

EFFECTIVE 0901Z **1 MAY 2025**  
TO 0901Z 15 MAY 2025

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**AIP CANADA**

# Supplements

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## AIP CANADA Supplement Checklist

The following AIP CANADA supplements are currently valid:

SUP #	Title
046/2025	Gander Flight Information Region - Voice Communications for Oceanic Route Amendments Prior to Oceanic Entry
045/2025	Aerodrome Construction – St. John's Intl Airport (CYYT) (Replaces AIP Canada Supplement 022/2025)
044/2025	Aerodrome Construction – Apron I Paving Kelowna INTL, BC (CYLW) (Replaces AIP Supplement 037/2025)
043/2025	Aerodrome Construction – Vancouver (CYVR) (Replaces AIP Supplement 035/2025)
042/2025	Aerodrome Construction – Montréal / Pierre Elliott Trudeau Intl, QC (CYUL) (Replaces AIP Supplement 034/2025)
041/2025	Erik Nielsen Whitehorse International Airport (CYXY) Airfield Upgrades (Replaces AIP Canada Supplement 033/2025)
040/2025	Aerodrome Construction – Calgary / YYC Calgary Intl, AB (CYXC) (Replaces AIP Canada Supplement 031/2025)
039/2025	Aerodrome Construction – Montreal (Mirabel) (CYMX) (Replaces AIP Canada Supplement 030/2025)
038/2025	Mobile Crane - Kelowna, BC
036/2025	Flight Operations: Aerial Forest Spraying Abitibi, Lac Saint-Jean, North Shore of the St. Lawrence, Bas-Saint-Laurent Region, and Gaspésie
032/2025	Tower Crane — Enoch, Alberta
029/2025	Aerodrome Construction – Airfield Lighting Kelowna Intl, BC (CYLW)
028/2025	Cranes—Within 30 Nautical Miles of Vancouver INTL Airport (Replaces AIP Canada Supplement 6/25)
027/2025	Cranes—Within 30 Nautical Miles of Calgary / YYC Calgary INTL Airport (Replaces AIP Canada Supplement 97/24)
026/2025	Cranes—Within 30 Nautical Miles of Toronto / Lester B. Pearson INTL Airport (Replaces AIP Canada Supplement 9/25)
025/2025	Transport Canada Atlantic Region Restricted Airspace Corridor Greenwood MTCA to CYD 703 Nova Scotia
023/2025	Ontario Region High-Altitude Research Balloon Flights Timmins (Victor M. Power), ON (CYTS) 1 August 2025 to 30 September 2025
021/2025	Aerodrome Construction - Sept-Îles, QC (CYZV)

Note: Cette information est aussi disponible dans l'autre langue officielle

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019/2025	Tower Crane — Halifax, Nova Scotia
018/2025	Tower Crane — Halifax, Nova Scotia
015/2025	Montreal/Pierre Elliott Trudeau Intl Airport Engine Fan Blade Ice Shedding Procedures
014/2025	Crane — Ottawa, Ontario
013/2025	Aerodrome Construction – Vancouver INTL (CYVR)
012/2025	Airspace Change Mirabel, Quebec (CYMX) (Replaces AIC 23/24)
011/2025	Airspace Change Moncton, New Brunswick (CYQM) (Replaces AIC 22/24)
10/25	Tower Crane — Kelowna, BC
7/25	Cranes — Fort Mackay, AB
5/25	Cranes—Within 30 Nautical Miles of Montreal/Pierre Elliott Trudeau Intl Airport (Replaces AIP Canada Supplement 70/24)
4/25	Prairie And Northern Region (PNR) Region Calgary (City/Bow River) AB (HELI) (CEL2) Heliport Rehabilitation Work January 2025 to December 2027
2/25	Victoria Airport, BC (Water) (CAP5) Seaplane Base Docking Limitations
1/25	Hamilton, ON (CYHM) De-Icing Pad Operational Trial
107/24	Toronto / Oshawa Executive Airport, ON (CYOO) Rwy 12/30 Layout and Depiction Amendments
106/24	New Class F Restricted Airspace (CYR) at Mountain View, Ontario (Replaces AIC 19/24)
102/24	Multiple Cranes — Barrie, Ontario
99/24	Crane — Saskatoon, SK (Replaces AIP Canada Supplement 71/24)
98/24	Crane — Ottawa, Ontario
96/24	Multiple Tower Cranes — Ottawa, Ontario
94/24	Crane — Victoria, British Columbia
93/24	Crane — Kingston, ON (Replaces AIP Canada Supplement 31/24)
92/24	Multiple Cranes – Niagara Falls, ON (Replaces AIP Canada Supplement 6/24)
91/24	Crane — Vernon, British Columbia
84/24	Tower Crane — Levis, Quebec
77/24	Mobile Crane — Igloolik, Nunavut
76/24	Multiple Cranes — Red Deer, Alberta
74/24	Crane — Waterloo, ON

Note: Cette information est aussi disponible dans l'autre langue officielle



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72/24	Multiple Cranes — Prince Albert, SK
68/24	Quebec Region Thetford Mines Aerodrome, QC (CSM3) and Becancour Lake Water Aerodrome, QC (CLB4)
64/24	Tower Crane — Edmonton, Alberta
63/24	Multiple Cranes — Kingston, ON
50/24	Change in Air Traffic Service Provision Dawson Creek, British Columbia (CYDQ) (Replaces AIC 10/24)
49/24	Change in Air Traffic Service Provision Peace River, Alberta (CYPE) (Replaces AIC 7/24)
43/24	High Speed Test Flights Below 10,000 Feet
39/24	Bagotville Airspace Changes (Replaces AIC 18/23)
36/24	Multiple Cranes – Ottawa, ON
26/24	Cranes – Middle Sackville, Nova Scotia
15/24	Aerodrome Construction - CYXY
10/24	Tower Crane – Halifax, NS
71/23	Multiple Cranes—Sydney, Nova Scotia
70/23	Mobile Cranes—Ottawa, Ontario
69/23	Two Low Frequency Antennas Matsqui, British Columbia (Replaces AIP Canada Supplement 5/22)
66/23	Multiple Cranes—Kelowna, British Columbia
65/23	Crane—Winnipeg, MB
55/23	Tower Crane—Victoria, British Columbia
44/23	Tower Crane—Ottawa, Ontario
32/23	Mobile crane—Drumheller, Alberta
9/23	Multiple Cranes—Kelowna, British Columbia
74/22	Tower Crane—Kamloops, British Columbia
45/22	Blasting Activities at Saint Antonin, Saint-Hubert-de-Riviere-du-Loup and Saint Honore-de-Temisouata, QC
43/22	Tower Crane—Barrie, Ontario
30/22	Crane—Dartmouth, Nova Scotia
19/22	Greenland Airspace Restrictions (Replaces NOTAM H0552/22)

Note: Cette information est aussi disponible dans l'autre langue officielle

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45/21	Blasting—Schefferville, Quebec (Replaces AIP Canada Supplement 23/21)
34/21	Multiple Cranes—Windsor, Ontario
7/21	Multiple Cranes—Placentia, Newfoundland (Replaces AIP Supplement 27/20)
59/19	Multiple Cranes—Winnipeg, Manitoba
31/19	Multiple Drilling Rigs—Conklin, Alberta
24/19	Multiple Drilling Rigs—Conklin, Alberta
22/19	Multiple Drilling Rigs—Conklin, Alberta
26/18	Adjustment to the Canada Air Defence Identification Zone (Replaces AIC 2/18)
11/18	Meteorological Tower—Arviat, Nunavut

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**The following AIP CANADA supplements have been cancelled:**

<b>SUP #</b>	<b>Title</b>
037/2025	Aerodrome Construction – Apron I Paving Kelowna INTL, BC (CYLW) (Replaces AIP Supplement 024/2025)
035/2025	Aerodrome Construction – Vancouver (CYVR)
034/2025	Aerodrome Construction – Montréal / Pierre Elliott Trudeau Intl, QC (CYUL) (Replaces AIP Supplement 016/2025)
033/2025	Erik Nielsen Whitehorse International Airport (CYXY) Airfield Upgrades
031/2025	Aerodrome Construction – Calgary / YYC Calgary Intl, AB (CYXC) (Replaces AIP Canada Supplement 017/2025)
030/2025	Aerodrome Construction – Montreal (Mirabel) (CYMX)
022/2025	Aerodrome Construction – St. John's INTL Airport (CYYT)
020/2025	Aerodrome Construction – Montreal INTL (CYUL)
8/25	Introduction of a Hot Spot for Aircraft Arriving Runway 17 at Calgary / Springbank, AB Airport (CYBW)
3/25	VFR Chart Correction Air 1901 – Vancouver VTA (49th Edition)
85/24	New Taxiways – Red Deer Regional, AB (CYQF)

Note: Cette information est aussi disponible dans l'autre langue officielle

## AIP CANADA SUPPLEMENT 046/2025

### GANDER FLIGHT INFORMATION REGION - VOICE COMMUNICATIONS FOR OCEANIC ROUTE AMENDMENTS PRIOR TO OCEANIC ENTRY

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

#### Purpose of the Supplement

The purpose of this Supplement is to inform air operators that due to ATC workload and pilot confusion regarding oceanic route clearance changes issued through CPDLC, Gander Flight Information Region (CDQX FIR), Gander Domestic controllers will be issuing oceanic route amendments via VHF voice communications in lieu of CPDLC uplink route amendment clearance messages.

#### **CZQX FIR Oceanic route amendment clearances – VHF voice clearances in lieu of CPDLC uplink messages.**

Post-implementation monitoring of the 4 December 2024 Oceanic Clearance Removal (OCR) by NAV CANADA has identified that some flight crews are confused with the new OCR procedures, with questions or route clarifications being asked on ATC VHF voice communications frequencies within the Gander Domestic FIR. The volume of queries and ATC explanations of OCR procedures by Gander Domestic ATC has increased the workload and complexity of operations. A notable percentage of these questions and route clarifications have been associated with CPDLC uplink route amendment clearance messages sent by ATC, in particular, the *"CLEARED TO [position] VIA [route clearance]"* uplink message.

To mitigate this workload and pilot confusion, CDQX FIR Domestic ATC will issue oceanic route clearances and amendments via VHF voice communications in lieu of CPDLC loadable Route Clearance uplink messaging before an aircraft reaches its Oceanic Entry Point (OEP).

Other OCR procedures, including Oceanic flight planning, RCL submission requirements and timing, and CPDLC route conformance monitoring, will continue unchanged. Route changes issued to aircraft once past OEP will continue to be issued by CPDLC or HF communications.

This change to issuing route amendment clearances in Gander Domestic airspace will be conducted as a trial between 5 May 2025 and 31 December 2025.

#### Expiry Date

This AIP Supplement expires 31 December 2025.

#### For further information, please contact:

Robert Flemming  
Manager, Gander Area Control Centre  
E-mail: [robert.flemming@navcanada.ca](mailto:robert.flemming@navcanada.ca)

**AIP CANADA SUPPLEMENT 045/2025****AERODROME CONSTRUCTION – ST. JOHN'S INTL AIRPORT (CYYT)**

(Replaces AIP Supplement 022/2025)

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

Total Planned Duration: From 28 April 2025, 0930 UTC to 31 July 2025, 2030 UTC




Planned number of phases: 2

Phases completed: 0 of 2

This AIP Supplement describes phases 1 and 2 only.

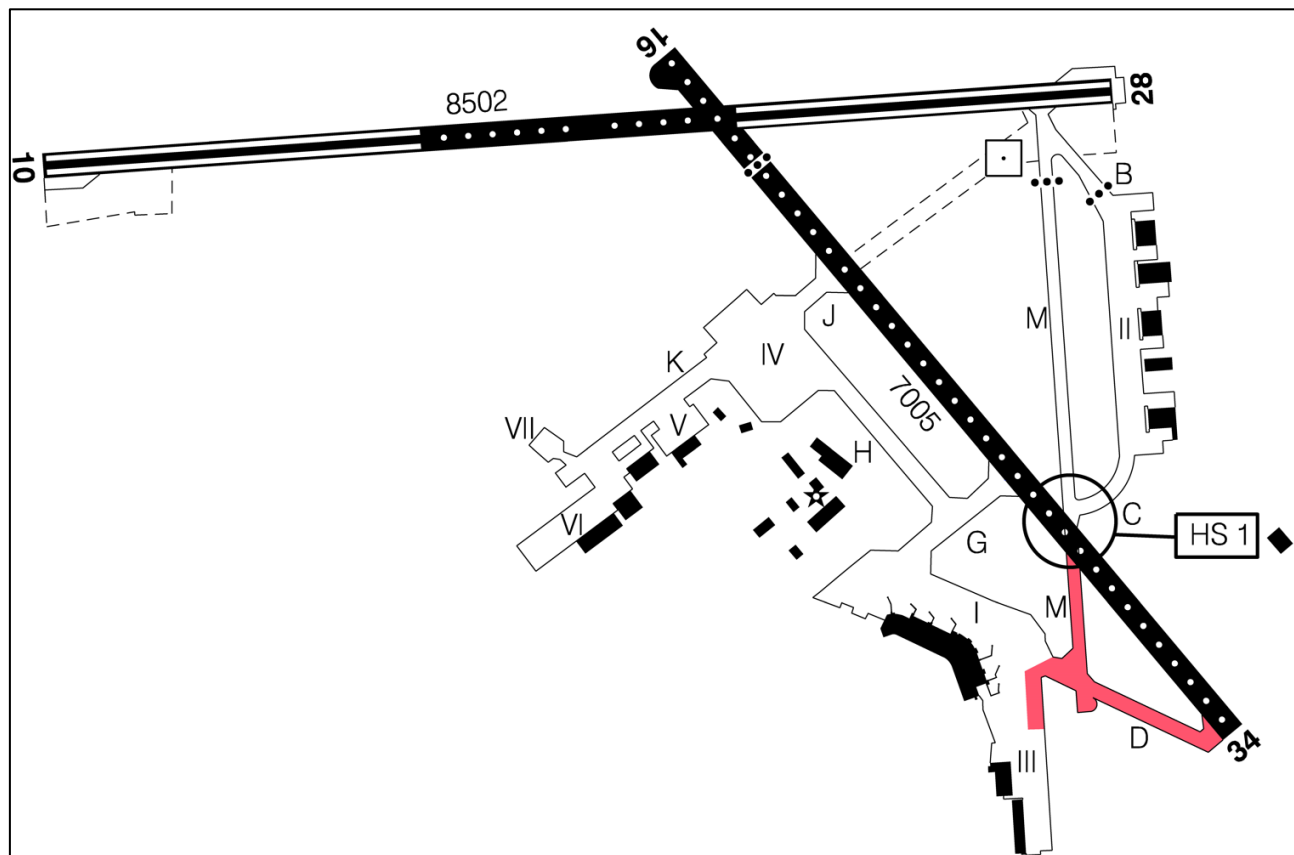
This AIP Supplement is expected to be replaced by 31 July 2025

**Legend**

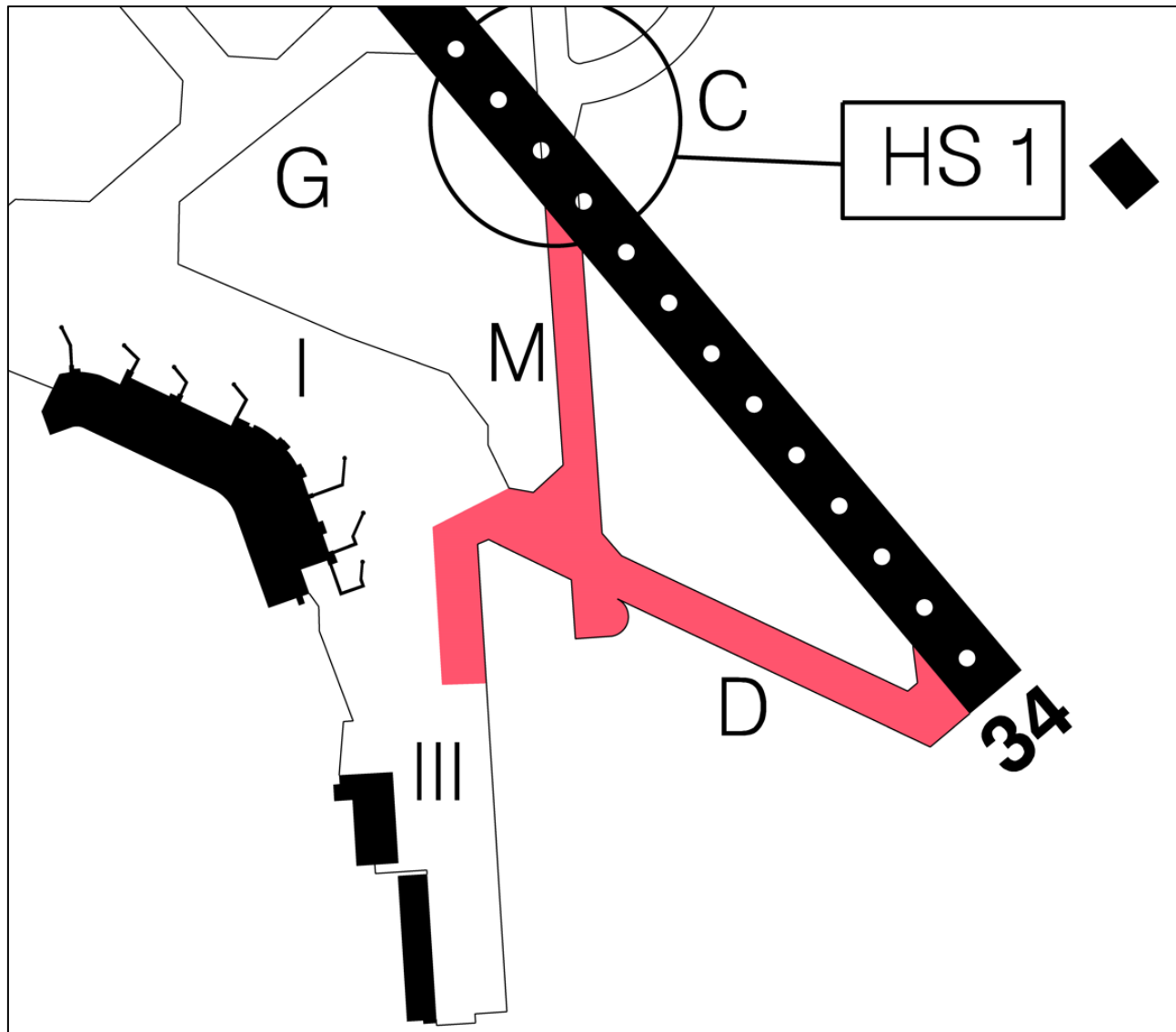
	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

### Planned Construction Period

- ## Temporary Depictions

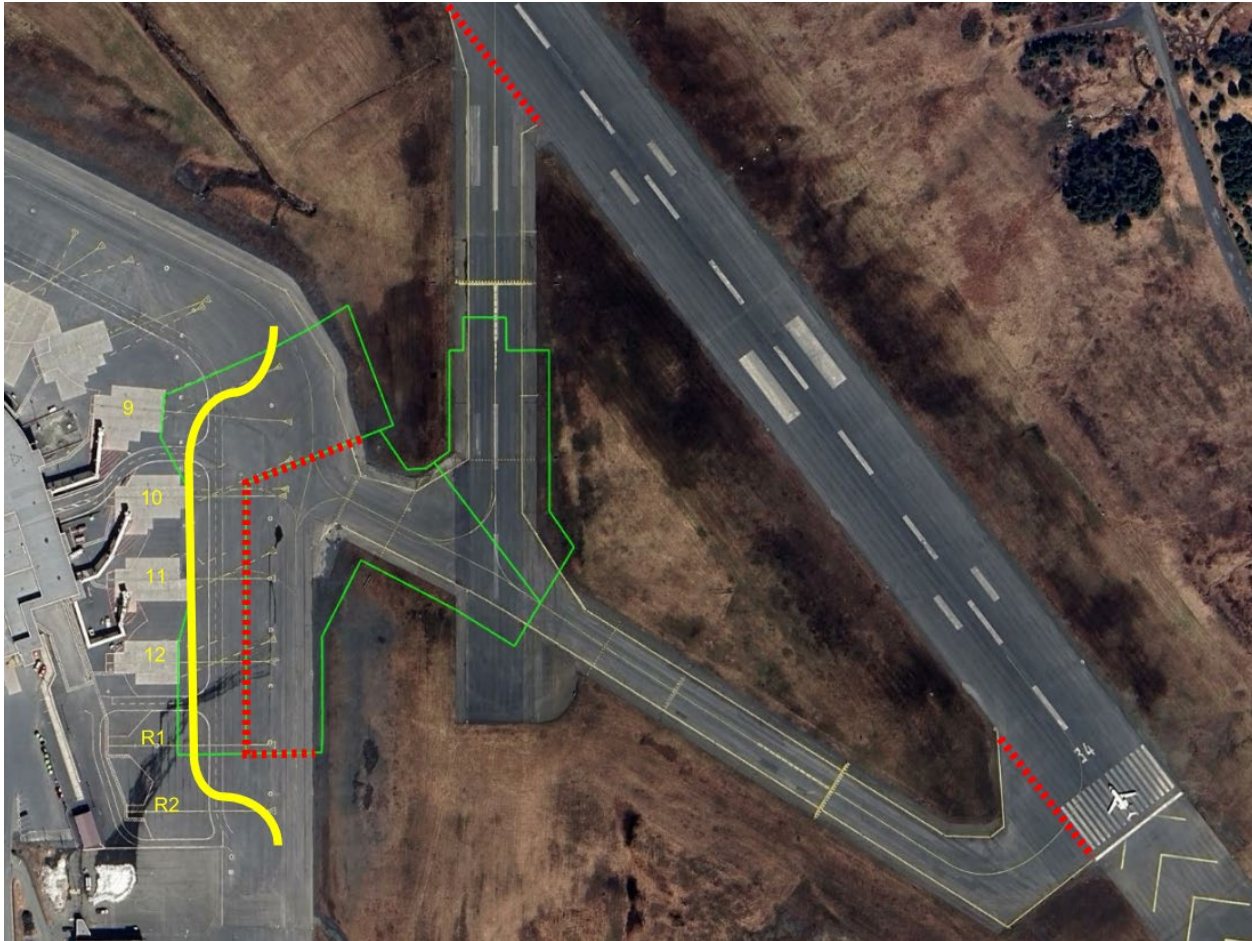


### Figure 1. Phase 1 Closures



### Figure 2. Phase 1 Closures





**Figure 3. Phase 1 Temporary Taxi Route & Unserviceability Lighting**

**Closed Areas. Refer to NOTAMs**

- Taxi D Closed
- Taxi M Closed Runway 16-34 to Taxi D
- Apron I Stands 9, 10, 11, 12, R1, R2 Closed

**Restrictions and Operational Procedures. Refer to NOTAMs**

- Temporary Taxi Route Apron I to Apron III Marked with Temporary Taxi Centreline
- Temporary Taxi route not available to aircraft with wingspan more than 133 ft.
- Aircraft with wingspan greater than 108 ft require follow me. Contact SJIAA duty manager 709-757-4444

**Instrument Procedures. Refer to NOTAMs**

- Runway 16-34 Instrument Approach Not Authorized

**Runway Physical Changes. Refer to NOTAMs**

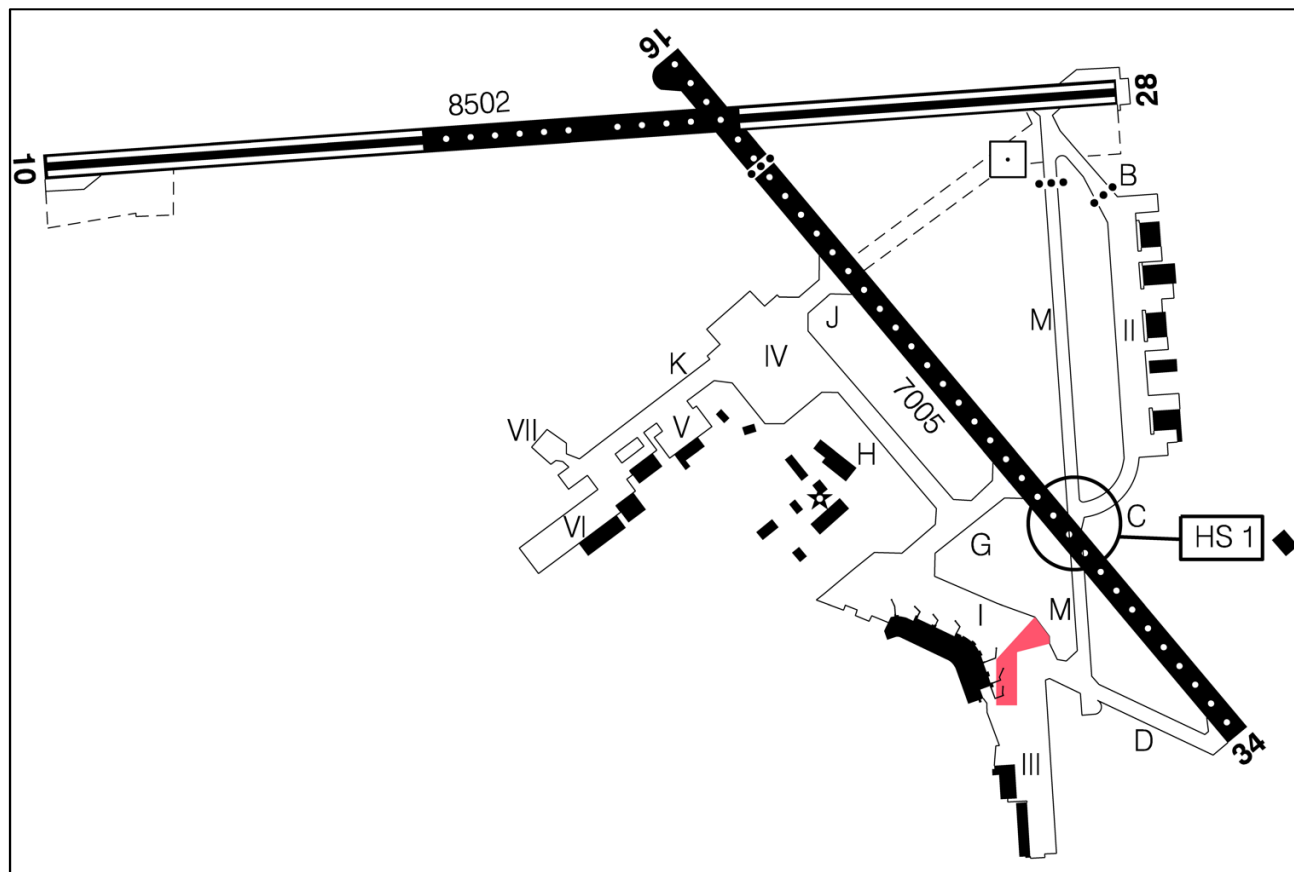
- NIL

**Other Hazards**

- Facility Closures and Construction Limits Marked with Orange Markers and Red Unserviceability Lighting

### Planned Construction Period

- ## Temporary Depictions



### Figure 4. Phase 2 Closures



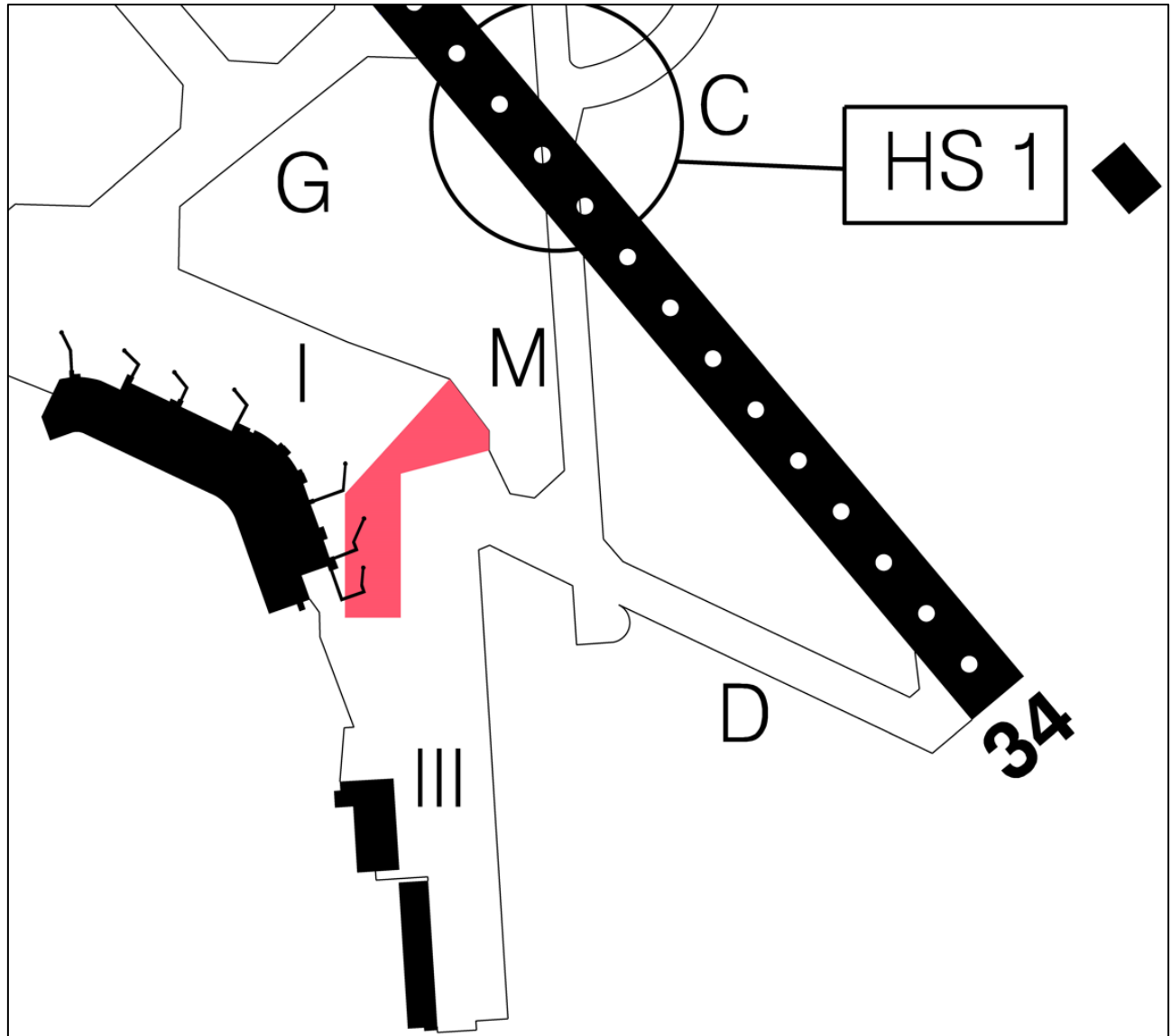
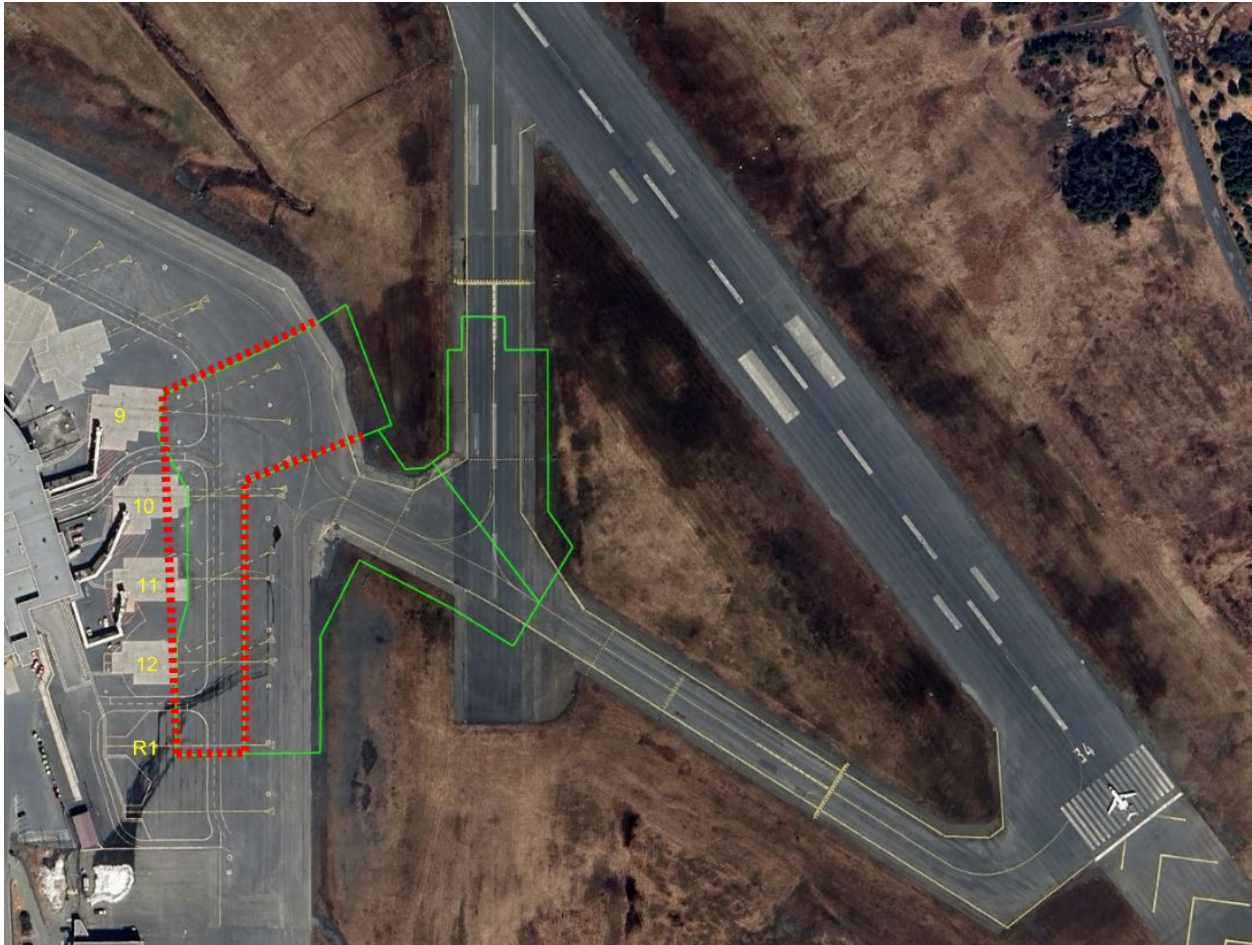


Figure 5. Phase 2 Closures



**Figure 6. Phase 2 Temporary Taxi Route & Unserviceability Lighting**

**Closed Areas. Refer to NOTAMs**

- Apron I Stands 9, 10, 11, 12, R1, R2 Closed

**Restrictions and Operational Procedures. Refer to NOTAMs**

- Taxi Route Apron I to Apron III Closed

**Instrument Procedures. Refer to NOTAMs**

- NIL

**Runway Physical Changes. Refer to NOTAMs**

- NIL

**Other Hazards**

- Facility Closures and Construction Limits Marked with Orange Markers and Red Unserviceability Lighting

**Further Information**

Any questions concerning this supplement should be directed to:

Wayne Morris  
Director, Operations  
St. John's International Airport Authority

Tel. 709 758 8511  
Cell. 709 631 4533  
Email [wmorris@stjohnsairport.com](mailto:wmorris@stjohnsairport.com)

**AIP CANADA SUPPLEMENT 044/2025****AERODROME CONSTRUCTION – APRON I PAVING  
KELOWNA INTL, BC (CYLW)**

(Replaces AIP Supplement 037/2025)

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

Kelowna International Airport (CYLW) is rehabilitating pavement on Apron I on Operational Stands 3, 4, and 5. Impact to pilots would be specific access routes to specific gates and non-routine pushbacks to alleviate jet blast on construction areas.

