

CAC

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EFFECTIVE | EN VIGUEUR

0901Z **3 SEPTEMBER | SEPTEMBRE 2026**

TO | AU

0901Z 29 OCTOBER | OCTOBRE 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.

ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET | DISTANCES IN NAUTICAL MILES | VISIBILITY IN STATUTE MILES
BEARINGS, TRACKS AND HEADINGS ARE IN DEG MAGNETIC (UNLESS VALUES ARE MARKED 'G' FOR GRID OR 'T' FOR DEG TRUE)

ALTITUDES, ALTITUDES TOPOGRAPHIQUES ET HAUTEURS EN PIEDS | DISTANCES EN MILLES MARINS (NM)
VISIBILITÉ EN MILLES TERRESTRES (SM) | RELÈVEMENTS, ROUTES ET CAPS SONT EN DEG MAGNÉTIQUES
(SAUF SI LA VALEUR EST SUIVIE DE LA LETTRE 'G' POUR GRILLE OU 'T' POUR DEG VRAI)

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

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Source of Canadian Military Aeronautical Data:

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

Publié par NAV CANADA en vertu des Annexes 4 et 15 de la Convention relative à l'aviation civile internationale de l'OACI

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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

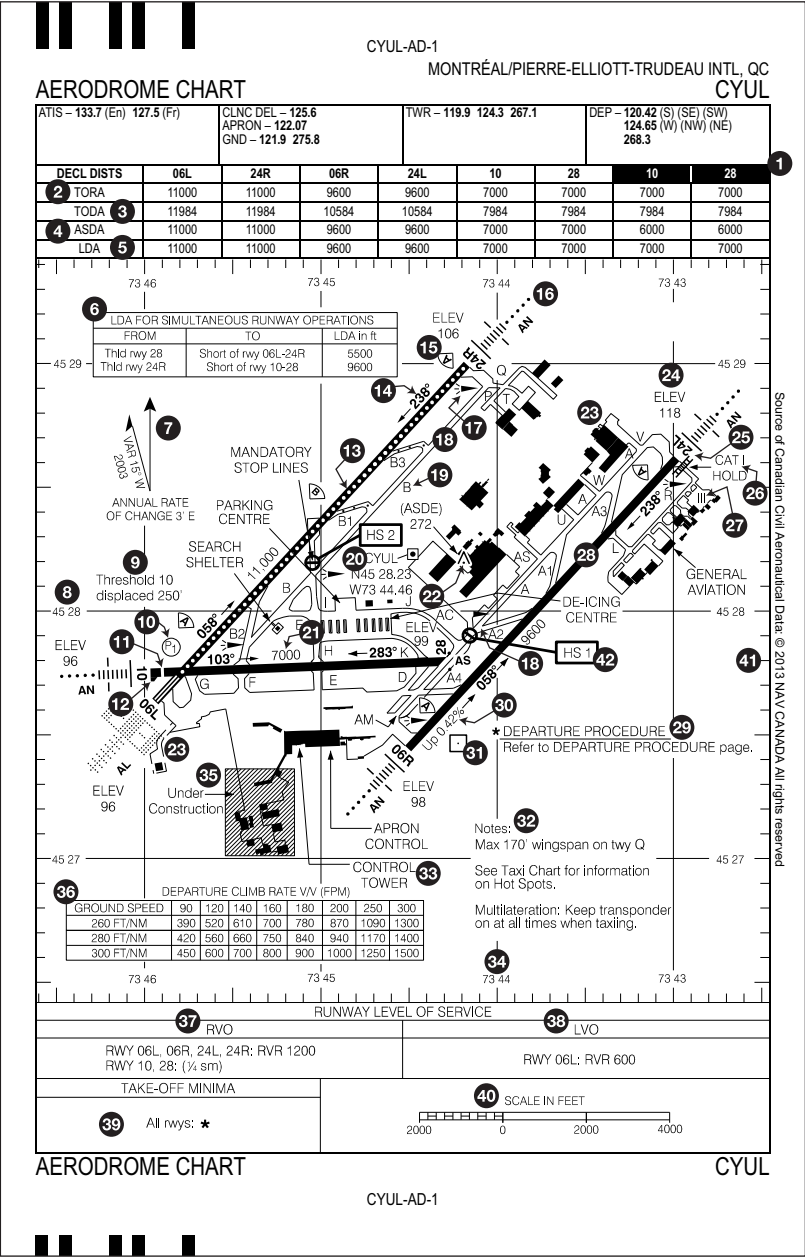
NAV CANADA, en tant que responsable de la publication et de la distribution de l'information aéronautique, a décidé de mettre les schémas d'aérodrome à la disponibilité des pilotes d'aviation générale par l'intermédiaire de son site Web. Cette décision contribuera à accroître la sécurité aérienne et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

AERODROME CHART LEGEND

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



AERODROME CHART LEGEND

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 |

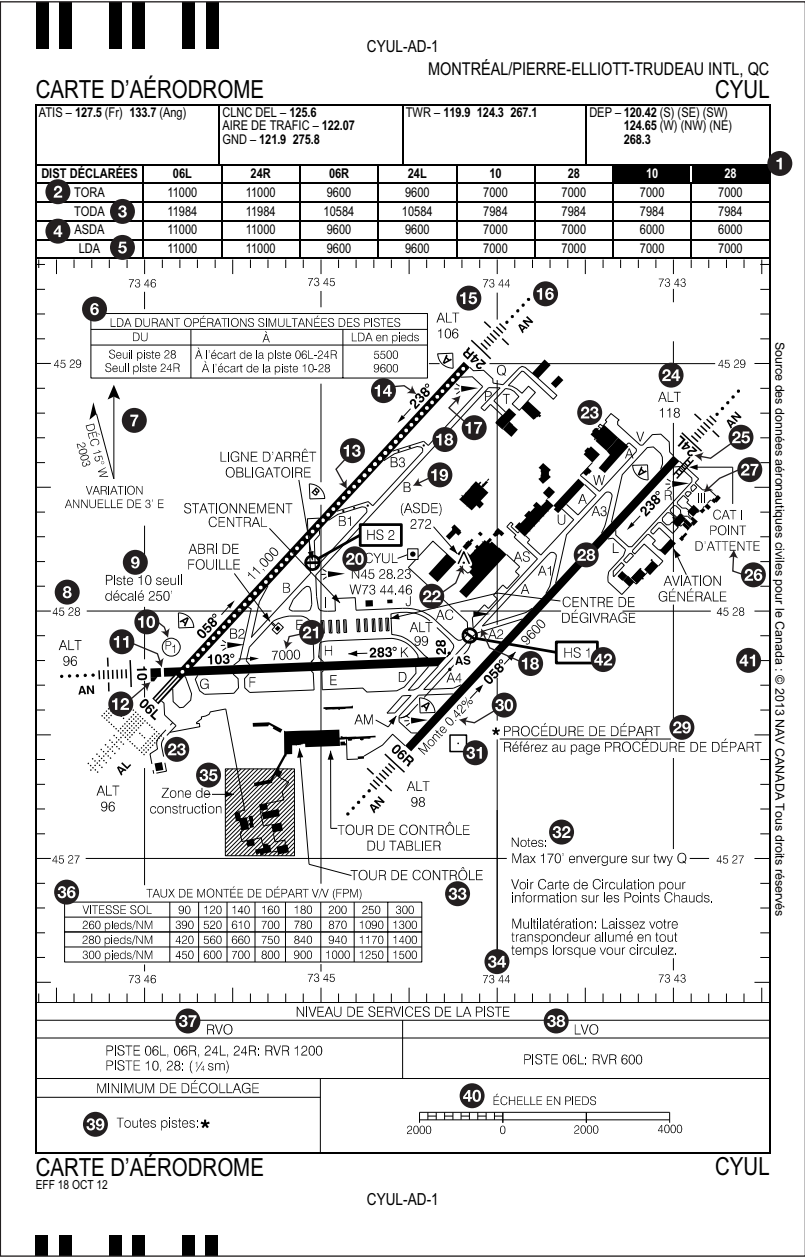
* If only one value for runway slope is provided, it can be assumed that the runway has a constant slope for the length indicated and the slope direction is reversed in the opposing runway direction. If no length is indicated, this means the provided slope applies for the entire runway length. For example, 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

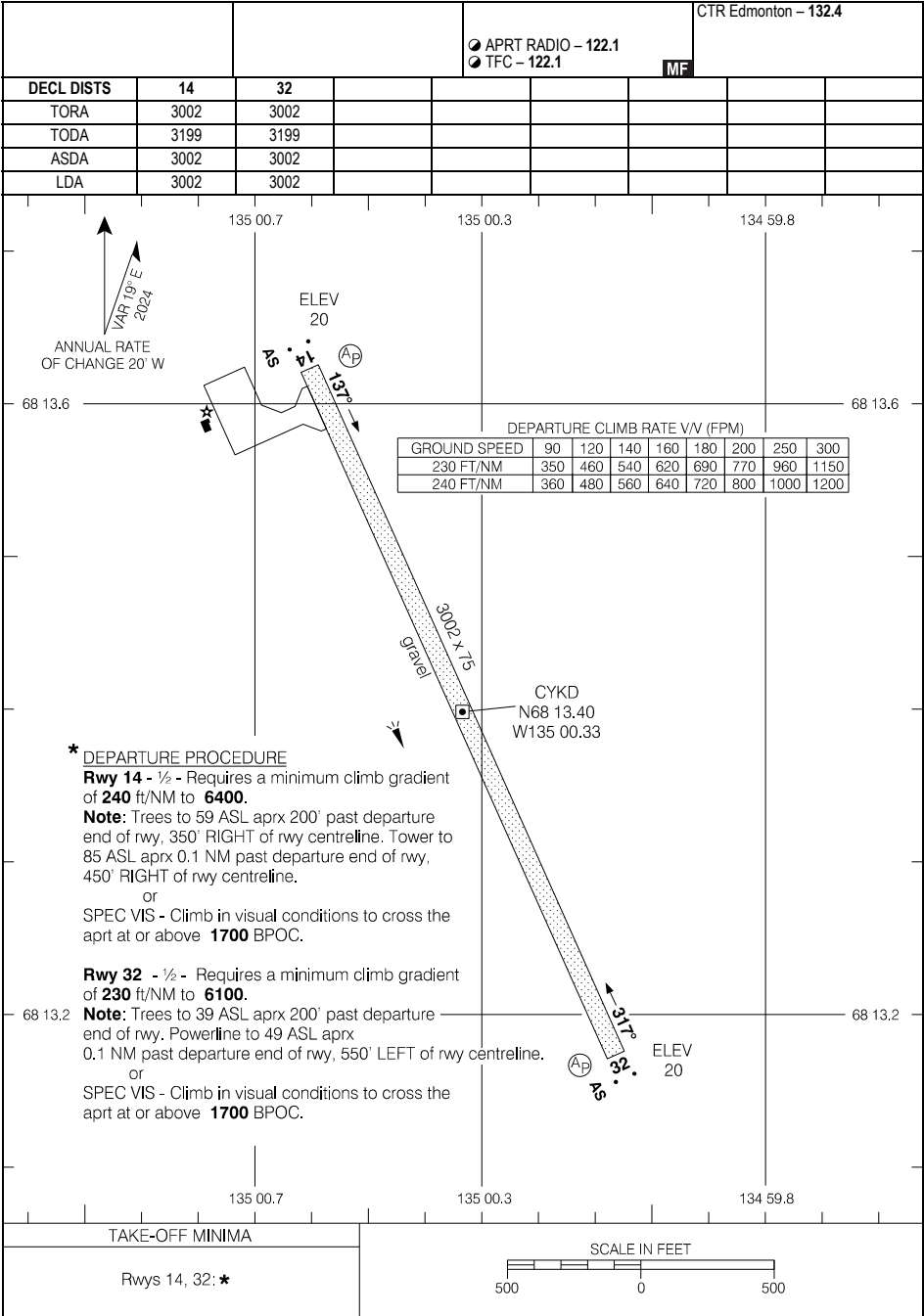
Légende des cartes d'aérodrome

- | | |
|--|--|
| 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.

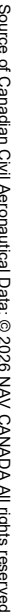
LÉGENDE DES CARTES D'AERODROME

AERODROME CHART



ALERT, NU
CYLT

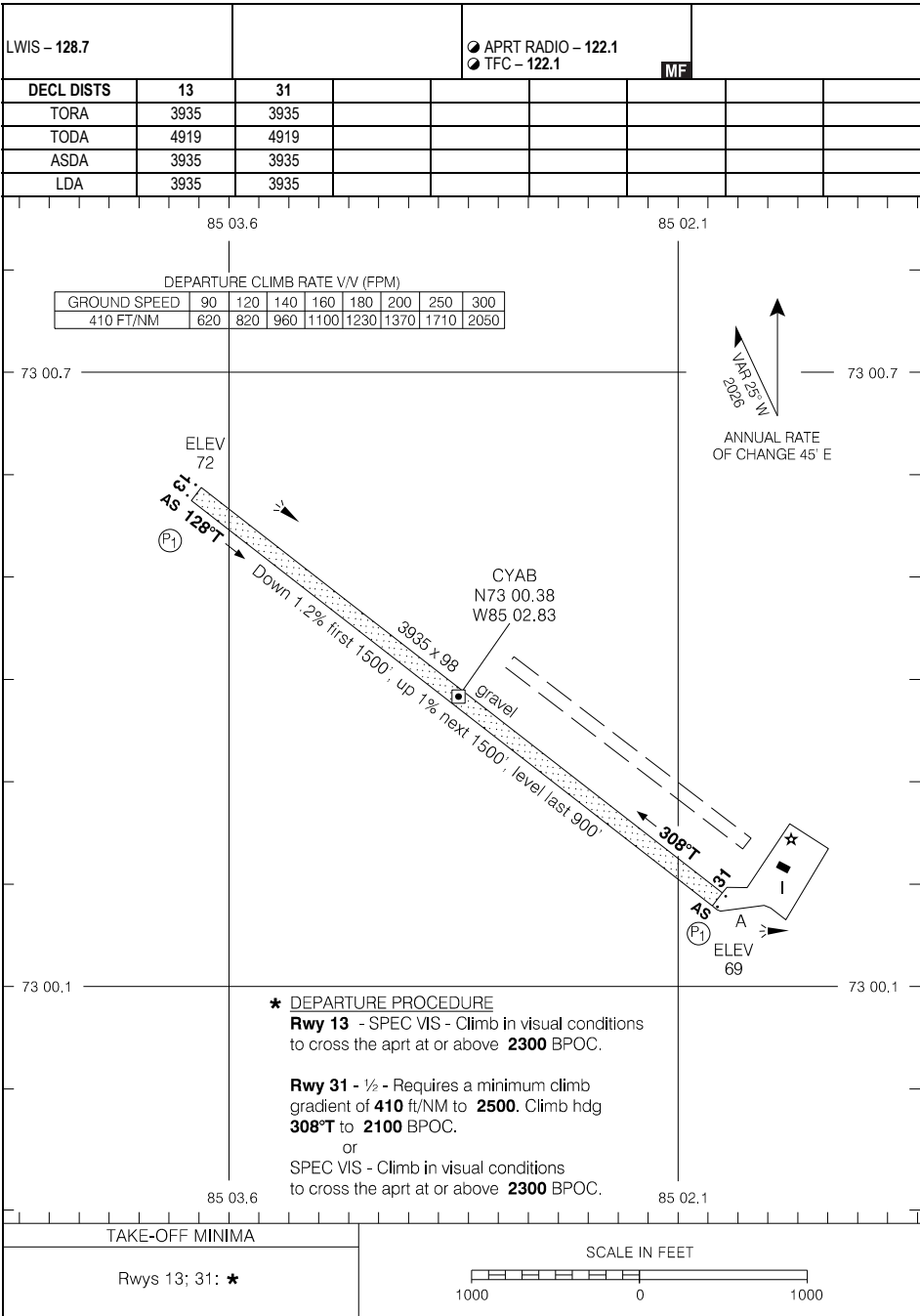
CYLT



CYLT

CYLT-AD

AERODROME CHART



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AERODROME CHART

CYAB

EFF 9 JUL 26

ARVIAT, NU
CYEK

AWOS - 128.7				APRT RADIO - 122.1 TFC - 122.1		MF	
DECL DISTS	15	33					
TORA	4000	4000					
TODA	4984	4500					
ASDA	4000	4000					
LDA	4000	4000					

AWOS - 128.7

APRT RADIO - 122.1
TFC - 122.1

DECL DISTS

15

33

TORA

4984

4500

ASDA

4000

4000

LDA

4000

4000

ELEV 34

149°T

P1

★

CYEK

N61 05.64

W94 04.30

4000 x 100

gravel

329°T

P1

ELEV 31

185

VAR 4° W
2012

ANNUAL RATE
OF CHANGE 6° W

★ DEPARTURE PROCEDURE
Rwy 33 - 1/2
Note: Road to 45 ASL aprx 0.1 NM
departure end of rwy.

TAKE-OFF MINIMA

Rwy 15: 1/2
Rwy 33: ★

SCALE IN FEET

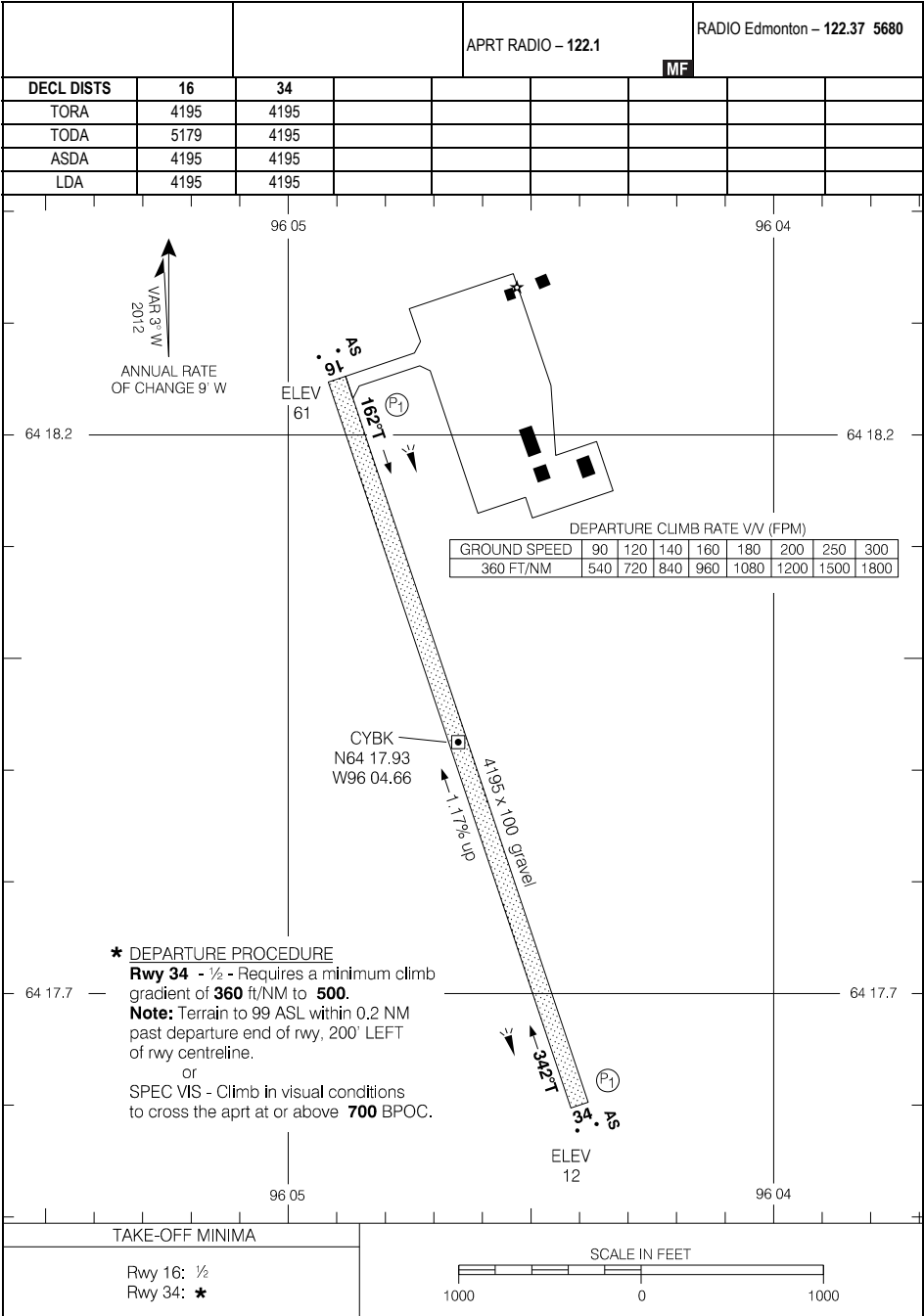
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CYEK

CYEK-AD

AERODROME CHART



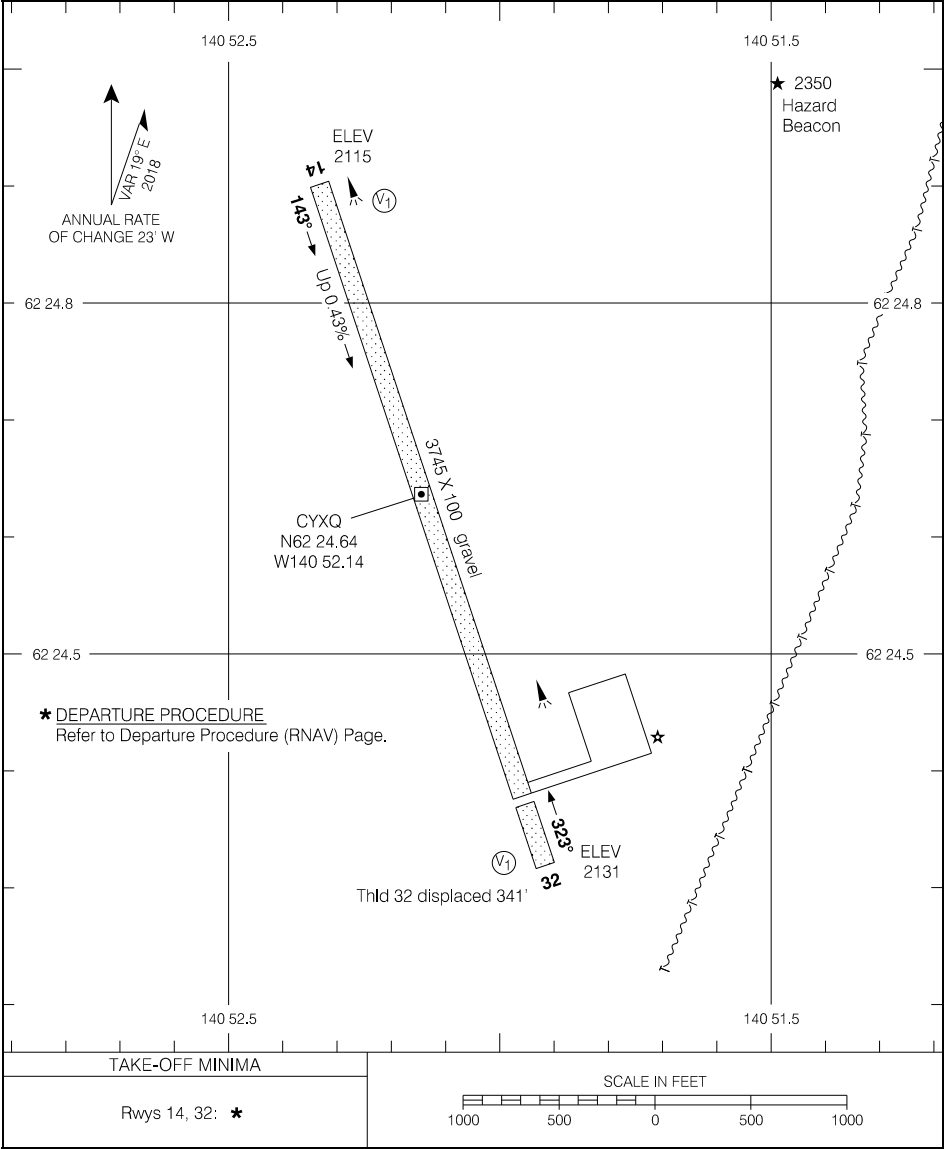
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AERODROME CHART

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						

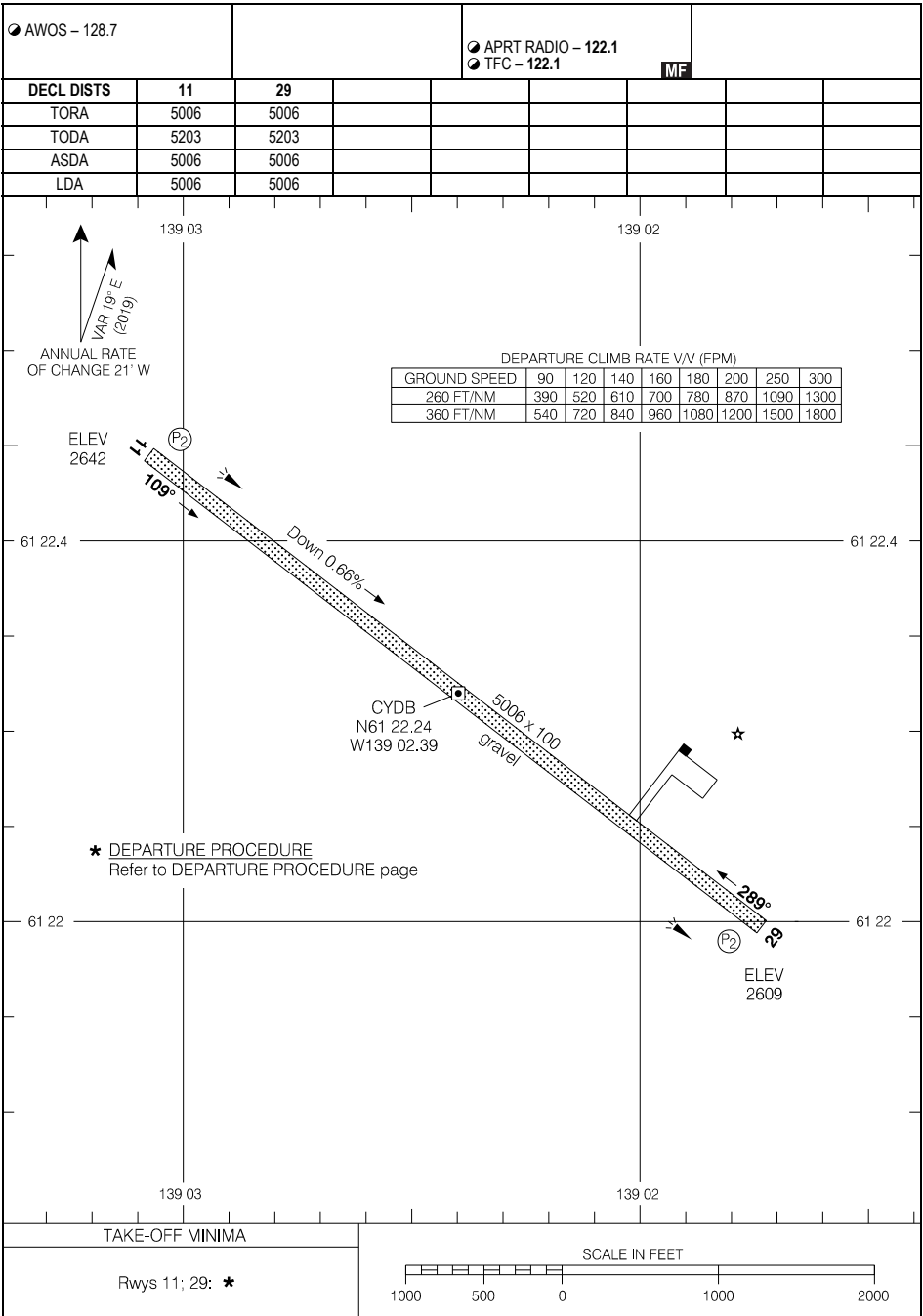


AERODROME CHART

EFF 14 JUL 22

CYXQ

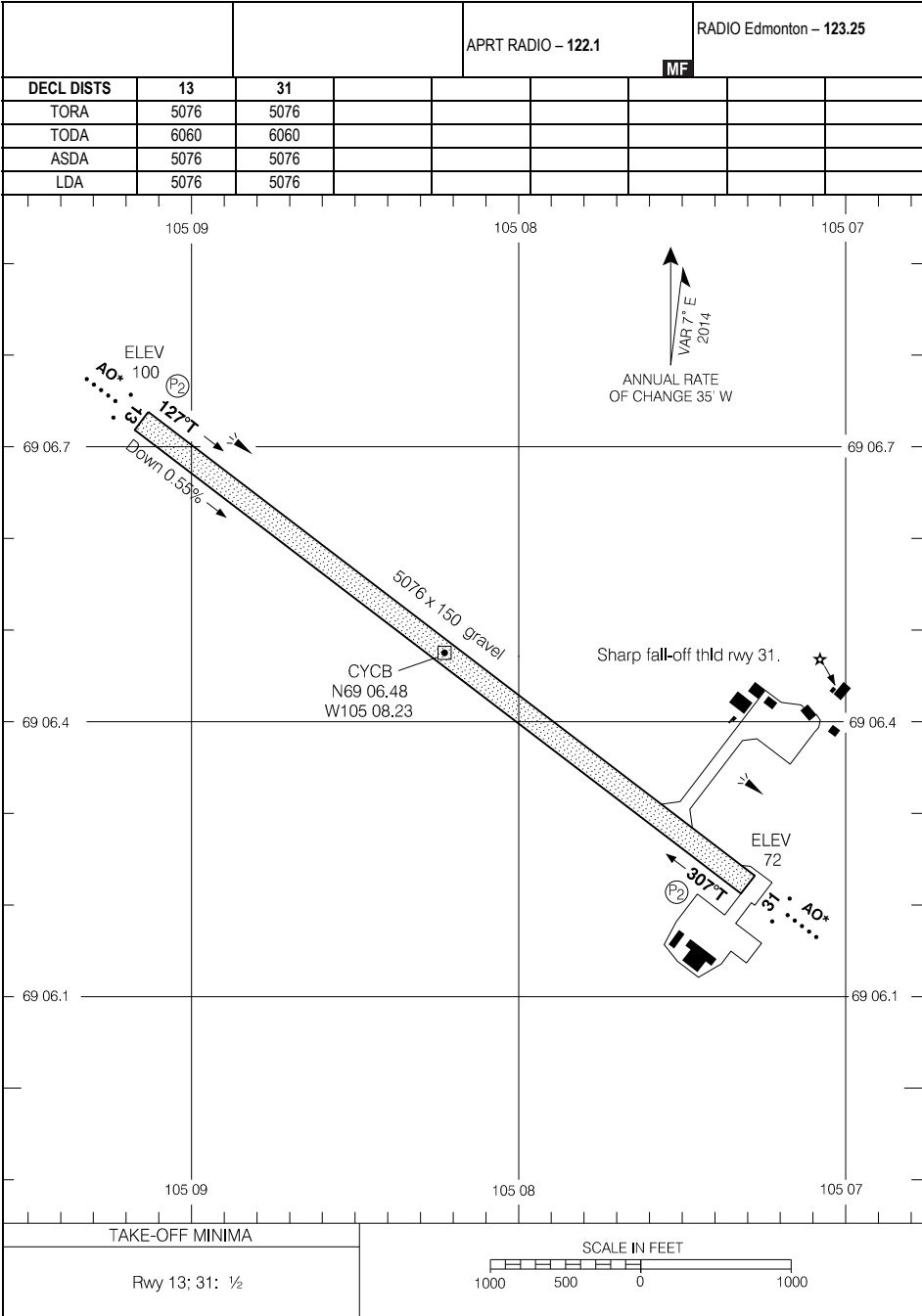
AERODROME CHART



AERODROME CHART

EFF 5 OCT 23

AERODROME CHART



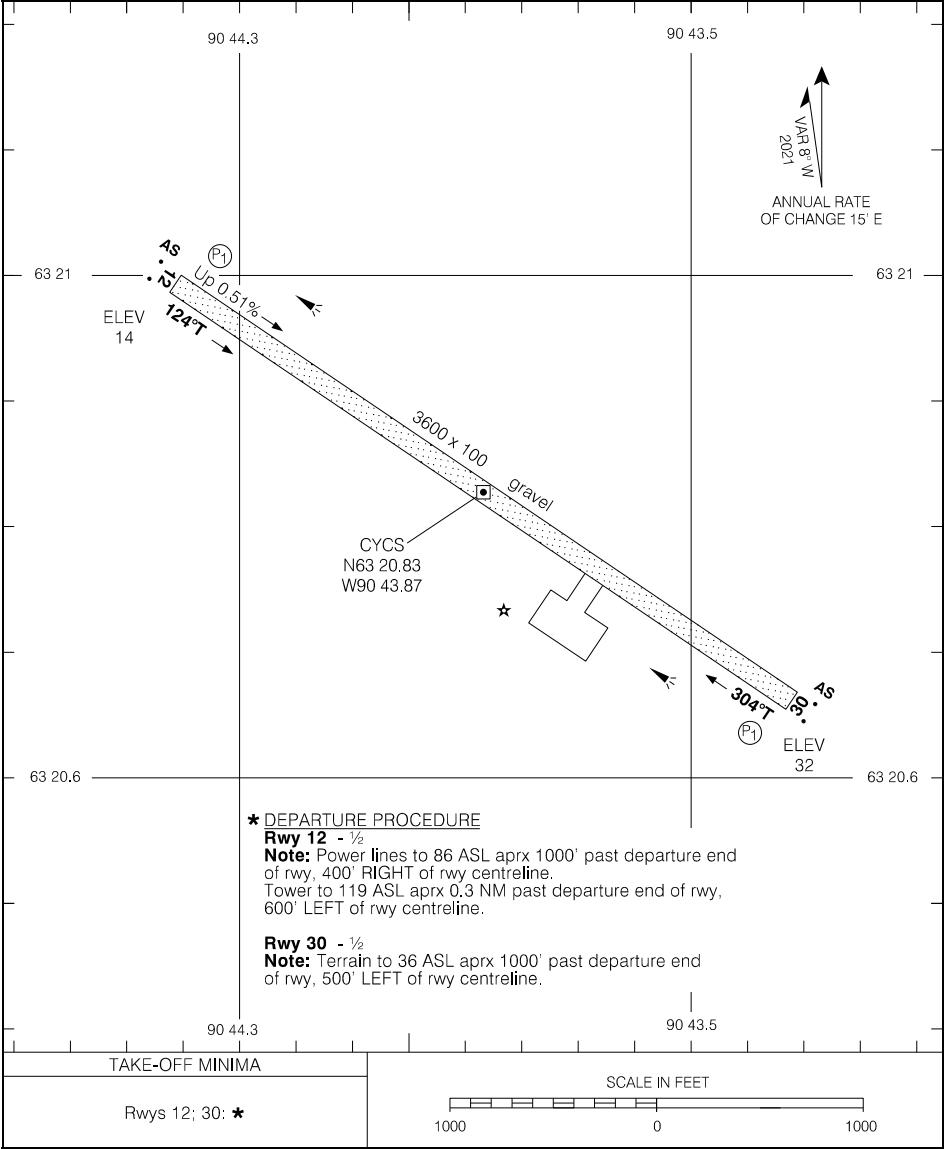
AERODROME CHART

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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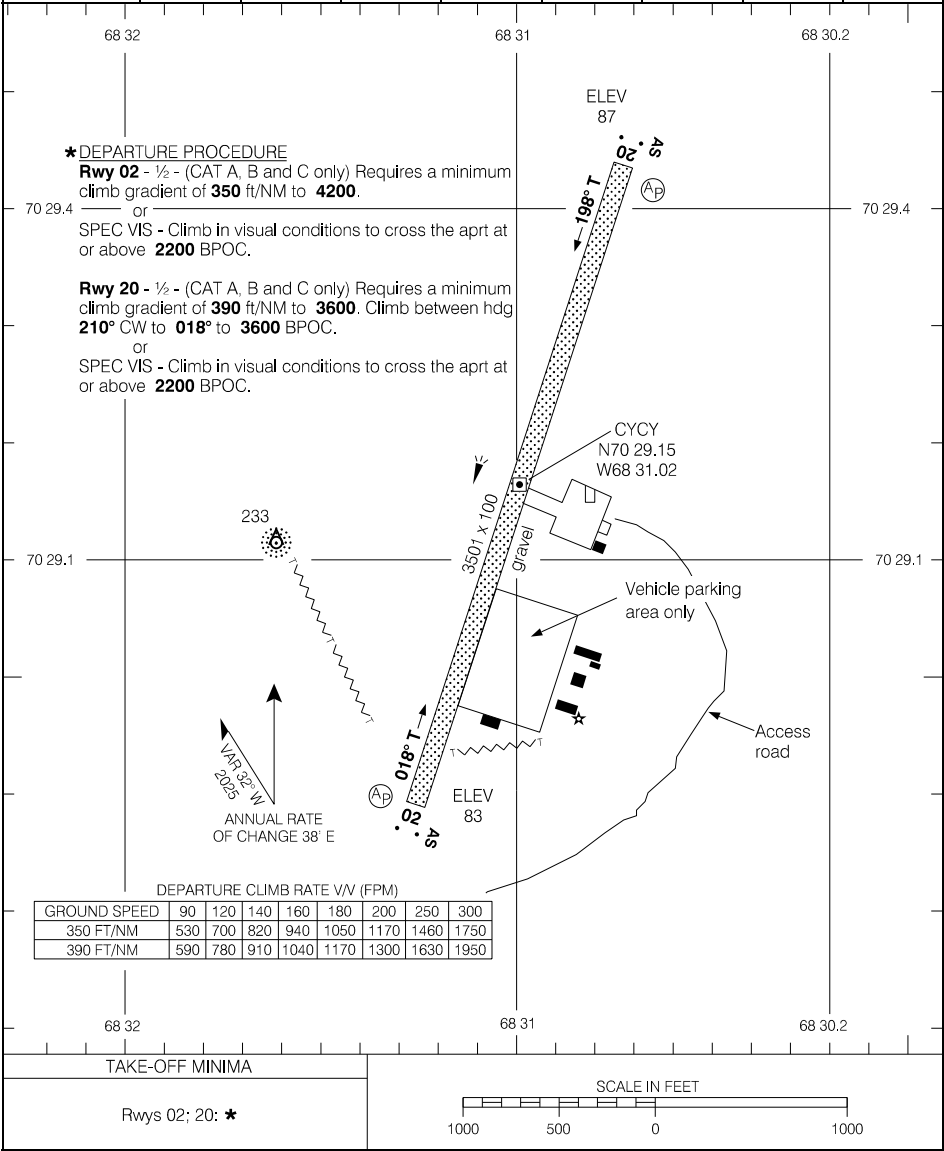
AERODROME CHART

EFF 3 SEP 26

CYCS

AERODROME CHART

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



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AERODROME CHART

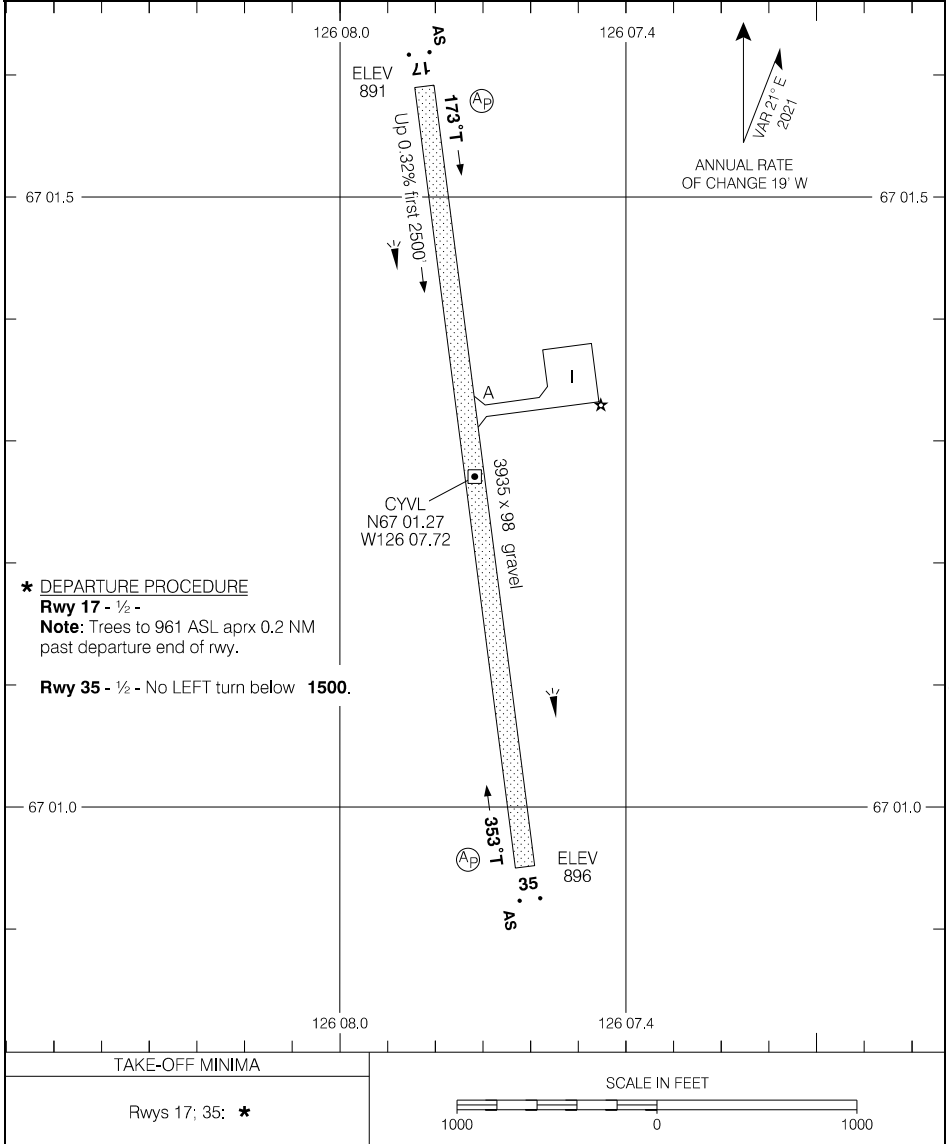
EFF 9 JUL 26

CYCY

COLVILLE LAKE/TOMMY KOCHON, NT
CYVL

CYVL

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



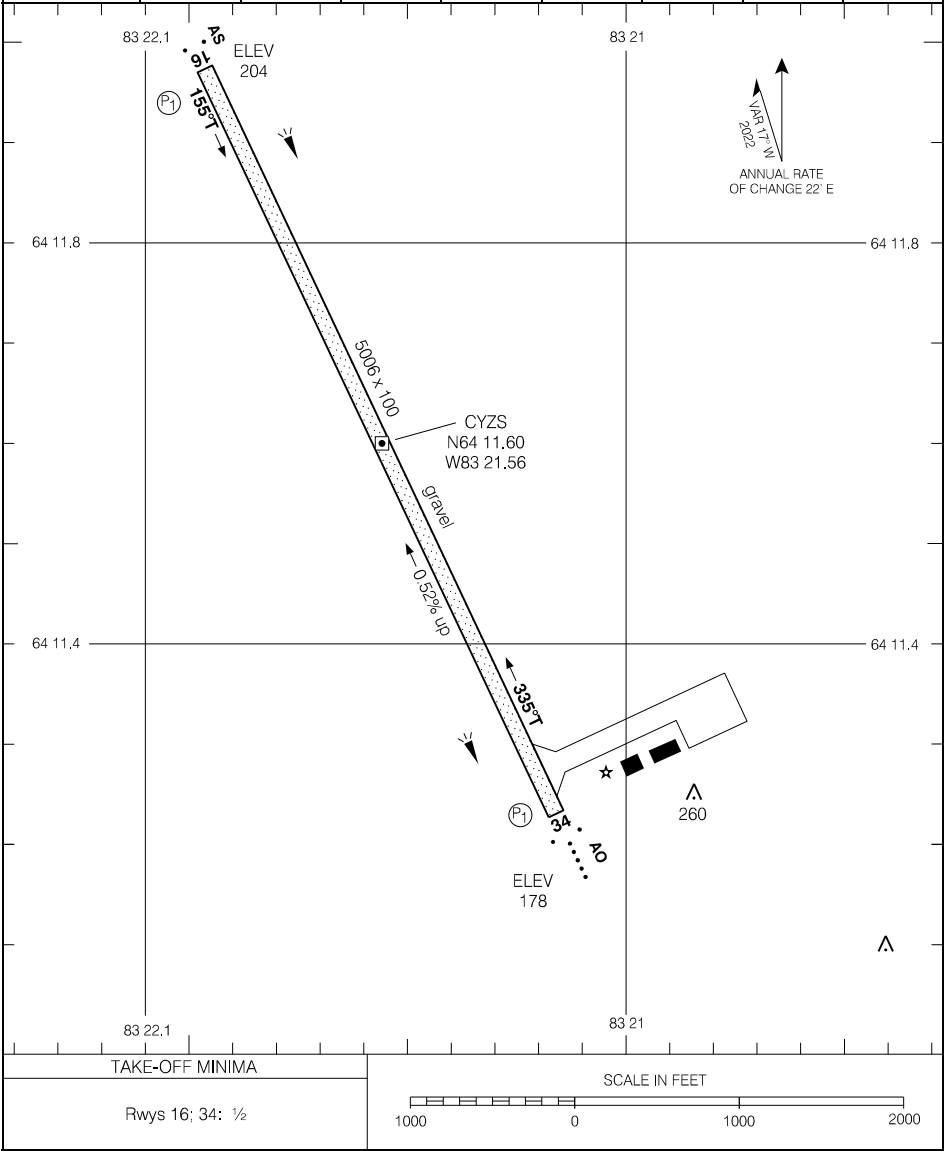
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CYVL

CYVL-AD

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							

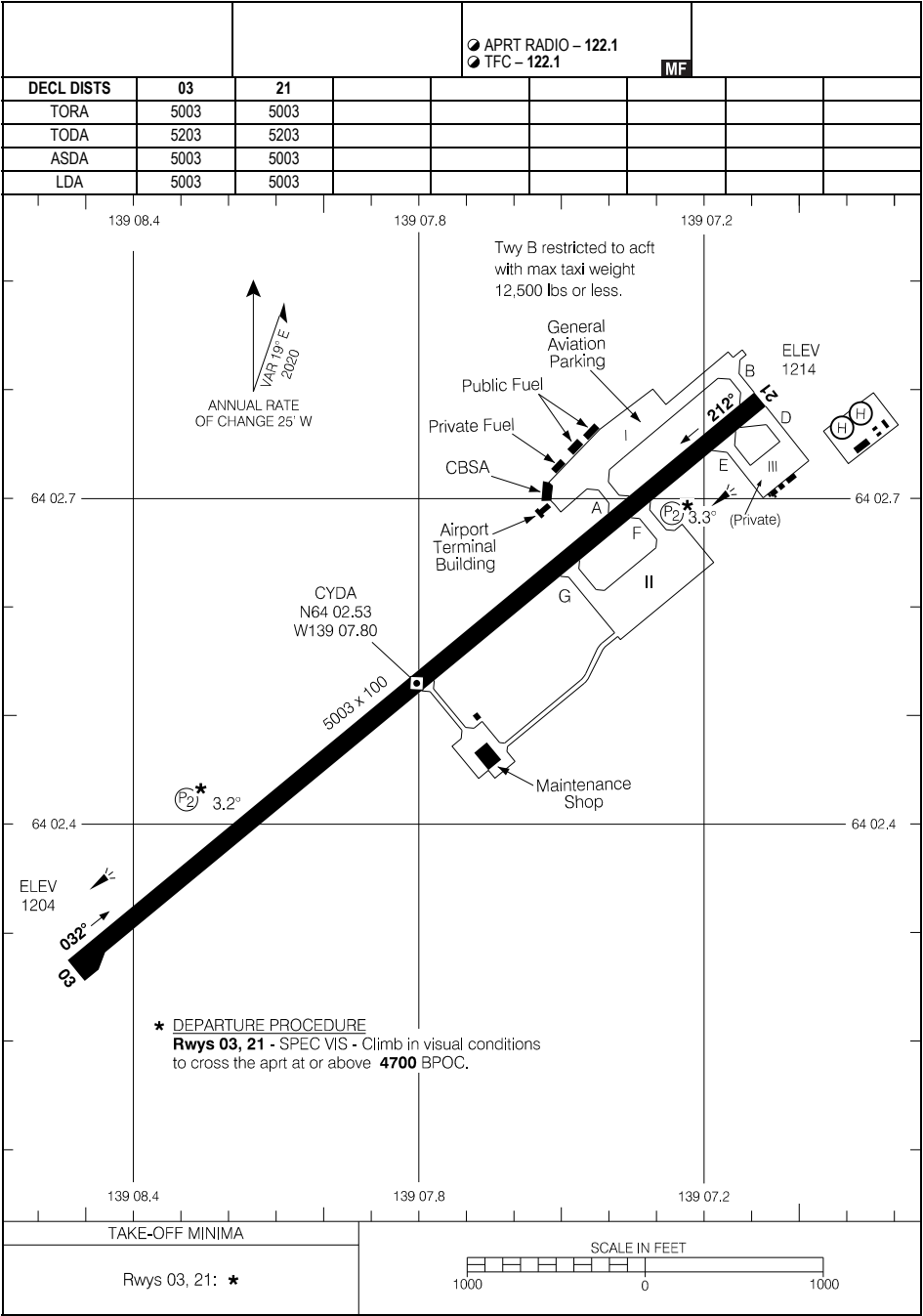


AERODROME CHART

EFF 23 FEB 23

CYZS

AERODROME CHART



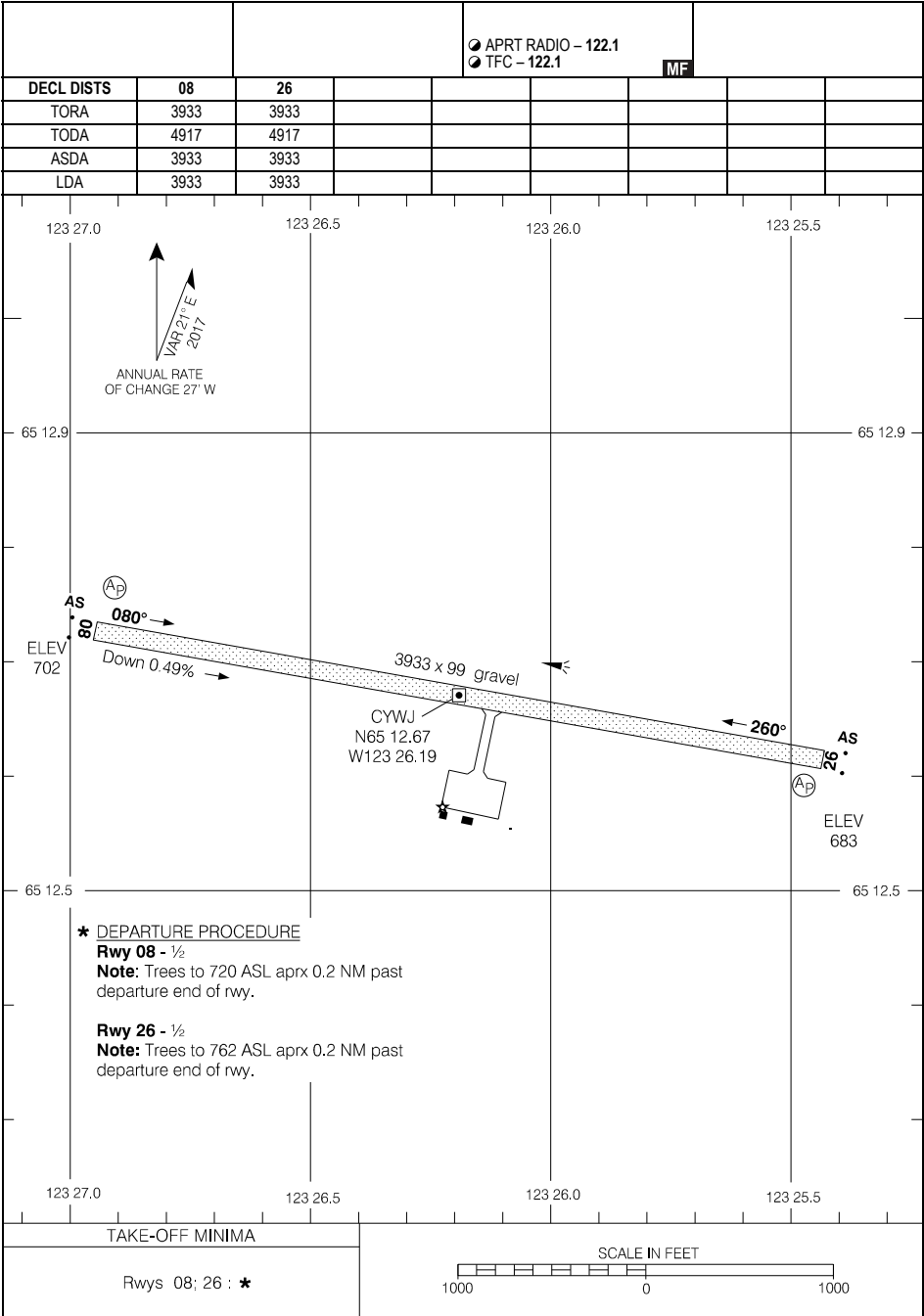
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AERODROME CHART

EFF 2 OCT 25

CYDA

AERODROME CHART

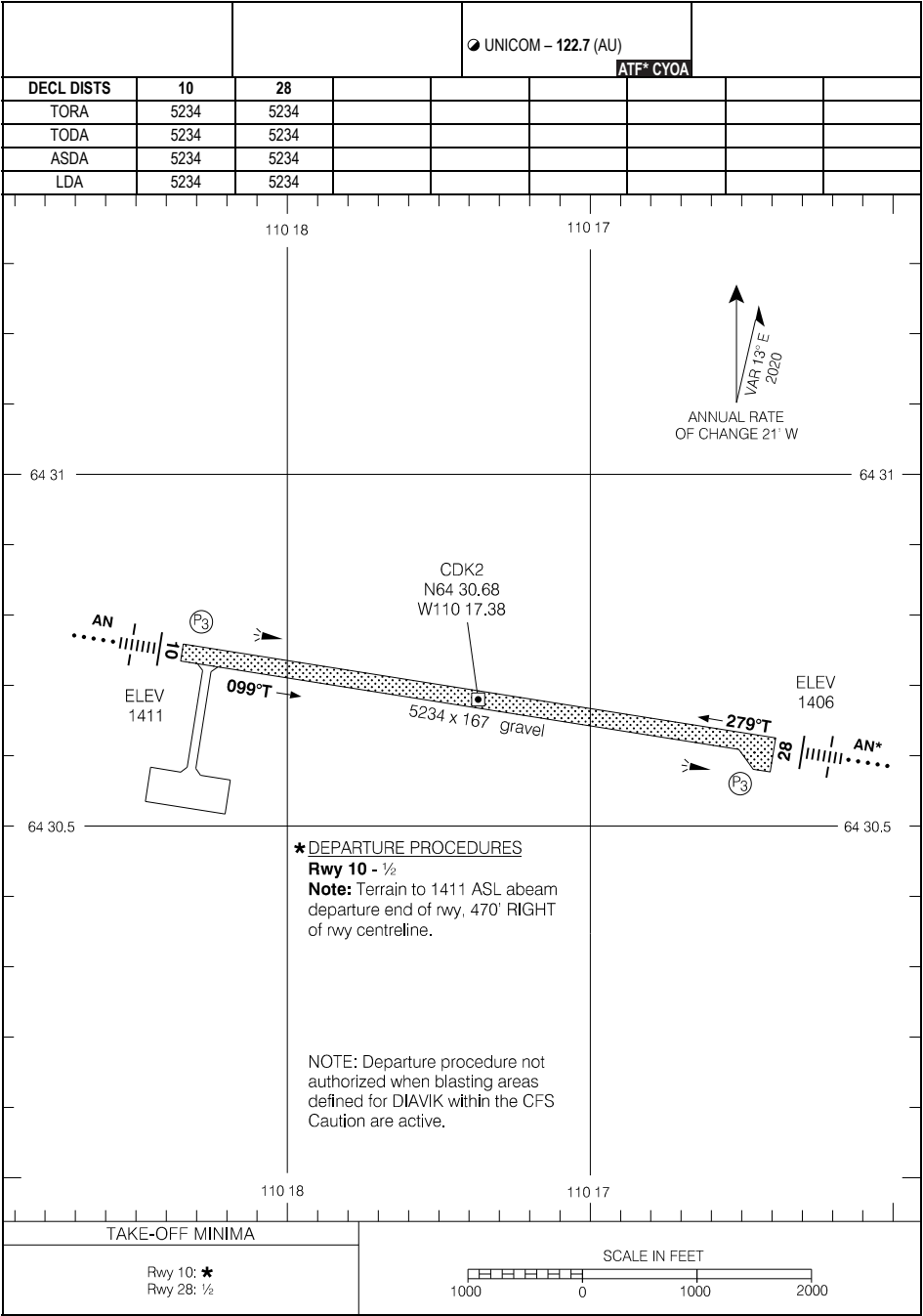


AERODROME CHART

EFF 2 DEC 21

CYWJ

AERODROME CHART



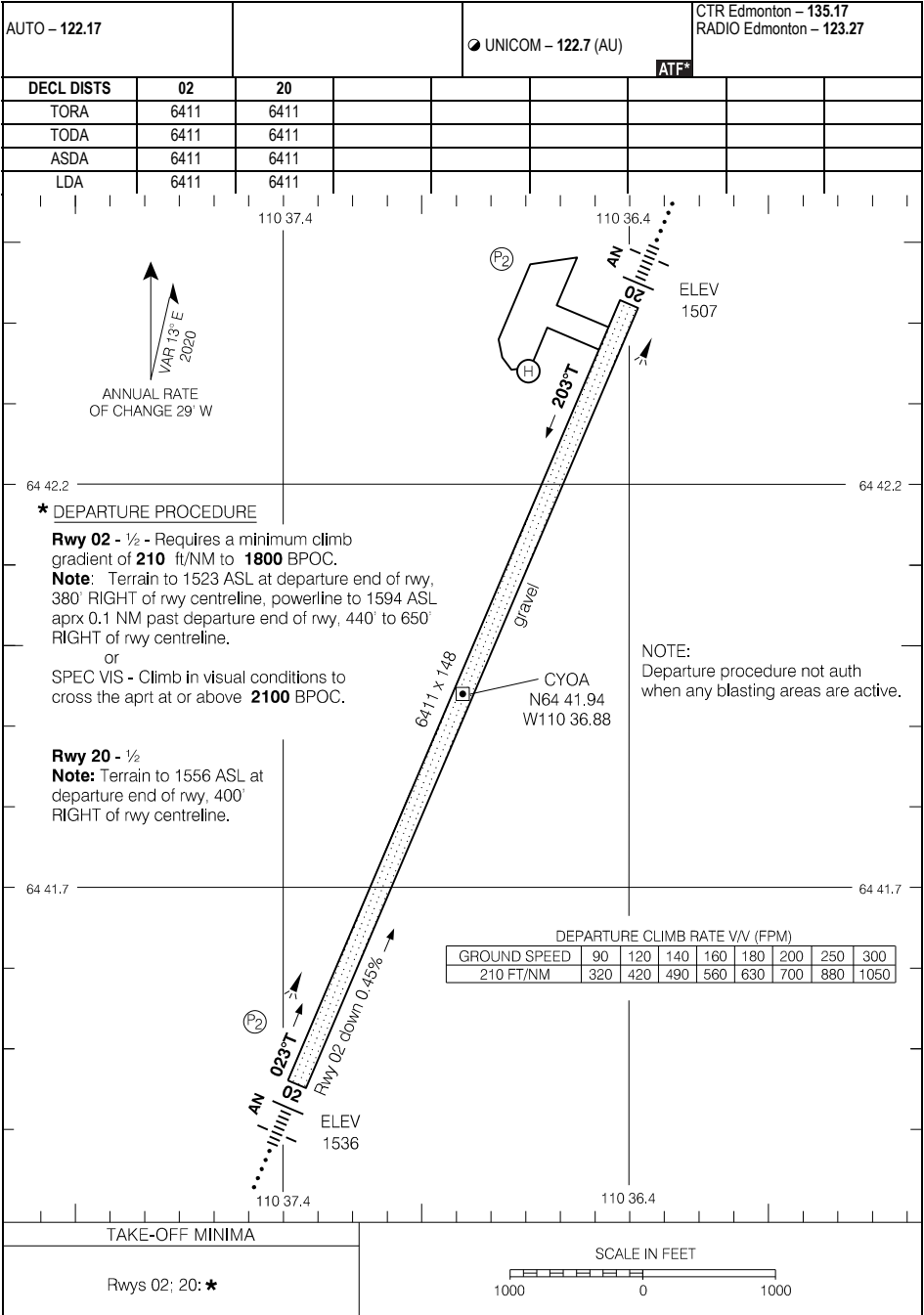
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AERODROME CHART

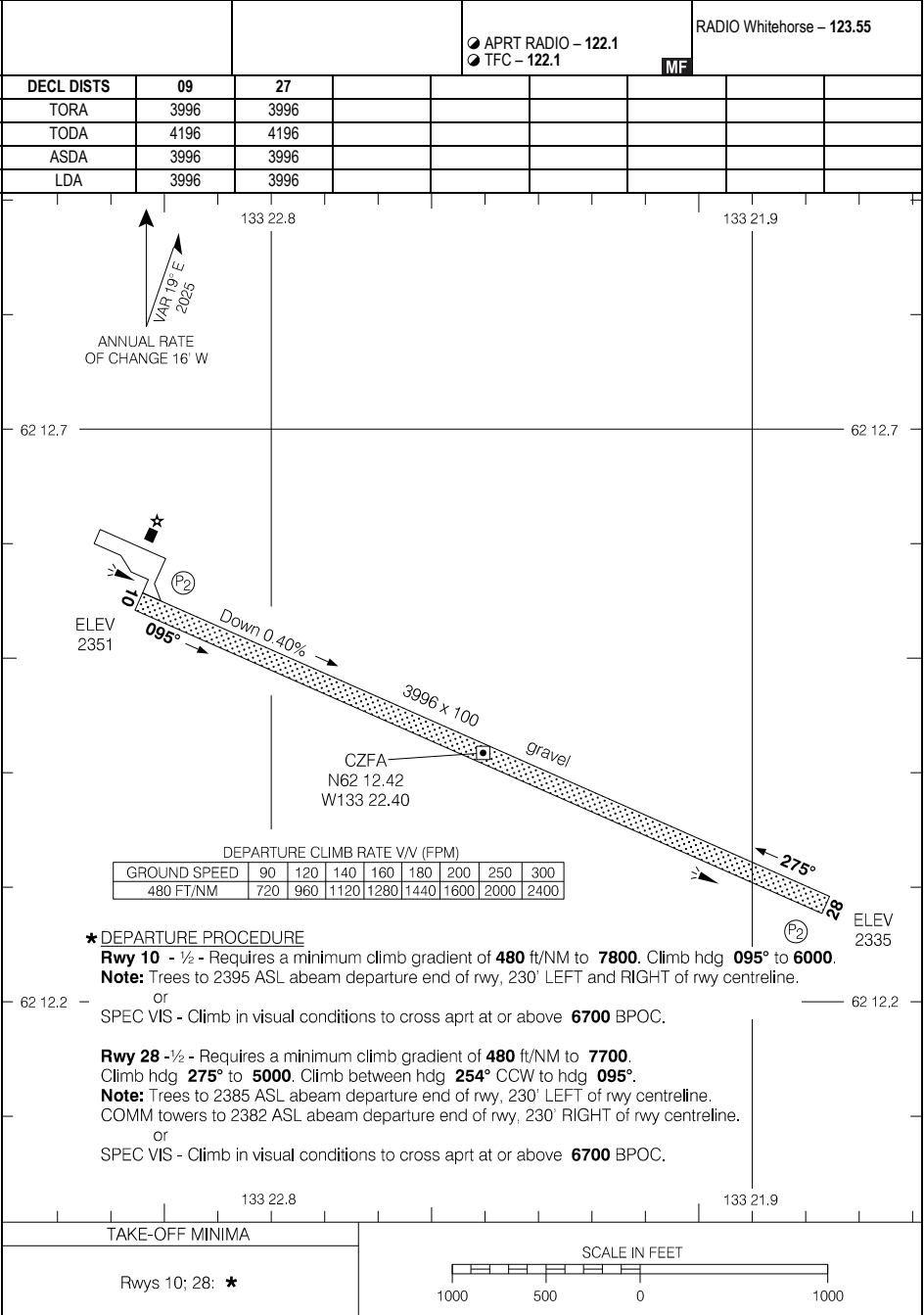
EFF 16 MAY 24

CDK2

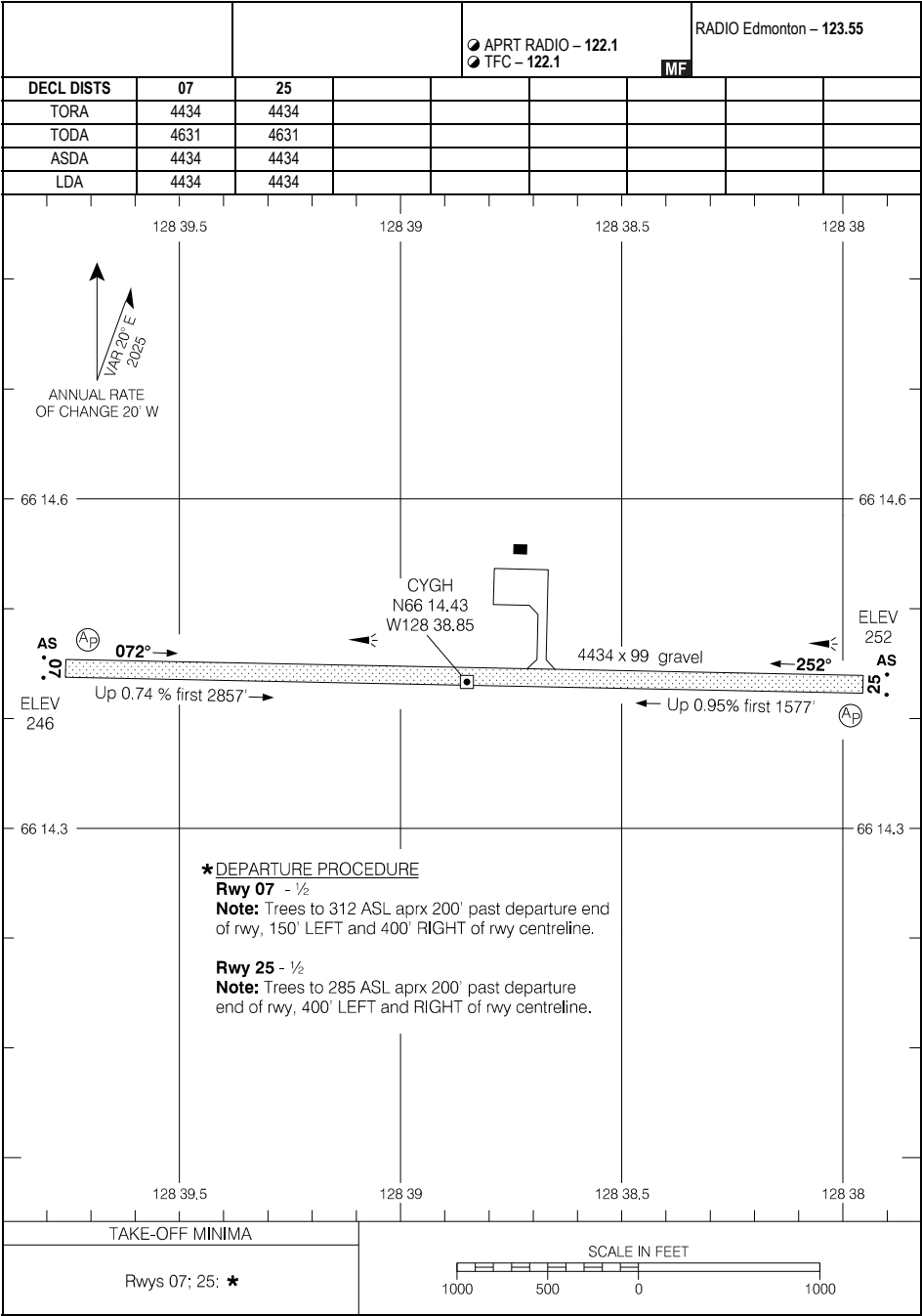
AERODROME CHART



AERODROME CHART



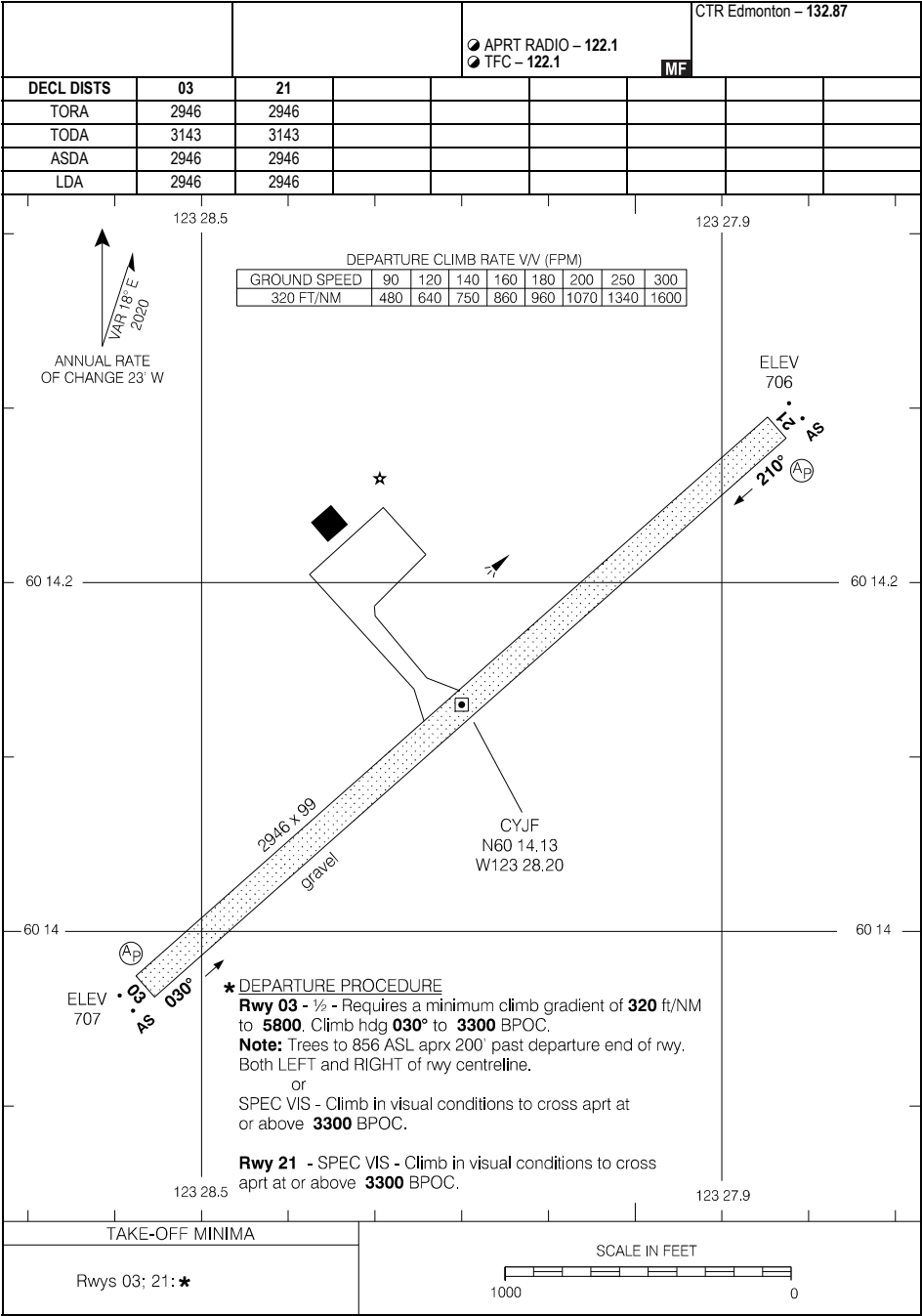
AERODROME CHART



AERODROME CHART

CYGH

AERODROME CHART



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AERODROME CHART

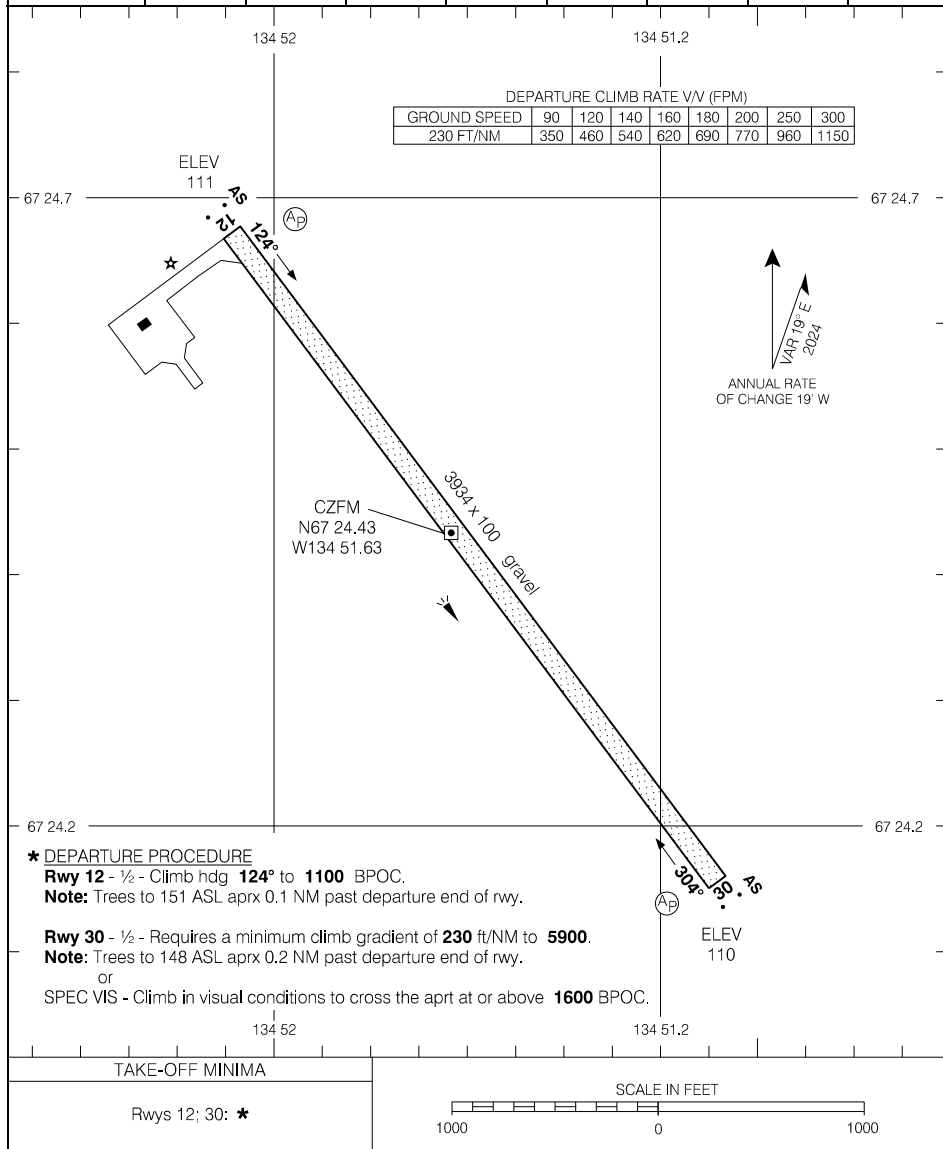
EFF 3 SEP 26

CYJF

FORT MCPHERSON, NT
CZFM

AERODROME CHART

				● APRT RADIO – 122.1 ● TFC – 122.1		CTR Edmonton – 132.4	
DECL DIST	12	30			MF		
TORA	3934	3934					
TODA	4918	4525					
ASDA	3934	3934					
LDA	3934	3934					



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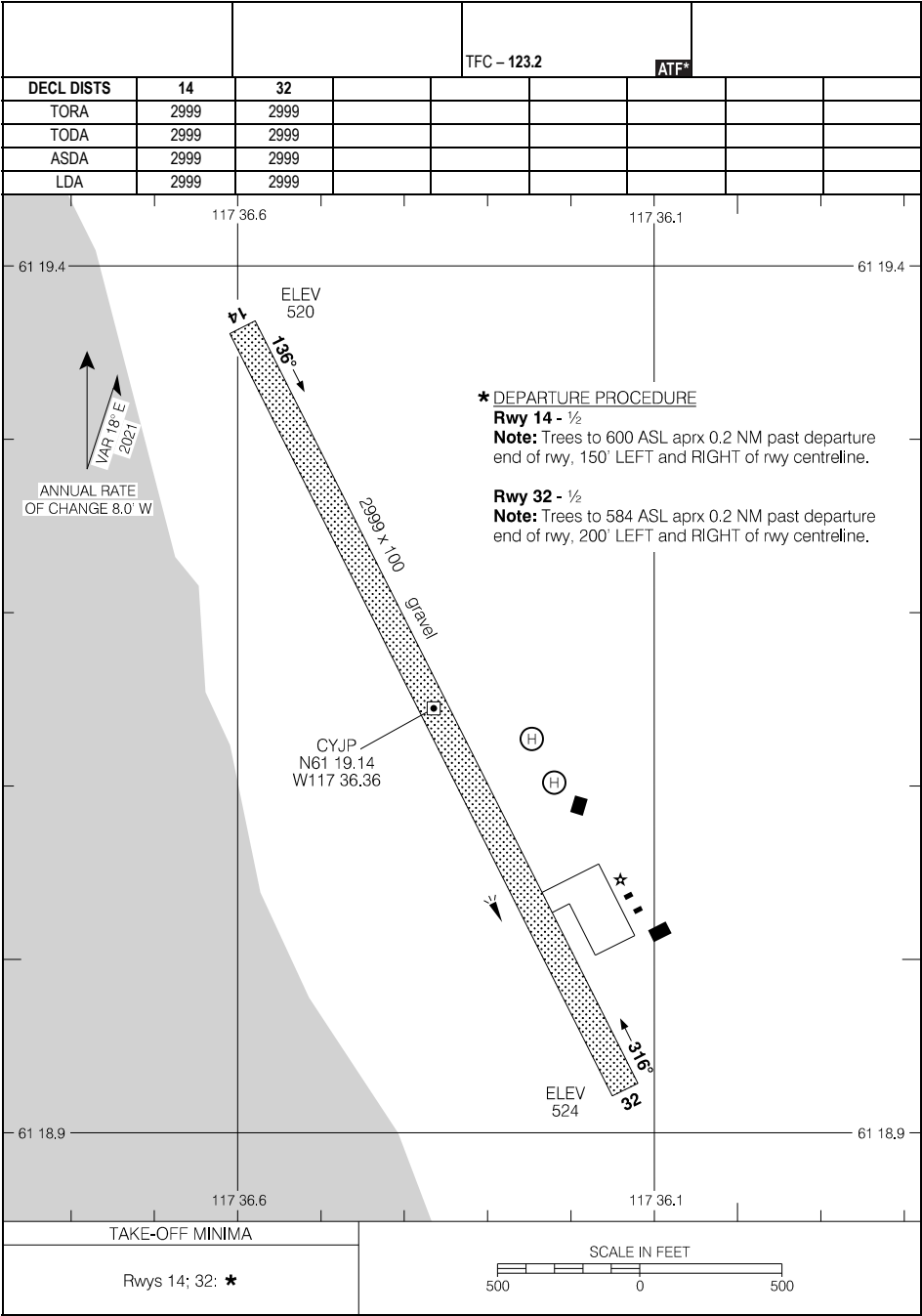
AERODROME CHART

EFF 3 SEP 26

CZFM

CZFM-AD

AERODROME CHART

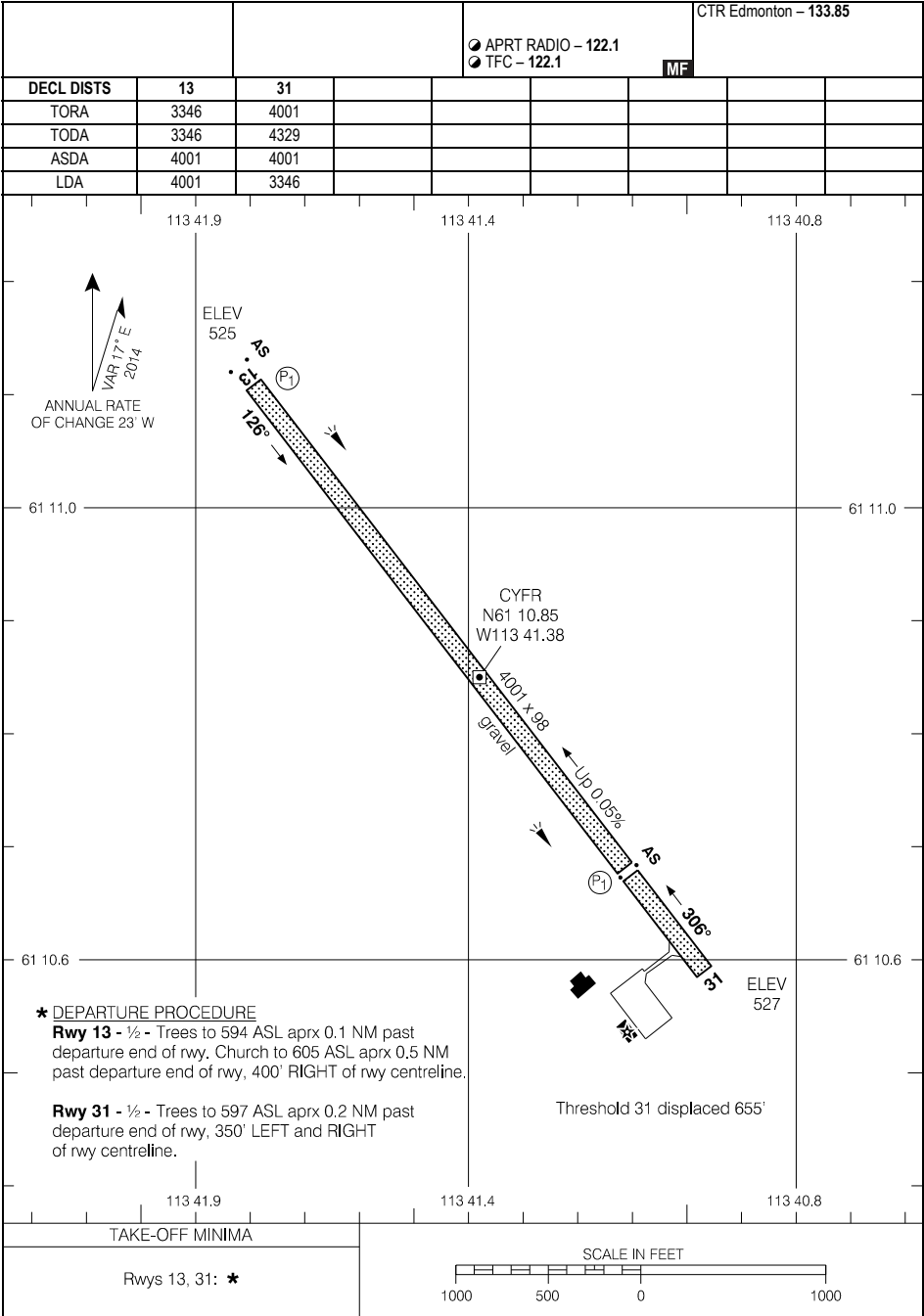


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AERODROME CHART

EFF 9 JUL 26

AERODROME CHART



VAR 17° E
2014

ANNUAL RATE
OF CHANGE 23' W

ELEV 525

AS

126°

(P1)

CYFR
N61 10.85
W113 41.38

4001 x .98

gavel

Up 0.05%

AS

306°

(P1)

ELEV 527

Threshold 31 displaced 655'

* DEPARTURE PROCEDURE

Rwy 13 - ½ - Trees to 594 ASL aprx 0.1 NM past departure end of rwy. Church to 605 ASL aprx 0.5 NM past departure end of rwy, 400' RIGHT of rwy centreline.

Rwy 31 - ½ - Trees to 597 ASL aprx 0.2 NM past departure end of rwy, 350' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 13, 31: *

SCALE IN FEET

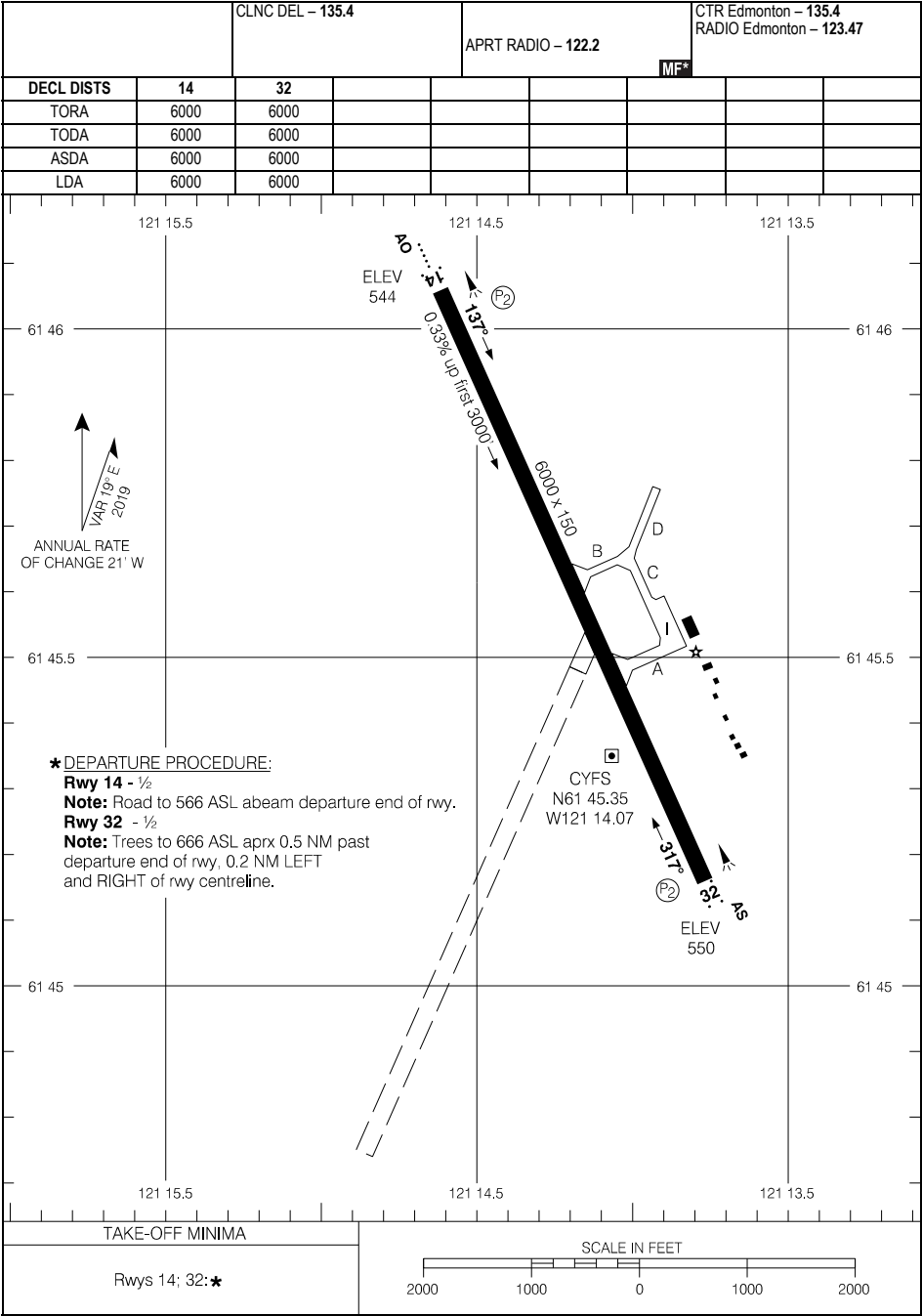
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AERODROME CHART

CYFR

AERODROME CHART

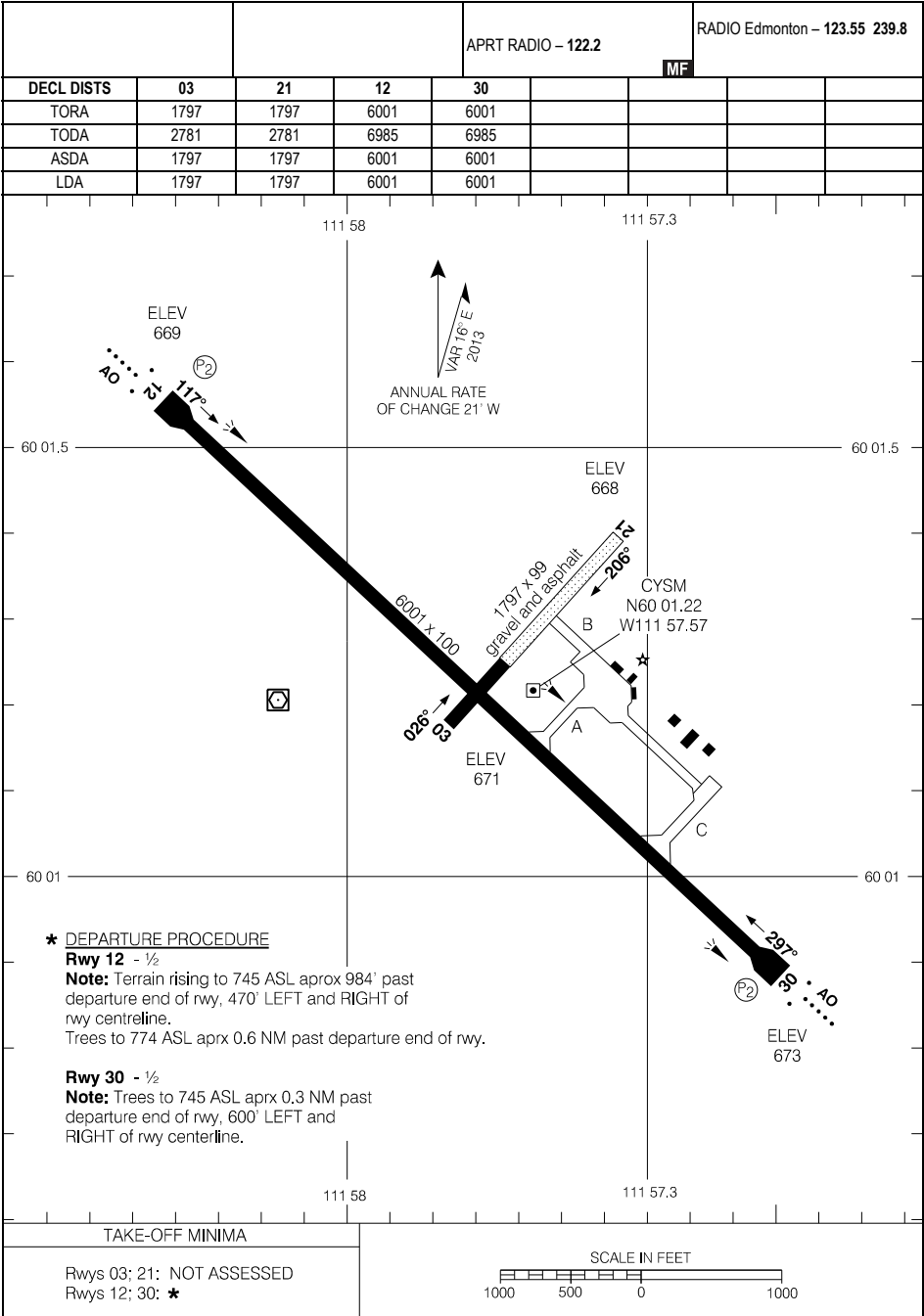


AERODROME CHART

CYFS

EFF 3 SEP 26

AERODROME CHART



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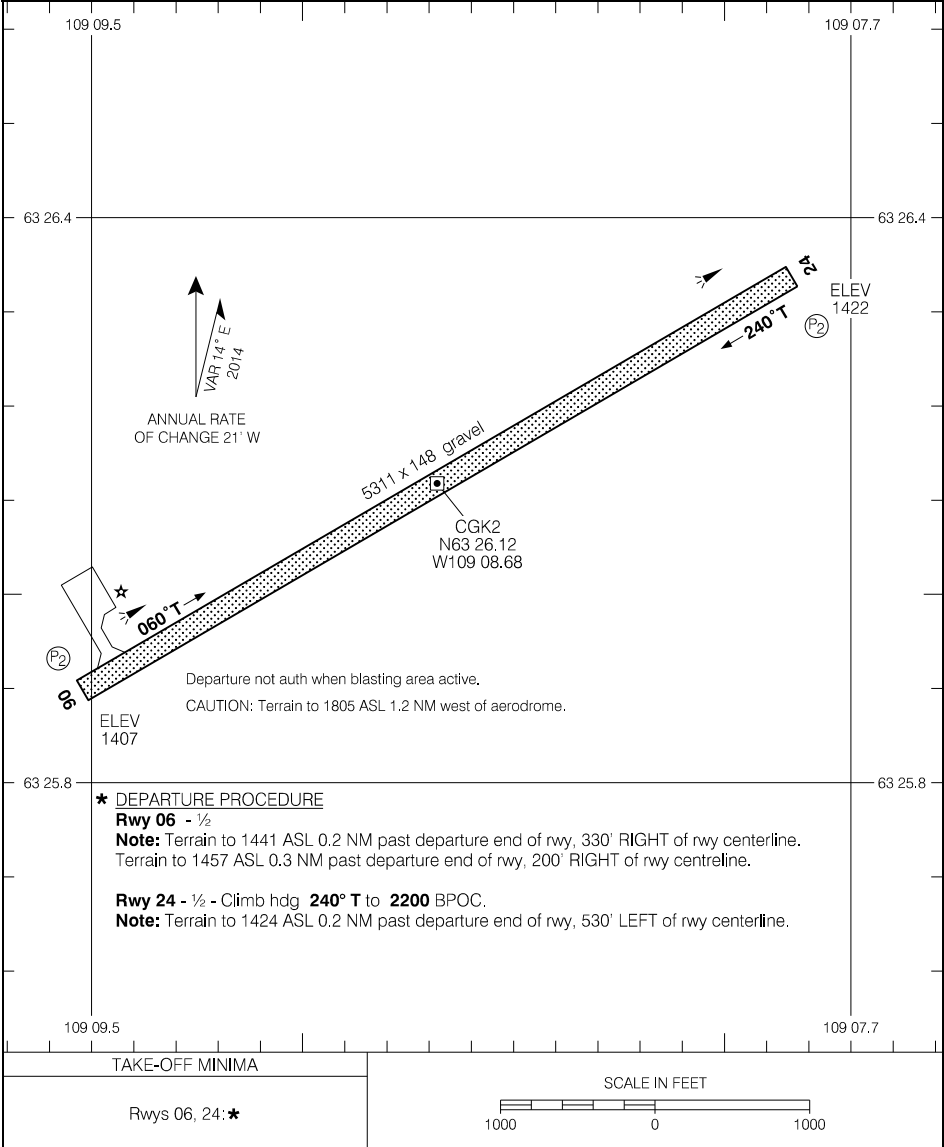
AERODROME CHART

EFF 3 SEP 26

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					



AERODROME CHART

EFF 16 MAY 24

CGK2

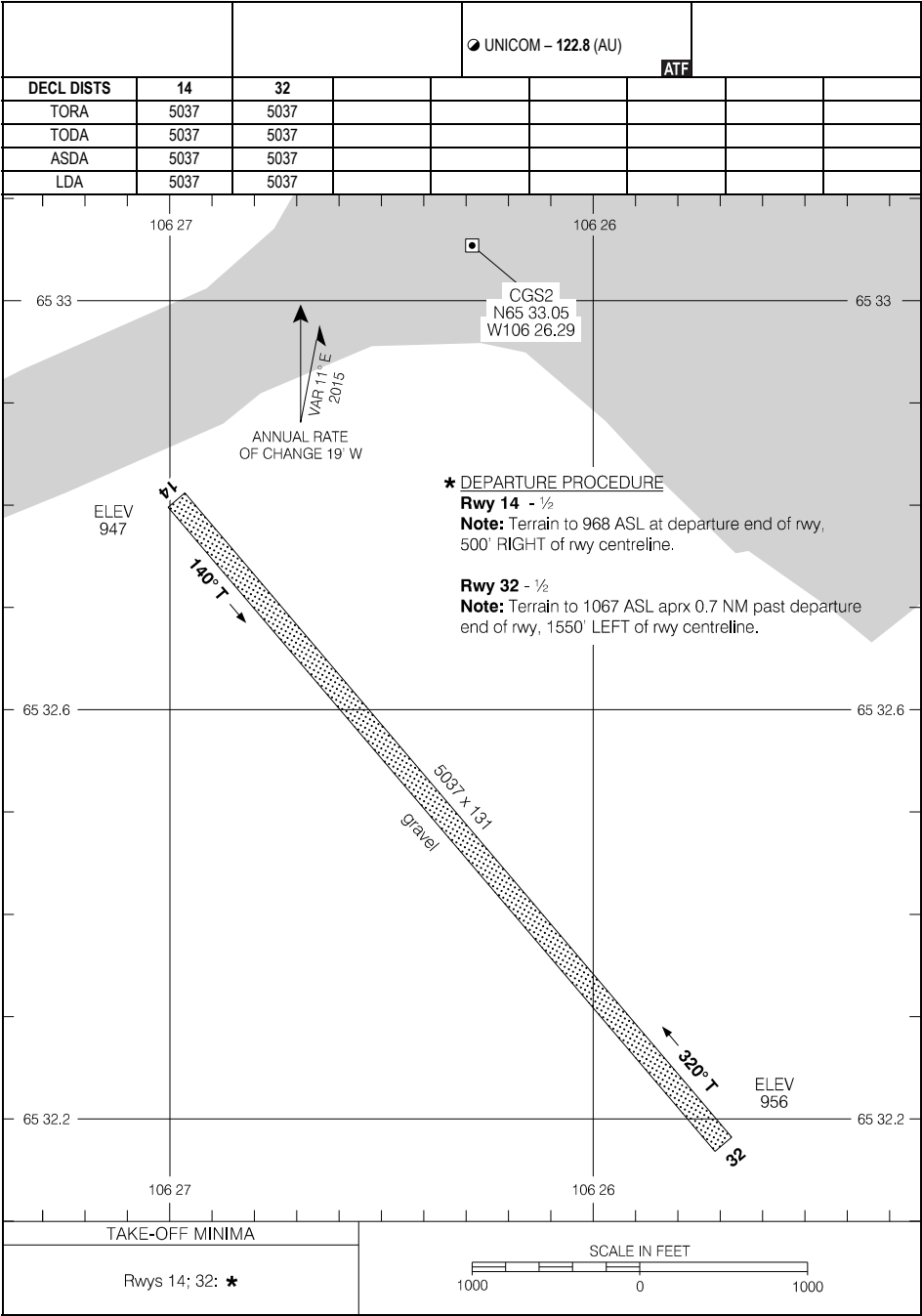
CYRA

● APRT RADIO – 122.1
● TFC – 122.1



CYRA

AERODROME CHART



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AERODROME CHART

EFF 26 DEC 24

GJOA HAVEN, NU
CYHK

DECL DIST		13	31						
TORA	4400	4400							
TODA	5384	5384							
ASDA	4400	4400							
LDA	4400	4400							

MET - 128.7

APRT RADIO - 122.1

TFC - 122.1

MF

VAR 6° W 2020

ANNUAL RATE OF CHANGE 20' E

AS 127T

ELEV 154

4400 x 100 gravel

CYHK N68 38.13 W95 51.02

Up 0.59%

307T AS

ELEV 128

163

TAKE-OFF MINIMA

Rwy 13; 31: ½

SCALE IN FEET

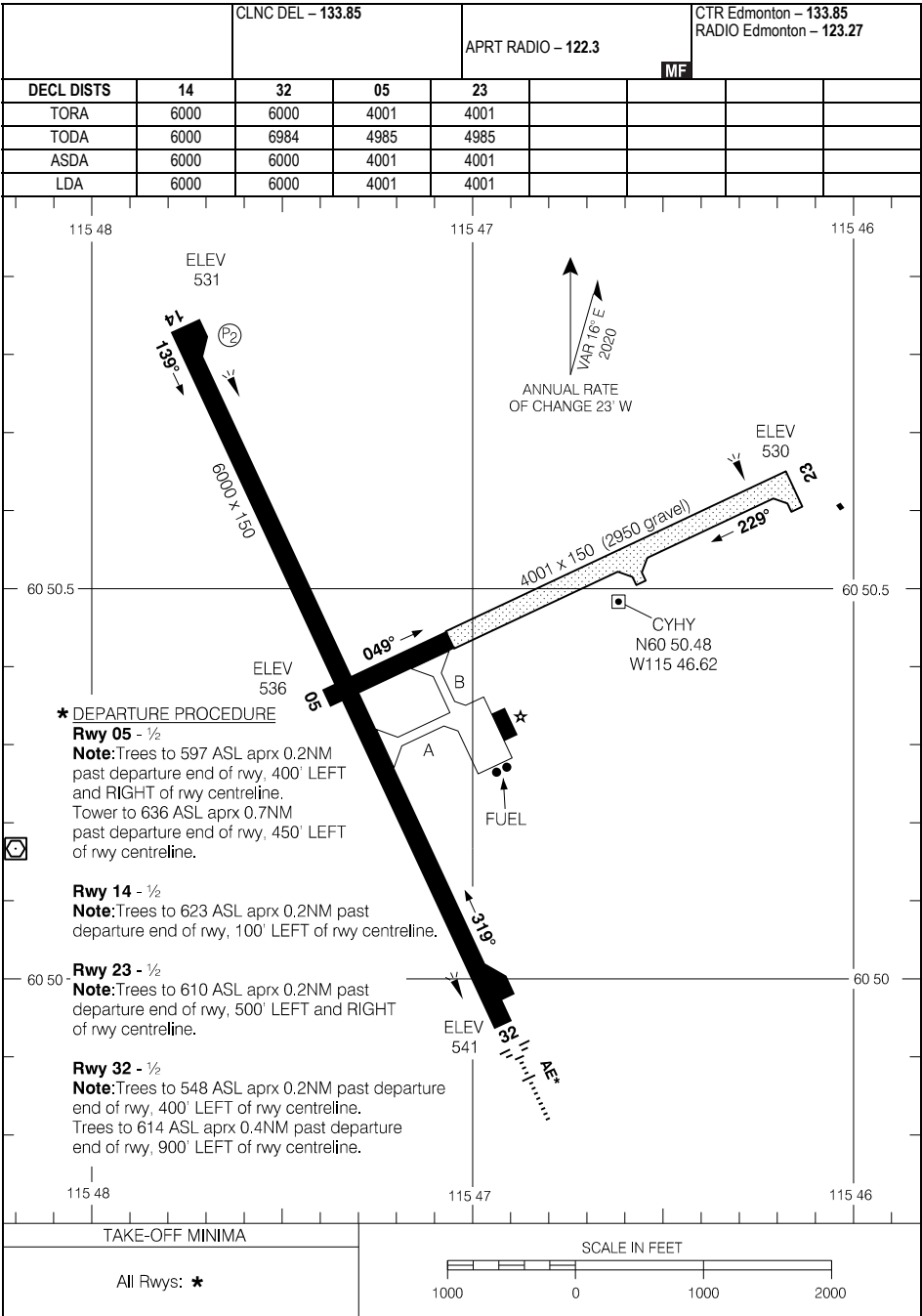
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CYHK

CYHK-AD

AERODROME CHART



AERODROME CHART

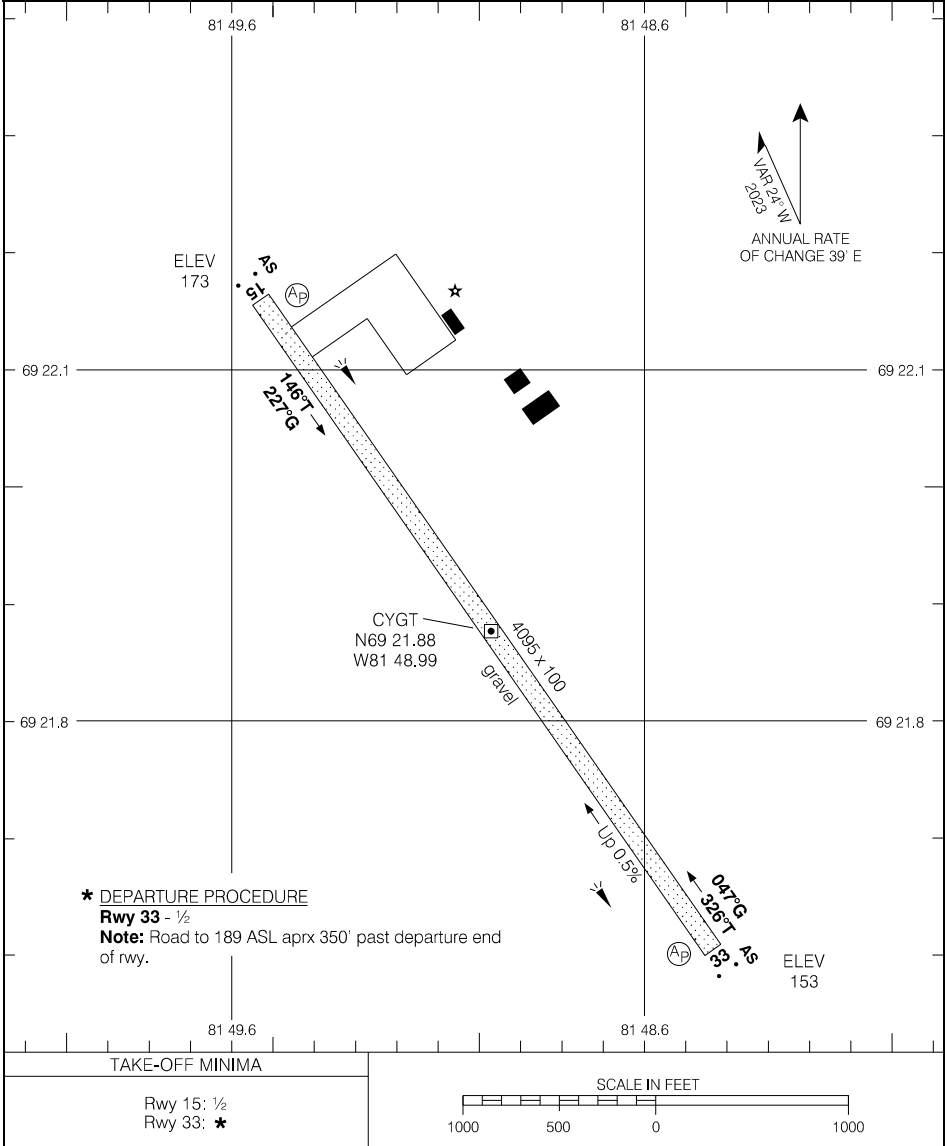
EFF 3 SEP 26

CYHY

IGLOOLIK, NU
CYGT

CYGT

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

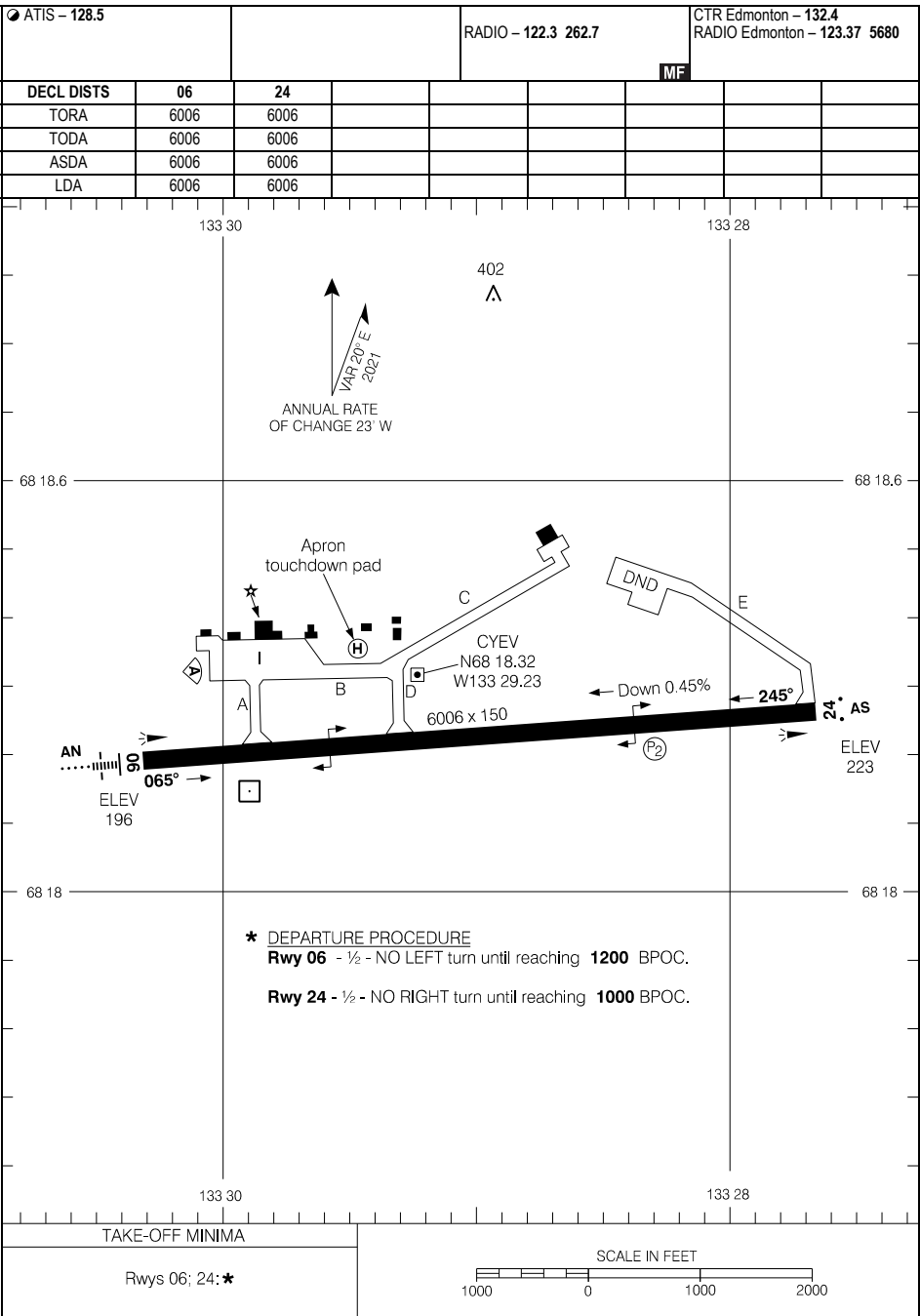


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CYGT

CYGT-AD

AERODROME CHART



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AERODROME CHART

EFF 3 SEP 26

CYEV

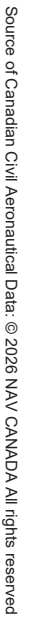
AERODROME CHART (AI)

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

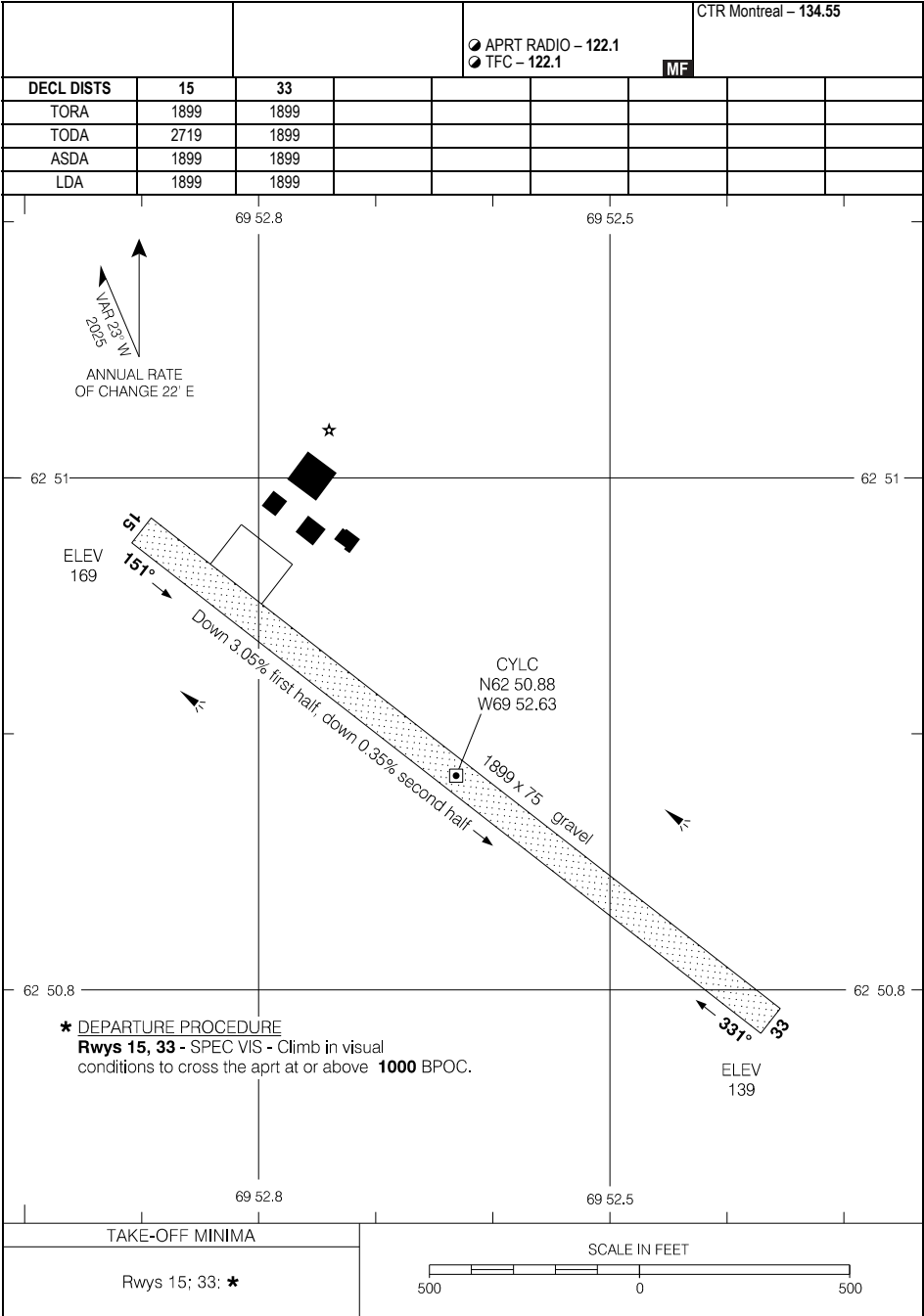
LVO

NOT AUTHORIZED

Rwys 16; 34: *



AERODROME CHART



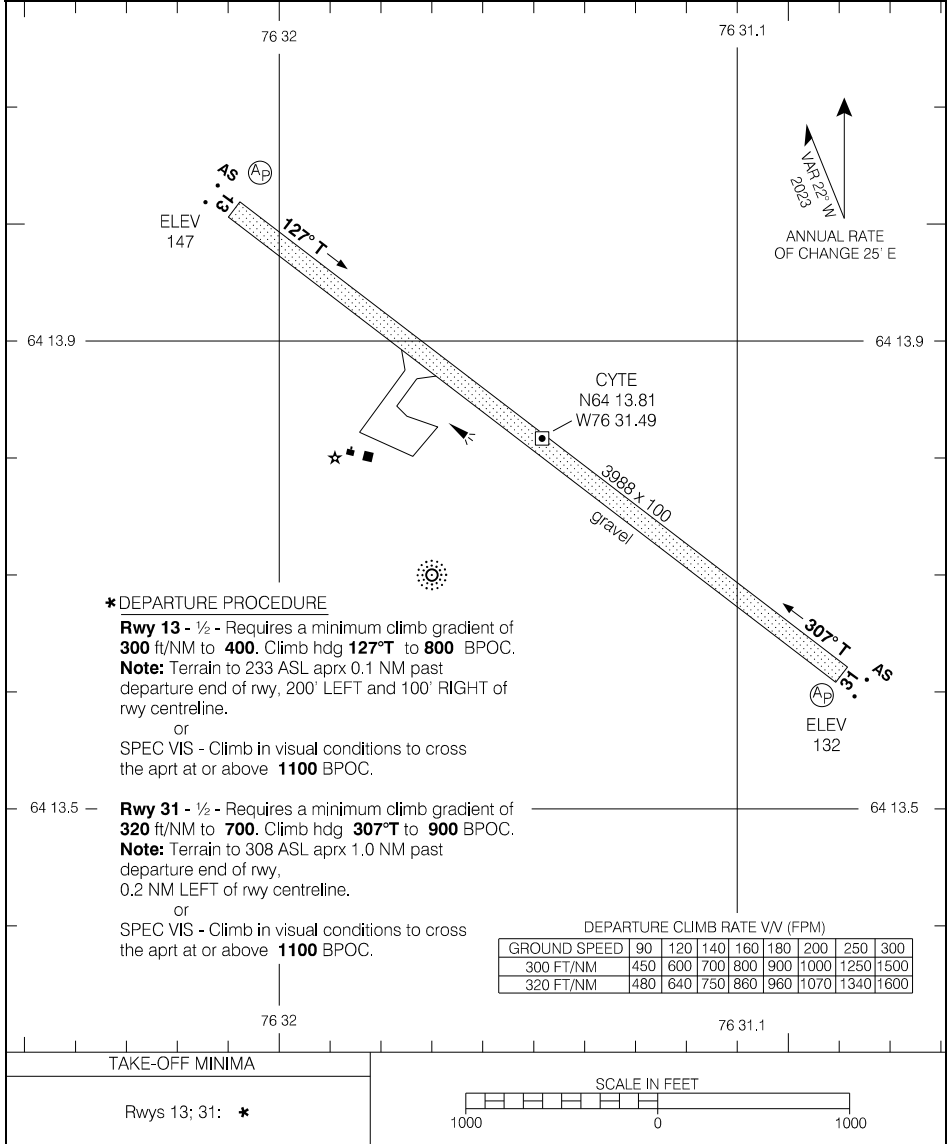
AERODROME CHART

EFF 20 FEB 25

CYLC

AERODROME CHART

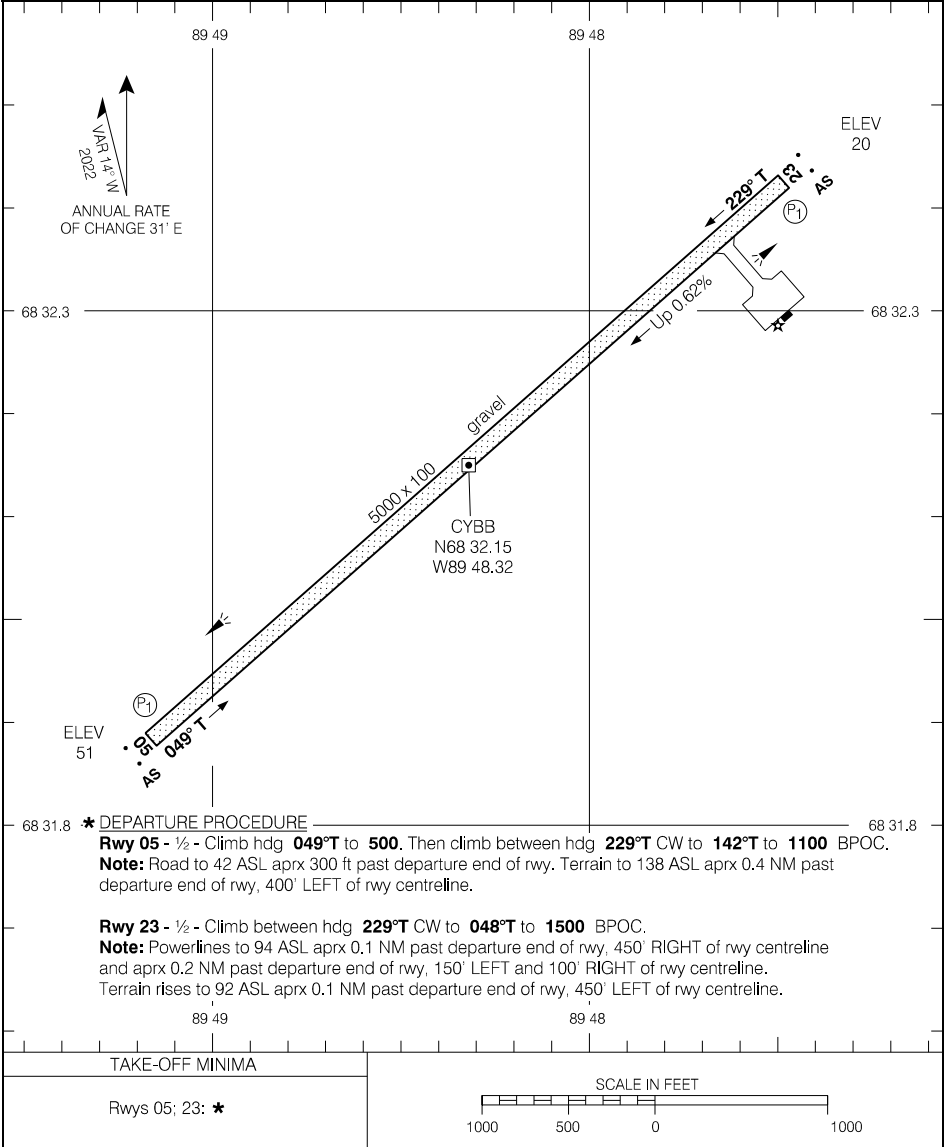
AWOS – 128.7				☑ APRT RADIO – 122.1 ☑ TFC – 122.1		RADIO Quebec – 123.37	
DECL DISTS	13	31			MF		
TORA	3988	3988					
TODA	4644	4972					
ASDA	3988	3988					
LDA	3988	3988					



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AERODROME CHART

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



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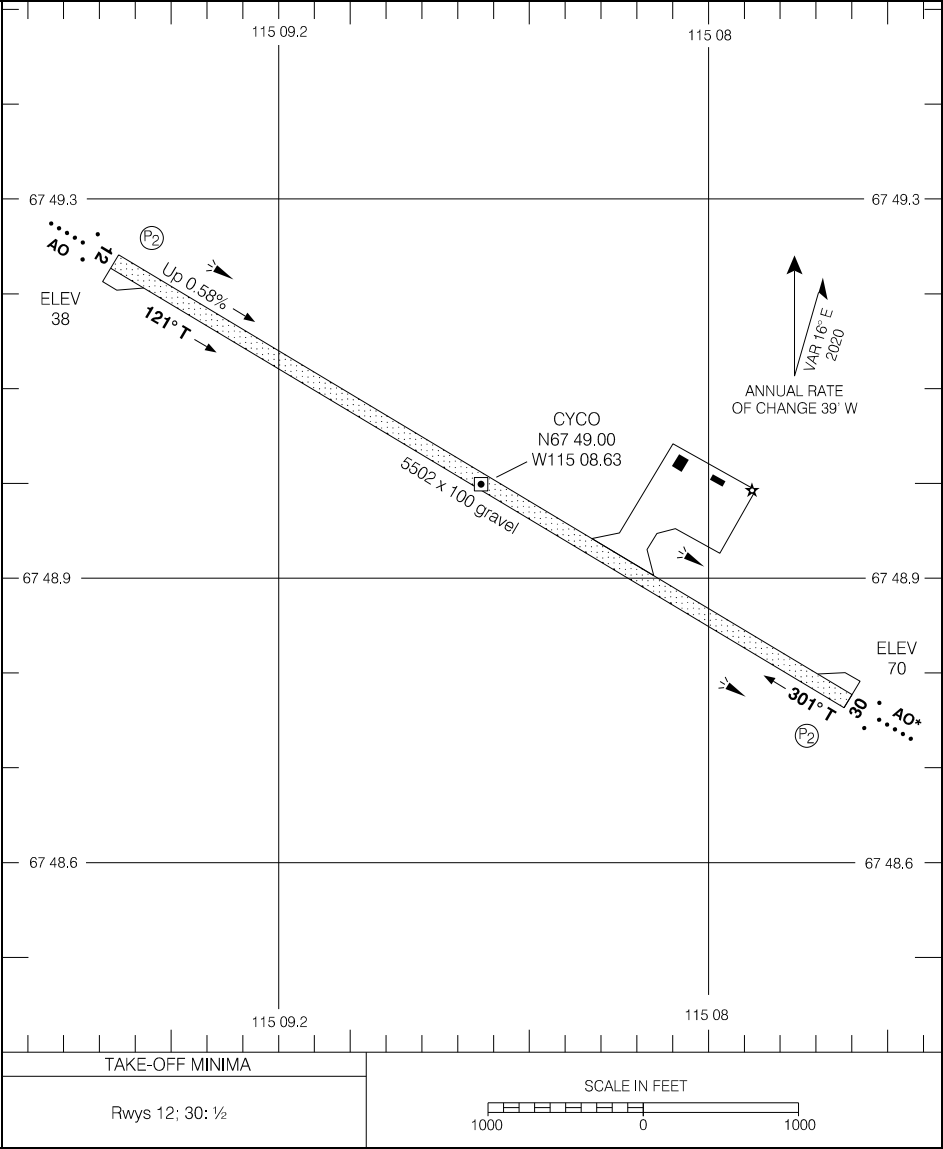
AERODROME CHART

EFF 3 SEP 26

CYBB

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					

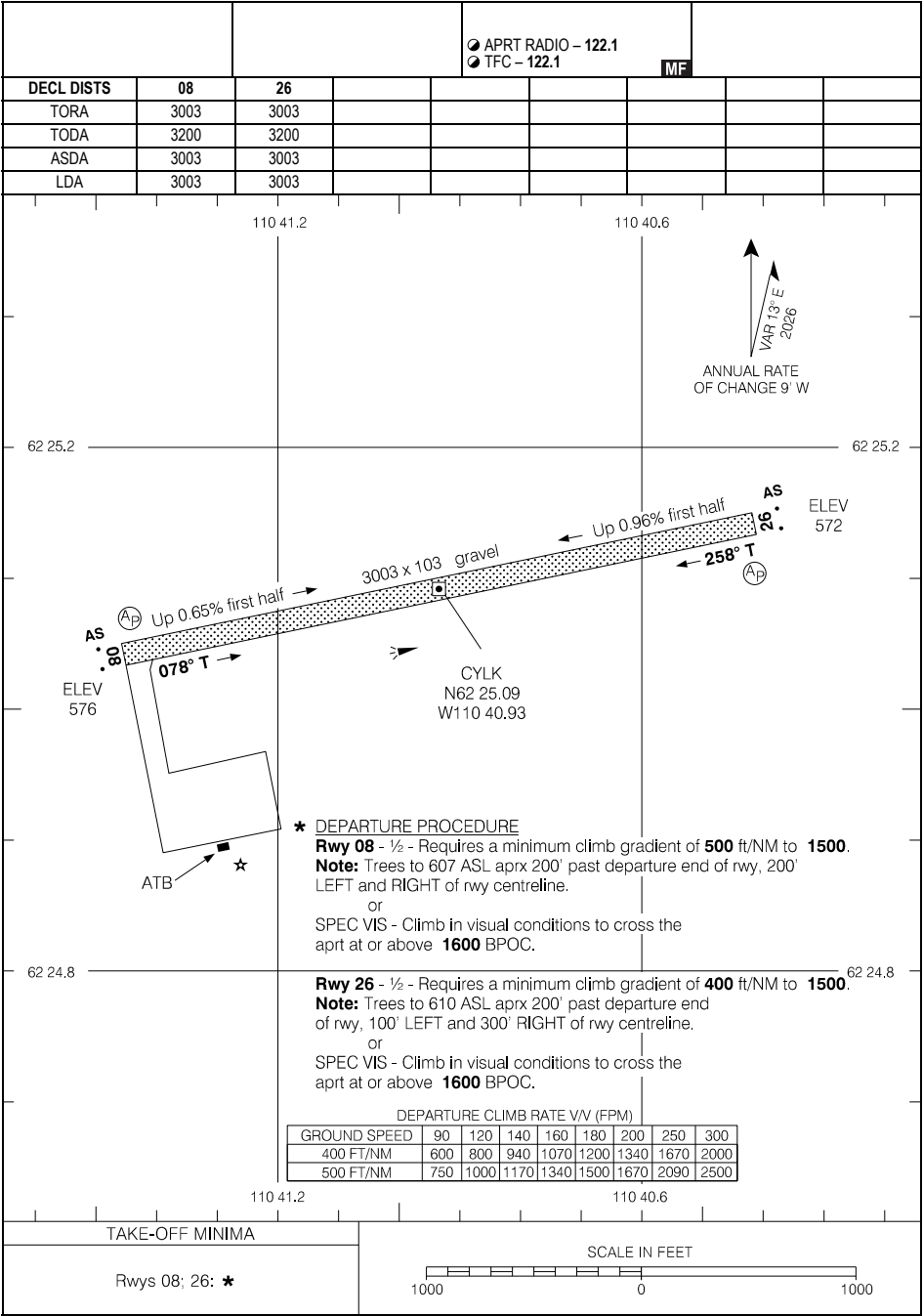


AERODROME CHART

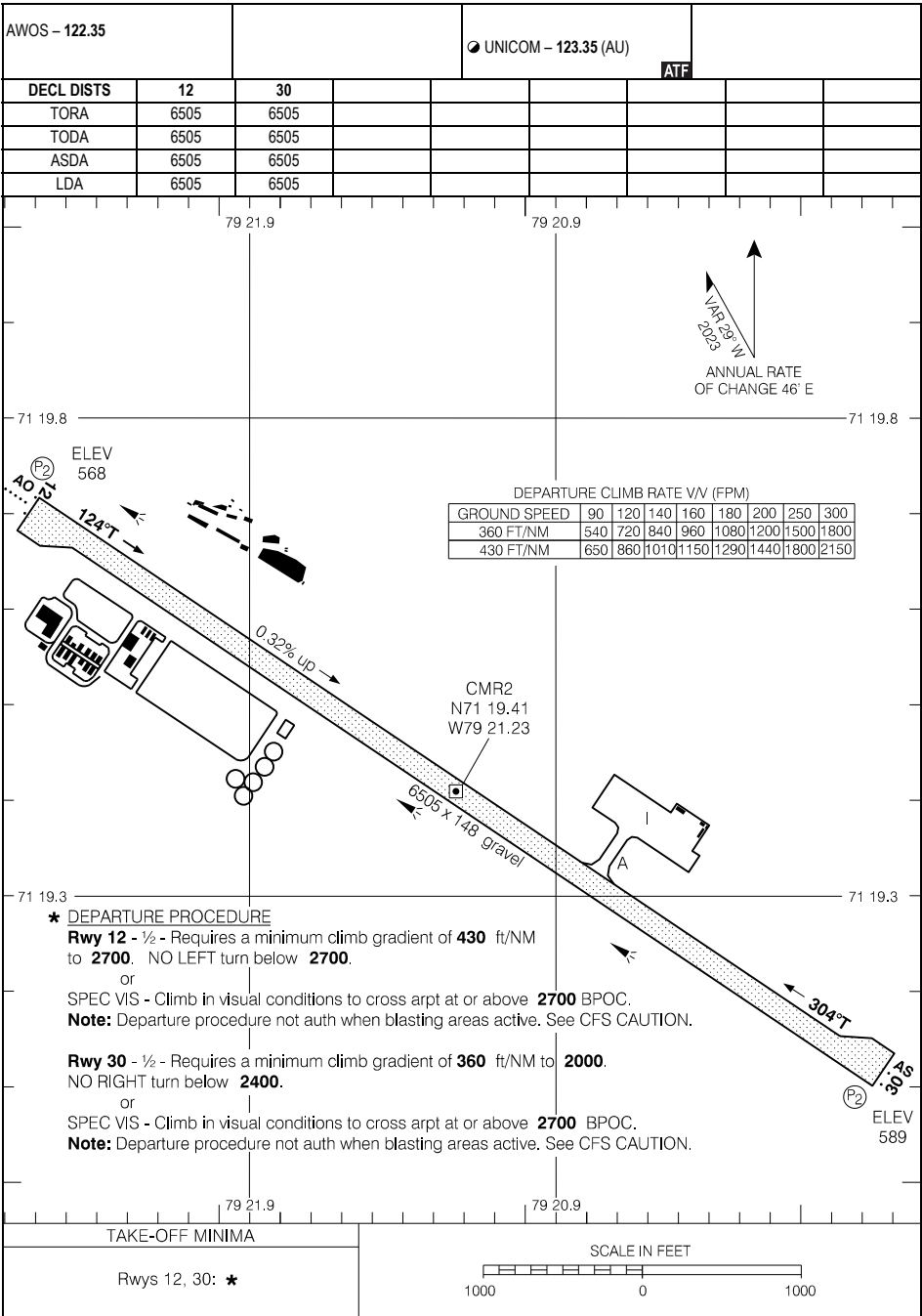
CYCO

EFF 30 NOV 23

AERODROME CHART



AERODROME CHART



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AERODROME CHART

EFF 20 APR 23

CMR2

MAYO, YT
CYMA

		APRT RADIO - 122.1				RADIO Whitehorse - 122.37			
DECL DISTS		07	25						
TORA		4843	4843						
TODA		5040	5040						
ASDA		4843	4843						
LDA		4843	4843						

VAR 20° E
2018

ANNUAL RATE
OF CHANGE 25' W

63 37.2

63 36.8

135 53

135 52

135 51

Down 0.34% →

071° →

ELEV 1653

B (Private)

4843 x 100 gravel

← 251°

25

⊙

CYMA
N63 37.00
W135 52.14

ELEV 1636

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
370 FT/NM	560	740	870	990	1110	1240	1550	1850

* DEPARTURE PROCEDURE

Rwy 07 - ½ - Requires a minimum climb gradient of **370 ft/NM** to **5900**.
Climb hdg **071°** to **5200** BPOC.
Note: Trees to 1696 ASL aprx 200' past departure end of rwy, 130' LEFT and 150' RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **4900** BPOC.

Rwy 25 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **4900** BPOC.

135 53

135 52

135 51

TAKE-OFF MINIMA

Rwys 07; 25: *

SCALE IN FEET

1000 0 1000 2000

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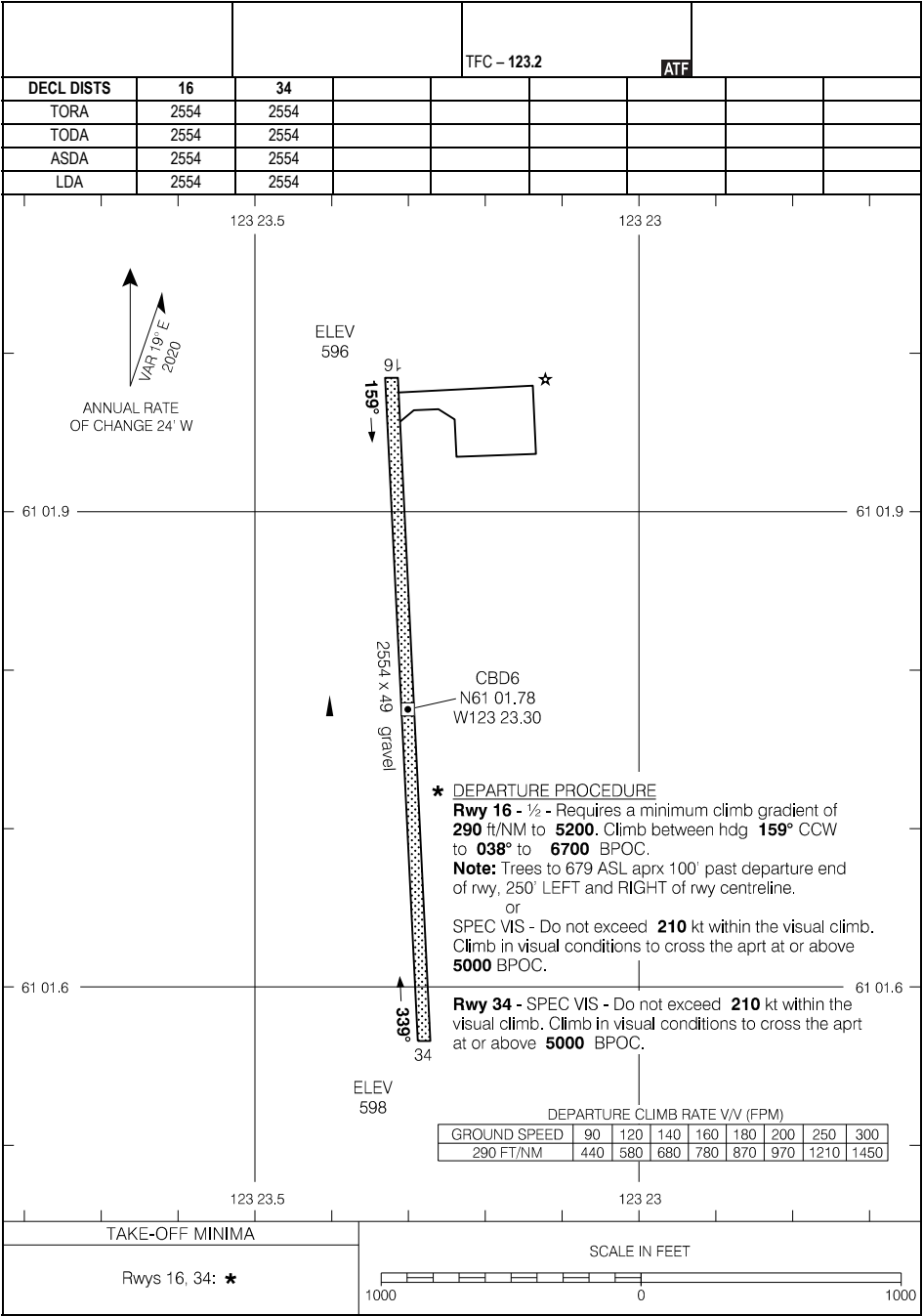
AERODROME CHART

CYMA

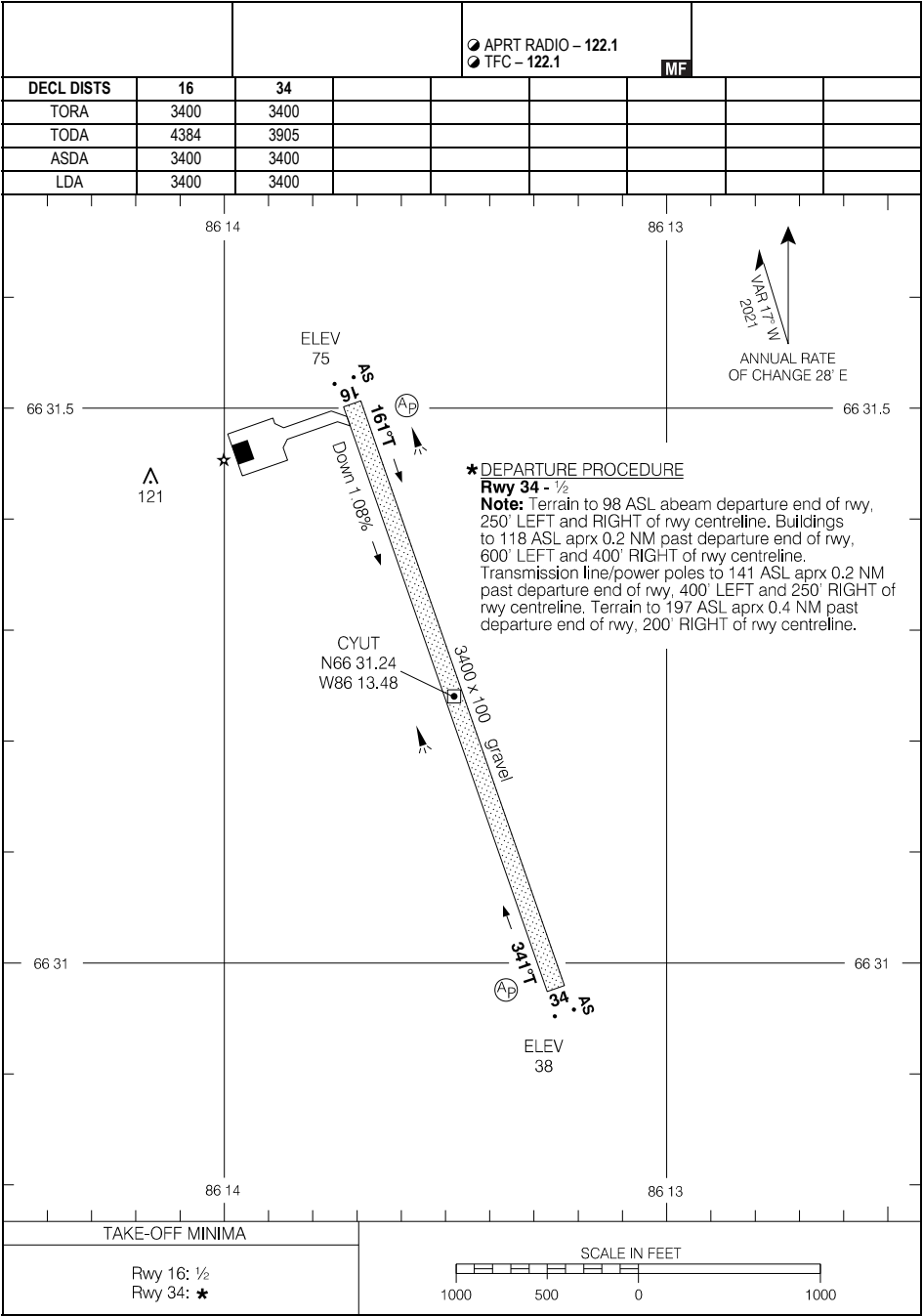
EFF 10 AUG 23

CYMA-AD

AERODROME CHART



AERODROME CHART



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AERODROME CHART

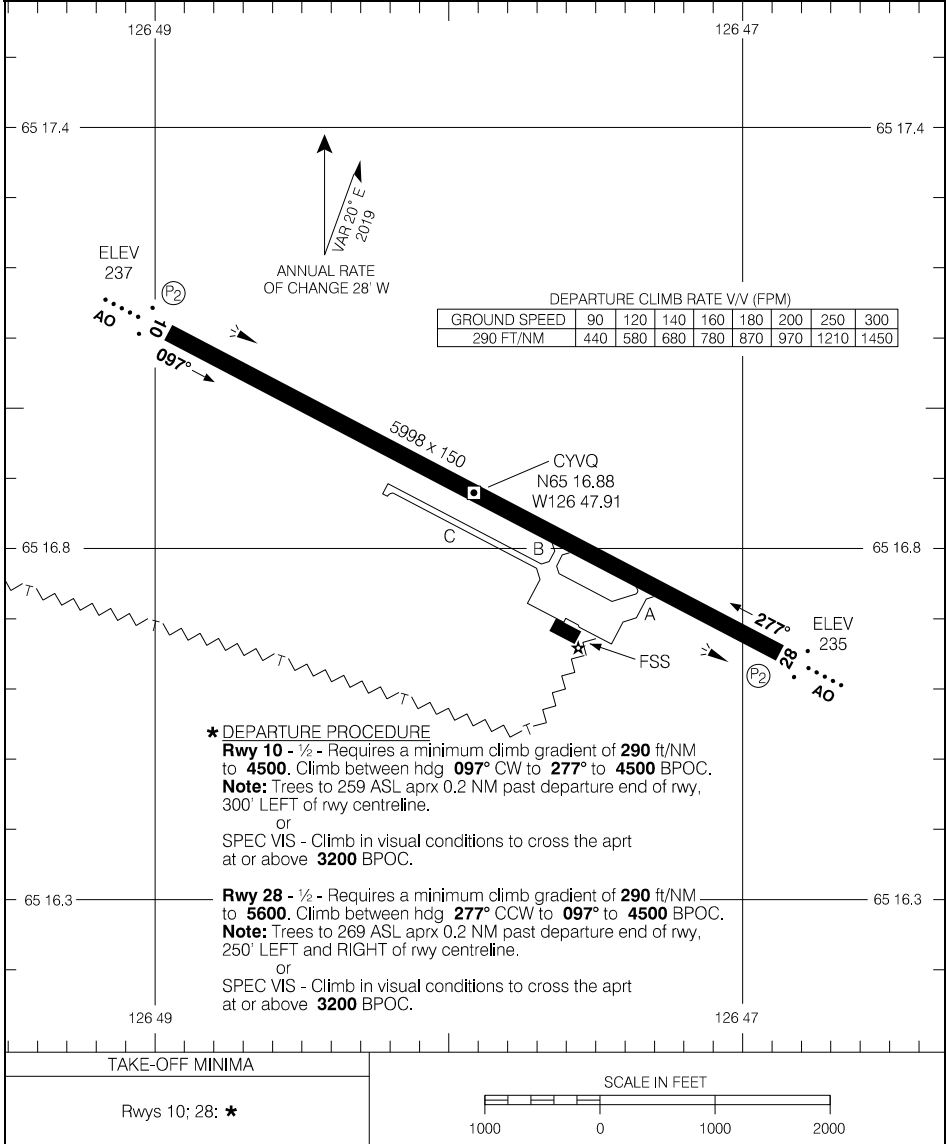
EFF 3 SEP 26

CYUT

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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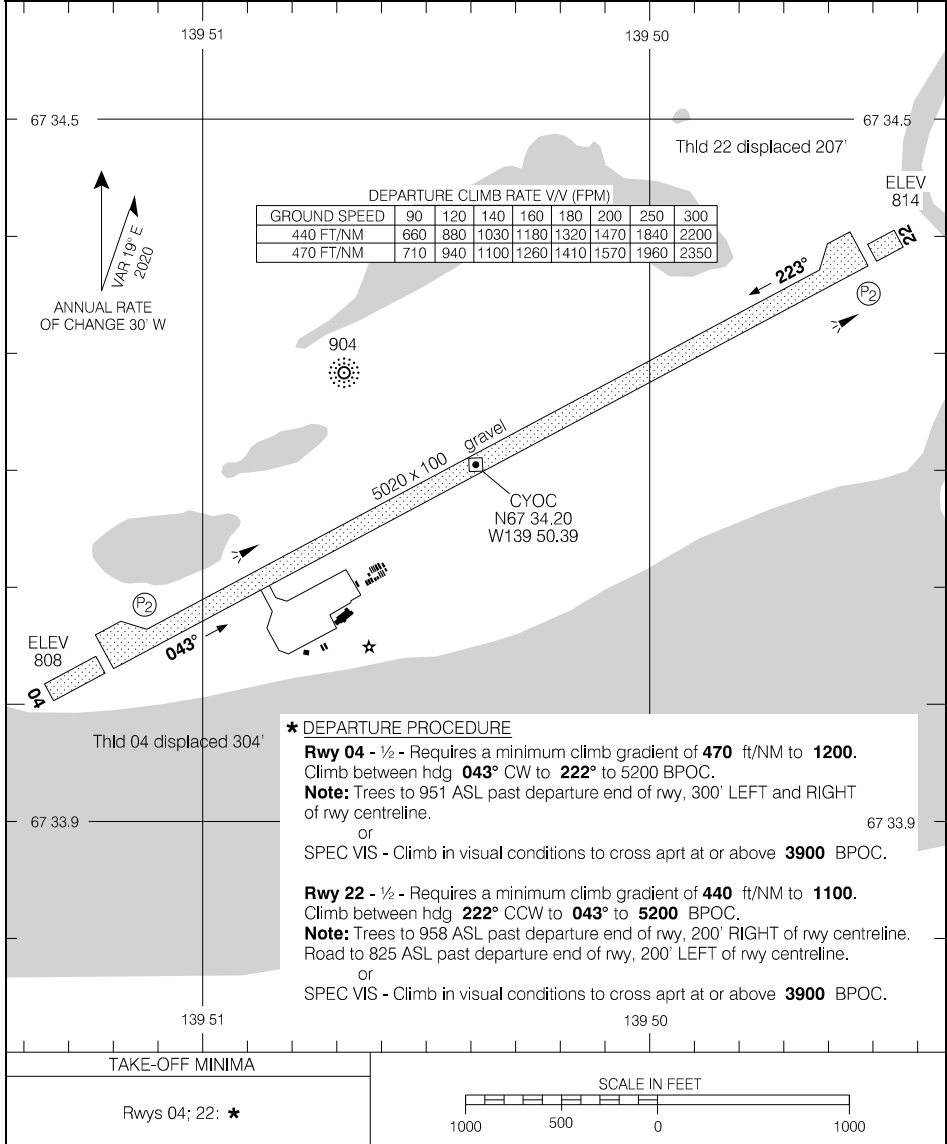
CYVQ

CYVQ-AD

OLD CROW, YT
CYOC

CYOC

				☑ APRT RADIO – 122.1 ☑ TFC – 122.1		RADIO Whitehorse – 123.47 DRCO	
DECL DIST	04	22			MF		
TORA	5010	4913					
TODA	5010	4913					
ASDA	5020	5020					
LDA	4716	4813					

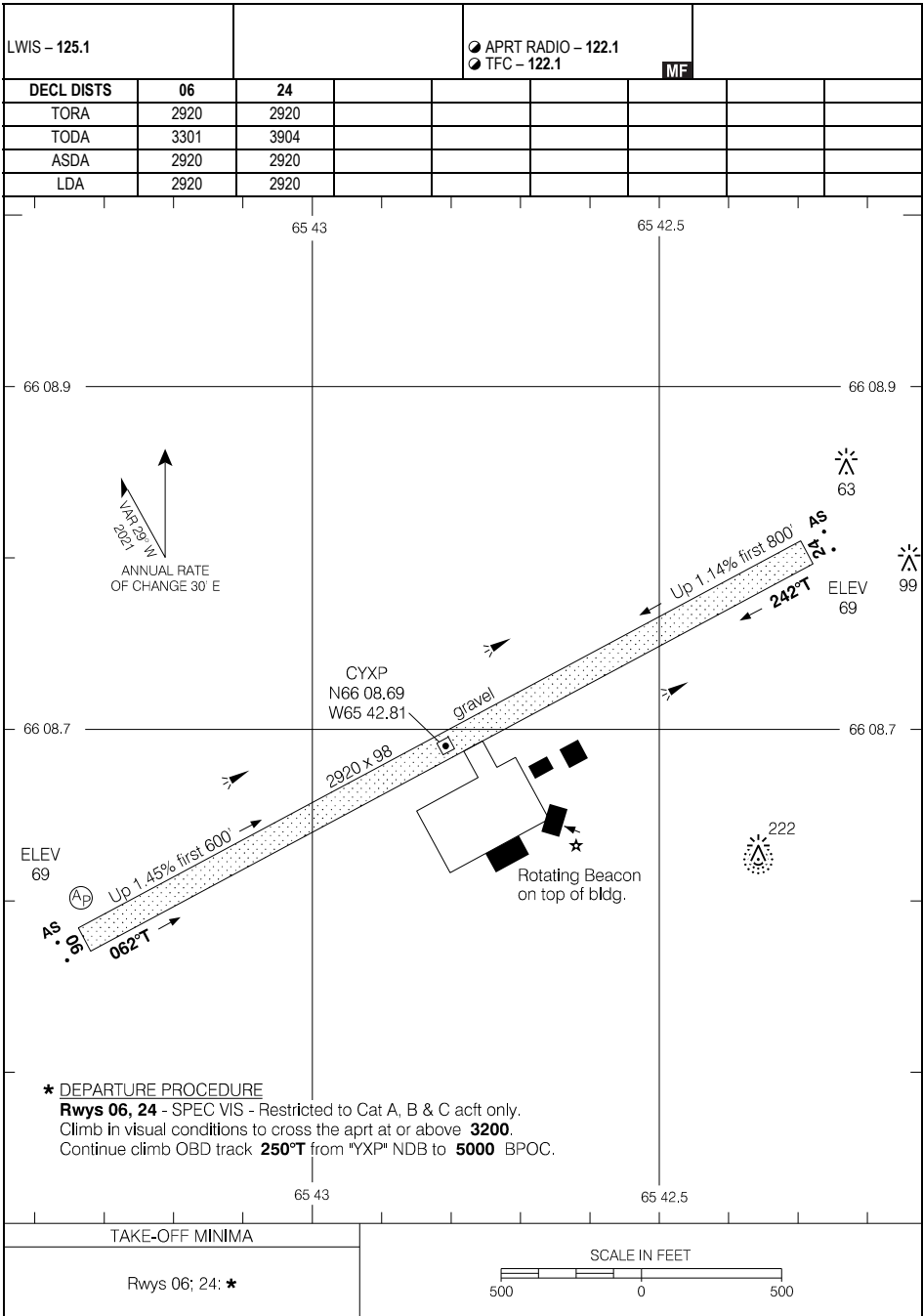


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CYOC

CYOC-AD

AERODROME CHART



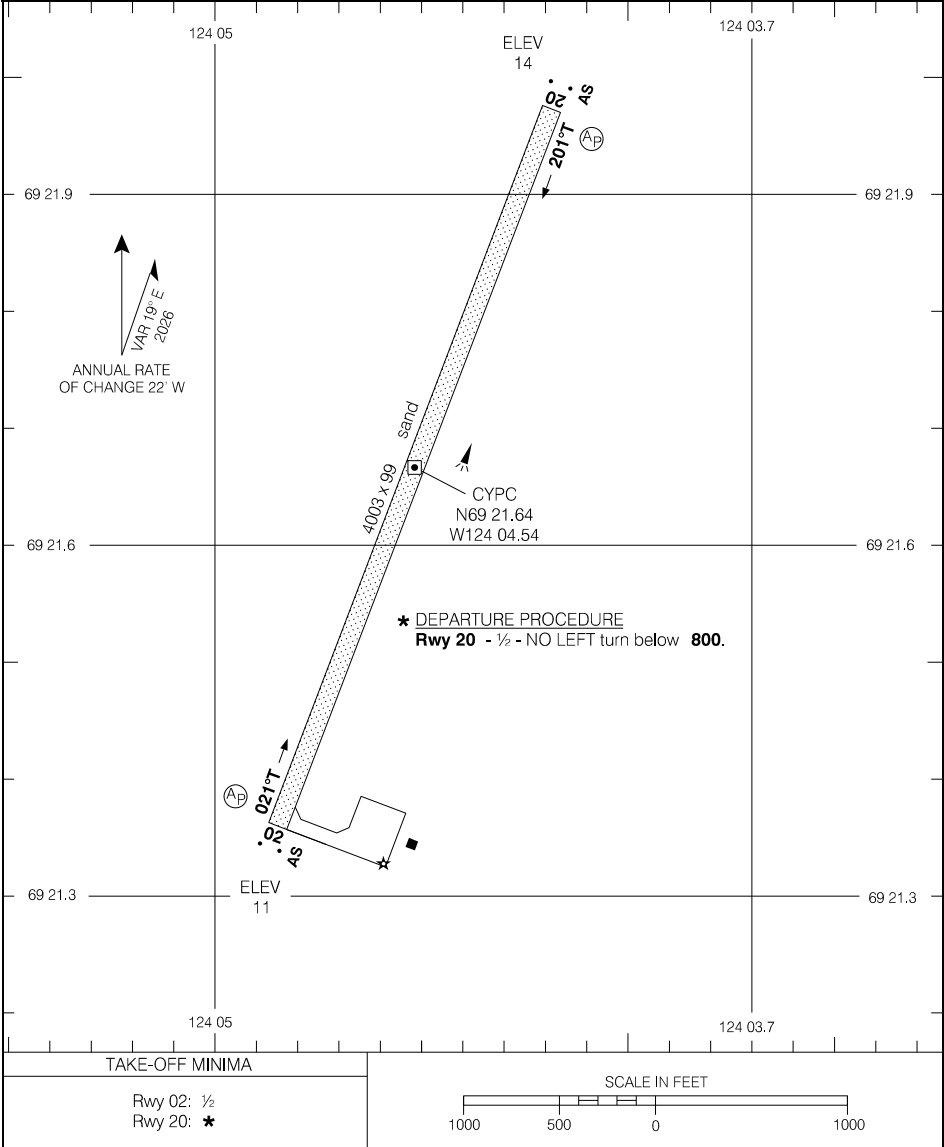
AERODROME CHART

EFF 10 AUG 23

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

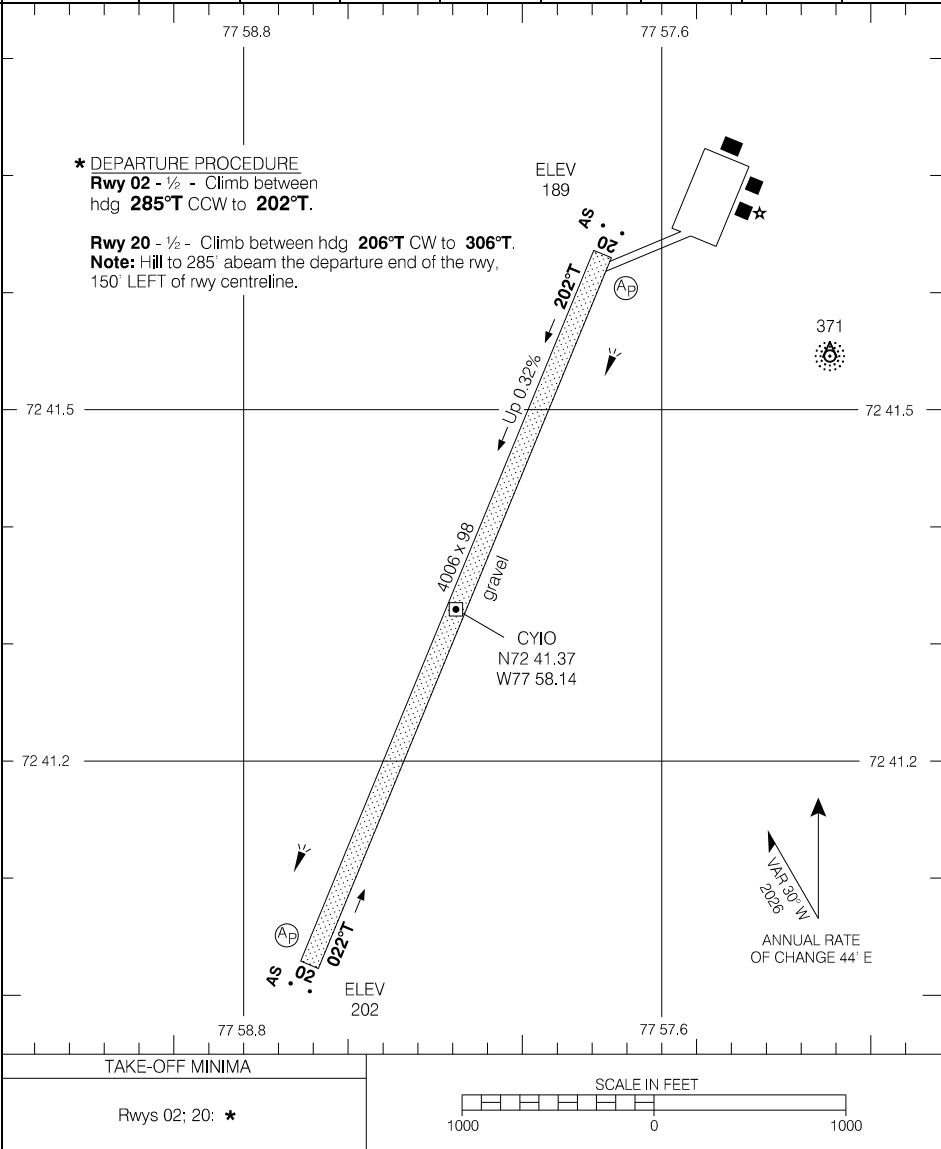
EFF 22 JAN 26

CYPC

CYPC-AD

AERODROME CHART

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



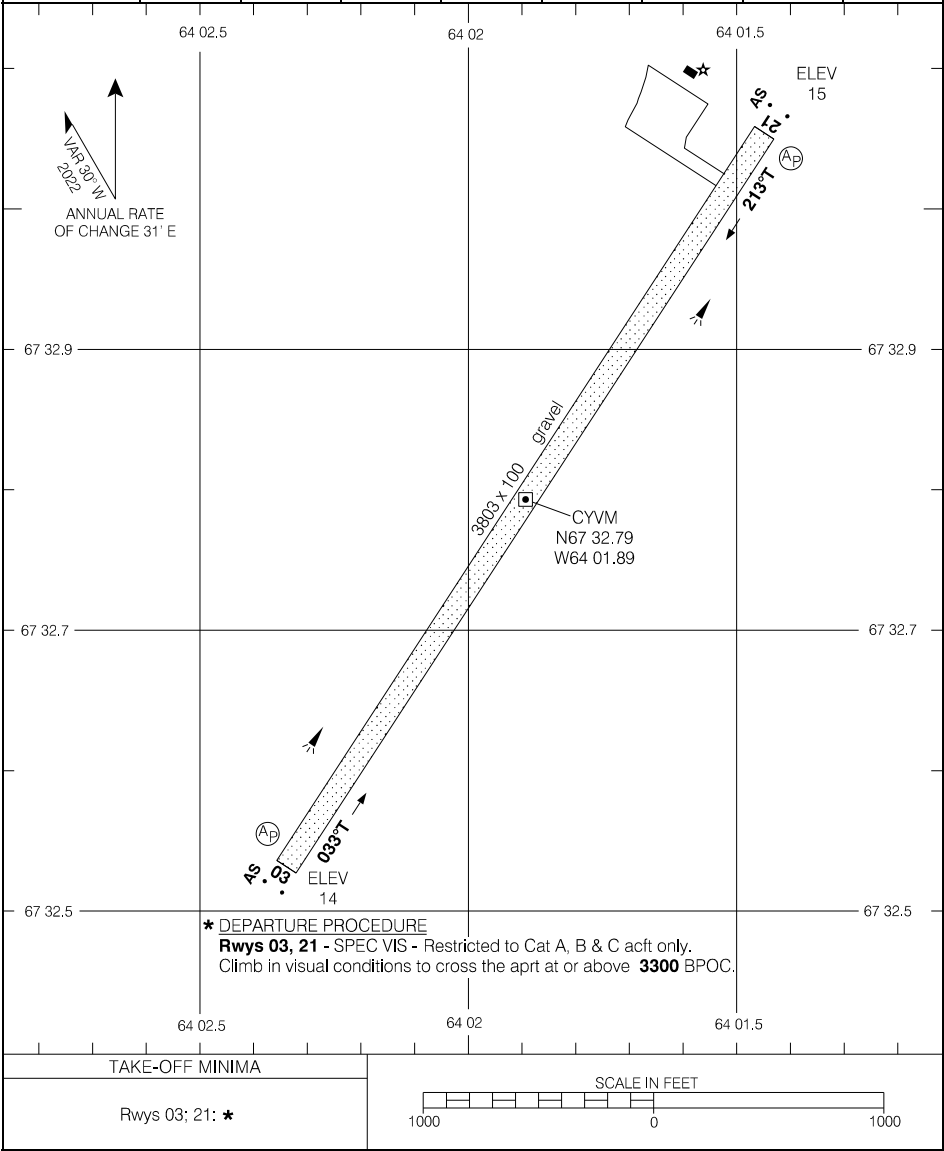
AERODROME CHART

EFF 3 SEP 26

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					



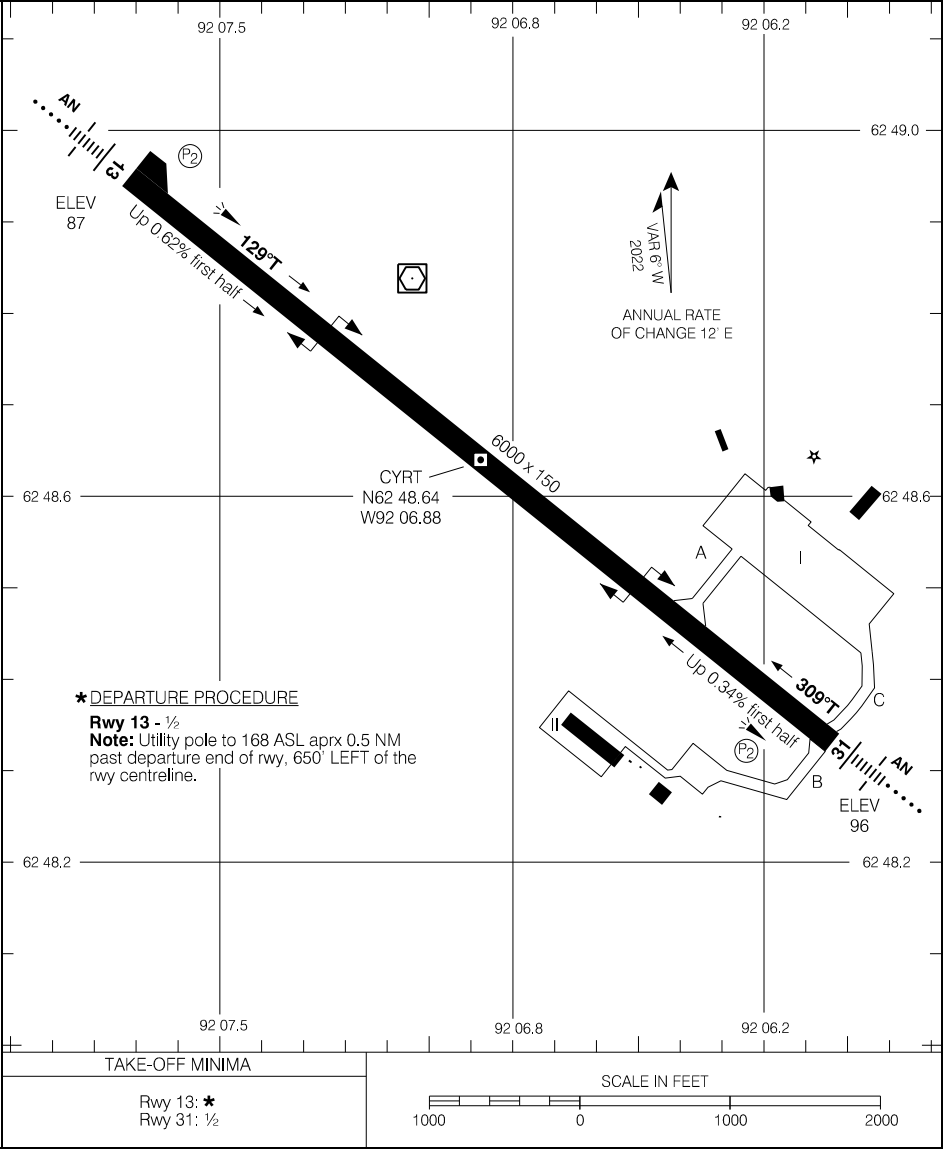
AERODROME CHART

CYVM

EFF 3 SEP 26

AERODROME CHART

ATIS – 128.2						RADIO Rankin – 122.2		RADIO Edmonton – 123.55	
						MF			
DECL DIST	13	31							
TORA	6000	6000							
TODA	6984	6984							
ASDA	6000	6000							
LDA	6000	6000							



AERODROME CHART

EFF 9 JUL 26

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						

ELEV 215

Up 0.40% first 1800'

6504 x 197

gravel

CYRB
N74 43.01
W94 58.16

Up 0.93% first 4700'

abandoned

ELEV 178

AN

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

SCALE IN FEET

1000 0 1000 2000

TAKE-OFF MINIMA	
Rwy 17: 1/2	Rwy 35: *

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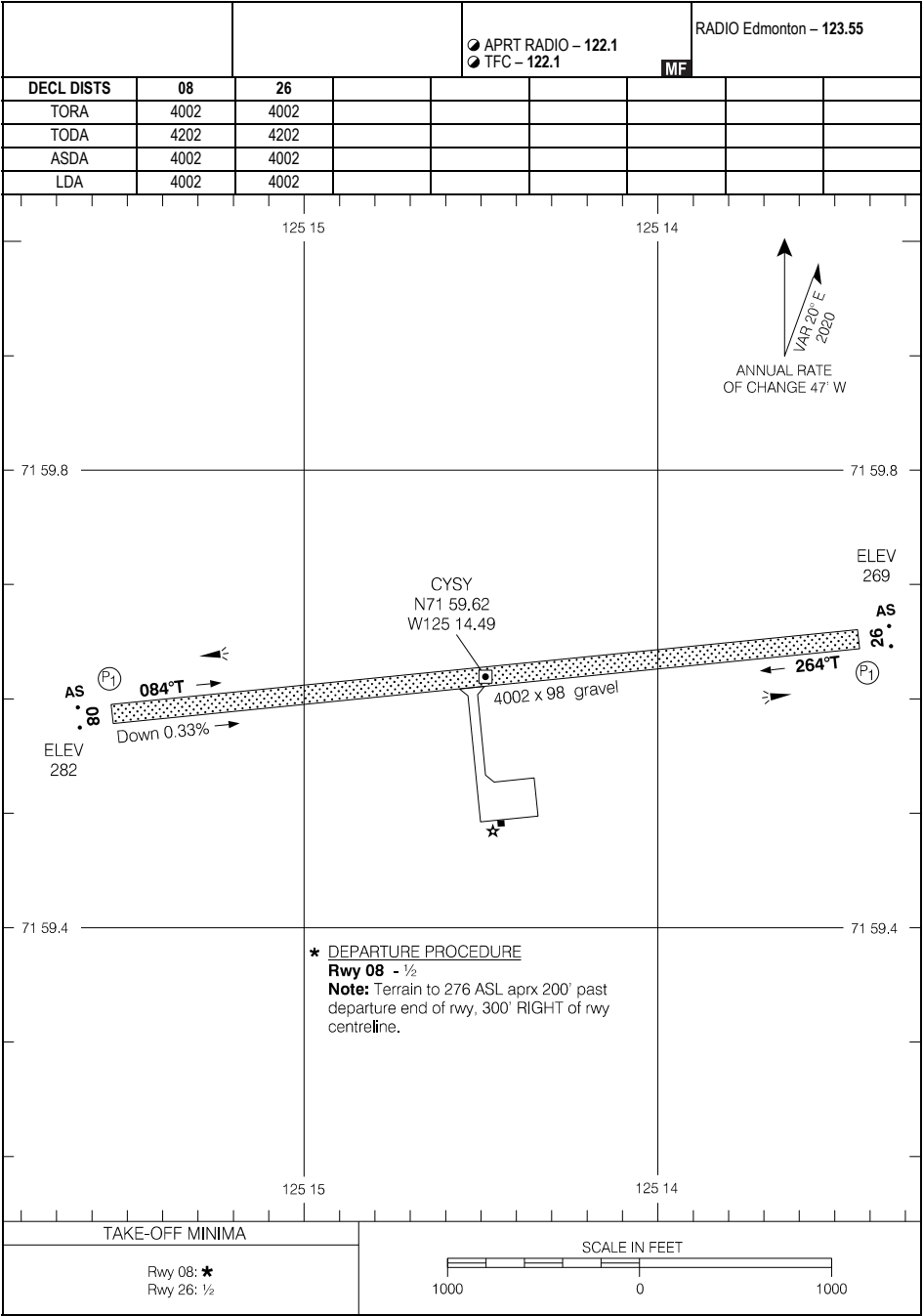
CYRB

CYRB-AD

CYSY-AD

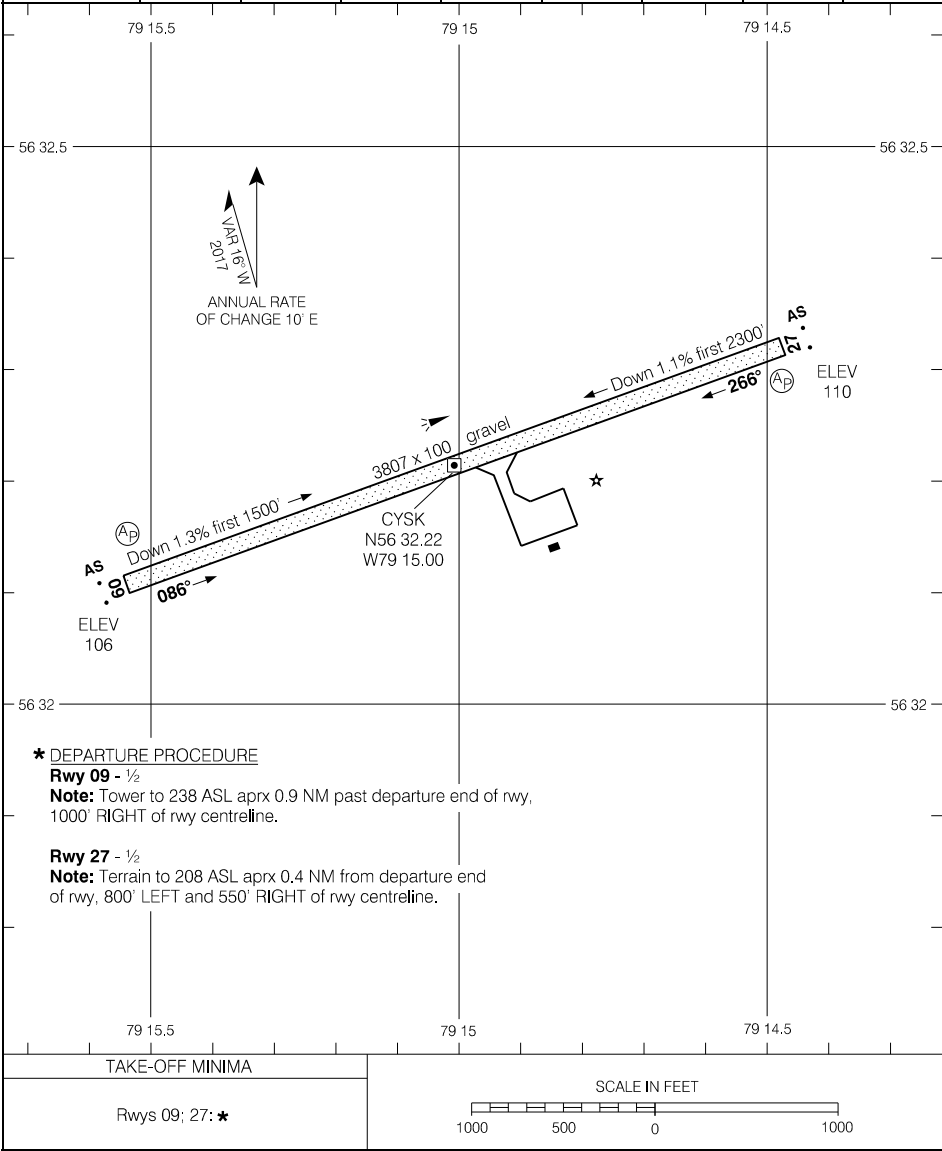
SACHS HARBOUR (DAVID NASOGALUAK JR. SAARYUAQ), NT

CYSY



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							



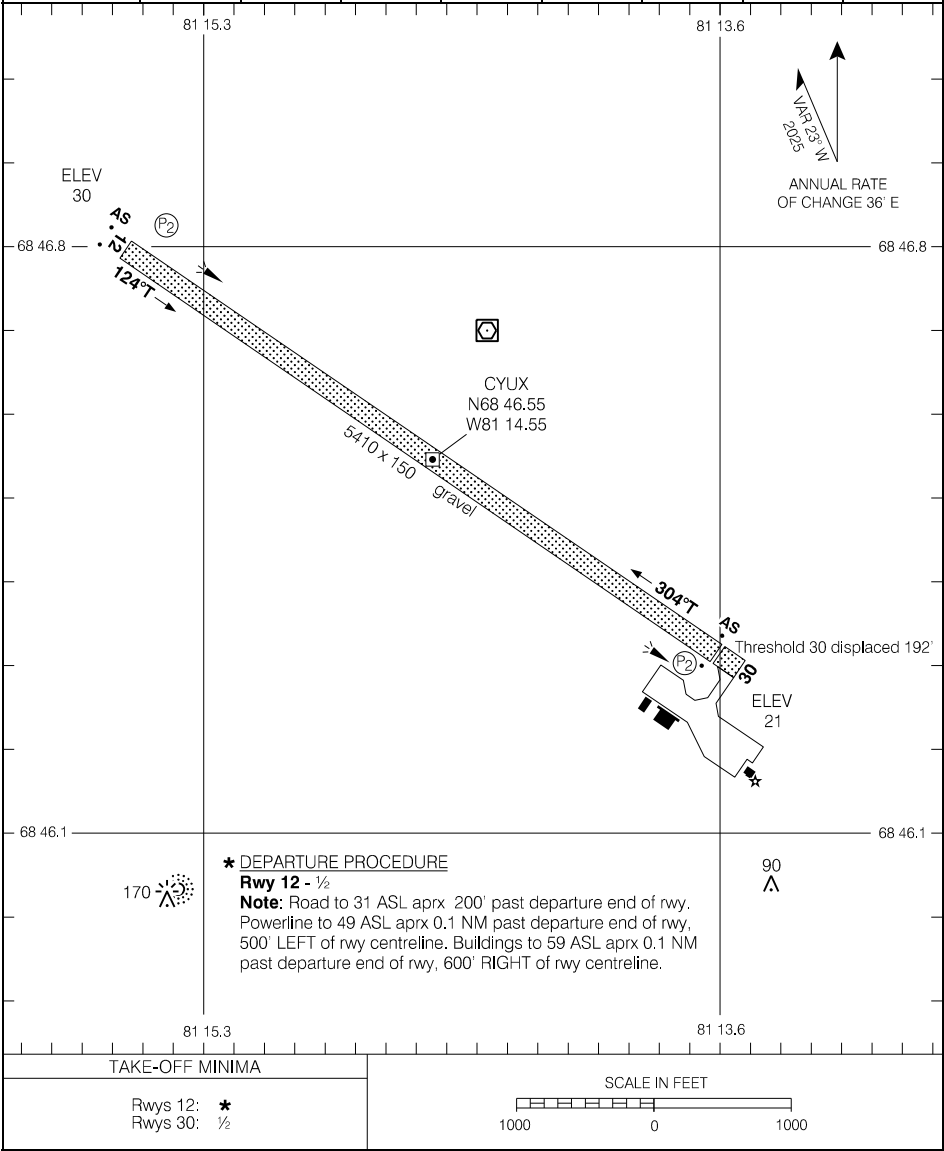
AERODROME CHART

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					

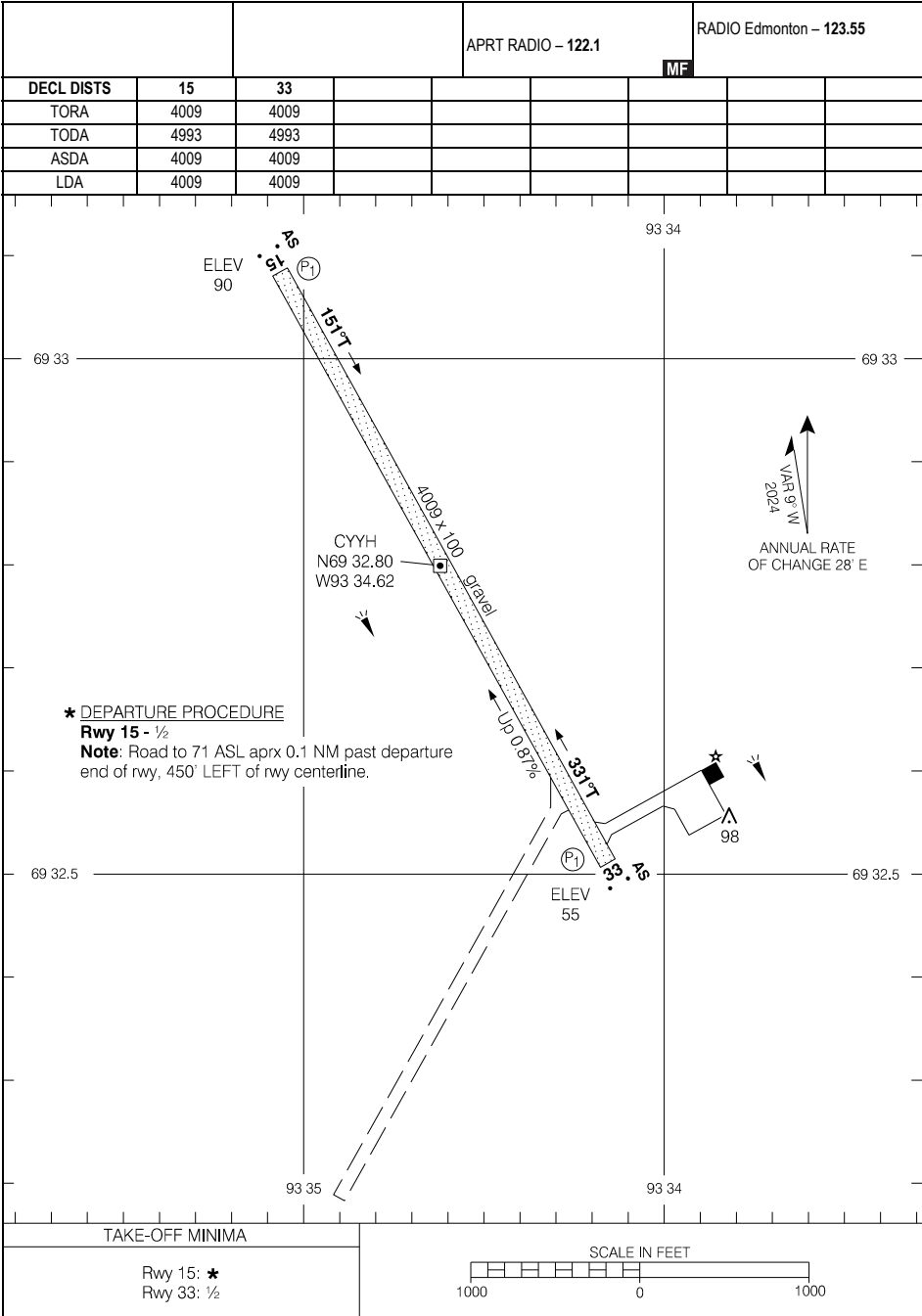


AERODROME CHART

EFF 3 SEP 26

CYUX

AERODROME CHART

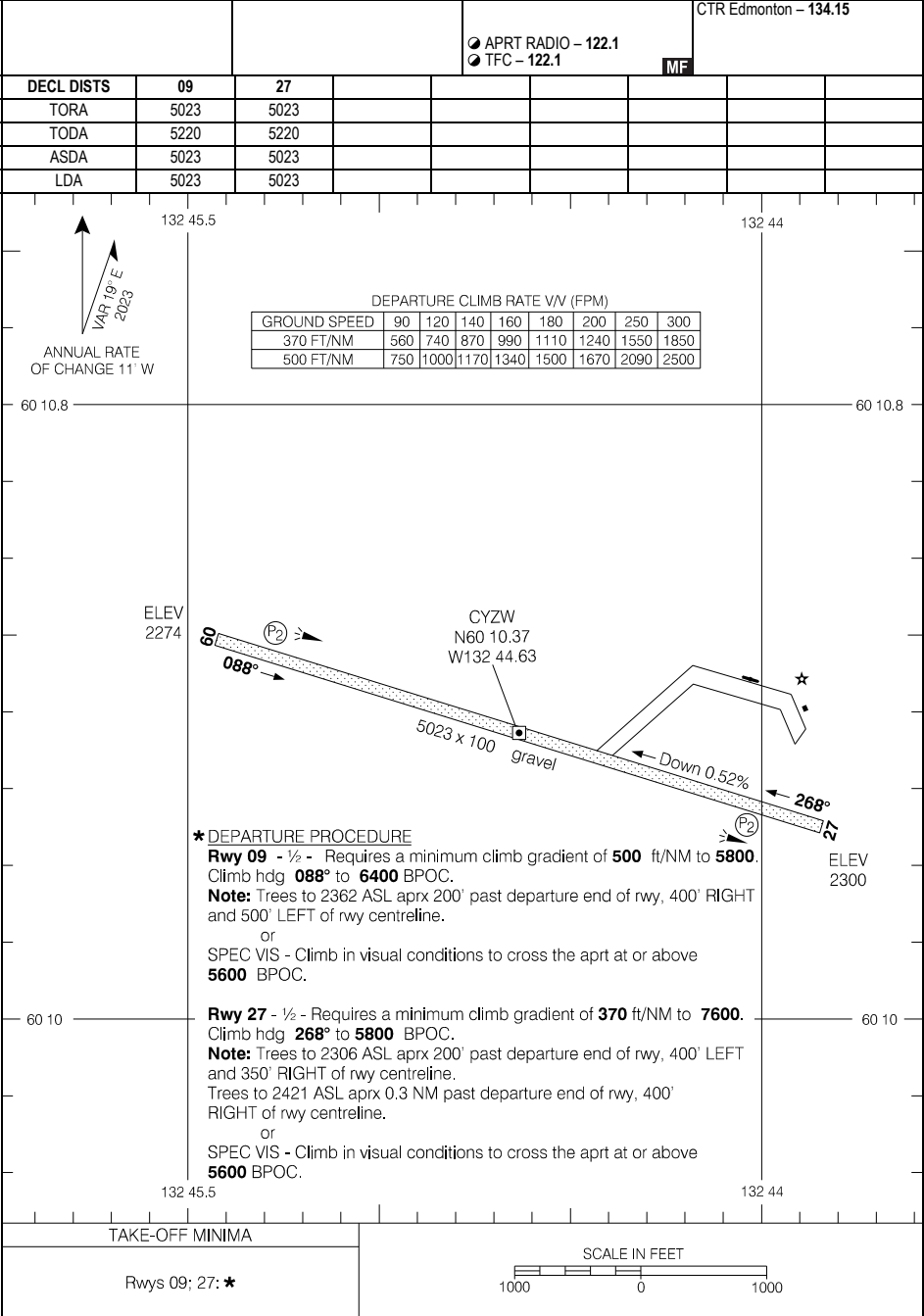


AERODROME CHART

EFF 26 DEC 24

CYYH

AERODROME CHART



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AERODROME CHART

CYZW

EFF 16 MAY 24

TUKTOYAKTUK/JAMES GRUBEN, NT
CYUB

CYUB

*** DEPARTURE PROCEDURE**

Rwy 11 - ½

Note: Trees to 26 ASL aprx 200' past departure end of rwy, 150' LEFT and 200' RIGHT of rwy centreline. Powerline to 72 ASL aprx 0.3 NM past departure end of rwy, 950' LEFT of rwy centreline.

TAKE-OFF MINIMA

Rwy 11: *
Rwy 29: ½

SCALE IN FEET

1000 0 500 1000

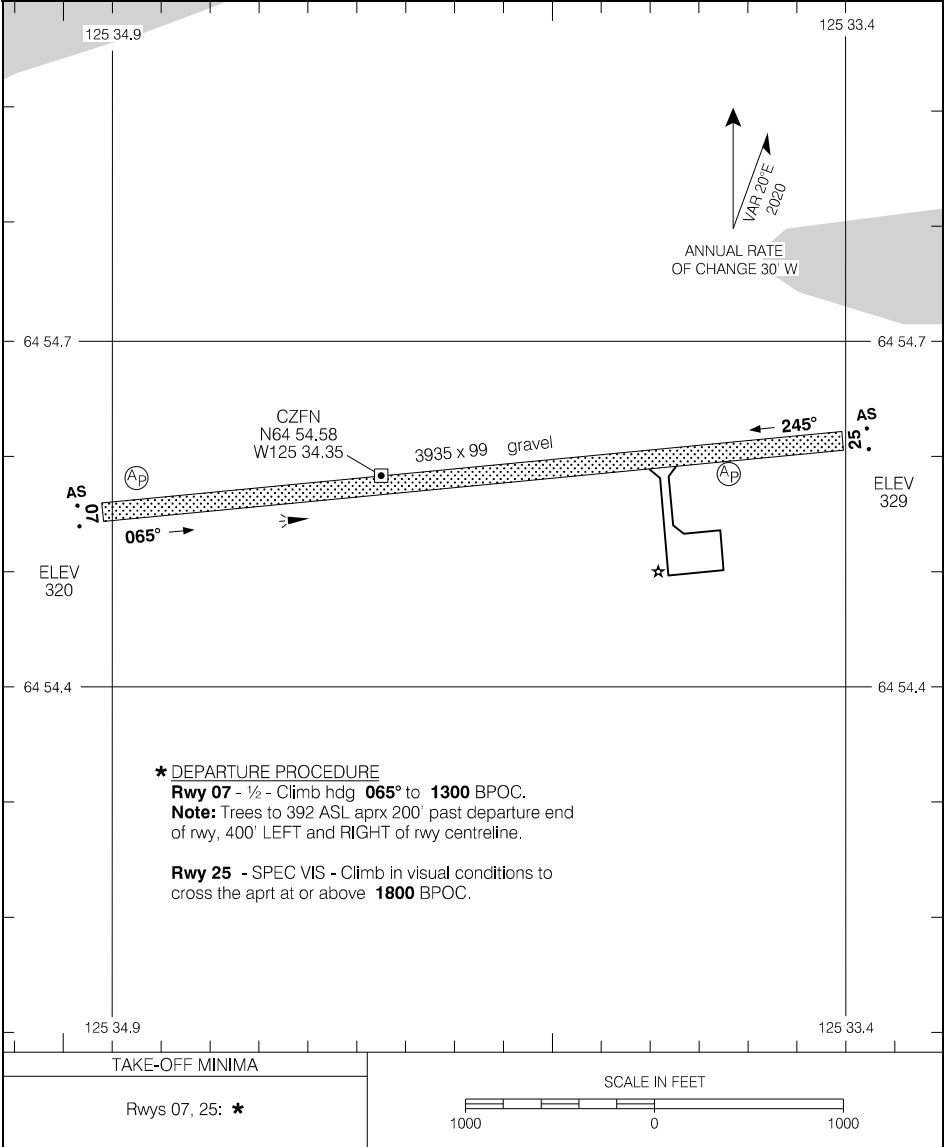
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CYUB

CYUB-AD

AERODROME CHART

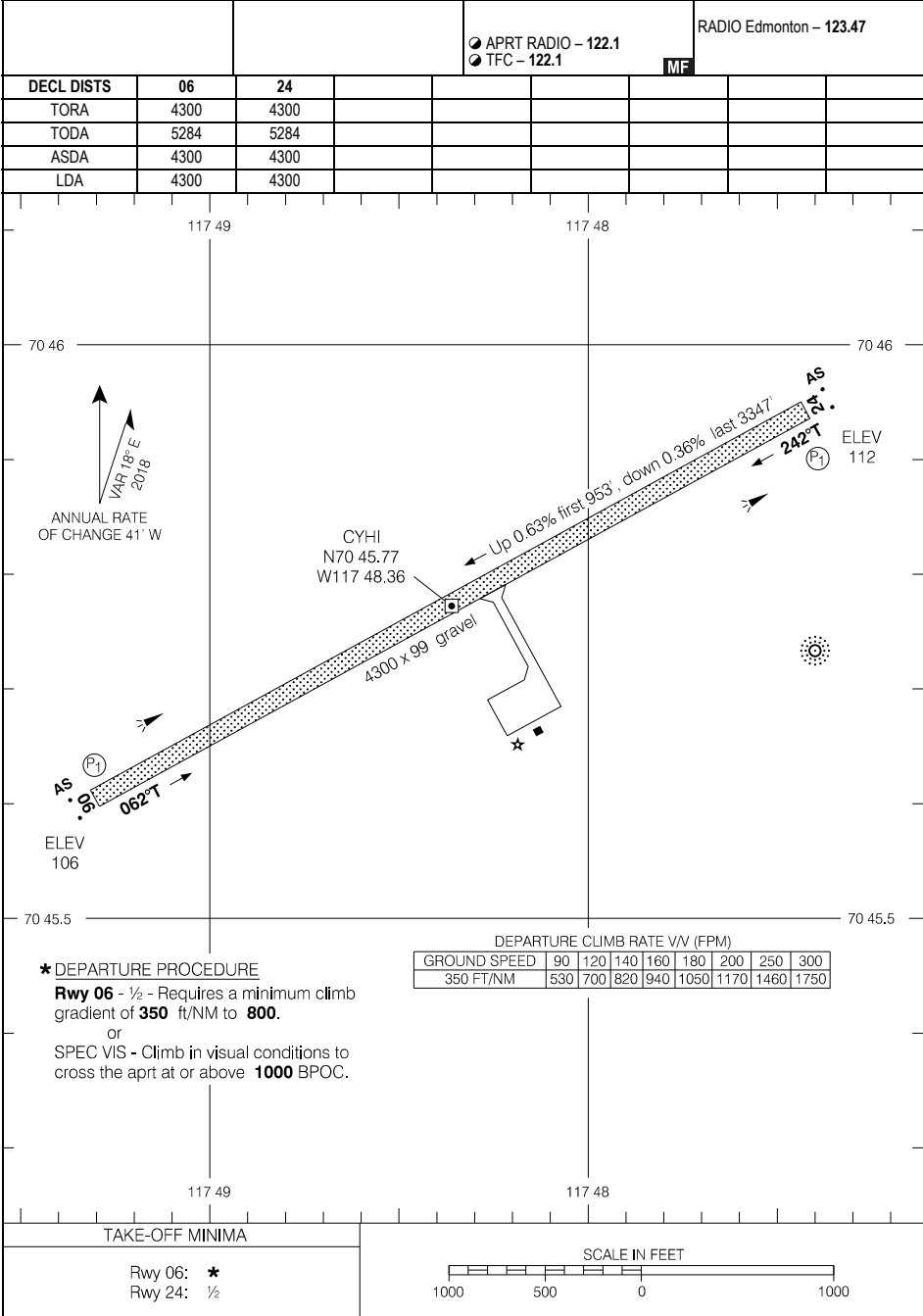
				APRT RADIO – 122.1 TFC – 122.1		MF	
DECL DIST	07	25					
TORA	3935	3935					
TODA	4135	4135					
ASDA	3935	3935					
LDA	3935	3935					



AERODROME CHART

CZFN

AERODROME CHART

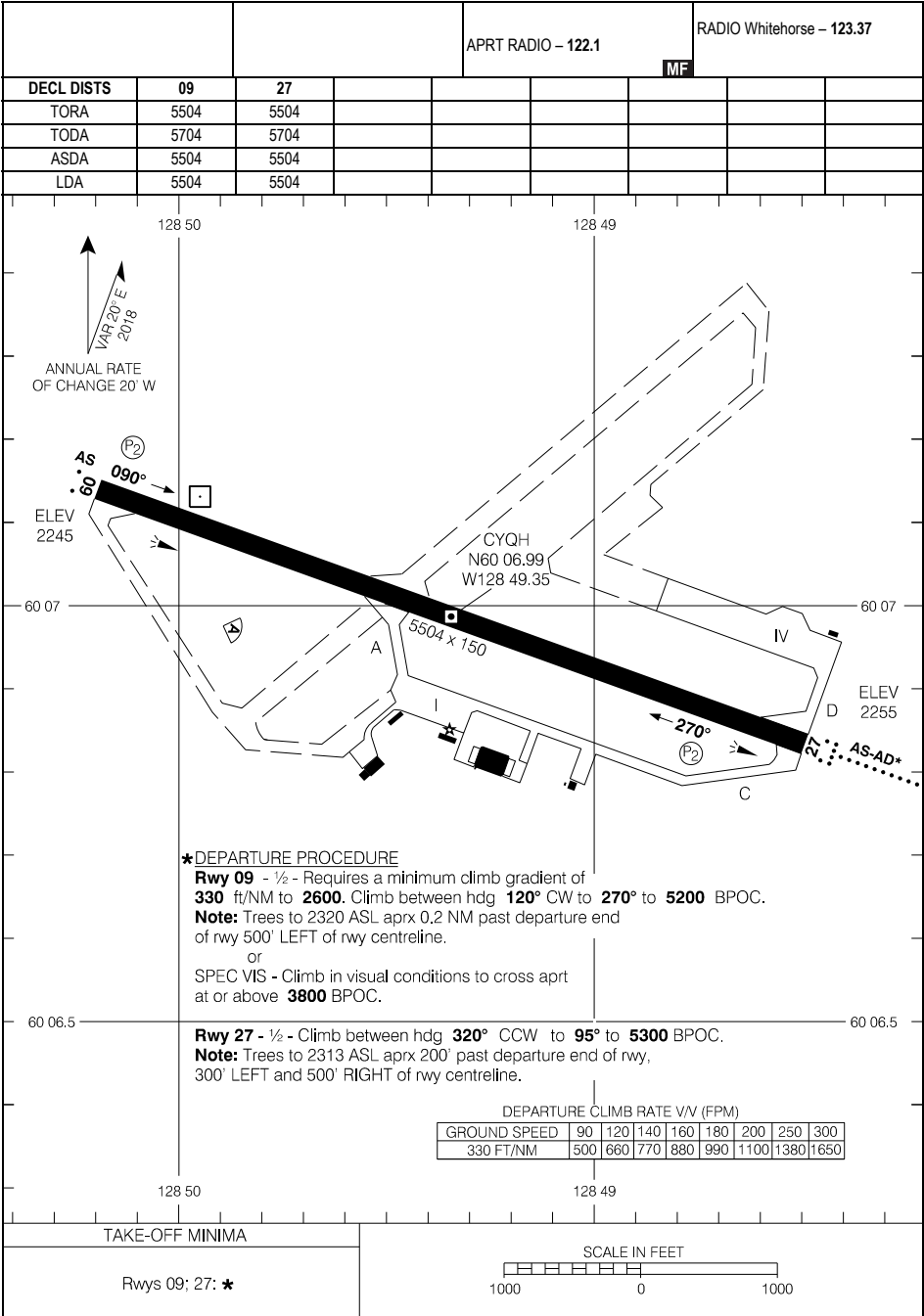


AERODROME CHART

EFF 30 NOV 23

CYHI

AERODROME CHART



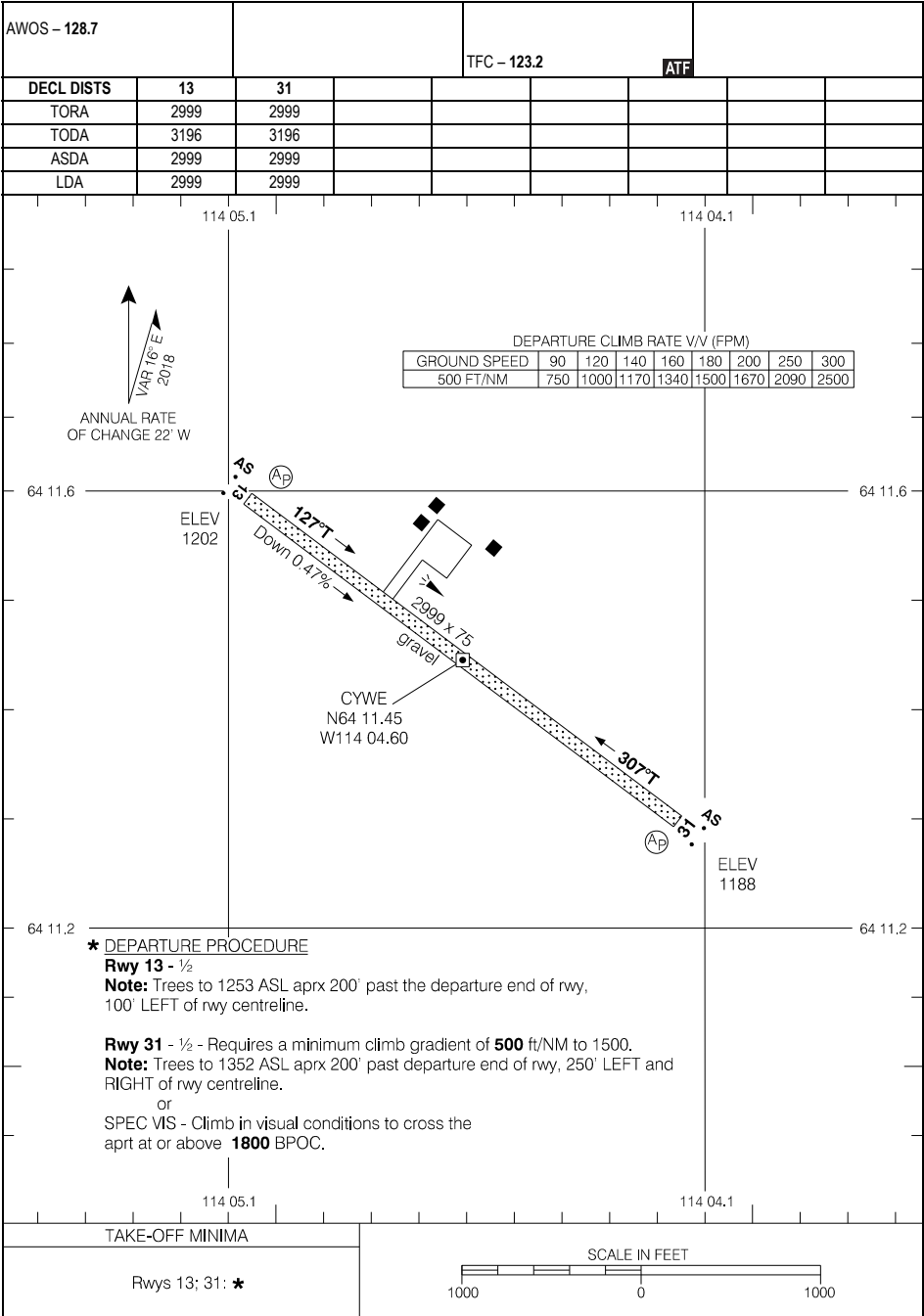
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AERODROME CHART

EFF 9 JUL 26

CYQH

AERODROME CHART

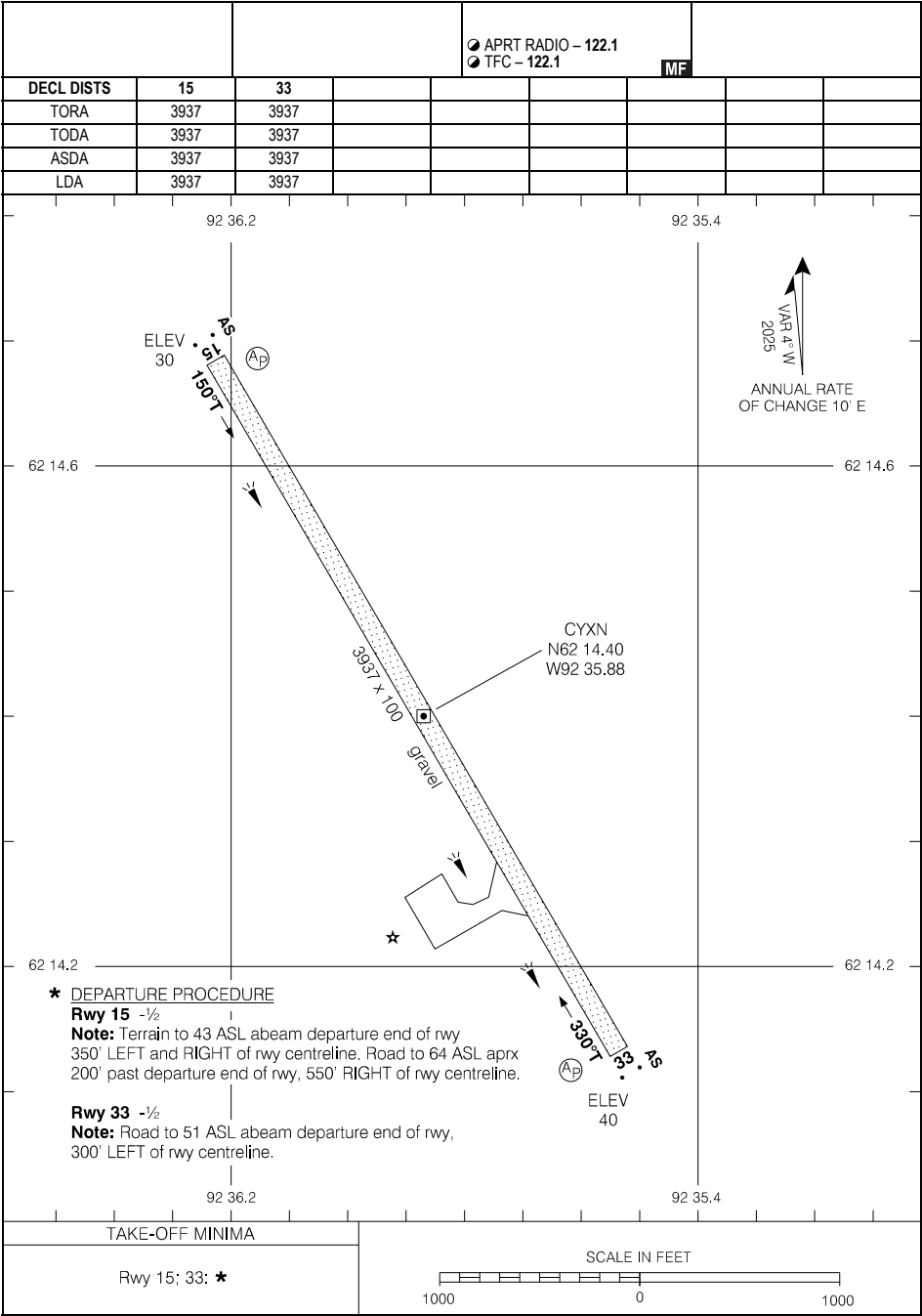


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AERODROME CHART

CYWE

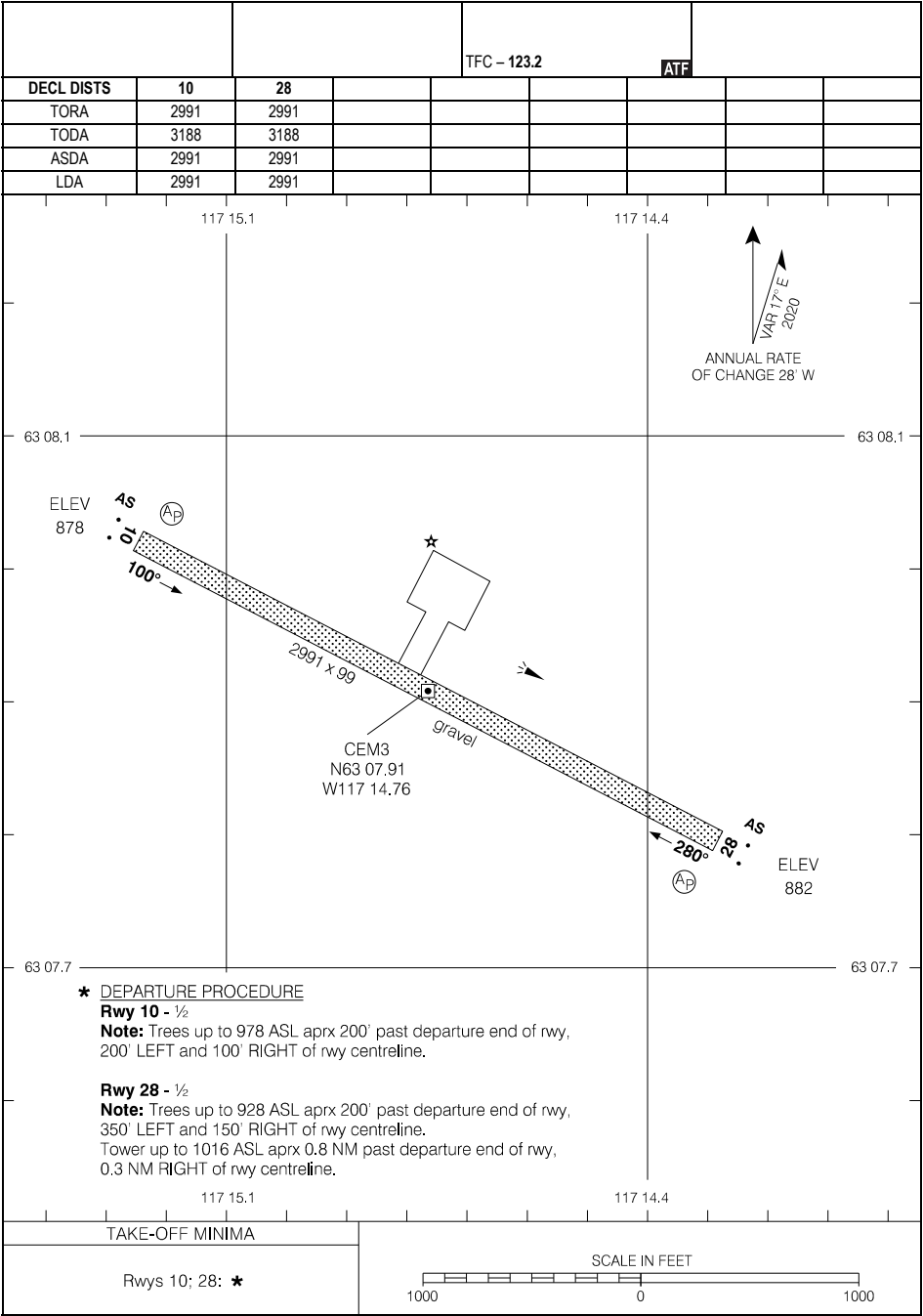
AERODROME CHART



AERODROME CHART

CYXN

AERODROME CHART



AERODROME CHART

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 DIST		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.

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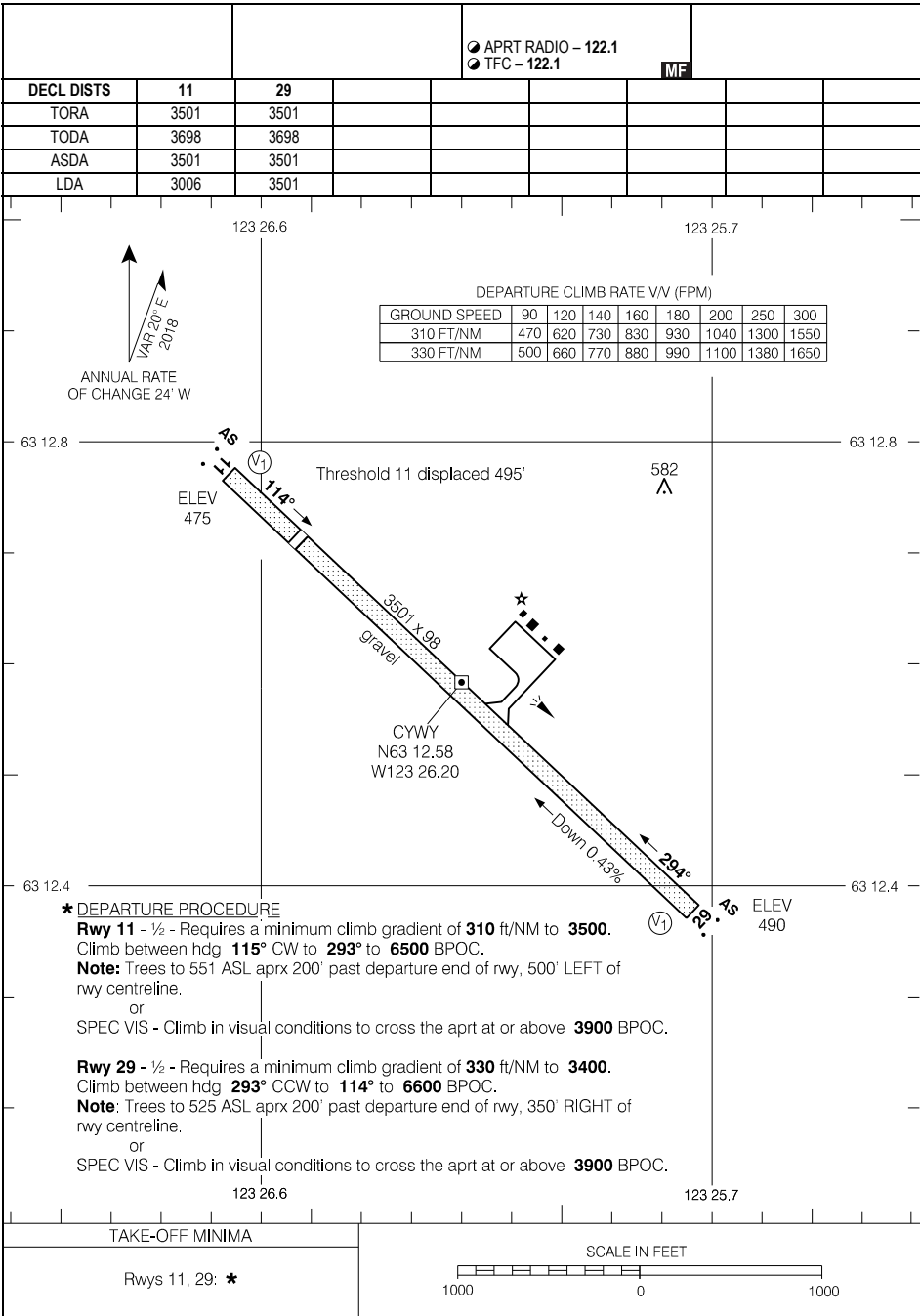
AERODROME CHART

EFF 3 SEP 26

CYXY

CYXY-AD

AERODROME CHART



AERODROME CHART

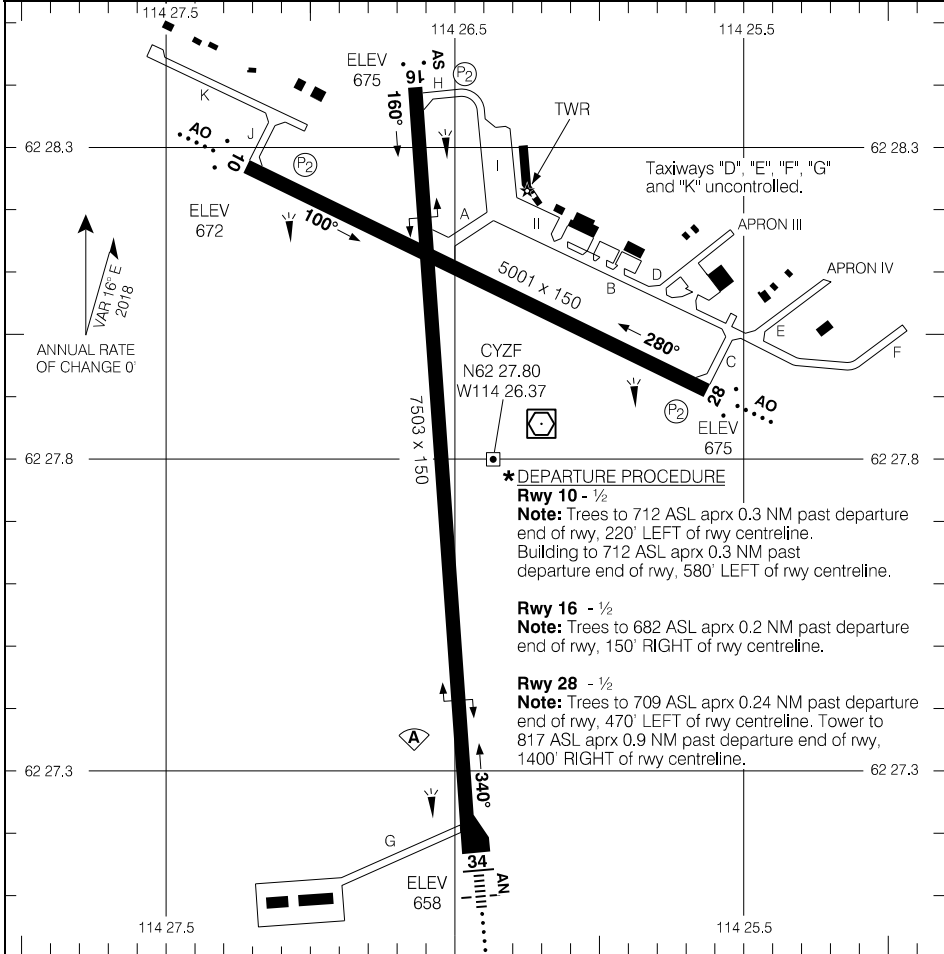
EFF 3 SEP 26

CYWY

YELLOWKNIFE, NT
CYZF

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		MF		
TORA	5001	5001	7503	7503				
TODA	5985	5985	8487	8487				
ASDA	5001	5001	7503	7503				
LDA	5001	5001	7503	7503				



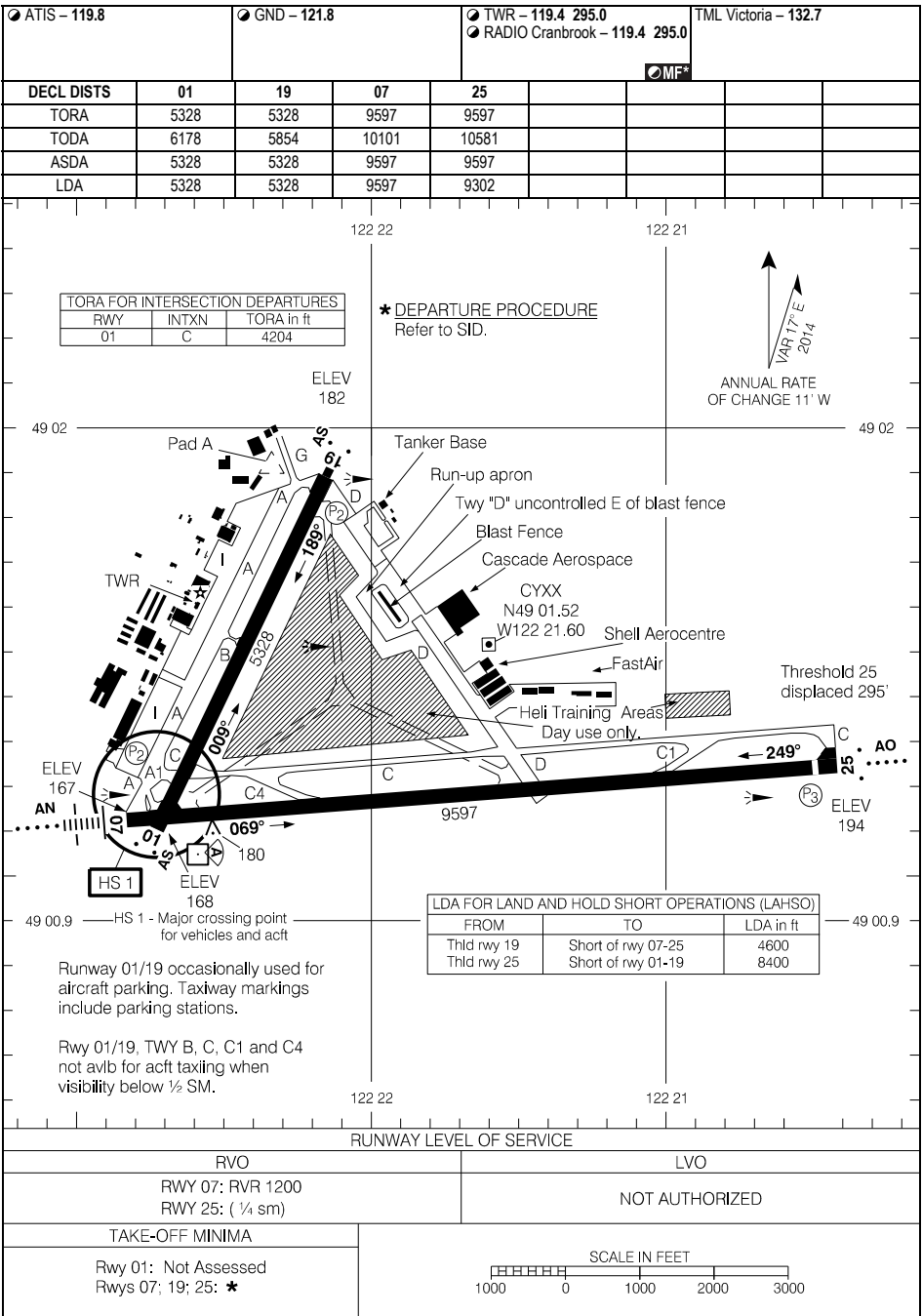
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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 34: RVR 1200 RWY 16: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwy 34: ½ Rwy 10; 16; 28: ★	

CYZF

CYZF-AD

AERODROME CHART



TORA FOR INTERSECTION DEPARTURES

RWY	INTXN	TORA in ft
01	C	4204

* DEPARTURE PROCEDURE

Refer to SID.

ANNUAL RATE OF CHANGE 11° W

VAR 17° E 2014

ELEV 182

Pad A

TWR

Tanker Base

Run-up apron

Twy "D" uncontrolled E of blast fence

Blast Fence

Cascade Aerospace

CYXX N49 01.52 W122 21.60

Shell Aerocentre

FastAir

Heli Training Areas Day use only.

Threshold 25 displaced 295'

ELEV 167

AN

HS 1

ELEV 168

49 00.9

HS 1 - Major crossing point for vehicles and acft

Runway 01/19 occasionally used for aircraft parking. Taxiway markings include parking stations.

Runway 01/19, TWY B, C, C1 and C4 not avlb for acft taxiing when visibility below ½ SM.

ELEV 194

AO

249°

9597

122 22

122 21

49 02

49 00.9

LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)

FROM	TO	LDA in ft
Thld rwy 19	Short of rwy 07-25	4600
Thld rwy 25	Short of rwy 01-19	8400

RUNWAY LEVEL OF SERVICE

RVO

RWY 07: RVR 1200

RWY 25: (¼ sm)

TAKE-OFF MINIMA

Rwy 01: Not Assessed

Rwys 07; 19; 25: ★

LVO

NOT AUTHORIZED

SCALE IN FEET

1000 0 1000 2000 3000

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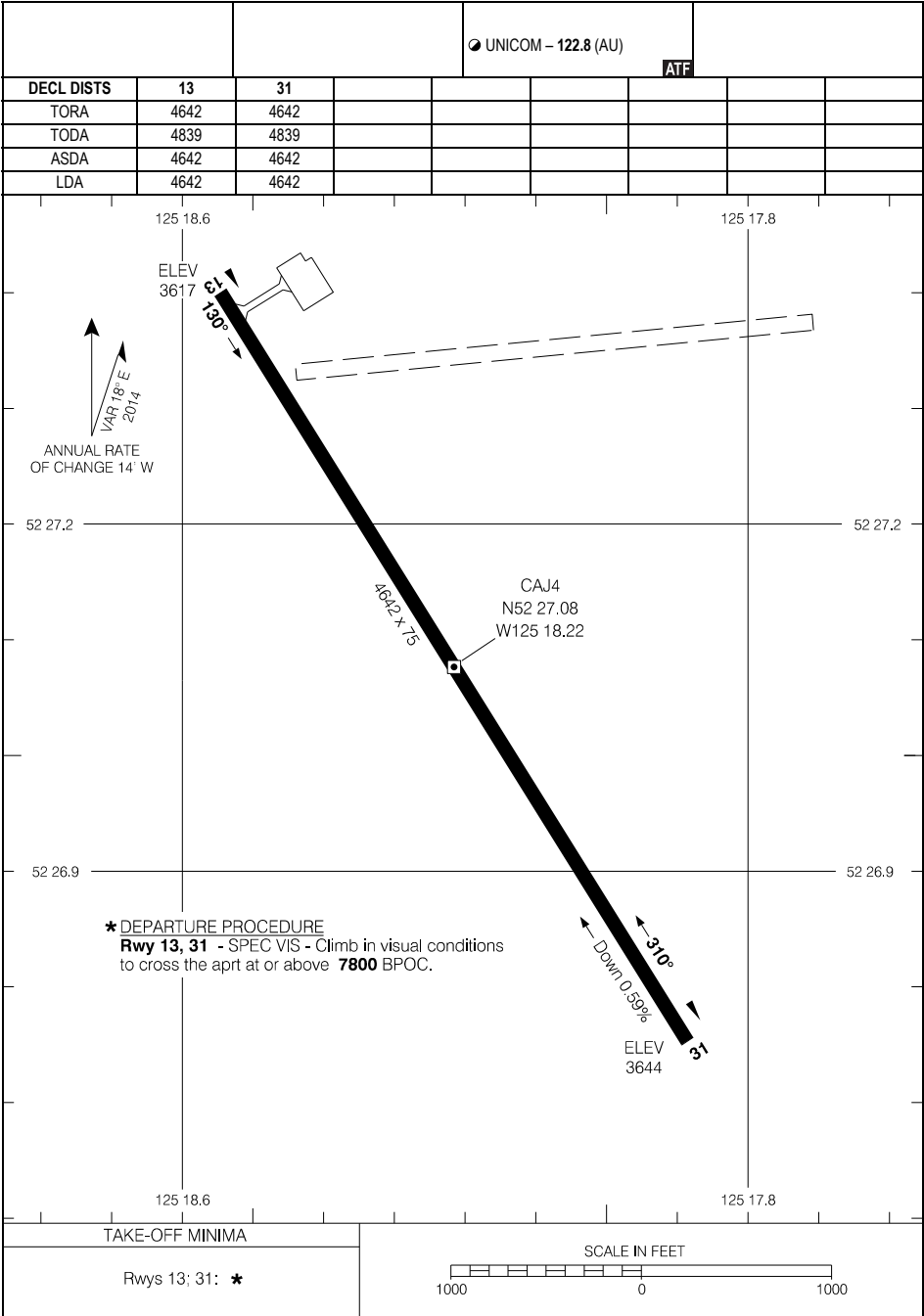
AERODROME CHART

EFF 9 JUL 26

CAJ4-AD

ANAHIM LAKE, BC
CAJ4

AERODROME CHART



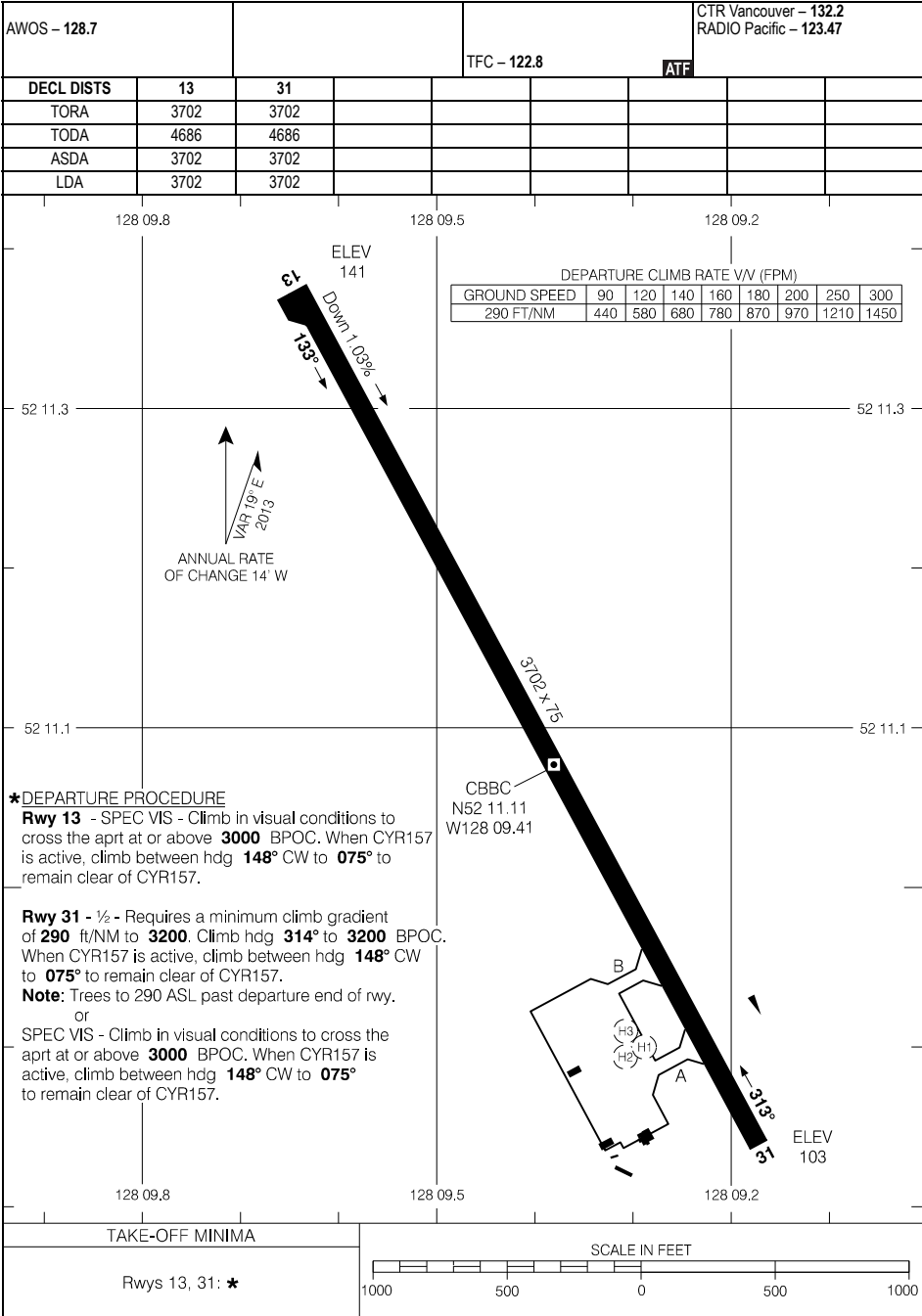
AERODROME CHART

EFF 14 JUL 22

CAJ4

CAJ4-AD

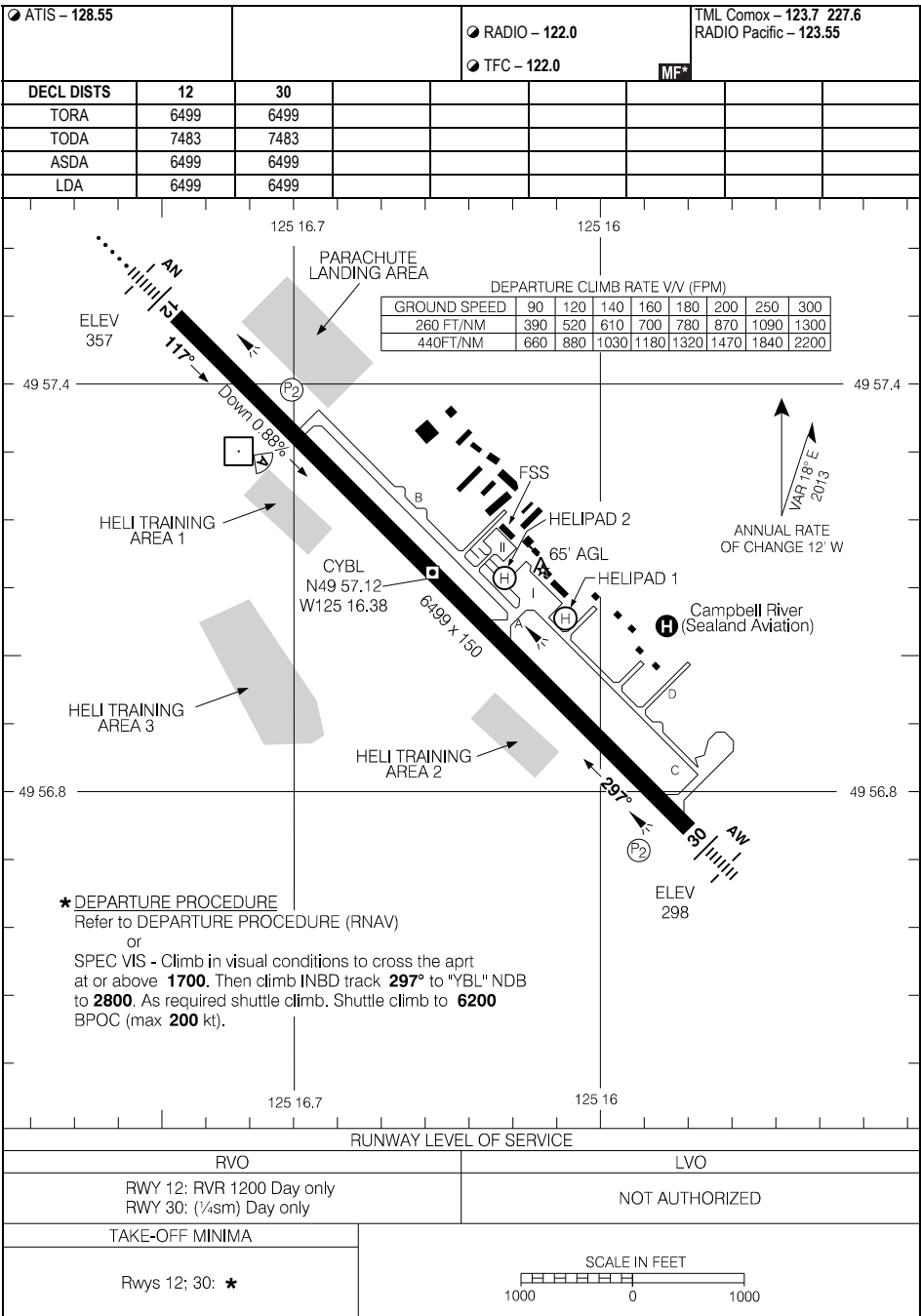
AERODROME CHART



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AERODROME CHART

AERODROME CHART

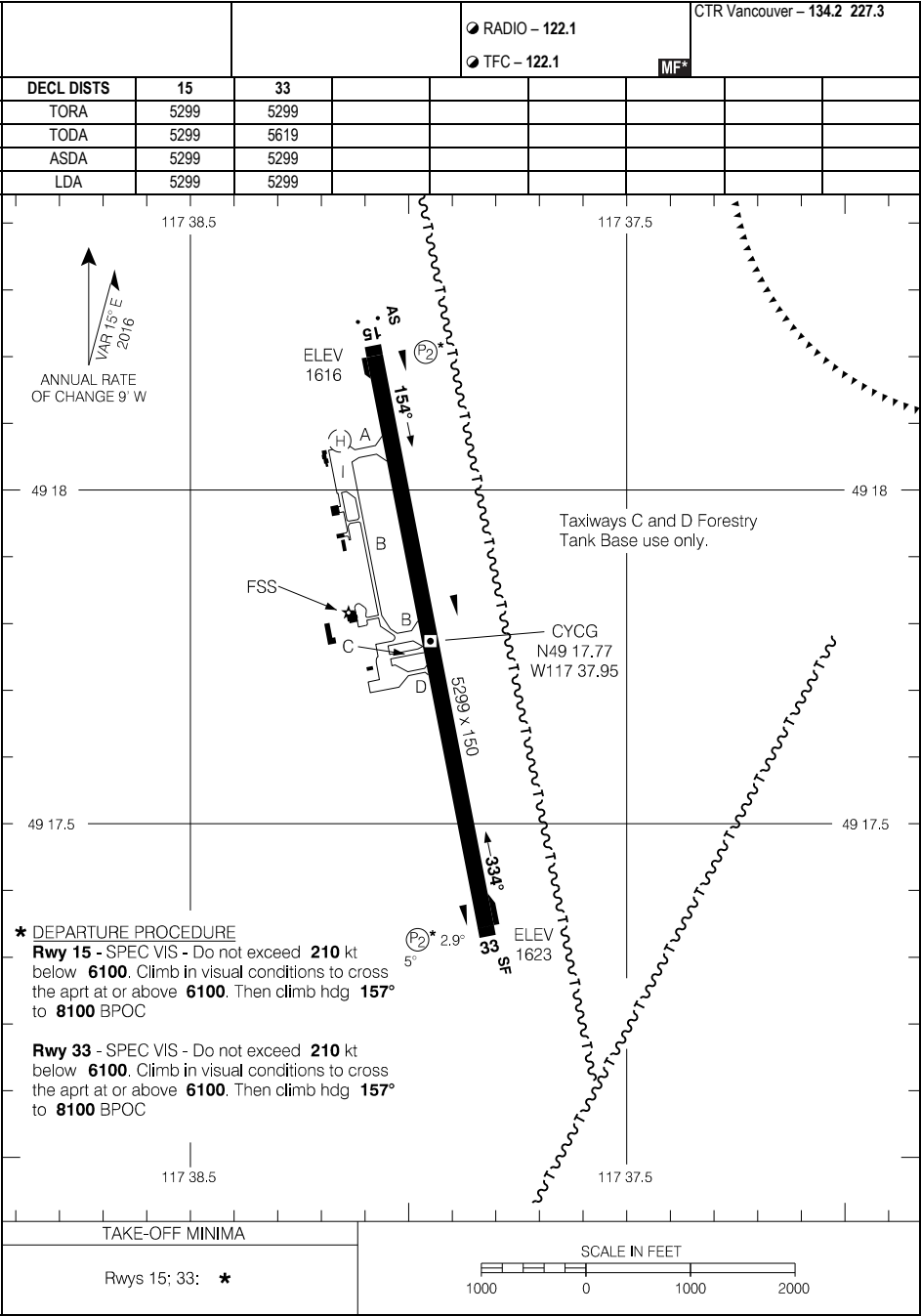


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AERODROME CHART

EFF 9 JUL 26

AERODROME CHART

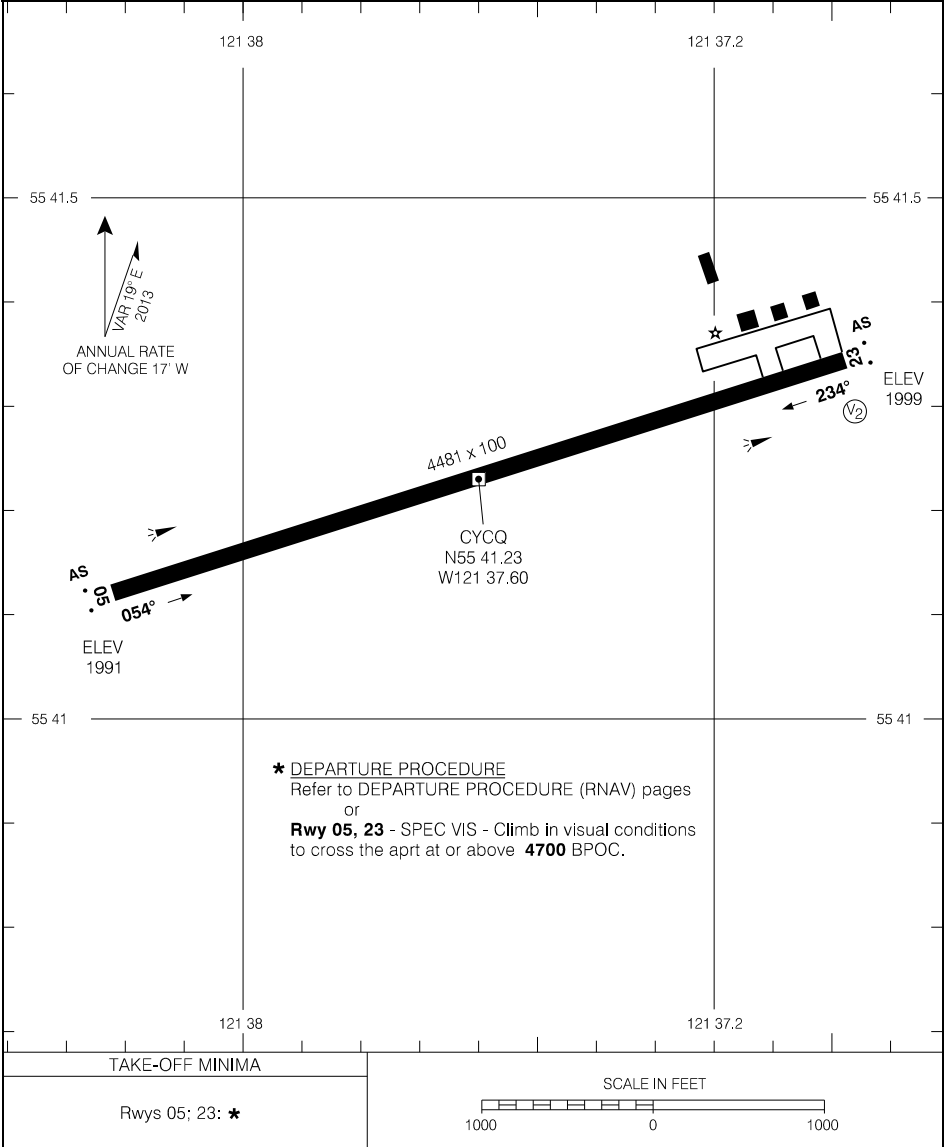


AERODROME CHART

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

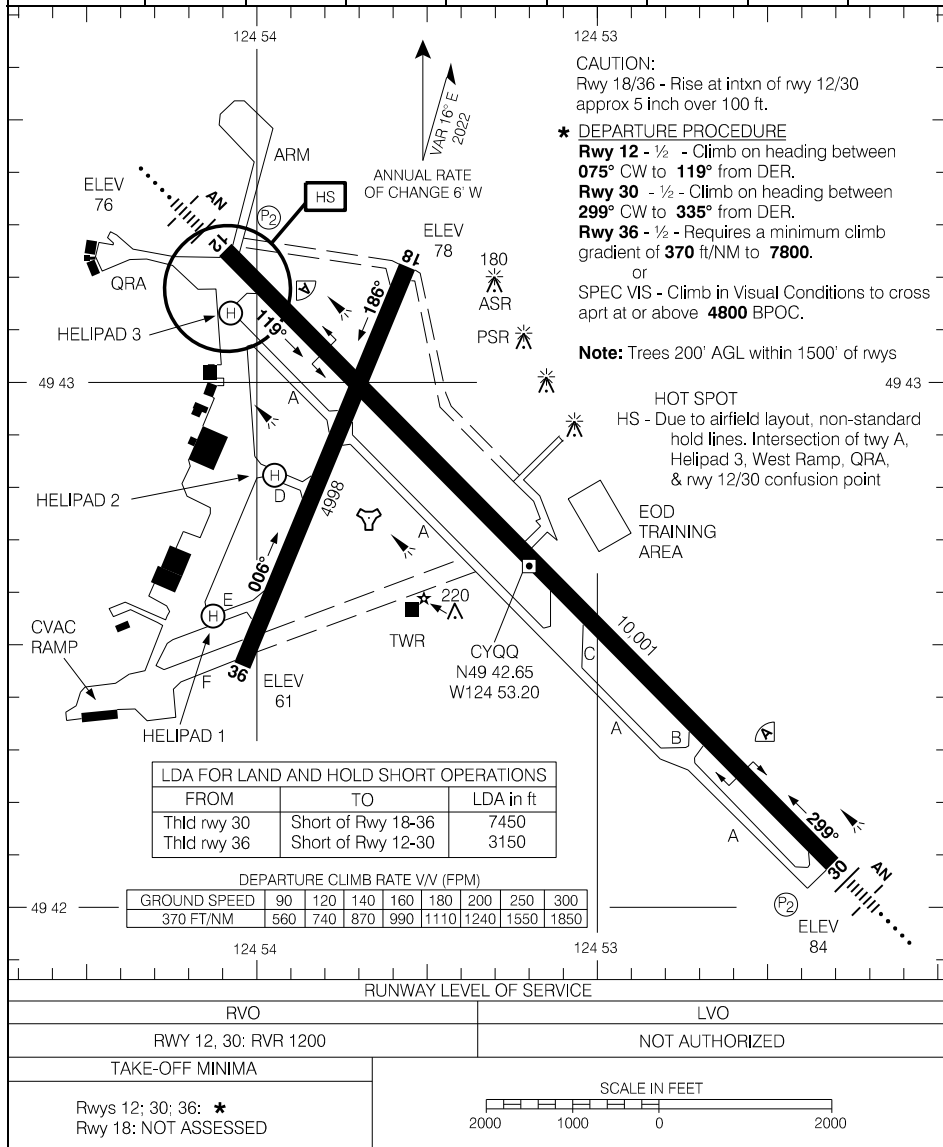
EFF 9 JUL 26

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

					RADIO – 122.3 262.7		CTR Vancouver – 133.6	
					MF			
DECL DIST	16	34						
TORA	8000	8000						
TODA	8984	8800						
ASDA	8000	8000						
LDA	7220	8000						

FI. R hazard beacon southeast of airport must be operating for night take-off Rwy 16.

CAT A & B - Requires a minimum climb gradient of **410** ft/NM to **7400**. Climb hdg **164°** to **5700**. Then climbing LEFT turn to **9400** direct to "XC" NDB. As required, shuttle climb INBD track **345°**, all turns LEFT (max 200kt) BPOC.

CAT C & D - Requires a minimum climb gradient of **440** ft/NM to **9400**. Climb hdg **164°** to **7300**. Then climbing LEFT turn to **9400** direct to "XC" NDB. As required, shuttle climb INBD track **345°**, all turns LEFT (max 200kt) BPOC.

Note: Trees to 3160 ASL aprx 0.1 NM past departure end of rwy, 600' LEFT of rwy centreline.

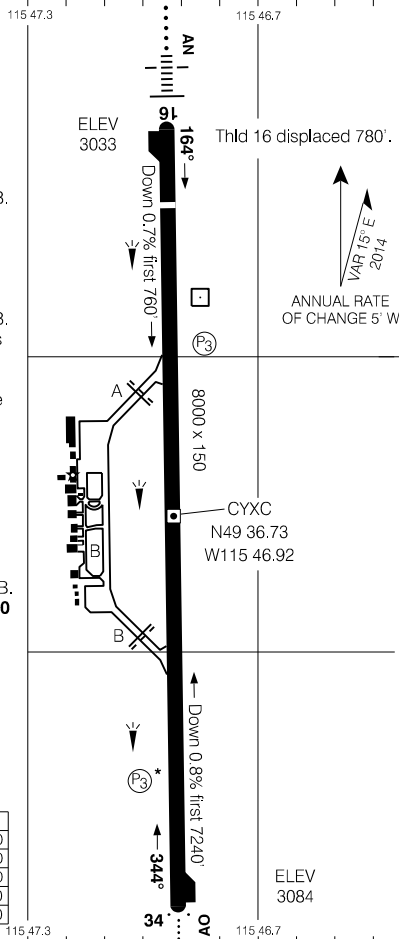
SPEC VIS - Climb visual over aprt to **6300**. Continue climb INBD track **345°** to "XC" NDB. Then shuttle climb INBD track **345°** (max 200kt), all turns LEFT to **9400** BPOC.

Rwy 34 -½- Requires a minimum climb gradient of **290 ft/NM** to "SX" NDB. Climb track **344°** to "SX" NDB. As required, shuttle climb INBD track **164°** to **10,500** (max 200kt) BPOC.

Note: Trees to **3082** aprx 0.1 NM past departure end of rwy.

or
SPEC VIS - Climb visual over apt to **5100**.
Continue climb track **344°** to "SX" NDB. As
required, shuttle climb INBD track **164°** to
10.500 (max 200kt) BPOC.

DEPARTURE CLIMB RATE V/V (FPM)									
GROUND SPEED	90	120	140	160	180	200	250	300	400
290 FT/NM	440	580	680	780	870	970	1210	1450	
410 FT/NM	620	820	960	1100	1230	1370	1710	2050	
420 FT/NM	630	840	980	1120	1260	1400	1750	2100	
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150	
440 FT/NM	660	880	1030	1180	1320	1470	1840	2200	



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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 16, 34: (¼sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 16, 34: ★	

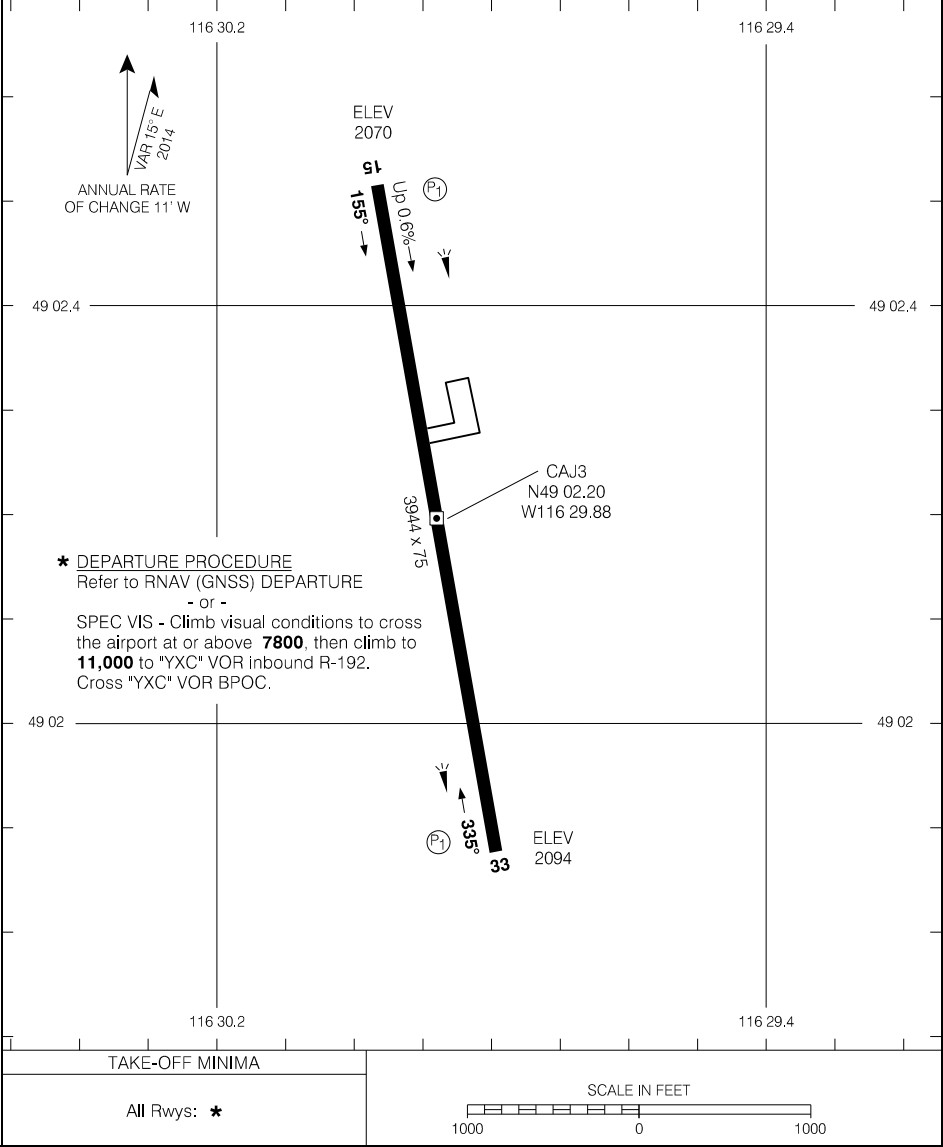
AERODROME CHART

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							



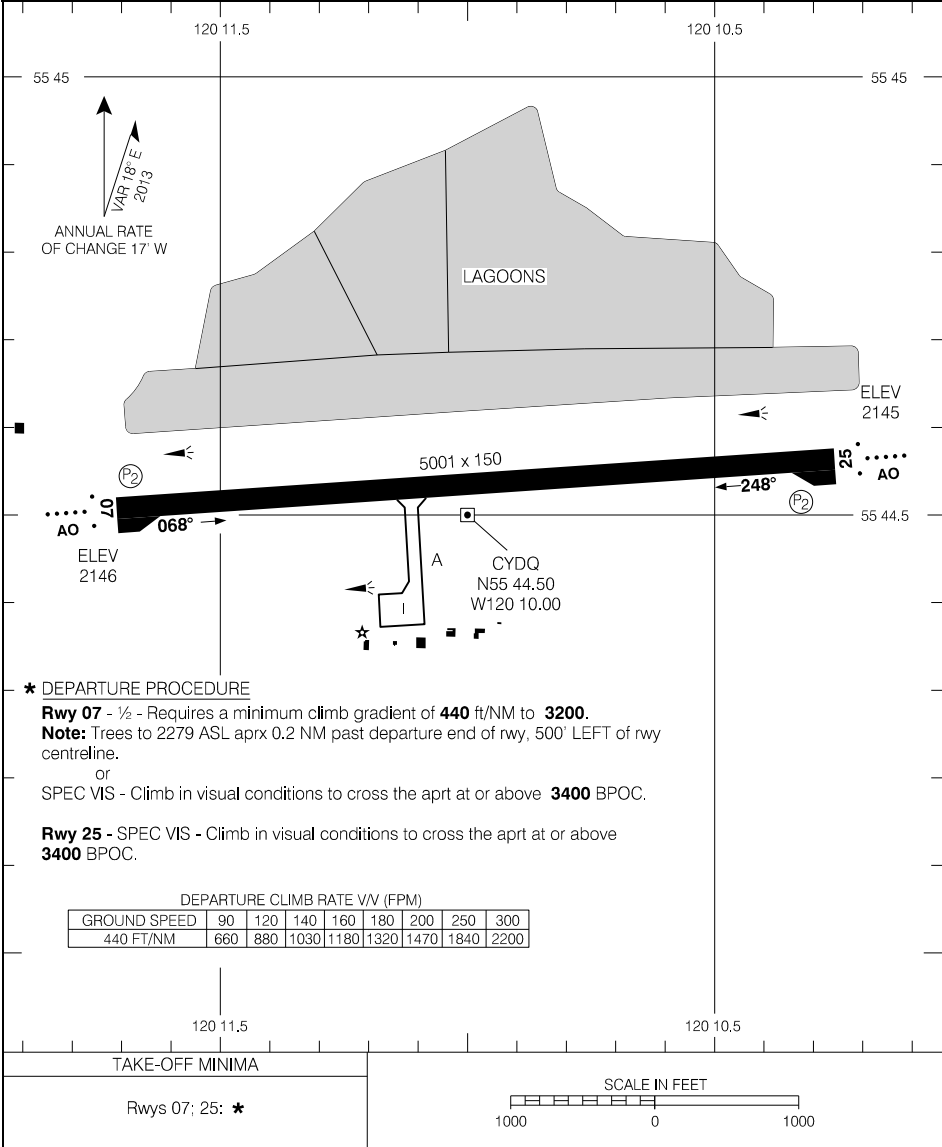
AERODROME CHART

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					



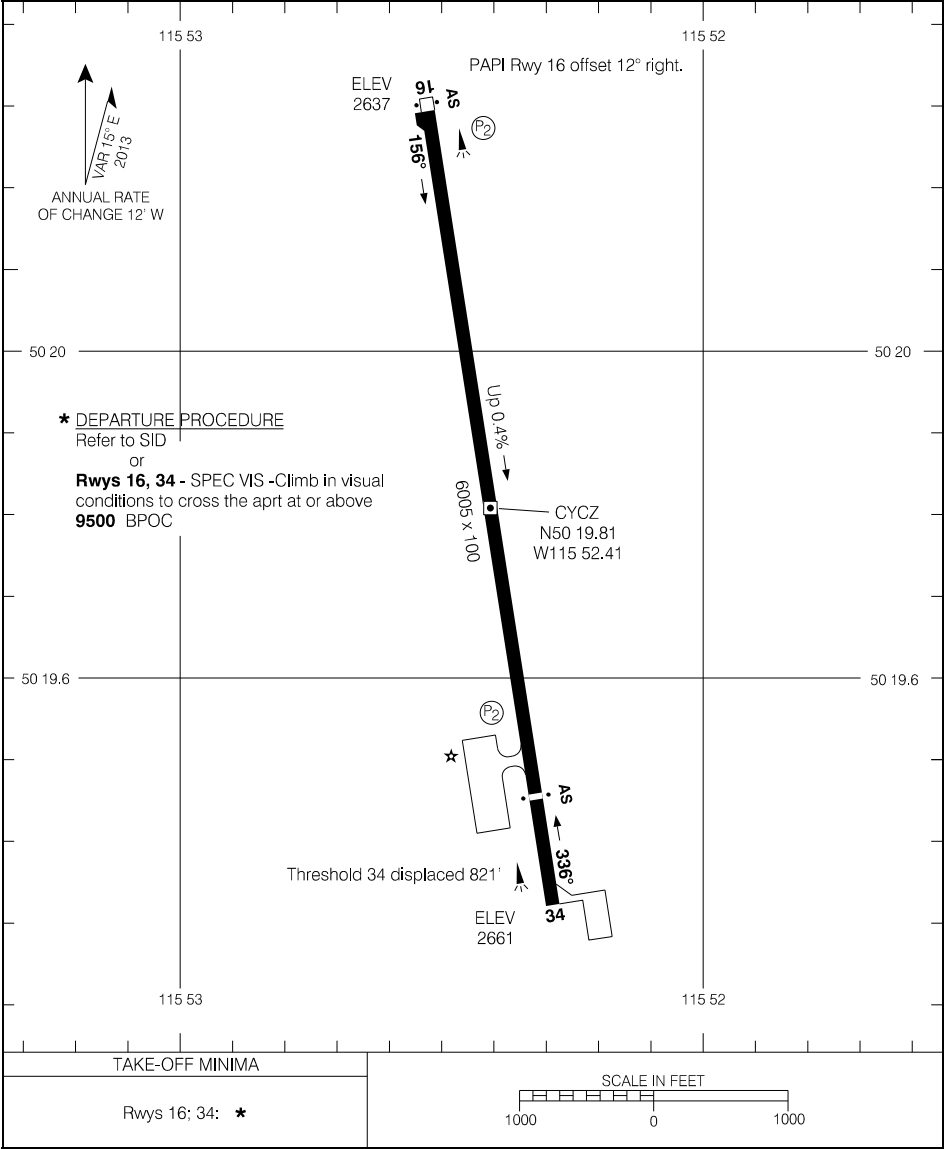
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

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					

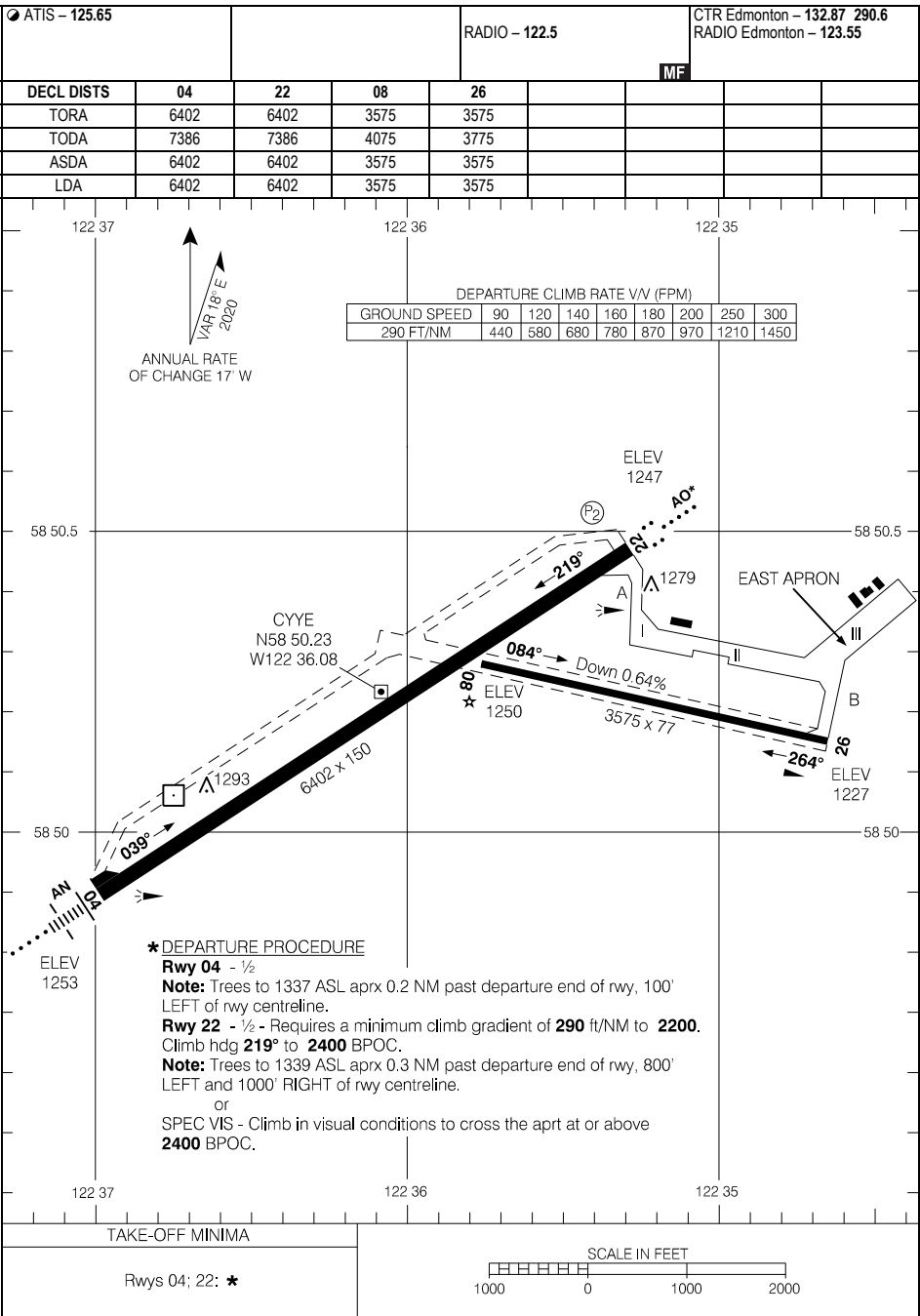


AERODROME CHART

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

II

B

26

ELEV 1227

264°

80°

084°

Down 0.64%

3575 x 77

ELEV 1250

6402 x 150

1293

039°

AN

ELEV 1253

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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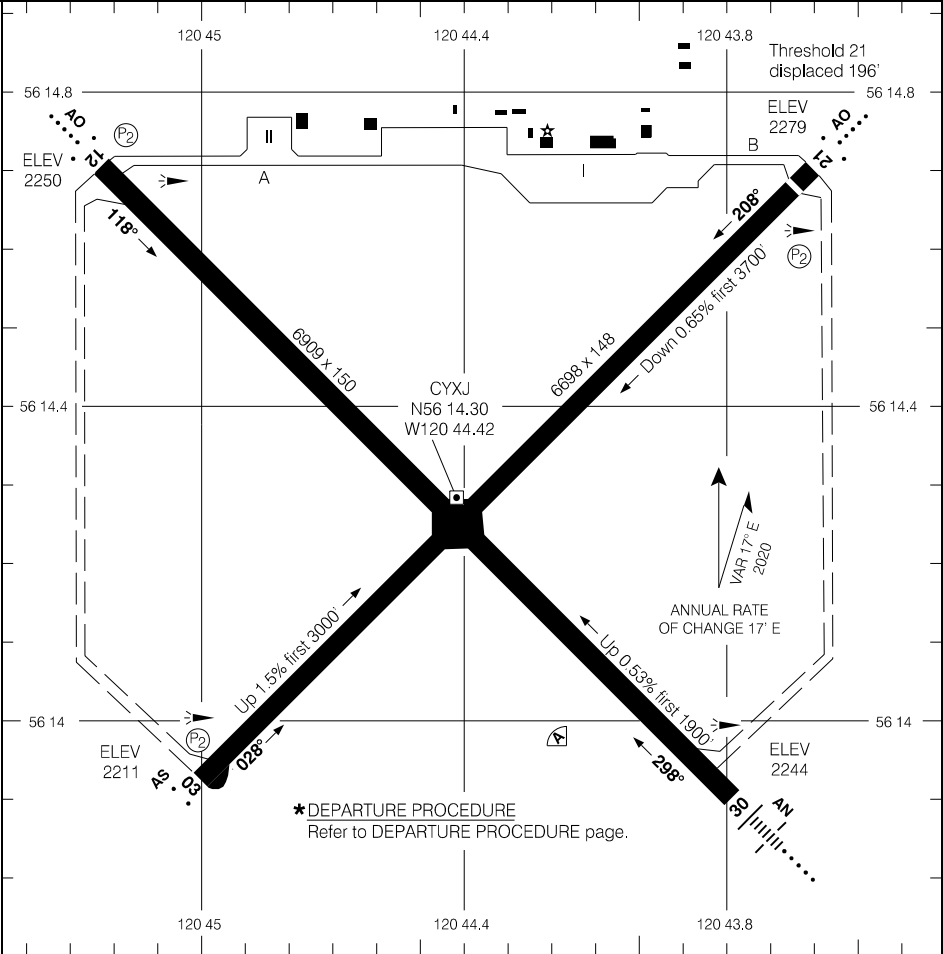
AERODROME CHART

EFF 7 AUG 25

CYYE

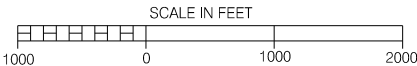
AERODROME CHART

● 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			



★ DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page.

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



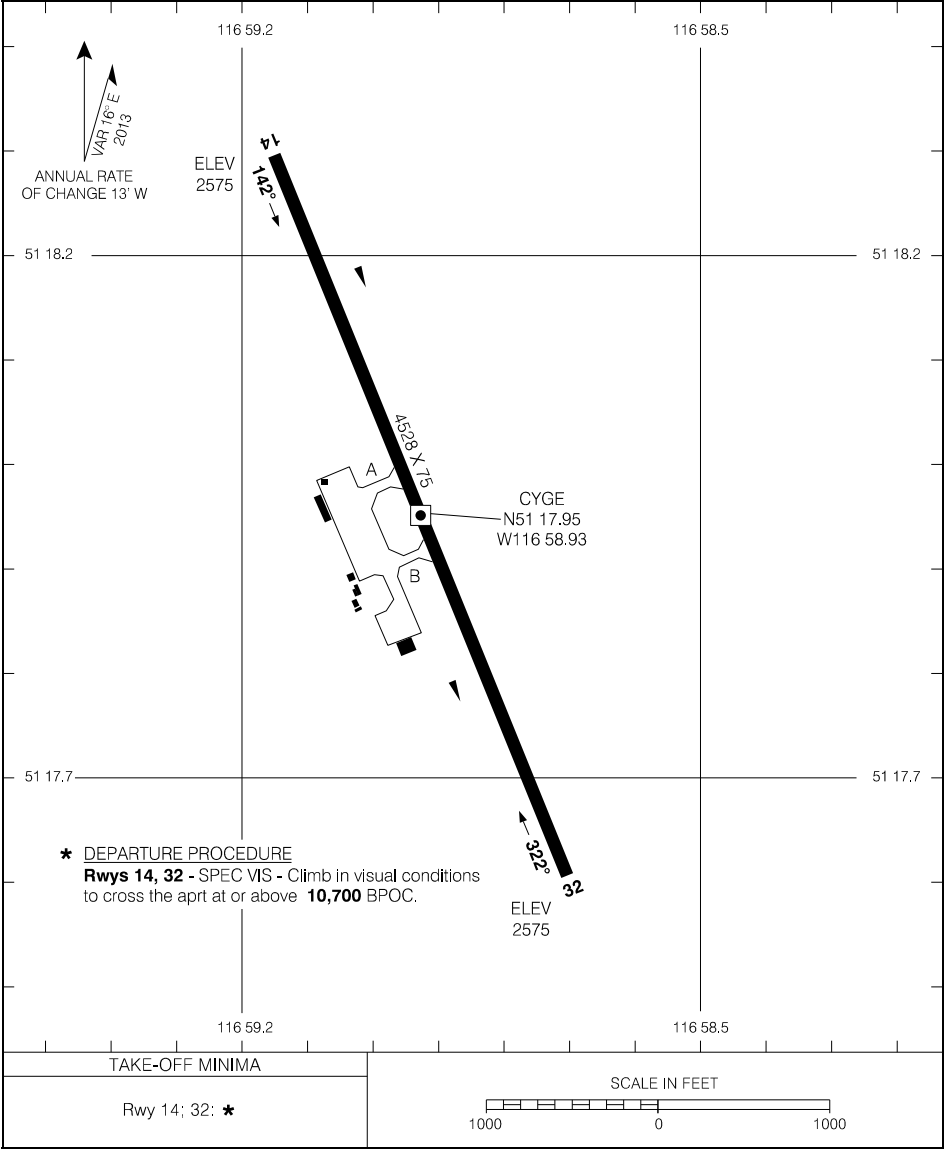
AERODROME CHART

EFF 27 NOV 25

CYXJ

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							



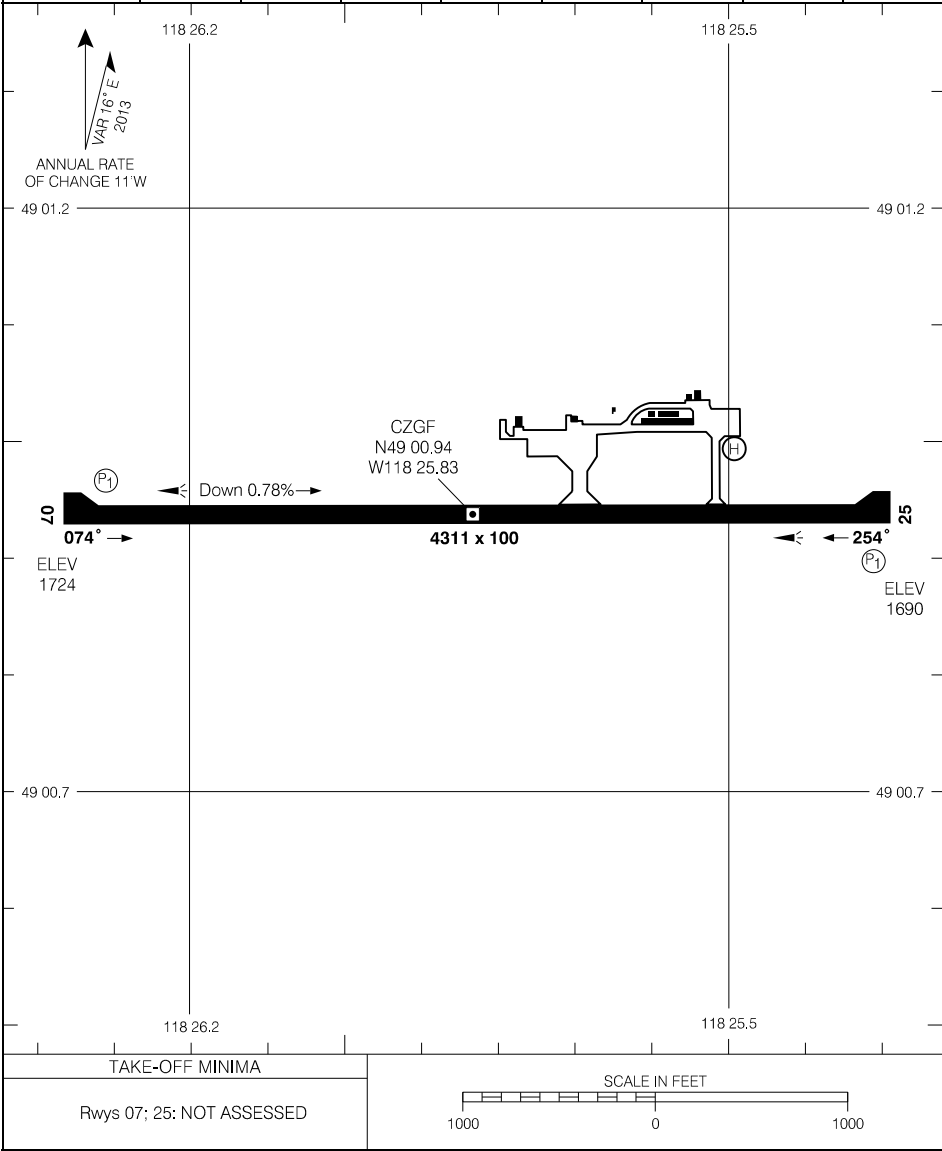
AERODROME CHART

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					

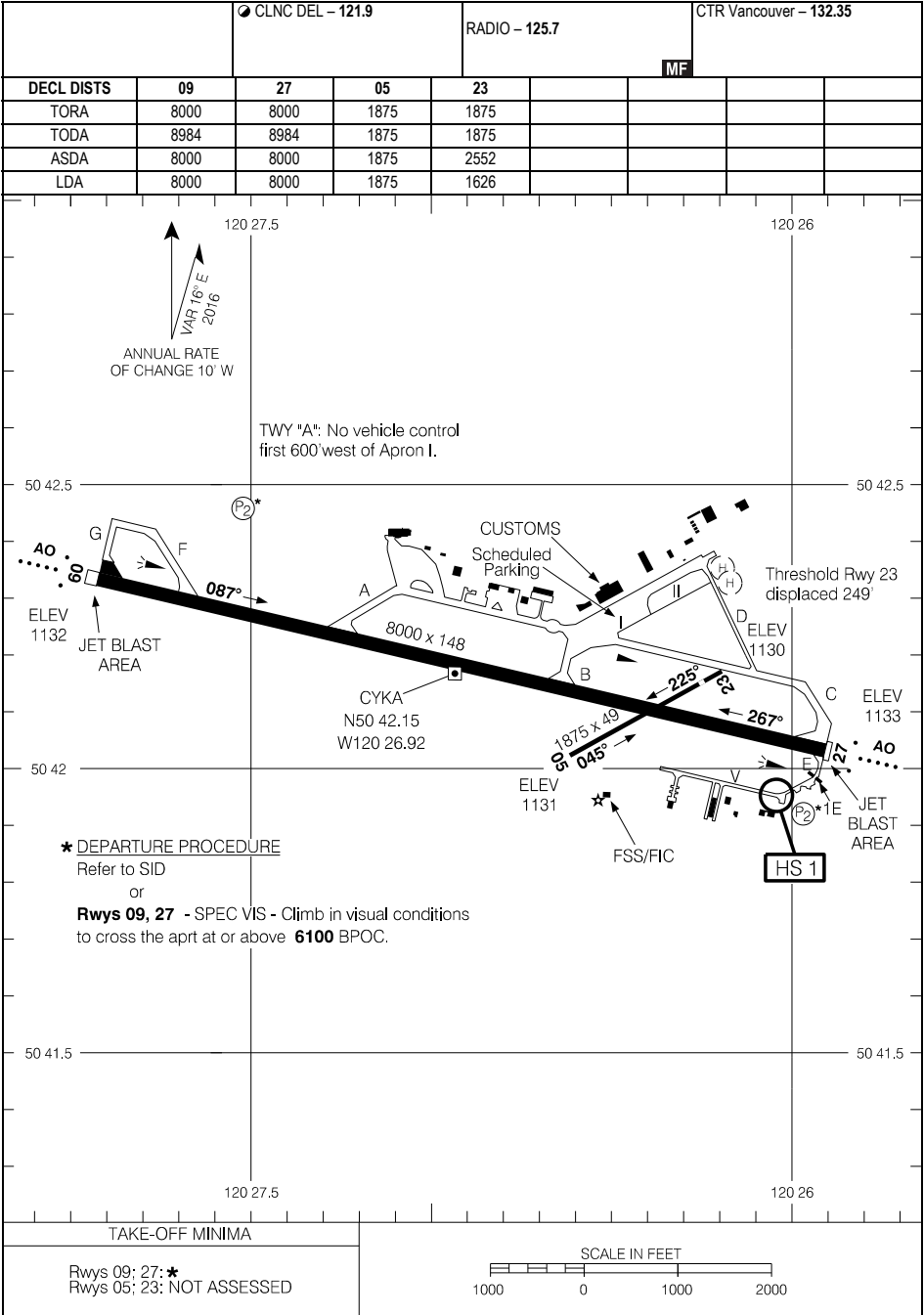


AERODROME CHART

EFF 10 SEP 20

CZGF

AERODROME CHART



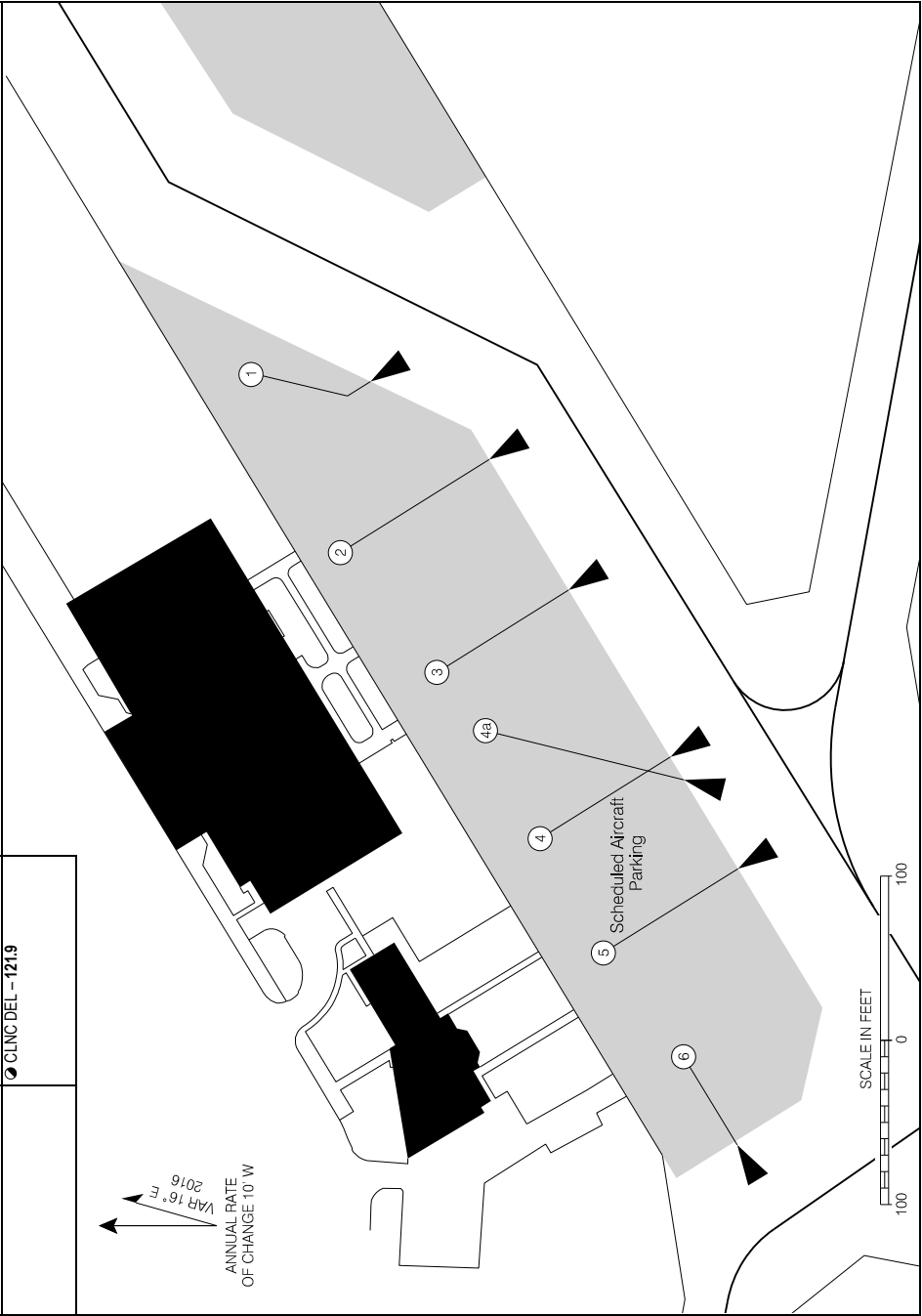
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AERODROME CHART

EFF 20 FEB 25

CYKA

PARKING AREAS



PARKING AREAS

EFF 5 SEP 24

CYKA

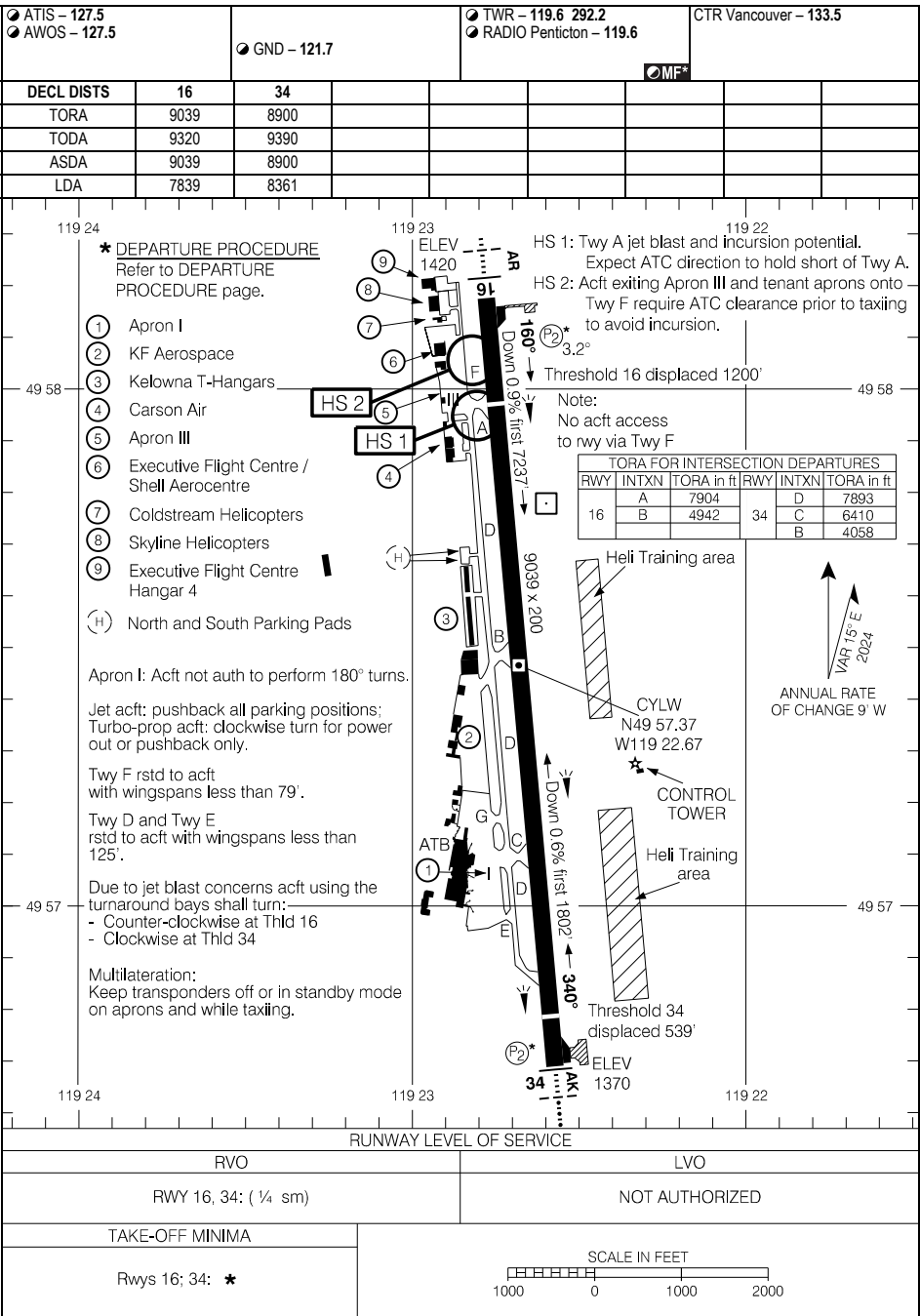
PARKING AREAS

Aircraft Parking Position

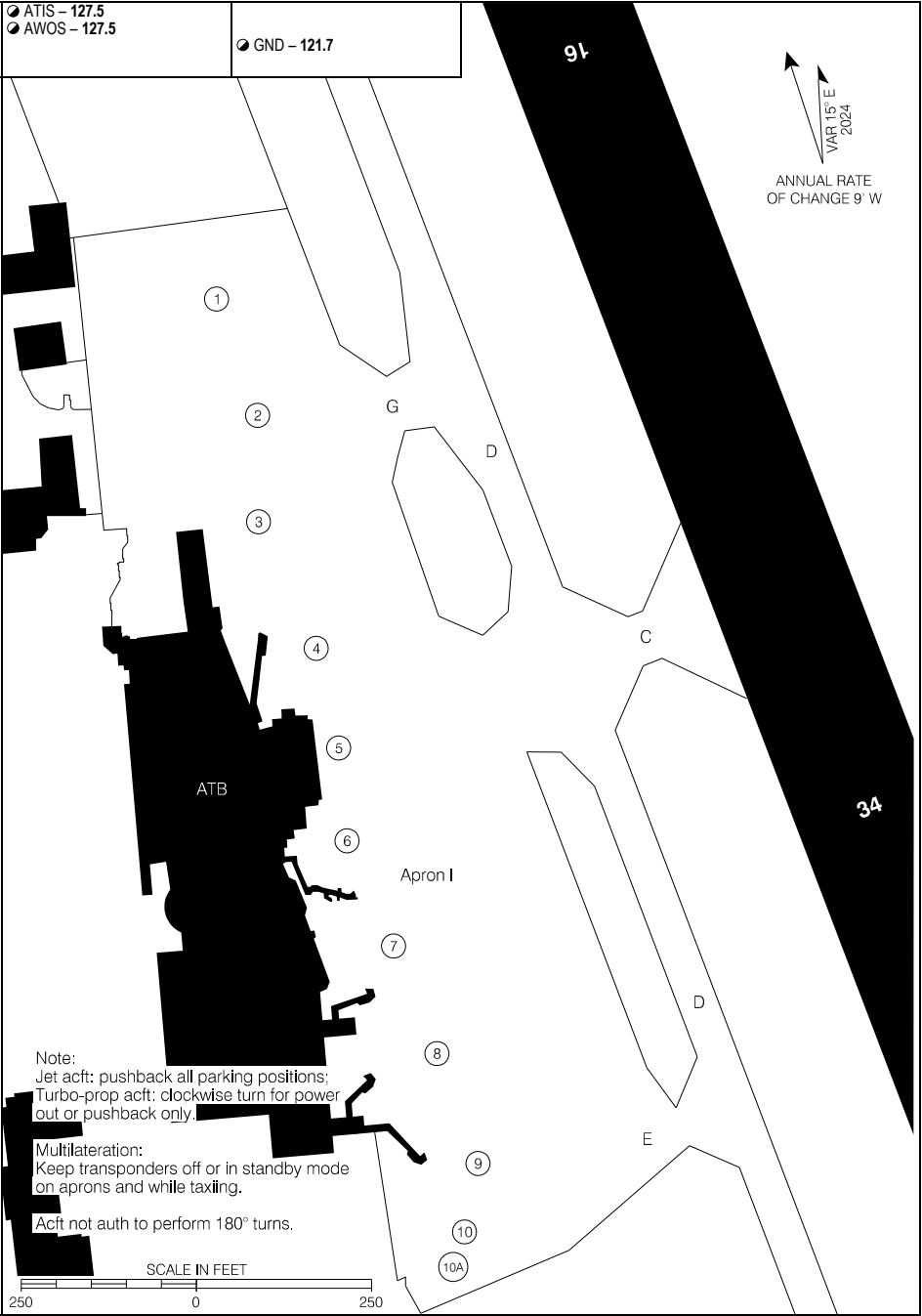
Position	Coordinates	Position	Coordinates
1	504218.39N 1202625.48W	4A	504216.53N 1202630.20W
2	504217.50N 1202627.71W	5	504215.62N 1202633.07W
3	504216.91N 1202629.39W	6	504215.03N 1202634.55W
4	504216.14N 1202631.59W		

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AERODROME CHART



PARKING AREAS (APRON I)



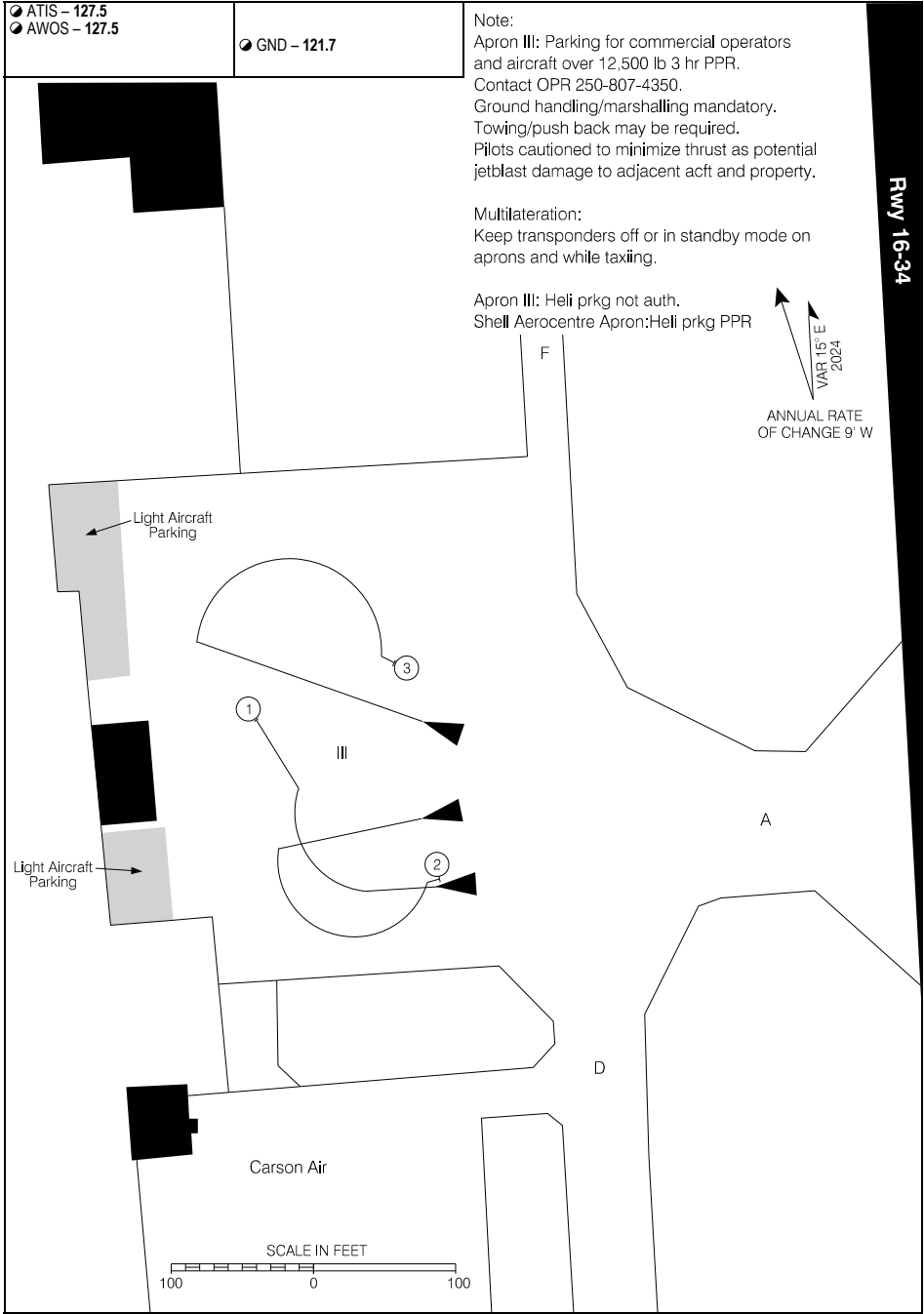
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

PARKING AREAS (APRON I)

CYLW

EFF 9 JUL 26

PARKING AREAS (APRON III)



Rwy 16-34

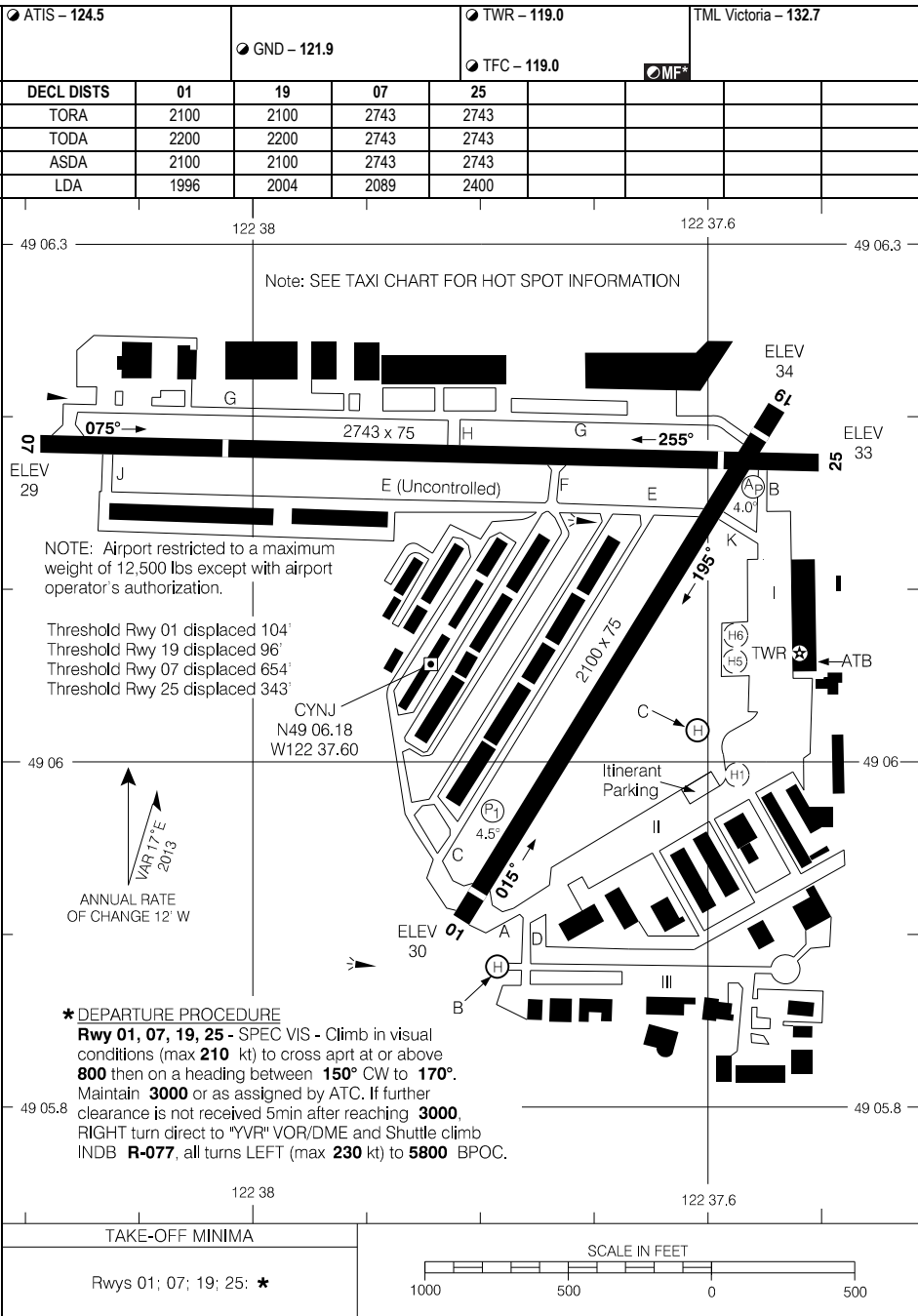
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PARKING AREAS (APRON III)

EFF 9 JUL 26

CYLW

AERODROME CHART



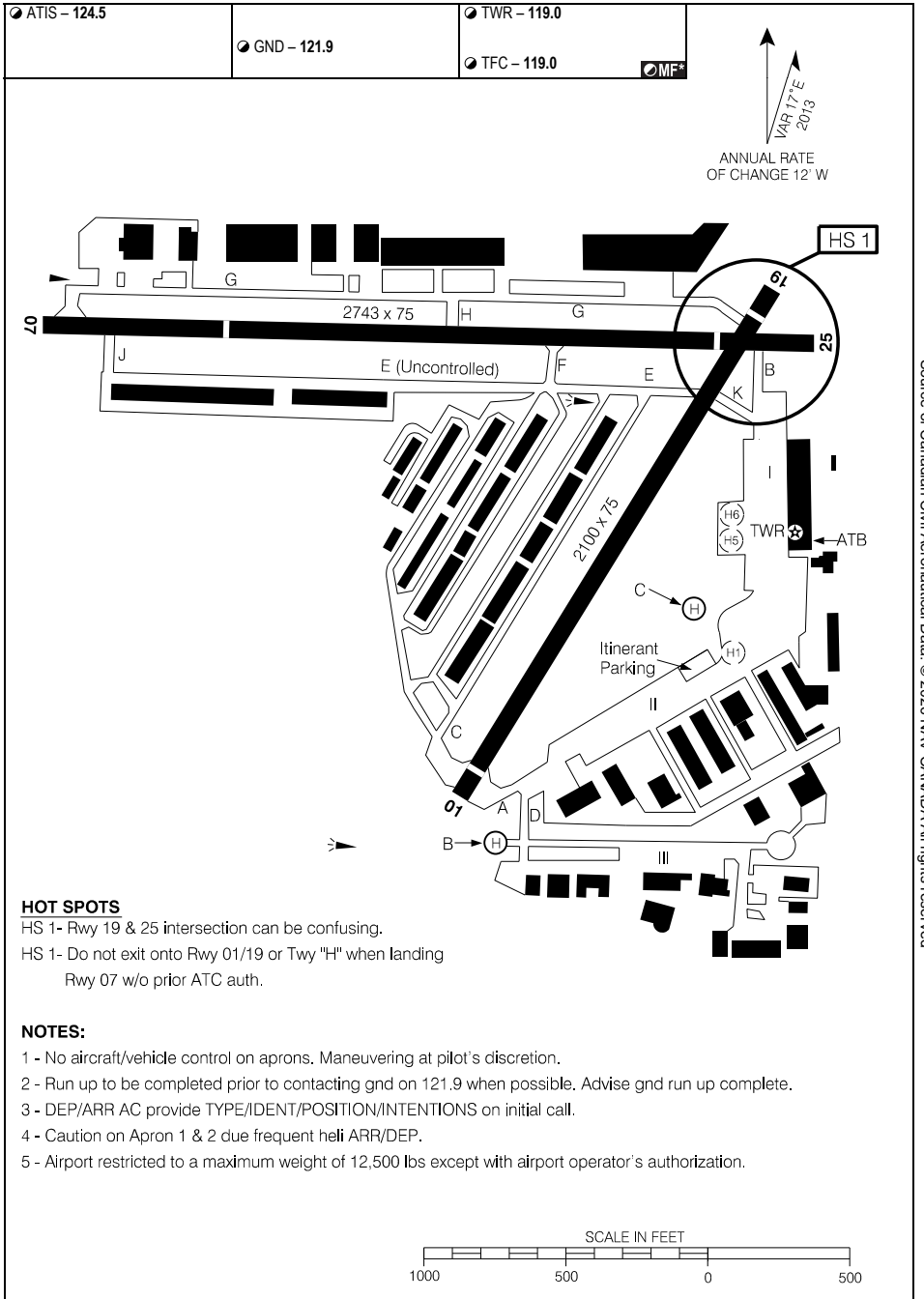
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AERODROME CHART

EFF 9 JUL 26

CYNJ

TAXI CHART



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TAXI CHART

EFF 9 JUL 26

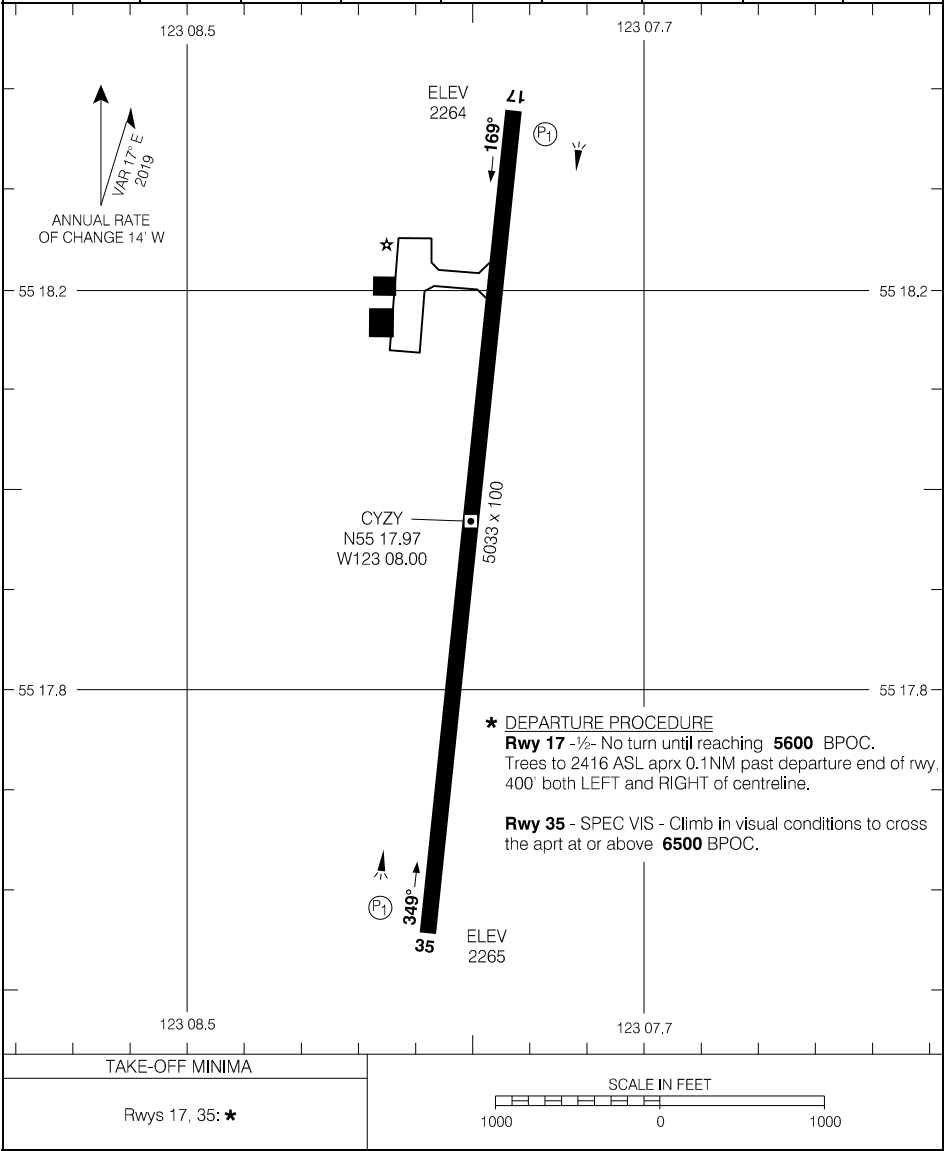
CYNJ

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					



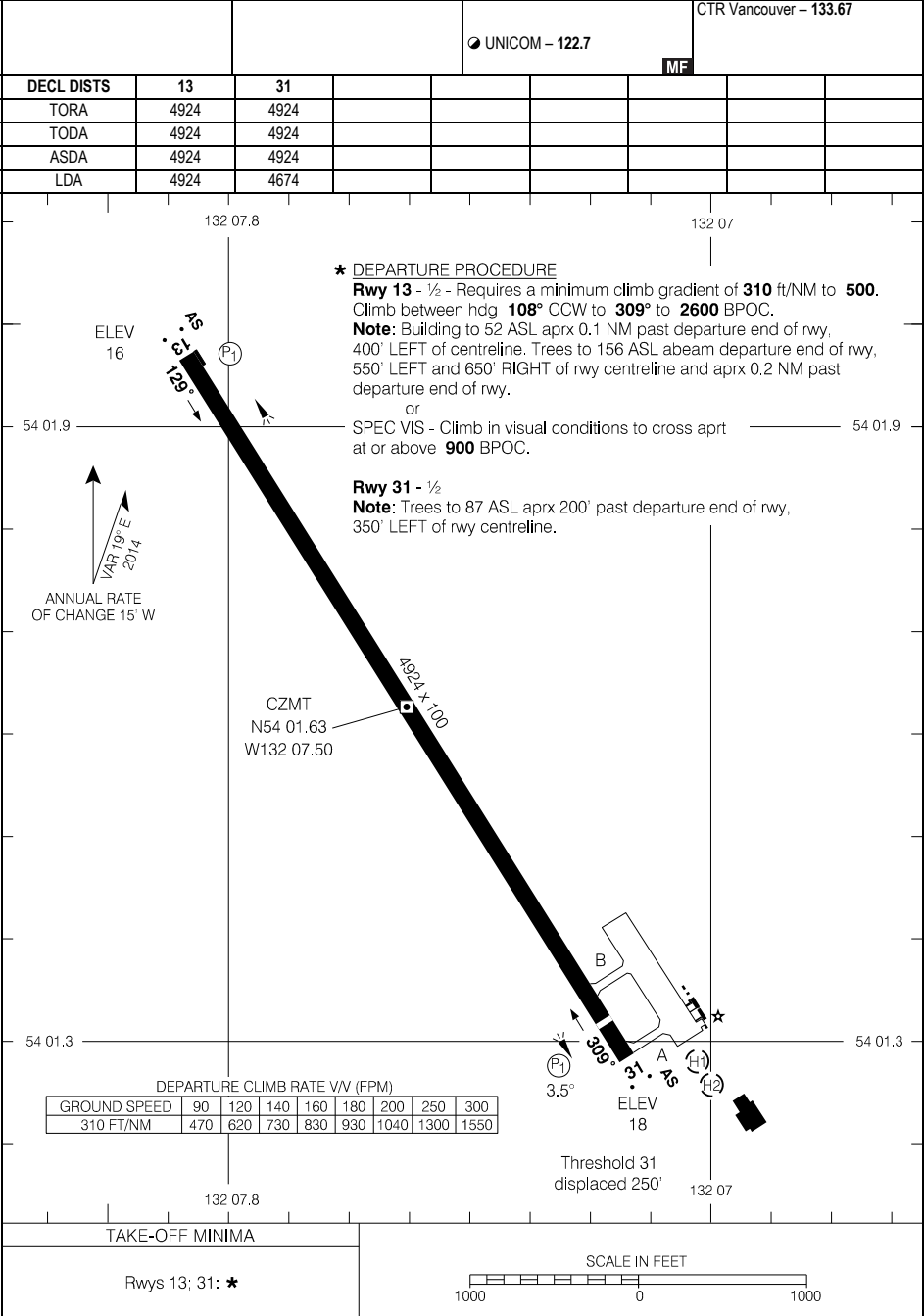
AERODROME CHART

EFF 30 JAN 20

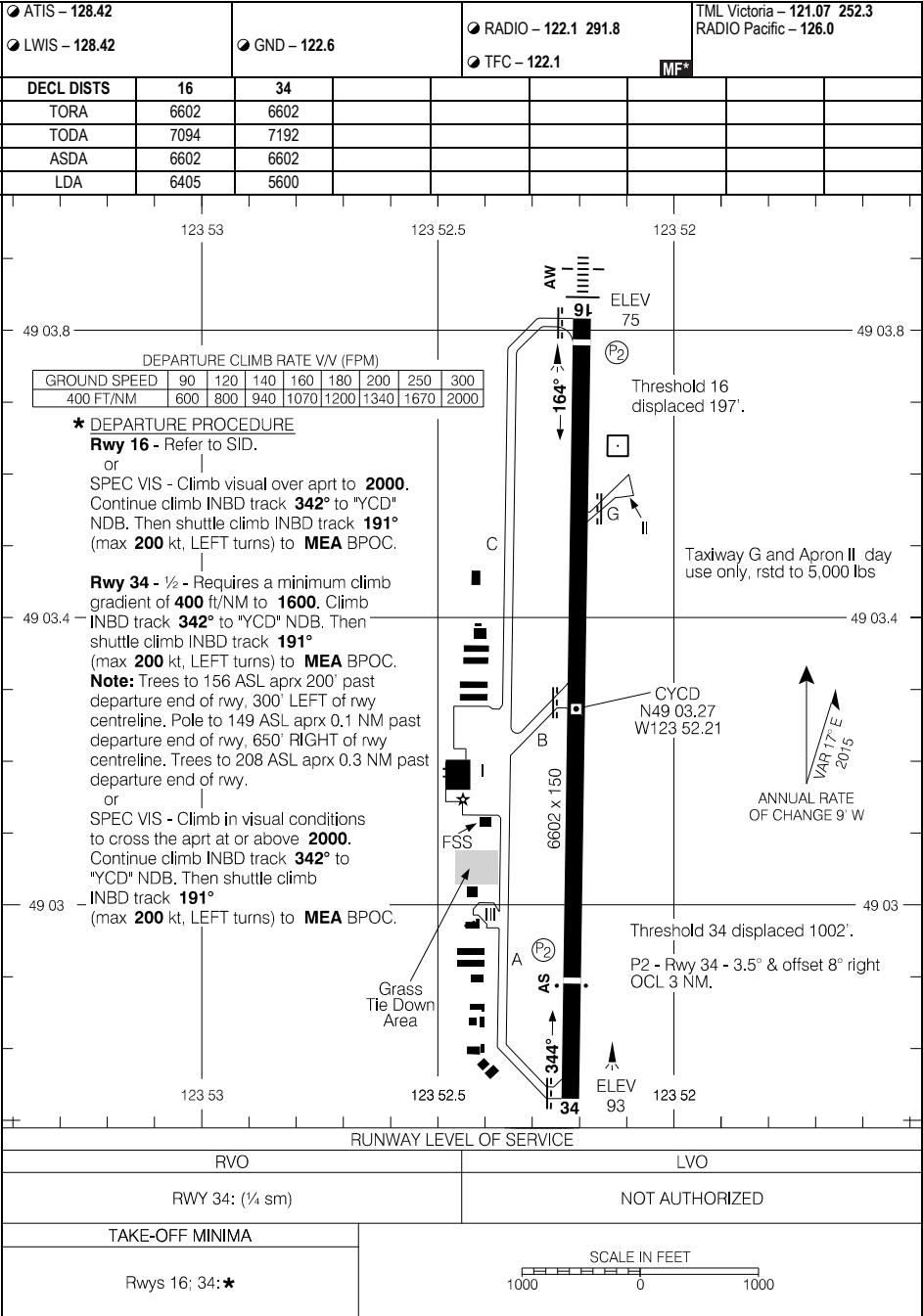
CYZY

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

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

Threshold 34 displaced 1002'.

