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PREFACE

The Canada Air Pilot (CAP) is a civil aeronautical information document published on behalf of NAV CANADA by Geomatics Canada and distributed by NAV CANADA'S Aeronautical Publications Sales and Distribution Unit. It is issued every 56 days in accordance with the International Civil Aviation Organization (ICAO) requirements.

The CAP GEN contains general and legend information pertinent to all CAP volumes (except Cap 6 which includes this information in French). The CAP GEN is amended and reissued as required. It's effective date may differ from other CAP volumes. The first page of CAP volumes 1 to 5 and 7 indicates the current CAP GEN effective date.

The information contained on each page is current only to the date of submission for printing. A NOTAM may amend or cancel the information in this document, therefore the NOTAM must be consulted to ensure that current information is used for flight operations.

CORRECTIONS

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A realignment of the AIS branch will take place over a three-year period. Under the new structure, the Ottawa component of the AIS will remain unchanged. The six field offices will be realigned into three restructured AIS offices located in Montréal, Toronto and Vancouver ACC.

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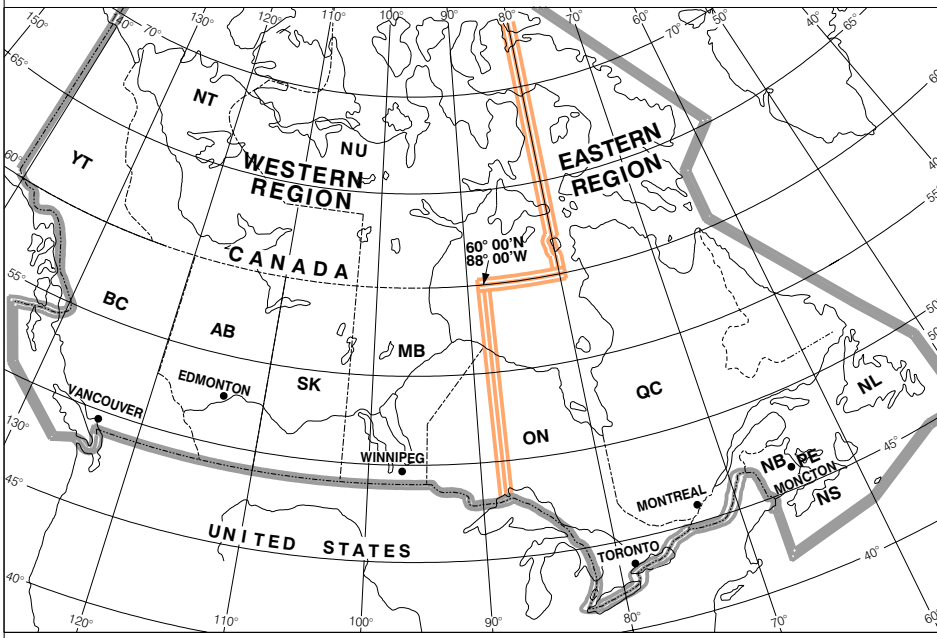
(see next page for NAV CANADA REGIONS map)

NAV CANADA REGIONS and FIELD OFFICES



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DESIGNATED MOUNTAINOUS REGIONS

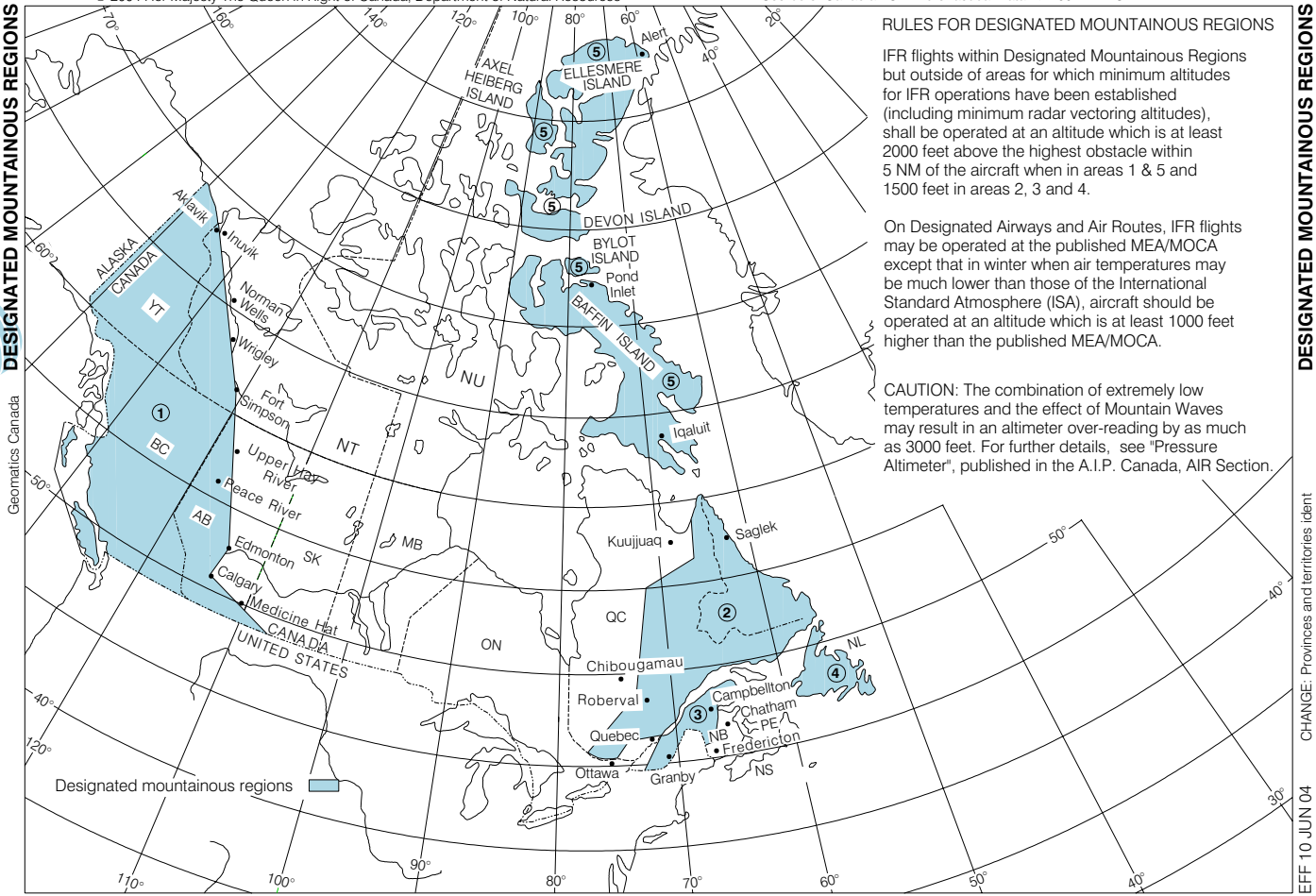
DESIGNATED MOUNTAINOUS REGIONS

RULES FOR DESIGNATED MOUNTAINOUS REGIONS

IFR flights within Designated Mountainous Regions but outside of areas for which minimum altitudes for IFR operations have been established (including minimum radar vectoring altitudes), shall be operated at an altitude which is at least 2000 feet above the highest obstacle within 5 NM of the aircraft when in areas 1 & 5 and 1500 feet in areas 2, 3 and 4.

On Designated Airways and Air Routes, IFR flights may be operated at the published MEA/MOCA except that in winter when air temperatures may be much lower than those of the International Standard Atmosphere (ISA), aircraft should be operated at an altitude which is at least 1000 feet higher than the published MEA/MOCA.

CAUTION: The combination of extremely low temperatures and the effect of Mountain Waves may result in an altimeter over-reading by as much as 3000 feet. For further details, see "Pressure Altimeter", published in the A.I.P. Canada, AIR Section.



DESIGNATED MOUNTAINOUS REGIONS

EFF 10 JUN 04 CHANGE: Provinces and territories ident

CANADA AIR PILOT
Effective 0901Z 13 APRIL 2006

NOT FOR NAVIGATION

ABBREVIATIONS AND ACRONYMS

AAE..... Above Aerodrome Elevation
AB..... Alberta
ACC..... Area Control Centre
acft..... aircraft
A/D..... aerodrome
ADF..... Automatic Direction Finding
adj..... adjacent
advsy..... advisory
AFB..... Air Force Base
A/G..... Air/Ground
AGL..... Above Ground Level
AIP..... Aeronautical Information Publication
alt..... altitude
altm..... altimeter
altn..... alternate
APAPI.... Abbreviated Precision Approach Path Indicator
APGM.... Airport General Manager
apch..... approach
aprt..... airport
aprx..... approximately
ARCAL... Aircraft Radio Control of Aerodrome Lighting
ARP..... Aerodrome reference point
ARR..... arrival
ASDA..... Accelerate Stop Distance Available
ASDE..... Aerodrome surveillance detection equipment
ASL..... Above Sea Level
ASR..... Airport Surveillance Radar
ATB..... Airport Terminal Building
ATC..... Air Traffic Control
ATD..... Along Track Distance
ATF..... Aerodrome Traffic Frequency
ATIS..... Automatic Terminal Information Service
ATS..... Air Traffic Services
AU..... Approach UNICOM
auth..... authorized/authorization
AVASIS... Abbreviated Visual Approach Slope Indicator System
avbl..... available
AWOS.... Automated Weather Observation System

BC..... back course or British Columbia
BCRS..... Back course
bcst..... broadcast
bil..... bilingual
bldg..... building
BM..... Back Marker
BPOC.... before proceeding on course
brg..... bearing

C..... Celsius
CAP..... Canada Air Pilot
CAR..... Canadian Aviation Regulations
cat/CAT... category
CDF..... Central De-Icing Facility
CFS..... Canada Flight Supplement
ch..... channel
clb..... climb
clnc..... clearance
clsd..... closed
co..... county
comm..... communicate/communications
cont..... continuous/continue
coord..... coordinate/coordinates/coordination
crs..... course
ctc..... contact
ctl..... control, controlled
ctr..... centre
cw..... clockwise
ccw..... counter-clockwise
CYA..... Advisory Area
CYR..... Restricted Area
cz..... Control Zone