Total Planned Duration: From 14 April 2025, 1400 UTC to 27 June 2025, 0200 UTC




Planned number of phases: 4

Phases completed: 0 of 4

This AIP Supplement describes phases 1, 2, 3A and 3B (All phases).

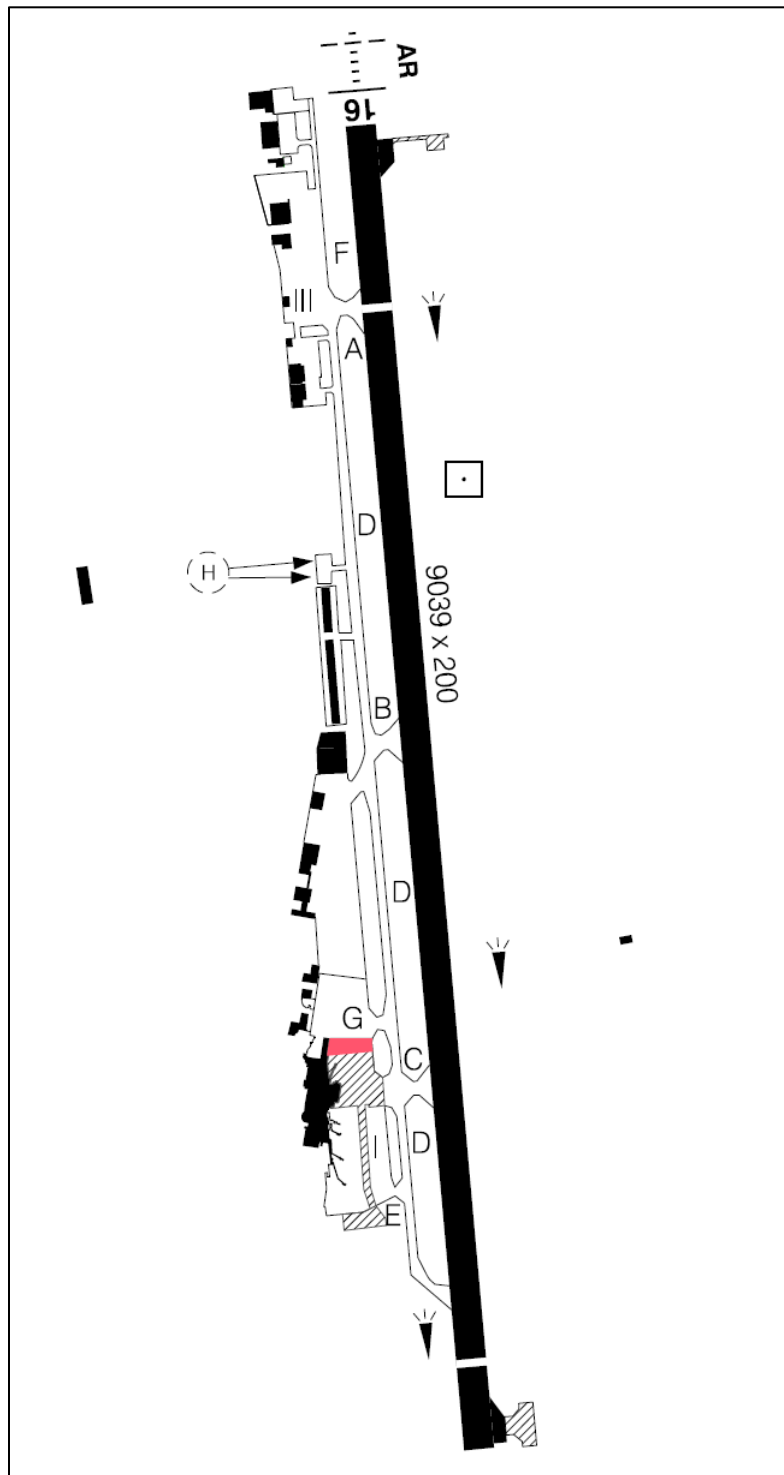
This AIP Supplement is expected to be removed by 27 June 2025.

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 1****Planned Construction Period**

- From 14 Apr 2025, 1400 UTC to 1 May 2025, 0200 UTC.

**Temporary Depictions**

**Figure 1. Construction Impacts for Phase 1**



Figure 2. Construction Impacts for Phase 1, Zoomed Into Apron I

**Closed Areas – Refer to NOTAMs**

- Operation Stand 3 closed.
- Apron I taxilane adjacent to Operation Stand 3 closed.
  - Aircraft access between north and south portions on Apron I to use Taxiway D following ATC directions.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Access to Operation Stands 1 and 2 on Apron I via Taxiway G.
- Operation Stands 1 and 2 to tail north on pushback, exit Apron I via Taxiway G.
- Operation Stand 4 to tail south on pushback to pull-to marking 1D, exit Apron I via Taxiway C.
- Access to Operation Stands 4 through 10 on Apron I via Taxiway C or Taxiway E.
- Flight crews to confirm pushback procedure with ground handler in advance of pushback operation.

**Instrument Procedures – Refer to NOTAMs**

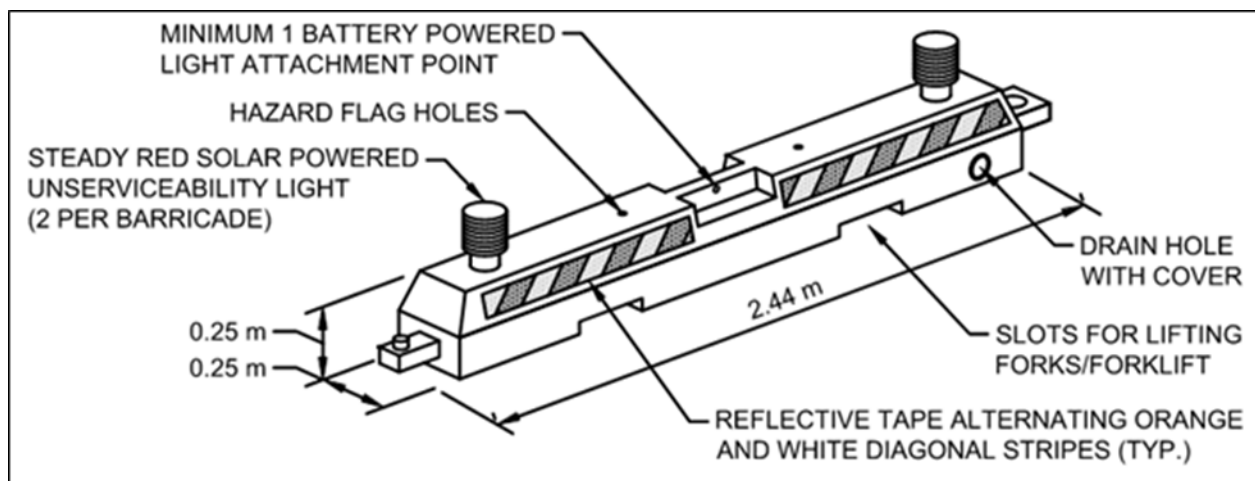
- NIL

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

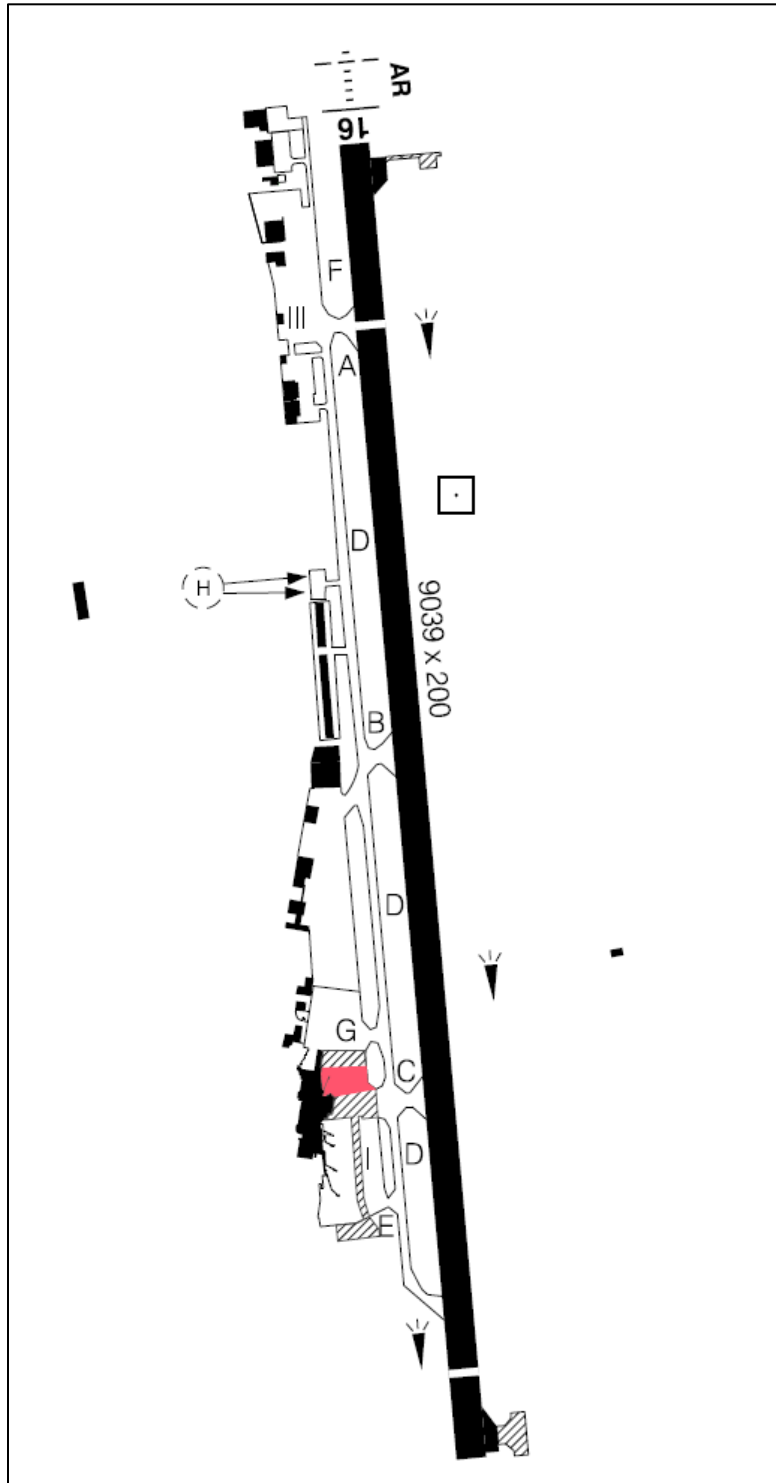
- Construction traffic crossing Apron I under escort during working hours from south of Operation Stand 10 to the construction area.
  - Construction equipment including but not limited to: Pickups, Dump Trucks, Asphalt Milling Machines, Asphalt Pavers, Rollers, and Sweepers.
- Low-profile barricades with retro-reflective stripes and two steady burning red fixtures continuously linked on perimeter of construction area.



**Figure 3. Low-Profile Barricades with Unserviceability Lights**

**Phase 2****Planned Construction Period**

- From 2 May 2025, 1400 UTC to 1 June 2025, 0200 UTC.

**Temporary Depictions**

**Figure 4. Construction Impacts for Phase 2.**



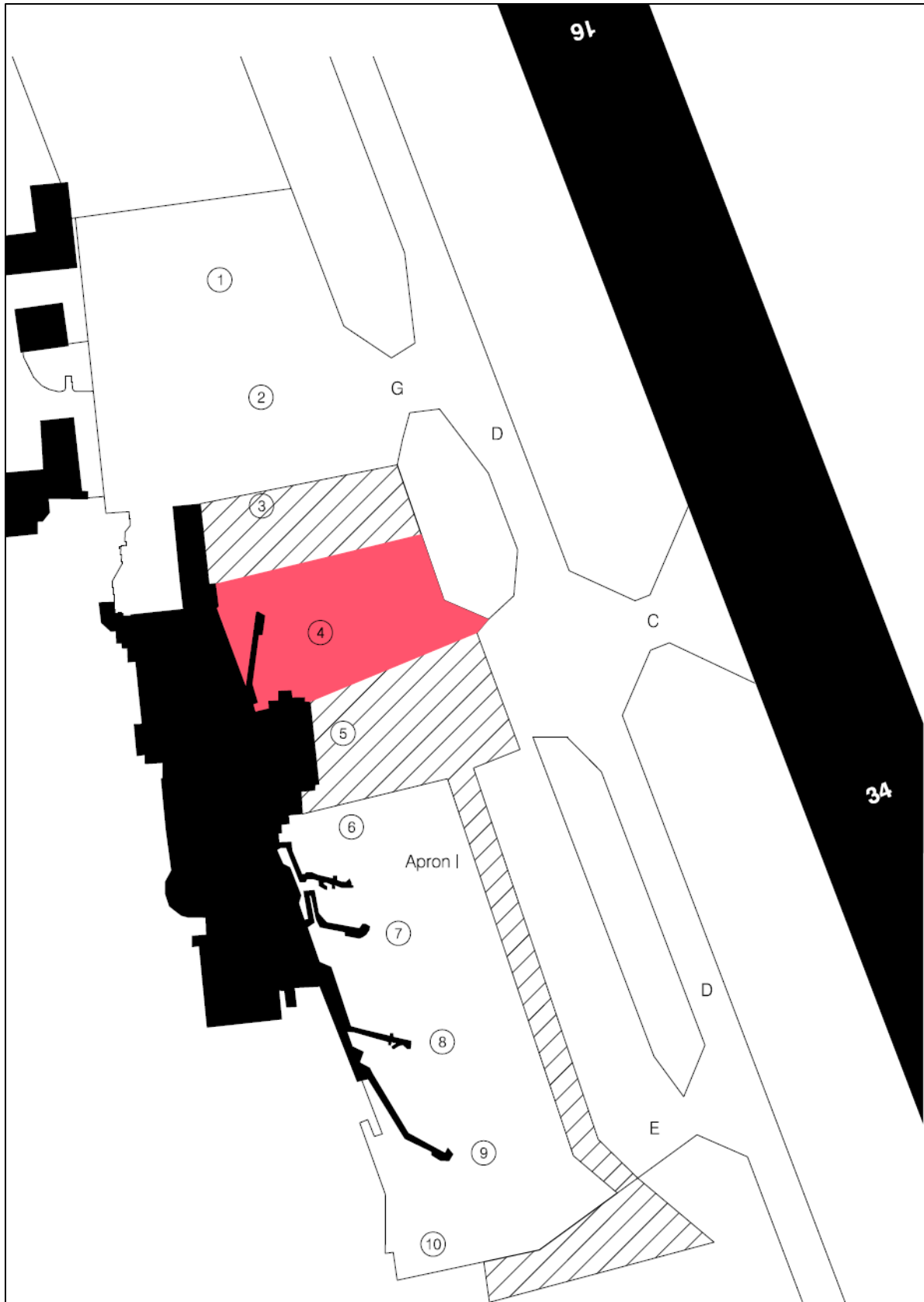


Figure 5. Construction Impacts for Phase 2, Zoomed Into Apron I.

**Closed Areas – Refer to NOTAMs**

- Operation Stand 4 and 4A closed.
- Apron I taxilane adjacent to Operation Stand 4 closed.
  - Aircraft access between north and south portions on Apron I to use Taxiway D following ATC directions.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Temporary lead-in line in place for Operation Stand 3. Op Stand 3 Restricted to following aircraft:
  - SAAB 340
  - Beechcraft 1900D
- Operation Stands 1 and 2 to tail north on pushback, exit Apron I via Taxiway G.
- Operation Stand 3 to tail north on pushback or power out in clockwise direction only, exit Apron I via Taxiway G.
- Operation Stand 5 to tail south on pushback to pull-to marking 1D, exit Apron I via Taxiway C.
- Access to Operation Stands 1, 2, and 3 on Apron I via Taxiway G.
- Access to Operation Stands 5 through 10 on Apron I via Taxiway C or Taxiway E.
- Flight crews to confirm pushback procedure with ground handler in advance of pushback operation.

**Instrument Procedures – Refer to NOTAMs**

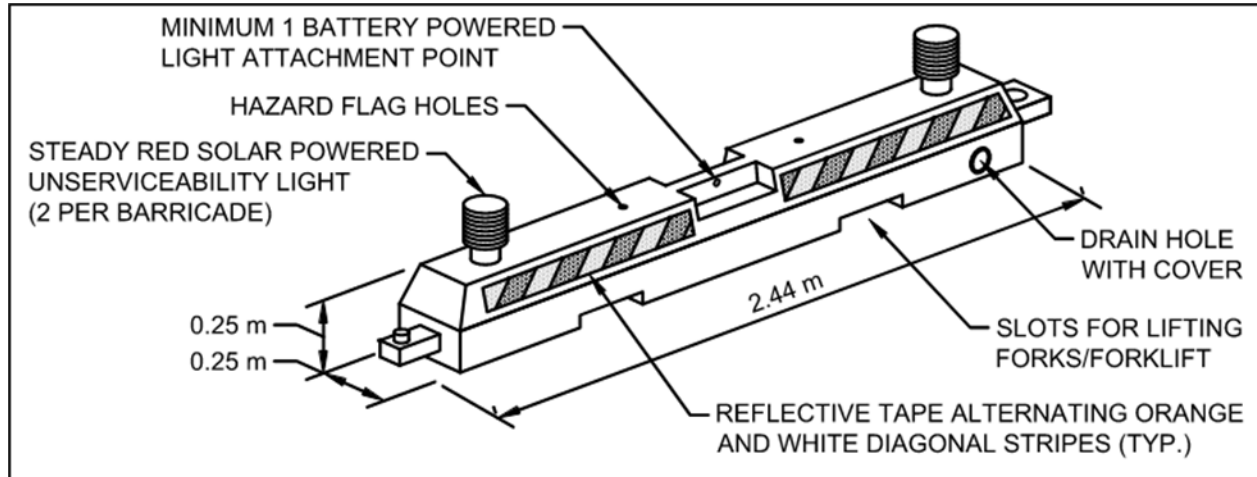
- NIL

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

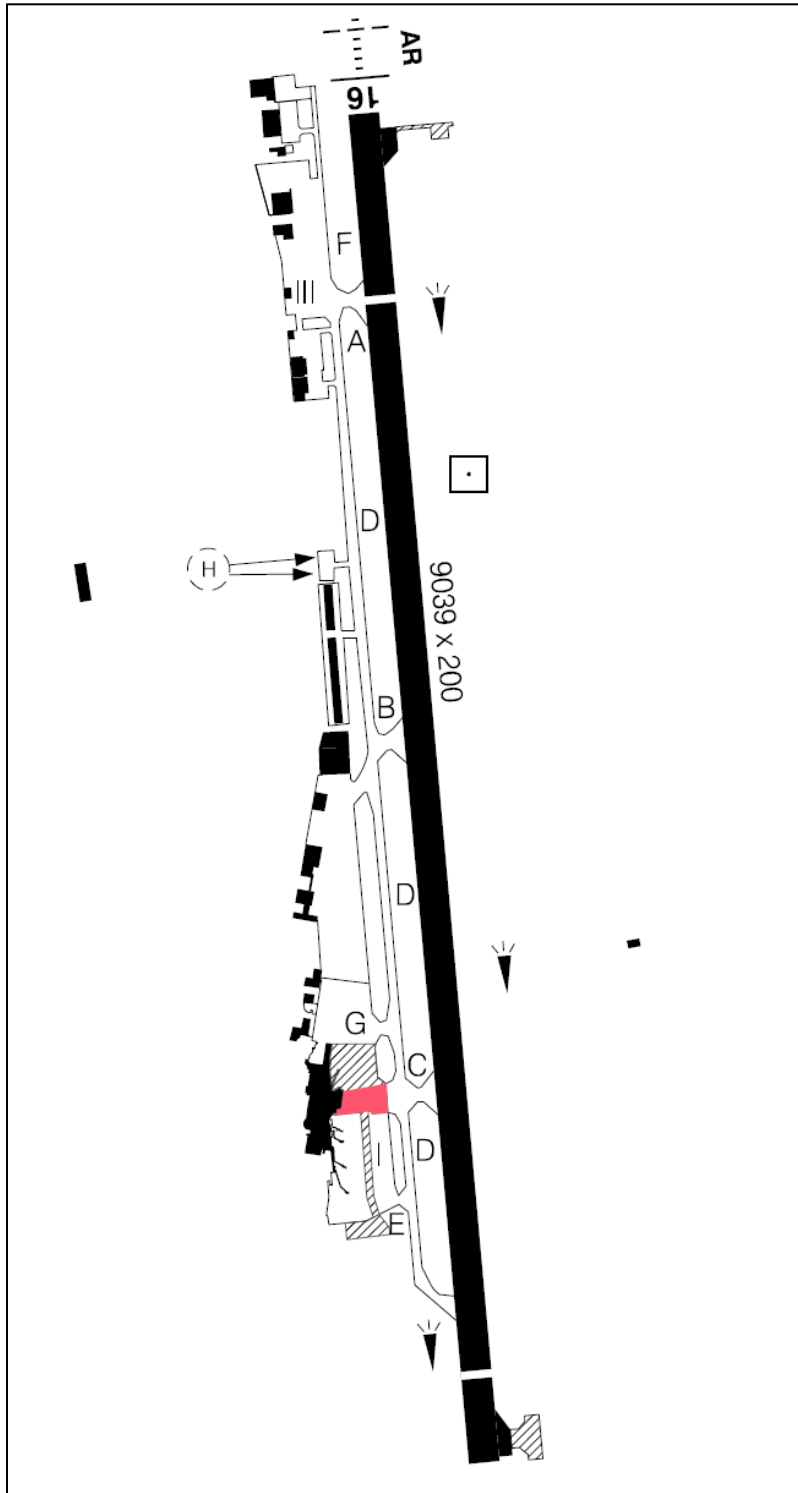
- Construction traffic crossing Apron I under escort during working hours from south of Operation Stand 10 to the construction area.
  - Construction equipment including but not limited to: Pickups, Dump Trucks, Asphalt Milling Machines, Asphalt Pavers, Rollers, and sweepers.
- Low-profile barricades with retro-reflective stripes and two steady burning red fixtures continuously linked on perimeter of construction area.



**Figure 6. Low-Profile Barricades with Unserviceability Lights.**

**Phase 3A****Planned Construction Period**

- From 2 June 2025, 1400 UTC to 13 June 2025, 0200 UTC.

**Temporary Depictions**

**Figure 7. Construction Impacts for Phase 3A.**

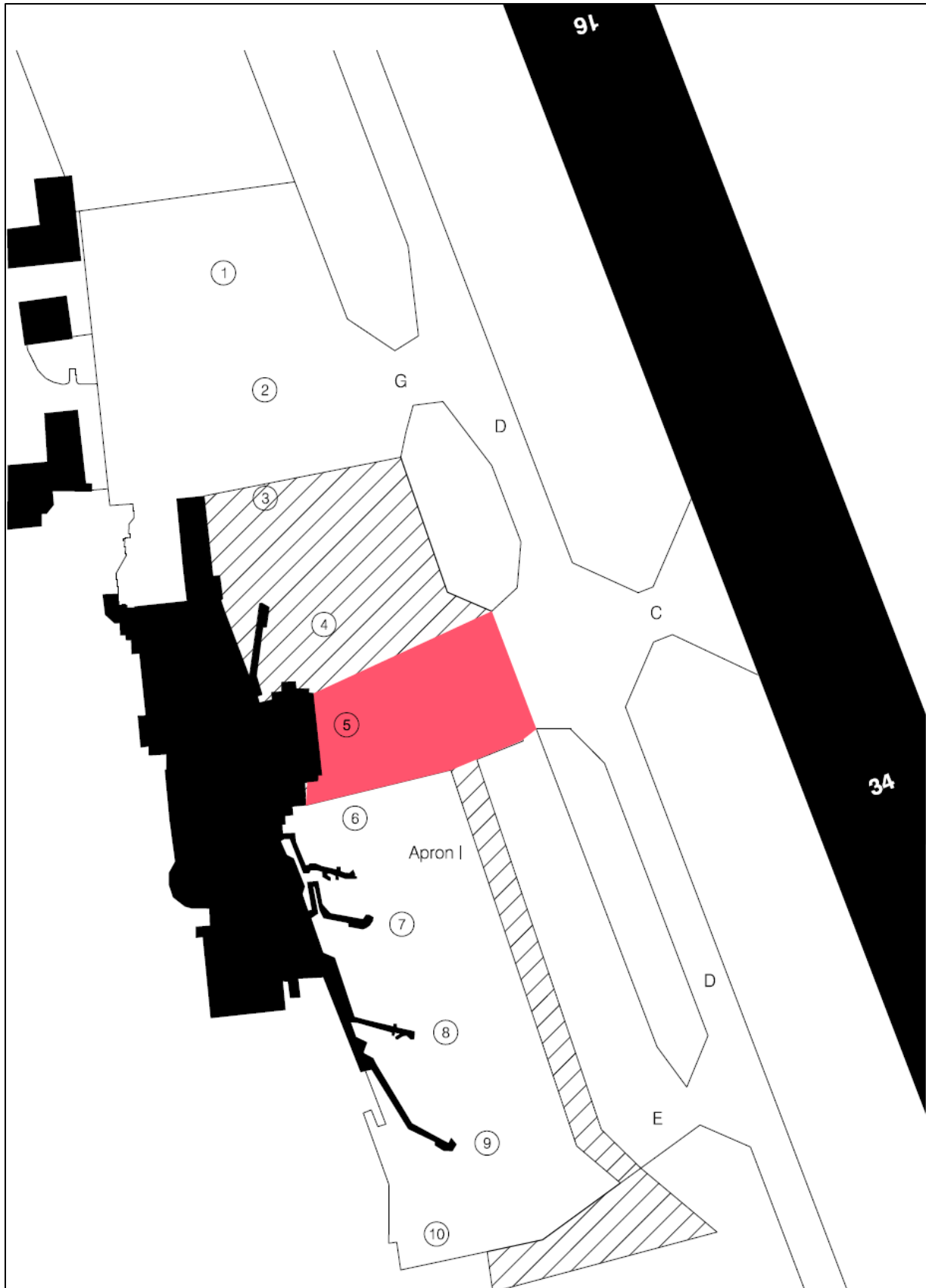


Figure 8. Construction Impacts for Phase 3A, Zoomed Into Apron I.

**Closed Areas – Refer to NOTAMs**

- Operation Stand 4A and 5 closed.
- Taxiway C closed between Taxiway D and Apron I.
- Apron I taxilane adjacent to Operation Stand 5 closed.
  - Aircraft access between north and south portions of Apron I to use Taxiway D following ATC directions.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Operation Stands 1, 2, 3, and 4 to tail north on pushback, exit Apron I via Taxiway G.
- Operation Stand 6 to tail south on pushback to Operation Stand 10 lead-in line, then tow forward with nose towards Taxiway E, exit Apron I via Taxiway E.
  - Aircraft restrictions on Operation Stand 10 during pushback on Operation Stand 6.
- Access to Operation Stands 1 through 4 on Apron I via Taxiway G.
- Access to Operation Stands 6 through 10 on Apron I via Taxiway E.
- Flight crews to confirm pushback procedure with ground handler in advance of pushback operation.
- Gate control will be in effect.

**Instrument Procedures – Refer to NOTAMs**

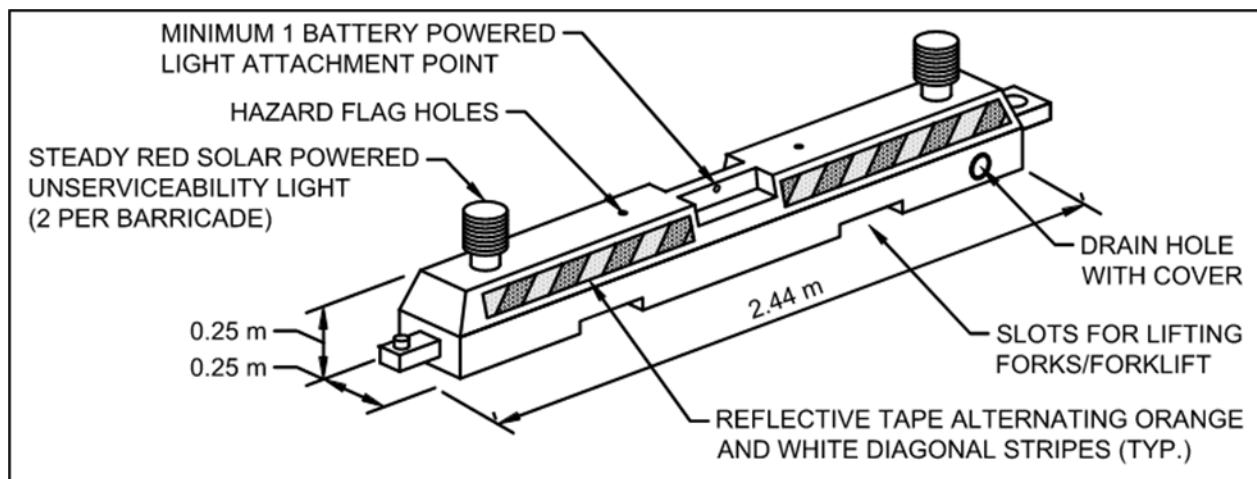
- NIL

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

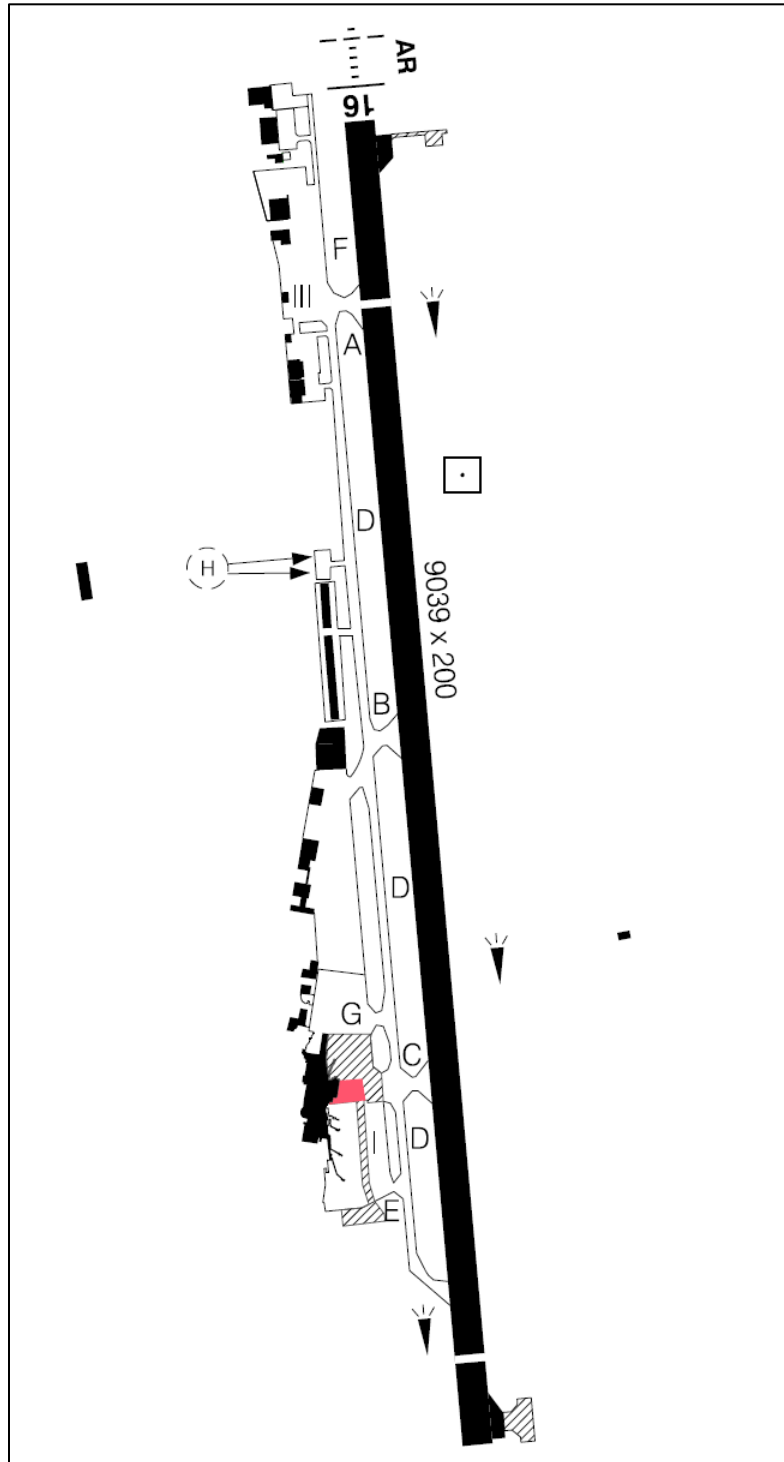
- Construction traffic crossing Apron I under escort during working hours from south of Operation Stand 10 to the construction area.
  - Construction equipment including but not limited to: Pickups, Dump Trucks, Asphalt Milling Machines, Asphalt Pavers, Rollers, and sweepers.
- Low-profile barricades with retro-reflective stripes and two steady burning red fixtures continuously linked on perimeter of construction area.



**Figure 9. Low-Profile Barricades with Unserviceability Lights**

**Phase 3B****Planned Construction Period**

- From 14 June 2025, 1400 UTC to 27 June 2025, 0200 UTC.

**Temporary Depictions**

**Figure 10. Construction Impacts for Phase 3B.**

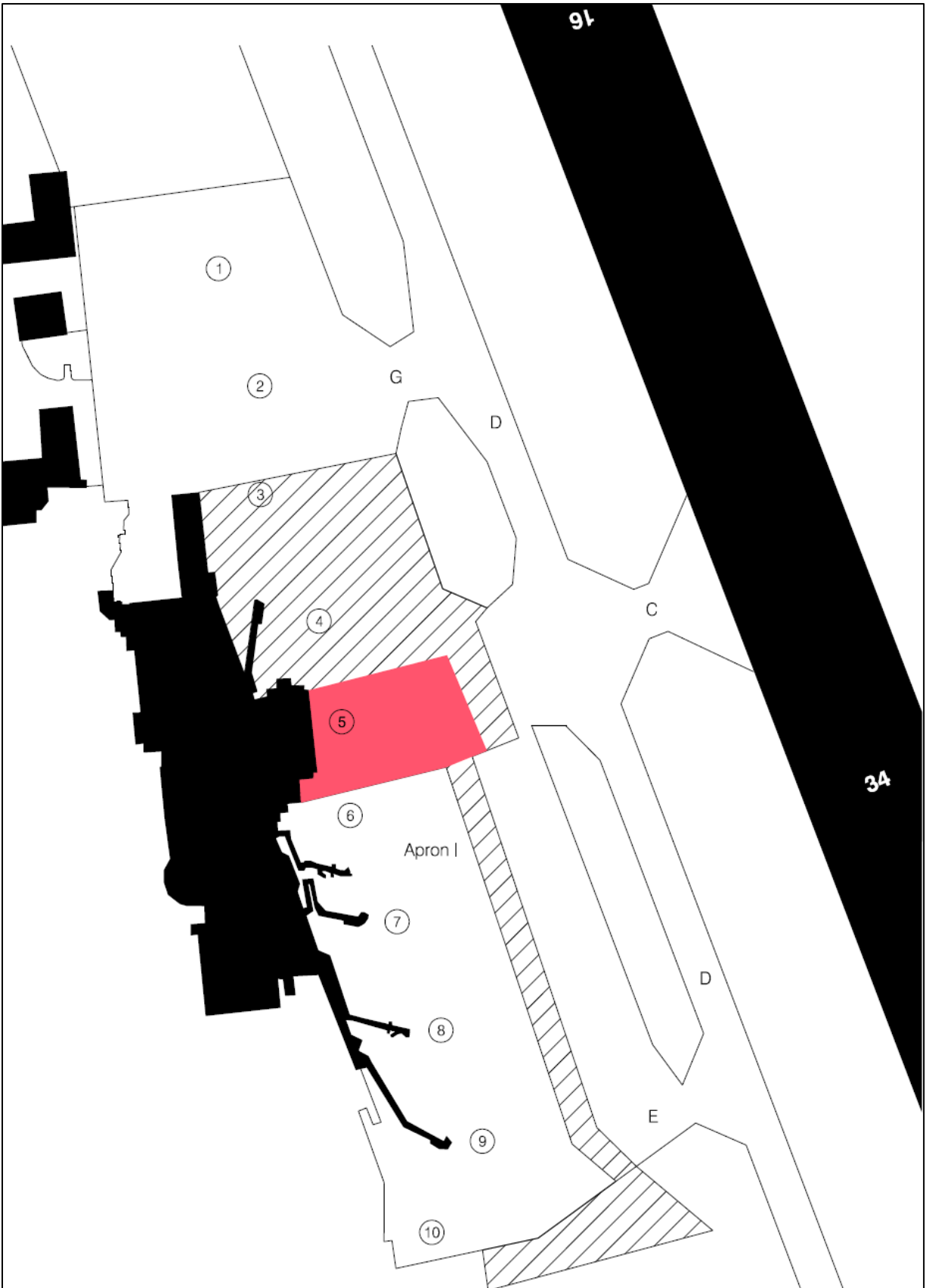


Figure 11. Construction Impacts for Phase 3B, Zoomed Into Apron I.



