EFFECTIVE 0901Z 11 AUGUST 2022
TO 0901Z 8 SEPTEMBER 2022

AIP CANADA

Supplements
The following supplements are in effect:

5/17  Blasting Activity—Mackenzie, British Columbia
37/17 Multiple Cranes—Fort Saskatchewan, Alberta
11/18 Meteorological Tower—Arviat, Nunavut
24/18 Blasting Zone—Bloodvein, Manitoba (Replaces AIP Supplement 37/12)
26/18 Adjustment to the Canada Air Defence Identification Zone (Replaces AIC 2/18)
22/19 Multiple Drilling Rigs—Conklin, Alberta
24/19 Multiple Drilling Rigs—Conklin, Alberta
31/19 Multiple Drilling Rigs—Conklin, Alberta
59/18 Multiple Cranes—Winnipeg, Manitoba
67/19 Crane—Winnipeg, Manitoba
2/20 Multiple Cranes—Kelowna, British Columbia
41/20 Blasting—Baie-Comeau, Quebec
66/20 Mauricie (Quebec)—Creation of a Common Frequency Area
73/20 Multiple Cranes—Kitimat, British Columbia
83/20 Multiple Cranes—Kitchener, Ontario
3/21 Tower Cranes—Red Deer, Alberta
7/21 Multiple Cranes—Placentia, Newfoundland (Replaces AIP Supplement 27/20)
12/21 Multiple Cranes—Victoria, British Columbia
17/21 New Class F Advisory Airspace at Thunder Bay—Thunder Bay, Ontario (Replaces AIC 4/21)
22/21 Multiple Cranes—Solmesville, Ontario
24/21 Multiple Cranes—Kelowna, British Columbia
34/21 Multiple Cranes—Windsor, Ontario
35/21 Quebec Region: Saint-Hubert Airport (CYHU)—Multiples Construction Projects 2021–2023 (Replaces NOTAM E1799/21)
37/21 Crane—Waterloo, Ontario
42/21 New Class F Restricted Airspace in Quebec (Replaces AIC 20/21)
45/21 Blasting—Schefferville, Quebec (Replaces AIP Canada Supplement 23/21)
51/21 Mobile Crane—Kelowna, British Columbia
53/21 Crane—Victoria, British Columbia
54/21 Crane—Ottawa, Ontario
57/21 Multiple Cranes—Saskatoon, Saskatchewan
58/21 Mobile Arrestor Gear at Cold Lake/Group Captain R.W. McNair (CYOD) Airport (Replaces NOTAM C1447/21)
2/22 Construction at Vancouver International Airport (CYVR)—March 2022 – September 2022

Note: Cette information est aussi disponible dans l’autre langue officielle.
<table>
<thead>
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<th>Description</th>
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<td>4/22</td>
<td>Construction Activity at Inuvik (Mike Zubko), NT (CYEV)—January 2022 – September 2025 (Replaces AIP Canada Supplement 61/21)</td>
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<td>Three Low Frequency Antennas—Matsqui, British Columbia (Replaces AIP Canada Supplement 59/21)</td>
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<tr>
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<td>Quebec Region—Chicoutimi/St-Honoré, QC (CYRC)—Airport Rehabilitation Work From June to October 2022</td>
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<tr>
<td>9/22</td>
<td>Tower Crane—Halifax, Nova Scotia</td>
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<td>10/22</td>
<td>Communication Tower Light Unserviceable—Fort McMurray, Alberta</td>
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<td>Crane—Victoria, British Columbia</td>
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<td>13/22</td>
<td>Crane—Halifax, Nova Scotia</td>
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<td>15/22</td>
<td>Change in Transient Servicing at Cold Lake / Group Captain R.W. McNair (CYOD) Airport</td>
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<td>17/22</td>
<td>Construction Activity at Whitehorse/Erik Nielsen Intl YT (CYXY)—April 2022 – September 2022</td>
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<td>Quebec Region—Chibougamau-Chapais, QC (CYMT)—Airport Rehabilitation Work—From July 2022 to October 2022</td>
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<td>19/22</td>
<td>Greenland Airspace Restrictions (Replaces NOTAM H0552/22)</td>
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<td>21/22</td>
<td>Multiple Cranes—Edmonton, Alberta</td>
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<tr>
<td>25/22</td>
<td>Construction at Winnipeg International Airport (CYWG)—April 2022 to October 2022</td>
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<tr>
<td>26/22</td>
<td>Amendments To: Vancouver Visual Flight Rules Terminal Area Chart, 46th Edition</td>
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<td>27/22</td>
<td>New Visual Flight Rules (VFR) Checkpoints and Arrival/Departure Routes at the Kitchener/Waterloo Airport (CYKF)</td>
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<td>28/22</td>
<td>Military Operations Area Updates (Replaces AIC 5/22)</td>
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<td>29/22</td>
<td>Construction at: John C. Munro Hamilton International Airport (CYHM)—May 2022 to August 2022</td>
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<td>30/22</td>
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<td>33/22</td>
<td>Flight Operations: Forest Spraying Lac Saint-Jean, North Shore, Lower St. Lawrence, and Gaspesie</td>
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<td>34/22</td>
<td>Toronto/Lester B. Peason International Airport, Ontario (CYYZ) Construction Activities: Spring/Summer 2022 (Replaces AIP Canada Supplement 6/22)</td>
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<tr>
<td>37/22</td>
<td>Construction Activity at Thunder Bay International Airport, Ontario (CYQT)—May 2022 to October 2022</td>
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<tr>
<td>38/22</td>
<td>Correction to Mandatory Frequency at Stony Rapids, Saskatchewan Water Aerodrome (CKW5)</td>
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<tr>
<td>39/22</td>
<td>Quebec Region—Saint-Augustin, Quebec (CTH9) Heliport Rehabilitation Work—June 2022</td>
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<td>42/22</td>
<td>Aerodrome Traffic Frequency at La Tuque, QC (CYLQ)</td>
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<td>43/22</td>
<td>Tower Crane—Barrie, Ontario</td>
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<td>44/22</td>
<td>Luffing Crane—Edmonton, Alberta</td>
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<tr>
<td>45/22</td>
<td>Blasting Activities at Saint Antonin, Saint-Hubert-de-Riviere-du-Loup and Saint Honore-de-Temiscouata, QC</td>
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<td>46/22</td>
<td>Cranes—Within 30 Nautical Miles of Vancouver Intl Airport (Replaces AIP Canada Supplement 24/22)</td>
</tr>
<tr>
<td>47/22</td>
<td>Cranes—Within 30 Nautical Miles of Calgary/YYC Calgary Intl Airport (Replaces AIP Canada Supplement 7/22)</td>
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48/22  Cranes—Within 30 Nautical Miles of Toronto/Lester B. Pearson Intl Airport (Replaces AIP Canada Supplement 22/22)
49/22  Cranes—Within 30 Nautical Miles of Montréal/Pierre Elliott Trudeau Intl Airport (Replaces AIP Canada Supplement 23/22)
50/22  Construction at Kelowna International Airport (CYLW) June 2022 to October 2022 (Replaces AIP Canada Supplement 41/22)
51/22  Whale Monitoring in the Gulf of Saint Lawrence Conducted by a Remotely Piloted Aircraft System—07 July 2022 to 19 August 2022 (Replaces AIP Canada Supplement 36/22)
52/22  Mobile Crane—Charlottetown, Prince Edward Island
53/22  Tower Crane—Edmonton, Alberta
54/22  Quebec Region—Festival Western de Saint-Tite —From 7 to 20 September 2022
55/22  Ontario Region—High-Altitude Research Balloon Flights—Victor M. Power Airport (CYTS), Timmins, Ontario—1 August 2022 to 2 September 2022

The following AIP Canada Supplements have been cancelled:

20/22  Construction at: Montreal/Pierre Elliott Trudeau Intl (CYUL)—14 March 2022 to 23 June 2022
35/22  Montreal St-Hubert—Helicopters VFR Procedures
40/22  Fireworks in Québec: June 2022 – July 2022
ONTARIO REGION
HIGH-ALTITUDE RESEARCH BALLOON FLIGHTS
VICTOR M. POWER AIRPORT (CYTS), TIMMINS, ONTARIO
1 AUGUST 2022 TO 2 SEPTEMBER 2022

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 2022 and 2 September 2022.

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 m³ to 400,000 m³ (5,300,000 ft³ to 14,200,000 ft³) and the flight train varies from 1,567 kg to 2,208 kg (3,450 lbs to 4,870 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 parachutes used for descent are red- and white-striped for visibility.

In addition, up to eight (8) small balloons (call signs ICARUS 1 to ICARUS 8) with a volume of 5.6 m³ to 11.3 m³ (200 ft³ to 400 ft³), a flight train of up to 10.0 kg (22 lbs), and a flight duration of 3 hours will be launched between 09 August 2022 and 27 August 2022.

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.

<table>
<thead>
<tr>
<th>Flight number(s):</th>
<th>Up to 12 flights</th>
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<tbody>
<tr>
<td>Launch date/time:</td>
<td>Between 1 August 2022 and 2 September 2022, from 0001Z to 1000Z</td>
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<tr>
<td>Payload system length:</td>
<td>up to 250 metres (850 feet)</td>
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<tr>
<td>Payload weight:</td>
<td>4.0 kg to 2,208 kg (10 lbs – 4,870 lbs)</td>
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<tr>
<td>Rate of ascent:</td>
<td>244 metres/minute – 305 metres/minute (800 feet/minute – 1,000 feet/minute)</td>
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<tr>
<td>Balloon diameter “at float”:</td>
<td>100-150 metres (350-500 feet)</td>
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<tr>
<td>Float altitude:</td>
<td>130,000 feet MSL</td>
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<tr>
<td>Estimated duration of “float”:</td>
<td>24 hours max</td>
</tr>
<tr>
<td>Description of area:</td>
<td>Timmins Airport up to 1,000 km (550 miles) east</td>
</tr>
</tbody>
</table>

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations

Note: Cette information est aussi disponible dans l’autre langue officielle.
AIP CANADA SUPPLEMENT 54/22

QUEBEC REGION
FESTIVAL WESTERN DE SAINT-TITE
FROM 7 TO 20 SEPTEMBER 2022

This supplement aims to inform the aeronautical community operating in the Mauricie area about the Festival Western de Saint-Tite as well as the operational limitations and restrictions in the vicinity of the Saint-Tite aerodrome (unknown location indicator) and the Lac-à-la-Tortue land and water aerodromes (CSL3 and CSU7). These aerodromes are all shown on the Montreal VFR Navigation Chart (VNC) AIR 5002.

To increase the level of safety at this event, and pursuant to section 5.1 of the Aeronautics Act, Transport Canada (TC) is creating a restricted area over the town, centered on the stables located east of the town. TC is also designating a mandatory frequency (MF) area centered on the aerodrome located southwest of the town but encompassing all of Saint-Tite. This MF is within the recently created common frequency area (CFA) depicted on the Montreal VNC and on the same frequency of 122.7 Mhz.

Restricted Area

Section 5.1 of the Aeronautics Act states that: “The Minister or any person authorized by the Minister may by notice prohibit or restrict the operation of aircraft on or over any area or within any airspace, either absolutely or subject to any exceptions or conditions that the Minister or person may specify [...].”

Pursuant to section 5.1 of the Aeronautics Act, a restricted area is established within a 0.75 NM radius around the stables at the following coordinates: 46°43'47"N 72°33'12"W, from the surface to 1,500 ft above sea level (ASL) (1,066 ft above ground level [AGL]). No aircraft shall be operated within the area described except MEDEVAC flights, police operations and TC aircraft. The restriction shall be in effect from 7 September 2022 through 20 September 2022. The restricted area is depicted as a red circle on the area chart and on the satellite image hereunder.

MF Area

To maximize the safety level, an MF area will be designated by TC. The area (without ground station) consists of a 3 NM radius centered on the Saint-Tite aerodrome (approximate coordinates: 46°42'58"N 72°35'11"W), from the surface to 3,500 ft ASL (3,075 ft AGL). The MF is 122.7 MHz. Pilots must follow the MF reporting procedures set out in Canadian Aviation Regulations (CARs) 602.97 to 602.103 as well as the information contained in RAC sections 4.5.4, 4.5.6 and 4.5.7 of the Transport Canada Aeronautical Information Manual (TC AIM) which can be consulted and downloaded here: <https://tc.canada.ca/en/aviation/publications/transport-canada-aeronautical-information-manual-tc-aim-tp-14371>.

The MF area is depicted as an orange circle on the satellite image hereunder.

NOTAM

The required NOTAMs will be issued, under CZUL, indicating the effective times of the MF area and of the restricted area as well as any last-minute changes.
MF area is depicted in orange (3 NM radius surface [SFC] to 3,500 ft ASL on 122.7 MHz)

Restricted airspace is depicted in red (0.75 NM radius SFC to 1,500 ft ASL).
France Labelle, p.p. Bernard Fortin
Associate Director, Operations
Civil Aviation – NAH
Transport Canada, Quebec Region
A tower crane will be erected in Edmonton, Alberta. The maximum height is 262 feet above ground level (AGL) or 2,474 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located at the following coordinates:

53° 31' 12.175" N 113° 31' 30.58" W

The tower crane is approximately 0.12 nautical miles (NM) west southwest (WSW) of Edmonton/Univ of Alberta (StolleryChildren’s Hosp Mahi) (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, please contact:

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

E-mail: landuse@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
MOBILE CRANE
CHARLOTTETOWN, PRINCE EDWARD ISLAND

A mobile crane will be erected in Charlottetown, Prince Edward Island (PE). The maximum height is 145 feet above ground level (AGL) or 302 feet above sea level (ASL). The structure will not be lighted and not painted.

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

46° 17’ 22.2072” N 063° 07’ 58.1412” W

The mobile crane is approximately 1,260 feet before threshold Runway 10, and 1,410 feet south of extended runway centreline at the Charlottetown PE (CYYG) aerodrome. 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

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
AIP CANADA SUPPLEMENT 51/22

WHALE MONITORING IN THE GULF OF SAINT LAWRENCE CONDUCTED BY A REMOTELY PILOTED AIRCRAFT SYSTEM 07 JULY 2022 TO 19 AUGUST 2022

(Replaces AIP Canada Supplement 36/22)

This supplement aims to inform the aeronautical community operating in the Gulf of Saint Lawrence area about whale monitoring that will be conducted by a remotely piloted aircraft system (RPAS), along with the resulting operational limitations and restrictions over and in the vicinity of the Gaspé (Michel-Pouliot) Airport (CYGP).

To increase the level of safety during these operations, and pursuant to section 5.1 of the Aeronautics Act, Transport Canada is creating restricted areas encompassing the Gaspé Class E control zone, a portion of the Gaspé transition area, transition corridors, and the whale monitoring airspace, which will be active daily during daylight for the proposed dates. Some of the NOTAM airspace may be deactivated on a daily basis when not in use. Areas are to be considered active unless stated otherwise.

Restricted Areas

Section 5.1 of the Aeronautics Act states that:

“The Minister or any person authorized by the Minister may by notice prohibit or restrict the operation of aircraft on or over any area or within any airspace, either absolutely or subject to any exceptions or conditions that the Minister or person may specify [...].”

Pursuant to section 5.1 of the Aeronautics Act, the following restricted areas are planned:

Gaspé Control Zone and Transition Area

The Gaspé control zone and transition area consists of a 15 nautical mile (NM) radius centred on the Gaspé (Michel-Pouliot) Airport (CYGP) (coordinates: 48° 46' 31" N 64° 28' 43" W), excluding the area south of the line between 48° 42' 13" N 64° 49' 53" W and 48° 41' 47" N 64° 07' 15" W from the surface to 4,000 feet mean sea level (MSL).

North Corridor (from the surface to 4,000 feet MSL)

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

| 49° 00' 56" N | 64° 34' 37" W | to |
| 49° 01' 56" N | 64° 34' 31" W | to |
| 49° 05' 44" N | 64° 30' 47" W | to |
| 49° 12' 49" N | 64° 11' 48" W | to |
| 49° 11' 00" N | 64° 00' 00" W | to |
| 49° 08' 22" N | 63° 53' 02" W | to |
| 48° 59' 30" N | 64° 17' 11" W | to |
| 49° 00' 56" N | 64° 34' 37" W | point of beginning. |
East Corridor (from the surface to 4,000 feet MSL)

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

| 48° 51' 46" N  | 64° 07' 21" W  | to |
| 48° 51' 58" N  | 63° 46' 11" W  | to |
| 48° 42' 01" N  | 63° 46' 03" W  | to |
| 48° 41' 47" N  | 64° 07' 15" W  | to |
| 48° 51' 46" N  | 64° 07' 21" W  | point of beginning. |

Area Mike (from 1,500 feet MSL to 5,000 feet MSL)

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

| 49° 41' 00" N  | 65° 00' 00" W  | to |
| 49° 22' 00" N  | 64° 00' 00" W  | to |
| 49° 11' 00" N  | 64° 00' 00" W  | to |
| 49° 20' 00" N  | 65° 00' 00" W  | to |
| 49° 41' 00" N  | 65° 00' 00" W  | point of beginning. |

Area November (from 1,500 feet MSL to 5,000 feet MSL)

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

| 49° 22' 00" N  | 64° 00' 00" W  | to |
| 49° 00' 00" N  | 63° 00' 00" W  | to |
| 48° 48' 00" N  | 63° 00' 00" W  | to |
| 49° 11' 00" N  | 64° 00' 00" W  | to |
| 49° 22' 00" N  | 64° 00' 00" W  | point of beginning. |

Area Oscar (from 1,500 feet MSL to 5,000 feet MSL)

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

| 49° 00' 00" N  | 63° 00' 00" W  | to |
| 48° 35' 00" N  | 62° 00' 00" W  | to |
| 48° 24' 00" N  | 62° 00' 00" W  | to |
| 48° 48' 00" N  | 63° 00' 00" W  | to |
| 49° 00' 00" N  | 63° 00' 00" W  | point of beginning. |
Area Tango (from 1,500 feet MSL to 5,000 feet MSL)

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

| 49° 05' 51" N | 63° 46' 22" W | to |
| 48° 30' 29" N | 63° 45' 54" W | to |
| 48° 30' 26" N | 63° 54' 24" W | to |
| 47° 50' 02" N | 63° 54' 29" W | to |
| 47° 50' 00" N | 63° 00' 00" W | to |
| 48° 48' 00" N | 63° 00' 00" W | to |
| 49° 05' 51" N | 63° 46' 22" W | point of beginning. |

No person shall operate an aircraft, including a remotely piloted aircraft (RPA), such as a drone, within the areas described unless authorized by the Montreal area control centre (ACC) on 134.175 MHz or at 1-800-633-1353, or by Transport Canada Aircraft Services at 343-542-2924.

The restriction shall be in effect from 07 July 2022 through to 19 August 2022 during daylight hours. The restricted areas are depicted on the satellite image in Figure 1.

**NOTAM**

NOTAMs will be issued, under the appropriate International Civil Aviation Organization (ICAO) NOTAM series (CZUL, CYGP, or both) indicating the effective times of the restricted areas pursuant to section 5.1 of the Aeronautics Act. NOTAMs will also be issued under the appropriate ICAO NOTAM series indicating any last-minute changes.
Figure 1: NOT FOR NAVIGATION.

