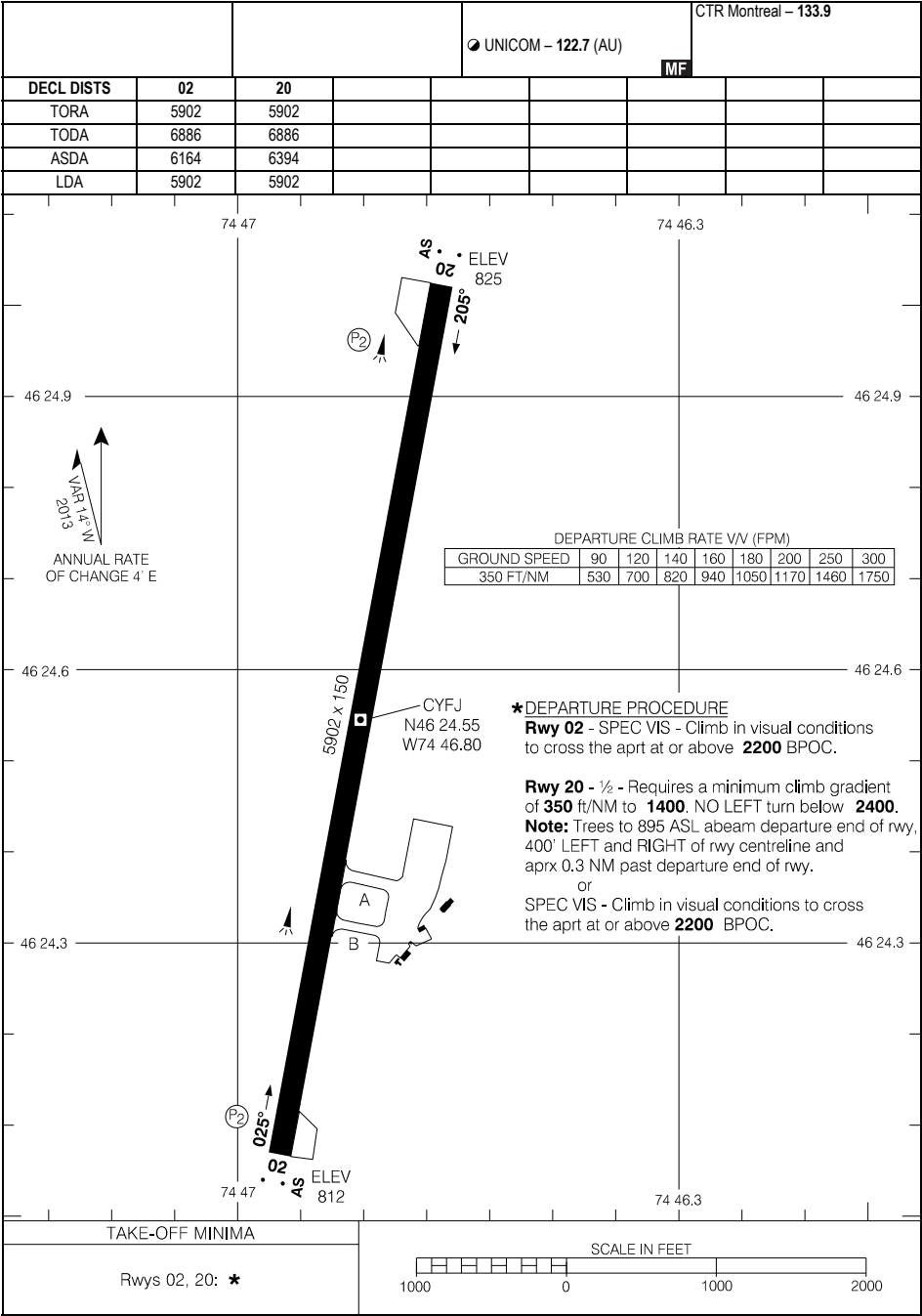
Toutes Pistes: *

ÉCHELLE EN PIEDS

1000 0 1000

Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

AERODROME CHART



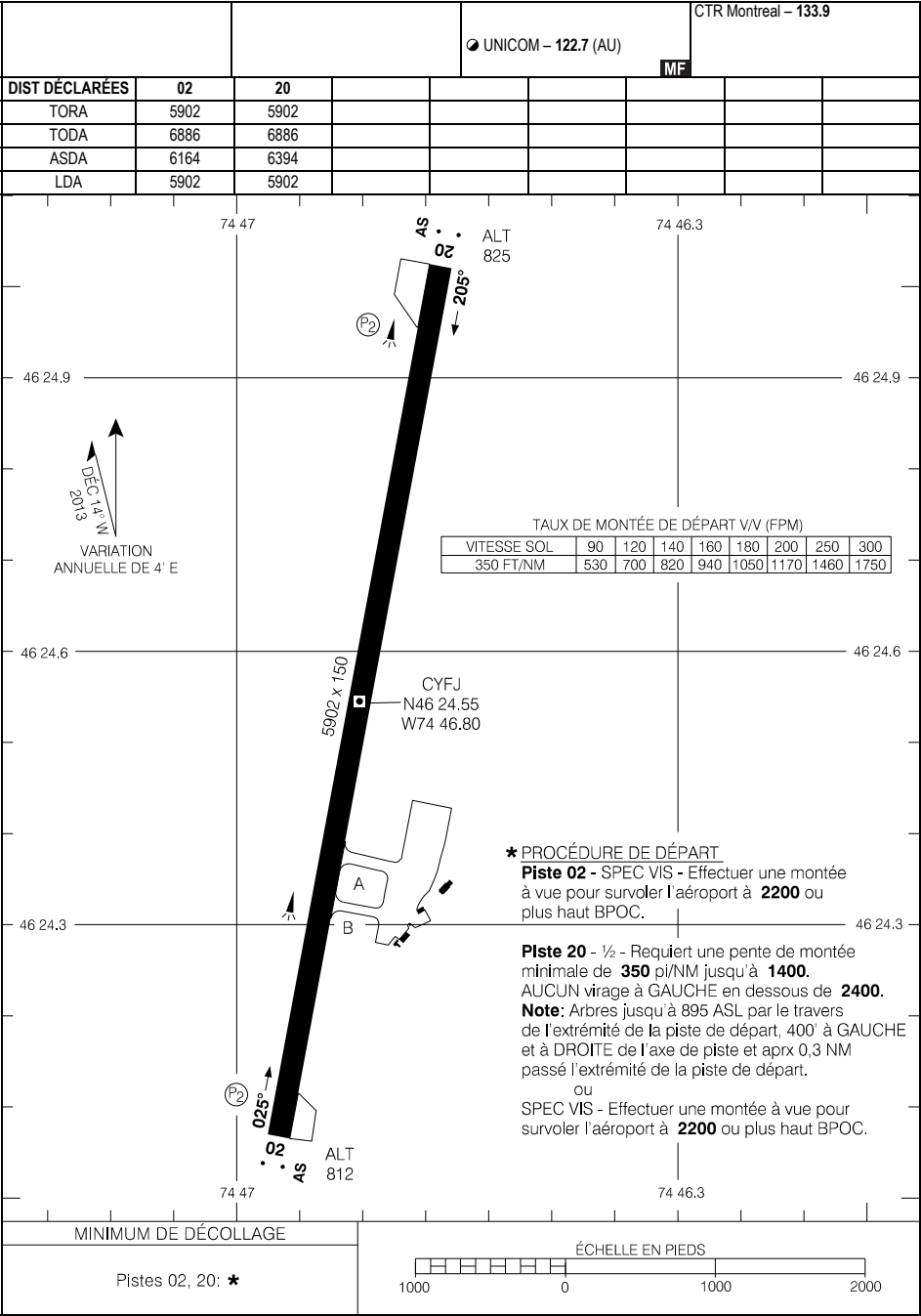
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 5 OCT 23

CYFJ

CARTE D'AÉRODROME



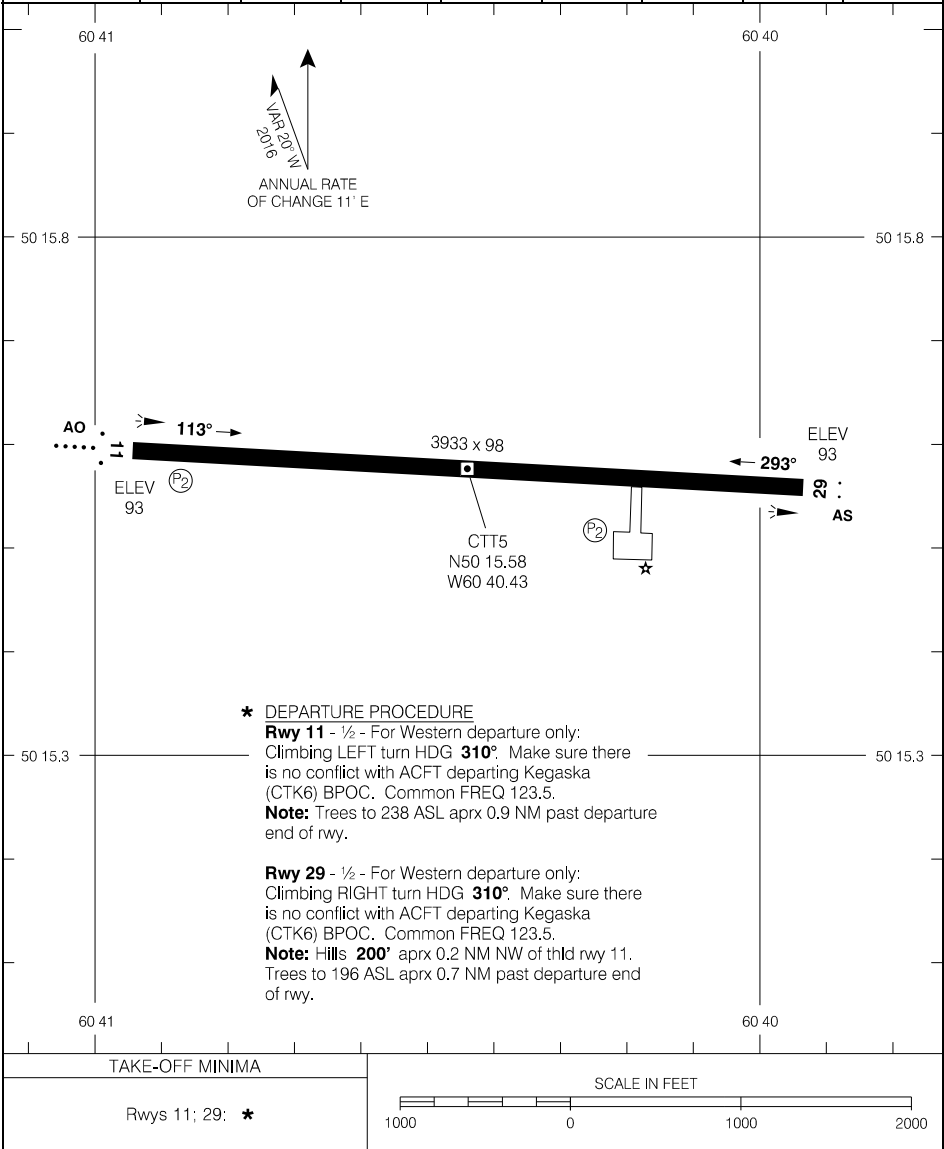
CARTE D'AÉRODROME

EFF 5 OCT 23

CYFJ

AERODROME CHART

AWOS Natashquan – 126.25 (En) 125.3 (Fr)		UNICOM – 123.5 (AU) (Fr)		ATF*	
DECL DIST	11	29			
TORA	3933	3933			
TODA	3933	3933			
ASDA	3933	3933			
LDA	3933	3933			



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

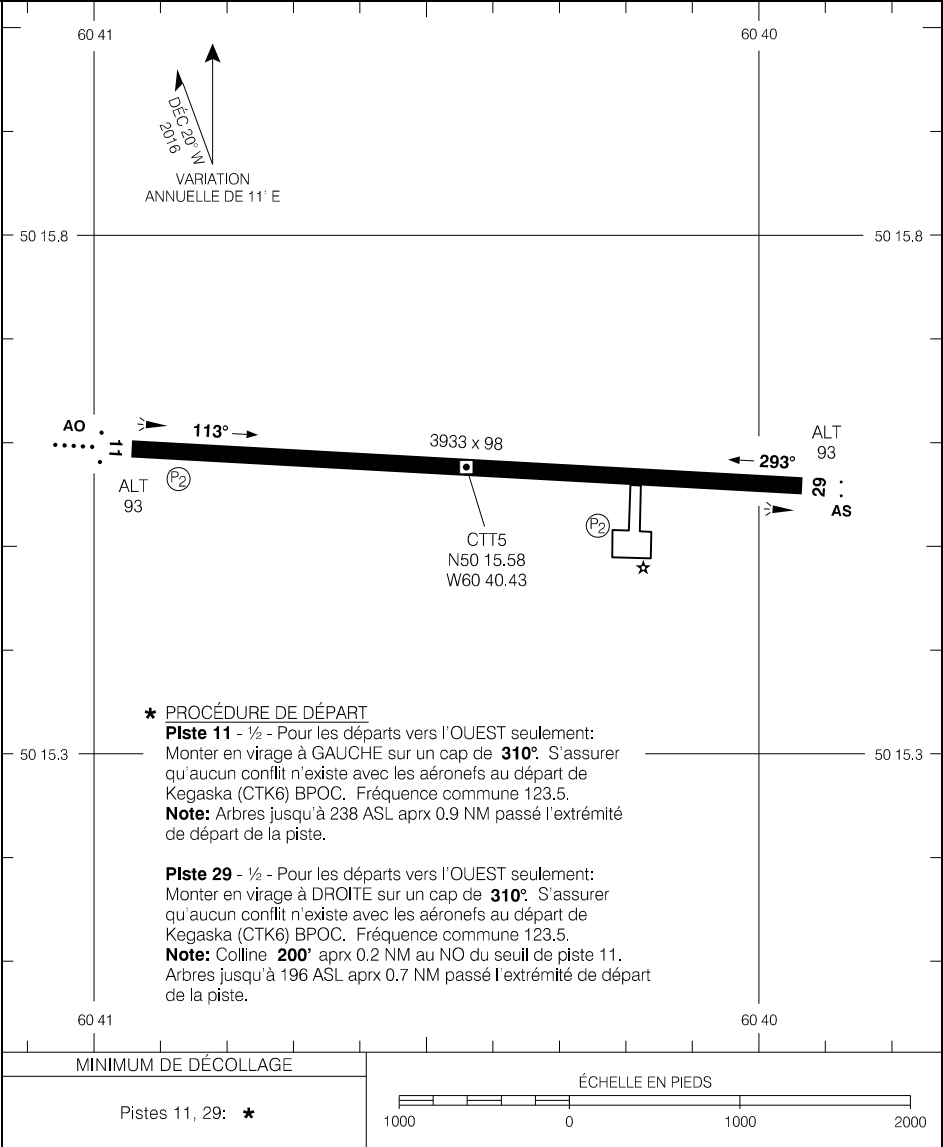
AERODROME CHART

EFF 29 DEC 22

CTT5

CARTE D'AÉRODROME

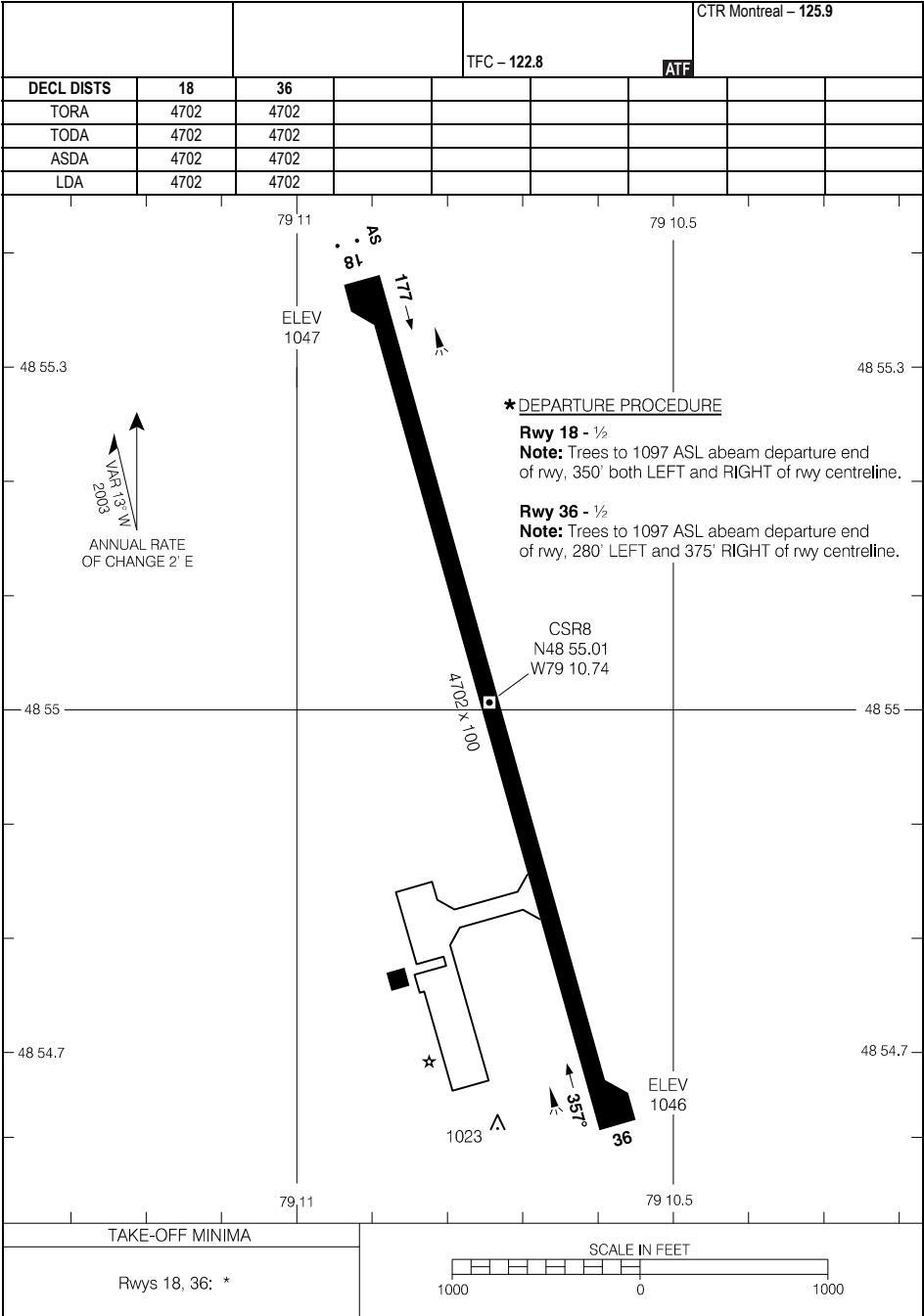
AWOS Natashquan – 125.3 (Fr) 126.25 (Ang)		UNICOM – 123.5 (AU) (Fr)		ATF*	
DIST DÉCLARÉES	11	29			
TORA	3933	3933			
TODA	3933	3933			
ASDA	3933	3933			
LDA	3933	3933			



CARTE D'AÉRODROME

EFF 29 DÉC 22

AERODROME CHART

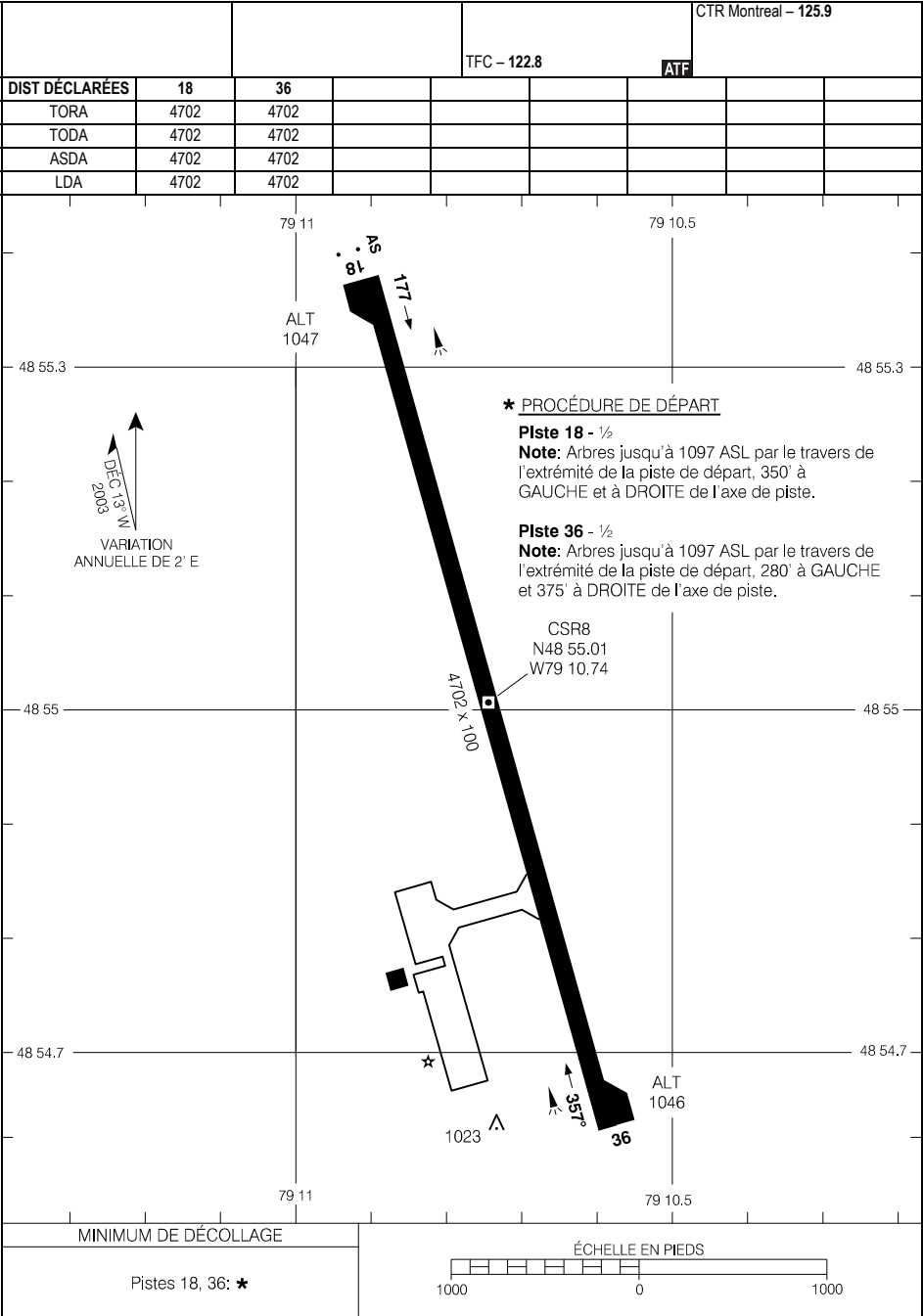


AERODROME CHART

EFF 20 FEB 25

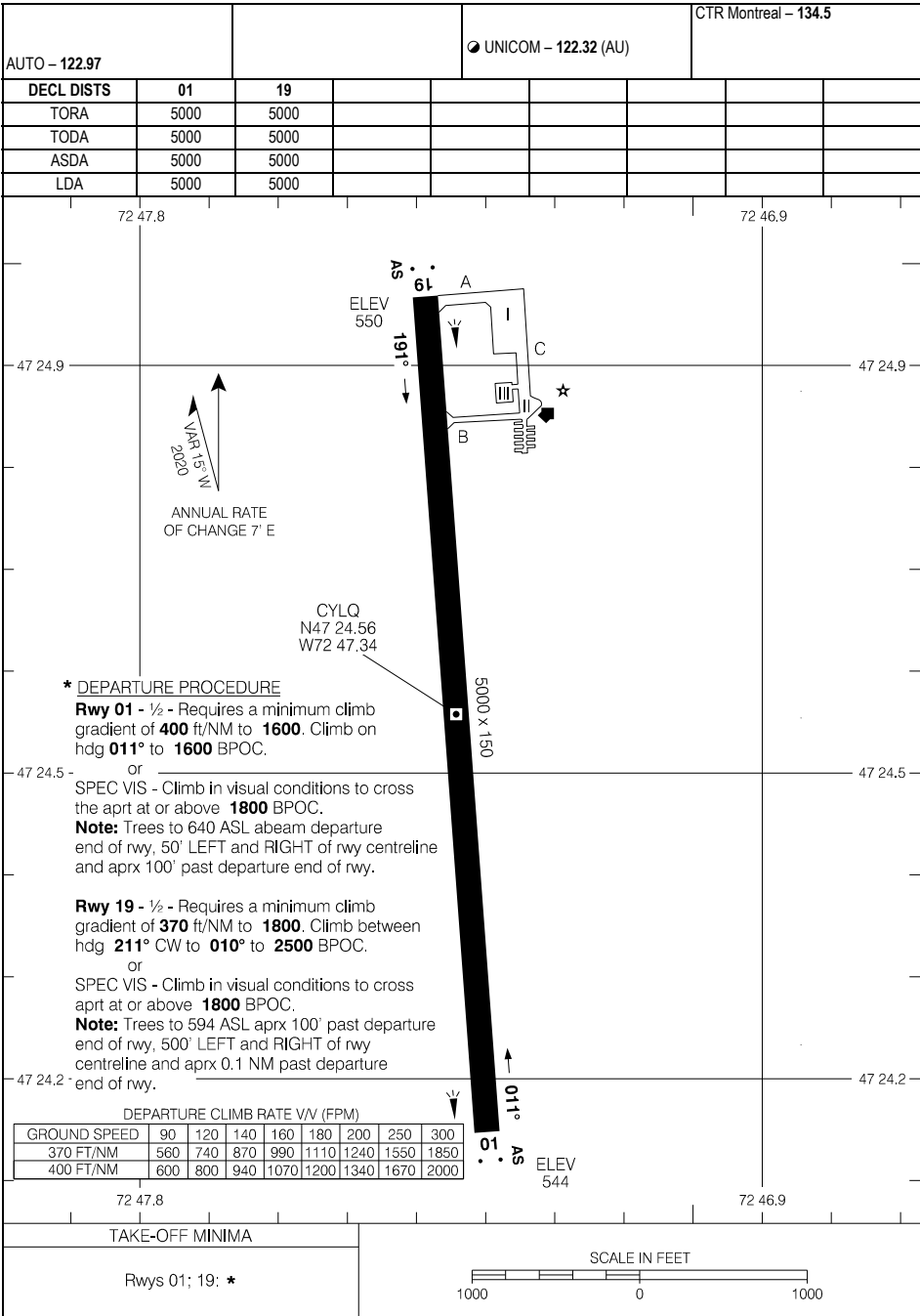
CSR8

CARTE D'AÉRODROME



CARTE D'AÉRODROME

AERODROME CHART



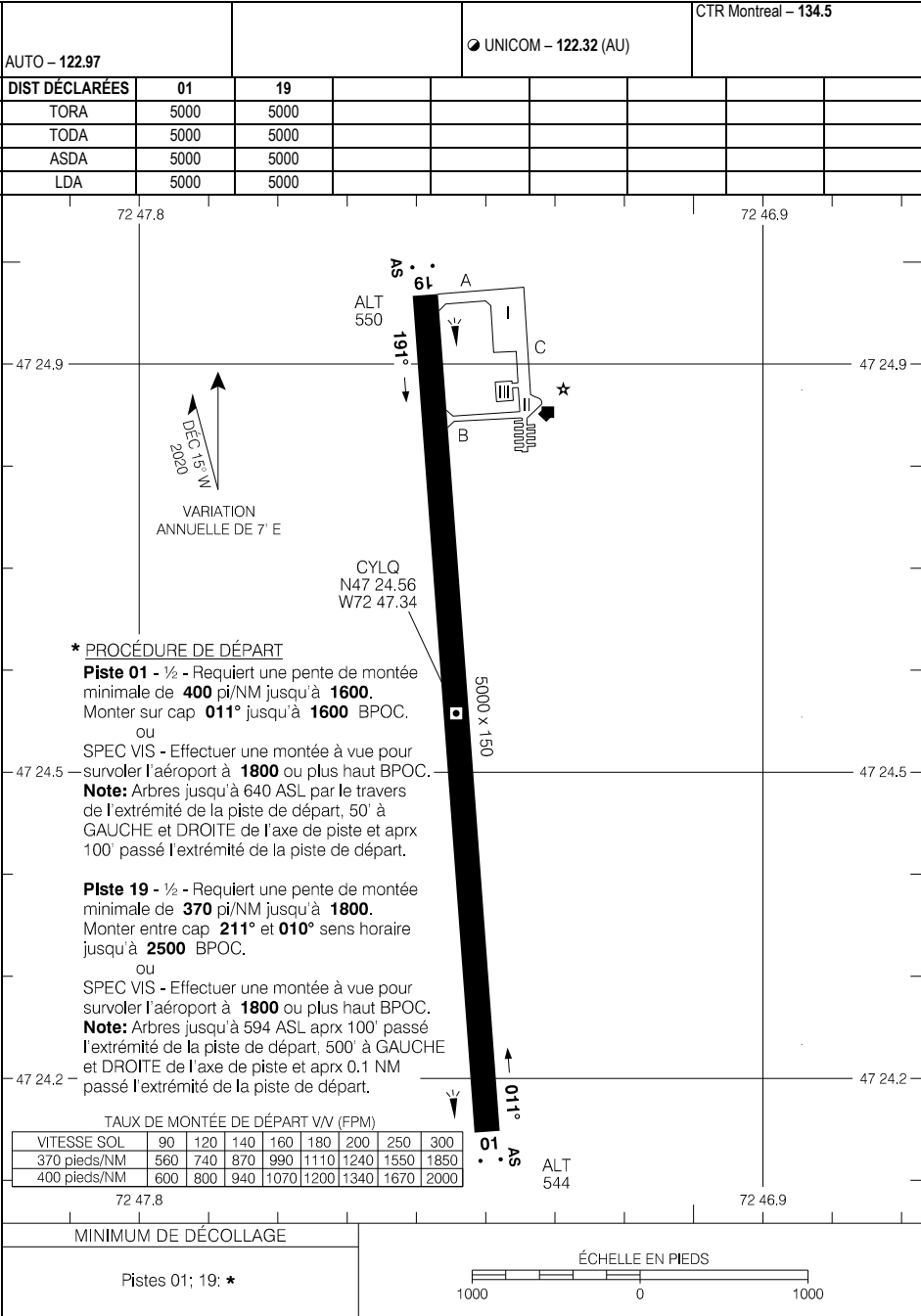
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

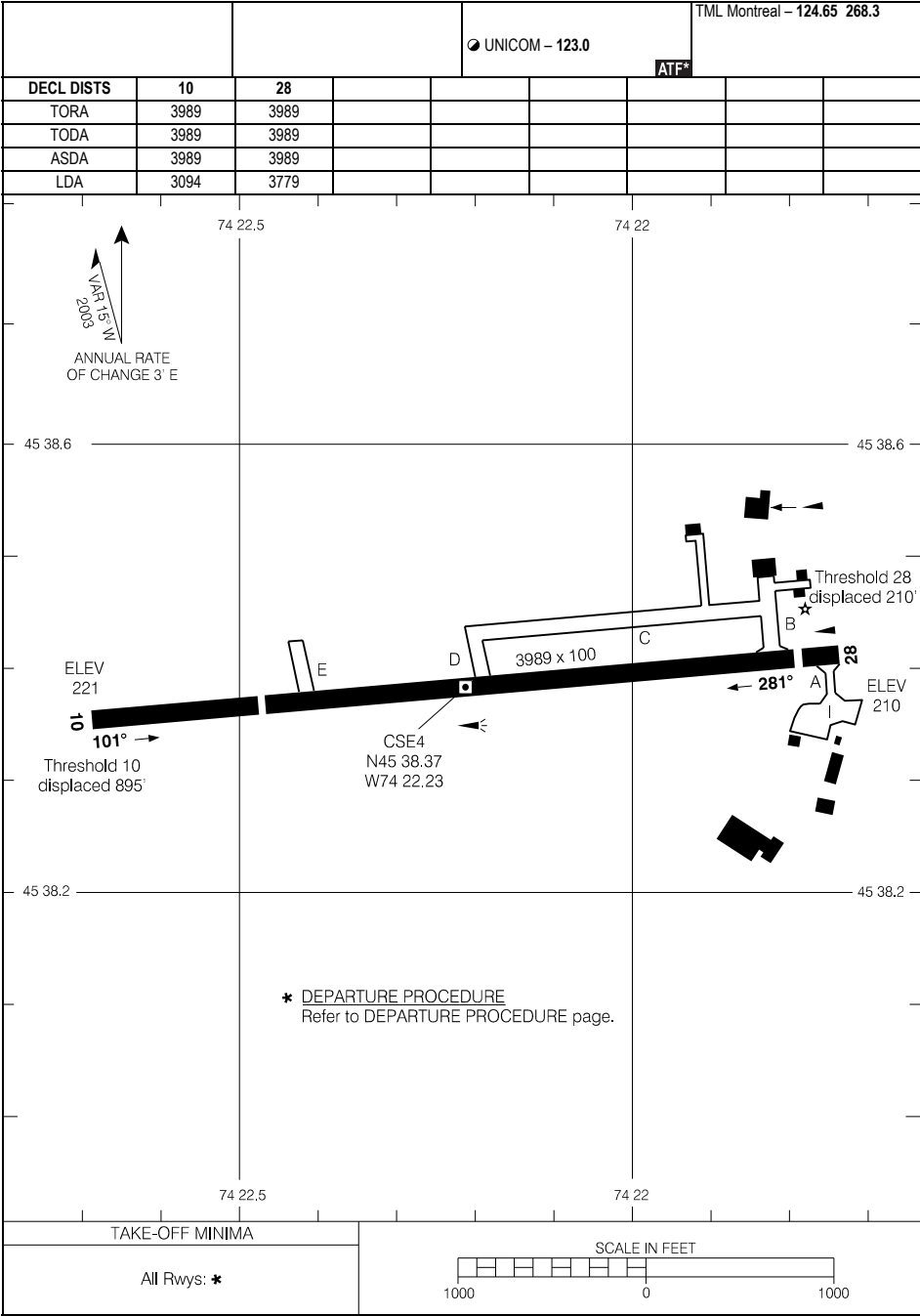
EFF 2 OCT 25

CYLQ

CARTE D'AÉRODROME



AERODROME CHART

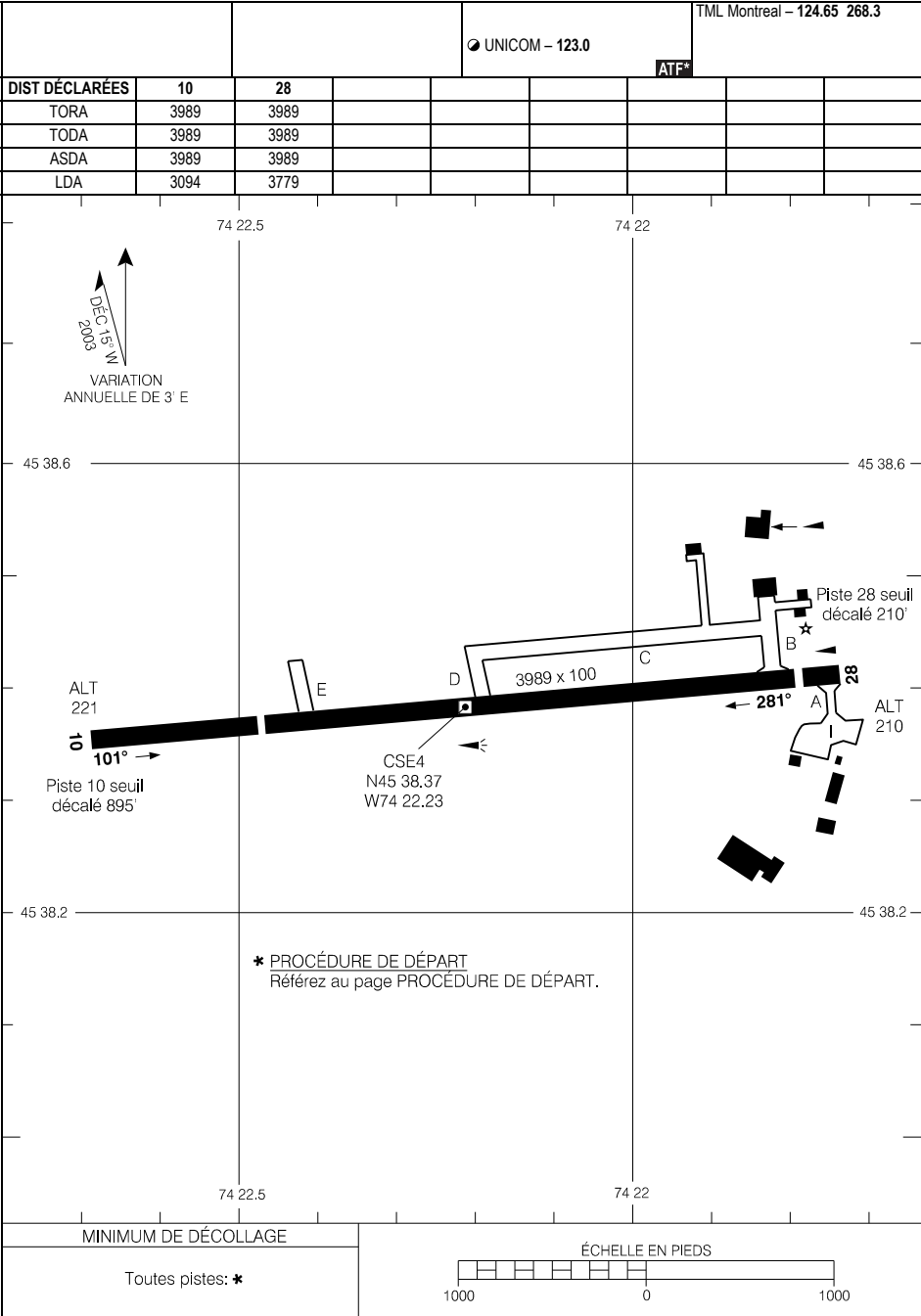


Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

CSE4

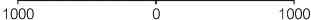
CARTE D'AÉRODROME



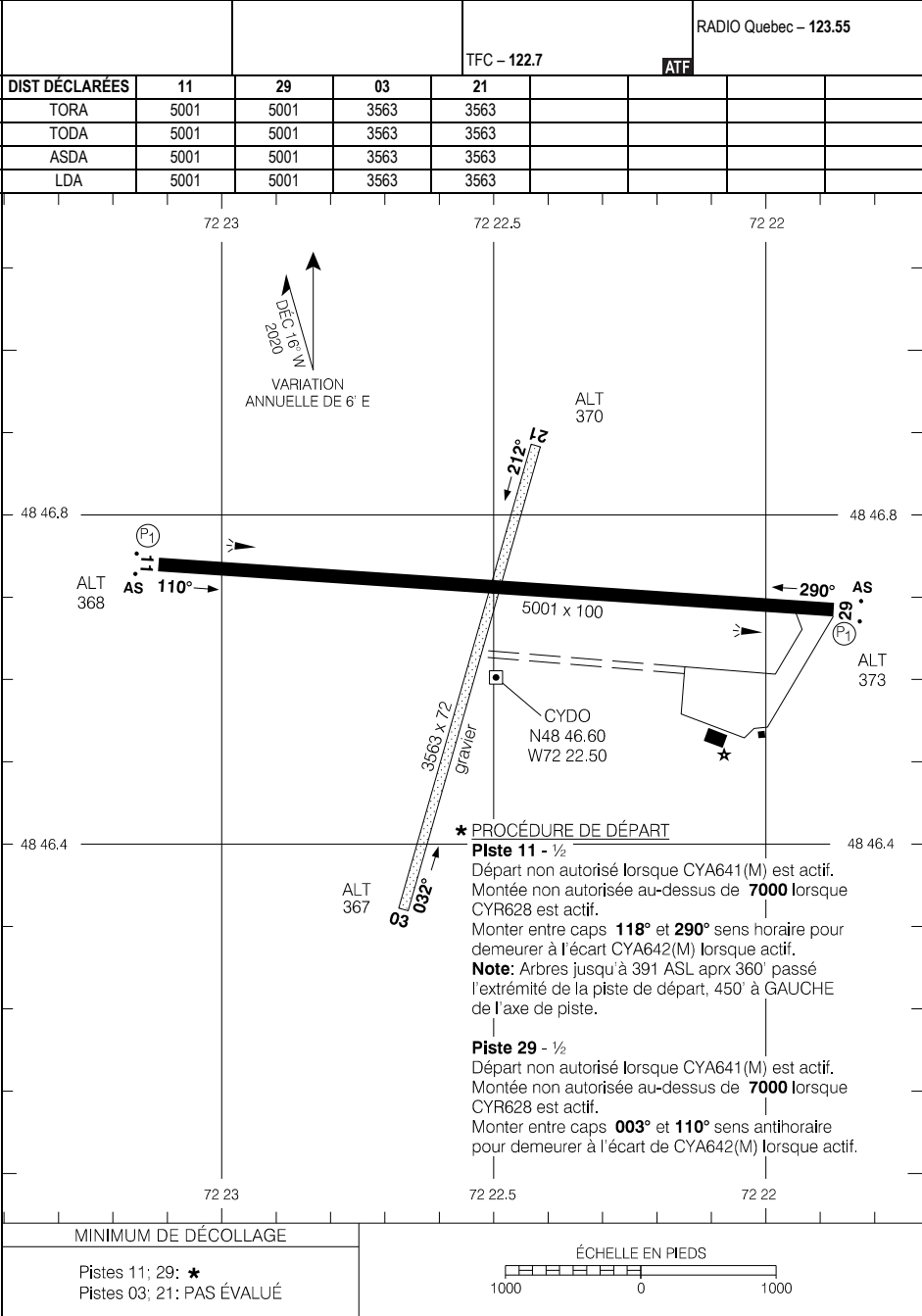
CARTE D'AÉRODROME

CSE4

CYDO

ATF

CARTE D'AÉRODROME



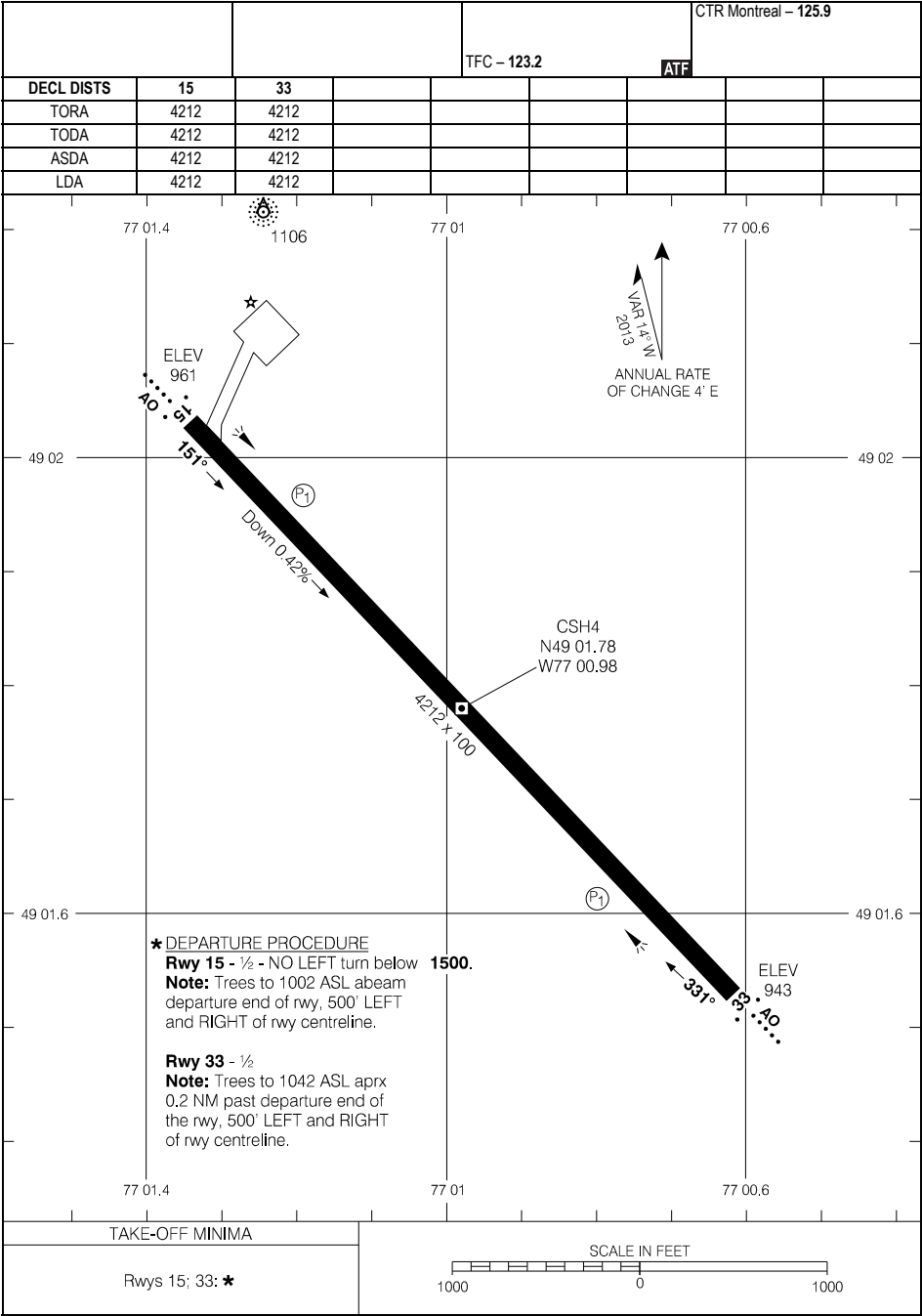
Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

EFF 11 JUIL 24

CYDO

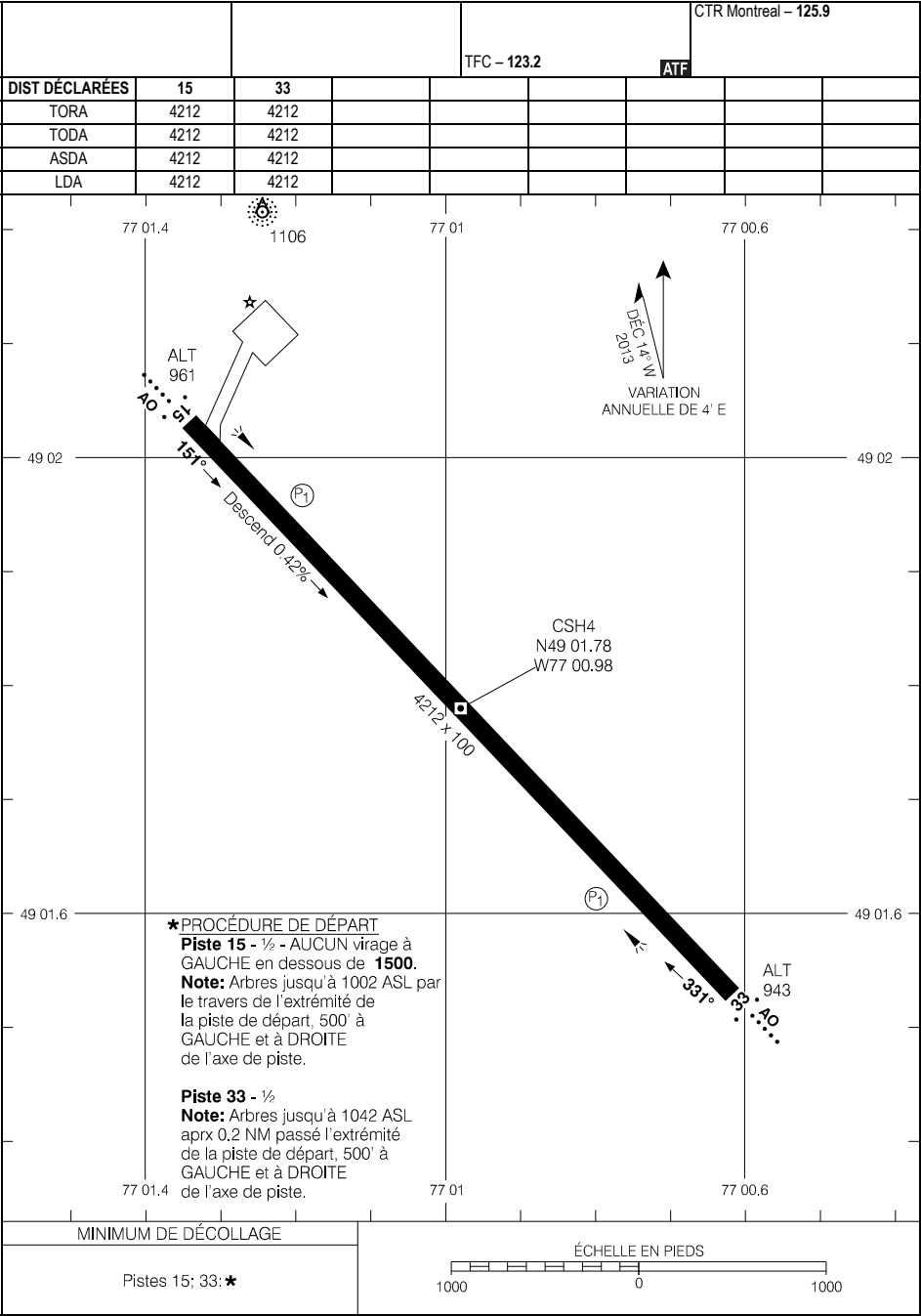
AERODROME CHART



AERODROME CHART

EFF 30 NOV 23

CARTE D'AÉRODROME



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CARTE D'AÉRODROME

LOURDES-DE-BLANC-SABLON, QC
CYBX

CYBX

57 11.5 57 11

VAR 19° N
ANNUAL RATE
OF CHANGE 13° E

51 26.8 51 26.8

51 26.5 51 26.5

57 11.5 57 11

AS
228°
P2
ELEV
122
P2

4500 x 150

CYBX
N51 26.52
W57 11.17

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
290 FT/NM	440	580	680	780	870	970	1210	1450

046°
Up 0.96%
P2
ELEV
79
40 95

*** DEPARTURE PROCEDURE**
Rwy 05 - ½ - Requires a minimum climb gradient of **290 ft/NM** to **900**.
or
SPEC VIS - Climb in visual conditions to cross the apt at or above **900 BPOC**.

TAKE-OFF MINIMA

Rwy 05: *
Rwy 23: ½

SCALE IN FEET

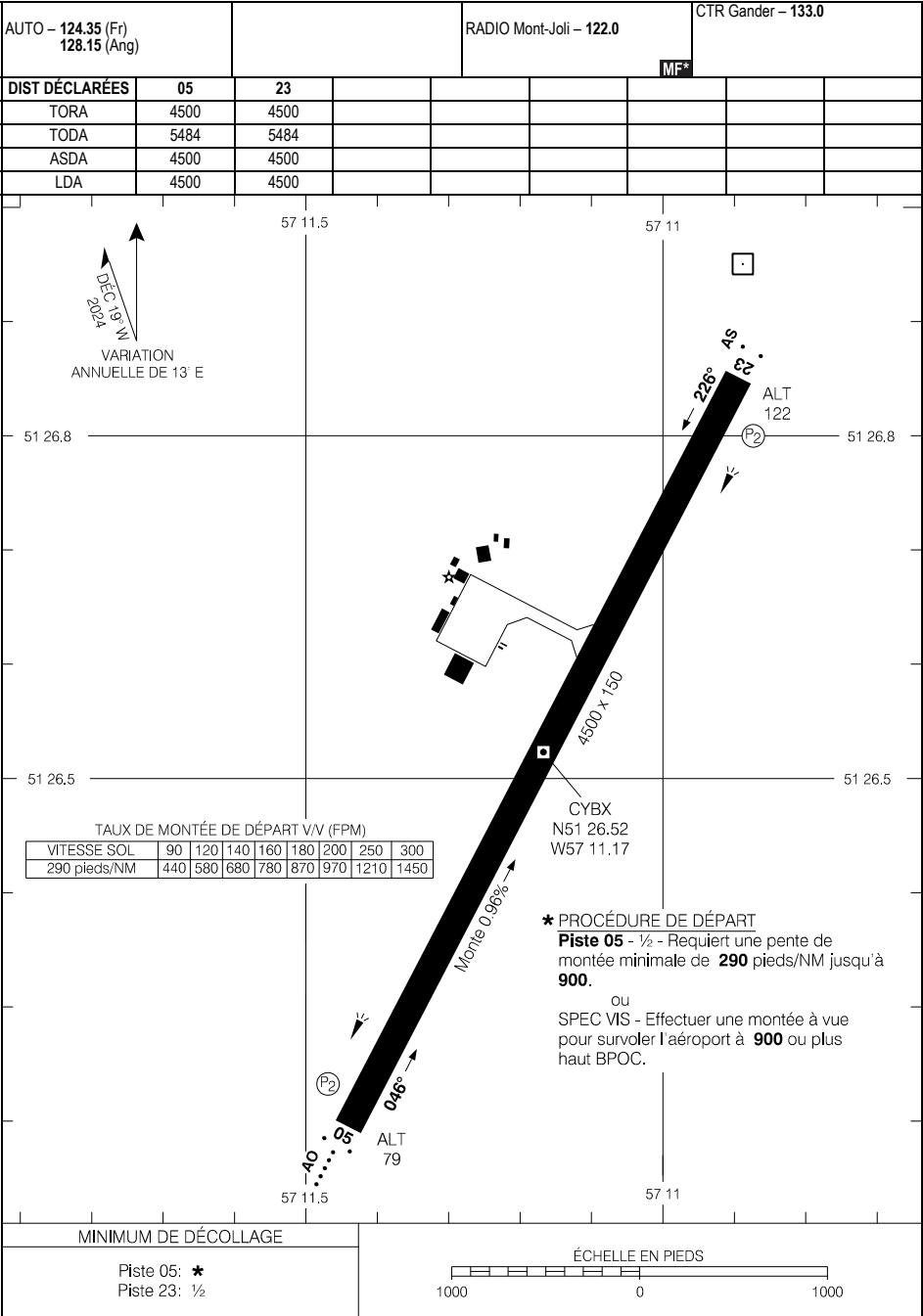
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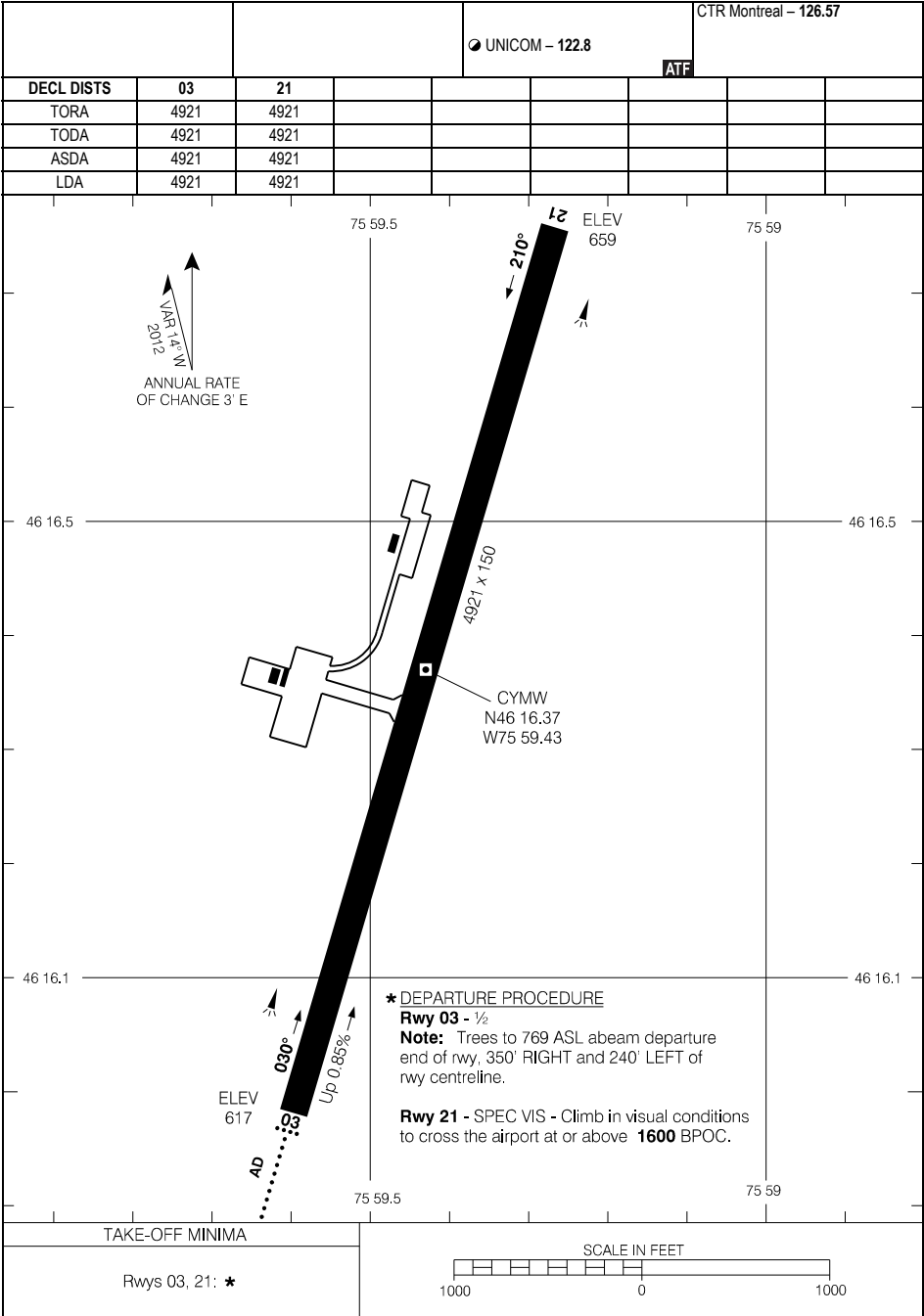
CYBX

CYBX-AD

CARTE D'AÉRODROME



AERODROME CHART



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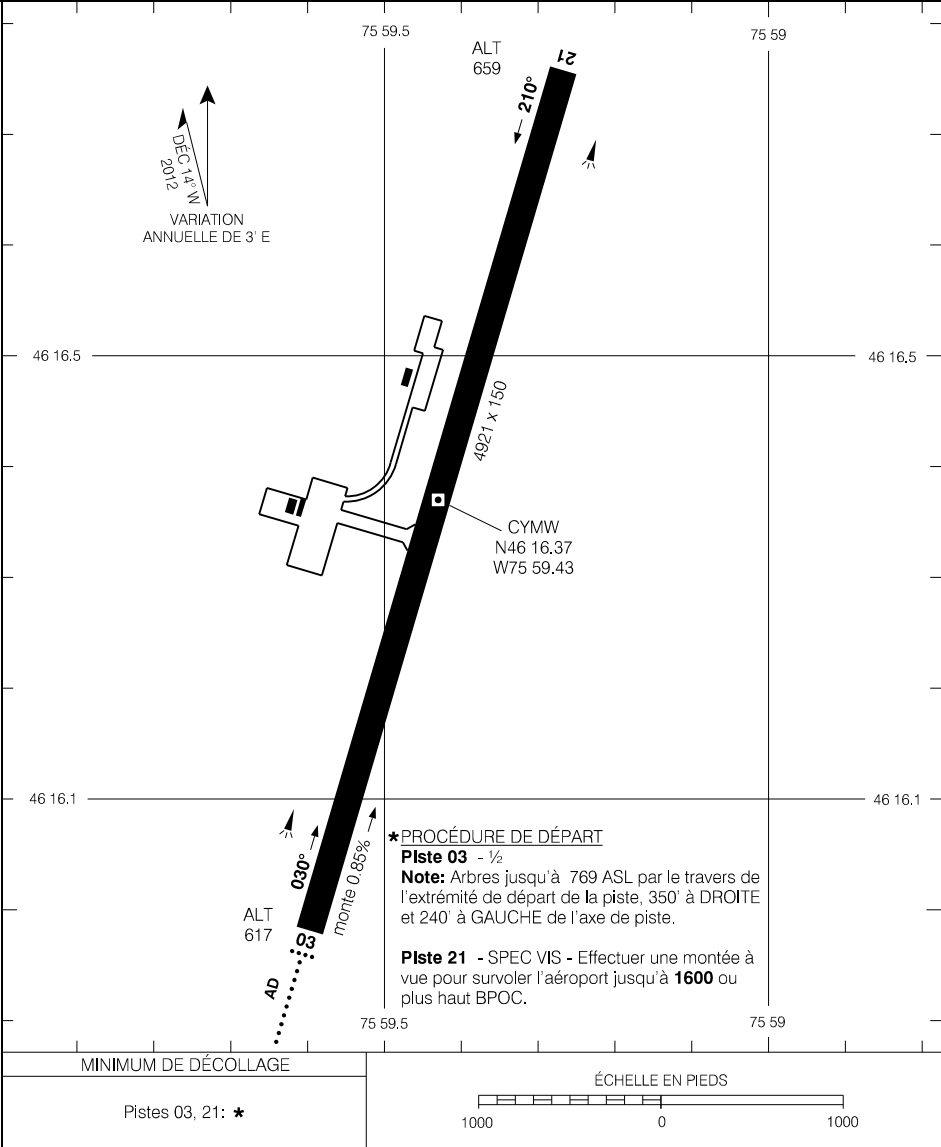
AERODROME CHART

EFF 20 FEB 25

CYMW

CARTE D'AÉRODROME

		UNICOM – 122.8				CTR Montreal – 126.57			
		ATF							
DIST DÉCLARÉES	03	21							
TORA	4921	4921							
TODA	4921	4921							
ASDA	4921	4921							
LDA	4921	4921							



Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

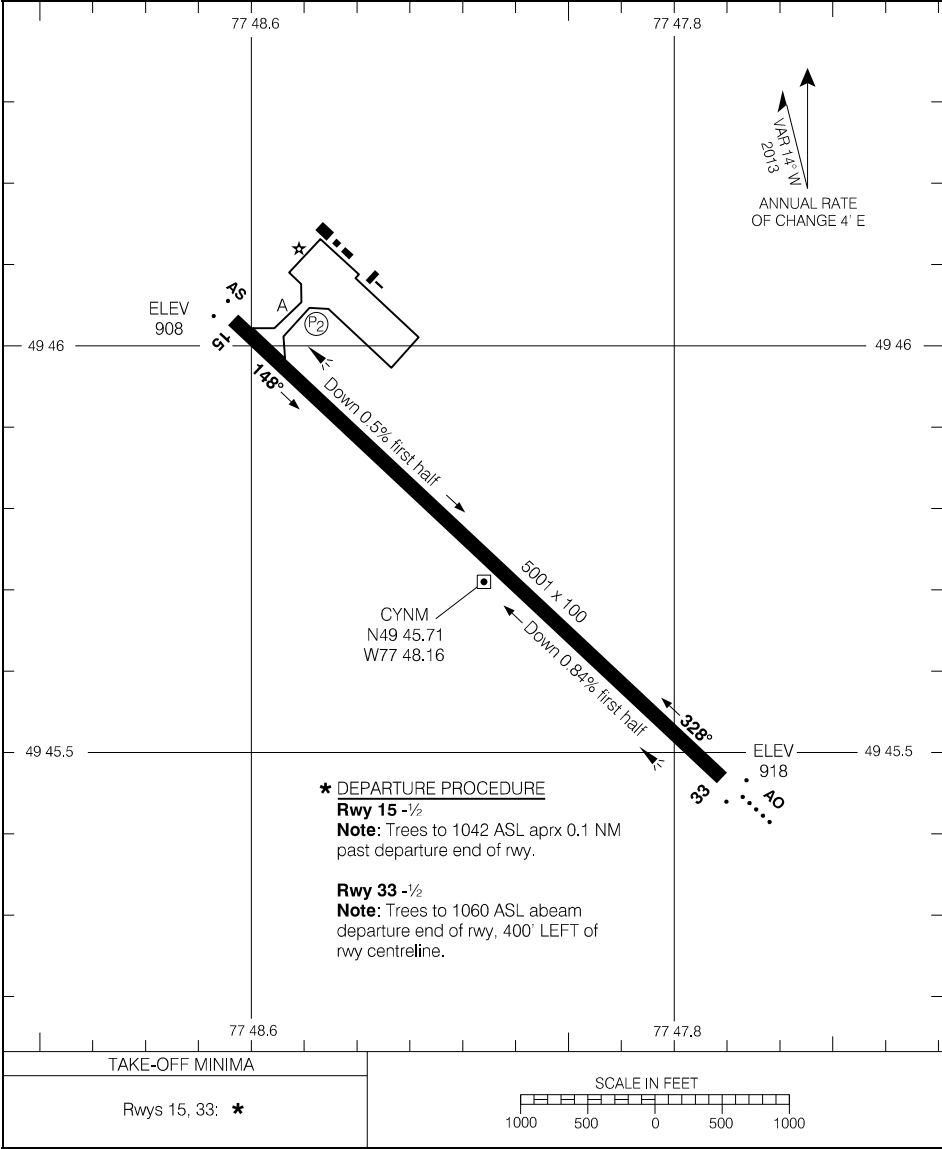
CARTE D'AÉRODROME

EFF 20 FÉV 25

CYMW

AERODROME CHART

MET – 127.45 (En) 125.3 (Fr)				TFC – 122.8		RADIO Quebec – 123.55 DRCO	
				ATF			
DECL DIST	15	33					
TORA	5001	5001					
TODA	5985	5985					
ASDA	5001	5001					
LDA	5001	5001					



AERODROME CHART

CYNM

CYNM

RADIO Quebec – 123.55 **DRCO**

DIST DÉCLARÉES	15	33					
TORA	5001	5001					
TODA	5985	5985					
ASDA	5001	5001					
LDA	5001	5001					

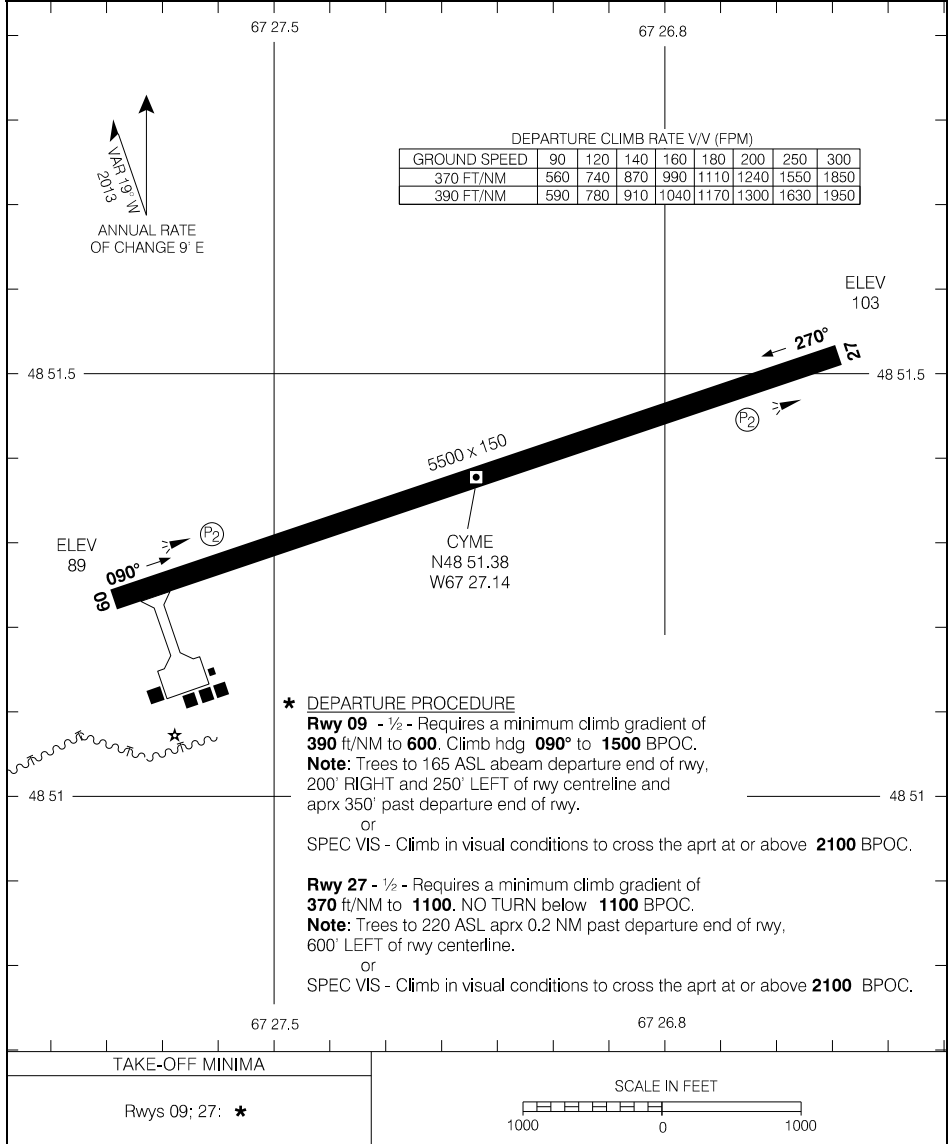


CYNM

MATANE/RUSSELL-BURNETT, QC
CYME

AERODROME CHART

				 UNICOM – 122.8			CTR Montreal – 134.65 227.2	
DECL DIST	09	27				ATF		
TORA	5500	5500						
TODA	5900	6500						
ASDA	5500	5500						
LDA	5500	5500						



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CYME

CYME-AD

CYME

Diagram illustrating the profile view of the runway and climb profile for Pistes 09 and 27.

TAUX DE MONTÉE DE DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
370 pieds/NM	560	740	870	990	1110	1240	1550	1850
390 pieds/NM	590	780	910	1040	1170	1300	1630	1950

PROCÉDURE DE DÉPART

Piste 09 - 1/2 - Requiert une pente de montée minimale de **390** pi/NM jusqu'à **600**. Monter sur cap **090°** jusqu'à **1500** PBOC.
Note: Arbres jusqu'à 165 ASL par le travers de l'extrémité de la piste de départ, 200' à DROITE et 250' à GAUCHE de l'axe de piste et aprx 350' passé l'extrémité de la piste de départ.

ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **2100** ou plus haut BPOC.

Piste 27 - 1/2 - Requiert une pente de montée minimale de **370** pi/NM jusqu'à **1100**. AUCUN virage en dessous de **1100** BPOC.
Note: Arbres jusqu'à 220 ASL aprx 0.2 NM passé l'extrémité de la piste de départ, 600' à GAUCHE de l'axe de piste.

ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **2100** ou plus haut BPOC.

ÉCHELLE EN PIEDS

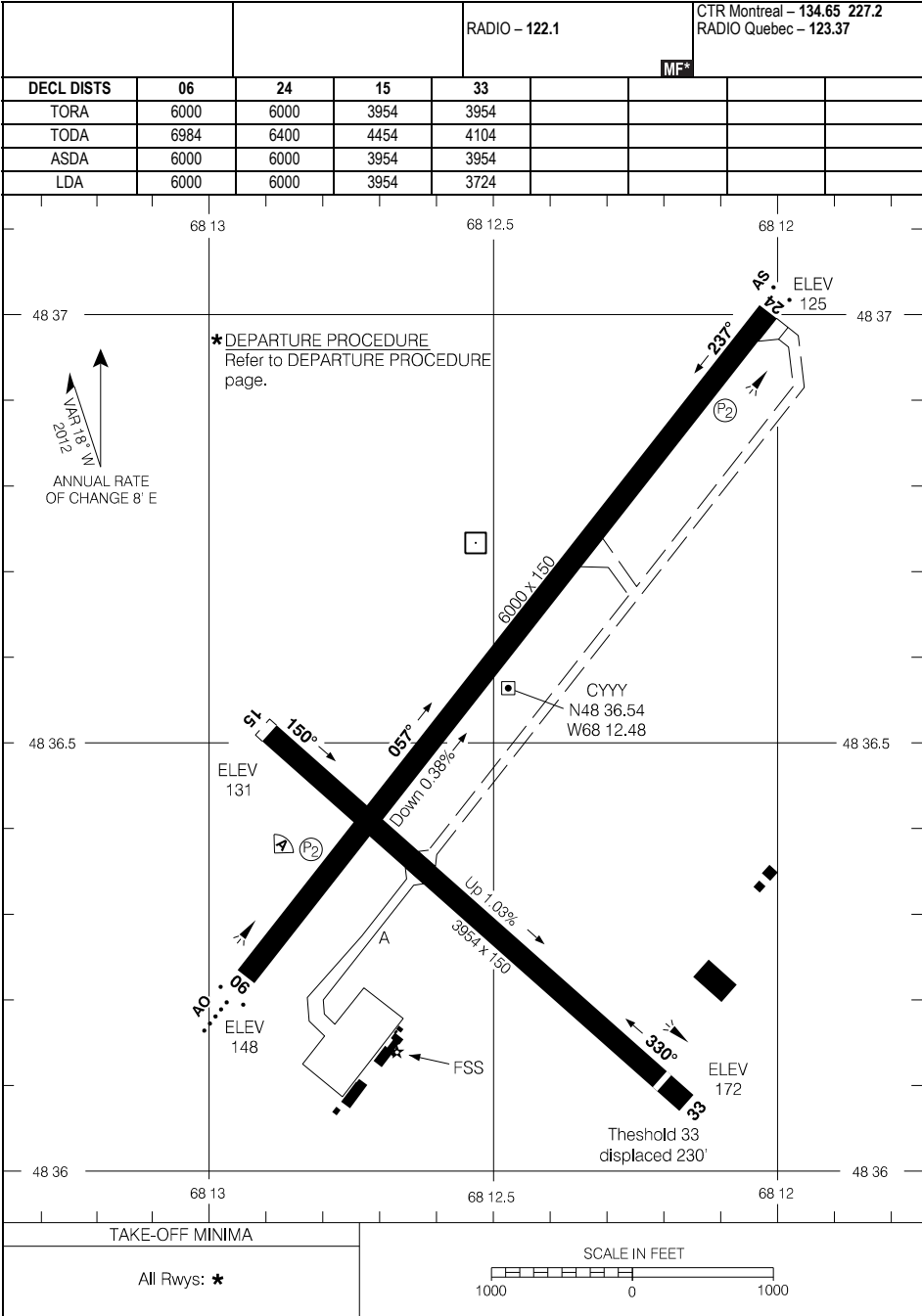
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Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CYYY-AD

MONT-JOLI, QC
CYYY

AERODROME CHART



AERODROME CHART

EFF 2 OCT 25

CYYY

CYYY-AD

MONT-JOLI, QC
CYYY

DIST DÉCLARÉES		06	24	15	33			
TORA	6000	6000	3954	3954				
TODA	6984	6400	4454	4104				
ASDA	6000	6000	3954	3954				
LDA	6000	6000	3954	3724				

CTR Montreal – 134.65 227.2
 RADIO Quebec – 123.37
 MF*

68 13 68 12.5 68 12
 ALT 125
 ALT 37
 ALT 36.5
 ALT 36

*PROCÉDURE DE DÉPART
 Référez au page PROCÉDURE DE DÉPART.

DEC 18° W
 2012
 VARIATION
 ANNUELLE DE 8° E

6000 x 150
 CYYY
 N48 36.54
 W68 12.48
 Descend 0.38%
 monte 1.03%
 3954 x 150
 Piste 33 seuil
 décalé 230'

ALT 131
 ALT 148
 ALT 172
 FSS

MINIMUM DE DÉCOLLAGE
 Toutes les pistes: *

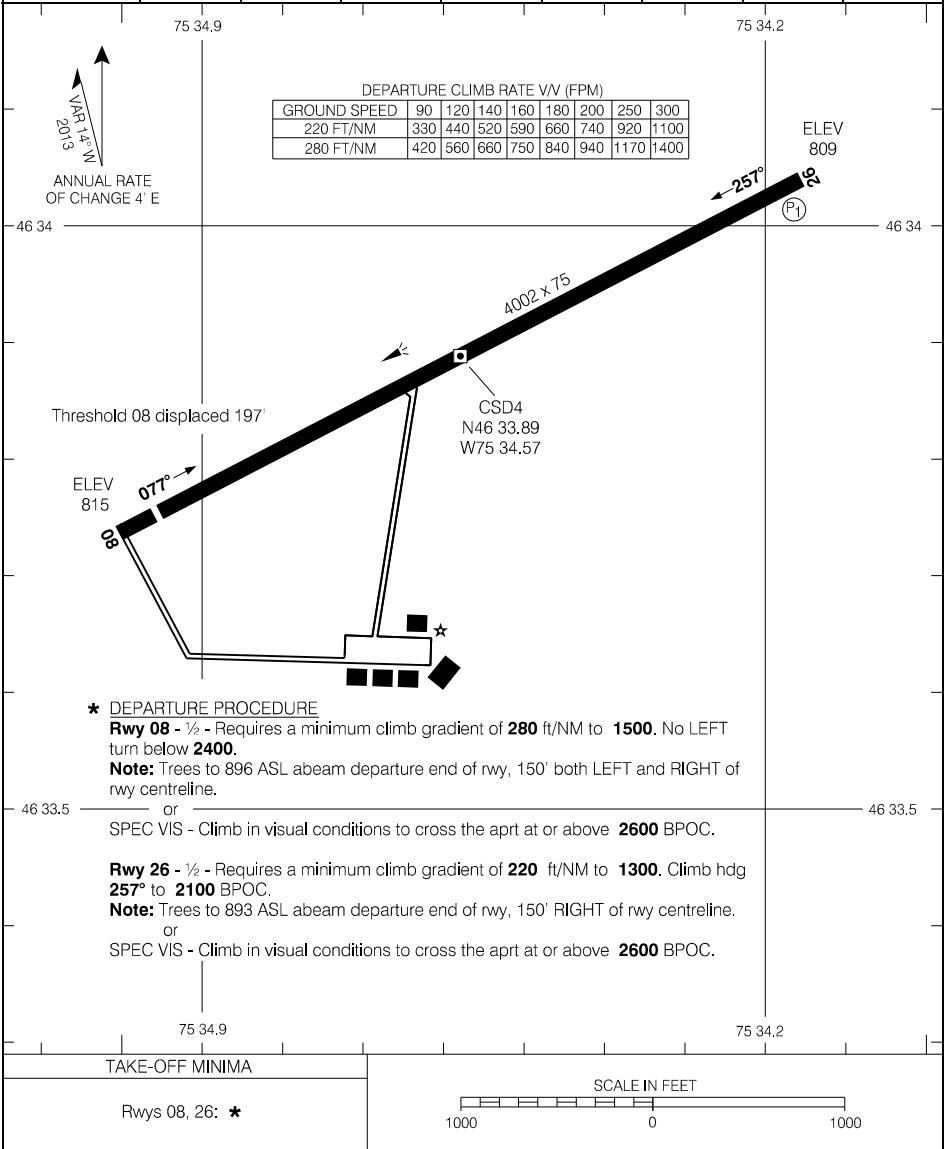
ÉCHELLE EN PIEDS
 1000 0 1000

Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CYYY-AD

CYYY

AUTO – 123.42 (Fr)		UNICOM – 122.8			CTR Montreal – 126.57 RADIO Quebec – 123.47		
DECL DIST	08	26					
TORA	4002	4002					
TODA	4002	4002					
ASDA	4002	4002					
LDA	3805	4002					



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CARTE D'AÉRODROME

TAUX DE MONTÉE DE DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
220 pieds/NM	330	440	520	590	660	740	920	1100
280 pieds/NM	420	560	660	750	840	940	1170	1400

VARIATION ANNUELLE DE 4° E

Piste 08 seuil décalé 197'

Piste 26 4002 x 75

CSD4
N46 33.89
W75 34.57

ALT 815

ALT 809

PROCÉDURE DE DÉPART

Piste 08 - 1/2 - Requiert une pente de montée minimale de **280 pi/NM** jusqu'à **1500**.
AUCUN virage à GAUCHE en dessous de **2400**.
Note: Arbres jusqu'à 896 ASL par le travers de l'extrémité de la piste de départ, 150' à GAUCHE et à DROITE de l'axe de piste.

Piste 26 - 1/2 - Requiert une pente de montée minimale de **220 pi/NM** jusqu'à **1300**.
Monter sur cap **257°** jusqu'à **2100** BPOC.
Note: Arbres jusqu'à 893 ASL par le travers de l'extrémité de la piste de départ, 150' à DROITE de l'axe de piste.