DA..... Decision Altitude
dct..... direct
del..... delivery
dep..... departure
DH..... Decision Height
direc..... direct or directional
dist..... distance
DME..... Distance Measuring Equipment
DND..... Department of National Defence
DRCO..... Dial-up Remote Communications Outlet
DT..... Daylight Saving Time
DTW..... Downwind Termination Waypoint

E..... East
eff..... effective
elev..... elevation
emerg..... emergency
Eng..... English
ETA..... estimated time of arrival

FACF..... Final Approach Course Fix
FAF..... Final Approach Fix
FAS..... Flight Advisory Service
FAWP..... Final Approach Waypoint
FL..... flight level
FMS..... Flight Management System
FOD..... Foreign Object Damage
fpm..... feet per minute
Fr..... French
freq..... frequency
FSS..... Flight Service Station
ft..... feet

G..... grid
GFA..... Graphic Area Forecast
gnd..... ground
GNSS.... Global Navigation Satellite System
GP..... glide path
GPH..... DND Flight Information Publication
GPS..... Global Positioning System
GS..... glide slope

HAA..... Height Above Aerodrome
HAT..... Height Above TDZE
hdg..... heading
HI..... Enroute High Altitude Chart
HIAL..... High Intensity Approach Lighting
HIRO..... High Intensity Runway Operations
HJ..... Sunrise to sunset
HN..... Sunset to sunrise
hr..... hours
HRP..... Heliport reference point

IAF..... Initial Approach Fix
IAP..... Instrument Approach Procedure
IAWP..... Initial Approach Waypoint
ICAO..... International Civil Aviation Organization
ident..... identification
IF..... Intermediate Fix
IFR..... Instrument Flight Rules
ILS..... Instrument Landing System
IMC..... Instrument Meteorological Conditions
inbd/INBD... inbound
inop..... inoperative
INS..... Inertial Navigation System
intl..... international
INTRM.... interim
intxn..... intersection
IRS..... Inertial Reference System
IRU..... Inertial Reference Unit
ISA..... International Standard Atmosphere
IWP..... Intermediate Waypoint

kg..... kilograms
KIAS..... Knots indicated airspeed
kt..... knots

LB..... lead bearing
lb..... pounds
lczr..... localizer
LDA..... Landing Distance Available
lgt..... light or lighting
lgtd..... lighted
LNAV..... Lateral Navigation
LO..... Enroute Low Altitude Chart
LOC..... Localizer (For non-precision approach procedures predicated on a localizer facility)
LPV..... Localizer Precision with Vertical Guidance
LR..... Lead Radial
lt..... left
ltd..... limited
LWIS..... Limited Weather Information System

m..... metres
M or mag..... magnetic
MAHWP.....Missed Approach Holding Waypoint
maint..... maintenance
MAP..... missed approach point
MATWP..... Missed Approach Turning Waypoint
MAWP..... Missed Approach Waypoint
max..... maximum
MB..... Manitoba
MDA..... Minimum Descent Altitude
MEA..... Minimum Enroute Altitude
MF..... Mandatory Frequency
Mil..... military
min..... minimum
min..... minutes of time
misd..... missed

MOCA..... Minimum Obstruction Clearance Altitude
MSA..... Minimum Sector Altitudes
muni..... municipal

N..... North
N/A..... Not Applicable
NAD..... North American Datum
nav..... navigation
NAVAID..... Navigational Aid
NB..... New Brunswick
NDB..... non-Directional Beacon
NDHQ..... National Defence Headquarters
NE..... North East
NL..... Newfoundland & Labrador
NM..... Nautical Miles
nr..... number
NS..... Nova Scotia
NT..... Northwest Territories
NU..... Nunavut
NW..... North West
NWS..... North Warning System

obd/OBD... outbound
obst..... obstruction
OCL..... Obstruction Clearance Limit
OM..... Outer Marker
ON..... Ontario
ops..... operations
O/R..... On Request
O/T..... Other Times

PAL..... Peripheral station
PAPI..... Precision Approach Path Indicator
PAR..... Precision Approach Radar
PE..... Prince Edward Island
PPR..... Prior Permission Required
proc..... procedure
PSR..... Primary Surveillance Radar
PT..... Procedure Turn
pvt..... private

QC..... Quebec

R..... radial
RA..... Radio Altimeter
RCAP..... restricted Canada Air Pilot
RCO..... Remote Communications Outlet
rdo..... radio
RNAV..... Area Navigation
rt..... right
RVR..... Runway Visual Range
rwy..... runway

S..... South
SAC..... Strategic Air Command
SDWP..... Step Down Waypoint
SE..... South East
sec..... seconds of time
SFC..... Surface
SID..... Standard Instrument Departure
simul..... simultaneous/ly
SK..... Saskatchewan
sm..... statute miles
spec..... specification
SPEC..... specified
SPEC VIS... Specified Take-off Minimum Visibility
SR..... Sunrise
SS..... Sunset
STAR..... Standard Terminal Arrival
str..... straight
SW..... South West

T..... True or Terminal Area Chart
TACAN..... Tactical Air Navigation
TAF..... Aerodrome Forecast
TC..... Transport Canada
TCH..... Threshold Crossing Height
TDZ..... Touchdown Zone
TDZE..... Touchdown Zone Elevation
TDZL..... Touchdown Zone Lighting
temp..... temperature
tempo..... temporary/ily
TFC..... Traffic
thld..... threshold
tml..... terminal
TODA..... Take-off Distance Available
TORA..... Take-off Run Available
TP..... Transport Canada Publication
trk..... track
TWR/twr.... control tower/tower
twy..... taxiway

UNICOM.... Universal communications (Private Advisory Station)

var..... variation
VASIS..... Visual Approach Slope Indicator System
VFR..... Visual Flight Rules
VHF..... Very High Frequency
VIP..... Very Important Person
vis..... visibility
VLF..... very low frequency
VNAP..... Vertical Noise Abatement Procedure
VNAV..... Vertical Navigation
VOR..... VHF Omnidirectional Range
VORTAC.... Combination of VOR and TACAN
VOT..... VOR Receiver Test Facility
VPA..... Vertical Path Angle
V2..... take-off safety speed
V/V..... vertical velocity
VZF..... zero flap minimum safe manoeuvring speed

W..... West
WGS..... World Geodetic System
win..... winter
WP..... Waypoint
wx..... weather

YT..... Yukon Territory

Z..... Coordinated Universal Time

AERODROME TRAFFIC FREQUENCY (ATF): A VHF frequency designated to ensure that all radio equipped aircraft operating on the ground or within the specified ATF area, are listening on a common frequency and following a common reporting procedure.

ASDA: Accelerate Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

BEFORE PROCEEDING ON COURSE (BPOC): A term used to indicate that a specified procedure must be completed prior to taking action to intercept the desired course.

CLEARWAY: A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height (TODA-TORA).

DECISION ALTITUDE OR DECISION HEIGHT (DA/DH): Means an altitude or height specified in the Canada Air Pilot or the route and approach inventory at which a missed approach procedure shall be initiated during a precision approach or an approach procedure with vertical guidance, if the required visual reference necessary to continue the approach to land has not been established.

HEIGHT ABOVE AERODROME (HAA): The height in feet of the MDA (for circling approaches) above the aerodrome elevation.

HEIGHT ABOVE TOUCHDOWN ZONE ELEVATION (HAT): The height in feet of the DH and the MDA (for straight-in approaches) above the Touchdown Zone Elevation.

LDA: Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

MANDATORY FREQUENCY (MF): A VHF frequency which all pilots operating in the immediate vicinity of an uncontrolled aerodrome shall monitor, and on which shall be transmitted intentions, landing estimate and the appropriate approach, circuit, taxi and take-off reports as applicable. (See Canada Flight Supplement for details).

MINIMUM DESCENT ALTITUDE (MDA): A specified altitude referenced to sea level for a non-precision approach below which descent must not be made until the required visual reference to continue the approach to land has been established.

REQUIRED VISUAL REFERENCE: In respect of an aircraft on an approach to a runway, means that section of the approach area of the runway or those visual aids that, when viewed by the pilot of the aircraft, enables the pilot to make an assessment of the aircraft position and the rate of change of position, relative to the nominal flight path.

STEP-DOWN FIX: A fix permitting additional descent within a segment of an instrument approach procedure by identifying a point beyond which further descent can be made.

STOPWAY: A defined rectangular area on the ground at the end of the runway in the direction of take-off prepared as a suitable area in which an aeroplane can be stopped in the case of an abandoned take-off (ASDA-TORA).

THRESHOLD: The beginning of that portion of the runway usable for landing.

THRESHOLD CROSSING HEIGHT (TCH): The height of the glide path above the runway threshold.

TODA: Take-Off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

TORA: Take-Off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane taking off.

TOUCHDOWN ZONE (TDZ): The first 3000 feet of the runway or the first third of the runway, whichever is less, measured from the threshold in the direction of landing.

TOUCHDOWN ZONE ELEVATION (TDZE): The highest elevation in the Touchdown Zone.

VERTICAL PATH ANGLE (VPA): A constant flight path angle defined by Barometric Vertical Navigation. See AIP Canada for system errors and limitations.

GENERAL

CAR 602 specifies take-offs for all Canadian aircraft as being governed by visibility only, approach restrictions by RVR values only, and landings by published DH/MDAs only.

TAKE-OFF MINIMA/DEPARTURE PROCEDURES

The minimum visibility for take-off shall be determined by the pilot-in-command consistent with aircraft performance, navigation equipment limitations and the requirement for the pilot to ensure obstacle clearance.

Notwithstanding, and unless otherwise authorized in accordance with CAR 602, IFR take-offs for all aircraft are prohibited when the visibility is below the applicable minimum visibility published in the Canada Air Pilot (CAP). IFR take-offs for rotorcraft are permitted when the take-off visibility is one-half the CAP value but not less than ¼ SM.

Take-off visibility, in order of precedence, is defined as:

a) the reported RVR of the runway to be used (unless the RVR is fluctuating above and below the minimum or less than the minimum because of a localized phenomena); or

b) the reported ground visibility of the aerodrome (if the RVR is unavailable, fluctuating above and below the minimum or less than the minimum because of localized phenomena. A local phenomenon is deemed to be occurring if the RVR readout is less than the reported ground visibility); or

c) when neither (a) nor (b) above is available, the visibility for the runway of departure as observed by the pilot-in-command.