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

ELEV 93

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

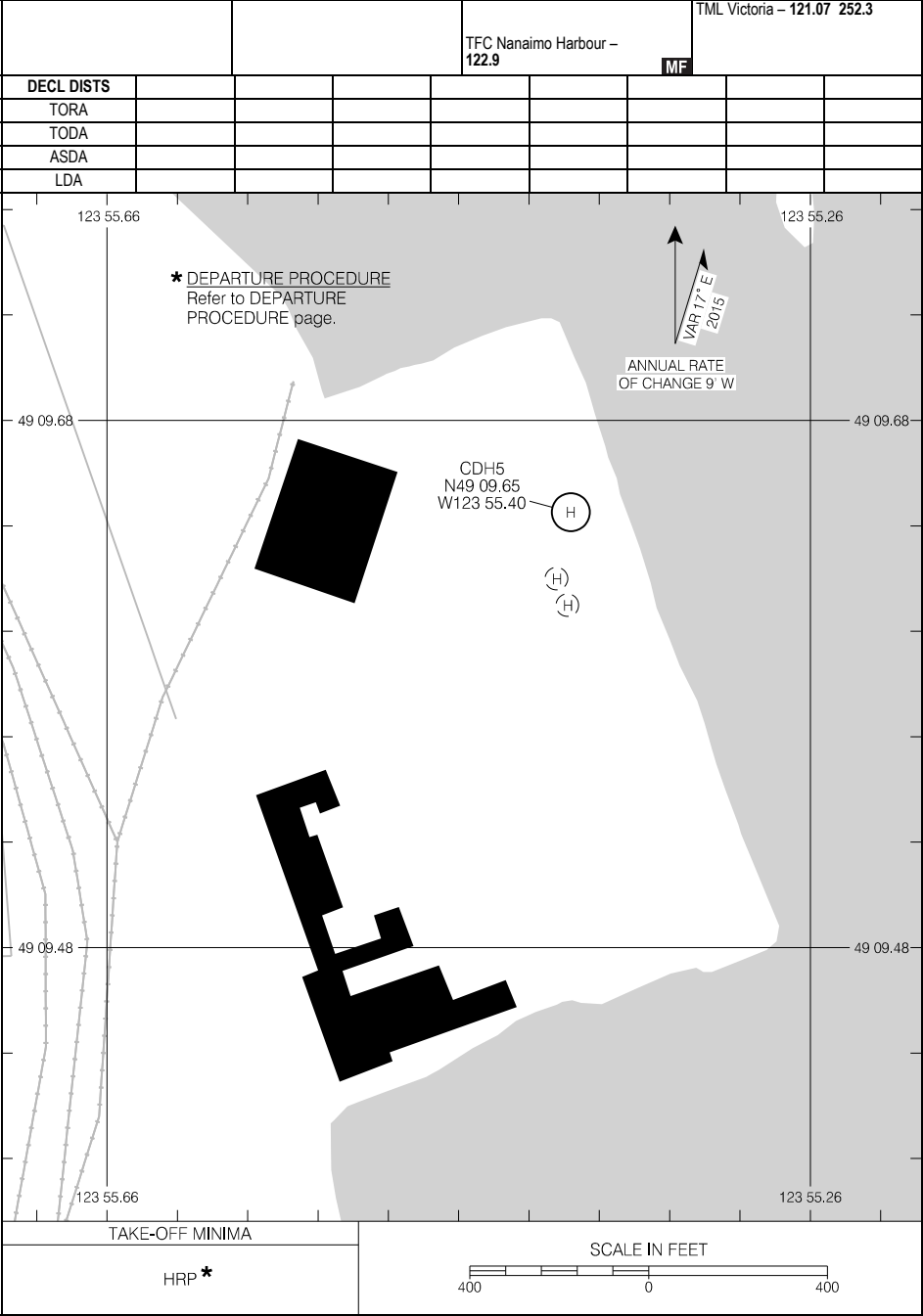
EFF 22 JAN 26

CYCD

CDH5-HP

NANAIMO/NANAIMO HARBOUR HELIPORT, BC
CDH5

HELIPORT CHART

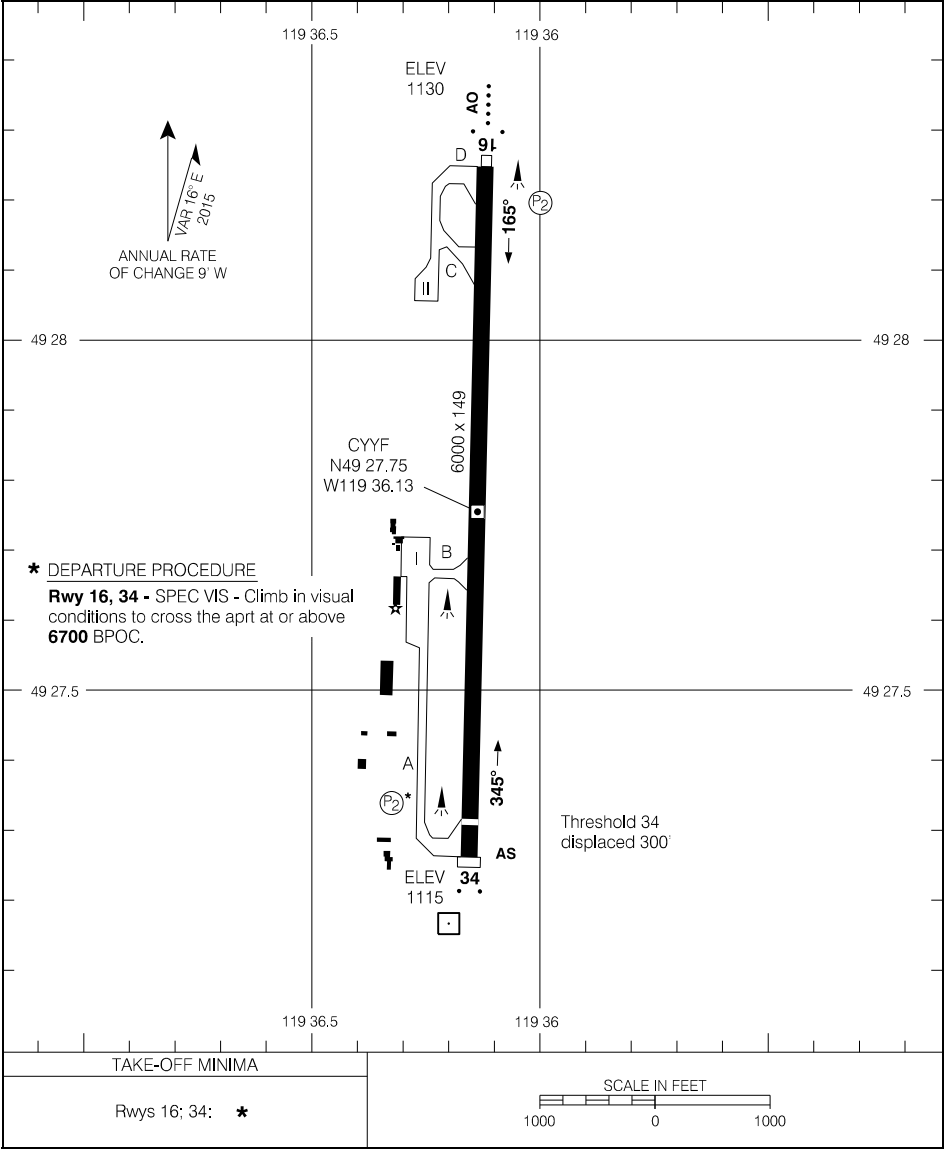


CYYF-AD

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					



AERODROME CHART

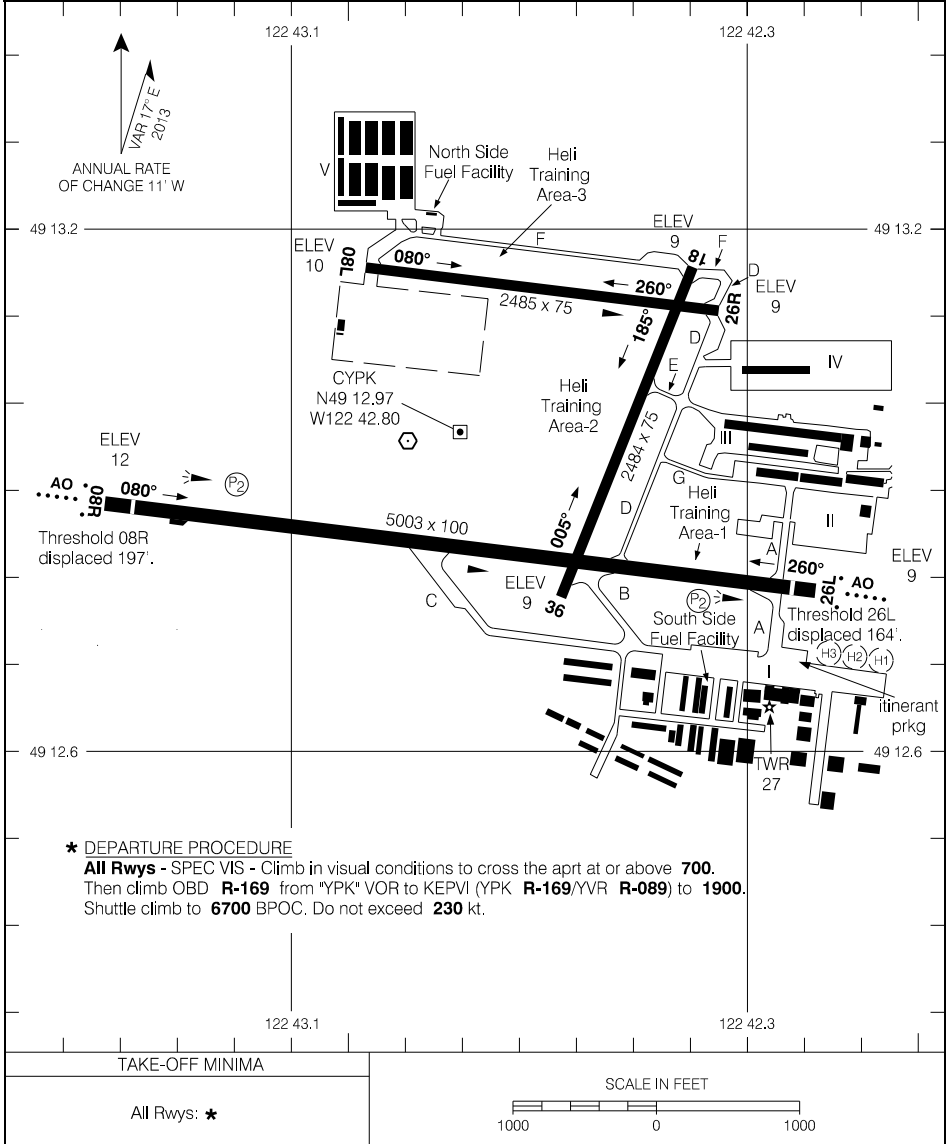
EFF 2 OCT 25

CYYF

CYYF-AD

CYPK

● ATIS – 125.0		● GND – 123.8			● TWR – 126.3 ● TFC – 126.3		DEP Vancouver – 132.3 363.8	
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		



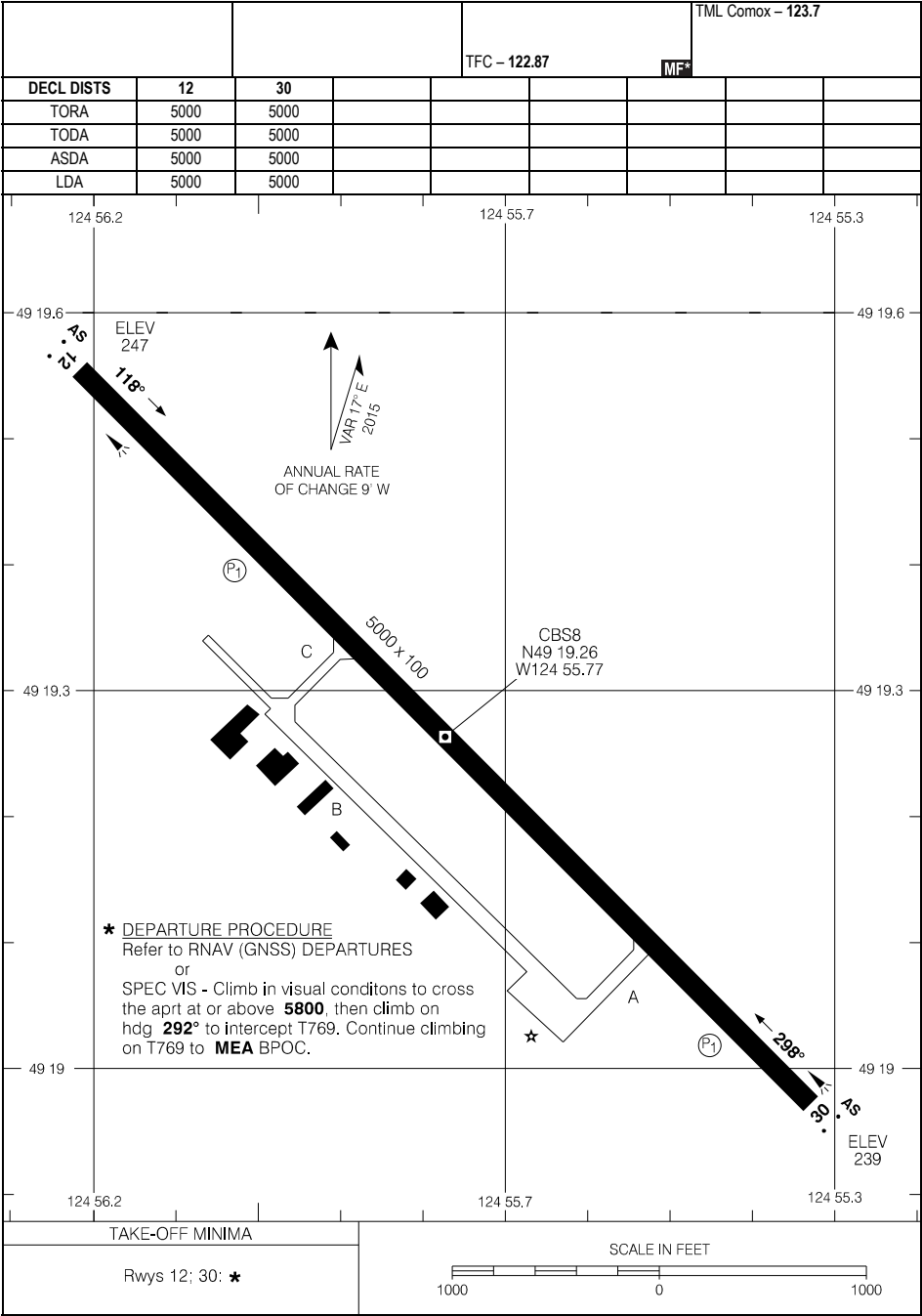
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CBS8-AD

PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

CBS8

AERODROME CHART



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AERODROME CHART

CBS8

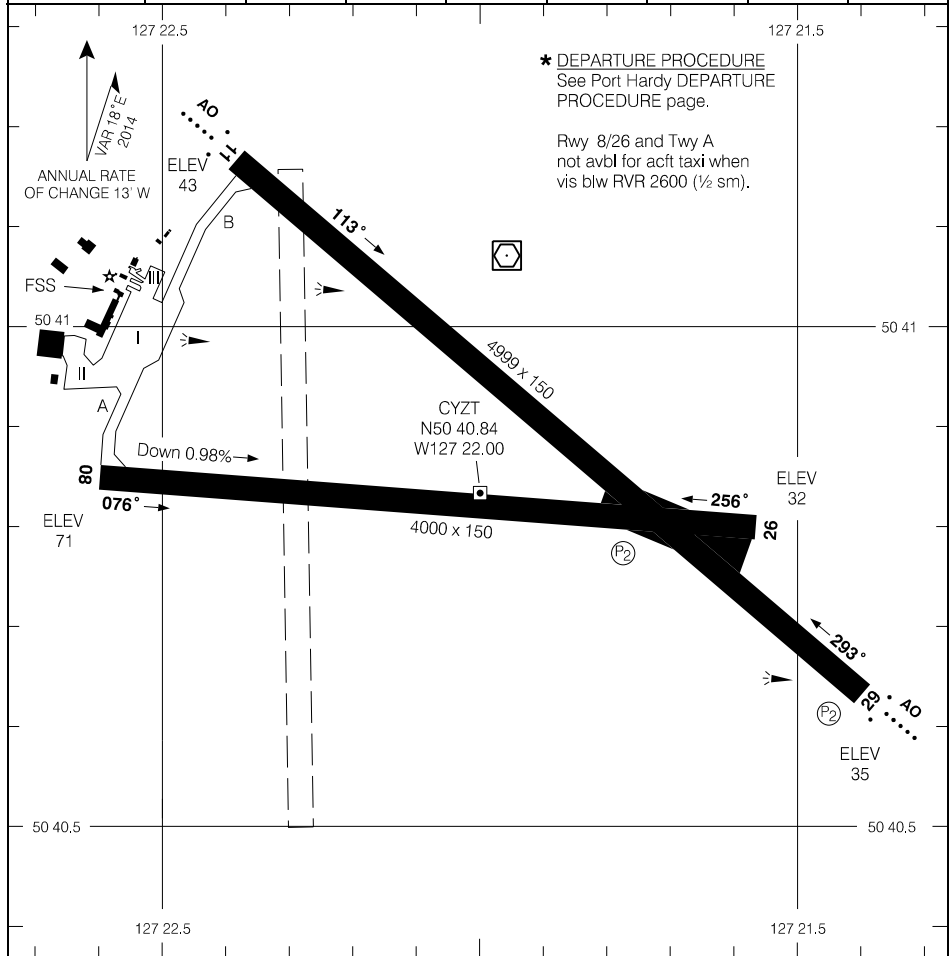
EFF 3 SEP 26

CBS8-AD

PORT HARDY, BC
CYZT

AERODROME CHART

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



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 29: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	SCALE IN FEET 1000 0 1000
Rwys 08: NOT ASSESSED Rwys 11, 26, 29: ★	

AERODROME CHART

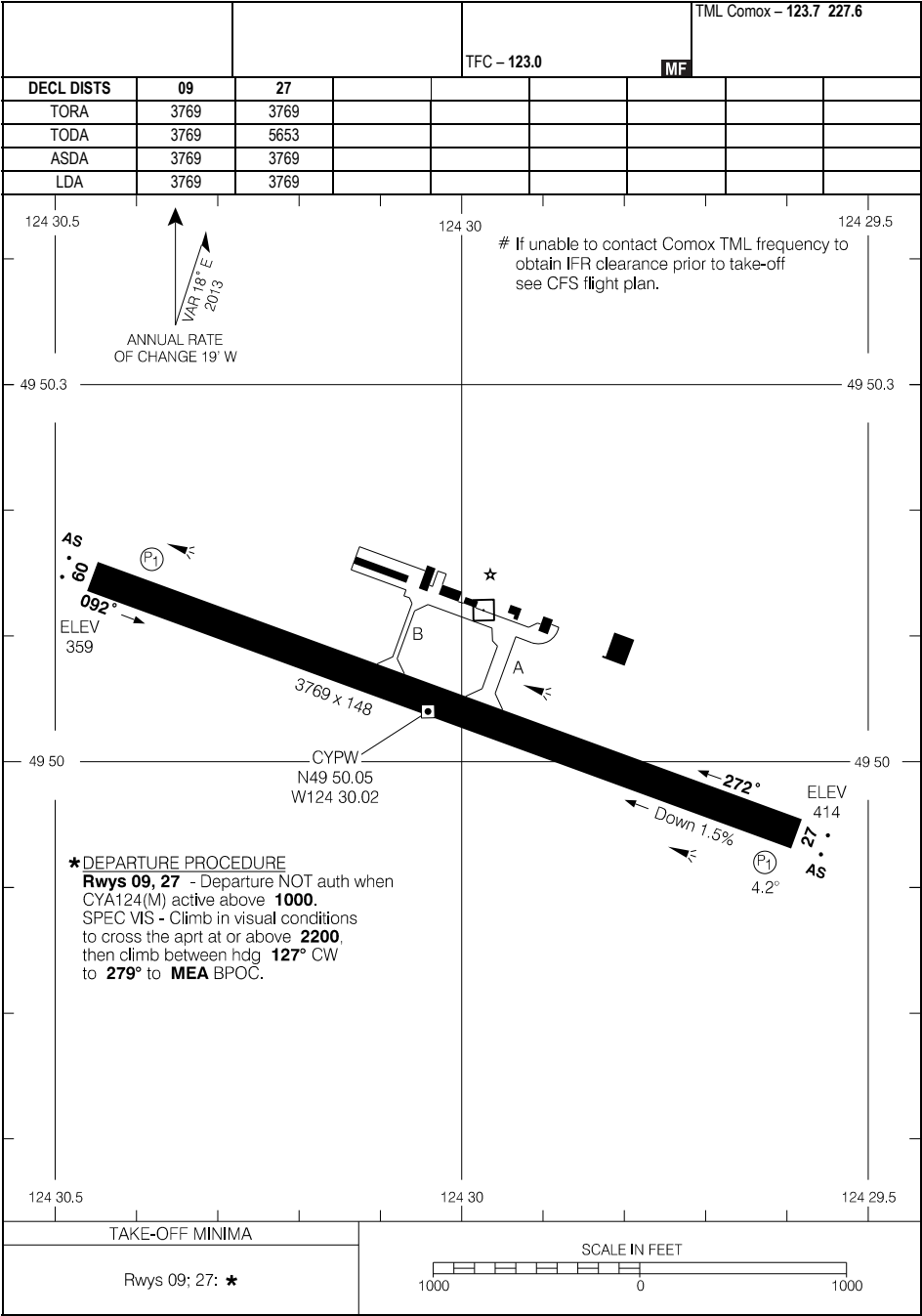
EFF 14 MAY 26

CYZT

CYZT-AD

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AERODROME CHART



AERODROME CHART

EFF 12 JUN 25

CYPW

CYXS

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
370 FT/NM	560	740	870	990	1110	1240	1550	1850
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

*** DEPARTURE PROCEDURE**

Rwy 06 - ½ - Requires a minimum climb gradient of **370 ft/NM to 4900**. Climb INBD **R-249** to "YXS" VOR. Then shuttle INBD **R-249** to MEA BPOC.

Note: Road to 2254 ASL aprx 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 15 - ½ - Requires a minimum climb gradient of **410 ft/NM to 5400**.

Note: Trees to 2332 ASL aprx 0.4 NM past departure end of rwy, 90° LEFT of rwy centreline.

Rwy 33 - ½ - Requires a minimum climb gradient of **320 ft/NM to 4900**.

Note: Trees to 2376 ASL aprx 0.5 NM past departure end of rwy, 90° LEFT of rwy centreline.

or
Rwy 06, 15, 24, 33 - SPEC VIS - Climb visual over apt to **4100** BPOC.

Runway Profile Details:

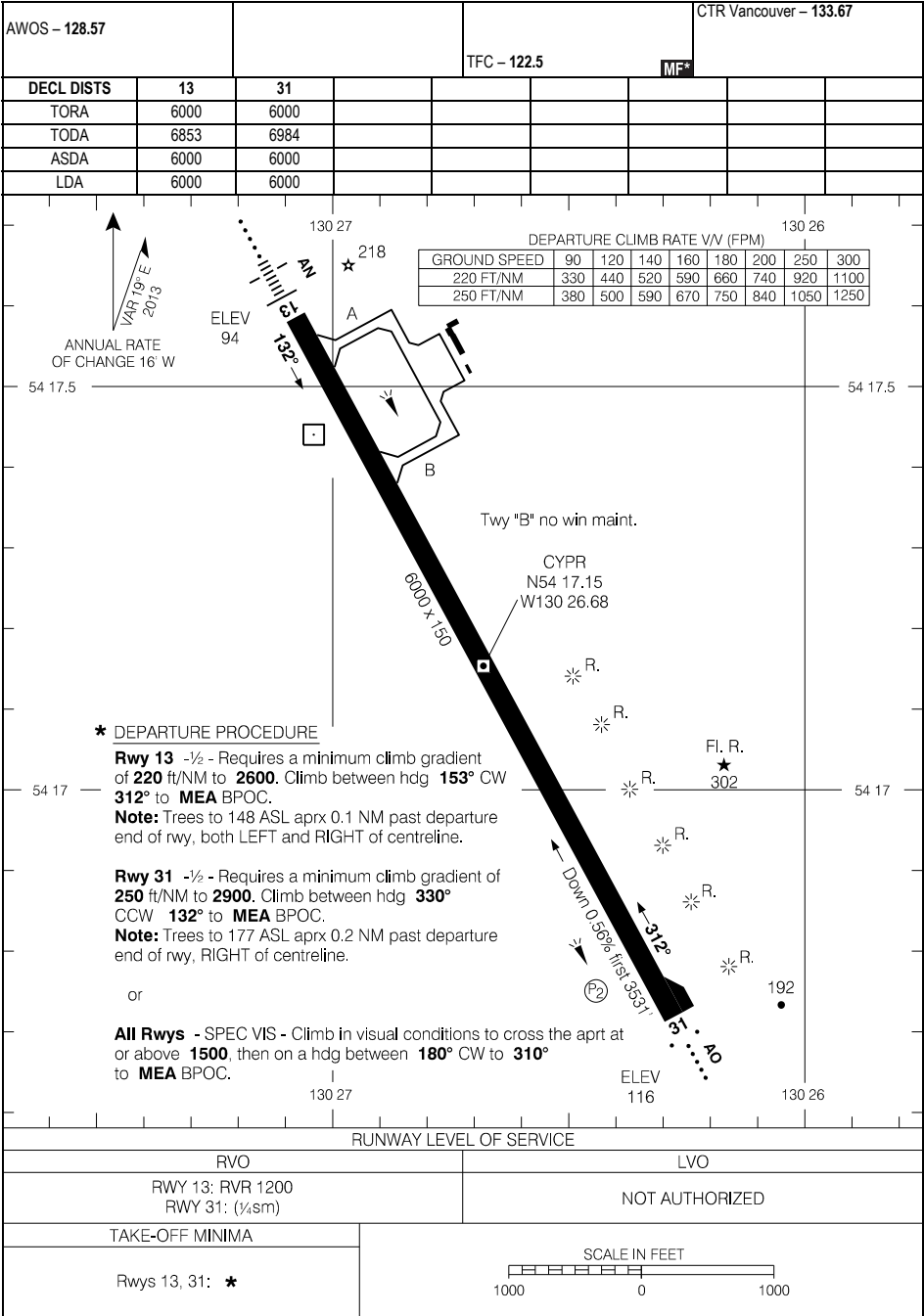
- ELEV 2231, ELEV 2229, ELEV 2266, ELEV 2234, ELEV 2217, ELEV 2195
- Threshold 01 displaced 984'
- Threshold 19 displaced 373'
- Threshold 24 displaced 401'
- Threshold 33 displaced 500'
- AN 1, Down 0.3%, Up 0.87%
- AS, TWR, CYXS N53 53.04 W122 40.65
- VAR 18° E 2014, ANNUAL RATE OF CHANGE 15' W
- 11,450 x 150
- 5624 x 150
- 3769 x 75
- 013°, 193°, 243°, 333°
- P2, F3, E, F

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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 15: RVR 1200 RWY 33: (1/4sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 01, 19: Not assessed Rwys 15, 33, 06, 24: ★	SCALE IN FEET

CYXS

AERODROME CHART



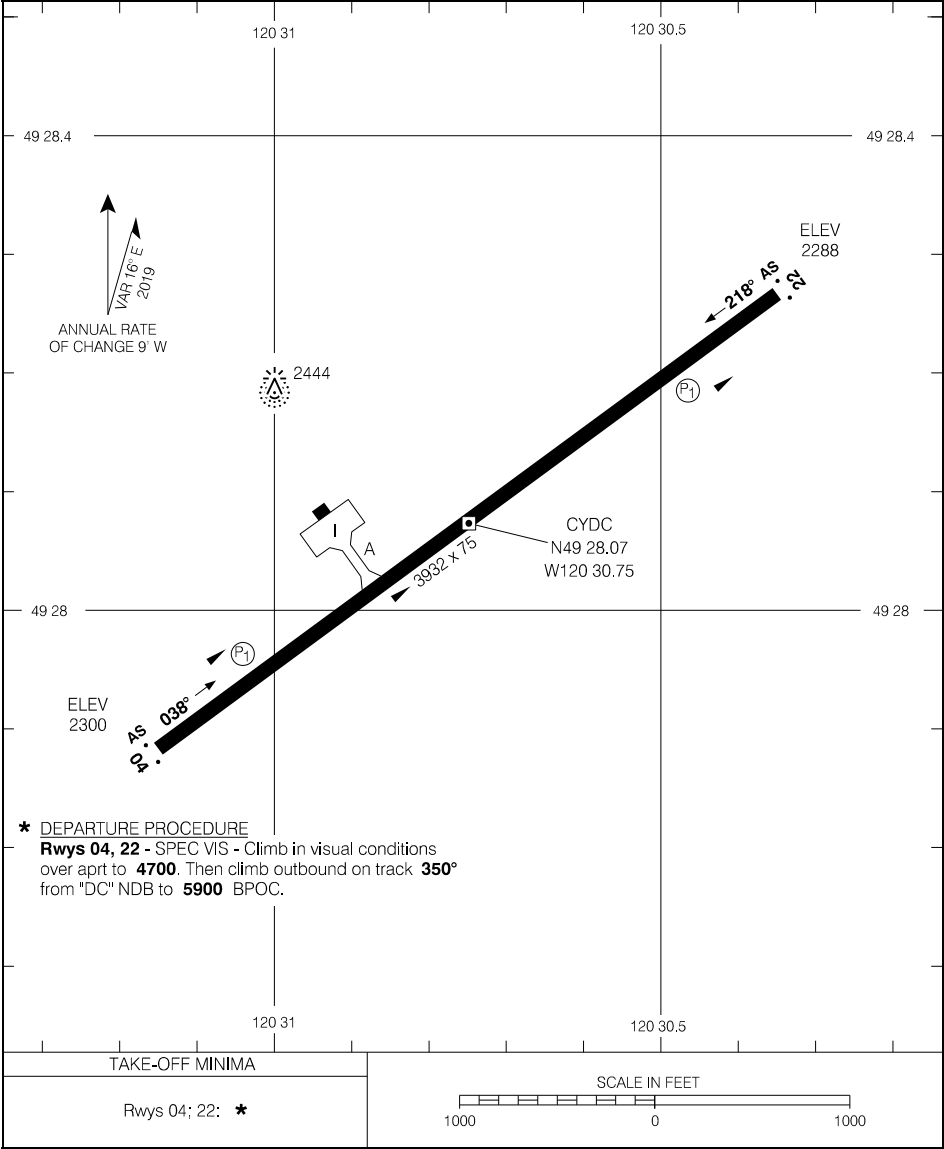
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AERODROME CHART

CYPR

AERODROME CHART

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



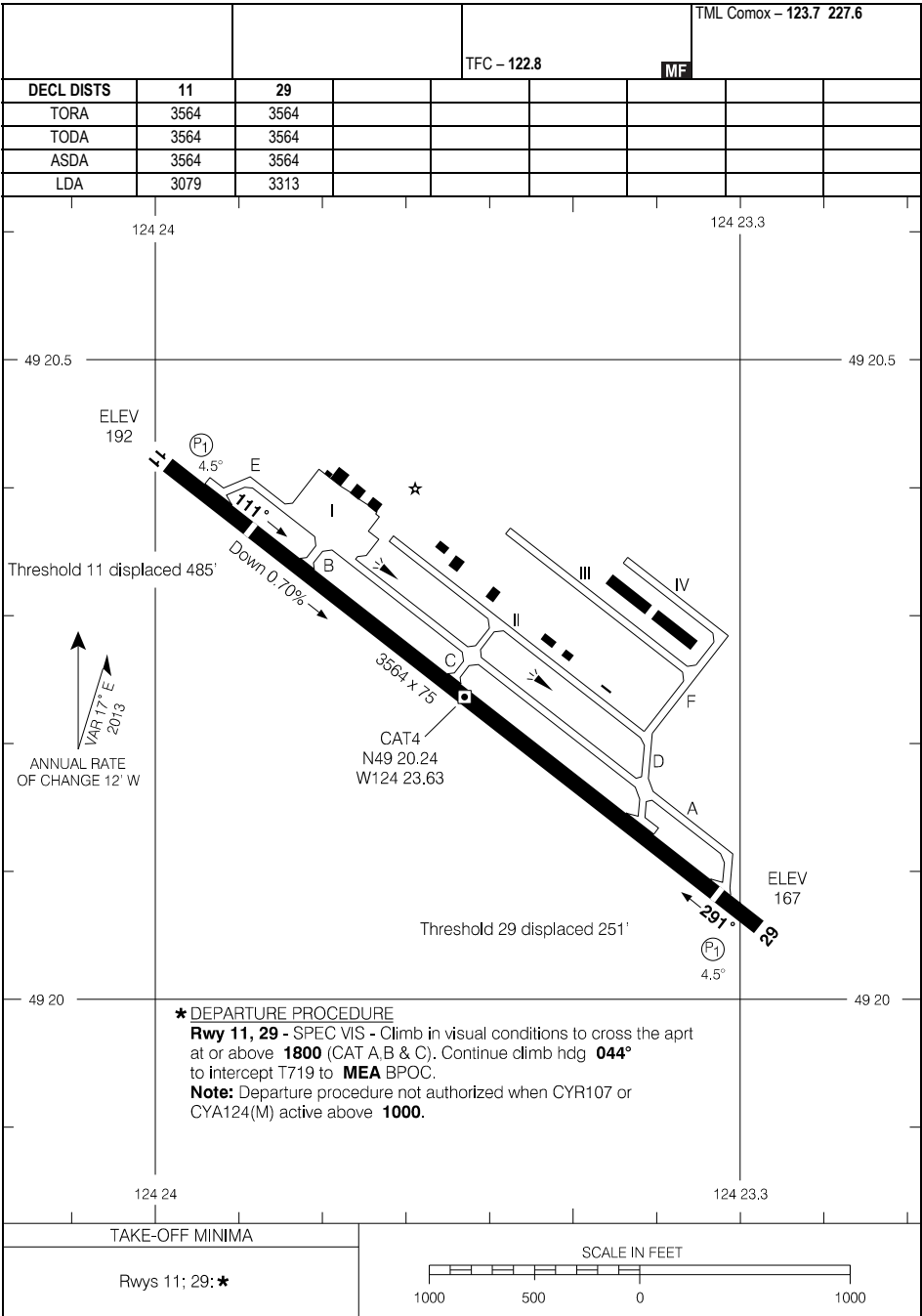
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AERODROME CHART

EFF 31 OCT 24

CYDC

AERODROME CHART



AERODROME CHART

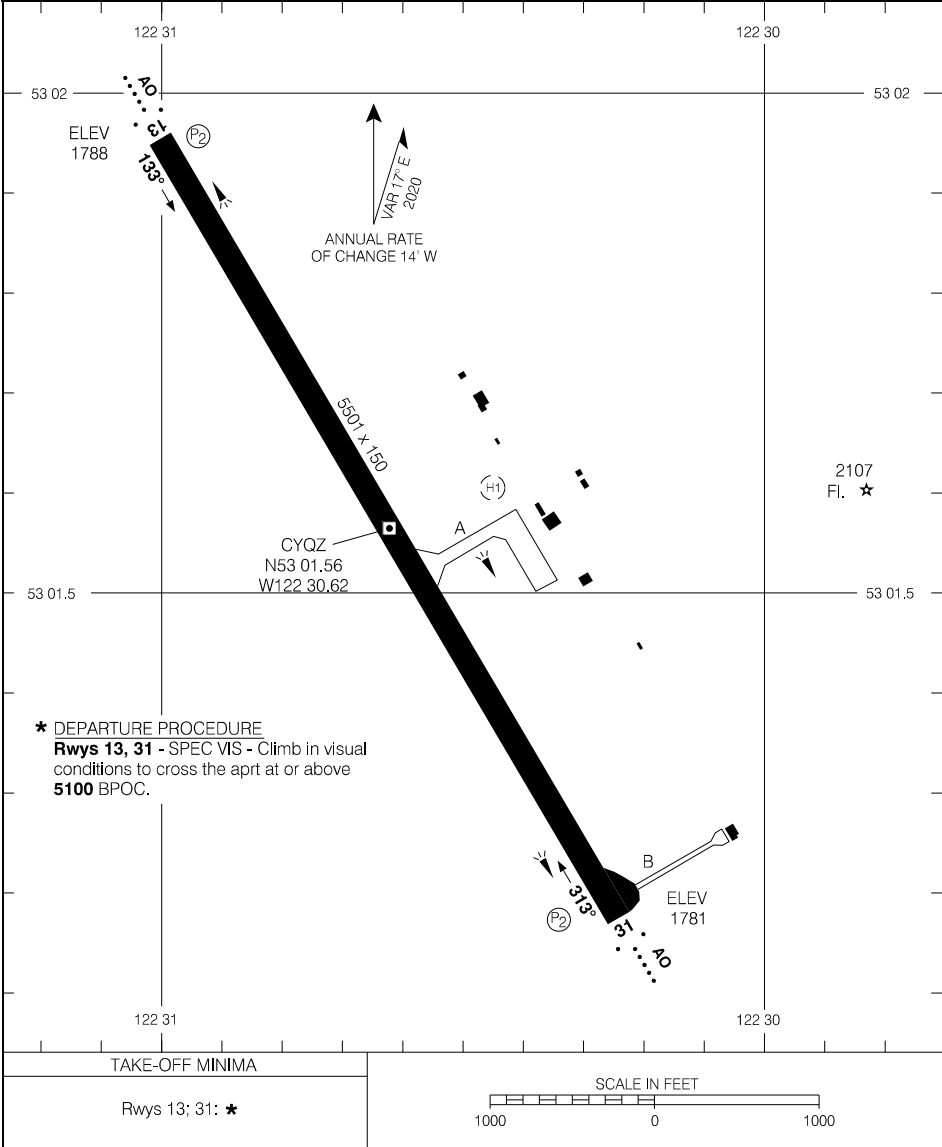
EFF 22 JAN 26

CAT4

QUESNEL, BC
CYQZ

AERODROME CHART

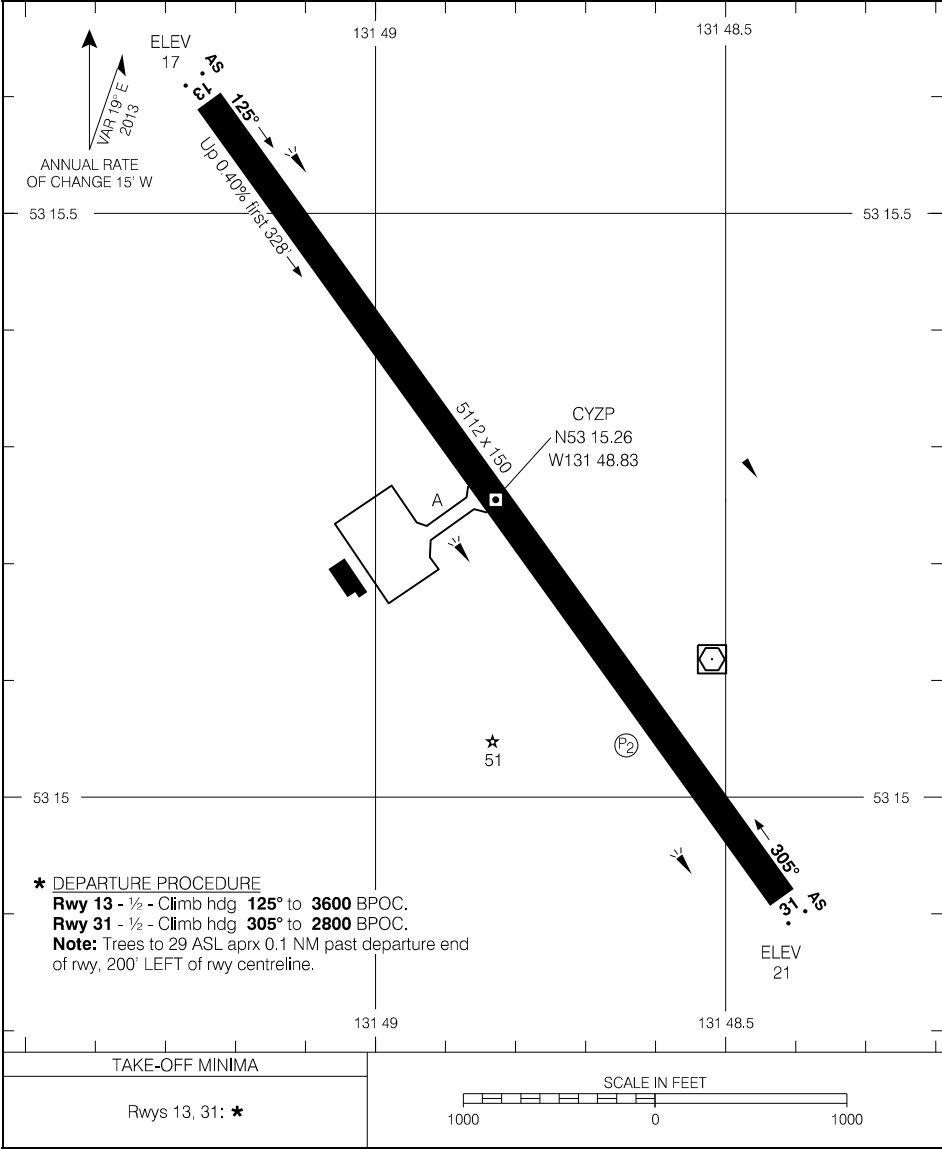
AWOS – 124.4						RADIO Williams Lake – 122.2 TFC – 122.2		CTR Vancouver – 134.0 381.4	
DECL DIST	13	31					MF		
TORA	5501	5501							
TODA	6485	6041							
ASDA	5501	5501							
LDA	5501	5501							



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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

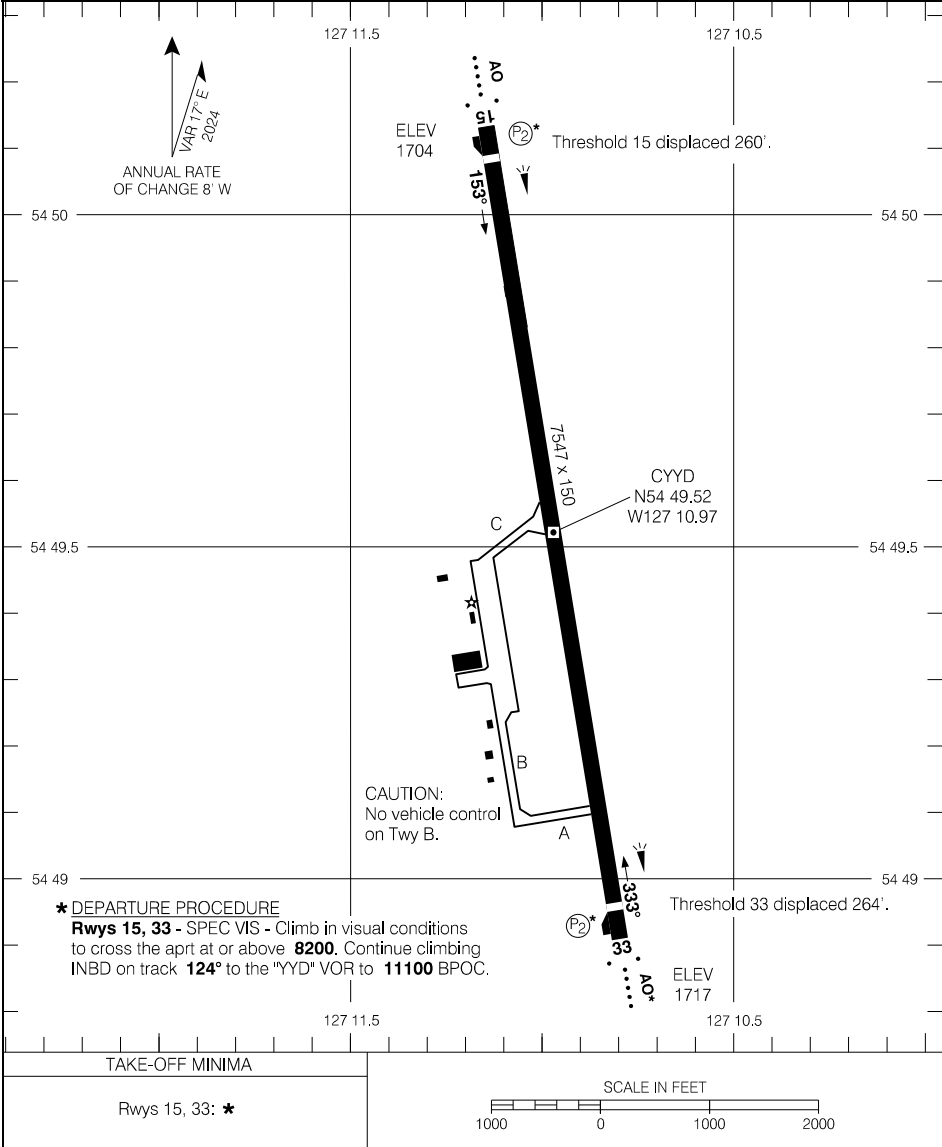
CYZP

CYYD-AD

SMITHERS, BC
CYYD

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				



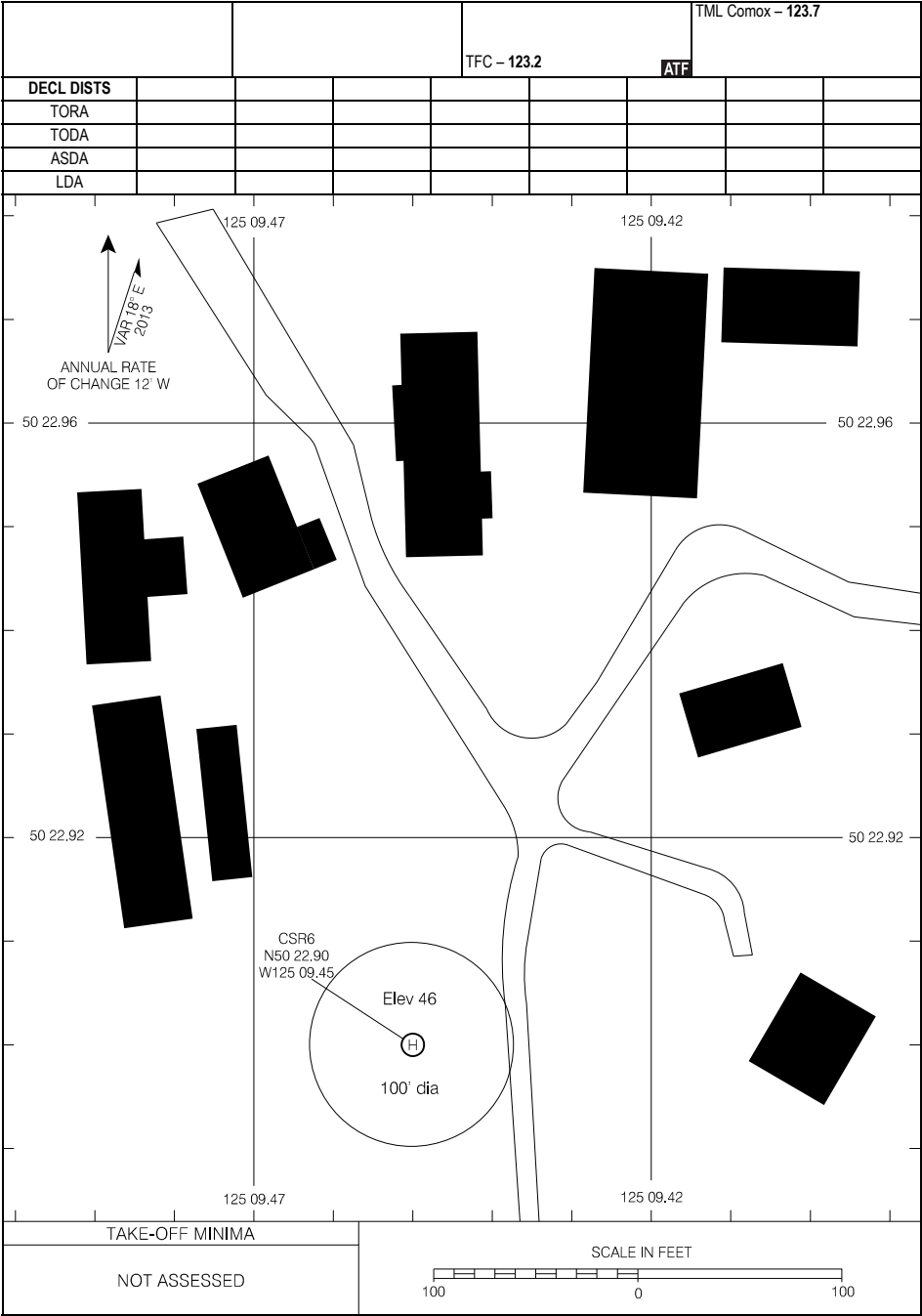
AERODROME CHART

EFF 2 OCT 25

CYYD-AD

CYYD

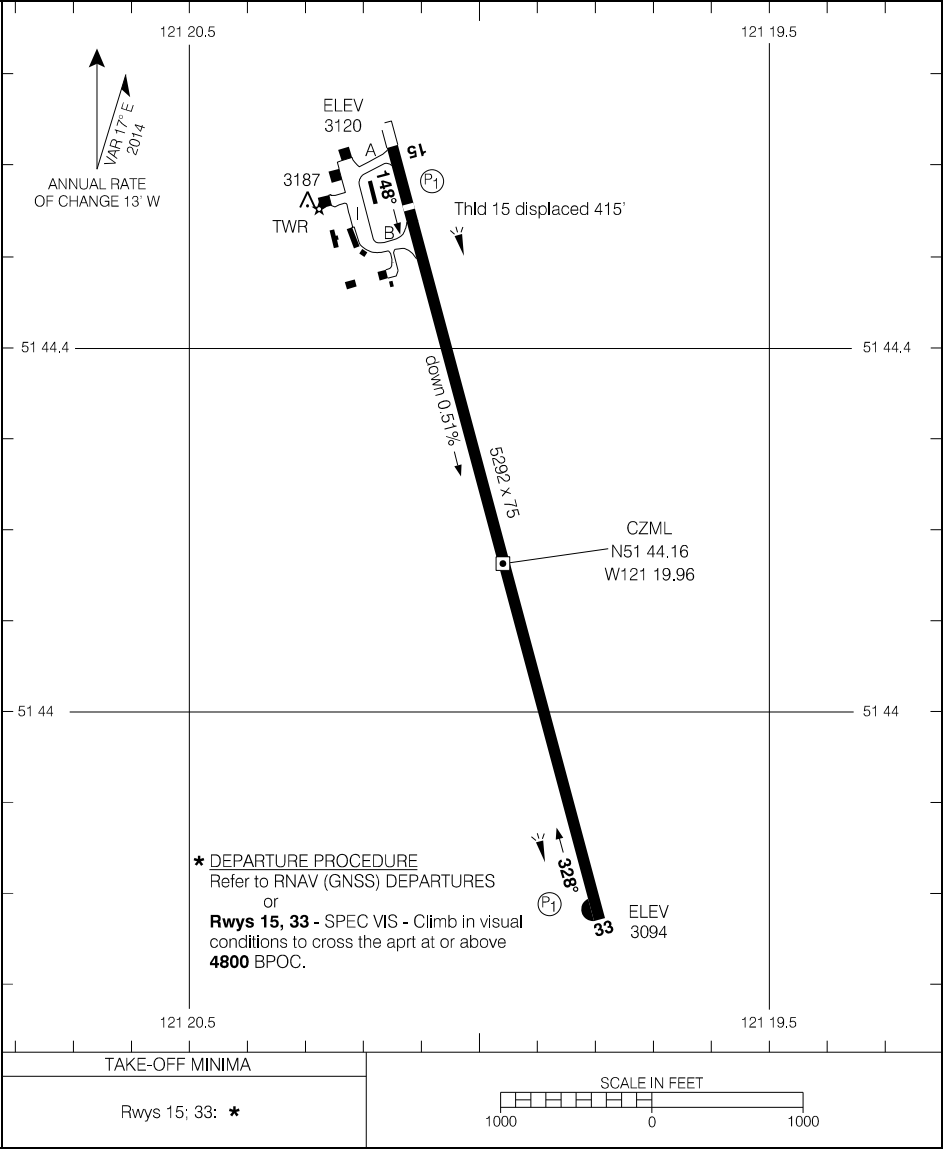
HELIPORT CHART



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AERODROME CHART

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

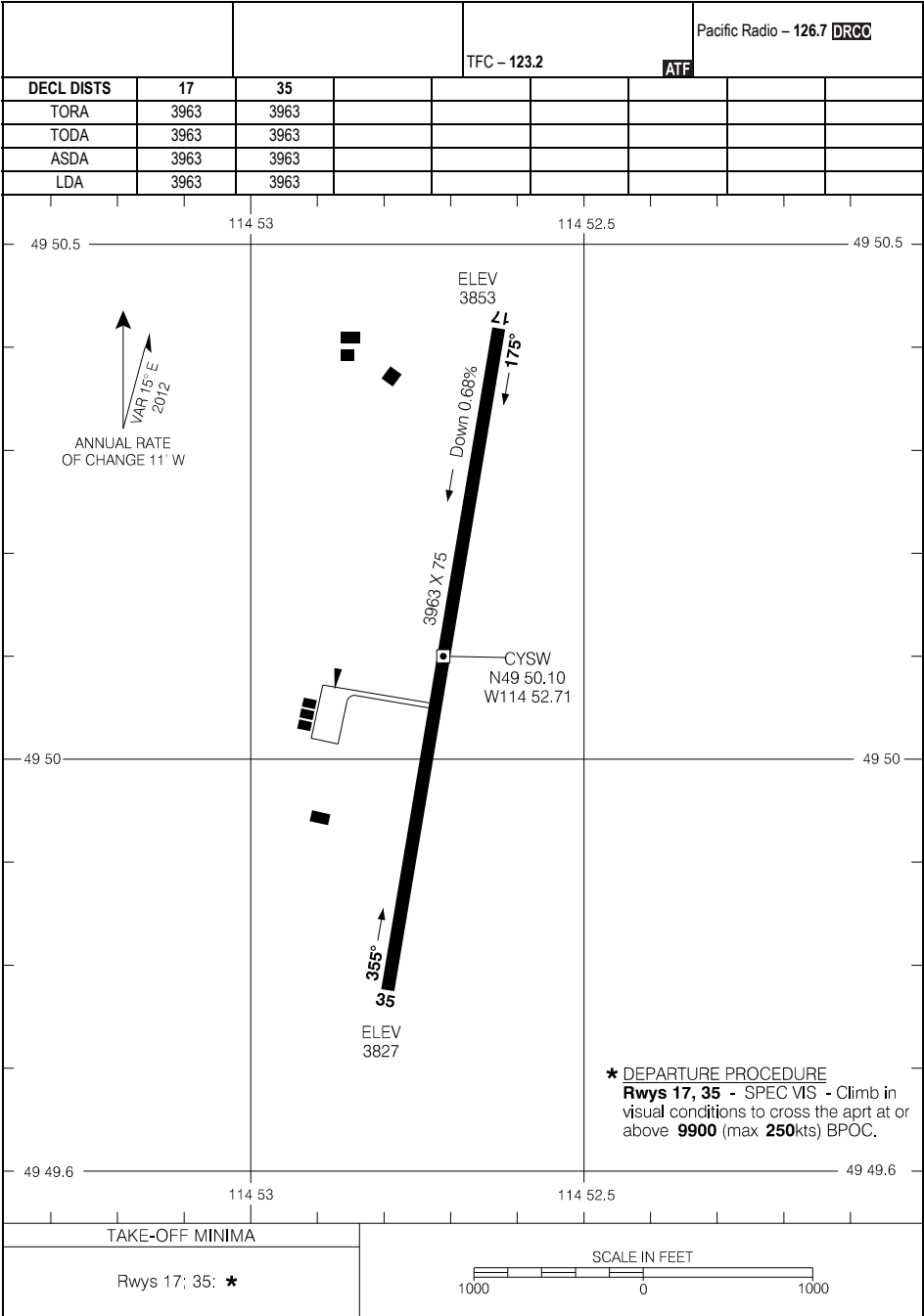


AERODROME CHART

EFF 7 AUG 25

CZML

AERODROME CHART



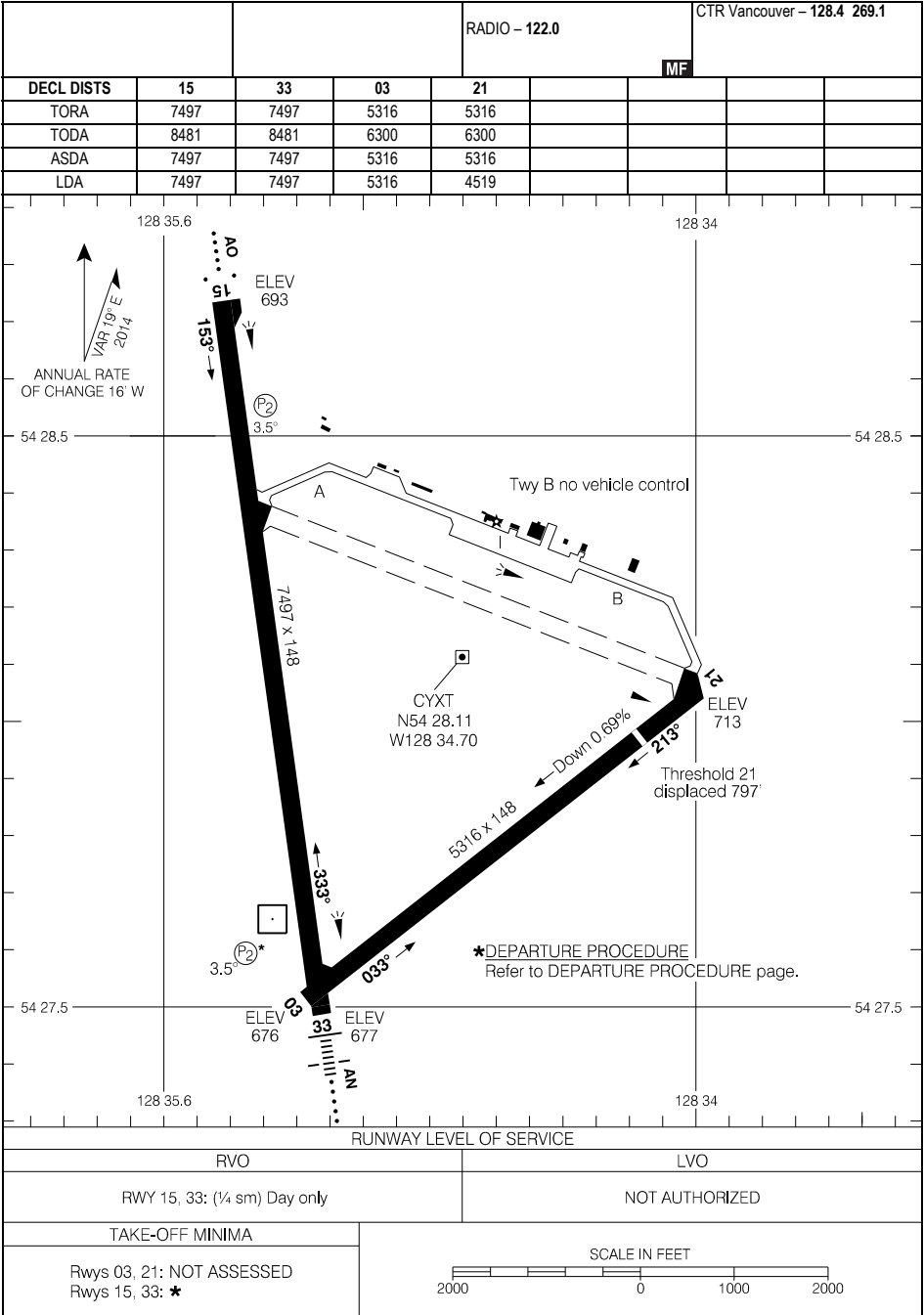
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AERODROME CHART

CYSW

EFF 5 OCT 23

AERODROME CHART



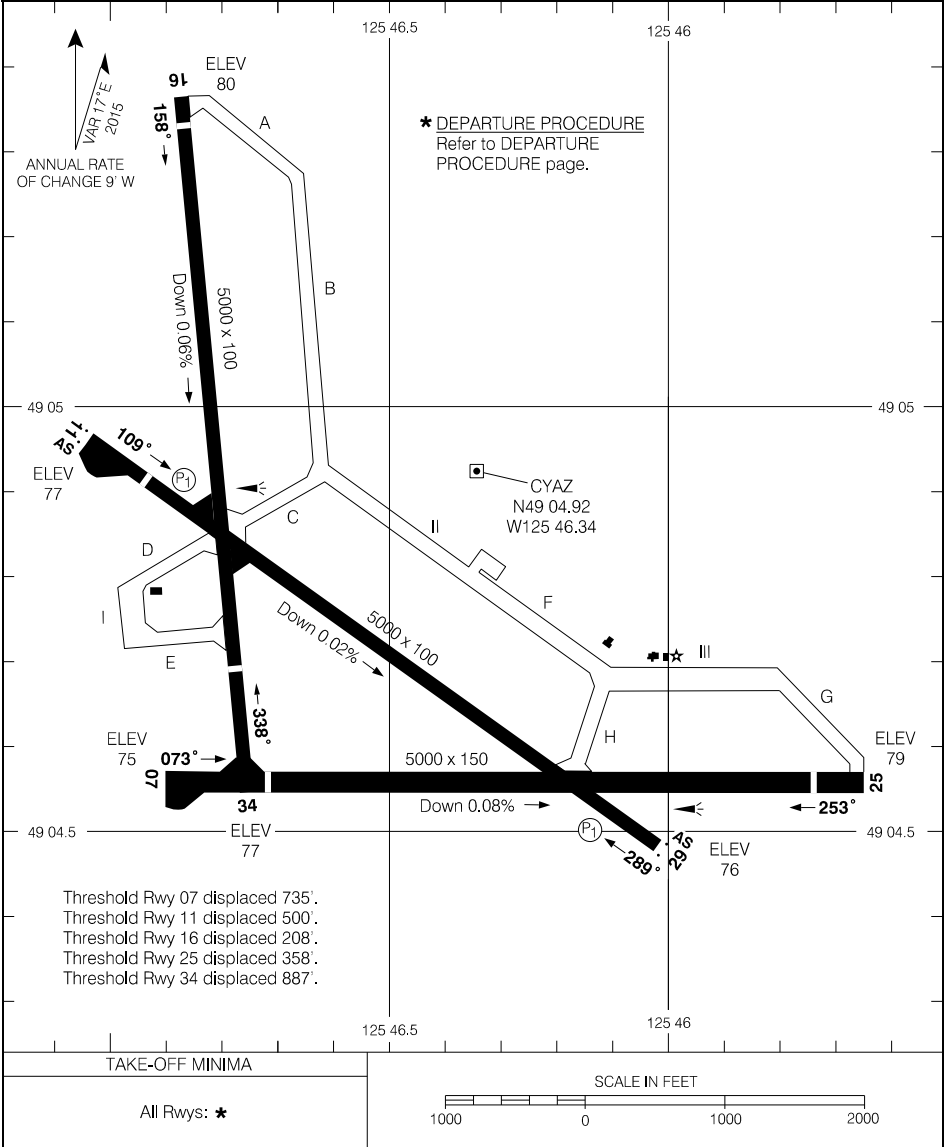
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AERODROME CHART

CYXT

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



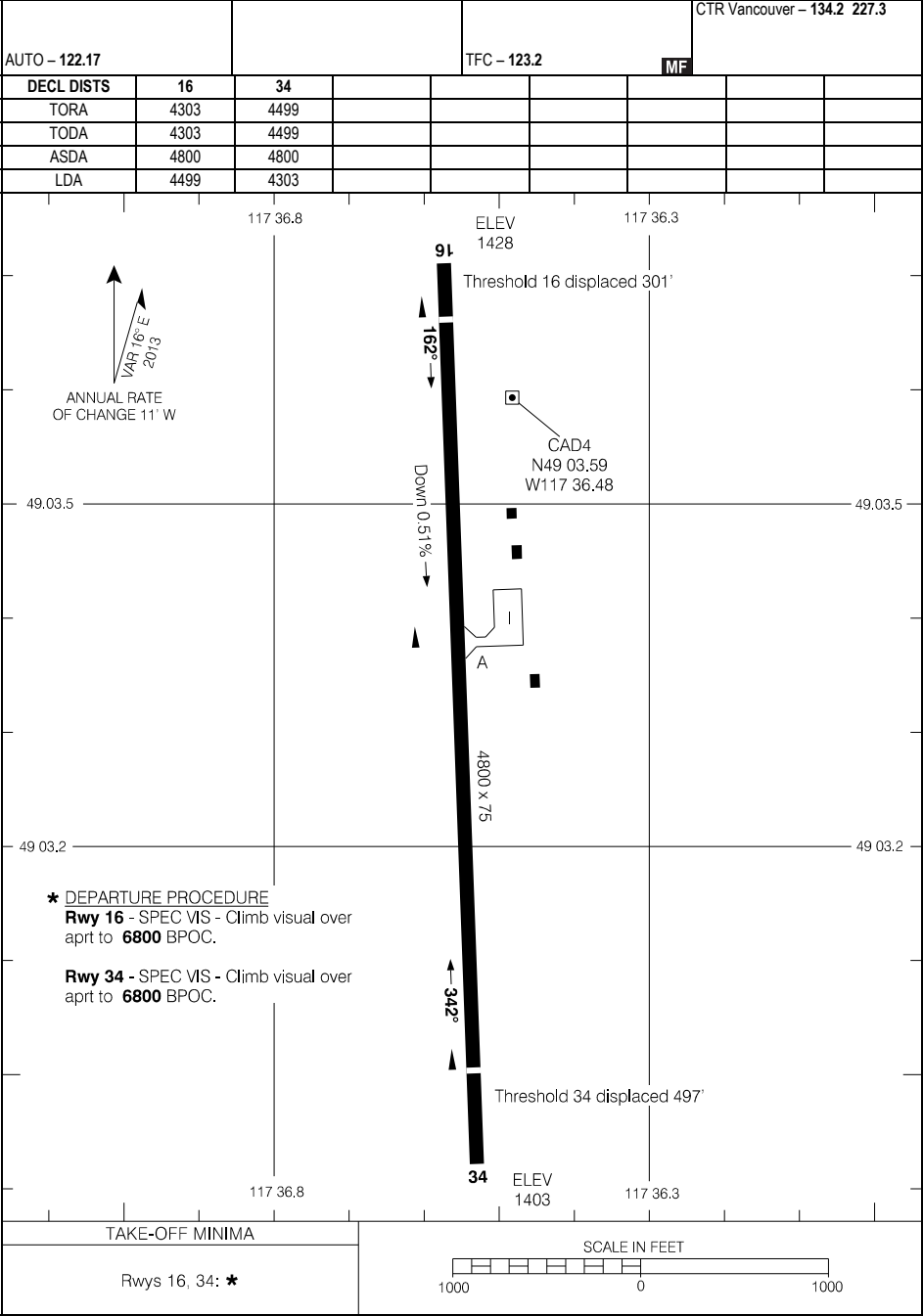
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AERODROME CHART

EFF 31 OCT 24

CYAZ

AERODROME CHART



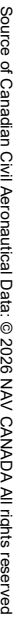
AERODROME CHART

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		



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08L, 08R, 26L, 26R: RVR 1200	RWY 08L, 08R, 26L, 26R: RVR 600
TAKE-OFF MINIMA	
All Rwys: *	

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, C (north of F), D, D1, D3, D5, D7, D9, DR, DS, DT, DU, DV, DW, DY, E, 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.

AR: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & 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 with wingspan greater than 36.0m/118.1' cannot safely pass behind an acft holding on Twy D east of Twy D7.

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: 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

CYVR

EFF 3 SEP 26

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 28.5m/93.5' (DHC-8 Q400) & smaller only. Hover taxi not auth, heli must ground taxi or be towed.

Apron II: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & 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 14 MAY 26

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.

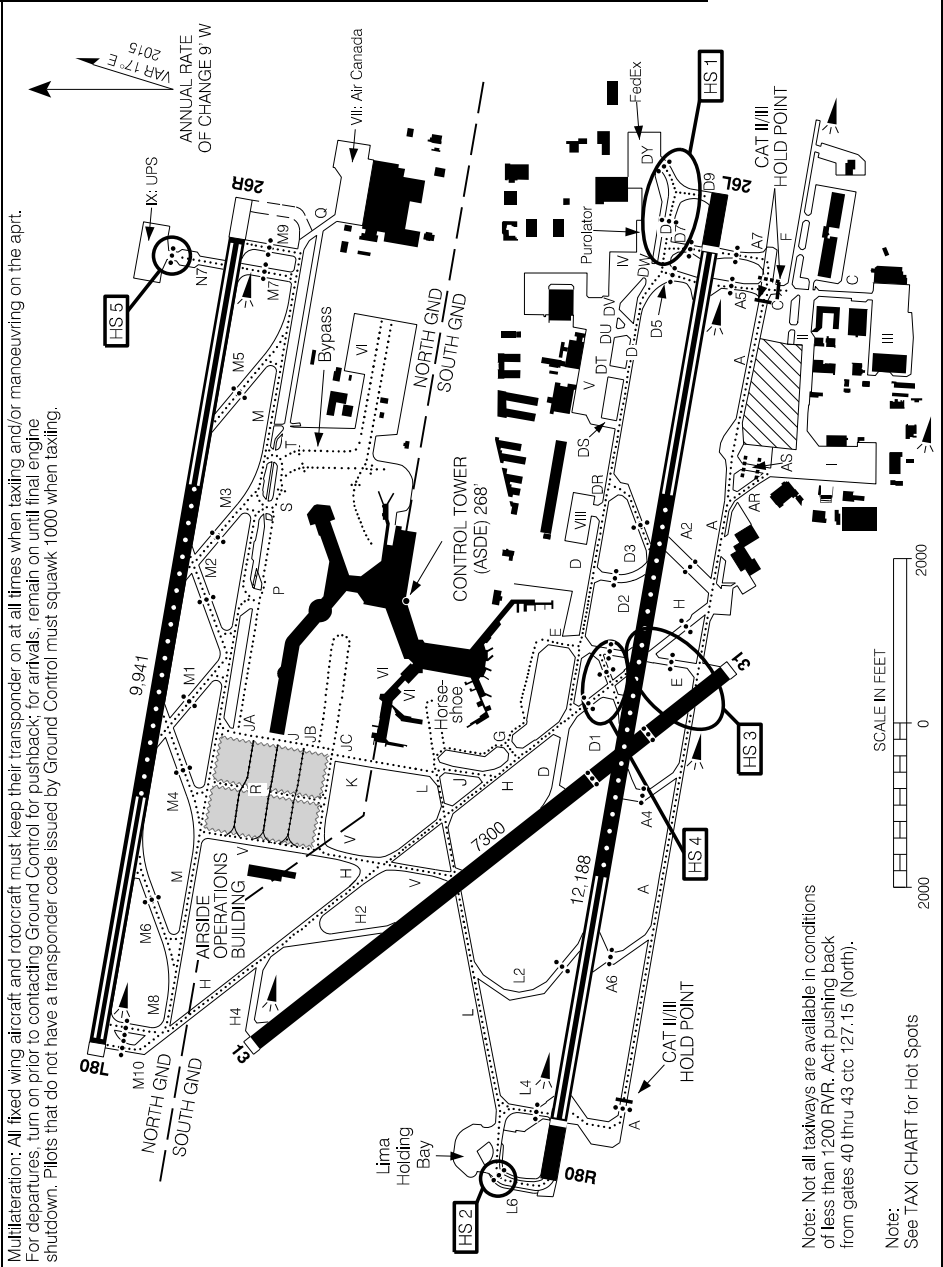
Hot Spots

- 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 with wingspan greater than 36.0m/118.1' cannot safely pass behind an acft holding on Twy D east of Twy D7.
- 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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TAXI CHART

ATIS – 124.6	CLNC DEL – 121.4	TWR – 118.7 (S) 119.55 (N) 226.5
GND – 121.7 (S) 127.15 (N) 275.8		



TAXI CHART

EFF 3 SEP 26

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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CODED TAXI ROUTES

EFF 26 DEC 24

CYVR

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**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

Advise ATC CLNC DEL if unable to depart with a 600 RVR minima.

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

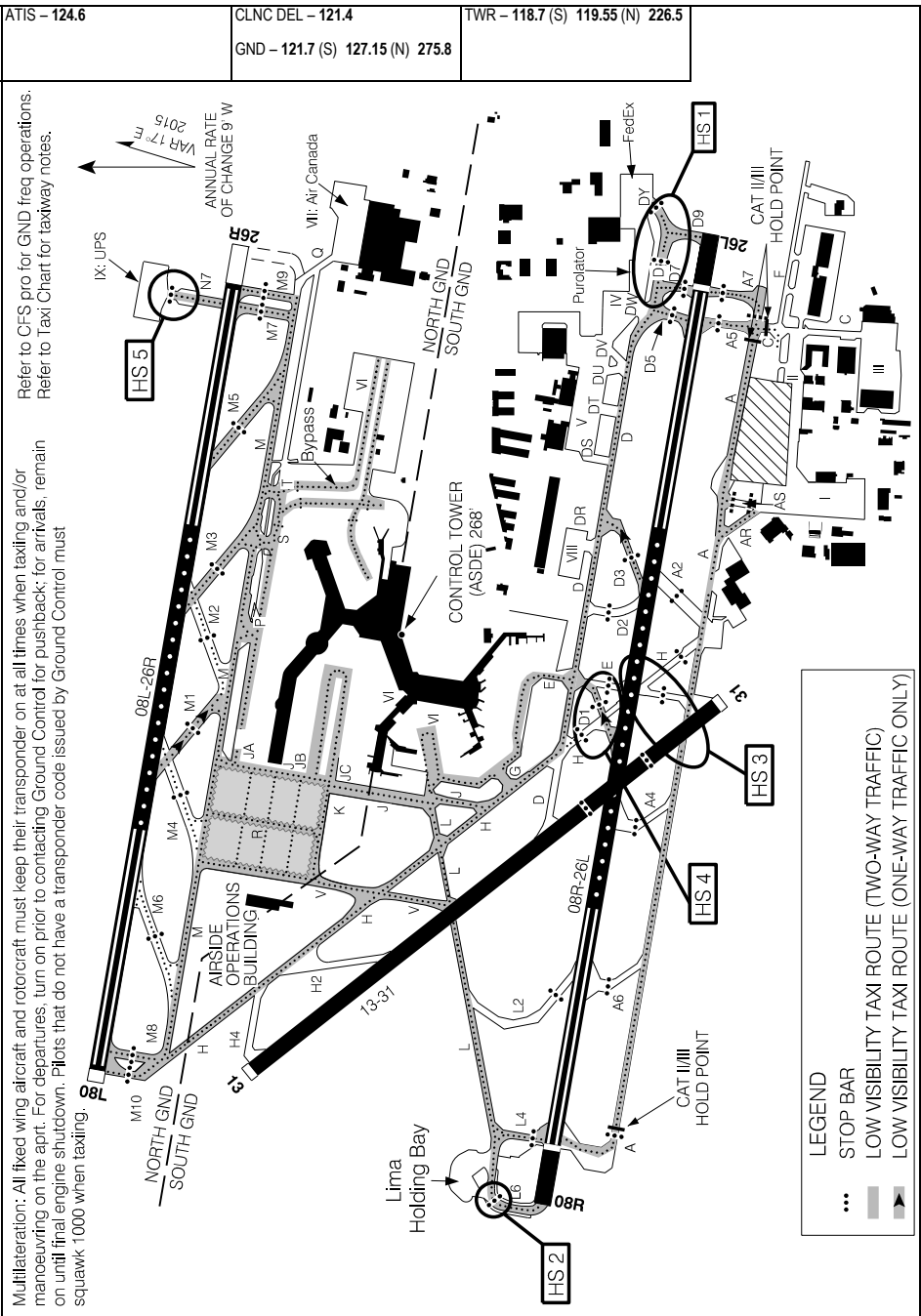
The primary runway for arrivals is 08L/26R.

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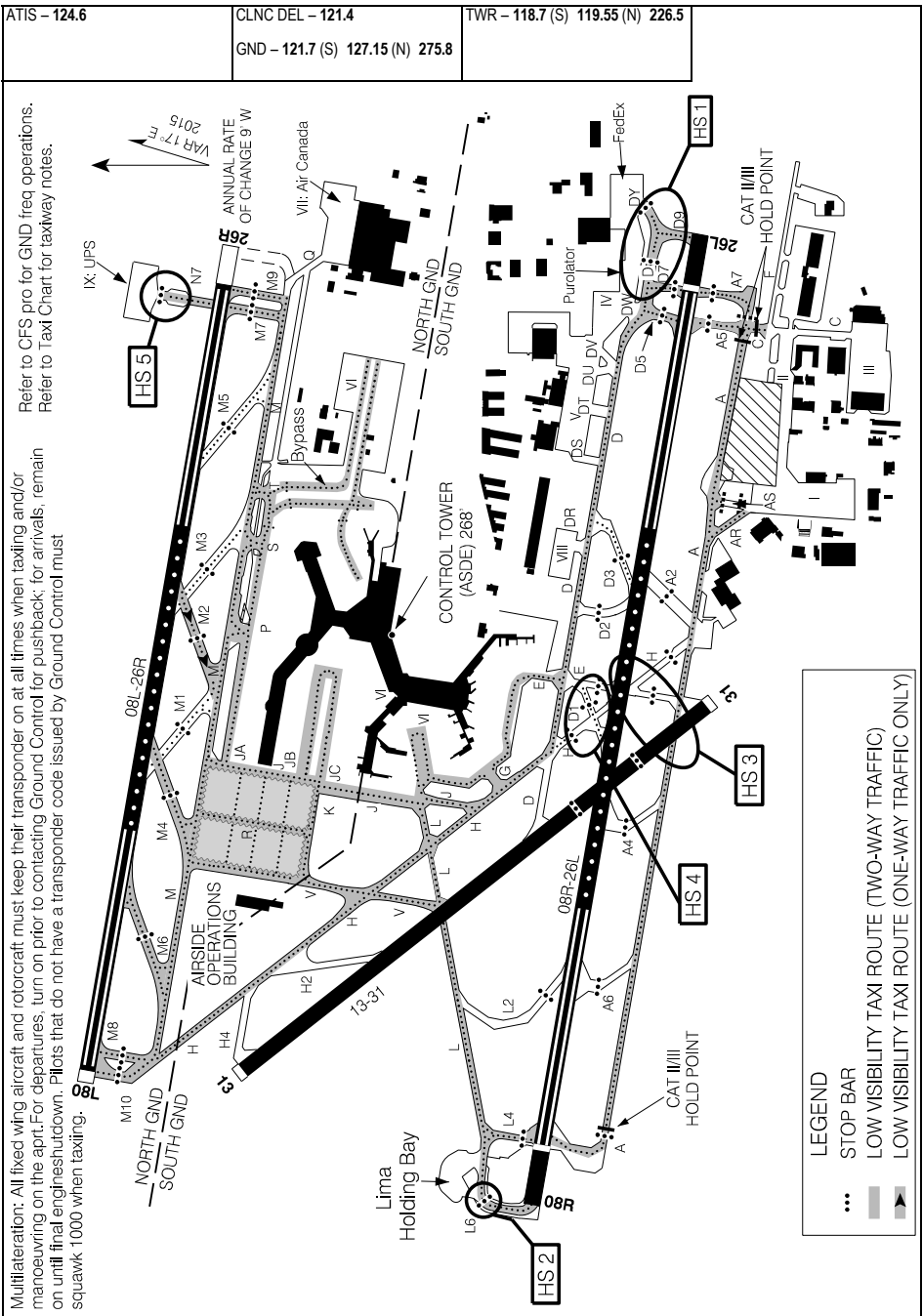
LAND RWY 08L/08R, DEPART RWY 08L/08R (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

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. Confirm brakes set to "PAD CONTROL".
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. Aircraft waiting to use the GRE must remain on their aprons until instructed to access the GRE.

“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 the GRE, contact Ground Control on assigned frequency for taxi.
- 3. Proceed into the GRE as instructed by “ICEMAN”. CAUTION: DO NOT enter GRE until instructed by “ICEMAN”.
- 4. Advise “ICEMAN” 130.925 when stopped with brakes set 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 I are:

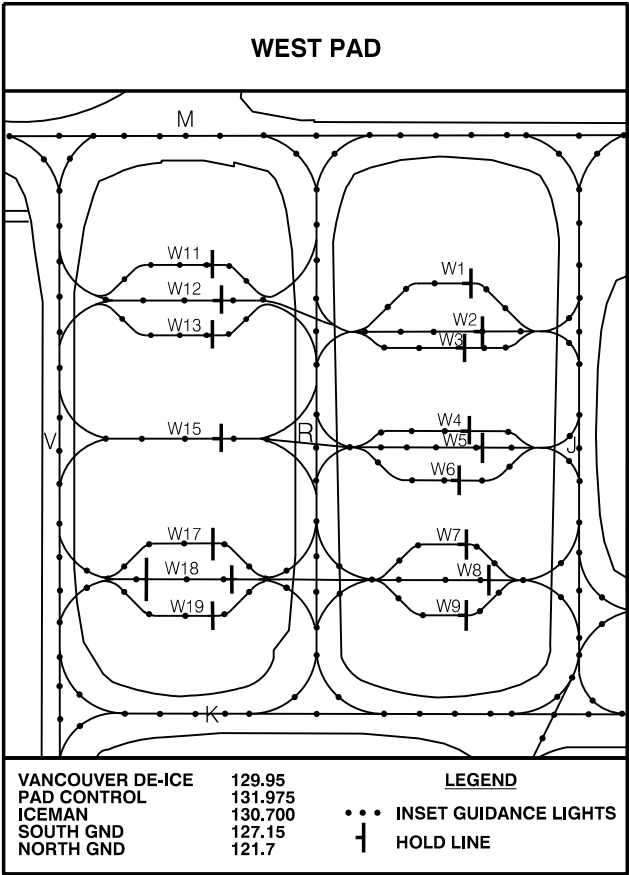
- Propellers (power in/out):** Maximum wingspan: 28.5m (93.5') (DHC-8 Q400 and smaller)
 - Jets (power in/out):** Maximum wingspan: 21.6m (70.9') (Dassault Falcon 900 with winglets and smaller)
 - Jets (tow in, power out)*:** Maximum wingspan: 28.5m (93.5') (Gulfstream V)
- *Note:** Tow in may be unavailable when snow cannot be fully cleared from the GRE.

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CENTRAL DE-ICING FACILITY

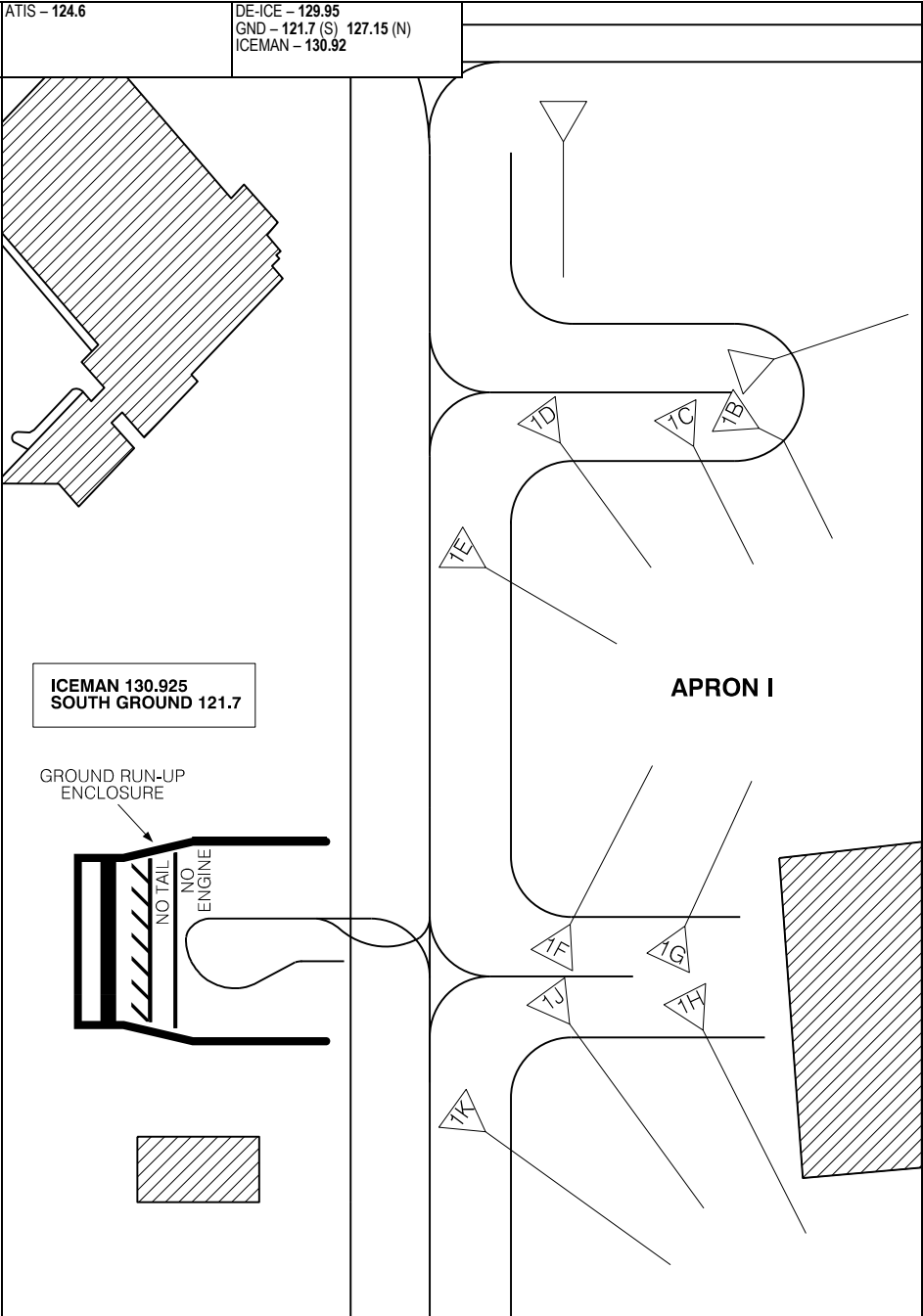
ATIS – 124.6

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

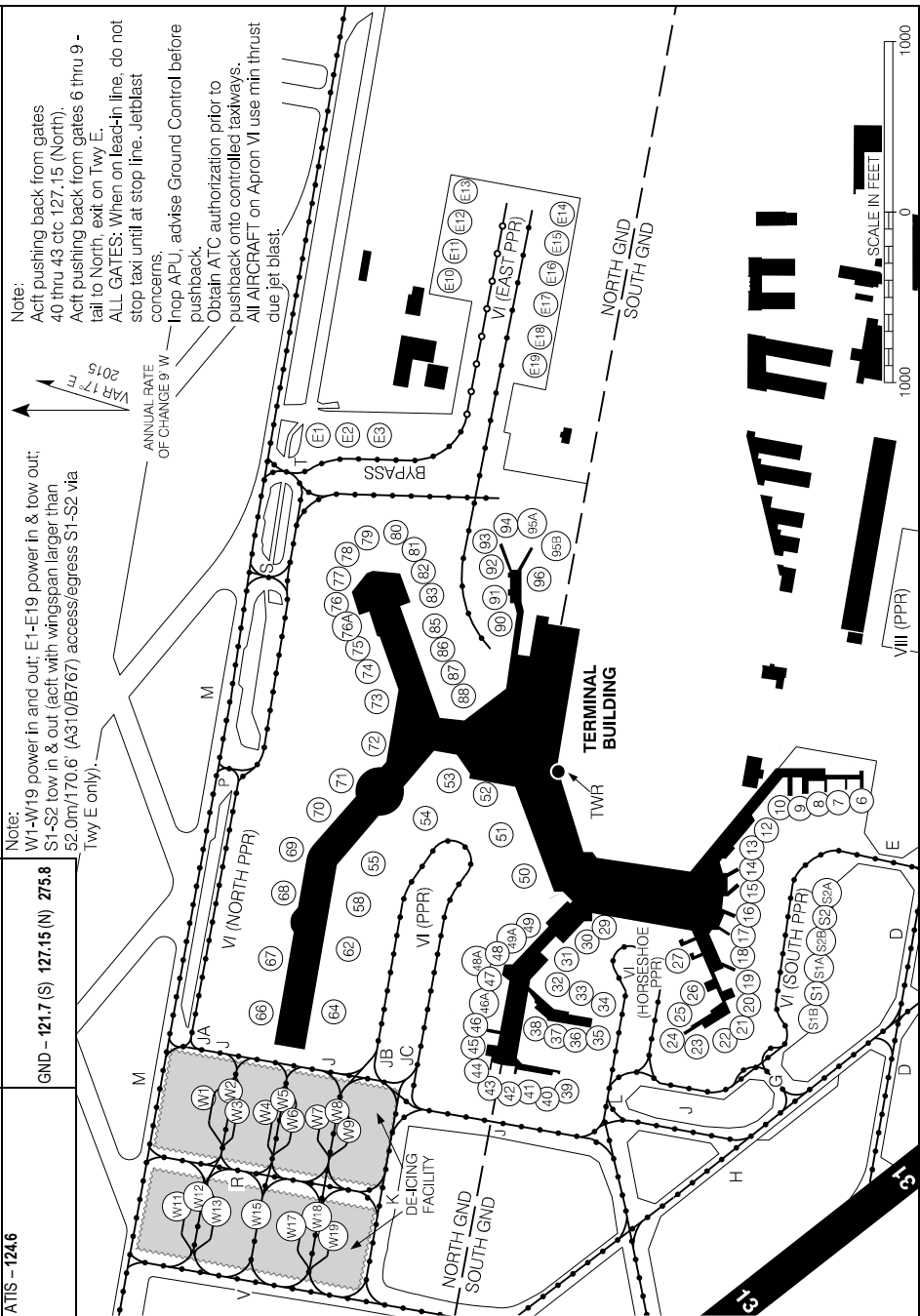


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SOUTH DE-ICING FACILITY (GRE)



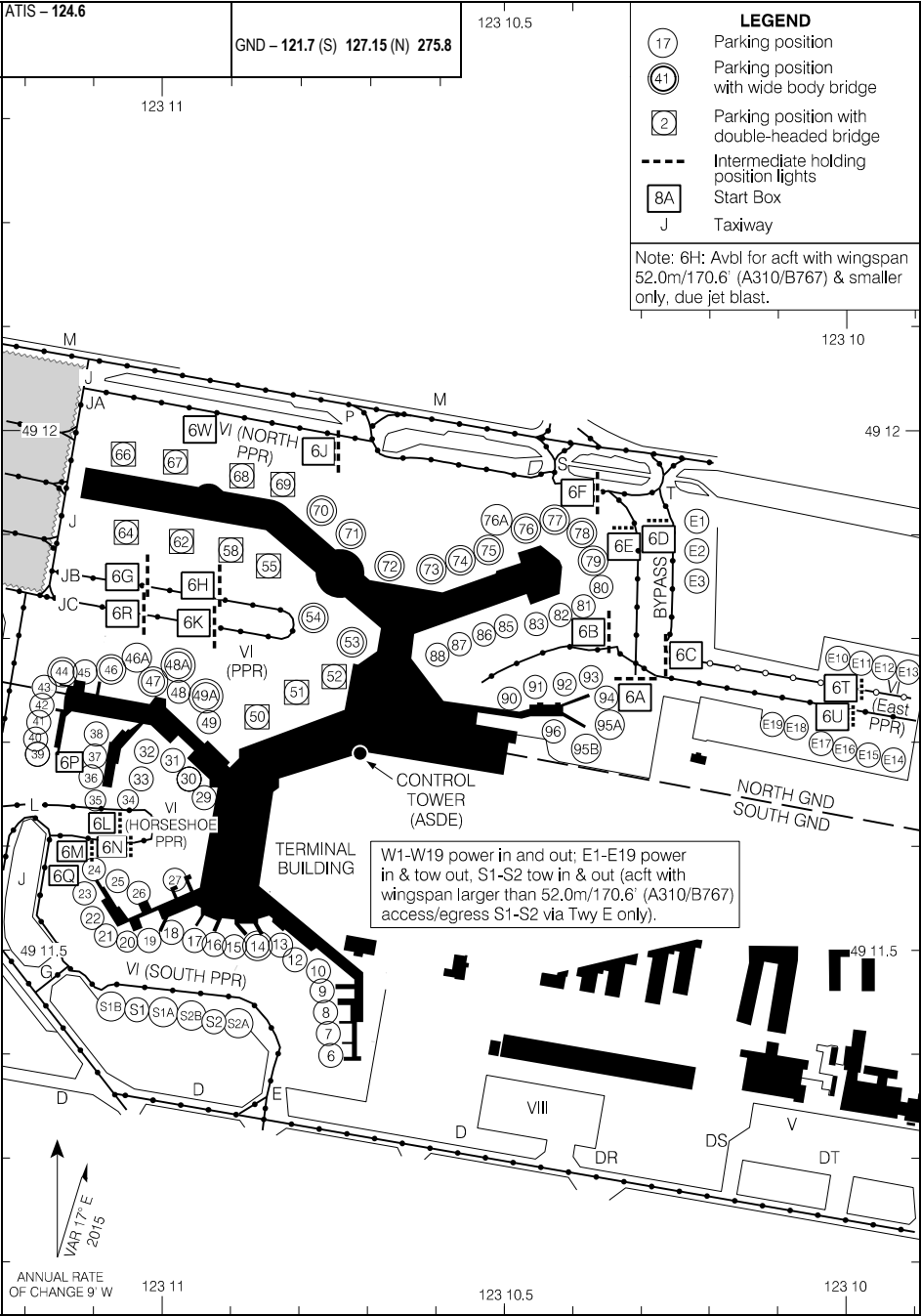
PARKING AREAS



PARKING AREAS

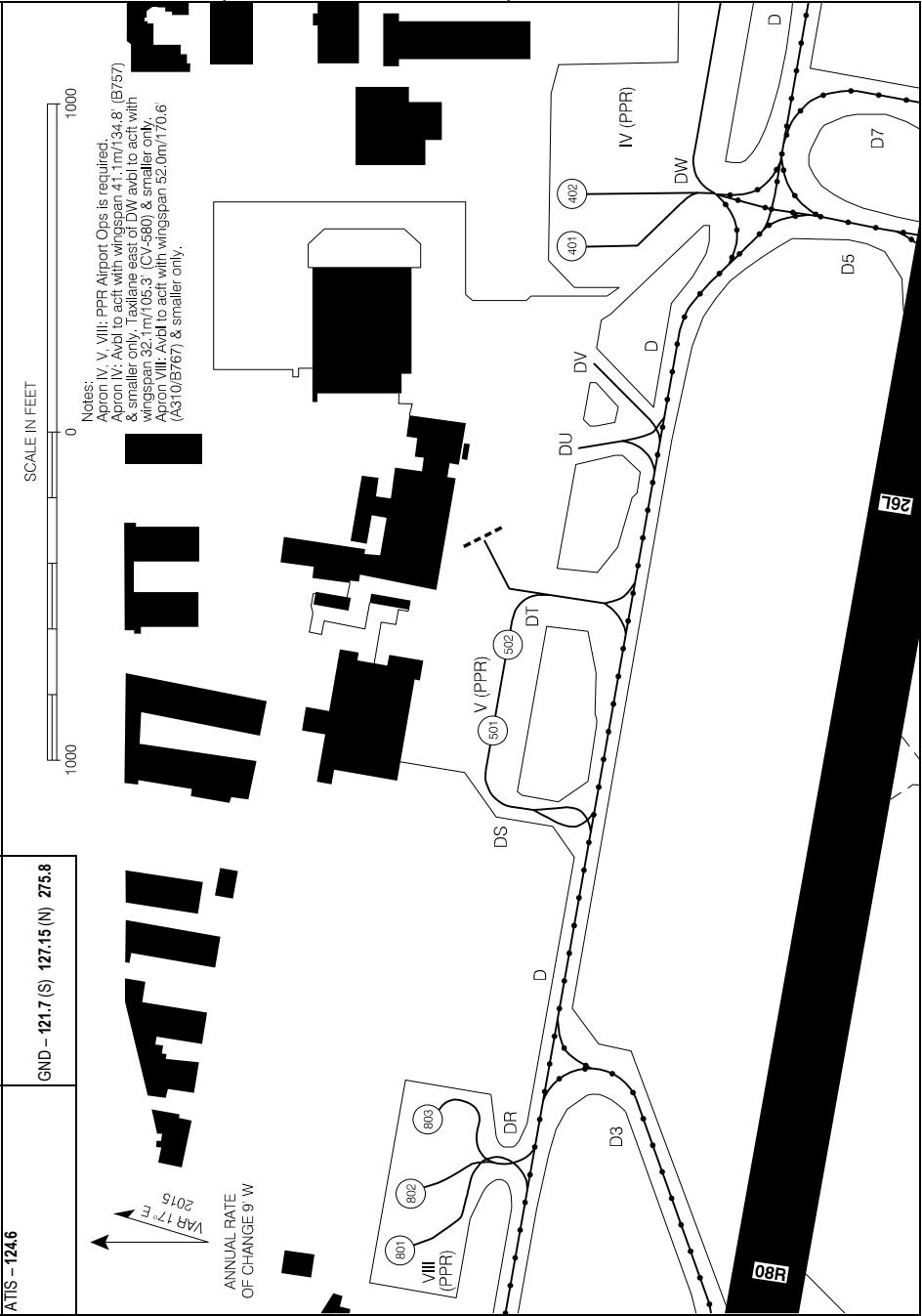
EFF 27 NOV 25

START BOXES



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PARKING AREAS (COMMON USE CARGO)

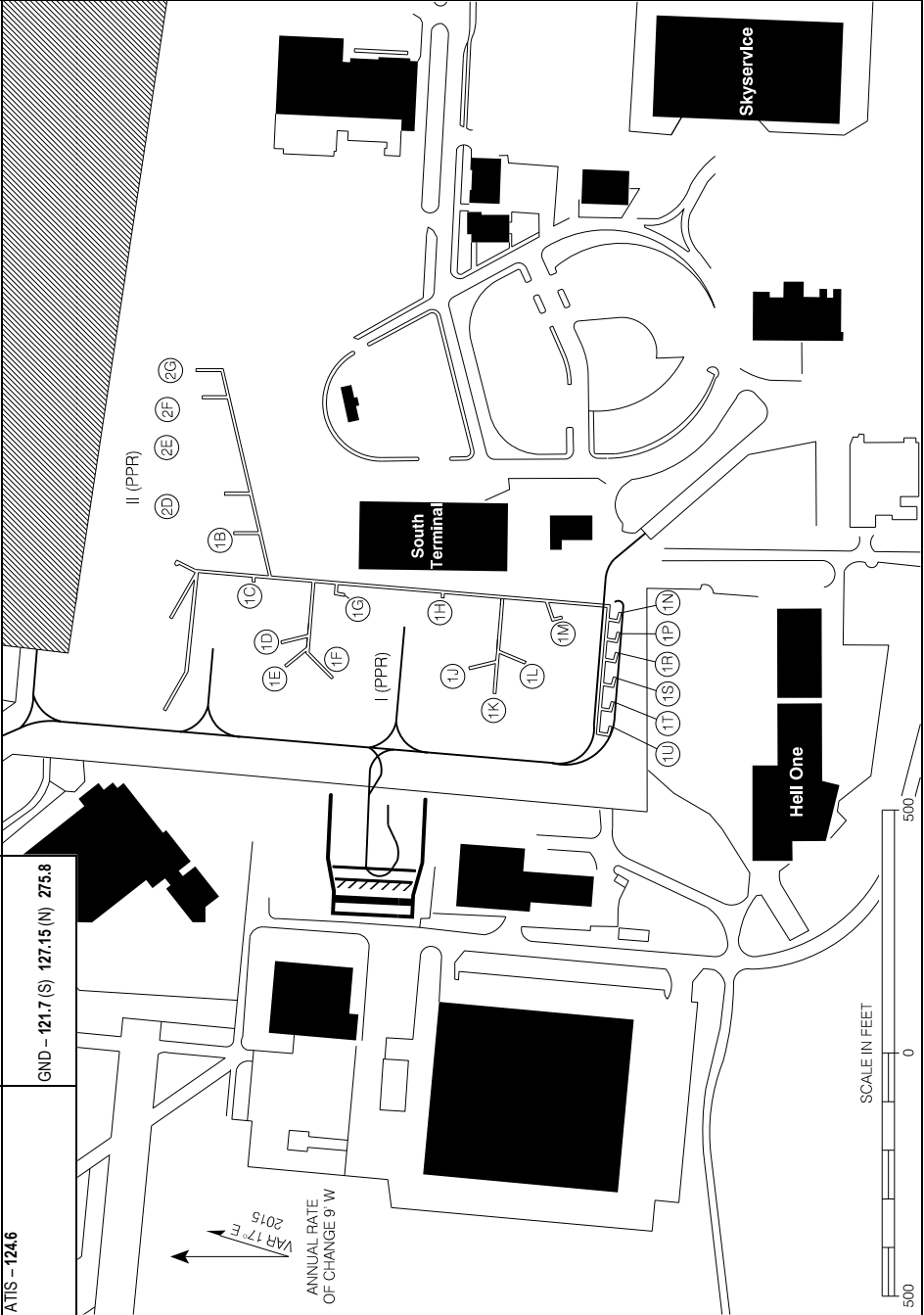


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PARKING AREAS (COMMON USE CARGO)

EFF 31 OCT 24

PARKING AREAS (SOUTH TERMINAL)



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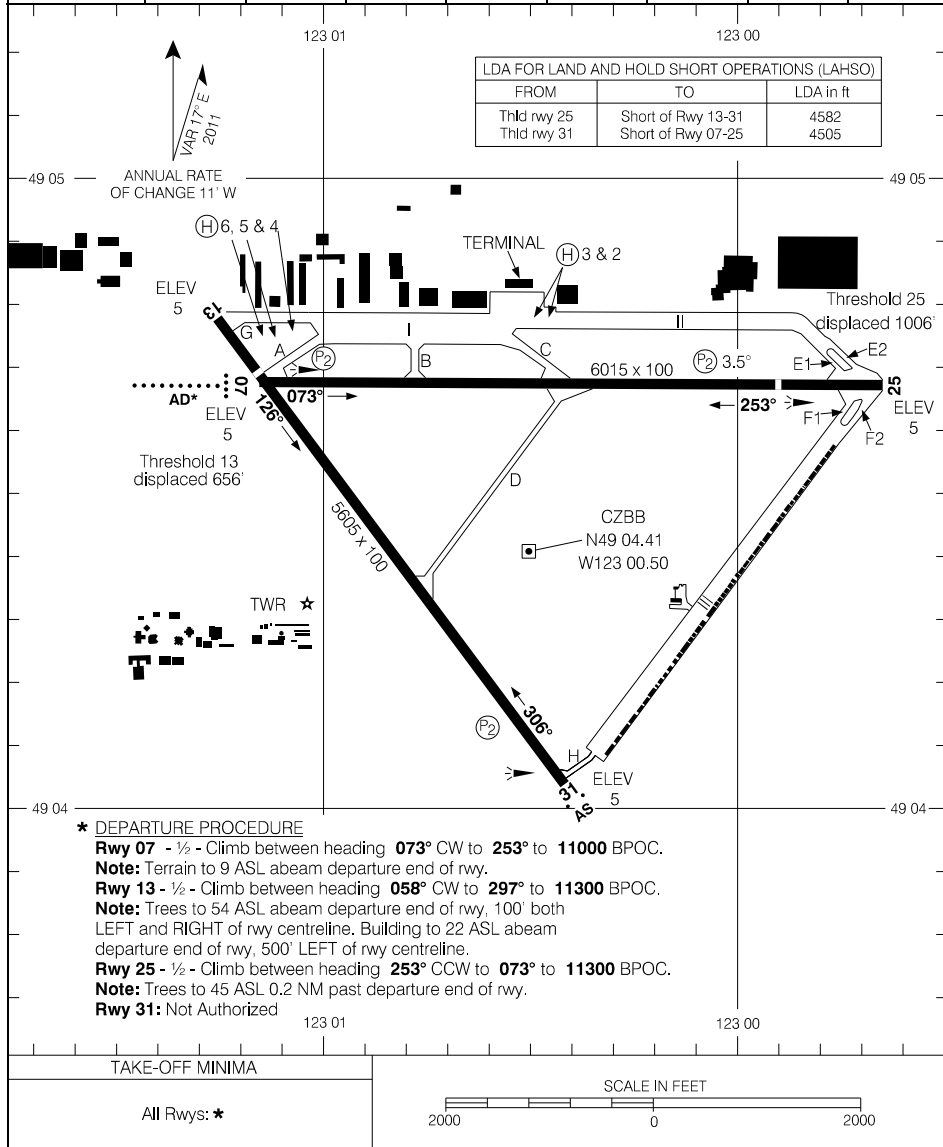
PARKING AREAS (SOUTH TERMINAL)

CYVR

VANCOUVER/BOUNDARY BAY, BC
CZBB

AERODROME CHART

● ATIS – 125.5		● GND – 124.3		● TWR – 127.6 118.1		DEP Vancouver – 132.3 (S) 363.8	
				● TFC – 118.1		● 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

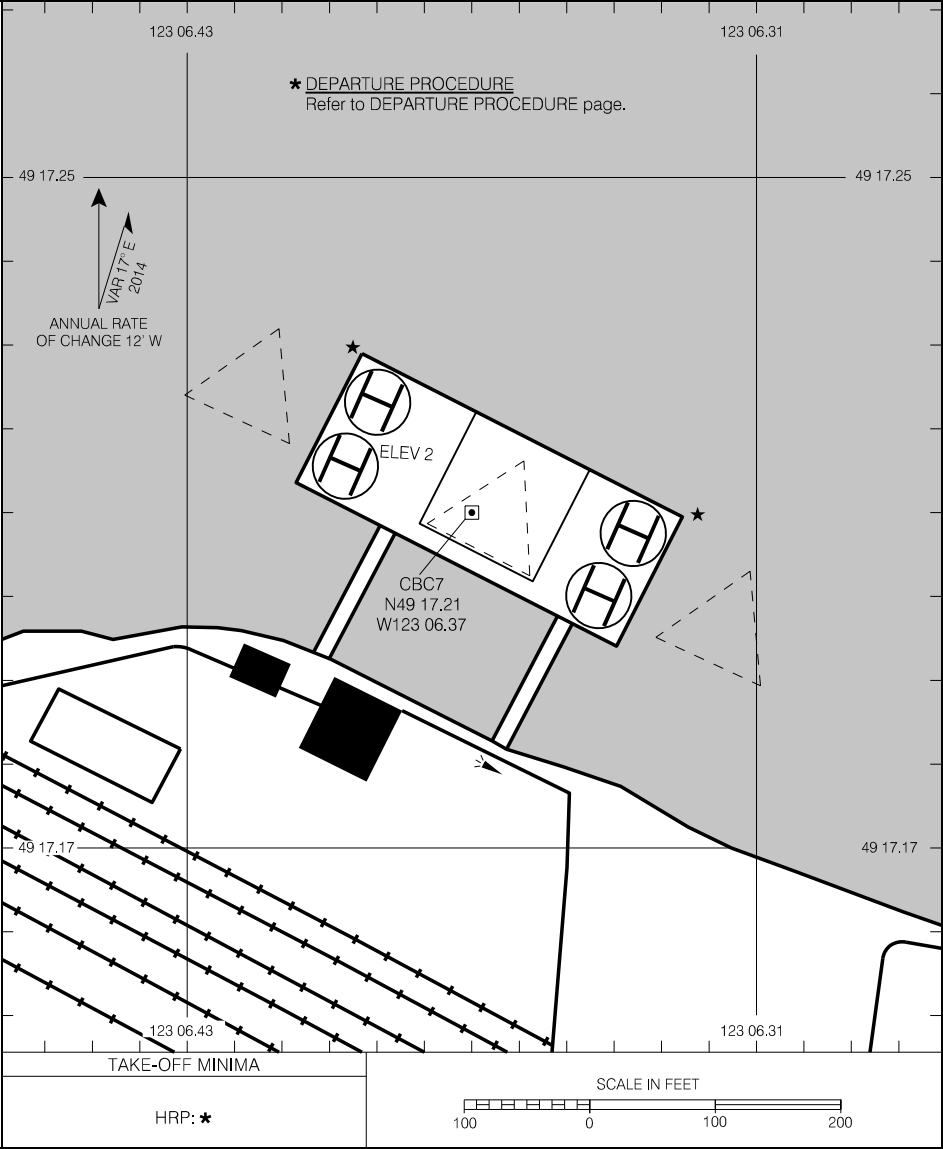
EFF 20 FEB 25

CZBB

CZBB-AD

HELIPORT CHART

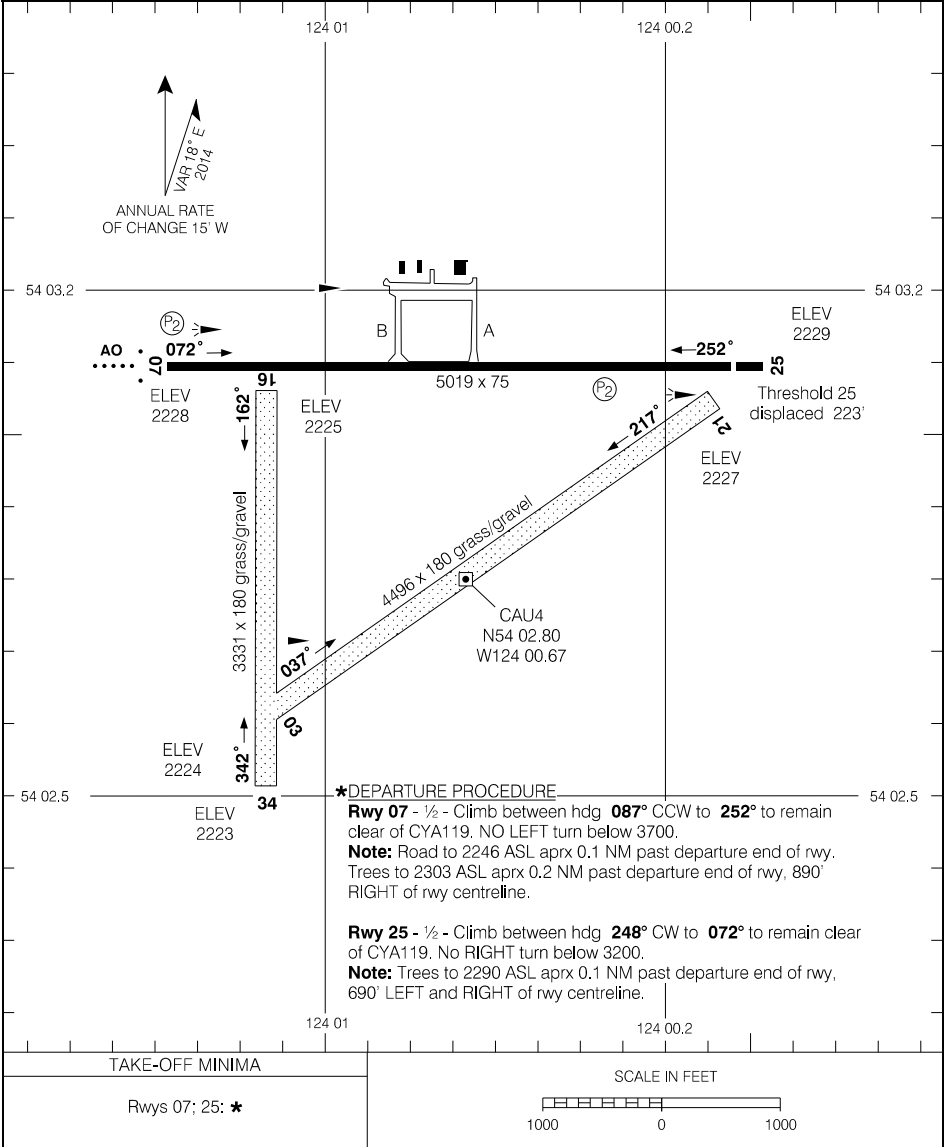
● ATIS – 126.8		● CLNC DEL – 125.35		● TWR Harbour – 118.4		DEP Vancouver – 126.12 TML – 125.2 RADIO Pacific – 123.15	
				● TFC – 118.4		● ATF*	
DECL	DISTS						
TORA							
TODA							
ASDA							
LDA							



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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	

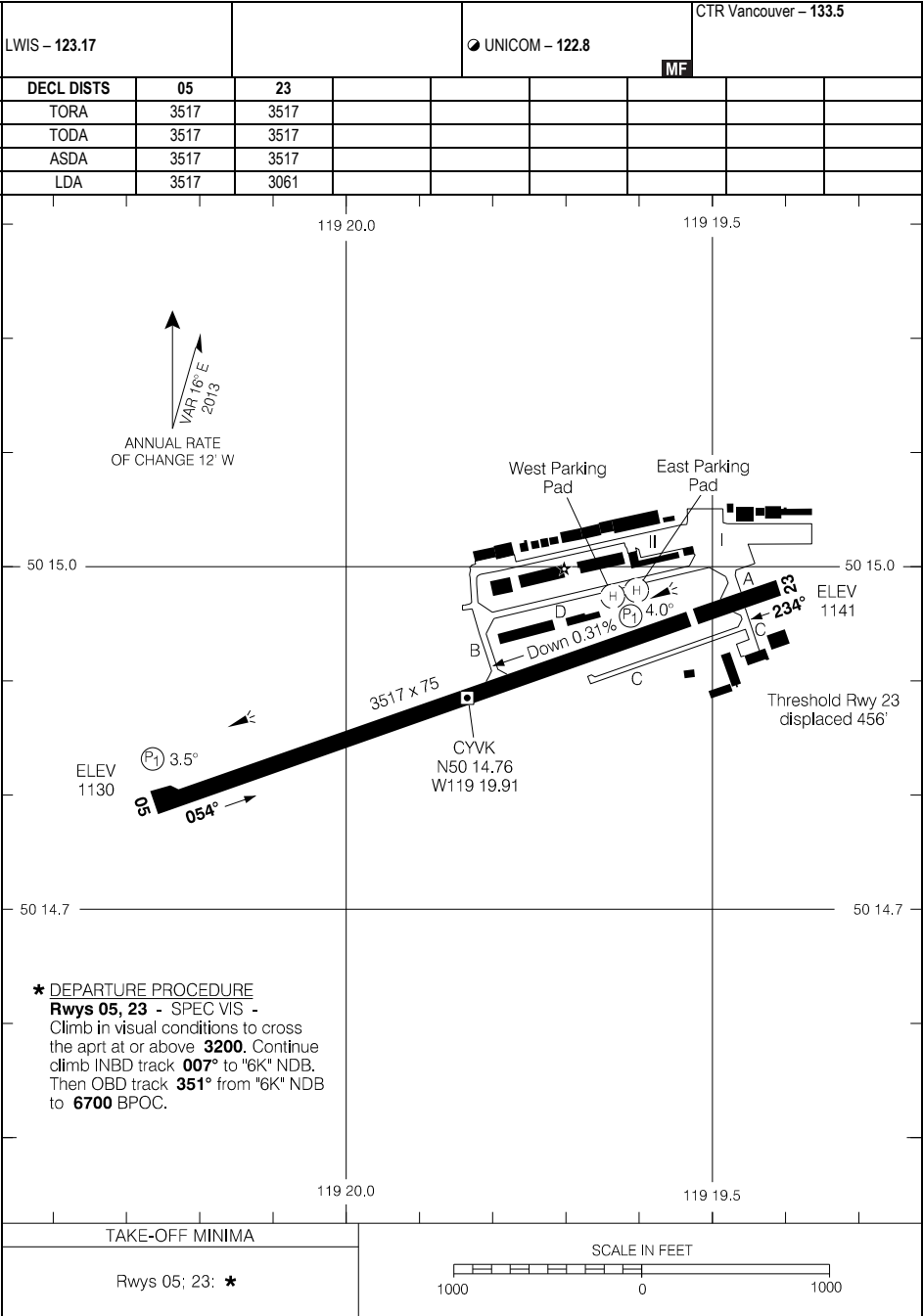


AERODROME CHART

EFF 27 NOV 25

CAU4

AERODROME CHART



AERODROME CHART

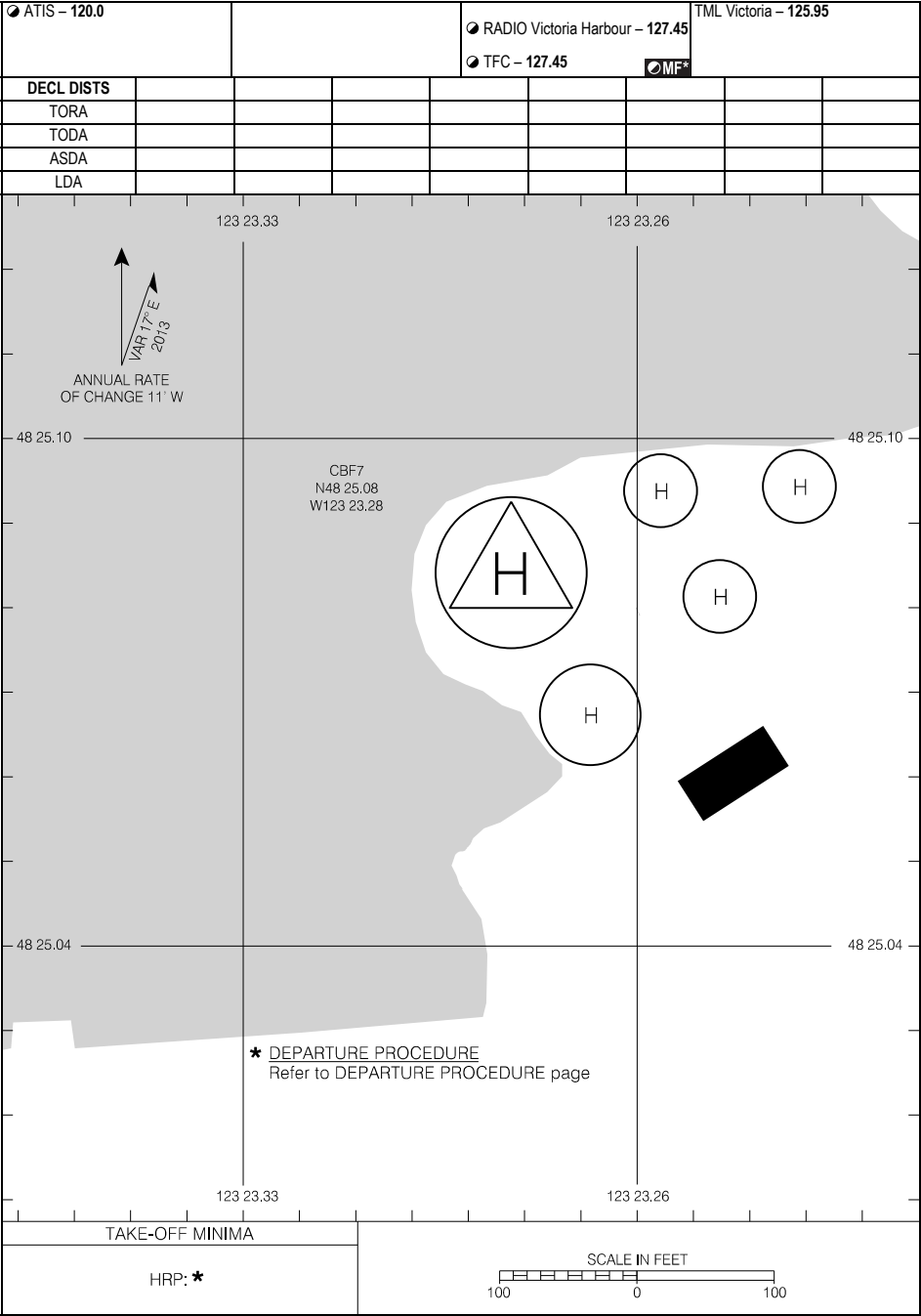
EFF 5 SEP 24

CYVK

CBF7-HP

VICTORIA HARBOUR (CAMEL POINT), BC
CBF7

HELIPORT CHART



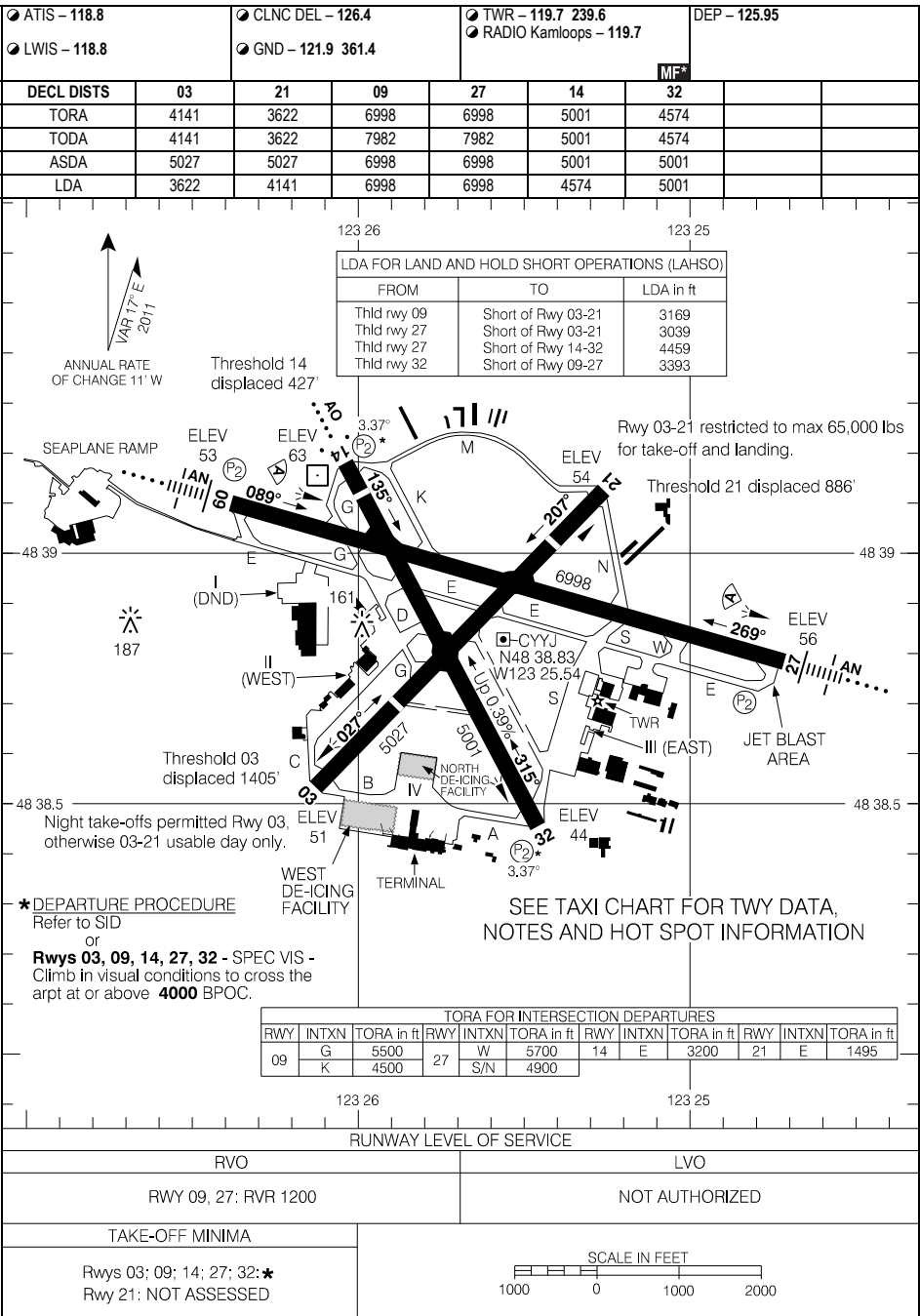
HELIPORT CHART

EFF 5 SEP 24

CBF7

CBF7-HP

AERODROME CHART



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.

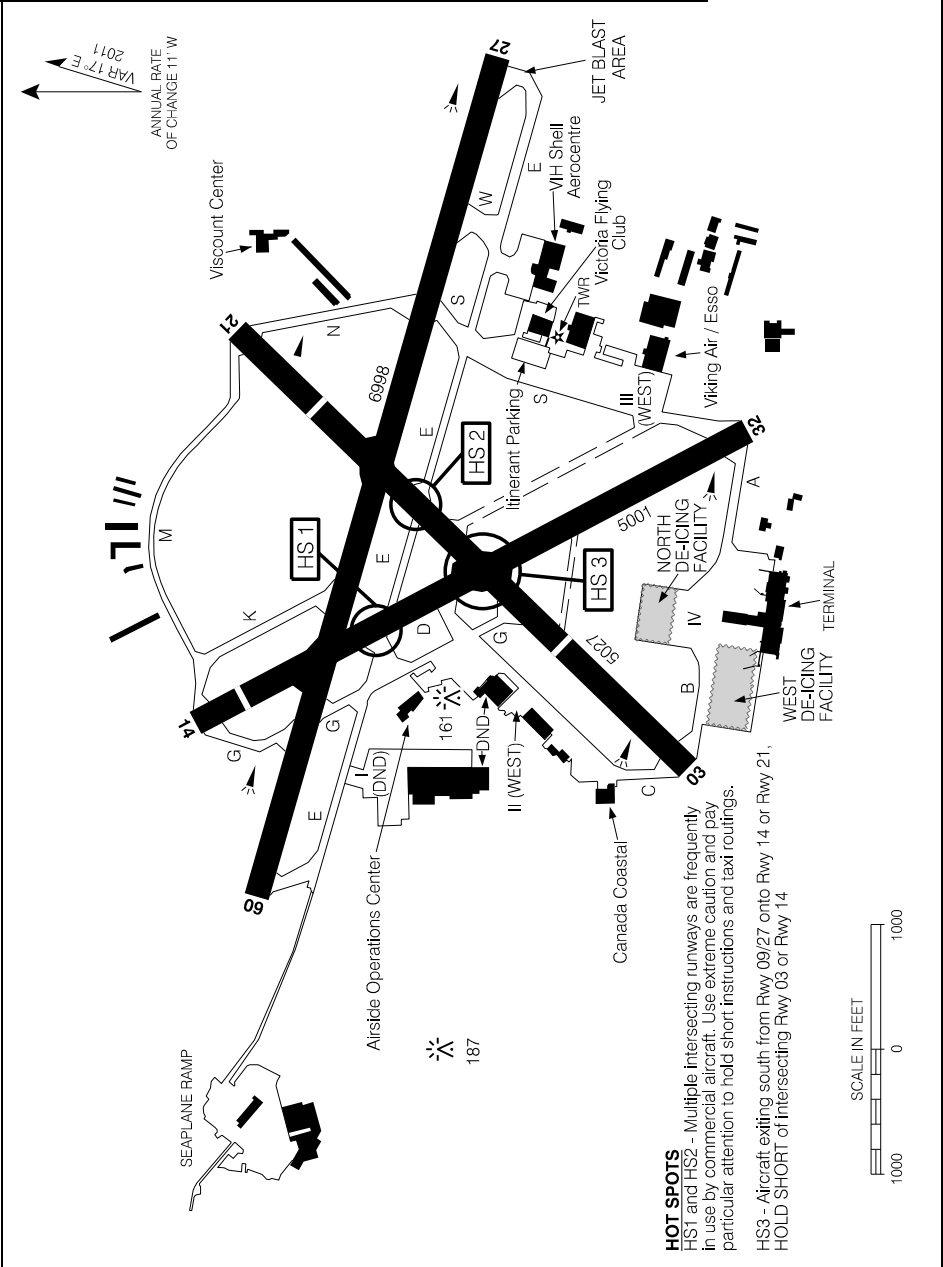
Rwy 09 Arrivals

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 9 JUL 26

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

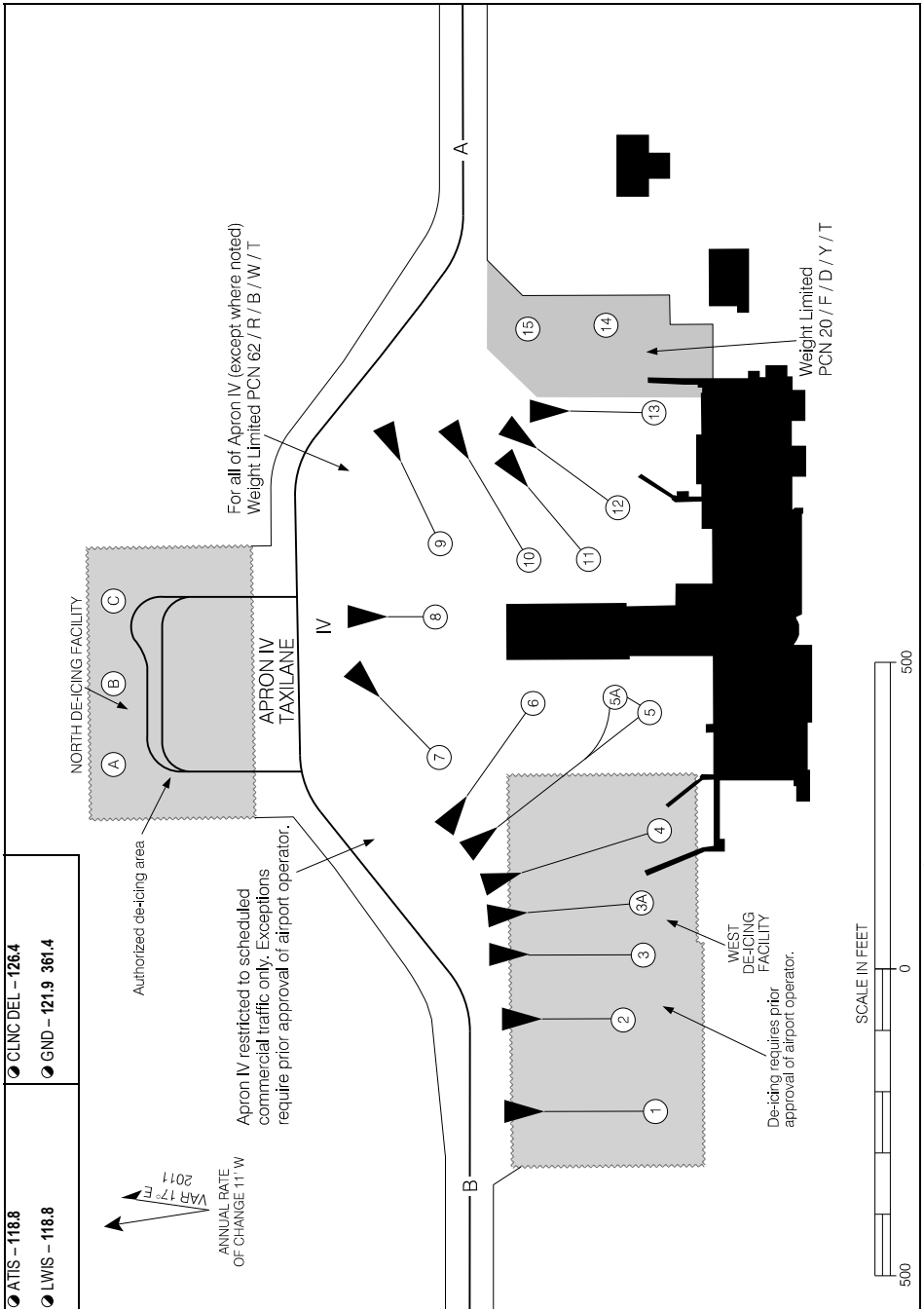
1. De-icing assignments will be communicated to commercial aircraft via de-icing providers and individual company processes.
2. **NO de-icing will occur until an assignment has been issued.**

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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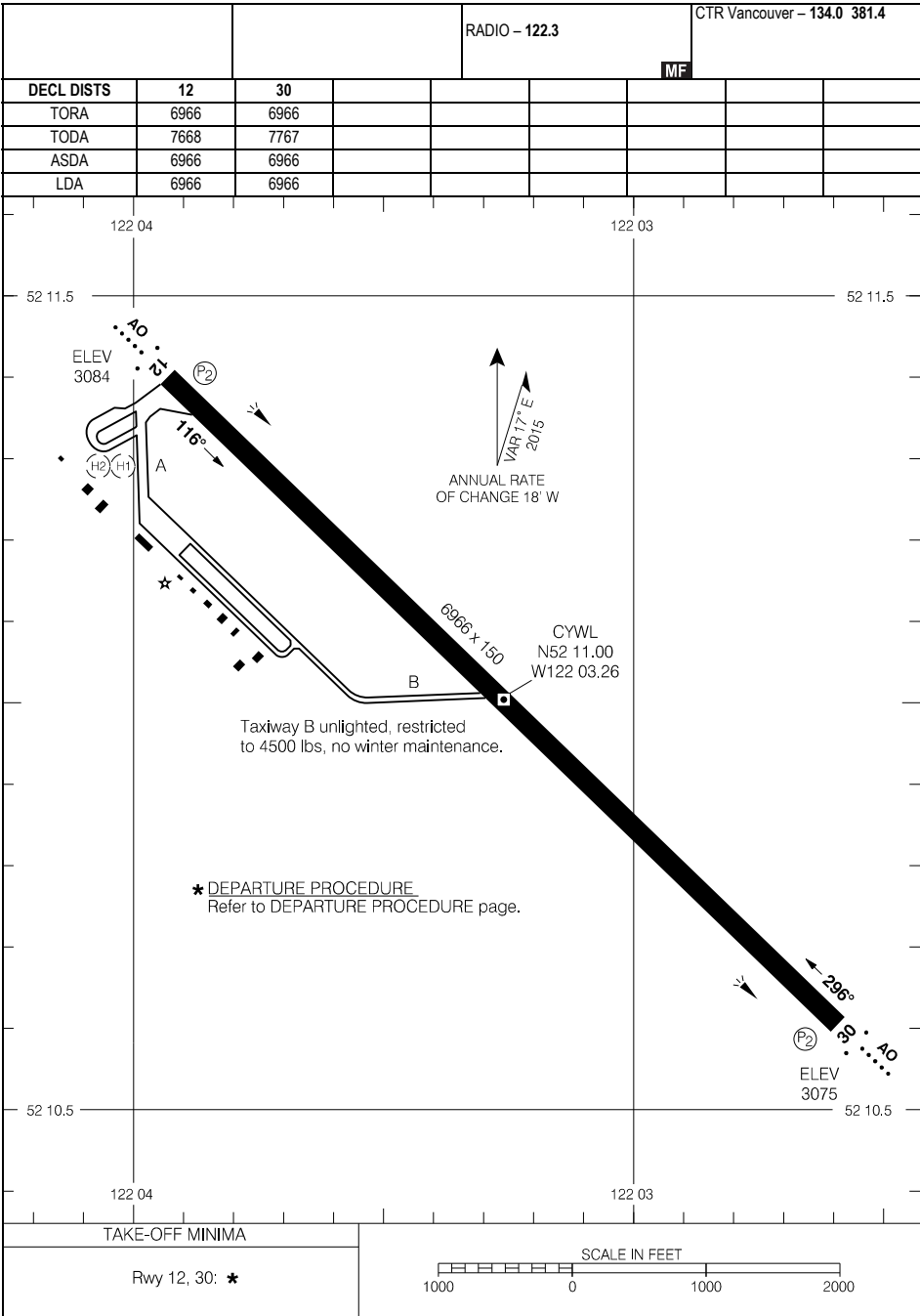
PARKING AREAS

EFF 5 OCT 23

CYYJ-APD

CYYJ

AERODROME CHART

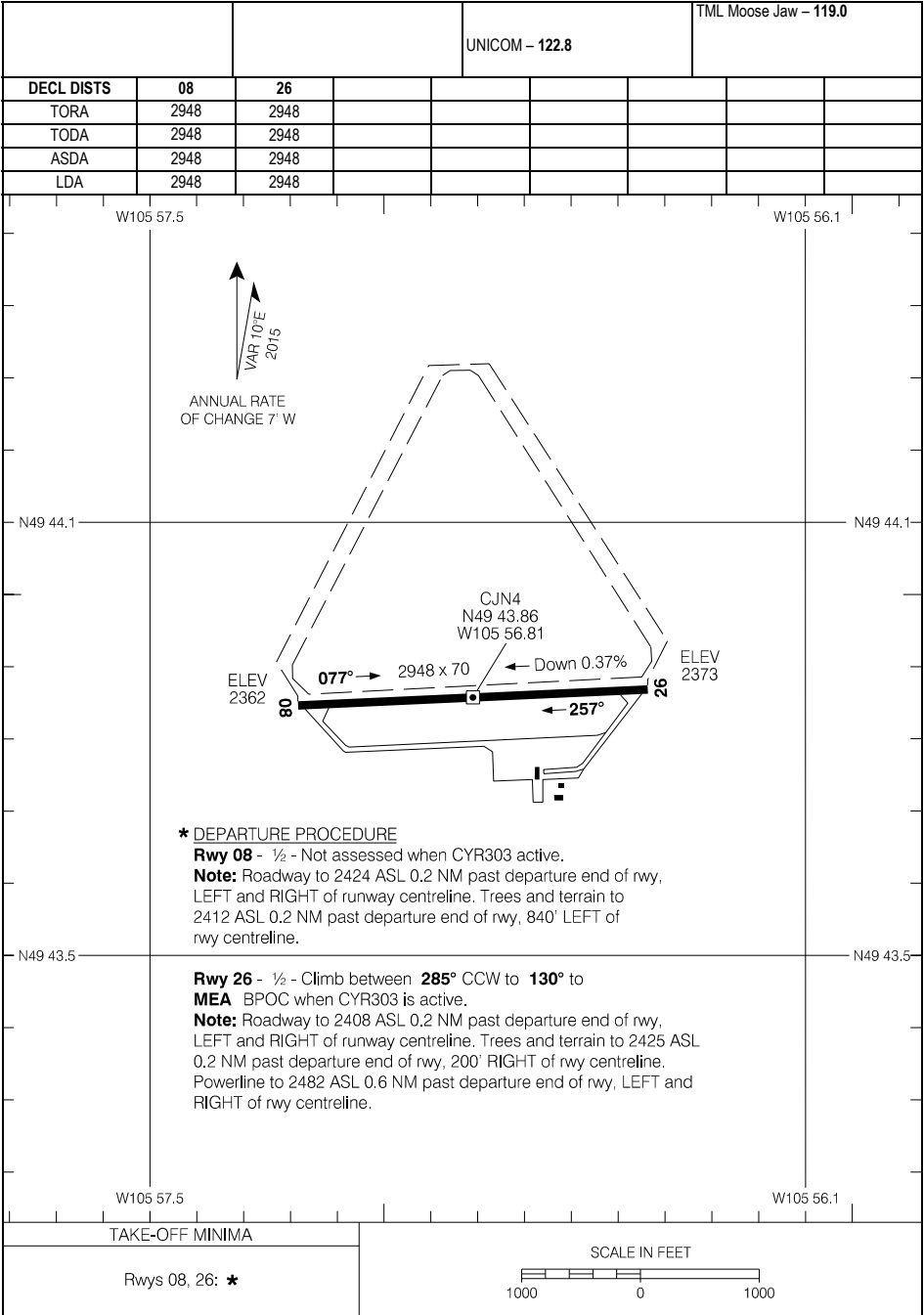


AERODROME CHART

EFF 12 JUN 25

CYWL

AERODROME CHART

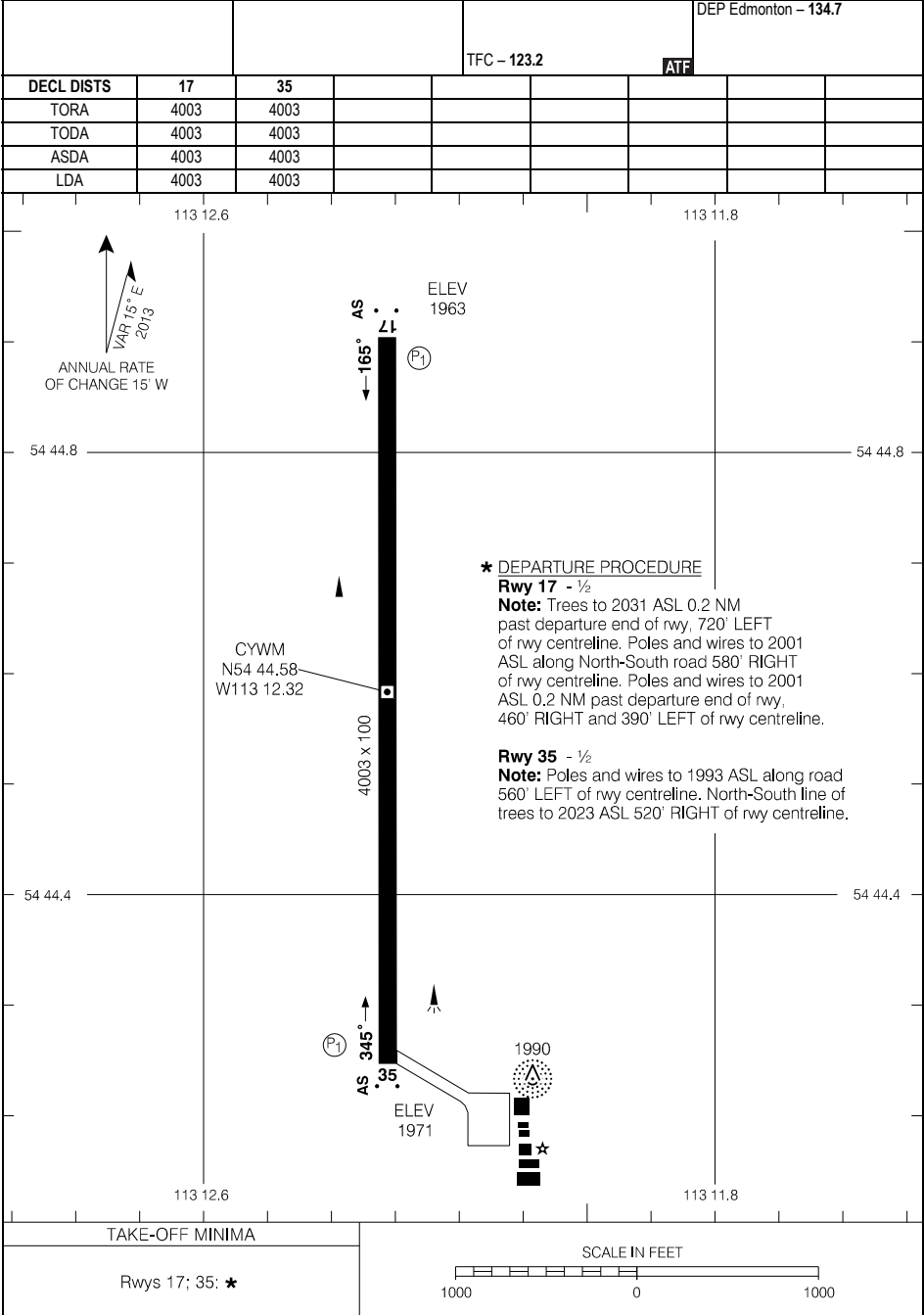


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AERODROME CHART

EFF 3 SEP 26

AERODROME CHART



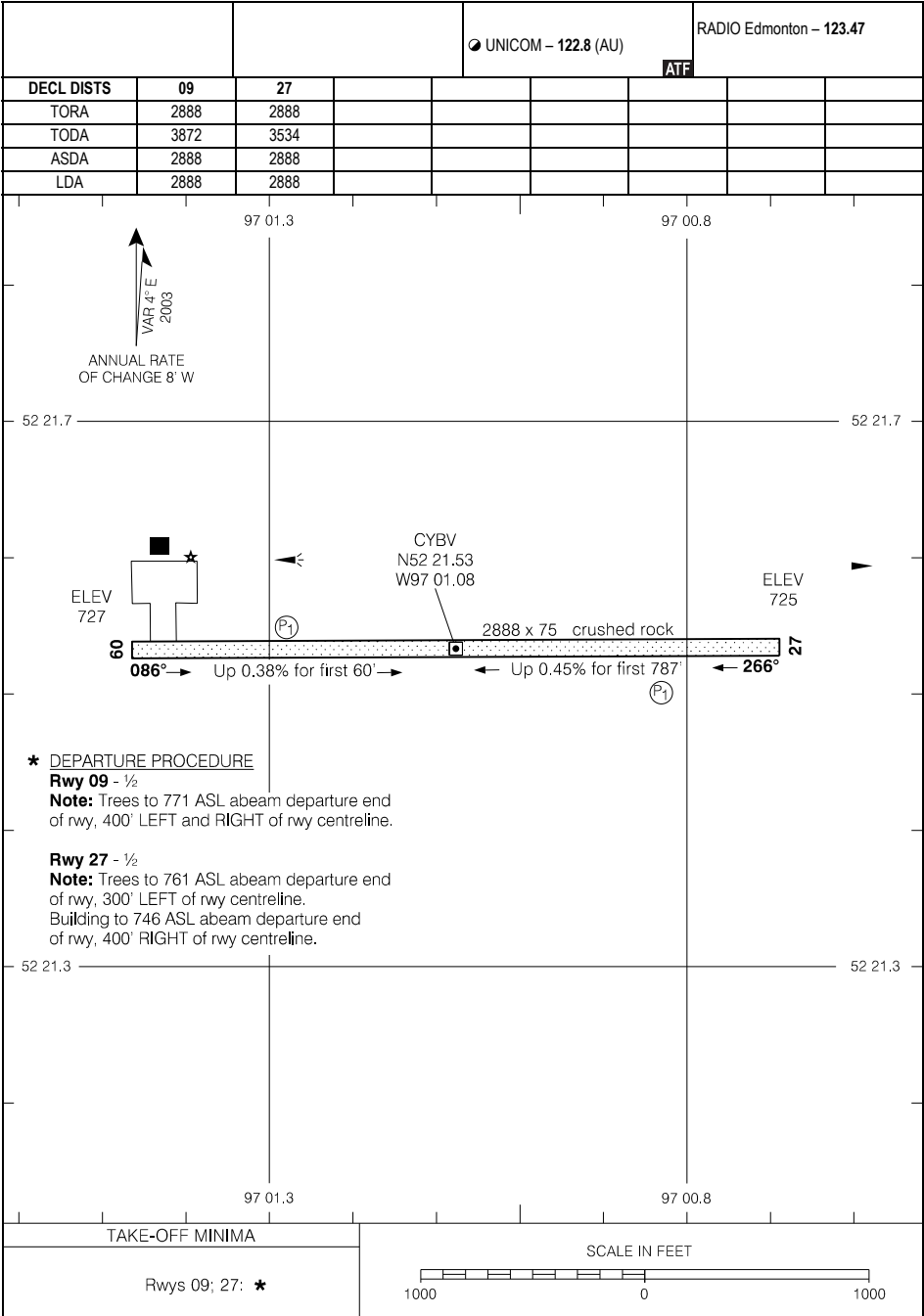
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AERODROME CHART

EFF 27 NOV 25

CYWM

AERODROME CHART



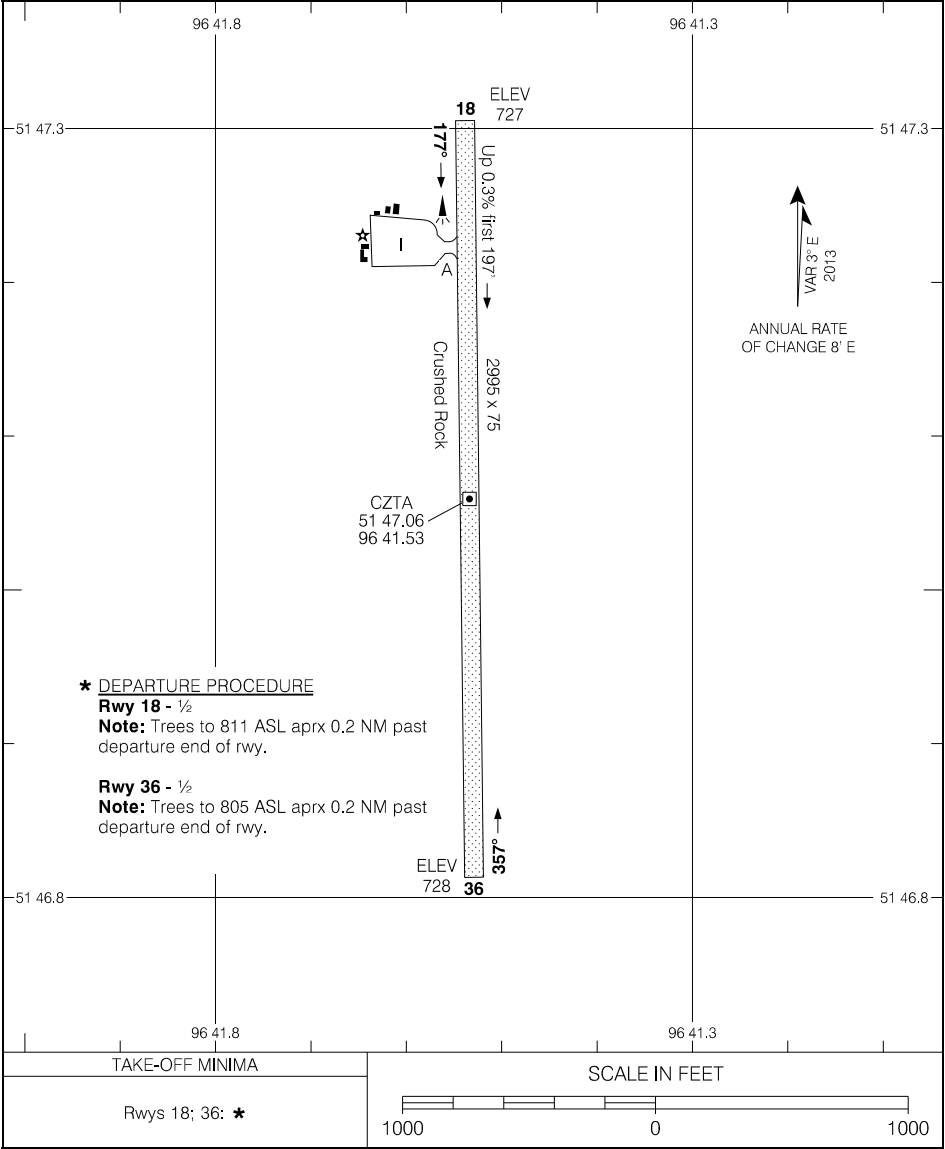
AERODROME CHART

EFF 23 FEB 23

CYBV

AERODROME CHART

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



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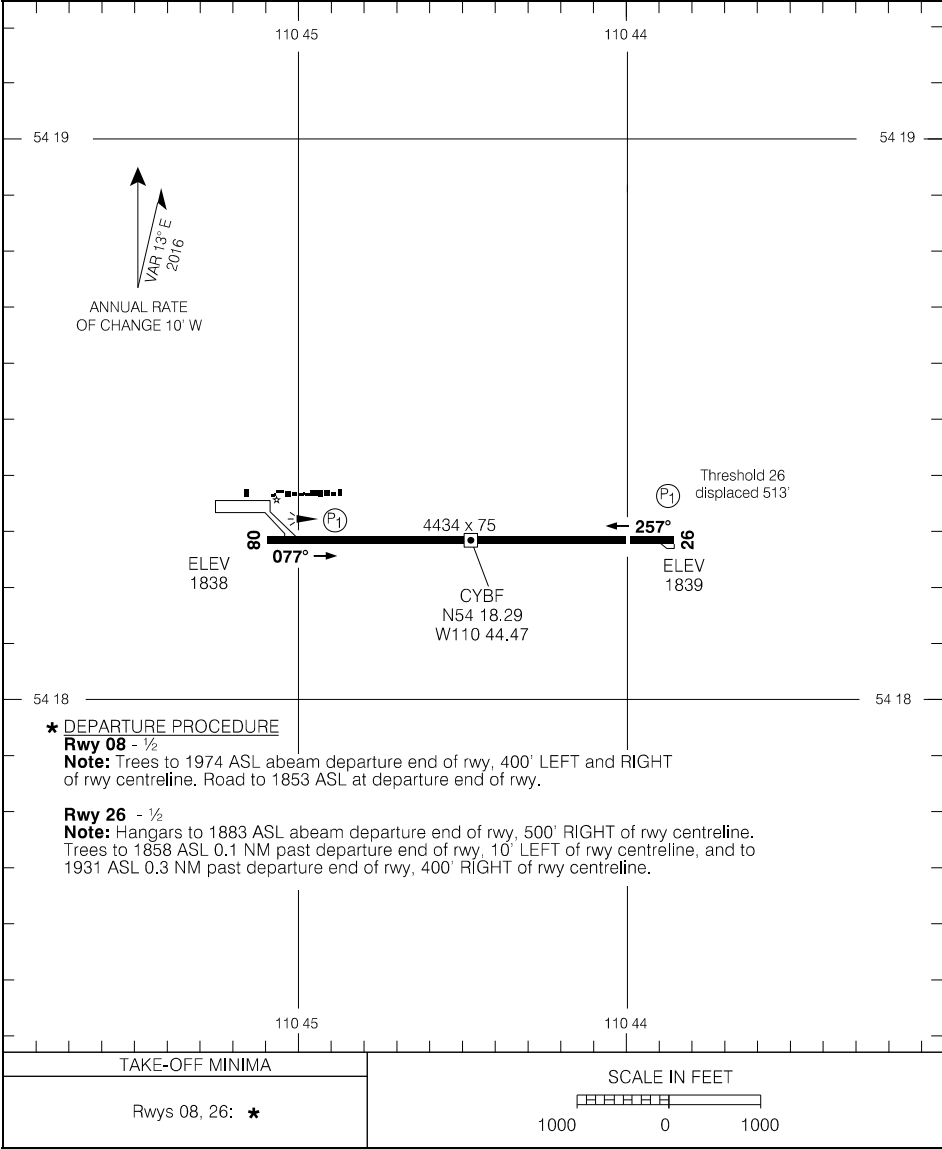
AERODROME CHART

EFF 11 JUL 24

CZTA

AERODROME CHART

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



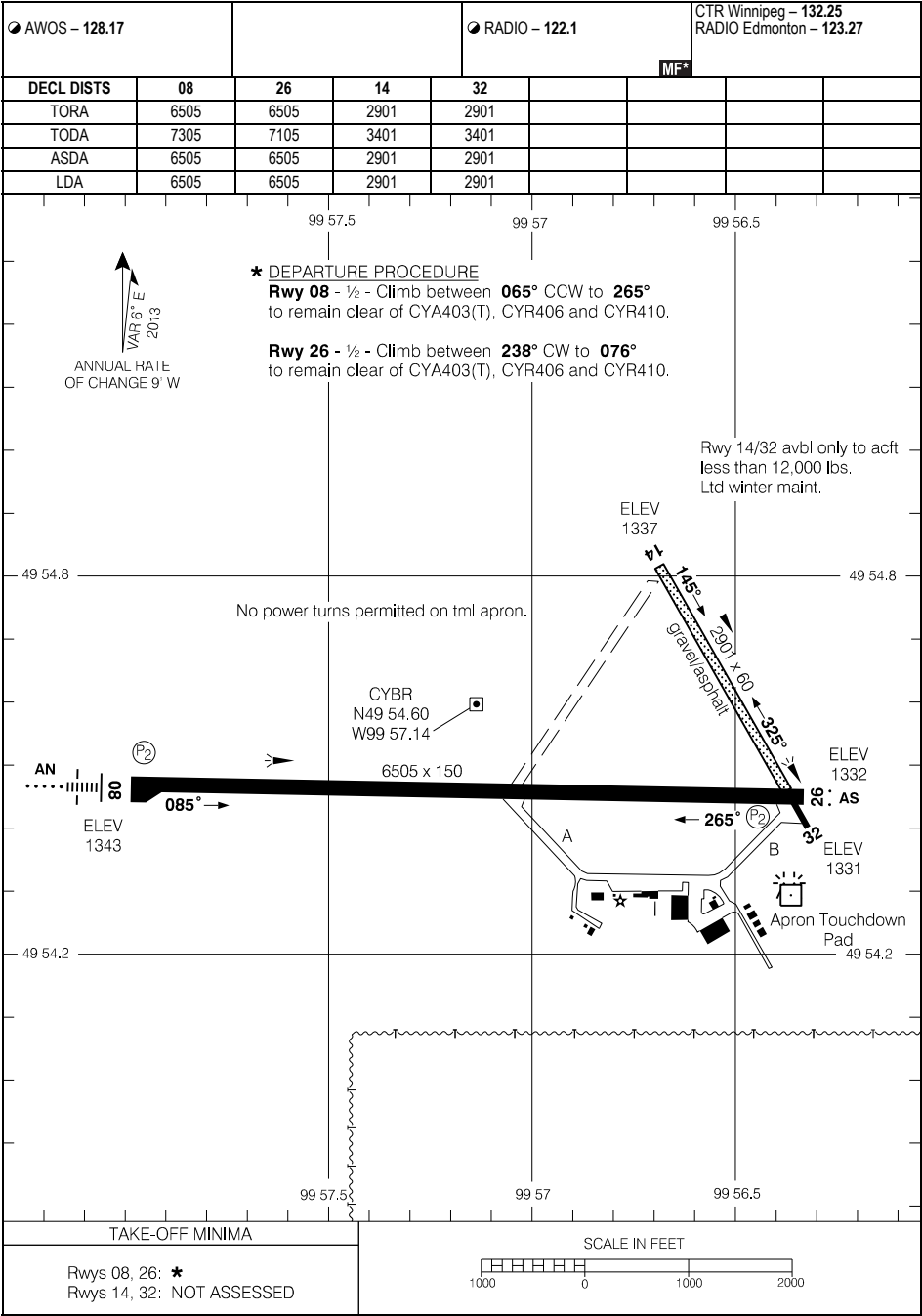
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AERODROME CHART

EFF 14 MAY 26

CYBF

AERODROME CHART

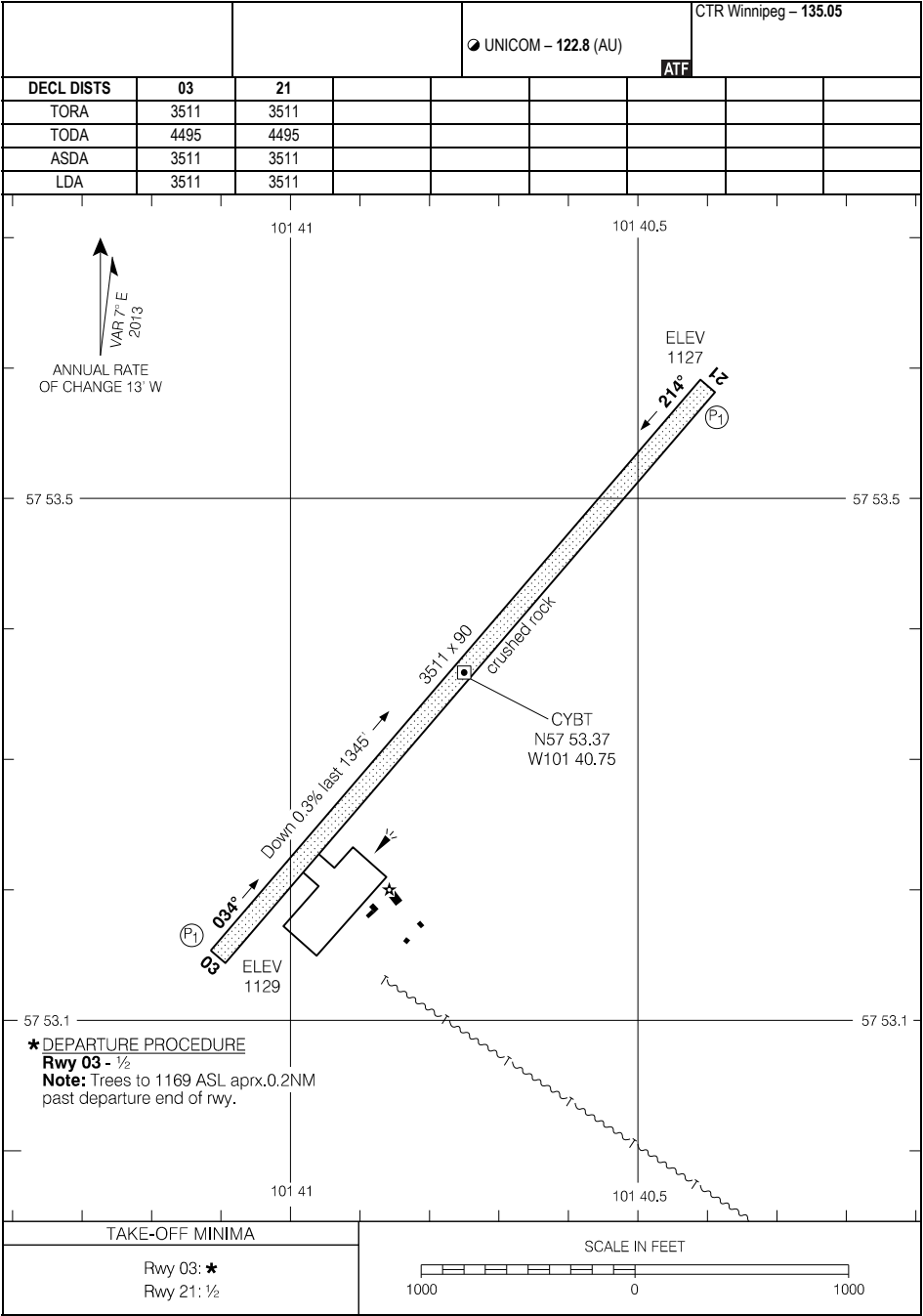


AERODROME CHART

EFF 3 SEP 26

CYBR

AERODROME CHART



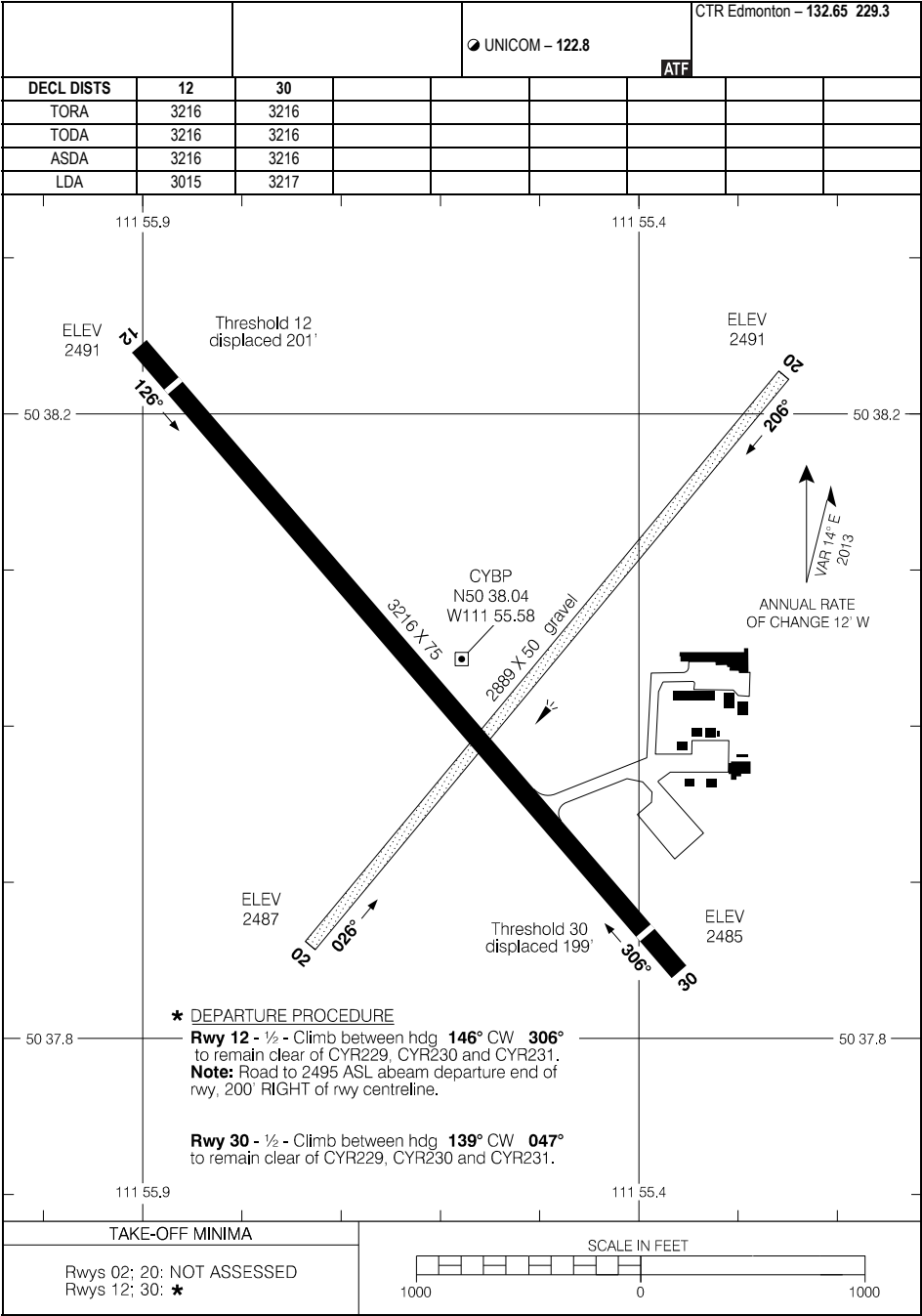
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AERODROME CHART

EFF 20 FEB 25

CYBT

AERODROME CHART



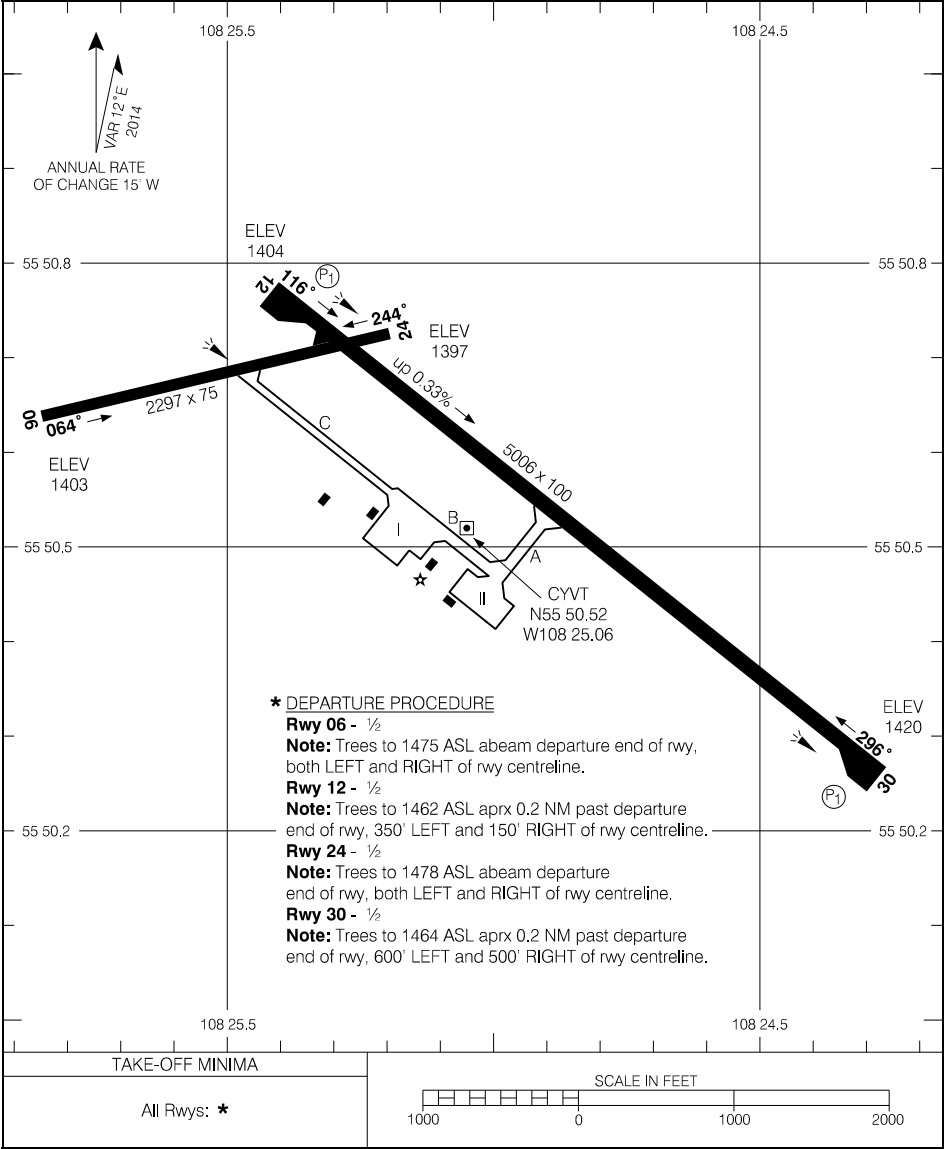
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AERODROME CHART

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					



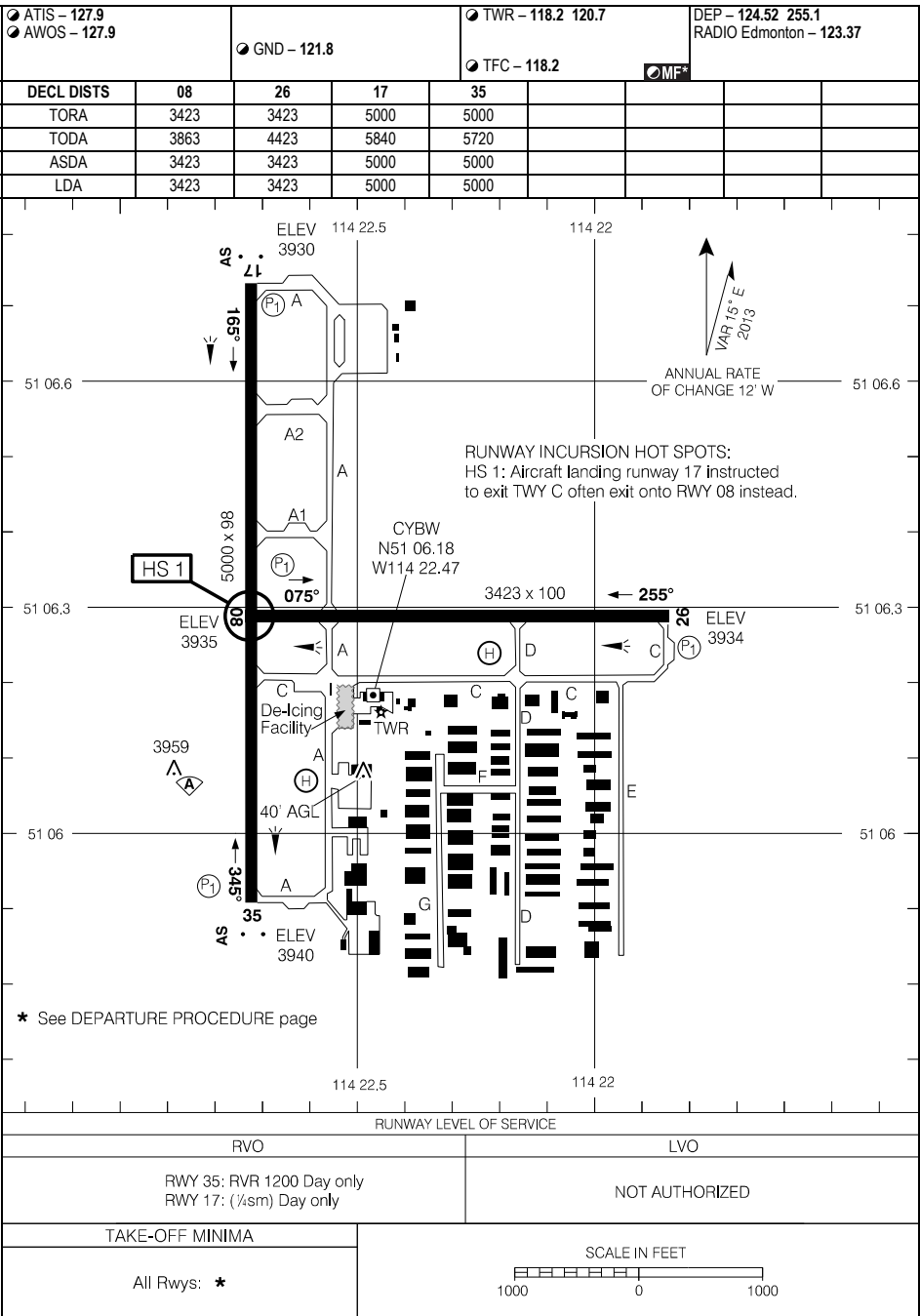
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AERODROME CHART

EFF 17 APR 25

CYVT

AERODROME CHART



AERODROME CHART

CYBW

EFF 19 MAR 26

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

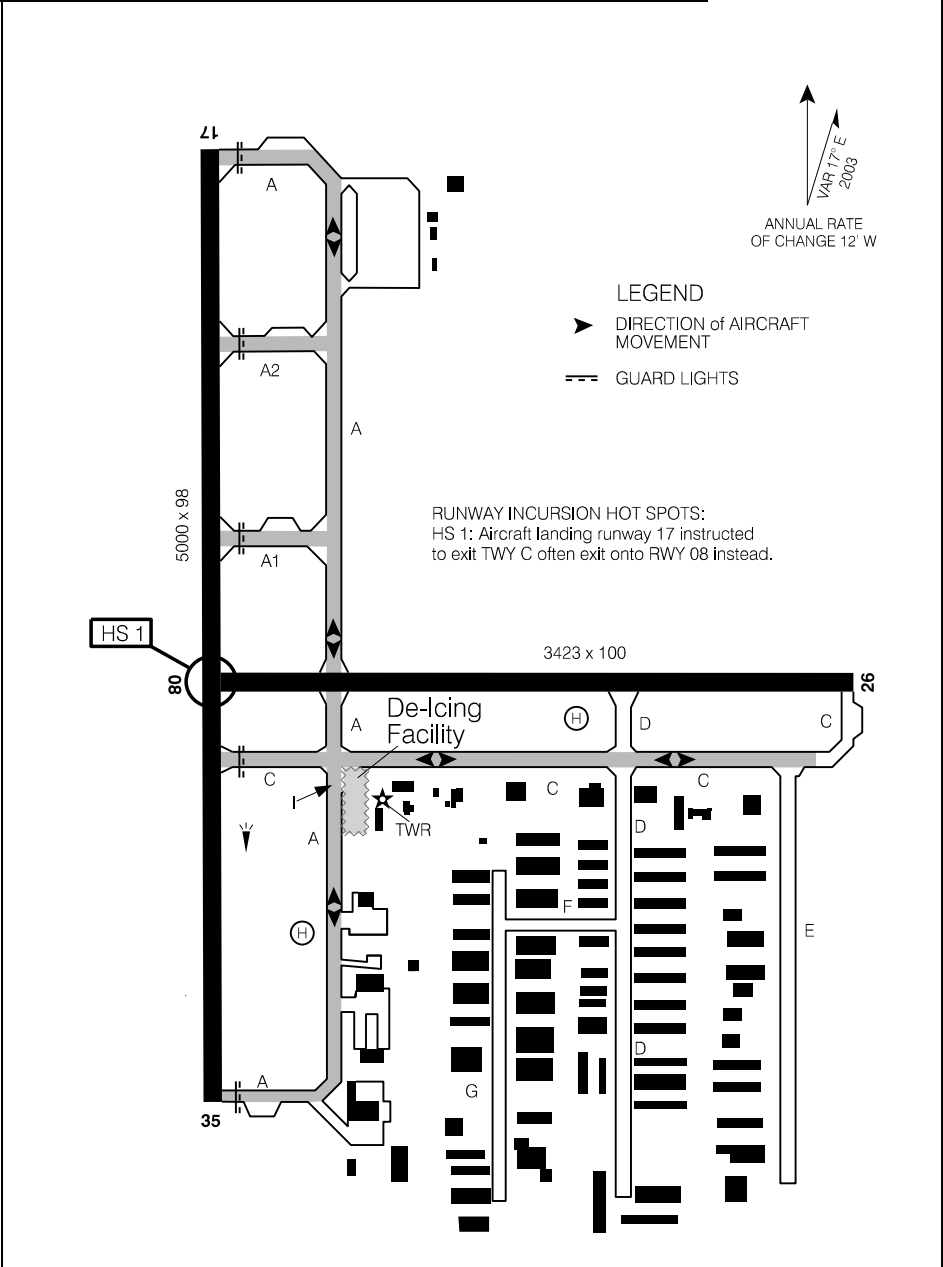
Runway	Certification
17	¼ sm Day only
35	RVR 1200 Day only

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

CALGARY/SPRINGBANK, AB
CYBW

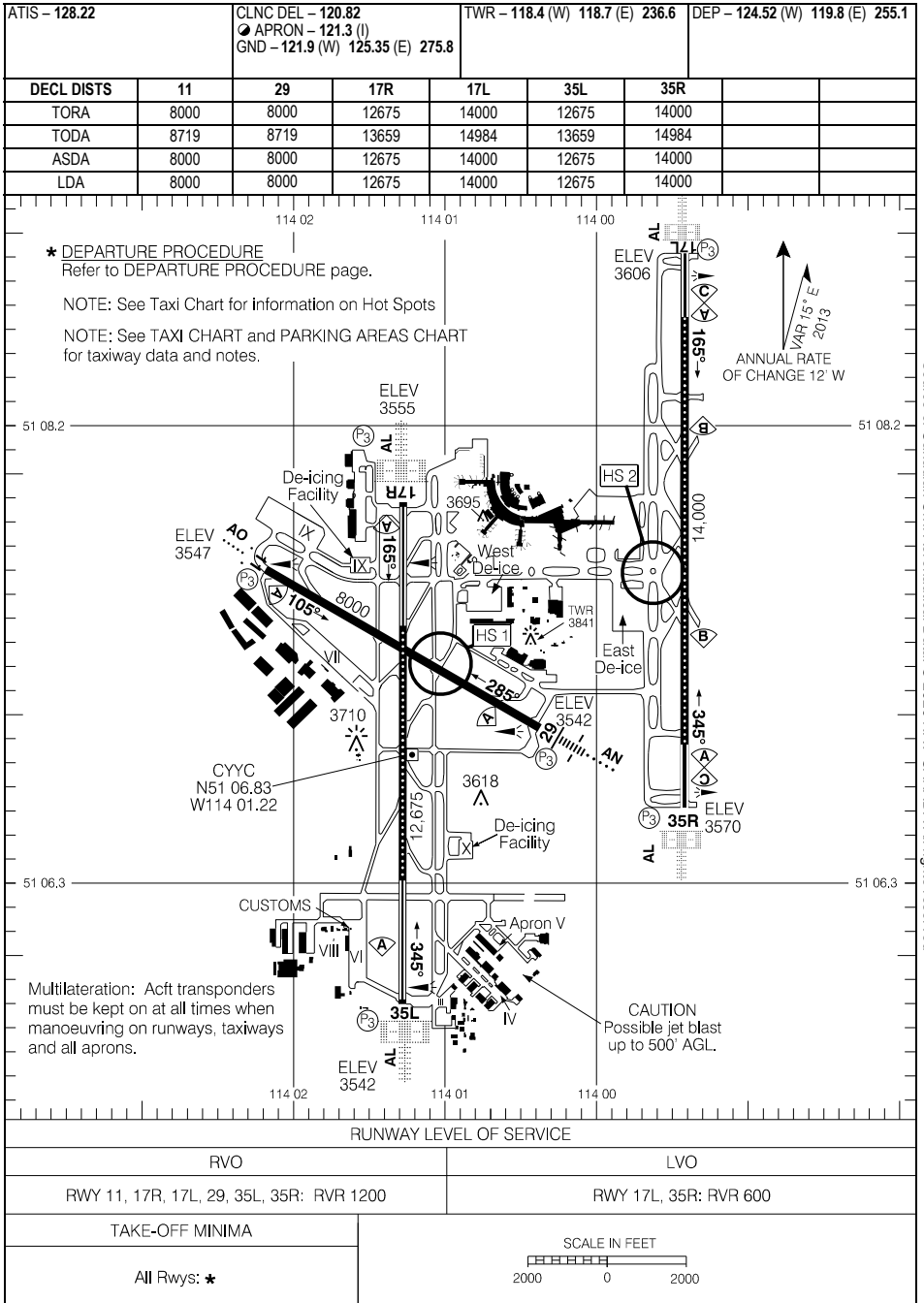
● ATIS – 127.9 ● AWOS – 127.9	● GND – 121.8	● TWR – 118.2 120.7 ● TFC – 118.2	● MF*
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(RVR LESS THAN 2600 TO 1200 FT)
REDUCED VISIBILITY TAXI CHART

AERODROME CHART



AERODROME CHART

EFF 9 JUL 26

CYYC

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
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

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, BA, BC, D, D1, D2, D3, D4, D5, D6, E, EA, J (east of JS), JS, JQ, JR, R, 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 with wingspan greater than 170'.

Aircraft with wingspan 214' to 262':

Specific aircraft operations plan in effect. Restrictions in place include:

- Strict adherence to taxiway centre line is required at all times.
- Discretionary oversteering is required at all intersections.

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

Runways:

Rwy 17R: Right turn on Twy A at Threshold 35L restricted to aircraft with wingspan of 170' or less.

Taxiways

P, GB, GD: Uncontrolled.

L west of A, 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.

K: Turning westbound on C and C turning eastbound on HB restricted from simultaneous use by aircraft with wingspan greater than 170'.

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.

Aprons:

Apron I taxi lane btwn Twy EA and Twy BC restricted to acft 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.

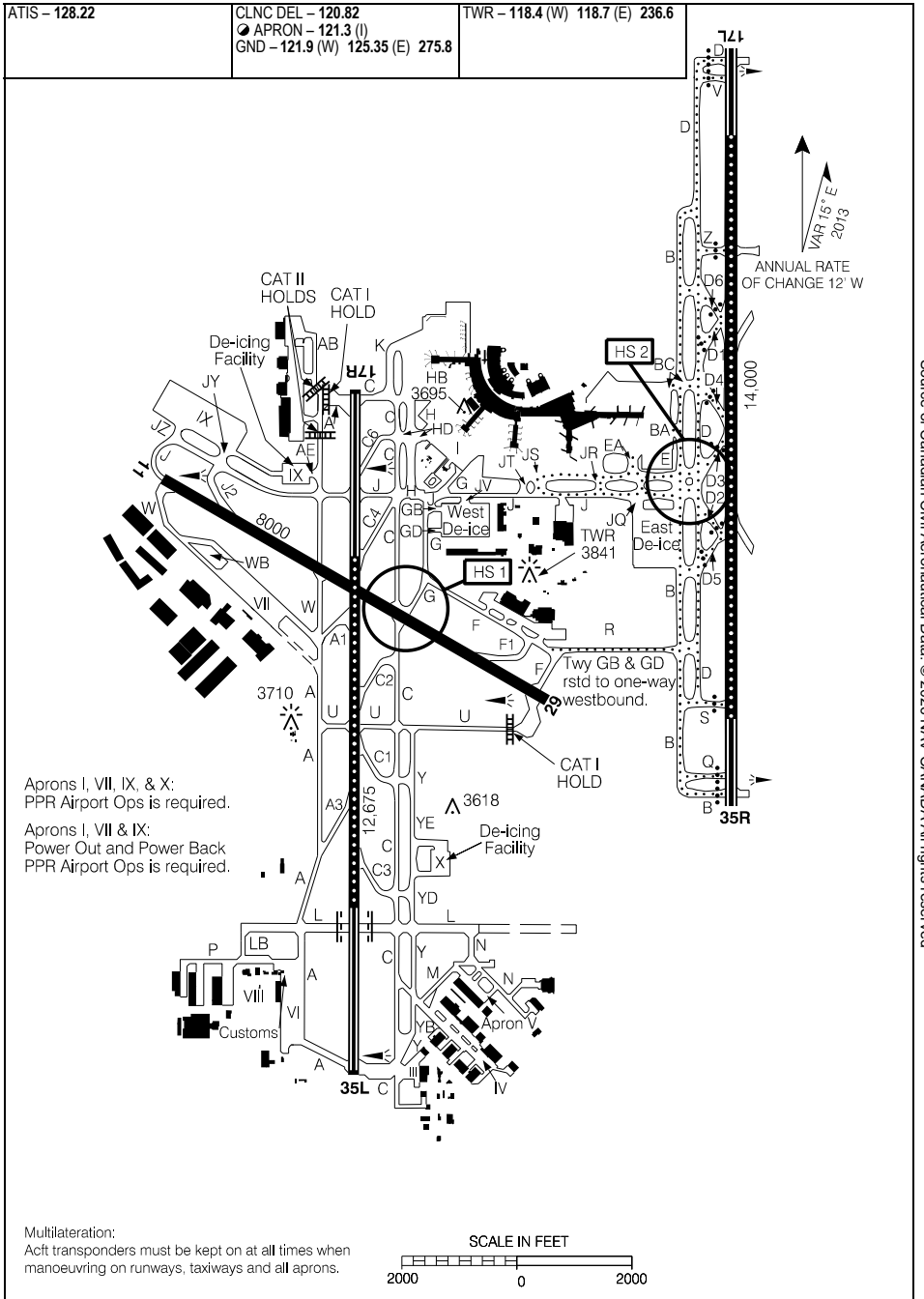
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TAXI CHART

EFF 19 MAR 26

CYYC

TAXI CHART



TAXI CHART

EFF 9 JUL 26

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.

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, the departure runway will be identified.

Runways 17L/35R and 17R/35L are equipped with high intensity edge lights, threshold/end lights, and 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 with the exception of Twy V and Twy Q. If the primary route is unavailable, Calgary Tower may recommend a secondary route.

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, 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

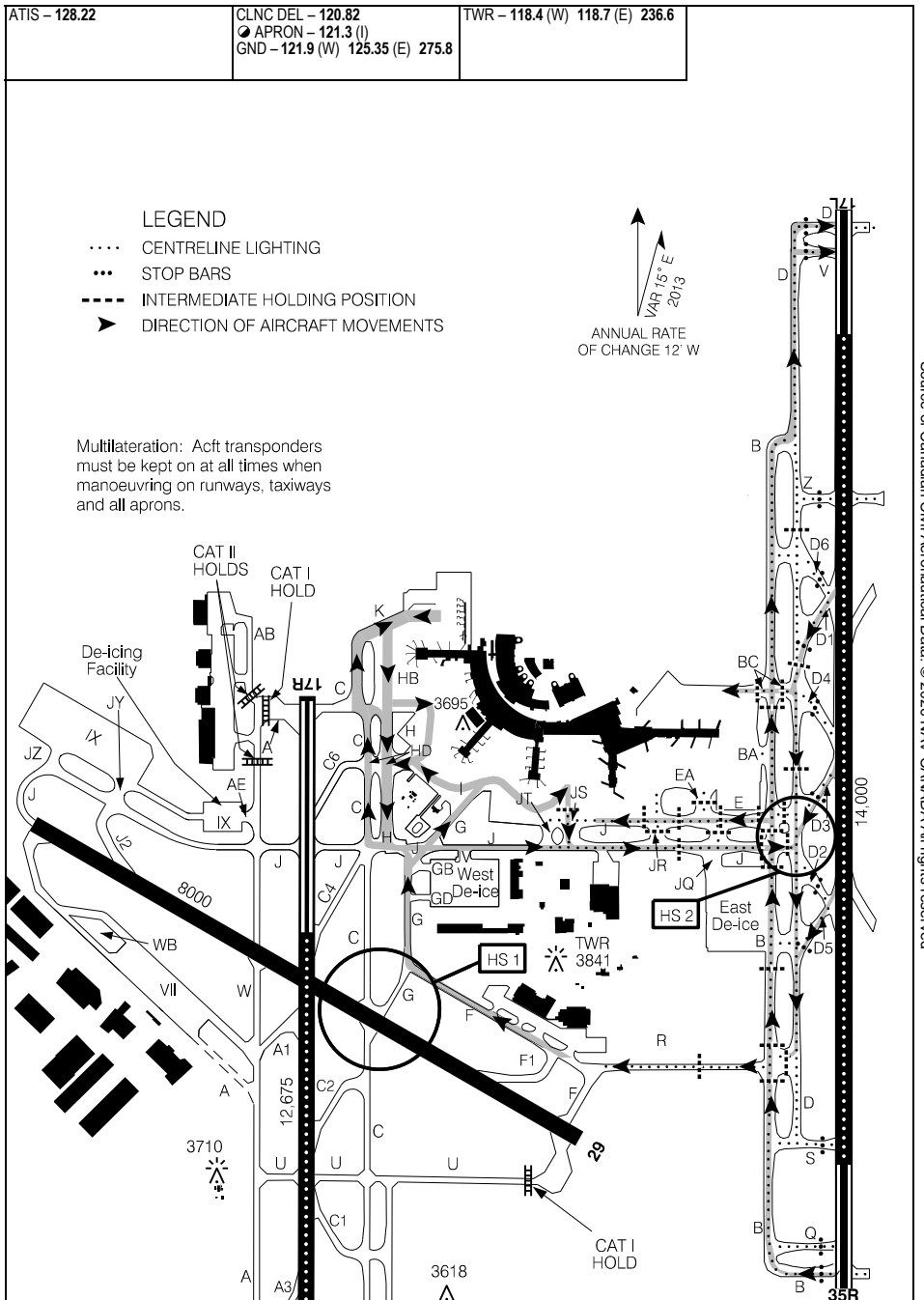
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LOW VISIBILITY TAXI CHART

CALGARY/YYC CALGARY INTL, AB

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

CYYC



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

LOW VISIBILITY TAXI CHART

CYYC

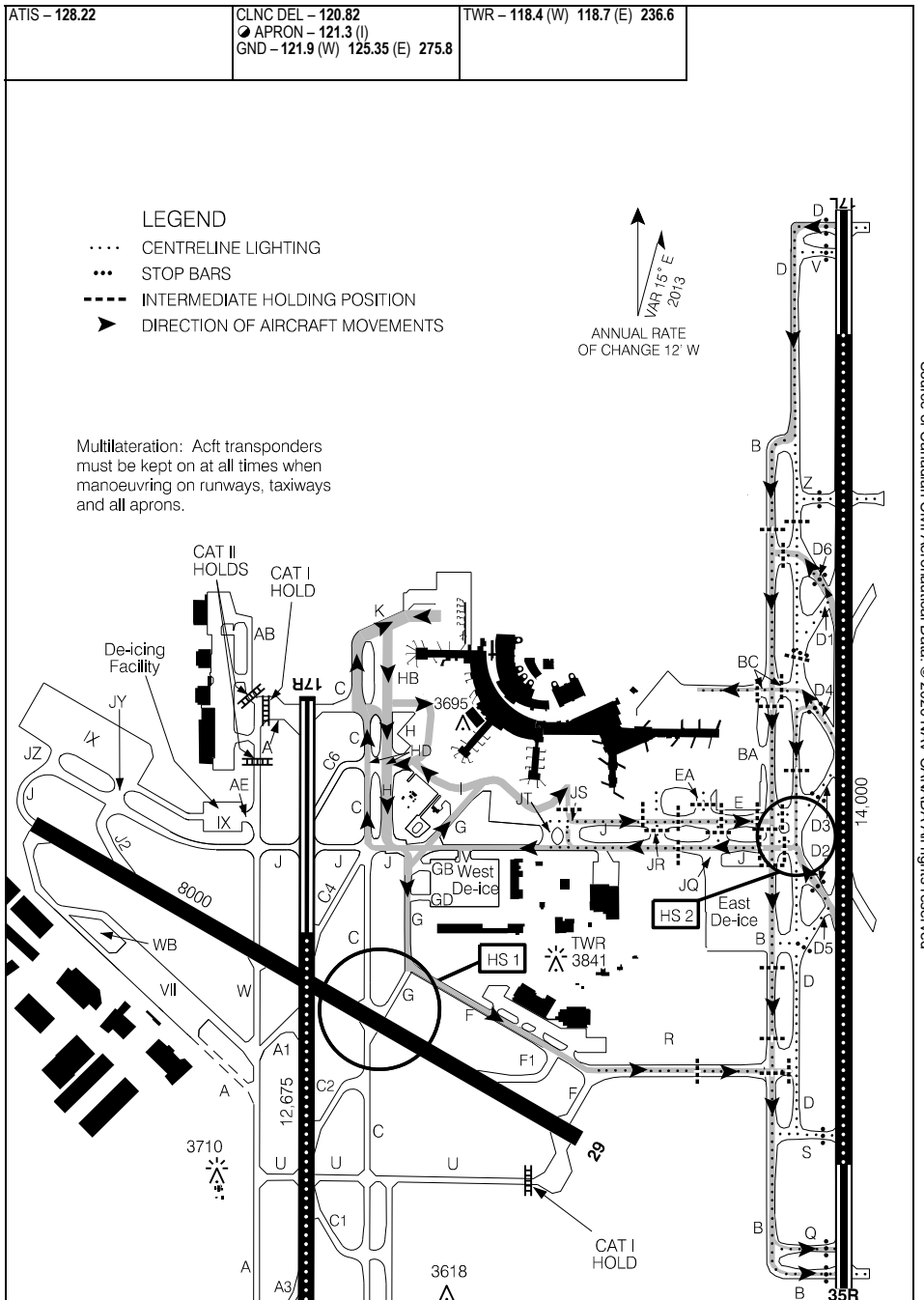
EFF 19 MAR 26

LOW VISIBILITY TAXI CHART

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

CALGARY/YYC CALGARY INTL, AB

CYYC



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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)

VAR 15° E
2013
ANNUAL RATE
OF CHANGE 12° W

WEST DE-ICE

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.

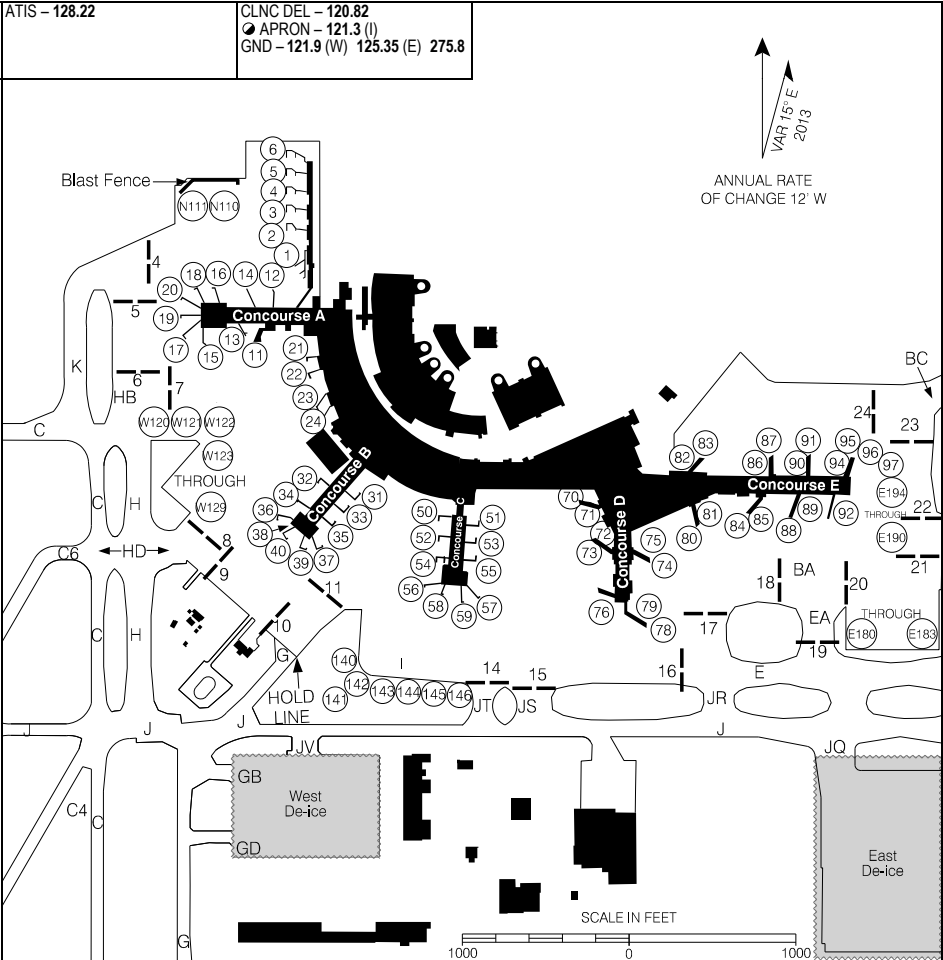
Delimitation Area Marking

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

PARKING AREAS



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Apron 1 Exit Routing Procedure and Restrictions (see chart below)

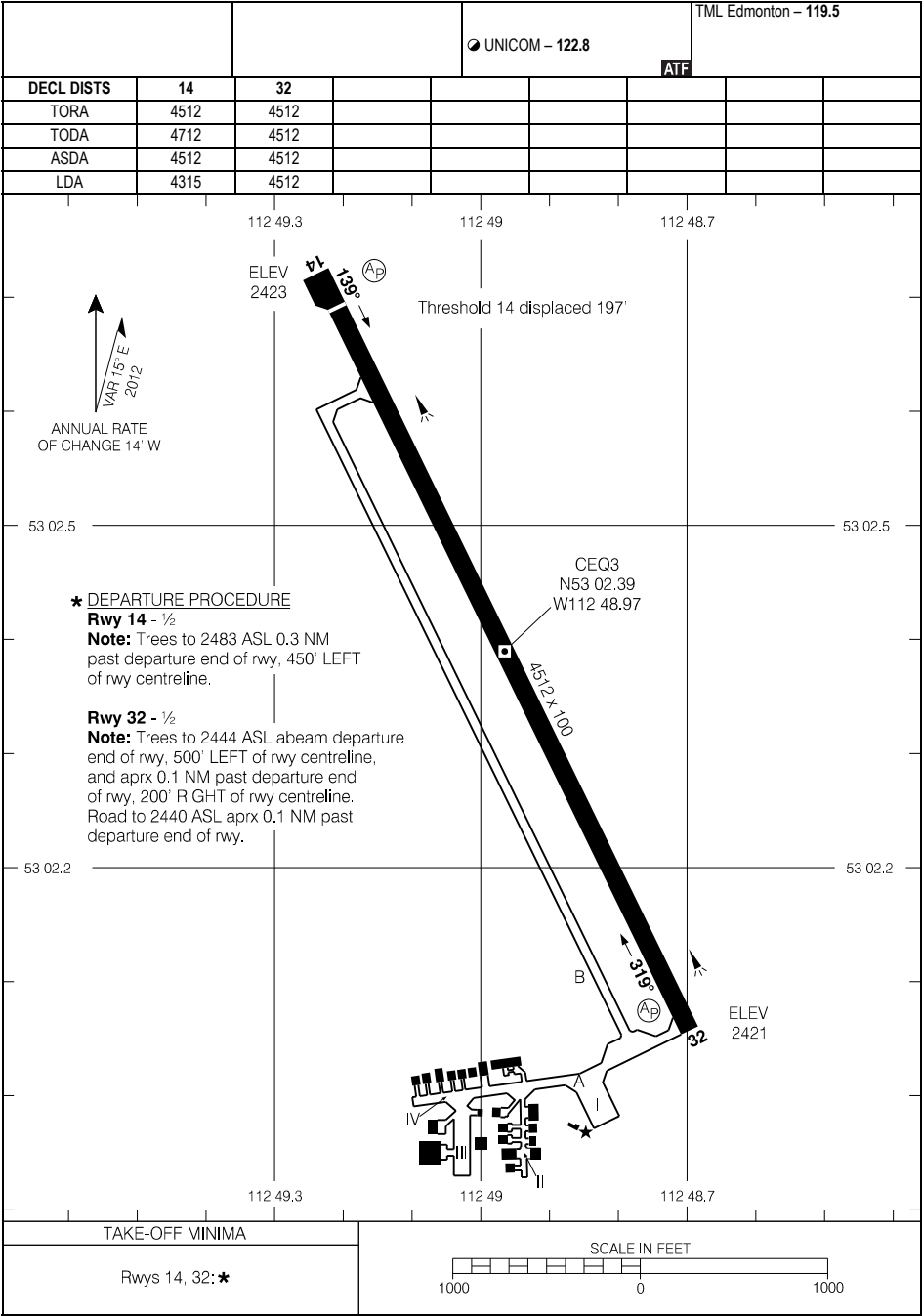
Routing
Apron I Advisory (121.3 - limited hours) will normally direct departing acft to a taxi position fix dependent upon active runways.
Twy JT restricted to aircraft with wingspan of 118' or less.
Twy GB is restricted to one-way westbound and to aircraft with wingspan of 118' or less.
Twy GD restricted to one-way westbound

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

PARKING AREAS

EFF 22 JAN 26

AERODROME CHART



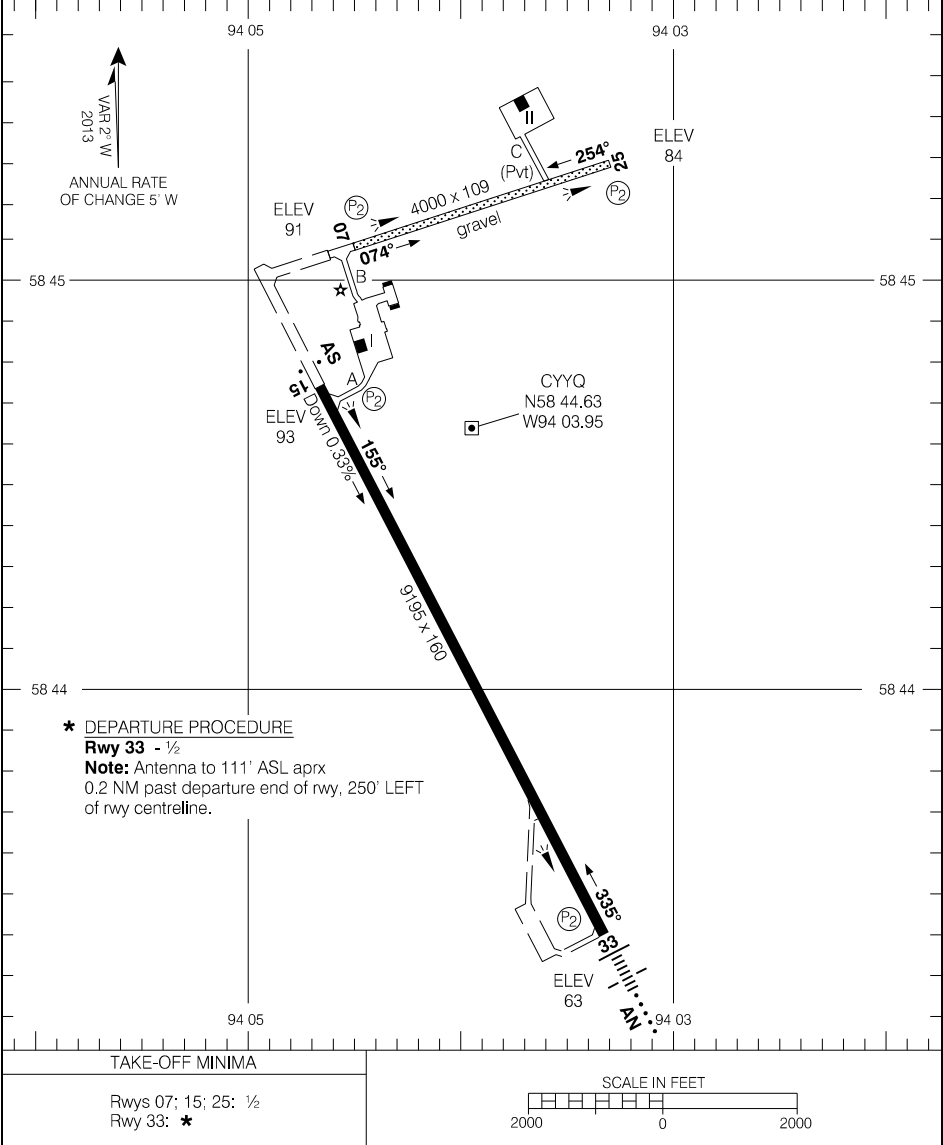
AERODROME CHART

CEQ3

EFF 2 OCT 25

AERODROME CHART

ATIS – 118.2					RADIO – 126.9		CTR Winnipeg – 134.6 RADIO Edmonton – 123.27	
							MF	
DECL	DISTS	15	33	07	25			
TORA		9195	9195	4000	4000			
TODA		10179	10179	4700	4984			
ASDA		9195	9195	4000	4000			
LDA		9195	9195	4000	4000			



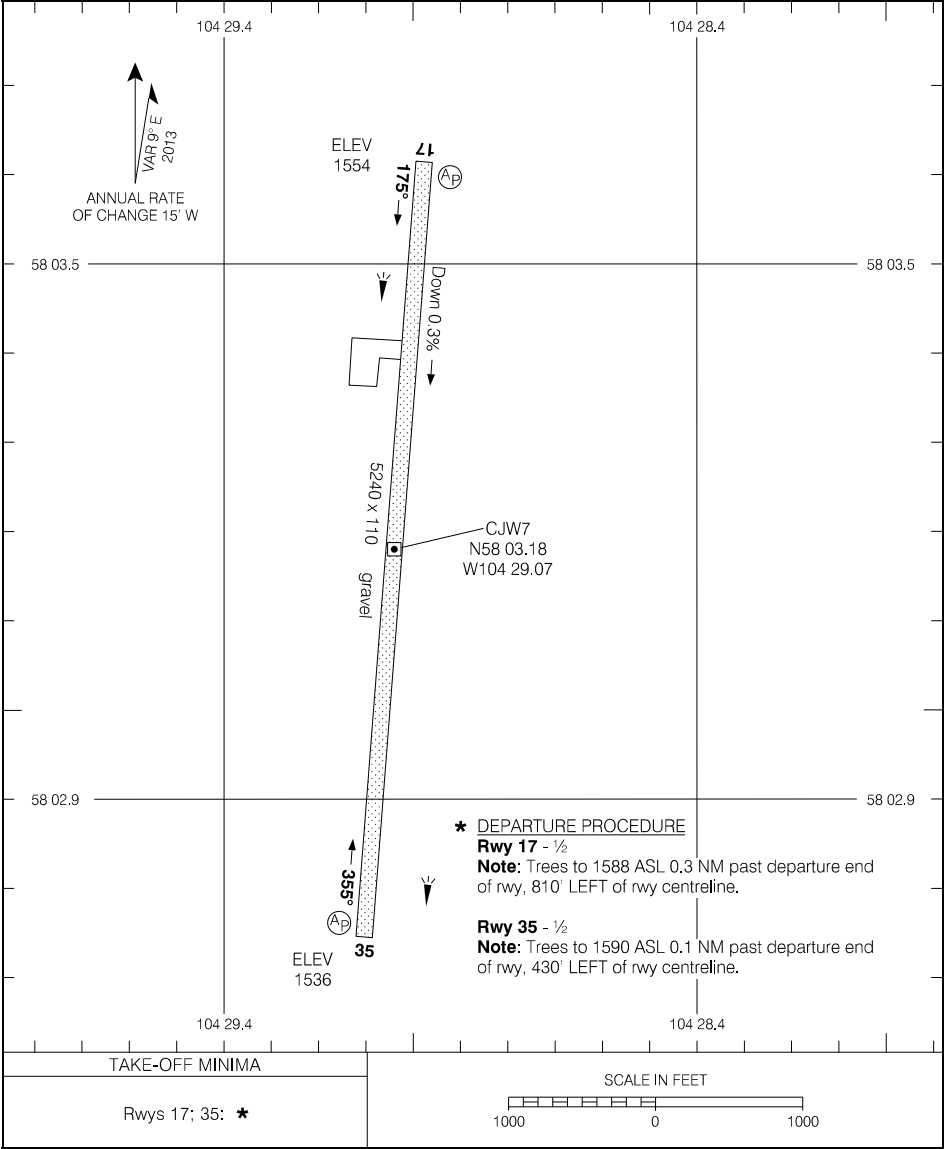
AERODROME CHART

EFF 14 MAY 26

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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					



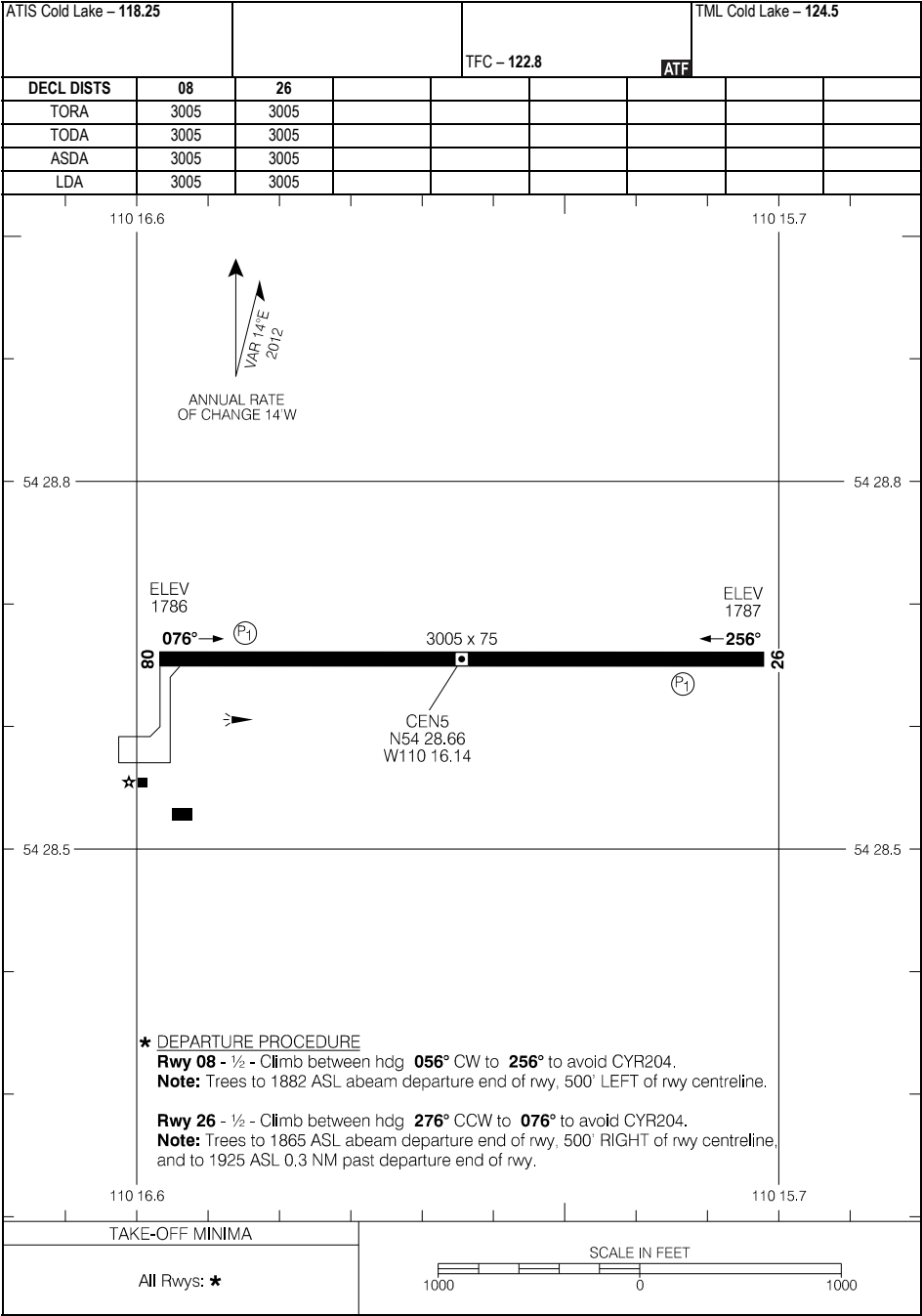
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AERODROME CHART

EFF 15 JUN 23

CJW7

AERODROME CHART

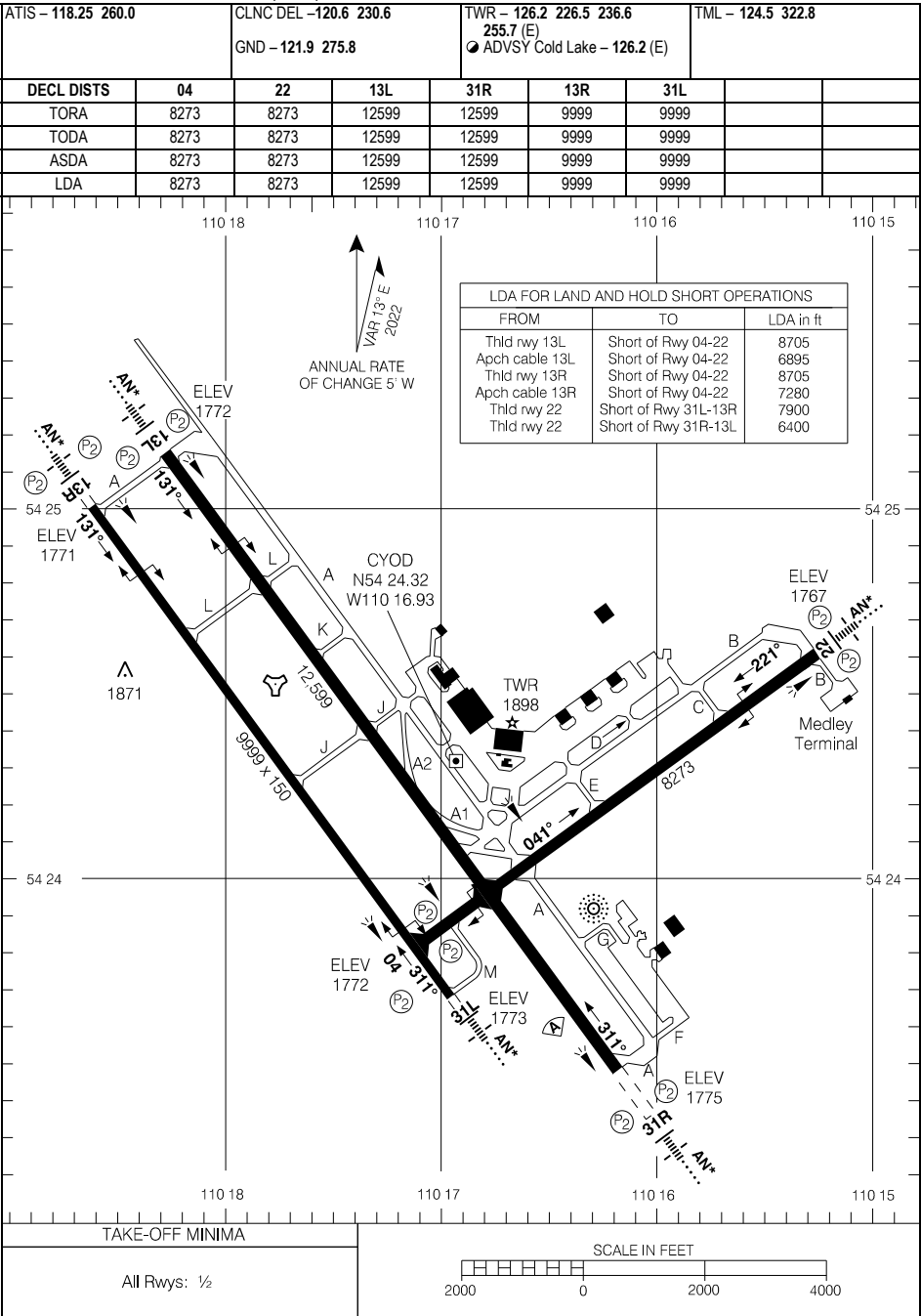


AERODROME CHART

CYOD-AD

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

AERODROME CHART (DND)



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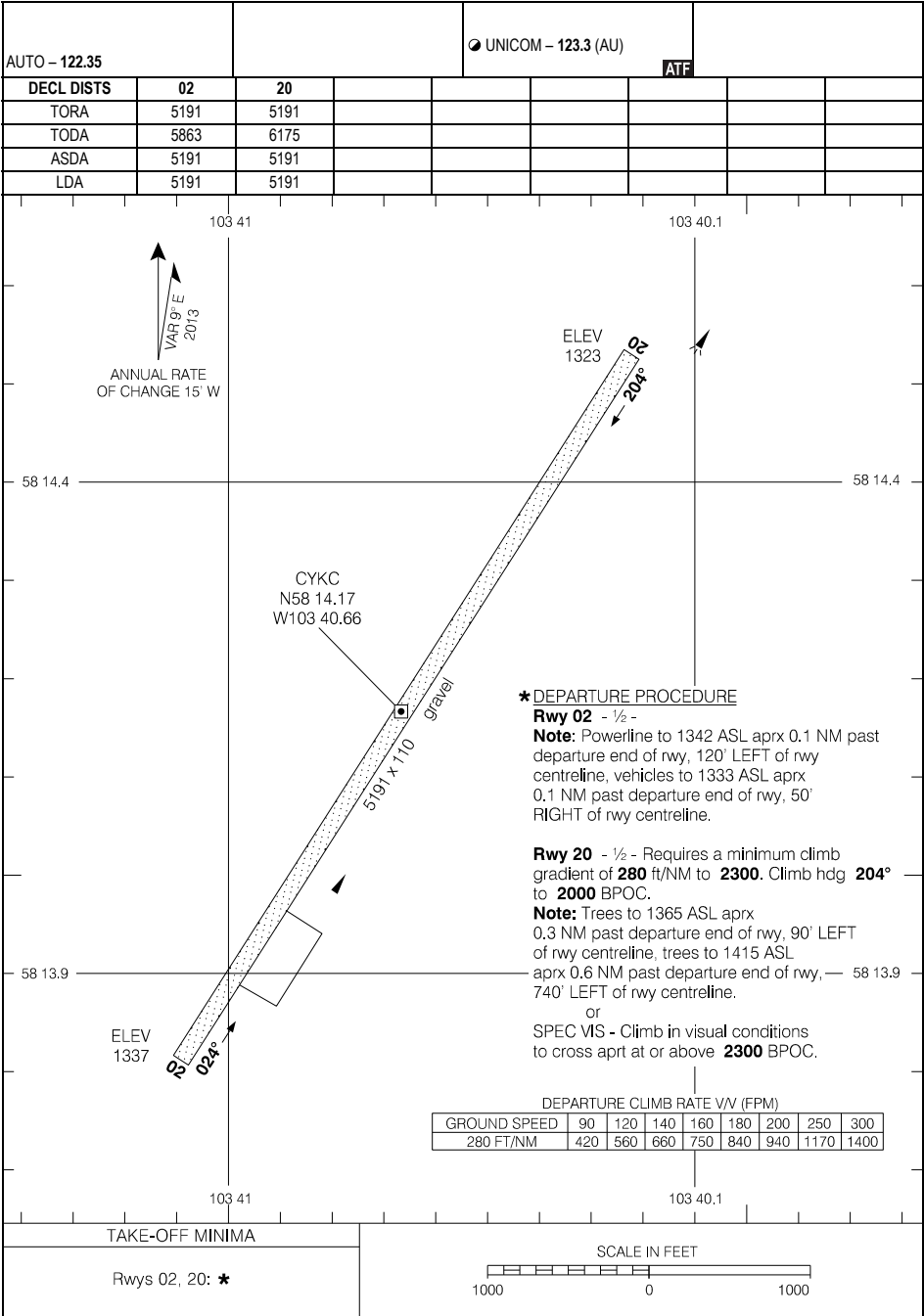
AERODROME CHART (DND)

EFF 9 JUL 26

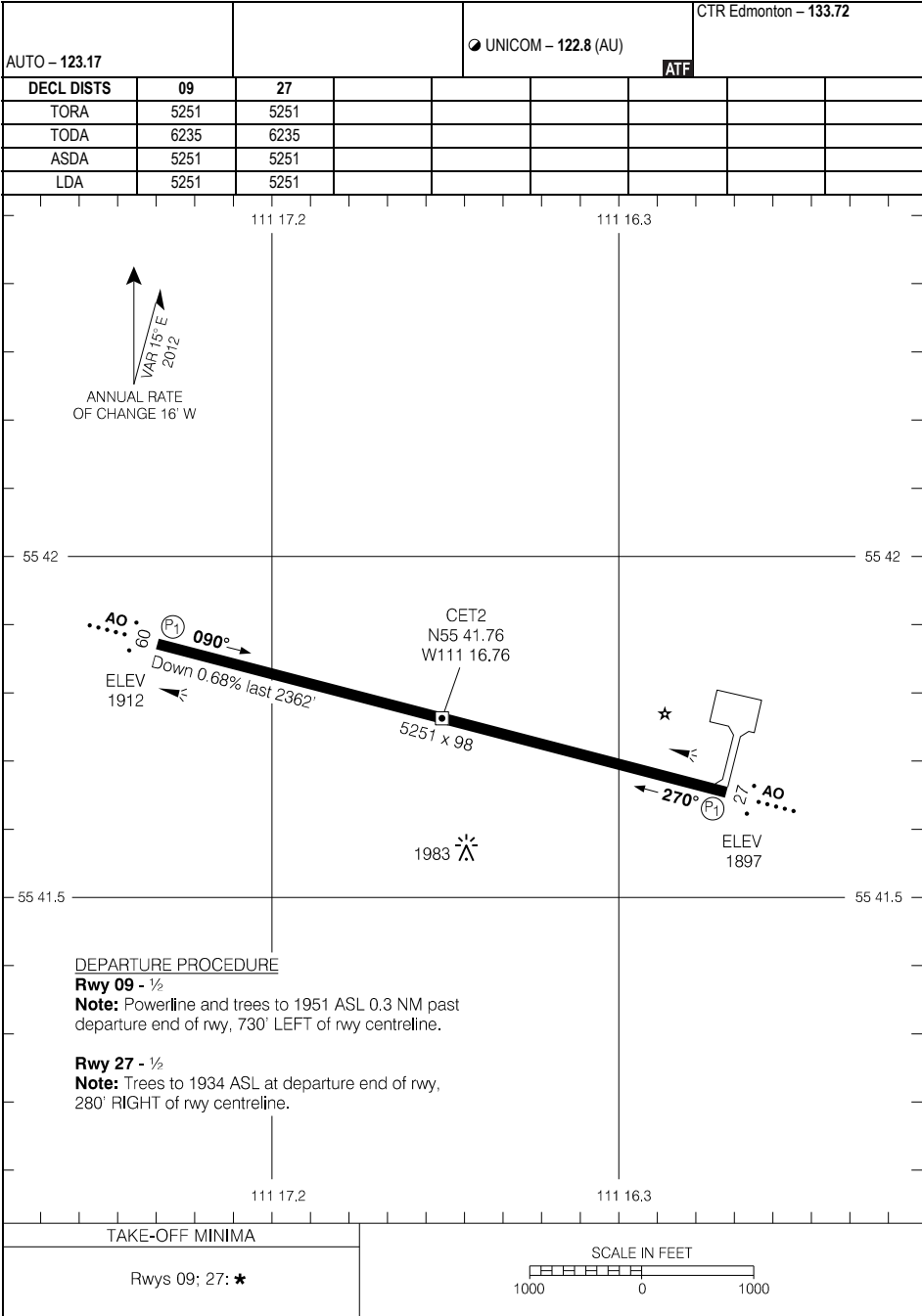
CYOD

CYOD-AD

AERODROME CHART



AERODROME CHART

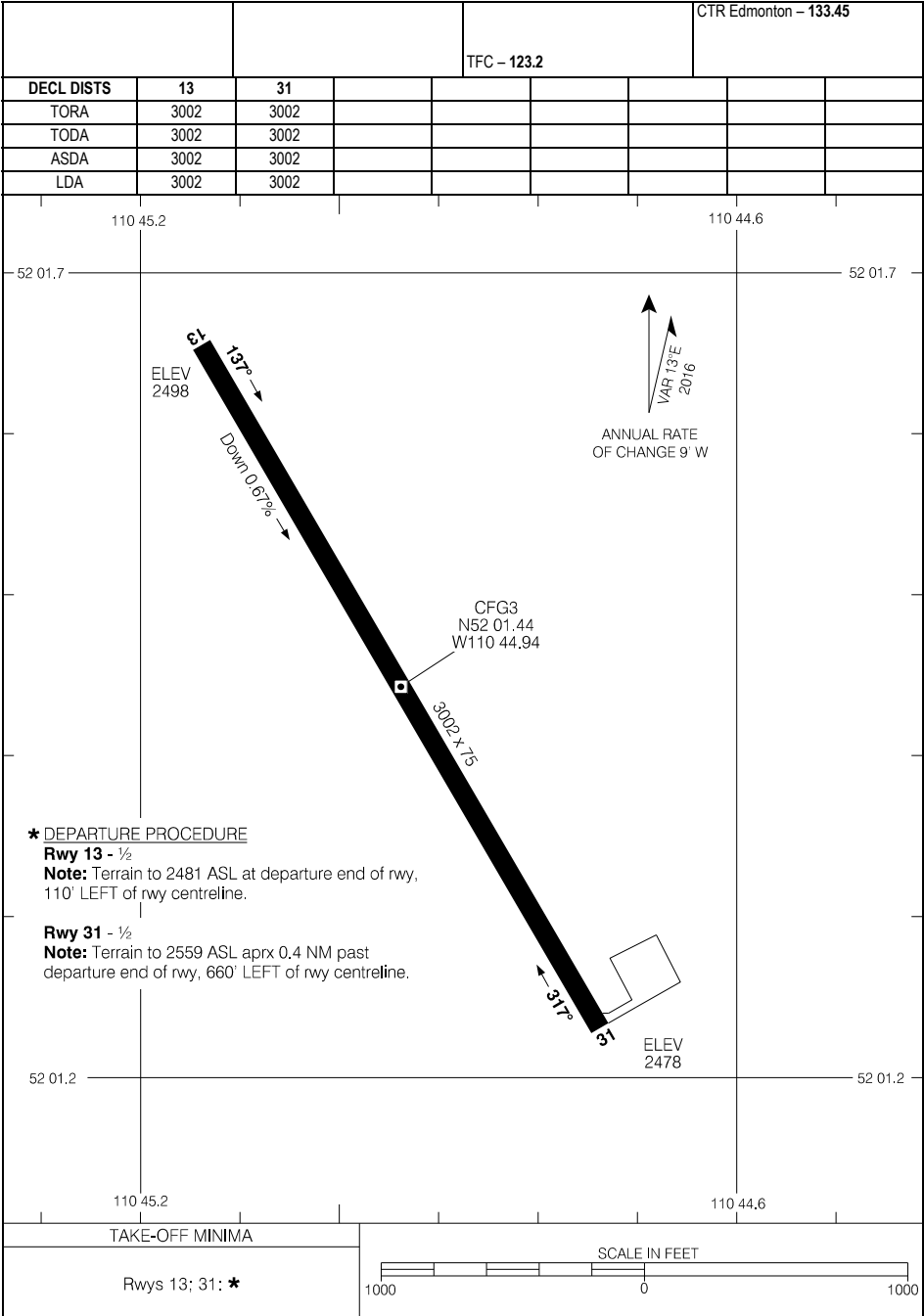


AERODROME CHART

EFF 10 AUG 23

CET2

AERODROME CHART



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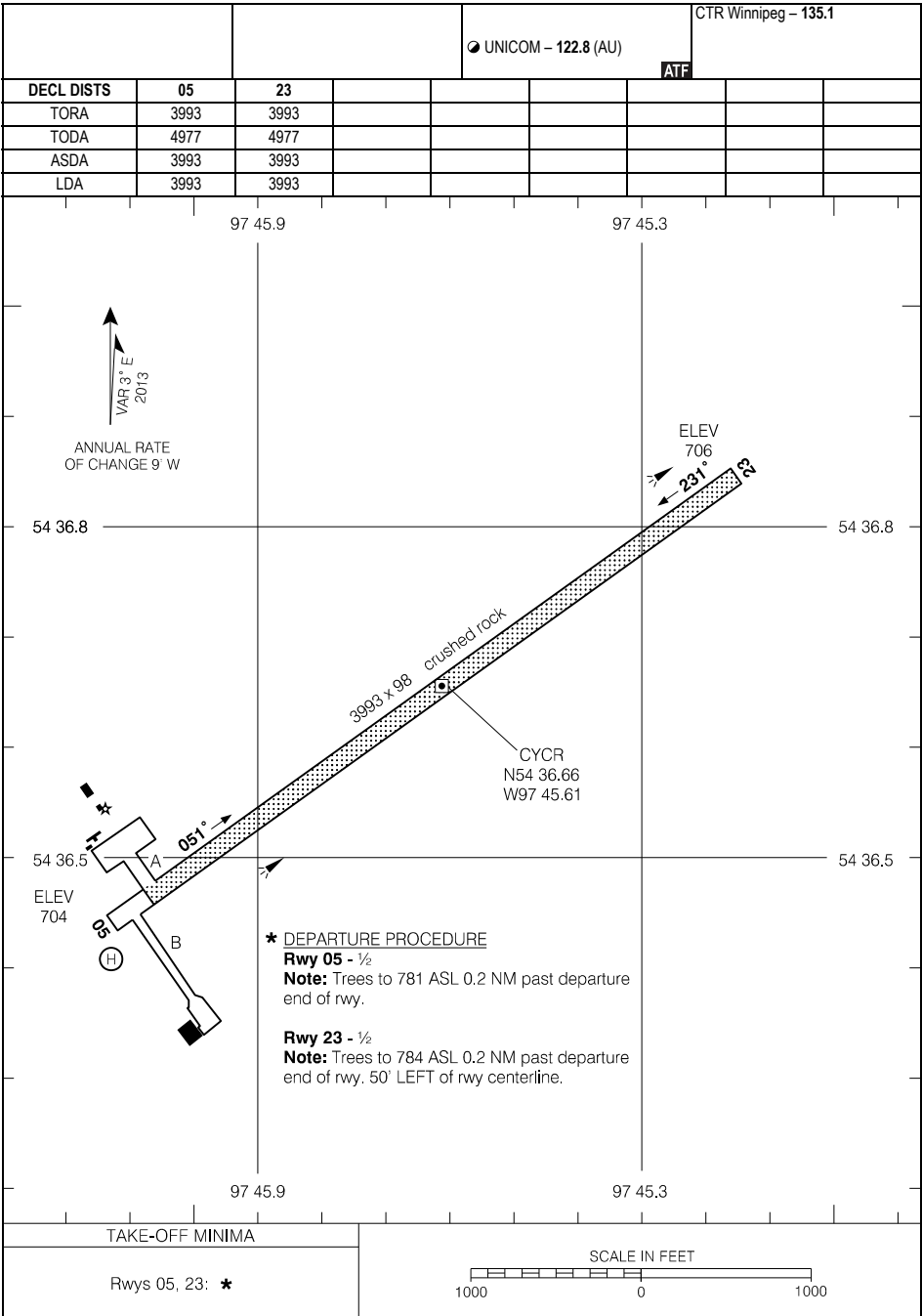
AERODROME CHART

CFG3

EFF 11 JUL 24

CYCR-AD

CROSS LAKE (CHARLIE SINCLAIR MEMORIAL), MB
CYCR



AERODROME CHART

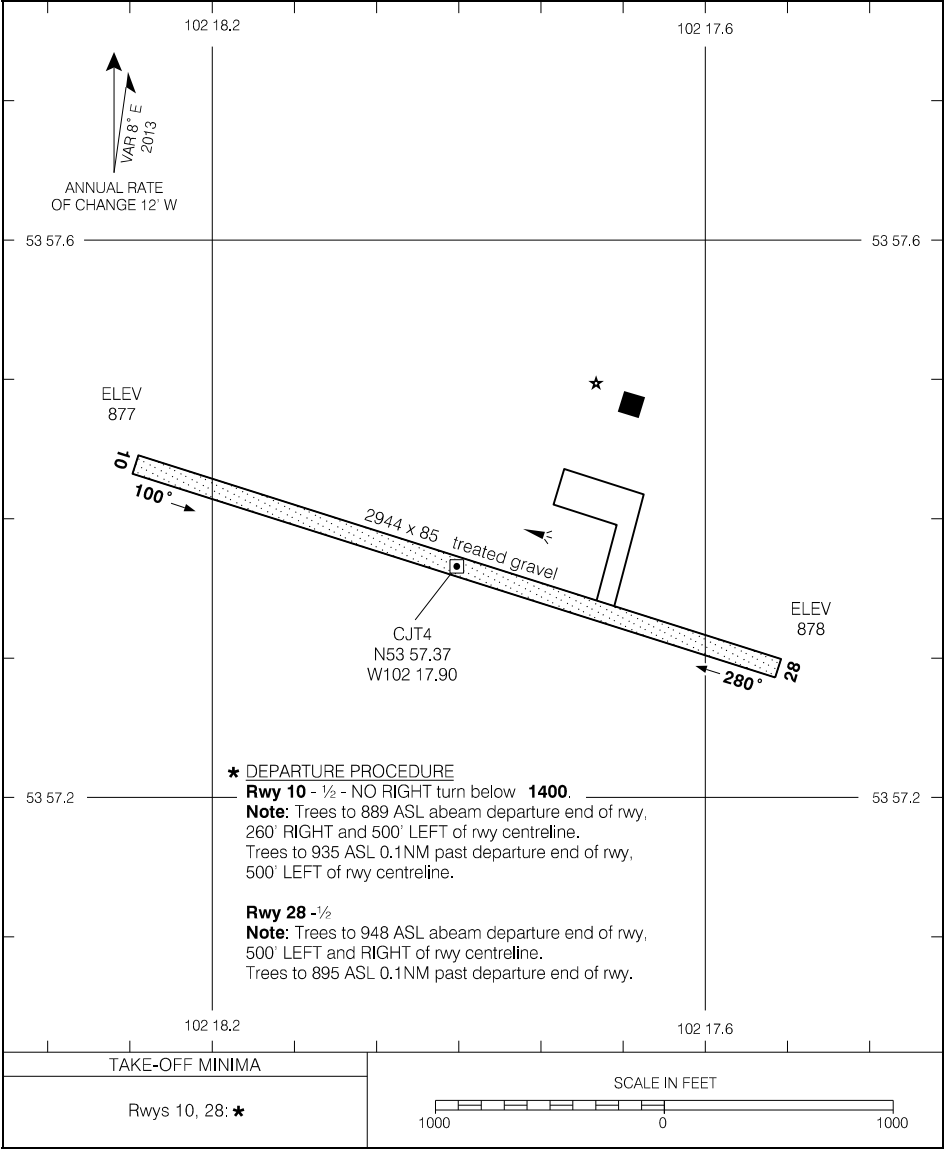
EFF 2 OCT 25

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					



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AERODROME CHART

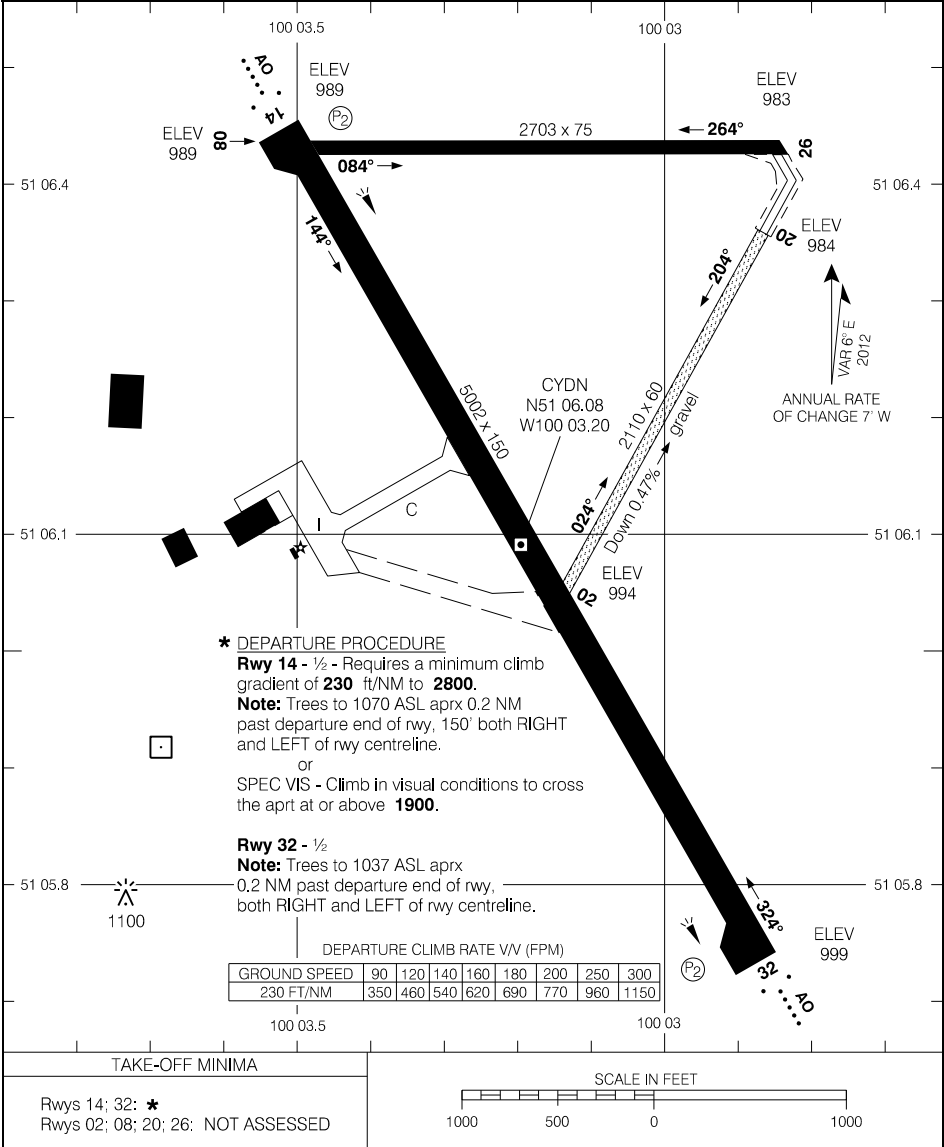
EFF 9 JUL 26

CJT4

CYDN-AD

DAUPHIN (LT. COL W.G.(BILLY) BARKER, VC), MB
CYDN

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	3703	3523	6002	6002	2110	2110	
ASDA	2703	2703	5002	5002	2110	2110	
LDA	2703	2703	5002	5002	2110	2110	



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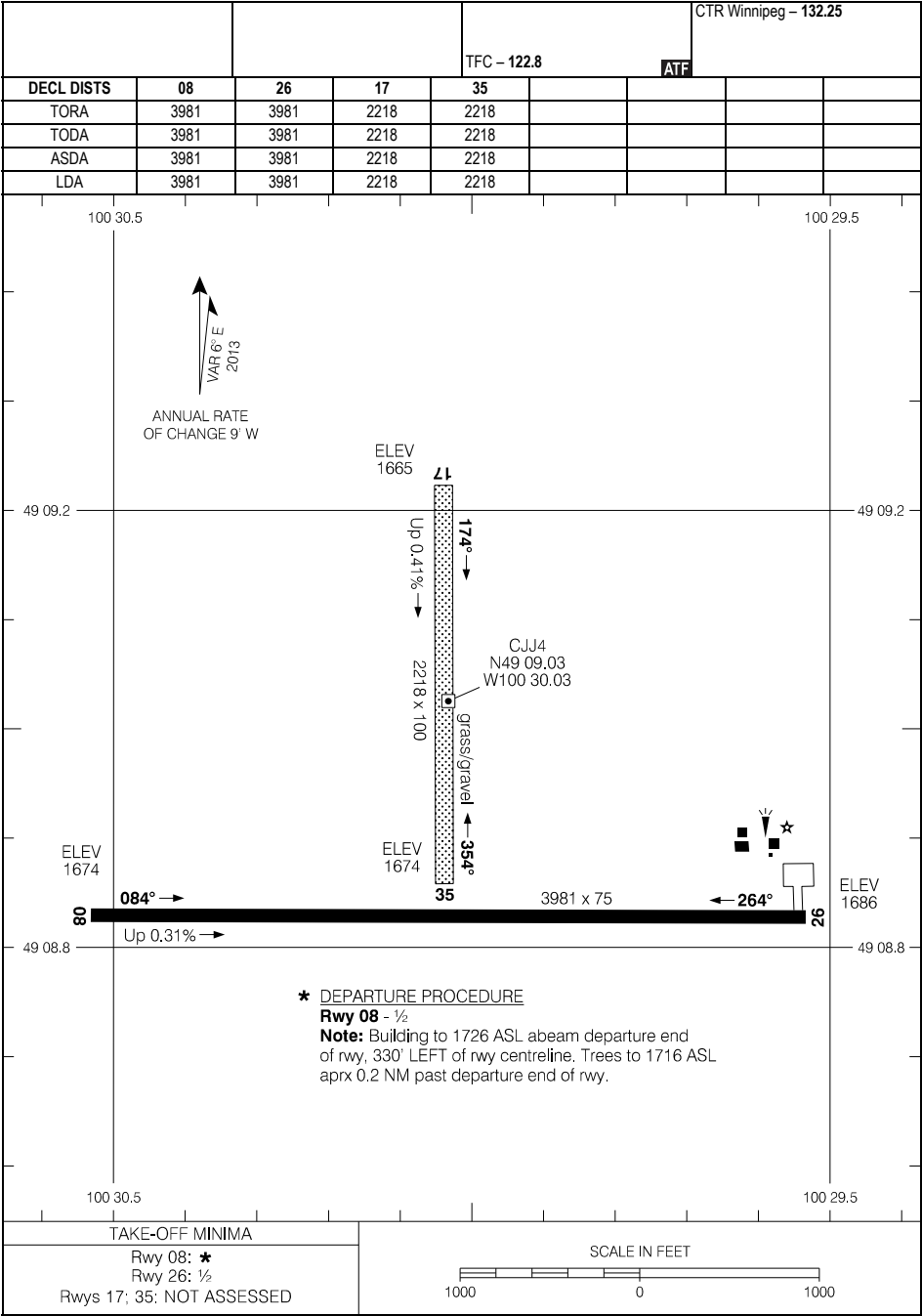
AERODROME CHART

CYDN

EFF 14 MAY 26

CYDN-AD

AERODROME CHART

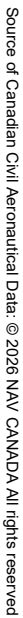


AERODROME CHART

DONNELLY, AB
CFM4

CFM4

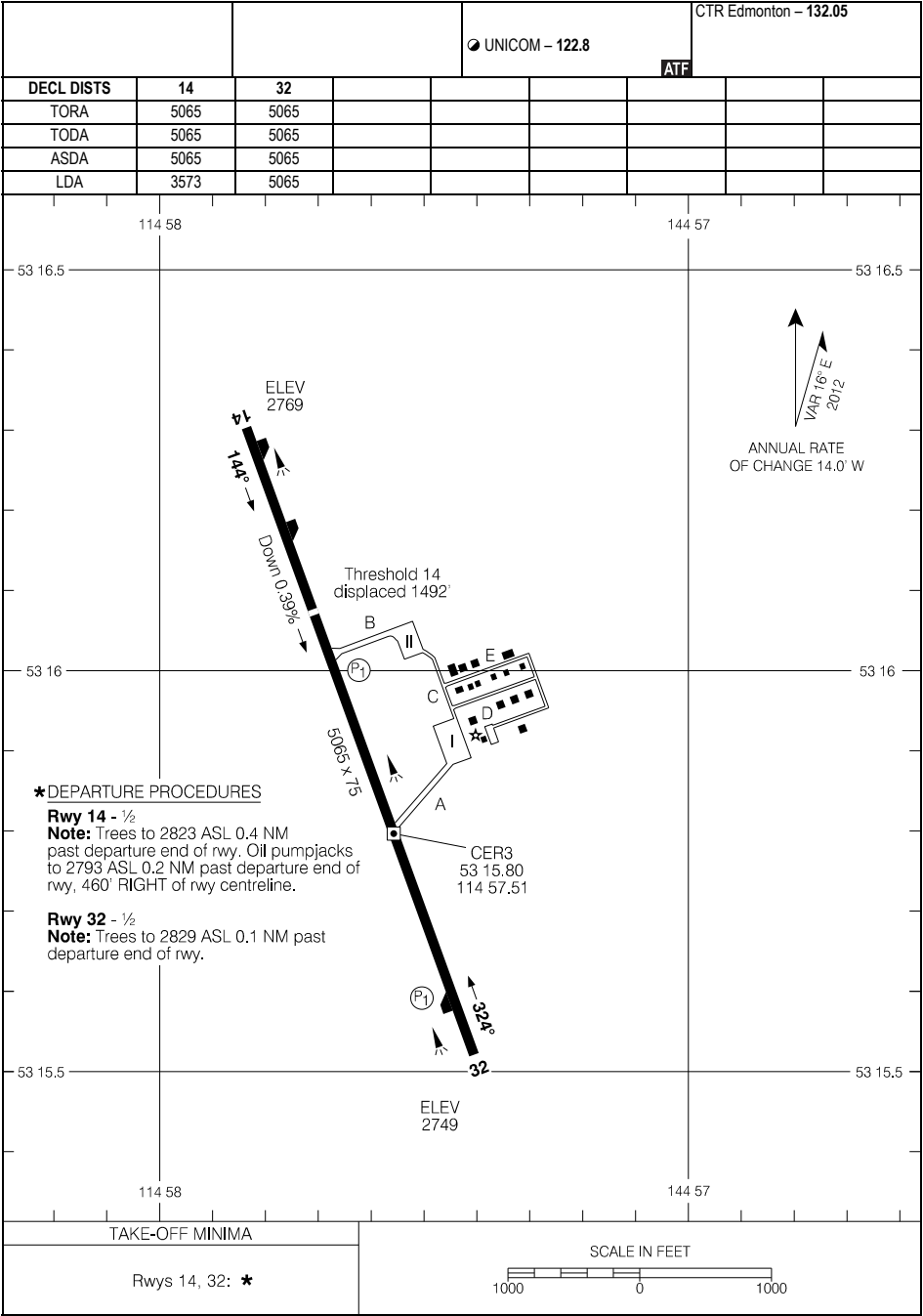
CTR Edmonton – 135.27



CFM4

CFM4-AD

AERODROME CHART

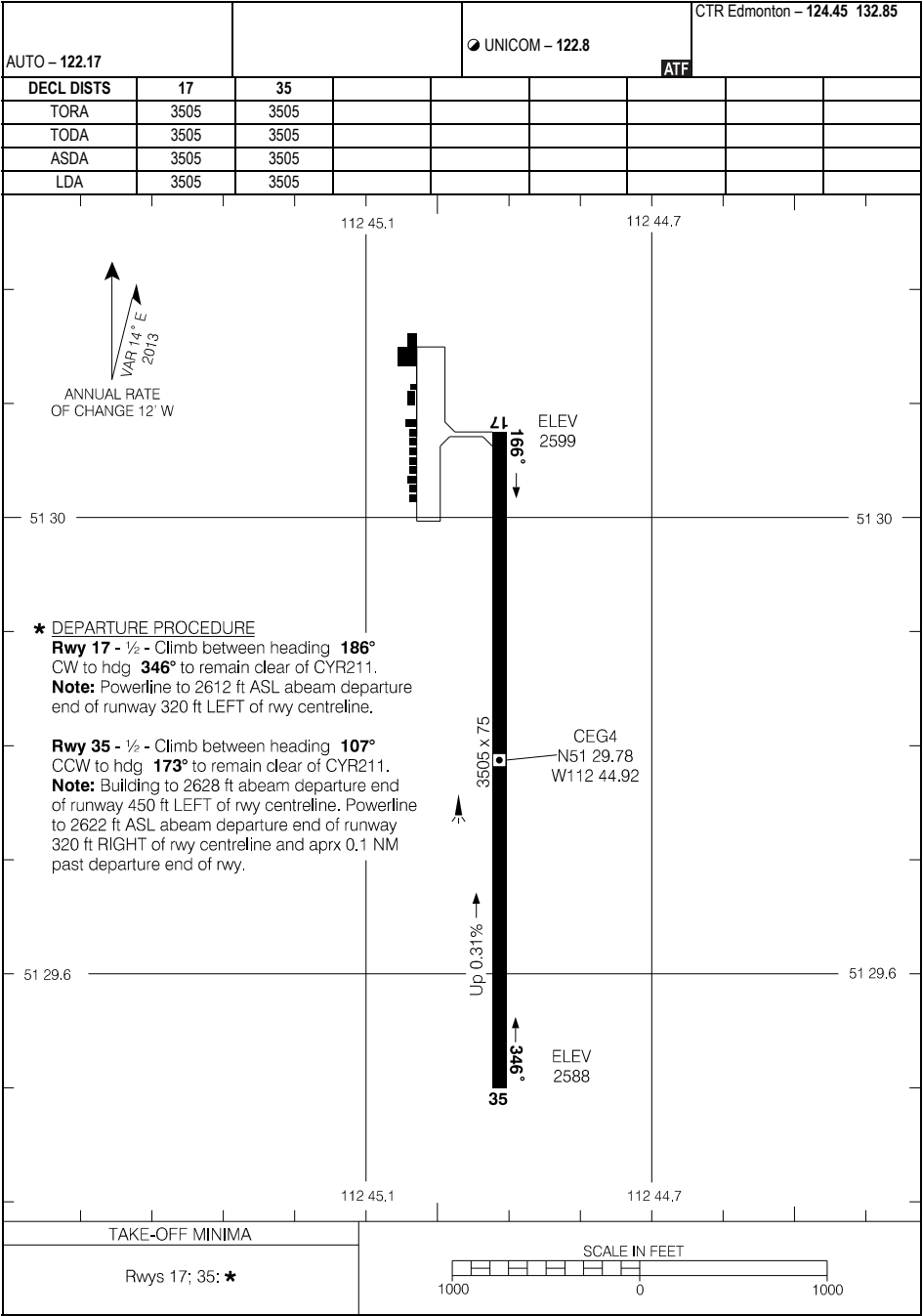


AERODROME CHART

CER3

EFF 19 MAR 26

AERODROME CHART

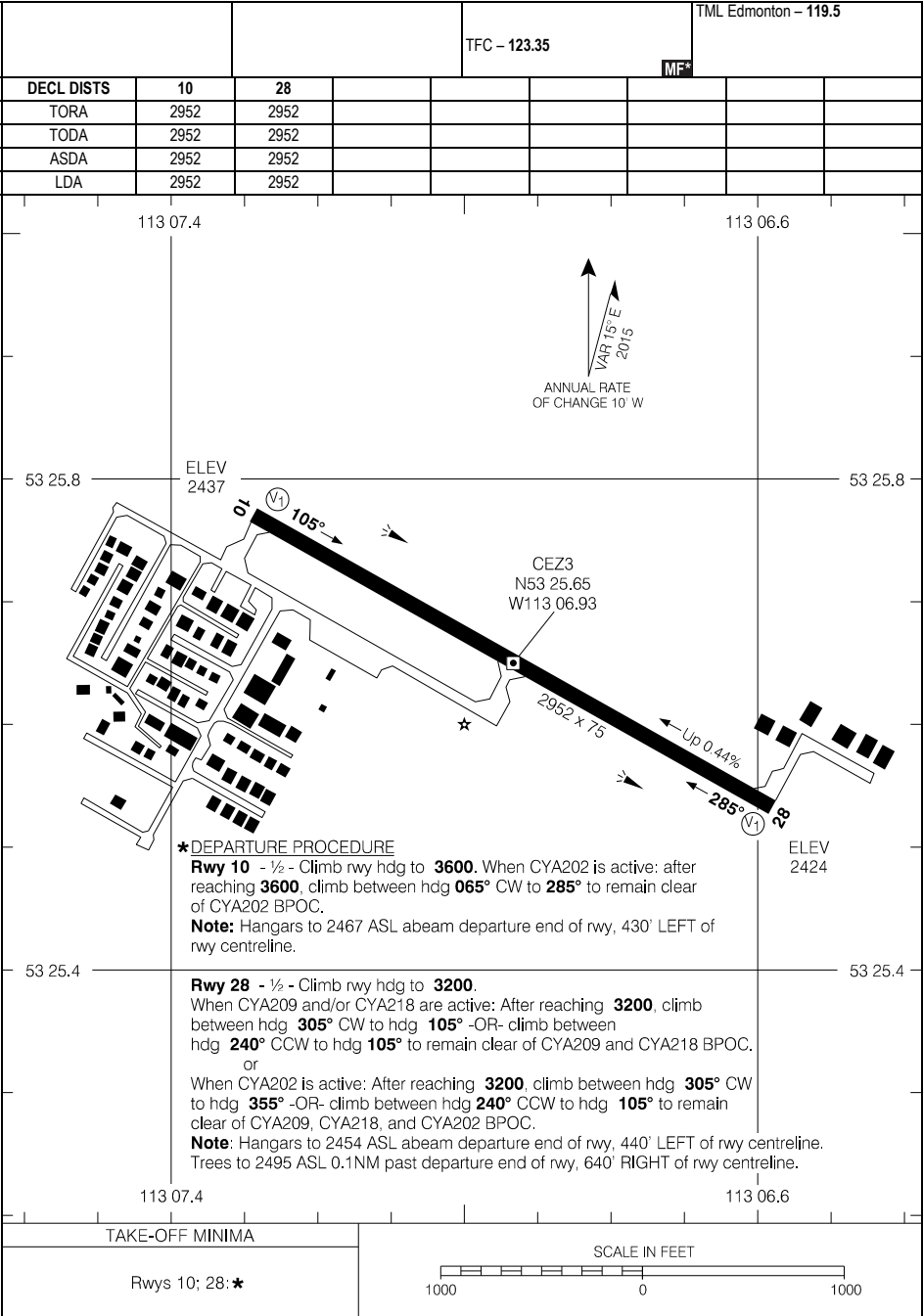


AERODROME CHART

EFF 9 JUL 26

CEG4

AERODROME CHART



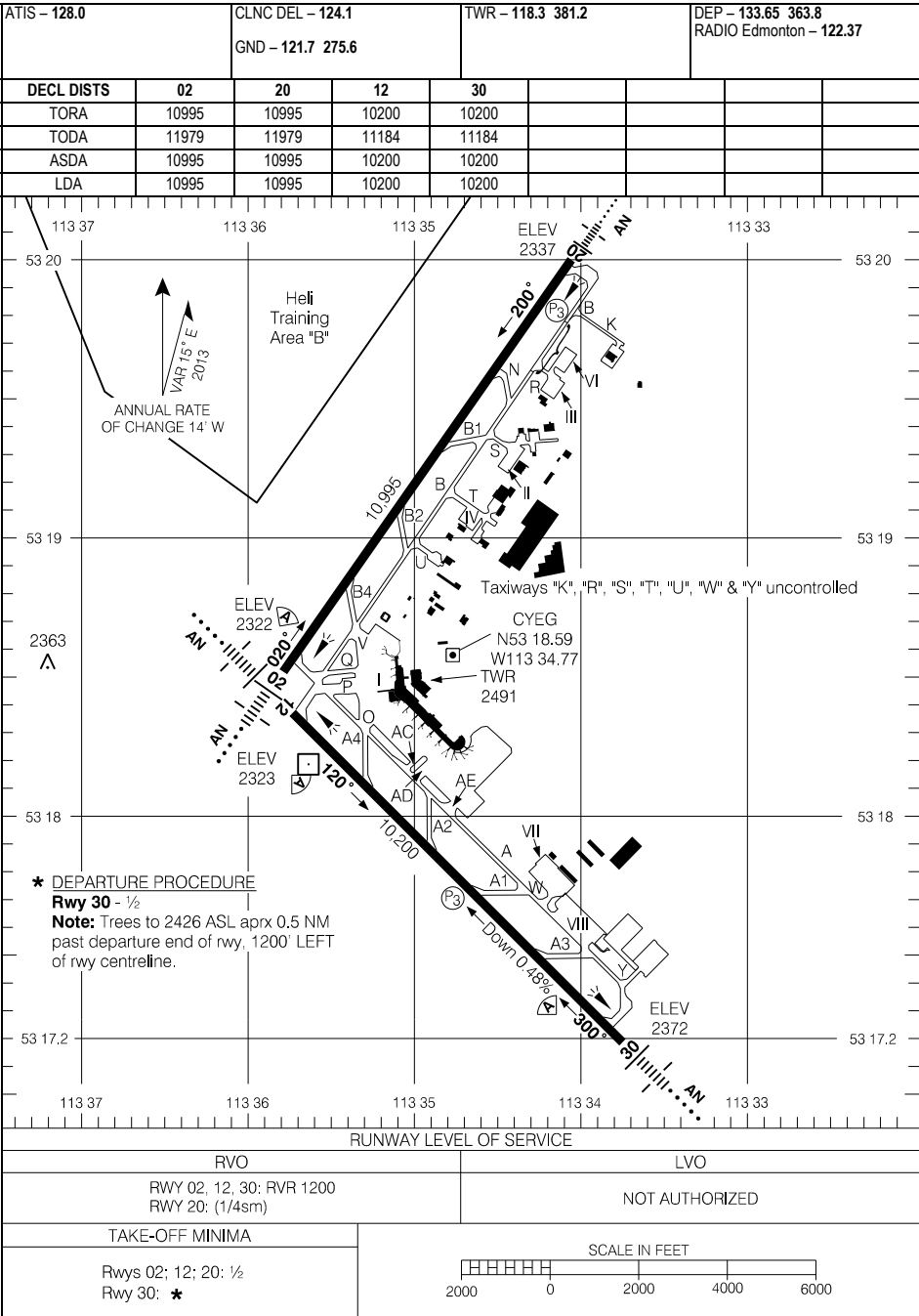
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AERODROME CHART

EFF 5 SEP 24

CEZ3

AERODROME CHART



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AERODROME CHART

EFF 14 MAY 26

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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EDMONTON INTL, AB
CYEG

CYEG

CYEG-APD

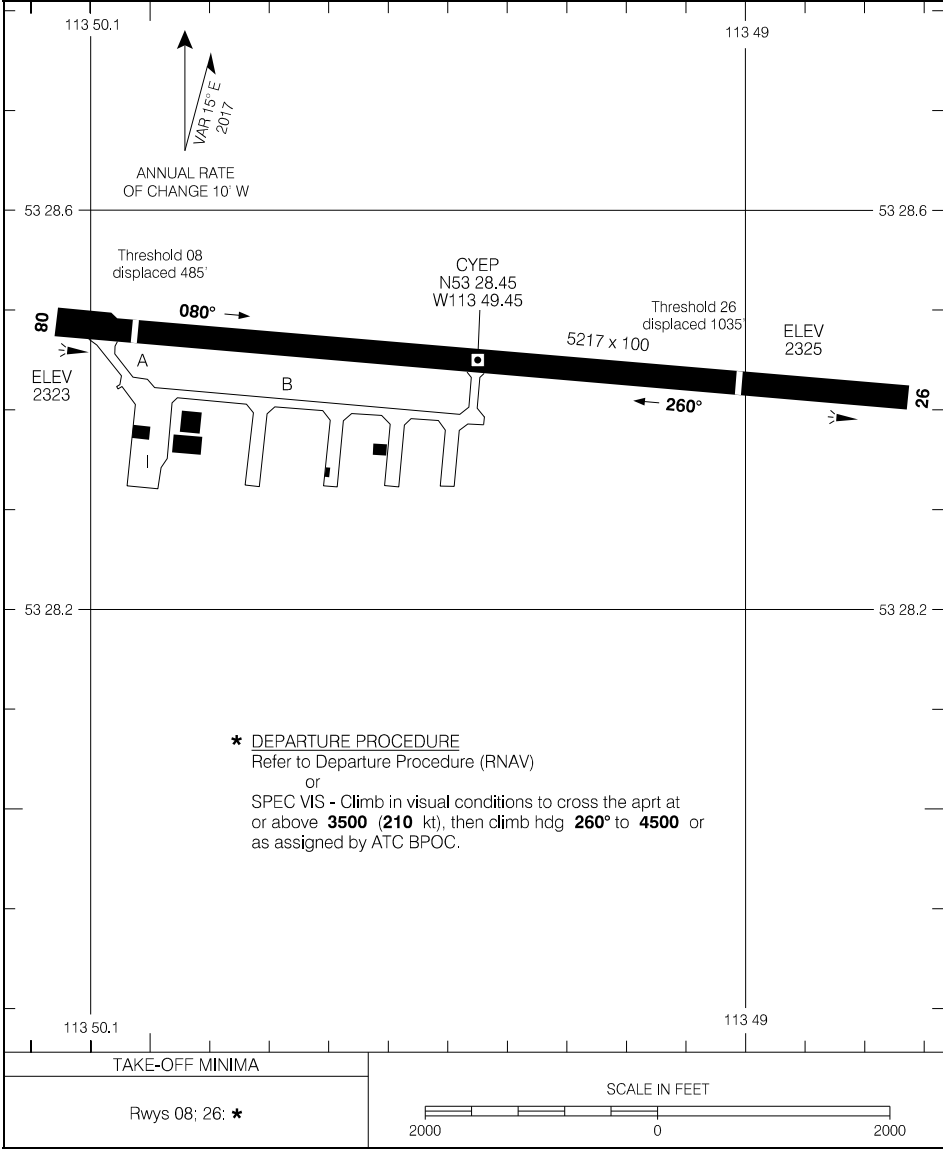
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CYEP-AD

EDMONTON/EDMONTON PARKLAND EXECUTIVE AIRPORT, AB

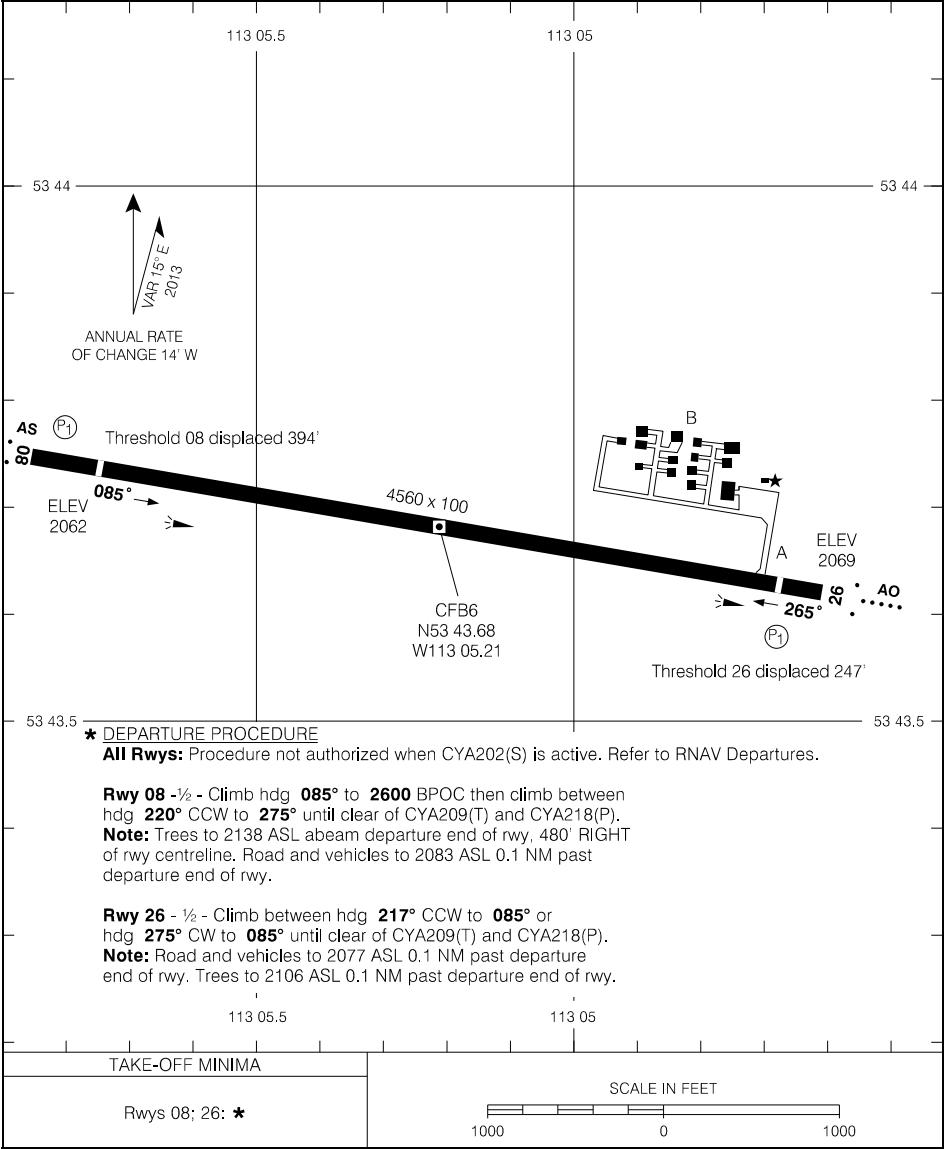
CYEP

				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 DIST	08	26					
TORA	4560	4560					
TODA	4560	4560					
ASDA	4560	4560					
LDA	4166	4313					



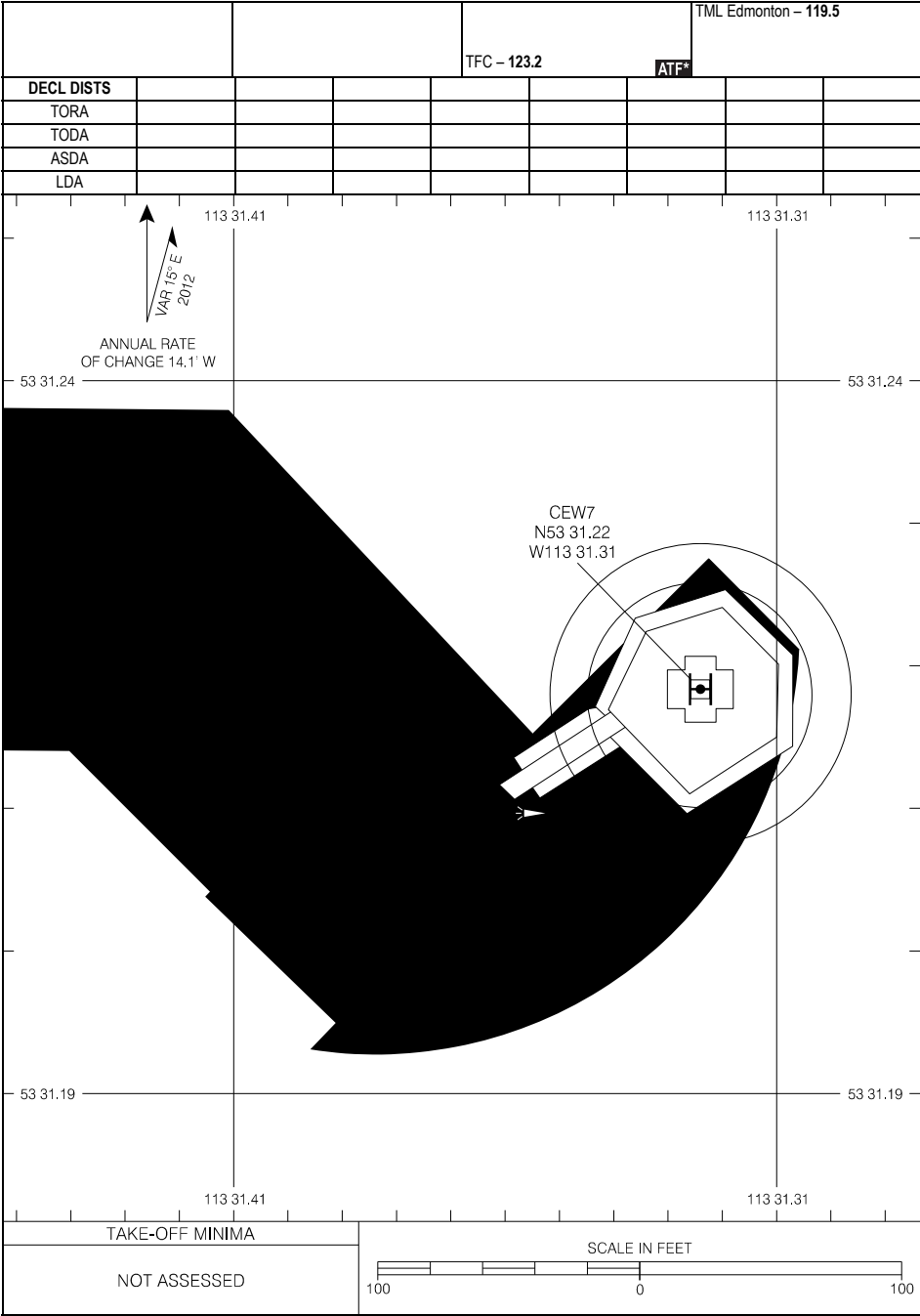
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AERODROME CHART