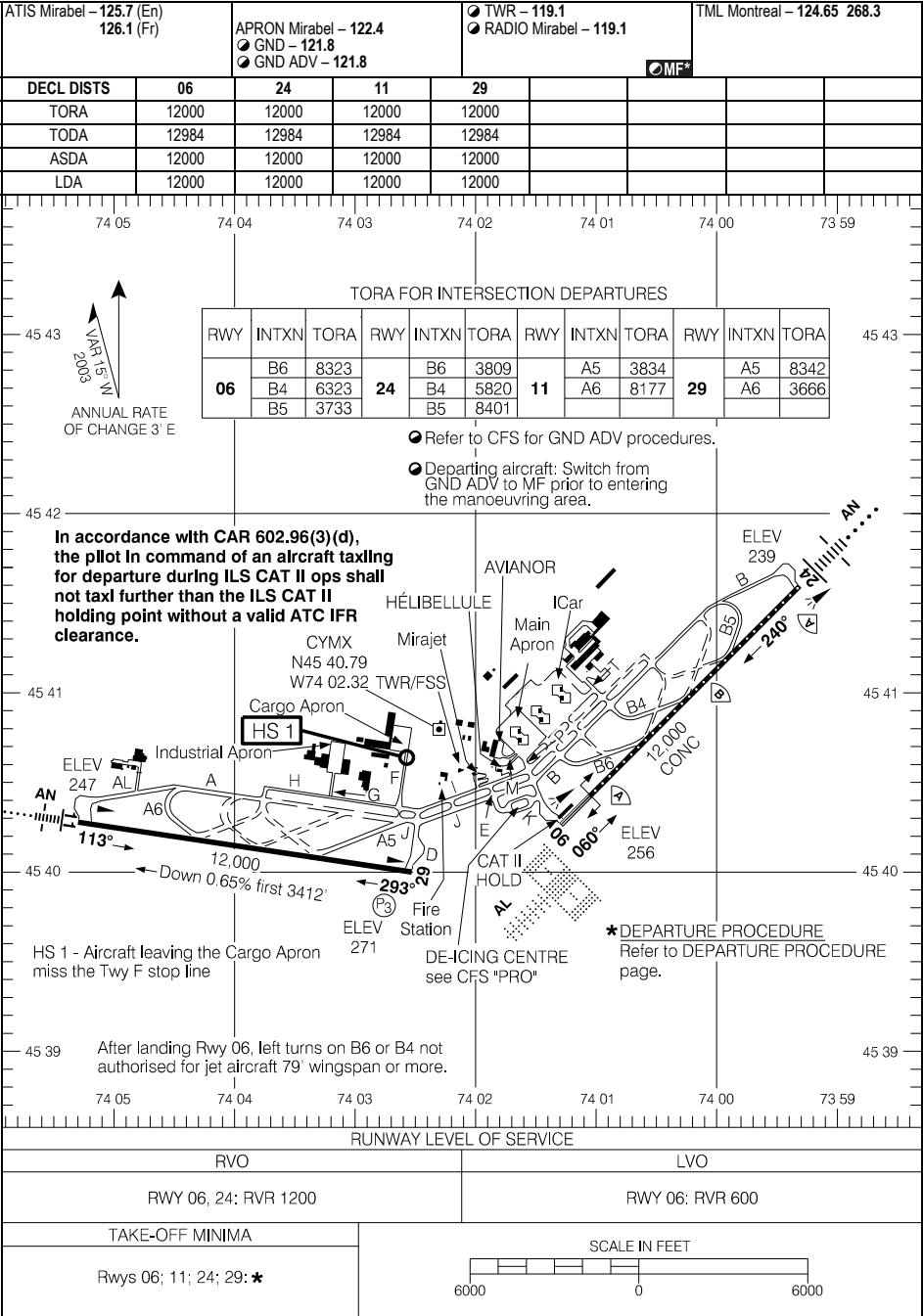
MINIMUM DE DÉCOLLAGE

ÉCHELLE EN PIEDS

0 1000

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AERODROME CHART



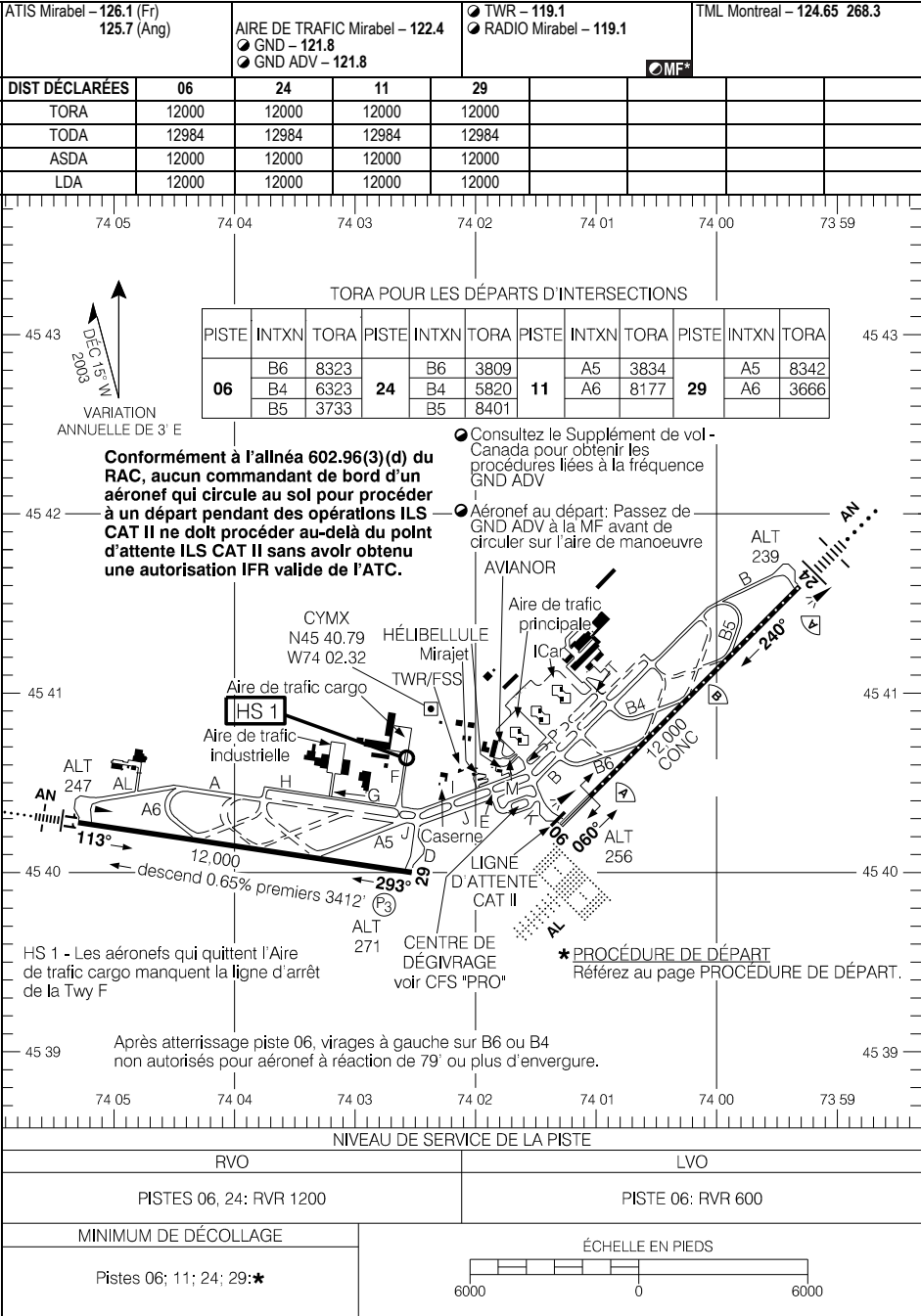
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AERODROME CHART

EFF 7 AUG 25

CYMX

CARTE D'AÉRODROME



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CARTE D'AÉRODROME

EFF 7 AOÛT 25

LOW VISIBILITY PROCEDURES

Operations in Reduced and Low Visibility Conditions

- Runway 06 is certified for use in low visibility operations (RVR600).
- Runway 24 is certified for use in reduced visibility conditions (RVR1200).
- Plan activation is mandatory when one of the RVR readings or the reported ground visibility is below $\frac{1}{2}$ SM. Runways 24 and 06 can be used.
- When the reading of one of the RVR readings or the reported ground visibility is less than $\frac{1}{4}$ SM while remaining at or above $\frac{1}{8}$ SM, runway 06 must be used.
- Only one aircraft movement (RVOP and LVOP) is authorised on the manoeuvring area. In low visibility operation (LVOP), it is mandatory that the "Follow Me" vehicle escorts the aircraft.
- With the exception of aircraft returning to aprons, movement of all traffic ceases when one of the RVR reading or the reported ground visibility is below $\frac{1}{8}$ SM.
- When the two RVR readings or the reported ground visibility increases and indicates $\frac{1}{2}$ SM or more, normal operations may resume.

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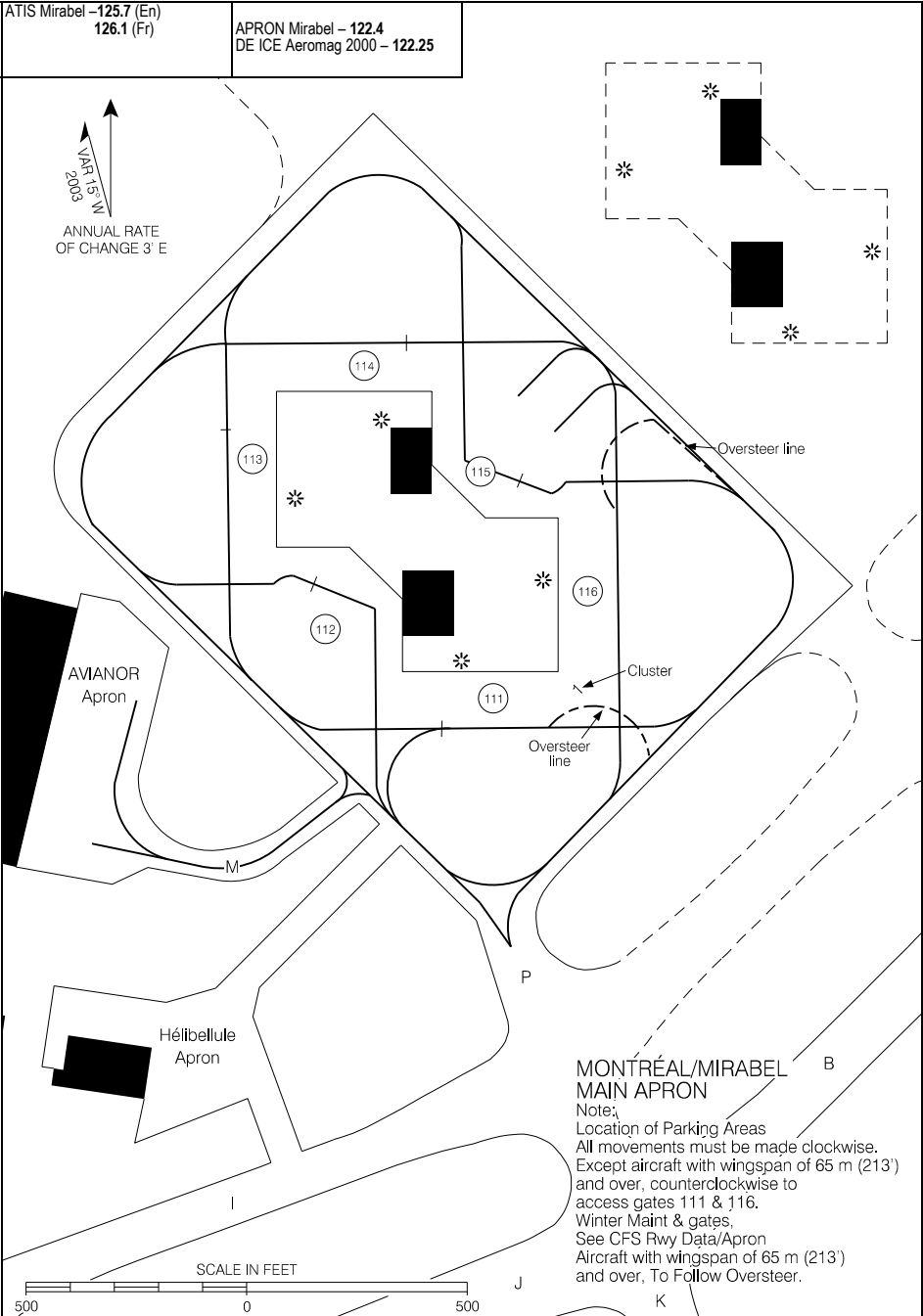
PROCÉDURES EN CONDITIONS DE FAIBLE VISIBILITÉ

Opérations en conditions de visibilité réduite et faible

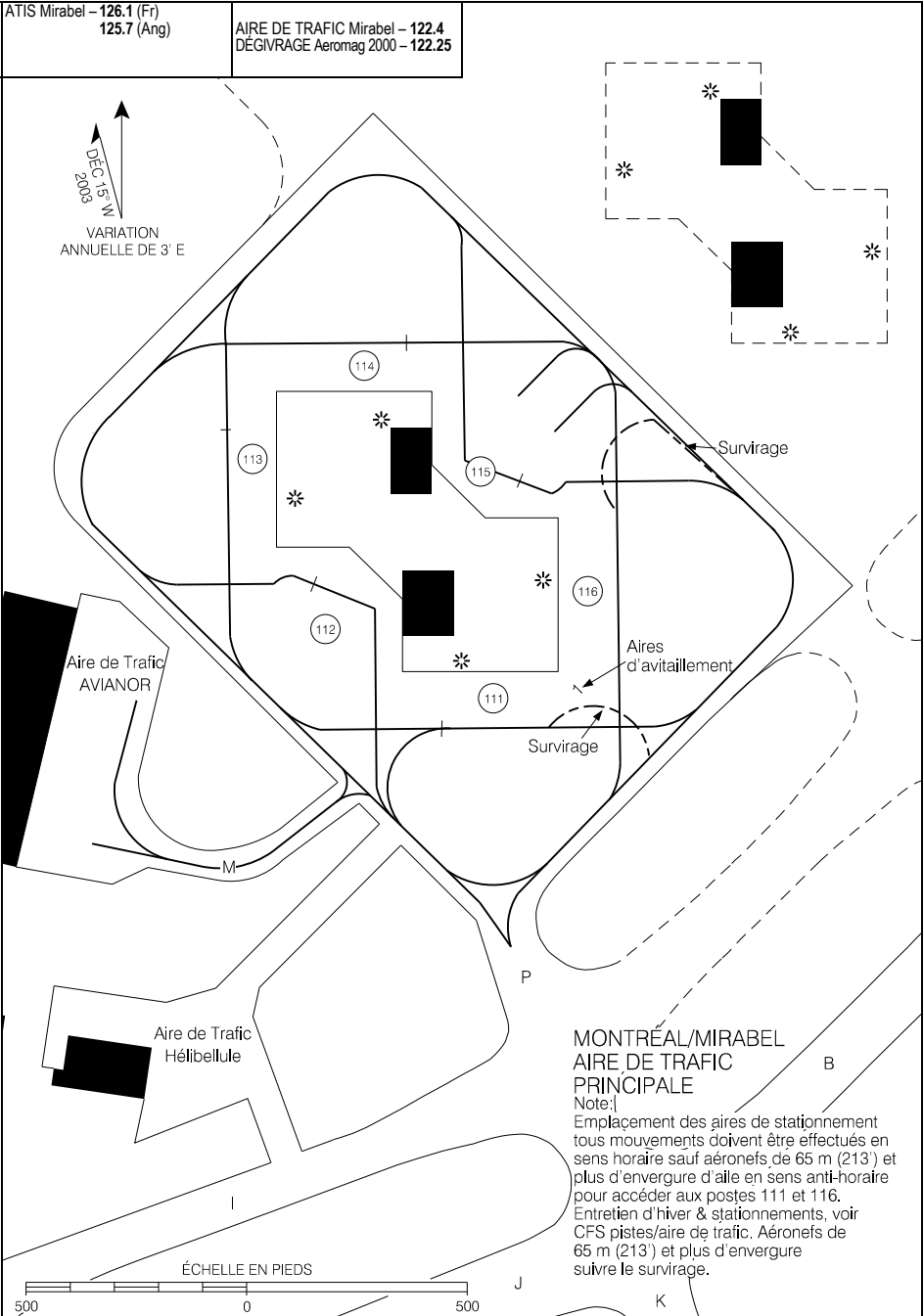
- La piste 06 est homologuée pour les opérations en conditions de visibilité faible (RVR600).
- La piste 24 est homologuée pour les conditions en conditions de visibilité réduite (RVR1200).
- Le plan est déclenché lorsque la lecture d'un des RVR ou la visibilité au sol signalée est inférieure à $\frac{1}{2}$ SM. Les pistes 24 ou 06 peuvent être utilisées.
- Lorsque la lecture d'un des RVR ou la visibilité signalée au sol est de moins de $\frac{1}{4}$ SM mais de plus de $\frac{1}{8}$ SM, la piste 06 doit être utilisée.
- Un seul mouvement d'aéronef à tout moment (RVOP et LVOP) est autorisé sur l'aire de manœuvre. En condition de faible visibilité (LVOP), il doit obligatoirement être escorté d'un véhicule « Follow Me ».
- À l'exception des mouvements associés au retour des aéronefs aux aires de trafic, toute circulation au sol est interrompue lorsque la lecture d'un des RVR ou la visibilité signalée au sol est de moins de $\frac{1}{8}$ SM.
- Lorsque la lecture des deux RVR ou que la visibilité signalée au sol augmente et indique $\frac{1}{2}$ SM ou plus, le retour aux opérations normales peut être initié.

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PARKING AREAS



AIRES DE STATIONNEMENT



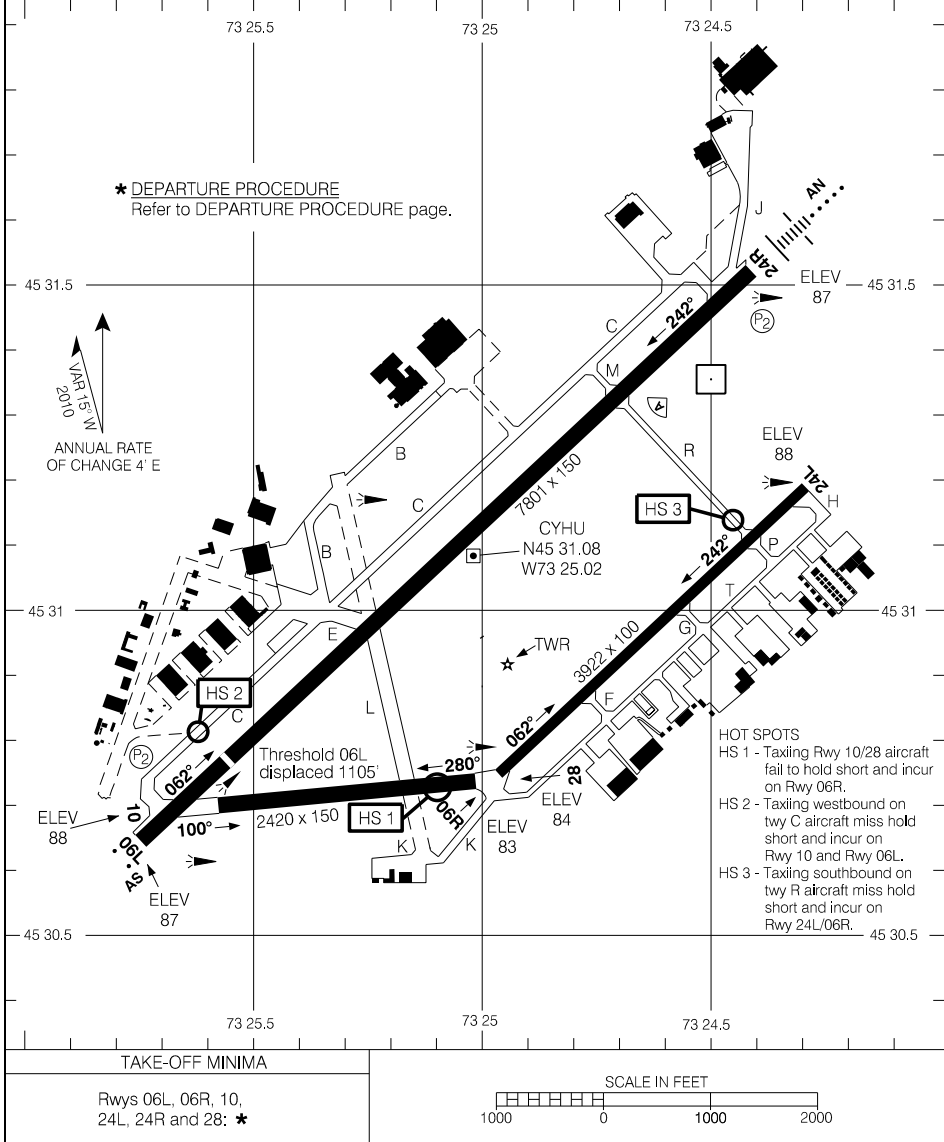
AIRES DE STATIONNEMENT

EFF 12 JUN 25

CYHU-AD
 MONTRÉAL/MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL), QC
 CYHU

● ATIS – 124.9 (En) 124.1 (Fr) ● AWOS – 124.9 (En) 124.1 (Fr)	● GND – 126.4	● TWR – 118.4 121.3 ● RADIO Rouyn – 118.4	TML Montreal – 125.15 268.3 ● MF
--	---------------	--	-------------------------------------

DECL DIST	06L	24R	06R	24L	10	28		
TORA	7801	7801	3922	3922	2420	2420		
TODA	7801	7801	3922	3922	2420	2420		
ASDA	7801	7801	3922	3922	2420	2420		
LDA	6696	7801	3922	3922	2420	2420		



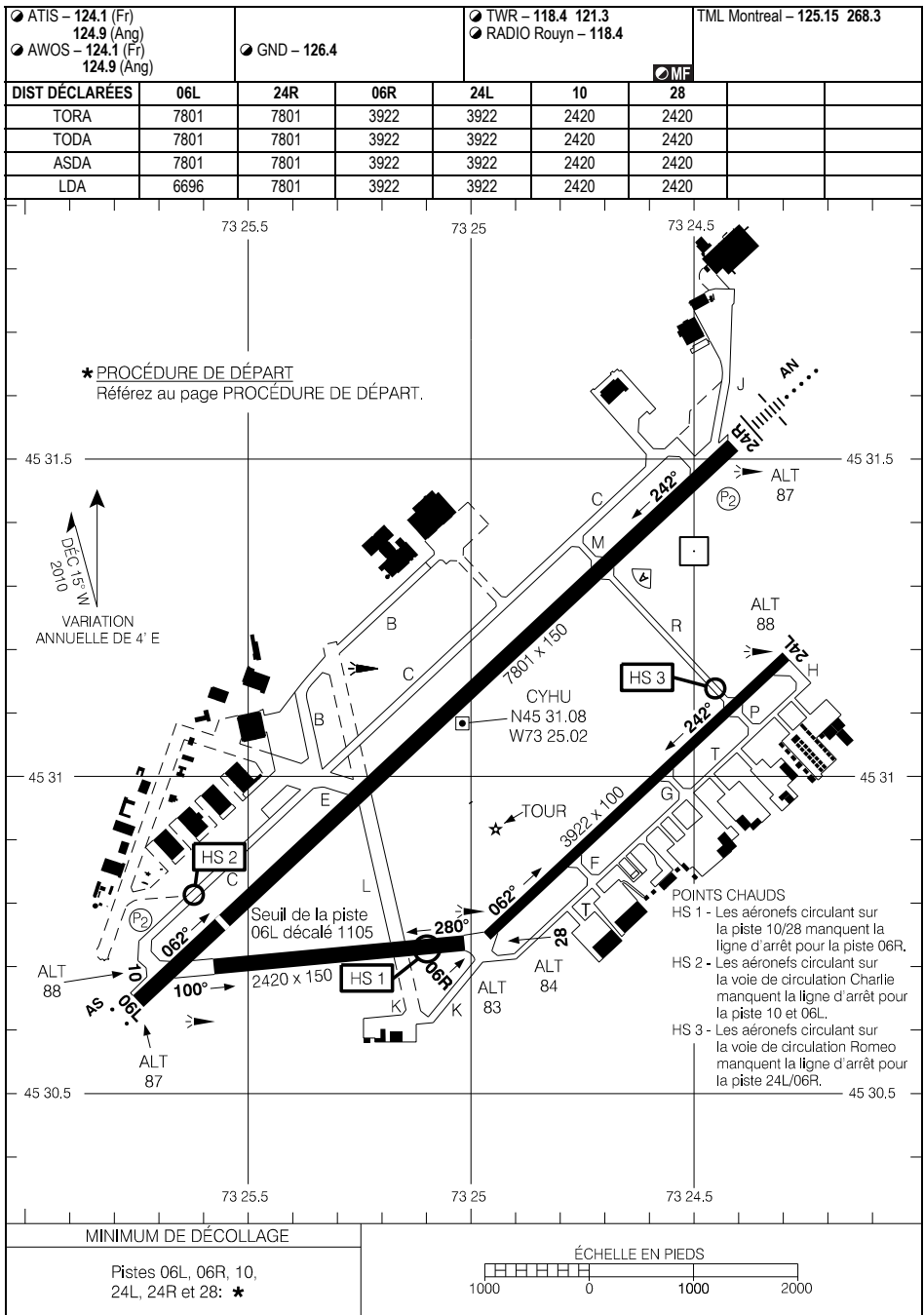
AERODROME CHART CYHU

EFF 2 OCT 25

CYHU-AD

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CYHU-AD
 MONTRÉAL/MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL), QC
 CYHU

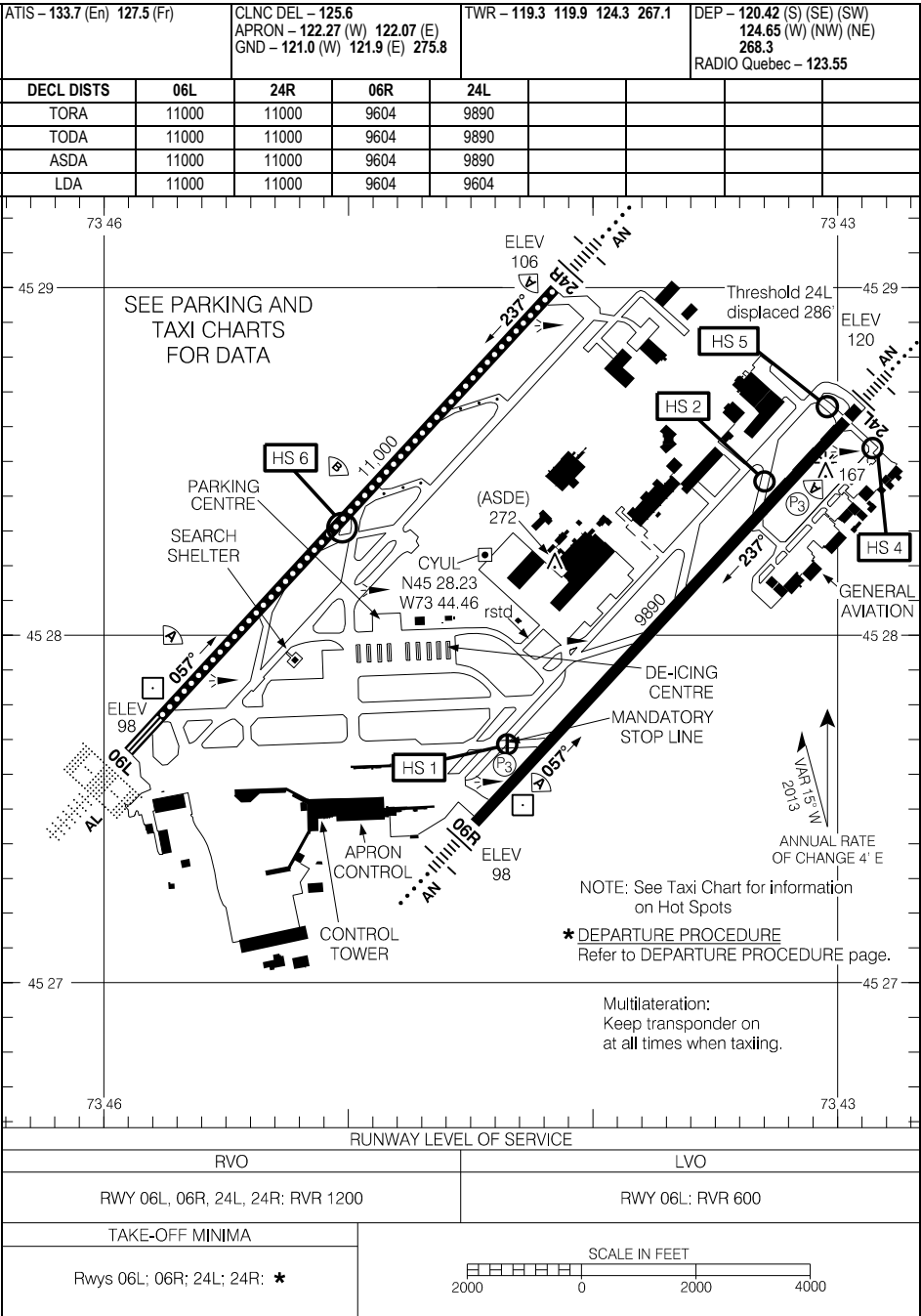


CARTE D'AÉRODROME
 EFF 2 OCT 25

CYHU-AD

CYHU

AERODROME CHART



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART (REDUCED TAKE-OFF RUNS)

CYUL

When authorized by ATC, intersection departures are available as follows:

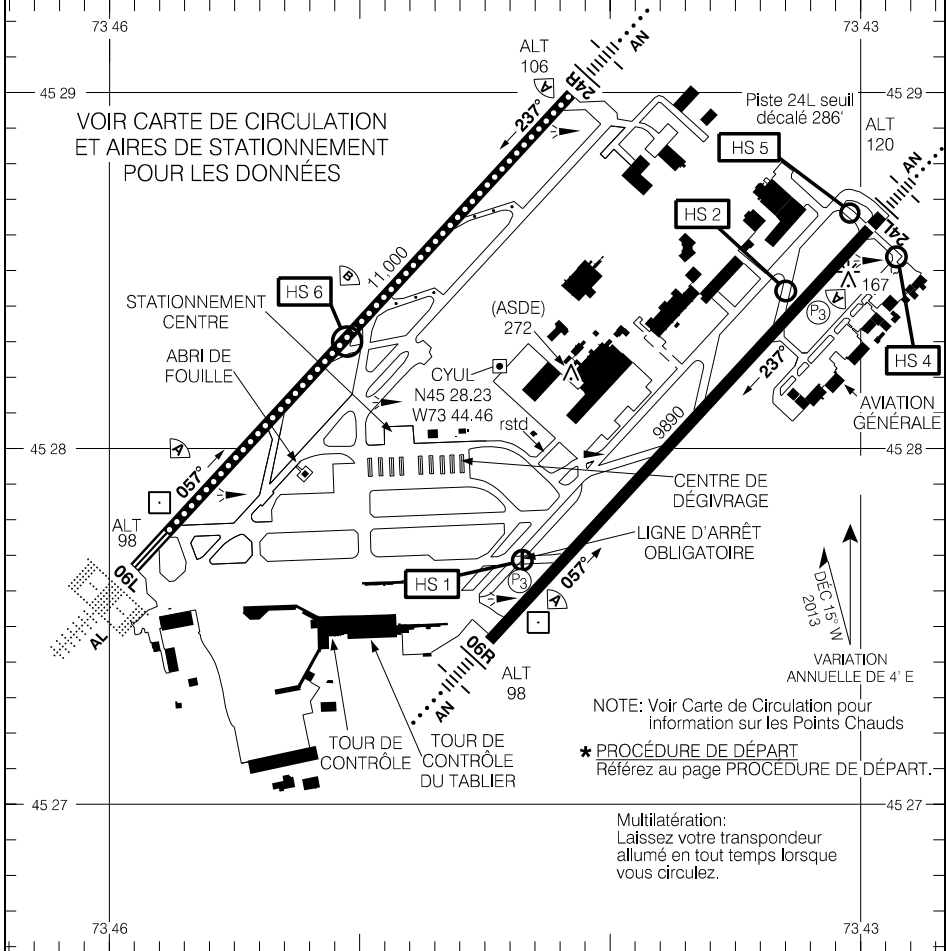
RUNWAY	INTERSECTION	TORA
06L	B6	10197
	B4	7677
	B1	6002
	B2	5237
	B3	4902
	B5	2898
06R	A4	7851
	A2	5346
	A1	4342
	L	2427
	A3	2345
24L	A3	7345
	L	7226
	A1	5347
	A2	4343
	A4	1843
	A5	9604
	R	9604
24R	B5	8244
	B3	6243
	B2	5908
	B1	5145
	B4	3470
	B6	915

Departures from inner centerline of holding bay rwy 06R subtract 276' from declared distances.

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CARTE D'AÉRODROME

ATIS – 127.5 (Fr) 133.7 (Ang)		CLNC DEL – 125.6 AIRE DE TRAFIC – 122.27 (W) 122.07 (E) GND – 121.0 (W) 121.9 (E) 275.8		TWR – 119.3 119.9 124.3 267.1		DEP – 120.42 (S) (SE) (SW) 124.65 (W) (NW) (NE) 268.3 RADIO Québec – 123.55	
DIST DÉCLARÉES	06L	24R	06R	24L			
TORA	11000	11000	9604	9890			
TODA	11000	11000	9604	9890			
ASDA	11000	11000	9604	9890			
LDA	11000	11000	9604	9604			



NIVEAU DE SERVICES DE LA PISTE	
RVO	LVO
PISTE 06L, 06R, 24L, 24R: RVR 1200	PISTE 06L: RVR 600
MINIMUM DE DÉCOLLAGE	
Pistes 06L; 06R; 24L; 24R: ★	

CARTE D'AÉRODROME

EFF 27 NOV 25

CYUL

CARTE D'AÉRODROME (DISTANCE DE ROULEMENT UTILISABLE)

CYUL

Lorsque autorisé par ATC, les départs d'intersection sont disponibles comme suit :

PISTE	INTERSECTION	TORA
06L	B6	10197
	B4	7677
	B1	6002
	B2	5237
	B3	4902
	B5	2898
06R	A4	7851
	A2	5346
	A1	4342
	L	2427
	A3	2345
24L	A3	7345
	L	7226
	A1	5347
	A2	4343
	A4	1843
	A5	9604
	R	9604
24R	B5	8244
	B3	6243
	B2	5908
	B1	5145
	B4	3470
	B6	915

Les départs de l'axe intérieur de la baie d'attente Piste 06R soustraire 276' des distances déclarées.

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TAXI CHART

Notes

Widebody Aircraft:

A380, A124, A346, B748 & B773 – Right turn prohibited from A4 or A2 to A.

A380, A124, A346, B748 & B773 – Left turn difficult from A1 to A. Use of A3 or A7 recommended.

A380, A340-500/600, A350-1000 & B777 – Right turn prohibited from A4 to D.

A380, AN124, A346, B748 – Caution for wingtip clearance when circulating on Twy A behind departing traffic on Twy A5.

Code F aircraft – Standard routes. Follow ATC and Apron Control instructions.

A380 – It is mandatory to use the procedures for runway widths of 58 m or less without paved shoulders. (All runways 60 m wide with 7.5 m shoulders: first meter paved, remaining, grass).

Minimum Rwy to Twy Separation			
	Rwy	Twy	Separation (m)
1	06L – 24R	B	225
2	06R – 24L	A	232
3	06L – 24R	North Ramp	210
4	06R – 24L	AM	233

Minimum Twy to Twy Separation			
	Twy	Twy	Separation (m)
1	I	H	195.9
2	K	J	195.8
3	A	D	85.6
4	M	B	91.1

Minimum Twy to Taxilane Separation			
	Twy	Taxilane	Separation (m)
1	North Ramp	South taxilane*	80.5
2	AM	East Holding point*	80.6
* closed during code F Aircraft operations			

Minimum Twy to Obstacle Separation			
	Twy	Obstacle	Separation (m)
1	B6	T395	50.9
2	A	Road 630*	47.5
3	North Ramp	Road E1 to E3*	43.3
4	North Ramp	Road, stands 17 to 27*	47.7
5	Ramp NW – SE	Road, stands 11B to 15*	47
6	Ramp NW – SE	Road, stands 15 to 15B*	42.5
* closed during code F Aircraft operations			

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CARTE DE CIRCULATION

Notes

Avion gros-porteurs :

A380, A124, A346, B748 & B773 – Virage à droite interdit de A4 ou A2 vers A.

A380, A124, A346, B748 & B773 – Virage à gauche difficile de A1 vers A.
Utilisation de A3 ou A7 recommandée.

A380, A340-500/600, A350-1000 & B777 – Virage à droite interdit de A4 vers D.

A380, AN124, A346, B748 – Attention à la distance de dégagement des ailes lors du déplacement sur Twy A derrière le trafic au départ du Twy A5.

Aéronefs de code F – Routes normalisées. Suivre les instructions d'ATC et contrôle du tablier.

A380 – Il est obligatoire d'utiliser les procédures pour pistes de 58 m ou moins sans accotement pavé. (Pistes 60 m de largeur avec accotements de 7.5 m; premier mètre pavé, reste en gazon).

Dégagement minimum RWY à TWY			
	RWY	TWY	Dégagement (m)
1	06L – 24R	B	225
2	06R – 24L	A	232
3	06L – 24R	Rampe nord	210
4	06R – 24L	AM	233

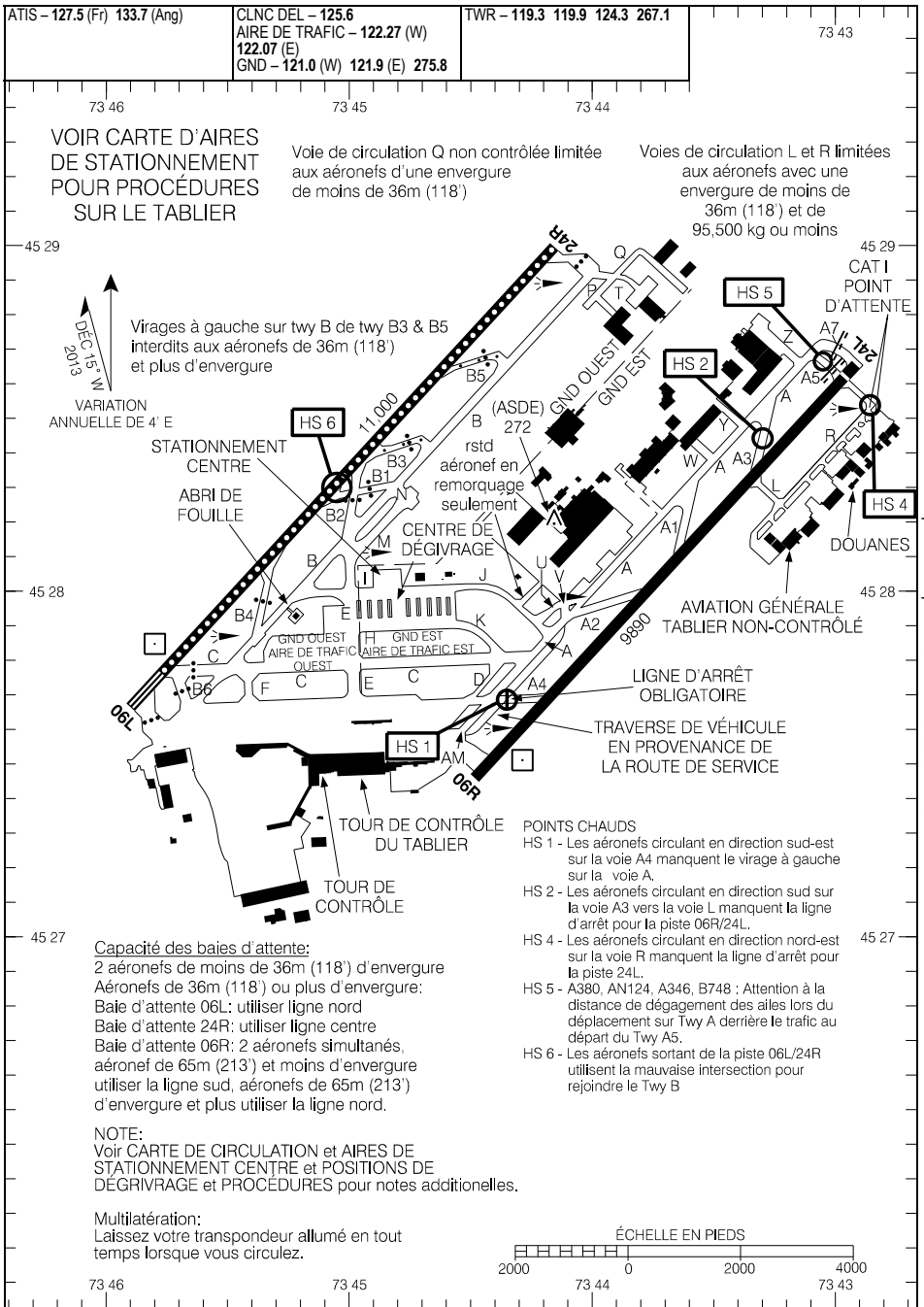
Dégagement minimum TWY à TWY			
	TWY	TWY	Dégagement (m)
1	I	H	195.9
2	K	J	195.8
3	A	D	85.6
4	M	B	91.1

Dégagement minimum TWY à voie d'accès de poste de stationnement			
	TWY	Voie d'accès de poste de stationnement	Dégagement (m)
1	Rampe nord	Voie d'accès de poste de stationnement Sud*	80.5
2	AM	Point d'attente Est*	80.6
*Fermé pendant opérations d'aéronefs de code F			

Dégagement minimum TWY à obstacle			
	TWY	Obstacle	Dégagement (m)
1	B6	T395	50.9
2	A	Route 630*	47.5
3	Rampe nord	Route E1 à E3*	43.3
4	Rampe nord	Route, postes 17 à 27*	47.7
5	Rampe NW – SE	Route, postes 11B à 15*	47
6	Rampe NW – SE	Route, postes 15 à 15B*	42.5
*Fermé pendant opérations d'aéronefs de code F			

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CARTE DE CIRCULATION



CARTE DE CIRCULATION

CYUL

LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 to 600 ft)**1. Application**

These procedures apply to ground movements of aircraft during low visibility conditions (Runway Visual Range [RVR] less than 1200 to 600 ft). Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented to ensure the safe and efficient movement of aircraft. The following message will be added to the ATIS broadcast: **“LOW VISIBILITY PROCEDURES IN EFFECT”**

2. Surface Guidance and Control System

Surface guidance and control system have been installed to facilitate the ground movements of aircraft under low visibility conditions. This system, controlled by ATC, is:

- Taxiway centreline lights on holding bay 24R.
- Taxiway uni-directional centreline lights on taxiways A (between J and A4), A4 between A and the apron), B (from the apron to 24R), B1, B3, B5, D, E (from the apron to I), H, I, J and K.
- Bi-directional centreline lights on the North ramp from taxiway B6 to A4, South ramp from B6 to gate 65, B between holding bay 06L to North Ramp and East and West taxilanes up to gate 66.
- Stop Bars on all access to runway 06L/24R: on the holding bays of runways 06L and 24R, at the end of taxiway C before the intersection with runway 06L/24R and on taxiways B1, B2, B3, B4, B5, and B6 (illuminated under 1200 RVR).

NOTE: AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR

- Runway guard lights on all access to runways: on the holding bays of runways 06L, 24R and 06R, at the end of taxiway C before the intersection with runway 06L/24R, and on taxiways A, A1, A2, A3, A4, A5, A7, B1, B2, B3, B4, B5, B6, L and R (illuminated whenever the associated runway is in use).

NOTE: The above mentioned taxiway centreline lights and stop bars may be used at or above 1200 RVR.

LOW VISIBILITY PROCEDURES

CYUL

3. Advanced Surface Movement Guidance and Control System (A-SMGCS)

Ground radar is used to monitor the position of aircraft and vehicles operating on the manoeuvring area. In the event of an A-SMGCS failure, ATC may restrict low visibility operations.

4. “Follow me” Vehicle

A “Follow Me” vehicle will be provided on pilot's request.

5. Departure Routes

Runway 06L is the only one certified for take-offs during low visibility conditions (RVR less than 1200 to 600 ft). All departures under low visibility conditions will be on runway 06L. Intersection take-offs are not authorized.

Sequencing of aircraft ground movements for take-off: Do not request start, push back or taxi clearance until reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

Unless otherwise advised by ATC, the following standard routes will be used, under low visibility conditions, for aircraft departing on runway 06L (see low visibility taxi chart).

From the main apron to the de-icing bay: aircraft will taxi on E and H or on D and K.

From the main apron to runway 06L: aircraft will taxi on the main apron and B to the holding bay runway 06L.

From the de-icing bay to runway 06L: aircraft will taxi on I, B, and on the apron to the holding bay runway 06L.

From the de-icing bay to the main apron aircraft will taxi on taxiways J, A and A4.

From general aviation to 06L, aircraft will taxi on taxiway R, across threshold 24L, taxiways A5, A and A4, north side of the apron to the holding bay 06L.

6. Arrival Routes

Aircraft will exit runway 06L on taxiways B1, B3, B5 or holding bay 24R, taxiways B, B4 and then follow Apron Control instructions. Aircraft destined to the general aviation sector will exit the main apron at A4, and will taxi via runway 06R, and taxiways L and R.

LOW VISIBILITY TAXI CHART

(RVR LESS THAN 1200 TO 600 FT)

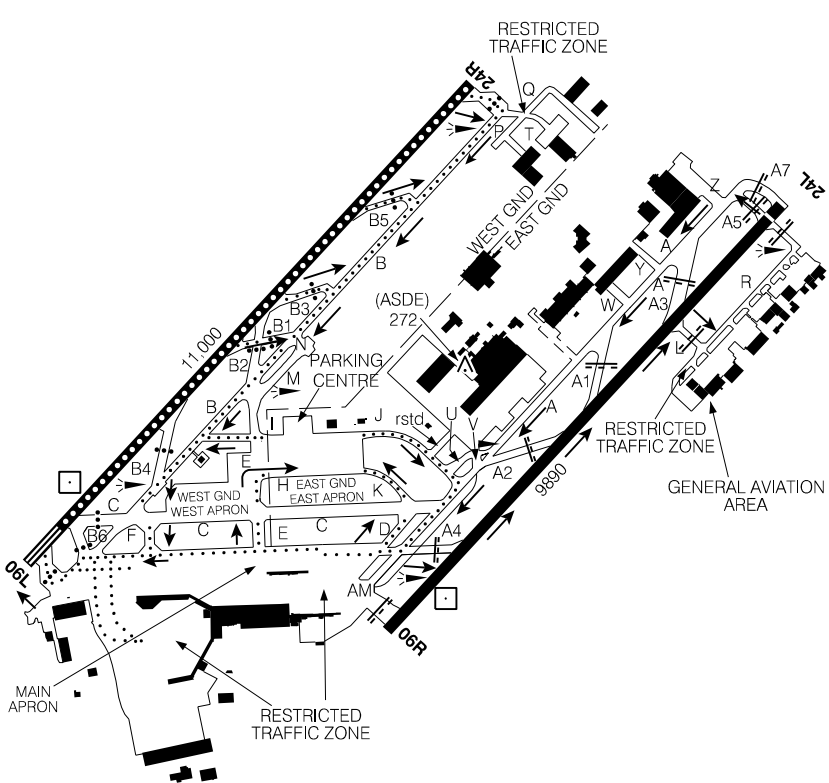
MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC
CYUL

ATIS – 133.7 (En) 127.5 (Fr)	CLNC DEL – 125.6 APRON – 122.27 (W) 122.07 (E) GND – 121.0 (W) 121.9 (E) 275.8	TWR – 119.3 119.9 124.3 267.1
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LEGEND

- • • STOP BARS
- — — RUNWAY GUARD LIGHTS
- • • • TAXIWAY CENTRELINE LIGHTS (BIDIRECTIONAL)
- DIRECTION OF AIRCRAFT MOVEMENTS

↑
MAY 15 W
2013
ANNUAL RATE
OF CHANGE 4° E



Multilateration:
Keep transponder on
at all times when taxiing.

(RVR LESS THAN 1200 TO 600 FT)
LOW VISIBILITY TAXI CHART

Procédures en conditions de faible visibilité (RVR en dessous de 1200 jusqu'à 600 pieds)

1. Application

Ces procédures s'appliquent aux aéronefs circulant au sol en conditions de faible visibilité (portée visuelle de piste [RVR] en dessous de 1200 jusqu'à 600 pieds). Les départs et les arrivées en dessous de 600 RVR ne sont pas autorisés. Lorsque les conditions météorologiques indiquent que la portée visuelle de piste pourrait descendre en dessous de 1200 RVR, les procédures suivantes seront mises en place afin d'assurer la sécurité et l'efficacité des mouvements d'aéronefs. Le message suivant sera alors diffusé l'ATIS : **« PROCÉDURES EN CONDITIONS DE FAIBLE VISIBILITÉ EN VIGUEUR »**.

2. Système de guidage et de contrôle de la circulation de surface

Un système de guidage et de contrôle de la circulation de surface a été mis en place afin de faciliter le mouvement des aéronefs en conditions de faible visibilité. Ce système, commandé par l'ATC, comprend :

- Des feux axiaux de sortie sur la baie d'attente 24R.
- Des feux axiaux unidirectionnels sur les voies de circulation A (entre J et A4), A4 (entre A et l'aire de trafic), B (de l'aire de trafic à la piste 24R), B1, B3, B5, D, E (de l'aire de trafic à I), H, I, J et K.
- Des feux axiaux bi-directionnels sur la rampe nord de la voie de circulation B6 à A4, sur la rampe sud entre B6 et la barrière 65, B entre la baie d'attente 06L et la rampe Nord et sur les lignes de guidage est et ouest jusqu'à la barrière 66.
- Des barres d'arrêt sur tous les accès à la piste 06L/24R : dans les baies d'attente des pistes 06L et 24R, à l'extrémité de C avant l'intersection de la piste 06L/24R et sur les voies de circulation B1, B2, B3, B4, B5, et B6 (allumées en dessous de 1200 RVR).

Note : NE JAMAIS TRAVERSER UNE BARRE D'ARRÊT ALLUMÉE

- Des feux de protection de piste sur les accès de toutes les pistes : les baies d'attente des pistes 06L, 24R et 06R, à l'extrémité de C avant l'intersection de la piste 06L/24R, et sur les voies de circulation A, A1, A2, A3, A4, A5, A7, B1, B2, B3, B4, B5, B6, L et R (allumés en tout temps sur les accès des pistes en service).

Note : Les feux axiaux de voies de circulation et les barres d'arrêt sus-mentionnées pourraient être utilisés dans des conditions égales ou supérieure à 1200 RVR.

3. Système avancé de guidage et de contrôle de la circulation surface (A-SMGCS)

Un radar de surveillance des mouvements de surface est utilisé pour la localisation des aéronefs et des véhicules sur les aires mouvements. En cas de panne de ce radar l'ATC peut restreindre les actions en conditions de faible visibilité.

4. Véhicule « Follow Me »

Un véhicule équipé d'une affiche « Follow Me » sera disponible à la demande des pilotes.

5. Trajets pour les départs

Seule la piste 06L est homologuée pour des décollages en conditions de faible visibilité (RVR en dessous de 1200 et pouvant atteindre 600 pieds). Tous les départs en conditions de faible visibilité se feront sur la piste 06L. Les décollages à partir d'intersections ne sont pas autorisés.

Mise en séquence des mouvements au sol d'aéronefs pour décollages : ne pas demander de démarrer les moteurs, de refouler ou une autorisation de circuler à moins que le RVR rapporté ne soit supérieur aux valeurs suivantes :

Minima de décollage du pilote ou de l'aéronef	RVR minimum pour démarrer les moteurs
1200 RVR	1000 RVR
600 RVR	600 RVR

À moins d'avis contraire de l'ATC, les trajets suivants seront utilisés en conditions de faible visibilité pour les aéronefs au décollage de la piste 06L (voir carte de circulation en conditions de faible visibilité).

Du tablier principal en direction de l'aire de dégivrage : les aéronefs circuleront sur les voies de circulation E et H ou D et K.

Du tablier principal en direction de la piste 06L : les aéronefs circuleront sur le tablier principal et B jusqu'à la baie d'attente de la piste 06L.

De l'aire de dégivrage en direction de la piste 06L : les aéronefs circuleront sur les voies de circulation I, B, et le tablier jusqu'à la baie d'attente de la piste 06L.

De l'aire de dégivrage en direction du tablier principal : les aéronefs circuleront sur les voies de circulation J, A et A4.

De l'aviation générale, la voie de circulation R, traverser le seuil 24L, les voies de circulation A5, A et A4, voie de circulation du côté nord de l'aire de trafic jusqu'à la baie d'attente 06L.

6. Trajets pour les arrivées

Les aéronefs quitteront la piste 06L en utilisant les voies de circulation B1, B3, B5 ou par la baie d'attente de la piste 24R, la voie de circulation B puis suivront les instructions du contrôle du tablier. Les aéronefs se dirigeant à l'aviation générale quitteront l'aire de trafic à A4 et utiliseront la piste 06R, et les voies de circulation L et R.

CARTE DE CIRCULATION EN CONDITIONS DE FAIBLE VISIBILITÉ (RVR en dessous de 1200 jusqu'à 600 pieds)

MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC

CYUL

ATIS – 127.5 (Fr) 133.7 (Ang)

CLNC DEL – 125.6

AIRE DE TRAFIC – 122.27 (W)

122.07 (E)

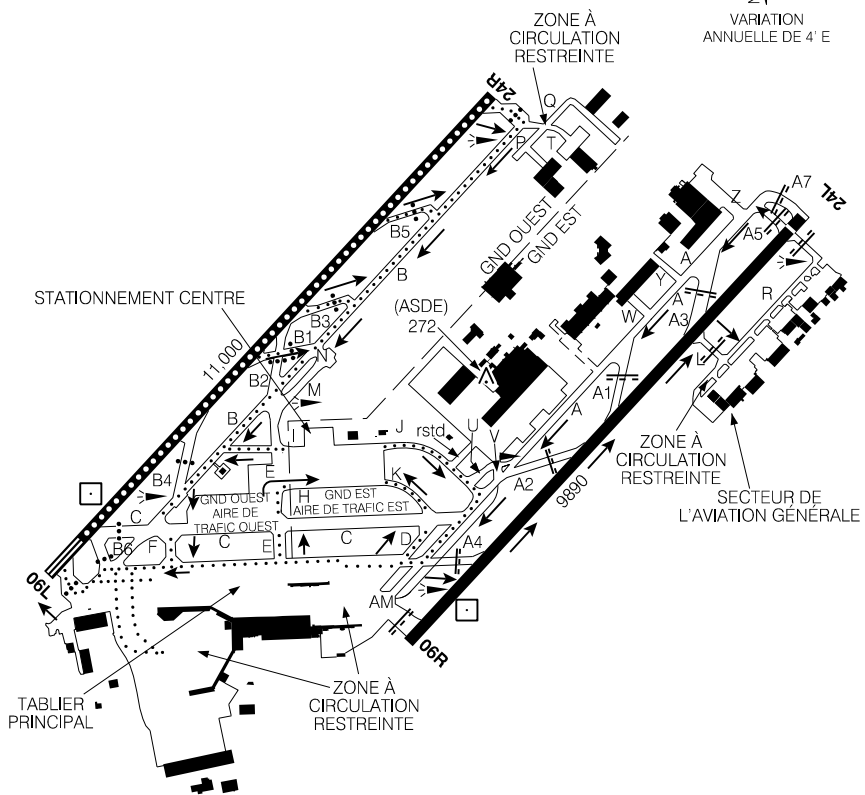
GND – 121.0 (W) 121.9 (E) 275.8

TWR – 119.3 119.9 124.3 267.1

LÉGENDE

- ... BARRES D'ARRÊT
- == FEUX DE PROTECTION DE PISTE
- FEUX AXIAUX DE VOIES DE CIRCULATION (BIDIRECTIONNELS)
- SENS DE LA CIRCULATION

DEC 15 W
2013
VARIATION
ANNUELLE DE 4° E



Multilatération:
Laissez votre transpondeur
allumé en tout temps lorsque
vous circulez.

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(RVR en dessous de 1200 jusqu'à 600 pieds)

CARTE DE CIRCULATION EN CONDITIONS DE FAIBLE VISIBILITÉ

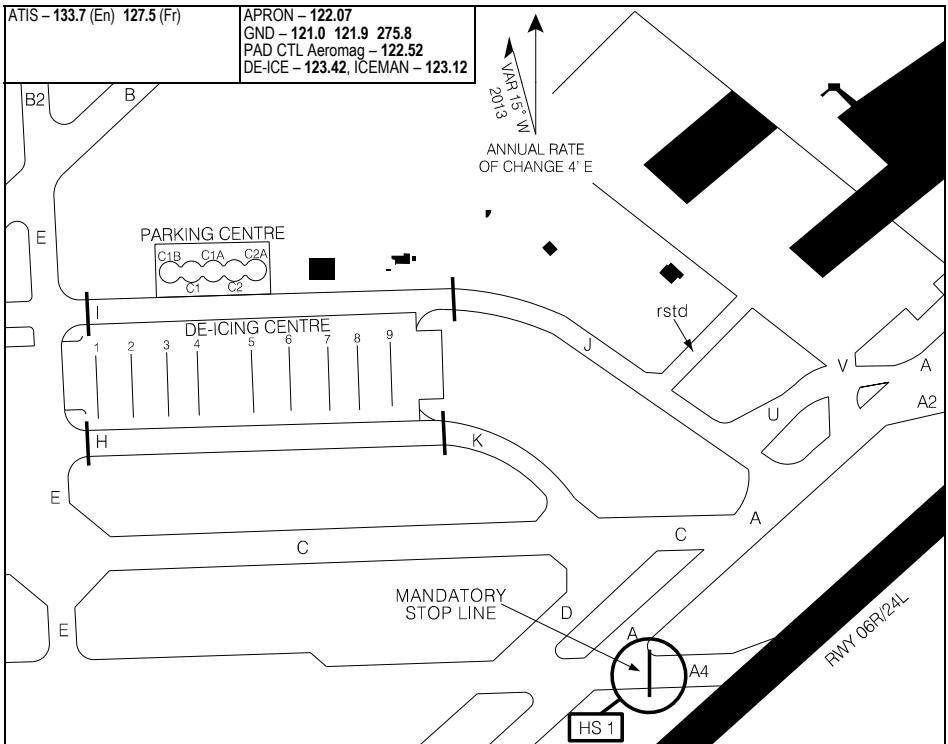
CYUL-GM-3C

CYUL

EFF 27 NOV 25

PARKING CENTRE AREAS AND DE-ICING POSITIONS AND PROCEDURES

CYUL



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DE-ICING CENTRE, Oct 1 - Apr 30

1. Contact MONTREAL DE-ICE on 123.425, no later than 30 min prior push-back, with de-icing type.
2. On Twys J or K, hold short of the de-icing pad and contact AEROMAG PAD CONTROL 122.525.
3. On Twy E hold short of H or I and contact AEROMAG PAD CONTROL on 122.525.
4. Follow AEROMAG PAD CONTROL instructions and guiding lines to the assigned de-icing bay and confirm "brakes set" when in position.
5. On AEROMAG PAD CONTROL instructions, contact ICEMAN on 123.125 & confirm aircraft configured for de-icing and engines at idle.
6. When de-icing is completed and on ICEMAN instructions only, contact AEROMAG PAD CONTROL on 122.525 before moving aircraft.
7. Exiting de-icing pad on AEROMAG PAD CONTROL instructions contact ground control:
 - on Twy J, holding short of Twy U,
 - on Twy K, holding short of Twy C,
 - on Twy H or I holding short of Twy E.

De-Icing bays capacity:

- 1 & 3: Maximum wingspan 36m (118');
- 2: Maximum wingspan 80m (262');
- 4, 5 & 9: Maximum wingspan 65m (213');
- 6 & 8: Maximum wingspan 36m (118');
- 7: Maximum wingspan 45.8m (150');

Note: May 1 - Sep 30 DE-ICING CENTRE used as apron area ctc 122.075.

PARKING CENTRE AREAS AND DE-ICING POSITIONS AND PROCEDURES

CYUL

EFF 12 JUN 25

ENGINE FAN BLADE ICE SHEDDING PROCEDURES

CYUL

The undertaking of aircraft engine run-up for engine fan-blade ice-shedding must be conducted on taxiway areas outlined in ENGINE FAN-BLADE ICE-SHEDDING PROCEDURES. Strict adherence to the center line is mandatory during engine fan-blade ice-shedding. The crew must make first contact on the clearance frequency (125.6 MHz), to provide the following information:

- De-Icing requirements
- Ice-shedding requirements before takeoff
- Runway run-up requirements on the runway before takeoff

In addition, the following elements needs be considered:

- The crew will communicate on the Ground frequency (121.9 MHz or 121.0 MHz) to report any changes that occur following initial contact. NAV CANADA must be informed if the ice-shedding procedure has been completed on taxiway Juliette.
- If the taxiway surface conditions are not suitable for the crew, communication must be made to ATC to arrange another location.

Departing Rwy 24R Ice-Shed Area (IS) see chart.

- IS1 Taxiway B short of holding bay 24R. Available for aircraft AGN V & smaller.
- IS2 Taxiway B short of taxiway B5. Available for aircraft AGN V & smaller.
- IS3 Taxiway B short of taxiway B3. Available for aircraft AGN IIIB & smaller.

Departing Rwy 06L Ice-Shed Area (IS) see chart.

- IS4 Taxiway B short of taxiway B4. Available for aircraft AGN V & smaller.

Departing Rwy 24L Ice-Shed Area (IS) see chart.

- IS5 Taxiway A short of taxiway A5. Available for aircraft AGN V & smaller.
- IS6 Taxiway A short of taxiway A3. Available for aircraft AGN IIIB & smaller.
- IS7 Taxiway A short of taxiway A1. Available for aircraft AGN V & smaller.
- IS8 Taxiway A short of taxiway A2. Available for aircraft AGN IIIB & smaller.

Departing Rwy 06R Ice-Shed Area (IS) see chart.

- IS9 Taxiway A short of taxiway C. Available for aircraft AGN V & smaller.
- IS10 Taxiway A short of taxiway A4. Available for aircraft AGN V & smaller.

Additional locations depending on operational needs.

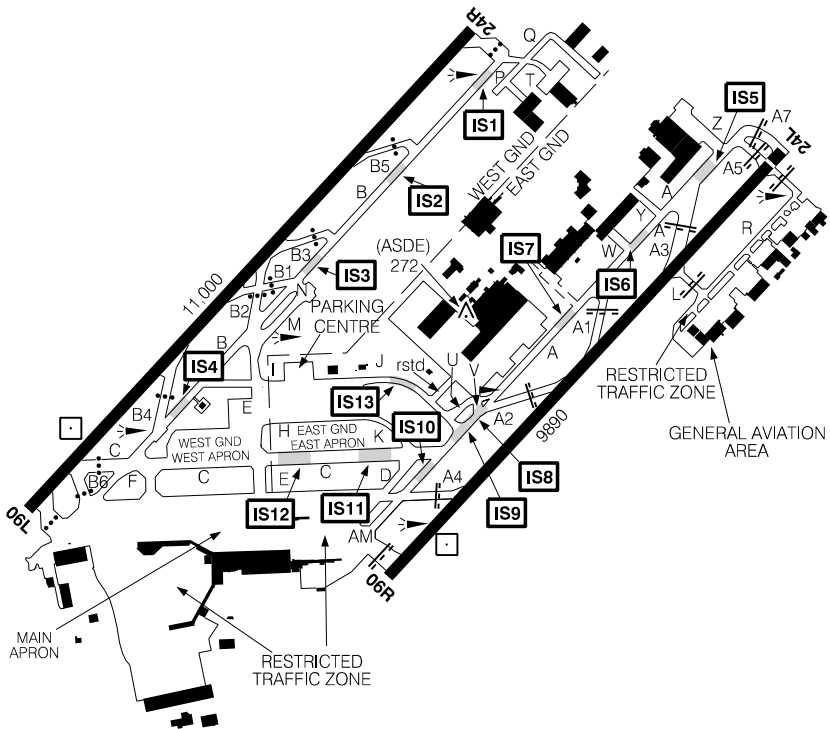
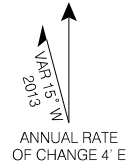
- IS11 Facing East on taxiway C short of taxiway D. Available for aircraft AGN V & smaller.
- IS12 Facing West on taxiway C short of taxiway E. Available for aircraft AGN V & smaller.
- IS13 Facing East on taxiway J short of taxiway U. Available for the following aircraft belonging to AGN IIIB: all Embraer, CRJ and Airbus. No B737 group aircraft is authorized to perform the ice-shedding procedure on taxiway J.

ENGINE FAN BLADE ICE SHEDDING PROCEDURES

ATIS - 133.7 (En) 127.5 (Fr)	CLNC DEL - 125.6 APRON - 122.27 (W) 122.07 (E) GND - 121.0 (W) 121.9 (E) 275.8	TWR - 119.3 119.9 124.3 267.1
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LEGEND

- STOP BARS
- RUNWAY GUARD LIGHTS



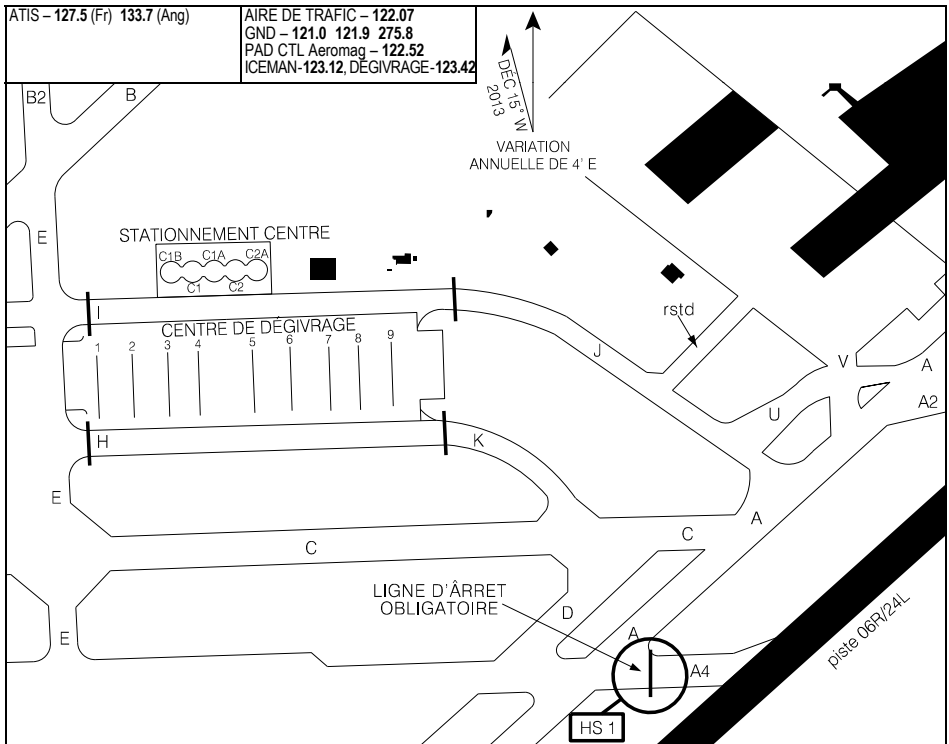
SCALE IN FEET

1000 0 1000

ENGINE FAN BLADE ICE SHEDDING PROCEDURES

CYUL

EFF 27 NOV 25

**AIRES DE STATIONNEMENT CENTRE et
POSITIONS DE DÉGIVRAGE et PROCÉDURES**
**MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC
CYUL**


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CENTRE DÉGIVRAGE 1 oct - 30 avr

1. Contacter MONTRÉAL CENTRE DÉGIVRAGE sur 123.425, au plus tard 30 minutes avant le refoulement, et confirmer le type de dégivrage.
2. Sur Twys J ou K à l'écart du tablier de dégivrage, contacter AEROMAG CONTRÔLE DÉGIVRAGE sur 122.525.
3. Sur Twy E à l'écart de H ou I, contacter AEROMAG CONTRÔLE DÉGIVRAGE sur 122.525.
4. Suivez les instructions d'AEROMAG CONTRÔLE DÉGIVRAGE et les lignes de guidage jusqu'à la baie assignée et confirmer que les freins sont serrés après arrêt.
5. Sur instructions d'AEROMAG CONTRÔLE DÉGIVRAGE contacter ICEMAN sur 123.125 et confirmer que l'appareil est configuré pour le dégivrage et que les moteurs sont sur régime ralenti.
6. Lorsque le dégivrage est complété et seulement sur instructions du ICEMAN contacter AEROMAG CONTRÔLE DÉGIVRAGE sur 122.525 avant tout mouvement.
7. À la sortie du tablier de dégivrage, sur instructions d'AEROMAG CONTRÔLE DÉGIVRAGE, contacter le contrôle-sol:
sur Twy J, à l'écart Twy U:
sur Twy K, à l'écart Twy C:
sur Twy H ou à l'écart Twy E:

Capacité des baies

- | | |
|-----------|----------------------------------|
| 1 & 3: | Envergure maximale 36m (118'); |
| 2: | Envergure maximale 80m (262'); |
| 4, 5 & 9: | Envergure maximale 65m (213'); |
| 6 & 8: | Envergure maximale 36m (118'); |
| 7: | Envergure maximale 45.8m (150'); |

Note: 1 mai - 30 sep CENTRE DÉGIVRAGE utilisé comme aire de trafic ctc 122.075.

AIRES DE STATIONNEMENT CENTRE et POSITIONS DE DÉGIVRAGE et PROCÉDURES
CYUL

EFF 12 JUIN 25

Les points fixes des moteurs d'avion pour l'élimination de la glace doivent être effectués sur certaines voies de circulation indiquées sur PROCÉDURES D'ÉLIMINATION DE LA GLACE SUR LES AILETTES DE SOUFFLANTE. Une bonne adhérence à l'axe central est obligatoire lors de l'élimination de la glace. L'équipage doit établir un premier contact sur la fréquence d'autorisation (125,6 MHz), afin de fournir les informations suivantes :

- Exigences de dégivrage
- Exigences en matière d'élimination de la glace avant le décollage
- Exigence de point fixe sur la piste avant le décollage

De plus, les éléments suivants devront être considérés :

- L'équipage devra communiquer sur la fréquence Sol (121.9 MHz ou 121.0 MHz) afin de signaler tout changement survenu suite au contact initial. NAV CANADA devra être informé si la procédure d'élimination de la glace a été complétée sur la voie de circulation Juliette.
- Si les conditions de la surface de la voie de circulation ne conviennent pas à l'équipage, une communication devra être effectuée auprès de ATC afin de prévoir un autre emplacement.

Départ de la piste 24R Élimination de la Glace (IS) voir carte.

- IS1 Sur la voie de circulation B à l'écart de la baie d'attente 24R. Disponible pour le AGN V et plus petit.
- IS2 Sur la voie de circulation B à l'écart de la voie de circulation B5. Disponible pour le AGN V et plus petit.
- IS3 Sur la voie de circulation B à l'écart de la voie de circulation B3. Disponible pour le AGN IIIB et plus petit.

Départ de la piste 06L Élimination de la Glace (IS) voir carte.

- IS4 Sur la voie de circulation B à l'écart de la voie de circulation B4. Disponible pour le AGN V et plus petit.

Départ de la piste 24L Élimination de la Glace (IS) voir carte.

- IS5 Sur la voie de circulation A à l'écart de la voie de circulation A5. Disponible pour le AGN V et plus petit.
- IS6 Sur la voie de circulation A à l'écart de la voie de circulation A3. Disponible pour le AGN IIIB et plus petit.
- IS7 Sur la voie de circulation A à l'écart de la voie de circulation A1. Disponible pour le AGN V et plus petit.
- IS8 Sur la voie de circulation A à l'écart de la voie de circulation A2. Disponible pour le AGN IIIB et plus petit.

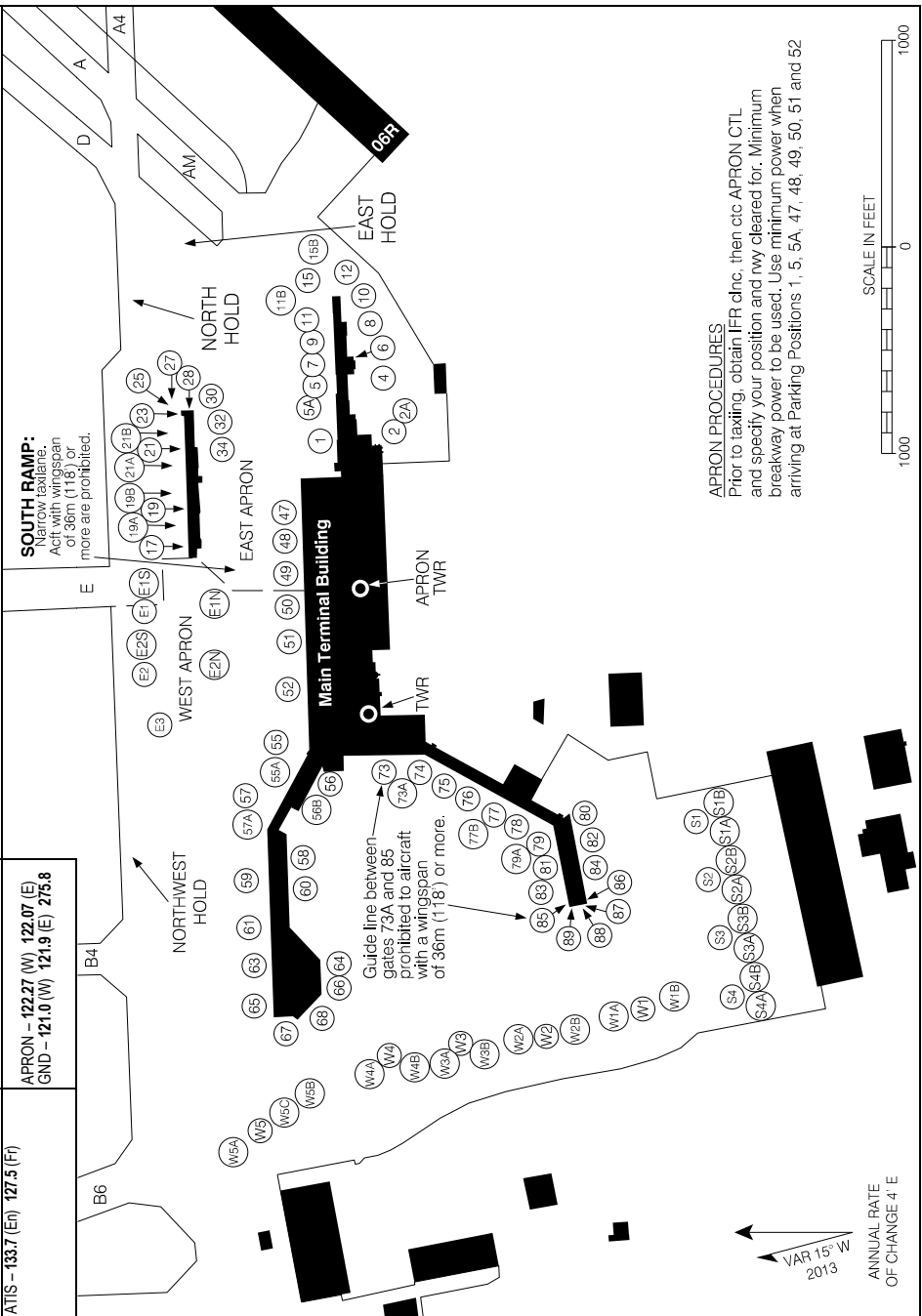
Départ de la piste 06R Élimination de la Glace (IS) voir carte.

- IS9 Sur la voie de circulation A à l'écart de la voie de circulation C. Disponible pour le AGN V et plus petit.
- IS10 Sur la voie de circulation A à l'écart de A4. Disponible pour le AGN V et plus petit.

Emplacements supplémentaires selon les besoins opérationnels

- IS11 Face à l'est sur la voie de circulation C à l'écart de la voie de circulation D. Disponible pour le AGN V et plus petit.
- IS12 Face à l'ouest sur la voie de circulation C à l'écart de la voie de circulation E. Disponible pour le AGN V et plus petit.
- IS13 Face à l'est sur la voie de circulation J à l'écart de la voie de circulation U. Disponible pour les aéronefs du AGN IIIB suivants: tous les Embraer, CRJ et Airbus. Aucun aéronef du groupe B737 n'est autorisé à effectuer la procédure de délestage de glace sur la voie J.