Departure procedures meet obstacle clearance requirements and are based on the premise that on departure an aircraft will:

a) cross at least 35 feet above the departure end of the runway;

b) climb on runway heading to 400 feet AAE before turning; and

c) maintain a climb gradient of at least 200 feet per NM throughout the climb to the minimum altitude for enroute operations.

NOTE: For flight planning purposes, departure procedures assume normal aircraft performance.

Take-off Minima are shown as either:

a) ½ - (e.g. Rwy 02: ½). IFR departures from the specified runway(s) will be assured of obstacle clearance in any direction if the aircraft complies with the above departure premises.

b) ✱ - The asterisk (✱) following all or specific runways (e.g. Rwy 02: ✱) refers the pilot to the applicable minimum take-off visibility (½ or SPEC VIS) and corresponding procedures which, if followed, will ensure obstacle clearance.

TAKE-OFF MINIMA/DEPARTURE PROCEDURES (continued)

Procedures may include specific climb gradients, routings, visual climb requirements or combinations thereof. All altitudes specified in these procedures are ASL. Where visual climb or maneuvering is stated in the departure procedure, pilots must comply with the Specified Take-off Minimum Visibility (SPEC VIS) corresponding to the appropriate aircraft category listed below:

AIRCRAFT CATEGORY	A	B	C	D
SPEC VIS (SM)	1	1 ½	2	2

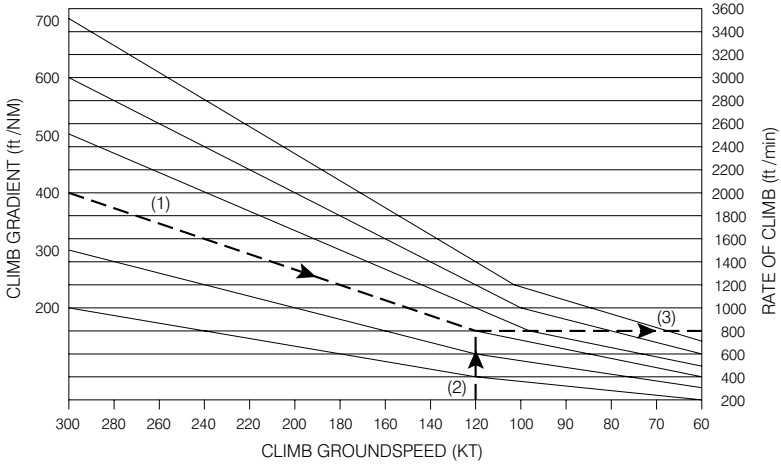
c) NOT ASSESSED - IFR departures have not been assessed for obstacles. Pilots-in-command are responsible for determining minimum climb gradients and/or routings for obstacle and terrain avoidance during an IMC departure from that particular runway(s).

In the absence of a published visibility for a particular runway, a pilot may depart IFR by using a take-off visibility that will allow avoidance of obstacles on departure. In no case should the take-off visibility be less than ½ SM (¼ SM for rotorcraft).

Where aircraft limitations or other factors preclude the pilot from following the published procedure, it is the pilot-in-command's responsibility to determine alternative procedures which will take into account obstacle avoidance.

Where departure procedures do not have a rate of climb matrix published, the following conversion table may be used to determine the required rate of climb.

CONVERSION TABLE - CLIMB GRADIENT TO RATE OF CLIMB



Enter table at required climb gradient (1) and groundspeed (2). Read required rate of climb at right (3).

Eg: Required Gradient: 400 ft/NM
Groundspeed: 120 KT
Rate of Climb: 800 ft/min

HELICOPTER MISSED APPROACH AND DEPARTURE CLIMB GRADIENT

The missed approach and departure segment criteria for all COPTER procedures (Helicopter only procedures) take advantage of the helicopter's climb capabilities at slow airspeeds resulting in high climb gradients. The Obstacle Clearance Surface used to evaluate the missed approach and departure is a 20:1 inclined plane. This surface is twice as steep for the helicopter as the OCS used to evaluate the airplane missed approach and departure segment. The helicopter climb performance on COPTER procedures is therefore anticipated to be double the airplane's gradient. A minimum climb gradient of at least 400 feet per NM is required. A helicopter with a ground speed of 70 KIAS is required to climb at a rate at 467 feet per minute (FPM)*.The advantage of using the 20:1 OCS for the COPTER missed approach segment instead of the 40:1 OCS used for the airplane is that obstacles in the 40:1 missed approach segment do not have to be considered, and the MDA may be lower for helicopters than for other aircraft. The minimum required climb gradient of 400 feet per NM for the helicopter in a missed approach and departure will provide 96 feet of required obstacle clearance (ROC) for each NM of flight path.

*467 FPM = 70 KIAS x 400 feet per NM/60 seconds

APPROACH BAN

See AIC 1/97 - exemption to subsection 602.129(3) of CARs.

With certain exceptions, pilots of all aircraft are prohibited from completing an instrument approach past the outer marker or final approach fix to a runway served by an RVR if the RVR values as measured for that runway are below the following minima:

MINIMUM RVR

MEASURED RVR *	FIXED WING	ROTORCRAFT
RVR "A" ONLY	1200	1200
RVR "A" AND "B"	1200/600	1200/0
RVR "B" ONLY	1200	1200

* RVR "A" located adjacent to the runway threshold.
RVR "B" located adjacent to the runway mid-point.

The following exceptions to the above prohibitions apply to all aircraft:

A) when the below-minima RVR report is received, the aircraft is inbound on approach and has passed the outer marker or the fix that serves as the outer marker,

B) the pilot-in-command has informed the appropriate ATC unit that the aircraft is on a training flight and that the pilot-in-command intends to initiate a missed approach procedure at or above the DH or the minimum descent altitude, as appropriate;

C) the RVR is fluctuating above and below the minimum RVR and the ground visibility of the aerodrome where the runway is located is reported to be at least ¼ mile; or

D) the pilot-in-command is conducting a precision approach to CAT III minima.

With respect to approach restrictions, in the case of local phenomenon or any fluctuations that affect RVR validity, where the ground visibility is reported by ATC or FSS to be at or above ¼ mile, an approach may be completed.

In summary, an approach is authorized whenever:

a) the lowest reported RVR for the runway is at or above minima (CAR 602.129), regardless of reported ground visibility;

b) the RVR is reported to be fluctuating above and below minimum RVR, and the ground visibility is reported to be at least ¼ mile;

c) the RVR for the runway is unavailable or not reported; or

d) ATS is informed that an aircraft is on a training flight and will conduct a planned missed approach.

LANDING MINIMA

CAR 602 specifies that landings are governed by published DH/MDA's. Pilots of aircraft on instrument approaches are prohibited from continuing the descent below DH, or descending below MDA, as applicable, unless the required visual reference is established and maintained in order to complete a safe landing. When the required visual reference is not established or maintained, a missed approach must be initiated. Missed approaches initiated beyond the MAP may not be assured obstacle clearance.

The visual references required by the pilot in order to continue the approach to a safe landing should include at least one of the following references for the intended runway and should be distinctly visible and identifiable to the pilot:

a) the runway or runway markings;
b) the runway threshold or threshold markings;
c) the TDZ or TDZ markings;
d) the approach lights;
e) the approach slope indicator system;
f) the runway identification lights (RILS);
g) the threshold and runway end lights;
h) the touchdown zone lights (TDZL);
i) the parallel runway edge lights; or
j) the runway centreline lights.

Published landing visibilities associated with all instrument approach procedures are advisory only. Their values are indicative of visibilities which, if prevailing at the time of approach, should result in the required visual reference being established and maintained to landing. They are not limiting and are intended to be used by pilots only to judge the probability of a successful landing when compared against available visibility reports at the aerodrome to which an instrument approach is being carried out.

ALTIMETER SETTING REQUIREMENTS

Before commencing an instrument approach procedure the pilot shall have set on the aircraft altimeter a current altimeter setting usable for the location where the approach is to be flown. The altimeter setting may be a local setting or a remote setting when so authorized on the instrument procedure chart. A current altimeter setting is one provided by approved direct reading or remoted equipment, or by the latest routine hourly weather report. These readings are considered current up to 90 minutes from the time of observation. **CAUTION:** Care should be exercised when using altimeter settings older than 60 minutes or when pressure has been reported as falling rapidly. In these instances a value may be added to the published DH/MDA in order to compensate for falling pressure tendency (0.01 inches mercury = 10 feet correction).

A correction factor is published in the top left corner of the approach chart plan view for those aerodromes where an authorized remote altimeter setting source is used during specified times. The correction factor is to be applied to the published procedures altitudes.

USE OF STRAIGHT-IN MINIMA

The use of a straight-in minima is predicated upon the pilot having wind direction and speed and runway condition reports required to conduct a safe landing. Where the pilot lacks any necessary information, the pilot is expected to make an aerial visual inspection of the runway prior to landing. In some cases, this can only be accomplished by conducting a circling approach utilizing the appropriate circling MDA.

Runway conditions, including any temporary obstructions such as vehicles, may be determined by the pilot by:

a) contacting the UNICOM at the destination;

b) a pre-flight telephone call to the destination to arrange for making the necessary information available when required for landing;

c) an aerial visual inspection;

d) NOTAM issued by the airport operator; or

e) any other means available to the pilot, such as message relay from preceding aircraft at destination.

Regardless of wind direction or runway in use, pilots of rotorcraft may use the appropriate published straight-in landing minima for the runway they have selected for their approach.

ALTERNATE AERODROME WEATHER MINIMA REQUIREMENTS

Authorized weather minima for alternate aerodromes are to be determined using the information presented in the tables below. The "Alternate Weather Minima Requirements" tables supersedes all alternate weather minima published on the Aerodrome charts in the CAP. The minima derived for an alternate aerodrome shall be consistent with aircraft performance, navigation equipment limitations, functioning navigation aids, type of weather forecast and runway to be used.
Pilots may take credit for a GNSS (GPS or WAAS) approach at an alternate aerodrome, provided that:

(a) An approach completely independent of GNSS at the planned destination is expected to be available at the ETA.