Restricted areas are depicted by the colour shaded areas, as well as inside the red semi-circle.
For further information, please contact:

NAV CANADA  
Customer Service  
77 Metcalfe Street  
Ottawa, ON  K1P 5L6  
Tel.:  800-876-4693  
Fax:  877-663-6656  
E-mail:  service@navcanada.ca

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations
AIP CANADA SUPPLEMENT 50/22

CONSTRUCTION AT
KELOWNA INTERNATIONAL AIRPORT (CYLW)
JUNE 2022 TO OCTOBER 2022

(Replaces AIP Canada Supplement 41/22)

From June 2022 to October 2022, airfield construction work will be taking place on Runway 16/34 at the Kelowna International Airport (CYLW). The project has two stages. Work will start with Stage 2 (Work on Runway 34 End – South side) then move on to the Stage 1 (Work on Runway 16 End – North side):

1. **Stage 1: Work on Runway 16 End – North side**
   - Area A – Runway End Safety Area (RESA) construction
   - Area B – Taxiway Golf construction
   - Area C – Turn Pad expansion

2. **Stage 2: Work on Runway 34 End – South side**
   - Area A – RESA construction, runway extension and blast pad construction
   - Area B – Taxiway stub construction
   - Area C – West perimeter access road construction
   - Area D – Old turn pad removal

Construction working times will generally be Monday to Saturday, 1400Z to 0200Z unless otherwise indicated.
Stage 2: Area A – Runway End Safety Area Construction – Runway 34 End (June 2022 – August 2022)

- Runway 34 threshold displaced by 450 feet (137.16 metres).
- First 849 feet (258.71 metres) of Runway 34 closed.
- Backtrack not authorized south of Taxiway Delta.
- Runway 34 medium intensity approach lighting system with sequenced flashing lights (MALSF) unserviceable.
- Runway 34 precision approach path indicator (PAPI) relocated.
- Taxiway D closed from south of Taxiway E to Runway 34 end during Stage 2, Area C only.
- Localizer (LOC) removed from service during certain parts of this stage.
- Modified declared runway distances (all distances in feet):

<table>
<thead>
<tr>
<th>Runway</th>
<th>16</th>
<th>34</th>
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<tbody>
<tr>
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<td>8,401</td>
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<tr>
<td>ASDA</td>
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<tr>
<td>LDA</td>
<td>6,850</td>
<td>8,050</td>
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Figure 1: Stage 2 Construction Limit and Runway Availability
Procedure Impact Summary for Stage 2:

<table>
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<tr>
<th>Procedure Name</th>
<th>Available/NOT AUTH</th>
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<tbody>
<tr>
<td>ILS Z RWY 16</td>
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<tr>
<td>ILS Y RWY 16</td>
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<tr>
<td>RNAV (RNP) Z RWY 34</td>
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<tr>
<td>LOC Z RWY 16*</td>
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<tr>
<td>LOC Y RWY 16*</td>
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<td>RNAV (GNSS) Z RWY 16</td>
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<tr>
<td>RNAV (GNSS) Y RWY 16</td>
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<tr>
<td>RNAV (RNP) X RWY 16</td>
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<td>RNAV (GNSS) V RWY 16</td>
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<td>RNAV (GNSS) A</td>
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<td>(RWY 34 Circling Approach)</td>
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<td>MERYT TWO DEP</td>
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<td>NOTIV THREE DEP</td>
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<td>PRINCETON TWO DEP</td>
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<td>DEPARTURE PROCEDURE</td>
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<td>(Westbank/Wingfield Routes)</td>
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</tbody>
</table>
Stage 2: Work Area 2D – Runway 34 Existing Turn Pad Removal (Estimated 3 nights in August 2022)

- Runway 16/34 closed nightly between 0230Z to 1930Z except for scheduled passenger aircraft and emergency or MEDEVAC operations. When in use, refer to Stage 2 Operational Impact for details.
- Runway 16/34 available for taxiing only during the closure.
- Modified declared runway distances (all distances in feet):

<table>
<thead>
<tr>
<th>Runway</th>
<th>16</th>
<th>34</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displaced</td>
<td>Runway CLOSED and available for taxiing only</td>
<td></td>
</tr>
<tr>
<td>TORA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TODA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASDA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LDA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 2: Stage 2 Construction Limit and Runway Availability for Stage 2D ONLY
Stage 1: Area A – Runway End Safety Area Construction – Runway 16 End (September 2022 – October 2022)

- First 1,025 feet (312.48 metres) of Runway 16 closed.
- Backtrack is not authorized north of Taxiway Alpha.
- Runway 16 MALSF unserviceable during construction working hours (approximately 1400Z to 0200Z). MALSF will be available during non-working times.
- Glide path out of service.
- Modified declared runway distances (all distances in feet):

<table>
<thead>
<tr>
<th>Runway</th>
<th>16</th>
<th>34</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displaced</td>
<td>No Change</td>
<td>No Change</td>
</tr>
<tr>
<td>TORA</td>
<td>8,014</td>
<td>8,014</td>
</tr>
<tr>
<td>TODA</td>
<td>8,295</td>
<td>8,014</td>
</tr>
<tr>
<td>ASDA</td>
<td>8,014</td>
<td>8,014</td>
</tr>
<tr>
<td>LDA</td>
<td>7,838</td>
<td>7,475</td>
</tr>
</tbody>
</table>

Figure 3: Stage 1 Construction Limit and Runway Availability
Procedure Impact Summary for Stage 1:

<table>
<thead>
<tr>
<th>Procedure Name</th>
<th>Available/NOT AUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS Z RWY 16</td>
<td>NOT AUTH</td>
</tr>
<tr>
<td>ILS Y RWY 16</td>
<td>NOT AUTH</td>
</tr>
<tr>
<td>RNAV (GNSS) Z RWY 16</td>
<td>NOT AUTH</td>
</tr>
<tr>
<td>RNAV (RNP) X RWY 16</td>
<td>NOT AUTH</td>
</tr>
<tr>
<td>RNAV (GNSS) V RWY 16</td>
<td>LPV MINIMA NOT AUTH</td>
</tr>
<tr>
<td>LOC Z RWY 16</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>LOC Y RWY 16</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 34</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>RNAV (GNSS) Y RWY 16</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>RNAV (GNSS) A (RWY 34 Circling Approach)</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>RNAV (GNSS) V RWY 16</td>
<td>LNAV ONLY AVAILABLE</td>
</tr>
<tr>
<td>NDB B</td>
<td>AVAILABLE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Departure Procedure</th>
<th>Runway 16/34</th>
</tr>
</thead>
<tbody>
<tr>
<td>KELOWNA EIGHT DEP</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>MERYT TWO DEP</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>NOTIV THREE DEP</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>PRINCETON TWO DEP</td>
<td>AVAILABLE</td>
</tr>
<tr>
<td>DEPARTURE PROCEDURE (Westbank/Wingfield Routes)</td>
<td>AVAILABLE</td>
</tr>
</tbody>
</table>
For further information, please contact:

Kelowna International Airport  
5533 Airport Way 1  
Kelowna, BC V1V 1S1  
Attn: Joe Yakimchuk, Project Manager

Tel.: 250-807-4322  
E-mail: jyakimchuk@kelowna.ca

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations
**CRANES—WITHIN 30 NAUTICAL MILES OF MONTRÉAL/PIERRE ELLIOTT TRUDEAU INTL AIRPORT**

(Replaces AIP Canada Supplement 23/22)

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.

<table>
<thead>
<tr>
<th>Maximum Height (AGL)</th>
<th>Maximum Height (ASL)</th>
<th>Lighted</th>
<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>131 feet</td>
<td>233 feet</td>
<td>Yes</td>
<td>No</td>
<td>480 feet</td>
<td>45° 28' 46&quot; N 73° 45' 35&quot; W</td>
<td>1.0 NM NW of CYUL</td>
</tr>
<tr>
<td>332 feet</td>
<td>441 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>673 feet</td>
<td>45° 30' 02&quot; N 73° 39' 58&quot; W</td>
<td>3.6 NM ENE of CYUL</td>
</tr>
<tr>
<td>170 feet</td>
<td>424 feet</td>
<td>Yes</td>
<td>No</td>
<td>200 feet</td>
<td>45° 40' 38&quot; N 74° 02' 11&quot; W</td>
<td>910 feet before threshold 29 and 4,330 feet N extended runway centreline of CYMX</td>
</tr>
<tr>
<td>236 feet</td>
<td>471 feet</td>
<td>Yes</td>
<td>No</td>
<td>230 feet</td>
<td>45° 40' 56&quot; N 73° 54' 56&quot; W</td>
<td>4,096 feet ESE of CSW5</td>
</tr>
</tbody>
</table>

The following are for new cranes to this AIP Supplement.

<table>
<thead>
<tr>
<th>Maximum Height (AGL)</th>
<th>Maximum Height (ASL)</th>
<th>Lighted</th>
<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>226 feet</td>
<td>307 feet</td>
<td>Yes</td>
<td>No</td>
<td>253 feet</td>
<td>45° 26' 34&quot; N 73° 44' 36&quot; W</td>
<td>4,340 feet before threshold 06R and 3,310 feet SE extended runway centreline of CYUL</td>
</tr>
<tr>
<td>196 feet</td>
<td>257 feet</td>
<td>Yes</td>
<td>No</td>
<td>217 feet</td>
<td>45° 26' 55&quot; N 73° 47' 17&quot; W</td>
<td>7,350 feet before threshold 06L and 1,280 feet NW extended runway centreline CYUL</td>
</tr>
<tr>
<td>228 feet</td>
<td>332 feet</td>
<td>Yes</td>
<td>No</td>
<td>305 feet</td>
<td>45° 30' 09&quot; N 73° 42' 19&quot; W</td>
<td>8,710 feet before threshold 24L and 4,280 feet NW extended runway centreline of CYUL</td>
</tr>
</tbody>
</table>
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

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
Appendix

Aerodrome Location Indicators and Names

<table>
<thead>
<tr>
<th>Code</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>CSW5</td>
<td>Montréal (Bell) QC (Heli)</td>
</tr>
<tr>
<td>CYHU</td>
<td>Montréal/St-Hubert</td>
</tr>
<tr>
<td>CYMX</td>
<td>Montreal Intl (Mirabel)</td>
</tr>
<tr>
<td>CYUL</td>
<td>Montréal/Pierre Elliott Trudeau Intl</td>
</tr>
</tbody>
</table>