PARKING AREAS

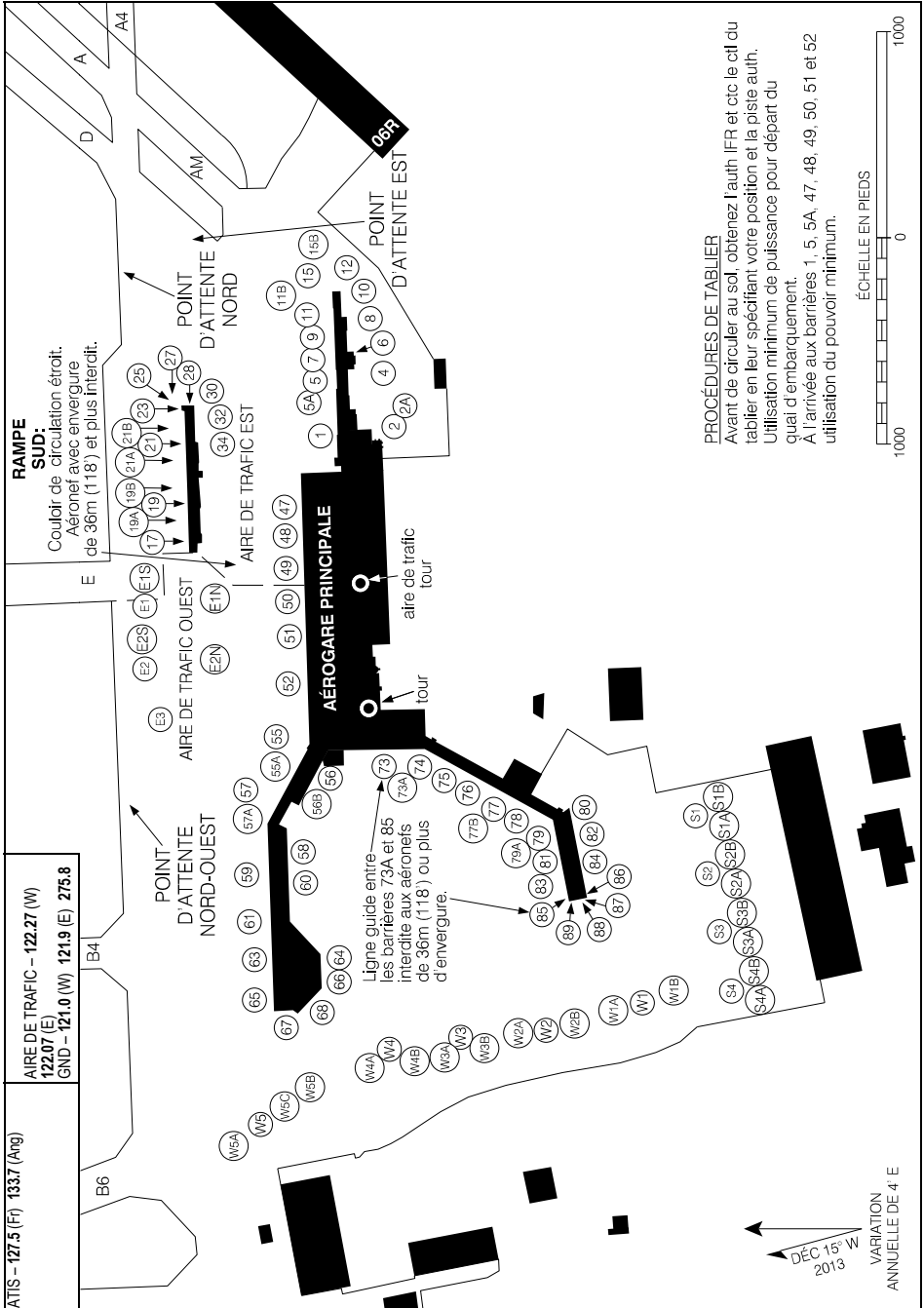


PARKING AREAS

EFF 27 NOV 25

CYUL

AIRES DE STATIONNEMENT

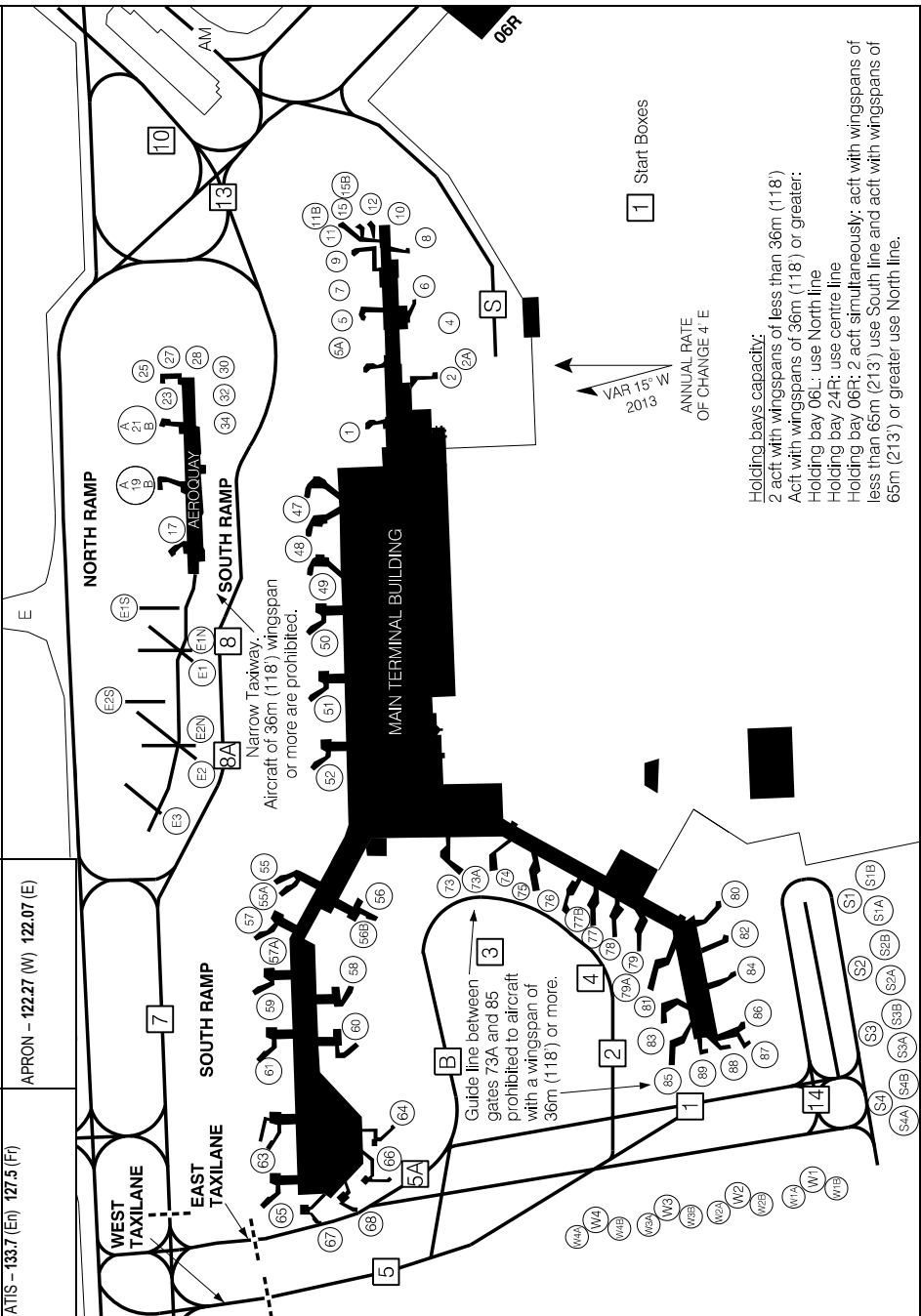


Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

AIRES DE STATIONNEMENT

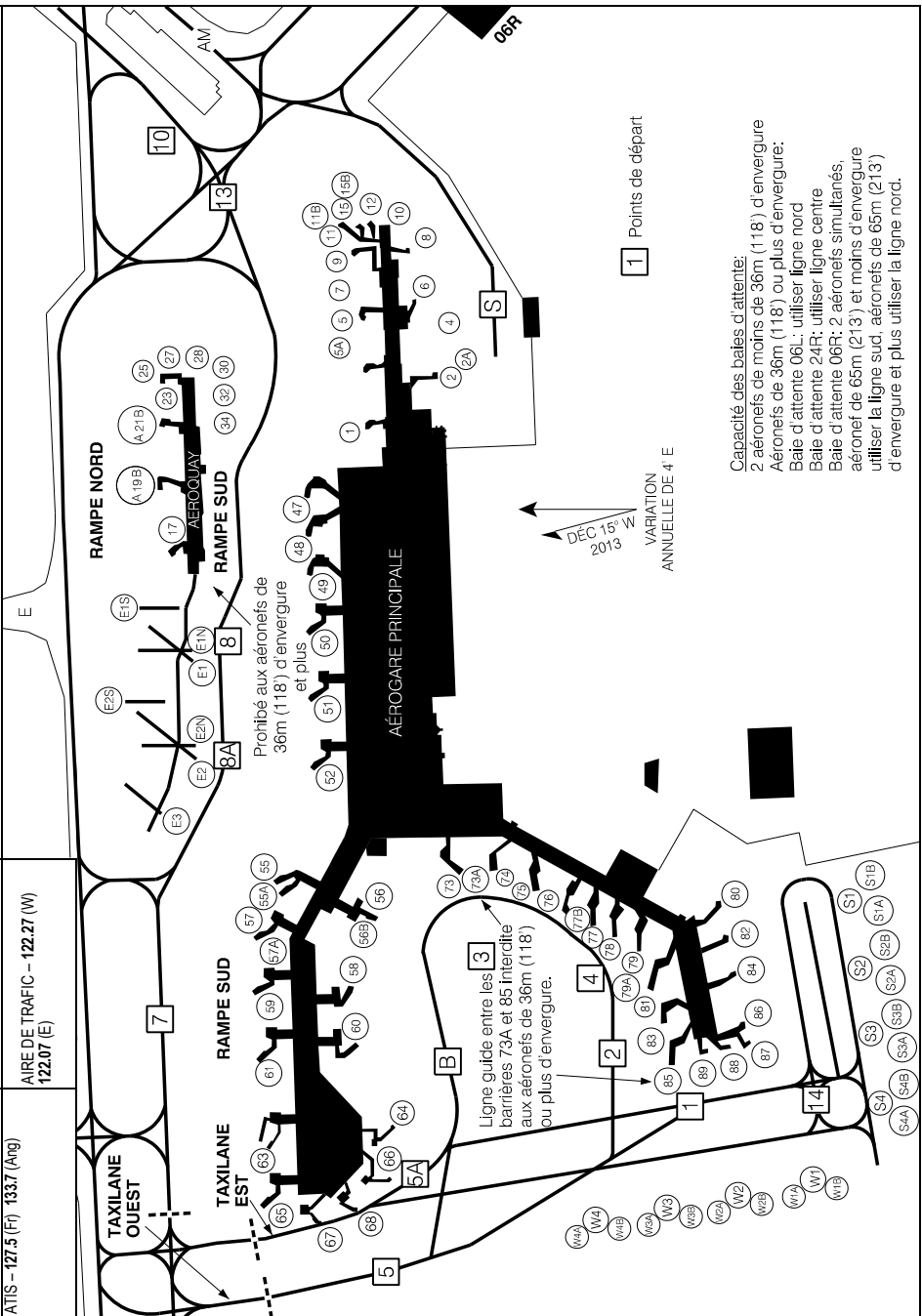
EFF 27 NOV 25

START BOXES



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POINTS DE DÉPART

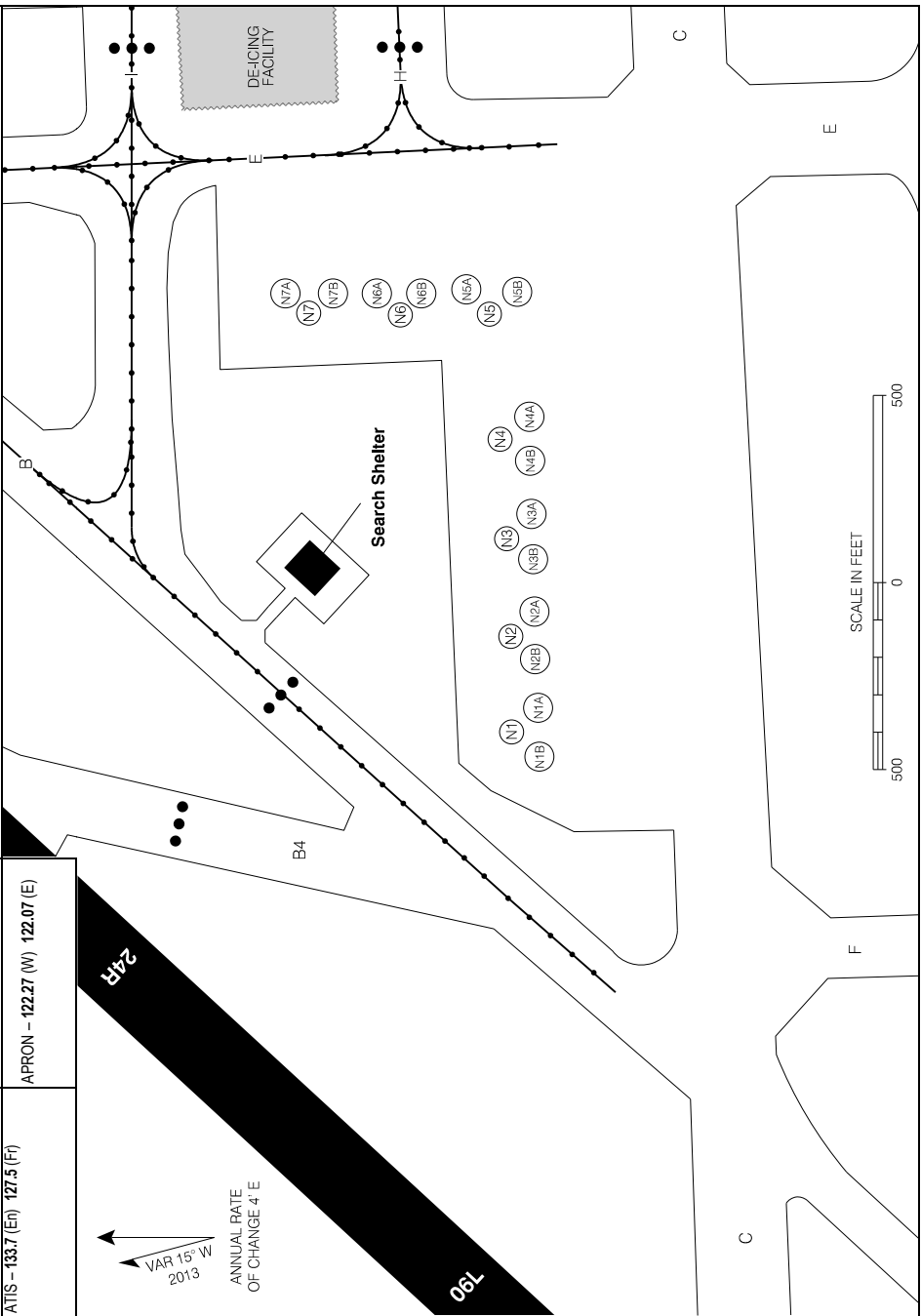


Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

POINTS DE DÉPART

EFF 27 NOV 25

NORTH PARKING AREA



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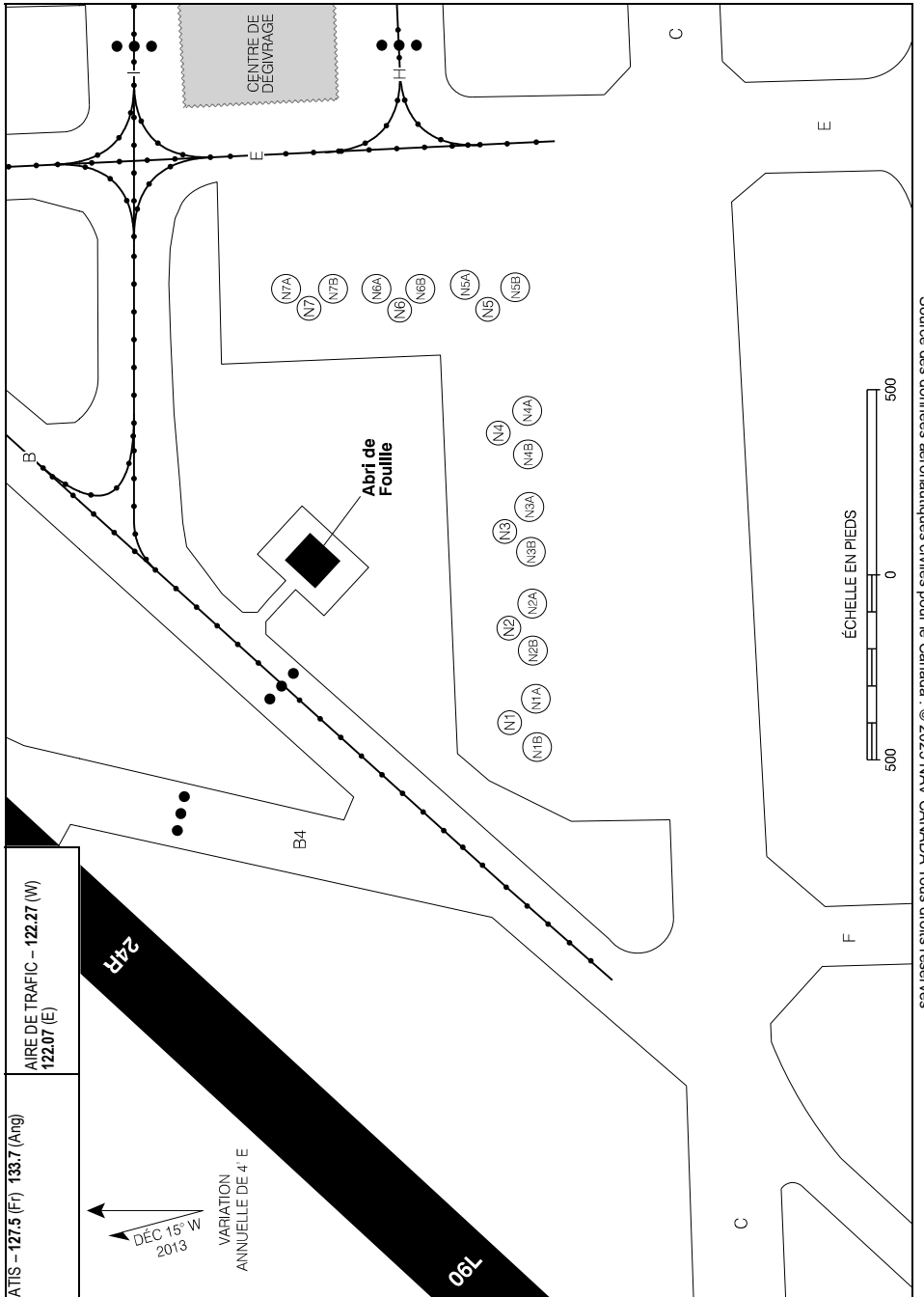
NORTH PARKING AREA

CYUL

EFF 2 OCT 25

AIRE DE STATIONNEMENT NORD

CYUL



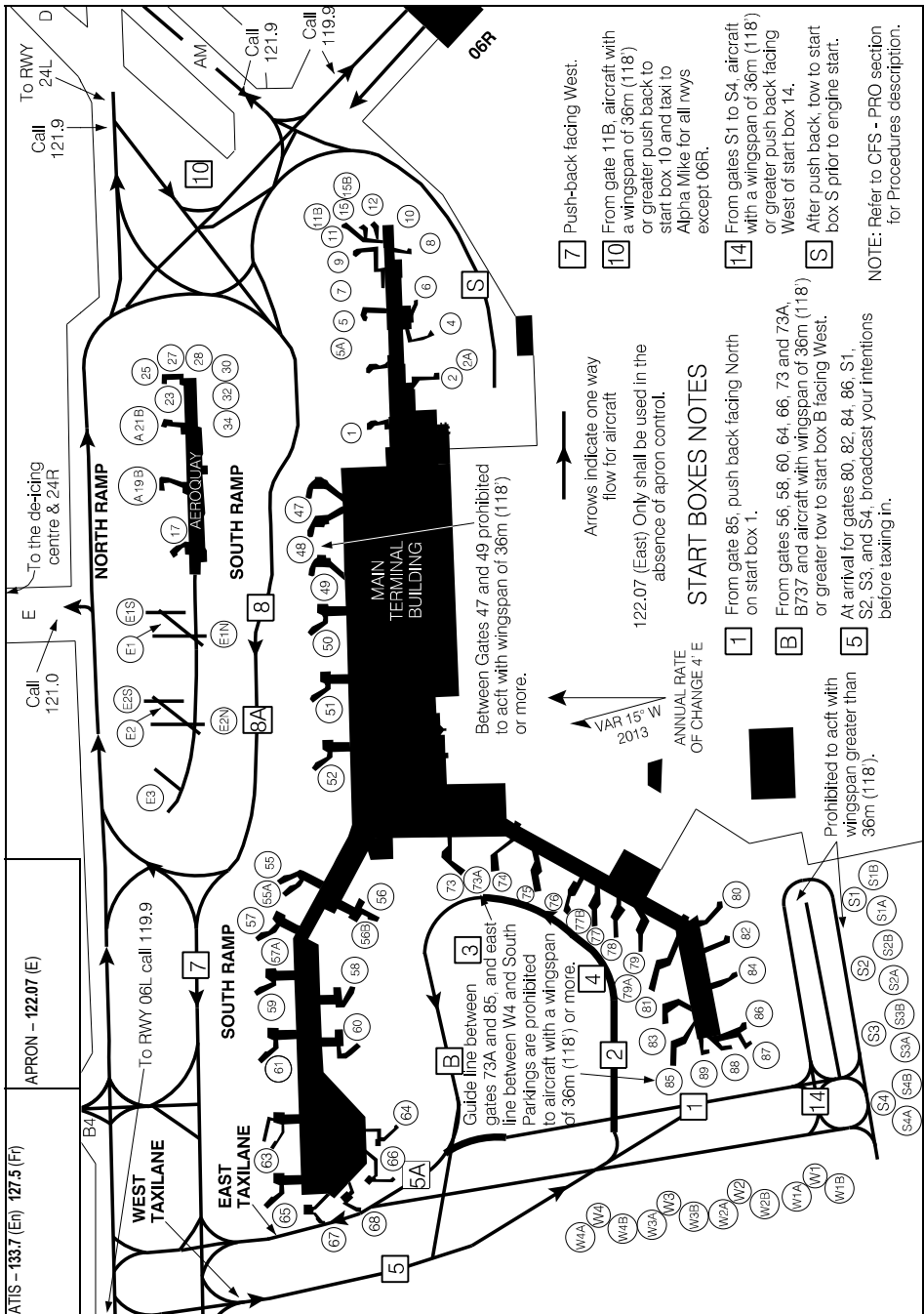
Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

LA ZONE DE STATIONNEMENT NORD

CYUL

PLAN OF OPERATIONS IN THE ABSENCE OF APRON CONTROL

CYUL



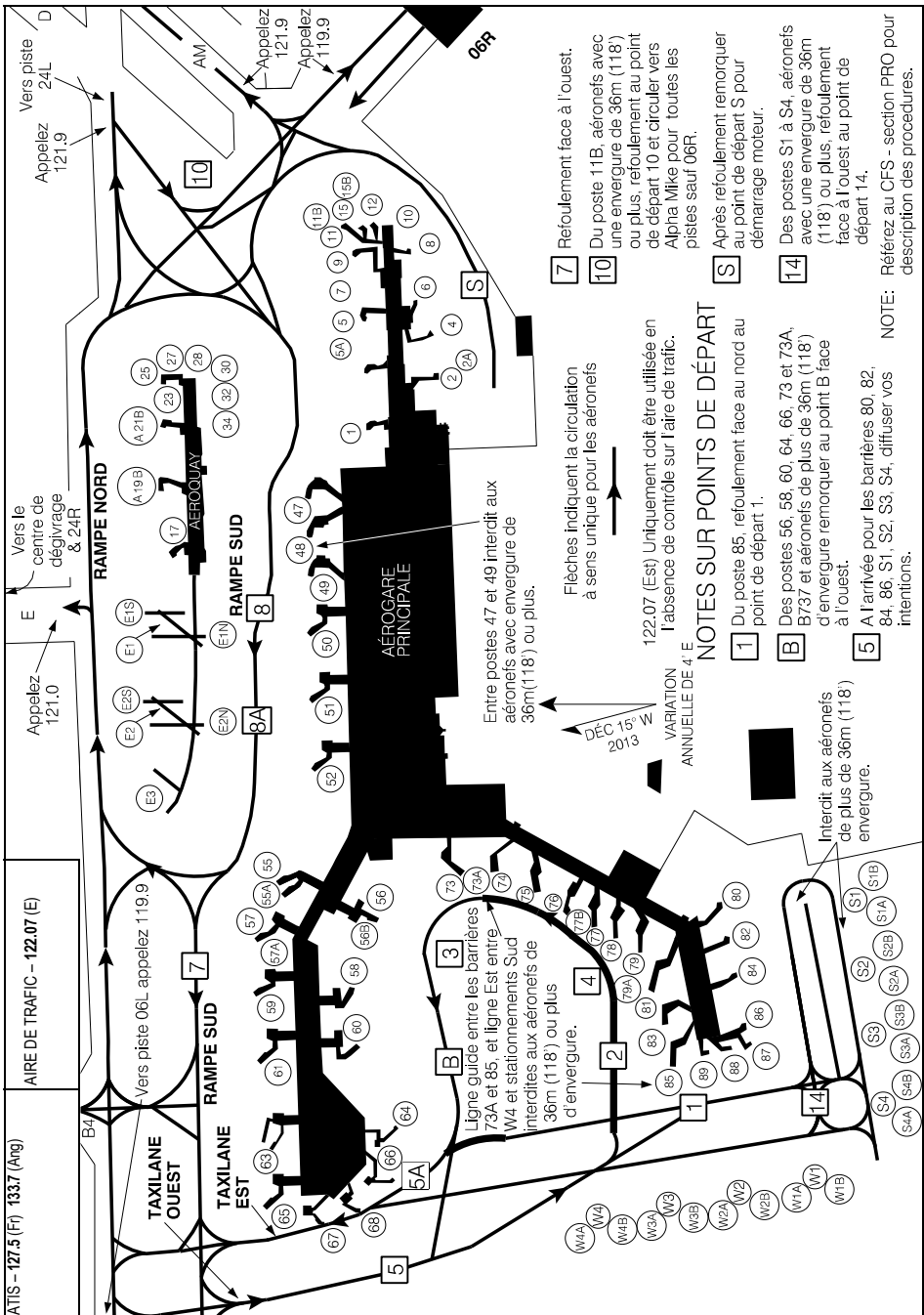
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

PLAN OF OPERATIONS IN THE ABSENCE OF APRON CONTROL

CYUL

PLAN D'OPÉRATIONS EN L'ABSENCE DE CONTRÔLE SUR L'AIRE DE TRAFIC

CYUL



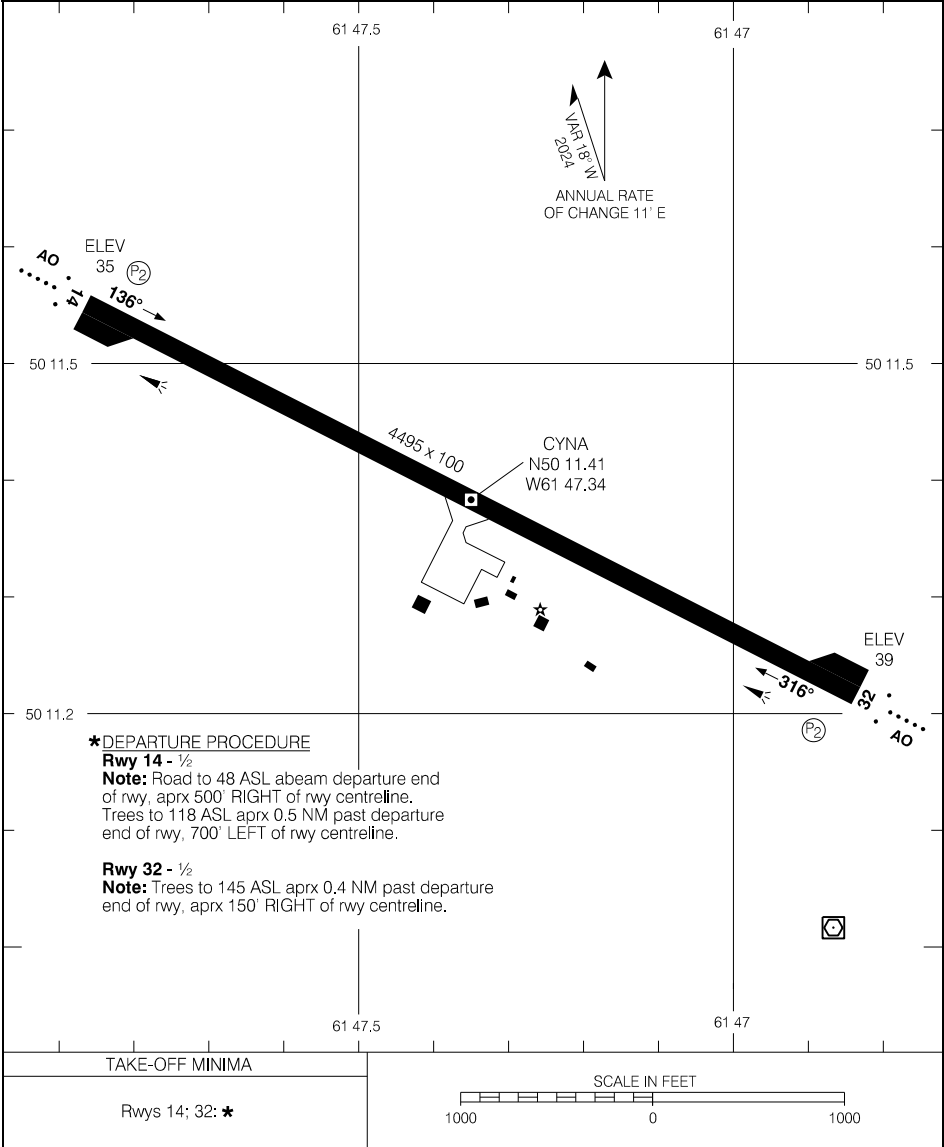
Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

PLAN D'OPÉRATIONS EN L'ABSENCE DE CONTRÔLE SUR L'AIRE DE TRAFIC

CYUL

EFF 27 NOV 25

AWOS – 126.25 (En) 125.3 (Fr)				● RADIO Madeleine – 122.2		CTR Montreal – 134.82 RADIO Quebec – 123.85	
				● TFC – 122.2		MF	
DECL DIST	14	32					
TORA	4495	4495					
TODA	5479	5479					
ASDA	4495	4495					
LDA	4495	4495					



CYNA

61 47.5 61 47

DEC 18 2024
VARIATION ANNUELLE DE 11° E

ALT 35
P2
136°

50 11.5 50 11.5

4495 x 100
CYN
N50 11.41
W61 47.34

ALT 39
32
316°
P2

50 11.2

61 47.5 61 47

***PROCÉDURE DE DÉPART**
Piste 14 - ½
Note: Route jusqu'à 48 ASL par le travers de l'extrémité de la piste de départ, 500' à DROITE de l'axe de piste. Arbres jusqu'à 118 ASL aprx 0.5 NM passé l'extrémité de la piste de départ, 700' à GAUCHE de l'axe de piste.

Piste 32 - ½
Note: Arbres jusqu'à 145 ASL aprx 0.4 NM passé l'extrémité de la piste de départ, aprx 150' à DROITE de l'axe de piste.

MINIMUM DE DÉCOLLAGE

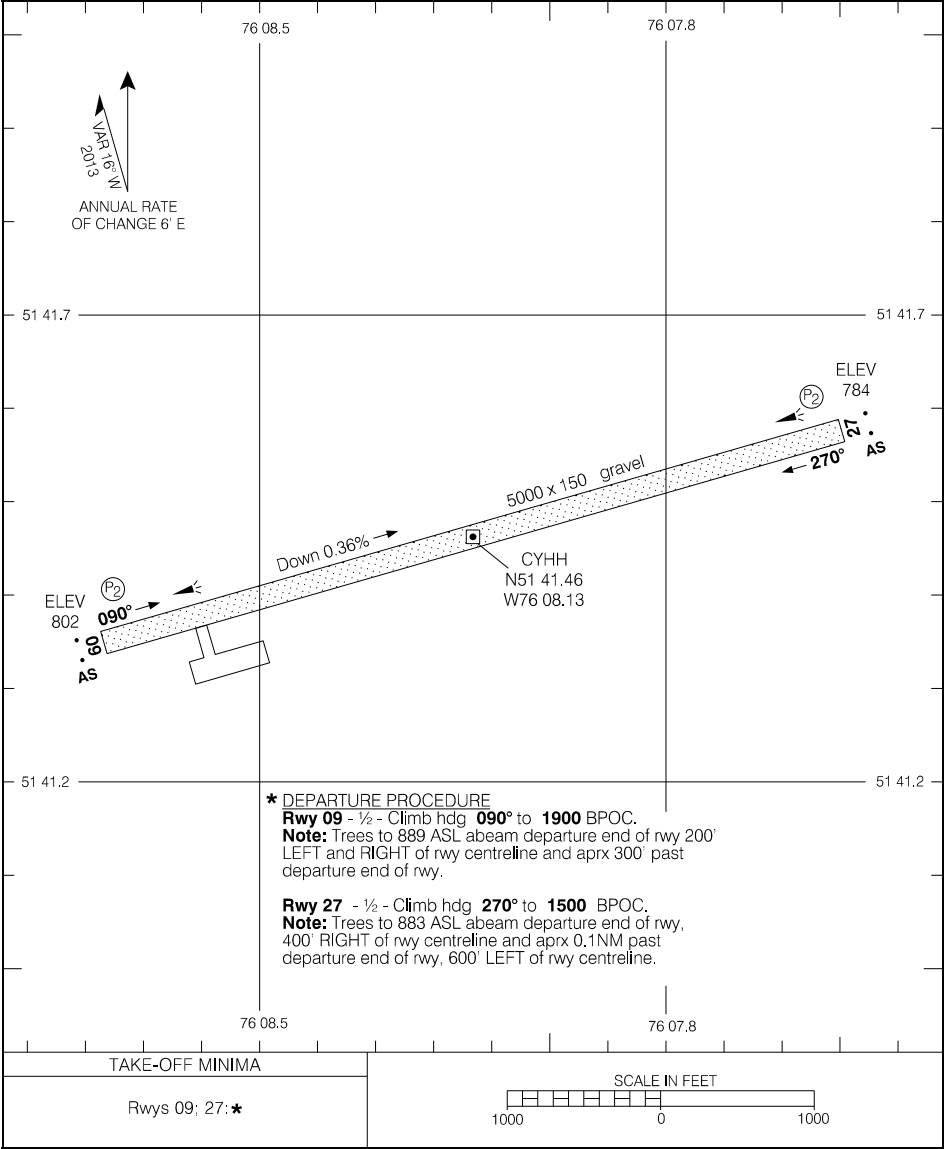
Pistes 14; 32: *

ÉCHELLE EN PIEDS
1000 0 1000

Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

AERODROME CHART

AUTO – 122.97		UNICOM – 131.7 (AU)				RADIO Quebec – 123.27			
DECL DIST	09	27							
TORA	5000	5000							
TODA	6000	6000							
ASDA	5000	5000							
LDA	5000	5000							



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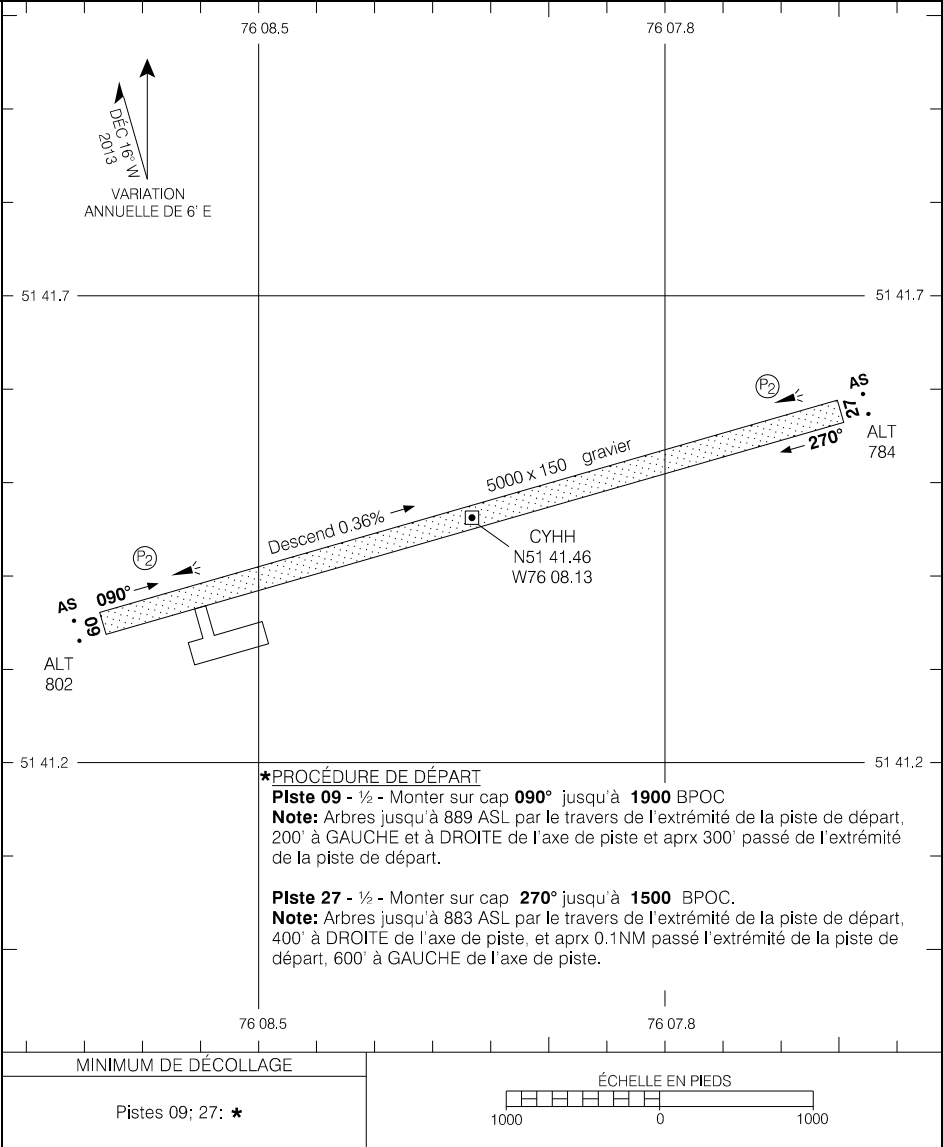
AERODROME CHART

EFF 5 SEP 24

CYHH

CARTE D'AÉRODROME

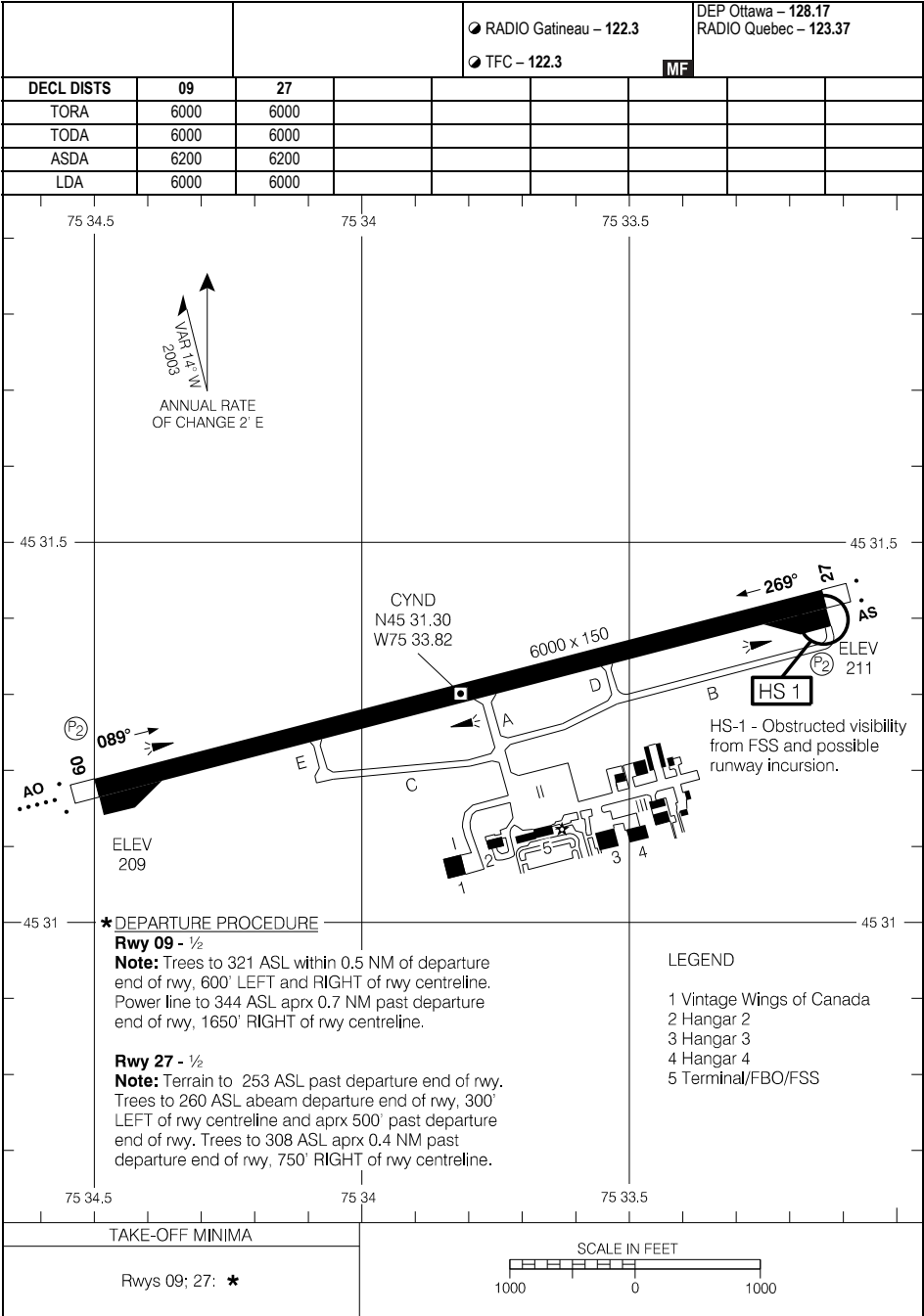
AUTO – 122.97		UNICOM – 131.7 (AU)					RADIO Quebec – 123.27		
DIST DÉCLARÉES		09	27						
TORA		5000	5000						
TODA		6000	6000						
ASDA		5000	5000						
LDA		5000	5000						



CARTE D'AÉRODROME

CYHH

AERODROME CHART



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AERODROME CHART

EFF 21 MAR 24

CYND

CARTE D'AÉRODROME

75 34.5 75 34 75 33.5

45 31.5 45 31

DEC 14° W
2003
VARIATION
ANNUELLE DE 2° E

CYND
N45 31.30
W75 33.82

6000 x 150

089°

ELEV
209

269°

AS
ELEV
211

HS 1

HS-1 - Visibilité bloquée
de la FSS et possibilité
d'incursion sur la piste.

1 2 3 4 5

★PROCÉDURE DE DÉPART

Piste 09 - ½

Note: Arbres jusqu'à 321 ASL à moins de 0.5 NM de l'extrémité de la piste de départ, 600' à GAUCHE et à DROITE de l'axe de piste. Ligne de transmission jusqu'à 344 ASL aprx 0.7 NM passé l'extrémité de la piste de départ, 1650' à DROITE de l'axe de piste.

Piste 27 - ½

Note: Terrain jusqu'à 253 ASL passé l'extrémité de la piste de départ. Arbres jusqu'à 260 ASL par le travers de l'extrémité de la piste de départ, 300' à GAUCHE de l'axe de piste et aprx 500' passé l'extrémité de la piste de départ. Arbres jusqu'à 308 ASL aprx 0.4 NM passé l'extrémité de la piste de départ, 750' à DROITE de l'axe de piste.

MINIMUM DE DÉCOLLAGE

Pistes 09; 27: ★

LÉGENDE

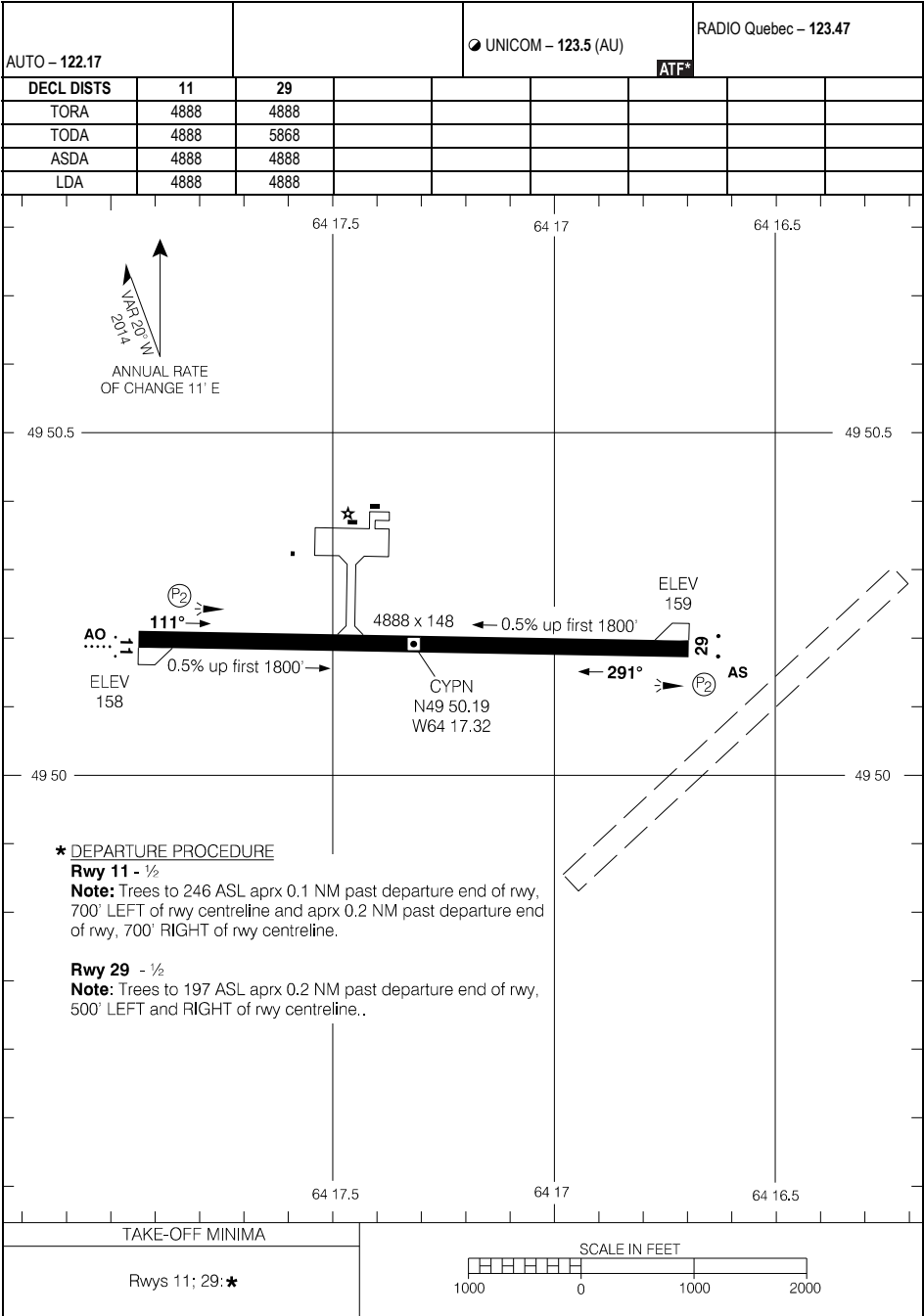
1 Les Ailes d'époque du Canada
2 Hangar 2
3 Hangar 3
4 Hangar 4
5 Aérogare/FBO/FSS

ÉCHELLE EN PIEDS

1000 0 1000

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AERODROME CHART



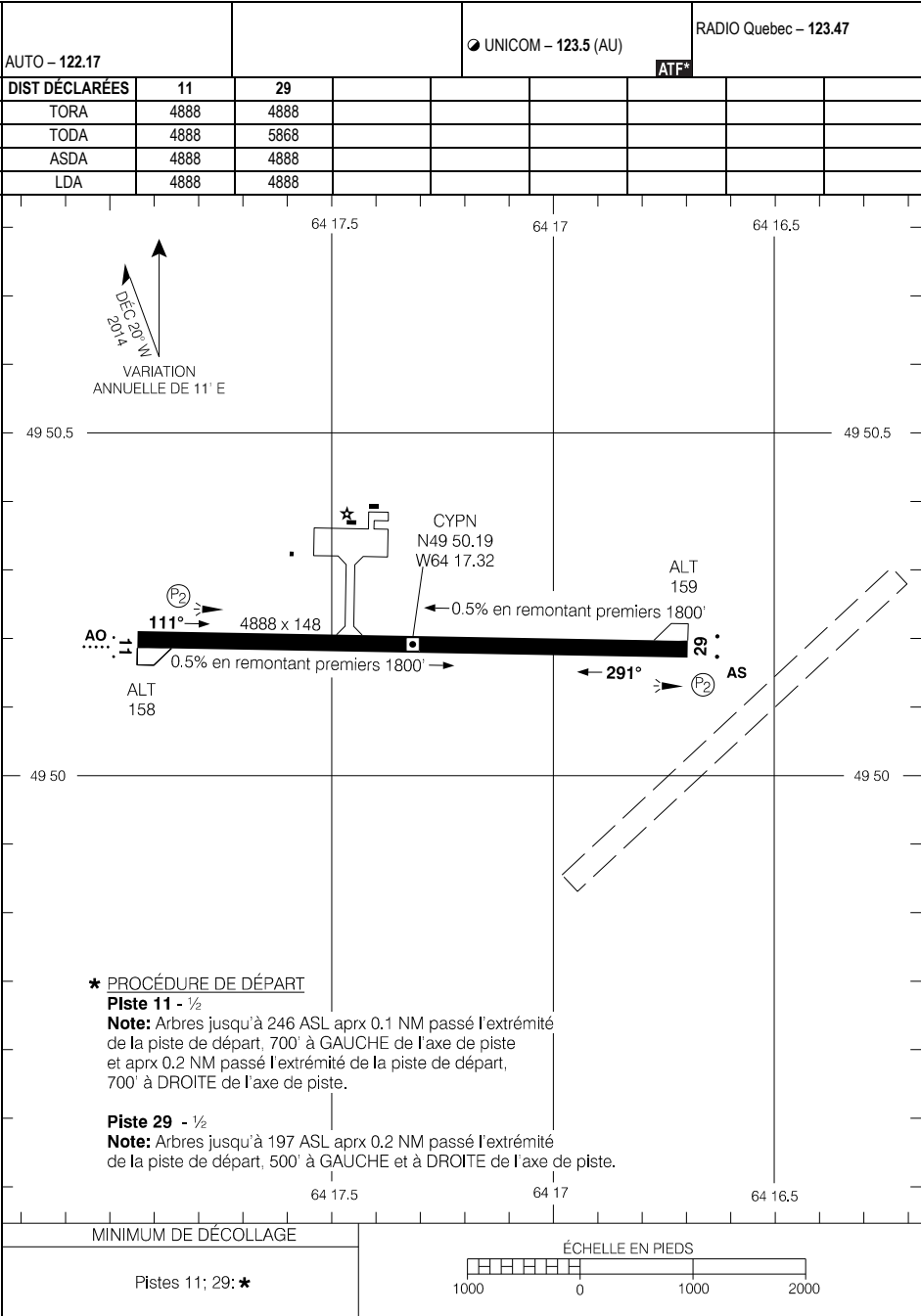
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AERODROME CHART

EFF 17 APR 25

CYPN

CARTE D'AÉRODROME



CARTE D'AÉRODROME

CYPN

EFF 17 AVR 25

POSTE MONTAGNAIS (MILE 134), QC
CSF3

CSF3

65 44 65 43 65 42

51 53.5 51 53 51 52.5

ELEV 1988

173°

Gravel

CSF3
N51 53.28
W65 42.86

4366 x 98

3500

ELEV 1980

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
320 FT/NM	480	640	750	860	960	1070	1340	1600

*** DEPARTURE PROCEDURE**
Rwy 17: - 1/2
Note: Trees to 2011 ASL aprx 0.1 NM past departure end of rwy, 400' LEFT of rwy centreline.

Rwy 35: - 1/2 - Requires a minimum climb gradient of **320** ft/NM to **2700**.
Note: Trees to 2041 ASL aprx 0.1 NM past departure end of rwy, 550' RIGHT of rwy centreline.
 or
 SPEC VIS - Climb in visual conditions to cross the apt at or above **3100** BPOC.

TAKE-OFF MINIMA

Rwys 17; 35: *

SCALE IN FEET

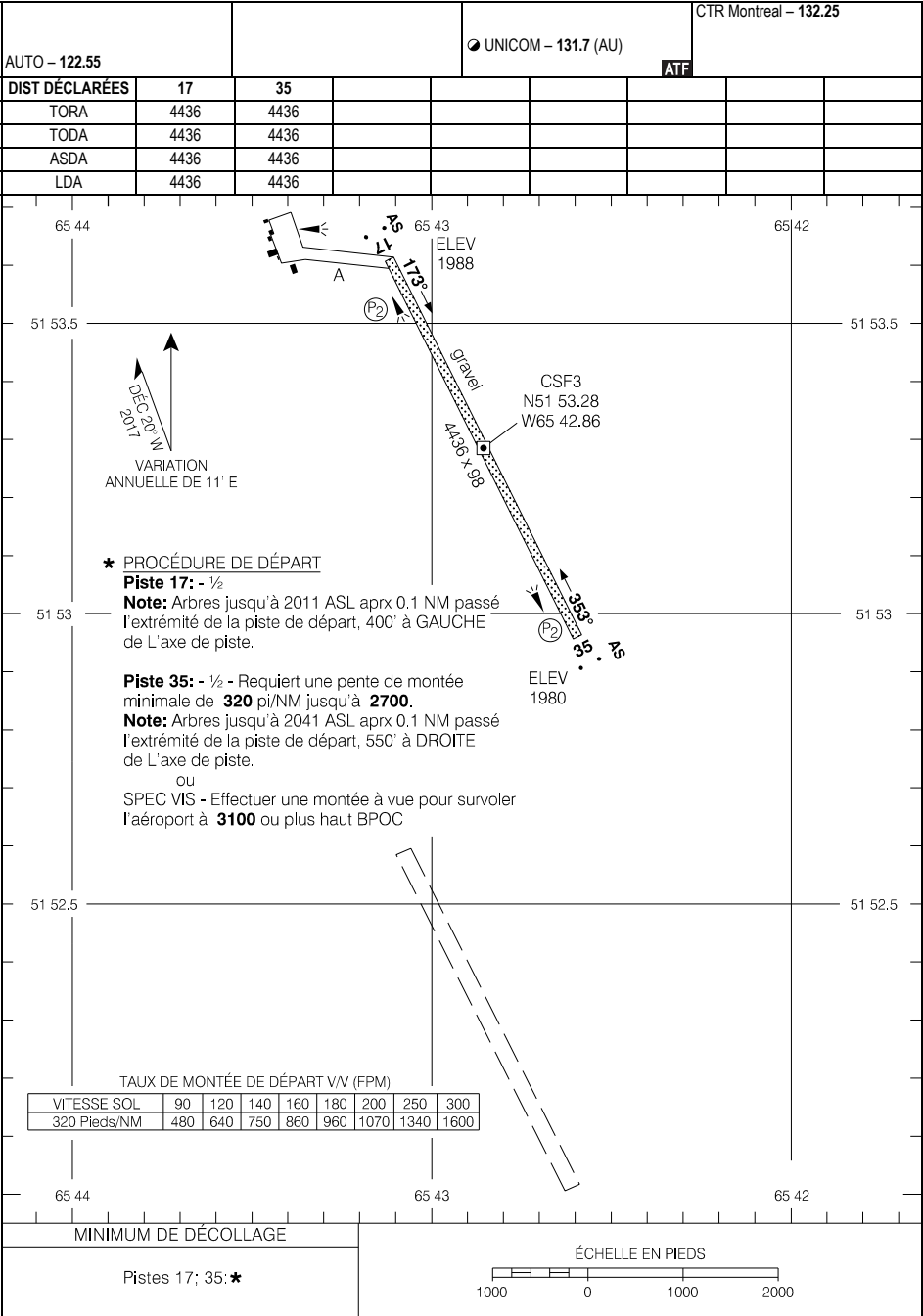
1000 0 1000 2000

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CSF3

CSF3-AD

CARTE D'AÉRODROME



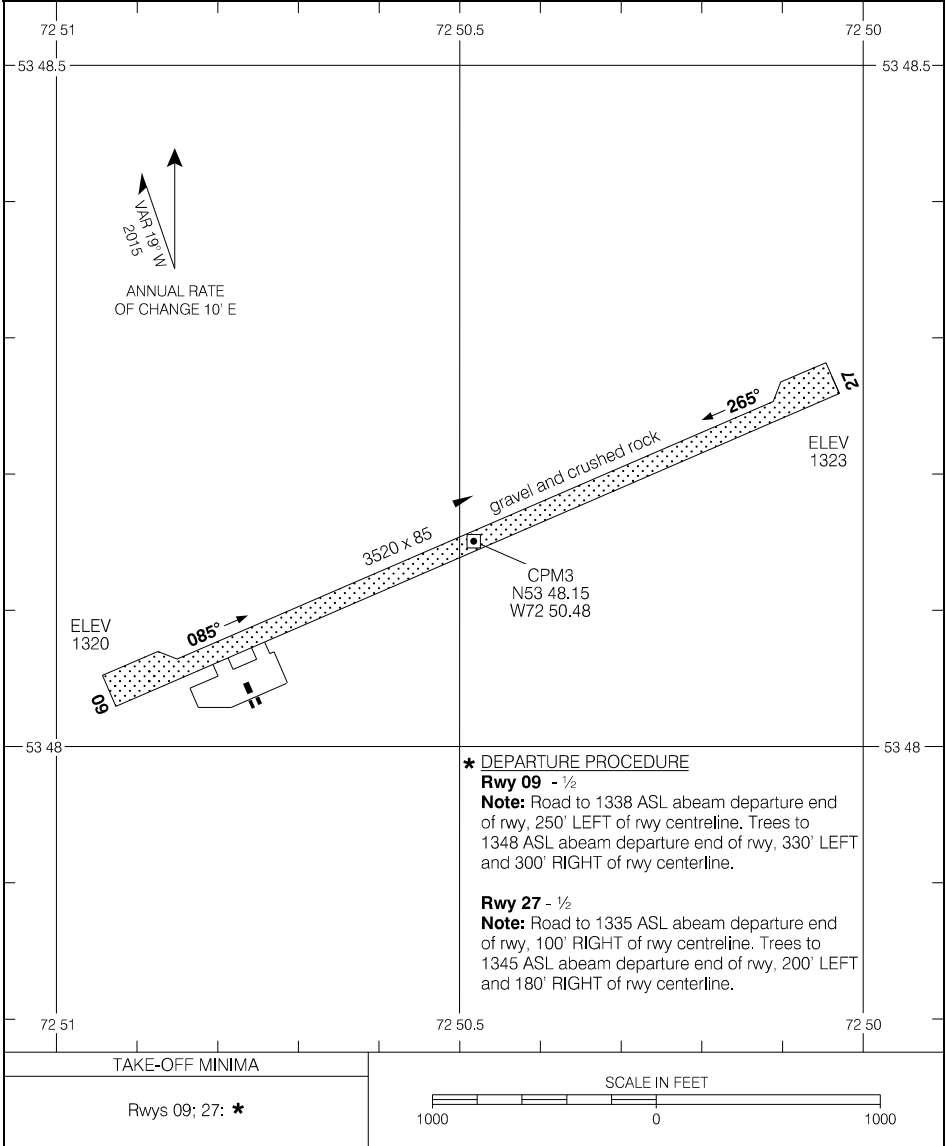
CARTE D'AÉRODROME

EFF 17 AVR 25

CSF3

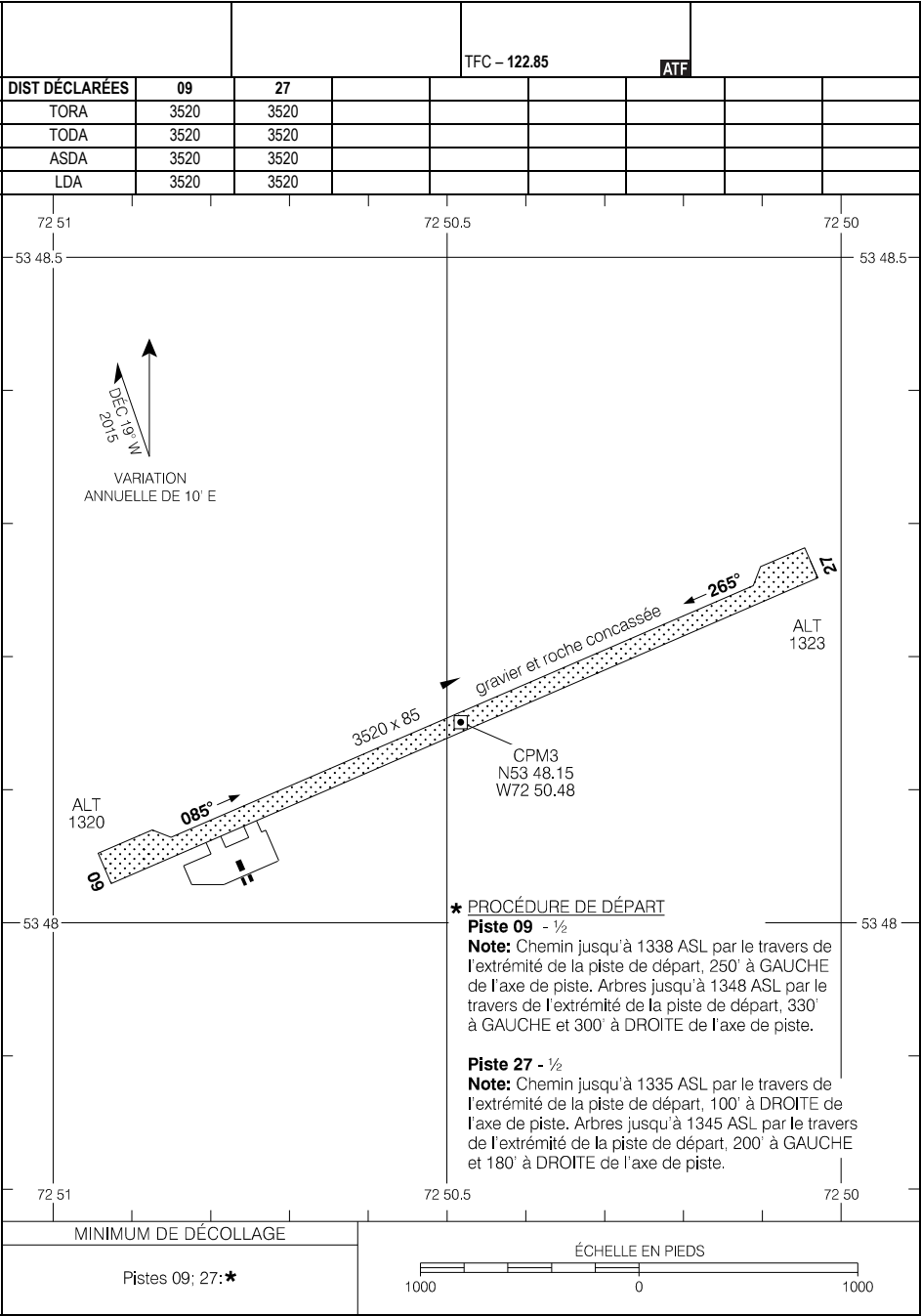
AERODROME CHART

				TFC – 122.85		ATF	
DECL DIST	09	27					
TORA	3520	3520					
TODA	3520	3520					
ASDA	3520	3520					
LDA	3520	3520					



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CARTE D'AÉRODROME



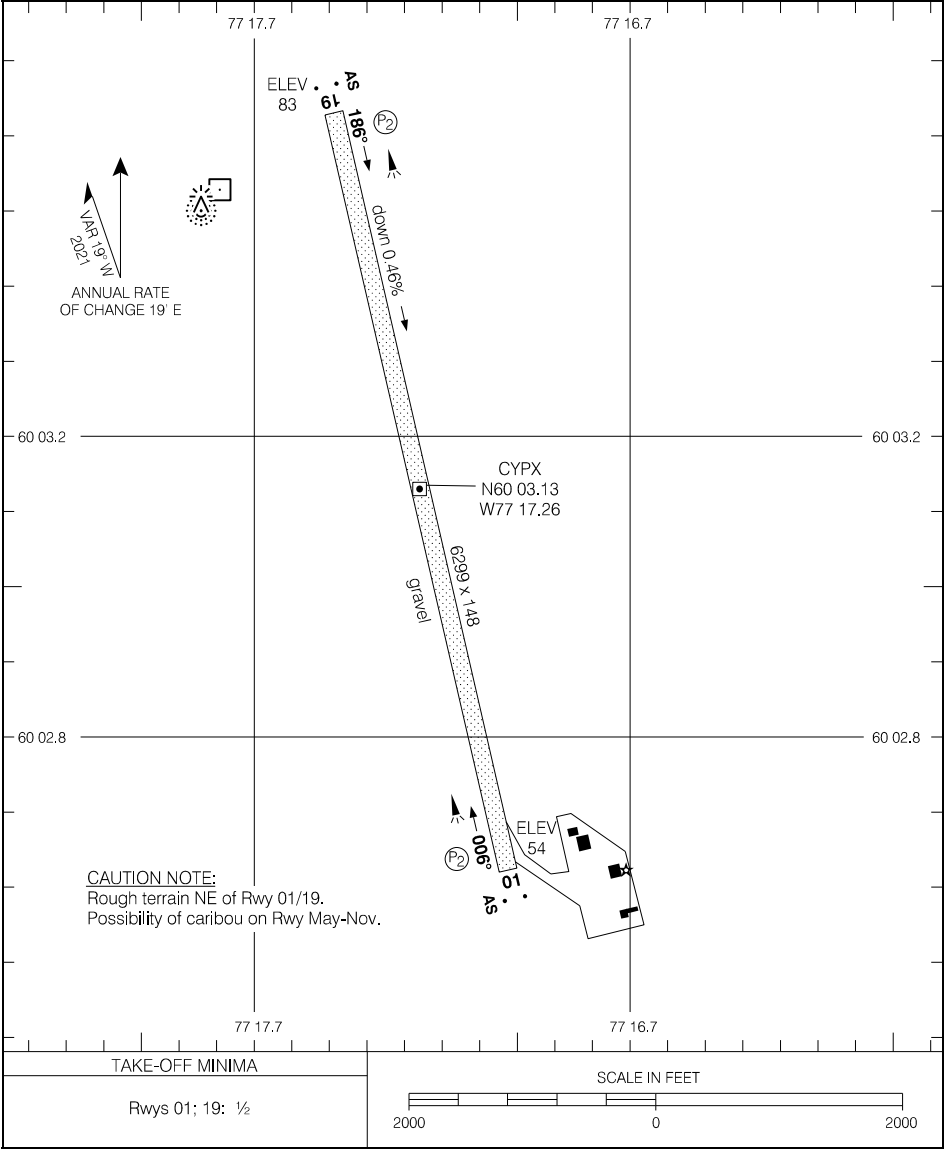
CARTE D'AÉRODROME

EFF 5 OCT 23

CPM3

AERODROME CHART

AWOS – 128.65 (En) 120.45 (Fr)				UNICOM – 123.5 TFC – 123.5		CTR Montreal – 132.27 RADIO Quebec – 123.27	
DECL	DISTS	01	19				
TORA		6299	6299				
TODA		7283	7283				
ASDA		6299	6299				
LDA		6299	6299				



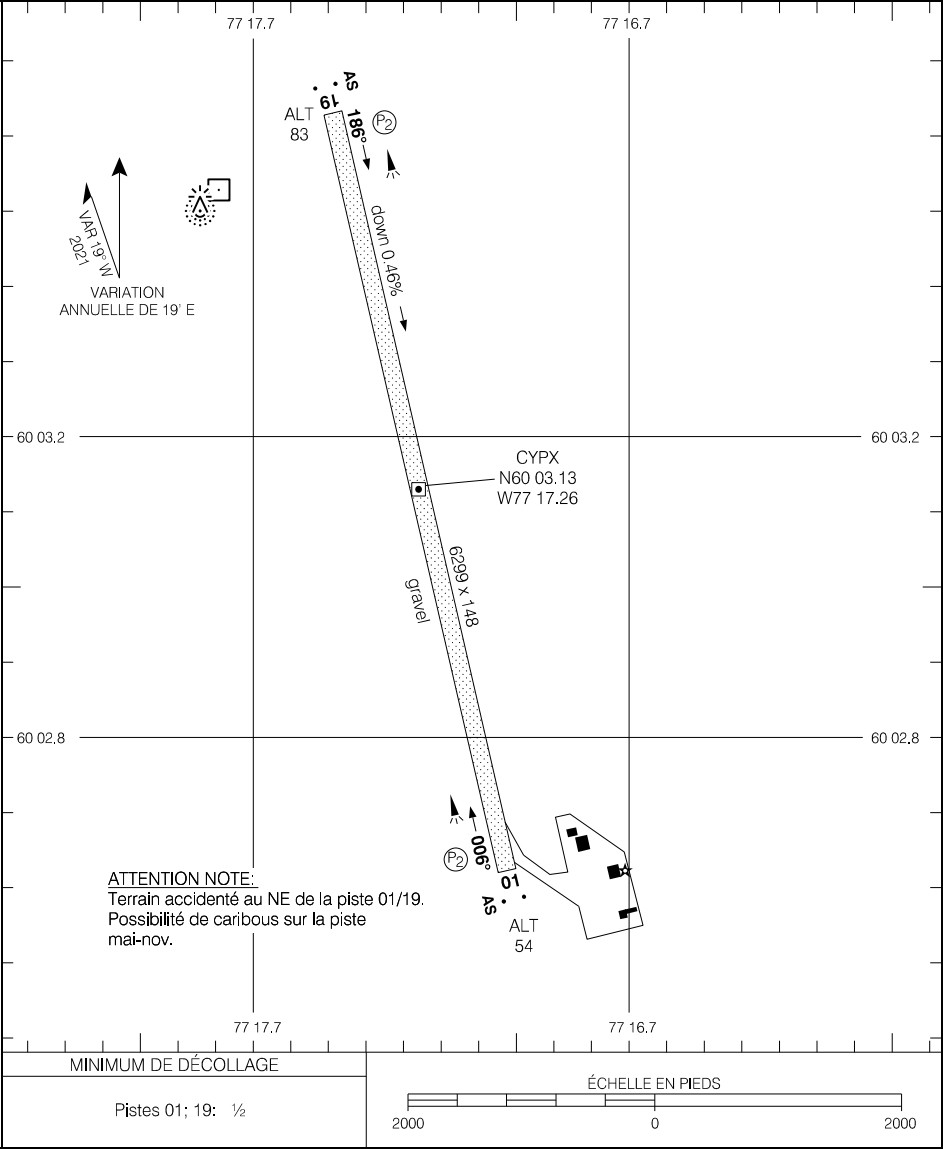
AERODROME CHART

EFF 29 DEC 22

CYPX

CARTE D'AÉRODROME

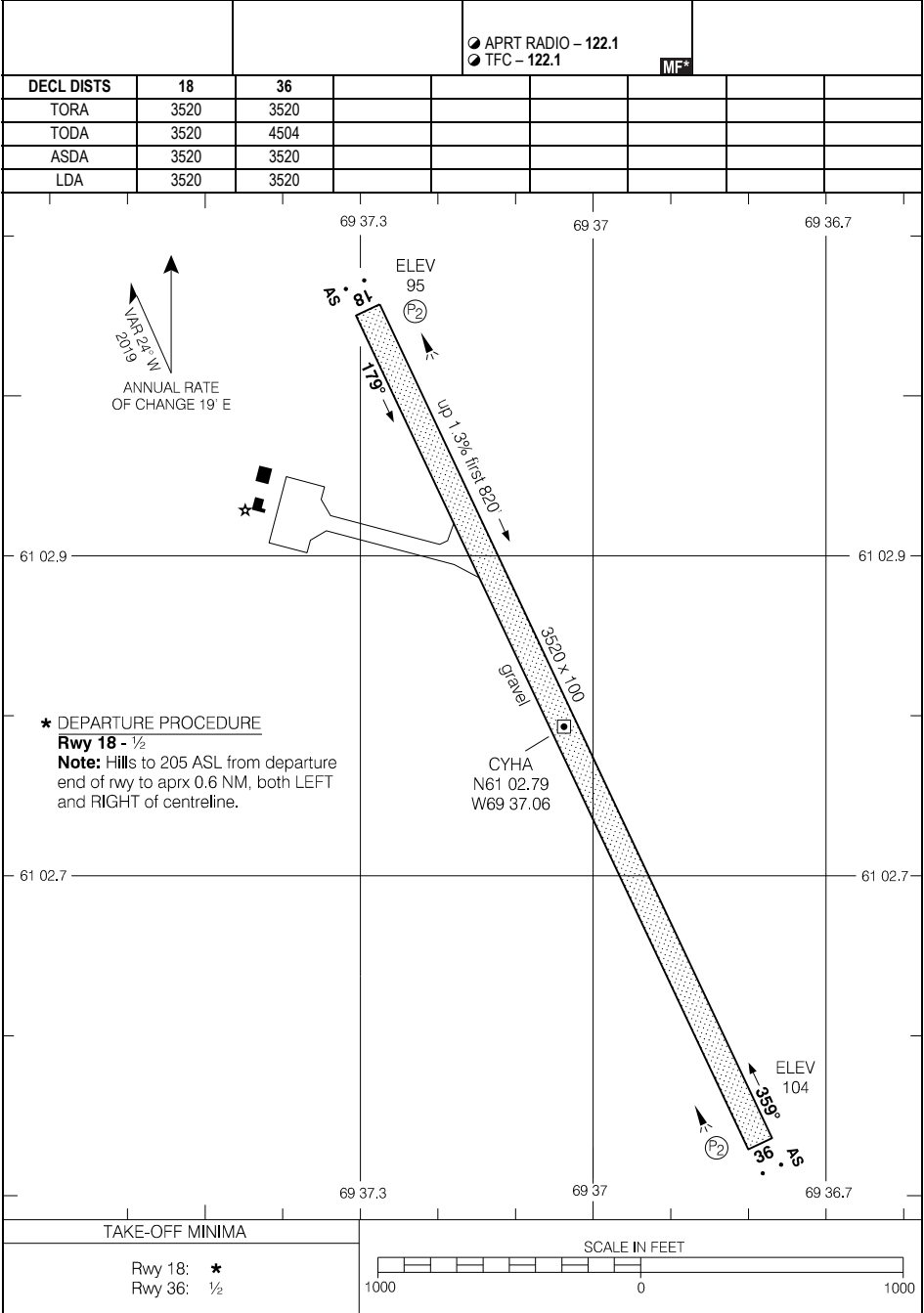
AWOS – 120.45 (Fr) 128.65 (Ang)				UNICOM – 123.5 TFC – 123.5		CTR Montreal – 132.27 RADIO Quebec – 123.27	
DIST DÉCLARÉES	01	19					
TORA	6299	6299					
TODA	7283	7283					
ASDA	6299	6299					
LDA	6299	6299					



CARTE D'AÉRODROME

CYPX

AERODROME CHART

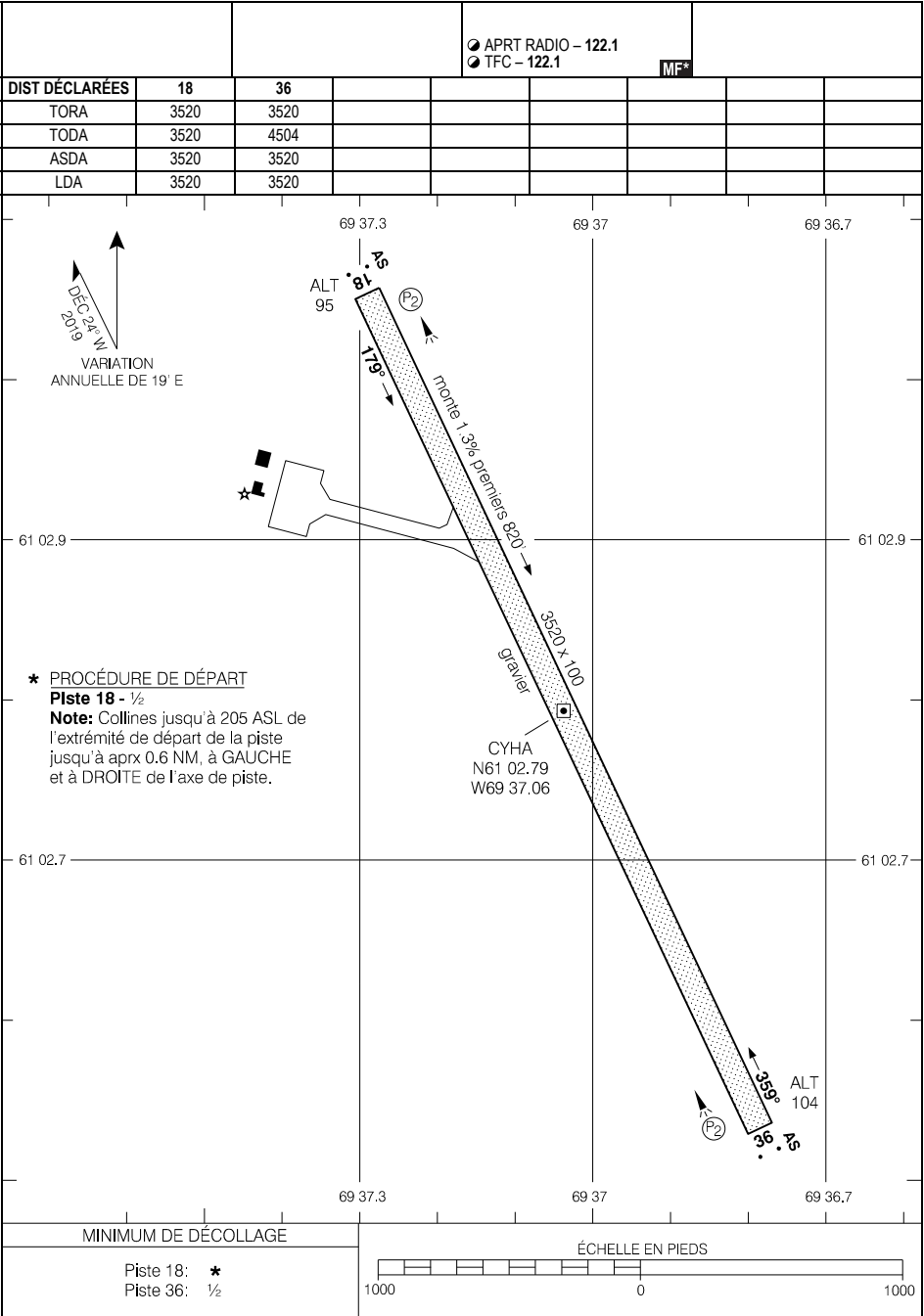


AERODROME CHART

EFF 14 JUL 22

CYHA

CARTE D'AÉRODROME



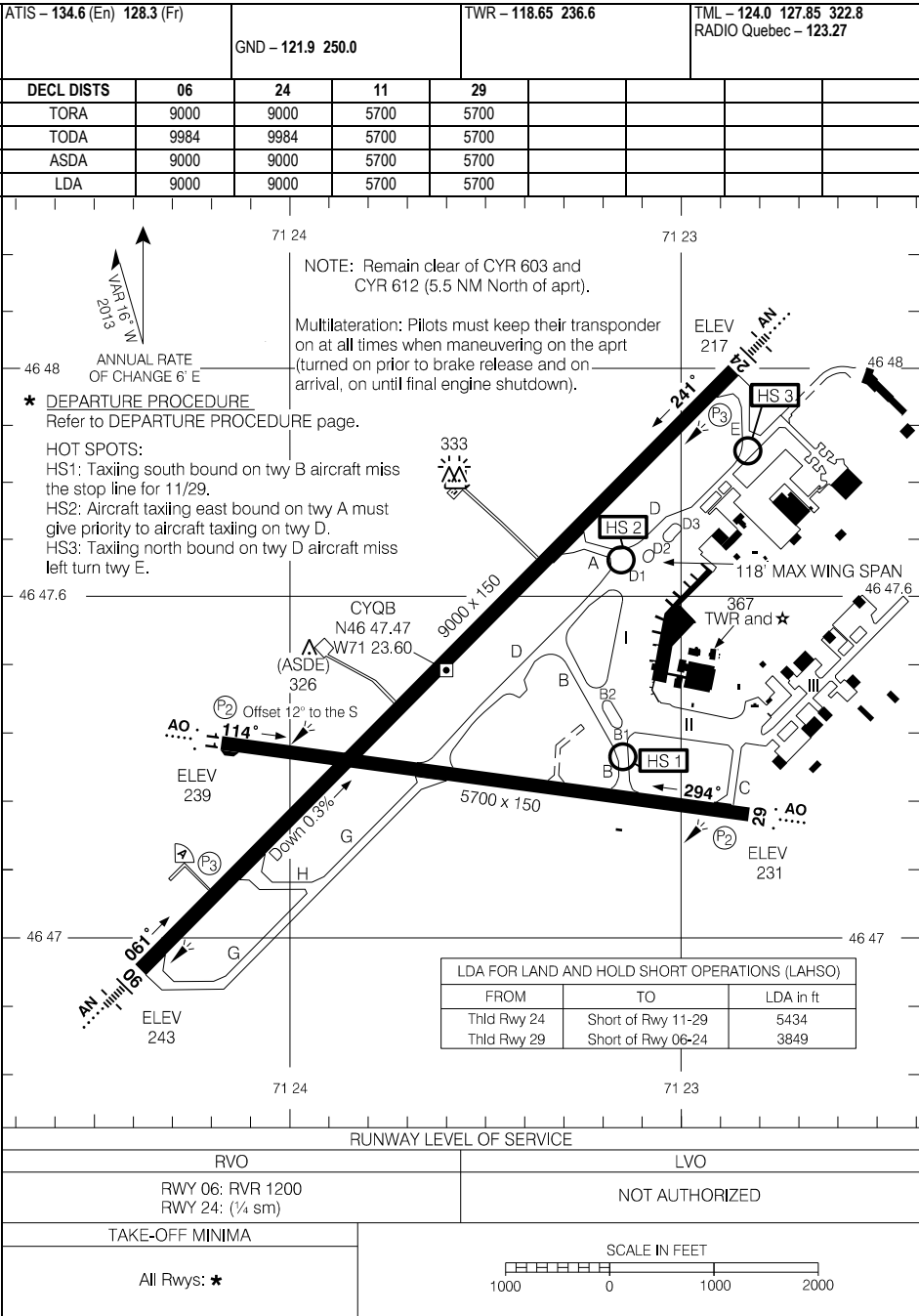
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CARTE D'AÉRODROME

CYHA

EFF 14 JUIL 22

AERODROME CHART



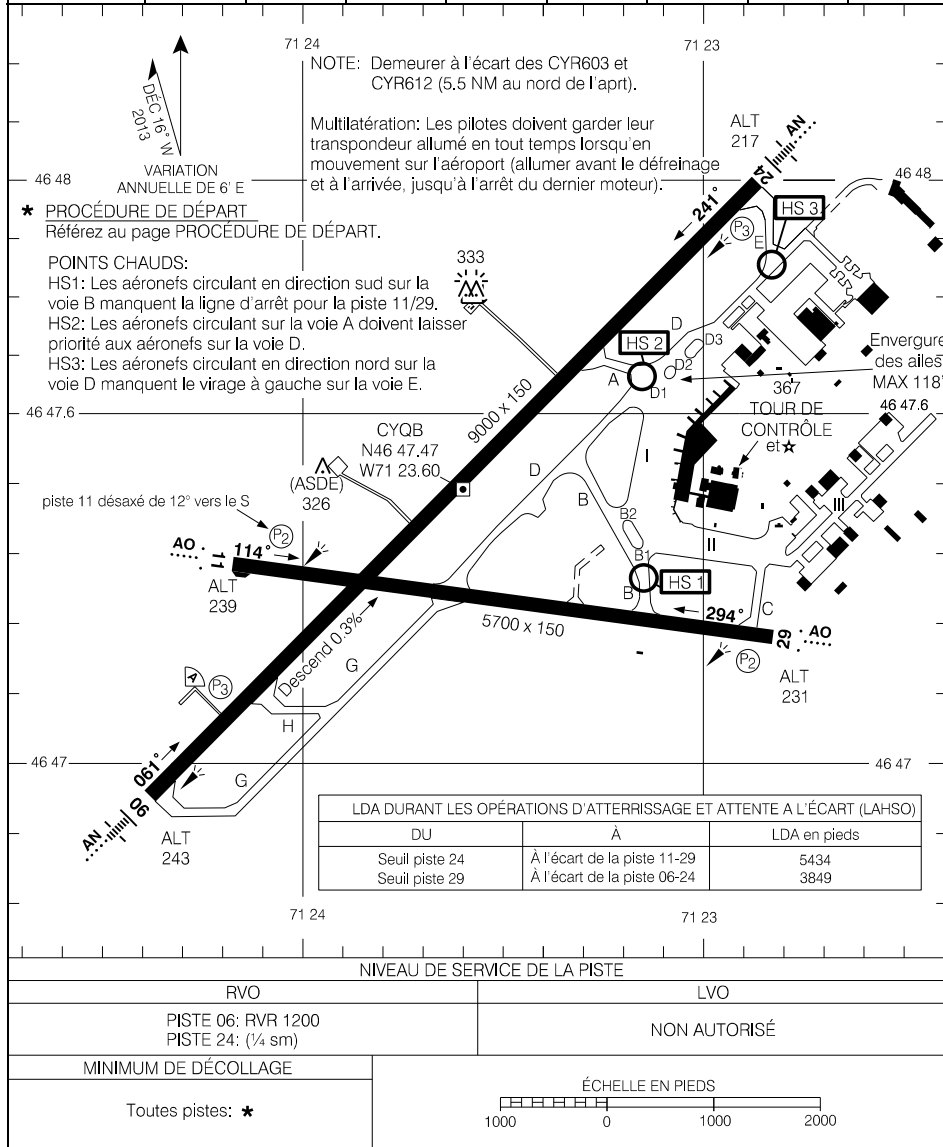
AERODROME CHART

EFF 27 NOV 25

CYQB

CARTE D'AÉRODROME

DIST DÉCLARÉES	06	24	11	29				
TORA	9000	9000	5700	5700				
TODA	9984	9984	5700	5700				
ASDA	9000	9000	5700	5700				
LDA	9000	9000	5700	5700				



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REDUCED VISIBILITY PROCEDURES

Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)**Reduced Visibility Operations - 24 hours**

Reduced Visibility Operations on runway 06-24: these are operations when reported visibility is less than RVR 2,600 feet or ½ statute mile and greater than or equal to RVR 1,200 feet or ¼ statute mile, per advisory circular CI 302-001.

Low visibility operations (LVOP) (below RVR 1200') are not permitted.

Departures & Arrivals**Follow-me car**

A "Follow-me" car will be available at all times, under any circumstances, upon a pilot's request. This service is available for one aircraft at a time based on first come, first served principles; some exceptions may apply.

During RVOP conditions, run-ups and towing will not be authorized on the maneuvering areas. Furthermore, vehicle access to the maneuver area during reduced visibility operations is restricted to essential operational functions only.

Night Only: When reported visibility is less than RVR 1800 or 3/8 SM, a "Follow-me" car is mandatory per advisory circular AC 302-004.

Operation Terms

20 minutes prior to a flight's departure time, the pilot shall contact NAV CANADA's ground controller to request a "Follow-me" car escort for taxiing on the manoeuvring area.

The pilot shall provide the following information:

- Exact position on the airfield (gate or FBO);
- Type of aircraft and airline;
- Flight departure time (if available);
- Runway used for take-off;

The "Follow-me" car will position itself 30m in front of the aircraft. Hazard lights will be activated when ready for taxiing and for the duration of the escort procedure.

Upon receiving authorization to proceed, the "Follow-me" car will follow the guide lines at no more than 30kph (16 knots) up to the desired destination.

Runway Level of Service

Rwy 06	RVR 1200
Rwy 24	(¼ sm)

**Procédure d'opérations avec une visibilité réduite
(RVR en-dessous de 2600 jusqu'à 1200 pieds)****Opérations visibilité réduite 24 heures**

Les opérations effectuées sur la piste 06-24 : lorsque la visibilité signalée est inférieure à un RVR 2600 ou ½ mille terrestre, mais supérieure ou égale à une RVR 1200 ou ¼ mille terrestre, est en conformité avec le circulaire CI 302-001.

Les opérations par faible visibilité (LVOP) (en bas de RVR 1200') ne sont pas permises.

Départs & Arrivées**Véhicule « Follow-me »**

Un véhicule « Follow-me » sera disponible en tout temps, pour toutes circonstances, à la demande des pilotes. Ce service s'applique pour un vol à la fois, sur une base de premier arrivé, premier servi, sauf exception.

Lors d'opérations RVOP, aucun remorquage ni essai moteur n'est permis sur les aires de manœuvre. De plus, l'accès par véhicule à l'aire de manœuvre lors de conditions de visibilité réduite sera restreint aux fonctions essentielles aux opérations seulement.

Nuit seulement : Lorsque la visibilité signalée est inférieure à une RVR 1800 ou 3/8 SM, un véhicule « Follow-me » est obligatoire en conformité avec le circulaire CI 302-004.

Conditions d'exploitation

20 minutes avant l'heure de départ ou à l'arrivée du vol, le pilote place une demande pour l'assistance d'un véhicule d'escorte « Follow-me » afin de circuler sur les aires de manœuvre en communiquant avec le contrôleur sol de NAV CANADA.

Le pilote doit fournir les informations suivantes:

- La position exacte sur le site (numéro de barrière ou FBO);
- Le type d'appareil et la compagnie aérienne;
- L'heure de départ du vol (si applicable);
- La destination sur le site (seuil de piste, numéro de barrière ou FBO);

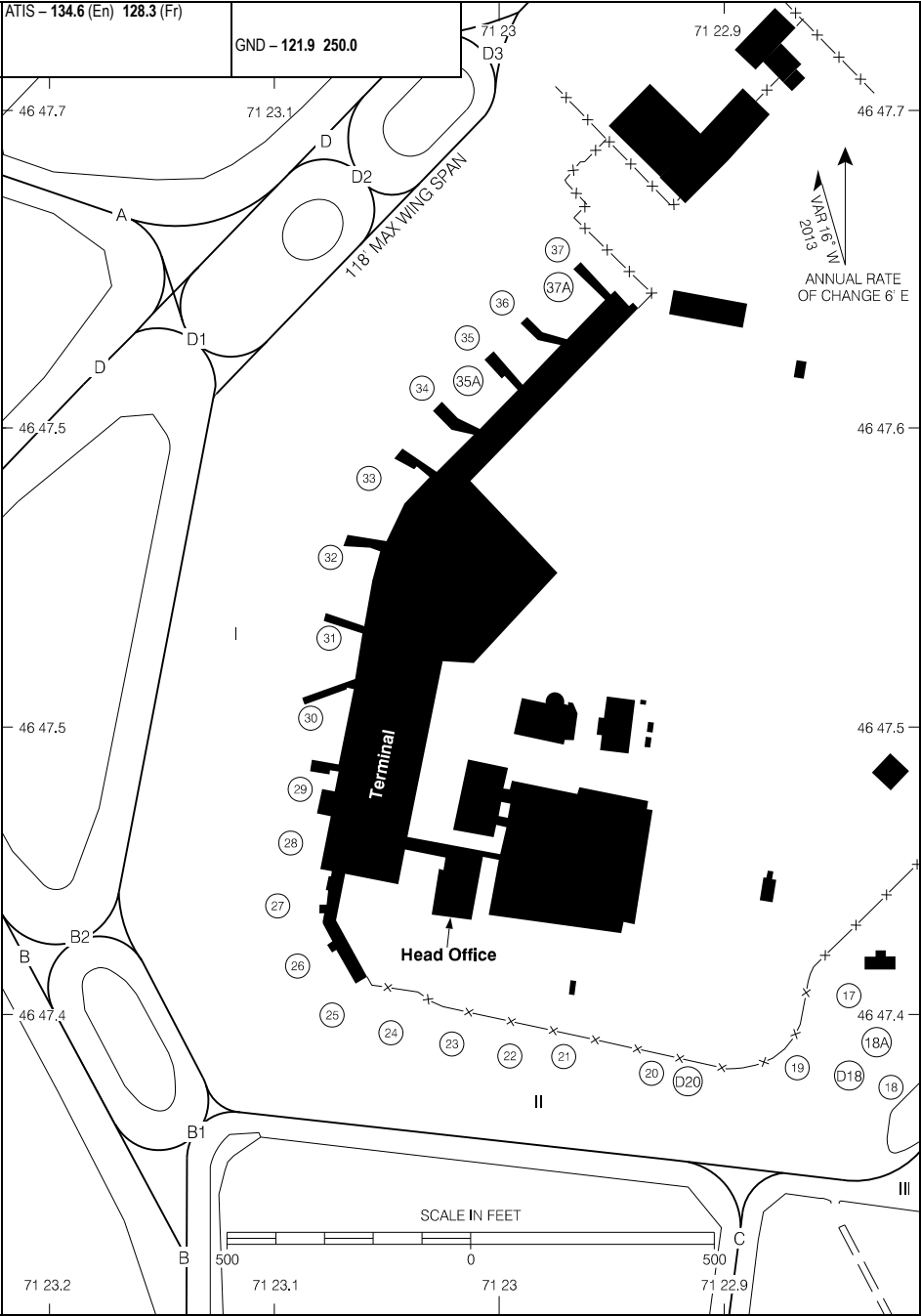
Le véhicule « Follow-me » se présentera devant l'appareil à une distance de 30m et les feux de détresse (Hazard) seront activés afin de démontrer qu'il est prêt à circuler, et ce, pour toute la durée de l'escorte;

Après autorisation de circuler, le véhicule « Follow-me » suivra les lignes guides à une vitesse de 30 kph (16 nœuds) jusqu'à la destination demandée.