EFF 3 SEP 26

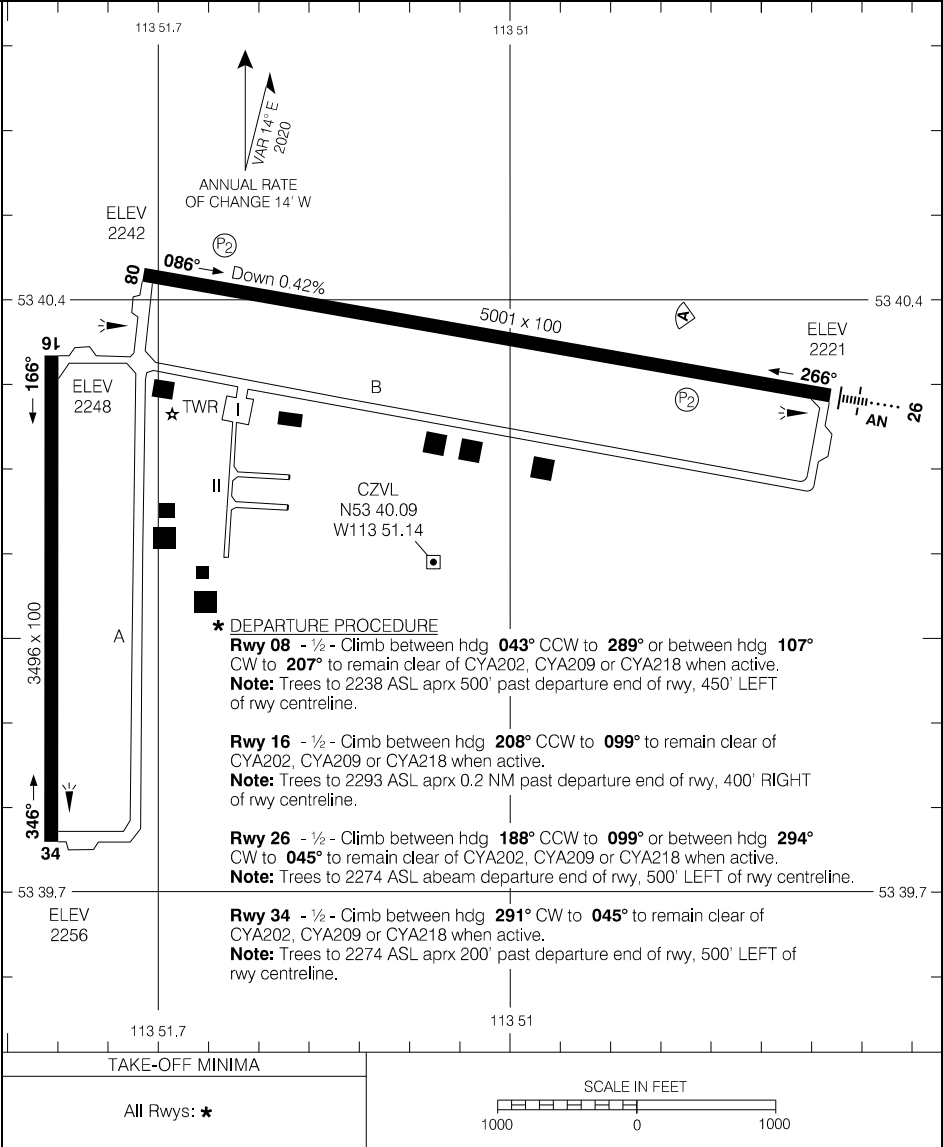
CFB6

HELIPORT CHART



AERODROME CHART

● ATIS – 128.35 ● AWOS – 128.35		● GND – 120.8		● TWR – 118.8 ● TFC – 118.8		TML – 119.5 ● ATF*	
DECL DIST	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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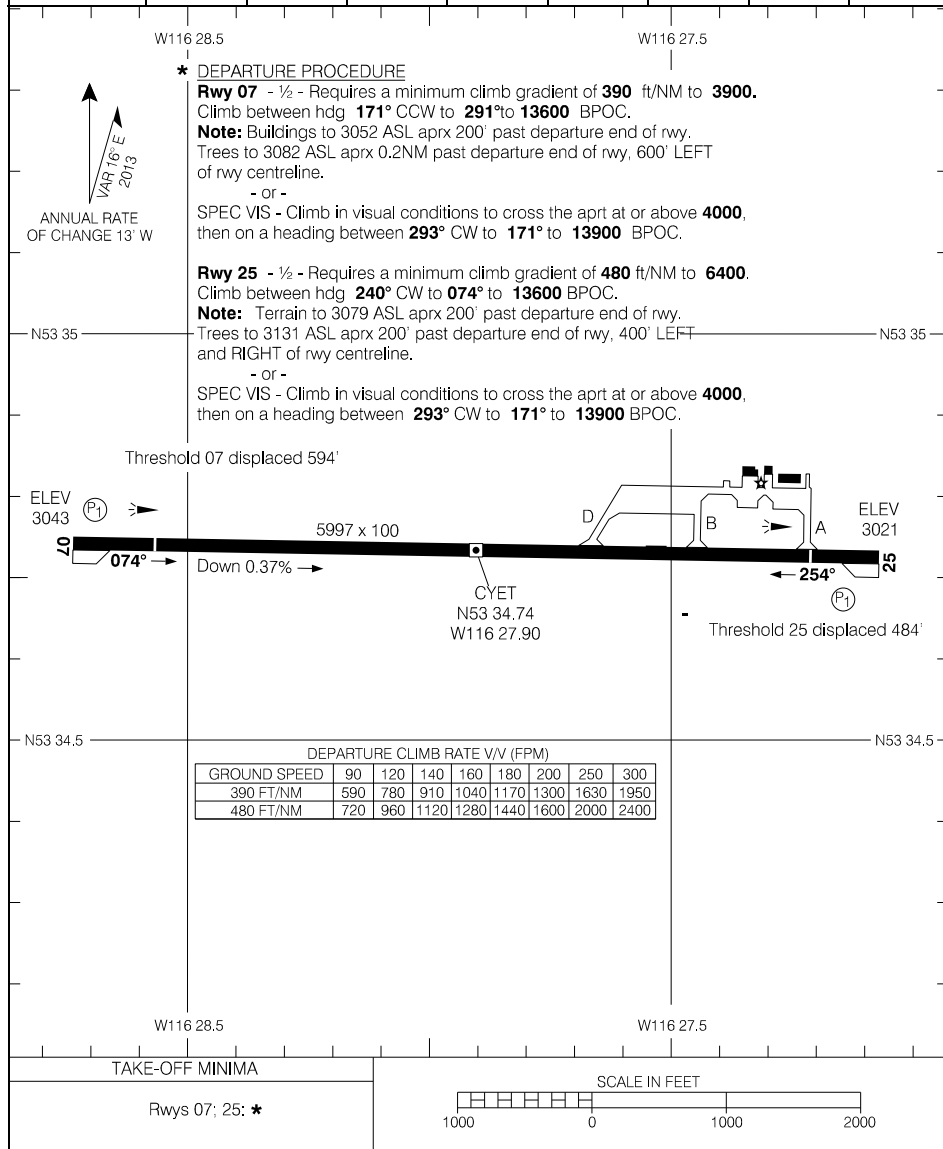
AERODROME CHART

EFF 3 NOV 22

CZVL

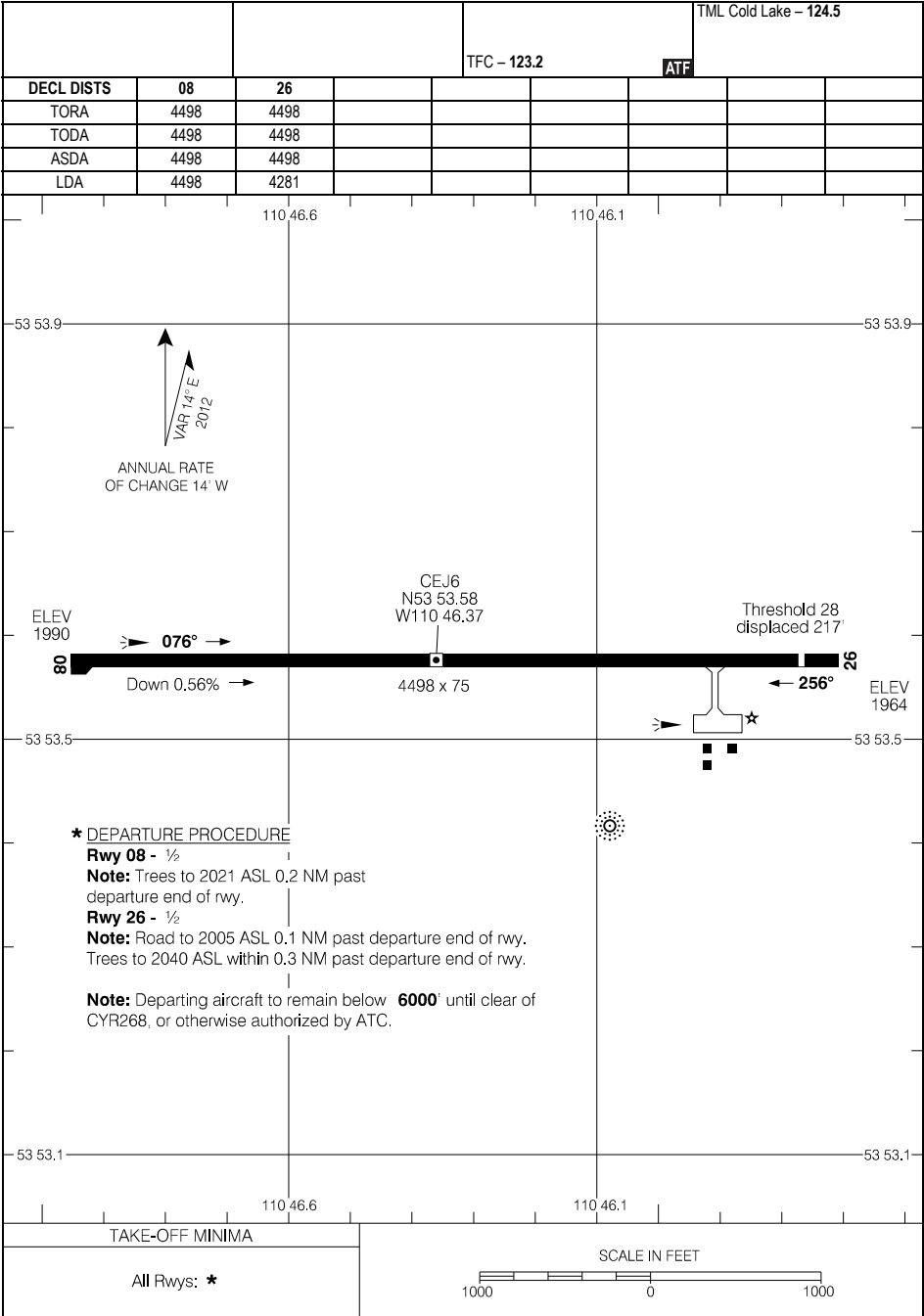
AERODROME CHART

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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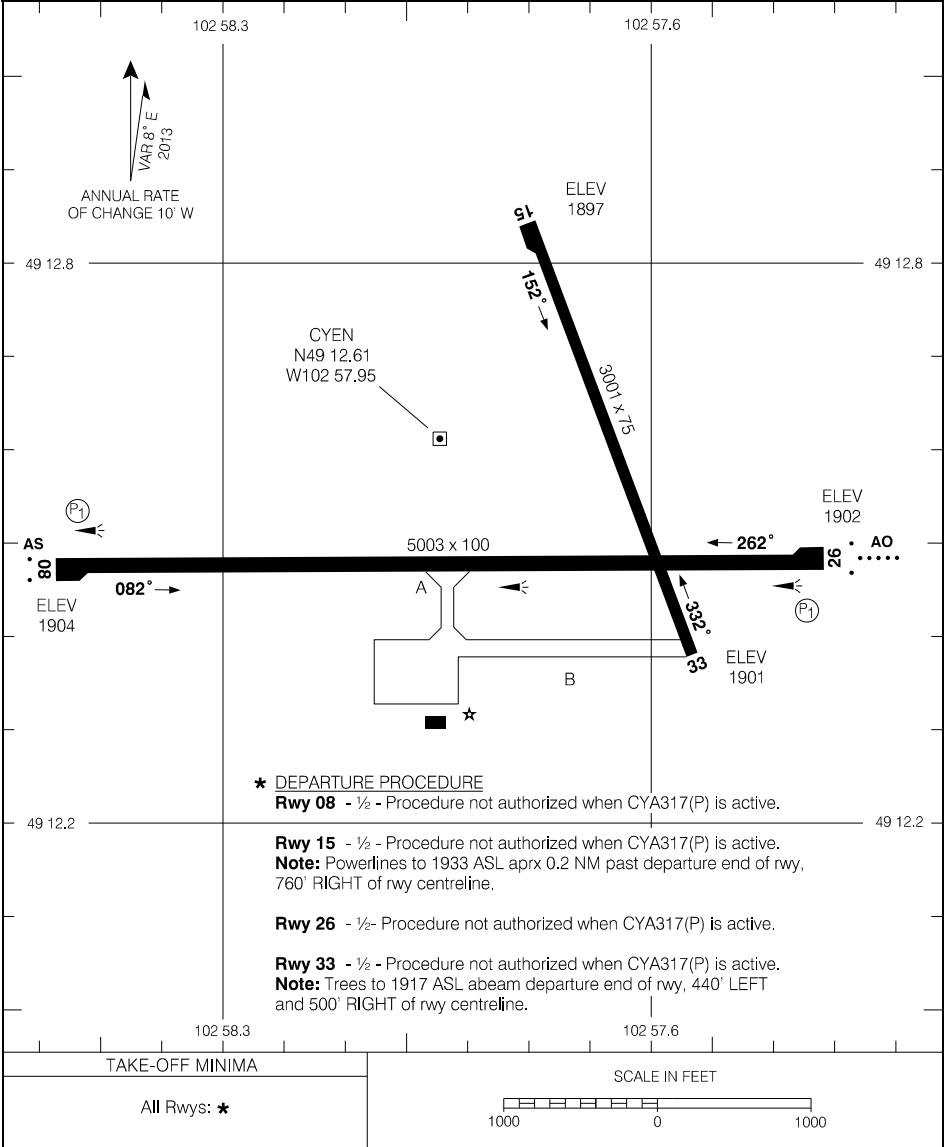
AERODROME CHART

EFF 15 JUN 23

CEJ6

AERODROME CHART

AUTO – 127.8		UNICOM – 123.0				ATF		
DECL	DISTS	08	26	15	33			
TORA		5003	5003	3001	3001			
TODA		5003	5003	3001	3001			
ASDA		5003	5003	3001	3001			
LDA		5003	5003	3001	3001			



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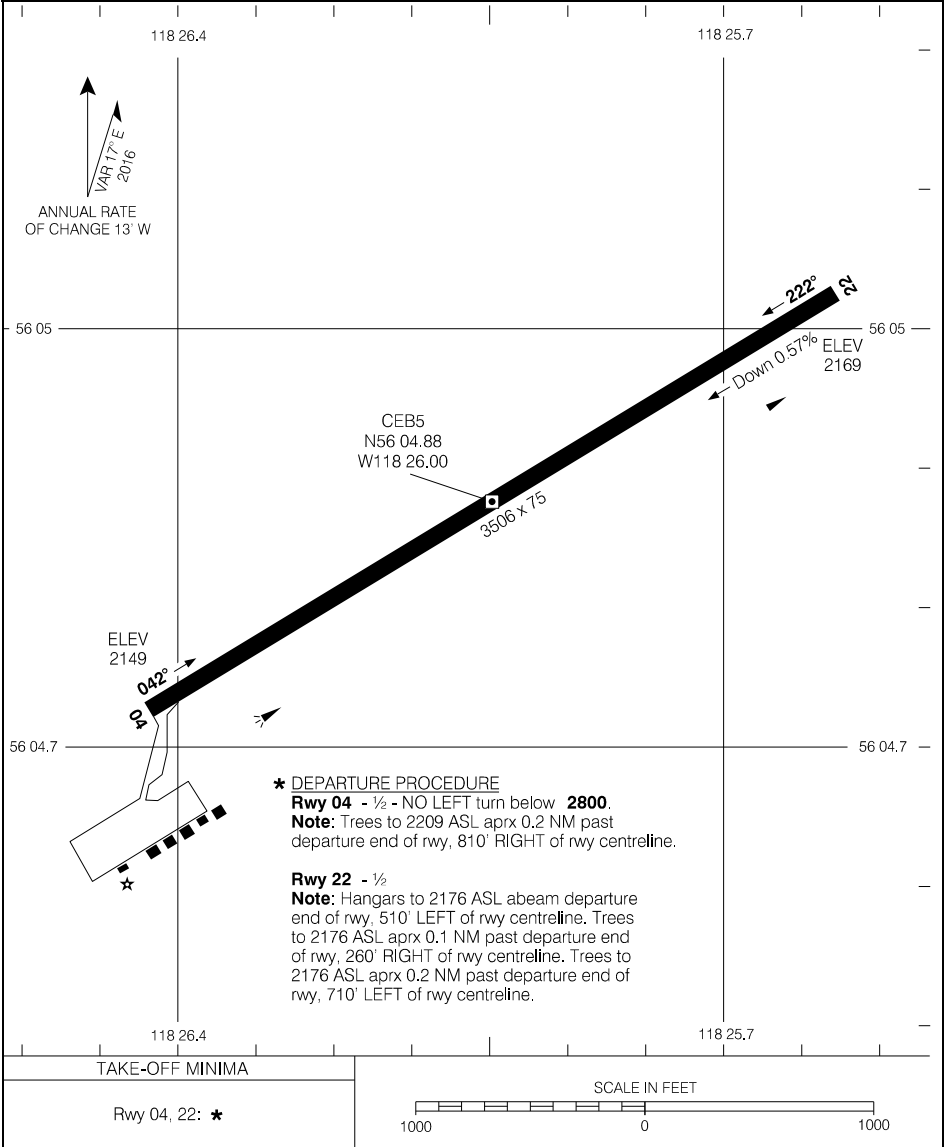
AERODROME CHART

EFF 19 MAR 26

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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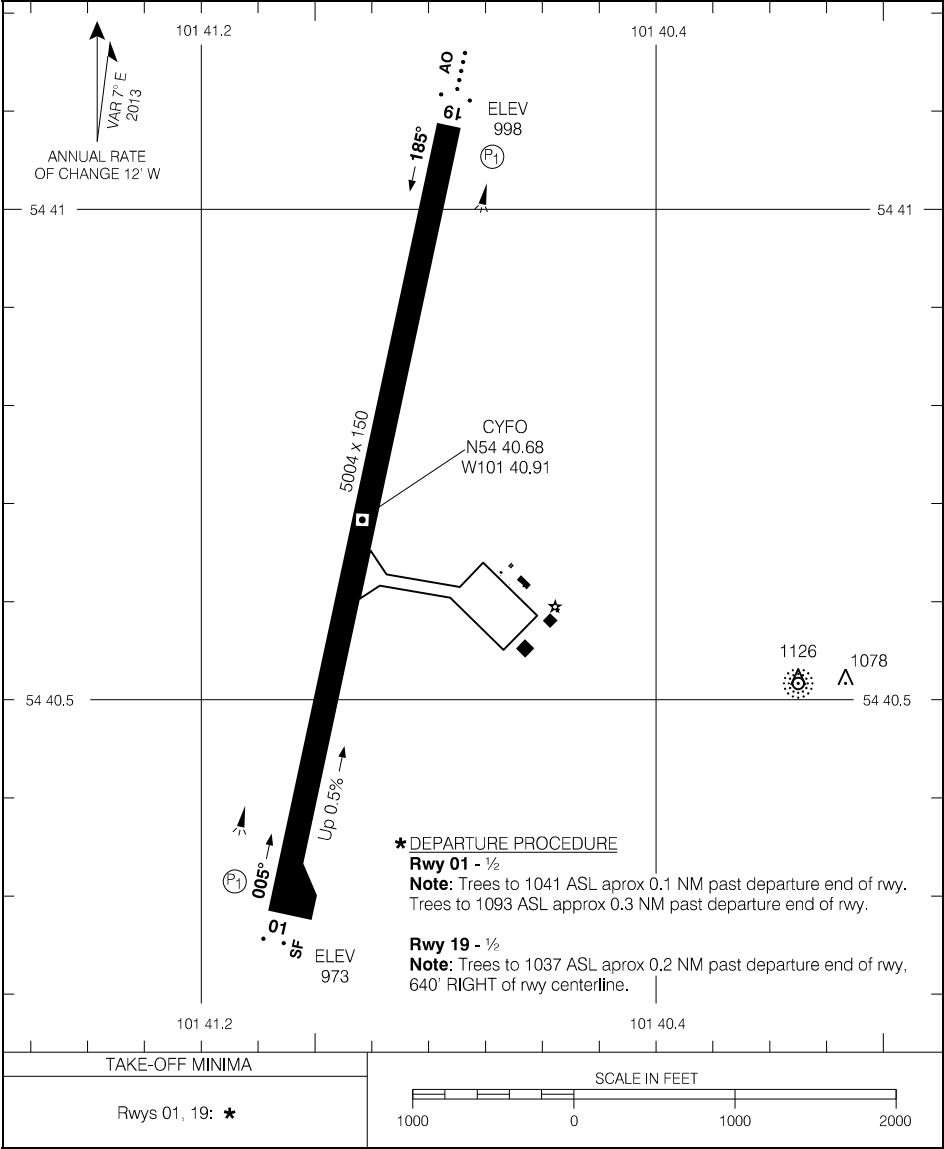
AERODROME CHART

CEB5

EFF 5 OCT 23

AERODROME CHART

				● RADIO Saskatoon – 122.0		RADIO Edmonton – 123.27	
				● TFC – 122.0		MF	
DECL DISTS	01	19					
TORA	5004	5004					
TODA	5988	5988					
ASDA	5004	5004					
LDA	5004	5004					



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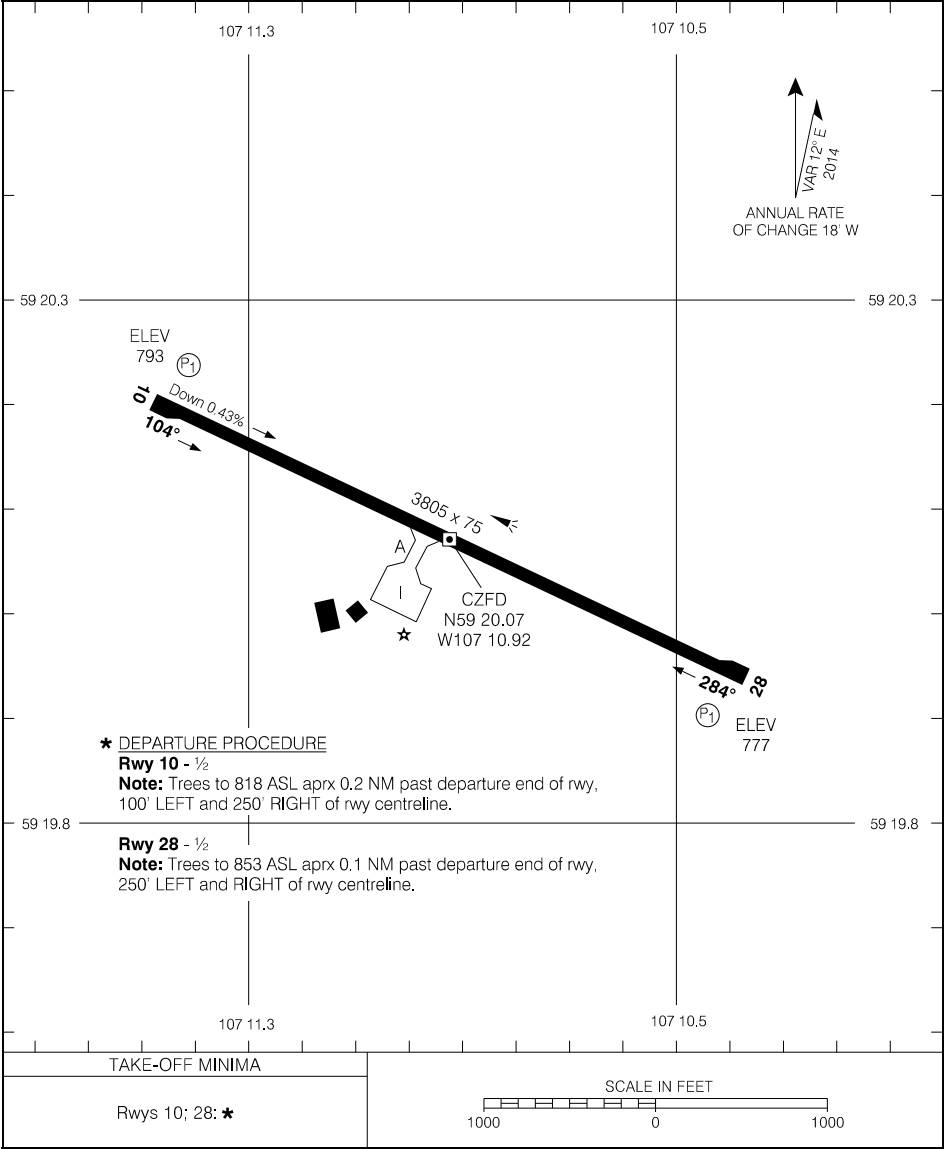
AERODROME CHART

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					



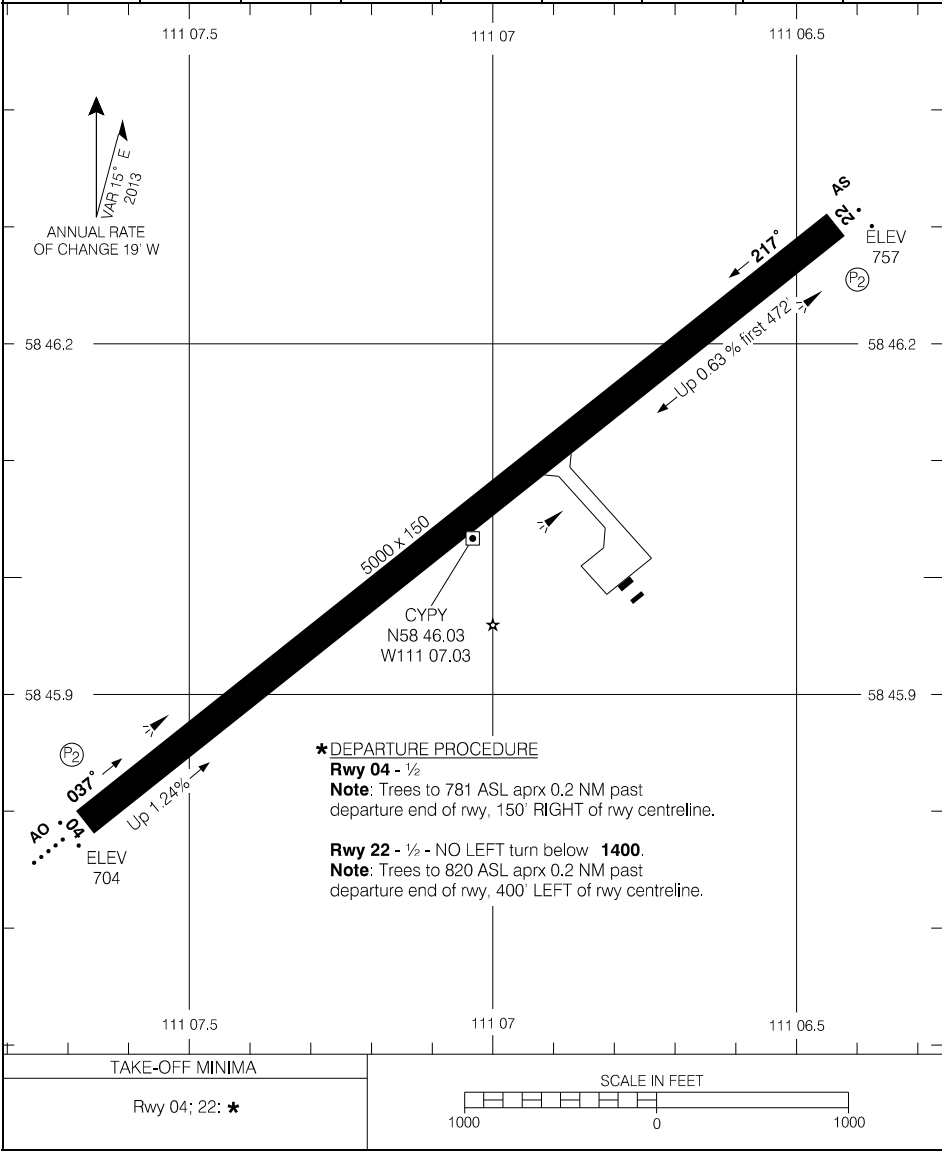
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AERODROME CHART

CZFD

AERODROME CHART

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



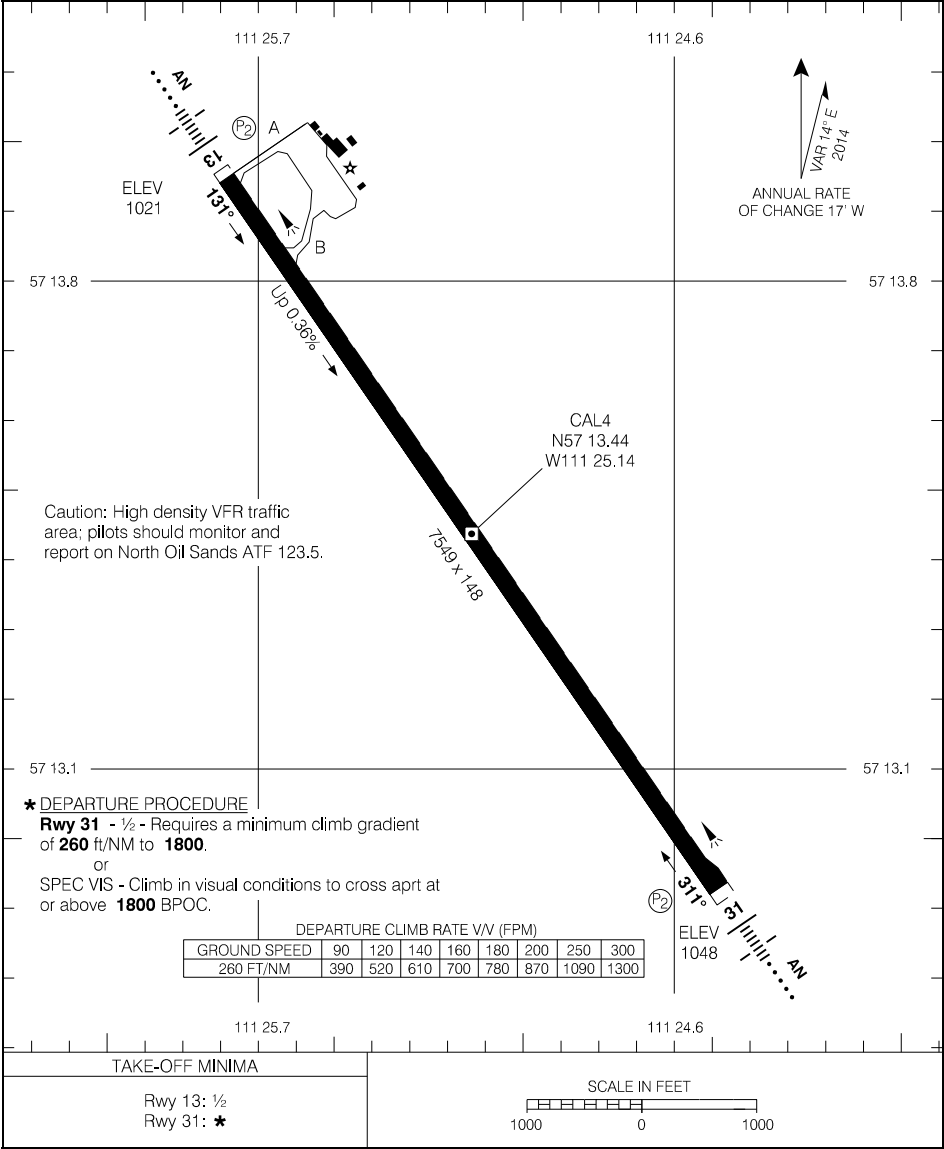
AERODROME CHART

EFF 2 OCT 25

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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							



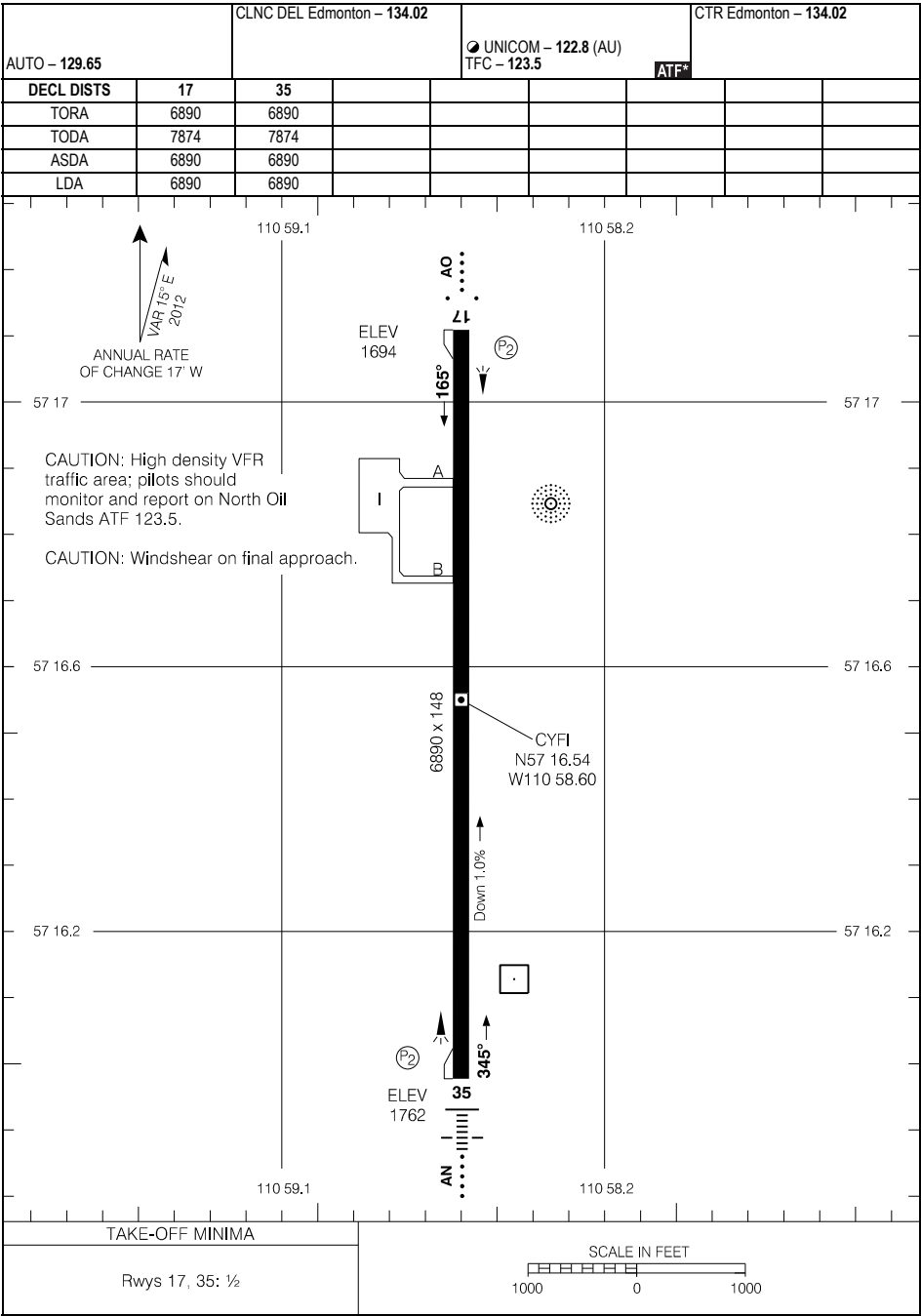
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AERODROME CHART

EFF 9 JUL 26

CAL4

AERODROME CHART

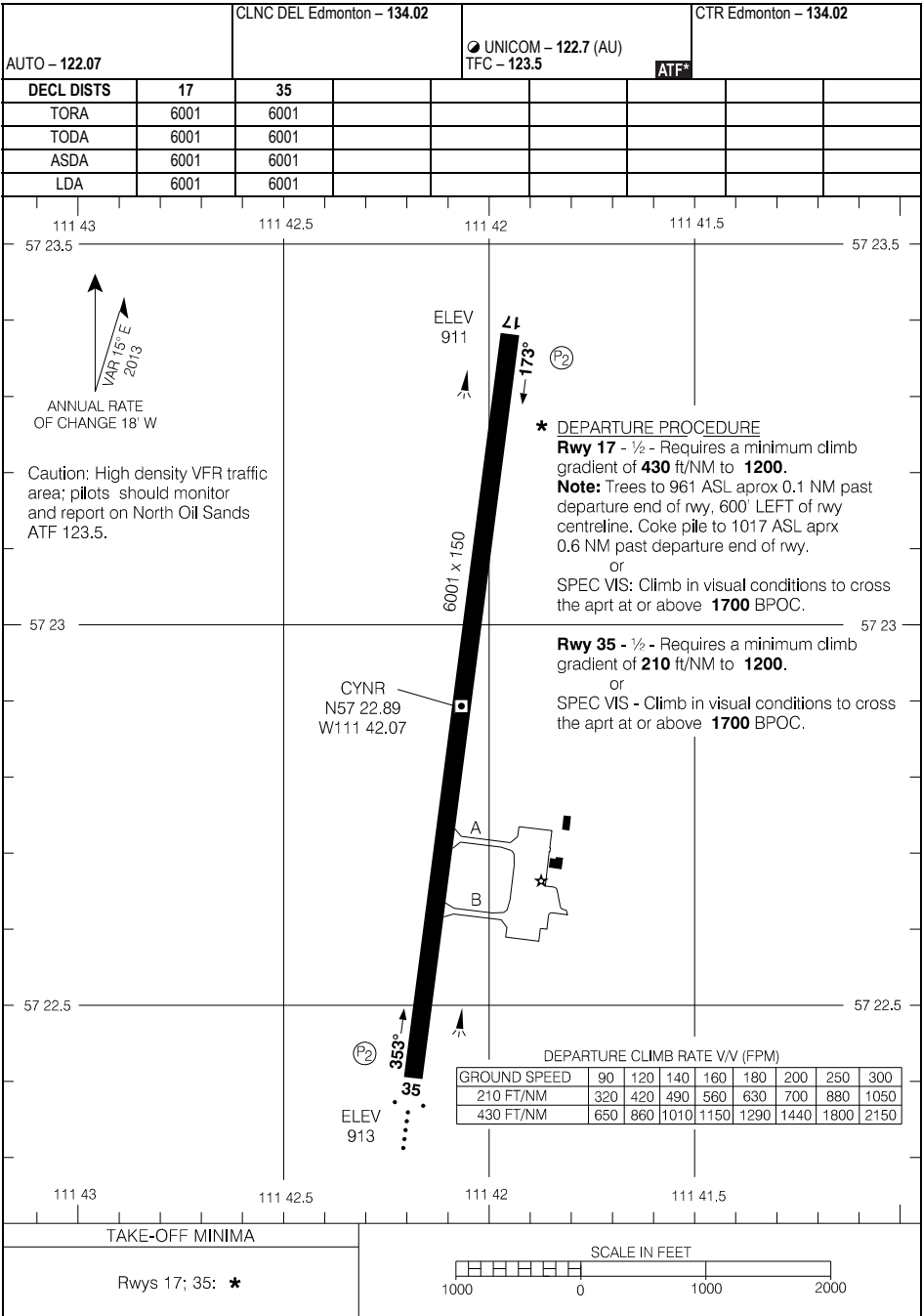


AERODROME CHART

EFF 17 JUN 21

CYFI

AERODROME CHART



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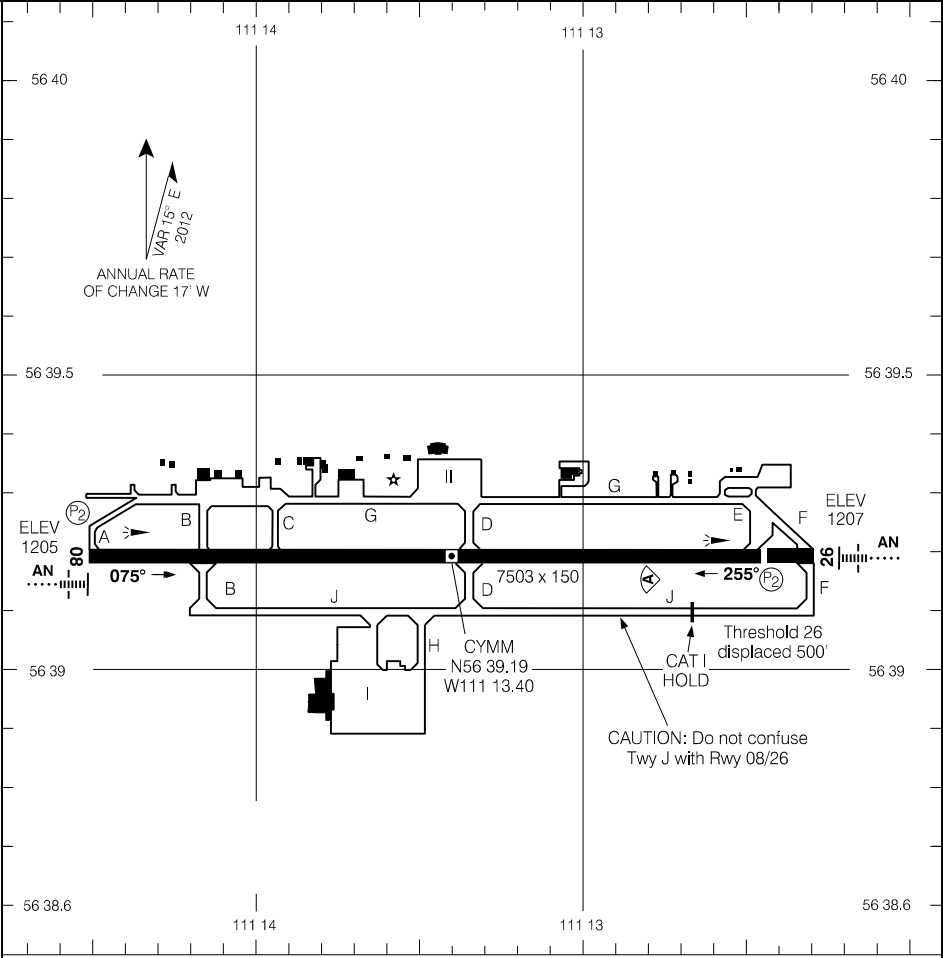
AERODROME CHART

EFF 9 JUL 26

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

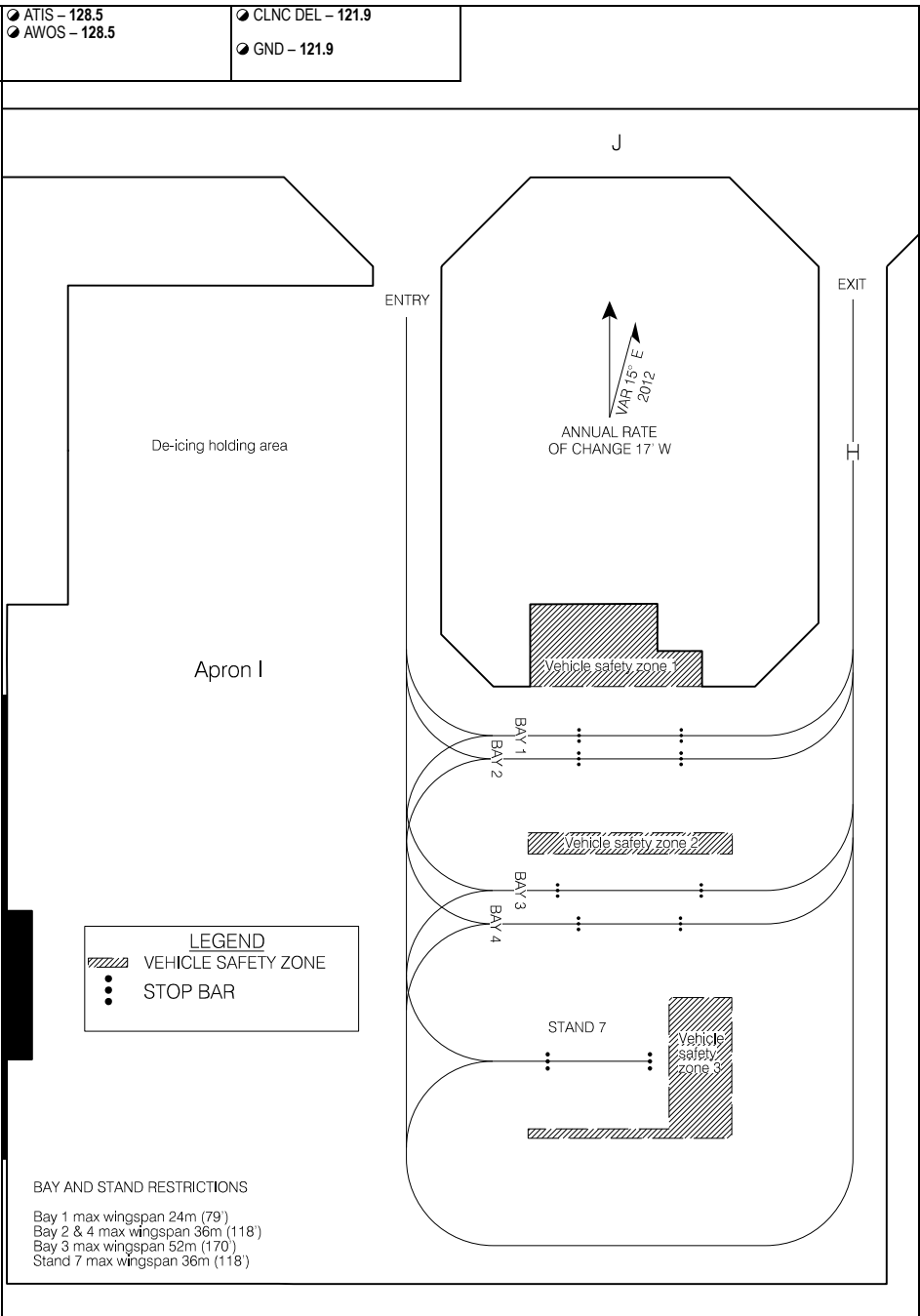
De-Ice Bay Procedure

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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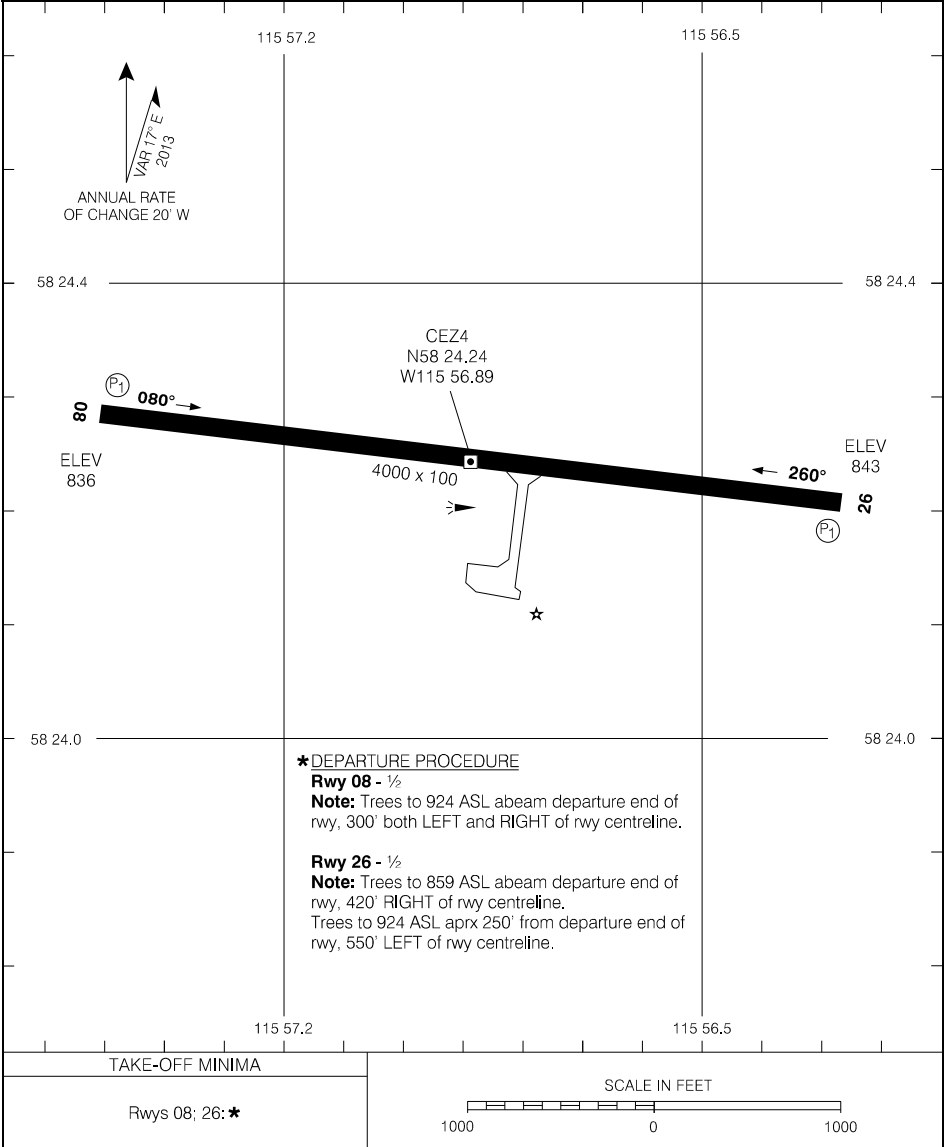
DE-ICING OPERATIONS



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DE-ICING OPERATIONS

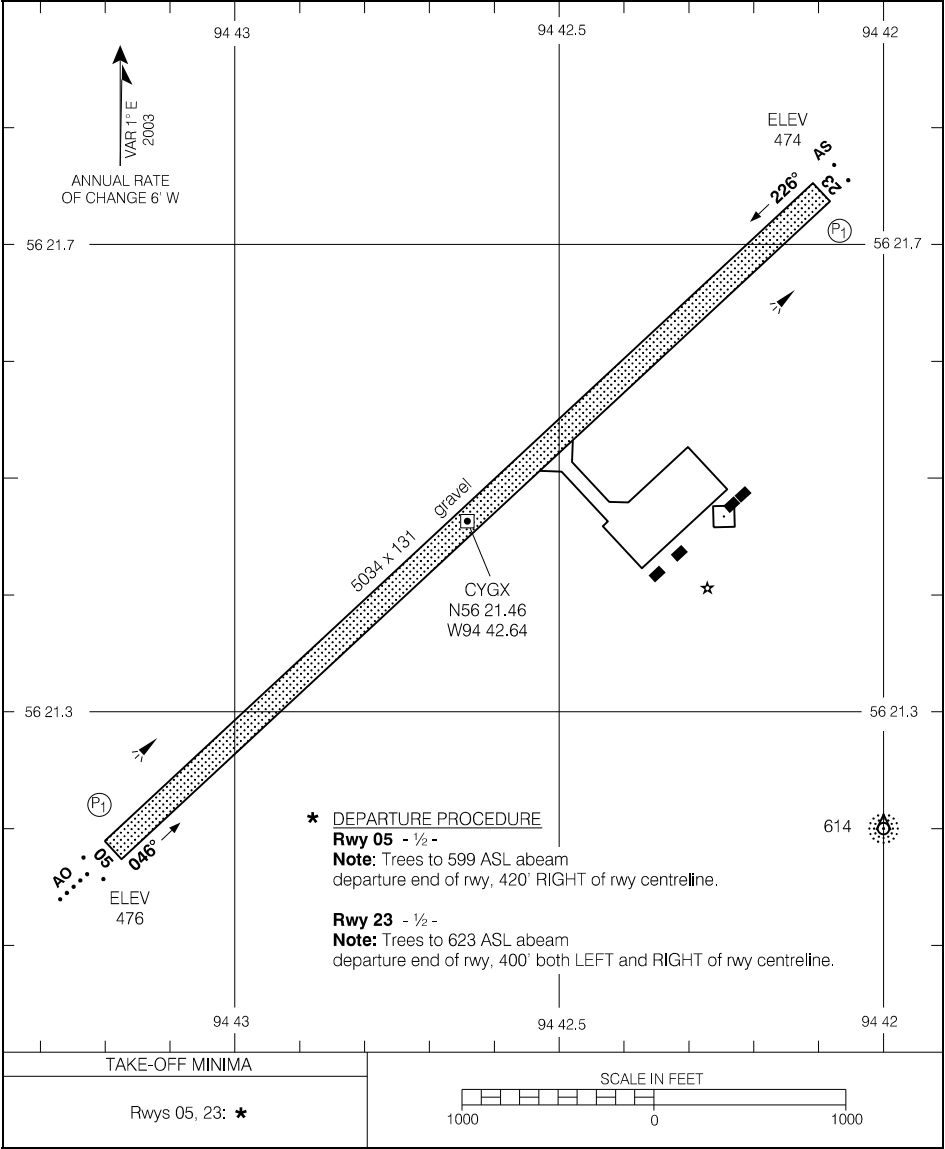
AUTO – 120.22				TFC – 123.2		CTR Edmonton – 135.1	
DECL DISTS		08	26			ATF	
TORA		4000	4000				
TODA		4000	4000				
ASDA		4000	4000				
LDA		4000	4000				



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AERODROME CHART

AWOS – 128.22				TFC – 122.1		CTR Winnipeg – 134.65 RADIO Edmonton – 123.37	
						MF	
DECL DIST	05	23					
TORA	5034	5034					
TODA	6018	6018					
ASDA	5034	5034					
LDA	5034	5034					



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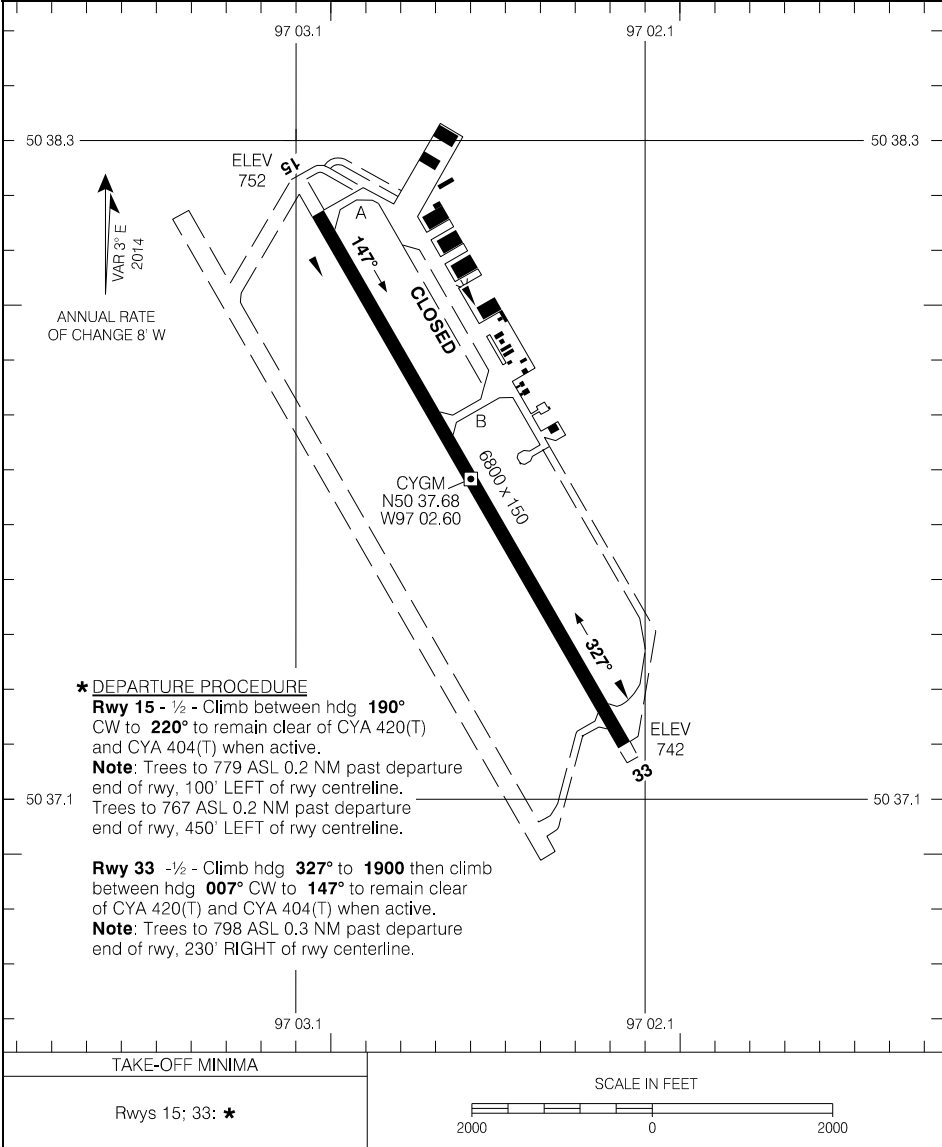
AERODROME CHART

EFF 3 SEP 26

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					



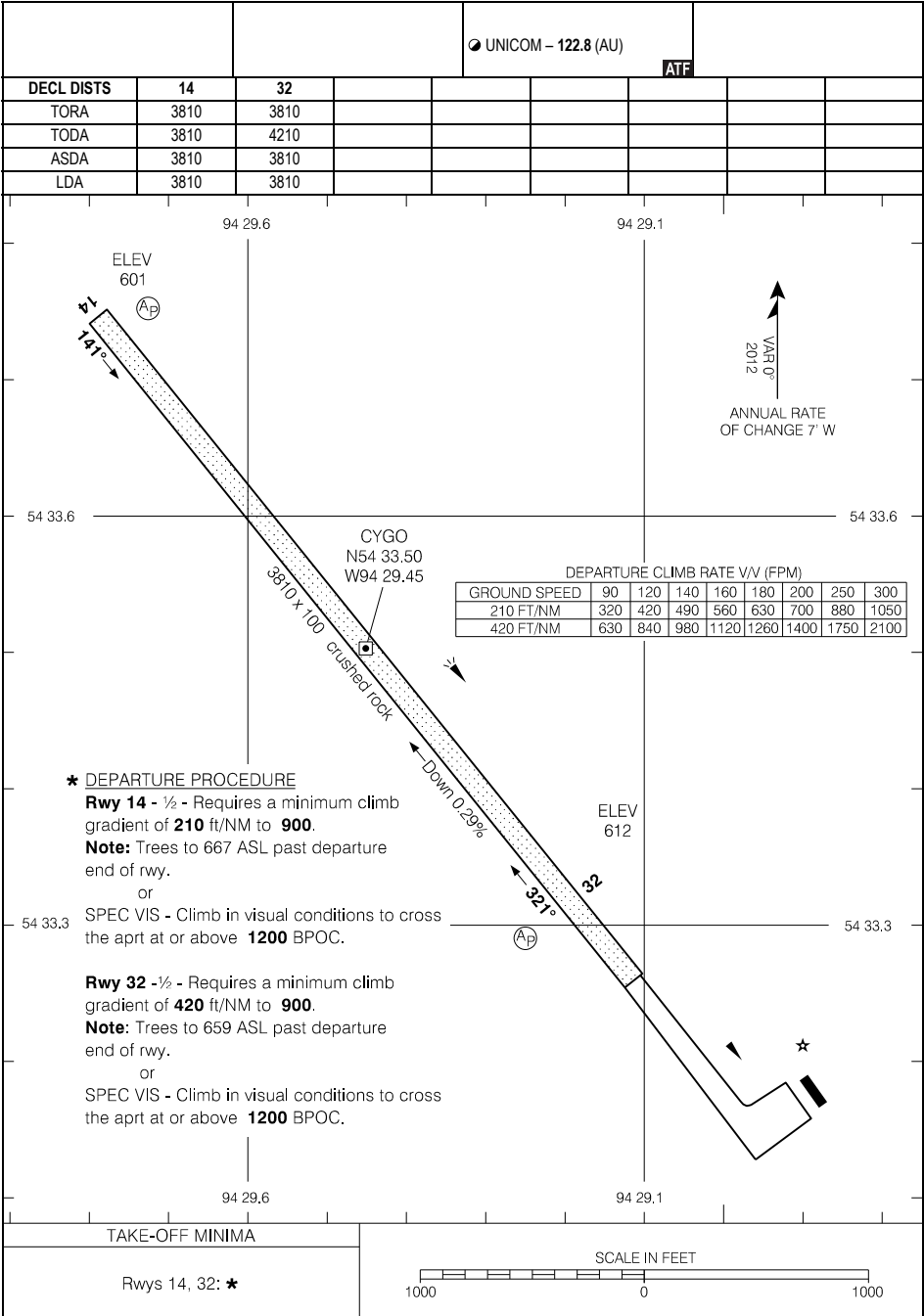
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AERODROME CHART

EFF 12 JUN 25

CYGM

AERODROME CHART



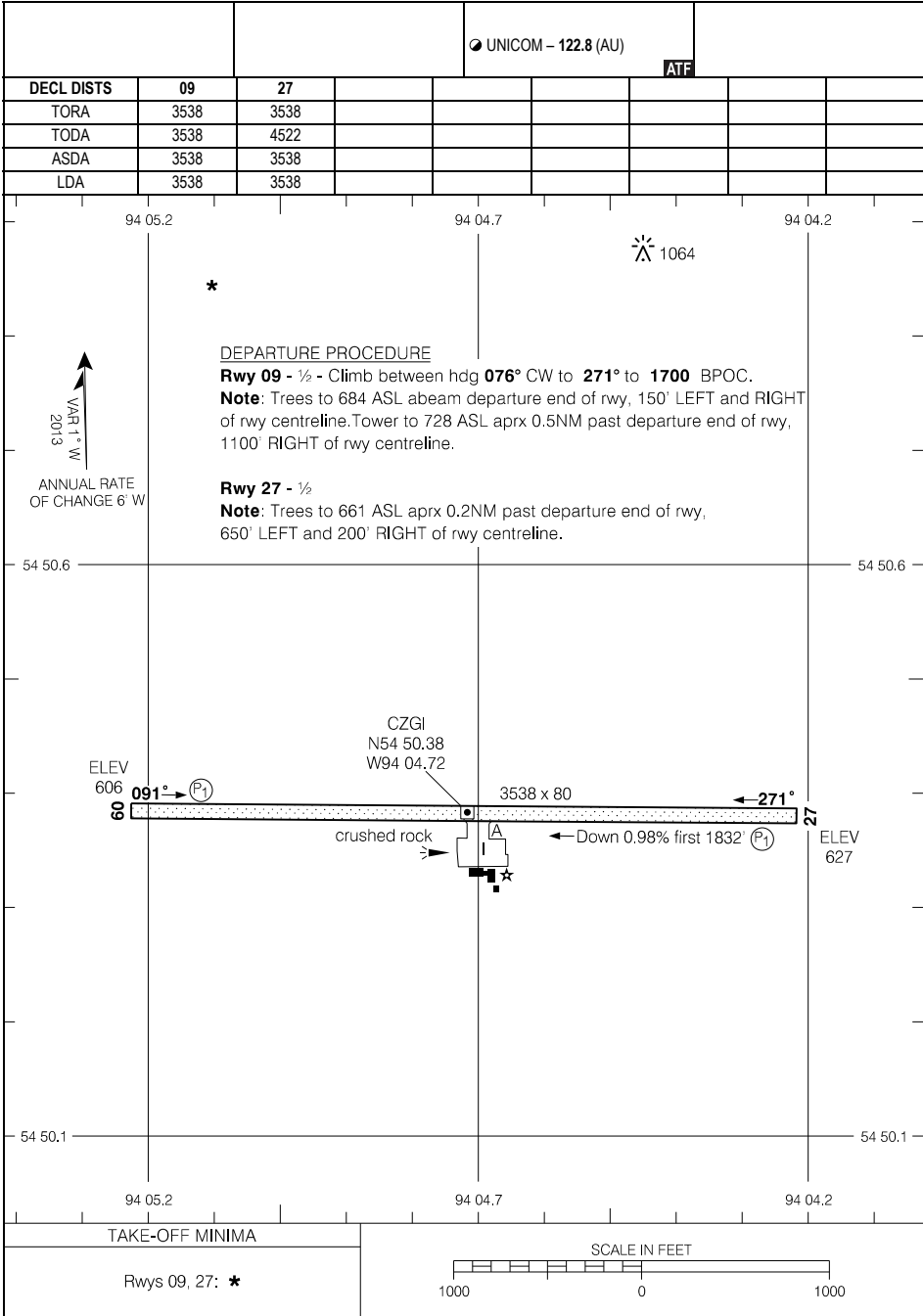
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AERODROME CHART

CYGO

EFF 21 MAY 20

AERODROME CHART



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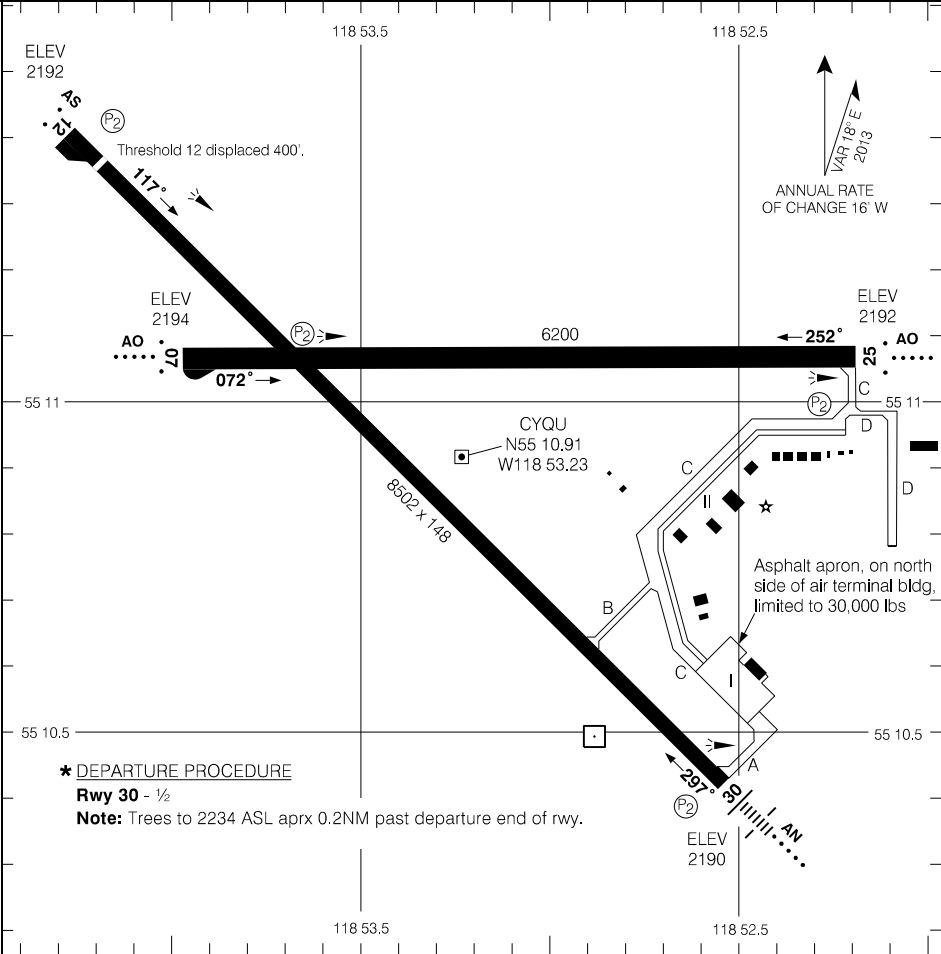
AERODROME CHART

EFF 20 FEB 25

CZGI

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

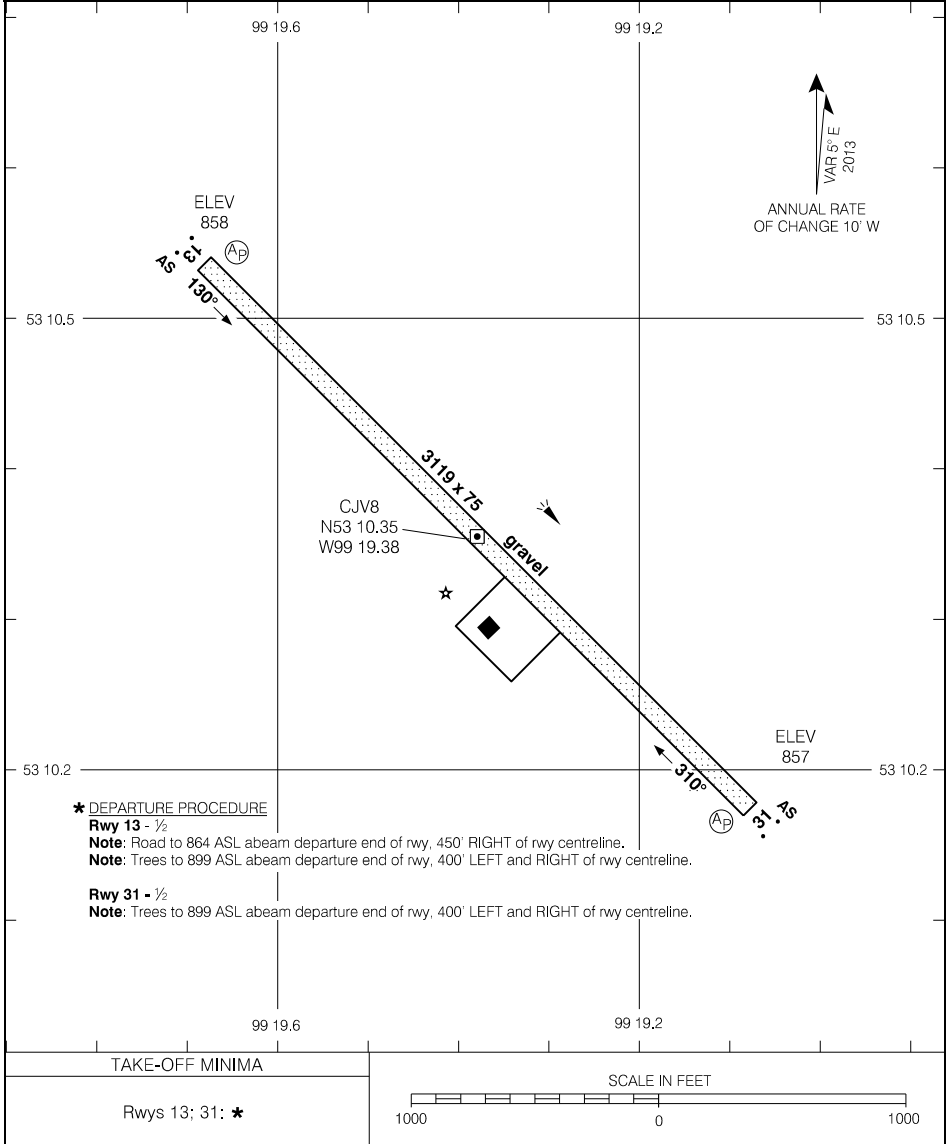
EFF 29 DEC 22

CYQU

GRAND RAPIDS, MB
CJV8

AERODROME CHART

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



Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

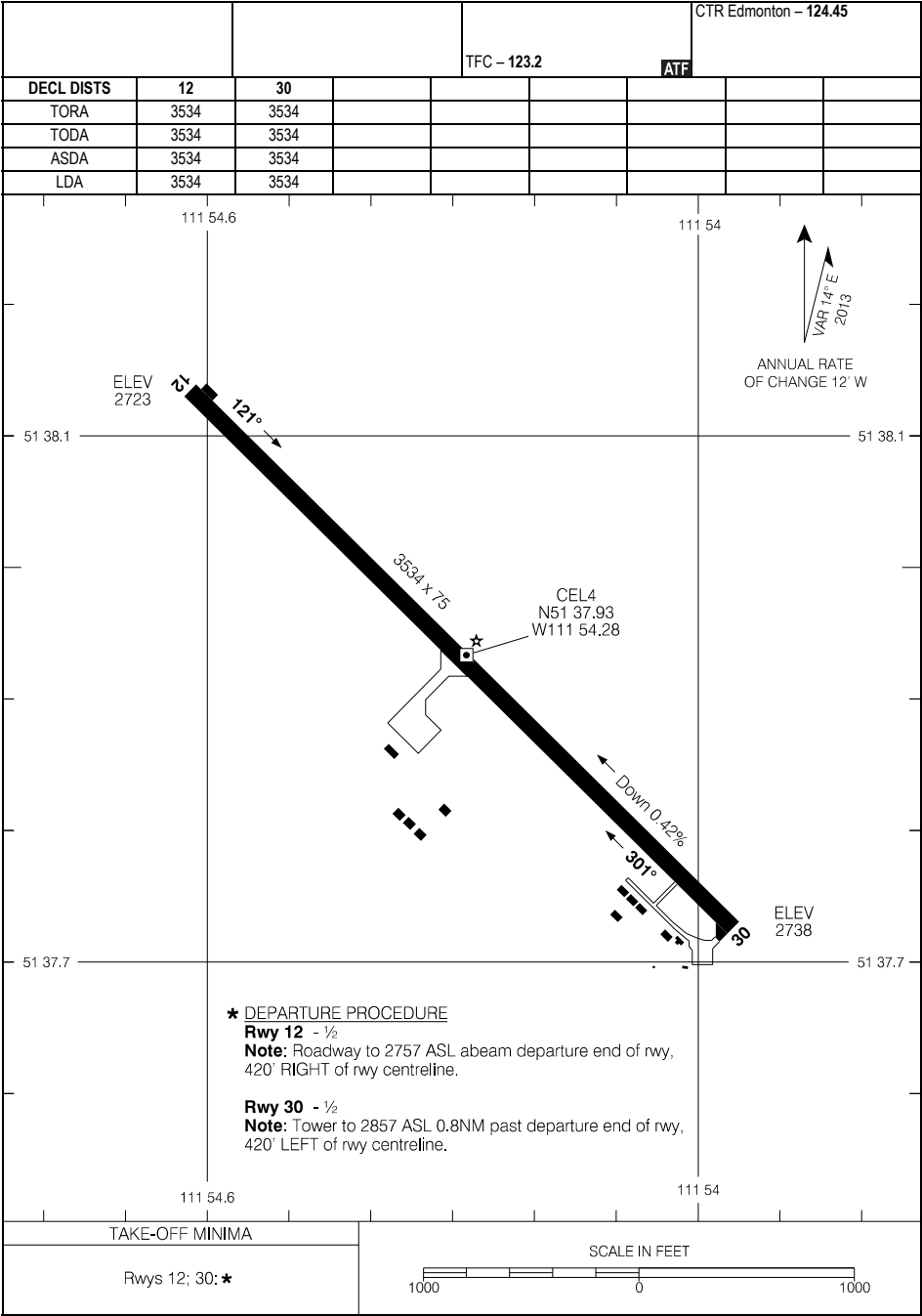
AERODROME CHART

EFF 16 MAY 24

CJV8

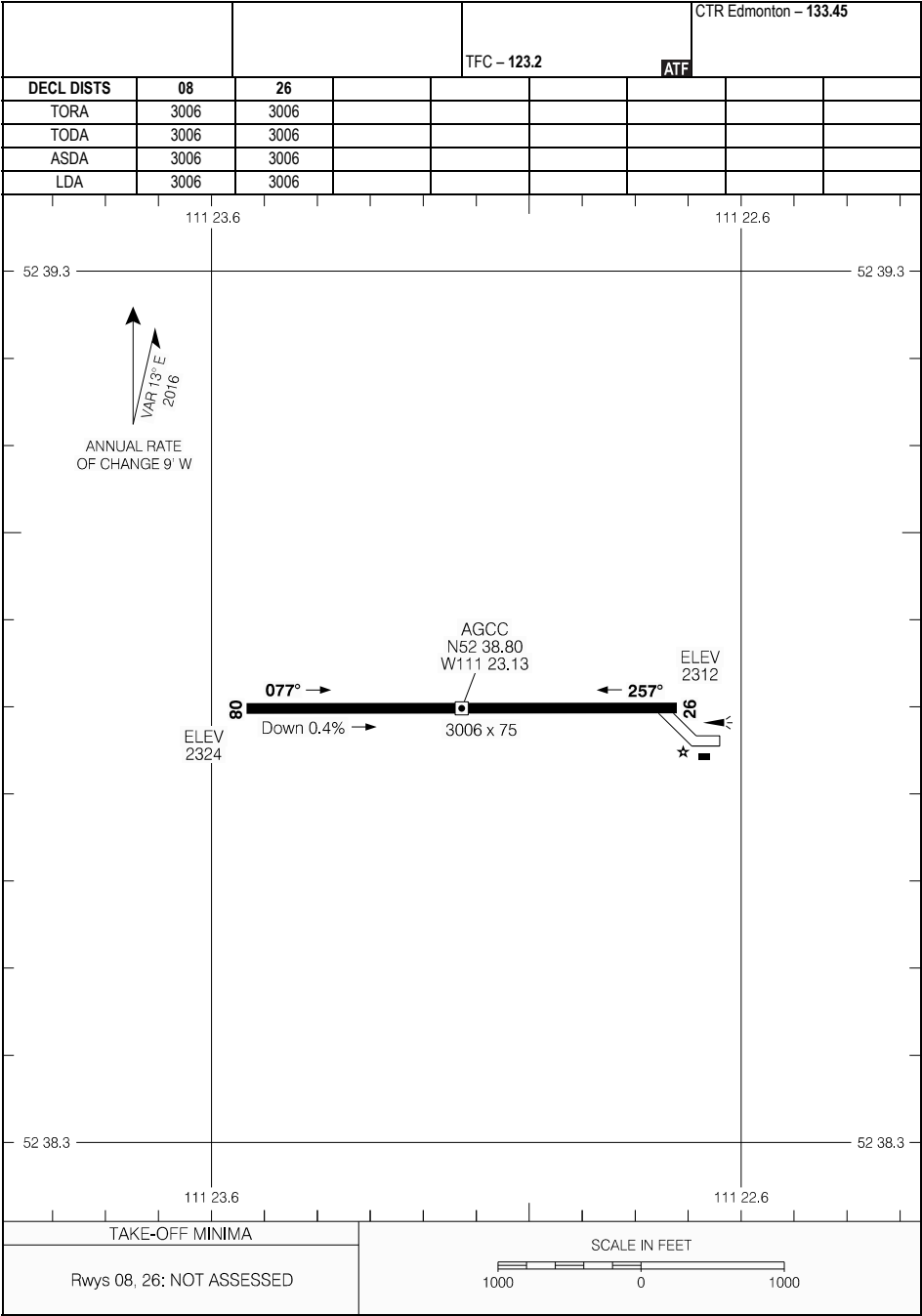
CJV8-AD

AERODROME CHART



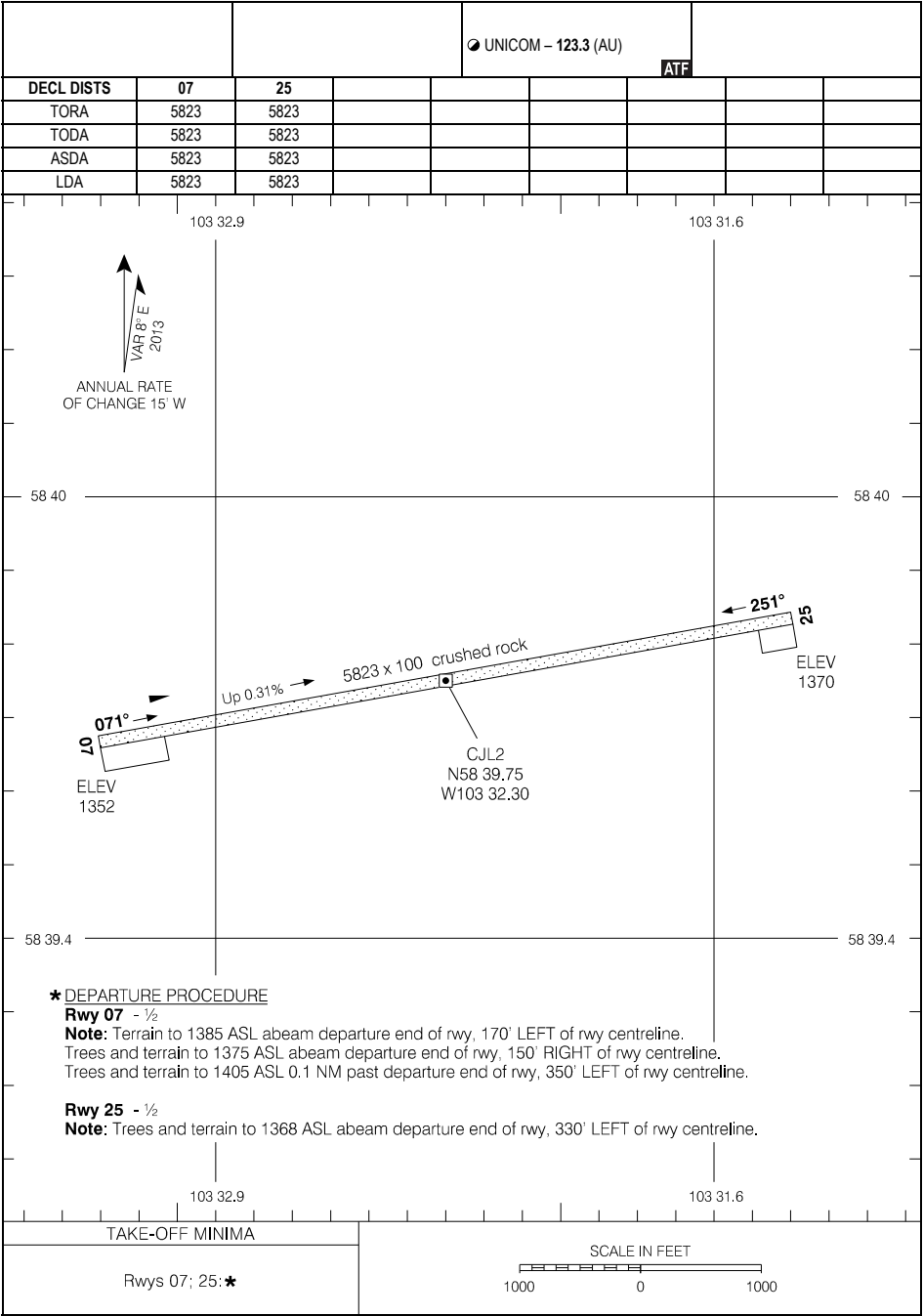
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART



AERODROME CHART

AERODROME CHART



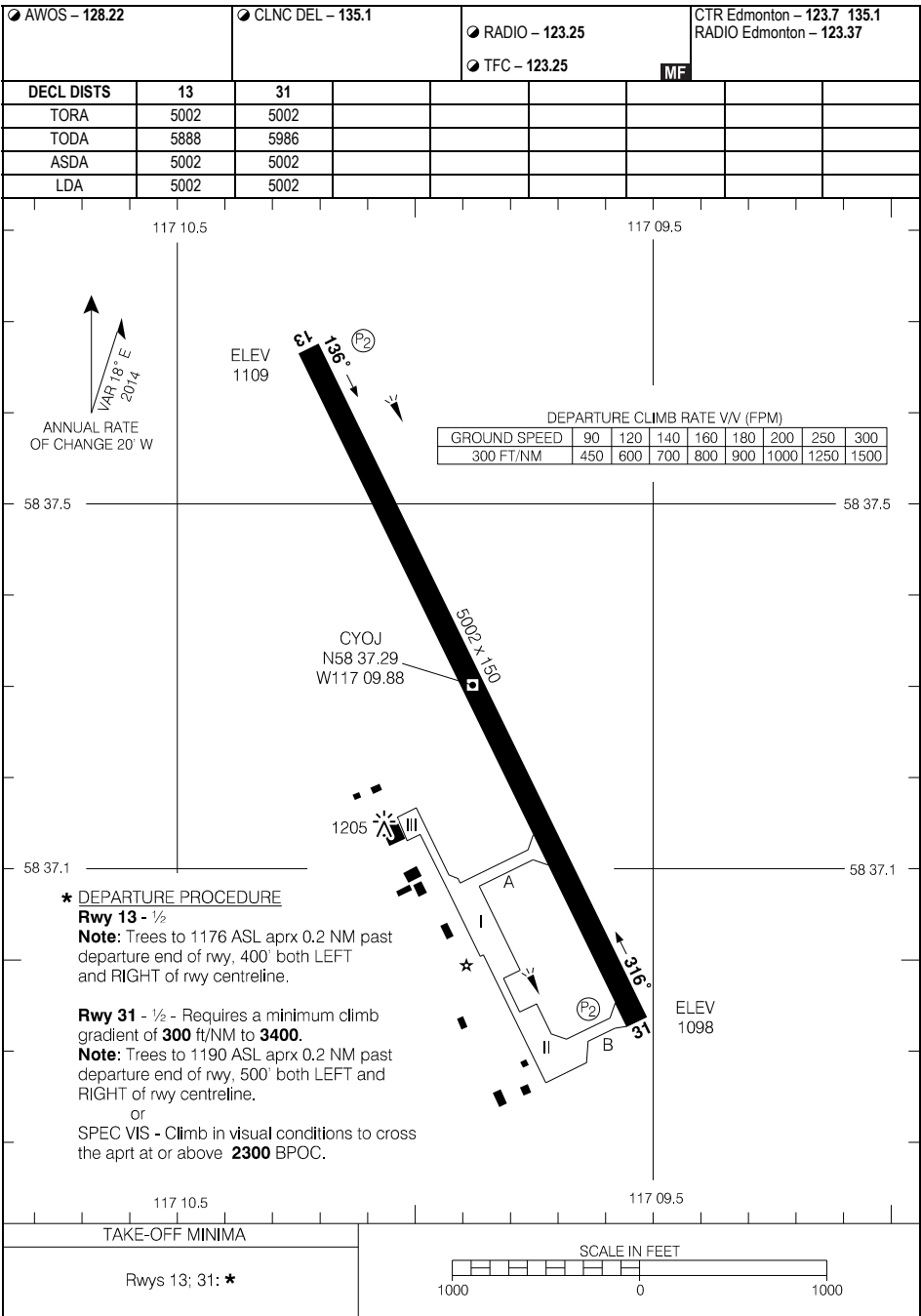
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

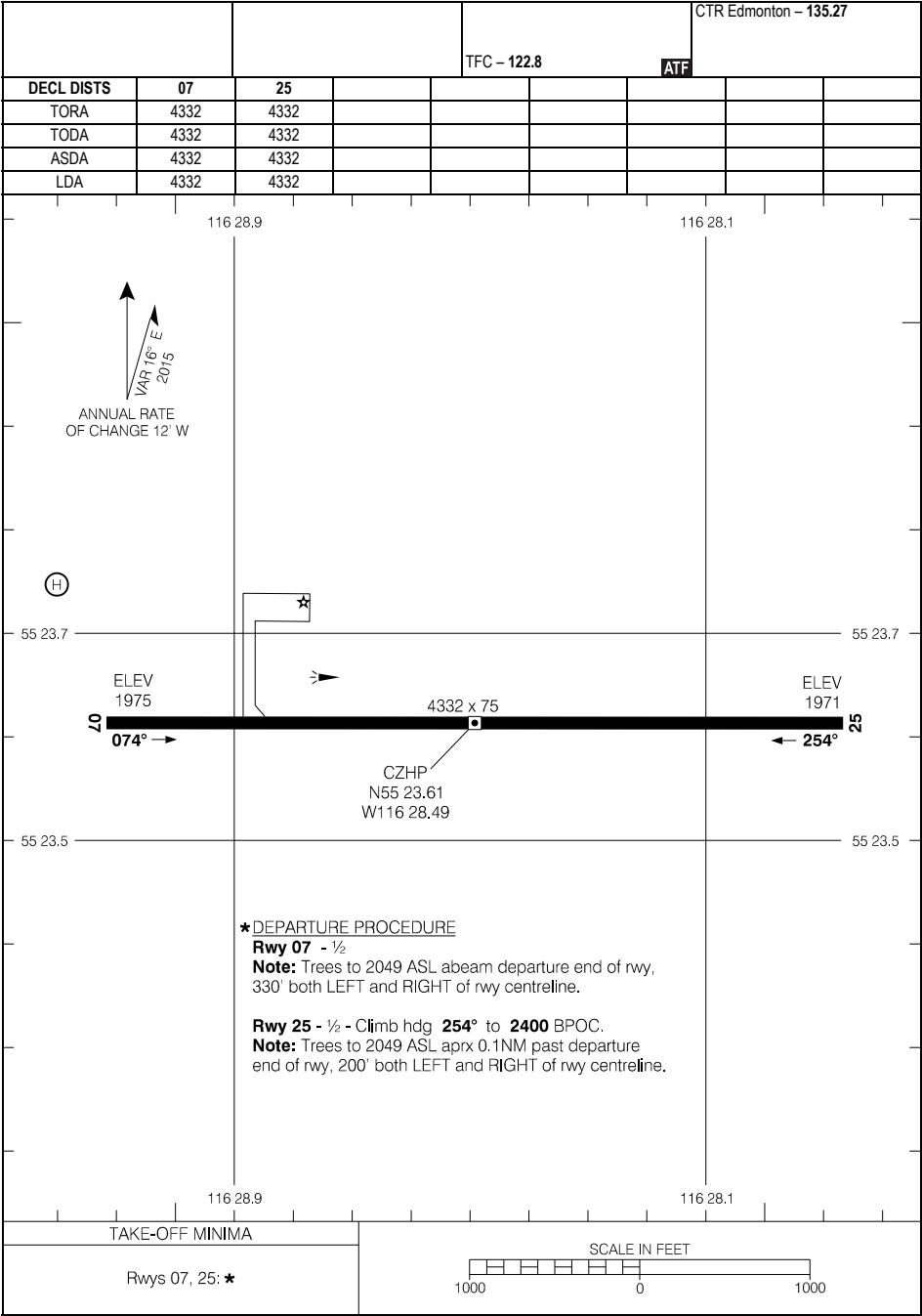
EFF 3 SEP 26

CJL2

AERODROME CHART



AERODROME CHART



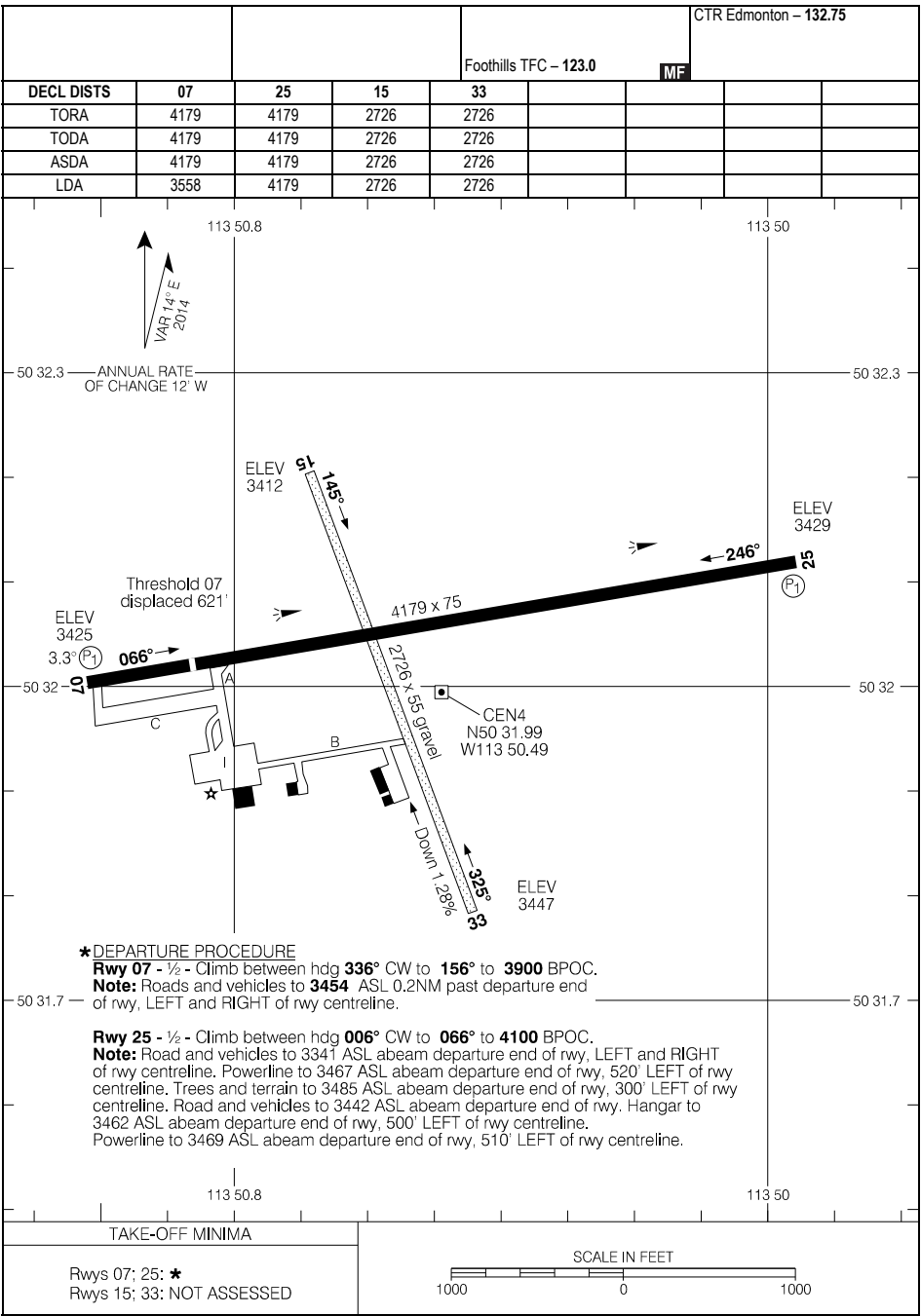
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

CZHP

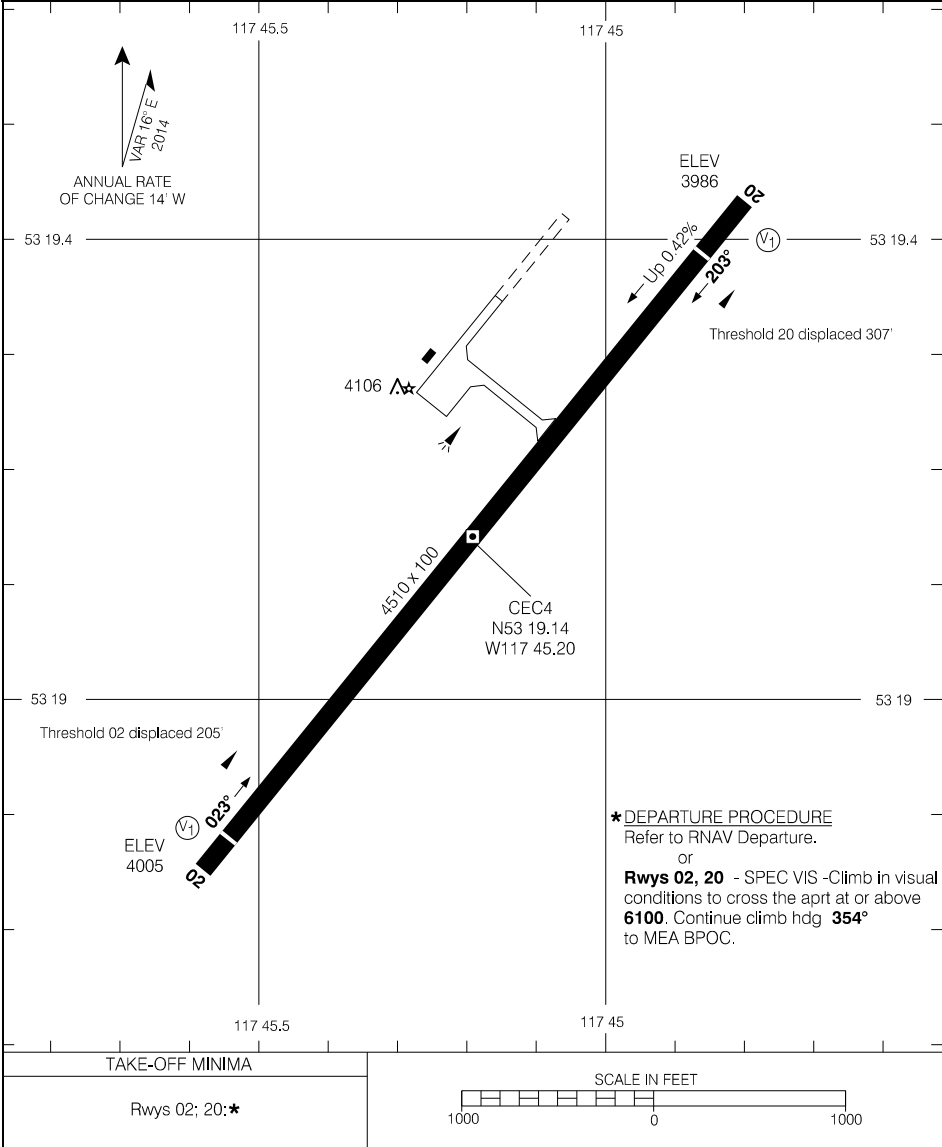
EFF 2 OCT 25

AERODROME CHART



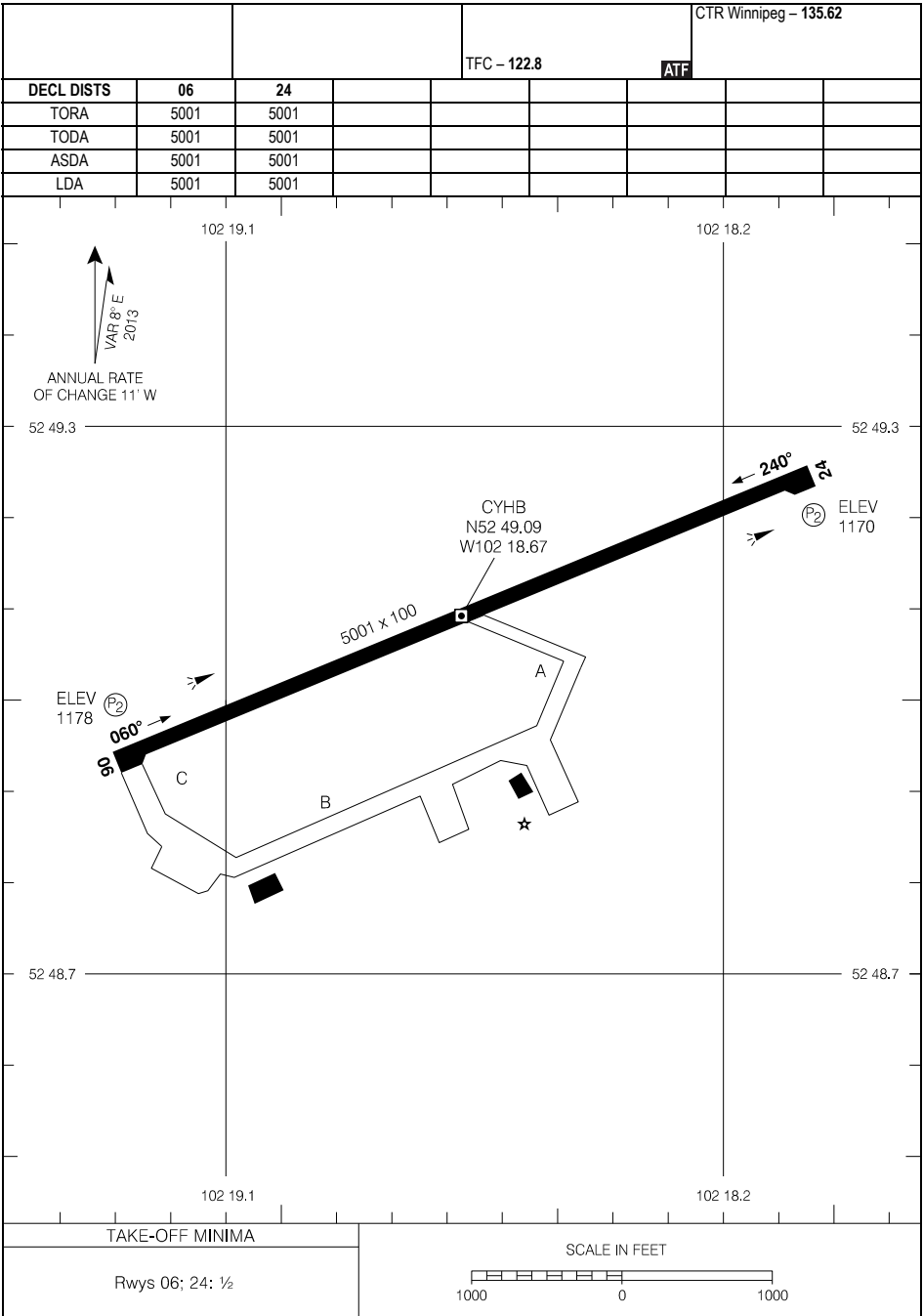
AERODROME CHART

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



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AERODROME CHART



AERODROME CHART

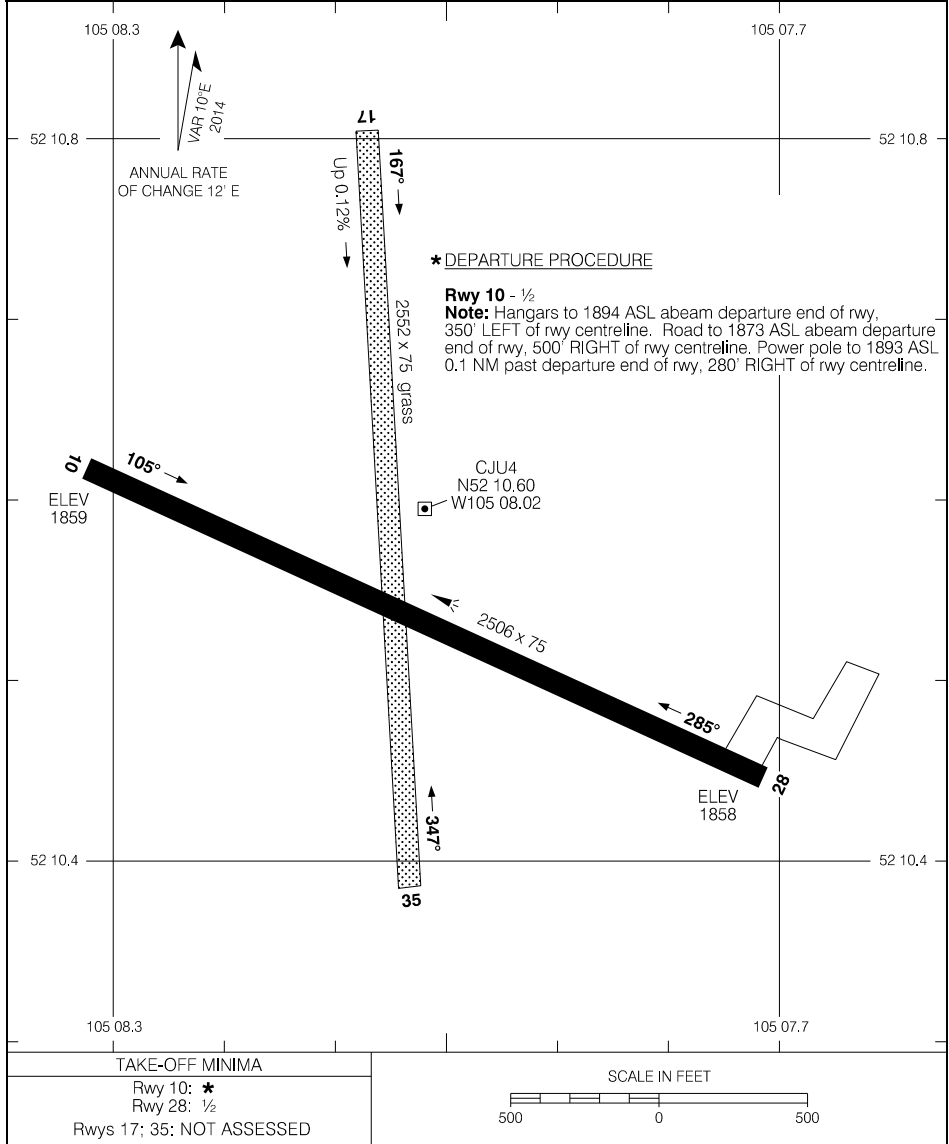
EFF 7 AUG 25

CYHB

HUMBOLDT, SK
CJU4

AERODROME CHART

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



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AERODROME CHART

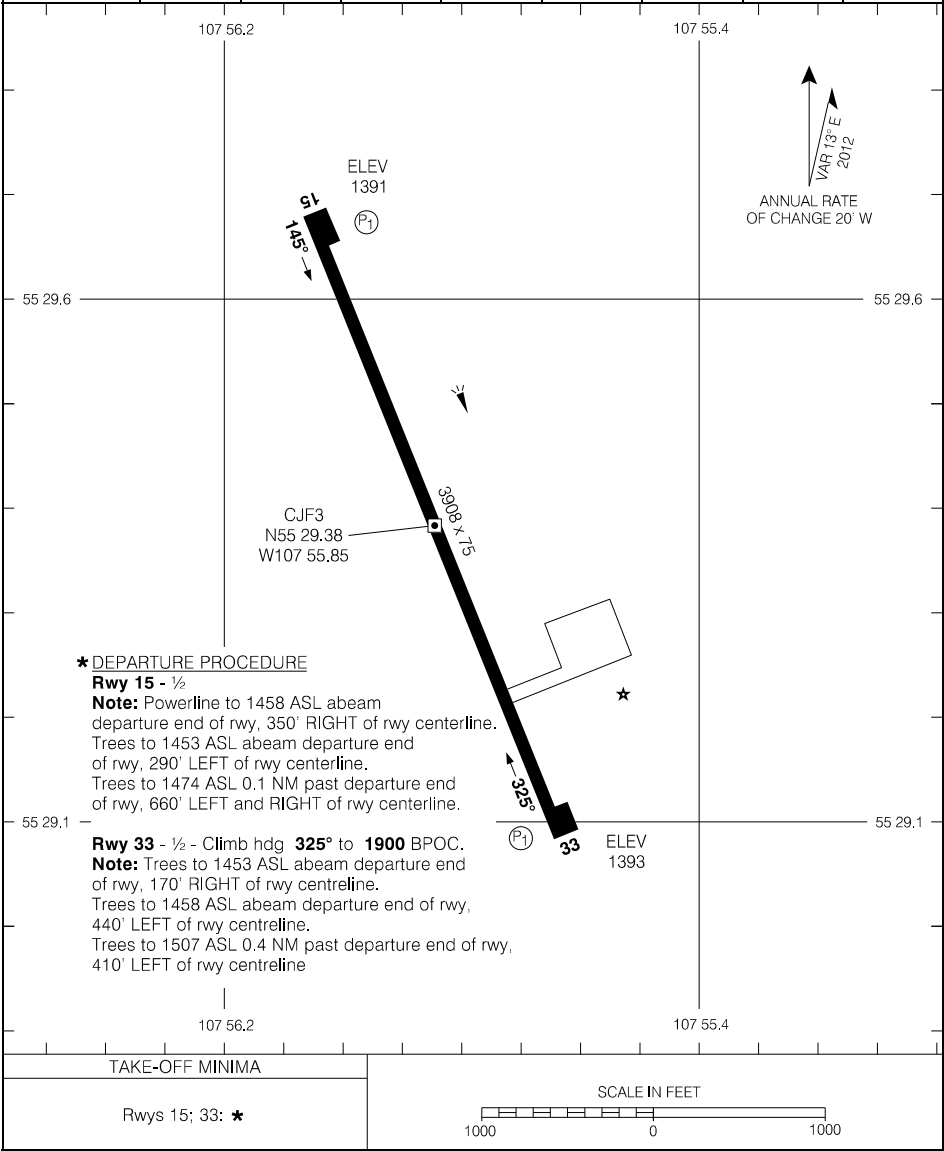
EFF 16 MAY 24

CJU4

CJU4-AD

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					



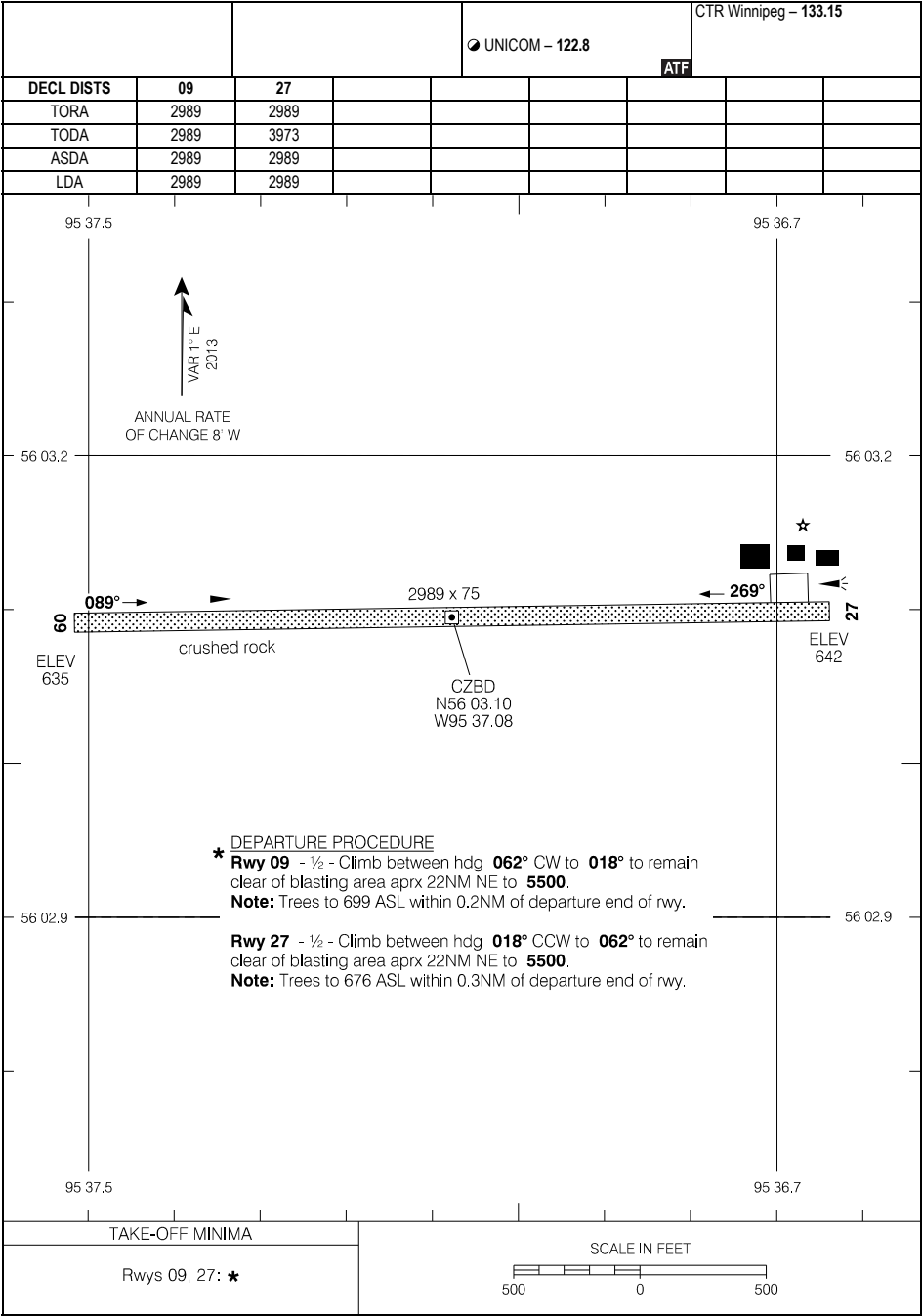
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AERODROME CHART

EFF 11 JUL 24

CJF3

AERODROME CHART

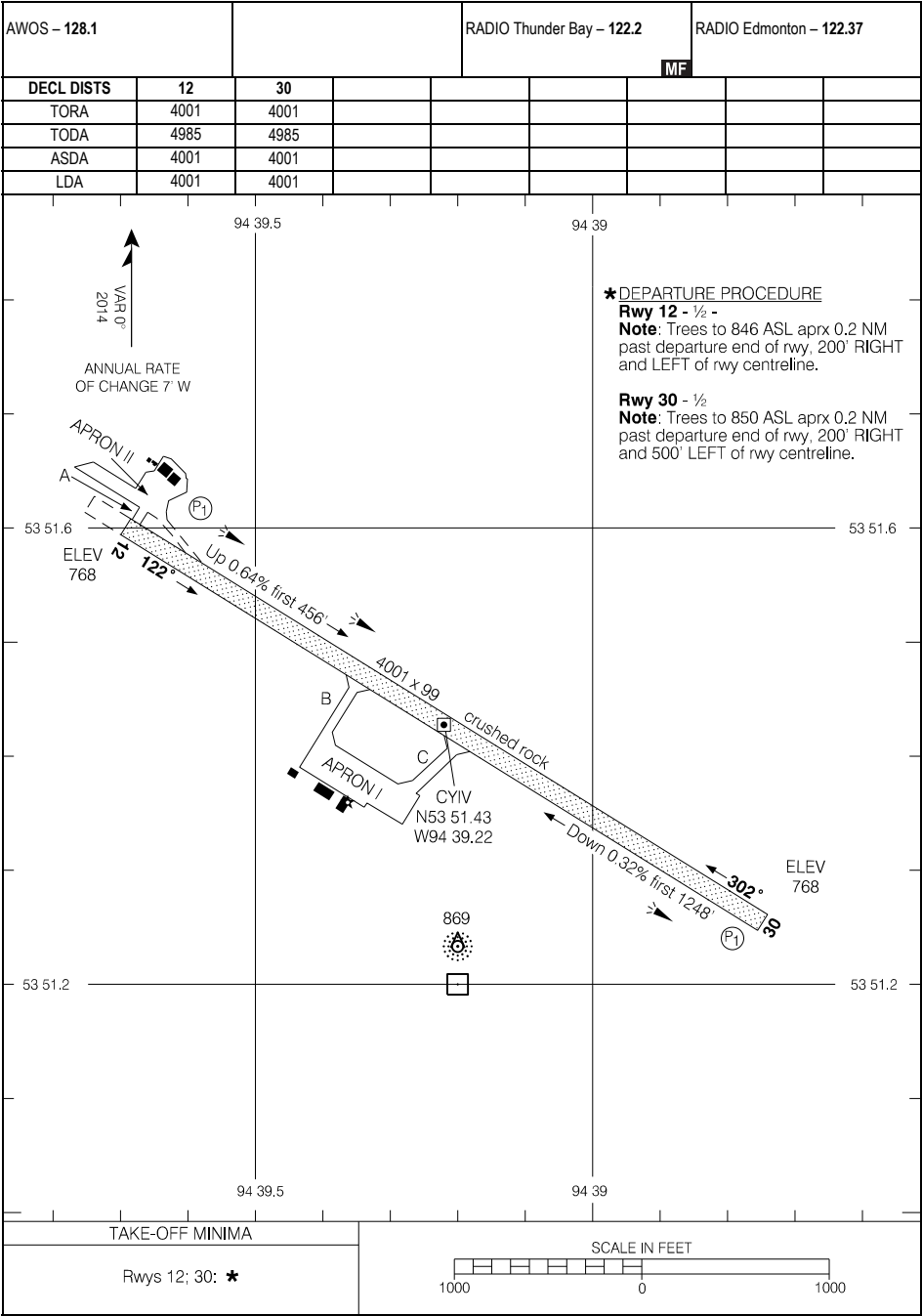


AERODROME CHART

EFF 16 JUL 20

CZBD

AERODROME CHART

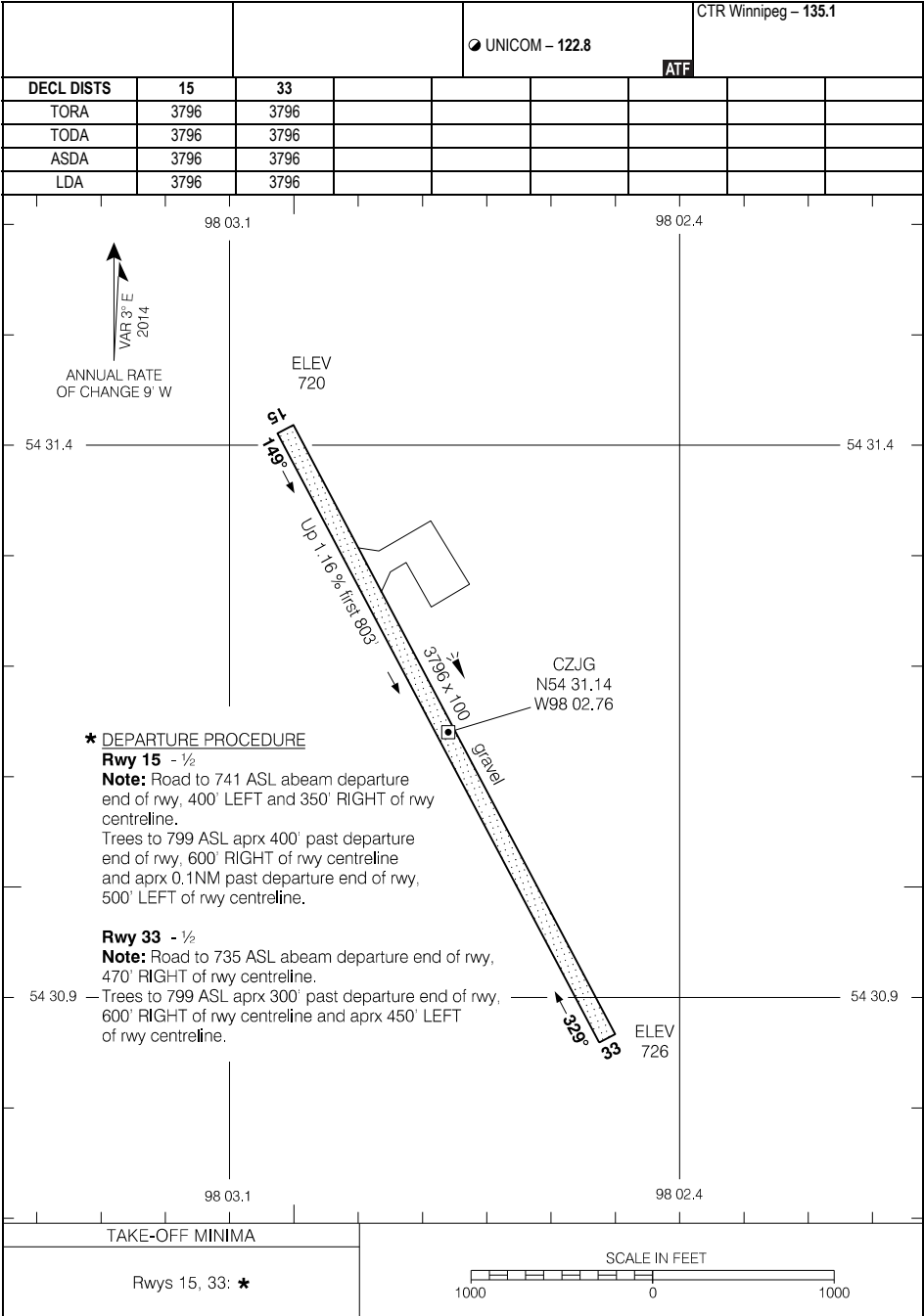


AERODROME CHART

EFF 14 MAY 26

CYIV

AERODROME CHART



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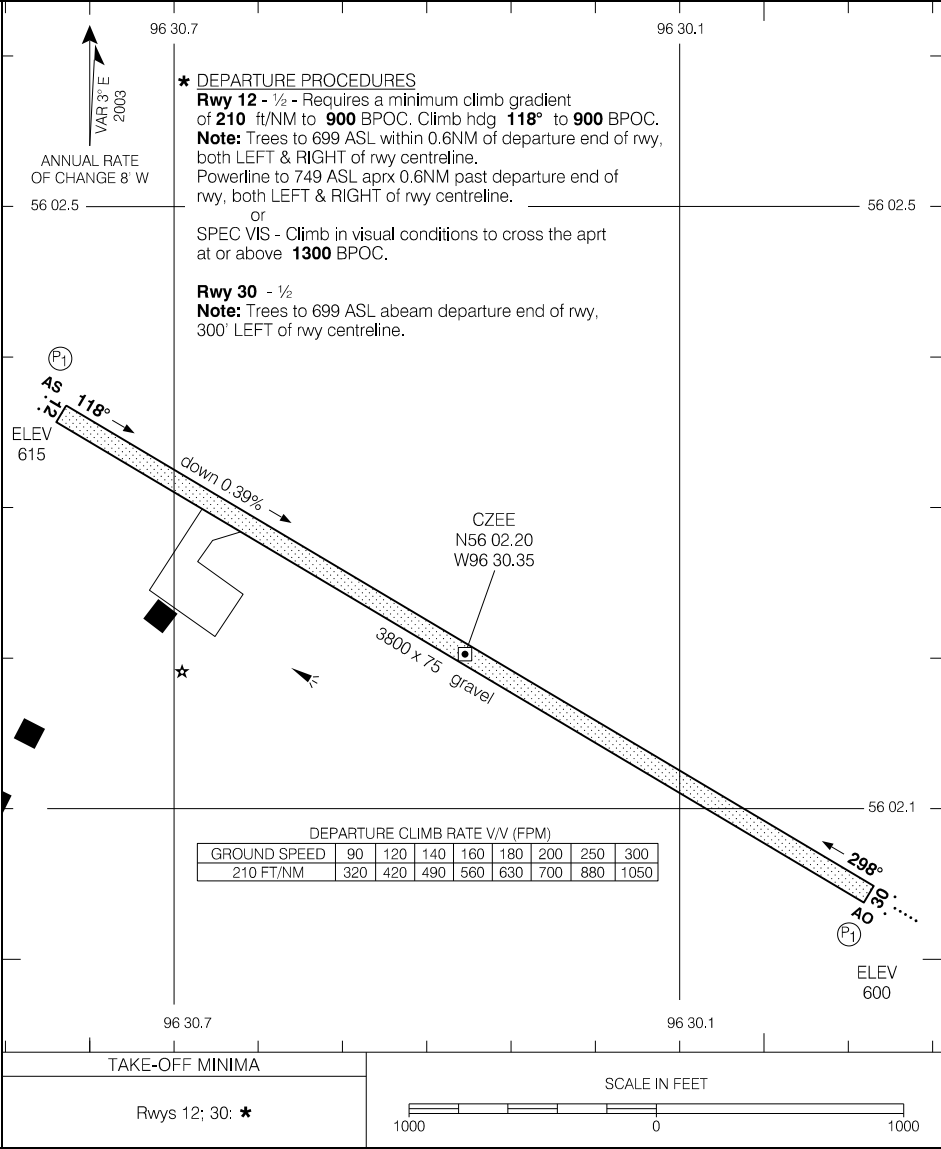
AERODROME CHART

CZJG

EFF 5 SEP 24

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							

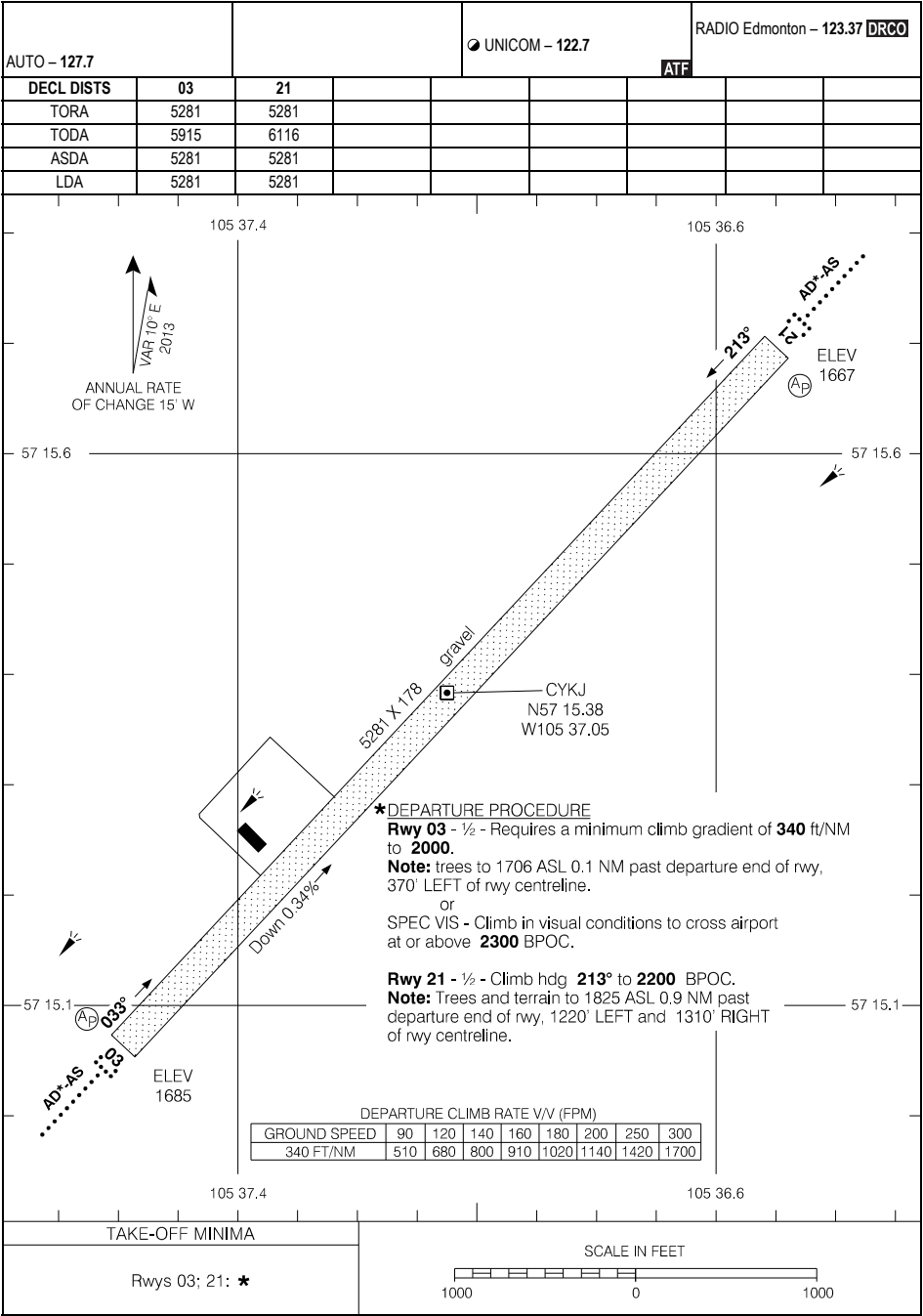


AERODROME CHART

EFF 27 NOV 25

CZEE

AERODROME CHART



AERODROME CHART

EFF 23 FEB 23

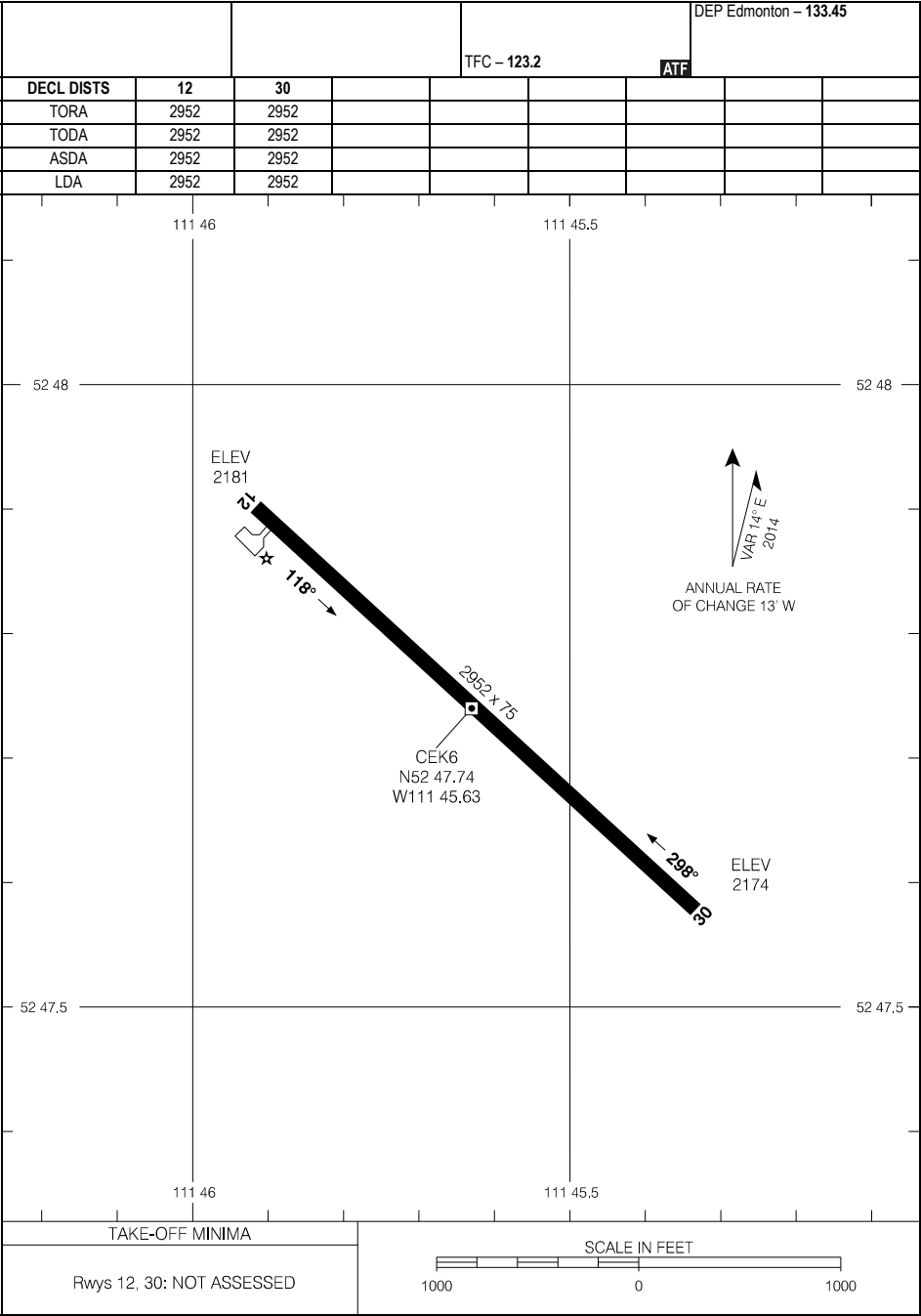
CYKJ

CEK6-AD

KILLAM-SEDGEWICK/FLAGSTAFF REGIONAL, AB

CEK6

AERODROME CHART



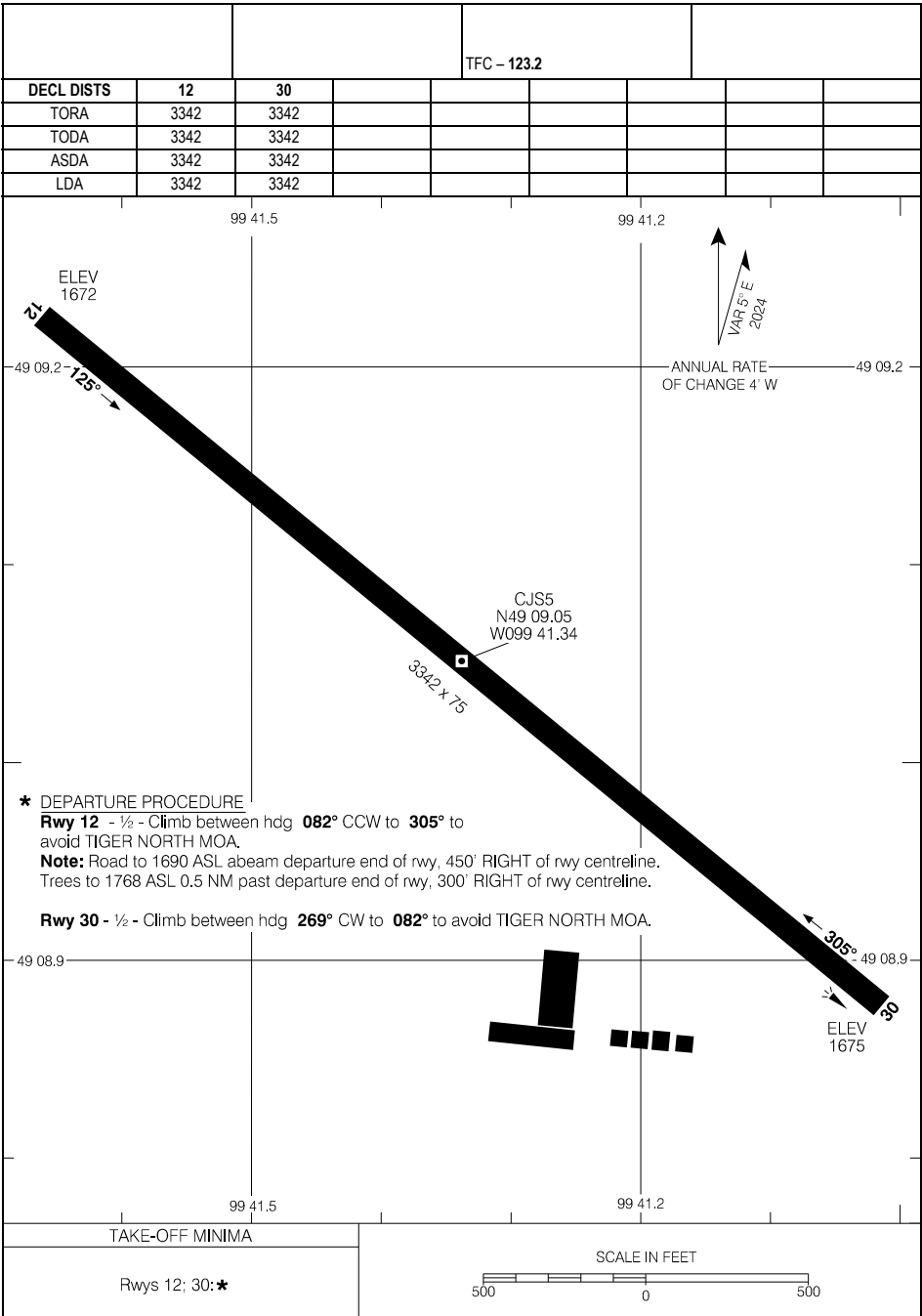
AERODROME CHART

CEK6

EFF 16 JUL 20

CEK6-AD

AERODROME CHART



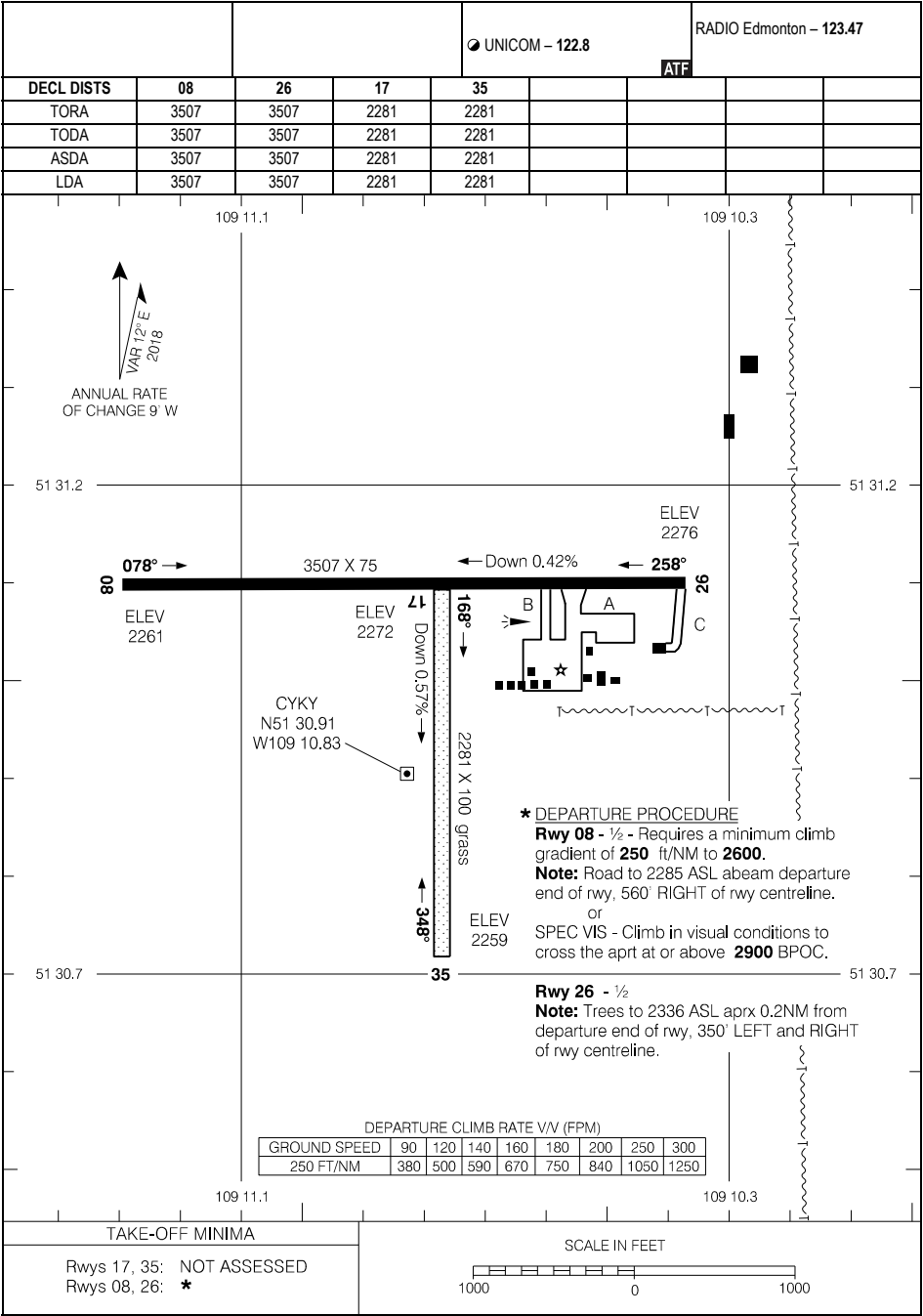
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AERODROME CHART

EFF 22 JAN 26

CJS5

AERODROME CHART



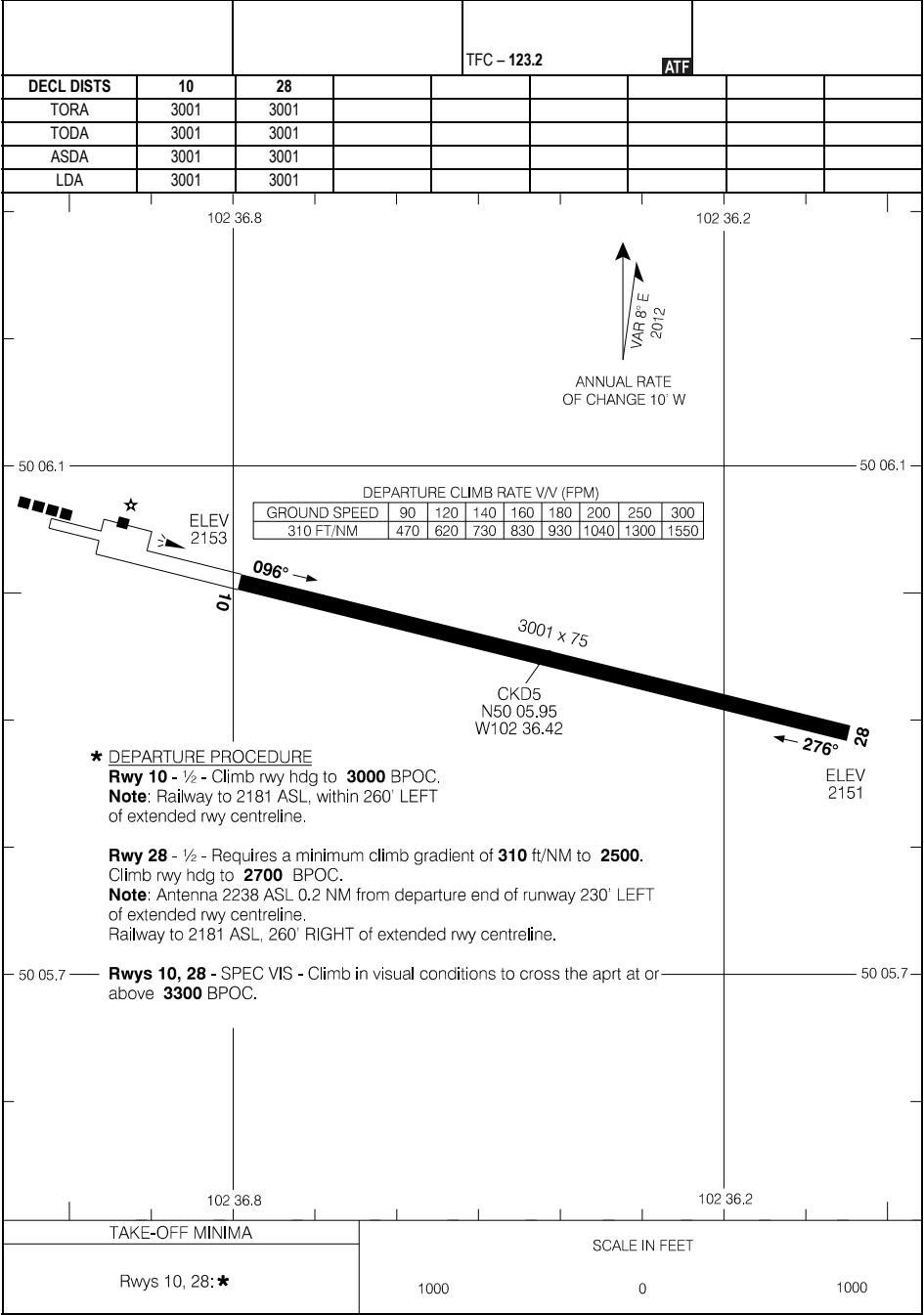
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AERODROME CHART

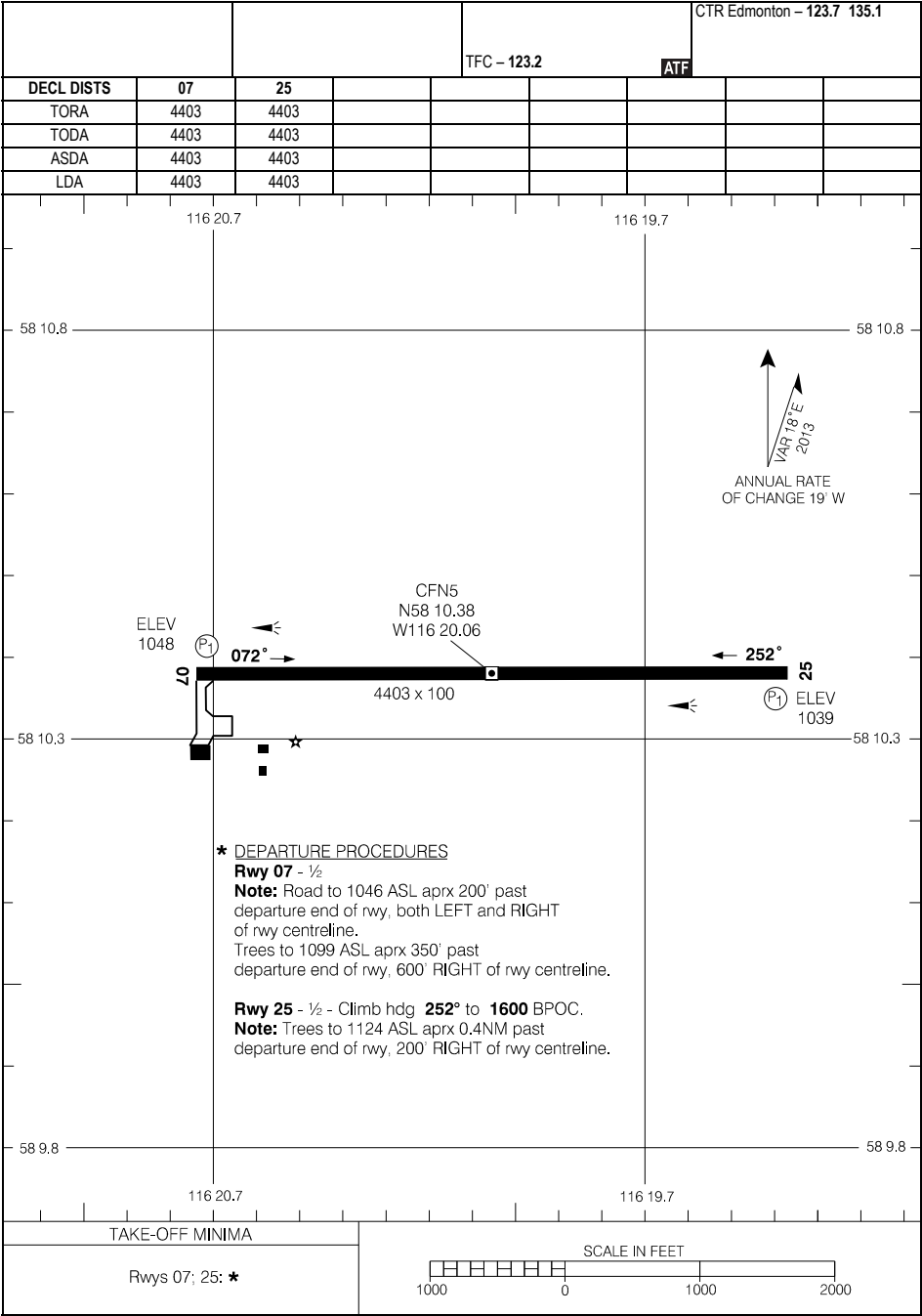
EFF 26 DEC 24

CYKY

AERODROME CHART



AERODROME CHART



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LA RONGE (BARBER FIELD), SK
CYVC

ATIS - 128.25				RADIO - 122.2		CTR Winnipeg - 126.4 RADIO Edmonton - 123.55	
						MF	
DECL DIST	18	36	11	29			
TORA	5002	5002	2396	2396			
TODA	5986	5986	2986	2986			
ASDA	5002	5002	2396	2396			
LDA	5002	5002	2396	2396			

*** DEPARTURE PROCEDURE**
Rwy 11 - 1/2 - Requires a minimum climb gradient of **420 ft/NM to 1600**.
Note: Trees to 1374 ASL aprx 0.1 NM from departure end of rwy, LEFT and RIGHT of rwy centreline.
 or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800 BPOC**.

Rwy 18 - 1/2 - Requires a minimum climb gradient of **440 ft/NM to 1500**.
Note: Trees to 1376 ASL aprx 0.1 NM from departure end of rwy, 550' LEFT and RIGHT of rwy centreline.
 or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800 BPOC**.

Rwy 29 - 1/2 - Requires a minimum climb gradient of **260 ft/NM to 1500**.
Note: Trees to 1389 ASL aprx 0.1 NM from departure end of rwy, LEFT and RIGHT of rwy centreline.
 or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800 BPOC**.

Rwy 36 - 1/2 -
Note: Trees to 1369 ASL abeam departure end of rwy, both LEFT and RIGHT of centreline.

GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300
420 FT/NM	630	840	980	1120	1260	1400	1750	2100
440 FT/NM	660	880	1030	1180	1320	1470	1840	2200

105 16 105 15.5

55 09.4 55 09.4

55 09 55 09

55 08.6 55 08.6

105 16 105 15.5

TAKE-OFF MINIMA

Rwys 11, 18, 29, 36: *

SCALE IN FEET

1000 0 1000 2000

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AERODROME CHART

EFF 14 MAY 26

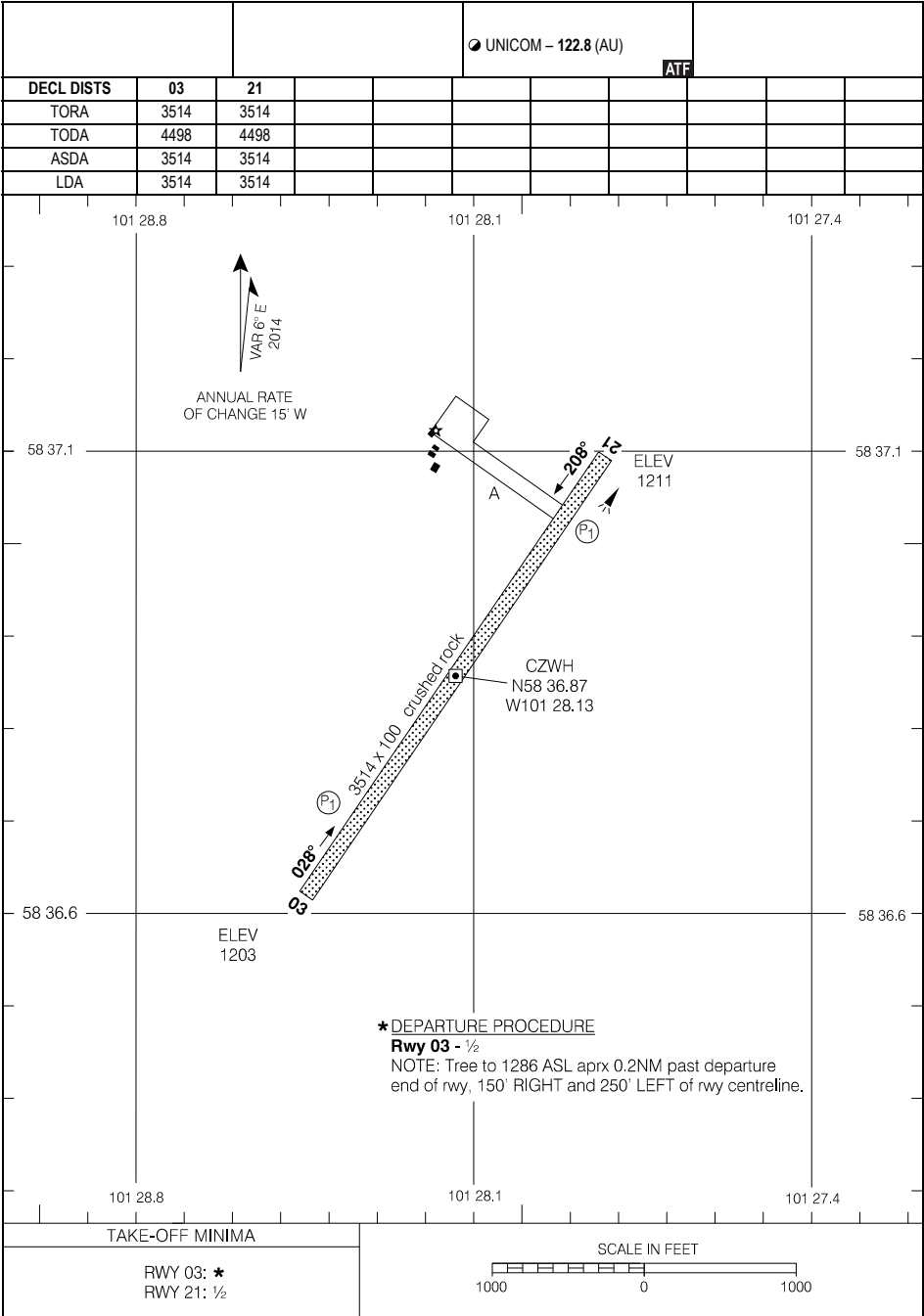
CYVC

CYVC-AD

CZWH-AD

LAC BROCHET, MB
CZWH

AERODROME CHART



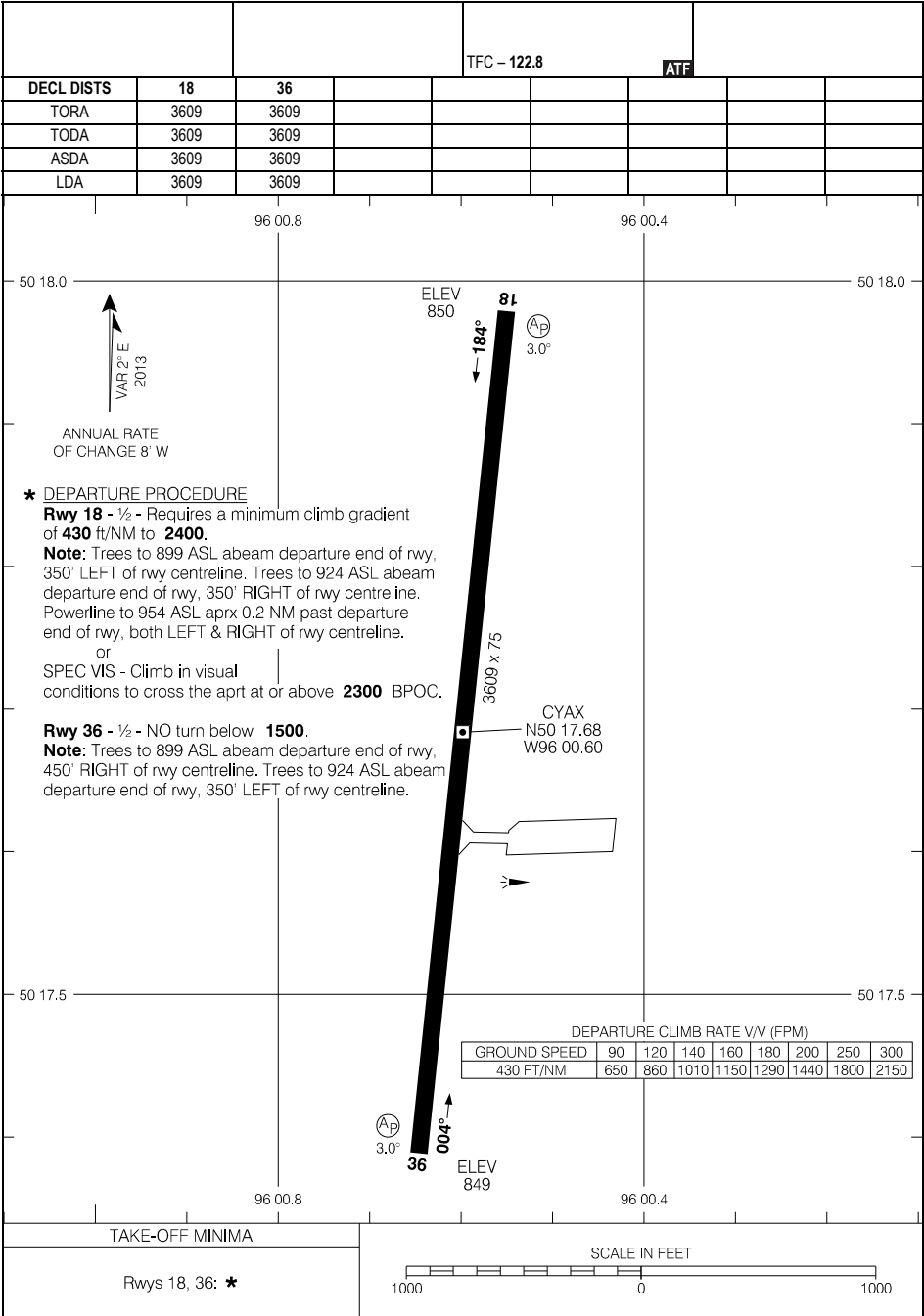
AERODROME CHART

EFF 20 FEB 25

CZWH

CZWH-AD

AERODROME CHART



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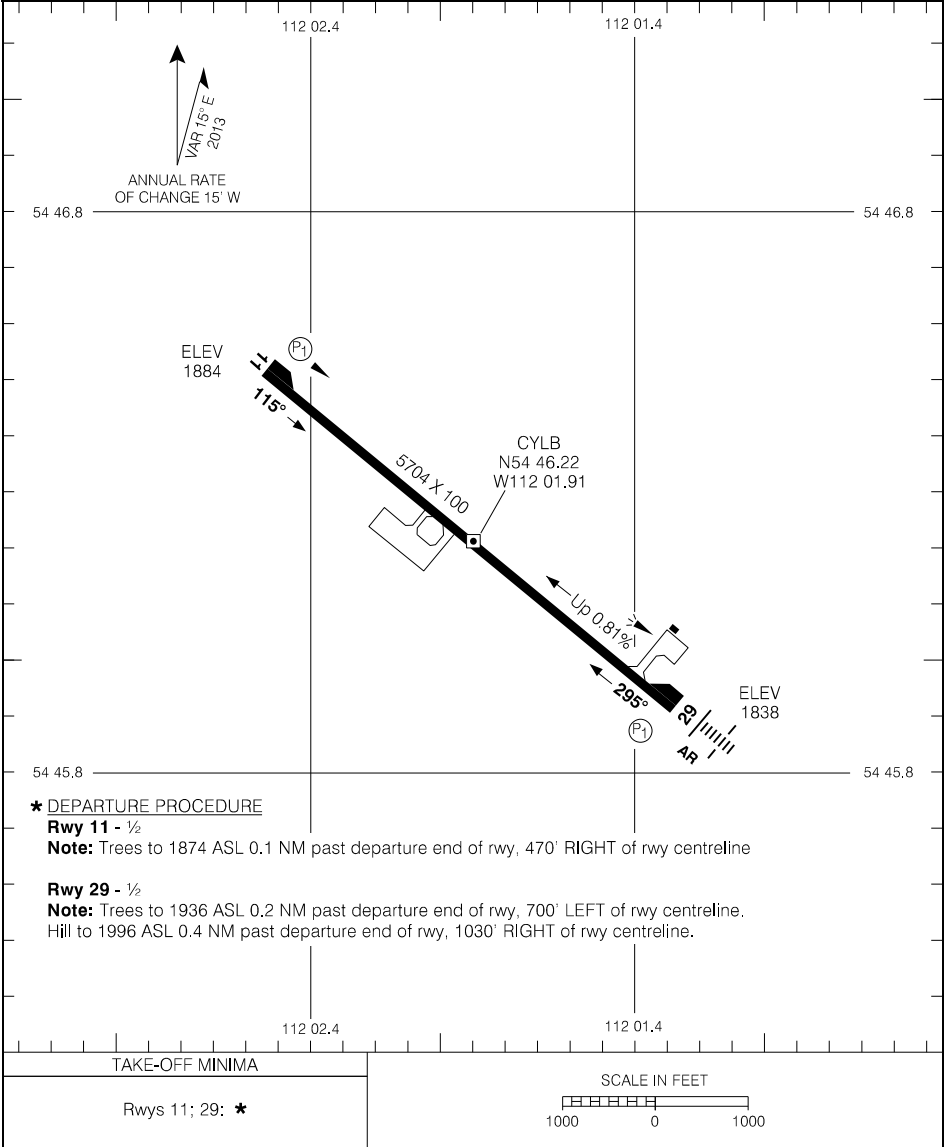
AERODROME CHART

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					

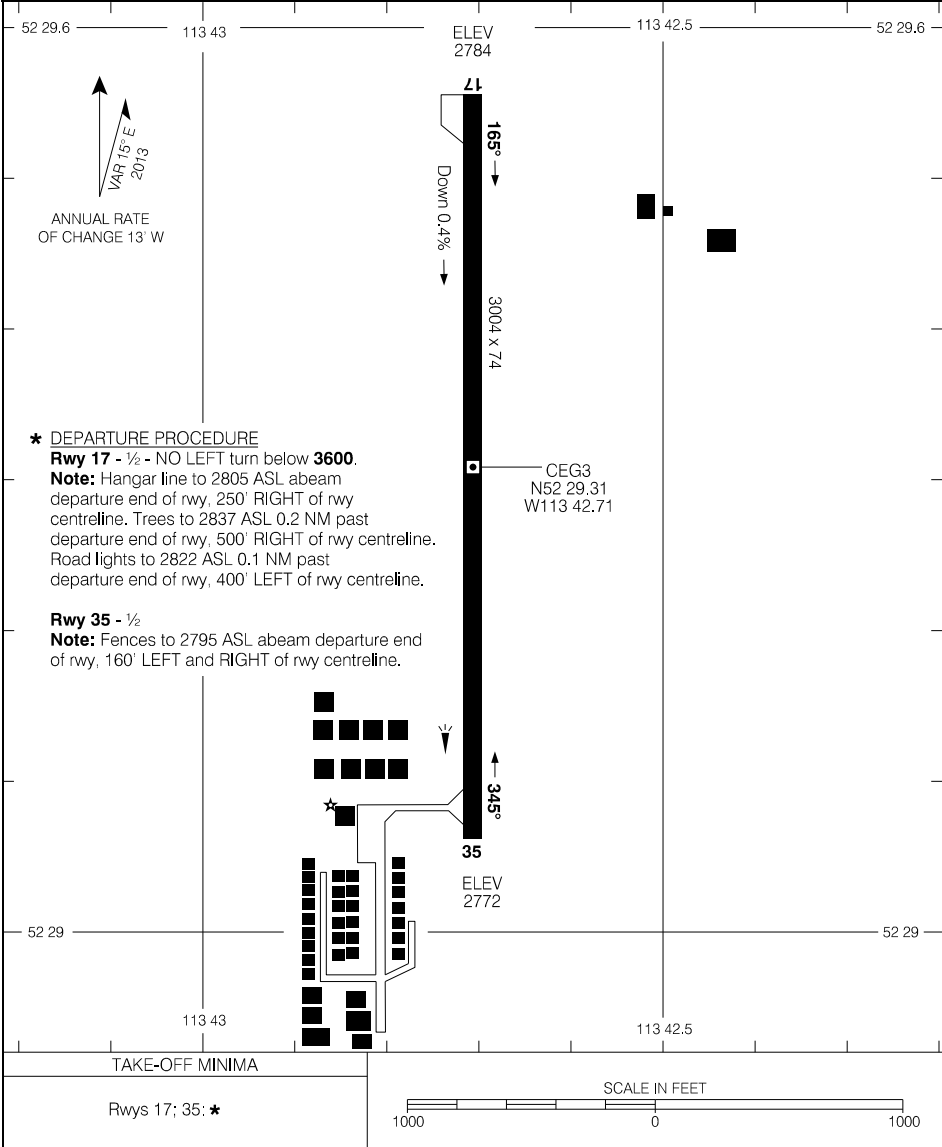


AERODROME CHART

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						



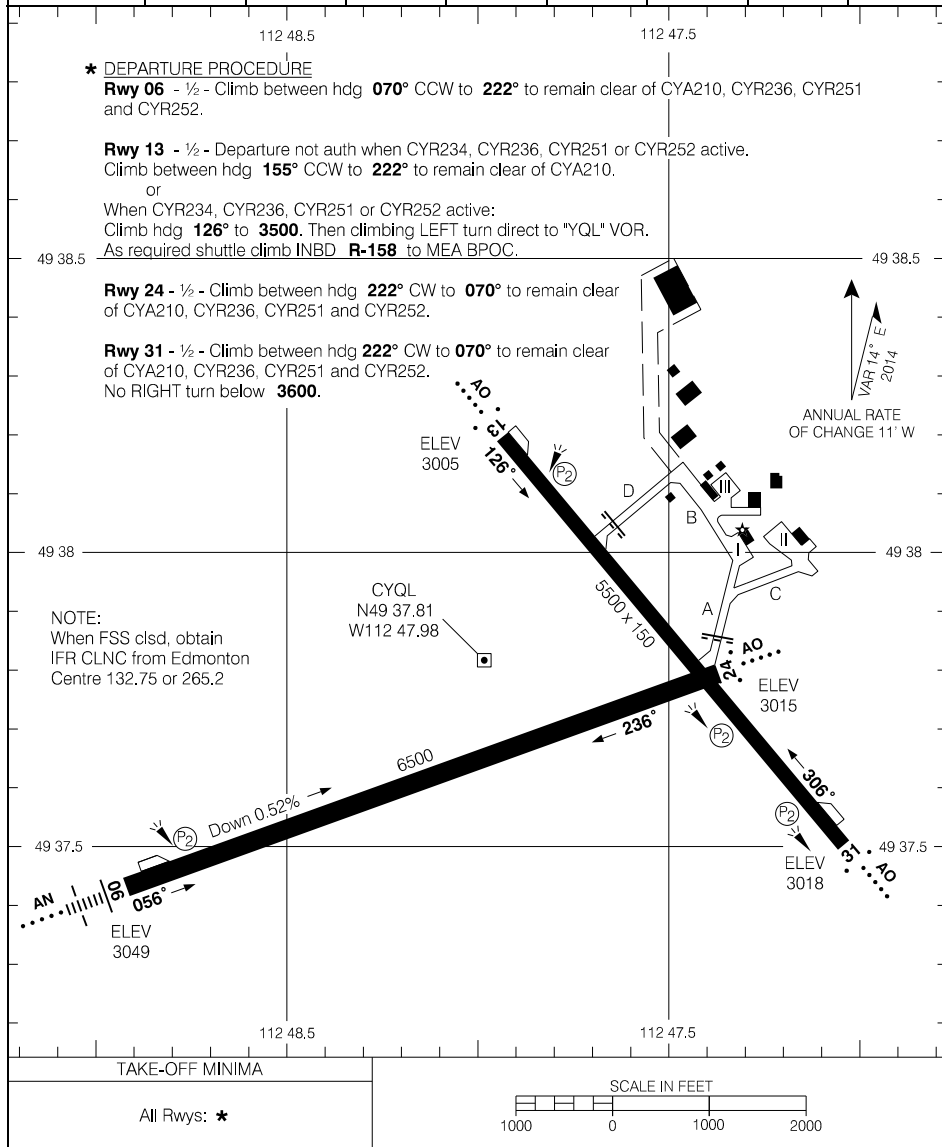
AERODROME CHART

CEG3

LETHBRIDGE, AB
CYQL

AERODROME CHART

● ATIS – 124.4 ● AWOS – 124.4						● RADIO – 121.0 ● TFC – 121.0		CTR Edmonton – 132.75 265.2 RADIO Edmonton – 123.47	
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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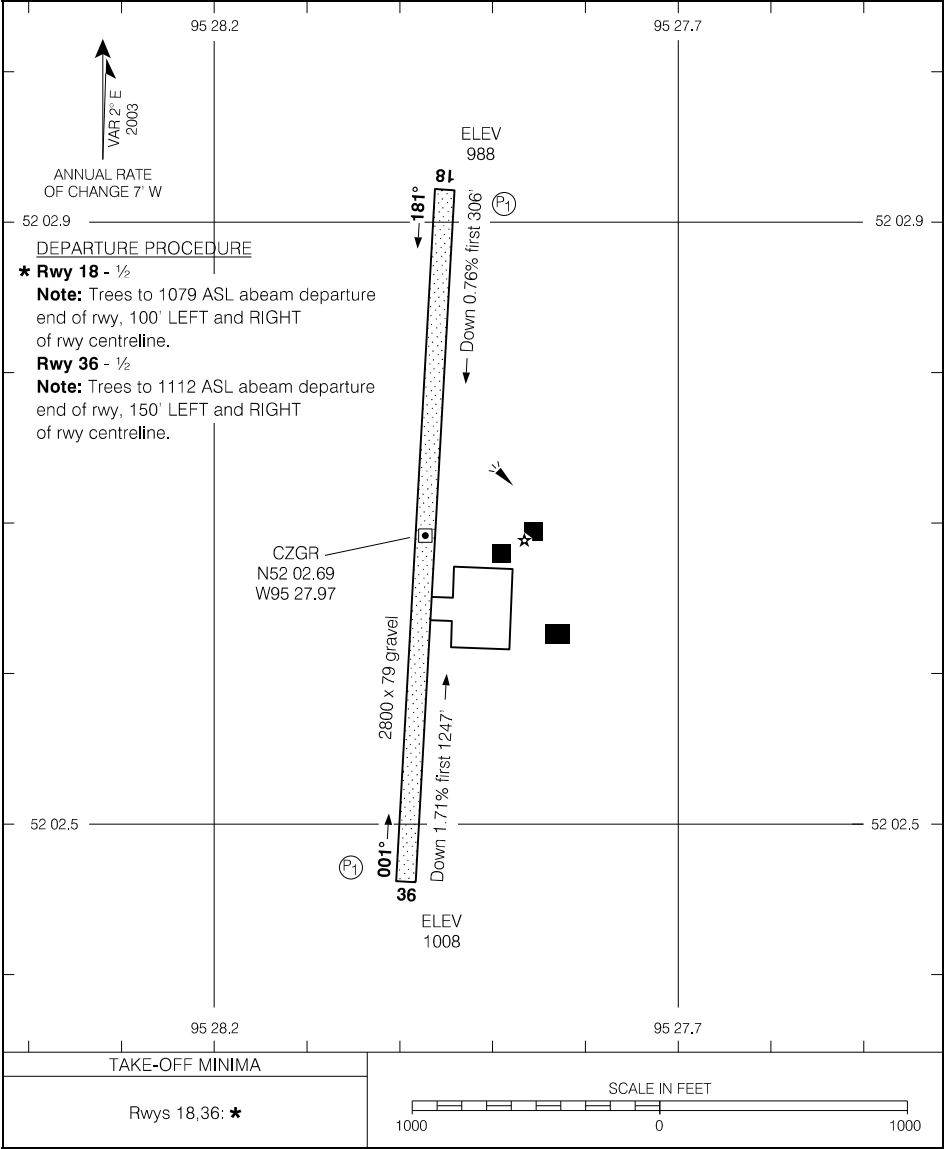
AERODROME CHART

EFF 9 JUL 26

CYQL

CYQL-AD

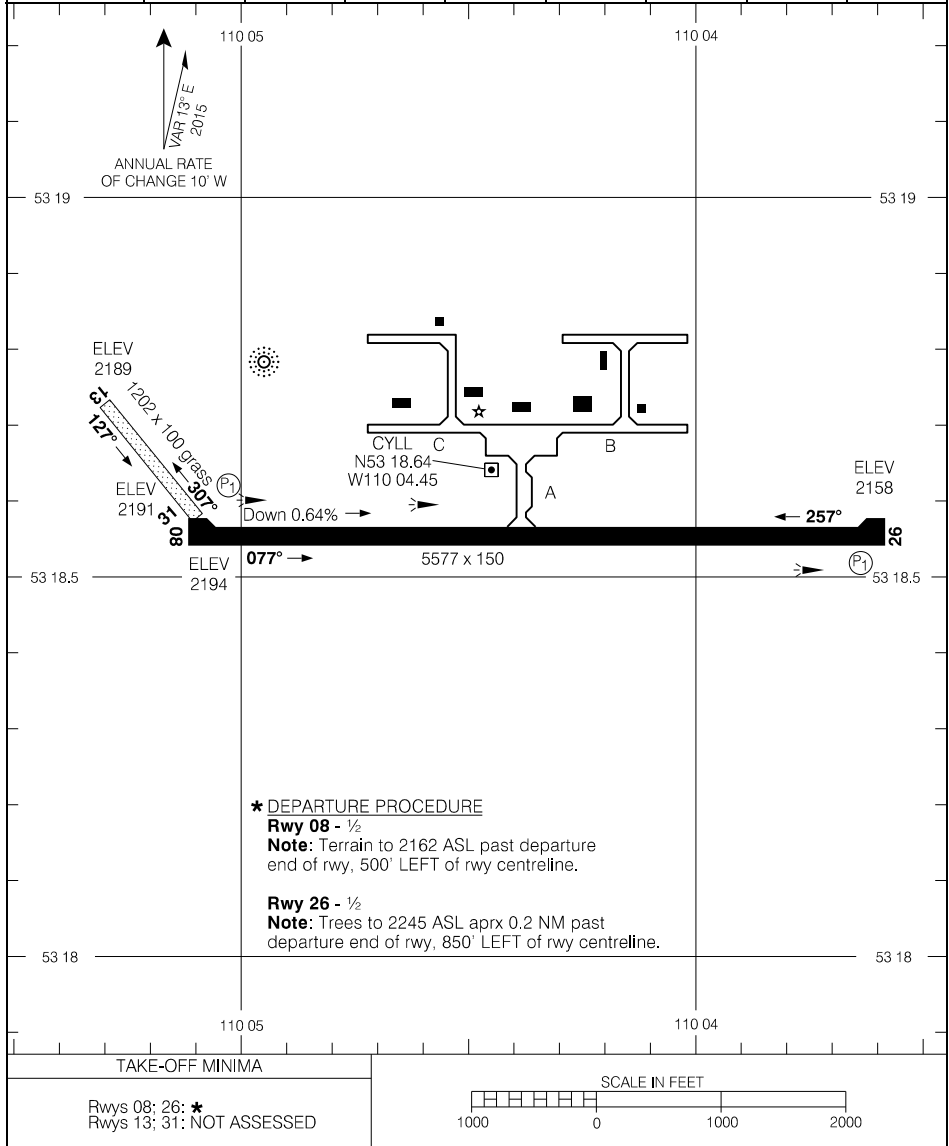
				UNICOM – 122.8 (AU)		ATF	
DECL DIST	18	36					
TORA	2800	2800					
TODA	2836	2812					
ASDA	2800	2800					
LDA	2800	2800					



LLOYDMINSTER, AB
CYLL

AERODROME CHART

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



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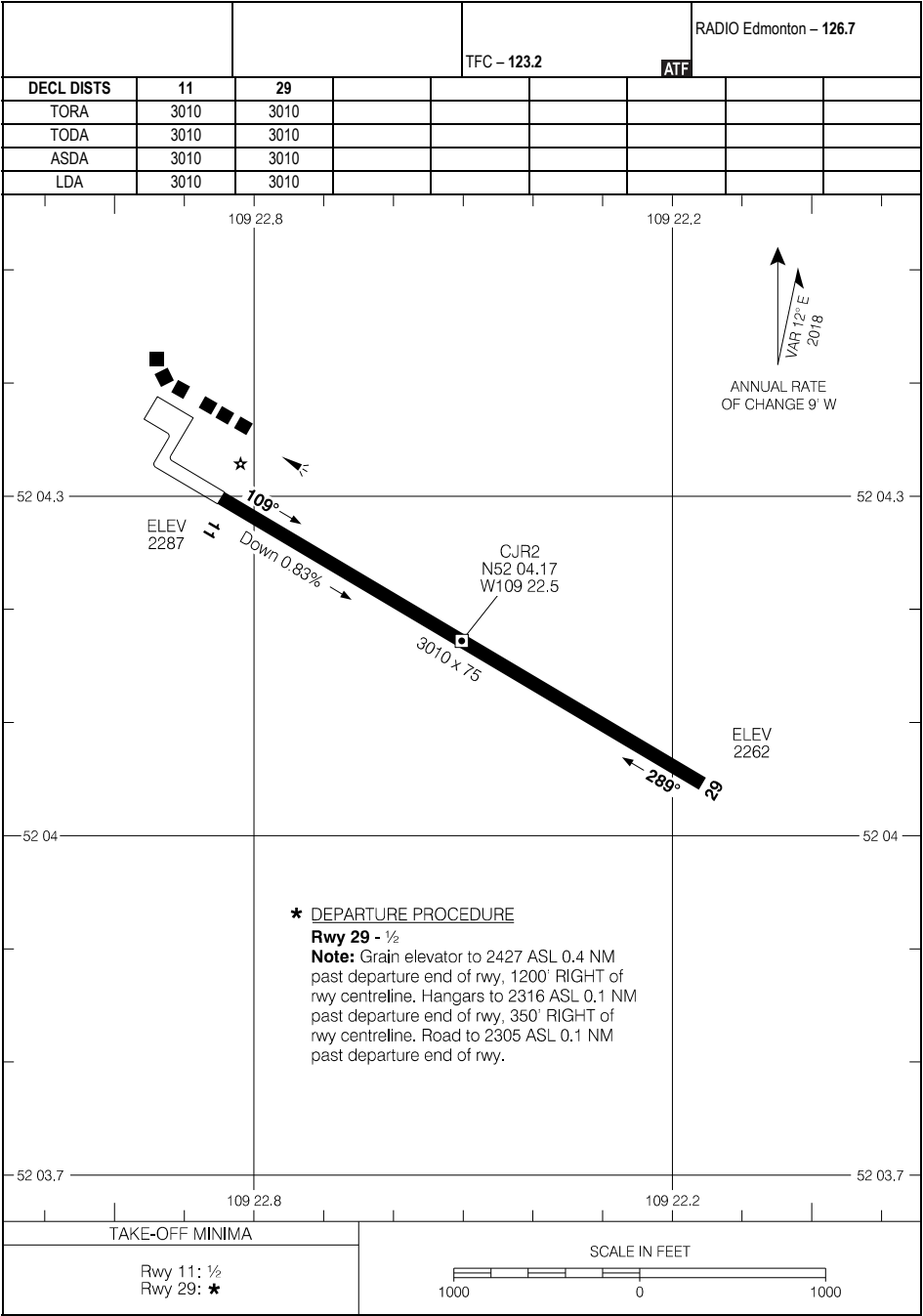
AERODROME CHART

CYLL

EFF 9 JUL 26

CYLL-AD

AERODROME CHART



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AERODROME CHART

EFF 3 SEP 26

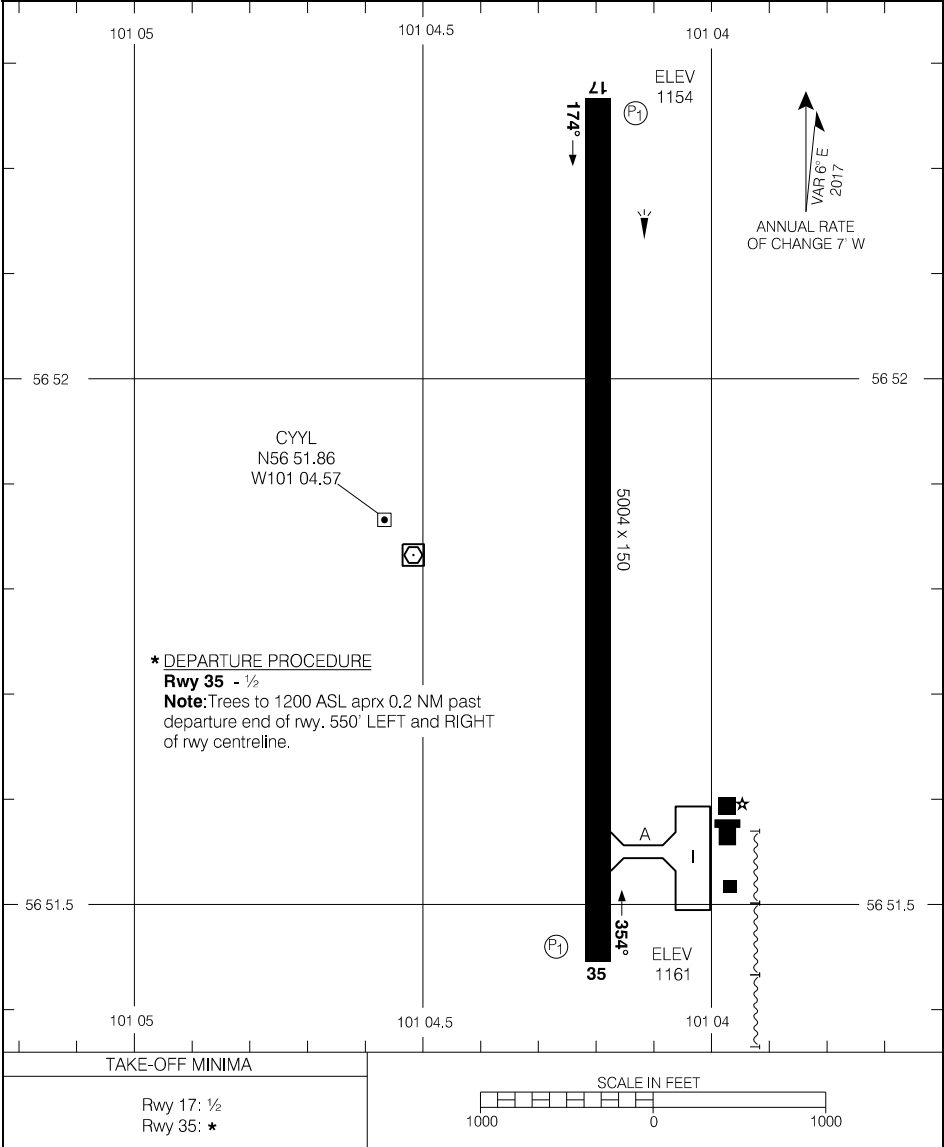
CJR2

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

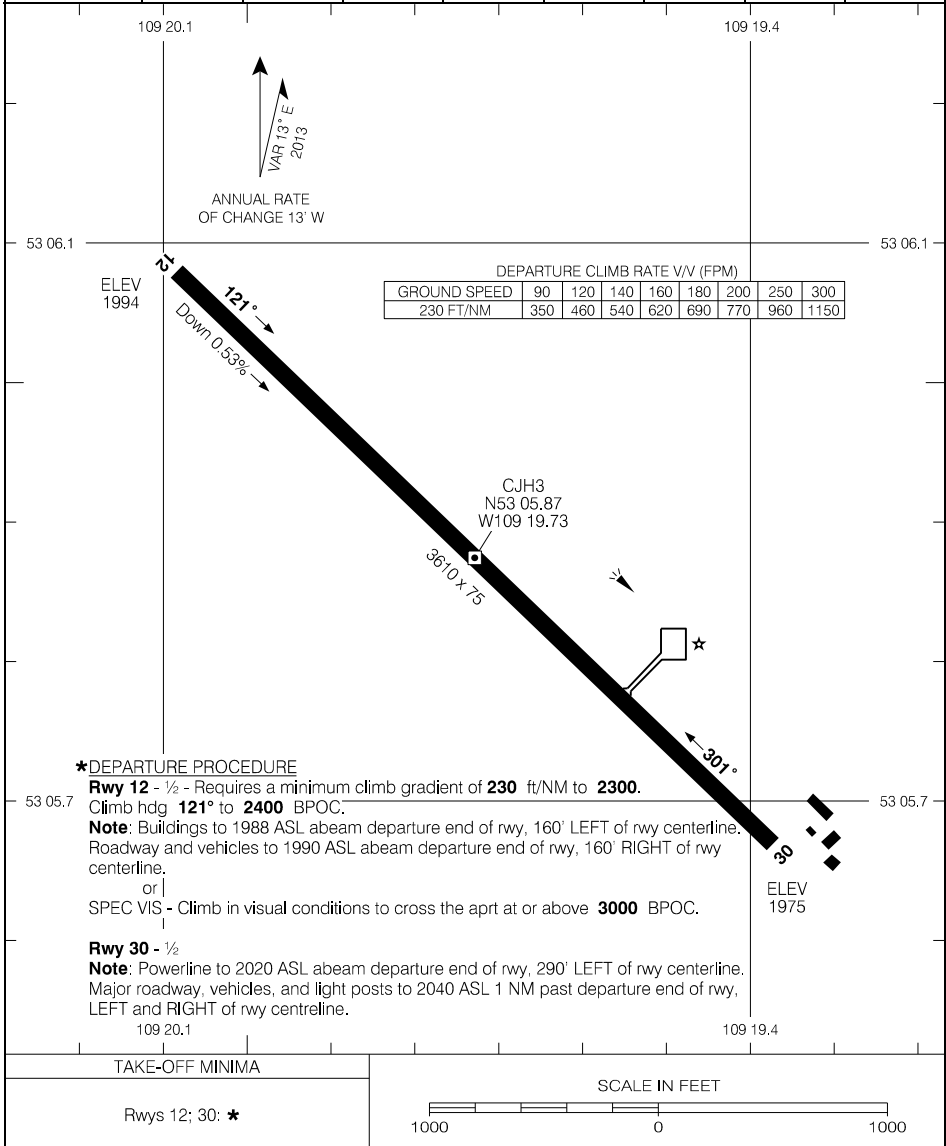
CYYL

CYYL-AD

MAIDSTONE, SK
CJH3

AERODROME CHART

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



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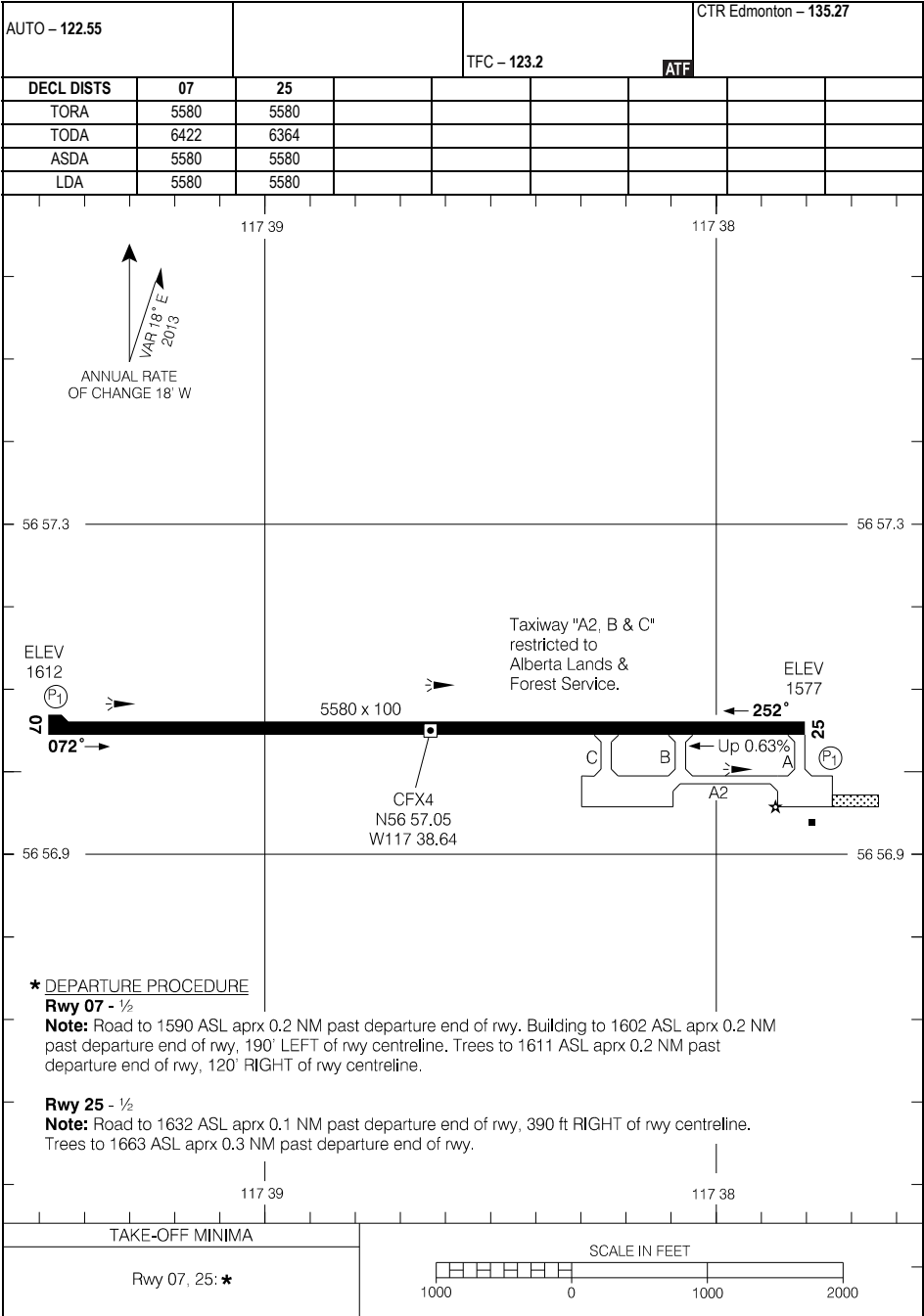
AERODROME CHART

EFF 3 NOV 22

CJH3

CJH3-AD

AERODROME CHART



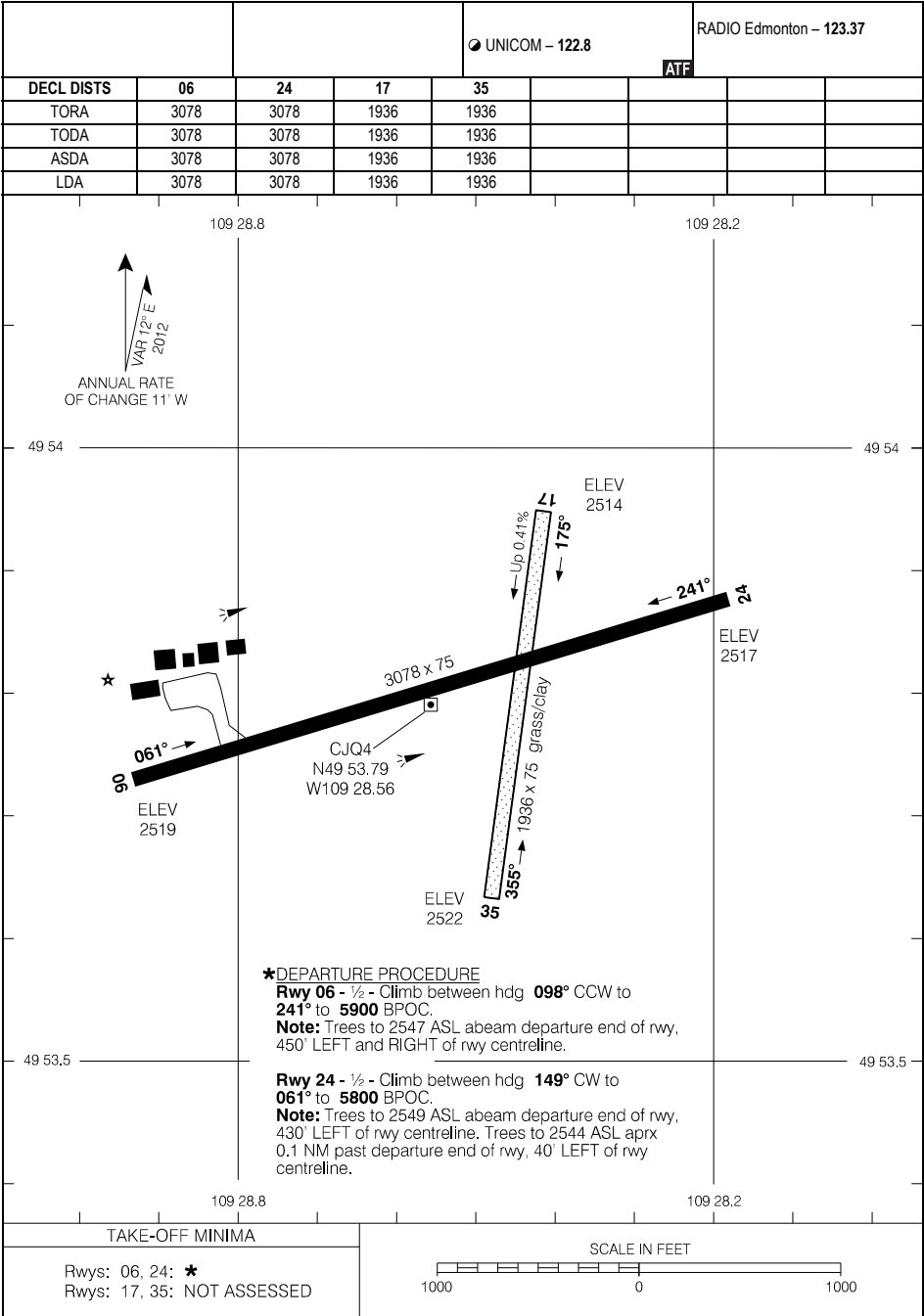
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AERODROME CHART

CFX4

EFF 9 JUL 26

AERODROME CHART



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AERODROME CHART

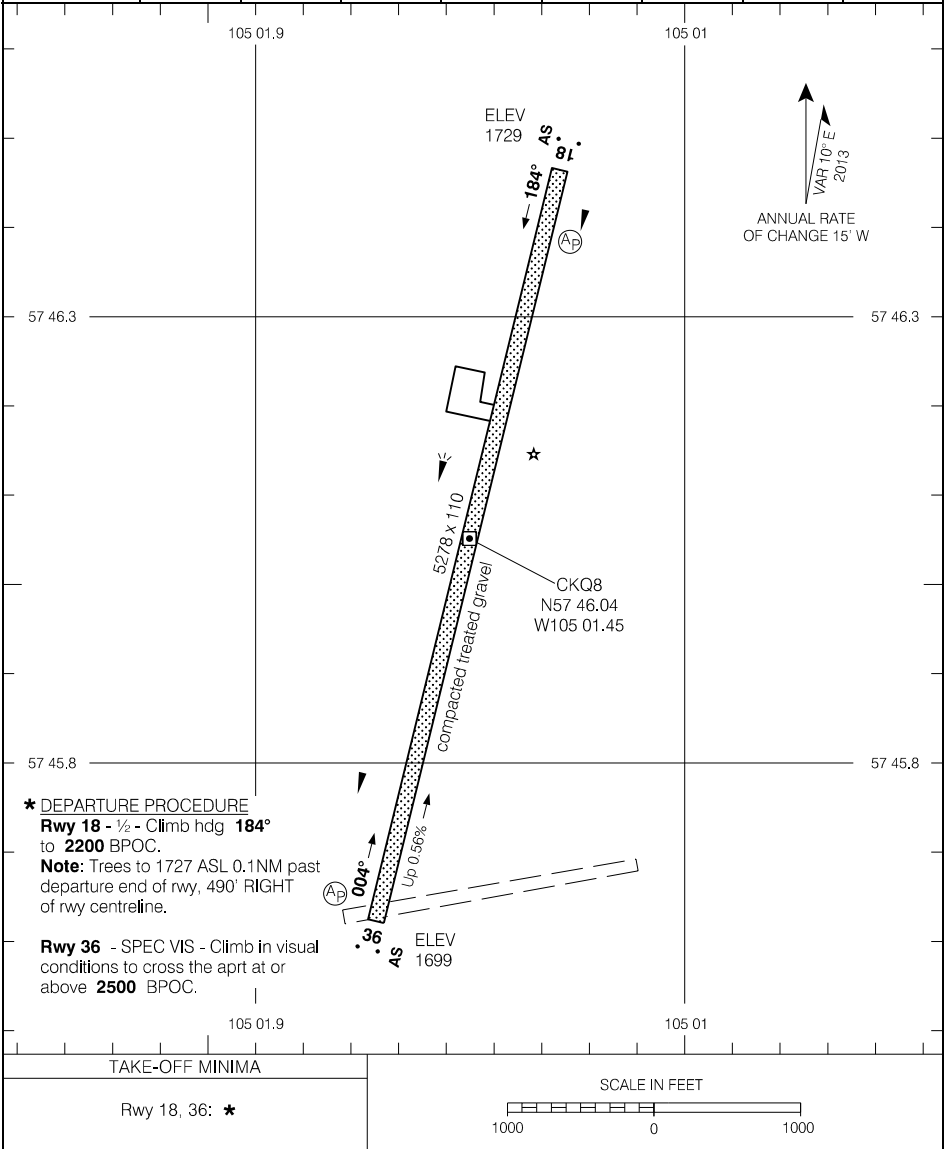
EFF 20 FEB 25

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

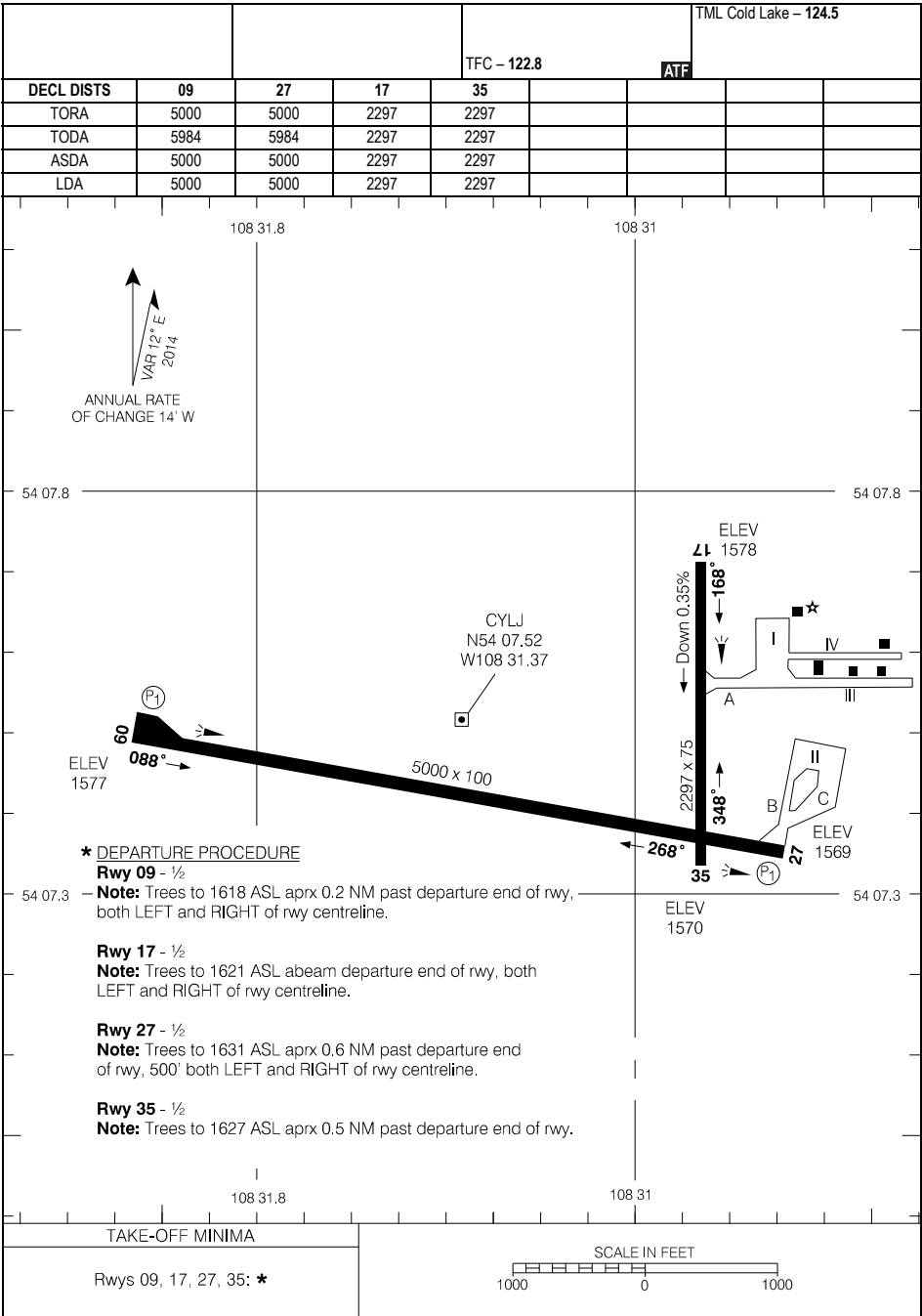
EFF 23 FEB 23

CKQ8-AD

CYLJ-AD

MEADOW LAKE, SK
CYLJ

AERODROME CHART



AERODROME CHART

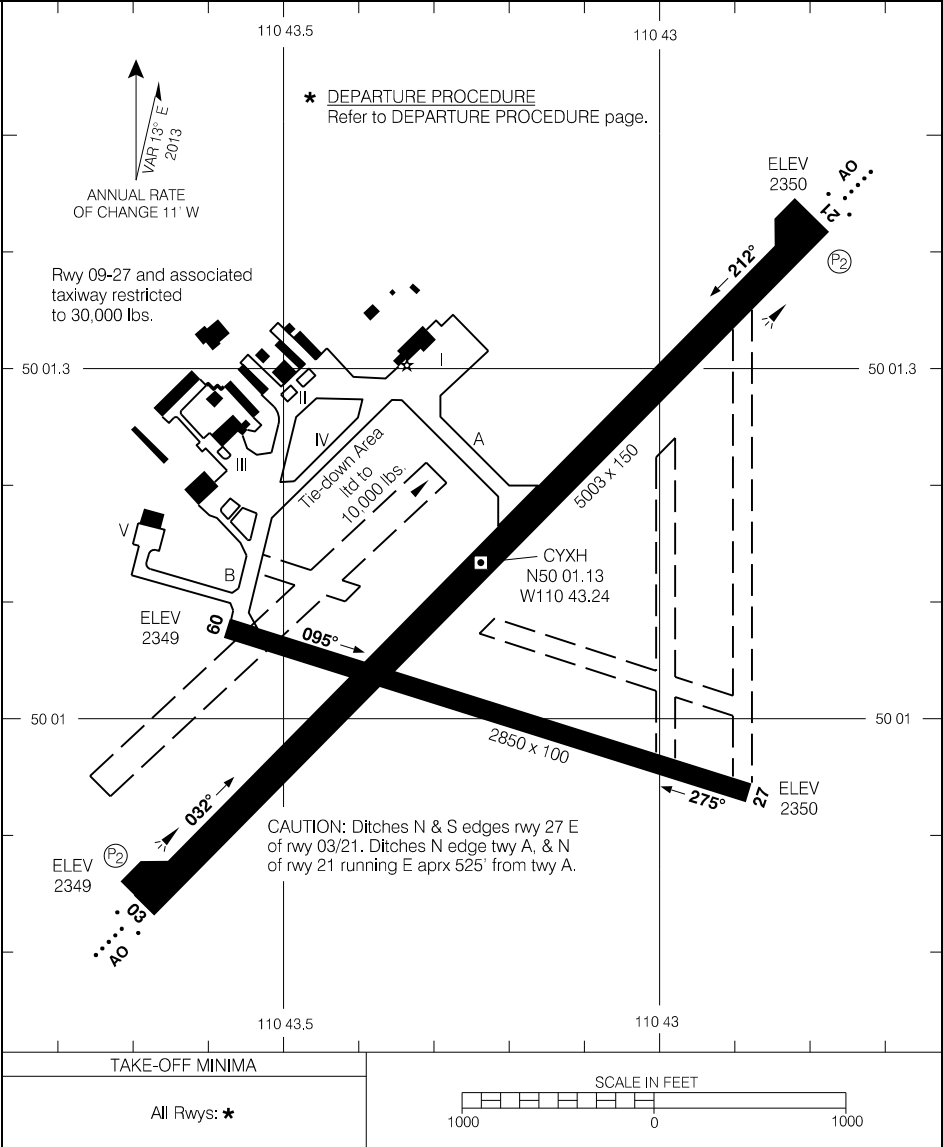
EFF 14 MAY 26

CYLJ

CYLJ-AD

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			

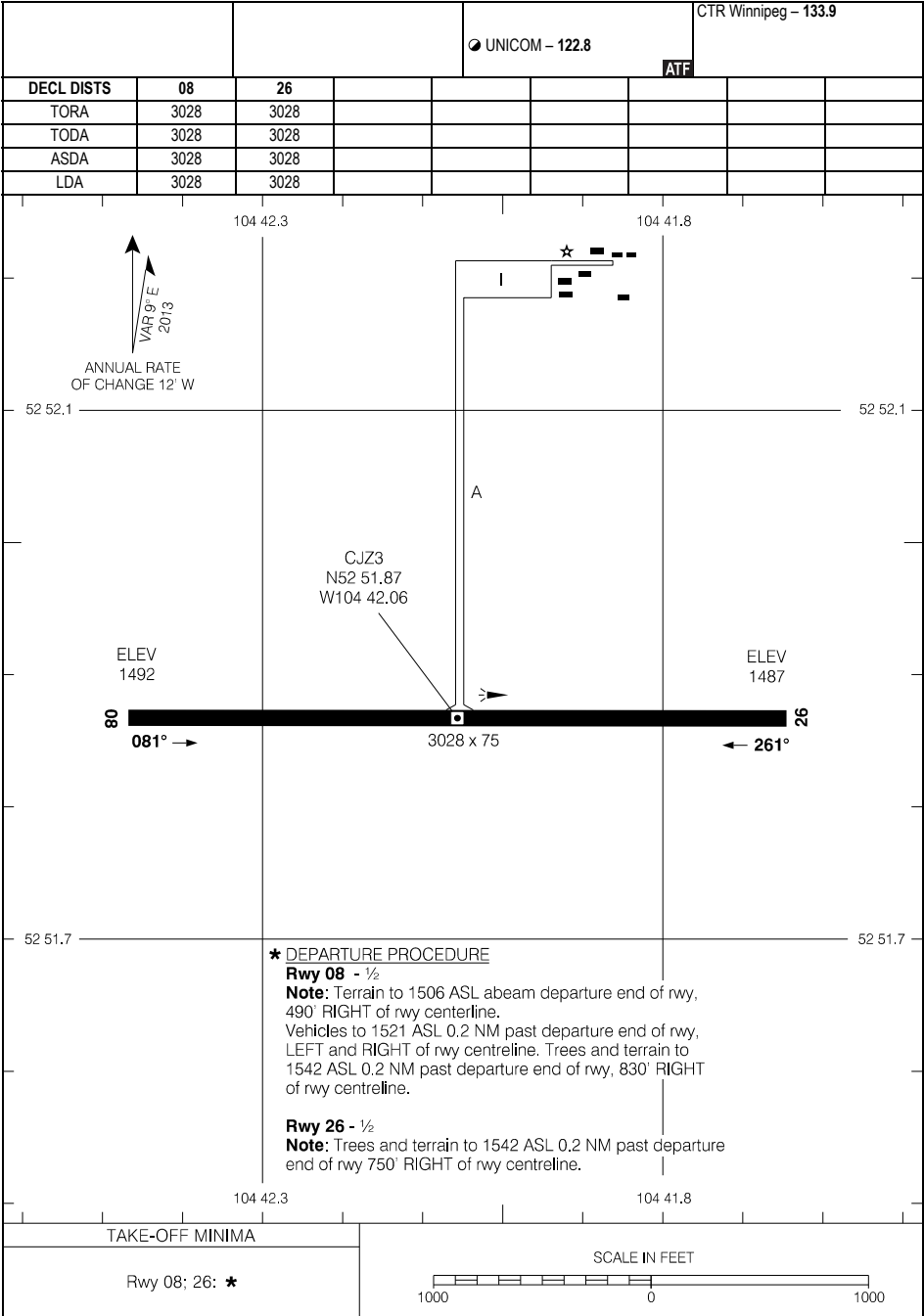


AERODROME CHART

EFF 8 SEP 22

CYXH

AERODROME CHART



AERODROME CHART

EFF 16 MAY 24

CJZ3

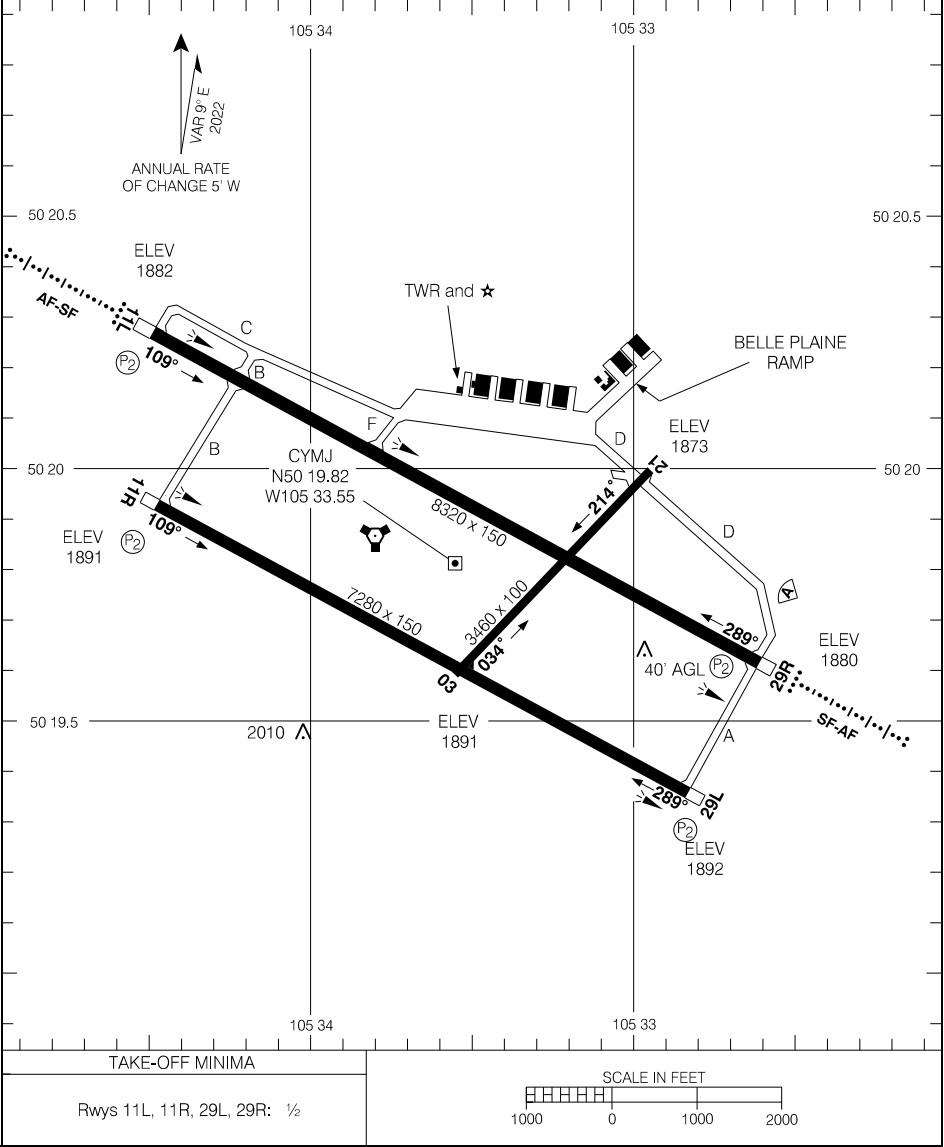
CYMJ-AD

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	



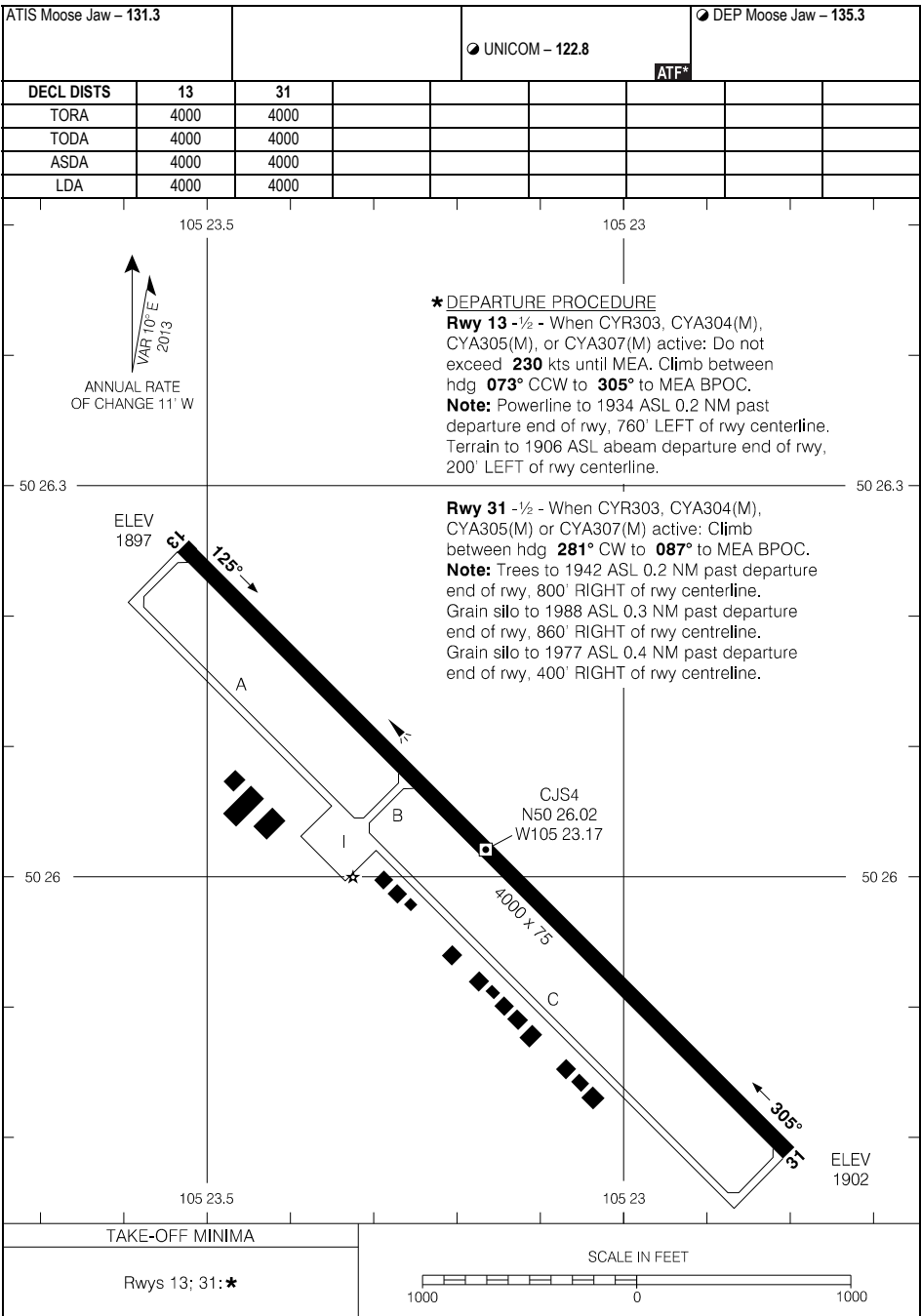
AERODROME CHART (DND)

CYMJ

EFF 8 SEP 22

CYMJ-AD

AERODROME CHART



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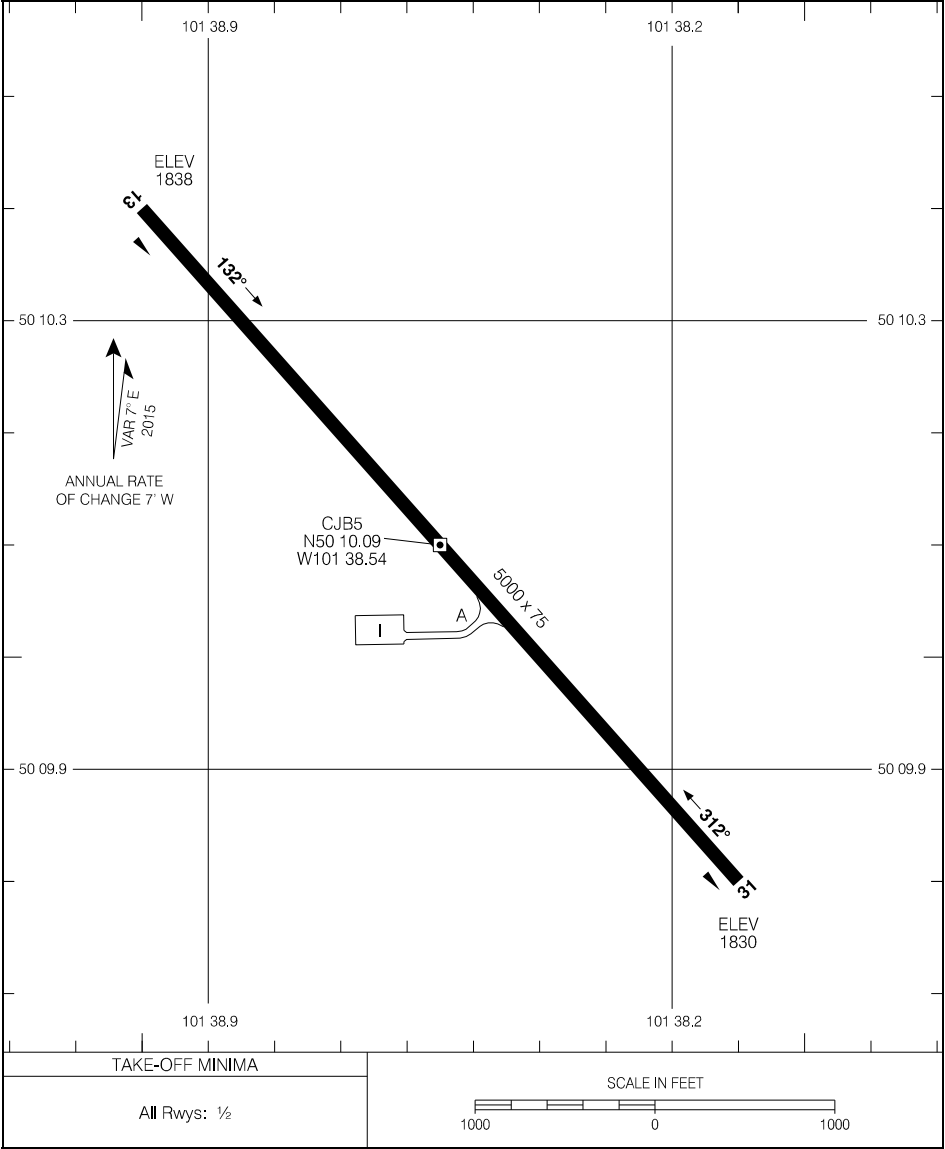
AERODROME CHART

EFF 19 MAR 26

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						



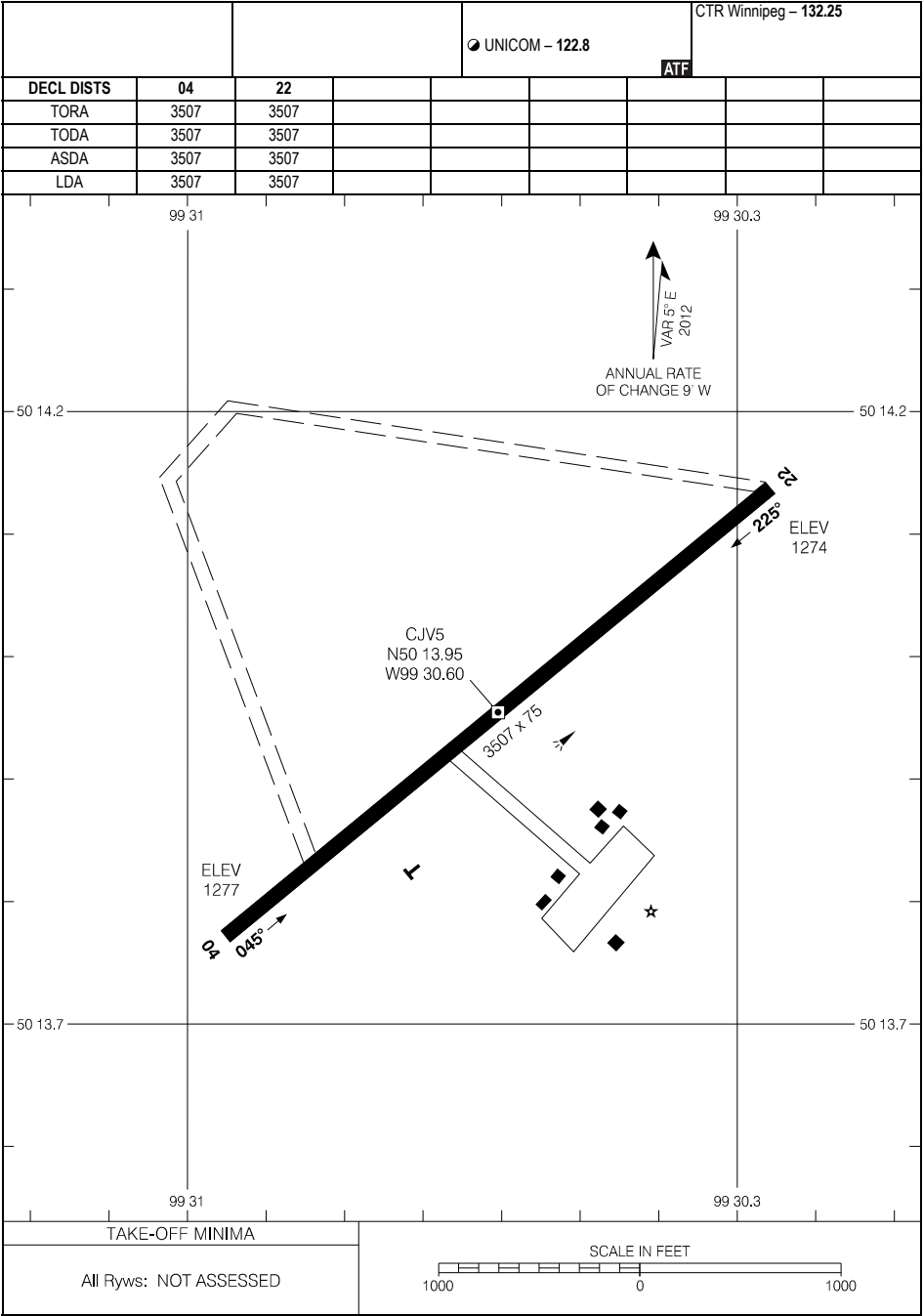
AERODROME CHART

EFF 31 OCT 24

CJB5

CJB5-AD

AERODROME CHART



AERODROME CHART

EFF 30 JAN 20

CJV5

NIPAWIN, SK
CYBU

CYBU

104 00.9

104 00.3

53 20.2

53 19.7

104 00.9

104 00.3

VAR 9° E
2013

ANNUAL RATE
OF CHANGE 12' W

ELEV
1198

119°

ELEV
1220

216°

ELEV
1220

036°

ELEV
1197

216°

299°

2933 x 75

2900 x 115

grass/snow

CYBU
N53 19.95
W104 00.53

1282

★

TAKE-OFF MINIMA

Rwys 03: 21: ★
Rwys 12, 30: NOT ASSESSED

SCALE IN FEET

1000 0 1000

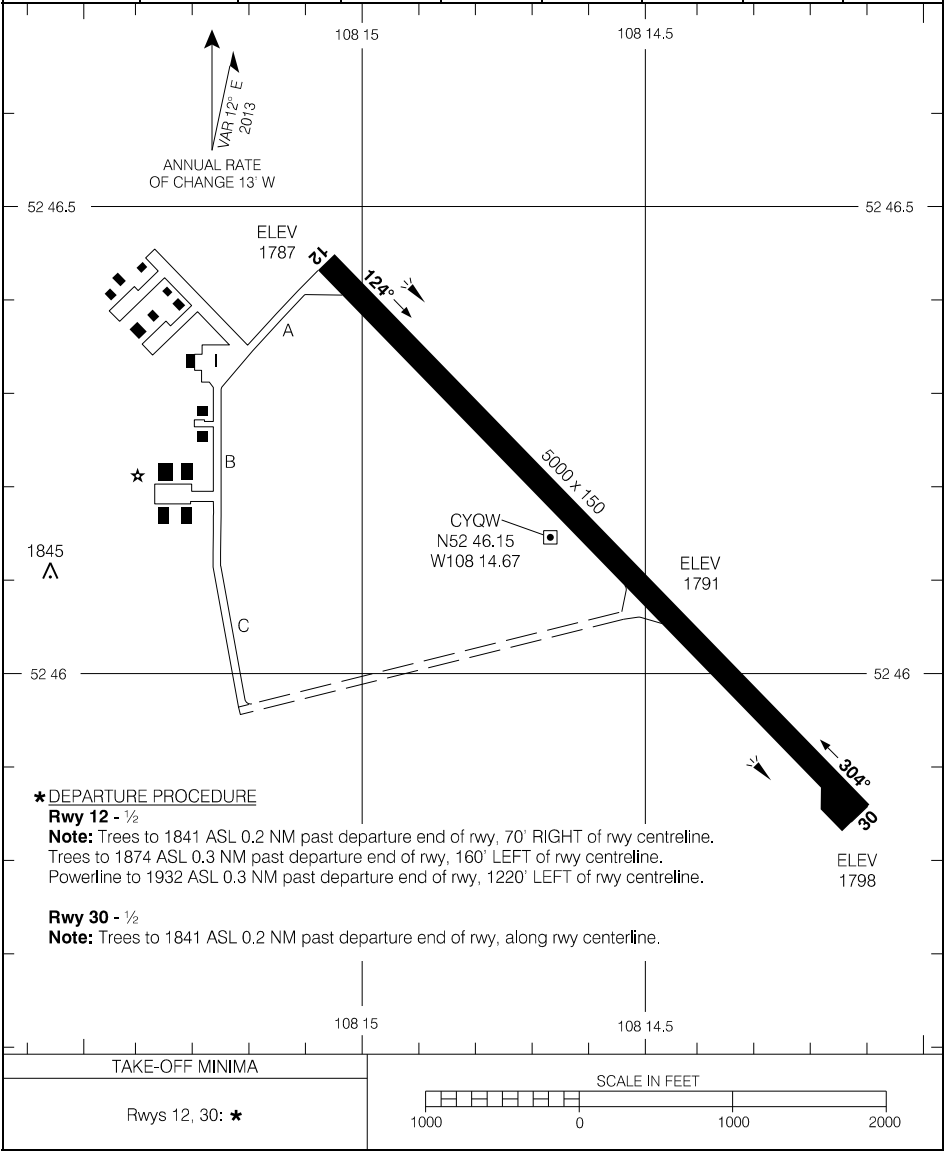
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CYBU

CYBU-AD

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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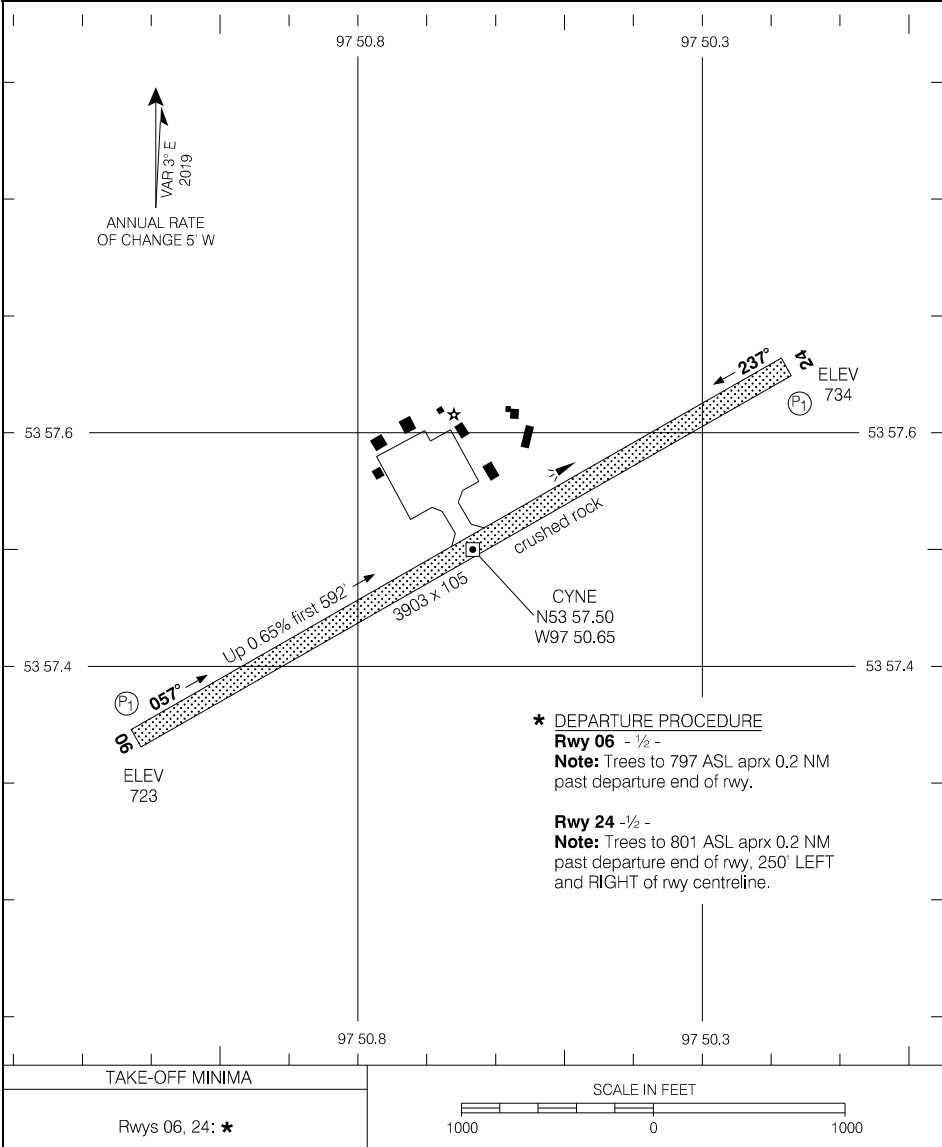
AERODROME CHART

EFF 25 JAN 24

CYQW

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					



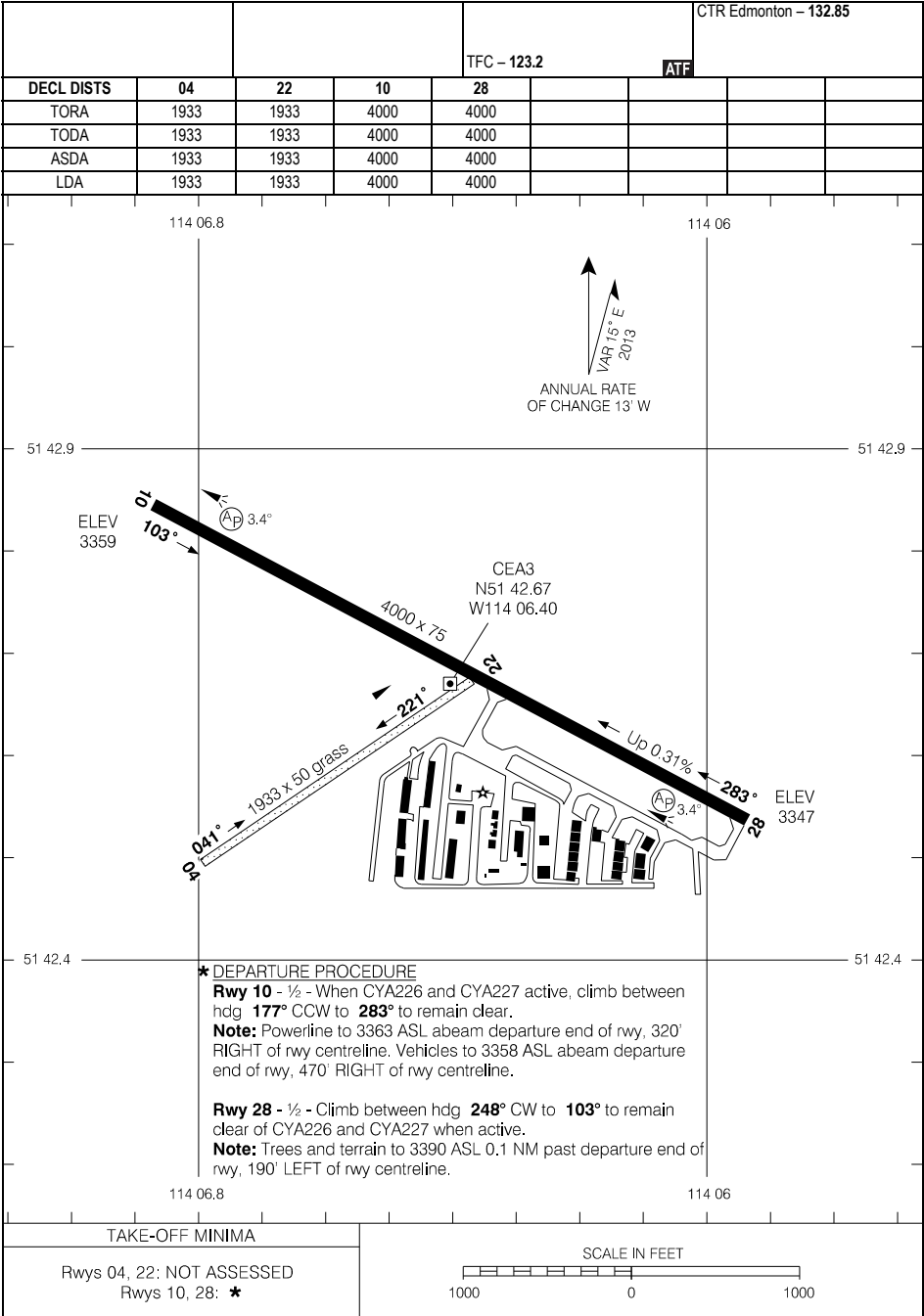
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

EFF 17 APR 25

CYNE

AERODROME CHART



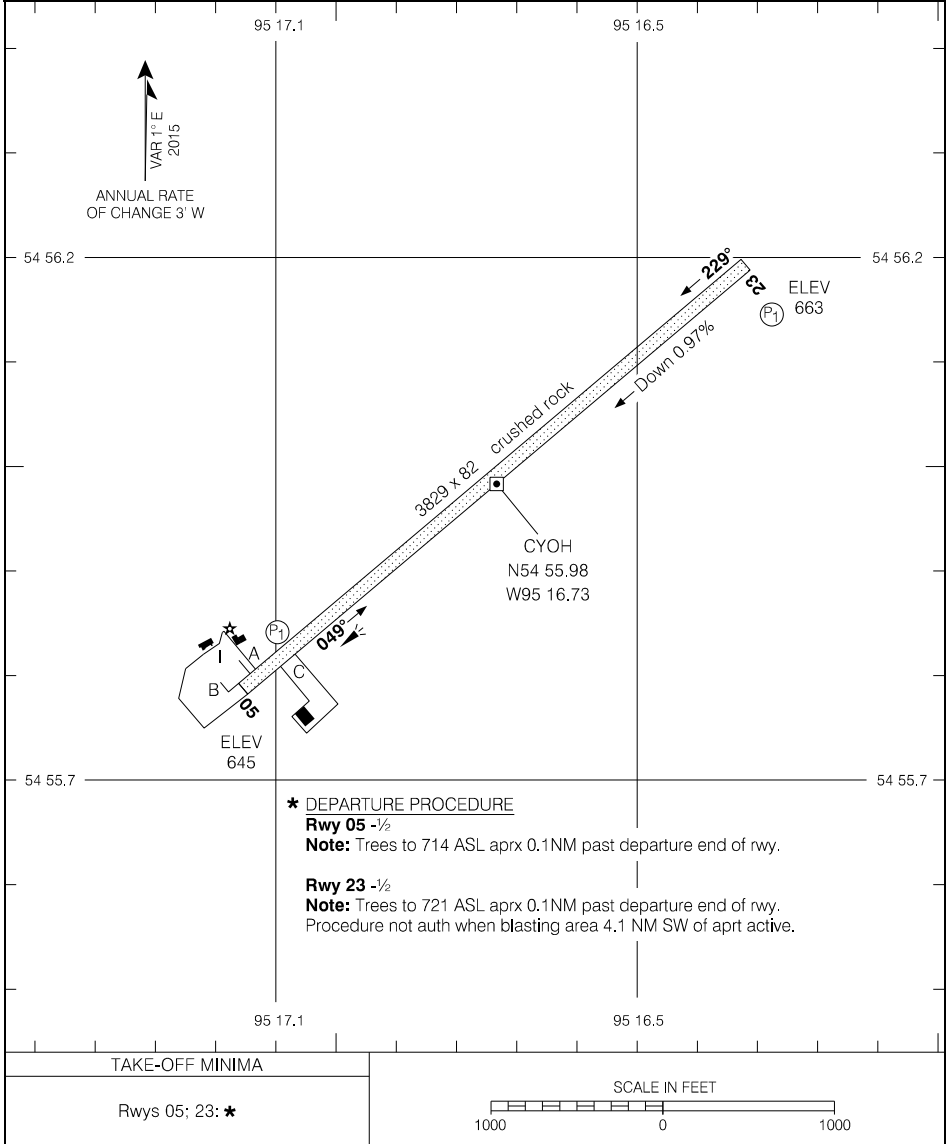
AERODROME CHART

CEA3

OXFORD HOUSE, MB
CYOH

AERODROME CHART

● AUTO – 122.12				● UNICOM – 122.8 (AU)			
						ATF	
DECL DISTS	05	23					
TORA	3829	3829					
TODA	4390	4203					
ASDA	3829	3829					
LDA	3829	3829					



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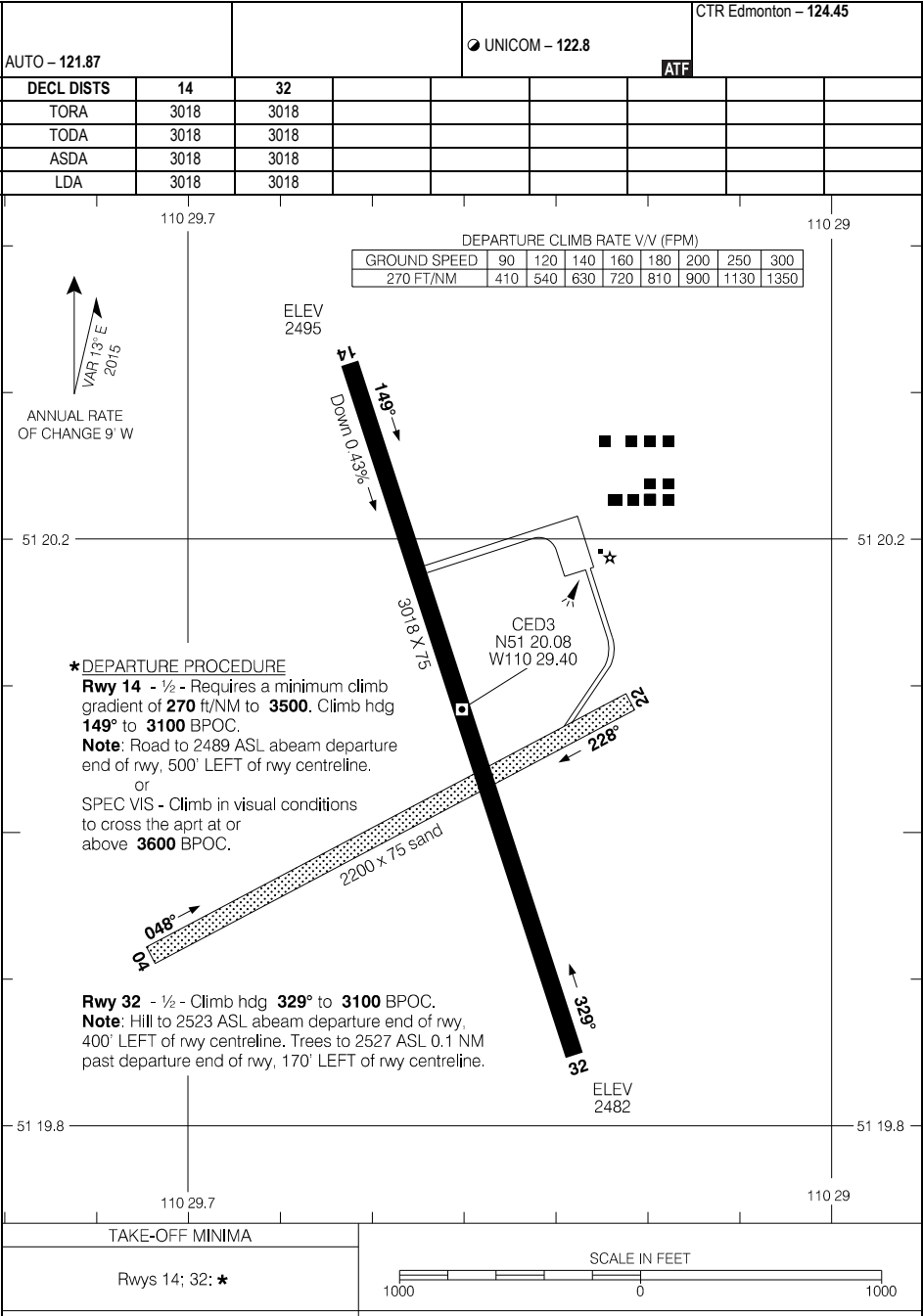
AERODROME CHART

EFF 7 AUG 25

CYOH

CYOH-AD

AERODROME CHART



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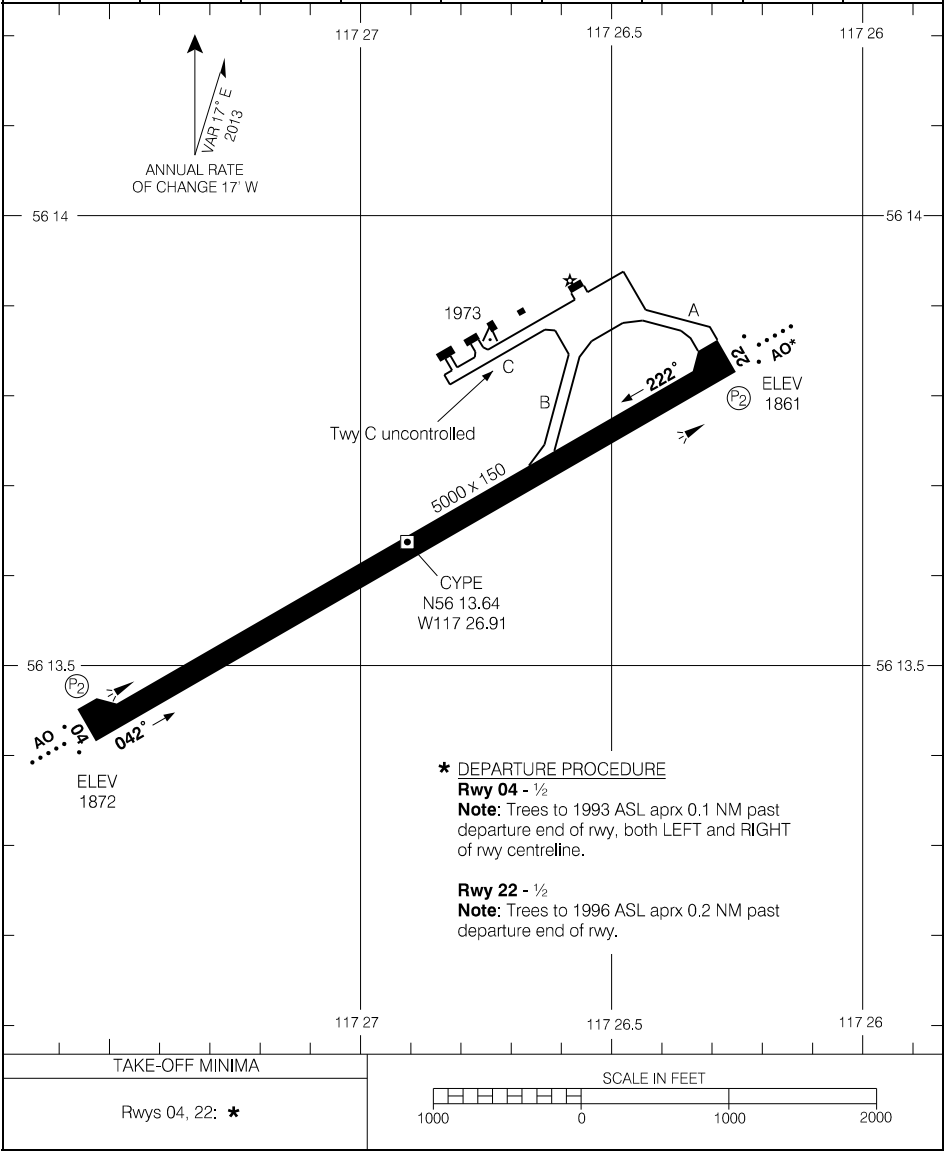
AERODROME CHART

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				



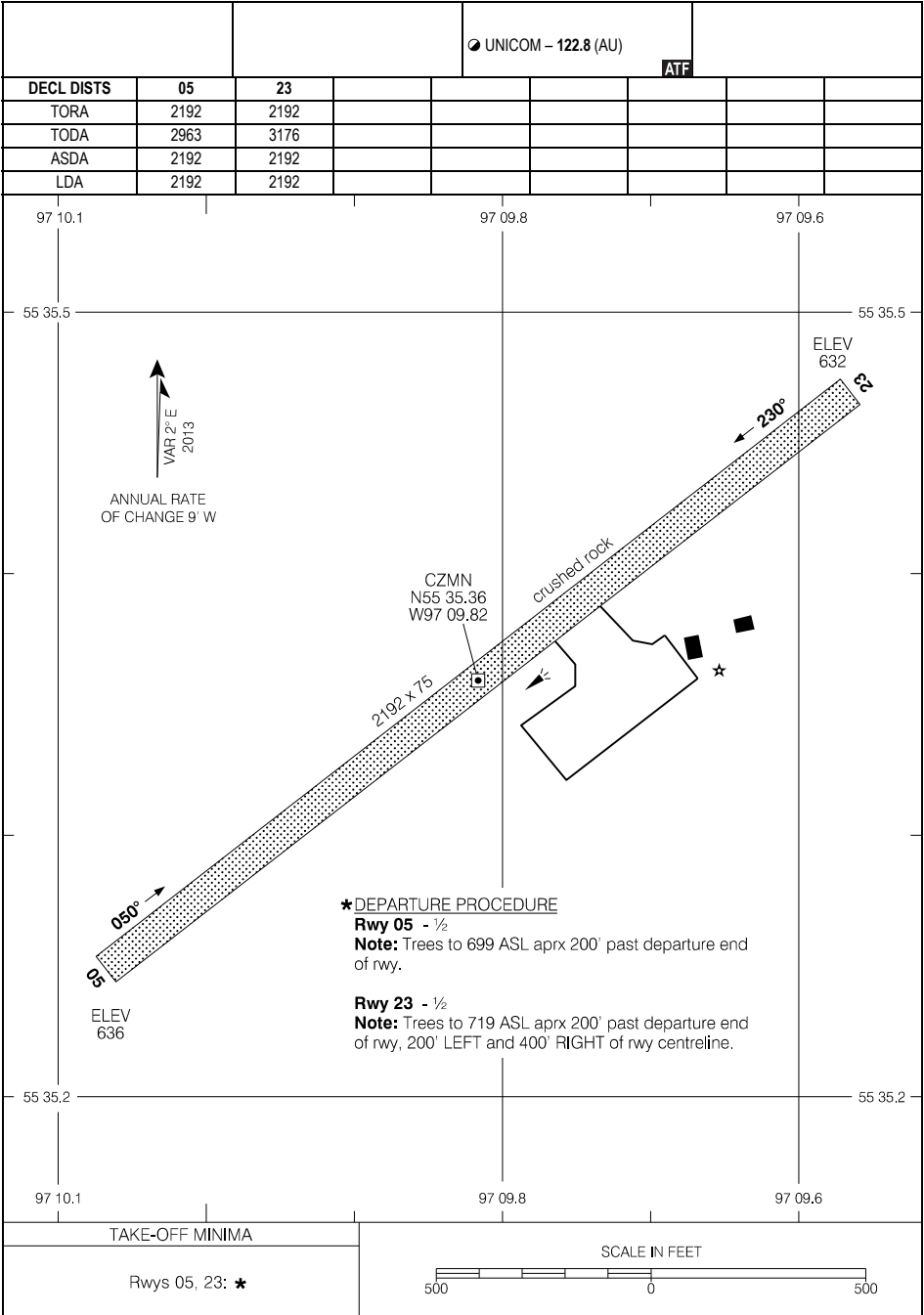
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AERODROME CHART

EFF 17 APR 25

CYPE

AERODROME CHART



Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

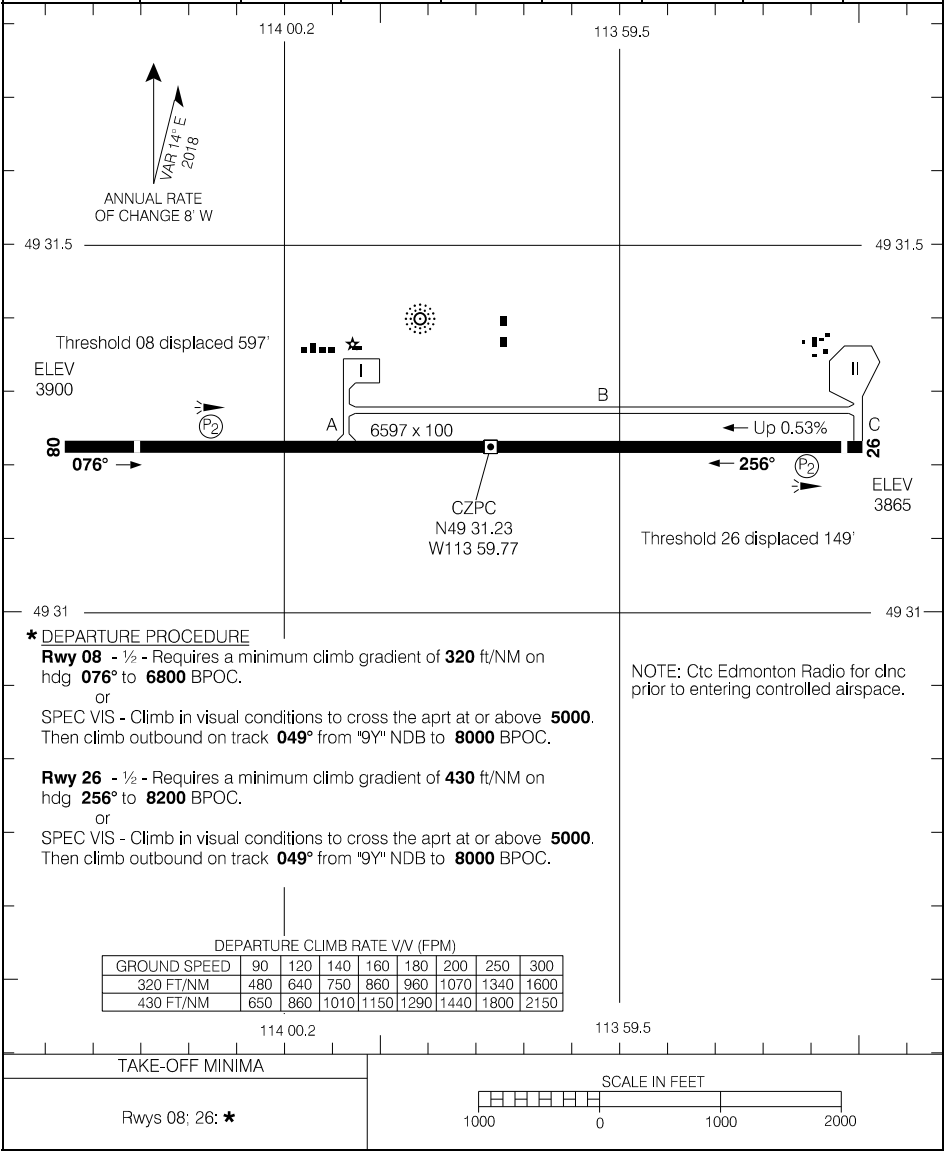
AERODROME CHART

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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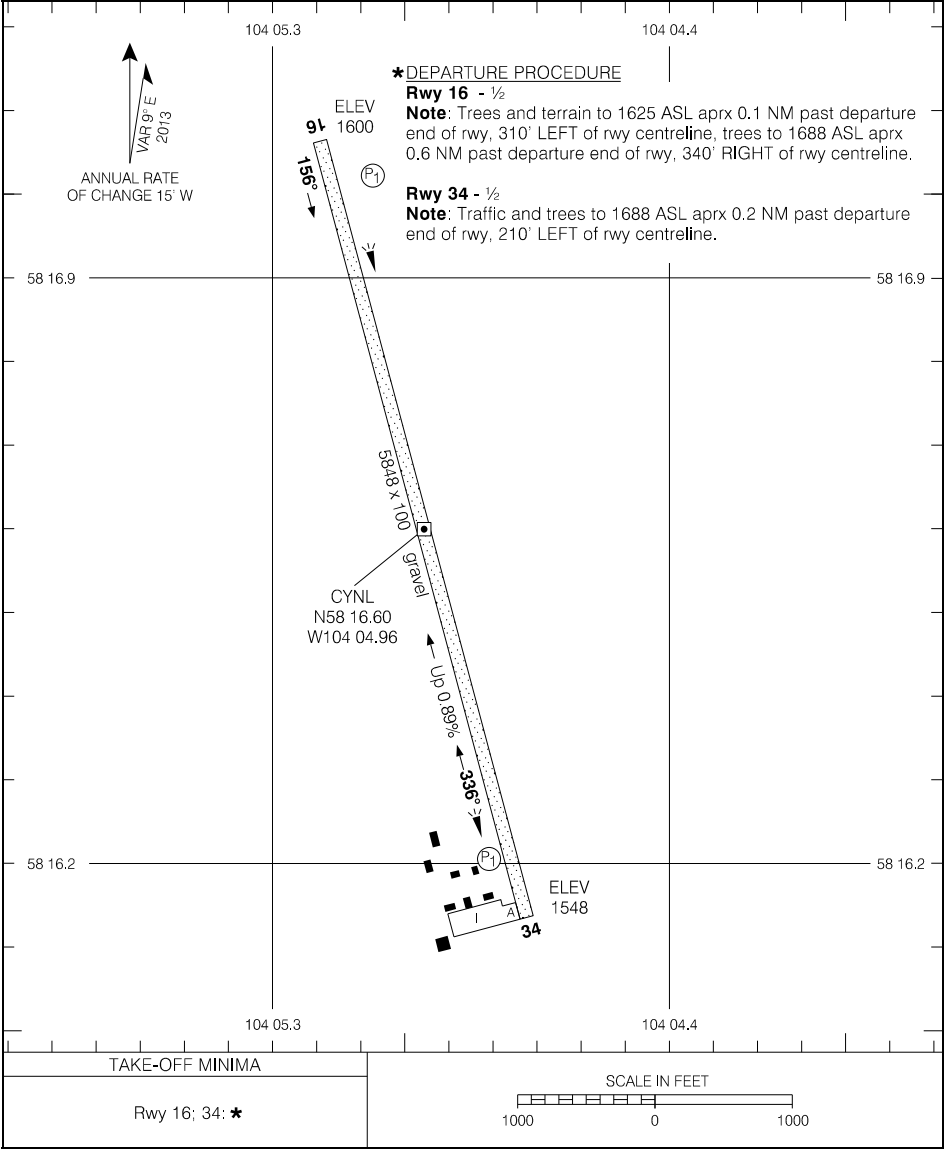
AERODROME CHART

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					

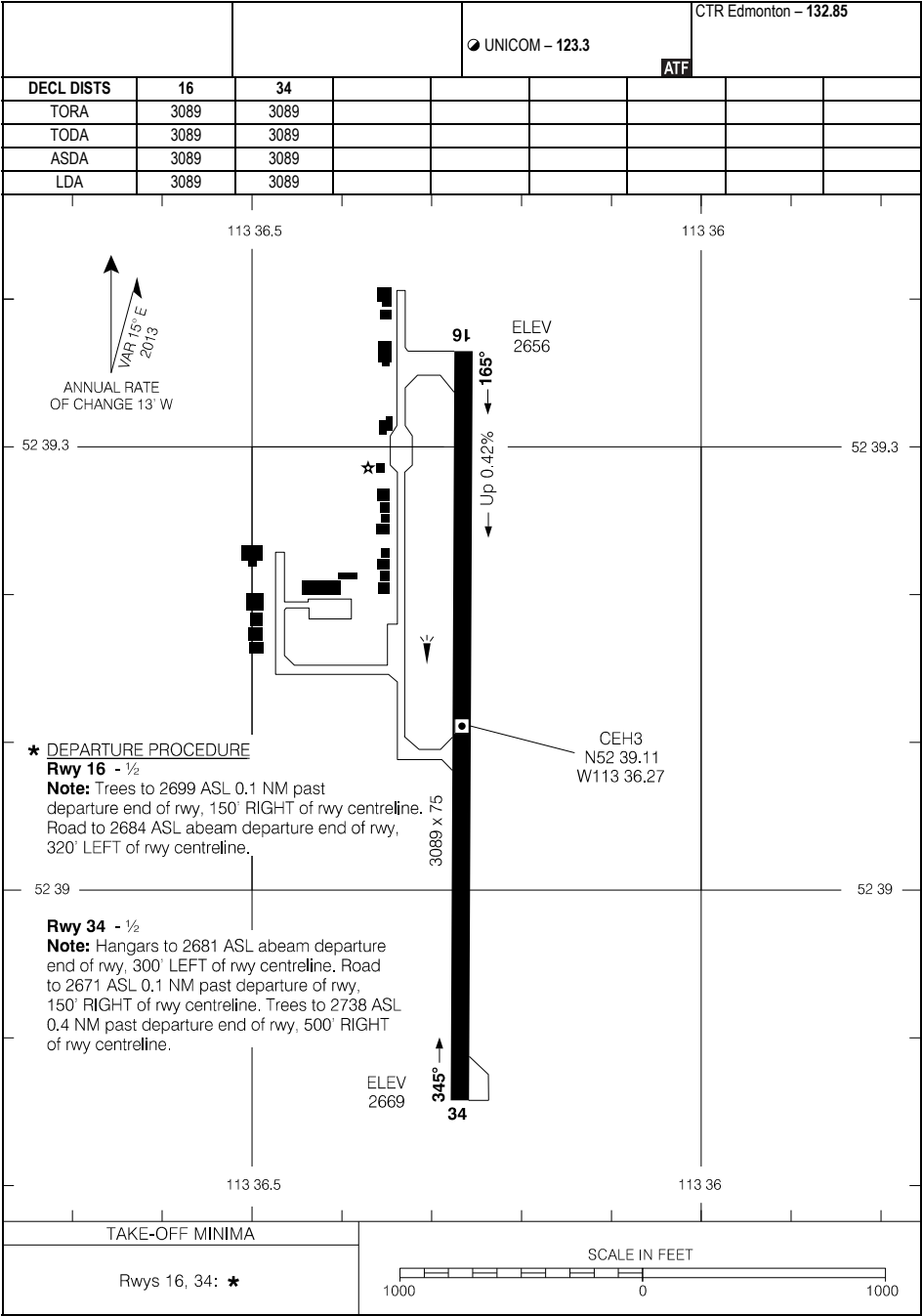


AERODROME CHART

EFF 26 DEC 24

CYNL

AERODROME CHART

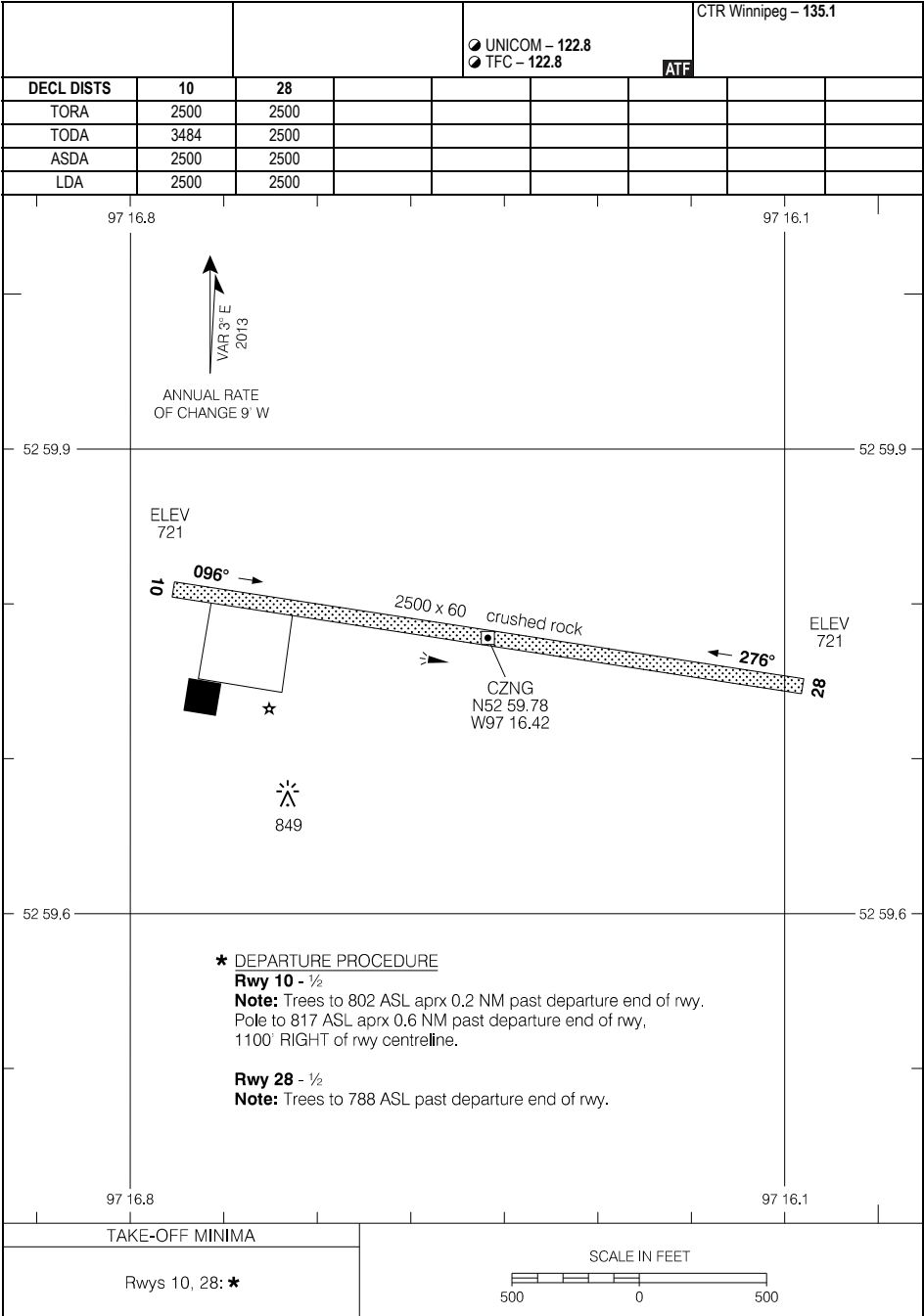


AERODROME CHART

EFF 14 JUL 22

CEH3

AERODROME CHART



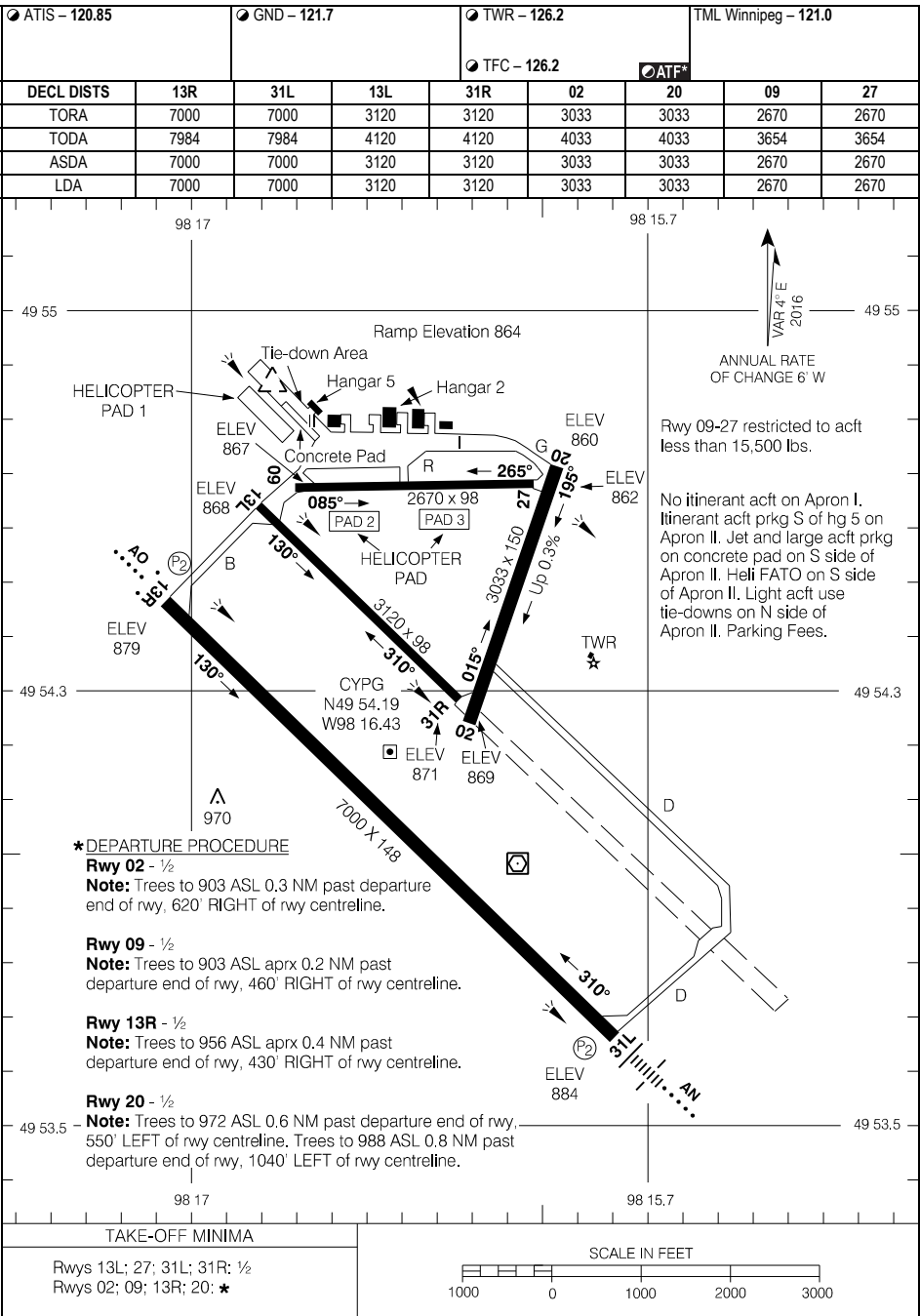
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AERODROME CHART

EFF 9 JUL 26

CZNG

AERODROME CHART



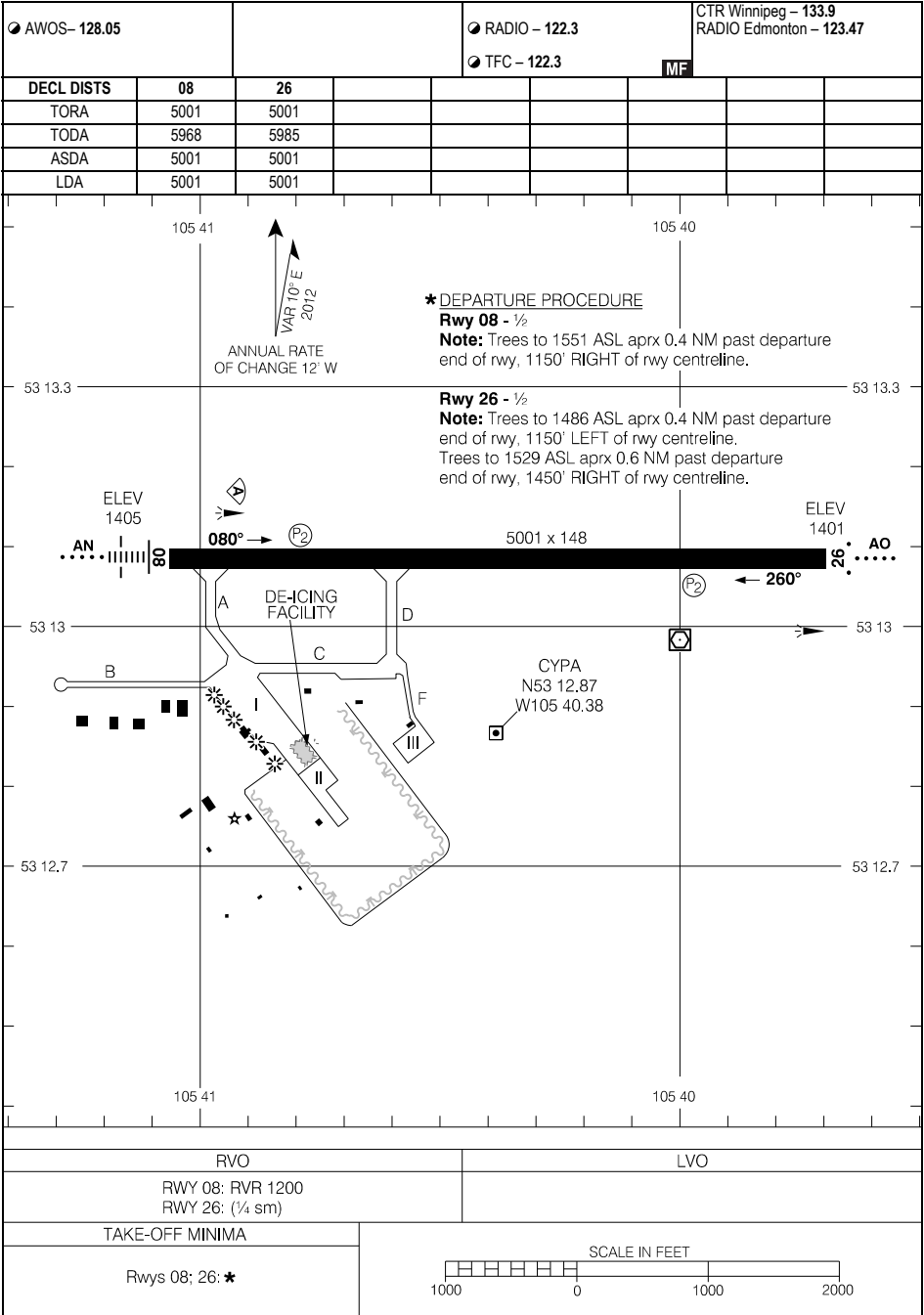
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AERODROME CHART

EFF 2 OCT 25

CYPG

AERODROME CHART

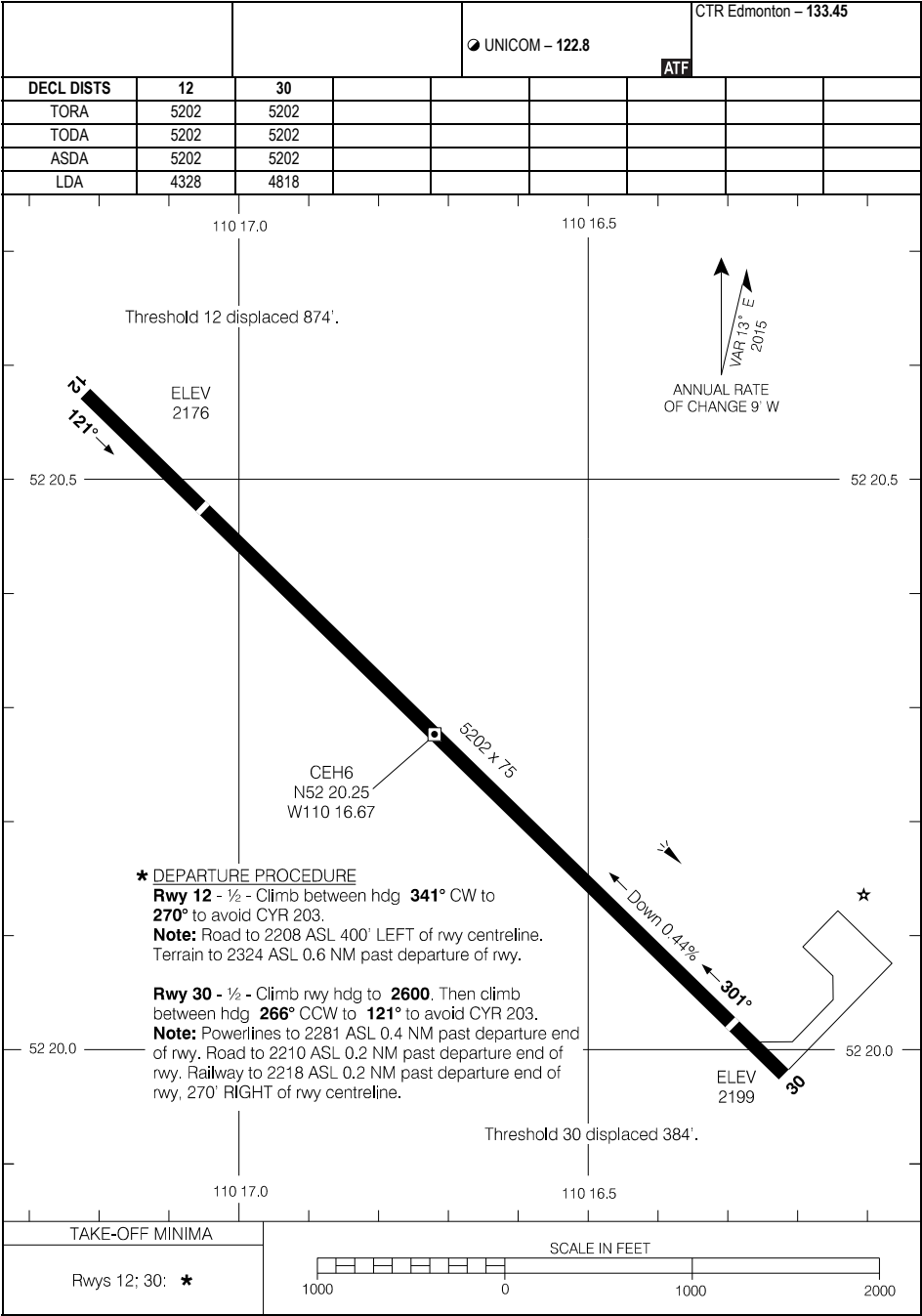


AERODROME CHART

EFF 27 NOV 25

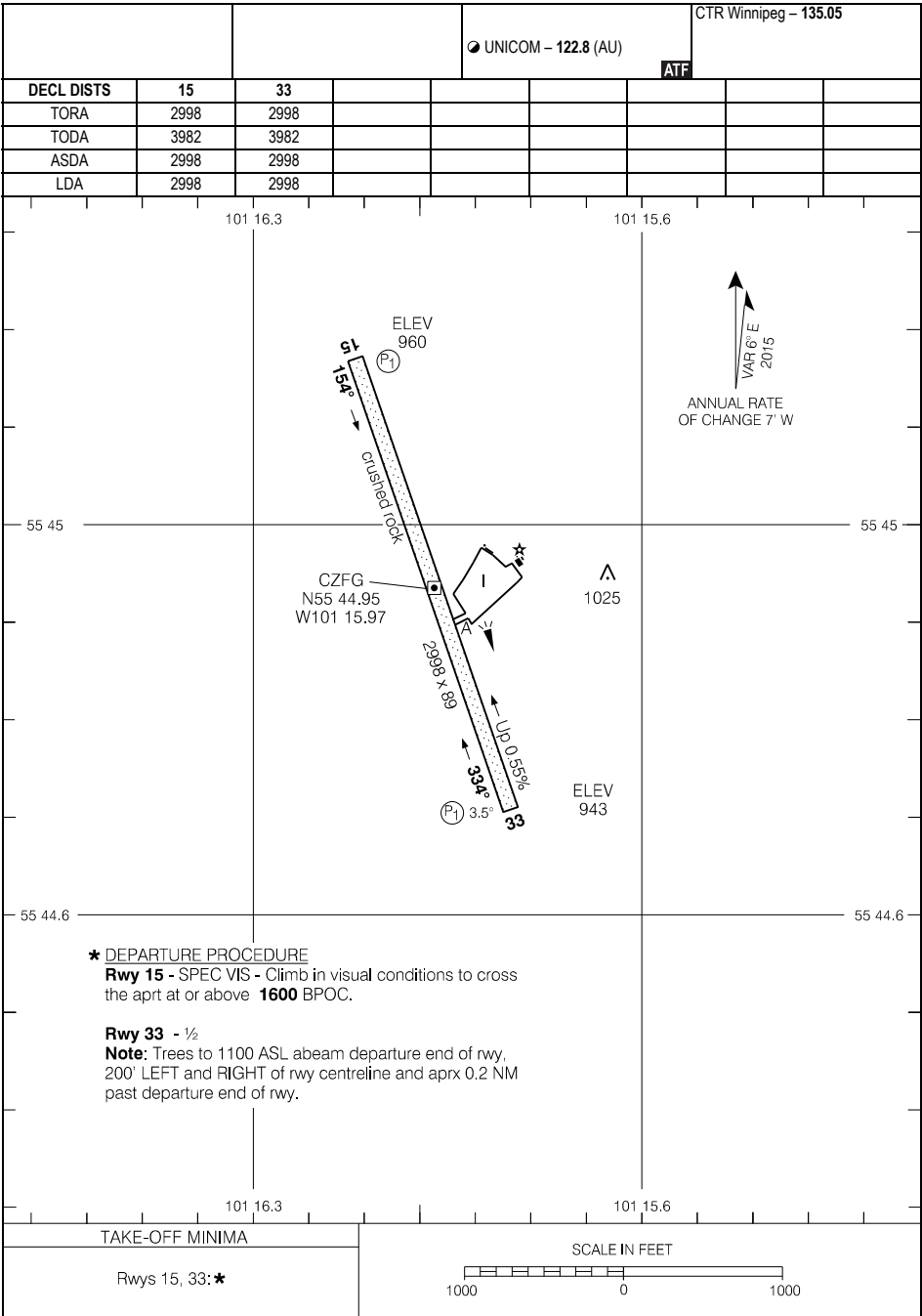
CYPA

AERODROME CHART



AERODROME CHART

AERODROME CHART



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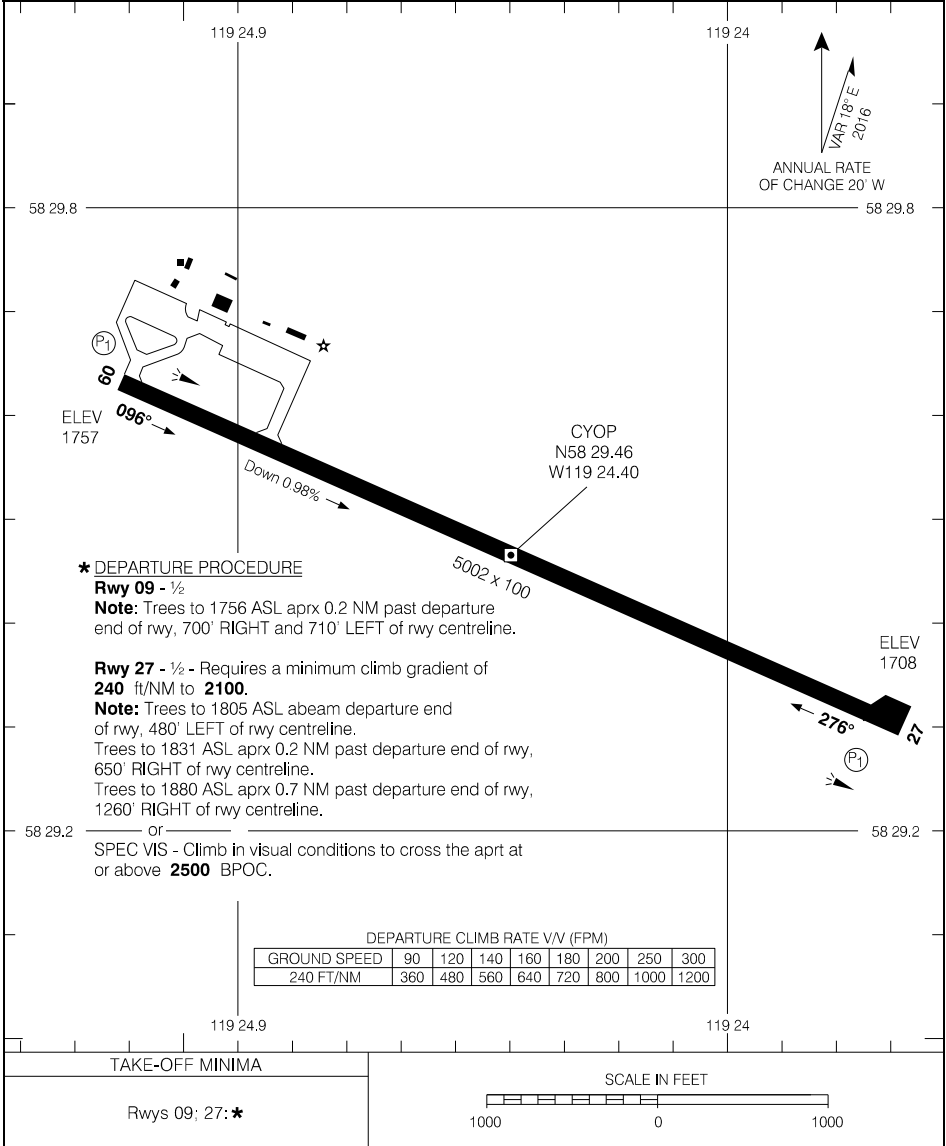
AERODROME CHART

CZFG

EFF 30 JAN 20

CYOP

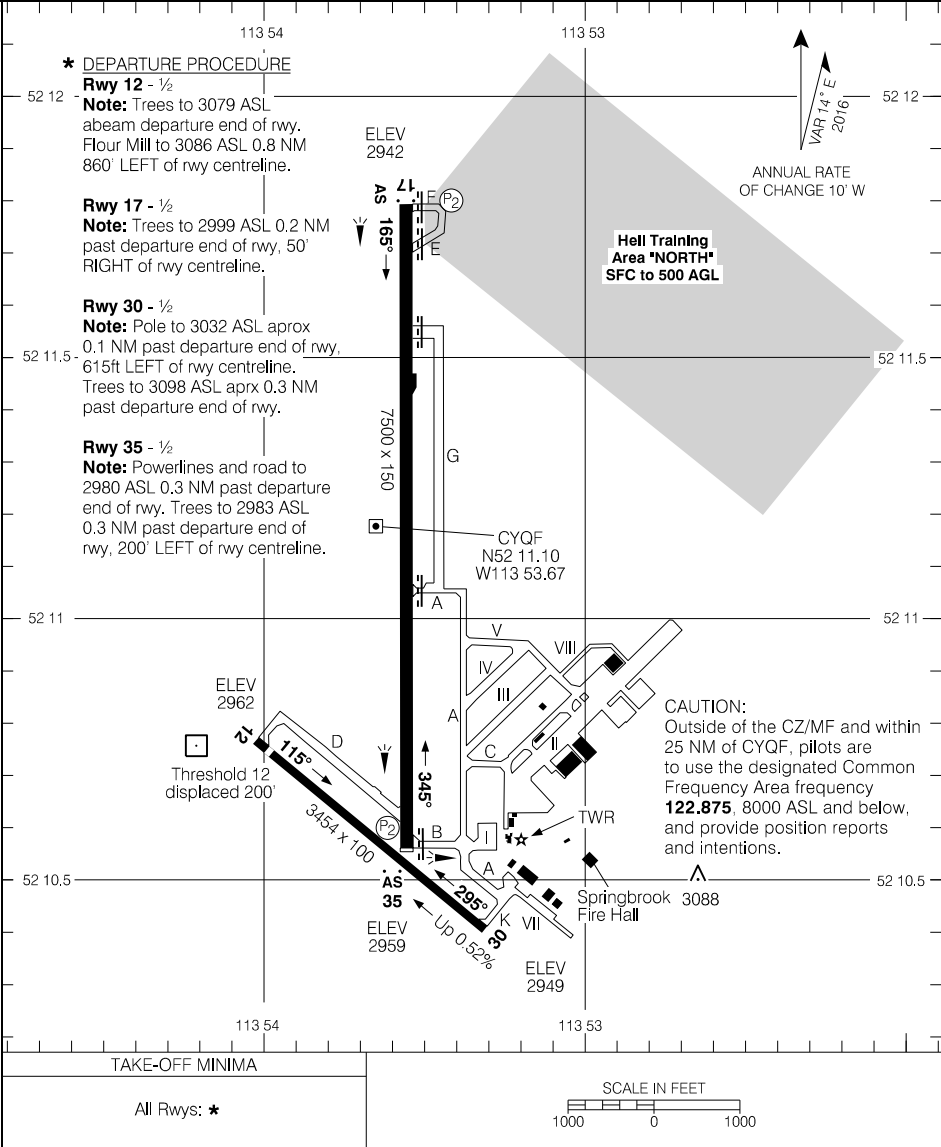
				UNICOM – 122.8 (AU)			
DECL DIST	09	27			ATF		
TORA	5002	5002					
TODA	5002	5002					
ASDA	5002	5002					
LDA	5002	5002					



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AERODROME CHART

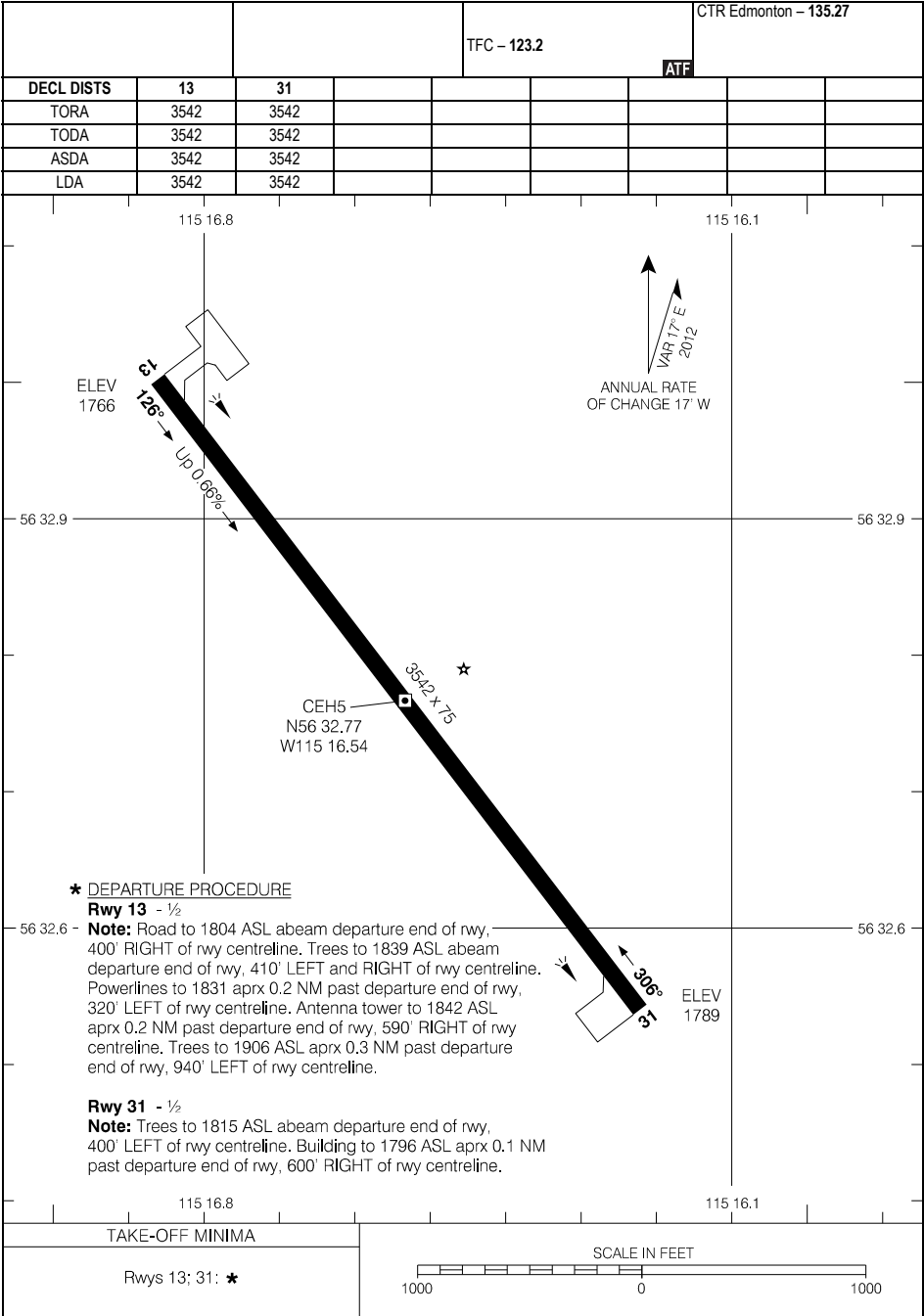
● ATIS – 124.0 ● AWOS – 124.0		● GND – 121.9		● TWR – 118.5 ● TFC – 118.5		CTR Edmonton – 132.85 RADIO Edmonton – 123.47	
DECL	DISTS	12	30	17	35		
TORA		3454	3254	7500	7500		
TODA		3454	3254	8484	8484		
ASDA		3454	3454	7500	7500		
LDA		3254	3454	7500	7500		



AERODROME CHART

EFF 3 SEP 26

AERODROME CHART

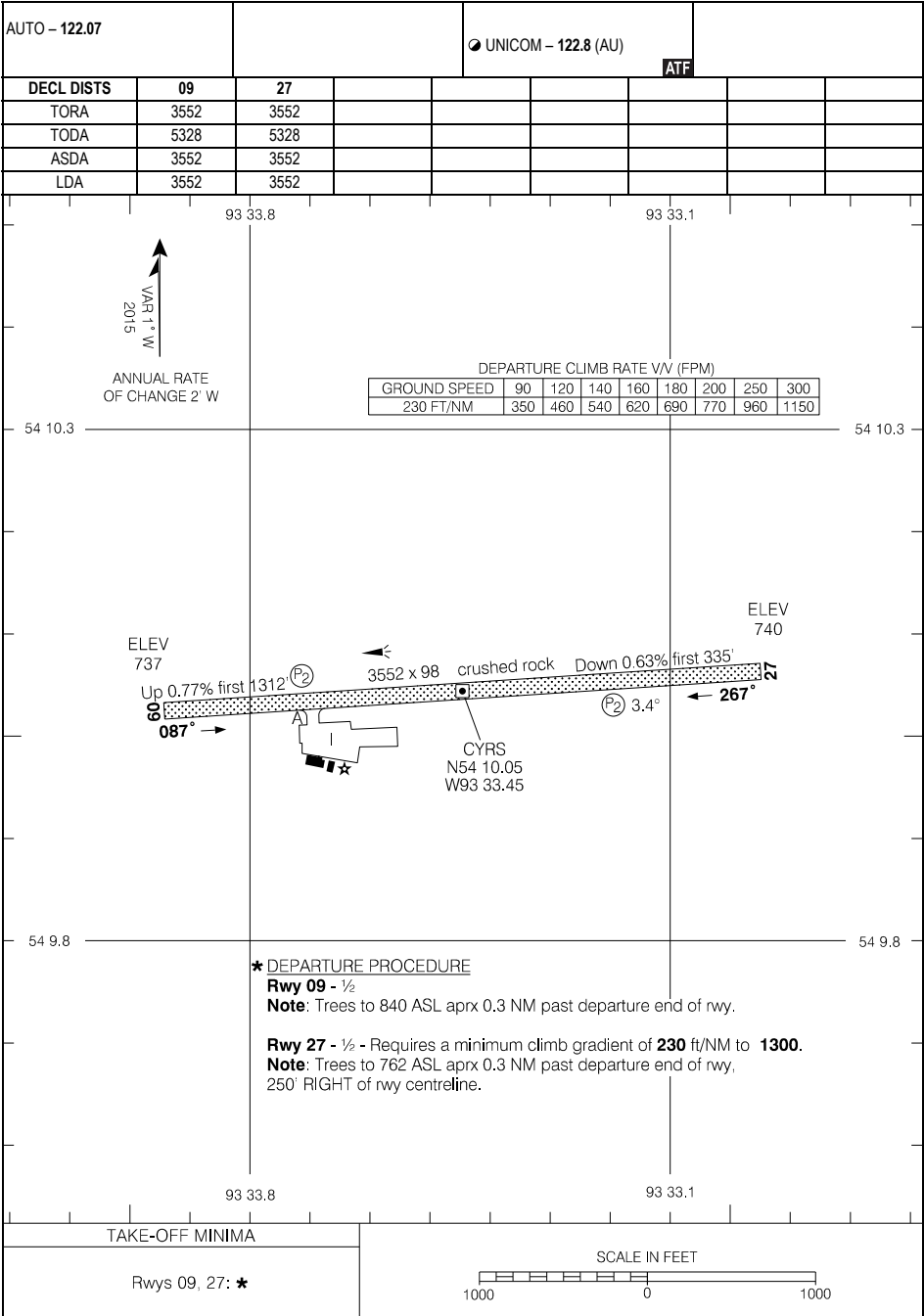


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AERODROME CHART

CEH5

AERODROME CHART

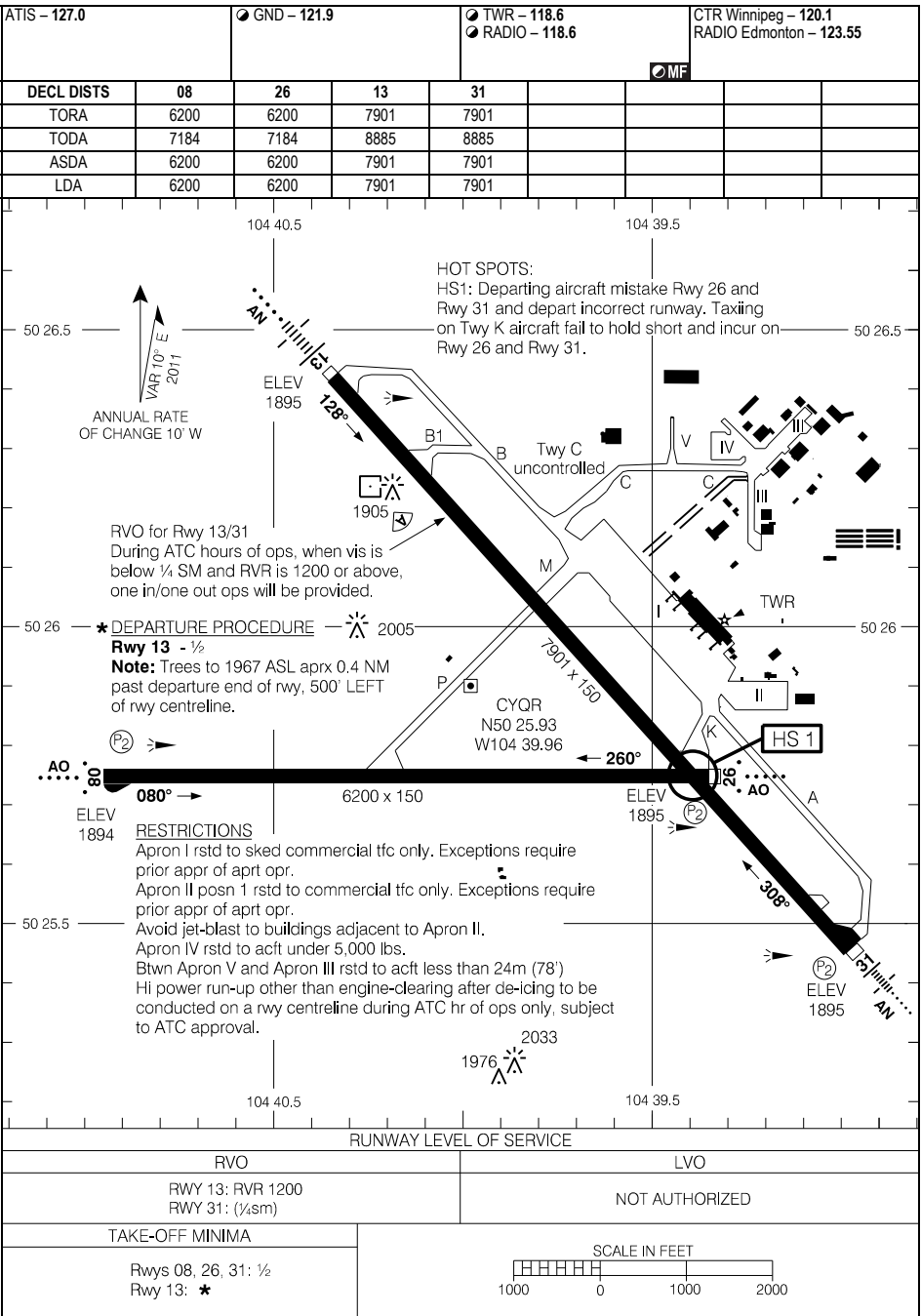


AERODROME CHART

EFF 14 MAY 26

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.