(b) The published LNAV minima are the lowest landing limits for which credit may be taken when determining alternate aerodrome weather minima requirements. No credit may be taken for LNAV/VNAV or LPV minima;

(c) The pilot-in-command verifies that LNAV approach-level RAIM or WAAS integrity is expected to be available at the planned alternate ETA, taking into account predicted satellite outages; and

(d) For GPS TSO C129/C129a avionics, periodically during the flight, and at least once before the mid-point of the flight to the destination, the pilot-in-command verifies that approach-level RAIM is expected to be available at the planned alternate ETA.

Otherwise, when determining alternate aerodrome weather minima requirements, the pilot shall only take credit for functioning traditional aids at that aerodrome. In this case, if the alternate aerodrome has GNSS approaches only, the pilot shall use the alternate weather minima requirements for "No IFR approach available". Additional guidance on flight planning of GNSS-based approaches at alternate aerodromes is contained in the TC AIM COM 3.16.12.

ALTERNATE WEATHER MINIMA REQUIREMENTS

FACILITIES AVAILABLE AT SUITABLE ALTERNATE	WEATHER REQUIREMENTS
TWO OR MORE USABLE PRECISION APPROACHES each providing straight-in minima to separate suitable runways	**400 - 1** or 200 - ½ above the lowest usable HAT and visibility, whichever is greater
ONE USABLE PRECISION APPROACH	**600 - 2*** or 300-1 above the lowest usable HAT and visibility, whichever is greater
NON-PRECISION ONLY AVAILABLE	**800 - 2*** or 300-1 above the lowest usable HAT/HAA and visibility, whichever is greater
NO IFR APPROACH AVAILABLE	Forecast weather must be no lower than 500 feet above a minimum IFR altitude that will permit a VFR approach and landing
FOR HELICOPTERS Where instrument approach procedures are available	Ceiling 200 feet above the minima for the approach to be flown, and visibility at least 1 SM but never less than the minimum visibility for the approach to be flown

***600 - 2** and **800 - 2**, as appropriate, are considered to be STANDARD ALTERNATE MINIMA. Should the selected alternate weather requirements meet the standard minima, then the following minima are also authorized:

ALTERNATE AERODROME WEATHER MINIMA REQUIREMENTS

STANDARD ALTERNATE MINIMA		IF STANDARD IS APPLICABLE, THEN THE FOLLOWING MINIMA ARE ALSO AUTHORIZED	
CEILING	VISIBILITY	CEILING	VISIBILITY
600	2	700 800	1 ½ 1
800	2	900 1000	1 ½ 1

NOTES 1: These requirements are predicated upon the aerodrome having an AERODROME FORECAST (TAF) available.

2: Aerodromes served with an AERODROME ADVISORY forecast may qualify as an alternate provided the forecast weather is no lower that 500 ft above the lowest usable HAT/HAA and the visibility is not less than 3 miles.

3: Aerodromes served with a GRAPHIC AREA FORECAST (GFA) may qualify as an alternate provided the forecast weather contains:

a) no cloud lower than 1000 ft above the lowest useable HAT/HAA;
b) no cumulonimbus; and
c) a visibility is not less than 3 miles.

4: Ceiling minima are calculated by reference to the procedure HAA or HAT. Ceiling values in aviation forecasts are established in 100 ft increments. Up to 20 ft, use the lower 100 ft increment; above 20 ft, use the next higher 100 ft increment:

Examples: HAA 620 ft = ceiling value of 600 ft;
HAA 621 ft = ceiling value of 700 ft;
HAT 420 ft = ceiling value of 400 ft; and
HAT 421 ft = ceiling value of 500 ft.

5: Calculated visibilities should not exceed 3 miles.

Caution: All heights specified in a GFA are ASL, unless otherwise indicated.

The emphasis of these criteria is placed upon the availability of the lowest usable landing HAT/HAA and visibility for an aerodrome. In determining the lowest usable landing HAT/HAA and visibility, the pilot should consider:

a) the operational availability of the ground navigational equipement by consulting NOTAM;

b) the compatibility of the aircraft equipment with the ground navigational equipment;

c) the forecast surface wind conditions could dictate the landing runway and associated approach minima;

d) the operational applicability of terms BECMG, TEMPO, and PROB within the forecast (see RAC 3.14);

e) all heights mentioned within a GFA are ASL heights, unless otherwise indicated, and the terrain elevation must be applied in order to determine the lowest forecast ceiling at a particular location; and

f) alternate minima values determined from a previous flight operation may not be applicable to a subsequent flight operation.

GENERAL

These aircraft operating procedures for the take-off climb have been developed so as to ensure that the necessary safety of flight operations is maintained while minimizing exposure to noise on the ground. One of the two procedures listed below should be applied routinely for all take-offs where noise abatement procedures are in effect.

Nothing in these procedures shall prevent the pilot-in command from excercising his/her authority for the safe operation of the aircraft, except that when a climb gradient is published it must be maintained, or alternate procedures must be adopted.

Noise Abatement Procedures. All aerodromes requiring specific Noise Abatement Procedures will have the procedures incorporated in the SID/departure procedure. Vertical requirements of Noise Abatement Procedures are described as Procedure A or Procedure B and published for each airport. Wherever possible, the aircraft operator will be given the choice of Procedure A or B.

The VNAP procedures hereunder describe the methods for noise abatement when a problem is shown to exist. They have been designed for application to turbo-jet aeroplanes.

Example:

RWY	VNAP
08	B
26	A or B
13	B

VNAP - VERTICAL NOISE ABATEMENT PROCEDURE

PROCEDURE A

Take-off to 1500' above aerodrome elevation:
- take-off power
- take-off flap
- climb at V_2 + 10 to 20 kt (or as limited by body angle).

At 1500':
- reduce thrust to not less than climb power/thrust.

1500' to 3000':
- climb at V_2 + 10 to 20 kt.

At 3000':
- accelerate smoothly to enroute climb speed with flap retraction on schedule.

NOTE: Pilots intending to use vertical noise abatement procedure VNAP A at Canadian airports are to notify ATC Clearance Delivery or Ground Control.

At airports where VNAP A is the only procedure to follow, ATC does not need to be notified.

PROCEDURE B

Take-off to 1000' above aerodrome elevation:
- take-off power/thrust
- take-off flap
- climb at V_2 + 10 to 20 kt

At 1000':
- maintain a positive rate of climb, accelerate to zero flap minimum safe manoeuvering speed (V_{ZF}) retracting flap on schedule;

thereafter:

reduce thrust consistent with the following:

a) for high bypass ratio engines, reduce to normal climb power/thrust;

b) for low bypass ratio engines, reduce power/thrust if practicable to below normal climb thrust but not less than that necessary to maintain the final take-off engine-out climb gradient; and

c) for aircraft with slow flap retraction, reduce power/thrust at an intermediate flap setting;

thereafter:

From 1000' to 3000':
- continue climb at not greater than V_{ZF} + 20 kt.

At 3000':
- accelerate smoothly to enroute climb speed using normal climb power/thrust.

NOTE: Aircraft such as supersonic aircraft not using wing flap for take-off should reduce thrust before attaining 1000' but not lower than 500'.

COLD TEMPERATURE CORRECTIONS

Pressure altimeters are calibrated to indicate true altitude under ISA conditions. Any deviation from ISA will result in an erroneous reading on the altimeter. In the case when the temperature is higher than ISA, the true altitude will be higher than the figure indicated by the altimeter and the true altitude will be lower when the temperature is lower than ISA. The altimeter error may be significant and becomes extremely important when considering obstacle clearances in very cold temperatures.

In conditions of extreme cold weather pilots should add the values derived from the altitude correction chart to the published procedure altitudes, including minimum sector altitudes and DME arcs, to ensure adequate obstacle clearance. Unless otherwise specified, the destination aerodrome elevation is used as the elevation of the altimeter source.

With respect to altitude corrections the following procedures apply:

1. IFR assigned altitudes may be either accepted or refused. Refusal in this case is based upon the pilot's assessment of temperature effect on obstruction clearance.

2. IFR assigned altitudes accepted by a pilot shall not be adjusted to compensate for cold temperatures i.e. if a pilot accepts "maintain 3000" an altitude correction shall not be applied to 3000'.

3. Radar vectoring altitudes assigned by ATC are temperature compensated and require no corrective action by pilots.

4. When altitude corrections are applied to published final approach fix crossing altitude, procedure turn or missed approach altitude, pilots should advise ATC how much of a correction is to be applied.

ALTITUDE CORRECTION CHART

A/D Temp °C	HEIGHT ABOVE THE ELEVATION OF THE ALTIMETER SETTING SOURCE (feet)													
	200	**300**	**400**	**500**	**600**	**700**	**800**	**900**	**1000**	**1500**	**2000**	**3000**	**4000**	**5000**
0	20	20	30	30	40	40	50	50	60	90	120	170	230	290
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	430	570	710
-30	40	60	80	100	120	130	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	600	890	1190	1500

Note: The corrections have been rounded up to the next 10 ft increment.
Note: Values should be added to published minimum IFR altitudes.
Note: Temperature values from the reporting station (normally the aerodrome) nearest to the position of the aircraft should be used.

Example: Aerodrome Elevation 2262 Aerodrome Temperature -50° C

	ALTITUDE	HAA	CORRECTION	INDICATED ALTITUDE
Procedure Turn	4000 feet	1738 feet	+521.4 feet [1]	4600 feet [2]
FAF	3300 feet	1038 feet	+311.4 feet	3700 feet
MDA Straight-in	2840 feet	578 feet	+173.4 feet	3020 feet
Circling MDA	2840 feet	578 feet	+173.4 feet	3020 feet

[1] CORRECTION derived as follows:

(2000 ft at -50° error) 600 - (1500 ft at -50° error) 450	=	150
Altitude difference of above (2000 - 1500)	=	500
Error per foot difference (150/500)	=	0.3
HAA	=	1738
Error at 1738 = (1738 - 1500) ✱0.3 = 71.4 + 450 (error -50° at 1500)	=	521.4

[2] INDICATED ALTITUDE derived as follows:

Calculated error at 1738 from above	=	521.4
Procedure Turn Altitude (4000) + error (521.4)	=	4521.4
INDICATED ALTITUDE rounded next higher 100 ft increment	=	4600

APPROACH AND AERODROME CHARTS

GENERAL

Charts are arranged alphabetically by aerodrome name. All DISTANCES are in nautical miles except visibility data which is in statute miles. RUNWAY VISUAL RANGE (RVR) is in hundreds of feet. Runway dimensions are in feet. ELEVATIONS are in feet above sea level. BEARINGS are magnetic unless marked G for Grid or T for True. Altitudes are minimum altitudes and meet obstacle clearance requirements under ISA conditions.