Niveau de service de la piste

Piste 06	RVR 1200
Piste 24	(¼ sm)

PARKING AREAS

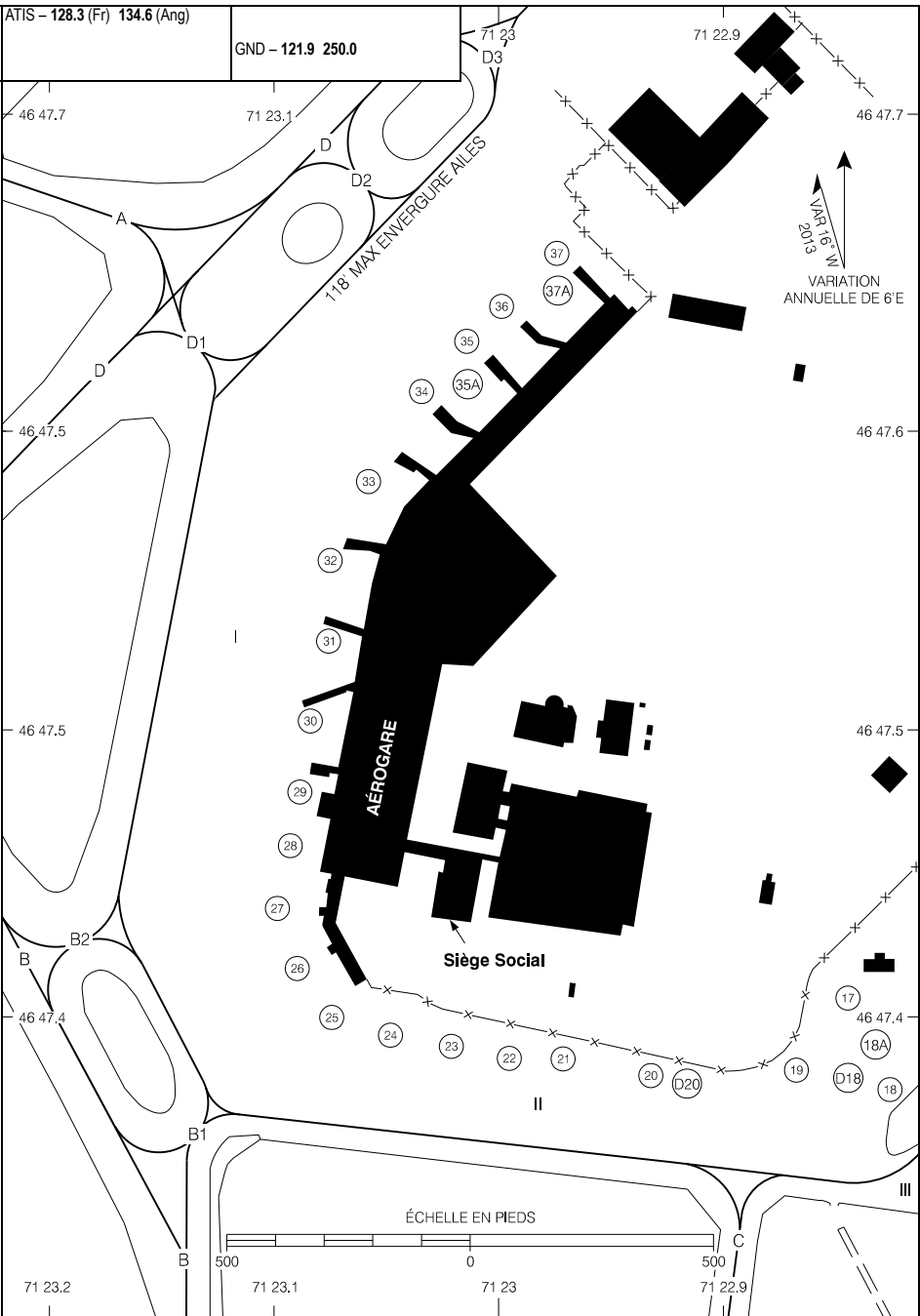


PARKING AREAS

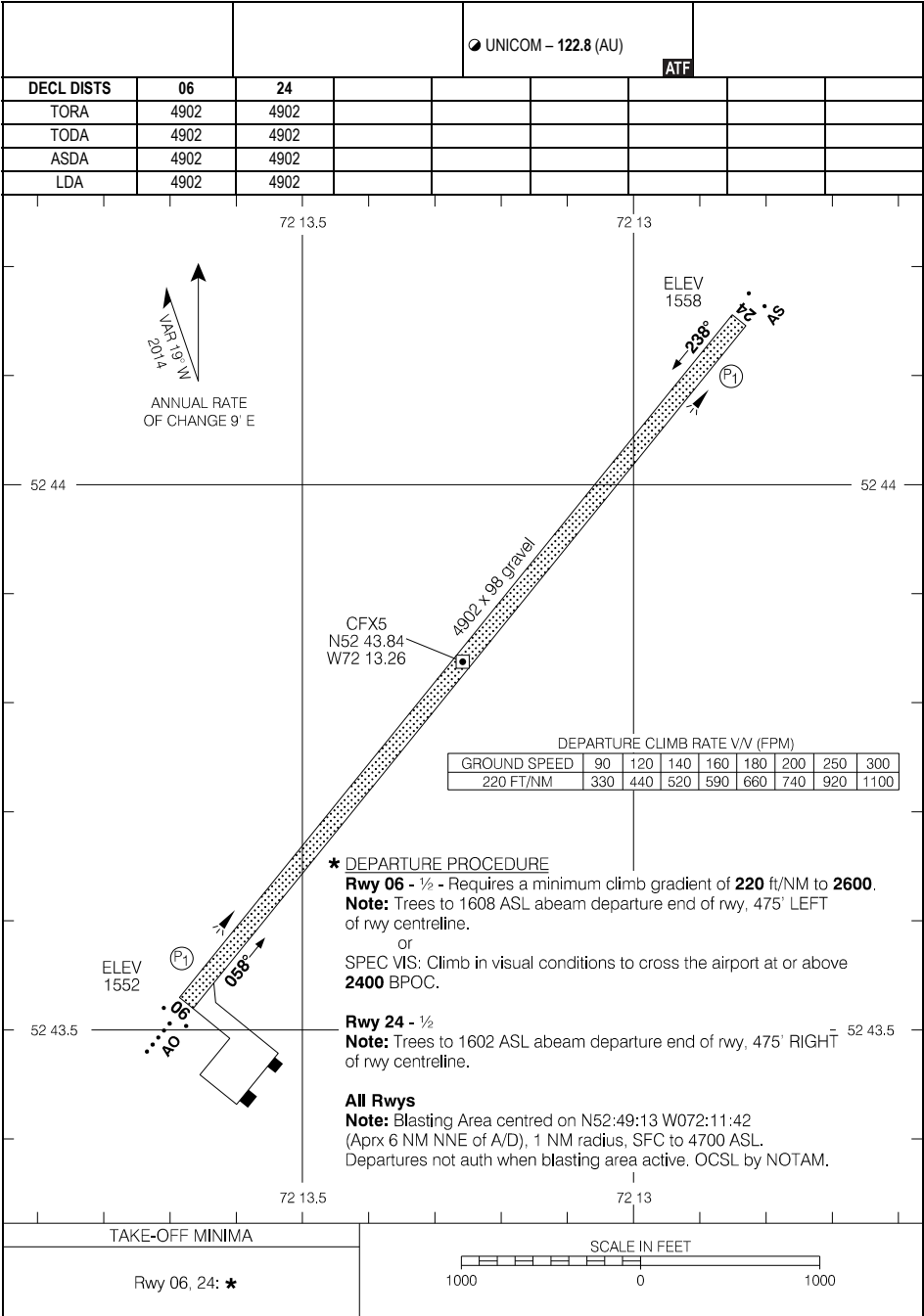
EFF 27 JAN 22

CYQB

AIRES DE STATIONNEMENT



AERODROME CHART

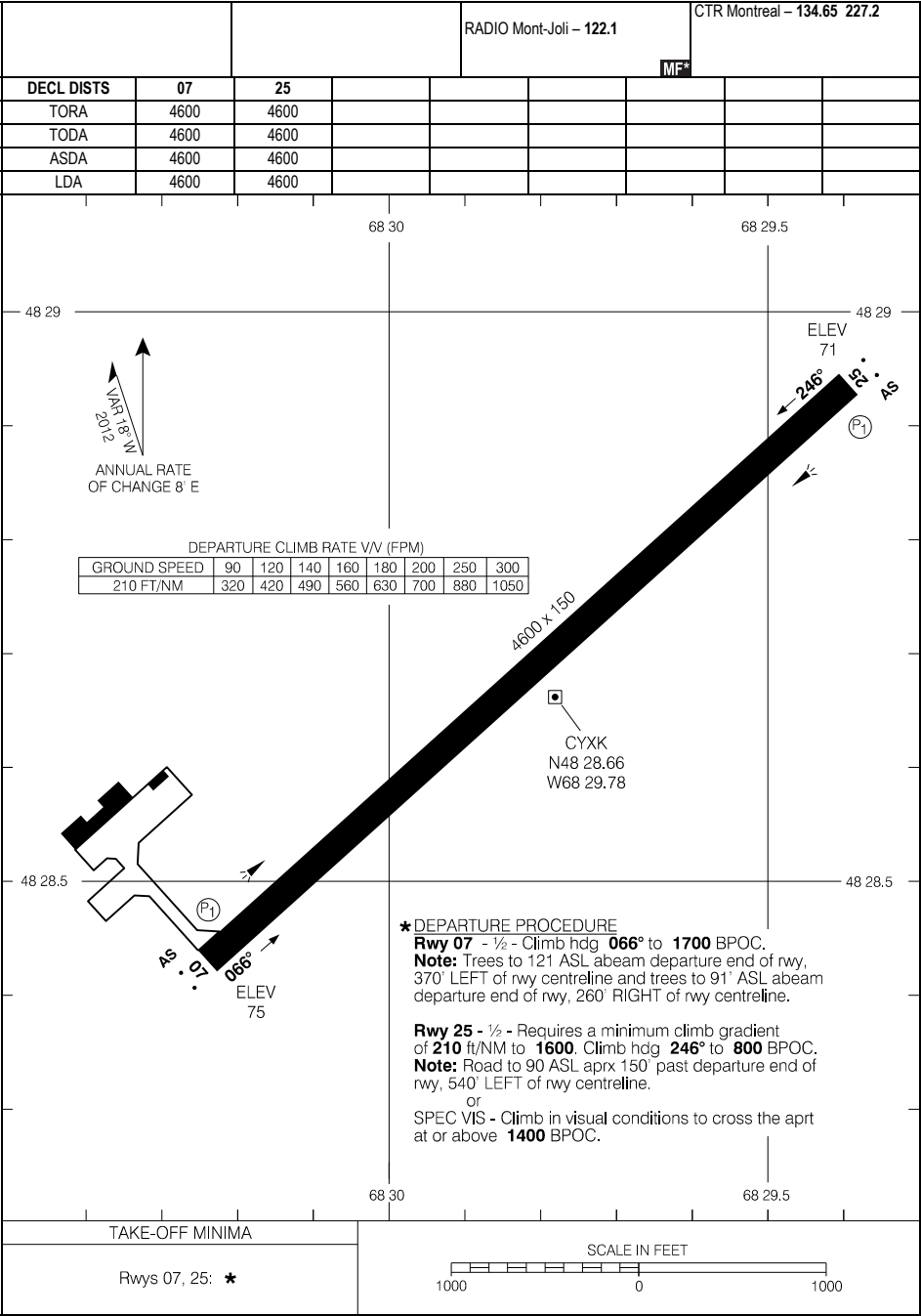


CFX5

ATF

CFX5

AERODROME CHART



68 30

68 29.5

48 29

48 29

48 28.5

48 28.5

68 30

68 29.5

ANR 18 NM

2012

ANNUAL RATE OF CHANGE 8° E

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

4600 x 150

CYXK

N48 28.66

W68 29.78

AS

066°

ELEV 75

AS

246°

ELEV 71

* DEPARTURE PROCEDURE

Rwy 07 - ½ - Climb hdg 066° to 1700 BPOC.

Note: Trees to 121 ASL abeam departure end of rwy, 370' LEFT of rwy centreline and trees to 91' ASL abeam departure end of rwy, 260' RIGHT of rwy centreline.

Rwy 25 - ½ - Requires a minimum climb gradient of 210 ft/NM to 1600. Climb hdg 246° to 800 BPOC.

Note: Road to 90 ASL aprx 150' past departure end of rwy, 540' LEFT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above 1400 BPOC.

TAKE-OFF MINIMA

Rwys 07, 25: *

SCALE IN FEET

1000 0 1000

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AERODROME CHART

EFF 7 AUG 25

CYXK

		RADIO Mont-Joli – 122.1						CTR Montreal – 134.65 227.2	
		MF*							
DIST DÉCLARÉES	07	25							
TORA	4600	4600							
TODA	4600	4600							
ASDA	4600	4600							
LDA	4600	4600							

48 29

DEC 18' N
VARIATION
ANNUELLE DE 8' E

TAUX DE MONTÉE DE DÉPART V/V (FPM)									
VITESSE SOL	90	120	140	160	180	200	250	300	
210 pieds/NM	320	420	490	560	630	700	880	1050	

AS 07
ALT 75

AS 25
ALT 71

68 30 68 29.5

48 29

48 28.5

68 30 68 29.5

*** PROCÉDURE DE DÉPART**

Piste 07 - ½ - Monter sur cap **066°** jusqu'à **1700** BPOC.
Note: Arbres jusqu'à 121 ASL passé l'extrémité de la piste de départ, 370' à GAUCHE de l'axe de piste et arbres jusqu'à 91 ASL passé l'extrémité de la piste de départ, 260' à DROITE de l'axe de piste.

Piste 25 - ½ - Requiert une pente de montée minimale de 210 pi/NM jusqu'à **1600**. Monter sur cap **246°** jusqu'à **800** BPOC.
Note: Route jusqu'à 90 ASL 150' passé l'extrémité de la piste de départ, 540' à GAUCHE de l'axe de piste.
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à 1400 ou plus haut BPOC.

CYXK
N48 28.66
W68 29.78

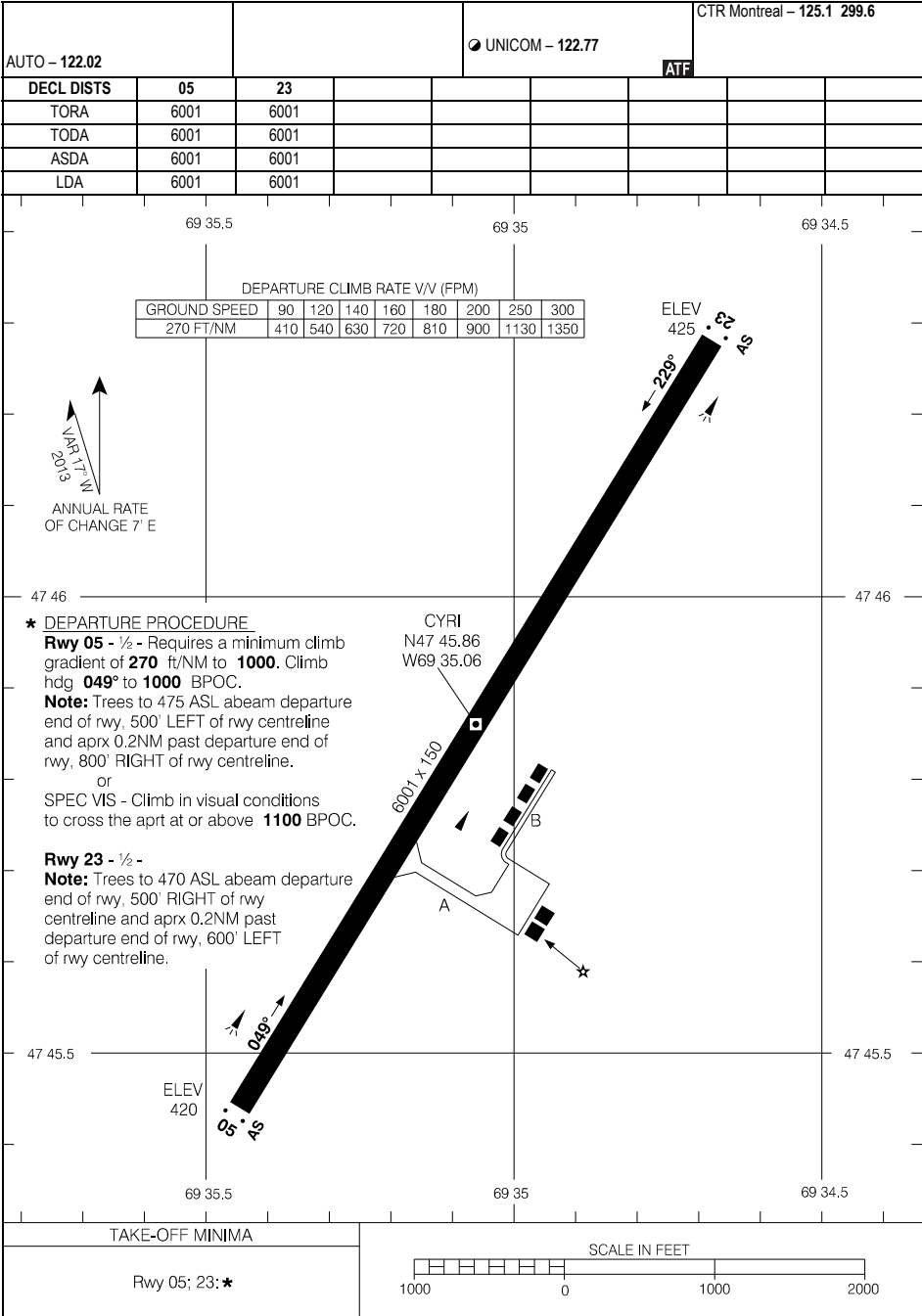
MINIMUM DE DÉCOLLAGE

Pistes 07, 25: *

ÉCHELLE EN PIEDS

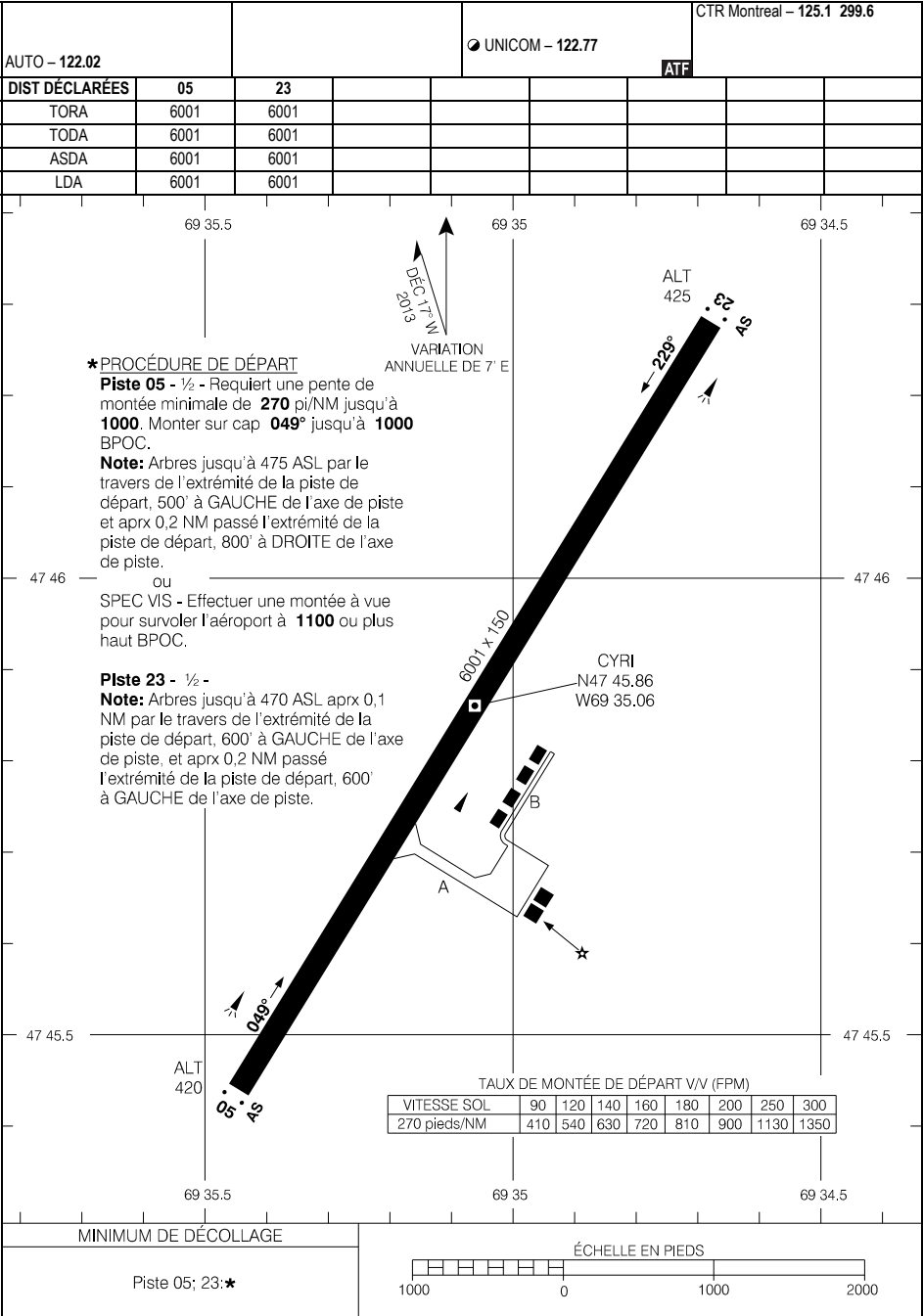
CYXK

AERODROME CHART

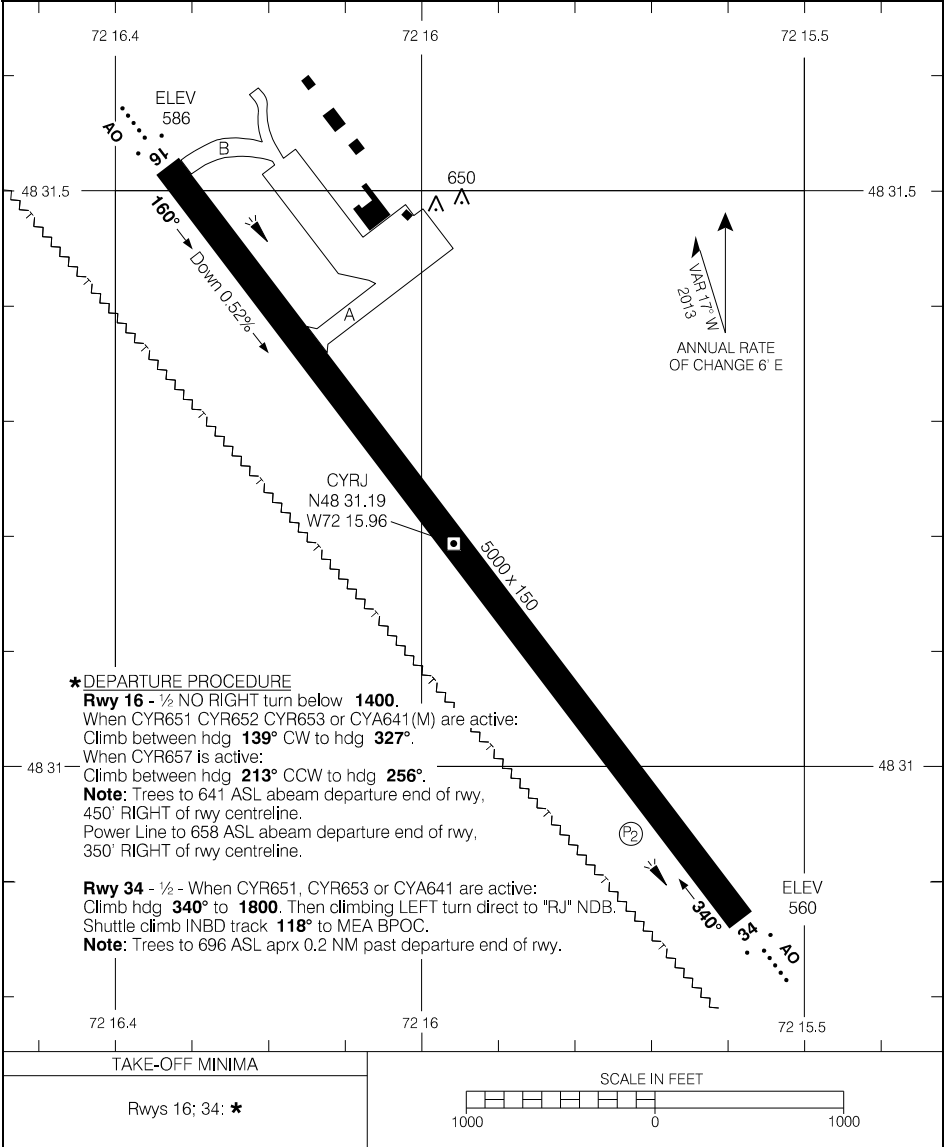


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CARTE D'AÉRODROME



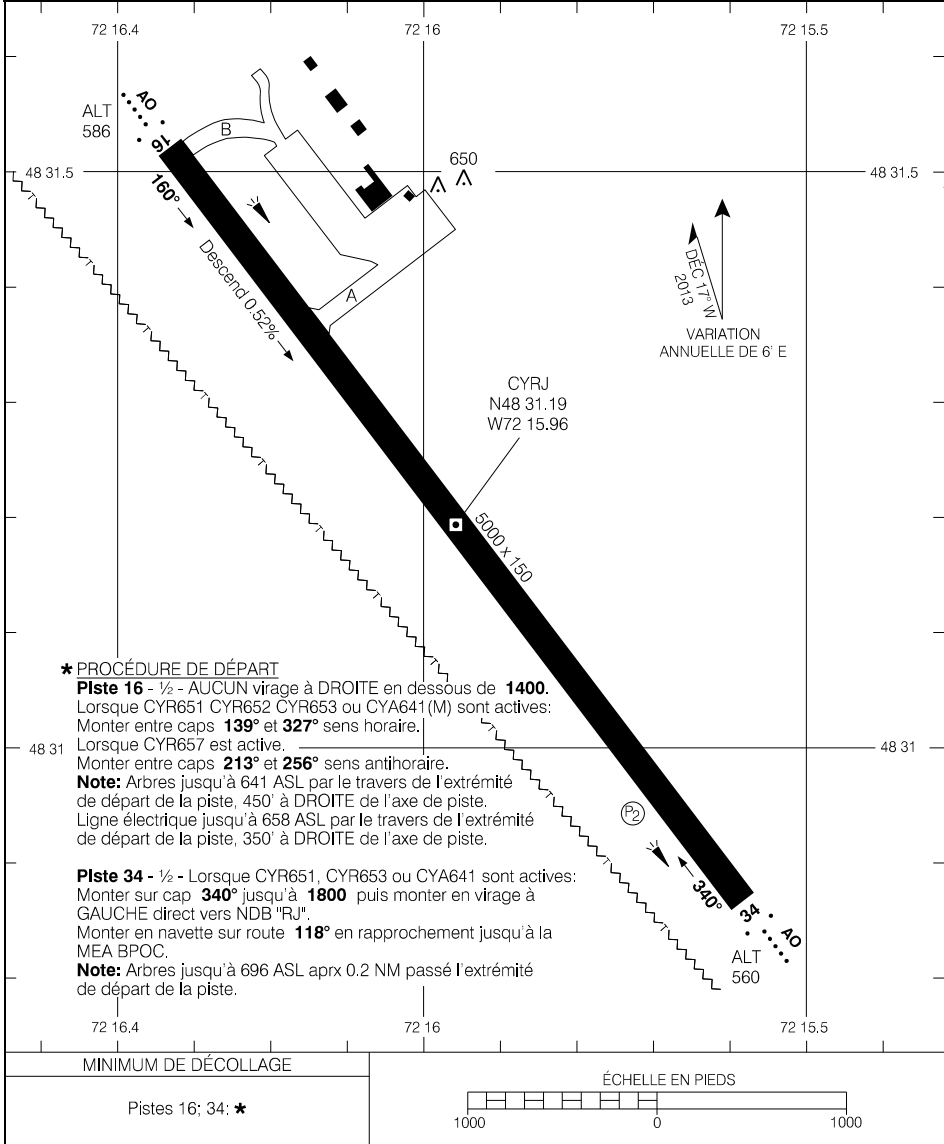
				● RADIO Rouyn – 122.2		RADIO Quebec – 123.55 5680	
				● TFC – 122.2		MF	
DECL DIST	16	34					
TORA	5000	5000					
TODA	5495	5815					
ASDA	5000	5000					
LDA	5000	5000					



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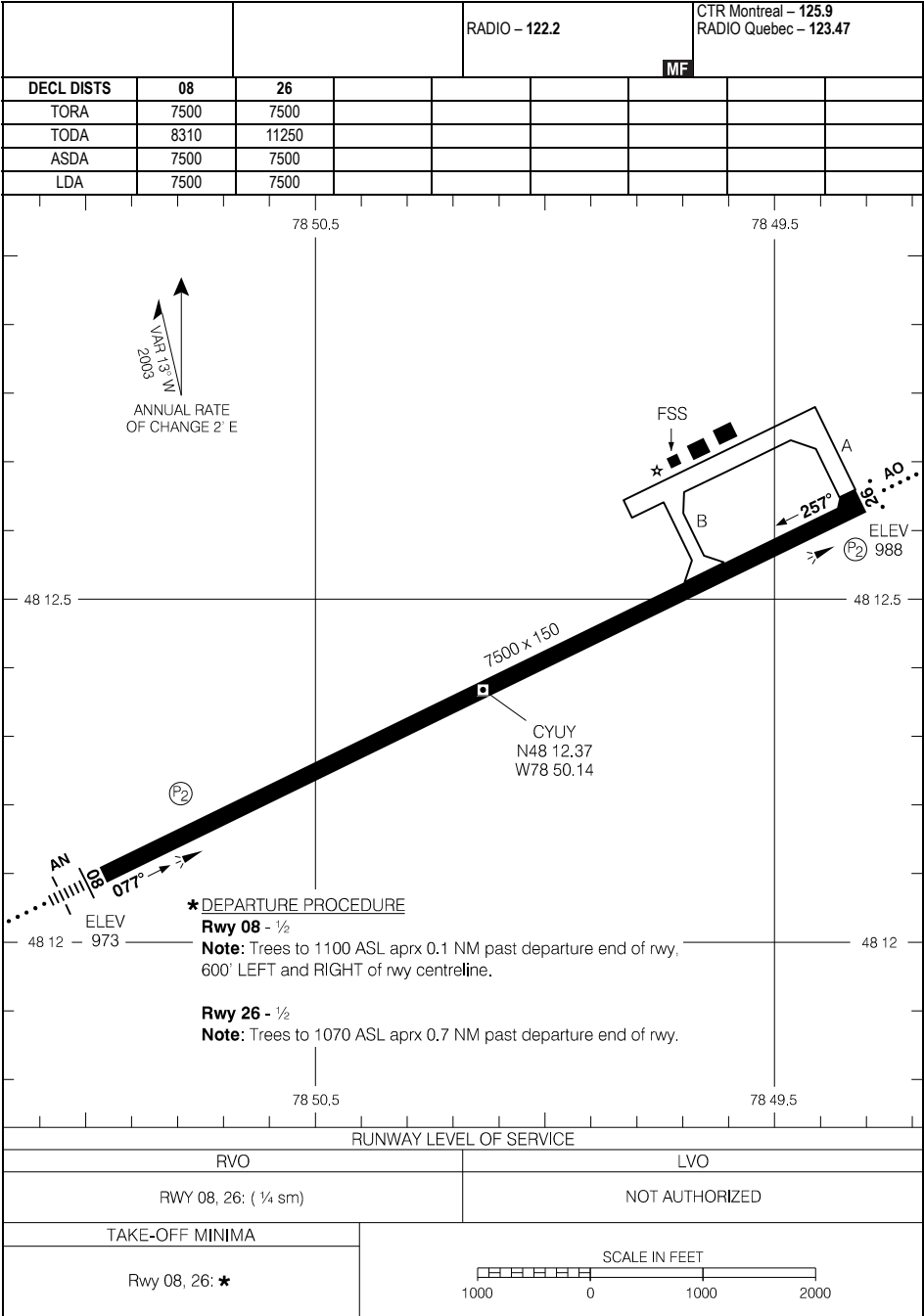
CARTE D'AÉRODROME

				● RADIO Rouyn – 122.2 ● TFC – 122.2		RADIO Quebec – 123.55 5680 MF	
DIST DÉCLARÉES	16	34					
TORA	5000	5000					
TODA	5495	5815					
ASDA	5000	5000					
LDA	5000	5000					



Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

AERODROME CHART



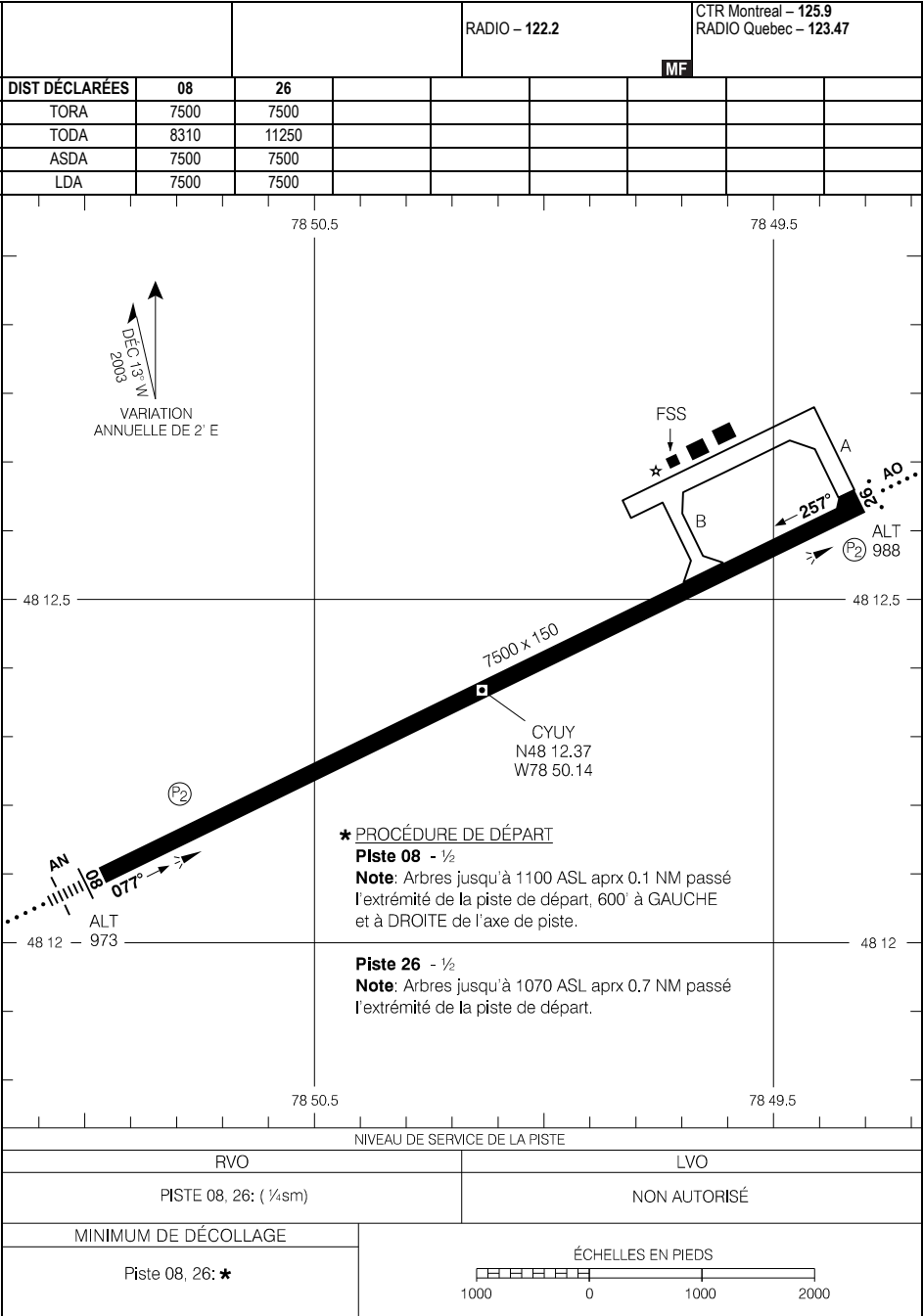
Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

AERODROME CHART

EFF 1 FEB 18

CYUY

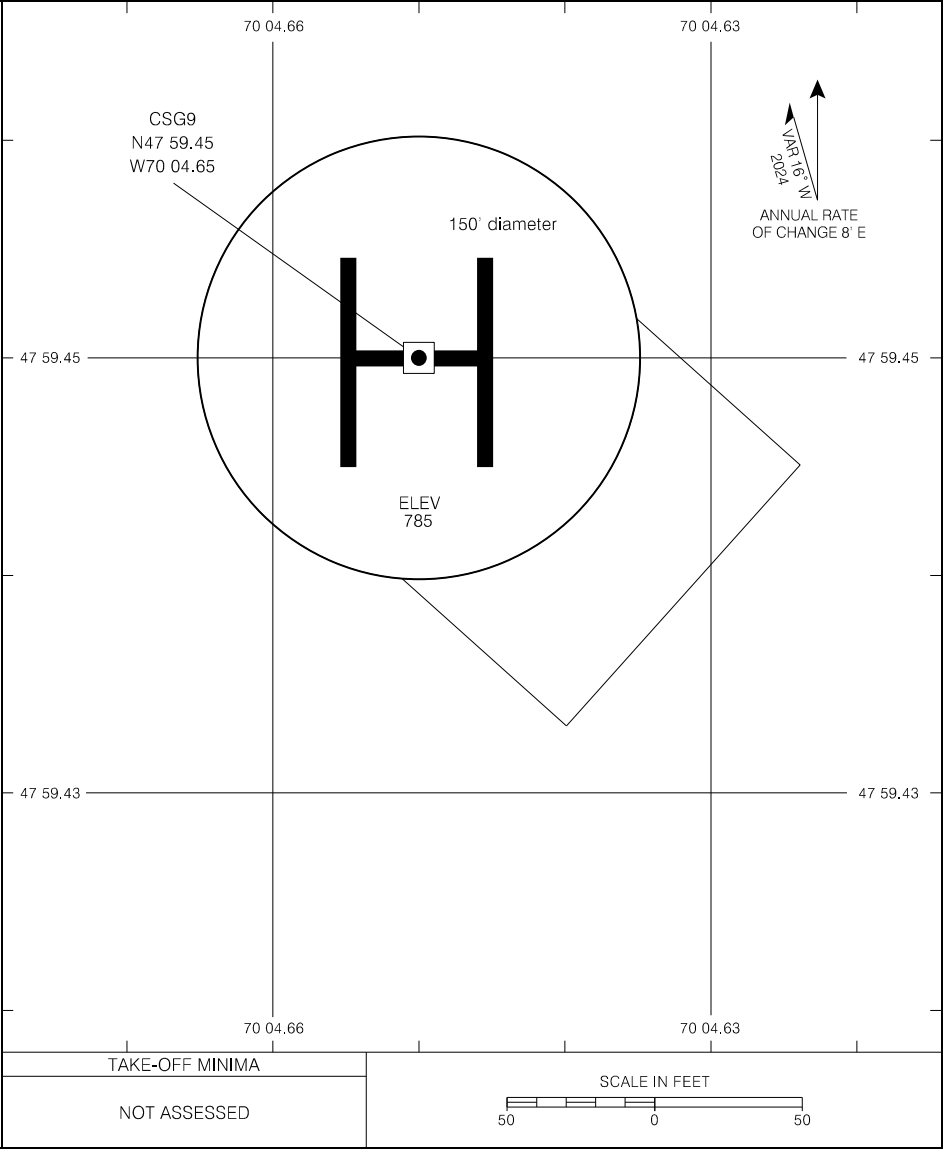
CARTE D'AÉRODROME



Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

HELIPORT CHART

AUTO Charlevoix – 122.55 (En)				TFC – 123.2		ATF*		CTR Montreal – 125.1 299.6	
DECL DIST									
TORA									
TODA									
ASDA									
LDA									

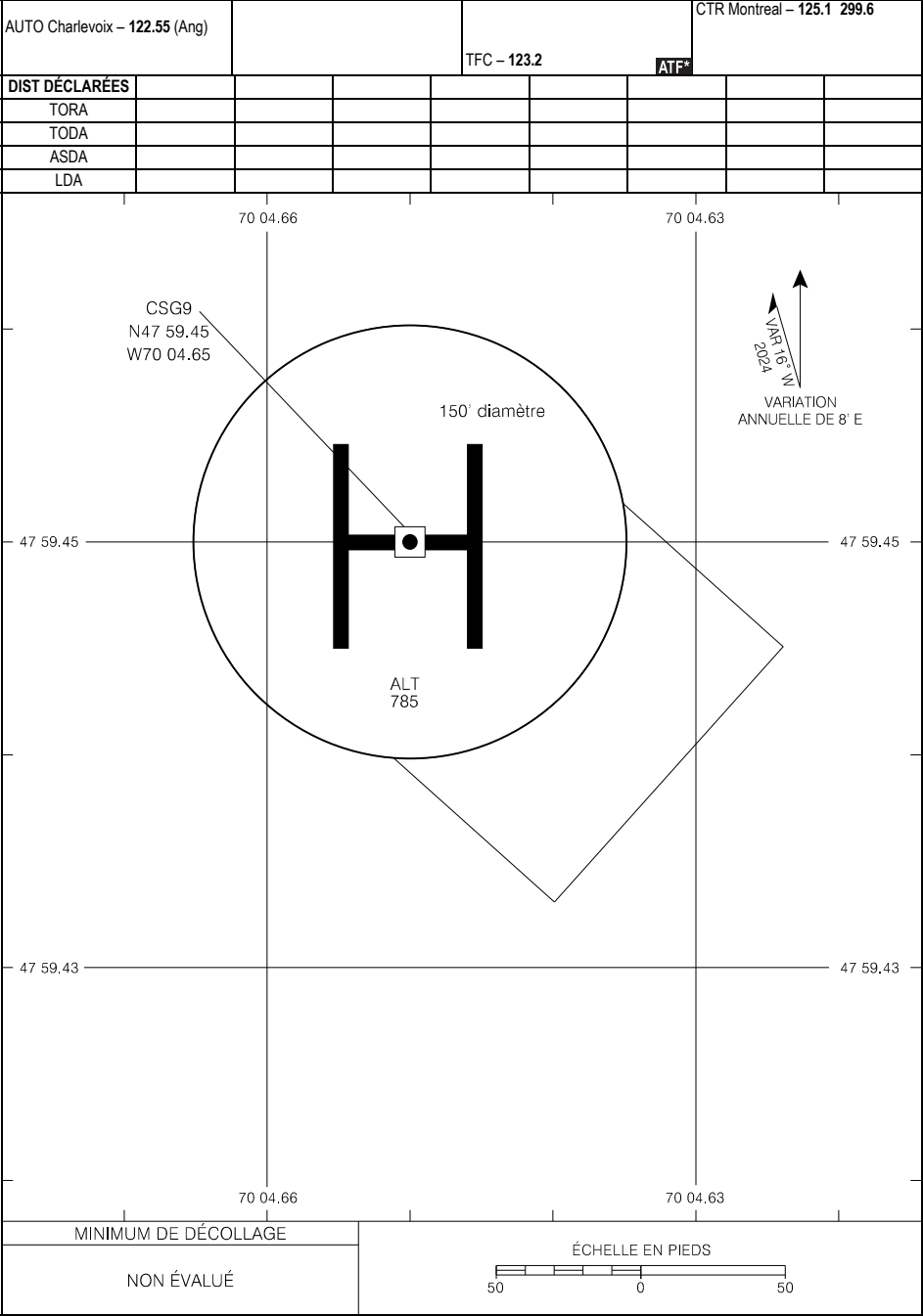


HELIPORT CHART

EFF 31 OCT 24

CSG9

CARTE D'HÉLIPORT



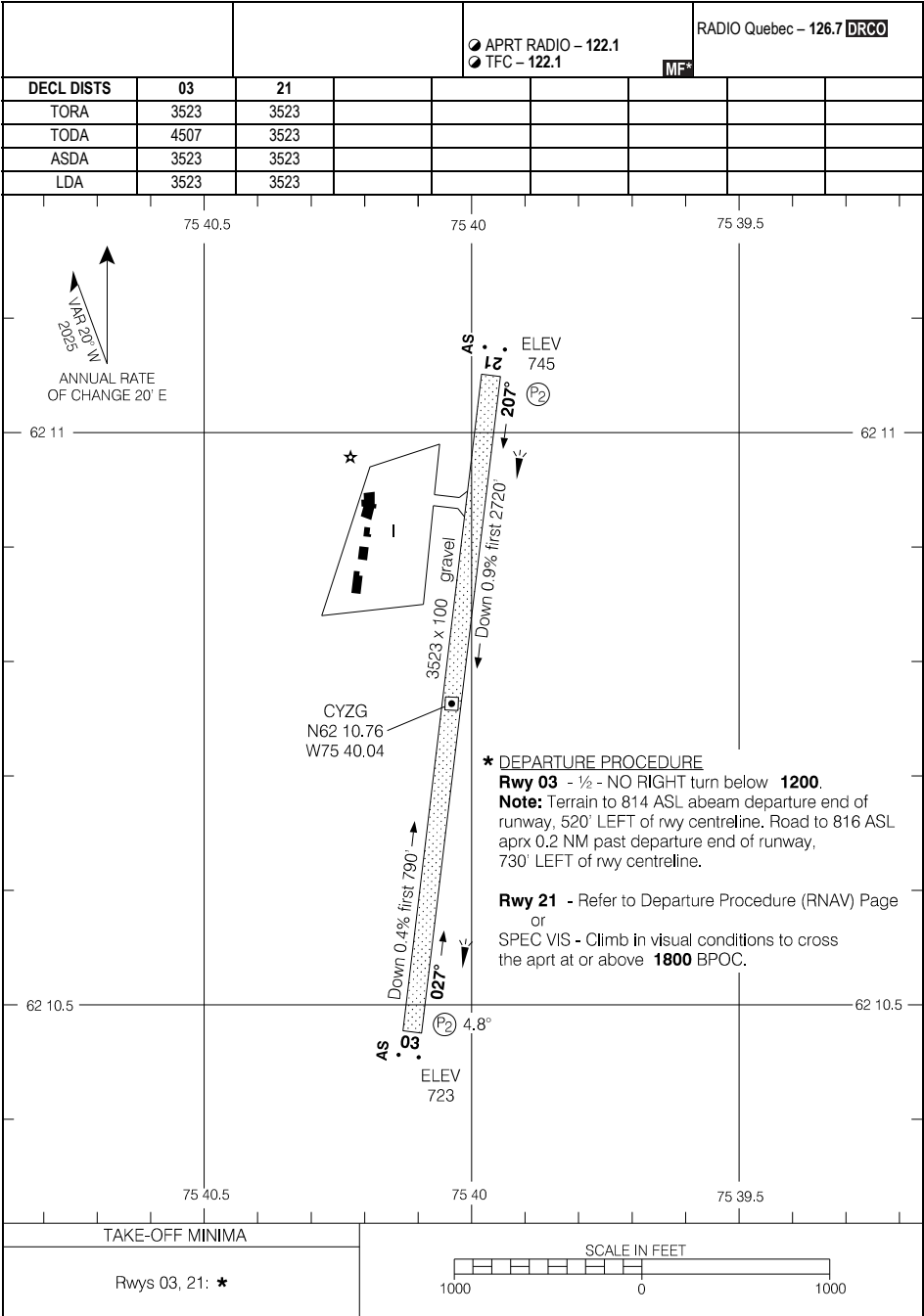
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CARTE D'HÉLIPORT

CSG9

EFF 31 OCT 24

AERODROME CHART



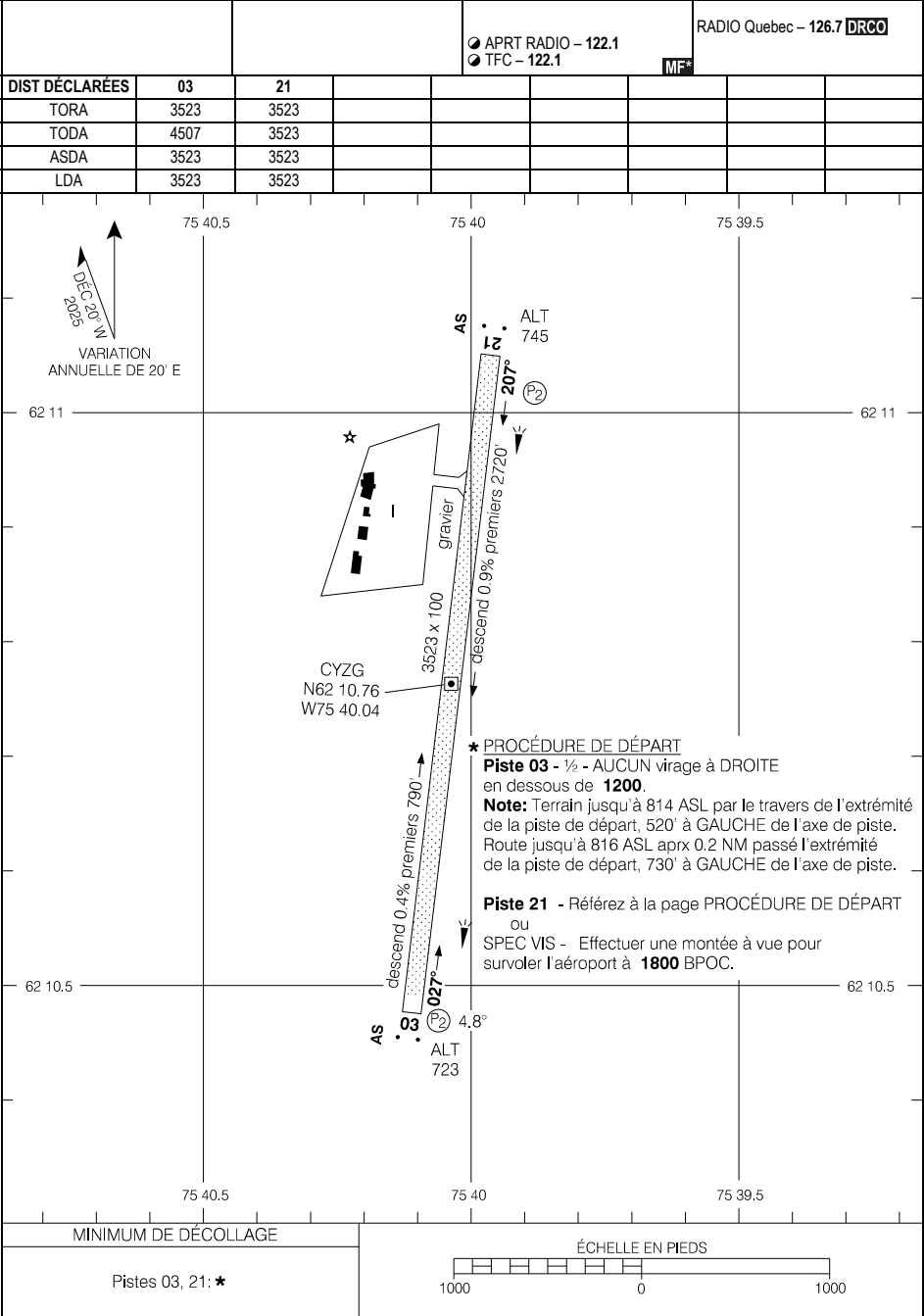
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AERODROME CHART

EFF 20 FEB 25

CYZG

CARTE D'AÉRODROME



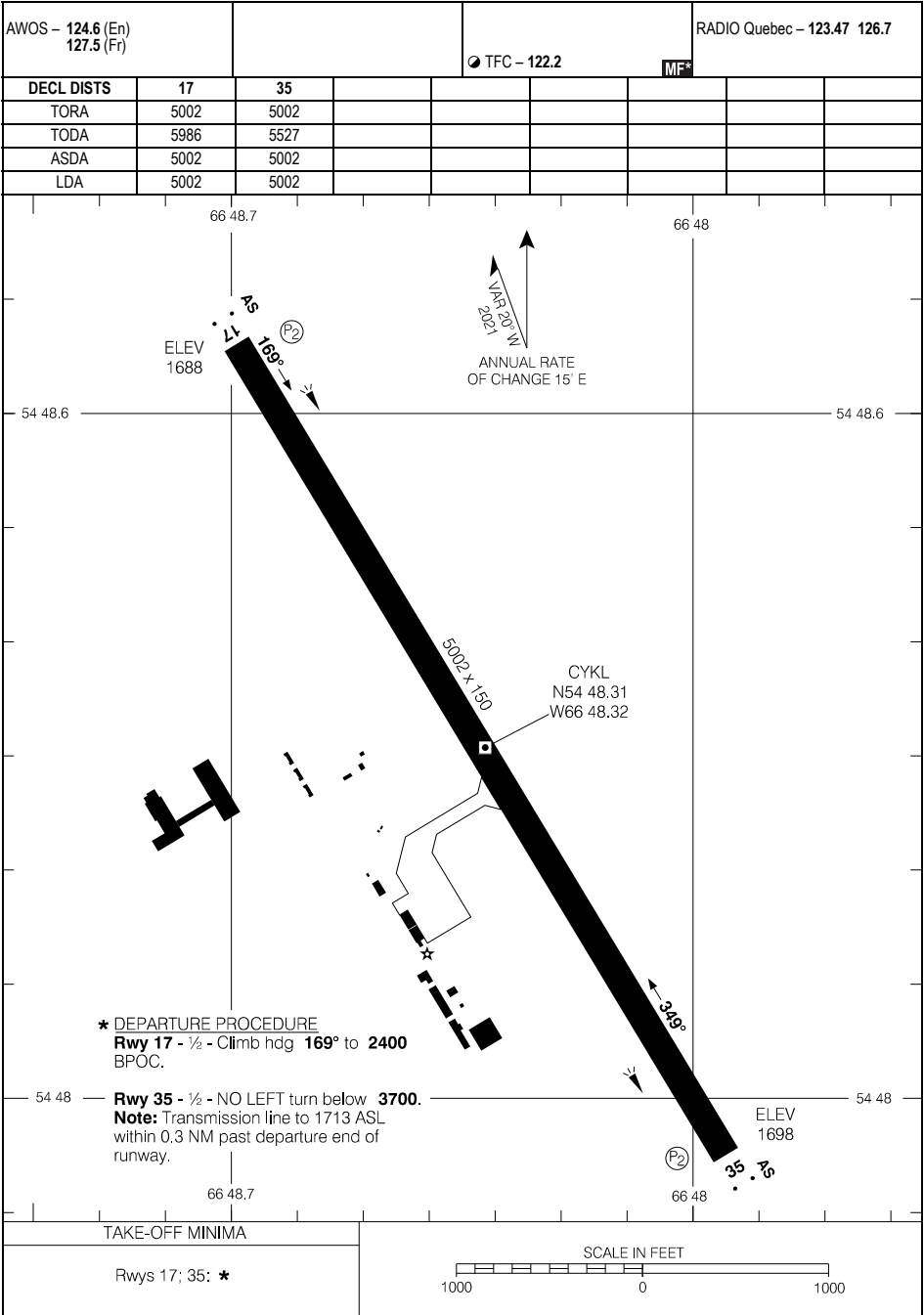
CARTE D'AÉRODROME

EFF 20 FÉV 25

CYZG

CYKL-AD

SCHEFFERVILLE, QC
CYKL



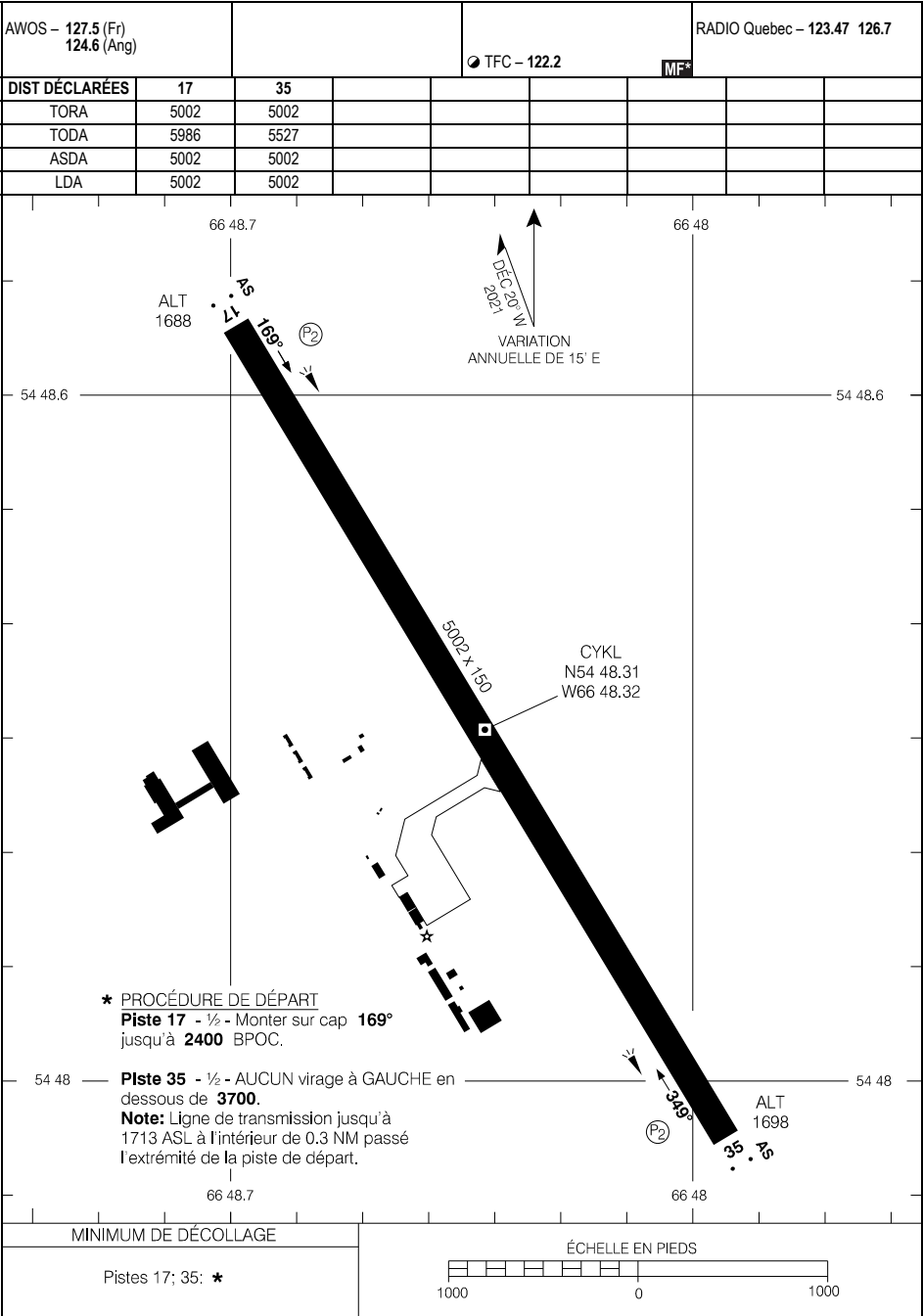
AERODROME CHART

CYKL

EFF 27 JAN 22

CYKL-AD

CARTE D'AÉRODROME



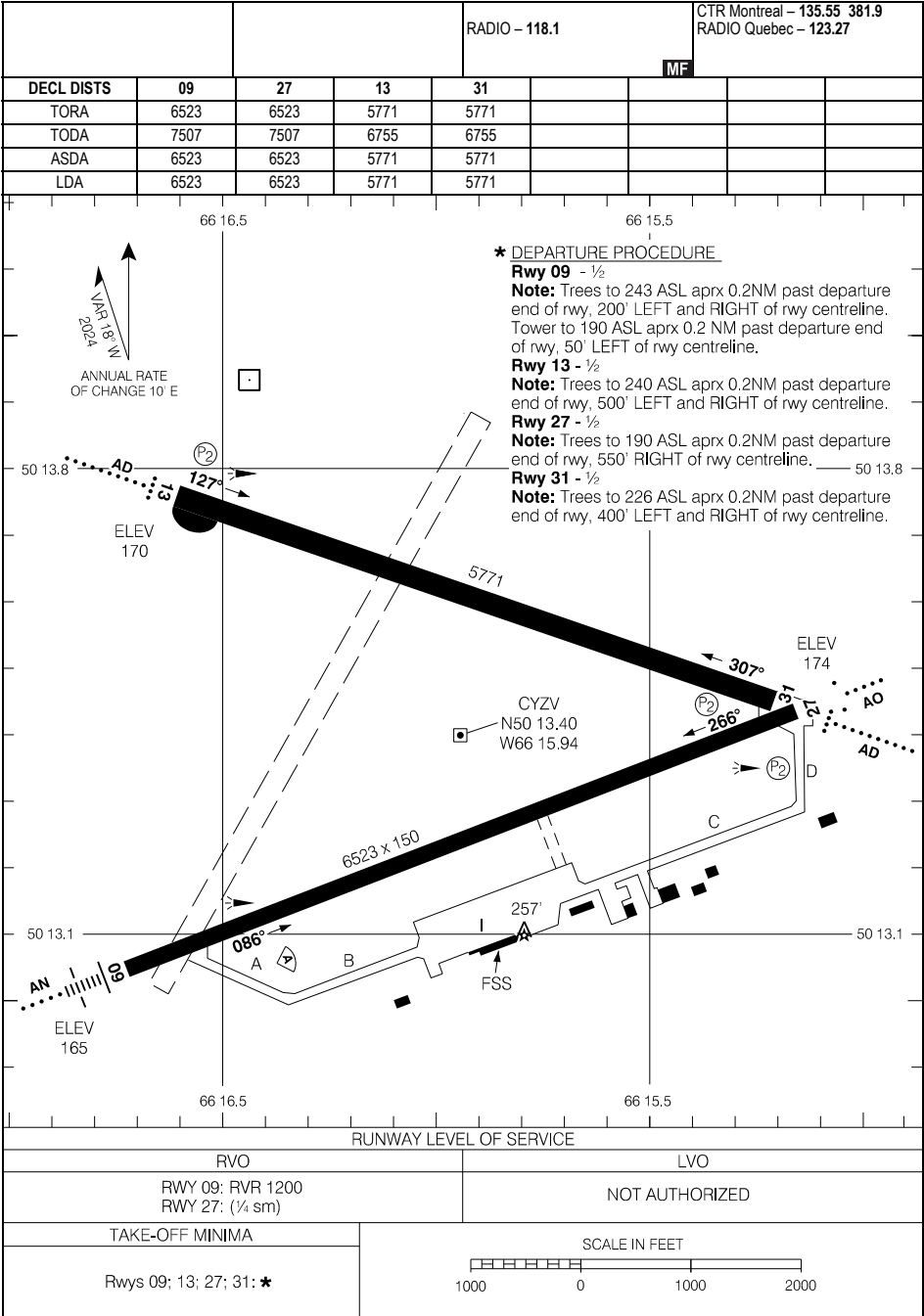
Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

EFF 27 JAN 22

CYKL

AERODROME CHART



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AERODROME CHART

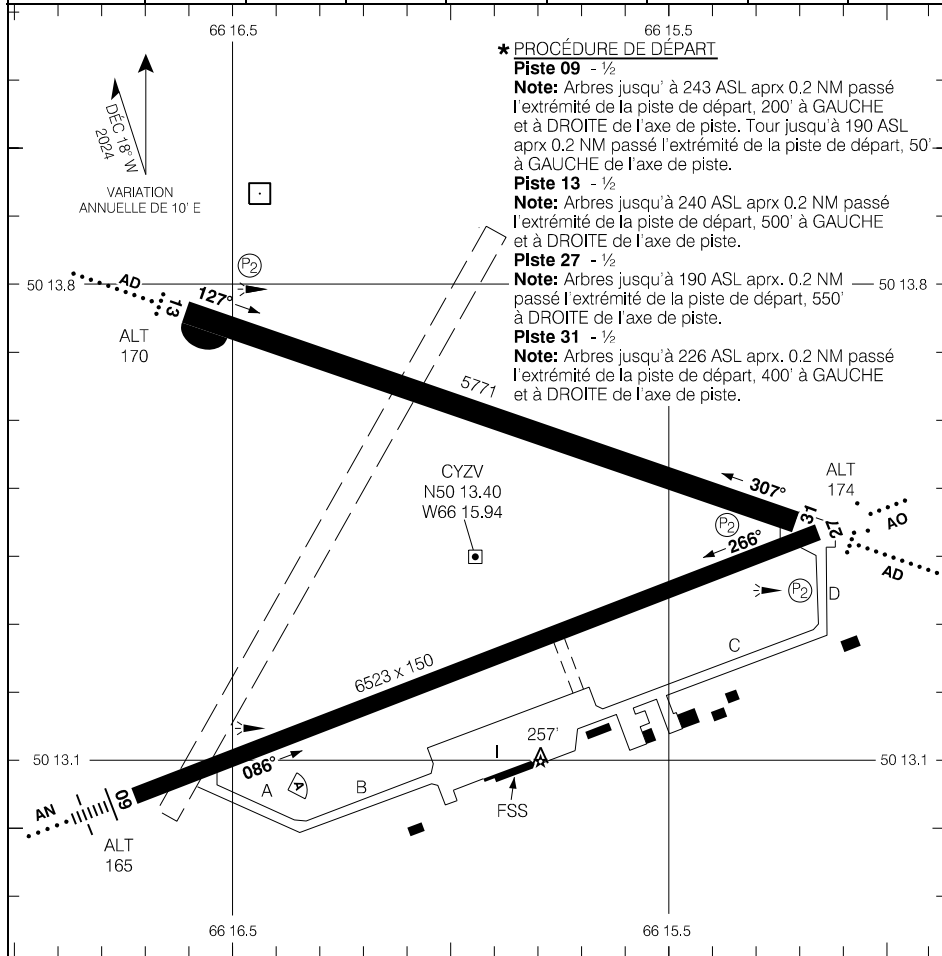
EFF 27 NOV 25

CYZV

SEPT-ÎLES, QC
CYZV

CARTE D'AÉRODROME

					RADIO – 118.1		CTR Montreal – 135.55 381.9 RADIO Quebec – 123.27	
						MF		
DIST DÉCLARÉES	09	27	13	31				
TORA	6523	6523	5771	5771				
TODA	7507	7507	6755	6755				
ASDA	6523	6523	5771	5771				
LDA	6523	6523	5771	5771				



NIVEAU DE SERVICE DE LA PISTE	
RVO	LVO
PISTE 09: RVR 1200 PISTE 27: (¼ sm)	NON AUTORISÉ
MINIMUM DE DÉCOLLAGE	ÉCHELLE EN PIEDS
Pistes 09; 13; 27; 31: *	

CARTE D'AÉRODROME

EFF 27 NOV 25

CYZV

CYZV-AD

Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

PARKING AREAS (PROCEDURES)

Parking spaces	Maximum wingspan (metres)	Maximum length (metres)	Restrictions	Largest aircraft allowed	Other aircraft allowed
RESERVED GATES					
1, 2, 3, 4	28.4	32.8	• Nose southwest • Mandatory pushback • Screened passengers primarily at parking spaces 1, 2 and 3 • Screened or unscreened passengers at parking space 4 • If aircraft at parking space 2, then parking space 1B is closed	DHC-8-Q400	DHC-8-300 Saab 340 B1900C B1900D
5	17.7	17.7	• Nose southwest • Mandatory pushback • Screened or unscreened passengers	B1900	B1900C B1900D
1A	35.8	39.5	• Screened passengers only • Arrival by twy A and B • Mandatory pushback	B737-800	All B737
1B	35.8	39.5	• No aircraft allowed at aircraft parking space 2 • Screened passengers only • Arrival by twy C and D • Mandatory pushback	B737-800	All B737
EAST PARKING - General Aviation CTC OPR 418-962-8211					
6, 8	17.7	17.7	• Nose to east or west with a preference facing west to facilitate pedestrian walking path	B1900D	King Air B200 B1900C C550
7	27.5	25.7	• Nose to east or west with a preference facing west to facilitate pedestrian walking path	DHC-8-300	
9	27.5	25.7	• Nose to east or west with a preference facing west to facilitate pedestrian walking path • Priority for Medevac at parking space	DHC-8-300	DHC-8-200 B1900D Challenger 605
10	17	18	• Nose to east or west with a preference facing west to facilitate pedestrian walking path	B1900C	King Air B200
12	17	18	• Nose to west	B1900C	King Air B200

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PARKING AREAS (PROCEDURES)

CYZV

PARKING AREAS (PROCEDURES)

Parking spaces	Maximum wingspan (metres)	Maximum length (metres)	Restrictions	Largest aircraft allowed	Other aircraft allowed
WEST PARKING					
W1	40.4	34.4	• Power out is permitted for 737 only when parking spaces W2, 1, 1A and 1B are unoccupied • Power out is permitted for propeller when parking space W2 is unoccupied	B737-300	DHC-8-Q400 B1900
W2	40.4	34.4	• Reserved to C130 Hercules • Power out is permitted when parking space W1 is unoccupied	B737-800	C130 Hercules DHC-8-Q400
NORTH PARKING - General Aviation CTC OPR 418-962-8211					
Other parking spaces available in self-service Possible up to DHC-8-300 when parked at a 45° angle				DHC-8-300	

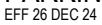
Notes:

- The movement guide line on the main apron is restricted to aircraft with wingspan of 36 m or less;
- The Hercules is not permitted on twy C and D; after landing on rwy 09, backtrack to twy A;
- If impossible to park according to marking, because operational constraints (wind etc.), use the NORTH parking (GENERAL AVIATION);
- North parking (GENERAL AVIATION) limited to the aircraft whose tail does not exceed:
 - 17 m when the tail is on the edge of the traffic area, or
 - 12 m when the tail is parked along the edge of the apron.

ATTENTION: Parking inside the perimeter only (white full lines) in order not to infringe the zoning of the runway, the taxiway or the parking spaces.

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PARKING AREAS



AIRES DE STATIONNEMENT (PROCÉDURES)

Postes de stationnement	Envergure maximale (mètre)	Longueur maximale (mètre)	Restrictions	Plus gros appareil permis	Autres appareils permis
BARRIÈRES RÉSERVÉES					
1, 2, 3, 4	28,4	32,8	• Nez sud-ouest • Refoulement obligatoire • Passagers fouillés principalement aux postes 1, 2 et 3 • Passagers fouillés ou non fouillés au poste 4 • Si appareil au poste 2 alors poste 1B fermé	DHC-8-Q400	DHC-8-300 Saab 340 B1900C B1900D
5	17,7	17,7	• Nez sud-ouest • Refoulement obligatoire • Passagers fouillés ou non fouillés	B1900	B1900C B1900D
1A	35,8	39,5	• Passagers fouillés seulement • Arrivée par twy A et B • Refoulement obligatoire	B737-800	Tous les B737
1B	35,8	39,5	• Aucun appareil autorisé au poste de stationnement 2 • Passagers fouillés seulement • Arrivée par twy C et D • Refoulement obligatoire	B737-800	Tous les B737
STATIONNEMENT EST - Aviation Générale - Pour réservation appeler EXP 418-962-8211					
6, 8	17,7	17,7	• Nez à l'est ou à l'ouest • Préférentiel nez à l'ouest pour le cheminement piétonnier	B1900D	King Air B200 B1900C C550
7	27,5	25,7	• Nez à l'est ou à l'ouest • Préférentiel nez à l'ouest pour le cheminement piétonnier	DHC-8-300	
9	27,5	25,7	• Nez à l'est ou à l'ouest • Préférentiel nez à l'ouest pour le cheminement piétonnier • Priorité au Medevac	DHC-8-300	DHC-8-200 B1900D Challenger 605
10	17	18	• Nez à l'est ou à l'ouest • Préférentiel nez à l'ouest pour le cheminement piétonnier	B1900C	King Air B200
12	17	18	• Nez à l'ouest	B1900C	King Air B200

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AIRES DE STATIONNEMENT (PROCÉDURES)

CYZV

AIRES DE STATIONNEMENT (PROCÉDURES)

Postes de stationnement	Envergure maximale (mètre)	Longueur maximale (mètre)	Restrictions	Plus gros appareil permis	Autres appareils permis
STATIONNEMENT OUEST					
W1	40,4	34,4	- Sortie sur pouvoir autorisé (power out) pour les B737 seulement si les postes W2, 1, 1A et 1B sont inoccupés - Sortie sur pouvoir autorisé (power out) pour les aéronefs à hélices si le poste W2 est inoccupé	B737-300	DHC-8-Q400 B1900
W2	40,4	34,4	- Réservé à C130 Hercules - Sortie sur pouvoir autorisé (power out) si le poste W1 est inoccupé	B737-800	C130 Hercules DHC-8-Q400
STATIONNEMENT NORD - Aviation Générale CTC EXP 418-962-8211					
Autres espaces disponibles en libre-service Possible jusqu'à DHC-8-300 lorsque stationné à angle 45°				DHC-8-300	

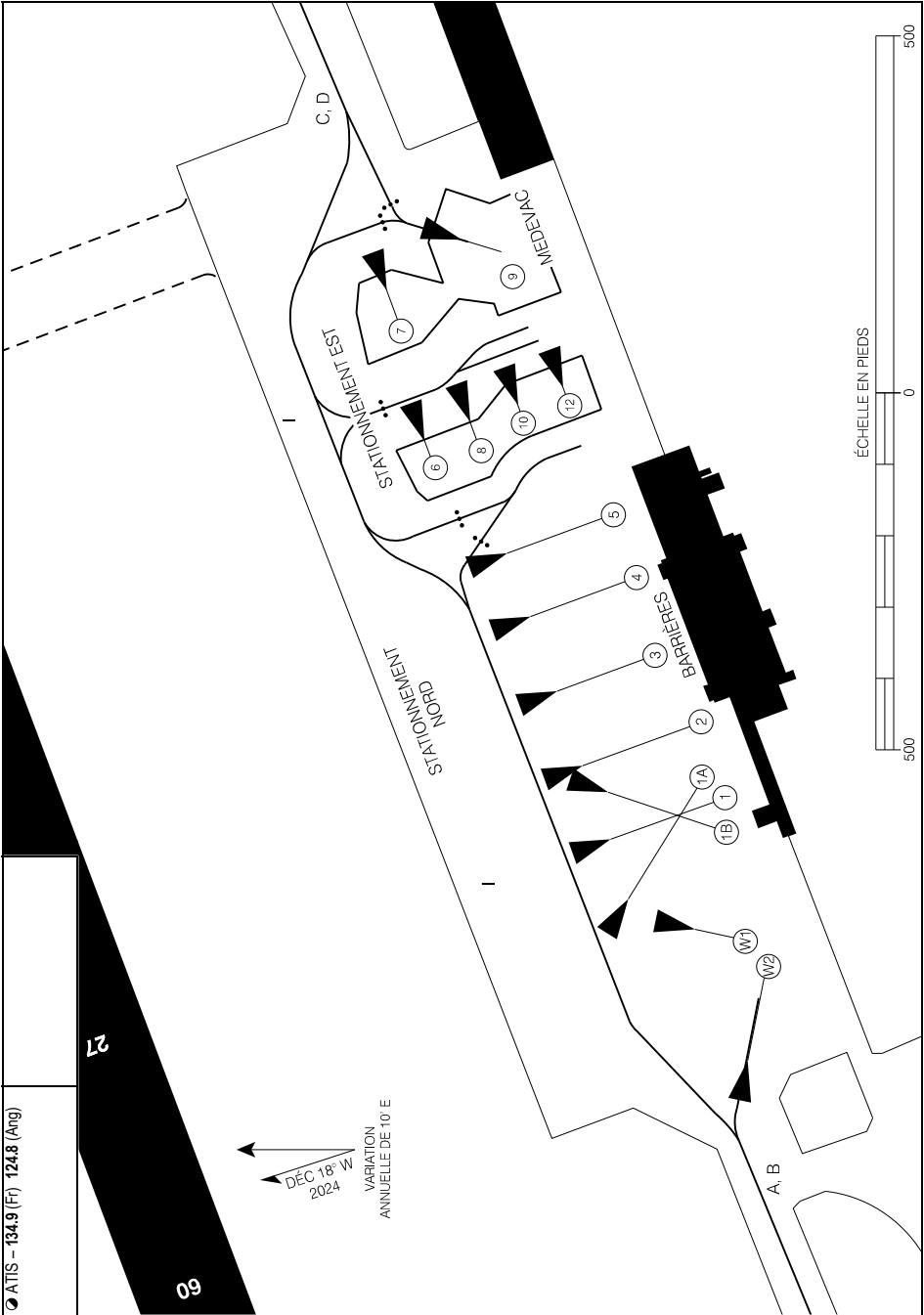
Notes :

- La ligne de guidage sur l'aire de trafic principale est restreinte aux appareils de 36 m ou moins d'envergure;
- Le Hercule n'est pas autorisé sur twy C et D; après atterrissage piste 09, circulation à rebours jusqu'au twy A;
- Si impossible de stationner selon le marquage, à cause de contraintes opérationnelles (vent etc.), utiliser le stationnement nord (AVIATION GÉNÉRALE);
- Stationnement nord (AVIATION GÉNÉRALE) restreint aux aéronefs dont l'empennage ne dépasse pas :
 - 17 m lorsque la queue est en bordure de l'aire de trafic, ou
 - 12 m lorsque la queue est stationnée en bordure nord du tablier.

ATTENTION : Stationnement à l'intérieur du périmètre (lignes blanches) seulement afin de ne pas enfreindre le zonage de la piste, de la voie de circulation ou les postes de stationnement.

Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

AIRES DE STATIONNEMENT



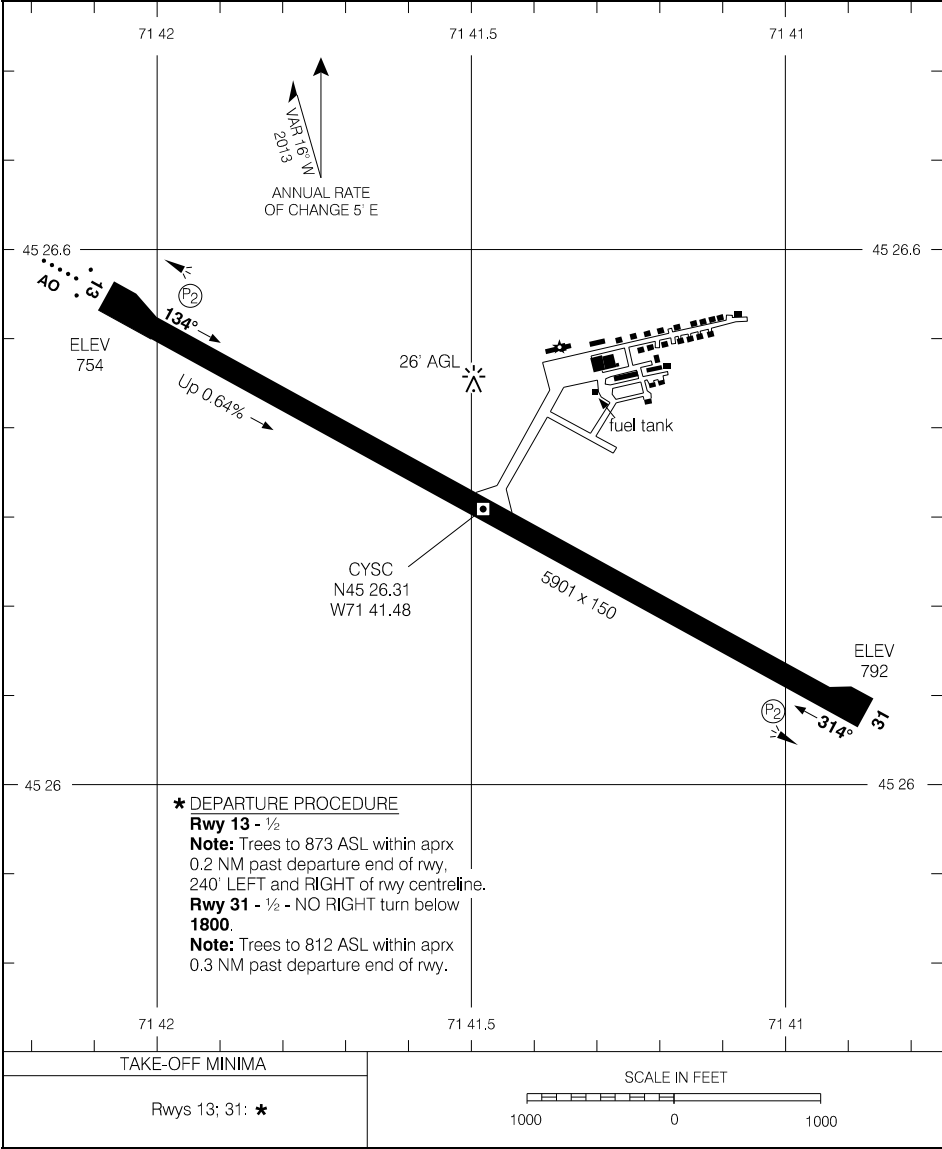
AIRES DE STATIONNEMENT

EFF 26 DÉC 24

CYZV

AERODROME CHART

AWOS – 126.25 (En) 128.15 (Fr)		UNICOM – 123.5				CTR Montreal – 132.55		
						MF		
DECL DIST	13	31						
TORA	5901	5901						
TODA	6885	6885						
ASDA	5901	5901						
LDA	5901	5901						

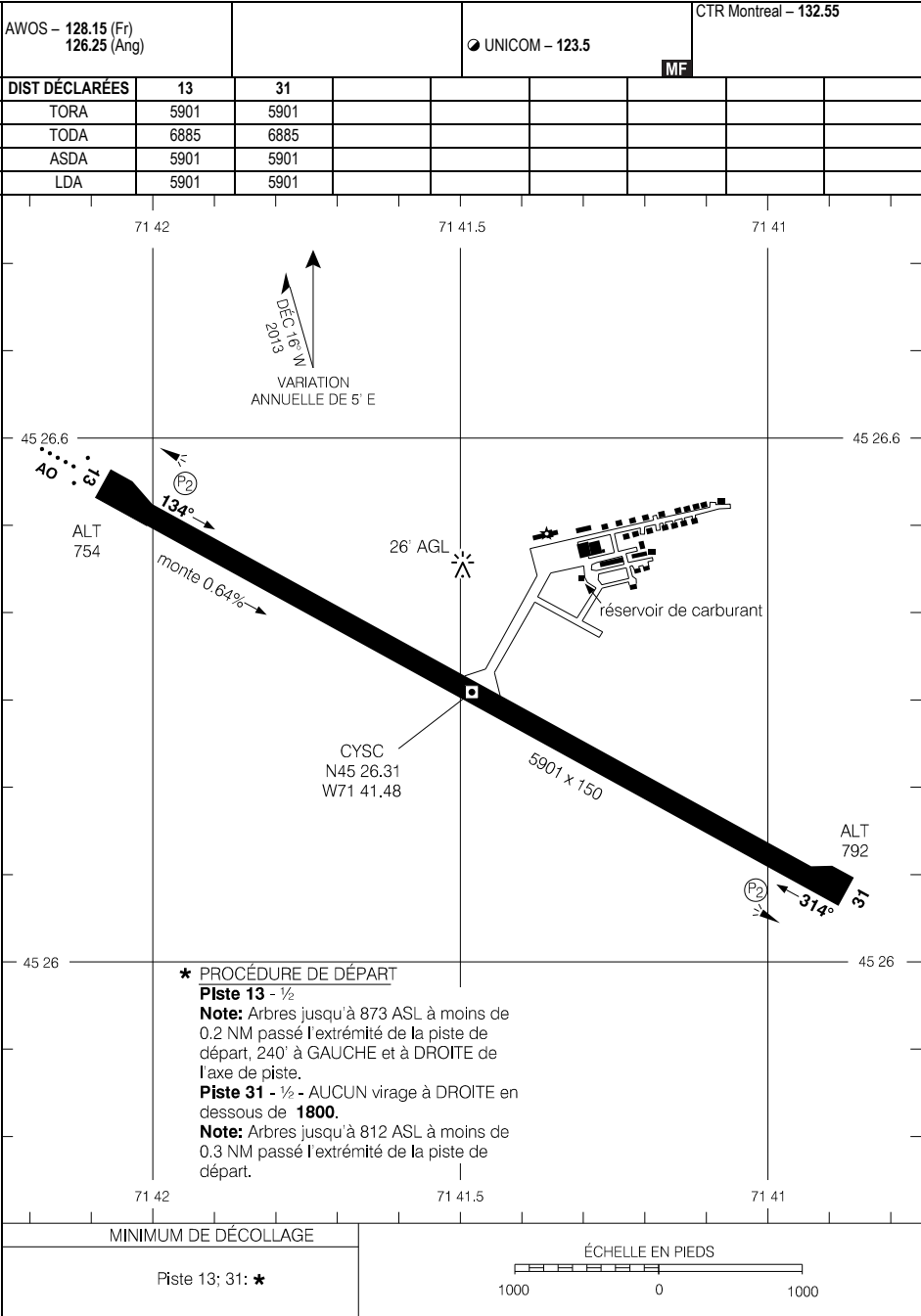


AERODROME CHART

EFF 21 MAR 24

CYSC

CARTE D'AÉRODROME



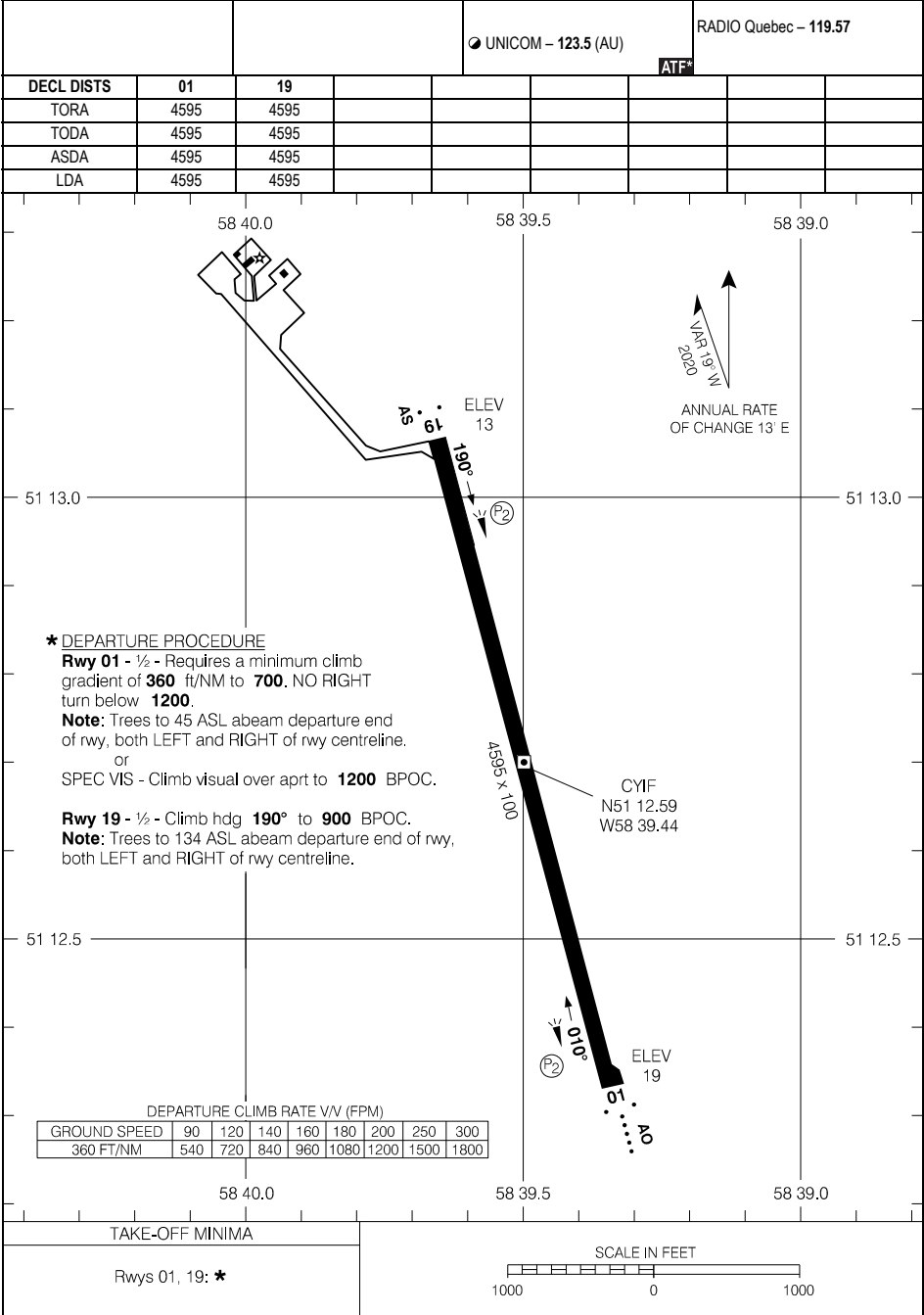
Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

EFF 21 MAR 24

CYSC

AERODROME CHART



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AERODROME CHART

EFF 10 SEP 20

CYIF

CARTE D'AÉRODROME

58 40.0 58 39.5 58 39.0

51 13.0 51 13.0

51 12.5 51 12.5

58 40.0 58 39.5 58 39.0

ALT 13

190°

P2

AS 61

ALT 19

10°

P2

AS 10

CYIF
N51 12.59
W58 39.44

4595 x 100

TAUX DE MONTÉE DE DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
360 pieds/NM	540	720	840	960	1080	1200	1500	1800

MINIMUM DE DÉCOLLAGE

Pistes 01, 19: ★

ÉCHELLE EN PIEDS

1000 0 1000

DEC 19° N
2020

VARIATION ANNUELLE DE 13' E

★PROCÉDURE DE DÉPART

Piste 01 - ½ - Requiert une pente de montée minimale de **360** pi/NM jusqu'à **700**. AUCUN virage à DROITE en dessous de **1200**.

Note: Arbres jusqu'à 45 ASL par le travers de l'extrémité de départ de la piste, à GAUCHE et à DROITE de l'axe de piste.

ou

SPEC VIS - Monter visuel au-dessus de l'aéroport jusqu'à **1200** BPOC.

Piste 19 - ½ - Monter sur cap **190°** jusqu'à **900** BPOC.

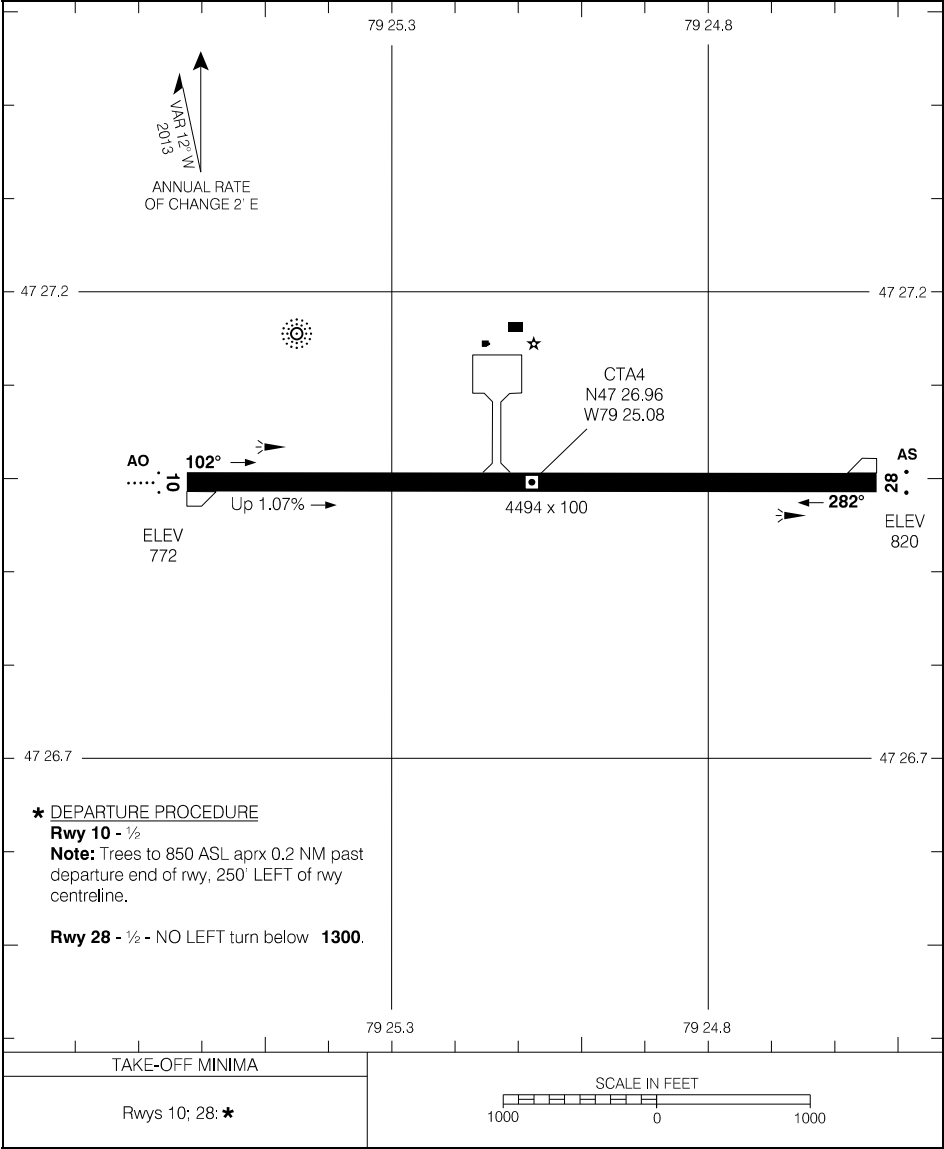
Note: Arbres jusqu'à 134 ASL par le travers de l'extrémité de départ de la piste, à GAUCHE et à DROITE de l'axe de piste.

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CTA4-AD

ST-BRUNO-DE-GUIGUES, QC
CTA4

					UNICOM – 123.2		RADIO Quebec – 123.47	
		ATF						
DECL DISTS	10	28						
TORA	4494	4494						
TODA	5478	5478						
ASDA	4494	4494						
LDA	4494	4494						

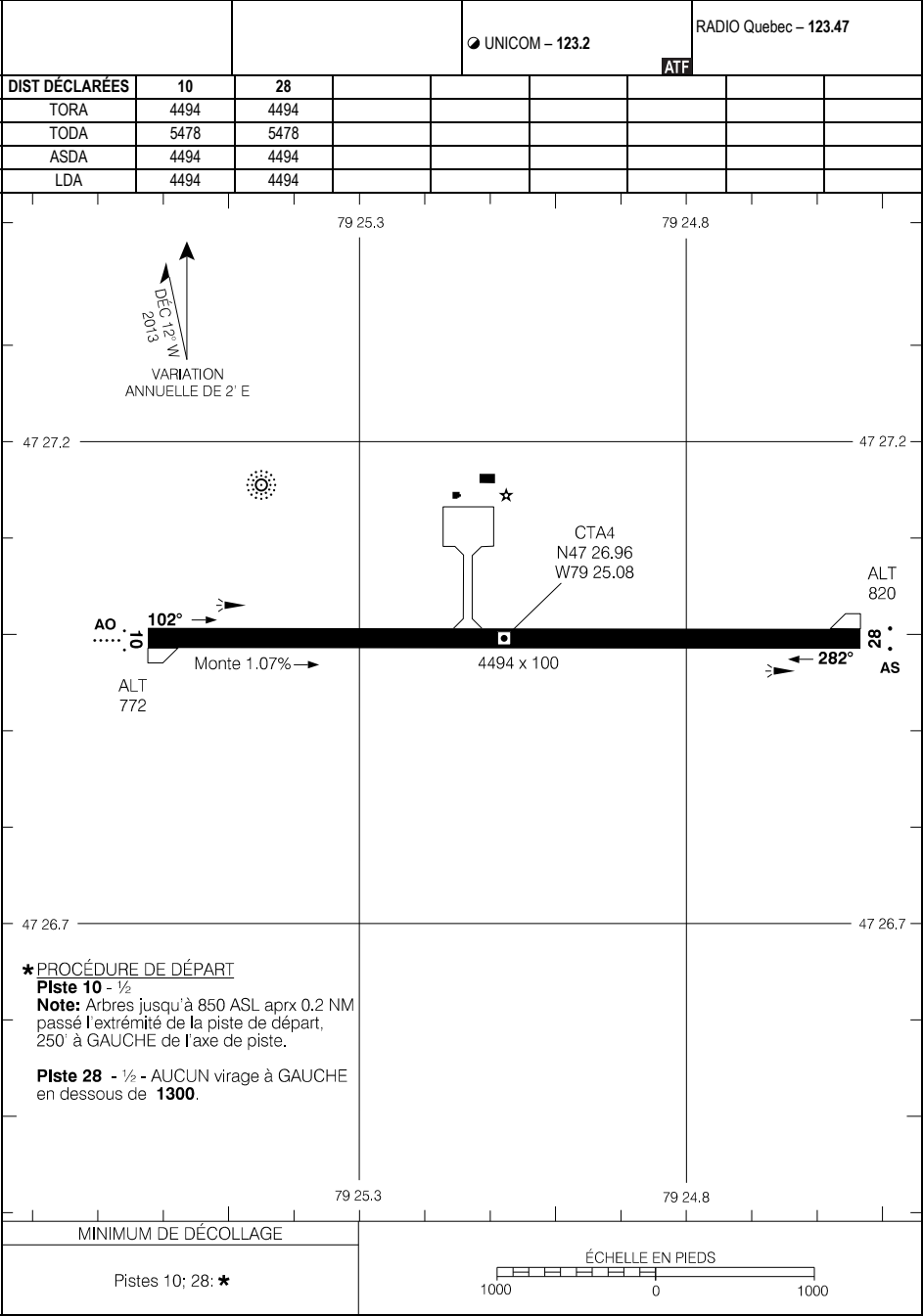


AERODROME CHART
EFF 23 FEB 23

CTA4

CTA4-AD

CARTE D'AÉRODROME



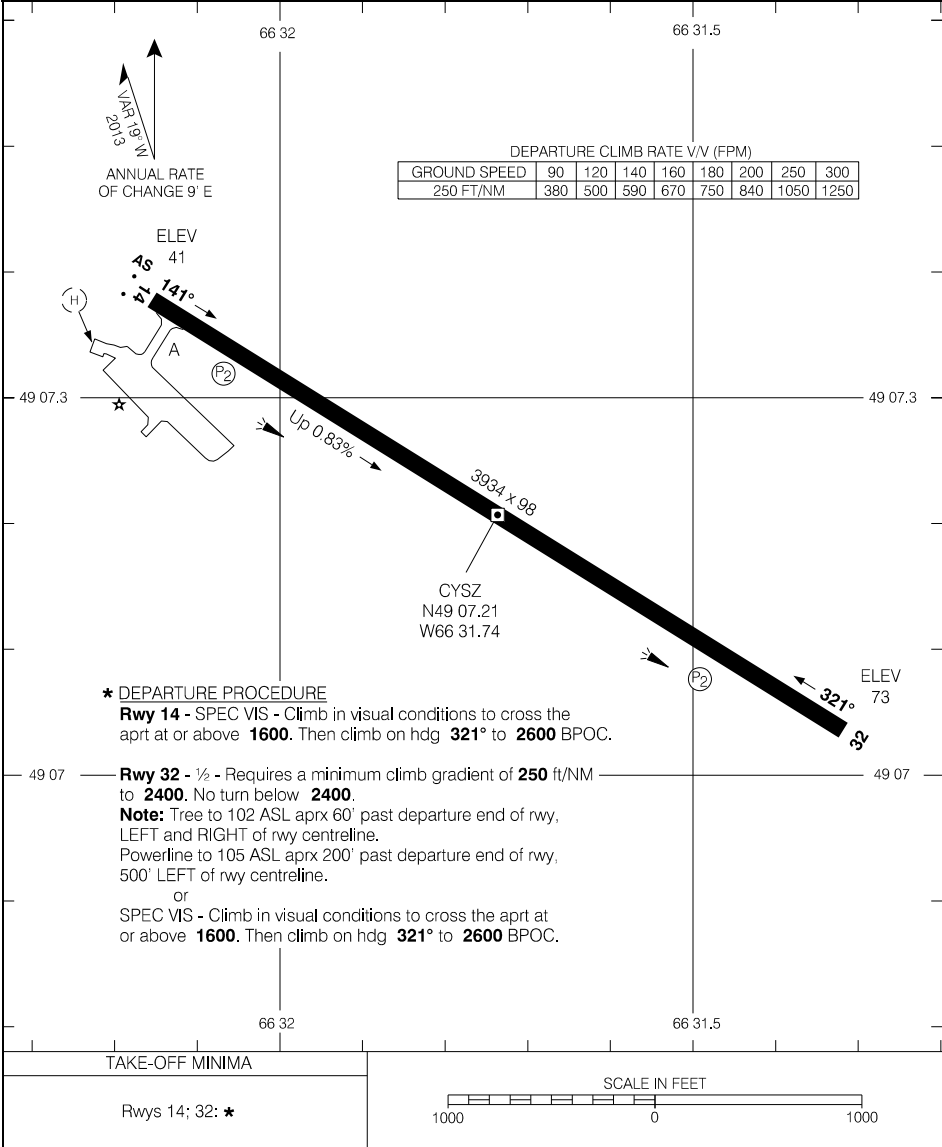
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CARTE D'AÉRODROME

CTA4

AERODROME CHART

AUTO – 122.02				TFC – 122.8		CTR Montreal – 134.65 227.2	
						ATF	
DECL DIST	14	32					
TORA	3934	3934					
TODA	3934	3934					
ASDA	3934	3934					
LDA	3934	3934					



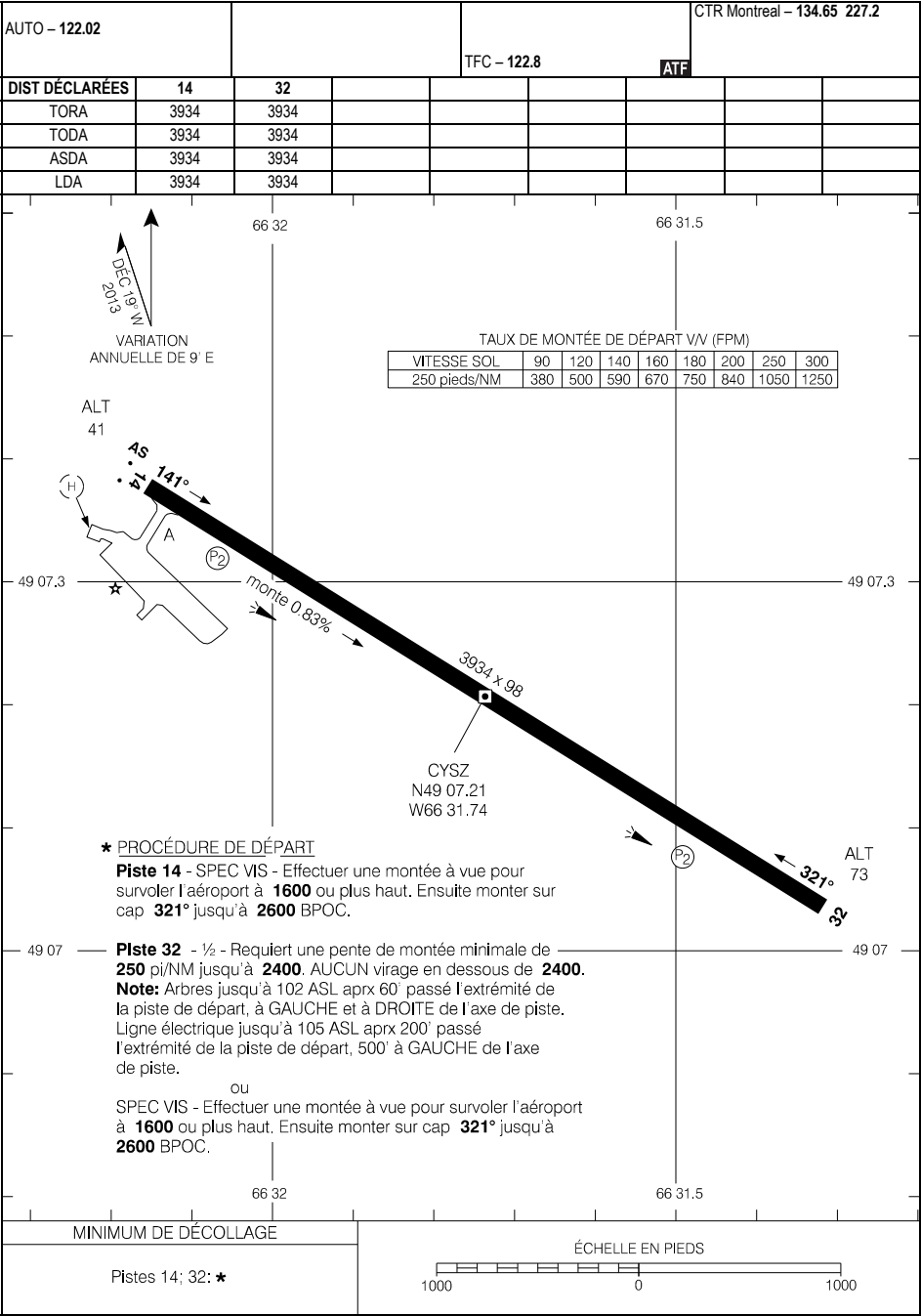
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AERODROME CHART

EFF 11 JUL 24

CYSZ

CARTE D'AÉRODROME



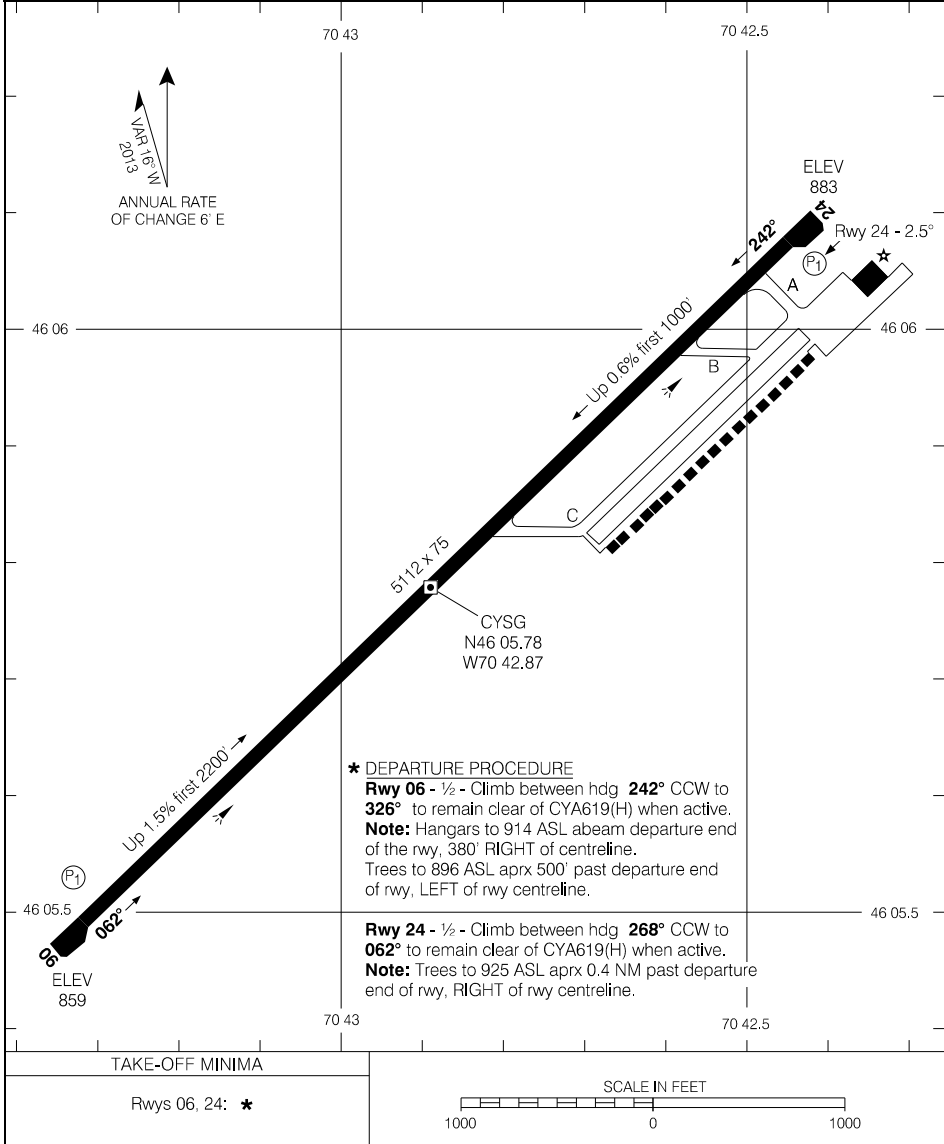
CARTE D'AÉRODROME

CYSZ

ST-GEORGES, QC
CYSG

CYSG

AUTO – 123.17					UNICOM – 122.15 (AU)		CTR Montreal – 132.35	
DECL DIST	06	24				MF		
TORA	5112	5112						
TODA	5299	6096						
ASDA	5112	5112						
LDA	5112	5112						



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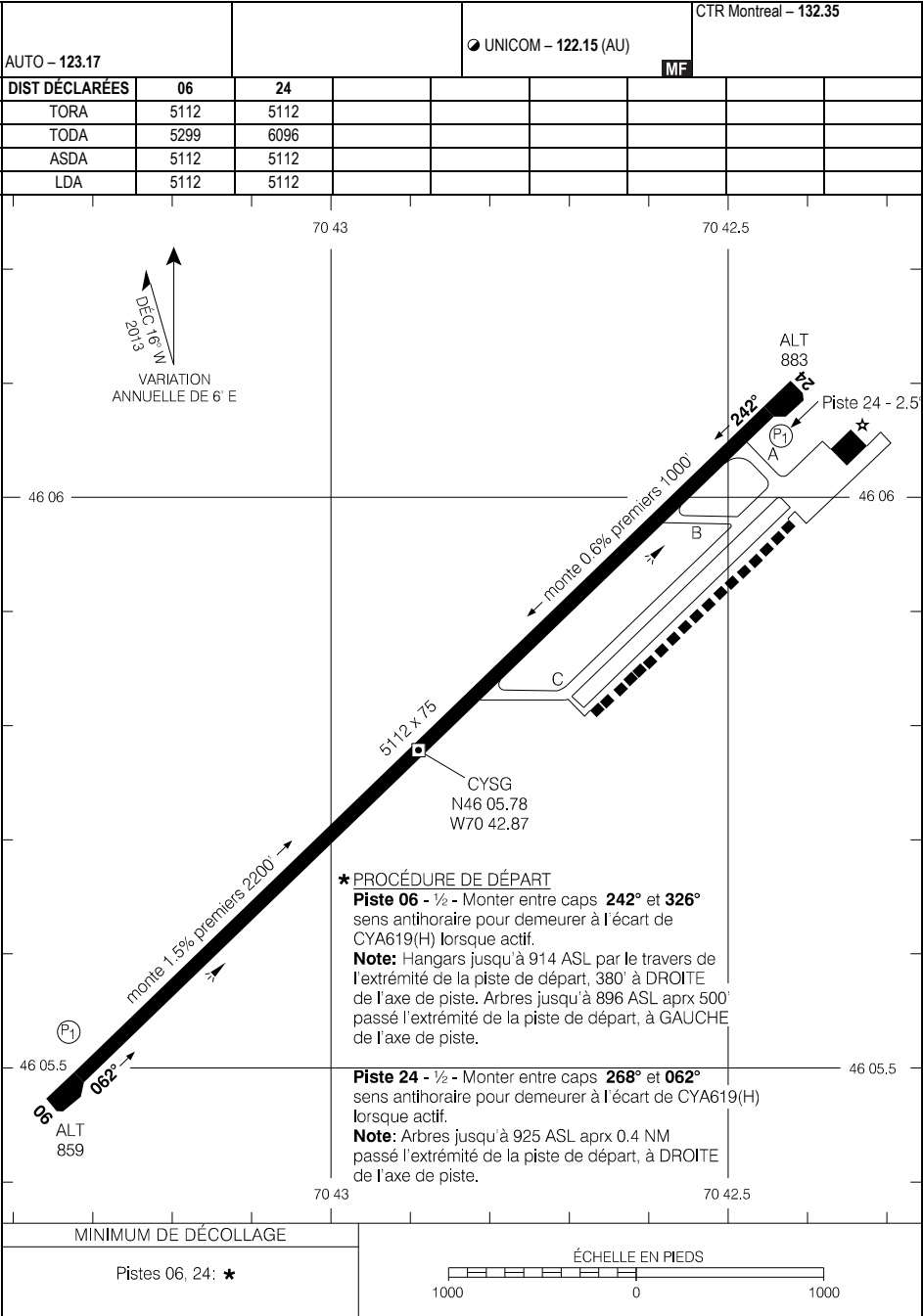
AERODROME CHART

EFF 15 JUN 23

CYSG

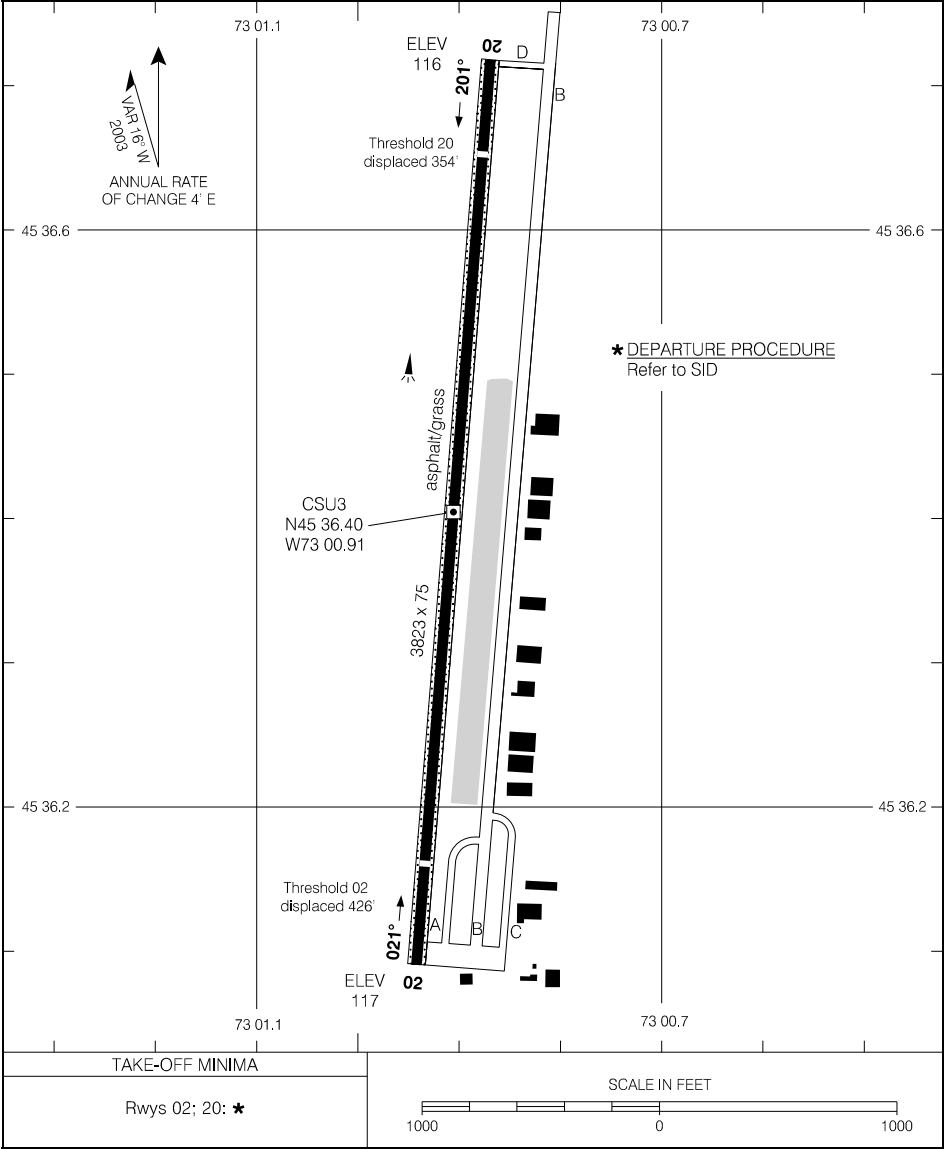
CYSG-AD

CARTE D'AÉRODROME



AERODROME CHART

				TFC – 123.2		TML Montreal – 125.15 268.3	
				MF			
DECL DIST	02	20					
TORA	3823	3823					
TODA	3823	3823					
ASDA	3823	3823					
LDA	3397	3469					



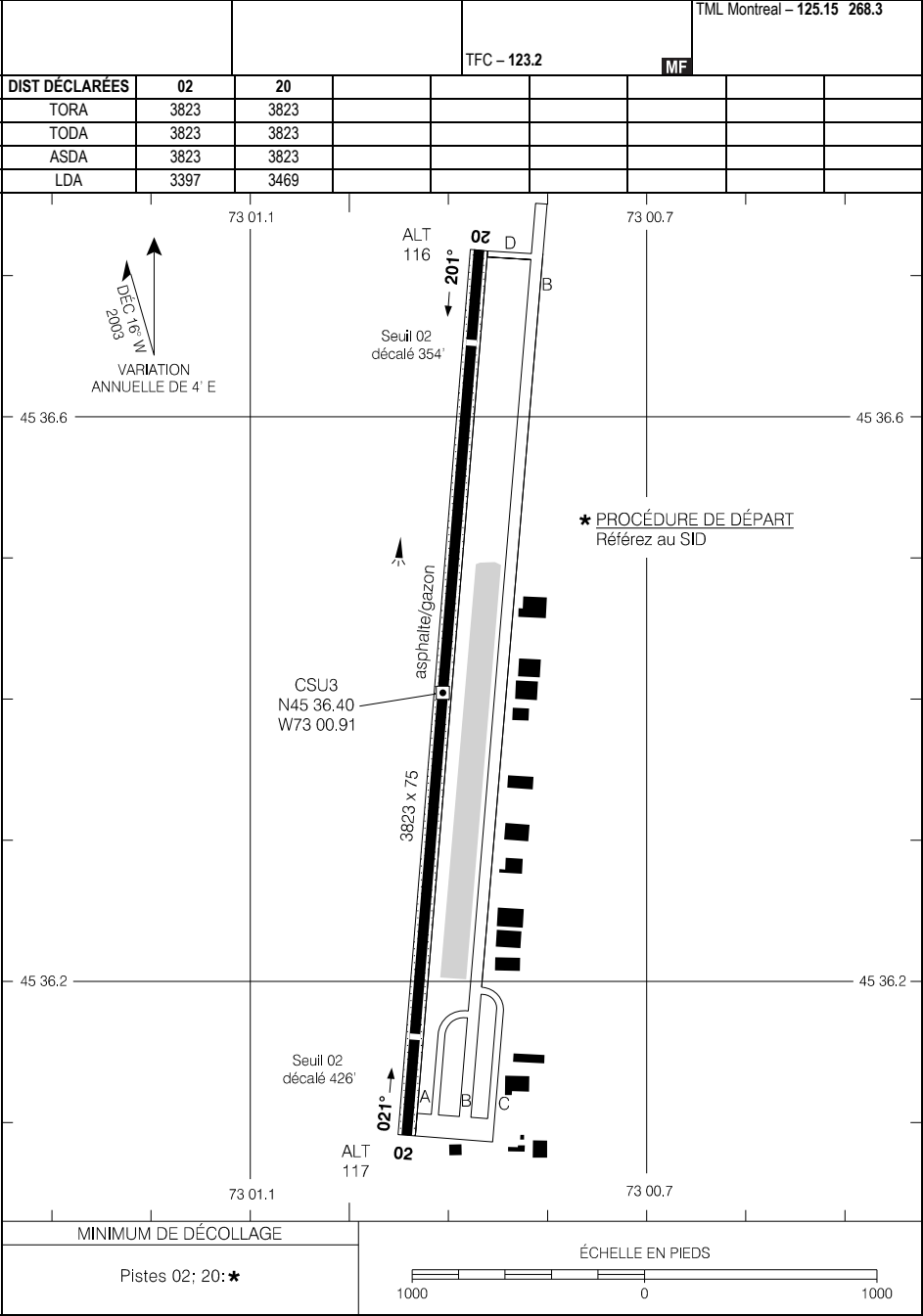
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AERODROME CHART

EFF 12 JUN 25

CSU3

CARTE D'AÉRODROME

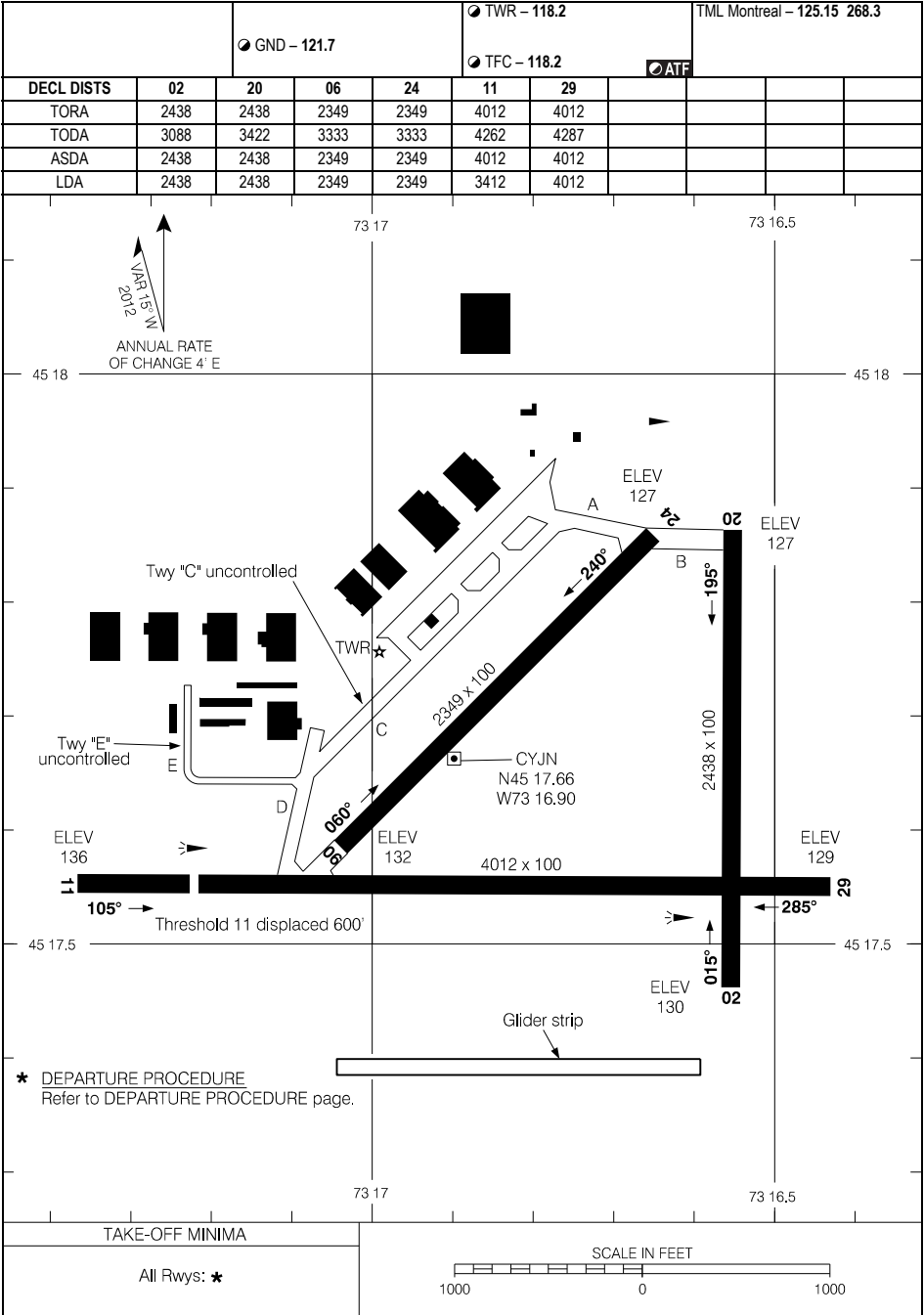


CARTE D'AÉRODROME

CSU3

EFF 12 JUIN 25

AERODROME CHART

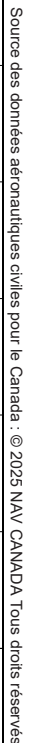


AERODROME CHART

CYJN

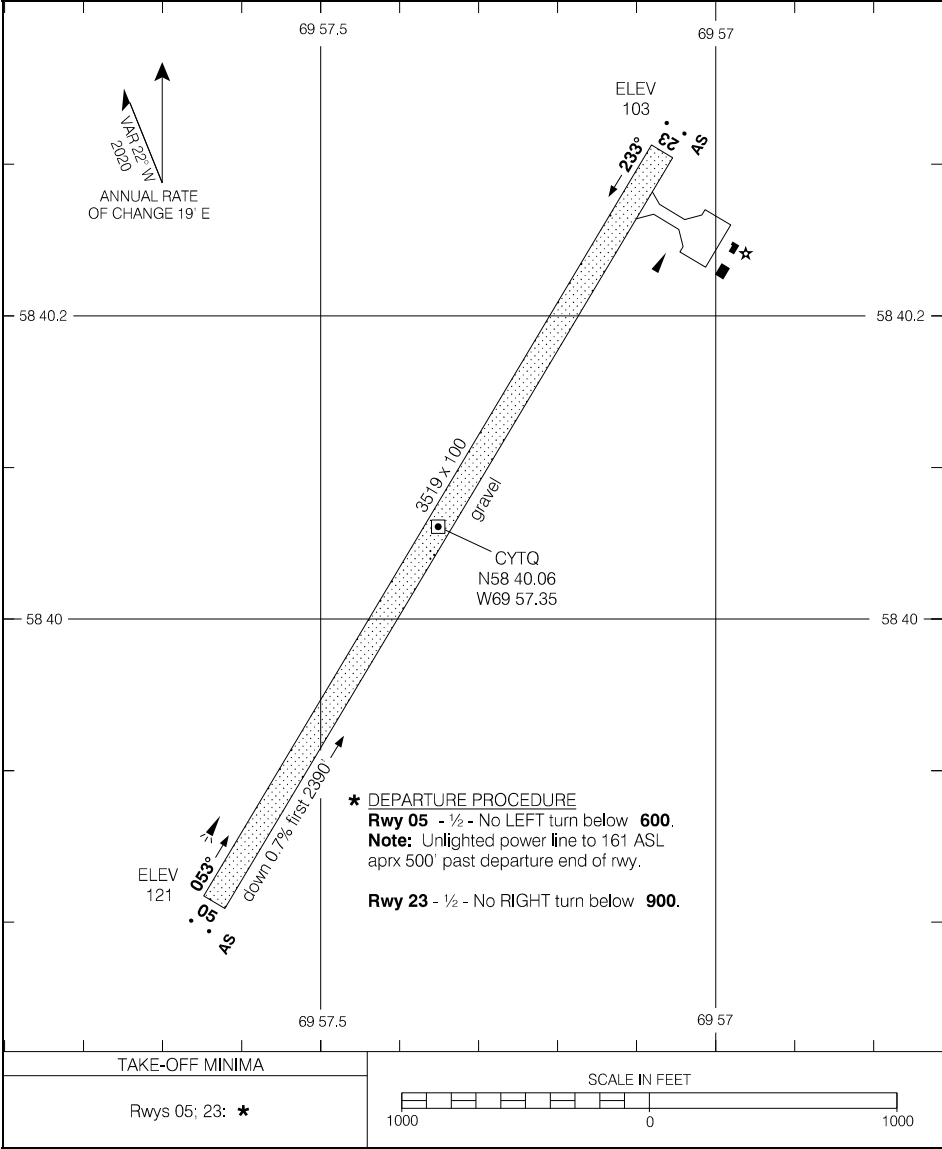
EFF 31 OCT 24

CYJN



AERODROME CHART

				APRT RADIO – 122.1 TFC – 122.1		MF*			
DECL	DISTS	05	23						
TORA		3519	3519						
TODA		3519	3519						
ASDA		3519	3519						
LDA		3519	3519						

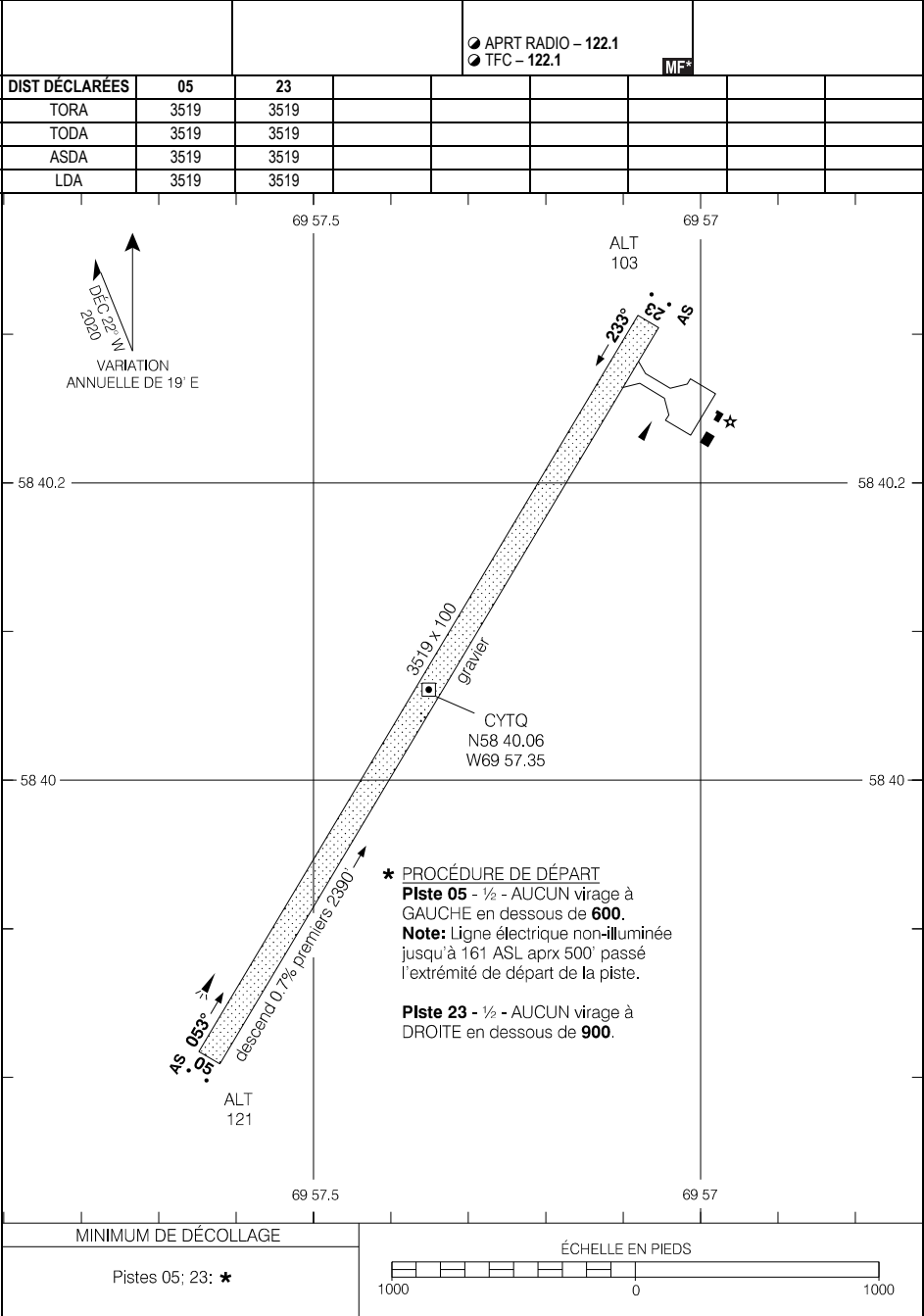


AERODROME CHART

EFF 27 JAN 22

CYTQ

CARTE D'AÉRODROME

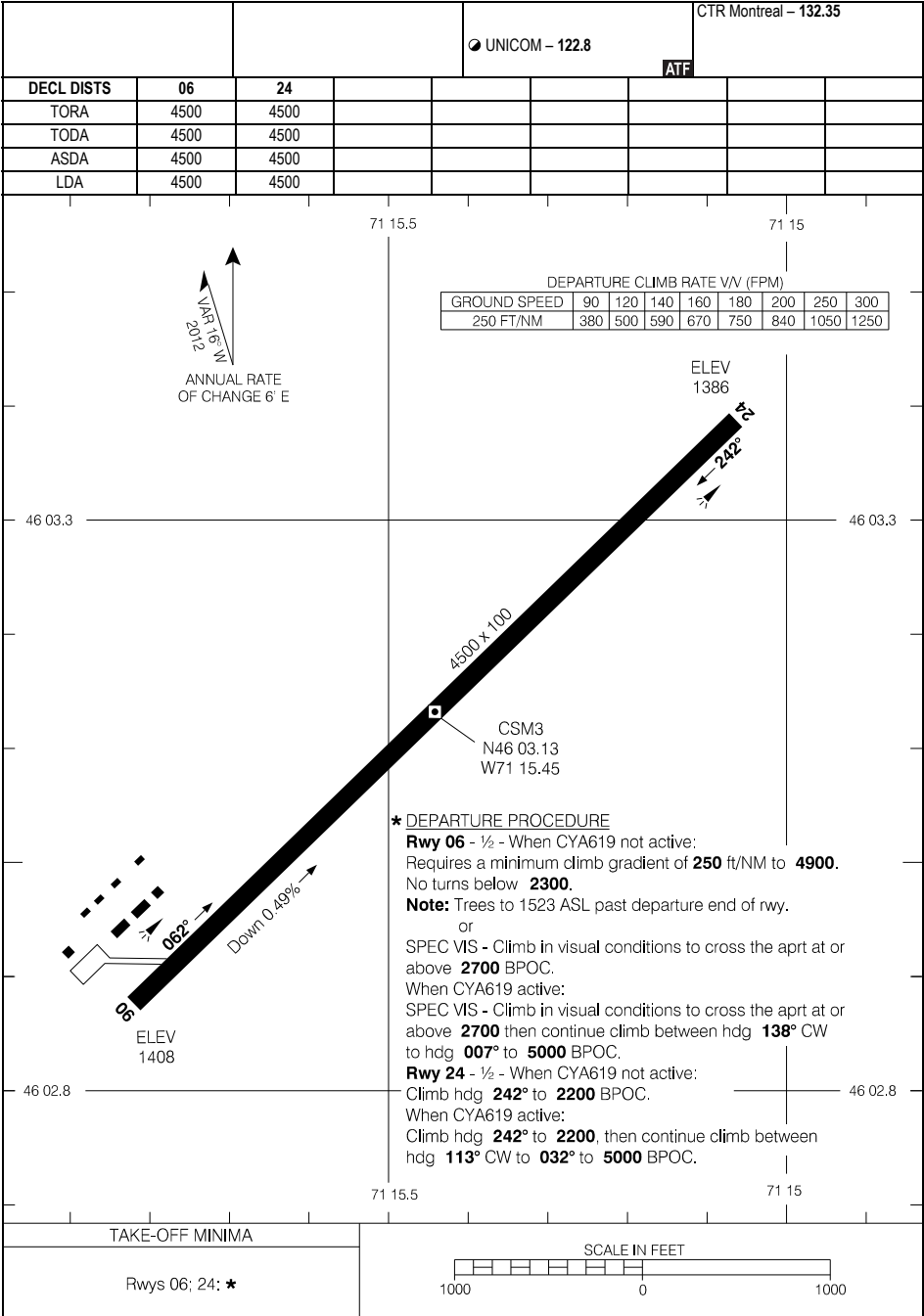


CARTE D'AÉRODROME

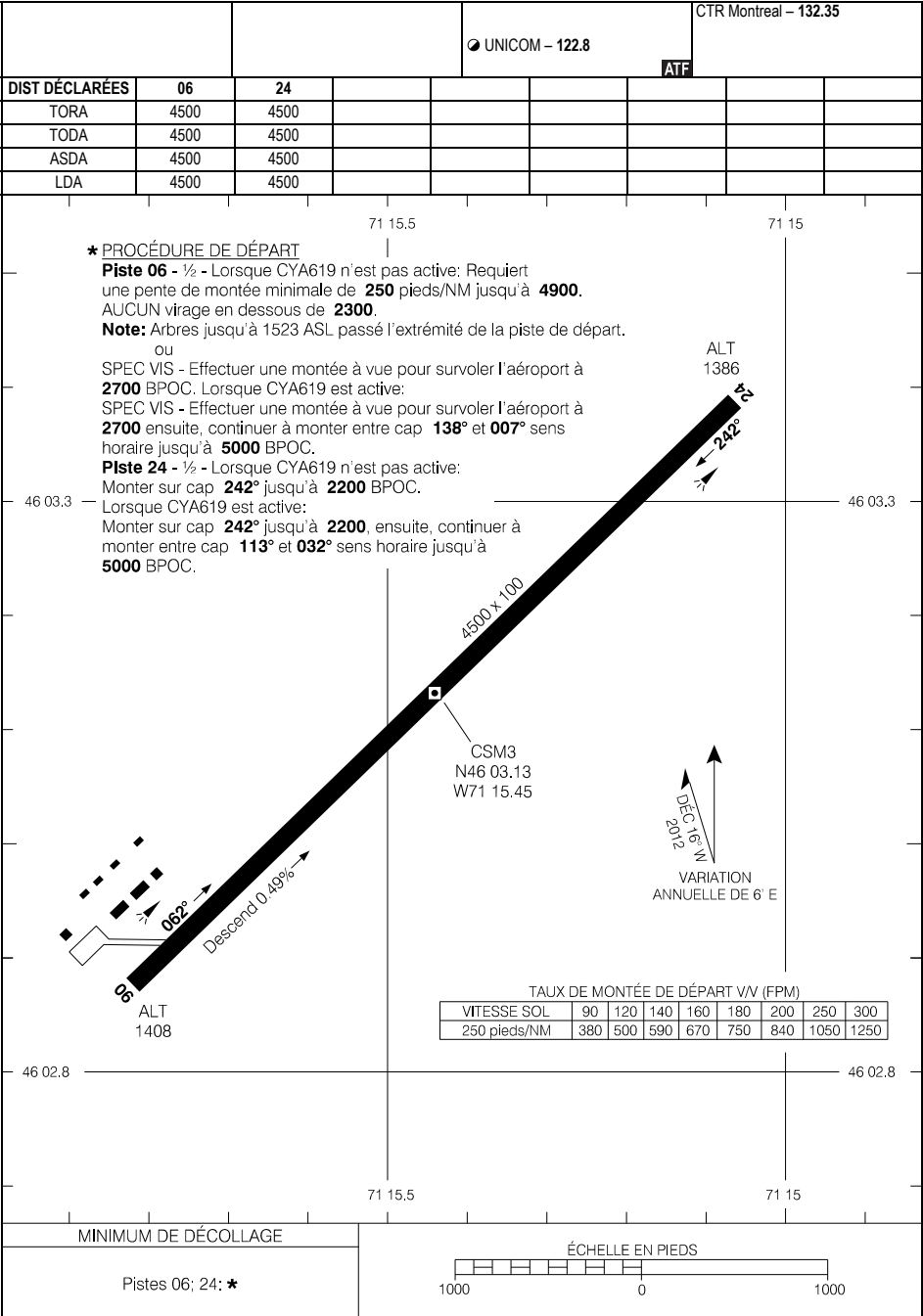
EFF 27 JAN 22

CYTQ

AERODROME CHART

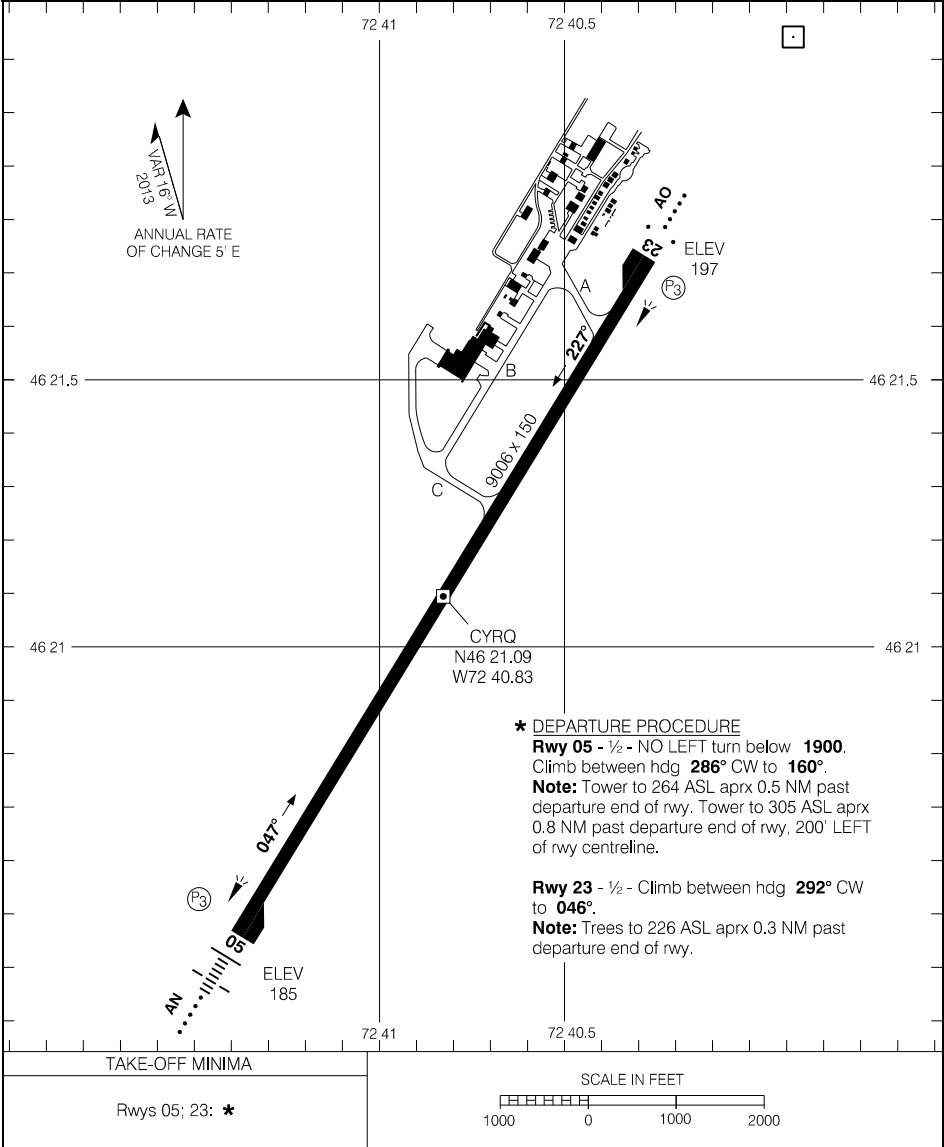


CARTE D'AÉRODROME



AERODROME CHART

MET – 120.27 (En) 124.82 (Fr)		UNICOM – 122.35				CTR Montreal – 128.22			
DECL DIST		05	23						
TORA		9006	9006						
TODA		9990	9990						
ASDA		9006	9006						
LDA		9006	9006						



AERODROME CHART

EFF 2 OCT 25

TROIS-RIVIÈRES, QC
CYRQ

CYRQ

72 41 72 40.5

46 21.5 46 21.5

46 21 46 21

CYRQ
N46 21.09
W72 40.83

9006 x 150

047°

227°

ALT 185

ALT 197

P3

P3

AN

MINIMUM DE DÉCOLLAGE

ÉCHELLE EN PIEDS

1000 0 1000 2000

Pistes 05; 23: *

★ PROCÉDURE DE DÉPART

Piste 05 - ½ - AUCUN virage à GAUCHE en dessous de 1900. Monter entre caps 286° et 160° sens horaire.

Note: Tour jusqu'à 264 ASL aprx 0.5 NM passé l'extrémité de la piste de départ. Tour jusqu'à 305 ASL aprx 0.8 NM passé l'extrémité de la piste de départ, 200' à GAUCHE de l'axe de piste.

Piste 23 - ½ - Monter entre caps 292° et 046° sens horaire.

Note: Arbres jusqu'à 226 ASL aprx 0.3 NM passé l'extrémité de la piste de départ.

VARIATION ANNUELLE DE 5° E

DEC 16 2013

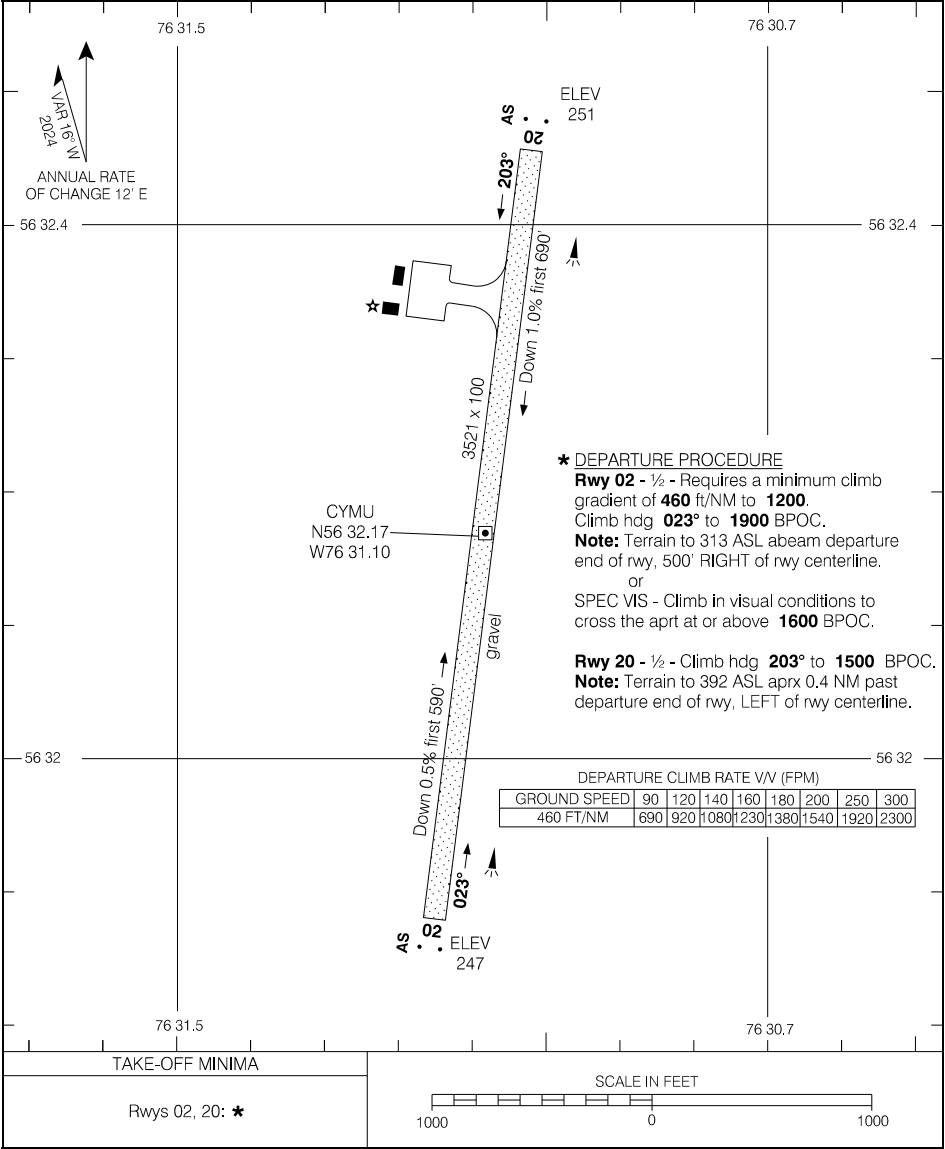
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CYRQ

CYRQ-AD

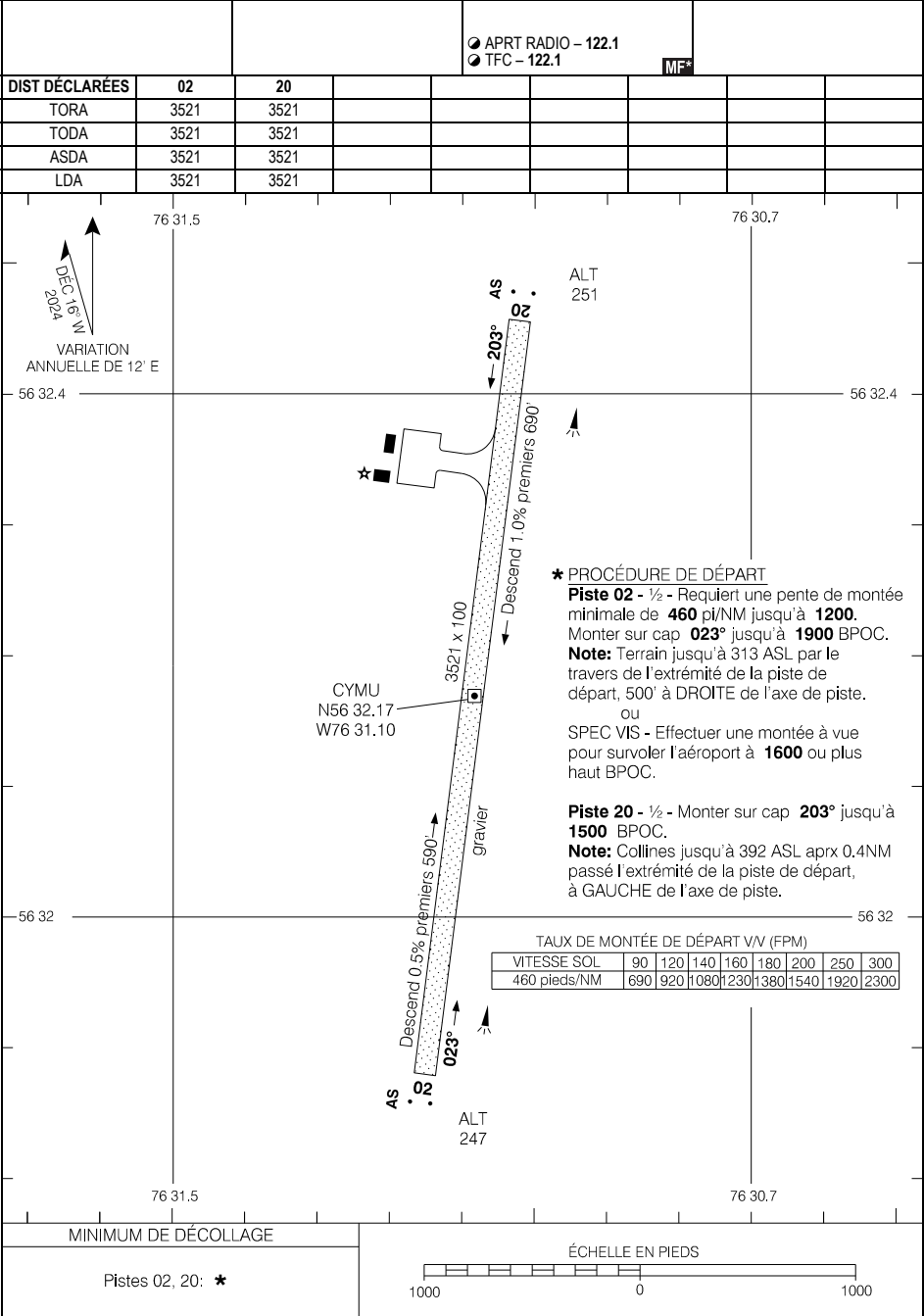
AERODROME CHART

				APRT RADIO – 122.1 TFC – 122.1		MF*			
DECL DISTS	02	20							
TORA	3521	3521							
TODA	3521	3521							
ASDA	3521	3521							
LDA	3521	3521							



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

CARTE D'AÉRODROME



CARTE D'AÉRODROME

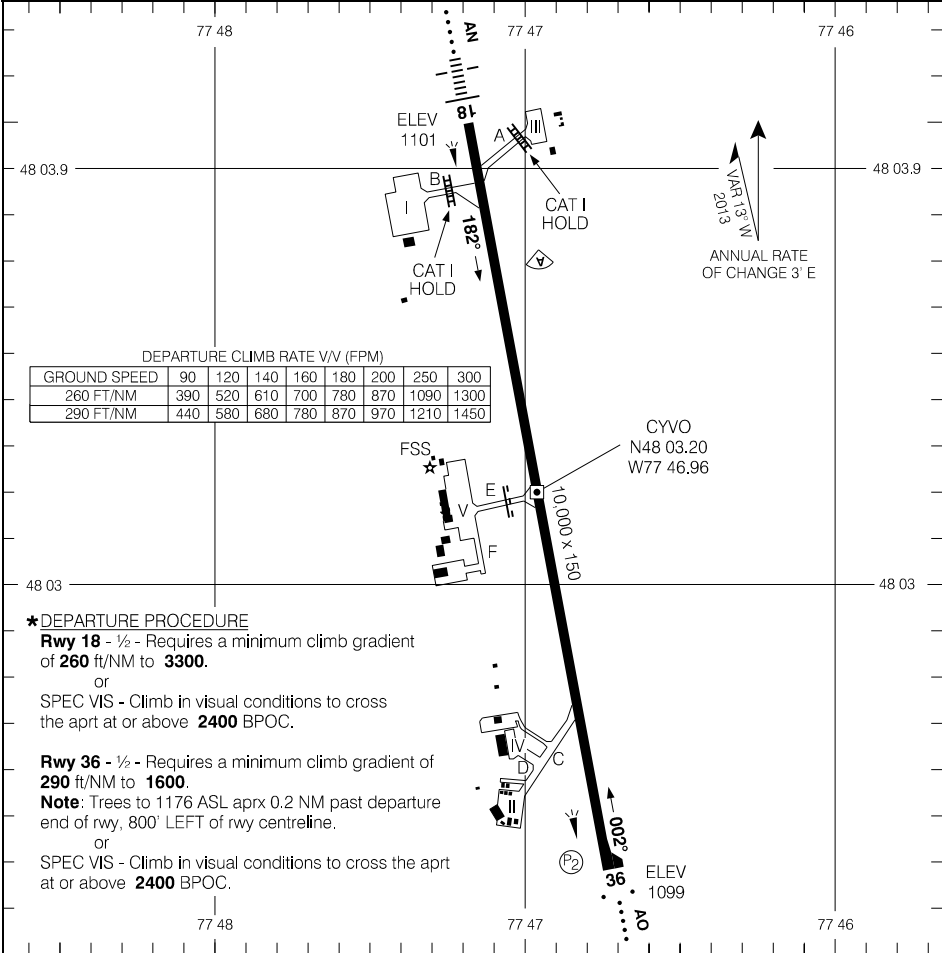
EFF 21 MAR 24

CYMU

VAL-D'OR, QC
CYVO

AERODROME CHART

☛ AWOS – 128.15 (En) 120.55 (Fr)				☛ RADIO – 118.5 ☛ RADIO Rouyn – 118.5		CTR Montreal – 125.9 308.3 RADIO Quebec – 122.37	
						MF	
DECL DIST	18	36					
TORA	10000	10000					
TODA	10000	10000					
ASDA	10000	10000					
LDA	10000	10000					



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 18 : RVR 1200 RWY 36 : (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 18; 36:★	

AERODROME CHART

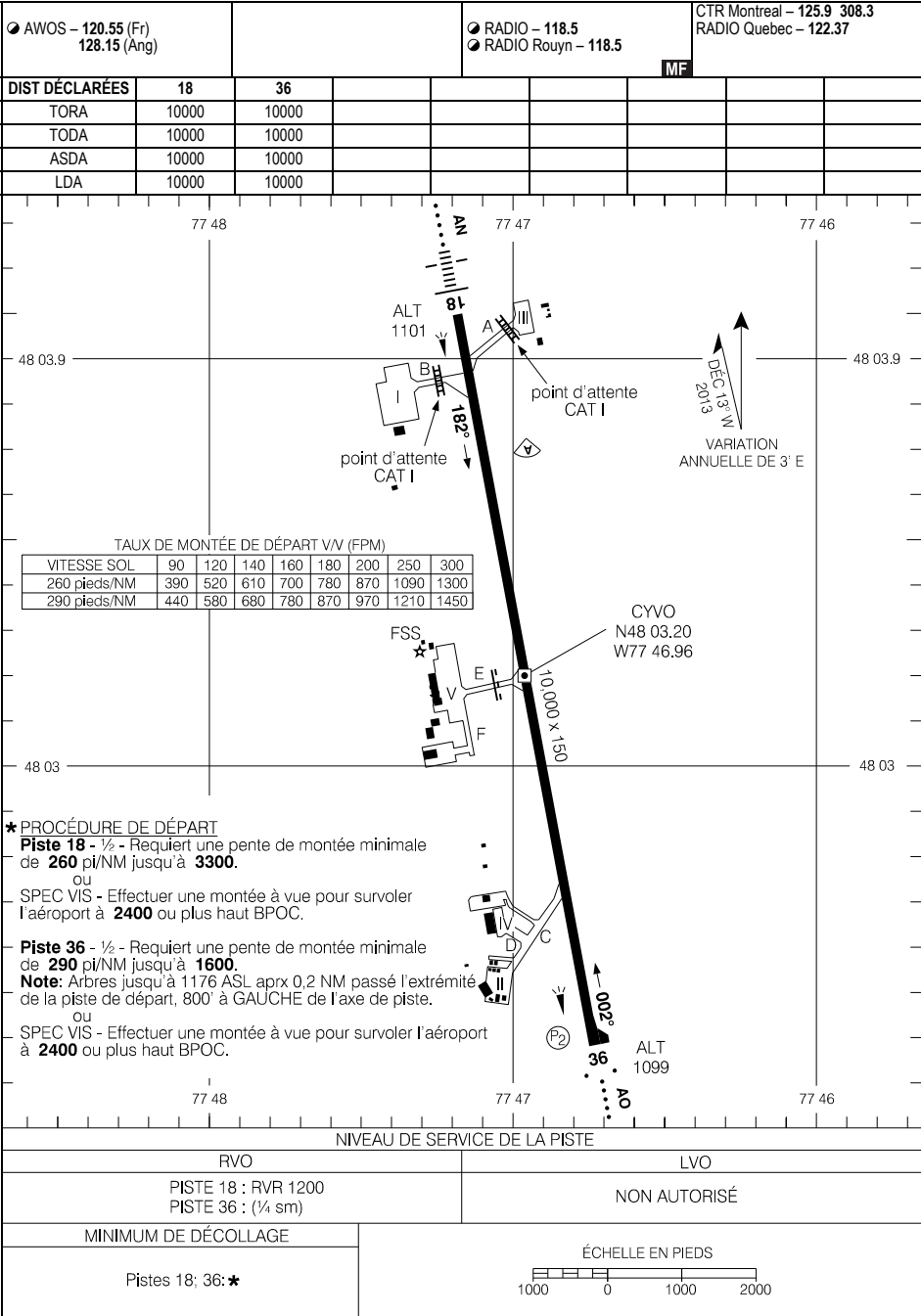
EFF 27 NOV 25

CYVO

CYVO-AD

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CARTE D'AÉRODROME



PARKING AREAS (PROCEDURES)

Parking spaces	Maximum wingspan (metres)	Maximum length (metres)	Restrictions	Largest aircraft allowed	Other aircraft allowed
1	38.1	47.3	• Medevac priority	B757-200	Other D code aircraft
1A	25.9	22.3	• Medevac priority	DHC-8-100	B1900D B200 B100
2	35.8	39.5	• Medevac priority	B737-800	B737-200 DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32
2A	17.6	17.6	• Medevac priority	B1900D	B100 B200
2B	35.8	39.5	• Regular flights only • Charters flights authorized to drop or pick passengers only. • Use 1,1A, 2, 2A,R1, R2, R3, R4 for longer parking duration.	B737-800	DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100
3	35.8	39.5	• Regular flights only • Charters flights authorized to drop or pick passengers only. • Use 1,1A, 2, 2A,R1, R2, R3, R4 for longer parking duration.	B737-800	B737-200 DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100
3A	25.9	22.3	• Regular flights only • Charters flights authorized to drop or pick passengers only. • Use 1,1A, 2, 2A,R1, R2, R3, R4 for longer parking duration.	DHC-8-100	JS32 B1900D B200 B100
4	28.4	30.5	• Cargo or mining charters flight priority	B737-200	DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100

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PARKING AREAS (PROCEDURES)

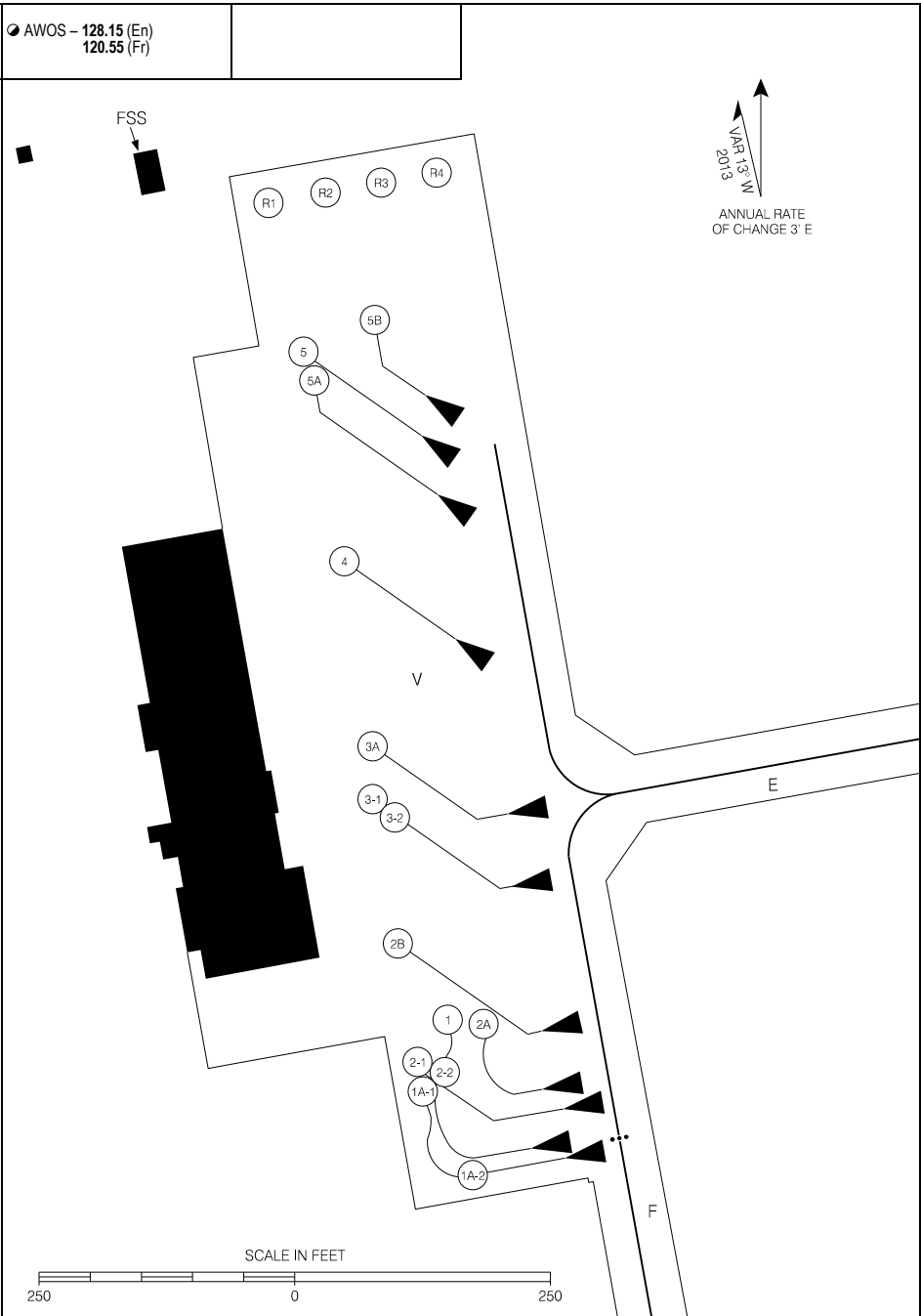
PARKING AREAS (PROCEDURES)

Parking spaces	Maximum wingspan (metres)	Maximum length (metres)	Restrictions	Largest aircraft allowed	Other aircraft allowed
5	28.4	30.5	• Cargo or mining charters flight priority	B737-200	DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100
5A	17.6	17.6	• Cargo or mining charters flight priority	B1900D	B100 B200
5B	17.6	17.6		B1900D	B100 B200
R1	14.0	12.0		B100	smaller
R2	14.0	12.0		B100	smaller
R3	14.0	12.0		B100	smaller
R4	14.0	12.0		B100	smaller

Note: If parking impossible along markings due operational constraints (wind, etc.), use parking areas 1, 1A, 2, 2A.