★ DEPARTURE PROCEDURE

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

RESTRICTIONS

Apron I rstd to sked commercial t/c only. Exceptions require
prior appr of apt opr.
Apron II posn 1 rstd to commercial t/c only. Exceptions require
prior appr of apt opr.
Avoid jet-blast to buildings adjacent to Apron II.
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 to be
conducted on a rwy centreline during ATC hr of ops only, subject
to ATC approval.

AO

ELEV 1894

080°

6200 x 150

260°

ELEV 1895

308°

AN

1976

2033

1905

2005

7901 x 150

W104 39.96

N50 25.93

CYQR

Tw C uncontrolled

TWR

HS 1

P2

P2

P2

AO

104 40.5

104 39.5

50 26.5

50 26

50 25.5

RUNWAY LEVEL OF SERVICE

RVO

LVO

RWY 13: RVR 1200
RWY 31: (½sm)

NOT AUTHORIZED

TAKE-OFF MINIMA

Rwys 08, 26, 31: ½
Rwy 13: ★

SCALE IN FEET

1000 0 1000 2000

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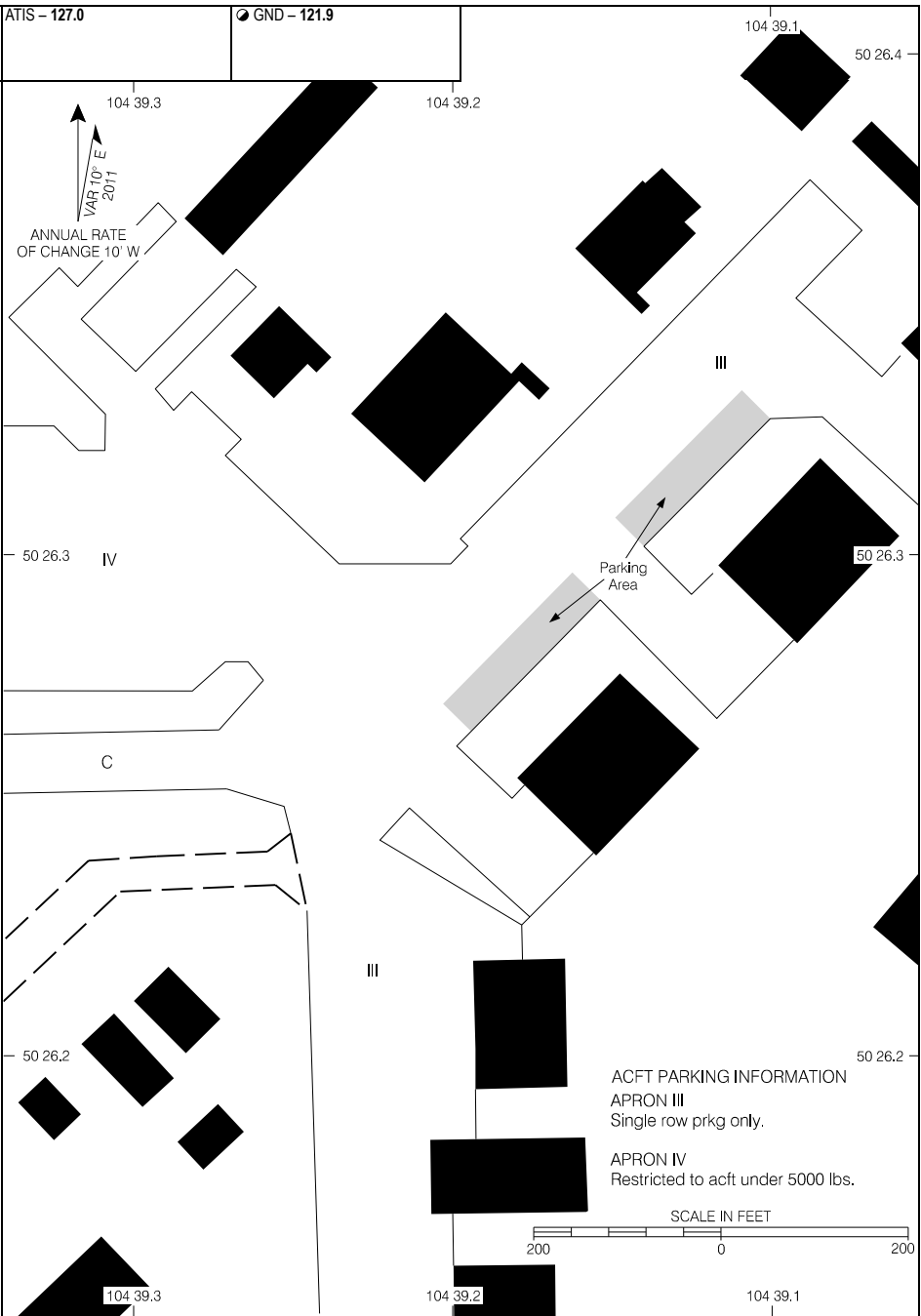
AERODROME CHART

CYQR

EFF 22 JAN 26

CYQR-AD

PARKING AREAS

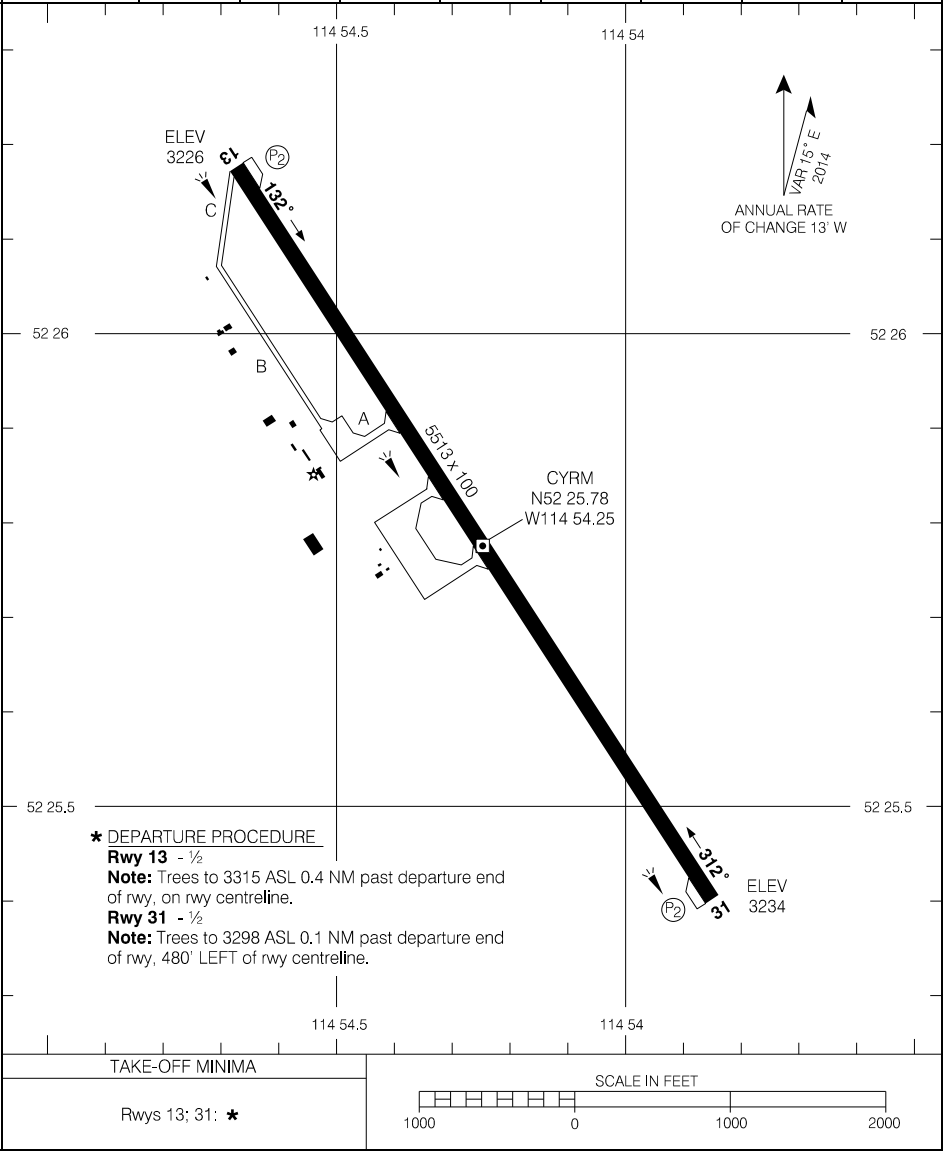


PARKING AREAS

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					

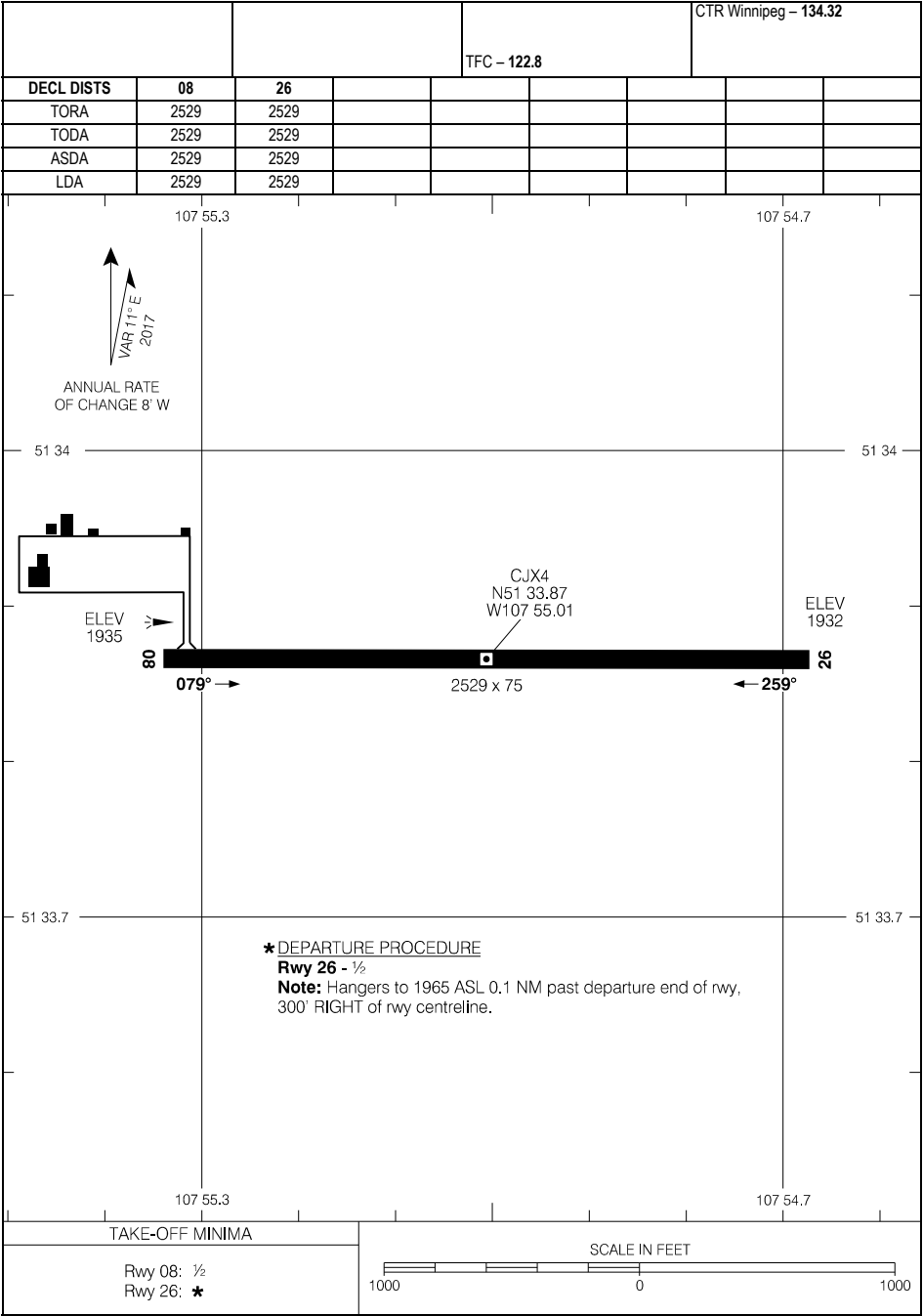


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AERODROME CHART

CYRM

AERODROME CHART



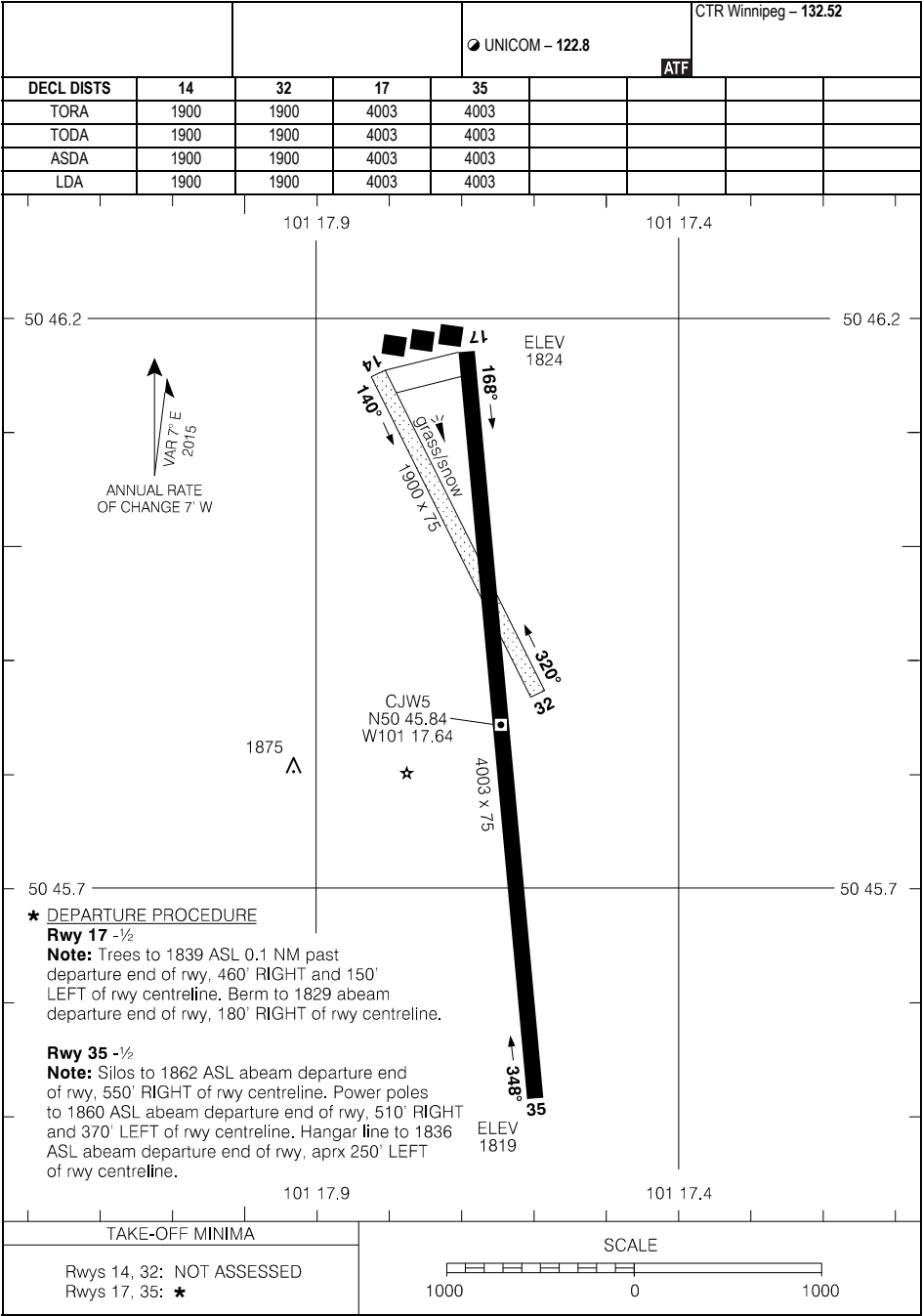
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AERODROME CHART

EFF 24 MAR 22

CJX4

AERODROME CHART



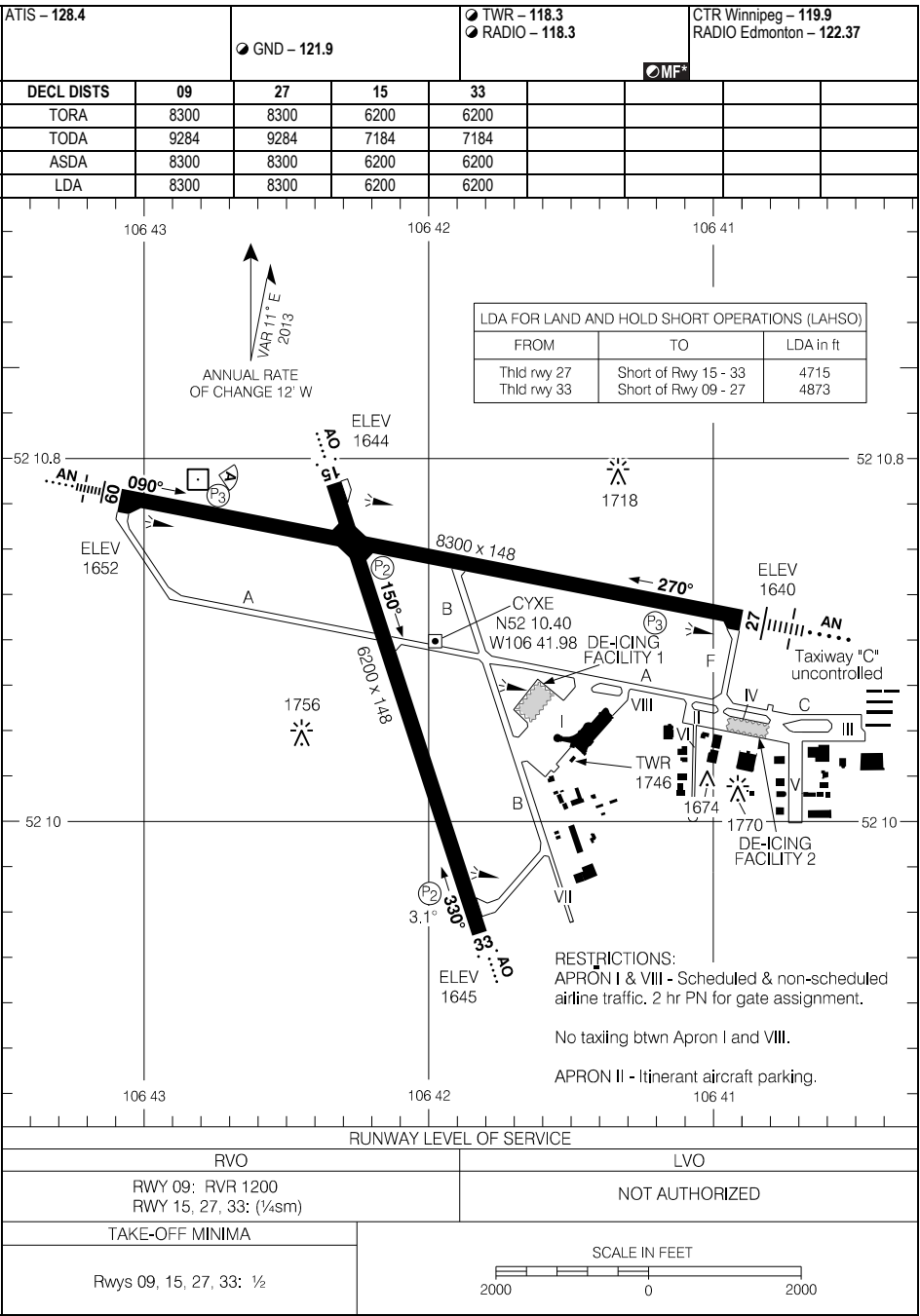
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AERODROME CHART

CYXE-AD

SASKATOON/JOHN G. DIFENBAKER INTL, SK
CYXE

AERODROME CHART



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AERODROME CHART

EFF 9 JUL 26

CYXE

CYXE-AD

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

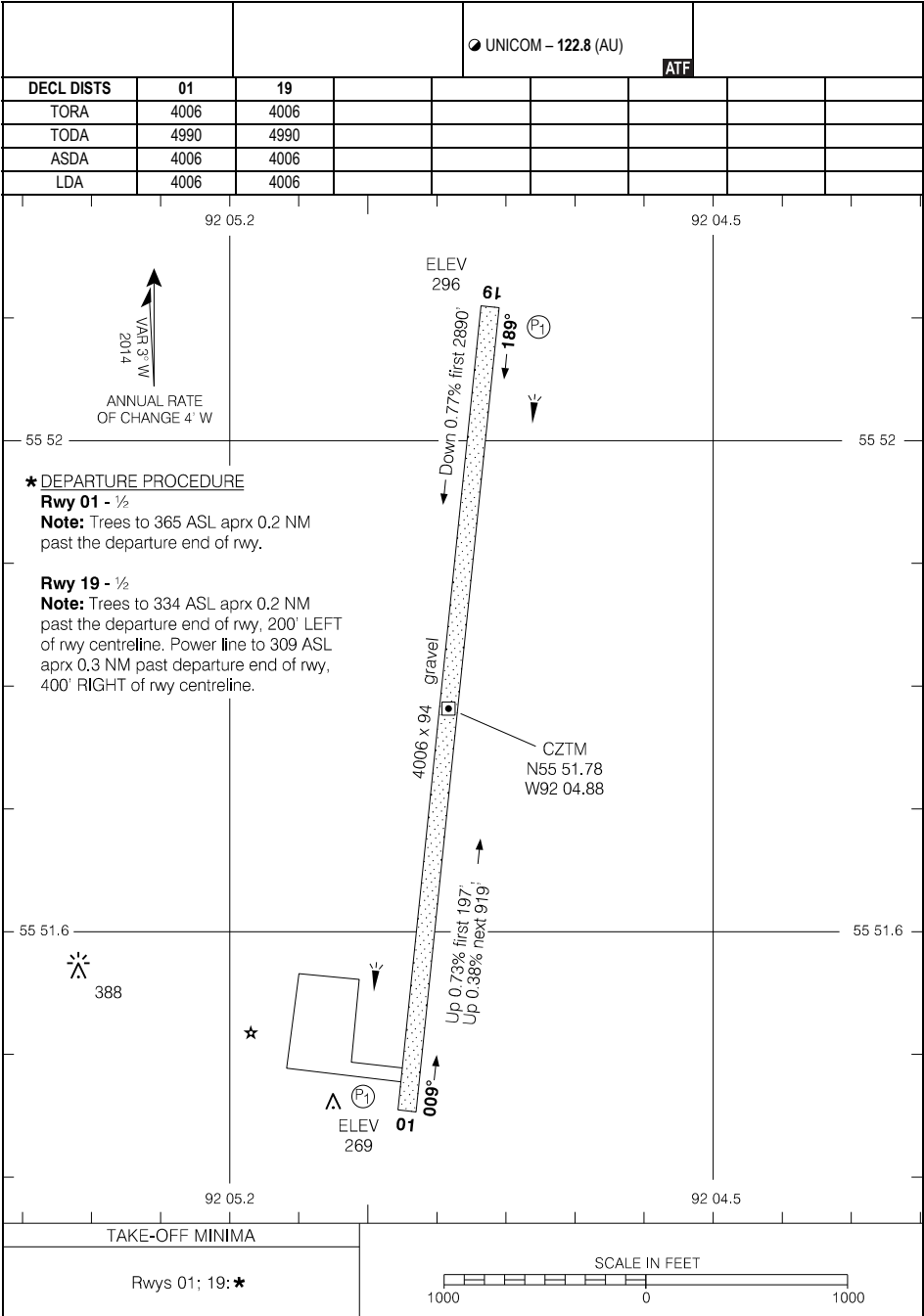
A group of vehicles may be considered one movement provided they are traveling together and use a single call sign.

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

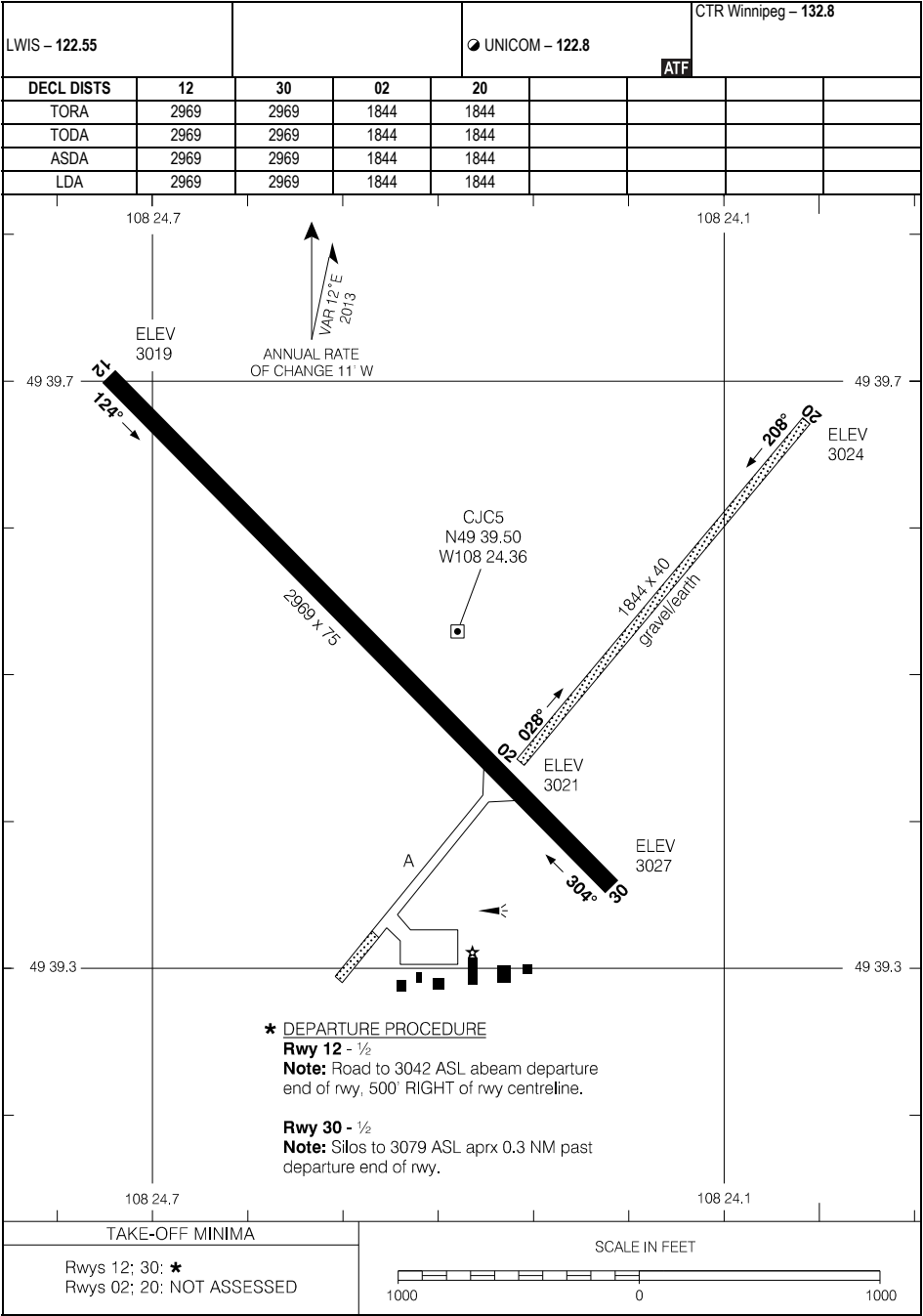


AERODROME CHART

EFF 20 FEB 25

CZTM

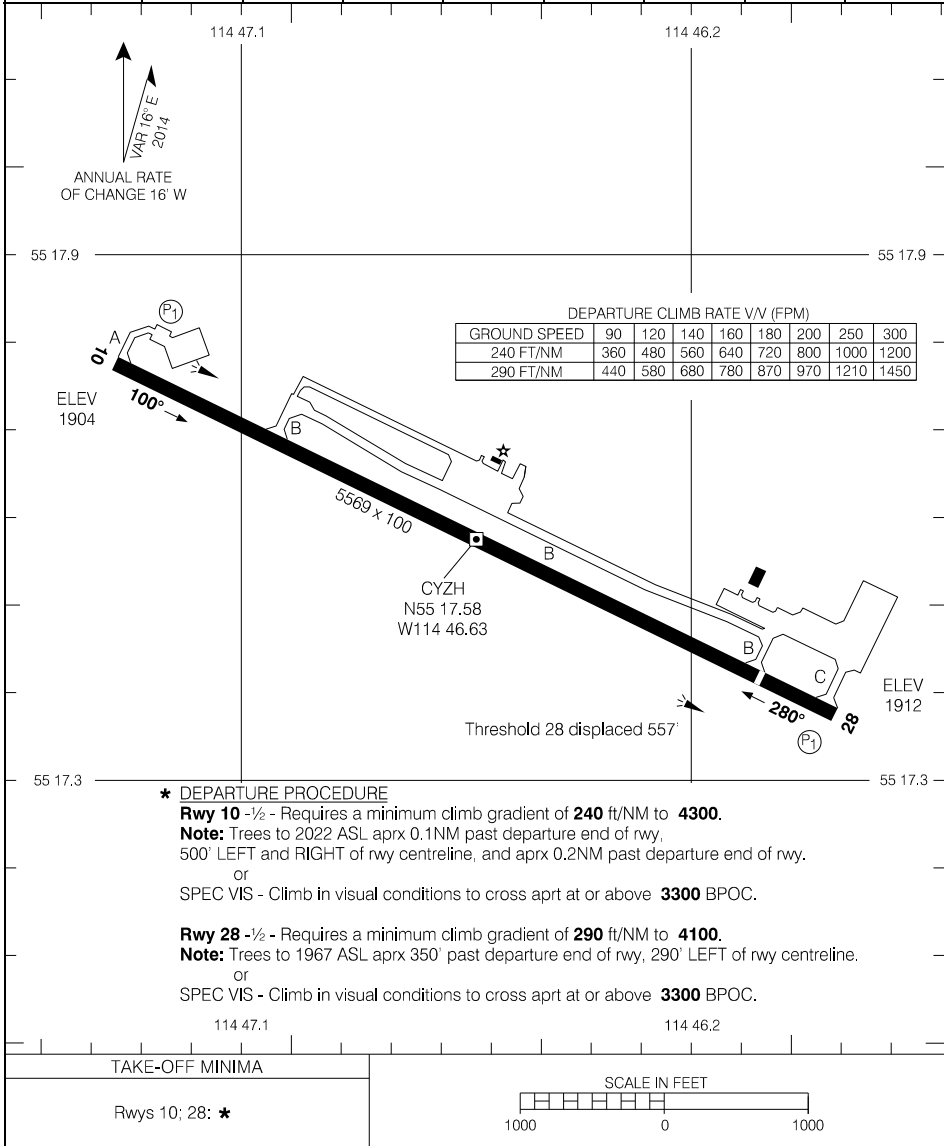
AERODROME CHART



SLAVE LAKE, AB
CYZH

AERODROME CHART

AWOS – 127.0						CTR Edmonton – 124.85 304.2 RADIO Edmonton – 123.37	
		TFC – 123.2				MF	
DECL DIST	10	28					
TORA	5569	5569					
TODA	6068	5897					
ASDA	5569	5569					
LDA	5569	5012					



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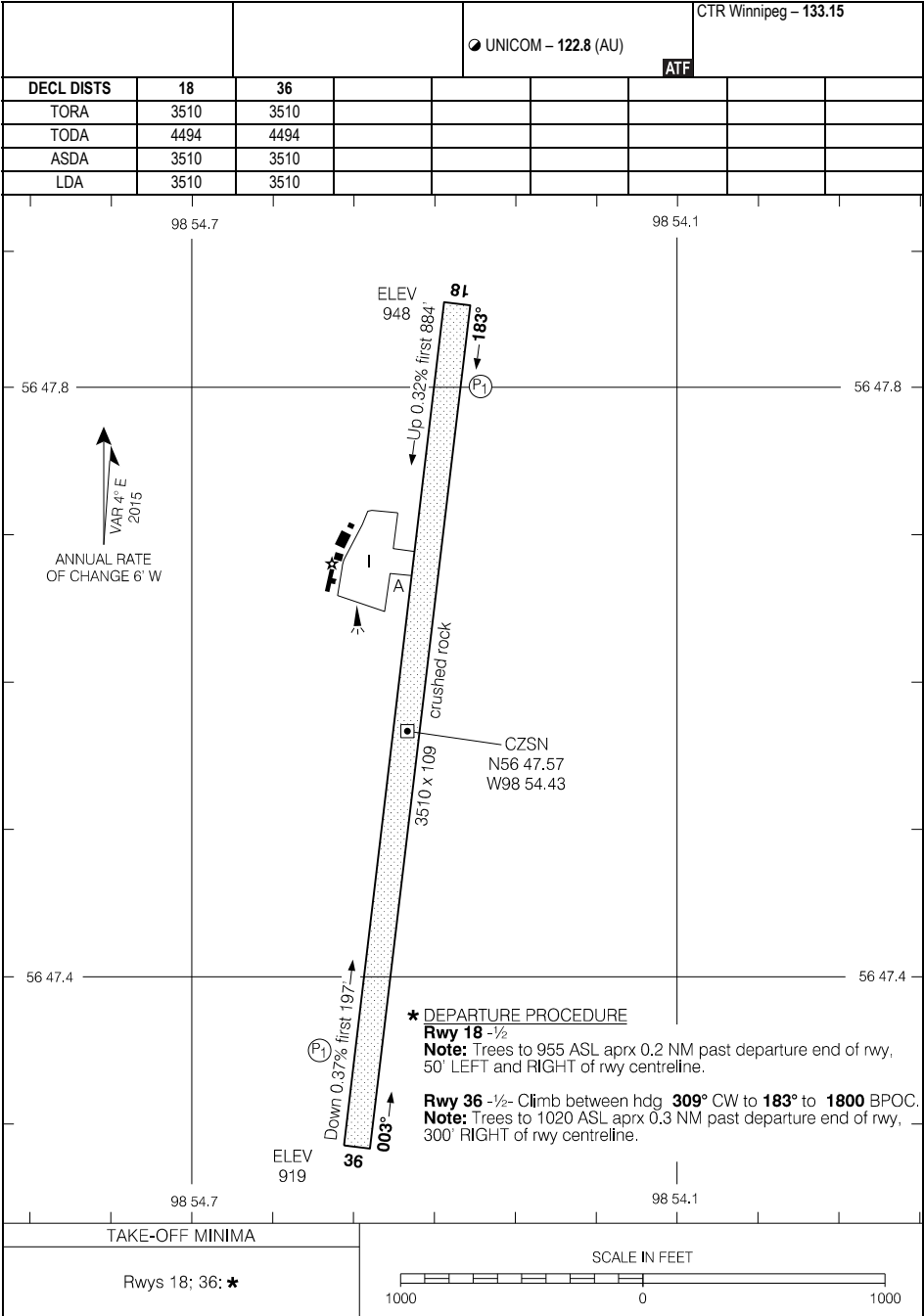
AERODROME CHART

EFF 5 SEP 24

CYZH

CYZH-AD

AERODROME CHART



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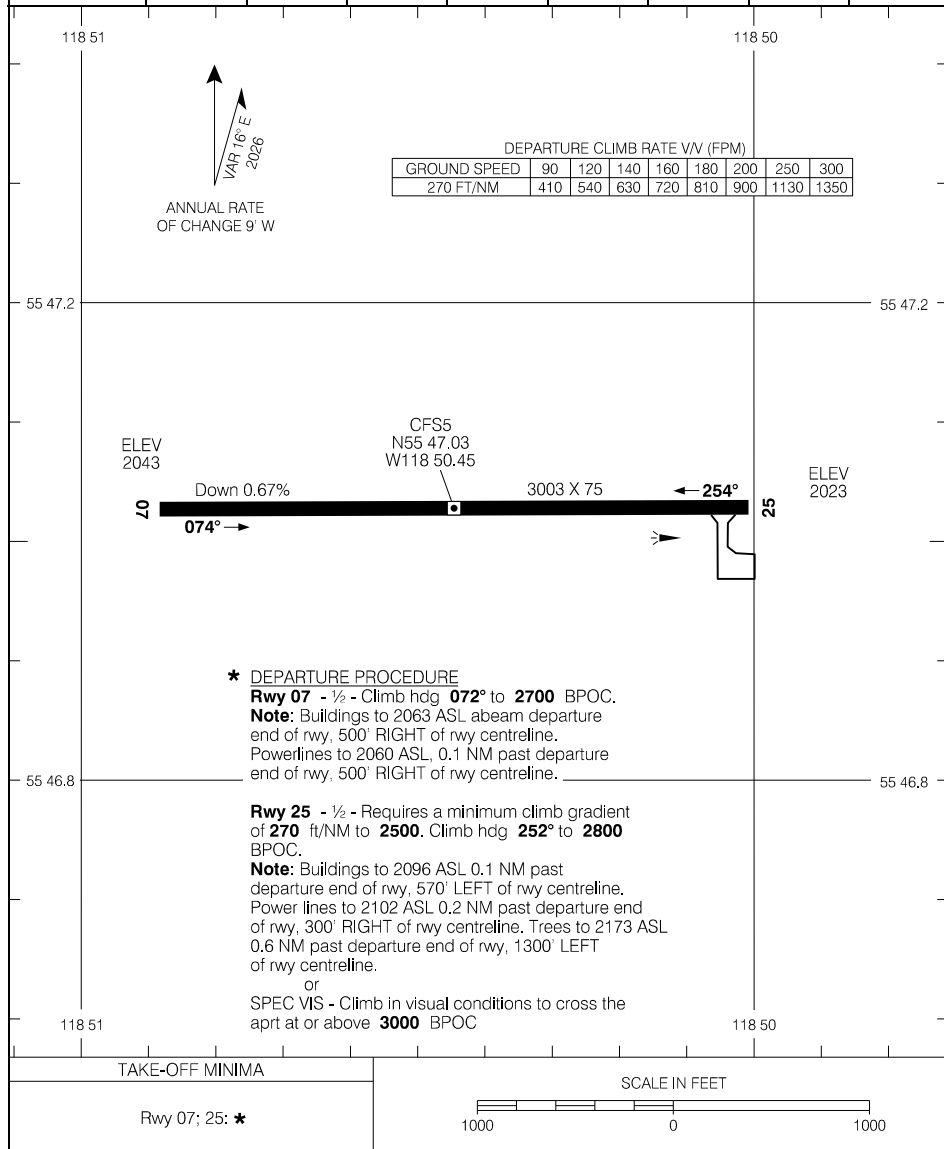
AERODROME CHART

EFF 14 MAY 26

CZSN

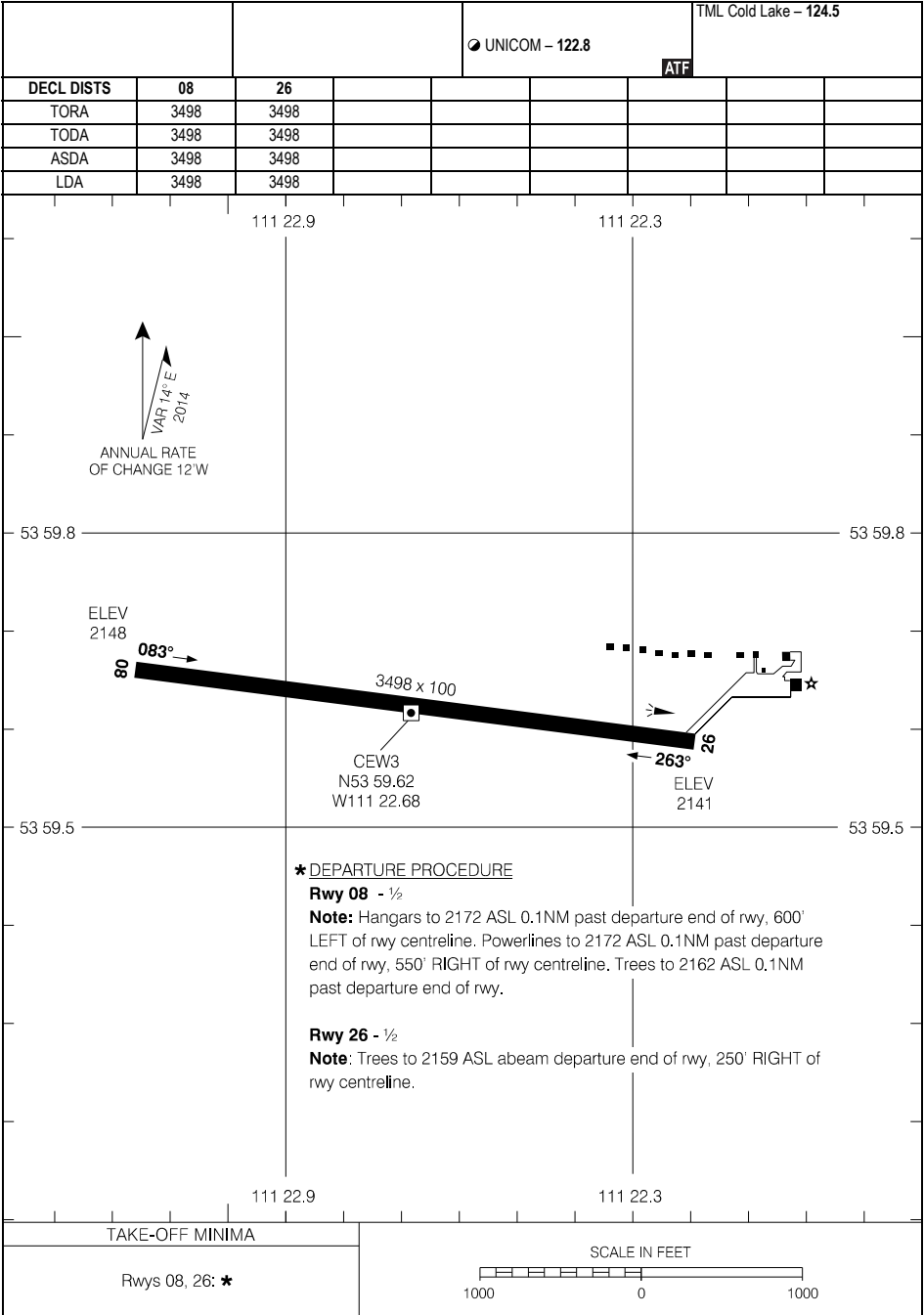
AERODROME CHART

				TFC – 123.2		CTR Edmonton – 134.5	
				ATF			
DECL DIST	07	25					
TORA	3003	3003					
TODA	3003	3003					
ASDA	3003	3003					
LDA	3003	3003					



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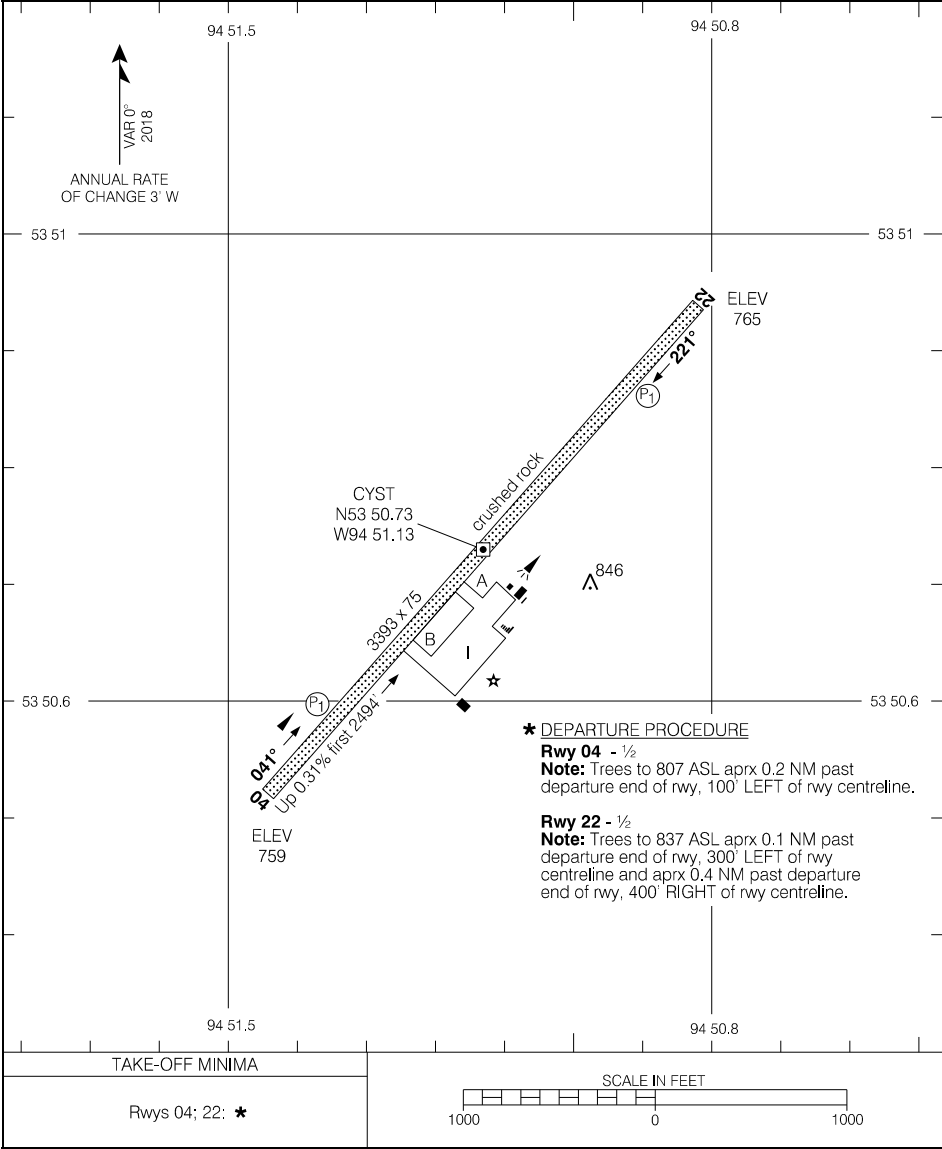
AERODROME CHART



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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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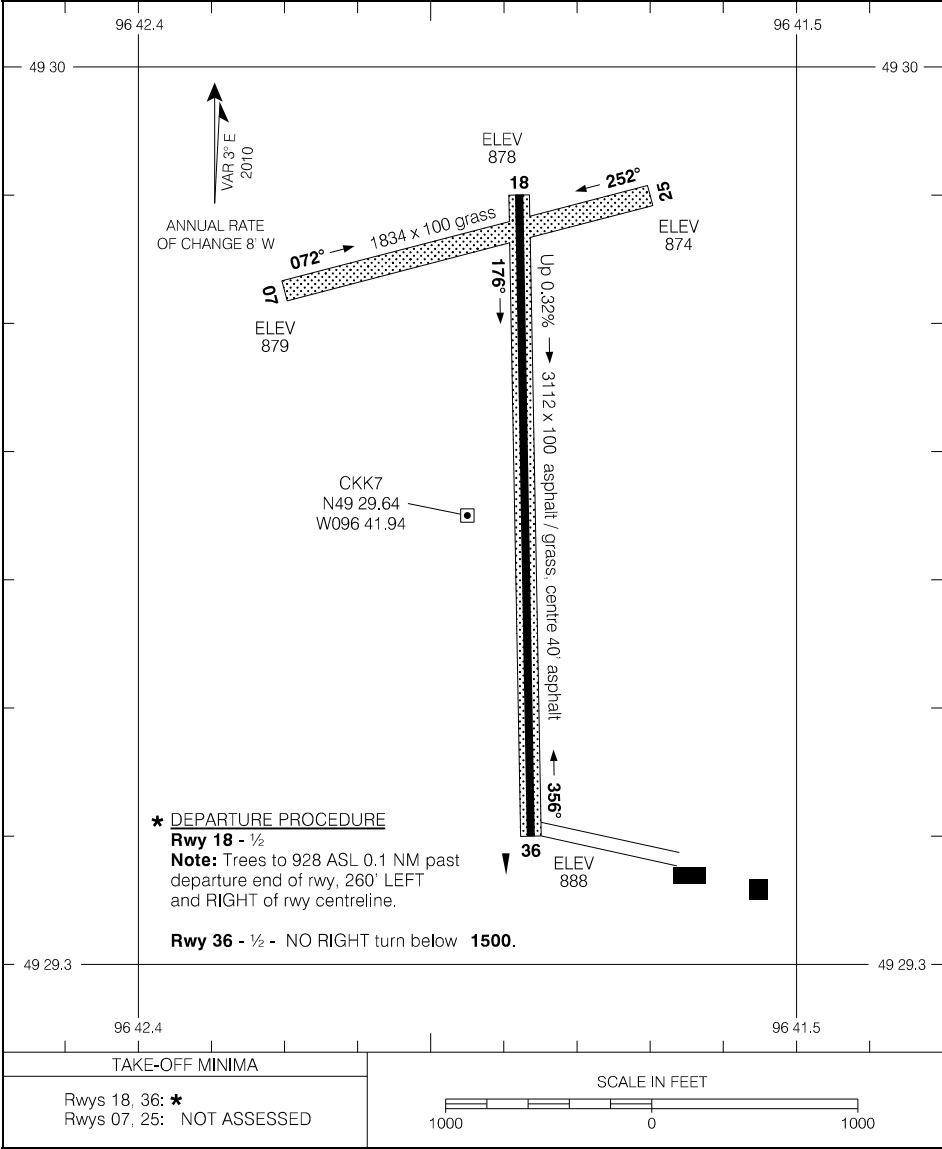
AERODROME CHART

EFF 20 FEB 25

CYST

AERODROME CHART

		UNICOM – 122.95				TML Winnipeg – 119.9		
						MF		
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

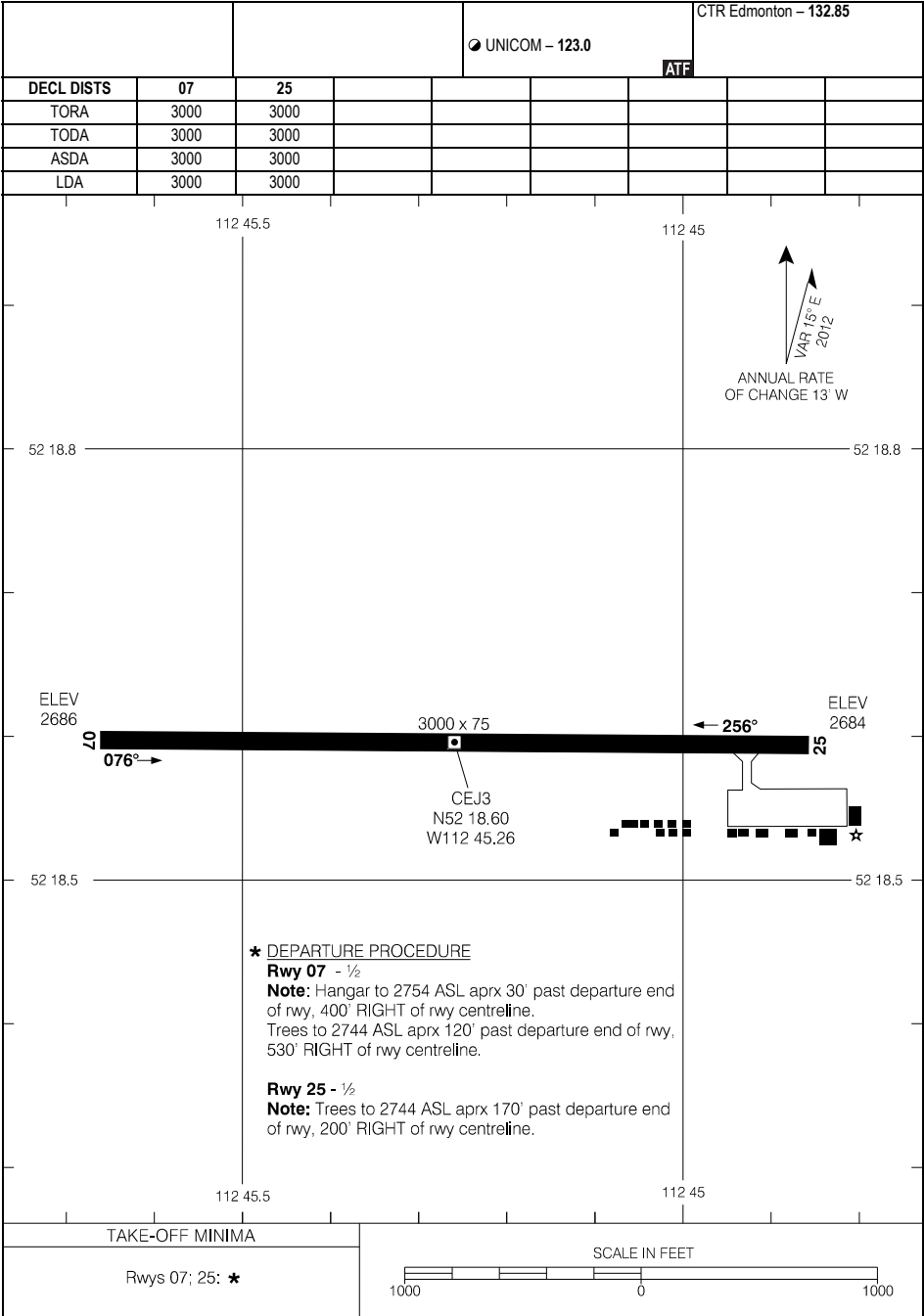
EFF 9 JUL 26

CKK7

CEJ3-AD

STETTTLER, AB
CEJ3

AERODROME CHART



AERODROME CHART

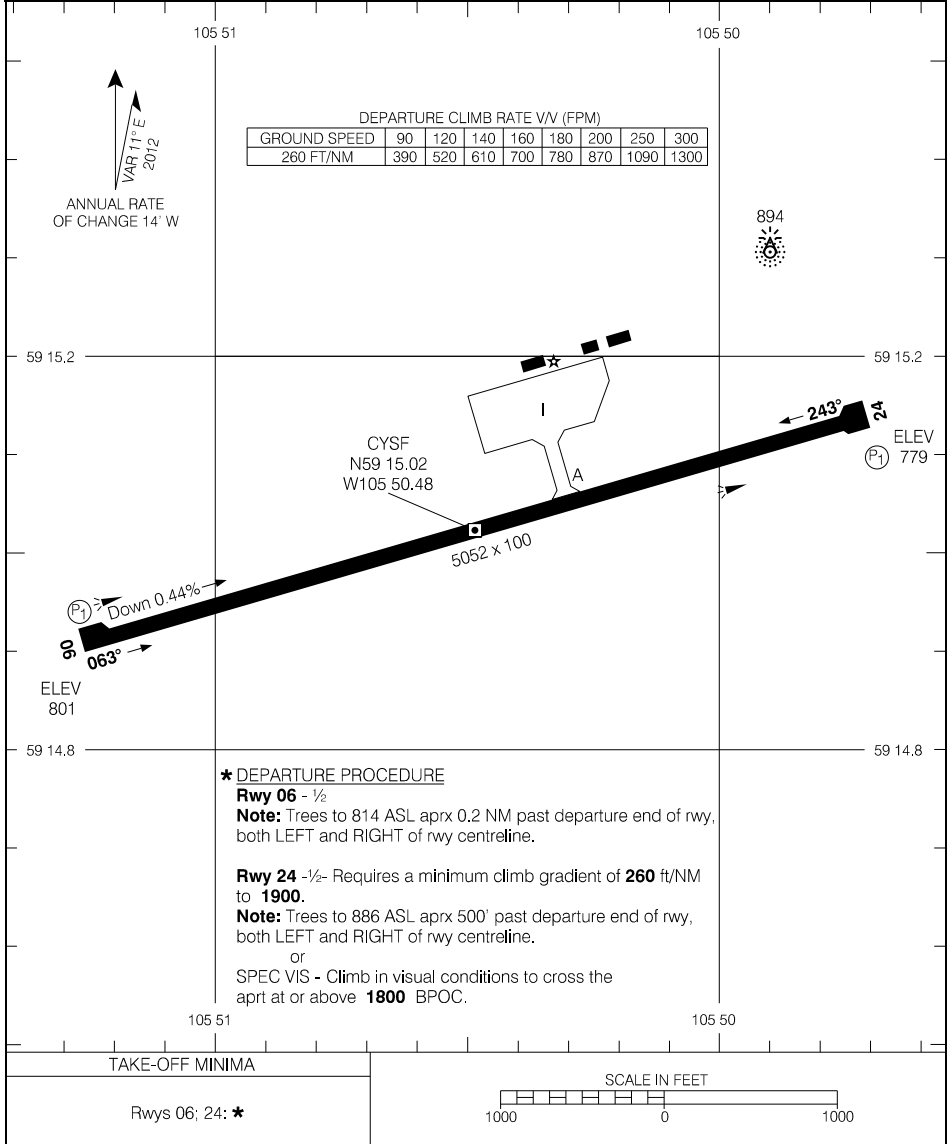
EFF 5 OCT 23

CEJ3

CEJ3-AD

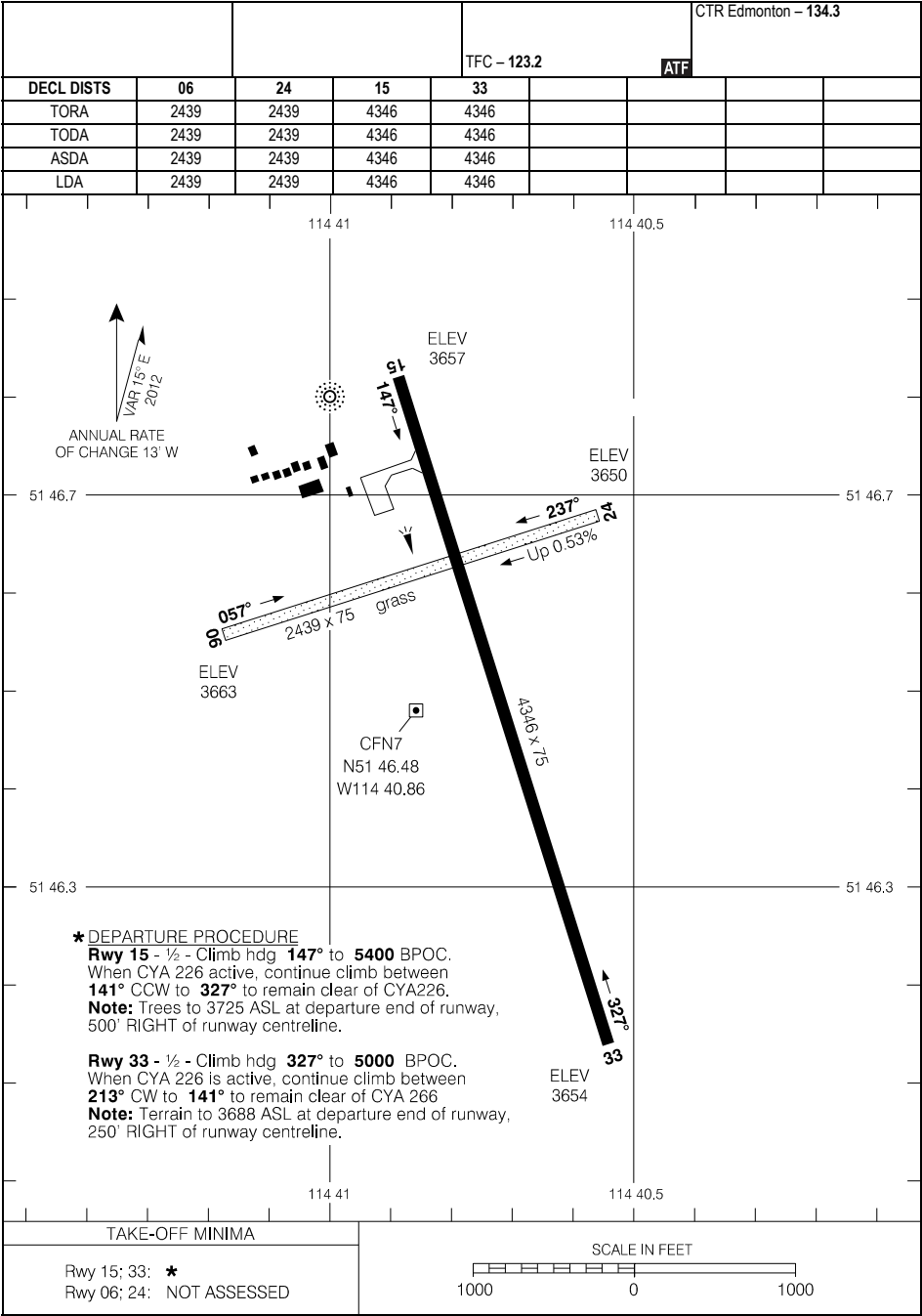
AERODROME CHART

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



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AERODROME CHART



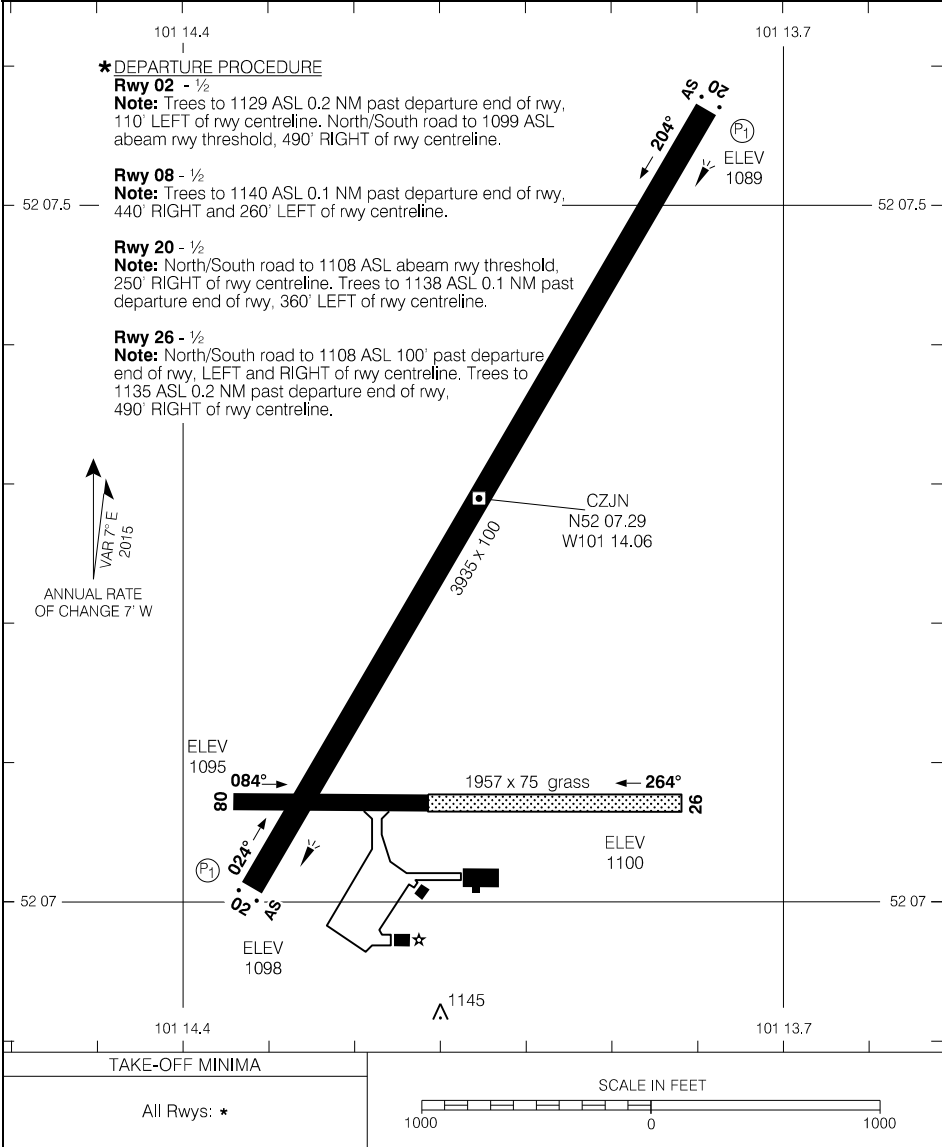
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AERODROME CHART

EFF 15 JUN 23

AERODROME CHART

				TFC – 122.8		CTR Winnipeg – 132.52	
				ATF			
DECL DIST	02	20	08	26			
TORA	3935	3935	1957	1957			
TODA	3935	3935	1957	1957			
ASDA	3935	3935	1957	1957			
LDA	3935	3935	1957	1957			

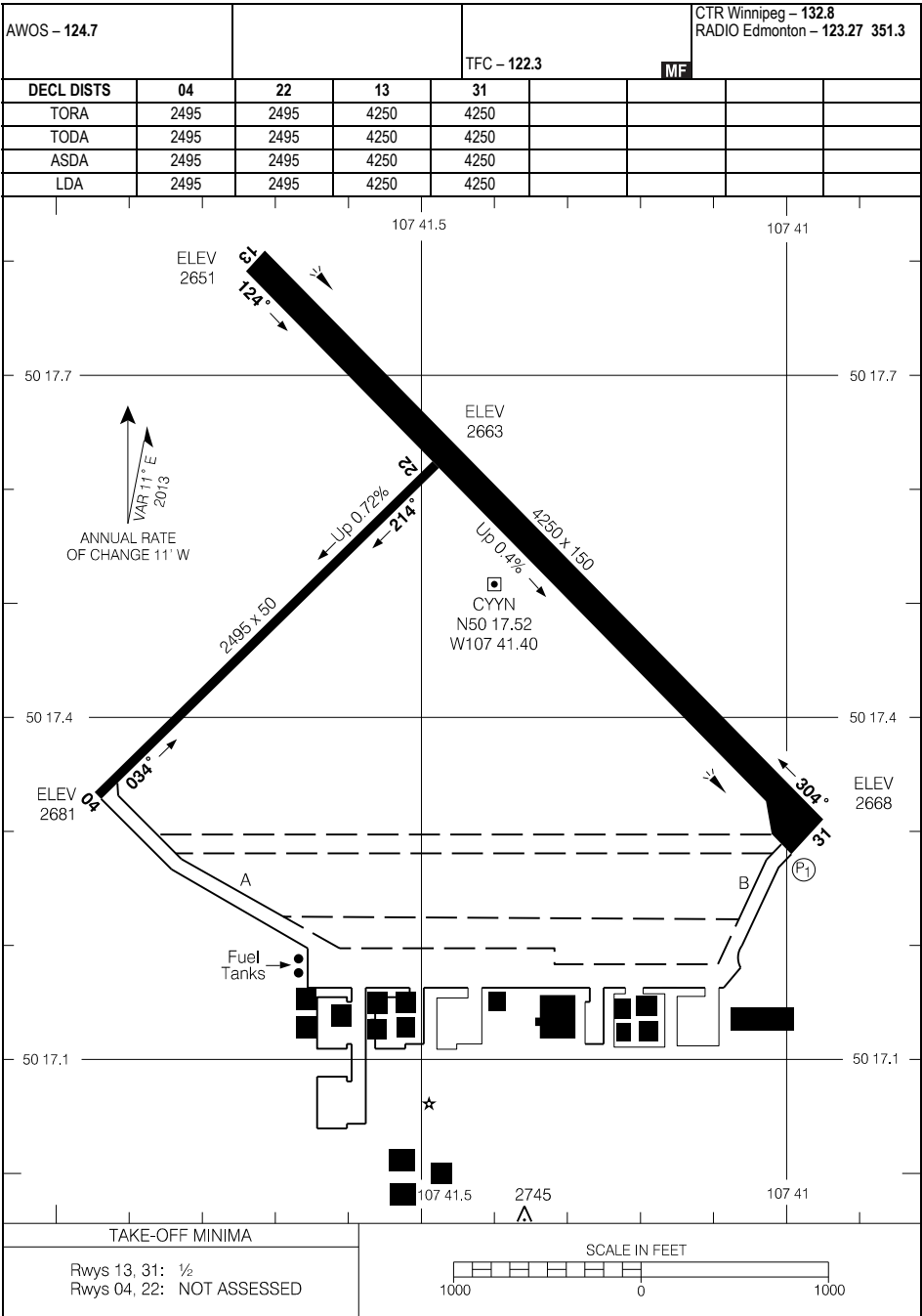


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AERODROME CHART

EFF 12 JUN 25

AERODROME CHART

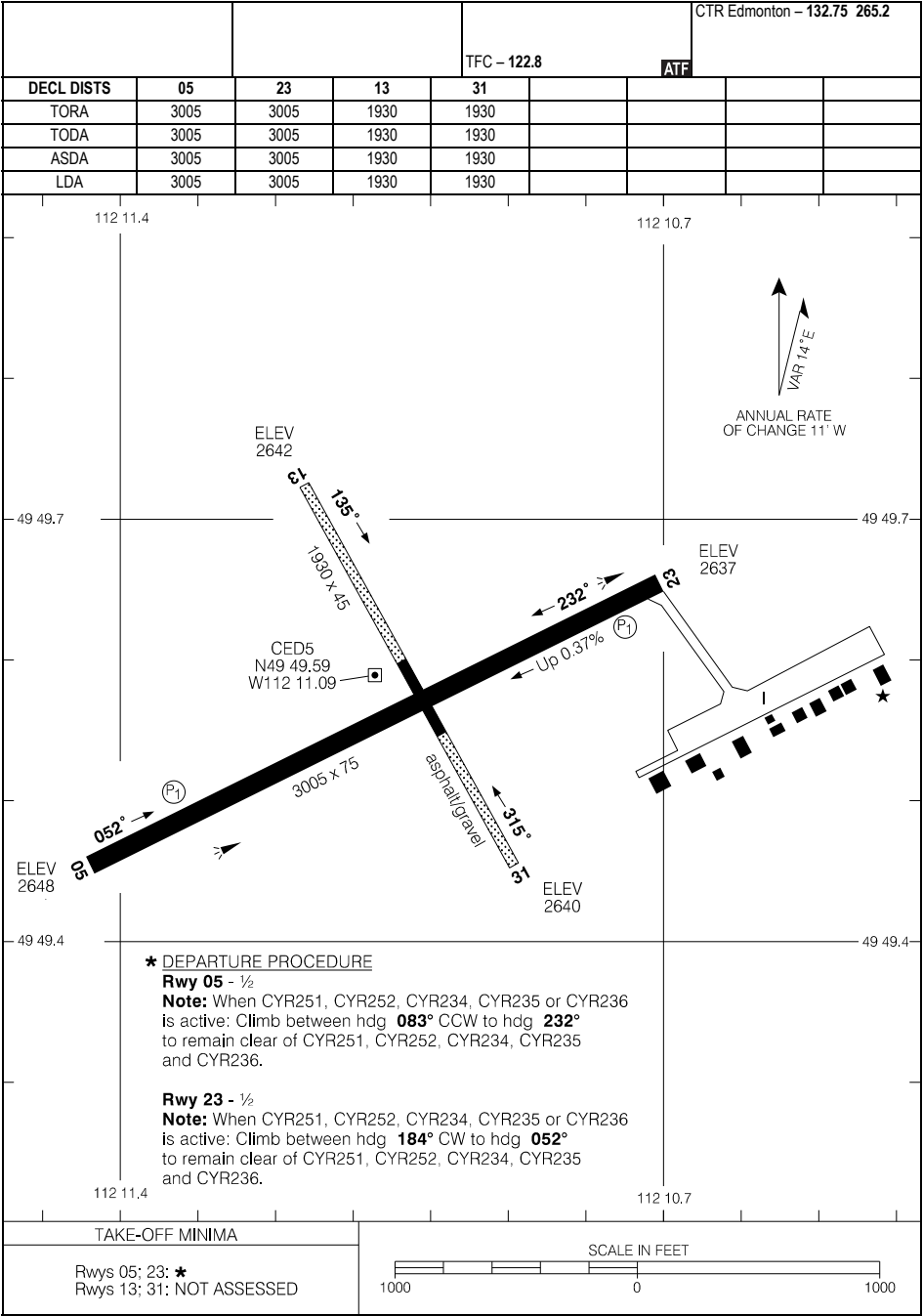


AERODROME CHART

EFF 3 SEP 26

CYYN

AERODROME CHART



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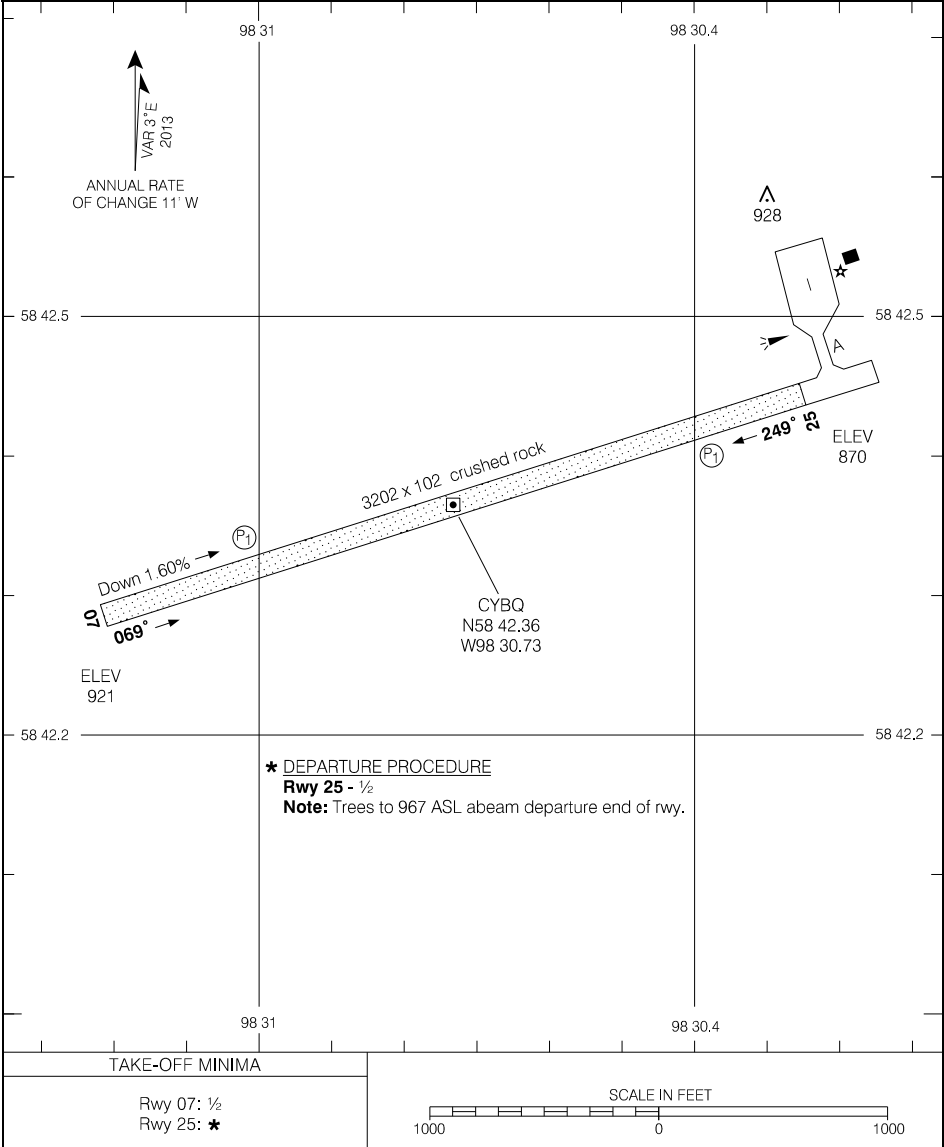
AERODROME CHART

CED5

EFF 22 JAN 26

AERODROME CHART

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							



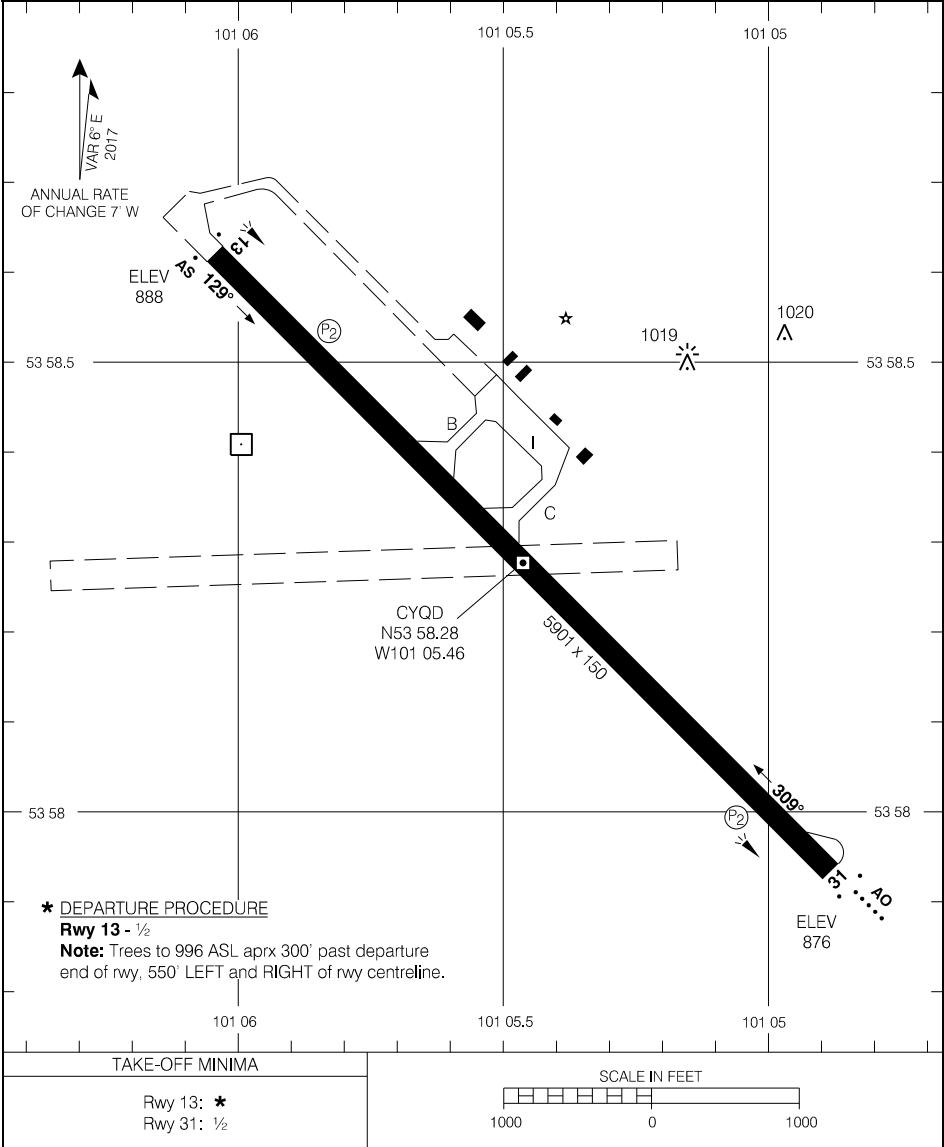
AERODROME CHART

EFF 12 JUN 25

CYBQ

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					



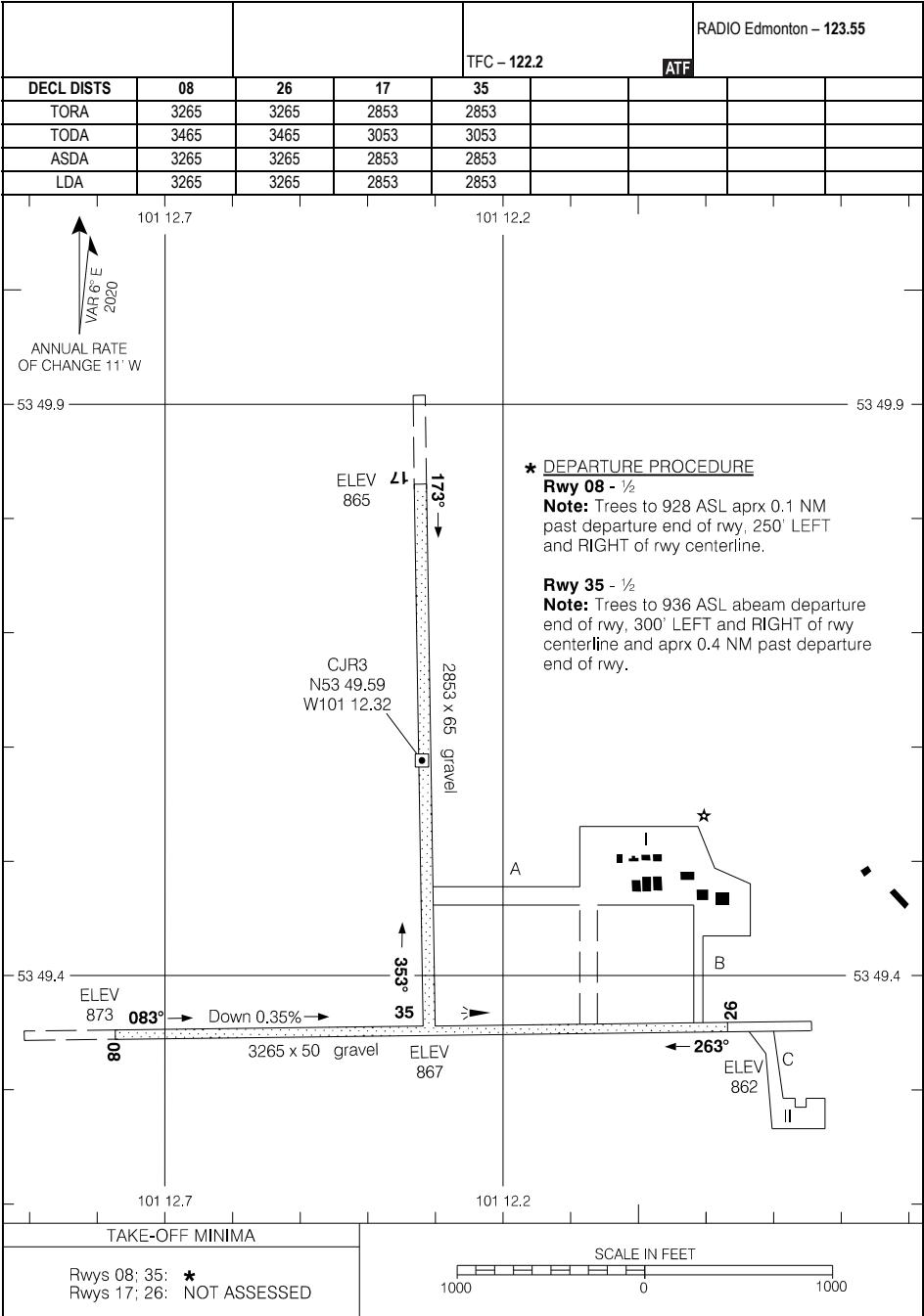
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AERODROME CHART

EFF 15 JUN 23

CYQD

AERODROME CHART



AERODROME CHART

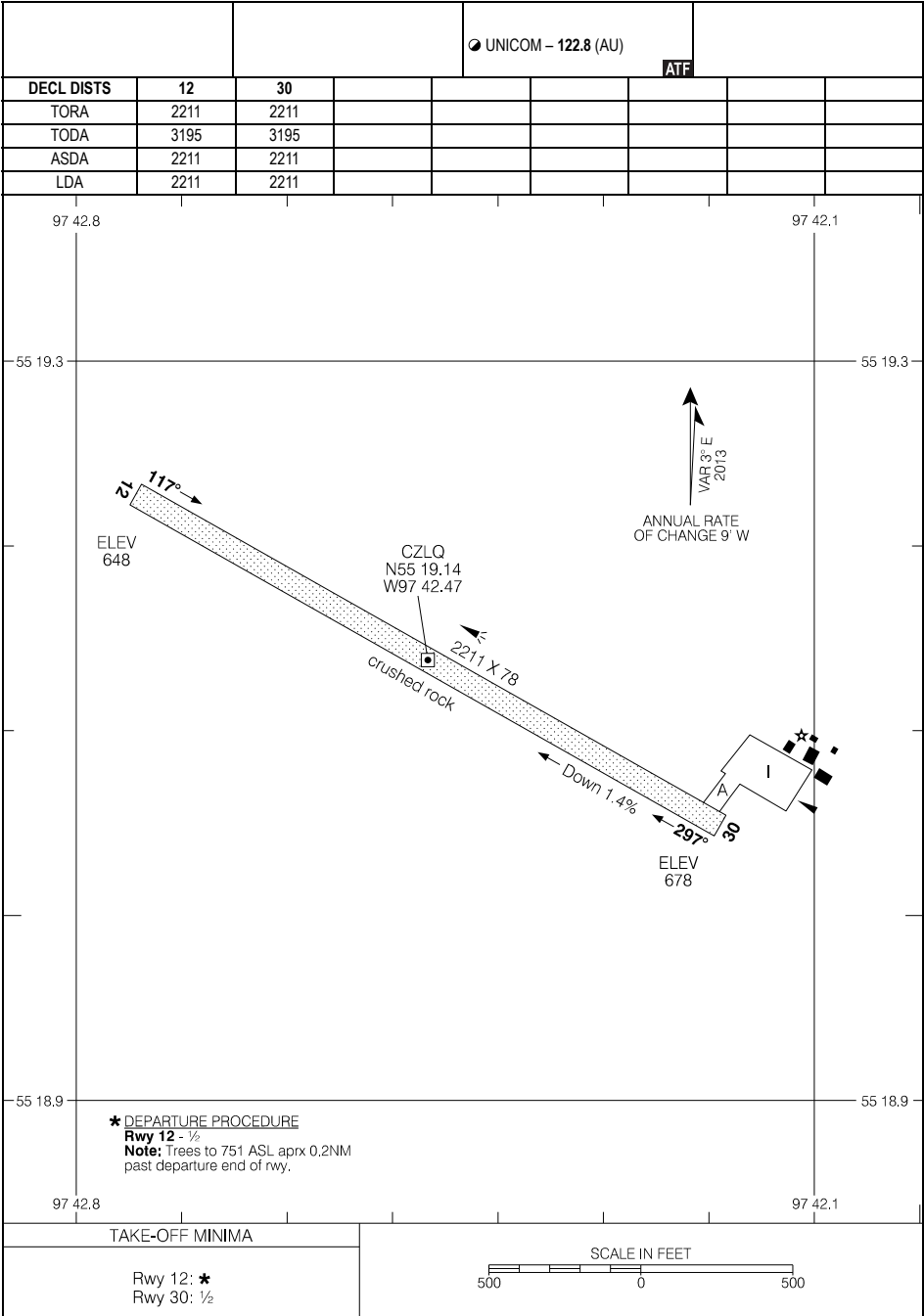
EFF 20 FEB 25

CJR3

CZLQ-AD

THICKET PORTAGE, MB
CZLQ

AERODROME CHART



AERODROME CHART

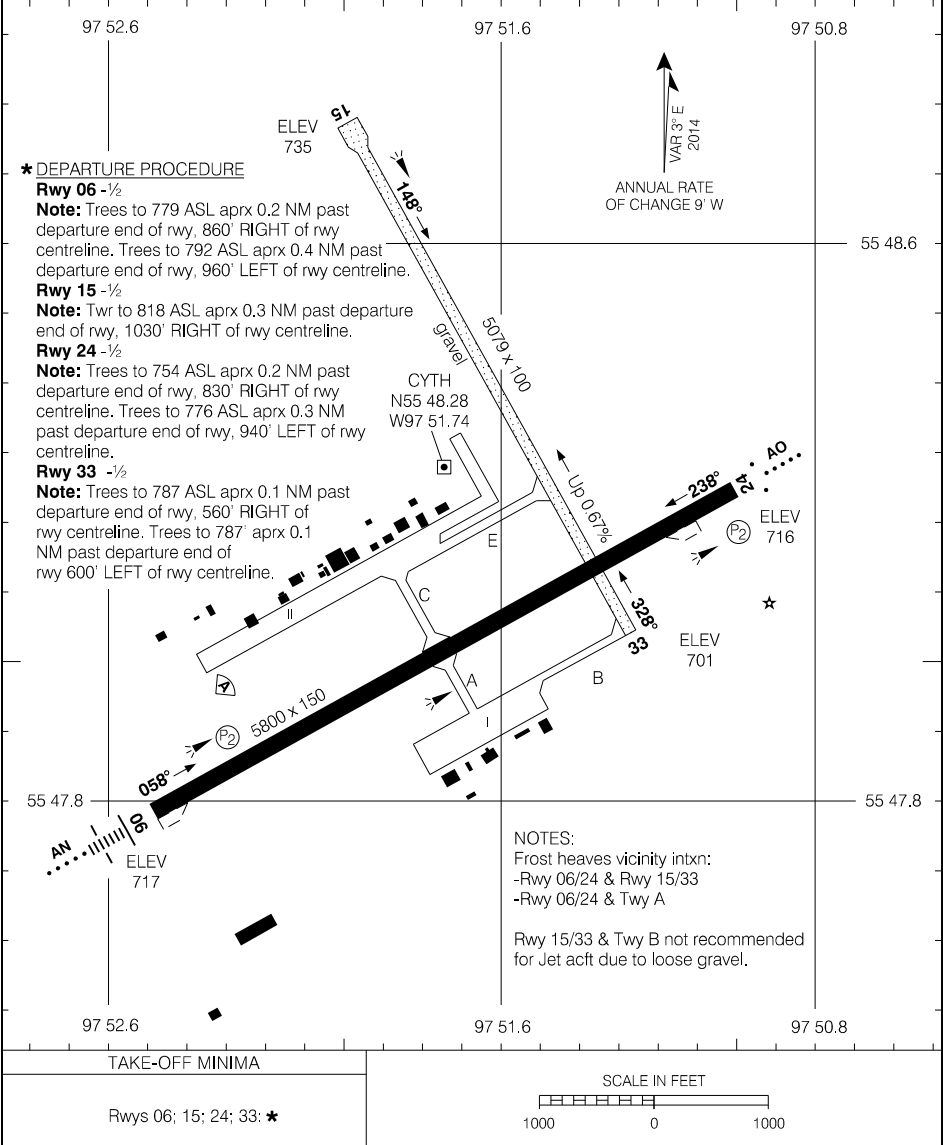
EFF 16 JUL 20

CZLQ

CZLQ-AD

AERODROME CHART

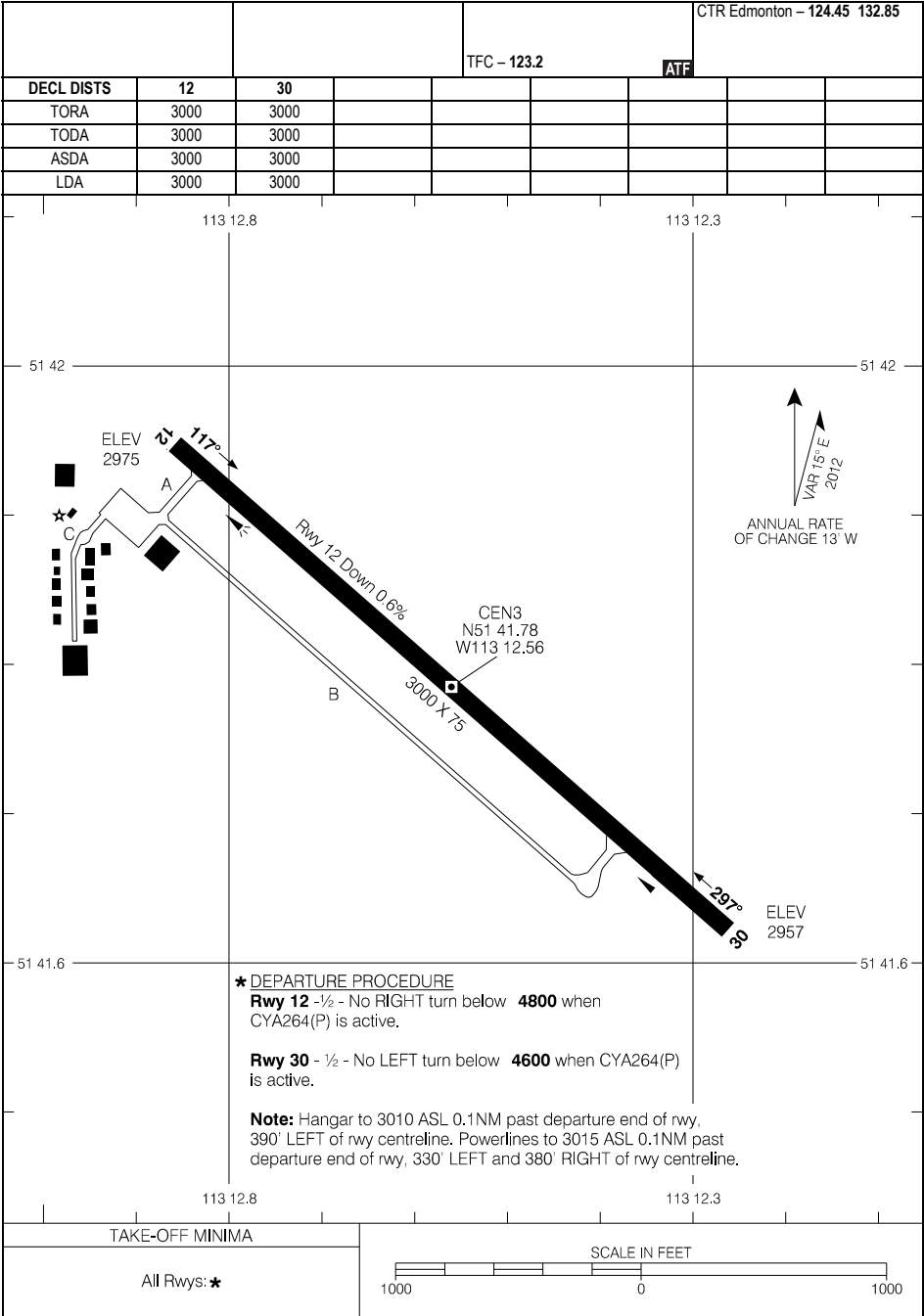
ATIS – 127.65					RADIO – 122.5		CTR Winnipeg – 133.15 RADIO Edmonton – 123.55	
							MF*	
DECL DIST	06	24	15	33				
TORA	5800	5800	5079	5079				
TODA	6784	6784	5279	5279				
ASDA	5800	5800	5079	5079				
LDA	5800	5800	5079	5079				



AERODROME CHART

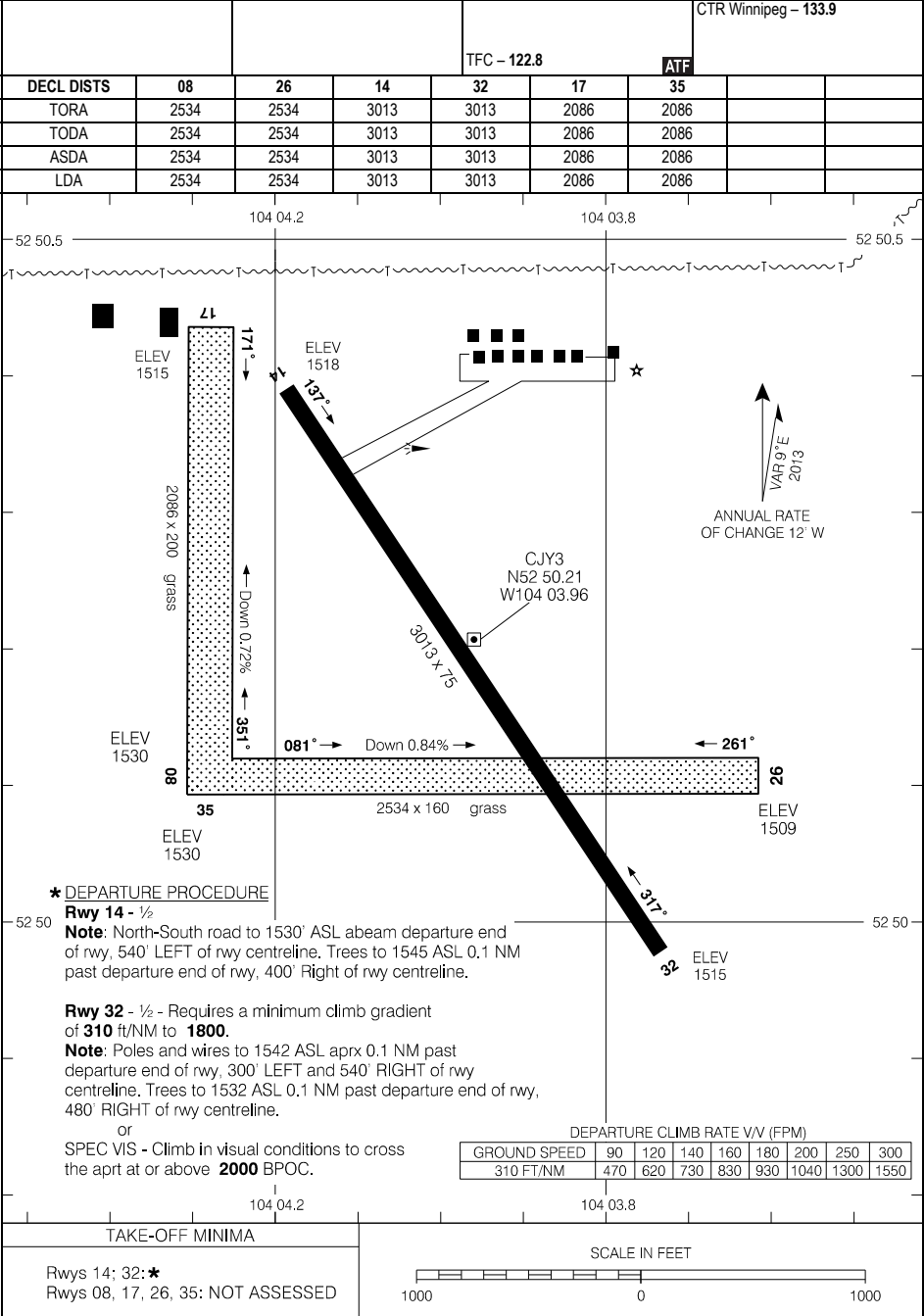
EFF 26 DEC 24

AERODROME CHART



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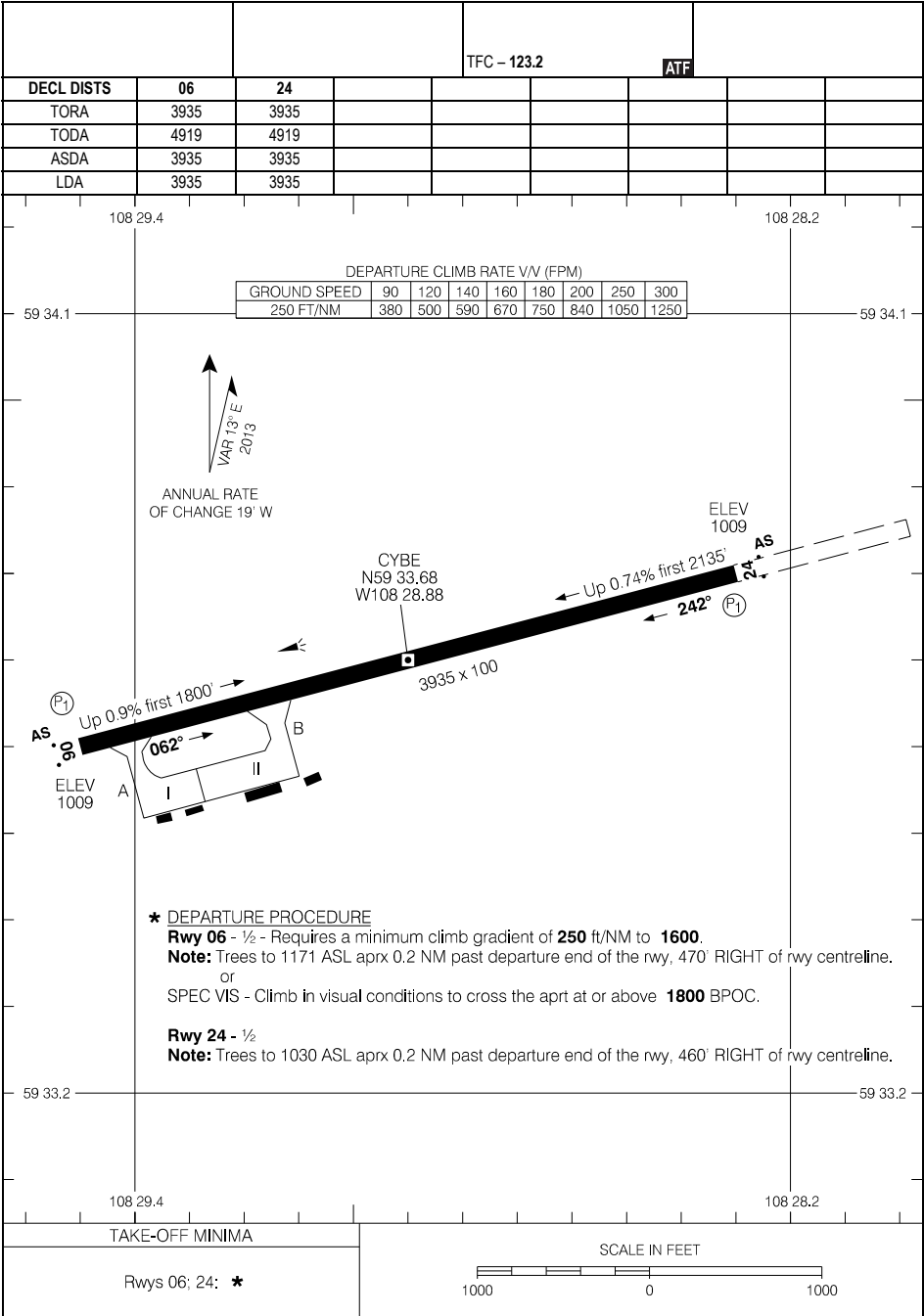
AERODROME CHART



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AERODROME CHART

AERODROME CHART

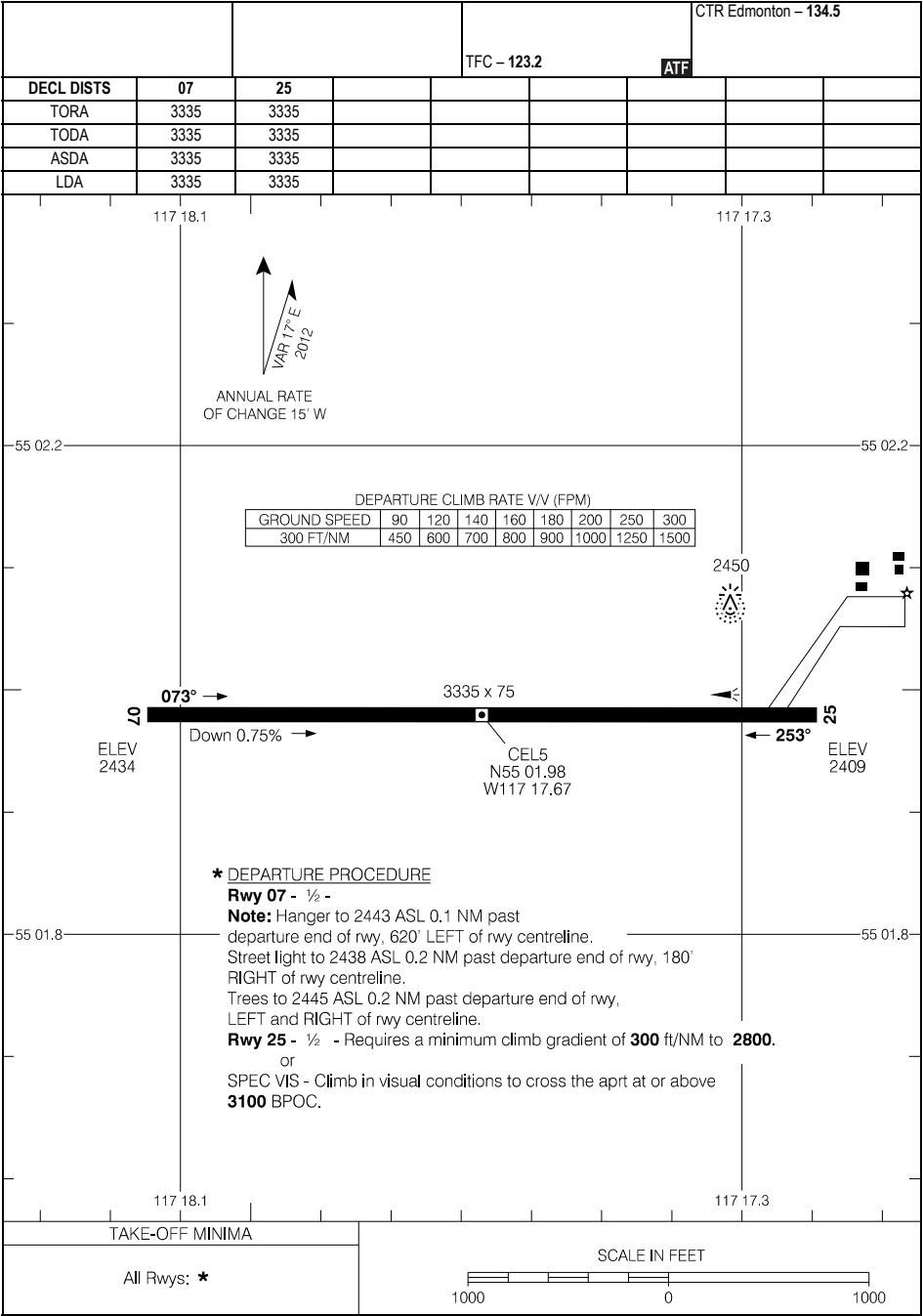


AERODROME CHART

EFF 14 MAY 26

CYBE

AERODROME CHART



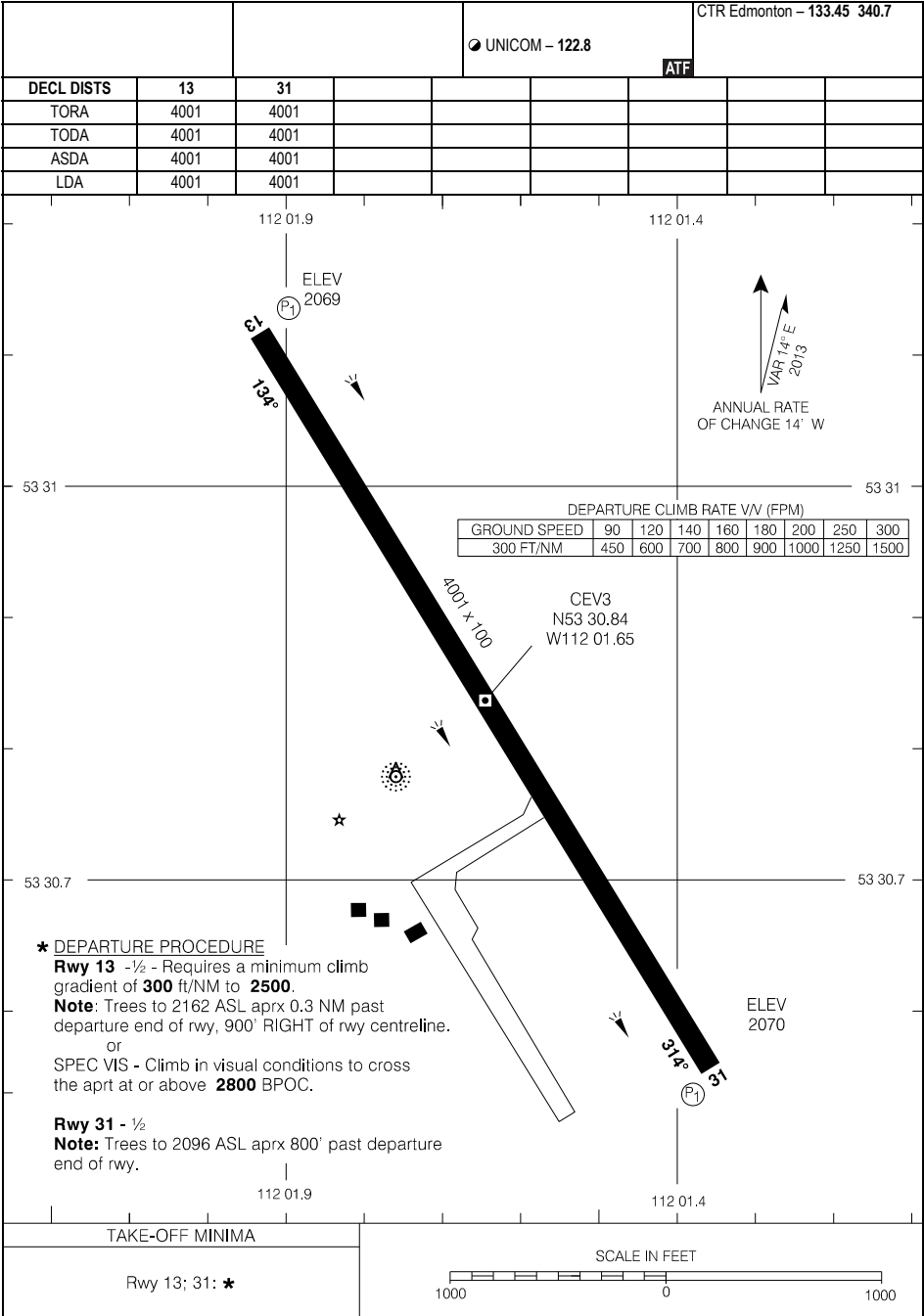
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AERODROME CHART

EFF 15 JUN 23

CEL5

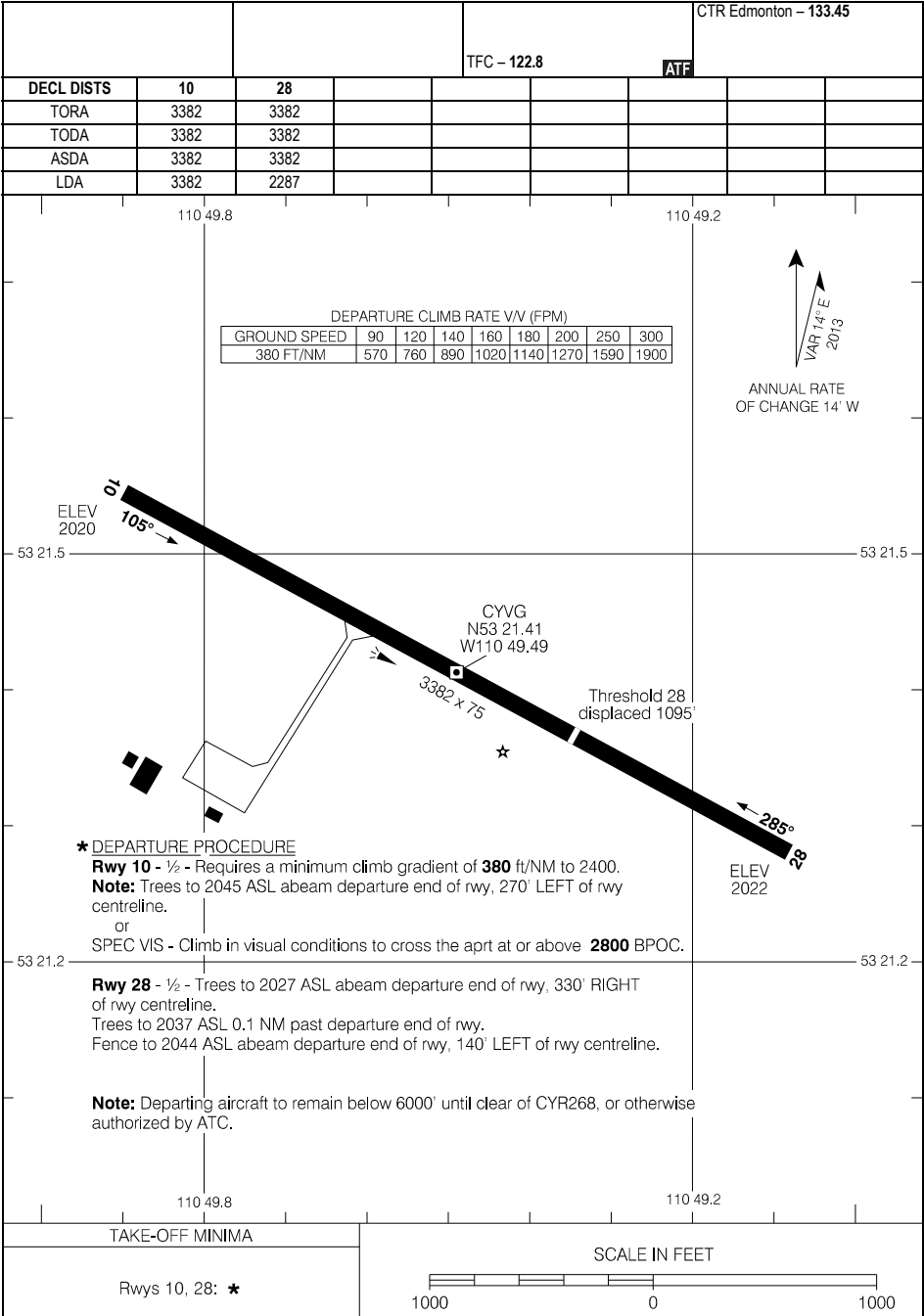
AERODROME CHART



AERODROME CHART

CEV3

AERODROME CHART



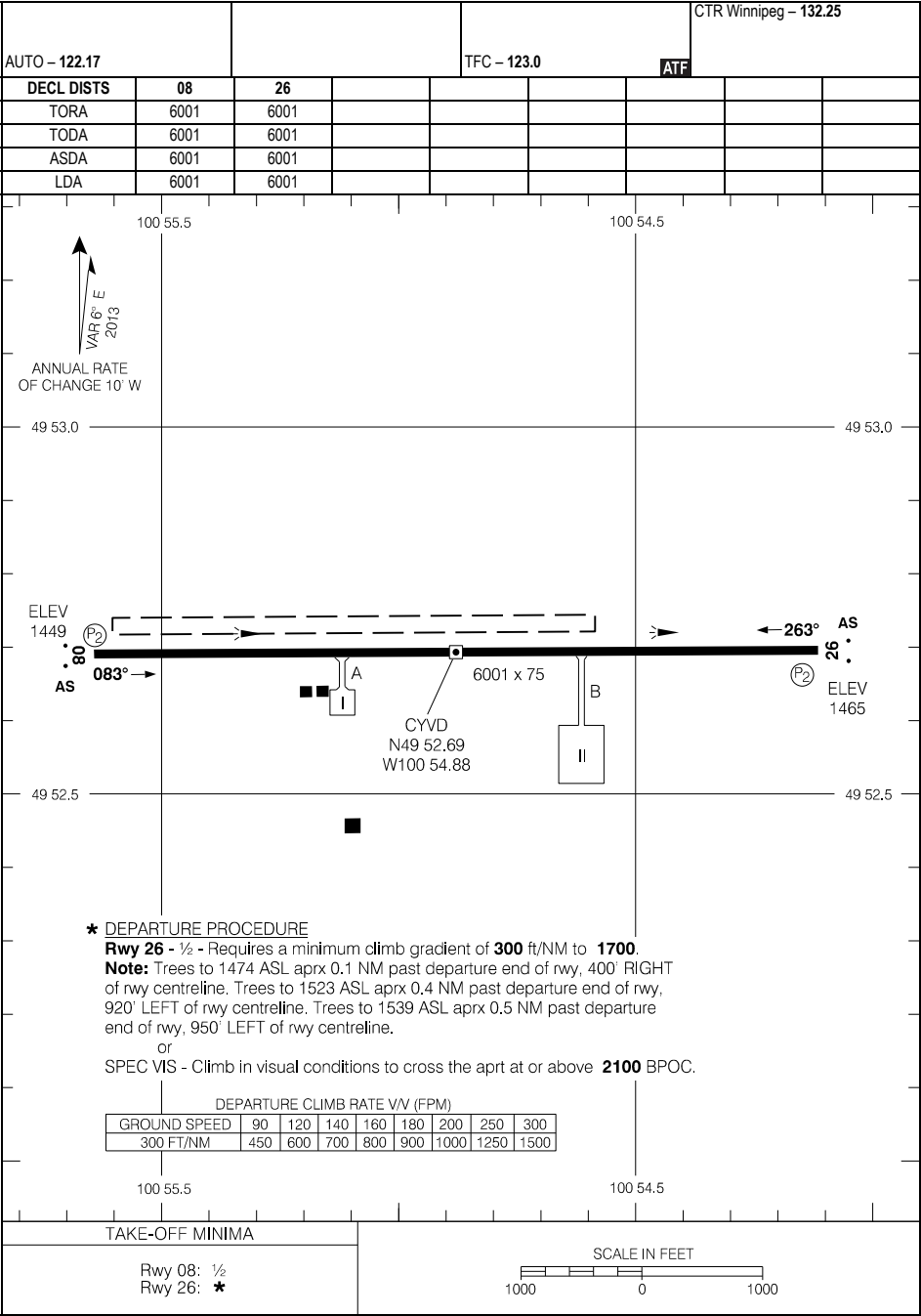
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AERODROME CHART

EFF 17 APR 25

CYVG

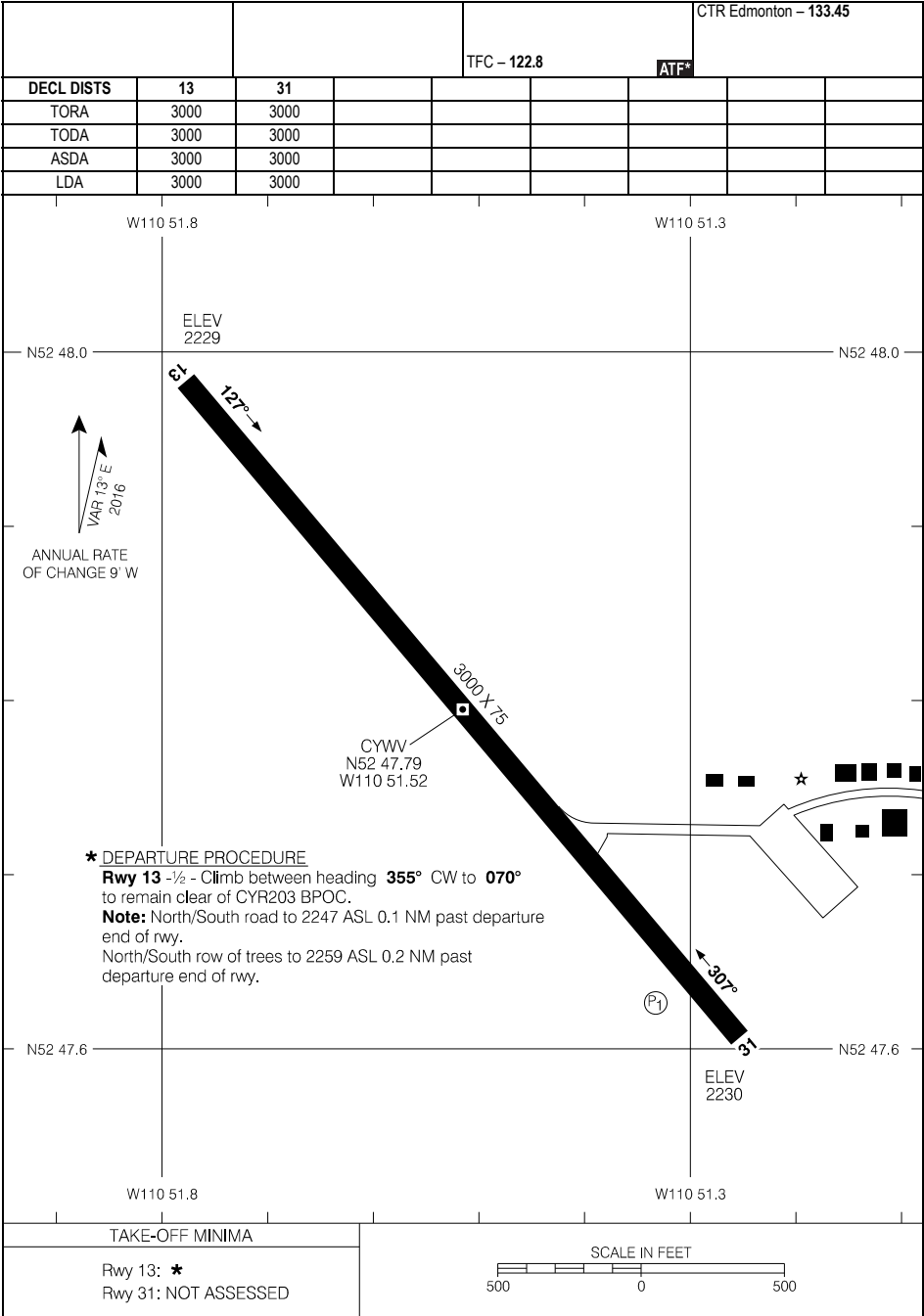
AERODROME CHART



AERODROME CHART

CYVD

AERODROME CHART



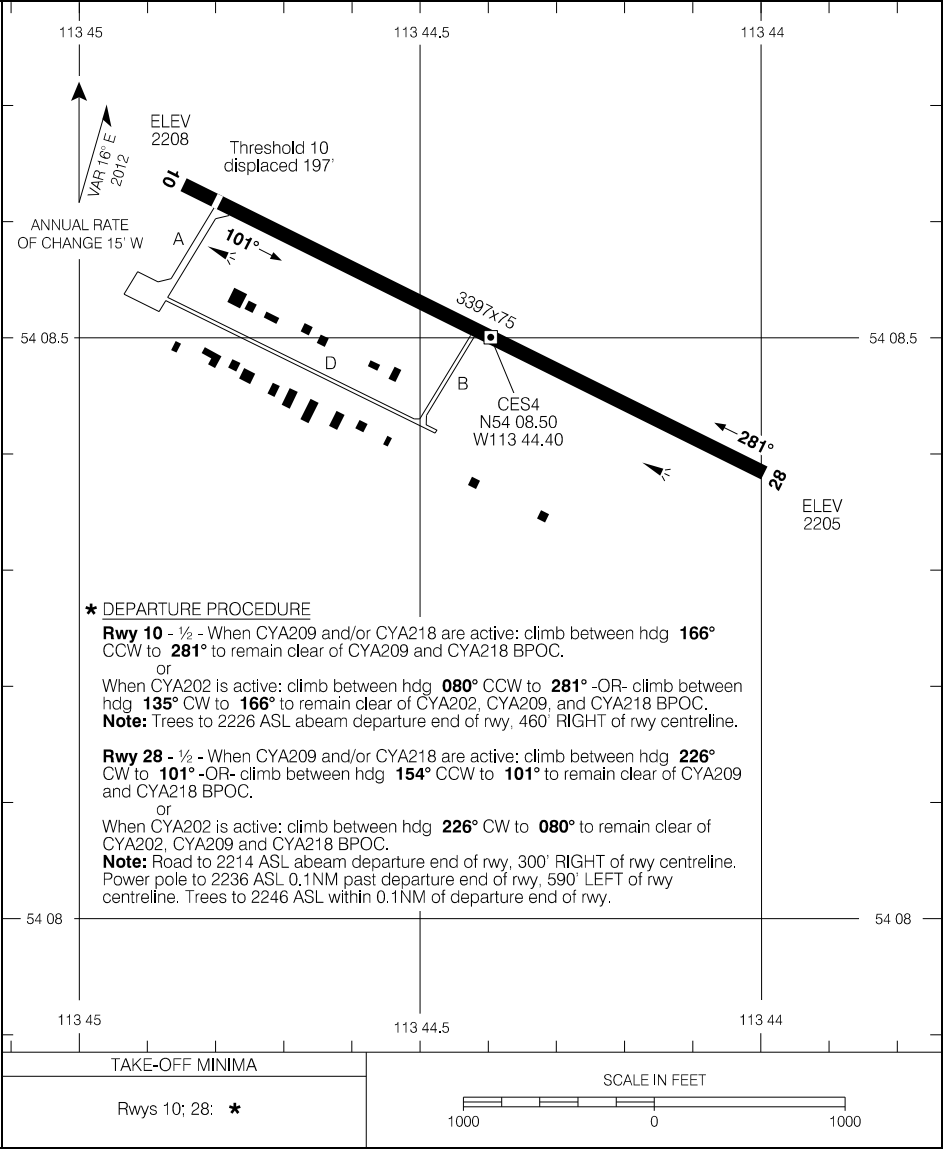
AERODROME CHART

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							

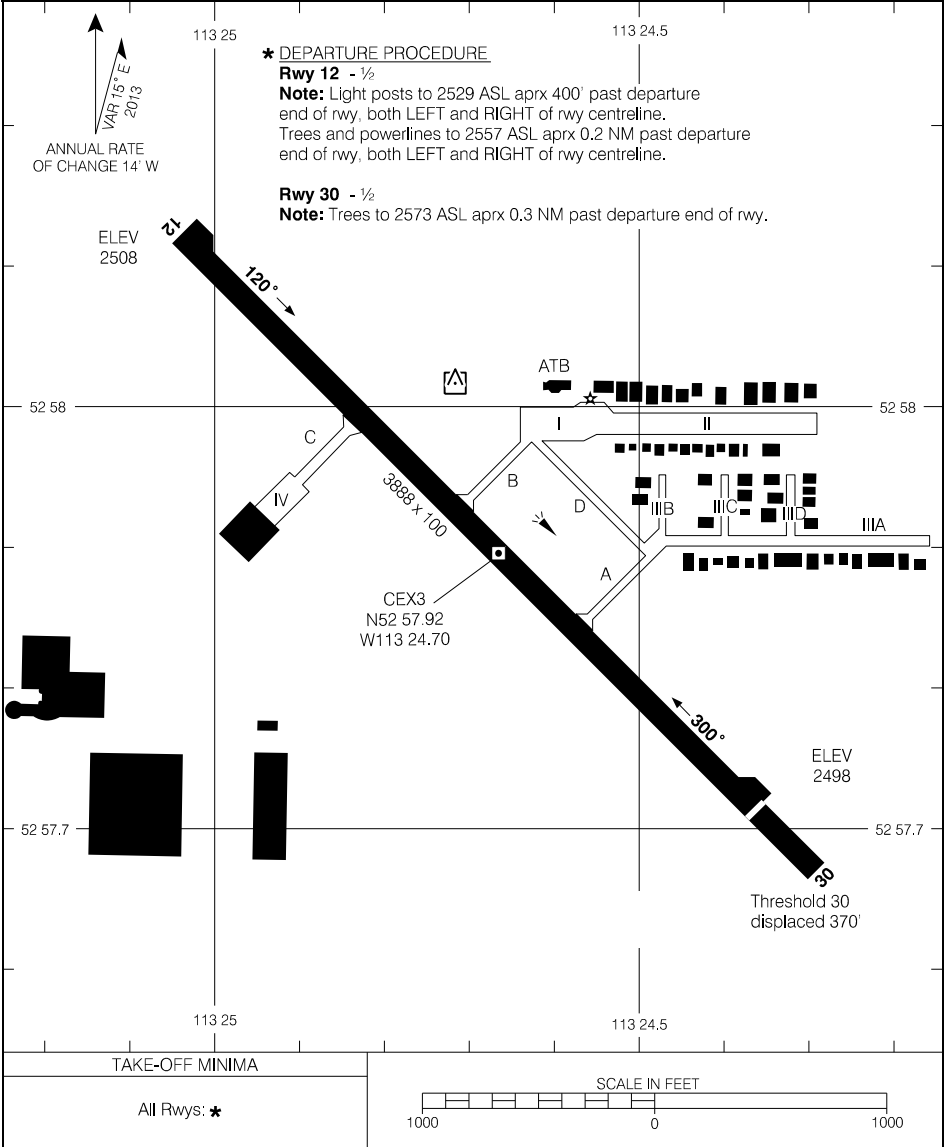


AERODROME CHART

EFF 19 MAR 26

CES4

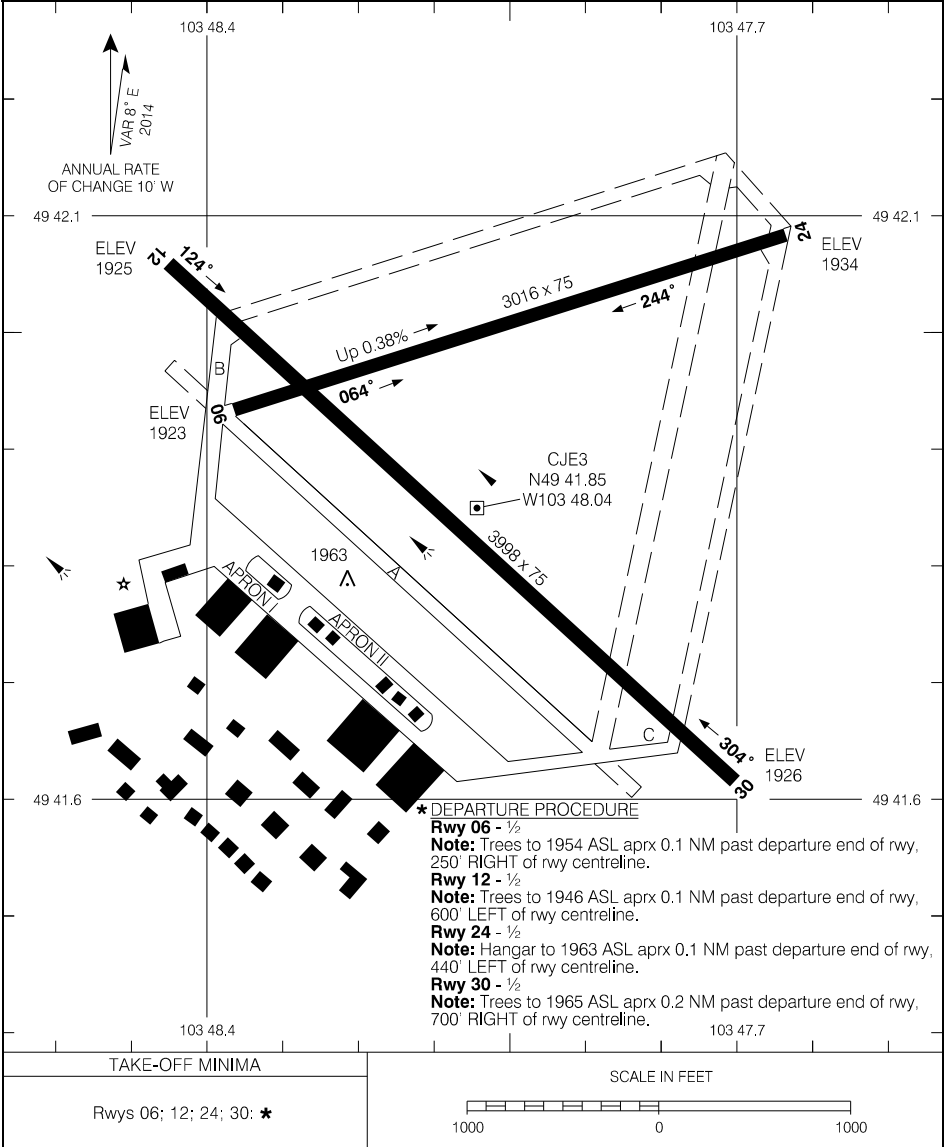
		UNICOM – 123.5			TML Edmonton – 119.5		
					ATF		
DECL DIST	12	30					
TORA	3888	3888					
TODA	3888	4305					
ASDA	3888	3888					
LDA	3888	3518					



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AERODROME CHART

		UNICOM – 122.8				CTR Winnipeg – 123.8		
						ATF		
DECL DIST	06	24	12	30				
TORA	3016	3016	3998	3998				
TODA	3016	3016	3998	3998				
ASDA	3016	3016	3998	3998				
LDA	3016	3016	3998	3998				



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AERODROME CHART

EFF 14 JUL 22

CJE3

WHITECOURT, AB
CYZU

DECL DIST		11	29						
TORA		5797	5797						
TODA		5797	5797						
ASDA		5797	5797						
LDA		5797	5797						

115 48 115 47.5 115 47 115 46.5

54 09

ELEV 2556

Up 0.50% first third

110°

5797 x 100

CYZU
N54 08.63
W115 47.21

54 08.5

54 08.5

54 08.5

54 08.5

115 48 115 47.5 115 47 115 46.5

CTR Edmonton - 132.05
RADIO Edmonton - 123.27

RADIO - 122.3

TFC - 122.3

MF

VAR 16° E
2013

ANNUAL RATE
OF CHANGE 13' W

290°

ELEV 2557

*** DEPARTURE PROCEDURES**

Rwy 11 - 1/2 - NO RIGHT turn below 4300.

Note: Trees to 2621 ASL aprx 0.1 NM past departure end of rwy, 710' LEFT and 630' RIGHT of rwy centreline.

Rwy 29 - 1/2 - Climb hdg 290° to 3300 BPOC.

Note: Trees to 2608 ASL aprx 0.1 NM past departure end of rwy, 730' LEFT and 590' RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 11; 29: *

SCALE IN FEET

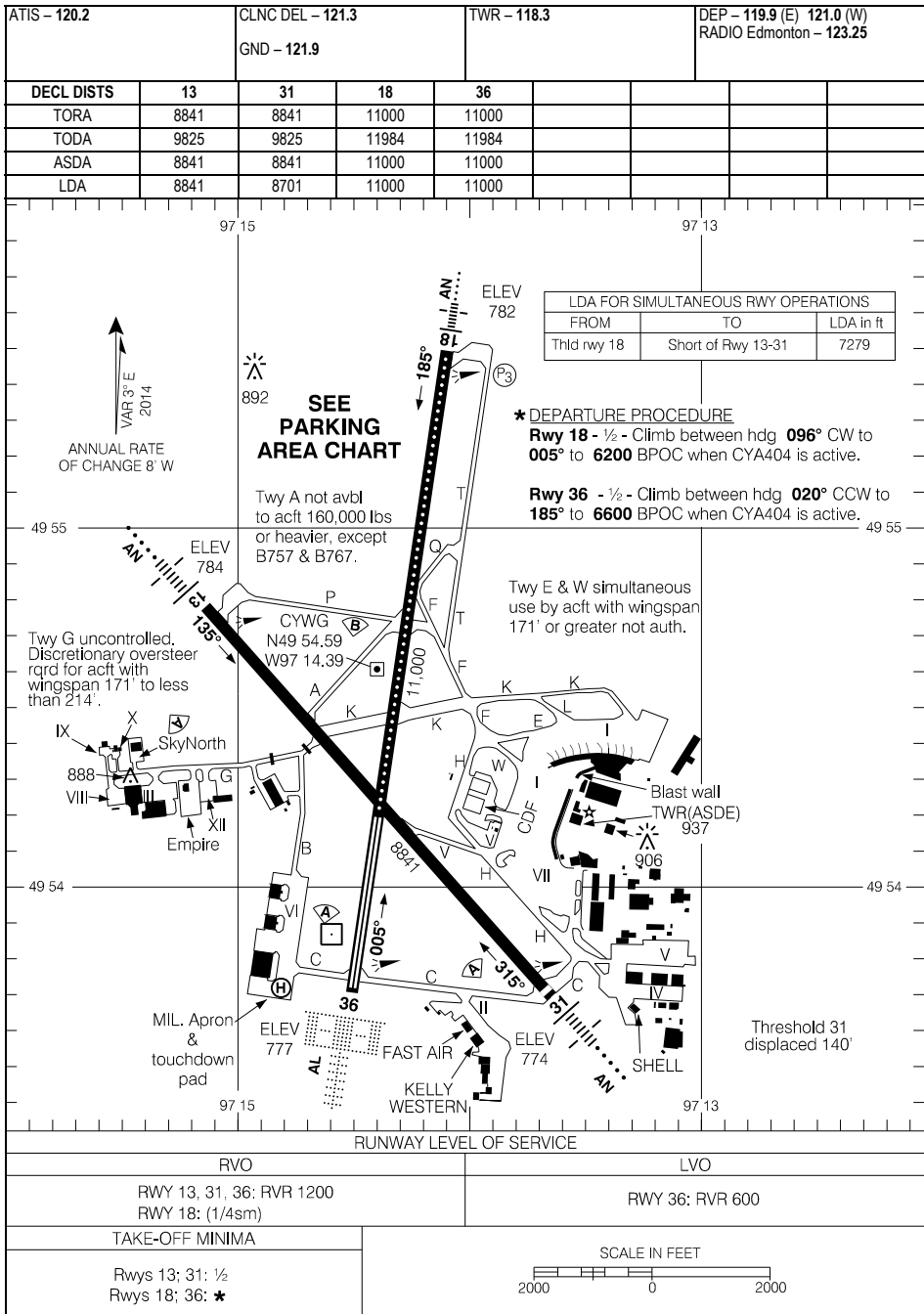
1000 0 1000 2000

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CYZU

CYZU-AD

AERODROME CHART



AERODROME CHART

EFF 9 JUL 26

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.

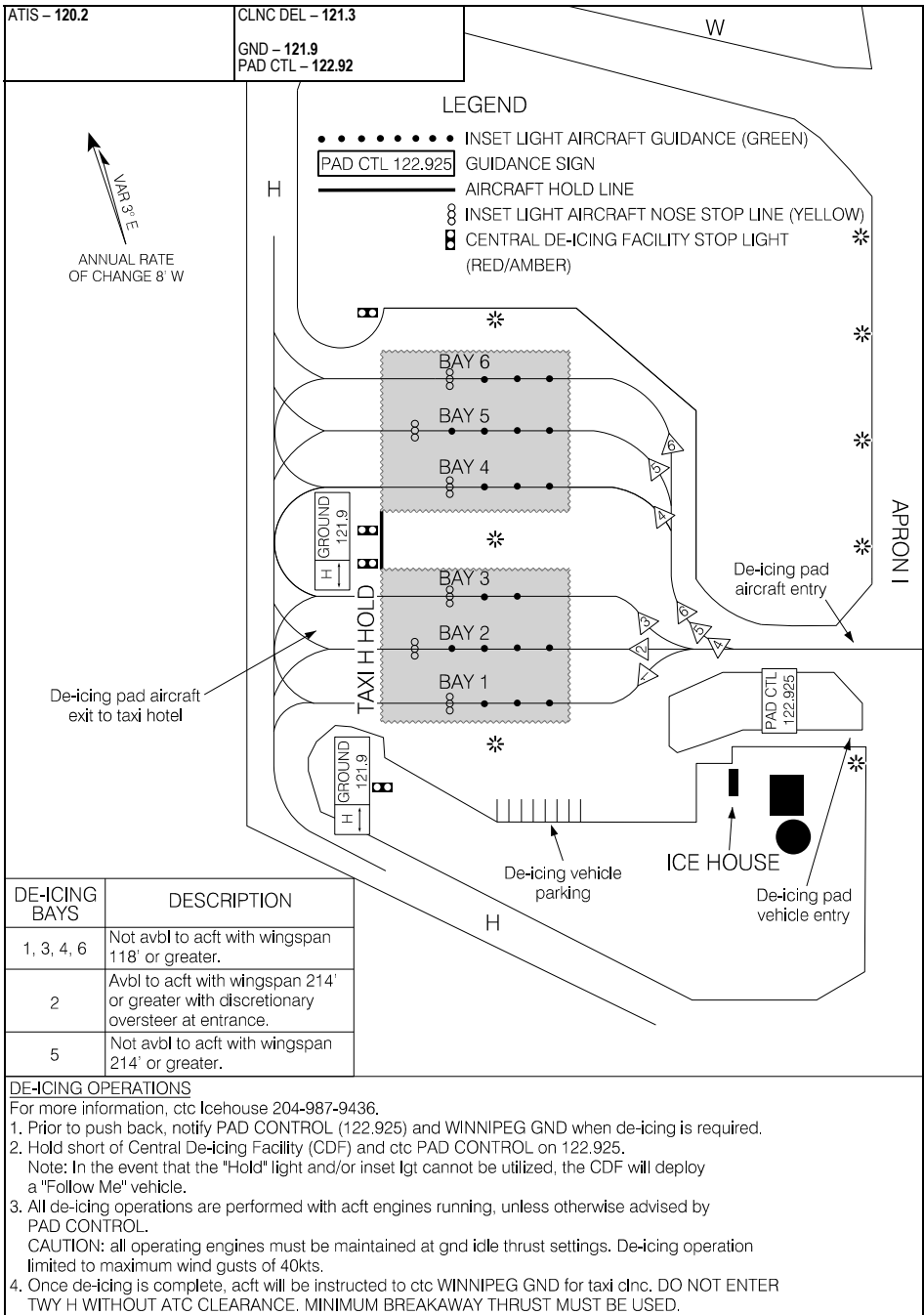
Airport Services and Equipment Available Under Low Visibility Operations

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)

CENTRAL DE-ICING FACILITY



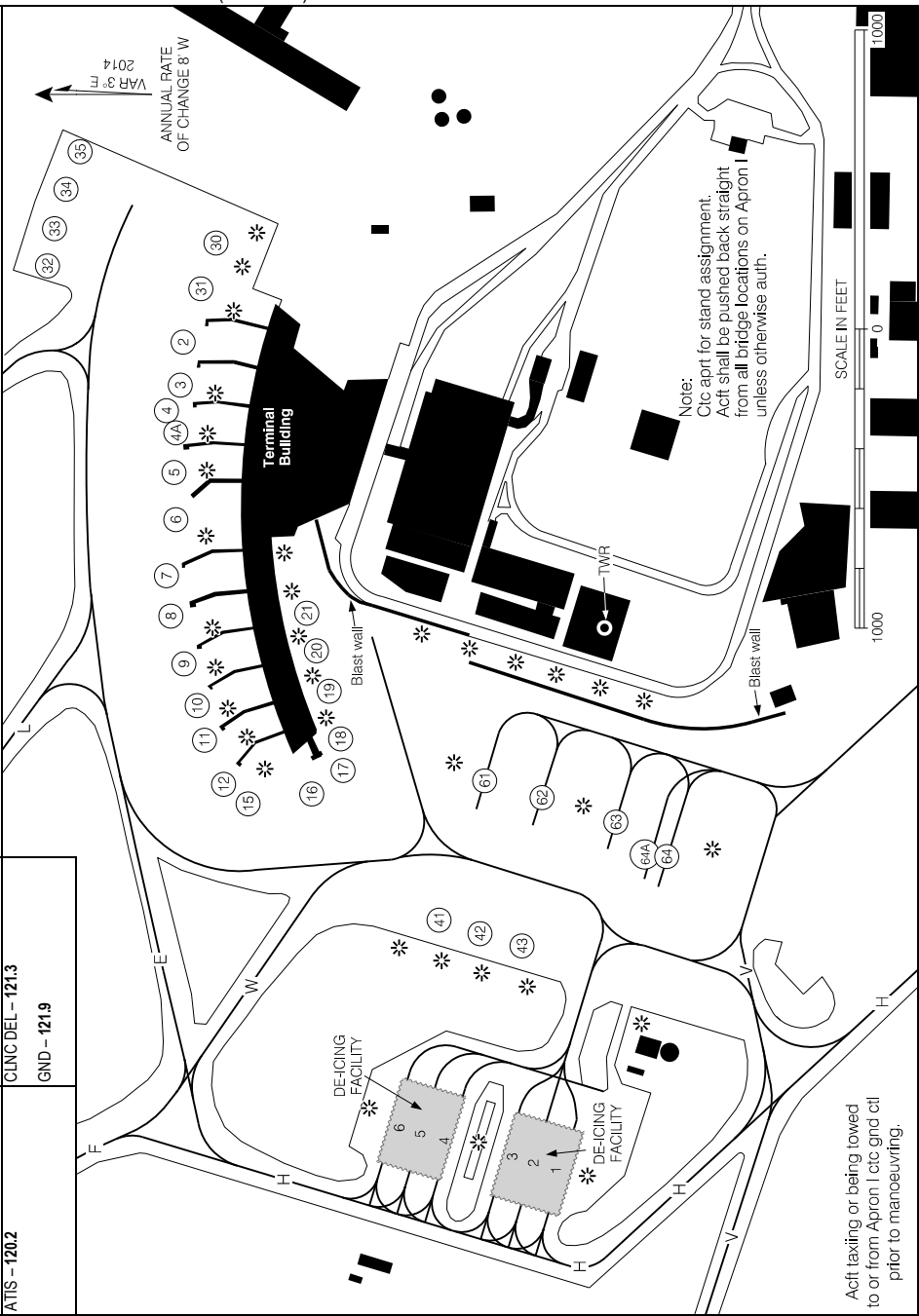
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CENTRAL DE-ICING FACILITY

CYWG

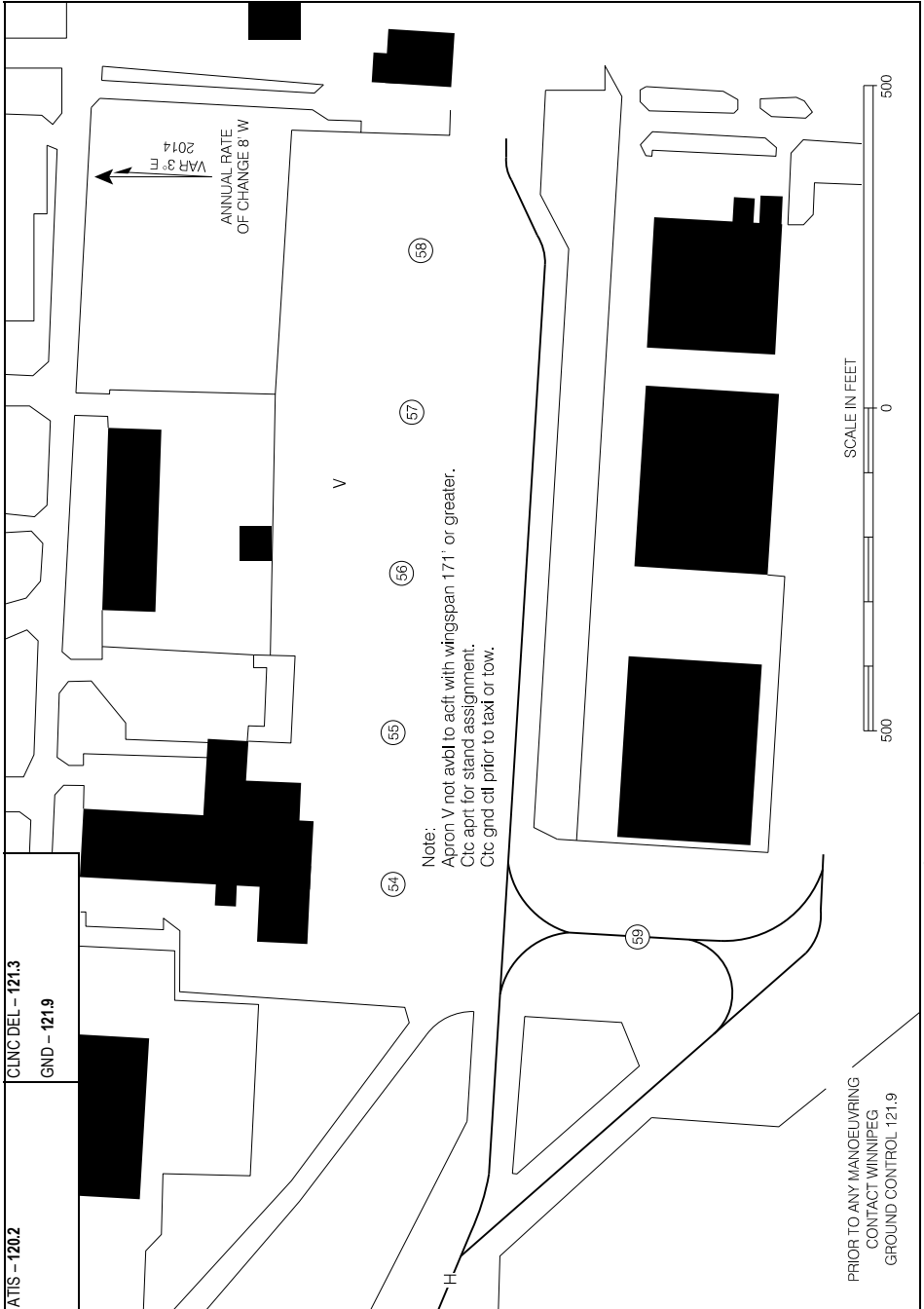
EFF 21 MAR 24

PARKING AREAS (APRON I)



PARKING AREAS (APRON I)

PARKING AREAS (APRON V)



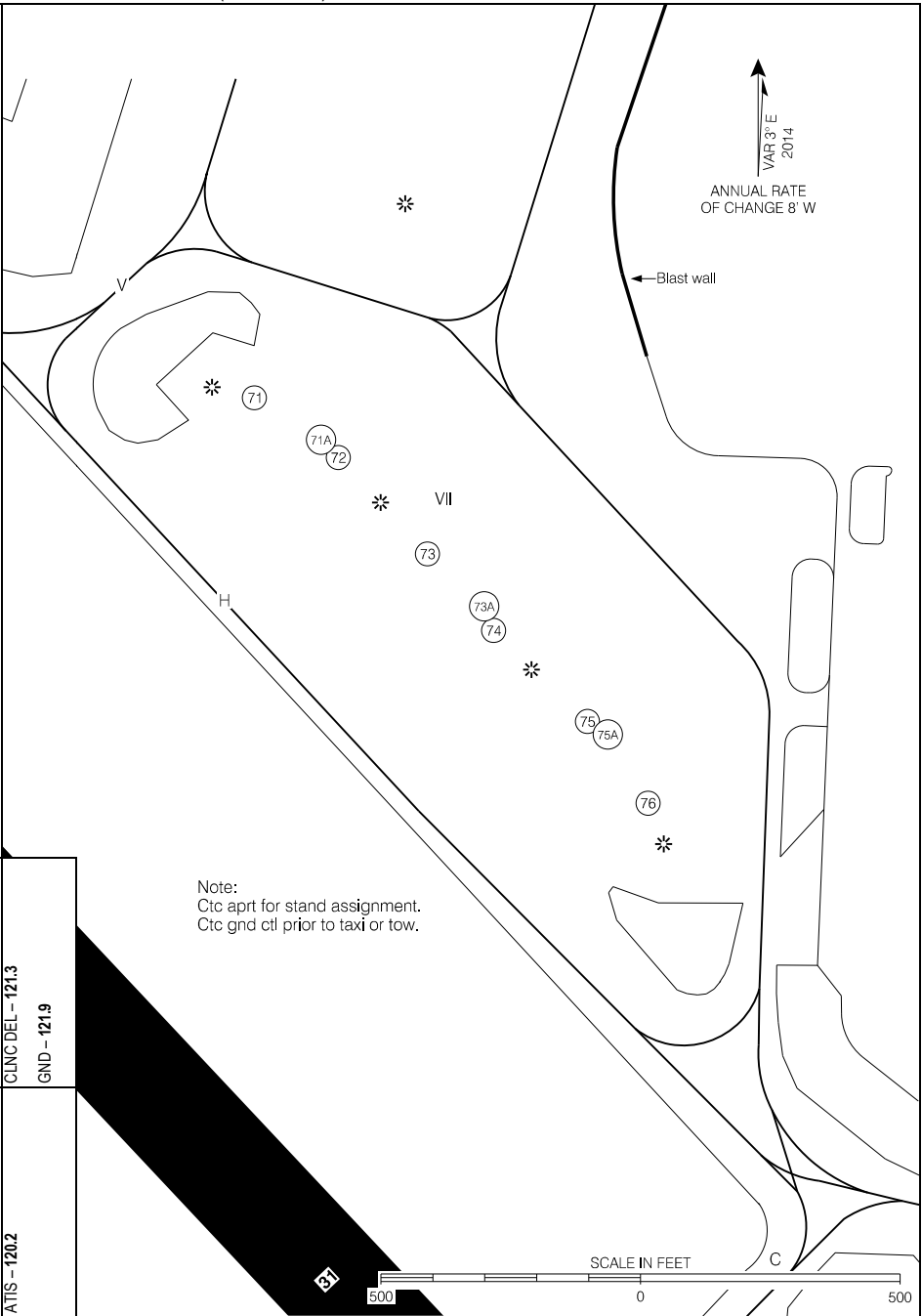
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PARKING AREAS (APRON V)

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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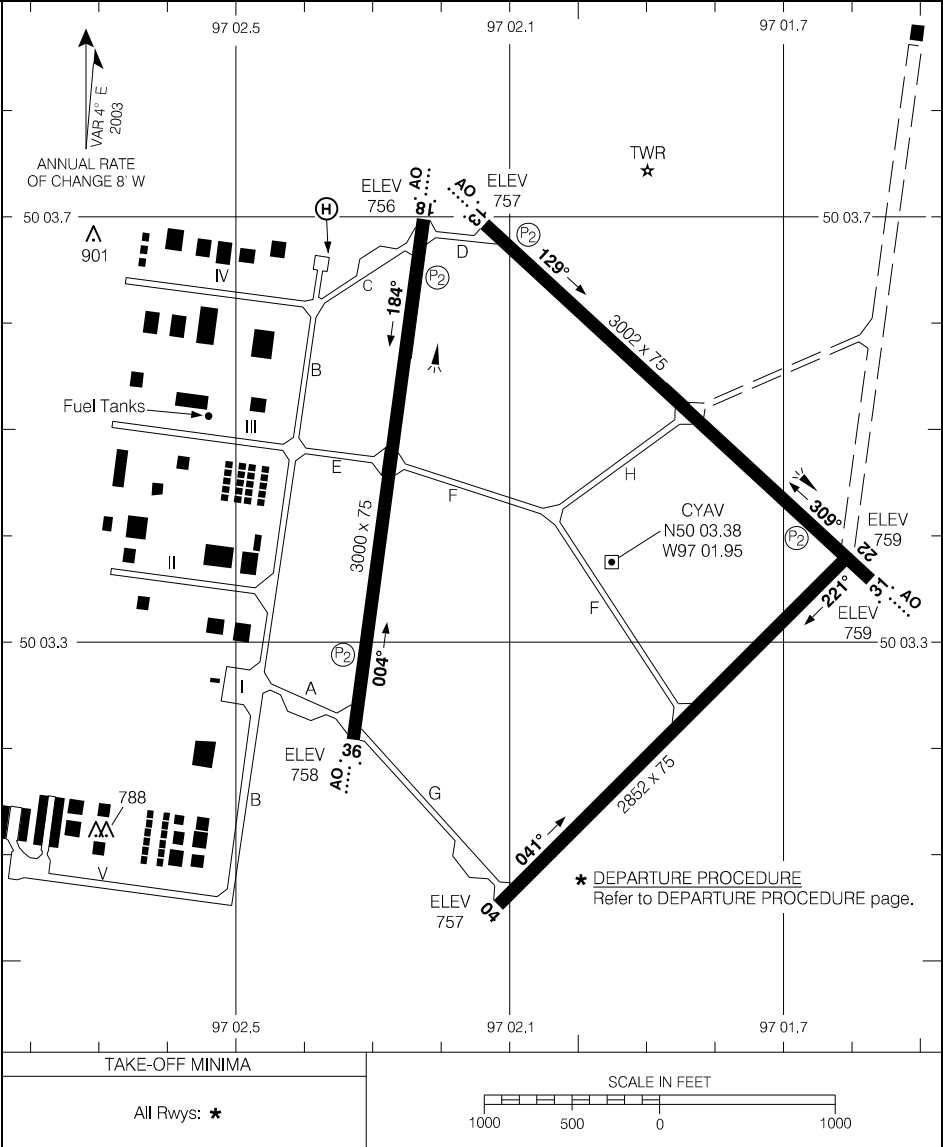
PARKING AREAS

EFF 30 NOV 23

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 14 MAY 26

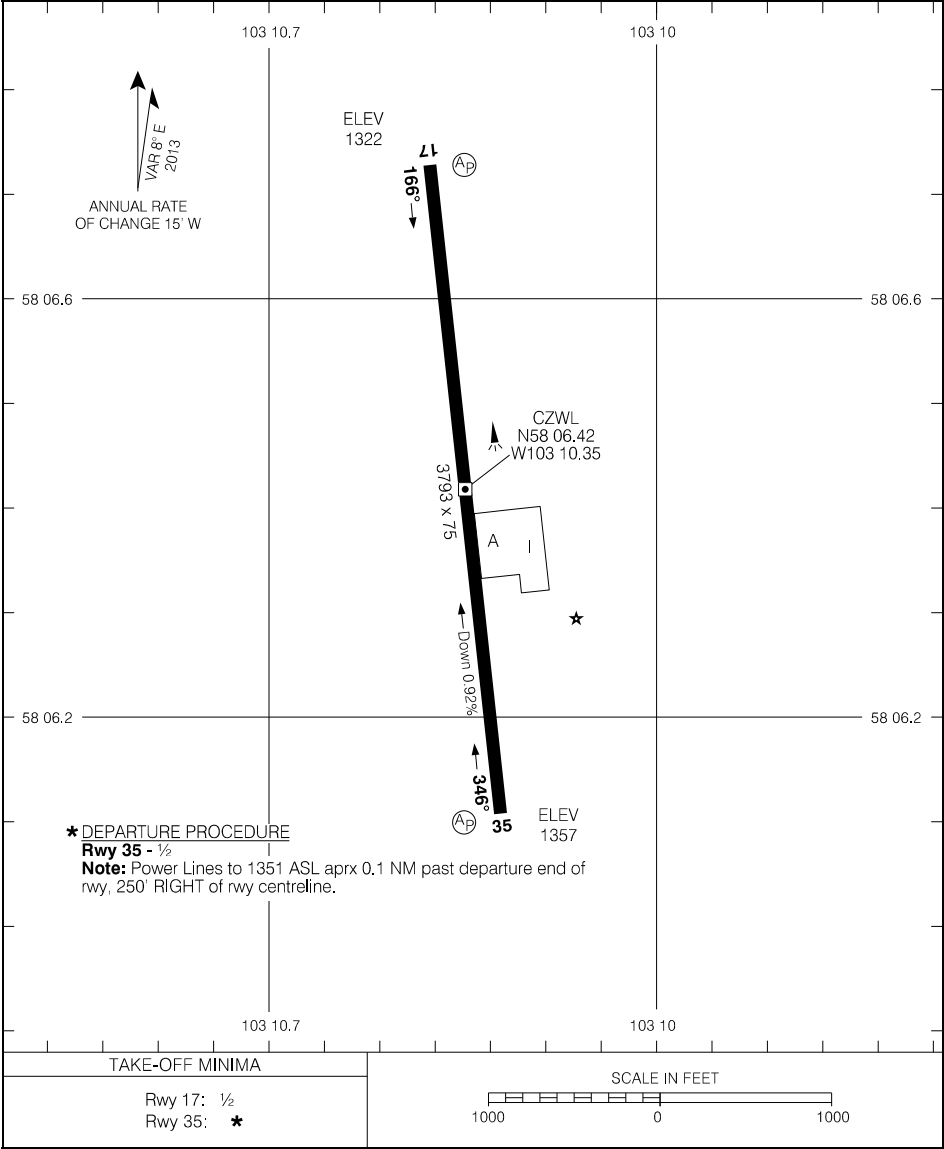
CYAV

CZWL-AD

WOLLASTON LAKE, SK
CZWL

AERODROME CHART

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



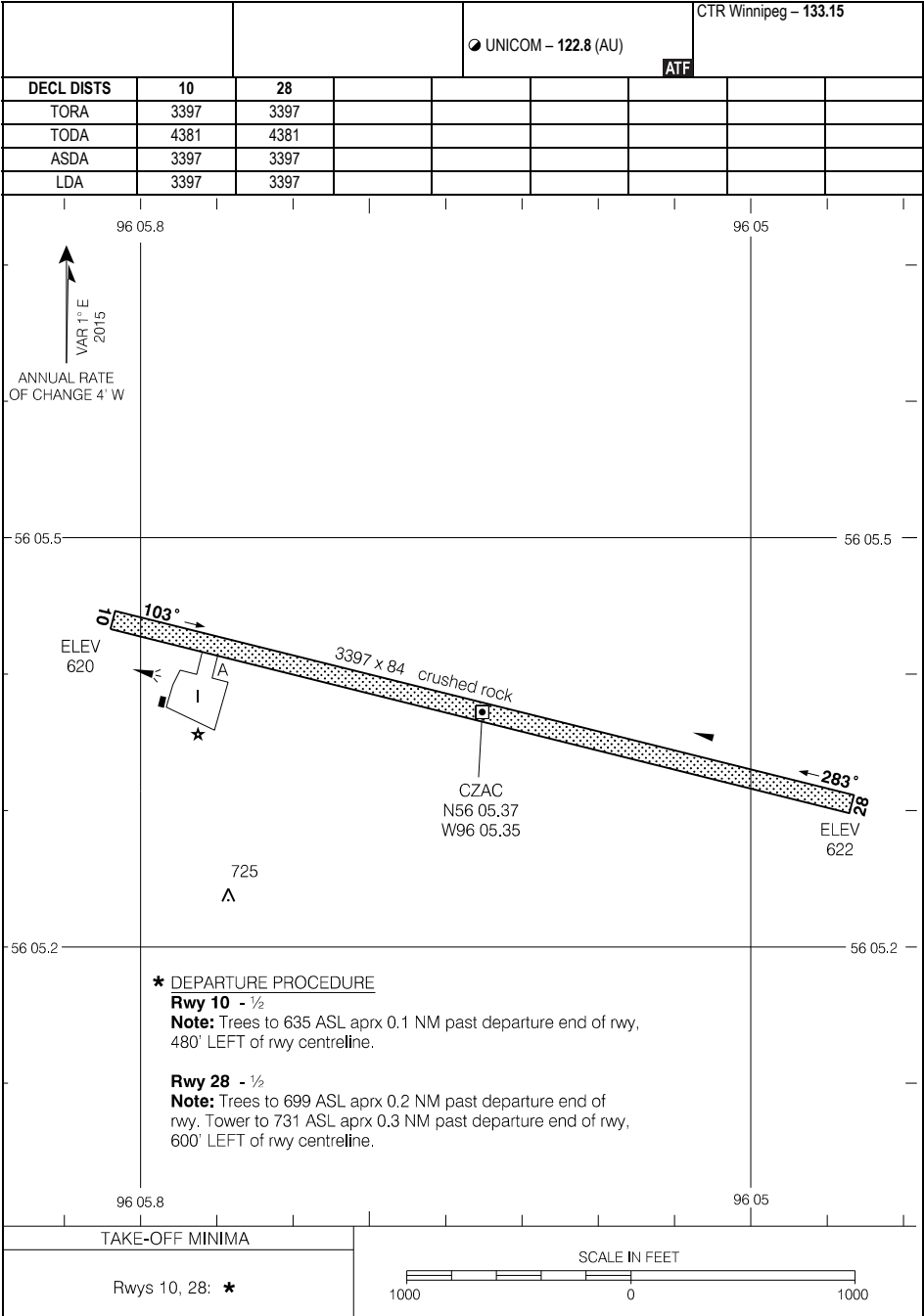
AERODROME CHART

EFF 17 APR 25

CZWL

CZWL-AD

AERODROME CHART



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AERODROME CHART

EFF 11 JUL 24

CZAC

YORKTON REGIONAL, SK
CYQV

AWOS - 128.72				RADIO Regina - 119.65 296.6 TFC - 119.65 296.6		CTR Winnipeg - 132.52 RADIO Edmonton - 123.47	
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			

VAR 7° E 2018
ANNUAL RATE OF CHANGE 7° W

Runway 13-31 restricted to acft less than 15,000 lbs.

ELEV 1597
Ad

ELEV 1609
CYQV
N51 15.88
W102 27.70

4800 x 148

2984 x 98
asphalt/gravel

ELEV 1635
A

ELEV 1611
B

ELEV 1715

*** DEPARTURE PROCEDURE**
Runway 22 - ½
Note: Building to 1666 ASL aprx 270' past departure end of rwy, 560' LEFT of rwy centreline. Trees to 1706 ASL aprx 0.3 NM past departure end of rwy, 530' LEFT of rwy centreline.

TAKE-OFF MINIMA

Rwy 04: ½
 Rwy 22: ★
 Rwys 13, 31: NOT ASSESSED

SCALE IN FEET
 1000 0 1000

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AERODROME CHART

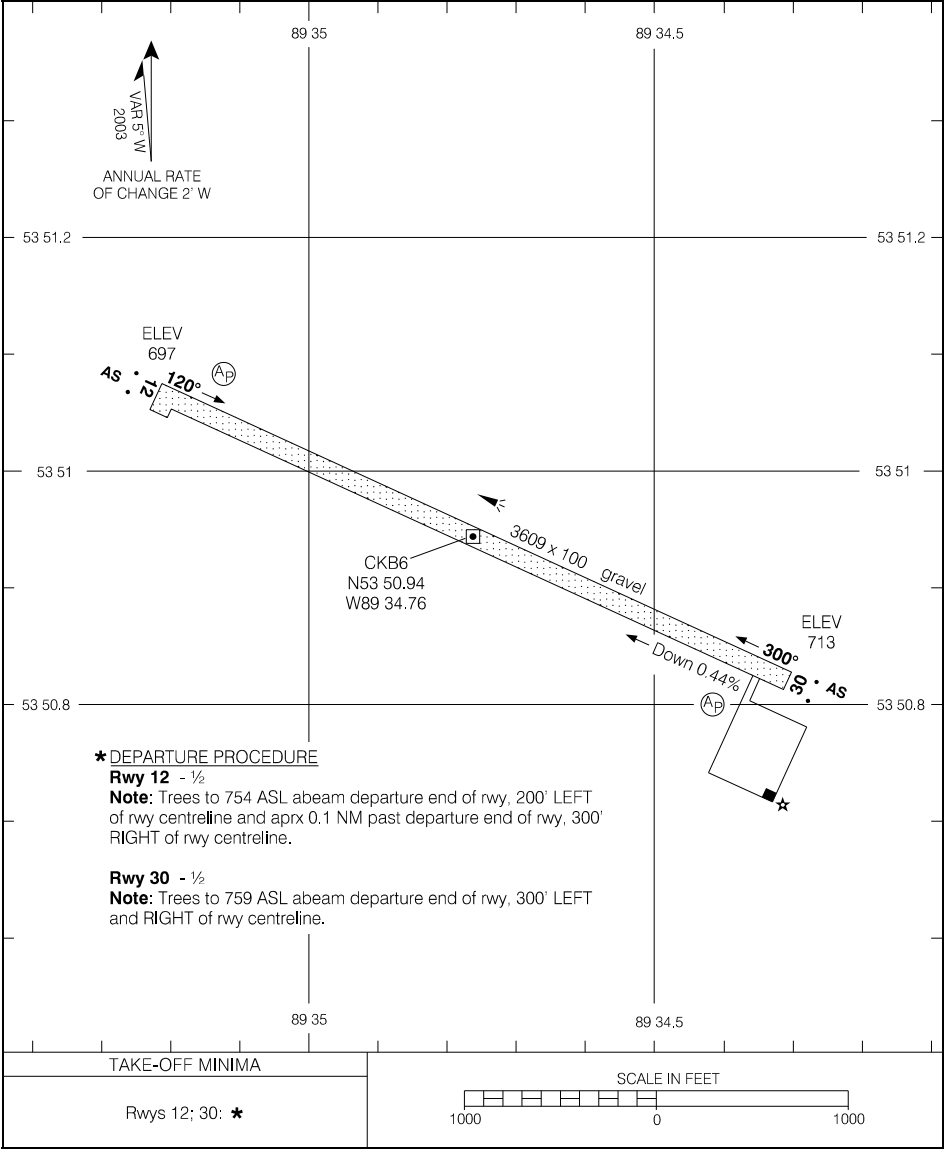
EFF 31 OCT 24

CYQV

CYQV-AD

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

EFF 25 JAN 24

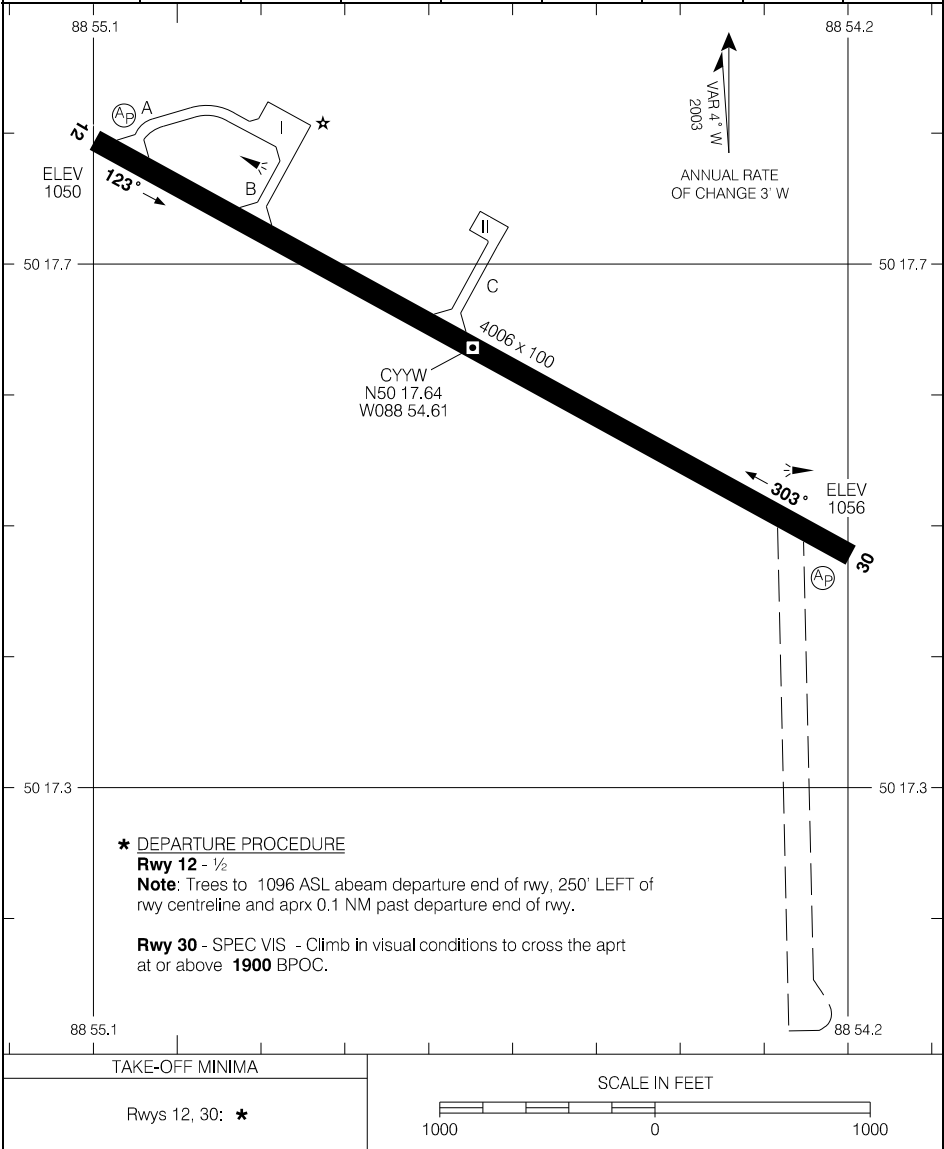
CKB6

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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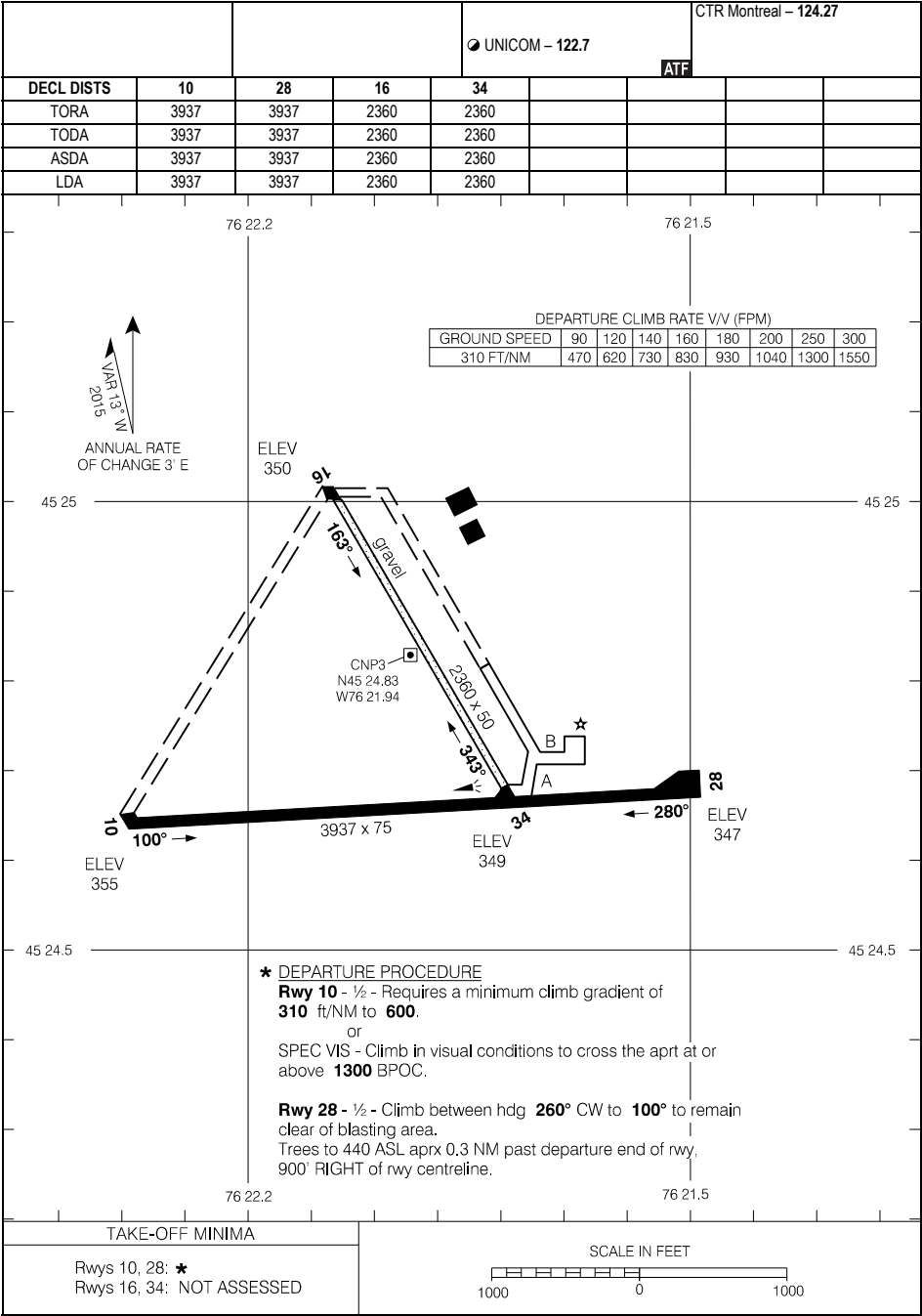
AERODROME CHART

EFF 24 MAR 22

CYYW

CYYW-AD

AERODROME CHART



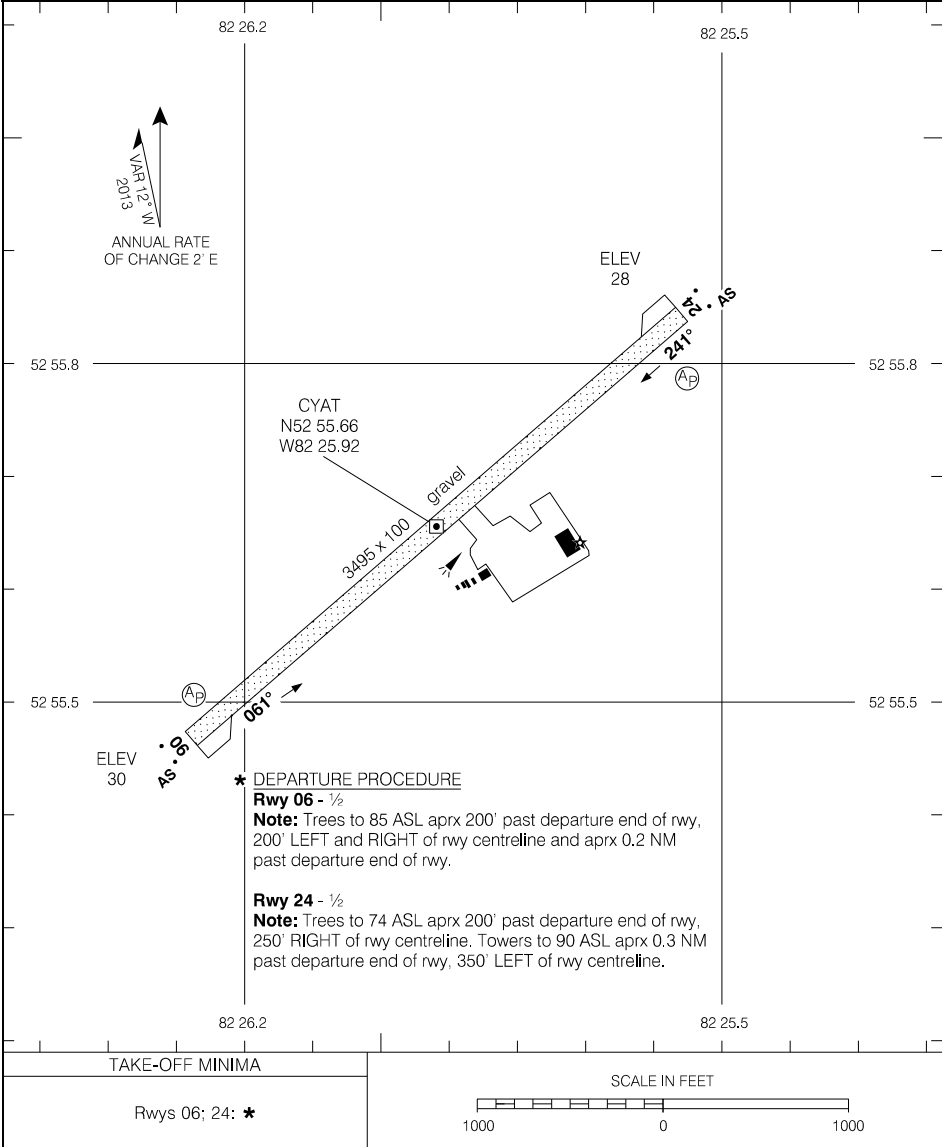
AERODROME CHART

EFF 12 JUN 25

CNP3

AERODROME CHART

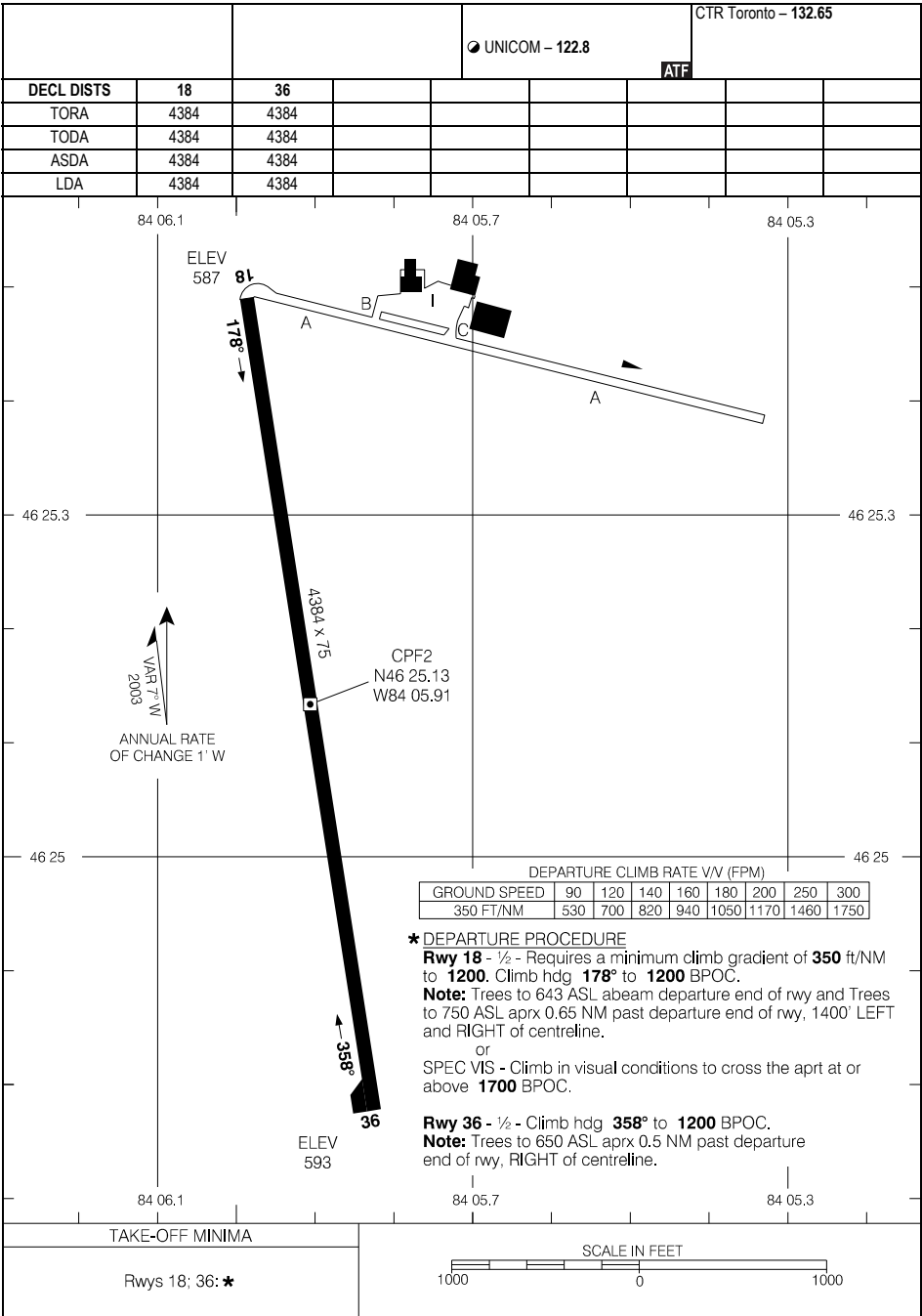
AWOS – 128.77				TFC – 122.8		ATF			
DECL DIST	06	24							
TORA	3495	3495							
TODA	3695	3695							
ASDA	3495	3495							
LDA	3495	3495							



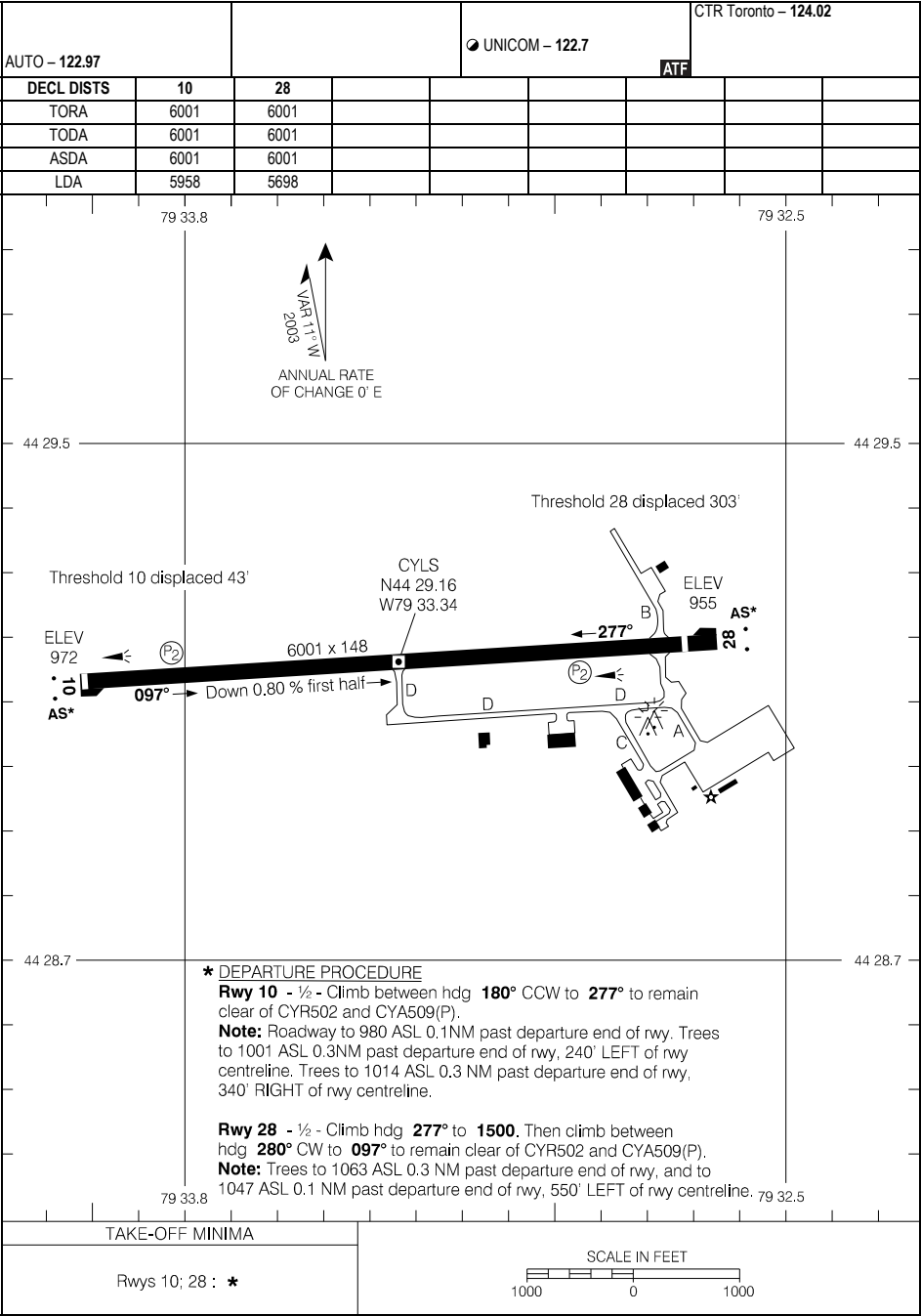
AERODROME CHART

CYAT

AERODROME CHART



AERODROME CHART



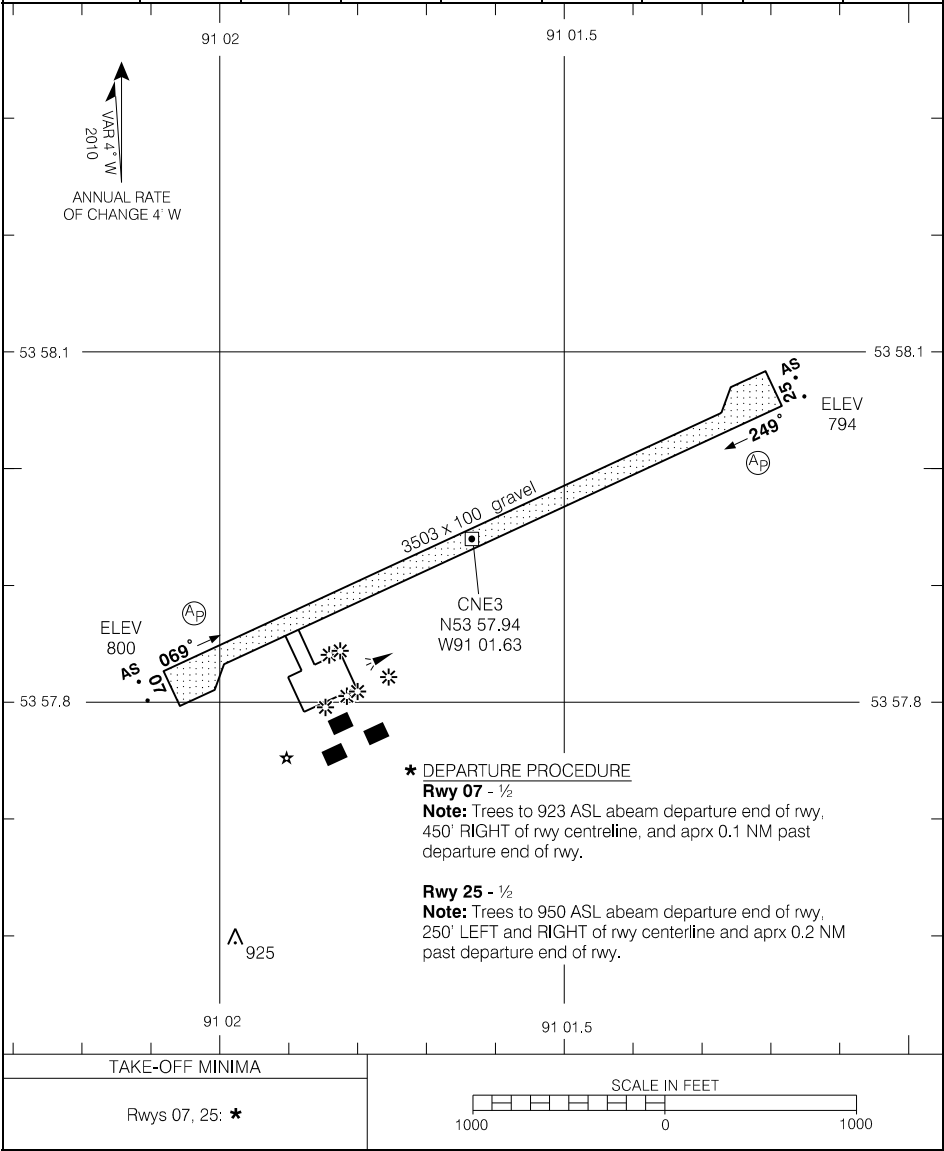
AERODROME CHART

EFF 17 APR 25

CYLS

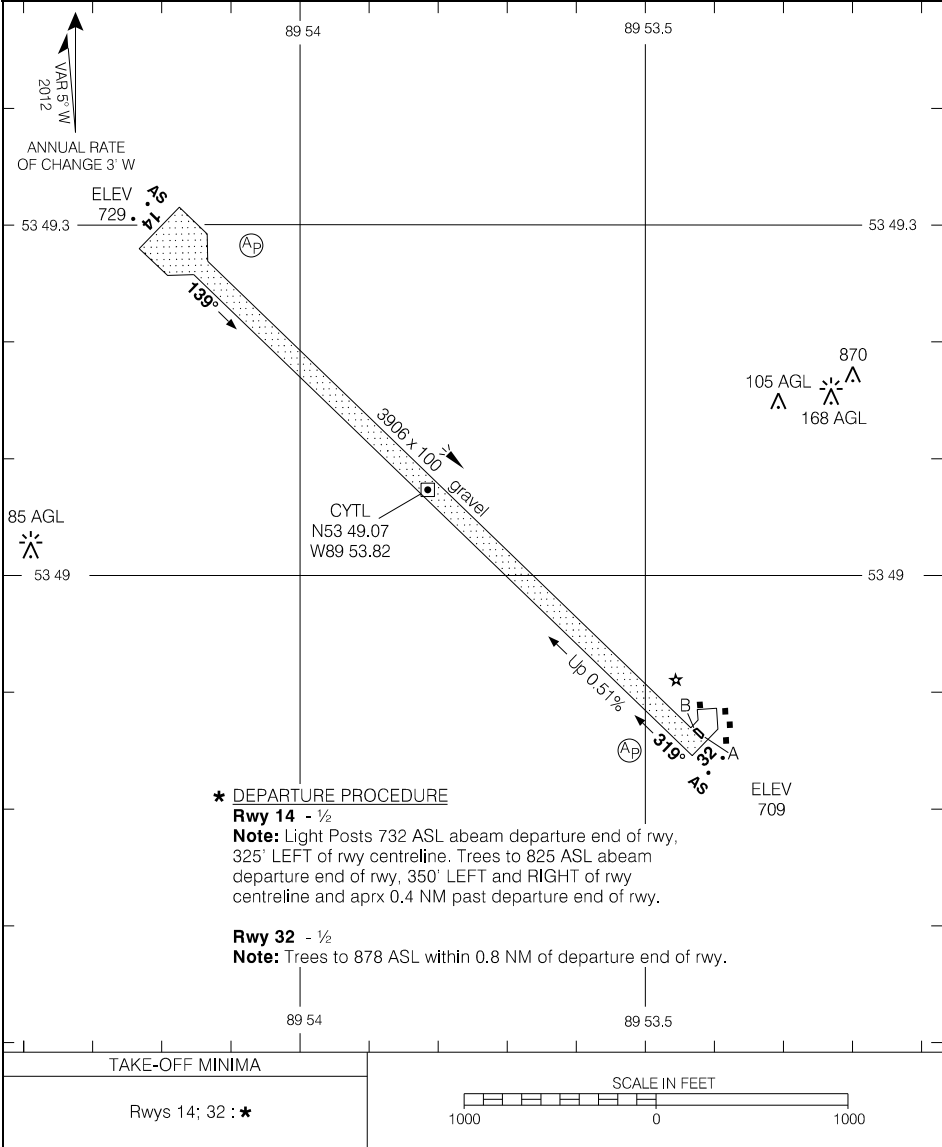
AERODROME CHART

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							



AERODROME CHART

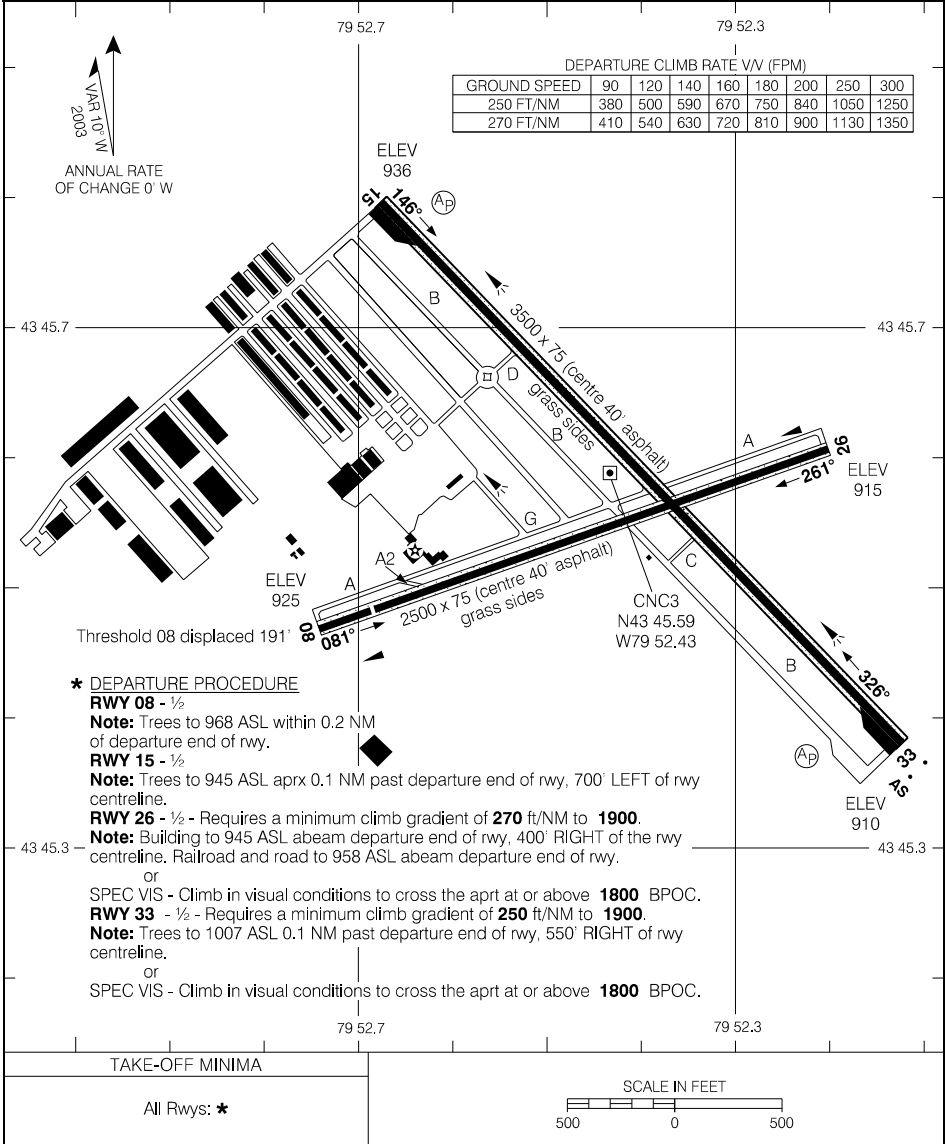
AWOS – 128.7				TFC – 123.2		RADIO London – 123.55	
						ATF	
DECL DIST	14	32					
TORA	3906	3906					
TODA	4306	4306					
ASDA	3906	3906					
LDA	3906	3906					



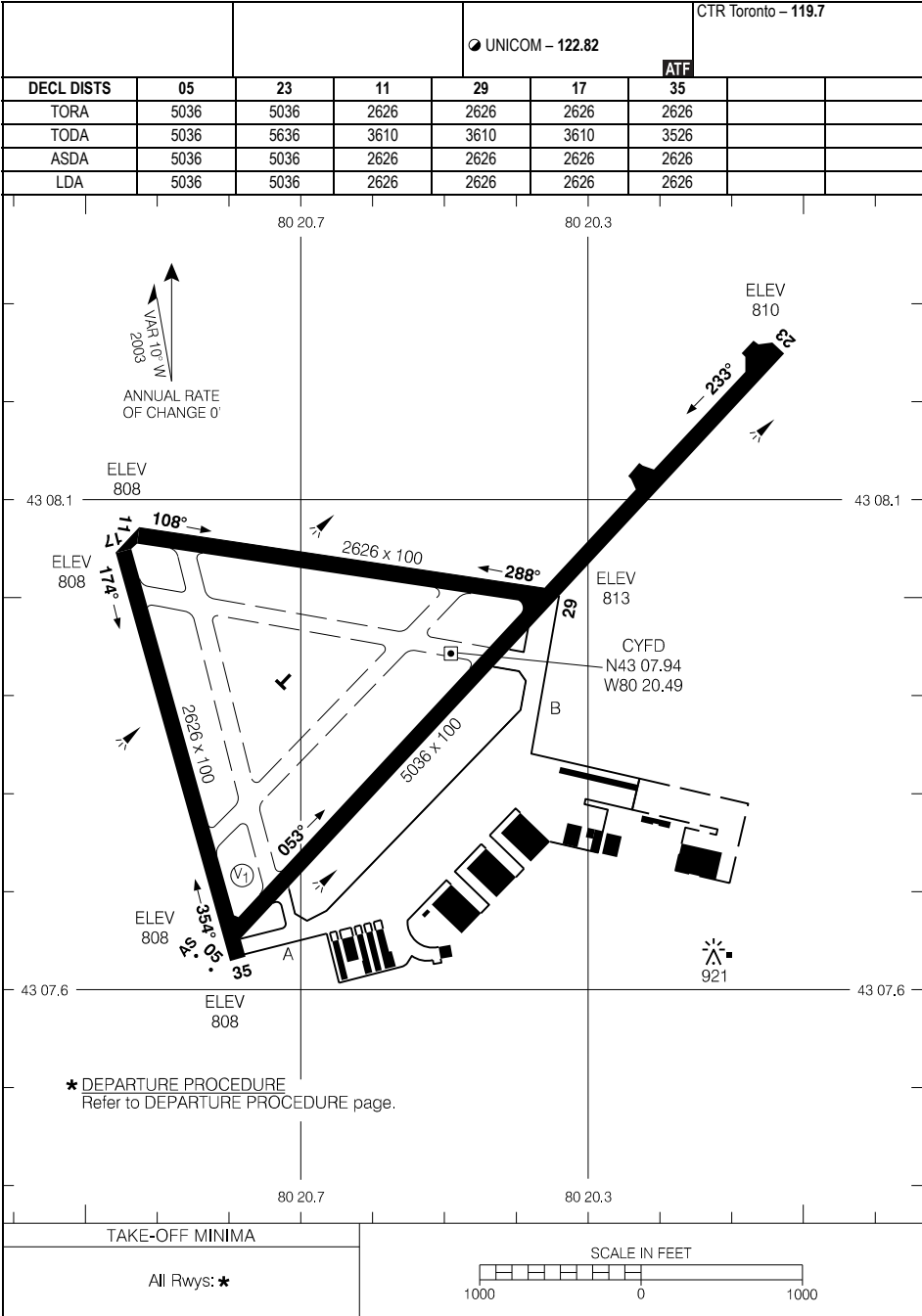
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CNC3

					 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				



AERODROME CHART

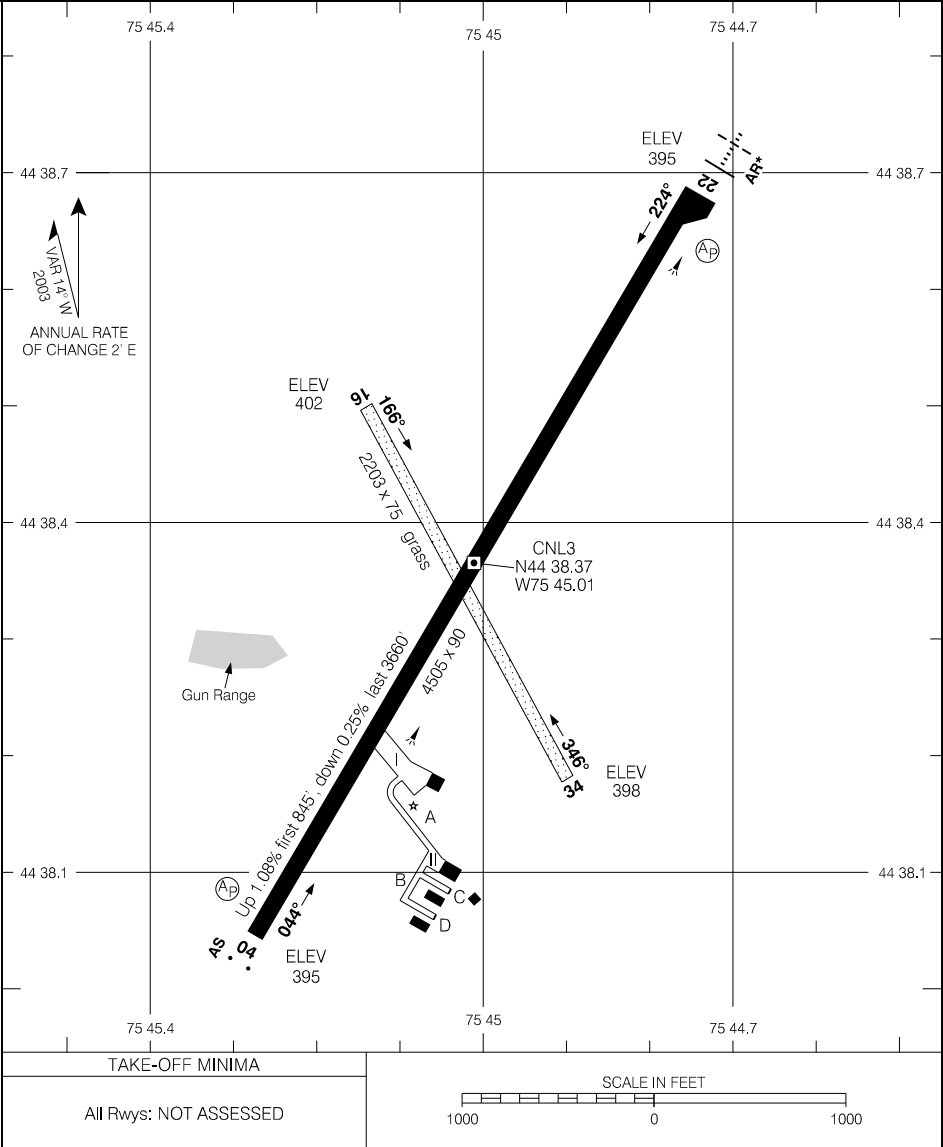


AERODROME CHART

EFF 17 JUN 21

CYFD

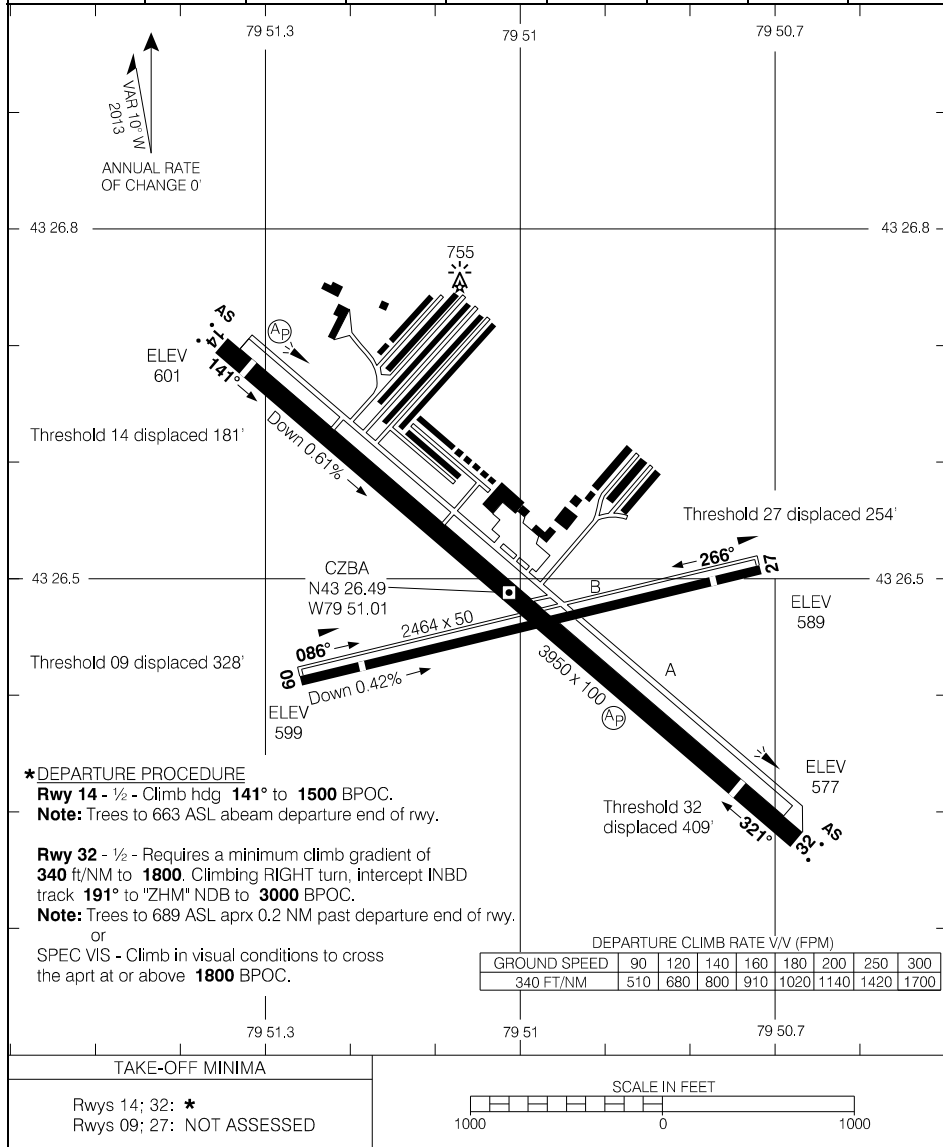
AUTO Ogdensburg Intl – 118.52		UNICOM – 123.0				CTR Montreal – 134.67		
		ATF						
DECL DIST	04	22	16	34				
TORA	4505	4505	2203	2203				
TODA	4505	4505	2203	2203				
ASDA	4505	4505	2203	2203				
LDA	4505	4505	2203	2203				



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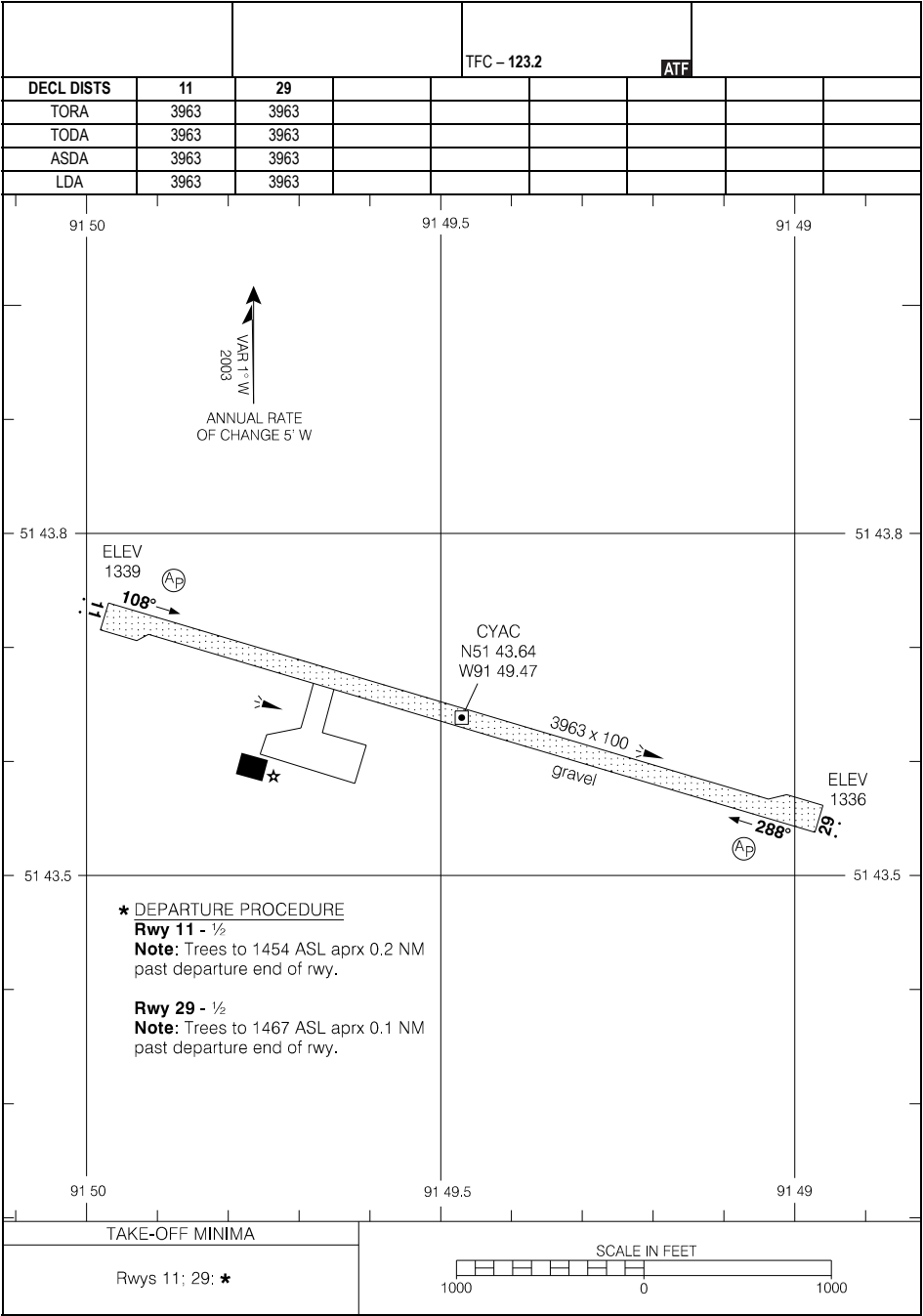
AERODROME CHART

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

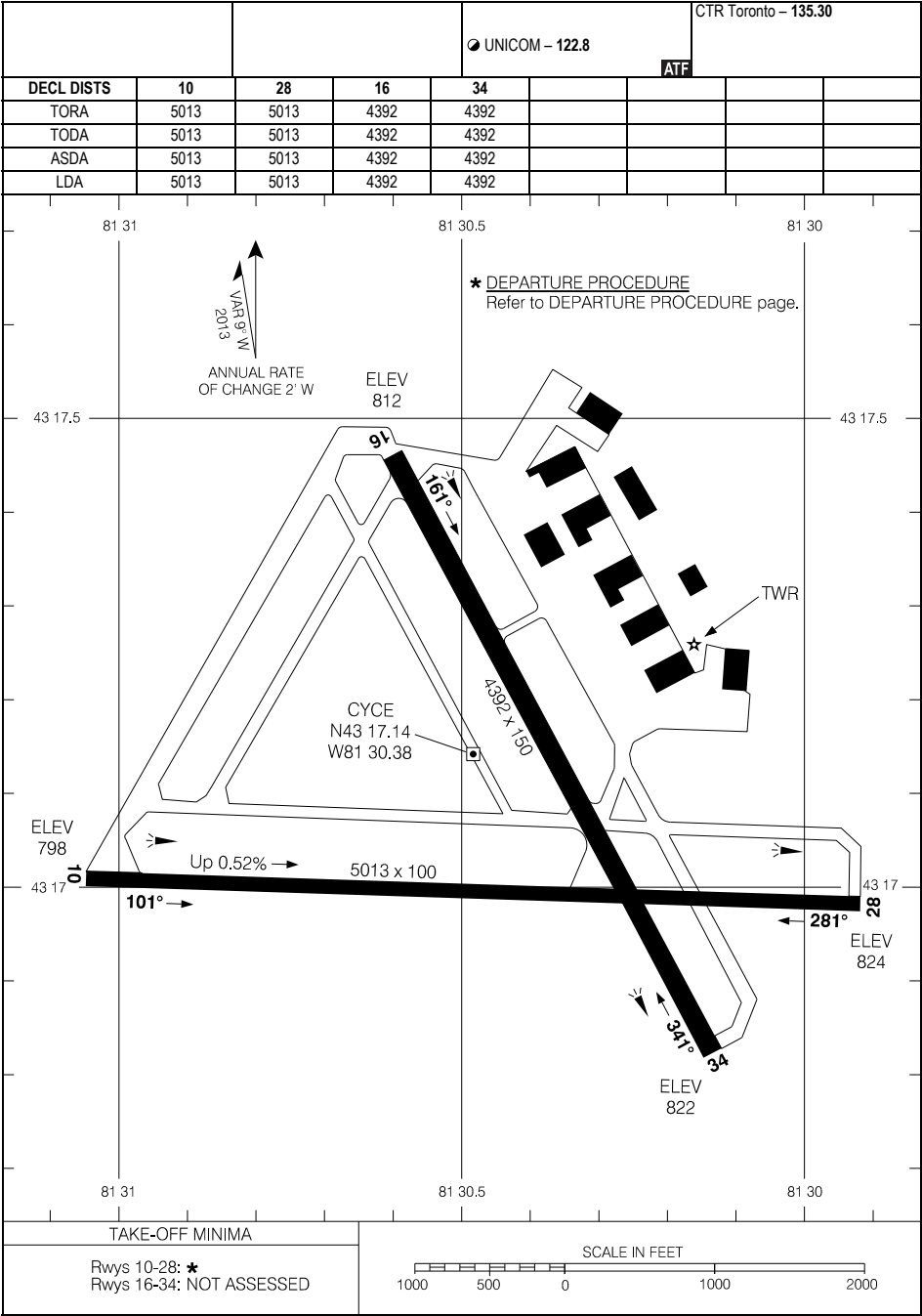
CYAC

EFF 24 MAR 22

CYCE-AD

CENTRALIA/JAMES T. FIELD MEMORIAL, ON
CYCE

AERODROME CHART



AERODROME CHART

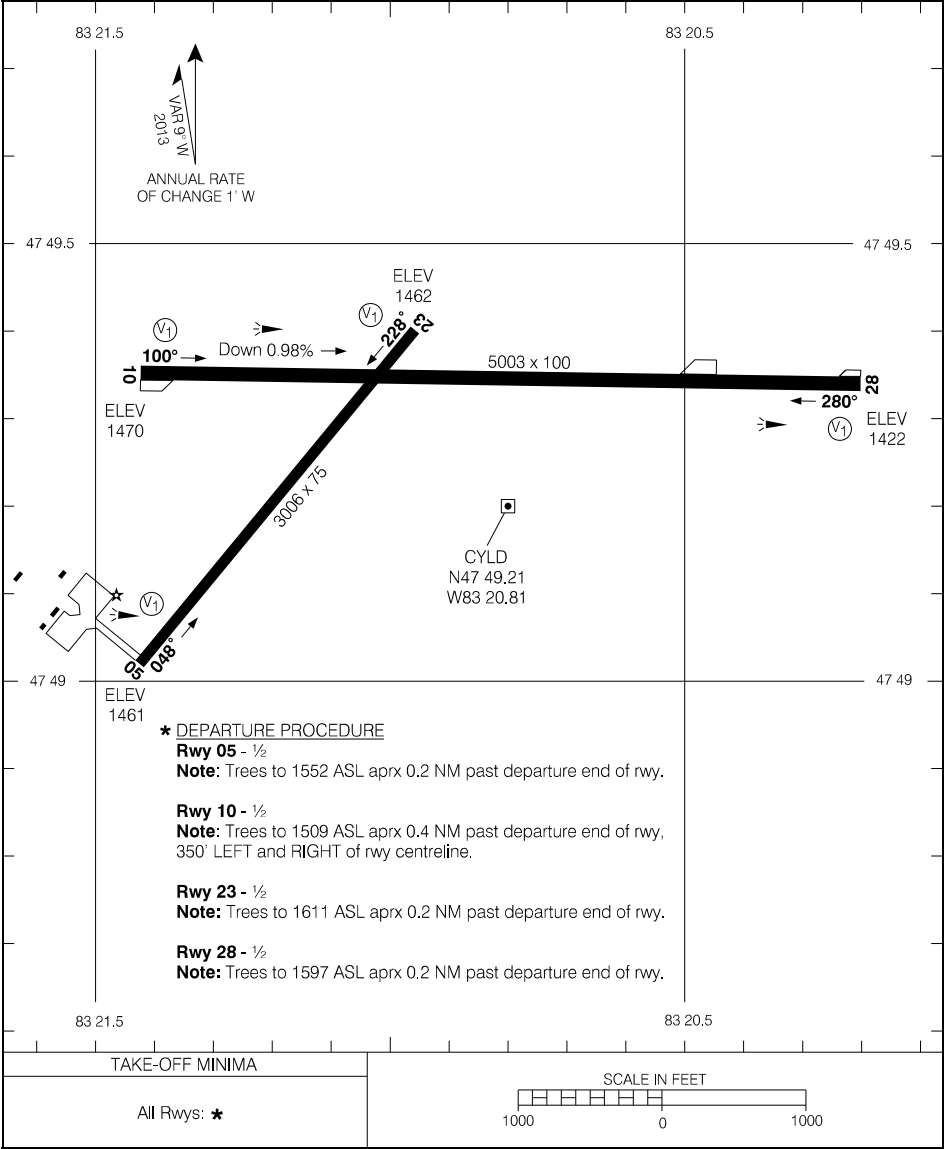
EFF 8 SEP 22

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					



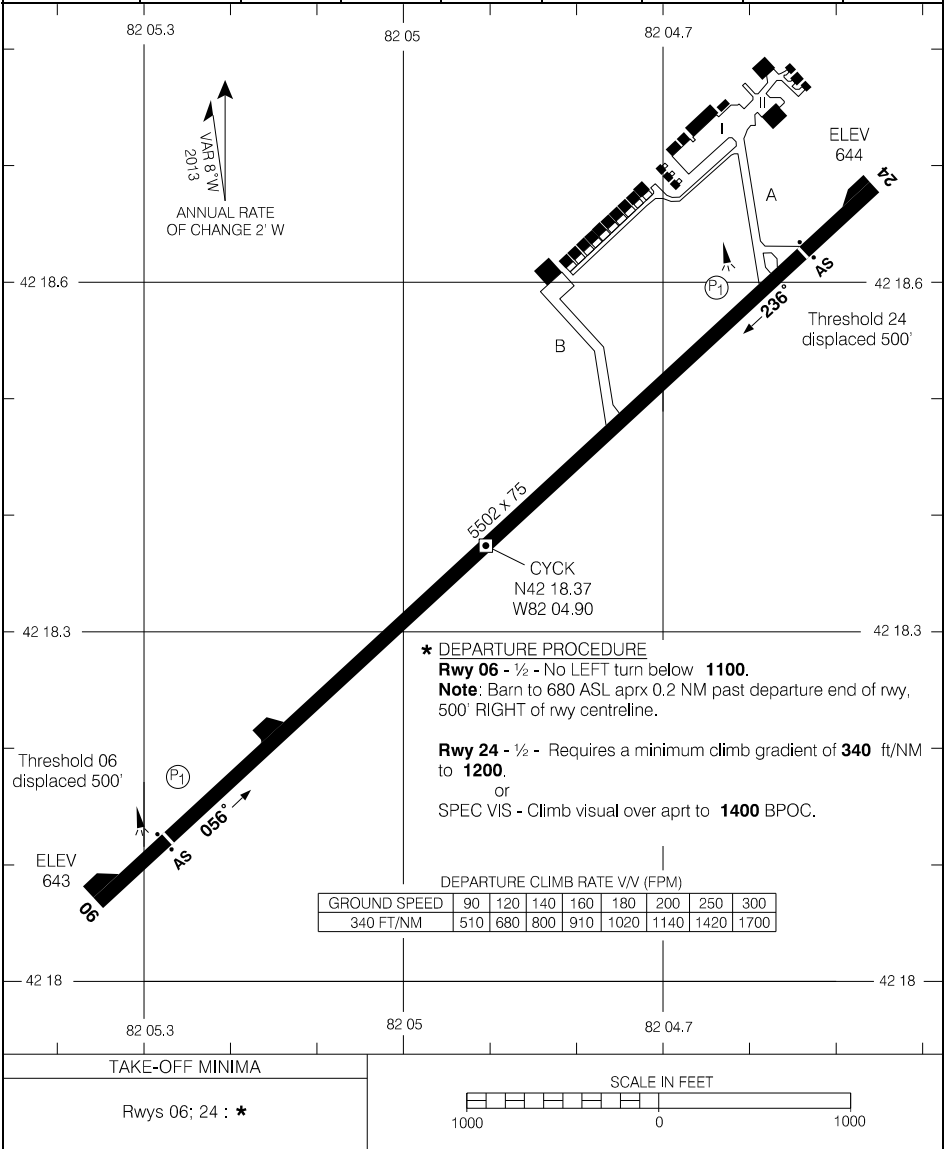
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AERODROME CHART

EFF 11 JUL 24

CYLD

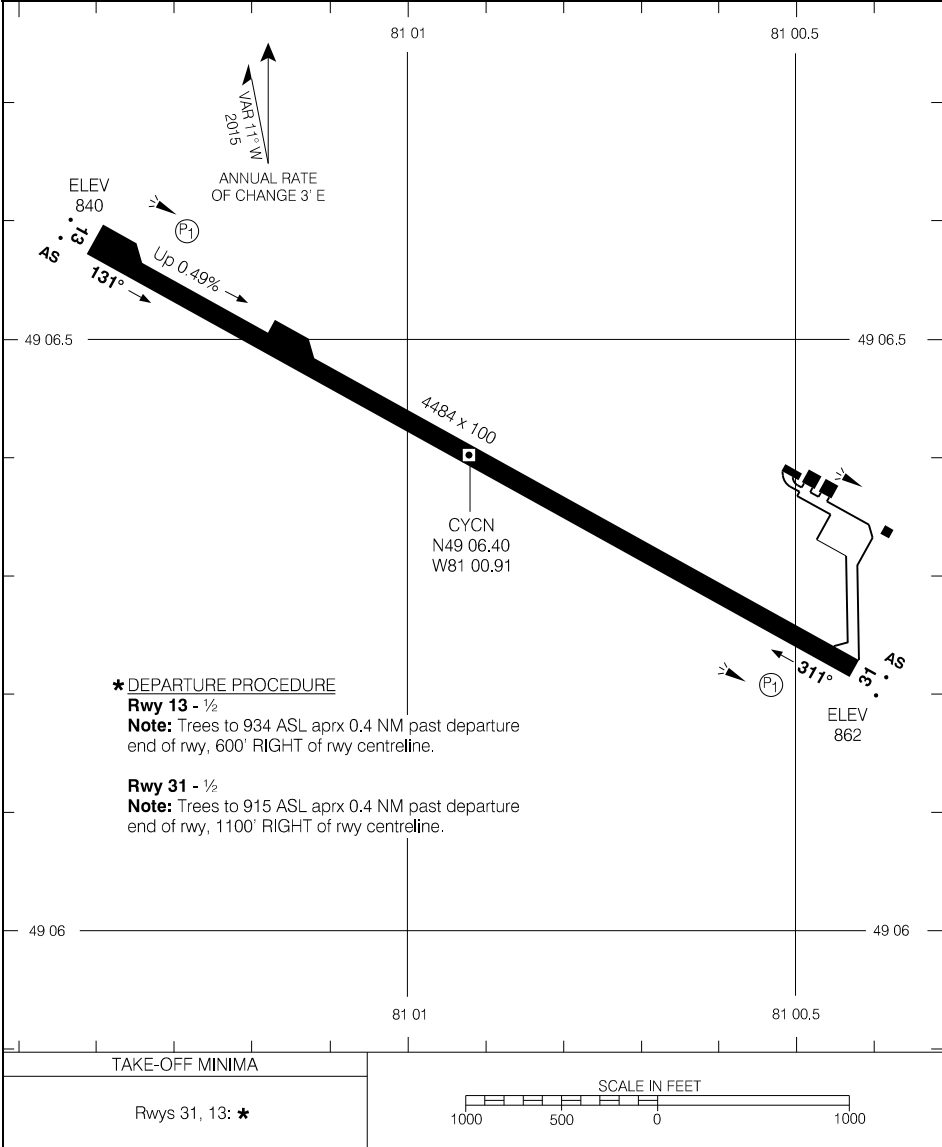
AWOS – 122.97				UNICOM – 123.2		ARR Selfridge – 119.6 318.2 O/T CTR Cleveland – 132.25 298.87	
						ATF	
DECL DIST	06	24					
TORA	5502	5502					
TODA	5502	5502					
ASDA	5502	5502					
LDA	5002	5002					



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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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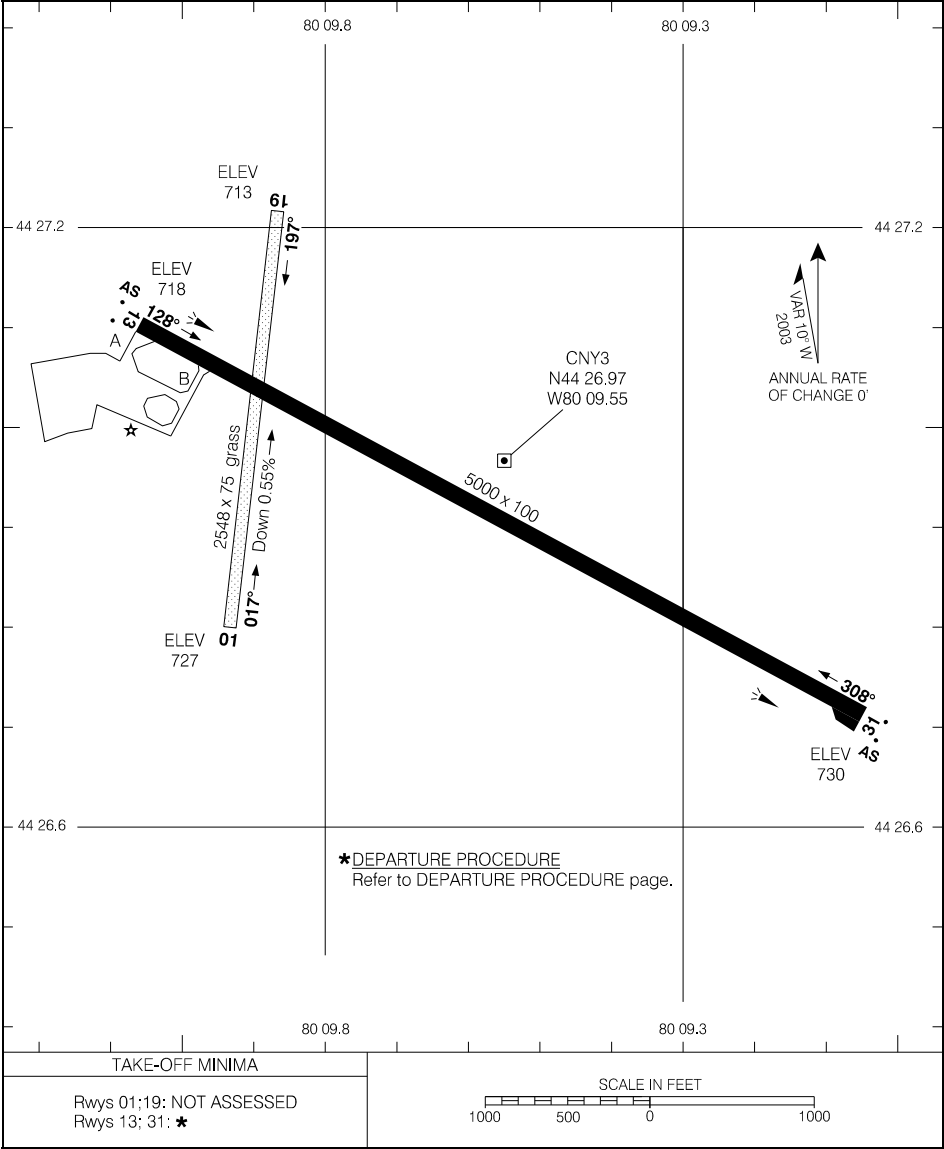
AERODROME CHART

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				

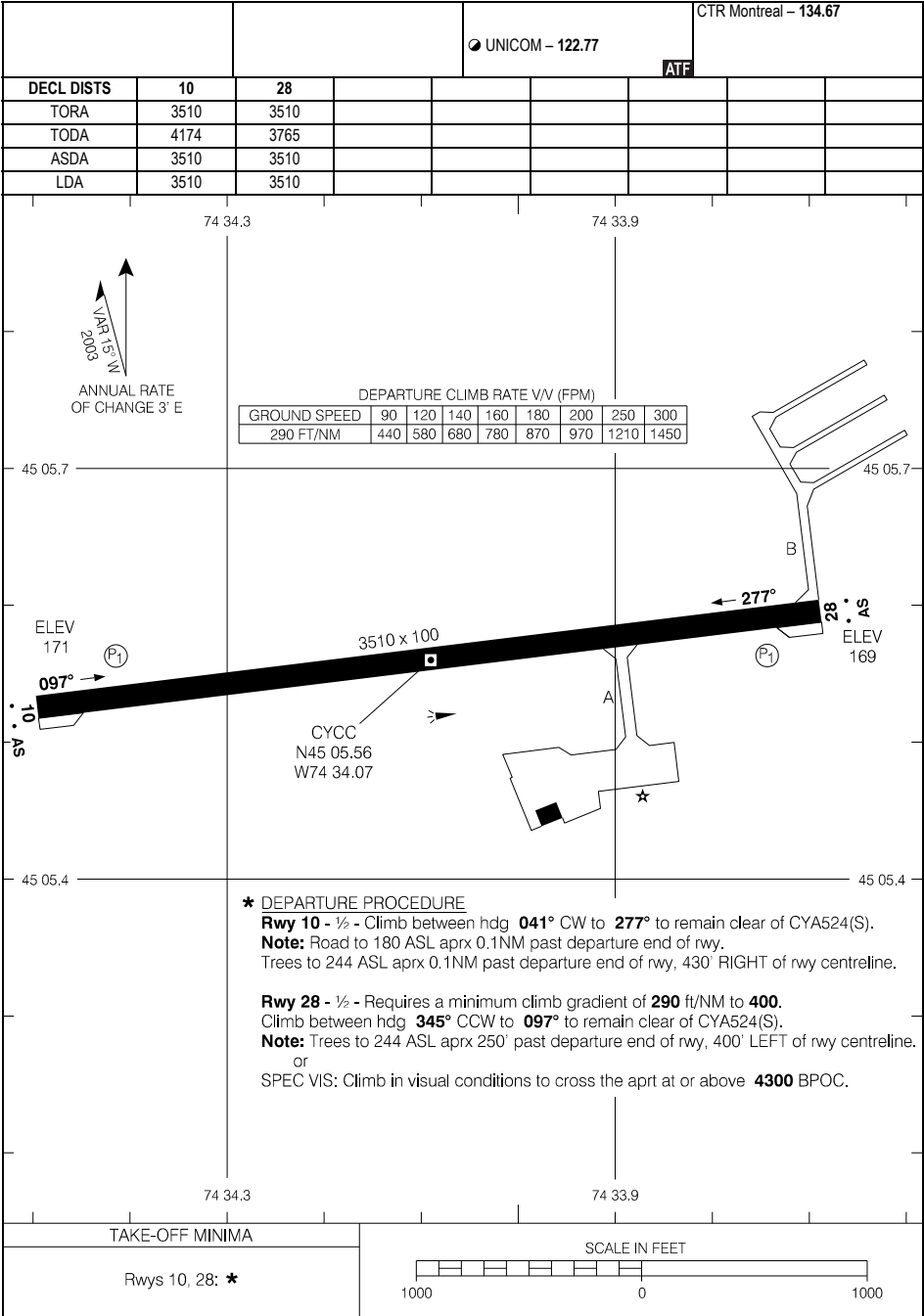


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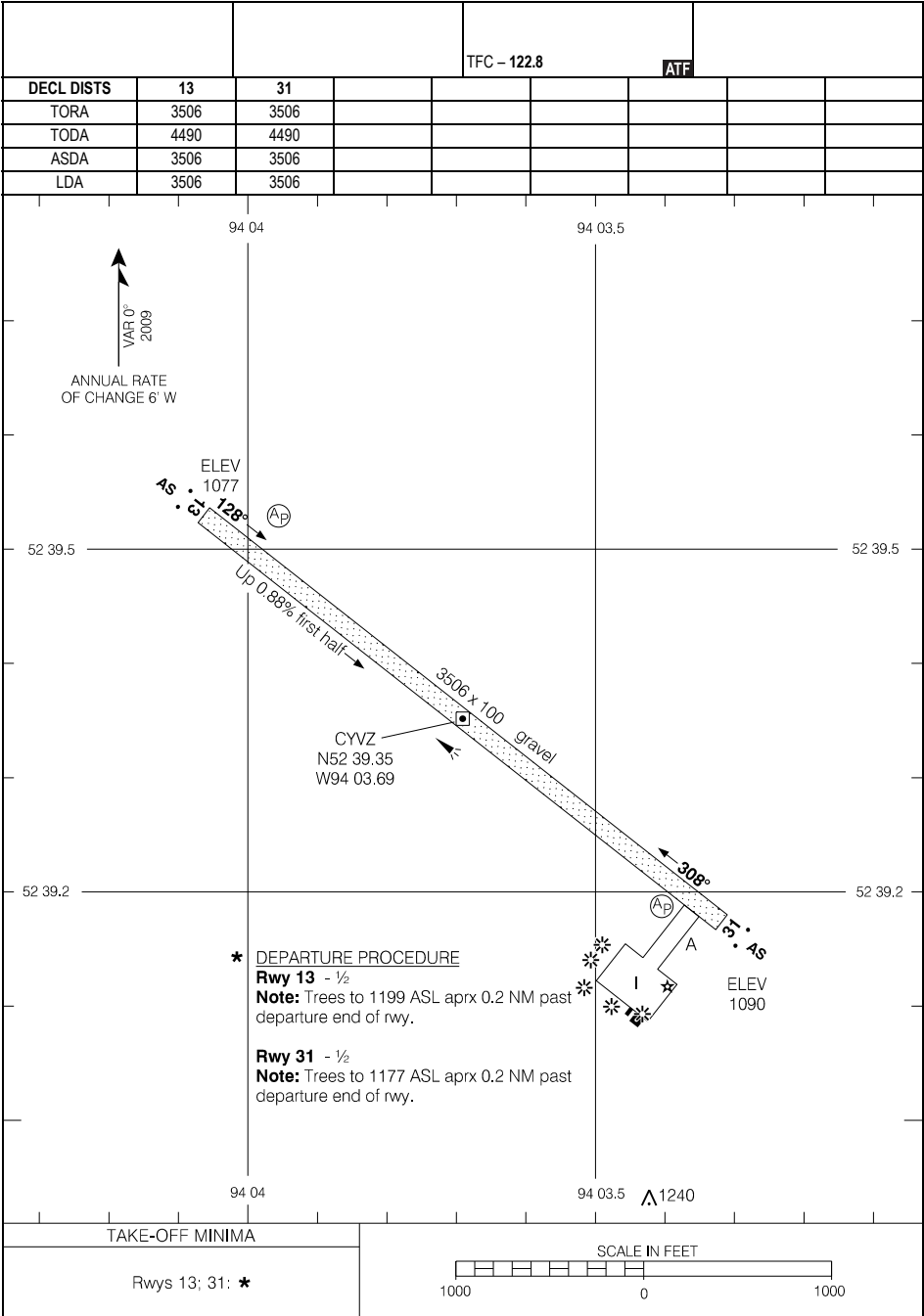
CNY3

EFF 7 AUG 25

AERODROME CHART



AERODROME CHART

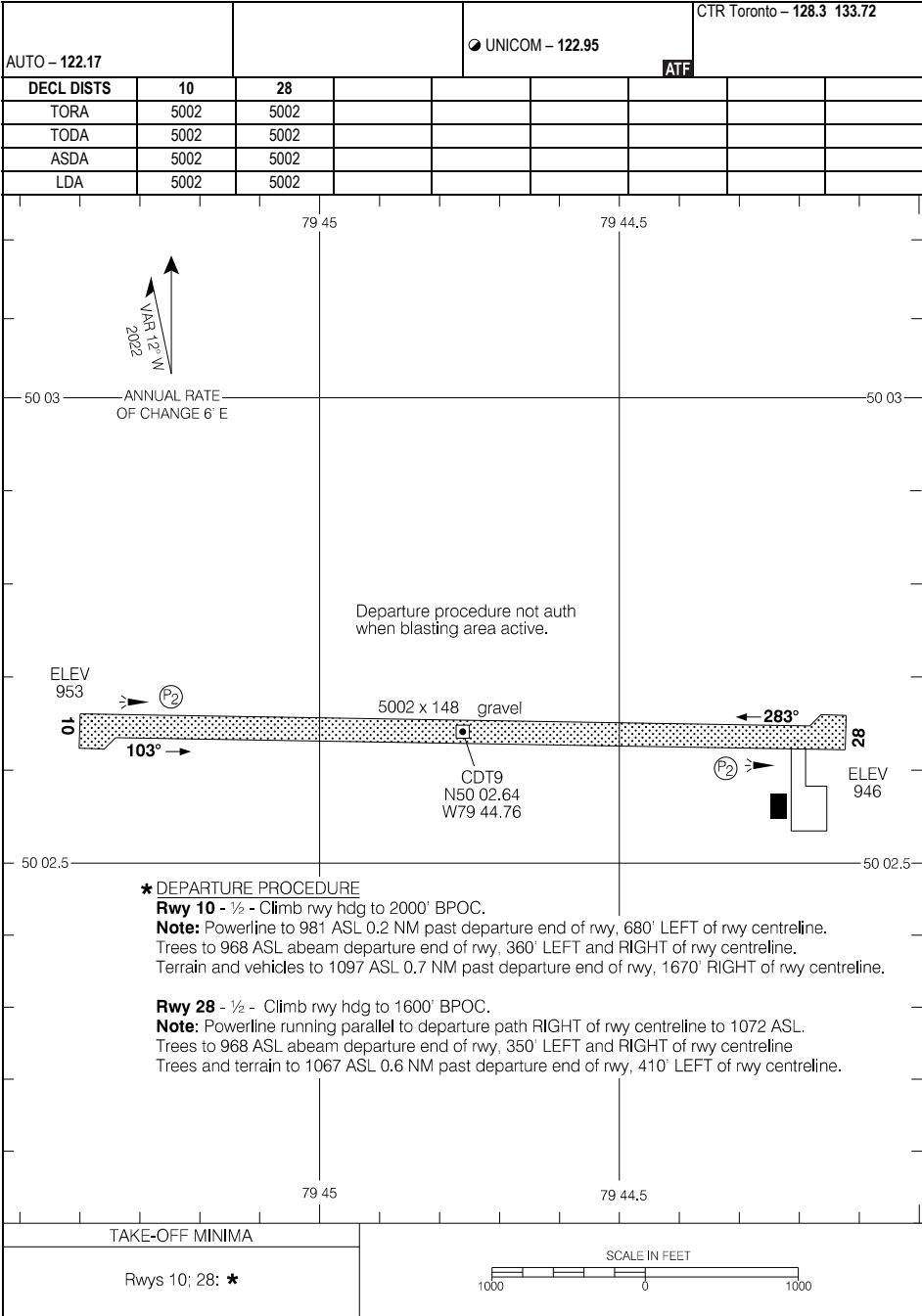


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AERODROME CHART

CYVZ

AERODROME CHART



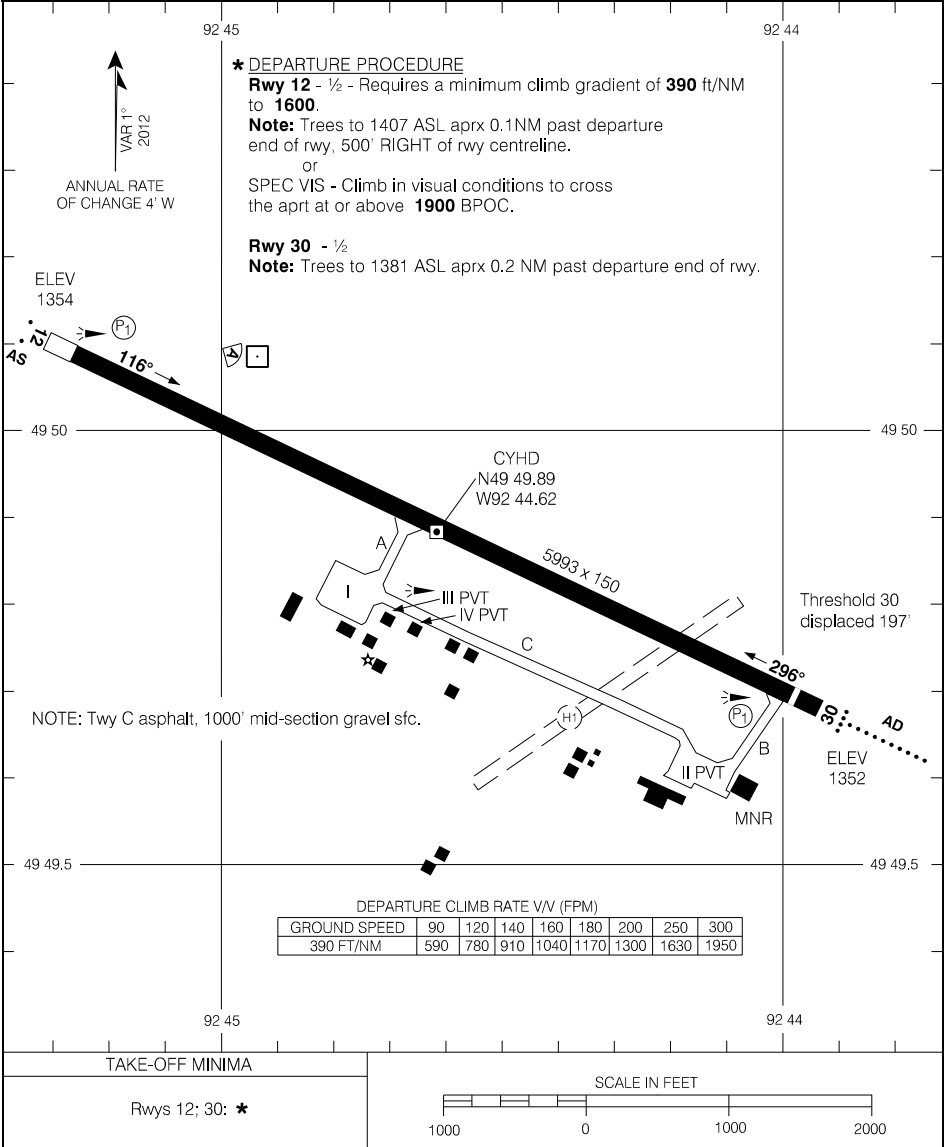
AERODROME CHART

EFF 3 SEP 26

CDT9

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					



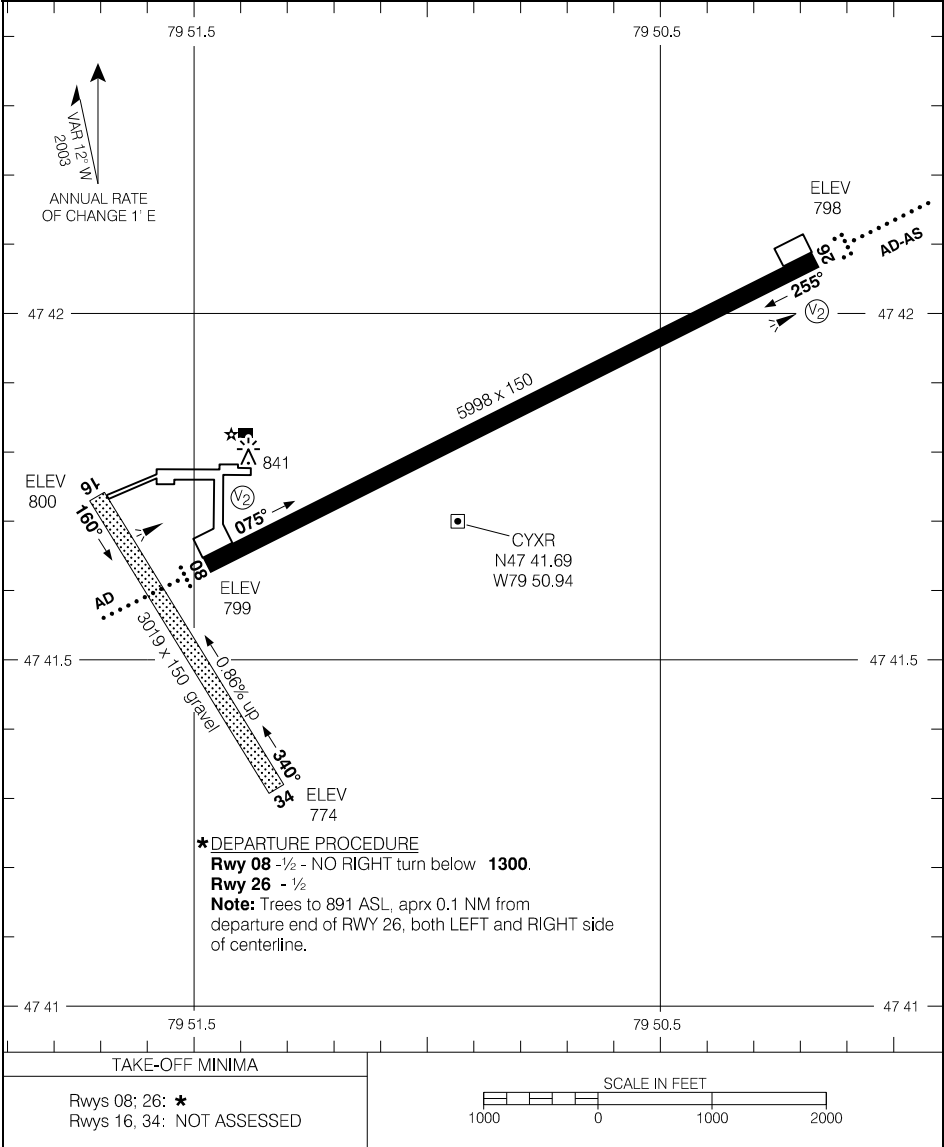
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AERODROME CHART

EFF 12 AUG 21

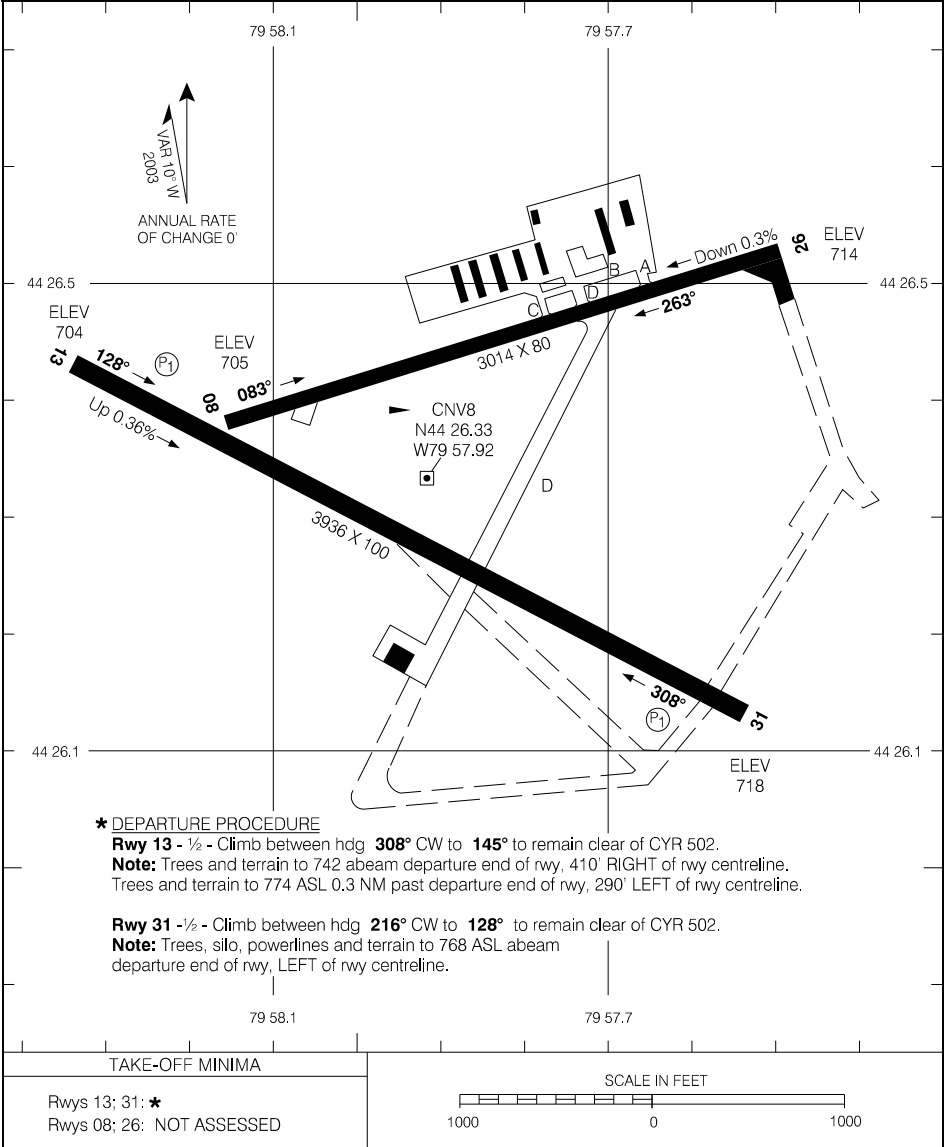
CYHD

AWOS – 128.6						TFC – 122.0		RADIO London – 123.37	
						MF			
DECL DIST	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				



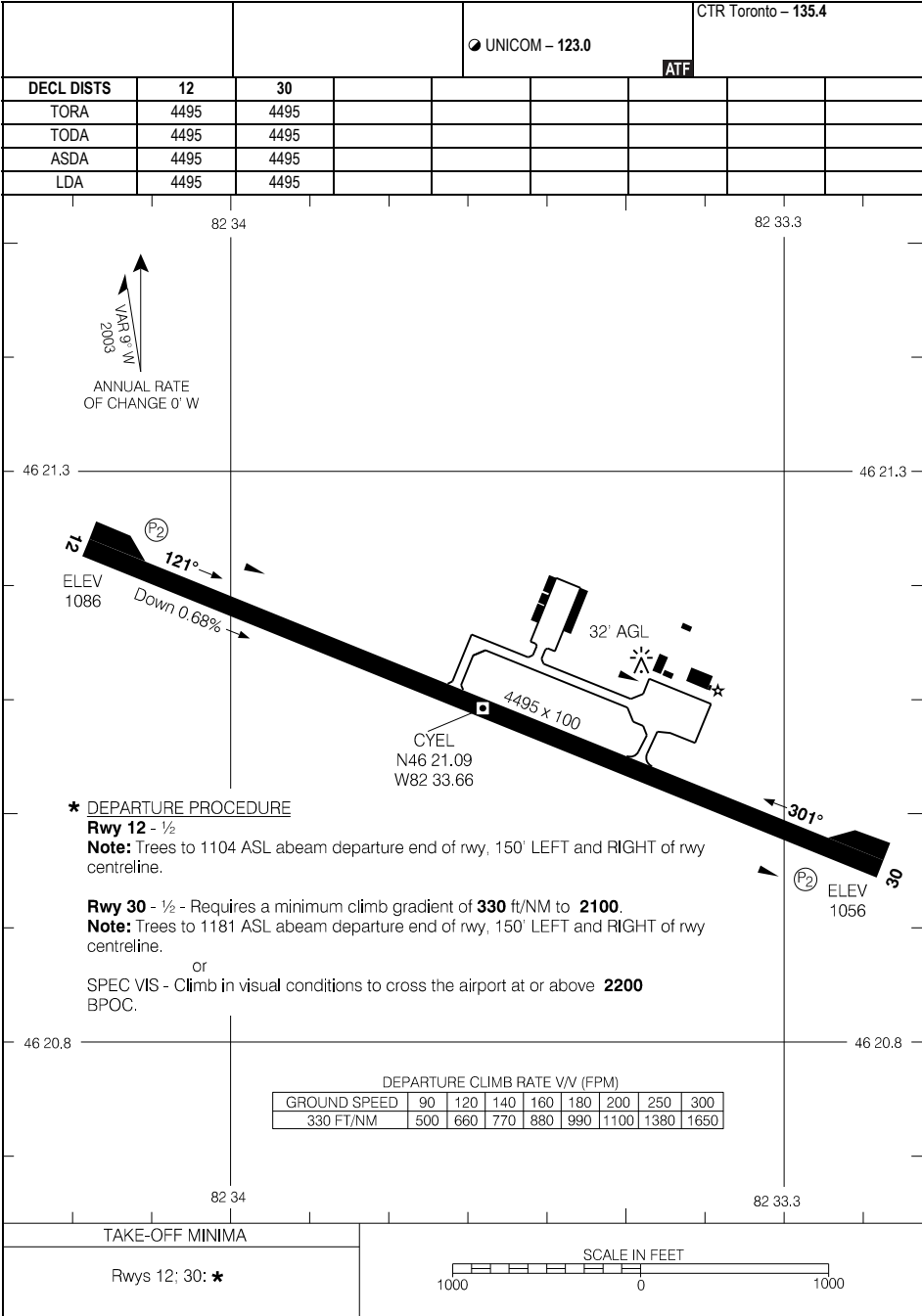
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AERODROME CHART

EFF 15 JUN 23

CNV8

AERODROME CHART

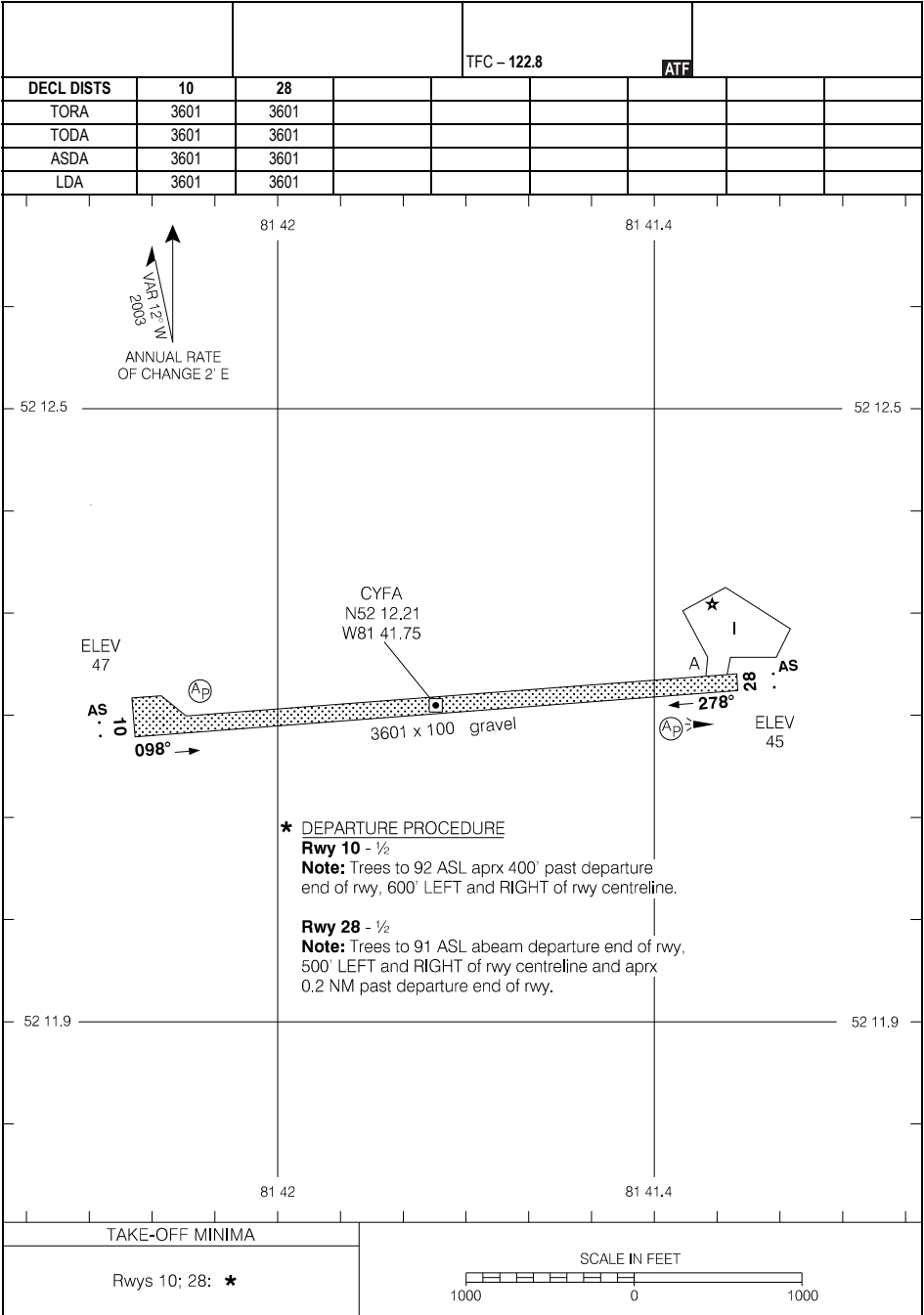


AERODROME CHART

EFF 7 AUG 25

CYEL

AERODROME CHART



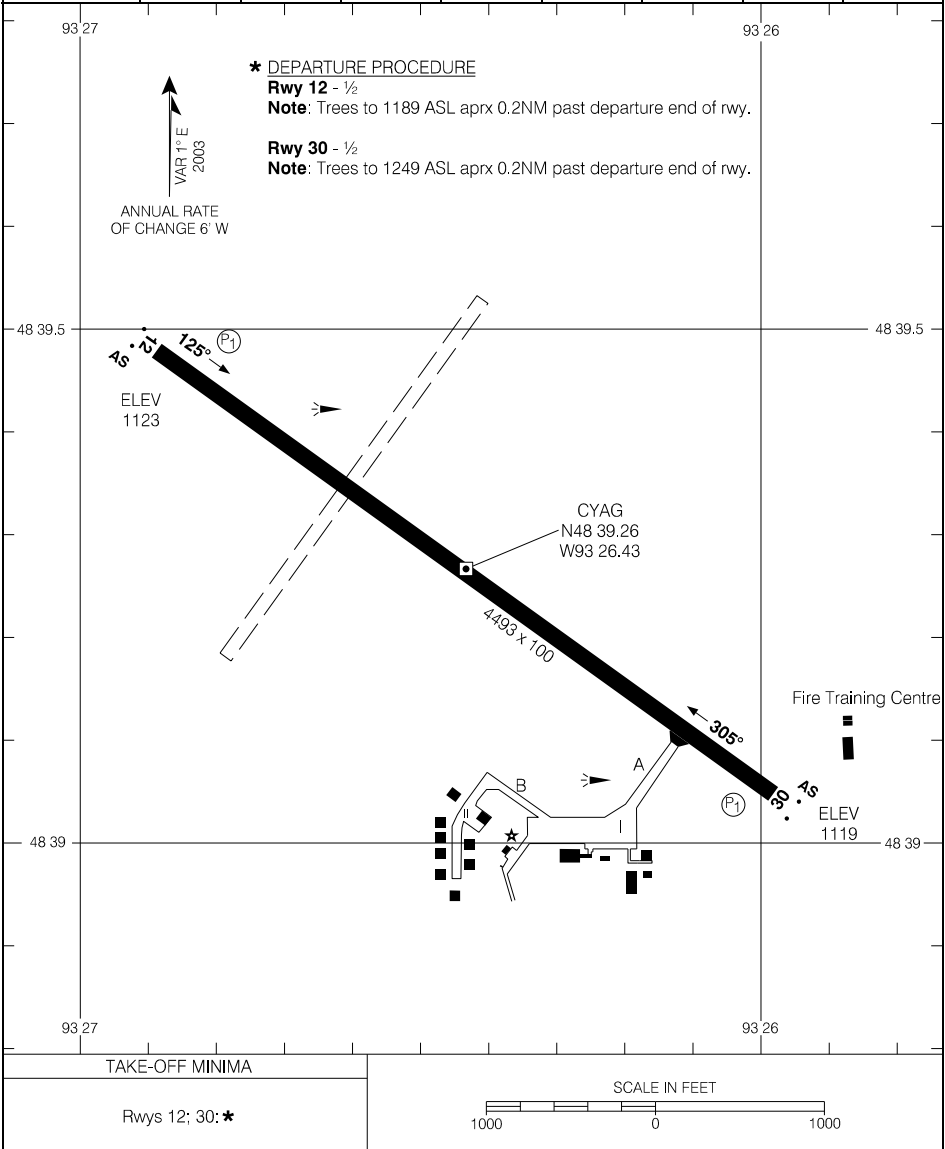
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AERODROME CHART

EFF 5 OCT 23

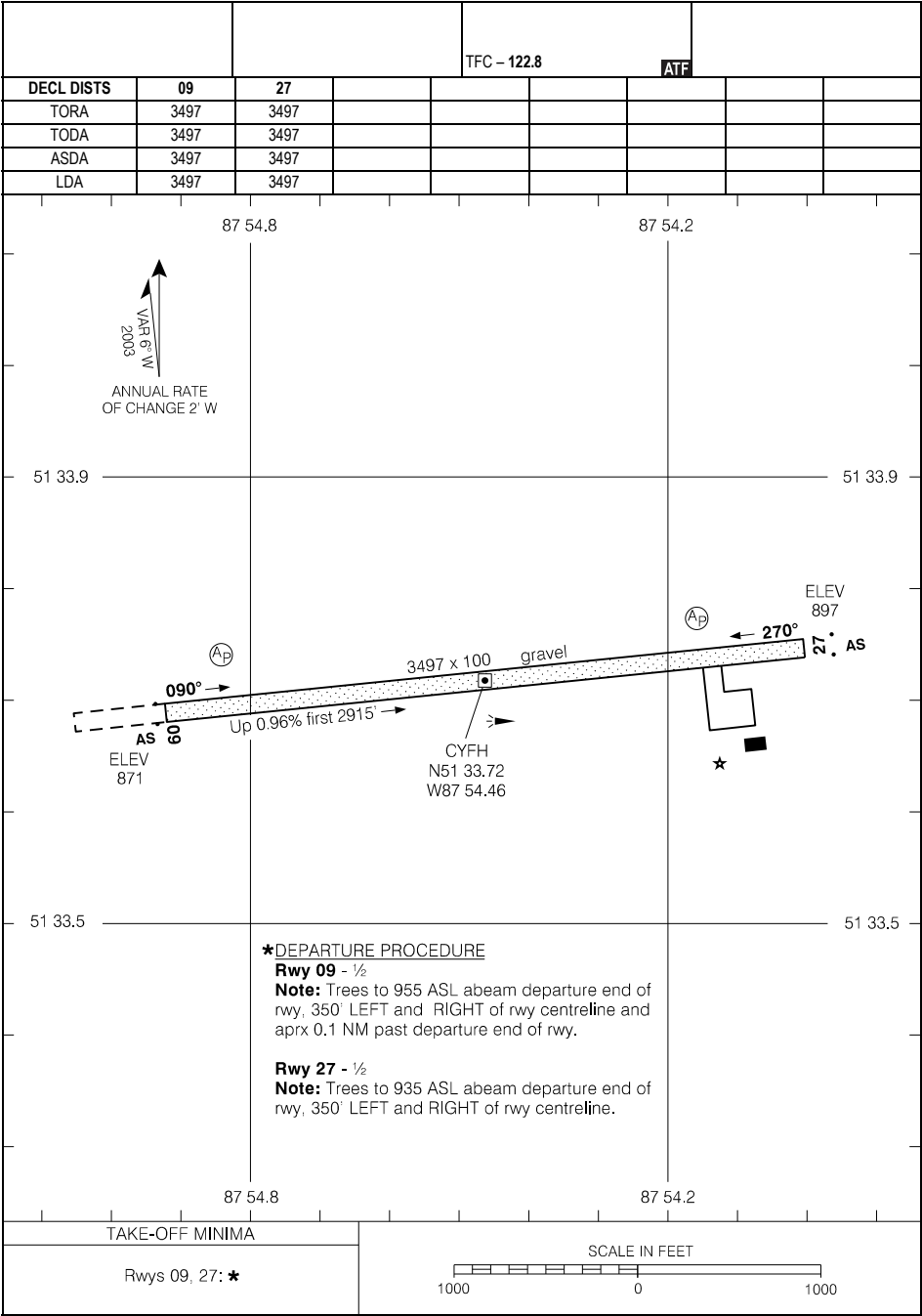
CYFA

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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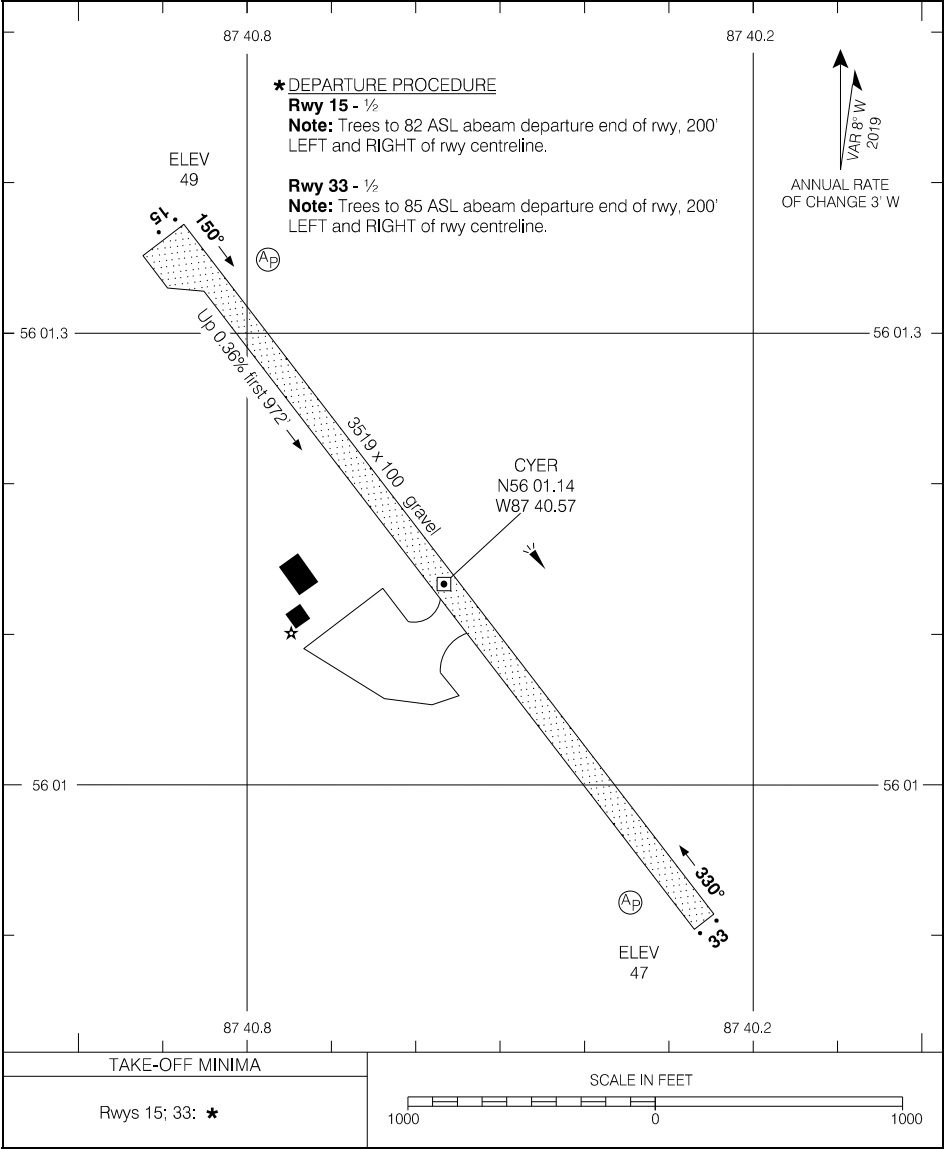
AERODROME CHART

EFF 22 JAN 26

CYFH

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							



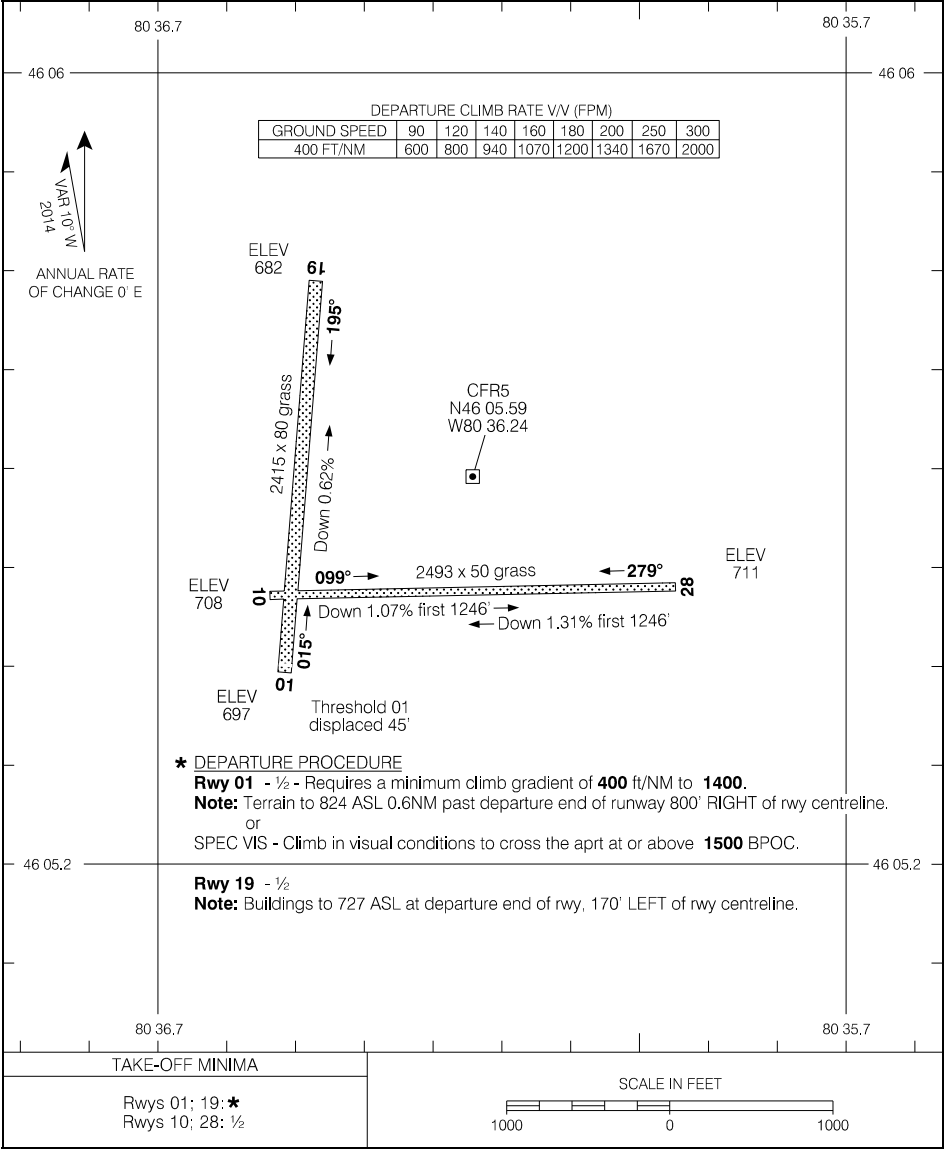
AERODROME CHART

EFF 5 OCT 23

CYER

AERODROME CHART

						CTR Toronto – 135.5		
		TFC – 123.5				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				

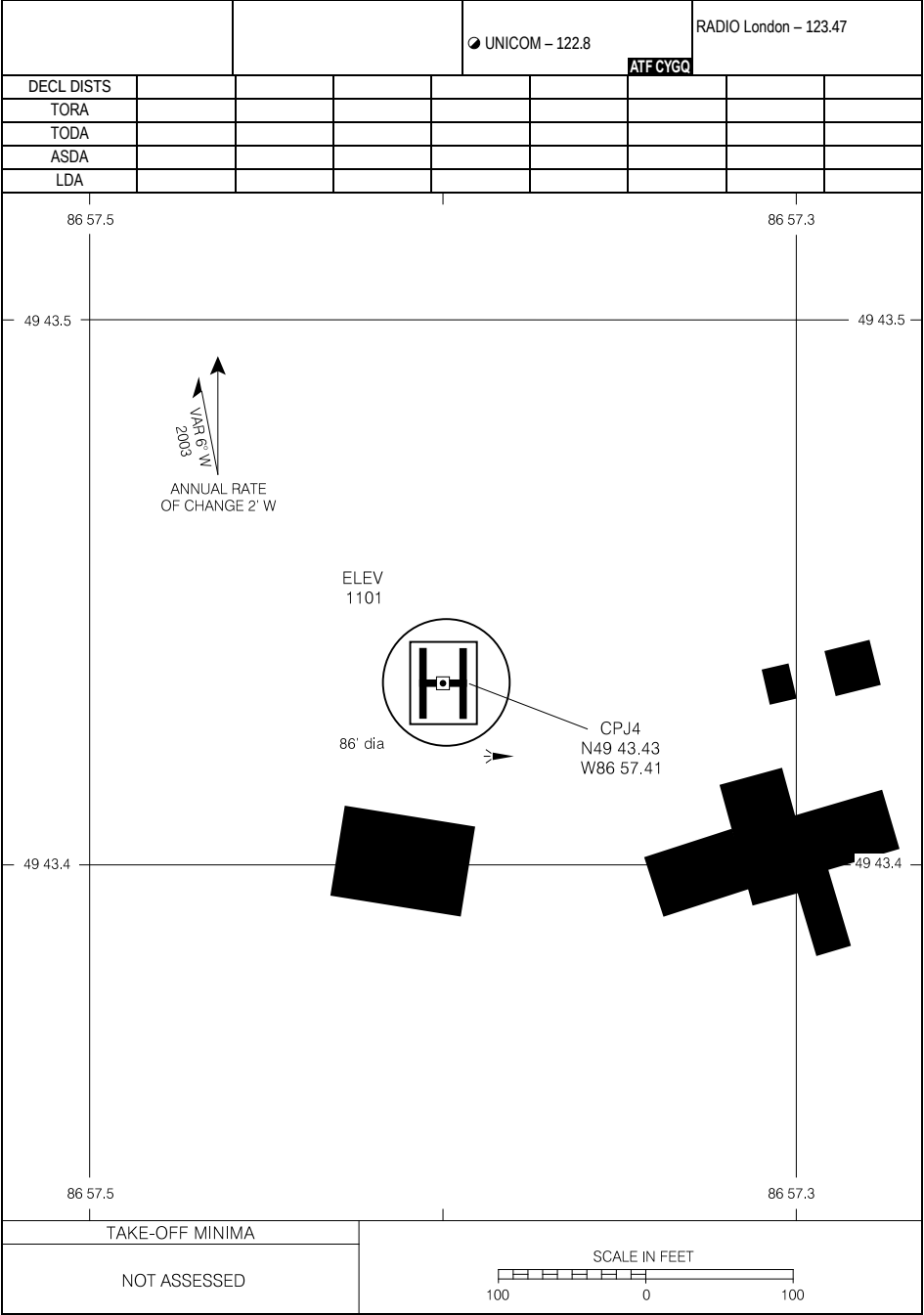


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CPJ4-HP

GERALDTON (DISTRICT HOSPITAL), ON
CPJ4

HELIPORT CHART



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HELIPORT CHART

EFF 24 JUL 14

CPJ4

CPJ4-HP

GERALDTON (GREENSTONE REGIONAL), ON
CYGQ

CYGQ

86 57 86 56.5 86 56

49 47 49 46.5

VAH 6° W
2003
ANNUAL RATE
OF CHANGE 2° W

08 26
AS
ELEV 1139 (P₂)

079°

5007 x 100

CYGQ
N49 46.72
W86 56.31

259°
(P₂)

ELEV 1138

26 AS

86 57 86 56.5 86 56

49 47 49 46.5

TAKE-OFF MINIMA

Runways 08; 26: *

SCALE IN FEET

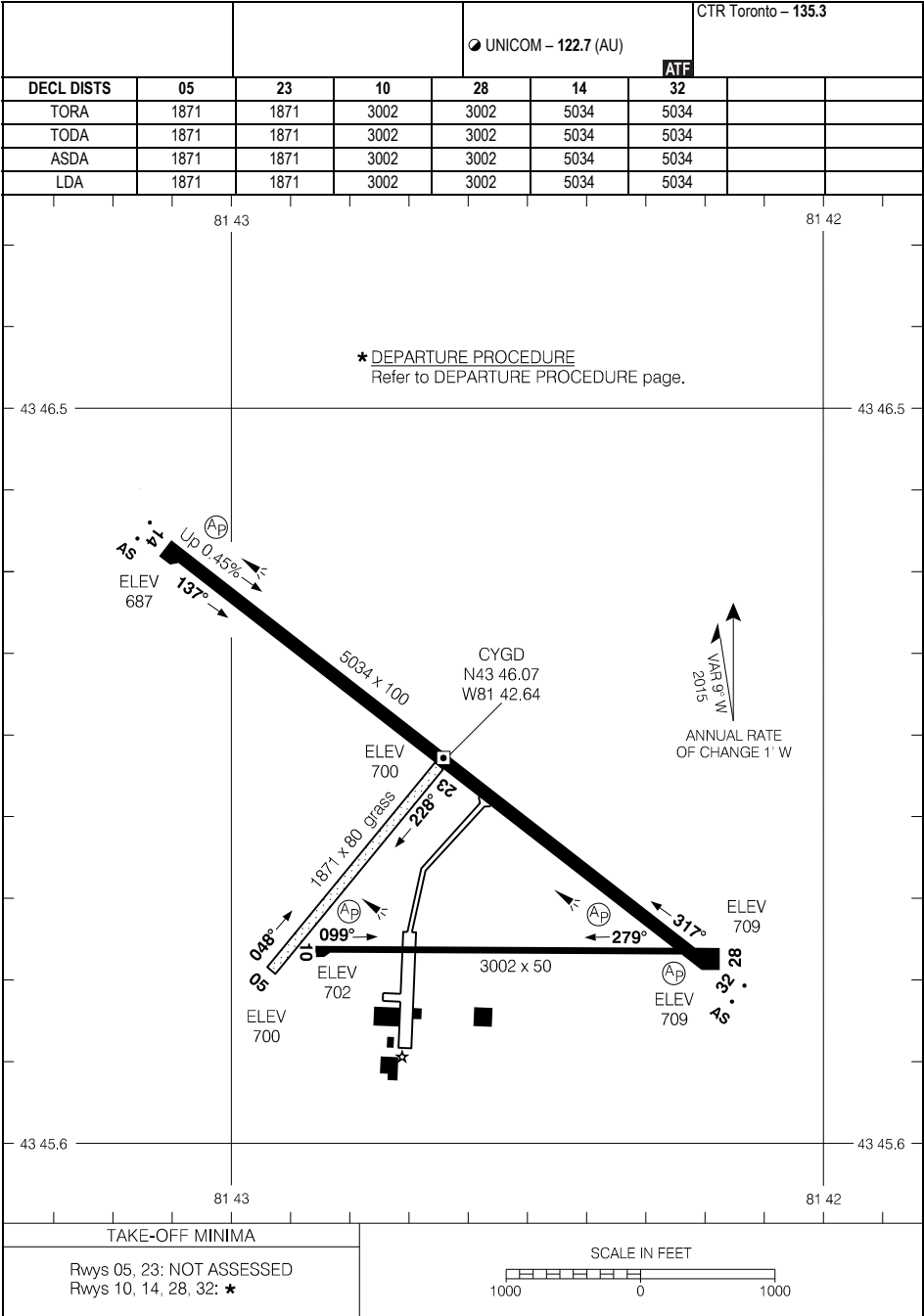
1000 0 1000

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CYGQ

CYGQ-AD

AERODROME CHART



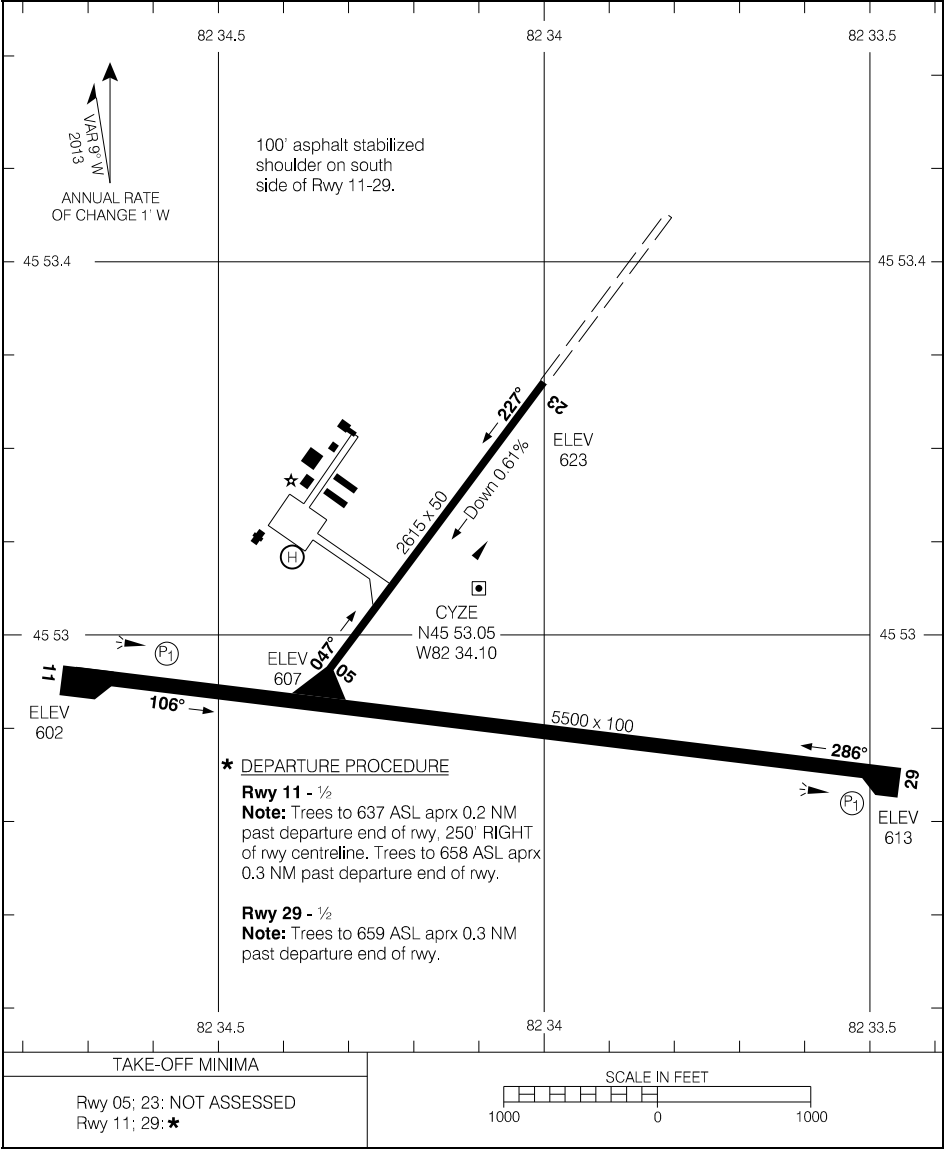
AERODROME CHART

EFF 23 FEB 23

CYGD

AERODROME CHART

AWOS – 128.72		UNICOM – 122.8				CTR Toronto – 135.4 RADIO London – 126.7		
		ATF						
DECL DIST	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

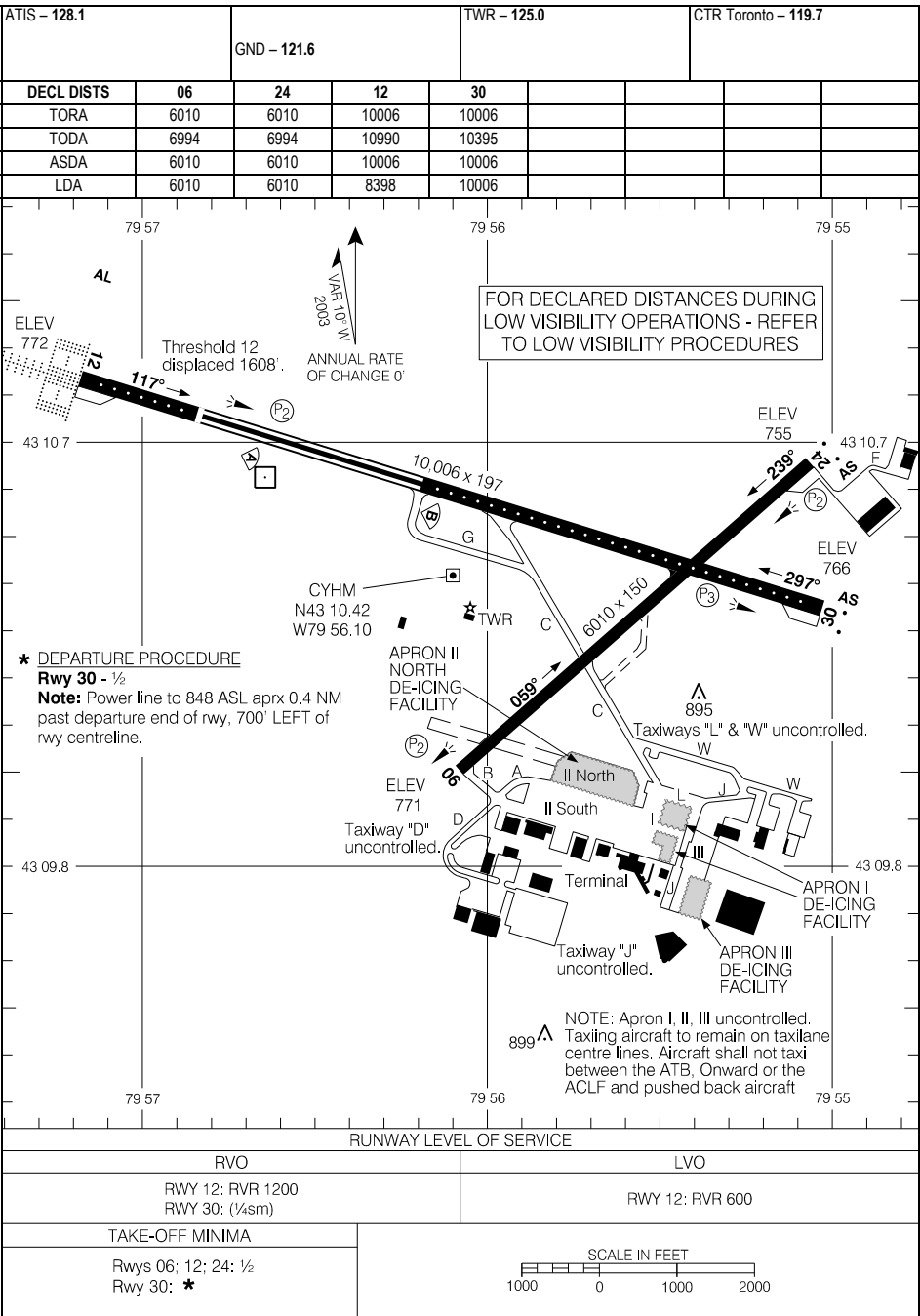
EFF 12 JUN 25

CYZE

CYHM-AD

HAMILTON/JOHN C. MUNRO HAMILTON AIRPORT, ON
CYHM

AERODROME CHART



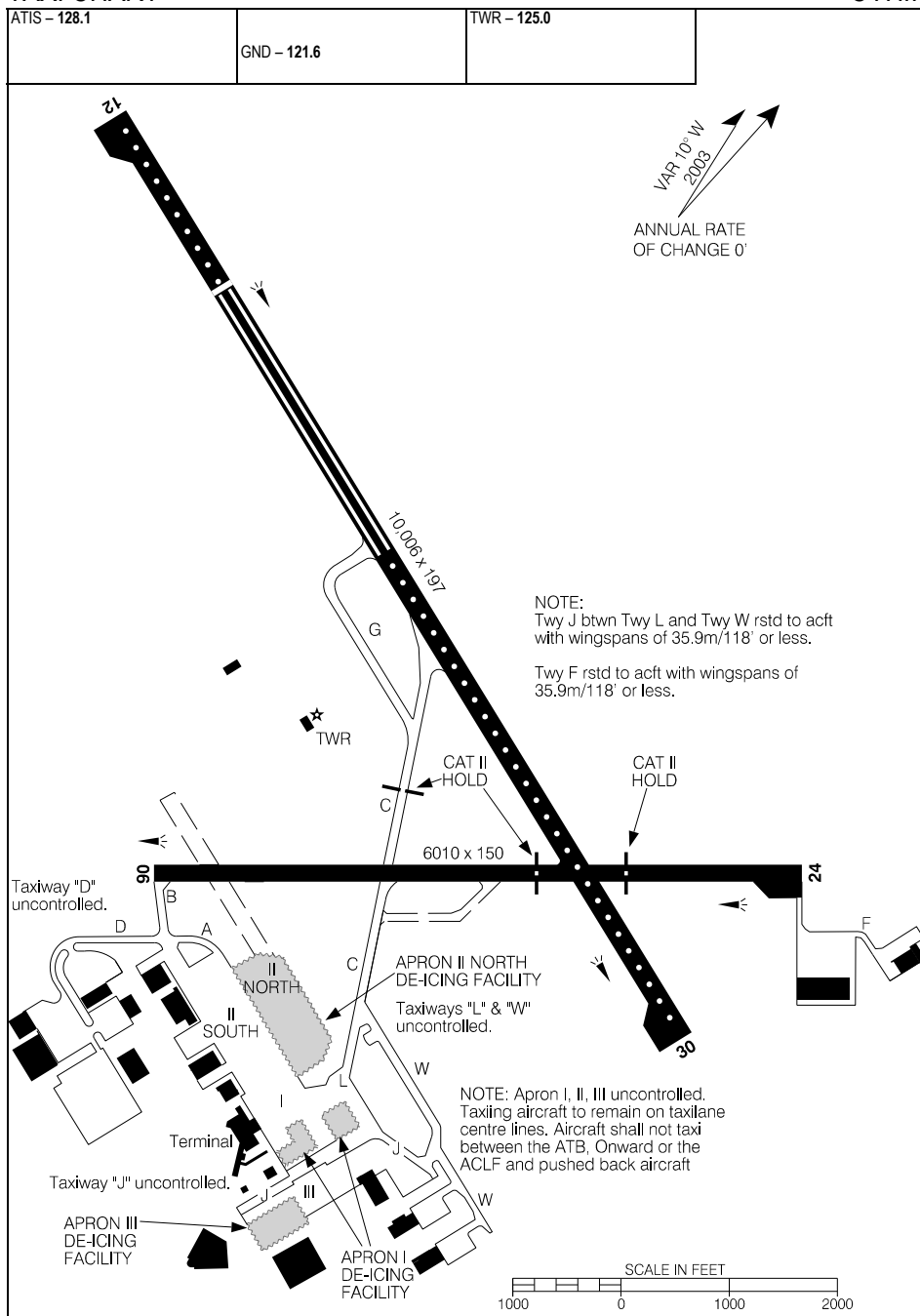
AERODROME CHART

EFF 3 SEP 26

CYHM

CYHM-AD

TAXI CHART



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LOW VISIBILITY PROCEDURES

CYHM

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

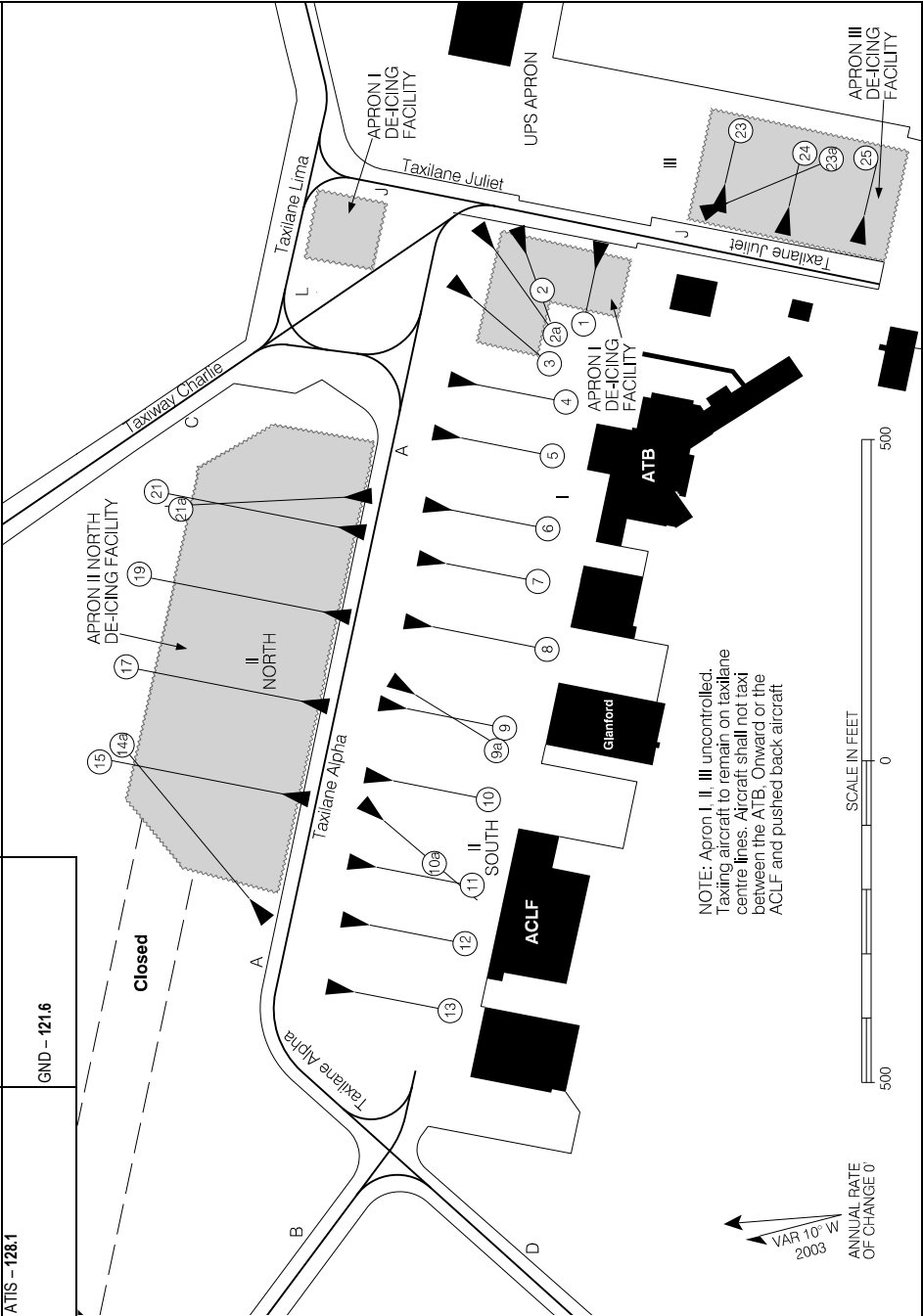
Arrivals

Taxi route will be specified by ATC.