**Closed Areas – Refer to NOTAMs**

- Operation Stand 4A and 5 closed.
- Apron I taxilane adjacent to Operation Stand 5 closed.
  - Aircraft access between north and south portions of Apron I to use Taxiway D following ATC directions.
- No access from Taxiway C to Operation Stands 1, 2, 3, and 4.
  - Taxiway C is accessible to aircraft from Operation Stands 5 through 10.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Operation Stands 1, 2, 3, and 4 to tail north on pushback, exit Apron I via Taxiway G.
- • Operation Stand 6 to tail south on pushback to pull-to marking 1D, exit Apron I via Taxiway C.
- Access to Operation Stands 1 through 4 on Apron I via Taxiway G.
- Access to Operation Stands 6 through 10 on Apron I via Taxiway C or E.

**Instrument Procedures – Refer to NOTAMs**

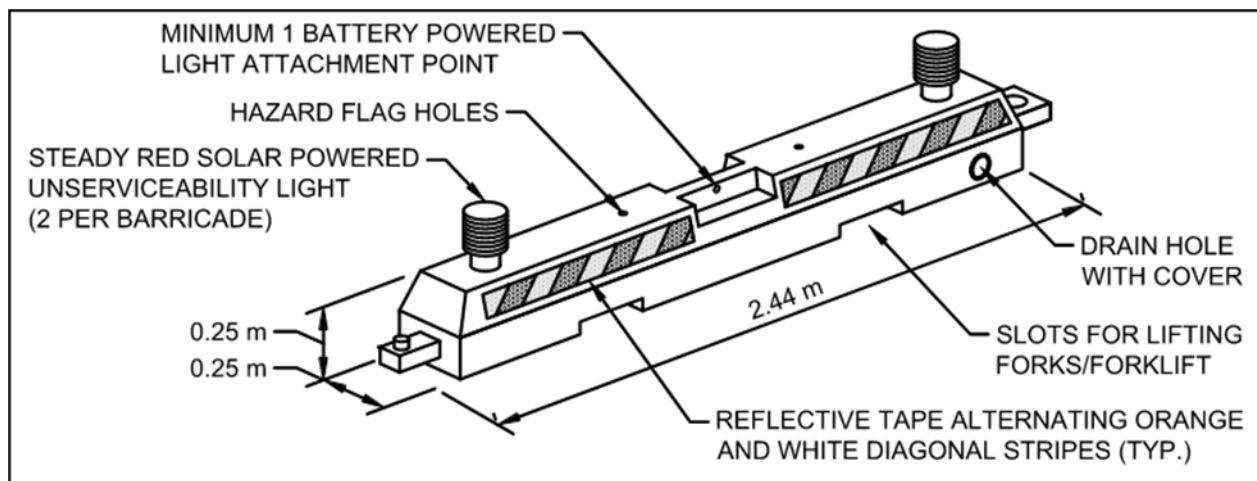
- NIL

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

- Construction traffic crossing Apron I under escort during working hours from south of Operation Stand 10 to the construction area.
  - Construction equipment including but not limited to: Pickups, Dump Trucks, Asphalt Milling Machines, Asphalt Pavers, Rollers, and sweepers.
- Low-profile barricades with retro-reflective stripes and two steady burning red fixtures continuously linked on perimeter of construction area.



**Figure 12. Low-Profile Barricades with Unserviceability Lights.**

## Further Information

Any questions concerning this supplement should be directed to:

Kelowna International Airport (CYLW)

Airport Duty Manager

Phone: (250) 807-4321

Email: [YLWDM@kelowna.ca](mailto:YLWDM@kelowna.ca)

**AIP CANADA SUPPLEMENT 043/2025****AERODROME CONSTRUCTION – VANCOUVER (CYVR)**

(Replaces AIP Canada Supplement 035/2025)

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

**Introduction and Validity**

YVR will be rehabilitating the Runway 08L-26R to ensure longevity and resilience of the runway into the future. The work will restore the runway characteristics and performance through rehabilitation of the pavement surface and related infrastructure, including a full-length asphalt overlay, four lifts in total working from east to west.

Total Planned Duration: From 24 March 2025, 0500 UTC to 1 October 2025, 1400 UTC




Planned number of phases: 1

Phases completed: 0 of 1

This AIP Supplement describes phases 1 only.

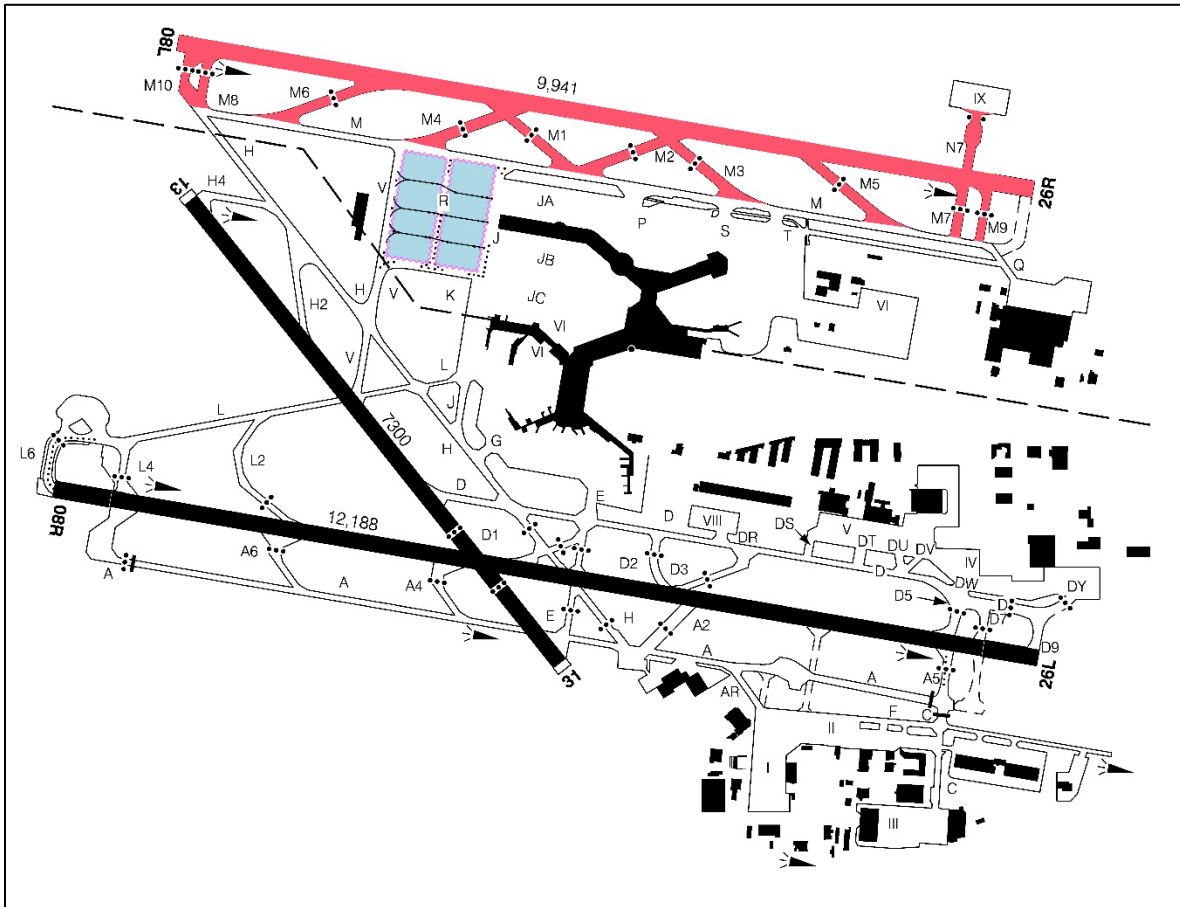
This AIP Supplement is expected to be replaced by 1 July 2025

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 1****Planned Construction Period**

- From 24 March 2025 to 1 October 2025
- 0500 UTC to 1400 UTC nightly (Sunday – Friday)

**Temporary Depiction(s)****Figure 1****Closed Areas – Refer to NOTAMs**

- Rwy 08L-26R CLSD (0500 UTC to 1400 UTC)
- Twy M1, M2, M3, M4, M5, M6, M8, M9, M10 CLSD (0500 UTC to 1400 UTC)
  - Refer to NOTAMs for extended taxiway closures during paving tie in work
- Twy M7, N7 CLSD (0500 UTC to 1130 UTC)

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Rwy 08L LDG NOT AUTH BLW RVR 5000
- Rwy 26R LDG NOT AUTH BLW RVR 5000
- Rwy 08L/26R LOW VIS PROC NOT AUTH. SFC GUIDANCE AND CTL U/S. TKOF  
Rwy 08L/26R NOT AUTH BLW RVR 1200.

**Instrument Procedures – Refer to NOTAMs**

- Refer to NOTAMs
- Rwy 08L/26R CERTIFIED NON-PRECISION ONLY DUE CONST
- Rwy 08L AND Rwy 26R ILS U/S

**Runway Physical Changes – Refer to NOTAMs**

- Runway paving crews starting from Runway 26R and working west, temporary ramps in place when runway is returned to service at 1400 UTC.

**Other Hazards**

- Runway 08L-26R centreline lights, touchdown zone lights, ALSF-2 approach lights u/s
- Taxiway M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, N7 centreline lights (runway side of stop bar lights only), SMGCS, stop bar lights u/s
- Rwy 08L/26R ALS, RCLL AND RTZL U/S
- Twy M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, N7, Twy CL LGT U/S

**Further Information**

For questions about this change, contact

YVR Airport Operations  
Tel.: 604-207-7022,  
Email: [airsidestandards@yvr.ca](mailto:airsidestandards@yvr.ca)

**AIP CANADA SUPPLEMENT 042/2025****AERODROME CONSTRUCTION –  
MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL, QC (CYUL)**

(Replaces AIP Supplement 034/2025)

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

Total Planned Duration: From 16 April 2025, 2301 UTC to 9 June 2025, 2300 UTC




Planned number of phases: 6

Phases completed: 1 of 6

This AIP Supplement describes phase 2 only.

This AIP Supplement is expected to be replaced by 9 June 2025

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 2****Planned Construction Period**

- From 16 April 2025, 2301 UTC to 9 June 2025, 2300 UTC

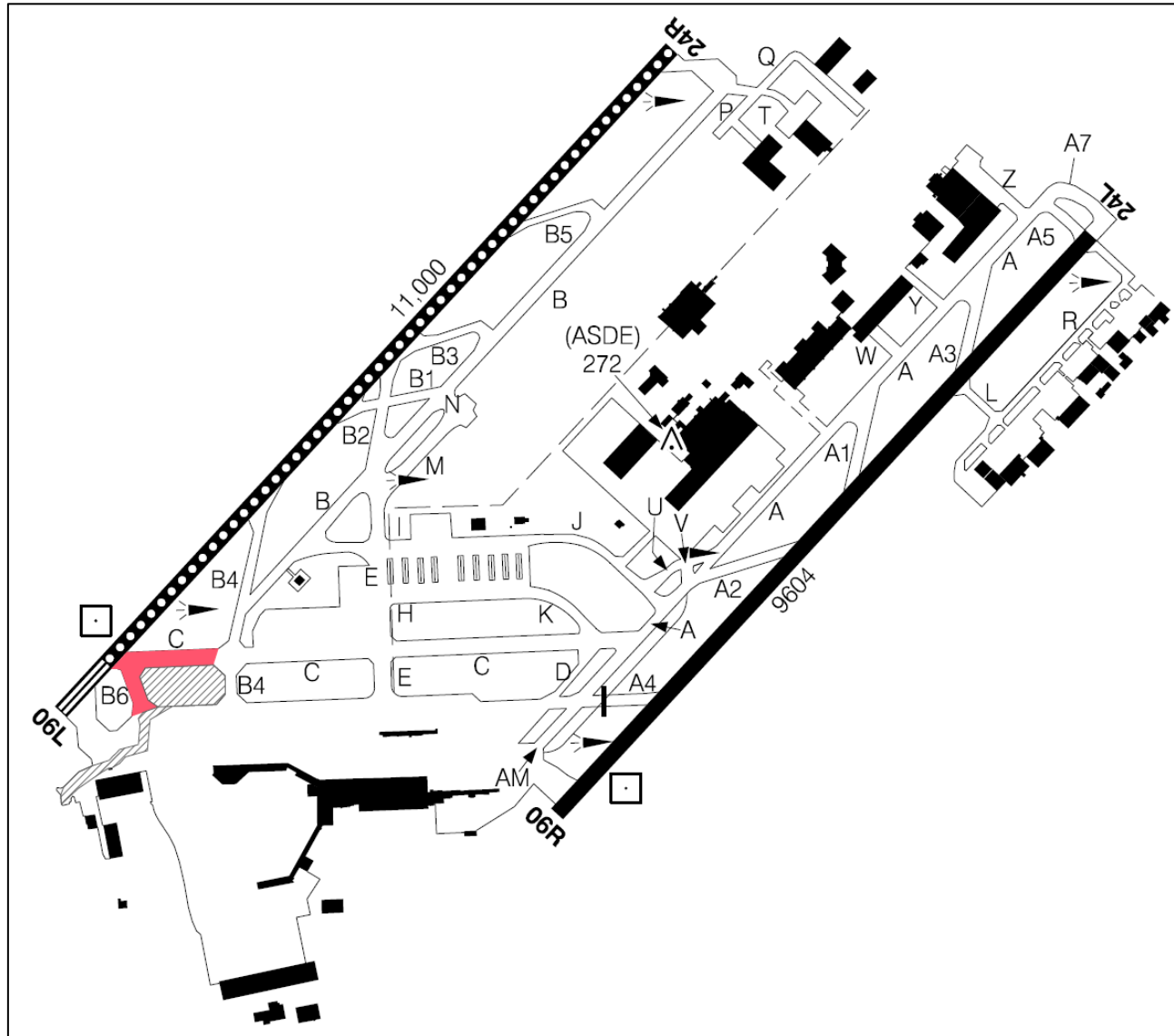
**Temporary Depictions**

Figure 1. Infrastructure closures

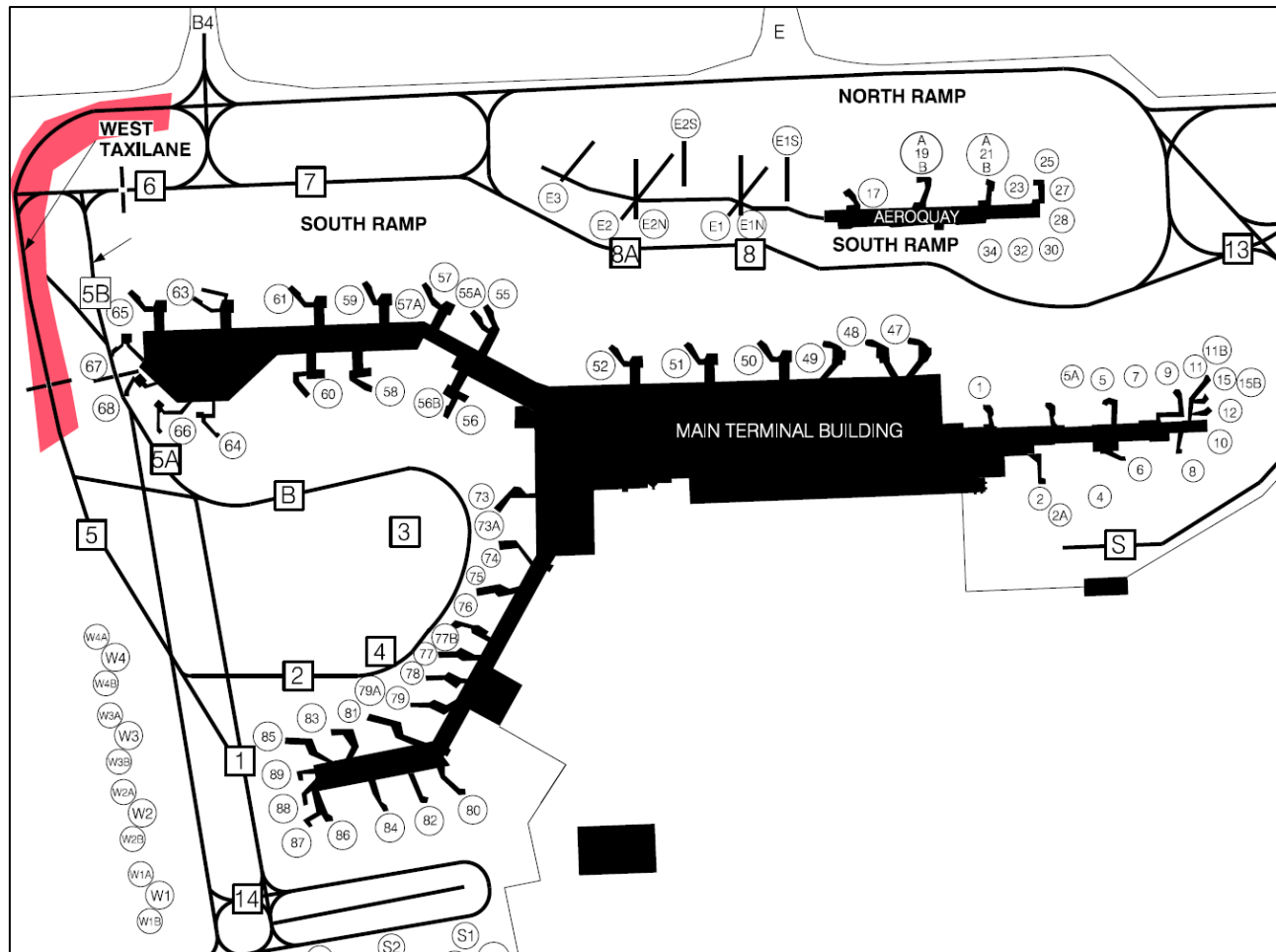


Figure 2. Infrastructure closures

**Closed Areas – Refer to NOTAMs**

- Twy B6 closed
- Twy C between B4 and Rwy 06L-24R closed
- Holding bay 06L closed
- West line closed between North ramp and parking W5
- North ramp closed west of B4

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Aircraft with wingspan greater than 213 feet will be prohibited from operating at the aerodrome during this construction phase.
- One (1) additional hold short line will be implemented between Gate 63 and 65 on the south ramp during this construction phase.
- The two (2) additional hold short lines will remain implemented abeam Gate 67 on the east and west lines during this construction phase.
- Access to the southern sector of the apron (Transborder and international jetty) will be temporarily limited to a single taxi lane abeam Gate 65.



**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

- NIL

**Further Information**

Any questions concerning this supplement should be directed to:

Benoit Lapierre  
Manager – Apron Management Services and Capacity Aéroports de Montréal (ADM)

Phone : 514-240-6072

Email : [benoit.lapierre@admtl.com](mailto:benoit.lapierre@admtl.com)

**AIP CANADA SUPPLEMENT 041/2025****ERIK NIELSEN WHITEHORSE INTERNATIONAL AIRPORT (CYXY)  
AIRFIELD UPGRADES**

(Replaces AIP Canada Supplement 033/2025)

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

Total Planned Duration: From 15 April 2025, 0700 UTC to 27 October 2025, 0700 UTC




Planned number of phases: 2

Phases completed: 1 of 2

This AIP Supplement describes phases 2 only.

This AIP Supplement is expected to be removed by 27 October 2025

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 2****Planned Construction Period**

- From 15 April 2025, 0700 UTC to 27 October, 0700 UTC

**Temporary Depiction(s)**

- NOTAM will temporarily close runway crossing areas on Taxiway D and a portion of Taxiway E. The following depictions show the two configurations that will be used for the construction period.

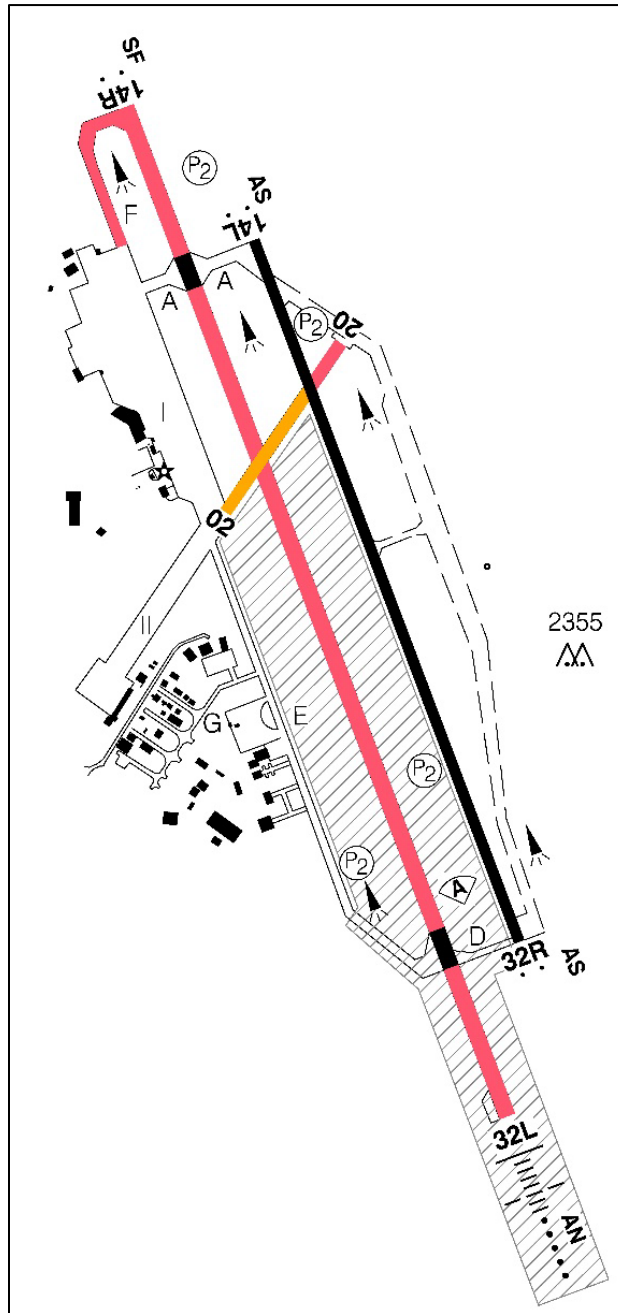
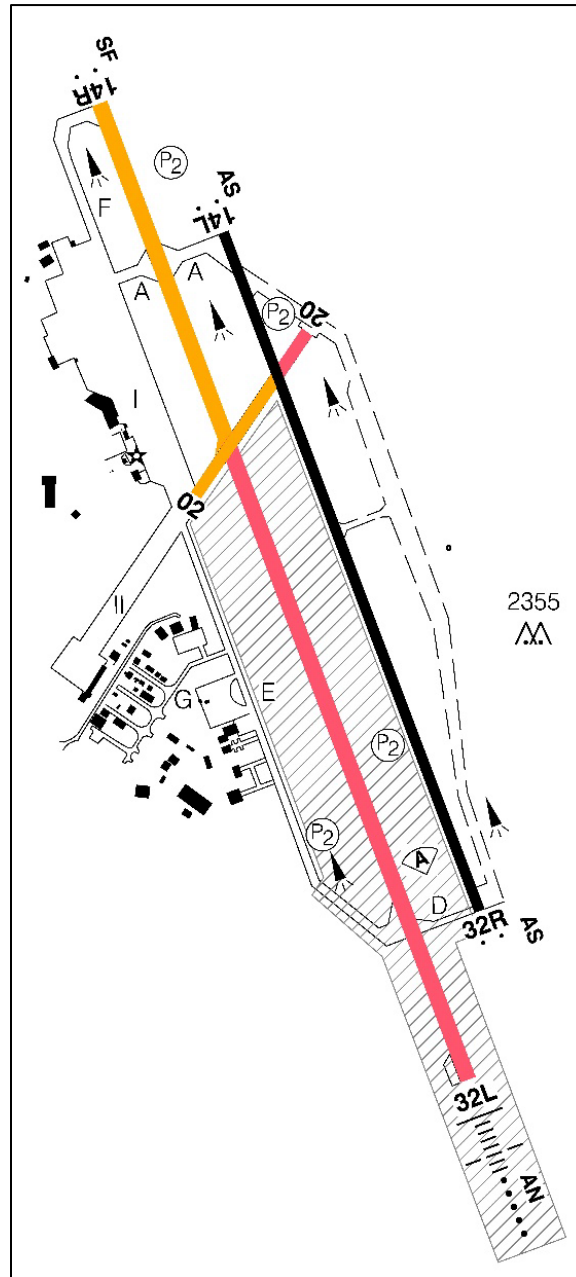


Figure 1. Construction Phase 2 Overview



**Figure 2. Construction Phase 2 Overview**

**Closed Areas – Refer to NOTAMs**

- Runway 14R-32L and Runway 02-20 closed (portion of runway 02-20 available for taxi)
  - Runway 14R-32L section north of Runway 02-20, open for Taxi after 1 July, 2025.
- Taxiway F will be closed from 15 April, 2025 until 1 July, 2025.
- Taxiway A, E, and D, runway 02-20 (for taxiing only) restricted to aircraft with wingspans less than 118 feet (AGN IIIB). Apron restricted to wingspan of less than 118 feet (36m). Prior permission required for aircraft larger than AGN IIIB to land at YXY.
- Taxiway D intersection at 14R-32L will be closed for 60 days during the construction period. There will be no access from Taxiway E to Runway 32R threshold.

**Restrictions and Operational Procedures – Refer to NOTAMs**Runway 32R:

- After landing, exit when safe at RWY 02/20 or TWY A
- Note: Discretionary oversteer required to exit onto RWY 02/20 for B737 sized aircraft

Runway 14L:

- If Taxiway D is available
  - After landing, continue to end for TWY D exit.
- If Taxiway D is closed
  - When safe, exit right on RWY 02/20, or
  - When safe, perform 180° turn and backtrack to exit either RWY 02/20 or TWY A, or
  - Larger aircraft that need the extra turn around space, or heavier aircraft that may damage the runway surface performing 180° turns, proceed to the turn pad at runway end to turn around, then exit RWY 02/20 or TWY A.
  - Note: Discretionary oversteer required to exit onto RWY 02/20 for B737 sized aircraft.

**Instrument Procedures – Refer to NOTAMs**

- All procedures for Runway 14R-32L not available

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

- Low profile barriers will be placed across entire width of closed areas at all intersections. Red flashing lights will be in place on the barriers.
- Runway closure illuminated X will be in place on both ends of the runway 14R-32L and Runway 20.



**Figure 3. Low Profile Barrier**



**Figure 4. Runway Closure Illuminated X**

### **Further Information**

For additional information on these projects, please contact:

Nigel Cripps  
Airport Manager  
Erik Nielsen Whitehorse International Airport

Phone: 867-667-8441  
E-mail: [nigel.cripps@yukon.ca](mailto:nigel.cripps@yukon.ca)

**AIP CANADA SUPPLEMENT 040/2025****AERODROME CONSTRUCTION –  
CALGARY / YYC CALGARY INTL AB (CYYC)**

(Replaces AIP Canada Supplement 031/2025)

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




Total Planned Duration: From 31 March 2025, 1200 UTC to 2 December 2025, 0700 UTC

Planned number of phases: 9

Phases completed: 4 of 9

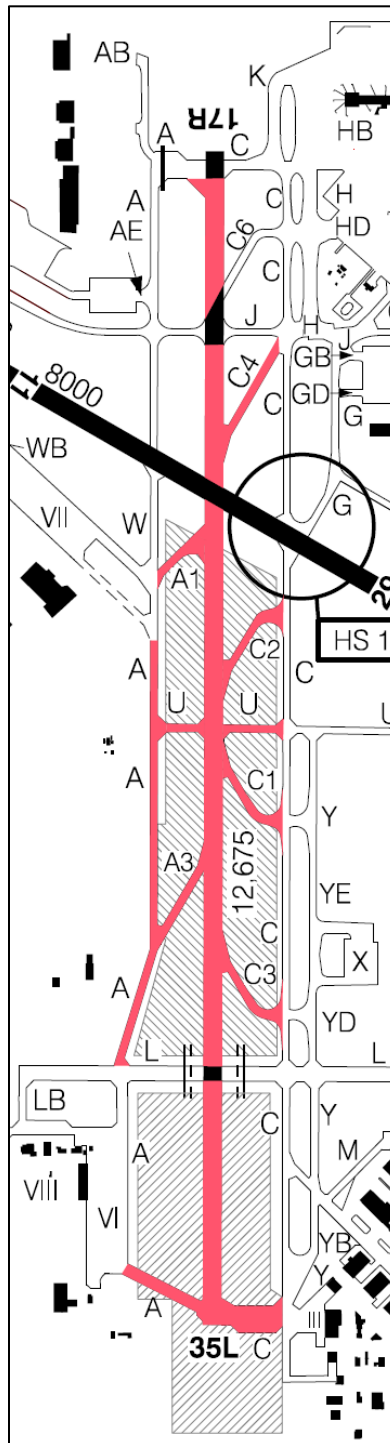
This AIP Supplement describes phases 5, 6, 7, 8 and 9 only.

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 5****Planned Construction Period**

- From 31 March 2025, 0600 UTC to 14 July 2025, 0600 UTC

**Temporary Depiction****Figure 1. Phase 5 depiction**



**Closed Areas – Refer to NOTAMs**

- Rwy 17R-35L is closed.
- Rwy 35L threshold crossing is closed.
- Twy A is closed between Twy L and Twy W.
- Twy A is closed between Apron VI and threshold 35L.
- Twy U is closed between Twy A and Twy C.
- Taxiways A1, A3, C1, C2, C3 and C4 are closed.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- All departing aircraft will be assigned Rwy 17L/35R and Rwy 11/29.
- All arriving aircraft will be assigned Rwy 17L/35R and Rwy 11/29.

**Instrument Procedures – Refer to NOTAMs**

- Rwy 17R/35L - all instrument approach procedures, departure procedures and departure route not authorized

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

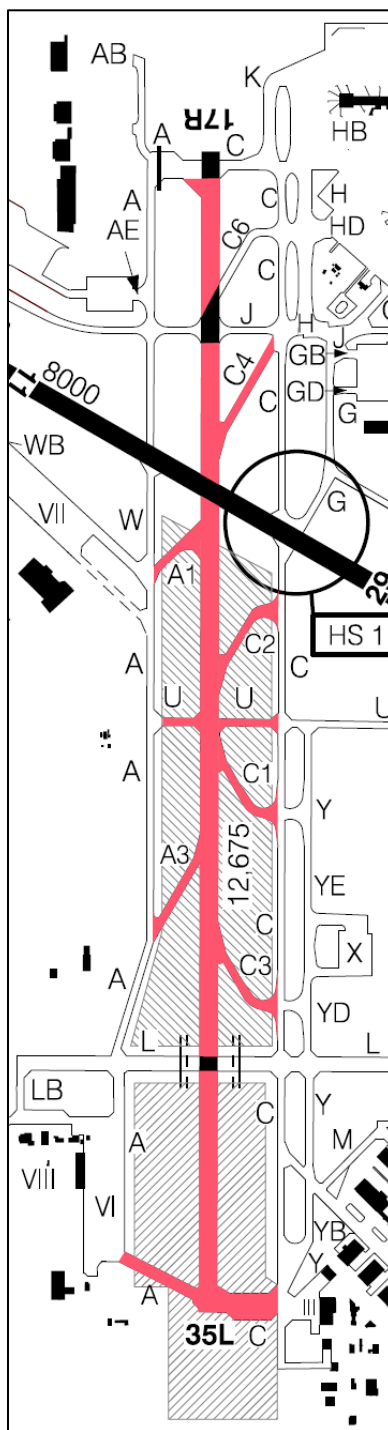
- NIL

## Phase 6

### Planned Construction Period

- From 14 July 2025, 0600 UTC to 11 August 2025, 0600 UTC

## Temporary Depiction



### Figure 2. Phase 6 depiction

**Closed Areas – Refer to NOTAMs**

- Rwy 17R/35L is closed.
- Rwy 35L threshold crossing is closed.
- Twy A1, A3, C1, C2, C3 and C4 are closed.
- Twy A is closed between Apron VI and threshold 35L.
- Twy U is closed between Twy A and Twy C

**Restrictions and Operational Procedures – Refer to NOTAMs**

- All departing aircraft will be assigned Rwy 17L/35R and Rwy 11/29.
- All arriving aircraft will be assigned Rwy 17L/35R and Rwy 11/29.
- Rwy 11/29 is operating as Non-Instrument.

**Instrument Procedures – Refer to NOTAMs**

- NIL

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

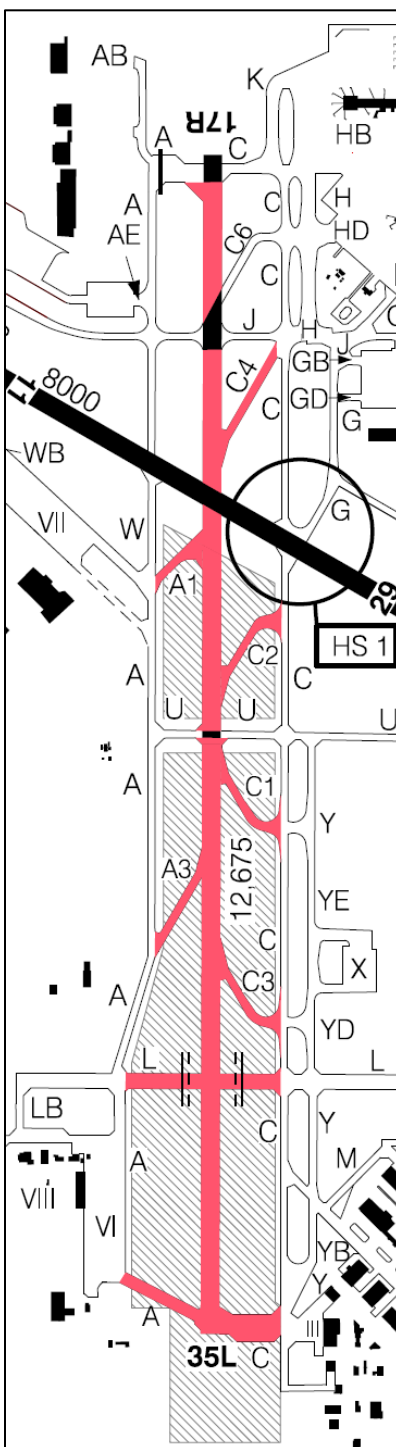
- NIL

## Phase 7

### Planned Construction Period

- From 11 August 2025, 0600 UTC to 29 September 2025, 0600 UTC

## Temporary Depiction



### Figure 3. Phase 7 depiction

**Closed Areas – Refer to NOTAMs**

- Rwy 17R/35L is closed.
- Rwy 35L threshold crossing is closed.
- Twy A1, A3, C1, C2, C3 and C4 are closed.
- Twy A is closed between Apron VI and threshold 35L.
- Twy L is closed between Twy A and Twy C.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- All departing aircraft will be assigned Rwy 17L/35R and Rwy 11/29.
- All arriving aircraft will be assigned Rwy 17L/35R and Rwy 11/29.