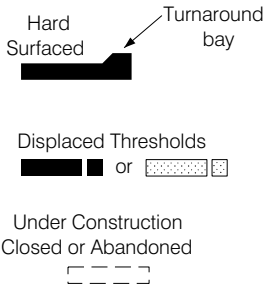
AERODROMES

Main aerodrome

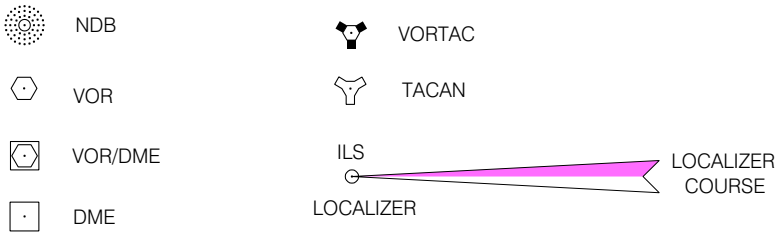
Others than main aerodrome

Aerodrome profile

MANOEUVERING AREAS



RADIO AIDS



BACK COURSE NO GLIDE PATH
IGNORE GLIDE PATH INDICATIONS

The front course glide path signal of certain ILS equipment cannot be shielded to prevent random signals from activating the aircraft glide path indicator during a Back Course Approach.

The warning flag retracts and glide path indicator shows erroneous fly-up or fly-down indications. Pilots MUST ignore any glide path indications when carrying out BACK COURSE - NO GLIDE PATH approaches.

PROCEDURES SYMBOLS

PLAN VIEW

283° — Procedure Track

060° / 240° — Procedure Turn

Missed Approach Track

2100 / 171° / 7.2 NM — Transition

25 — DME Fix / Mileage

4000 or **4000** Minimum altitude

4000 Maximum altitude

4000 Mandatory altitude

A Holding Pattern or a Shuttle if indicated

Final Approach Fix (FAF)

Fix

Intersection

Fly - over Waypoint

Fly - by Waypoint

10000 / **4000** Block of altitudes

PROFILE

Secondary Procedure Track

Missed Approach Track

2000 — Procedure Turn Altitude

Fix
INTXN
RADIAL

285° — Primary Procedure Track

Final Approach Fix (FAF)

ILS GLIDE PATH

NDB
VOR
VOR/DME
VORTAC
TACAN

3.12° — 3.12 degree VPA

Restricted or Advisory Area

For Circling restriction information see Approach Chart Legend (page 2)

Advisory Area Activity Codes

(A) - Acrobatic
(F) - Aircraft Test Area
(H) - Hang Gliding
(M) - Military Operations
(P) - Parachute Dropping
(S) - Soaring
(T) - Training

LIGHTS

Landing direction indicator unlighted

Landing direction indicator lighted

Wind direction indicator unlighted

Wind direction indicator lighted

Hazard beacon

Aerodrome beacon (rotating or strobe)

Obstruction light for Aerodrome Charts

P3 2.5° — Approach slope lights (slope given when other than 3.0°).

LIGHTING ANNOTATIONS

F - Fixed
Fl - Flashing
Occ - Occulting
B - Blue
R - Red
G - Green

Lights are white unless otherwise annotated

MISCELLANEOUS

Bi-directional arrester cable

Uni-directional arrester cable

Arresting barrier

International Boundary

H — Heliport and/or touchdown pad (see note)

A B C — RVR Sensor

Transmission line

SHUTTLE — Descend or climb in a holding pattern

0.8% down — Runway Gradient

Unmarked areas (see note)

* — Restriction

Built Up Area

Obstruction

615 — Spot elevation

Marked areas (see note)

NOTE: Arr/dep, arr/dep hover and take-off/landing areas, and/or touchdown pads may be designated by name, numeral or letter.

PROCEDURE IDENTIFICATION

CONVENTIONAL PROCEDURES

ILS, NDB, VOR etc. indicate types of facilities on which the procedure is based. Pilots must determine in advance that the approach and missed approach can be accomplished utilizing the navigation equipment on board their particular aircraft.

ILS or NDB RWY 09 : Denotes two instrument approach procedures on one chart.

ILS/DME RWY 09 : Denotes one instrument approach procedure and describes the navigation equipment which provides final approach identification and guidance.

AREA NAVIGATION/RNAV PROCEDURES

RNAV indicates the procedure is based on Area Navigation. The equipment required to fly the procedure is indicated in brackets. Example: RNAV (GNSS) indicates an RNAV procedure requiring GNSS.

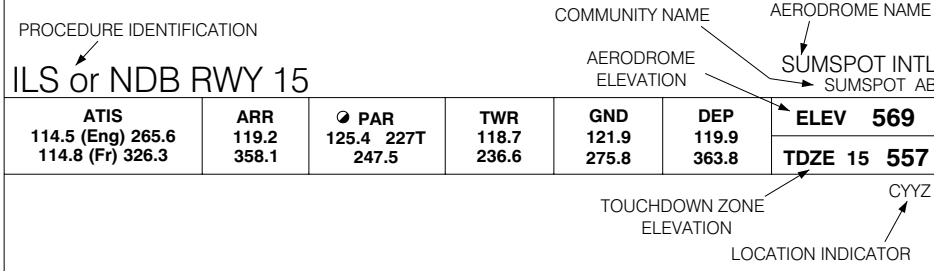
NOTES : (1) The procedure may be identified only by the primary navigation equipment when the fix has two or more designations. e.g. LOC(BC)/NDB or LOC(BC)/DME RWY 16 will be identified as LOC(BC) RWY 16.

(2) Procedures annotated (DND) were designed by the Department of National Defence using the same criteria as civilian approaches.

(3) Conventional procedures annotated (GNSS) denote that the instrument approach can be flown using approved GNSS equipment.

(4) Runway number is given when procedure can be used for straight-in minima.

(5) Instrument approach procedures authorized to circling minima only are identified by a letter. NDB A, NDB B, RNAV (GNSS) A, RNAV (GNSS) B.



ATIS	ARR	◕ PAR	TWR	GND	DEP
114.5 (Eng) 265.6 114.8 (Fr) 326.3	119.2 358.1	125.4 227T 247.5	118.7 236.6	121.9 275.8	119.9 363.8

COMMUNICATION AGENCIES are listed from left to right in order of expected use on approach.

PAR frequencies shown only if runway indicated is served by PAR.

◕ means limited hrs of operation.

(5 NM) or (MF CZ) MANDATORY FREQUENCY procedure applicable within a specified distance of an A/D or within the bounds of the Control Zone.

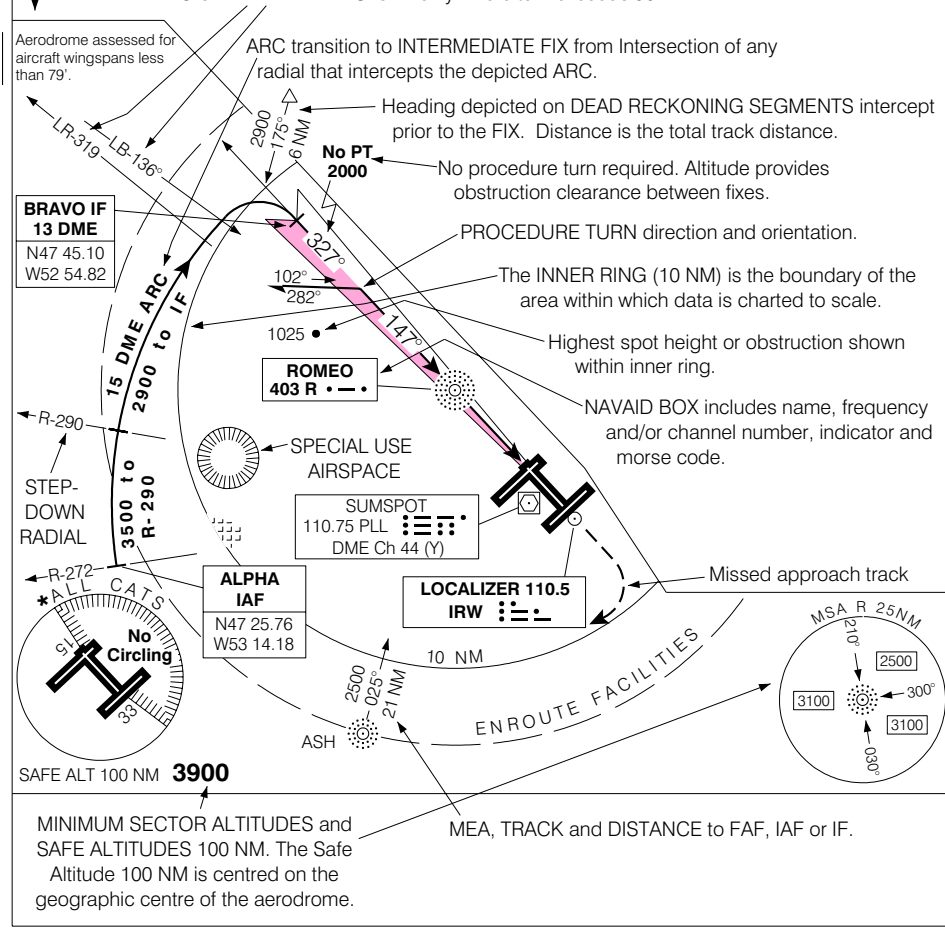
See Canada Flight Supplement for actual hours of operations and lists of all available frequencies.

PLAN VIEW WITH NO CONTOUR LINES

Operational restrictions and cautionary notes are shown in the top left corner.

This information advises pilots intending to conduct an instrument approach procedure that the obstacle free airspace for the visual segment of the procedure for the specific runway meets recognized safety parameters only for aircraft of a wingspan up to the dimensions specified in the note. This advisory information ties the instrument procedure to the aerodrome and provides the pilot with information to make an informed decision regarding use of the procedure.

Facilities and fixes which are beyond the distance of the Inner Ring are located on the ENROUTE FACILITIES RING when they are designated as part of the procedure for any segments of the approach. Facilities upon which the procedure track is based are depicted in darker print. Other facilities and/or DME distances not essential for the approach but considered useful information may be depicted in lighter print.