LOW VISIBILITY PROCEDURES

CYHM

PARKING AREAS



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PARKING AREAS

EFF 3 SEP 26

CYHM

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	430950.81N 0795534.72W	17	431000.94N 0795542.30W
6	430951.25N 0795536.67W	19	431000.24N 0795539.24W
7	430952.06N 0795538.46W	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

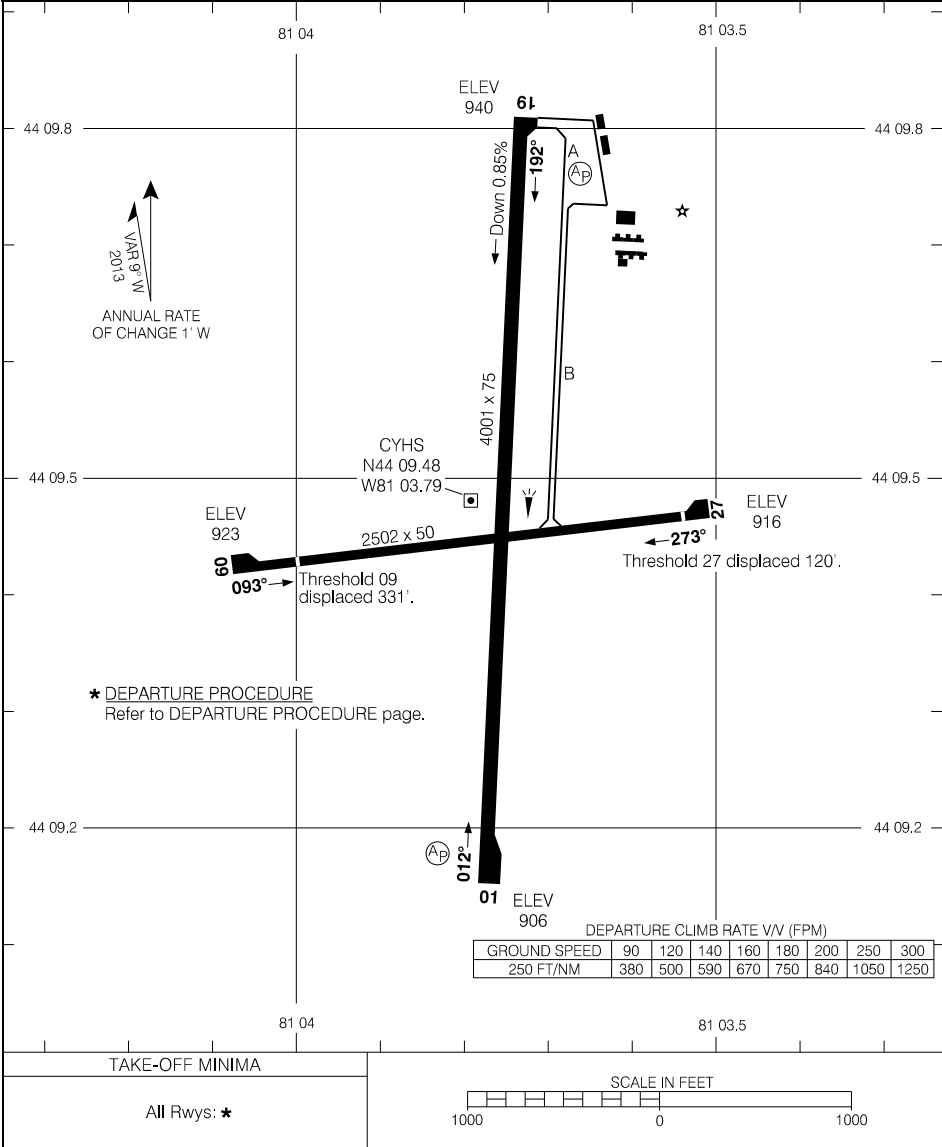
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PARKING AREAS

CYHM

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				



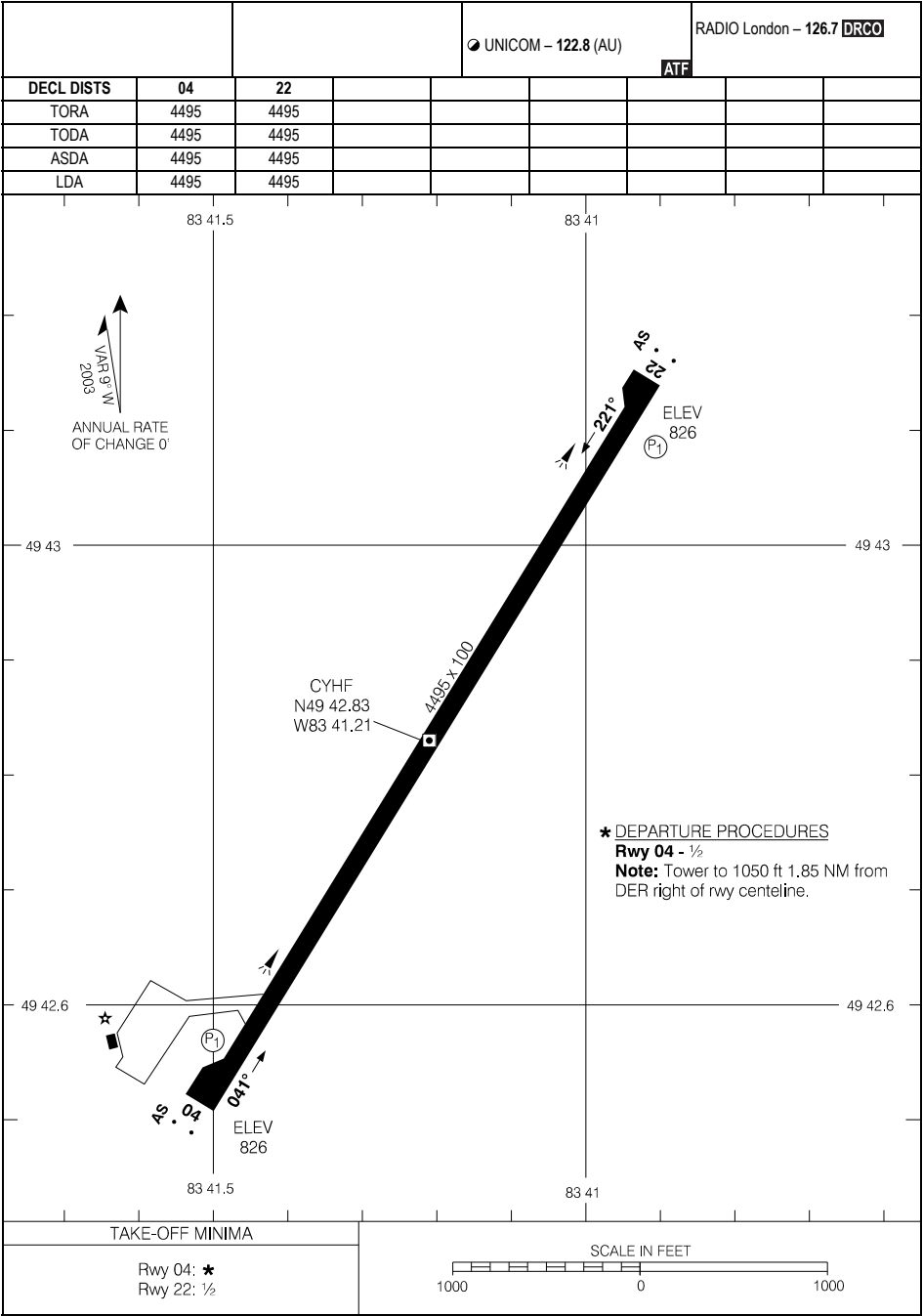
AERODROME CHART

EFF 25 JAN 24

CYHS

CYHF-AD

HEARST (RENE FONTAINE) MUNI, ON
CYHF



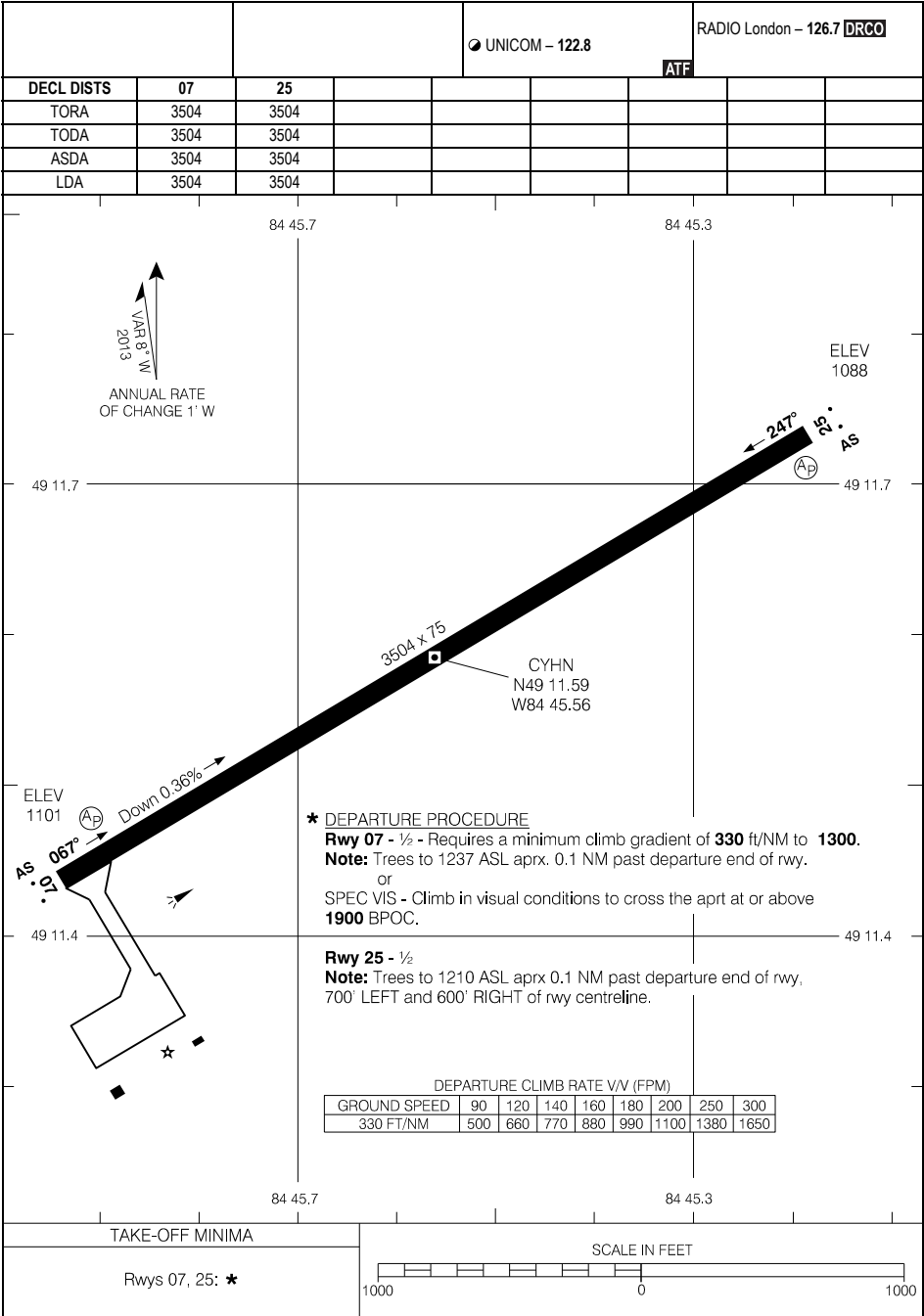
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AERODROME CHART
EFF 25 JAN 24

CYHF

CYHF-AD

AERODROME CHART



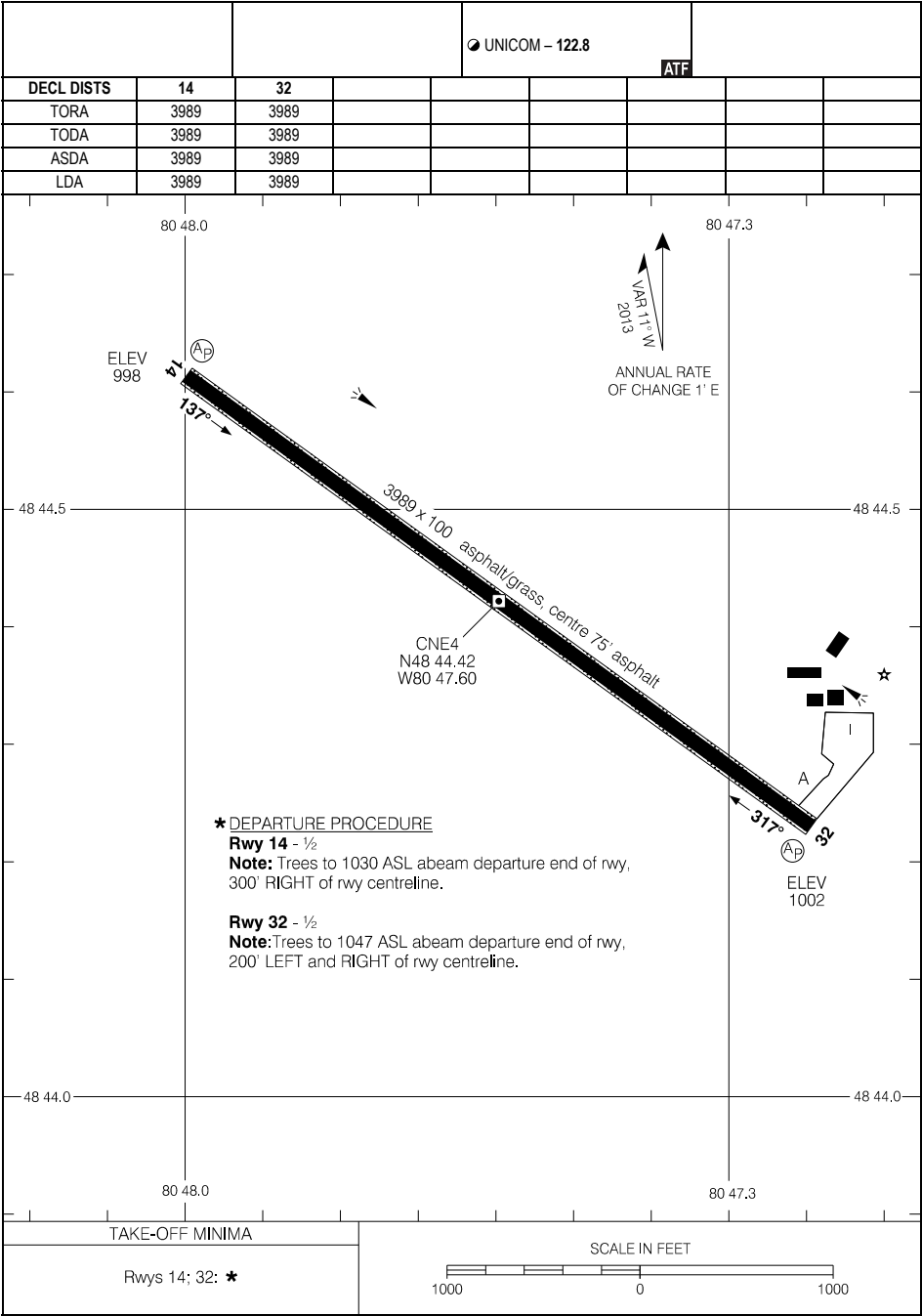
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AERODROME CHART

EFF 31 OCT 24

CYHN

AERODROME CHART

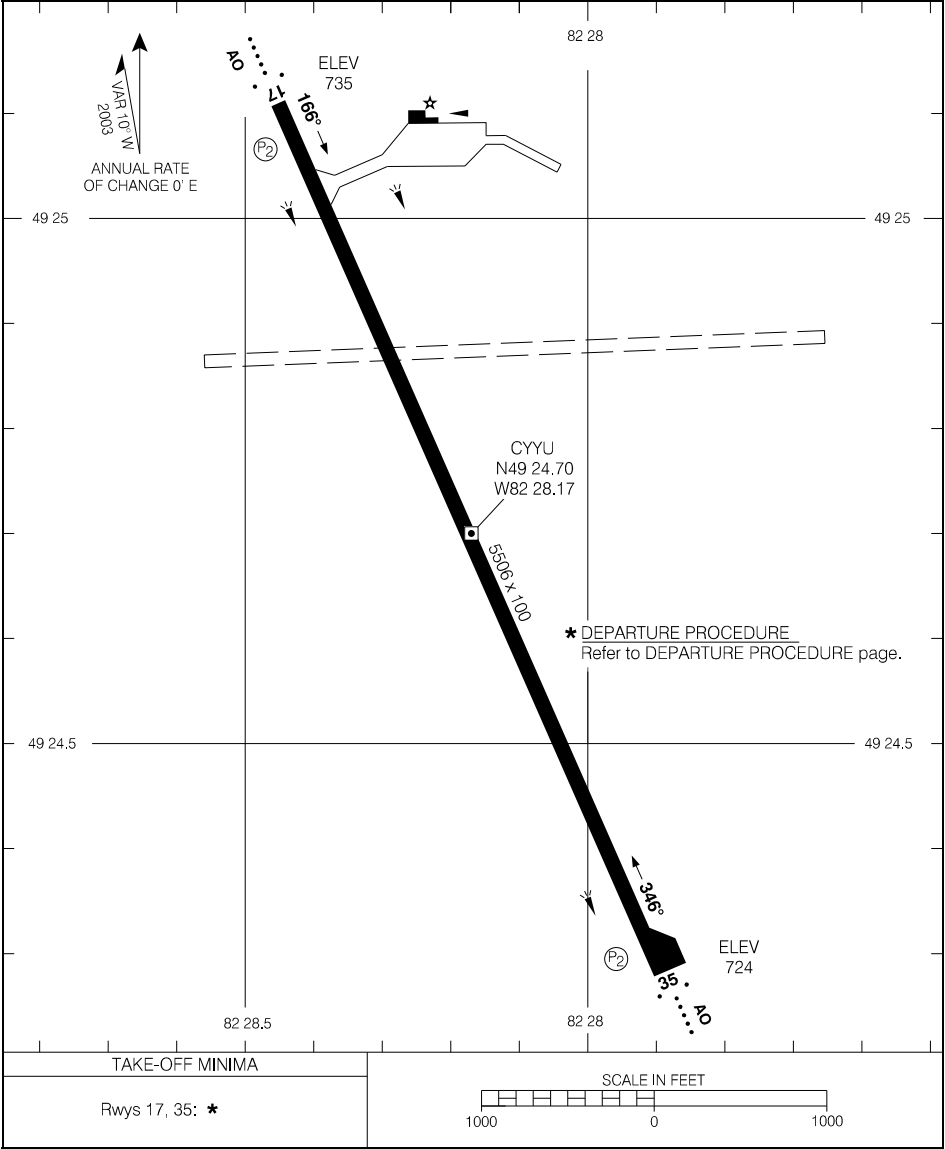


AERODROME CHART

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					



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AERODROME CHART

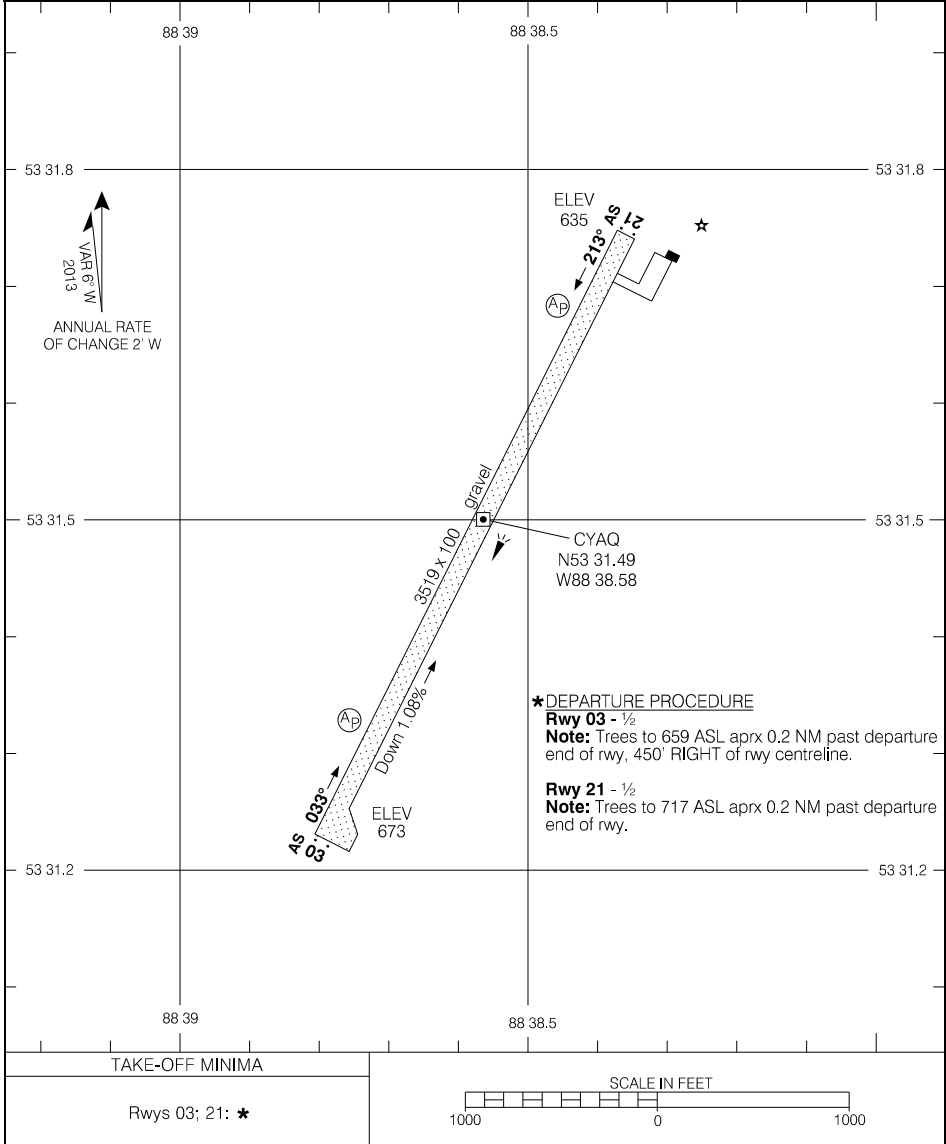
EFF 5 OCT 23

CYYU

KASABONIKA, ON
CYAQ

CYAQ

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



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AERODROME CHART

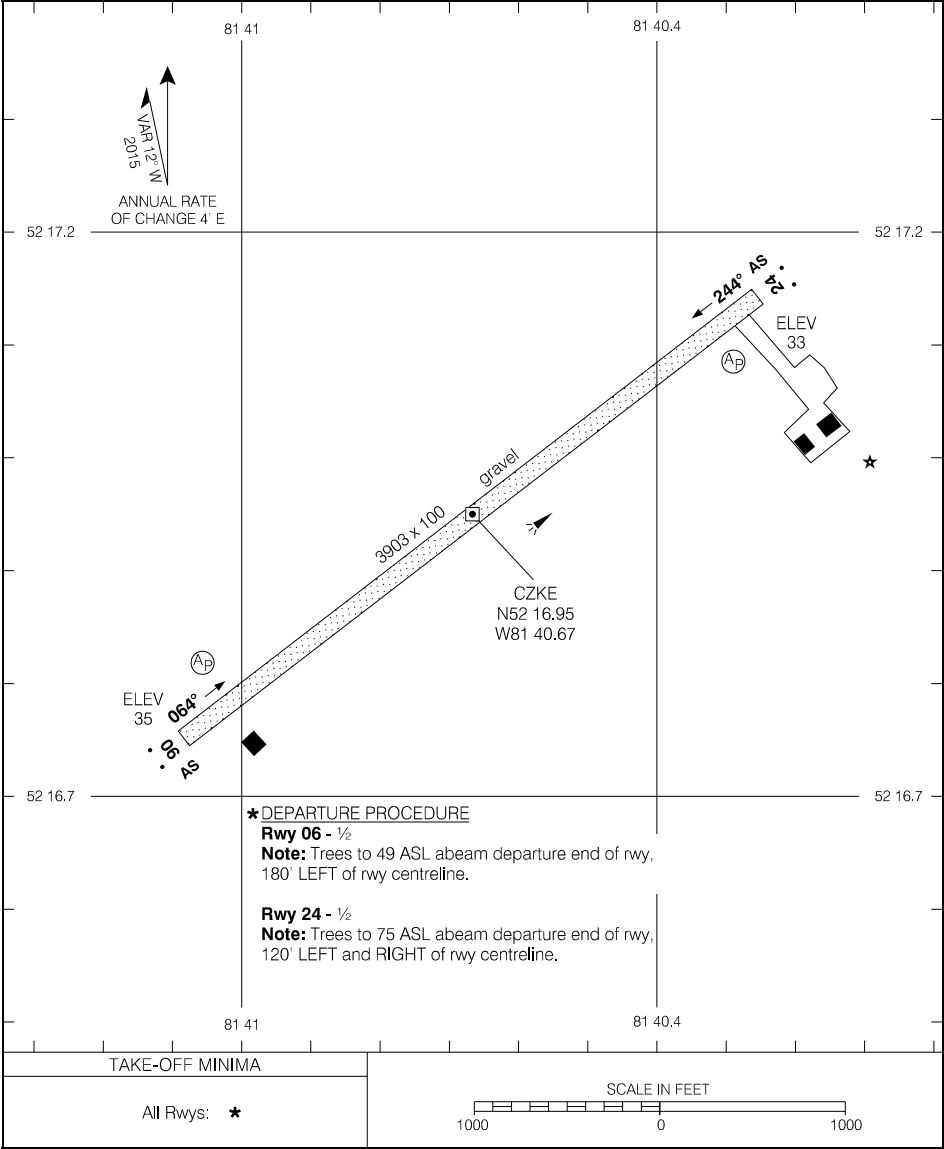
CYAQ

EFF 10 AUG 23

CYAQ-AD

AERODROME CHART

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



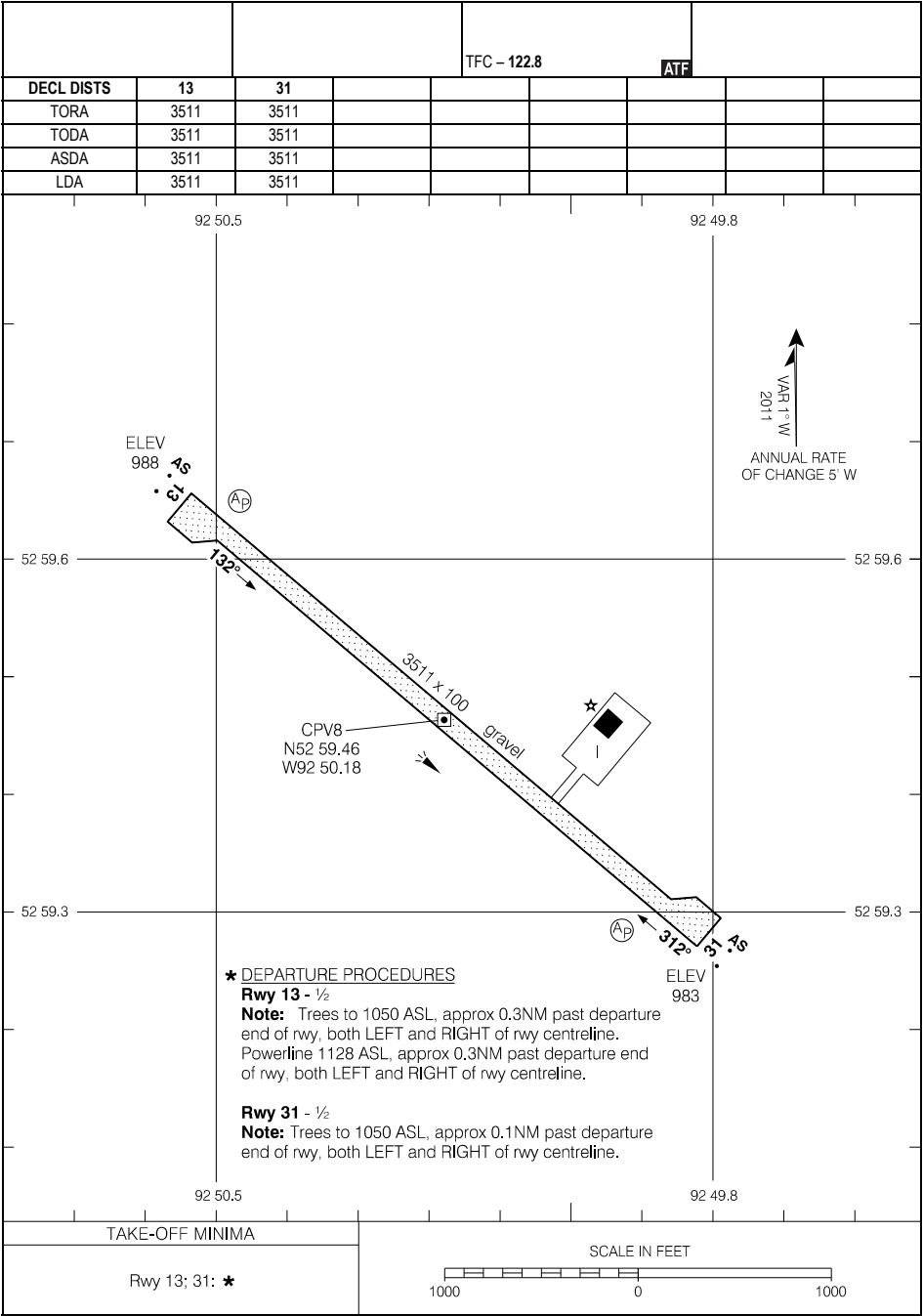
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AERODROME CHART

EFF 10 AUG 23

CZKE

AERODROME CHART



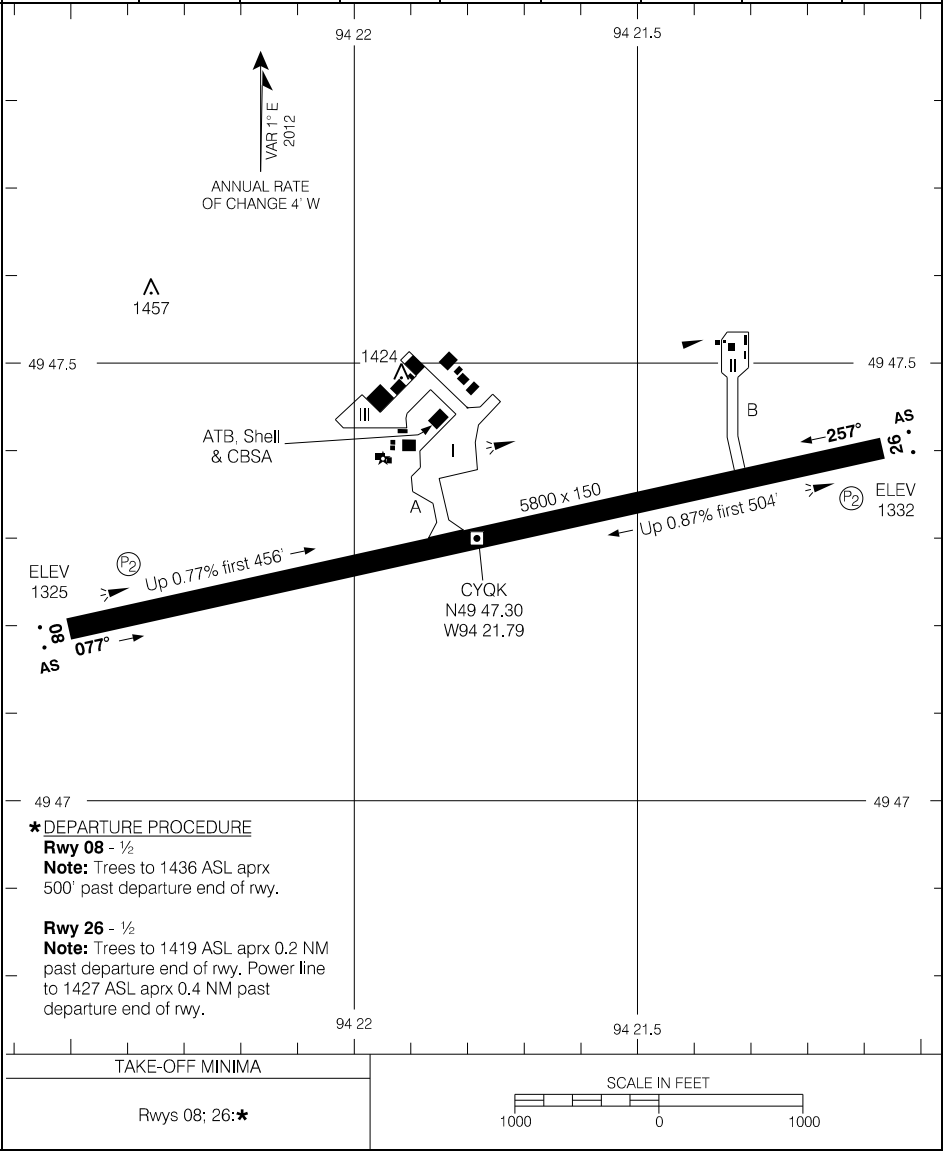
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AERODROME CHART

CPV8

AERODROME CHART

ATIS – 128.2						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							

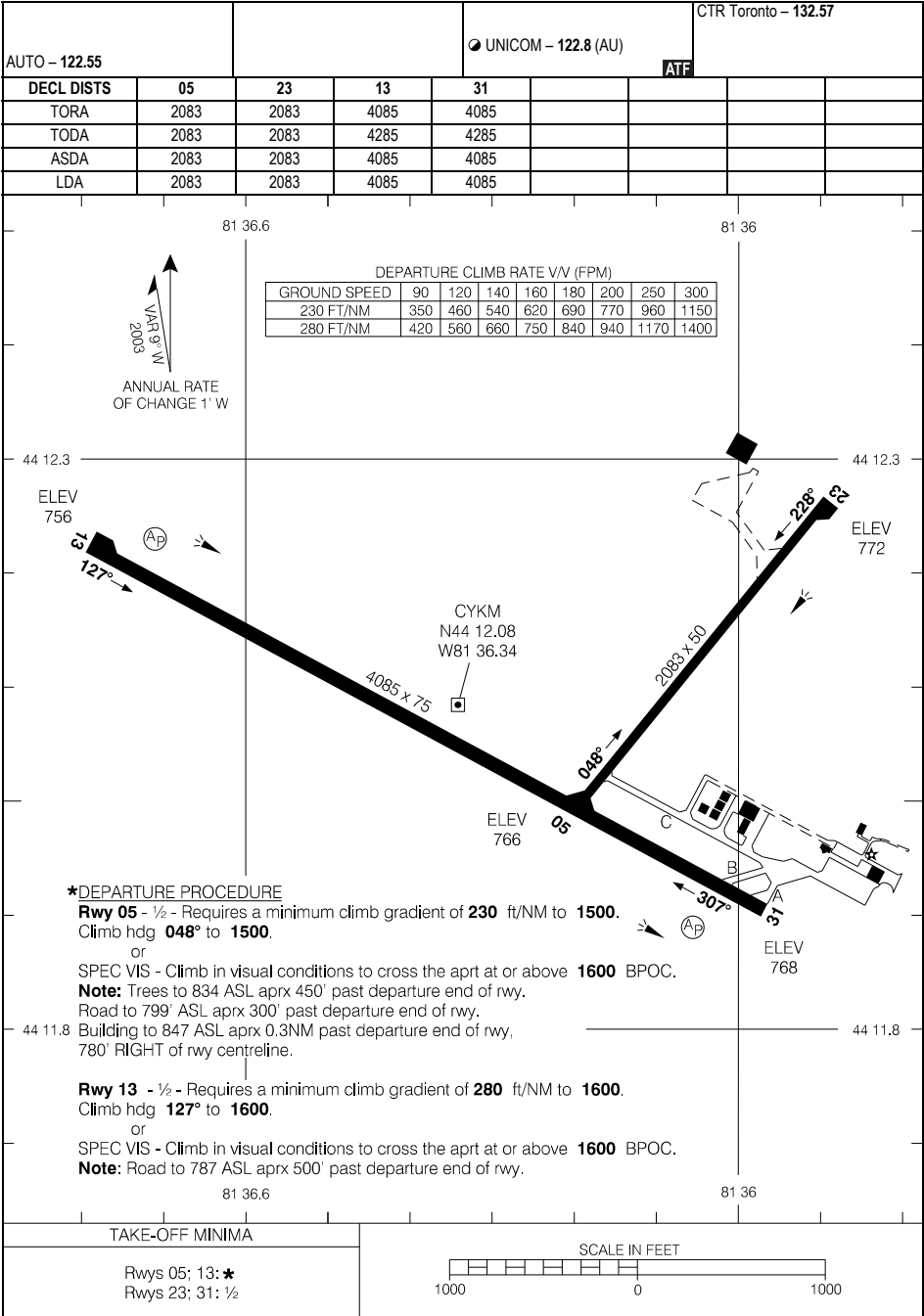


AERODROME CHART

EFF 14 MAY 26

CYQK

AERODROME CHART



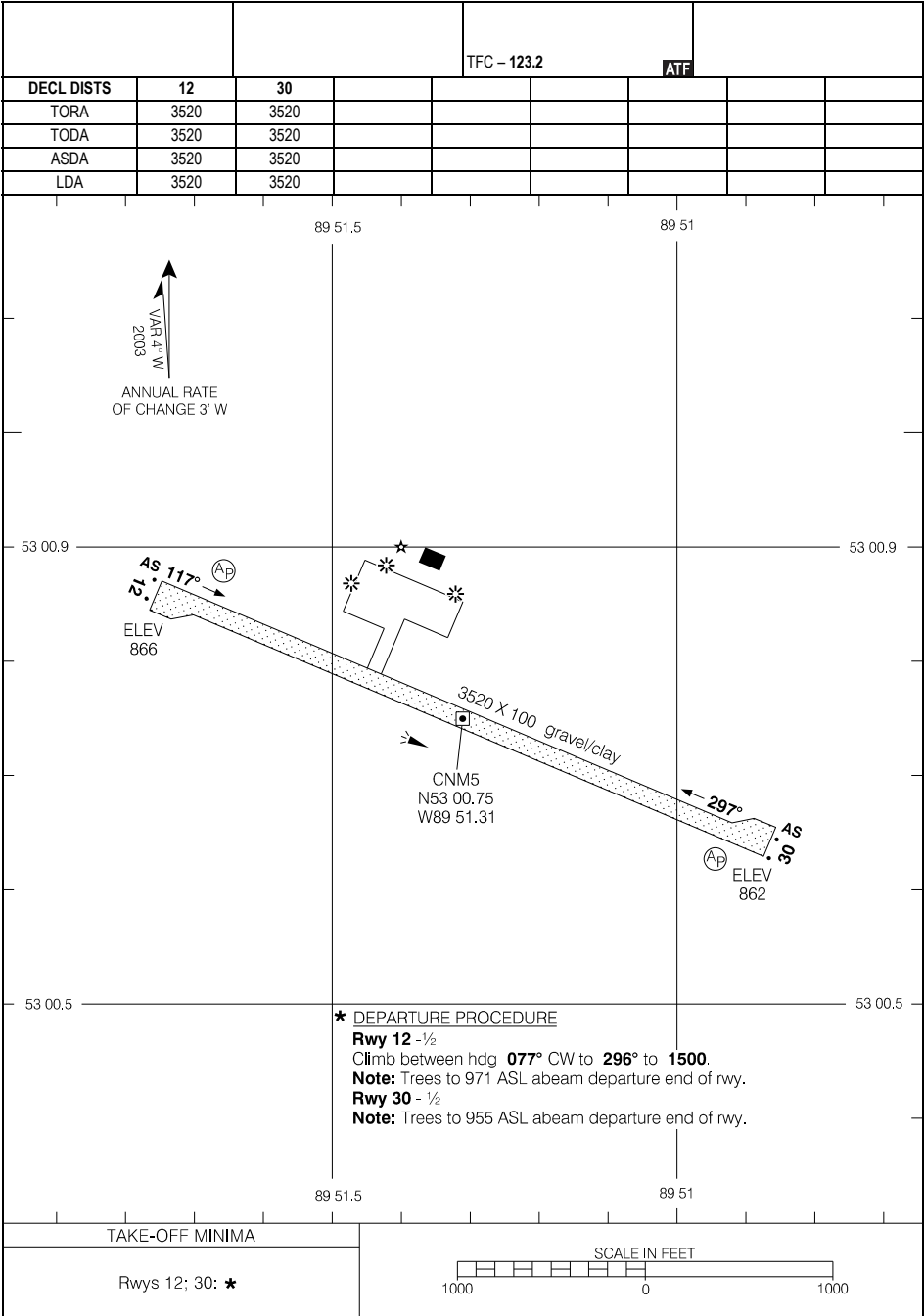
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AERODROME CHART

EFF 20 FEB 25

CYKM

AERODROME CHART



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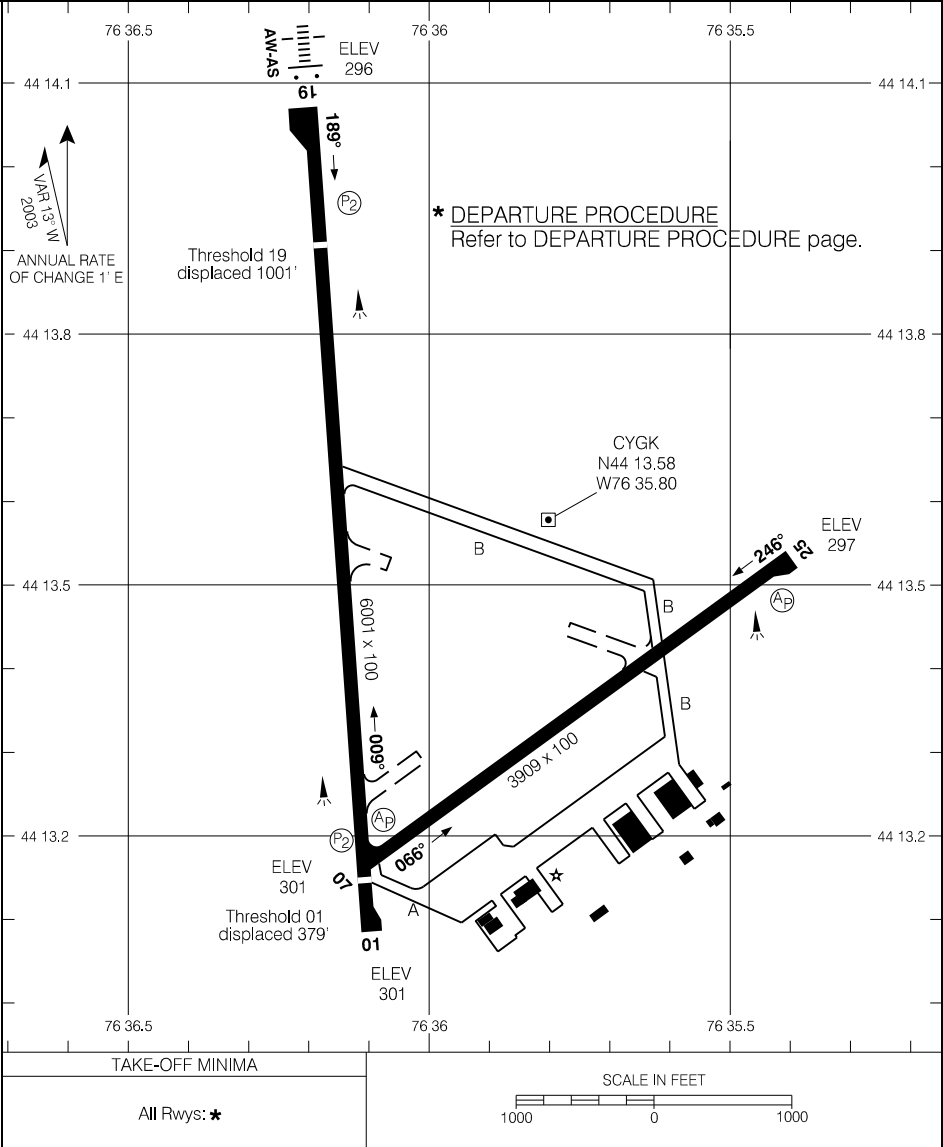
AERODROME CHART

EFF 3 SEP 26

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

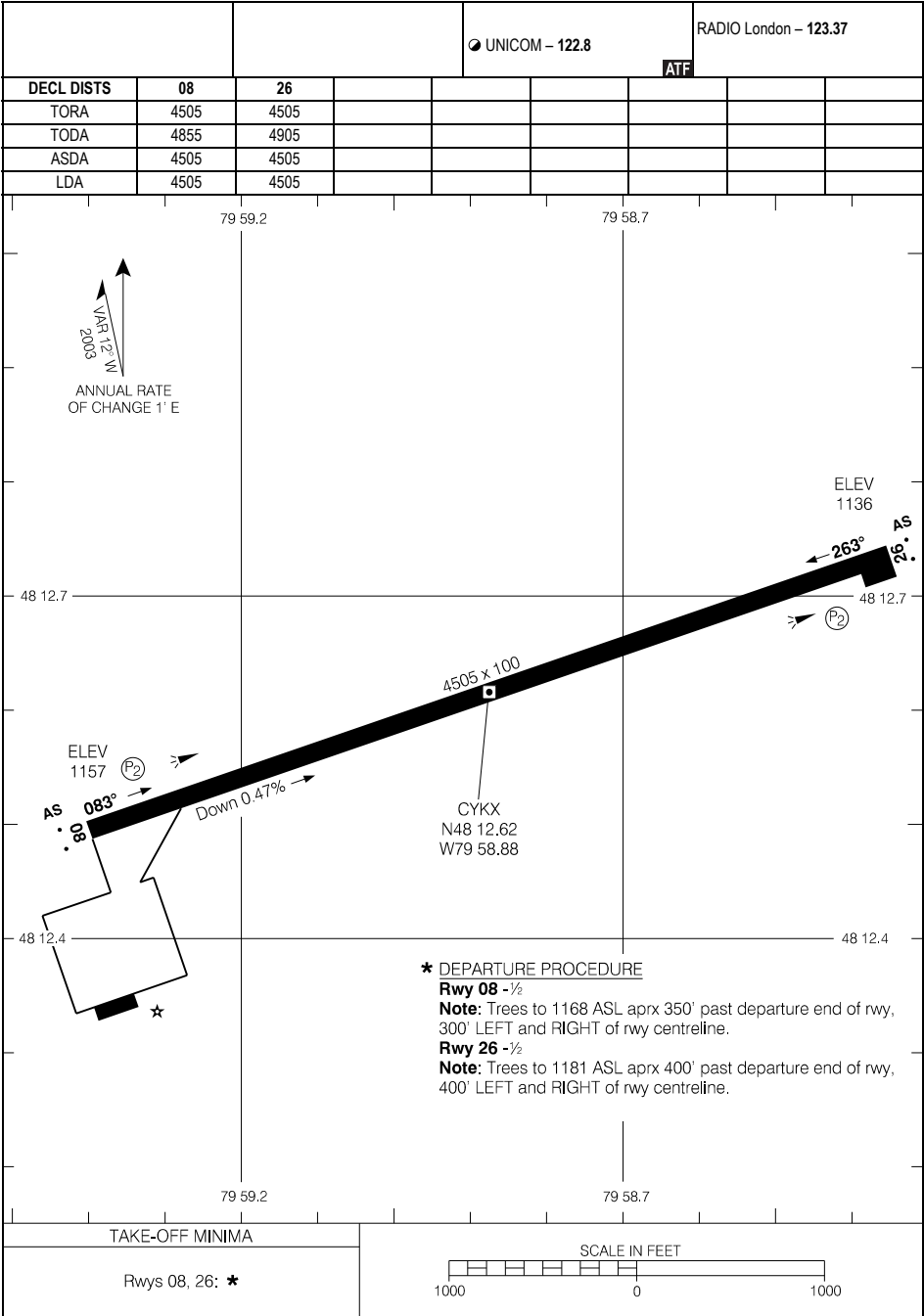
EFF 14 MAY 26

CYGK

CYKX-AD

KIRKLAND LAKE, ON
CYKX

AERODROME CHART



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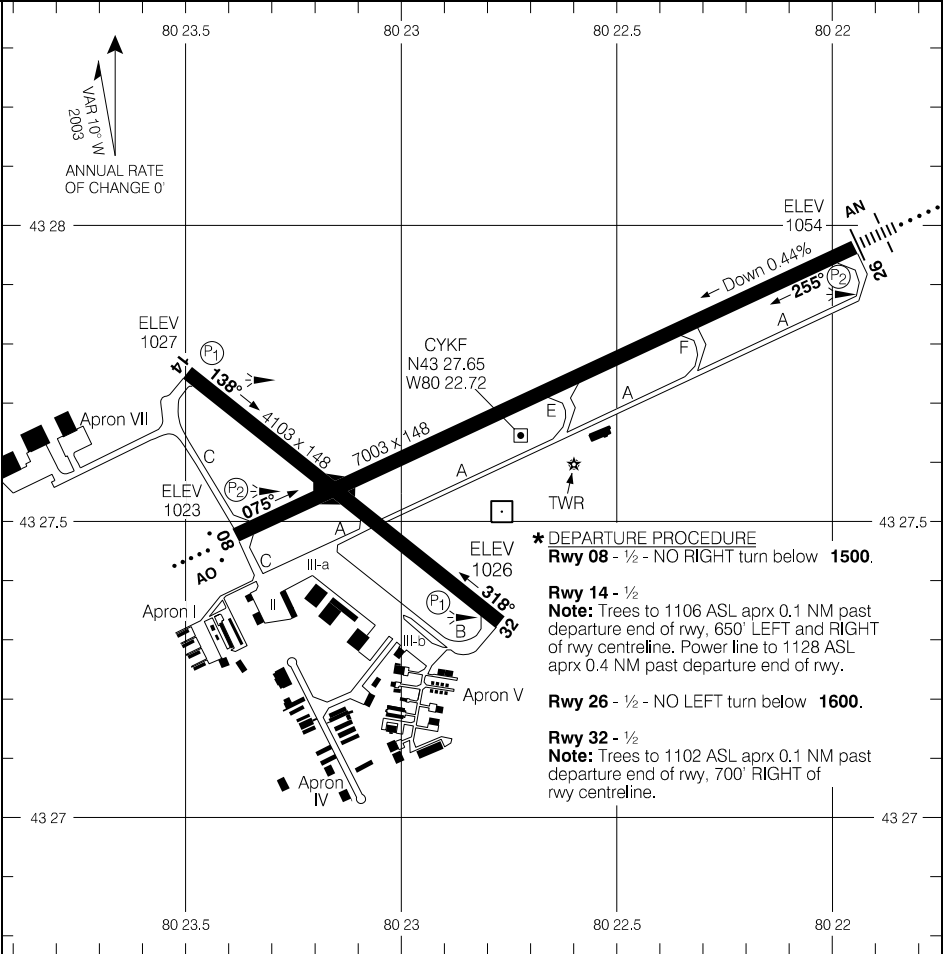
AERODROME CHART

EFF 17 APR 25

CYKX

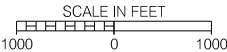
CYKX-AD

● ATIS – 125.1		● GND Waterloo – 121.8		● TWR Waterloo – 126.0 118.55		CTR Toronto – 128.27	
● MET – 125.1				● TFC – 126.0		● MF	
DECL DIST	08	26	14	32			
TORA	7003	7003	4103	4103			
TODA	7987	7659	5087	4634			
ASDA	7003	7003	4103	4103			
LDA	7003	7003	4103	4103			



*** DEPARTURE PROCEDURE**
Rwy 08 - ½ - NO RIGHT turn below 1500.
Rwy 14 - ½
Note: Trees to 1106 ASL aprx 0.1 NM past departure end of rwy, 650' LEFT and RIGHT of rwy centreline. Power line to 1128 ASL aprx 0.4 NM past departure end of rwy.
Rwy 26 - ½ - NO LEFT turn below 1600.
Rwy 32 - ½
Note: Trees to 1102 ASL aprx 0.1 NM past departure end of rwy, 700' RIGHT of rwy centreline.

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08, 26: (¼sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
All Rws: *	

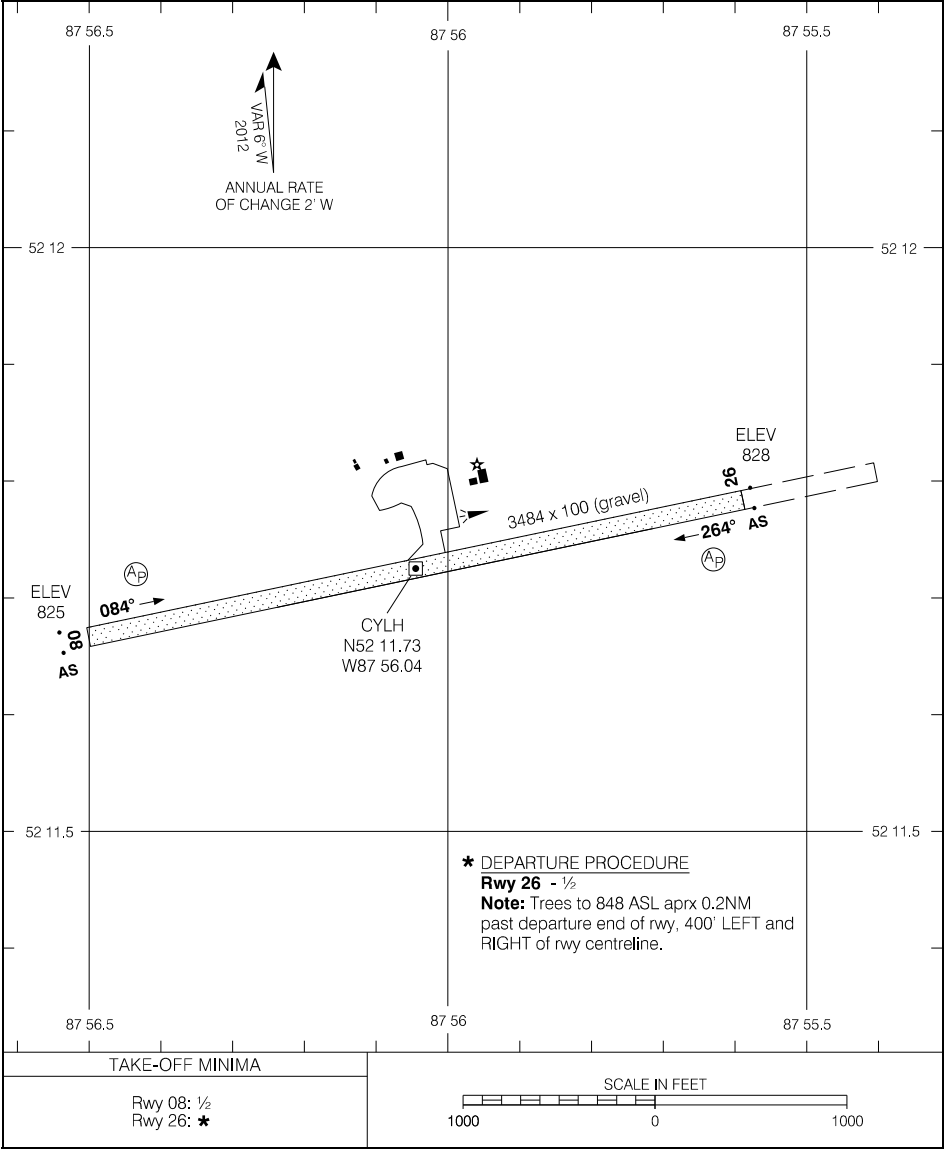


CYLH-AD

LANSDOWNE HOUSE, ON
CYLH

AERODROME CHART

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



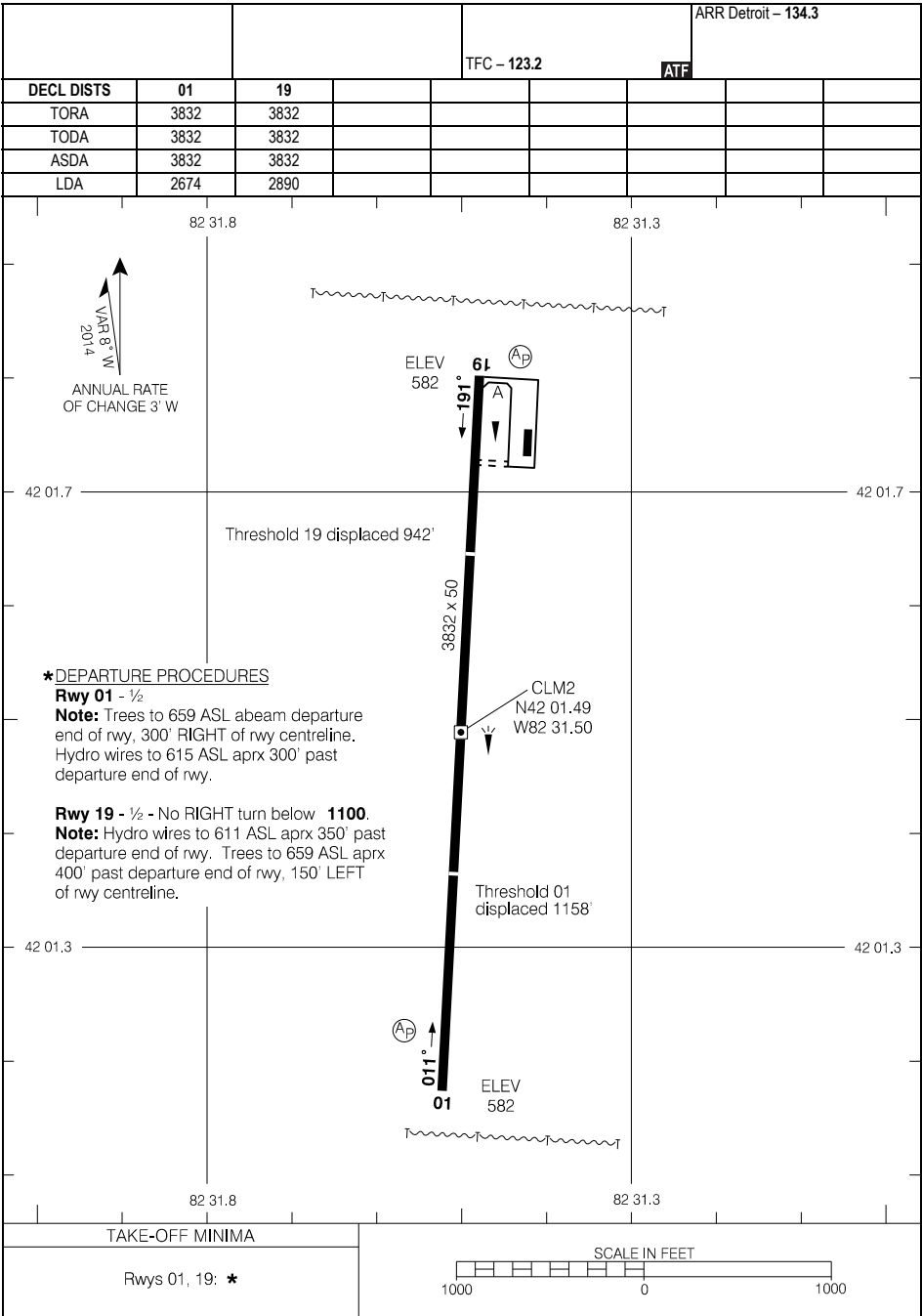
AERODROME CHART

EFF 17 APR 25

CYLH

CYLH-AD

AERODROME CHART

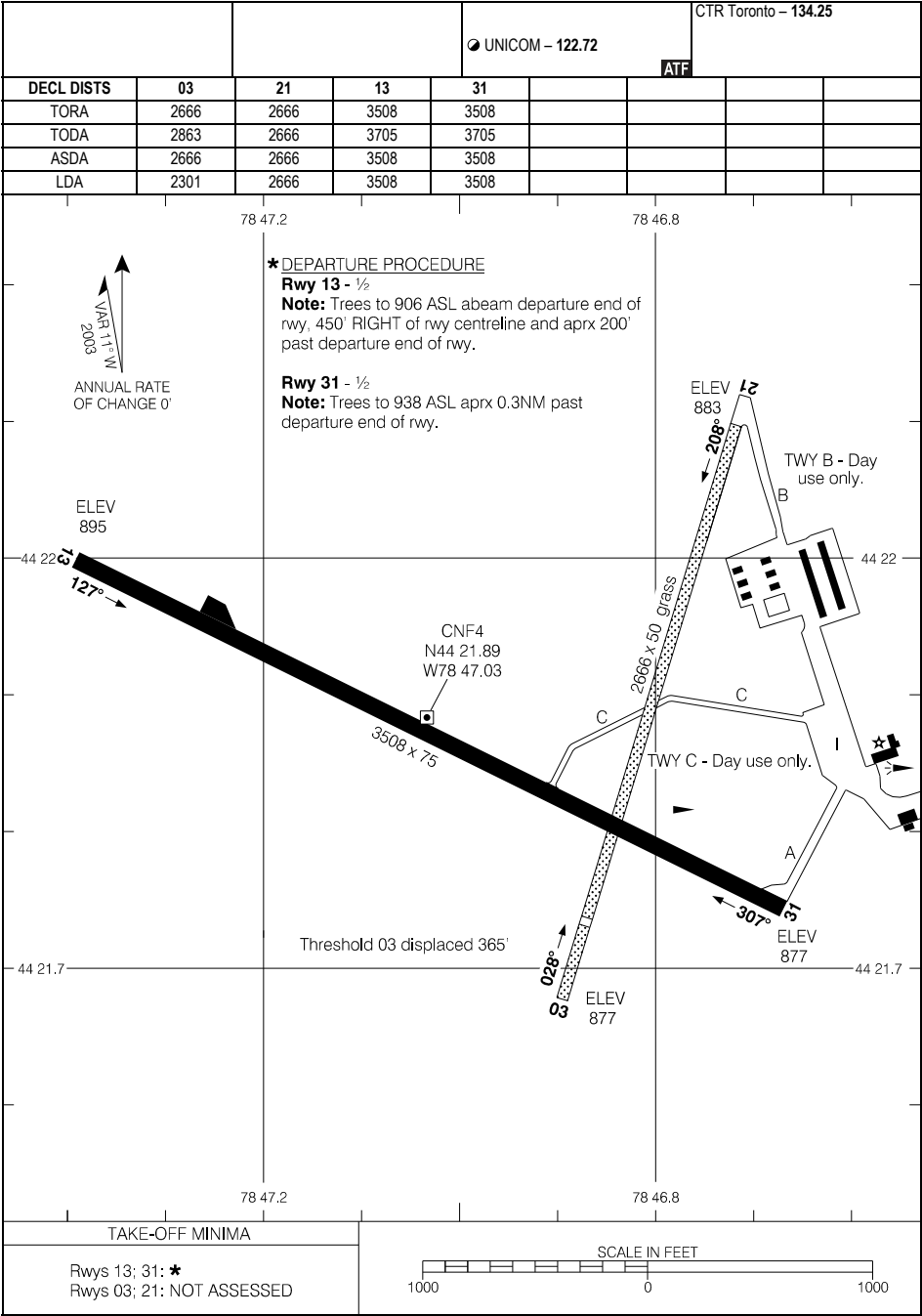


AERODROME CHART

CLM2

EFF 11 JUL 24

AERODROME CHART



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LONDON, ON
CYXU

AERODROME CHART

● ATIS – 127.8

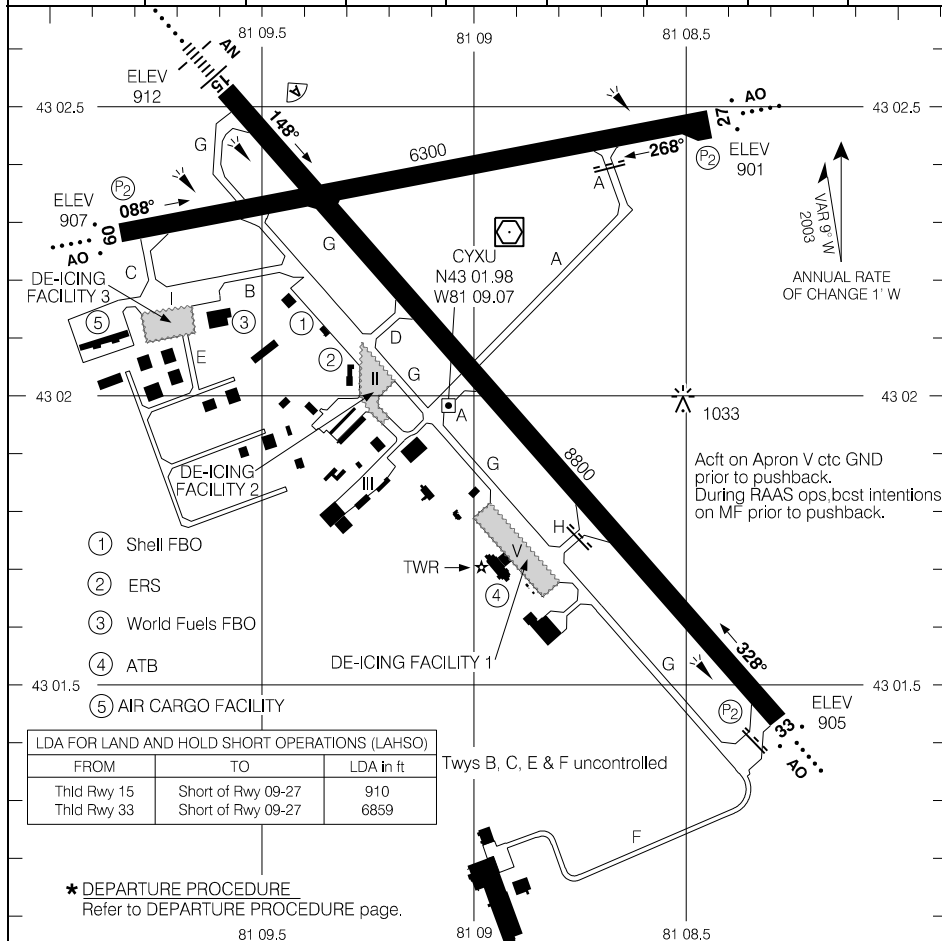
● GND – 121.9

● TWR – 119.4 125.65
● RADIO Sudbury – 119.4

● CTR Toronto – 135.3

 MF*

DECL DIST	09	27	15	33			
TORA	6300	6300	8800	8800			
TODA	7284	7284	9561	9660			
ASDA	6300	6300	8800	8800			
LDA	6300	6300	8800	8800			



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* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page.

RUNWAY LEVEL OF SERVICE

RVO

RWY 15: RVR 1200
RWY 33: (1/4 sm)

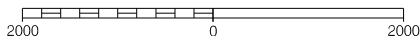
LVO

NOT AUTHORIZED

TAKE-OFF MINIMA

Rwy 09: ½
Rwys 15; 27; 33: *

SCALE IN FEET



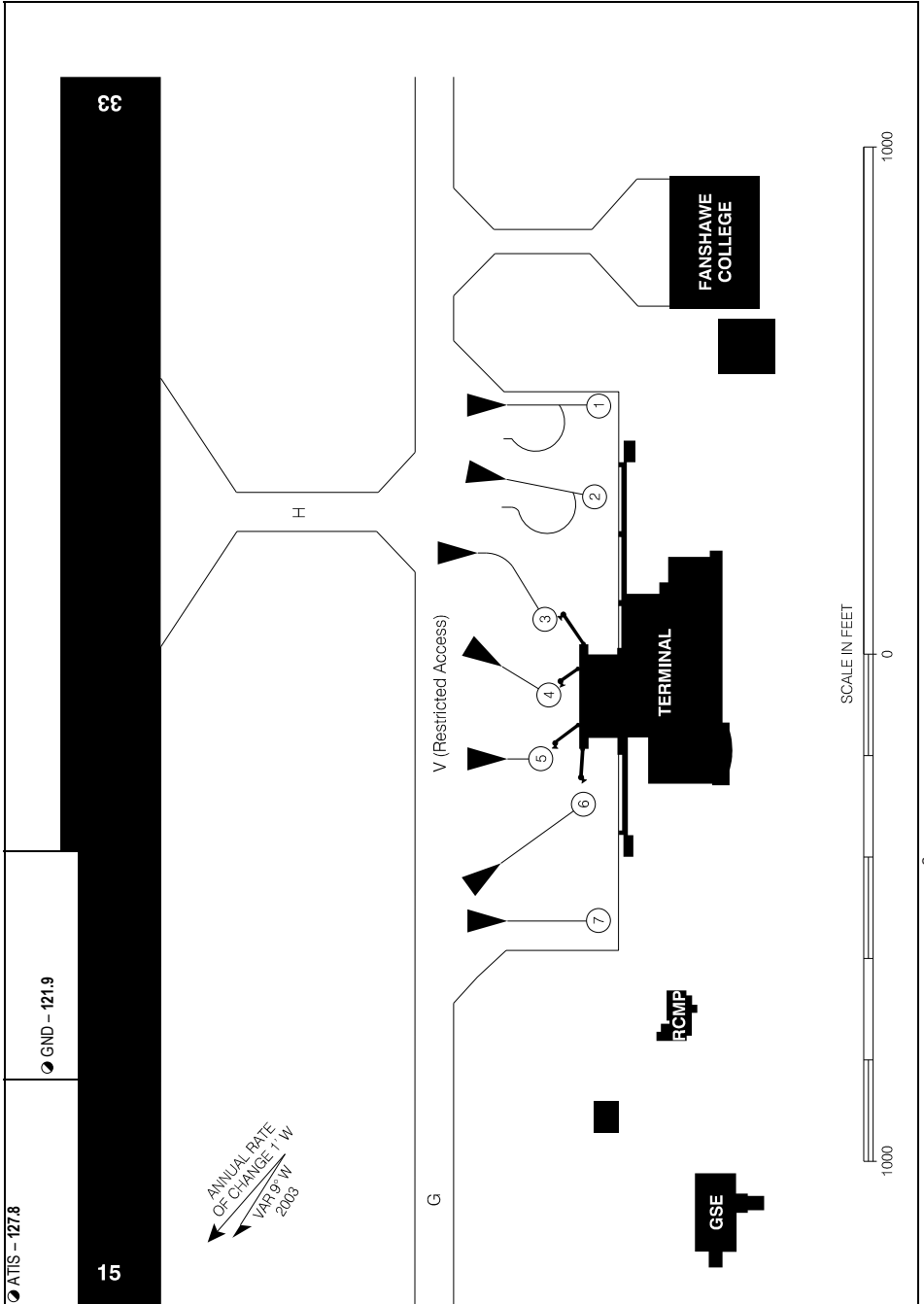
AERODROME CHART

EFF 3 SEP 26

CYXU

CYXU-AD

PARKING AREAS (APRON V)



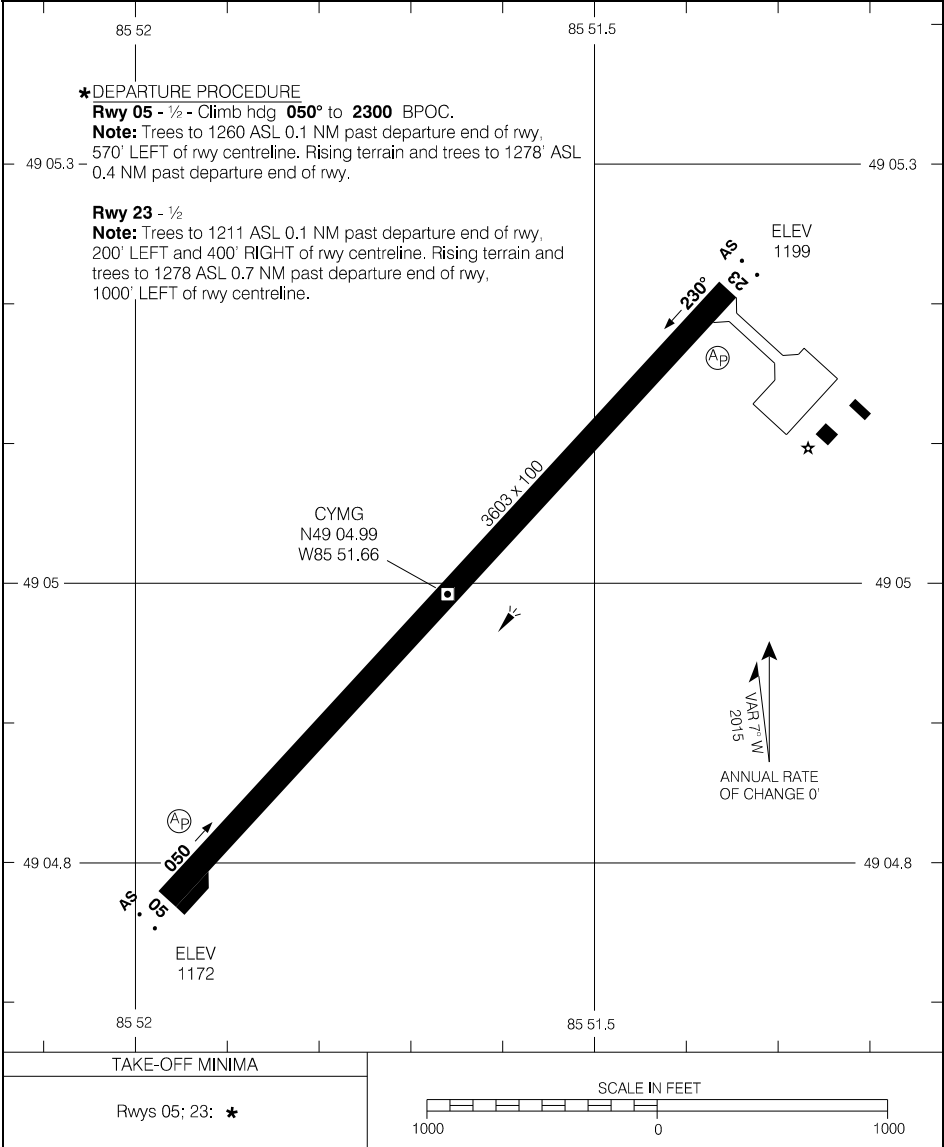
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PARKING AREAS (APRON V)

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

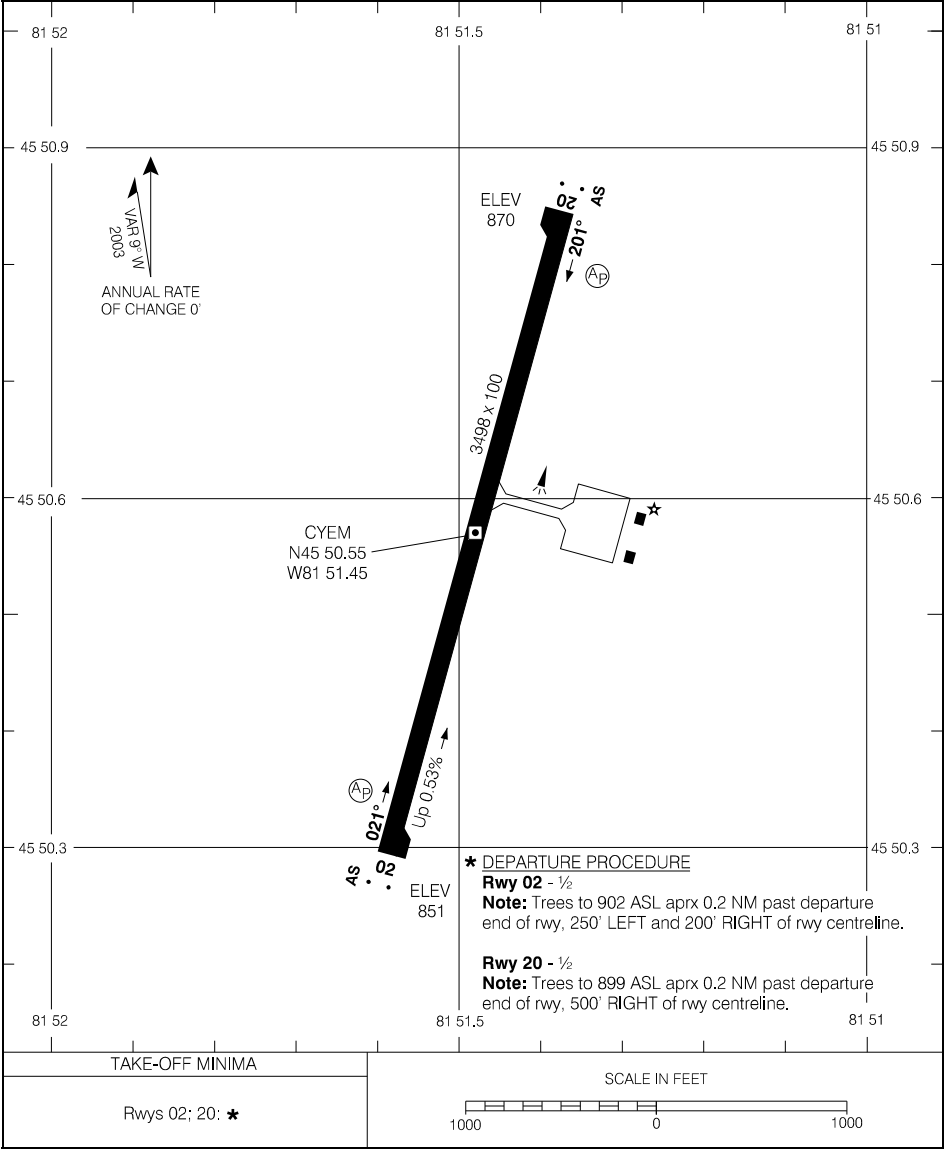
EFF 12 JUN 25

CYMG

CYEM-AD

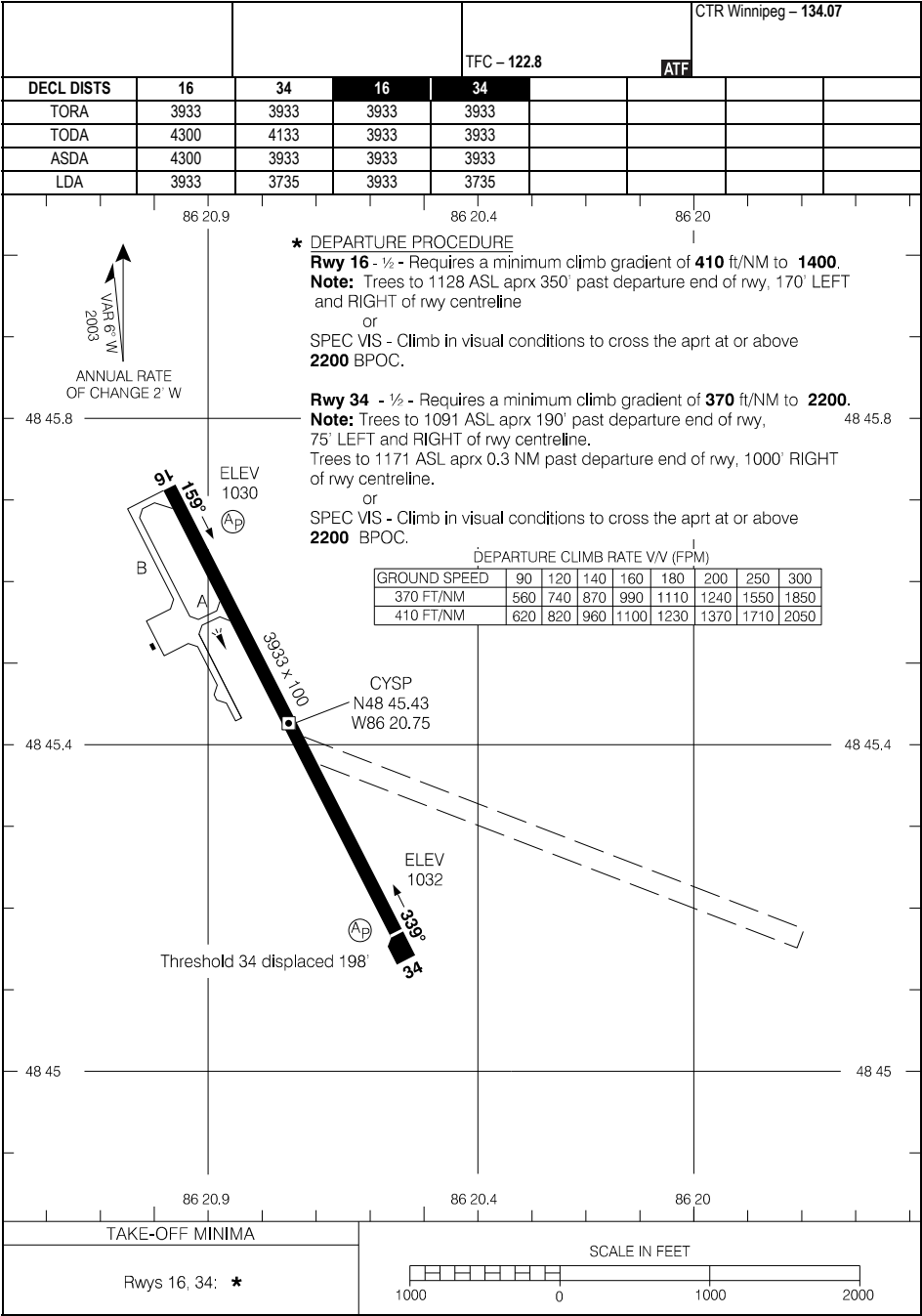
MANITOWANING/MANITOULIN EAST MUNI, ON
CYEM

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



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AERODROME CHART



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AERODROME CHART

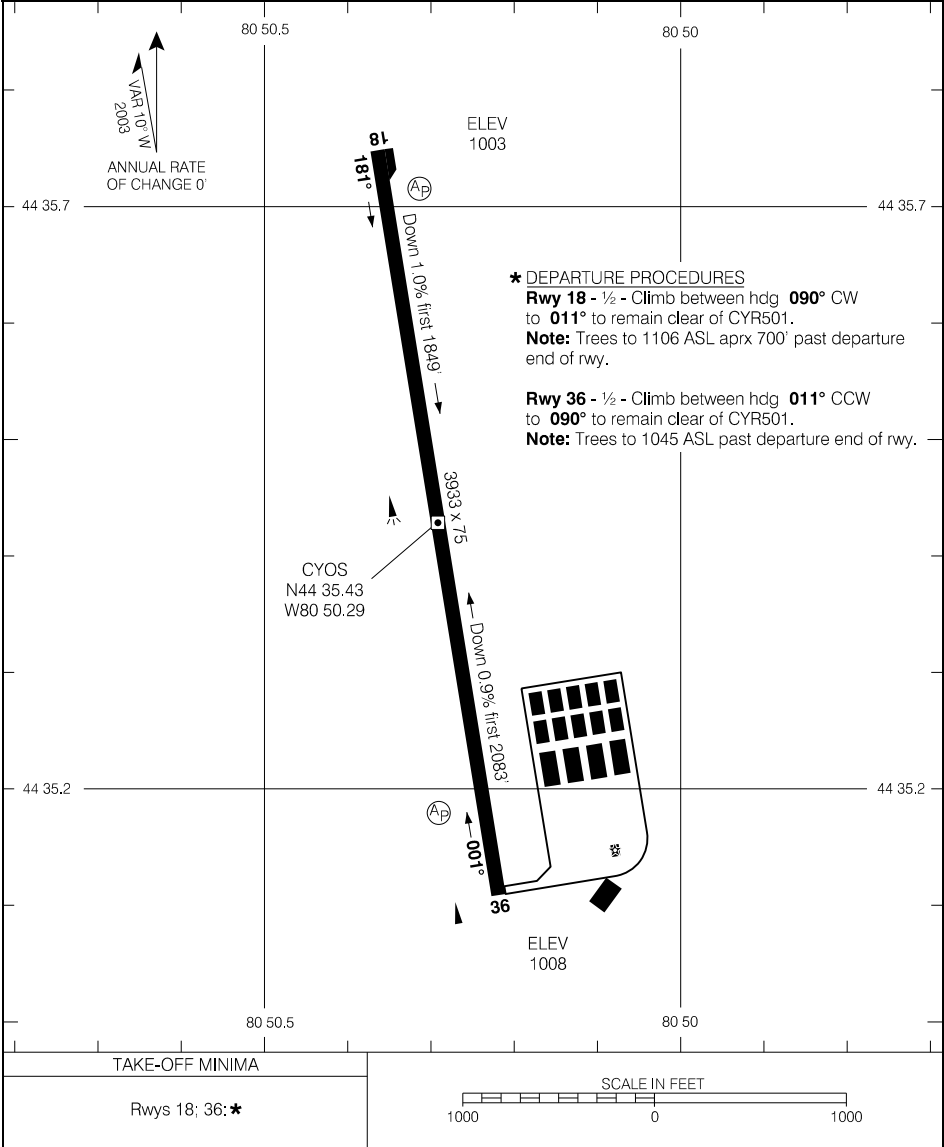
EFF 2 OCT 25

CYSP

CYOS-AD

MEAFORD/MAJOR-GENERAL RICHARD ROHMER, ON
CYOS

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



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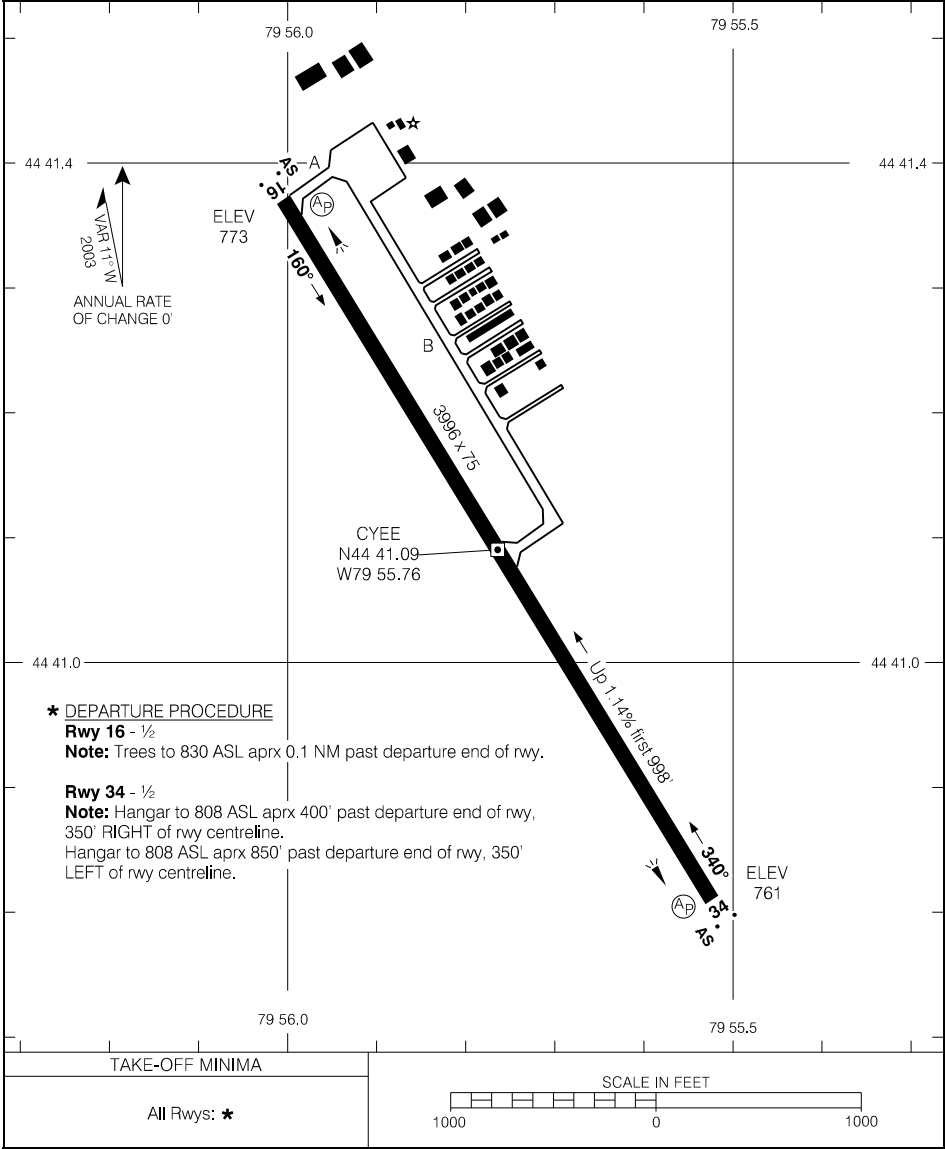
AERODROME CHART

CYOS

EFF 17 APR 25

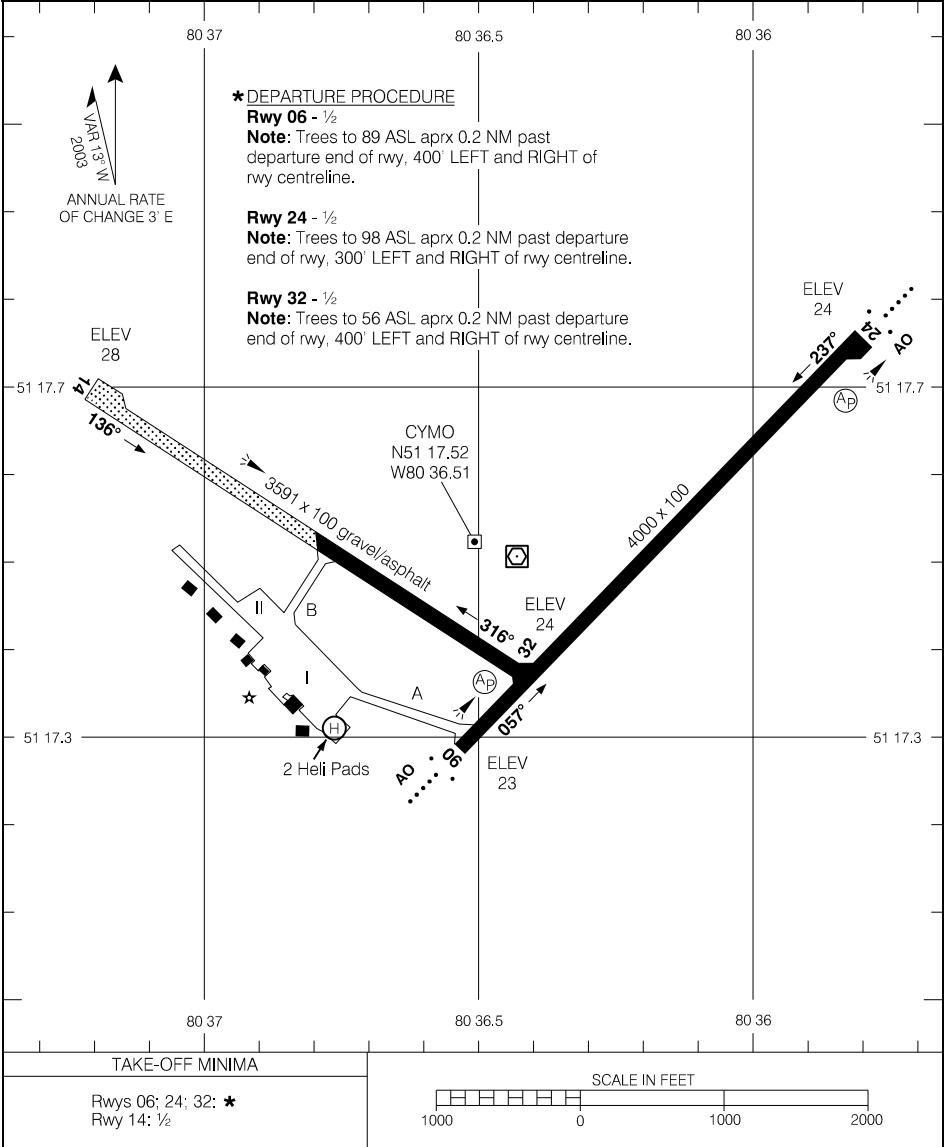
CYOS-AD

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				ATF			
DECL	DISTS	16	34				
TORA		3996	3996				
TODA		4196	4266				
ASDA		3996	3996				
LDA		3996	3996				



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				



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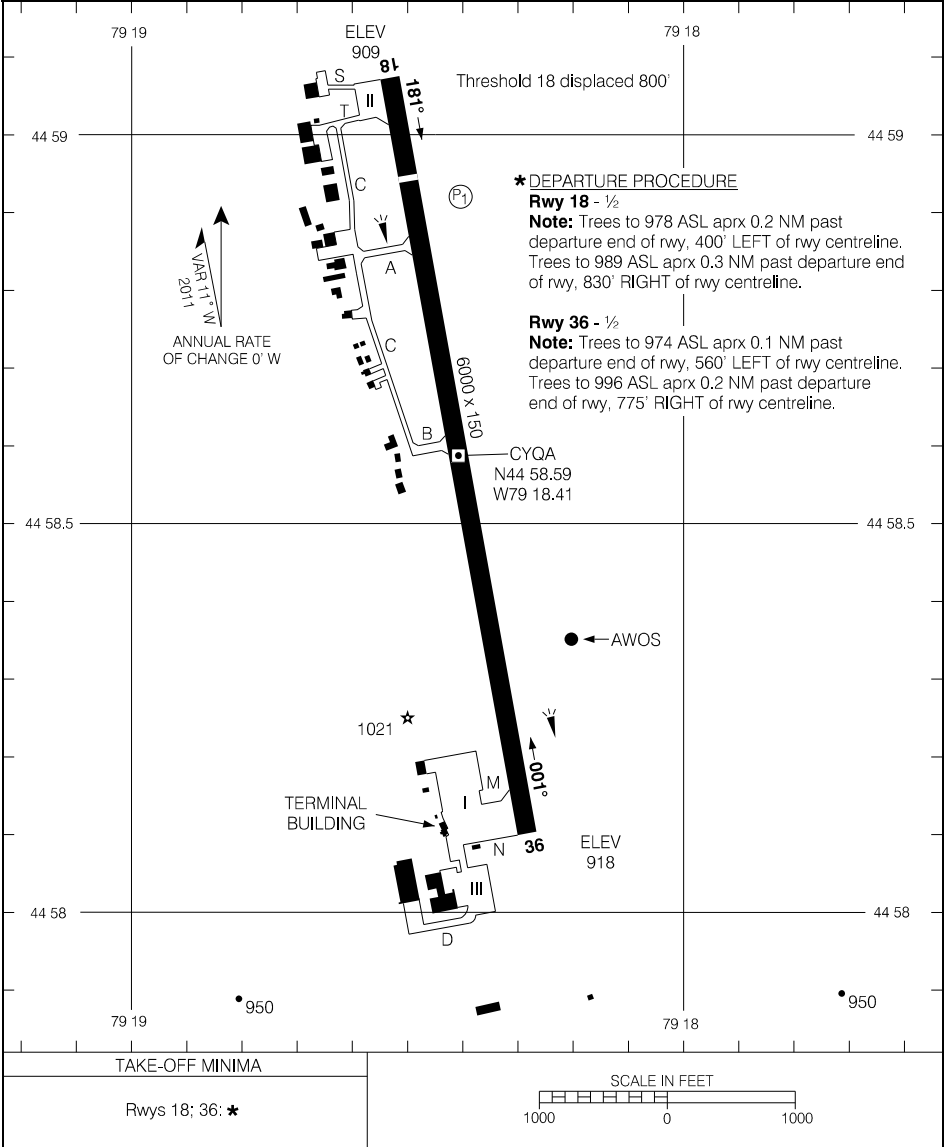
AERODROME CHART

EFF 3 SEP 26

CYMO

AERODROME CHART

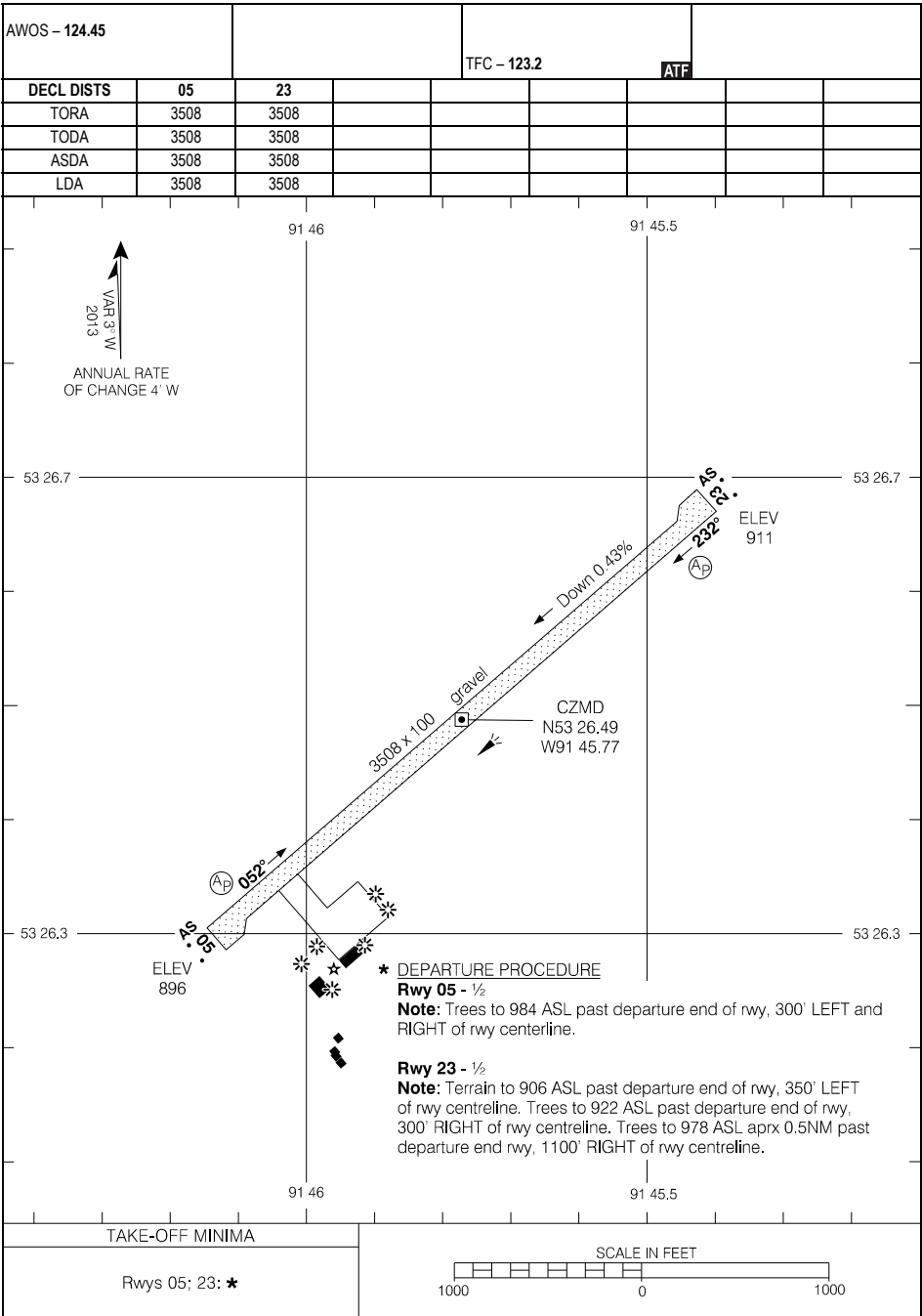
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						MF	
DECL DIST	18	36					
TORA	6000	6000					
TODA	6984	6700					
ASDA	6000	6000					
LDA	5200	6000					



AERODROME CHART

EFF 17 APR 25

AERODROME CHART



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AERODROME CHART

EFF 3 SEP 26

CZMD

NAKINA, ON
CYQN

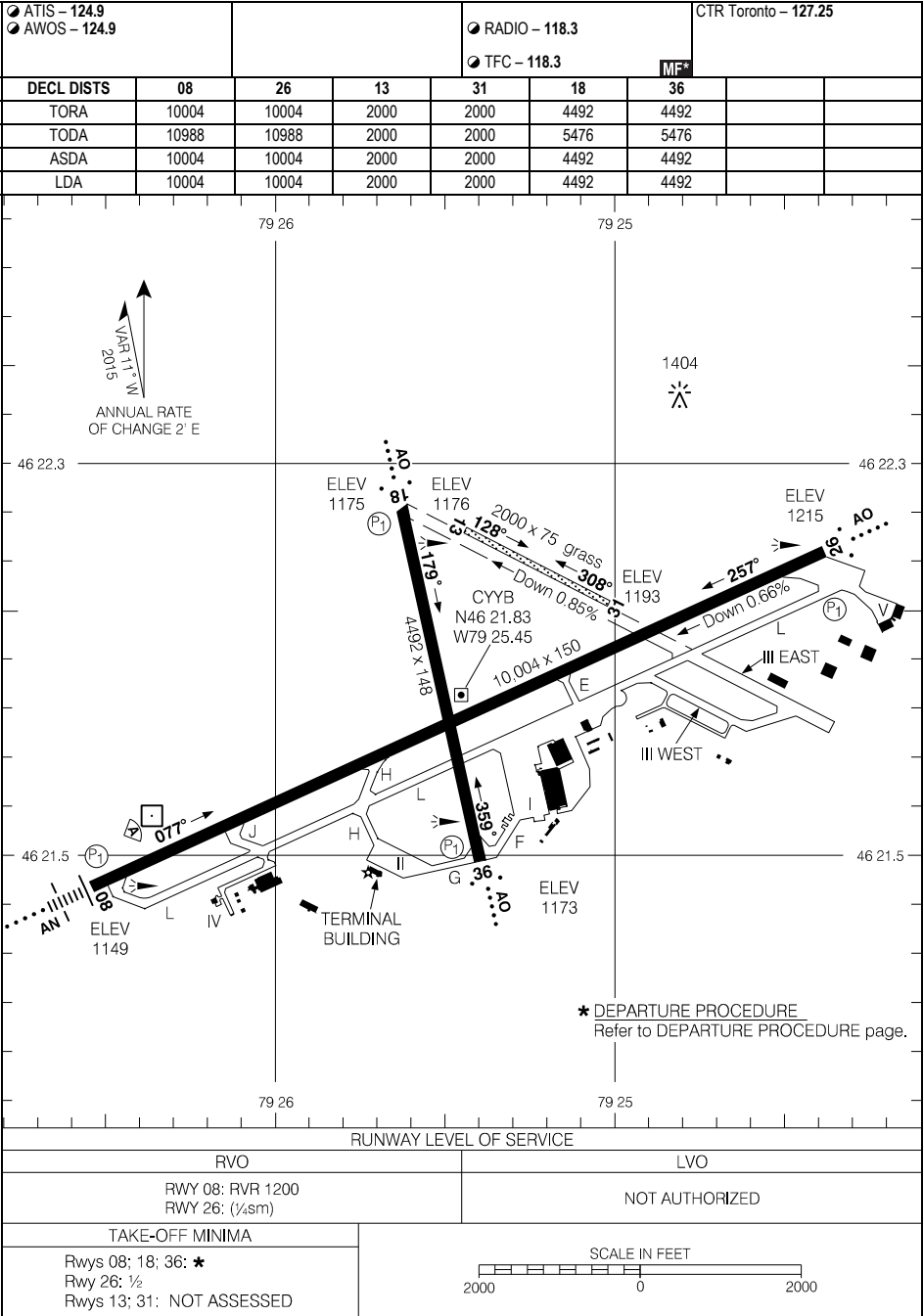
CYQN

ATF

CYQN

CYQN-AD

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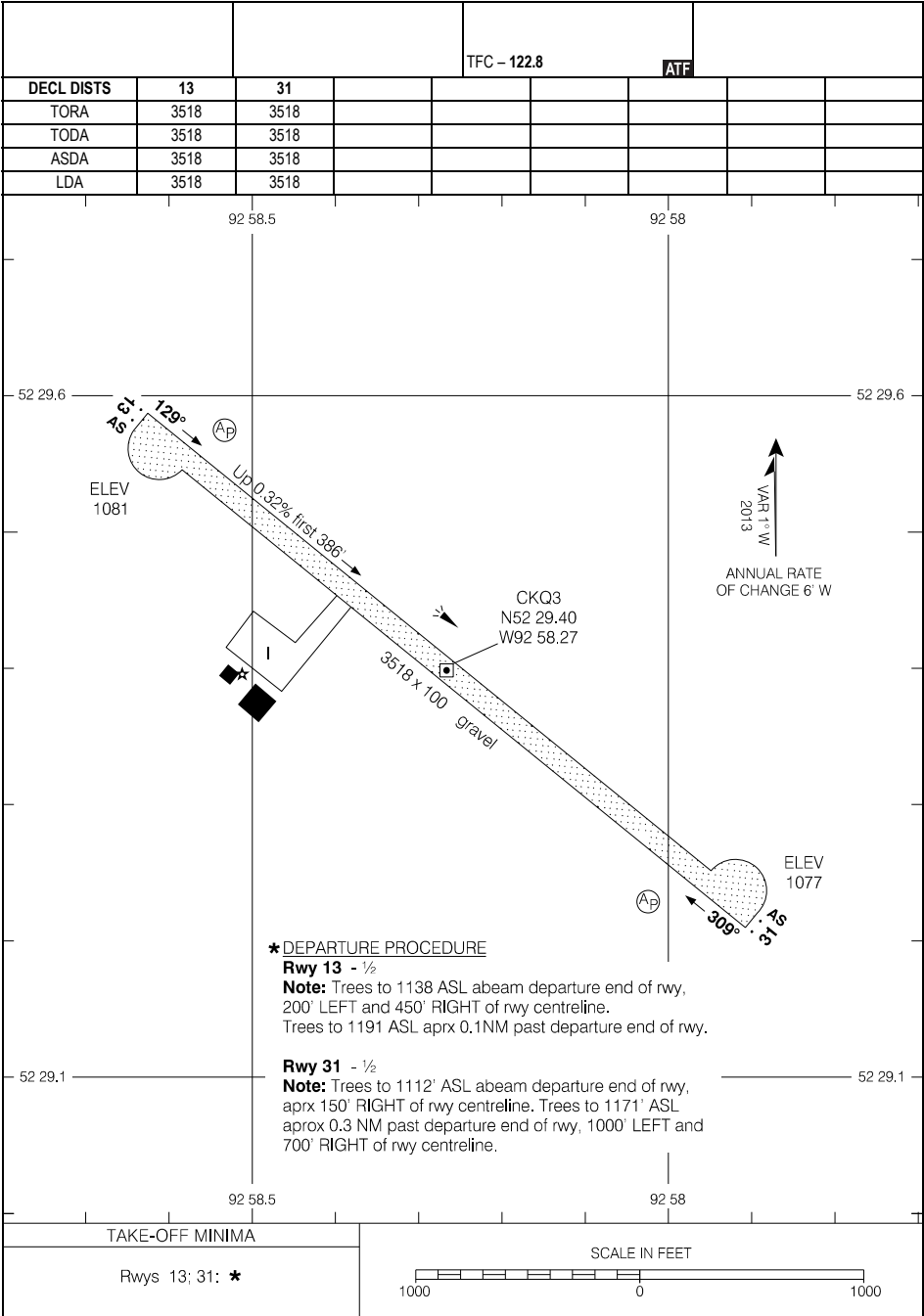
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AERODROME CHART

EFF 2 OCT 25

CYYB

AERODROME CHART



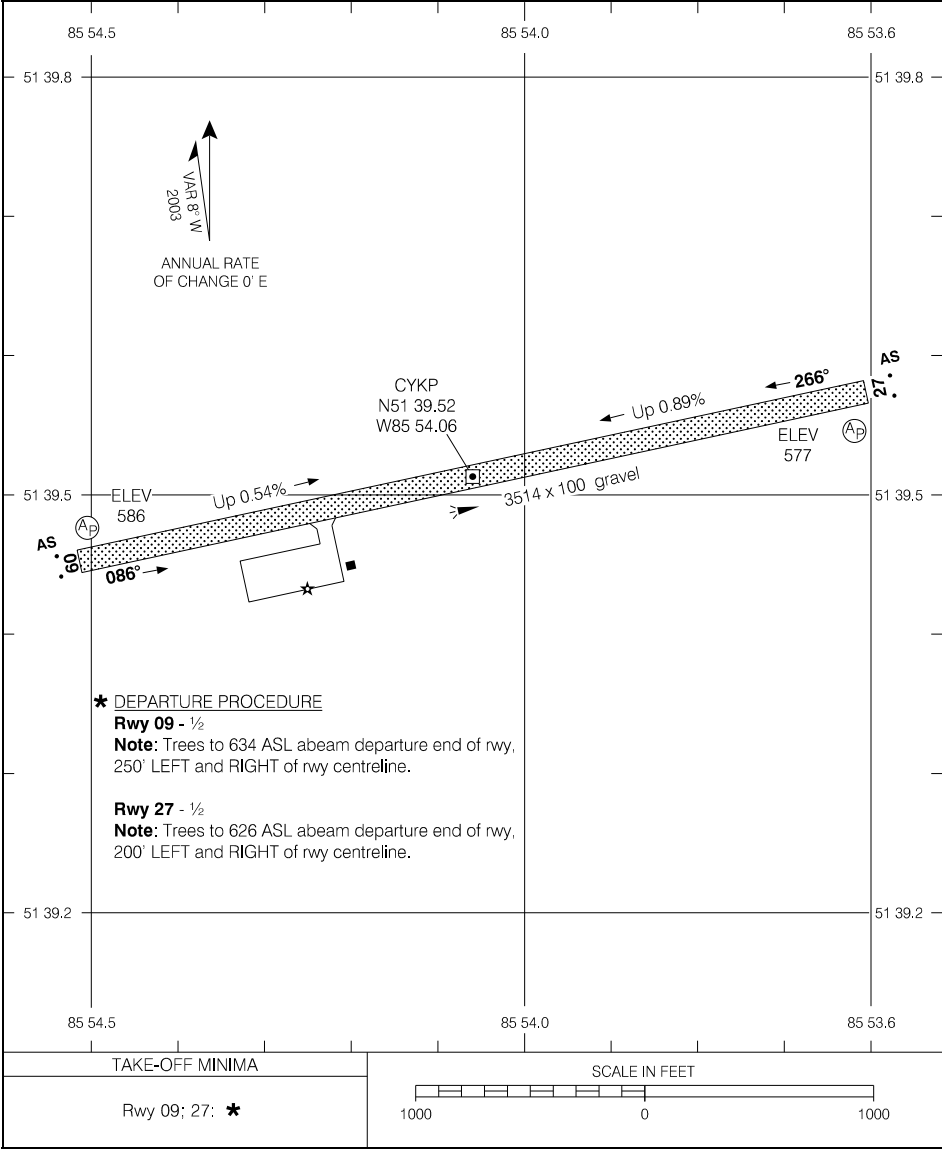
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AERODROME CHART

CKQ3

AERODROME CHART

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				ATF			
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TORA	3514	3514					
TODA	3514	3514					
ASDA	3514	3514					
LDA	3514	3514					



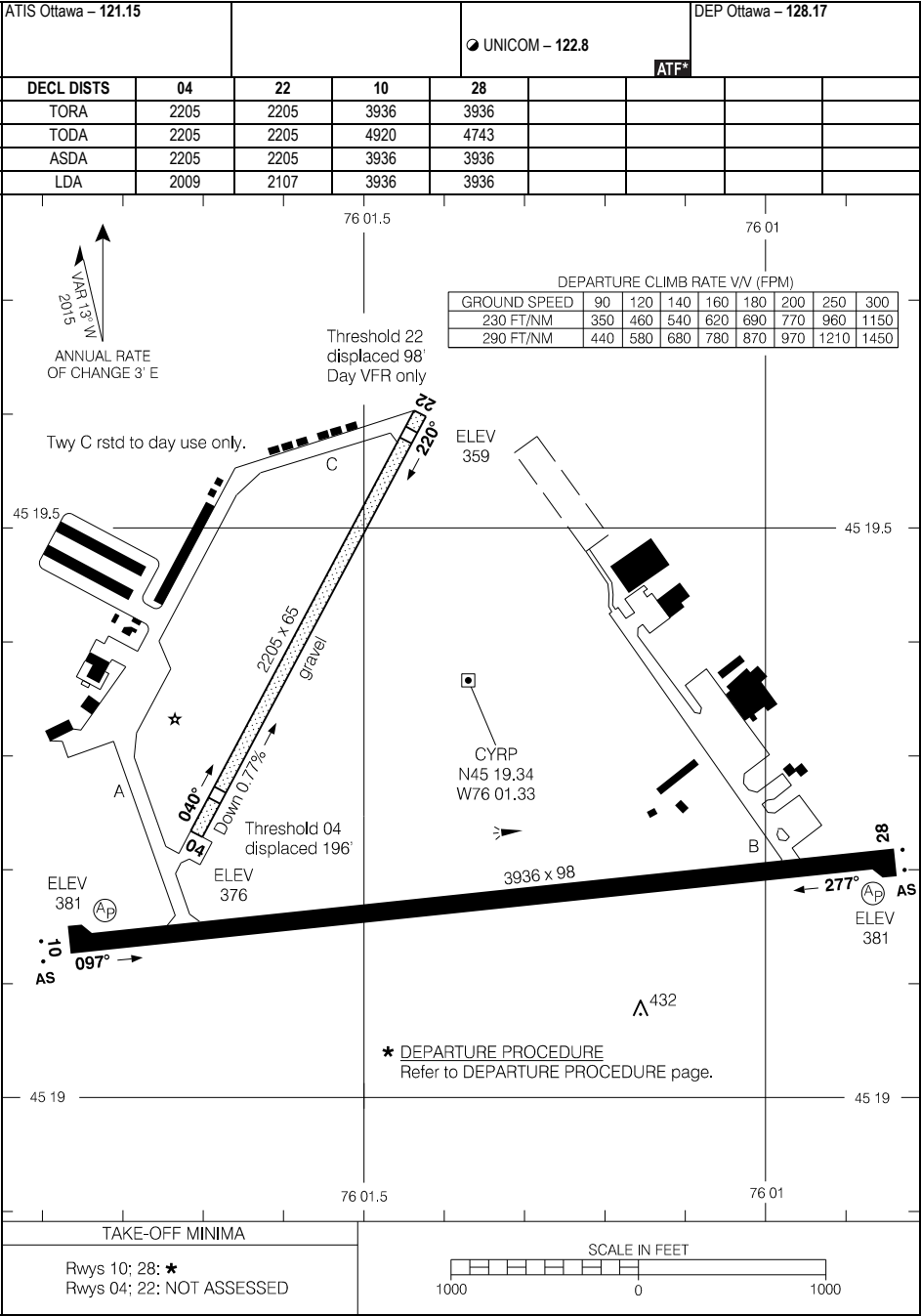
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AERODROME CHART

EFF 12 JUN 25

CYKP

AERODROME CHART

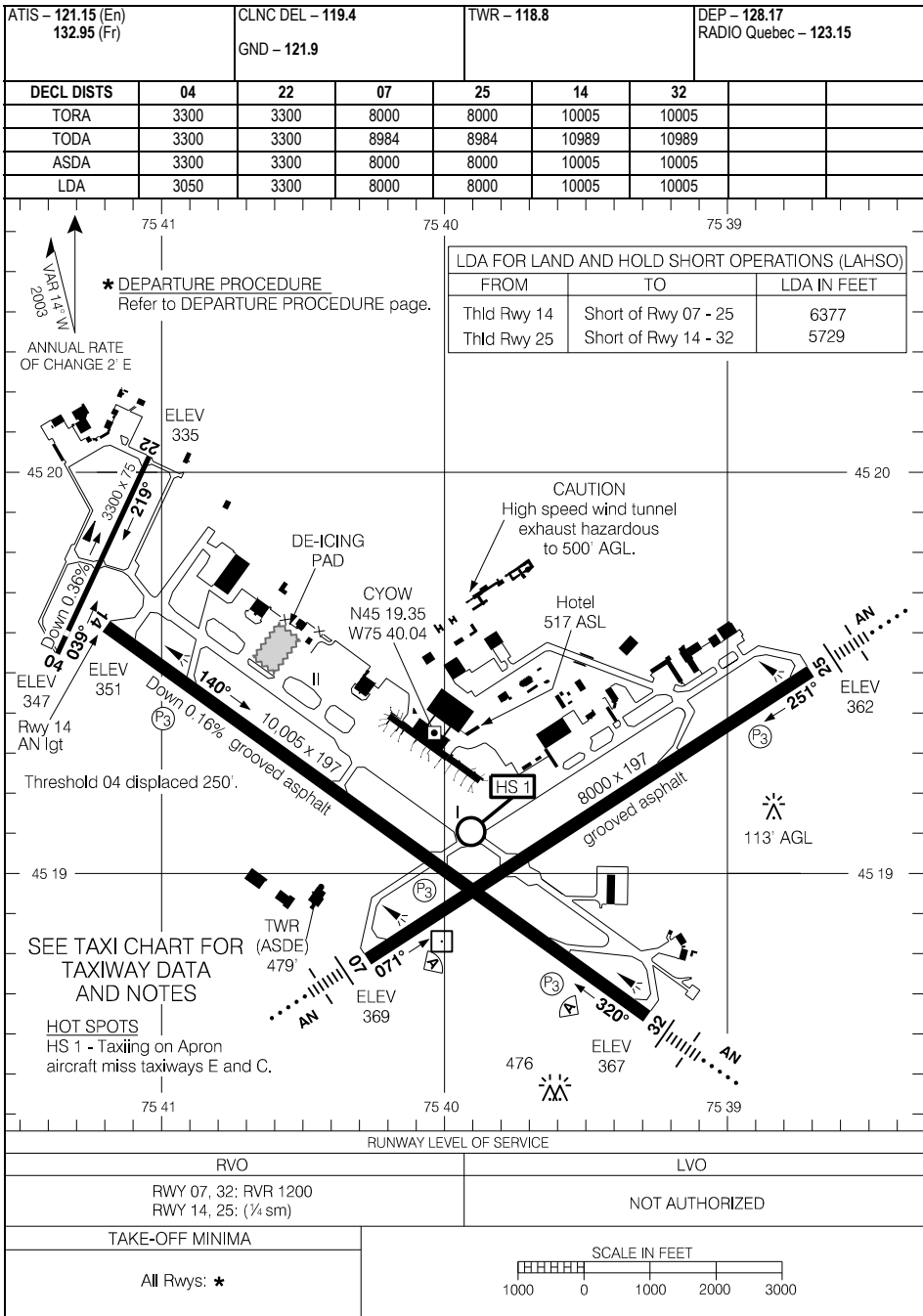


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EFF 26 DEC 24

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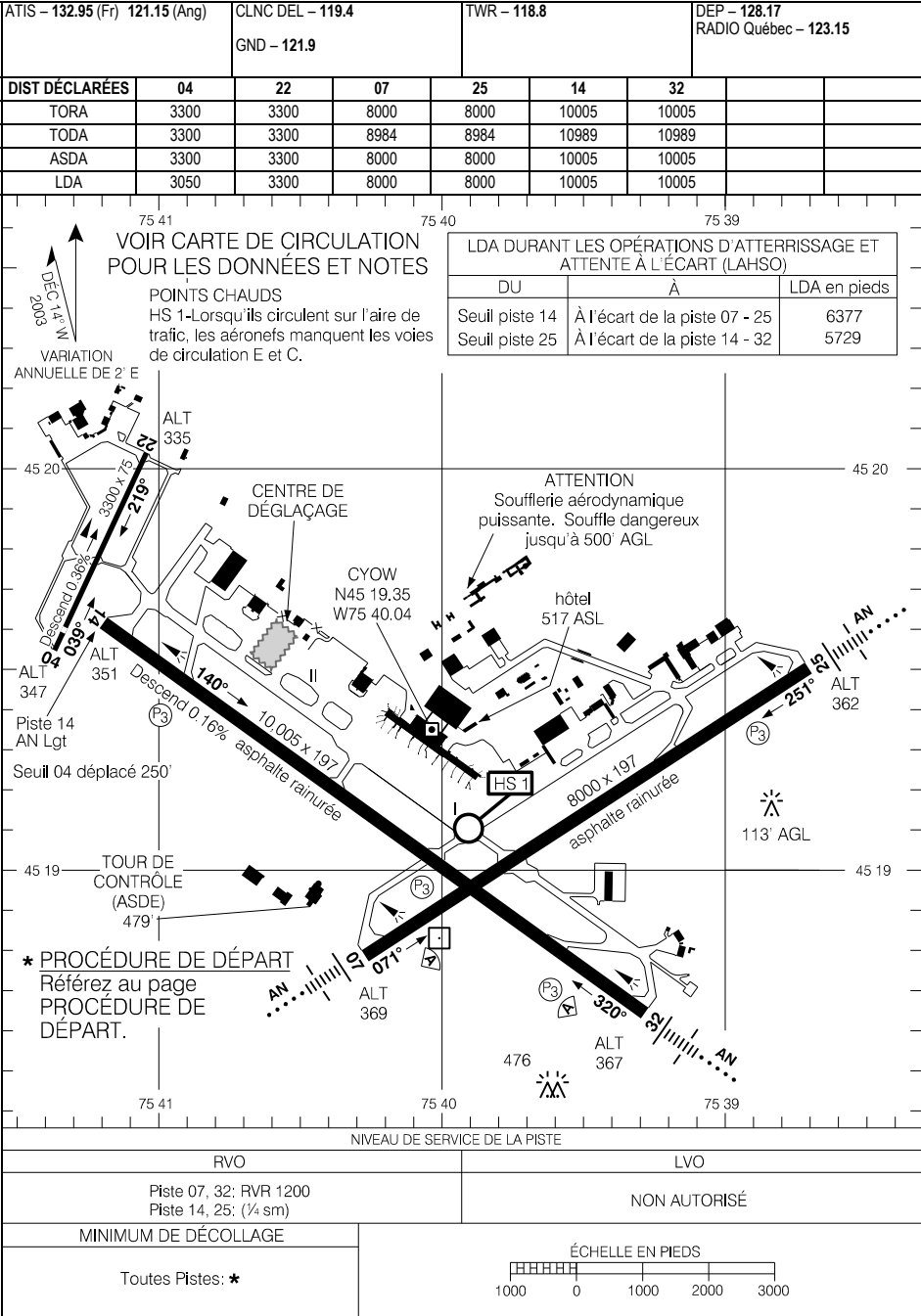


AERODROME CHART

CYOW

EFF 22 JAN 26

CARTE D'AÉRODROME

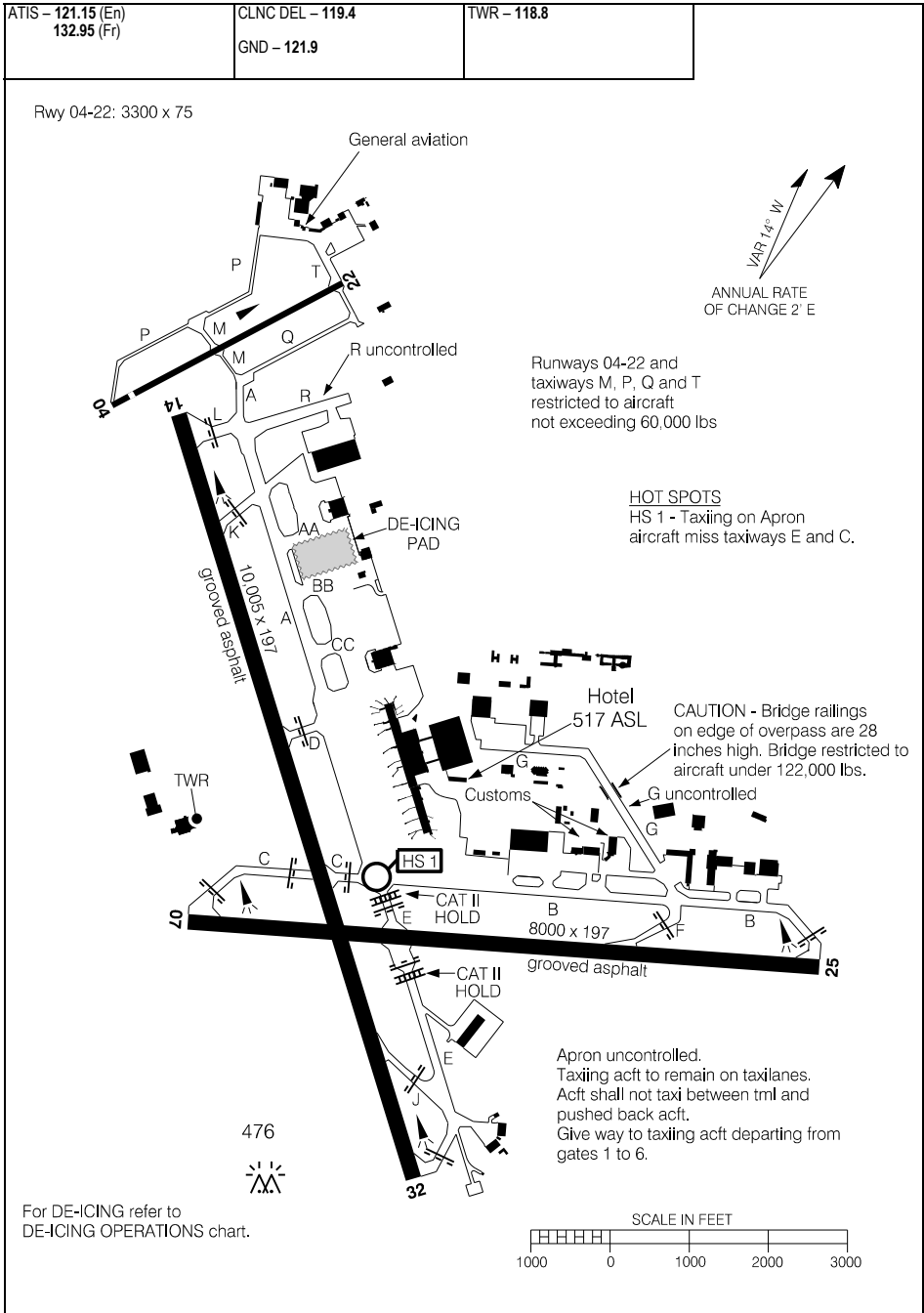


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CARTE D'AÉRODROME

CYOW

TAXI CHART

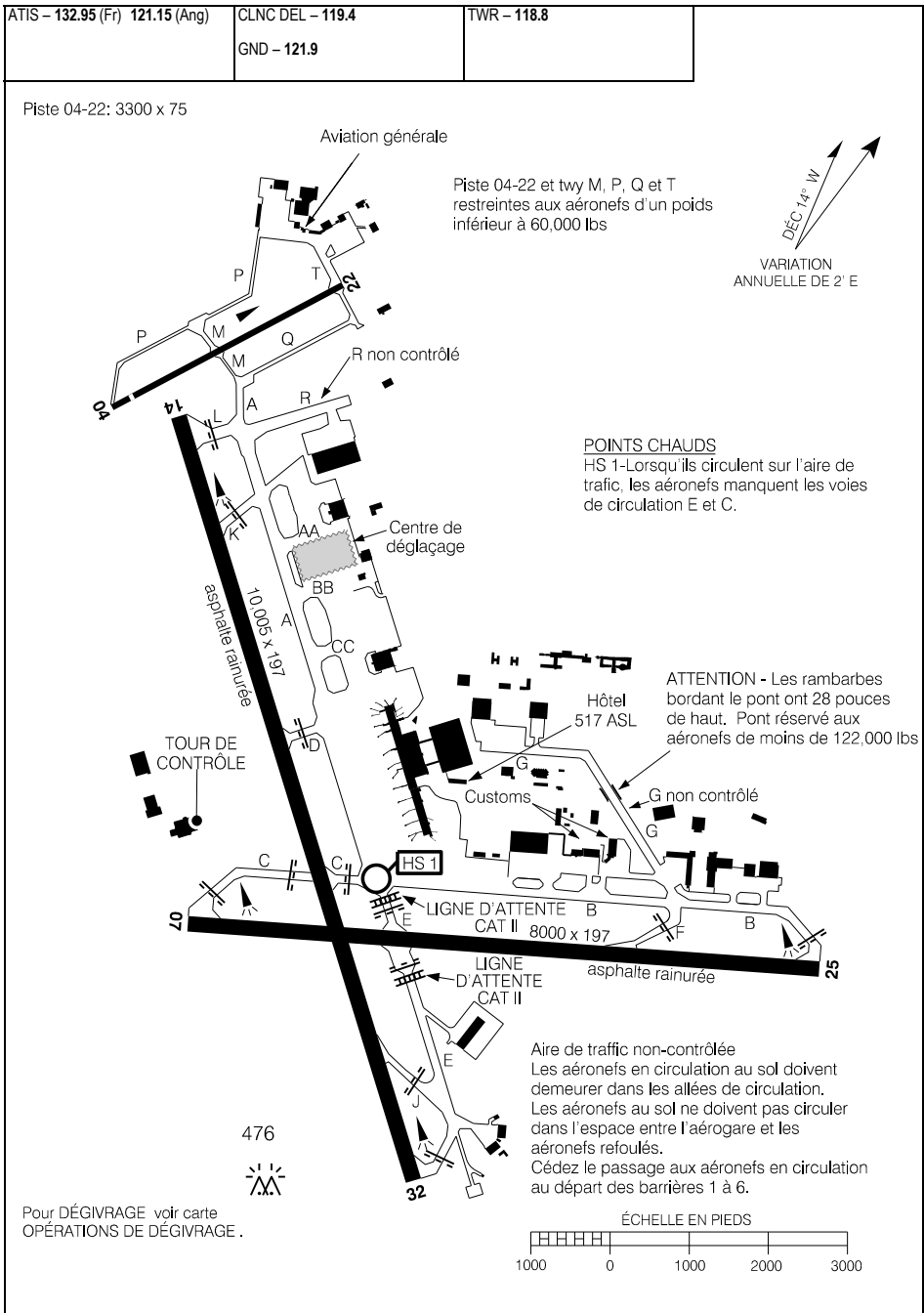


TAXI CHART

EFF 22 JAN 26

CYOW

CARTE DE CIRCULATION



CARTE DE CIRCULATION

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

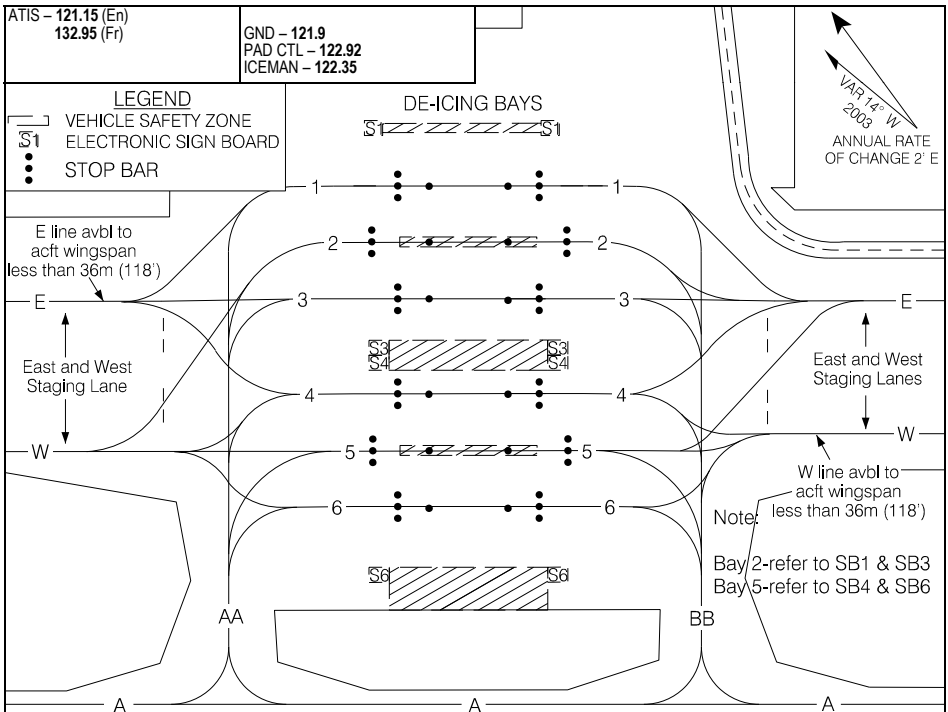
DE-ICING OPERATIONS

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



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DE-ICING OPERATIONS

1. Ctc PAD CONTROL on 122.925 30 min prior to dep if de-icing is rqrd.
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 acft 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 acft 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 1 - Chemco CHEMR Reg 1

TYPE IV - UCAR ADF ENDURANCE EG106 100%

BAY RESTRICTIONS

AD HOC FLIGHTS

Bay 1, 3, 4, 6 - May be used by acft with wingspans 36m (118') or less.

Bay 2 - May be used by acft with the wingspan 65m (213') or less. If CC used, the taxi must be on the East taxi line only to/from Bay 2. If K used, the taxi must be on the West taxi line only to/from Bay 2.

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. If K used, the taxi must be on the West taxi line only 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 CDF.

DE-ICING OPERATIONS

CYOW

EFF 22 JAN 26

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

S1 PANNEAU ÉLECTRONIQUE

••• BARRES D'ARRÊT

BAIES DE DÉGIVRAGE

1

2

3

4

5

6

1

2

3

4

5

6

S1

S2

S3

S4

S5

S6

AA

BB

A

A

OPÉRATIONS DE DÉGIVRAGE

Linge E pour aéronefs d'envergure moins de 36m (118')

E

Lignes d'attente Est & Ouest

W

DÉC 14° W

VARIATION ANNUELLE DE 2° E

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

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. Si K est utilisée, le taxi doit être sur la ligne de taxi Ouest 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. Si K est utilisée, le taxi doit être sur la ligne de taxi Ouest 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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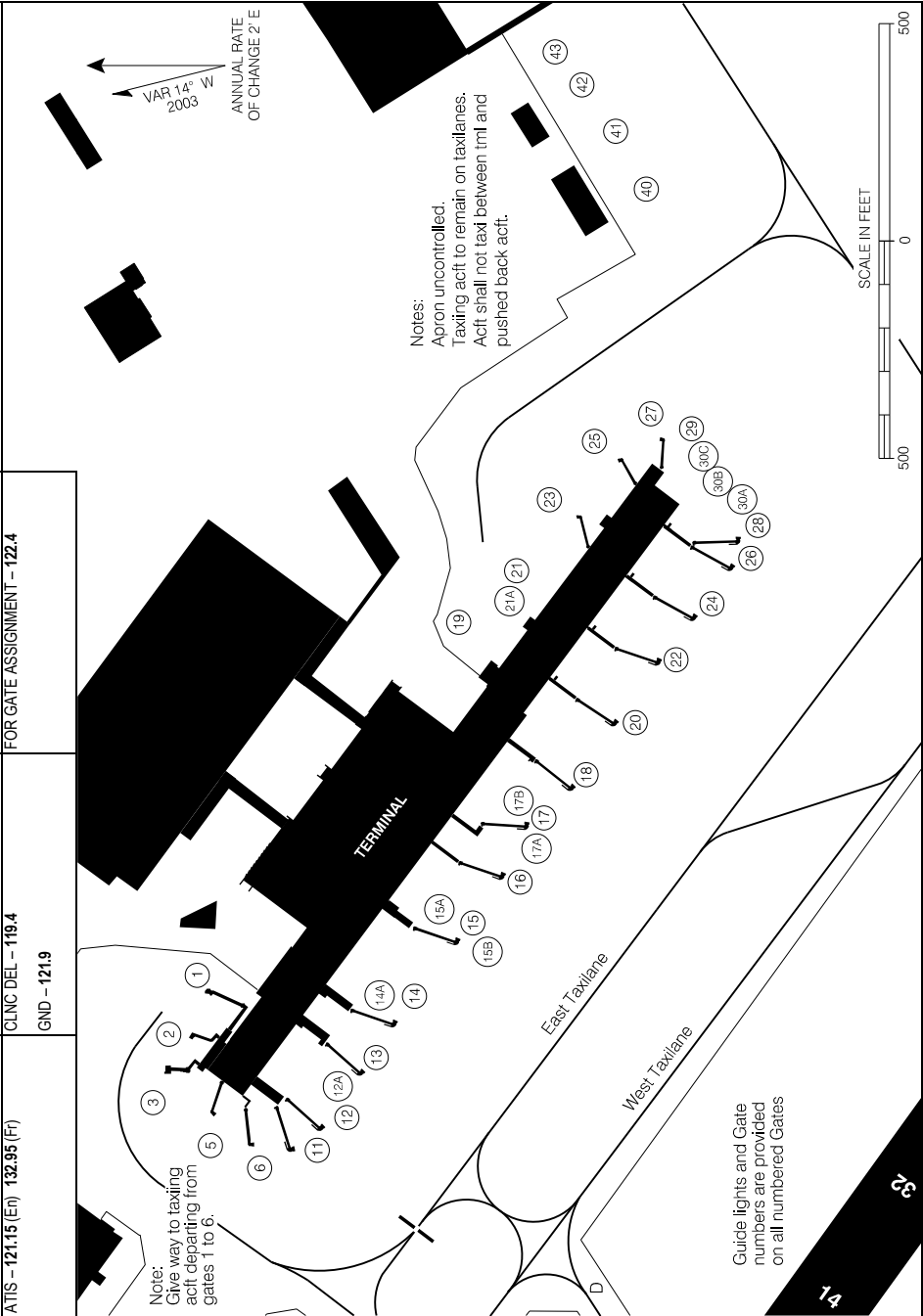
OPÉRATIONS DE DÉGIVRAGE

CYOW

EFF 22 JAN 26

CYOW-GM-4C

PARKING AREAS (APRON I)



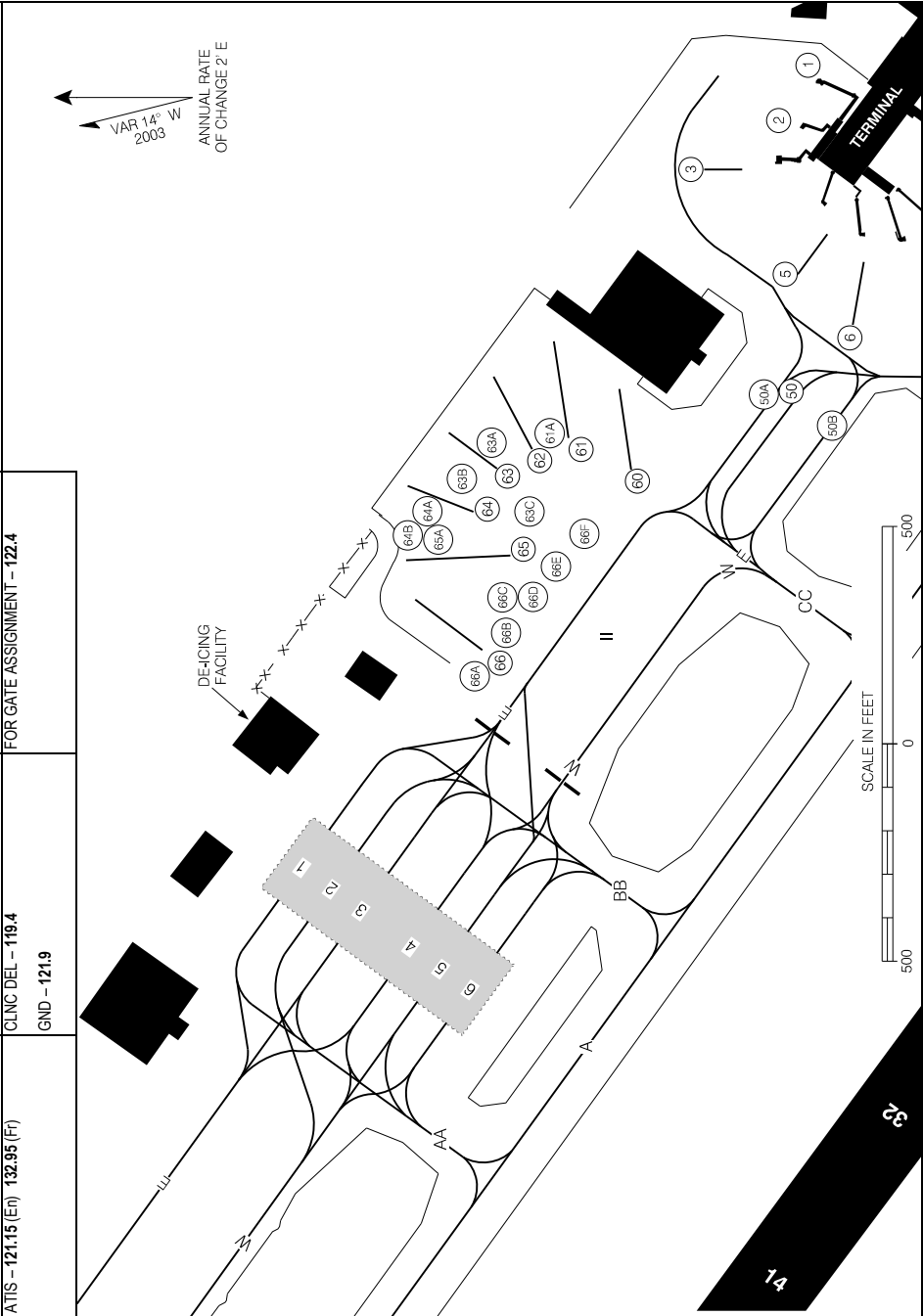
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PARKING AREAS (APRON I)

EFF 7 AUG 25

CYOW

PARKING AREAS (APRON II)



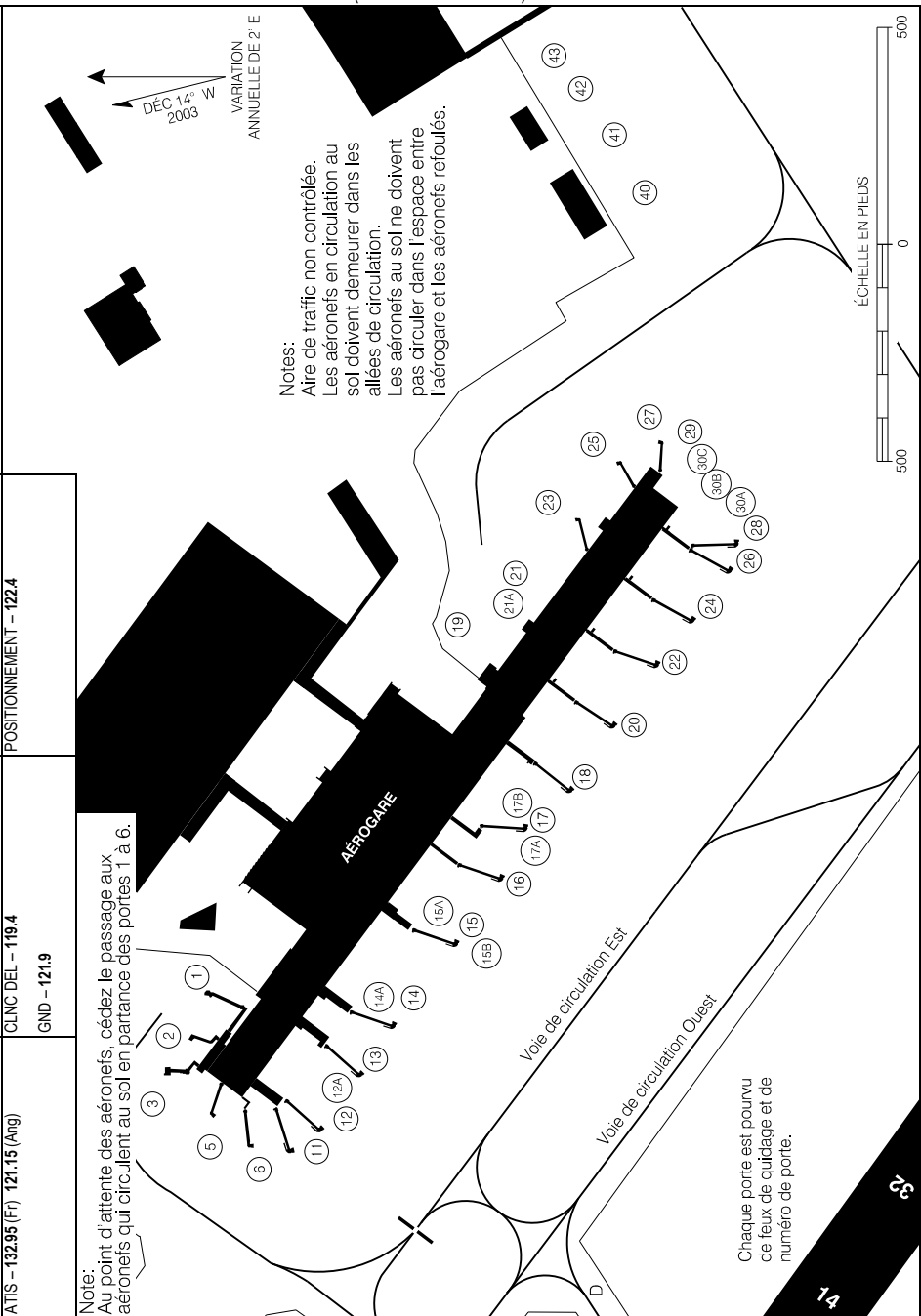
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PARKING AREAS (APRON II)

EFF 22 JAN 26

CYOW

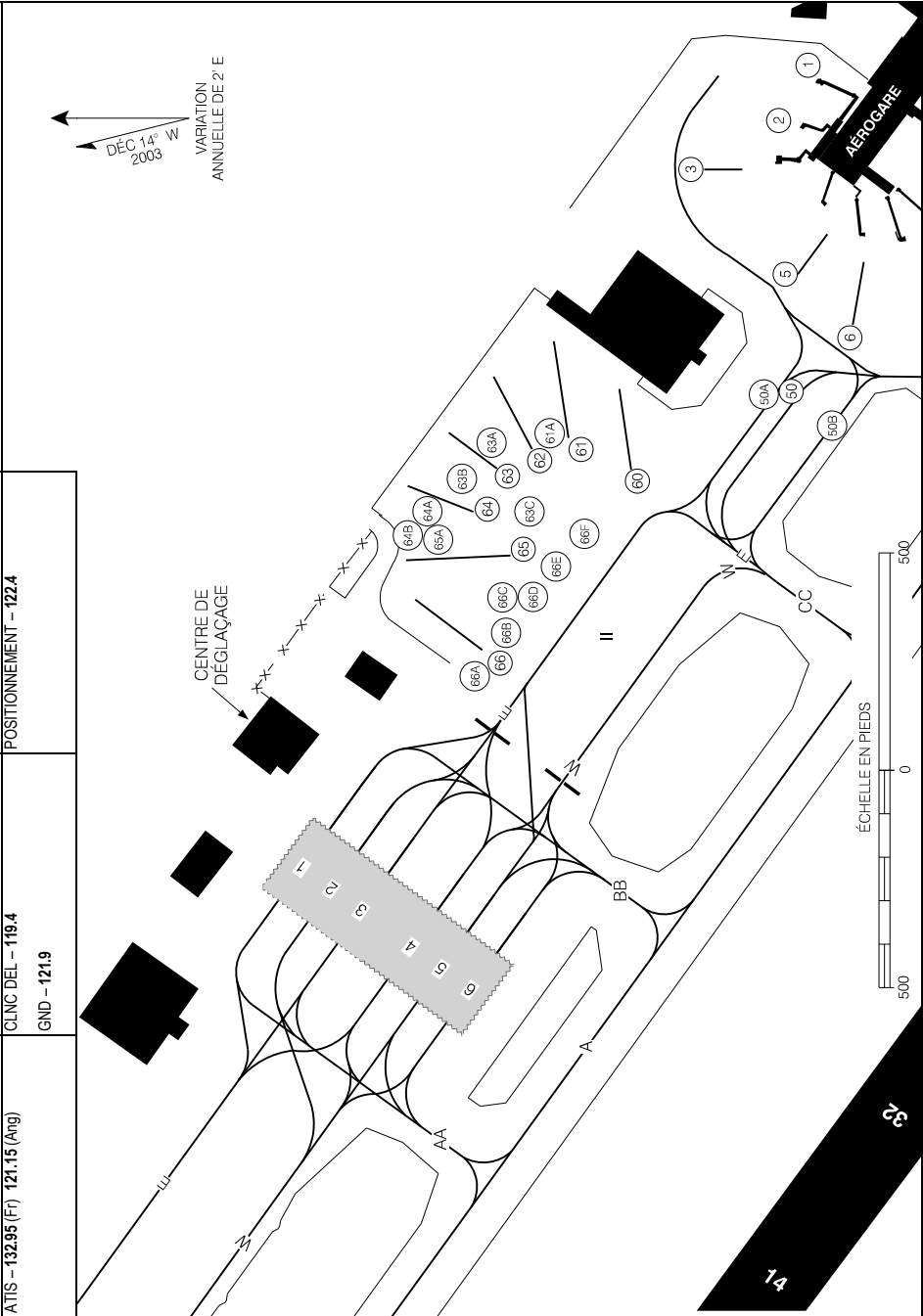
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AIRES DE STATIONNEMENT (AIRE DE TRAFIC I)

CYOW

AIRES DE STATIONNEMENT (AIRE DE TRAFIC II)

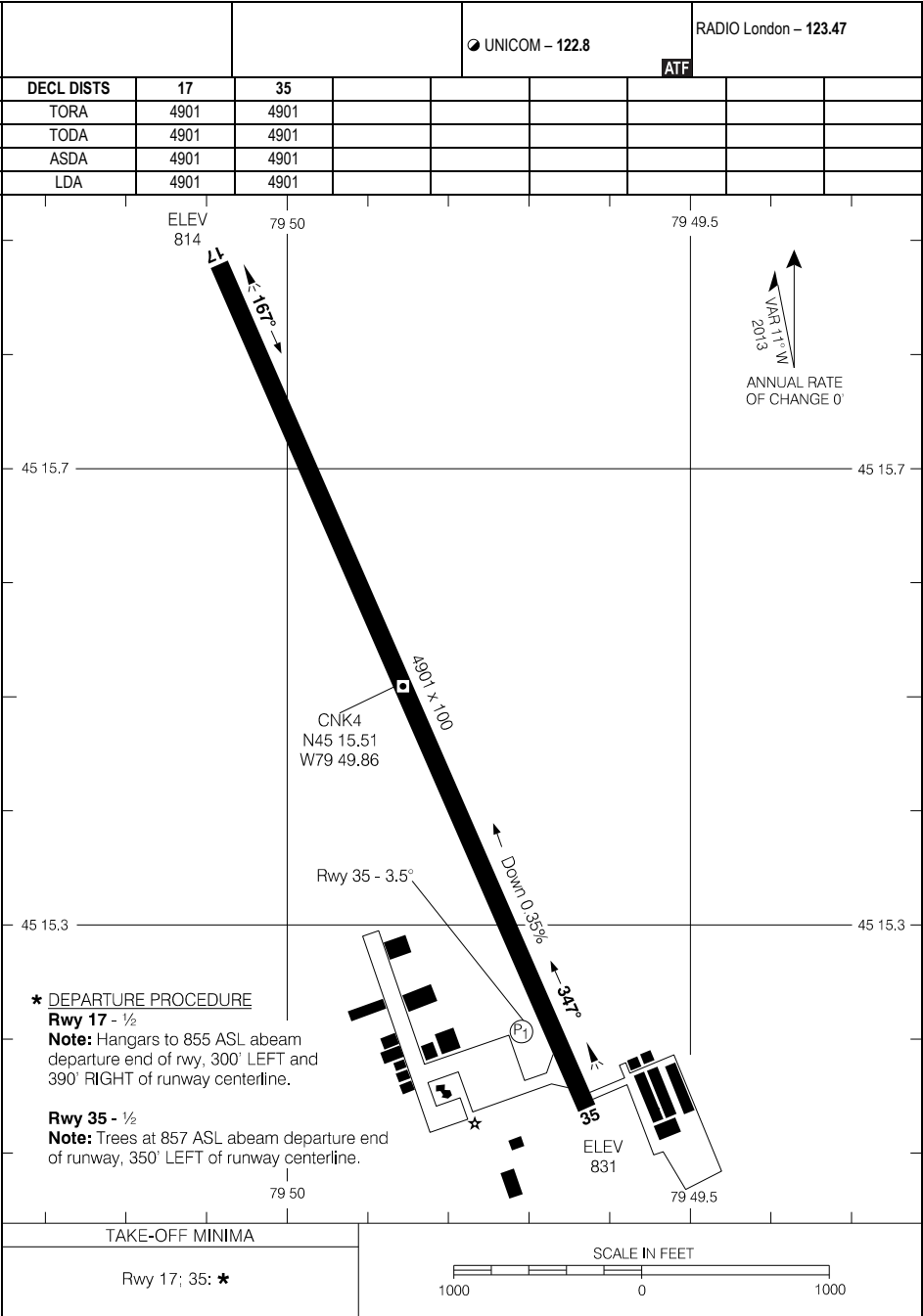


AIRES DE STATIONNEMENT (AIRE DE TRAFIC II)

EFF 22 JAN 26

CYOW

AERODROME CHART



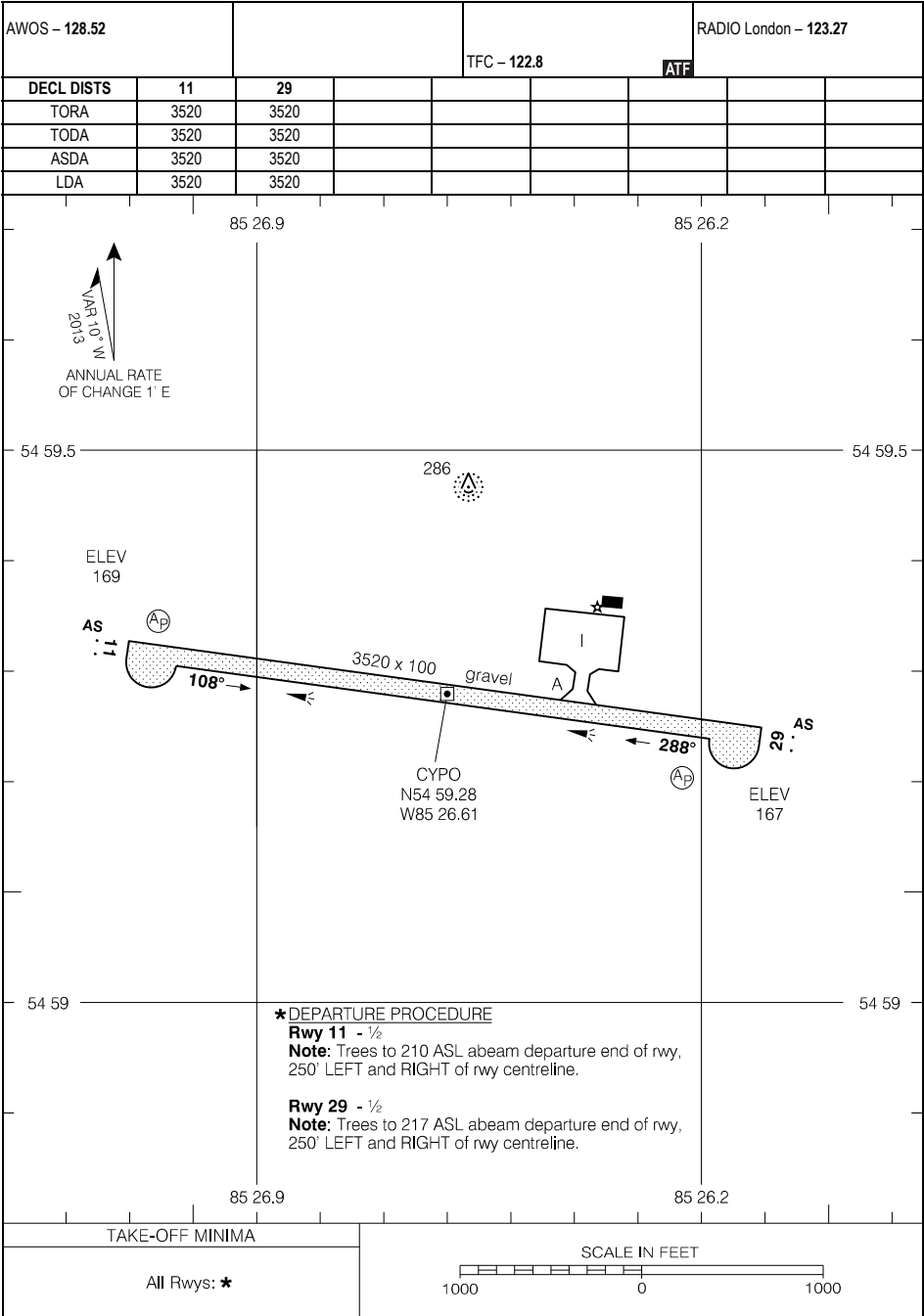
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AERODROME CHART

EFF 25 JAN 24

CNK4

AERODROME CHART



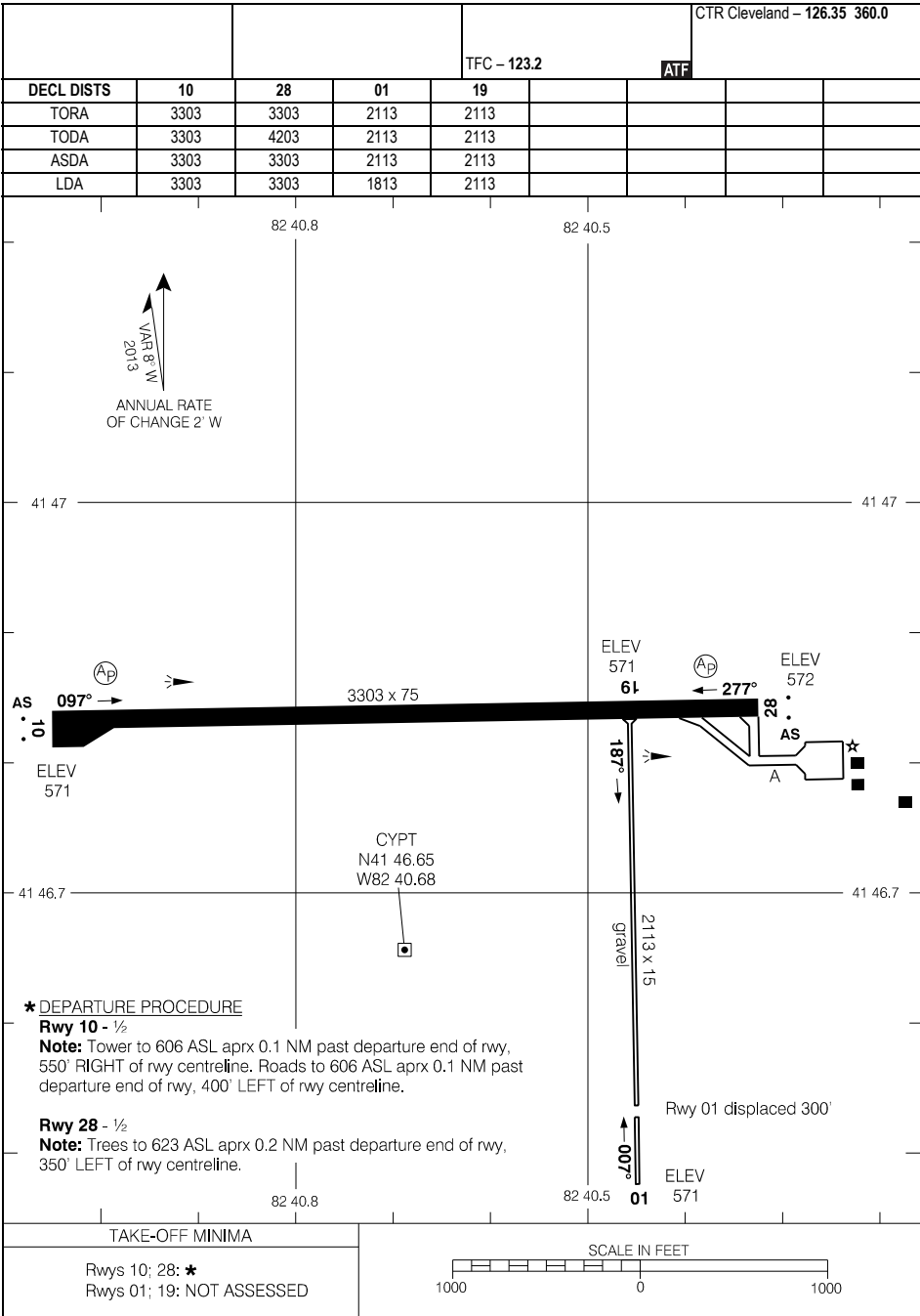
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AERODROME CHART

EFF 5 OCT 23

CYPO

AERODROME CHART

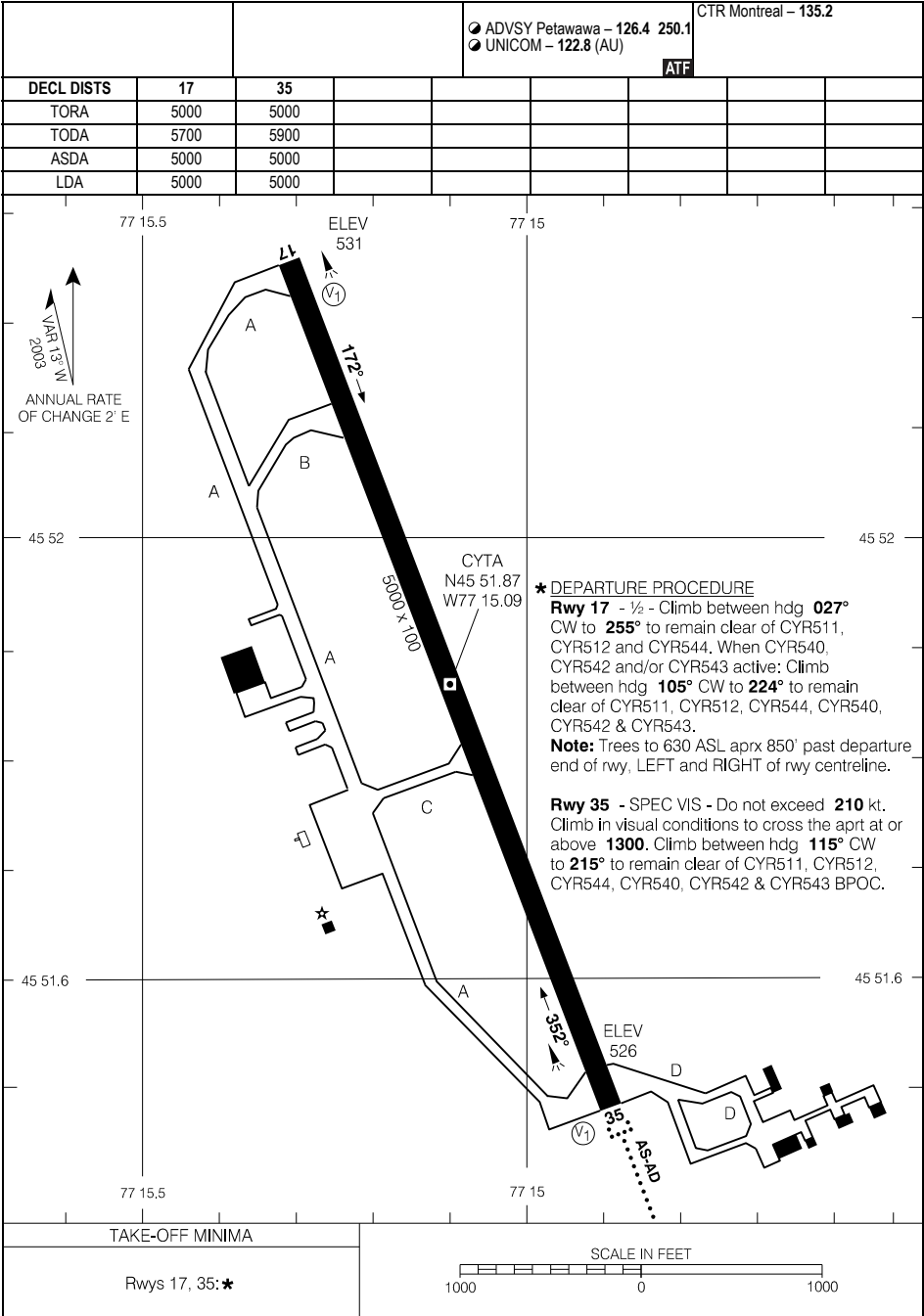


AERODROME CHART

CYPT

EFF 14 MAY 26

AERODROME CHART



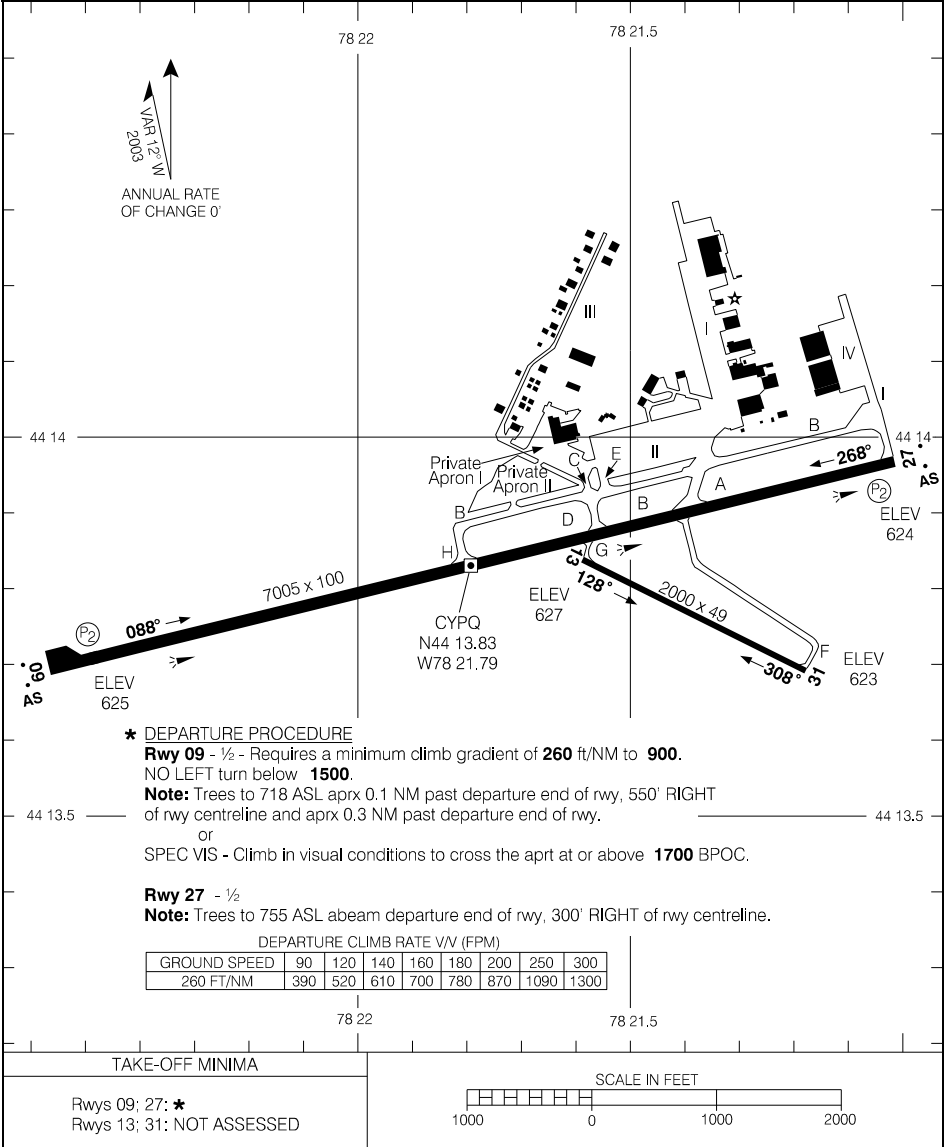
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EFF 25 JAN 24

CYTA

AERODROME CHART

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						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				



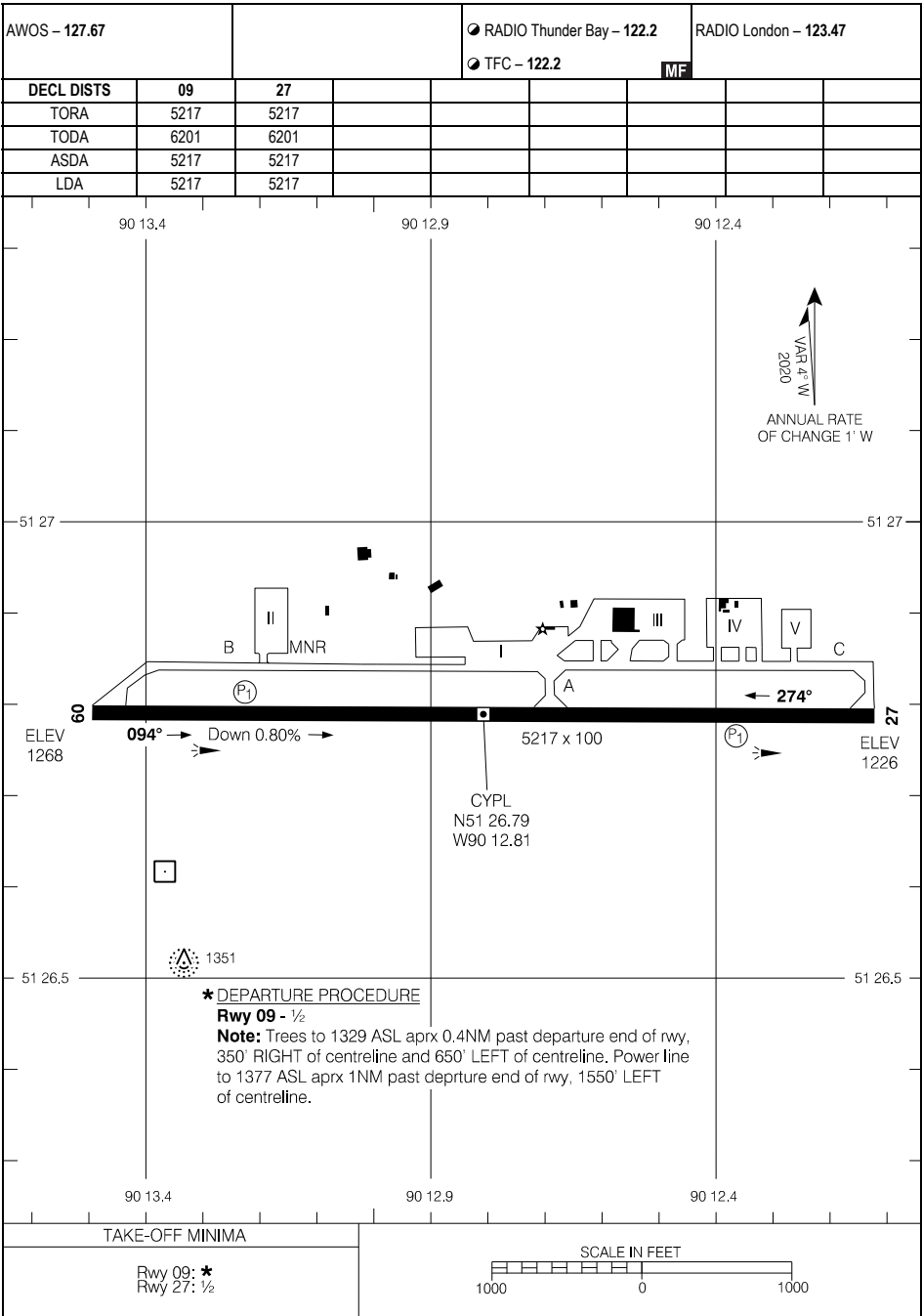
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AERODROME CHART

EFF 9 JUL 26

CYPQ

AERODROME CHART

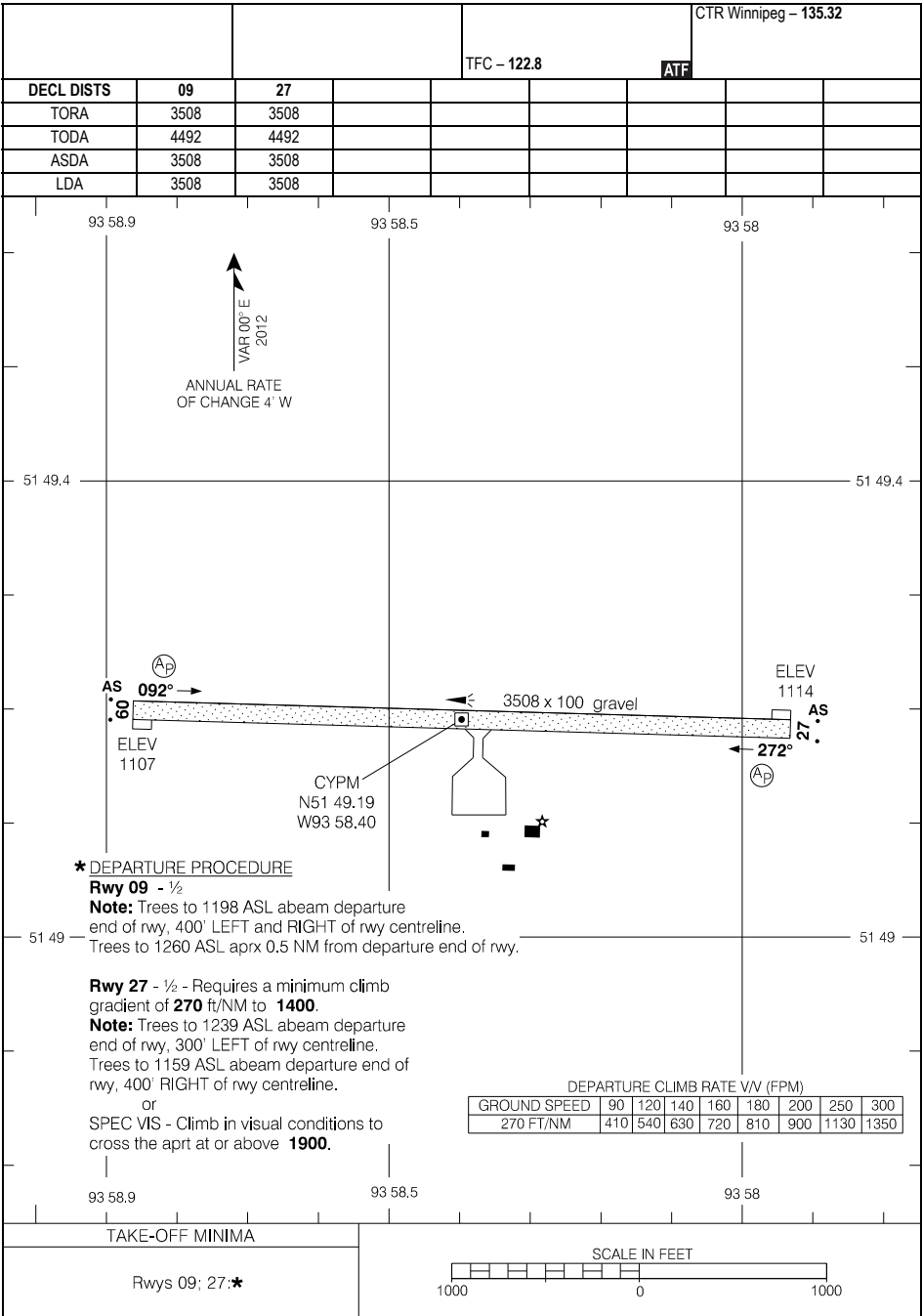


AERODROME CHART

EFF 19 MAR 26

CYPL

AERODROME CHART



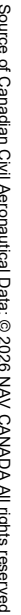
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AERODROME CHART

EFF 24 MAR 22

CYPM

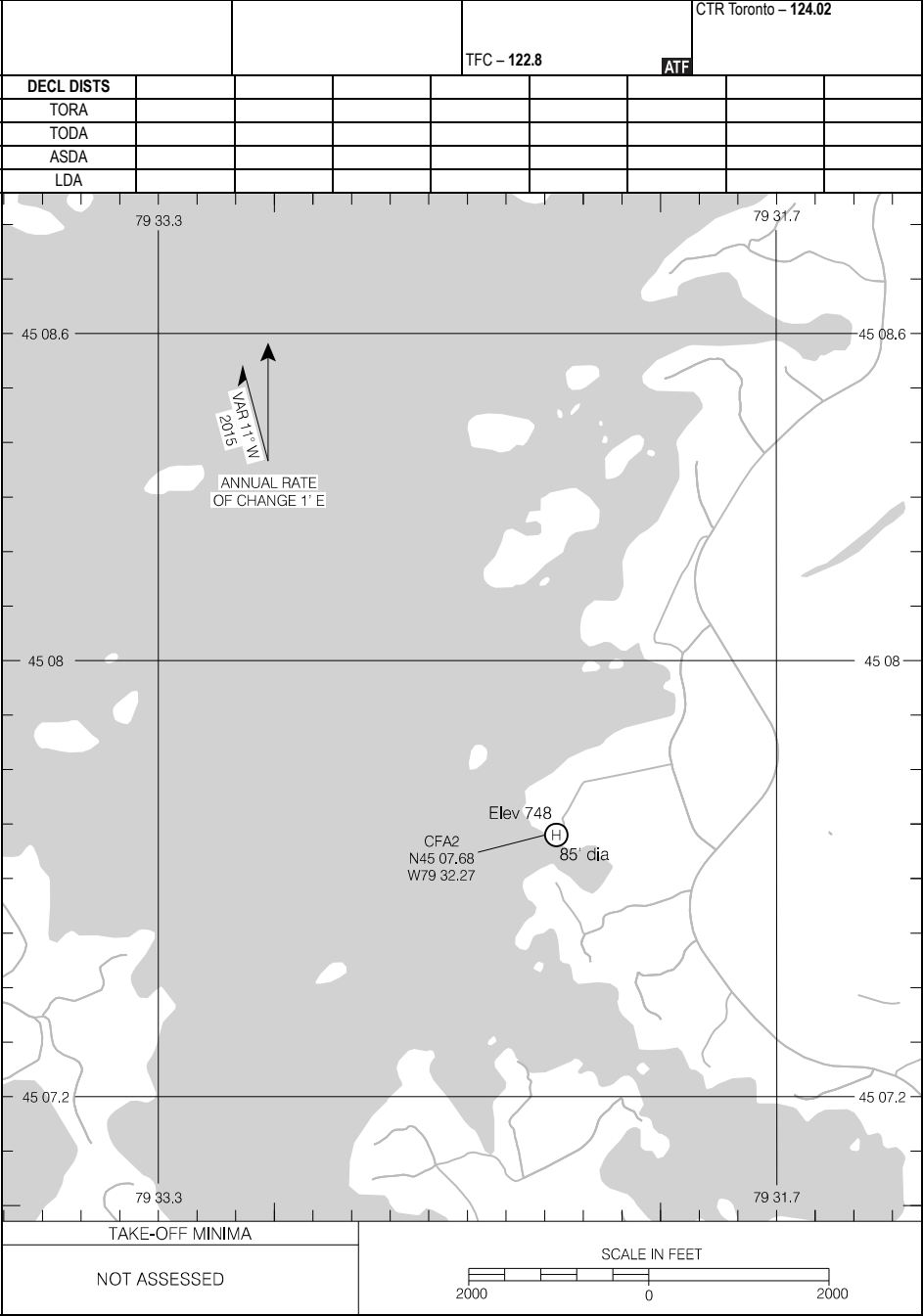
CPV7

ATF

CPV7

CPV7-AD

HELIPORT CHART



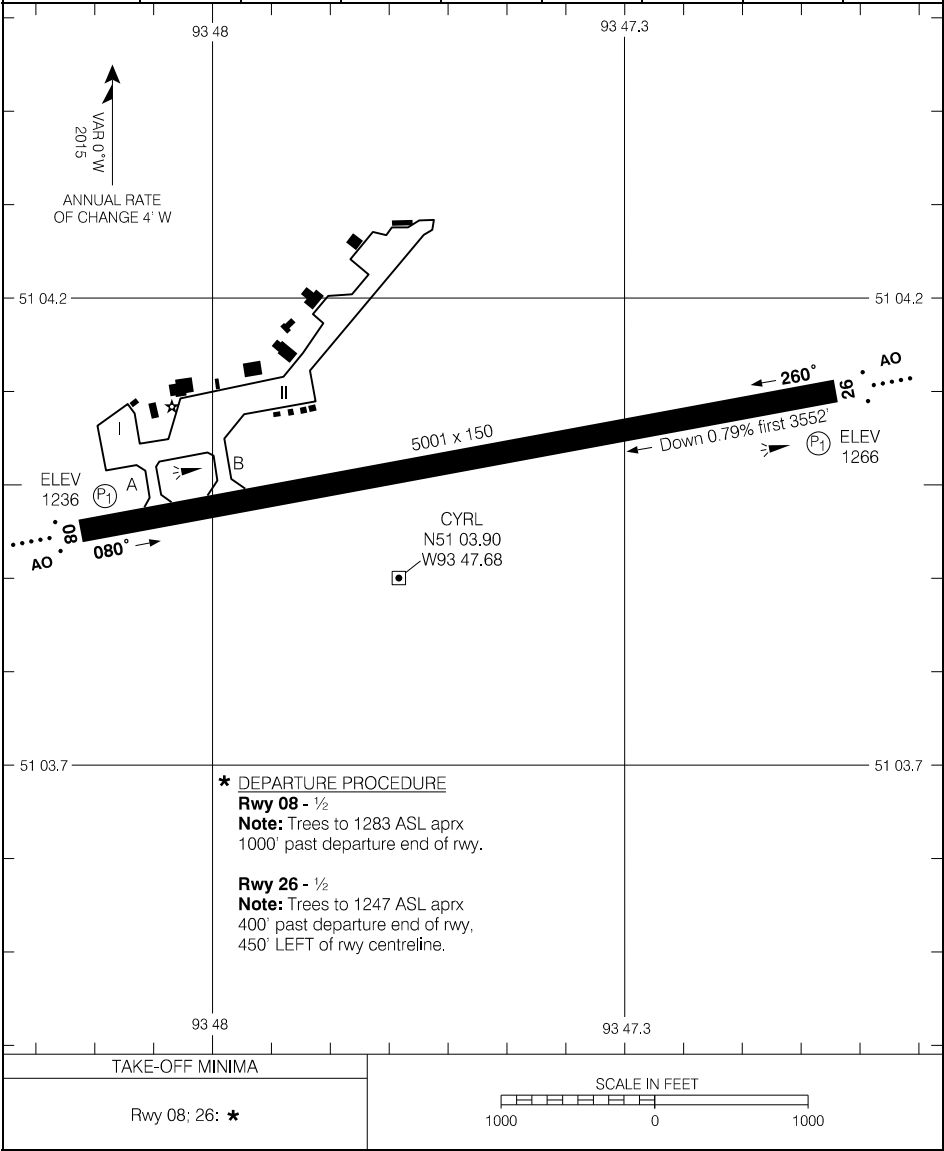
HELIPORT CHART

EFF 16 JUL 20

CFA2

AERODROME CHART

				● RADIO Kenora – 122.3		CTR Winnipeg – 135.32	
				● 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

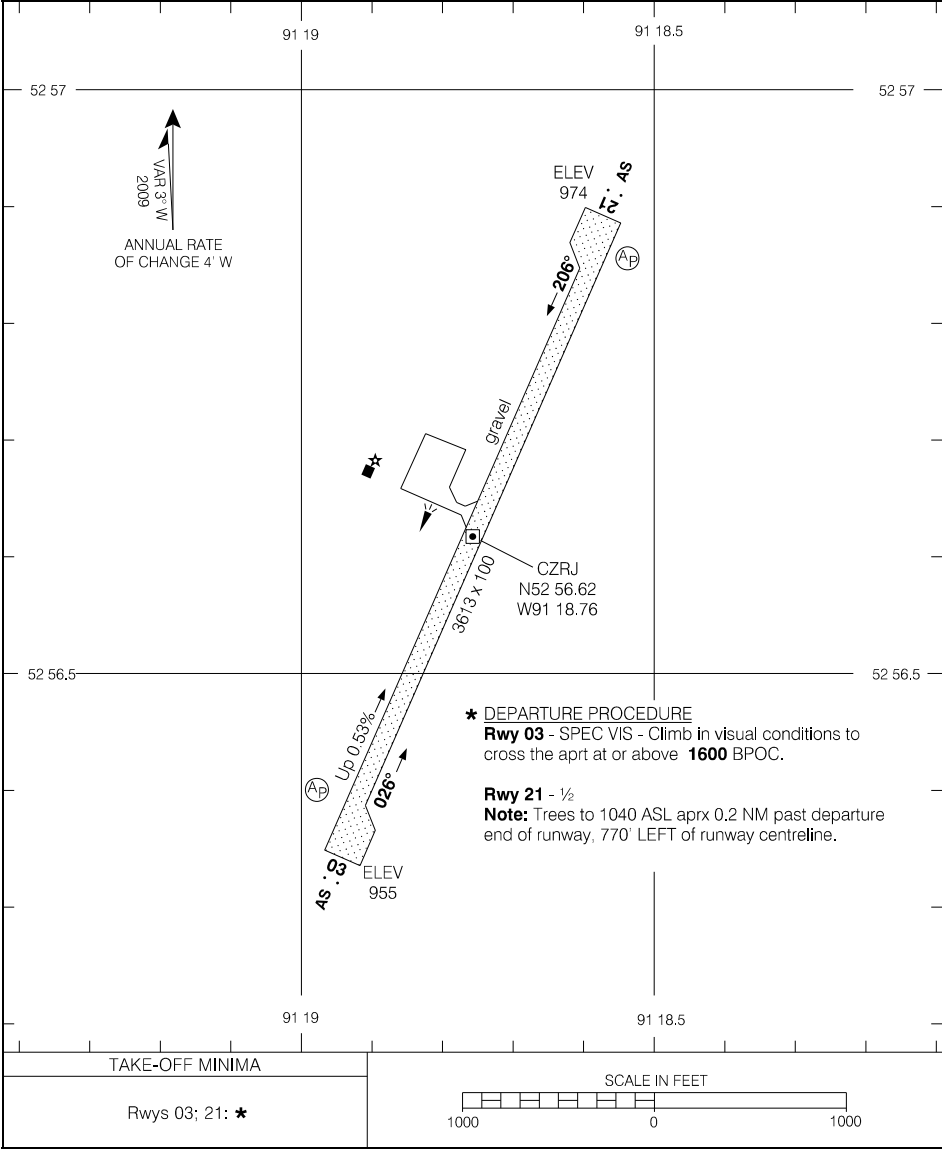
CYRL

CZRJ-AD

ROUND LAKE (WEAGAMOW LAKE), ON
CZRJ

AERODROME CHART

				TFC - 123.2		ATF			
DECL DIST	03	21							
TORA	3613	3613							
TODA	4597	4597							
ASDA	3613	3613							
LDA	3613	3613							



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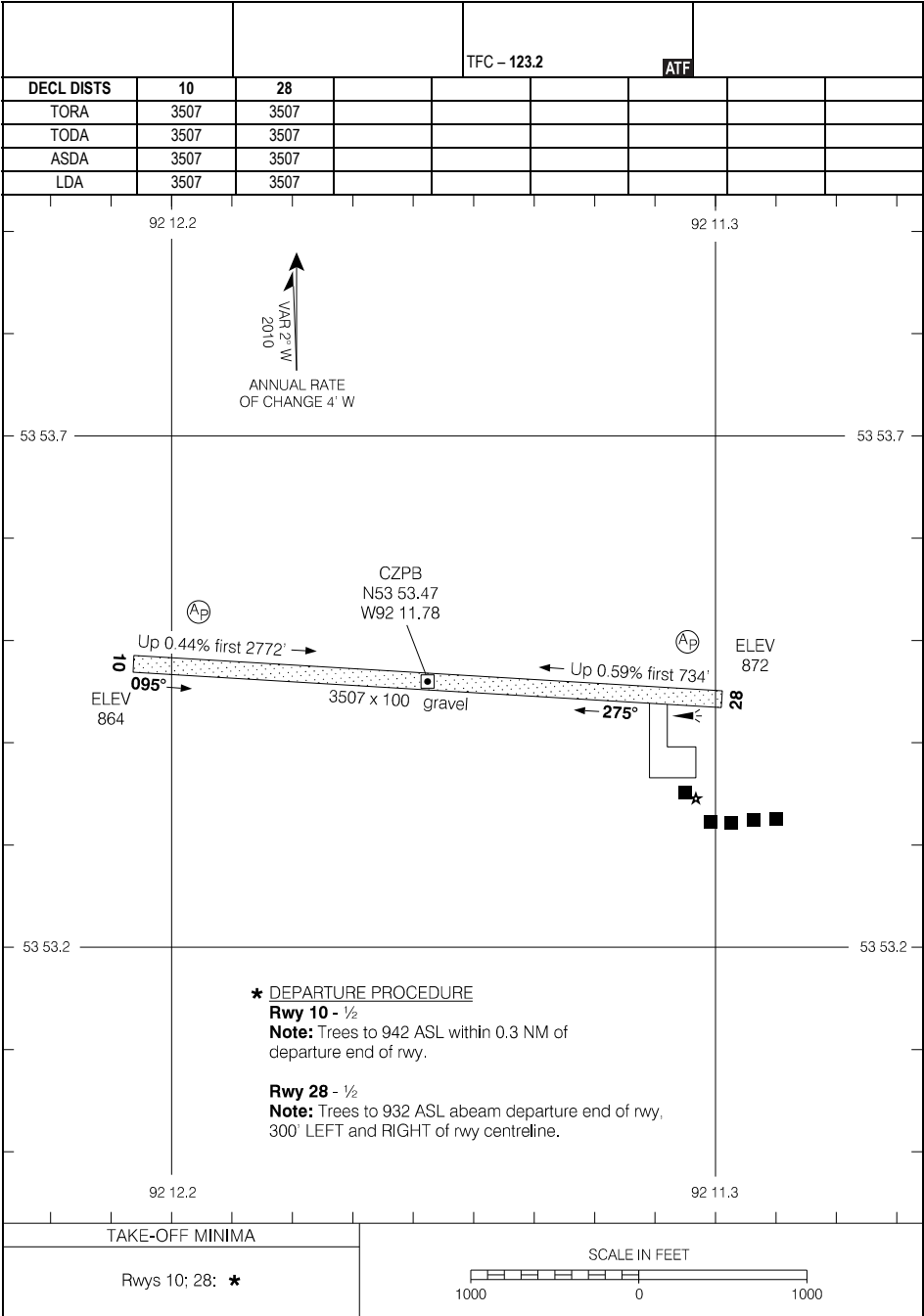
AERODROME CHART

EFF 20 APR 23

CZRJ

CZRJ-AD

AERODROME CHART



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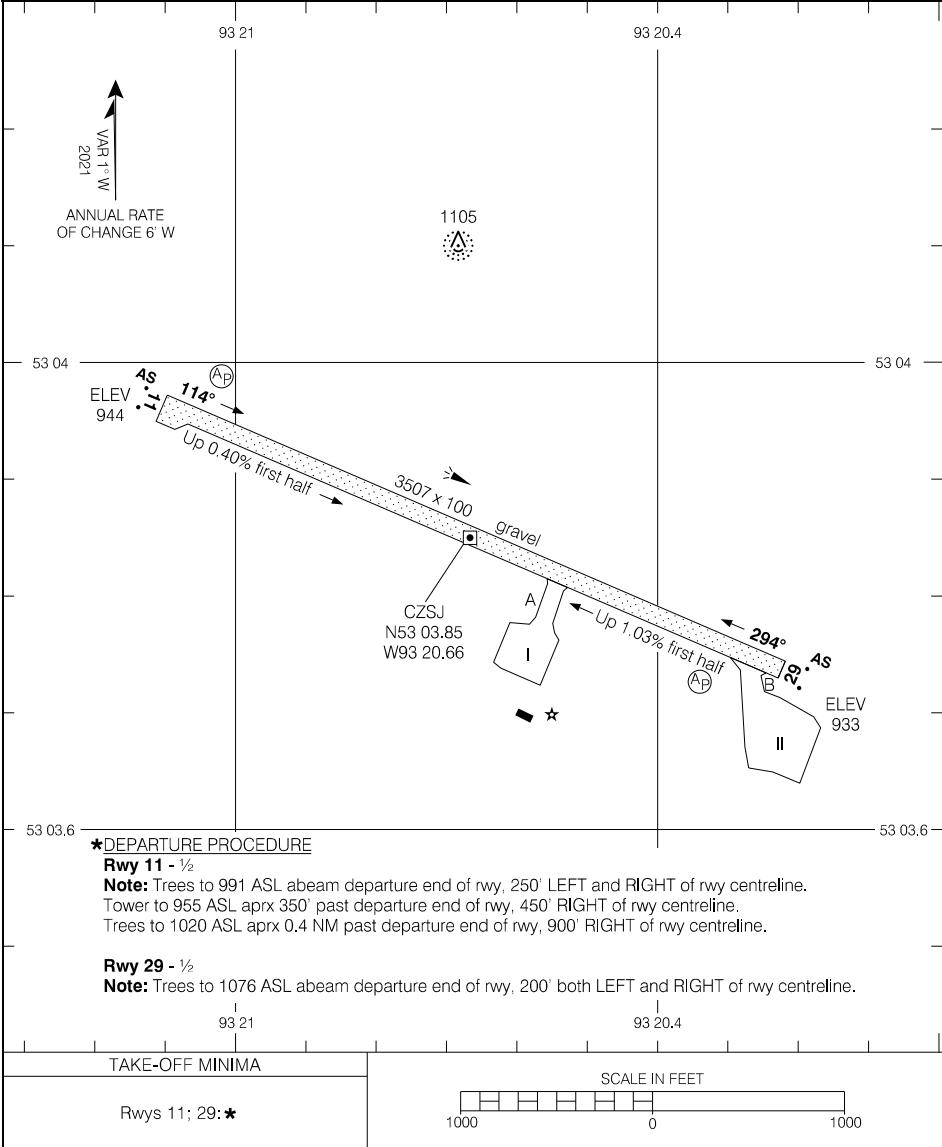
AERODROME CHART

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							



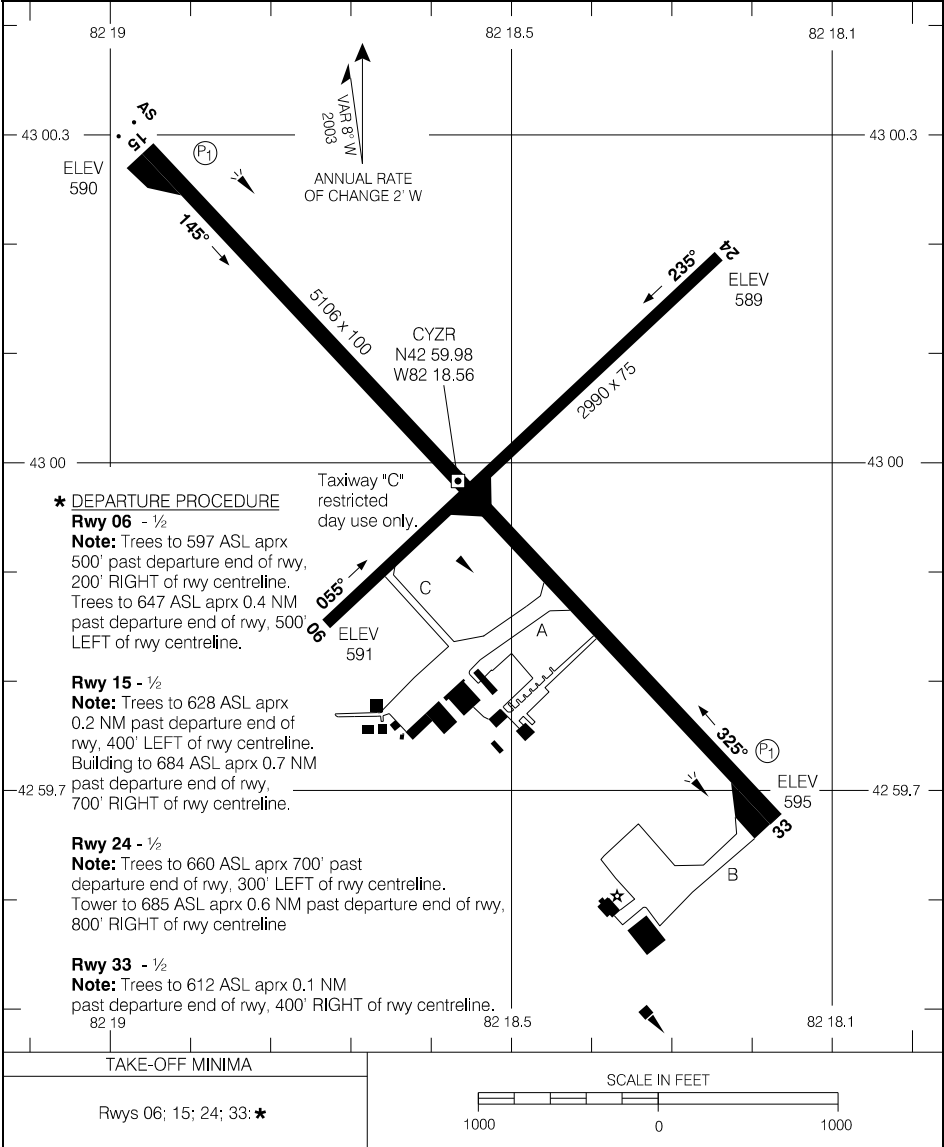
AERODROME CHART

EFF 19 MAR 26

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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			



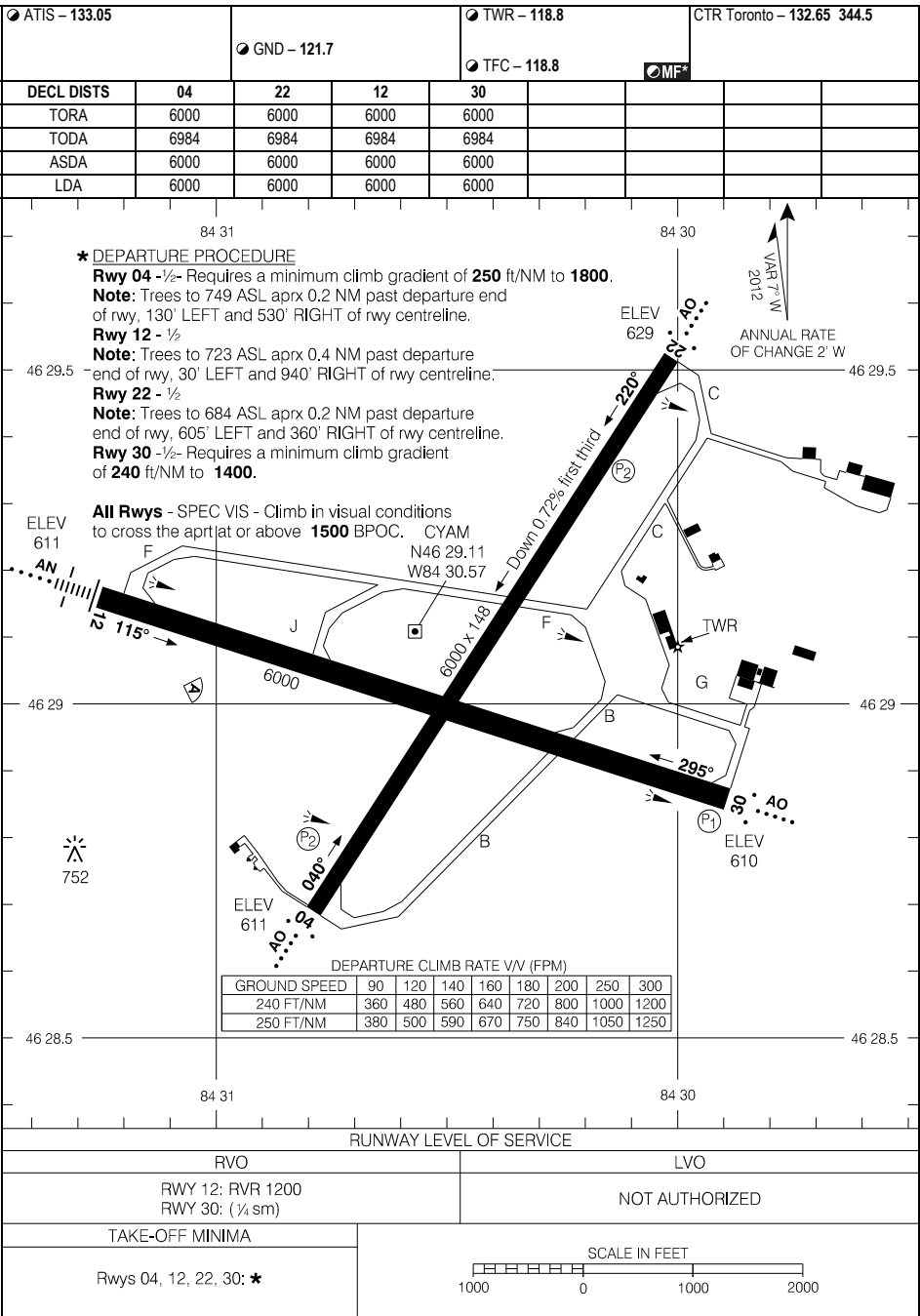
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AERODROME CHART

EFF 17 APR 25

CYZR

AERODROME CHART



AERODROME CHART

EFF 31 OCT 24

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			

DEPARTURE PROCEDURE
Rwy 16 - ½
Note: Trees to 1312 ASL, 0.2 NM past departure end of rwy, both LEFT and RIGHT of rwy centreline. Tower to 1325 ASL aprx 0.5 NM past departure end of rwy, 600' LEFT of rwy centreline.

Rwy 34 - ½
Note: Rising terrain and trees to 1355 ASL aprx 1.0 NM past departure end of rwy.

Runway Level of Service
 RVO
 RWY 16; 34: (¼sm)

LVO
 NOT AUTHORIZED

TAKE-OFF MINIMA
 Rws 16; 34: *

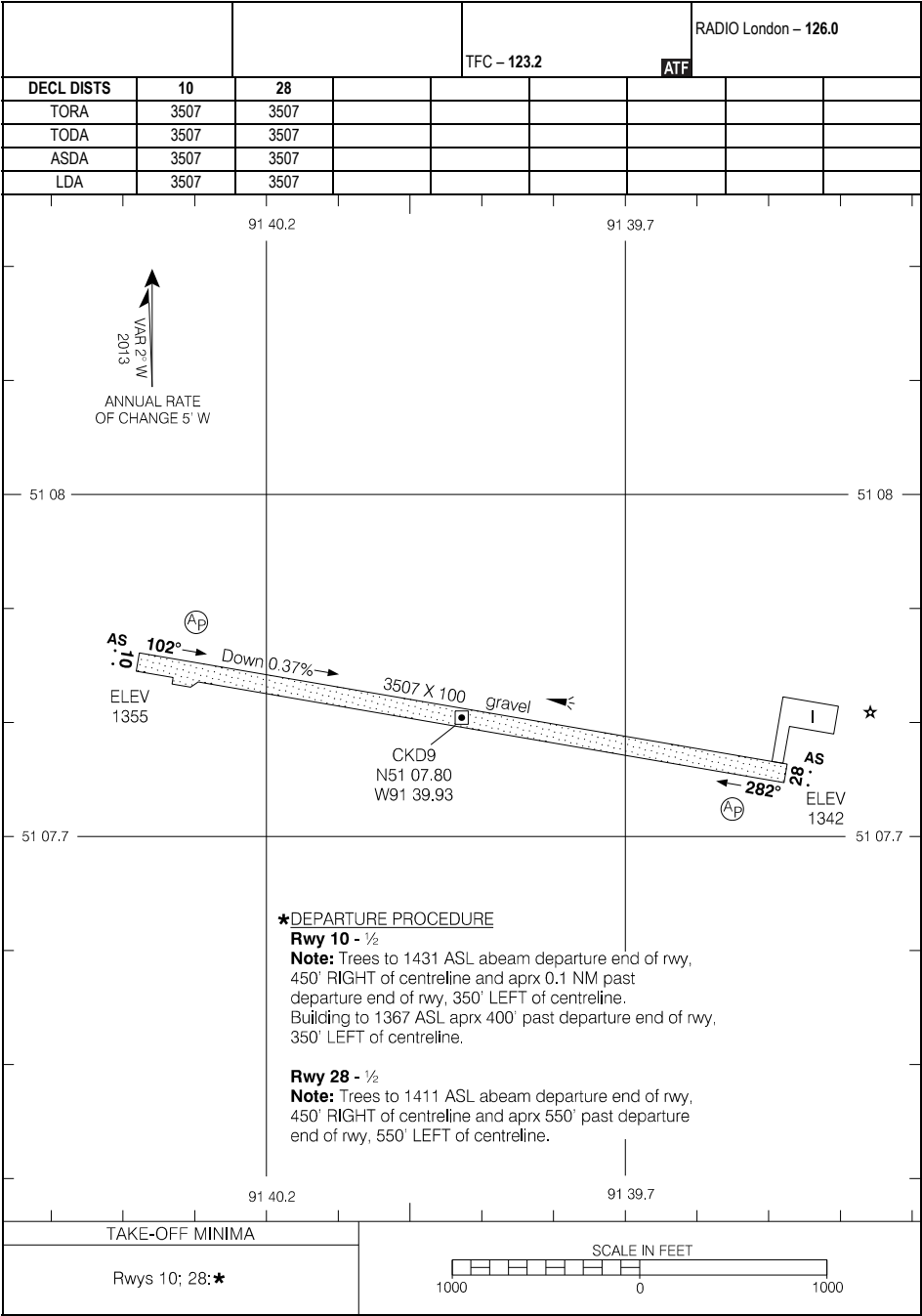
SCALE IN FEET
 1000 0 1000

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CYXL

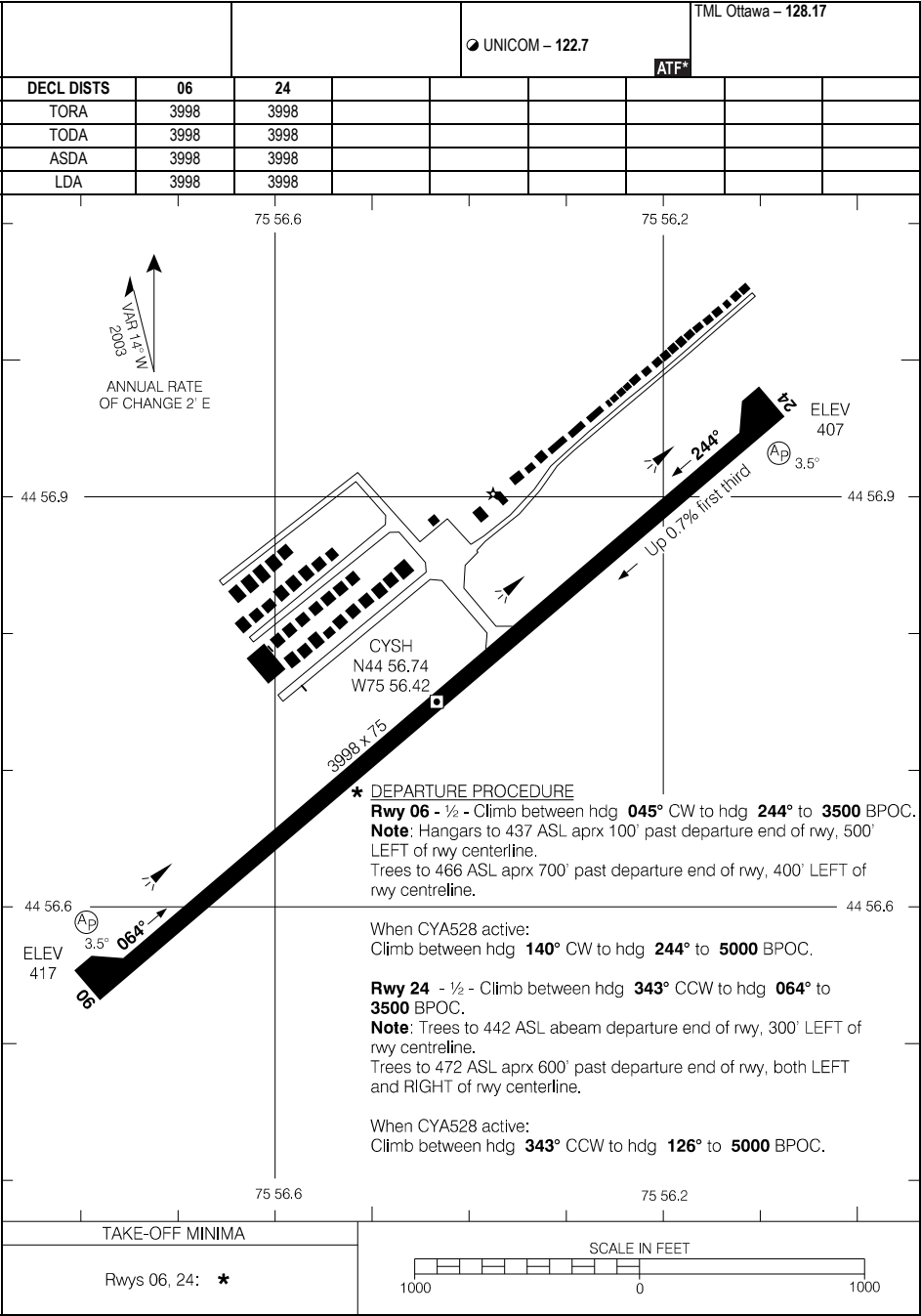
CYXL-AD

AERODROME CHART



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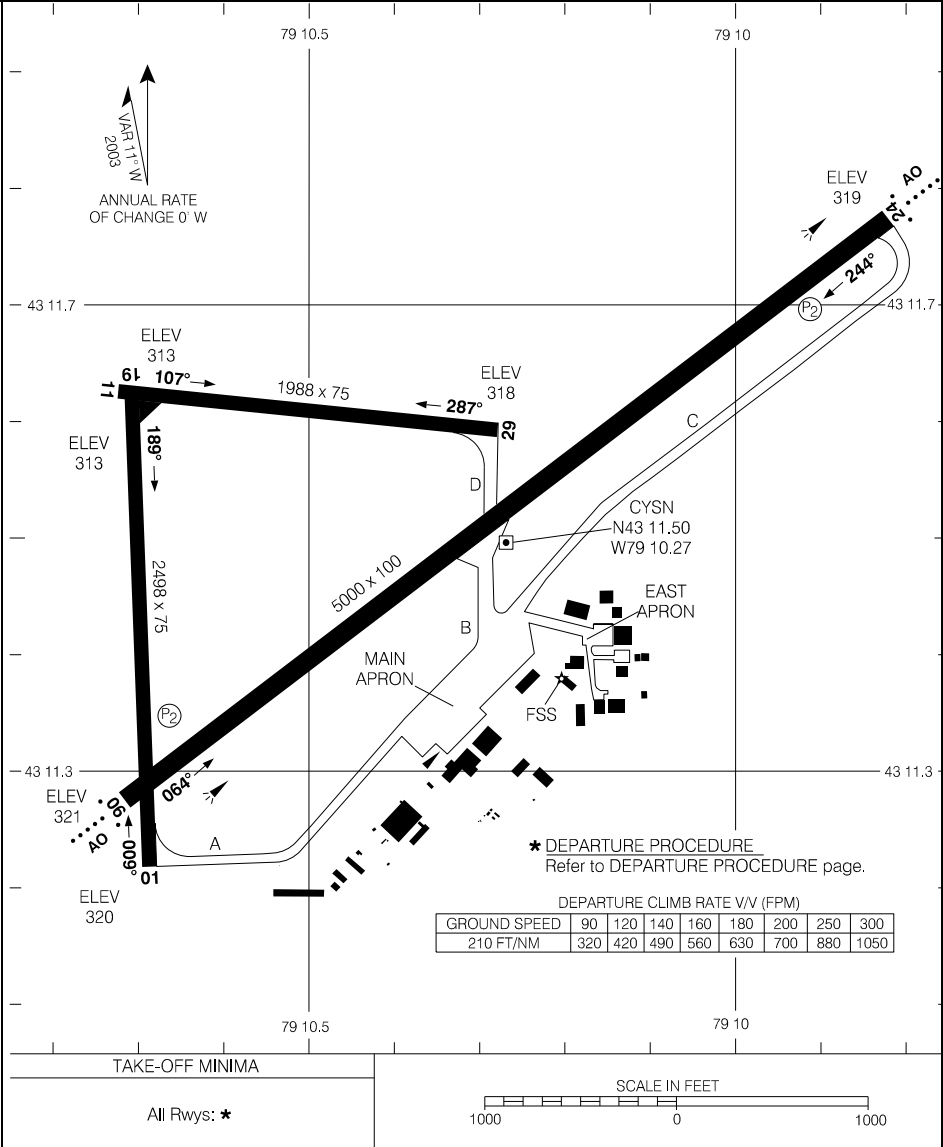
AERODROME CHART



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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		

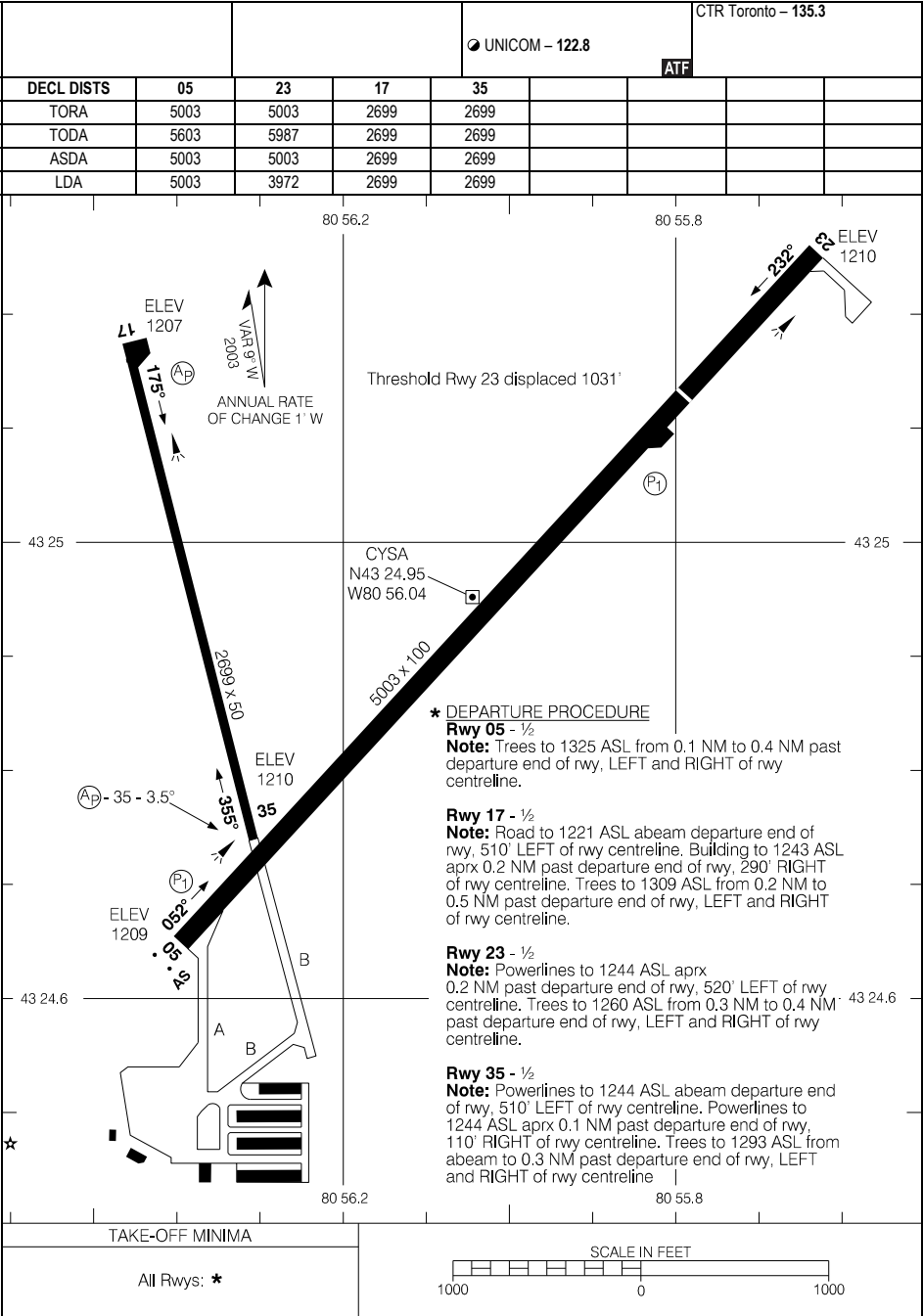


AERODROME CHART

EFF 12 JUN 25

CYSN

AERODROME CHART



AERODROME CHART

EFF 9 JUL 26

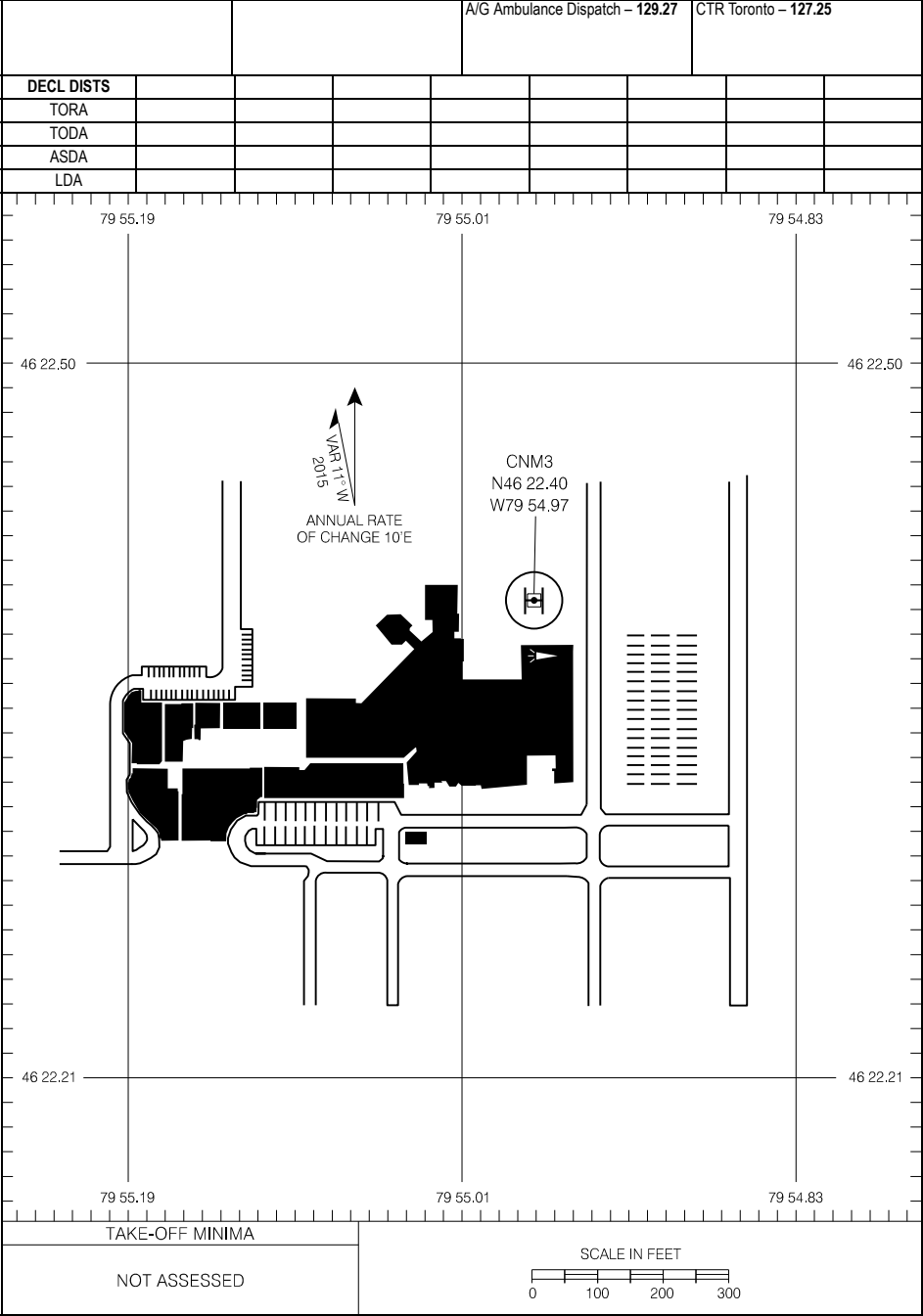
CYSA

CNM3-HP

STURGEON FALLS (WEST NIPISSING GEN HOSPITAL), ON

CNM3

HELIPORT CHART



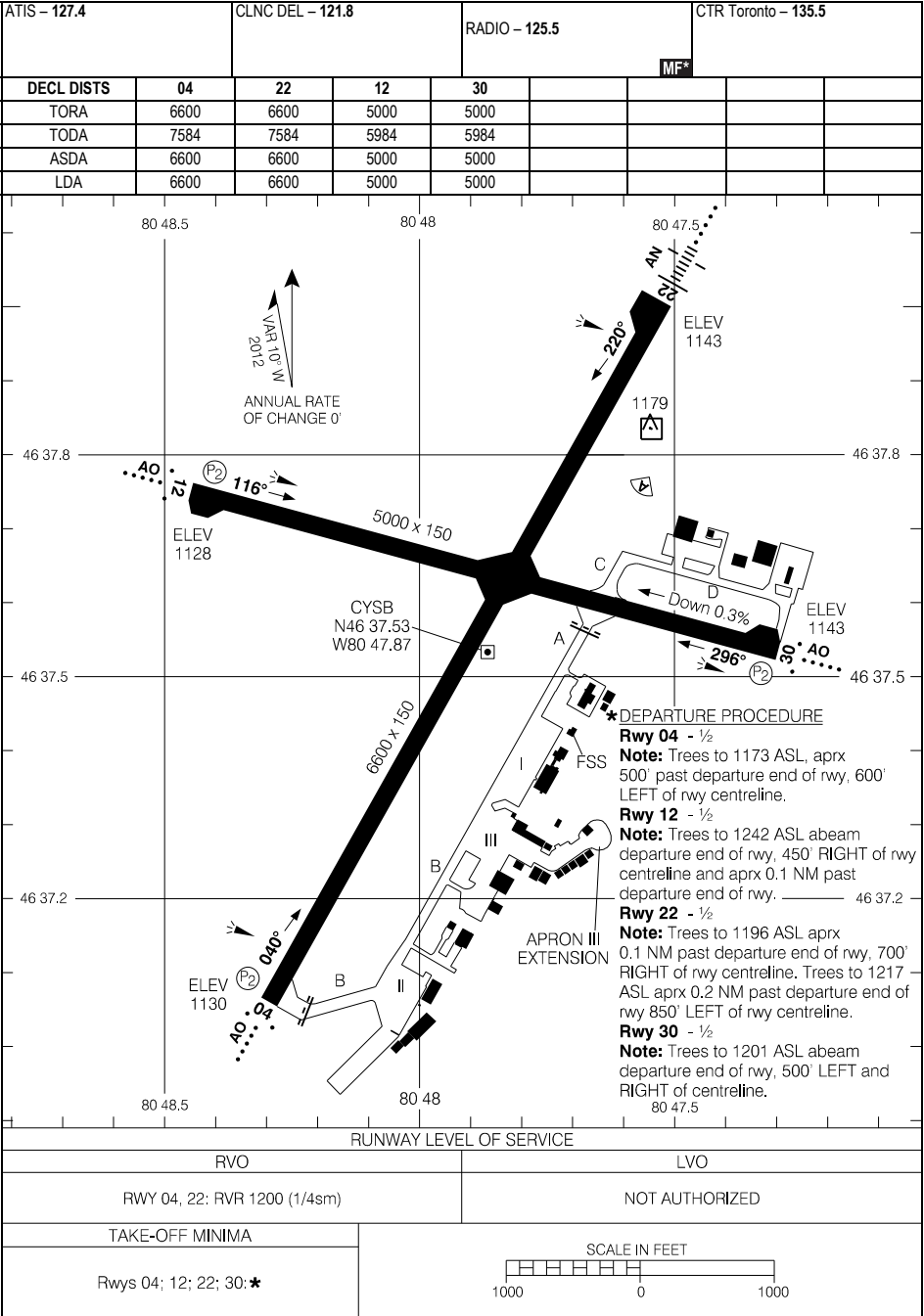
HELIPORT CHART

EFF 5 JAN 17

CNM3

CNM3-HP

AERODROME CHART



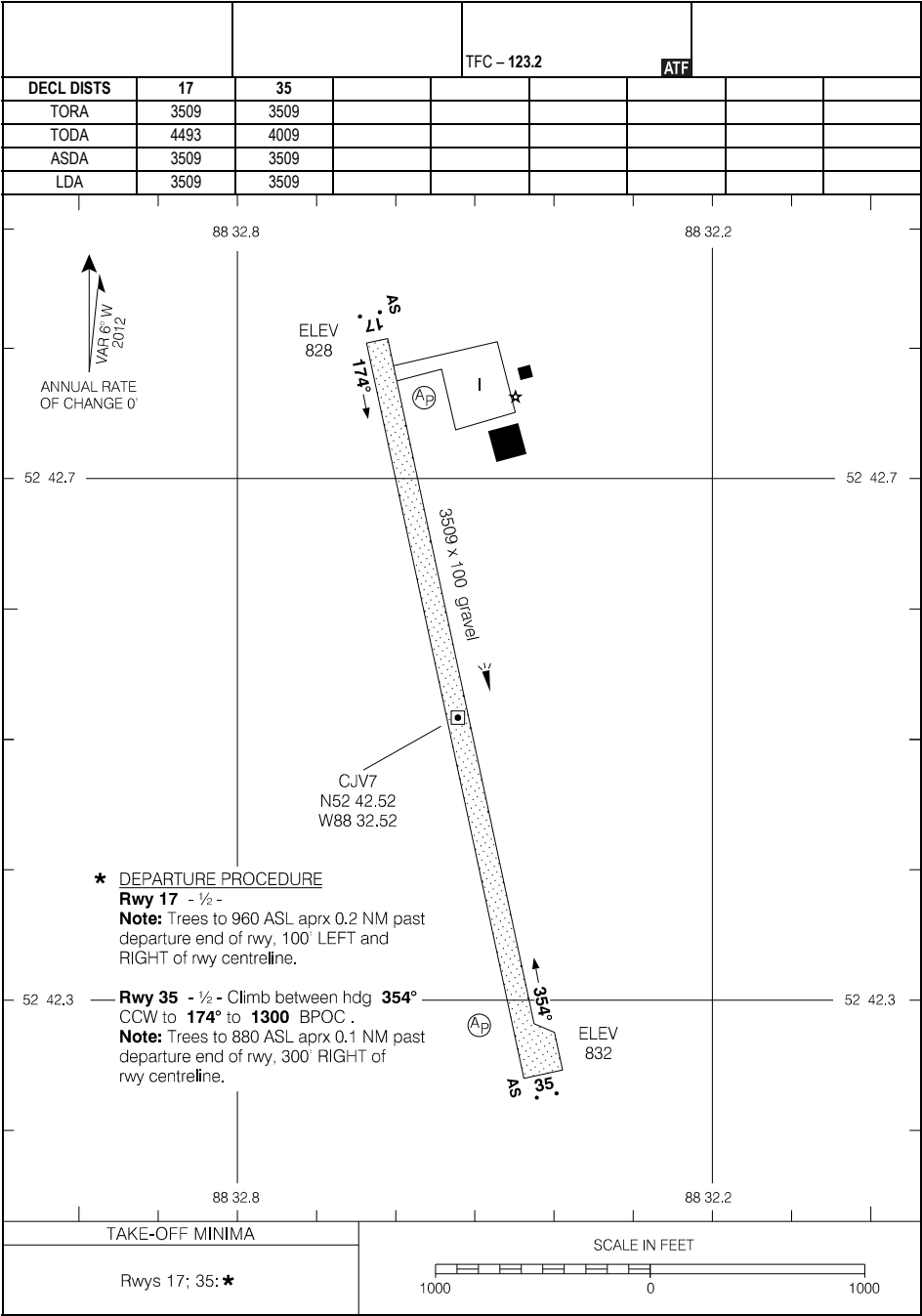
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AERODROME CHART

EFF 3 SEP 26

CYSB

AERODROME CHART



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AERODROME CHART

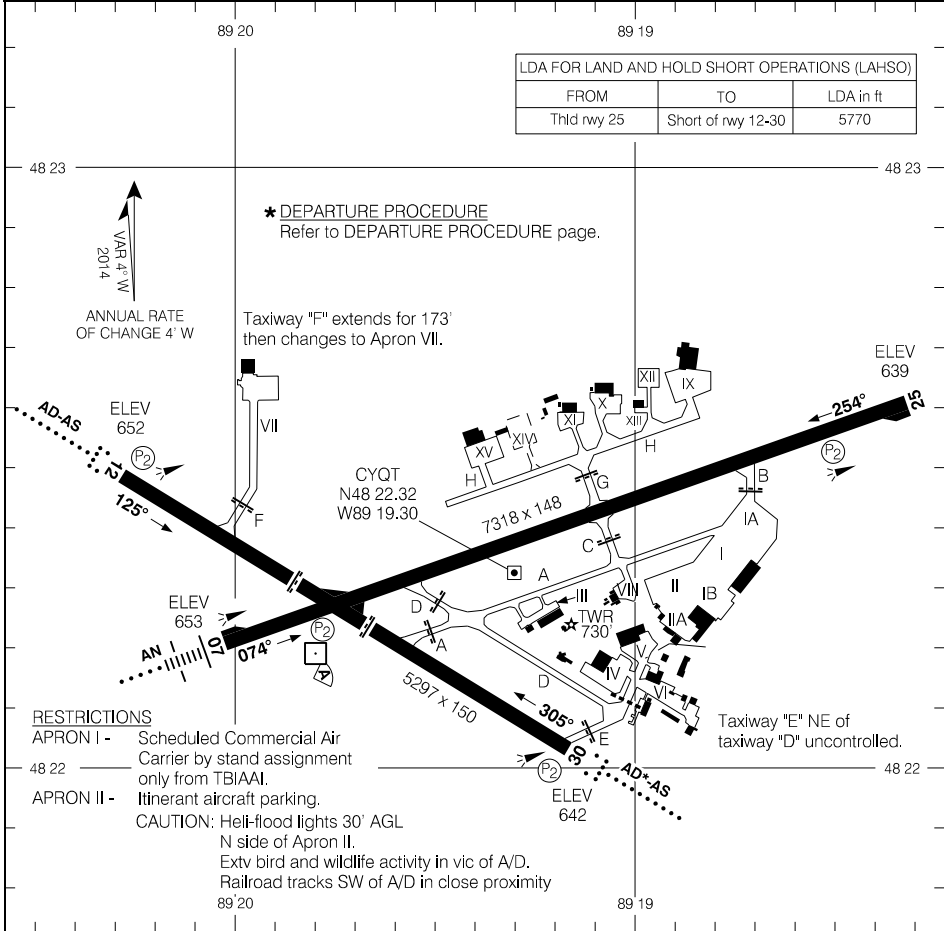
EFF 22 JAN 26

CJV7

THUNDER BAY, ON
CYQT

AERODROME CHART

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				



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 07: RVR 1200 RWY 12, 25, 30: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 07; 12; 25; 30:★	

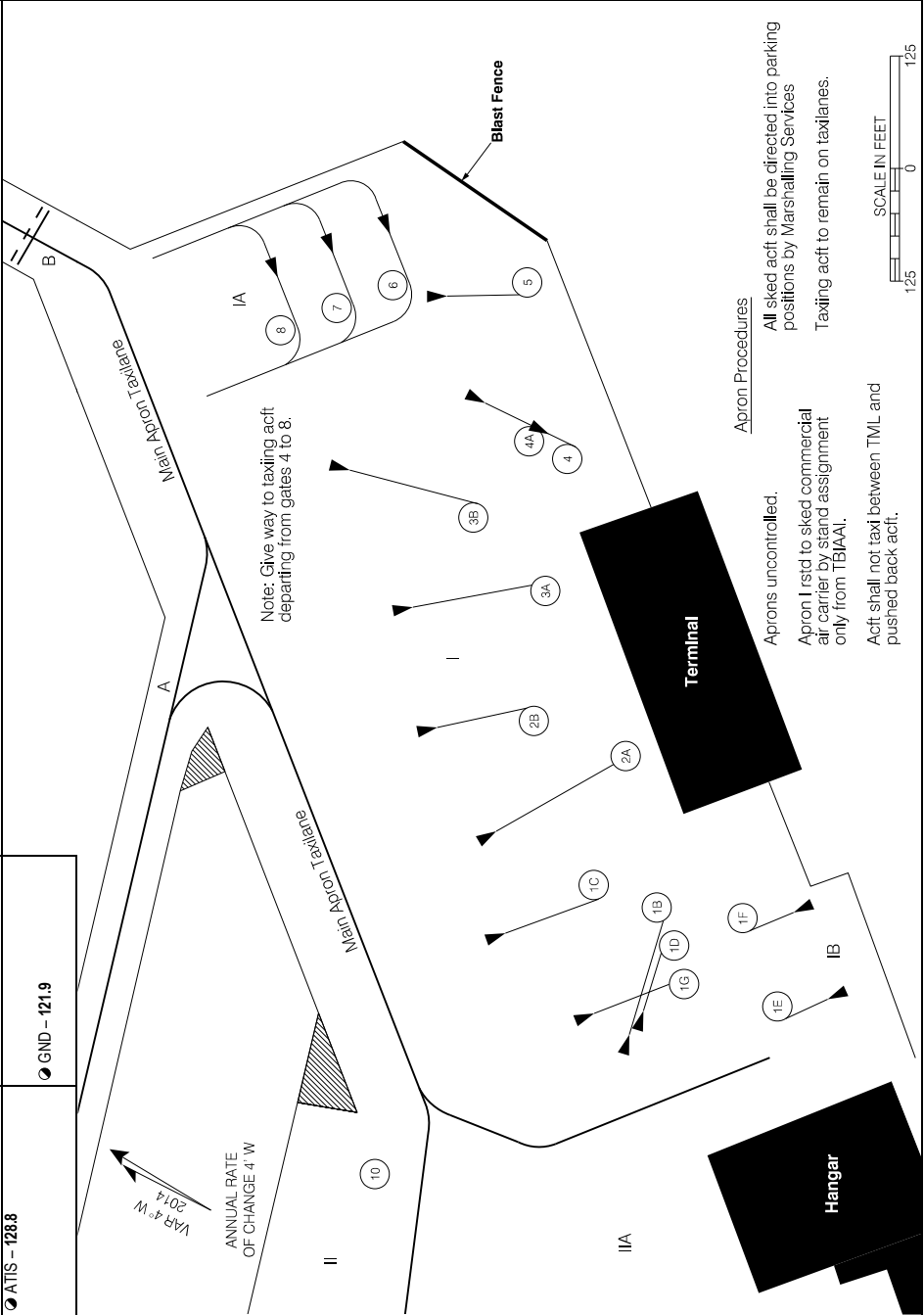
AERODROME CHART

EFF 9 JUL 26

CYQT

CYQT-AD

PARKING AREAS



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PARKING AREAS

EFF 7 AUG 25

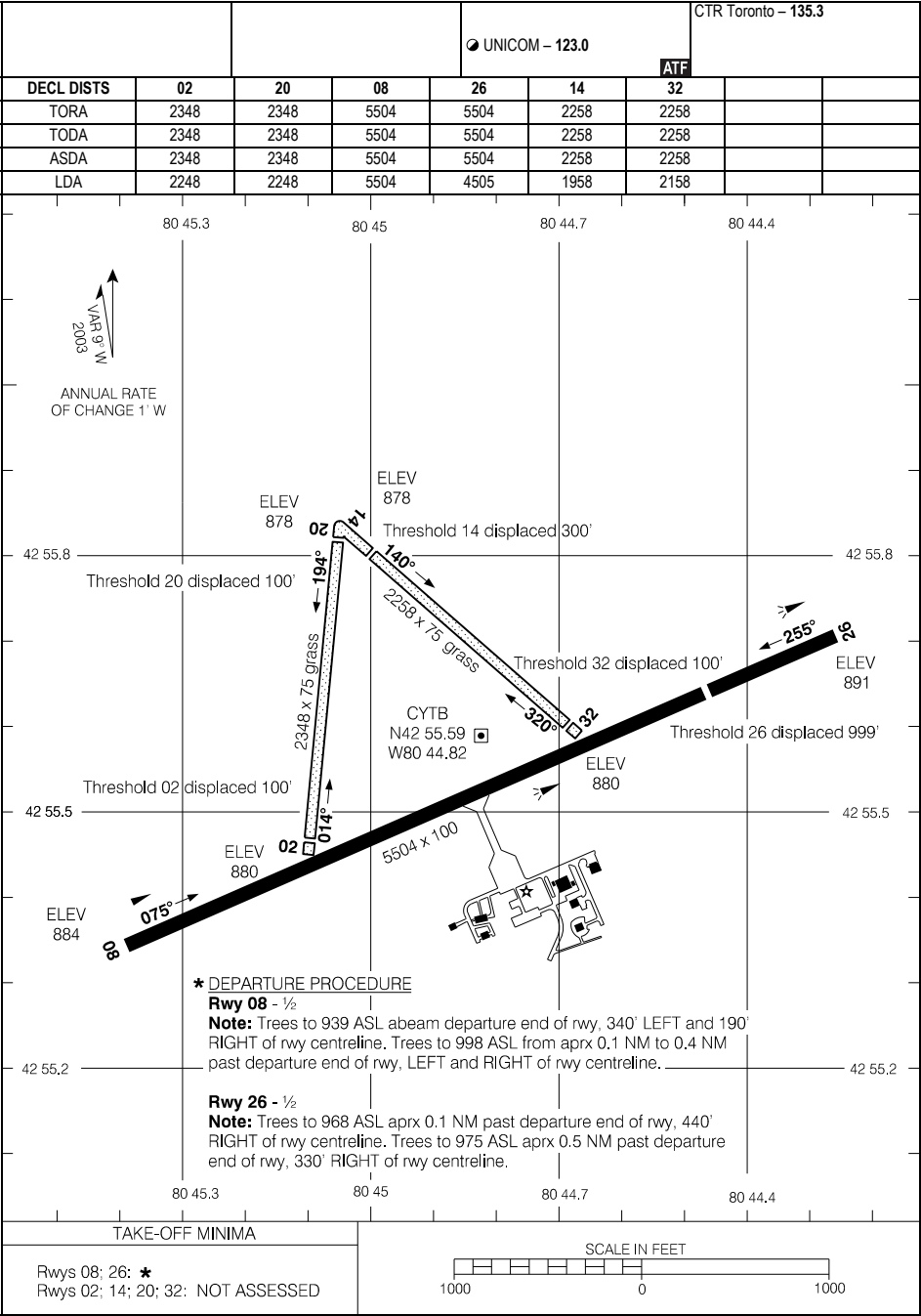
PARKING AREAS

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



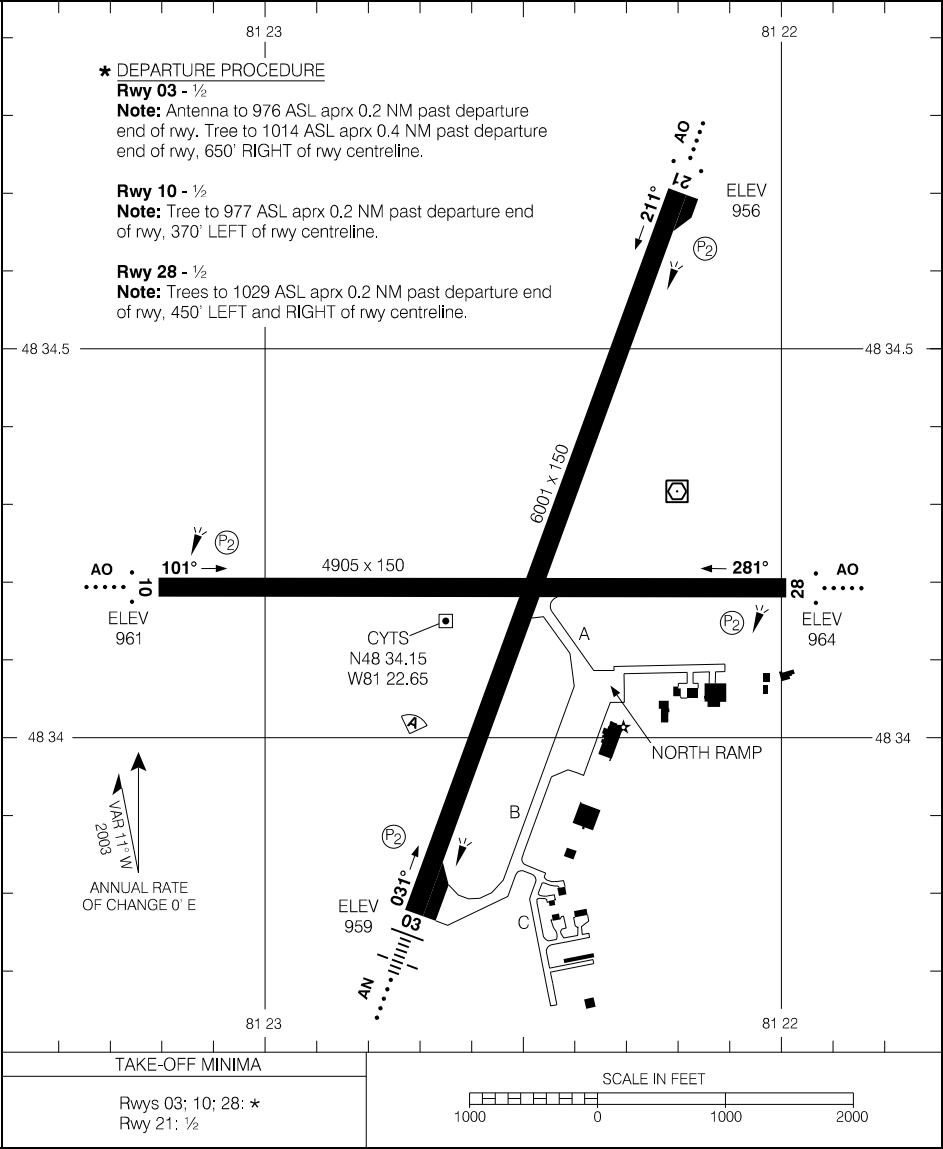
AERODROME CHART

CYTB

EFF 7 AUG 25

AERODROME CHART

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



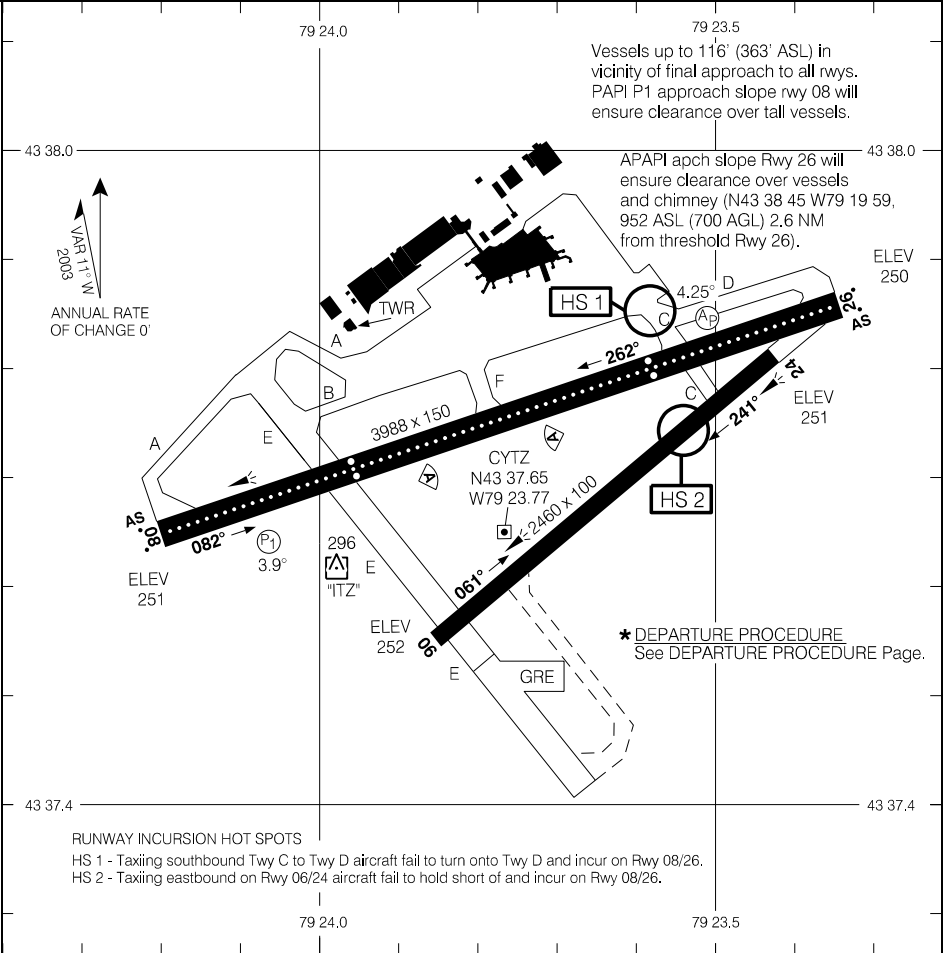
AERODROME CHART

CYTS

CYTZ-AD

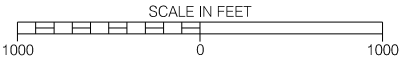
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON
CYTZ

● ATIS – 133.6 ● AWOS – 133.6		● GND – 121.7		● TWR City – 119.2 118.2 ● TFC – 118.2		TML Toronto – 133.4 ● ATF*	
DECL DIST	06	24	08	26			
TORA	2460	2460	3988	3988			
TODA	2460	2910	4338	4338			
ASDA	2460	2460	3988	3988			
LDA	2460	2460	3988	3988			



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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08, 26: RVR 1200	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 08, 24, 26: ★ Rwys 06: NOT ASSESSED	

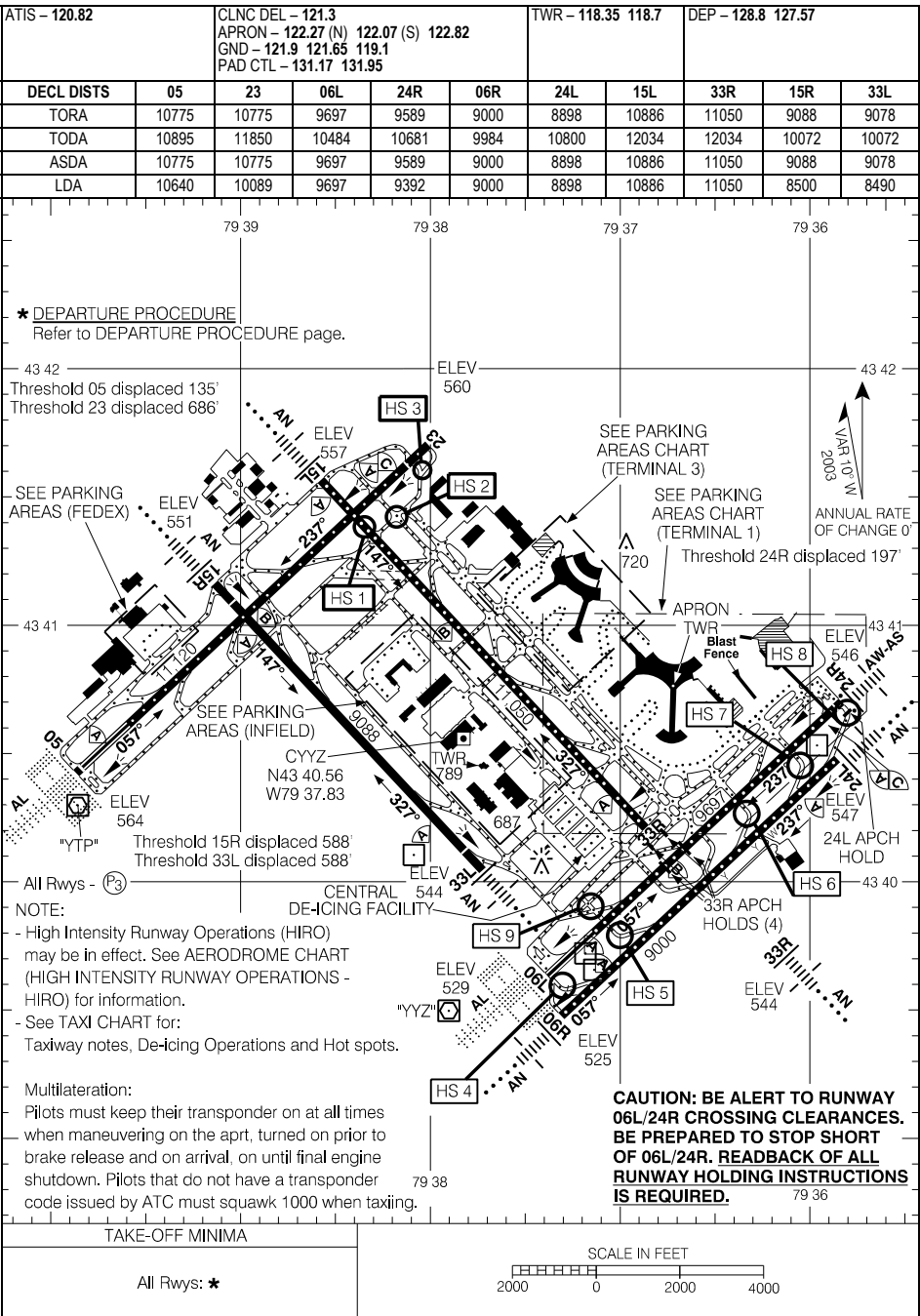


AERODROME CHART
EFF 19 MAR 26

CYTZ

CYTZ-AD

AERODROME CHART



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AERODROME CHART

EFF 9 JUL 26

CYYZ

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:

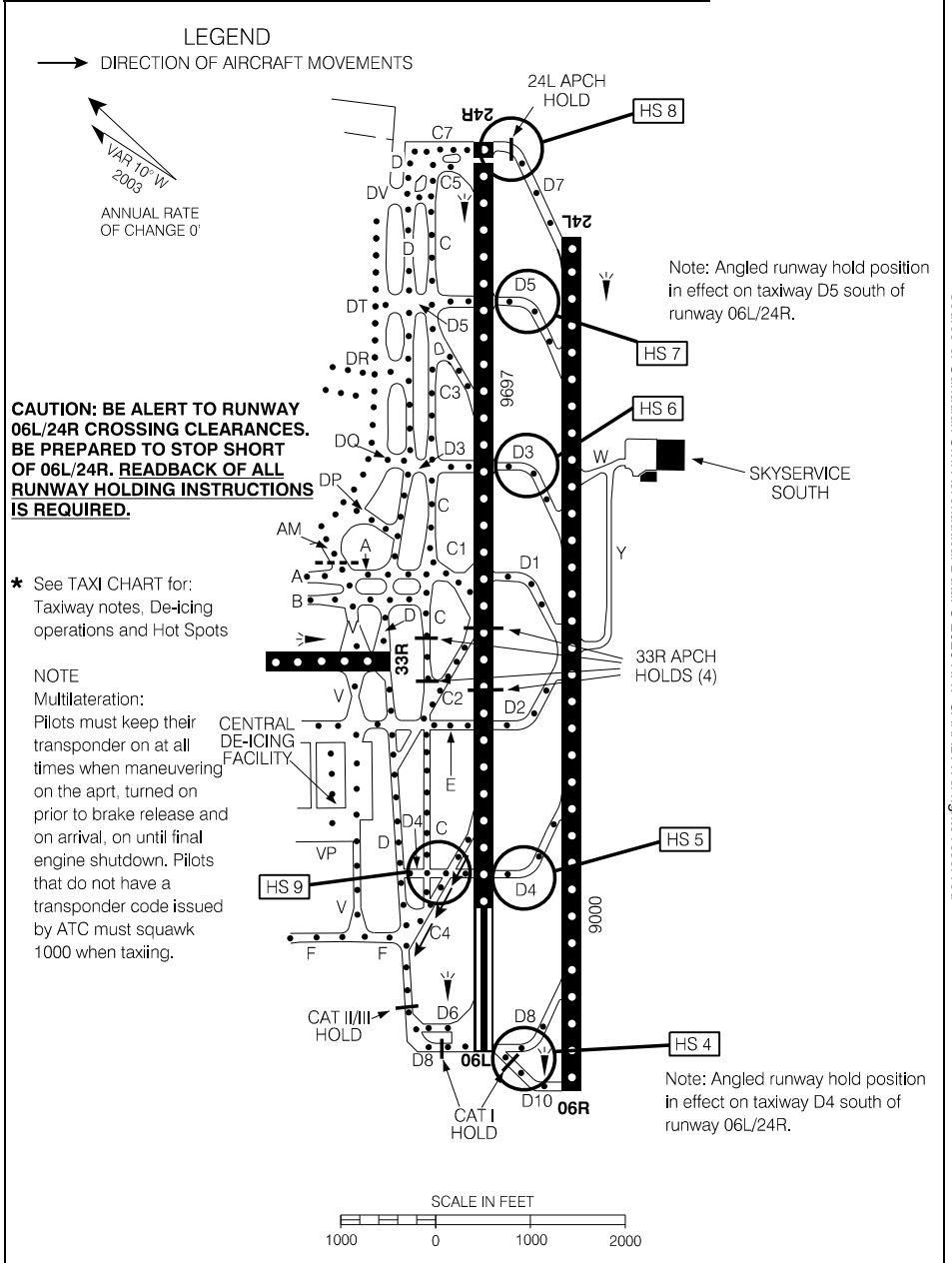
RUNWAY	INTERSECTION	RUNWAY REMAINING
05	J2	8120
	H4	7129
	H6	10512
06L	D4	7763
	C4	7182
06R	D8	7883
	D4	5682
	Y	4401
15L	H	8996
	N	7766
	B4	6841
15R	H	7270
	F4	6633
23	H/J	10246
	B	9058
24L	D5	7381
	Y	4753
	W	6567
24R	D5	7973
	C3	6693
33L	F1	6854
33R	V	10669
	T	9219
	B3	8251

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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ADVISORY CHART

EFF 9 JUL 26

CYYZ

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.
- No taxiing on Western portion of Infield Concourse apron taxi lane between FA and Gate 527.
- No taxiing on twy J between rwy 15L and twy P.
- No taxiing on twy J West of rwy 15R.

While taxiing on 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 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.

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.

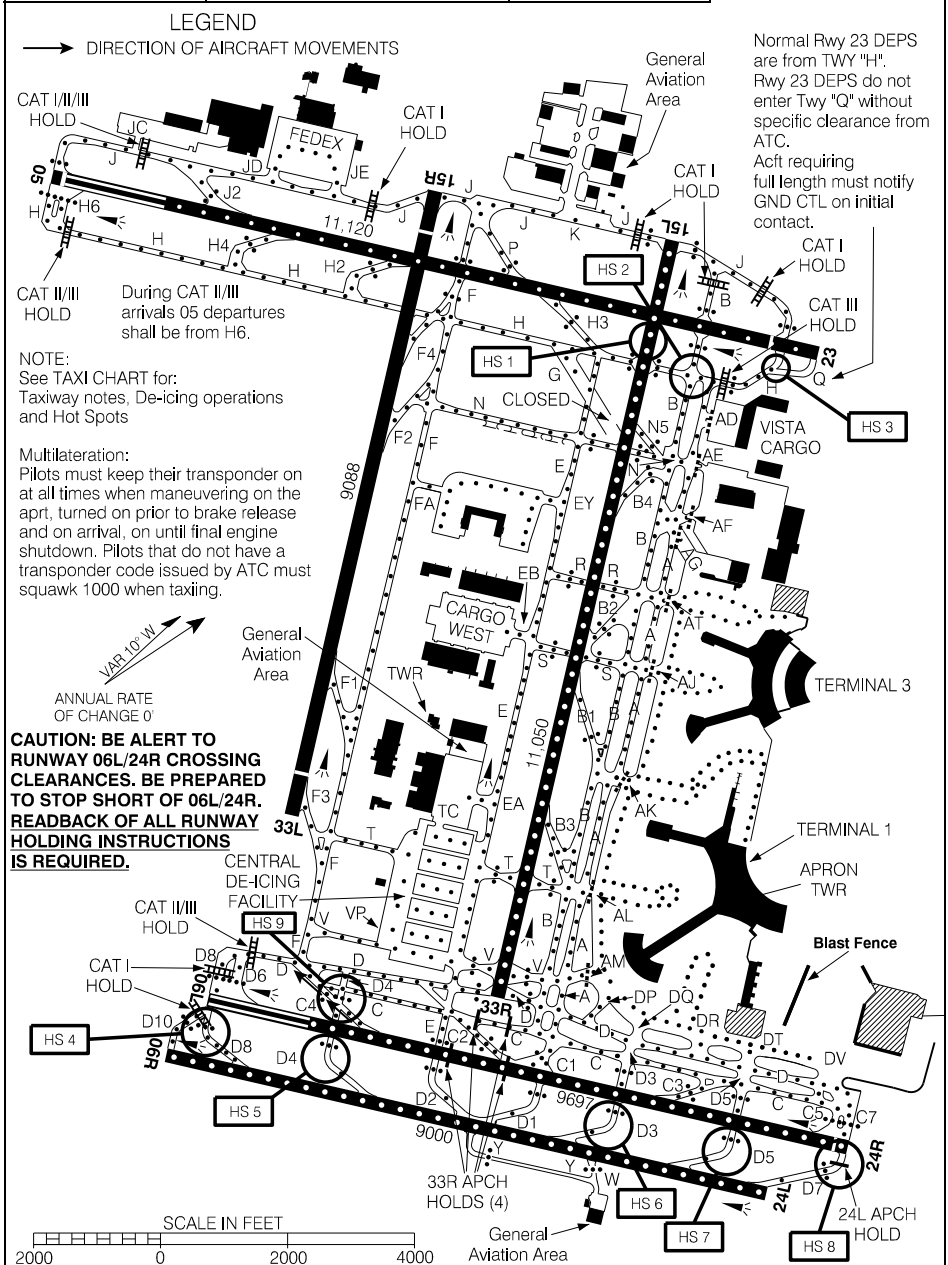
HS 8 – Taxiing southbound on twy D7 aircraft fail to hold short of the 24L approach hold line and incur on rwy 06R/24L.

HS 9 – Aircraft landing Rwy 24R and exiting at Twy C4 encounter hold lines that are farther from the runway edge than may be anticipated. If pilots slow and/or stop too soon on Twy C4, or attempt to turn onto Twy D4, they may generate a go-around and/or a runway incursion by not clearing the runway protected area. Unless otherwise instructed by ATC, pilots are reminded to continue taxiing on Twy C4 until passing the hold line to clear the runway.

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CYYZ

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

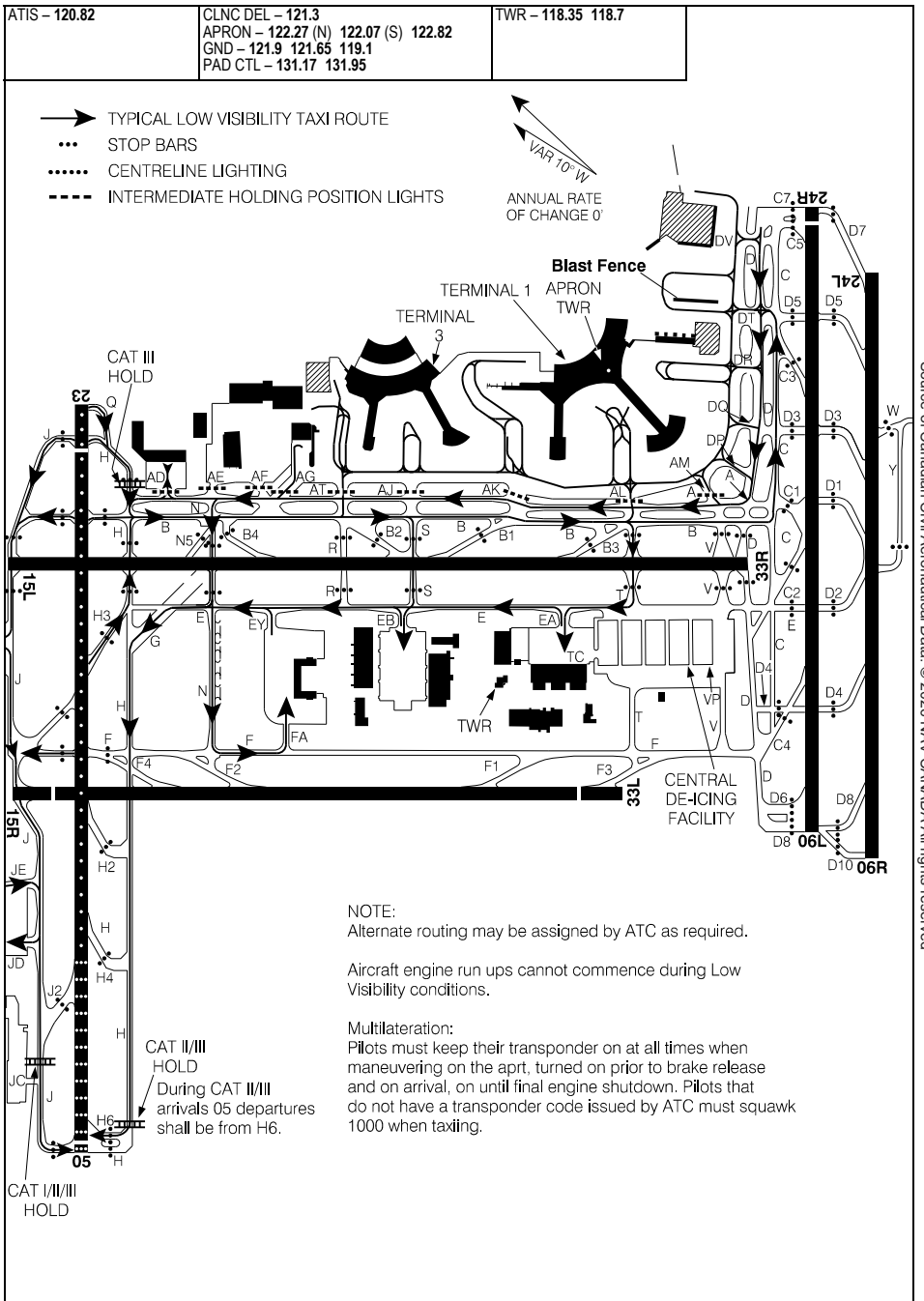
When low visibility procedures are in effect the Arrival runways are 05 and 06L. For 05, approved exits are Taxiways F (northbound), H3, B, H/J and Q. For 06L, approved exits are Taxiways C1, C3 and C7. Aircraft exiting either runway must proceed beyond the alternating green and yellow centreline lights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

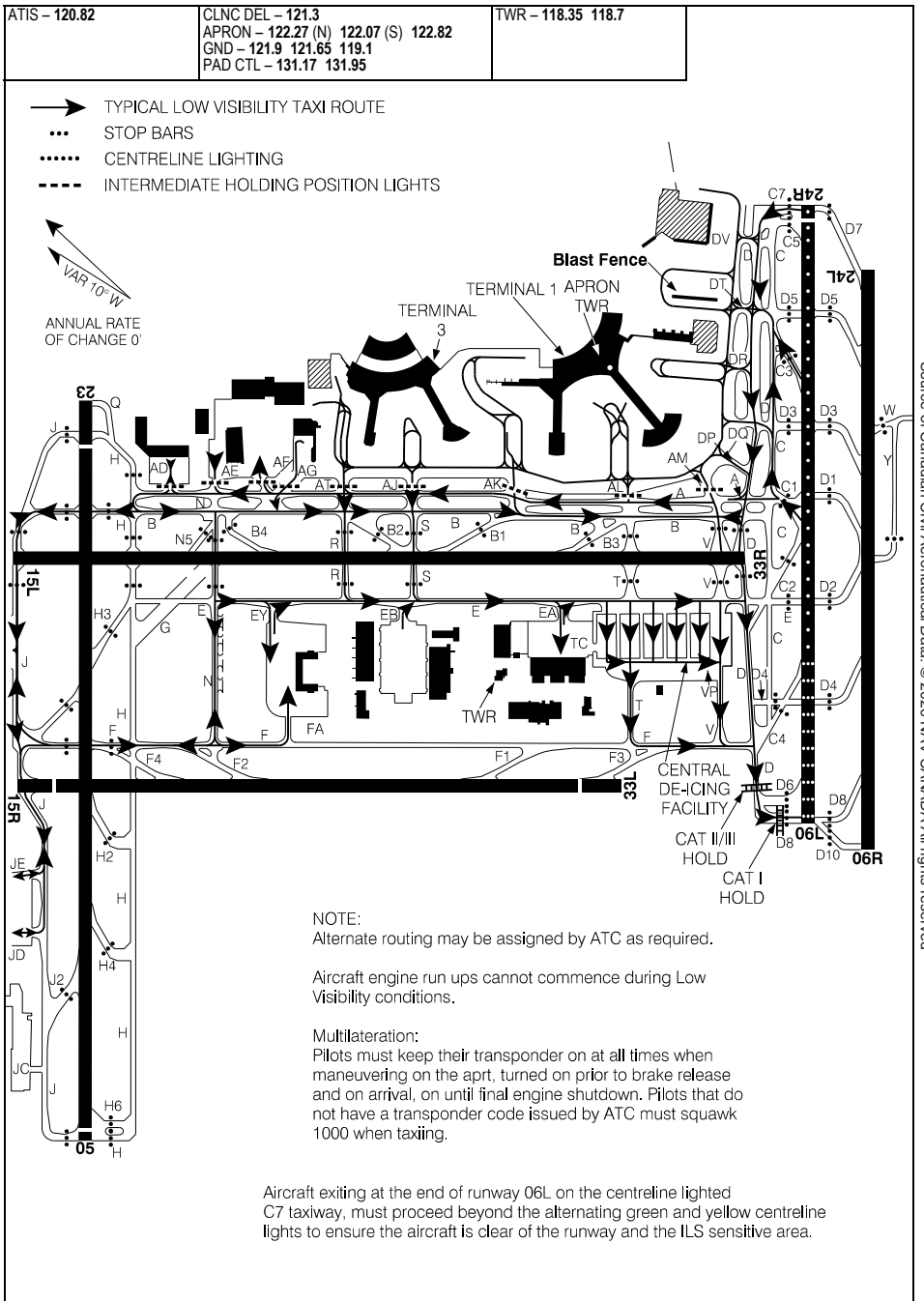
LOW VISIBILITY TAXI CHART

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

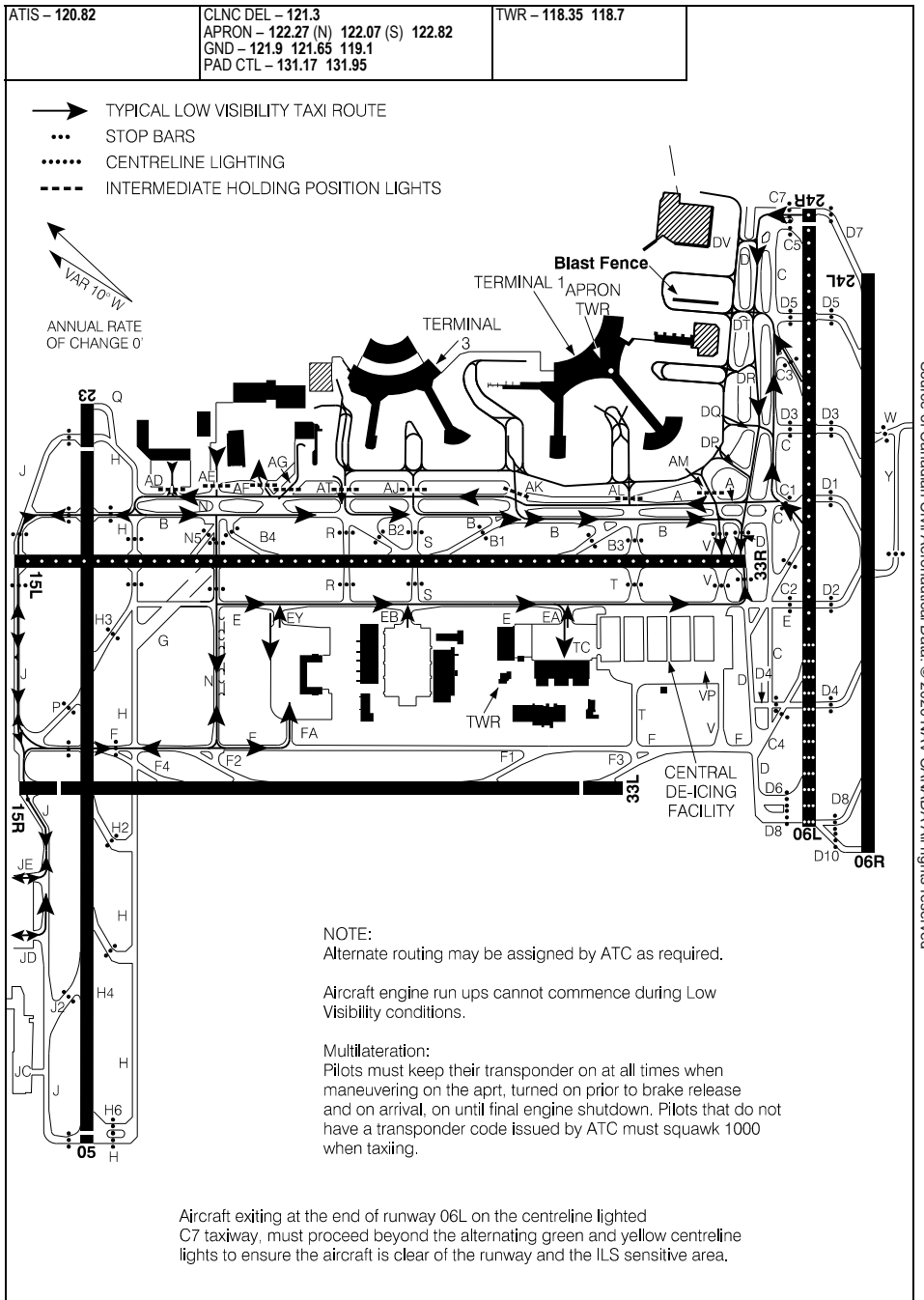
EFF 27 NOV 25

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

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 5

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

Pad 1, 2, 3, 4 & 6

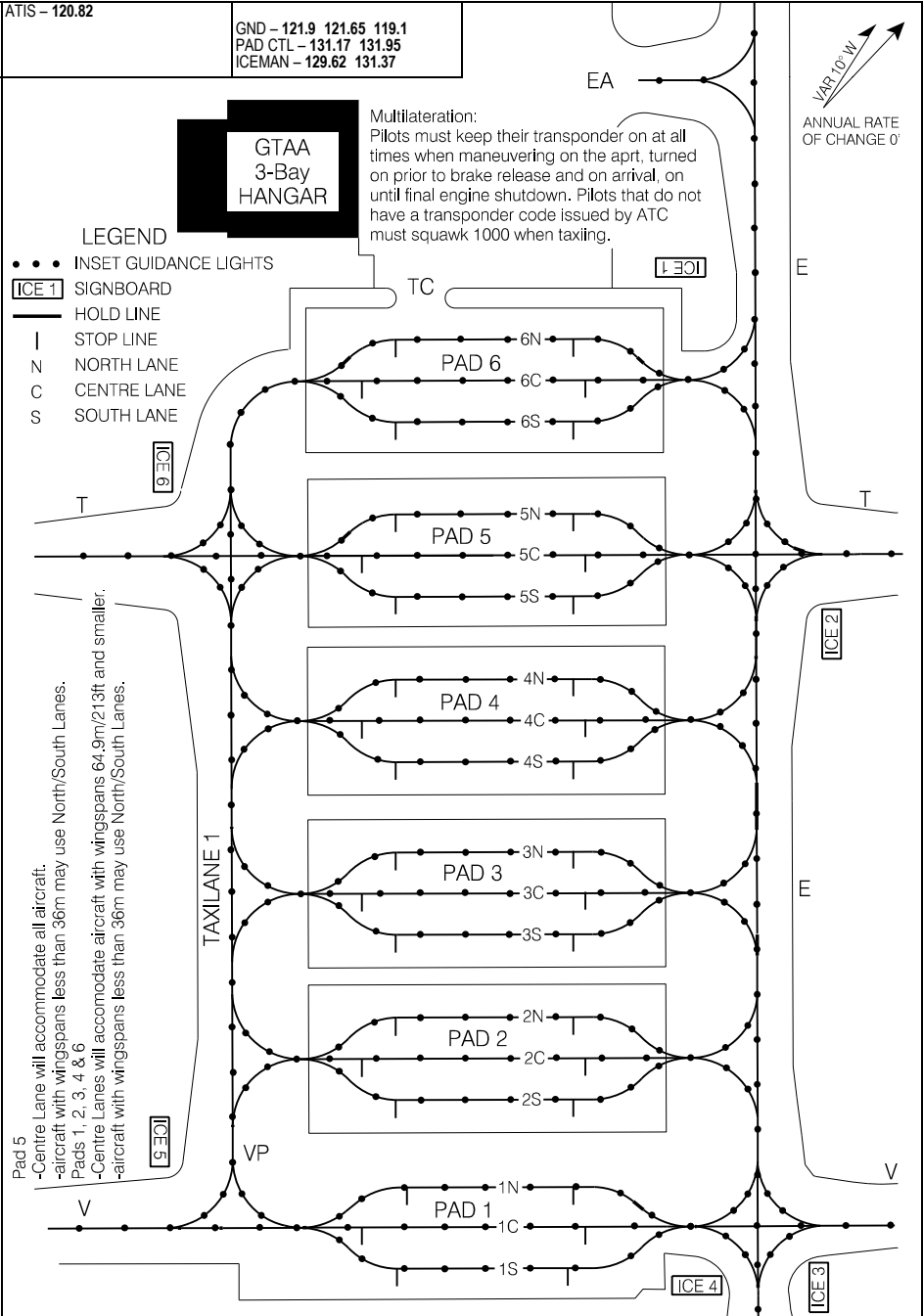
- Centre lanes will accommodate acft with wingspans 64.9m/213ft and smaller.
 - Acft with wingspans less than 36m may use North/South lanes.
1. Prior to departing Parking Position, ctc CLNC DEL/APRON/GND (as applicable) and advise, "ACFT DE-ICING REQUIRED".
 2. On twys T, V and E, hold short of ICE# 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 route permitted for de-icing is via twy T into Pad 5.

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DE-ICING OPERATIONS

CYYZ

CENTRAL DE-ICING FACILITY



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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.