Abbreviations of Compass Directions

<table>
<thead>
<tr>
<th>N</th>
<th>north</th>
<th>S</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>NNE</td>
<td>north northeast</td>
<td>SSW</td>
<td>south southwest</td>
</tr>
<tr>
<td>NE</td>
<td>northeast</td>
<td>SW</td>
<td>southwest</td>
</tr>
<tr>
<td>ENE</td>
<td>east northeast</td>
<td>WSW</td>
<td>west southwest</td>
</tr>
<tr>
<td>E</td>
<td>east</td>
<td>W</td>
<td>west</td>
</tr>
<tr>
<td>ESE</td>
<td>east southeast</td>
<td>WNW</td>
<td>west northwest</td>
</tr>
<tr>
<td>SE</td>
<td>southeast</td>
<td>NW</td>
<td>northwest</td>
</tr>
<tr>
<td>SSE</td>
<td>south southeast</td>
<td>NNW</td>
<td>north northwest</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Maximum Height (AGL)</th>
<th>Maximum Height (ASL)</th>
<th>Lighted</th>
<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>110 feet</td>
<td>671 feet</td>
<td>Yes</td>
<td>No</td>
<td>813 feet</td>
<td>43° 40' 46.65&quot; N 79° 36' 28.0073&quot; W</td>
<td>1,800 feet beyond displaced threshold 24R and 2,090 feet NW runway centreline of CYYZ</td>
</tr>
<tr>
<td>316 feet</td>
<td>819 feet</td>
<td>Yes</td>
<td>No</td>
<td>302 feet</td>
<td>43° 40' 32.44&quot; N 79° 33' 52.735&quot; W</td>
<td>6,290 feet before threshold 24L and 5,840 feet SE extended runway centreline of CYYZ</td>
</tr>
<tr>
<td>169 feet</td>
<td>710 feet</td>
<td>Yes</td>
<td>No</td>
<td>254 feet</td>
<td>43° 41' 25.6&quot; N 79° 34' 22.0&quot; W</td>
<td>7,620 feet before displaced threshold 24R and 1,410 feet SE extended runway centreline of CYYZ</td>
</tr>
<tr>
<td>198 feet</td>
<td>737 feet</td>
<td>Yes</td>
<td>No</td>
<td>793 feet</td>
<td>43° 42' 58.15&quot; N 79° 36' 03.0499&quot; W</td>
<td>12,030 feet before displaced threshold 23 and 410 feet SE extended runway centreline of CYYZ</td>
</tr>
<tr>
<td>339 feet</td>
<td>787 feet</td>
<td>No</td>
<td>No</td>
<td>140 feet</td>
<td>43° 38' 28.6474&quot; N 79° 33' 45.6371&quot; W</td>
<td>3.6 NM SE of CYYZ</td>
</tr>
<tr>
<td>315 feet</td>
<td>722 feet</td>
<td>Yes</td>
<td>No</td>
<td>435 feet</td>
<td>43° 37' 38.93&quot; N 79° 33' 10.25&quot; W</td>
<td>4.5 NM SE of CYYZ</td>
</tr>
<tr>
<td>582 feet</td>
<td>861 feet</td>
<td>No</td>
<td>No</td>
<td>148 feet</td>
<td>43° 38' 33.81&quot; N 79° 23' 43.56&quot; W</td>
<td>240 feet beyond threshold 26 and 4,630 feet N runway centreline of CYTZ</td>
</tr>
<tr>
<td>820 feet</td>
<td>1,100 feet</td>
<td>No</td>
<td>No</td>
<td>243 feet</td>
<td>43° 38' 28.255&quot; N 79° 23' 32.78&quot; W</td>
<td>330 feet before threshold 26 and 3,800 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>513 feet</td>
<td>792 feet</td>
<td>No</td>
<td>No</td>
<td>128 feet</td>
<td>43° 38' 22&quot; N 79° 24' 38&quot; W</td>
<td>400 feet before threshold 08 and 4,750 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>712 feet</td>
<td>991 feet</td>
<td>Yes</td>
<td>No</td>
<td>413 feet</td>
<td>43° 38' 34.1882&quot; N 79° 23' 46.5143&quot; W</td>
<td>450 feet beyond threshold 26 and 4,700 feet N runway centreline of CYTZ</td>
</tr>
<tr>
<td>300 feet</td>
<td>586 feet</td>
<td>Yes</td>
<td>No</td>
<td>274 feet</td>
<td>43° 38' 40.1561&quot; N 79° 23' 51.8382&quot; W</td>
<td>600 feet beyond threshold 26 and 5,400 feet N runway centreline of CYTZ</td>
</tr>
<tr>
<td>Maximum Height (AGL)</td>
<td>Maximum Height (ASL)</td>
<td>Lighted</td>
<td>Painted/Marking</td>
<td>Working Radius</td>
<td>Centre Coordinates</td>
<td>Distance and Direction from Closest Aerodrome</td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------------</td>
<td>---------</td>
<td>-----------------</td>
<td>----------------</td>
<td>-------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>778 feet</td>
<td>1,063 feet</td>
<td>No</td>
<td>No</td>
<td>206 feet</td>
<td>43° 38’ 49.66&quot; N 79° 23’ 30.27&quot; W</td>
<td>1,260 feet before threshold 26 and 5,840 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>636 feet</td>
<td>927 feet</td>
<td>Yes</td>
<td>No</td>
<td>131 feet</td>
<td>43° 38’ 53.6&quot; N 79° 23’ 31.1&quot; W</td>
<td>1,320 feet before threshold 26 and 6,250 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>591 feet</td>
<td>870 feet</td>
<td>Yes</td>
<td>No</td>
<td>215 feet</td>
<td>43° 38’ 43.9674” N 79° 23’ 25.8216” W</td>
<td>1,340 feet before threshold 26 and 5,170 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>340 feet</td>
<td>637 feet</td>
<td>Yes</td>
<td>No</td>
<td>211 feet</td>
<td>43° 38’ 47.3586&quot; N 79° 24’ 05.679&quot; W</td>
<td>1,340 feet beyond threshold 26 and 6,400 feet N runway centreline of CYTZ</td>
</tr>
<tr>
<td>479 feet</td>
<td>851 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>310 feet</td>
<td>43° 39’ 51.6589” N 79° 24’ 41.5858” W</td>
<td>1,720 feet beyond threshold 26 and 13,490 feet N runway centreline of CYTZ</td>
</tr>
<tr>
<td>271 feet</td>
<td>642 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>148 feet</td>
<td>43° 39’ 52.4340” N 79° 24’ 45.7272” W</td>
<td>1,980 feet beyond threshold 08 and 13,590 feet N runway centreline of CYTZ</td>
</tr>
<tr>
<td>313 feet</td>
<td>708 feet</td>
<td>Yes</td>
<td>No</td>
<td>165 feet</td>
<td>43° 40’ 31.368&quot; N 79° 24’ 04.1616” W</td>
<td>2,190 feet before threshold 26 and 16,340 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>871 feet</td>
<td>1,157 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>164 feet</td>
<td>43° 38’ 53.4543” N 79° 23’ 17.0110” W</td>
<td>2,260 feet before threshold 26 and 5,820 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>925 feet</td>
<td>1,232 feet</td>
<td>Yes</td>
<td>No</td>
<td>304 feet</td>
<td>43° 39’ 12.3376” N 79° 23’ 21.4305” W</td>
<td>2,600 feet before threshold 26 and 7,740 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>1,013 feet</td>
<td>1,235 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>231 feet</td>
<td>43° 38’ 43&quot; N 79° 23’ 05” W</td>
<td>2,770 feet before threshold 26 and 4,580 feet N of extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>1,009 feet</td>
<td>1,265 feet</td>
<td>Yes</td>
<td>No</td>
<td>320 feet</td>
<td>43° 38’ 44” N 79° 22’ 40” W</td>
<td>4,540 feet before threshold 26 and 4,080 feet N of extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>603 feet</td>
<td>986 feet</td>
<td>Yes</td>
<td>No</td>
<td>170 feet</td>
<td>43° 40’ 20” N 79° 23’ 25” W</td>
<td>4,540 feet before threshold 26 and 14,360 feet N of extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>321 feet</td>
<td>613 feet</td>
<td>Yes</td>
<td>No</td>
<td>197 feet</td>
<td>43° 39’ 10.12” N 79° 22’ 46.97” W</td>
<td>4,900 feet before threshold 26 and 6,750 feet N extended Runway centreline of CYTZ</td>
</tr>
<tr>
<td>670 feet</td>
<td>1,011 feet</td>
<td>Yes</td>
<td>No</td>
<td>165 feet</td>
<td>43° 39’ 45.7268” N 79° 23’ 02.9398” W</td>
<td>4,960 feet before threshold 26 and 10,580 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>707 feet</td>
<td>1,088 feet</td>
<td>No</td>
<td>Yes</td>
<td>119 feet</td>
<td>43° 40’ 16.0258” N 79° 23’ 15.2343” W</td>
<td>5,100 feet before threshold 26 and 13,740 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>1,199 feet</td>
<td>1,579 feet</td>
<td>Yes</td>
<td>No</td>
<td>185 feet</td>
<td>43° 40’ 11.5065” N 79° 23’ 13.1647” W</td>
<td>5,110 feet before threshold 26 and 13,310 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>Maximum Height (AGL)</td>
<td>Maximum Height (ASL)</td>
<td>Lighted</td>
<td>Painted/Marking</td>
<td>Working Radius</td>
<td>Centre Coordinates</td>
<td>Distance and Direction from Closest Aerodrome</td>
</tr>
<tr>
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<td>---------</td>
<td>-----------------</td>
<td>---------------</td>
<td>-------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>591 feet</td>
<td>954 feet</td>
<td>Yes</td>
<td>No</td>
<td>230 feet</td>
<td>43° 39' 59.4490&quot; N 79° 23' 05.0325&quot; W</td>
<td>5,240 feet before threshold 26 and 11,880 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>728 feet</td>
<td>1,105 feet</td>
<td>Yes</td>
<td>No</td>
<td>49 feet</td>
<td>43° 40' 08.06&quot; N 79° 23' 00.14&quot; W</td>
<td>5,950 feet before threshold 26 and 12,600 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>623 feet</td>
<td>904 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>131 feet</td>
<td>43° 39' 07.269&quot; N 79° 22' 30.088&quot; W</td>
<td>5,980 feet before threshold 26 and 6,060 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>566 feet</td>
<td>859 feet</td>
<td>Yes</td>
<td>No</td>
<td>130 feet</td>
<td>43° 39' 22.65&quot; N 79° 22' 36.63&quot; W</td>
<td>6,020 feet before threshold 26 and 7,760 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>843 feet</td>
<td>1,096 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>270 feet</td>
<td>43° 38' 40.968&quot; N 79° 22' 17.3398&quot; W</td>
<td>6,040 feet before threshold 26 and 3,250 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>602 feet</td>
<td>896 feet</td>
<td>Yes</td>
<td>No</td>
<td>131 feet</td>
<td>43° 39' 20&quot; N 79° 22' 35&quot; W</td>
<td>6,060 feet before threshold 26 and 7,420 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>303 feet</td>
<td>590 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>222 feet</td>
<td>43° 39' 15.180&quot; N 79° 22' 30.315&quot; W</td>
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</tr>
<tr>
<td>709 feet</td>
<td>993 feet</td>
<td>Yes</td>
<td>No</td>
<td>131 feet</td>
<td>43° 39' 12.7970&quot; N 79° 22' 29.2254&quot; W</td>
<td>6,250 feet before threshold 26 and 6,610 feet N extended runway centreline of CYTZ</td>
</tr>
<tr>
<td>344 feet</td>
<td>735 feet</td>
<td>Yes</td>
<td>No</td>
<td>377 feet</td>
<td>43° 40' 04&quot; N 79° 26' 53&quot; W</td>
<td>6,450 feet before threshold 08 and 17,740 feet N extended runway centerline of CYTZ</td>
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<tr>
<td>618 feet</td>
<td>943 feet</td>
<td>Yes</td>
<td>No</td>
<td>164 feet</td>
<td>43° 39' 42.2669&quot; N 79° 22' 37.1530&quot; W</td>
<td>6,630 feet before threshold 26 and 9,580 feet N of extended runway centreline of CYTZ</td>
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<tr>
<td>773 feet</td>
<td>1,151 feet</td>
<td>Yes</td>
<td>No</td>
<td>218 feet</td>
<td>43° 40' 18.19&quot; N 79° 22' 38.51&quot; W</td>
<td>7,670 feet before threshold 26 and 13,090 feet N extended runway centreline of CYTZ</td>
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<tr>
<td>519 feet</td>
<td>775 feet</td>
<td>No</td>
<td>No</td>
<td>285 feet</td>
<td>43° 39' 00&quot; N 79° 22' 01&quot; W</td>
<td>7,770 feet before threshold 26 and 4,700 feet N of extended runway centreline of CYTZ</td>
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<tr>
<td>425 feet</td>
<td>694 feet</td>
<td>No</td>
<td>No</td>
<td>166 feet</td>
<td>43° 39' 08.56&quot; N 79° 21' 57.48&quot; W</td>
<td>8,340 feet before threshold 26 and 5,470 feet N of extended runway centreline of CYTZ</td>
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<tr>
<td>459 feet</td>
<td>717 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>425 feet</td>
<td>43° 39' 04.6057&quot; N 79° 21' 20.0740&quot; W</td>
<td>10,780 feet before threshold 26 and 4,210 feet N of extended runway centreline of CYTZ</td>
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<td>493 feet</td>
<td>766 feet</td>
<td>Yes</td>
<td>No</td>
<td>140 feet</td>
<td>43° 39' 38.05&quot; N 79° 21' 22.79&quot; W</td>
<td>11,650 feet before threshold 26 and 7,450 feet N of extended runway centreline of CYTZ</td>
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<td>240 feet</td>
<td>722 feet</td>
<td>Yes</td>
<td>No</td>
<td>150 feet</td>
<td>43° 40' 49.8&quot; N 79° 26' 00.4&quot; W</td>
<td>3.5 NM NNW of CYTZ</td>
</tr>
<tr>
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<td>Maximum Height (ASL)</td>
<td>Lighted</td>
<td>Painted/Marking</td>
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<td>Centre Coordinates</td>
<td>Distance and Direction from Closest Aerodrome</td>
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<tr>
<td>460 feet</td>
<td>1,056 feet</td>
<td>Yes</td>
<td>No</td>
<td>238 feet</td>
<td>43° 51' 03&quot; N 79° 19' 23&quot; W</td>
<td>8,180 feet before threshold 33 and 7,390 feet NE of extended runway centreline of CYKZ</td>
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<tr>
<td>461 feet</td>
<td>1,132 feet</td>
<td>Yes</td>
<td>No</td>
<td>342 feet</td>
<td>43° 50' 26.0208&quot; N 79° 23' 48.7280&quot; W</td>
<td>8,570 feet before threshold 03 and 3,650 feet NW extended runway centreline of CYKZ</td>
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<tr>
<td>294 feet</td>
<td>873 feet</td>
<td>No</td>
<td>No</td>
<td>340 feet</td>
<td>43° 51' 14.955&quot; N 79° 18' 40.29&quot; W</td>
<td>9,130 feet before threshold 33 and 10,620 feet NE extended runway centreline of CYKZ</td>
</tr>
<tr>
<td>289 feet</td>
<td>967 feet</td>
<td>Yes</td>
<td>No</td>
<td>162 feet</td>
<td>43° 50' 41.5&quot; N 79° 25' 37.1&quot; W</td>
<td>10,040 feet before threshold 03 and 11,580 feet NW extended runway centreline of CYKZ</td>
</tr>
<tr>
<td>343 feet</td>
<td>1,021 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>332 feet</td>
<td>43° 50' 40.25&quot; N 79° 25' 37.1&quot; W</td>
<td>10,230 feet before threshold 03 and 11,500 feet NW extended runway centreline of CYKZ</td>
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<tr>
<td>429 feet</td>
<td>1,056 feet</td>
<td>Yes</td>
<td>No</td>
<td>335 feet</td>
<td>43° 47' 07.55&quot; N 79° 24' 57.9&quot; W</td>
<td>670 feet before threshold 15 and 19,960 feet NE extended runway centreline of CYZD</td>
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<td>211 feet</td>
<td>775 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>228 feet</td>
<td>43° 45' 49&quot; N 79° 24' 02&quot; W</td>
<td>1,160 feet before threshold 33 and 18,210 feet NE of extended runway centreline of CYZD</td>
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<tr>
<td>181 feet</td>
<td>797 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>318 feet</td>
<td>43° 43' 57.115&quot; N 79° 26' 52.665&quot; W</td>
<td>2,290 feet before threshold 33 and 1,330 feet NE extended runway centreline of CYZD</td>
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<td>386 feet</td>
<td>1,009 feet</td>
<td>Yes</td>
<td>No</td>
<td>390 feet</td>
<td>43° 43' 34.23&quot; N 79° 27' 31.945&quot; W</td>
<td>2,340 feet before threshold 33 and 2,360 feet SW extended runway centreline of CYZD</td>
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<tr>
<td>208 feet</td>
<td>764 feet</td>
<td>No</td>
<td>No</td>
<td>148 feet</td>
<td>43° 43' 22.72&quot; N 79° 24' 49.64&quot; W</td>
<td>10,590 feet before threshold 33 and 6,260 feet NE extended runway centreline of CYZD</td>
</tr>
<tr>
<td>307 feet</td>
<td>786 feet</td>
<td>Yes</td>
<td>No</td>
<td>92 feet</td>
<td>43° 41' 50.8965&quot; N 79° 26' 34.044&quot; W</td>
<td>13,170 feet before threshold 33 and 5,510 feet SW extended runway centreline of CYZD</td>
</tr>
<tr>
<td>316 feet</td>
<td>905 feet</td>
<td>Yes</td>
<td>No</td>
<td>145 feet</td>
<td>43° 42' 21.6355&quot; N 79° 25' 34.0360&quot; W</td>
<td>13,430 feet before threshold 33 and 110 feet SW extended runway centreline of CYZD</td>
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<tr>
<td>322 feet</td>
<td>863 feet</td>
<td>Yes</td>
<td>No</td>
<td>197 feet</td>
<td>43° 43' 07.430&quot; N 79° 24' 00.732&quot; W</td>
<td>14,090 feet before threshold 33 and 8,070 feet NE extended runway centreline of CYZD</td>
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<td>485 feet</td>
<td>1,148 feet</td>
<td>Yes</td>
<td>No</td>
<td>333 feet</td>
<td>43° 48' 19.06&quot; N 79° 27' 07.405&quot; W</td>
<td>3.8 NM NNE of CYZD</td>
</tr>
<tr>
<td>638 feet</td>
<td>1,162 feet</td>
<td>Yes</td>
<td>No</td>
<td>216 feet</td>
<td>43° 42' 20.4837&quot; N 79° 23' 43.8308&quot; W</td>
<td>3.8 NM SE of CYZD</td>
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<tr>
<td>626 feet</td>
<td>1,300 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>153 feet</td>
<td>43° 47' 44.10&quot; N 79° 31' 19.05&quot; W</td>
<td>4.0 NM NNW of CYZD</td>
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<tr>
<td>342 feet</td>
<td>868 feet</td>
<td>No</td>
<td>No</td>
<td>226 feet</td>
<td>43° 45' 59.70&quot; N 79° 22' 26.09&quot; W</td>
<td>4.2 NM E of CYZD</td>
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<td>Maximum Height (ASL)</td>
<td>Lighted</td>
<td>Painted/Marking</td>
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<td>Centre Coordinates</td>
<td>Distance and Direction from Closest Aerodrome</td>
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<td>---------------------------------------------</td>
</tr>
<tr>
<td>153 feet</td>
<td>612 feet</td>
<td>Yes</td>
<td>No</td>
<td>197 feet</td>
<td>43° 43' 16.3&quot; N 79° 22' 25.5&quot; W</td>
<td>4.2 NM ESE of CYZD</td>
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<tr>
<td>408 feet</td>
<td>921 feet</td>
<td>Yes</td>
<td>No</td>
<td>363 feet</td>
<td>43° 46' 06.3&quot; N 79° 22' 22.05&quot; W</td>
<td>4.3 NM E of CYZD</td>
</tr>
<tr>
<td>493 feet</td>
<td>1,005 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>300 feet</td>
<td>43° 46' 01&quot; N 79° 22' 19&quot; W</td>
<td>4.3 NM E of CYZD</td>
</tr>
<tr>
<td>361 feet</td>
<td>1,073 feet</td>
<td>Yes</td>
<td>No</td>
<td>245 feet</td>
<td>43° 49' 33.8393&quot; N 79° 31' 56.4386&quot; W</td>
<td>6.0 NM NNW of CYZD</td>
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<td>397 feet</td>
<td>1,117 feet</td>
<td>Yes</td>
<td>No</td>
<td>383 feet</td>
<td>43° 49' 29.6113&quot; N 79° 31' 54.5363&quot; W</td>
<td>6.0 NM NNW of CYZD</td>
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<tr>
<td>399 feet</td>
<td>1,114 feet</td>
<td>Yes</td>
<td>No</td>
<td>255 feet</td>
<td>43° 49' 47&quot; N 79° 31' 54&quot; W</td>
<td>6.0 NM NNW of CYZD</td>
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<tr>
<td>706 feet</td>
<td>1,228 feet</td>
<td>Yes</td>
<td>No</td>
<td>325 feet</td>
<td>43° 35' 17.265&quot; N 79° 39' 01.11&quot; W</td>
<td>3.9 NM S of CPA5</td>
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<tr>
<td>417 feet</td>
<td>1,150 feet</td>
<td>No</td>
<td>Yes</td>
<td>277 feet</td>
<td>43° 41' 38.07&quot; N 79° 45' 00.965&quot; W</td>
<td>4.7 NM NW of CPA5</td>
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<tr>
<td>408 feet</td>
<td>722 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>250 feet</td>
<td>43° 15' 24&quot; N 79° 52' 01.8&quot; W</td>
<td>3,825 feet WSW of CPK3</td>
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<tr>
<td>229 feet</td>
<td>504 feet</td>
<td>Yes</td>
<td>No</td>
<td>252 feet</td>
<td>43° 36' 04.59&quot; N 79° 30' 43.66&quot; W</td>
<td>2.4 NM ESE of CPY5</td>
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<tr>
<td>360 feet</td>
<td>652 feet</td>
<td>Yes</td>
<td>No</td>
<td>200 feet</td>
<td>43° 37' 26.1493&quot; N 79° 29' 20.3883&quot; W</td>
<td>3.3 NM E of CPY5</td>
</tr>
<tr>
<td>565 feet</td>
<td>1,024 feet</td>
<td>Yes</td>
<td>No</td>
<td>254 feet</td>
<td>43° 35' 23.0027&quot; N 79° 37' 55.1219&quot; W</td>
<td>3.4 NM WSW of CPY5</td>
</tr>
<tr>
<td>462 feet</td>
<td>755 feet</td>
<td>No</td>
<td>No</td>
<td>157 feet</td>
<td>43° 38' 17.495&quot; N 79° 29' 20.99&quot; W</td>
<td>3.5 NM E of CPY5</td>
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<tr>
<td>474 feet</td>
<td>864 feet</td>
<td>Yes</td>
<td>No</td>
<td>300 feet</td>
<td>43° 39' 40.695&quot; N 79° 30' 42.060&quot; W</td>
<td>3.5 NM NE of CPY5</td>
</tr>
<tr>
<td>613 feet</td>
<td>1,079 feet</td>
<td>No</td>
<td>No</td>
<td>148 feet</td>
<td>43° 35' 29.02&quot; N 79° 38' 04.32&quot; W</td>
<td>3.5 NM WSW of CPY5</td>
</tr>
<tr>
<td>736 feet</td>
<td>1,240 feet</td>
<td>Yes</td>
<td>No</td>
<td>388 feet</td>
<td>43° 35' 26&quot; N 79° 38' 24&quot; W</td>
<td>3.7 NM WSW of CPY5</td>
</tr>
<tr>
<td>711 feet</td>
<td>1,223 feet</td>
<td>Yes</td>
<td>No</td>
<td>412 feet</td>
<td>43° 35' 03.1096&quot; N 79° 38' 40.3382&quot; W</td>
<td>4.1 NM WSW of CPY5</td>
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<tr>
<td>617 feet</td>
<td>1,027 feet</td>
<td>Yes</td>
<td>No</td>
<td>159 feet</td>
<td>43° 43' 11.3815&quot; N 79° 20' 58.4440&quot; W</td>
<td>1.19 NM ESE of CNY8</td>
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<td>902 feet</td>
<td>1,386 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>395 feet</td>
<td>43° 43' 57&quot; N 79° 20' 40.5&quot; W</td>
<td>1.27 NM ENE of CNY8</td>
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<tr>
<td>233 feet</td>
<td>691 feet</td>
<td>No</td>
<td>No</td>
<td>165 feet</td>
<td>43° 43' 40.9385&quot; N 79° 20' 25.4274&quot; W</td>
<td>1.63 NM E of CNY8</td>
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<tr>
<td>352 feet</td>
<td>889 feet</td>
<td>Yes</td>
<td>No</td>
<td>245 feet</td>
<td>43° 45' 33.5&quot; N 79° 19' 55.7&quot; W</td>
<td>2.8 NM NE of CNY8</td>
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</table>
### Maximum Height (AGL) and Maximum Height (ASL)

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<tr>
<th>Height (AGL)</th>
<th>Height (ASL)</th>
<th>Lighted</th>
<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
</table>
| 485 feet     | 1,056 feet   | Yes     | No              | 135 feet       | 43° 46' 26.5" N  
79° 19' 57.6" W | 3.7 NM NE 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| 5.0 NM ENE of CNY8 |

The following are for new cranes to this AIP Supplement.

<table>
<thead>
<tr>
<th>Height (AGL)</th>
<th>Height (ASL)</th>
<th>Lighted</th>
<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
</table>
| 364 feet     | 616 feet     | Yes     | No              | 174 feet       | 43° 38' 41" N    
79° 21' 58" W  | 7,360 feet before threshold 26 and 
2,800 feet N extended centerline of CYTZ |
| 681 feet     | 1,300 feet   | Yes     | No              | 479 feet       | 43° 47' 29" N    
79° 31' 55" W  | 4.1 NM NNW of CYZD |
| 445 feet     | 807 feet     | Yes     | Yes             | 197 feet       | 43° 37' 11" N    
79° 31' 18" W  | 1.83 NM E of CPY5 |
| 431 feet     | 858 feet     | No      | No              | 156 feet       | 43° 41' 14" N    
79° 18' 07" W  | 3.8 NM SE of CNY8 |
| 355 feet     | 617 feet     | No      | No              | 226 feet       | 43° 39' 12.53" N 
79° 21' 35.625" W| 9,930 feet before threshold 26 and 
5,360 feet N of extended runway centerline of CYTZ |
| 72 feet      | 732 feet     | No      | No              | 925 feet       | 43° 52' 10.81" N 
79° 22' 44.63" W| 2,370 feet before threshold 15 and 
150 feet SW of extended runway centerline of CYKZ |
| 435 feet     | 1,004 feet   | No      | No              | 275 feet       | 43° 36' 33" N    
79° 39' 17.9" W | 4.2 NM SSW of CYYZ |
| 304 feet     | 576 feet     | Yes     | No              | 138 feet       | 43° 33' 22" N    
79° 35' 07" W  | 3.8 NM SSW 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

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations
Appendix

Aerodrome Location Indicators and Names

<table>
<thead>
<tr>
<th>Code</th>
<th>Location Description</th>
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</thead>
<tbody>
<tr>
<td>CNW8</td>
<td>Toronto (Hosp for Sick Children) (Heli)</td>
</tr>
<tr>
<td>CNY8</td>
<td>Toronto (Sunnybrook Medical Ctr) (Heli)</td>
</tr>
<tr>
<td>CPA5</td>
<td>Toronto/Tarten (Heli)</td>
</tr>
<tr>
<td>CPH7</td>
<td>Toronto/Markham Stouffville (Heli)</td>
</tr>
<tr>
<td>CPK3</td>
<td>Hamilton (Gen Hosp) (Heli)</td>
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<tr>
<td>CPK6</td>
<td>Toronto (Mississauga Credit Valley Hosp) (Heli)</td>
</tr>
<tr>
<td>CPY5</td>
<td>Toronto/Wilson’s (Heli)</td>
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<tr>
<td>CPZ9</td>
<td>Toronto/ Billy Bishop Toronto City Airport (Water Aerodrome)</td>
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<tr>
<td>CTM4</td>
<td>Toronto (St. Michael’s Hosp) (Heli)</td>
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<td>CYKZ</td>
<td>Toronto/Buttonville Muni</td>
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<tr>
<td>CYTZ</td>
<td>Toronto/Billy Bishop Toronto City Airport</td>
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<tr>
<td>CYYZ</td>
<td>Toronto/Lester B. Pearson Intl</td>
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<td>CYZD</td>
<td>Toronto/Downsview</td>
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Abbreviations of Compass Directions

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<th>N</th>
<th>north</th>
<th>S</th>
<th>south</th>
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<td>NNE</td>
<td>north northeast</td>
<td>SSW</td>
<td>south southwest</td>
</tr>
<tr>
<td>NE</td>
<td>northeast</td>
<td>SW</td>
<td>southwest</td>
</tr>
<tr>
<td>ENE</td>
<td>east northeast</td>
<td>WSW</td>
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<td>west northwest</td>
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<tr>
<td>SSE</td>
<td>south southeast</td>
<td>NNW</td>
<td>north northwest</td>
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CRANES—WITHIN 30 NAUTICAL MILES OF CALGARY/YYC CALGARY INTL AIRPORT

(Replaces AIP Canada Supplement 7/22)

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.