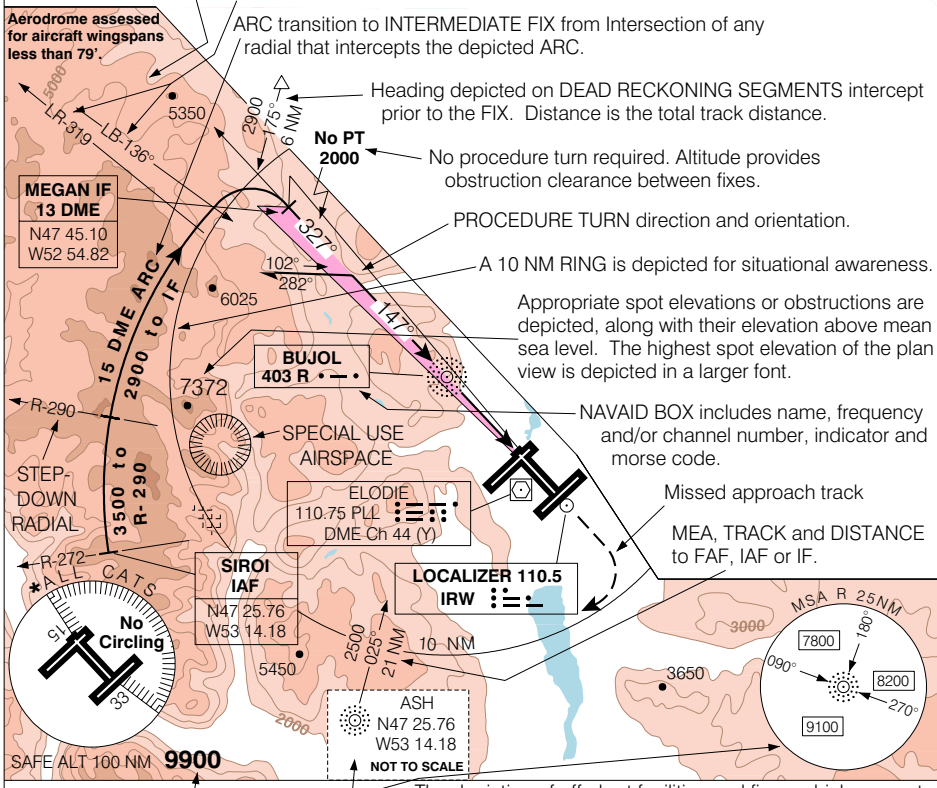


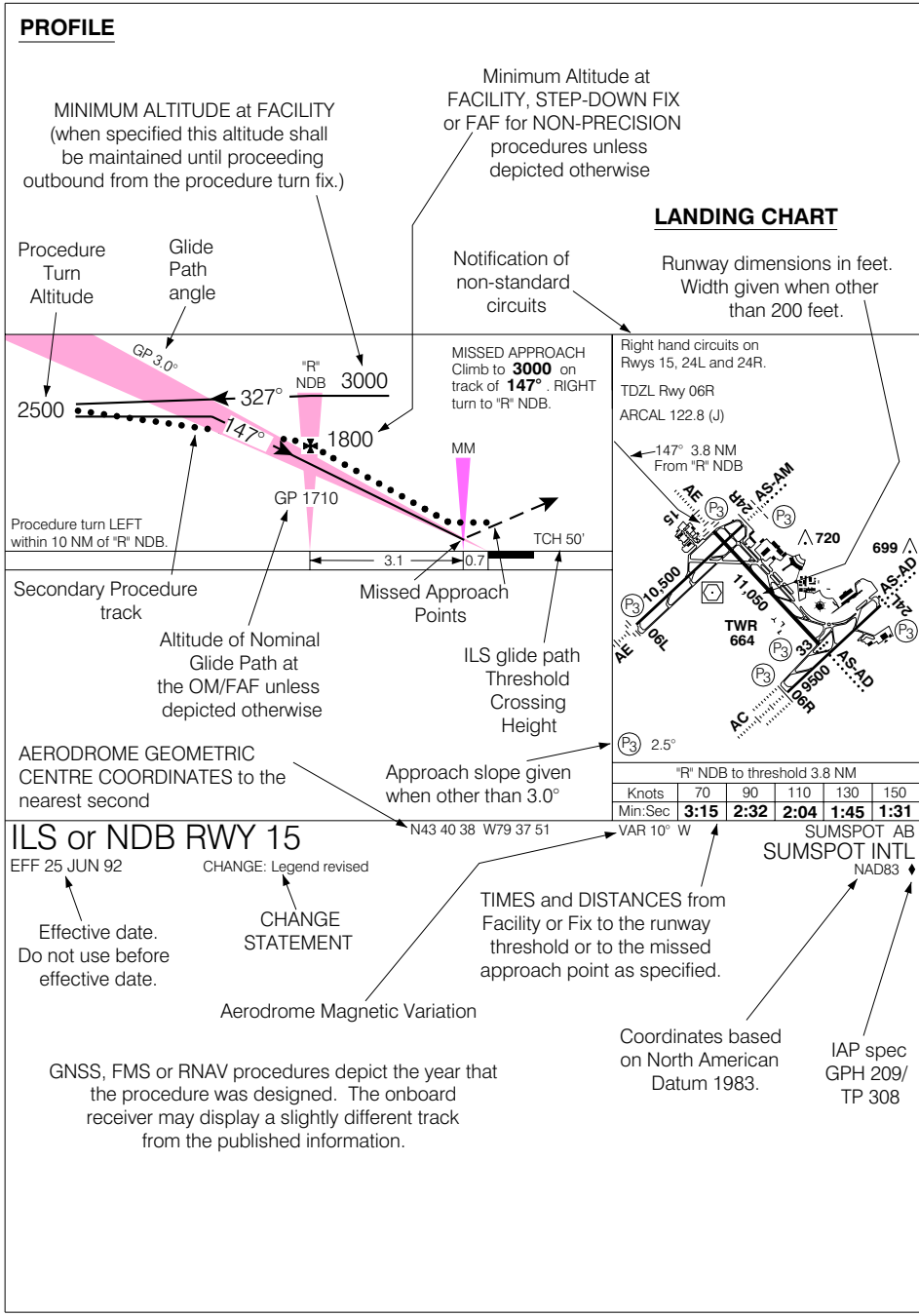
PLAN VIEW WITH CONTOUR LINES

Operational restrictions and cautionary notes are shown in the top left corner.

This information advises pilots intending to conduct an instrument approach procedure that the obstacle free airspace for the visual segment of the procedure for the specific runway meets recognized safety parameters only for aircraft of a wingspan up to the dimensions specified in the note. This advisory information ties the instrument procedure to the aerodrome and provides the pilot with information to make an informed decision regarding use of the procedure.

SMOOTHED CONTOUR LINES are depicted in 1000 foot intervals when terrain exceeds 4000 feet above the airport elevation, or when terrain within 6 NM of the Aerodrome Reference Point (ARP) rises to a least 2000 feet above the aerodrome elevation. Gradient tints indicate the elevation change between contour intervals. Contour lines, values and tints are printed in brown and will begin at 500 feet above the aerodrome elevation. The absence of terrain contour information does not ensure the absence of terrain or structures.

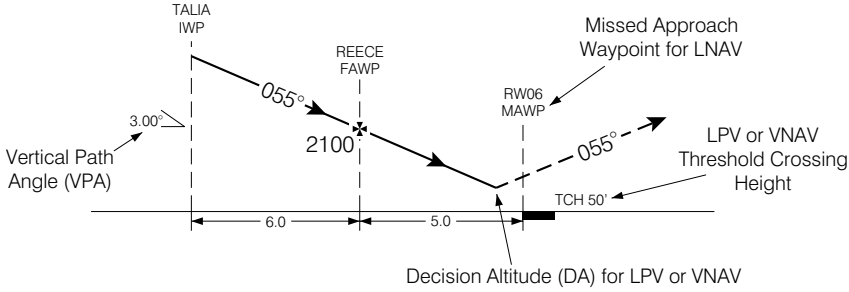




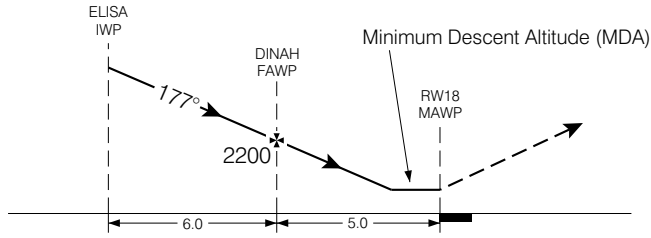
PROFILE

RNAV (GNSS)