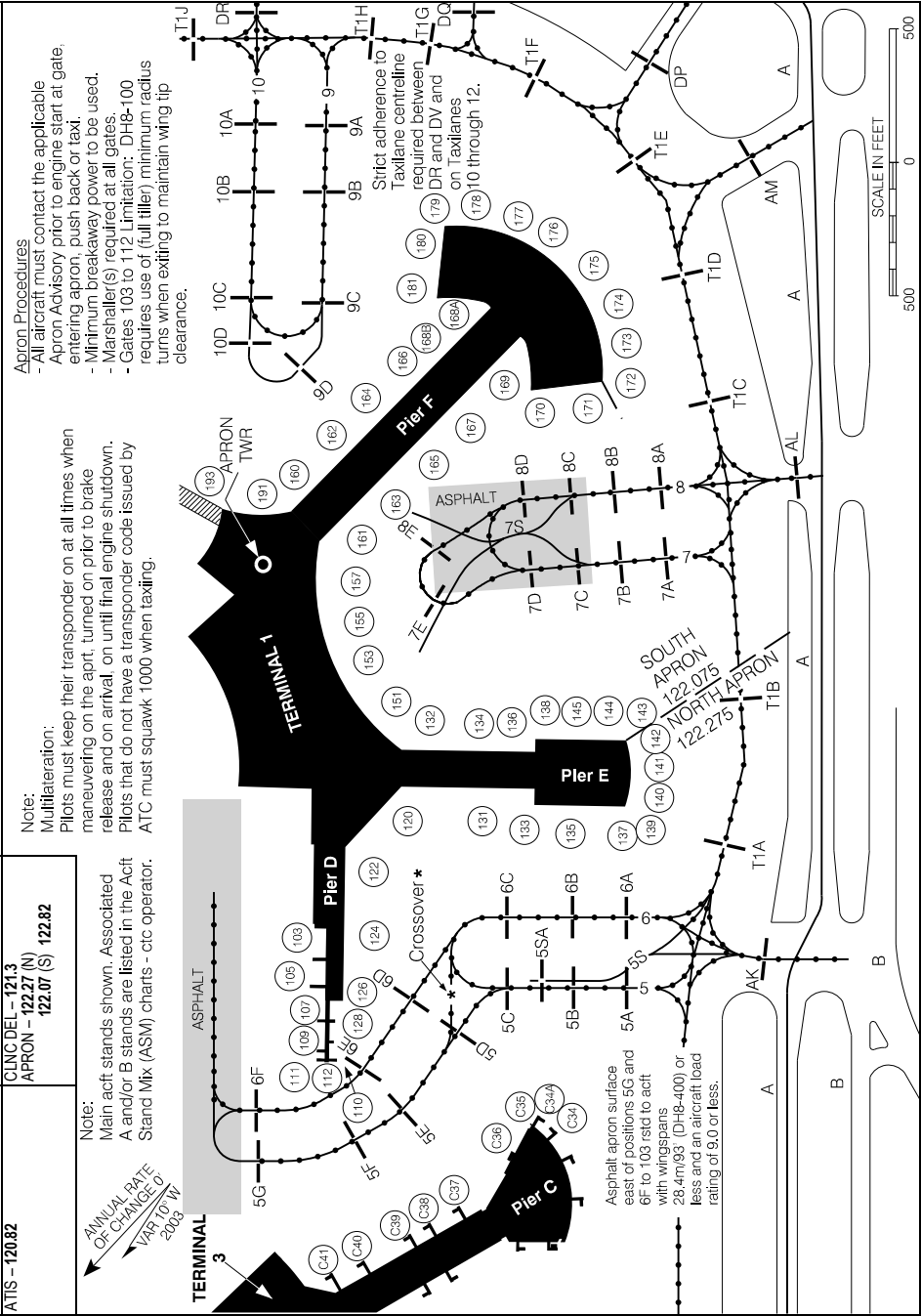
On initial contact with Clearance Delivery (121.3 MHz), flight crews shall advise:

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

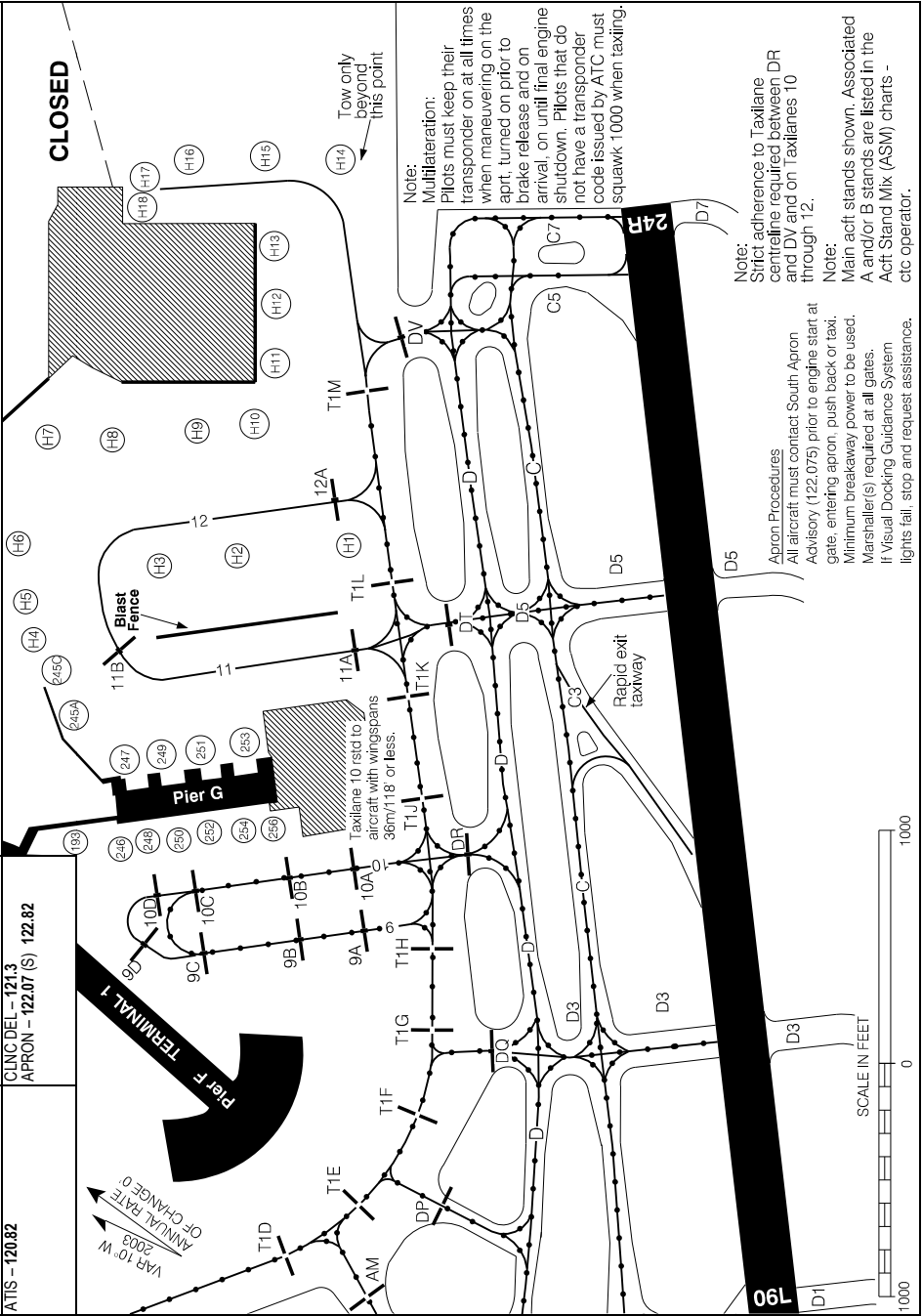
Should taxiway surface conditions make engine run-up unsafe, flight crews shall coordinate with ATC to have the run-up conducted at the takeoff position.

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PARKING AREAS (TERMINAL 1)



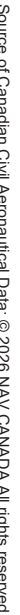
PARKING AREAS (TERMINAL 1 EAST HOLD)



PARKING AREAS (TERMINAL 1 EAST HOLD)

EFF 27 NOV 25

CYYZ



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 103	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'	

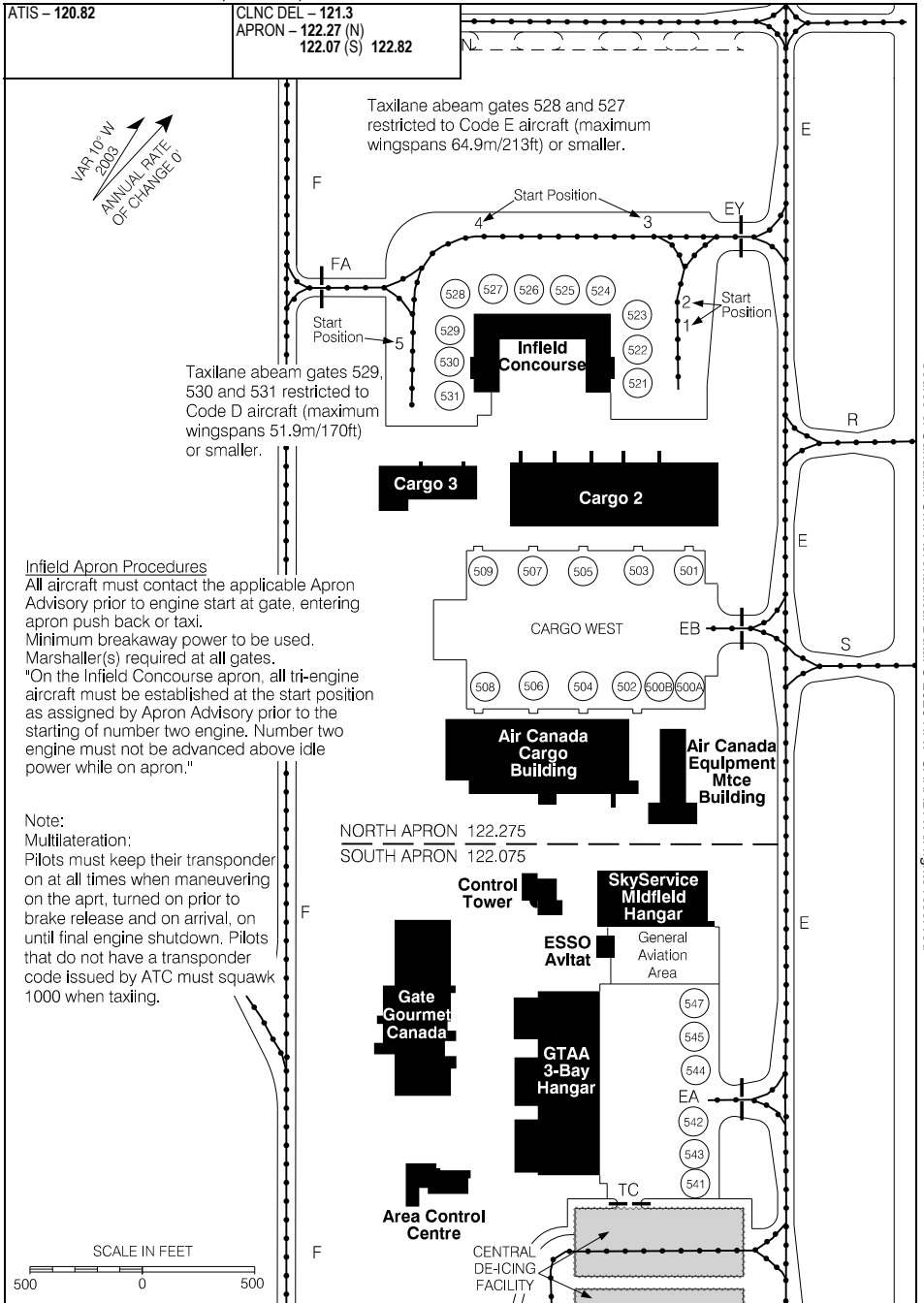
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TAXILANE LIMITATIONS

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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PARKING AREAS (INFIELD)

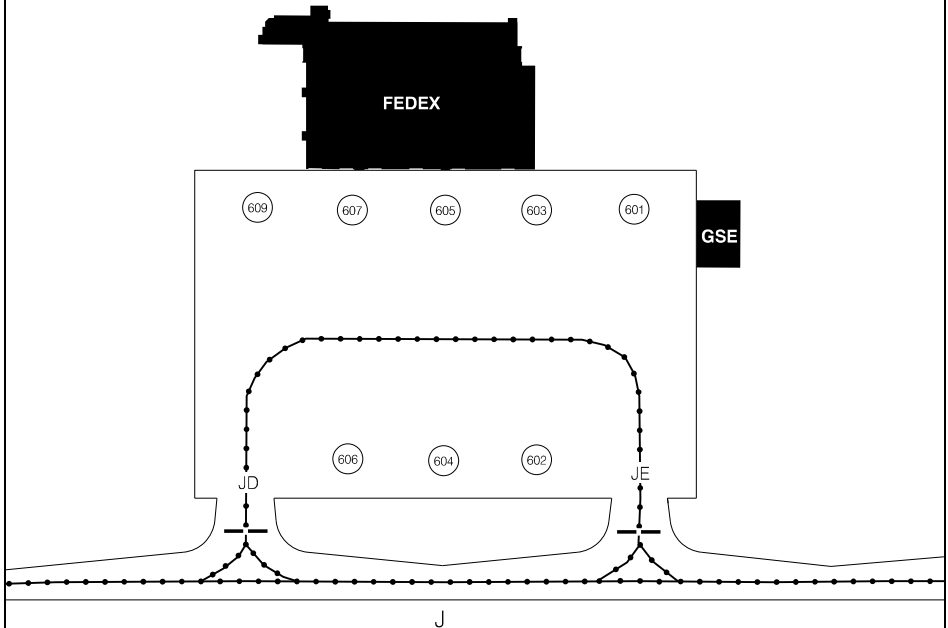


PARKING AREAS (INFIELD)

EFF 14 MAY 26

PARKING AREAS (FEDEX)

CLNC DEL – 121.3
APRON – 122.27 (N) 122.82



All aircraft must contact North Apron (122.275) prior to engine start at gate, entering apron, push back or taxi.
Minimum breakaway power to be used.
Marshaller(s) required at all gates.

Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

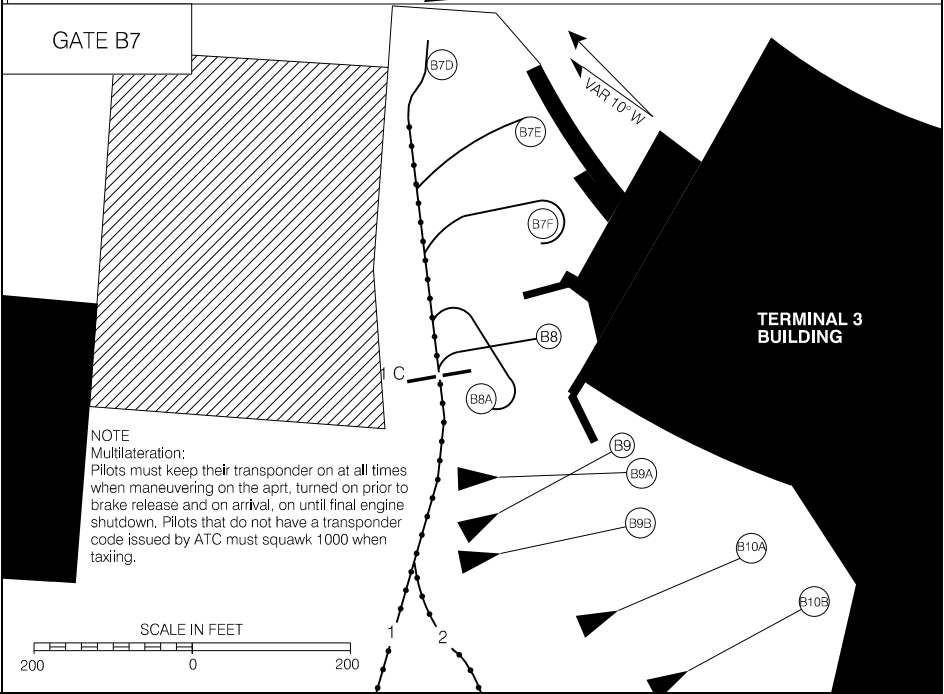
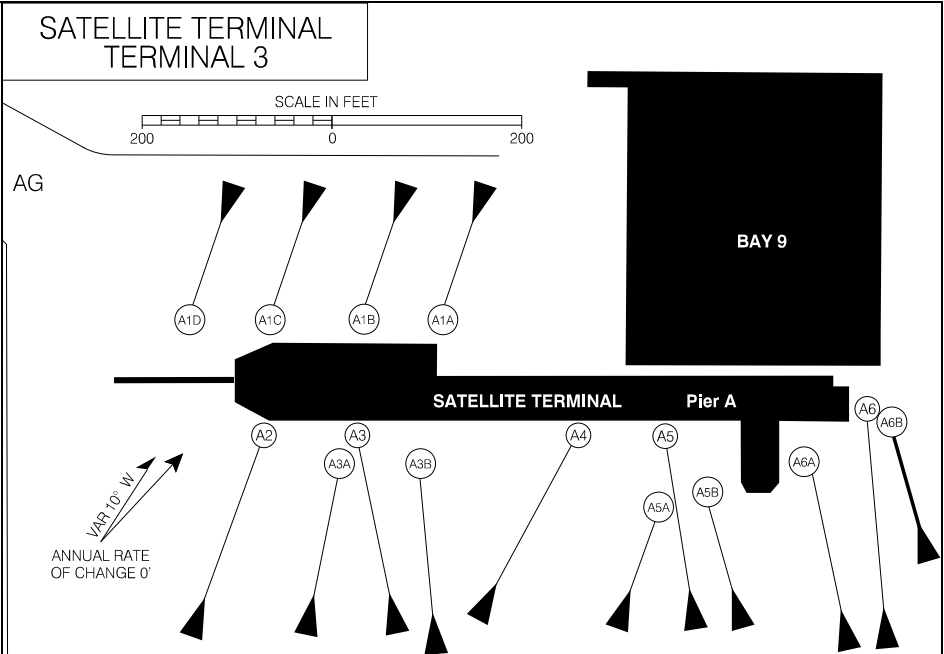
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PARKING AREAS (FEDEX)

EFF 27 NOV 25

CYYZ

COMMUTER PARKING AREAS



COMMUTER PARKING AREAS

CYYZ

TORONTO/OSHAWA EXECUTIVE AIRPORT, ON
CYOO

AERODROME CHART

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

43 55.6

521

B

IV

C

VI

V

III

I

II

D

T1

T2

ELEV 461

122°

Threshold 12 displaced 254'

AS

P2

C

A

I

CYOO

N43 55.37

W78 53.78

5057 x 100

2654 x 100

226°

DOWN 0.6%

P1

B

E

AS

P1

046°

ELEV 444

TWR

P2

302°

Threshold 30 displaced 554'

AS

ELEV 448

78 53.5

VAR 11° W 2015

ANNUAL RATE OF CHANGE 1° E

ELEV 460

* 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

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

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 12, 30: (1/4sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
All Rwys: *	SCALE IN FEET 1000 0 1000

AERODROME CHART

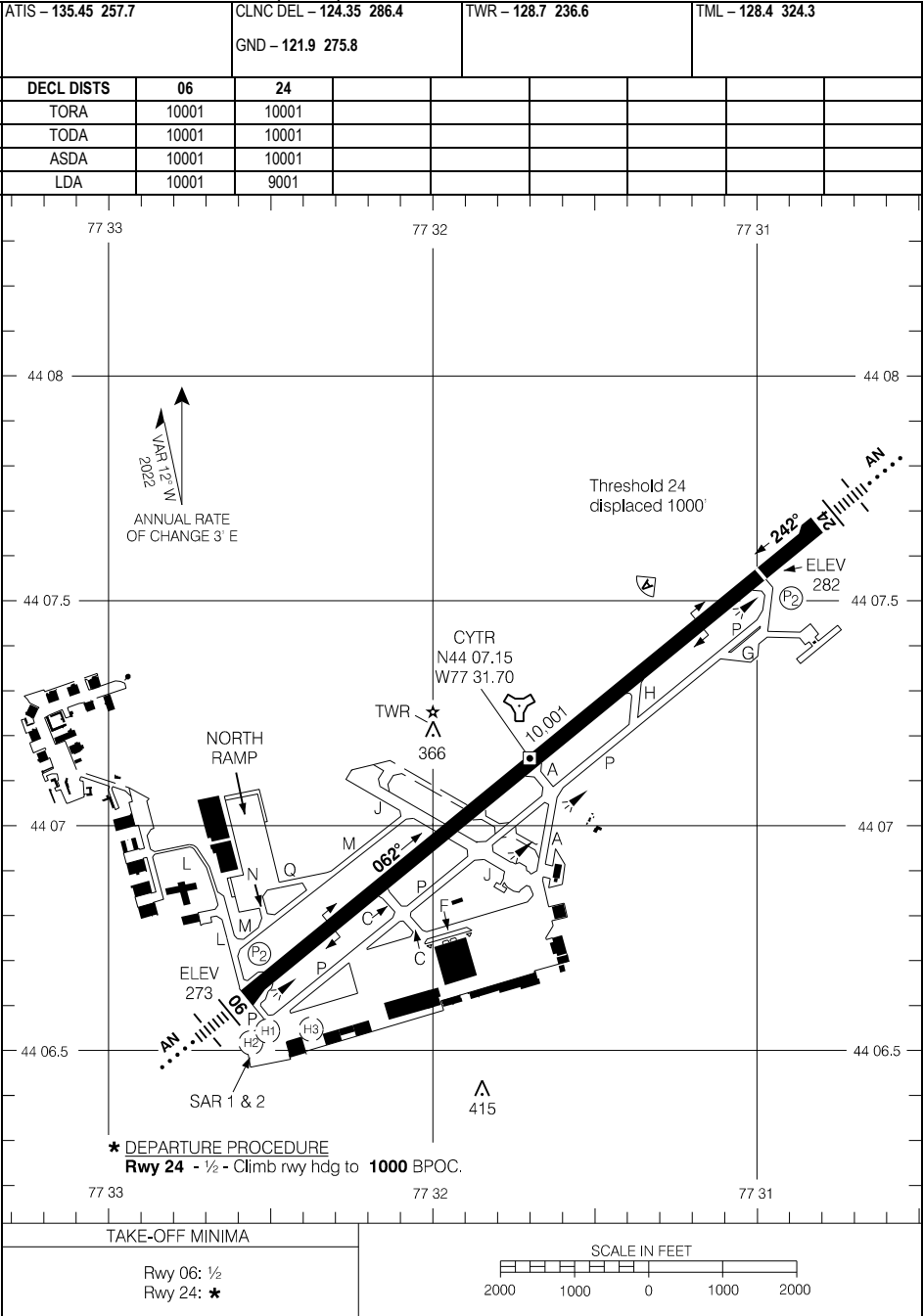
EFF 27 NOV 25

CY00

CYOO-AD

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AERODROME CHART (DND)



AERODROME CHART (DND)

CYTR

EFF 5 OCT 23

ATIS - 135.45 257.7

CLNC DEL - 124.35 286.4

GND - 121.9 275.8

See GPH 205 PRO for procedural data on de-icing

LEGEND

- (00)Parking positions
- ETaxiway gates
- 9Hangar numbers
- (H)Helipad
- 1De-ice Spot

VAR 12° W 2022

ANNUAL RATE OF CHANGE 3° E

W77 32.6

W77 32.8

W77 32.4

W77 32.2

W77 32

W77 31.8

W77 32.2

77 32

77 31.8

44 06.6

44 06.8

44 07

44 07.2

SAR

WEST APRON

NORTH APRON

WING OPS & WX BRIEFING

CARGO Loading/Unloading

PAX TML & CUST

NOTE: ACFT taxiing via J & M Enter North APRON via twy Q

ACFT taxiing via L & M Enter North APRON via twy N

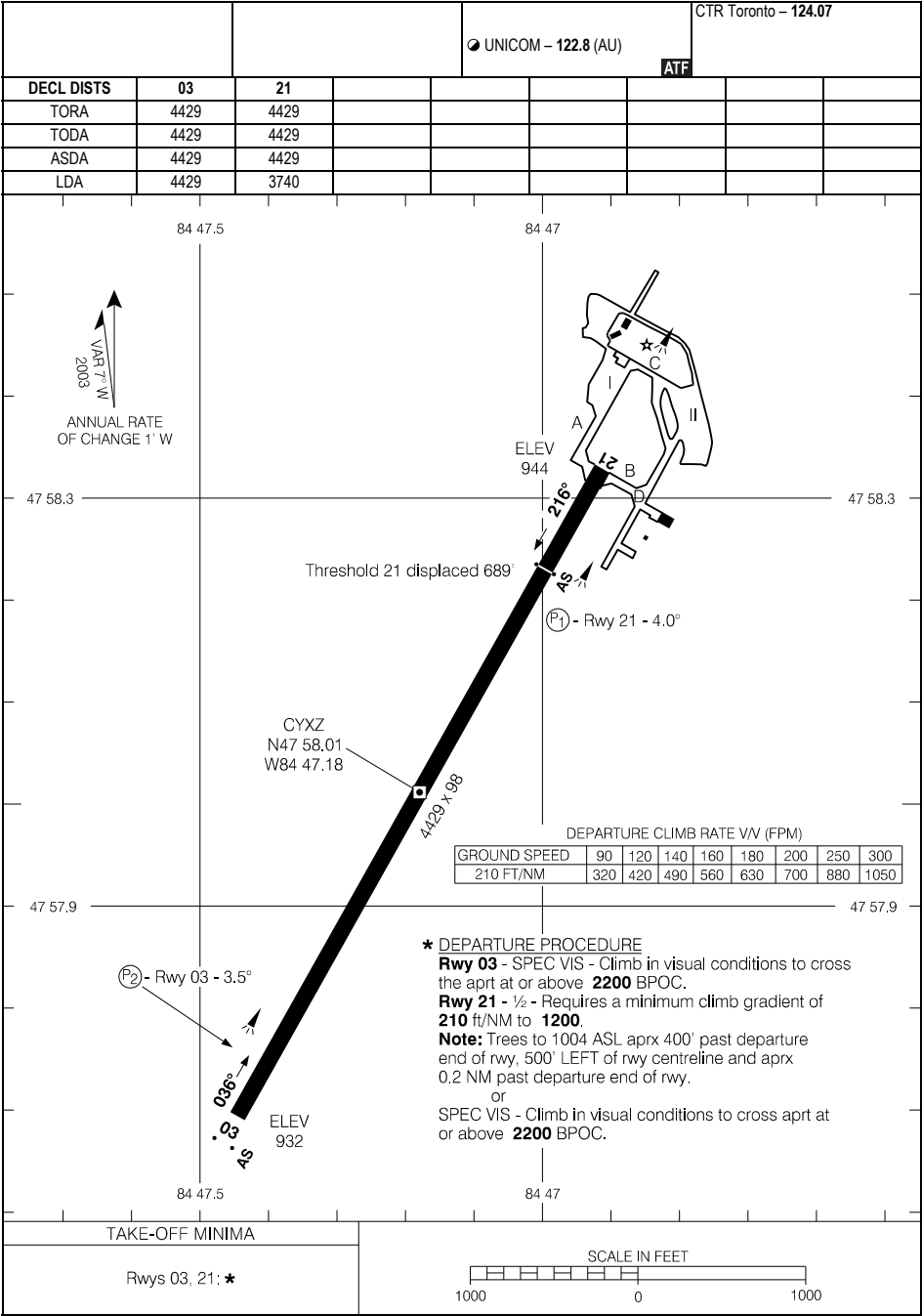
NOTE: Access to all parking spots on East Apron via west side of parking position 1.

NOTE: Spot X for acft with wingspan less than 65ft.

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CYTR

AERODROME CHART



84 47.5

84 47

47 58.3

47 57.9

84 47.5

84 47

VAR 7° W

2003

ANNUAL RATE OF CHANGE 1° W

ELEV 944

216°

AS

Threshold 21 displaced 689'

(P₁) - Rwy 21 - 4.0°

CYXZ

N47 58.01

W84 47.18

4429 x 98

DEPARTURE CLIMB RATE VV (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

★ DEPARTURE PROCEDURE

Rwy 03 - SPEC VIS - Climb in visual conditions to cross the apt at or above **2200** BPOC.

Rwy 21 - ½ - Requires a minimum climb gradient of **210** ft/NM to **1200**.

Note: Trees to 1004 ASL aprx 400' past departure end of rwy, 500' LEFT of rwy centreline and aprx 0.2 NM past departure end of rwy.

or

SPEC VIS - Climb in visual conditions to cross apt at or above **2200** BPOC.

(P₂) - Rwy 03 - 3.5°

036°

AS

ELEV 932

TAKE-OFF MINIMA

Rwys 03, 21: ★

SCALE IN FEET

1000 0 1000

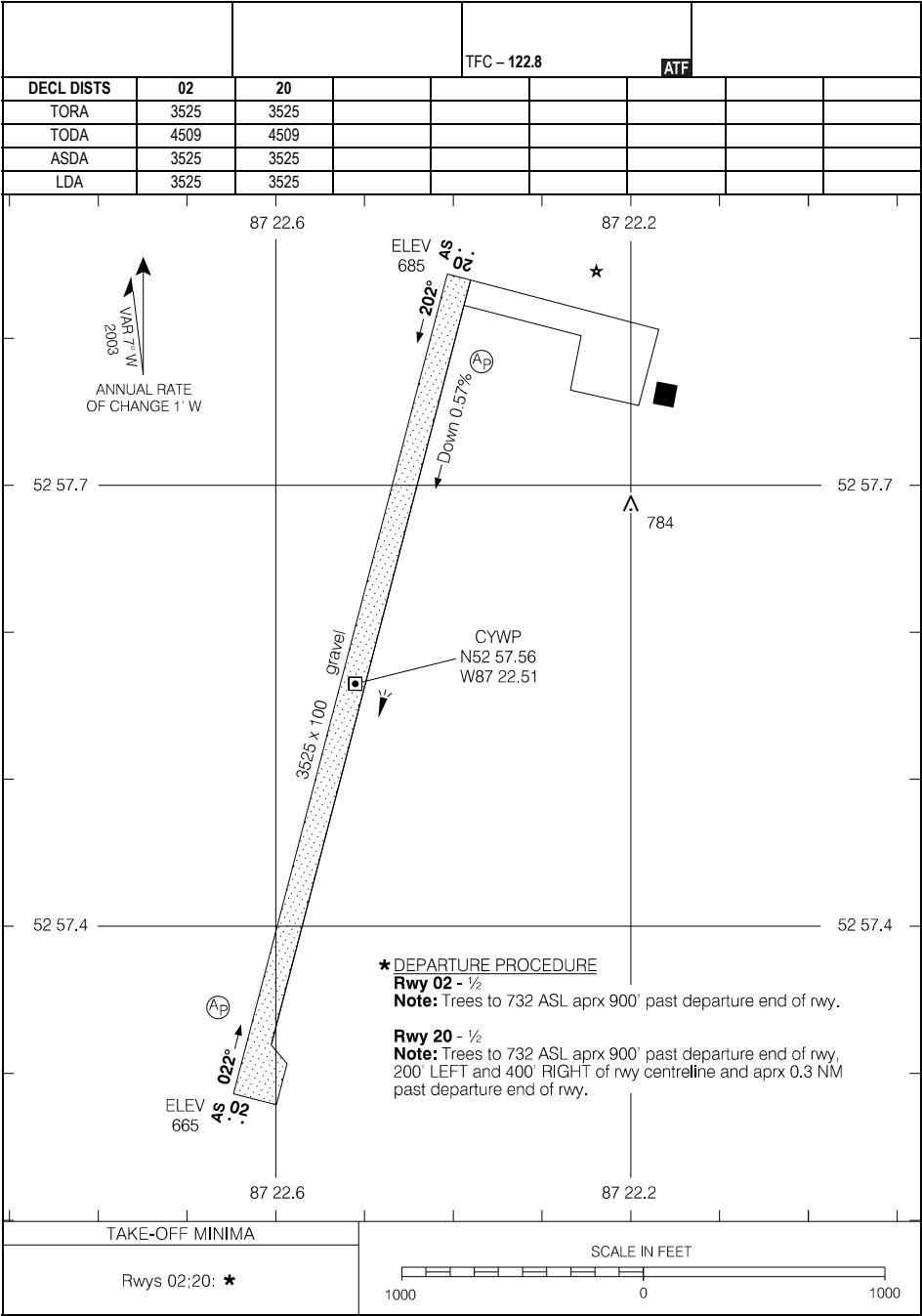
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AERODROME CHART

EFF 22 JAN 26

CYXZ

AERODROME CHART



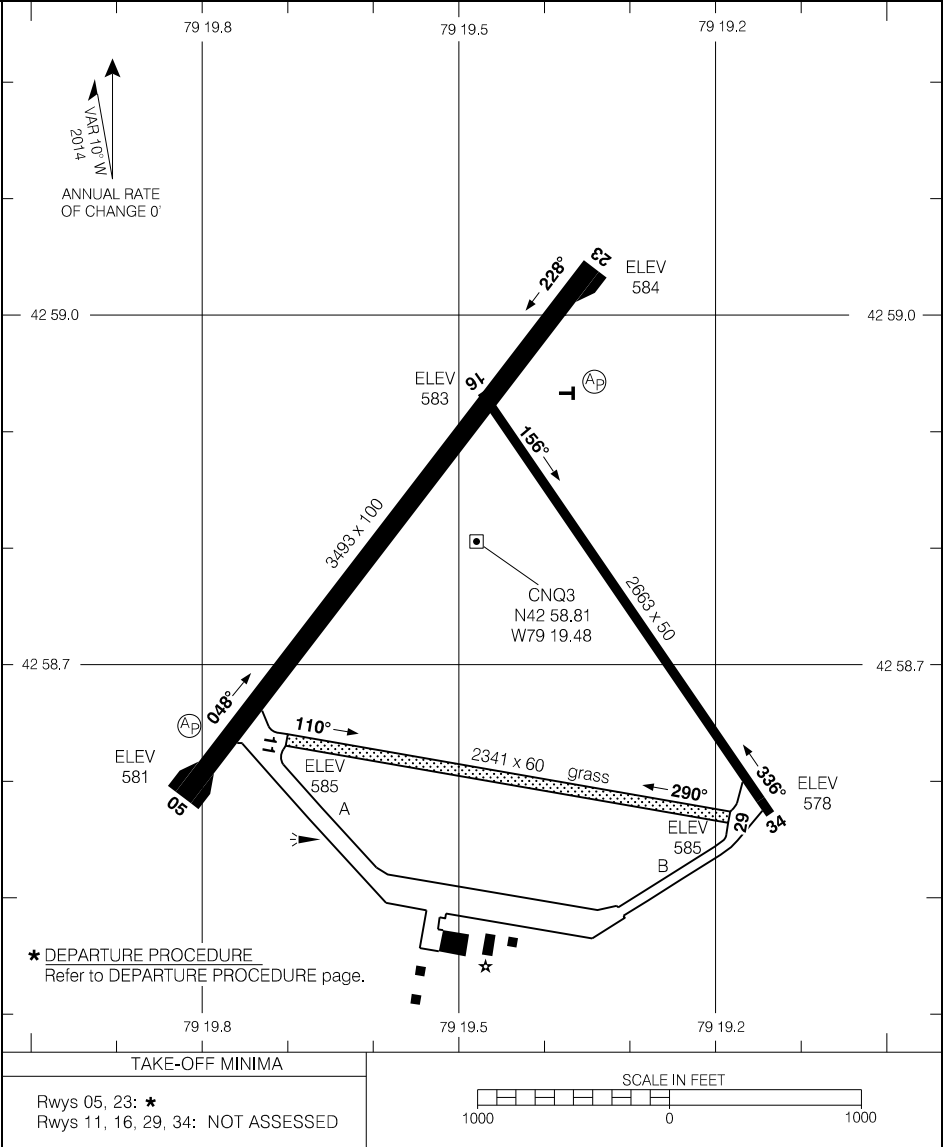
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CNQ3-AD

WELLAND/NIAGARA CENTRAL DOROTHY RUNGELING, ON

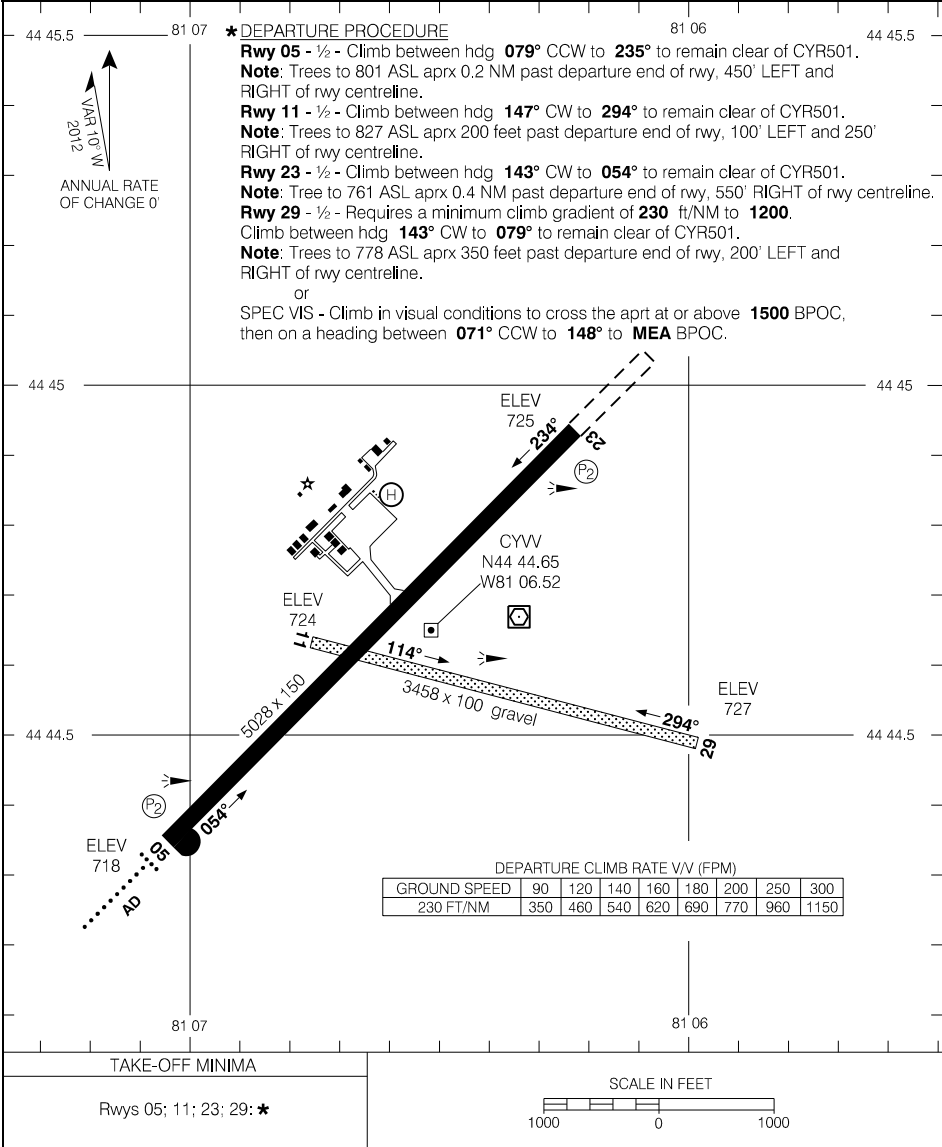
CNQ3

		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				



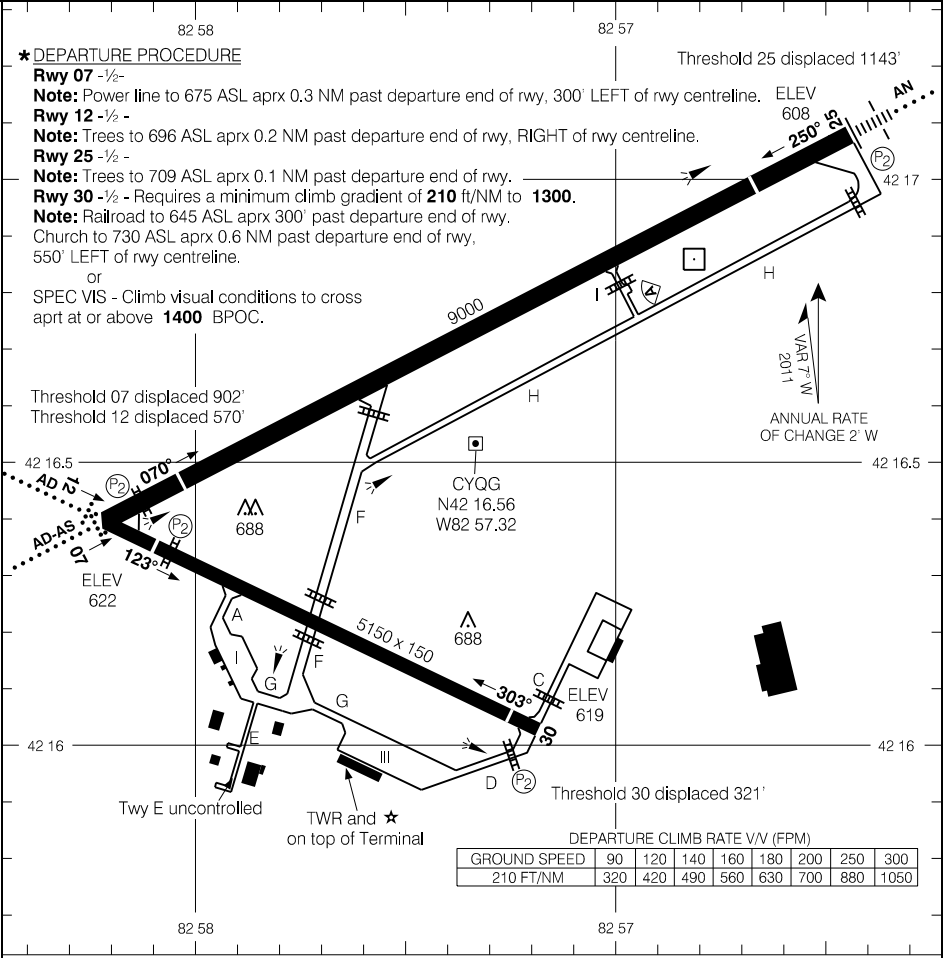
AERODROME CHART

						CTR Toronto – 132.57		
		TFC – 122.2				MF		
DECL DIST	05	23	11	29				
TORA	5028	5028	3458	3458				
TODA	6012	6012	3655	3655				
ASDA	5028	5028	3458	3458				
LDA	5028	5028	3458	3458				



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: *	

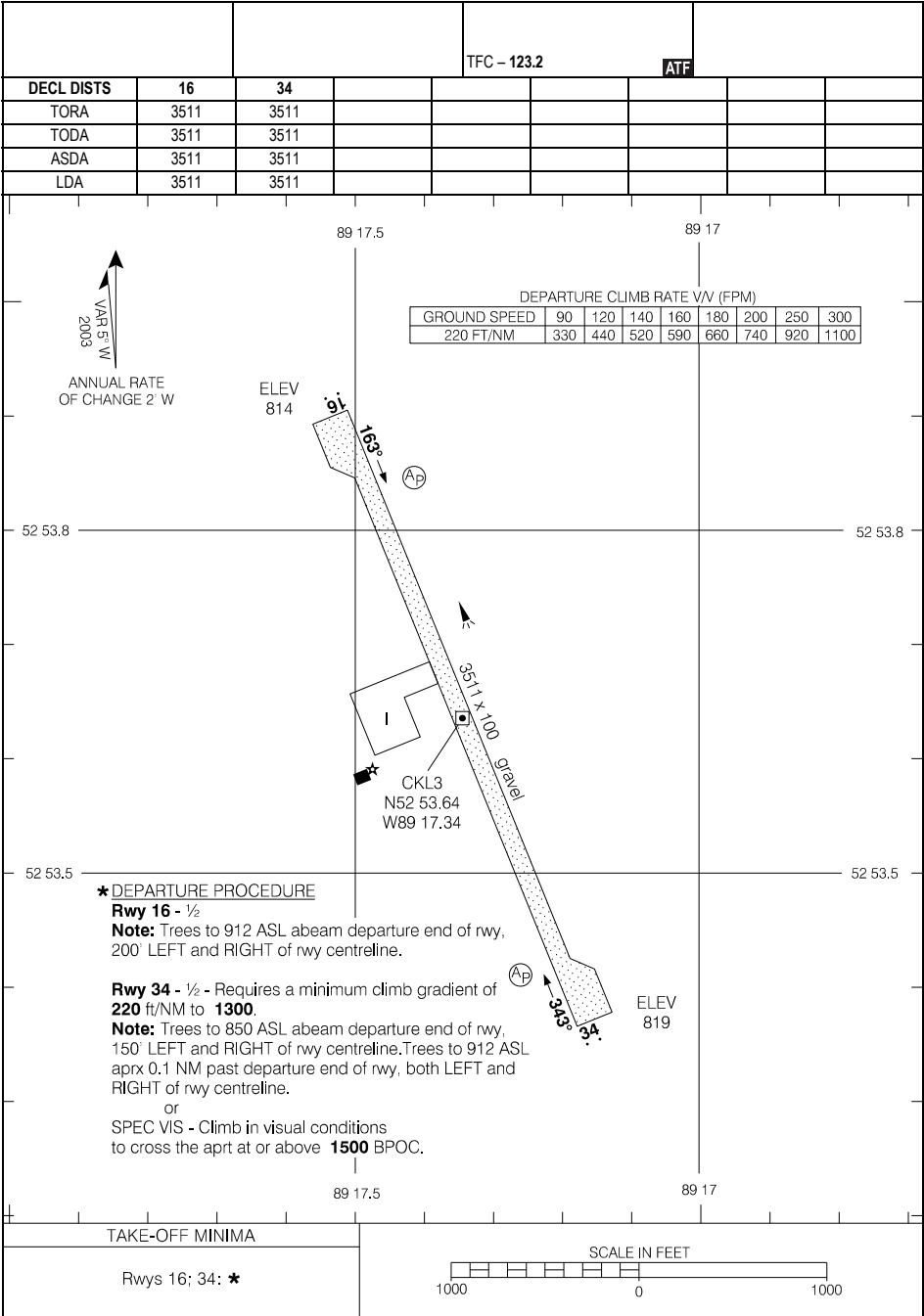


AERODROME CHART

CYQG

EFF 9 JUL 26

AERODROME CHART



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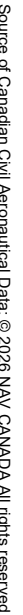
AERODROME CHART

EFF 22 JAN 26

CKL3

CYKO

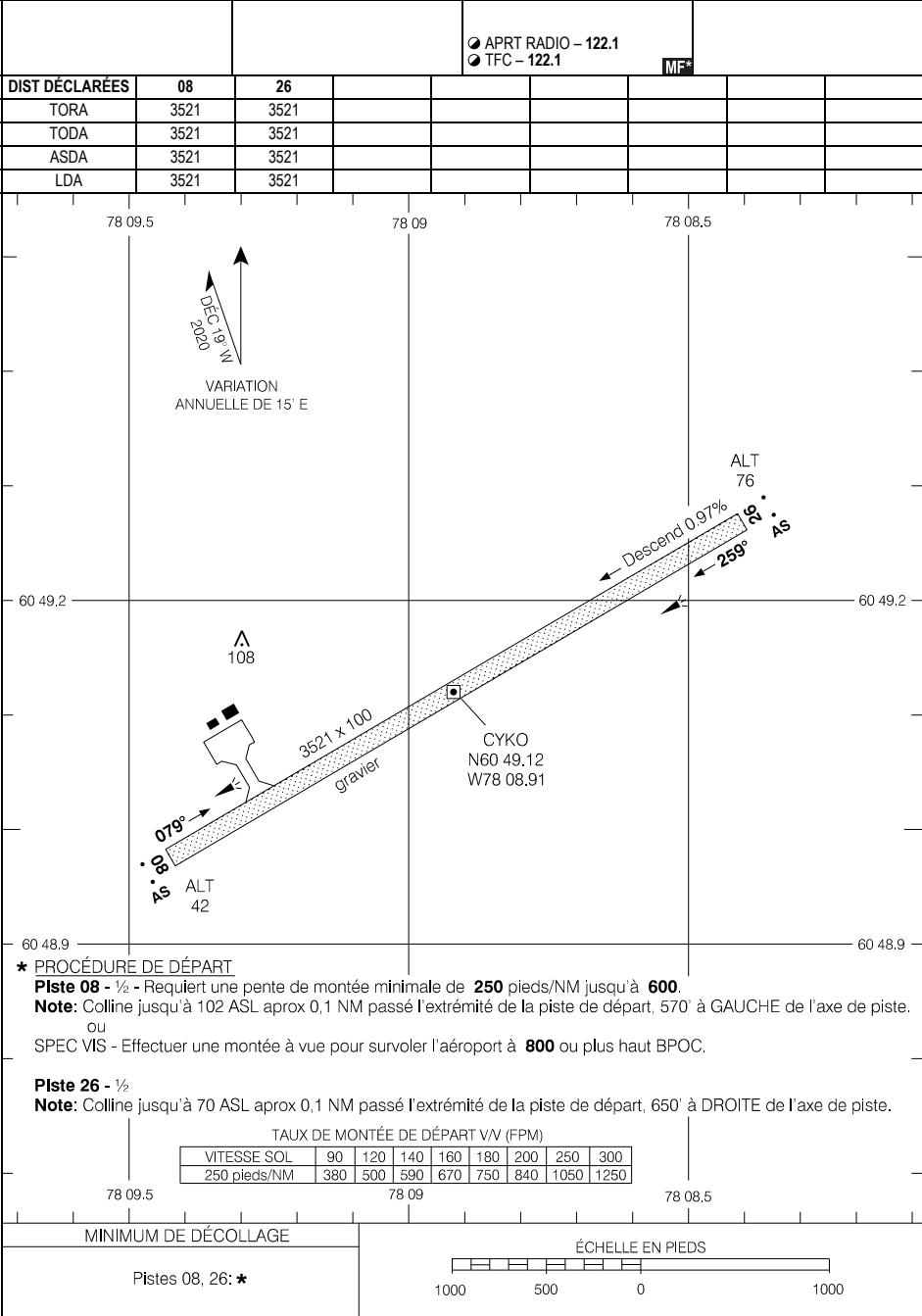
● APRT RADIO – 122.1
● TFC – 122.1



CYKO

CYKO-AD

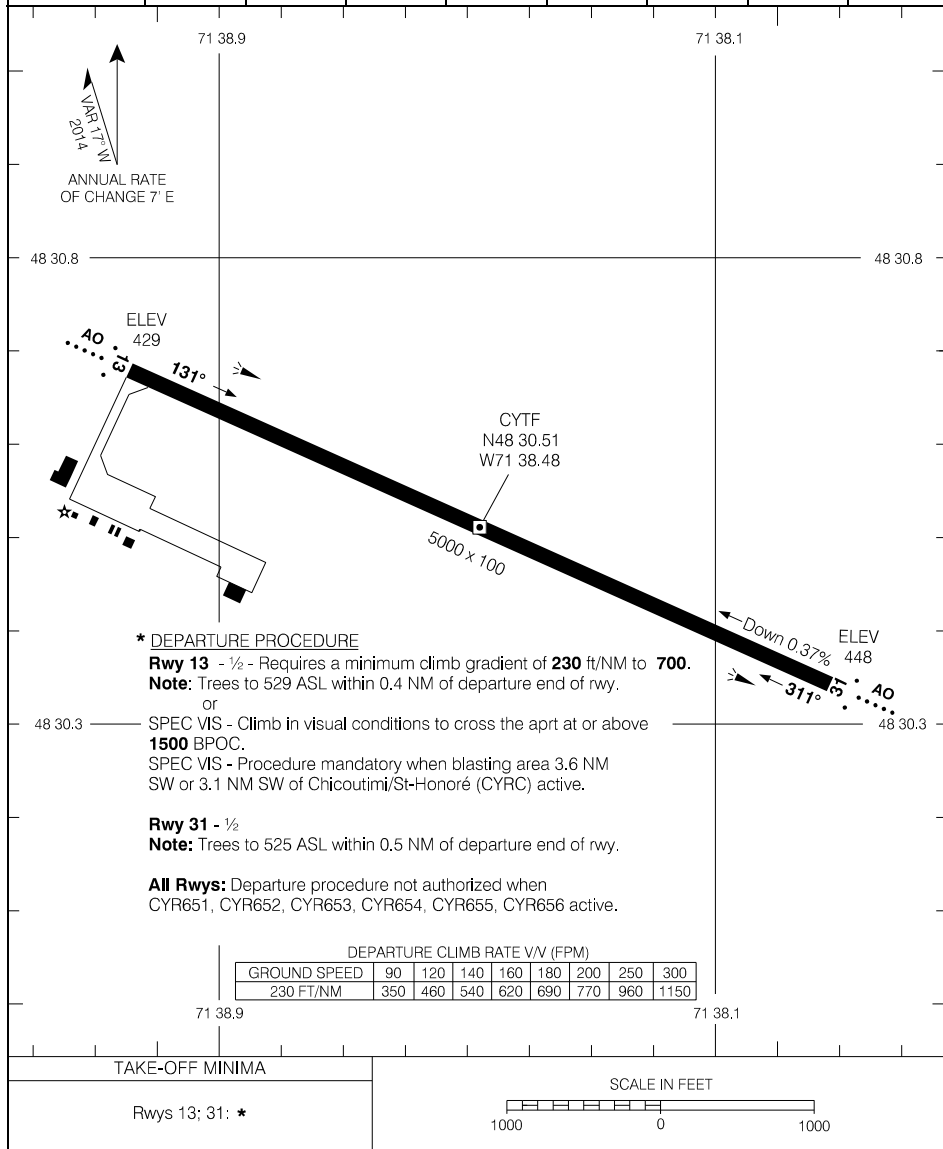
CARTE D'AÉRODROME



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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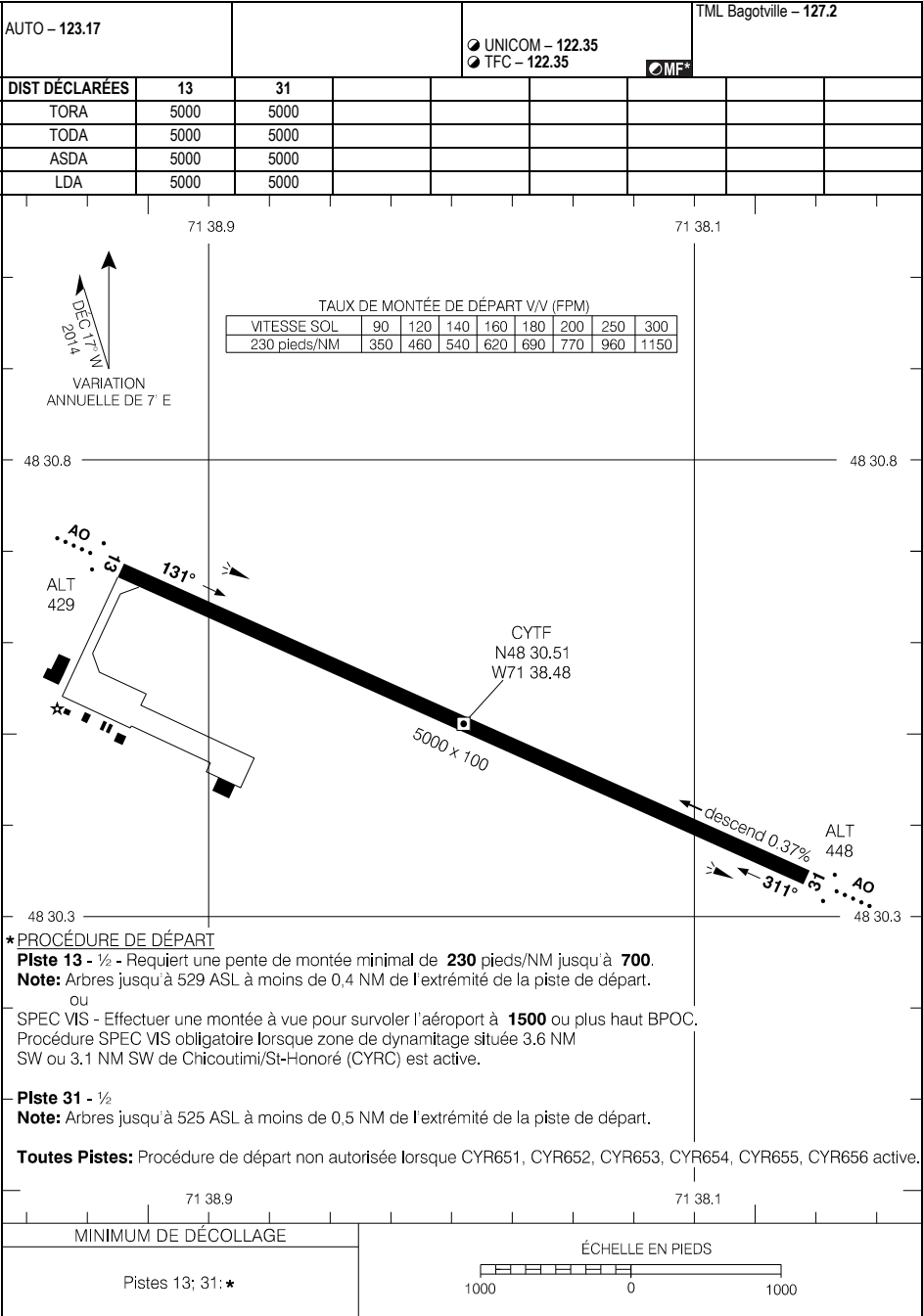
AERODROME CHART

EFF 14 JUL 22

CYTF

CYTF-AD

CARTE D'AÉRODROME



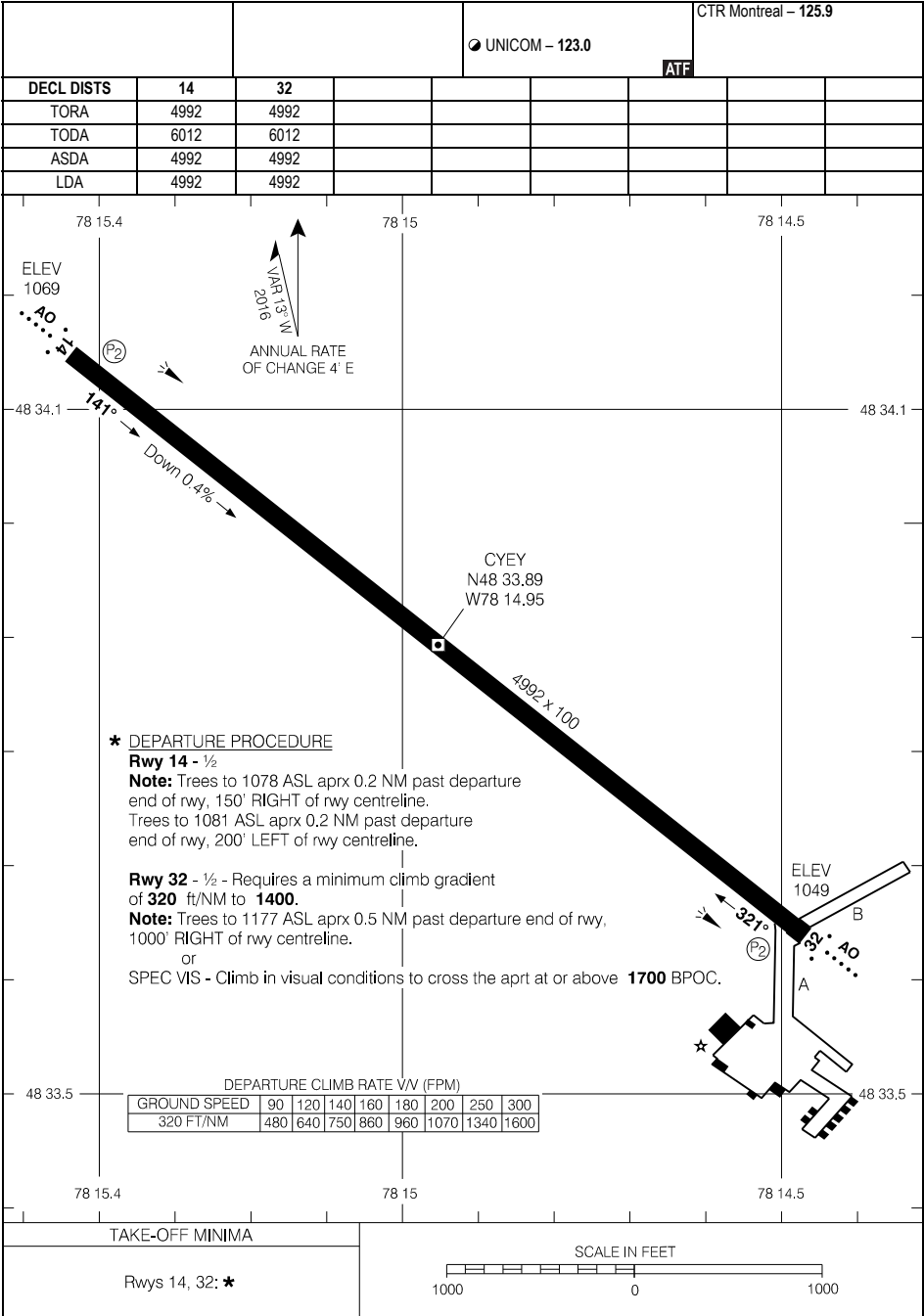
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CARTE D'AÉRODROME

EFF 14 JUIL 22

CYTF

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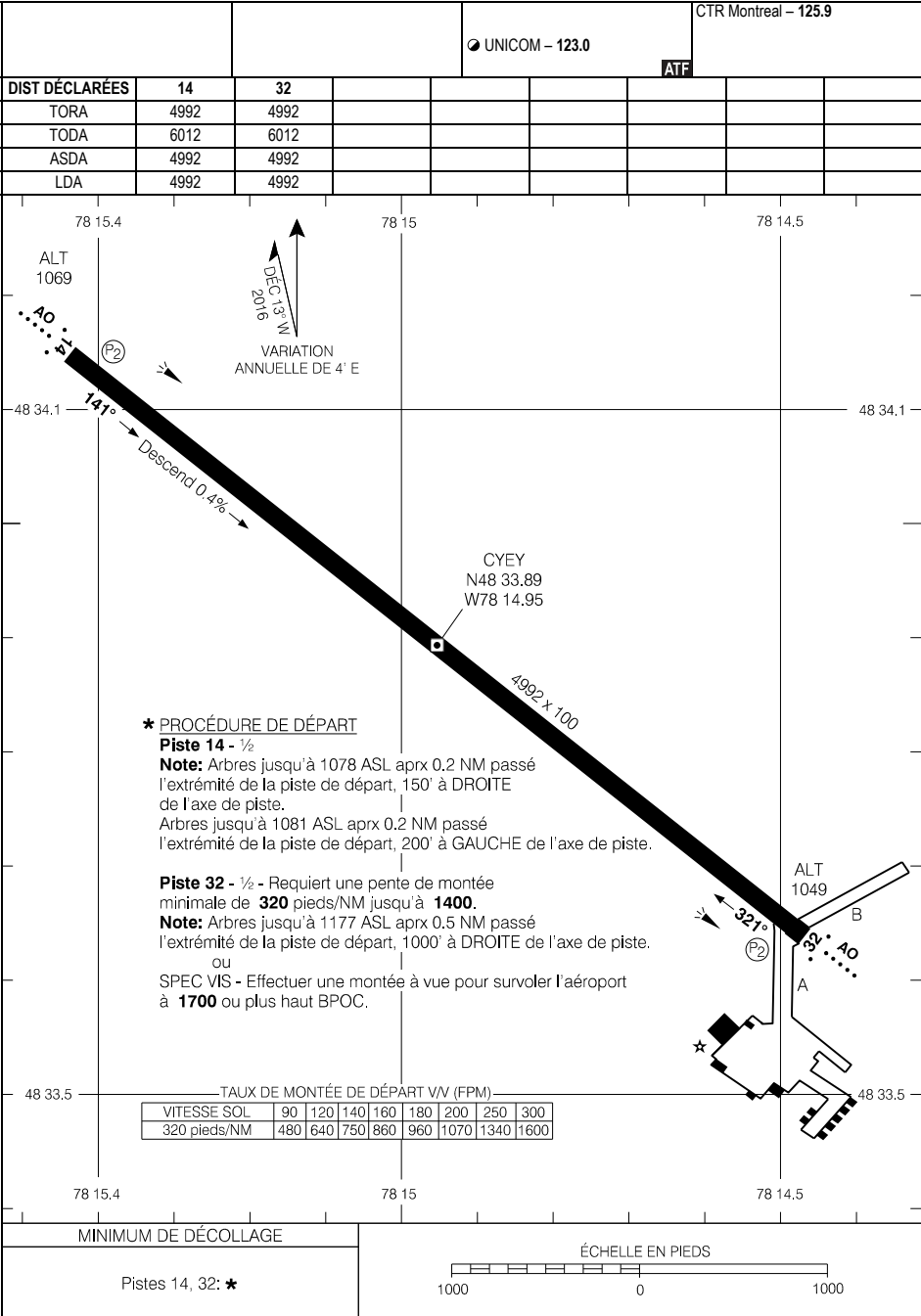


AERODROME CHART

EFF 20 FEB 25

CYEEY

CARTE D'AÉRODROME

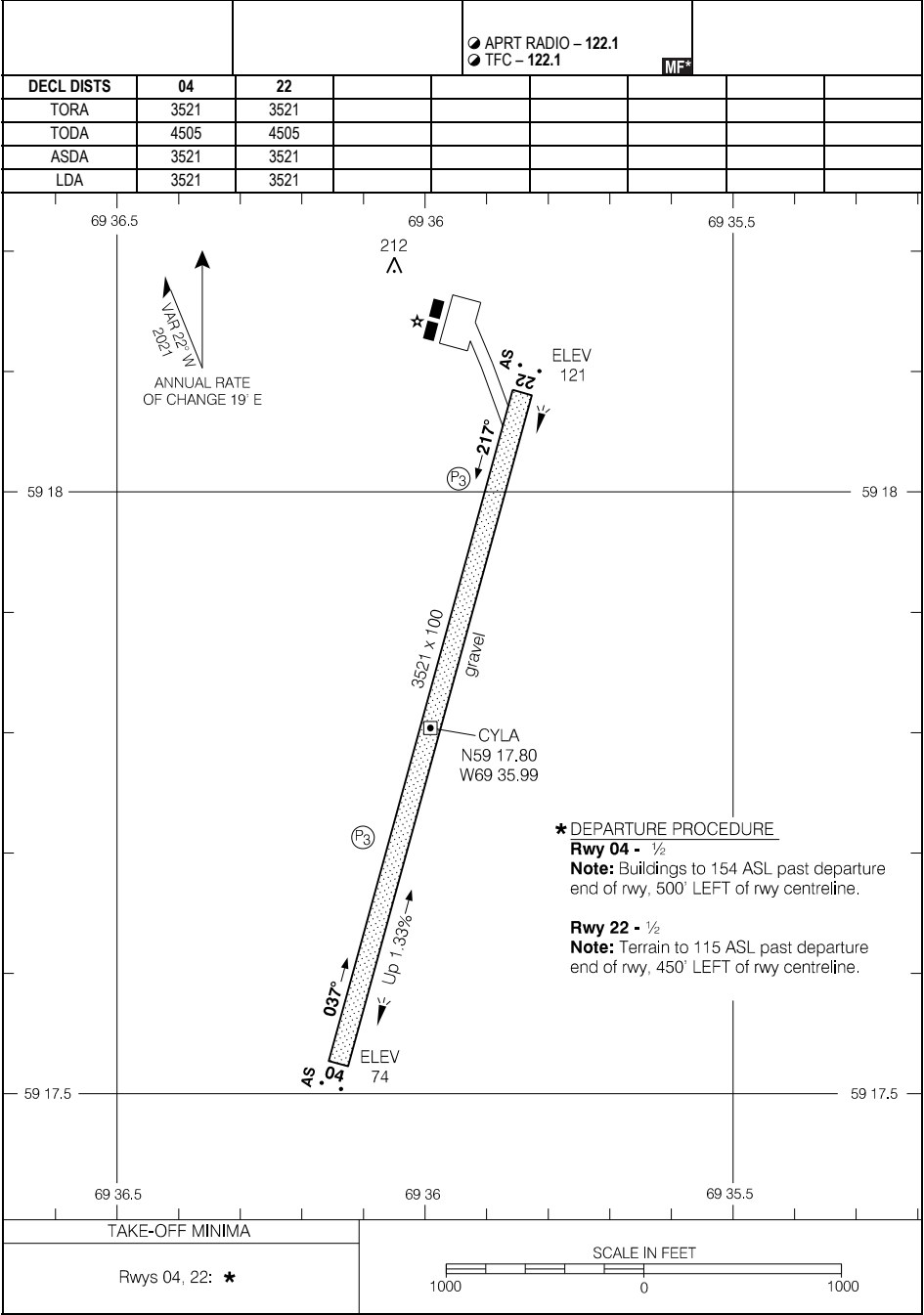


CARTE D'AÉRODROME

EFF 20 FÉV 25

CYEE

AERODROME CHART



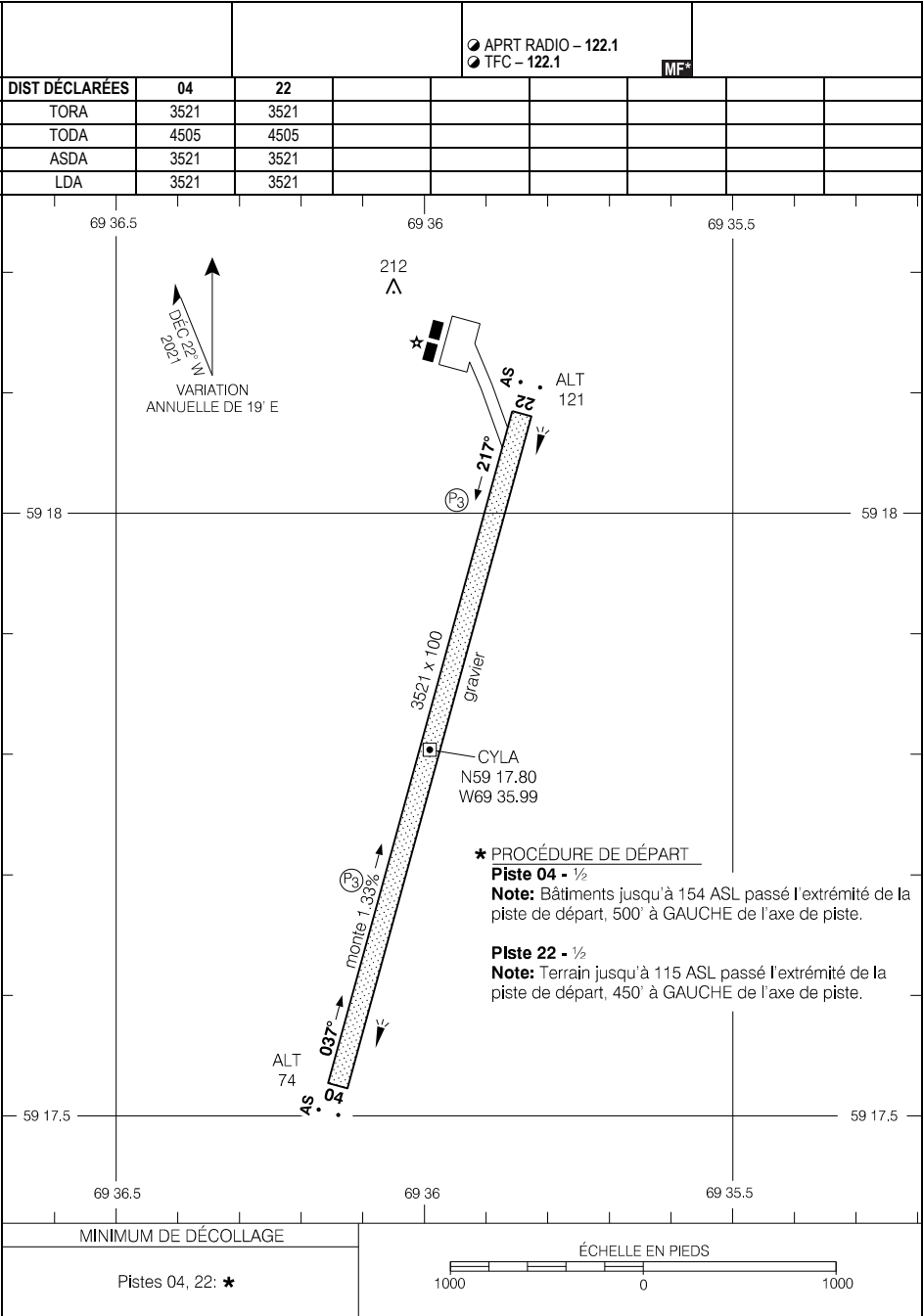
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AERODROME CHART

EFF 9 JUL 26

CYLA

CARTE D'AÉRODROME



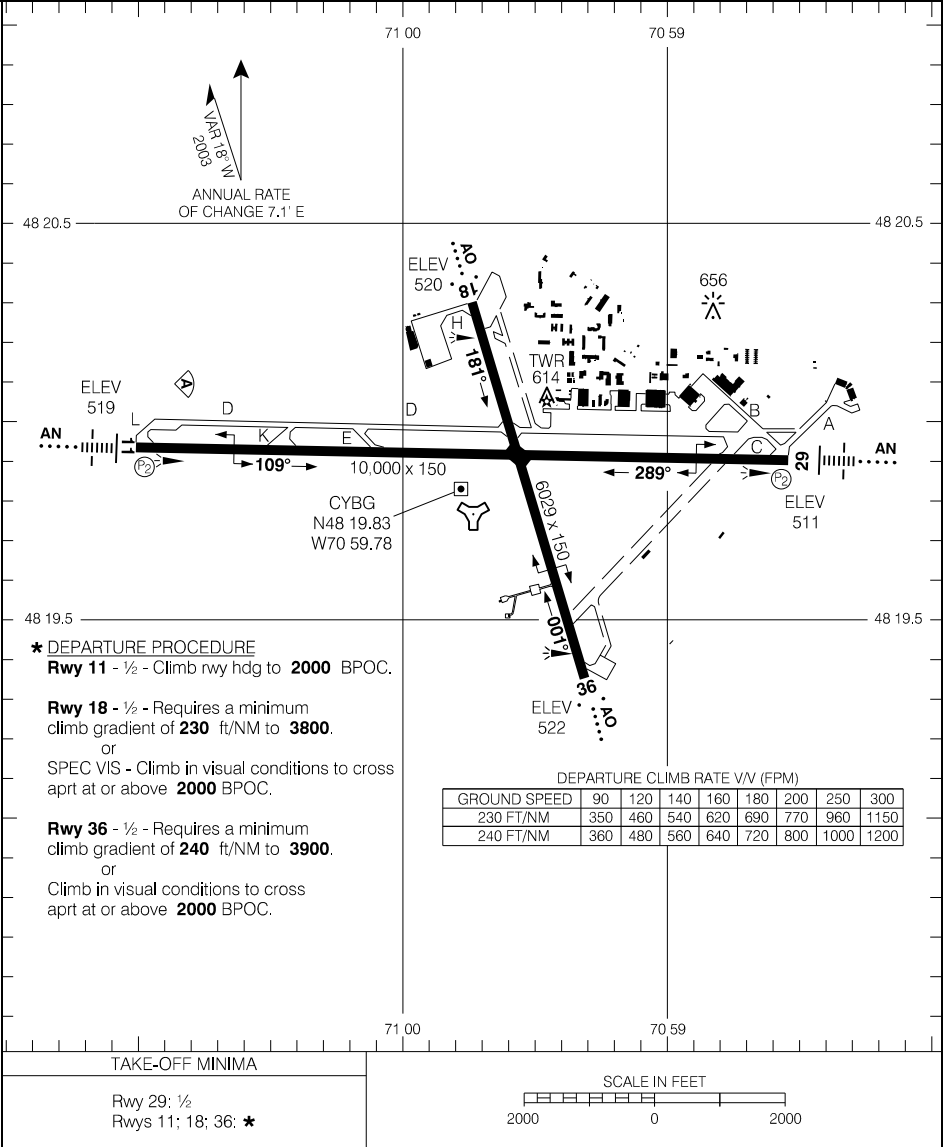
CARTE D'AÉRODROME

CYLA

EFF 9 JUL 26

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 DIST	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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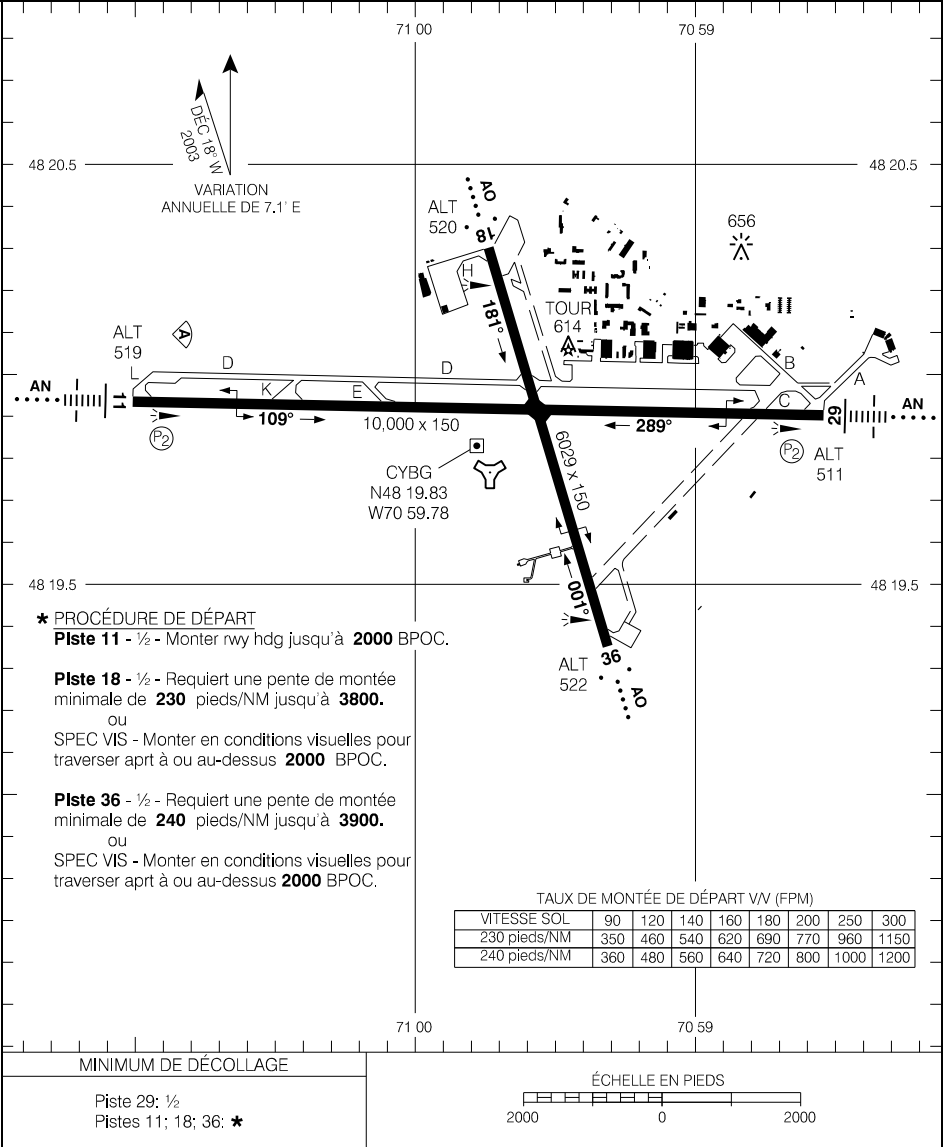
AERODROME CHART (DND)

EFF 14 MAY 26

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			



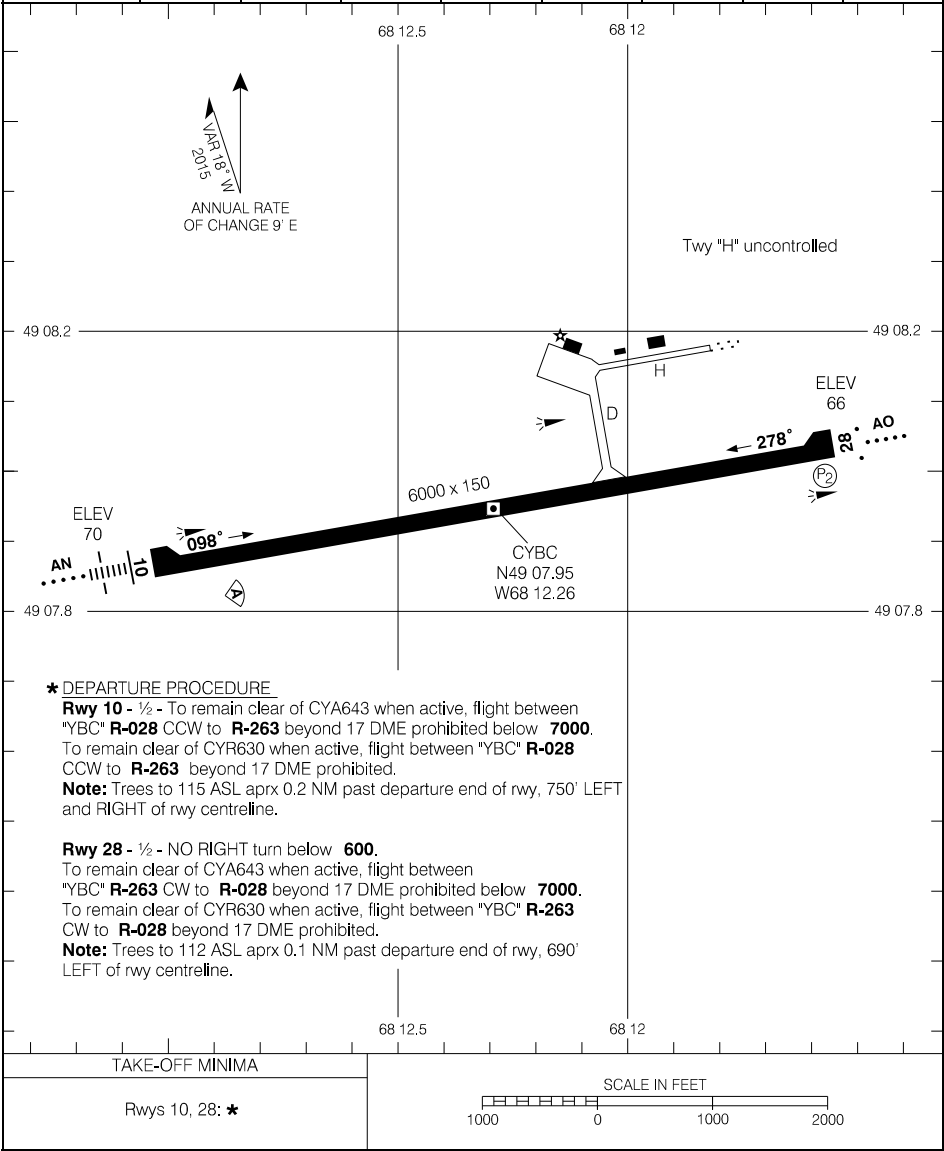
CARTE D'AÉRODROME

EFF 14 MAI 26

CYBG

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					



★ DEPARTURE PROCEDURE

Rwy 10 - ½ - To remain clear of CYA643 when active, flight between "YBC" **R-028** CCW to **R-263** beyond 17 DME prohibited below **7000**.
To remain clear of CYR630 when active, flight between "YBC" **R-028** CCW to **R-263** beyond 17 DME prohibited.

Note: Trees to 115 ASL aprx 0.2 NM past departure end of rwy, 750' LEFT and RIGHT of rwy centreline.

Rwy 28 - ½ - NO RIGHT turn below **600**.

To remain clear of CYA643 when active, flight between "YBC" **R-263** CW to **R-028** beyond 17 DME prohibited below **7000**.
To remain clear of CYR630 when active, flight between "YBC" **R-263** CW to **R-028** beyond 17 DME prohibited.

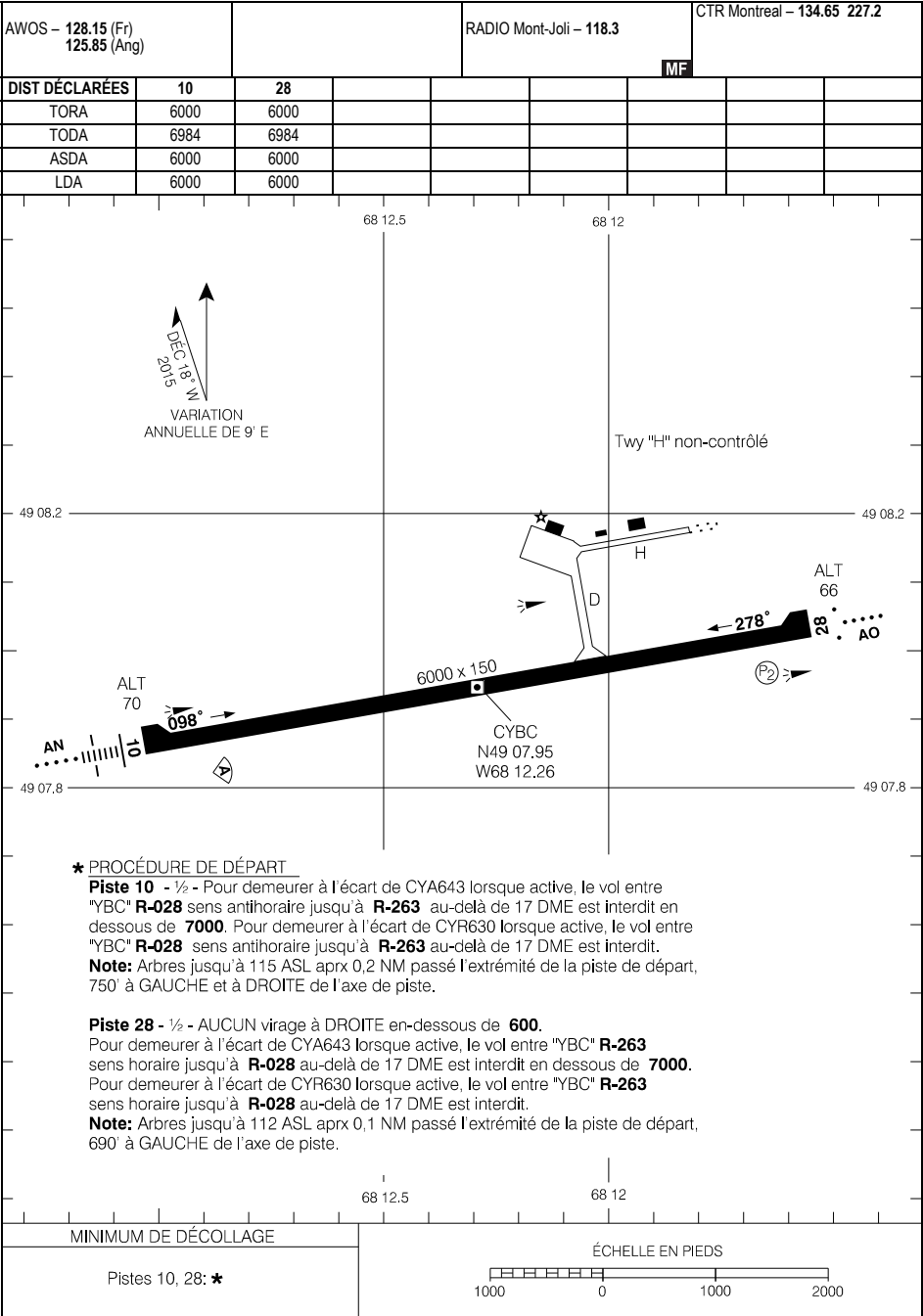
Note: Trees to 112 ASL aprx 0.1 NM past departure end of rwy, 690' LEFT of rwy centreline.

AERODROME CHART

EFF 15 JUN 23

CYBC

CARTE D'AÉRODROME



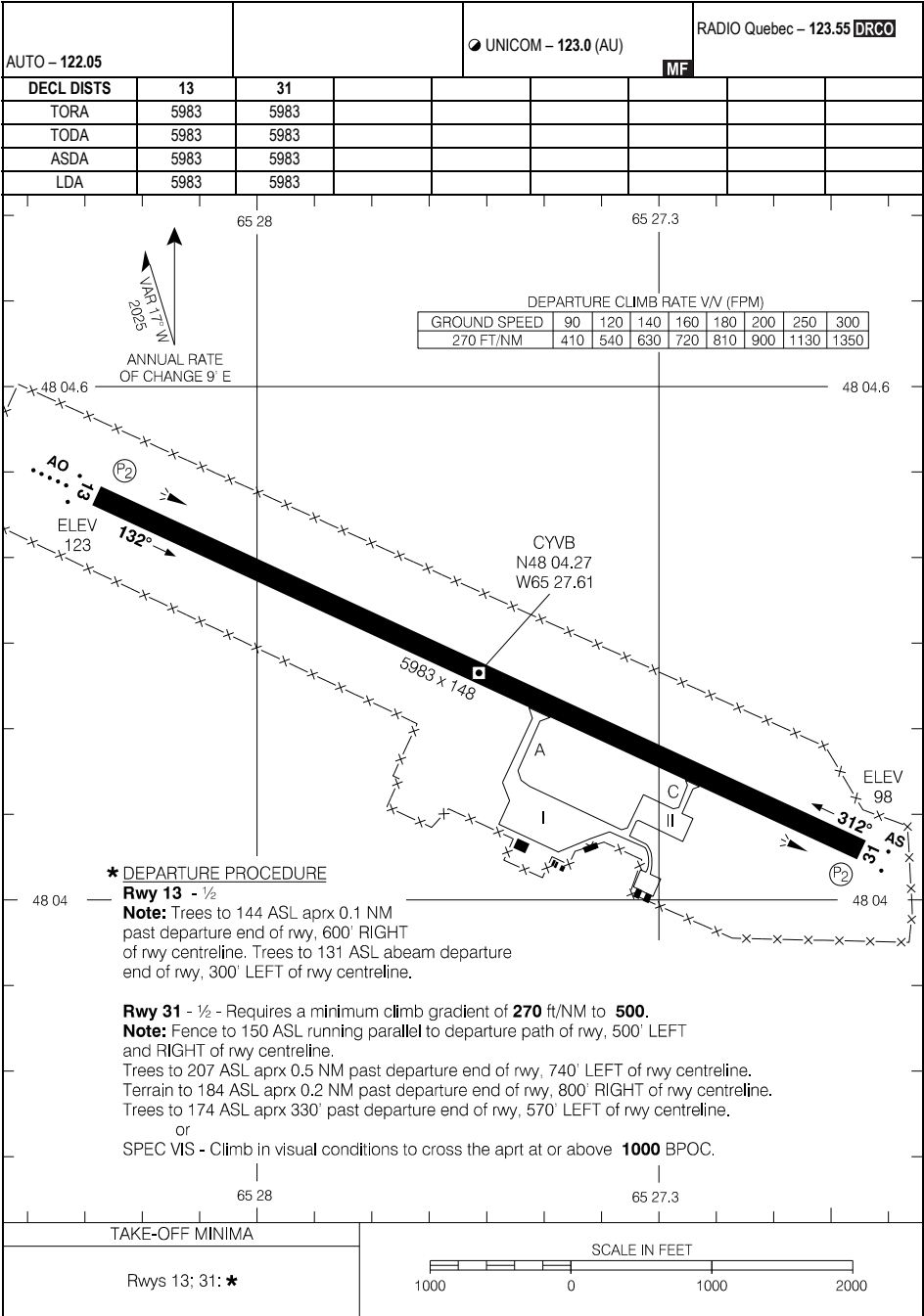
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CARTE D'AÉRODROME

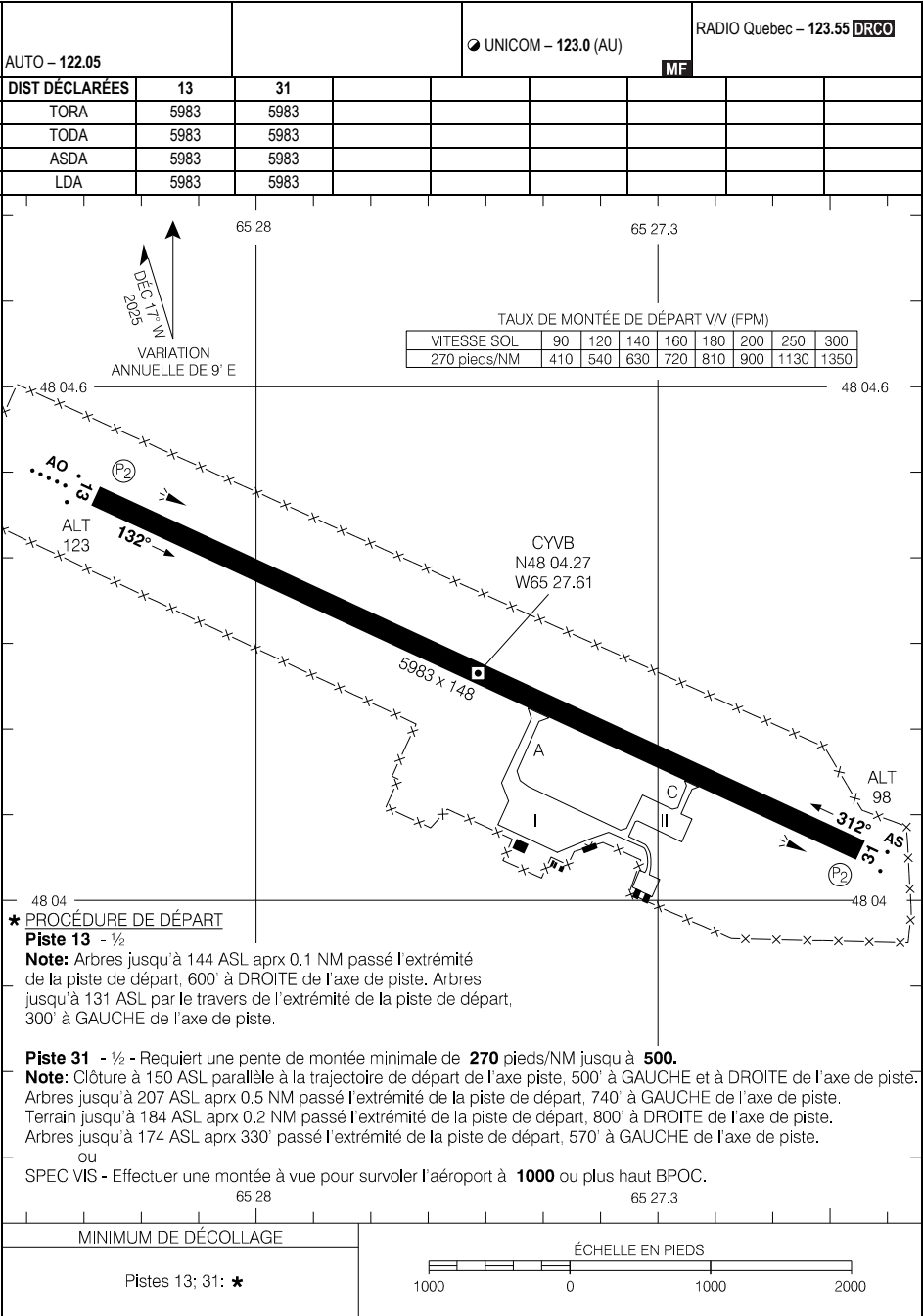
EFF 15 JUIN 23

CYBC

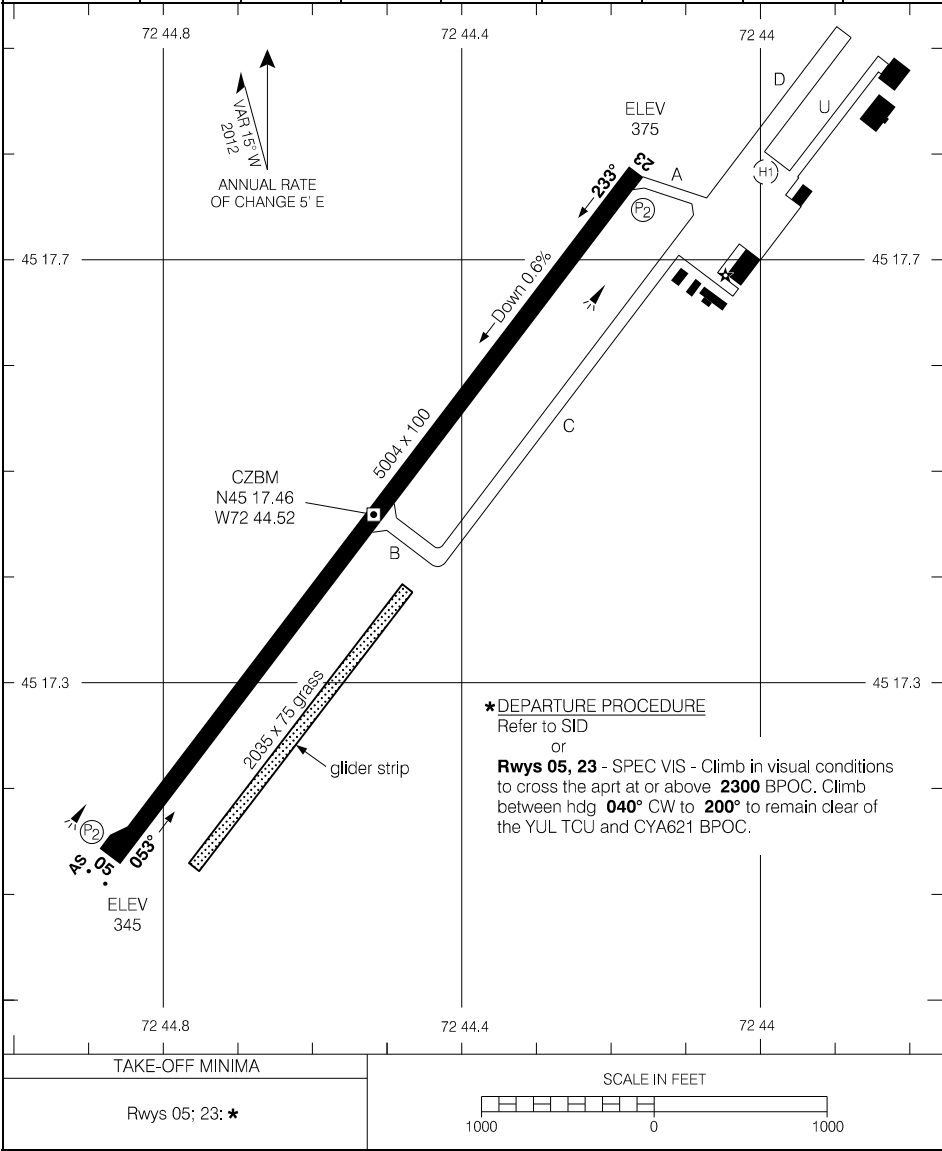
AERODROME CHART



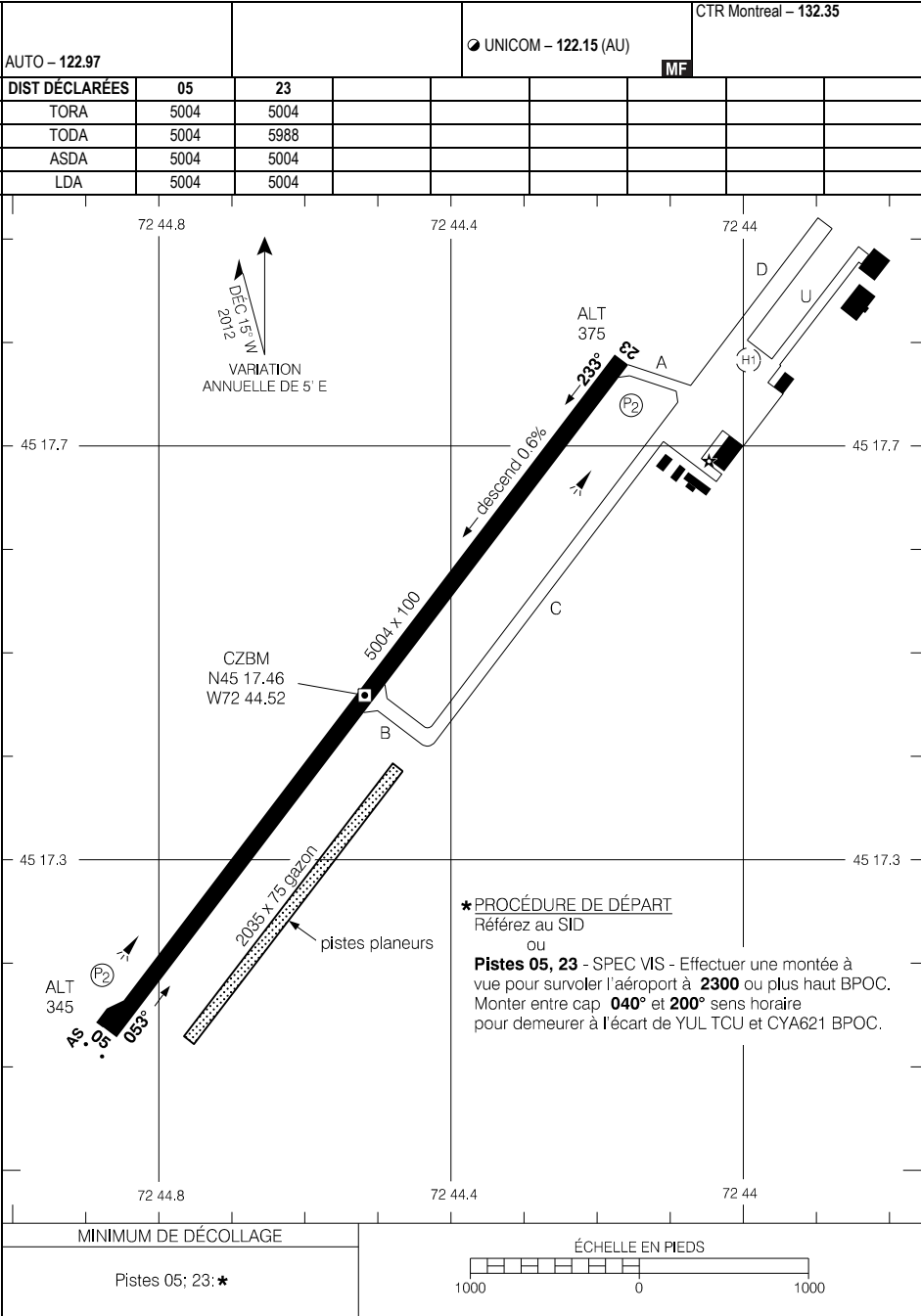
CARTE D'AÉRODROME



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

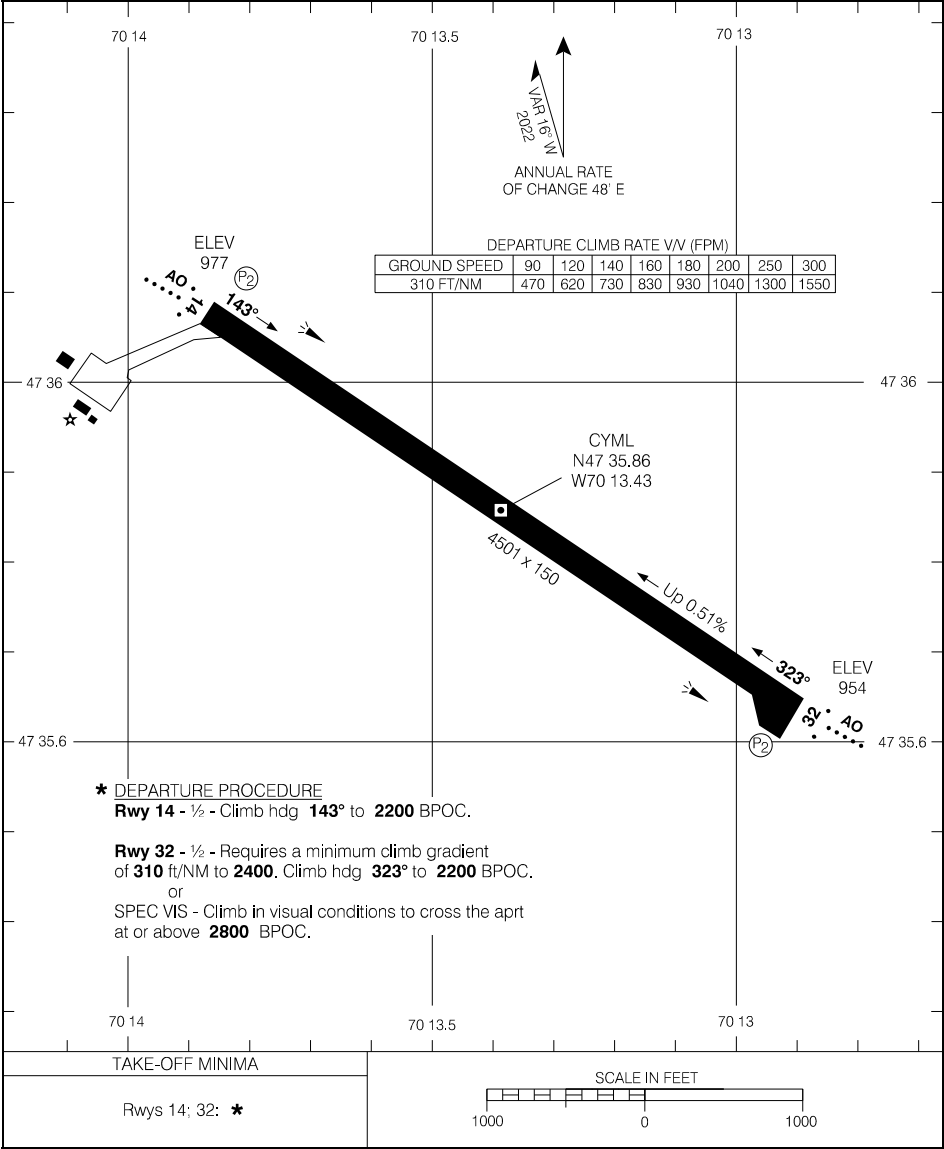


CARTE D'AÉRODROME



AERODROME CHART

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

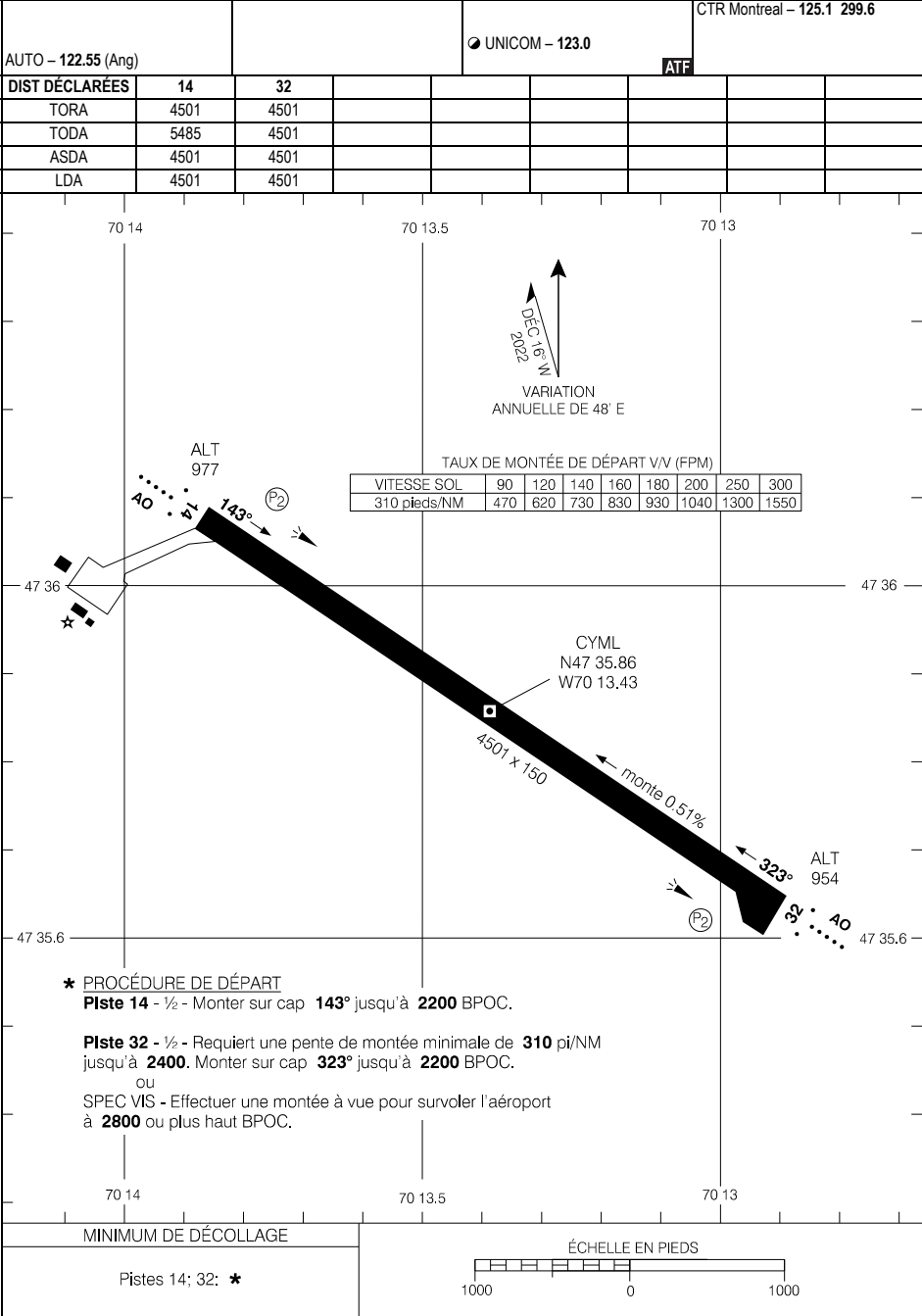


AERODROME CHART

EFF 29 DEC 22

CYML

CARTE D'AÉRODROME



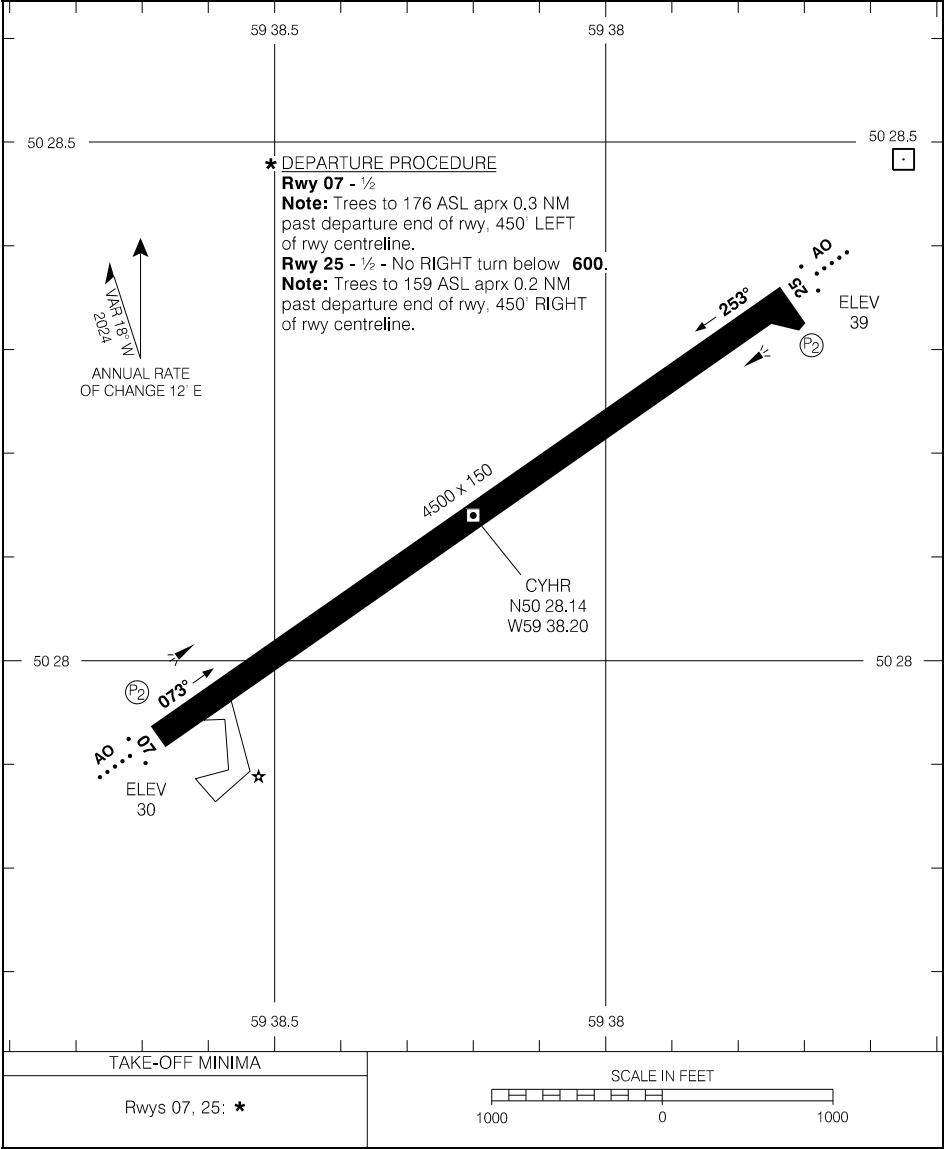
CARTE D'AÉRODROME

EFF 29 DÉC 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							

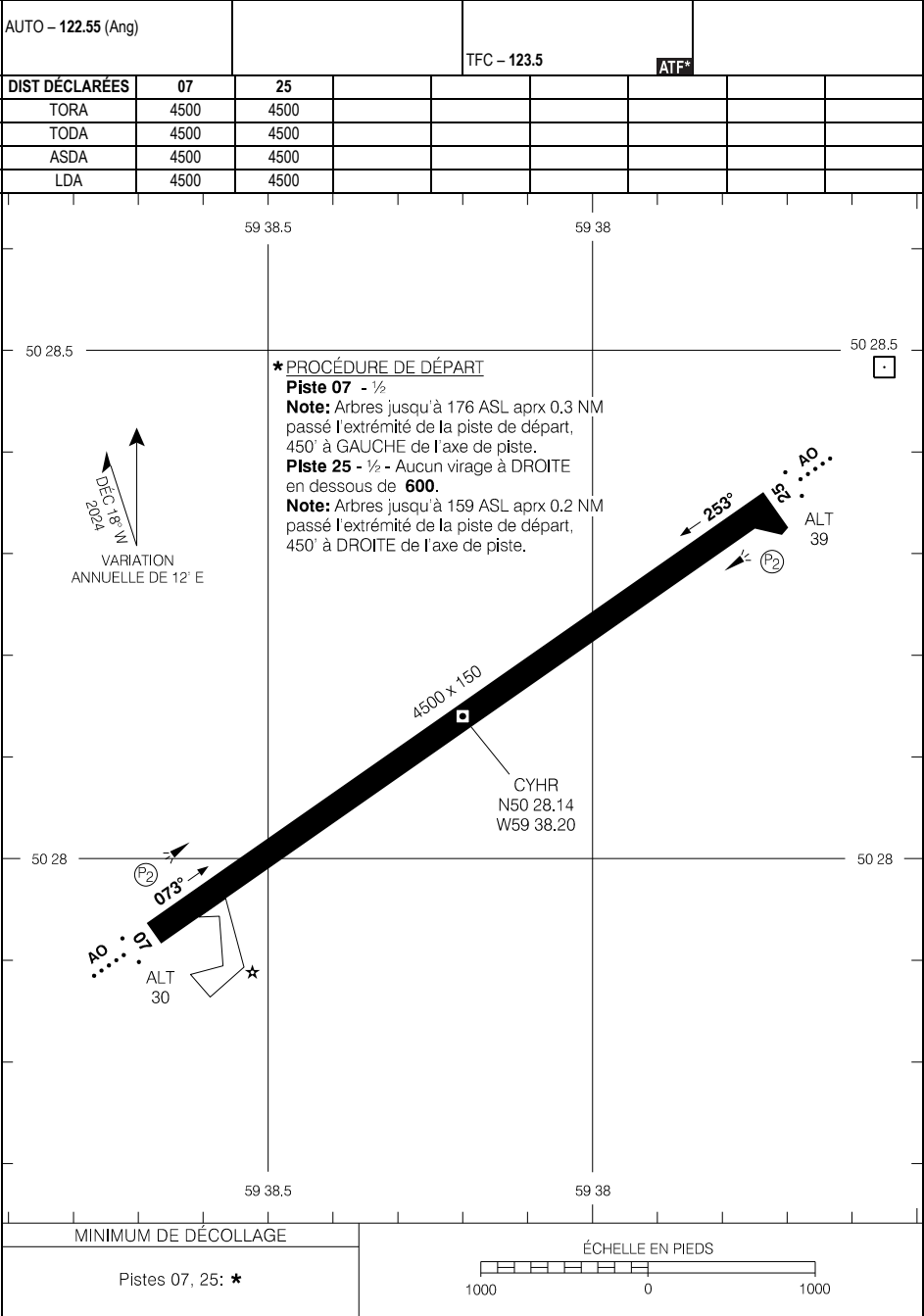


AERODROME CHART

EFF 16 MAY 24

CYHR

CARTE D'AÉRODROME



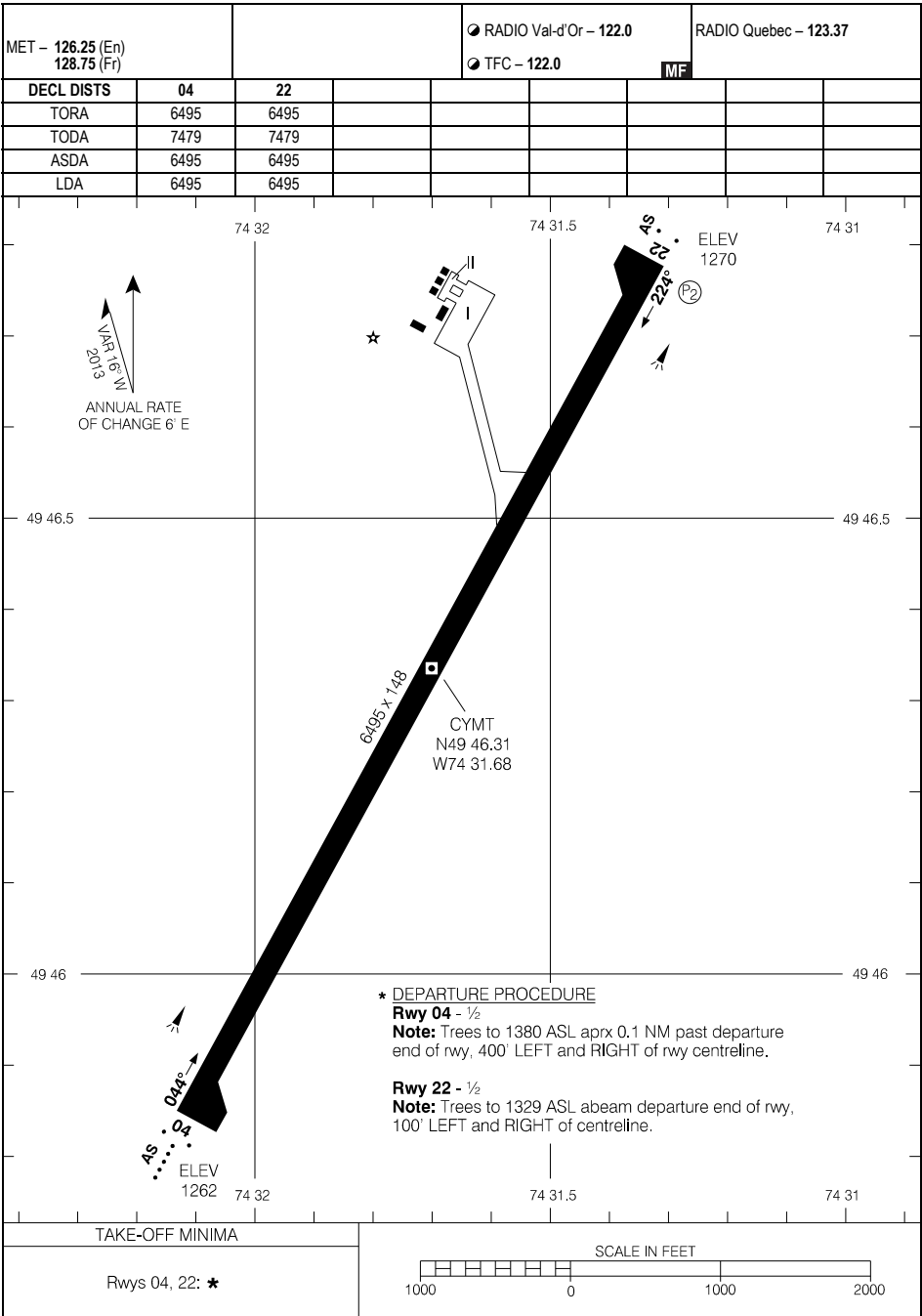
Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

EFF 16 MAI 24

CYHR

AERODROME CHART



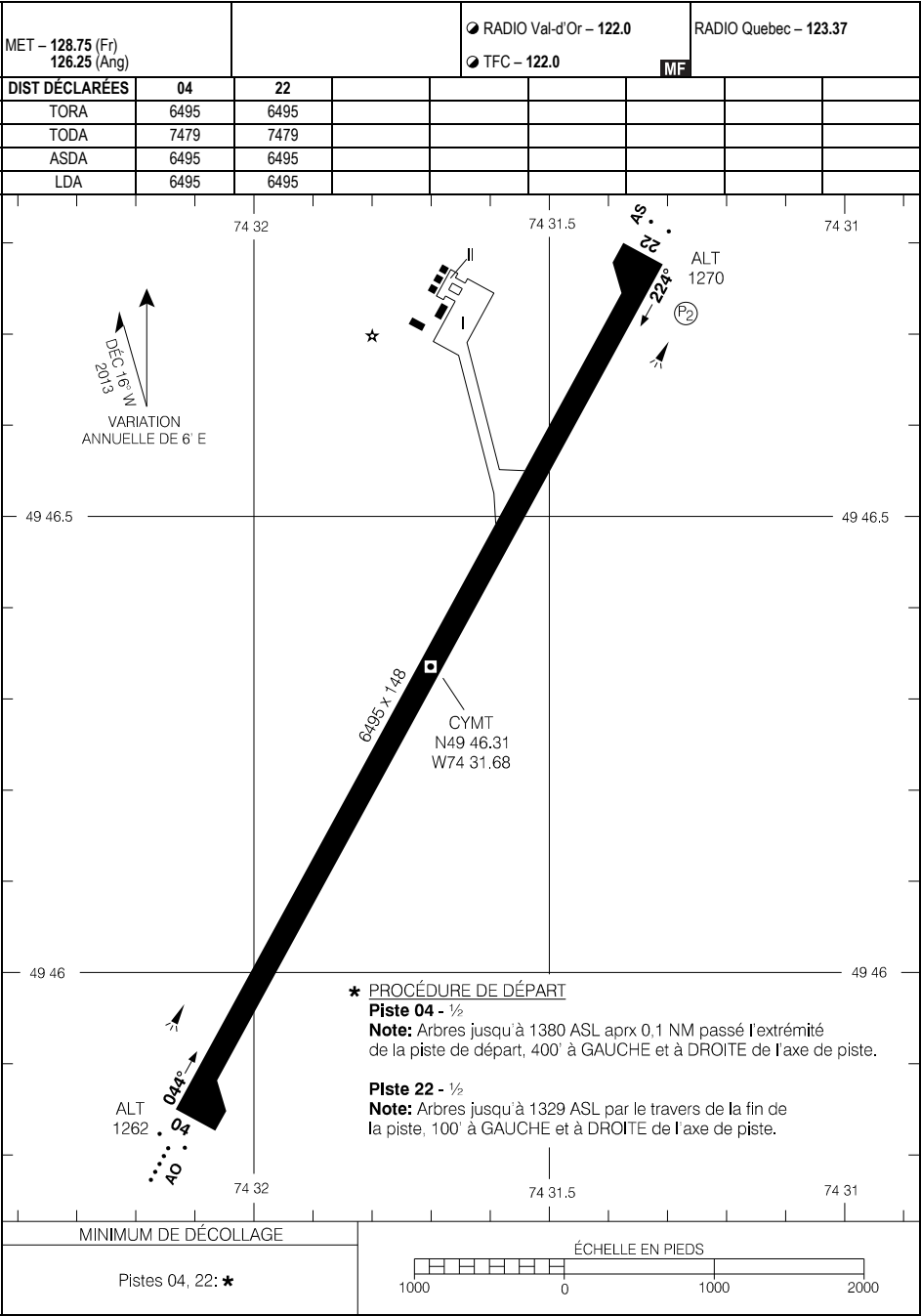
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

EFF 14 JUL 22

CYMT

CARTE D'AÉRODROME



Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

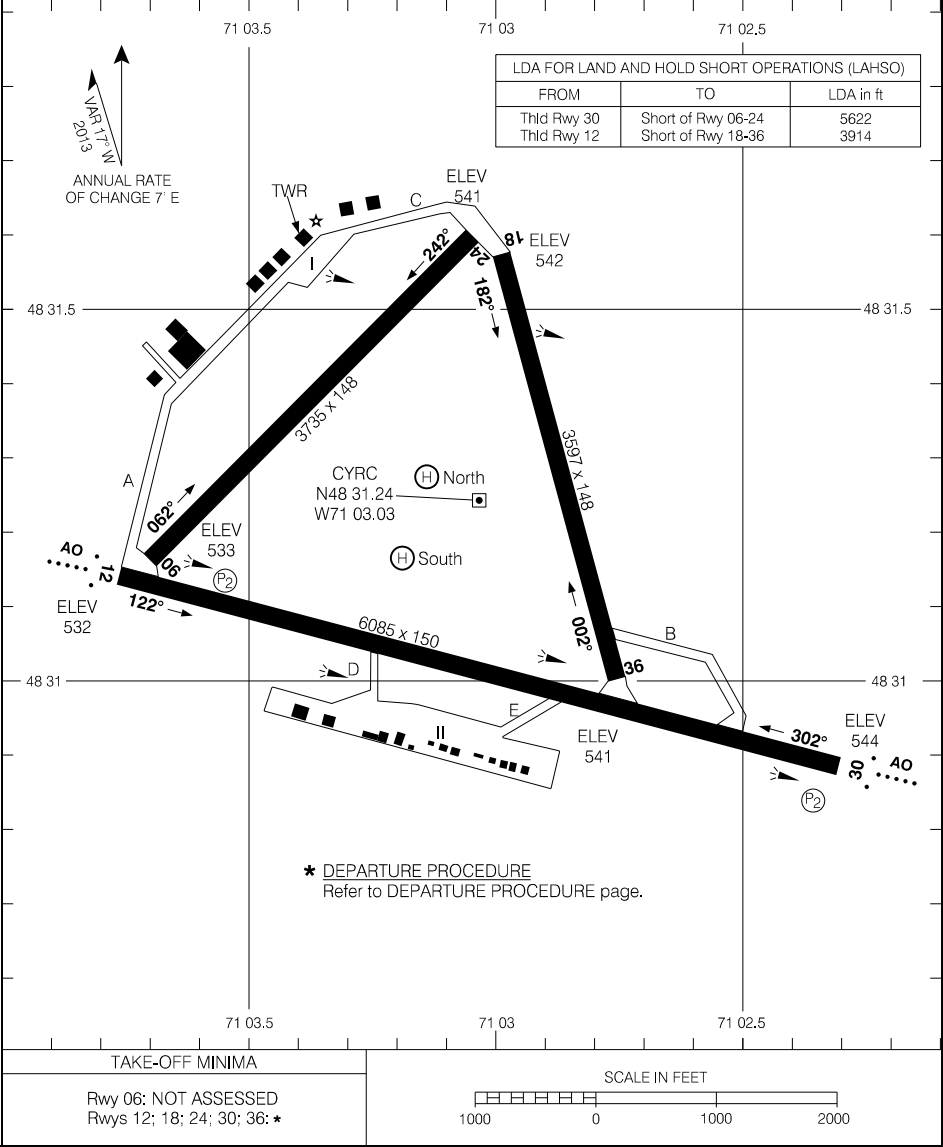
CARTE D'AÉRODROME

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					



Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

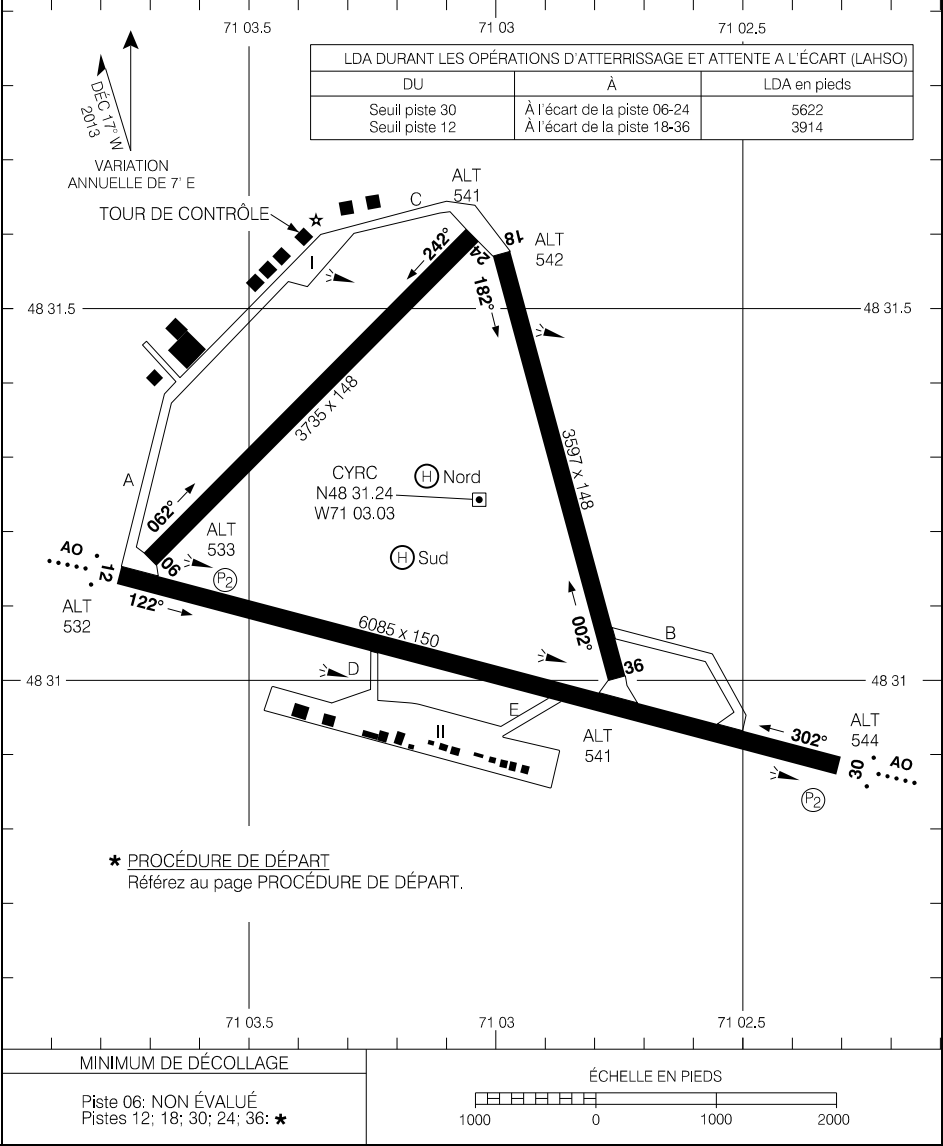
AERODROME CHART

EFF 14 MAY 26

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	



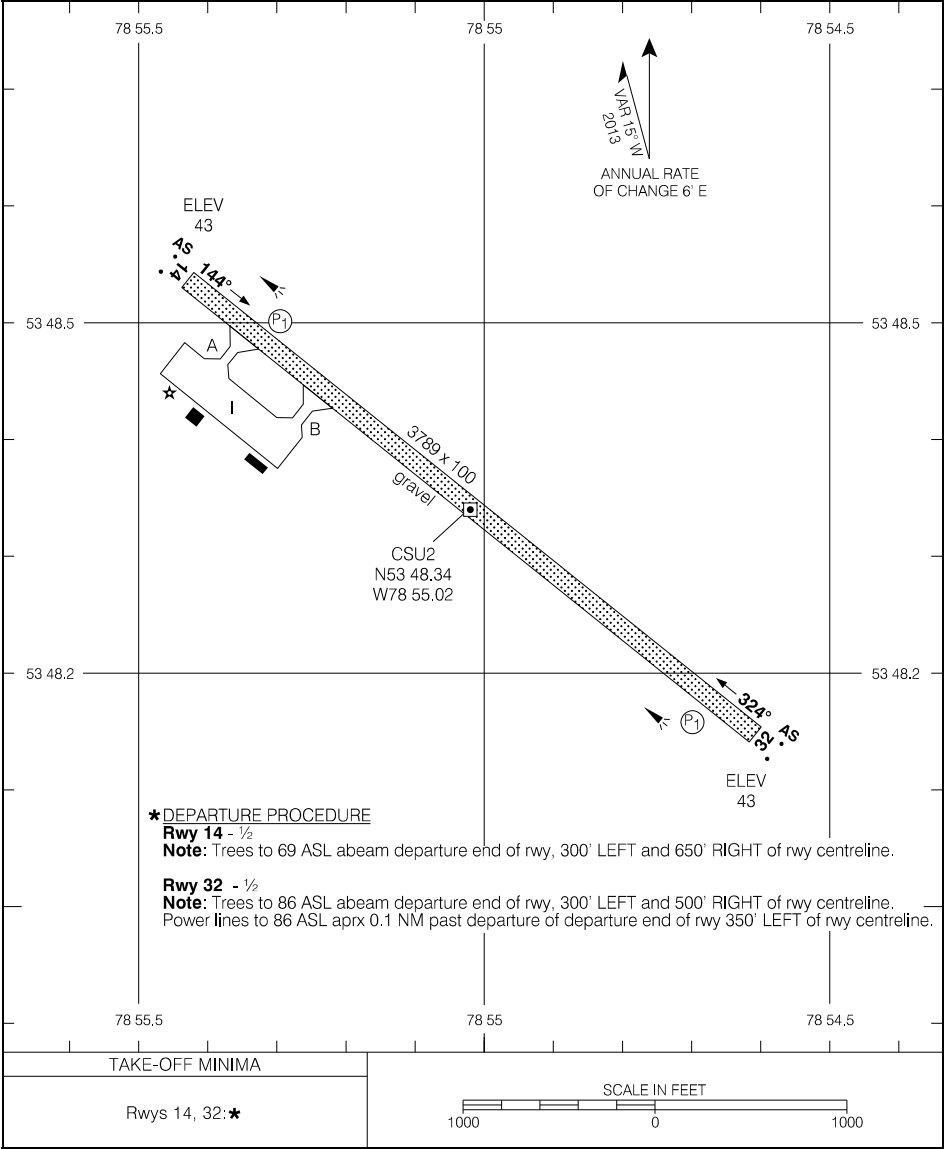
CARTE D'AÉRODROME

EFF 14 MAI 26

CYRC

AERODROME CHART

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



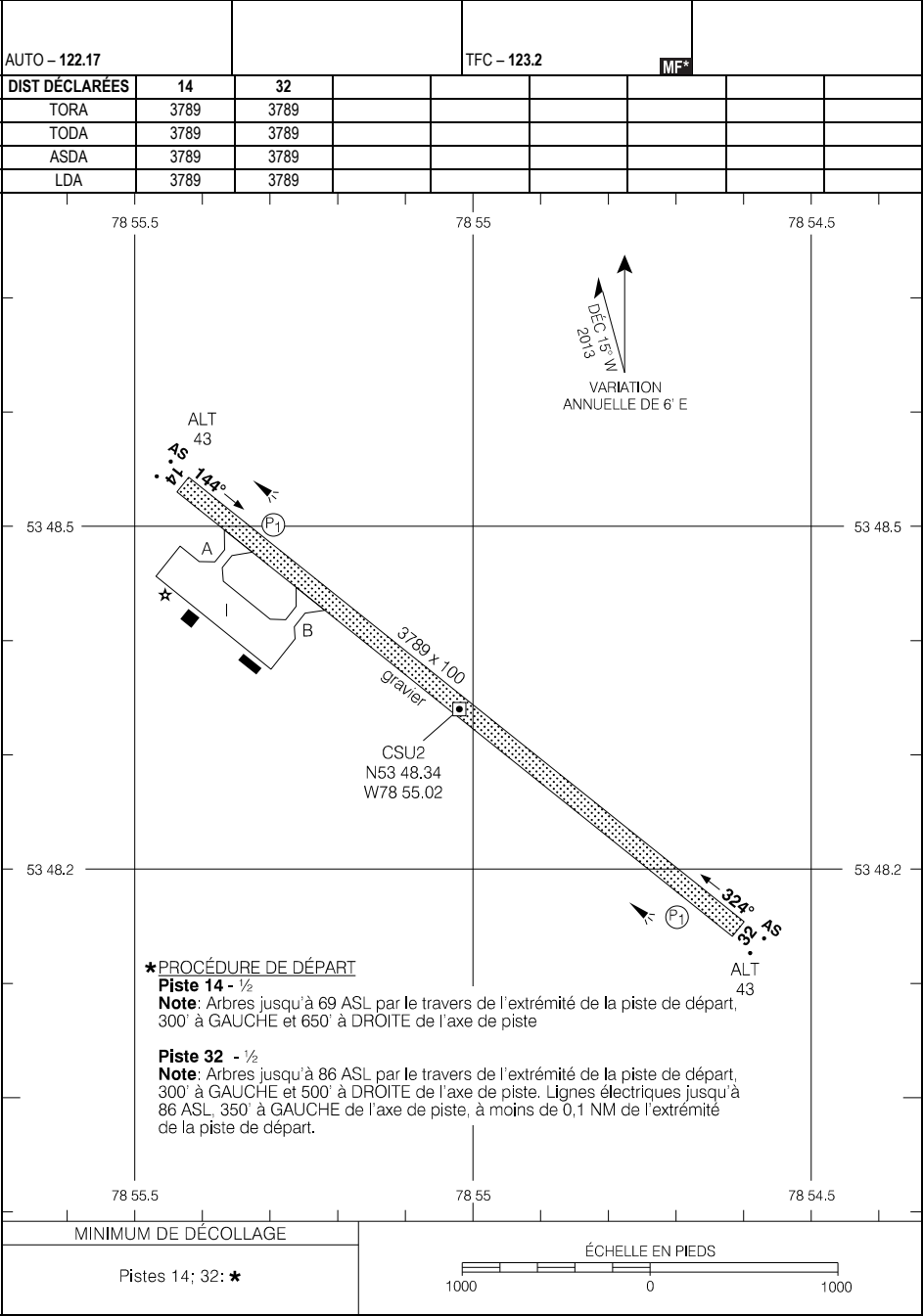
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

CSU2

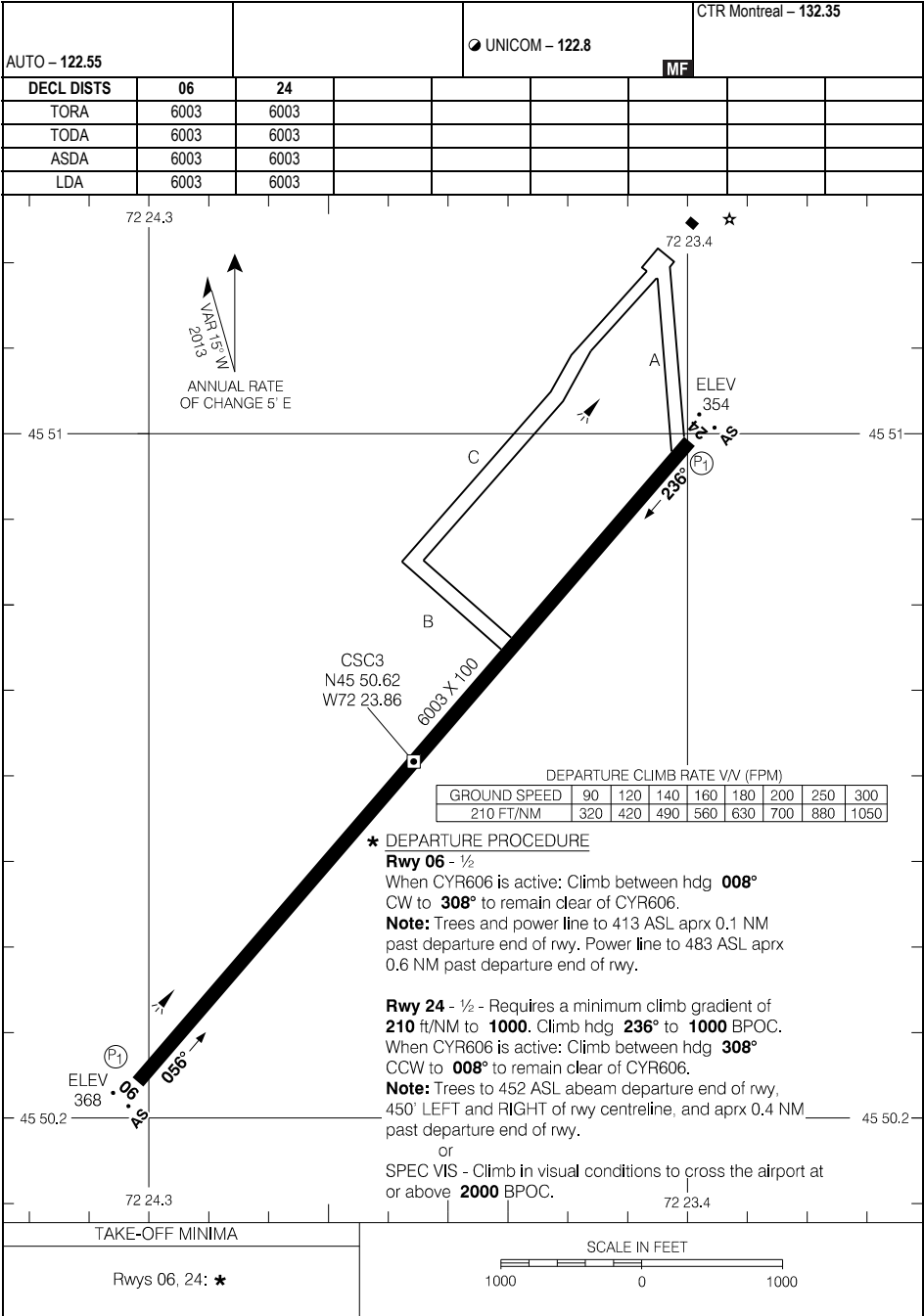
EFF 14 MAY 26

CARTE D'AÉRODROME



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AERODROME CHART



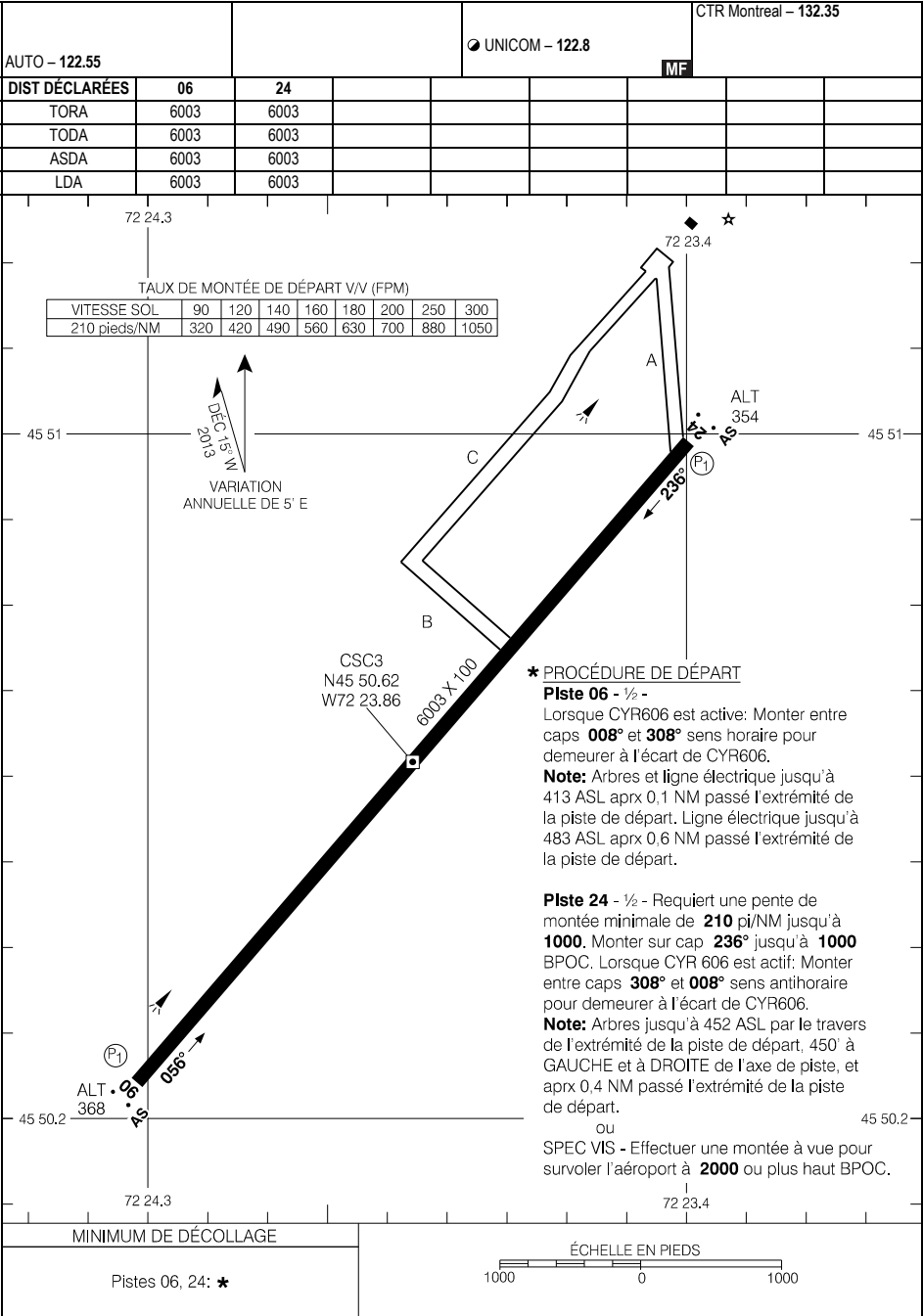
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

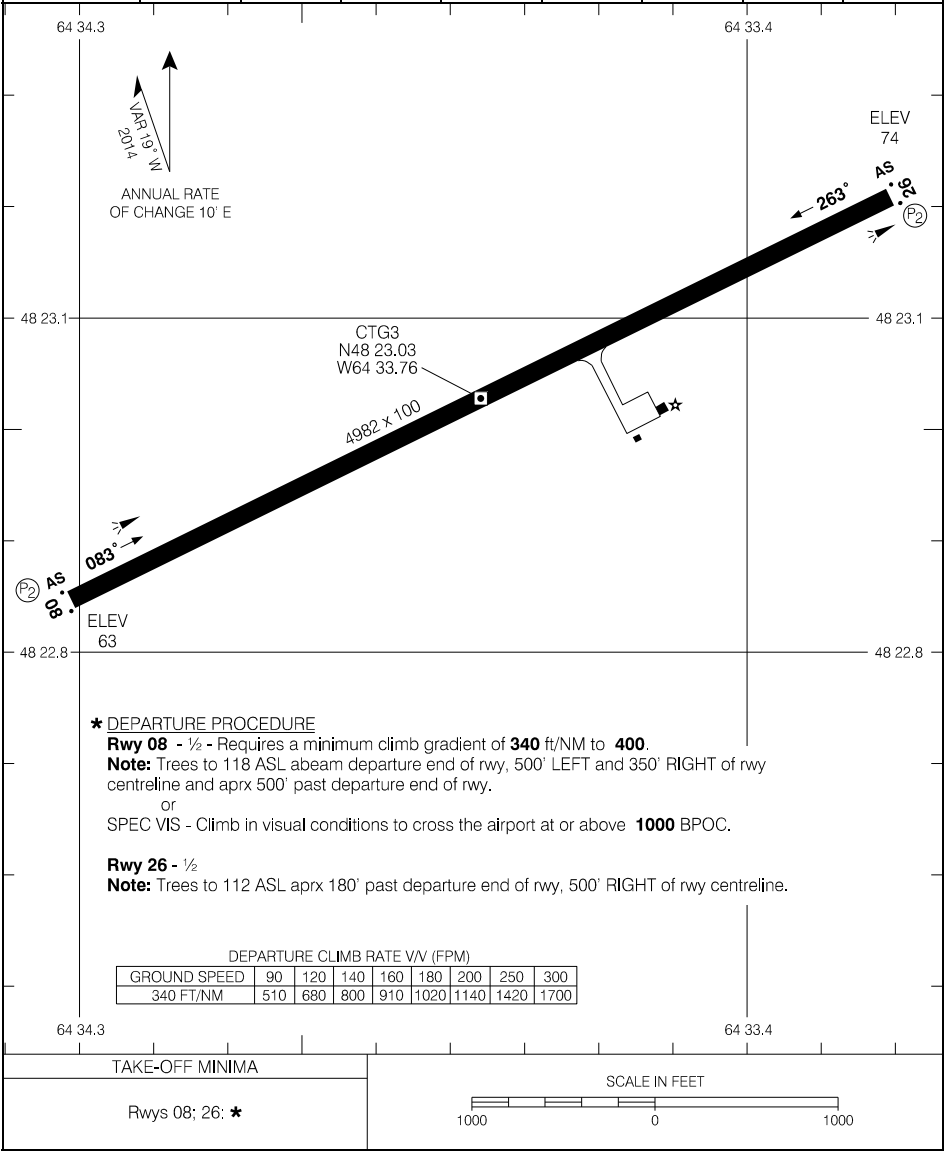
EFF 25 JAN 24

CSC3

CARTE D'AÉRODROME



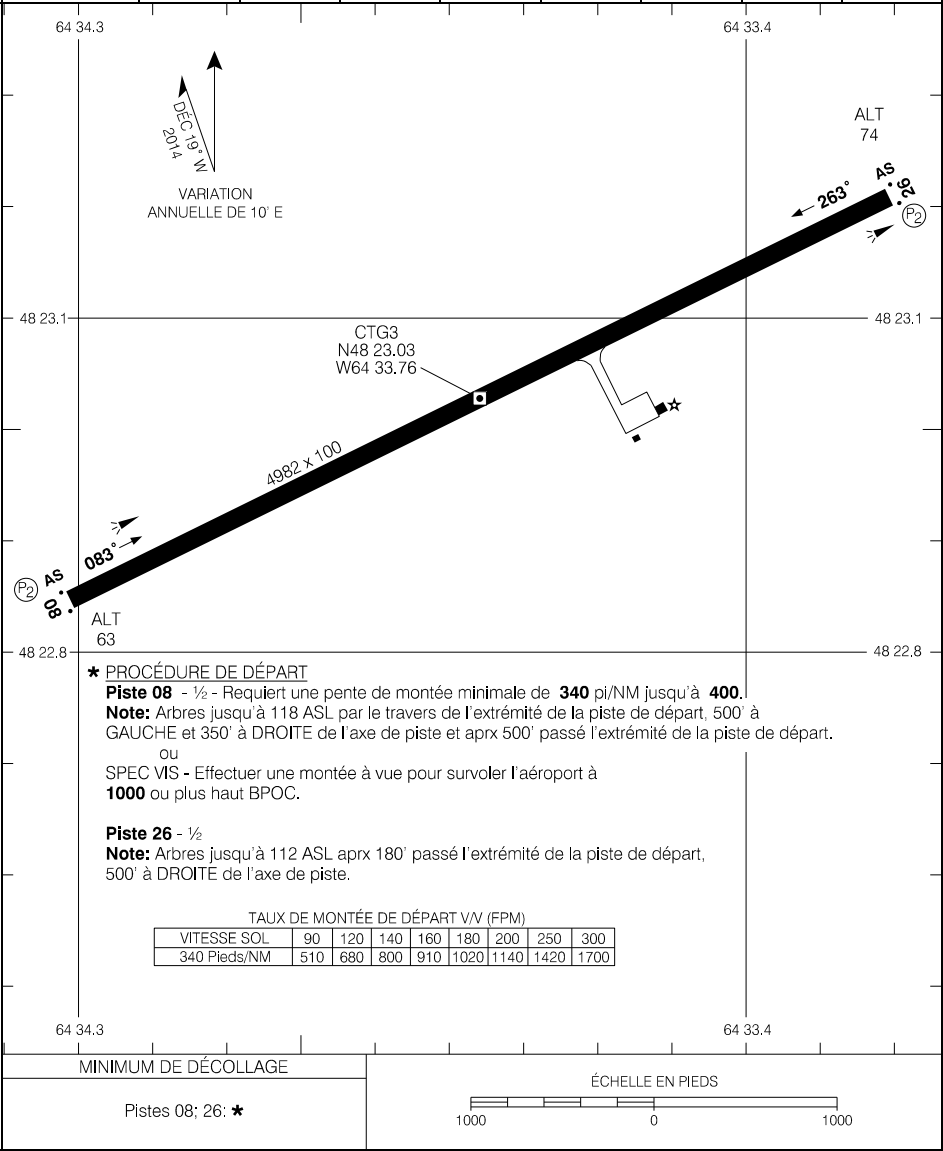
AUTO – 122.97				UNICOM – 122.35 (AU)		CTR Montreal – 134.17 RADIO Quebec – 123.47	
						ATF	
DECL DIST	08	26					
TORA	4982	4982					
TODA	4982	4982					
ASDA	4982	4982					
LDA	4982	4982					



Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

CARTE D'AÉRODROME

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

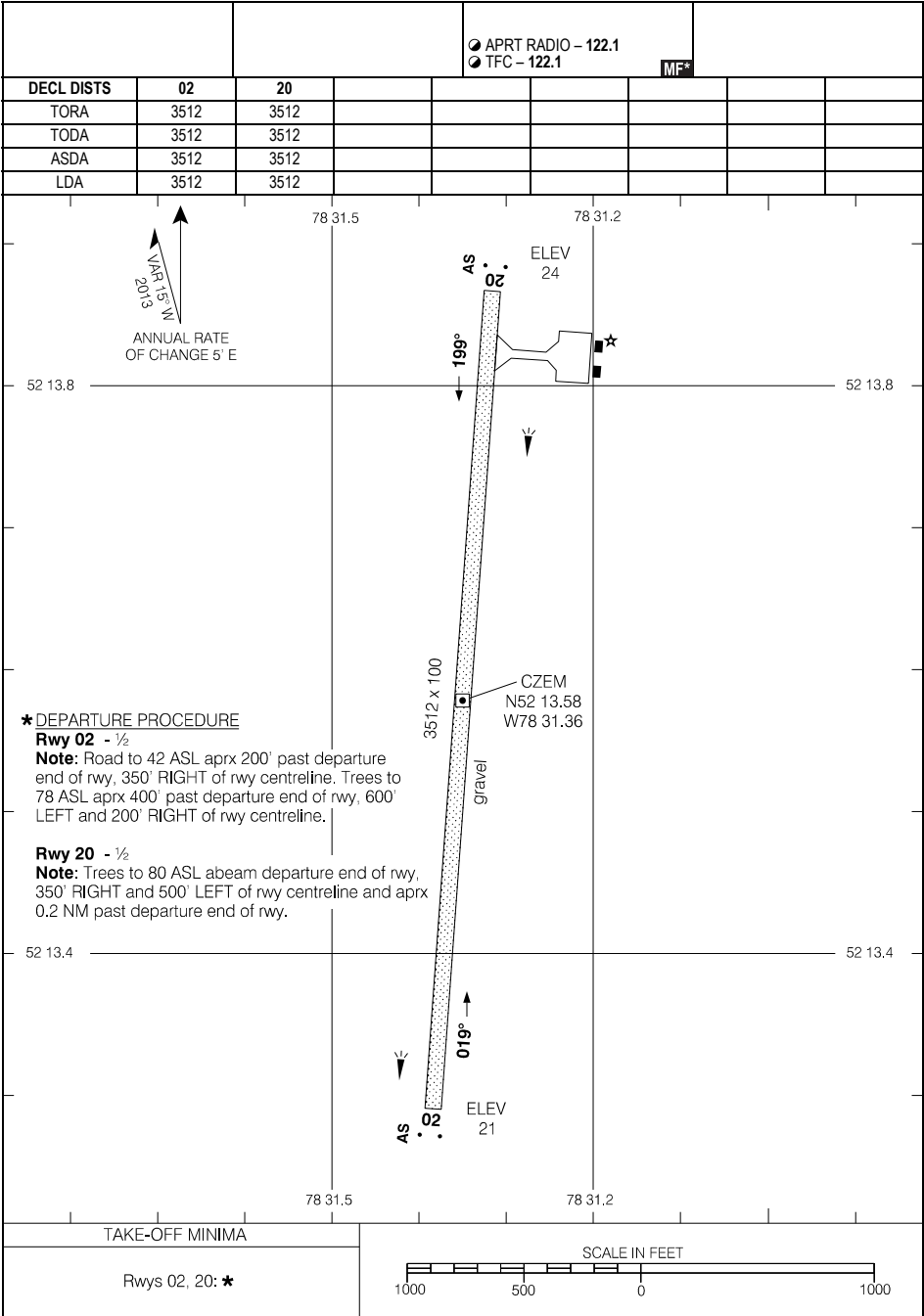


CARTE D'AÉRODROME

EFF 19 MAR 26

CTG3

AERODROME CHART

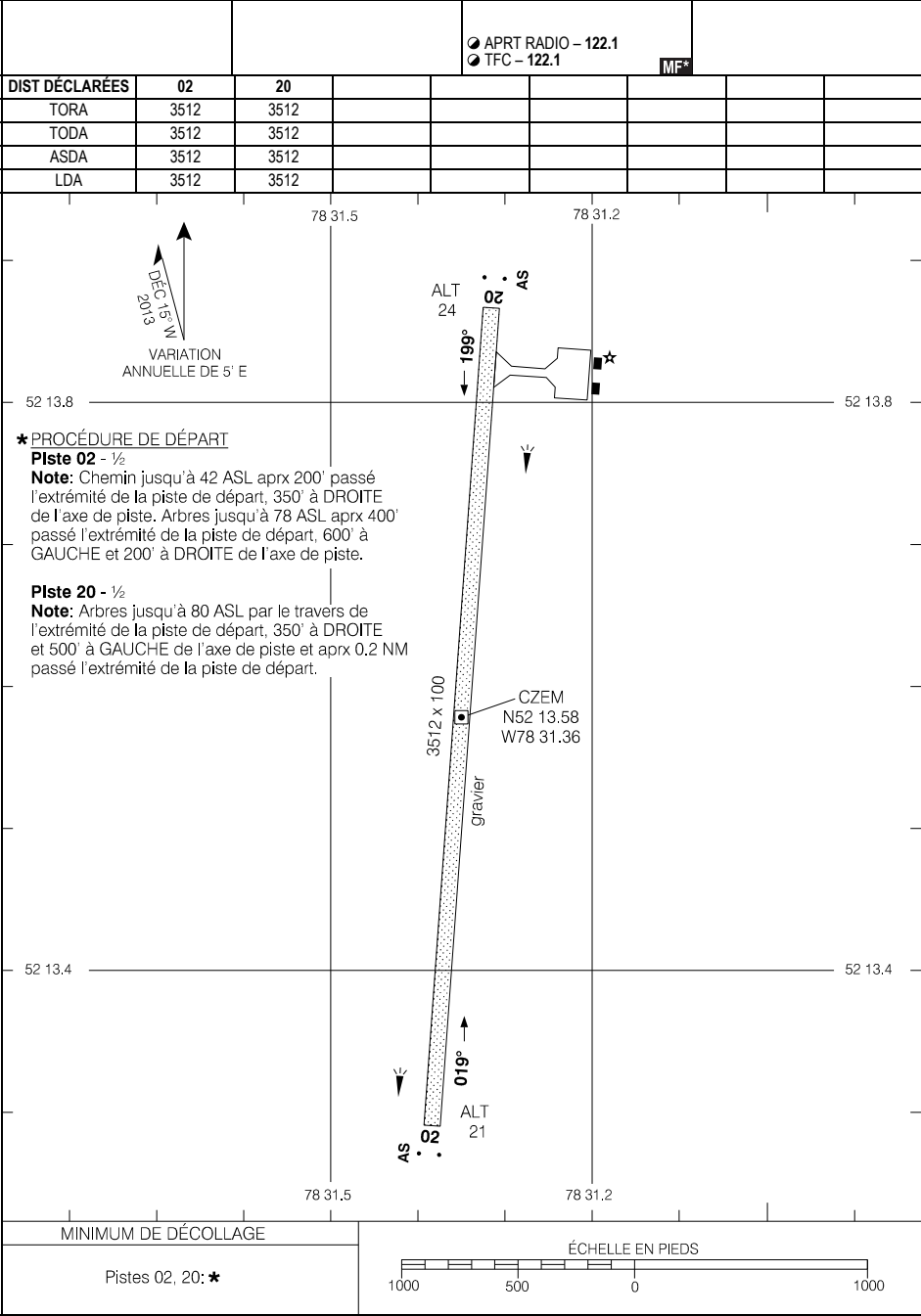


Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

CZEM

CARTE D'AÉRODROME

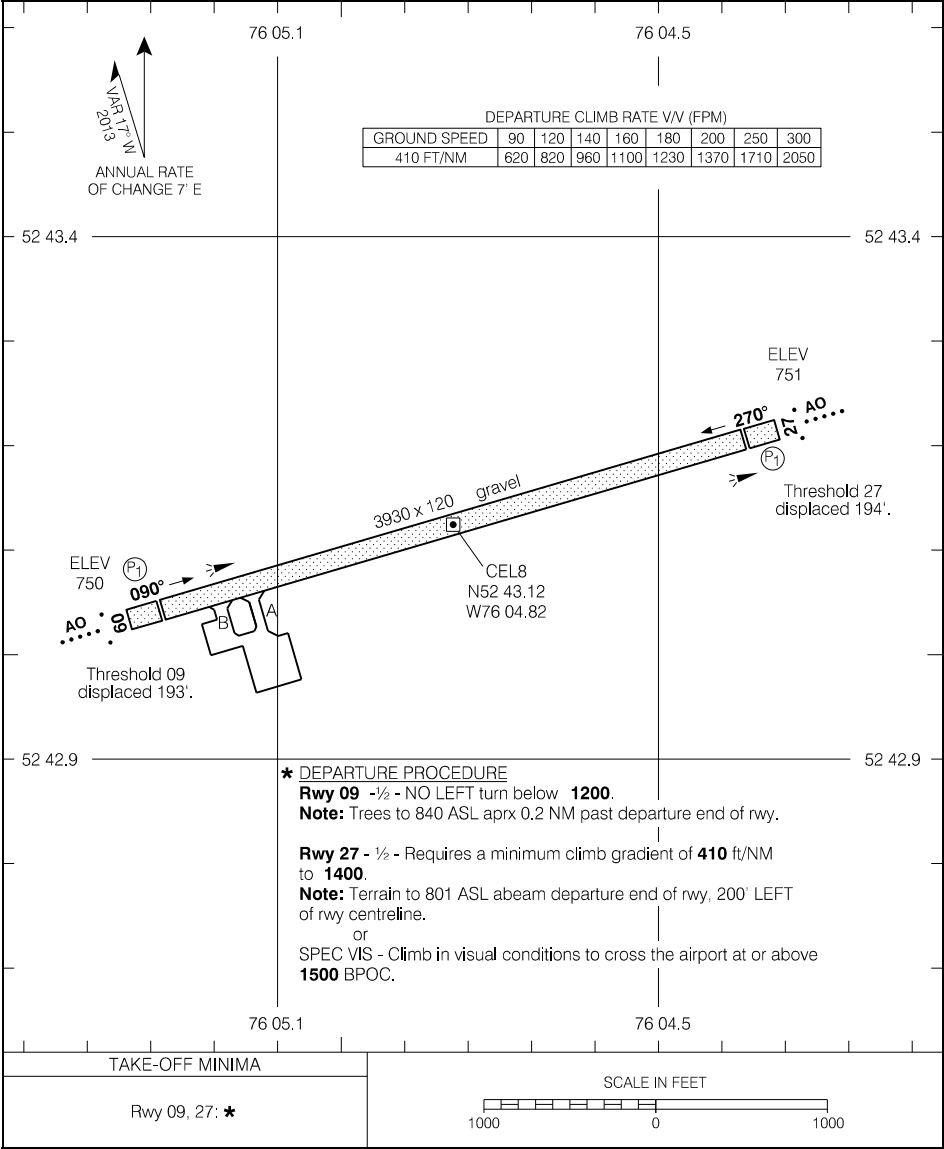


CARTE D'AÉRODROME

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 42.9

76 05.1

76 04.5

52 43.4

52 42.9

DEC 17° N
2013

VARIATION
ANNUELLE DE 7° E

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	

3930 x 120

gravier

CEL8
N52 43.12
W76 04.82

ALT 750

090°

Piste 09 seuil décalé 193'.

ALT 751

270°

Piste 27 seuil décalé 194'.

* PROCÉDURE DE DÉPART

Piste 09 - ½ - AUCUN virage à GAUCHE en dessous de 1200.
Note: Arbres 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.

MINIMUM DE DÉCOLLAGE

Piste 09, 27: *

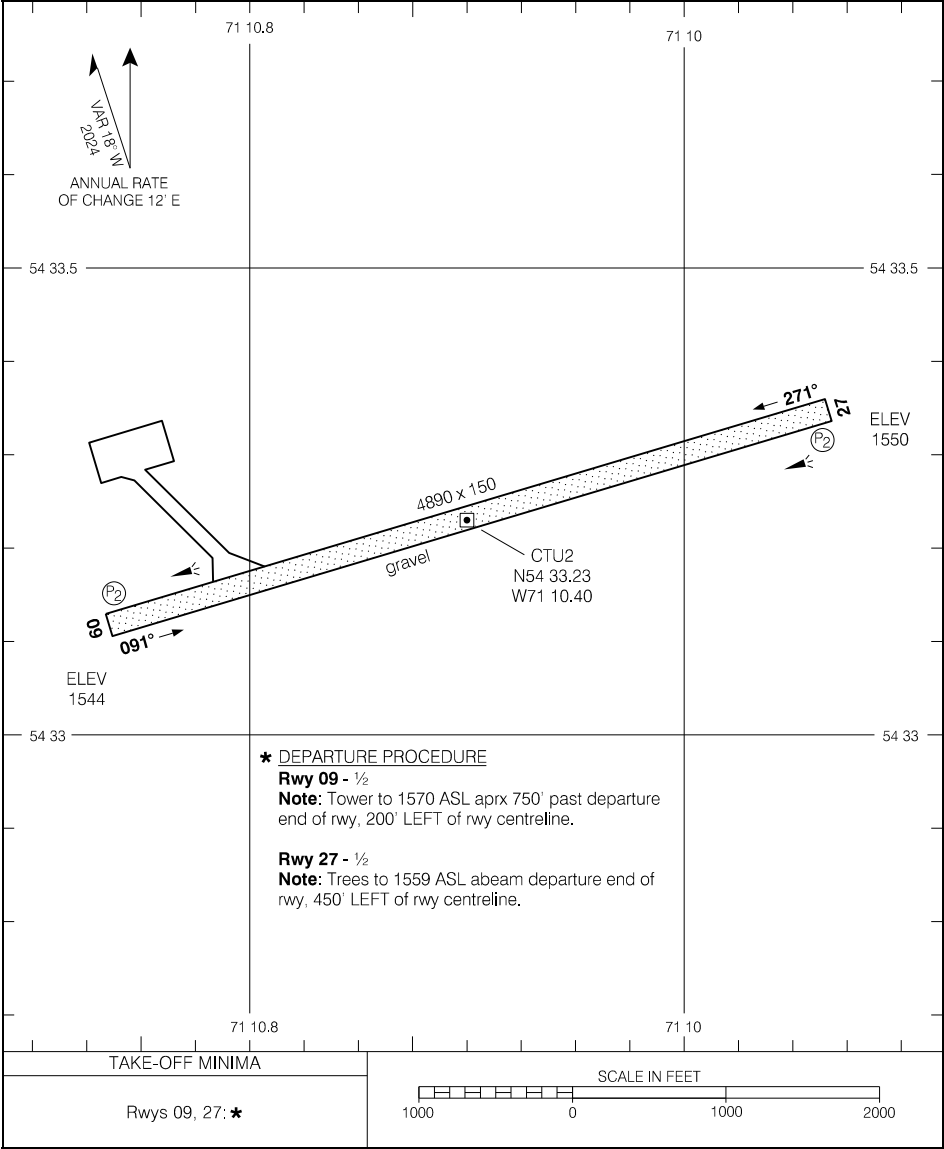
ÉCHELLE EN PIEDS

1000 0 1000

Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

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					



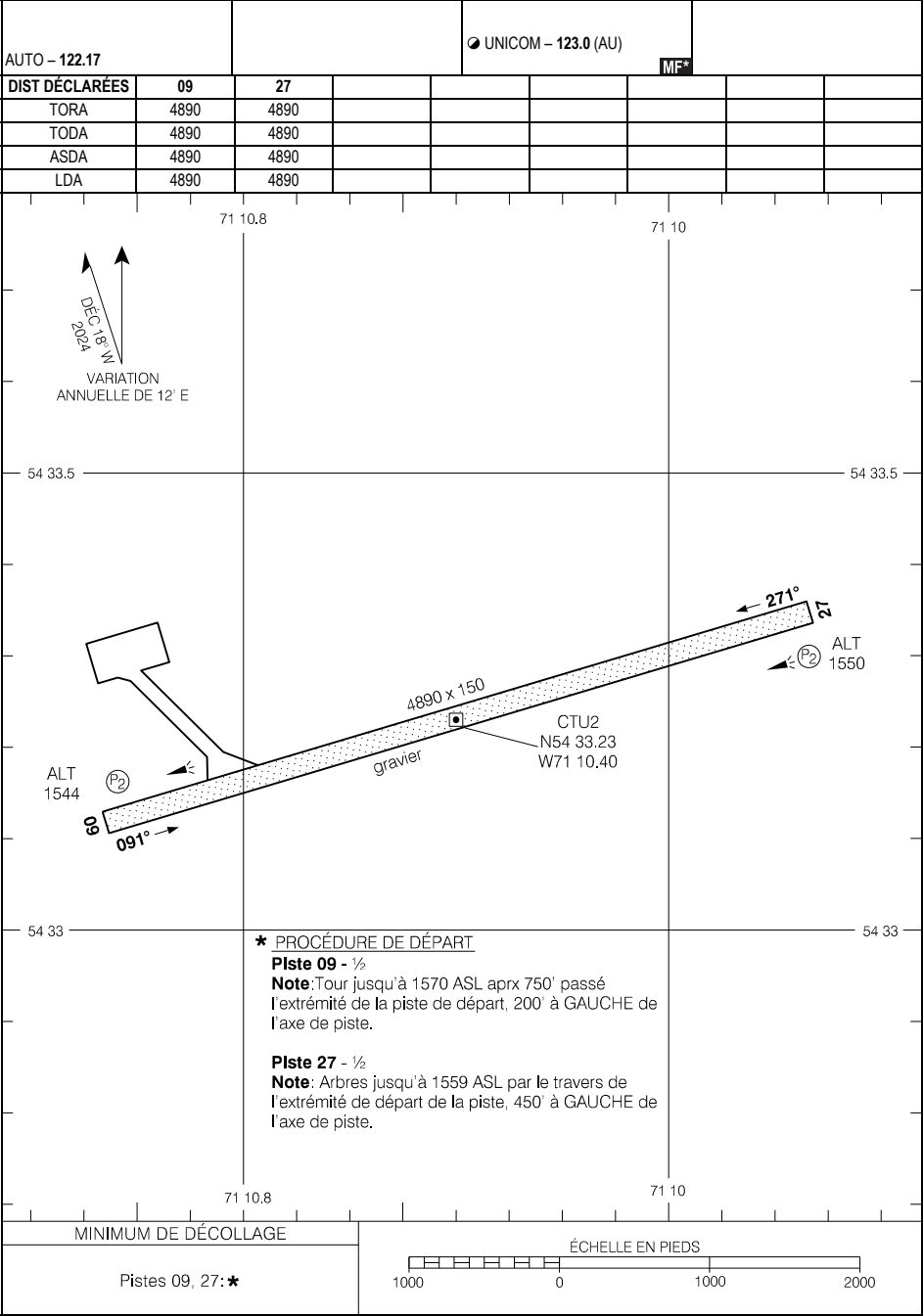
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

EFF 20 FEB 25

CTU2

CARTE D'AÉRODROME



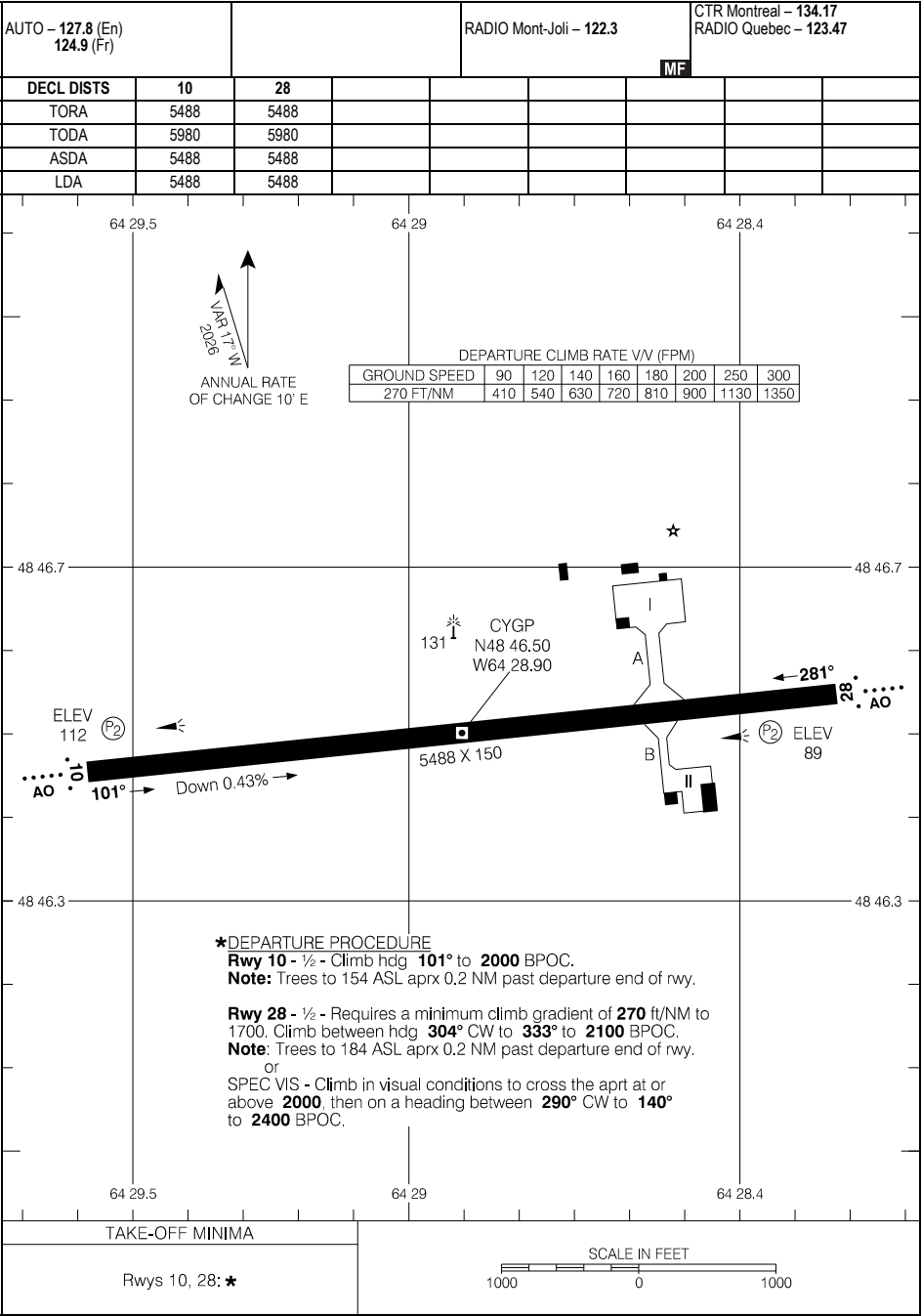
Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

EFF 20 FÉV 25

CTU2

AERODROME CHART

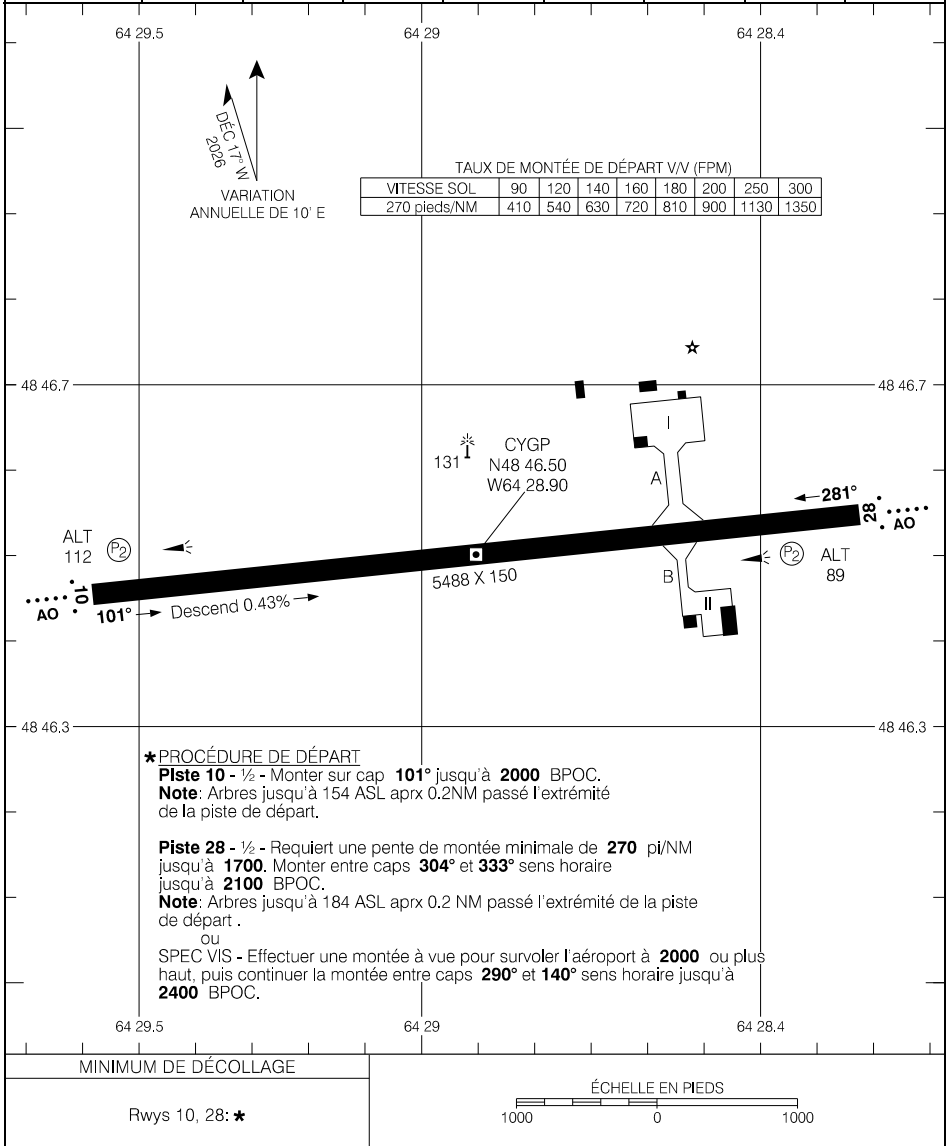


AERODROME CHART

EFF 14 MAY 26

CARTE D'AÉRODROME

AUTO – 124.9 (Fr) 127.8 (Ang)					RADIO Mont-Joli – 122.3 MF		CTR Montreal – 134.17 RADIO Quebec – 123.47	
DIST DÉCLARÉES	10	28						
TORA	5488	5488						
TODA	5980	5980						
ASDA	5488	5488						
LDA	5488	5488						



Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

CARTE D'AÉRODROME

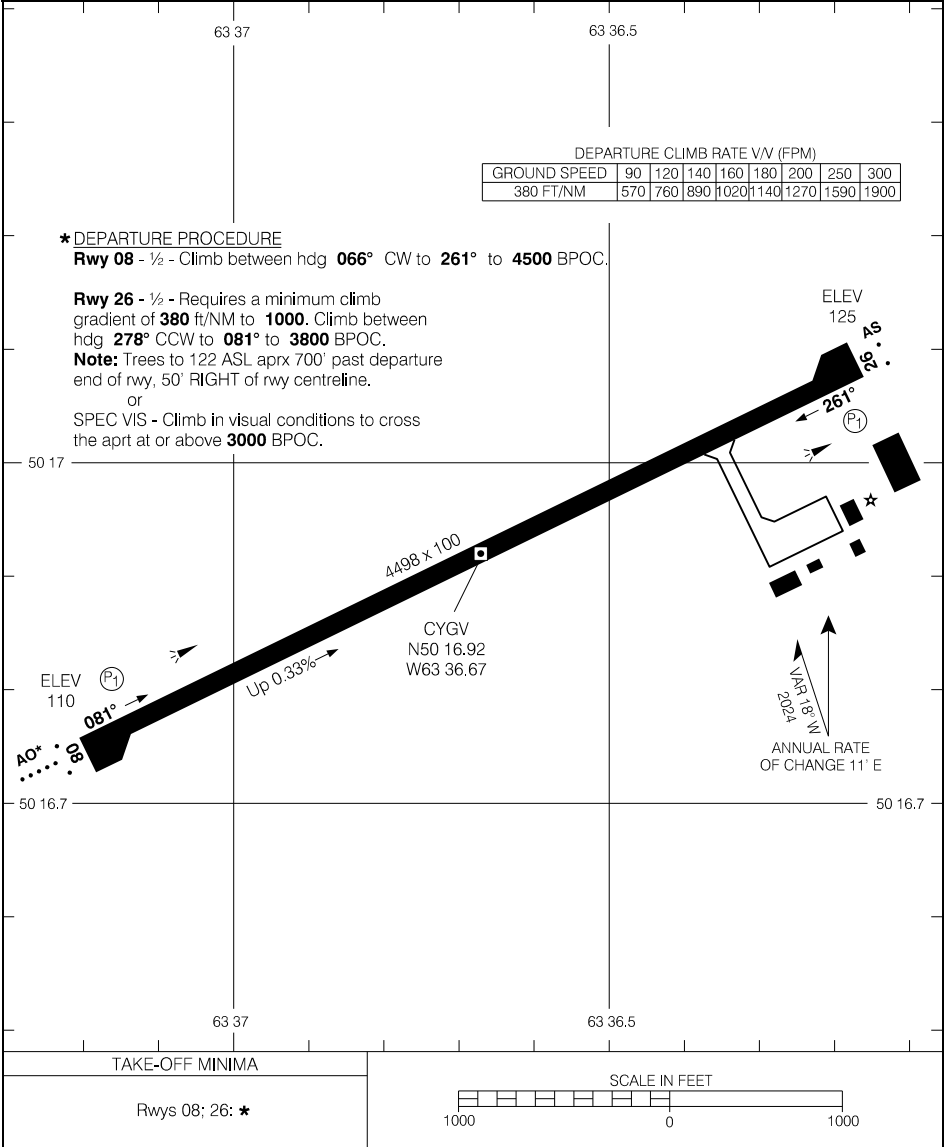
EFF 14 MAI 26

CYGP

CYGP-AD

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: © 2026 NAV CANADA All rights reserved

AERODROME CHART

EFF 21 MAR 24

CYGV

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.

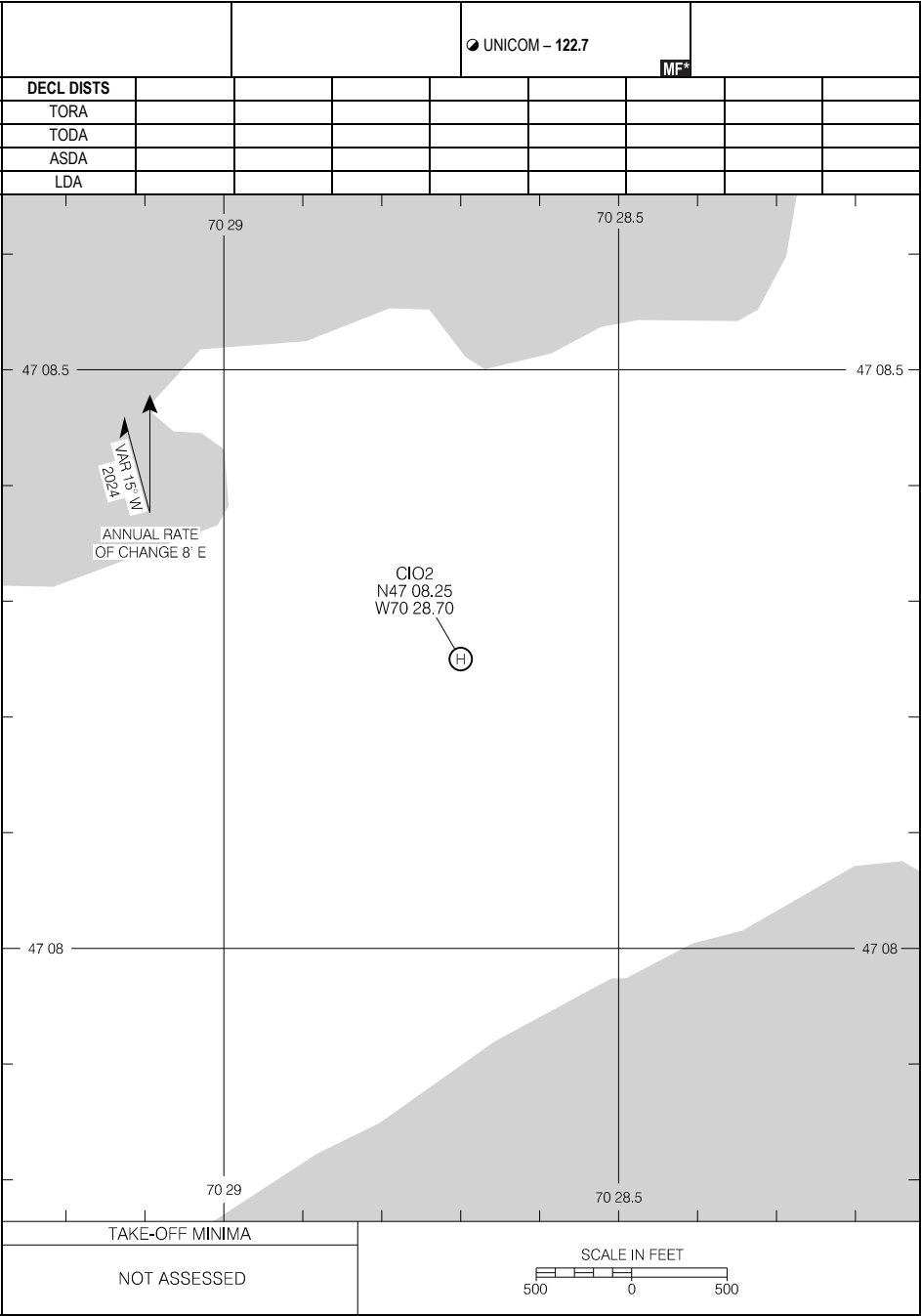
VITESSE SOL	90	120	140	160	180	200	250	300
380 pieds/NM	570	760	890	1020	1140	1270	1590	1900

Diagram illustrating the runway profile and climb requirements for Piste 08 and Piste 26. The diagram shows the runway layout, including the runway axis, taxiway, and the required climb profile. Key data points include:

- Runway 08:** 1/2 mile, 0.33% climb, 4498 x 100 feet.
- Runway 26:** 1/2 mile, 0.33% climb, 4498 x 100 feet.
- Altitude:** ALT 110, ALT 125.
- Heading:** 081°, 261°, 278°, 066°.
- Distance:** 4498 x 100 feet.
- Climb Rate:** 0.33%.
- Scale:** ÉCHELLE EN PIEDS (0 to 1000 feet).
- Table:** Taux de Montée de Départ V/V (FPM) showing climb rates for various speeds.

Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

HELIPORT CHART



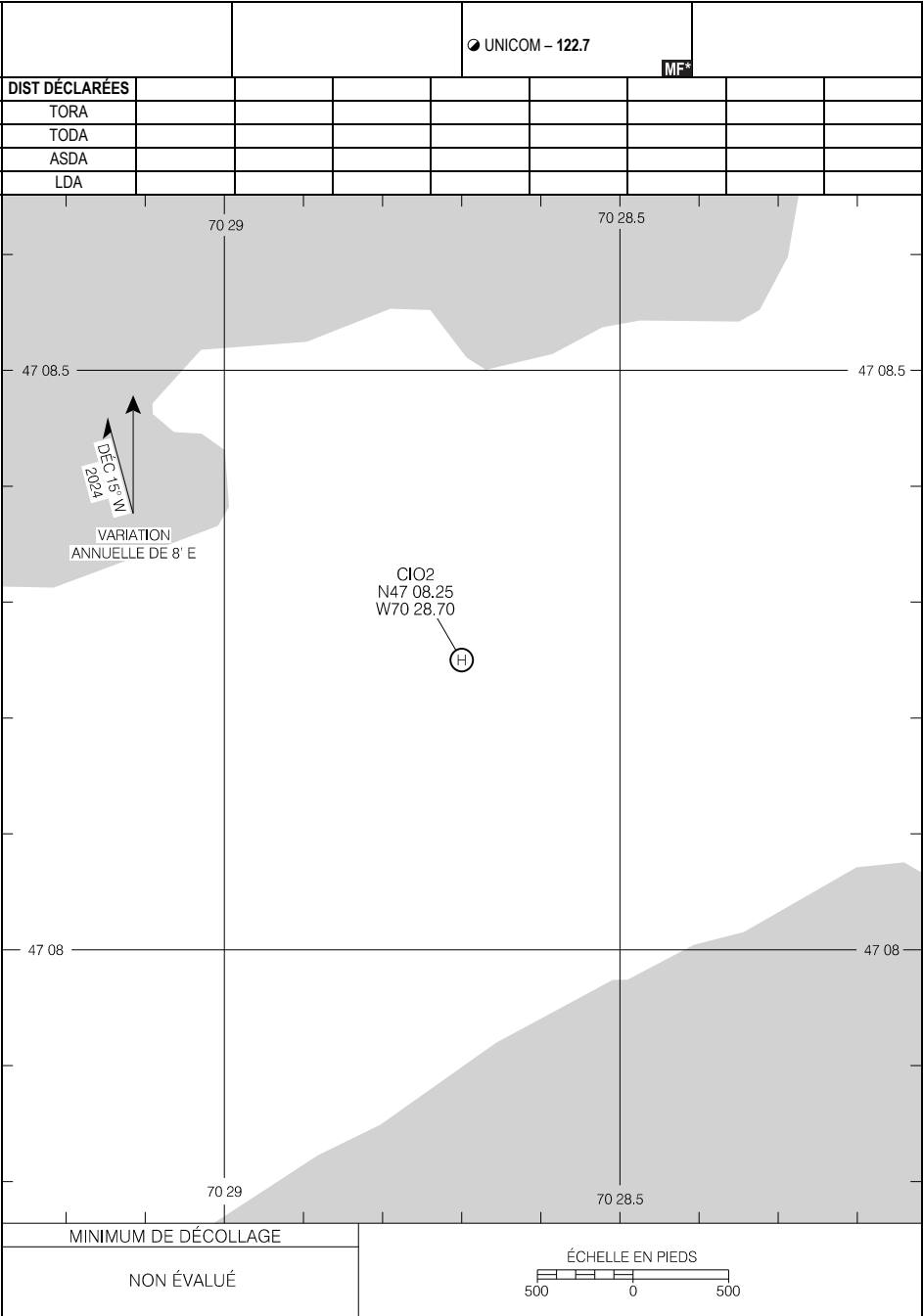
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

HELIPORT CHART

EFF 12 JUN 25

CIO2

CARTE D'HÉLIPORT



CARTE D'HÉLIPORT

EFF 12 JUIN 25

CIO2

CARTE D'AÉRODROME

					☑ RADIO Madeleine – 123.15 ☑ RADIO Mont-Joli – 123.15		CTR Moncton – 134.35 RADIO Quebec – 123.55	
						MF*		
DIST DÉCLARÉES	07	25	16	34				
TORA	4493	4493	3608	3608				
TODA	4493	4493	3808	3808				
ASDA	4493	4493	3608	3608				
LDA	4493	4493	3608	3608				

* PROCÉDURE DE DÉPART

Piste 07 - 1/2

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 - Requiert 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.

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

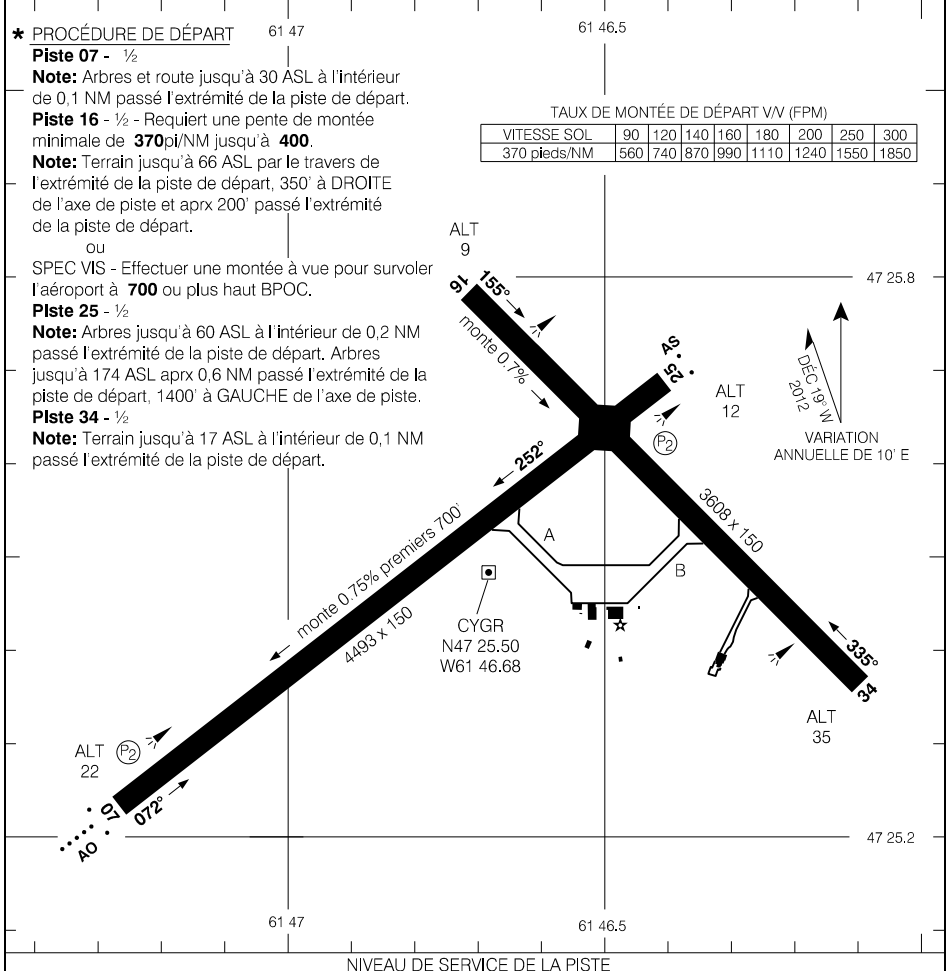
Plste 25 - 1/2

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.

Plste 34 - $\frac{1}{2}$

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

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



RVO		LVO	
Pistes 07, 25: (¼sm) Pistes 16, 34: (¼sm) Jour seulement		NON AUTORISÉ	
MINIMUM DE DÉCOLLAGE			
Pistes 16, 25, 34: ★ Piste 07: ½			

CARTE D'AÉRODROME

EFF 25 FÉV 21

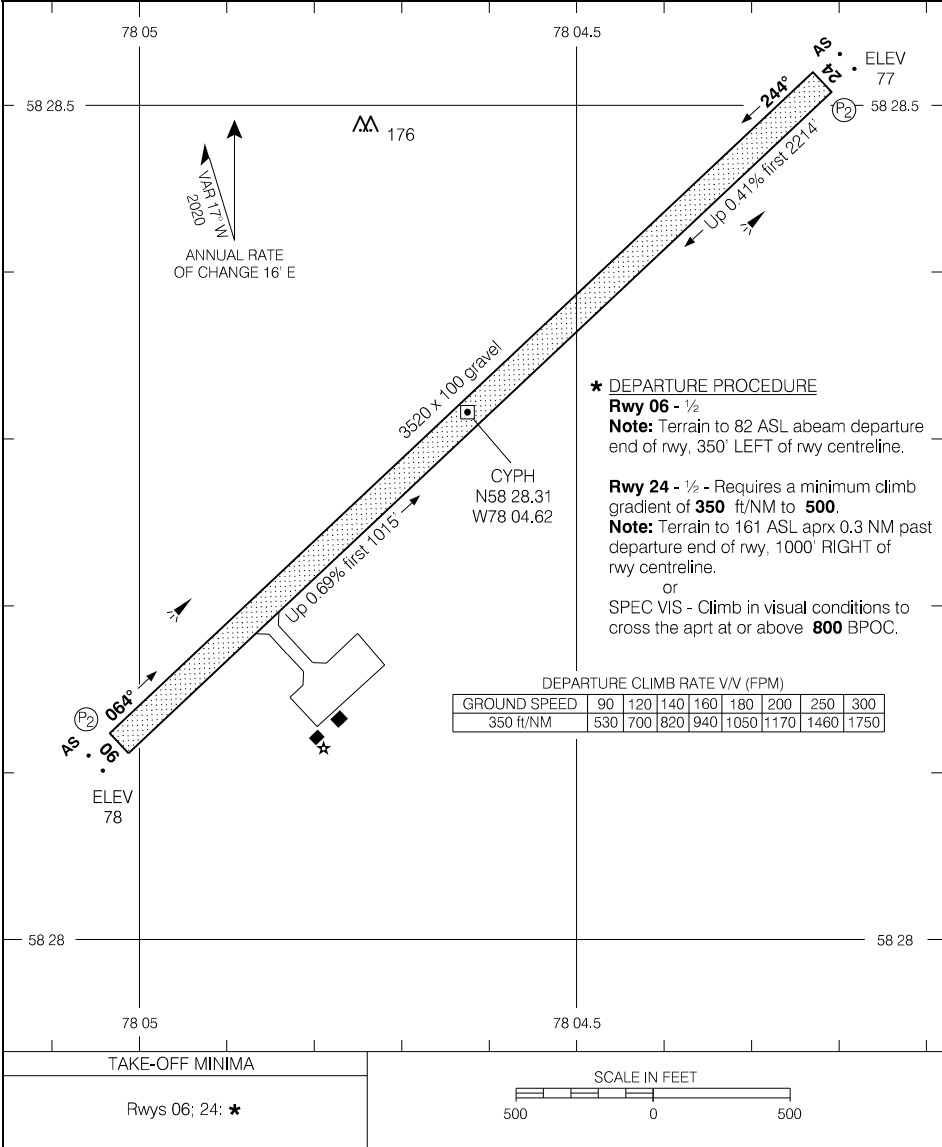
CYGR

CYGR-AD

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AERODROME CHART

AWOS – 125.3 (En) 127.7 (Fr)		UNICOM – 122.1 TFC – 122.1				RADIO Quebec – 123.55			
						MF			
DECL DIST	06	24							
TORA	3520	3520							
TODA	3520	3520							
ASDA	3520	3520							
LDA	3520	3520							

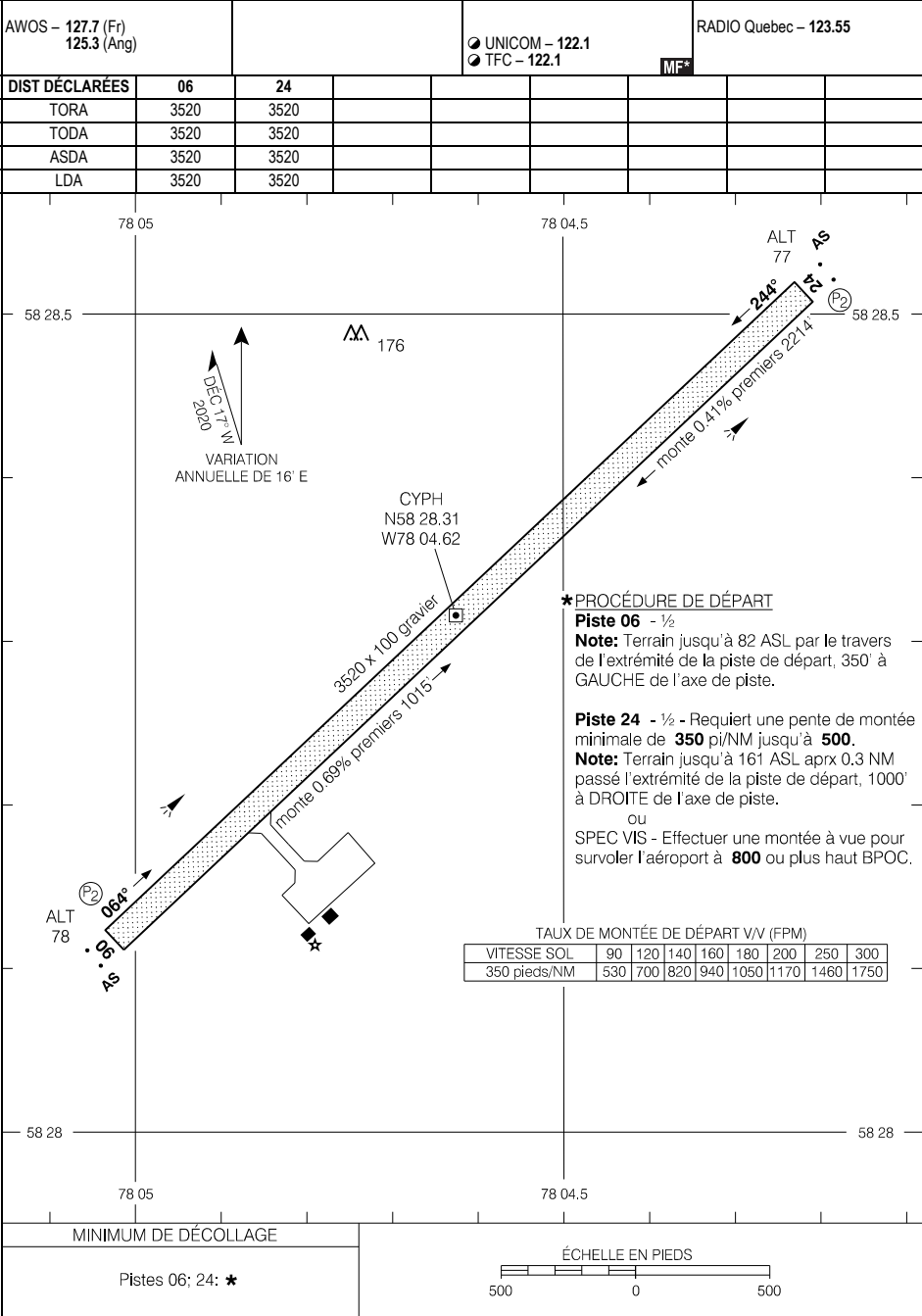


AERODROME CHART

EFF 7 AUG 25

CYPH

CARTE D'AÉRODROME



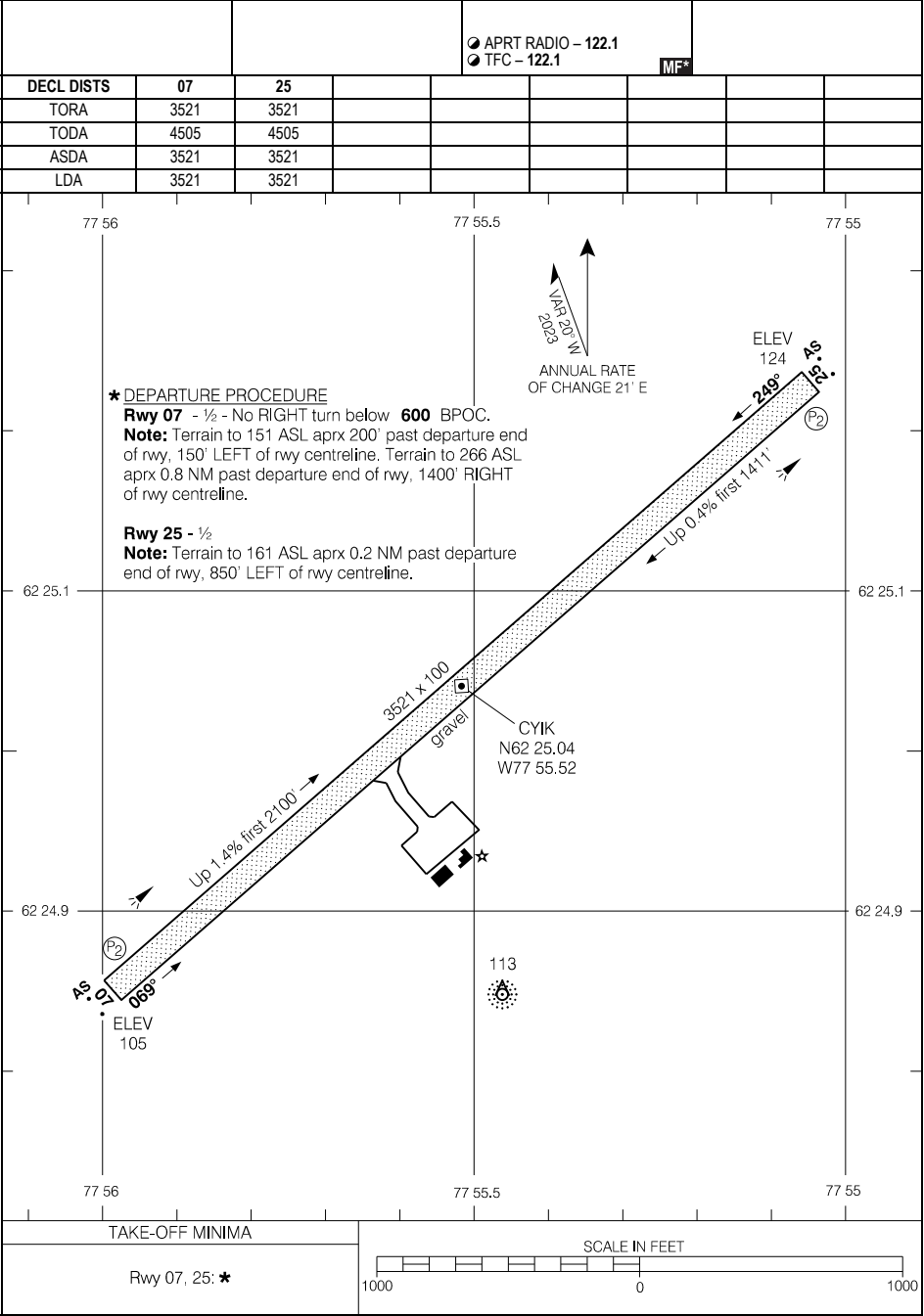
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CARTE D'AÉRODROME

EFF 7 AOÛT 25

CYPH

AERODROME CHART



AERODROME CHART

EFF 20 APR 23

CYIK

CARTE D'AÉRODROME

***PROCÉDURE DE DÉPART**

Piste 07 - ½ - Aucun virage à DROITE en dessous de 600 BPOC.

Note: Terrain jusqu'à 151 ASL aprx 200' passé l'extrémité de la piste de départ, 150' à GAUCHE de l'axe de piste. Terrain jusqu'à 266 ASL aprx 0.8 NM passé l'extrémité de la piste de départ, 1400' à DROITE de l'axe de piste.

Piste 25 - ½

Note: Terrain jusqu'à 161 ASL aprx 0.2 NM passé l'extrémité de la piste de départ, 850' à GAUCHE de l'axe de piste.

ALT 124

ALT 105

AS 069°

AS 249°

monte 1.4% premiers 2100'

monte 0.4% premiers 1411'

3521 x 100

gravel

CYIK
N62 25.04
W77 55.52

VARIATION ANNUELLE DE 21° E

DECLIN 2023

113

AS

62 25.1

62 24.9

77 56

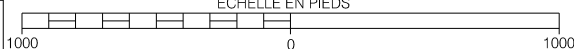
77 55.5

77 55

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Piste 07. 25: *

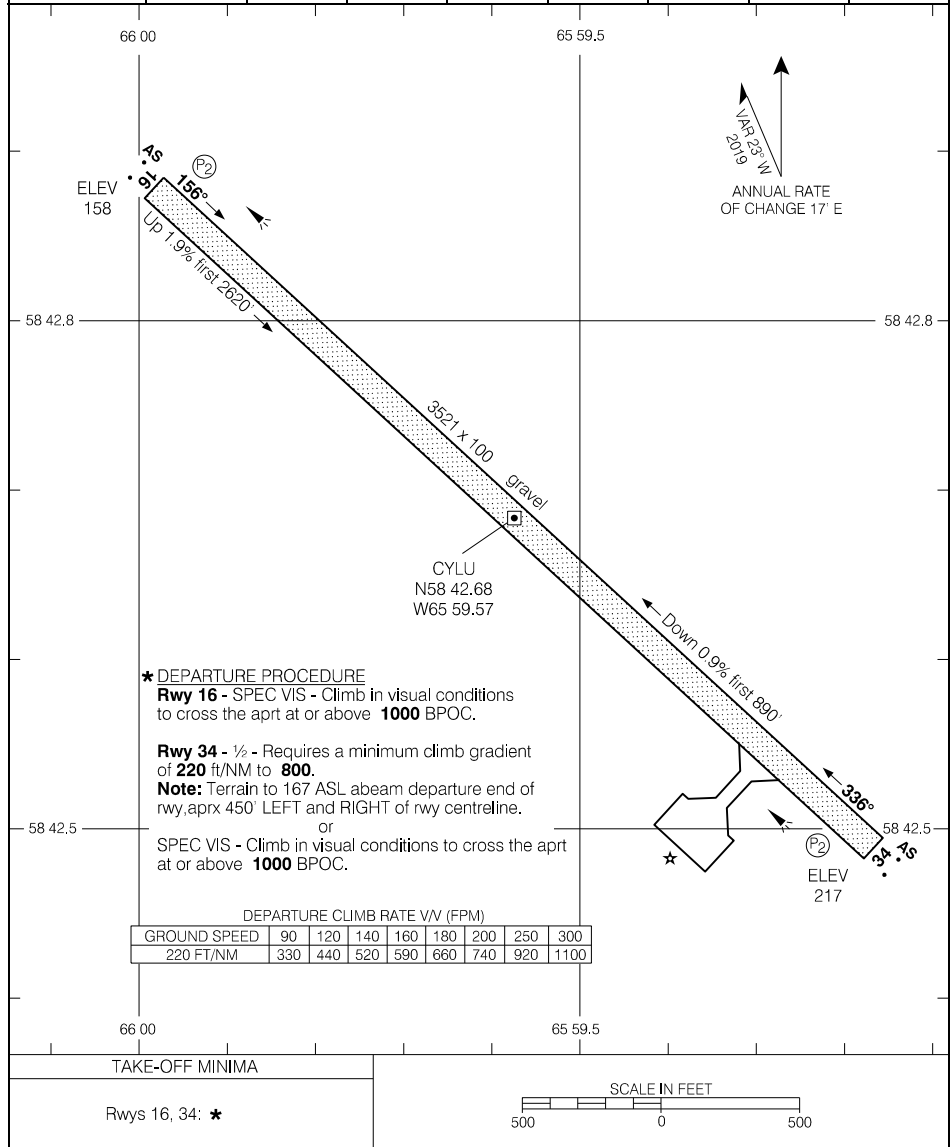
ÉCHELLE EN PIEDS



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					



Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

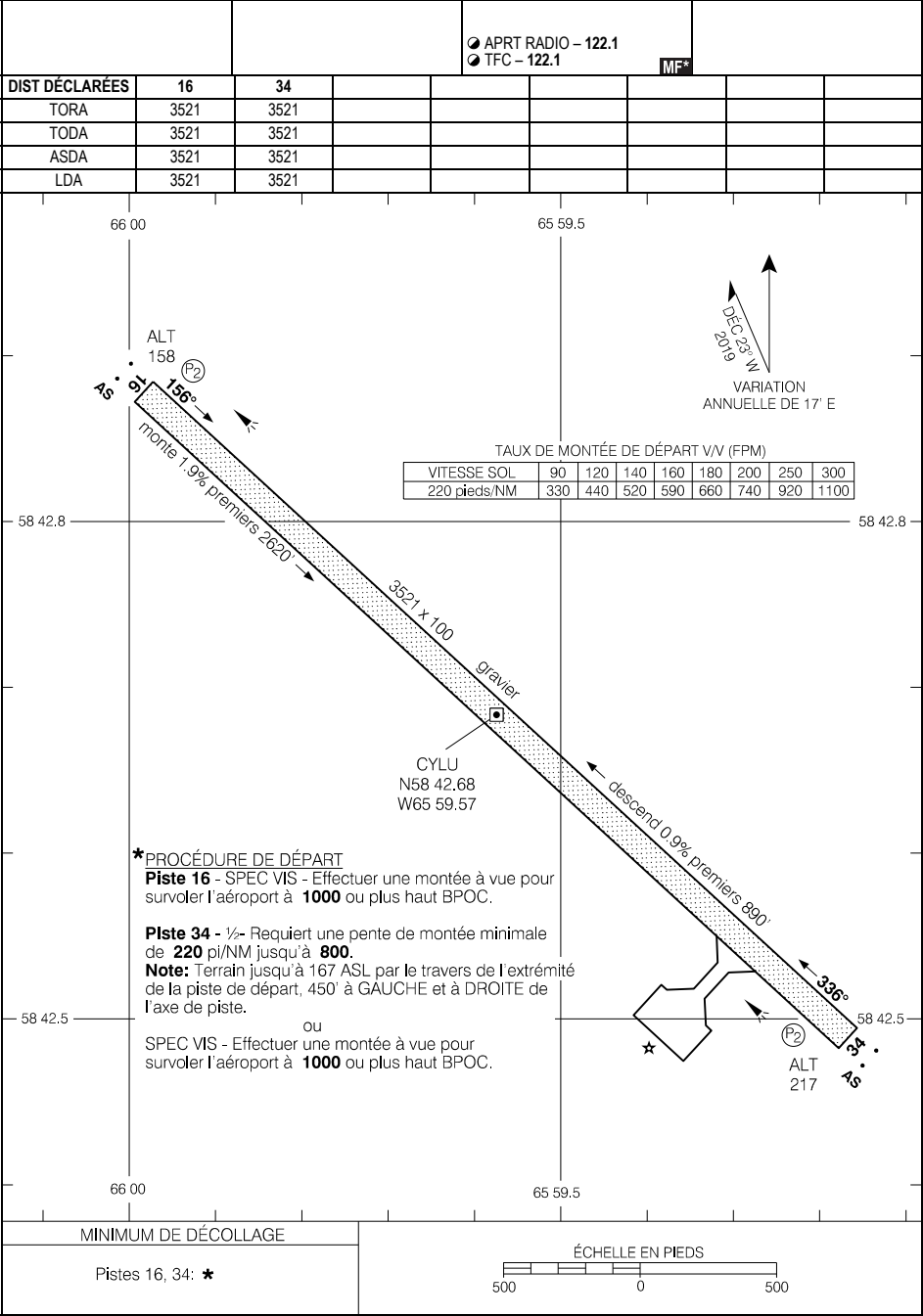
AERODROME CHART

EFF 3 SEP 26

CYLU

CYLU-AD

CARTE D'AÉRODROME



CARTE D'AÉRODROME

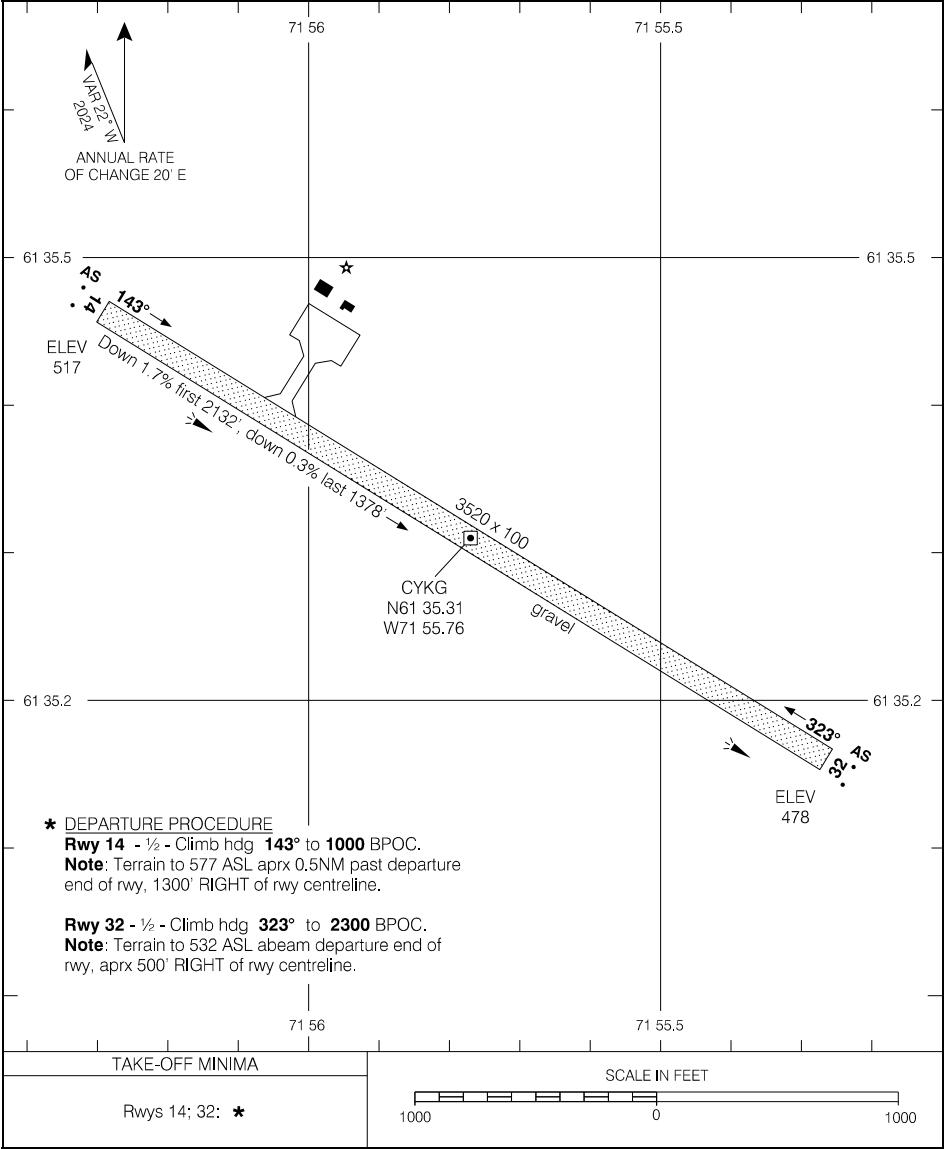
EFF 3 SEP 26

CYLU

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				



Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

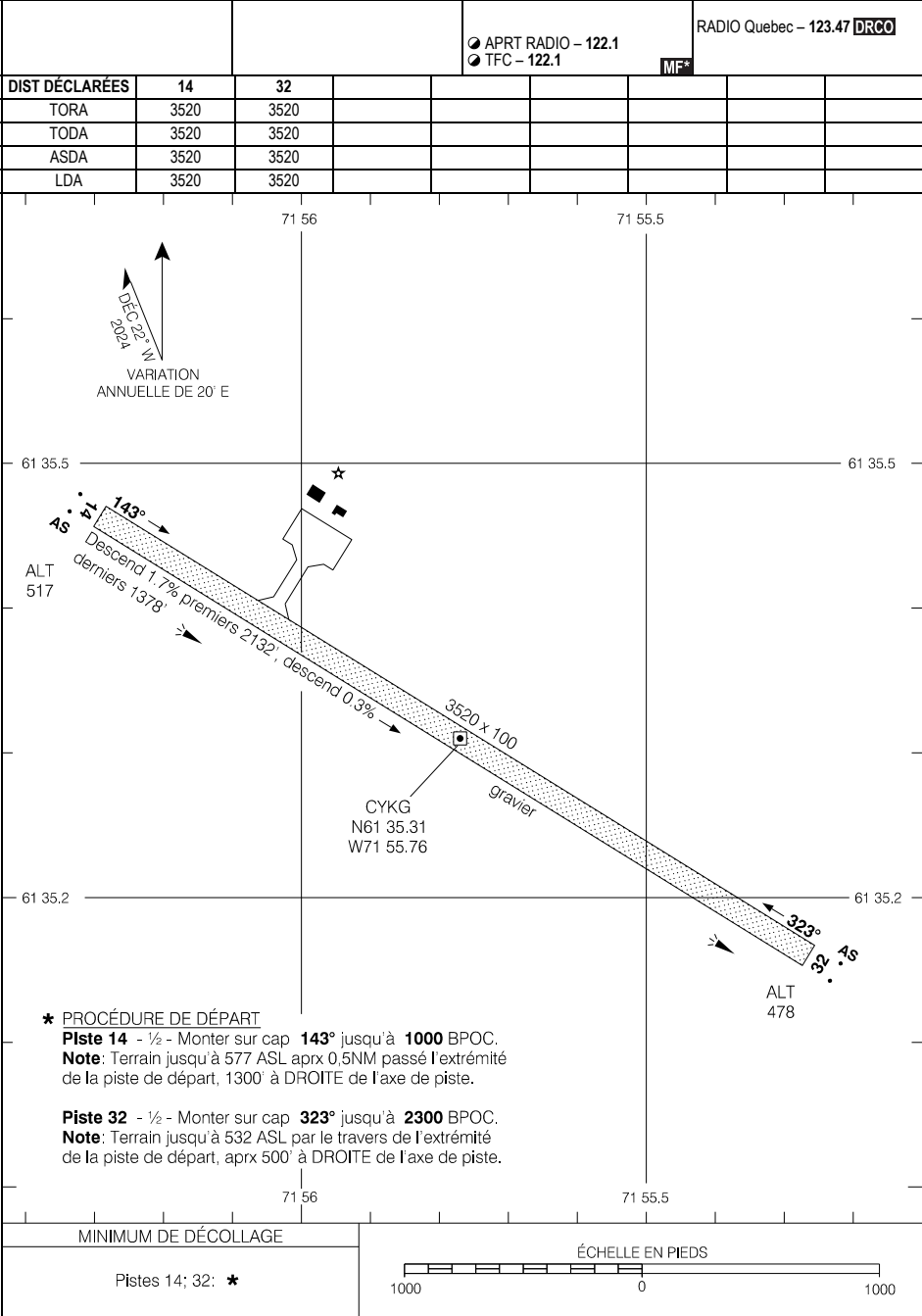
AERODROME CHART

CYKG

EFF 7 AUG 25

CYKG-AD

CARTE D'AÉRODROME



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CARTE D'AÉRODROME

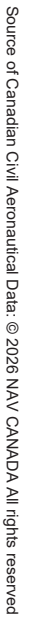
EFF 7 AOÛT 25

CYKG

KANGIRSUK, QC
CYAS

CYAS

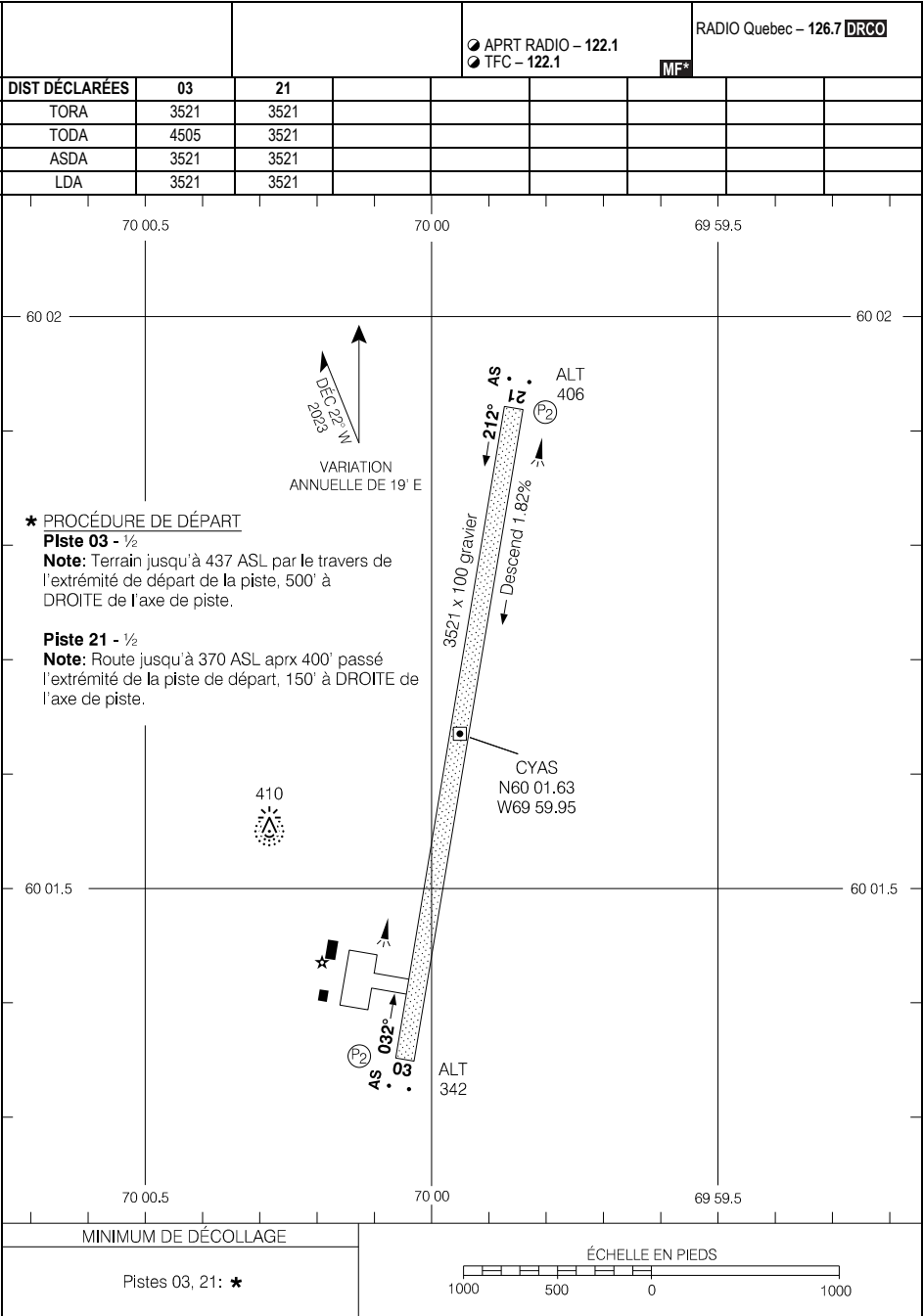
● APRT RADIO – 122.1
● TFC – 122.1



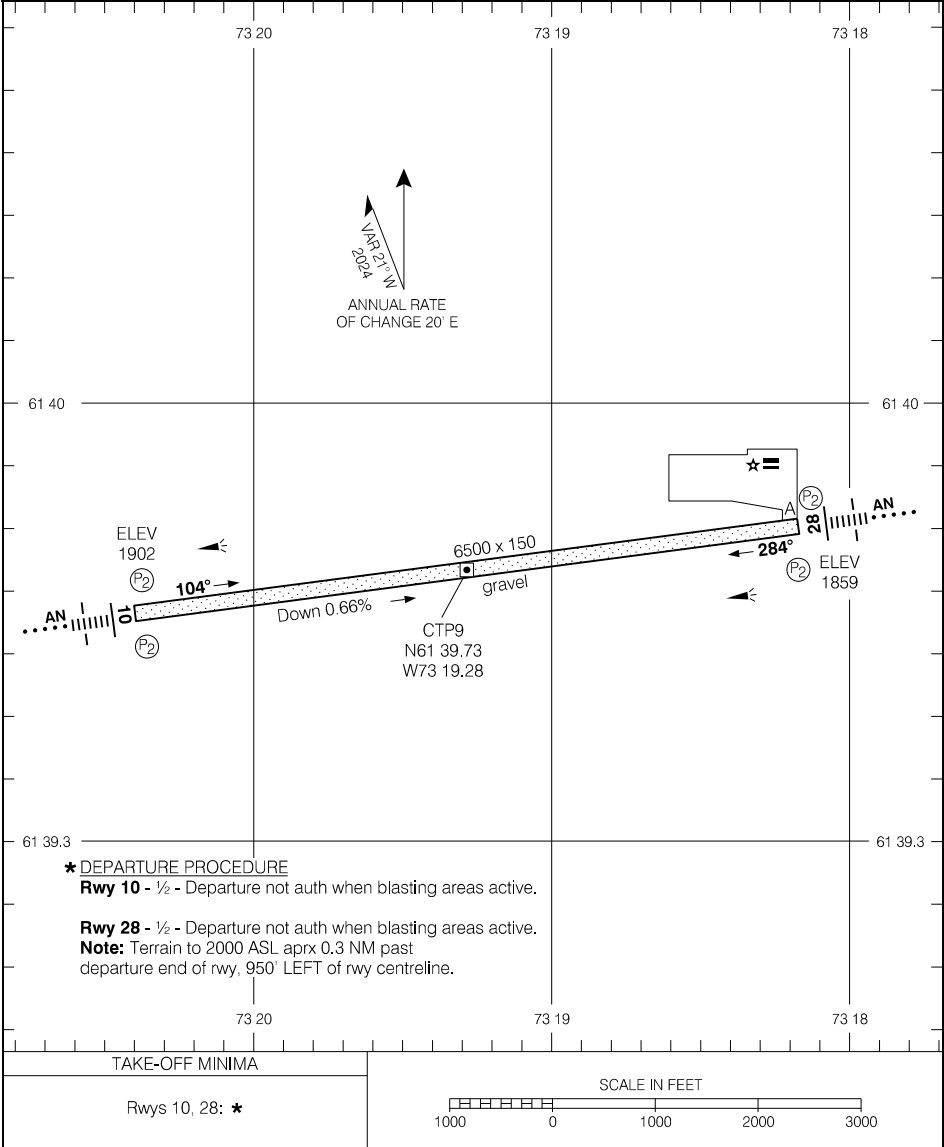
CYAS

CYAS-AD

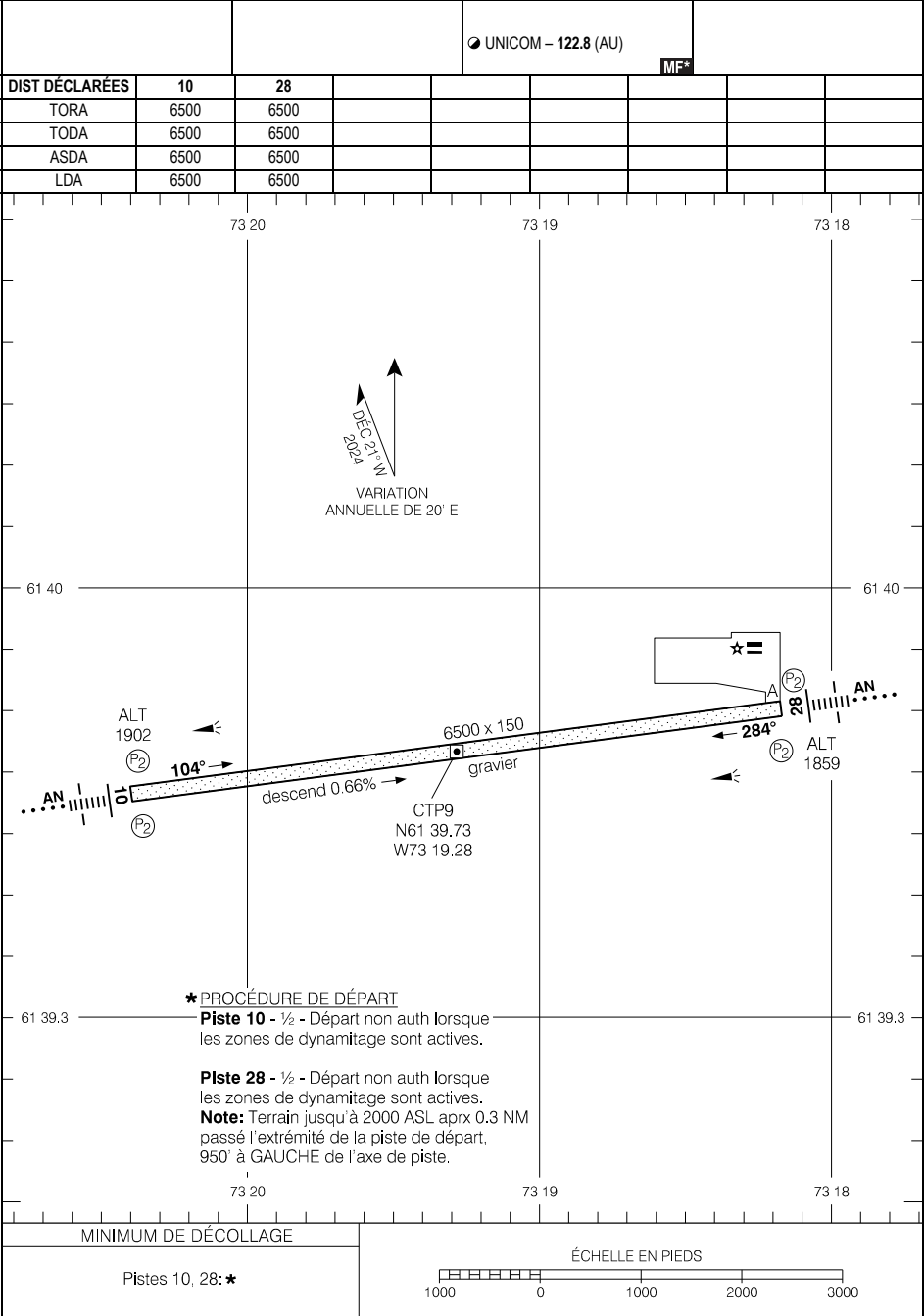
CARTE D'AÉRODROME



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



CARTE D'AÉRODROME

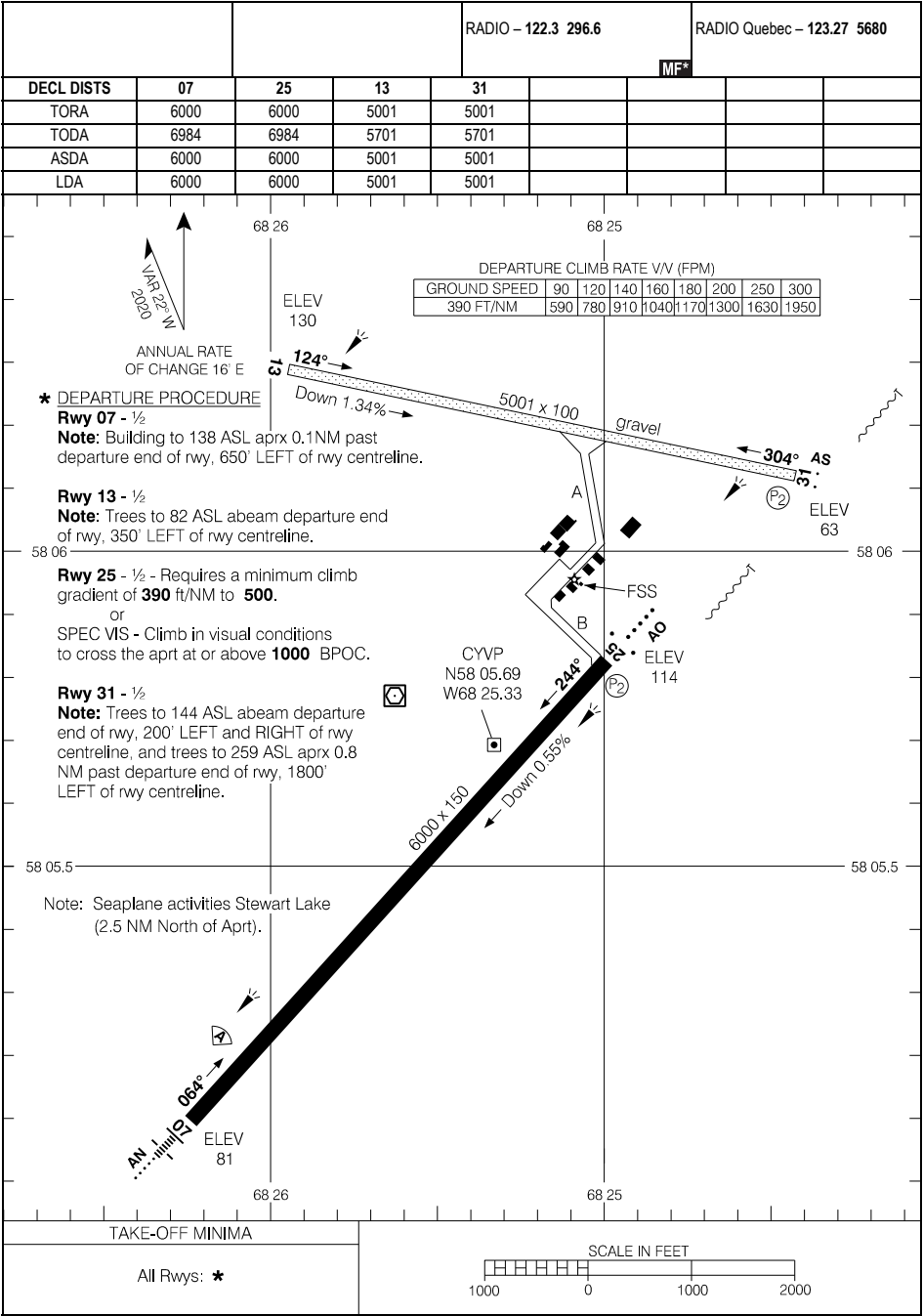


CARTE D'AÉRODROME

EFF 16 MAI 24

CTP9

AERODROME CHART



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AERODROME CHART

EFF 7 AUG 25

CYVP

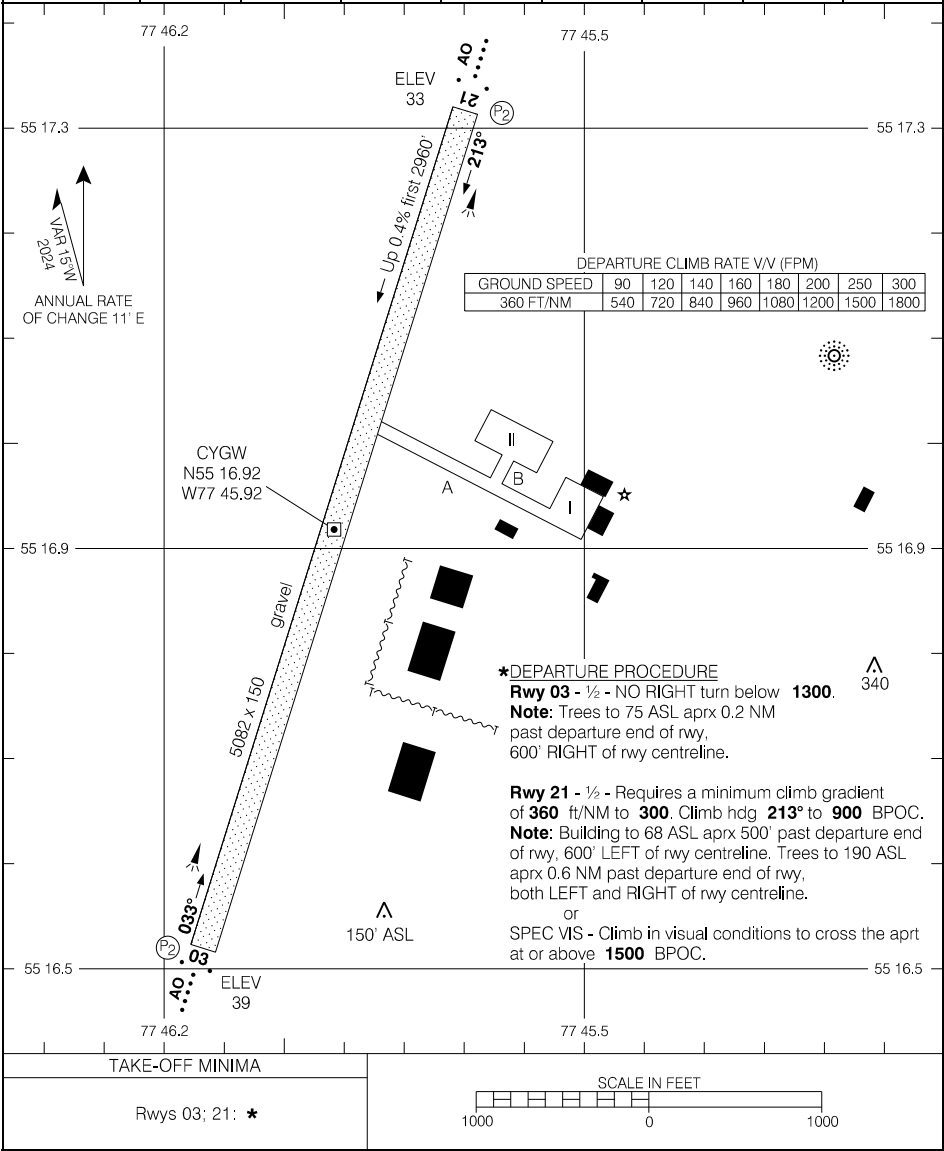
CYVP



CYVP

AERODROME CHART

AWOS – 124.35 (En) 125.15 (Fr)				RADIO La Grande – 122.2		RADIO Quebec – 123.47	
				MF*			
DECL DIST	03	21					
TORA	5082	5082					
TODA	6066	6066					
ASDA	5082	5082					
LDA	5082	5082					



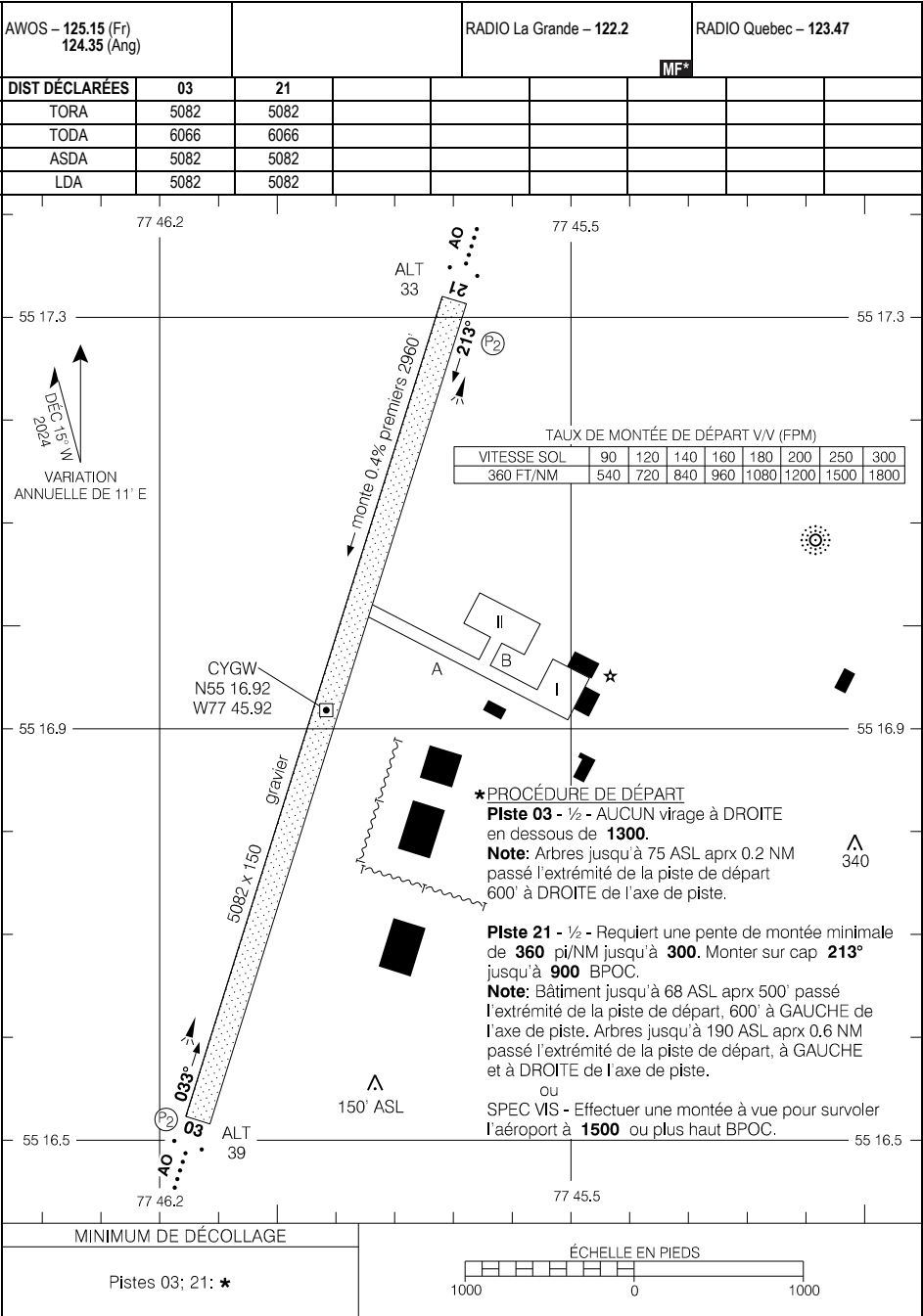
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

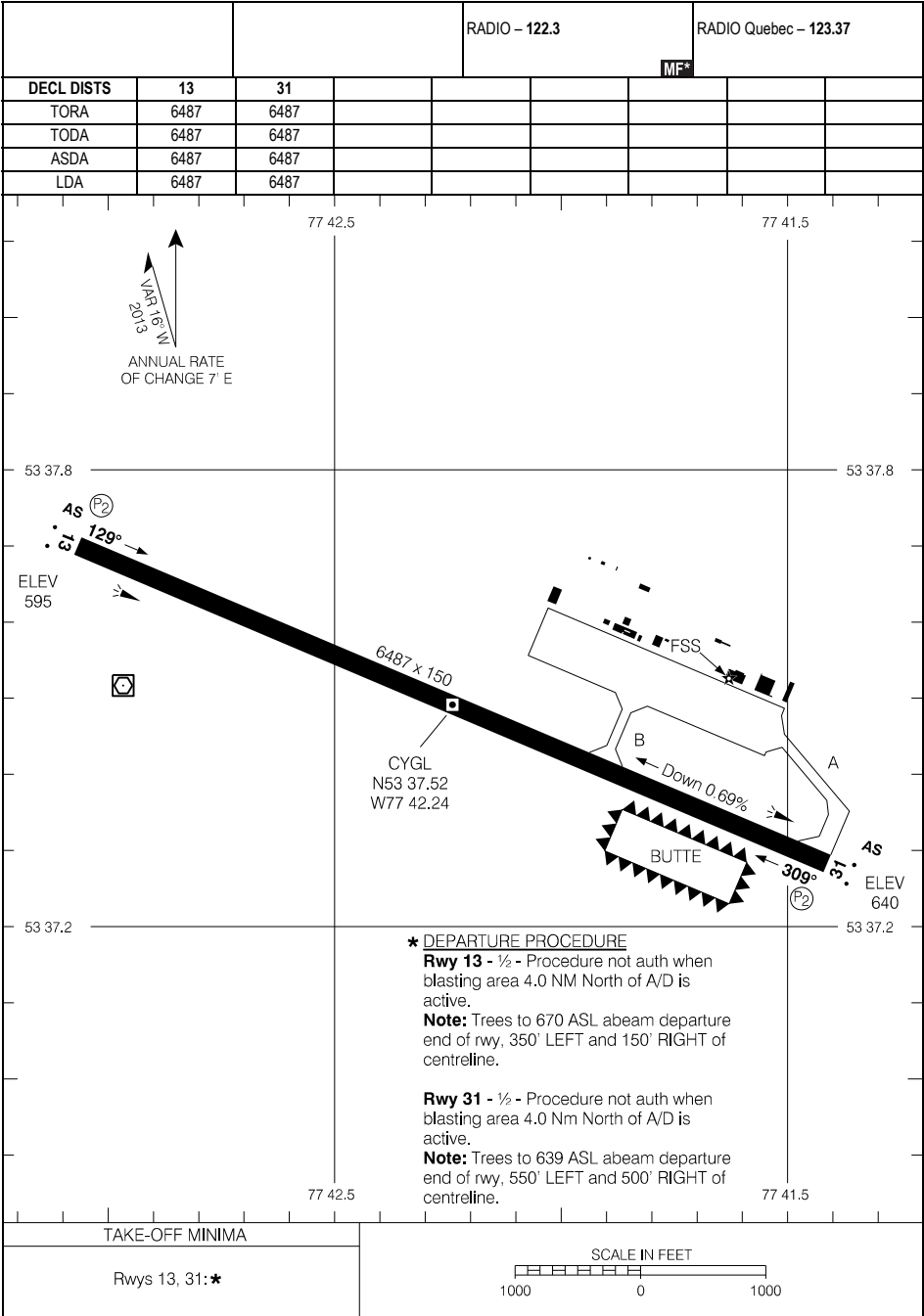
EFF 19 MAR 26

CYGW

CARTE D'AÉRODROME



AERODROME CHART



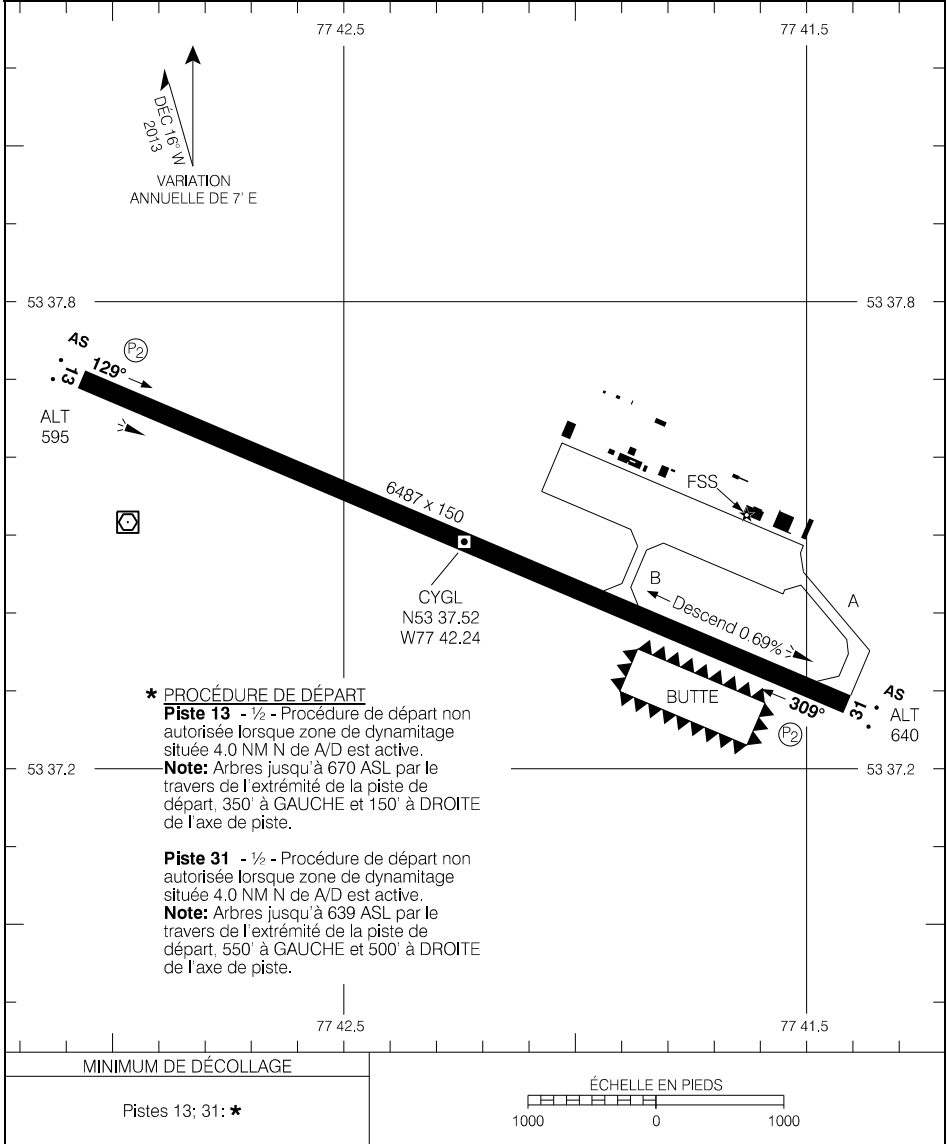
AERODROME CHART

EFF 5 SEP 24

CYGL

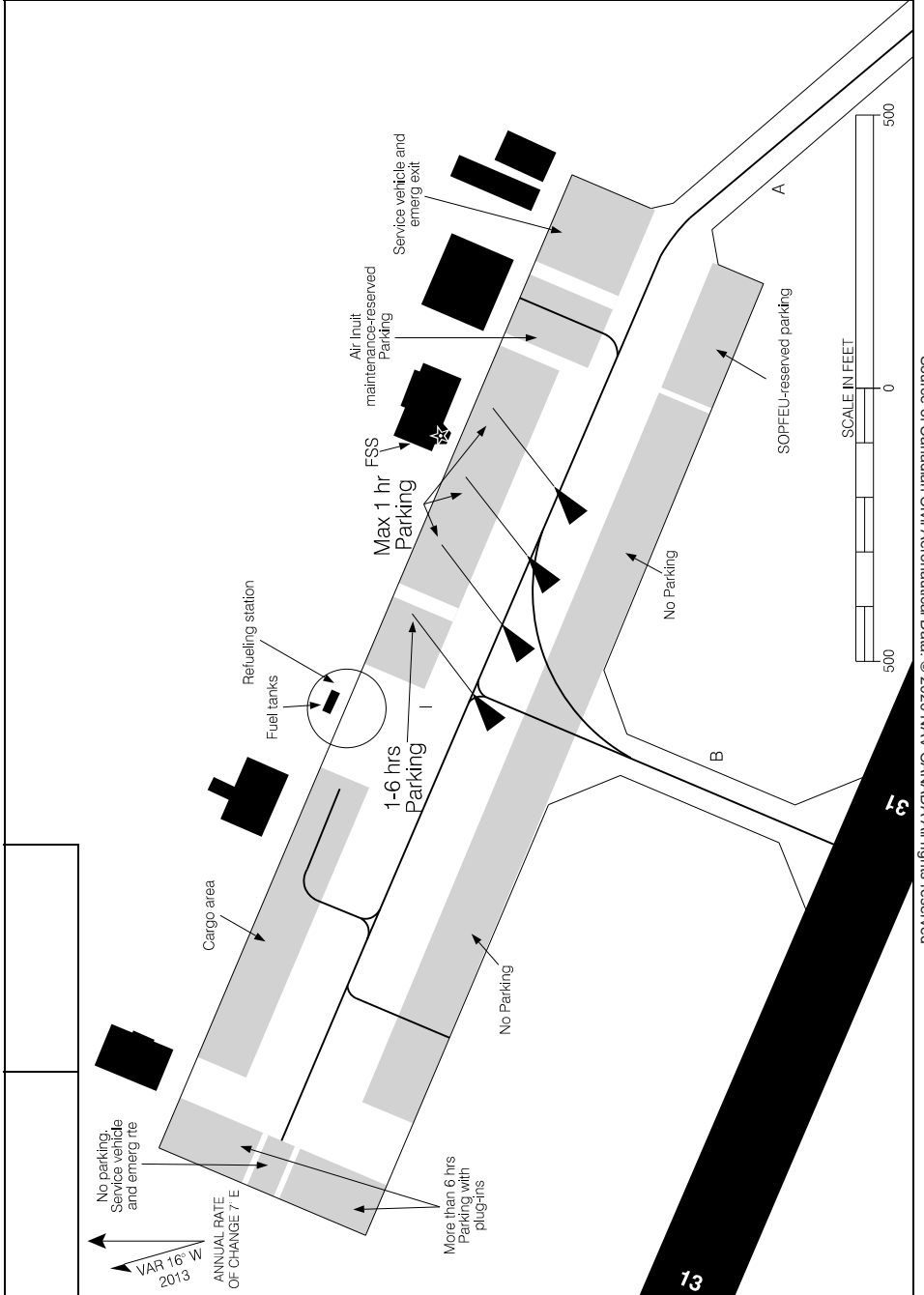
CARTE D'AÉRODROME

				RADIO – 122.3			RADIO Quebec – 123.37	
						MF*		
DIST DÉCLARÉES	13	31						
TORA	6487	6487						
TODA	6487	6487						
ASDA	6487	6487						
LDA	6487	6487						



Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

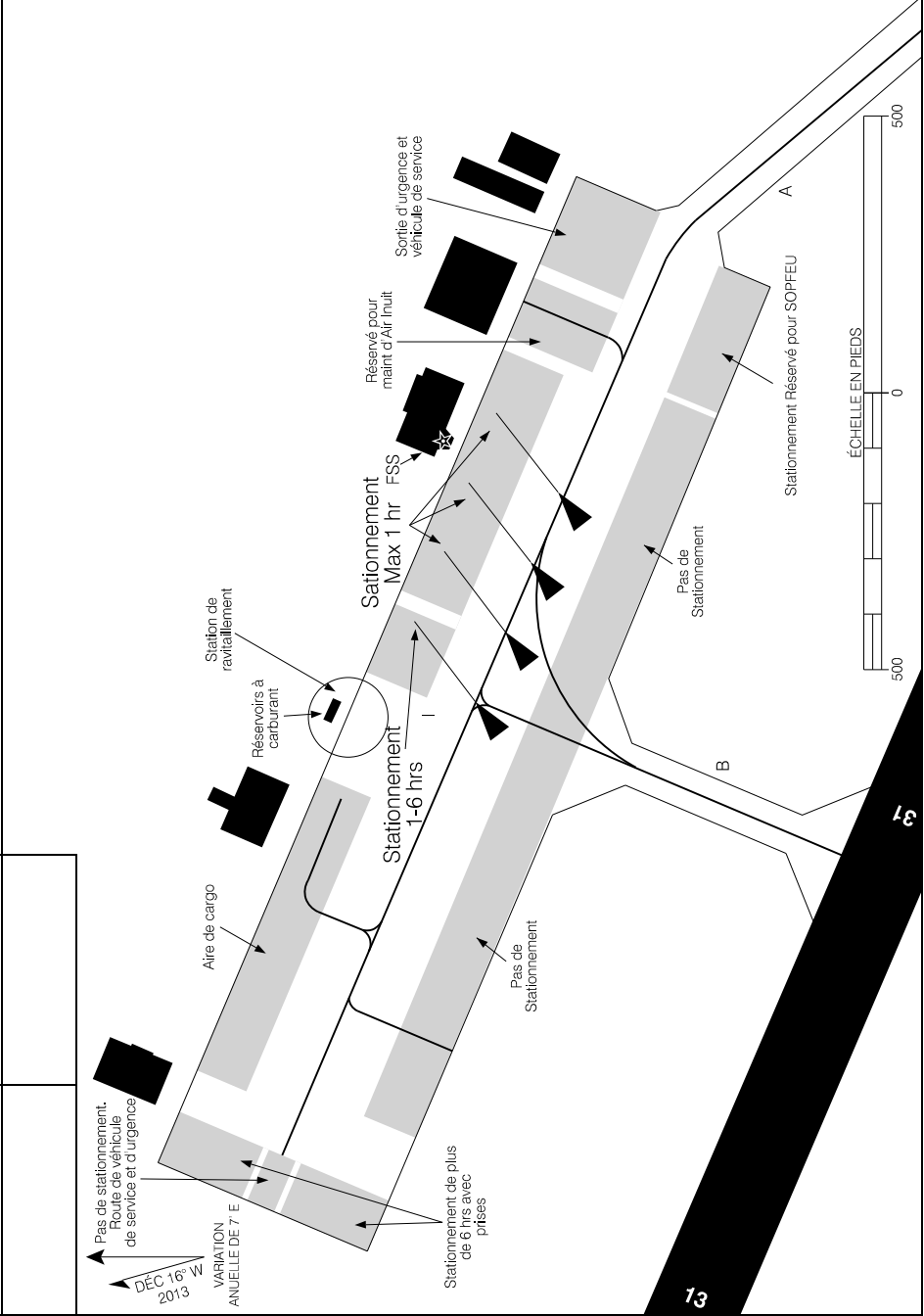
PARKING AREAS



PARKING AREAS

EFF 7 AUG 25

AIRES DE STATIONNEMENT



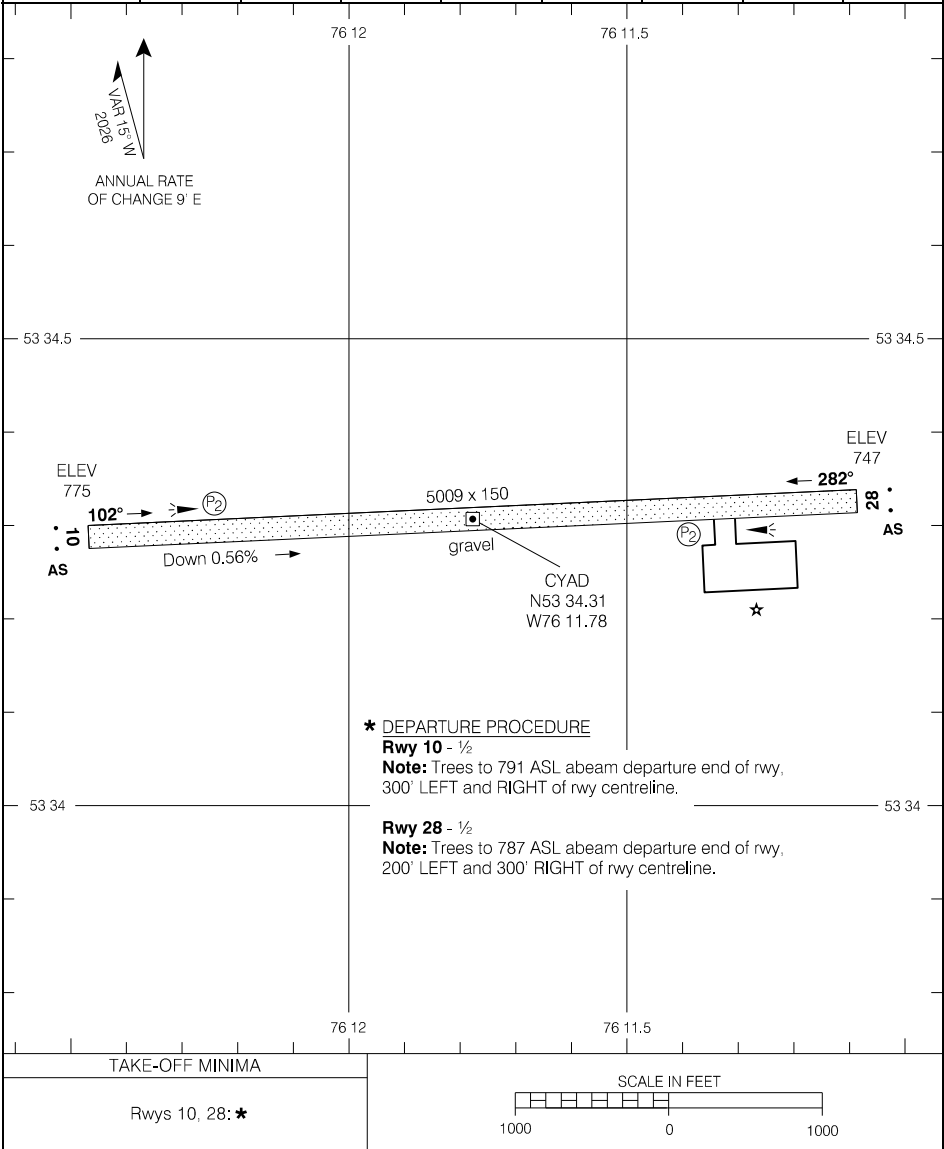
Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

AIRES DE STATIONNEMENT

EFF 7 AOÛT 25

AERODROME CHART

● AUTO – 123.17				● UNICOM – 123.0 (AU)		MF*	
DECL	DISTS	10	28				
TORA		5009	5009				
TODA		5993	5993				
ASDA		5009	5009				
LDA		5009	5009				



AERODROME CHART

EFF 19 MAR 26

CYAD

CYAD

Diagram illustrating the layout of Pistes 10 and 28, showing the runway, taxiway, and surrounding infrastructure.

Runway Orientation: 102° to 282°.

Gravel Area: 5009 x 150.

Elevations: ALT 775, ALT 747, ALT 791.

Notes:

- Piste 10 - 1/2**
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 - 1/2**
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.

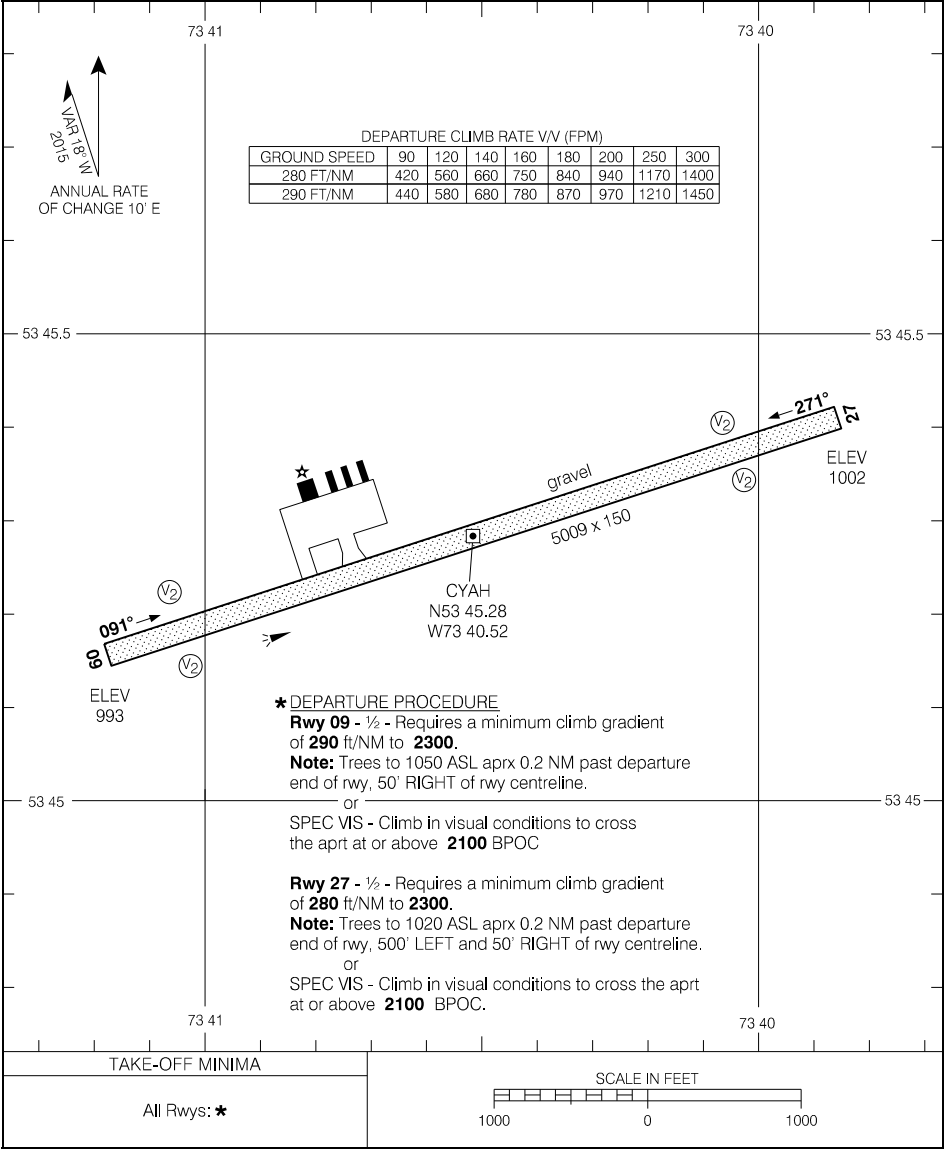
Scale: ÉCHELLE EN PIEDS (1000, 0, 1000).

Legend: Pistes 10, 28: ★

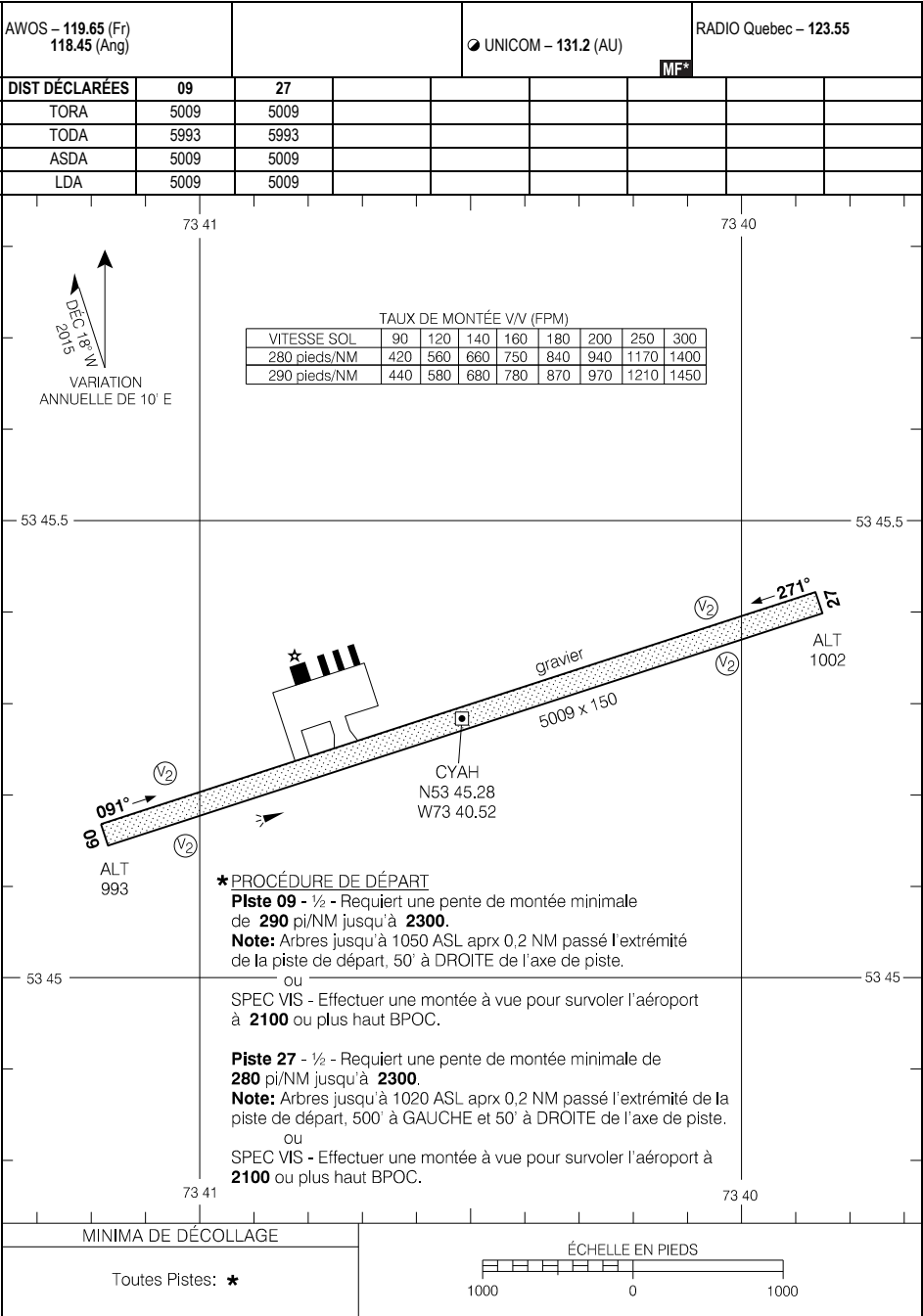
Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

AERODROME CHART

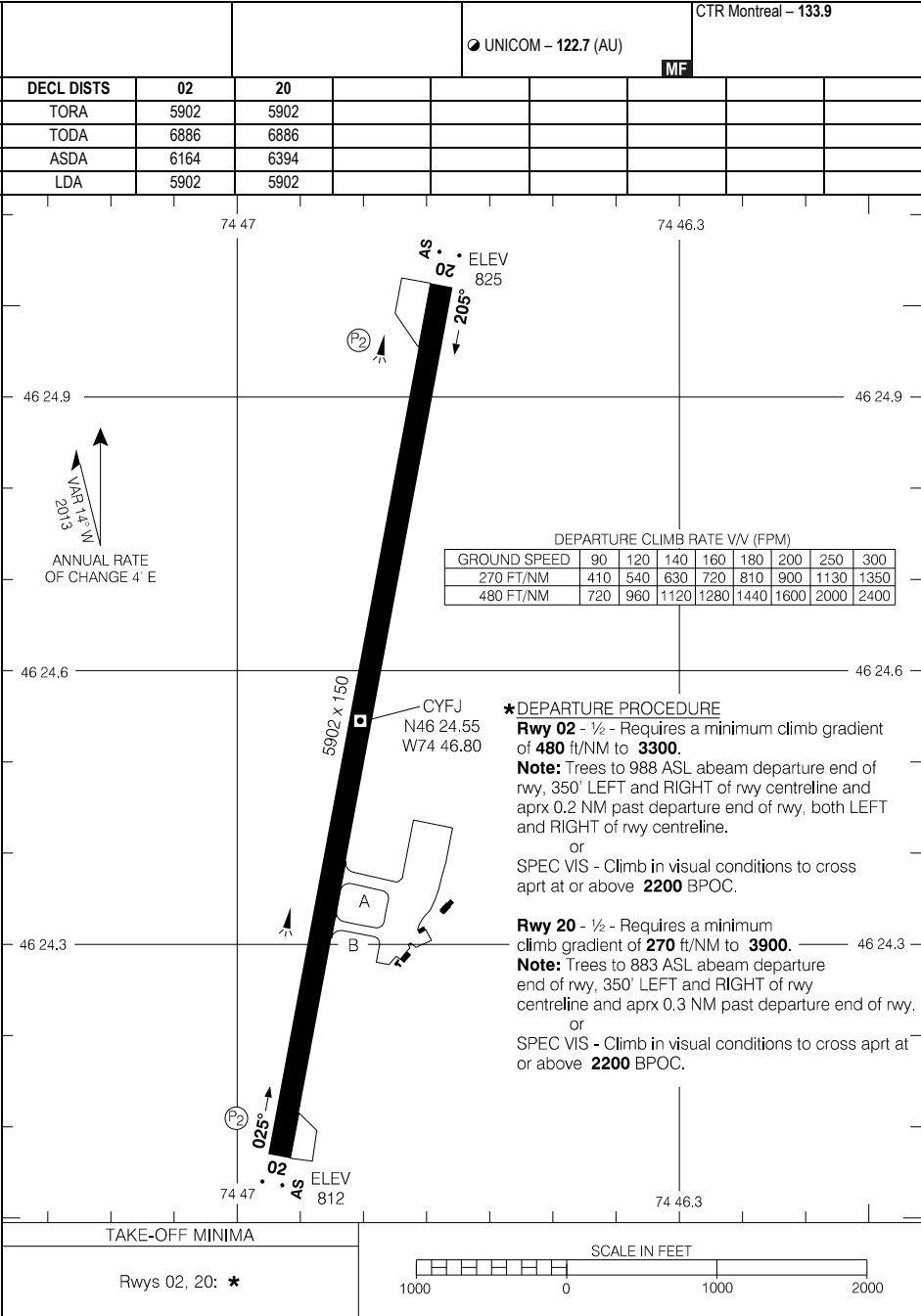
AWOS – 118.45 (En) 119.65 (Fr)		UNICOM – 131.2 (AU)				RADIO Quebec – 123.55		
DECL DIST	09	27						
TORA	5009	5009						
TODA	5993	5993						
ASDA	5009	5009						
LDA	5009	5009						



CARTE D'AÉRODROME



AERODROME CHART



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AERODROME CHART

EFF 19 MAR 26

CYFJ

CYFJ

TAUX DE MONTÉE DE DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
270 PI/NM	410	540	630	720	810	900	1130	1350
480 PI/NM	720	960	1120	1280	1440	1600	2000	2400

*** PROCÉDURE DE DÉPART**

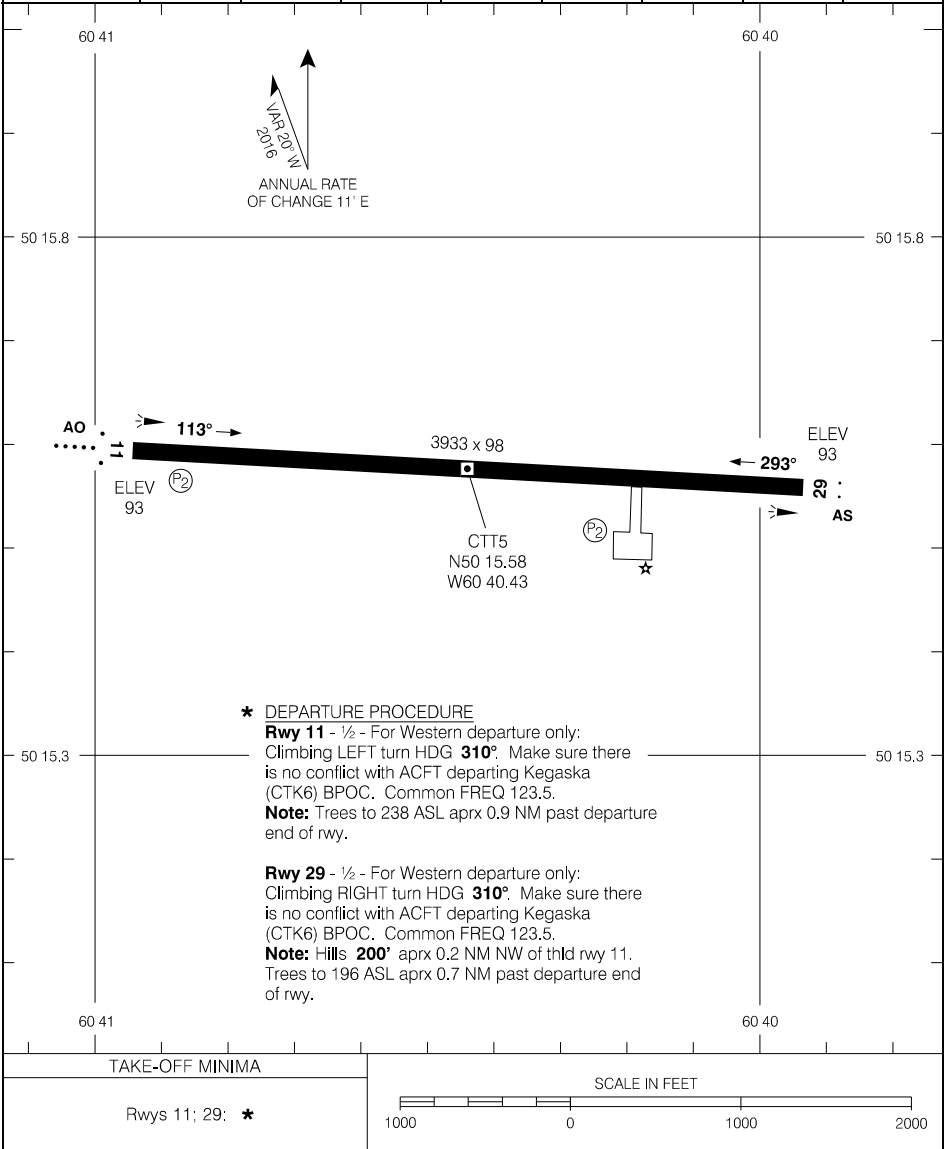
Piste 02 - ½ - Requiert une pente de montée minimale de **480 pi/NM** jusqu'à **3300**.
Note: Arbres jusqu'à 988 ASL par le travers de l'extrémité de la piste de départ, 350' à GAUCHE et à DROITE de l'axe de piste et aprx 0.2 NM passé l'extrémité de la piste de départ, à GAUCHE et à DROITE de l'axe de piste.
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **2200** ou plus haut BPOC.

Piste 20 - ½ - Requiert une pente de montée minimale de **270 pi/NM** jusqu'à **3900**.
Note: Arbres jusqu'à 883 ASL par le travers de l'extrémité de la piste de départ, 350' à GAUCHE et à DROITE de l'axe de piste et aprx 0.3 NM passé l'extrémité de la piste de départ.
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **2200** ou plus haut BPOC.

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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			



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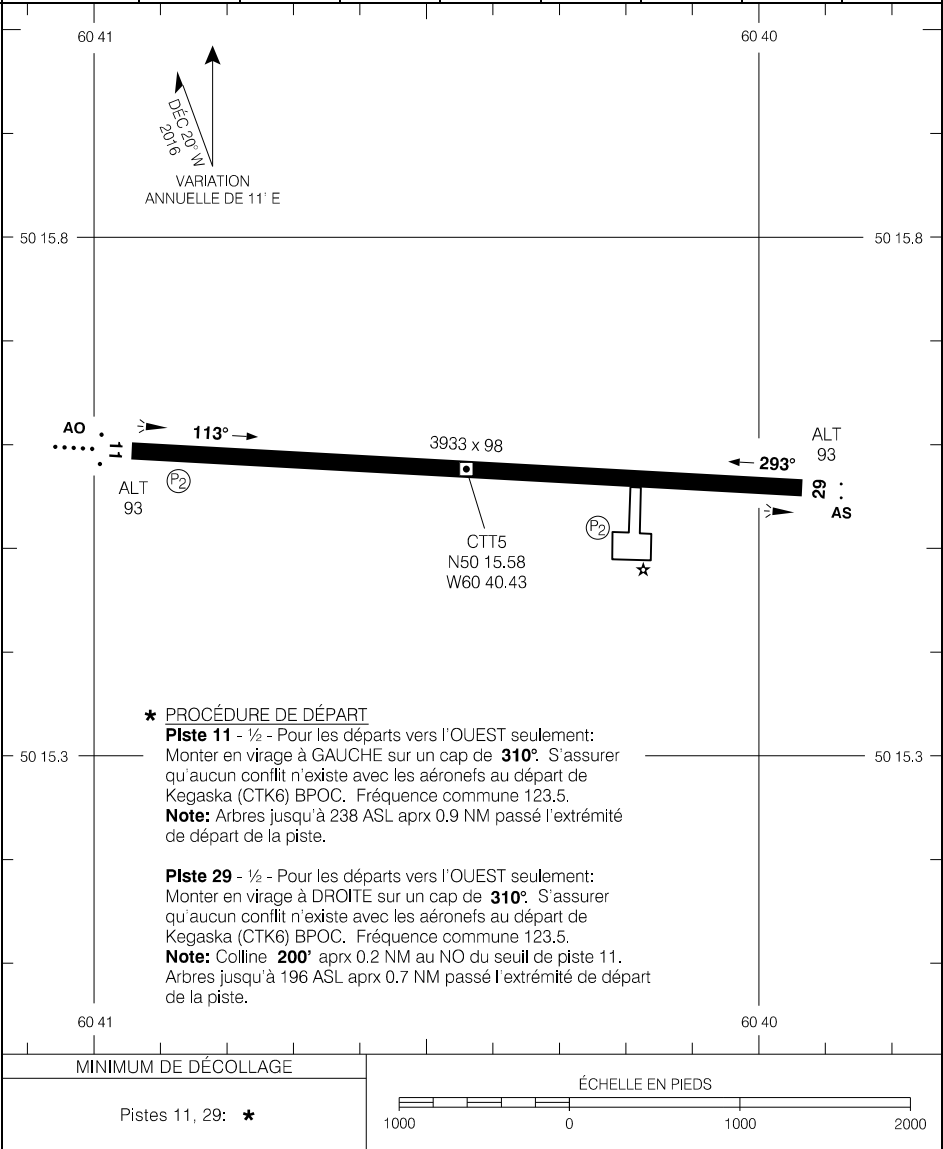
AERODROME CHART

EFF 29 DEC 22

CTT5

CARTE D'AÉRODROME

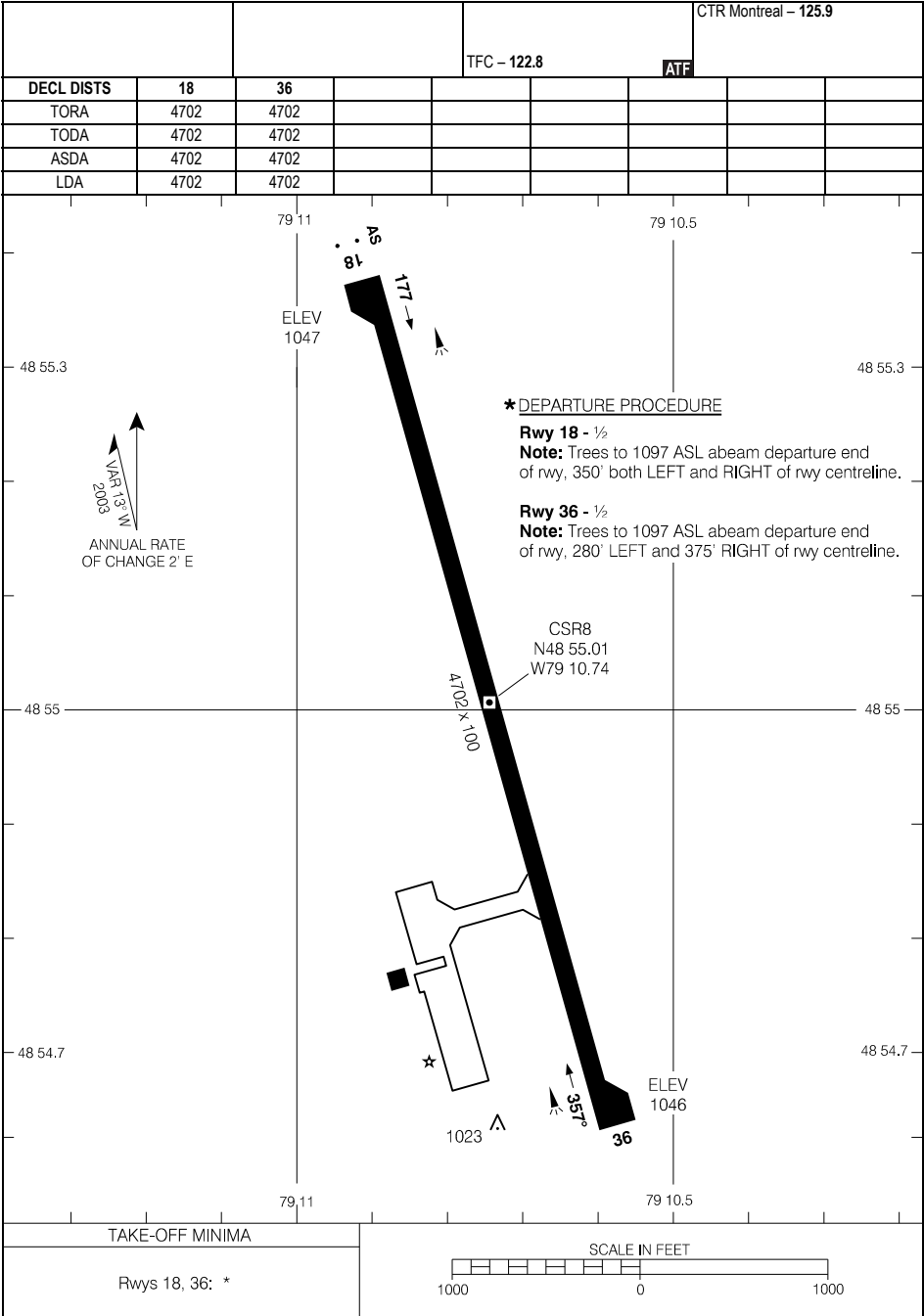
AWOS Natashquan – 125.3 (Fr) 126.25 (Ang)		UNICOM – 123.5 (AU) (Fr)		ATF*	
DIST DÉCLARÉES	11	29			
TORA	3933	3933			
TODA	3933	3933			
ASDA	3933	3933			
LDA	3933	3933			



CARTE D'AÉRODROME

EFF 29 DÉC 22

AERODROME CHART

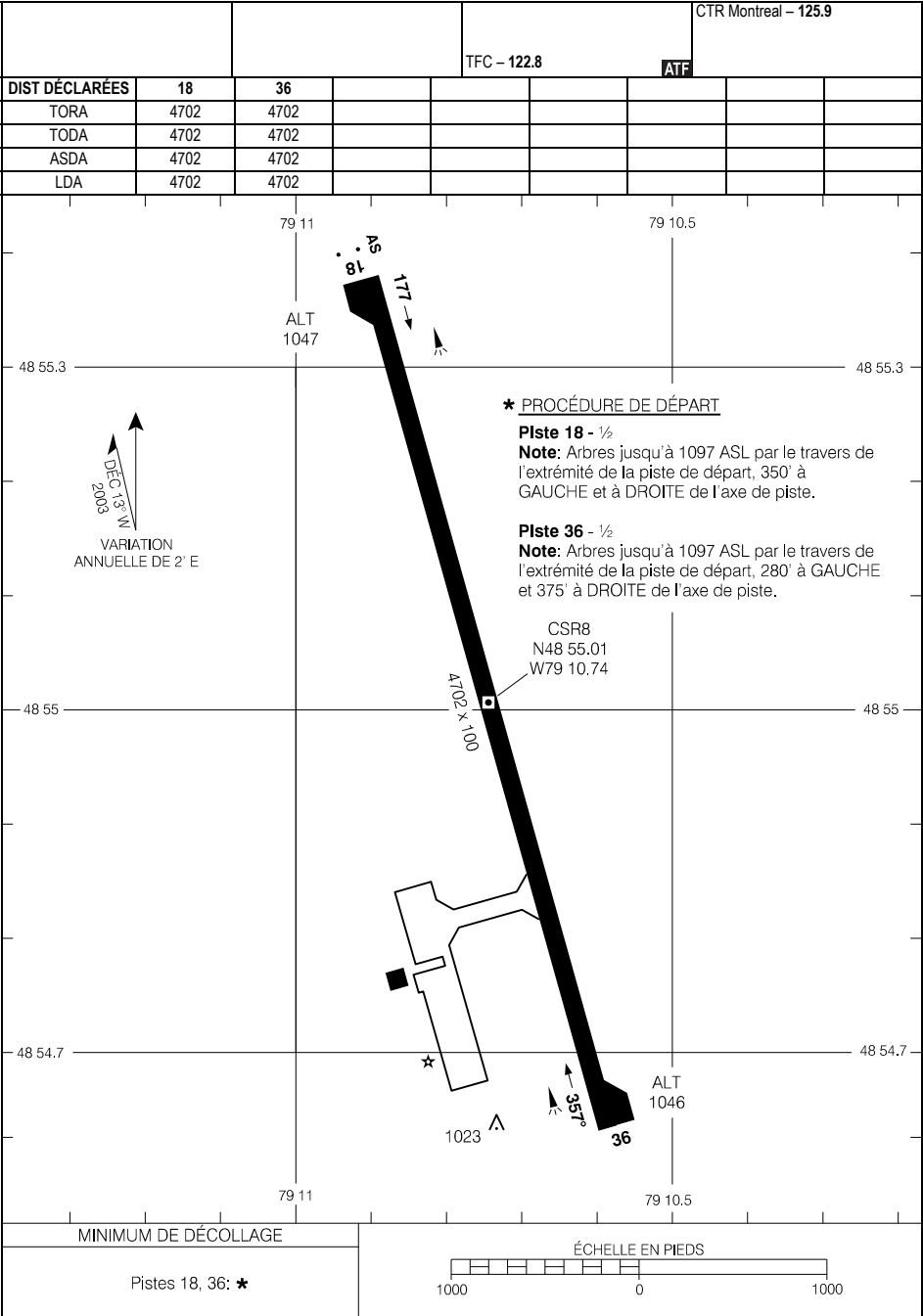


AERODROME CHART

EFF 20 FEB 25

CSR8

CARTE D'AÉRODROME



CARTE D'AÉRODROME

CSR8

EFF 20 FÉV 25

CYLQ

72 47.8 72 46.9

47 24.9

VAR 15° N
2020

ANNUAL RATE
OF CHANGE 7° E

AS 61
ELEV 550
191°

CYLQ
N47 24.56
W72 47.34

* DEPARTURE PROCEDURE

Rwy 01 - ½ - Requires a minimum climb gradient of **400 ft/NM** to **1600**. Climb on hdg **011°** to **1600** BPOC.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800** BPOC.