**Instrument Procedures – Refer to NOTAMs**

- Rwy 17R/35L - all instrument approach procedures, departure procedures and departure route not authorized.

**Runway Physical Changes – Refer to NOTAMs**

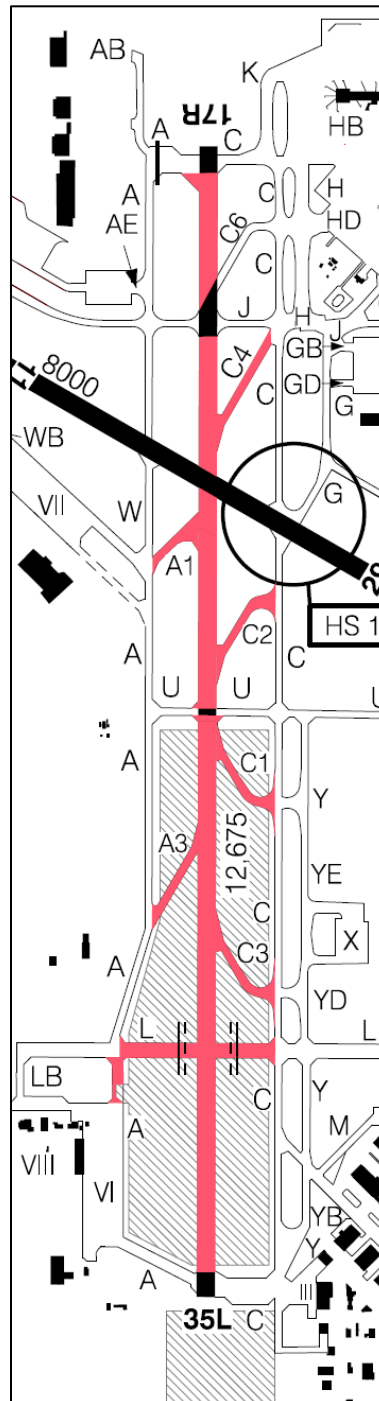
- NIL

**Other Hazards**

- NIL

### Planned Construction Period

- ### Temporary Depiction



### Figure 4. Phase 8 depiction

**Closed Areas – Refer to NOTAMs**

- Rwy 17R/35L is closed.
- Twy A1, A3, C1, C2, C3 and C4 are closed.
- Twy L is closed between Twy A and Twy C.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- All departing aircraft will be assigned Rwy 17L/35R and Rwy 11/29.
- All arriving aircraft will be assigned Rwy 17L/35R and Rwy 11/29.

**Instrument Procedures – Refer to NOTAMs**

- Rwy 17R/35L - all instrument approach procedures, departure procedures and departure route not authorized.

**Runway Physical Changes – Refer to NOTAMs**

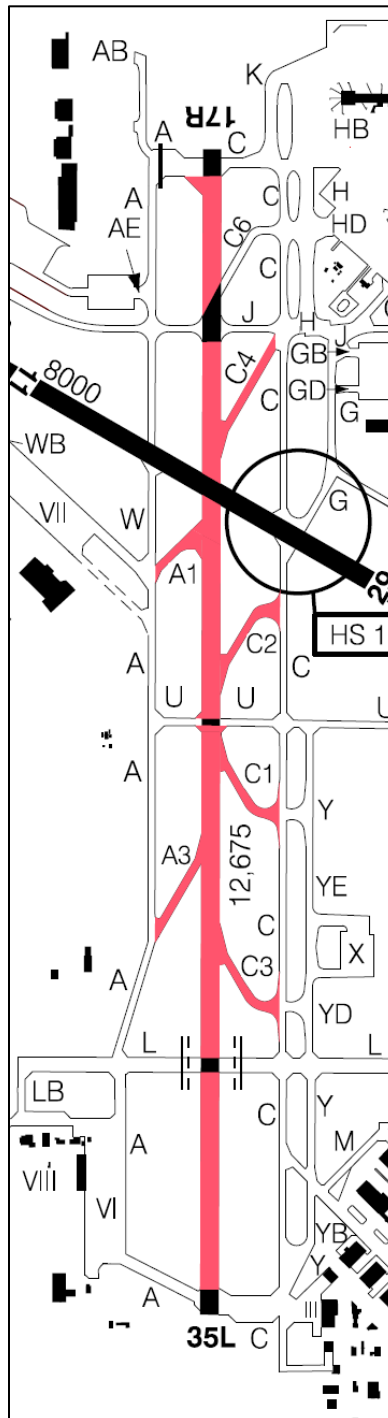
- NIL

**Other Hazards**

- NIL

### Planned Construction Period

- ## Temporary Depiction



**Figure 5. Phase 9 depiction**



**Closed Areas – Refer to NOTAMs**

- Rwy 17R/35L is closed.
- Twy A1, A3, C1, C2, C3 and C4 are closed.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- All departing aircraft will be assigned Rwy 17L/35R and Rwy 11/29.
- All arriving aircraft will be assigned Rwy 17L/35R and Rwy 11/29.

**Instrument Procedures – Refer to NOTAMs**

- Rwy 17R/35L - all instrument approach procedures, departure procedures and departure route not authorized.

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

- NIL

**Further Information**

Any questions concerning this supplement should be directed to:

Wade Hoffer  
Manager Operational Compliance  
Calgary Airport Authority

Email: [wadeh@yyc.com](mailto:wadeh@yyc.com)

**AIP CANADA SUPPLEMENT 039/2025****AERODROME CONSTRUCTION – MONTREAL (MIRABEL) (CYMX)**

(Replaces AIP Canada Supplement 030/2025)

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




Total Planned Duration: From 7 April 2025, 1100 UTC to 30 May 2025, 2359 UTC

Planned number of phases: 1

Phases completed: 0 of 1

This AIP Supplement describes phase 1 only.

**Legend**

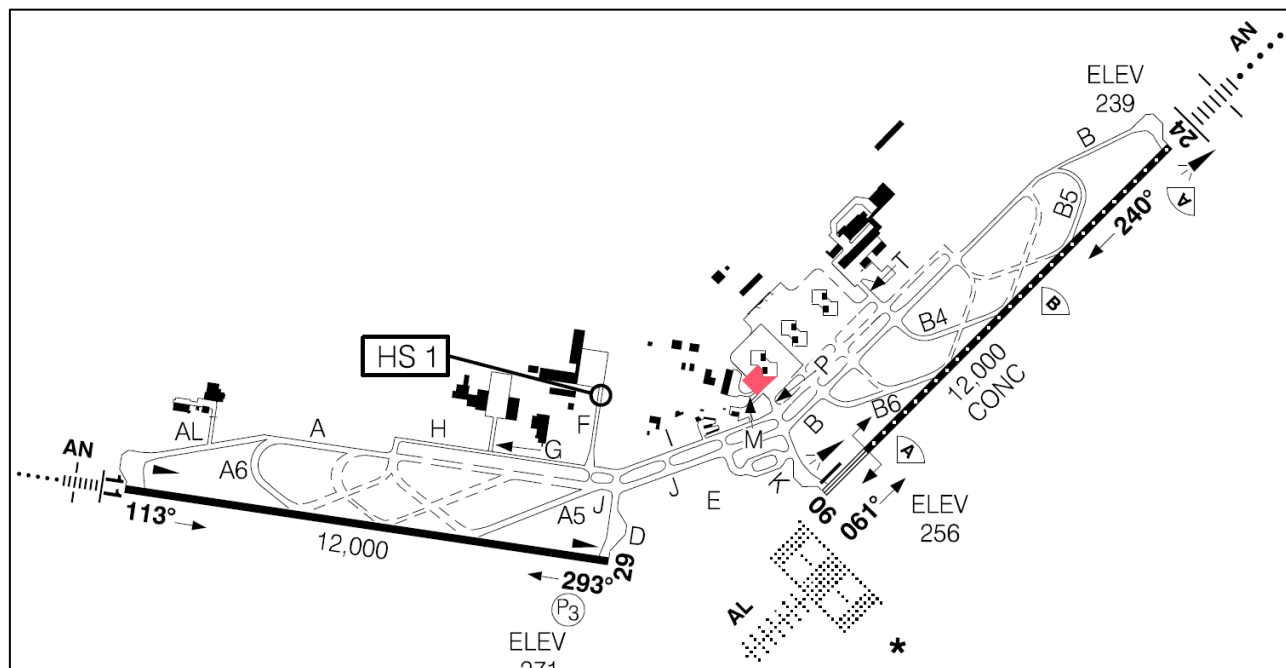
	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

## Phase 1

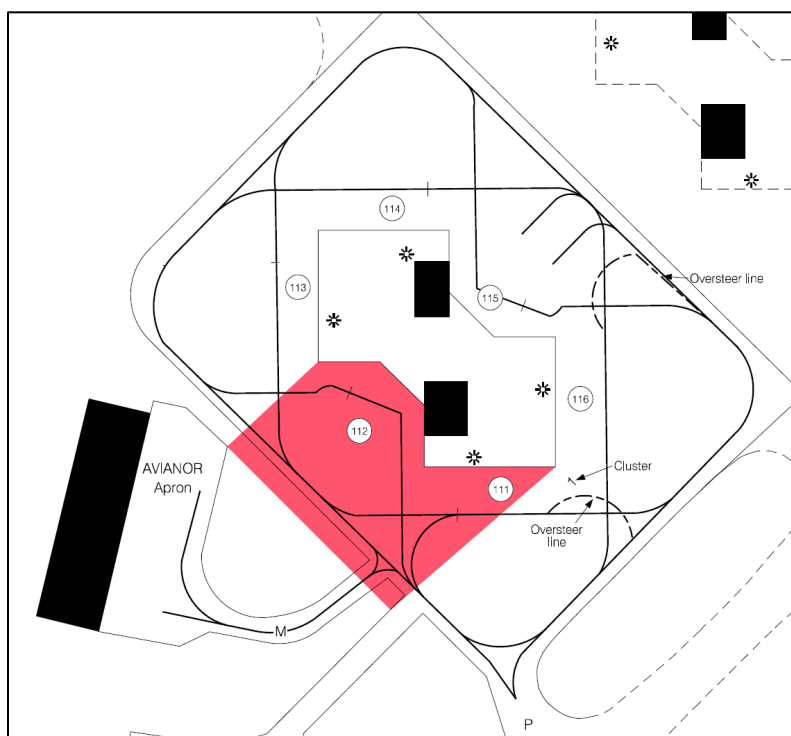
### Planned Construction Period

- From 7 April 2025, 1100 UTC to 30 May 2025, 2359 UTC

### Temporary Depiction(s)



### Figure 1. Construction Overview



### Figure 2. Main Apron Construction Activities

**Closed Areas – Refer to NOTAMs**

- Twy M closed
- First 656 feet of the taxilane closed

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Arriving aircraft must taxi counterclockwise to access the stand
- Departing aircraft must taxi clockwise to leave the main apron
- All aircraft must be escorted when entering the main apron to their parking position

**Instrument Procedures – Refer to NOTAMs**

- NIL

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

- NIL

**Further Information**

Any questions concerning this supplement should be directed to:

Benoit Lapierre  
Manager – Coordination and Planning of Airside Construction and Activities

Phone : 514-240-6072  
Email: [benoit.lapierre@admtl.com](mailto:benoit.lapierre@admtl.com)

**AIP CANADA SUPPLEMENT 038/2025****MOBILE CRANE — KELOWNA, BC****IMPORTANT: This AIP SUP is used instead of NOTAM**

Mobile crane will be erected in Kelowna, BC. The maximum height is 102 feet above ground level (AGL) or 1464 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The crane will be located within a 139-foot radius centred at the following coordinates:

49° 57' 11" N 119° 22' 53" W

Mobile crane is approximately 2610 feet beyond displaced Threshold 34 and 950 feet west runway centreline of Kelowna International Airport (CYLW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 036/2025****FLIGHT OPERATIONS: AERIAL FOREST SPRAYING ABITIBI,  
LAC SAINT-JEAN, NORTH SHORE OF THE ST. LAWRENCE,  
BAS-SAINT-LAURENT REGION, AND GASPESIE**

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

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

A total of 108 aircraft, including 21 pointers, 74 spray planes and 13 spray helicopters, will be spread over 15 operating sites across Québec.

Here is the list of SOPFIM bases of operations:

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

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

Saguenay, Lac Saint-Jean				
CYDO: 12 aircraft			CYRC: 12 aircraft	
North Shore of the St. Lawrence River				
CYFE: 6 aircraft			CYML: 5 aircraft	
Abitibi				
CYVO: 10 aircraft		CYEY: 6 aircraft		CSH4: 8 aircraft
Gaspésie and New-Brunswick				
CYSZ: 10 aircraft	CYGP: 10 aircraft	CYVB: 6 aircraft	CYCL: 12 aircraft	CYRI: 6 aircraft
CYYY: 4 aircraft				
Outaouais				
CYMW: 12 aircraft			CSQ4 : 5 aircraft	

A total of six (6) helicopters will be present on the North Shore and seven (7) helicopters on the South Shore.

### Timeline and workflow

Aerial spraying operations will begin around 17 May 2025 in the Lower St-Lawrence, around 20 May 2025 in Abitibi, Mauricie and Outaouais, around 22 May 2025 in Saguenay Lac Saint-Jean and on the North Shore. in Gaspésie they will begin as soon as the weather permits after 28 May 2025. The work is scheduled to be completed in early July.

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

Calibration and reconnaissance flights will be carried out during the day between 20 May 2025, and 1 June 2025. Normally, the spray aircraft sprays the biological product at approximately 50 feet above the treetops. A surveillance aircraft flies and coordinates operations approximately 1,000 feet above the spray aircraft. Spray aircraft proceed to designated areas at approximately 500 above ground level (AGL) and return to bases at approximately 3,000 feet ASL.

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

**Aircraft models and communication frequency**

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

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

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



## Map of aerial spraying operations by region

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

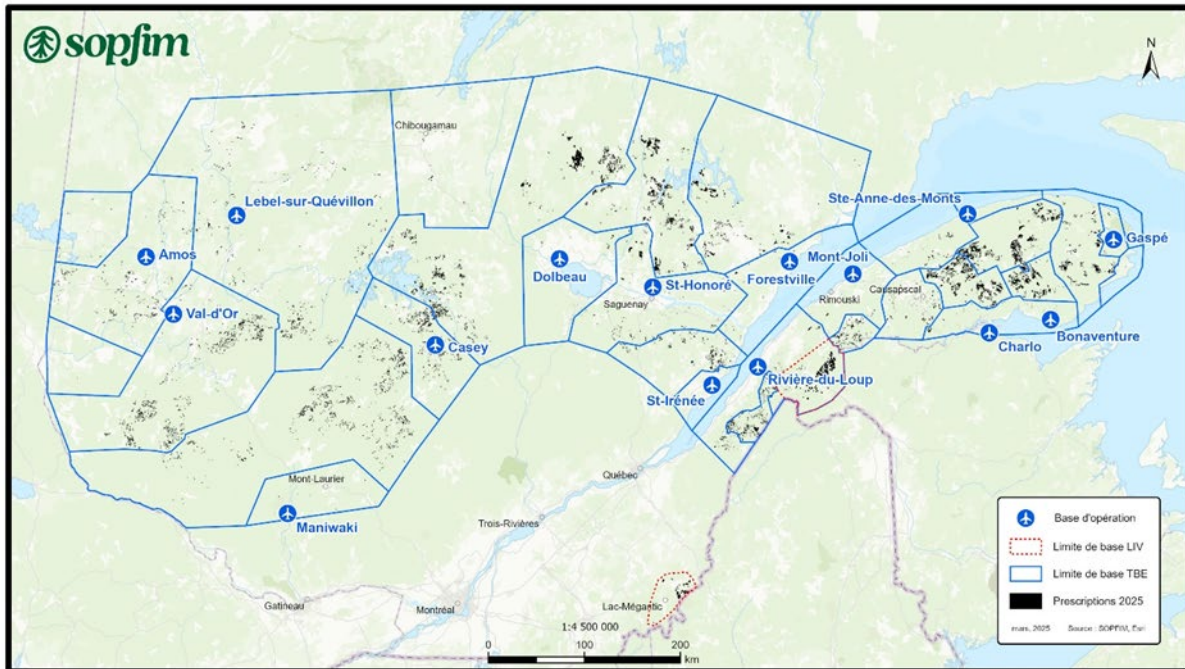


Figure 1.

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

Do not hesitate to contact us for any additional information.

Thank you in advance for your collaboration.

Sincerely,

Nicolas Verreault

Deputy Director of Operations, The Society for the Protection of Forests against Insects and Diseases (SOPFIM)

Tel. : 418-554-1611  
E-mail: [n.verreault@sopfim.qc.ca](mailto:n.verreault@sopfim.qc.ca)

**AIP CANADA SUPPLEMENT 032/2025****TOWER CRANE — ENOCH, ALBERTA****IMPORTANT: This AIP SUP is used instead of NOTAM**

The Crane will be erected in Enoch, Alberta. The maximum height is 314 feet above ground level (AGL) or 2620 feet above sea level (ASL). The structure(s) will be lighted and painted.

The crane will be located within a 197 -foot radius centred at the following coordinates:

53° 30' 32.56" N 113° 41' 46.23" W

The crane is approximately 1.97 nautical miles (NM) south southwest (SSW) of Edmonton City (HELI) (CCE7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 029/2025****AERODROME CONSTRUCTION – AIRFIELD LIGHTING  
KELOWNA INTL, BC (CYLW)**

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

**Introduction and Validity**

Total Planned Duration: 23 April 2025, 0200 UTC, to 10 December 2025 1300 UTC. Mondays to Saturdays

This AIP Supplement describes the work for the YLW Airfield Lighting Upgrade Project. This project will involve the full replacement of all taxiway lighting, illuminated signage, runway edge lights, approach lights, runway guard lights, PAPIs, supporting infrastructure, etc.

Various taxiways or portions of taxiways will be closed Mondays through Saturdays from 0200 – 0659 UTC. VFR and IFR operators can expect delays due to spacing requirements related to taxiing aircraft backtracking on runway. IFR pilots should maintain their IFR clearances to minimize delays. VFR cross country and non-local training aircraft are encouraged to seek alternate airports throughout the construction timeline.

The runway will be closed Mondays through Saturdays from 0700 – 1300 UTC. All taxiways will also be closed as an additional level of safety during the work hours on the runway. Taxiways are available for taxi or tow operations from 0700 – 1230 UTC with prior approval.




Planned number of phases: 39

Phases completed: 0 of 39

This AIP Supplement describes: Phase 1 through 23.

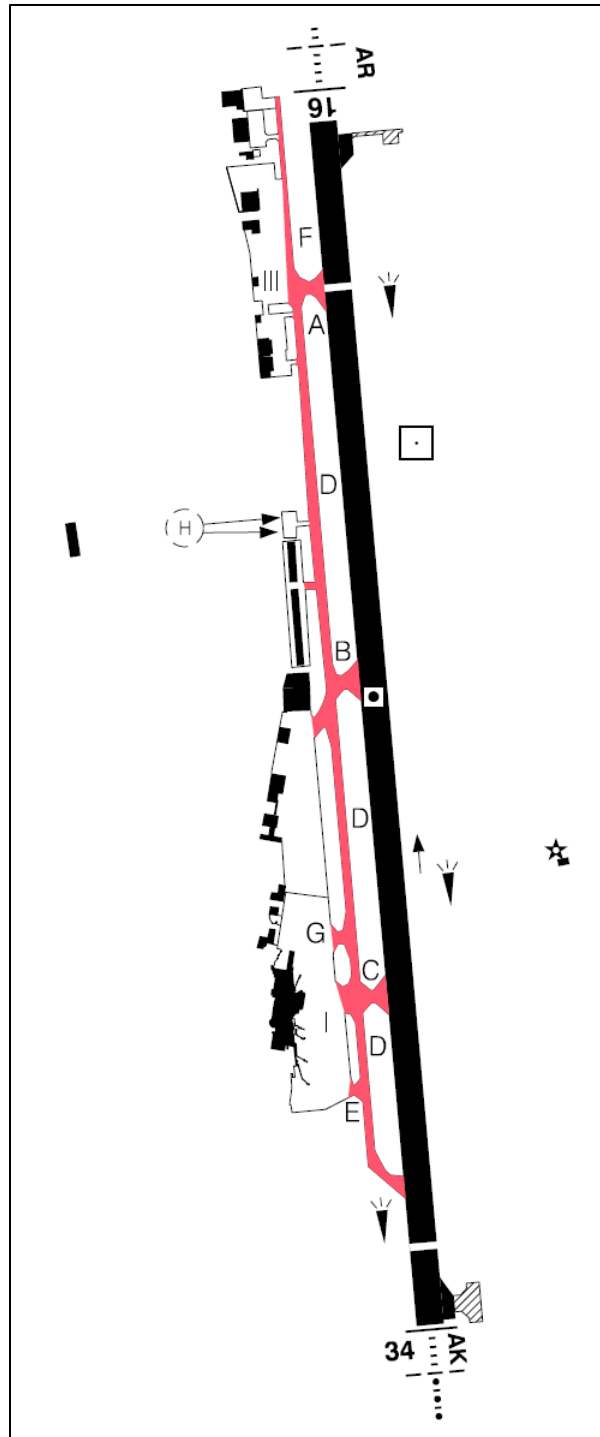
This AIP Supplement is expected to be replaced by 5 July 2025.

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 1 through 23 – Evening****Planned Construction Period (Days of work are based on UTC date)**

- From 23 April 2025, 1900 PT (0200 UTC) to 5 July 2359, PT (0659 UTC).
  - Work shift from 1900 PT (0200 UTC) to 2359 PT (0659 UTC) Mondays to Saturdays.

**Temporary Depiction**

**Figure 1. Construction Impacts for Phase 1 through 23 – Evening – Refer to NOTAMs**

**Closed Areas – Refer to NOTAMs**

- Various taxiways and portions of taxiways.
  - All taxiways reopened at end of working shift.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Follow ATC directions to hold on Taxiway D at Taxiways A and B to mitigate jet blast hazards to adjacent personnel and buildings.
- Taxi routes may vary from normal operations.
- Expect delays for runway backtracking requirements.
- Circuit traffic restricted.
- Operators planning to use intersection departures are encouraged to state so when obtaining their departure clearances. Intersection departure declared distances can be found in the CANADA AIR PILOT AERODROME CHART.

**Instrument Procedures – Refer to NOTAMs**

- NIL

**Runway Physical Changes – Refer to NOTAMs**

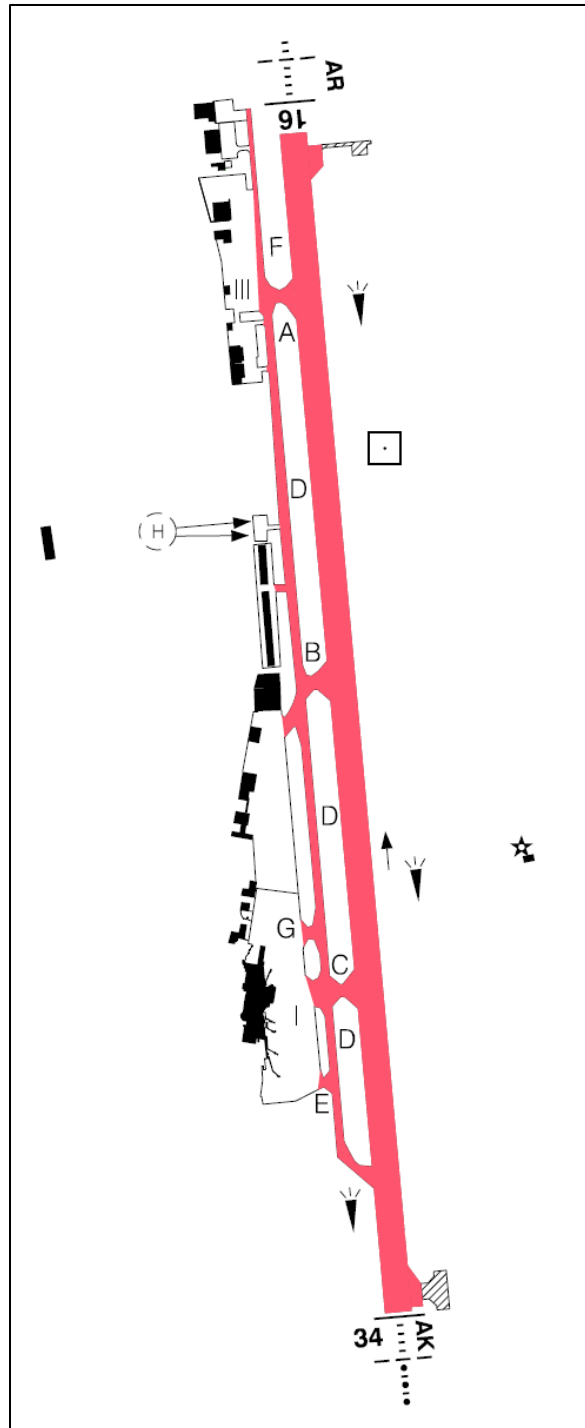
- NIL

**Other Hazards**

- Construction equipment including but not limited to vibratory plows, directional drilling rigs, and miniature excavator, working during construction hours reflected in NOTAMS.

**Phase 1 through 23 – Night****Planned Construction Period (Days of work are based on UTC date)**

- From 22 April 2025, 0000 PT (0700 UTC) to 21 July 2025, 0600 PT (1300 UTC).
  - Work shift from 0000 PT (0700 UTC) to 0600 PT (1300 UTC) Mondays to Saturdays.

**Temporary Depiction****Figure 2. Construction Impacts for Phase 1 through 23 – Night**

**Closed Areas – Refer to NOTAMs**

- Runway 16-34 closed.
  - Available for medivac only with 60 minutes prior notice.
  - Runway 16-34 reopened at end of working shift.
- All taxiways closed
  - Available for taxi or tow operations with 60 minutes prior notice.
  - All taxiways reopened at end of working shift.

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Contact YLW Airport Operations (250) 807-4350 Ext. 1 for medivac flight arrival/departure.
  - 60-minute prior notice required
- Contact YLW Airport Operations (250) 807-4350 Ext. 1 for taxi or tow operations during working shift.
  - 60-minute prior notice required.

**Instrument Procedures – Refer to NOTAMs**

- Runway 16 ILS U/S during hours of work and returned to service each morning by 0600 PT (1300 UTC).

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

- Construction equipment including but not limited to vibratory plows, directional drilling rigs, and miniature excavator, working during construction hours reflected in NOTAMS.

**Further Information**

Any questions concerning this supplement should be directed to:

Kelowna International Airport (CYLW)

Airport Duty Manager

Phone: (250) 717-7138

Email: [YLWDM@kelowna.ca](mailto:YLWDM@kelowna.ca)

# AIP CANADA SUPPLEMENT 028/2025

## CRANES—WITHIN 30 NAUTICAL MILES OF VANCOUVER INTL AIRPORT

(Replaces AIP Canada Supplement 6/25)

**IMPORTANT: This AIP SUP is used instead of NOTAM**

The following cranes will be erected within 30 nautical miles (NM) of Vancouver Intl (CYVR).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement* (CFS) and *Canada Water Aerodrome Supplement* (CWAS), and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
218 feet	383 feet	Yes	No	132 feet	49° 13' 39" N 123° 09' 39" W	1,860 feet beyond Threshold 26R and 9, 670 feet N of extended runway centreline of CYVR
171 feet	174 feet	Yes	Yes	452 feet	49° 10' 34" N 123° 08' 32" W	4,820 feet before Threshold 26L and 2,340 feet S of extended runway centreline of CYVR
273 feet	280 feet	Yes	Yes	663 feet	49° 09' 56" N 123° 08' 25" W	5,940 feet before Threshold 26L and 6,050 feet S of extended runway centreline of CYVR
245 feet	251 feet	Yes	No	289 feet	49° 10' 28" N 123° 08' 15" W	6,030 feet before Threshold 26L and 2,740 feet S of extended runway centreline of CYVR .
568 feet	821 feet	Yes	No	1,000 feet	49° 13' 54" N 123° 07' 09" W	7,670 feet before Threshold 26R and 12,880 feet N of extended runway centreline of CYVR
143 feet	336 feet	No	No	135 feet	49° 13' 33" N 123° 06' 08" W	3.7 NM NE of CYVR
634 feet	770 feet	Yes	No	203 feet	49° 15' 50" N 123° 08' 18" W	4.5 NM N of CYVR
172 feet	324 feet	Yes	No	164 feet	49° 15' 33" N 123° 07' 00" W	4.7 NM NNE of CYVR
489 feet	501 feet	Yes	No	547 feet	49° 16' 26" N 123° 08' 38" W	5 NM N of CYVR
301 feet	321 feet	Yes	No	494 feet	49° 06' 05" N 122° 43' 21" W	3.6 NM WSW of CYNJ
428 feet	509 feet	Yes	No	170 feet	49° 13' 32" N 122° 53' 29" W	444 feet SE of CNW9



Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
646 feet	647 feet	Yes	No	2,250 feet	49° 12' 29.3659" N 122° 53' 27.7638" W	1.12 NM SSE of CNW9
521 feet	838 feet	No	No	180 feet	49° 12' 51" N 122° 55' 18" W	1.38 NM SW of CNW9
398 feet	484 feet	Yes	No	174 feet	49° 12' 11" N 122° 54' 52" W	1.66 NM SSW of CNW9
377 feet	713 feet	Yes	No	163 feet	49° 15' 31.428" N 122° 53' 28.068" W	1.9 NM NNW of CNW9
590 feet	927 feet	No	No	230 feet	49° 15' 34" N 122° 53' 31" W	1.97 NM NNW of CNW9
374 feet	669 feet	Yes	No	220 feet	49° 15' 49" N 122° 53' 29" W	2.2 NM NNW of CNW9
374 feet	682 feet	Yes	Yes	220 feet	49° 15' 51.49" N 122° 53' 24.36" W	2.3 NM NNW of CNW9
518 feet	815 feet	Yes	No	278 feet	49° 15' 53" N 122° 53' 24" W	2.3 NM NNW of CNW9
680 feet	978 feet	No	No	404 feet	49° 12' 35.05" N 122° 56' 56.9" W	2.5 NM SW of CNW9
230 feet	913 feet	Yes	No	1,519 feet	49° 16' 12" N 122° 55' 36" W	2.9 NM NW of CNW9
124 feet	235 feet	Yes	No	197 feet	49° 14' 27.85" N 122° 58' 09.52" W	3.2 NM W of CNW9
313 feet	746 feet	Yes	No	420 feet	49° 13' 35" N 122° 59' 44" W	4.1 NM WSW of CNW9
330 feet	330 feet	Yes	No	1,450 feet	49° 17' 24" N 122° 57' 13" W	4.5 NM NW of CNW9
520 feet	945 feet	No	Yes	312 feet	49° 13' 29.47" N 123° 00' 35.75" W	4.6 NM WSW of CNW9
501 feet	903 feet	Yes	No	195 feet	49° 13' 59" N 123° 00' 34" W	4.6 NM W of CNW9
416 feet	482 feet	Yes	No	374 feet	49° 16' 46" N 123° 06' 44" W	3,084 feet SSW of CBC7
322 feet	395 feet	Yes	No	226 feet	49° 17' 04" N 123° 02' 13" W	2.7 NM ENE of CBC7
929 feet	994 feet	Yes	No	408 feet	49° 15' 56.3004" N 123° 00' 47.5310" W	3.9 NM E of CBC7
598 feet	724 feet	Yes	No	202 feet	49° 15' 54.8" N 123° 00' 14.7" W	4.2 NM E of CBC7
667 feet	828 feet	Yes	No	317 feet	49° 16' 08" N 123° 00' 09" W	4.2 NM E of CBC7
589 feet	631 feet	Yes	No	164 feet	49° 17' 24" N 123° 07' 49" W	4,782 feet SW of CYHC
276 feet	284 feet	No	Yes	732 feet	49° 18' 58.8201" N 123° 06' 39.5300" W	1.32 NM NNW of CYHC

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
129 feet	210 feet	No	No	141 feet	49° 18' 35.817" N 123° 04' 20.773" W	1.79 NM NE of CYHC
109 feet	316 feet	No	No	138 feet	49° 10' 35" N 122° 50' 42" W	330 feet WNW of CVS3
474 feet	700 feet	Yes	No	248 feet	49° 10' 41" N 122° 50' 40" W	798 feet NNW of CVS3
490 feet	749 feet	Yes	Yes	180 feet	49° 10' 49" N 122° 50' 32" W	1,641 feet N of CVS3
565 feet	826 feet	Yes	No	298 feet	49° 10' 52.36" N 122° 50' 32.65" W	1,926 feet N of CVS3
444 feet	713 feet	Yes	No	285 feet	49° 11' 53" N 122° 50' 35" W	1.33 NM NNW of CVS3
503 feet	604 feet	Yes	No	131 feet	49° 16' 41" N 123° 07' 44" W	5,977 feet NNW of CBK4
503 feet	595 feet	No	No	148 feet	49° 16' 43" N 123° 08' 00" W	1.06 NM NW of CBK4
494 feet	602 feet	No	No	148 feet	49° 16' 44" N 123° 07' 58" W	1.07 NM NNW of CBK4
374 feet	504 feet	Yes	No	180 feet	49° 15' 46" N 123° 05' 37" W	1.21 NM ENE of CBK4
290 feet	603 feet	Yes	No	165 feet	49° 13' 57" N 123° 03' 11" W	3 NM E of CAK7
143 feet	252 feet	Yes	Yes	171 feet	49° 13' 02.676" N 122° 37' 05.376" W	3.6 NM ENE of CAJ8
314 feet	440 feet	Yes	No	196 feet	49° 13' 24" N 122° 35' 55" W	3.7 NM NW of CBQ2
330 feet	330 feet	Yes	No	2,000 feet	49° 39' 52" N 123° 15' 08" W	8 NM SSW of CYSE
555 feet	936 feet	Yes	No	2,552 feet	49° 39' 54" N 123° 15' 10" W	8 NM SSW of CYSE

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
198 feet	272 feet	No	No	131 feet	49° 16' 51" N 123° 05' 37" W	3,707 feet ESE of CBC7
131 feet	454 feet	No	No	146 feet	49° 19' 09" N 123° 04' 08" W	2.2 NM NNE of CYHC
577 feet	585 feet	Yes	No	148 feet	49° 12' 07" N 122° 54' 53" W	1.73 NM SSW of CNW9
193 feet	495 feet	No	No	236 feet	49° 12' 12" N 122° 50' 26" W	1.65 NM NNW of CVS3
230 feet	412 feet	Yes	No	131 feet	49° 15' 07" N 123° 04' 44" W	1.89 NM E of CBK4
381 feet	404 feet	Yes	No	250 feet	49° 12' 31" N 123° 07' 11" W	8,990 feet before Threshold 26R and 4,560 feet N of extended runway centreline of CYVR
190 feet	489 feet	No	No	290 feet	49° 16' 45" N 122° 52' 35" W	3.2 NM N of CNW9
350 feet	399 feet	No	No	750 feet	49° 15' 40" N 122° 58' 56" W	4.1 NM WNW of CNW9