LPV, LNAV / VNAV and LNAV



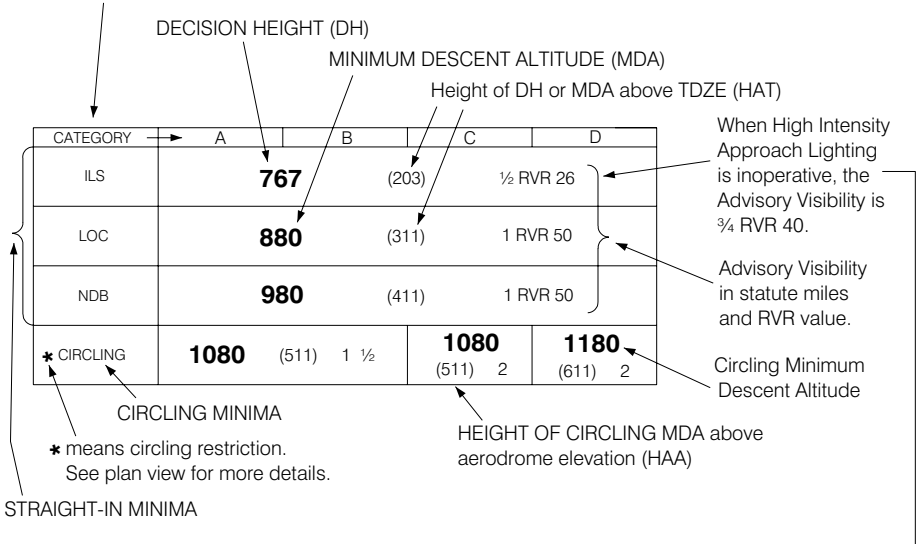
LNAV and CIRCLING only

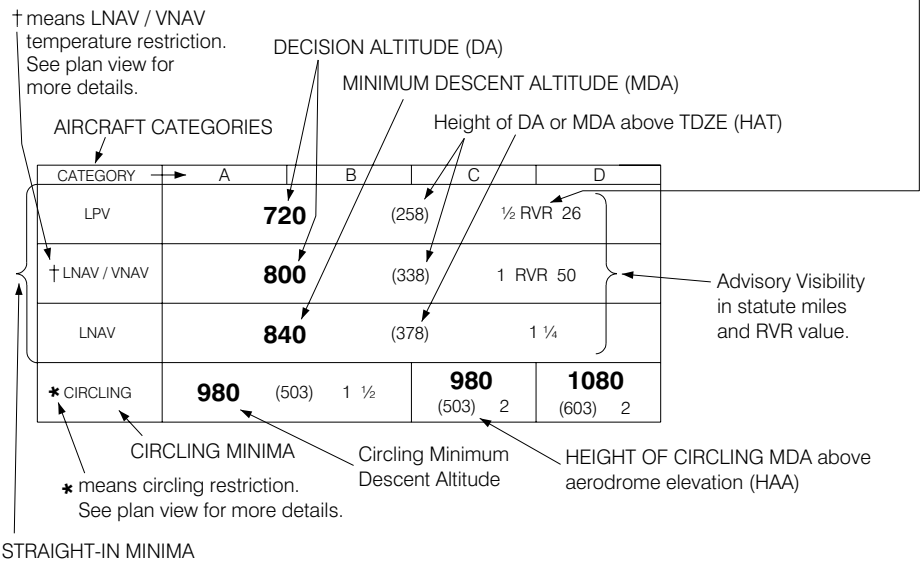


MINIMA BOX

AIRCRAFT CATEGORIES:
A - Speed(s) to 90 kt (including rotorcraft)
B - 91 kt to 120 kt
C - 121 kt to 140 kt
D - 141 kt to 165 kt
E - Speed(s) over 165 kt

The appropriate aircraft category and resultant approach minima are determined by the airspeed at which the aircraft is to be manoeuvred.





MINIMA BOX (DIFFERENT CIRCLING MINIMA)

CATEGORY	A	B	C	D
VOR/DME	**1380** (471) 1			
CIRCLING	**1420** (508) 1 ½		**1420** (508) 2	**1520** (608) 2
VOR	**1580** (671) 1 ¼			
CIRCLING	**1580** (668) 1 ½		**1580** (668) 2	

Indicates that different circling minima exist depending on type of nav. equipment used.

VOR/DME or VOR RWY 08

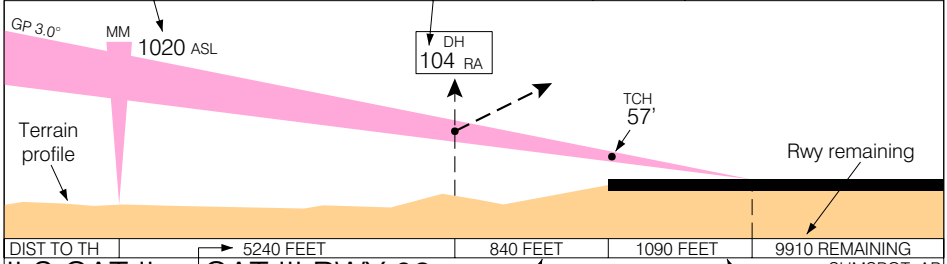
ILS CAT II or CAT III TERRAIN PROFILE VIEW and MINIMA BOX

OPERATION TO CATEGORY II or CATEGORY III MINIMA
IS NOT APPROVED UNLESS SPECIFIC AUTHORIZATION
HAS BEEN OBTAINED FROM TRANSPORT CANADA (MIL:NDHQ)

TERRAIN PROFILE VIEW

MINIMA BOX

	HAT	VIS
	PRIOR AUTH REQUIRED FROM TC	
DH → CAT II	**878**	(100) RVR 12
CAT III (A)	RVR 6	
CAT III (B)	NOT AUTHORIZED	
CAT III (C)	NOT AUTHORIZED	



ILS CAT II or CAT III RWY 08

EFF 30 MAY 91

N49 11 10 W123 11 09
VAR 6° E

SUMSPOT AB
SUMSPOT INTL

Distance from "MM" to threshold.

Distance from CAT II DH to threshold.

Distance from threshold to nominal G/P ground point of interception.

Date of last change.

AERODROME GEOMETRIC CENTRE COORDINATES to the nearest second.

Aerodrome magnetic variation

AERODROME CHART LEGEND

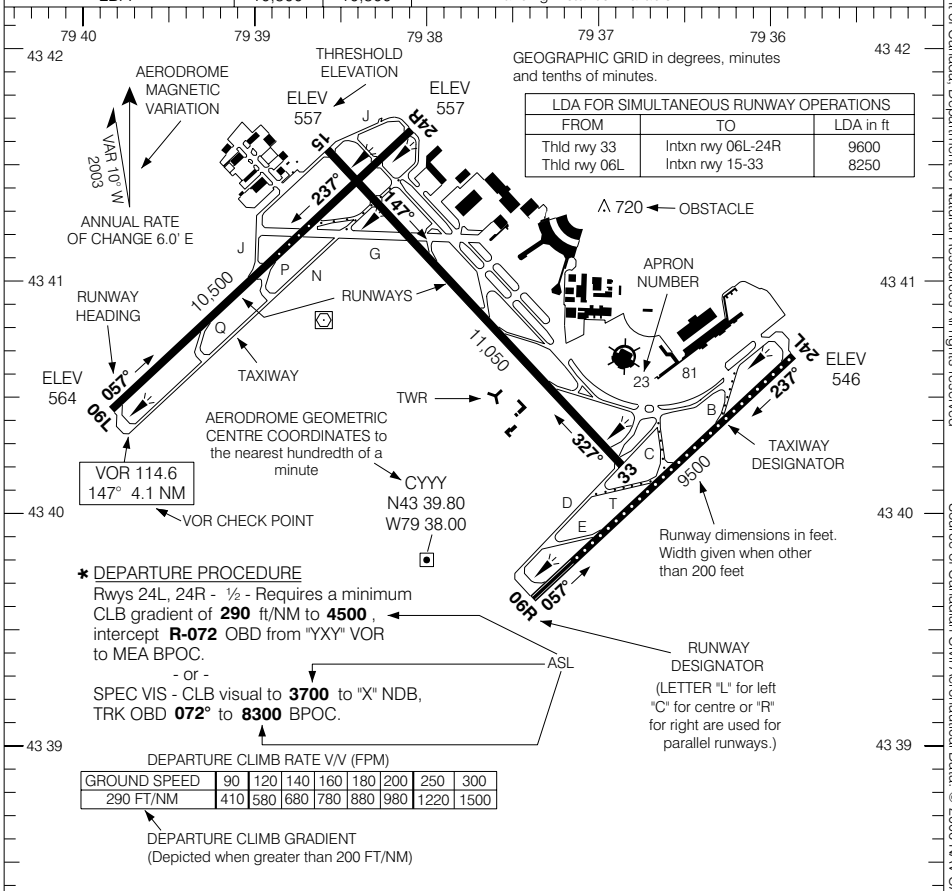
AERODROME NAME → SUMSPOT INTL
COMMUNITY NAME → SUMSPOT AB

AERODROME CHART

VOT	ATIS	CLNC DEL	GND	TORONTO TWR	DEP
114.8	114.5 (Eng) 265.6 114.8 (Fr) 326.3	◕ 121.3	121.9 121.65 275.8	118.35 118.7 236.6	128.8 127.575 363.8

COMMUNICATION AGENCIES with PRIMARY FREQUENCIES are listed from left to right in order of expected use on departure. ◕ means limited hours of operation. See Canada Flight Supplement for actual hours of operation and of all available frequencies.

DECLARED DISTANCES	06L	24R	
TORA	10,500	10,500	← TORA - Take Off Run Available
TODA	11,300	11,500	← TODA - Take Off Distance Available
ASDA	10,500	10,500	← ASDA - Accelerate Stop Distance Available
LDA	10,500	10,500	← LDA - Landing Distance Available



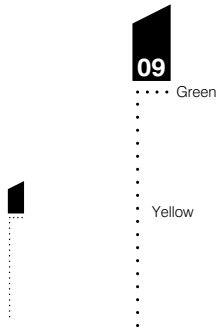
TAKE-OFF MINIMA	
Rwys 24L, 24R: *	SCALE IN FEET 2000 0 2000 4000
Rwys 06L, 06R, 15, 33: ½	

NOT FOR NAVIGATION

APPROACH LIGHTS LEGEND

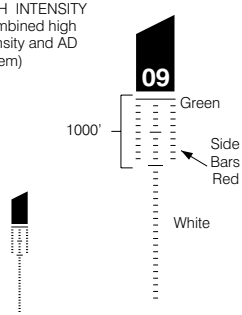
AA LEFT SINGLE ROW

200' SPACING
LOW INTENSITY



AC CENTRE ROW

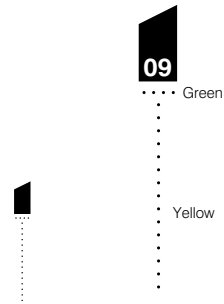
CATEGORY II
HIGH INTENSITY
(Combined high intensity and AD system)



MINIMUM LENGTH 2400'

AD CENTRE ROW

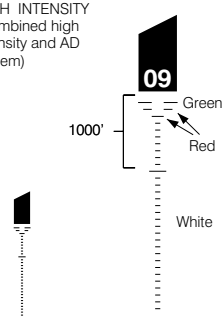
LOW INTENSITY



MINIMUM LENGTH 2400'

AE CENTRE ROW

CATEGORY I
HIGH INTENSITY
(Combined high intensity and AD system)

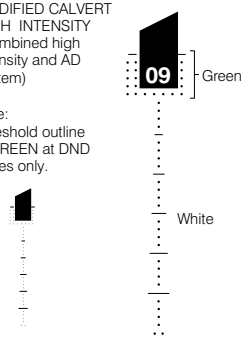


MINIMUM LENGTH 2400'

AF CENTRE ROW

MODIFIED CALVERT
HIGH INTENSITY
(Combined high intensity and AD system)

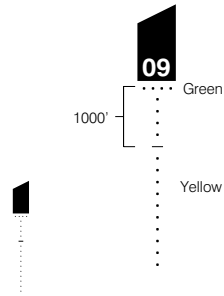
Note:
Threshold outline in GREEN at DND Bases only.