<table>
<thead>
<tr>
<th>Maximum Height (AGL)</th>
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<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
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<tbody>
<tr>
<td>115 feet</td>
<td>3,668 feet</td>
<td>No</td>
<td>No</td>
<td>200 feet</td>
<td>51º 08' 19&quot; N 114º 01' 55&quot; W</td>
<td>2,640 feet before Threshold 17R and 2,440 feet W extended runway centreline of CYYC</td>
</tr>
<tr>
<td>138 feet</td>
<td>3,677 feet</td>
<td>No</td>
<td>No</td>
<td>100 feet</td>
<td>51º 09' 04&quot; N 114º 01' 44&quot; W</td>
<td>7,210 feet before Threshold 17R and 1,740 feet W of extended runway centreline of CYYC</td>
</tr>
<tr>
<td>705 feet</td>
<td>4,143 feet</td>
<td>Yes</td>
<td>No</td>
<td>263 feet</td>
<td>51º 02' 55&quot; N 114º 04' 22&quot; W</td>
<td>5 NM SSW of CYYC</td>
</tr>
<tr>
<td>139 feet</td>
<td>3,650 feet</td>
<td>Yes</td>
<td>No</td>
<td>220 feet</td>
<td>51º 03' 42&quot; N 114º 06' 06&quot; W</td>
<td>5 NM SSW of CYYC</td>
</tr>
<tr>
<td>218 feet</td>
<td>3,831 feet</td>
<td>Yes</td>
<td>No</td>
<td>208 feet</td>
<td>51º 04' 48.15&quot; N 114º 11' 50.3&quot; W</td>
<td>1.5405 NM SSE of CEP2</td>
</tr>
</tbody>
</table>

The following are for new cranes to this AIP Supplement.

<table>
<thead>
<tr>
<th>Maximum Height (AGL)</th>
<th>Maximum Height (ASL)</th>
<th>Lighted</th>
<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>503 feet</td>
<td>3,931 feet</td>
<td>Yes</td>
<td>No</td>
<td>229 feet</td>
<td>51º 02' 49&quot; N 114º 03' 54&quot; W</td>
<td>4.9 NM S of CYYC</td>
</tr>
</tbody>
</table>

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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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
Appendix

Aerodrome Location Indicators and Names

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEP2</td>
<td>Calgary (Bow Crow) AB (Heli)</td>
</tr>
<tr>
<td>CMT3</td>
<td>Calgary (Foothills Hosp McCaig Tower) (Heli)</td>
</tr>
<tr>
<td>CYYC</td>
<td>Calgary/YYC Calgary Intl</td>
</tr>
</tbody>
</table>

Abbreviations of Compass Directions

<table>
<thead>
<tr>
<th>Compass Direction</th>
<th>Abbreviation</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>N</td>
<td>north</td>
<td>S</td>
</tr>
<tr>
<td>NNE</td>
<td>north northeast</td>
<td>SSW</td>
</tr>
<tr>
<td>NE</td>
<td>northeast</td>
<td>SW</td>
</tr>
<tr>
<td>ENE</td>
<td>east northeast</td>
<td>WSW</td>
</tr>
<tr>
<td>E</td>
<td>east</td>
<td>W</td>
</tr>
<tr>
<td>ESE</td>
<td>east southeast</td>
<td>WNW</td>
</tr>
<tr>
<td>SE</td>
<td>southeast</td>
<td>NW</td>
</tr>
<tr>
<td>SSE</td>
<td>south southeast</td>
<td>NNW</td>
</tr>
</tbody>
</table>
The following cranes will be erected within 30 nautical miles (NM) of Vancouver Intl Airport (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.

<table>
<thead>
<tr>
<th>Maximum Height (AGL)</th>
<th>Maximum Height (ASL)</th>
<th>Lighted</th>
<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>95 feet</td>
<td>102 feet</td>
<td>No</td>
<td>No</td>
<td>173 feet</td>
<td>49° 11' 25&quot; N</td>
<td>760 feet beyond threshold 31 and 2,640 feet NE of runway centreline of CYVR.</td>
</tr>
<tr>
<td>171 feet</td>
<td>174 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>452 feet</td>
<td>49° 10' 34&quot; N</td>
<td>4,820 feet before threshold 26L and 2,340 feet S extended runway centreline of CYVR</td>
</tr>
<tr>
<td>245 feet</td>
<td>250 feet</td>
<td>Yes</td>
<td>No</td>
<td>295 feet</td>
<td>49° 11' 21&quot; N</td>
<td>6,610 feet before threshold 26L and 2,820 feet N extended runway centreline of CYVR</td>
</tr>
<tr>
<td>267 feet</td>
<td>259 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>412 feet</td>
<td>49° 09' 54.54&quot; N</td>
<td>7,270 feet before threshold 26L and 5,930 feet S extended runway centreline of CYVR</td>
</tr>
<tr>
<td>168 feet</td>
<td>176 feet</td>
<td>Yes</td>
<td>No</td>
<td>235 feet</td>
<td>49° 11' 11&quot; N</td>
<td>7,310 feet before threshold 26L and 1,910 feet N of extended runway centreline of CYVR</td>
</tr>
<tr>
<td>477 feet</td>
<td>733 feet</td>
<td>Yes</td>
<td>No</td>
<td>1,000 feet</td>
<td>49° 13' 54&quot; N</td>
<td>8,390 feet before displaced threshold 26R and 12,880 feet N extended runway centreline of CYVR</td>
</tr>
<tr>
<td>646 feet</td>
<td>647 feet</td>
<td>Yes</td>
<td>No</td>
<td>2,250 feet</td>
<td>49° 12' 29.3659&quot; N</td>
<td>1.12 NM SSE of CNW9</td>
</tr>
<tr>
<td>377 feet</td>
<td>713 feet</td>
<td>Yes</td>
<td>No</td>
<td>163 feet</td>
<td>49° 15' 31.428&quot; N</td>
<td>1.9 NM NNW of CNW9</td>
</tr>
<tr>
<td>680 feet</td>
<td>978 feet</td>
<td>No</td>
<td>No</td>
<td>404 feet</td>
<td>49° 12' 35.05&quot; N</td>
<td>2.5 NM SW of CNW9</td>
</tr>
<tr>
<td>230 feet</td>
<td>913 feet</td>
<td>Yes</td>
<td>No</td>
<td>1,519 feet</td>
<td>49° 16' 12&quot; N</td>
<td>2.9 NM NW of CNW9</td>
</tr>
<tr>
<td>Maximum Height (AGL)</td>
<td>Maximum Height (ASL)</td>
<td>Lighted</td>
<td>Painted/Marking</td>
<td>Working Radius</td>
<td>Centre Coordinates</td>
<td>Distance and Direction from Closest Aerodrome</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------</td>
<td>---------</td>
<td>-----------------</td>
<td>---------------</td>
<td>-------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>246 feet</td>
<td>1,342 feet</td>
<td>No</td>
<td>No</td>
<td>267 feet</td>
<td>49° 16’ 50” N 122° 55’ 24” W</td>
<td>3.5 NM NW of CNW9</td>
</tr>
<tr>
<td>330 feet</td>
<td>330 feet</td>
<td>Yes</td>
<td>No</td>
<td>1,450 feet</td>
<td>49° 17’ 24” N 122° 57’ 13” W</td>
<td>4.5 NM NW of CNW9</td>
</tr>
<tr>
<td>408 feet</td>
<td>510 feet</td>
<td>Yes</td>
<td>No</td>
<td>246 feet</td>
<td>49° 17’ 17” N 123° 07’ 51” W</td>
<td>5,185 feet SW of CBC7</td>
</tr>
<tr>
<td>486 feet</td>
<td>600 feet</td>
<td>Yes</td>
<td>No</td>
<td>350 feet</td>
<td>49° 16’ 51” N 123° 06’ 50” W</td>
<td>0.5 NM SSW of CBC7</td>
</tr>
<tr>
<td>240 feet</td>
<td>259 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>200 feet</td>
<td>49° 17’ 21.316” N 123° 03’ 43.611” W</td>
<td>1.7 NM ENE of CBC7</td>
</tr>
<tr>
<td>929 feet</td>
<td>994 feet</td>
<td>Yes</td>
<td>No</td>
<td>408 feet</td>
<td>49° 15’ 56.3004” N 123° 00’ 47.5310” W</td>
<td>3.9 NM E of CBC7</td>
</tr>
<tr>
<td>560 feet</td>
<td>629 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>239 feet</td>
<td>49° 15’ 53.1391” N 123° 00’ 33.2191” W</td>
<td>4.0 NM ESE of CBC7</td>
</tr>
<tr>
<td>622 feet</td>
<td>685 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>165 feet</td>
<td>49° 17’ 13.686” N 123° 07’ 13.0044” W</td>
<td>3,382 feet SSW CYHC</td>
</tr>
<tr>
<td>775 feet</td>
<td>808 feet</td>
<td>Yes</td>
<td>No</td>
<td>263 feet</td>
<td>49° 17’ 14.35” N 123° 07’ 22.34” W</td>
<td>3,783 feet SSW of CYHC</td>
</tr>
<tr>
<td>276 feet</td>
<td>284 feet</td>
<td>No</td>
<td>Yes</td>
<td>732 feet</td>
<td>49° 18’ 58.8201” N 123° 06’ 39.5300” W</td>
<td>1.32 NM NNW of CYHC</td>
</tr>
<tr>
<td>450 feet</td>
<td>466 feet</td>
<td>Yes</td>
<td>No</td>
<td>329 feet</td>
<td>49° 19’ 30” N 123° 07’ 21” W</td>
<td>1.89 NM NNW of CYHC</td>
</tr>
<tr>
<td>361 feet</td>
<td>1,044 feet</td>
<td>Yes</td>
<td>No</td>
<td>246 feet</td>
<td>49° 20’ 58” N 123° 12’ 09” W</td>
<td>4.9 NM WNW of CYHC</td>
</tr>
<tr>
<td>144 feet</td>
<td>178 feet</td>
<td>Yes</td>
<td>No</td>
<td>220 feet</td>
<td>49° 06’ 12” N 122° 39’ 44” W</td>
<td>6,810 feet before displaced threshold 07 and 50 feet S extended runway centreline of CYNJ</td>
</tr>
<tr>
<td>161 feet</td>
<td>190 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>138 feet</td>
<td>49° 06’ 10” N 122° 39’ 20” W</td>
<td>0.9 NM W of CYNJ</td>
</tr>
<tr>
<td>565 feet</td>
<td>826 feet</td>
<td>Yes</td>
<td>No</td>
<td>298 feet</td>
<td>49° 10’ 52.36” N 122° 50’ 32.56” W</td>
<td>1,926 feet N of CVS3</td>
</tr>
</tbody>
</table>
The following are for new cranes to this AIP Supplement.

<table>
<thead>
<tr>
<th>Maximum Height (AGL)</th>
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<th>Painted/Marking</th>
<th>Working Radius</th>
<th>Centre Coordinates</th>
<th>Distance and Direction from Closest Aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>273 feet</td>
<td>280 feet</td>
<td>Yes</td>
<td>Yes</td>
<td>663 feet</td>
<td>49° 09' 56&quot; N</td>
<td>5,940 feet before threshold 26L and 6,050 feet S extended runway centreline of CYVR</td>
</tr>
</tbody>
</table>

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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Ottawa, ON  K1V 1E5

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
Appendix

Aerodrome Location Indicators and Names

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAM9</td>
<td>Vancouver Intl (Water Aerodrome)</td>
</tr>
<tr>
<td>CBC7</td>
<td>Vancouver/Harbour (Public) (Heli)</td>
</tr>
<tr>
<td>CBK4</td>
<td>Vancouver (Gen Hosp) (Heli)</td>
</tr>
<tr>
<td>CNW9</td>
<td>Vancouver/New Westminster (Royal Columbian Hosp) (Heli)</td>
</tr>
<tr>
<td>CVS3</td>
<td>Vancouver (Surrey Memorial Hosp) (Heli)</td>
</tr>
<tr>
<td>CYHC</td>
<td>Vancouver Harbour (Water Aerodrome)</td>
</tr>
<tr>
<td>CYNJ</td>
<td>Langley Regional BC</td>
</tr>
<tr>
<td>CYVR</td>
<td>Vancouver Intl</td>
</tr>
</tbody>
</table>

Abbreviations of Compass Directions

<table>
<thead>
<tr>
<th>Direction</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>north</td>
</tr>
<tr>
<td>S</td>
<td>south</td>
</tr>
<tr>
<td>NNE</td>
<td>north northeast</td>
</tr>
<tr>
<td>SSW</td>
<td>south southwest</td>
</tr>
<tr>
<td>NE</td>
<td>northeast</td>
</tr>
<tr>
<td>SW</td>
<td>southwest</td>
</tr>
<tr>
<td>ENE</td>
<td>east northeast</td>
</tr>
<tr>
<td>WSW</td>
<td>west southwest</td>
</tr>
<tr>
<td>E</td>
<td>east</td>
</tr>
<tr>
<td>W</td>
<td>west</td>
</tr>
<tr>
<td>ESE</td>
<td>east southeast</td>
</tr>
<tr>
<td>WNW</td>
<td>west northwest</td>
</tr>
<tr>
<td>SE</td>
<td>southeast</td>
</tr>
<tr>
<td>NW</td>
<td>northwest</td>
</tr>
<tr>
<td>SSE</td>
<td>south southeast</td>
</tr>
<tr>
<td>NNW</td>
<td>north northwest</td>
</tr>
</tbody>
</table>
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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LUFFING CRANE—EDMONTON, ALBERTA

A luffing crane will be erected in Edmonton, Alberta. The maximum height is 320 feet above ground level (AGL) or 2,505 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 164-foot radius centred at the following coordinates:

53° 32' 57.18" N 113° 32' 00.09" W

The luffing crane is approximately 1.42 nautical miles (NM) southwest (SW) of Edmonton (Royal Alexandra Hosp) AB (Heli) (CFH7). 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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Acting Director, Aeronautical Information Management and Flight Operations
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.

For further information, please contact:

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
AERODROME TRAFFIC FREQUENCY AT LA TUQUE, QC (CYLQ)

As of 14 July 2022, the aerodrome traffic frequency (ATF) at La Tuque, QC (CYLQ) aerodrome will change from 122.8 MHz to 122.325 MHz.

Consequently, the ATFs of the nearby water aerodromes of La Tuque, QC (CTH6) and Lac-à-Beauce, QC (CSS7) will also change to 122.325 MHz.

These changes will take effect 14 July 2022 at 0901 Universal Coordinated Time (UTC). The appropriate aeronautical publications will be amended.

For further information, please contact:

NAV CANADA
Customer Service
Ottawa, ON

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
The complete rehabilitation of the heliport lighting will result in helipad closure for approximately 3 weeks in June 2022. The helipad will be available during the day only, with two-hour prior permission required (PPR) for MEDEVAC or other emergency usage only. Flight operations will be disrupted during this work (see figures below).

Details will be disseminated via NOTAM.

Figure 1
For further information, please contact:

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77 Metcalfe Street
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Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CORRECTION TO MANDATORY FREQUENCY AT STONY RAPIDS, SASKATCHEWAN WATER AERODROME (CKW5)

The 19th edition of the Lake Athabasca VFR navigation chart (VNC) (AIR 5023) displays an incorrect mandatory frequency (MF) for Stony Rapids, Saskatchewan (SK) water aerodrome (CKW5). The correct frequency is 122.1 MHz.

The correction will be made in the next edition of the VNC (AIR 5023) in September 2024.
For further information, please contact:

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CONSTRUCTION ACTIVITY AT
THUNDER BAY INTERNATIONAL AIRPORT, ONTARIO (CYQT)
MAY 2022 TO OCTOBER 2022

Introduction

From mid-May 2022 to mid-October 2022, major airfield construction work will take place on Runway 07/25, Runway 12/30, Taxiway Bravo, Taxiway Charlie, and Taxiway Golf at the Thunder Bay International Airport, Ontario (CYQT).

Since all activities are subject to operational requirements and construction schedules, actual dates and times of construction activities, as well as available instrument approach minima and departure procedures, will be promulgated through briefing documents and NOTAM.

Construction will be divided into multiple work zones as indicated below.

![Figure 1 : Work Zones](image-url)
### General Airfield Impacts During Construction

<table>
<thead>
<tr>
<th>Date</th>
<th>Facility</th>
<th>Impact</th>
<th>Work Zone(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-May – Early August</td>
<td>Runway 07/25</td>
<td>Closed</td>
<td>1, 2, 3, 4, 6, 7</td>
</tr>
<tr>
<td>Early August – Early September</td>
<td>Runway 07/25</td>
<td>Threshold Runway 07 displaced by <strong>2,136 feet</strong></td>
<td>5, 6, 7</td>
</tr>
<tr>
<td>Early September – Mid-September</td>
<td>Runway 07/25</td>
<td>Threshold Runway 07 displaced by <strong>1,532 feet</strong></td>
<td>6, 7</td>
</tr>
<tr>
<td>Mid-September – Late September</td>
<td>Runway 07/25</td>
<td>Closed</td>
<td>1, 2, 3, 4, 5, 6, 7</td>
</tr>
<tr>
<td>Early August – Mid-September</td>
<td>Runway 12/30</td>
<td>Closed</td>
<td>5, 6, 7, 8, 9</td>
</tr>
<tr>
<td>Late September – Mid-October</td>
<td>Runway 12/30</td>
<td>Closed</td>
<td>8, 9</td>
</tr>
<tr>
<td>Early August – Early September (Nights Only)</td>
<td>Taxiway A</td>
<td>Closed</td>
<td>Taxiway D to Runway 12/30 5, 6, 7, 8, 9</td>
</tr>
<tr>
<td>Mid-May – Late July</td>
<td>Taxiway B</td>
<td>Closed</td>
<td>2</td>
</tr>
<tr>
<td>Early June – Late July</td>
<td>Taxiway C</td>
<td>Wingspan Restrictions</td>
<td>3</td>
</tr>
<tr>
<td>Late July – Early August</td>
<td>Taxiway C</td>
<td>Closed</td>
<td>3</td>
</tr>
<tr>
<td>Early June – Late July</td>
<td>Taxiway D</td>
<td>Closed</td>
<td>4</td>
</tr>
<tr>
<td>Early August – Mid-September</td>
<td>Taxiway E</td>
<td>Closed</td>
<td>Taxiway D to Runway 12/30 9</td>
</tr>
<tr>
<td>Late September – Mid-October</td>
<td>Taxiway E</td>
<td>Closed</td>
<td>Taxiway D to Runway 12/30 9</td>
</tr>
<tr>
<td>Early August – Early September (Nights Only)</td>
<td>Taxiway F</td>
<td>Closed</td>
<td>5</td>
</tr>
<tr>
<td>Early June – Early August</td>
<td>Taxiway G</td>
<td>Wingspan Restrictions</td>
<td>3</td>
</tr>
</tbody>
</table>

Refer to NOTAM for revised Declared Distances

### Further Information

For further information, please contact:

Thunder Bay International Airports Authority Inc.
40-100 Princess St.
Thunder Bay ON P7E 6S2
Attn: Ryan Brading, Manager Airport Services

Tel.: 1-807-473-2617  
Cellular: 1-807-627-6879  
E-mail: ryan.brading@tbairport.on.ca

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations
Introduction

The scope and potential impacts from early April 2022 to mid-November 2022 construction projects at Toronto/Lester B. Pearson International Airport (CYYZ) are outlined below.