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

E-mail: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

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**Appendix****Aerodrome Location Indicators and Names**

<b>CAM9</b>	Vancouver Intl (Water Aerodrome)
<b>CBC7</b>	Vancouver/Harbour (Public) (Heli)
<b>CBK4</b>	Vancouver (Gen Hosp) (Heli)
<b>CNW9</b>	Vancouver/New Westminster (Royal Columbian Hosp) (Heli)
<b>CVS3</b>	Vancouver (Surrey Memorial Hosp) (Heli)
<b>CYHC</b>	Vancouver Harbour (Water Aerodrome)
<b>CYNJ</b>	Langley Regional BC
<b>CYVR</b>	Vancouver Intl

**Abbreviations of Compass Directions**

<b>N</b>	north	<b>S</b>	south
<b>NNE</b>	north northeast	<b>SSW</b>	south southwest
<b>NE</b>	northeast	<b>SW</b>	southwest
<b>ENE</b>	east northeast	<b>WSW</b>	west southwest
<b>E</b>	east	<b>W</b>	west
<b>ESE</b>	east southeast	<b>WNW</b>	west northwest
<b>SE</b>	southeast	<b>NW</b>	northwest
<b>SSE</b>	south southeast	<b>NNW</b>	north northwest

## AIP CANADA SUPPLEMENT 027/2025

### CRANES—WITHIN 30 NAUTICAL MILES OF CALGARY / YYC CALGARY INTL AIRPORT

(Replaces AIP Canada Supplement 97/24)

**IMPORTANT: This AIP SUP is used instead of NOTAM**

The following cranes will be erected within 30 nautical miles (NM) of Calgary/YYC Calgary Intl (CYYC).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement* (CFS) and *Canada Water Aerodrome Supplement* (CWAS), and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
118 feet	3,670 feet	Yes	No	701 feet	51° 07' 58" N 114° 01' 49" W	510 feet before Threshold 17R and 2,050 feet W of extended runway centreline of CYYC
120 feet	3,650 feet	Yes	No	100 feet	51° 04' 39" N 114° 01' 24" W	6,990 feet before Threshold 35L and 450 feet W of extended runway centreline of CYYC
138 feet	3,677 feet	No	No	100 feet	51° 09' 04" N 114° 01' 44" W	7,210 feet before Threshold 17R and 1,740 feet W of extended runway centreline of CYYC
180 feet	3,642 feet	Yes	Yes	246 feet	51° 03' 06" N 114° 02' 15" W	4.4 NM S of CYYC
385 feet	3,866 feet	Yes	No	148 feet	51° 02' 46" N 114° 04' 28" W	4.6 NM SSW of CYYC
503 feet	3,931 feet	Yes	No	229 feet	51° 02' 49" N 114° 03' 54" W	4.9 NM S of CYYC
315 feet	3,754 feet	No	No	132 feet	51° 02' 52.60" N 114° 04' 28.69" W	2.5 NM ESE of CMT3
367 feet	3,812 feet	Yes	No	202 feet	51° 02' 20.44" N 114° 04' 20.91" W	2.8 NM ESE of CMT3

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
246 feet	3,902 feet	Yes	No	263	51° 04 '37" N 114° 08' 45" W	4,894 feet NW of CMT3

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

E-mail: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

## Appendix

### Aerodrome Location Indicators and Names

<b>CEP2</b>	Calgary (Bow Crow) AB (Heli)
<b>CMT3</b>	Calgary (Foothills Hosp McCaig Tower) (Heli)
<b>CYYC</b>	Calgary/YYC Calgary Intl

### Abbreviations of Compass Directions

<b>N</b>	north	<b>S</b>	south
<b>NNE</b>	north northeast	<b>SSW</b>	south southwest
<b>NE</b>	northeast	<b>SW</b>	southwest
<b>ENE</b>	east northeast	<b>WSW</b>	west southwest
<b>E</b>	east	<b>W</b>	west
<b>ESE</b>	east southeast	<b>WNW</b>	west northwest
<b>SE</b>	southeast	<b>NW</b>	northwest
<b>SSE</b>	south southeast	<b>NNW</b>	north northwest

# AIP CANADA SUPPLEMENT 026/2025

## CRANES—WITHIN 30 NAUTICAL MILES OF TORONTO / LESTER B. PEARSON INTL AIRPORT

(Replaces AIP Canada Supplement 9/25)

**IMPORTANT: This AIP SUP is used instead of NOTAM**

The following cranes will be erected within 30 nautical miles (NM) of Toronto/Lester B. Pearson Intl (CYYZ).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement* (CFS) and *Canada Water Aerodrome Supplement* (CWAS), and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
316 feet	819 feet	Yes	No	302 feet	43° 40' 32.44" N 79° 33' 52.735" W	6,290 feet before Threshold 24L and 5,840 feet SE of extended runway centreline of CYYZ
435 feet	1,004 feet	No	No	275 feet	43° 36' 33" N 79° 39' 17.9" W	4.2 NM SSW of CYYZ
526 feet	1,090 feet	Yes	No	306 feet	43° 36' 28.6508" N 79° 39' 20.601" W	4.2 NM SSW of CYYZ
486 feet	855 feet	Yes	No	335 feet	43° 38' 55" N 79° 31' 38" W	4.8 NM ESE of CYYZ
300 feet	586 feet	Yes	No	274 feet	43° 38' 40.1561" N 79° 23' 51.8382" W	600 feet beyond Threshold 26 and 5,400 feet N runway centreline of CYTZ
386 feet	636 feet	Yes	No	223 feet	43° 38' 20" N 079° 23' 23" W	770 feet before Threshold 26 and 2,790 feet N of extended runway centreline of CYTZ
738 feet	1,014 feet	Yes	Yes	131 feet	43° 38' 43" N 79° 23' 29" W	1,100 feet before Threshold 26 and 5,140 feet N of extended runway centreline of CYTZ
303 feet	705 feet	No	No	164 feet	43° 40' 25" N 79° 24' 51" W	1,270 feet beyond Threshold 26 and 16,870 feet N of extended runway centreline of CYTZ
449 feet	788 feet	Yes	No	164 feet	43° 39' 14" N 79° 24' 23" W	1,640 feet before Threshold 26 and 9,390 feet N extended runway centreline of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
380 feet	752 feet	No	No	224 feet	43° 40' 02" N 79° 23' 53" W	2,010 feet before Threshold 26 and 13,300 feet N of extended runway centreline of CYTZ
690 feet	1,006 feet	Yes	No	213 feet	43° 39' 14" N 79° 23' 30" W	2,040 feet before Threshold 26 and 8,140 feet N extended runway centreline of CYTZ
1,127 feet	1,407 feet	Yes	No	132 feet	43° 38' 50" N 79° 23' 17" W	2,160 feet before Threshold 26 and 5,530 feet N of extended runway centreline of CYTZ
925 feet	1,232 feet	Yes	No	304 feet	43° 39' 12.3376" N 79° 23' 21.4305" W	2,600 feet before Threshold 26 and 7,740 feet N of extended runway centreline of CYTZ
540 feet	850 feet	Yes	No	237 feet	43° 39' 19.085" N 79° 23' 15.625" W	3,180 feet before Threshold 26 and 8,290 feet N of extended runway centreline of CYTZ
463 feet	845 feet	Yes	No	178 feet	43° 40' 21" N 79° 23' 42" W	3,390 feet before Threshold 26 and 14,860 feet N of extended runway centreline of CYTZ
359 feet	852 feet	Yes	No	148 feet	43° 41' 03" N 79° 24' 00" W	3,510 feet before Threshold 26 and 19,320 feet N of extended runway centreline of CYTZ
332 feet	584 feet	Yes	Yes	376 feet	43° 38' 39" N 79° 22' 48" W	3,820 feet before Threshold 26 and 3,790 feet N of extended runway centreline of CYTZ
200 feet	449 feet	Yes	No	160 feet	43° 37' 42.61" N 79° 25' 09.746" W	3,900 feet before Threshold 08 and 1,760 feet N of extended runway centreline of CYTZ
464 feet	860 feet	Yes	No	197 feet	43° 40' 05" N 079° 26' 23" W	4,330 feet before Threshold 08 and 17,120 feet N of extended runway centreline of CYTZ
609 feet	979 feet	Yes	No	392 feet	43° 39' 32" N 79° 26' 08" W	4,370 feet before Threshold 08 and 13,600 feet N of extended runway centreline of CYTZ
405 feet	707 feet	Yes	No	239 feet	43° 38' 22" N 79° 25' 37" W	4,500 feet before Threshold 08 and 6,150 feet N of extended runway centreline of CYTZ
1,009 feet	1,265 feet	Yes	No	320 feet	43° 38' 44" N 79° 22' 40" W	4,540 feet before Threshold 26 and 4,080 feet N of extended runway centreline of CYTZ
603 feet	986 feet	Yes	No	170 feet	43° 40' 20" N 79° 23' 25" W	4,540 feet before Threshold 26 and 14,360 feet N of extended runway centreline of CYTZ



Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
588 feet	953 feet	No	No	320 feet	43° 39' 32" N 79° 26' 12" W	4,650 feet before Threshold 08 and 13,700 feet N of extended runway centreline of CYTZ
789 feet	1,170 feet	Yes	Yes	277 feet	43° 40' 16" N 79° 23' 21" W	4,690 feet before Threshold 26 and 13,890 feet N of extended runway centreline of CYTZ
769 feet	1,121 feet	Yes	Yes	113 feet	43° 39' 54" N 79° 23' 08" W	4,870 feet before Threshold 26 and 11,470 feet N of extended runway centreline of CYTZ
1,199 feet	1,579 feet	Yes	No	185 feet	43° 40' 11.5065" N 79° 23' 13.1647" W	5,110 feet before Threshold 26 and 13,310 feet N of extended runway centreline of CYTZ
1,127 feet	1,440 feet	Yes	No	249 feet	43° 39' 32" N 79° 22' 53" W	5,200 feet before Threshold 26 and 9,000 feet N of extended runway centreline of CYTZ
487 feet	943 feet	Yes	No	131 feet	43° 41' 10" N 79° 23' 31" W	5,750 feet before Threshold 26 and 19,310 feet N of extended runway centreline of CYTZ
690 feet	973 feet	No	No	131 feet	43° 39' 08" N 79° 22' 32" W	5,870 feet before Threshold 26 and 6,200 feet N extended runway centreline of CYTZ
542 feet	836 feet	Yes	No	115 feet	43° 39' 22" N 79° 22' 38" W	5,910 feet before Threshold 26 and 7,690 feet N of extended runway centreline of CYTZ
623 feet	904 feet	Yes	Yes	131 feet	43° 39' 07.269" N 79° 22' 30.088" W	5,980 feet before Threshold 26 and 6,060 feet N of extended runway centreline of CYTZ
665 feet	1,043 feet	No	No	98 feet	43° 40' 11" N 79° 22' 59" W	6,050 feet before Threshold 26 and 12,890 feet N of extended runway centreline of CYTZ
334 feet	614 feet	Yes	No	98 feet	43° 39' 14" N 79° 22' 27" W	6,420 feet before Threshold 26 and 6,660 feet N of extended runway centreline of CYTZ
618 feet	943 feet	Yes	No	164 feet	43° 39' 42.2669" N 79° 22' 37.1530" W	6,630 feet before Threshold 26 and 9,580 feet N of extended runway centreline of CYTZ
358 feet	731 feet	Yes	Yes	173 feet	43° 39' 34" N 79° 26' 44" W	6,800 feet before Threshold 08 and 14,640 feet N of extended runway centreline of CYTZ
435 feet	686 feet	No	No	175 feet	43° 38' 40.823" N 79° 22' 04.035" W	6,940 feet before Threshold 26 and 2,950 feet N of extended runway centreline of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
542 feet	821 feet	No	No	131 feet	43° 39' 10" N 79° 22' 17" W	6,980 feet before Threshold 26 and 6,040 feet N of extended runway centreline of CYTZ
376 feet	743 feet	Yes	No	82 feet	43° 39' 18" N 79° 26' 40" W	7,050 feet before Threshold 08 and 13,010 feet N of extended runway centreline of CYTZ
626 feet	878 feet	Yes	No	186 feet	43° 38' 45" N 79° 22' 00" W	7,350 feet before Threshold 26 and 3,240 feet N of extended runway centreline of CYTZ
366 feet	750 feet	Yes	No	264 feet	43° 40' 03" N 79° 27' 10" W	7,660 feet before Threshold 08 and 18,040 feet N of extended runway centreline of CYTZ
582 feet	843 feet	Yes	Yes	102 feet	43° 39' 03" N 79° 22' 03" W	7,730 feet before Threshold 26 and 5,040 feet N of extended runway centreline of CYTZ
775 feet	1,153 feet	No	No	200 feet	43° 40' 18" N 79° 22' 33" W	8,090 feet before Threshold 26 and 12,950 feet N of extended runway centreline of CYTZ
425 feet	694 feet	No	No	166 feet	43° 39' 08.56" N 79° 21' 57.48" W	8,340 feet before Threshold 26 and 5,470 feet N of extended runway centreline of CYTZ
474 feet	742 feet	No	No	98 feet	43° 39' 08" N 79° 21' 55" W	8,450 feet before Threshold 26 and 5,330 feet N of extended runway centreline of CYTZ
429 feet	682 feet	No	No	253 feet	43° 38' 58" N 79° 21' 40" W	9,160 feet before Threshold 26 and 4,010 feet N of extended runway centreline of CYTZ
660 feet	912 feet	Yes	No	164 feet	43° 38' 56" N 79° 21' 39" W	9,170 feet before Threshold 26 and 3,800 feet N of extended runway centreline of CYTZ
364 feet	665 feet	No	No	295 feet	43° 39' 41" N 79° 21' 58" W	9,310 feet before Threshold 26 and 8,570 feet N of extended runway centreline of CYTZ
753 feet	1240 feet	No	No	200 feet	43° 41' 20" N 79° 23' 42" W	3.6 NM NNE of CYTZ
552 feet	1,053 feet	No	No	131 feet	43° 41' 48" N 79° 23' 42" W	4.1 NM NNE of CYTZ
456 feet	1,006 feet	Yes	No	274 feet	43° 42' 37" N 79° 23' 59" W	4.9 NM N of CYTZ
395 feet	916 feet	Yes	No	131 feet	43° 42' 42" N 79° 23' 41" W	5 NM NNE of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
389 feet	985 feet	Yes	Yes	239 feet	43° 51' 03.1" N 79° 19' 22.255" W	4.3 NM WSW of CPH7
146 feet	781 feet	Yes	No	416 feet	43° 51' 30" N 79° 21' 28" W	6 NM W of CPH7
378 feet	1,054 feet	Yes	No	148 feet	43° 46' 43" N 79° 18' 37" W	3.5 NM W of CPA5
559 feet	1,079 feet	No	No	323 feet	43° 35' 14" N 79° 39' 02" W	3.9 NM S of CPA5
588 feet	1,100 feet	Yes	No	170 feet	43° 35' 00.5608" N 79° 38' 46.9274" W	4.1 NM S of CPA5
784 feet	1,296 feet	Yes	No	225 feet	43° 34' 58" N 79° 38' 48" W	4.2 NM S of CPA5
394 feet	652 feet	No	No	250 feet	43° 15' 52" N 79° 50' 24" W	4,035 feet E of CPK3
432 feet	757 feet	Yes	No	128 feet	43° 15' 16" N 79° 52' 11" W	4,821 feet WSW of CPK3
571 feet	931 feet	Yes	No	257 feet	43° 15' 20" N 79° 52' 39" W	1.07 NM WSW of CPK3
460 feet	1,134 feet	Yes	No	330 feet	43° 31' 31" N 79° 51' 50" W	1.6 NM NNE of CPY2
667 feet	1,100 feet	Yes	No	148 feet	43° 38' 17" N 79° 32' 16" W	1.7 NM NE of CPY5
308 feet	622 feet	No	No	148 feet	43° 37' 24" N 79° 30' 54" W	2.1 NM E of CPY5
335 feet	613 feet	Yes	No	312 feet	43° 35' 04" N 79° 33' 07" W	2.1 NM S of CPY5
487 feet	891 feet	Yes	No	180 feet	43° 35' 38" N 79° 36' 12" W	2.2 NM WSW of CPY5
418 feet	860 feet	Yes	No	138 feet	43° 35' 17" N 79° 37' 36" W	3.3 NM WSW of CPY5
637 feet	1,093 feet	Yes	No	151 feet	43° 35' 25" N 79° 37' 52" W	3.4 NM WSW of CPY5
565 feet	1,024 feet	Yes	No	254 feet	43° 35' 23.0027" N 79° 37' 42.060" W	3.5 NM NE of CPY5
736 feet	1,240 feet	Yes	No	388 feet	43° 35' 26" N 79° 38' 24" W	3.7 NM WSW of CPY5

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
588 feet	939 feet	Yes	No	190 feet	43° 38' 57" N 79° 29' 08" W	3.9 NM ENE of CPY5
500 feet	928 feet	No	No	148 feet	43° 42' 48" N 79° 21' 37" W	5,278 feet SE of CNY8
617 feet	1,027 feet	Yes	No	159 feet	43° 43' 11.3815" N 79° 20' 58.4440" W	1.19 NM ESE of CNY8
518 feet	940 feet	Yes	No	416 feet	43° 43' 14" N 79° 20' 41" W	1.39 NM ESE of CNY8
429 feet	846 feet	No	No	406 feet	43° 43' 01" N 79° 19' 58" W	1.93 NM ESE of CNY8
585 feet	1,014 feet	Yes	No	292 feet	43° 41' 13" N 79° 17' 59" W	3.9 NM SE of CNY8
567 feet	995 feet	Yes	No	261 feet	43° 41' 18" N 79° 17' 50" W	4 NM SE of CNY8
496 feet	1,087 feet	No	No	371 feet	43° 46' 43" N 79° 18' 37" W	4.5 NM NE of CNY8
411 feet	976 feet	Yes	No	285 feet	43° 46' 38.25" N 79° 17' 03.35" W	5 NM ENE of CNY8
538 feet	1,071 feet	Yes	No	471 feet	43° 33' 37" N 79° 42' 25" W	1,374 feet W CPK6
370 feet	1,055 feet	Yes	No	328 feet	43° 54' 14" N 79° 15' 57" W	1.9 NM NW of CPH7
558 feet	1,119 feet	Yes	No	415 feet	43° 51' 15" N 79° 18' 49" W	3.9 NM WSW of CPH7
200 feet	889 feet	No	No	574 feet	43° 44' 42" N 79° 43' 05" W	5 NM SSW of CPC4
200 feet	882 feet	No	No	561 feet	43° 44' 38" N 79° 42' 59" W	5 NM SSW of CPC4
200 feet	882 feet	No	No	257 feet	43° 44' 41" N 79° 42' 57" W	5 NM SSW of CPC4
284 feet	875 feet	Yes	No	318 feet	43° 29' 41" N 79° 43' 39" W	3.2 NM NE of CTM9
235 feet	1,032 feet	Yes	No	390 feet	43° 40' 08" N 79° 49' 43" W	4.8 NM E of CNZ6
581 feet	870 feet	Yes	Yes	176 feet	43° 49' 51" N 79° 05' 26" W	3.2 NM W of CPE2

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
344 feet	721 feet	Yes	No	171 feet	43° 48' 05" N 79° 08' 29" W	6 NM W of CPE2
937 feet	1,442 feet	Yes	No	210 feet	43° 41' 14" N 79° 24' 51" W	2.2 NM NNW of CNW8
488 feet	999 feet	Yes	No	257 feet	43° 45' 57" N 79° 34' 36" W	6 NM S of CTV4

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
402 feet	690 feet	No	No	174 feet	43° 34' 29" N 79° 34' 20" W	2.6 NM SSW of CPY5
445 feet	727 feet	Yes	No	235 feet	43° 35' 06" N 79° 33' 03" W	2 NM S of CPY5

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

E-mail: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**Appendix****Aerodrome Location Indicators and Names**

<b>CNW8</b>	Toronto (Hosp for Sick Children) (Heli)
<b>CNY8</b>	Toronto (Sunnybrook Medical Ctr) (Heli)
<b>CNZ6</b>	Georgetown (Georgetown and District Hosp) (Heli)
<b>CPA5</b>	Toronto/Tarten (Heli)
<b>CPE2</b>	Ajax (Pickering Gen Hospital) (Heli)
<b>CPH7</b>	Toronto/Markham Stouffville (Heli)
<b>CPK3</b>	Hamilton (Gen Hosp) (Heli)
<b>CPK6</b>	Toronto (Mississauga Credit Valley Hosp) (Heli)
<b>CPY5</b>	Toronto/Wilson's (Heli)
<b>CPZ9</b>	Toronto/ Billy Bishop Toronto City Airport (Water Aerodrome)
<b>CTM4</b>	Toronto (St. Michael's Hosp) (Heli)
<b>CYTZ</b>	Toronto/Billy Bishop Toronto City Airport
<b>CYYZ</b>	Toronto/Lester B. Pearson Intl

**Abbreviations of Compass Directions**

<b>N</b>	north	<b>S</b>	south
<b>NNE</b>	north northeast	<b>SSW</b>	south southwest
<b>NE</b>	northeast	<b>SW</b>	southwest
<b>ENE</b>	east northeast	<b>WSW</b>	west southwest
<b>E</b>	east	<b>W</b>	west
<b>ESE</b>	east southeast	<b>WNW</b>	west northwest
<b>SE</b>	southeast	<b>NW</b>	northwest
<b>SSE</b>	south southeast	<b>NNW</b>	north northwest

# AIP CANADA SUPPLEMENT 025/2025

## TRANSPORT CANADA ATLANTIC REGION RESTRICTED AIRSPACE CORRIDOR GREENWOOD MTCA TO CYD 703 NOVA SCOTIA

1 June 2025 to 30 September 2025 (Estimated)

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

Pursuant to section 5.1 of the Aeronautics Act, a restricted airspace corridor will be created along the Southern border of the Greenwood NS Military Terminal Control Area and extend South 37.4 NM to CYD 703. The corridor will support Transport Canada – Aircraft Services Directorate (TC-ASD) training and operations utilizing a Class 3 Medium-Altitude-Long-Endurance (MALE) Remotely Piloted Aircraft (RPA)

### AFFECTED AIRSPACE:

The airspace within the area bounded by a line beginning at:

N44°36'18.41" W064 40'24.40"	Thence clockwise along the edge of the Greenwood Military Terminal
Control Area	to
N44°33'50.95" W064 57'19.50"	to
N43°55'51.41" W064 33'31.59"	to
N44°04'43.28" W064 20'45.87"	to
N44°36'18.41" W064 40'24.40"	point of beginning
Designated Altitude	6000 to 8000 Feet ASL
Validity Period	By NOTAM, at least seven days in advance. Initial period of 90 days with potential for extension, by NOTAM Estimated commencement date 1 June 2025
Time of Designation	Daily 0800-1800 ADT (1100 UTC TIL 2100 UTC)
Controlling Agency	Moncton Area Control Centre
Operating Procedures	No person shall operate an aircraft, including Remotely Pilot Aircraft (RPA-drone), within the area described unless authorized by Moncton ACC (506) 867-7178 or Freq 123.9 MHZ

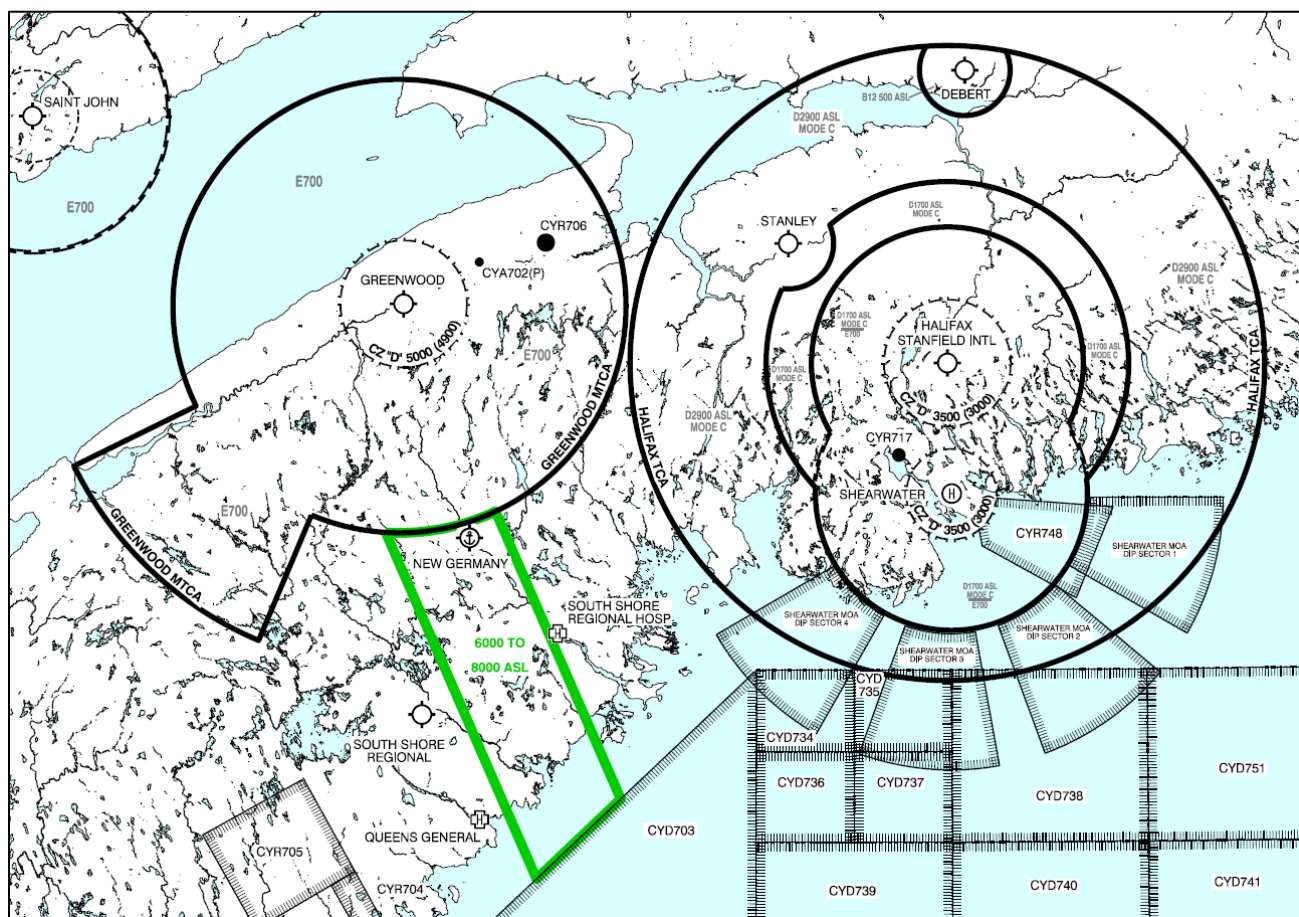
### NOTE:

RPAS corridor centreline: Greenwood MTCA to CYD 703

N44°34'19.53", W064°48'39.20" to

N44°00'17.52", W064°27'09.21"

Approximate width of the corridor is 12 NM

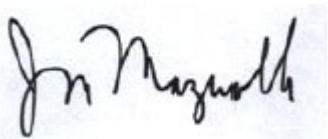


**Figure. NOT FOR NAVIGATION**

## Further Information

For further information please contact:

Transport Canada Atlantic Region  
 E-mail: [aviation.atl@tc.gc.ca](mailto:aviation.atl@tc.gc.ca)



Jean-Marc Mazerolle  
 Associate Director Operations



**AIP CANADA SUPPLEMENT 023/2025****ONTARIO REGION  
HIGH-ALTITUDE RESEARCH BALLOON FLIGHTS  
TIMMINS (VICTOR M. POWER), ON (CYTS)  
1 AUGUST 2025 TO 30 SEPTEMBER 2025****IMPORTANT: This AIP SUP is used instead of NOTAM**

Four (4) high-altitude unoccupied research balloons (call signs NIMBUS 1 to NIMBUS 4) will be launched from Victor M. Power Airport (CYTS) in Timmins, Ontario (48° 34' 14" N 81° 22' 36" W), between 1 August 2025 and 30 September 2025.

This balloon campaign is being conducted by the Centre national d'études spatiales (CNES) of France and the Canadian Space Agency (CSA).

The balloons range in volume from 150,000 m<sup>3</sup> to 400,000 m<sup>3</sup> (5,300,000 ft<sup>3</sup> to 14,200,000 ft<sup>3</sup>) and the flight train varies from 1,150 kg to 1,440 kg (2,535 lbs to 3,200 lbs). Flights from lift-off to landing by multiple parachutes, after separation, will last up to 24 hours and will reach altitudes of up to 128,000 feet mean sea level (MSL). The balloons are colourless to start and then turn translucent white when inflated. As the payload clears the ground, the top of the balloon will reach 250 metres, or over 800 feet, above ground level (AGL).

The flight train is composed of:

- a) orange and white striped parachutes,
- b) white and orange checkerboard painted avionic gondola and,
- c) red webbing straps for visibility.

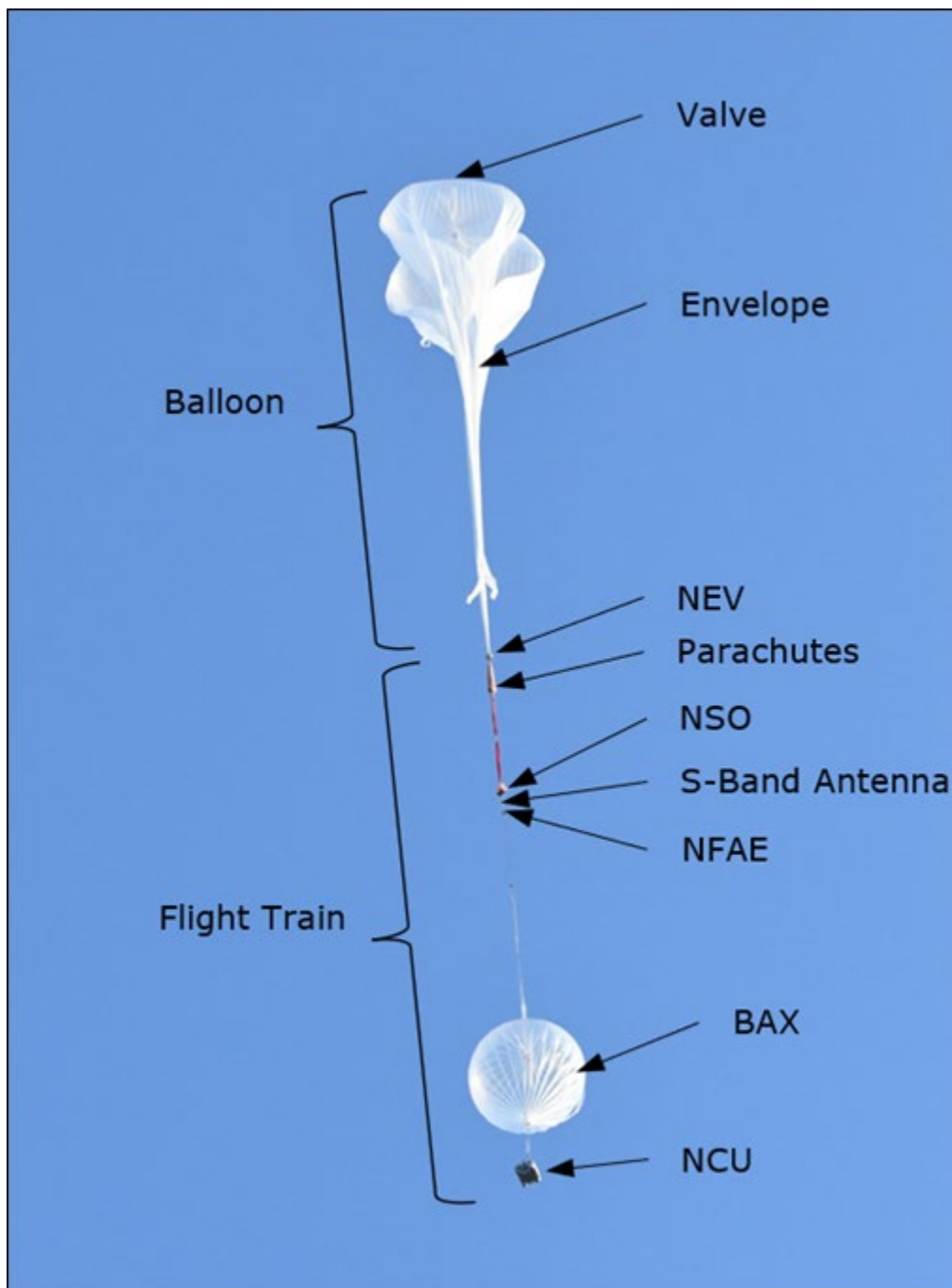
In addition, up to seven (7) small balloons (call signs ICARUS 1 to ICARUS 7) with a volume of 5.6 m<sup>3</sup> to 11.3 m<sup>3</sup> (200 ft<sup>3</sup> to 400 ft<sup>3</sup>), a flight train of up to 6.0 kg (13.2 lbs), and a flight duration of 3 hours will be launched between 10 August 2025 and 9 September 2025.

Flight crews should consult the Toronto and Montreal flight information regions (FIRs) and local (CYTS) NOTAMs for details on specific float times and possible restricted airspace.

A series of NOTAMs will be issued for the event.

<b>Flight number(s):</b>	Up to 11 flights
<b>Launch date/time:</b>	Between 1 August 2025 and 30 September 2025, from 0001Z to 1000Z
<b>Payload system length:</b>	up to 250 metres (850 feet)
<b>Payload weight:</b>	4.0 kg to 2,208 kg (10 lbs – 4,870 lbs)
<b>Rate of ascent:</b>	244 metres/minute – 305 metres/minute (800 feet/minute – 1,000 feet/minute)
<b>Balloon diameter “at float”:</b>	100-150 metres (350-500 feet)
<b>Float altitude:</b>	130,000 feet MSL
<b>Estimated duration of “float”:</b>	24 hours max
<b>Description of area:</b>	Timmins Airport (CYTS) up to 600 km (325 NM) radius

**Table 1. Flights Summary**

**Zero Pressure Balloon Architecture**

**Figure 1. Zero Pressure Balloon Architecture**

## Aerostat and Flight Train Description

A Zero Pressure Balloon (ZPB) is a type of high-altitude balloon used for scientific research. These balloons are designed to carry instruments, payloads, or scientific experiments to the stratosphere, the second layer of the Earth's atmosphere, which extends from approximately 10 to 50 kilometers above the surface.

The gondola structure is made of aluminum rods, with a height ranging from 2 to 4 meters and the width between 1 to 2.5 meters, depending on the specific payload or instrument (see Figure 2). The nacelle has a maximum weight capacity of 1.1 ton.