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PARKING AREAS



Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

PARKING AREAS

EFF 23 FEB 23

PARKING AREAS

Aircraft Parking Position

Position	Coordinates	Position	Coordinates
1	480308.23N 0774710.98W	3A	480310.86N 0774712.12W
1A-1	480307.64N 0774711.31W	4	480312.63N 0774712.54W
1A-2	480306.77N 0774710.62W	5	480314.60N 0774713.11W
2-1	480307.75N 0774711.37W	5A	480314.52N 0774713.04W
2-2	480307.68N 0774711.21W	5B	480314.96N 0774712.15W
2A	480308.20N 0774710.46W	R1	480315.91N 0774713.64W
2B	480308.97N 0774711.72W	R2	480316.01N 0774712.84W
3-1	480310.35N 0774712.12W	R3	480316.12N 0774712.03W
3-2	480310.23N 0774711.85W	R4	480316.22N 0774711.23W

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PARKING AREAS

EFF 23 FEB 23

CYVO

AIRES DE STATIONNEMENT (PROCÉDURES)

Postes de stationnement	Envergure maximale (mètre)	Longueur maximale (mètre)	Restrictions	Plus gros avions permis	Autres avions permis
1	38.1	47.3	• Priorité Medevac	B757-200	Other D code aircraft
1A	25.9	22.3	• Priorité Medevac	DHC-8-100	B1900D B200 B100
2	35.8	39.5	• Priorité Medevac	B737-800	B737-200 DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32
2A	17.6	17.6	• Priorité Medevac	B1900D	B100 B200
2B	35.8	39.5	• Vols réguliers uniquement • Vols nolisés autorisés à déposer ou à prendre des passagers uniquement. • Utilisez 1, 1A, 2, 2A, R1, R2, R3, R4 pour une durée de stationnement prolongée.	B737-800	DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100
3	35.8	39.5	• Vols réguliers uniquement • Vols nolisés autorisés à déposer ou à prendre des passagers uniquement. • Utilisez 1, 1A, 2, 2A, R1, R2, R3, R4 pour une durée de stationnement prolongée.	B737-800	B737-200 DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100
3A	25.9	22.3	• Vols réguliers uniquement • Vols nolisés autorisés à déposer ou à prendre des passagers uniquement. • Utilisez 1, 1A, 2, 2A, R1, R2, R3, R4 pour une durée de stationnement prolongée.	DHC-8-100	JS32 B1900D B200 B100
4	28.4	30.5	• Priorité aux vols nolisés cargo ou miniers	B737-200	DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100

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AIRES DE STATIONNEMENT (PROCÉDURES)

EFF 5 SEP 24

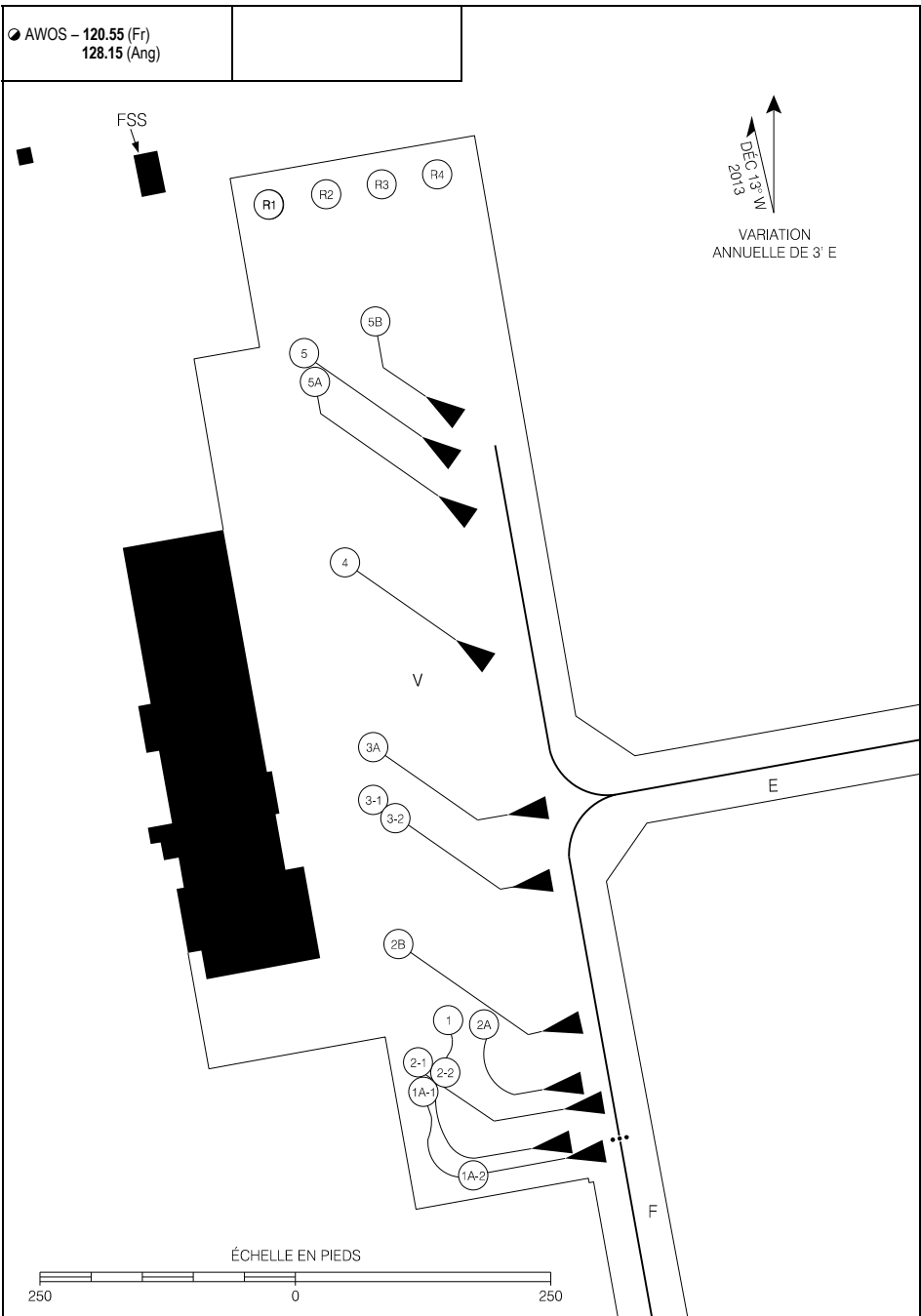
AIRES DE STATIONNEMENT (PROCÉDURES)

Postes de stationnement	Envergure maximale (mètre)	Longueur maximale (mètre)	Restrictions	Plus gros avions permis	Autres avions permis
5	28.4	30.5	• Priorité aux vols nolisés cargo ou miniers	B737-200	DHC-8-400 DHC-8-300 DHC-8-100 CV580 JS32 B1900D B200 B100
5A	17.6	17.6	• Priorité aux vols nolisés cargo ou miniers	B1900D	B100 B200
5B	17.6	17.6		B1900D	B100 B200
R1	14.0	12.0		B100	smaller
R2	14.0	12.0		B100	smaller
R3	14.0	12.0		B100	smaller
R4	14.0	12.0		B100	smaller

Note : Si impossible de stationner selon le marquage, à cause de contraintes opérationnelles (vent etc.), utiliser les postes de stationnement 1, 1A, 2, 2A.

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AIRES DE STATIONNEMENT



AIRES DE STATIONNEMENT

EFF 23 FÉV 23

CYVO

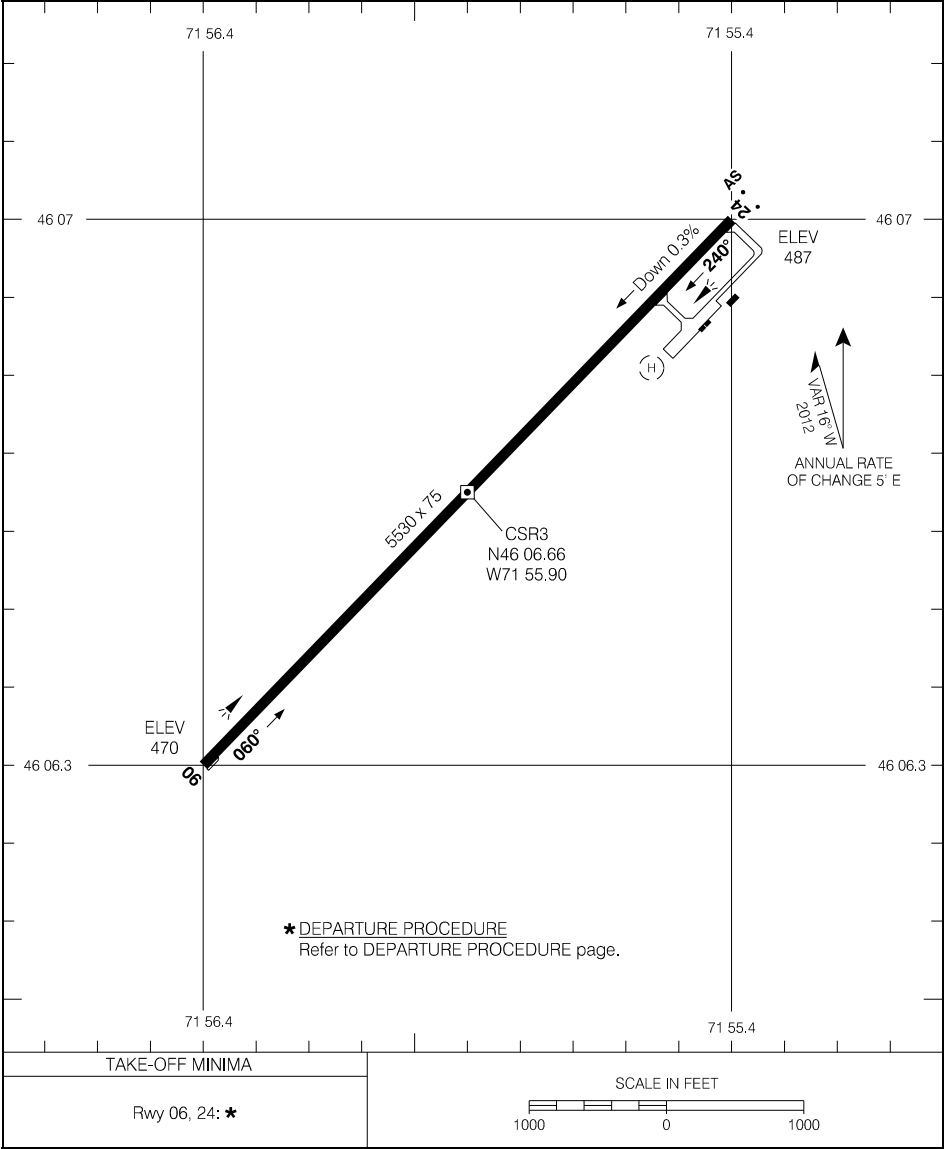
AIRES DE STATIONNEMENT

Poste de stationnement d'aéronef

Position	Coordonnées	Position	Coordonnées
1	480308.23N 0774710.98W	3A	480310.86N 0774712.12W
1A-1	480307.64N 0774711.31W	4	480312.63N 0774712.54W
1A-2	480306.77N 0774710.62W	5	480314.60N 0774713.11W
2-1	480307.75N 0774711.37W	5A	480314.52N 0774713.04W
2-2	480307.68N 0774711.21W	5B	480314.96N 0774712.15W
2A	480308.20N 0774710.46W	R1	480315.91N 0774713.64W
2B	480308.97N 0774711.72W	R2	480316.01N 0774712.84W
3-1	480310.35N 0774712.12W	R3	480316.12N 0774712.03W
3-2	480310.23N 0774711.85W	R4	480316.22N 0774711.23W

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AWOS – 122.17		UNICOM – 123.35				CTR Montreal – 132.35		
						ATF		
DECL DIST	06	24						
TORA	5530	5530						
TODA	5530	5530						
ASDA	5530	5530						
LDA	5530	5530						

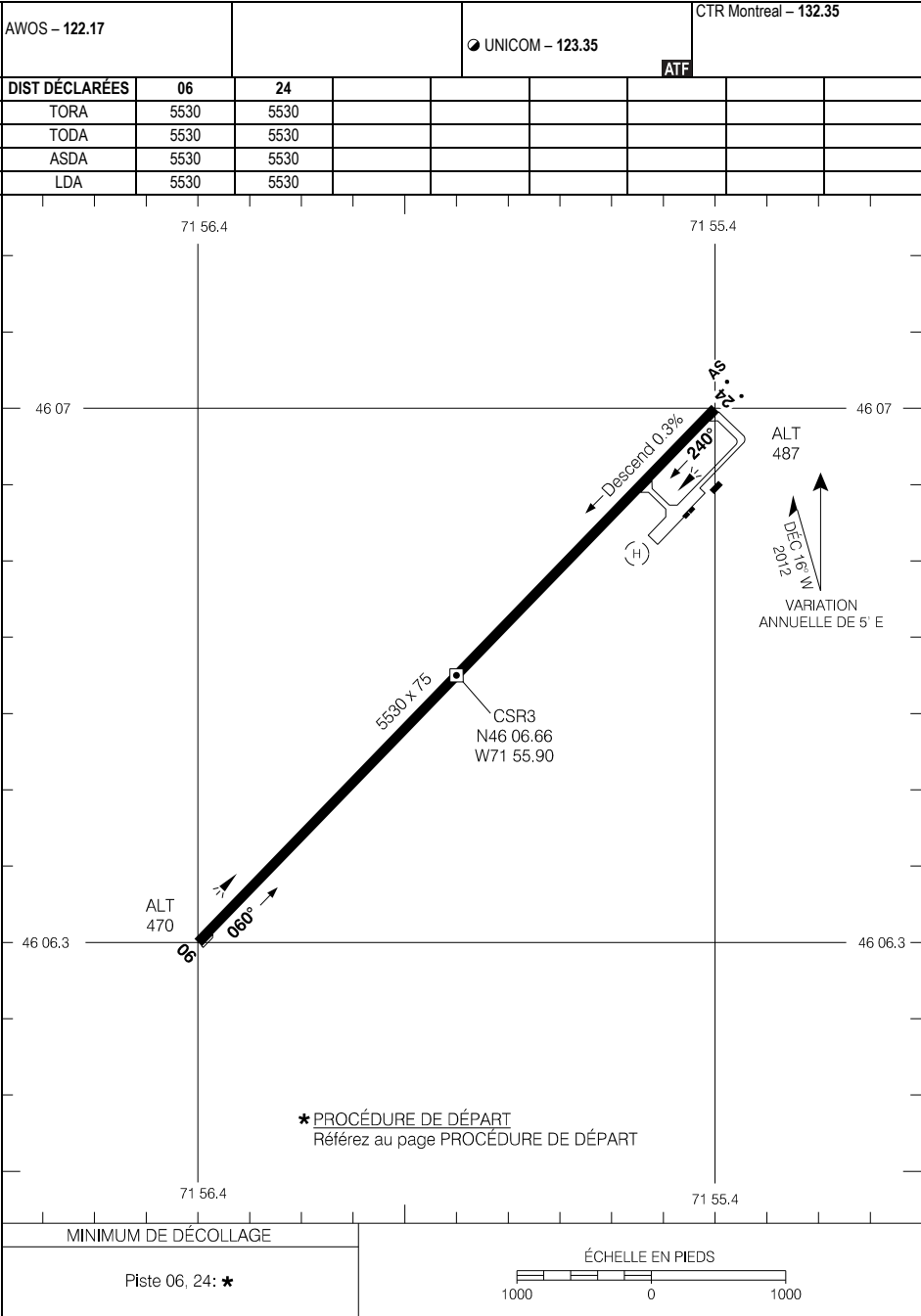


AERODROME CHART

CSR3

EFF 12 JUN 25

CARTE D'AÉRODROME



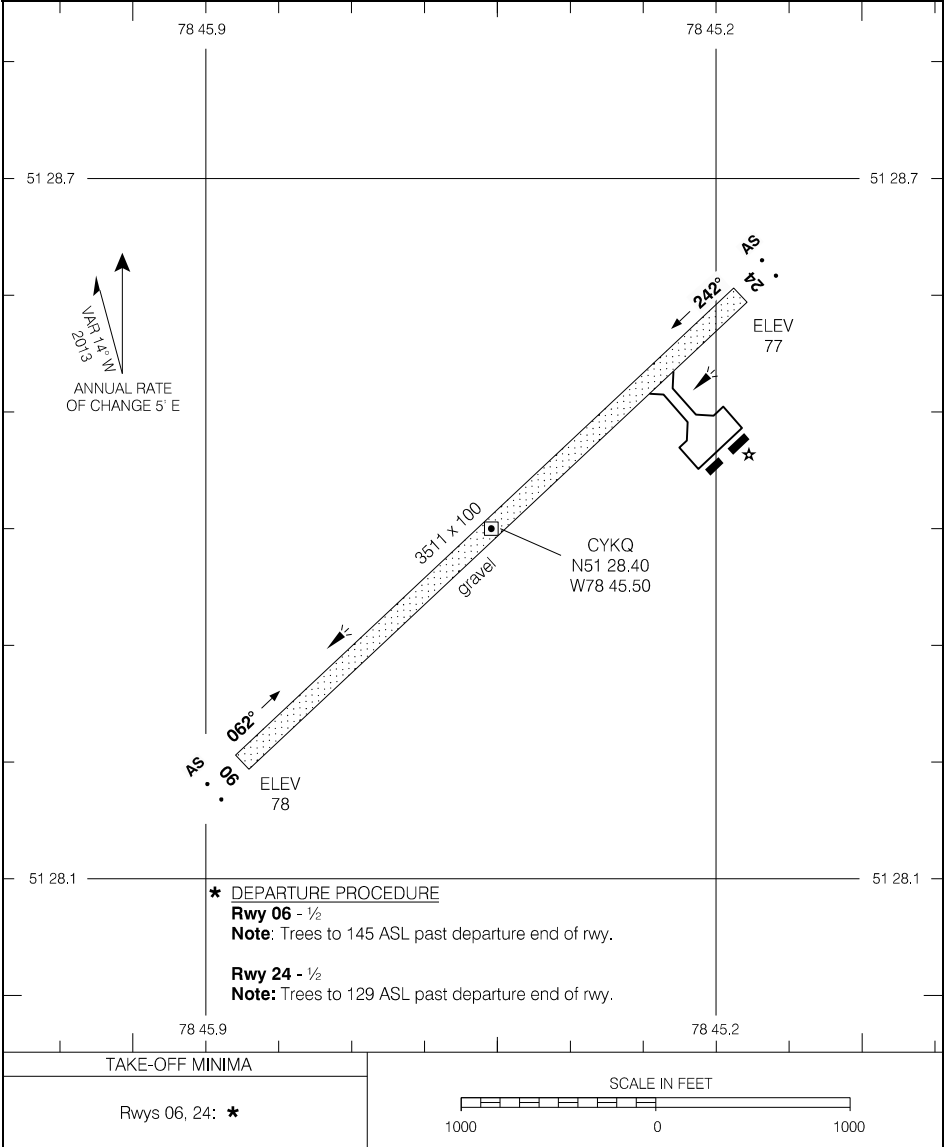
CARTE D'AÉRODROME

CSR3

EFF 12 JUIN 25

AERODROME CHART

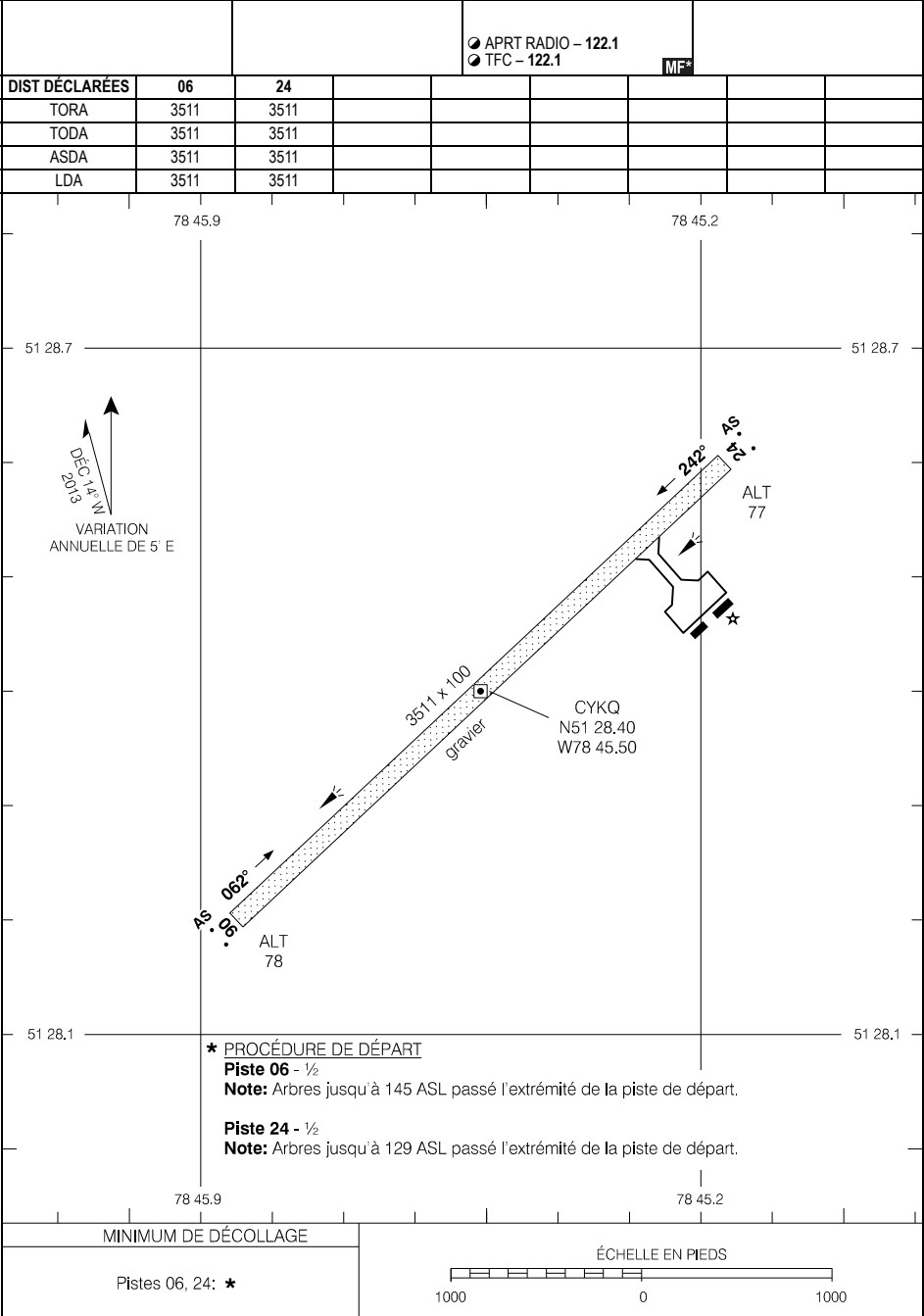
				APRT RADIO – 122.1 TFC – 122.1		MF*			
DECL DIST	06	24							
TORA	3511	3511							
TODA	3511	3511							
ASDA	3511	3511							
LDA	3511	3511							



AERODROME CHART

EFF 25 APR 19

CARTE D'AÉRODROME



▲ DÉCLIVITÉ

▲ VARIATION ANNUELLE DE 5° E

AS 062° ALT 78

3511 x 100

gravier

CYKQ N51 28.40 W78 45.50

AS 242° ALT 77

* PROCÉDURE DE DÉPART

Piste 06 - ½

Note: Arbres jusqu'à 145 ASL passé l'extrémité de la piste de départ.

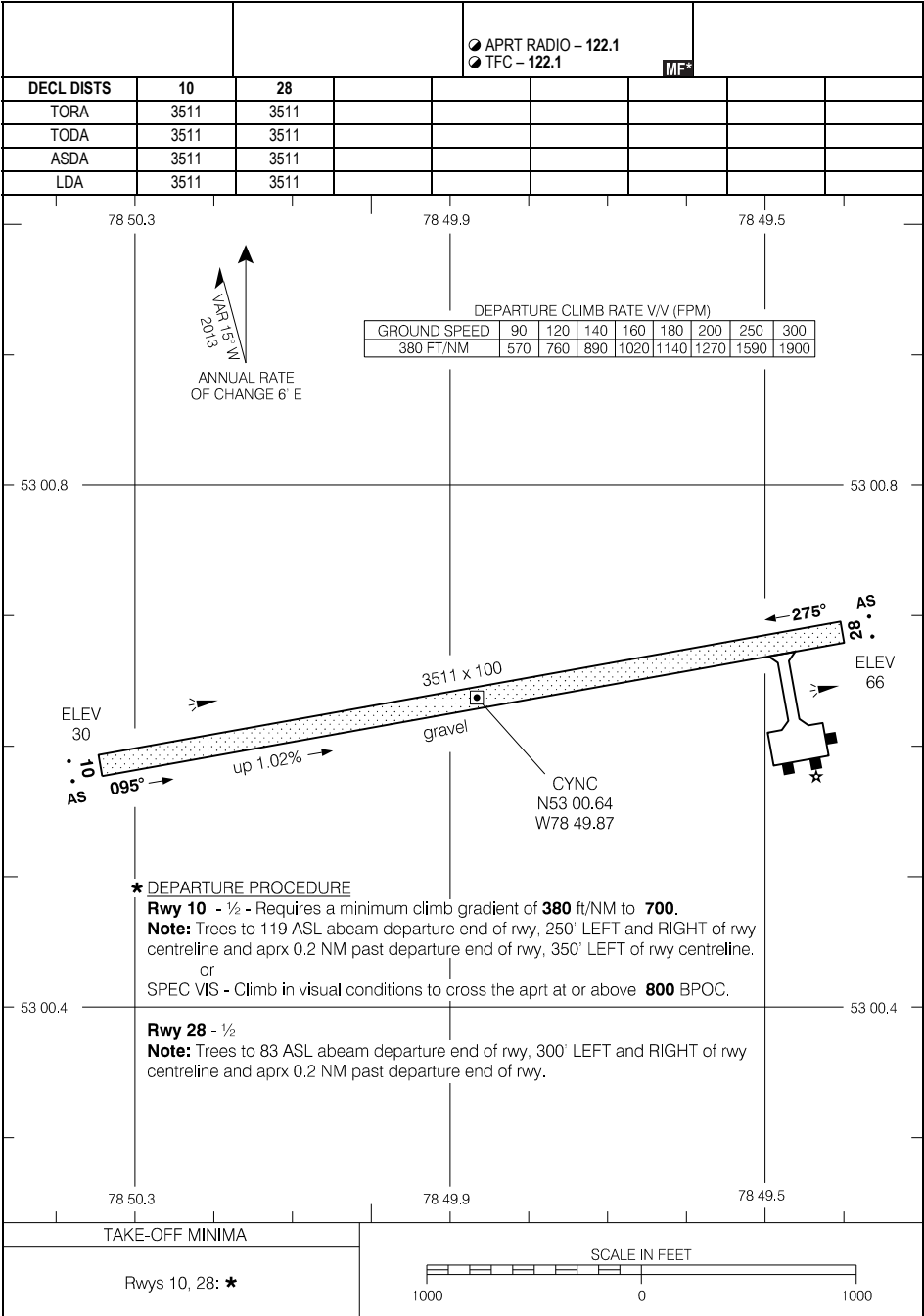
Piste 24 - ½

Note: Arbres jusqu'à 129 ASL passé l'extrémité de la piste de départ.

CARTE D'AÉRODROME

EFF 25 AVR 19

AERODROME CHART



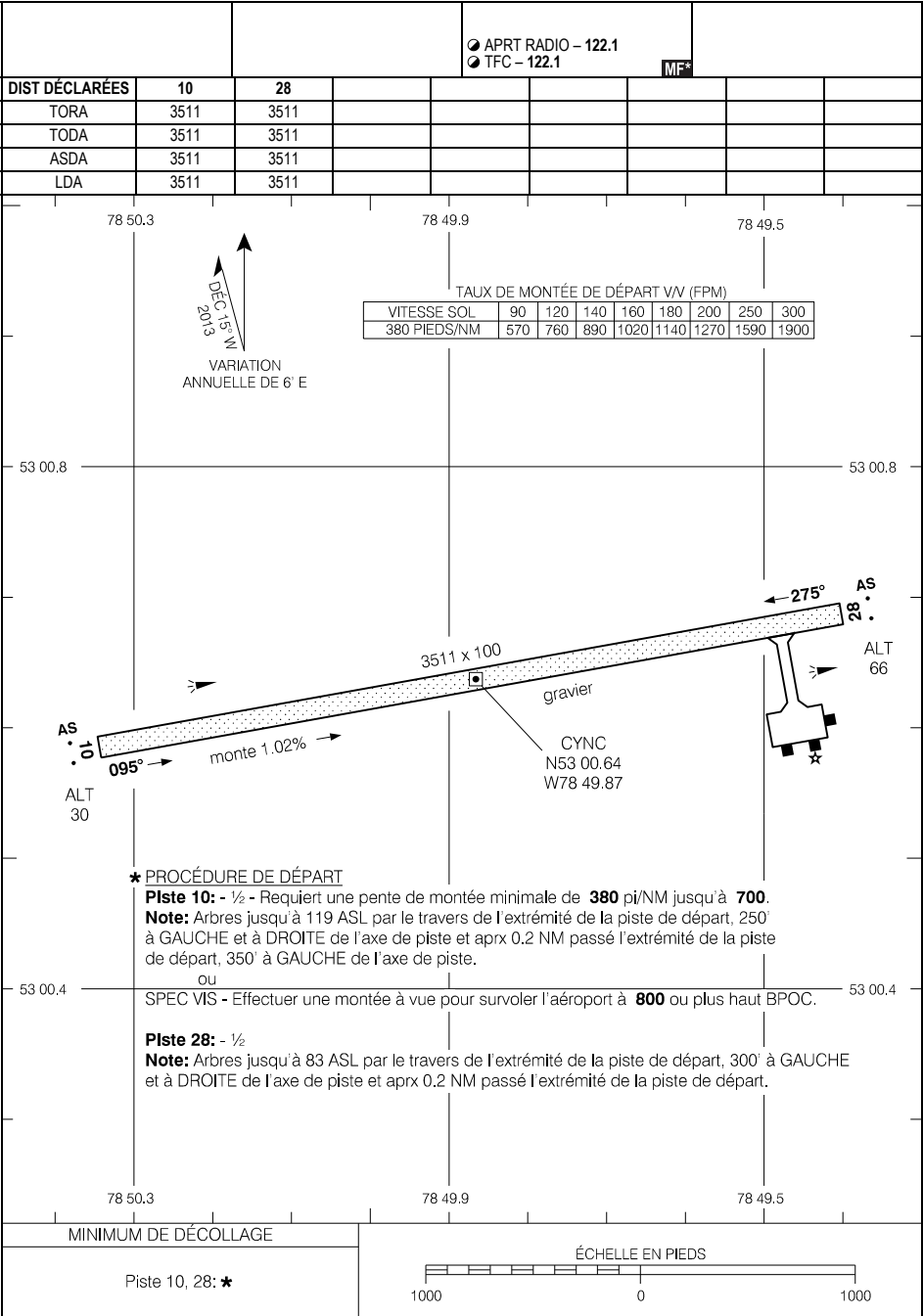
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AERODROME CHART

EFF 14 JUL 22

CYNC

CARTE D'AÉRODROME



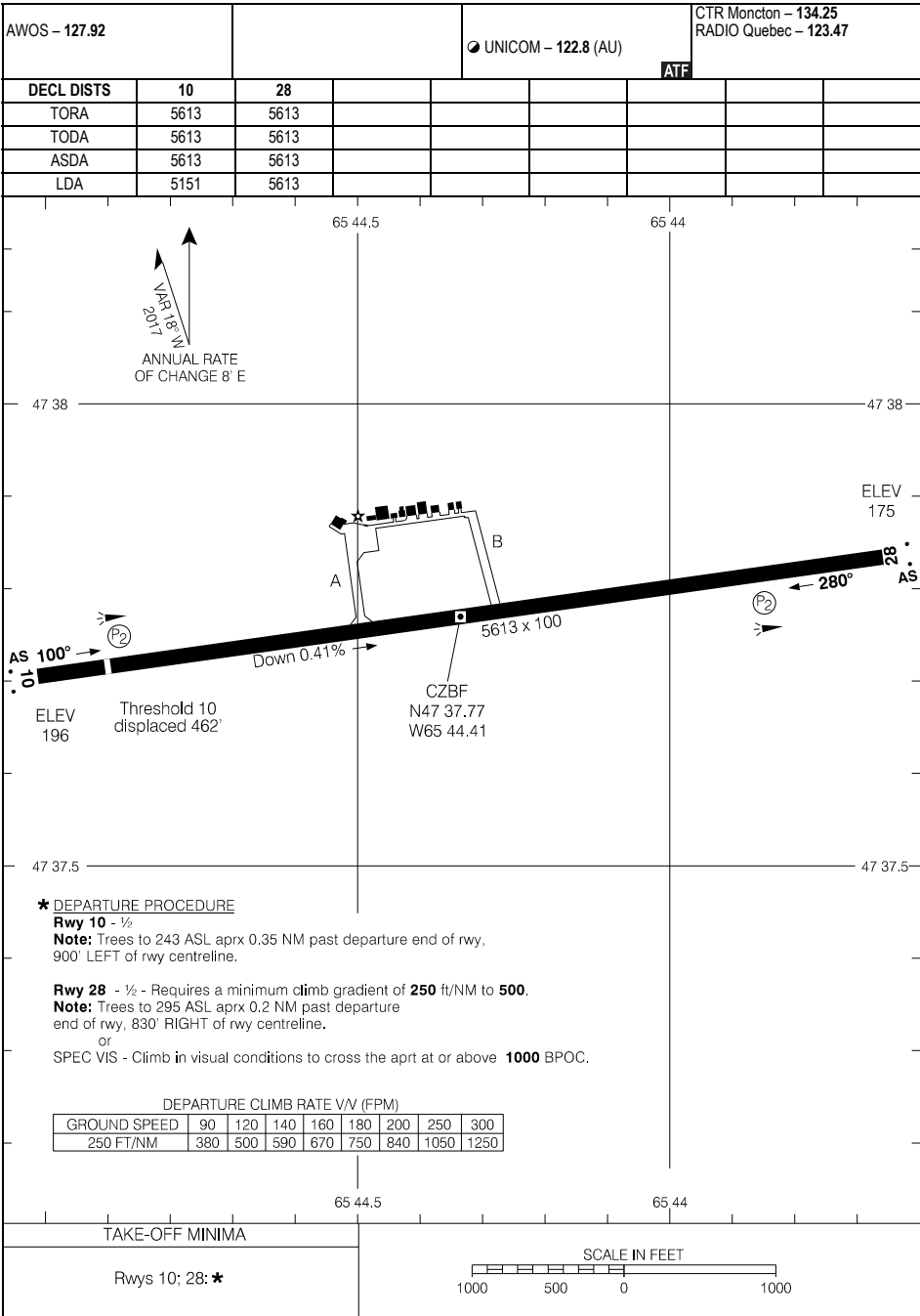
Source des données aéronautiques civiles pour le Canada : © 2025 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

CYNC

EFF 14 JUIL 22

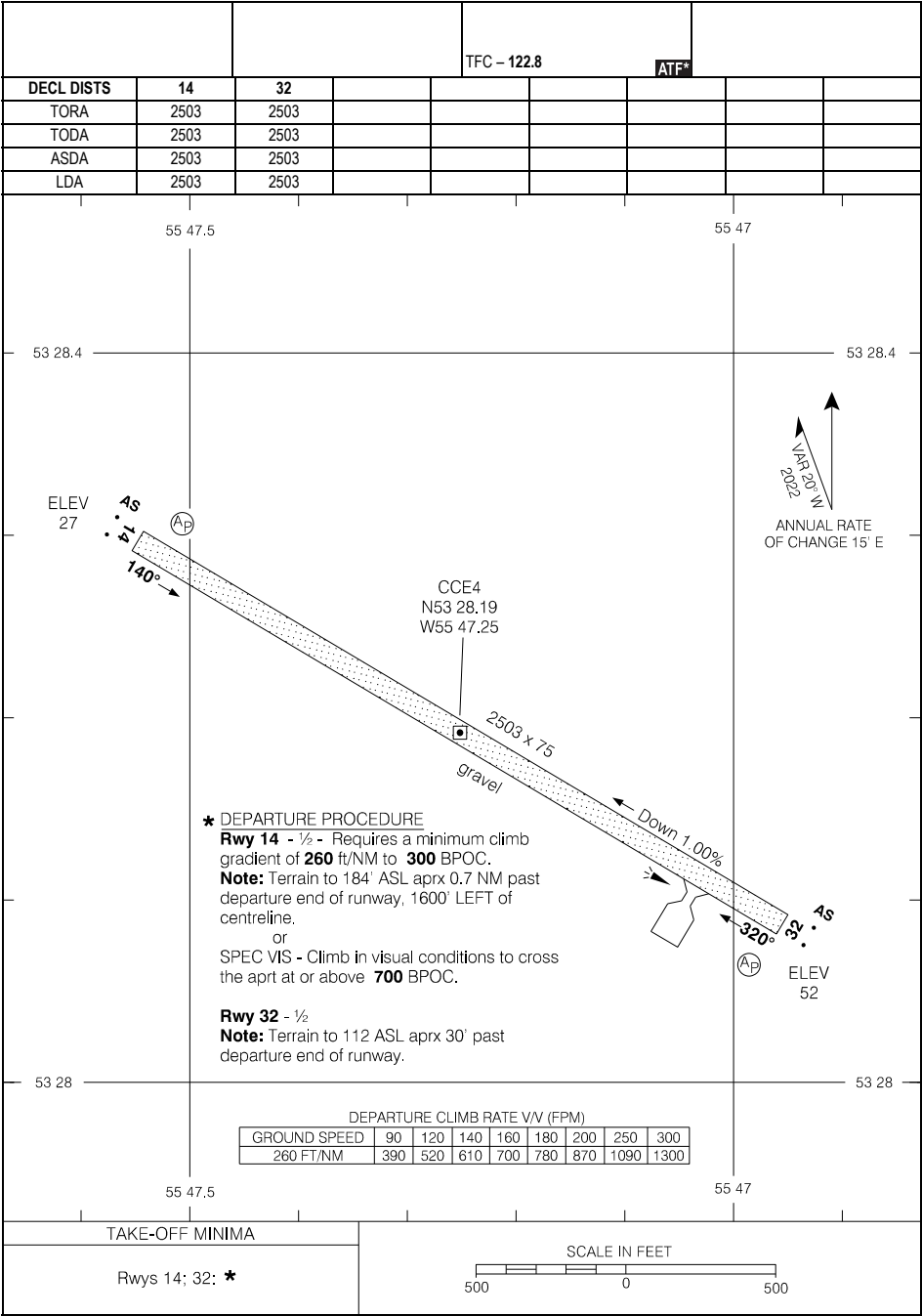
AERODROME CHART



AERODROME CHART

CZBF

AERODROME CHART



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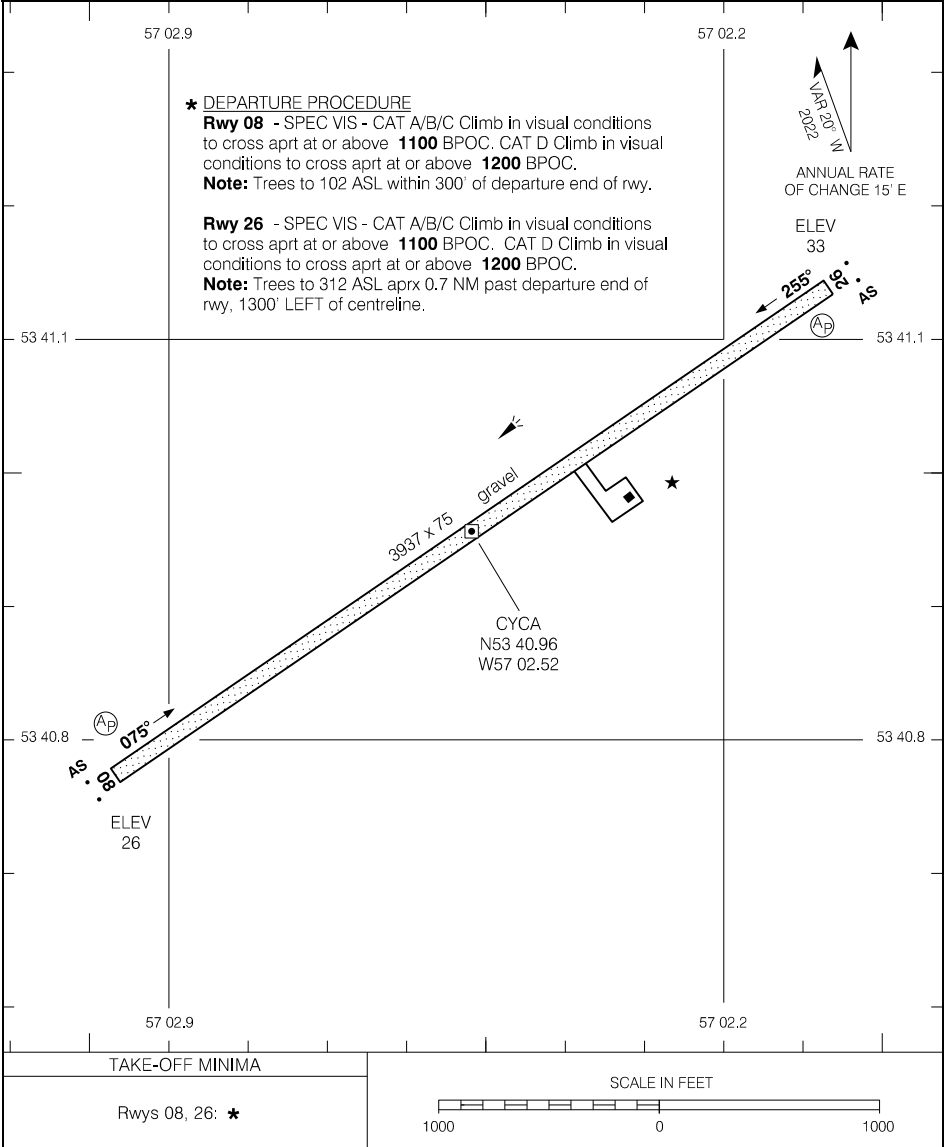
AERODROME CHART

EFF 14 JUL 22

CCE4

AERODROME CHART

MET – 128.75				TFC – 122.8		ATF*			
DECL DIST	08	26							
TORA	3937	3937							
TODA	3937	3937							
ASDA	3937	3937							
LDA	3937	3937							

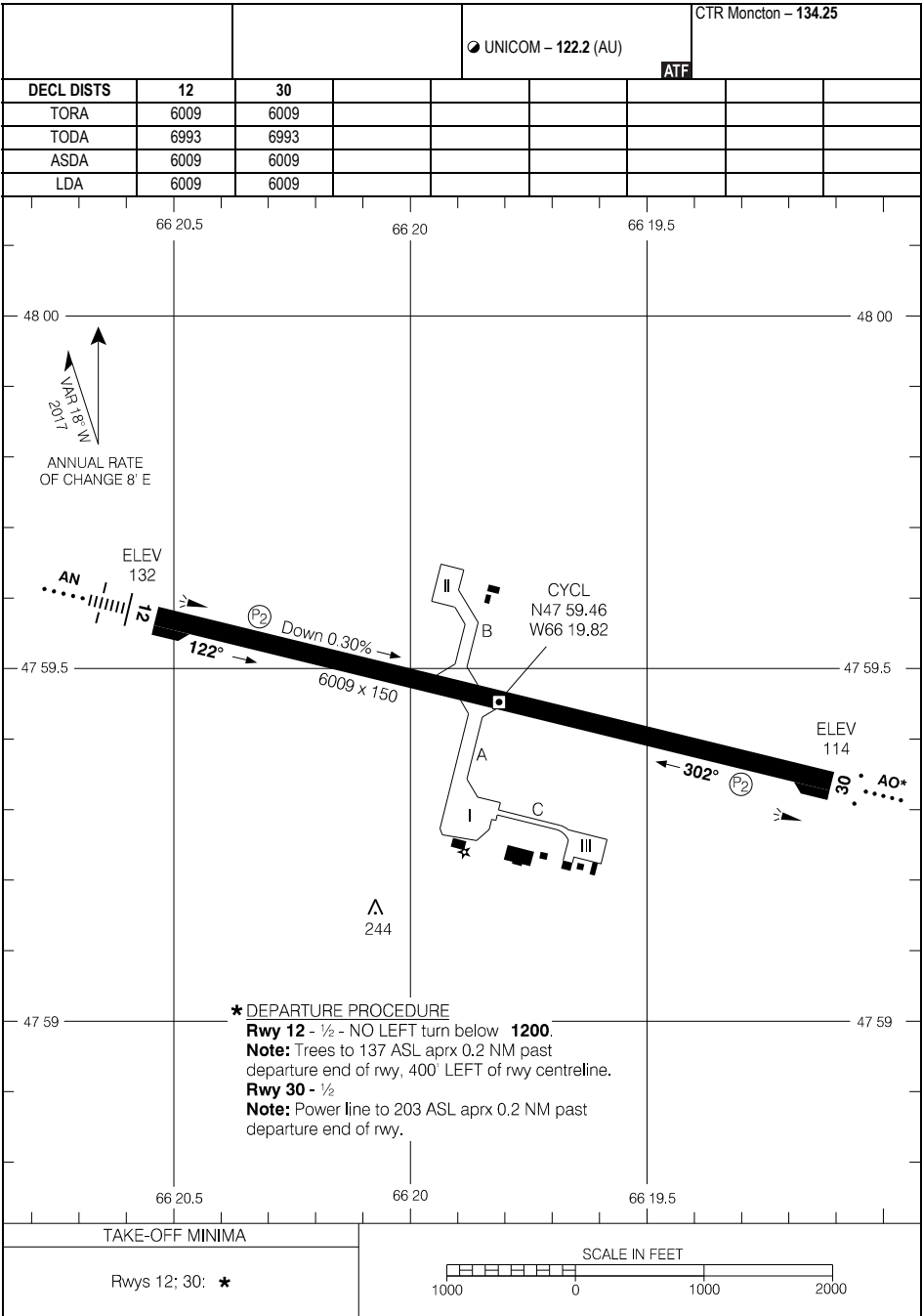


AERODROME CHART

EFF 3 NOV 22

CYCA

AERODROME CHART



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AERODROME CHART

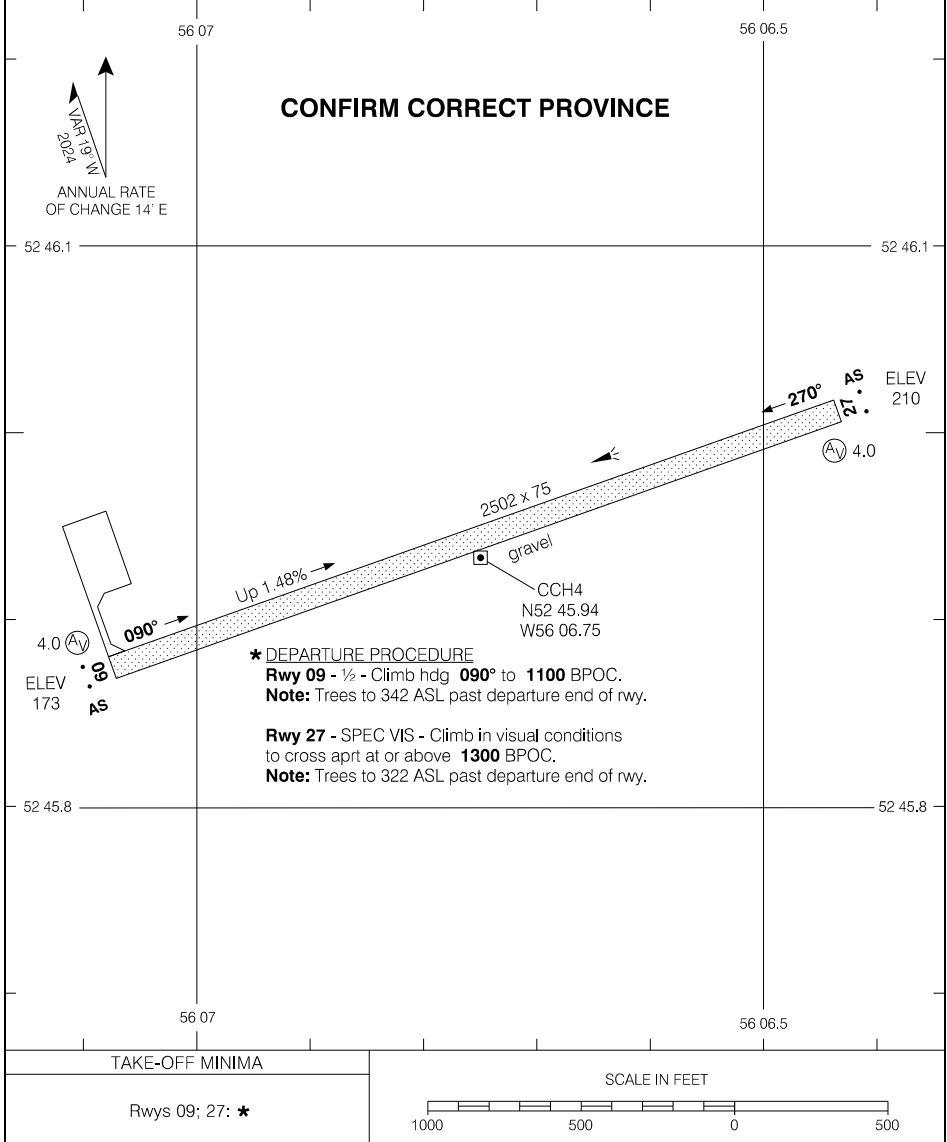
EFF 20 FEB 25

CYCL

CHARLOTTETOWN, NL
CCH4

AERODROME CHART

AWOS Mary's Harbour – 122.55				TFC – 122.8		ATF*	
DECL DIST	09	27					
TORA	2502	2502					
TODA	2502	2502					
ASDA	2502	2502					
LDA	2502	2502					



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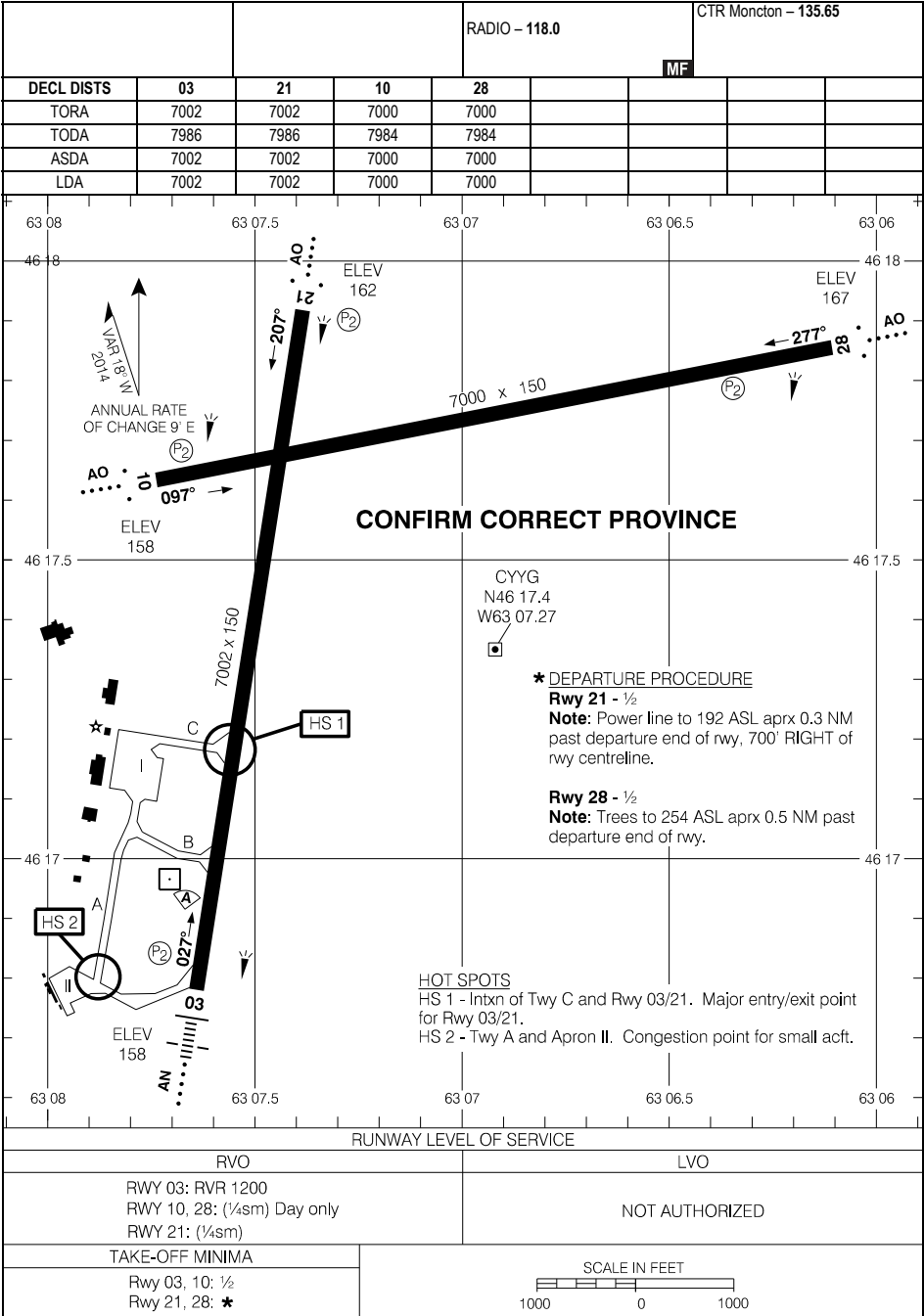
AERODROME CHART

EFF 21 MAR 24

CCH4

CCH4-AD

AERODROME CHART



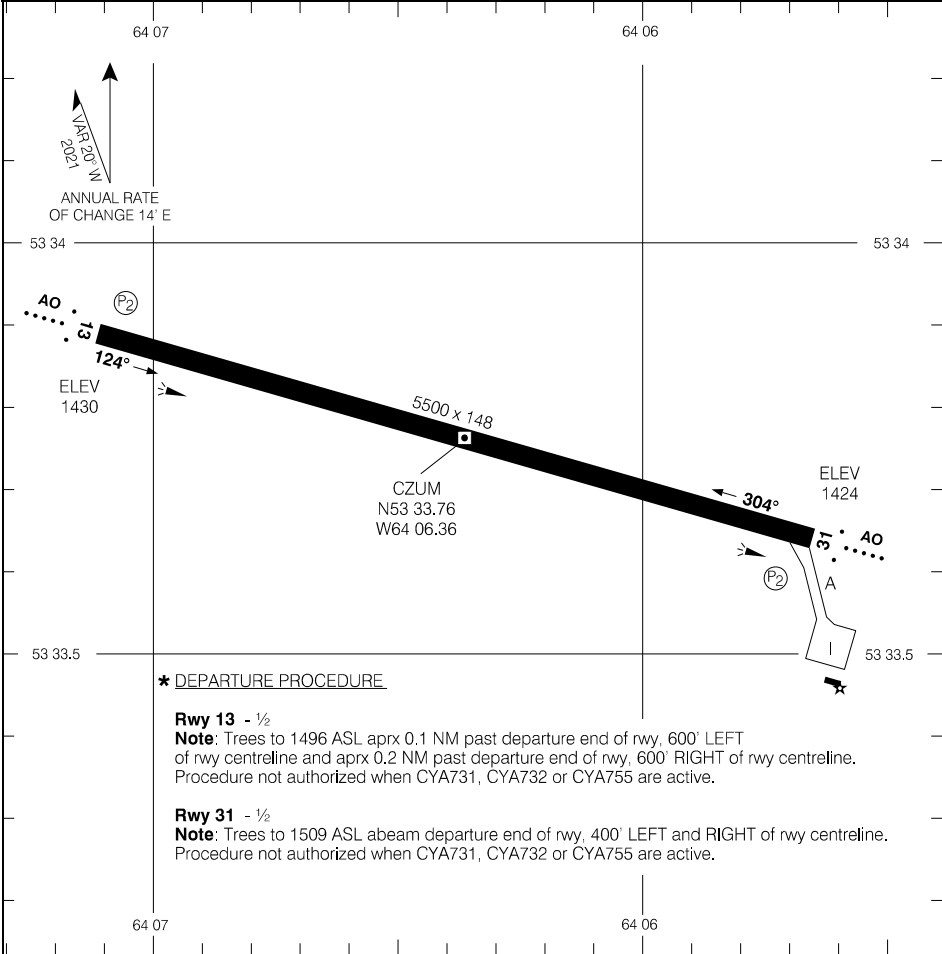
AERODROME CHART

EFF 2 OCT 25

CYYG

AERODROME CHART

AWOS – 118.95				TFC – 123.5		CTR Gander – 126.02	
				ATF			
DECL DIST	13	31					
TORA	5500	5500					
TODA	5500	5500					
ASDA	5500	5500					
LDA	5500	5500					

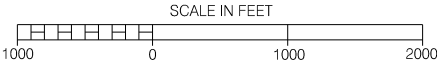


★ DEPARTURE PROCEDURE

Rwy 13 - ½
Note: Trees to 1496 ASL aprx 0.1 NM past departure end of rwy, 600' LEFT of rwy centreline and aprx 0.2 NM past departure end of rwy, 600' RIGHT of rwy centreline. Procedure not authorized when CYA731, CYA732 or CYA755 are active.

Rwy 31 - ½
Note: Trees to 1509 ASL abeam departure end of rwy, 400' LEFT and RIGHT of rwy centreline. Procedure not authorized when CYA731, CYA732 or CYA755 are active.

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 13, 31: (¼sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 13; 31: ★	

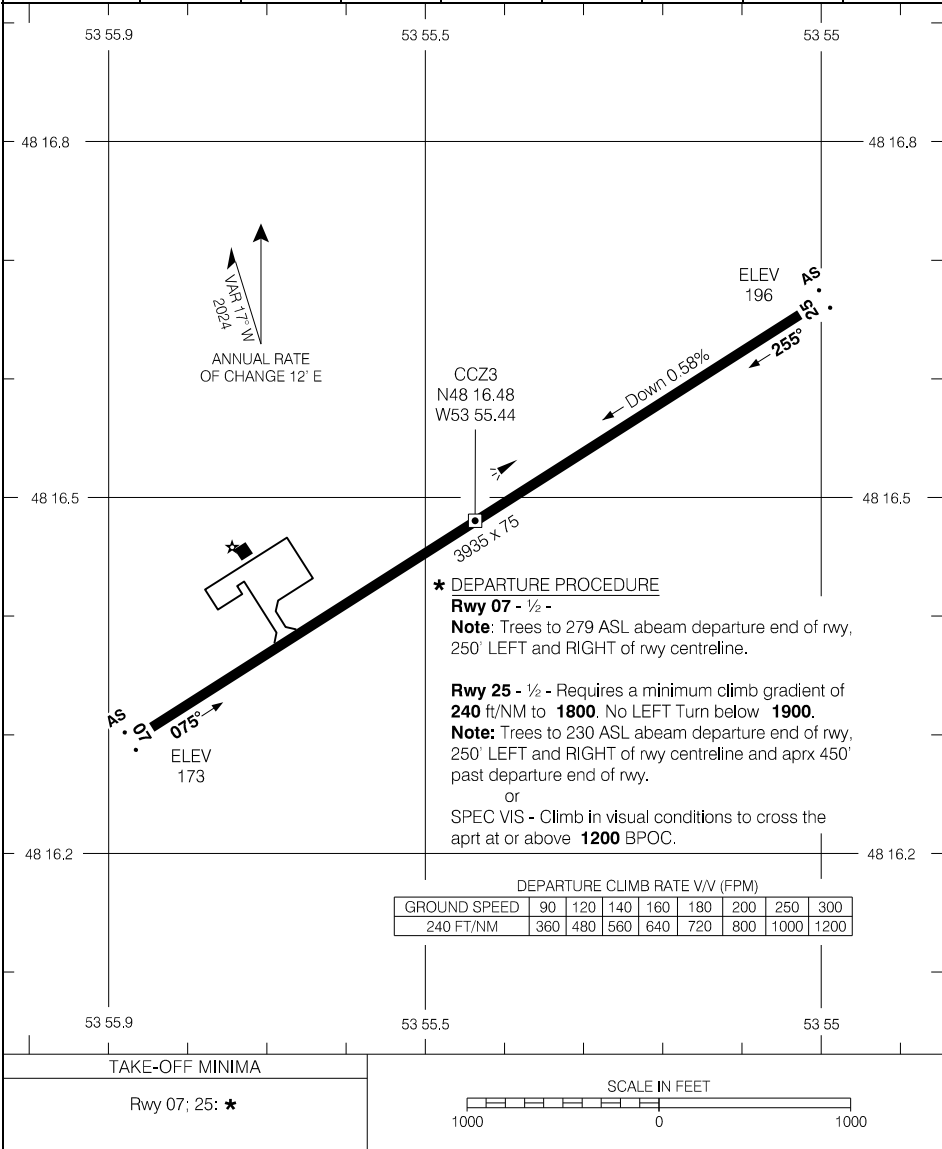


AERODROME CHART

CZUM

AERODROME CHART

				TFC – 123.2		CTR Gander – 132.1 289.4	
				ATF			
DECL DIST	07	25					
TORA	3935	3935					
TODA	3935	3935					
ASDA	3935	3935					
LDA	3935	3935					



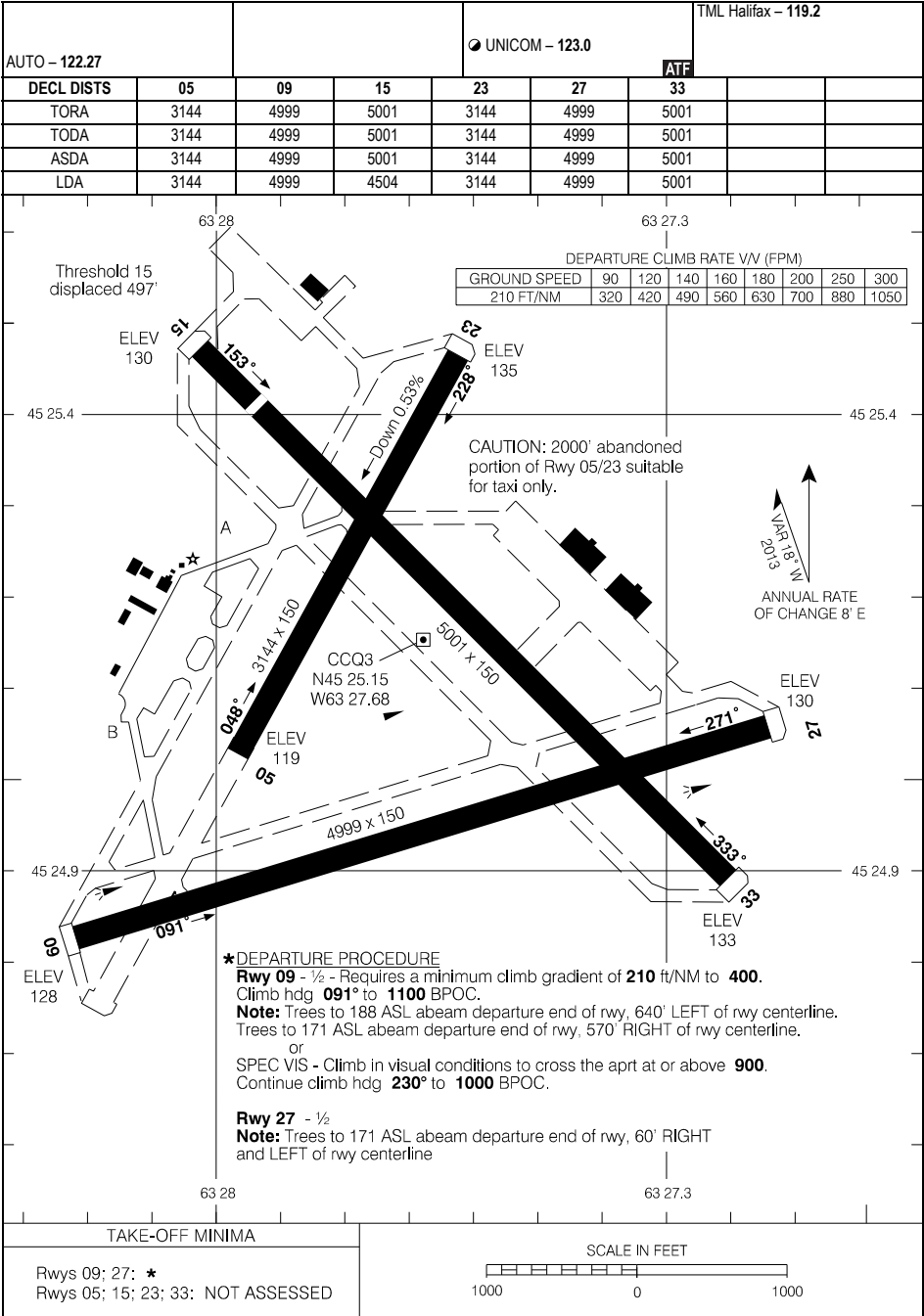
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AERODROME CHART

EFF 26 DEC 24

CCZ3

AERODROME CHART



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AERODROME CHART

EFF 17 APR 25

CCQ3

DEER LAKE, NL
CYDF

AERODROME CHART

DECL DIST		07		25													
TORA		8005		8005													
TODA		8989		8989													
ASDA		8005		8005													
LDA		8005		8005													

RADIO - 122.2 239.6
 CTR Gander - 134.6
 MF

GROUND SPEED	90	120	140	160	180	200	250	300
290 FT/NM	440	580	680	780	870	970	1210	1450

*** DEPARTURE PROCEDURE**
Rwy 07 - ½ - NO LEFT turn below **1400**.
Note: Trees to 138 ASL aprx 0.1 NM past departure end of rwy, 550' LEFT and RIGHT of rwy centreline.

Rwy 25 - ½ - Requires a minimum climb gradient of **290 ft/NM** to **1900**. Climb rwy hdg to **1200 BPOC**.

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1300 BPOC**
Note: Trees to 117 ASL aprx 0.1 NM past departure end of rwy, 600' LEFT and RIGHT of rwy centreline.

RUNWAY LEVEL OF SERVICE

RVO	LVO
RWY 07, 25: (¼ sm)	NOT AUTHORIZED

TAKE-OFF MINIMA

Rwys 07, 25: ★	SCALE IN FEET
----------------	-------------------

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AERODROME CHART

EFF 5 SEP 24

CYDF

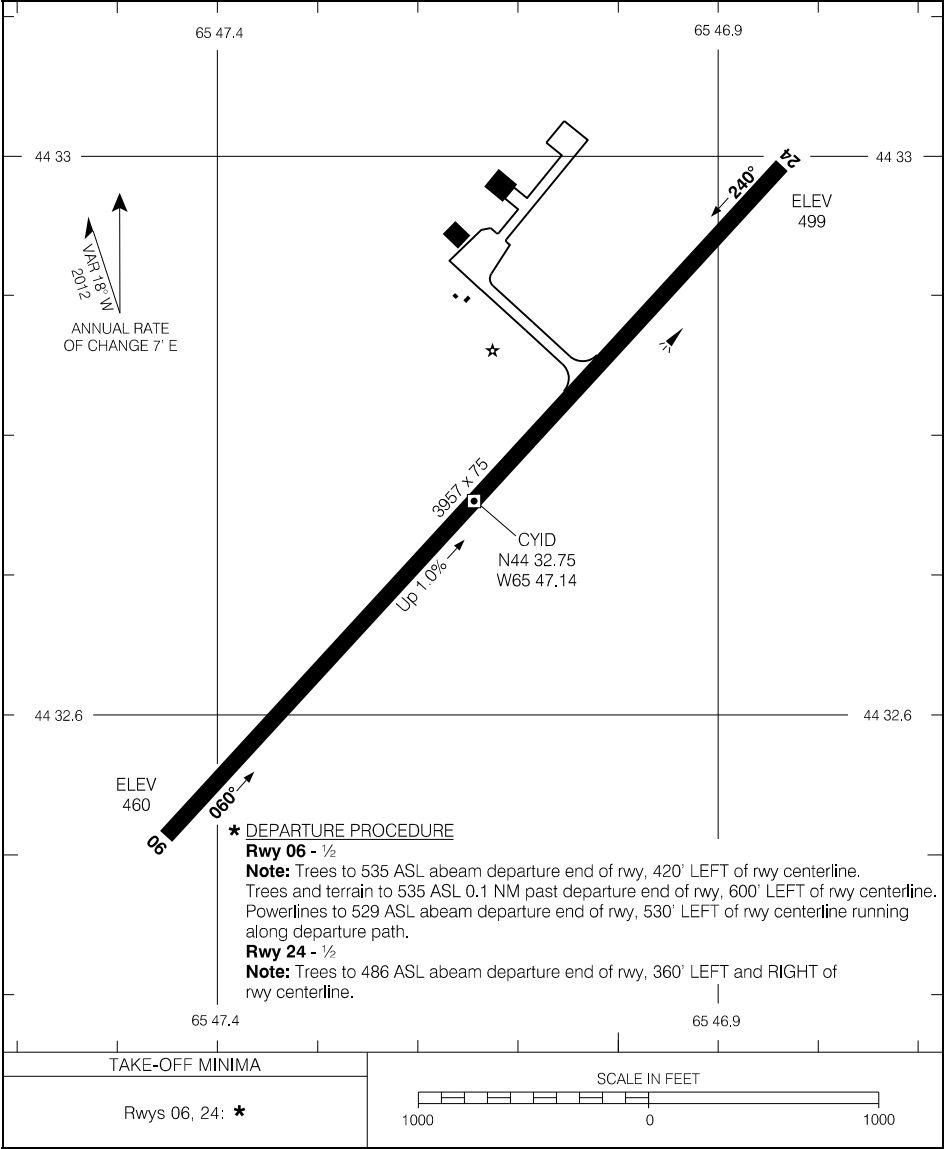
CYDF-AD

CYID-AD

DIGBY MUNICIPAL AIRPORT, NS
CYID

AERODROME CHART

		UNICOM – 122.8				CTR Moncton – 123.9			
		ATF							
DECL DIST	06	24							
TORA	3957	3957							
TODA	3957	3957							
ASDA	3957	3957							
LDA	3957	3957							



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AERODROME CHART

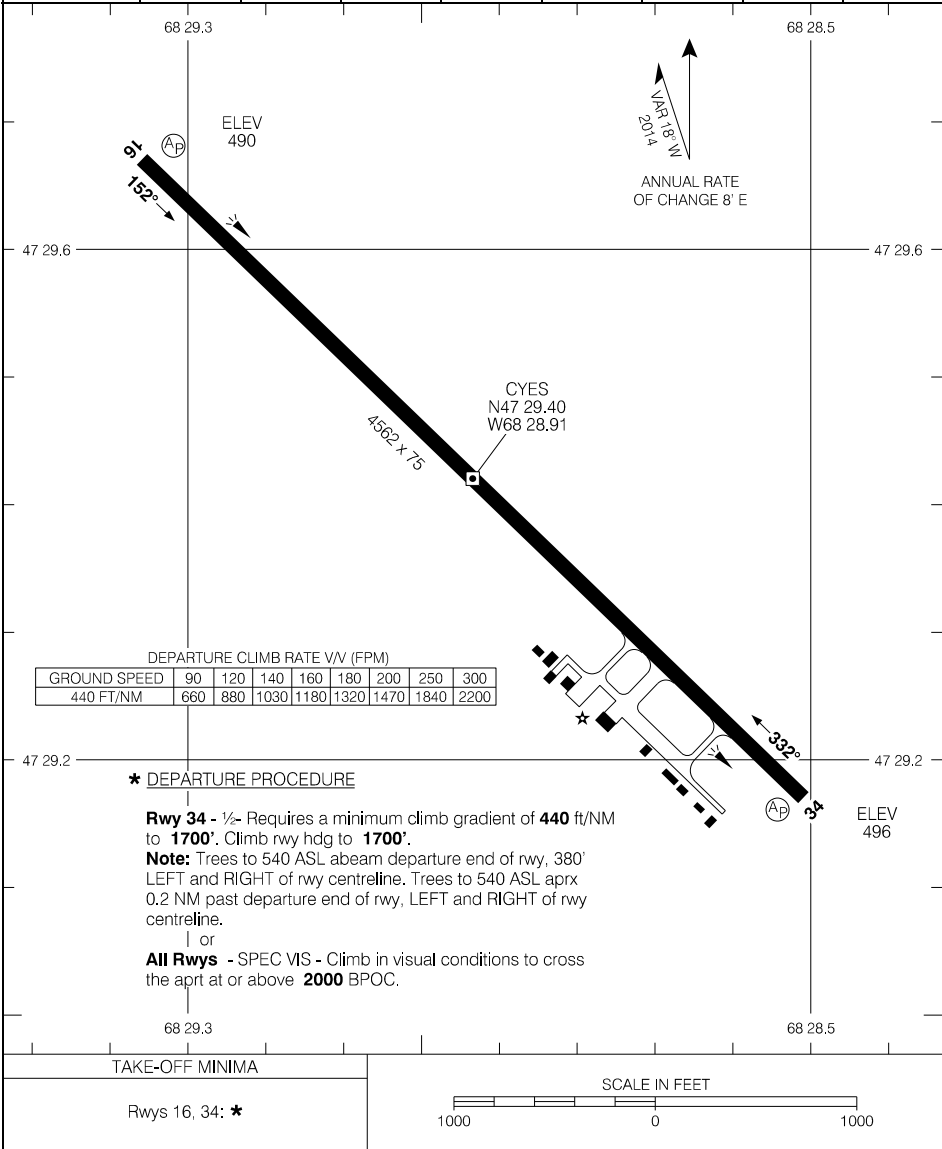
EFF 27 JAN 22

CYID

CYID-AD

AERODROME CHART

				UNICOM – 122.8		ATF	
DECL DIST	16	34					
TORA	4562	4562					
TODA	4562	4562					
ASDA	4562	4562					
LDA	4562	4562					



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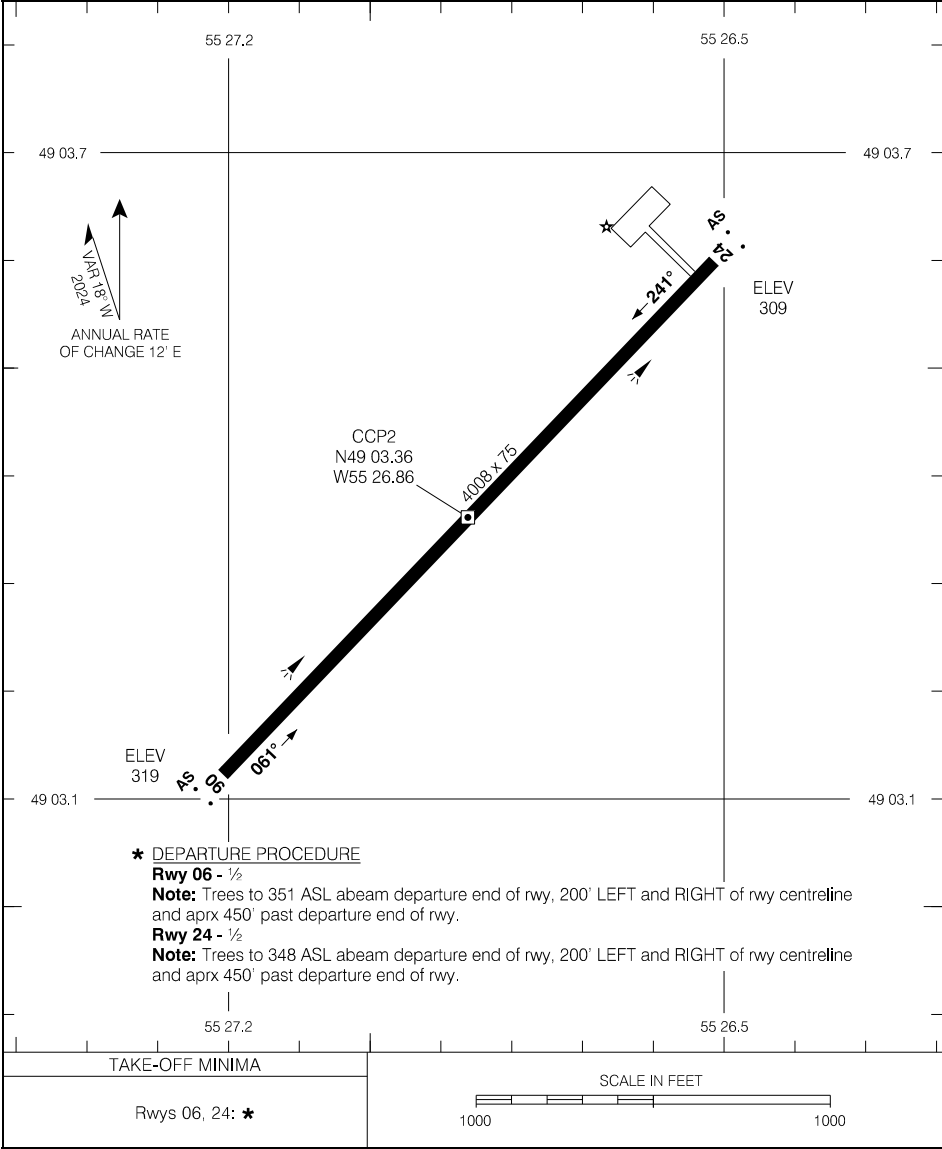
AERODROME CHART

EFF 20 APR 23

CYES

AERODROME CHART

				TFC – 123.2		CTR Gander – 132.1	
DECL DIST		06	24			ATF	
TORA		4008	4008				
TODA		4008	4008				
ASDA		4008	4008				
LDA		4008	4008				

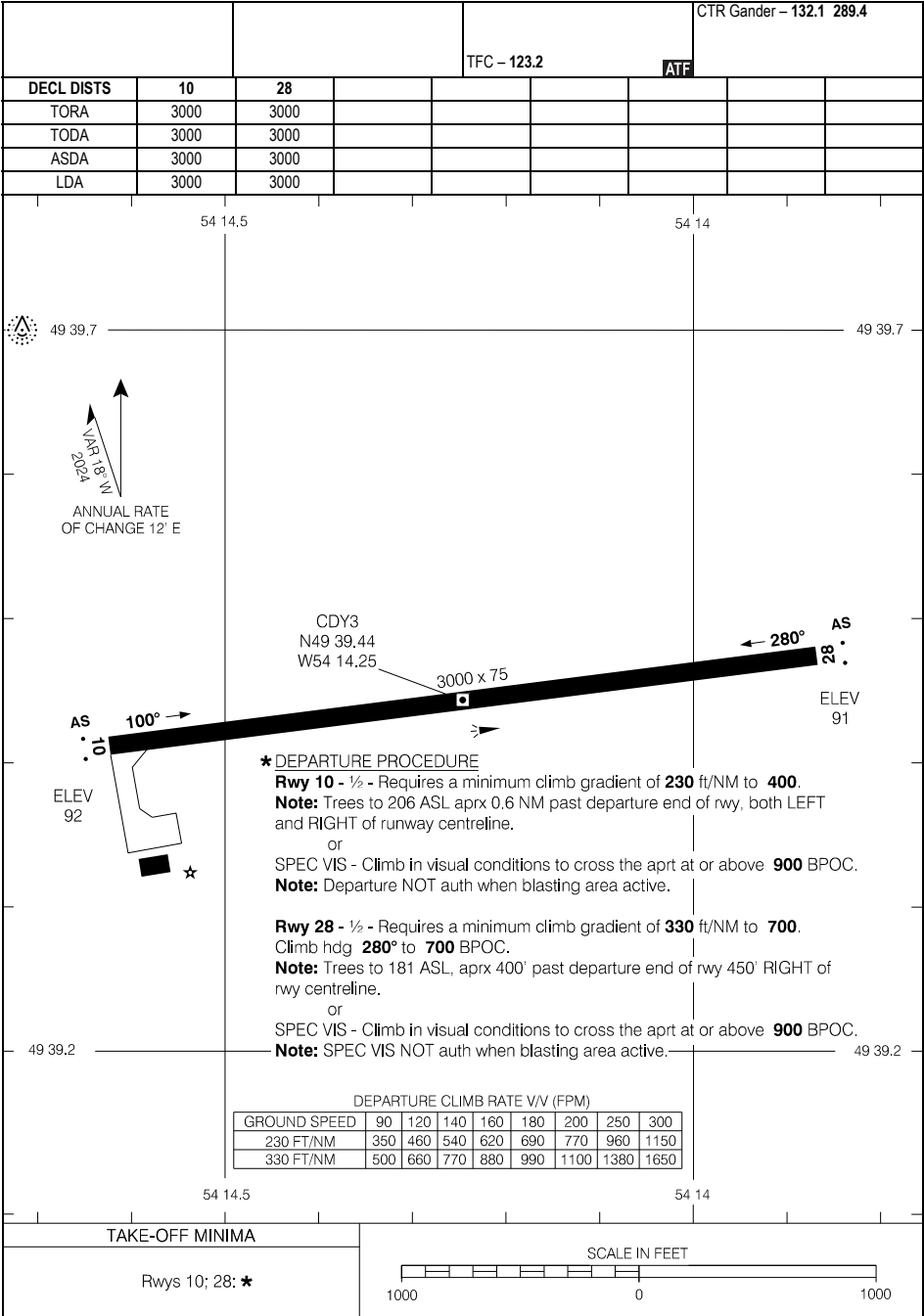


AERODROME CHART

EFF 31 OCT 24

CCP2

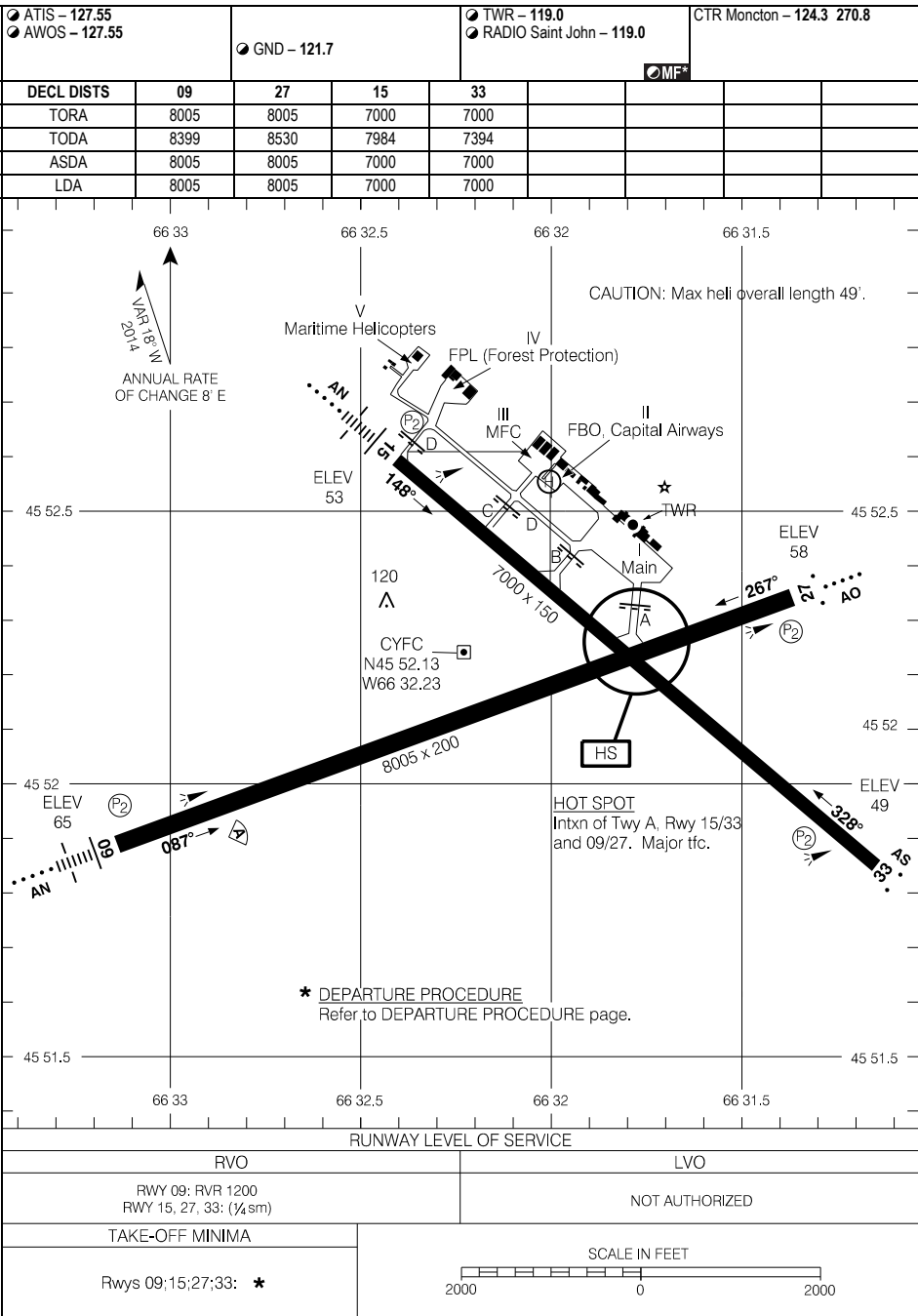
AERODROME CHART



AERODROME CHART

CDY3

AERODROME CHART



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AERODROME CHART

EFF 2 OCT 25

CYFC

GANDER INTL, NL
CYQX

ATIS - 124.8		GND - 121.8 275.8		TWR - 118.1 236.6		DEP - 132.1	
DECL DIST	03	21	13	31			
TORA	10200	10200	8900	8900			
TODA	10607	11184	9527	9884			
ASDA	10500	10200	8900	8900			
LDA	10200	10200	8900	8900			

*** DEPARTURE PROCEDURE**

Rwy 03 - ½
Note: Trees to 518 ASL aprx 0.2 NM past departure end of rwy.