Since all activities are subject to operational requirements and construction schedules, actual dates and times of construction activities will be promulgated through briefing documents and NOTAM.

CYYZ Runway and Taxiway Identification

Figure 1: CYYZ Runway and Taxiway Identification Diagram
Area 1 – Construction Activity for Runway 06L/24R

Figure 2: Runway 06L/24R Construction Area

Dates: Early April 2022 to late May 2022

Scope: Full depth reconstruction and lighting upgrade

Impacts:
- Runway 06L/24R closed
- Taxiway D closed between Taxiway F and Runway 06R
- Taxiway D6 closed
- Runway 06R full length departures not available
- Runway 24L last available exit Taxiway D4
Area 2 – Construction Activity for Runway 06L/24R

Figure 3: Runway 06L/24R Construction Area

Dates: Early April 2022 to early July 2022
Scope: Full depth reconstruction and lighting upgrade
Impacts:
  • Runway 06L/24R closed
Area 3 – Construction Activity for Runway 06L/24R

Figure 4: Runway 06L/24R Construction Area

Dates: Early April 2022 to late September 2022

Scope: Full depth reconstruction and lighting upgrade

Impacts:
- Runway 06L/24R closed
- Taxiway C4 closed between Taxiway D4 and Runway 06L
- Taxiway E closed between Taxiway C and Runway 06L
- Taxiway C2 closed between Taxiway C and Runway 06L
- Taxiway D1 closed
- Taxiway D2 closed
- Taxiway C1 closed
Area 4 – Construction Activity for Runway 06L/24R

**Dates:** Late May 2022 to late September 2022

**Scope:** Full depth reconstruction and lighting upgrade

**Impacts:**
- Runway 06L/24R closed
- Taxiway D5 closed between Taxiway C and Runway 06R
- Taxiway C3 closed
- Taxiway C between Taxiway D3 and Taxiway D5 restricted closed on select dates
Area 5 – Construction Activity for Runway 06L/24R

Figure 6: Runway 06L/24R Construction Area

Dates: Early September 2022 to early October 2022
Scope: Full depth reconstruction and lighting upgrade
Impacts:
- Runway 06L/24R closed
- Taxiway D5 closed between Taxiway C and Runway 06R
Area 6 – Construction Activity for Runway 06L/24R

Figure 7: Runway 06L/24R Construction Area

Dates: Mid-September 2022 to late November 2022
Scope: Full depth reconstruction and lighting upgrade
Impacts:
- Runway 06L/24R closed
- Taxiway D closed between Taxiway DV and Runway 24R
- Taxiway C closed between Taxiway DV and Runway 24R
- Holding Bay 24R closed
- Taxiway D7 closed
Area 7 – Construction Activity for Taxilane 3

![Figure 8: Taxilane 3 Construction Area](image)

**Dates:** Early September 2022 to late October 2022

**Scope:** Apron concrete surface rehabilitation

**Impacts:**
- Taxilane 3 between Startbox 3B and Startbox 4C **closed**
- Stands B20, B22, and C25 **closed**
Area 8 – Construction Activity for Taxilane 3

Date: Late October 2022 to late November 2022
Scope: Apron concrete surface rehabilitation
Impacts:
- Taxilane 3 between the North/South Taxilane and Stand B20 closed
- Stands B18 and B19 closed

Figure 9: Taxilane 3 Construction Area
Area 9 – Construction Activity for Taxiway DR

Figure 10: Taxiway DR Construction Area

Dates: Early April 2022 to late May 2022
Scope: Apron concrete surface rehabilitation
Impacts:
- Taxiway DR closed
- Taxilane 9 between the East/West Taxilane and Stand 180 relocated
- East/West Taxilane between Taxiway DR and Stand 178 closed
- Taxilane 10 restricted to Code C
- Stand 179 closed
- Green centreline lighting unavailable on Terminal Perimeter Taxilane
Area 10 – Construction Activity for Taxiway J

Figure 11: Taxiway J Construction Area

Dates: Late June 2022 to late July 2022
Scope: Taxiway surface and base rehabilitation
Impacts:
- Taxiway J closed between Runway 15R and Taxiway K
- Taxiway F closed between Runway 05 and Taxiway J
- Taxiway P closed
- Runway 15R/33L certification changed to non-instrument
- Phase 1A nightwork only Runway 15R/33L closed (available as a taxiway)
- Phase 1B nightwork only Taxiway K restricted to Code C
Area 11 – Construction Activity for Taxiway J

Dates: Late July 2022 to early August 2022
Scope: Taxiway crack sealing
Impacts:
- Taxiway J **closed** between Runway 15L and Taxiway P nightly
- Taxiway K **closed** nightly
Area 12 – Construction Activity for Taxiway J

Figure 13: Taxiway J Construction Area

**Dates:** Early September 2022 to late September 2022

**Scope:** Taxiway crack sealing

**Impacts:**
- Taxiway J closed between Runway 15L and Taxiway K nightly
- Runway 15L/33R certification changed to non-instrument nightly
Area 13 – Construction Activity for Taxiway V

Figure 14: Taxiway V Construction Area

Dates: Mid-May 2022 to early June 2022
Scope: Taxiway crack sealing
Impacts:
- Taxiway V **closed** between Taxiway F and CDF Pad 1 daily
- CDF Taxilane One south of CDF Pad 5 **closed** daily
- Phase 2 Taxiway F **closed** between Taxiway T and Taxiway D daily
- Phase 2 Taxiway F3 **closed** between Taxiway T and Taxiway F daily
Area 14 – Construction Activity for Taxiway E

Figure 15: Taxiway E Construction Area

**Dates:** Mid-May 2022 to mid-June 2022

**Scope:** Taxiway surface and base rehabilitation

**Impacts:**
- Taxiway E **closed** between CDF Pad 3 and Taxiway D and between Taxiway D and Taxiway C
- Taxiway V **closed** between Runway 33R and Taxiway E
- CDF Pad 1 and Pad 2 **closed**
- Runway 15L/33R certification changed to **non-instrument**
- Phase 1A nightwork only Runway 15L/33R **closed** (available as a taxiway)
Area 15 – Construction Activity for Taxiway E

![Figure 16: Taxiway E Construction Area](image)

**Dates:** Early June 2022 to early July 2022  
**Scope:** Taxiway surface and base rehabilitation  
**Impacts:**  
- Taxiway E **closed** between CDF Pad 2 and Taxiway T  
- CDF Pad 3 and Pad 4 **closed**  
- Runway 15L/33R downgraded to **non-instrument** operations  
- Phase 2A Taxiway T between Runway 33R and CDF Pad 5 **restricted** to Code D daily  
- Taxiway V **closed** daily between Taxiway E and Taxiway F
Area 16 – Construction Activity for Taxiway E

Dates: Early May 2022 to mid-May 2022

Scope: Taxiway crack sealing

Impacts:
- Taxiway E **closed** between Taxiway EA and CDF Pad 4 daily
- Taxiway T **closed** between Runway 33R and Taxiway E daily
- Taxiway TC **closed** daily
- CDF Pad 5 and Pad 6 **closed** daily
- Runway 15L/33R certification changed to **non-instrument** daily
Area 17 – Construction Activity for Taxiway F

Figure 18: Taxiway F Construction Area

**Dates:** Early August 2022 to late August 2022

**Scope:** Taxiway surface and base rehabilitation

**Impacts:**
- Taxiway F closed between Taxiway H and Taxiway FA
- Taxiway F2 closed
- Taxiway N closed between Taxiway F and Taxiway E
- Runway 15R/33L downgraded to non-instrument operations
- Phase 1A no north turns permitted from Taxiway H onto Taxiway F for MD11 or Code F
- Phase 1B Runway 15R/33L closed daily
Area 18 – Runway 06L/24R

Dates: Early June 2022 to late June 2022

Scope: Full depth reconstruction and lighting upgrade

Impacts:
- Runway 06L/24R closed
- Taxiway C4 closed
- Taxiway D4 closed between Taxiway D and Runway 06R
- Taxiway C closed between Taxiway C4 and Taxiway C2
Further Information

For further information, please contact:

Greater Toronto Airports Authority
PO Box 6031
3111 Convair Drive
Toronto, ON L5P 1B2
Attn: Andrew Payter, Aviation Services

Tel.: 416-776-3441
E-mail: andrew.payter@gtaa.com

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
This year, the Société de protection des forêts contre les insectes et maladies (SOPFIM) will once again carry out a large-scale aerial application of biological pesticides (Btk) to counter the ravages of the spruce budworm.

A total of 113 aircraft, including 19 pointers, 79 spray planes, and 15 spray helicopters will be spread over 11 operating bases across the province of Québec.

The following is a list of SOPFIM operating bases:

- Dolbeau / St-Félicien, QC (CYDO)
- Chicoutimi / St-Honoré, QC (CYRC)
- Charlevoix, QC (CYML)
- Forestville, QC (CYFE)
- Baie-Comeau / Pointe Lebel, QC (CYBC)
- Mont-Joli, QC (CYYY)
- Matane, QC (CYME)
- Ste-Anne-des-Monts, QC (CYSZ)
- Gaspé (Michel-Pouliot), QC (CYGP)
- Bonaventure, QC (CYVB)
- Du Rocher-Percé / Pabok, QC (CTG3)
- Charlo, NB (CYCL)

The following table provides an overview of the maximum number of planes per region, per base, during the busiest period of operations:

<table>
<thead>
<tr>
<th>Region</th>
<th>CYDO: 8 airplanes</th>
<th>CYRC: 9 airplanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lac Saint-Jean</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Shore</td>
<td>CYFE: 4 airplanes</td>
<td>CYBC: 3 airplanes</td>
</tr>
<tr>
<td>Lower St. Lawrence</td>
<td>CYYY: 4 airplanes</td>
<td>CYME: 6 airplanes</td>
</tr>
<tr>
<td>Gaspesie and New-Brunswick</td>
<td>CYSZ: 10 airplanes</td>
<td>CYGP: 7 airplanes</td>
</tr>
</tbody>
</table>

A total of seven (7) helicopters will be based on the North Shore and eight (8) helicopters on the South Shore.
Timeline and Workflow

Aerial spraying operations will begin around 29 May 2022, in Lac Saint-Jean (on the North Shore) and in Bas-St-Laurent. Those in Gaspésie will begin as soon as the weather permits. The end of the operations is scheduled for the beginning of July.

Morning operations usually take place from 4:00 a.m. to 7:30 a.m. (local time) and may occasionally extend until 11:00 a.m. (local time). In the evening, operations take place from 6:00 p.m. to 9:30 p.m. (local time). For spraying operations to take place, the winds must be calm and there must be no precipitation.

Calibration and reconnaissance flights will be carried out during the day between 25 May 2022 and 1 June 2022. The plane usually sprays its pesticide about 50 feet above the tops of the trees. A surveillance aircraft flies and coordinates operations approximately 1,000 feet above the spraying aircraft. Spraying aircraft fly to designated areas at approximately 1,000 above ground level (AGL) and return to bases at approximately 2,500 feet above sea level (ASL), 3,000 feet ASL and 3,500 feet ASL.

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

Aircraft Models and Communication Frequency

The following tables presents the aircraft models as well as their respective colors so that you can clearly identify them:

**Spraying Aircraft**

<table>
<thead>
<tr>
<th>Models</th>
<th>Colours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Tractor 502</td>
<td>White or yellow</td>
</tr>
<tr>
<td>Air Tractor 504</td>
<td></td>
</tr>
<tr>
<td>Air Tractor 602</td>
<td></td>
</tr>
<tr>
<td>Air Tractor 802</td>
<td></td>
</tr>
<tr>
<td>Thrush 510P</td>
<td></td>
</tr>
</tbody>
</table>

**Surveillance Aircraft**

<table>
<thead>
<tr>
<th>Models</th>
<th>Colours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Islander (BN-2)</td>
<td>White background lined with different colors</td>
</tr>
<tr>
<td>Partenavia (P-68)</td>
<td></td>
</tr>
<tr>
<td>Piper Seneca (PA-34)</td>
<td></td>
</tr>
<tr>
<td>Piper Navajo (PA-31)</td>
<td></td>
</tr>
<tr>
<td>King Air 100 (BE10)</td>
<td></td>
</tr>
<tr>
<td>Cessna 310 (C310)</td>
<td></td>
</tr>
<tr>
<td>Cessna 337 (C337)</td>
<td></td>
</tr>
<tr>
<td>Piper Seneca II</td>
<td></td>
</tr>
<tr>
<td>Piper Seneca II Tubo (PA-34)</td>
<td></td>
</tr>
<tr>
<td>Twin Comanche (PA-30)</td>
<td></td>
</tr>
<tr>
<td>Piper Aztec (PA-23)</td>
<td></td>
</tr>
<tr>
<td>Beechcraft Baron (BE-58)</td>
<td></td>
</tr>
</tbody>
</table>
The surveillance aircraft pilot provides position reports on the 126.7 MHz frequency with the mention “SOPFIM Operations” each time a spraying operation takes place. You can communicate at any time with the surveillance aircraft pilot or the helicopter pilot on the 126.7 MHz frequency.

**Map of Aerial Spraying Operations by Region**

The following image shows a map of the regions where the spraying operations will take place, including all the sectors that will be sprayed.

![Figure 1: Aerial spraying operations map by region](image)

If you must operate at low altitude in the same sectors, or if you think there will be a conflict with one of our aircraft, do not hesitate to notify us by email or phone. Our operations will be particularly intense on bases CYSZ, CYGP, CYVB, CTG3 and CYCL (Bas-St-Laurent and Gaspésie) as well as in the Monts-Valin sector (CYRC).

To obtain additional information, please contact:

La Société de protection des forêts contre les insectes et maladies (SOPFIM)
Attn: Nicolas Verreault, Deputy Director of Operations

Tel.: 418-554-1611
E-mail: n.verreault@sopfim.qc.ca

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CONSTRUCTION AT EDMONTON INTERNATIONAL AIRPORT (CYEG)  
APRIL 2022 TO NOVEMBER 2022

From April 2022 to November 2022, four (4) major airfield construction projects will be taking place at the Edmonton International Airport (CYEG). The projects include the following:

- Runway end safety area (RESA) construction at the Runway 12 and Runway 02 runway ends
- North Apron I rehabilitation
- Cargo Apron VIII construction
- Airfield electrical lighting upgrades on Taxiway Alpha and Taxiway Bravo

1.0 Runway End Safety Area Construction – Runway 12 and Runway 02 Ends  
(Project # 1)

1.1 Enabling Works: 05 May 2022 to 18 May 2022

Periodic daily runway closures of Runway 12/30 and Runway 02/20 to allow installation of enabling works, including the following:

- Set up of displaced threshold infrastructure, including temporary precision approach path indicator (PAPI) installation, temporary runway threshold lights (wing bars), temporary pavement markings, and all other works required prior to official displacement of Runway 12 and Runway 02 thresholds.
1.2 Stage 1A Works: 19 May 2022 to 05 June 2022

- Runway 12/30 and Runway 02/20 downgraded to non-precision
- Temporary lateral navigation (LNAV), barometric vertical navigation (LNAV/VNAV), and localizer performance with vertical guidance (LPV) procedures will be published to the displaced threshold and made available to the public from 19 May 2022 to 08 September 2022.
- Taxiway Bravo closed between Taxiway Alpha and Runway 12 Threshold
- Modified declared runway distances (all distances in feet):

<table>
<thead>
<tr>
<th>Runway</th>
<th>02</th>
<th>20</th>
<th>12</th>
<th>30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displaced</td>
<td>984</td>
<td>No Change</td>
<td>984</td>
<td>No Change</td>
</tr>
<tr>
<td>TORA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
<tr>
<td>TODA</td>
<td>10,995</td>
<td>10,011</td>
<td>10,200</td>
<td>9,216</td>
</tr>
<tr>
<td>ASDA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
<tr>
<td>LDA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
</tbody>
</table>

Figure 1: Stage 1A Construction Limit
1.3 Stage 1B Works: 06 June 2022 to 19 June 2022

- Runway 12/30 and Runway 02/20 downgraded to non-precision
- Temporary LNAV, LNAV/VNAV, and LPV procedures will be published to the displaced threshold and made available to the public from 19 May 2022 to 08 Sept 2022.
- Modified declared runway distances (all distances in feet):

<table>
<thead>
<tr>
<th>Runway</th>
<th>02</th>
<th>20</th>
<th>12</th>
<th>30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displaced</td>
<td>984</td>
<td>No Change</td>
<td>984</td>
<td>No Change</td>
</tr>
<tr>
<td>TORA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
<tr>
<td>TODA</td>
<td>10,995</td>
<td>10,011</td>
<td>10,200</td>
<td>9,216</td>
</tr>
<tr>
<td>ASDA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
<tr>
<td>LDA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
</tbody>
</table>

Figure 2: Stage 1B Construction Limits
1.4 Stage 1C Works: 20 June 2022 to 11 August 2022

- Runway 12/30 and Runway 02/20 downgraded to non-precision
- Temporary LNAV, LNAV/VNAV, and LPV procedures will be published to the displaced threshold and made available to the public from 19 May 2022 to 08 September 2022
- Displaced/relocated thresholds
- Modified declared runway distances (all distances in feet):

<table>
<thead>
<tr>
<th>Runway</th>
<th>02</th>
<th>20</th>
<th>12</th>
<th>30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displaced</td>
<td>984</td>
<td>No Change</td>
<td>984</td>
<td>No Change</td>
</tr>
<tr>
<td>TORA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
<tr>
<td>TODA</td>
<td>10,995</td>
<td>10,011</td>
<td>10,200</td>
<td>9,216</td>
</tr>
<tr>
<td>ASDA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
<tr>
<td>LDA</td>
<td>10,011</td>
<td>10,011</td>
<td>9,216</td>
<td>9,216</td>
</tr>
</tbody>
</table>

Figure 3: Stage 1C Construction Limits
1.5 After Construction is Complete – No Men and Equipment: 12 August 2022 to 08 September 2022

- Runway 12/30 and Runway 02/20 downgraded to non-precision
- Temporary LNAV, LNAV/VNAV, and LPV procedures will be published to the displaced threshold and made available to the public from 19 May 2022 to 08 September 2022
- Modified declared runway distances (all distances in feet):

<table>
<thead>
<tr>
<th>Runway</th>
<th>02</th>
<th>20</th>
<th>12</th>
<th>30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displaced</td>
<td>984</td>
<td>No Change</td>
<td>984</td>
<td>No Change</td>
</tr>
<tr>
<td>TORA</td>
<td>10,995</td>
<td>10,011</td>
<td>10,200</td>
<td>9,216</td>
</tr>
<tr>
<td>TODA</td>
<td>11,979</td>
<td>10,011</td>
<td>11,184</td>
<td>9,216</td>
</tr>
<tr>
<td>ASDA</td>
<td>10,995</td>
<td>10,995</td>
<td>10,200</td>
<td>10,200</td>
</tr>
<tr>
<td>LDA</td>
<td>10,011</td>
<td>10,995</td>
<td>9,216</td>
<td>10,200</td>
</tr>
</tbody>
</table>

2.0 North Apron I Rehabilitation – April 2022 to September 2022 (Project # 2)

Portion of North Apron I closed for rehabilitation. Impacts to the North Apron I are as follows:

- Re-aligned North Apron I taxilane and vehicle corridor
- Taxiway Quebec restricted to aircraft group number (AGN) IIIB if traveling northbound on North Apron I taxilane
- Aircraft Stands 49E to 49I, 16, 16B, and 18 closed
- Remote Stand 37 closed

Figure 4: North Apron I Construction Limits
3.0 Cargo Apron VIII Construction (Project # 3)

3.1 Stage 3 Works: 09 May 2022 to 01 June 2022

- No impacts to operations but workers and equipment working adjacent to Taxiway Alpha (no restrictions)

Figure 5: Stage 3 Construction Limits

3.2 Stage 2 Works: 02 June 2022 to 08 August 2022

- Taxiway Alpha wingspan restriction of 118 feet between Taxiway Whisky and Taxiway A3
- Taxiway A3 wingspan restriction of 135 feet
- Taxiway Alpha wingspan restriction of 135 feet between Taxiway A3 and Taxiway Yankee

Figure 6: Stage 2 Construction Limits
3.3 Stage 1 Works: 09 August 2022 to 19 September 2022

- Taxiway Alpha closed between Taxiway Whisky and Taxiway A3
- Taxiway A3 wingspan restriction of 58 feet
- Taxiway Alpha wingspan restriction of 58 feet between Taxiway A3 and Taxiway Yankee

Figure 7: Stage 1 Construction Limits
4.0 Airfield Electrical Lighting Upgrades – August 2022 to October 2022 (Project # 4)

Airfield lighting upgrades on Taxiway Alpha and Taxiway Bravo including all new taxiway edge lighting infrastructure. There is no set schedule for the staging, but the work will be planned between August 2022 and October 2022 to ensure airfield capacity is minimally impacted.