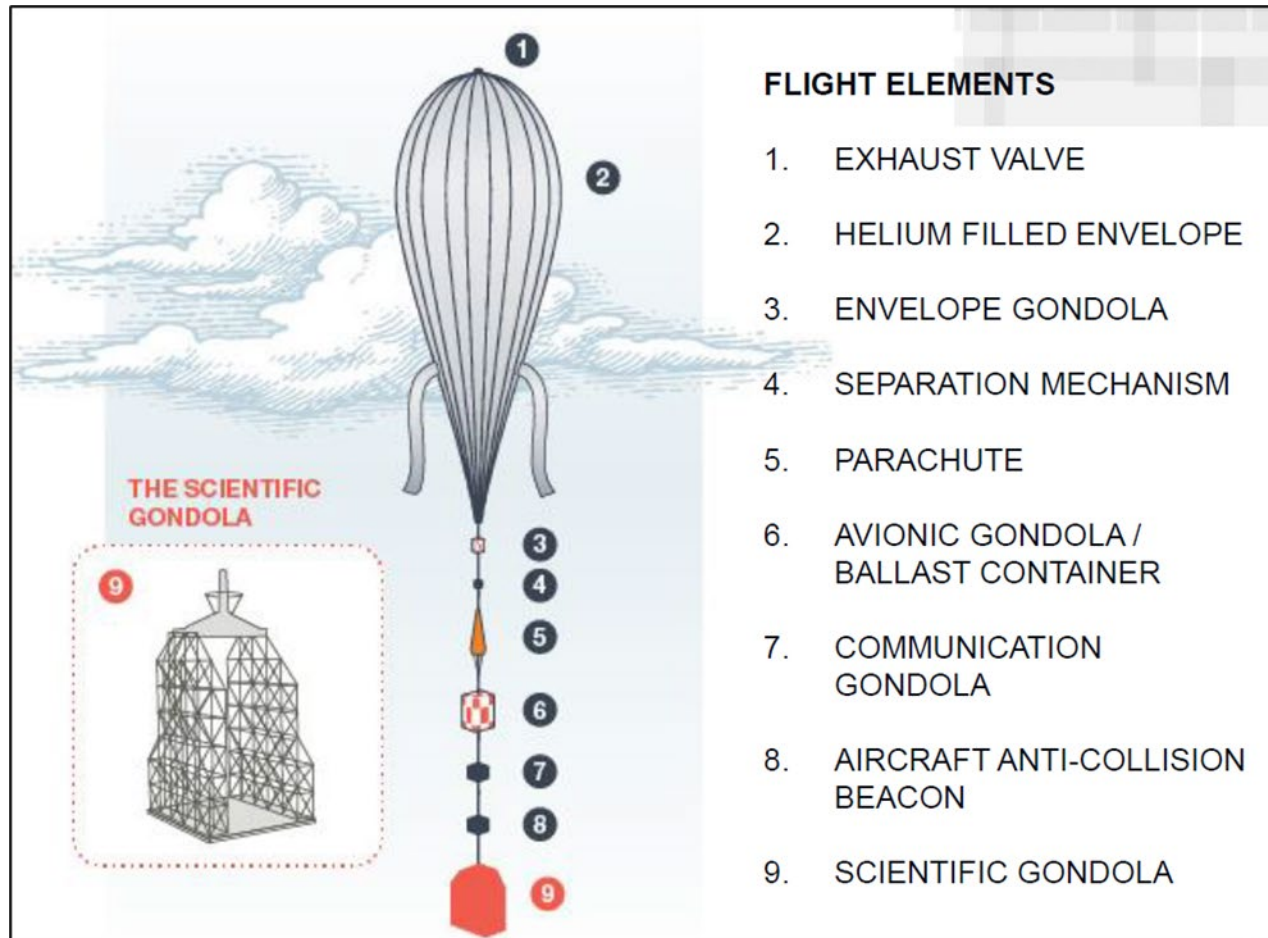


Figure 2. Zero Pressure Balloon Flight Chain

## Expandable Balloons Architecture

### Aerostat and Flight Train Description

Due to the closed volume of the balloon, the latex envelope expands during ascent as the surrounding pressure decreases, until it reaches its burst point. The aerostat is equipped with a separator that detects the relaxation of the rope when the burst occurs. The separator then cuts the remaining connecting rope, allowing the flight train to descend under parachute (see Figure 3).

The Payload Gondola referred as “Cargo” in Figure 3 includes all components attached below the parachute. It typically consists of an avionics gondola and a payload (instrument). The gondola’s structure is made from carbon fiber rods, with foam, aluminum, and plastic components. It has a hexagonal shape with an equivalent diameter of approximately 0.35 m (1.2 ft). Its height ranges from 0.4 to 1 m (1.3 to 3.3 ft), depending on the specific payload or instrument (see Figure 3). The nacelle typically weighs between 1 to 10kg.

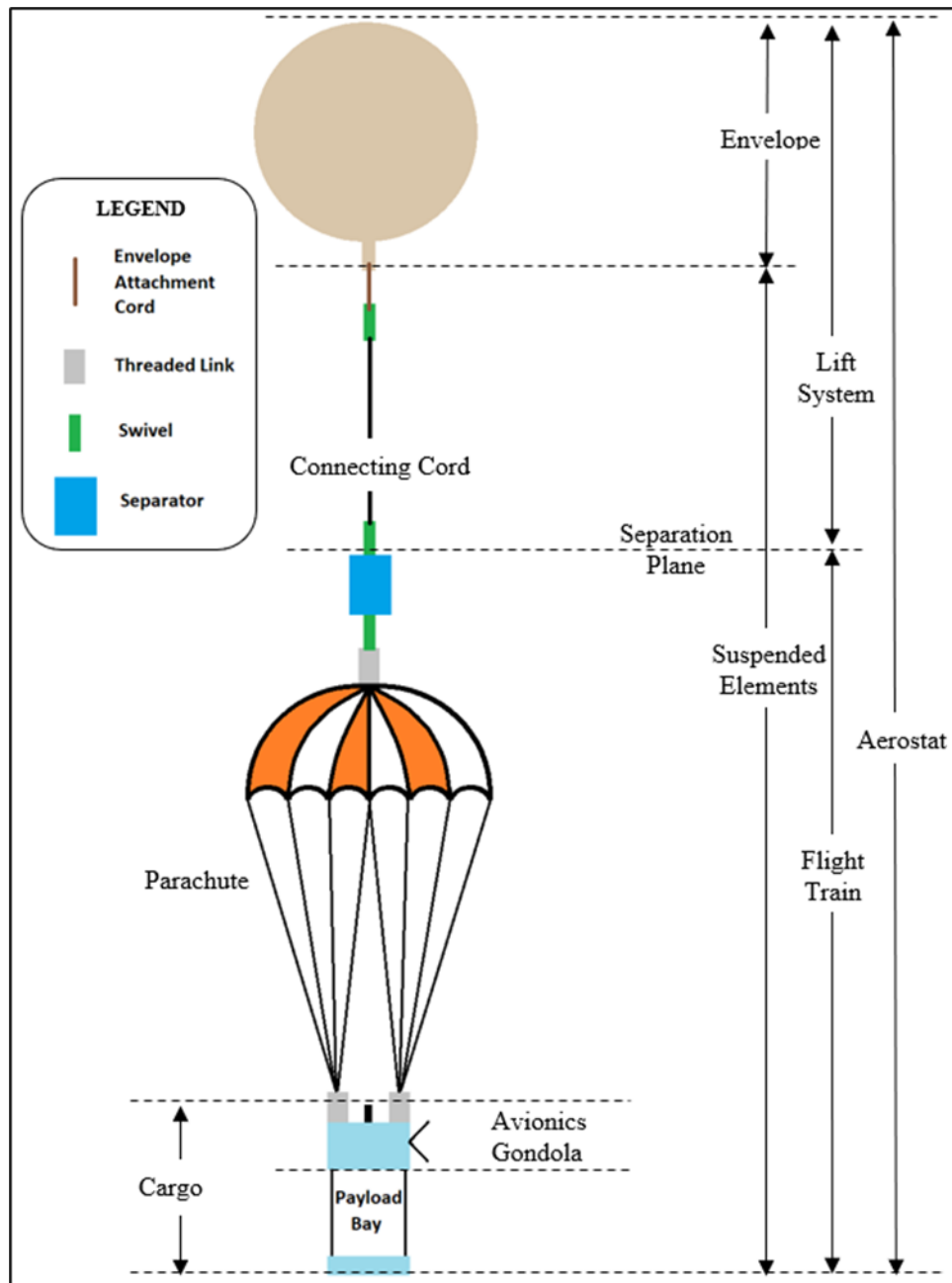


Figure 3. Expandable Balloons Architecture

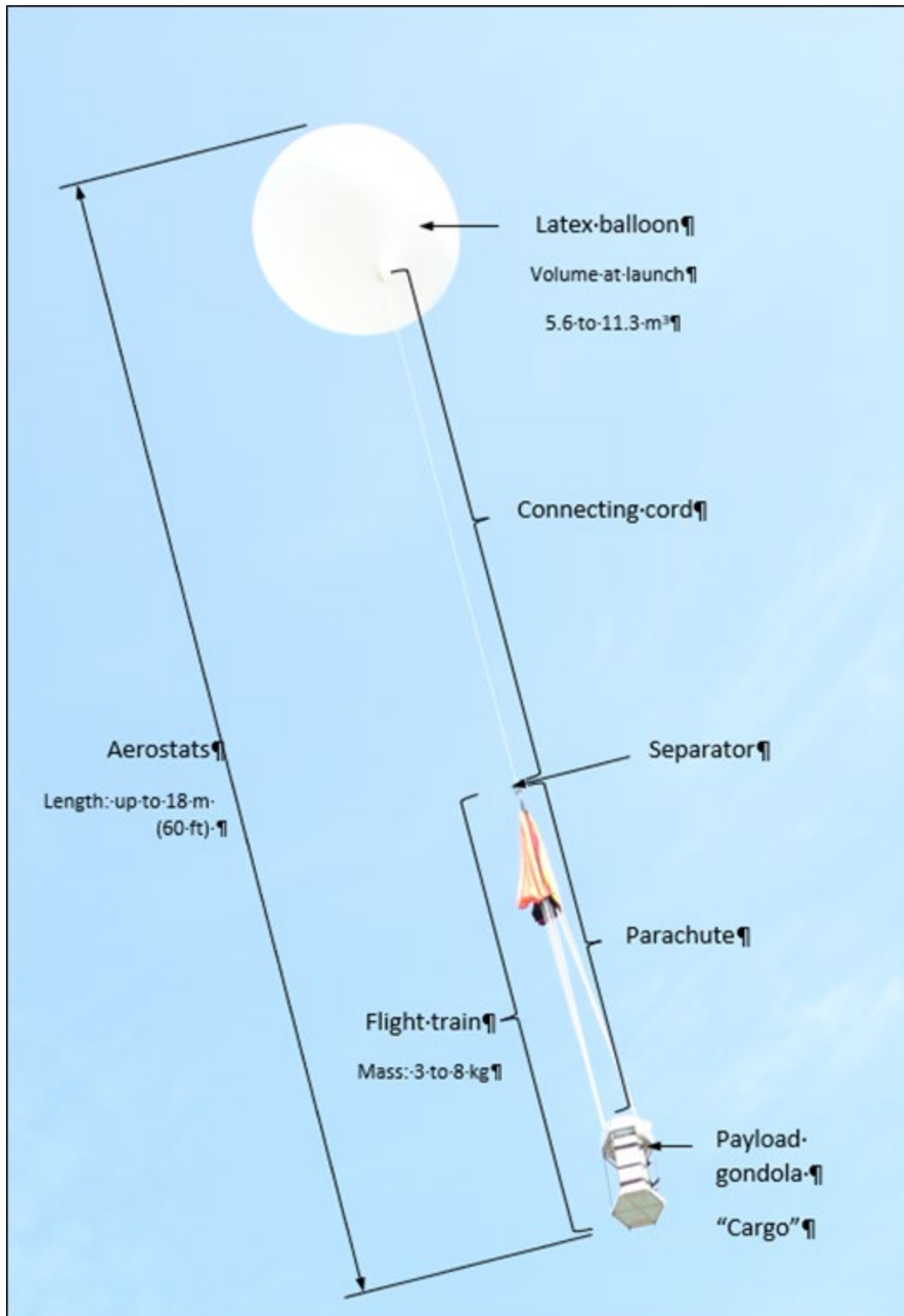


Figure 4. Expandable Balloon Aerostat at Launch

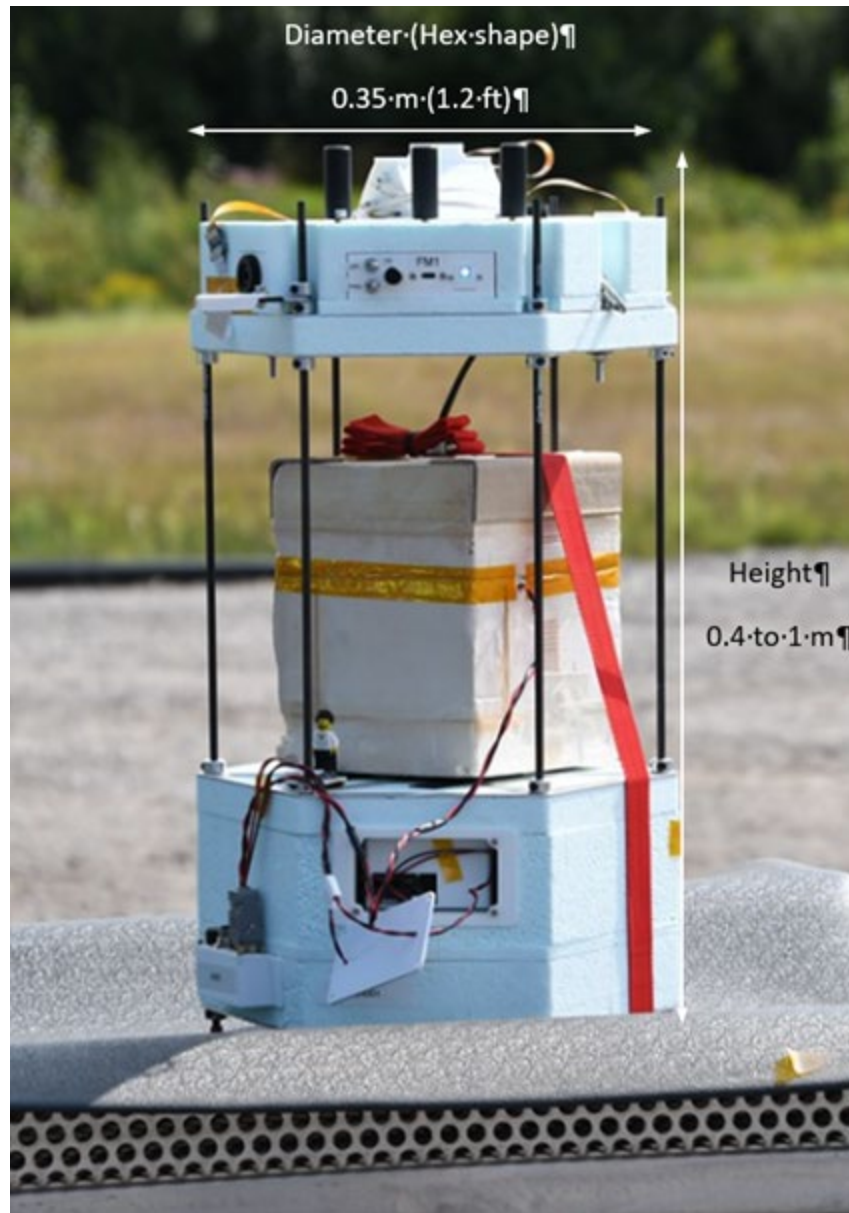


Figure 5. Typical Payload Gondola and Avionic Systems

**For further information, please contact:**

Benoit Gagnon

Stratospheric Balloon (STRATOS) Assistant Mission Manager  
Canadian Space Agency / Government of Canada  
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Email: [benoit.gagnon@asc-csa.gc.ca](mailto:benoit.gagnon@asc-csa.gc.ca)



**AIP CANADA SUPPLEMENT 021/2025****AERODROME CONSTRUCTION - SEPT-ÎLES, QC (CYZV)**

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

**Introduction and Validity**

Runway 09-27 reconstruction and taxiways A, B, C, D and apron rehabilitation will take place at Sept-Îles Airport (YZV) between 2025 and 2027.

Total Planned Duration: From 2024 to 2027




Planned number of phases: 4

Phases completed: 1 of 4

This AIP Supplement describes phases 2 only

This AIP Supplement is expected to be replaced by 26 Sept 2025

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 2****Planned Construction Period**

- From 12 May 2025 to 26 Sept 2025

**Closed Areas – Refer to NOTAMs**

- Runway 09-27 Closed, Threshold 27 available for taxi
- Taxiway A closed
- Taxiway B closed

- Runway 13-31 limited to wingspans less than 118 feet and Vref less than 121 kts (AGN IIIA), except for MEDEVAC.

- NIL

- NIL



**Other Hazards**

- Construction equipment (excavators, loaders, dump trucks, etc.) will be present during construction work hours at the locations indicated.
- Two lighted “X” closed area markers will be installed at threshold 09 and past threshold 27.
- Low profile barricades with obstruction lights will be placed at the extremities of closed areas.



**Figure 2. Lighted “X” closed area marker**



**Figure 3. Low profile barricades with obstruction lights**

**Further Information**

Kristof Ngongang, Senior Project Manager

Email : [Kristof.ngongang@tc.gc.ca](mailto:Kristof.ngongang@tc.gc.ca)

Telephone : 438 324 2048

**AIP CANADA SUPPLEMENT 019/2025****TOWER CRANE — HALIFAX, NOVA SCOTIA****IMPORTANT: This AIP SUP is used instead of NOTAM**

A tower crane will be erected in Halifax, Nova Scotia. The maximum height is 295 feet above ground level (AGL) or 405 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 213-foot radius centred at the following coordinates:

44° 39' 12.01" N 63° 35' 04.29" W

Tower crane is approximately 0.5 nautical miles (NM) north northeast (NNE) of HALIFAX (QE II HEALTH SCIENCES CENTRE) (HELI) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 018/2025****TOWER CRANE — HALIFAX, NOVA SCOTIA****IMPORTANT: This AIP SUP is used instead of NOTAM**

A tower crane will be erected in Halifax, Nova Scotia. The maximum height is 198 feet above ground level (AGL) or 362 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 154-foot radius centred at the following coordinates:

44° 38' 41.00" N 63° 35' 56.000" W

Tower crane is approximately 3232 feet West (W) of HALIFAX (QE II HEALTH SCIENCES CENTRE) (HELI) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

## AIP CANADA SUPPLEMENT 015/2025

### MONTREAL/PIERRE ELLIOTT TRUDEAU INTL AIRPORT ENGINE FAN BLADE ICE SHEDDING PROCEDURES

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

#### Introduction

Ice accumulation on an aircraft structure can change the shape of airfoils, degrading the control characteristics as well as aircraft performance. Manufacturers' directives now require that carriers carry out an "Ice shedding" procedure before flight in order to enforce the engine warranty, required by the manufacturer.

#### Validity

This AIP Supplement will expire when all changes have been incorporated into aeronautical publications.

#### Procedure to follow

The undertaking of aircraft engine run-up for engine fan blade ice shedding must be conducted on taxiway areas outlined in the Engine Fan Blade Ice Shedding Chart. 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), in order to provide the following information:

- De-Icing requirements
- Ice shedding requirements before takeoff
- Runway run-up requirement 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.

#### Departure 24R

- IS1 Available for aircraft belonging to group AGNV and smaller. On Taxiway B short of holding bay 24R.
- IS2 Available for aircraft belonging to group AGNV and smaller. On Taxiway B short of Taxiway B5.
- IS3 Available for aircraft belonging to group AGNIIB and smaller. On Taxiway B short of Taxiway B3.

**Departure 06L**

- IS4 Available for aircraft belonging to group AGNV and smaller. On Taxiway B short of Taxiway B4.

**Departure 24L**

- IS5 Available for aircraft belonging to group AGNV and smaller. On Taxiway A short of Taxiway A5.
- IS6 Available for aircraft belonging to group AGNIIIB and smaller. On Taxiway A short of Taxiway A3.
- IS7 Available for aircraft belonging to group AGNV and smaller. On Taxiway A short of Taxiway A1.
- IS8 Available for aircraft belonging to group AGNIIIB and smaller. On Taxiway A short of Taxiway A2.

**Departure 06R**

- IS9 Available for aircraft belonging to group AGNV and smaller. On Taxiway A short of Taxiway C.
- IS10 Available for aircraft belonging to group AGNV and smaller. On Taxiway A short of Taxiway A4.

**Additional locations depending on operational needs**

- IS11 Available for aircraft belonging to group AGNV and smaller. Facing East on Taxiway C short of Taxiway D.
- IS12 Available for aircraft belonging to group AGNV and smaller. Facing West on Taxiway C short of Taxiway E.
- IS13 Available for the following aircraft belonging to group AGNIIIB: All Embraer, CRJ and Airbus. No B737 group aircraft is authorized to perform the "Ice Shedding" procedure on Taxiway J. Facing East on Taxiway J short of Taxiway U.

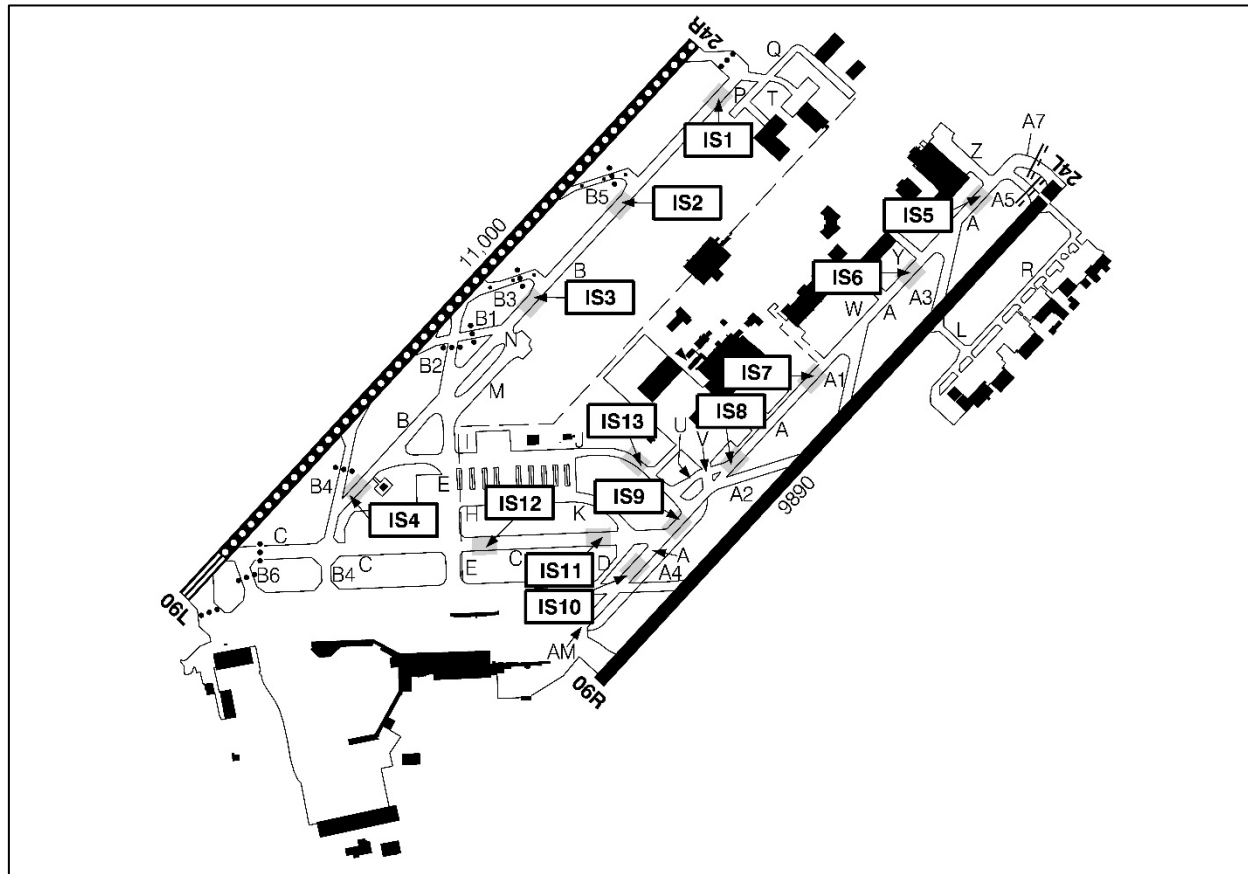


Figure 1

## Supplementary information

Any questions concerning this supplement should be directed to:

Benoit Lapierre

Manager – Apron Management Services and capacity

Aéroports de Montréal (ADM)

Phone : 514-240-6072

Email : benoit.lapierre@admtl.com

**AIP CANADA SUPPLEMENT 014/2025****CRANE — OTTAWA, ONTARIO****IMPORTANT: This AIP SUP is used instead of NOTAM**

Crane will be erected in Ottawa, Ontario. The maximum height is 331 feet above ground level (AGL) or 511 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The crane will be located within a 230-foot radius centred at the following coordinates:

45° 25' 10" N    75° 43' 10" W

Crane is approximately 4.1 nautical miles (NM) west southwest (WSW) of Ottawa/Rockcliffe Airport (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 013/2025****AERODROME CONSTRUCTION – VANCOUVER INTL (CYVR)**

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

**Introduction and Validity**

Total Planned Duration: From 20 February 2025, 0901 UTC to TBD

Planned number of phases: 1

Phases completed: 0 of 1




This AIP Supplement describes phases 1

On 20 February 2025 at 0901Z, the publications will depict changes to Taxiway A resulting from construction activities. Taxiway A will be straightened out and extended east, intersecting with Taxiway A5/C.

Until Taxiway A is re-opened, the following operational procedures will be in effect.

This AIP Supplement is expected to be replaced when further information is known for when the taxiway will be entered into service.

**Legend**

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Phase 1****Planned Construction Period**

- From 20 February 2025, 0901 UTC to TBD



Page 2 of 3

**Closed Areas – Refer to NOTAMs**

- Taxiway A east of Taxiway AR

**Restrictions and Operational Procedures – Refer to NOTAMs**

- Departures
  - Aircraft will be routed to bypass the construction site via AR, Apron II, F, C, A5
- Arrivals
  - Aircraft will be routed to bypass the construction site via A5, C, F, Apron II, AR.

**Instrument Procedures – Refer to NOTAMs**

- NIL

**Runway Physical Changes – Refer to NOTAMs**

- NIL

**Other Hazards**

On 20 February 2025 at 0901Z, the following publications changes will take effect, along with supporting signage changes on the airfield.

- Part of Taxiway A renamed Taxiway AR
- Taxiway C north of Taxiway A renamed to Taxiway A5
- CAT II/III hold point for 26L is located on Taxiway C (north of F)

**Further Information**

YVR Airport Operations

(604) 207-7022

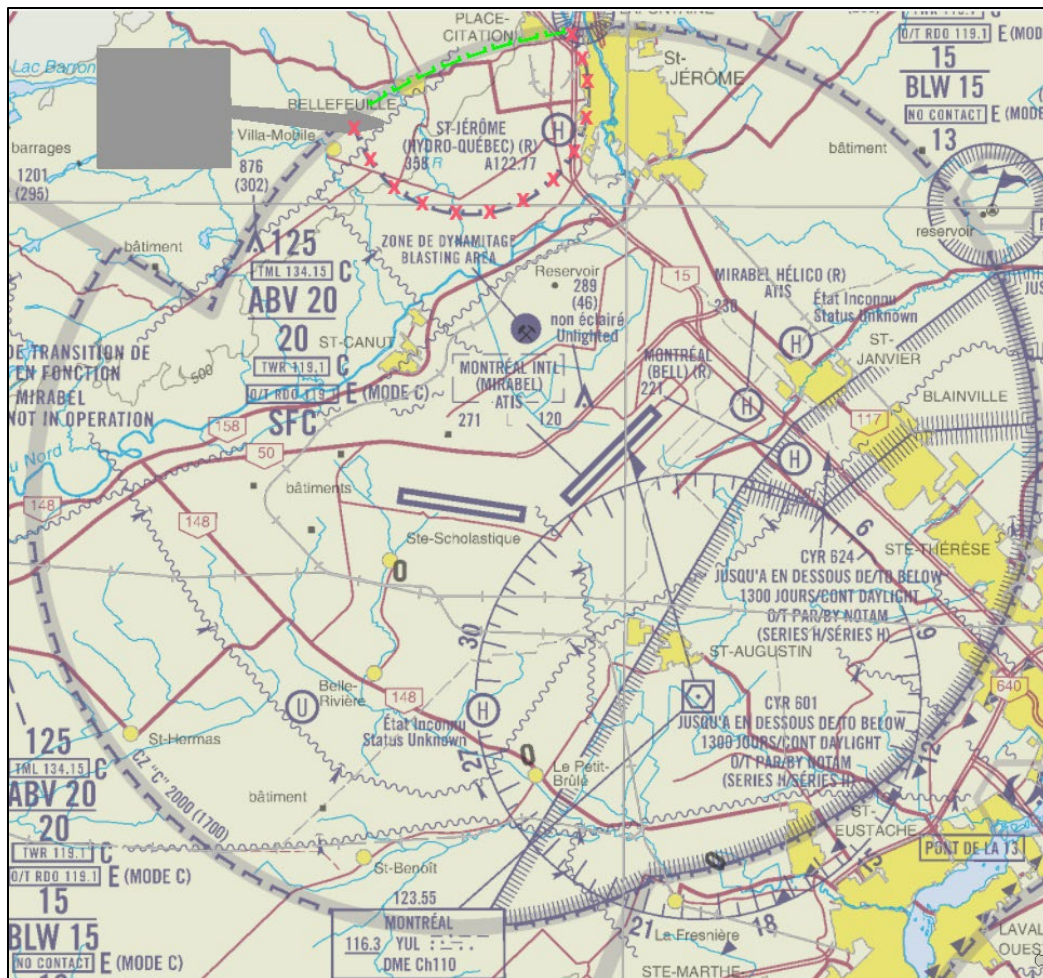
**AIP CANADA SUPPLEMENT 012/2025****AIRSPACE CHANGE  
MIRABEL, QUEBEC (CYMX)**

(Replaces AIC 23/24)

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

NAV CANADA, the country's provider of civil air navigation services, conducted an assessment of the airspace requirements in the vicinity of the Mirabel Airport (CYMX). The assessment concluded that after the permanent closure of the St-Jérôme Aerodrome (CSN3) the area excluded from the control zone within 7 nautical miles (NM) north of the Mirabel Airport should be included in the control zone.

The area within 7 NM, north of the Mirabel Airport will be added to the Mirabel Control Zone.

**NOT FOR NAVIGATION**

**These changes take effect February 20, 2025, at 0901 Coordinated Universal Time (UTC).**

The appropriate aeronautical publications will be amended. Refer to this AIP Supplement until the Montreal Visual Flight Rules (VFR) Navigation Chart (VNC) and VFR Terminal Area Chart (VTA) are updated, which is planned for June 2025.

For further information, please contact:

NAV CANADA  
Customer Service Centre  
151 Slater Street  
Ottawa, ON K1P 5H3

Tel.: 800-876-4693  
E-mail: [service@navcanada.ca](mailto:service@navcanada.ca)



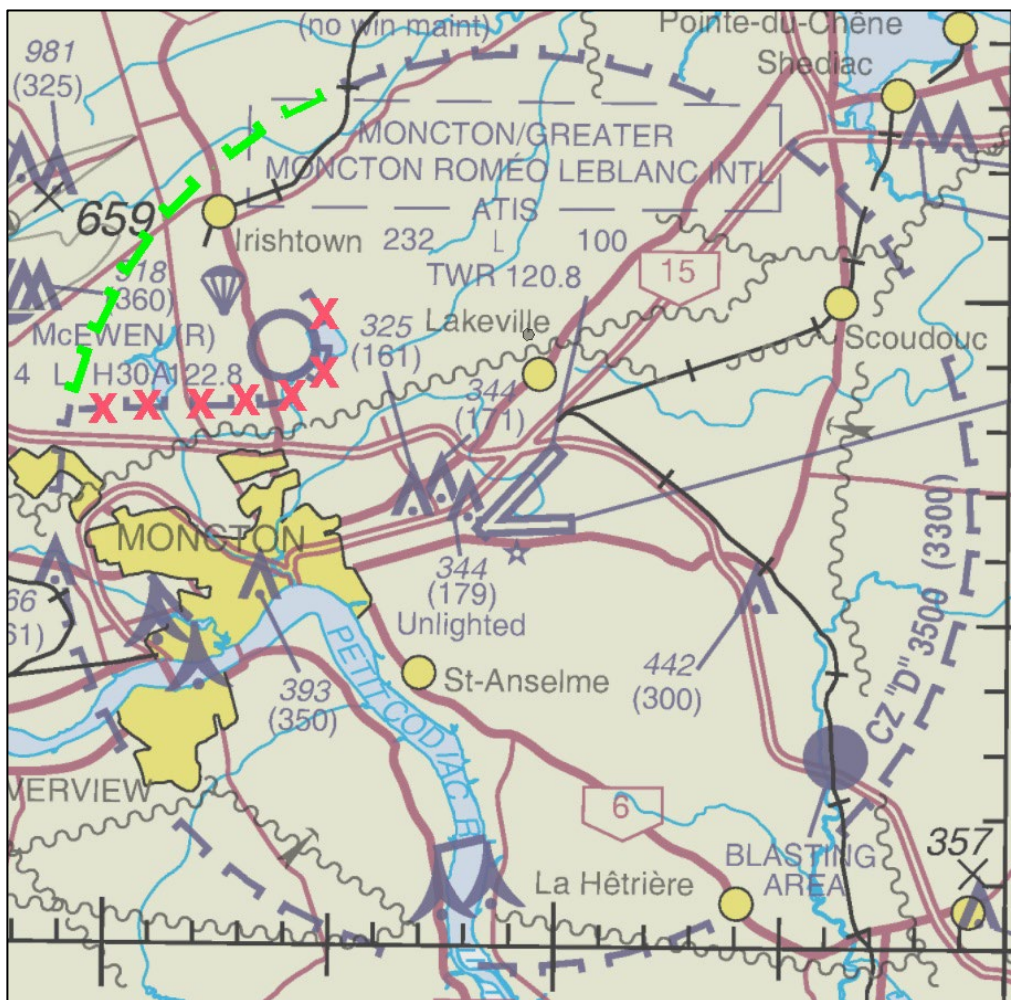
**AIP CANADA SUPPLEMENT 011/2025****AIRSPACE CHANGE  
MONCTON, NEW BRUNSWICK (CYQM)**

(Replaces AIC 22/24)

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

NAV CANADA, the country's provider of civil air navigation services, conducted an assessment of the airspace requirements in the vicinity of the Moncton Airport (CYQM). The assessment concluded that the area excluded from the control zone within 7 nautical miles (NM) of the Moncton Airport in the vicinity of the McEwen Aerodrome should be included in the control zone.

The area within 7 NM of the Moncton Airport to the northwest will be added to the Moncton Control Zone.

**NOT FOR NAVIGATION**

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**These changes take effect February 20, 2025, at 0901 Coordinated Universal Time (UTC).**

The appropriate aeronautical publications will be amended. Refer to this AIP Supplement until the Moncton Visual Flight Rules (VFR) Navigation Chart (VNC) are updated, which are planned for July 2025.

For further information, please contact:

NAV CANADA  
Customer Service Centre  
151 Slater Street  
Ottawa, ON K1P 5H3

Tel.: 800-876-4693  
E-mail: [service@navcanada.ca](mailto:service@navcanada.ca)

**AIP CANADA SUPPLEMENT 10/25****TOWER CRANE — KELOWNA, BC**

A Tower Crane will be erected in Kelowna, BC. The maximum height is 554 feet above ground level (AGL) or 1684 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 180-foot radius centred at the following coordinates:

49° 53' 22" N 119° 29' 29" W

The Tower Crane is approximately 0.9114 nautical mile (NM) north northwest (NNW) of Kelowna (GEN HOSP)(Heli) (CKH9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

E-mail: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 7/25****CRANES — FORT MACKAY, AB**

Cranes will be erected in Fort MacKay, Alberta. The maximum height is 434 feet above ground level (AGL) or 1,241 feet above sea level (ASL). The structures will not be lighted, nor painted.