Rwy 13 - ½
Note: Trees to 506 ASL aprx 0.1 NM past departure end of rwy, 480' LEFT of rwy centreline.

Rwy 21 - ½
Note: Trees to 472 ASL aprx 0.1 NM past departure end of rwy.

Rwy 31 - ½
Note: Trees to 538 ASL aprx 0.2 NM past departure end of rwy.

HOT SPOTS
 HS 1 - Twy A & Twy C Intxn.
 Flight school and heli t/c congestion point.

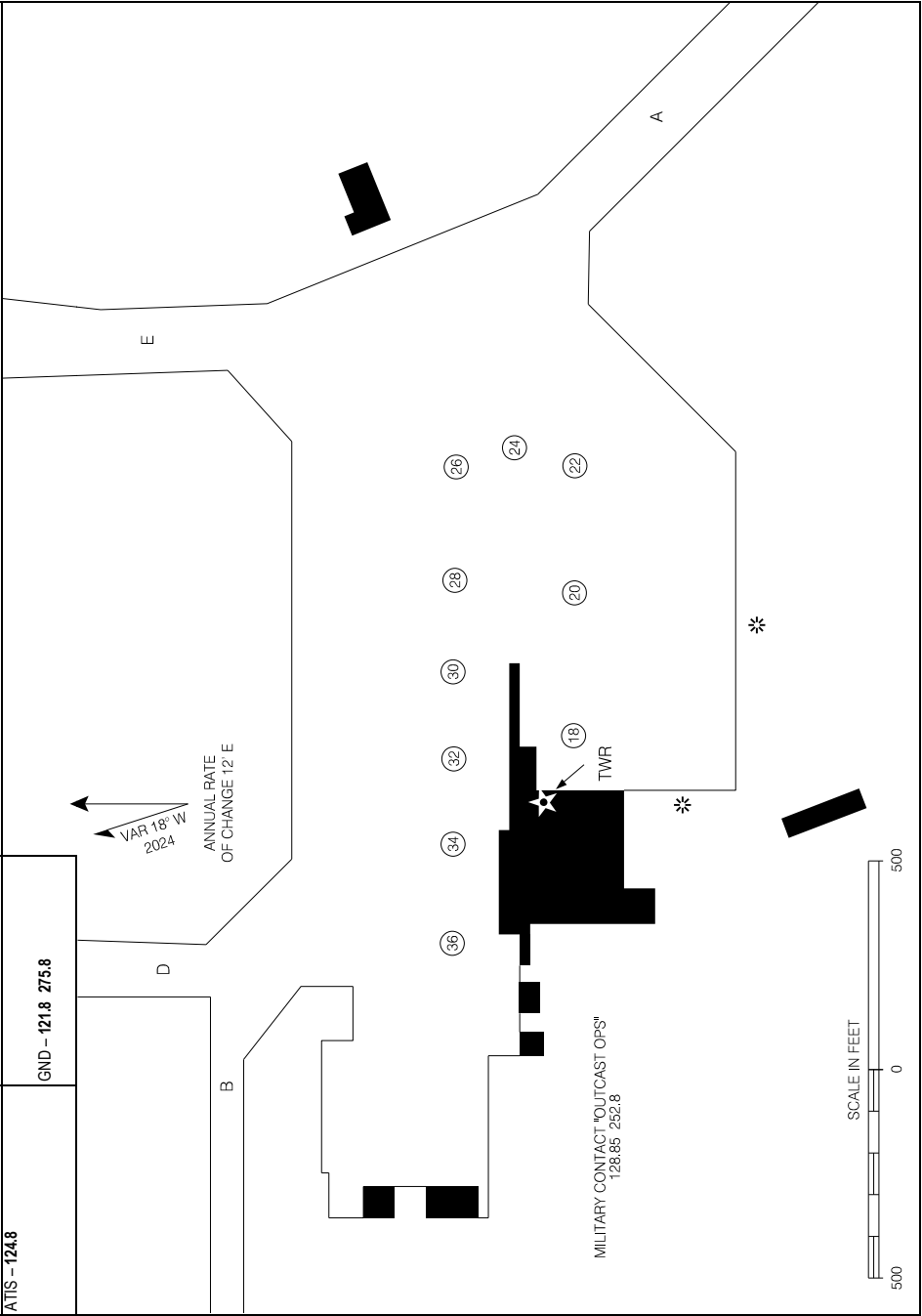
SCALE IN FEET
 2000 0 2000

Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

CYQX

CYQX-AD

PARKING AREAS



PARKING AREAS

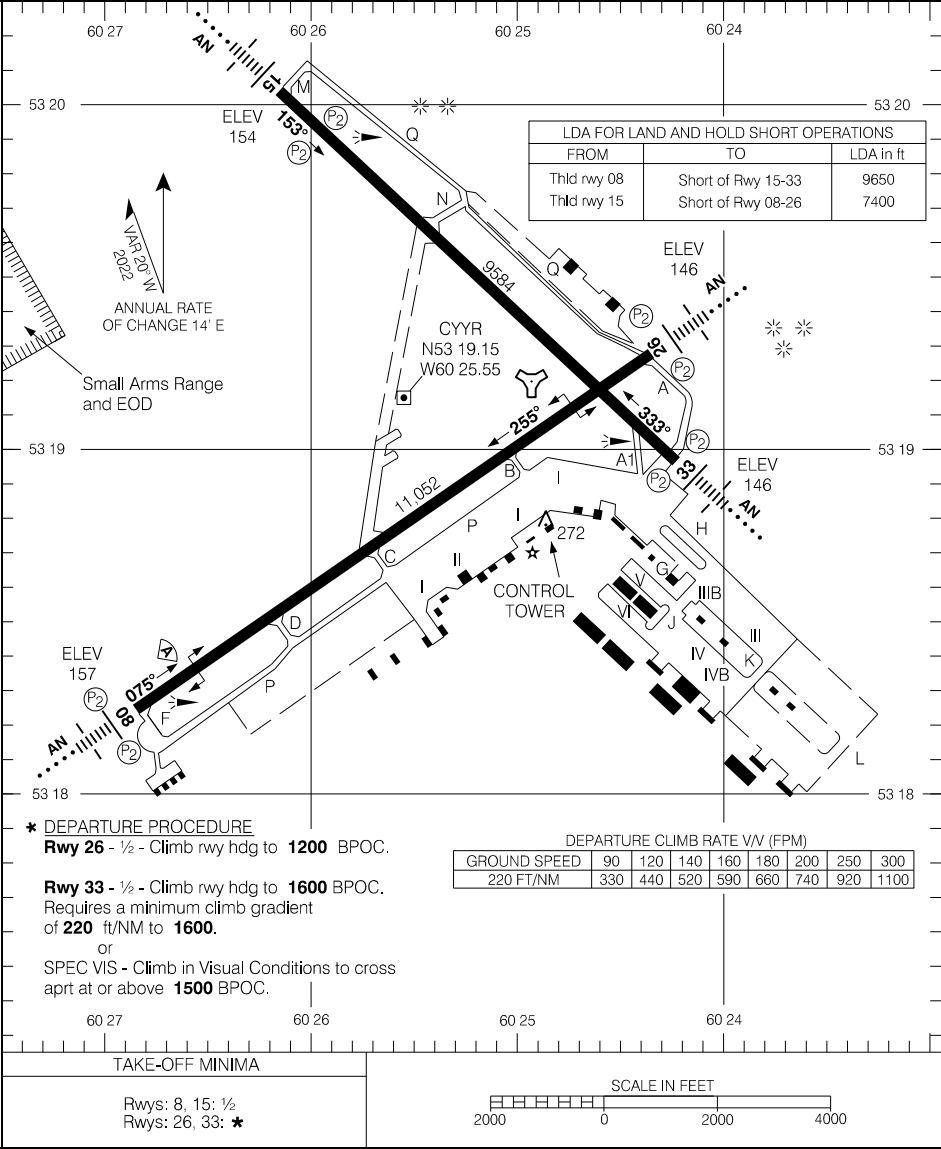
EFF 27 NOV 25

CYQX

AERODROME CHART (DND)

ATIS – 128.1 340.8		CLNC DEL – 118.1 336.5		TWR – 119.1 236.6		● TML – 119.5 267.1	
		GND – 121.9 275.8				● CTR Gander – 120.4 267.1	

DECL DIST	08	26	15	33				
TORA	11052	11052	9584	9584				
TODA	11052	11052	9584	9584				
ASDA	11202	12052	9724	9734				
LDA	11052	11052	9584	9584				

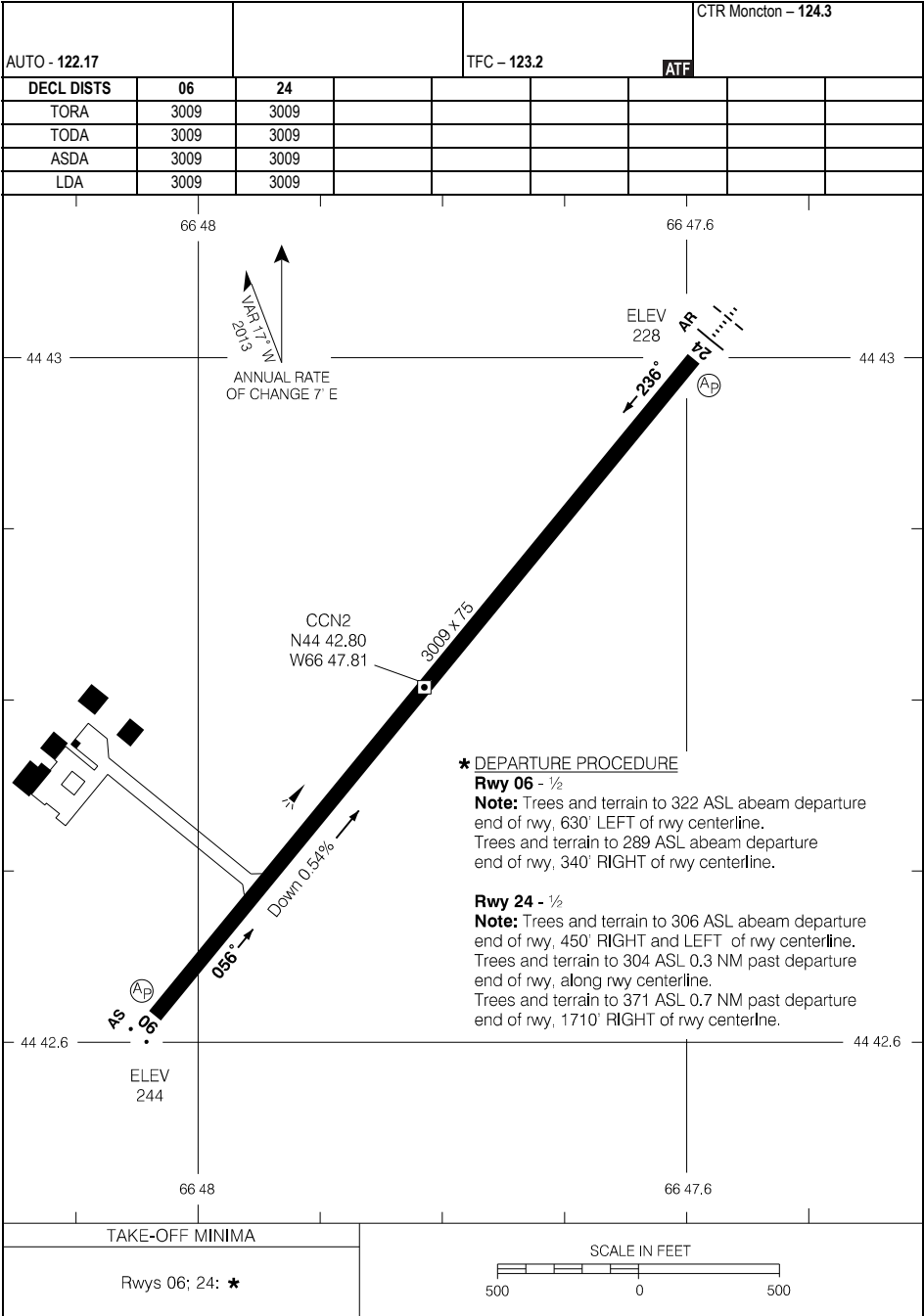


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AERODROME CHART (DND)

EFF 5 OCT 23

AERODROME CHART



AERODROME CHART

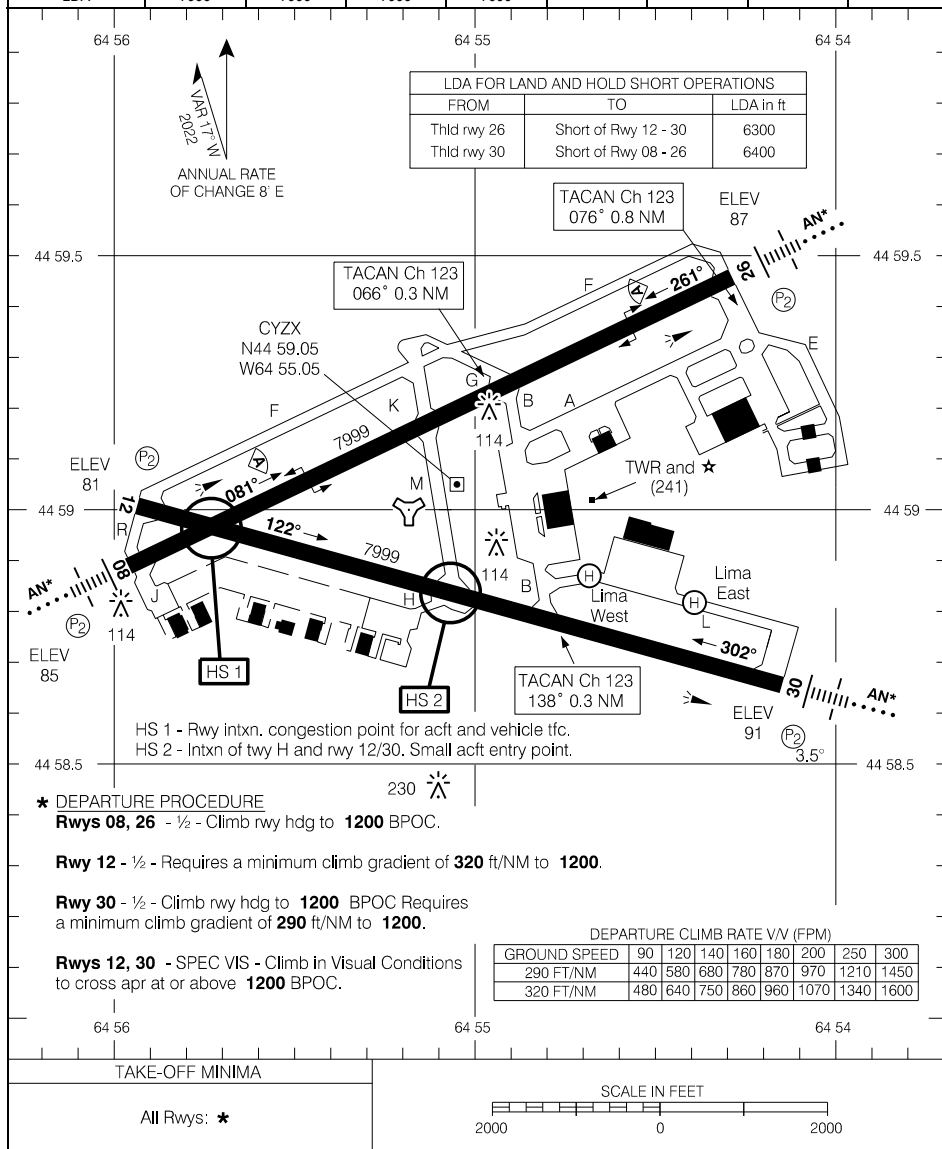
EFF 3 NOV 22

CCN2

GREENWOOD, NS
CYZX

AERODROME CHART (DND)

ATIS – 128.85 244.3 GND – 133.75 289.4		CLNC DEL – 128.02 283.9		TWR – 119.5 324.3		TML – 120.6 335.9	
DECL DIST	08	26	12	30			
TORA	7999	7999	7999	7999			
TODA	7999	7999	7999	7999			
ASDA	7999	7999	7999	7999			
LDA	7999	7999	7999	7999			



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AERODROME CHART (DND)

EFF 21 MAR 24

CYZX

CYZX-AD

● ATIS - 128.85 244.3 CLNC DEL - 128.02 283.9
GND - 133.75 289.4

VAR 17° W 2022
ANNUAL RATE OF CHANGE 8" E

LEGEND
①.....Parking positions
R.....Taxiways
8.....Hangar numbers

INS/ONS/VLF WAYPOINTS
15, 16 - N44 59.2 W64 54.5
17, 18 - N44 58.9 W64 54.9
19, 20 - N44 59.0 W64 54.9
22 - N44 59.1 W64 54.9
24, 25 - N44 58.9 W64 54.7
26 - N44 59.1 W64 54.8
27, 28 - N44 59.1 W64 54.7
29, 30 - N44 59.2 W64 54.7
32 - N44 59.2 W64 54.6
*34, 35, 36 - N44 59.0 W64 54.7
*37 - N44 59.1 W64 54.8
*38, 39 - N44 59.1 W64 54.7
* - inside hangar

14 HGR PARKING SPOTS
50, 51 - N44 58.9 W64 54.6
52, 53 - N44 58.9 W64 54.5
54 - N44 58.8 W64 54.5
55 - N44 58.9 W64 54.4

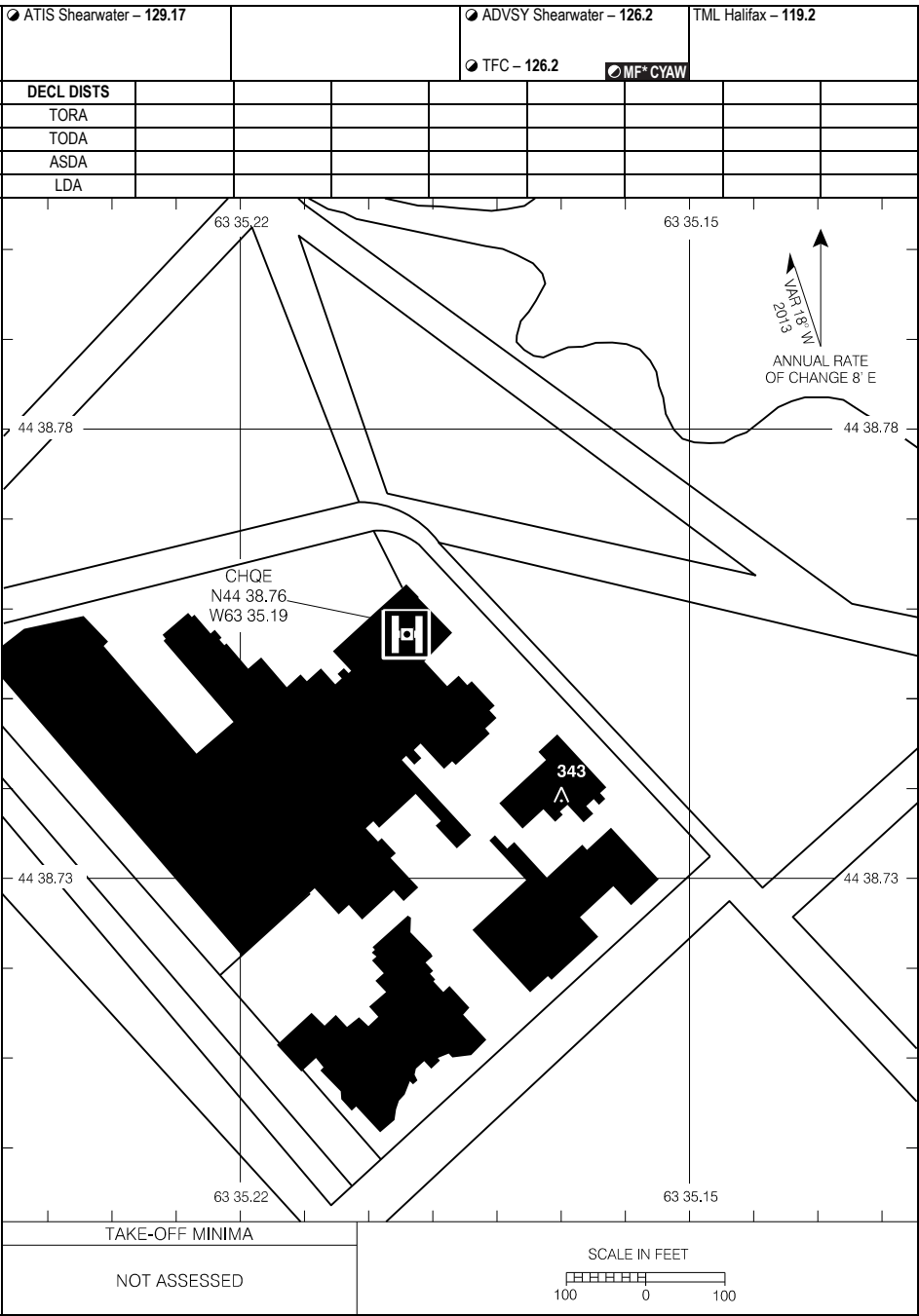
INS/ONS/VLF WAYPOINT
33 - N44 58.8 W64 55.8

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CHQE-HP

HALIFAX (QE II HEALTH SCIENCES CENTRE), NS
CHQE

HELIPORT CHART



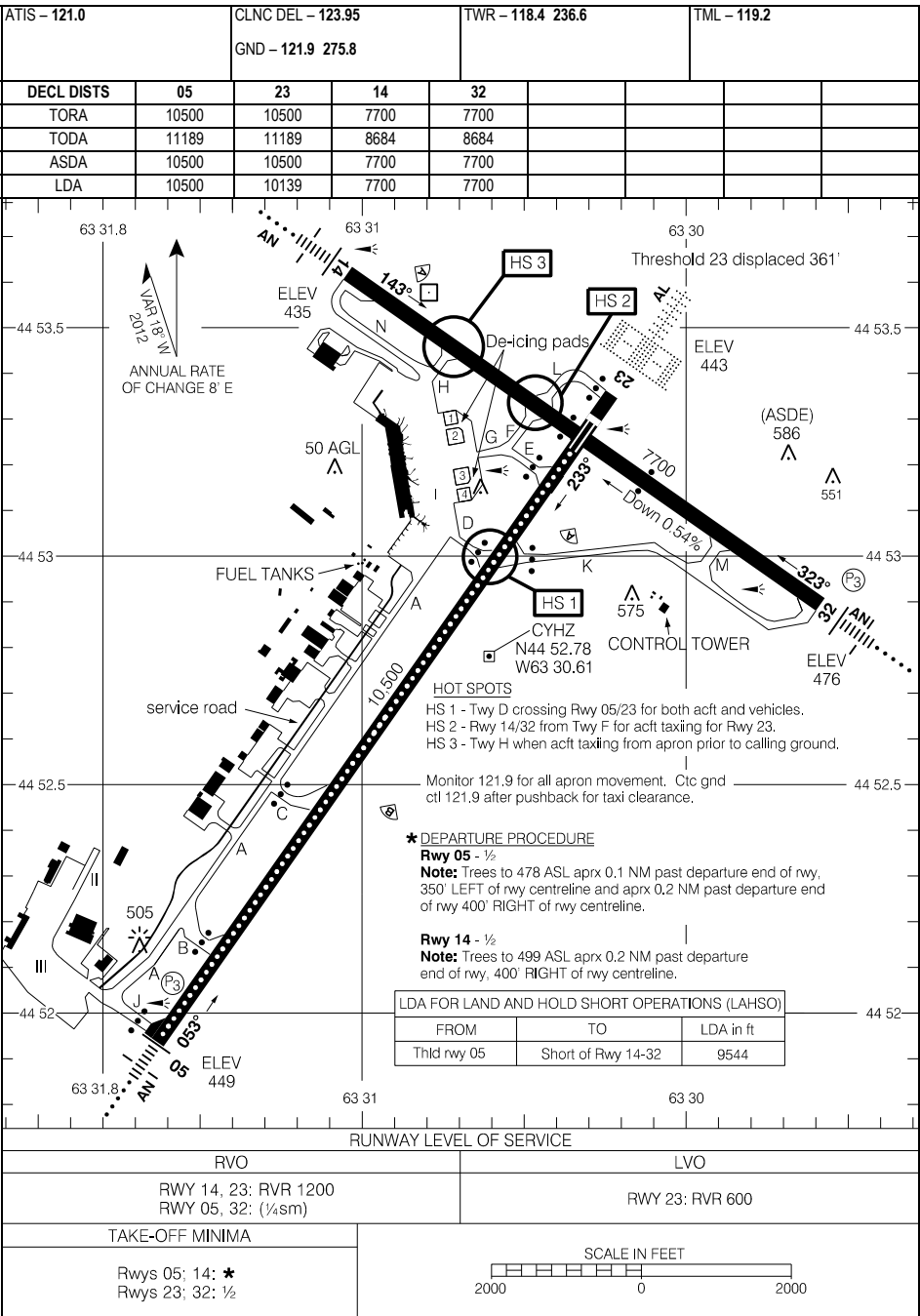
HELIPORT CHART

CHQE

EFF 7 AUG 25

CHQE-HP

AERODROME CHART



AERODROME CHART

EFF 2 OCT 25

LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 ft to 600 ft)**Application**

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the manoeuvring area. The following message will be added to the ATIS broadcast: "LOW VISIBILITY PROCEDURES IN EFFECT".

General

The approved taxi route from the Apron is shown on the Low Visibility Taxi Chart. Taxiway centreline lights will be illuminated in taxiway A, G, F, across Rwy 14, taxiway L to the stop bar.

Departures

When low visibility procedures are in effect, Rwy 23 is the only runway certified for low visibility operations.

Take-off roll cannot commence prior to the displaced threshold location, where the runway is served by high intensity white runway edge lights.

Sequencing of Aircraft Ground Movements for Take-off

Pilots must follow instructions on Sequencing of Ground Movements for Take-Off as described in CAP GEN Operating Minima.

Do not call for taxi clearance until the reported RVR is a minimum of 600.

Runway Level of Service	
Rwy	Certification
23	RVR 600

Stop Bar/Guard Light System

Each taxiway/runway entrances onto Rwy 05/23 is equipped with a stop bar consisting of red inset lights. Also, installed on either side of the stop bars located at the taxiway entrances onto Rwy 05/23 there are yellow flashing runway guard lights (Wig Wags). When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

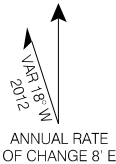
AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR**Arrivals**

Arrivals are permitted on Rwy 23 for approved operators down to RVR 600. Twy J and Twy B are the approved exit routes. Landing aircraft traversing to Aprons I, II or III must exit Rwy 23 on Twy B or Twy J.

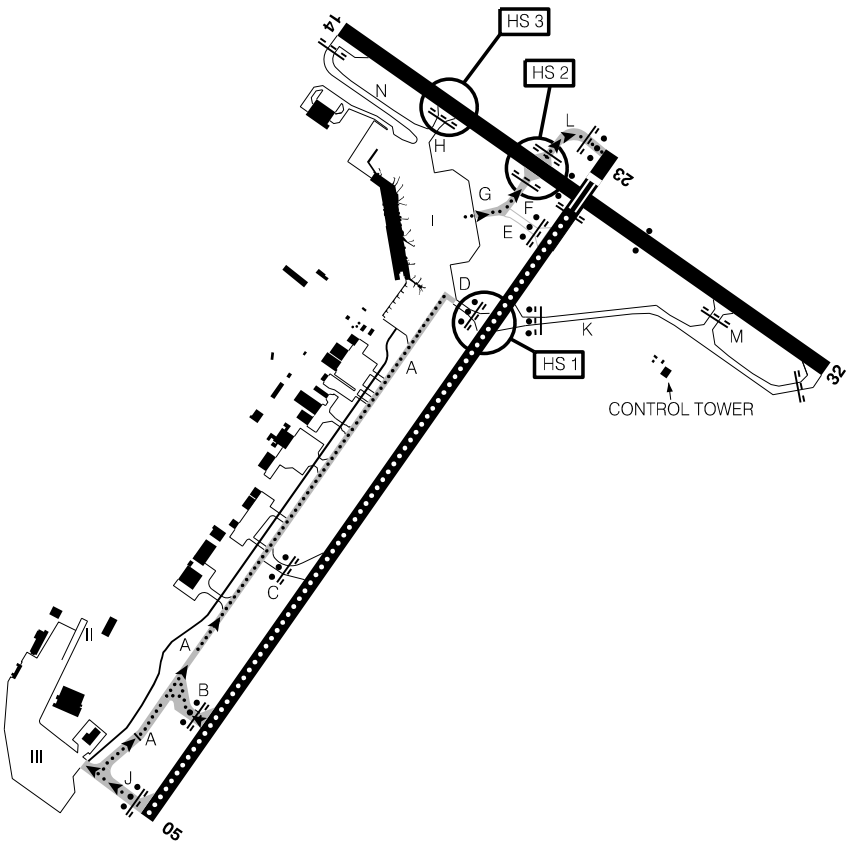
LOW VISIBILITY TAXI CHART
(RVR LESS THAN 1200 TO 600 FT)

HALIFAX/STANFIELD INTL, NS
CYHZ

ATIS – 121.0	CLNC DEL – 123.95	TWR – 118.4 236.6
	GND – 121.9 275.8	



During Low Visibility Conditions	
Declared Distances	23
TORA	10139
TODA	10828



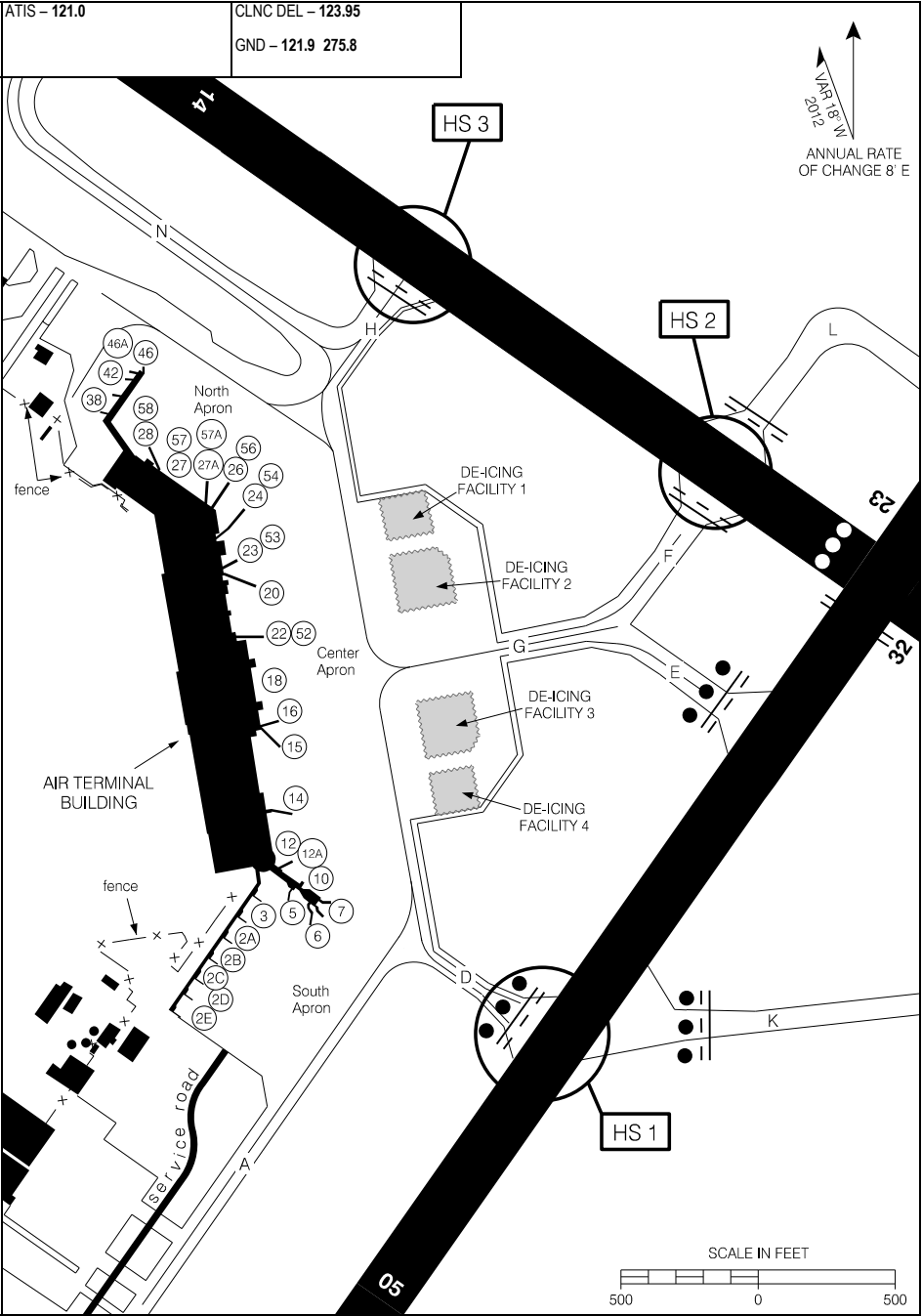
DE-ICING OPERATIONS

De-icing Operations

1. Ctc de-icing provider 30 min prior to dep if de-icing is rqrd. Notify de-icing provider of parking location, planned runway for dep and any special treatments prior to pushback: ICEMAN 122.950 OR 902-410-7748.
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, aircraft configured and engines at idle.
8. After de-icing, configure aircraft for taxi, however, DO NOT MOVE AIRCRAFT.
9. Once instructed, contact Halifax GND 121.9 for taxi.

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PARKING AREAS (APRON I)



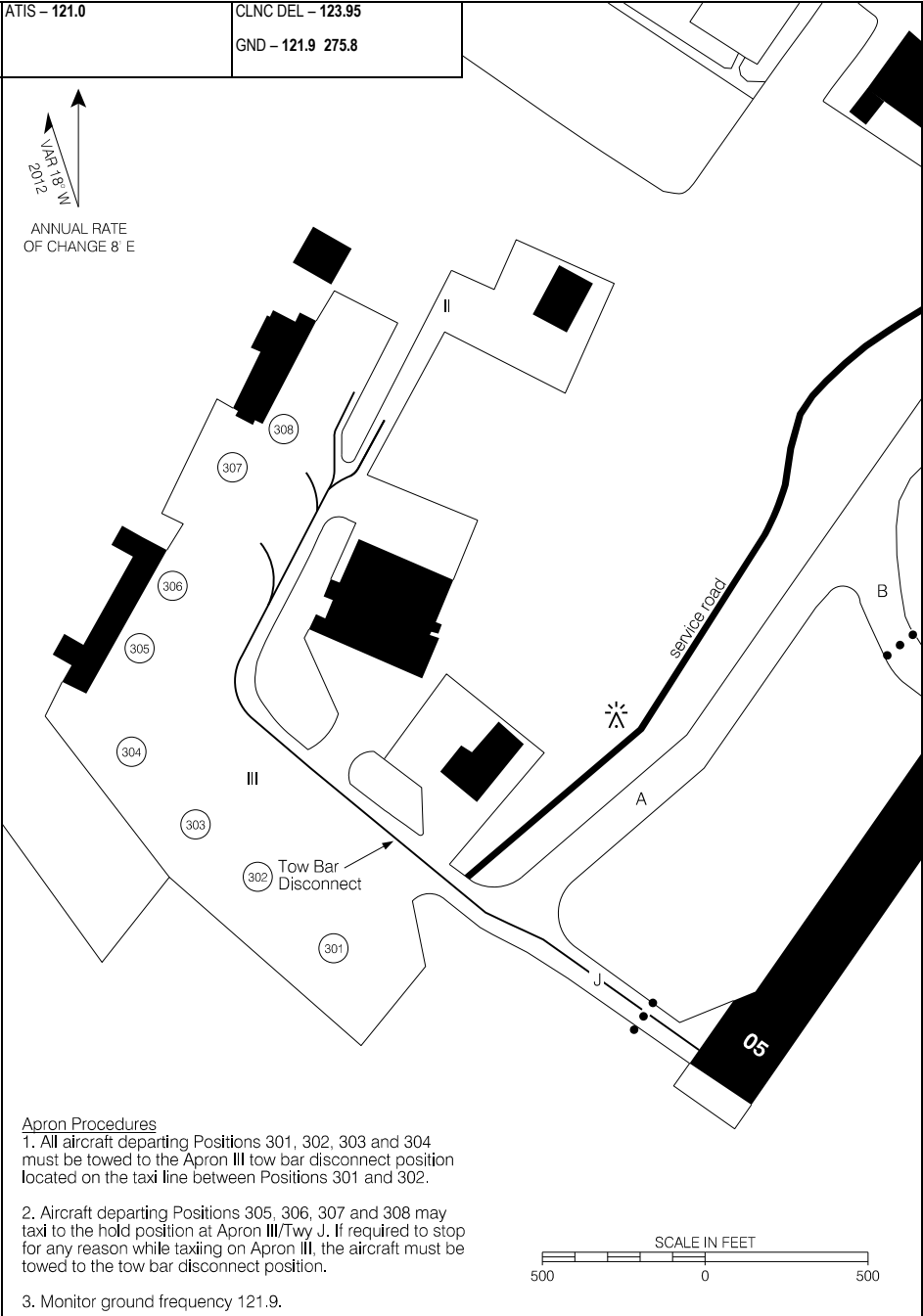
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PARKING AREAS (APRON I)

EFF 7 AUG 25

CYHZ

PARKING AREAS (APRON III)



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PARKING AREAS (APRON III)

EFF 2 OCT 25

CYHZ

PARKING AREAS

Aircraft Parking Positions (APRON I and APRON III)

Position	Coordinates	Position	Coordinates
2A	445302.98N 0633052.10W	27A	445319.47N 0633053.96W
2B	445302.13N 0633052.82W	28	445320.86N 0633056.99W
2C	445301.48N 0633053.58W	38	445322.05N 0633059.23W
2D	445300.69N 0633053.64W	42	445323.13N 0633058.20W
2E	445300.44N 0633054.46W	46	445323.78N 0633057.09W
3	445304.04N 0633051.05W	46A	445324.28N 0633058.02W
5	445304.27N 0633049.25W	52	445313.84N 0633050.79W
6	445303.29N 0633048.01W	53	445316.87N 0633051.96W
7	445304.04N 0633047.06W	54	445318.43N 0633051.97W
10	445305.23N 0633047.89W	56	445319.62N 0633052.85W
12	445306.13N 0633049.44W	57	445319.79N 0633054.31W
12A	445305.77N 0633049.37W	57A	445319.47N 0633053.96W
14	445307.77N 0633049.44W	58	445320.86N 0633056.99W
15	445310.18N 0633049.62W	301	445200.49N 0633155.58W
16	445311.01N 0633049.87W	302	445202.77N 0633158.95W
18	445312.29N 0633050.58W	303	445204.43N 0633201.74W
20	445315.81N 0633051.21W	304	445206.75N 0633204.61W
22	445313.84N 0633050.79W	305	445210.05N 0633204.26W
23	445316.87N 0633051.96W	306	445212.05N 0633202.77W
24	445318.43N 0633051.97W	307	445215.83N 0633200.10W
26	445319.62N 0633052.85W	308	445217.05N 0633157.79W
27	445319.79N 0633054.31W		

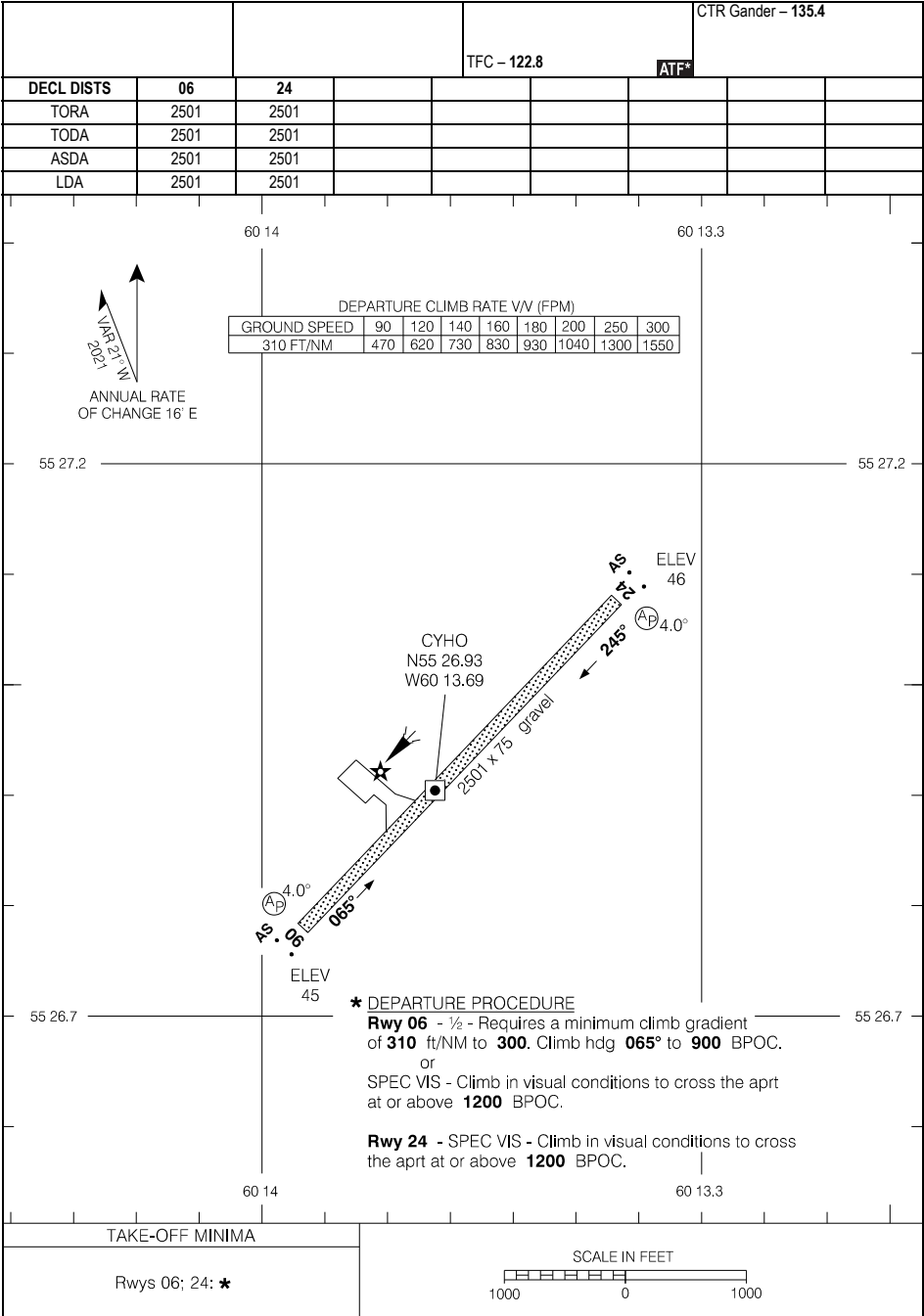
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PARKING AREAS

EFF 7 AUG 25

CYHZ

AERODROME CHART



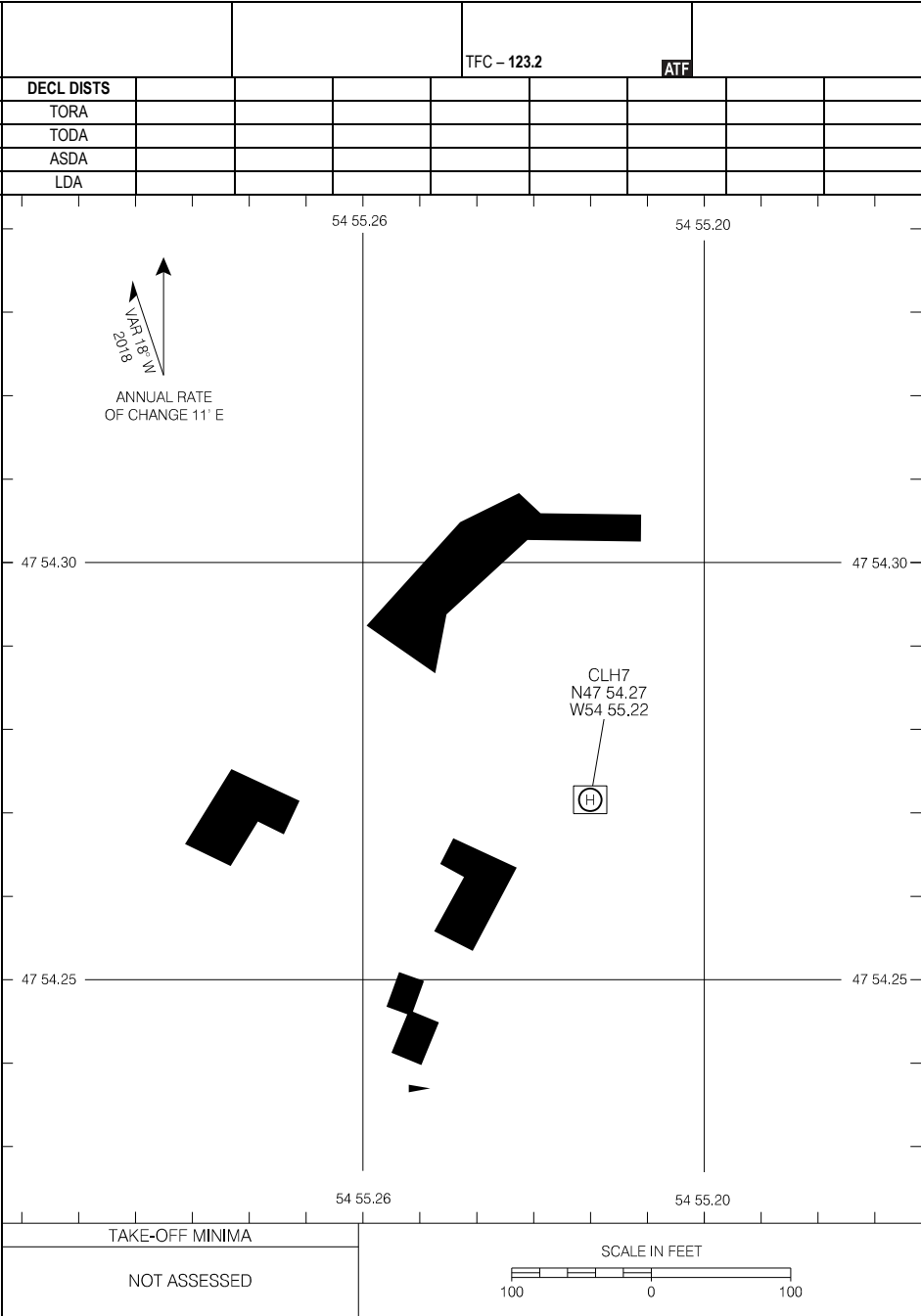
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AERODROME CHART

EFF 7 OCT 21

CYHO

HELIPORT CHART



LONG POND, NL
CCX2

● ATIS St. John's - 128.0				TFC - 123.2		CTR Gander - 133.15	
DECL DISTS						ATF	
TORA							
TODA							
ASDA							
LDA							

CCX2
N47 30.98
W52 58.86
ELEV 42

NAR 17° N
2024
ANNUAL RATE OF CHANGE 11° E

SCALE IN FEET

TAKE-OFF MINIMA

NOT ASSESSED

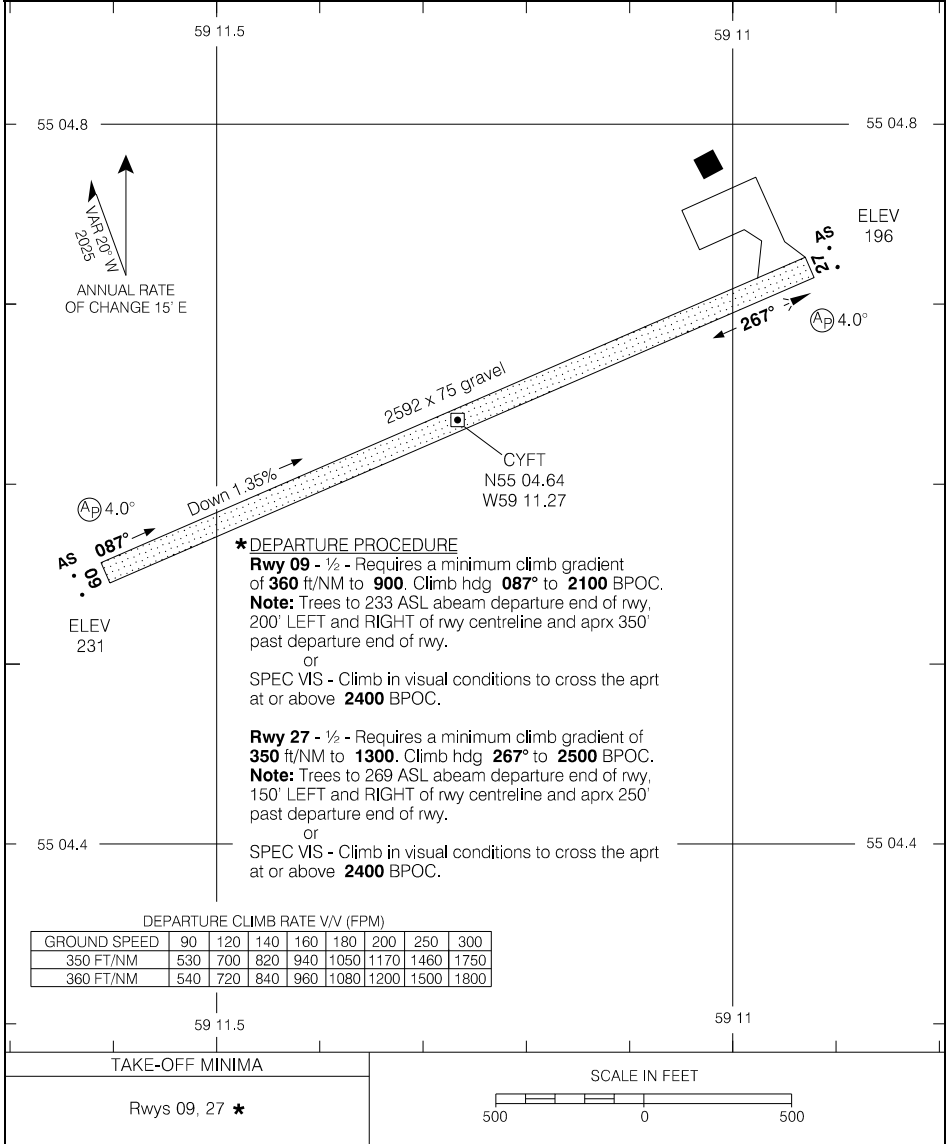
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CCX2

CCX2-HP

AERODROME CHART

				TFC – 122.8		CTR Gander – 120.4 294.5	
				ATF*			
DECL DIST	09	27					
TORA	2592	2592					
TODA	2592	2592					
ASDA	2592	2592					
LDA	2592	2592					

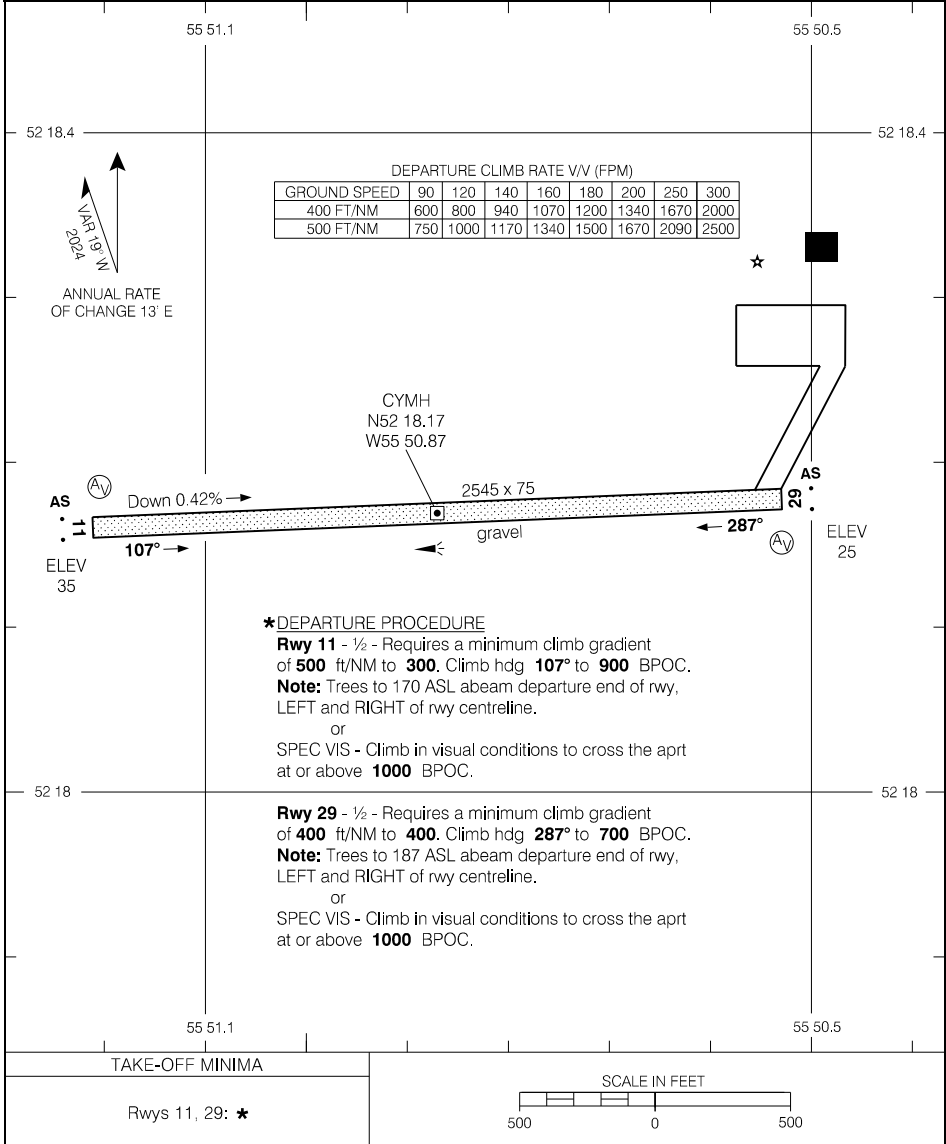


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MARYS HARBOUR, NL
CYMH

AERODROME CHART

MET – 122.55				TFC – 122.8			ATF*	
DECL DISTS	11	29						
TORA	2545	2545						
TODA	2545	2545						
ASDA	2545	2545						
LDA	2545	2545						



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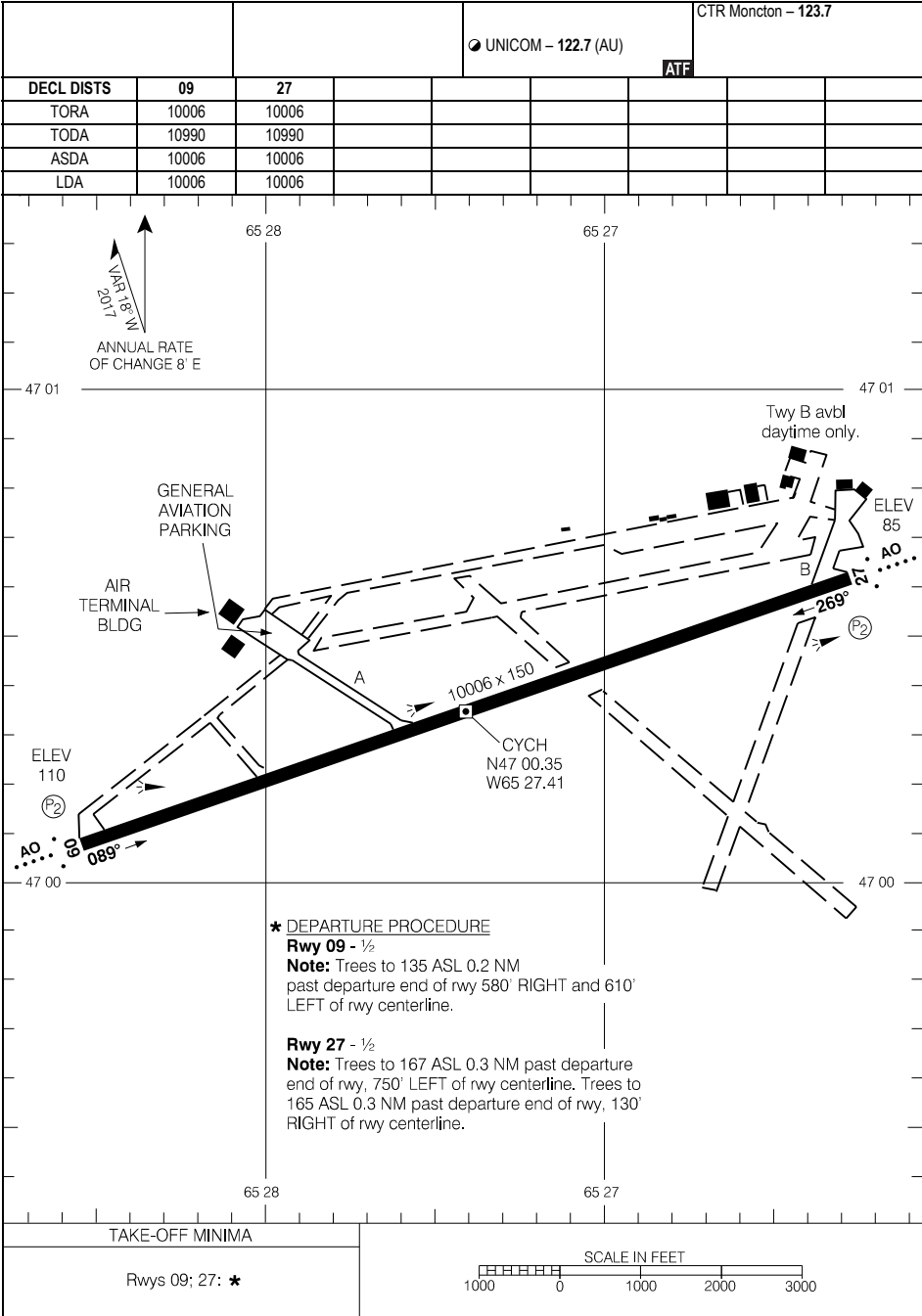
AERODROME CHART

EFF 26 DEC 24

CYMH

CYMH-AD

AERODROME CHART

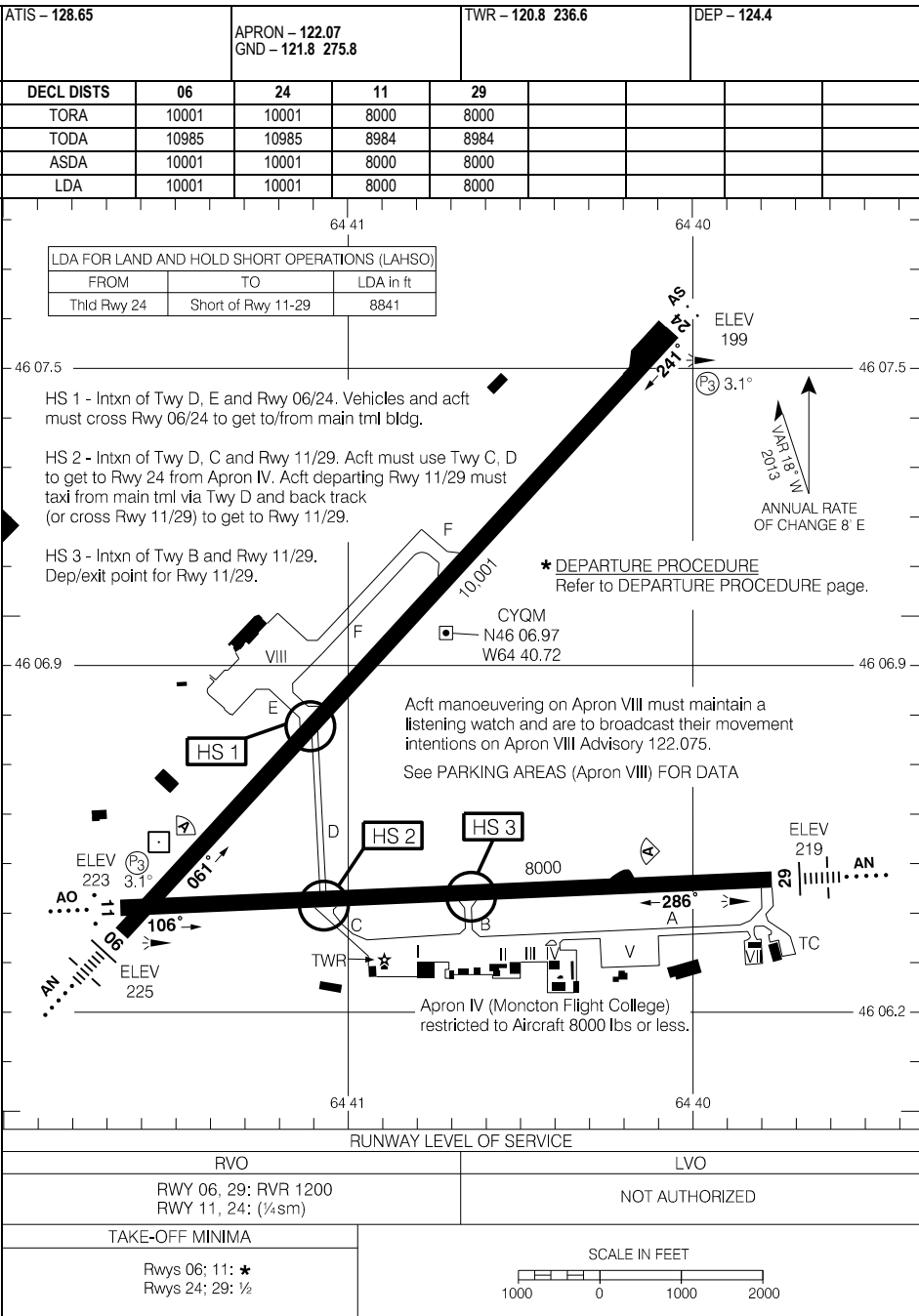


AERODROME CHART

EFF 20 APR 23

CYCH

CYQM-AD
MONCTON/GREATER MONCTON ROMÉO LEBLANC INTL, NB
CYQM

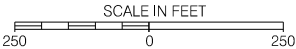
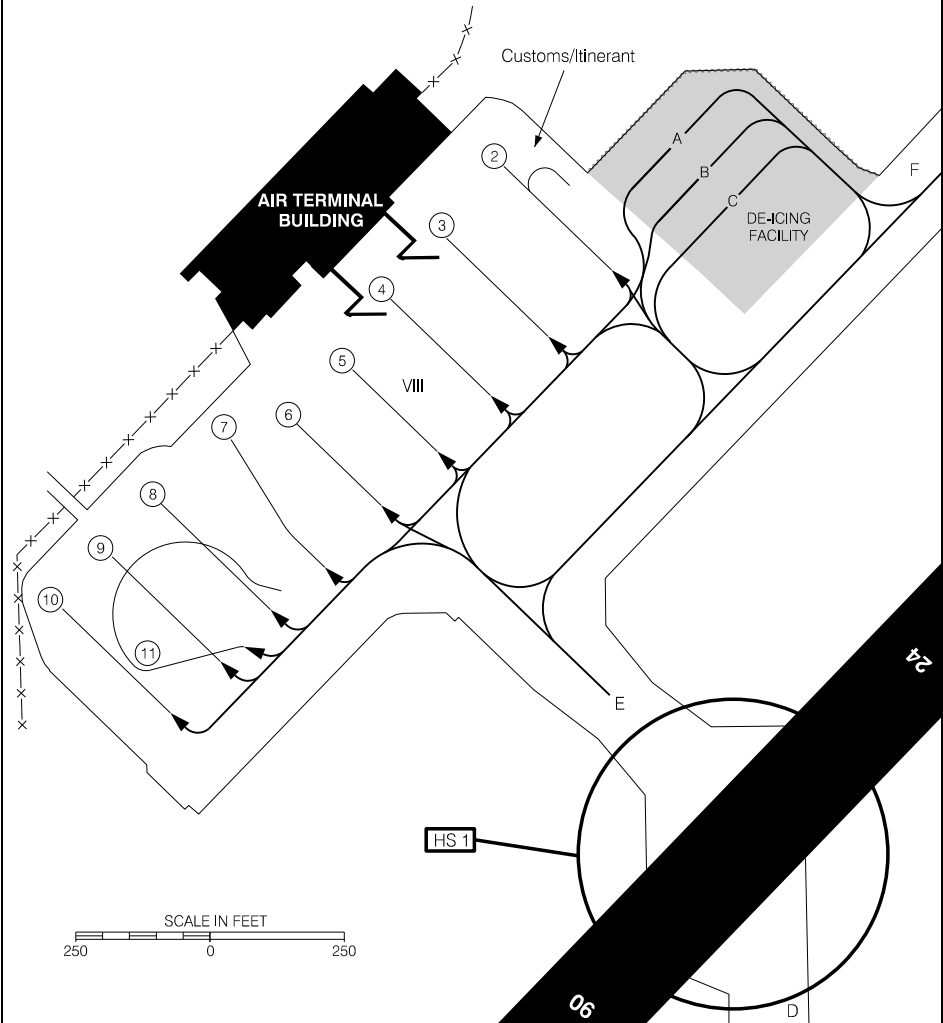


PARKING AREAS (Apron VIII)

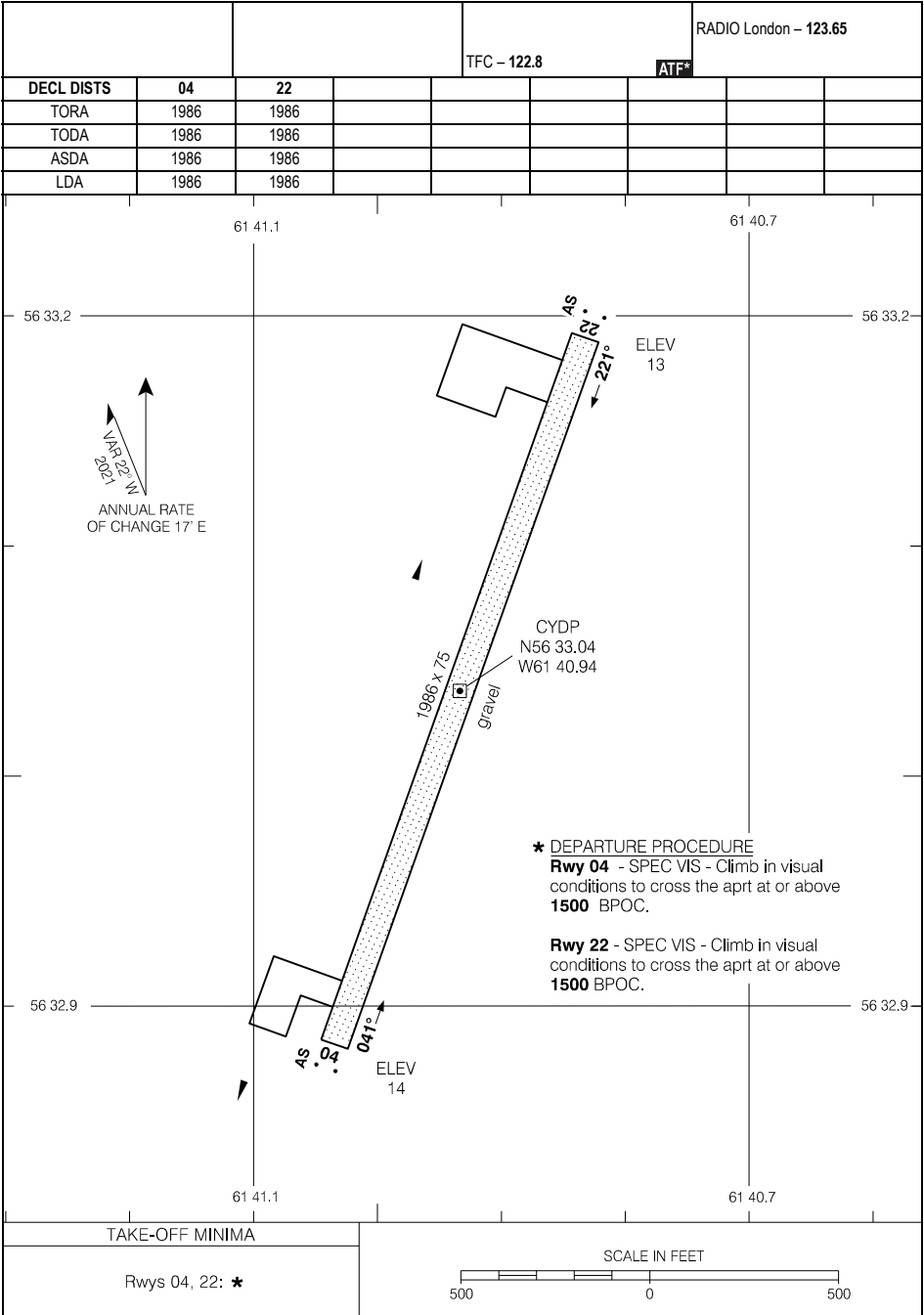
ATIS – 128.65	APRON – 122.07 GND – 121.8 275.8
---------------	-------------------------------------

Note:
De-icing Apron VIII - Prior to pushback, broadcast intentions and monitor all movements on Apron Advisory 122.075. Proceed to De-icing pad.

Itinerant Aircraft wishing to use Apron VIII ctc Airport Security 506-856-5429 - 2hr PNR.



AERODROME CHART



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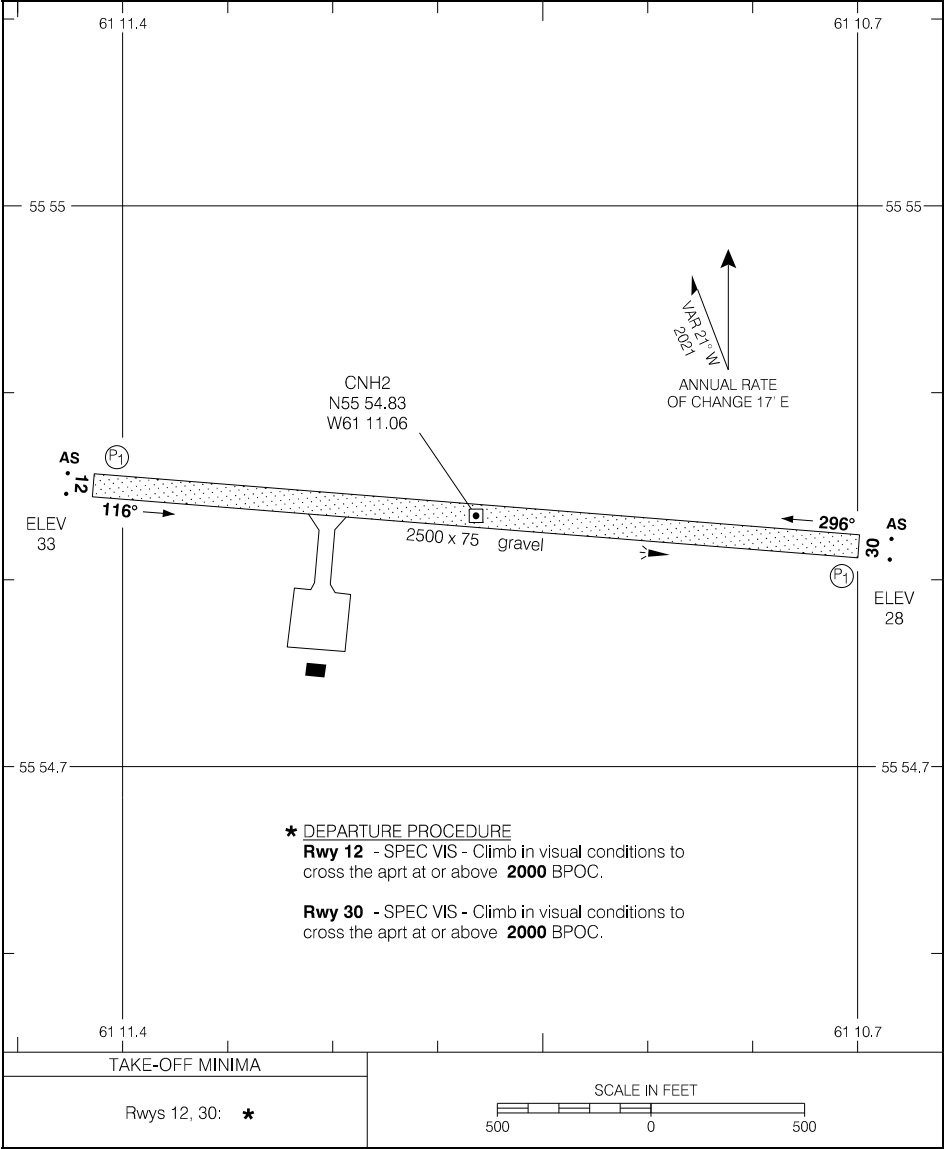
AERODROME CHART

EFF 7 OCT 21

CYDP

AERODROME CHART

				TFC – 122.8		CTR Gander – 135.4	
				ATF*			
DECL DIST	12	30					
TORA	2500	2500					
TODA	2500	2500					
ASDA	2500	2500					
LDA	2500	2500					



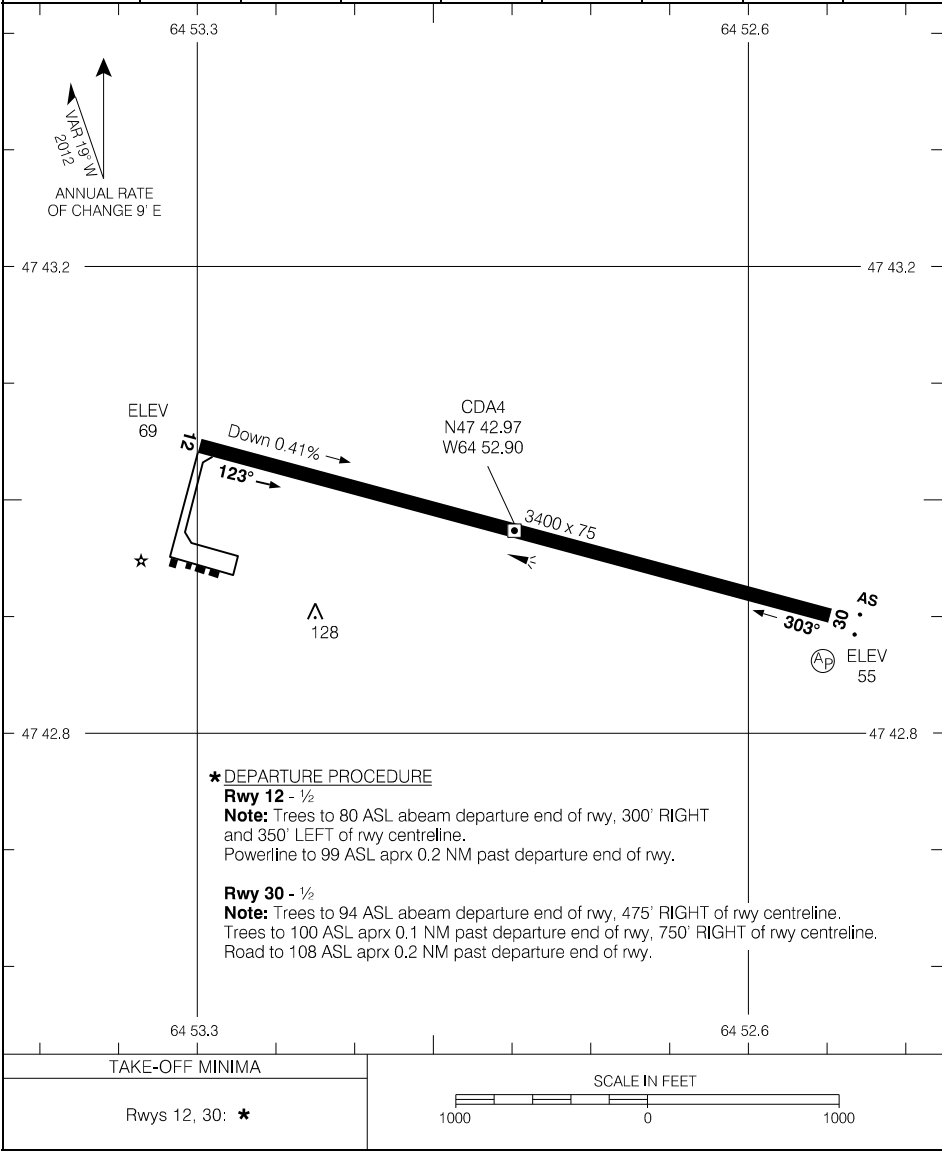
AERODROME CHART

EFF 12 JUN 25

CNH2

AERODROME CHART

					UNICOM – 122.35		CTR Moncton – 134.25	
		ATF						
DECL DIST	12	30						
TORA	3400	3400						
TODA	3400	3400						
ASDA	3400	3400						
LDA	3400	3400						



★ DEPARTURE PROCEDURE

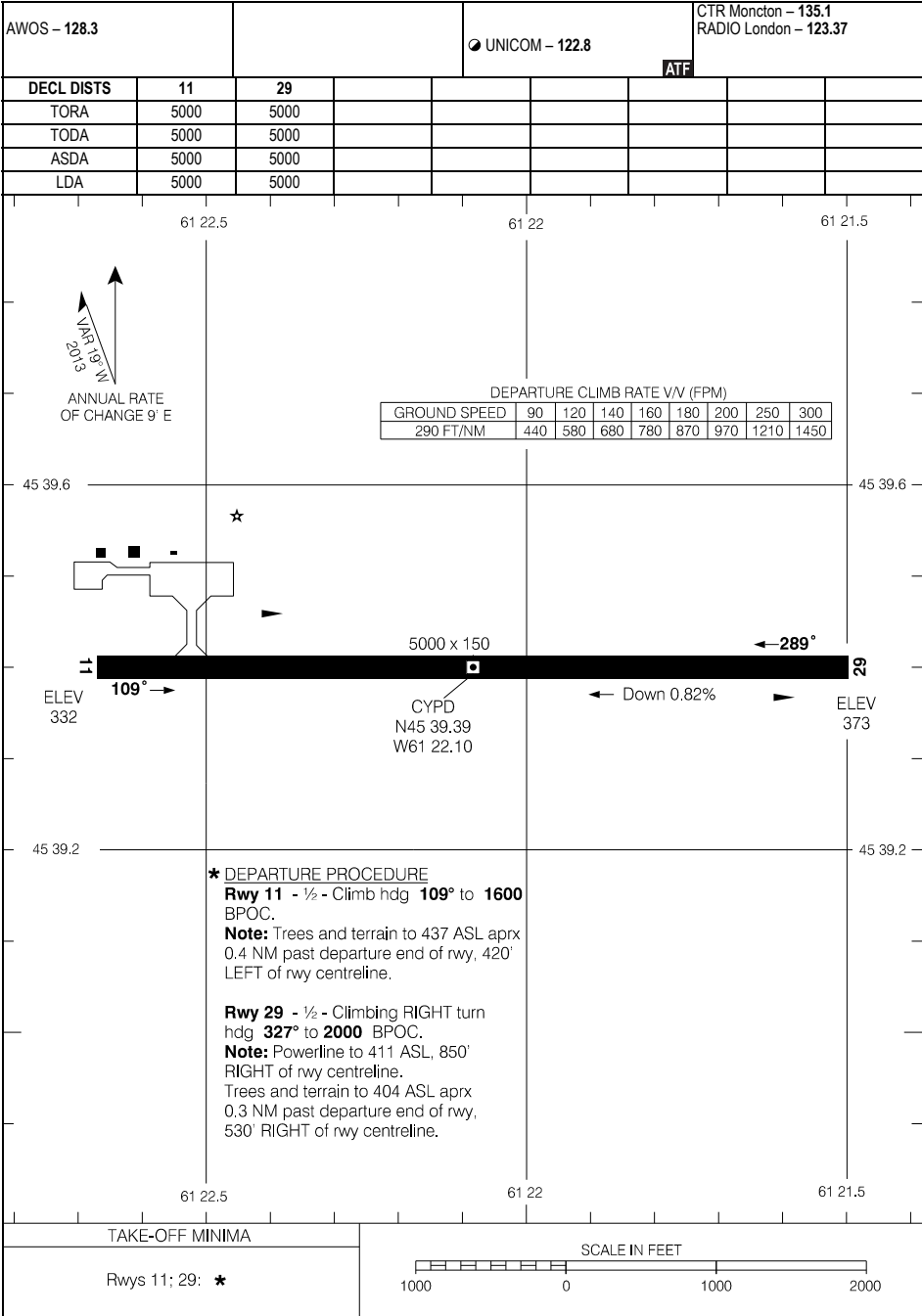
Rwy 12 - ½

Note: Trees to 80 ASL abeam departure end of rwy, 300' RIGHT and 350' LEFT of rwy centreline.
Powerline to 99 ASL aprx 0.2 NM past departure end of rwy.

Rwy 30 - ½

Note: Trees to 94 ASL abeam departure end of rwy, 475' RIGHT of rwy centreline.
Trees to 100 ASL aprx 0.1 NM past departure end of rwy, 750' RIGHT of rwy centreline.
Road to 108 ASL aprx 0.2 NM past departure end of rwy.