Note: Trees to 640 ASL abeam departure end of rwy, 50' LEFT and RIGHT of rwy centreline and aprx 100' past departure end of rwy.

Rwy 19 - ½ - Requires a minimum climb gradient of **370 ft/NM** to **1800**. Climb between hdg **211°** CW to **010°** to **2500** BPOC.

or

SPEC VIS - Climb in visual conditions to cross aprt at or above **1800** BPOC.

Note: Trees to 594 ASL aprx 100' past departure end of rwy, 500' LEFT and RIGHT of rwy centreline and aprx 0.1 NM past departure end of rwy.

5000 x 150

011° AS
101° AS
ELEV 544

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
370 FT/NM	560	740	870	990	1110	1240	1550	1850
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

72 47.8 72 46.9

47 24.5

47 24.2

TAKE-OFF MINIMA

Rwys 01; 19: *

SCALE IN FEET

1000 0 1000

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LA TUQUE, QC
CYLQ

CARTE D'AÉRODROME

*** PROCÉDURE DE DÉPART**

Piste 01 - ½ - Requiert une pente de montée minimale de **400 pi/NM** jusqu'à **1600**.
Monter sur cap **011°** jusqu'à **1600** BPOC.
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **1800** ou plus haut BPOC.

Note: Arbres jusqu'à 640 ASL par le travers de l'extrémité de la piste de départ, 50' à GAUCHE et DROITE de l'axe de piste et aprx 100' passé l'extrémité de la piste de départ.

Piste 19 - ½ - Requiert une pente de montée minimale de **370 pi/NM** jusqu'à **1800**.
Monter entre cap **211°** et **010°** sens horaire jusqu'à **2500** BPOC.
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **1800** ou plus haut BPOC.

Note: Arbres jusqu'à 594 ASL aprx 100' passé l'extrémité de la piste de départ, 500' à GAUCHE et DROITE de l'axe de piste et aprx 0.1 NM passé l'extrémité de la piste de départ.

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
400 pieds/NM	600	800	940	1070	1200	1340	1670	2000

MINIMUM DE DÉCOLLAGE

Pistes 01; 19: ★

ÉCHELLE EN PIEDS

1000 0 1000

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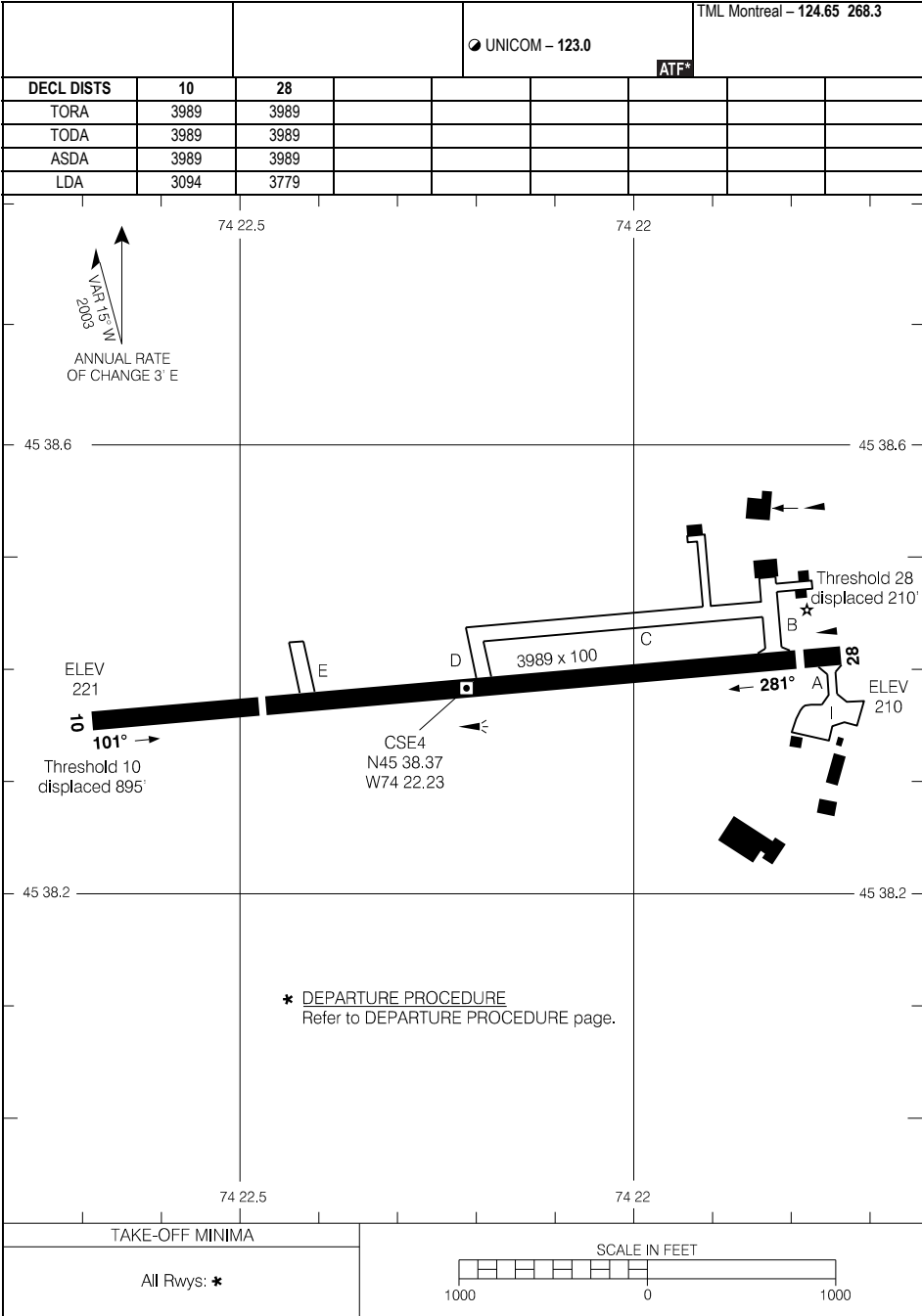
CARTE D'AÉRODROME

EFF 14 MAI 26

CYLQ

CYLQ-AD

AERODROME CHART

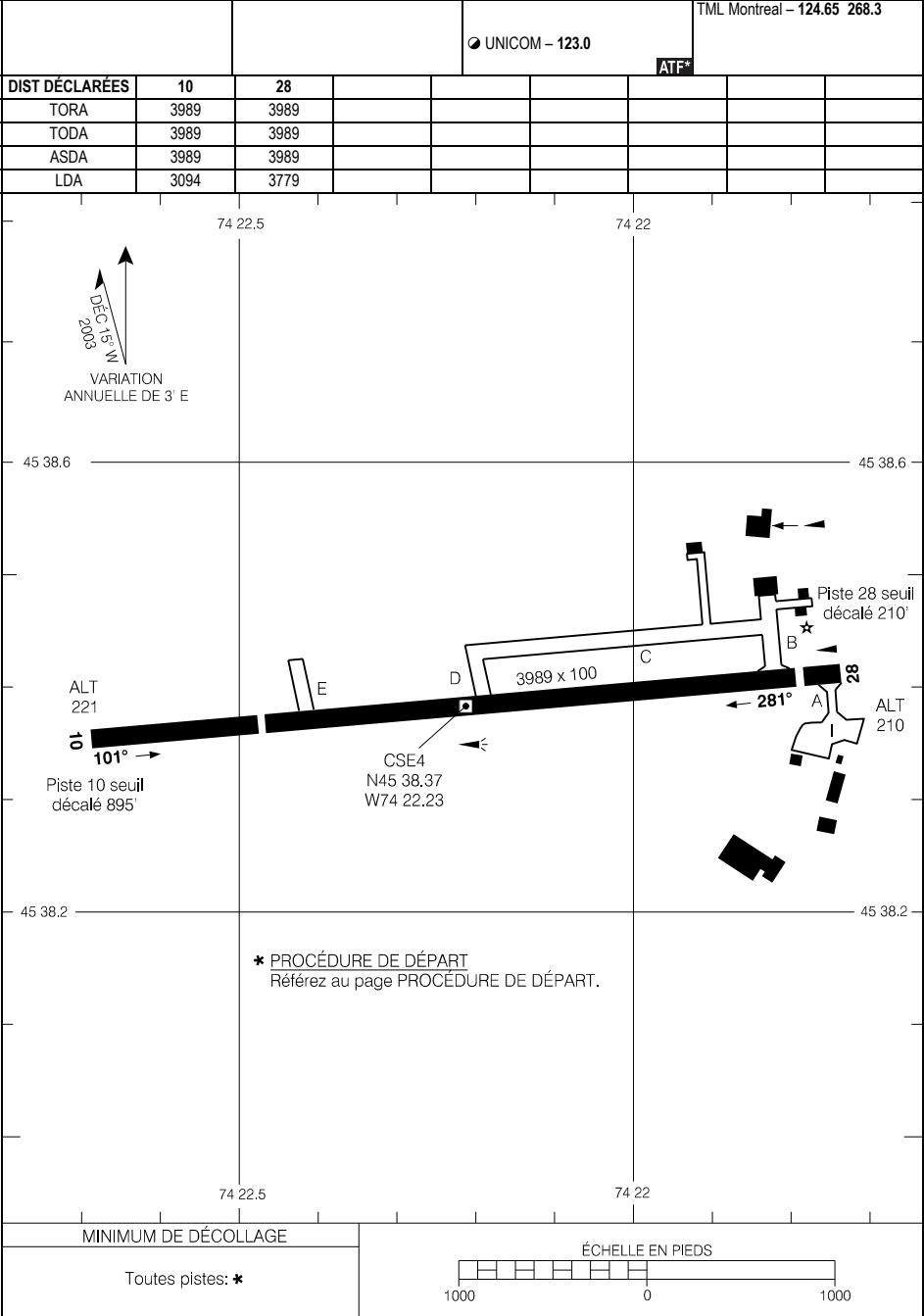


Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

CSE4

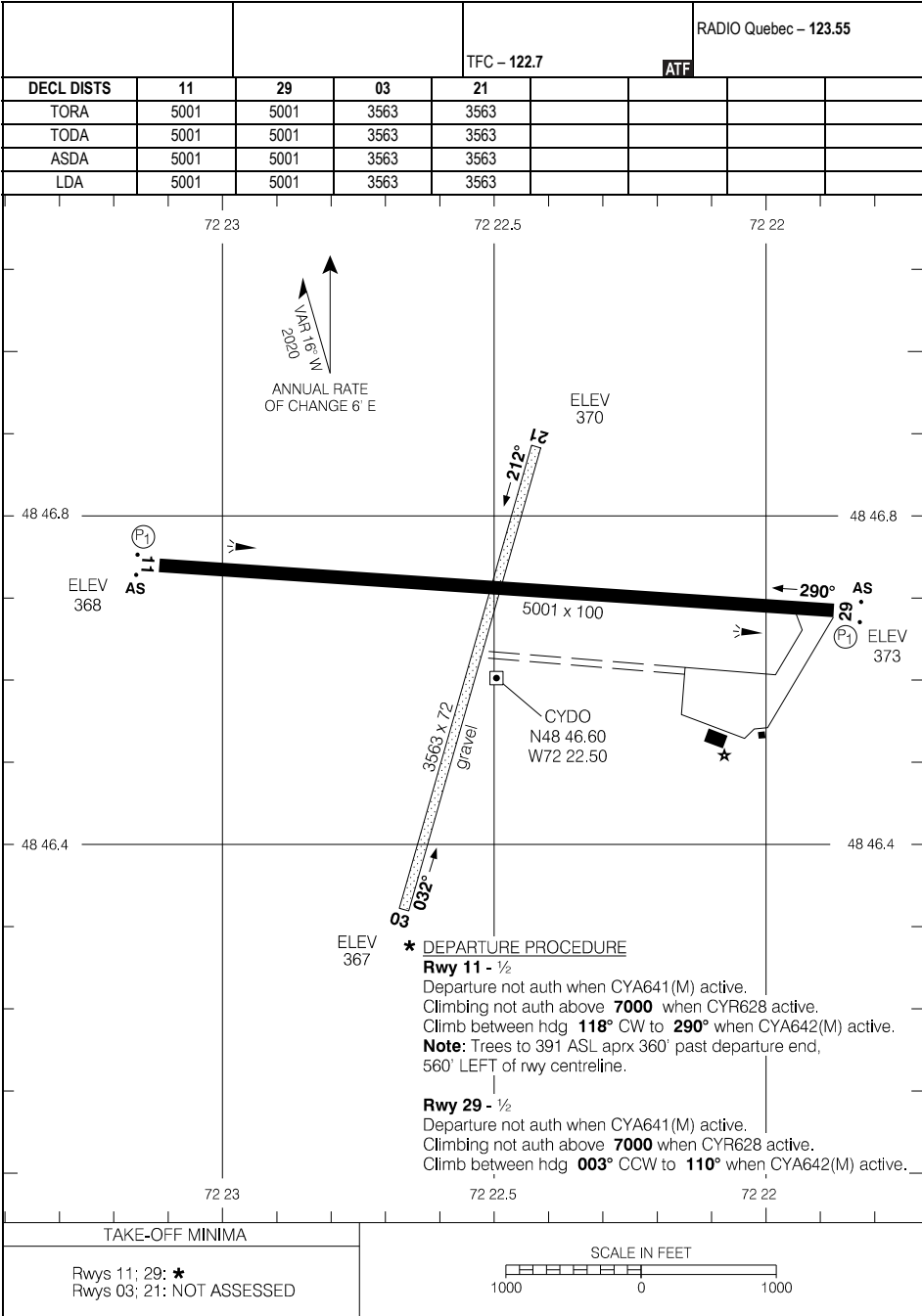
CARTE D'AÉRODROME



CARTE D'AÉRODROME

CSE4

AERODROME CHART



AERODROME CHART

EFF 11 JUL 24

CYDO

CYDO

ATF

CYDO

LEBEL-SUR-QUÉVILLON, QC
CSH4

CSH4

77 01.4 1106 77 01 77 00.6

49 02 49 02

ELEV 961
AO
151°
Down 0.42%
(P1)

CSH4
N49 01.78
W77 00.98
4212 x 100
(P1)

49 01.6 49 01.6

77 01.4 77 01 77 00.6

1106
ELEV 943
AO
331°
(P1)

*** DEPARTURE PROCEDURE**
Rwy 15 - ½ - NO LEFT turn below 1500.
Note: Trees to 1002 ASL abeam departure end of rwy, 500' LEFT and RIGHT of rwy centreline.

Rwy 33 - ½
Note: Trees to 1042 ASL aprx 0.2 NM past departure end of the rwy, 500' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 15; 33: *

SCALE IN FEET

1000 0 1000

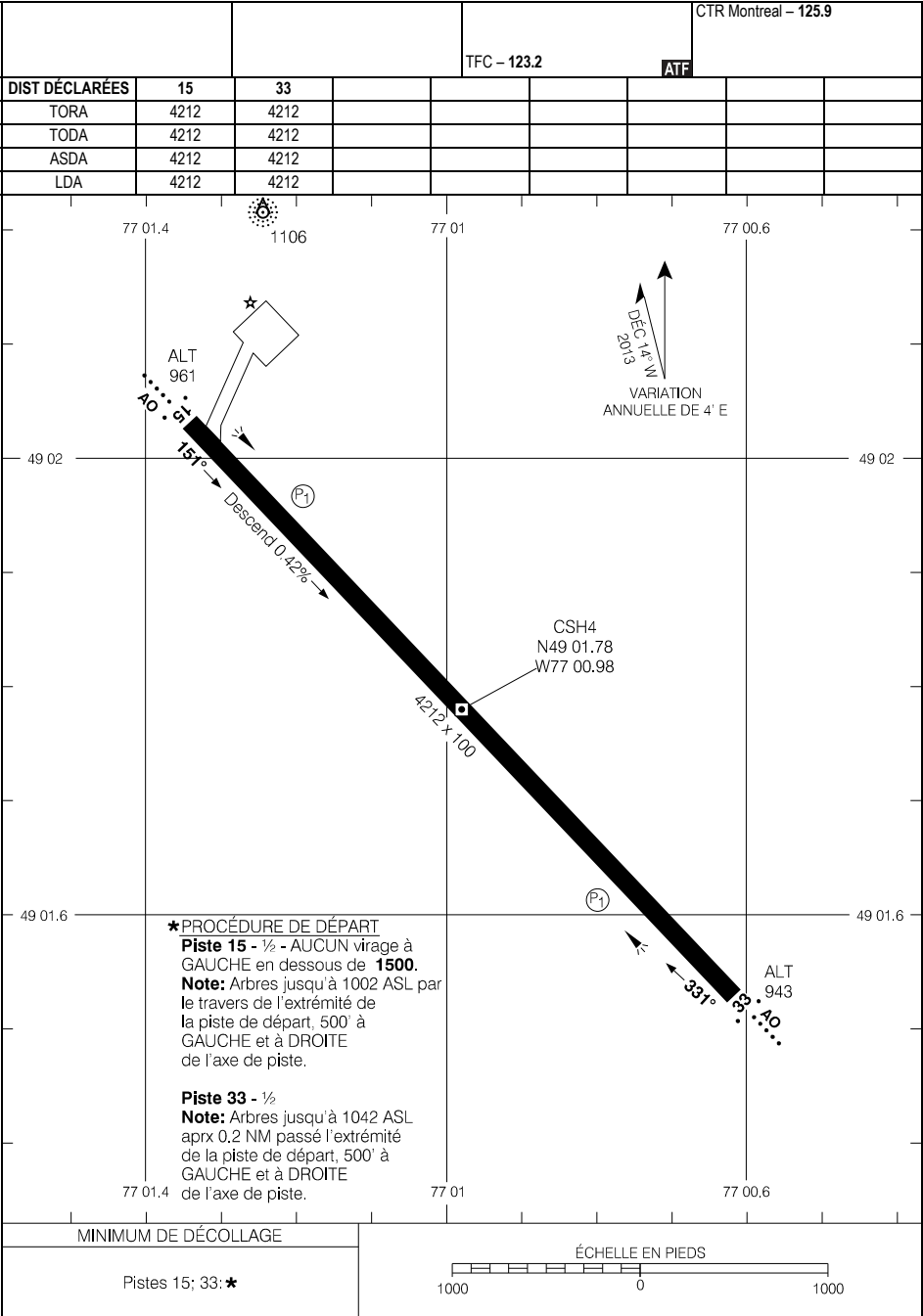
VAR 14° N
2013
ANNUAL RATE OF CHANGE 4° E

Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

CSH4

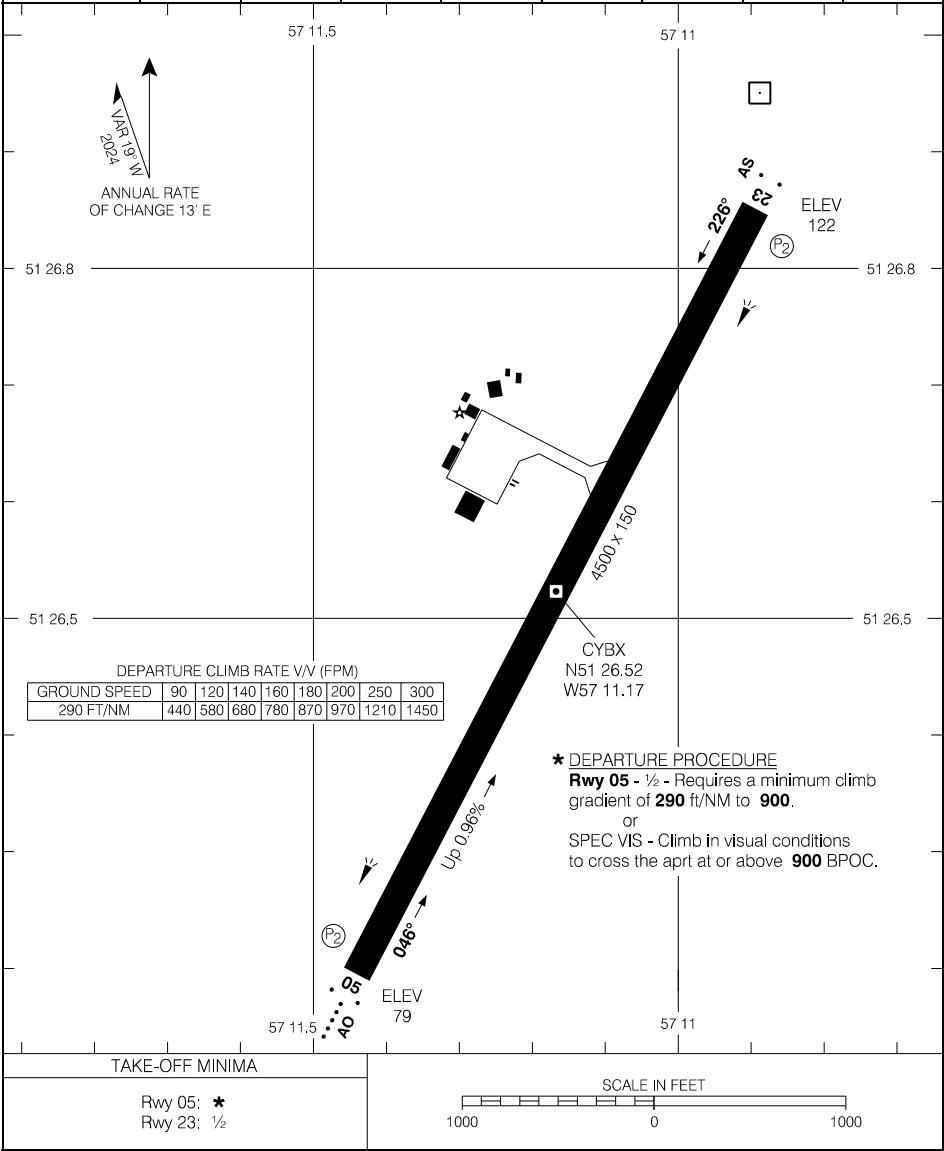
CSH4-AD

CARTE D'AÉRODROME

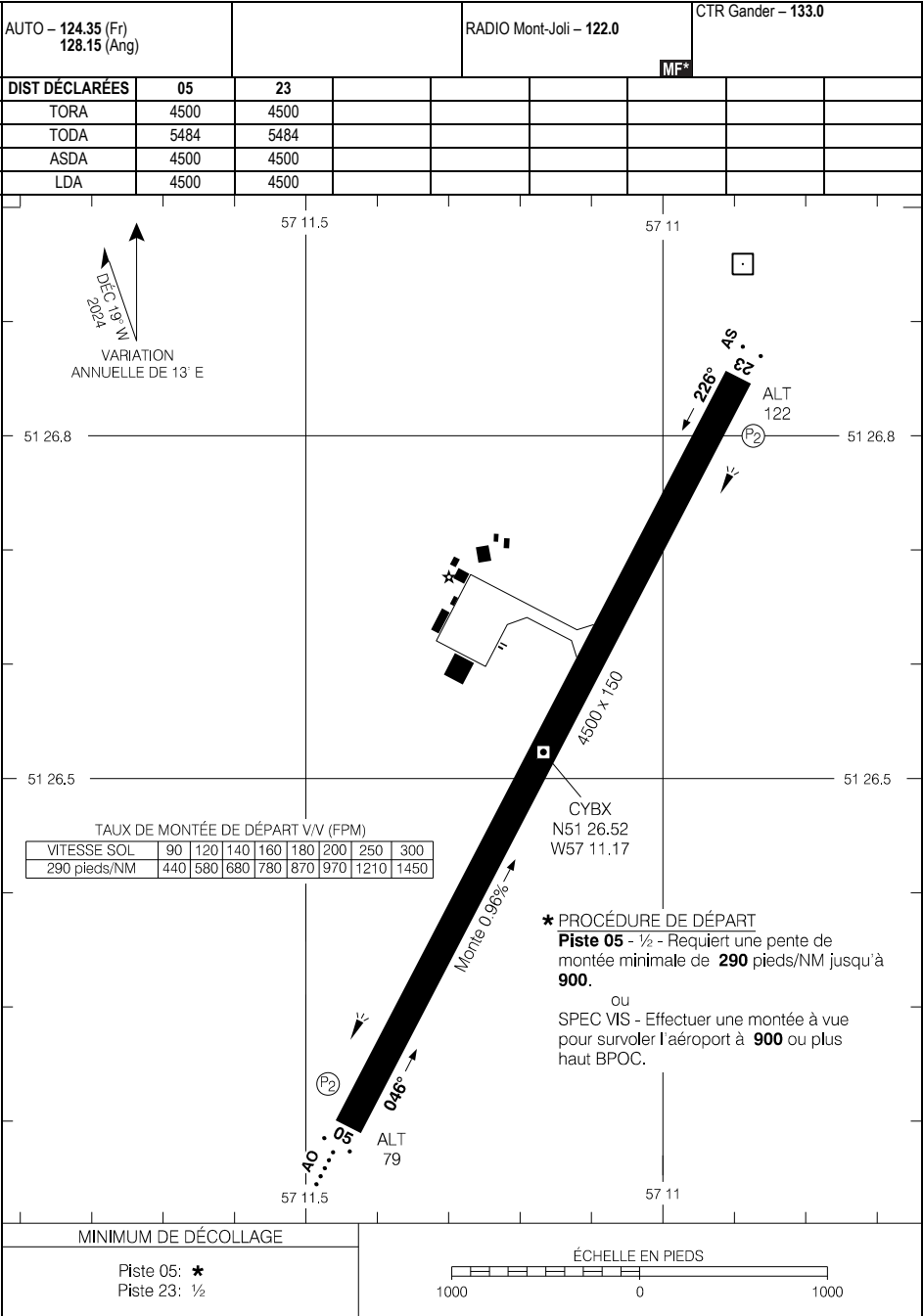


CARTE D'AÉRODROME

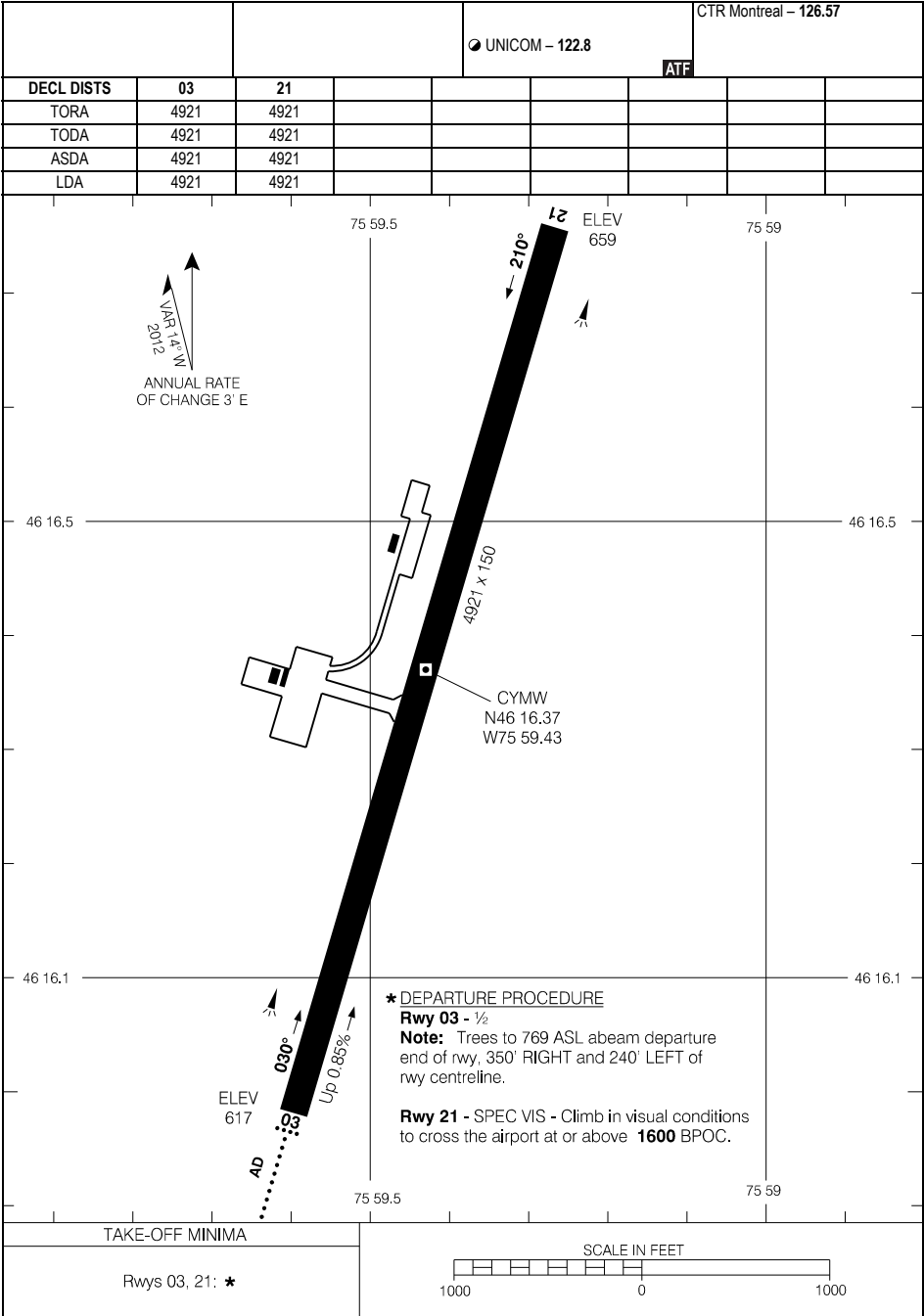
AUTO – 128.15 (En) 124.35 (Fr)		RADIO Mont-Joli – 122.0				CTR Gander – 133.0	
DECL DIST	05	23					
TORA	4500	4500					
TODA	5484	5484					
ASDA	4500	4500					
LDA	4500	4500					



CARTE D'AÉRODROME



AERODROME CHART



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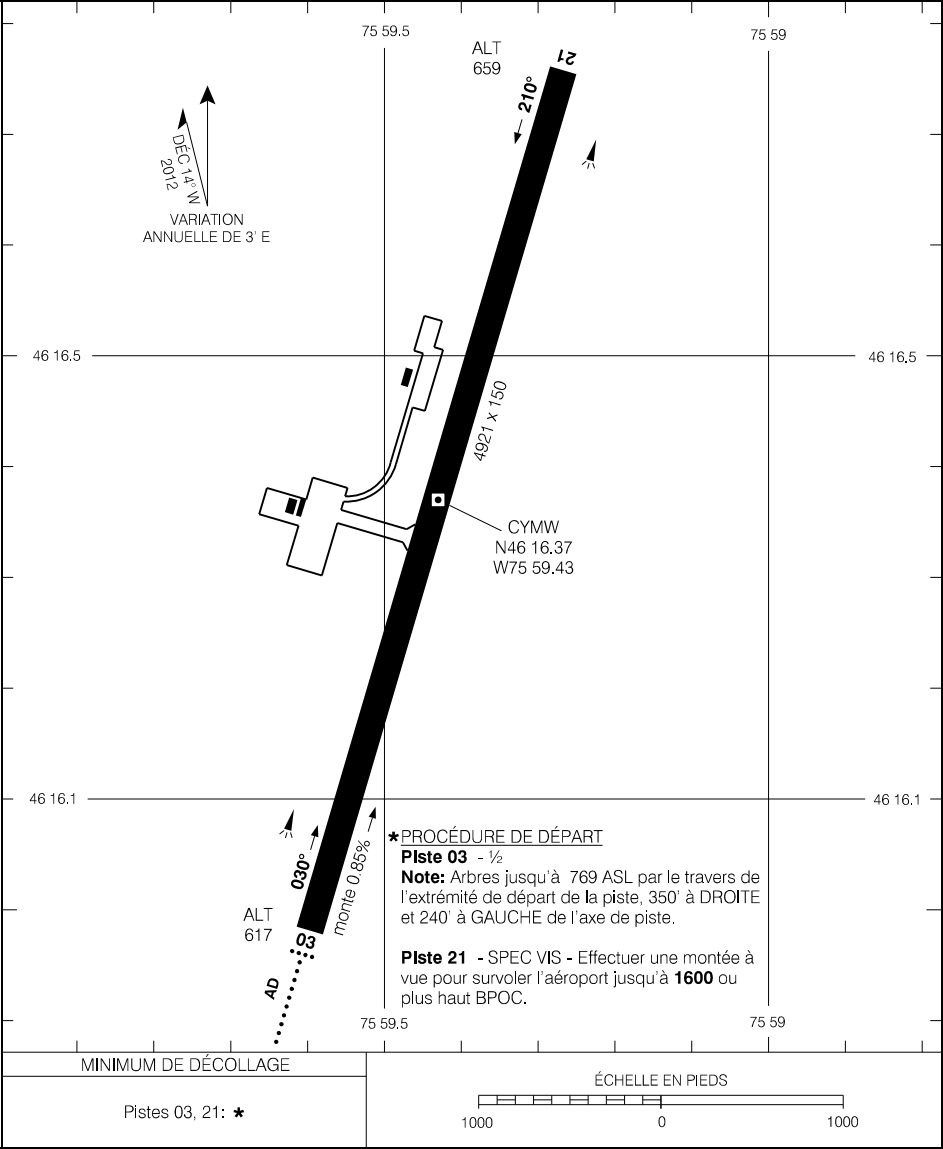
AERODROME CHART

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							



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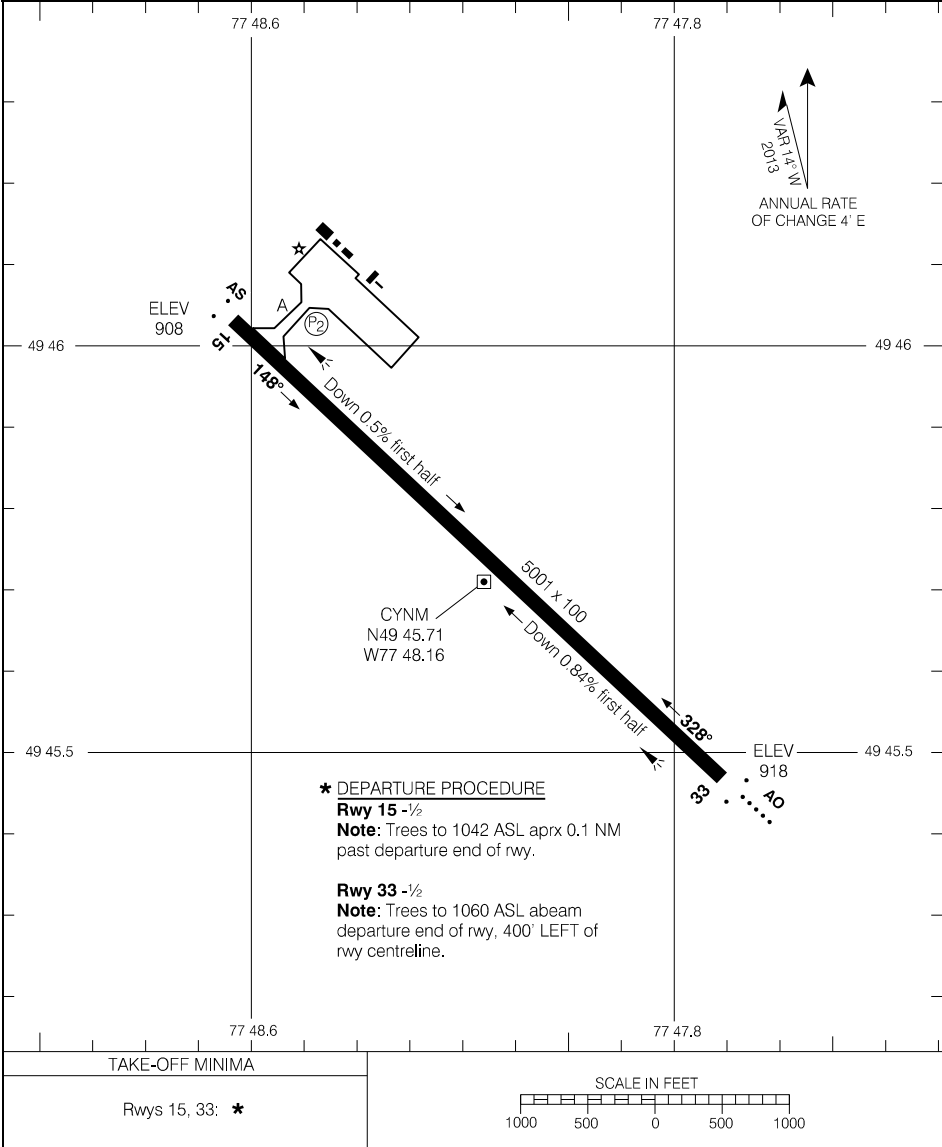
CARTE D'AÉRODROME

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

EFF 20 FEB 25

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CARTE D'AÉRODROME

RADIO Quebec – 123.55 **DRCO**

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

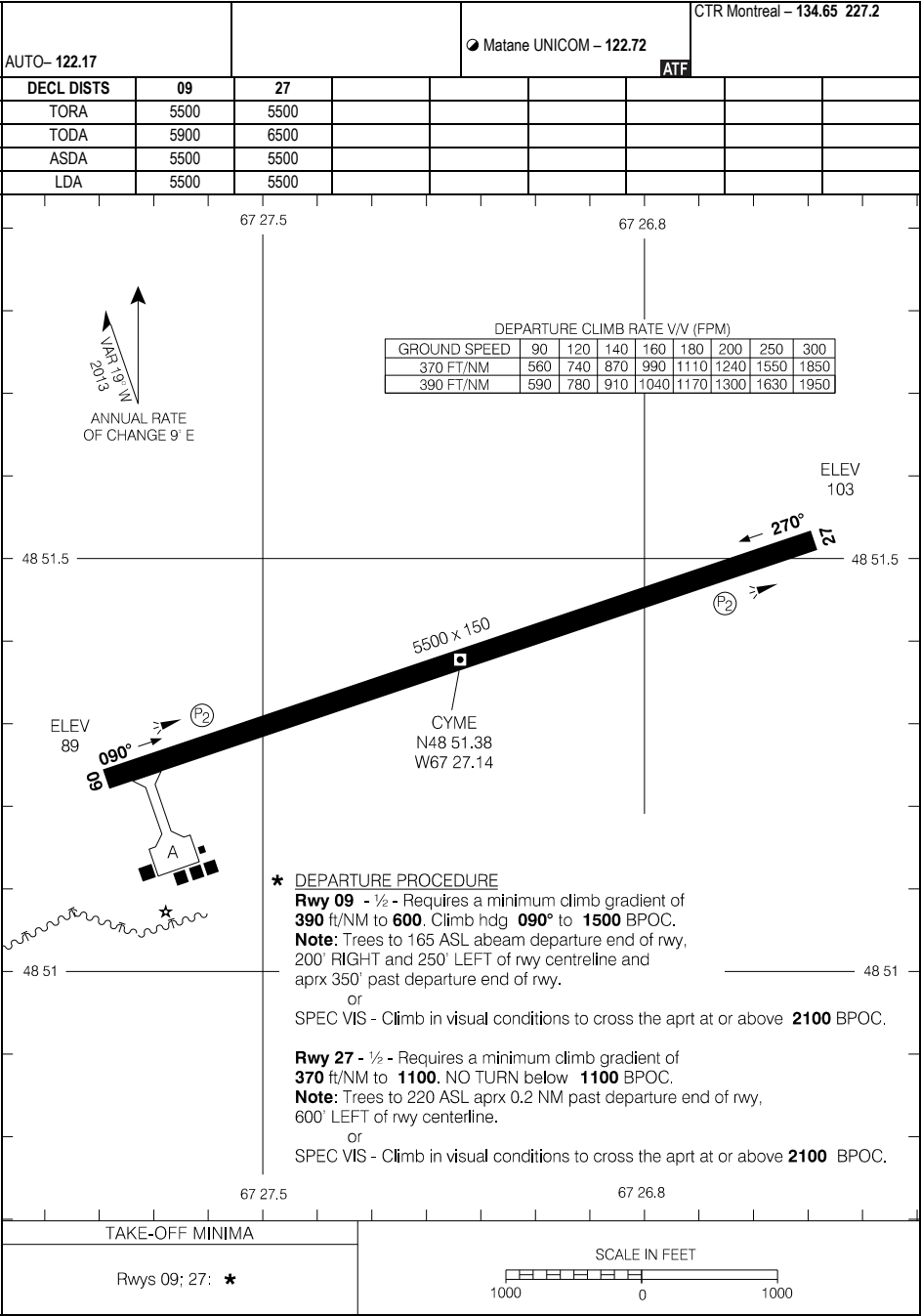


CARTE D'AÉRODROME

EFF 20 FÉV 25

CYNM

AERODROME CHART



AERODROME CHART

EFF 9 JUL 26

CYME

CYME

2013
DEC 19 M

VARIATION ANNUELLE DE 9° E

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

ALT 103

27

270°

5500 x 150

CYME
N48 51.38
W67 27.14

09

090°

ALT 89

A

48 51.5

48 51

67 27.5

67 26.8

48 51

48 51

*** PROCÉDURE DE DÉPART**

Piste 09 - ½ - 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 - ½ - 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.

MINIMUM DE DÉCOLLAGE

Pistes 09; 27: *

ÉCHELLE EN PIEDS

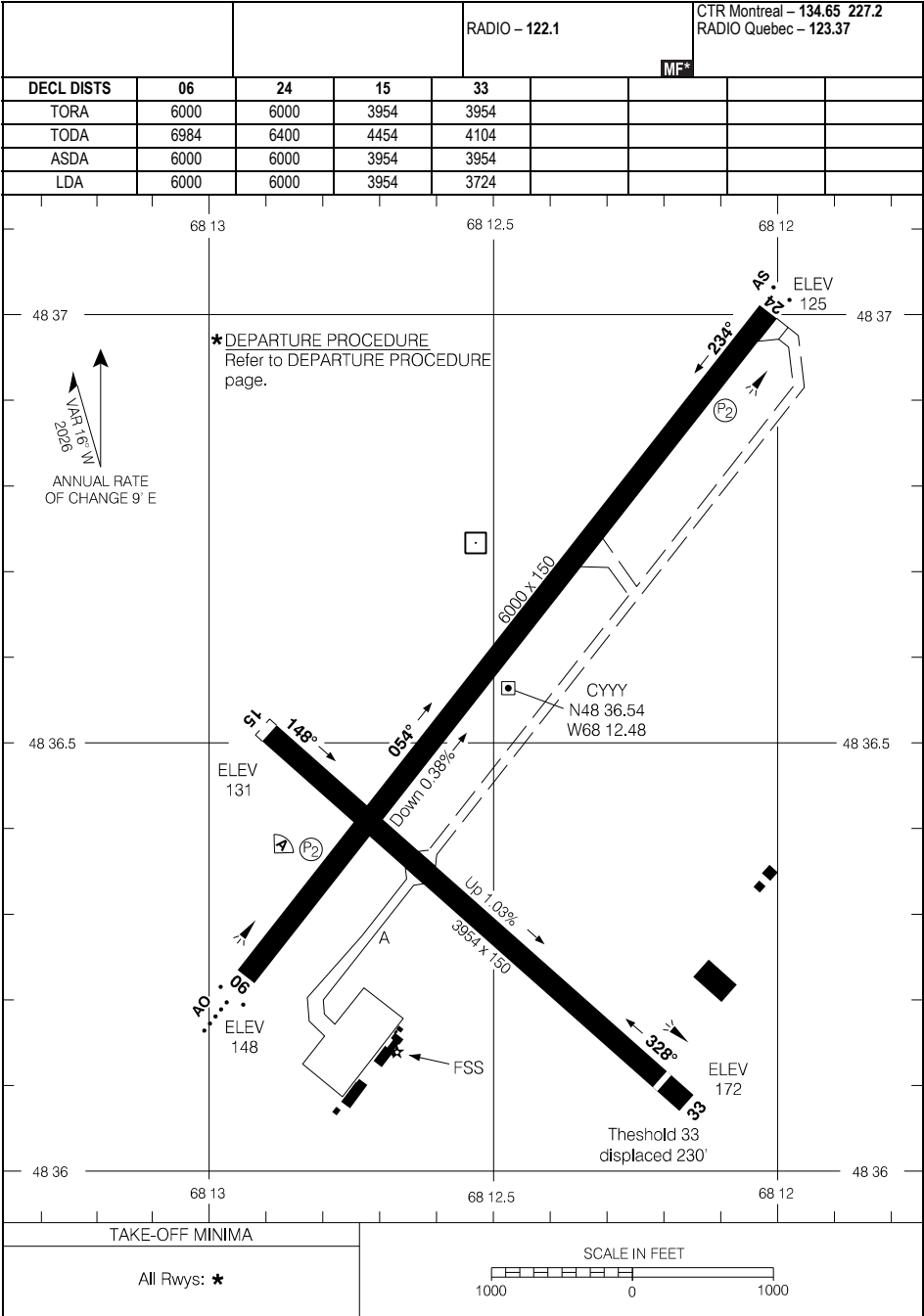
1000 0 1000

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CYYY-AD

MONT-JOLI, QC
CYYY

AERODROME CHART



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AERODROME CHART

EFF 19 MAR 26

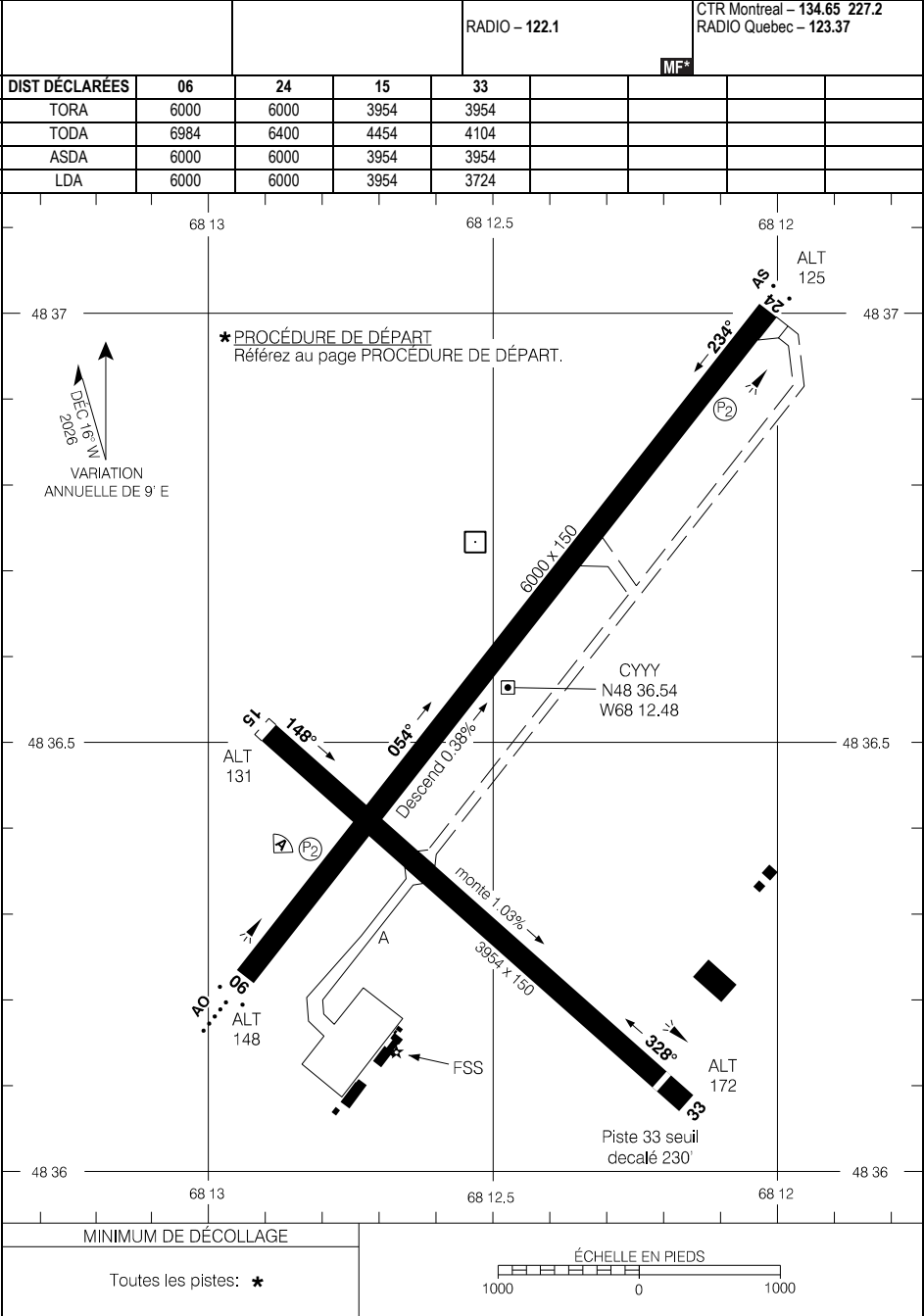
CYYY

CYYY-AD

CYYY-AD

MONT-JOLI, QC
CYYY

CARTE D'AÉRODROME



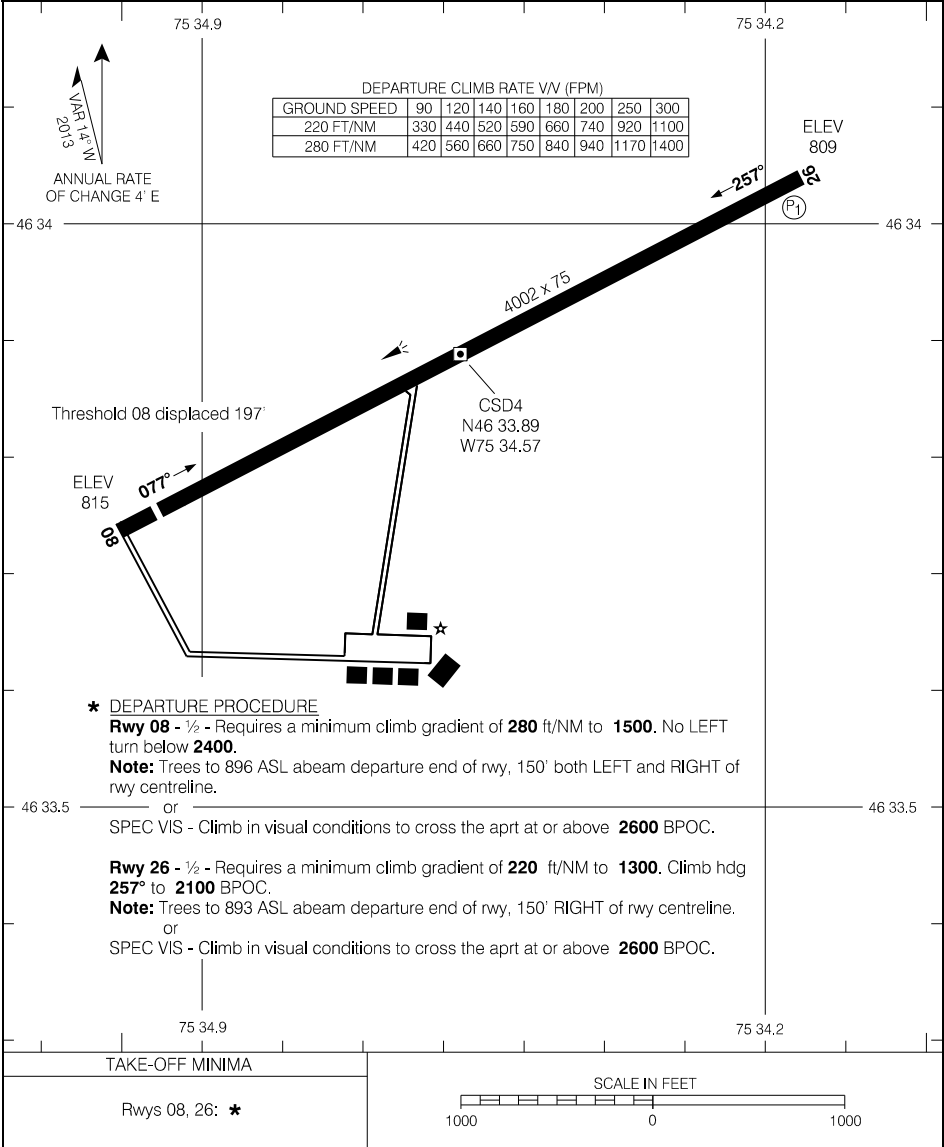
CARTE D'AÉRODROME

EFF 19 MAR 26

CYYY

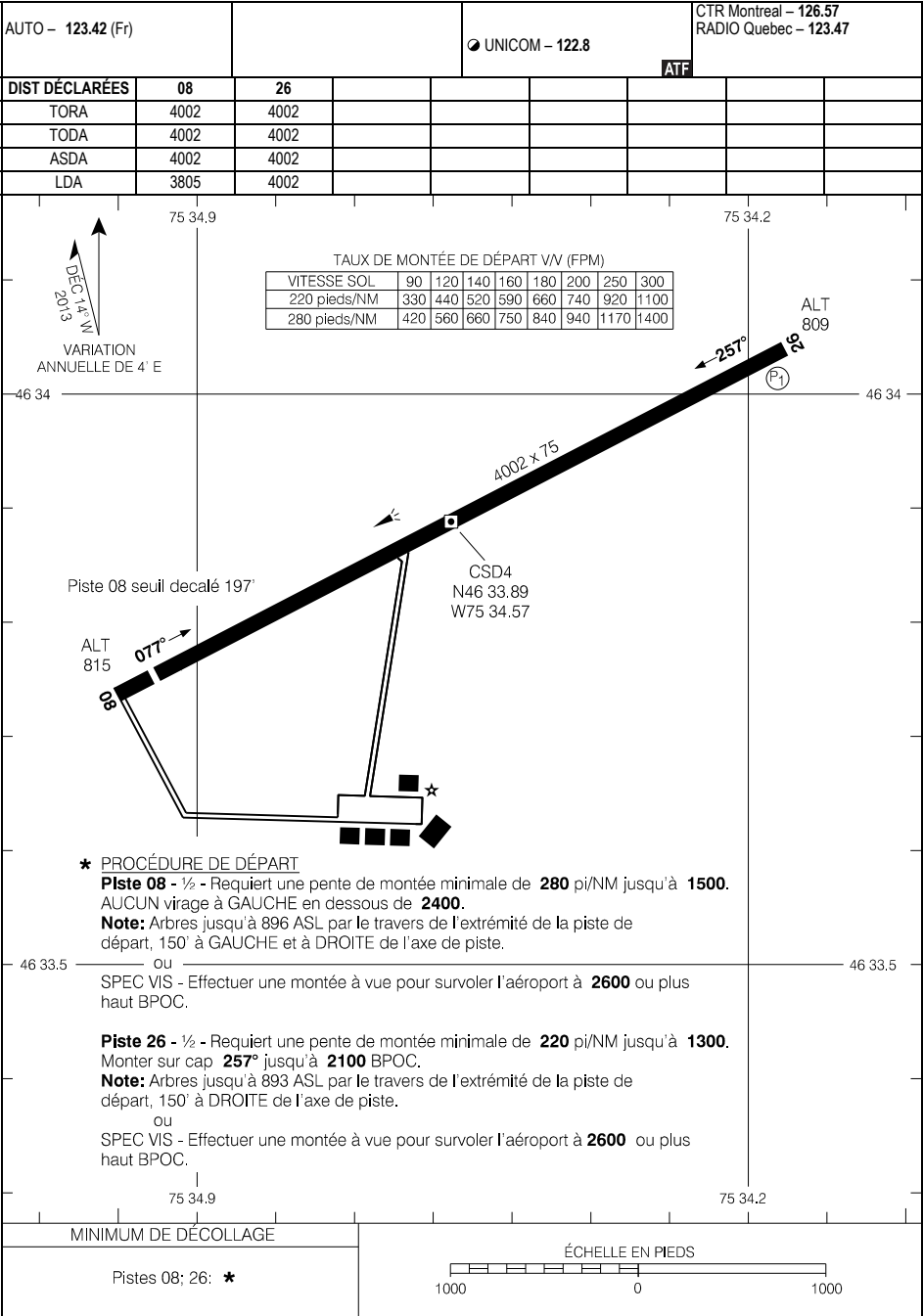
CYYY-AD

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



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CARTE D'AÉRODROME

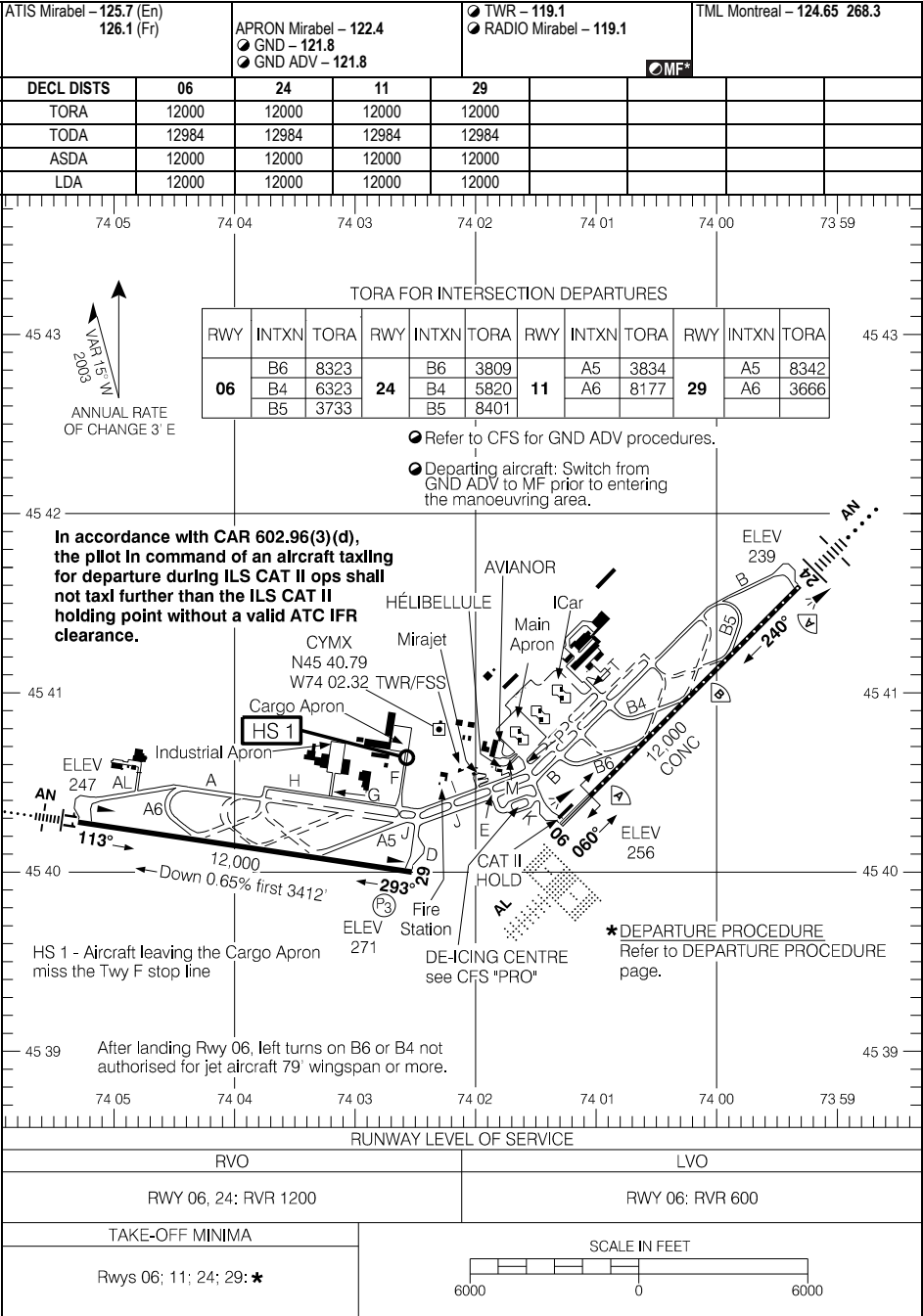


CARTE D'AÉRODROME

CSD4

EFF 20 FÉV 25

AERODROME CHART



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AERODROME CHART

EFF 7 AUG 25

CYMX

CYMX

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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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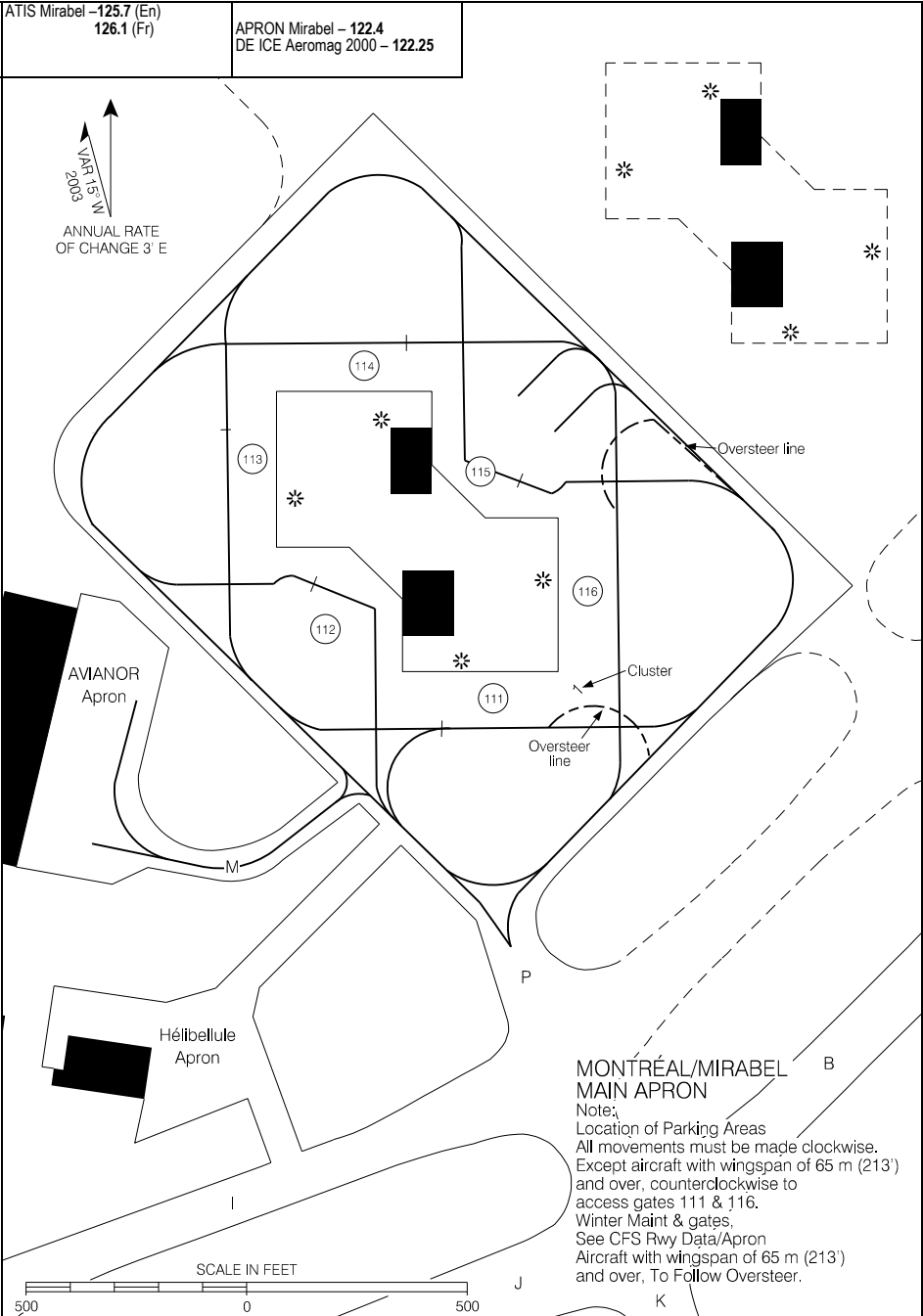
PROCÉDURES EN CONDITIONS DE FAIBLE VISIBILITÉ

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.

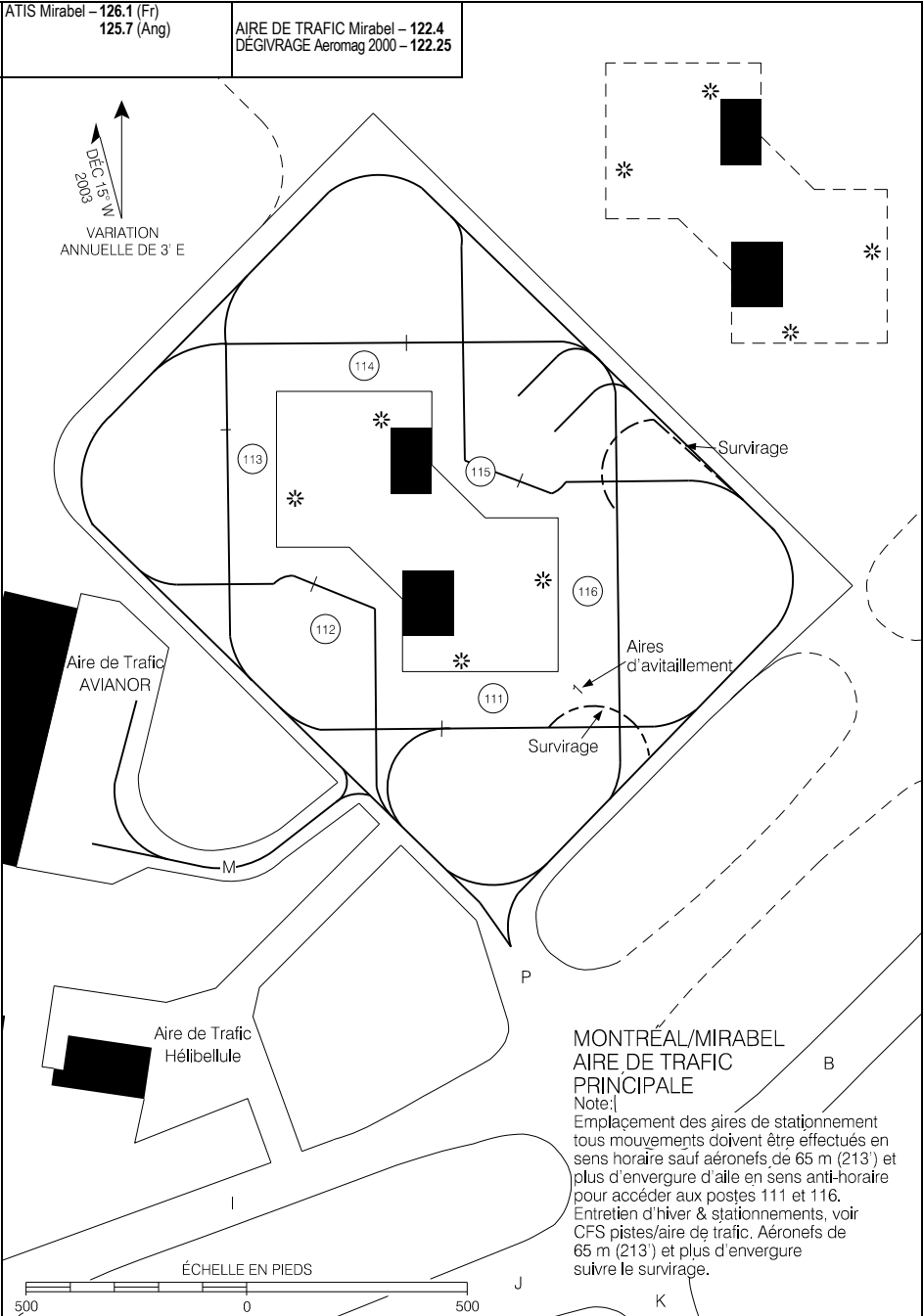
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PARKING AREAS



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AIRES DE STATIONNEMENT

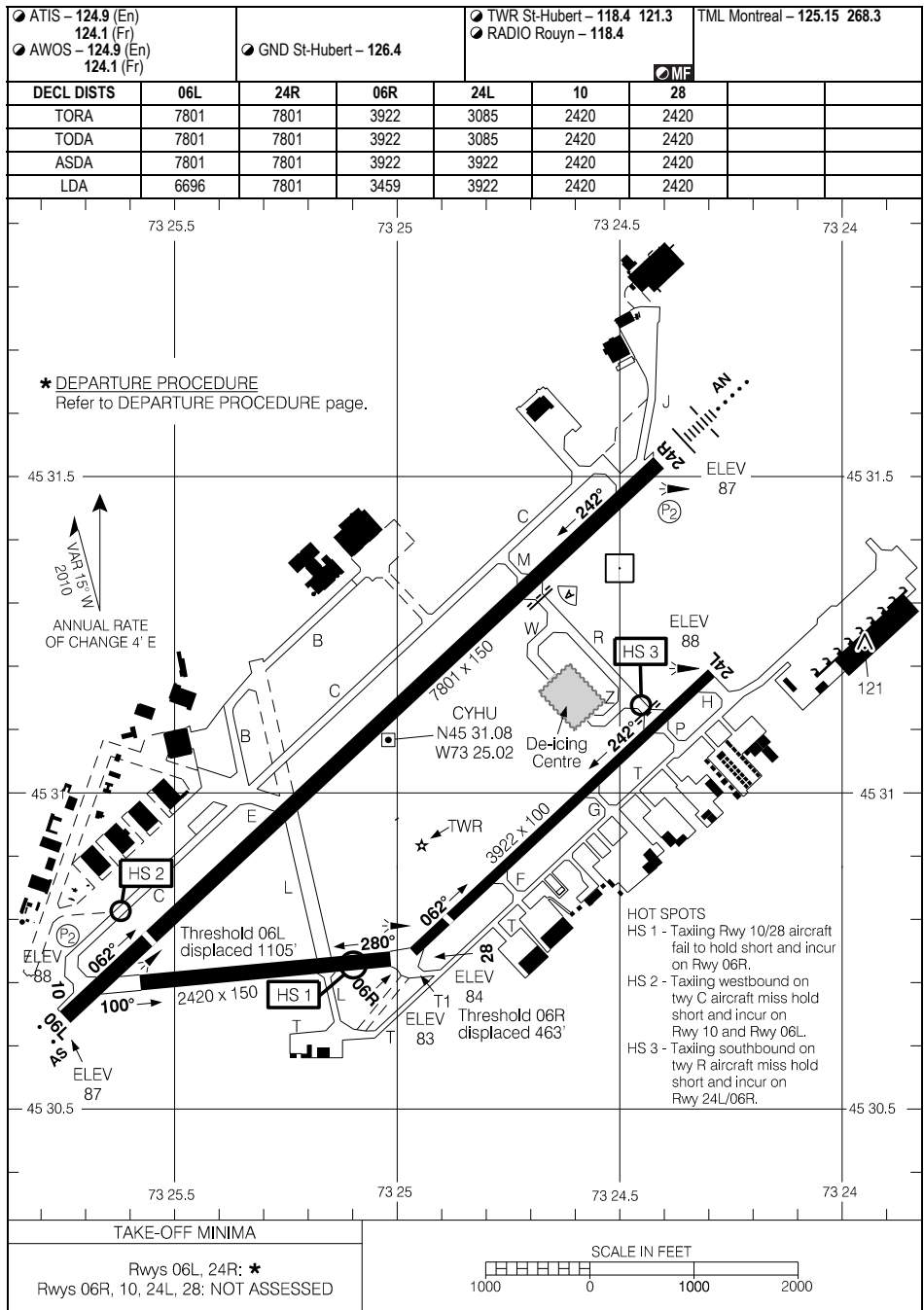


AIRES DE STATIONNEMENT

EFF 12 JUIN 25

CYMX

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



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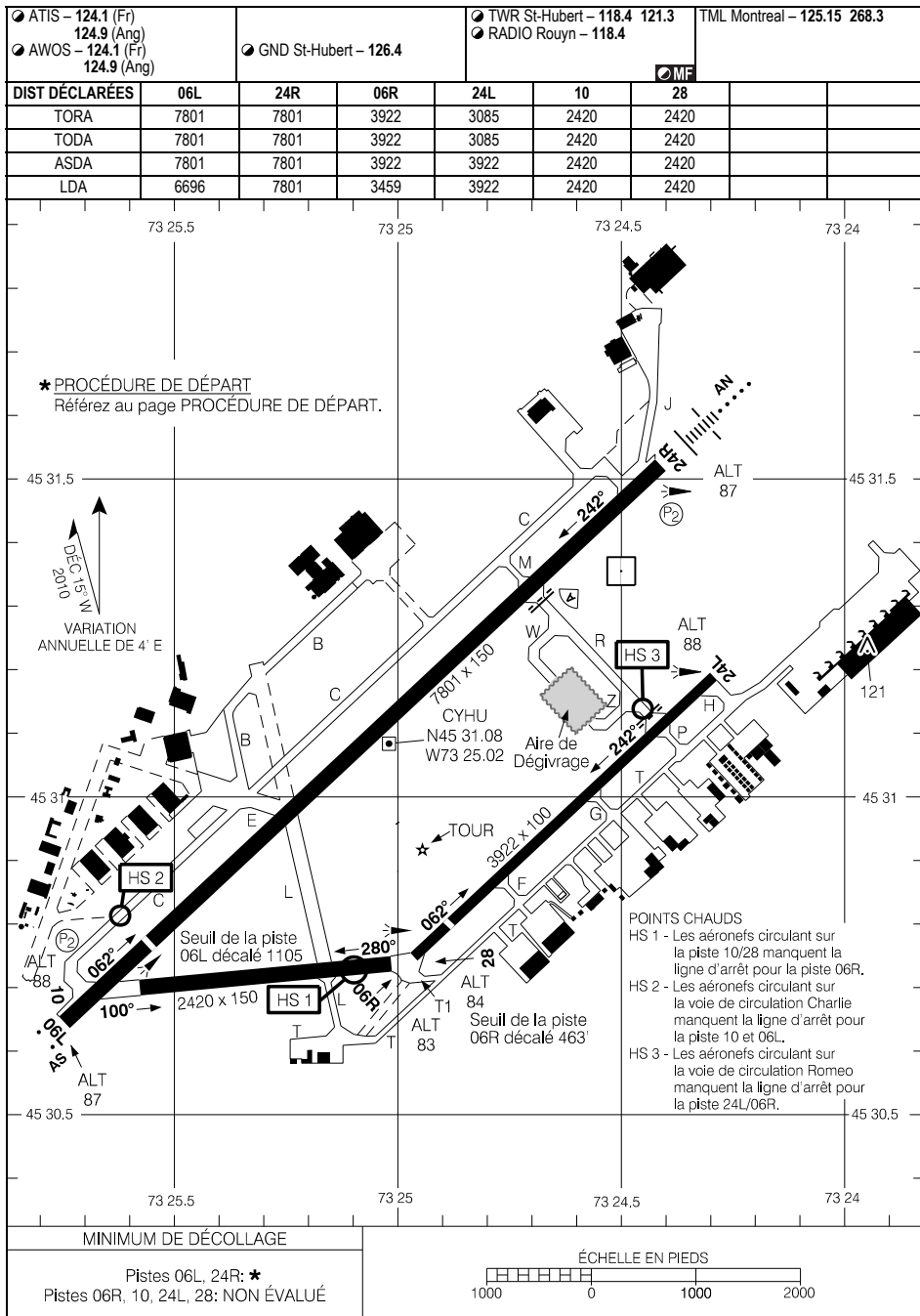
AERODROME CHART

EFF 3 SEP 26

CYHU

CYHU-AD

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



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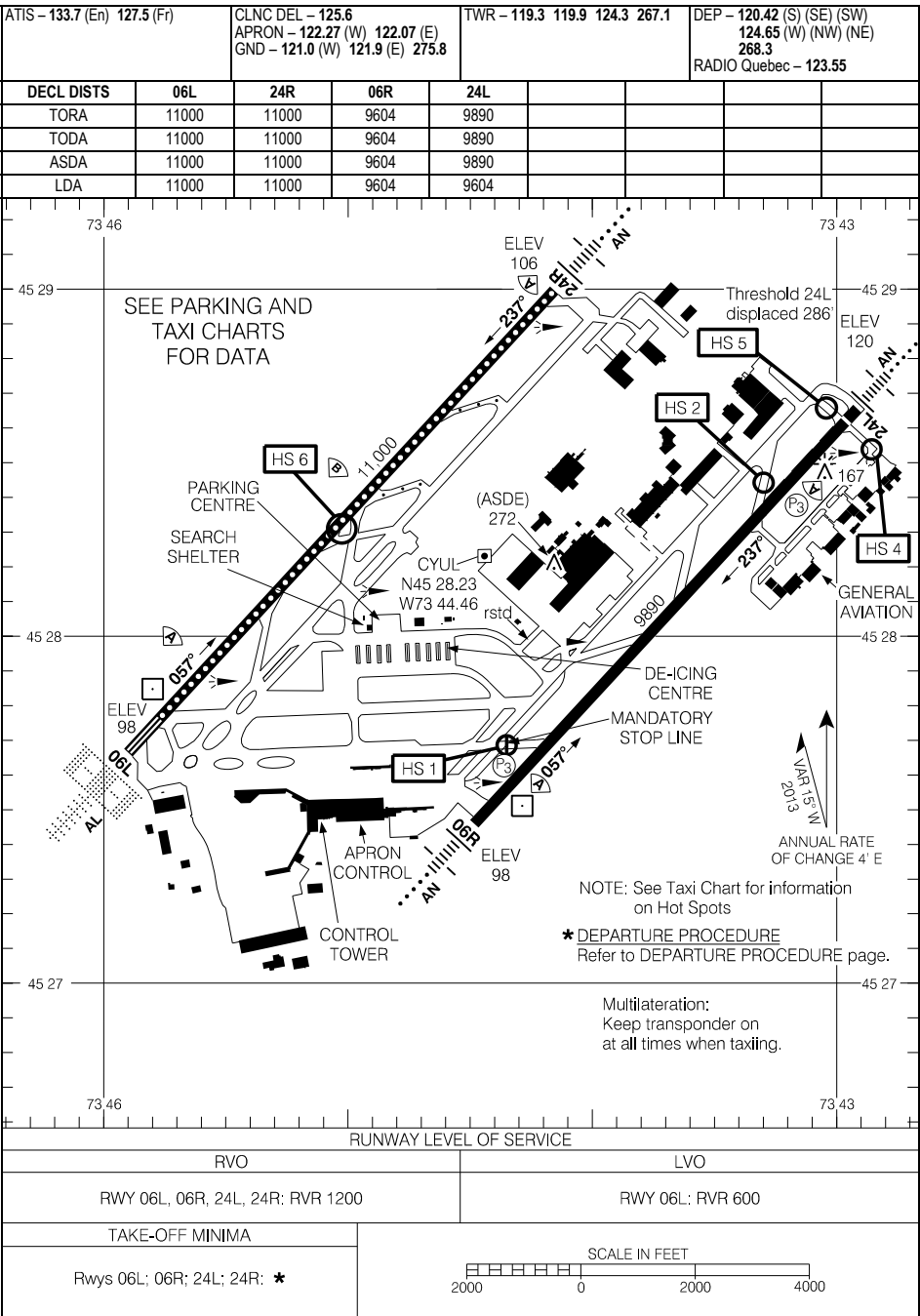
CARTE D'AÉRODROME

EFF 3 SEP 26

CYHU-AD

CYHU

AERODROME CHART



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AERODROME CHART

EFF 9 JUL 26

CYUL

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

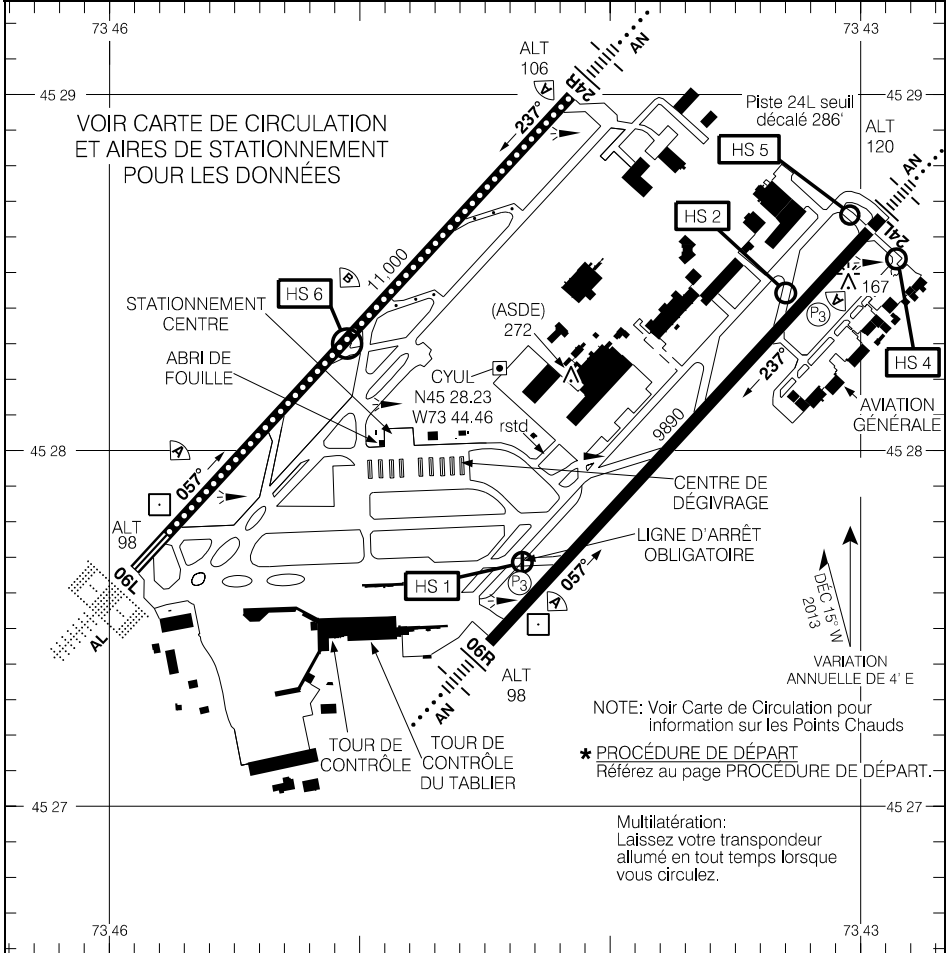
Departures from inner centerline of holding bay rwy 06R subtract 276' from declared distances.

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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			



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NIVEAU DE SERVICES DE LA PISTE	
RVO	LVO
PISTE 06L, 06R, 24L, 24R: RVR 1200	PISTE 06L: RVR 600
MINIMUM DE DÉCOLLAGE	ÉCHELLE EN PIEDS 2000 0 2000 4000
Pistes 06L; 06R; 24L; 24R: ★	

CARTE D'AÉRODROME

EFF 9 JUL 26

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

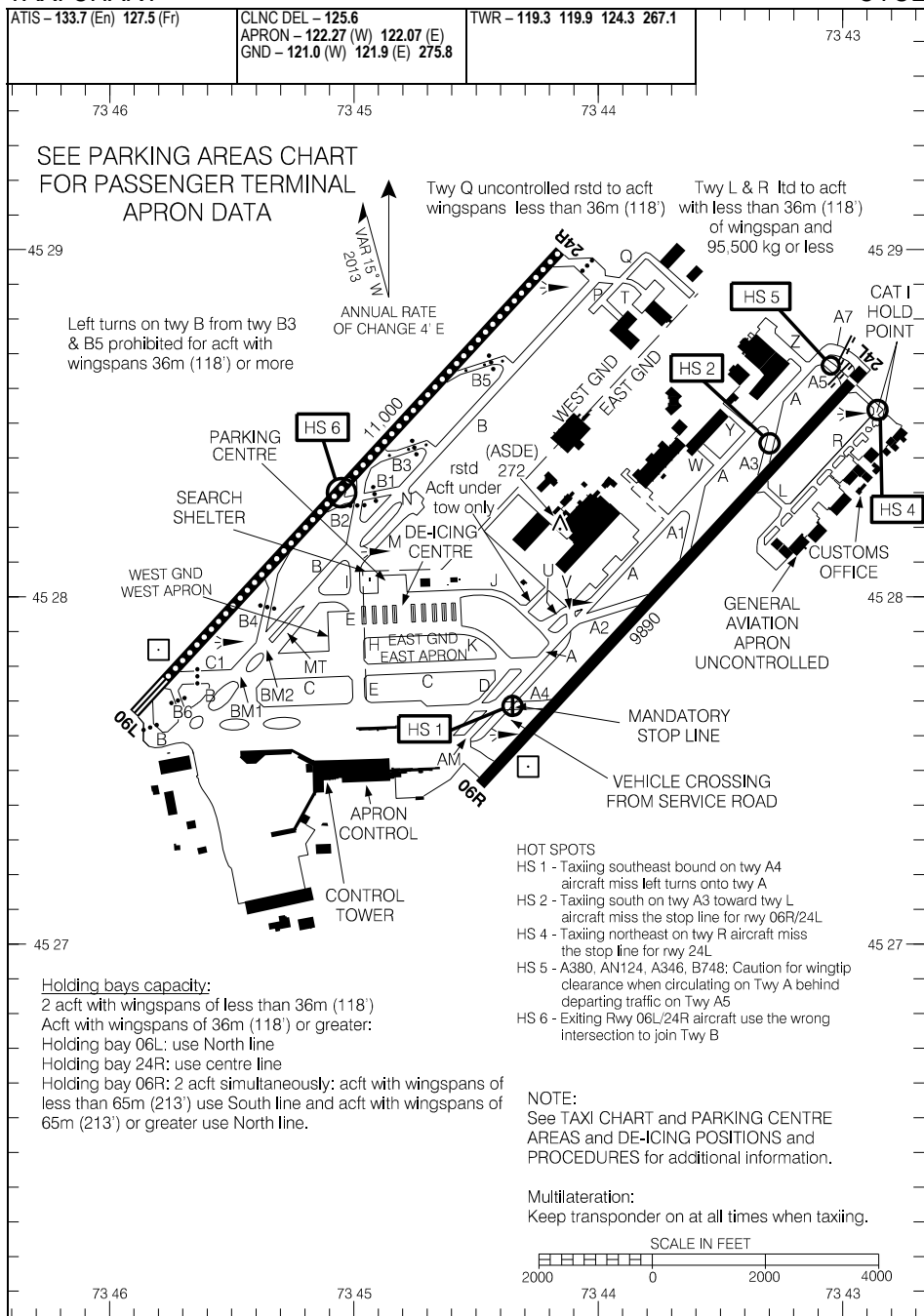
Minimum Twy to Taxilane Separation			
	Twy	Taxilane	Separation (m)
1	North Ramp	South taxilane*	80.5
2	AM	East Holding point*	80.6
* closed during code F Aircraft operations			

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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TAXI CHART

CYUL



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TAXI CHART

EFF 9 JUL 26

CYUL

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

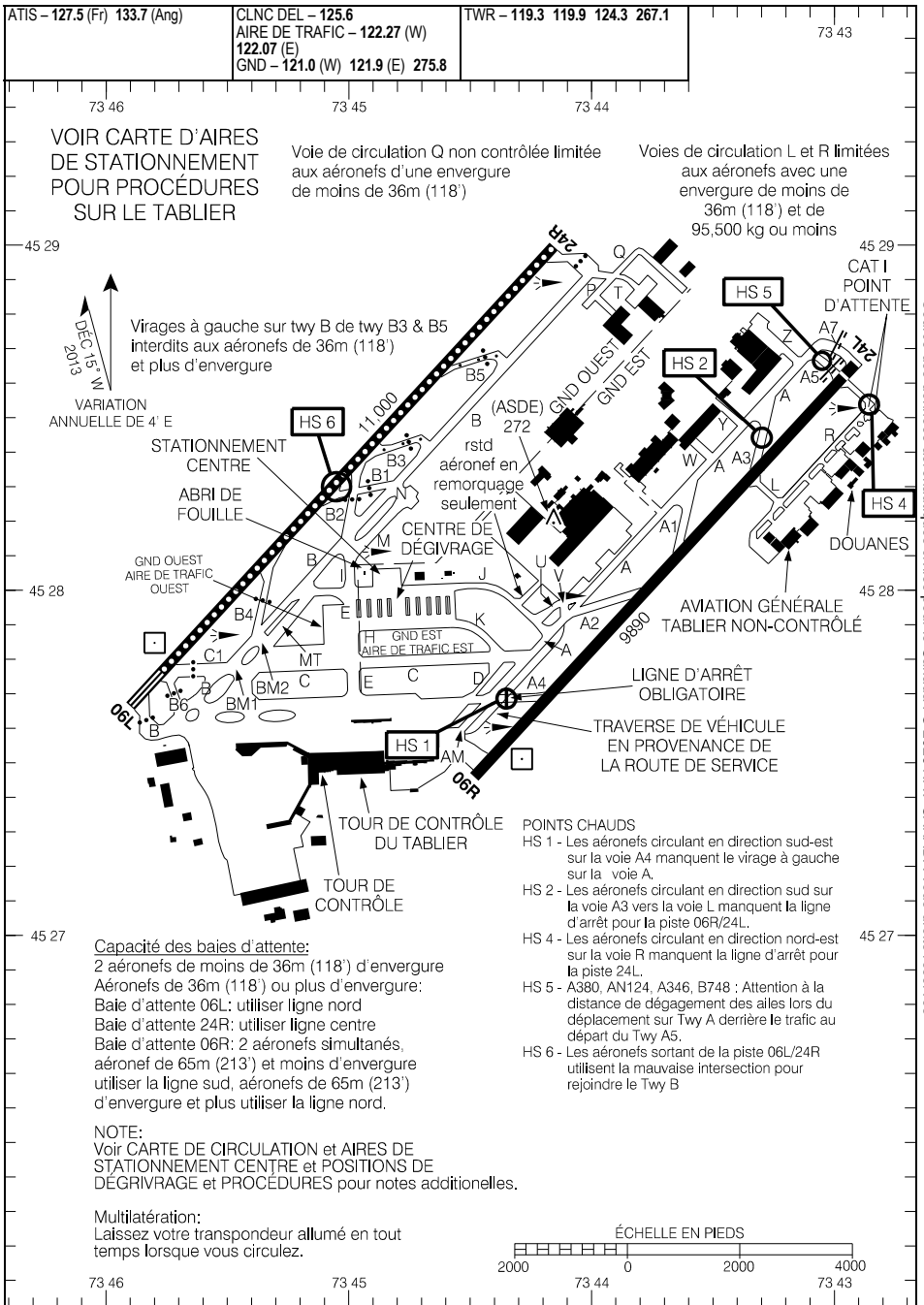
Dégagement minimum TWY à TWY			
	TWY	TWY	Dégagement (m)
1	I	H	195.9
2	K	J	195.8
3	A	D	85.6
4	M	B	91.1

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



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CARTE DE CIRCULATION

EFF 9 JUL 26

CYUL-GM-1B

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 (between holding bay 24R and taxiway C and between B6 and holding bay 06L), 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 B to A4, South ramp from B to gate 65, East and West taxilanes up to gate 66, B from taxiway C to taxiway B6.
- Stop Bars on all access to runway 06L/24R: on the holding bays of runways 06L and 24R, at the end of taxiway C1 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 C1 before the intersection with runway 06L/24R, and on taxiways 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 and on B 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, B to the holding bay 06L.

6. Arrival Routes

Aircraft will exit runway 06L on taxiways B1, B3, B5 or holding bay 24R, taxiway B, up to taxiway B6 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)

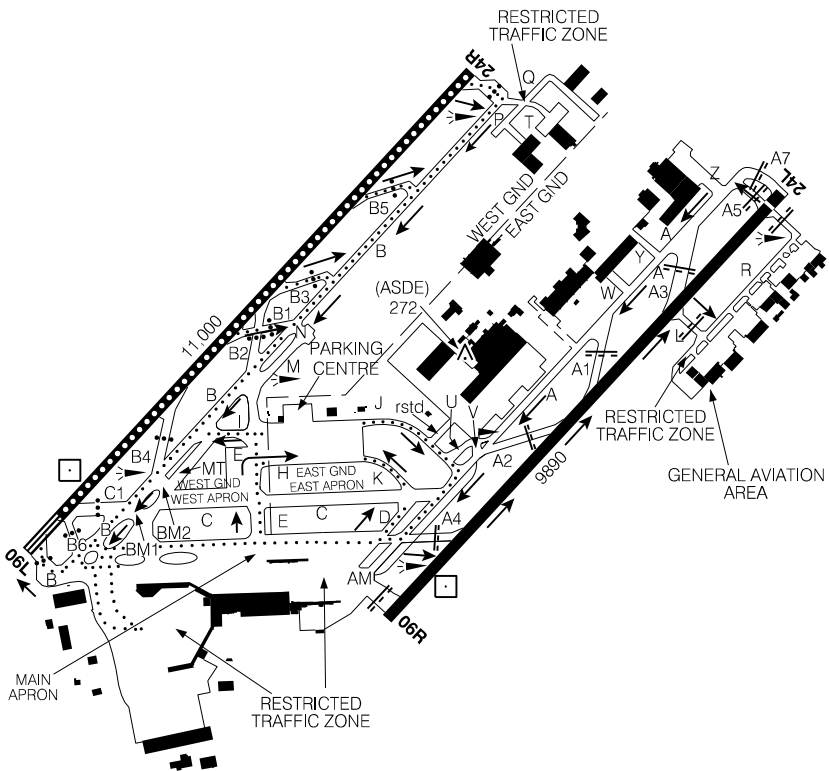
MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC
CYUL

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

↑
MAG 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 (entre la baie d'attente 24R et la voie de circulation C et entre B6 et la baie d'attente 06L), 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 B à A4, sur la rampe sud entre B et la barrière 65, sur les lignes de guidage est et ouest jusqu'à la barrière 66, B de la voie de circulation C à la voie de circulation B6.
- 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 C1 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 C1 avant l'intersection de la piste 06L/24R, et sur les voies de circulation 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 et B 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, rampe nord du tablier principal, B 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 jusqu'à l'écart de B6, 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)

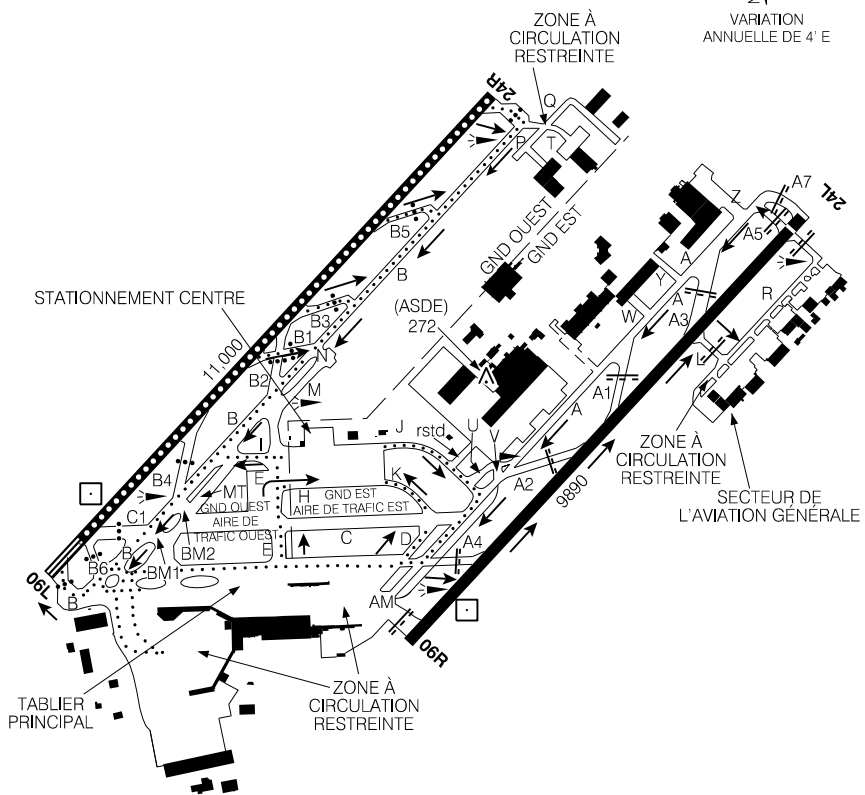
GND - 121.0 (W) 121.9 (E) 275.8

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)

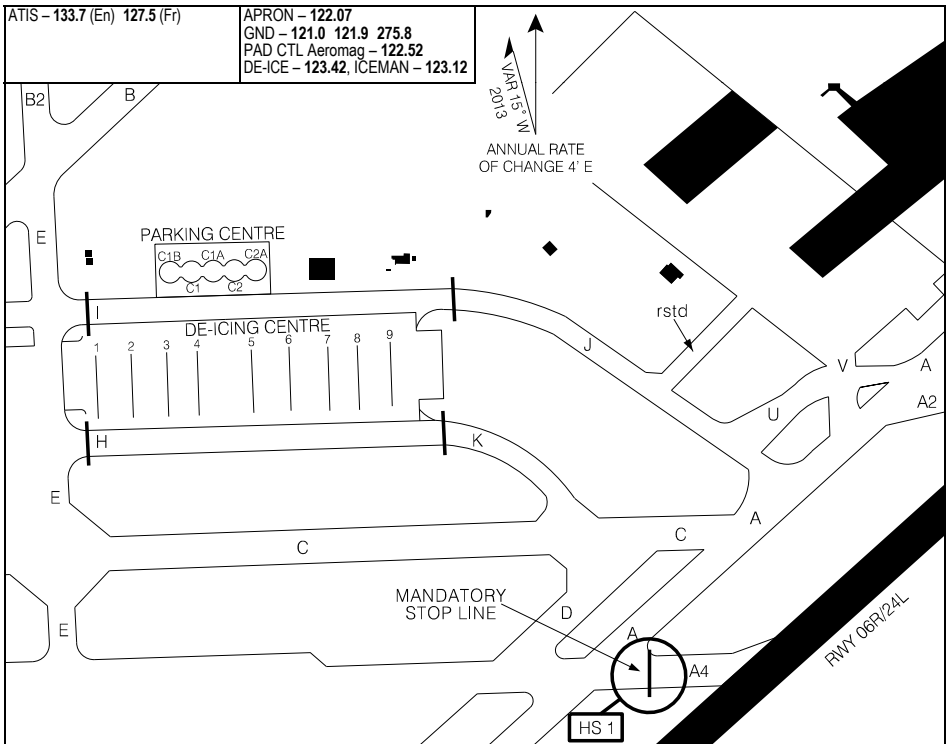
CARTE DE CIRCULATION EN CONDITIONS DE FAIBLE VISIBILITÉ

CYUL-GM-3C

CYUL
EFF 9 JUL 26

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 14 MAY 26

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.
- IS5 Taxiway B short of taxiway B6. Available for aircraft AGN V & smaller.

Departing Rwy 24L Ice-Shed Area (IS) see chart.

- IS6 Taxiway A short of taxiway A5. Available for aircraft AGN V & smaller.
- IS7 Taxiway A short of taxiway A3. Available for aircraft AGN IIIB & smaller.
- IS8 Taxiway A short of taxiway A1. Available for aircraft AGN V & smaller.
- IS9 Taxiway A short of taxiway A2. Available for aircraft AGN IIIB & smaller.

Departing Rwy 06R Ice-Shed Area (IS) see chart.

- IS10 Taxiway A short of taxiway C. Available for aircraft AGN V & smaller.
- IS11 Taxiway A short of taxiway A4. Available for aircraft AGN V & smaller.

Additional locations depending on operational needs.

- IS12 Facing East on taxiway C short of taxiway D. Available for aircraft AGN V & smaller.
- IS13 Facing West on taxiway C short of taxiway E. Available for aircraft AGN V & smaller.
- IS14 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)

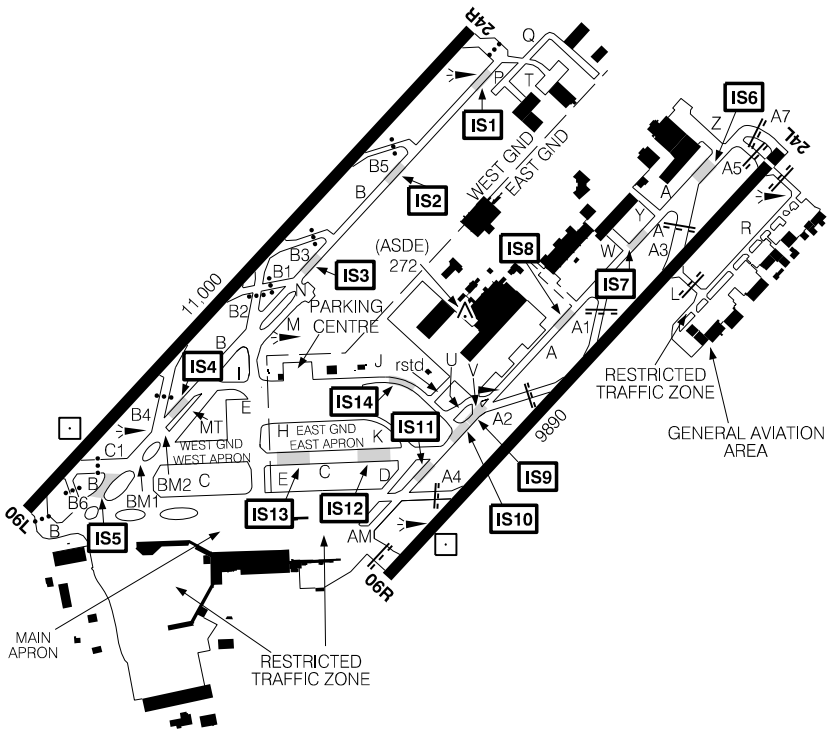
GND - 121.0 (W) 121.9 (E) 275.8

TWR - 119.3 119.9 124.3 267.1

LEGEND

- STOP BARS
- RUNWAY GUARD LIGHTS

VAR 15 W
2013
ANNUAL RATE
OF CHANGE 4° E



SCALE IN FEET

1000 0 1000

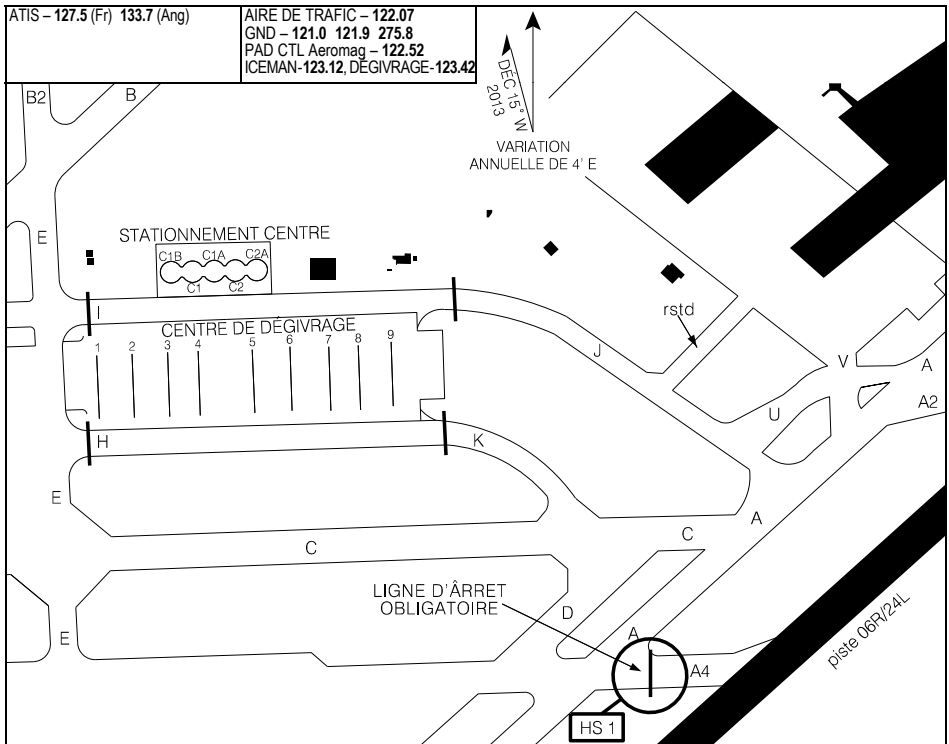
ENGINE FAN BLADE ICE SHEDDING PROCEDURES

CYUL

EFF 9 JUL 26

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.

PROCÉDURES D'ÉLIMINATION DE LA GLACE SUR LES AILETTES DE SOUFFLANTE

MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC
CYUL

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.
- IS5 Sur la voie de circulation B à l'écart de la voie de circulation B6. Disponible pour le AGN V et plus petit.

Départ de la piste 24L Élimination de la Glace (IS) voir carte.

- IS6 Sur la voie de circulation A à l'écart de la voie de circulation A5. Disponible pour le AGN V et plus petit.
- IS7 Sur la voie de circulation A à l'écart de la voie de circulation A3. Disponible pour le AGN IIIB et plus petit.
- IS8 Sur la voie de circulation A à l'écart de la voie de circulation A1. Disponible pour le AGN V et plus petit.
- IS9 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.

- IS10 Sur la voie de circulation A à l'écart de la voie de circulation C. Disponible pour le AGN V et plus petit.
- IS11 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

- IS12 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.
- IS13 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.
- IS14 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.

Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

PROCÉDURES D'ÉLIMINATION DE LA GLACE SUR LES AILETTES DE SOUFFLANTE

MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC
CYUL

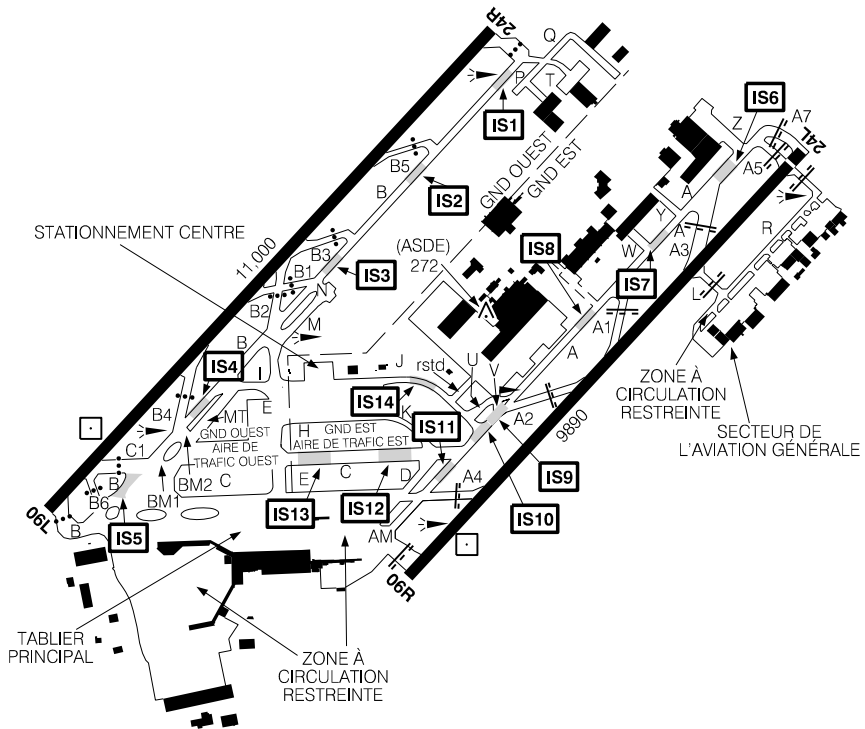
ATIS - 127.5 (Fr) 133.7 (Ang)

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



ÉCHELLE EN PIEDS

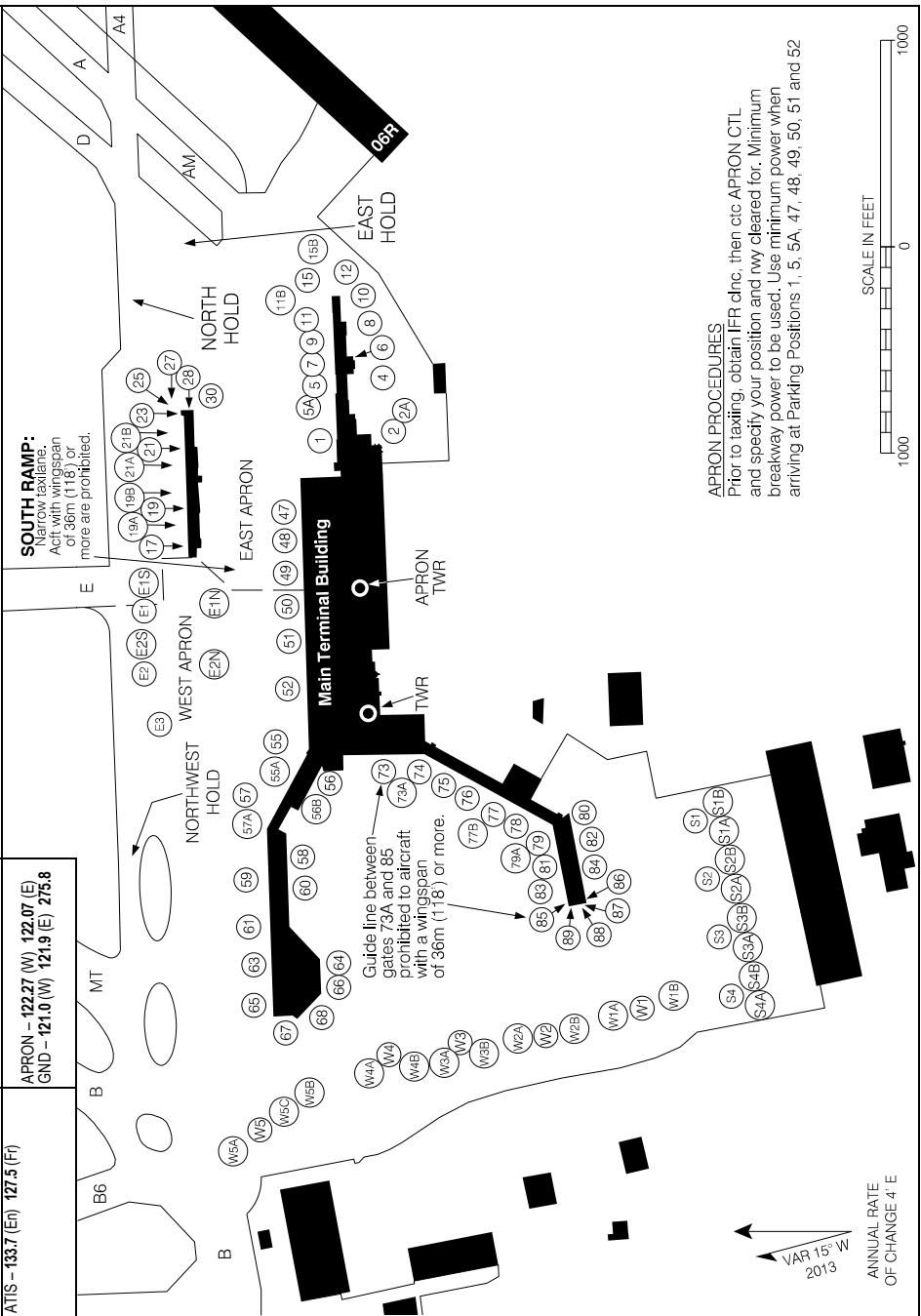
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PROCÉDURES D'ÉLIMINATION DE LA GLACE SUR LES AILETTES DE SOUFFLANTE

CYUL

EFF 9 JUL 26

PARKING AREAS



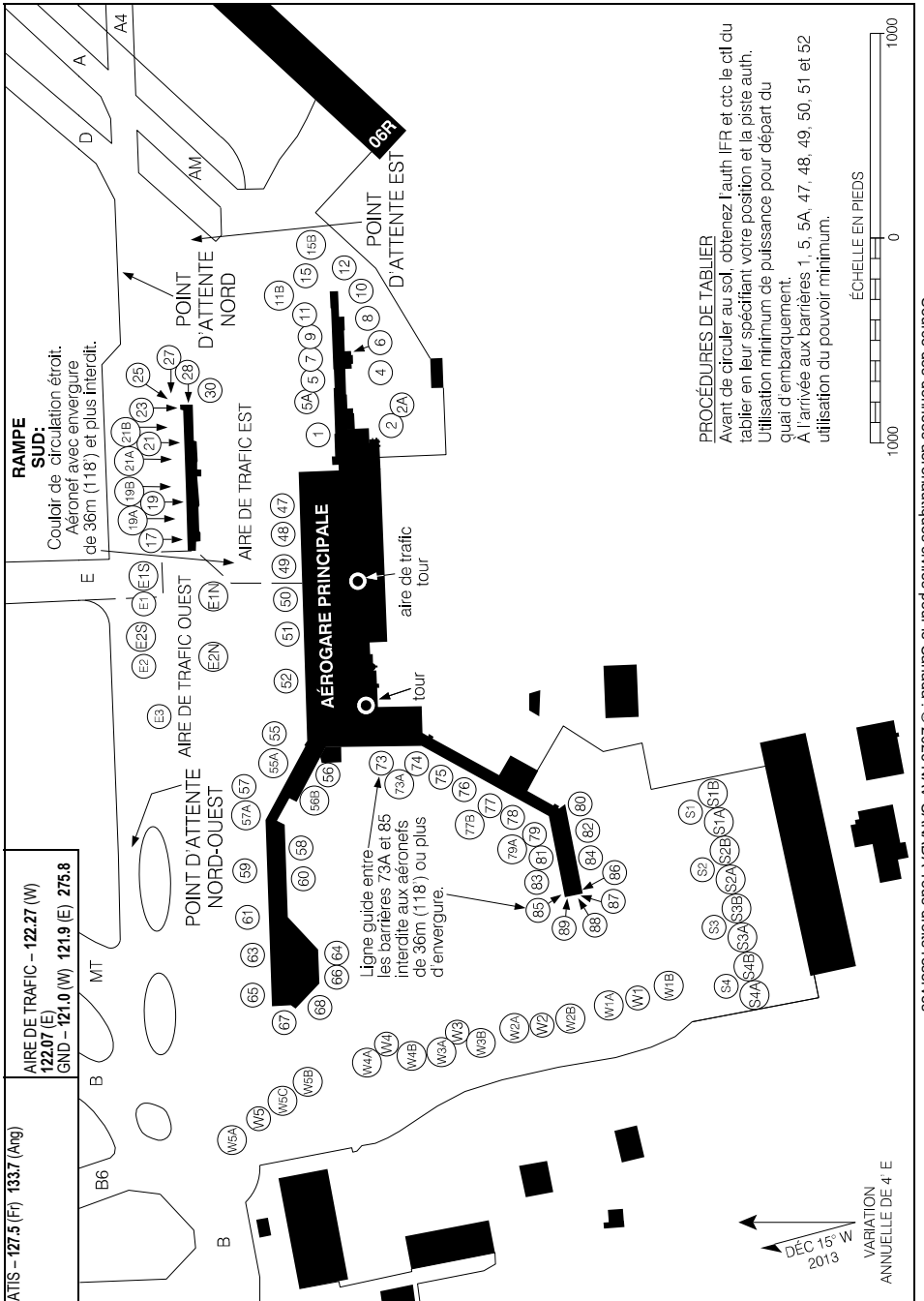
PARKING AREAS

EFF 9 JUL 26

CYUL

AIRES DE STATIONNEMENT

CYUL

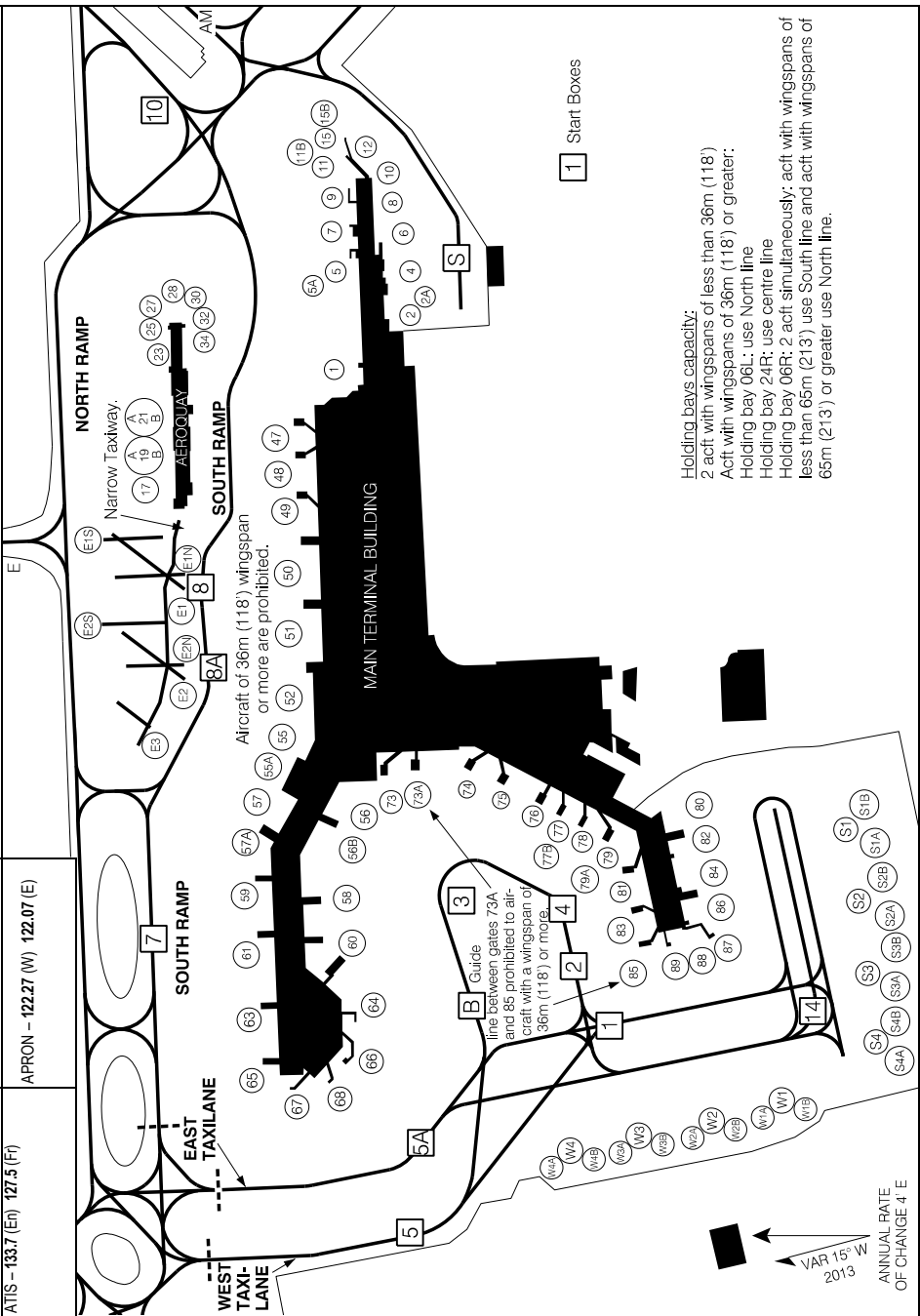


AIRES DE STATIONNEMENT

EFF 9 JUIL 26

CYUL

START BOXES



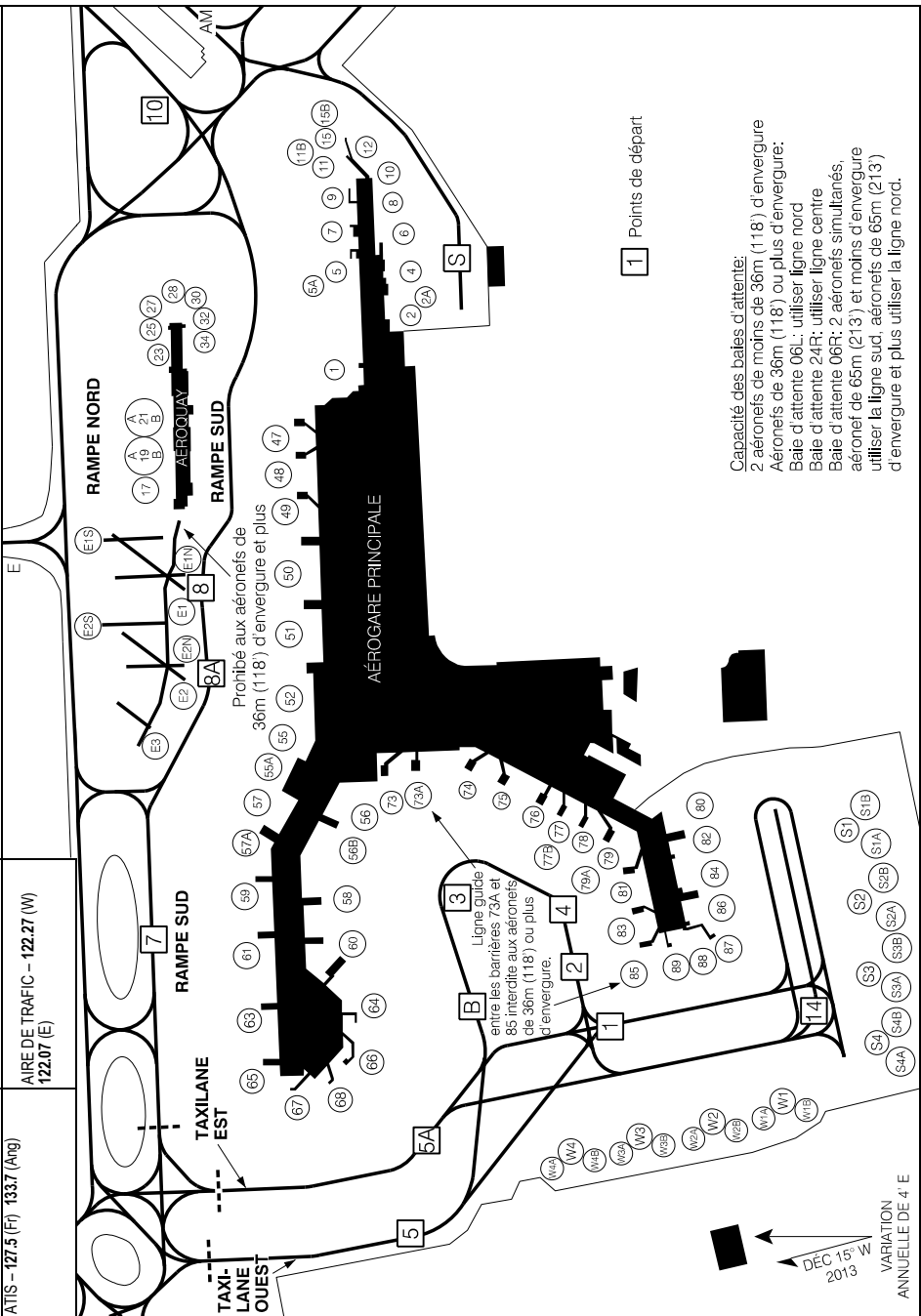
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START BOXES

EFF 9 JUL 26

CYUL

POINTS DE DÉPART



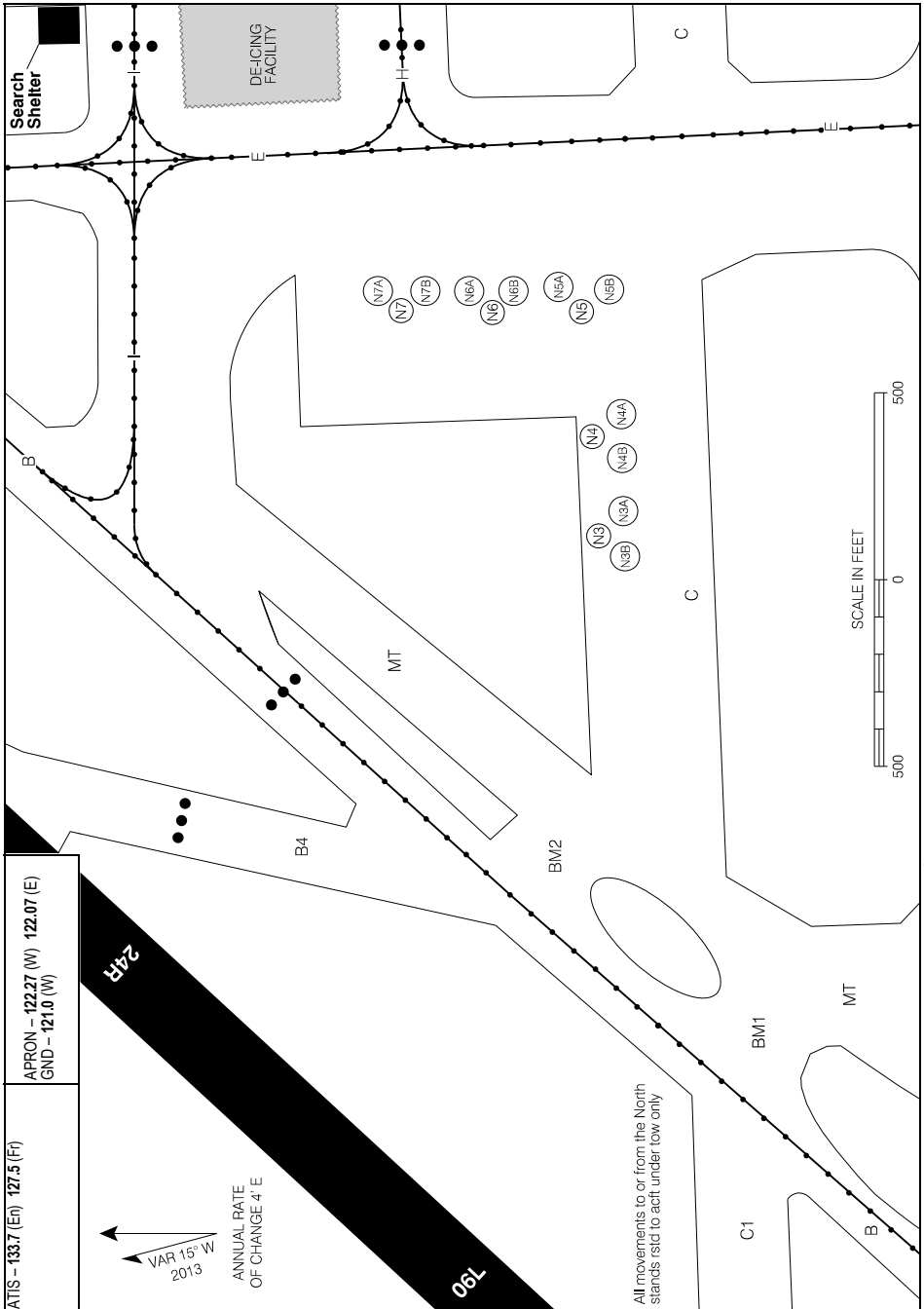
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POINTS DE DÉPART

EFF 9 JUL 26

CYUL

NORTH PARKING AREA



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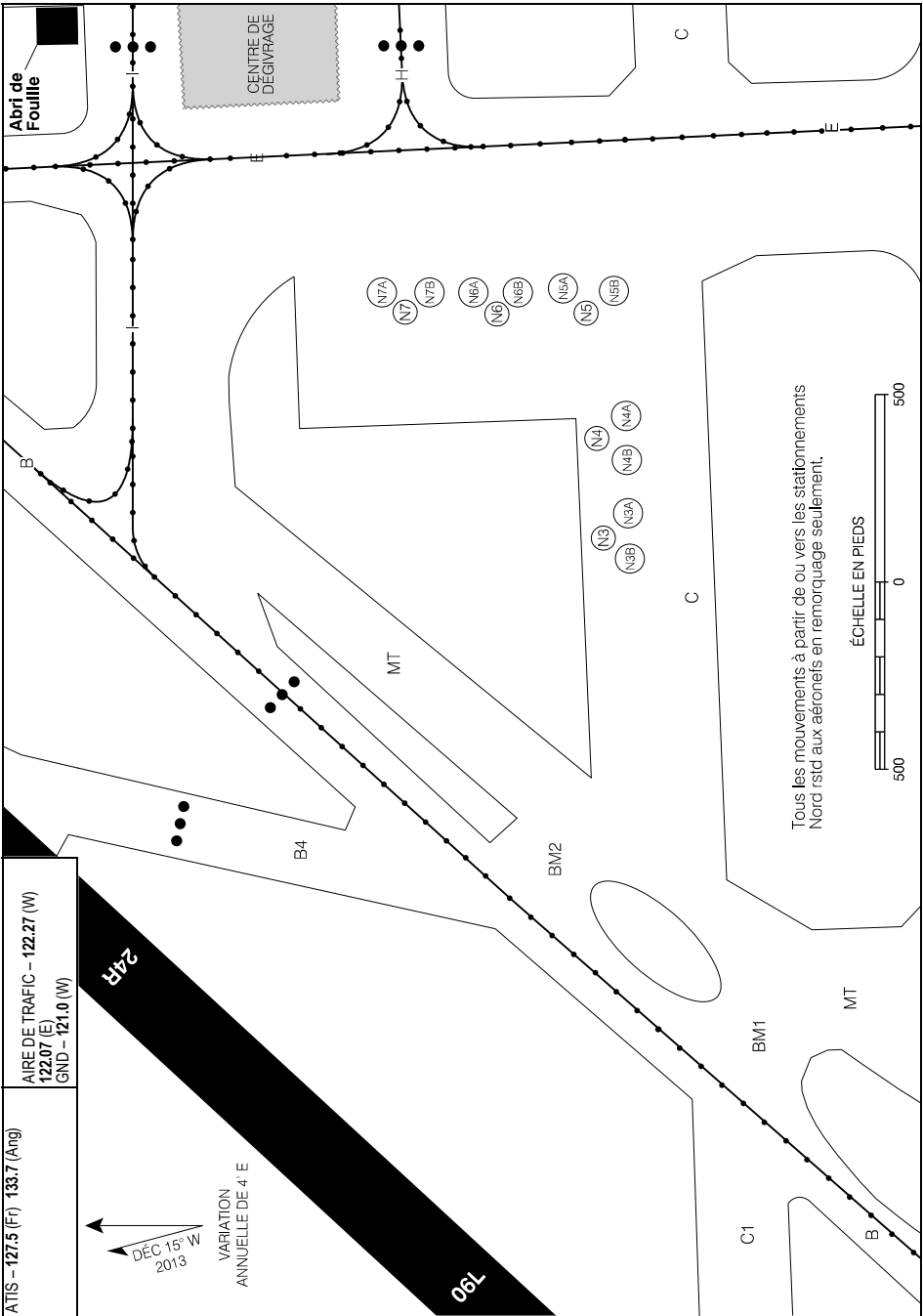
NORTH PARKING AREA

EFF 9 JUL 26

CYUL-APD-3

CYUL

AIRE DE STATIONNEMENT NORD



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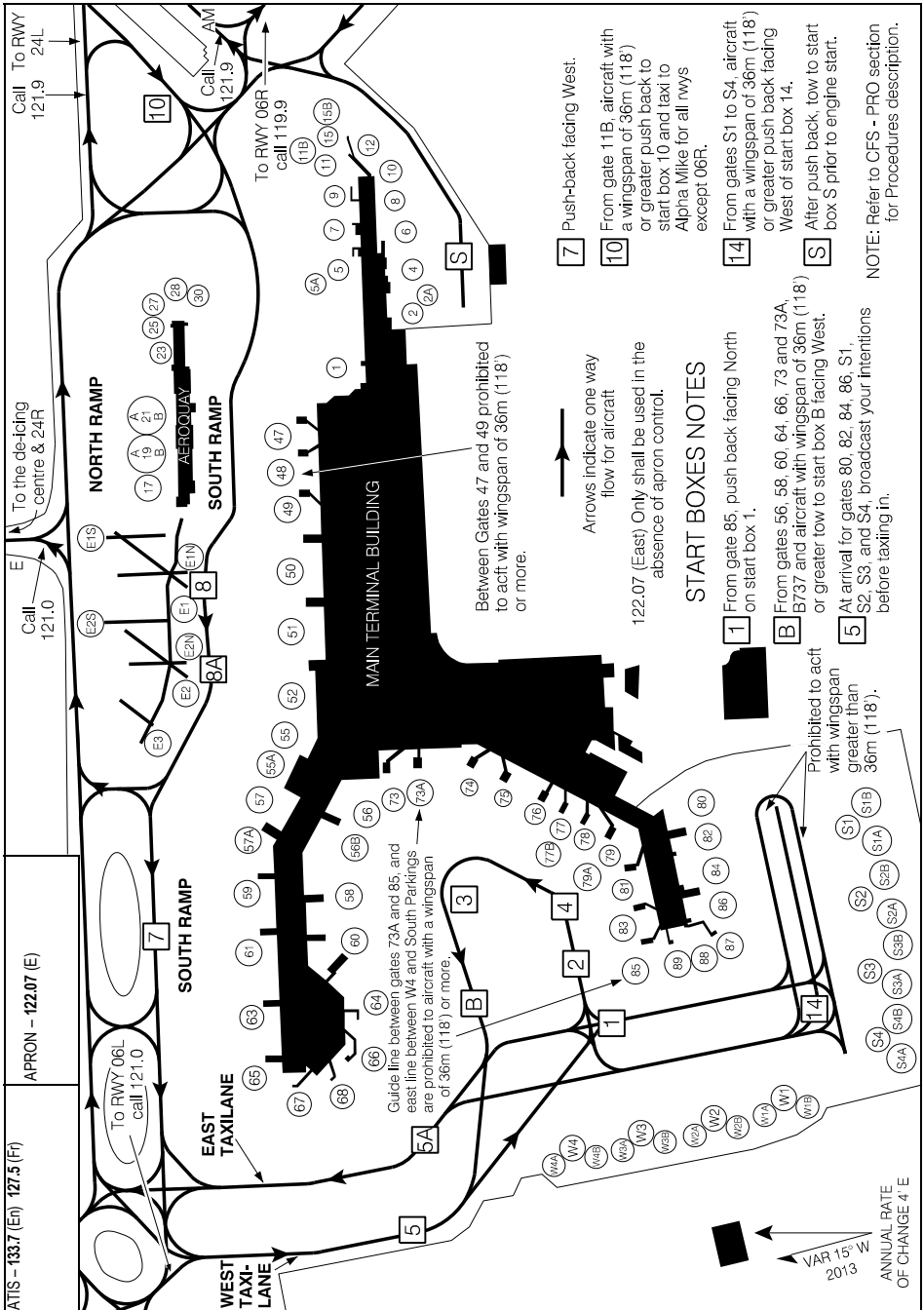
AIRE DE STATIONNEMENT NORD

CYUL

EFF 9 JUL 26

PLAN OF OPERATIONS IN THE ABSENCE OF APRON CONTROL

CYUL



NOTE: Refer to CFS - PRO section for Procedures description.

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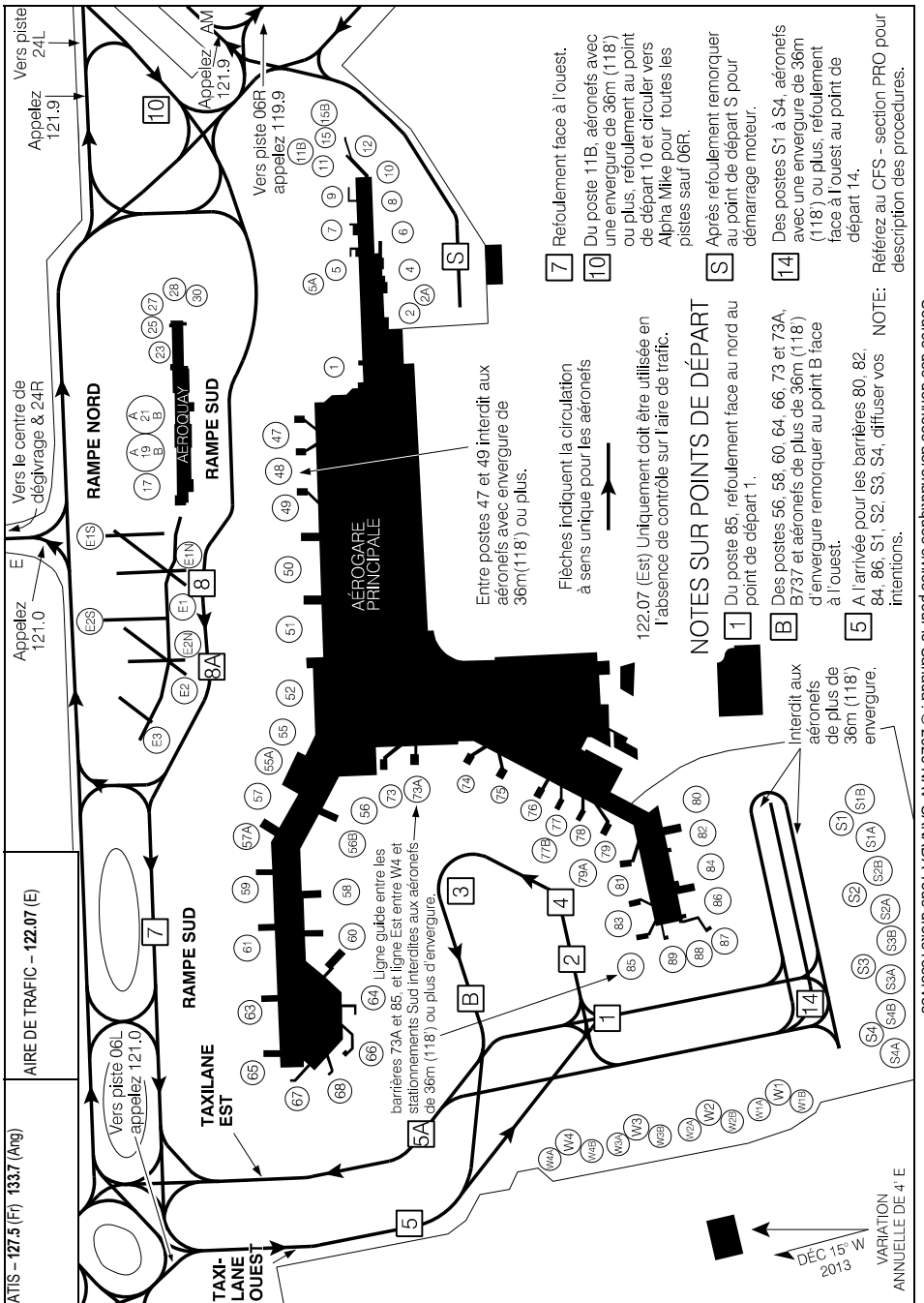
PLAN OF OPERATIONS IN THE ABSENCE OF APRON CONTROL

EFF 9 JUL 26

CYUL

PLAN D'OPÉRATIONS EN L'ABSENCE DE CONTRÔLE SUR L'AIRE DE TRAFIC

CYUL

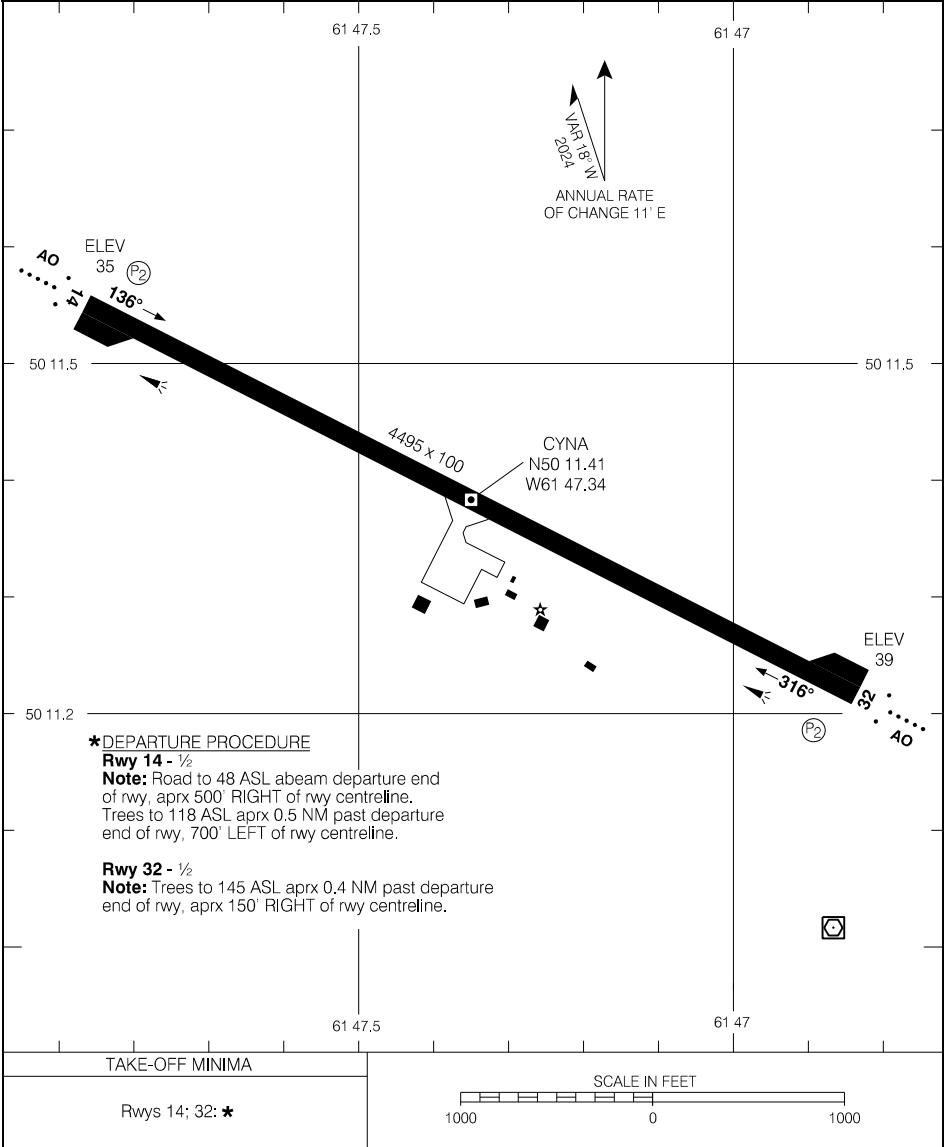


Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

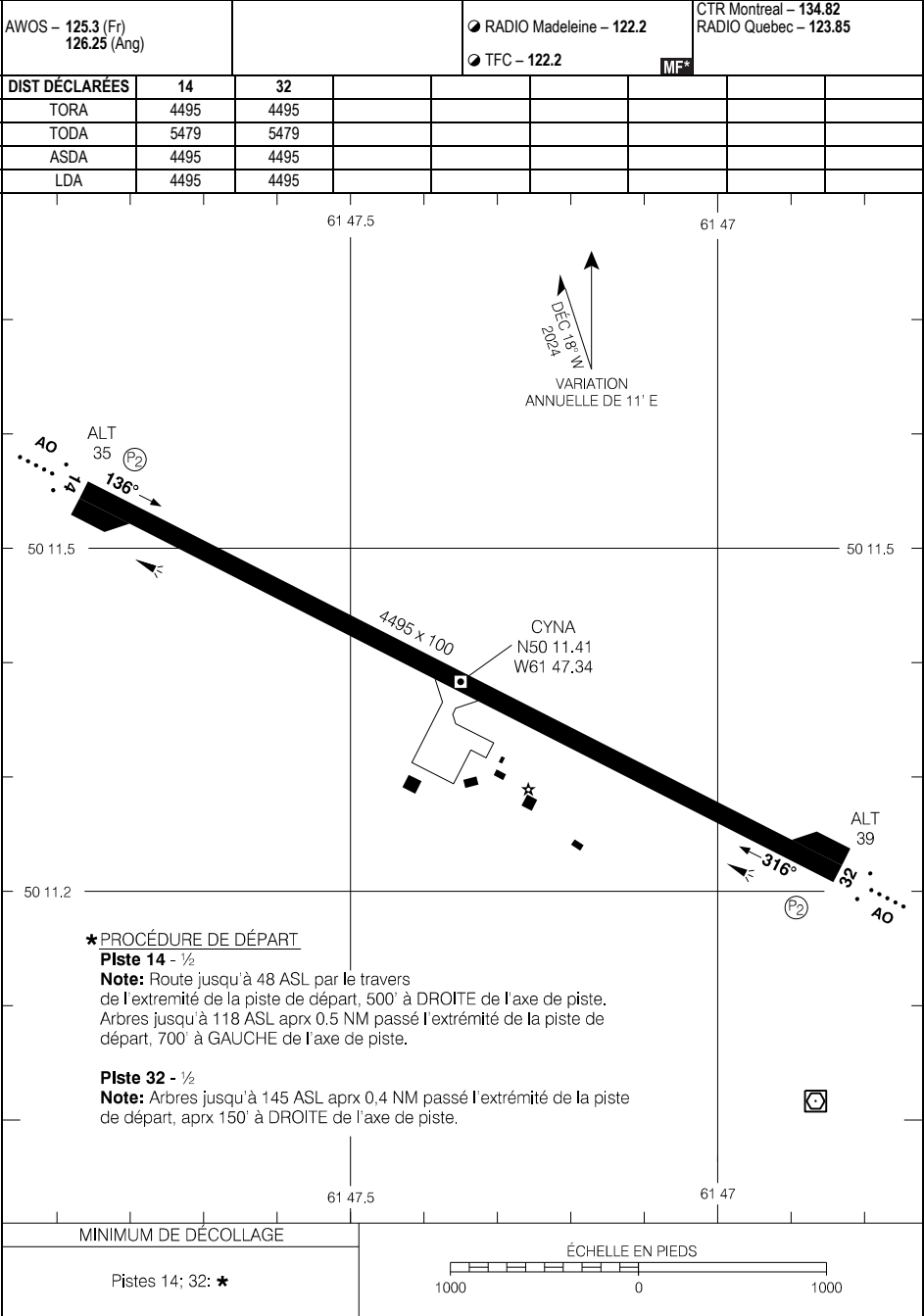
PLAN D'OPÉRATIONS EN L'ABSENCE DE CONTRÔLE SUR L'AIRE DE TRAFIC

CYUL

AWOS – 126.25 (En) 125.3 (Fr)				☉ RADIO Madeleine – 122.2		CTR Montreal – 134.82 RADIO Quebec – 123.85	
				☉ TFC – 122.2		MF*	
DECL	DISTS	14	32				
TORA		4495	4495				
TODA		5479	5479				
ASDA		4495	4495				
LDA		4495	4495				



CARTE D'AÉRODROME

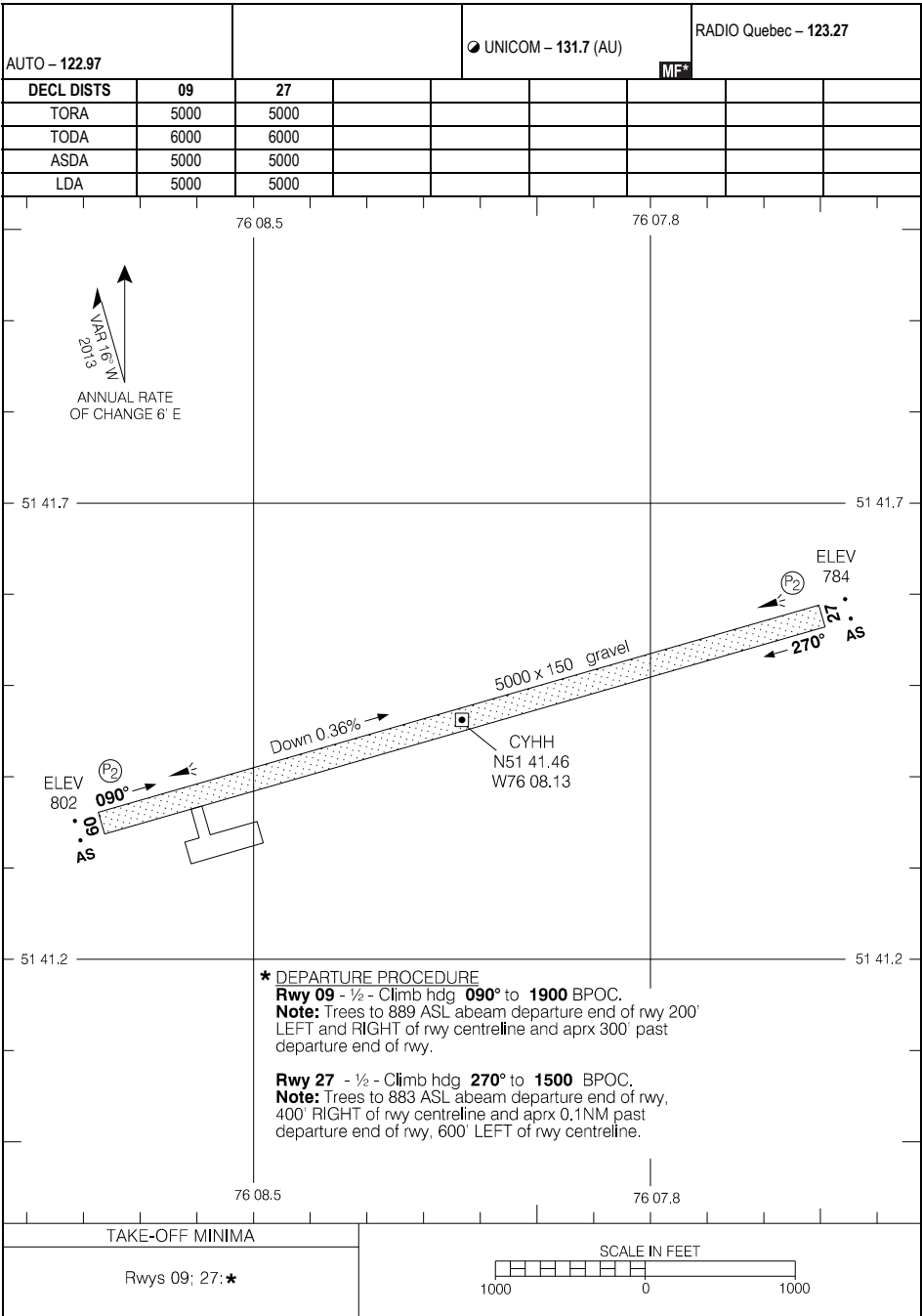


CARTE D'AÉRODROME

EFF 11 JUIL 24

CYNA

AERODROME CHART



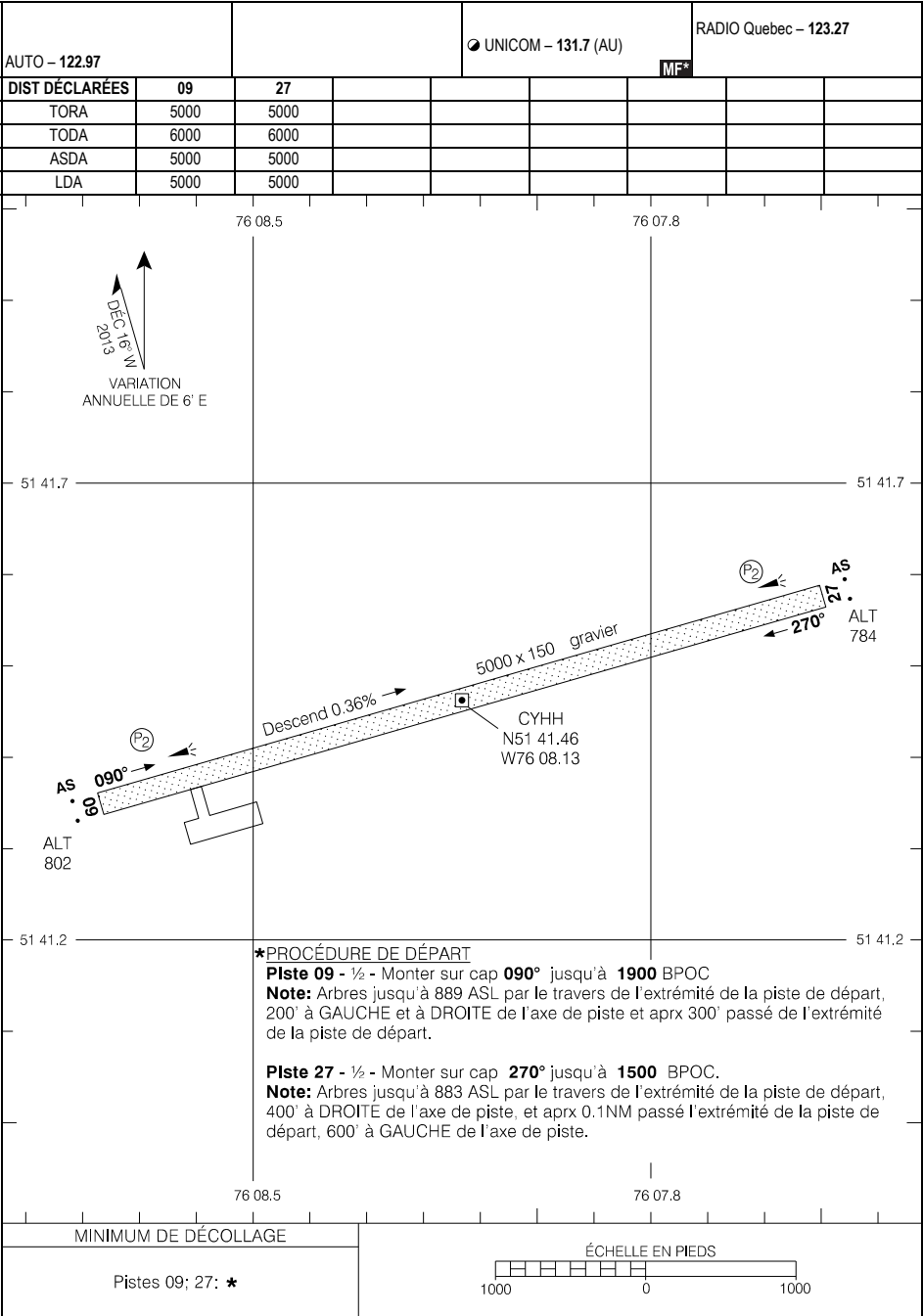
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AERODROME CHART

EFF 5 SEP 24

CYHH

CARTE D'AÉRODROME



DEC 16° N

2013

VARIATION ANNUELLE DE 6' E

76 08.5

76 07.8

51 41.7

51 41.2

AS 090°

ALT 802

P2

Descend 0.36%

5000 x 150 gravier

CYHH

N51 41.46

W76 08.13

P2

AS 270°

ALT 784

*PROCÉDURE DE DÉPART

Piste 09 - ½ - Monter sur cap 090° jusqu'à 1900 BPOC

Note: Arbres jusqu'à 889 ASL par le travers de l'extrémité de la piste de départ, 200' à GAUCHE et à DROITE de l'axe de piste et aprx 300' passé de l'extrémité de la piste de départ.

Piste 27 - ½ - Monter sur cap 270° jusqu'à 1500 BPOC.

Note: Arbres jusqu'à 883 ASL par le travers de l'extrémité de la piste de départ, 400' à DROITE de l'axe de piste, et aprx 0.1NM passé l'extrémité de la piste de départ, 600' à GAUCHE de l'axe de piste.

MINIMUM DE DÉCOLLAGE

Pistes 09; 27: *

ÉCHELLE EN PIEDS

1000 0 1000

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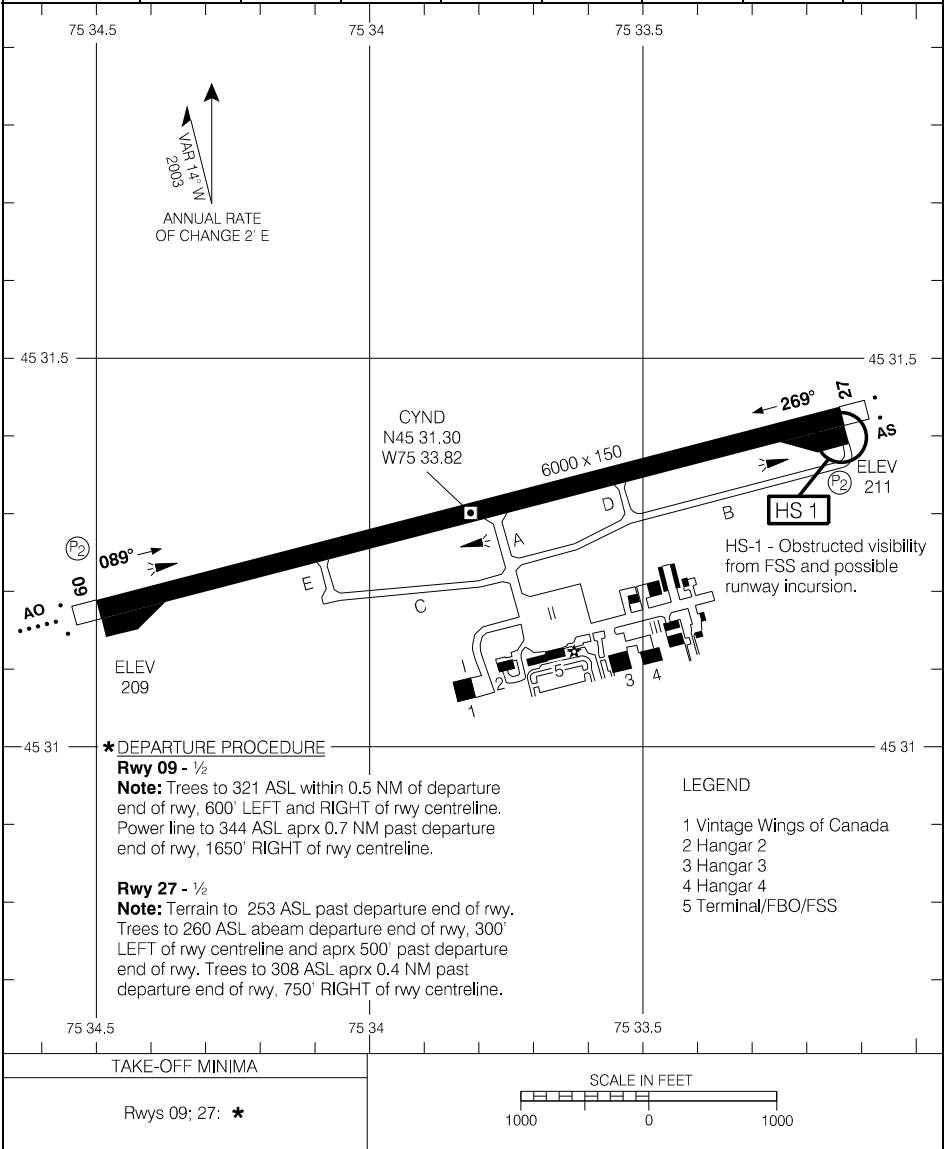
CARTE D'AÉRODROME

EFF 5 SEP 24

CYHH

AERODROME CHART

AWOS – 132.72 (En) 126.82 (Fr)		GND ADV – 122.6		RADIO Gatineau – 122.3		DEP Ottawa – 128.17 RADIO Quebec – 123.37	
				TFC – 122.3		MF	
DECL	DISTS	09	27				
TORA		6000	6000				
TODA		6000	6000				
ASDA		6200	6200				
LDA		6000	6000				



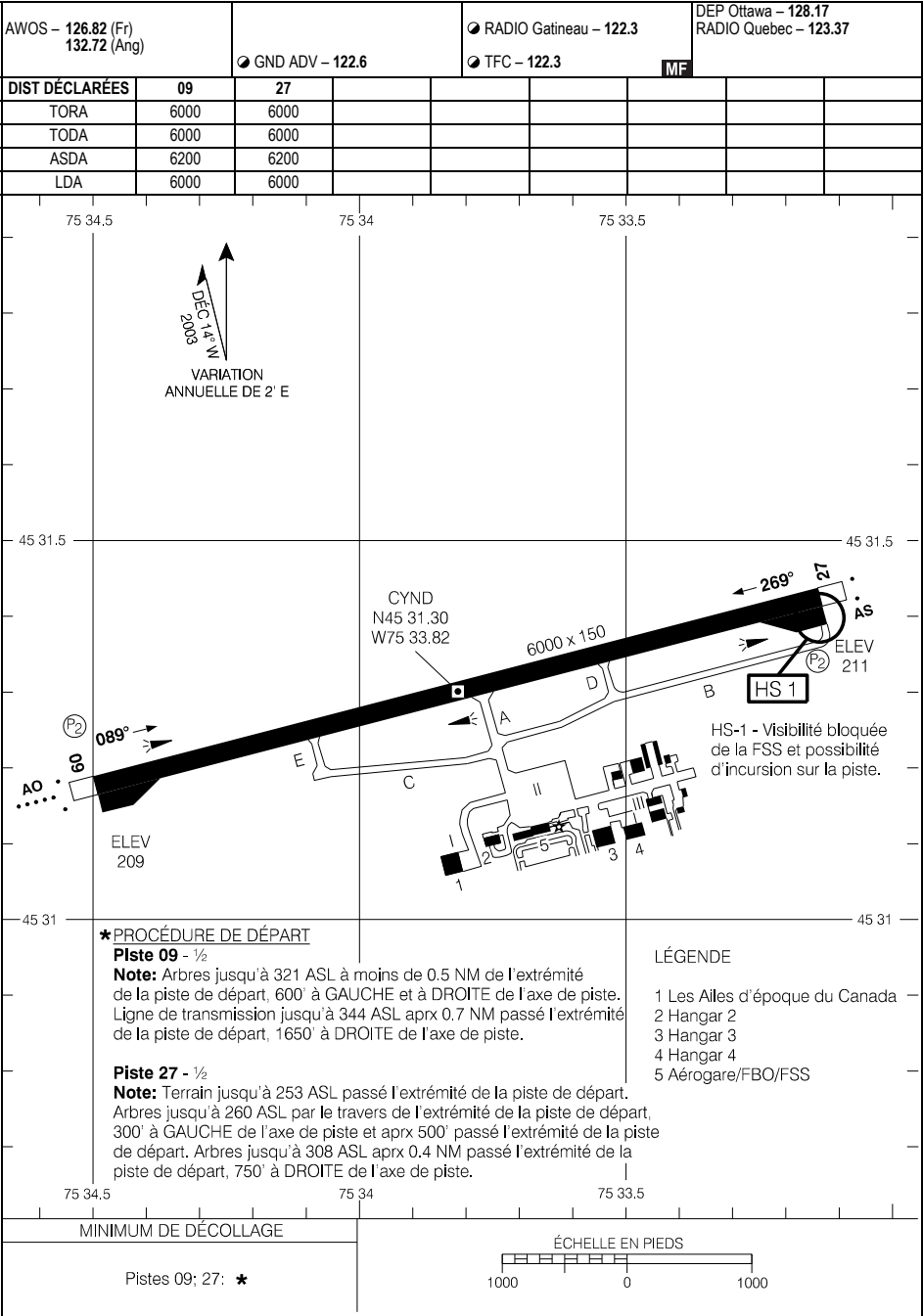
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AERODROME CHART

EFF 3 SEP 26

CYND

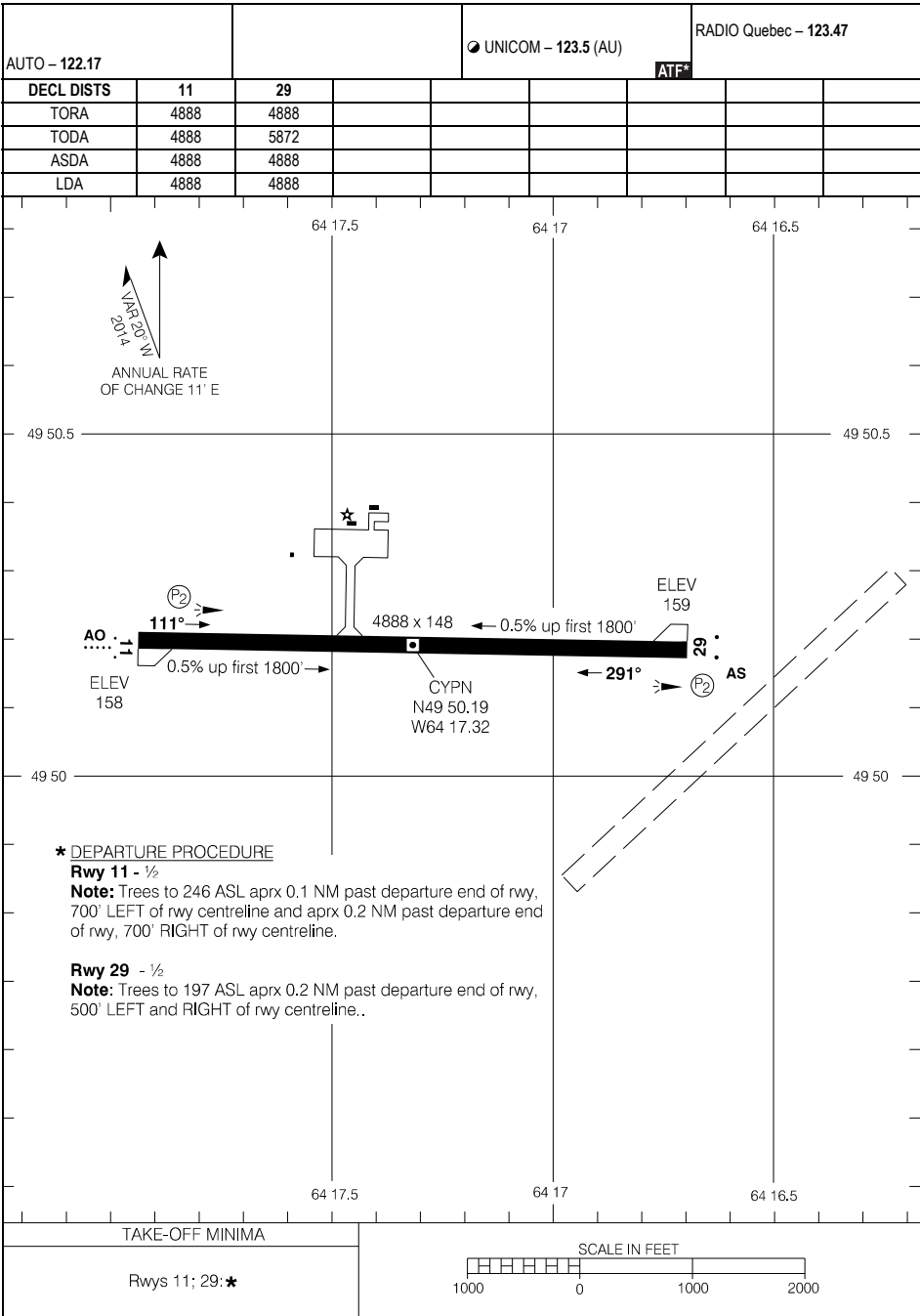
CARTE D'AÉRODROME



CARTE D'AÉRODROME

CYND

AERODROME CHART



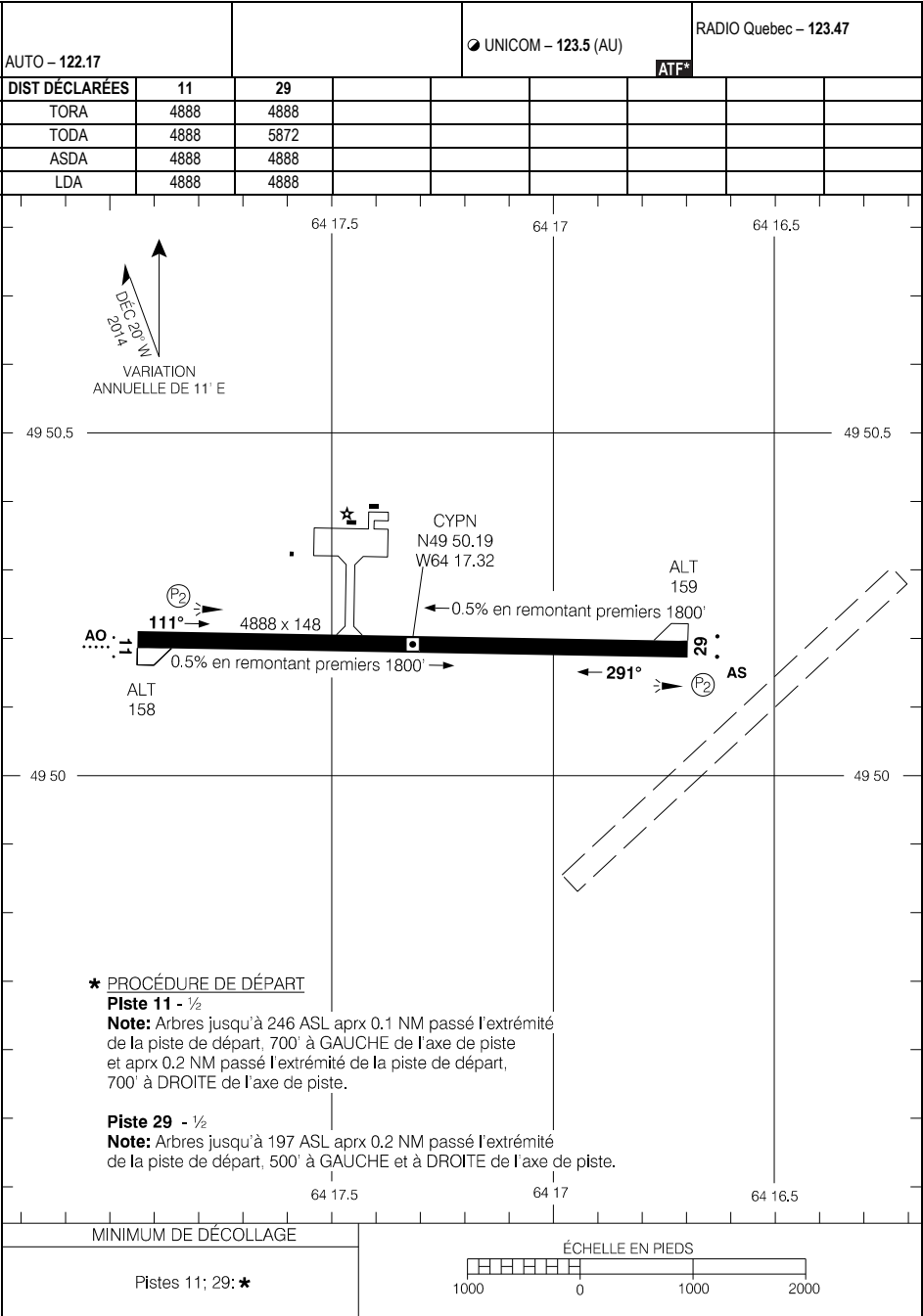
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AERODROME CHART

EFF 9 JUL 26

CYPN

CARTE D'AÉRODROME



CARTE D'AÉRODROME

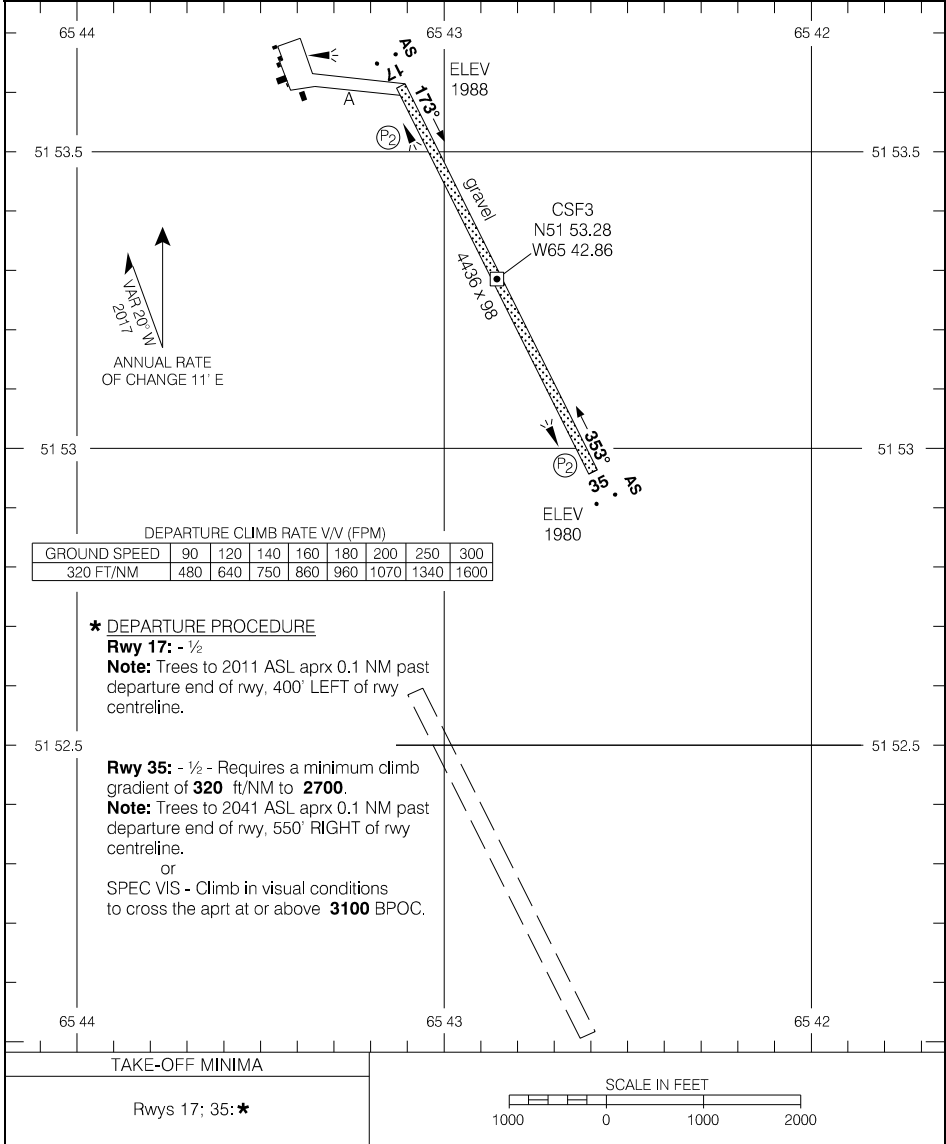
EFF 9 JUL 26

CYPN

POSTE MONTAGNAIS (MILE 134), QC
CSF3

AERODROME CHART

AUTO – 122.55					UNICOM – 131.7 (AU)		CTR Montreal – 132.25	
					ATF			
DECL DIST	17	35						
TORA	4436	4436						
TODA	4436	4436						
ASDA	4436	4436						
LDA	4436	4436						



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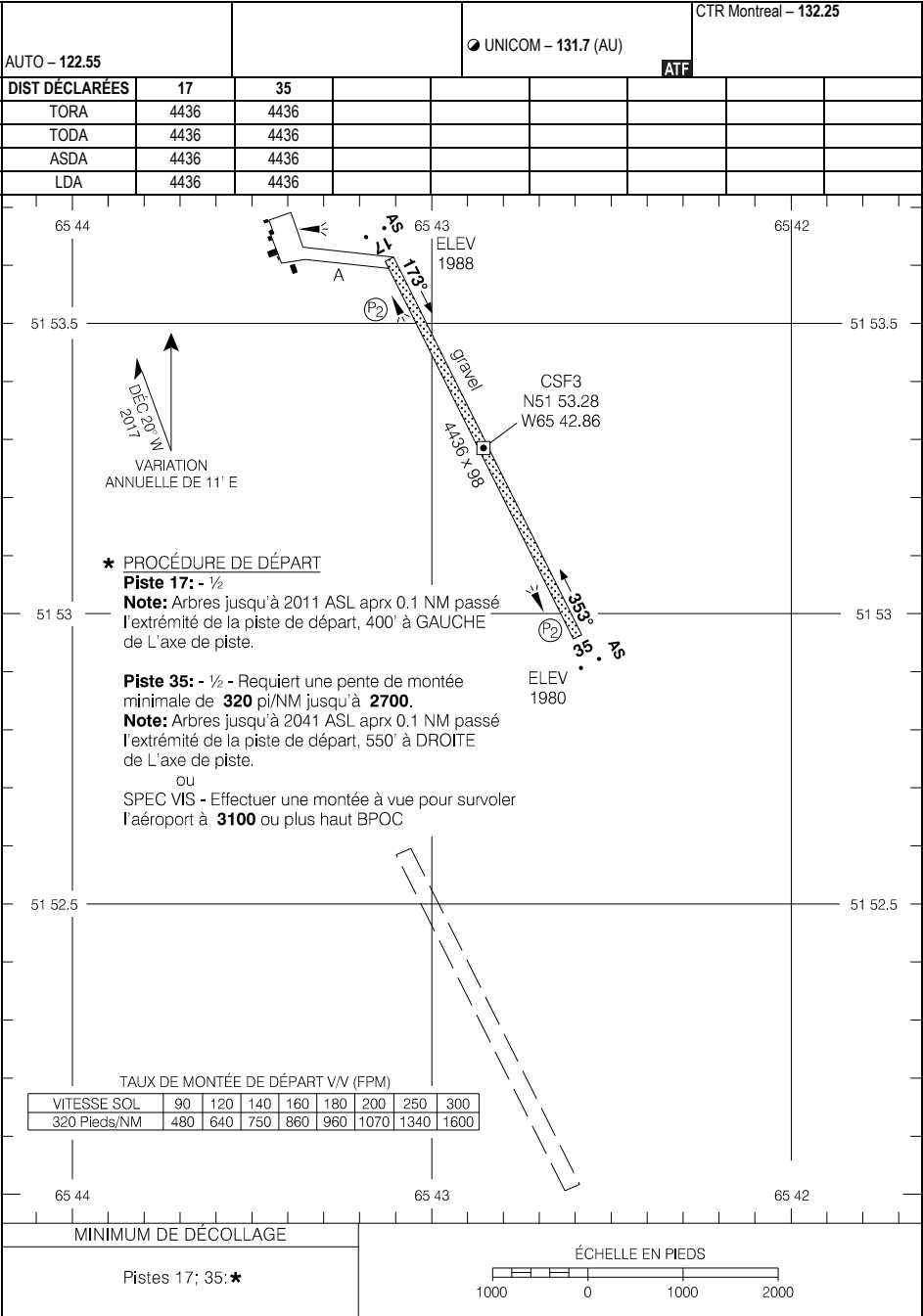
AERODROME CHART

EFF 17 APR 25

CSF3

CSF3-AD

CARTE D'AÉRODROME



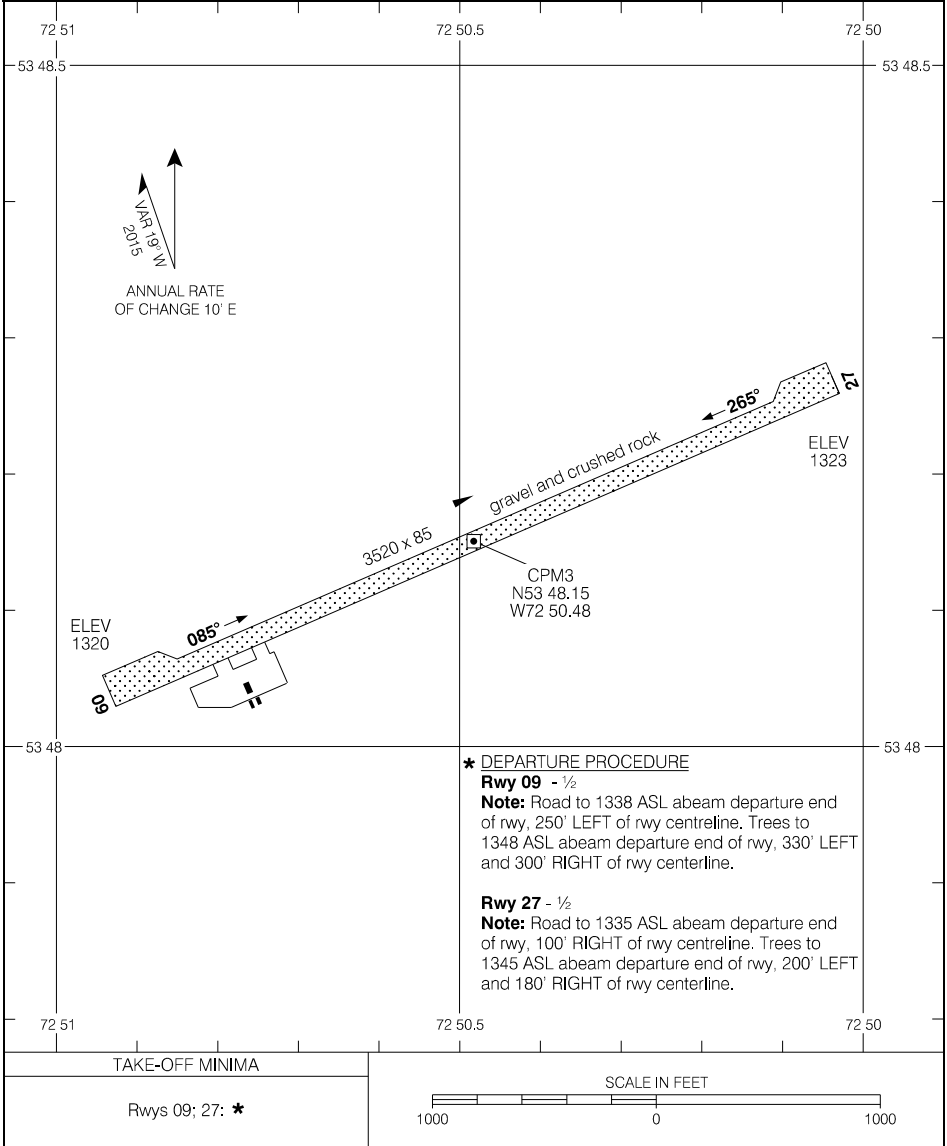
CARTE D'AÉRODROME

CSF3

EFF 17 AVR 25

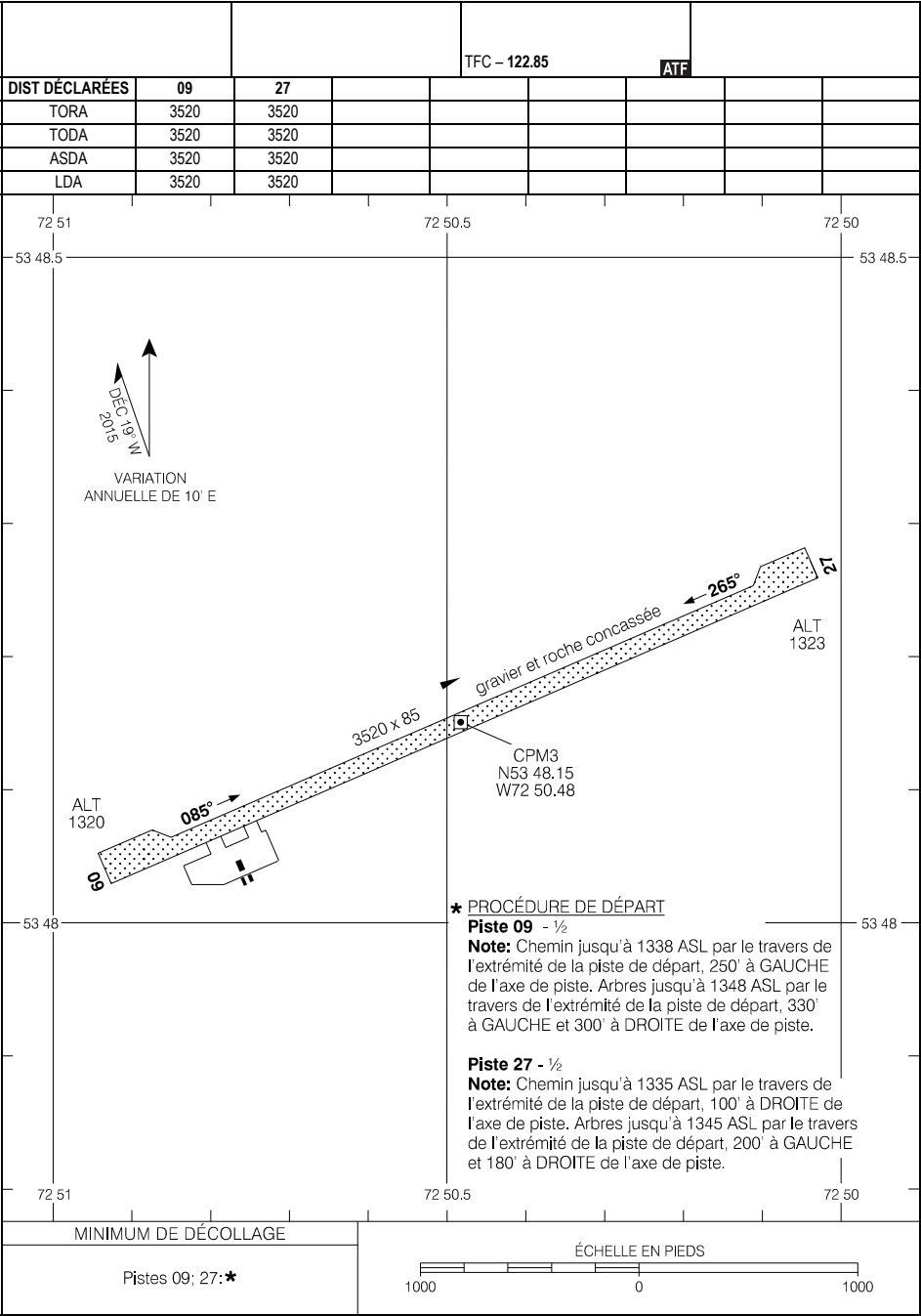
AERODROME CHART

				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

CYPX

ANNUAL RATE OF CHANGE 19° E

CAUTION NOTE:
Rough terrain NE of Rwy 01/19.
Possibility of caribou on Rwy May-Nov.

ELEV 83
AS
186°

down 0.46%

6299 x 148
gravel

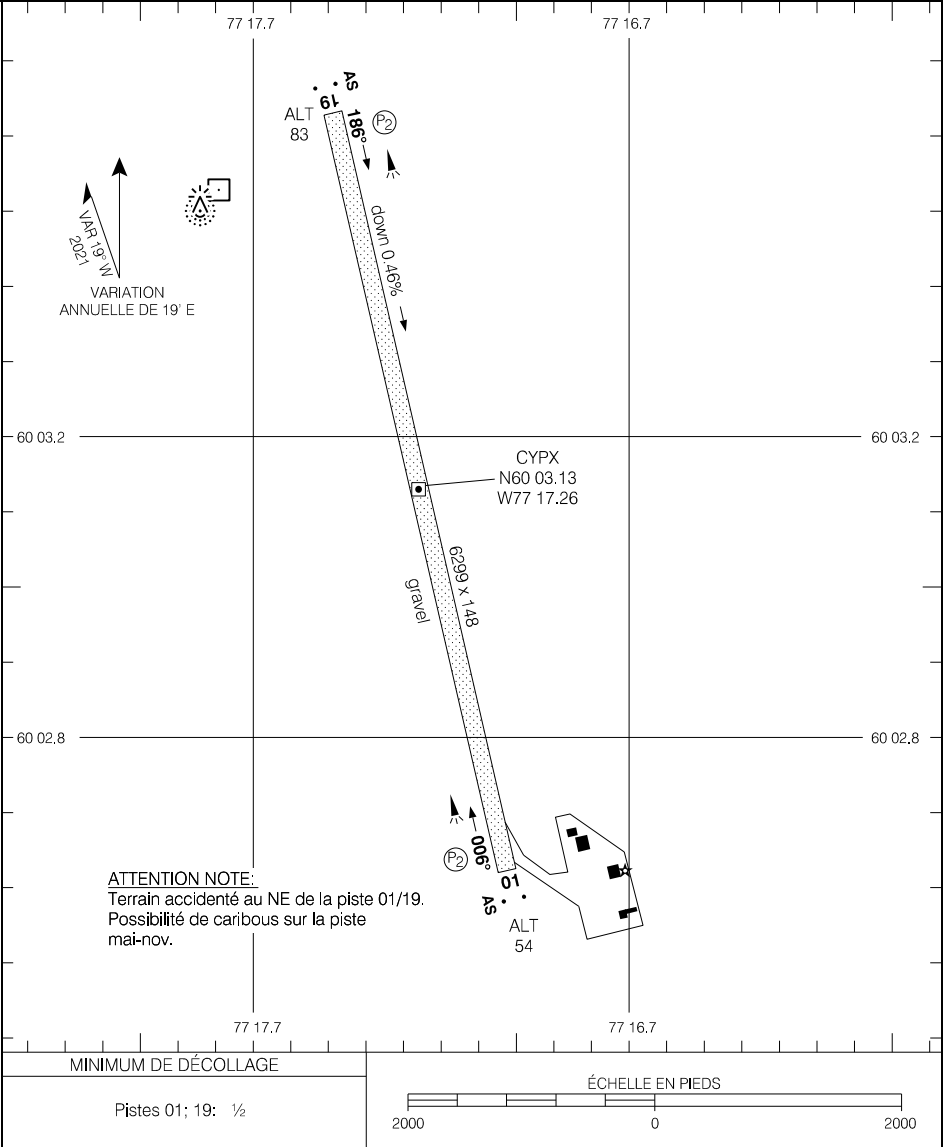
CYPX
N60 03.13
W77 17.26

ELEV 54
AS
106°

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CARTE D'AÉRODROME

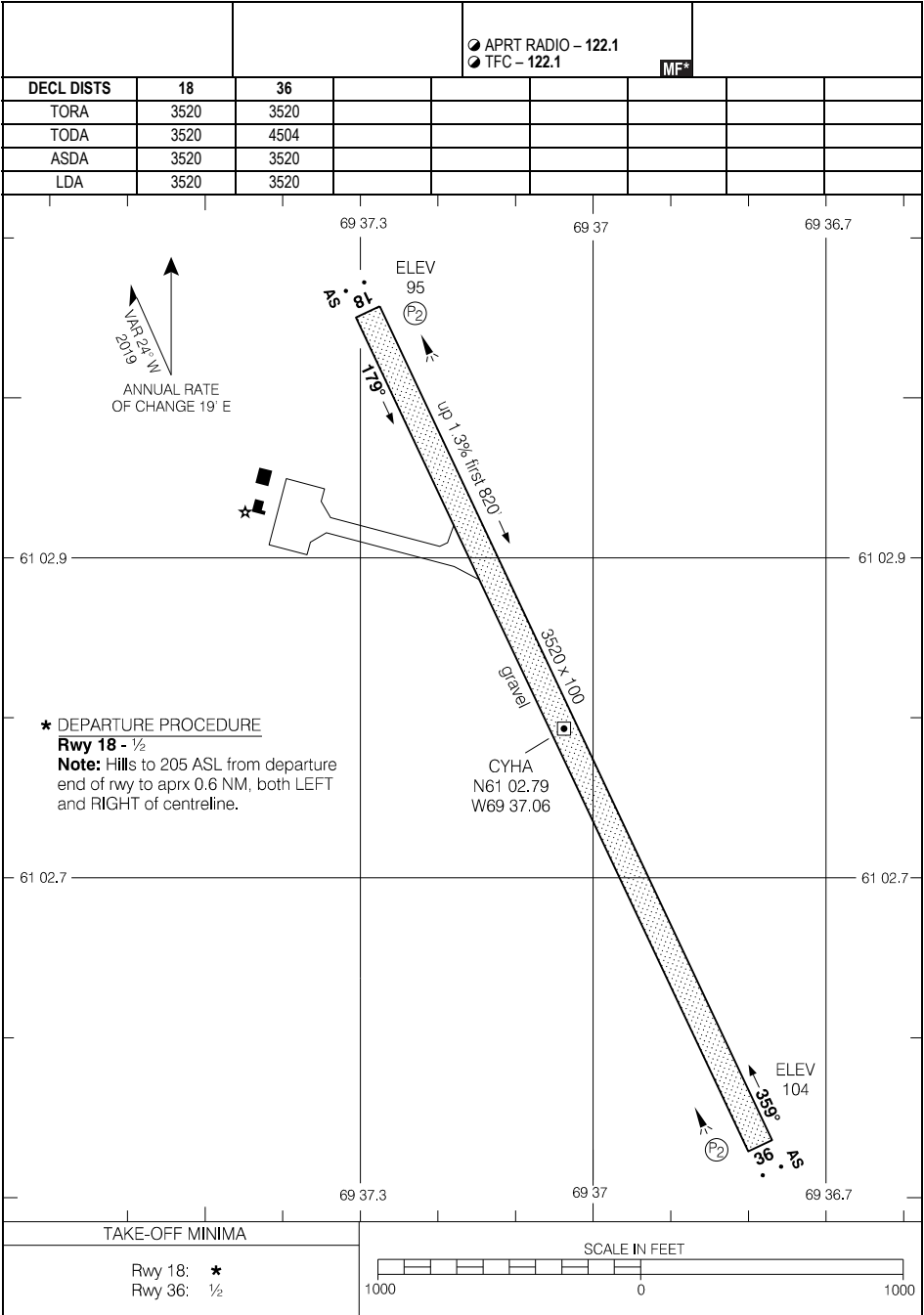
AWOS – 120.45 (Fr) 128.65 (Ang)				UNICOM – 123.5 TFC – 123.5		CTR Montreal – 132.27 RADIO Quebec – 123.27	
DIST DÉCLARÉES	01	19					
TORA	6299	6299					
TODA	7283	7283					
ASDA	6299	6299					
LDA	6299	6299					



CARTE D'AÉRODROME

CYPX

AERODROME CHART



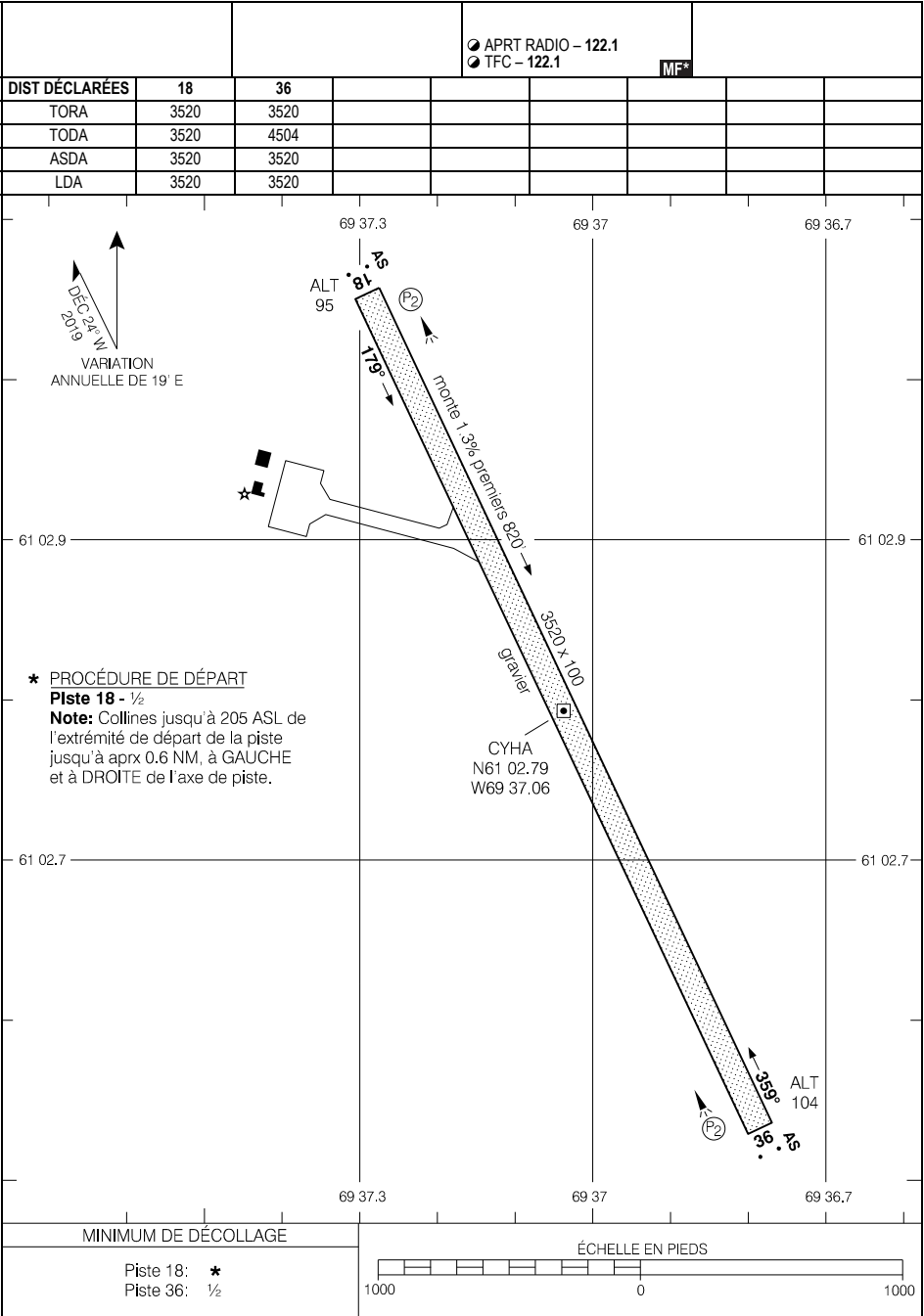
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AERODROME CHART

EFF 14 JUL 22

CYHA

CARTE D'AÉRODROME



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CARTE D'AÉRODROME

CYHA

EFF 14 JUIL 22

CYQB

NOTE: Remain clear of CYR 603 and CYR 612 (5.5 NM North of aprt).

Multilateration: Pilots must keep their transponder on at all times when maneuvering on the aprt (turned on prior to brake release and on arrival, until final engine shutdown).

ANNUAL RATE OF CHANGE 6° E

* **DEPARTURE PROCEDURE**
Refer to DEPARTURE PROCEDURE page.

HOT SPOTS:
HS1: Taxiing south bound on twy B aircraft miss the stop line for 11/29.
HS2: Aircraft taxiing east bound on twy A must give priority to aircraft taxiing on twy D.
HS3: Taxiing north bound on twy D aircraft miss left turn twy E.

333

9000 x 150

5700 x 150

118° MAX WING SPAN

367 TWR and ★

294°

29

114°

Offset 12° to the S

ASDE 326

CYQB N46 47.47 W71 23.60

Down 0.5%

Table: LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)

FROM	TO	LDA in ft
Thld Rwy 24	Short of Rwy 11-29	5434
Thld Rwy 29	Short of Rwy 06-24	3849

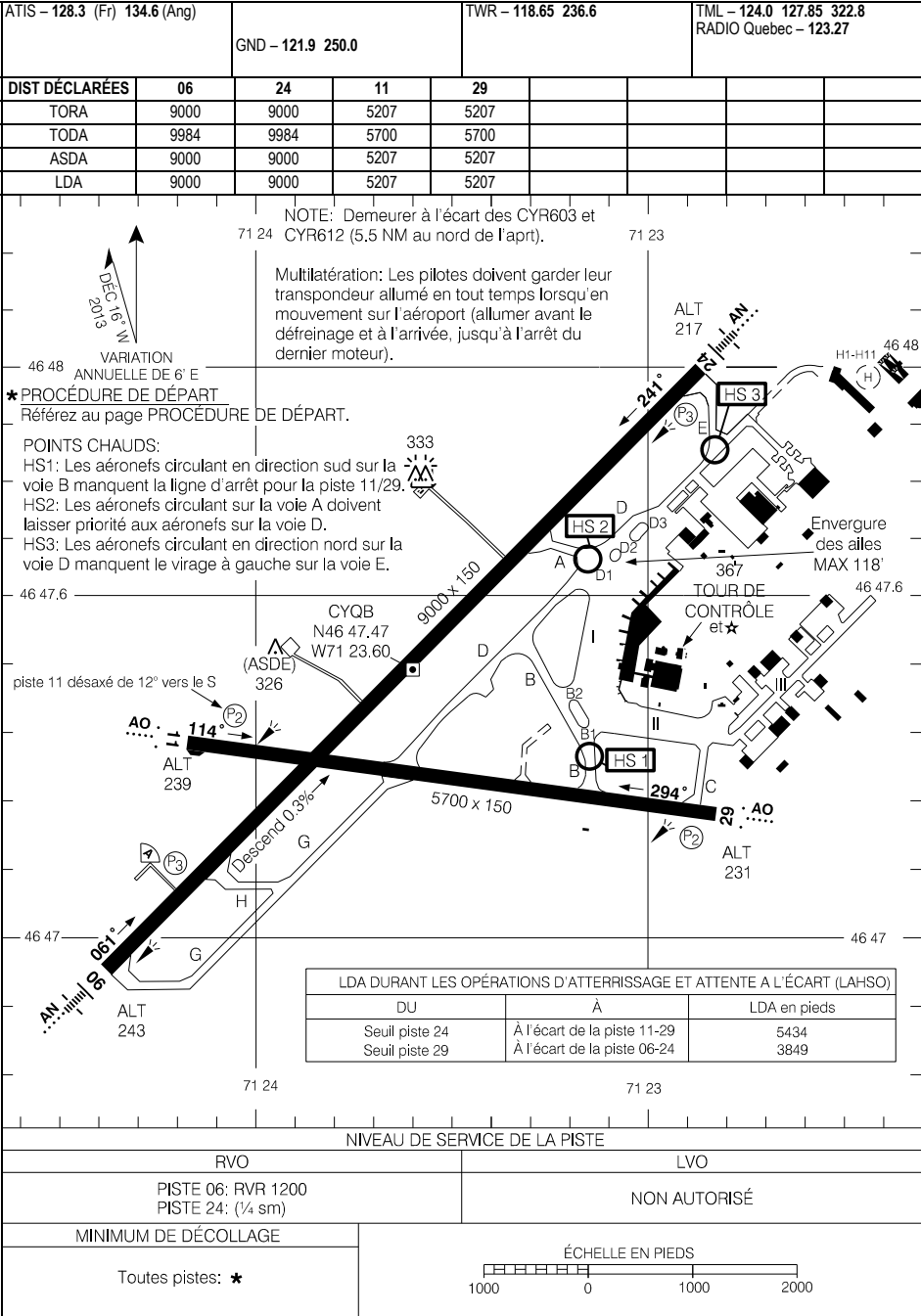
LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
FROM	TO	LDA in ft
Thld Rwy 24	Short of Rwy 11-29	5434
Thld Rwy 29	Short of Rwy 06-24	3849

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CYQB

CYQB-AD

CARTE D'AÉRODROME



CARTE D'AÉRODROME

EFF 3 SEP 26

CYQB

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);

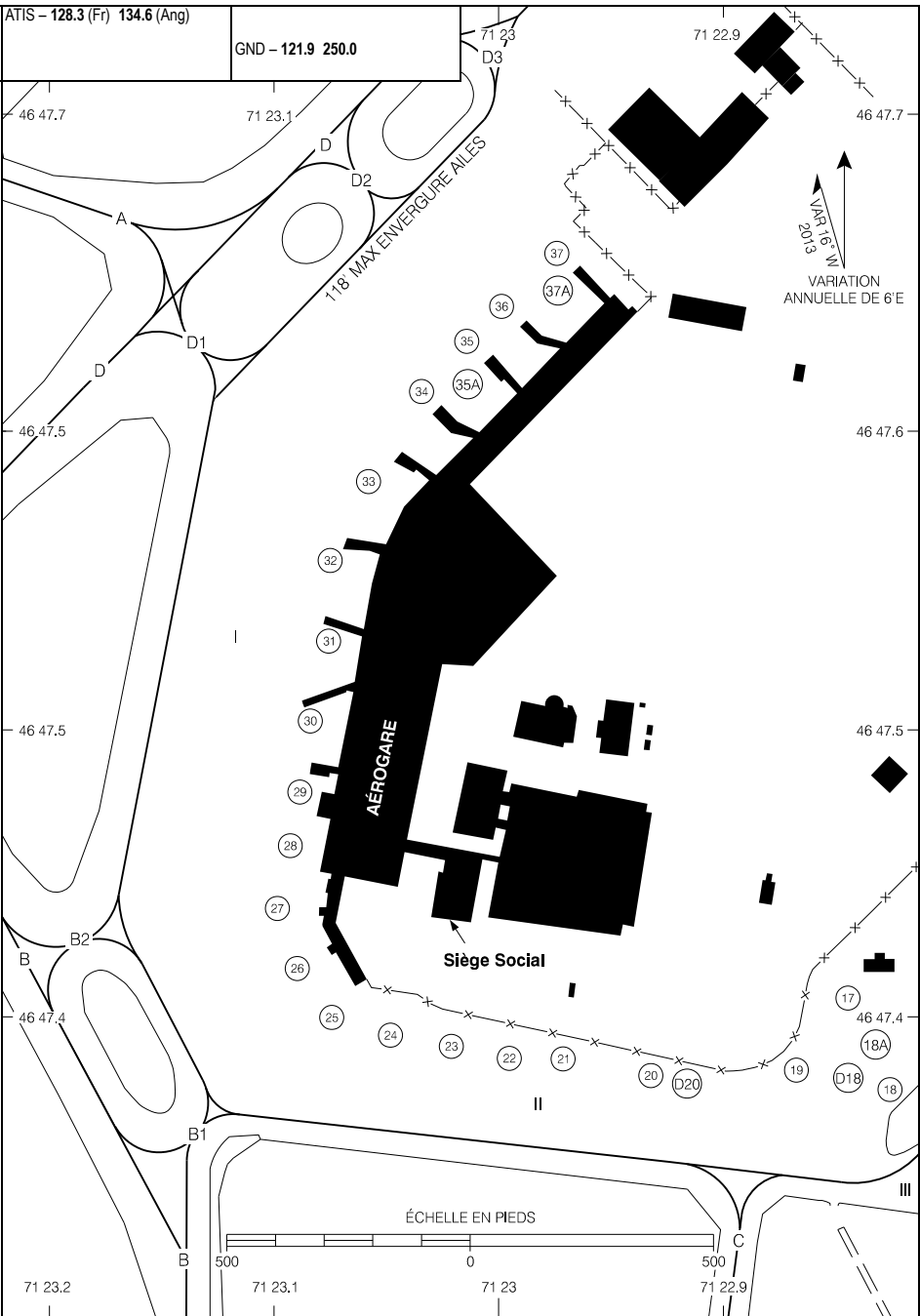
Le véhicule « Follow-me » se présentera devant l'appareil à une distance de 30m et les feux de détresse (Hazard) seront activés afin de démontrer qu'il est prêt à circuler, et ce, pour toute la durée de l'escorte;

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.

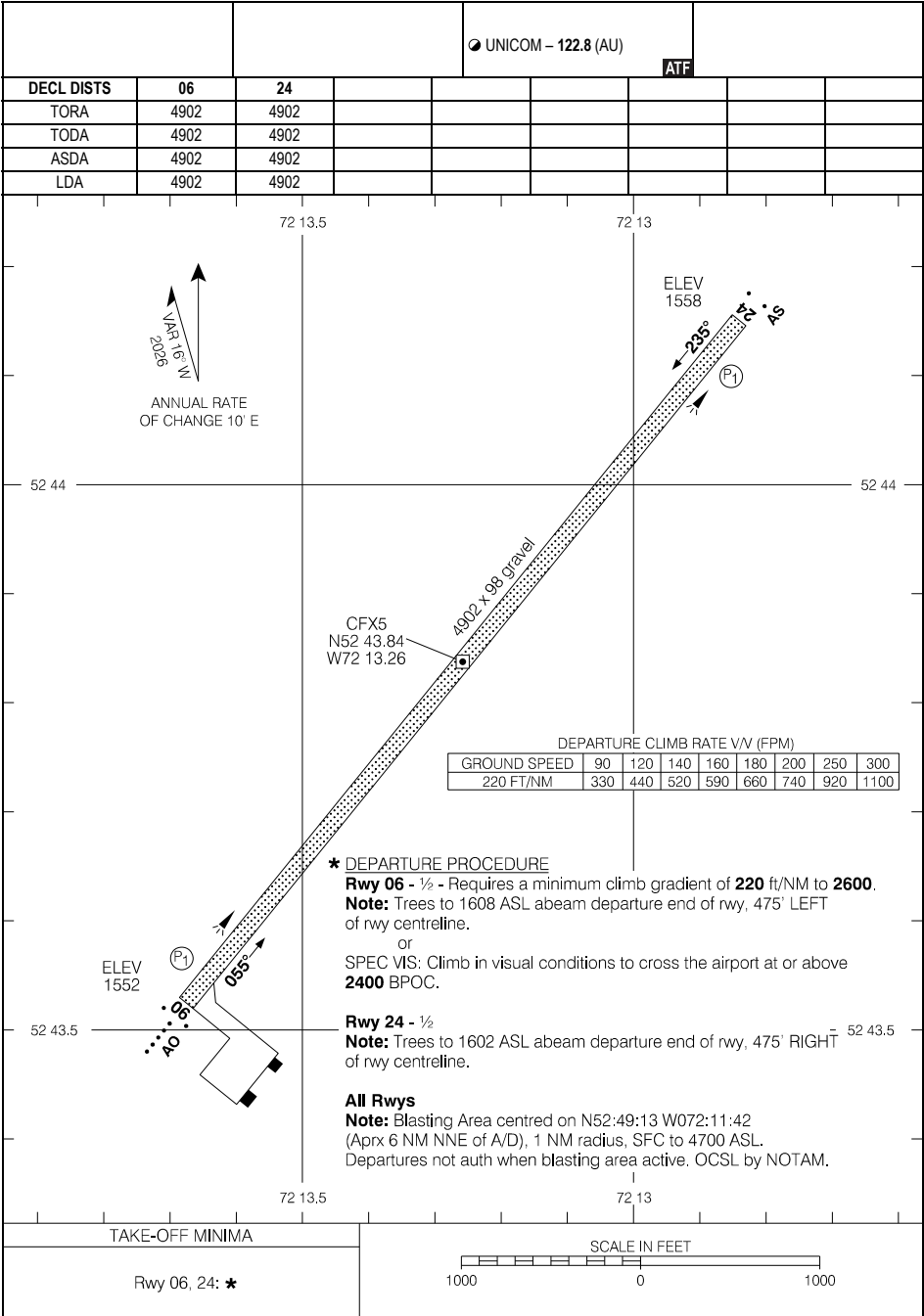
Niveau de service de la piste

Piste 06	RVR 1200
Piste 24	(¼ sm)

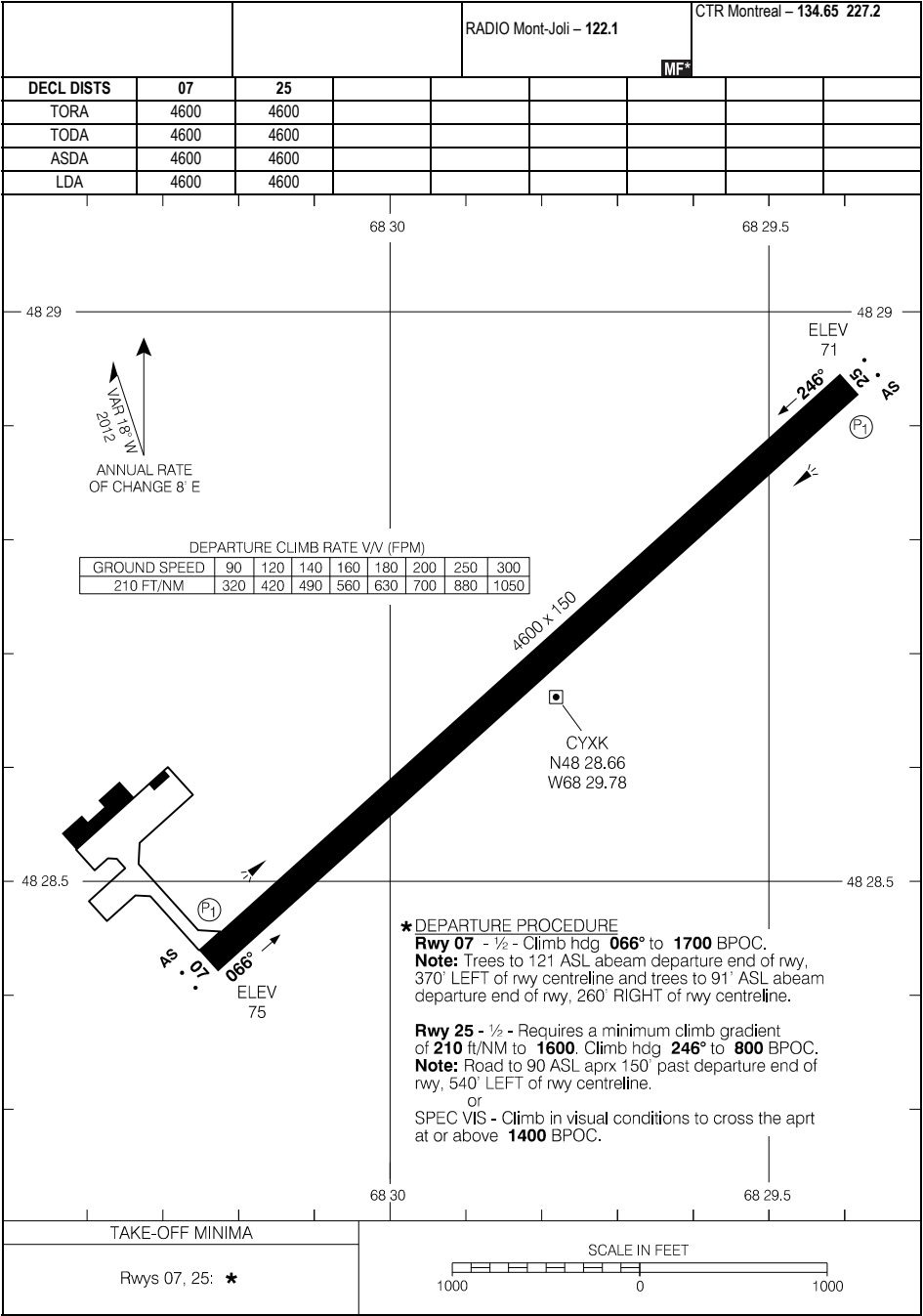
AIRES DE STATIONNEMENT



AERODROME CHART



AERODROME CHART



68 30

68 29.5

48 29

48 29

48 28.5

48 28.5

68 30

68 29.5

ANR 18 N

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

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

48 29

68 30

68 29.5

ALT 71

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	

48 28.5

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.

MINIMUM DE DÉCOLLAGE

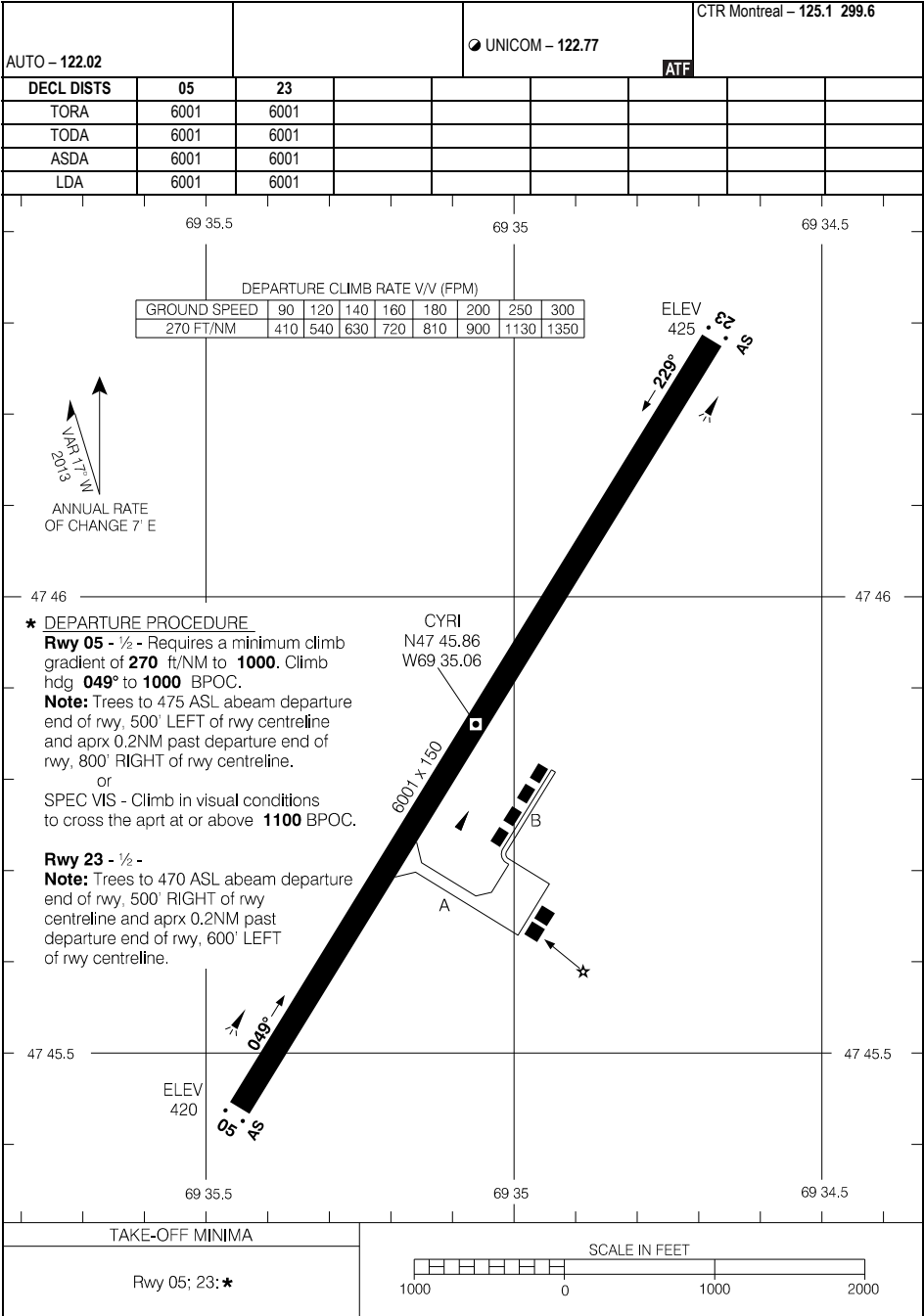
Pistes 07, 25: *

ÉCHELLE EN PIEDS

1000 0 1000

CYXK

AERODROME CHART



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CARTE D'AÉRODROME

***PROCÉDURE DE DÉPART**

Piste 05 - ½ - Requiert une pente de montée minimale de **270** pi/NM jusqu'à **1000**. Monter sur cap **049°** jusqu'à **1000** BPOC.

Note: Arbres jusqu'à 475 ASL par le travers de l'extrémité de la piste de départ, 500' à GAUCHE de l'axe de piste et aprx 0,2 NM passé l'extrémité de la piste de départ, 800' à DROITE de l'axe de piste.

ou

SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **1100** ou plus haut BPOC.

Piste 23 - ½ -

Note: Arbres jusqu'à 470 ASL aprx 0,1 NM par le travers de l'extrémité de la piste de départ, 600' à GAUCHE de l'axe de piste, et aprx 0,2 NM passé l'extrémité de la piste de départ, 600' à GAUCHE de l'axe de piste.

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

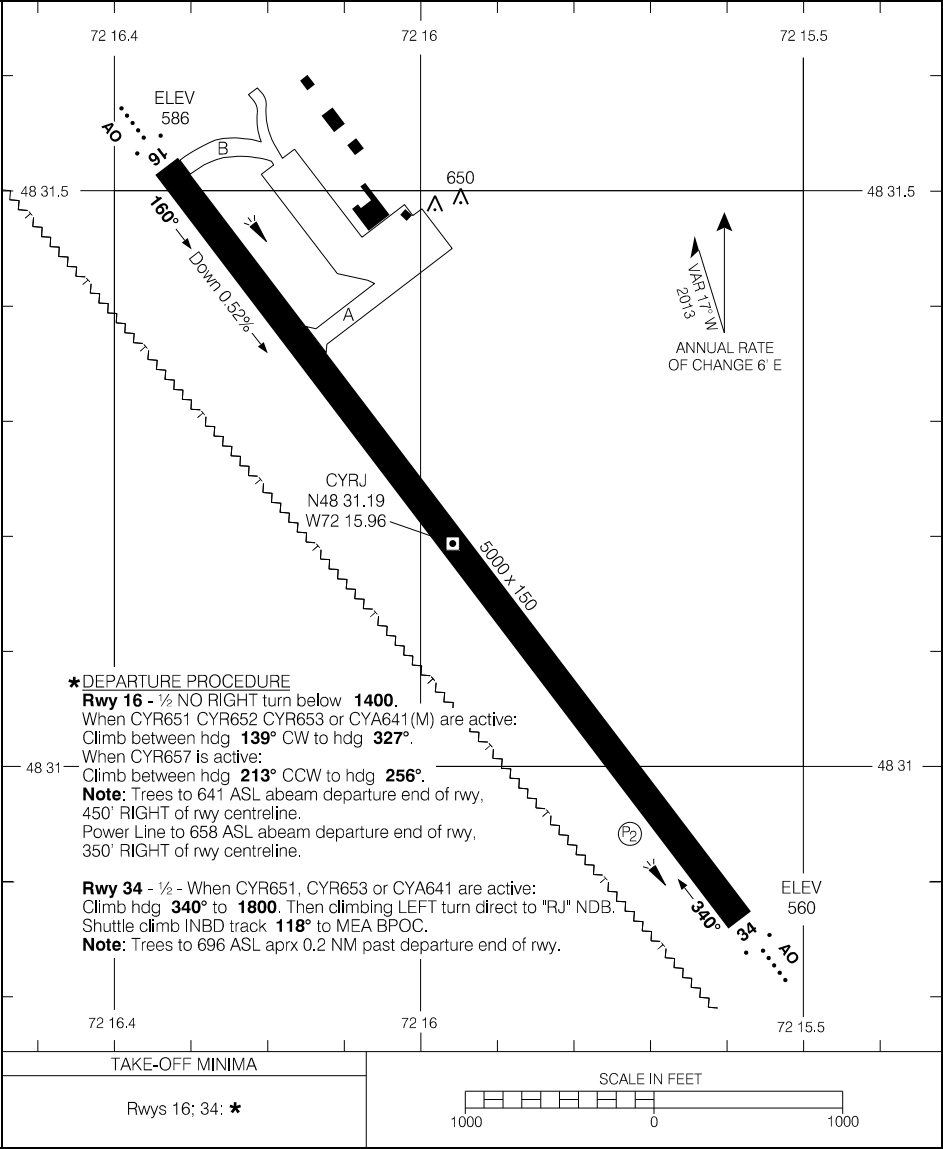
ÉCHELLE EN PIEDS

1000 0 1000 2000

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AERODROME CHART

			● 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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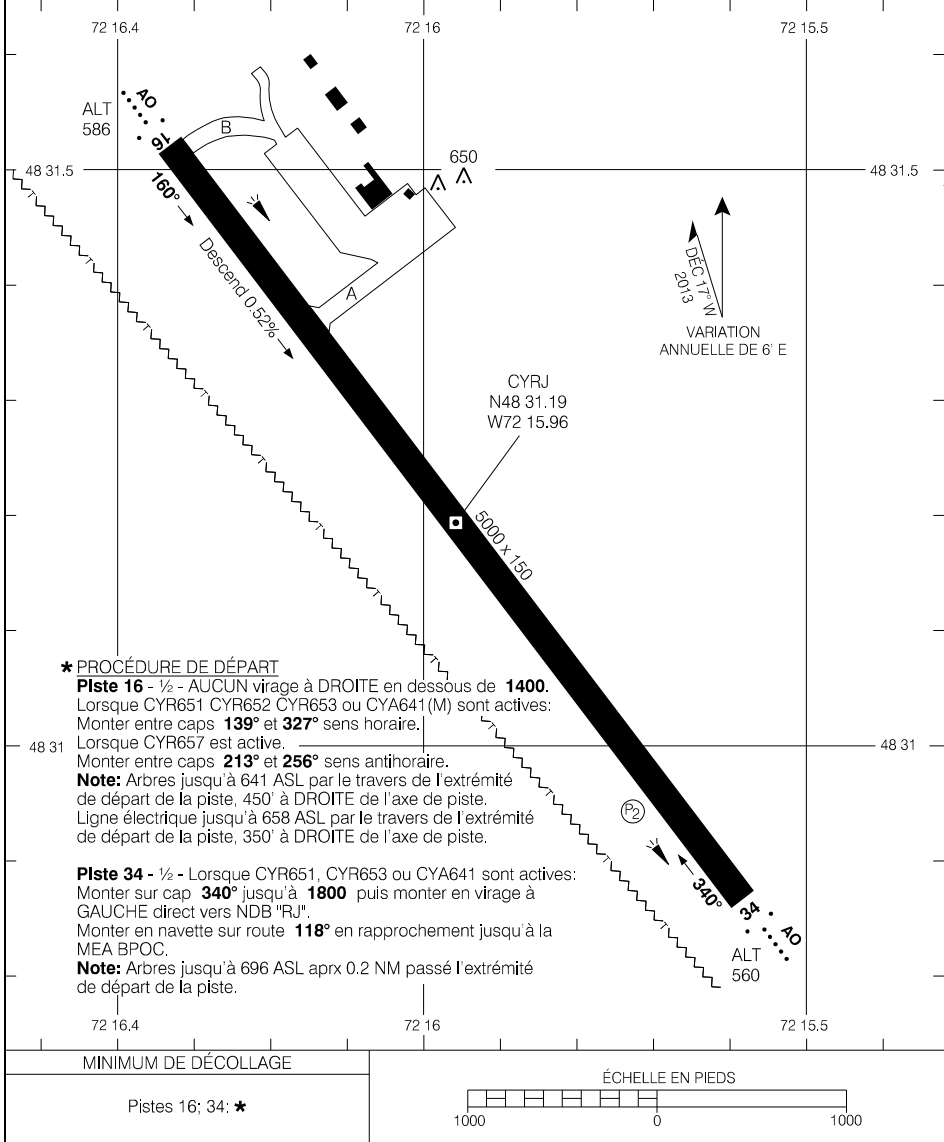
AERODROME CHART

EFF 26 DEC 24

CYRJ

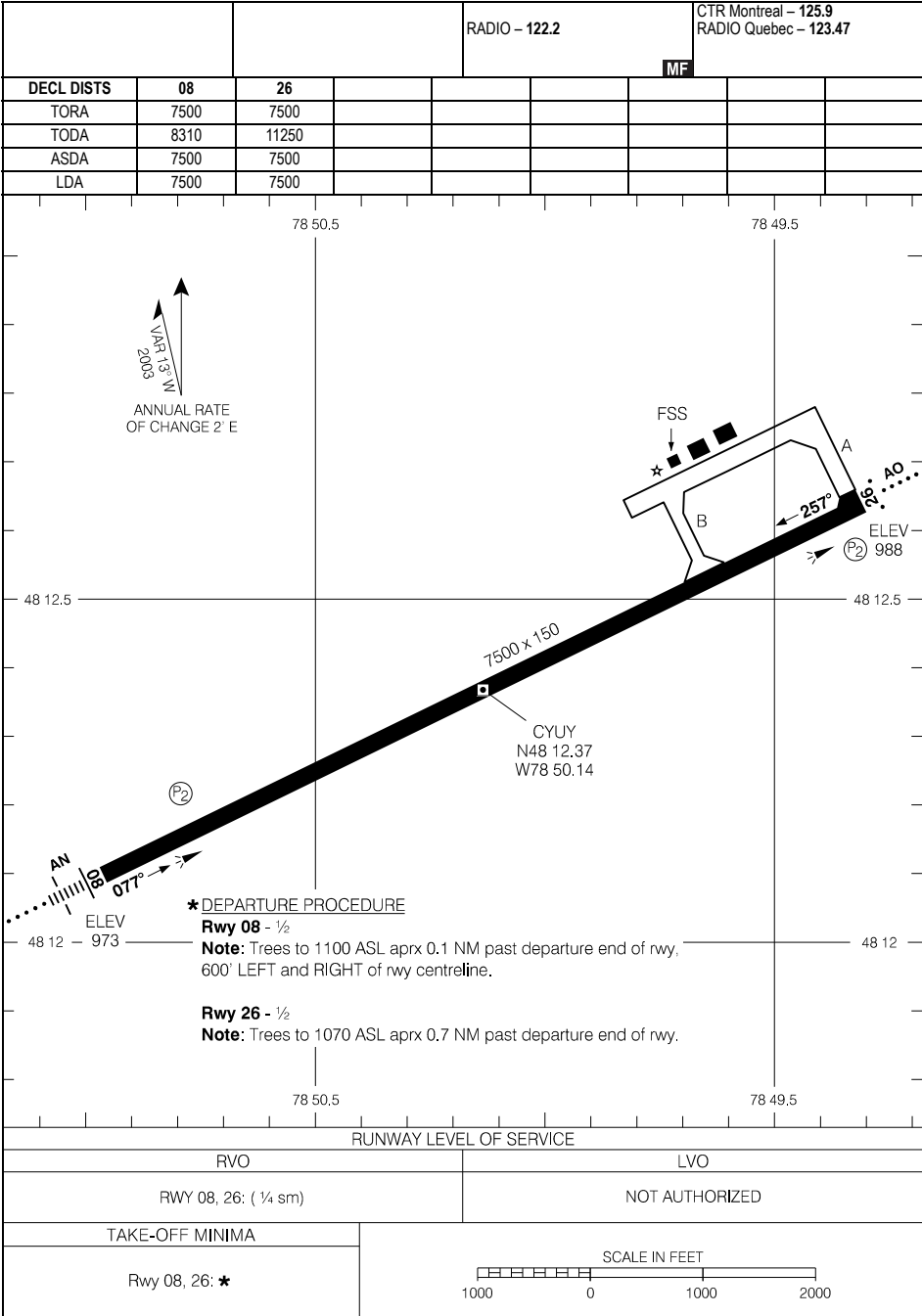
CARTE D'AÉRODROME

				● 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					



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AERODROME CHART



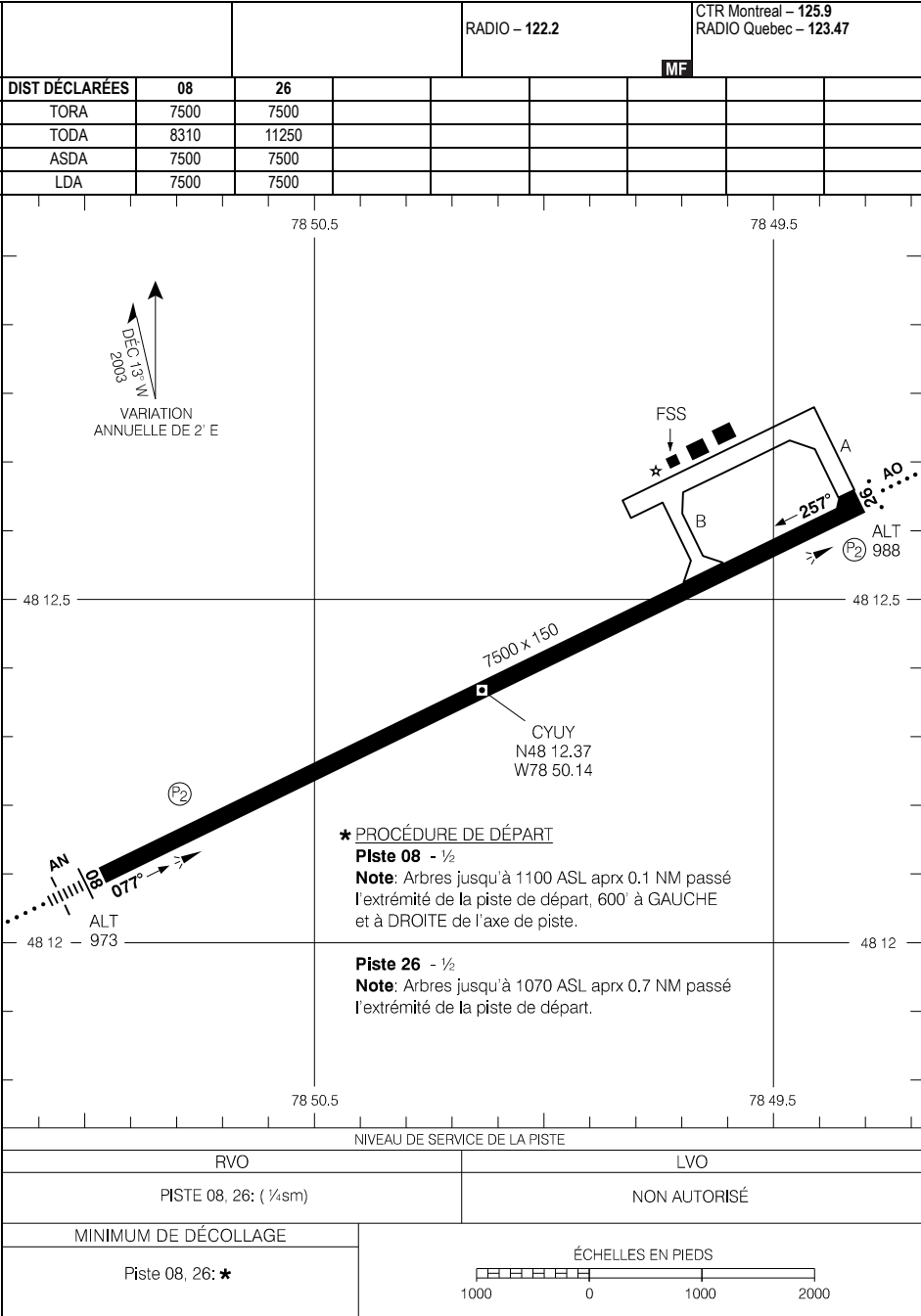
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AERODROME CHART

EFF 1 FEB 18

CYUY

CARTE D'AÉRODROME



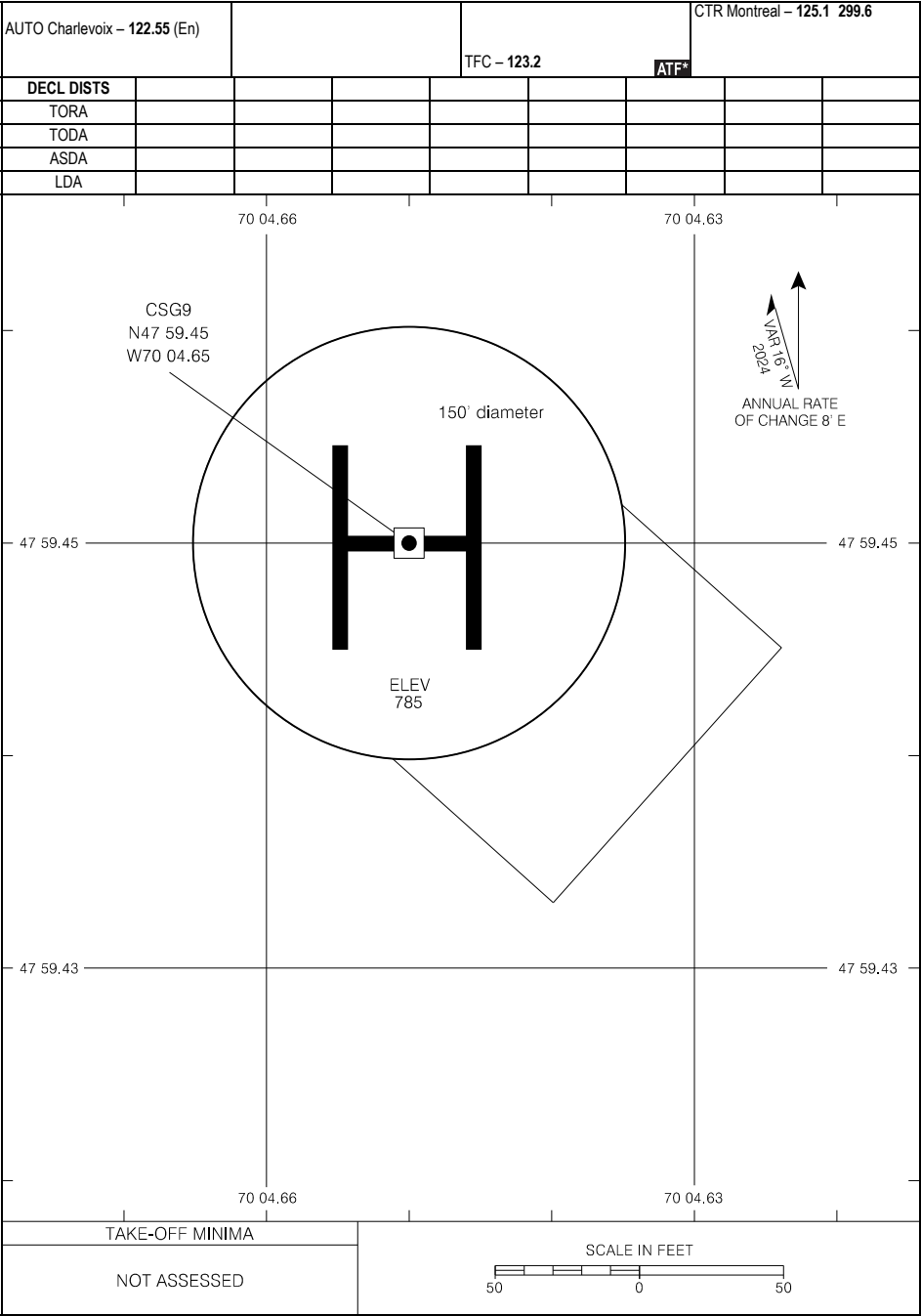
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CARTE D'AÉRODROME

EFF 1 FÉV 18

CYUY

HELIPORT CHART



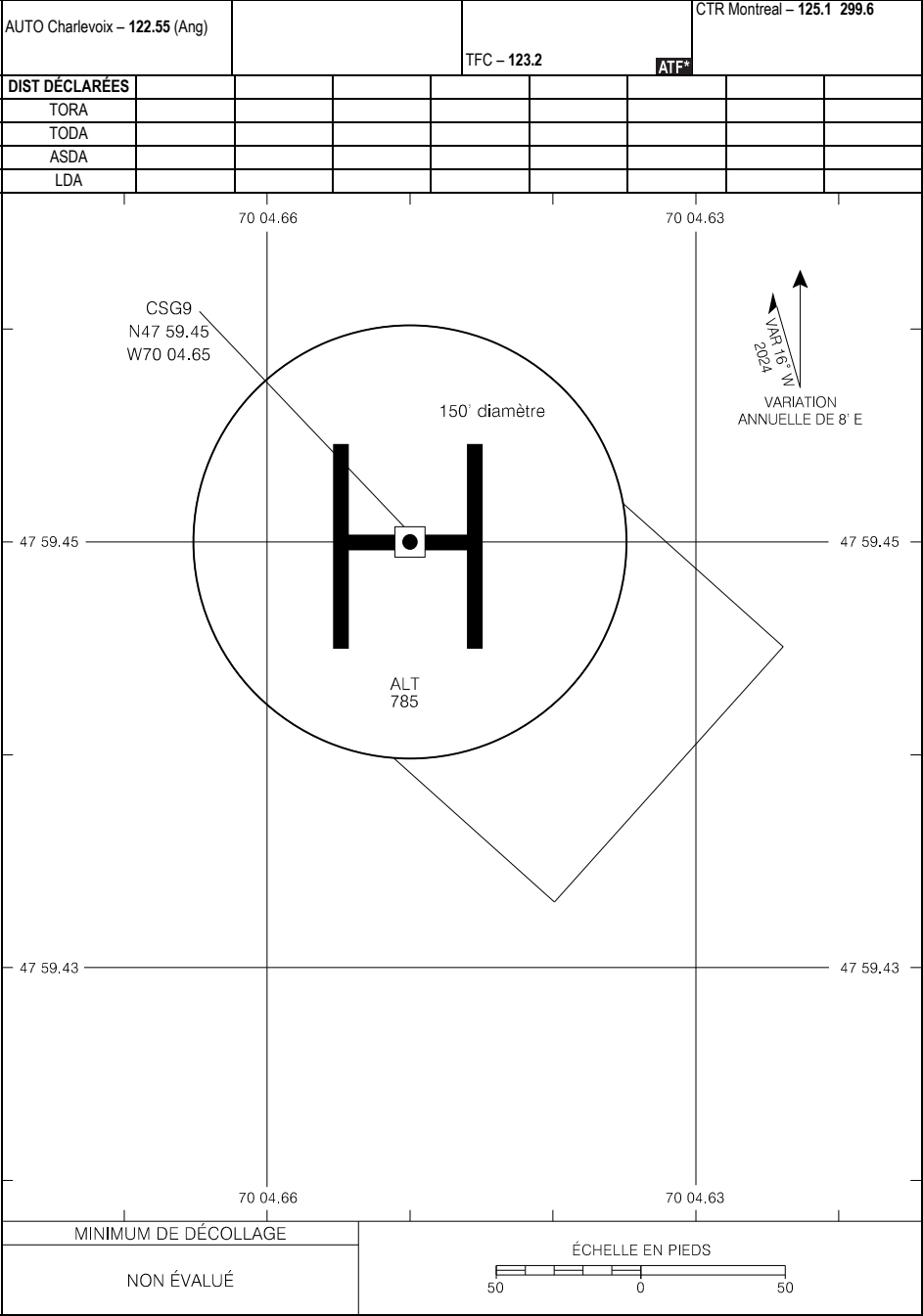
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HELIPORT CHART

EFF 31 OCT 24

CSG9

CARTE D'HÉLIPORT



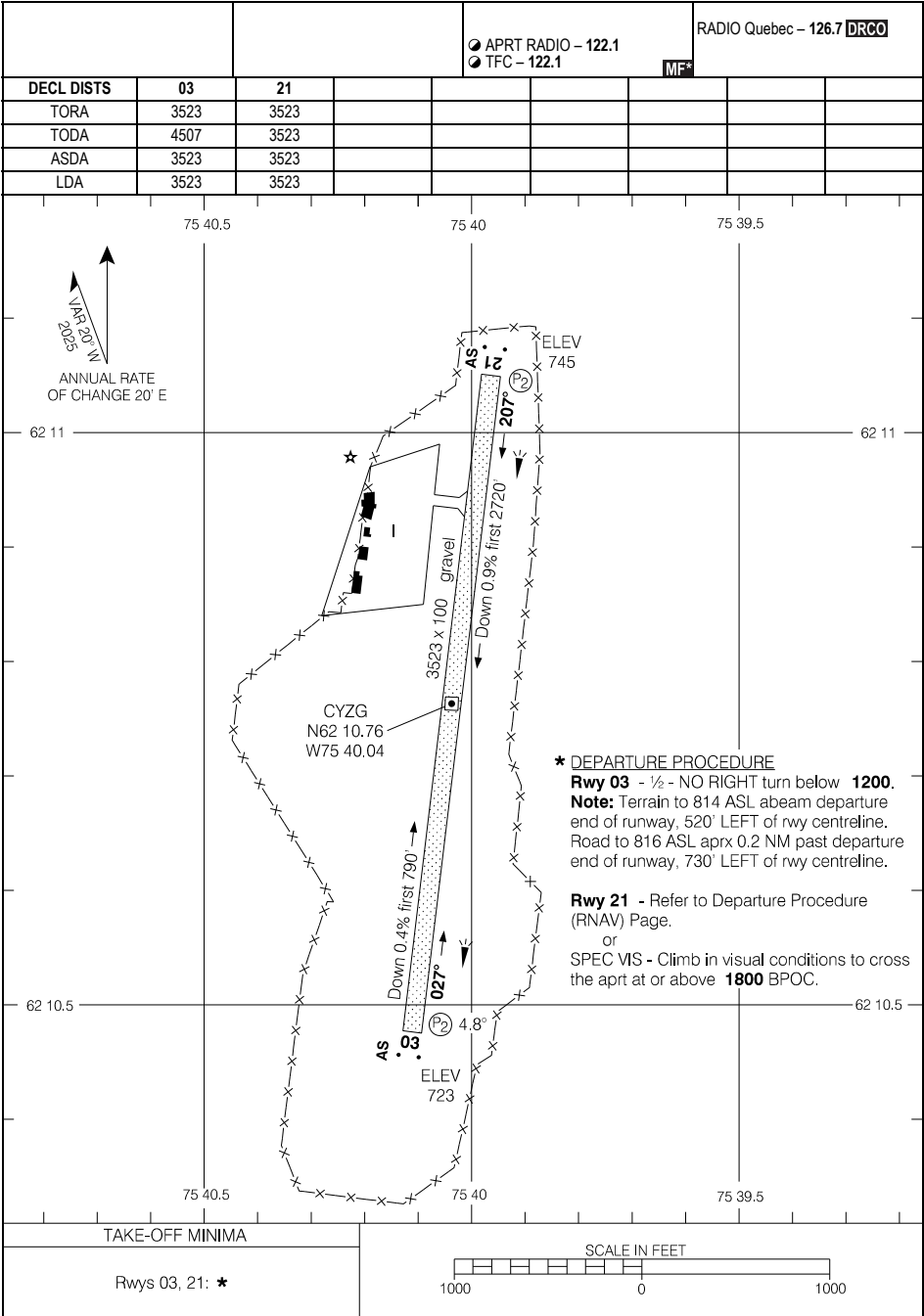
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CARTE D'HÉLIPORT

CSG9

EFF 31 OCT 24

AERODROME CHART



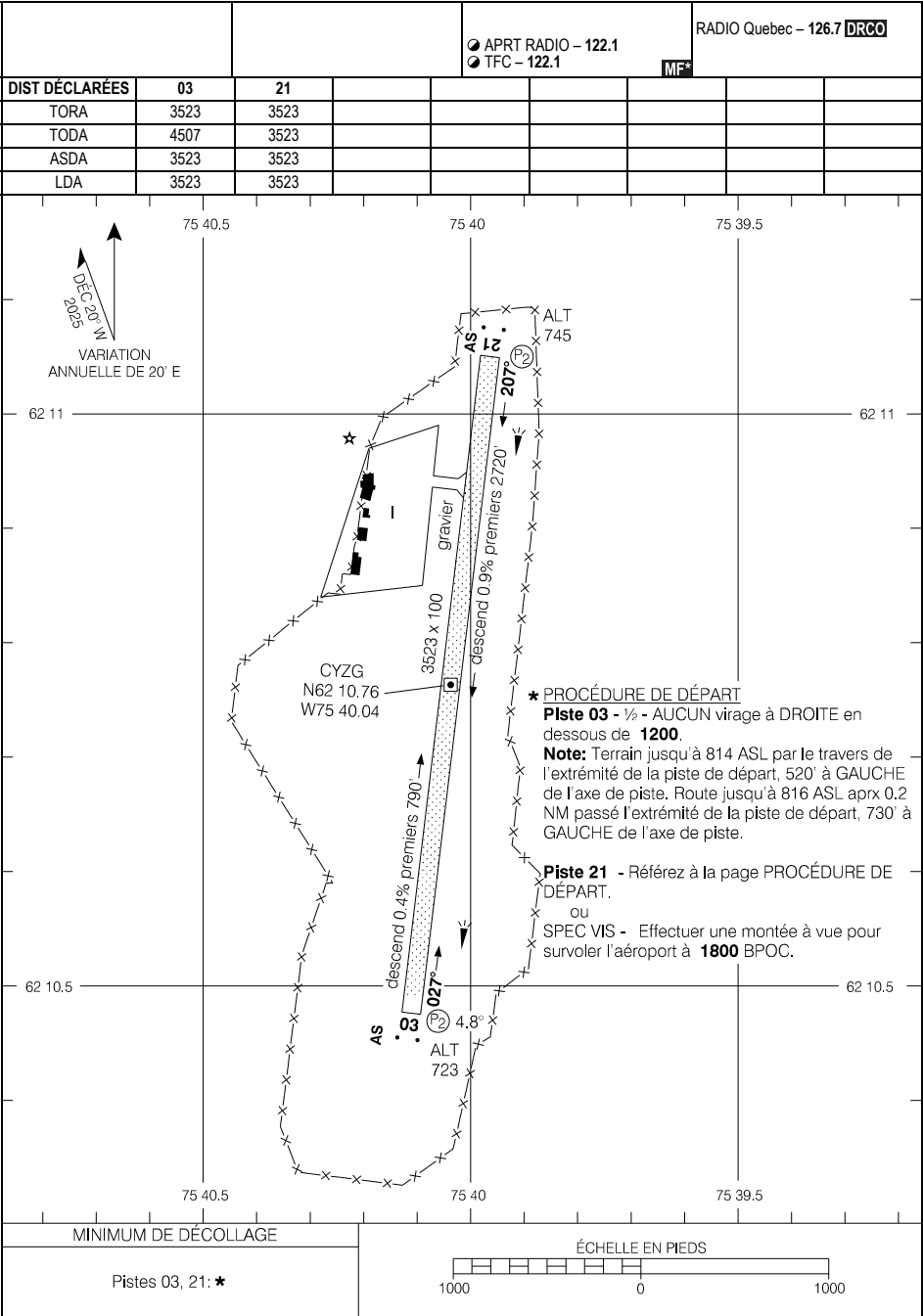
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AERODROME CHART

EFF 14 MAY 26

CYZG

CARTE D'AÉRODROME



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CARTE D'AÉRODROME

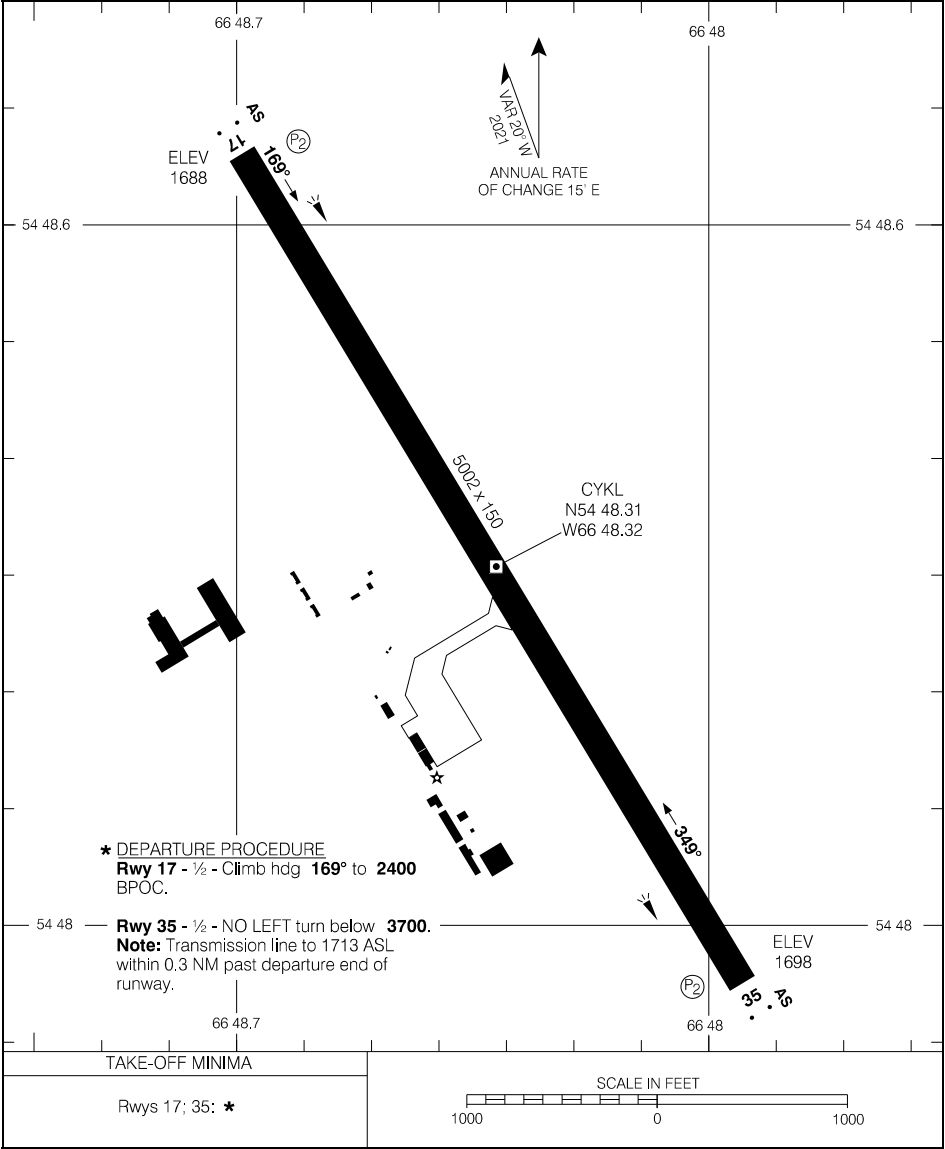
EFF 14 MAI 26

CYZG

CYKL-AD

SCHEFFERVILLE, QC
CYKL

AWOS – 124.6 (En) 127.5 (Fr)				TFC – 122.2		RADIO Quebec – 123.47 126.7	
DECL DIST	17	35					
TORA	5002	5002					
TODA	5986	5527					
ASDA	5002	5002					
LDA	5002	5002					



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AERODROME CHART
EFF 27 JAN 22

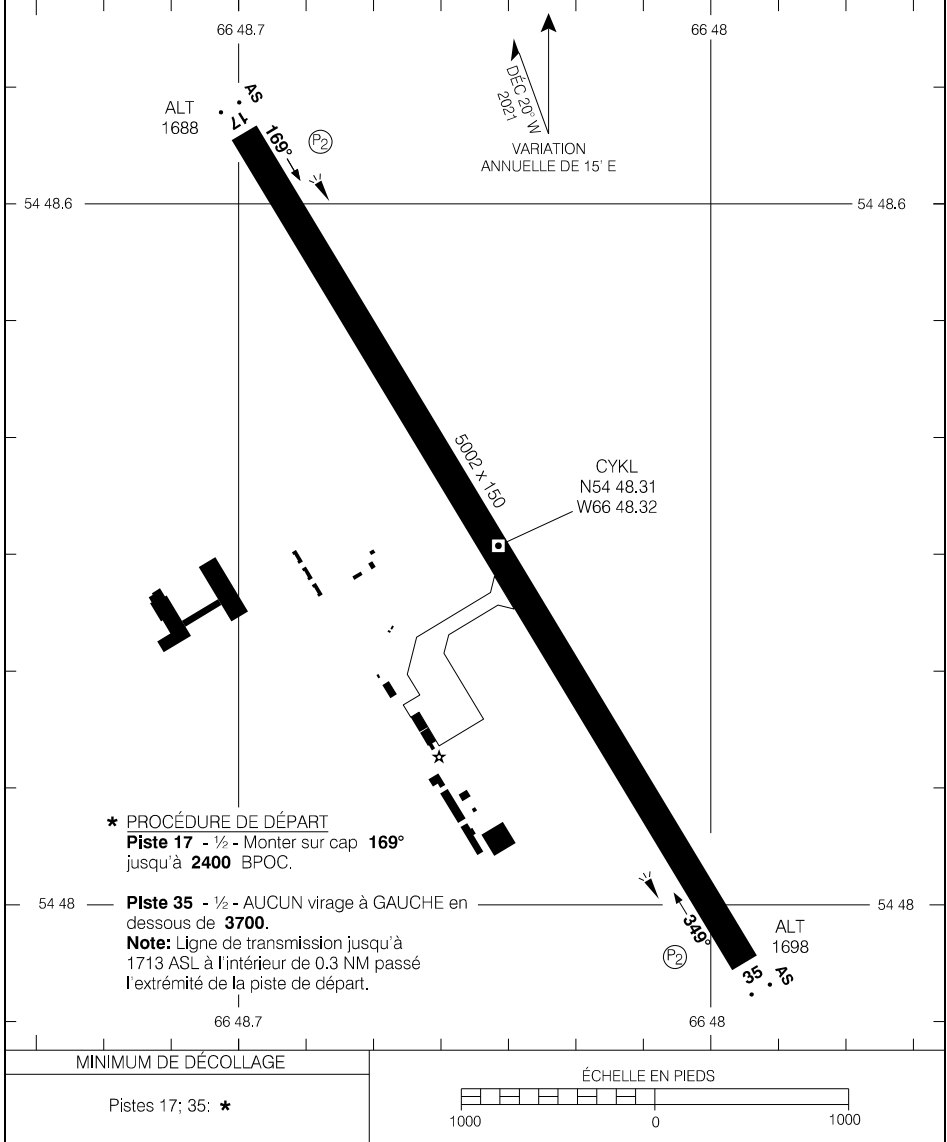
CYKL

CYKL-AD

SCHEFFERVILLE, QC
CYKL

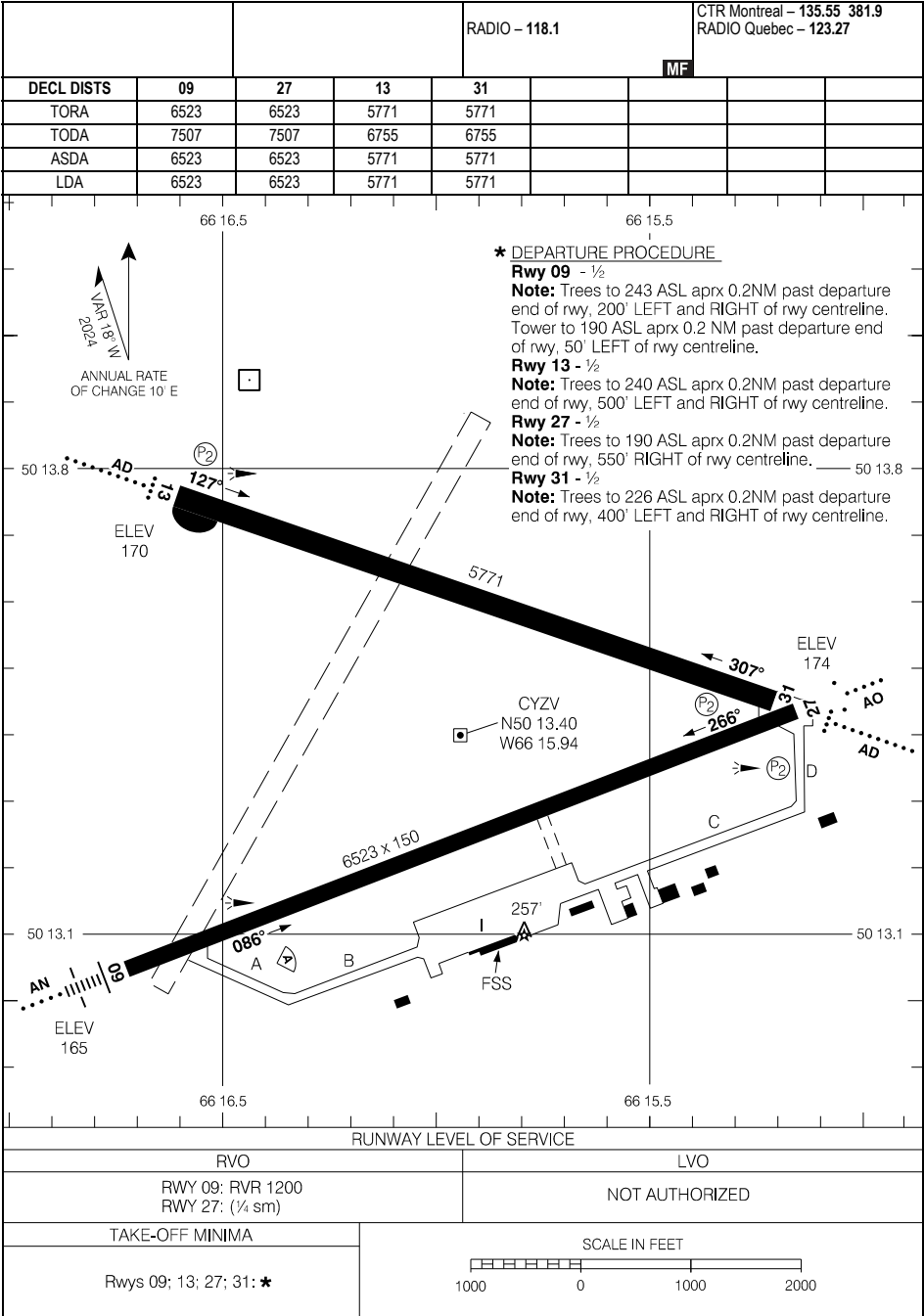
CARTE D'AÉRODROME

AWOS – 127.5 (Fr) 124.6 (Ang)					TFC – 122.2		RADIO Quebec – 123.47 126.7	
DIST DÉCLARÉES	17	35				MF		
TORA	5002	5002						
TODA	5986	5527						
ASDA	5002	5002						
LDA	5002	5002						



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AERODROME CHART



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AERODROME CHART

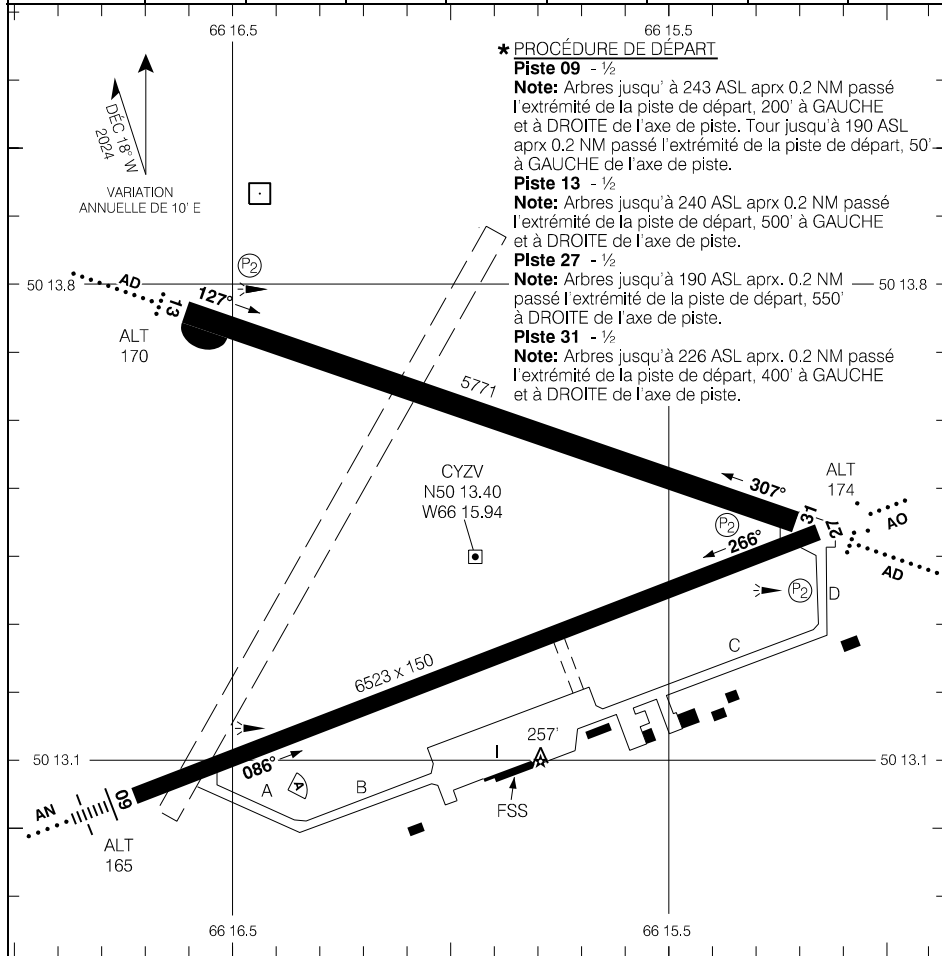
EFF 27 NOV 25

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

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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

EFF 5 DEC 19

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	

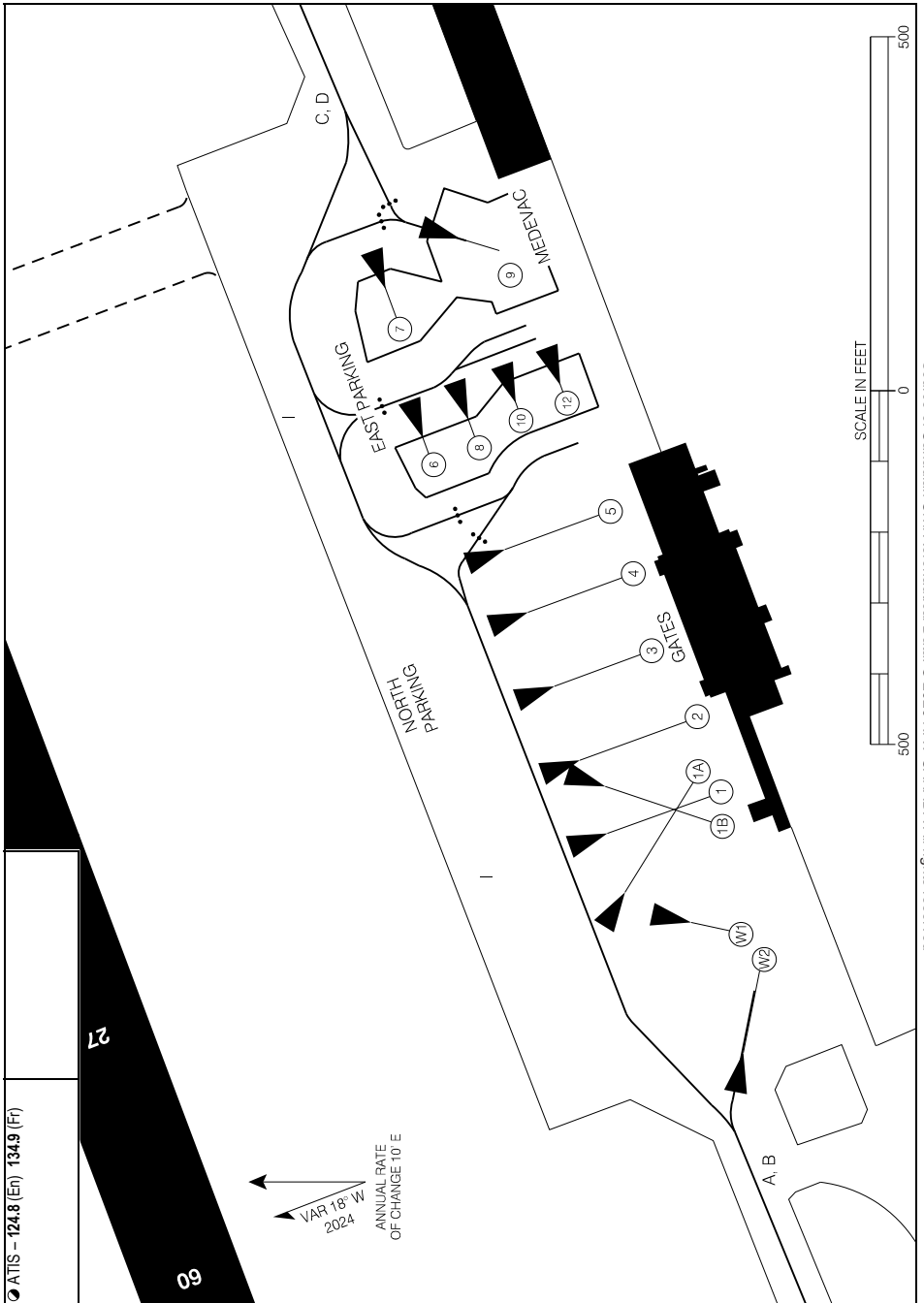
Notes:

- 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



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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	

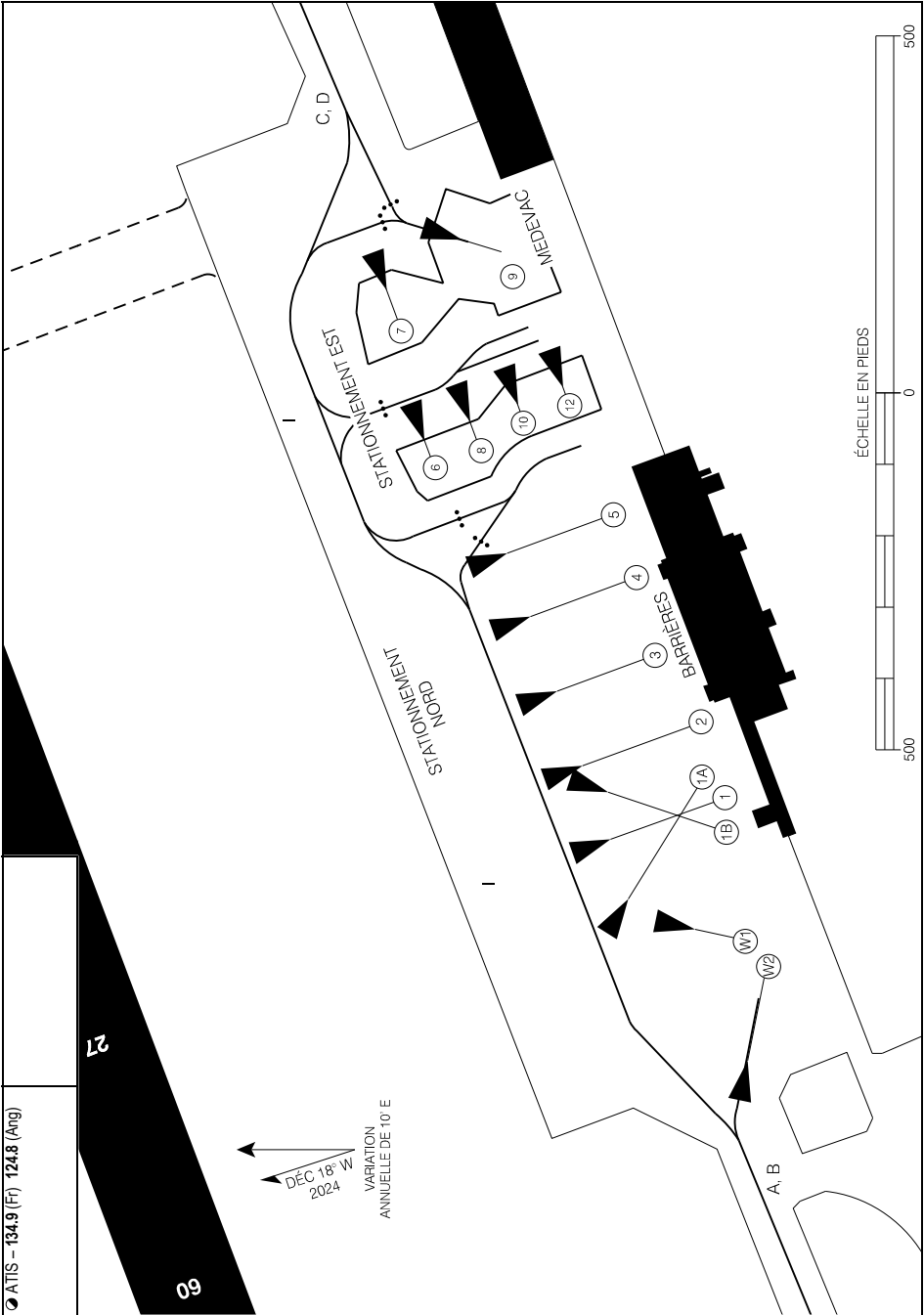
Notes :

- 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.