The cranes will be located within a 694-foot radius centered at the following coordinates:

57° 00' 15" N 111° 28' 33" W

The cranes are approximately 13 nautical miles (NM) South (S) of Fort MacKay / Albion airport (CAL4). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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E-mail: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)



## AIP CANADA SUPPLEMENT 5/25

### CRANES—WITHIN 30 NAUTICAL MILES OF MONTREAL/PIERRE ELLIOTT TRUDEAU INTL AIRPORT

(Replaces AIP Canada Supplement 70/24)

The following cranes will be erected within 30 nautical miles (NM) of Montreal/Pierre Elliott Trudeau Intl (CYUL).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the Canada Flight Supplement (CFS) and Canada Water Aerodrome Supplement (CWAS), and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
134 feet	232 feet	Yes	No	245 feet	45° 27' 26" N 73° 44' 58" W	1,510 feet before Threshold 06R and 1,410 feet NW extended runway centreline of CYUL
61 feet	159 feet	Yes	No	92 feet	45° 27' 12" N 73° 44' 58" W	2,560 feet before Threshold 06R and 450 feet NW of runway extended centreline of CYUL
198 feet	315 feet	Yes	Yes	353 feet	45° 29' 07" N 73° 45' 15" W	2,620 feet beyond Threshold 24R and 3,930 feet NW of extended runway centreline of CYUL
253 feet	299 feet	Yes	No	253 feet	45° 26' 34" N 73° 44' 33" W	4,190 feet before Threshold 06R and 3,470 feet SE of extended runway centreline of CYUL
131 feet	233 feet	Yes	No	480 feet	45° 28' 46" N 73° 45' 35" W	1.0 NM NW of CYUL
150 feet	244 feet	Yes	No	251 feet	45° 30' 48.4" N 73° 26' 05.0" W	2,090 feet before Threshold 10 and 810 feet N of extended runway centreline of CYHU
220 feet	479 feet	No	No	370 feet	45° 40' 39.19" N 74° 01' 52.65" W	100 feet beyond Threshold 06 and 3,570 feet NW of extended runway centreline of CYMX

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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## Appendix

### Aerodrome Location Indicators and Names

<b>CSW5</b>	Montréal (Bell) QC (Heli)
<b>CYHU</b>	Montréal / MET (Aéroport Métropolitain de Montréal)
<b>CYMX</b>	Montreal Intl (Mirabel)
<b>CYUL</b>	Montréal/Pierre Elliott Trudeau Intl

### Abbreviations of Compass Directions

<b>N</b>	north	<b>S</b>	south
<b>NNE</b>	north northeast	<b>SSW</b>	south southwest
<b>NE</b>	northeast	<b>SW</b>	southwest
<b>ENE</b>	east northeast	<b>WSW</b>	west southwest
<b>E</b>	east	<b>W</b>	west
<b>ESE</b>	east southeast	<b>WNW</b>	west northwest
<b>SE</b>	southeast	<b>NW</b>	northwest
<b>SSE</b>	south southeast	<b>NNW</b>	north northwest

## AIP CANADA SUPPLEMENT 4/25

### **PRAIRIE AND NORTHERN REGION (PNR) REGION CALGARY (CITY/BOW RIVER) AB (HELI) (CEL2) HELIPORT REHABILITATION WORK JANUARY 2025 TO DECEMBER 2027**

The complete rehabilitation of the helipad and the surrounding landscaping will result in the temporary closure of the helipad, from January 2025 to December 2027. There will be no flight operation conducted from this location while the construction and landscaping are being conducted (see figure below).

Details will be disseminated via NOTAM.



**Figure 1**

For further information, please contact:

Captain Joe Gaudry  
Civil Aviation Inspector  
Prairie and Northern Region - Winnipeg Flight Operations  
Transport Canada

E-mail: [joe.gaudry@tc.gc.ca](mailto:joe.gaudry@tc.gc.ca)

## AIP CANADA SUPPLEMENT 2/25

### VICTORIA AIRPORT, BC (WATER) (CAP5) SEAPLANE BASE DOCKING LIMITATIONS

#### Introduction

Victoria Airport Seaplane Base has implemented docking limitations due to current infrastructure constraints.

#### Validity

The limitations at the Victoria Seaplane Base are effective indefinitely and will remain in place until such time that the dock infrastructure is replaced or upgraded. NOTAMS will be issued for specific operational updates.

#### Operational Changes

The following docking limitations are in effect for aircraft at the Victoria Seaplane Base:

##### DHC-6 Twin Otter and DHC-3 Single Otter Aircraft:

- East Side of Platform: Docking is authorized with minimum wingtip clearance of approximately 2.6 meters from the lighting pole and platform located at the centre of the dock.
- West Side of Platform: Docking is not authorized due to the inability to maintain wingtip clearance from the same infrastructure.

##### Smaller Aircraft (e.g., DHC-2 Beaver):

- No changes to docking operations.

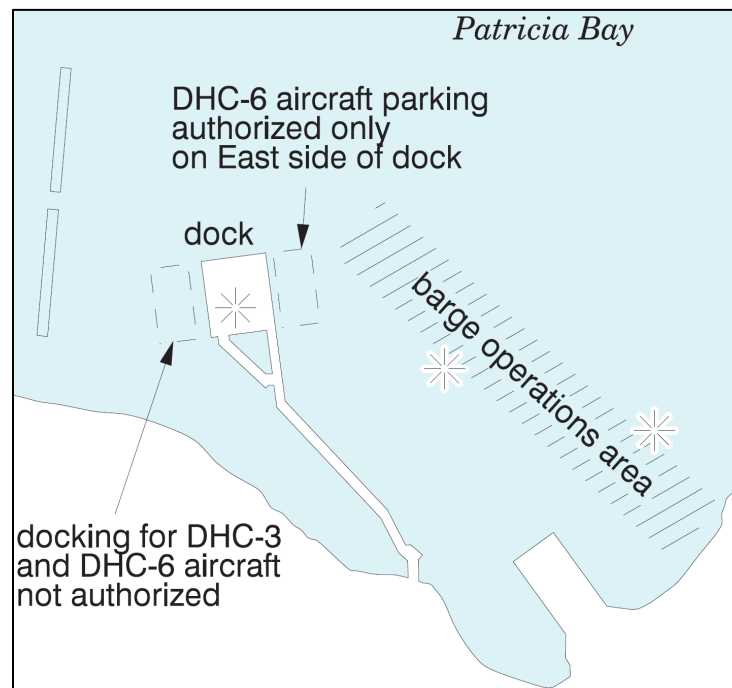


Figure 1. Dock Limitations

**Rationale**

These limitations ensure safety and operational efficiency at the seaplane base. The restrictions are necessary due to infrastructure constraints and will remain until improvements are made.

**Example NOTAM**

(I7125/24 NOTAMN  
A) CXXX B) 2412131739 C) PERM  
E) CAP5 VICTORIA AIRPORT (WATER) AMEND PUBLICATIONS: A/D DATA: ADD: DOCKS: TWIN  
OTTER ACFT PRKG ONLY AUTH ON E SIDE OF DOCK)

For further information, please contact:

Lars Olsson  
Director, Airside Operations and Safety  
Victoria Airport Authority

E-mail: [lars.olsson@yyj.ca](mailto:lars.olsson@yyj.ca)

# AIP CANADA SUPPLEMENT 1/25

## HAMILTON, ON (CYHM) DE-ICING PAD OPERATIONAL TRIAL

### Introduction

Hamilton international is conducting an operational trial for a de-icing pad for AGN V aircraft on Apron I. The de-icing pad is referenced as Deicing Pad 3 (DP3).

### Validity

The operational trial is planned for winter 2024-2025 to ensure no operational or environmental issues. This AIP Supplement will expire when all changes have been incorporated into aeronautical products.

### Operational Changes

Taxiway routes have changed

- Taxiway C no longer continues straight to Taxilane J for Apron III
- Access to Apron III via Taxiway L to Taxilane J or Taxilane A to Taxilane J

Procedures for de-icing in DP3 during trial period are as follows:

- The flight crew will contact Ground Control on frequency 121.6, providing their aircraft identification and location, and request pushback to DP3.
- DP3 will be restricted to Cargojet Operations from the hours of 00:00 – 03:00 only. All other aircraft will be denied access to DP3 until further notice.
- In the event of a timing conflict between access to the UPS Apron and DP3 for de-icing, de-icing operations will be temporarily suspended and designated as a "lowest priority" to ensure uninterrupted UPS operations.

Pushback and Tow Instructions

- If approved, ATC will instruct the crew to initiate pushback and proceed to DP3.
- While DP3 is in use Taxiway L and Taxilane J from Taxiway L to Taxilane A are not available for use

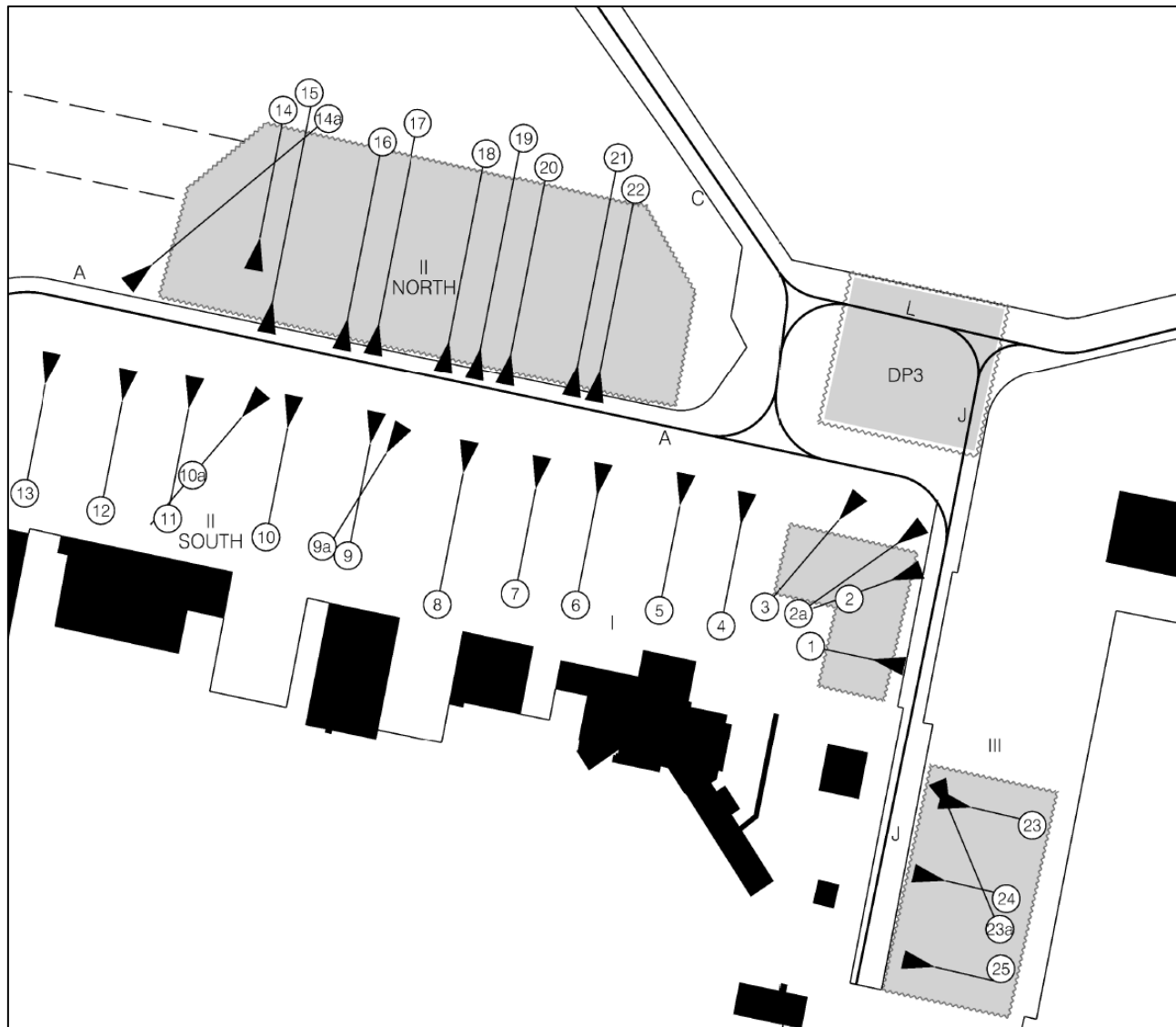


Figure 1. Apron I - De-icing Pad 3

For further information, please contact:

Operations Centre  
John C. Munro Hamilton International Airport

Tel.: (905) 679 4908

## AIP CANADA SUPPLEMENT 107/24

### TORONTO / OSHAWA EXECUTIVE AIRPORT, ON (CYOO) RWY 12/30 LAYOUT AND DEPICTION AMENDMENTS

#### Introduction

In 2024, Toronto / Oshawa Executive Airport, ON (CYOO) extended Rwy 12/30 and added some additional features.

#### Rwy 12/30 Extension and Displacement

- Rwy 12/30 has been extended and the total runway length is now 4675'
- Rwy 12 is displaced 175'
- Rwy 30 is displaced 250'

The displaced thresholds are based on the previous runway thresholds.

#### Rwy 30 Stopway

- A 75' stopway has been added to Rwy 30.

#### Rwy 12/30 Declared Distances

- Please check the NOTAMs for the most current information on Rwy 12/30 declared distances.

#### Rwy 12/30 Graphical Depiction

- Rwy 12/30 width is consistent throughout its entire length as opposed to the current depictions, particularly in the vicinity of each respective thresholds.



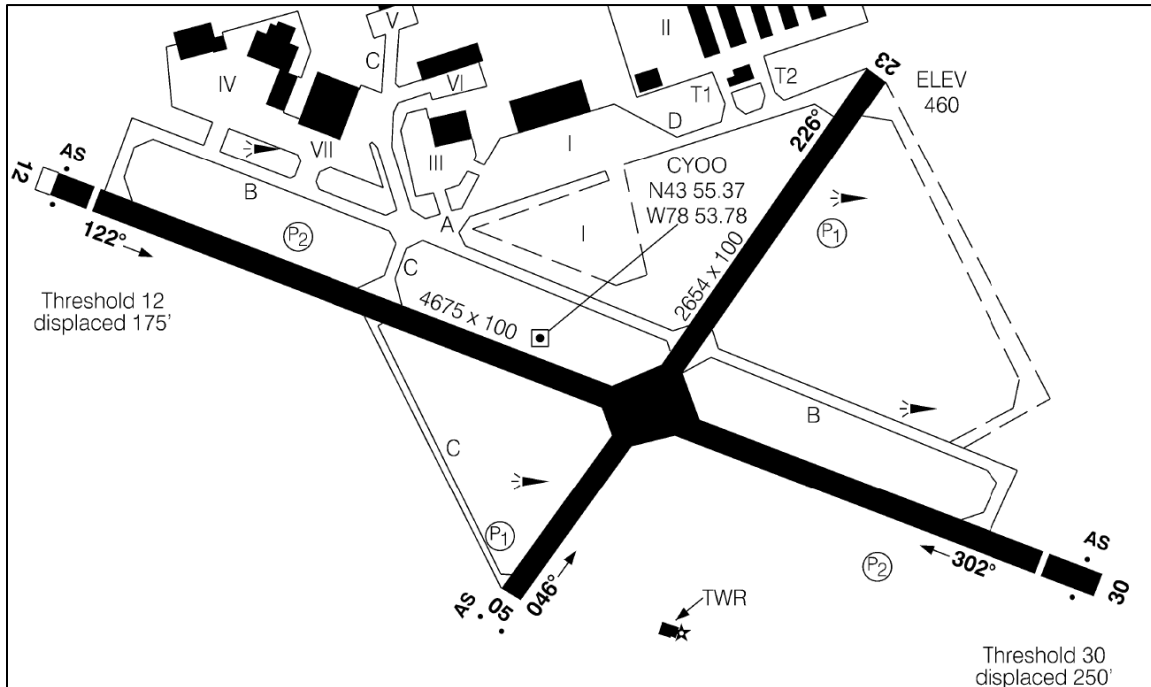


Figure 1. Addition Features

## Validity

This AIP Supplement will expire when the change has been incorporated into applicable aeronautical products on 12 June 2025.

## Supplementary Information

For further information, please contact:

Stephen Wilcox  
Airport Manager  
Oshawa Municipal Airport

Tel.: 905-576-8146 ext. 3858  
E-mail: [swilcox@oshawa.ca](mailto:swilcox@oshawa.ca)

**AIP CANADA SUPPLEMENT 106/24****NEW CLASS F RESTRICTED AIRSPACE (CYR)  
AT MOUNTAIN VIEW, ONTARIO**

(Replaces AIC 19/24)

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the airspace requirements in the vicinity of the aerodrome at Mountain View, Ontario (CPZ3). The study recommended the establishment of an area of Class F restricted airspace on the southeast edge of the Trenton Control Zone.

As a result, the area will be designated as Class F restricted airspace. The dimensions will appear in the Designated Airspace Handbook (TP 1820E), as shown below.

CYR532 Mountain View, ON

The airspace within the area bounded by a line beginning at:

N44°04'40.00" W077°20'40.00"	to
N44°05'31.00" W077°15'14.00"	thence clockwise along the arc of a circle of
4 miles	radius centred on
N44°04'40.00" W077°20'40.00"	to
N44°02'00.00" W077°24'49.00"	to
N44°04'40.00" W077°20'40.00"	point of beginning

Designated Altitude	– Surface to 10,000'
Time of Designation	– OcsI by NOTAM
User Agency	– 8 Operational Support Squadron, (613) 392-2811 ext. 2232
Controlling Agency	– Trenton Military Terminal Control Unit, (613) 965-2979
Operating Procedures	– No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency.



**This change took effect 26 December 2024 at 0901 Coordinated Universal Time (UTC).** The appropriate aeronautical publications will be amended. Refer to this AIP Supplement or the Designated Airspace Handbook (TP 1820E) until the Toronto Visual Flight Rules (VFR) Navigation Chart (VNC)(AIR5000) is updated, which is planned for June 2025.

For further information, please contact:

NAV CANADA  
Customer Service Centre  
151 Slater Street  
Ottawa, ON K1P 5H3

Tel.: 800-876-4693  
E-mail: [service@navcanada.ca](mailto:service@navcanada.ca)



Chris Bowden  
Director, Aeronautical Information Management and Flight Operations

**AIP CANADA SUPPLEMENT 102/24****MULTIPLE CRANES — BARRIE, ONTARIO**

The Cranes will be erected in Barrie, Ontario. The maximum height is 338 feet above ground level (AGL) or 1222 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 460-foot radius centred at the following coordinates:

44° 23' 49" N 79° 41' 56" W

The Cranes are approximately 1.5 nautical miles (NM) east southeast (ESE) of Springwater (Barrie Airpark) (CNA3). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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**AIP CANADA SUPPLEMENT 99/24****CRANE — SASKATOON, SK**

(Replaces AIP Canada Supplement 71/24)

A crane will be erected in Saskatoon, Saskatchewan. The maximum height is 270 feet above ground level (AGL) or 1,853 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 98-foot (ft) radius centred at the following coordinates:

52° 07' 58.24" N 106° 39' 23.29" W

The crane is approximately 13,250 feet before Threshold 33 and 5,010 feet northeast of the extended runway centreline Saskatoon/John G. Diefenbaker Intl Airport (CYXE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
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**AIP CANADA SUPPLEMENT 98/24****CRANE — OTTAWA, ONTARIO**

A crane will be erected in Ottawa, Ontario. The maximum height is 356 feet above ground level (AGL) or 585 feet above sea level (ASL). The structure will be lighted and not painted.

The cranes will be located within a 203-foot radius centred at the following coordinates:

45° 20' 35.74" N 75° 47' 16.26" W

The crane is approximately 4.1 nautical miles (NM) west southwest (WSW) of Ottawa (Civic Hospital) (Heli) (CPP7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 96/24****MULTIPLE TOWER CRANES — OTTAWA, ONTARIO**

Multiple tower cranes will be erected in Ottawa, ON. The maximum height is 481 feet above ground level (AGL) or 687 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 171-foot radius centred at the following coordinates:

45° 24' 49.734" N 075° 42' 42.156" W

The cranes are approximately 4.0 nautical miles (NM) west southwest (WSW) of Ottawa / Rockcliffe Airport (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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**AIP CANADA SUPPLEMENT 94/24****CRANE — VICTORIA, BRITISH COLUMBIA**

A crane will be erected in Victoria, British Columbia. The maximum height is 87 feet above ground level (AGL) or 165 feet above sea level (ASL). The structure will not be lighted nor painted.

The crane will be located within a 207-foot radius centred at the following coordinates:

48° 27' 52.55" N 123° 26' 04.14" W

The crane is approximately 1338 feet south (S) of Victoria (Gen Hospital) (Heli) (CBW7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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**AIP CANADA SUPPLEMENT 93/24****CRANE — KINGSTON, ON**

(Replaces AIP Supplement 31/24)

A crane will be erected in Kingston, ON. The maximum height is 236 feet above ground level (AGL) or 559 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The tower crane will be located within a 246-foot radius centred at the following coordinates:

44° 14' 54" N 76° 33' 54" W

The crane is approximately 10,220 feet before Threshold 25 and 2,730 feet North (N) of extended runway centreline of Kingston, ON airport (CYGK). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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**AIP CANADA SUPPLEMENT 92/24****MULTIPLE CRANES – NIAGARA FALLS, ON**

(Replaces AIP Supplement 6/24)

Multiple cranes will be erected in Niagara Falls, ON. The maximum height is 297 feet above ground level (AGL) or 891 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 614-foot radius centred at the following coordinates:

43° 02' 01" N 79° 07' 32" W

Multiple cranes are approximately 4.6 nautical miles (NM) South Southwest (SSW) of Niagara Falls (Greater Niagara General Hosp), ON (CNG8) aerodrome. Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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**AIP CANADA SUPPLEMENT 91/24****CRANE — VERNON, BRITISH COLUMBIA**

A Crane will be operated in Vernon, BC. The maximum height is 59 feet above ground level (AGL) or 1217 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 33-foot radius centred at the following coordinates:

50° 15' 10.903" N 119° 18' 45.347" W

Crane is approximately 0.85 nautical miles (NM) North West (NW) of Vernon, BC (CYVK). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
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Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 84/24****TOWER CRANE — LEVIS, QUEBEC**

A Tower Crane will be operated in Levis, Quebec. The maximum height is 132 feet above ground level (AGL) or 452 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 148-foot radius centred at the following coordinates:

46° 40' 48.3955" N 71° 10' 15.9792" W

The Tower Crane is approximately 5,238 feet (FT) west (W) of St-Jean Chrysostome Airport (CSG5). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
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**AIP CANADA SUPPLEMENT 77/24****MOBILE CRANE — IGLOOLIK, NUNAVUT**

Mobile Crane will be operated in Igloolik, Nunavut. The maximum height is 110 feet above ground level (AGL) or 248 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within a 229-foot radius centred at the following coordinates:

69° 22' 09.54" N 81° 48' 37.62" W

Mobile Crane is approximately 1,030 feet beyond threshold Runway 15 and 1,620 feet northeast runway centreline of Igloolik Airport (CYGT). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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Ottawa, ON K1V 1E5

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**AIP CANADA SUPPLEMENT 76/24****MULTIPLE CRANES — RED DEER, ALBERTA**

Multiple cranes will be erected in Red Deer, Alberta. The maximum height is 280 feet above ground level (AGL) or 3219 feet above sea level (ASL). The structure(s) will be lighted and painted.

The cranes will be located within a 388-foot radius centred at the following coordinates:

52° 09' 59.35" N 113° 52' 06.76" W

Multiple cranes are approximately 5,080 feet before threshold Runway 30 and 880 feet Northeast (NE) of extended runway centreline at Red Deer Regional (CYQF). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

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**AIP CANADA SUPPLEMENT 74/24****CRANE — WATERLOO, ON**

A Crane will be erected in Waterloo, ON. The maximum height is 563 feet above ground level (AGL) or 1644 feet above sea level (ASL). The structure will be lighted.

The tower crane will be located within a 137-foot radius centred at the following coordinates:

43° 27' 06.2" N 080° 29' 50" W

The Crane is approximately 5 nautical miles (NM) west (W) of Kitchener/Waterloo Airport (CYKF). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

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**AIP CANADA SUPPLEMENT 72/24****MULTIPLE CRANES — PRINCE ALBERT, SK**

Multiple cranes will be erected in Prince Albert, Saskatchewan. The maximum height is 300 feet above ground level (AGL) or 1,795 feet above sea level (ASL). The structures will be lighted and not painted.

The cranes will be located within a 449-foot (ft) radius centred at the following coordinates:

53° 11' 35" N 105° 47' 04" W

The cranes are approximately 2.4 nautical miles (NM) south-southwest (SSW) of Prince Albert (Fire Centre), SK (Heli) (CAL6). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

## AIP CANADA SUPPLEMENT 68/24

### QUEBEC REGION THETFORD MINES AERODROME, QC (CSM3) AND BECANCOUR LAKE WATER AERODROME, QC (CLB4)

Adjacent to the northwest of the Thetford Mines aerodrome, there are seaplane operations on Lake Bécancour. This lake is located 3000 feet north of the threshold of Runway 24, which can lead to operational conflicts between the 2 sites.

The solutions to the conflicts in question have been determined in accordance with Transport Canada Civil Aviation's risk management and decision-making principles that will come into effect on **October 3, 2024**.

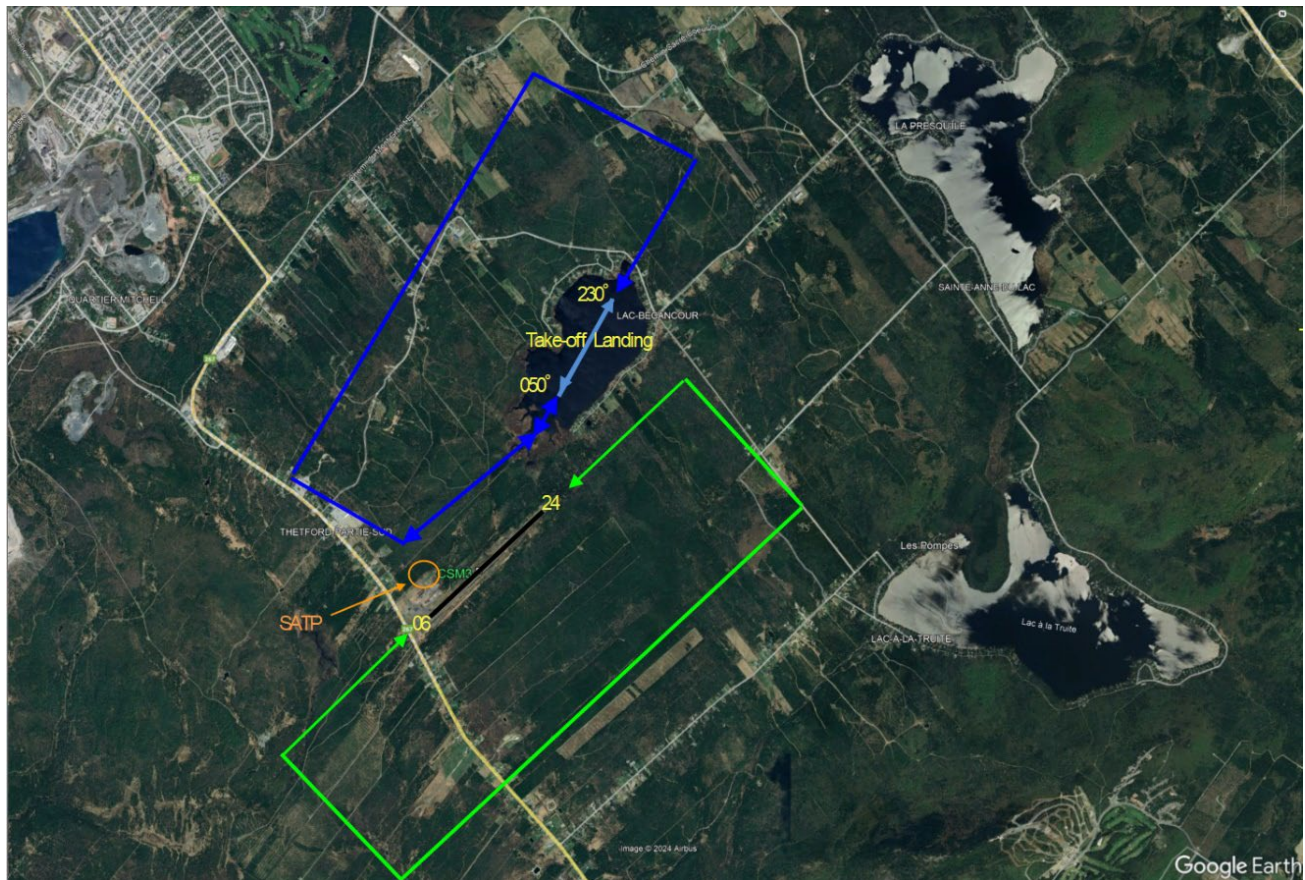
The Lake Bécancour water-aerodrome is not published in the current Canada Water-Aerodromes Supplement (CWAS), the site is scheduled to be published in the April 17, 2025 edition of this manual. In the meantime, operations at Lake Bécancour are generally in a NE-SW orientation (050°/230° aprx) which results in seaplanes flying in circuits above the runway at Thetford Mines. The opposite also applies.

To minimize the impact on operations, it was decided to modify the circuits of Runway 06 at Thetford Mines to circuits with right turns (RAC 602.96 (3) c)).

To minimize the impact on operations at the Thetford Mines aerodrome, it was decided to modify the circuit at the Lac Bécancour water aerodrome as follows:

For takeoffs to the south-west: continue along the takeoff axis then turn right on a heading of 240°, parallel to the centreline of Runway 06/24 at CSM3, before turning right into a crosswind to complete the circuit, and

For landing to the north-east: established in the base leg, turn left on heading of 060°, parallel to the centreline of Runway 06/24 at CSM3, before turning left on heading of approximately 230° toward the landing surface, as shown on the sketch (CARs 602.96 (3) b)).



### Figure 1. Modified Circuits

The publications Canada Flight Supplement (CFS) and (CWAS) will be modified according to their publication cycle.

A NOTAM will be issued for changes.

**AIP CANADA SUPPLEMENT 64/24****TOWER CRANE — EDMONTON, ALBERTA**

A tower crane will be erected in Edmonton, Alberta. The maximum height is 163 feet above ground level (AGL) or 2338 feet above sea level (ASL). The structure will be lighted and not painted.

The tower crane will be located within a 119-foot radius centred at the following coordinates:

53° 31' 26.273" N 113° 32' 01.579" W

The tower crane is approximately 0.48 nautical miles (NM) west northwest (WNW) of University of Alberta (Stollery Children's Hospital Mahi), AB (HELI) (CEW7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

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**AIP CANADA SUPPLEMENT 63/24****MULTIPLE CRANES — KINGSTON, ON**

Multiple cranes will be erected in Kingston, ON. The maximum height is 335 feet above ground level (AGL) or 590 feet above sea level (ASL). The structures will be lighted and not painted.

The cranes will be located within a 263-foot (ft) radius centred at the following coordinates:

44° 13' 55" N 76° 28' 48" W

The cranes are approximately 4876 ft northeast (NE) of Kingston (General HOSP), ON (Heli) (CPJ7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 50/24****CHANGE IN AIR TRAFFIC SERVICE PROVISION  
DAWSON CREEK, BRITISH COLUMBIA (CYDQ)**

(Replaces AIC 10/24)

Due to the Peace River (CYPE) Flight Service Station (FSS) closure on July 11, 2024, the Remote Aerodrome Advisory Service (RAAS) provided to Dawson Creek by Peace River FSS has been relocated from Peace River to Yellowknife and provided by Yellowknife FSS.

**This change took effect July 11, 2024, at 0901 Coordinated Universal Time (UTC).** The appropriate aeronautical publications will be amended. Refer to this AIP Supplement until the Prince George Visual Flight Rules (VFR) Navigation Chart (VNC) is updated, which is planned for October 2025.

For further information, please contact:

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Ottawa, ON K1P 5H3

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## AIP CANADA SUPPLEMENT 49/24

### CHANGE IN AIR TRAFFIC SERVICE PROVISION PEACE RIVER, ALBERTA (CYPE)

(Replaces AIC 7/24)

NAV CANADA, the country's provider of civil air navigation services, conducted an assessment of the requirements for Air Traffic Services and aviation weather services at the Peace River Airport.

The assessment concluded that the following changes can be made:

- Closure of the Flight Service Station at CYPE,
- Installation of a NAV CANADA Automated Weather Observation System (AWOS) with a Voice-Generated Sub-System (VGSS) and digital aviation weather cameras (DAWC).

**These changes took effect July 11, 2024, at 0901 Coordinated Universal Time (UTC).** The appropriate aeronautical publications will be amended. Refer to this AIP Supplement until the Fort Nelson Visual Flight Rules (VFR) Navigation Chart (VNC), Lake Athabasca VNC, and Prince George VNC are updated, which is planned for October 2024 for the Lake Athabasca VNC, and October 2025 for the Fort Nelson and Prince George VNCs.

For further information, please contact:

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## AIP CANADA SUPPLEMENT 43/24

### HIGH SPEED TEST FLIGHTS BELOW 10,000 FEET

Pratt & Whitney Canada Corporation (P&W) conducts testing of their engines in diverse conditions and altitudes utilizing two Boeing 747 Flying Test Bed (FTB) aircraft, registered C-FPAW and C-GTFF.

To meet this goal, P&W tests new engine prototypes to the limits of their operational envelope, including at airspeeds exceeding 250 knots below 10,000 feet above sea level (ASL) under a Ministerial Exemption from CAR 602.32.

At a speed of 250 knots, an aircraft covers a distance of almost 4 nautical miles per minute. Considering that you may need up to 10 seconds to spot aircraft traffic, identify it, and take action to avoid a mid-air collision, flight operations at high speeds increases the risk of a mid-air collision. Canada codified the current speed limitation of 250 knots below 10,000 feet in 1972, following several mid-air collisions in the United States.

P&W FTB aircraft operate these high-speed flights in Visual Meteorological Conditions (VMC) along various high speed test routes or areas with enhanced visibility/distance from cloud requirements (flight visibility at least 5 miles and 1000 feet from cloud) with landing lights and anti-collision lights illuminated at all times when operating below 10,000 feet ASL. Additionally, the FTB aircraft operate with an Airborne Collision Warning System (ACAS) that can provide the pilot with traffic alerts and resolution advisories of other transponder equipped aircraft. For this reason, pilots of other aircraft are encouraged to exercise vigilance and use an altitude-encoding transponder or consider other means to deconflict with FTB aircraft.

The high-speed test flights will be notified by NOTAM for any of the following areas at least 6 hours prior to the high speed/low altitude testing.





## High-Speed Test Authorized Areas

### High Speed Test Route 1:

Within 4 nautical miles of straight line between N49 19.7 W67 22.3 (BUBIX) and N49 05.1 W61 42.0 (HITOR) – minimum altitude 1,000 ft ASL, with the exception of not below 2,000 ft AAE within 5 nautical miles of the Rivière Bell aerodrome (CRB5).

### High Speed Test Route 2:

Within 4 nautical miles of a straight line between N49 05.1 W61 42.0 (HITOR) and 10 nautical miles east of N48 45.8 W64 24.3 (YGP VOR) – minimum altitude 1,000 ft ASL, with the exception of not below 2,000 ft AAE within 5 nautical miles of the Rivière Bell aerodrome (CRB5).



Figure 1. High Speed Test Routes 1 & 2



### High Speed Test Route 3:

Between 5 nautical miles East of N48 10.5 W77 49.2 (YVO VOR) and 5 nautical miles East of N49 48.0 W74 29.7 (CHIBOO), along Air Route RR23 with a 2 nautical mile Strategic Lateral Offset (SLOP) to the right – minimum height 2,000 ft AGL.

### High Speed Test Route 4:

Between 5 nautical miles West of N49 48.0 W74 29.7 (CHIBOO) and 5 nautical miles East of N49 43.4 W77 44.5 (DUVKI), along Air Route L755, with a 2 nautical mile Strategic Lateral Offset (SLOP) to the right – minimum height 2,000 ft AGL.