![Figure 8: Taxiway Alpha Proposed Stages](image8)

![Figure 9: Taxiway Bravo Proposed Stages](image9)

5.0 Further Information

For further information, please contact:

Edmonton International Airport  
1, 1000 Airport Road  
Edmonton, AB T9E 0V3  
Attn: Mary Coyne, Senior Project Manager  
Edmonton Regional Airport Authority

Tel.: 780-890-4883  
Cellular: 780-499-9331  
E-mail: mcoyne@flyeia.com

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations
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.

For further information, please contact:

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

E-mail: landuse@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
From May 2022 to August 2022 major airfield construction work will be carried out on Taxiway Alpha, Taxiway Bravo, Taxiway Delta, and Taxiway Juliet at the John C. Munro Hamilton International Airport.

Phase 1: Taxiway Delta Rehabilitation (late May 2022)

**Figure 1: Taxiway Delta Rehabilitation**

**Impacts/Closures:**
- Taxiways Alpha, Bravo and Delta closed
- Low visibility Route 2 via Taxiway Bravo, Runway 06 to Taxiway Charlie not authorized

**Construction Duration:** 4 days
Phase 2: Taxiway Bravo Rehabilitation (late May 2022 to mid-June 2022)

Figure 2: Taxiway Bravo Rehabilitation

Impacts/Closures:
- Runway 06/24 closed to takeoff/landing but available as taxiway between Taxiway Charlie and Threshold 24
- Runway 06/24: All Instrument approach procedures, departure procedures and departure routes not authorized due to construction
- Taxiway Bravo closed
- Low visibility Route 2 via Taxiway Bravo, Runway 06 to Taxiway Charlie not authorized

Construction Duration: 2 weeks
Phase 3: Taxiway Alpha Rehabilitation (mid-June 2022 to late June 2022)

Figure 3: Taxiway Alpha Rehabilitation

Impacts/Closures:

- Taxiway Alpha closed
- Apron II through Aircraft Stand 13 closed for daytime use (available 19:00 to 07:00 [local time] daily on weekdays), no impact on weekends/holidays

Construction Duration: 2 weeks
Phase 4A: Taxiway Juliett Rehabilitation (late June 2022 to mid-July 2022)

![Figure 4: Taxiway Juliett Rehabilitation](image)

**Impacts/Closures:**
- Taxiway Juliett between Taxiway Lima and Whiskey closed
- Access to UPS north apron restricted to aircraft
- UPS Aircraft Stand 1 restricted to power-in/pushback (07:00 to 19:00 [local time] weekdays)

**Construction Duration:** 3 weeks
Phase 4B: Taxiway Juliett Rehabilitation (mid-July 2022 to early August 2022)

Figure 5: Taxiway Juliett Rehabilitation

Impacts/Closures:
- Taxiway Lima closed
- Taxiway Juliett closed between Taxiway Lima and Taxiway Whiskey (UPS Aircraft Stand 1 and north apron closed to aircraft)
- UPS Aircraft Stand 1 closed
- UPS Aircraft Stand 2 restricted to power-in/pushback (07:00 to 19:00 [local time])

Construction Duration: 3 weeks
For update information on any procedure or level of service changes implemented due to these construction activities, see published NOTAM.

**Further Information**

For further information, please contact:

John C. Munro Hamilton International Airport  
9300 Airport Road, Suite 2206  
Mount Hope, ON L0R 1W0  
Attn: Abu Sanneh, Manager, Capital Projects and ARFF  
Hamilton International Airport Authority  
Tel.: 905-667-8786  
E-mail: asanneh@flyhamilton.ca

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations
To increase awareness of existing military operations areas (MOAs) in Canada, MOAs are being updated and added to aeronautical publications.

The updated MOAs described below will be published in the Designated Airspace Handbook (TP 1820E). Depictions of these areas will also be added or updated on the appropriate aeronautical charts.

The following MOA descriptions will appear in the Designated Airspace Handbook. (See table on following pages).
Algonquin MOA, ON:
The airspace within the area bounded by a line beginning at:

| N44°44'00.00" | W078°03'00.00" | to |
| N44°58'00.00" | W078°10'00.00" | to |
| N45°20'00.00" | W078°30'00.00" | to |
| N47°00'00.00" | W078°30'00.00" | to |
| N47°00'00.00" | W078°30'00.00" | to |
| N46°54'00.00" | W077°30'00.00" | to |
| N46°30'00.00" | W077°30'00.00" | to |
| N46°12'00.00" | W077°44'00.00" | to |
| N46°04'02.04" | W077°24'05.15" | the point of beginning |

2.5 miles radius centred on

| N46°02'00.00" | W077°22'00.00" | to |
| N46°01'06.00" | W077°25'21.00" | to |
| N46°00'23.00" | W077°28'11.00" | to |
| N46°00'40.00" | W077°30'10.00" | to |
| N45°58'45.00" | W077°37'00.00" | to |
| N45°50'25.00" | W077°32'16.00" | to |
| N45°47'30.00" | W077°44'00.00" | to |
| N45°35'00.00" | W077°44'00.00" | to |
| N45°18'00.00" | W076°55'00.00" | to |
| N45°07'00.00" | W077°00'00.00" | to |
| N44°57'00.00" | W077°28'00.00" | to |
| N44°23'49.93" | W077°06'53.85" | to |
| N44°17'04.00" | W077°36'46.00" | to |
| N44°14'17.87" | W077°44'58.76" | to |
| N44°44'00.00" | W078°03'00.00" | the point of beginning |

**Designated Altitude** - Surface to 6000’

**Time of Designation** - Cont 13-05Z (DT 12-04Z), O/T by NOTAM

**User Agency** - Trenton Military Terminal Control (613) 965-2979, ATC Ops 8watcops@forces.gc.ca

Military transport aircraft conduct low level formation flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level.

*(table continues on following page)*
Elk MOA:
The airspace within the area bounded by a line beginning at:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>N43° 00' 00.00&quot;</td>
<td>W066° 00' 00.00&quot;</td>
<td>thence easterly along latitude N43°00'00.00&quot; \ to</td>
</tr>
<tr>
<td>N43° 00' 00.00&quot;</td>
<td>W065° 00' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N44° 30' 00.00&quot;</td>
<td>W060° 00' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N45° 30' 00.00&quot;</td>
<td>W059° 00' 00.00&quot;</td>
<td>thence easterly along latitude N45°30'00.00&quot; \ to</td>
</tr>
<tr>
<td>N45° 30' 00.00&quot;</td>
<td>W056° 00' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N46° 20' 00.00&quot;</td>
<td>W054° 00' 00.00&quot;</td>
<td>thence easterly along latitude N46°20'00.00&quot; \ to</td>
</tr>
<tr>
<td>N46° 20' 00.00&quot;</td>
<td>W051° 00' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N47° 30' 00.00&quot;</td>
<td>W051° 00' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N58° 30' 00.00&quot;</td>
<td>W050° 00' 00.00&quot;</td>
<td>thence easterly along latitude N58°30'00.00&quot; \ to</td>
</tr>
<tr>
<td>N58° 30' 00.00&quot;</td>
<td>W041° 30' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N52° 00' 00.00&quot;</td>
<td>W032° 00' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N40° 00' 00.00&quot;</td>
<td>W046° 00' 00.00&quot;</td>
<td>thence westerly along latitude N40°00'00.00&quot; \ to</td>
</tr>
<tr>
<td>N40° 00' 00.00&quot;</td>
<td>W066° 00' 00.00&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N43° 00' 00.00&quot;</td>
<td>W066° 00' 00.00&quot;</td>
<td>point of beginning</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designated Altitude</th>
<th>Time of Designation</th>
<th>User Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface to FL050</td>
<td>Cont</td>
<td>RJOC (Atlantic), SWO (902) 427-2501 CSN 427-2501, <a href="mailto:rjocawatchofficer@forces.gc.ca">rjocawatchofficer@forces.gc.ca</a> or MAFF (902)427-2502 CSN 427-2502, <a href="mailto:rjoca.maff@forces.gc.ca">rjoca.maff@forces.gc.ca</a></td>
</tr>
</tbody>
</table>

Maritime surveillance aircraft conduct daily all-weather operational flights in Area ELK. These aircraft are required to operate on various headings and altitudes up to and including FL050 and to make rapid climbs and descents without prior warning. Because of operational considerations they operate without navigation or identification lights during the hours of darkness and often without Selective Identification Feature (SIF)/Identification, friend or foe (IFF).

In the interest of Flight Safety, it is essential that RJOC (Atlantic) be informed in advance of all flights or proposed flights in or through Area ELK. Aircraft flight level(s), track and approximate times of ELK penetration and exit are required. Military aircraft are encouraged to communicate directly with RJOC (Atlantic). On prior request, frequencies will be assigned on which to report position and obtain ELK clearance. Anti-submarine warfare (ASW) aircraft will be routed clear of all known military and civil traffic. In-flight position reports or advisories, when not transmitted directly as above, may be relayed through Gander or Moncton ACC. These messages should specify “Pass to RJOC (Atlantic)".

On request of the pilot when filing flight plans at departure points in North America, aircraft flight plans may be relayed through ATC channels to Moncton ACC for RJOC (Atlantic).

*(table continues on following page)*
Shearwater MOA, NS:

Shearwater DIP Sector 1:
The airspace within the area bounded by a line beginning at:

<table>
<thead>
<tr>
<th>Lat</th>
<th>Long</th>
<th>Distance</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>N44° 37' 57.39&quot;</td>
<td>W063° 08' 59.49&quot;</td>
<td>to</td>
<td></td>
</tr>
<tr>
<td>N44° 37' 51.60&quot;</td>
<td>W062° 47' 59.17&quot;</td>
<td>thence clockwise along the arc of a circle of 30 miles</td>
<td>radius centred on</td>
</tr>
<tr>
<td>N44° 22' 53.58&quot;</td>
<td>W062° 53' 46.18&quot;</td>
<td>to</td>
<td></td>
</tr>
<tr>
<td>N44° 30' 27.90&quot;</td>
<td>W063° 11' 50.68&quot;</td>
<td>thence counter-clockwise along the arc of a circle of 15 miles</td>
<td>radius centred on</td>
</tr>
<tr>
<td>N44° 37' 57.39&quot;</td>
<td>W063° 08' 59.49&quot;</td>
<td>point of beginning</td>
<td></td>
</tr>
</tbody>
</table>

(table continues on following page)
Shearwater DIP Sector 2:
The airspace within the area bounded by a line beginning at:

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long.</th>
<th>Designator</th>
</tr>
</thead>
<tbody>
<tr>
<td>N44° 28' 19.70&quot;</td>
<td>W063° 13' 57.01&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N44° 18' 37.82&quot;</td>
<td>W062° 57' 59.46&quot;</td>
<td>thence clockwise along the arc of a circle of 30 miles radius centred on</td>
</tr>
<tr>
<td>N44° 37' 59.33&quot;</td>
<td>W063° 29' 59.84&quot;</td>
<td>(Shearwater, NS - TACAN) \ to</td>
</tr>
<tr>
<td>N44° 09' 46.99&quot;</td>
<td>W063° 15' 44.59&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N44° 23' 53.40&quot;</td>
<td>W063° 22' 50.50&quot;</td>
<td>thence counter-clockwise along the arc of a circle of 15 miles radius centred on</td>
</tr>
<tr>
<td>N44° 37' 59.33&quot;</td>
<td>W063° 29' 59.84&quot;</td>
<td>(Shearwater, NS - TACAN) \ to</td>
</tr>
<tr>
<td>N44° 28' 19.70&quot;</td>
<td>W063° 13' 57.01&quot;</td>
<td>point of beginning</td>
</tr>
</tbody>
</table>

Shearwater DIP Sector 3:
The airspace within the area bounded by a line beginning at:

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long.</th>
<th>Designator</th>
</tr>
</thead>
<tbody>
<tr>
<td>N44° 23' 12.96&quot;</td>
<td>W063° 26' 21.90&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N44° 08' 26.44&quot;</td>
<td>W063° 22' 45.78&quot;</td>
<td>thence clockwise along the arc of a circle of 30 miles radius centred on</td>
</tr>
<tr>
<td>N44° 37' 59.33&quot;</td>
<td>W063° 29' 59.84&quot;</td>
<td>(Shearwater, NS - TACAN) \ to</td>
</tr>
<tr>
<td>N44° 09' 46.99&quot;</td>
<td>W063° 44' 15.10&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N44° 23' 53.40&quot;</td>
<td>W063° 37' 09.18&quot;</td>
<td>thence counter-clockwise along the arc of a circle of 15 miles radius centred on</td>
</tr>
<tr>
<td>N44° 37' 59.33&quot;</td>
<td>W063° 29' 59.84&quot;</td>
<td>(Shearwater, NS - TACAN) \ to</td>
</tr>
<tr>
<td>N44° 23' 12.96&quot;</td>
<td>W063° 26' 21.90&quot;</td>
<td>point of beginning</td>
</tr>
</tbody>
</table>

Shearwater DIP Sector 4:
The airspace within the area bounded by a line beginning at:

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long.</th>
<th>Designator</th>
</tr>
</thead>
<tbody>
<tr>
<td>N44° 24' 59.44&quot;</td>
<td>W063° 40' 27.69&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N44° 11' 58.57&quot;</td>
<td>W063° 50' 50.92&quot;</td>
<td>thence clockwise along the arc of a circle of 30 miles radius centred on</td>
</tr>
<tr>
<td>N44° 37' 59.33&quot;</td>
<td>W063° 29' 59.84&quot;</td>
<td>(Shearwater, NS - TACAN) \ to</td>
</tr>
<tr>
<td>N44° 22' 53.58&quot;</td>
<td>W064° 06' 13.51&quot;</td>
<td>to</td>
</tr>
<tr>
<td>N44° 30' 27.90&quot;</td>
<td>W063° 48' 09.01&quot;</td>
<td>thence counter-clockwise along the arc of a circle of 15 miles radius centred on</td>
</tr>
<tr>
<td>N44° 37' 59.33&quot;</td>
<td>W063° 29' 59.84&quot;</td>
<td>(Shearwater, NS - TACAN) \ to</td>
</tr>
<tr>
<td>N44° 24' 59.44&quot;</td>
<td>W063° 40' 27.69&quot;</td>
<td>point of beginning</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designated Altitude</th>
<th>- Surface to 500'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time of Designation</td>
<td>- Cont 11Z-04Z (DT 10Z-03Z) O/T BY NOTAM</td>
</tr>
<tr>
<td>User Agency</td>
<td>- 12 Wing ATC (902) 720-1292, <a href="mailto:W12ATC@forces.gc.ca">W12ATC@forces.gc.ca</a></td>
</tr>
</tbody>
</table>

Maritime helicopters conduct essential over-water training and proficiency flights in the DIP Sectors on a daily basis. These flights often involve the use of sonobuoys, and helicopters routinely transition to/from the hover while in the area. Aircraft operating in or above this area should contact Shearwater ATC on 126.2 MHz or 231.95 MHz for advisory info.

*(table continues on following page)*
This change will take effect 19 May 2022 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to the Designated Airspace Handbook or this AIP Supplement until all VFR navigation charts (VNC) are updated. VNC updates should be complete by late 2024.

For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
New VFR checkpoints and arrival/departure routes for the Kitchener/Waterloo Airport (CYKF) control zone have been created. To the north, checkpoint Maryhill has been created to add an additional entry route. To the west, a new checkpoint at Sunrise Centre Hwy 7/8 has been created to add an additional entry route from the west. To the south, a new checkpoint at Conestoga College has been created to add an additional departure route to the south (see chart in Figure 1 and Table 1).

The Canada Flight Supplement (CFS) VTPCs as well as the VFR terminal area charts (VTAs) will be amended accordingly. A new chart detailing the new arrival/departure routes will also be added to the CFS (see chart in Figure 1 and Table 1) The text in the CFS “PROCEDURES (PRO)” section will be modified with the following addition:

### VFR ARR/DEP ROUTES – ARRIVALS

**NOT BELOW 2600 ASL** until advised by ATC. All routes end approximately 2 miles from airport then join circuit as per Tower clearance.

- Hwy 8/Hwy 401: From the West remain south of Hwy 401 until passing Hwy 8/Hwy 401 flyover. From the east remain South of 401 until 1 mile east of Hwy 8/401
- Maryhill: pass one mile west of Maryhill
- Sunrise Centre- Hwy 7/8: Arrivals from the northwest avoid flight over noise sensitive areas denoted on VTPC until reaching Sunrise centre/Hwy 7-8.

### VFR ARR/DEP ROUTES – DEPARTURES

**NOT ABOVE 2100 ASL** until advised by ATC. All routes begin approximately 2 miles from airport.

- **Puslinch Lake**: Remain North of Hwy 401 until clear of control zone.
- **Conestoga College**: Remain North of 401 until clear of control zone.

All VFR aircraft should anticipate arrival and departure instructions from air traffic control (ATC).