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AIRES DE STATIONNEMENT



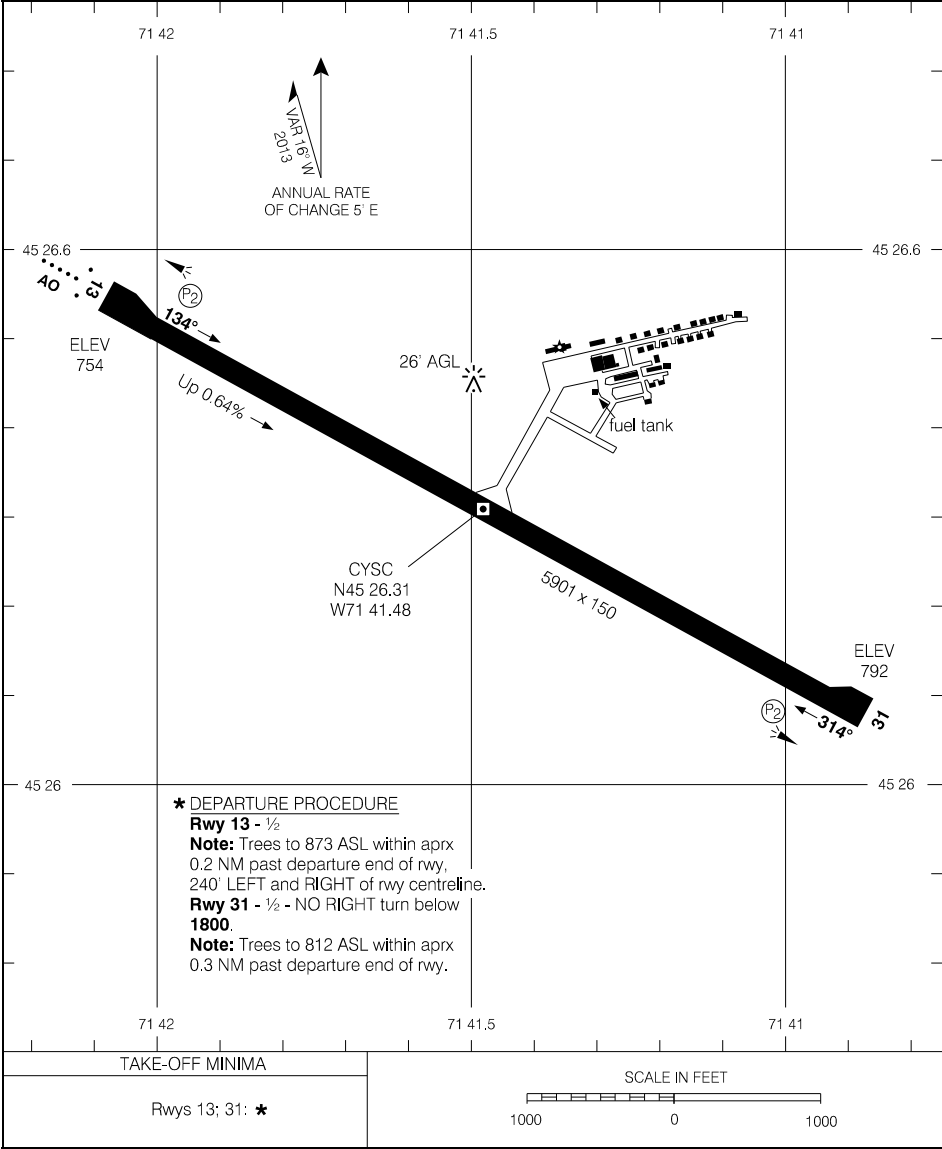
AIRES DE STATIONNEMENT

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						

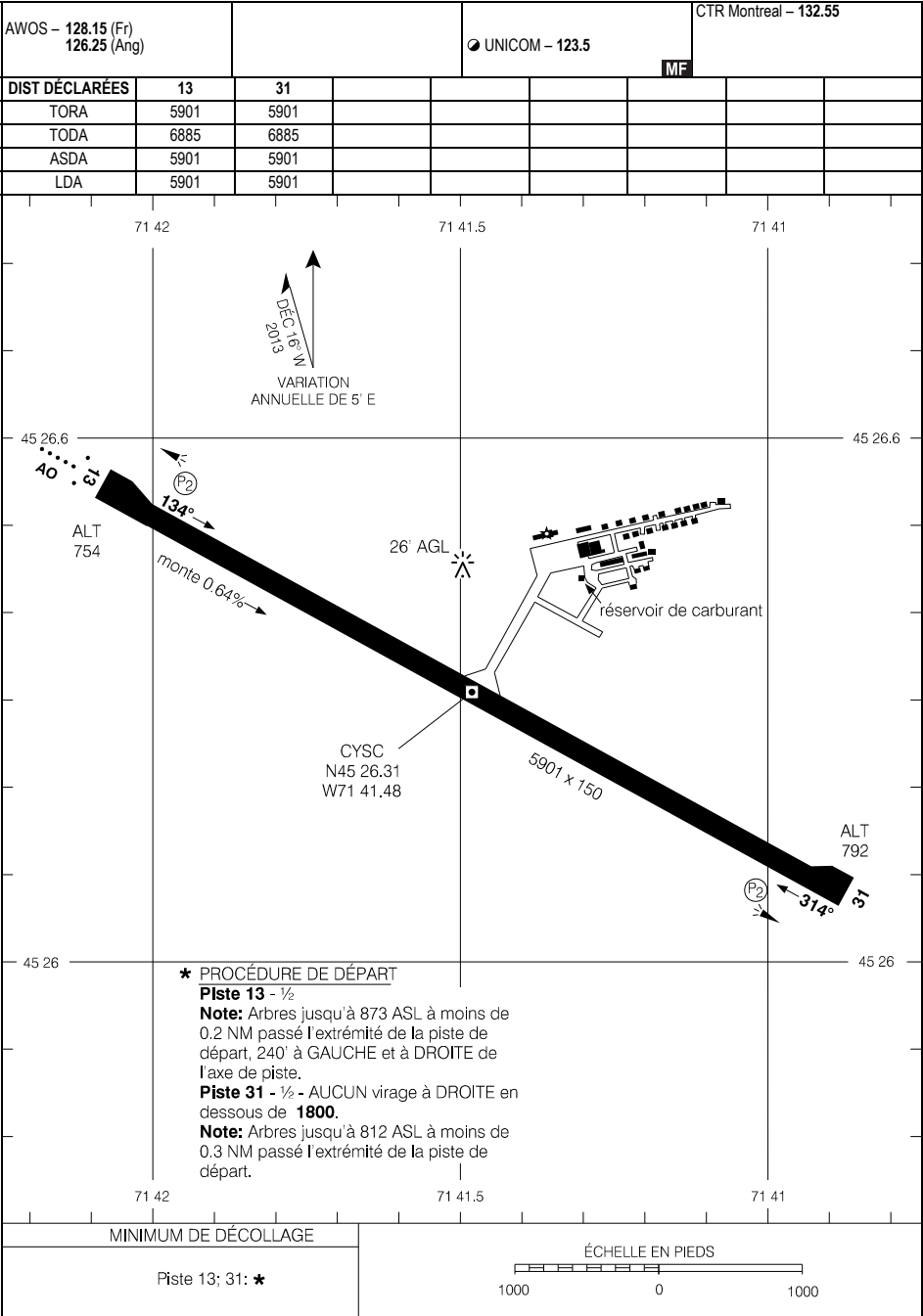


AERODROME CHART

EFF 21 MAR 24

CYSC

CARTE D'AÉRODROME

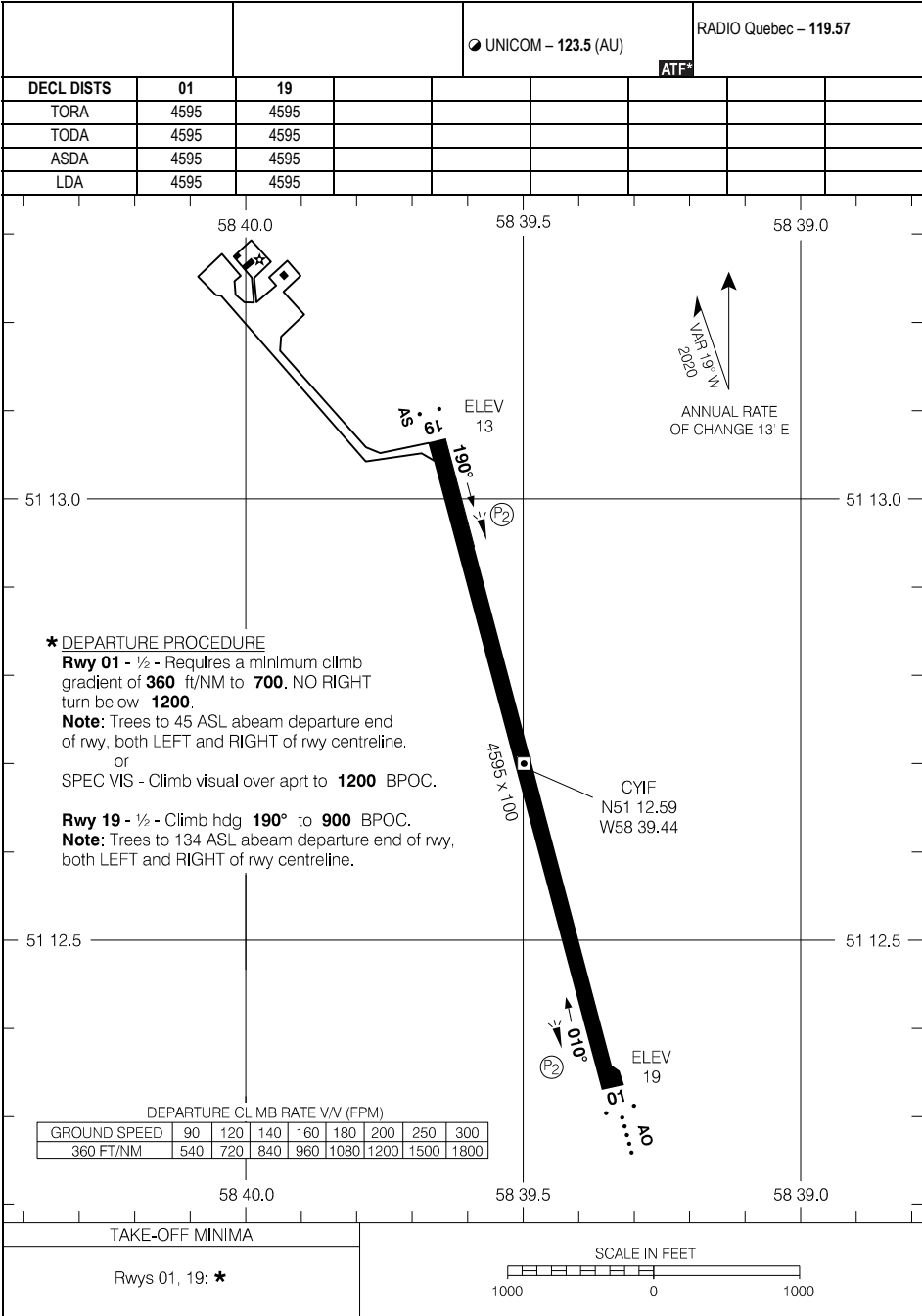


CARTE D'AÉRODROME

EFF 21 MAR 24

CYSC

AERODROME CHART



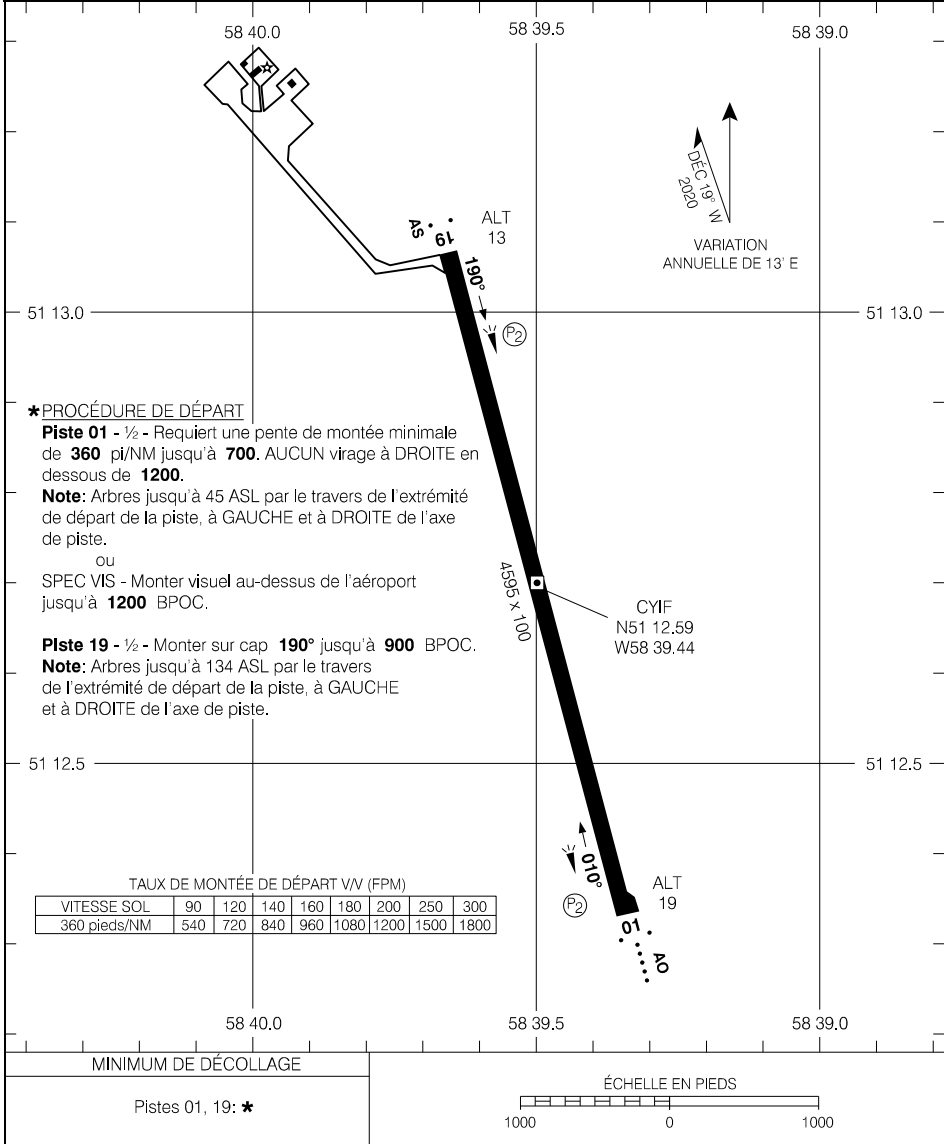
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AERODROME CHART

EFF 10 SEP 20

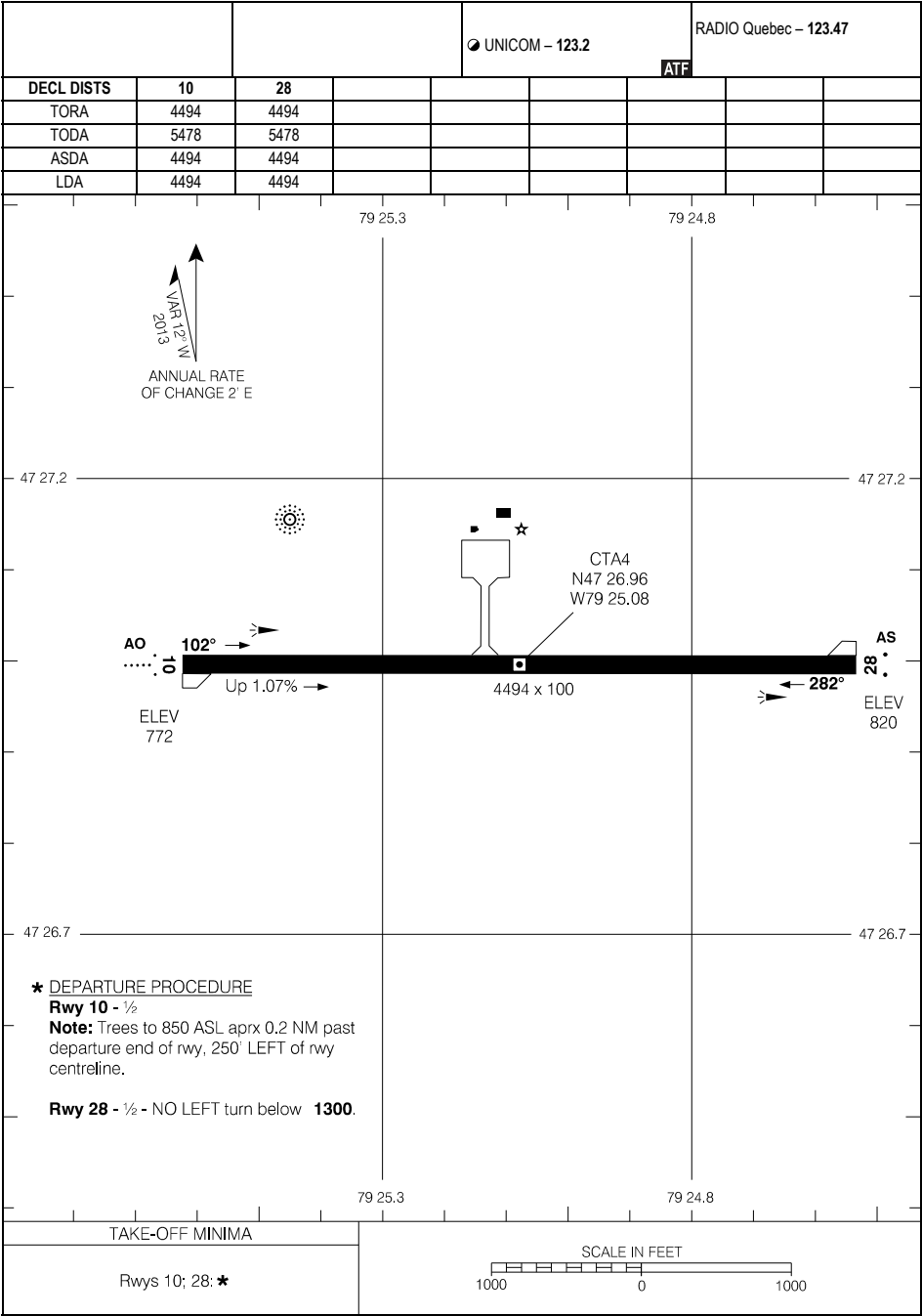
CARTE D'AÉRODROME

					 UNICOM – 123.5 (AU)		RADIO Quebec – 119.57	
DIST DÉCLARÉES	01	19				ATF*		
TORA	4595	4595						
TODA	4595	4595						
ASDA	4595	4595						
LDA	4595	4595						



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AERODROME CHART



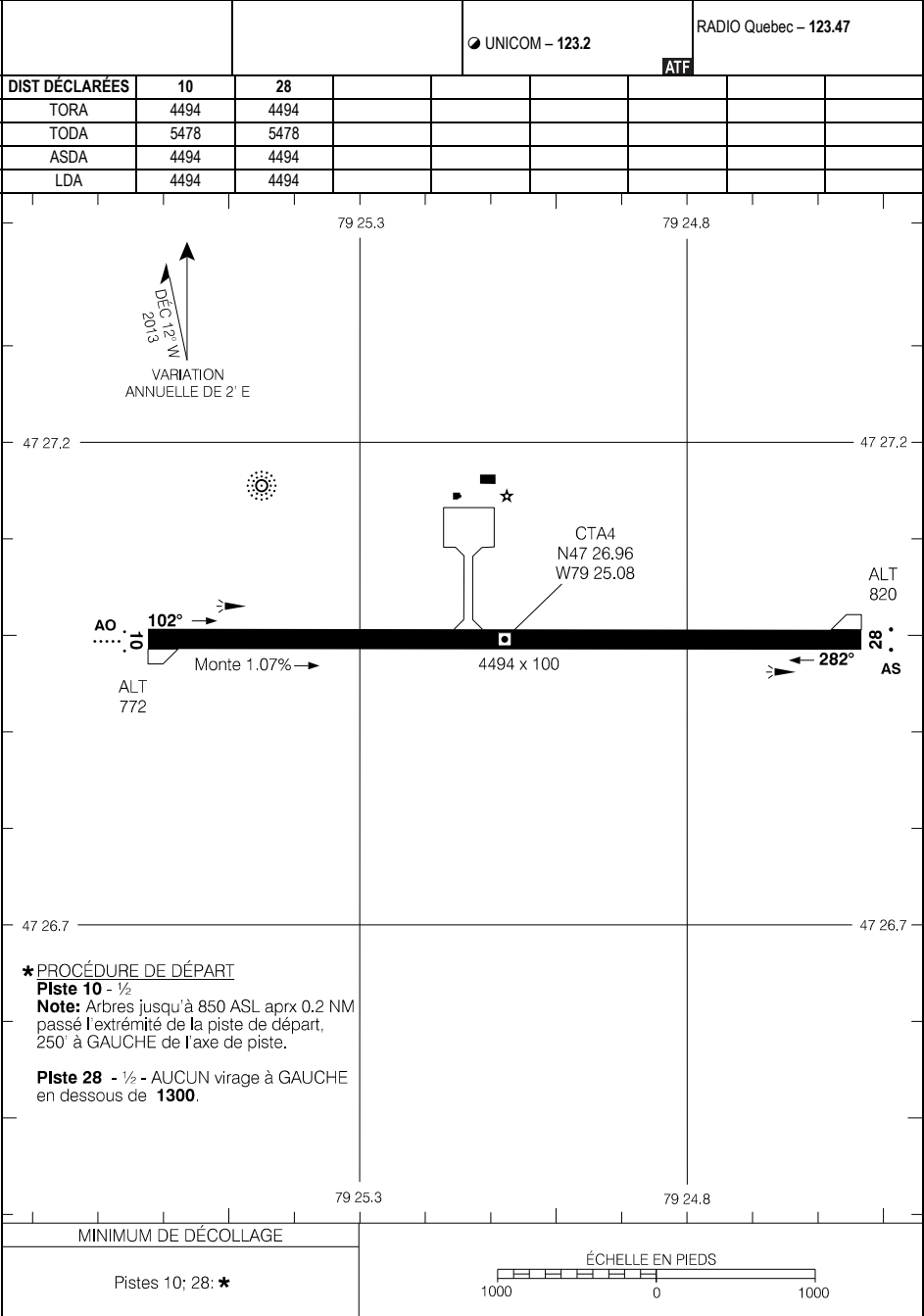
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AERODROME CHART

EFF 23 FEB 23

CTA4

CARTE D'AÉRODROME



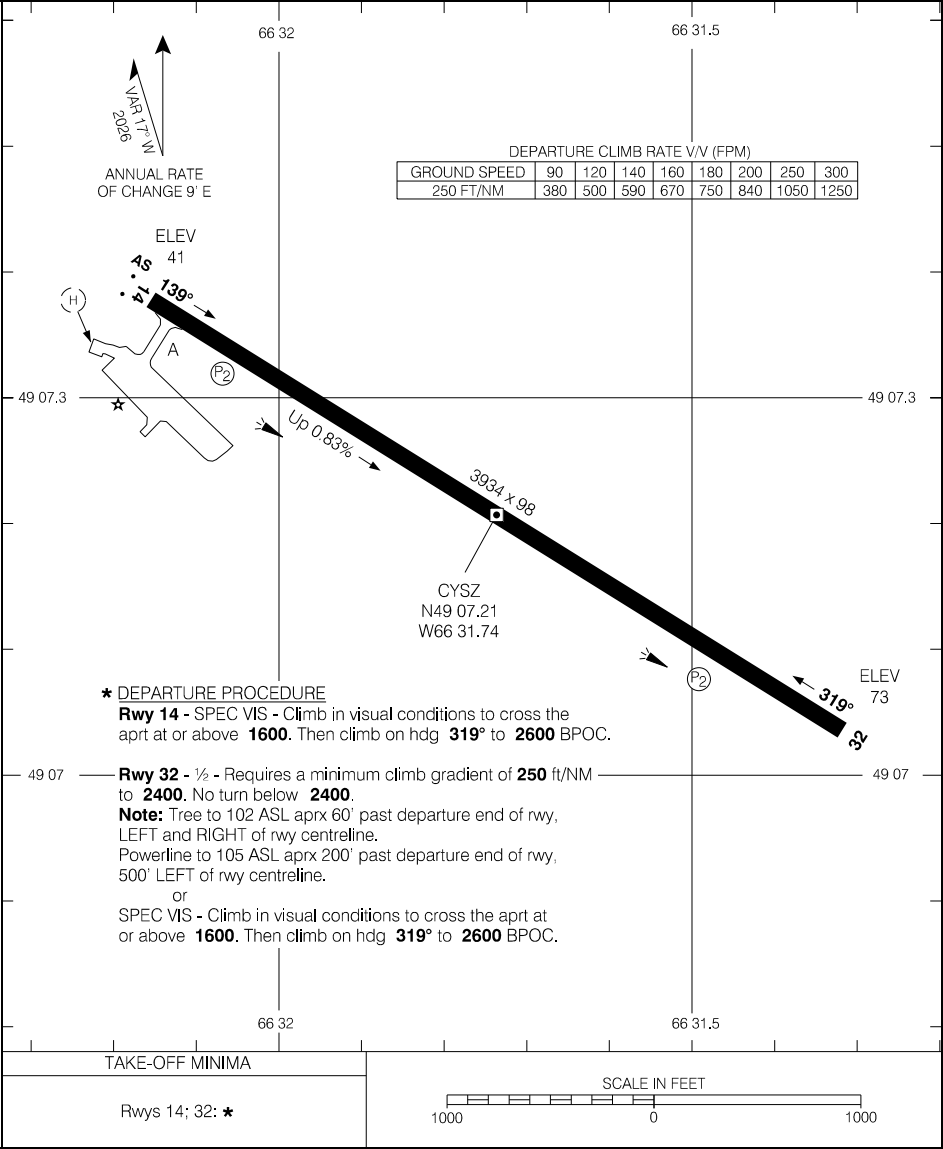
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CARTE D'AÉRODROME

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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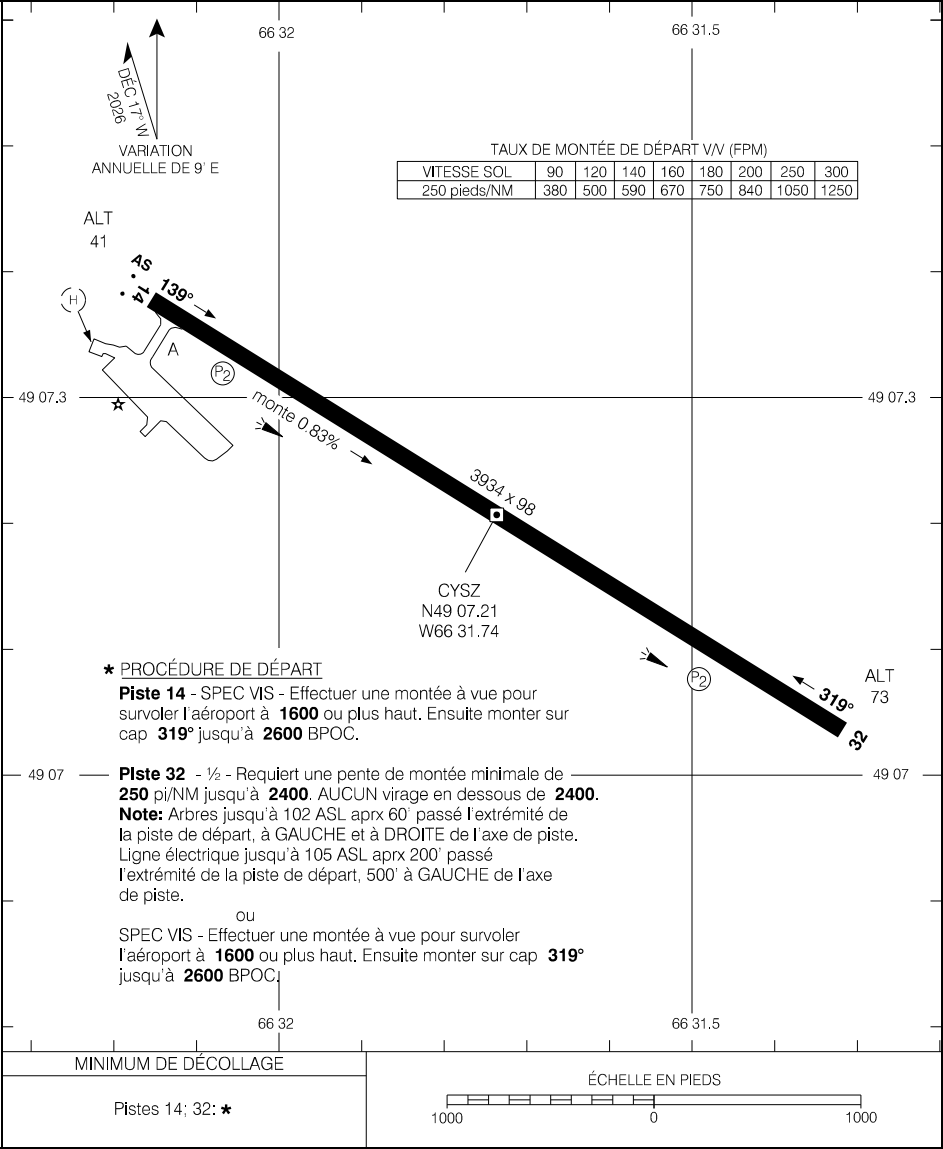
AERODROME CHART

EFF 14 MAY 26

CYSZ

CARTE D'AÉRODROME

AUTO – 122.02				TFC – 122.8		CTR Montreal – 134.65 227.2	
DIST DÉCLARÉES		14	32			ATF	
TORA	3934	3934					
TODA	3934	3934					
ASDA	3934	3934					
LDA	3934	3934					



Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

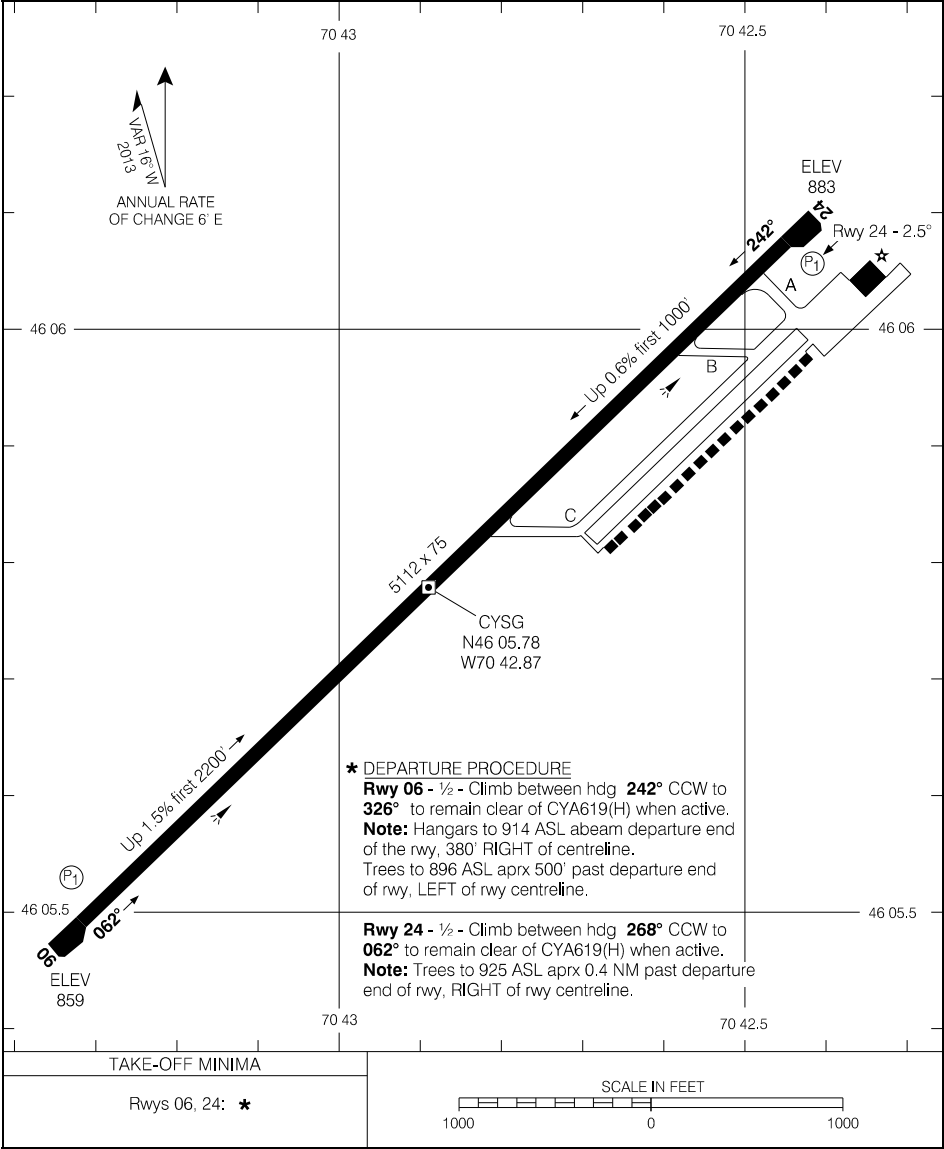
CARTE D'AÉRODROME

EFF 14 MAI 26

CYSZ

AERODROME CHART

AUTO – 123.17				UNICOM – 122.15 (AU)		CTR Montreal – 132.35	
						MF	
DECL DIST	06	24					
TORA	5112	5112					
TODA	5299	6096					
ASDA	5112	5112					
LDA	5112	5112					



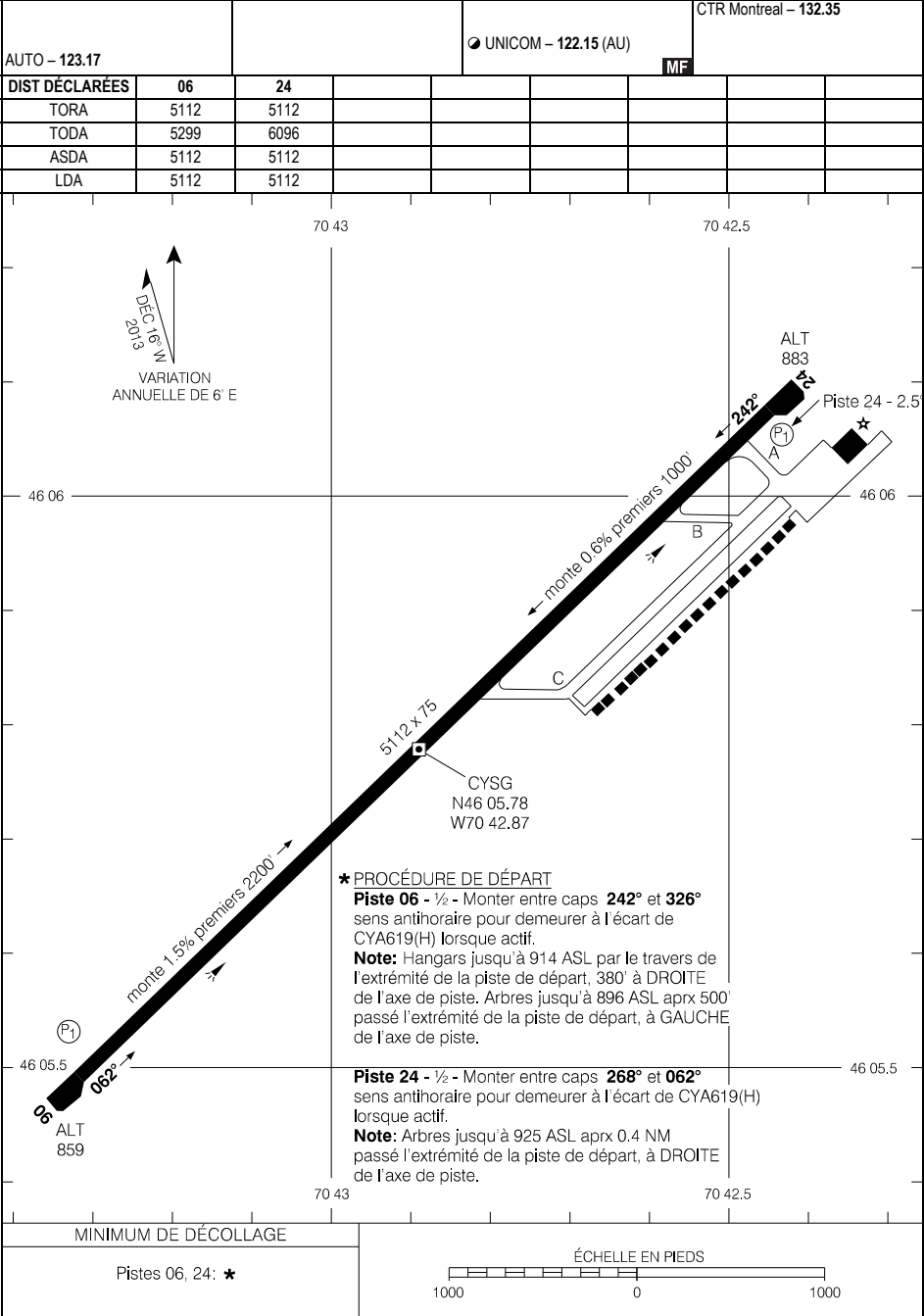
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

AERODROME CHART

EFF 15 JUN 23

CYSG

CARTE D'AÉRODROME



CARTE D'AÉRODROME

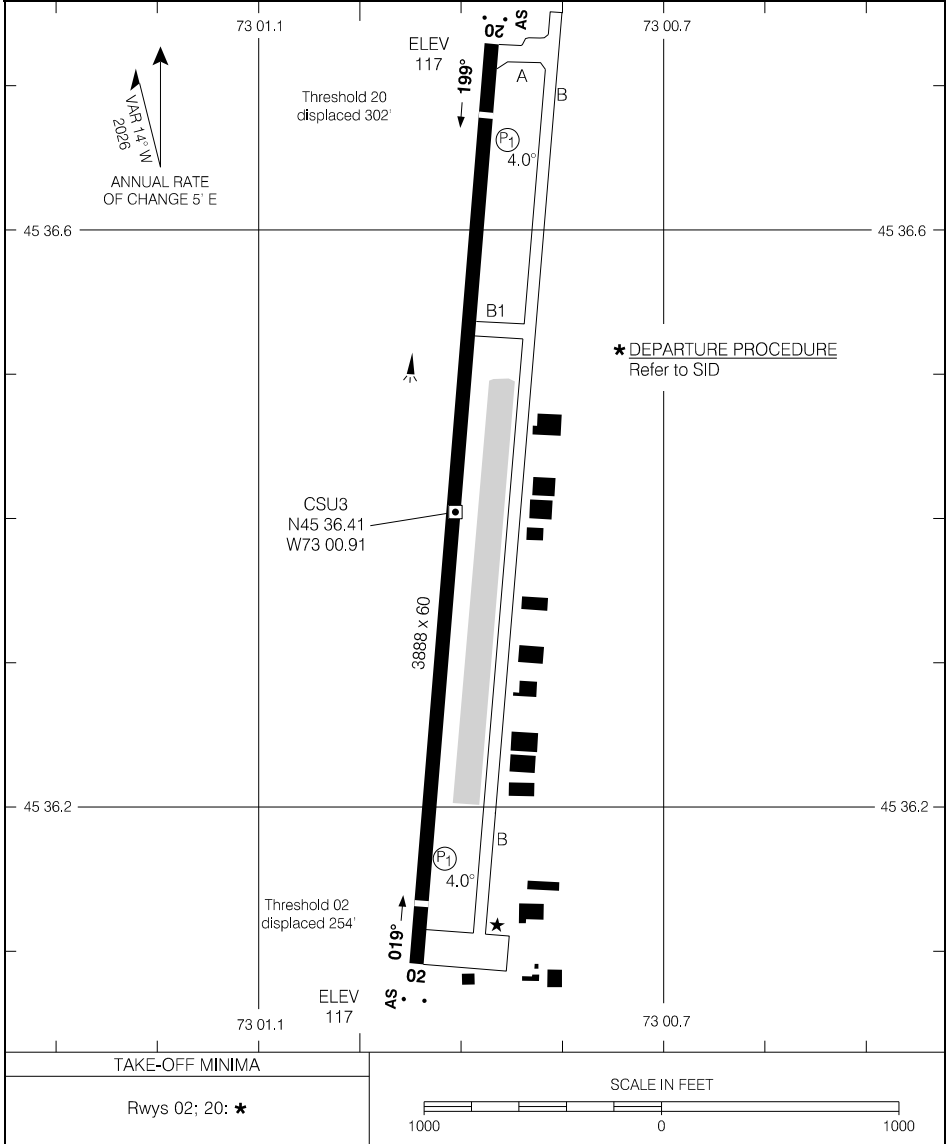
EFF 15 JUIN 23

CYSG

ST-HYACINTHE, QC
CSU3

CSU3

				TFC – 123.22		TML Montreal – 125.15 268.3	
						MF	
DECL DIST	02	20					
TORA	3710	3685					
TODA	3710	3685					
ASDA	3888	3888					
LDA	3634	3586					



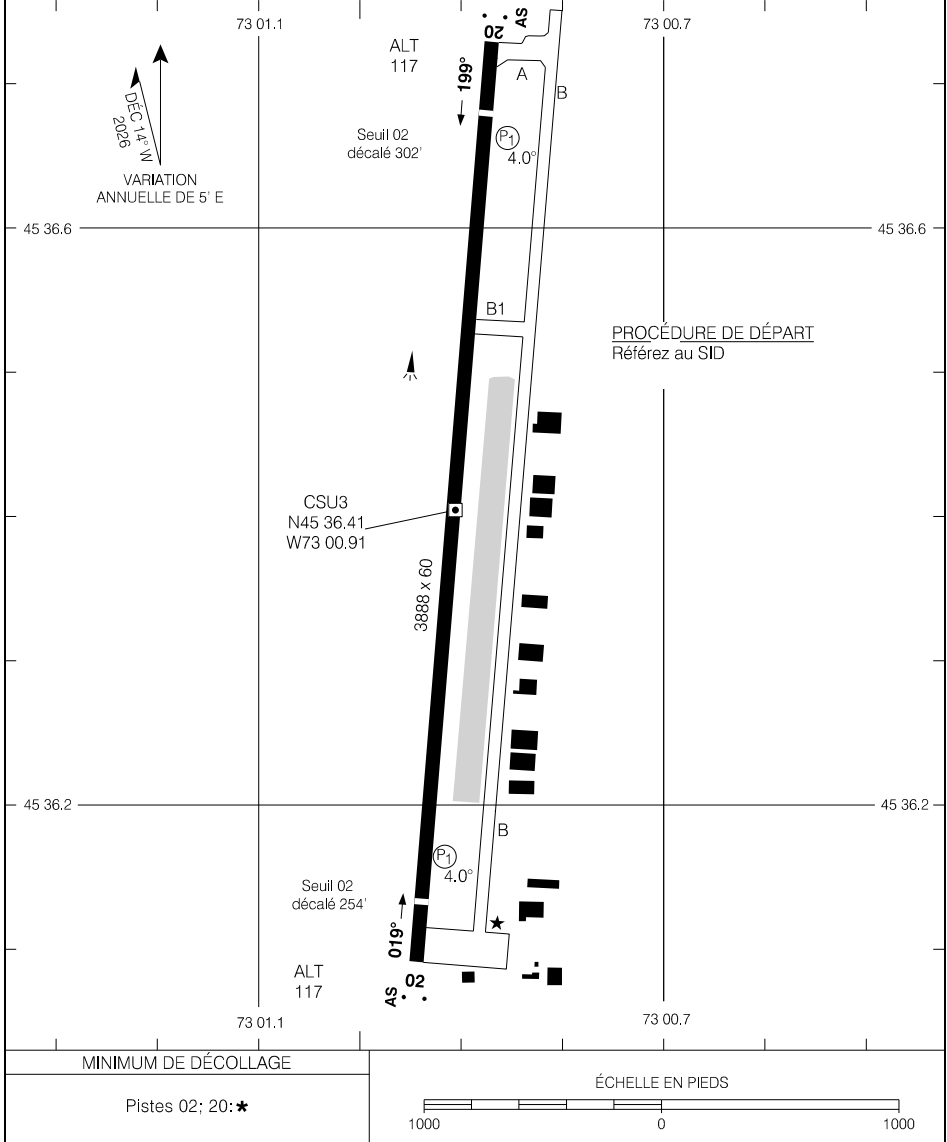
Source of Canadian Civil Aeronautical Data: © 2026 NAV CANADA All rights reserved

CSU3

CSU3-AD

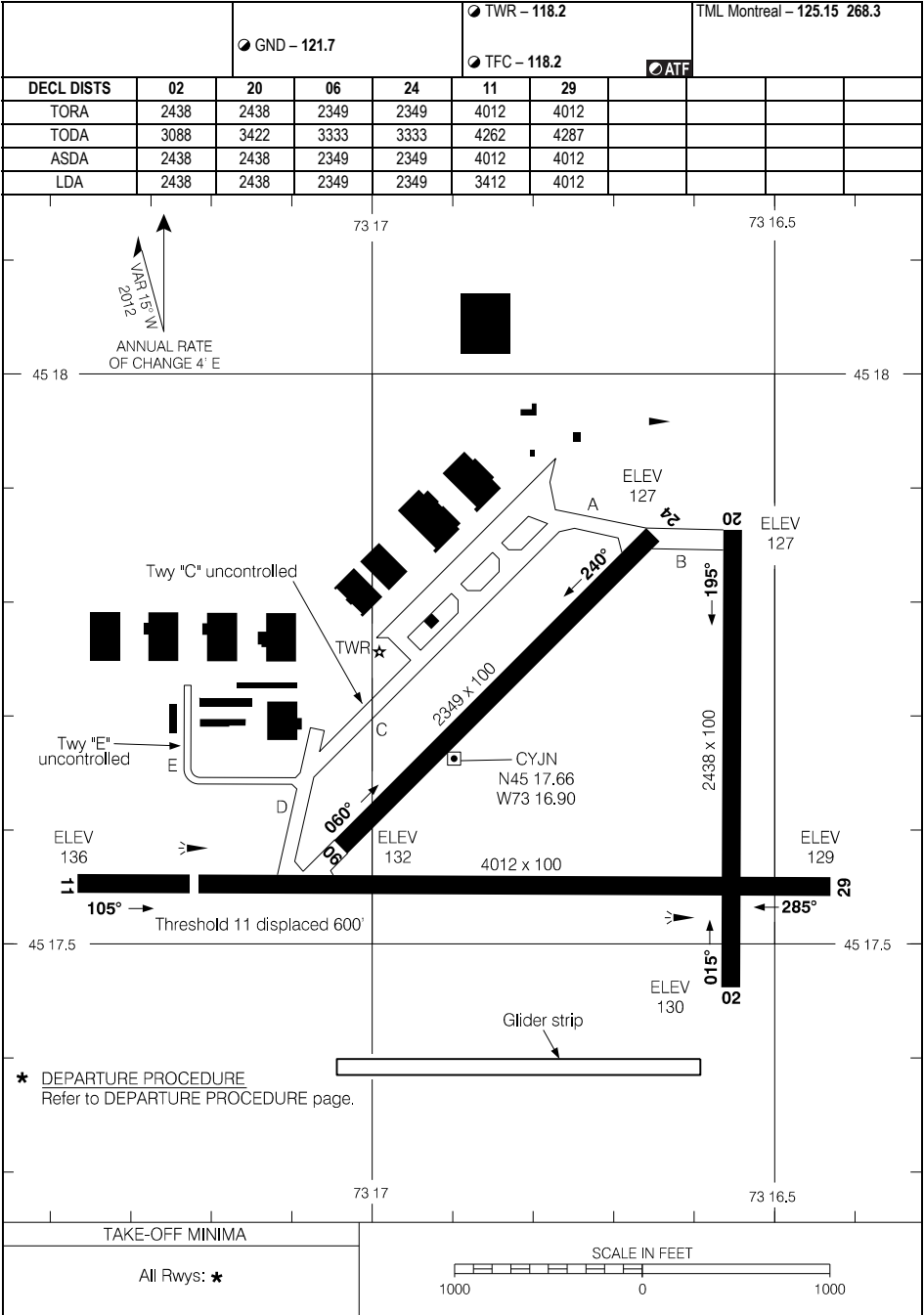
CARTE D'AÉRODROME

				TFC – 123.22		TML Montreal – 125.15 268.3	
DIST DÉCLARÉES		02	20			MF	
TORA	3710	3685					
TODA	3710	3685					
ASDA	3888	3888					
LDA	3634	3586					



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AERODROME CHART



AERODROME CHART

CYJN

EFF 31 OCT 24

CARTE D'AÉRODROME

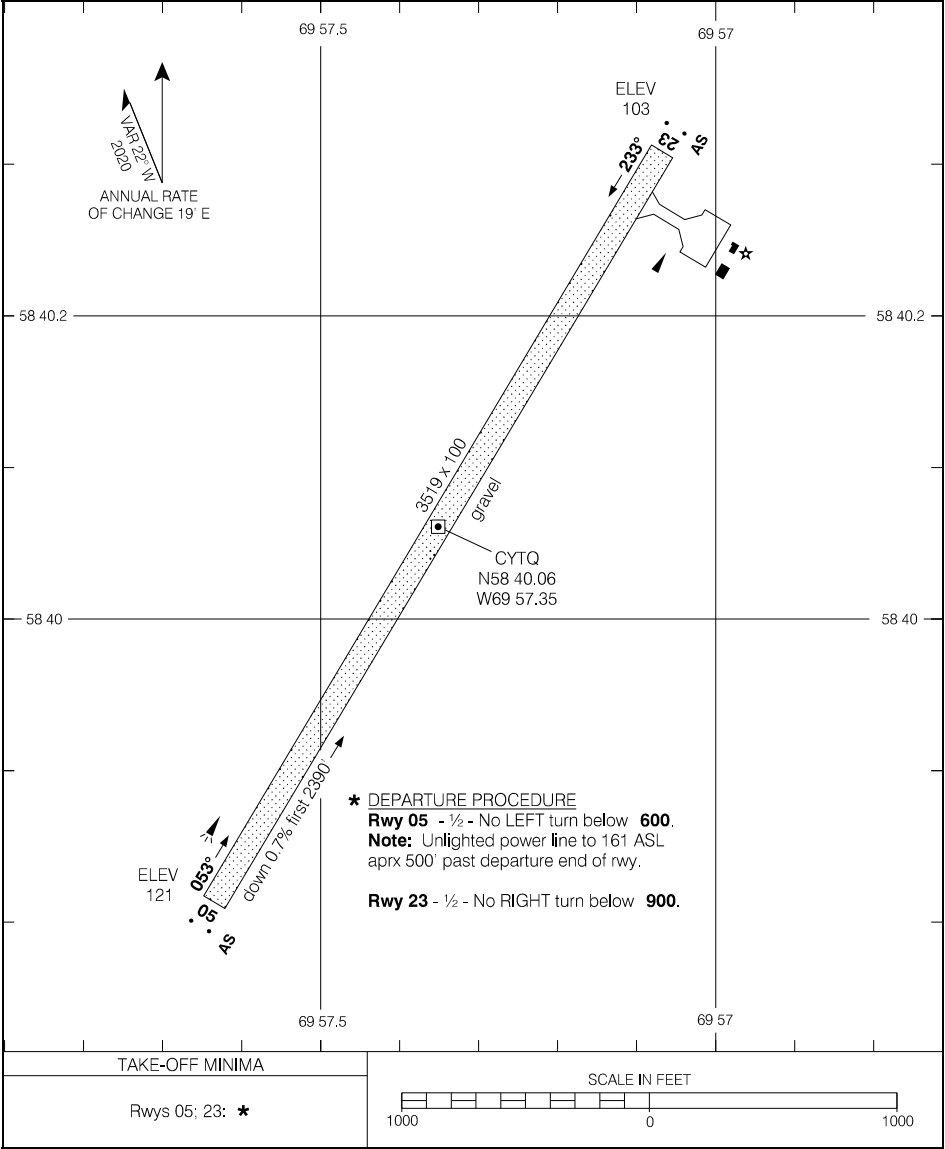
Diagram illustrating the layout of the CYJN (Creston) airport, showing the runway, taxiway, and tower area. The diagram includes the following details:

- Runway:** Runway 11/29, oriented 105°/285°. The threshold of runway 11 is offset by 600'.
- Taxiway:** Taxiway "C" (non-contrôlé) and Taxiway "E" (non-contrôlé).
- Tower:** TOUR DE CONTRÔLE.
- Dimensions:** Runway width is 2349 x 100. Taxiway "C" width is 2438 x 100. Taxiway "E" width is 4012 x 100.
- Elevations (ALT):** ALT 127, ALT 129, ALT 130, ALT 132, ALT 136.
- Coordinates:** 73 17, 73 16.5, 45 18, 45 17.5.
- Scale:** ÉCHELLE EN PIEDS (Scale in Feet).
- Procedure:** PROCÉDURE DE DÉPART (Departure Procedure). Référez au page PROCEDURE DE DÉPART.

Source des données aéronautiques civiles pour le Canada : © 2026 NAV CANADA Tous droits réservés

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						

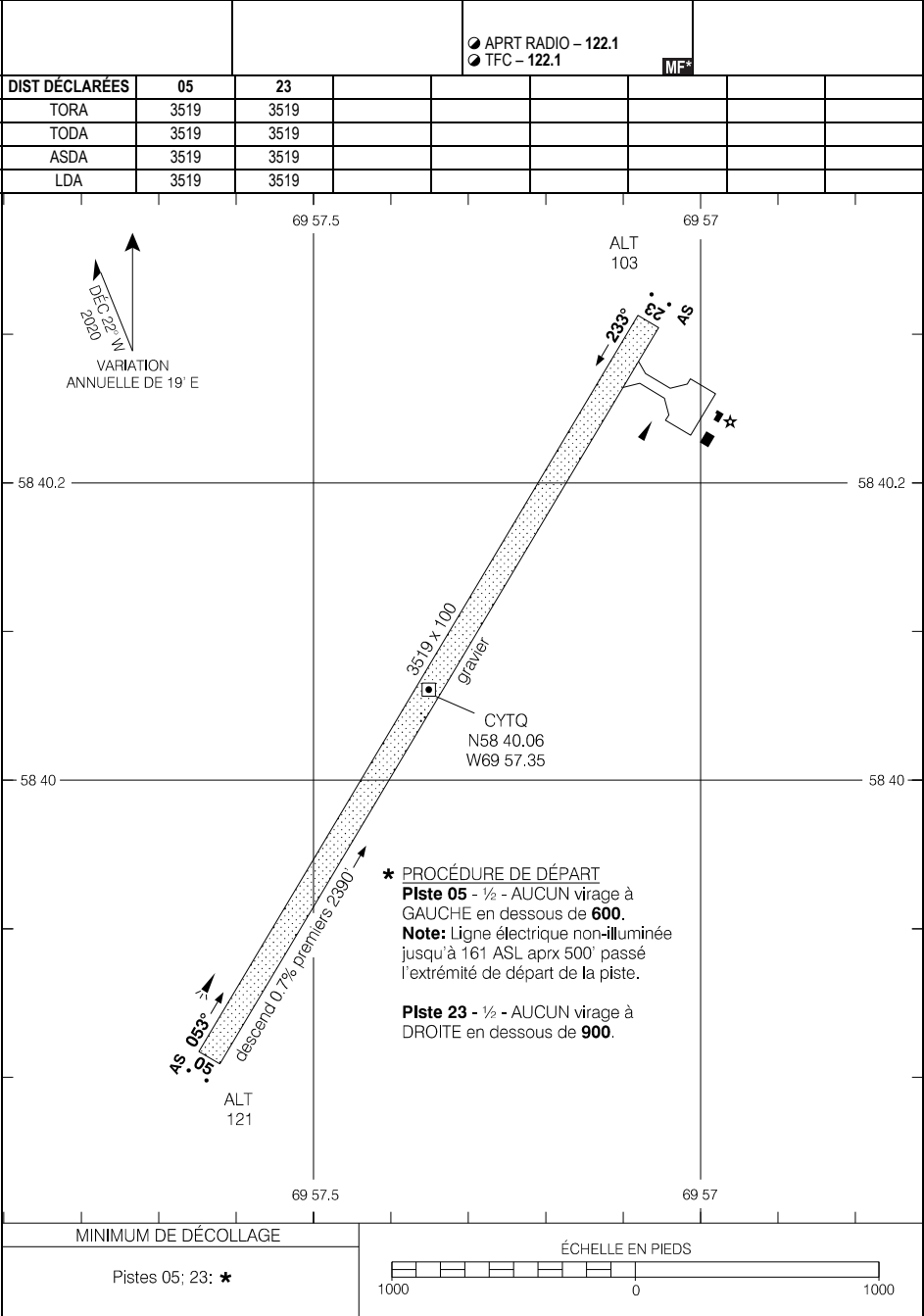


AERODROME CHART

EFF 27 JAN 22

CYTQ

CARTE D'AÉRODROME



CARTE D'AÉRODROME

EFF 27 JAN 22

CYTQ

CSM3

				 UNICOM – 122.8		CTR Montreal – 132.35	
DECL DISTS	06	24				ATF	
TORA	4500	4500					
TODA	4500	4500					
ASDA	4500	4500					
LDA	4500	4500					

* DEPARTURE PROCEDURE

Rwy 06 - ½ - When CYA619 not active: Requires a minimum climb gradient of **500 ft/NM** to **3900**.

or

When CYA619 active: Requires a minimum climb gradient of **500** ft/NM to **3900**. Climb between heading **290°** CCW **242°** to **5000** BPOC.

Note: Trees to 1507 ASL aprx 0.3 NM past departure end of runway, 1650' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross apt at or above **3000**
then continue climb between hdg **138°** CW
to hdg **007°** to **5000** BPOC.

Rwy 24 - ½ - When CYA619 not active: Requires a minimum climb gradient of **330** ft/NM to **2500**.

or

When CYA619 active: Requires a minimum climb gradient of **330** ft/NM to **2500**. Climb _____ between hdg **113°** CW to **032°** to **5000** BPOC.

or

SPEC VIS - Climb in visual conditions to cross apt
at or above **3000** then continue
climb between hdg **138°** CW to
hdg **007°** to **5000** BPOC.

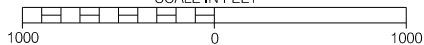
ELEV
1406

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
500 FT/NM	750	1000	1170	1340	1500	1670	2090 2500

TAKE-OFF MINIMA

Rwys 06; 24: *

SCALE IN FEET



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CSM3

*** PROCÉDURE DE DÉPART**

Piste 06 - ½ - Lorsque CYA619 n'est pas active: Requiert une pente de montée minimale de **500** pieds/NM jusqu'à **3900**. Quand CYR619 est active: requiert une pente minimale de **500** pieds/NM jusqu'à **3900**. Monter entre cap **290°** et **242°** sens anti-horaire jusqu'à **5000** BPOC.

Note: Arbres jusqu'à 1507 ASL aprx 0.3 NM passé l'extrémité de la piste de départ, 1650' À droite de l'axe de piste.

ou

SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **3000** ensuite, continuer à monter entre cap **138°** et **007°** sens horaire jusqu'à **5000** BPOC.

Piste 24 - ½ - Lorsque CYA619 n'est pas active: Requiert une pente de montée minimale de **330** pieds/NM jusqu'à **2500**.

ou

Quand CYR619 est active: Requiert une pente minimale de **330** pieds/NM jusqu'à **2500**. Monter entre cap **113°** et **032°** sens horaire jusqu'à **5000** BPOC.

ou

SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **3000** ensuite, continuer à monter entre cap **138°** et **007°** sens horaire jusqu'à **5000** BPOC.

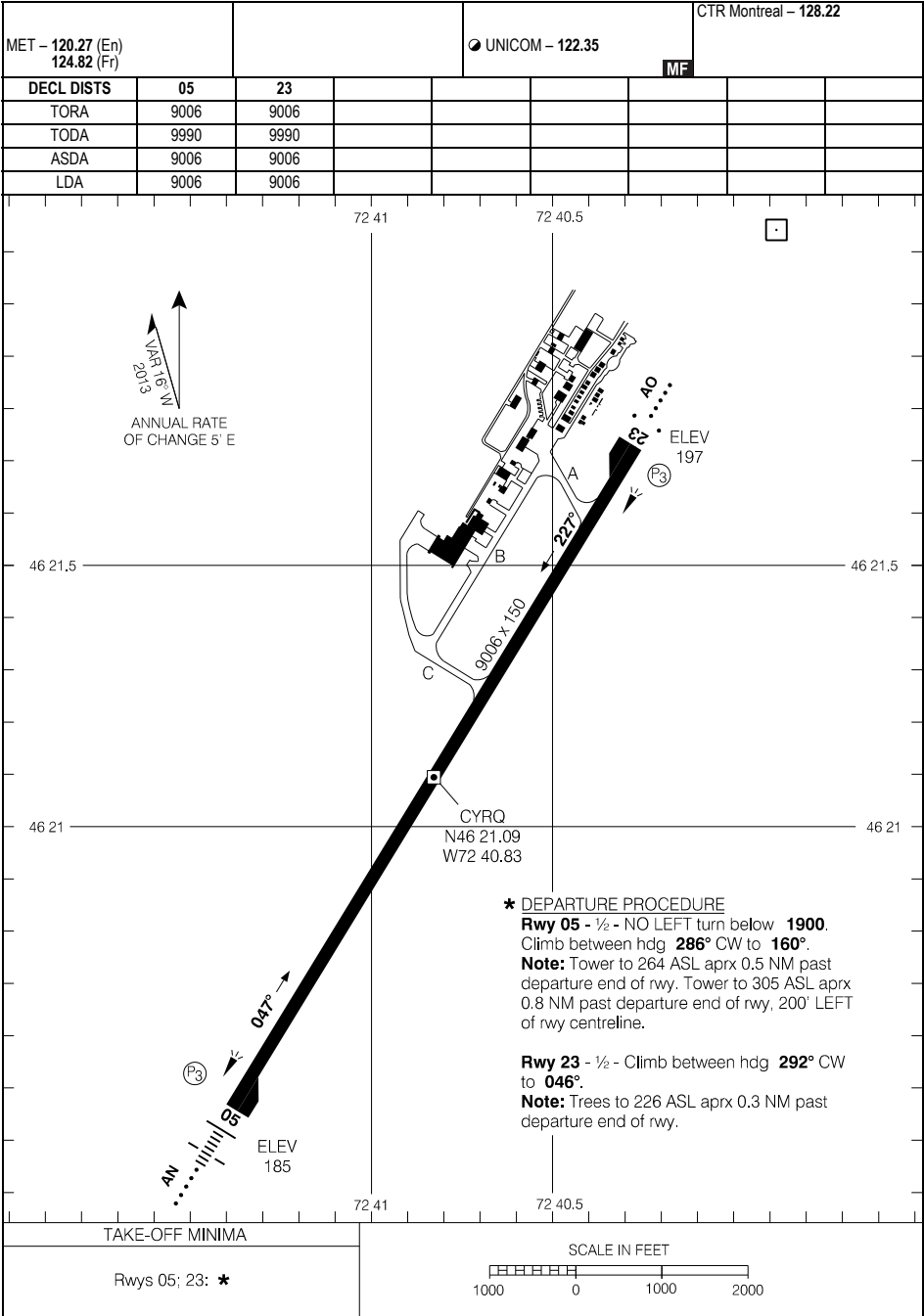
VITESSE SOL	90	120	140	160	180	200	250	300
330 pieds/NM	500	660	770	880	990	1100	1380	1650
500 pieds/NM	750	1000	1170	1340	1500	1670	2090	2500

ÉCHELLE EN PIEDS

0 1000

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AERODROME CHART

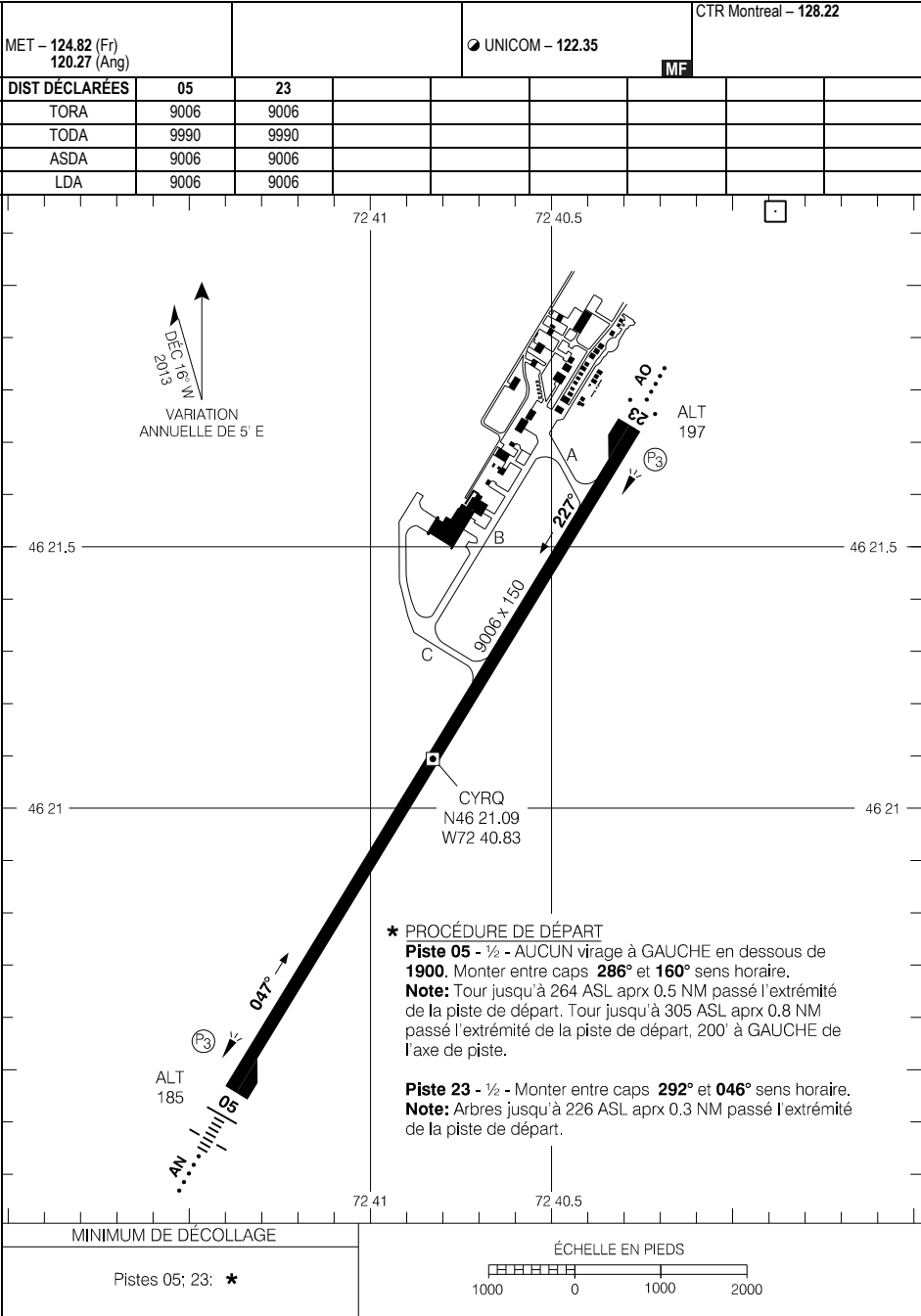


AERODROME CHART

EFF 2 OCT 25

CYRQ

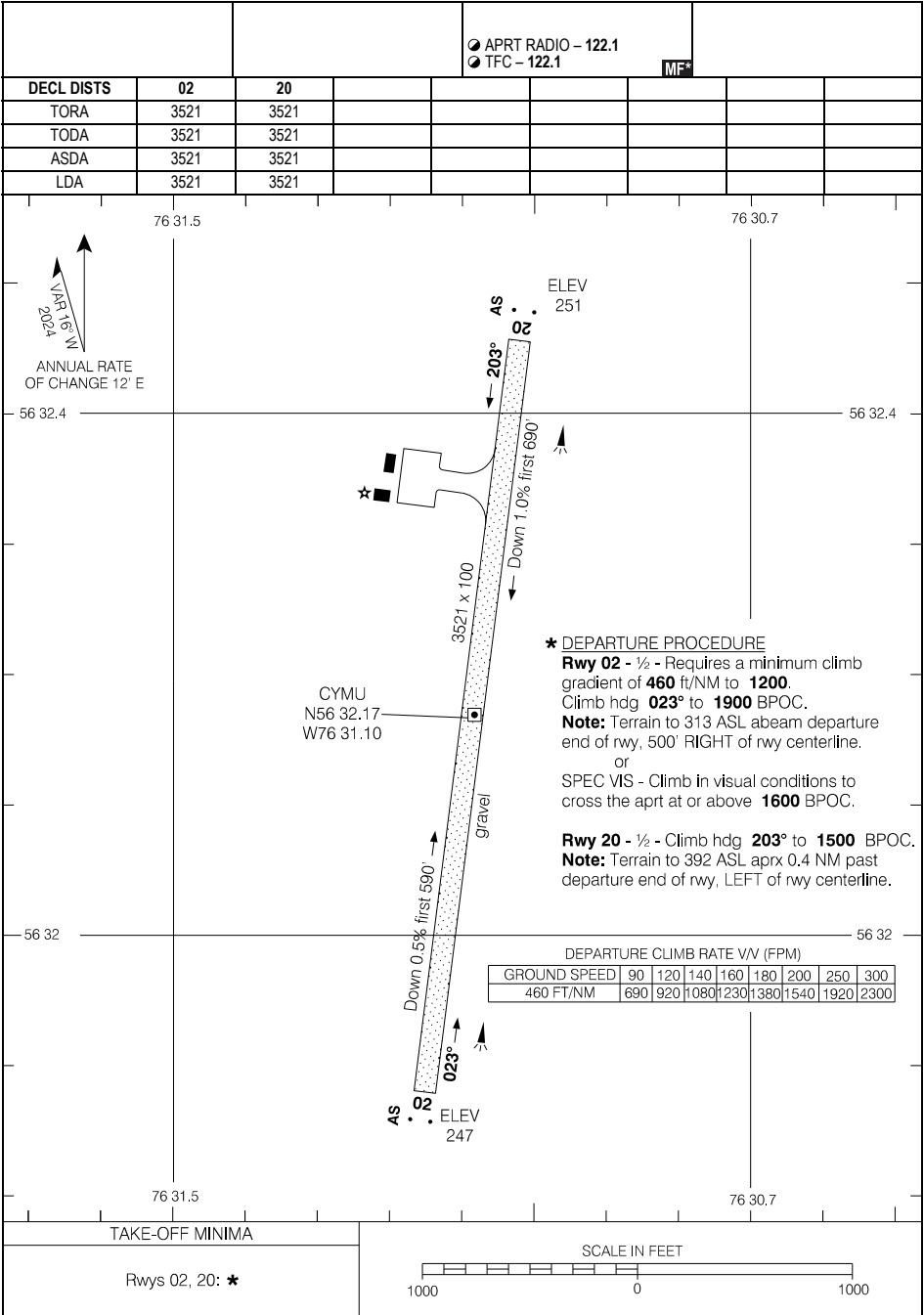
CARTE D'AÉRODROME



CARTE D'AÉRODROME

EFF 2 OCT 25

AERODROME CHART



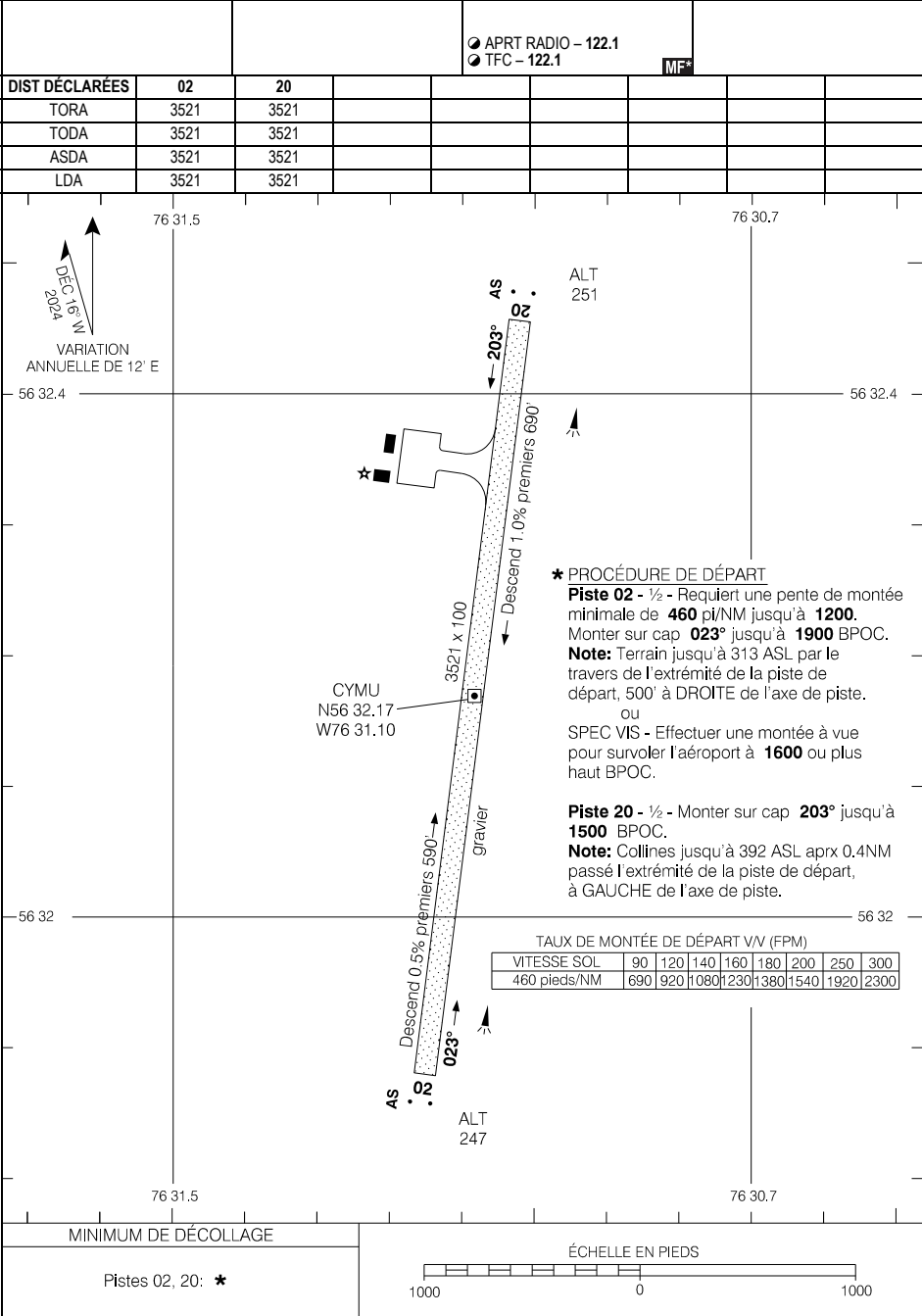
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AERODROME CHART

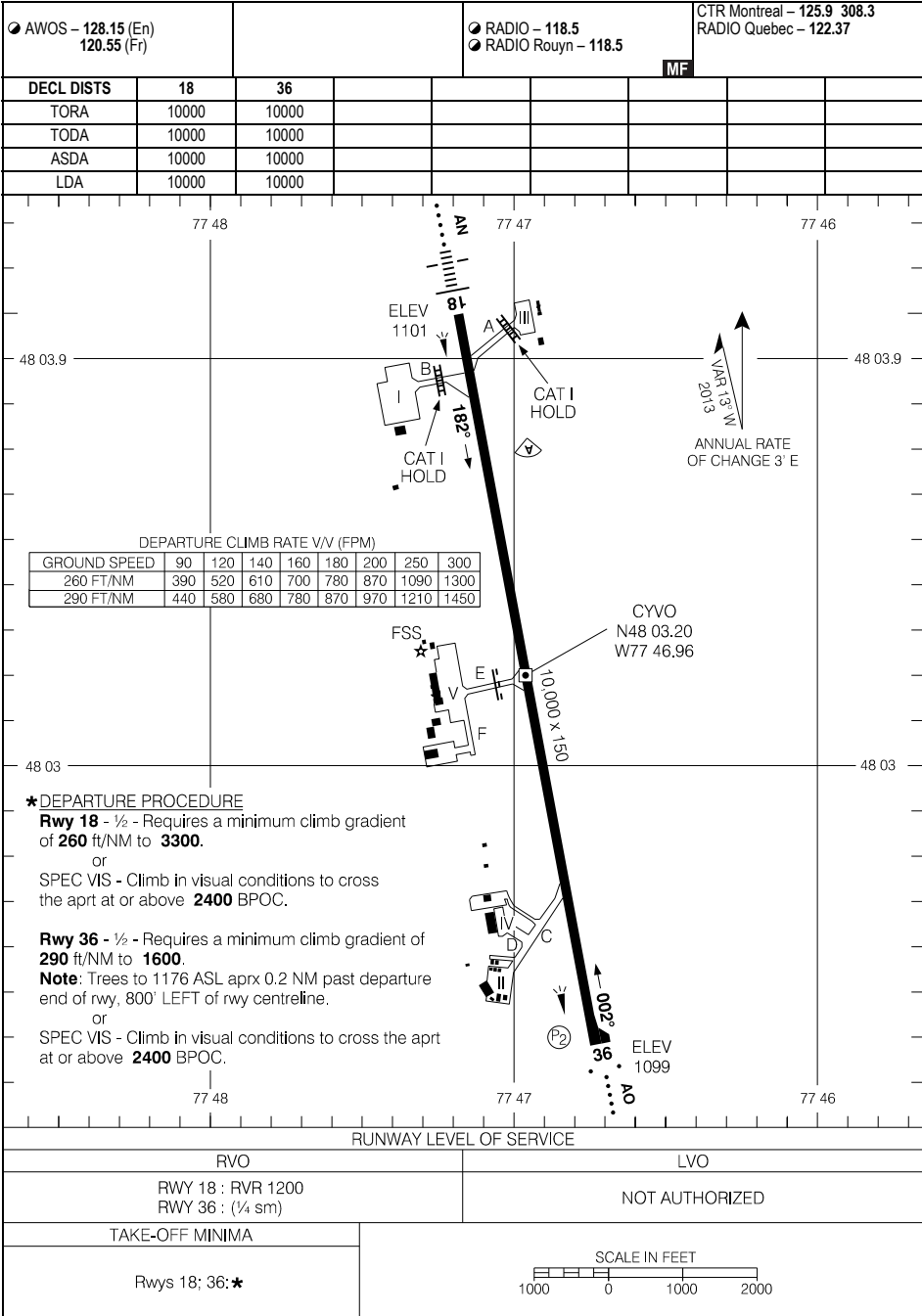
EFF 21 MAR 24

CYMU

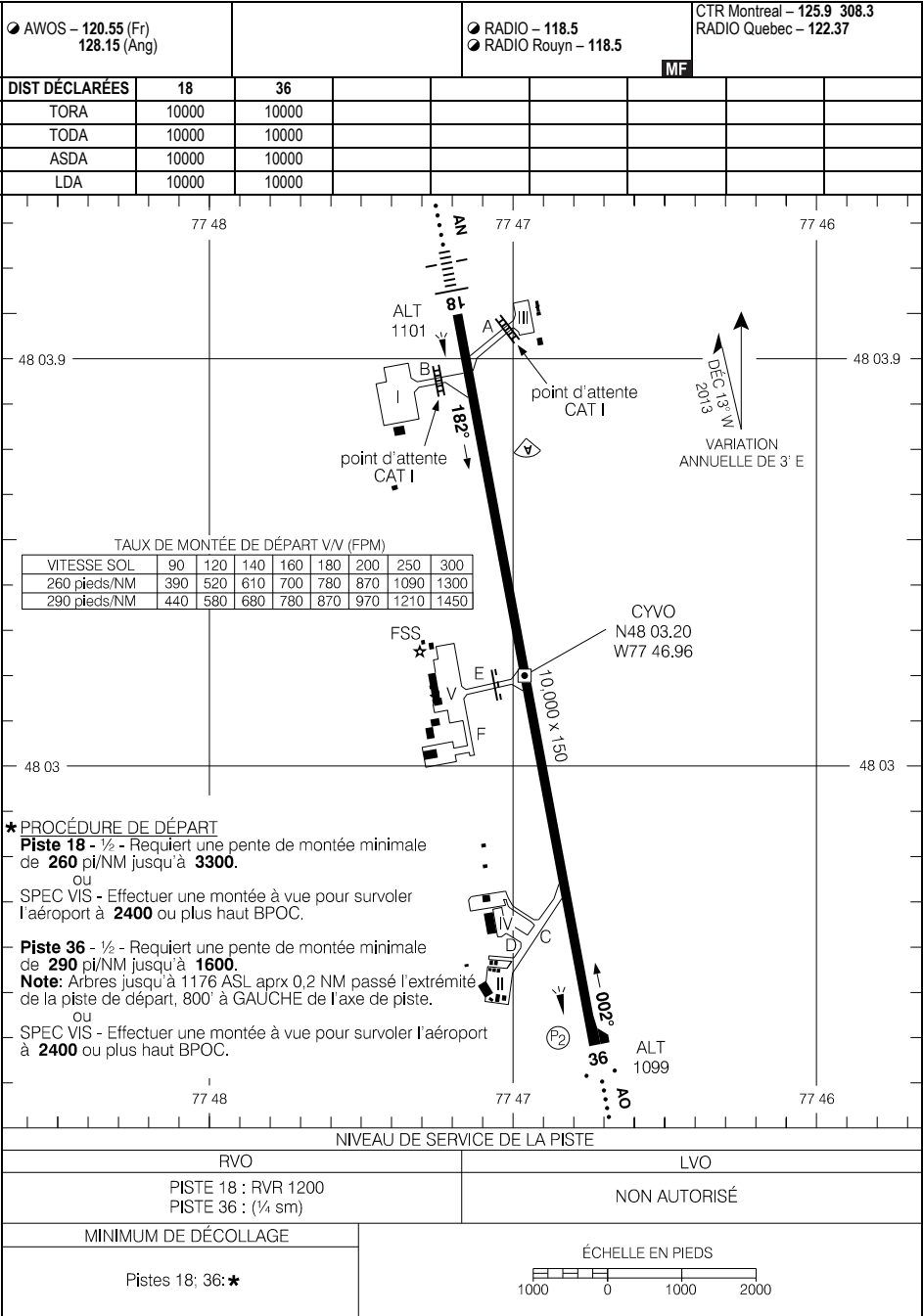
CARTE D'AÉRODROME



AERODROME CHART



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)

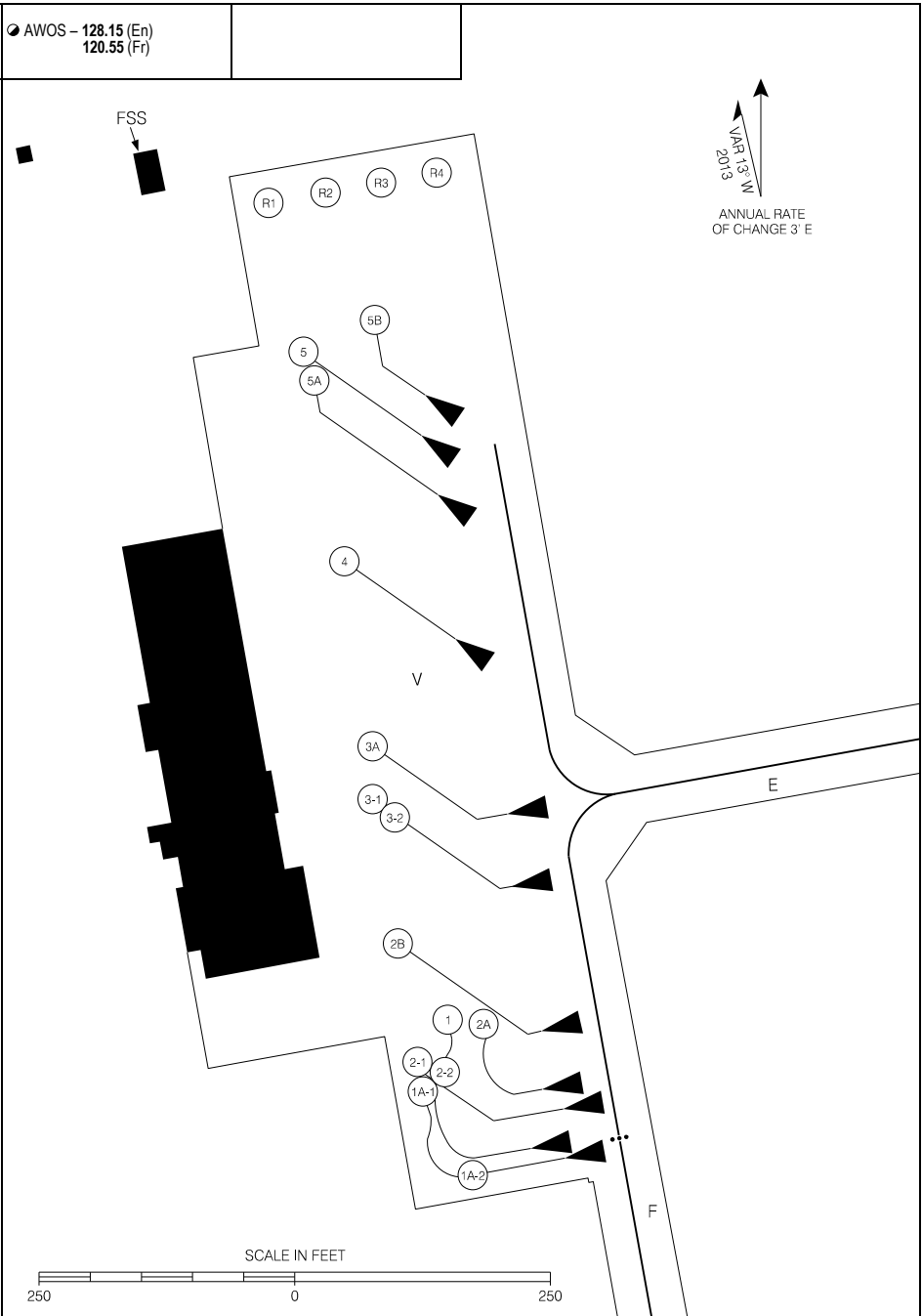
PARKING AREAS (PROCEDURES)

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



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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)

CYVO

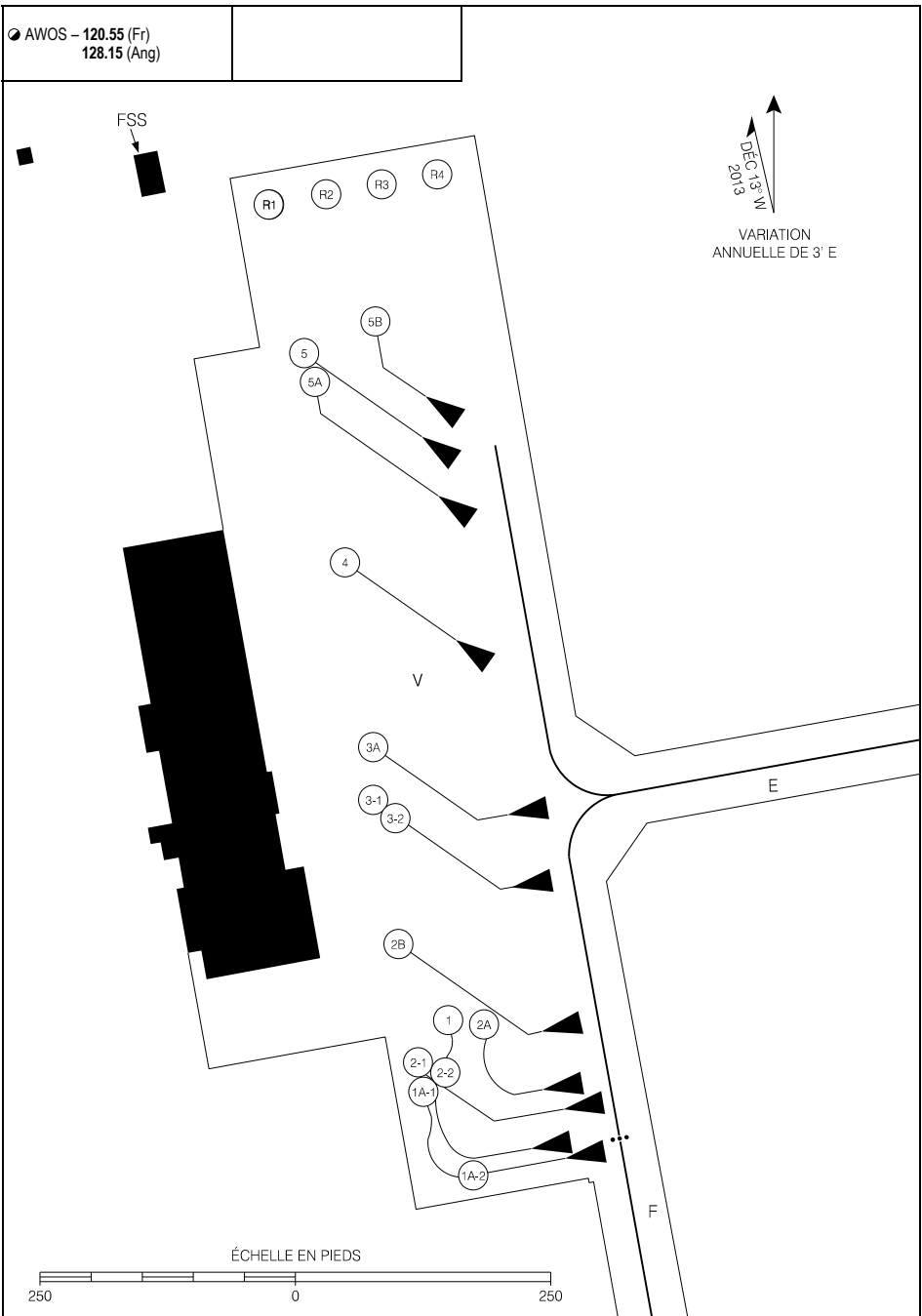
AIRES DE STATIONNEMENT (PROCÉDURES)

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

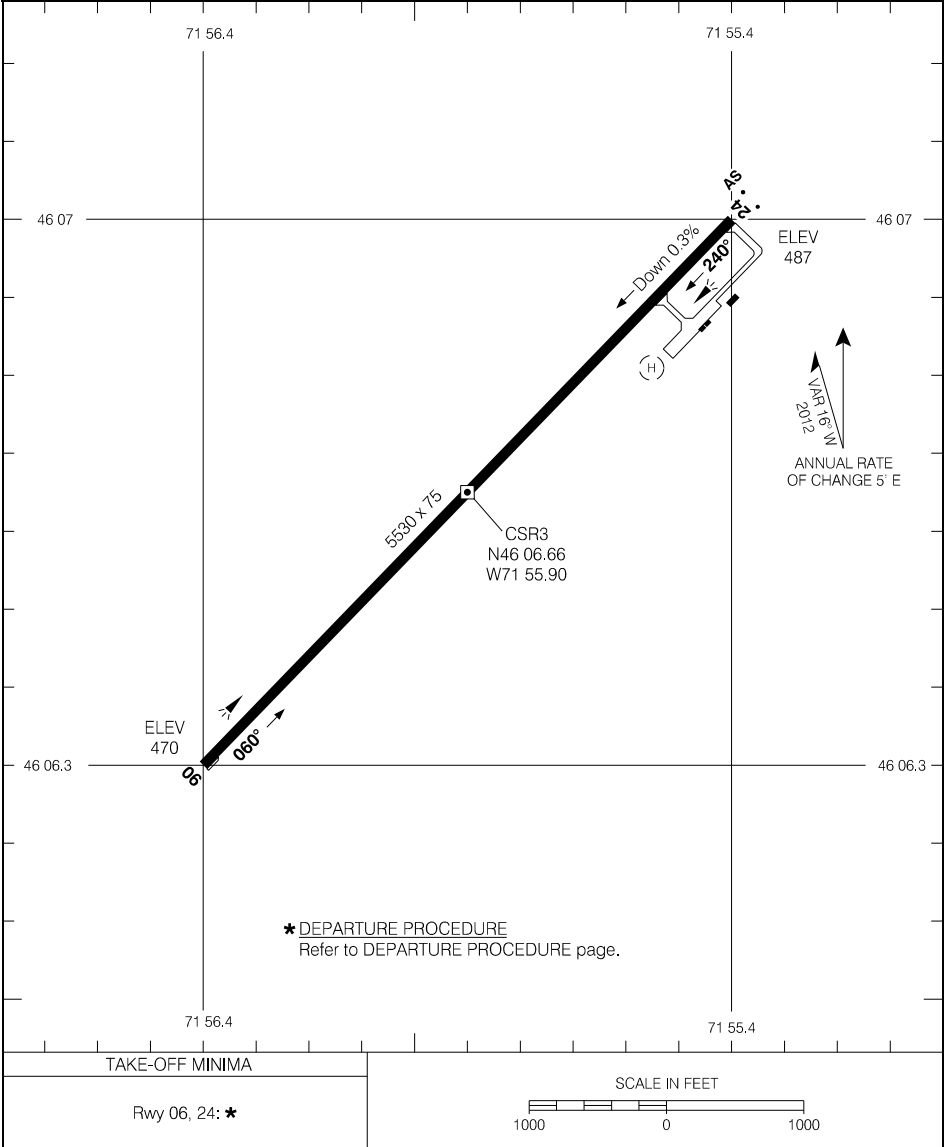
AIRES DE STATIONNEMENT

Poste de stationnement d'aéronef

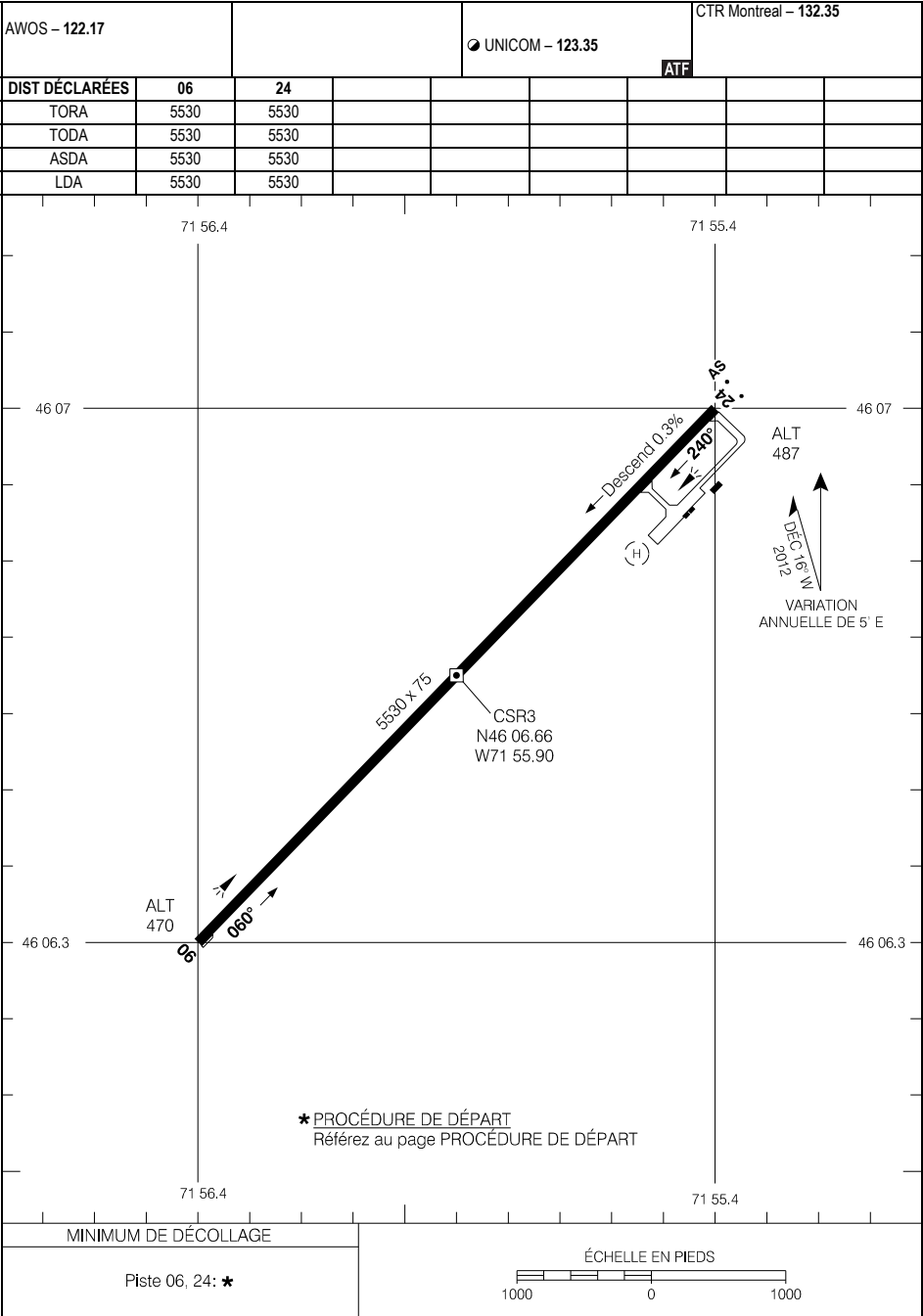
Position	Coordonnées	Position	Coordonnées
1	480308.23N 0774710.98W	3A	480310.86N 0774712.12W
1A-1	480307.64N 0774711.31W	4	480312.63N 0774712.54W
1A-2	480306.77N 0774710.62W	5	480314.60N 0774713.11W
2-1	480307.75N 0774711.37W	5A	480314.52N 0774713.04W
2-2	480307.68N 0774711.21W	5B	480314.96N 0774712.15W
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							



CARTE D'AÉRODROME



CARTE D'AÉRODROME

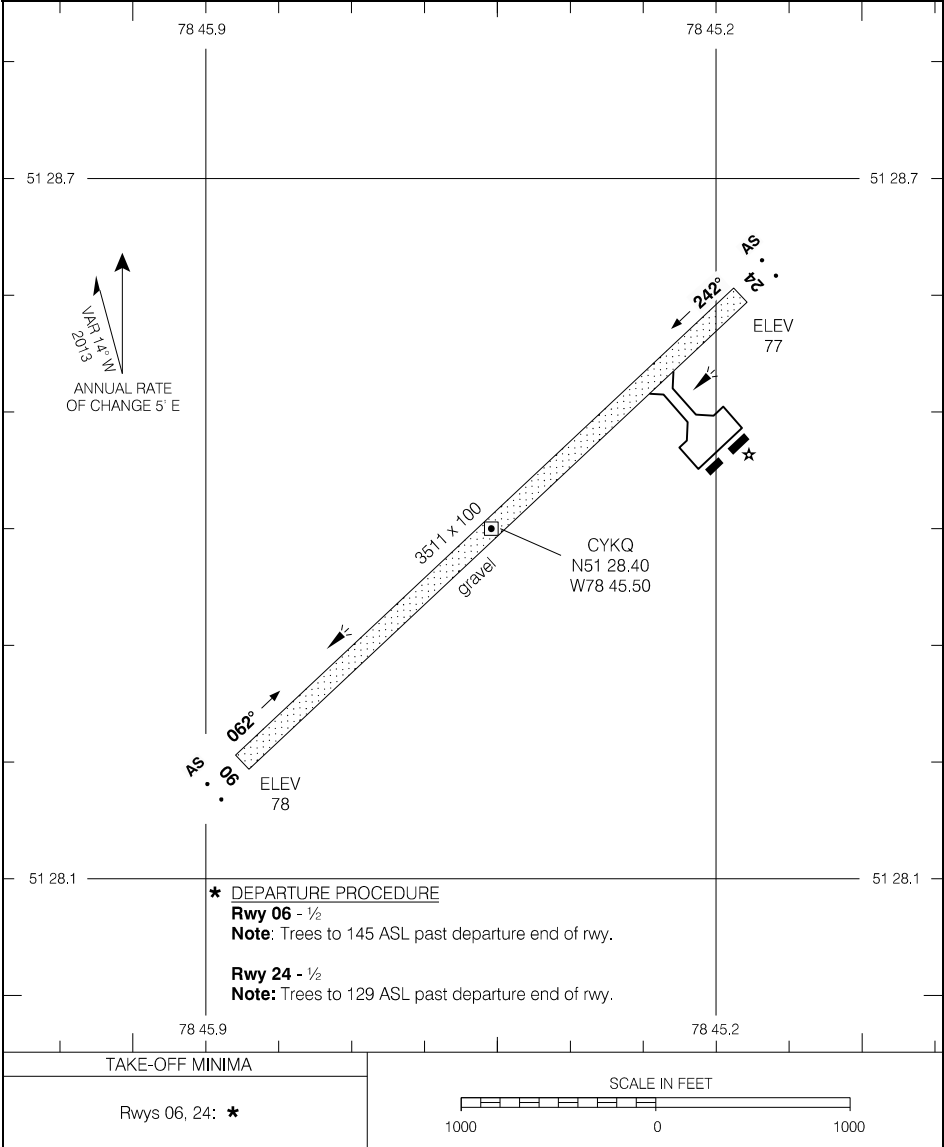
CSR3

CYKQ-AD

WASKAGANISH, QC
CYKQ

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							



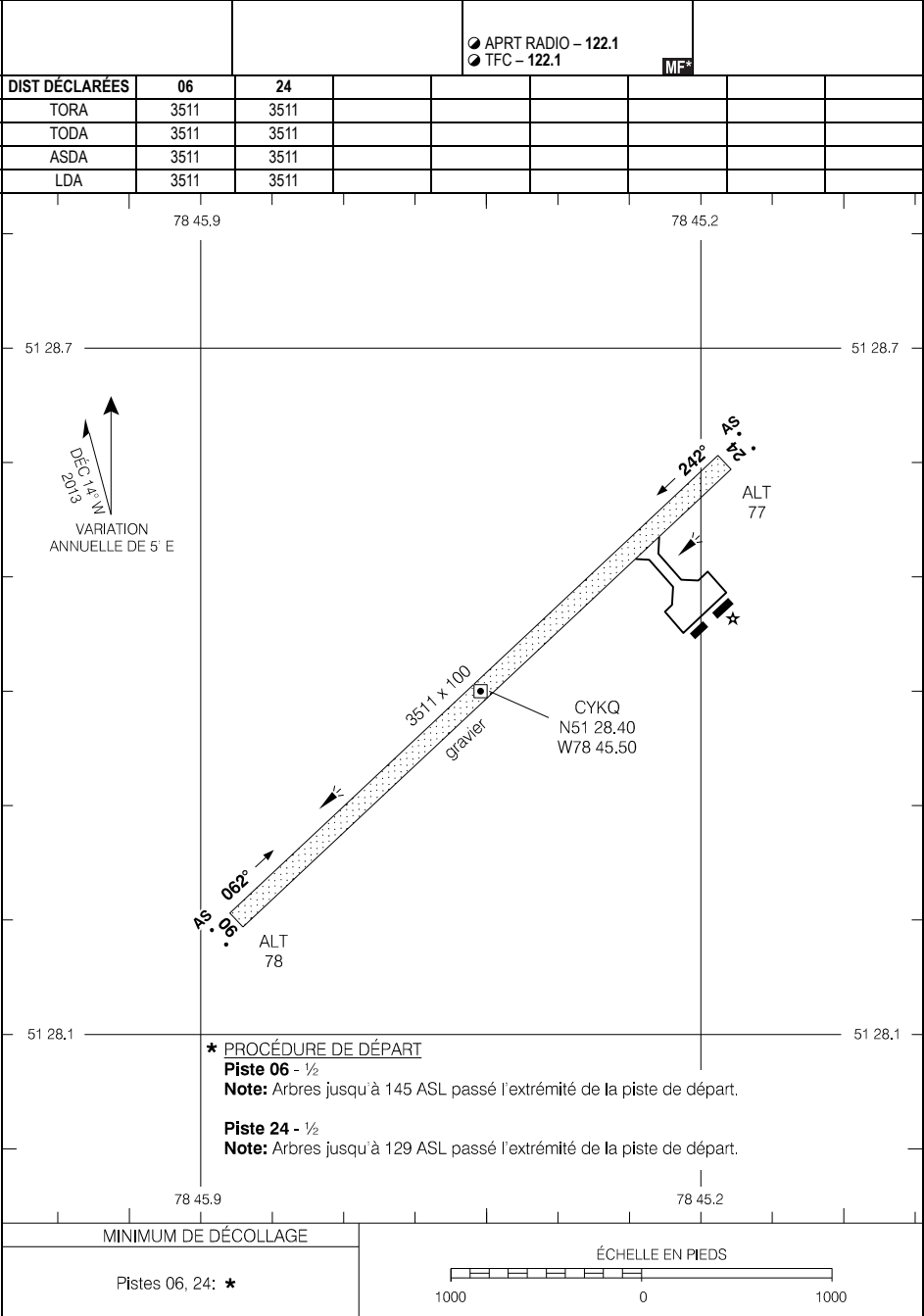
AERODROME CHART

EFF 25 APR 19

CYKQ

CYKQ-AD

CARTE D'AÉRODROME



▲ DÉCLIVITÉ

2016

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.

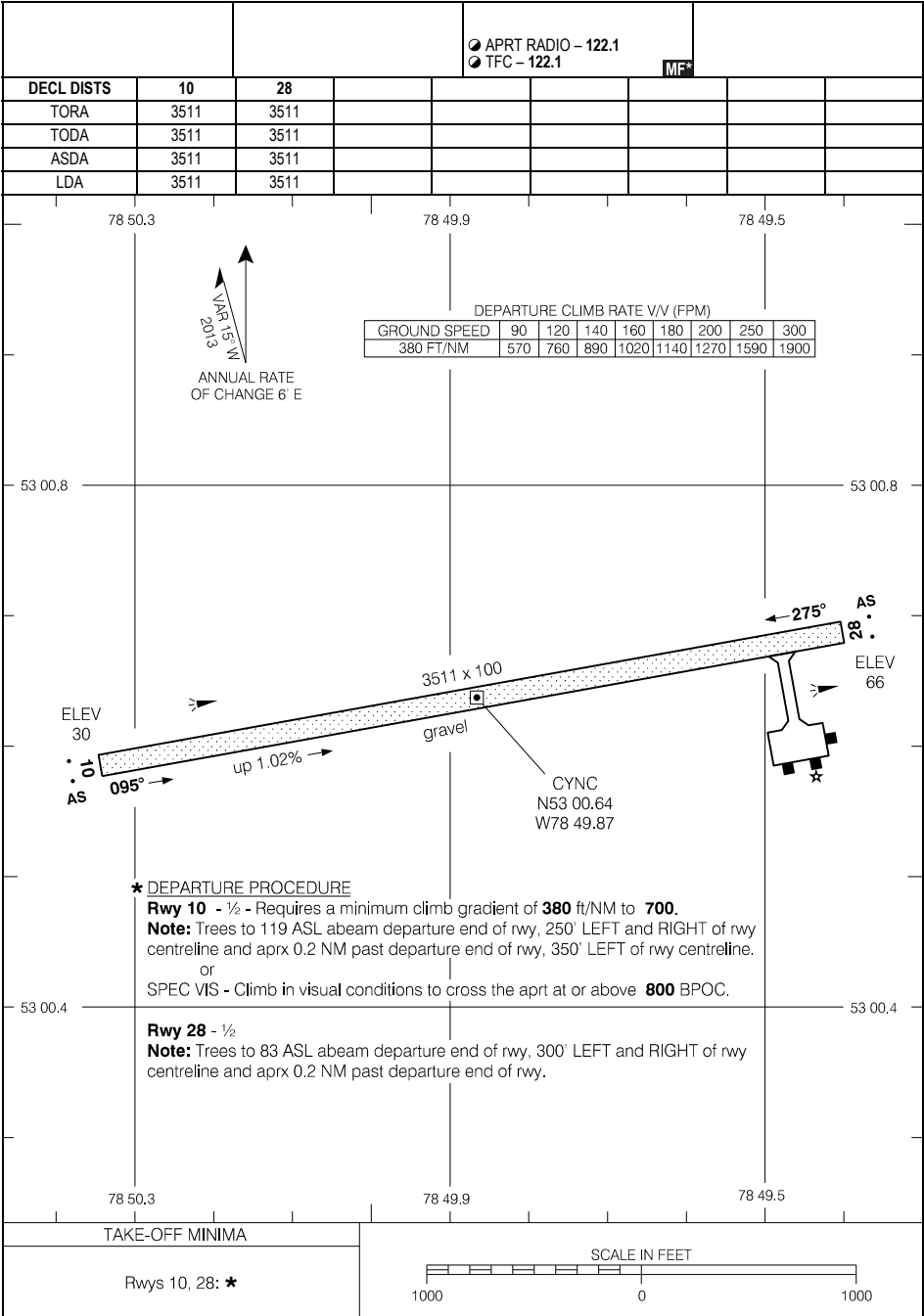
Piste 24 - ½

Note: Arbres jusqu'à 129 ASL passé l'extrémité de la piste de départ.

CARTE D'AÉRODROME

EFF 25 AVR 19

AERODROME CHART



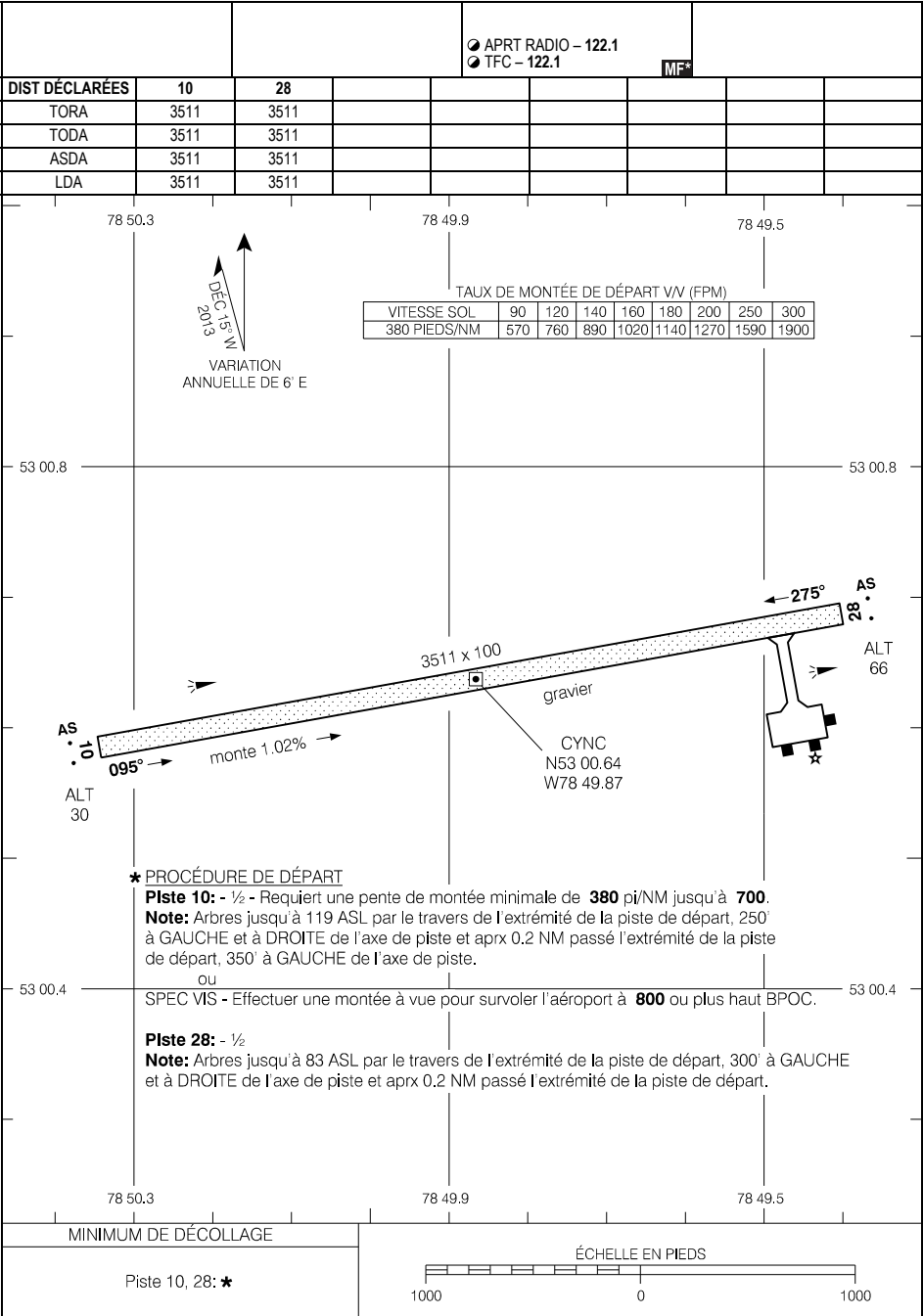
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AERODROME CHART

EFF 14 JUL 22

CYNC

CARTE D'AÉRODROME

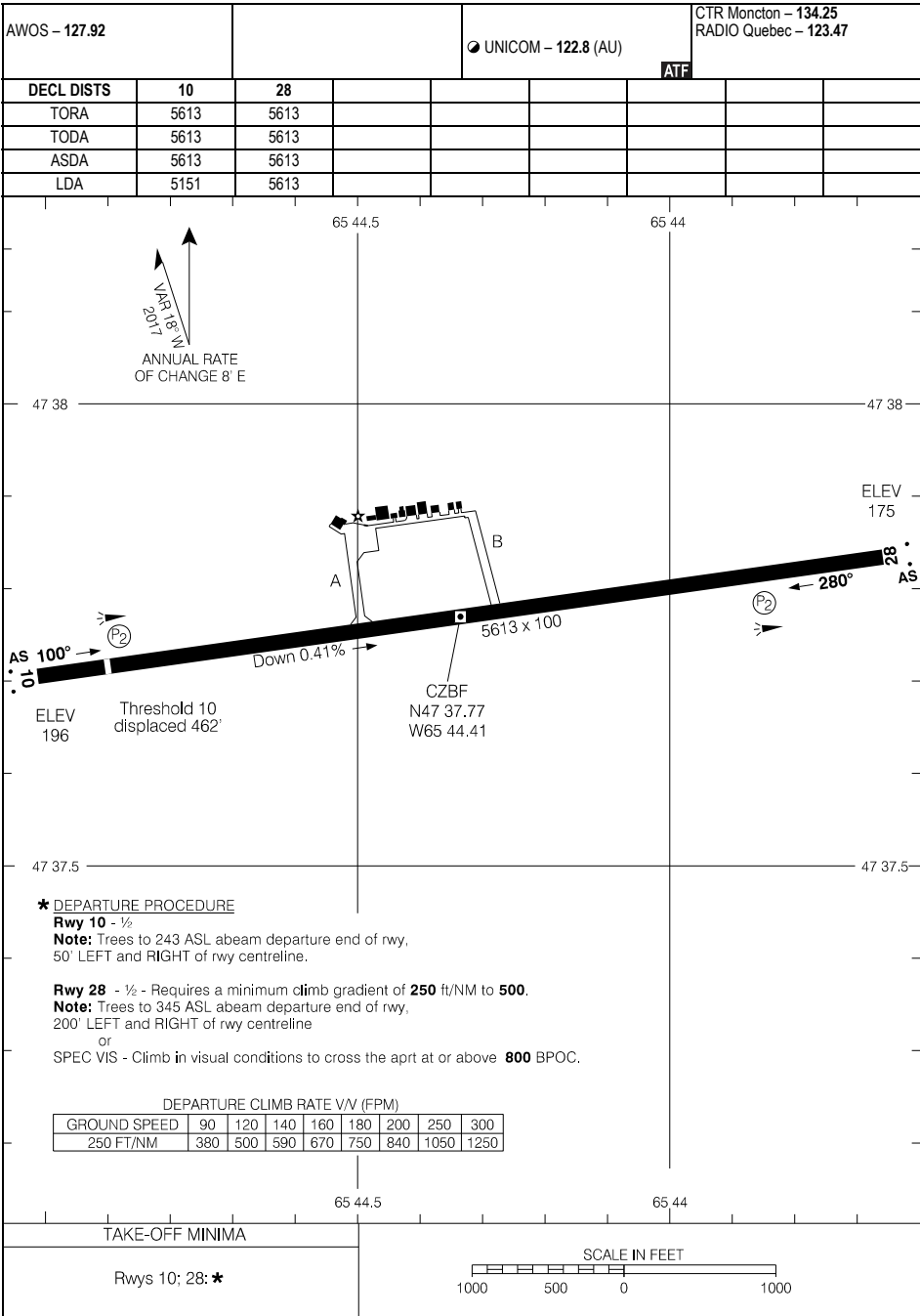


CARTE D'AÉRODROME

CYNC

EFF 14 JUIL 22

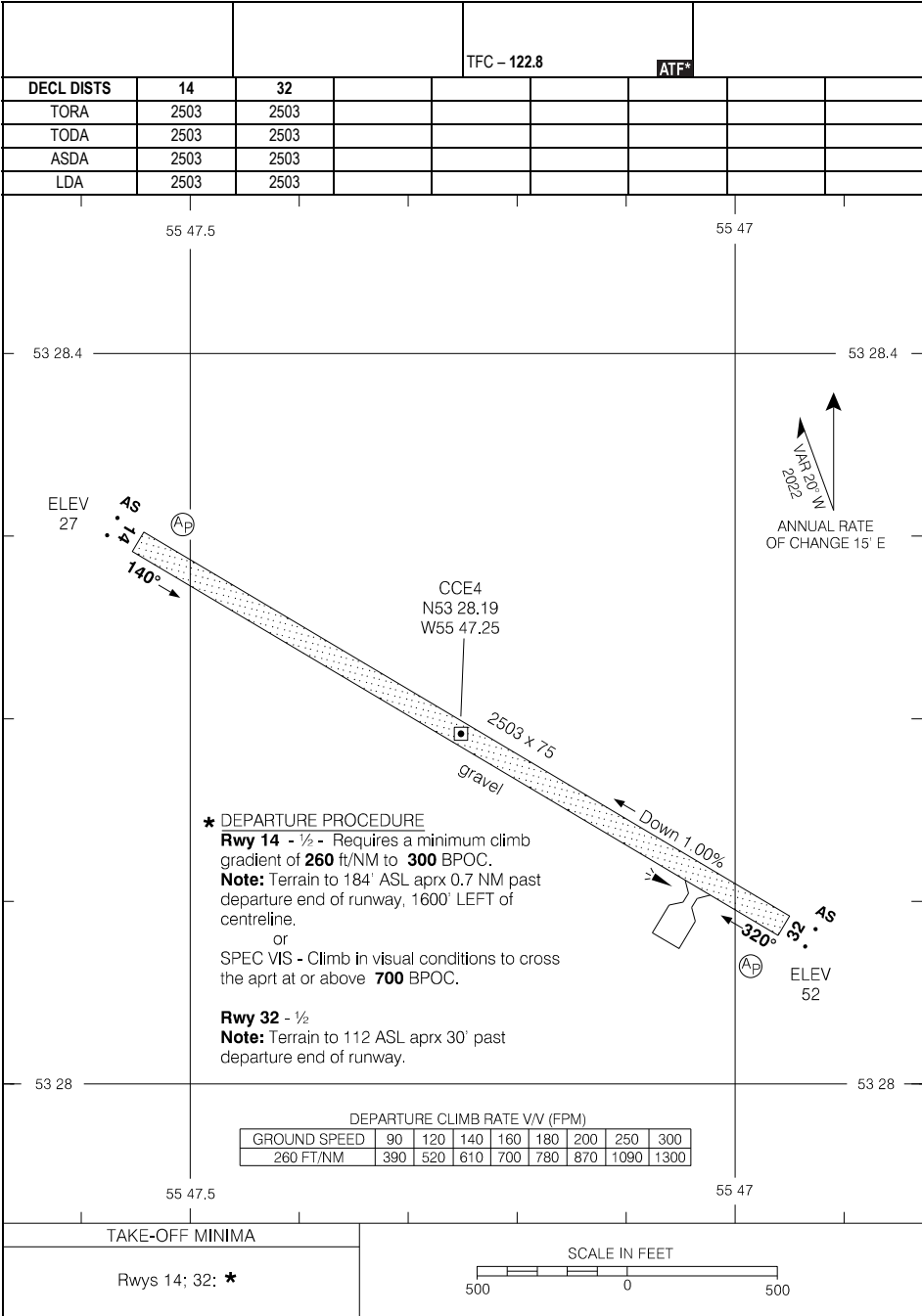
AERODROME CHART



AERODROME CHART

CZBF

AERODROME CHART



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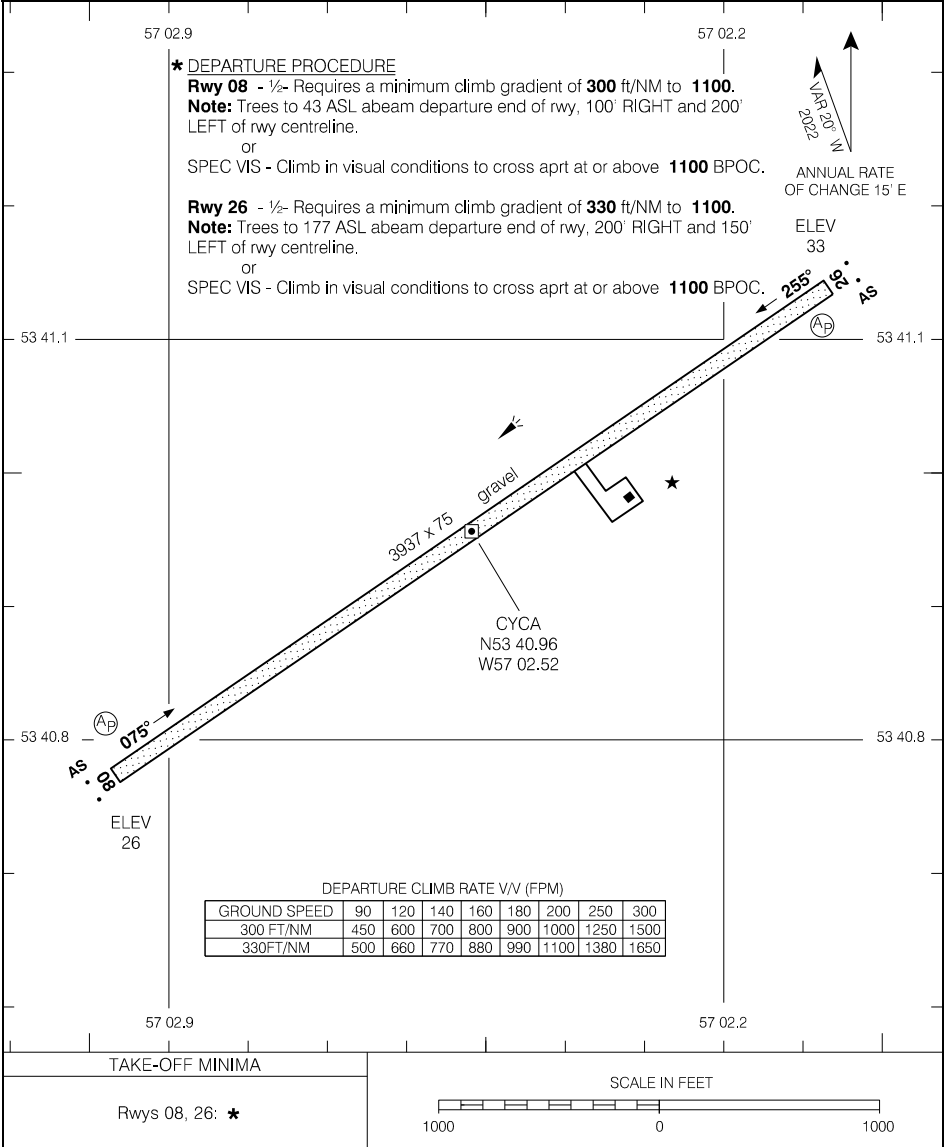
AERODROME CHART

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							



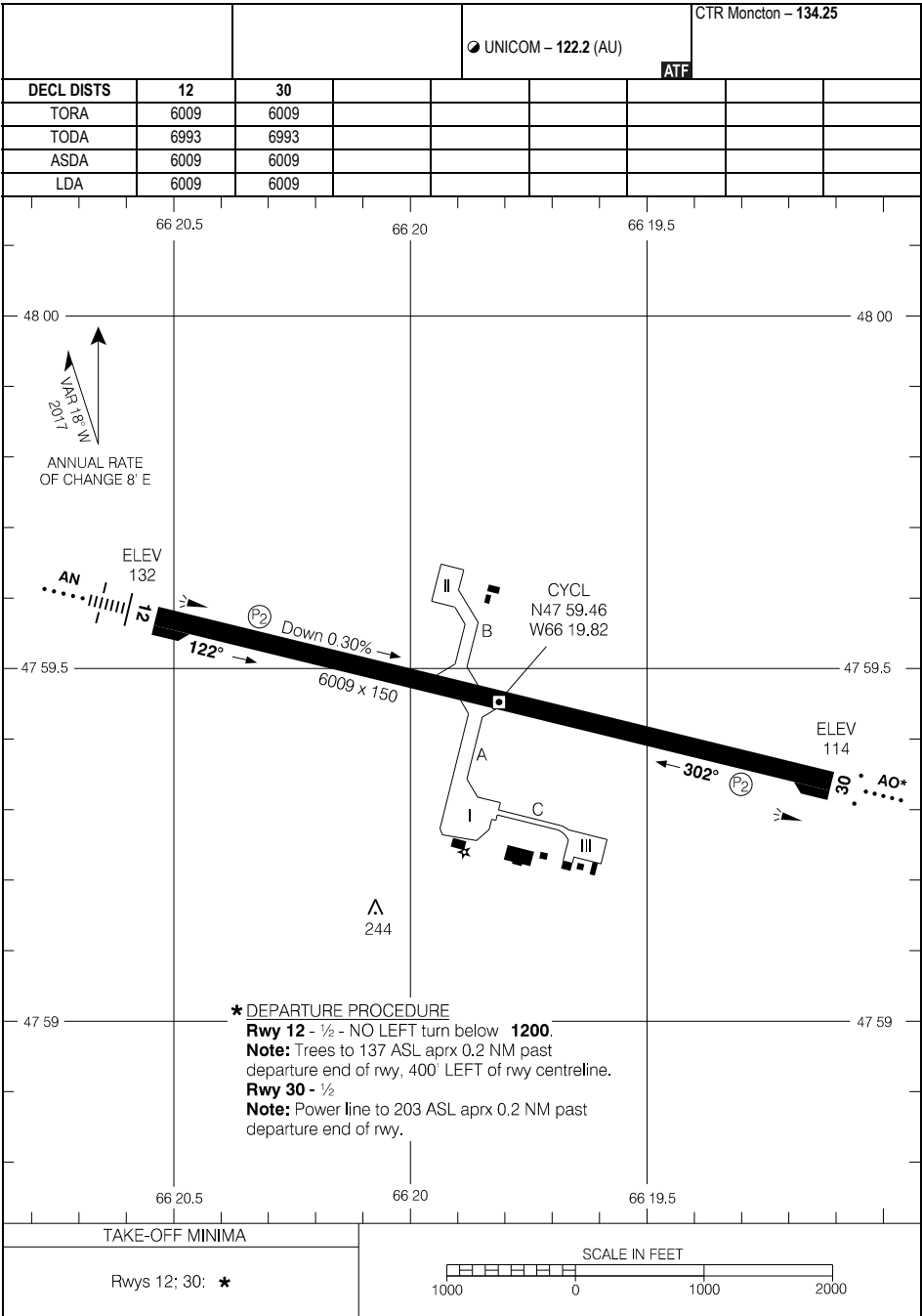
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AERODROME CHART

EFF 3 SEP 26

CYCA

AERODROME CHART



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AERODROME CHART

EFF 20 FEB 25

CYCL

CHARLOTTETOWN, NL
CCH4

AWOS Mary's Harbour – 122.55				TFC – 122.8		ATF*	
DECL DISTS	09	27					
TORA	2502	2502					
TODA	2502	2502					
ASDA	2502	2502					
LDA	2502	2502					

56 07
56 06.5

CONFIRM CORRECT PROVINCE

DEPARTURE CLIMB RATE V/V (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
370 FT/NM	560	740	870	990	1110	1240	1550	1850

52 46.1
52 46.1

*** DEPARTURE PROCEDURE**

Rwy 09 - ½ - Climb hdg. **090°** to **900** BPOC.
Note: Trees to 312 ASL abeam departure end of rwy, 200' LEFT and RIGHT of rwy centreline.

Rwy 27 - ½ - Requires a minimum climb gradient of **370** ft/NM to **900**.
Note: Trees to 322 ASL abeam departure end of rwy.
 or
 SPEC VIS - Climb in visual conditions to cross apt at or above **1100** BPOC.

52 45.8
52 45.8

56 07
56 06.5

TAKE-OFF MINIMA

Rwys 09; 27: *

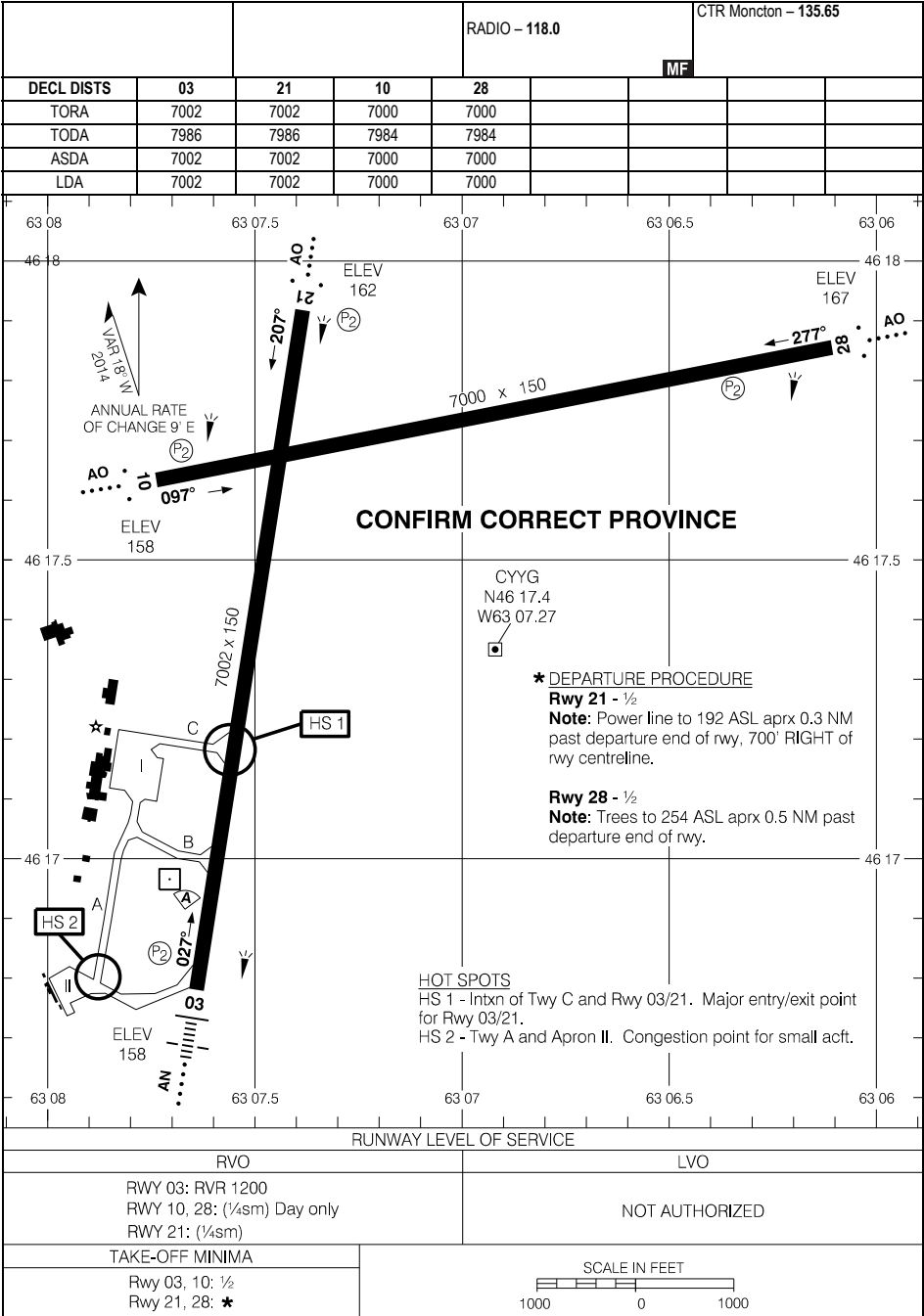
SCALE IN FEET

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CCH4

CCH4-AD

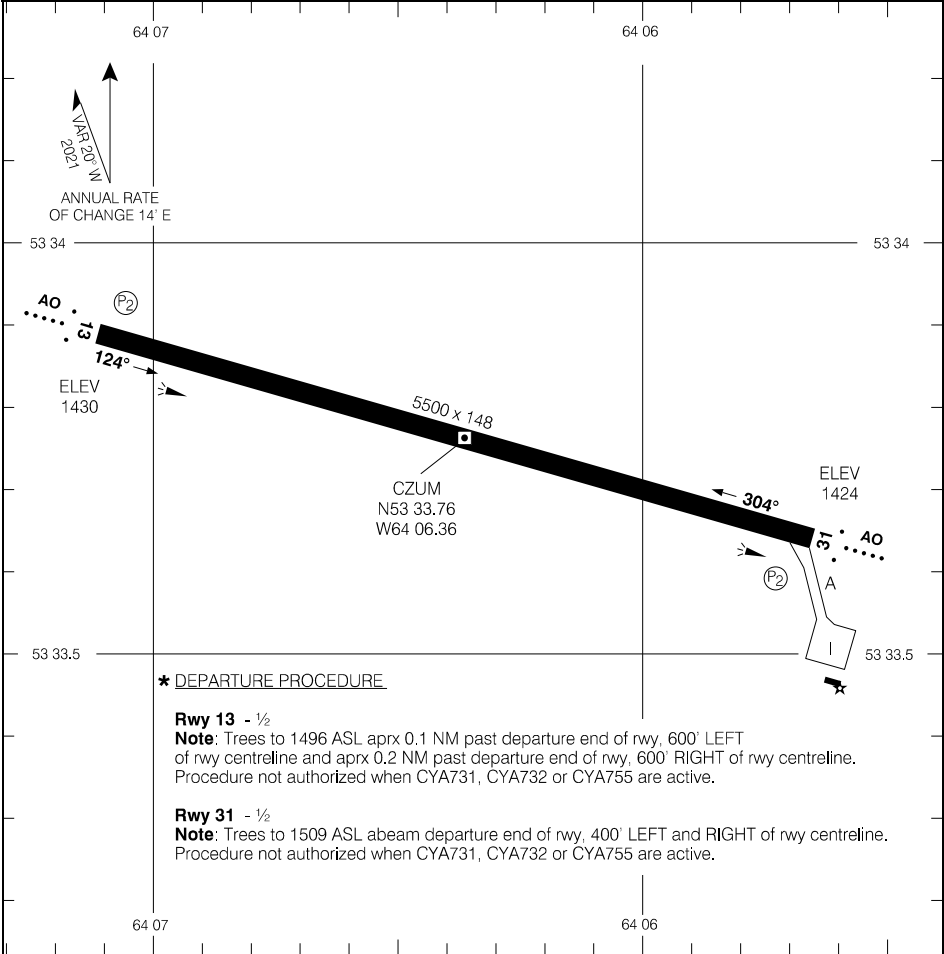
AERODROME CHART



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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					

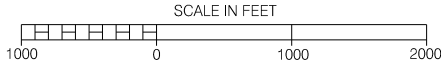


★ DEPARTURE PROCEDURE

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.

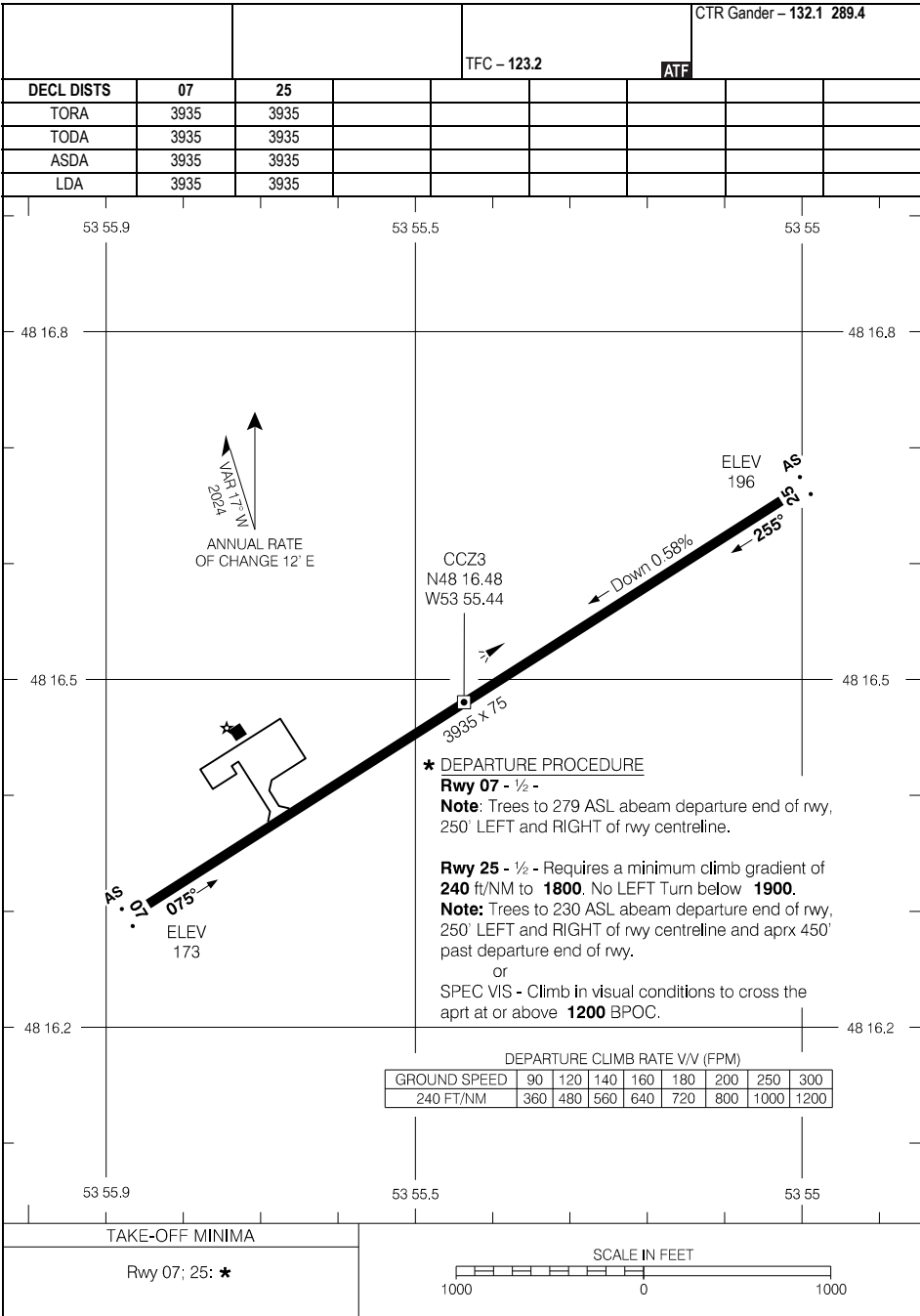
RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 13, 31: (¼sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 13; 31: ★	



AERODROME CHART

CZUM

AERODROME CHART



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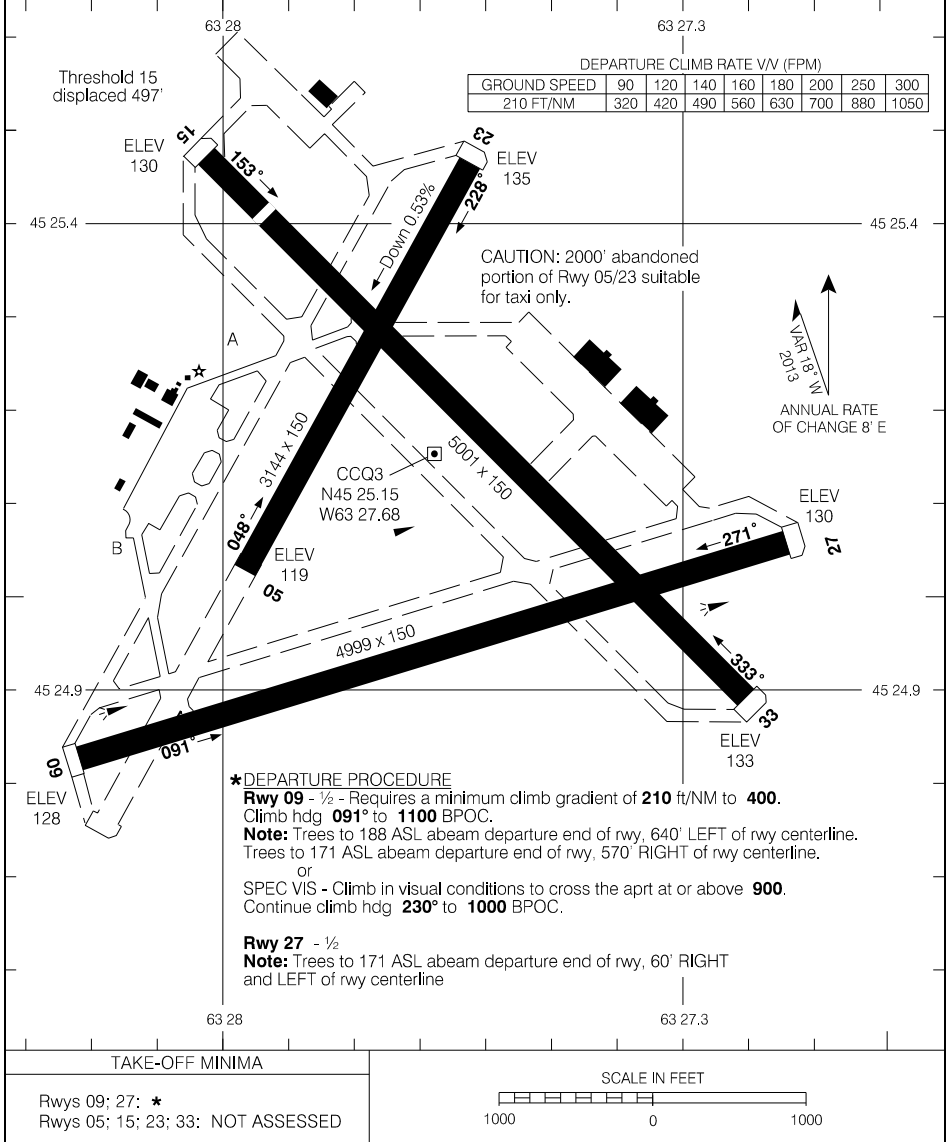
AERODROME CHART

EFF 26 DEC 24

CCZ3

AERODROME CHART

AUTO – 122.27					UNICOM – 123.0		TML Halifax – 119.2	
DECL DISTS	05	09	15	23	27	ATF 33		
TORA	3144	4999	5001	3144	4999	5001		
TODA	3144	4999	5001	3144	4999	5001		
ASDA	3144	4999	5001	3144	4999	5001		
LDA	3144	4999	4504	3144	4999	5001		



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DEER LAKE, NL
CYDF

[illegible]

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CYDF

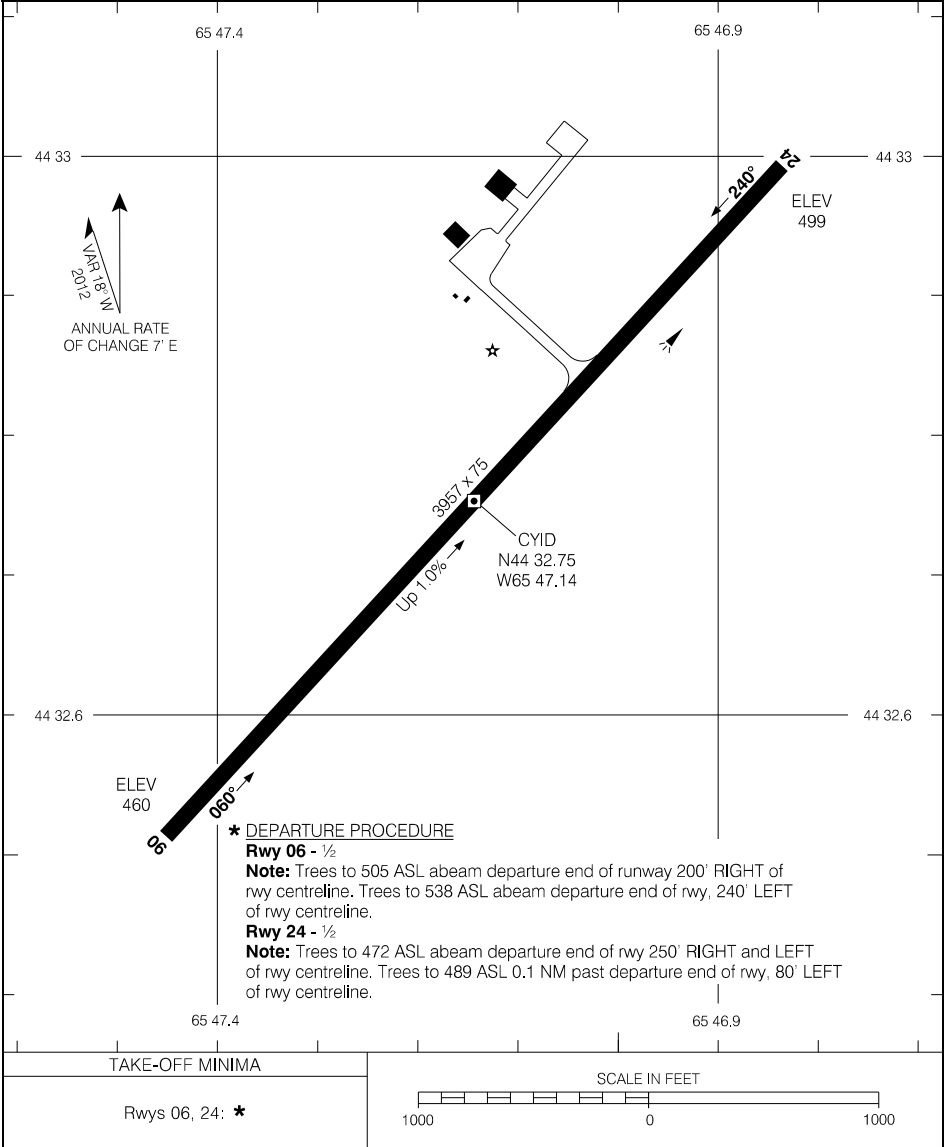
CYDF-AD

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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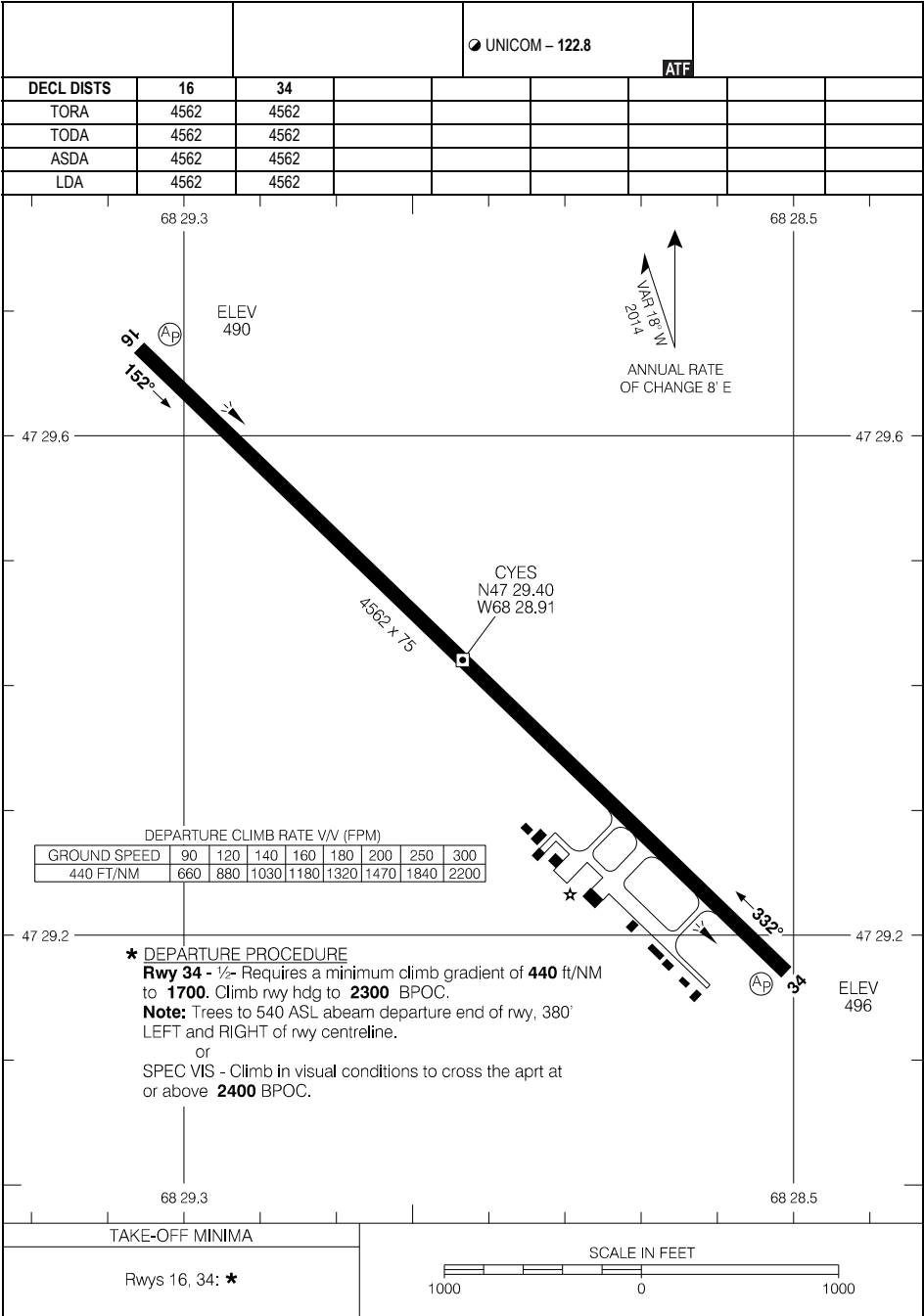
AERODROME CHART

EFF 9 JUL 26

CYID

CYID-AD

AERODROME CHART

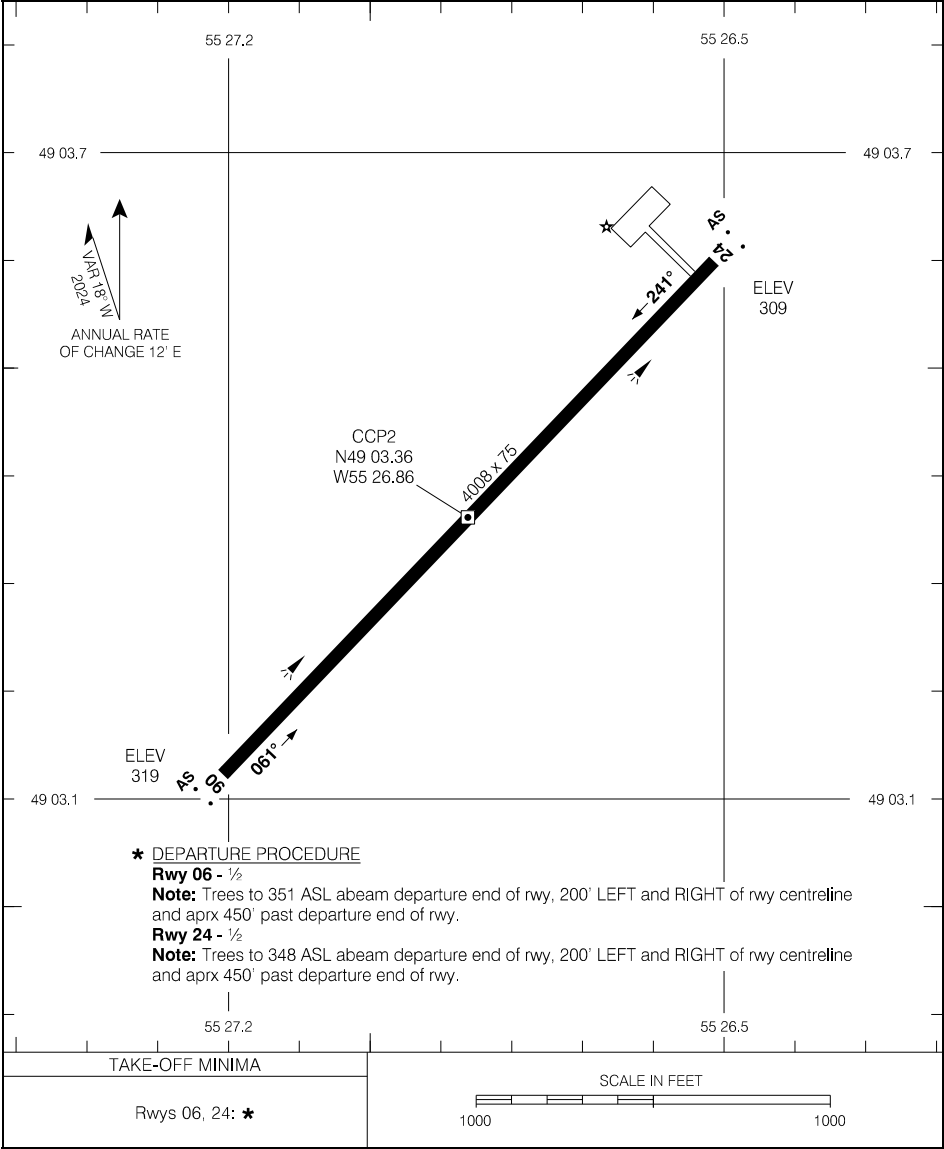


AERODROME CHART

CYES

AERODROME CHART

				TFC – 123.2		CTR Gander – 132.1	
				ATF			
DECL DIST	06	24					
TORA	4008	4008					
TODA	4008	4008					
ASDA	4008	4008					
LDA	4008	4008					



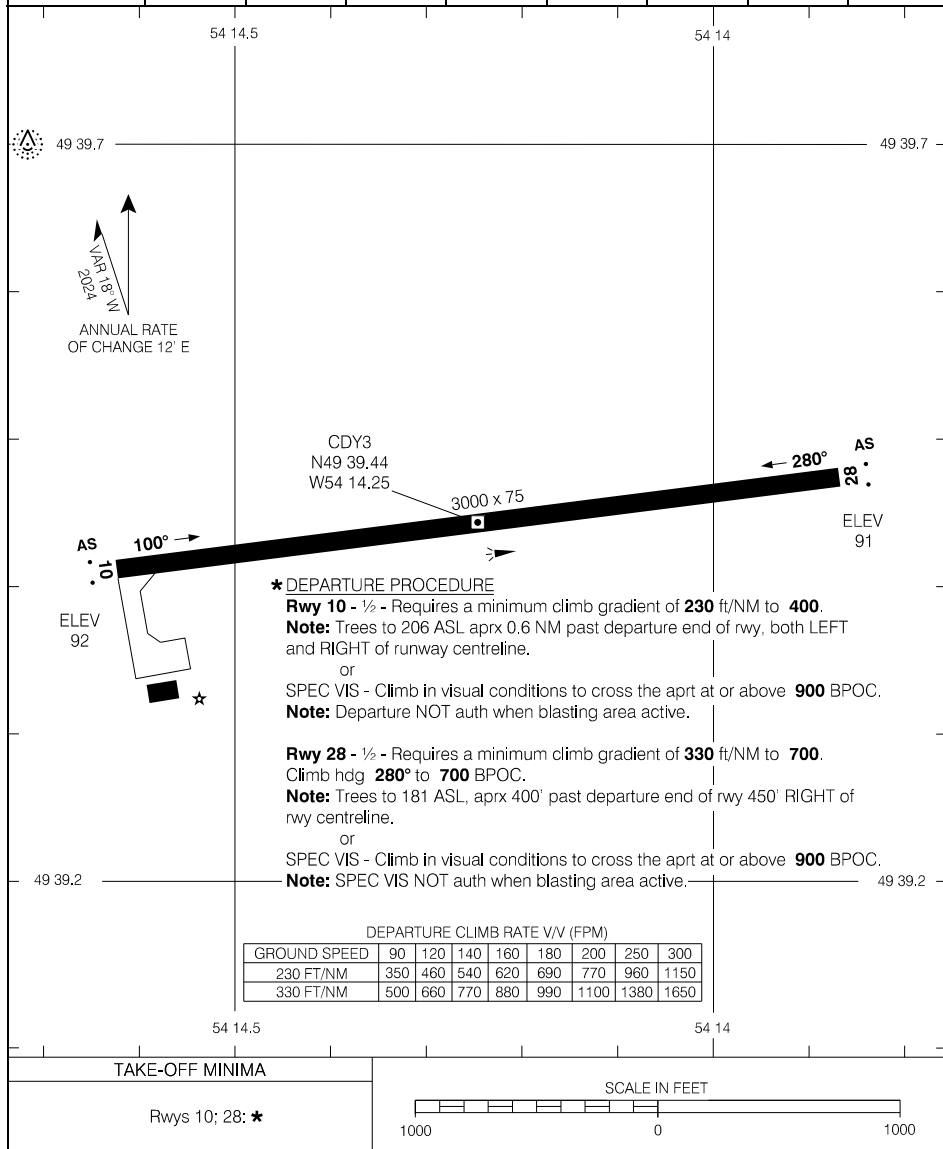
AERODROME CHART

CCP2

FOGO, NL
CDY3

AERODROME CHART

				TFC – 123.2		CTR Gander – 132.1 289.4	
				ATF			
DECL DISTS	10	28					
TORA	3000	3000					
TODA	3000	3000					
ASDA	3000	3000					
LDA	3000	3000					



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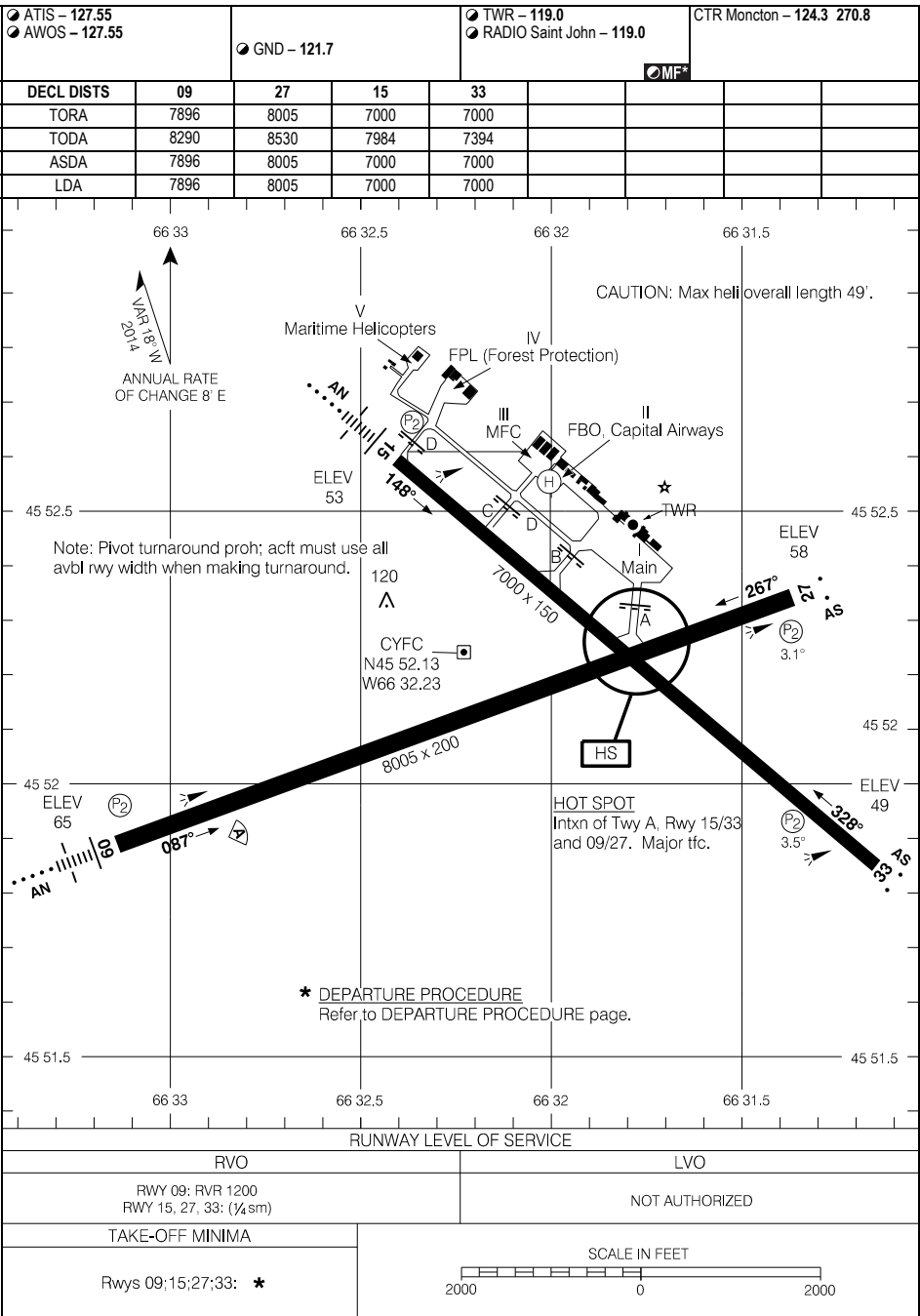
AERODROME CHART

EFF 26 DEC 24

CDY3

CDY3-AD

AERODROME CHART



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AERODROME CHART

EFF 3 SEP 26

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 - 1/2
Note: Trees to 518 ASL aprx 0.2 NM past departure end of rwy.

Rwy 13 - 1/2
Note: Trees to 506 ASL aprx 0.1 NM past departure end of rwy, 480' LEFT of rwy centreline.

Rwy 21 - 1/2
Note: Trees to 472 ASL aprx 0.1 NM past departure end of rwy.

Rwy 31 - 1/2
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 tlc congestion point.

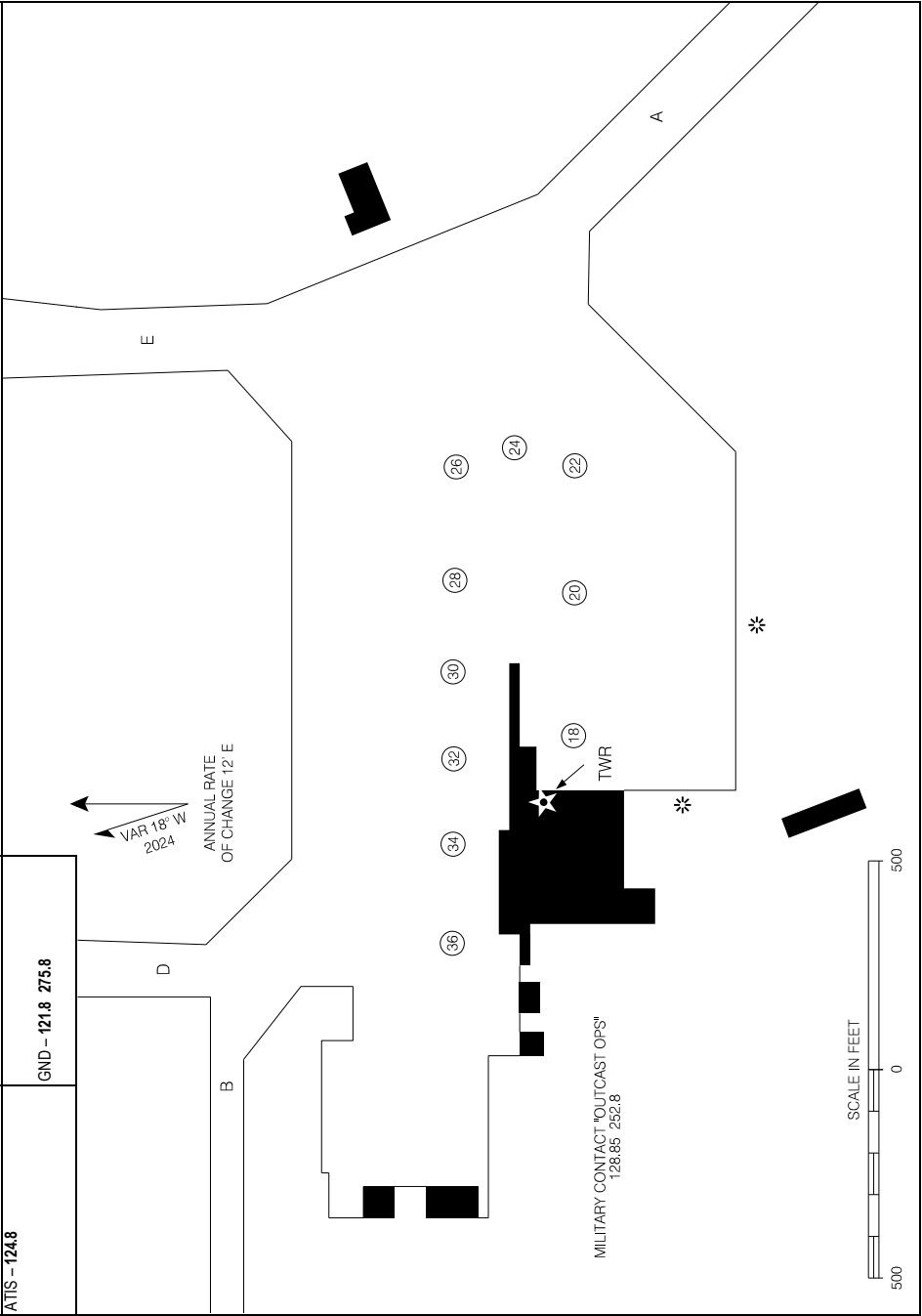
SCALE IN FEET
 2000 0 2000

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CYQX

CYQX-AD

PARKING AREAS



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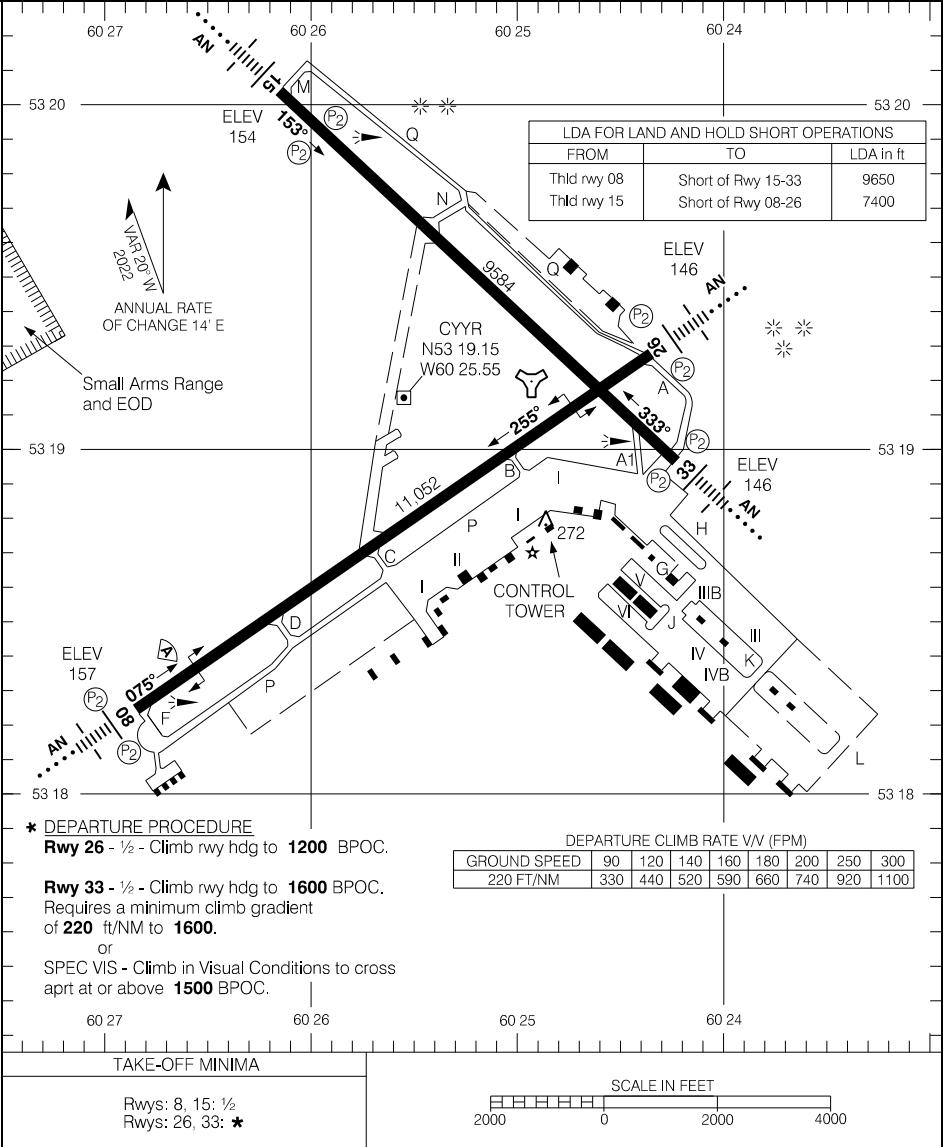
PARKING AREAS

EFF 27 NOV 25

CYQX

AERODROME CHART (DND)

ATIS – 128.1 340.8		CLNC DEL – 118.1 336.5		TWR – 124.5 236.6		● TML – 119.5 267.1		● CTR Gander – 120.4 267.1	
		GND – 132.0 275.8							
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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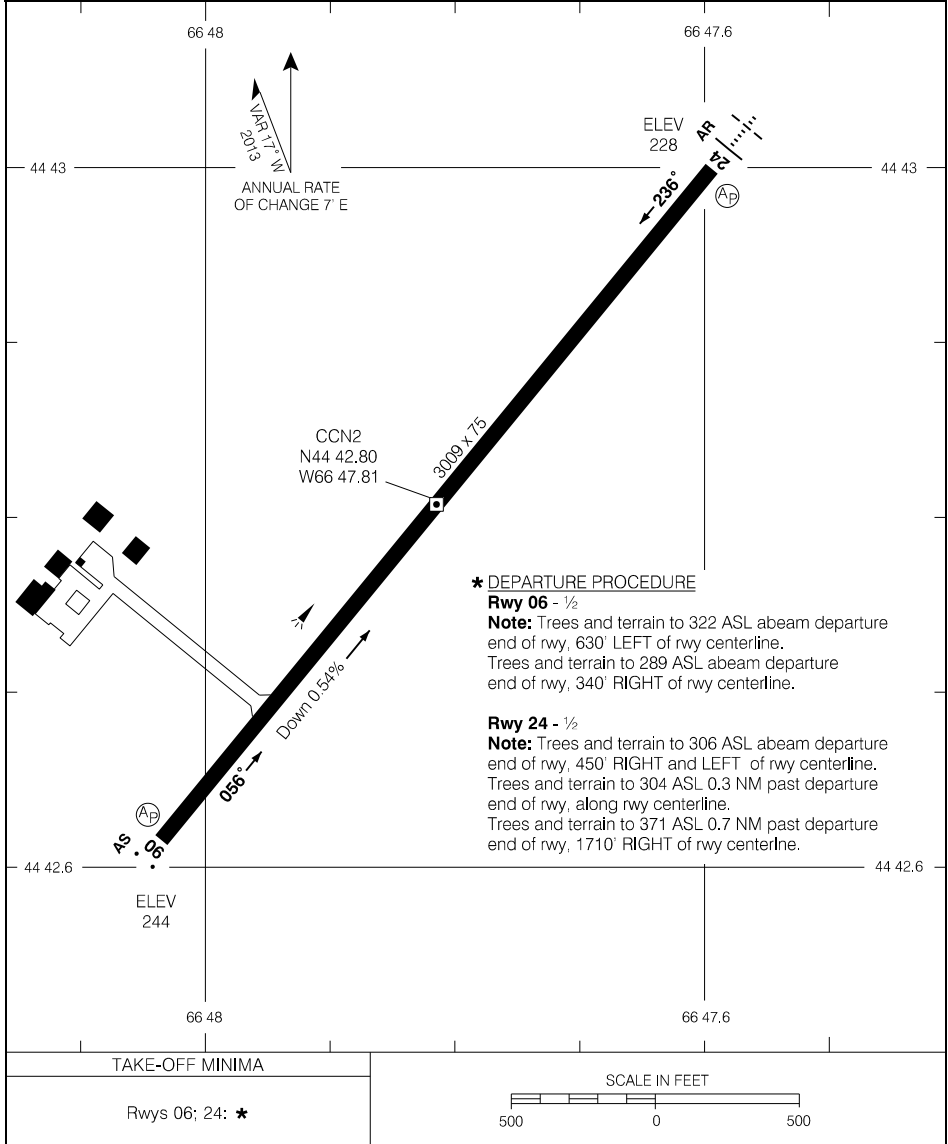
AERODROME CHART (DND)

EFF 19 MAR 26

CYYR

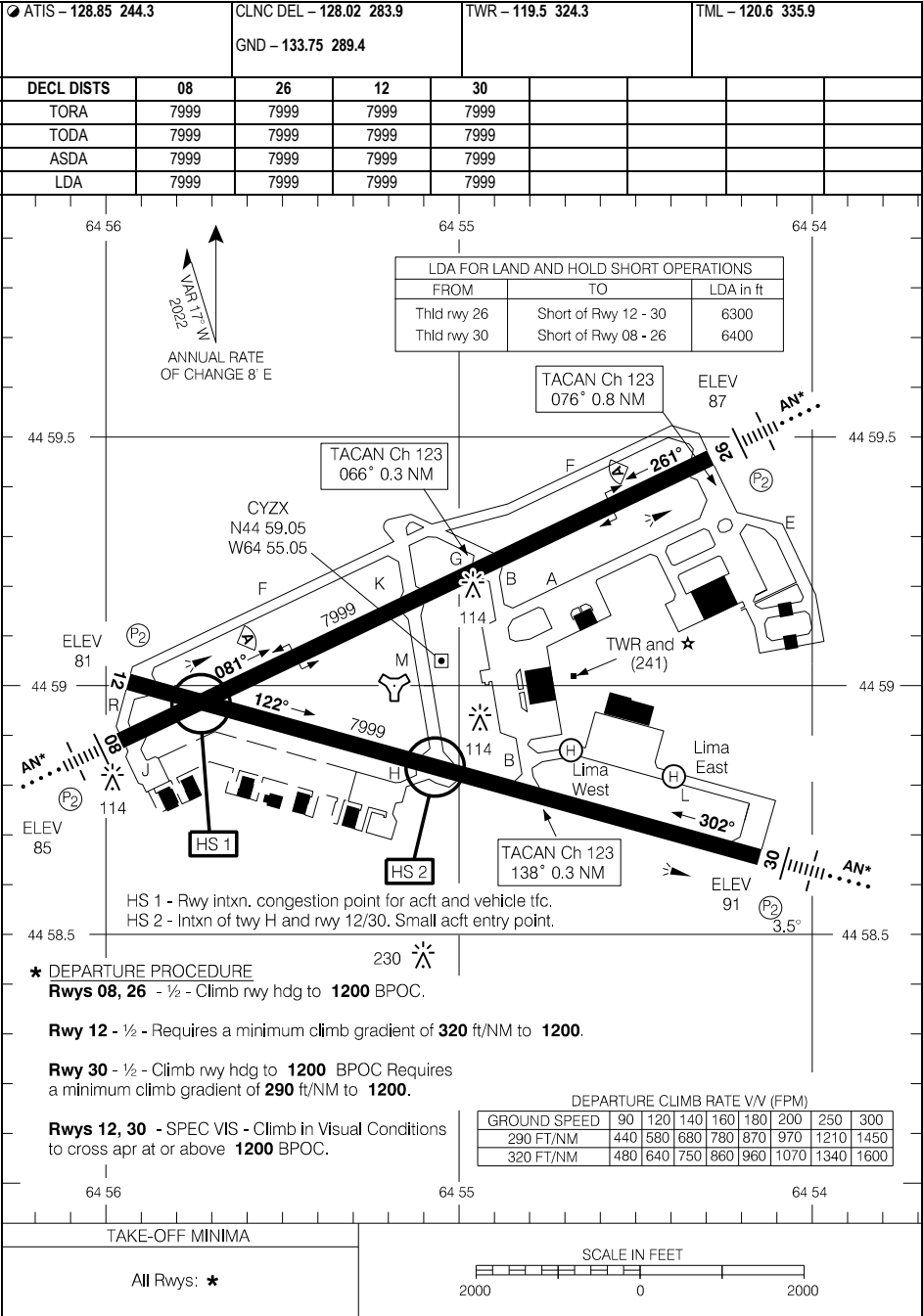
AERODROME CHART

AUTO - 122.17				TFC – 123.2		CTR Moncton – 124.3	
DECL DISTS	06	24			ATF		
TORA	3009	3009					
TODA	3009	3009					
ASDA	3009	3009					
LDA	3009	3009					



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AERODROME CHART (DND)



● 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
⑩ 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

INS/ONS/VLF WAYPOINTS

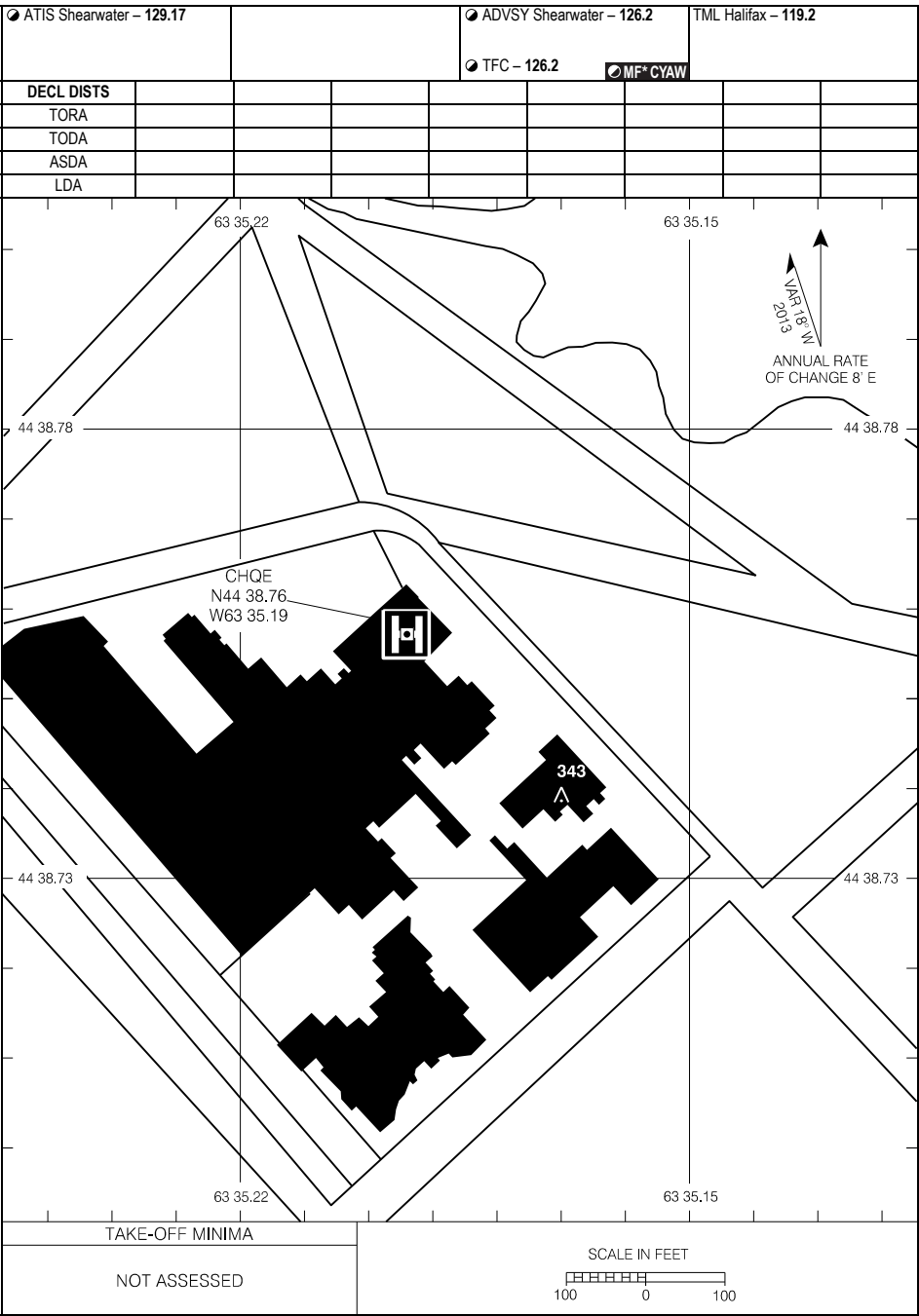
1, 2, 3 - N44 59.2 W64 54.3
*4 - N44 59.2 W64 54.3
*5, 6, 7
*8, 9 - N44 59.2 W64 54.2
13 - N44 59.1 W64 54.1
14 - N44 59.1 W64 53.9
40 - N44 59.2 W64 54.1
41, 42, 43
44, 45, 46 - N44 59.2 W64 54.1
E/12 Hgr - N44 59.2 W64 53.9
* - inside hangar

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CHQE-HP

HALIFAX (QE II HEALTH SCIENCES CENTRE), NS
CHQE

HELIPORT CHART



HELIPORT CHART

EFF 7 AUG 25

CHQE

CHQE-HP

HALIFAX/STANFIELD INTL, NS
CYHZ

ATIS - 121.0		CLNC DEL - 123.95		TWR - 118.4 236.6		TML - 119.2	
		GND - 121.9 275.8					
DECL DIST	05	23	14	32			
TORA	10500	10500	7700	7700			
TODA	11189	11189	8684	8684			
ASDA	10500	10500	7700	7700			
LDA	10500	10139	7700	7700			

AN 63 31.8 63 31 63 30

ELEV 435 443 476 505 551 586

Threshold 23 displaced 361'

AN 143° 233° 323°

De-icing pads

HS 3 HS 2 HS 1

FUEL TANKS

service road

CONTROL TOWER

CYHZ N44 52.78 W63 30.61

HOT SPOTS

HS 1 - Twy D crossing Rwy 05/23 for both acct and vehicles.
 HS 2 - Rwy 14/32 for Twy F for acct taxiing for Rwy 23.
 HS 3 - Twy H when acct taxiing from apron prior to calling ground.

Monitor 121.9 for all apron movement. Ctlc gnd ctl 121.9 after pushback for taxi clearance.

*** DEPARTURE PROCEDURE**
Rwy 05 - ½
Note: Trees to 478 ASL aprx 0.1 NM past departure end of rwy, 350' LEFT of rwy centreline and aprx 0.2 NM past departure end of rwy 400' RIGHT of rwy centreline.
Rwy 14 - ½
Note: Trees to 499 ASL aprx 0.2 NM past departure end of rwy, 400' RIGHT of rwy centreline.

LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
FROM	TO	LDA in ft
Thld rwy 05	Short of Rwy 14-32	9544

RVO RUNWAY LEVEL OF SERVICE LVO

Rwy 14, 23: RVR 1200
 Rwy 05, 32: (¼sm)

Rwy 23: RVR 600

TAKE-OFF MINIMA

Rwys 05; 14; *
 Rwys 23; 32: ½

SCALE IN FEET

2000 0 2000

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AERODROME CHART

EFF 3 SEP 26

CYHZ

CYHZ-AD

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.

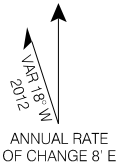
AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR**Arrivals**

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.

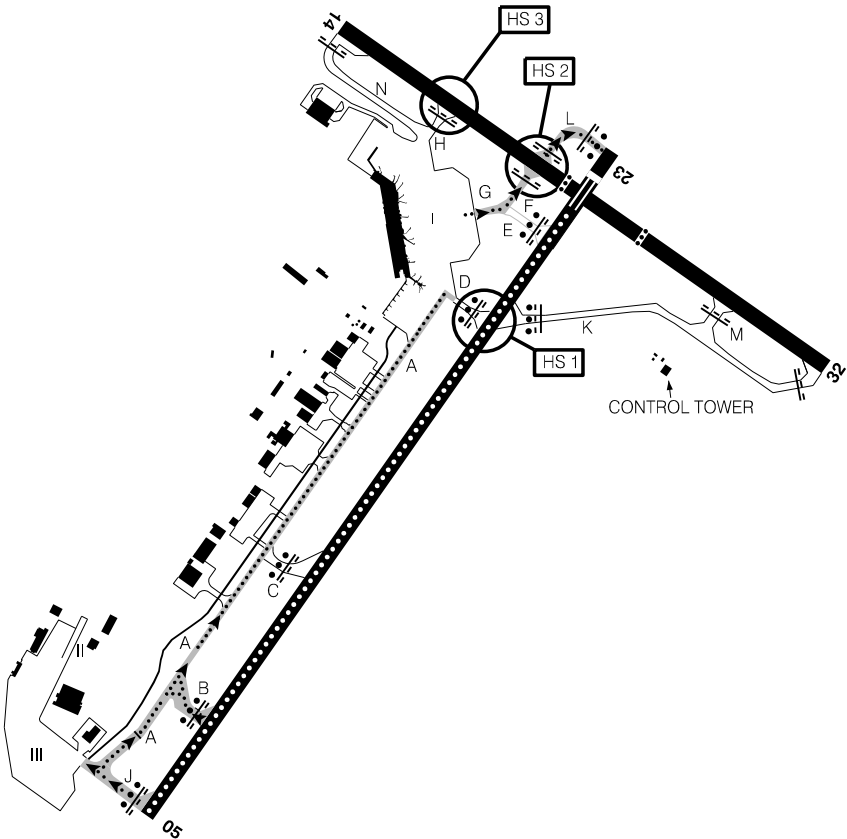
LOW VISIBILITY TAXI CHART
(RVR LESS THAN 1200 TO 600 FT)

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



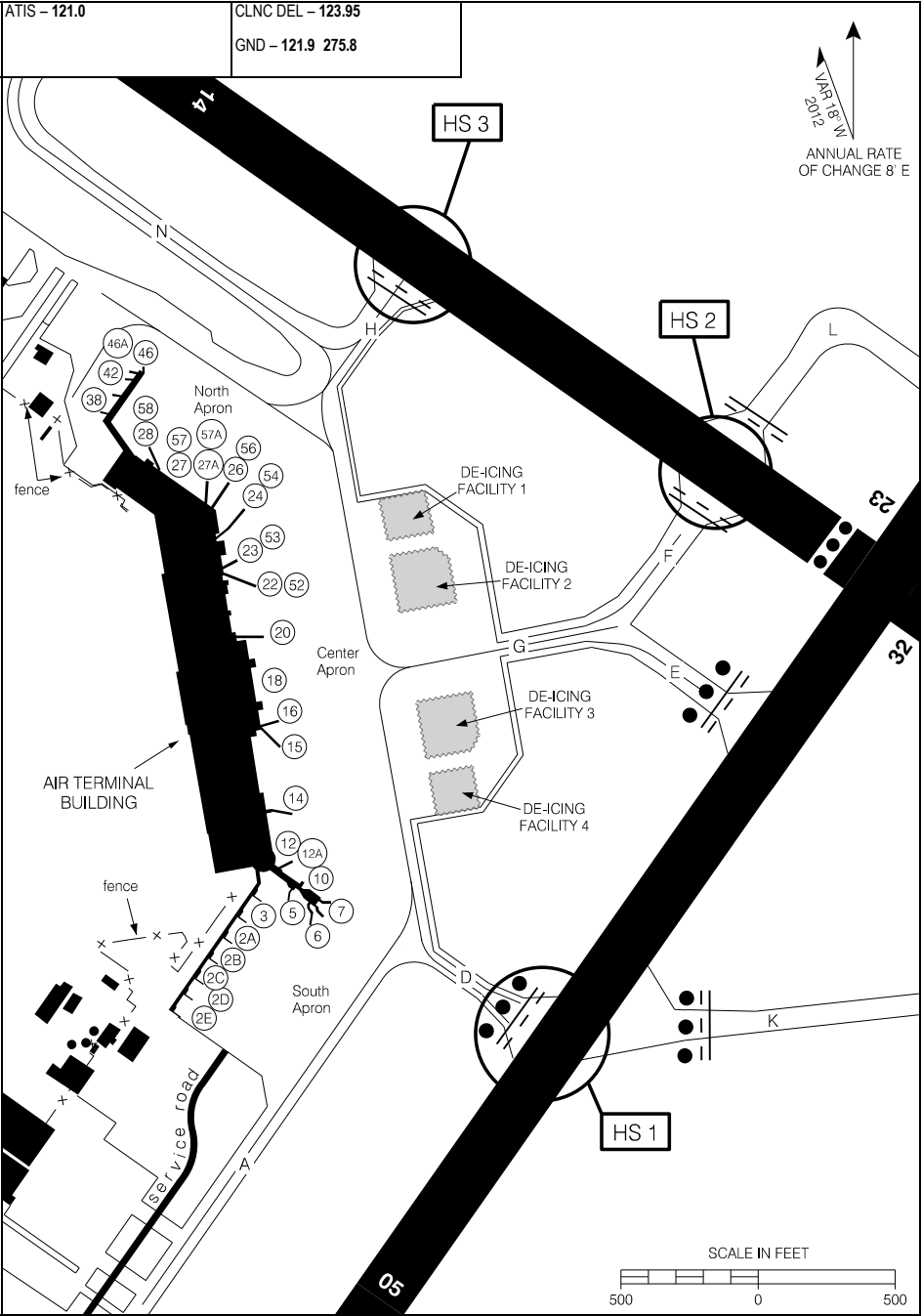
DE-ICING OPERATIONS

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)



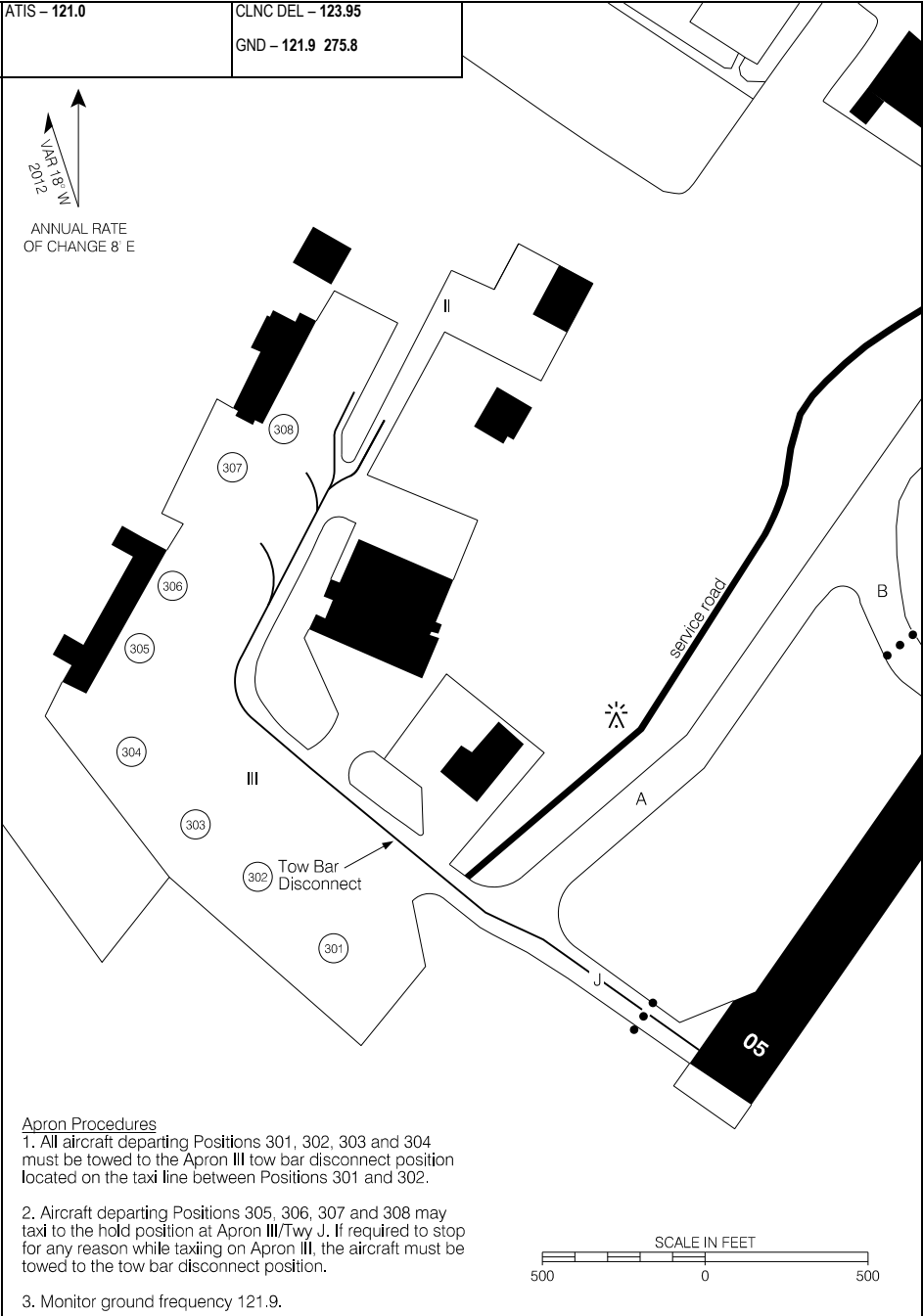
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PARKING AREAS (APRON I)

EFF 3 SEP 26

CYHZ

PARKING AREAS (APRON III)



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PARKING AREAS (APRON III)

EFF 9 JUL 26

CYHZ

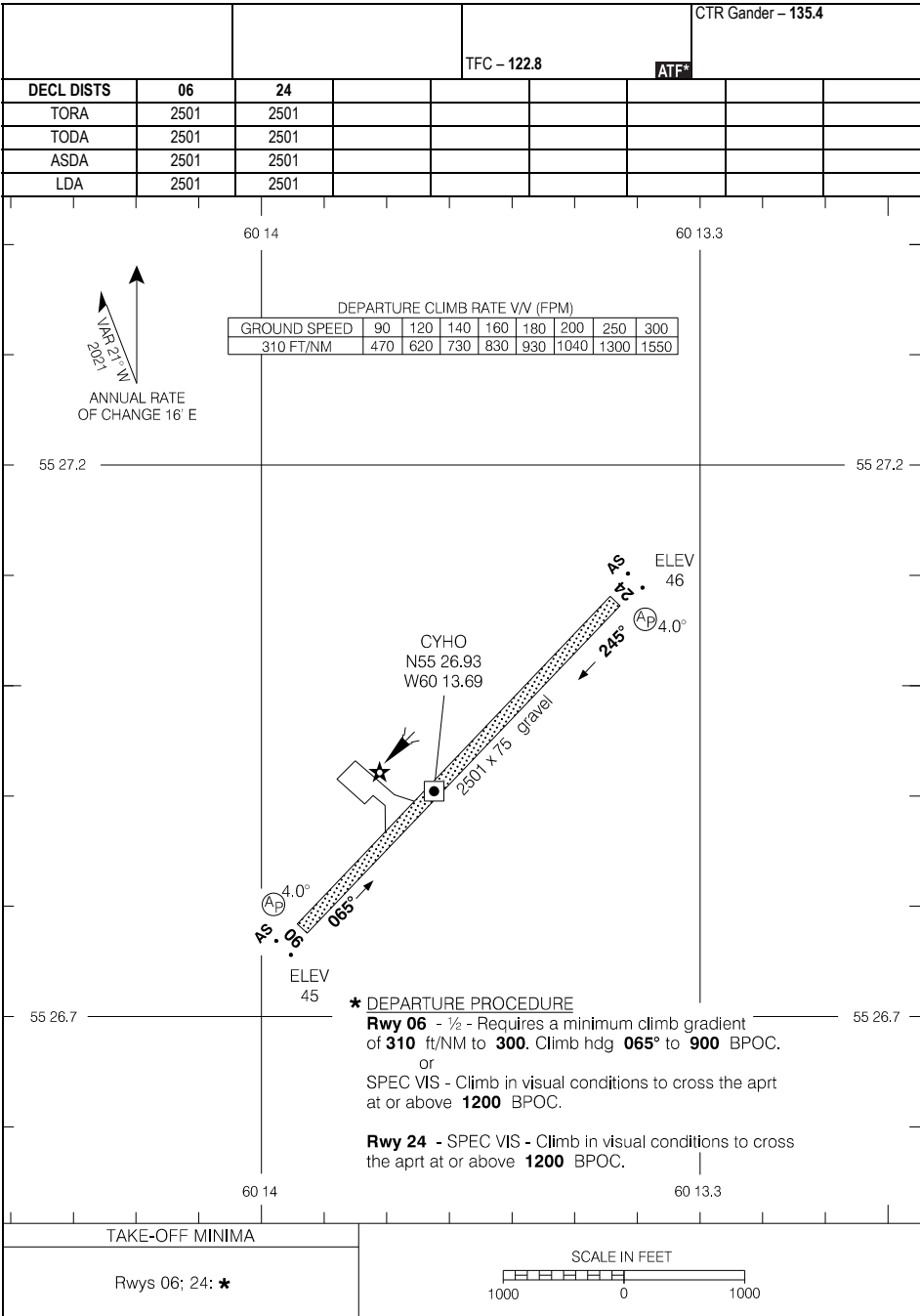
PARKING AREAS

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	445315.81N 0633051.21W
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	445313.84N 0633050.79W	304	445206.75N 0633204.61W
22	445315.81N 0633051.21W	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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AERODROME CHART



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AERODROME CHART

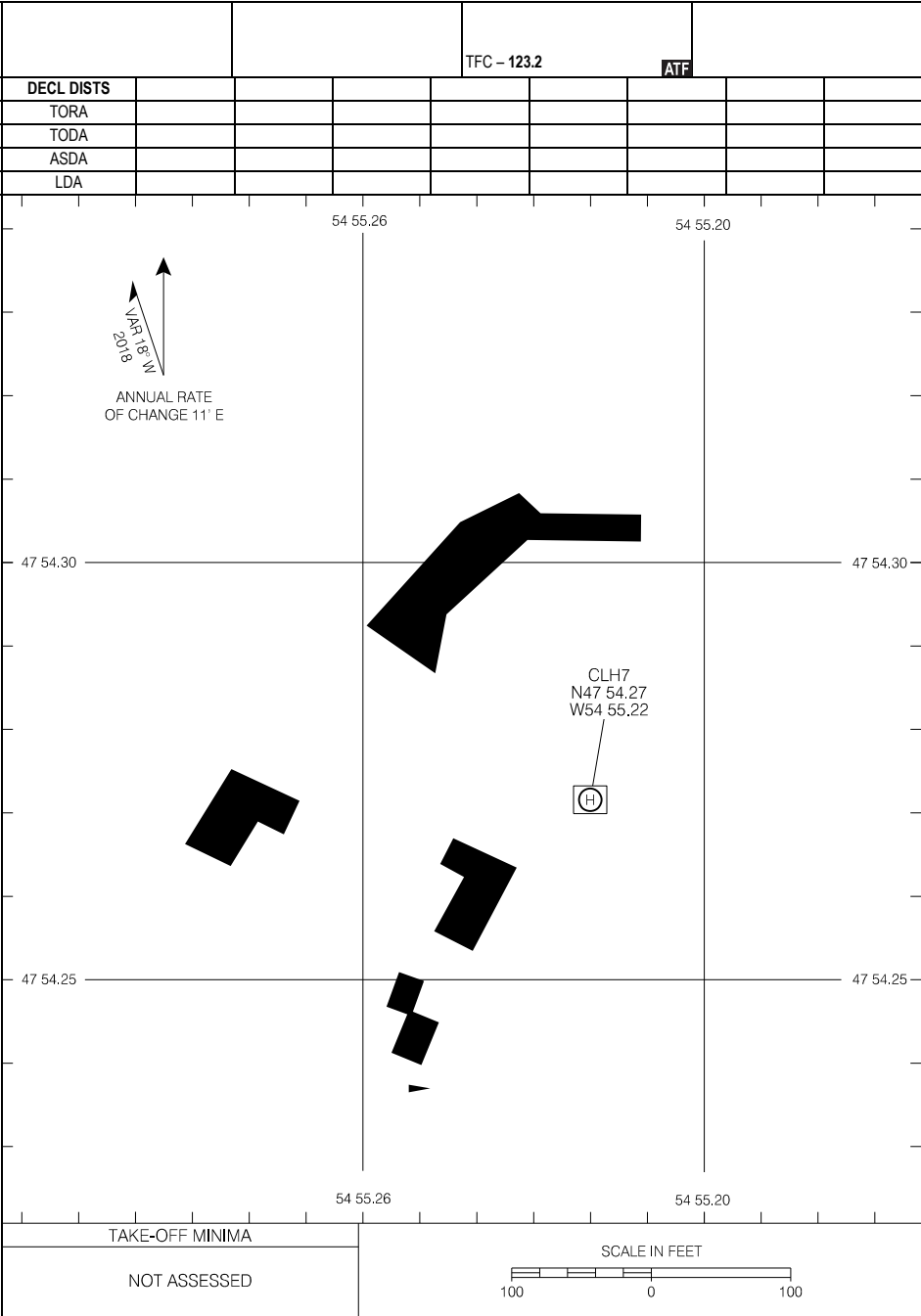
EFF 7 OCT 21

CYHO

CLH7-HP

LONG HARBOUR RIVER, NL
CLH7

HELIPORT CHART



HELIPORT CHART
EFF 30 JAN 20

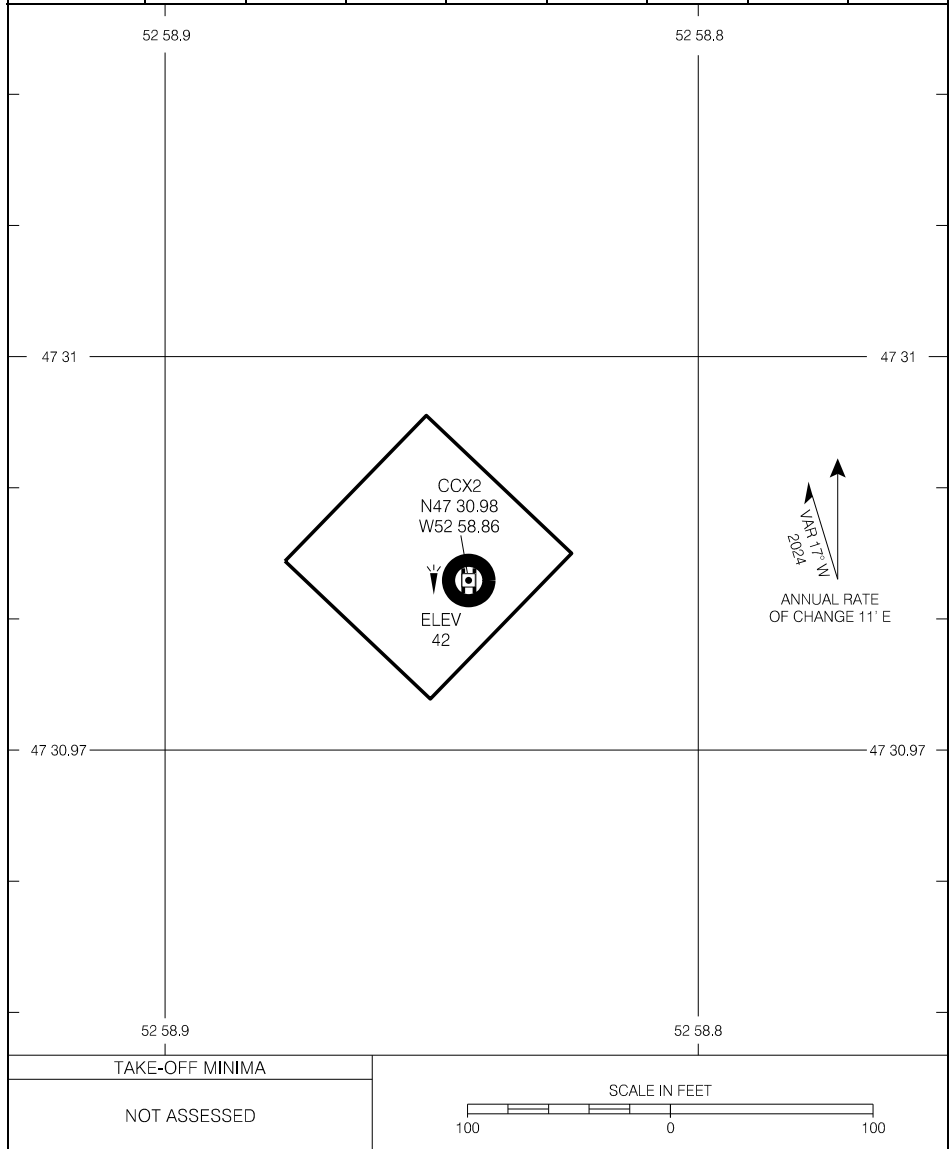
CLH7

CLH7-HP

LONG POND, NL
CCX2

HELIPORT CHART

● ATIS St. John's – 128.0				TFC – 123.2		CTR Gander – 133.15	
				ATF			
DECL DIST							
TORA							
TODA							
ASDA							
LDA							



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HELIPORT CHART

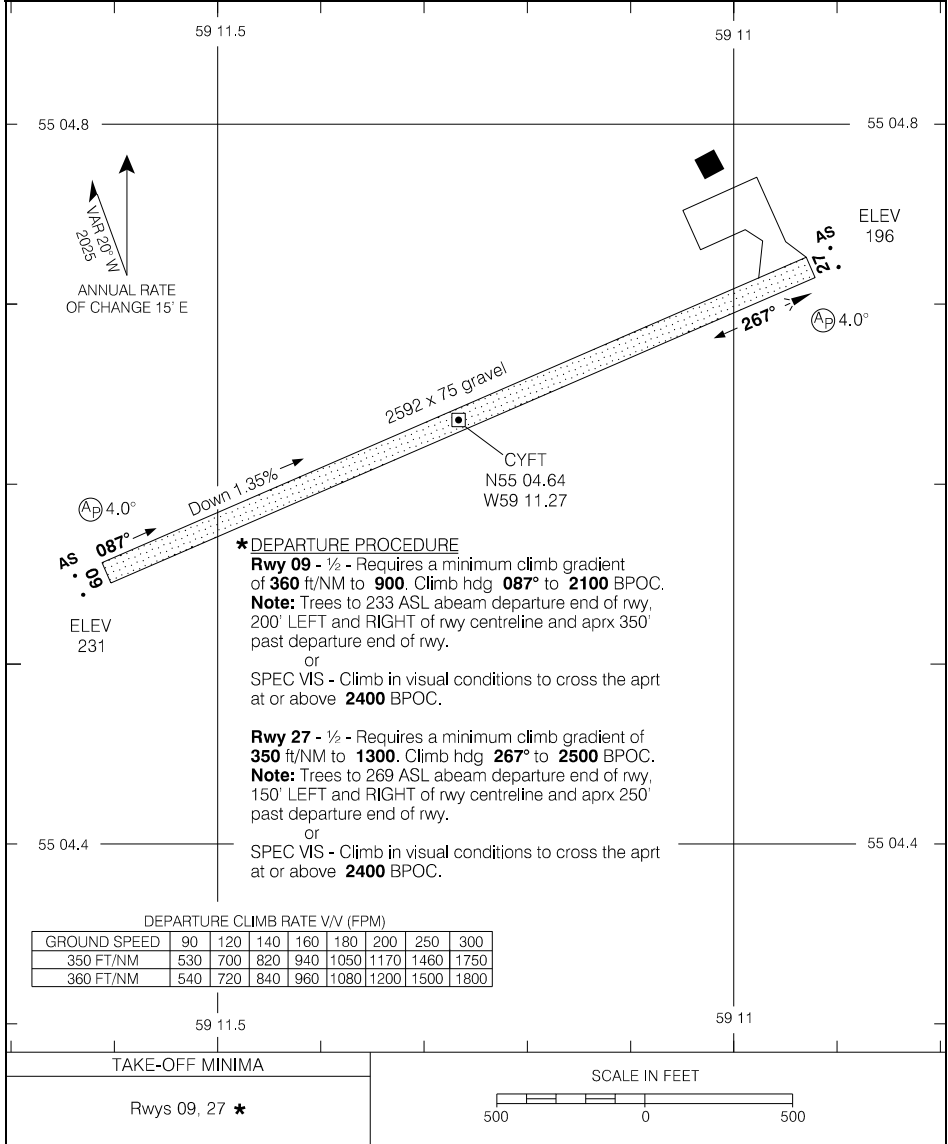
EFF 20 FEB 25

CCX2

CCX2-HP

AERODROME CHART

				TFC – 122.8		CTR Gander – 120.4 294.5	
				ATF*			
DECL DISTS	09	27					
TORA	2592	2592					
TODA	2592	2592					
ASDA	2592	2592					
LDA	2592	2592					

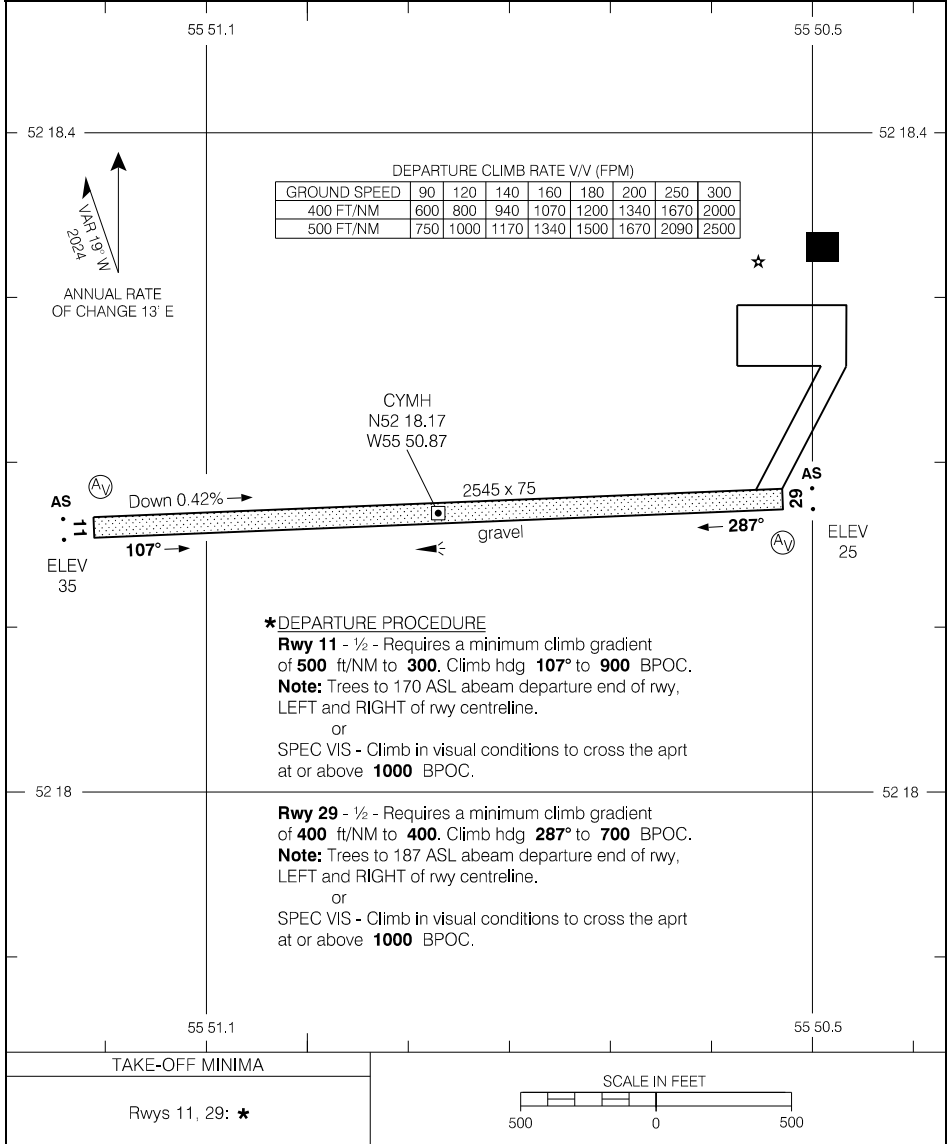


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MARYS HARBOUR, NL
CYMH

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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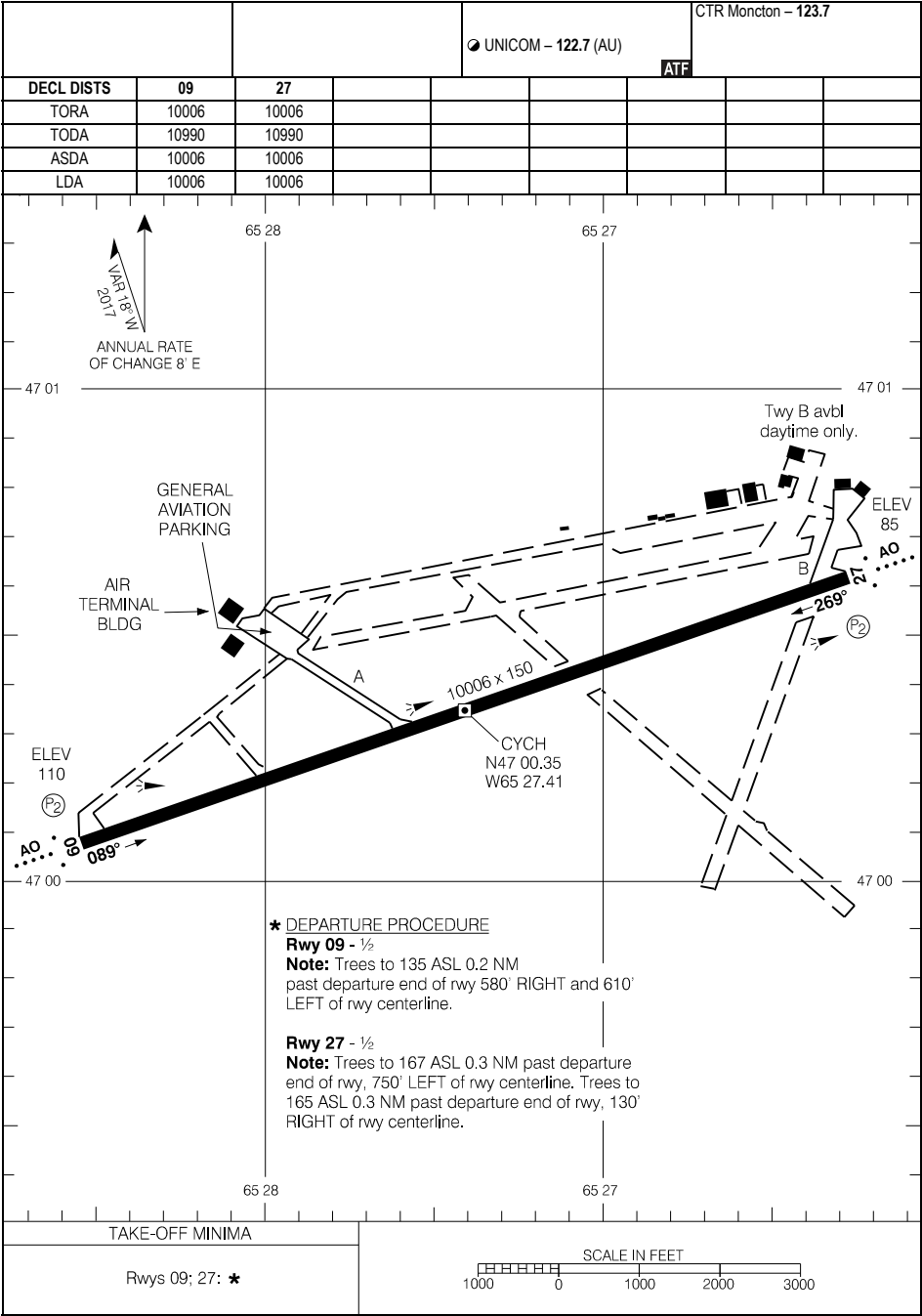
AERODROME CHART

EFF 26 DEC 24

CYMH

CYMH-AD

AERODROME CHART



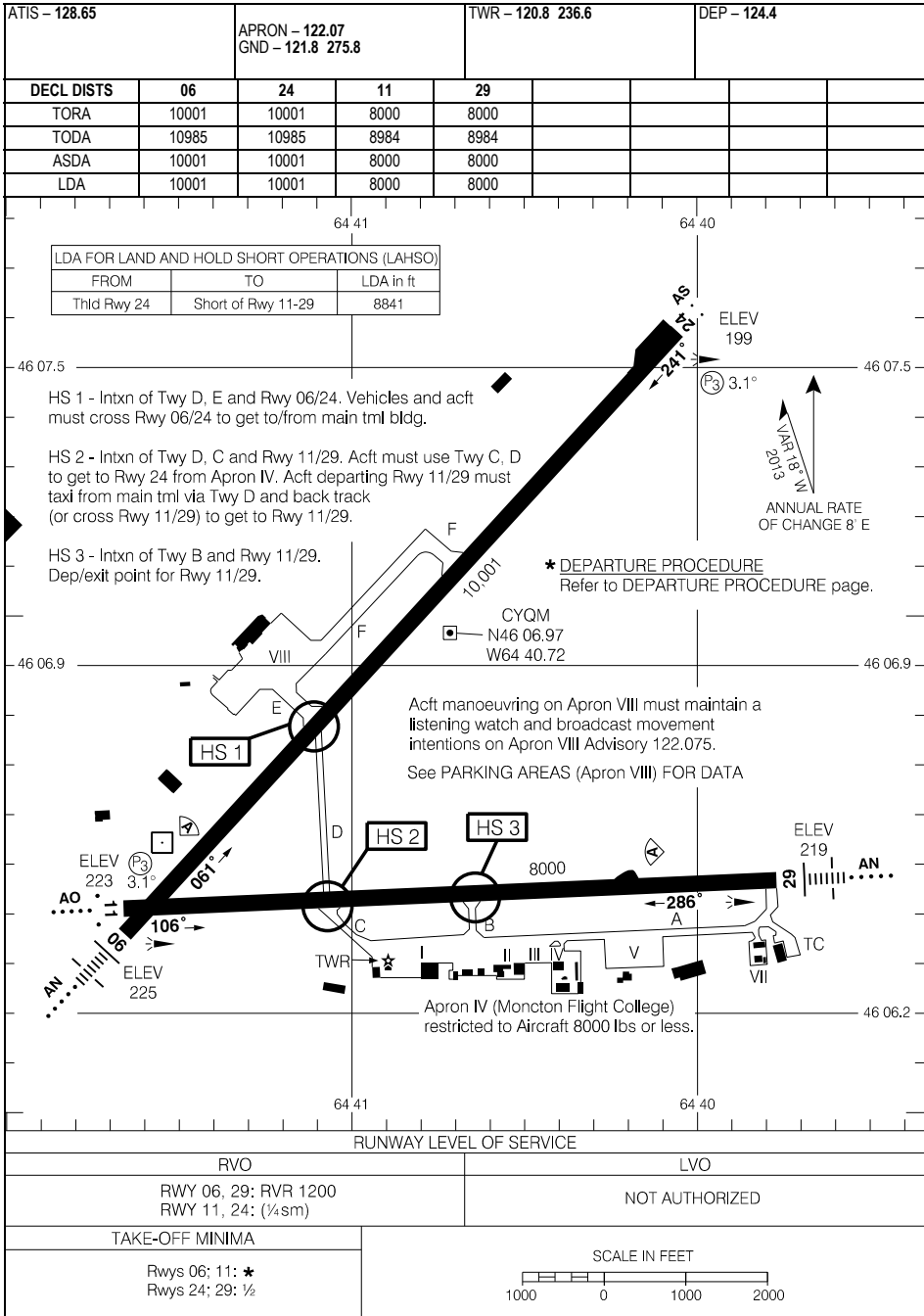
AERODROME CHART

EFF 20 APR 23

CYCH

CYQM-AD
MONCTON/GREATER MONCTON ROMÉO LEBLANC INTL, NB
CYQM

AERODROME CHART



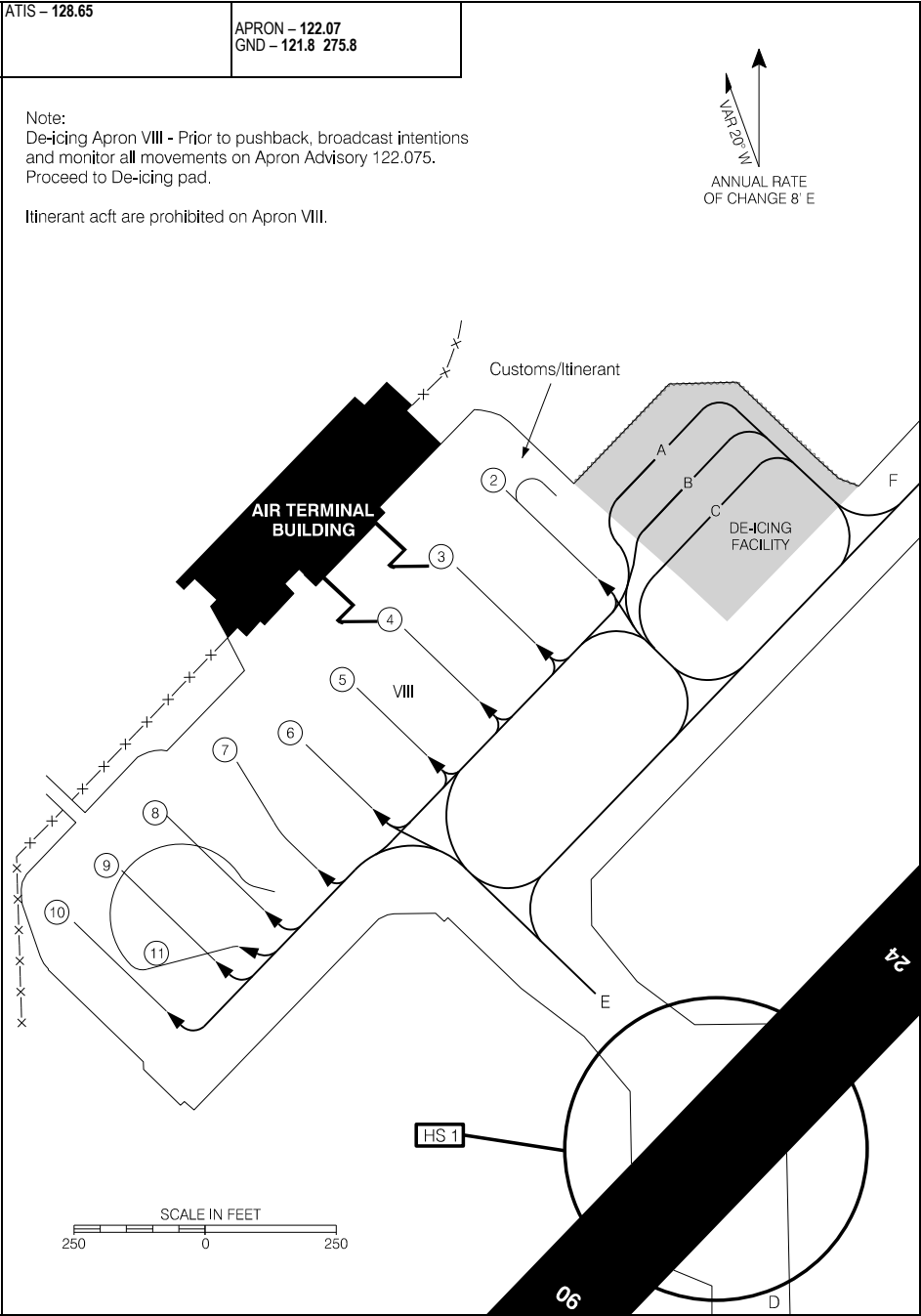
AERODROME CHART

EFF 9 JUL 26

CYQM-AD

CYQM

PARKING AREAS (Apron VIII)

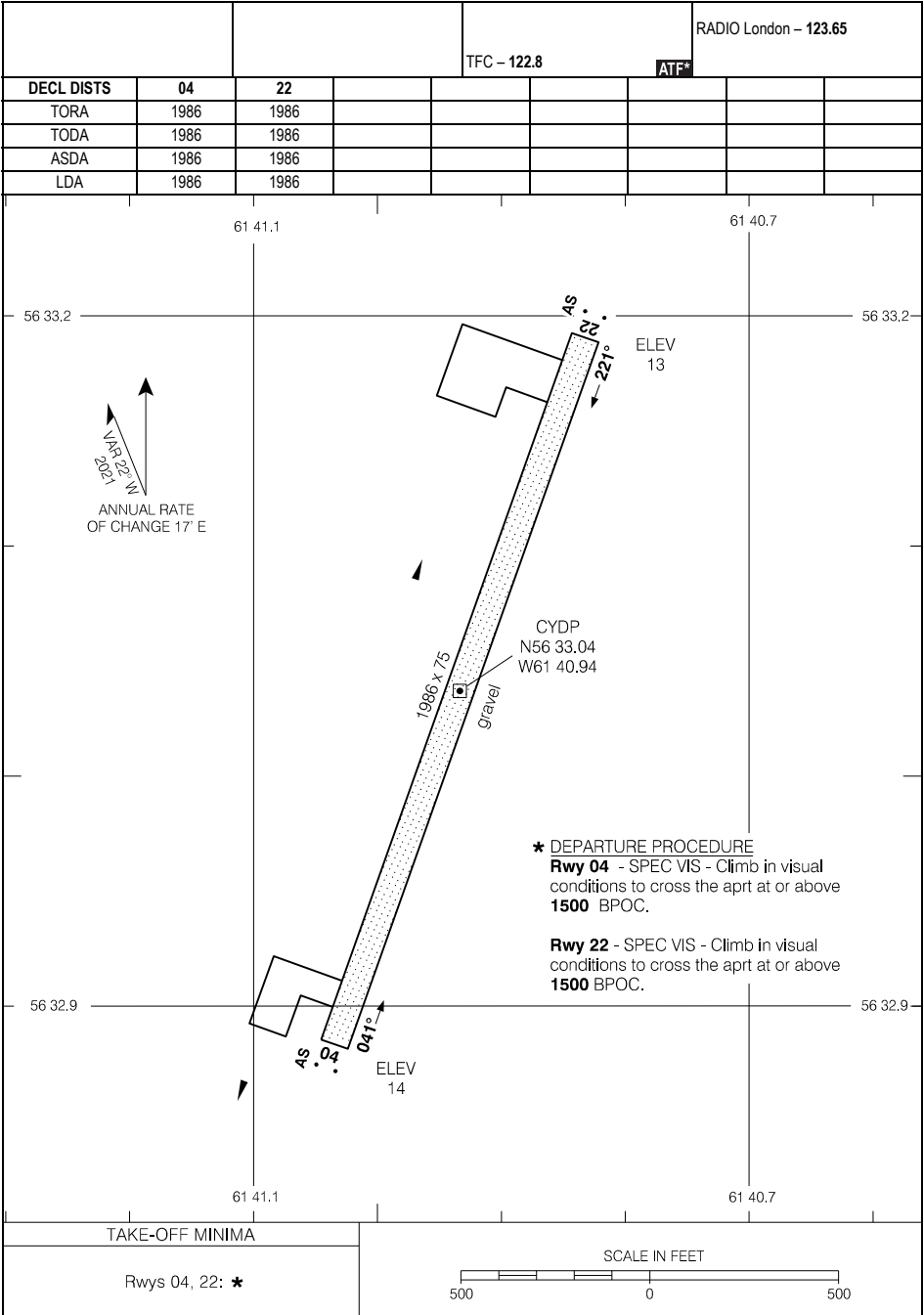


PARKING AREAS (Apron VIII)

CYQM

EFF 9 JUL 26

AERODROME CHART



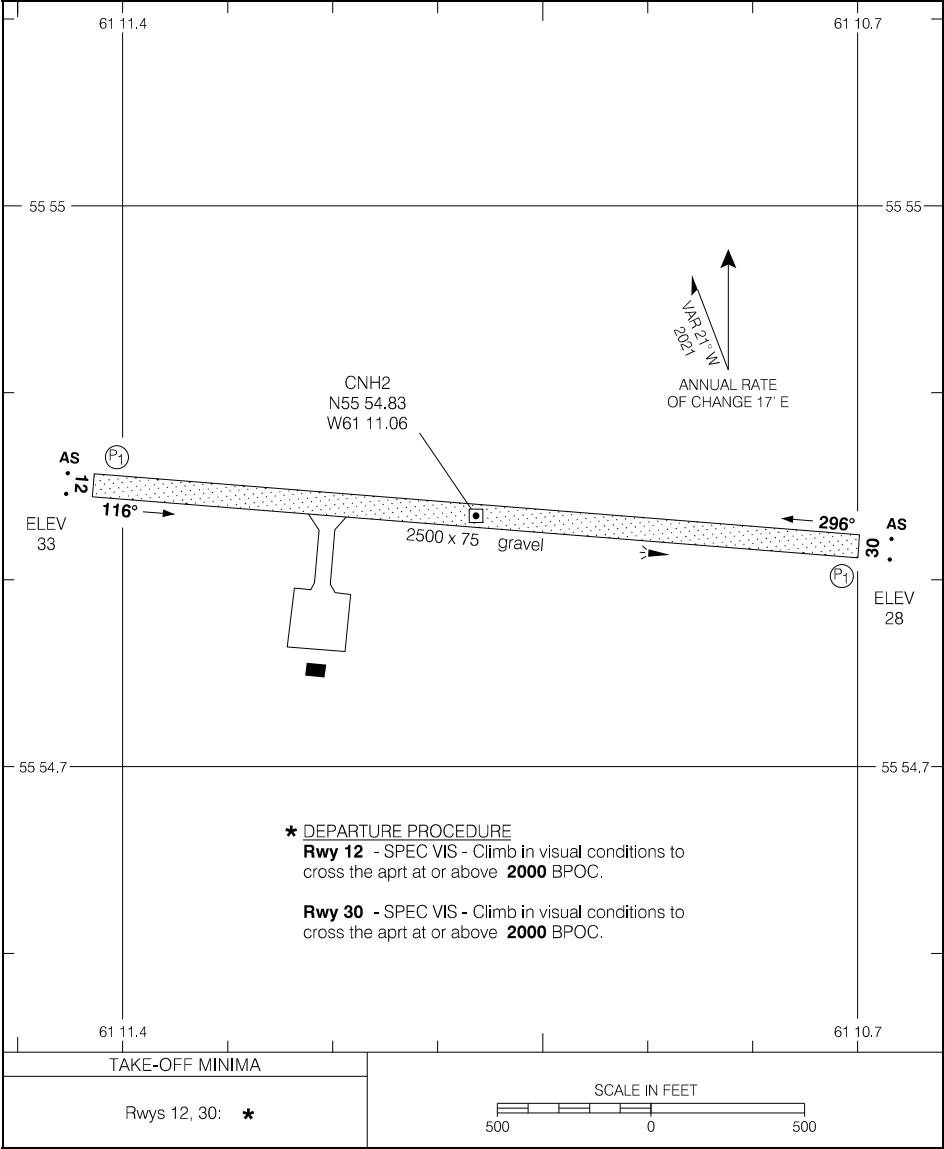
AERODROME CHART

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					

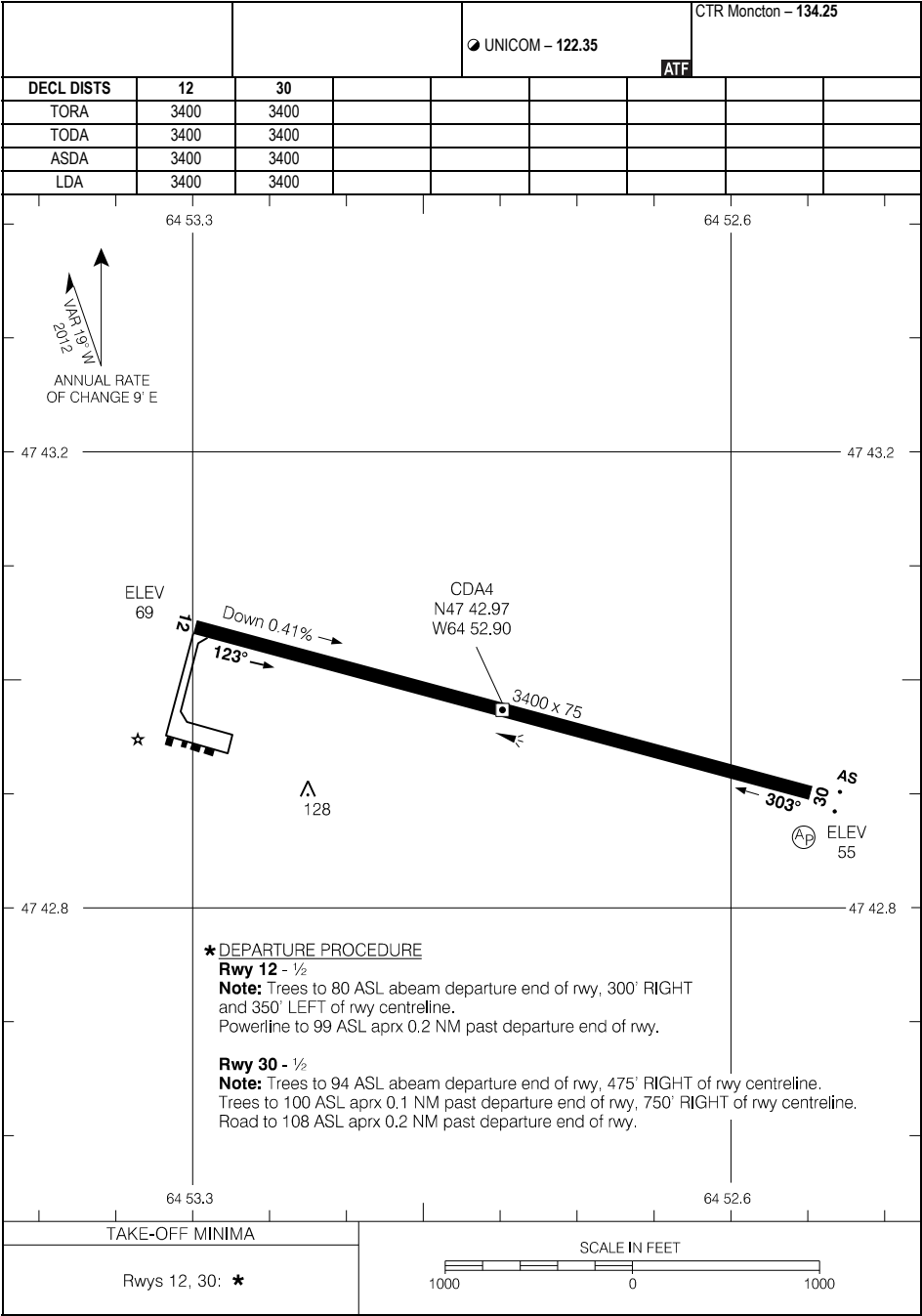


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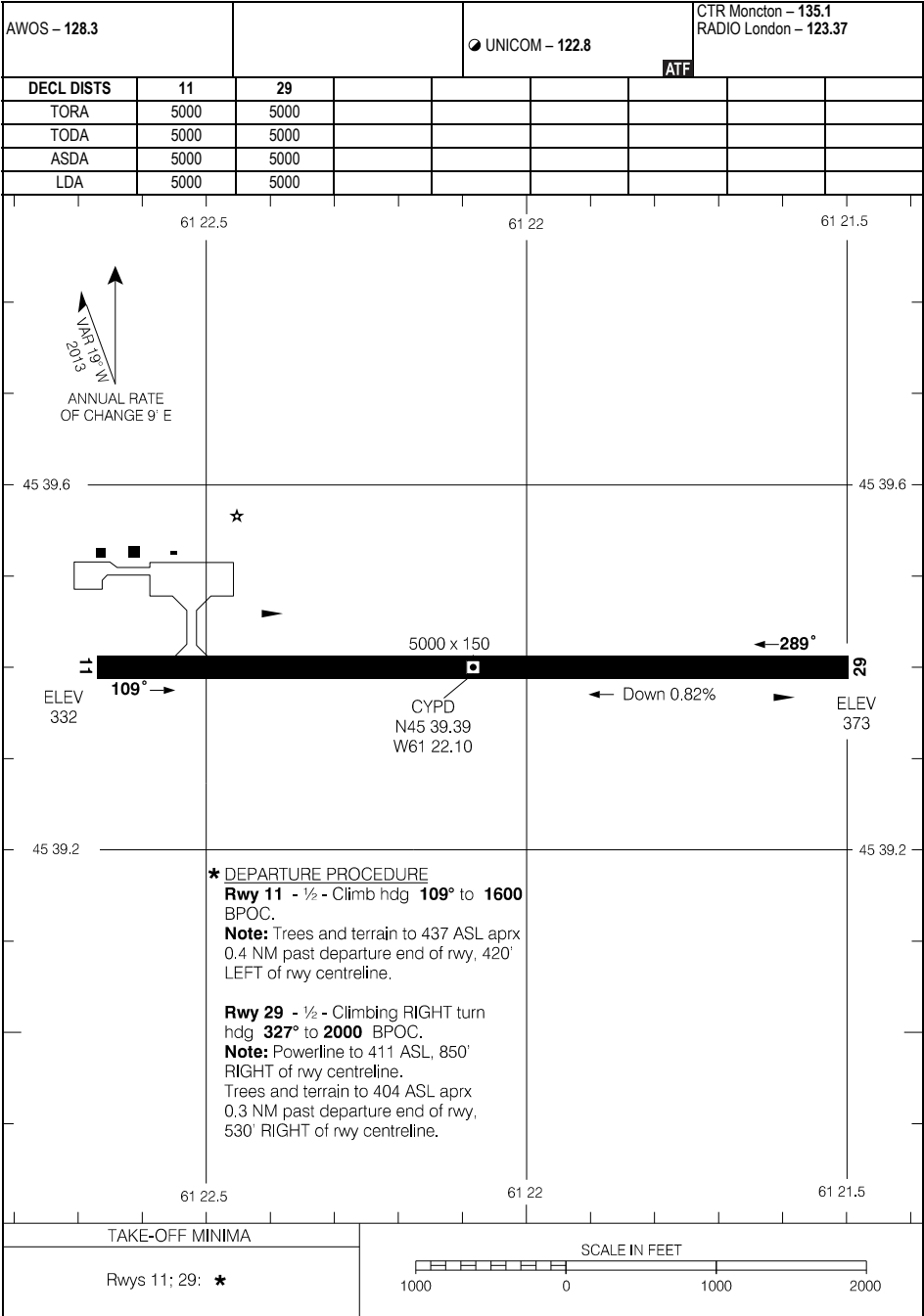
EFF 12 JUN 25

CNH2

AERODROME CHART



AERODROME CHART



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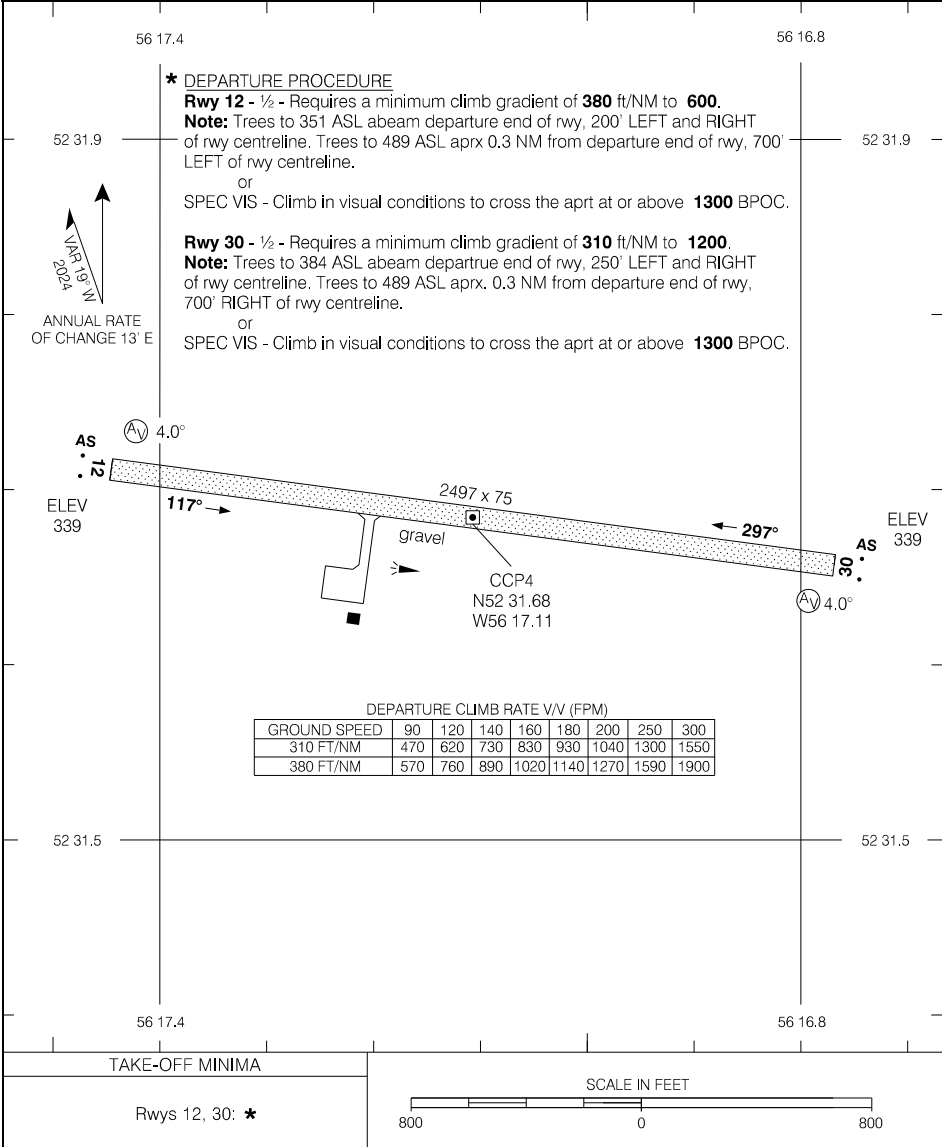
AERODROME CHART

EFF 3 SEP 26

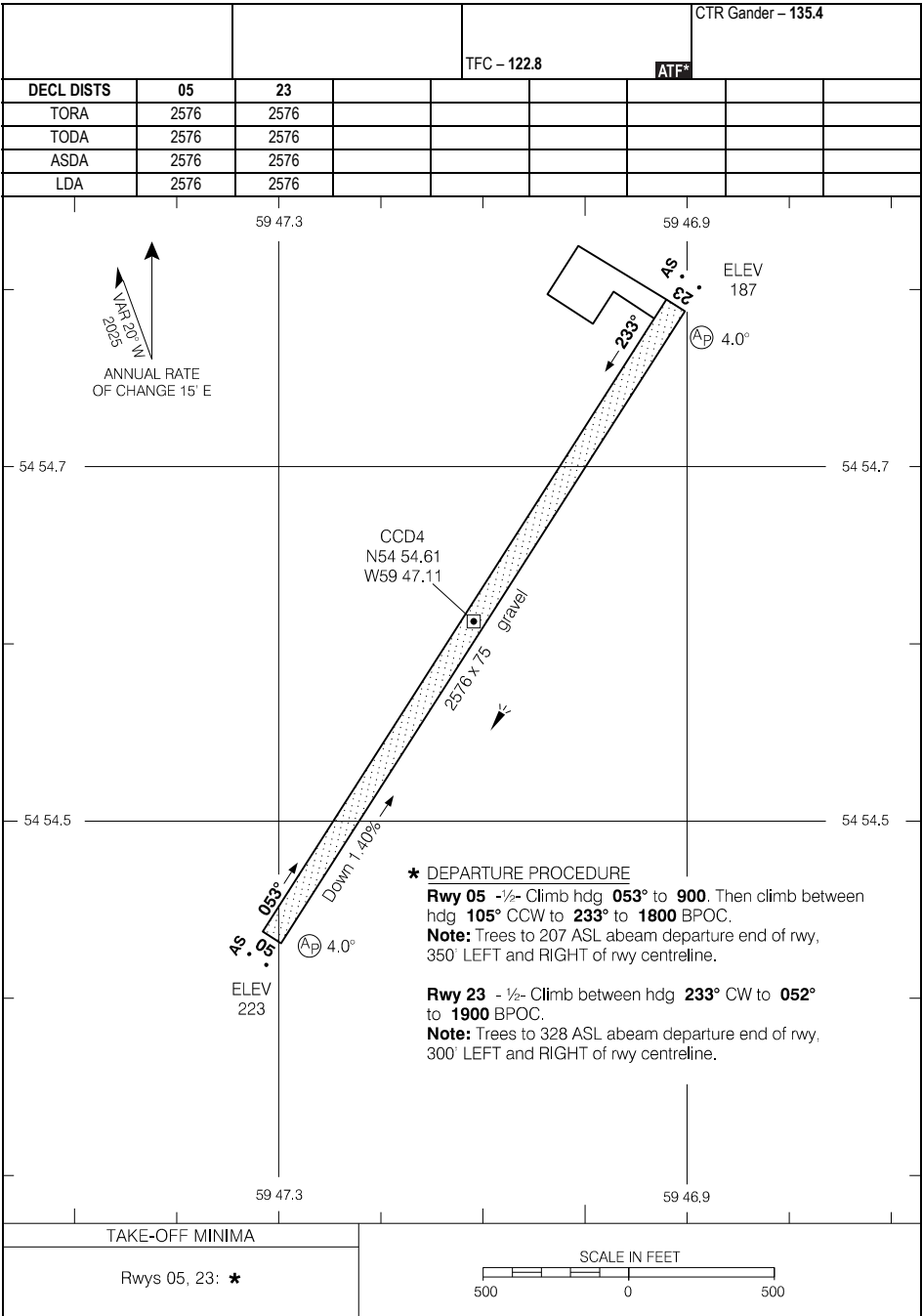
CYPD

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



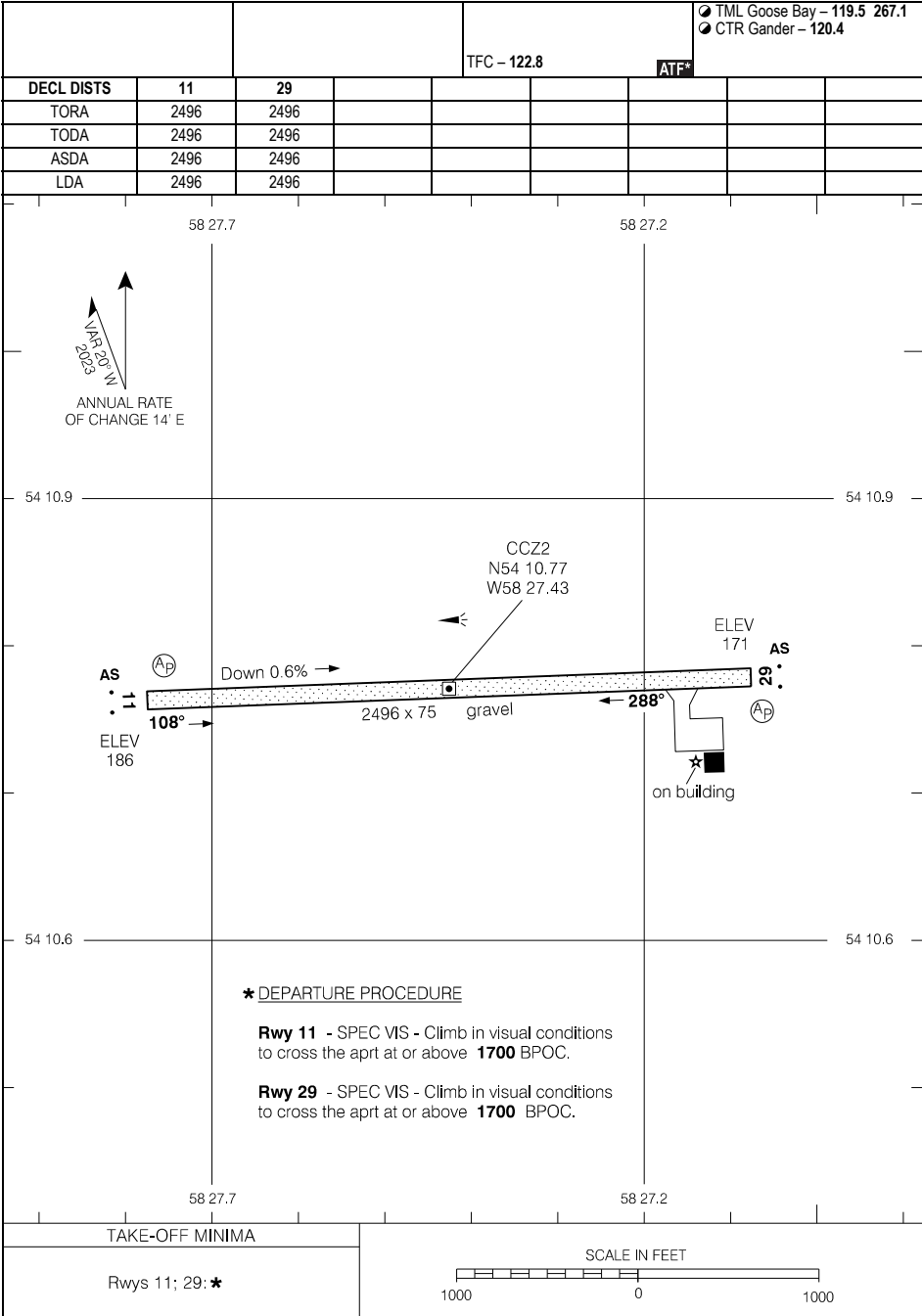
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AERODROME CHART

EFF 3 SEP 26

CCD4

AERODROME CHART



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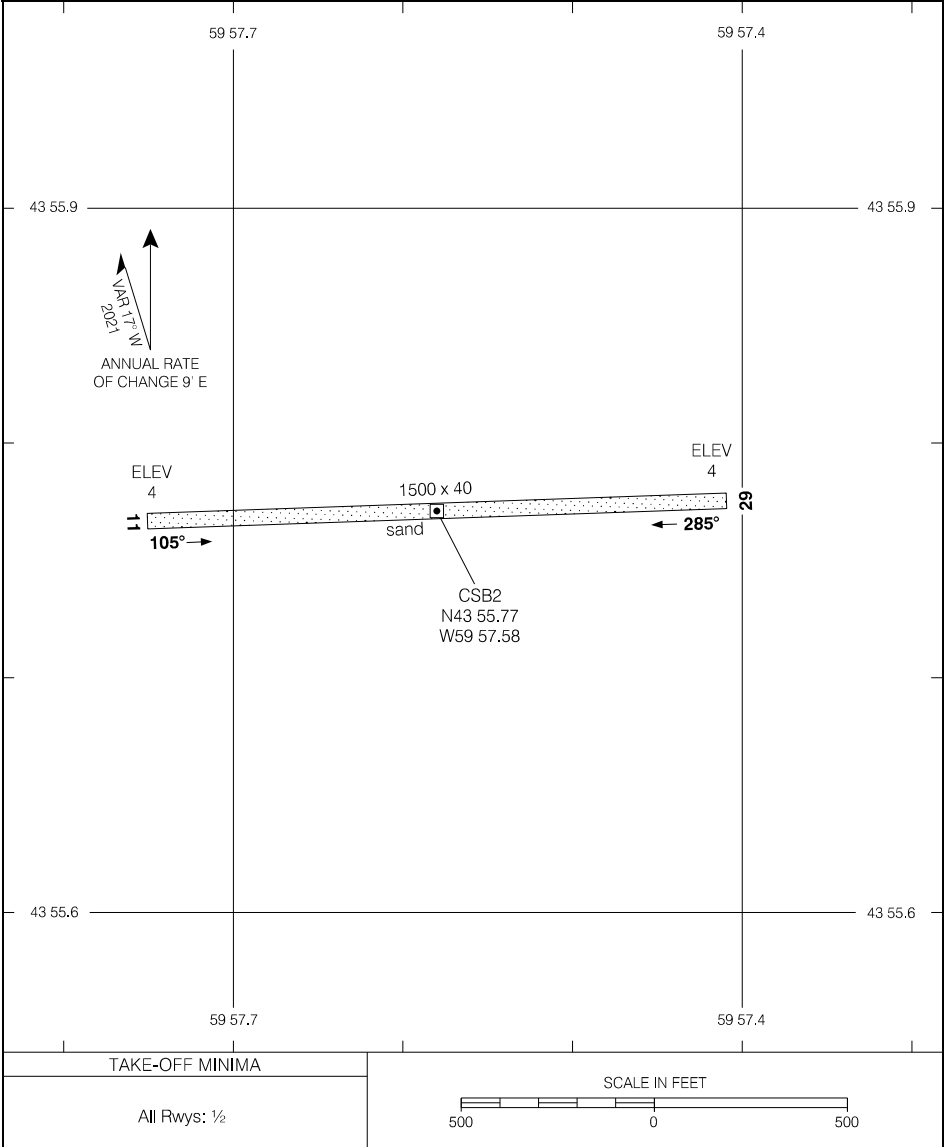
AERODROME CHART

CCZ2

EFF 20 APR 23

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							

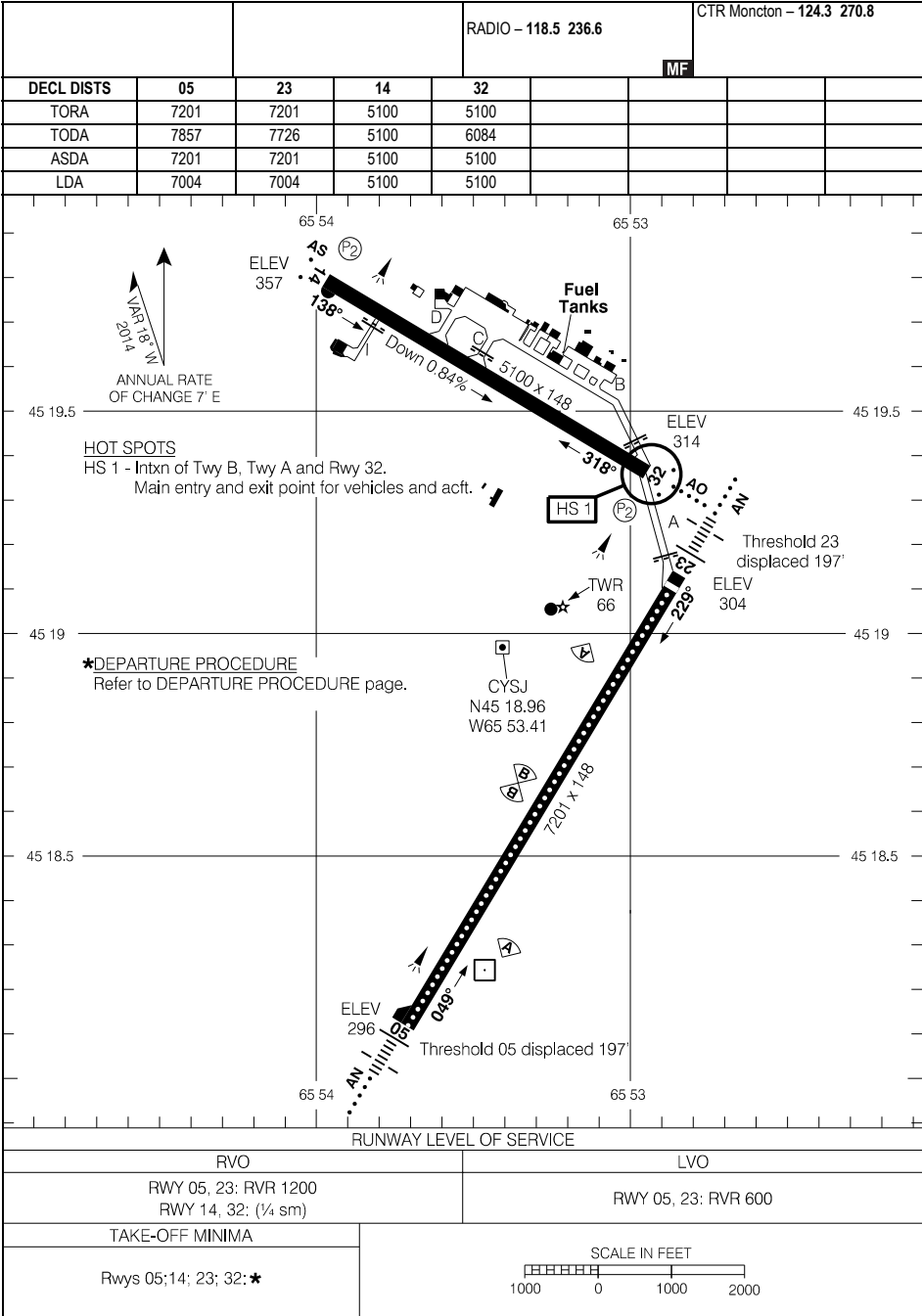


AERODROME CHART

EFF 17 APR 25

CSB2

AERODROME CHART



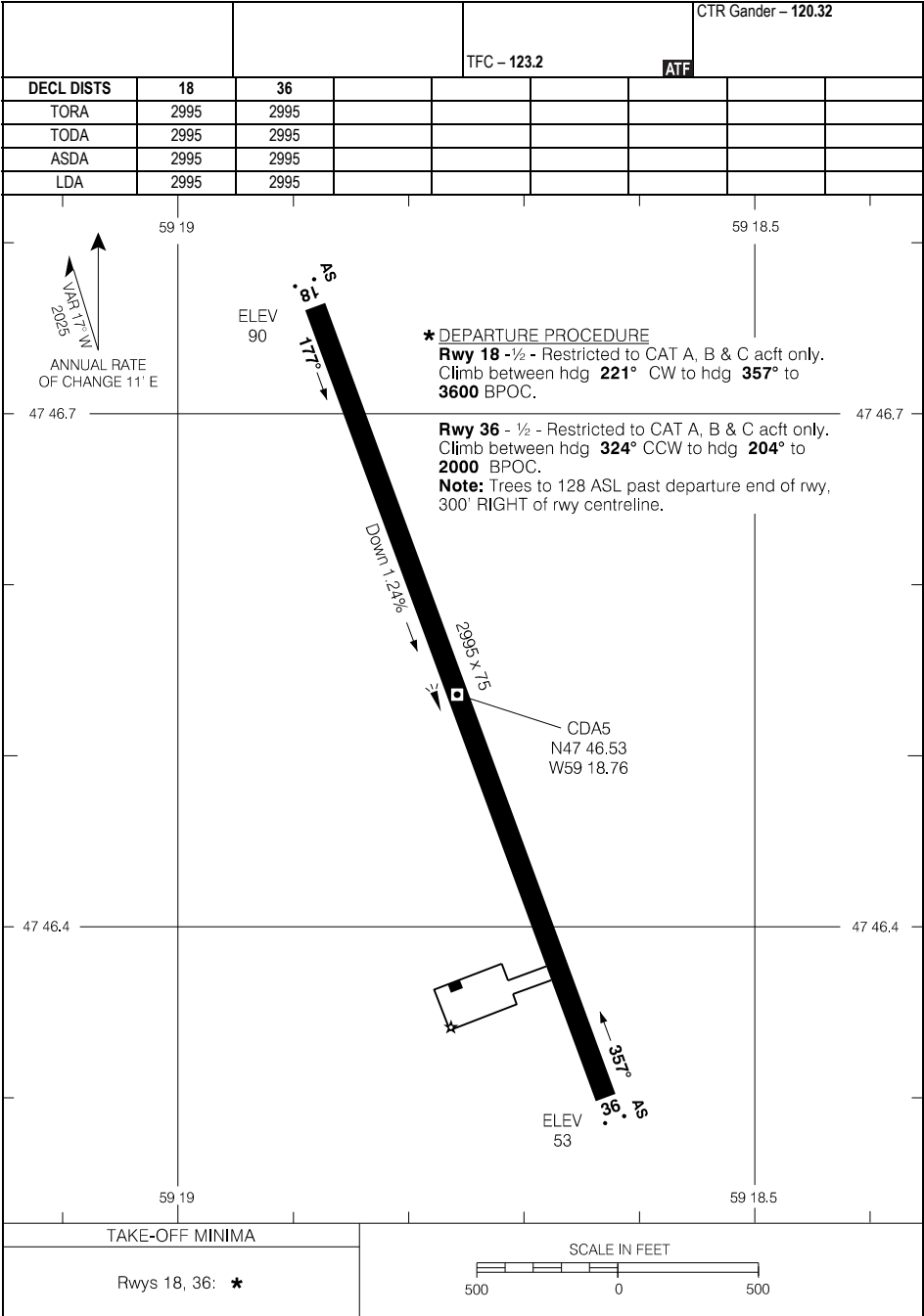
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AERODROME CHART

EFF 3 SEP 26

CYSJ

AERODROME CHART



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

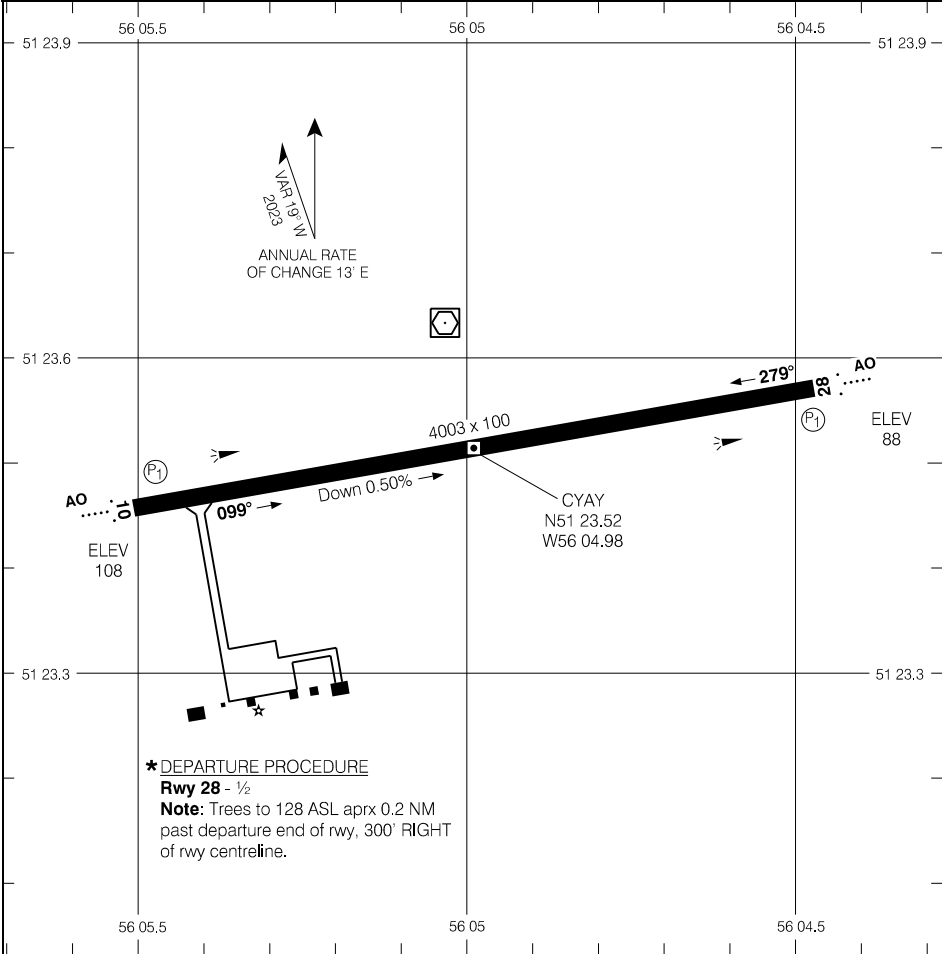
CYSJ

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: ★	SCALE IN FEET 1000 0 1000

AERODROME CHART

CYAY

EFF 3 SEP 26

CYAY-AD

ST. JOHN'S INTL, NL
CYYT

ATIS - 128.0

GND - 121.9 275.8

TWR - 120.6 236.6

CTR Gander - 133.15 227.3

DECL DIST	10	28	16	34				
TORA	8502	8502	7005	7005				
TODA	9486	9486	7989	7989				
ASDA	8502	8502	7005	7005				
LDA	8502	8502	7005	7005				

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350

*** DEPARTURE PROCEDURE**

Rwy 28 - ½
Note: Trees to 518 ASL aprx 450' past departure end of rwy, 500' LEFT of rwy centreline.

Rwy 34 - ½ - Requires a minimum climb gradient of **270 ft/NM to 1000**.
Note: Trees to 457 ASL aprx 50' past departure end of rwy, 500' RIGHT of rwy centreline. Trees to 498 ASL aprx 450' past departure end of rwy, 500' LEFT of rwy centreline.

All Aprons uncontrolled.
Taxiling act to remain on taxilanes.
Act shall not taxi between tml and pushed back act.

HOT SPOTS
HS 1 - Intxn of Rwy 16/34 and Twy M experiences heavy traffic.

SCALE IN FEET

1000 0 1000 2000

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AERODROME CHART

EFF 5 OCT 23

CYYT-AD

CYYT

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

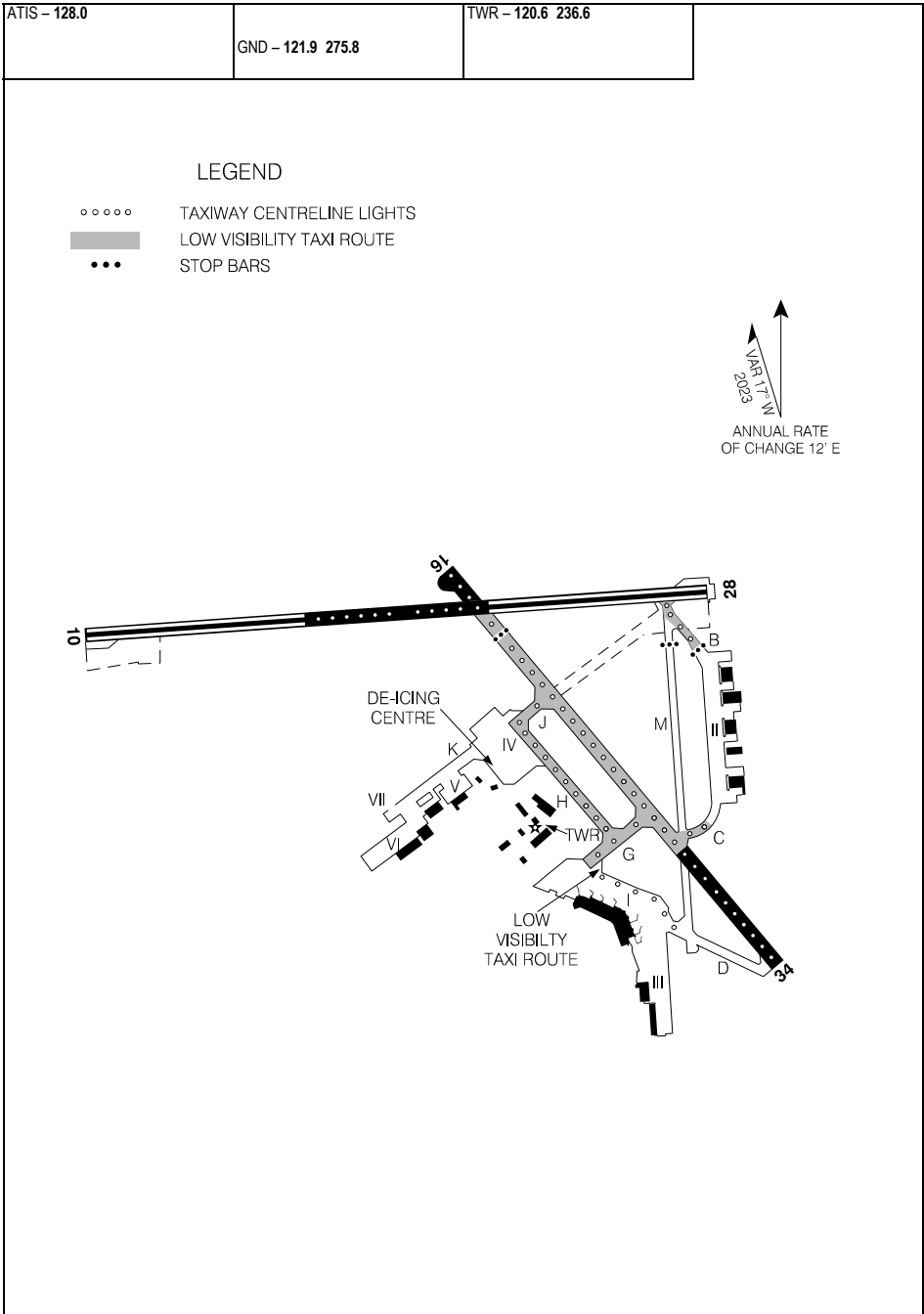
Each taxiway/runway entrance onto runway 10/28 is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (Wig Wags) are installed at each side of the stop bar location. When the red stop bar lights are 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

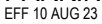
CENTRAL DE-ICING FACILITY

CYYT

EFF 10 AUG 23

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PARKING AREAS



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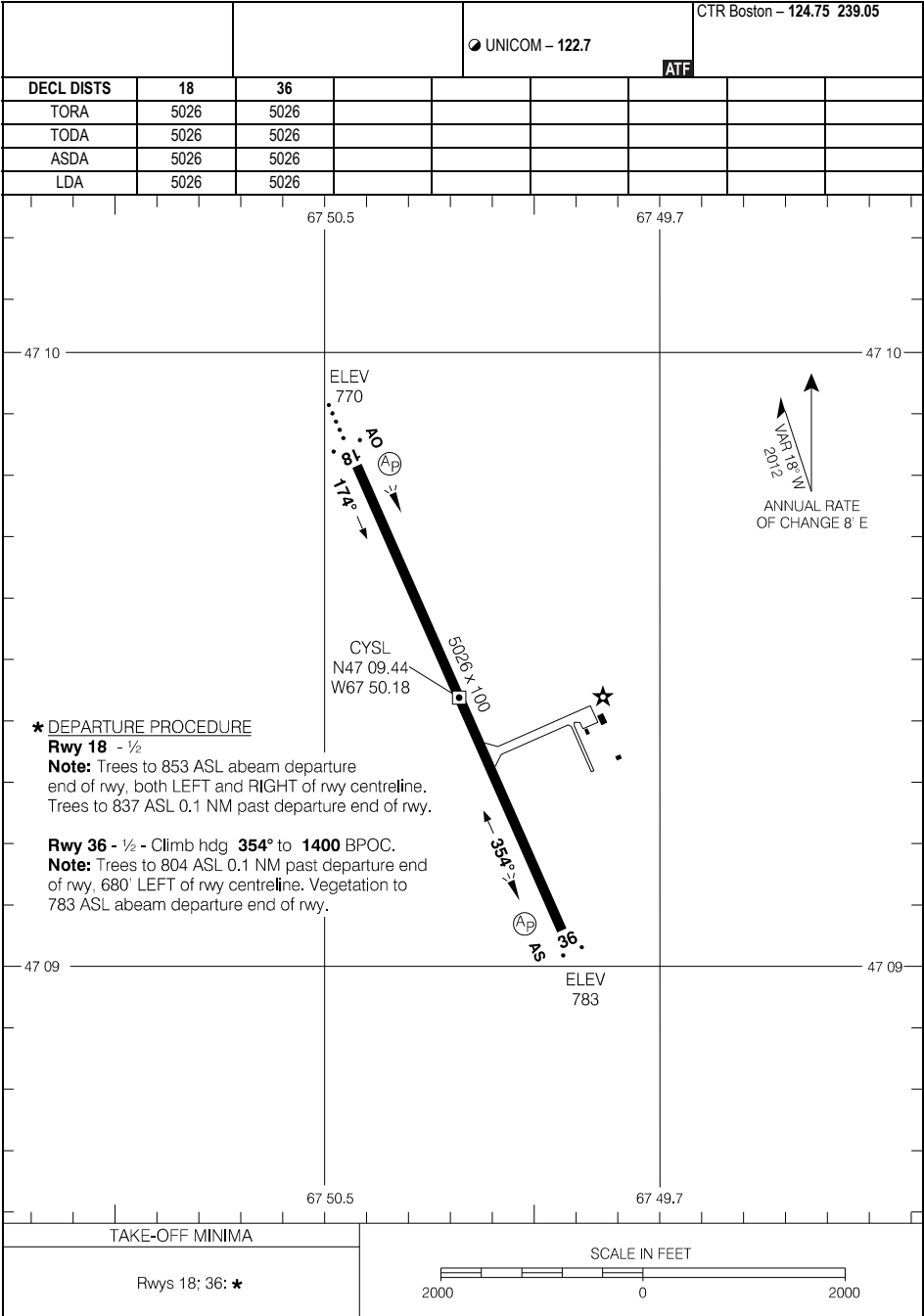
PARKING AREAS

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

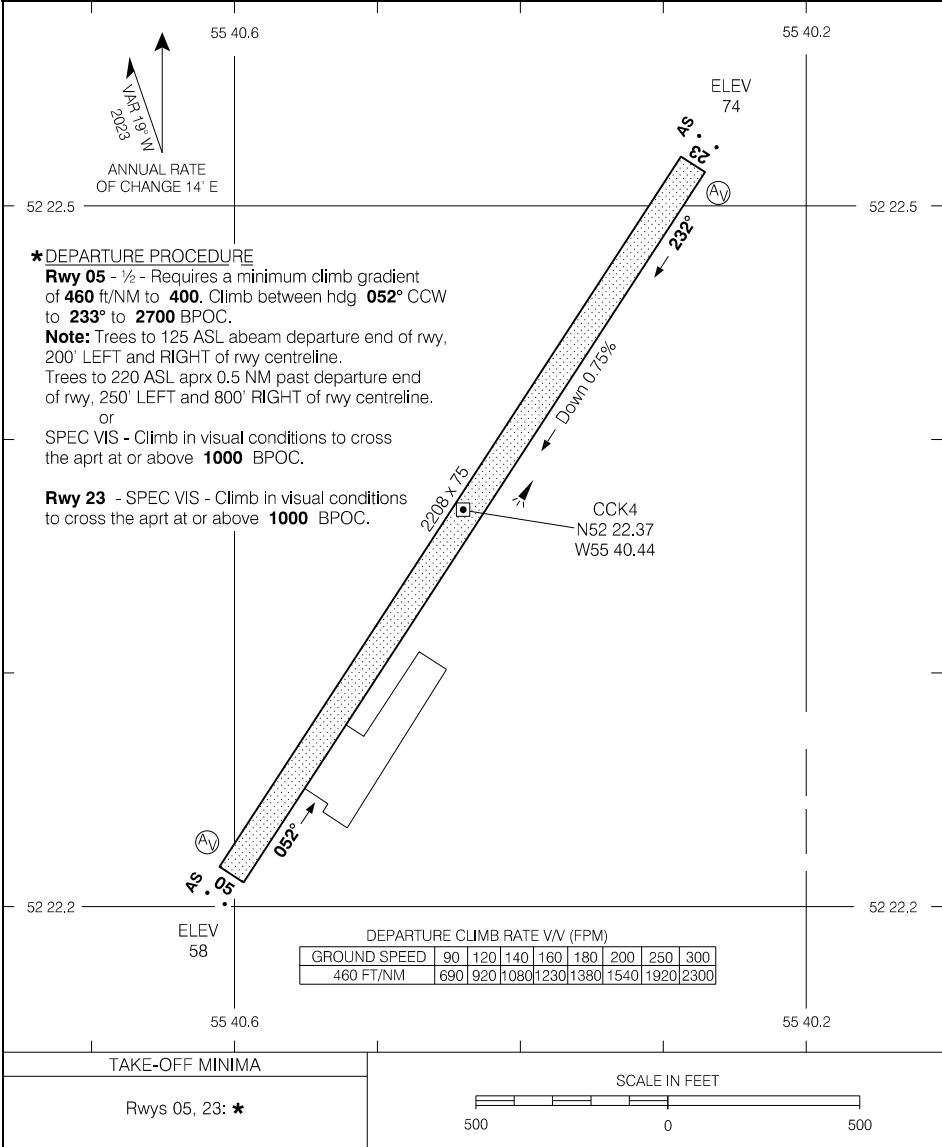


AERODROME CHART

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							

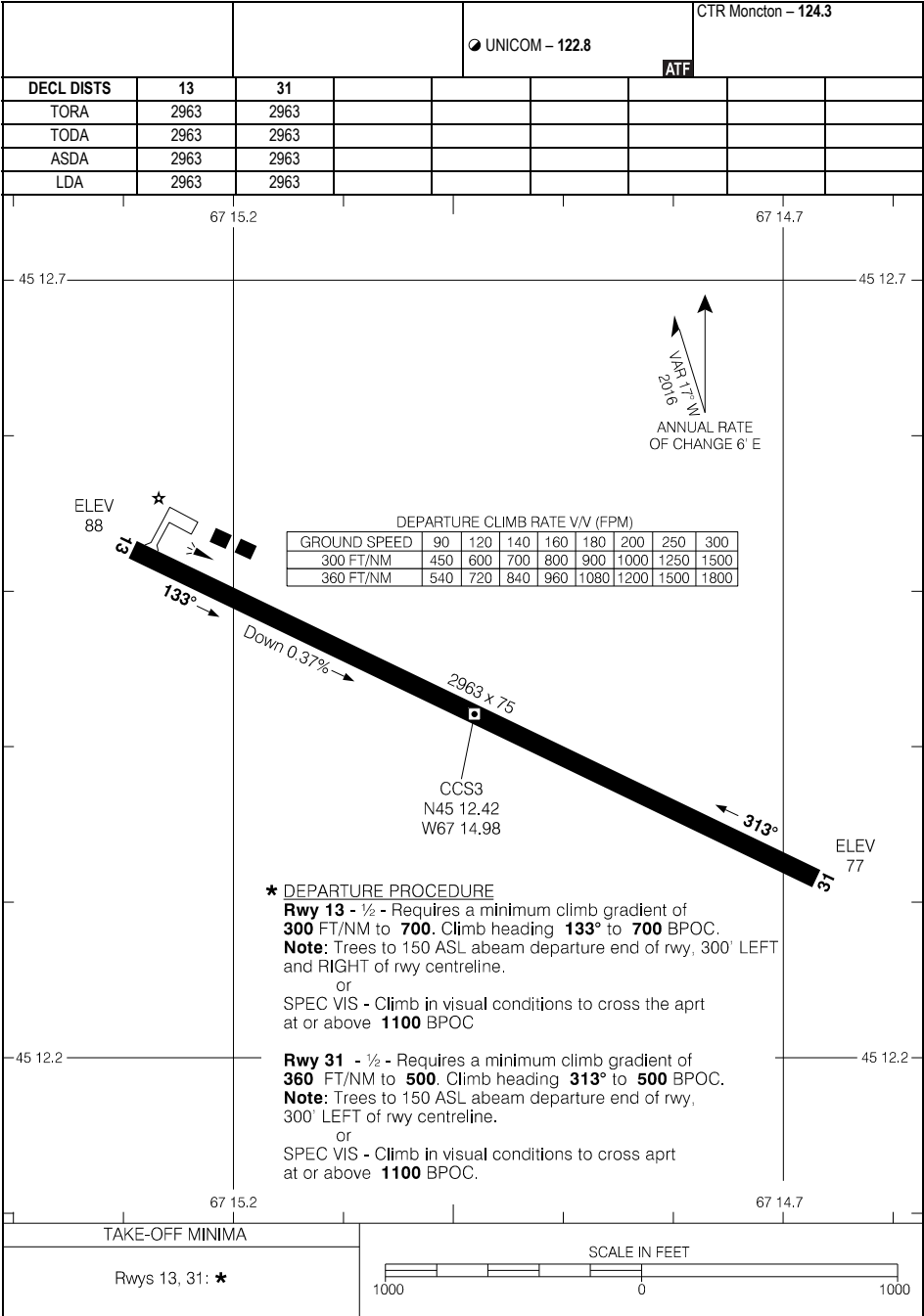


AERODROME CHART

EFF 3 SEP 26

CCK4

AERODROME CHART



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AERODROME CHART

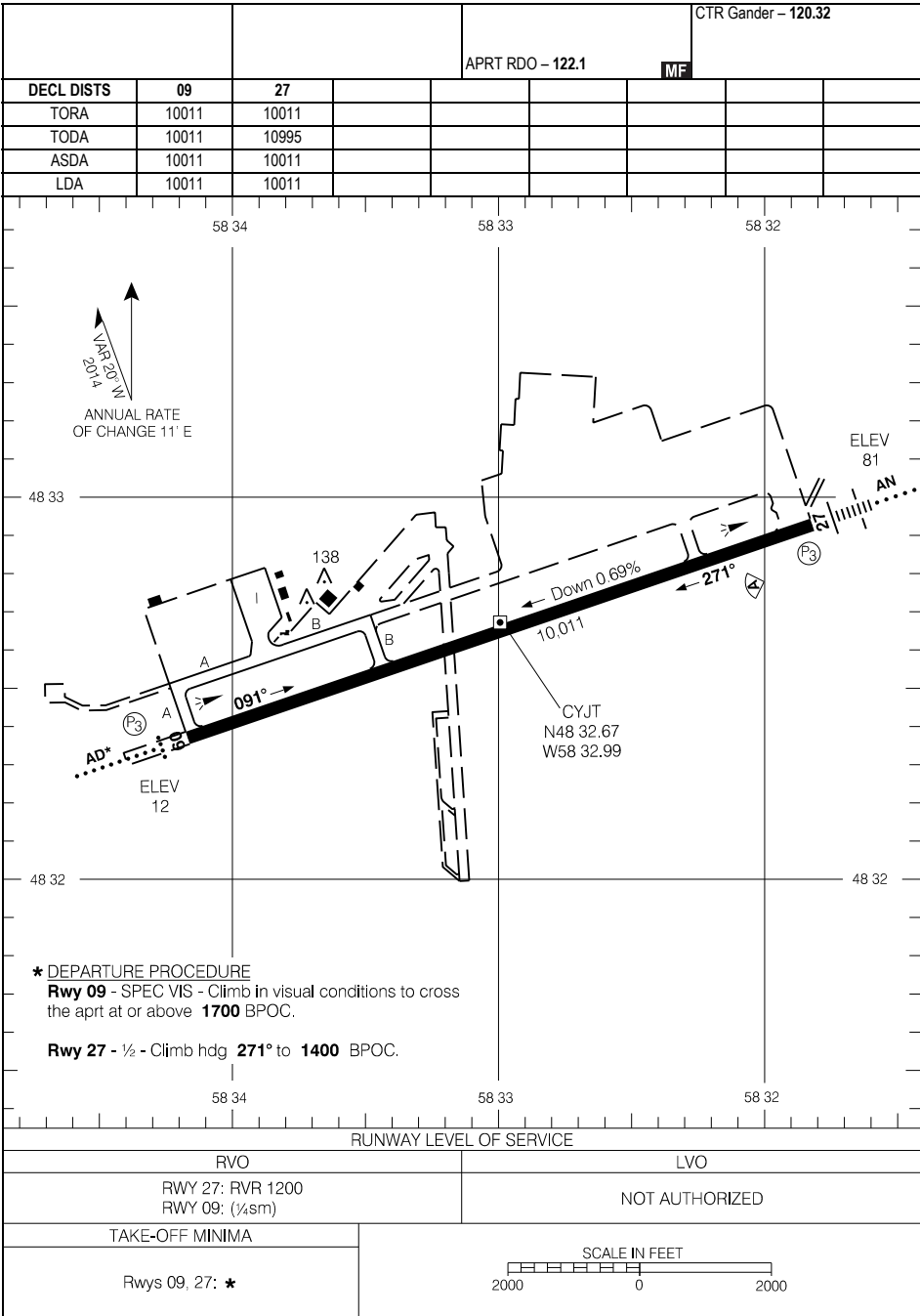
EFF 5 SEP 24

CCS3

CYJT-AD

STEPHENVILLE DYMOND AIRPORT, NL
CYJT

AERODROME CHART



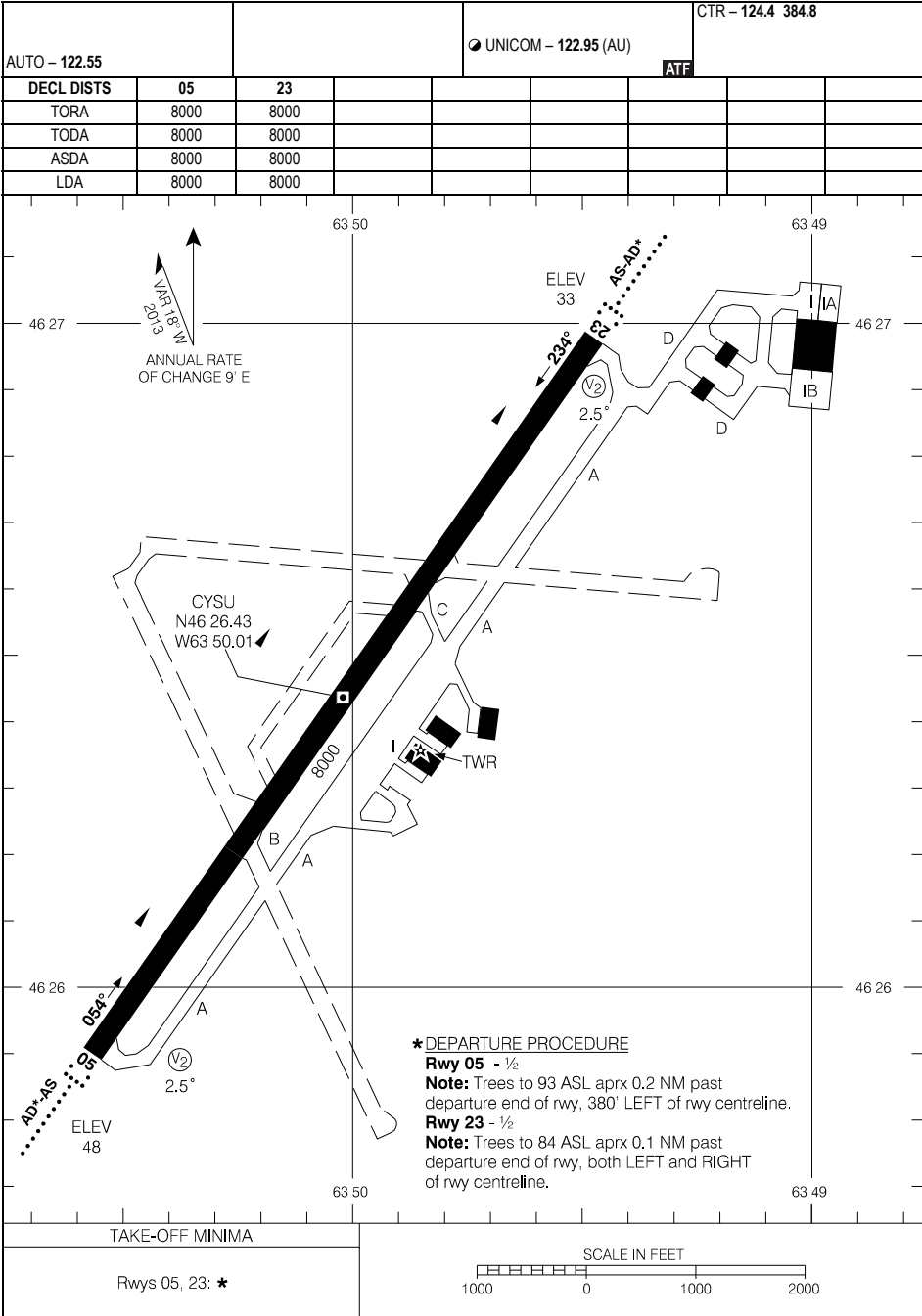
AERODROME CHART

EFF 21 MAR 24

CYJT

CYJT-AD

AERODROME CHART



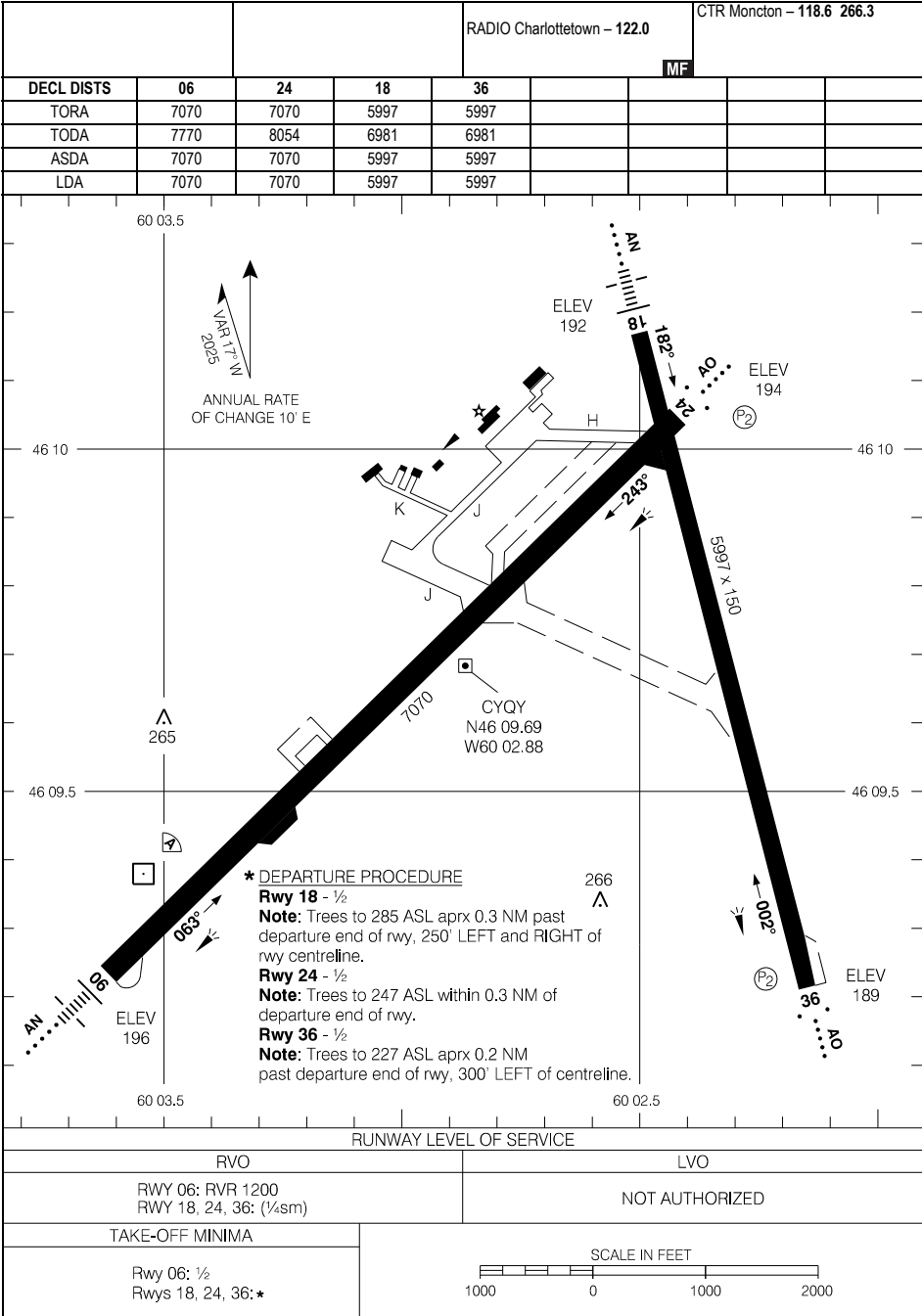
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AERODROME CHART

EFF 7 OCT 21

CYSU

AERODROME CHART



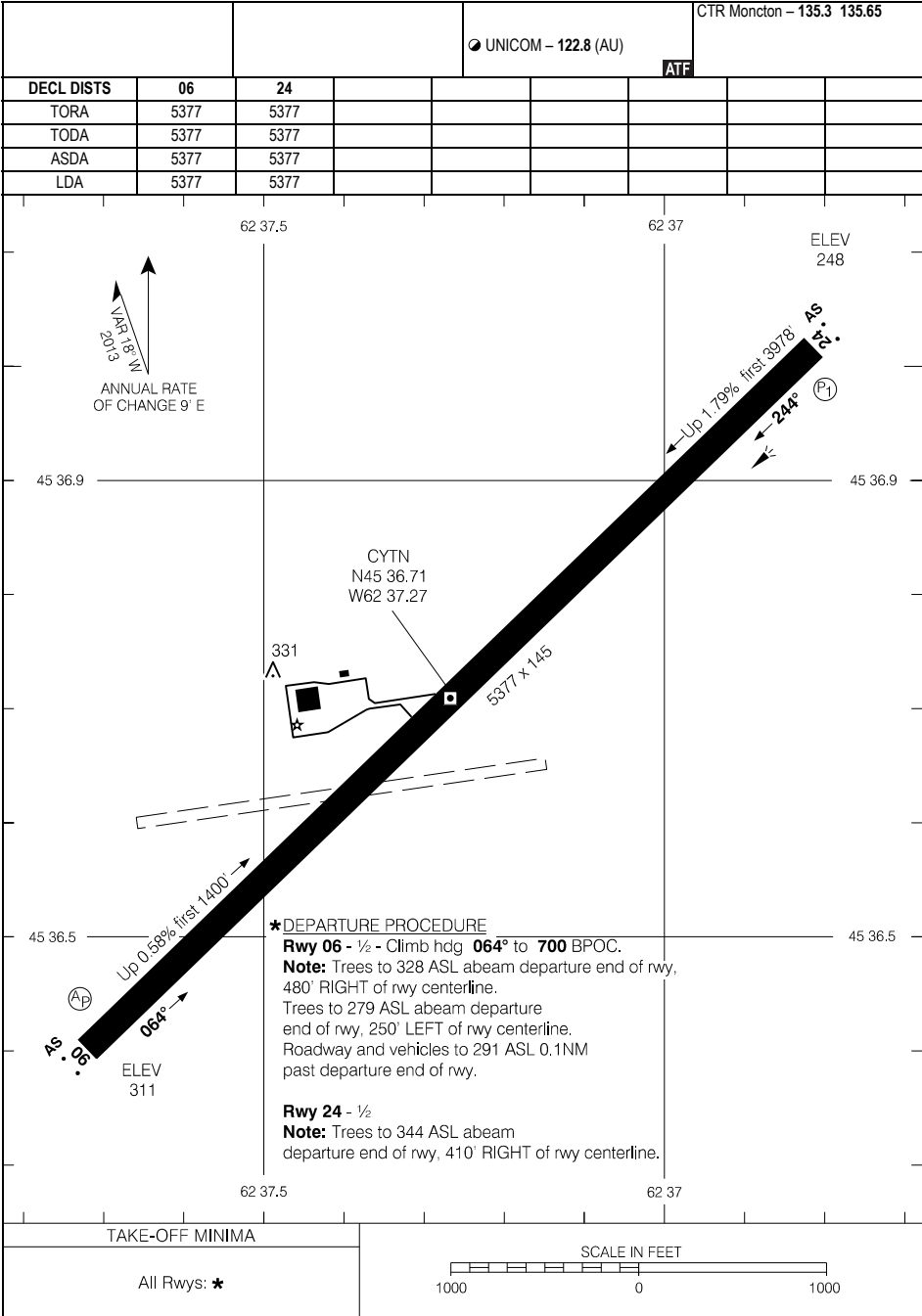
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AERODROME CHART

EFF 2 OCT 25

CYQY

AERODROME CHART



AERODROME CHART

CYTN

EFF 9 JUL 26

WABUSH, NL
CYWK

CYWK

ELEV 1794

VAR 1.6° N
ANNUAL RATE OF CHANGE 13° E

* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE Page.

CYWK
N52 55.36
W66 51.88

6002 x 150

ELEV 1809

AN

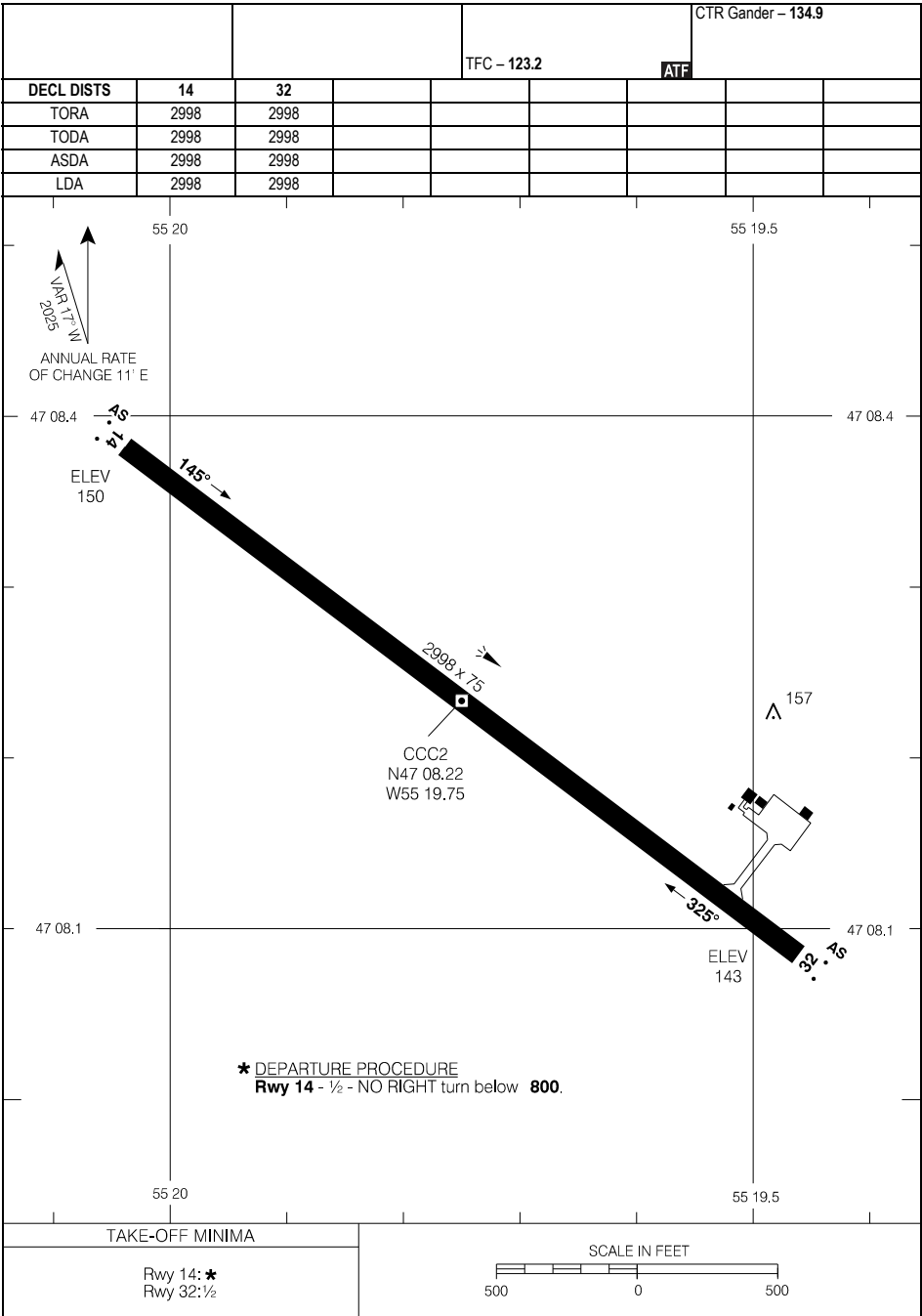
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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 18, 36: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
All Rwys: *	

CYWK

CYWK-AD

AERODROME CHART



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AERODROME CHART

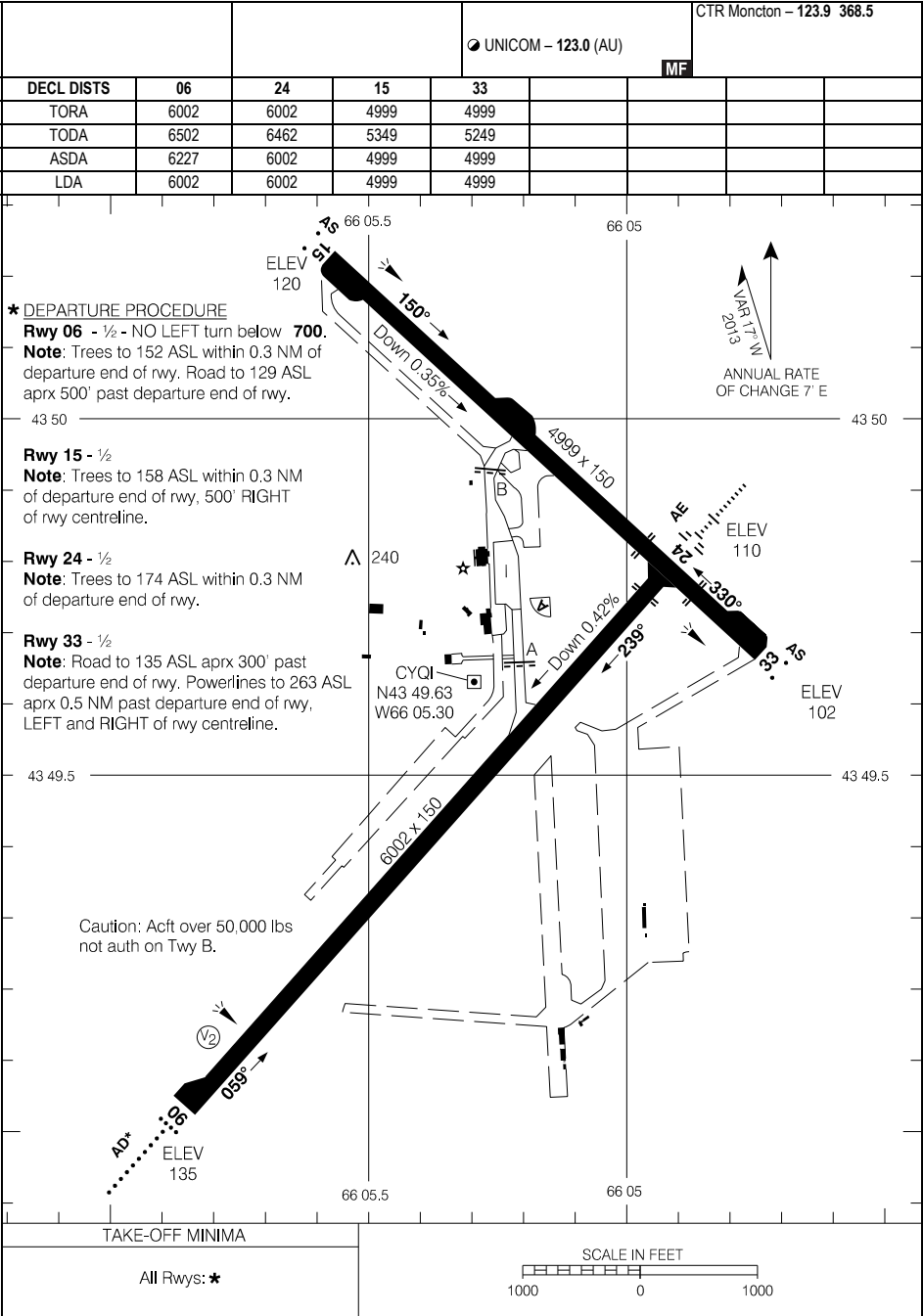
EFF 12 JUN 25

CCC2

CYQI-AD

YARMOUTH, NS
CYQI

AERODROME CHART



AERODROME CHART

EFF 10 AUG 23

CYQI-AD

CYQI