### High Speed Test Route 5:

Within 4 nautical miles of a straight line between 5 nautical miles Northwest of N49 48.0 W74 29.7 (CHIBOO) and 5 nautical miles Southeast of N51 17.5 W80 36.4 (YMO VOR) – minimum height 2,000 ft AGL.

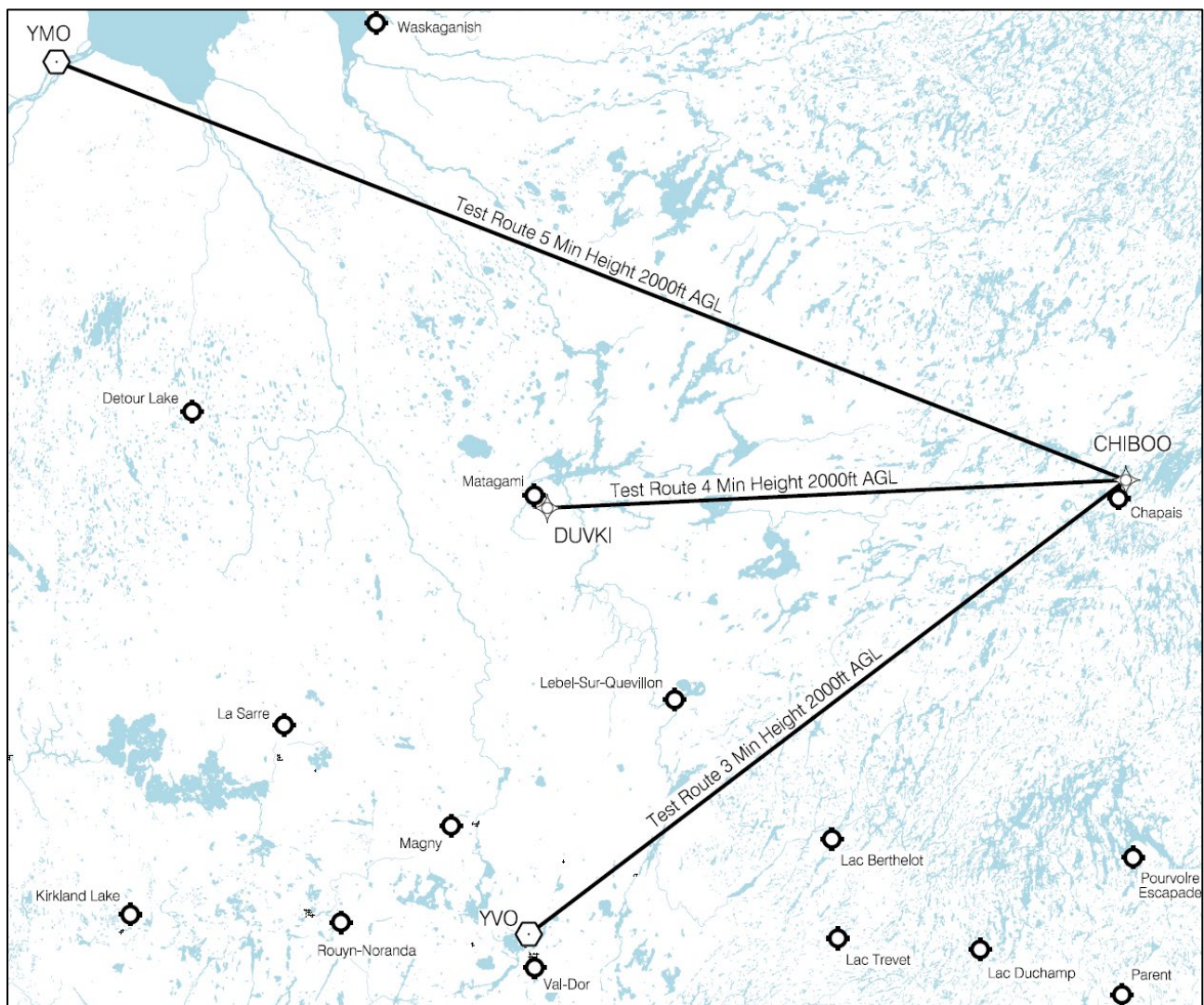


Figure 2. High Speed Test Routes 3 - 5



### Area Echo:

Within the Class G airspace contained within the boundaries of the following area (Montreal Test Area ECHO) – minimum height 2,000 ft AGL:

N46 54.2 W76 27.2

N47 23.5 W77 11.0

N47 47.6 W76 40.0

N47 55.1 W76 30.3

N48 24.3 W73 33.9

N48 27.4 W73 15.2

N48 35.1 W72 28.0

N47 59.1 W72 11.6

N47 34.0 W74 05.9

N47 32.0 W74 59.4

N47 25.8 W75 24.8

N47 15.2 W75 49.9

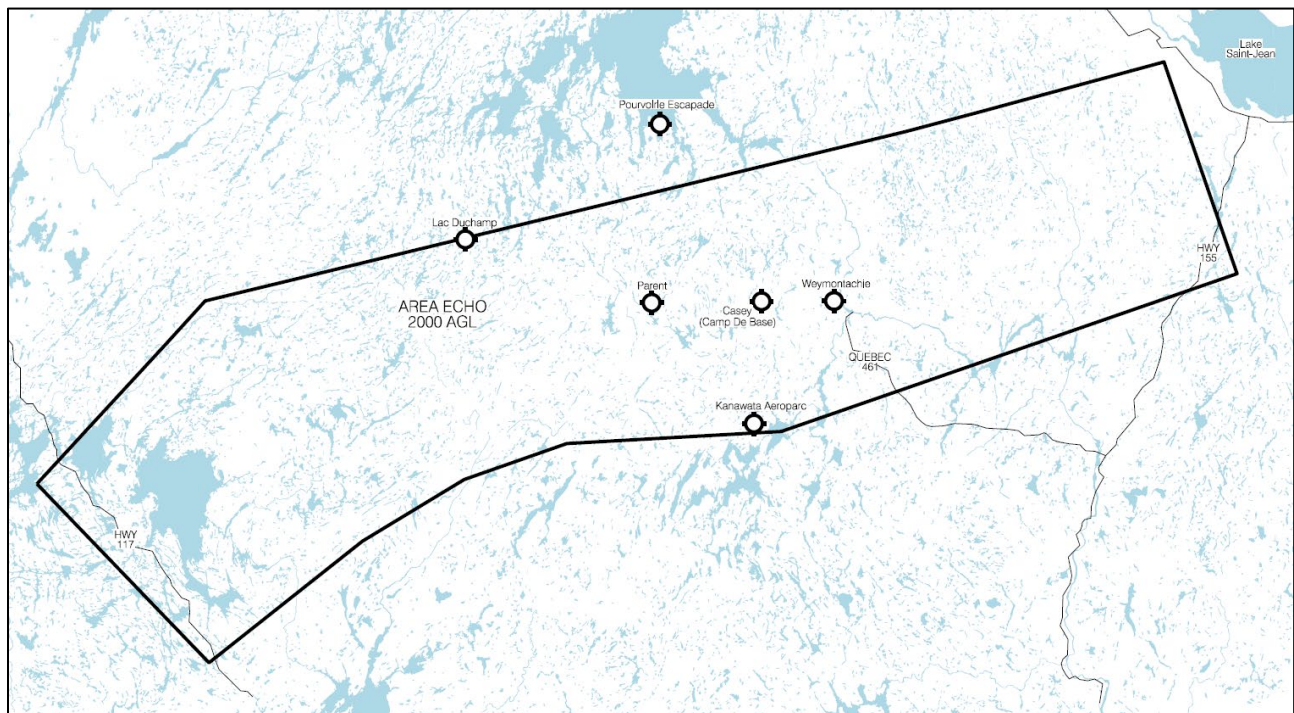


Figure 3. High Speed Test Area Echo



This AIP Supplement will expire on 10 June 2027.

For further information, please contact:

Captain Sylvain Lajoie  
Pratt & Whitney Canada

E-mail: [sylvain.lajoie@pwc.ca](mailto:sylvain.lajoie@pwc.ca)

Transport Canada – Quebec Region

E-mail: [aviation.que@tc.gc.ca](mailto:aviation.que@tc.gc.ca)



# AIP CANADA SUPPLEMENT 39/24

## BAGOTVILLE AIRSPACE CHANGES

(Replaces AIC 18/23)

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the airspace requirements within the Bagotville Military Terminal Control Area (MTCA).

The study concluded that the Bagotville MTCA 12,500 feet ASL and below should be modified including changing some areas that are currently Class D airspace to be Class E airspace.

The Bagotville MTCA will be changed to:

### 3.5.3 TERMINAL CONTROL AREAS

3.5.3-1 Bagotville, QC MTCA:

3.5.3-2 a) Class A equivalent – 18,000' to FL600 inclusive

3.5.3-3 b) Class B equivalent – Above 12,500' to below 18,000'

3.5.3-4 c) Class D equivalent – 6000' to 12,500'

3.5.3-5 d) Class E equivalent – Below 6000' and, unless otherwise specified

3.5.3-6 e) from 700' AGL within the area bounded by a line beginning at:

N47°36'58.00" W070°39'35.00"	to
N48°04'30.00" W070°09'20.00"	to
N48°13'37.00" W069°53'02.00"	thence counter-clockwise along the arc of a circle of
45 miles	radius centred on
N48°19'50.00" W070°59'47.00"	(Bagotville, QC - AD) \ to
N47°36'58.00" W070°39'35.00"	point of beginning

3.5.3-7 f) Class D equivalent airspace from 1200' AGL to below 6000' within the area bounded by a line beginning at:

N48°24'35.42" W071°28'54.68"	thence counter-clockwise along the arc of a circle of
20 miles	radius centred on
N48°19'50.00" W070°59'47.00"	(Bagotville, QC - AD) \ to
N48°39'48.39" W070°59'01.58"	to
N48°35'27.52" W070°58'58.84"	thence counter-clockwise along the arc of a circle of
5 miles	radius centred on
N48°31'15.00" W071°03'02.00"	(St-Honoré, QC - AD) \ to
N48°26'43.14" W071°06'11.71"	to
N48°27'14.48" W071°09'50.54"	thence counter-clockwise along the arc of a circle of
10 miles	radius centred on
N48°19'50.00" W070°59'47.00"	(Bagotville, QC - AD) \ to
N48°22'14.13" W071°14'20.16"	to
N48°24'35.42" W071°28'54.68"	point of beginning



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**AIP CANADA SUPPLEMENT 36/24****MULTIPLE CRANES — OTTAWA, ON**

Multiple cranes will be erected in Ottawa, ON. The maximum height is 303 feet above ground level (AGL) or 572 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 390-foot radius centred at the following coordinates:

45° 24' 12.1366" N 75° 39' 04.6694" W

The cranes are approximately 4.9 nautical miles (NM) north northeast (NNE) of Ottawa / MacDonald-Cartier Intl, ON (CYOW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
Ottawa, ON K1V 1E5

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

**AIP CANADA SUPPLEMENT 26/24****CRANES — MIDDLE SACKVILLE, NOVA SCOTIA**

Multiple cranes will be erected in Middle Sackville, Nova Scotia. The maximum height is 194 feet above ground level (AGL) or 432 feet above sea level (ASL). The structure(s) will be not lighted and not painted.

The cranes will be located within a 357-foot radius centred at the following coordinates:

44° 46' 52" N 63° 42' 25" W

Multiple cranes is/are approximately 2.8 nautical miles (NM) west north west (WNW) of Fall River (CFR3). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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# AIP CANADA SUPPLEMENT 15/24

## AERODROME CONSTRUCTION - CYXY

### Introduction

A construction project will be resuming at the Whitehorse (Erik Nielsen) International Airport, YT (CYXY).

Runway 14R/32L, Runway 02/20 and connecting taxiways will be upgraded. The construction for 2024 is scheduled for April to October 2024. Additional construction will occur in 2025 to complete the project. 2025 construction is scheduled for April 2025 to October 2025 and Runway 14R/32L will be closed for the duration of work again.

### Validity

April 15, 2024 through October 16, 2024.




### Use of NOTAM with this AIP Supplement

*NOTAMs are used to manage short term temporary changes to aeronautical information. AIP Supplements are used to manage long term temporary changes to aeronautical information.*

*A current NOTAM supersedes any information contained within this AIP Supplement.*

*Changes to the AIP Supplement promulgated through NOTAM will be incorporated into this AIP Supplement and the NOTAM will be canceled.*

### Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

**Figure 1 – Standard Legend for Construction Activity on Aerodrome Charts and all Other Images.**

### Construction Period

- ## Construction Area Depictions

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AIP CANADA SUPPLEMENT 15/24

**Closed Areas and Restrictions**

- Runway 14R-32L and Runway 02-20 closed (portion of runway 02-20 available for taxi)
- Taxiway F will be closed during entire construction period.
- Taxiway A, runway 02-20 restricted to AGN IIIB. Apron restricted to wingspan of 36m. Prior permission required for aircraft larger than AGN IIIB.
- Runway 02-20 intersection at 14R-32L will be closed for 20 days during the construction period.
- Taxiway A intersection at 14R-32L will be closed for 20 days during the construction period.
  - Runway 02-20 and taxiway A intersection closures will not be concurrent.

**Operational Procedures During the Construction Period**For Landing Aircraft

- Runway 14L-32R - After landing continue to end of runway for taxiway exit (no U-turns on runway)
- Runway 32R – Discretionary oversteer required to exit on to Runway 02-20 for B737 sized aircraft.
  - If Taxiway A is closed recommend proceeding to end of runway to turn around using turn pad then exit Runway 02-20 when traveling south.

**Instrument Procedures – Temporary Long-Term Changes (3 months or greater)**

- Refer to NOTAM
- All procedures for Runway 14R-32L not available

**Runway Physical Changes**

- NIL

**Other Hazards**

- Low profile barriers will be placed across entire width of closed areas at all intersections. Red flashing lights will be in place on the barriers.
- Runway closure illuminated X will be in place on both ends of Runway 14R-32L and Runway 20.



**Figure 3 – Low Profile Barrier**



**Figure 4 – •Runway Closure Illuminated X**

### Further Information

For additional information on these projects, please contact:

Nigel Cripps  
Airport Manager  
Erik Nielsen Whitehorse International Airport

Phone: 867-667-8441  
E-mail: [nigel.cripps@yukon.ca](mailto:nigel.cripps@yukon.ca)

**AIP CANADA SUPPLEMENT 10/24****TOWER CRANE — HALIFAX, NS**

Tower crane will be erected in Halifax, Nova Scotia. The maximum height is 394 feet above ground level (AGL) or 588 feet above sea level (ASL). The structure will be lighted and not painted.

The tower crane will be located within a 182-foot radius centred at the following coordinates:

44° 38' 58" N 063° 34 37" W

The tower crane is approximately 2806 feet east (E) of HALIFAX (QE II HEALTH SCIENCES CENTRE), NS (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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## AIP CANADA SUPPLEMENT 71/23

### MULTIPLE CRANES—SYDNEY, NOVA SCOTIA

Multiple cranes will be erected in Sydney, Nova Scotia. The maximum height is 266 feet above ground level (AGL) or 463 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 440-foot radius centred at the following coordinates:

46° 06' 42" N 060° 10' 32" W

Multiple cranes are approximately 625 feet north northeast (NNE) of Sydney (Cape Breton Regional Hosp) (CSY9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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Chris Bowden  
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## AIP CANADA SUPPLEMENT 70/23

### MOBILE CRANES—OTTAWA, ONTARIO

Mobile cranes will be erected in Ottawa, Ontario. The maximum height is 165 feet above ground level (AGL) or 542 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 307-foot radius centered at the following coordinates:

45° 19' 40.95" N 75° 40' 38.15" W

The mobile crane(s) are approximately 1,640 feet beyond Threshold 14 and 1,670 feet northeast (NE) of runway centre line of Ottawa MacDonald-Cartier International Airport (CYOW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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Chris Bowden  
Director, Aeronautical Information Management and Flight Operations



## AIP CANADA SUPPLEMENT 69/23

### TWO LOW FREQUENCY ANTENNAS MATSQUI, BRITISH COLUMBIA

(Replaces AIP Canada Supplement 5/22)

Two low frequency antennas, at 500 feet and 450 feet above ground level (AGL), will be located in Matsqui, British Columbia until August 2024. The maximum height is 500 feet AGL or 530 feet above sea level (ASL). The structures will be painted, but not lighted. The antennas are located within a 500-foot radius, centred at the following coordinates:

49° 06' 19.0" N 122° 14' 36.0" W



**NOT FOR NAVIGATION**



For further information, please contact:

Officer in Charge Detachment Matsqui  
Currently CPO2 L.C. Sheffield

Tel.: 604-814-6110  
Cellular: 236-464-3652  
E-mail: [leonard.sheffield@forces.gc.ca](mailto:leonard.sheffield@forces.gc.ca).



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## AIP CANADA SUPPLEMENT 66/23

### MULTIPLE CRANES—KELOWNA, BRITISH COLUMBIA

Multiple cranes will be erected in Kelowna, British Columbia. The maximum height is 417 feet above ground level (AGL) or 1,546 feet above sea level (ASL). The structures will not be lighted or painted.

The cranes will be located within a 332-foot radius centred at the following coordinates:

49° 50' 40.58" N 119° 29' 24.45" W

The cranes are approximately 1.7 nautical miles (NM) south (S) of Kelowna (GEN HOSP) (HELI) (CKH9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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## AIP CANADA SUPPLEMENT 65/23

### CRANE—WINNIPEG, MANITOBA

A crane will be erected in Winnipeg, Manitoba. The maximum height is 79 feet above ground level (AGL) or 869 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within an 80-foot radius centred at the following coordinates:

49° 54' 01" N 97° 15' 32" W

The crane is approximately 1,280 feet beyond threshold 36 and 4,240 feet west runway centerline of Winnipeg James Armstrong Richardson International Airport (CYWG). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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## AIP CANADA SUPPLEMENT 55/23

### TOWER CRANE — VICTORIA, BRITISH COLUMBIA

A Tower Crane will be erected in Victoria, British Columbia. The maximum height is 242 feet above ground level (AGL) or 265 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The crane will be located within a 154 foot radius centred at the following coordinates:

48° 25' 17.7414" N 123° 21' 57.1421" W

The Tower Crane is approximately 0.9 nautical miles (NM) east (E) of VICTORIA HARBOUR (WATER) (CYWH). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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Chris Bowden  
Director, Aeronautical Information Management and Flight Operations

## AIP CANADA SUPPLEMENT 44/23

### TOWER CRANE—OTTAWA, ONTARIO

A Tower Crane will be erected in Ottawa, Ontario. The maximum height is 305 feet above ground level (AGL) or 491 feet above sea level (ASL). The structure(s) will not be lighted nor painted.

The crane will be located within a 180 foot radius centered at the following coordinates:

45° 25' 58.22" N 75° 40' 09.26" W

The Tower Crane is approximately 6,820 feet before the displaced threshold (DTHR) 09 and 8,720 feet South of the extended runway centreline at OTTAWA/ROCKLIFFE ON (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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Chris Bowden  
Director, Aeronautical Information Management and Flight Operations

## AIP CANADA SUPPLEMENT 32/23

### MOBILE CRANE—DRUMHELLER, ALBERTA

A mobile crane will be erected in Drumheller, Alberta. The maximum height is 46 feet above ground level (AGL) or 2,713 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 0.72 nautical mile radius centred at the following coordinates:

51° 30' 55" N 112° 45' 29" W

The crane is approximately 1.2 nautical miles (NM) north northwest (NNW) of Drumheller Municipality Airport (CEG4). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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1601 Tom Roberts Avenue  
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## AIP CANADA SUPPLEMENT 9/23

### MULTIPLE CRANES—KELOWNA, BRITISH COLUMBIA

Multiple cranes will be erected in Kelowna, BC. The maximum height is 543 feet above ground level (AGL) or 1673 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 351-foot radius, centered at the following coordinates:

49° 53' 04" N 119° 29' 51" W

The cranes are approximately 3907 feet North NorthWest (NNW) of KELOWNA (GEN HOSP) BC (HELI) (CKH9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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## AIP CANADA SUPPLEMENT 74/22

### TOWER CRANE—KAMLOOPS, BRITISH COLUMBIA

A tower crane will be erected in Kamloops, British Columbia. The maximum height is 315 feet above ground level (AGL) or 1,542 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 148-foot radius centred at the following coordinates:

50° 40' 21.04" N 120° 19' 49.32" W

The tower crane is approximately 1,413 feet north northeast (NNE) of Kamloops (Royal Inland Hospital) (Heli) (CBC4). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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Chris Bowden  
Director, Aeronautical Information Management and Flight Operations



## AIP CANADA SUPPLEMENT 45/22

### **BLASTING ACTIVITIES AT SAINT ANTONIN, SAINT-HUBERT-DE-RIVIERE-DU-LOUP AND SAINT HONORE-DE-TEMISCOUATA, QC**

Blasting activity will take place in Saint Antonin, Saint-Hubert-de-Riviere-du-Loup et Saint Honore-de-Temiscouata, QC. The maximum height is 394 feet above ground level (AGL) or 1,893 feet above sea level (ASL).

The blasting will be located within a 10 nautical mile (NM) radius centred at the following coordinates:

47° 43' 27" N 69° 13' 46" W

Blasting is approximately 15 NM west northwest (WNW) of Temiscouata-sur-le-Lac QC (Water) (CTM8). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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Acting Director, Aeronautical Information Management and Flight Operations

## AIP CANADA SUPPLEMENT 43/22

### TOWER CRANE—BARRIE, ONTARIO

A tower crane will be erected in Barrie, Ontario. The maximum height is 483 feet above ground level (AGL) or 1,697 feet above sea level (ASL). The structure will be lighted and painted.

The crane will be located within a 156-foot radius centred at the following coordinates:

44° 23' 12.4022" N 79° 41' 22.3796" W

The crane is approximately 1.9 nautical miles (NM) south southwest (SSW) of Barrie (Royal Victoria Hosp) ON (Heli) (CRV2). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations

## AIP CANADA SUPPLEMENT 30/22

### CRANE—DARTMOUTH, NOVA SCOTIA

A crane will be erected in Dartmouth, Nova Scotia (NS). The maximum height is 300.66 feet above ground level (AGL) or 323.96 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 197-foot radius centred at the following coordinates:

44° 39' 49.26" N 63° 33' 53.17" W

The crane is approximately 1.41 nautical miles (NM) east northeast (ENE) of Halifax (QE II Health Sciences Centre) NS (Heli) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations

# AIP CANADA SUPPLEMENT 19/22

## GREENLAND AIRSPACE RESTRICTIONS

(Replaces NOTAM H0552/22)

At the request of Danish and Greenlandic authorities, all flights within Gander Oceanic FIR arriving to and departing from airports within Greenland, or over flying Greenlandic territory from Belarussian airspace, are not permitted if the aircraft is operated by a Belarussian air carrier and/or is registered in Belarus. Exceptions to this restriction are in the case of emergency or when the flight is a humanitarian flight. It is unknown when this restriction will be removed.

It is recommended to confirm the applicable restrictions with the appropriate Danish and Greenlandic authorities prior to flight.

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Ottawa, ON K1P 5L6

Tel.: 800-876-4693  
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## AIP CANADA SUPPLEMENT 45/21

### BLASTING—SCHEFFERVILLE, QUEBEC

(Replaces AIP Canada Supplement 23/21)

Blasting activity will take place in Schefferville, Quebec daily between 1000 – 0000 (DT 1100 – 0100) Coordinated Universal Time (UTC). The maximum height is 984 feet above ground level (AGL) or 3,739 feet above sea level (ASL).

The blasting will be located within a 3,293-foot radius centred at the following coordinates:

55° 04' 31" N 67° 17' 45" W

Blasting is approximately 23 nautical miles (NM) north northwest (NNW) of Schefferville/Squaw Lake (Water) (CSZ9). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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## AIP CANADA SUPPLEMENT 34/21

### MULTIPLE CRANES—WINDSOR, ONTARIO

Multiple cranes will be erected in Windsor, Ontario. The maximum height is 800 feet above ground level (AGL) or 1,382 feet above sea level (ASL). The structures will be lighted, but not painted.

The cranes will be located within a 0.27 Nautical Mile (NM) radius centred at the following coordinates:

42° 17' 14.9302" N 83° 05' 53.044" W

Multiple cranes are approximately 7 nautical miles (NM) west (W) of Windsor Airport (CYQG). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Stephanie Castonguay  
Director, Aeronautical Information Management and Flight Operations

# AIP CANADA (ICAO) SUPPLEMENT 7/21

## MULTIPLE CRANES—PLACENTIA, NEWFOUNDLAND

(Replaces AIP Supplement 27/20)

Multiple cranes will be erected in Placentia, Newfoundland. The maximum height is 715 feet above ground level (AGL) or 743 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 1,260-foot radius of the following coordinates:

47° 18' 34" N 53° 58' 34" W

Multiple cranes are approximately 37 nautical miles (NM) west southwest (WSW) of Harbour Grace Airport (CHG2). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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Stephanie Castonguay  
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## AIP CANADA (ICAO) SUPPLEMENT 59/19

### MULTIPLE CRANES—WINNIPEG, MANITOBA

Multiple cranes will be working in Winnipeg, Manitoba. The maximum height is 303 feet above ground level (AGL) or 1,065 feet above sea level (ASL). The structures will not be lighted, and will not be painted.

The cranes will be located within a 199-foot radius centred at the following coordinates:

49° 53' 26" N 97° 08' 42" W

The cranes are approximately 4 nautical miles (NM) east southeast (ESE) from Winnipeg/James Armstrong Richardson International Airport (CYWG) and 0.9 NM south southeast (SSE) from Winnipeg Health Sciences Centre Heliport (CWH7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier  
Director, Aeronautical Information Management



## AIP CANADA (ICAO) SUPPLEMENT 31/19

### MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,086 feet above sea level (ASL). The structures will be lighted and painted.

The drilling rigs will be located within a 2.27 nautical mile (NM) radius centred at the following coordinates:

55° 38' 58" N 110° 41' 35" W

The drilling rigs are approximately 2.0 NM northeast (NE) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier  
Director, Aeronautical Information Management

## AIP CANADA (ICAO) SUPPLEMENT 24/19

### MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,052 feet above sea level (ASL). The structures will be lighted and painted.

The drilling rigs will be located within a 1.5 nautical mile (NM) radius centred at the following coordinates:

55° 39' 15" N 110° 46' 17" W

The drilling rigs are approximately 1.7 NM northwest (NW) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to these drilling rig activities will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier  
Director, Aeronautical Information Management

## AIP CANADA (ICAO) SUPPLEMENT 22/19

### MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,022 feet above sea level (ASL). The structures will be lighted and not painted.

The drilling rigs will be located within a 1.2 nautical mile (NM) radius centred at the following coordinates:

55° 40' 05" N 110° 46' 31" W

The drilling rigs are approximately 3 NM north northwest (NNW) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to these drilling rig activities will be promulgated via NOTAM, publication amendment, or both.

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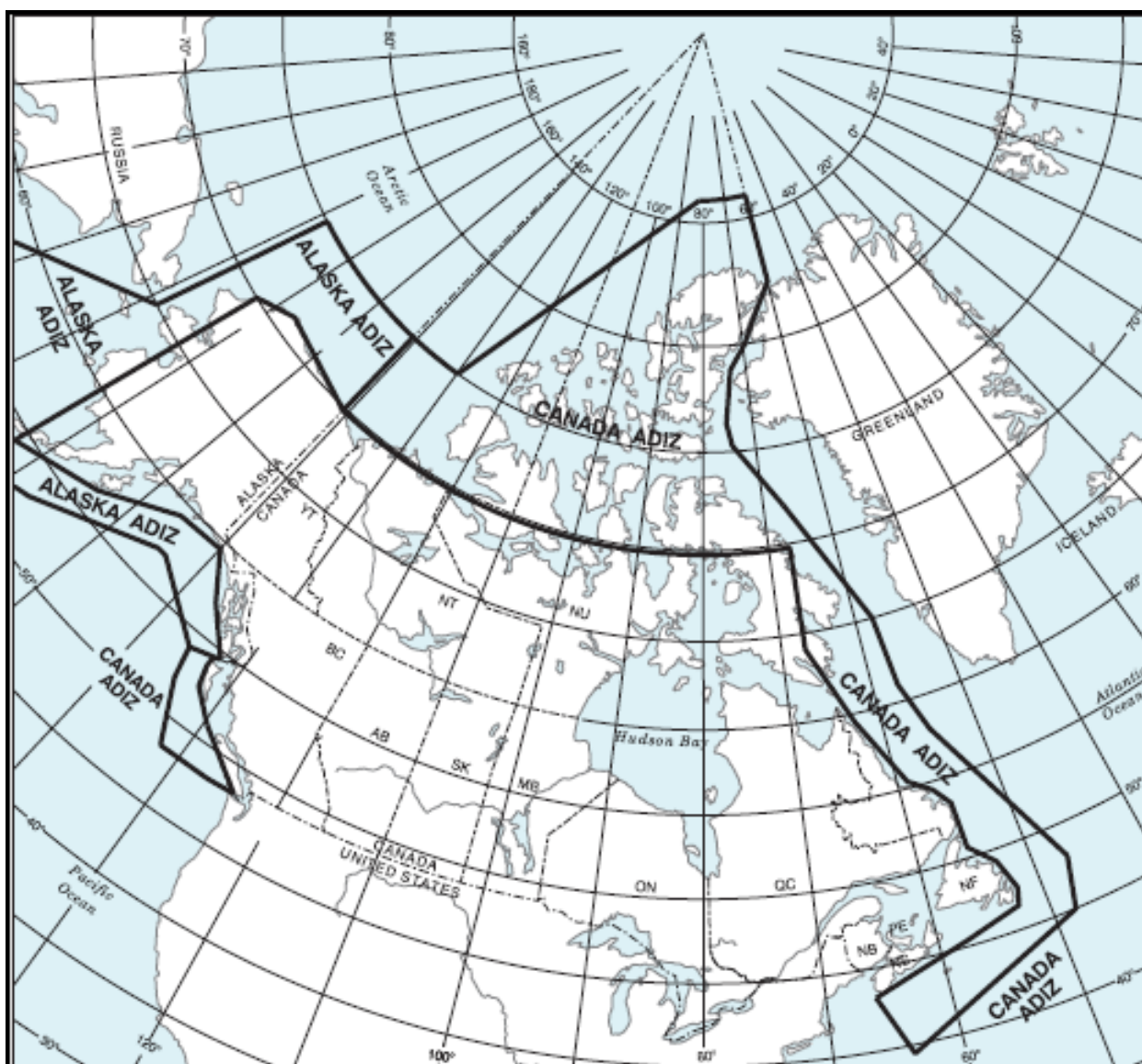
James Ferrier  
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## AIP CANADA (ICAO) SUPPLEMENT 26/18

### ADJUSTMENT TO THE CANADA AIR DEFENCE IDENTIFICATION ZONE

(Replaces AIC 2/18)

The Department of National Defence (DND) is adjusting the boundary of the Canada Air Defence Identification Zone (ADIZ). The Canada ADIZ will be expanded to include most of the Arctic Archipelago. For the east and west coasts, the inner boundary will be moved offshore. Refer to the *Designated Airspace Handbook* (DAH) for the new ADIZ geographical coordinates. The following map depicts the revised boundary.



NOT FOR NAVIGATION

**Air Defence Identification Zone—North and East**

The airspace within the area bounded by a line beginning at:

72° 00' 00.00" N	066° 40' 00.00" W	to
75° 00' 00.00" N	073° 16' 18.00" W	to
76° 41' 24.00" N	075° 00' 00.00" W	to
77° 30' 00.00" N	074° 46' 00.00" W	to
78° 25' 00.00" N	073° 46' 00.00" W	to
78° 48' 30.00" N	073° 00' 00.00" W	to
79° 39' 00.00" N	069° 20' 00.00" W	to
80° 00' 00.00" N	069° 00' 00.00" W	to
80° 25' 00.00" N	068° 20' 00.00" W	to
80° 45' 00.00" N	067° 07' 00.00" W	to
80° 49' 12.00" N	066° 29' 00.00" W	to
80° 49' 48.00" N	066° 26' 18.00" W	to
80° 50' 30.00" N	066° 16' 00.00" W	to
81° 18' 12.00" N	064° 11' 00.00" W	to
81° 52' 00.00" N	062° 10' 00.00" W	to
82° 13' 00.00" N	060° 00' 00.00" W	to
86° 00' 00.00" N	060° 00' 00.00" W	thence westerly along latitude 86° 00' 00.00" N to
86° 00' 00.00" N	080° 00' 00.00" W	to
75° 00' 00.00" N	130° 00' 00.00" W	thence westerly along latitude 75° 00' 00.00" N to
75° 00' 00.00" N	141° 00' 00.00" W	to
69° 50' 00.00" N	141° 00' 00.00" W	thence easterly along latitude 69° 50' 00.00" N to
69° 50' 00.00" N	066° 48' 21.00" W	to
64° 00' 00.00" N	067° 00' 00.00" W	to
59° 34' 00.00" N	063° 23' 00.00" W	to
55° 45' 00.00" N	059° 41' 00.00" W	to
54° 37' 00.00" N	056° 44' 00.00" W	to
53° 31' 00.00" N	055° 22' 00.00" W	to
50° 40' 00.00" N	055° 22' 00.00" W	to
49° 20' 00.00" N	053° 07' 00.00" W	to
47° 40' 00.00" N	052° 23' 00.00" W	to
46° 30' 00.00" N	052° 53' 00.00" W	to
46° 00' 00.00" N	058° 00' 00.00" W	to
43° 15' 00.00" N	065° 55' 00.00" W	to
39° 30' 00.00" N	063° 45' 00.00" W	to
45° 00' 00.00" N	048° 00' 00.00" W	to

48° 00' 00.00" N	047° 00' 00.00" W	to
58° 00' 00.00" N	055° 00' 00.00" W	to
61° 00' 00.00" N	057° 00' 00.00" W	to
65° 00' 00.00" N	057° 45' 00.00" W	to
72° 00' 00.00" N	066° 40' 00.00" W	point of beginning

#### Air Defence Identification Zone—West

The airspace within the area bounded by a line beginning at:

54° 35' 00.00" N	133° 00' 00.00" W	to
54° 00' 00.00" N	136° 00' 00.00" W	to
52° 00' 00.00" N	135° 00' 00.00" W	to
48° 20' 00.00" N	132° 00' 00.00" W	thence easterly along latitude 48° 20' 00.00" N to
48° 20' 00.00" N	128° 00' 00.00" W	to
48° 30' 00.00" N	125° 00' 00.00" W	to
51° 00' 00.00" N	129° 45' 00.00" W	to
52° 42' 00.00" N	132° 30' 00.00" W	to
53° 49' 00.00" N	133° 00' 00.00" W	to
54° 35' 00.00" N	133° 00' 00.00" W	point of beginning

**This change takes effect 24 May 2018 at 09:01 Coordinated Universal Time (UTC).** Refer to this AIP Supplement until all the affected visual flight rules (VFR) navigation charts (VNCs) have been amended, which is currently planned to occur by 2022.

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## AIP CANADA (ICAO) SUPPLEMENT 11/18

### METEOROLOGICAL TOWER—ARVIAT, NUNAVUT

A meteorological tower will be erected in Arviat, Nunavut. The maximum height is 196 feet above ground level (AGL) or 268 feet above sea level (ASL). The structure will be lighted and painted.

The meteorological tower is located at the following coordinates:

61° 07' 34.50" N 94° 10' 33.60" W

This meteorological tower is approximately 2 nautical miles (NM) southwest (SW) of Arviat Water Aerodrome (CRV8). Details of any procedure changes implemented due to this tower activity will be promulgated via NOTAM, publication amendment, or both.

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