**These changes will take effect on 19 May 2022 at 0901Z Coordinated Universal Time (UTC).**
**Table 1: VFR Checkpoints for Kitchener/Waterloo Airport (CYKF) Control Zone**

<table>
<thead>
<tr>
<th>Location</th>
<th>IDENT</th>
<th>Latitude/Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>HWY 7 / HWY 6</td>
<td>VCHWE</td>
<td>N 43° 33' 00&quot; W 080° 18' 00&quot;</td>
</tr>
<tr>
<td>HWY 8 / HWY 401</td>
<td>VCAYT</td>
<td>N 43° 24' 00&quot; W 080° 22' 30&quot;</td>
</tr>
<tr>
<td>HWY 401 / PUSLINCH LAKE</td>
<td>VCFOR</td>
<td>N 43° 26' 00&quot; W 080° 16' 00&quot;</td>
</tr>
<tr>
<td>ST. JACOB'S</td>
<td>VCJCB</td>
<td>N 43° 32' 00&quot; W 080° 33' 00&quot;</td>
</tr>
<tr>
<td>Conestoga College</td>
<td>VCCOL</td>
<td>N 43° 23' 22&quot; W 080° 24' 38&quot;</td>
</tr>
<tr>
<td>Maryhill</td>
<td>VCMYH</td>
<td>N 43° 32' 04&quot; W 080° 23' 27&quot;</td>
</tr>
<tr>
<td>Sunrise Centre HWY7/8</td>
<td>VCSRS</td>
<td>N 43° 25' 01&quot; W 080° 31' 02&quot;</td>
</tr>
</tbody>
</table>

Figure 1: Kitchener/Waterloo Airport (CYKF) VFR Terminal Procedures Chart (NOT SUITABLE FOR NAVIGATION)
For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
AMENDMENTS TO:
VANCOUVER VISUAL FLIGHT RULES
TERMINAL AREA CHART, 46TH EDITION

Effective 24 March 2022, there are significant changes to procedures for Nanaimo, BC (CYCD), Nanaimo Harbour, BC (Water) (CAC8), Nanaimo Harbour Heliport BC (Heli) (CDH5), and other aerodromes in the same vicinity. New procedures are detailed in the Canada Flight Supplement (CFS) and Canada Water Aerodrome Supplement (CWAS). The new procedures will also appear on the Vancouver visual flight rules (VFR) terminal area chart (VTA) 47th edition to be published later in 2022. In the meantime, refer to the CFS and CWAS for VFR procedures in the vicinity of Nanaimo, BC (CYCD).

For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CONSTRUCTION AT WINNIPEG INTERNATIONAL AIRPORT (CYWG)  
APRIL 2022 TO OCTOBER 2022

Apron VII Expansion

Winnipeg International Airport (CYWG) will commence the following construction work, starting April 2022 (also see diagram on the following page):

- Apron V new apron approach
- Apron VII expansion
- Demolition and construction of cargo facility
- Permanent closure of Apron VIIA
- Permanent closure of Taxiway S

Construction activities will take place Monday to Friday between 07:00 – 19:00 local time.

Work outside these hours will be approved by the Airport Authority. Details of any procedure or level of service changes implemented due to this construction activity will be promulgated via NOTAM, publication amendment, or both.

<table>
<thead>
<tr>
<th>April 2022</th>
<th>CYWG expects to begin work on the Apron V approach for apron/hangar tie-in</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Apron VII expansion will begin, including closure of a portion of Taxiway H</td>
</tr>
<tr>
<td></td>
<td>Demolition area fencing will be installed</td>
</tr>
<tr>
<td>June 2022</td>
<td>Apron VII expansion will continue, Taxiway H reopened</td>
</tr>
<tr>
<td></td>
<td>Taxiway S will be permanently closed</td>
</tr>
<tr>
<td>August 2022</td>
<td>Apron VII expansion will continue, Taxiway H closed temporarily</td>
</tr>
<tr>
<td></td>
<td>Apron VIIA permanently closed</td>
</tr>
<tr>
<td></td>
<td>Realignment of apron taxilane</td>
</tr>
<tr>
<td>October 2022</td>
<td>Work expected to be completed by late October.</td>
</tr>
</tbody>
</table>
* Shaded area will be impacted during various stages of construction

For further information, please contact:

Airport Operations Centre
Tel.: 204-987-9798

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—EDMONTON, ALBERTA

Multiple cranes will be erected in Edmonton, Alberta. The maximum height is 485 feet above ground level (AGL) or 2,701 feet above sea level (ASL). The structures will be lighted but not painted.

The cranes will be located within a 269-foot radius centred at the following coordinates:

53° 31’ 20” N 113° 31’ 11” W

Multiple cranes are approximately 832 feet north northeast (NNE) of Edmonton/Univ of Alberta (Stollery Children's Hosp 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, please contact:

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

E-mail: landuse@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
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.

For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
AIP CANADA SUPPLEMENT 18/22

QUEBEC REGION
CHIBOUGAMAU-CHAPAIS, QC (CYMT)
AIRPORT REHABILITATION WORK
FROM JULY 2022 TO OCTOBER 2022

The complete rehabilitation of Runway 04/22 and Taxiway A will result in runway and taxiway closures, and temporary displaced thresholds, from July 2022 to October 2022. Flight operations will be disrupted depending on different work phases (see figure below).

Details will be disseminated via NOTAM.
For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
AIP CANADA SUPPLEMENT 17/22

CONSTRUCTION ACTIVITY AT WHITEHORSE/ERIK NIELSEN INTL YT (CYXY)
APRIL 2022 – SEPTEMBER 2022

Introduction

A major construction project will commence in April 2022 at the Whitehorse/Erik Nielsen Intl YT (CYXY) airport.

There are two major projects planned at the airport in 2022: Runway 14L/32R extension, and apron reconstruction in front of the air terminal building.

Runway 14L/32R Extension

The length of Runway 14L/32R will be increased by 1,280 feet. This will be accomplished by adding an additional 1,280 feet of pavement south of the Runway 32R end. The project will be completed during the 2022 construction season and operational in September 2022.

In addition to the runway extension, upgrades are being made to Taxiways A and D to access the runway. Visual aids are being added to the runway, including: runway edge lighting, a precision approach path indicator (PAPI), approach threshold lighting, new wind direction indicators, and runway threshold indicator lights. (See Figure 1 below.)

Figure 1: Runway 14L/32R Extension

Impacts

Runway 14L/32R and Runway 02/20 will be closed for the duration of the construction works.

The glide path equipment for Runway 32L will be UNSERVICEABLE via NOTAM from 1 June 2022. The associated instrument landing system (ILS) approach procedure minima will be NOT AUTHORIZED. Localizer (LOC) minima will be available.

Runway 14R/32L will operate as a non-instrument runway, with minimum decision height of 500 feet above threshold, between 19 May 2022 and 8 September 2022. Area navigation (RNAV) localizer performance with vertical guidance (LPV) minima will be raised via NOTAM.
Schedule

<table>
<thead>
<tr>
<th>Phase 1:</th>
<th>Effective April 2022</th>
<th>Runway 14L/32R and Runway 02/20 will be closed for the duration of the work.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 2:</td>
<td>Effective 19 May 2022</td>
<td>The work on the Runway 32R extension will commence.</td>
</tr>
</tbody>
</table>

The proposed completion date for the runway extension project is **30 September 2022**.

**Apron Reconstruction**

A section of the main apron approximately 150 metres by 60 metres is being reconstructed between April 2022 and September 2022. This section is immediately adjacent to the air terminal building. (See Figure 2 below.)

![Figure 2: Apron Reconstruction](image)

**Impacts**

During the apron reconstruction, aircraft parking stands 1, 2, 3, and 4 will be closed. A fence will be installed around the entire perimeter of the construction area. Temporary parking stands will be painted to the north of the air terminal building, along with a temporary passenger walkway.

**Schedule**

The parking stands will be closed to allow for removals to begin early **April 2022**. The proposed completion date for the apron reconstruction project is **30 September 2022**.
Further Information

For further information on these projects, please contact:

Erik Nielsen Whitehorse International Airport
Attn: Nigel Cripps, Airport Manager

Tel.:  867-667-8441
E-mail:  nigel.cripps@yukon.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CHANGE IN TRANSIENT SERVICING AT COLD LAKE / GROUP CAPTAIN R.W. MCNAIR (CYOD) AIRPORT

Transient servicing for military and civilian aircraft is available, Monday to Friday 06:00 to 18:00 local time. Otherwise, servicing is available with prior coordination through 4 Wg Ops (contact telephone 780-840-8000 ext. 8595). Access to Medley Terminal after hours is provided through MP Section (contact telephone 780-840-8000 ext. 8180).

Further Information

For further information, please contact:

Department of National Defence
Captain Katrina Vandervoort
4 Wg ATC Standards Officer

Tel.: 780-840-8000 ext. 8587
E-mail: Katrina.Vandervoort@forces.gc.ca

Projection

Situation will be reassessed in February 2023.

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CRANE—HALIFAX, NOVA SCOTIA

A crane will be erected in Halifax, Nova Scotia. The maximum height is 321 feet above ground level (AGL) or 483 feet above sea level (ASL). The structure will be lighted, and not painted.

The crane will be located within a 109-foot radius centred at the following coordinates:

44° 38' 50.68" N 63° 35' 27.943" W

The crane is approximately 1,309 feet northwest (NW) 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.

For further information, please contact:

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

E-mail: landuse@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CRANE—VICTORIA, BRITISH COLUMBIA

A crane will be erected in Victoria, British Columbia. The maximum height is 250 feet above ground level (AGL) or 324 feet above sea level (ASL). The structure will be lighted, and not painted.

The crane will be located within a 131-foot radius centred at the following coordinates:

48° 25’ 34.15” N 123° 21’ 14.85” W

The crane is approximately 1.3 nautical miles (NM) southwest (SW) of Victoria (Royal Jubilee Hospital) (Heli) Airport (CBK8). 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

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
COMMUNICATION TOWER LIGHT UNSERVICEABLE
FORT MCMURRAY, ALBERTA

A guyed communication tower located in Fort McMurray, Alberta will be without lights for the foreseeable future. The tower has a height of 640 feet above ground level (AGL) and 2,257 feet above mean sea level (ASL). The structure is not painted and not lighted.

The tower is located at the following coordinates:

56° 55' 47" N 112° 48' 16" W

For further information, please contact:

Department of National Defence
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

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
TOWER CRANE—HALIFAX, NOVA SCOTIA

A tower crane is erected in Halifax, Nova Scotia. The maximum height is 258 feet above ground level (AGL) or 337 feet above sea level (ASL). The structure will be lighted, and not painted.

The crane is located within a 205-foot radius centred at the following coordinates:

44° 39' 04.36" N 63° 34' 47.735" W

A tower crane is approximately 2,590 feet 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.

For further information, please contact:

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

E-mail:  landuse@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
The complete rehabilitation of Runway 12-30 and Taxiways B and C will result in runway and taxiway closures, and temporary displaced thresholds, from June to October 2022. Flight operations will be disrupted depending on different work phases. (See figure below).

Details will be disseminated via NOTAM.
For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
THREE LOW FREQUENCY ANTENNAS
MATSQUI, BRITISH COLUMBIA

(Replaces AIP Canada Supplement 59/21)

Three low frequency antennas, at 600 feet, 500 feet and 450 feet above ground level (AGL), will be located in Matsqui, British Columbia until August 2023. The maximum height is 600 feet AGL or 630 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.

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CONSTRUCTION ACTIVITY AT INUVIK (MIKE ZUBKO), NT (CYEV)
JANUARY 2022 – SEPTEMBER 2025

(Replaces AIP Canada Supplement 61/21)

Introduction

A major construction project will commence in January 2022 at the Inuvik (Mike Zubko) airport, Northwest Territories (CYEV).

The length of Runway 06/24 will be increased by a total of 3,000 feet. This will be accomplished by adding an additional 1,500 feet of pavement at either end of the existing runway surface. The project will be carried out over 4 phases and is scheduled to be completed by October 2025.

Additional taxiway upgrades and apron maintenance, along with drainage upgrades, will also be completed.

The “IEV” localizer array (LOC) and the glide path antenna for runway 06 will both be relocated.

In conjunction with the runway construction project, the “YEV” very high frequency omnidirectional range (VOR) will undergo a replacement activity between June 2022 and September 2022.

Impacts

During times of major construction activity, the runway will be closed via NOTAM with a one-hour prior permission required availability for MEDEVAC or other emergency usage.

The revised landing distance available (LDA) for Runway 06 during Phase 1 will be 5,105 feet.
The glide path equipment for Runway 06 will be “UNSERVICEABLE” via NOTAM from 27 January 2022. The associated instrument landing system (ILS) approach procedure minima will be “NOT AUTHORIZED”, and revised localizer (LOC) minima will be published via NOTAM until the existing LOC equipment is removed.

Due to the temporary threshold displacement, area navigation (RNAV) instrument approach procedures will be published in the *Canada Air Pilot* (CAP) to enable continued operations on the reduced runway length. These procedures will be based on a reduced runway certification level and will have minima height above touchdown zone elevation (HAT) values at or above 250 feet.

Temporary approach lighting (precision approach path indicator [PAPI] wing bar lights, and marker boards) will be active during the threshold relocation periods.

Runway 06 High-Intensity Approach Lighting (AN) and Runway 24 omni-directional approach lighting (AO) will be non-operational for the periods when threshold displacements are in effect.

Impacts of construction activity on airport operations will be promulgated through NOTAMs.

There will be no runway visual range (RVR) availability during the project.

**Schedule**

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Effective 27 January 2022, the threshold of Runway 06 will be displaced by 896 feet. This displacement will be active until 08 September 2022, at which time the threshold location will revert to its original location.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 2</td>
<td>Effective 29 December 2022, the threshold of Runway 24 will be displaced by 1,000 feet. This displacement will be active until 05 October 2023, at which time the threshold location will revert to its original location.</td>
</tr>
</tbody>
</table>

Additional schedule information for Phase 3 and Phase 4 will be communicated in 2023 when the final schedule is confirmed.

The proposed completion date for the project is 02 October 2025.

**Further Information**

For additional information on this project, please contact.

<table>
<thead>
<tr>
<th>Inuvik Mike Zubko Airport</th>
<th>Government of the Northwest Territories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attn: Jason MacNeil, Regional Airport Manager</td>
<td>Attn: Alec Hanna, Manager, Air Safety and Security</td>
</tr>
<tr>
<td>Tel.: 867-777-2467</td>
<td>Tel.: 867-767-9084 ext. 31088</td>
</tr>
<tr>
<td>E-mail: <a href="mailto:jason_macneil@gov.nt.ca">jason_macneil@gov.nt.ca</a></td>
<td>E-mail: <a href="mailto:Alec_Hanna@gov.nt.ca">Alec_Hanna@gov.nt.ca</a></td>
</tr>
</tbody>
</table>

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—NISKU, ALBERTA

Multiple cranes will be erected in Nisku, Alberta. The maximum height is 100 feet above ground level (AGL) or 2,382 feet above sea level (ASL). The cranes will not be lighted or painted. The cranes will be operational daily, from 1400Z to 2300Z local time (1500Z to 0000Z daylight savings time).

The cranes will be located within a 225-foot radius, centred at the following coordinates:

53° 22' 48" N 113° 30' 56" W

Multiple cranes are approximately 4.8 nautical miles (NM) north northeast (NNE) of Edmonton International Airport (CYEG). 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

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CONSTRUCTION AT VANCOUVER INTERNATIONAL AIRPORT (CYVR)
MARCH 2022 – SEPTEMBER 2022

Runway 08L/26R Construction Work

Vancouver International Airport (CYVR) will commence the following construction work, starting **March 2022:**

- Runway end safety area (RESA) construction for Runway 08L and Runway 26R
- Highspeed taxiway enhancements for Runway 08L/26R
- Construction of a new taxiway (Taxiway M11)

Construction activities will take place **every Sunday – Thursday at night, between 22:00 – 07:00 local.**

Runway 08L and Runway 26R will be available as a non-precision runway during normal operating hours, between 07:00 – 22:00 local. There will be no instrument landing system (ILS) approaches for the duration of the project.

Details of any procedure or level of service changes implemented due to this construction activity will be promulgated via NOTAM, publication amendment, or both. A summer construction supplement will also be issued to update further project impacts.

| March 2022 | • CYVR expects to commence RESA work for Runway 08L/26R, which will result in the disconnection of the ILS and touchdown zone lights for both ends of the runway.  
• Taxiway M11 construction to begin in late March. |
| April 2022 | • The approach lights for both ends of Runway 08L/26R will be disconnected.  
• Highspeed taxiway enhancement construction to begin in late April. |
| June 2022 | • Highspeed taxiway enhancement construction expected to finish in early June. |
| September 2022 | • In early September, the RESA construction on Runway 08L/26R will be completed, including a threshold move back to Taxiway M9. ILS, approach lights, and touchdown zone lights will be restored.  
• Taxiway M11 construction to finish in late September. |

Further Information

For further information, please contact:

Airport Operations  
Tel.: 604-207-7022

Chris Bowden  
Acting Director, Aeronautical Information Management and Flight Operations

Note: Cette information est aussi disponible dans l’autre langue officielle.
MOBILE ARRESTOR GEAR AT
COLD LAKE/GROUP CAPTAIN R.W. MCNAIR (CYOD) AIRPORT

(Replaces NOTAM C1447/21)

The Barrier Arresting Kit (BAK)-12 mobile runway arrestor gear systems are located 2,080 feet beyond the threshold of Runway 13L and 1,840 feet beyond the threshold of Runway 31R.

Projection

These arrestor gear systems will likely be in place until summer 2022 (June or July) at which point, either permanent arrestor gear will be installed or the mobile systems will be moved.

For further information, please contact:

Captain Katrina Vandervoort
4 Wg ATC Standards Officer

Tel.: 780-840-8000 ext. 8587
E-mail: Katrina.Vandervoort@forces.gc.ca

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—SASKATOON, SASKATCHEWAN

Multiple cranes will be erected in Saskatoon, Saskatchewan. The maximum height is 531 feet above ground level (AGL) or 2,115 feet above sea level (ASL). The structure(s) will be lighted, but not painted.

The cranes will be located within a 235-foot radius centred at the following coordinates:

52° 07' 59.2364" N 106° 39' 22.8908" W

Multiple cranes are 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, please contact:

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

E-mail: landuse@navcanada.ca

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
CRANE—OTTAWA, ONTARIO

A crane will be erected in Ottawa, Ontario. The maximum height is 320 feet above ground level (AGL) or 491 feet above sea level (ASL). The structure will be lighted, but not painted.

The cranes will be located within a 235-foot radius centred at the following coordinates:

45° 25' 12" N 75° 43' 06" W

The crane is approximately 4 nautical miles (NM) west southwest (WSW) of Ottawa/Macdonald-Cartier Intl 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, please contact:

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

E-mail: landuse@navcanada.ca

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
A tower crane will be erected in Victoria, British Columbia. The maximum height is 161 feet above ground level (AGL) or 164 feet above sea level (ASL). The structure will be lighted, but not painted.

The crane will be located within a 186-foot radius centred at the following coordinates:

48° 25' 44.8677" N 123° 22' 13.0294" W

The crane is approximately 4717 feet northeast (NE) of Victoria Harbour (Shoal Point) (Heli) (CBZ7). 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

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
MOBILE CRANE—KELOWNA, BRITISH COLUMBIA

A mobile crane will be erected in Kelowna, British Columbia. The maximum height is 205 feet above ground level (AGL) or 1,605 feet above sea level (ASL). The structure will not be lighted or painted.

The crane will be located within a 310-foot radius centred at the following coordinates:

49° 57' 35" N 119° 22' 59" W

The mobile crane is approximately 2,230 feet beyond the displaced runway threshold (DTHR) of Runway 16 and 1,120 feet west of the runway centre line at Kelowna 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, please contact:

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

E-mail: landuse@navcanada.ca

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
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.

For further information, please contact:

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

E-mail: landuse@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
AIP CANADA SUPPLEMENT 42/21

NEW CLASS F RESTRICTED AIRSPACE IN QUEBEC

(Replaces AIC 20/21)

To replace existing airspace restrictions that were issued under section 5.1 of the Aeronautics Act, ten areas of Class F restricted airspace (CYR) are being created over prisons located around Quebec.