AERODROME CHART



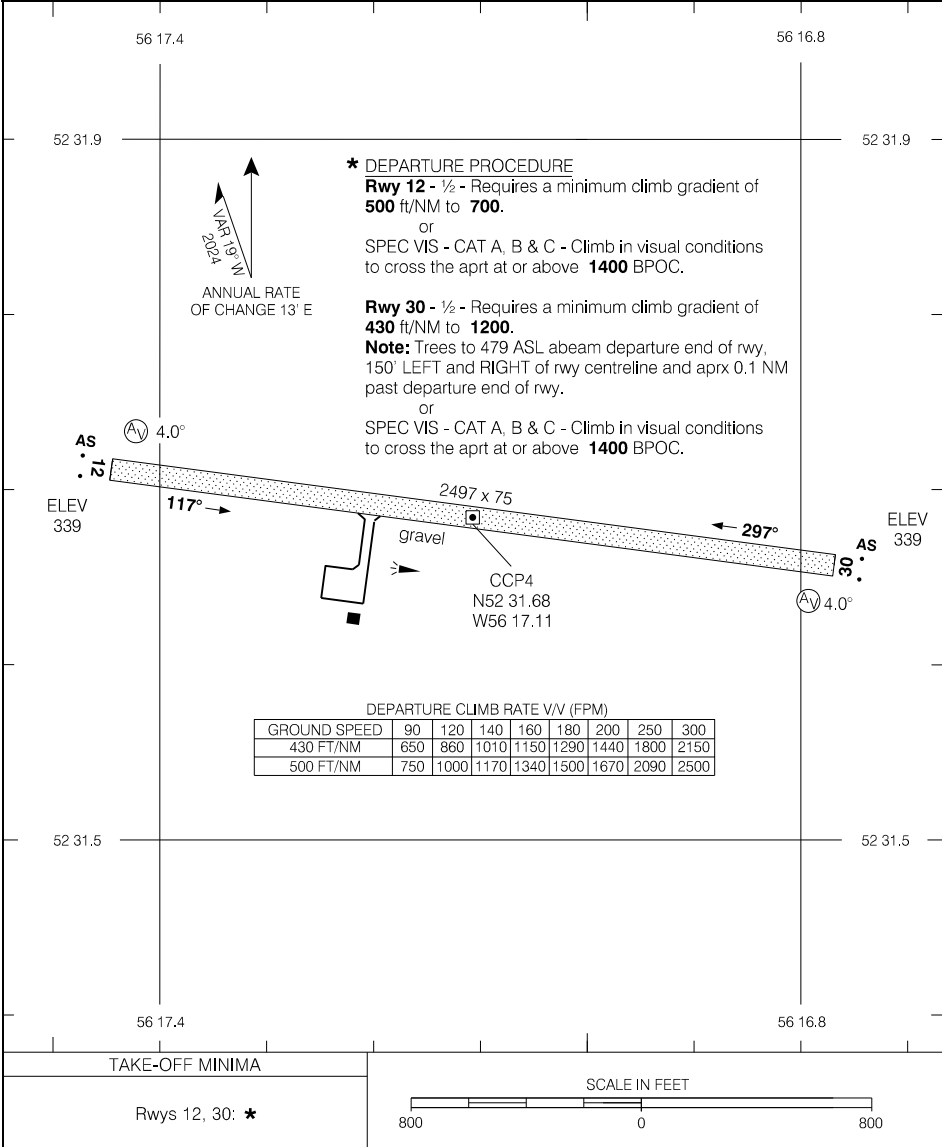
AERODROME CHART

EFF 5 SEP 24

CYPD

AERODROME CHART

AWOS Mary's Harbour – 122.55				TFC – 122.8		ATF*			
DECL DIST	12	30							
TORA	2497	2497							
TODA	2497	2497							
ASDA	2497	2497							
LDA	2497	2497							

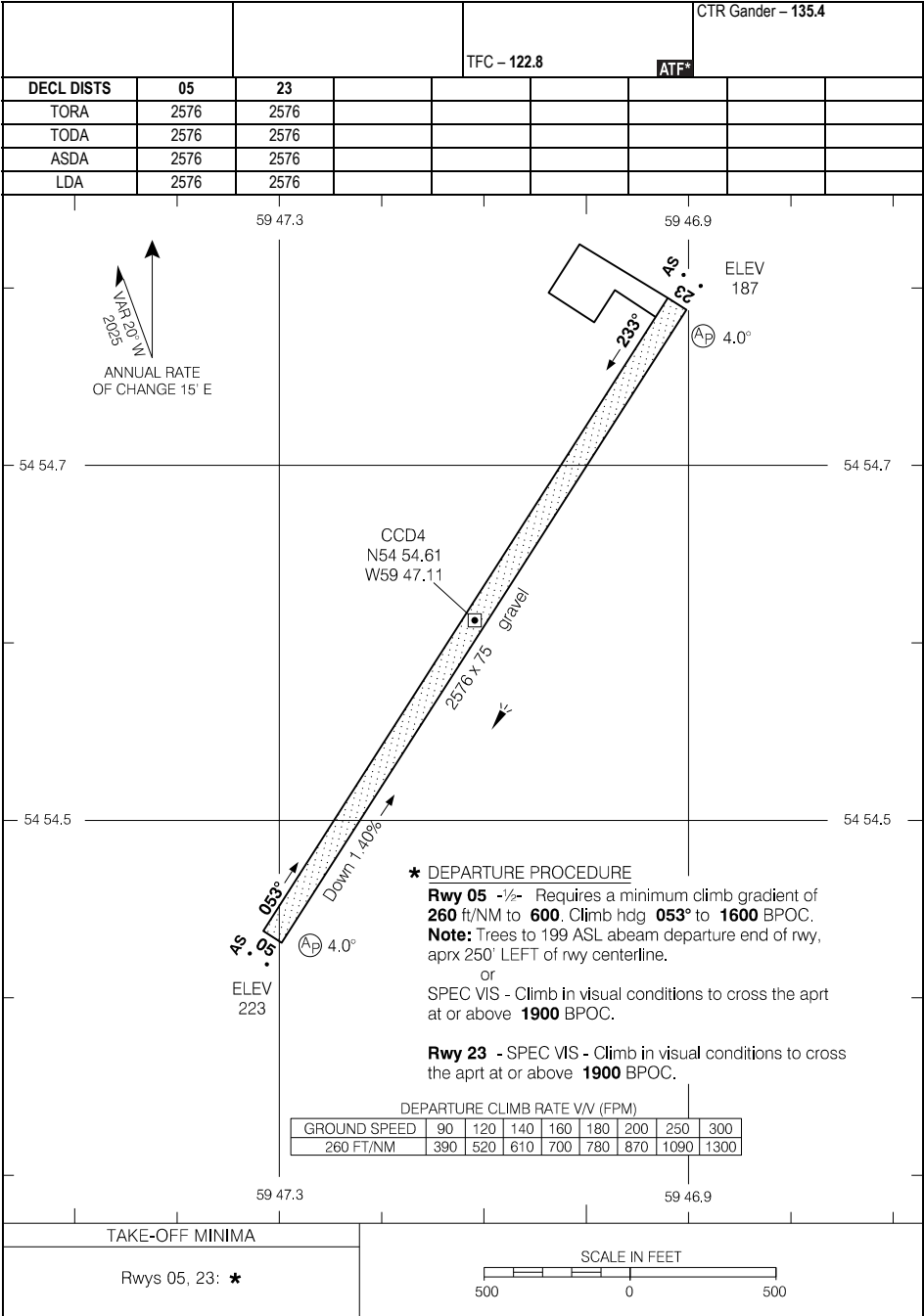


AERODROME CHART

EFF 21 MAR 24

CCP4

AERODROME CHART



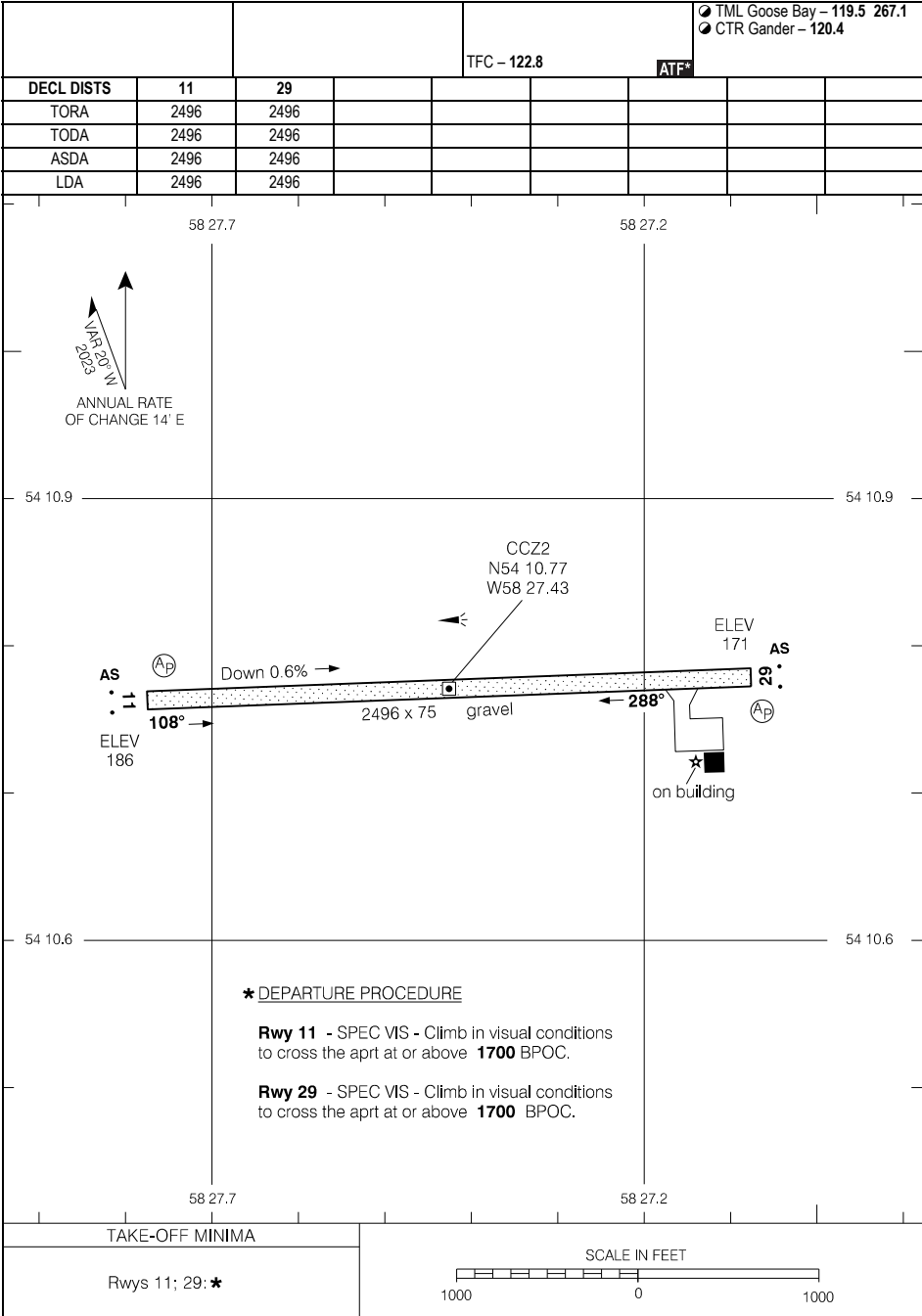
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AERODROME CHART

EFF 20 FEB 25

CCD4

AERODROME CHART



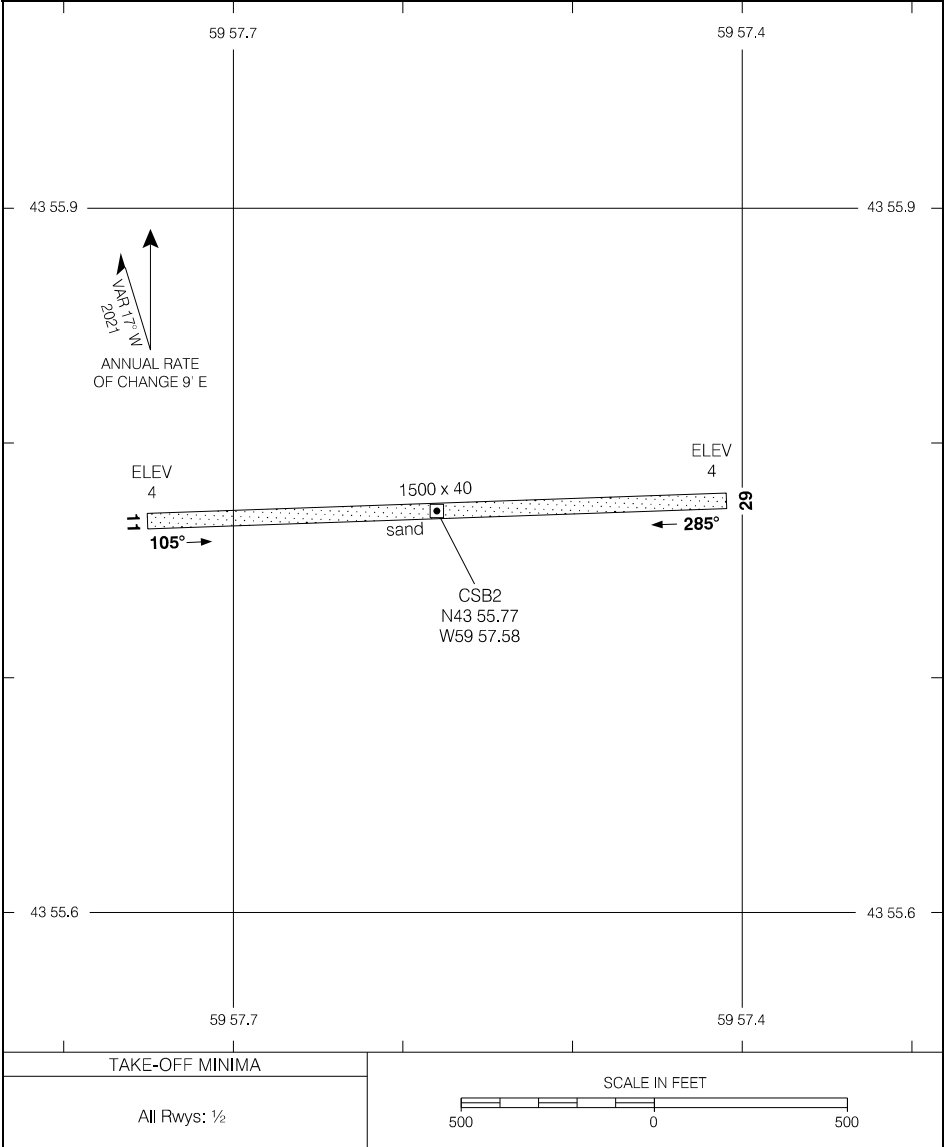
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AERODROME CHART

CCZ2

AERODROME CHART

AWOS – 118.2					TFC – 122.75		MF			
DECL DIST	11	29								
TORA	1500	1500								
TODA	1500	1500								
ASDA	1500	1500								
LDA	1500	1500								



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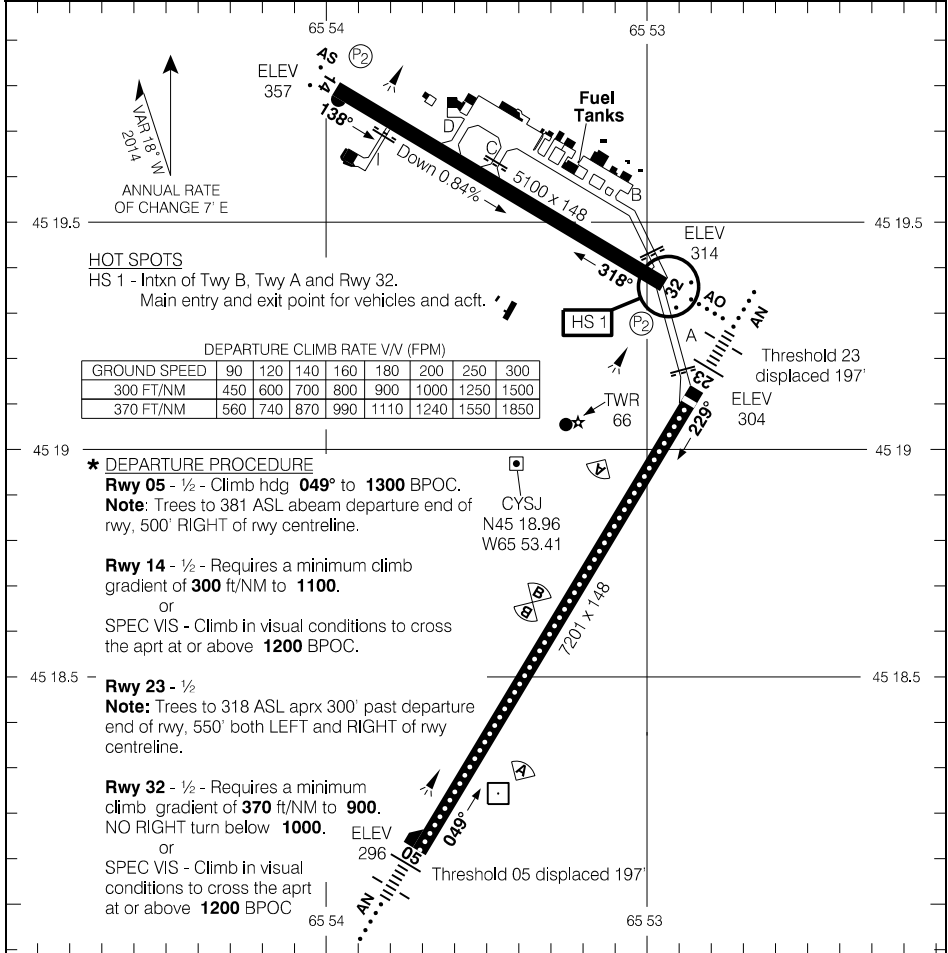
AERODROME CHART

EFF 17 APR 25

CSB2

AERODROME CHART

					RADIO – 118.5 236.6		CTR Moncton – 124.3 270.8	
					MF			
DECL DIST	05	23	14	32				
TORA	7201	7201	5100	5100				
TODA	7857	7726	5100	6084				
ASDA	7201	7201	5100	5100				
LDA	7004	7004	5100	5100				



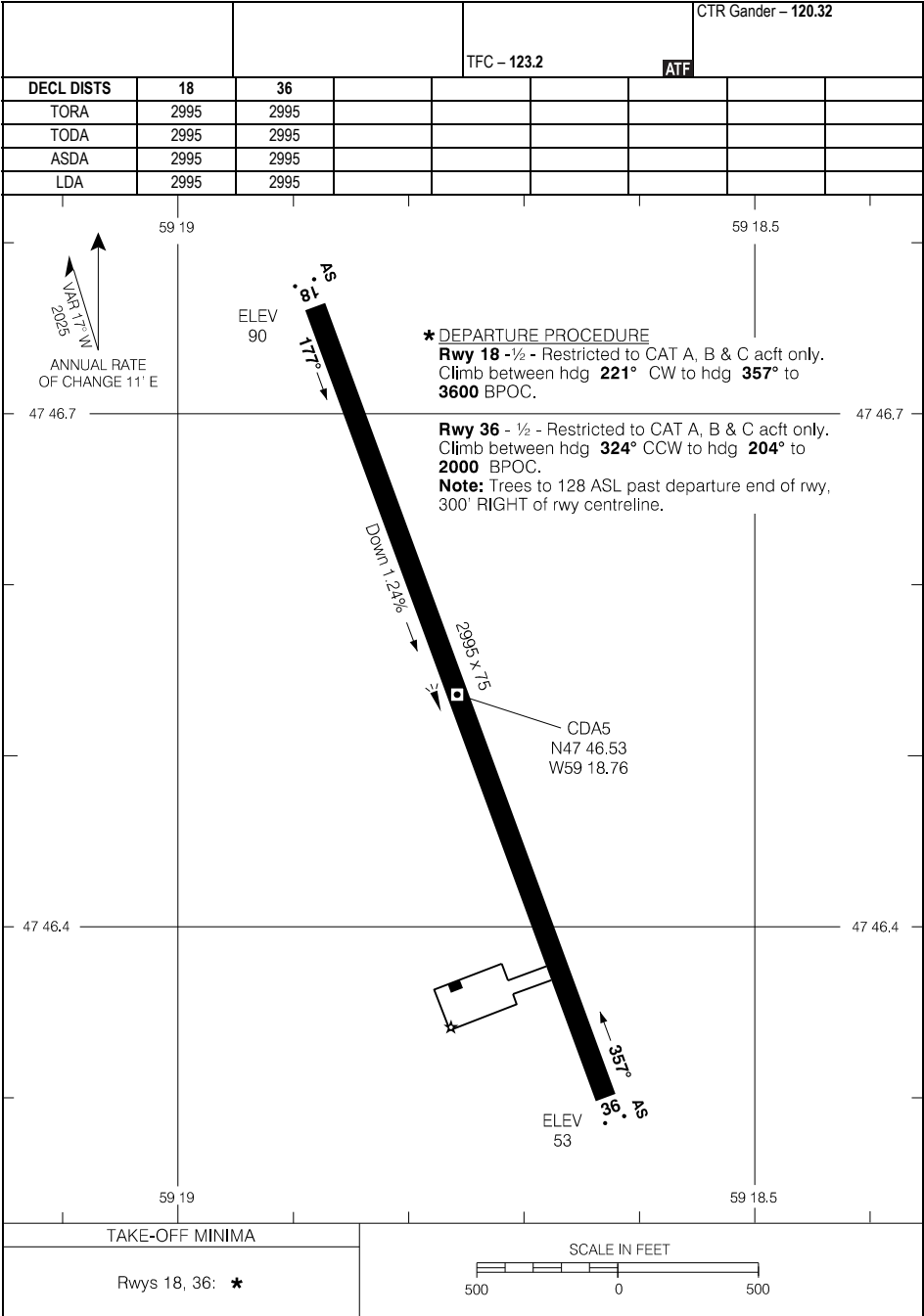
RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 05, 23: RVR 1200 RWY 14, 32: (¼ sm)	RWY 05, 23: RVR 600
TAKE-OFF MINIMA	
Rwys 05;14; 23; 32:★	SCALE IN FEET 1000 0 1000 2000

AERODROME CHART

EFF 21 MAR 24

CYSJ

AERODROME CHART



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AERODROME CHART

EFF 17 APR 25

REDUCED/LOW VISIBILITY PROCEDURES

**REDUCED VISIBILITY PROCEDURES (RVR less than 2600 ft (1/2 sm) to 1200 ft (1/4 sm))
and LOW VISIBILITY PROCEDURES (RVR less than 1200 to 600 ft)****Application**

These procedures apply to ground movements of aircraft departing under reduced and low visibility conditions.

Departures below RVR 600 are not authorized.

When weather conditions indicate visibility below RVR 2600, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the advisory: "REDUCED VISIBILITY PROCEDURES IN EFFECT" or "LOW VISIBILITY PROCEDURES IN EFFECT"

General**REDUCED VISIBILITY TAXI ROUTES**

Taxi routes during reduced visibility operations are exclusive to the following routes:

1. Route 1 - Twy C, Rwy 14/32. For departure Rwy 05/23, continue Twy A to Rwy 05/23.
2. Route 2 - Twy I, Rwy 14/32. For departure Rwy 05/23, continue Twy A to Rwy 05/23.
3. Route 3 - Twy B, Rwy 14/32. For departure Rwy 05/23, continue Twy A to Rwy 05/23.

Aircraft restricted to one on the maneuvering area at any time during reduced visibility operations.

LOW VISIBILITY TAXI ROUTES

Taxi routes during low visibility operations are exclusive to the following routes:

1. Route 1 - Twy C, Rwy 14/32, Twy A - to Rwy 05/23.
2. Route 2 - Twy I, Rwy 14/32, Twy A - to Rwy 05/23.
3. Route 3 - Twy B, Rwy 14/32, Twy A - to Rwy 05/23.

Aircraft restricted to one on the maneuvering area at any time during low visibility operations.

When RVR falls below 600, movement of all aircraft ceases.

Rwy 14/32 will be used for taxiing purposes only during low visibility conditions.

DEPARTURES

Rwy 14/32 and Rwy 05/23 for departures in reduced visibility conditions.

Rwy 05/23 will be used for departures in low visibility conditions.

During RVOP/LVOP departure clearance or Pre-Taxi validation will not be given to any requesting aircraft if any other aircraft has been issued an approach or departure clearance until:

- either the arriving aircraft has landed and reported off the manoeuvring area or
- a departing aircraft is in contact with the Moncton Area Control Centre.

Take-Off roll cannot commence prior to the displaced threshold location where the runway is served by high intensity white runway edge lights.

Modified Declared Distances During RVOP/LVOP

RWY 05		RWY 23	
TORA	7004	TORA	7004
TODA	7660	TODA	7529
ASDA	7004	ASDA	7004

REDUCED/LOW VISIBILITY PROCEDURES

REDUCED/LOW VISIBILITY PROCEDURES

**REDUCED VISIBILITY PROCEDURES (RVR less than 2600 ft (1/2 sm) to 1200 ft (1/4 sm))
and LOW VISIBILITY PROCEDURES (RVR less than 1200 to 600 ft)****Sequencing of Ground Movements for Take-off**

Pilots must follow instructions on Sequencing of Ground Movements for Take-Off as described in CAP GEN Operating Minima.

All aircraft are to obtain an IFR clearance or Pre-Taxi validation through the Saint John FSS prior to taxiing from any apron at Saint John Airport and are required to use the designated taxi routes.

Departing aircraft taxiing from a hangar along Twy B during RVOP or LVOP are required to taxi via Twy B to Rwy 14/32, Twy A to Rwy 05/23.

Do not request IFR clearance or Pre-Taxi validation until the RVR is greater than 600.

Guard Light System

Yellow flashing runway guard lights (Wig Wags) are installed at the Twy A entrance onto Rwy 05/23, Twy B onto Rwy 14/32, and Twy C and Twy I onto Rwy 14/32. When the twy edge lights are illuminated, the guard lights are turned on.

ARRIVALS

Arrivals are permitted on all runways for RVR 2600 ft (1/2 sm) to 1200 ft (1/4 sm). Twy A, Rwy 14/32, Twy B or Twy C and Twy A, Rwy 14/32, Twy I are the approved exit routes in RVOP.

Arrivals are not authorized in LVOP conditions.

RUNWAY LEVEL OF SERVICE

RWY	Certification	RWY	Certification
05	RVR 600	14	¼ sm
23	RVR 600	32	¼ sm

Note: Departing aircraft taxiing from a private hangar will be advised that RVOP or LVOP conditions are in effect. FSS will maintain one-in and one-out movements and will request aircraft access the designated taxi route.

REDUCED/LOW VISIBILITY PROCEDURES

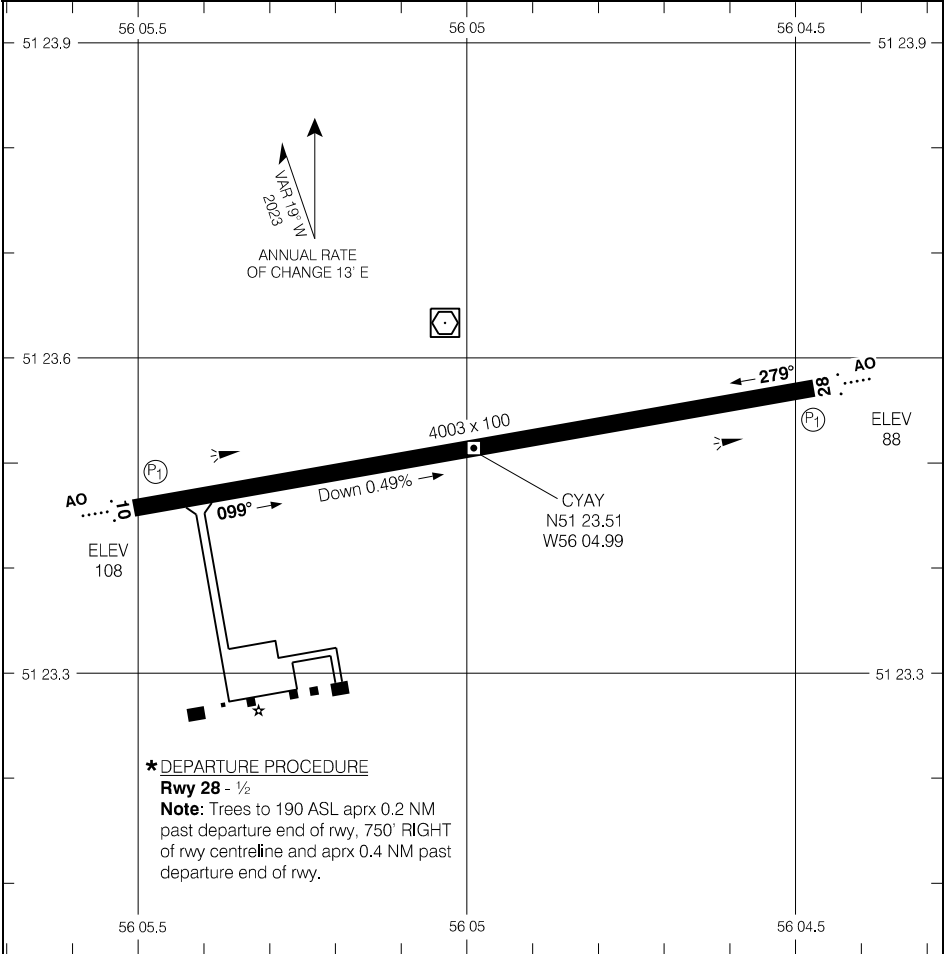
CYSJ

CYAY-AD

ST. ANTHONY, NL
CYAY

AERODROME CHART

AWOS – 118.65					RADIO Deer Lake – 122.3		CTR Gander – 133.0	
		MF						
DECL DIST	10	28						
TORA	4003	4003						
TODA	4987	4987						
ASDA	4003	4003						
LDA	4003	4003						



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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 10, 28: (1/4sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwy 10: 1/2 Rwy 28: ★	

AERODROME CHART

CYAY

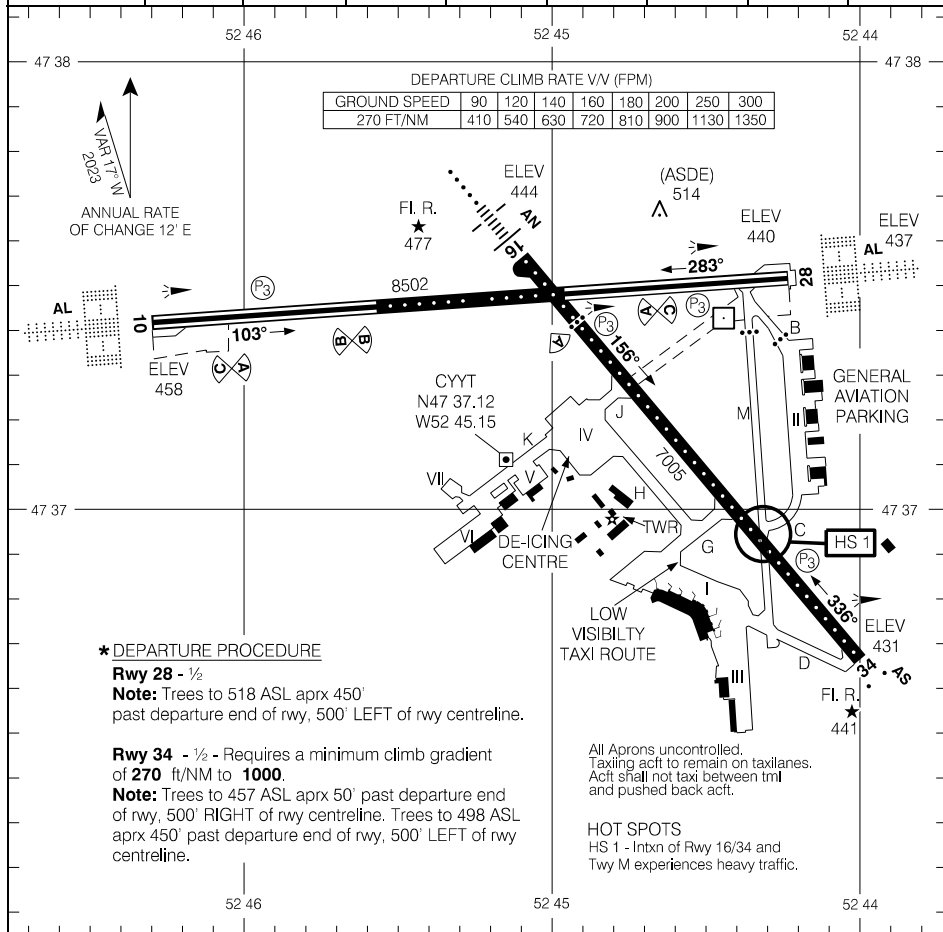
EFF 15 JUN 23

CYAY-AD

ST. JOHN'S INTL, NL
CYYT

AERODROME CHART

ATIS – 128.0		GND – 121.9 275.8			TWR – 120.6 236.6		CTR Gander – 133.15 227.3	
DECL DISTS	10	28	16	34				
TORA	8502	8502	7005	7005				
TODA	9486	9486	7989	7989				
ASDA	8502	8502	7005	7005				
LDA	8502	8502	7005	7005				



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 10, 16, 28: RVR 1200 RWY 34: (¼sm)	RWY 10, 28: RVR 600
TAKE-OFF MINIMA	
Rws 10; 16: ½ Rws 28; 34: ★	

AERODROME CHART

EFF 5 OCT 23

CYYT

CYYT-AD

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LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 ft to 600 ft)**Application**

These procedures apply to ground movements of aircraft departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the manoeuvring area.

General**Low Visibility Taxi Routes**

Standard taxi routes are shown on the Low Visibility Taxi Chart, taxiway surfaces are painted with enhanced yellow and black centreline markings, in addition, taxiways B, C, G, H, J, M and Runway 16/34 are equipped with green centreline lights.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the manoeuvring area, in the event of an ASDE failure, ATC will restrict low visibility operations to one aircraft on the manoeuvring area at a time.

Departures

When low visibility procedures are in effect, Runway 10/28 is the only runway certified for low visibility operations. Intersection takeoffs are not authorized.

Sequencing of Aircraft Ground Movements for Take-off

Do not request start, push-back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off minima	Minimum RVR for start
1200 RVR	1000 RVR
600 RVR	600 RVR

Stop Bar/Guard Light System

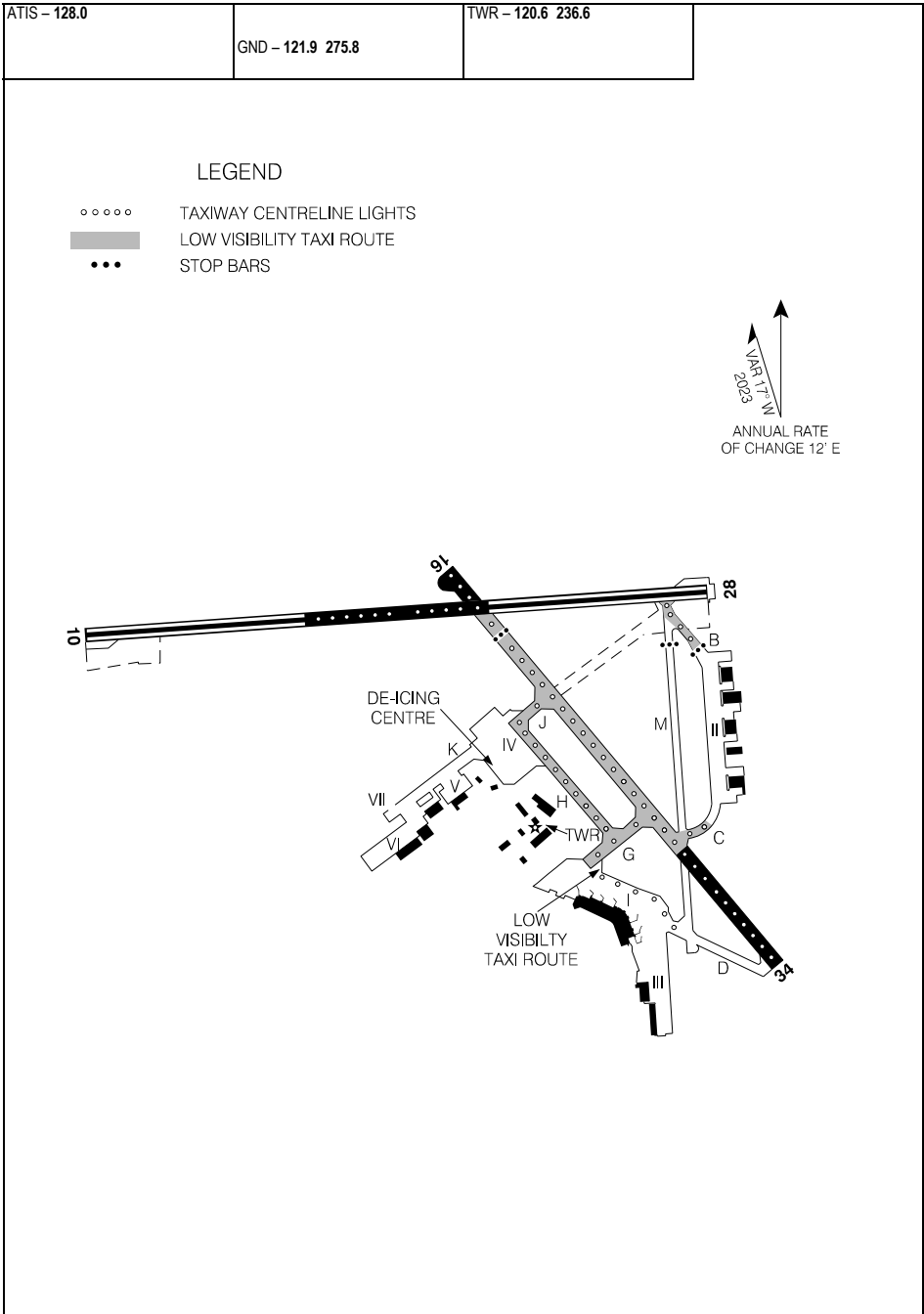
Each taxiway/runway entrance onto runway 10/28 is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (Wig Wags) are installed at each side of the stop bar location. When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway. In the event of stop bar/guard light failure, ATC will restrict operations in low visibility operations to one aircraft on the maneuvering area at a time.

“AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR”

“Follow me” service is available via Pilot request to ATC.

LOW VISIBILITY TAXI CHART RWY 10/28
(RVR LESS THAN 1200 TO 600 FT)

ST. JOHN'S INTL, NL
CYYT



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DE-ICING OPERATIONS

De-icing Procedures

1. Contact ICEMAN thirty minutes prior to push back on 129.2 MHz.
2. Contact ST JOHN'S GND after pushback for taxi to CDF.
3. Hold short of CDF on H.
4. ST JOHN'S GND will advise the flight crew to contact ICEMAN on 129.2 MHz when the aircraft has taxied to the proper entry point.
5. ICEMAN will then delegate bay assignment & entry instructions. Expect frequency change to de-icing bay frequencies.
6. De-icing bay frequencies;
Bay 1 – Contact IDS on 122.950 MHz
Bay 2 – Contact IDS on 130.125 MHz
Bay 3/4 – Contact IDS on 128.950 MHz
7. Flight crews are advised to exercise discretion at all times while on the CDF. Directional signage and taxi lines on the CDF must be followed by flight crews at all times.
8. After de-icing is complete, return to 129.2 MHz for pad exit instructions. Flight crews must advise ICEMAN that all equipment and de-icing personnel are away from the aircraft and have returned to their designated safety zones.
9. ICEMAN will instruct the aircraft to hold its position on the CDF and contact ST JOHN'S GND on 121.9 MHz.
10. Aircraft to hold its position until ST JOHN'S GND issues further taxi instructions from the CDF.

Notes:

- Aircraft intending on returning to any apron after de-icing must drip dry for 25 minutes on CDF.
- Single engine taxi not permitted from CDF.
- Engine run-ups are not permitted on CDF.
- Contact 709-753-9742 for de-icing if Icehouse unavailable.

De-icing Bay Restrictions

1. BAY 1 – Maximum wingspan for de-icing operations 35.8m (117ft).
2. BAY 2 – Maximum wingspan for de-icing operations 35.8m (117ft).
Note: BAY 3 is closed/unusable when BAY 2 is occupied.
3. BAY 3 – Maximum wingspan for de-icing operations 79.75m (262ft).
Note: BAYS 2 and 4 are closed/unusable when BAY 3 is occupied.
4. BAY 4 – Maximum wingspan for de-icing operations 35.8m (117ft).
Note: BAY 3 is closed/unusable when BAY 4 is occupied.

Note: The above noted maximum wingspans are intended to protect adjacent de-icing bays, safety zones and the apron taxiway. Exceedances of these values are permitted but must be evaluated and approved by the airport authority to ensure special operating procedures are communicated and implemented.

CENTRAL DE-ICING FACILITY

ATIS – 128.0

GND – 121.9 275.8
ICEMAN – 129.2

Note:
Twy K uncontrolled

16-34 CENTRELINE

TAXI J

LEGEND

- INSET GUIDANCE LIGHTS
- HOLD LINE

VAR 17° W
2023
ANNUAL RATE
OF CHANGE 12' E

1H

TAXI H

TAXI HOTEL HOLD LINE

BAY 4
BAY 3
BAY 2
BAY 1

TAXI K

V

VI

VII

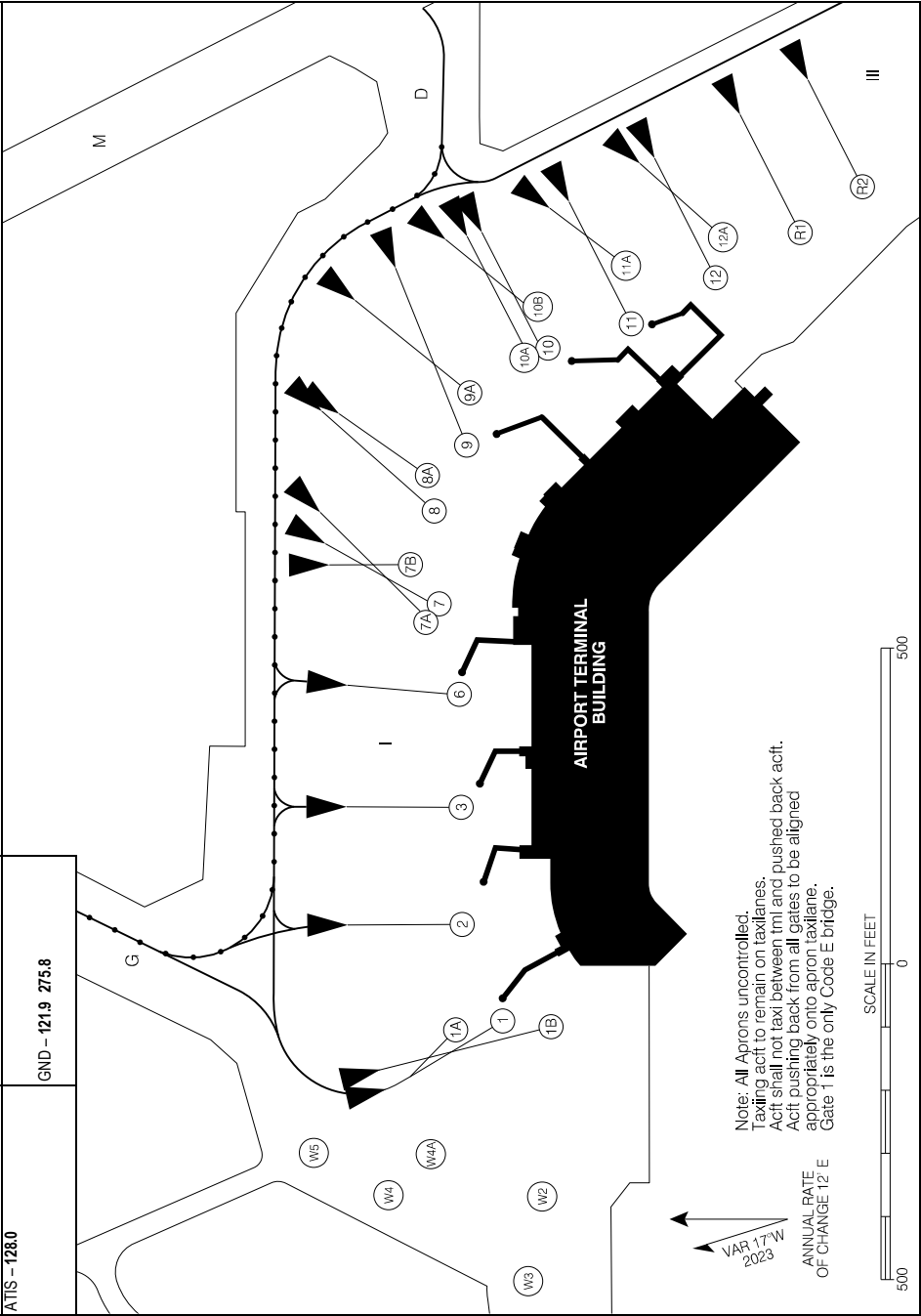
CENTRAL DE-ICING FACILITY

CYYT

EFF 10 AUG 23

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PARKING AREAS



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PARKING AREAS

EFF 10 AUG 23

PARKING AREAS

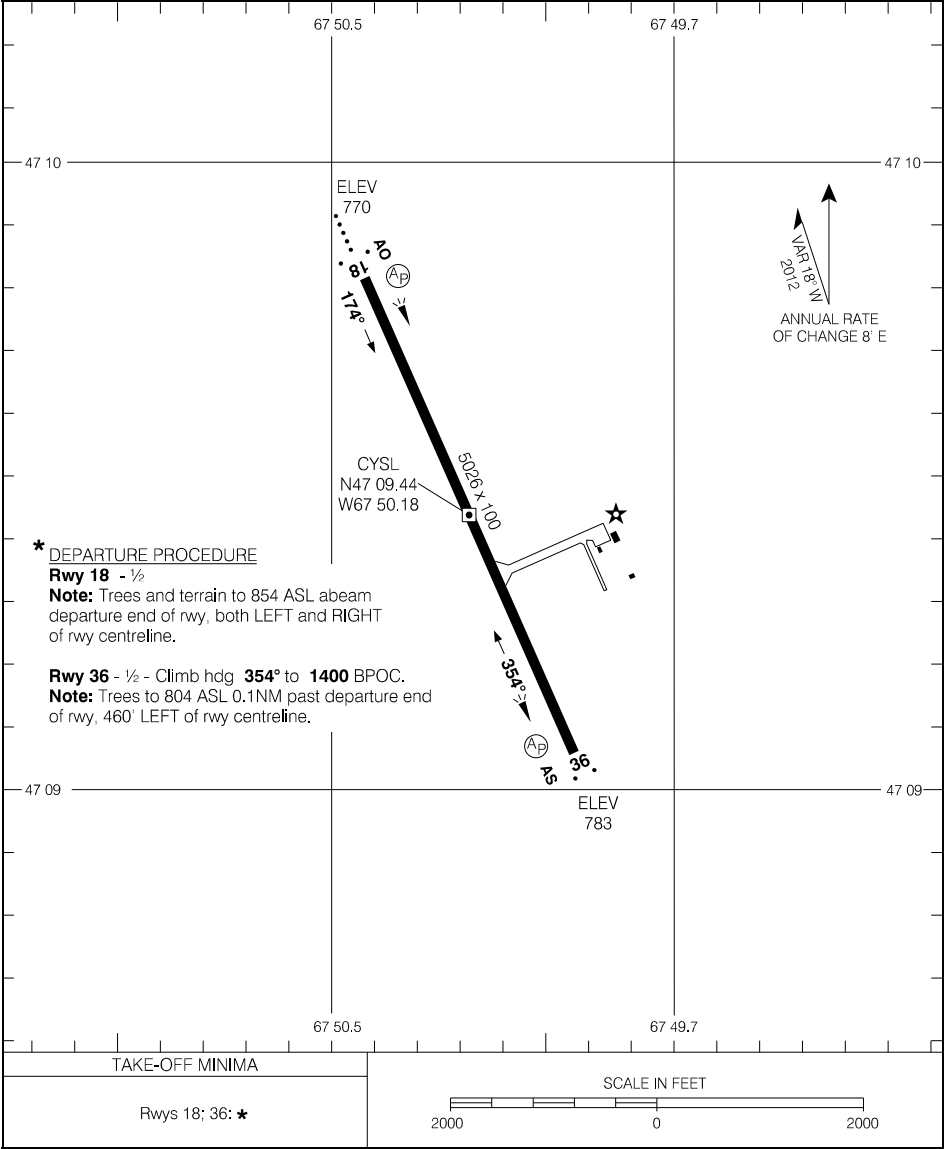
Aircraft Parking Position

Position	Coordinates	Position	Coordinates
1	473650.35N 0524440.68W	10A	473645.88N 0524426.85W
1A	473651.02N 0524441.44W	10B	473645.89N 0524426.33W
1B	473650.16N 0524441.21W	11	473644.25N 0524427.22W
2	473650.20N 0524438.40W	11A	473644.30N 0524426.35W
3	473649.46N 0524435.92W	12	473642.77N 0524426.95W
6	473648.80N 0524433.55W	12A	473642.79N 0524426.54W
7	473648.66N 0524431.53W	R1	473641.29N 0524426.75W
7A	473648.94N 0524431.61W	R2	473640.12N 0524426.35W
7B	473648.94N 0524430.84W	W2	473650.70N 0524444.16W
8	473648.17N 0524429.43W	W3	473651.43N 0524445.80W
8A	473648.38N 0524428.95W	W4	473652.63N 0524443.45W
9	473647.34N 0524427.81W	W4A	473652.57N 0524442.97W
9A	473647.29N 0524427.56W	W5	473653.57N 0524442.35W
10	473645.75N 0524427.23W		

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AERODROME CHART

		UNICOM – 122.7				CTR Boston – 124.75 239.05		
		ATF						
DECL DIST	18	36						
TORA	5026	5026						
TODA	5026	5026						
ASDA	5026	5026						
LDA	5026	5026						



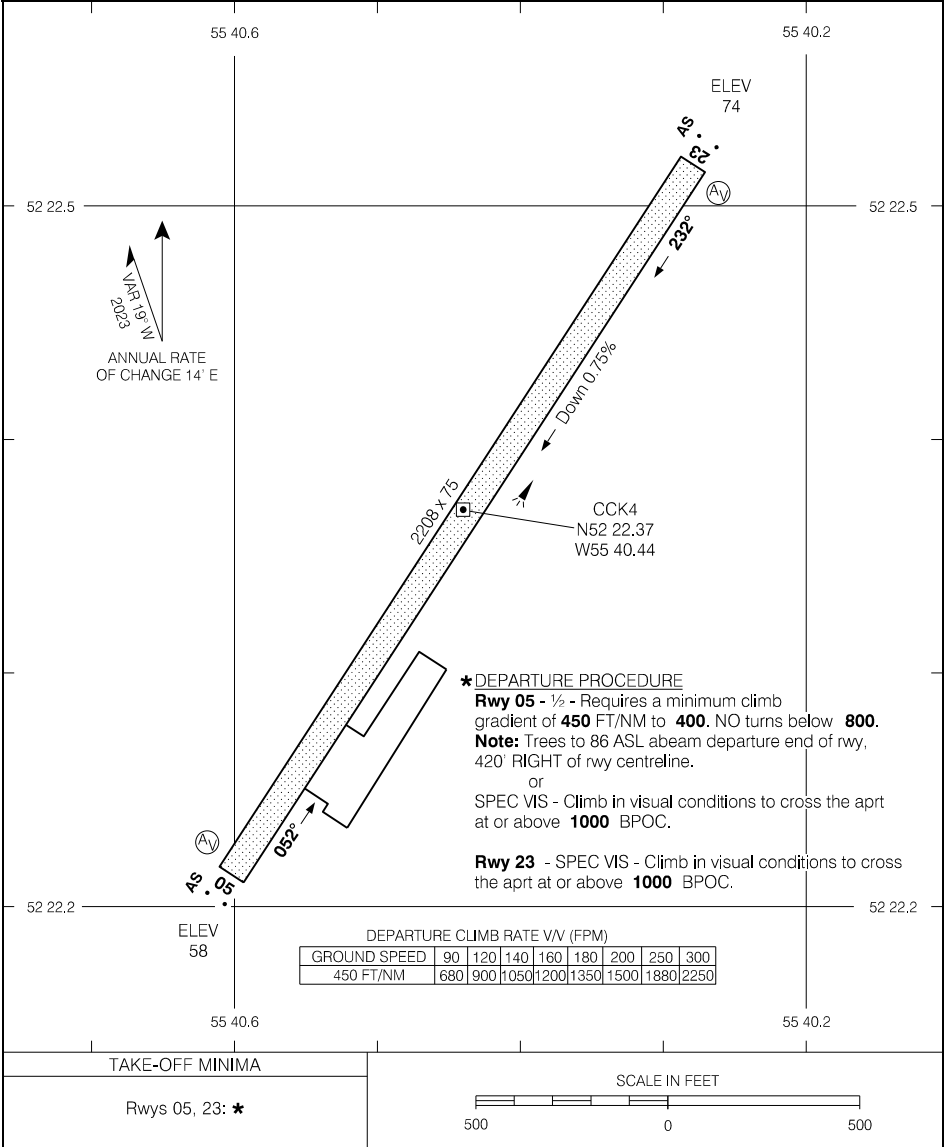
AERODROME CHART

EFF 19 MAY 22

CYSL

AERODROME CHART

AWOS Mary's Harbour – 122.55				TFC – 122.8		ATF*			
DECL DIST	05	23							
TORA	2208	2208							
TODA	2208	2208							
ASDA	2208	2208							
LDA	2208	2208							



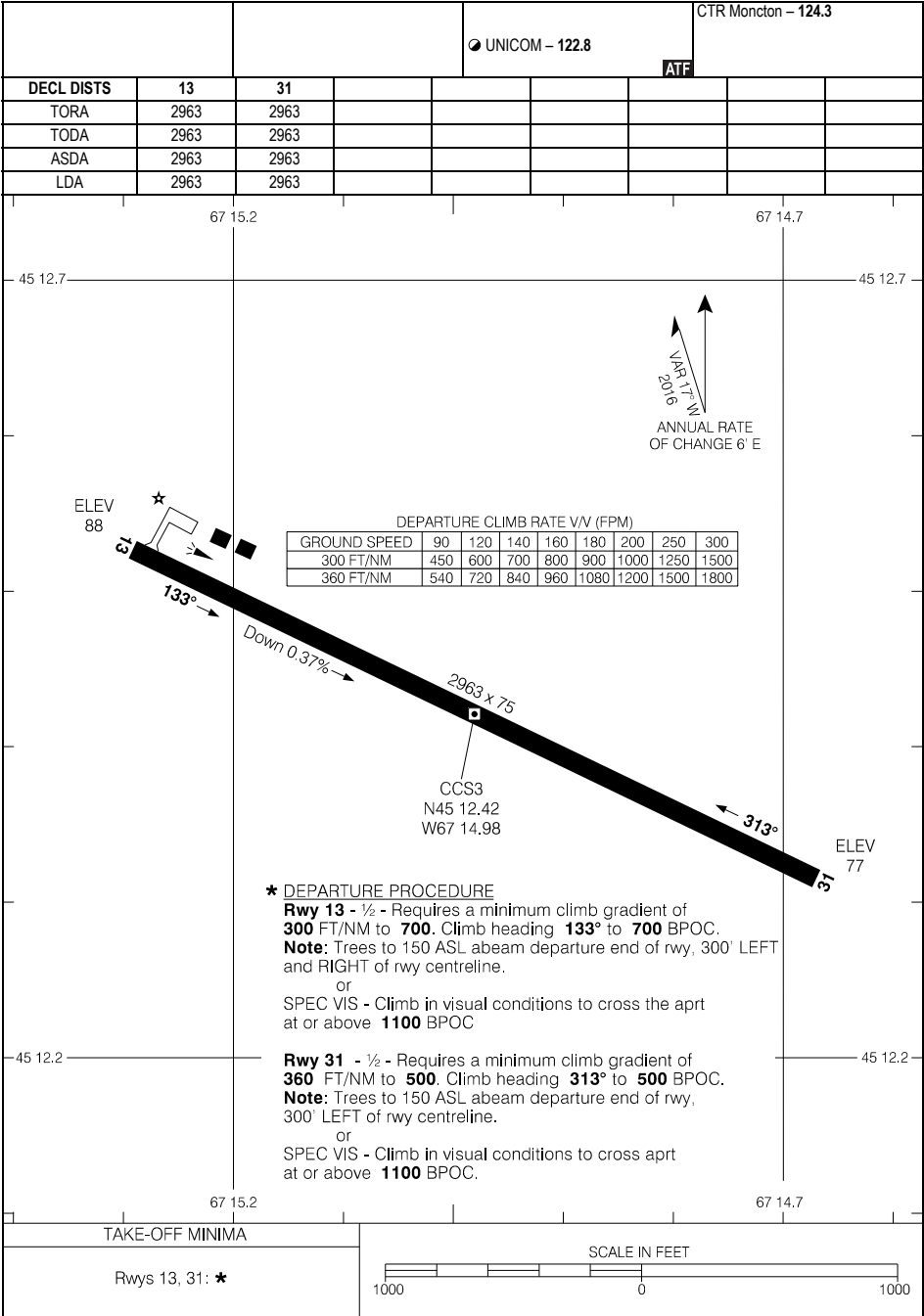
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AERODROME CHART

EFF 20 APR 23

CCK4

AERODROME CHART



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AERODROME CHART

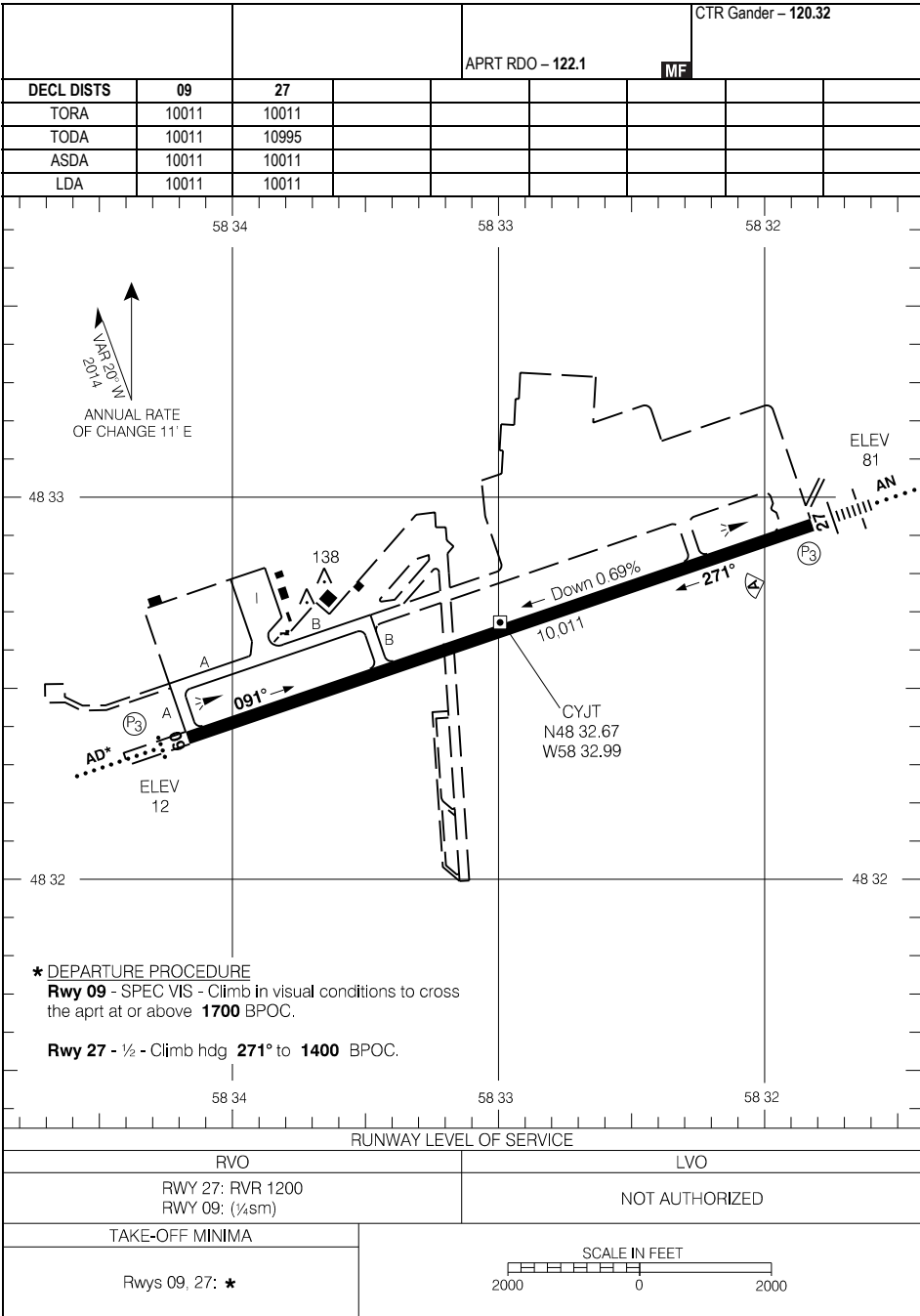
CCS3

EFF 5 SEP 24

CYJT-AD

STEPHENVILLE DYMOND AIRPORT, NL
CYJT

AERODROME CHART



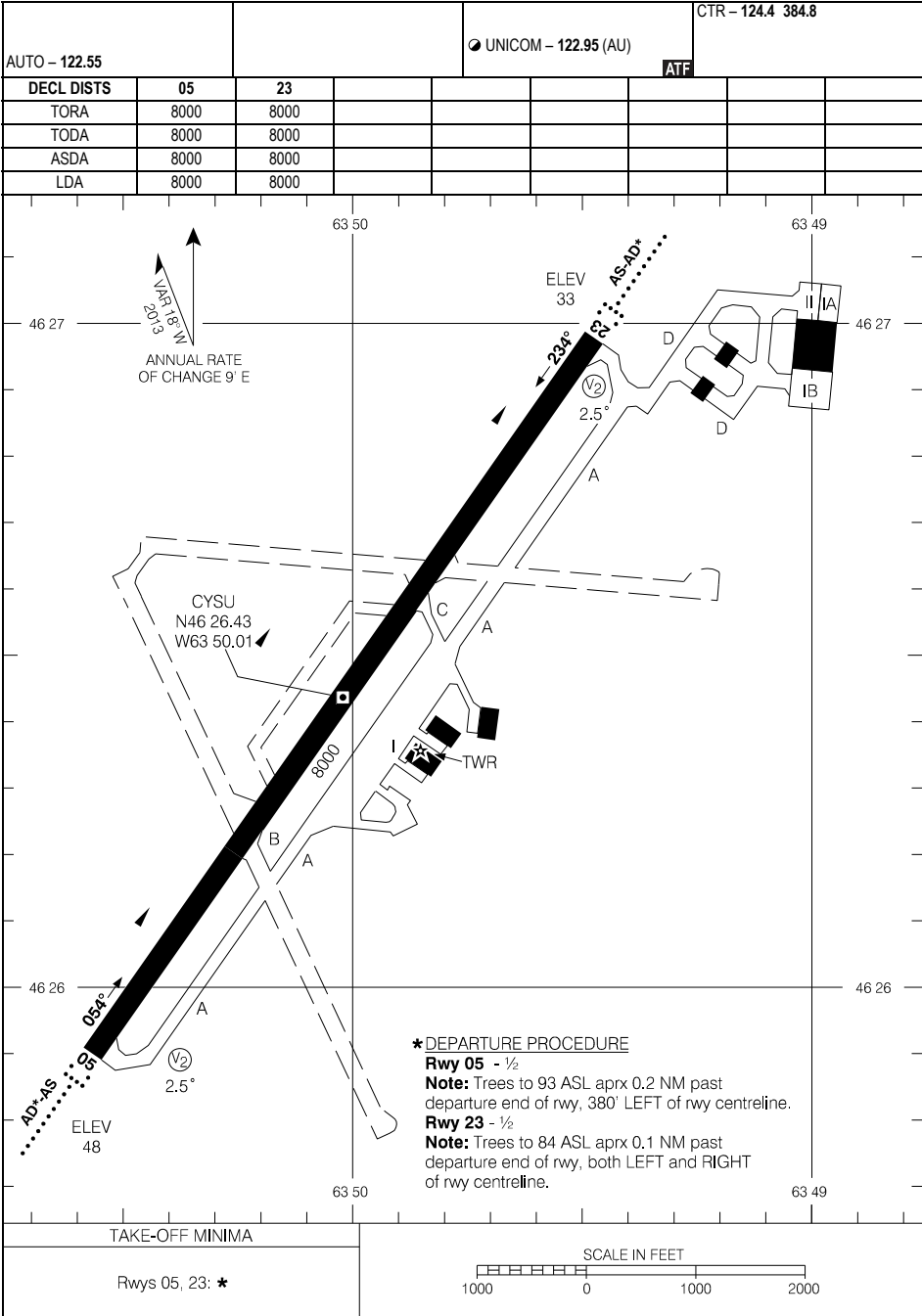
AERODROME CHART

EFF 21 MAR 24

CYJT

CYJT-AD

AERODROME CHART



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AERODROME CHART

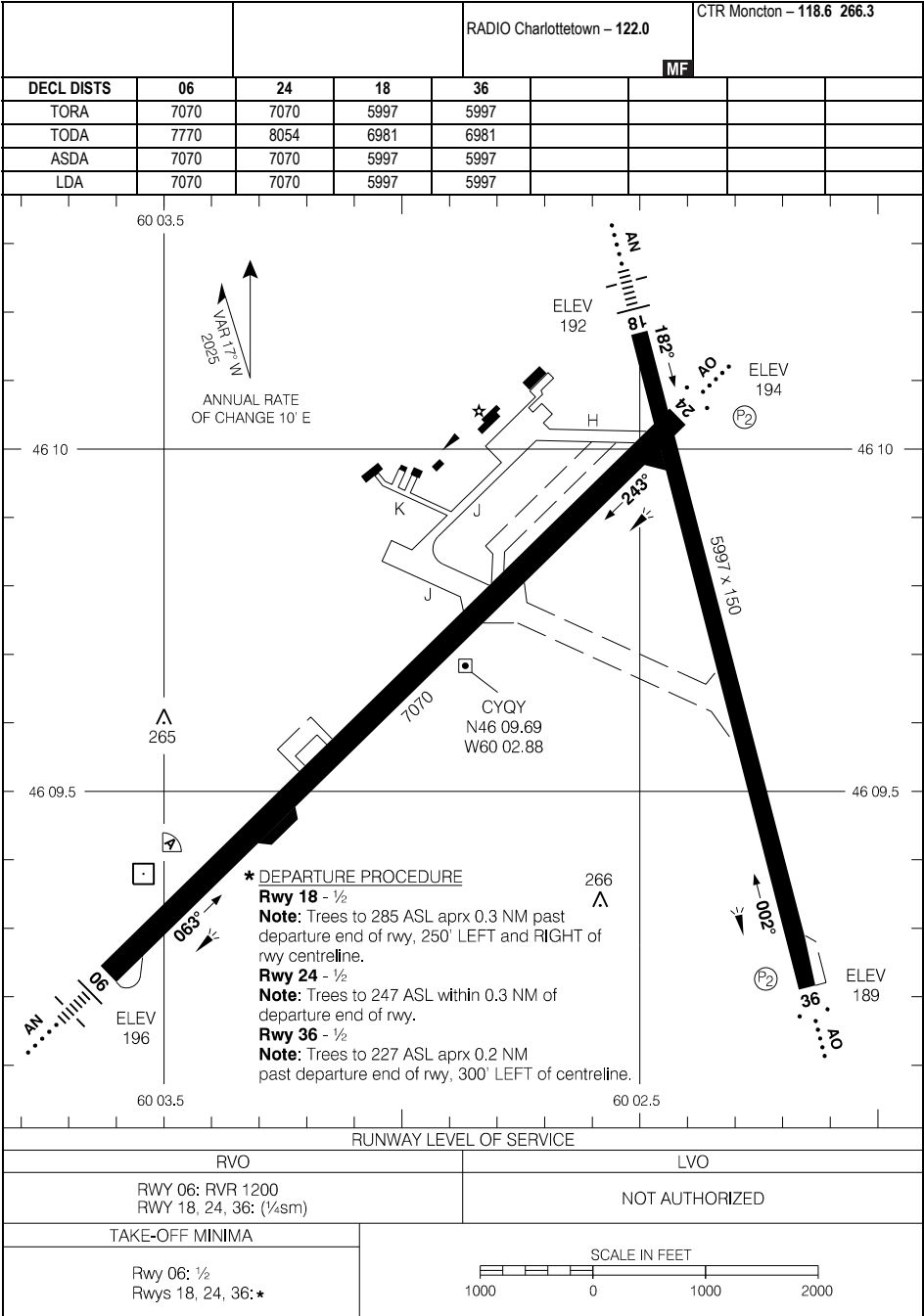
EFF 7 OCT 21

CYSU

CYQY-AD

SYDNEY/J.A. DOUGLAS MCCURDY, NS
CYQY

AERODROME CHART



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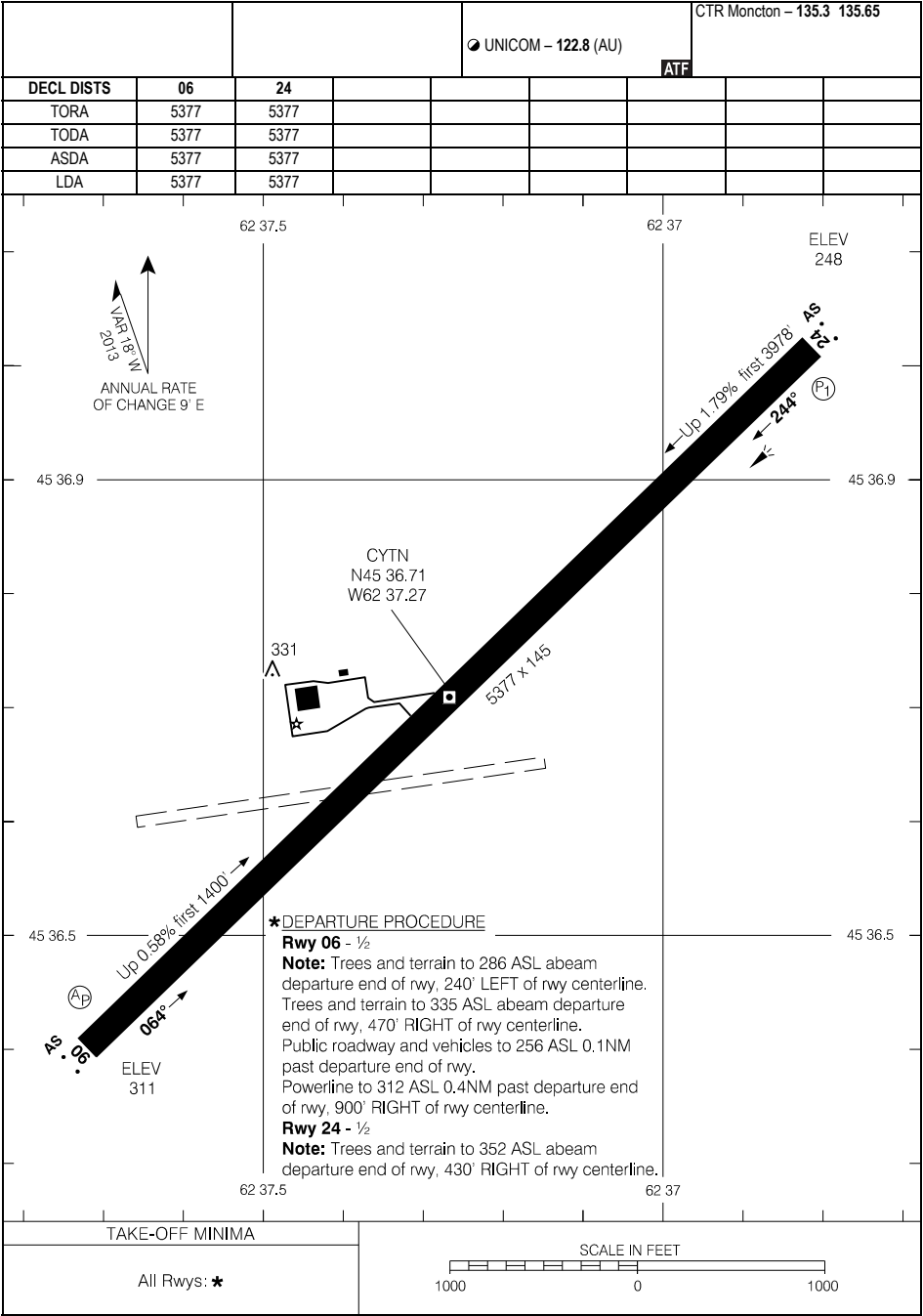
AERODROME CHART

EFF 2 OCT 25

CYQY

CYQY-AD

AERODROME CHART



AERODROME CHART

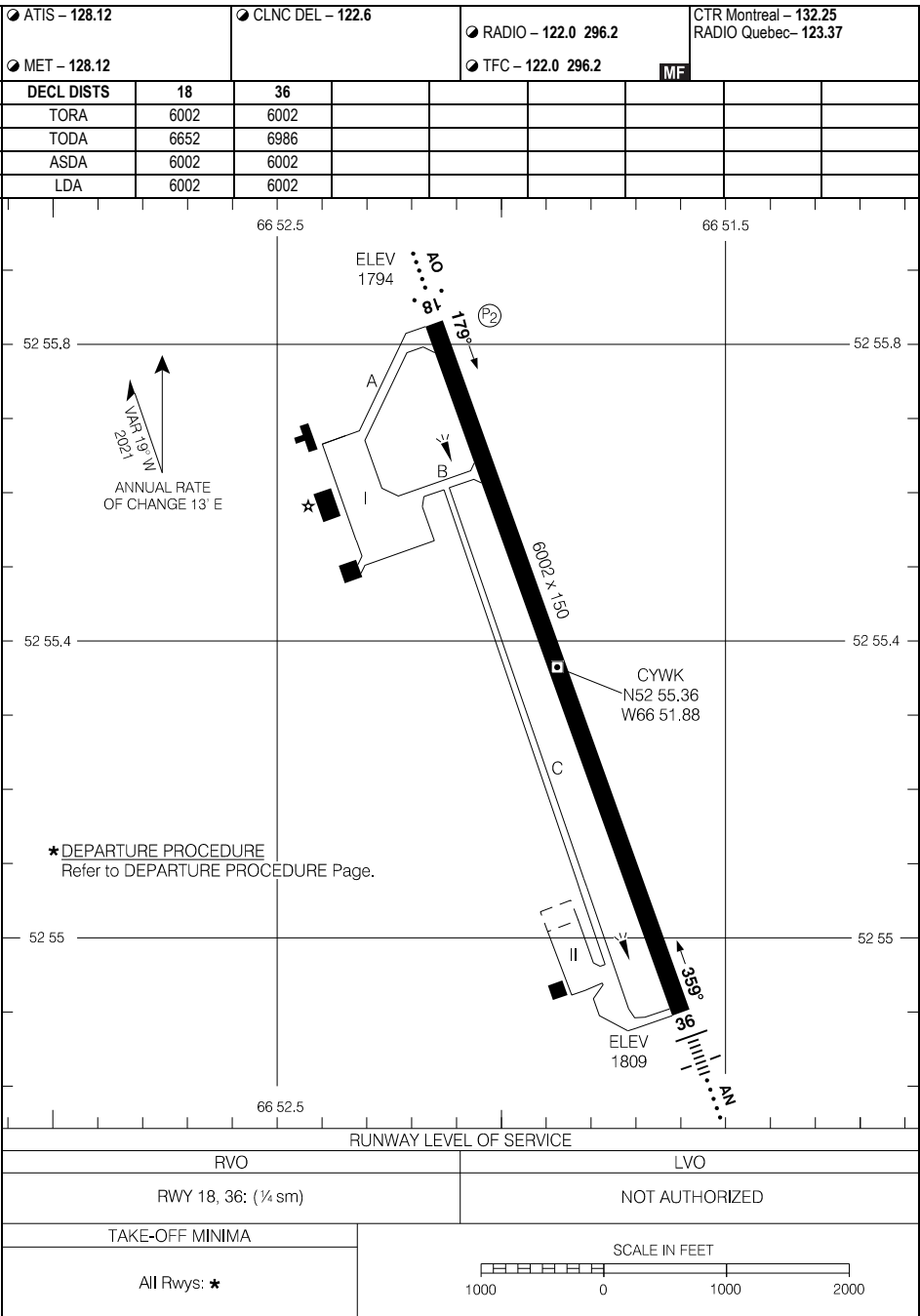
EFF 27 JAN 22

CYTN

CYWK-AD

WABUSH, NL
CYWK

AERODROME CHART



AERODROME CHART

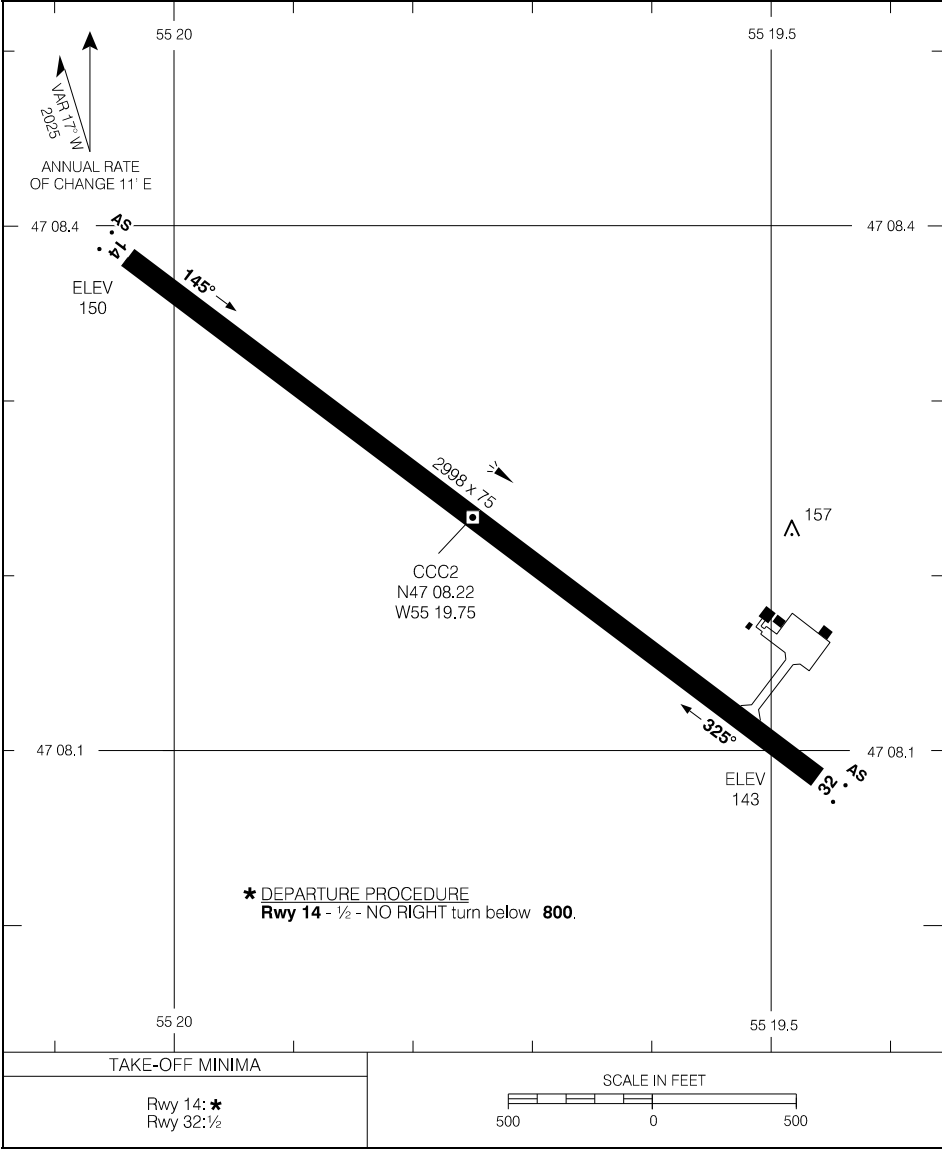
CYWK

EFF 23 FEB 23

CYWK-AD

AERODROME CHART

				TFC – 123.2		CTR Gander – 134.9	
				ATF			
DECL DIST	14	32					
TORA	2998	2998					
TODA	2998	2998					
ASDA	2998	2998					
LDA	2998	2998					



AERODROME CHART

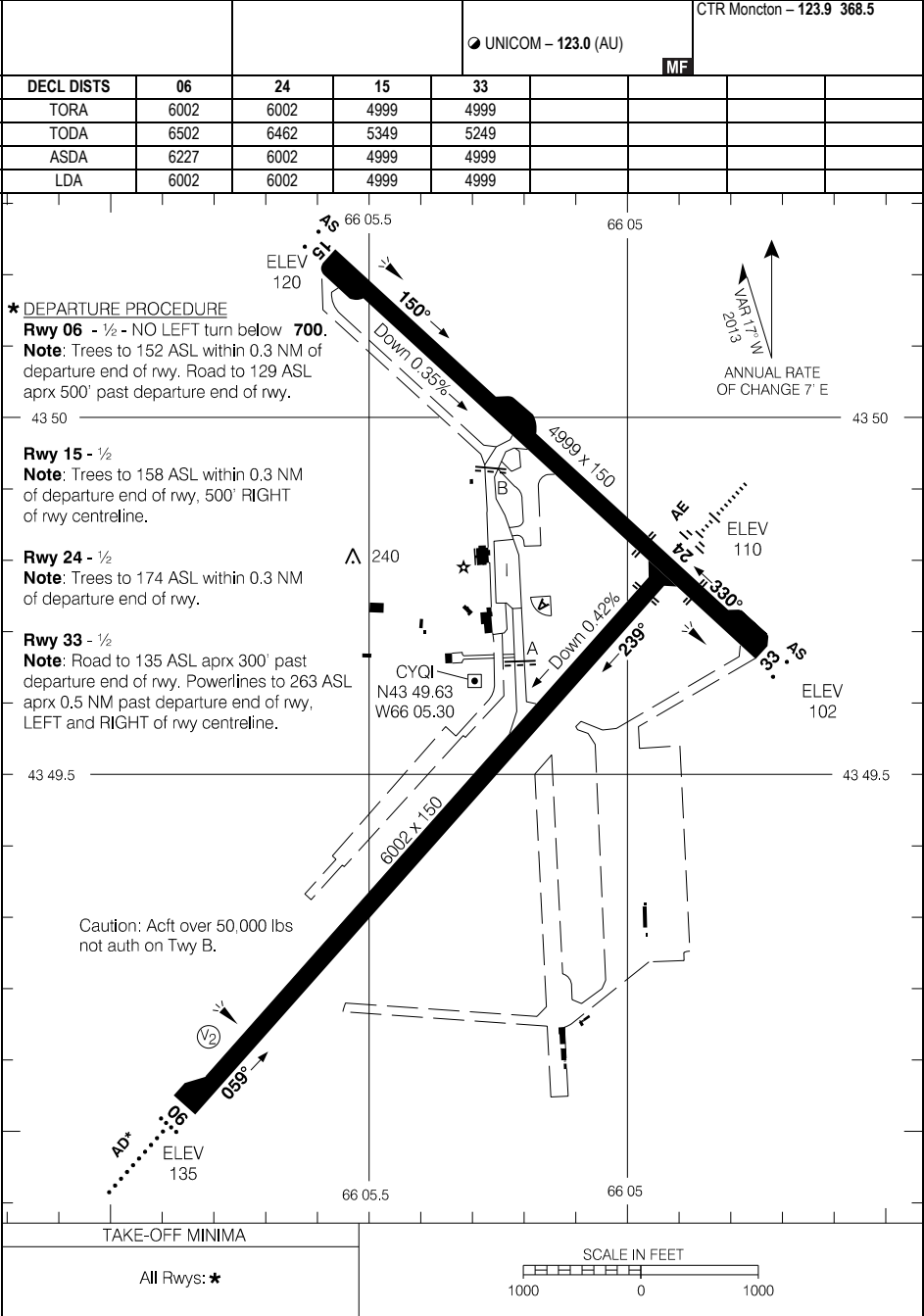
CCC2

EFF 12 JUN 25

CYQI-AD

YARMOUTH, NS
CYQI

AERODROME CHART



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AERODROME CHART

EFF 10 AUG 23

CYQI

CYQI-AD