MINIMUM LENGTH 2400'
SF lights may or may not be installed in outer 2000'

AJ CENTRE ROW

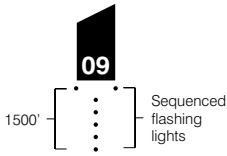
LOW INTENSITY



MINIMUM LENGTH 2400'
SF lights may or may not be installed in outer 2000'

AO ODALS

OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM



STANDARD LENGTH 1500'

AS RUNWAY IDENTIFICATION LIGHTS

(UNI-DIRECTIONAL FLASHING STROBE LIGHTS)

SF

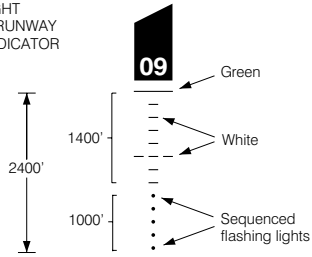
Sequenced flashing strobe lights installed in the approach lighting at some aerodromes. System includes runway identification lights.

* A small asterisk after system identification letters on the landing chart indicates a modification to the basic system. See CFS for details.

AM MALSR

MEDIUM INTENSITY

APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS



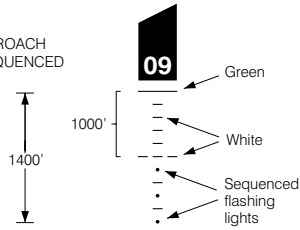
STANDARD LENGTH 2400'

AN SSALR

HIGH INTENSITY

AK MALSF

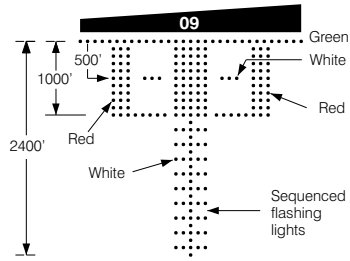
MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH SEQUENCED FLASHING LIGHTS



STANDARD LENGTH 1400'

AL ALSF-2

CATEGORY II / III
HIGH INTENSITY

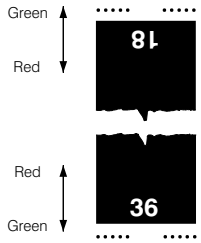


STANDARD LENGTH 2400'

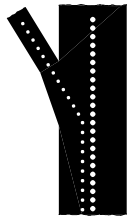
NOTE: May be operated as SSALR during favourable weather conditions.

THRESHOLD AND RUNWAY LIGHTING

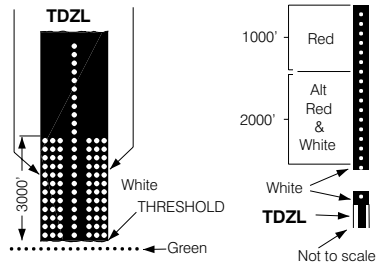
TE THRESHOLD and RUNWAY END



A CENTRELINE and RAPID EXIT TAXIWAY



TOUCHDOWN ZONE and RUNWAY CENTRELINE LIGHTING



Availability of TDZL will be shown by note on landing Chart e.g. "TDZL Rwy 15"

AIRCRAFT RADIO CONTROL OF AERODROME LIGHTING (ARCAL)

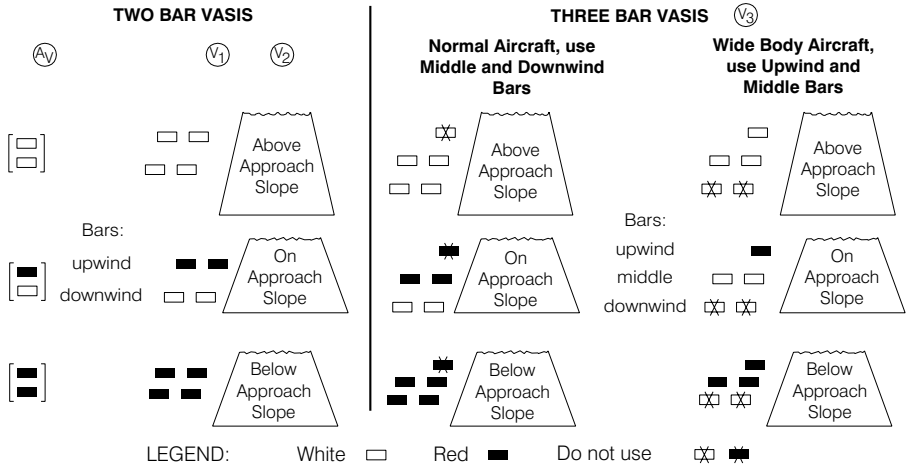
Type J To operate all aerodrome lighting for duration of approximately 15 minutes key mike 5 times within 5 seconds. The timing cycle may be restarted at anytime by repeating the keying sequence.
Note: Some systems will indicate when the duration period is over by flashing once, then remaining on for a further 2 minutes before extinguishing completely. Other systems offer no indication that the period is ending. The control system may operate H24 or between sunset and sunrise.

Type K To operate all aerodrome lighting for a duration of approximately 15 minutes, key mike 7 times initially. This will ensure all lights are on maximum intensity. The intensity may be adjusted up or down to anyone of three settings by keying the mike 7, 5, or 3 times within 5 seconds for high, medium, or low intensity settings respectively. The timing cycle may be restarted at any time by repeating the initial keying sequence. Where Runway Identification Lights (code AS) are available, keying the microphone three times on the appropriate frequency will turn them off.

VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS)

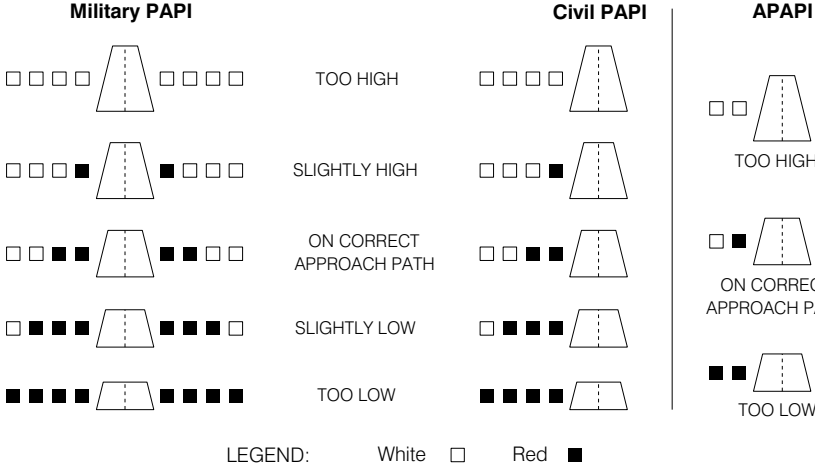
BARS MAY BE LOCATED ON EITHER OR BOTH SIDES OF THE RUNWAY (Ref AIP AGA).

V_1 2 - BAR VASIS for aircraft with eye-to-wheel height up to 10'.
V_2 2 - BAR VASIS for aircraft with eye-to-wheel height up to 25'.
V_3 3 - BAR VASIS for wide bodied aircraft with eye-to-wheel height up to 45' (B-747 and smaller).
A_V AVASIS - Abbreviated VASIS for aircraft with eye-to-wheel height up to 10' (shown in brackets, 2 light units).



PRECISION APPROACH PATH INDICATOR (PAPI)

P_1 PAPI for aircraft with eye-to wheel height up to 10'.
P_2 PAPI for aircraft with eye-to-wheel height up to 25'.
P_3 PAPI for aircraft with eye-to-wheel height up to 45'.
A_P APAPI - Abbreviated PAPI for aircraft with eye-to-wheel height up to 10'.



MILITARY PSR/PAR

All military PSR/PAR operates continuously during IFR unless otherwise noted.

Note: PSR/PAR will be automatically alerted during actual or forecast IFR upon receipt of a flight plan.

* PSR/PAR instructions will be broadcast on the indicated frequency in the event of VHF communications failure.

These DH's apply to civil pilots except when radar controller's limits are higher than those published below.

CIVIL MINIMA

LOCATION	RUNWAY	TDZE	**DH or MDA**	HAT or HAA	VIS & RVR	FREQUENCIES	
Bagotville, QC	PAR-11 PAR-29	519 511	**719** **711**	200 200	½ RVR 26 ½	119.0 283.7 295.6 378.5	134.1 289.4 349.4 * 356P
Cold Lake, AB	PAR-13L PAR-22 PAR-31R	1772 1767 1775	**1972** **1967** **1975**	200 200 200	½ ½ ½ RVR 26	119.4 279.8 294.6 378.5	134.1 289.4 336.0
Comox, BC	PAR-11 PAR-29	77 84	**277** **284**	200 200	½ RVR 26 ½	127.0 134.1 289.4 342.9 384.5	128.1 283.7 335.9 378.5 * 400P
Goose Bay, NL	PAR-08 PAR-26	160 153	**360** **353**	200 200	½ RVR 26 ¾	118.1 269.6 289.4 * 257P	121.2 279.8 336.5
Greenwood, NS	PAR-08 PAR-26 PAR-31	85 88 92	**285** **288** **292**	200 200 200	½ ½ RVR 26 ½	118.1 258.6 289.4	134.1 283.9 378.5
Moose Jaw, SK	PAR-11L PAR-29R	1882 1880	**2100** **2080**	218 200	½ ½ RVR 26	129.1 378.5	136.5 381.3
Shearwater, NS (Halifax)	Copter 104 Copter 157 PAR-28 PAR-34	167 136 132 127	**267** **236** **332** **327**	100 100 200 200	¼ ¼ ¾ ½	128.1 289.4	134.1 346.6
Trenton, ON	PAR-06 PAR-24	275 282	**475** **482**	200 200	½ ½ RVR 26	124.35 127.95 289.4 * 215P	125.25 286.4 367.8