Pilots should pay special attention to the three areas where the CYRs are larger than the areas previously restricted under section 5.1 of the Aeronautics Act:

- CYR667 HULL (increased from 0.25 nautical mile (NM) radius to 0.75 NM radius)
- CYR671 TROIS-RIVIÈRES (increased from 0.25 NM radius and 500 feet above sea level (ASL) to 0.5 NM radius and 700 feet ASL)
- CYR676 AMOS (increased from 0.5 NM radius to 0.75 NM radius)

Class F restricted airspace will be created as follows:
CYR667 HULL, QC

The airspace within the area bounded by a circle of:

0.75 mile radius centred on
N45°25'41.00" W075°44'58.00"

Designated Altitude – Surface to 1200'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
The airspace within the area bounded by a line beginning at:

N45°40'36.99" W073°32'09.80"

1 mile

N45°39'37.00" W073°32'11.00"

N45°39'55.53" W073°33'32.37"

N45°40'12.85" W073°33'06.05"

N45°40'16.42" W073°32'42.30"

N45°40'36.99" W073°32'09.80"

thence clockwise along the arc of a circle of 1 mile

radius centred on

N45°39'37.00" W073°32'11.00"

to

N45°39'55.53" W073°33'32.37"

to

N45°40'12.85" W073°33'06.05"

to

N45°40'16.42" W073°32'42.30"

to

N45°40'36.99" W073°32'09.80"

point of beginning.

Designated Altitude – Surface to 1100'

Time of Designation – Cont

User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502

Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
CYR669 SHERBROOKE, QC

The airspace within the area bounded by a circle of:

1 mile radius centred on
N45°23'18.00" W071°52'41.00"

Designated Altitude – Surface to 1500'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
CYR670 SOREL, QC

The airspace within the area bounded by a circle of:

1 mile radius centred on N46°01'49.00" W073°04'40.00"

Designated Altitude – Surface to 1000'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 5050
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
The airspace within the area bounded by a circle of:

0.5 mile radius centred on N46°22'00.00" W72°37'34.00"

Designated Altitude – Surface to 700'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
CYR672 ORSAINVILLE, QC

The airspace within the area bounded by a circle of:

1 mile radius centred on N46°53'15.00ʺ W71°18'58.00ʺ

Designated Altitude – Surface to 1200'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
CYR673 SAINT-JÉRÔME, QC

The airspace within the area bounded by a circle of:

0.5 mile radius centred on
N45°48'10.00" W74°01'03.00"

Designated Altitude – Surface to 1400'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
CYR674 RIMOUSKI, QC

The airspace within the area bounded by a circle of:

0.25 mile radius centred on N48°27'48.00" W68°29'55.00"

Designated Altitude – Surface to 500'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
CYR675 BAIE-COMEAU, QC

The airspace within the area bounded by a circle of:

0.75 mile radius centred on N49°13'12.00" W68°08'59.00"

Designated Altitude – Surface to 1100'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
CYR676 AMOS, QC

The airspace within the area bounded by a circle of:

0.75 mile radius centred on N48°35'06.00" W78°08'14.00"

Designated Altitude – Surface to 2000'
Time of Designation – Cont
User/Controlling Agency – Deputy Director General of Security, Correctional Services at (514) 864-8010 ext 50502
Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency, except for medical, police and state aircraft on official duty flights or any IFR flights.
These changes are planned to take effect 12 August 2021 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to this supplement until the next editions of the applicable VFR Navigation Charts (VNC) and VFR Terminal Area Charts (VTA) are available in 2022.

For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations
CRANE—WATERLOO, ONTARIO

A crane will be erected in Waterloo, Ontario. The maximum height is 311 feet above ground level (AGL) or 1,450 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 189 feet radius, centred at the following coordinates:

43° 27' 19.116" N 80° 30' 24.372" W

The crane is approximately 1,186 feet north north-west (NNW) of Kitchener-Waterloo Grand River Hospital Helipad (CNK9). 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

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
QUEBEC REGION: SAINT-HUBERT AIRPORT (CYHU)
MULTIPLES CONSTRUCTION PROJECTS 2021–2023

(Replaces NOTAM E1799/21)

There are presently multiple construction projects south of Saint-Hubert airport, Quebec. Those projects require the use of fixed cranes of a maximum height of 119 meters AGL for the construction of buildings of a maximum height of 90 meters AGL.

Only the building located the most furthest east (to be built) and the most furthest west (under construction) will be lighted with red lights. Cranes (fixed and mobile) higher than 90 meters AGL will be also lighted with red lights.

The work area is located north of the crossing of highways 10 and 30 in Brossard, Quebec and at less than 4.25 nm south of Saint-Hubert airport.

Bernard Fortin
Associate Director, Operations
Civil Aviation – NAH
Transport Canada, Quebec Region
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.

For further information, please contact:

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

E-mail:  landuse@navcanada.ca

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—KELOWNA, BRITISH COLUMBIA

Multiple cranes will be erected in Kelowna, British Columbia. The maximum height is 411 feet above ground level (AGL) or 1,545 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 273-foot radius centred at the following coordinates:

49° 53' 12" N 119° 29' 28" W

Multiple cranes are approximately 4,536 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, please contact:

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1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

E-mail: landuse@navcanada.ca

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—SOLMESVILLE, ONTARIO

Multiple cranes on barges will be erected in Solmesville, Ontario. The maximum height is 180 feet above ground level (AGL) or 428 feet above sea level (ASL). The structures will be lighted, but not painted.

The cranes will be located within a 1,144-foot radius centred at the following coordinates:

44° 10’ 25” N 77° 05’ 10” W

Multiple cranes on barges are approximately 1.15 nautical miles (NM) southeast (SE) of Tyendinaga (Mohawk) airport (CPU6). 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
NEW CLASS F ADVISORY AIRSPACE AT THUNDER BAY
THUNDER BAY, ONTARIO

(Replaces AIC 4/21)

The Department of National Defence has requested the creation of new Class F advisory airspace (CYA) at Thunder Bay, Ontario.

CYA515(M) and CYA516(M) will be created approximately 14 nautical miles (NM) south-east of the Thunder Bay Airport (CYQT) as follows:

**CYA515(M) THUNDER BAY, ON**

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

N48°01'24.00" W089°26'48.00" to N48°15'24.00" W088°59'55.00" to N48°08'00.00" W088°59'51.00" to N47°59'22.00" W089°20'34.00" to N48°01'24.00" W089°26'48.00" point of beginning

Designated Altitude – Surface to 3000'
Time of Designation – Ocsl by NOTAM
User Agency – 435 Squadron Operations, 17 Wing Winnipeg (204) 833-2500 EXT 5036, (204) 612-2423
Controlling Agency – Winnipeg ACC (204) 983-8338
Operating Procedures – The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.

**CYA516(M) THUNDER BAY, ON**

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

N48°01'24.00" W089°26'48.00" to N48°15'24.00" W088°59'55.00" to N48°08'00.00" W088°59'51.00" to N47°59'22.00" W089°20'34.00" to N48°01'24.00" W089°26'48.00" point of beginning

Designated Altitude – Above 3000’ to 5000’
Time of Designation – Ocsl by NOTAM
User Agency – 435 Squadron Operations, 17 Wing Winnipeg (204) 833-2500 EXT 5036, 204 612-2423
Controlling Agency – Winnipeg ACC (204) 983-8338
Operating Procedures – The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.
These changes are planned to take effect 22 April 2021 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. Refer to this supplement until the next editions of the Thunder Bay and Sault Ste. Marie VFR Navigation Charts (VNC) AIR 5008 and AIR 5001 are available in 2023.

For further information, please contact:

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77 Metcalfe Street
Ottawa, ON K1P 5L6

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Fax: 877-663-6656
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Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—VICTORIA, BRITISH COLUMBIA

Multiple cranes will be erected in Victoria, British Columbia. The maximum height is 230 feet above ground level (AGL) or 274 feet above sea level (ASL). The structures will be lighted but not painted.

The cranes will be located within a 280-foot radius centred at the following coordinates:

48° 25' 49 " N 123° 22' 38 " W

Multiple cranes are approximately 3,599 feet north northeast (NNE) of Victoria Harbour (Shoal Point) (Heli) (CBZ7). 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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Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
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.

For further information, please contact:

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Ottawa, ON K1V 1E5

E-mail: landuse@navcanada.ca

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
TOWER CRANES—RED DEER, ALBERTA

Tower cranes will be erected in Red Deer, Alberta. The maximum height is 275 feet above ground level (AGL) or 3,091 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 355-foot radius centred at the following coordinates:

52° 16' 03.23" N 113° 48' 35.69" W

Tower cranes are approximately 4.1 nautical miles (NM) west southwest (WSW) of Red Deer/Allan Dale Residence Heliport (CAD2). 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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Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—KITCHENER, ONTARIO

Multiple cranes will be erected in Kitchener, Ontario. The maximum height is 385 feet above ground level (AGL) or 1,499 feet above sea level (ASL). The structures will be lighted, but not painted.

The cranes will be located within a 302-foot radius, centred at the following coordinates:

43° 27' 12.905" N 80° 30' 10.37" W

Multiple cranes are approximately 365 feet northeast (NE) of Grand River Hospital Heliport (CNK9). 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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Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations
MULTIPLE CRANES—KITIMAT, BRITISH COLUMBIA

Multiple cranes will be erected in Kitimat, British Columbia. The maximum height is 333 feet above ground level (AGL) or 350 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 502-foot radius centred at the following coordinates:

54° 01' 02.1126" N 128° 41' 07.8896" W

Multiple cranes are approximately 10 nautical miles (NM) south (S) of Kitimat Airport (CBW2). 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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James Ferrier
Director, Aeronautical Information Management and Flight Operations
MAURICIE (QUEBEC)
CREATION OF A COMMON FREQUENCY AREA

The Mauricie Region, particularly the area North of Trois-Rivières up to the northern boundary of La Mauricie National Park, on both sides of the St-Maurice River, is home to a large number of aerial sightseeing flights. There are also several water aerodromes and land aerodromes in this sector, not counting aircraft coming from various other areas to enjoy the view of the landscape.

In consideration of the amount of aviation activity, involving aircraft on various frequencies, there is a potential for conflicts between aircraft who are unaware of the presence or the position of one another.

A common frequency area (CFA) is a designated area within which all pilots should select the assigned radio frequency, broadcast their position and intentions as well as maintain a listening watch on the frequency.

In order to increase the level of aviation safety in this part of Mauricie, Transport Canada is designating a Common Frequency Area as follows:

1. Within a 10 NM radius of N46 39 23 W72 43 55
2. The area extends upwards from the surface to 3500 feet ASL
3. The frequency to be used by all pilots operating in the CFA is 122.7 MHz

The circle with a 10 NM radius encompasses the ATF of Lac-à-à-Tortue (water aerodrome and land aerodrome) as well as the annual temporary MF for the Festival Western de St-Tite which keep their frequency.

The CFA extends more than 4 NM inside the ATF area of St-Étienne-des-Grès (CHA2) water aerodrome. For this reason, the ATF frequency at CHA2 is changed for 122.7 MHz.

The CFA extends more than 1 NM inside the ATF area of St-Louis-de-France (CSJ5). For this reason, the size of the ATF at CSJ5 is reduced to a 3 NM radius.

A depiction of the Common Frequency Area – Mauricie in included hereafter.
The Common Frequency Area – Mauricie is depicted by the large yellow circle.

The ATF and MF areas also on 122.7 are depicted in smaller yellow circles.

Bernard Fortin
Associate Director, Operations
Civil Aviation – NAH
Transport Canada, Quebec Region
Blasting activity will take place in Baie-Comeau, Quebec. The maximum height is 394 feet above ground level (AGL) or 1148 feet above sea level (ASL).

The blasting will be located within a 3.61 nautical mile (NM) radius centred at the following coordinates:

49° 16' 14" N 68° 17' 34" W

Blasting is approximately 4 NM north northeast (NNE) of Baie-Comeau/Heli-Manicouagan QC (Heli) CSN9. Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier  
Director, Aeronautical Information Management
In April 2009, Environment Canada's Centre for Atmospheric Research Experiments began a multi-year study using a laser located on the grounds of the Centre for Atmospheric Research Experiments at coordinates 44° 13' 55'' N 79° 46' 42'' W. The laser propagates a stationary vertical green beam, which is not visible during daylight. It projects day and night when there is no precipitation.

Several measures have been taken to mitigate risks to aviation. The beam is being significantly diverged to reduce the block of altitude that presents a hazard to aircraft crew and passengers. A radar interlock system has been designed to shut off the laser when an aircraft enters the nominal hazard zone. In addition, the laser cannot propagate a beam if the radar is not transmitting.

In the event of a simultaneous failure of both protection systems, an aircraft overflying the narrow beam and a crew member or passenger looking straight down at the light source, there would be risk of injury to the eyes up to 4 000 ft above the laser source (5 000 ft ASL). Flash blindness could occur up to 7 000 ft (8 000 ft ASL); cockpit and cabin illumination could occur beyond this distance.

Pilots are reminded that Canadian Aviation Regulation 601.22(1) stipulates:

"No pilot-in-command shall intentionally operate an aircraft into a beam from a directed bright light source or into an area where a directed bright light source is projected, unless the aircraft is operated in accordance with an authorization issued by the Minister."
MULTIPLE CRANES—KELOWNA, BRITISH COLUMBIA

Multiple cranes will be erected in Kelowna, British Columbia. The maximum height is 450 feet above ground level (AGL) or 1,579 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 280-foot radius centred at the following coordinates:

49° 53' 39" N 119° 29' 41" W

Multiple cranes are approximately 1.2 nautical miles (NM) north northwest (NNW) of Kelowna General Hospital Heliport (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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James Ferrier
Director, Aeronautical Information Management
CRANE—WINNIPEG, MANITOBA

A mobile crane will operate in Winnipeg, Manitoba. The maximum height is 187 feet above ground level (AGL) or 951 feet above sea level (ASL). The crane will not be lighted, and it will not be painted.

The crane will be operating within a 99-foot radius centered at the following coordinates:

49° 52' 11" N 97° 13' 27" W

This location is approximately 3 nautical miles (NM) south southeast (SSE) 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, please contact:

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E-mail:  landuse@navcanada.ca

James Ferrier
Director, Aeronautical Information Management
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.

For further information, please contact:

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James Ferrier
Director, Aeronautical Information Management
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
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.

For further information, please contact:

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James Ferrier
Director, Aeronautical Information Management
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.

For further information, please contact:

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E-mail: landuse@navcanada.ca

James Ferrier
Director, Aeronautical Information Management
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.
Air Defence Identification Zone—North and East

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

<table>
<thead>
<tr>
<th>Latitudinal Bound</th>
<th>Longitudinal Bound</th>
<th>Direction</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>72° 00’ 00.00” N</td>
<td>066° 40’ 00.00” W</td>
<td>to</td>
<td></td>
</tr>
<tr>
<td>75° 00’ 00.00” N</td>
<td>073° 16’ 18.00” W</td>
<td>to</td>
<td></td>
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<td>76° 41’ 24.00” N</td>
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<td></td>
</tr>
<tr>
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<td>to</td>
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<td>to</td>
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<tr>
<td>81° 18’ 12.00” N</td>
<td>064° 11’ 00.00” W</td>
<td>to</td>
<td></td>
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<td>81° 52’ 00.00” N</td>
<td>062° 10’ 00.00” W</td>
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<td>82° 13’ 00.00” N</td>
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<td>86° 00’ 00.00” N</td>
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<td>thence easterly along latitude 69° 50’ 00.00” N to</td>
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</tr>
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<td>69° 50’ 00.00” N</td>
<td>066° 48’ 21.00” W</td>
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<td>64° 00’ 00.00” N</td>
<td>067° 00’ 00.00” W</td>
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<td>59° 34’ 00.00” N</td>
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<td>53° 31’ 00.00” N</td>
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<td>45° 00’ 00.00” N</td>
<td>048° 00’ 00.00” W</td>
<td>to</td>
<td></td>
</tr>
</tbody>
</table>
### Air Defence Identification Zone—West

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

<table>
<thead>
<tr>
<th>Latitude N</th>
<th>Longitude W</th>
<th>Point of Beginning</th>
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<td>to</td>
</tr>
<tr>
<td>61° 00' 00.00&quot;</td>
<td>057° 00' 00.00&quot;</td>
<td>to</td>
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<td>to</td>
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<tr>
<td>72° 00' 00.00&quot;</td>
<td>066° 40' 00.00&quot;</td>
<td>point of beginning</td>
</tr>
</tbody>
</table>

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.

For further information please contact:

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James Ferrier  
Director, Aeronautical Information Management
BLASTING ZONE—BLOODVEIN, MANITOBA

(Replaces AIP Supplement 37/12)

Sporadic quarry operations, including blasting, will occur at various locations and times in the Bloodvein, Manitoba region until 2022. The blasting height is 985 feet above ground level (AGL), or 1,985 feet above sea level (ASL).

Blasting activities will be within 2 blasting areas bounded by:

<table>
<thead>
<tr>
<th>Area 1 from:</th>
<th>52° 19' 03.94&quot; N</th>
<th>096° 54' 33.51&quot; W</th>
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<tbody>
<tr>
<td></td>
<td>52° 10' 32.08&quot; N</td>
<td>095° 16' 32.49&quot; W</td>
<td>to</td>
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<td>096° 10' 37.85&quot; W</td>
<td>to point of origin.</td>
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<table>
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<tr>
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<th>94° 58' 14.30&quot; W</th>
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<tr>
<td></td>
<td>53° 54' 34.42&quot; N</td>
<td>94° 56' 35.88&quot; W</td>
<td>to</td>
</tr>
<tr>
<td></td>
<td>53° 46' 28.61&quot; N</td>
<td>94° 52' 28.90&quot; W</td>
<td>to</td>
</tr>
<tr>
<td></td>
<td>53° 46' 18.79&quot; N</td>
<td>94° 54' 04.67&quot; W</td>
<td>to point of origin.</td>
</tr>
</tbody>
</table>

The north end of Area 1 is located approximately 5 nautical miles (NM) east southeast (ESE) from Berens River Airport (CYBV), while the south end is located approximately 20 NM west northwest (WNW) from Bissett Waterdrome (CJY6).

The south end of Area 2 is located approximately 4 NM south southwest (SSW) from St. Theresa Point Airport (CYST). Details of any procedure changes implemented because of this blasting activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

E-mail: landuse@navcanada.ca

James Ferrier
Director, Aeronautical Information Management
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.

For further information, please contact

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James Ferrier
Director, Aeronautical Information Management
MULTIPLE CRANES—FORT SASKATCHEWAN, ALBERTA

Multiple cranes will be operating in Fort Saskatchewan, Alberta. The maximum height is 400 feet above ground level (AGL) or 2,470 feet above sea level (ASL). The cranes will be lighted and not painted.

The cranes will be operating within a 0.92 nautical mile (NM) radius at the following coordinates:

53° 47' 59" N 113° 05' 36" W

The cranes are approximately 4 nautical miles (NM) north northwest (NNW) from Edmonton/Josephburg Aerodrome (CFB6). 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
Manager, Aeronautical Information Management
BLASTING ACTIVITY—MACKENZIE, BRITISH COLUMBIA

Blasting activity will take place near Mackenzie British Columbia. The height is from surface to 328 feet above ground level (AGL) or 3,793 feet above sea level (ASL).

The blasting activity will take place within a 4,921 foot radius centered at the following coordinates:

55° 30' 33" N 122° 35' 56" W

The location is approximately 22 nautical miles (NM) northeast (NE) of Mackenzie aerodrome (CYZY). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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