



AIP Canada (ICAO)
Supplements

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AIP CANADA (ICAO) SUPPLEMENT SUMMARY 6/05

(Supersedes all previous summaries)

The following supplements are in effect:

- 31/96 Airports Operating in Low Visibility - New Visual Aids
- 4/98 FM Immunity - January 1, 1998
- 27/98 Quebec Region - Paragliding Activities in the Region of Mont-Ste-Anne
- 29/98 Frost on the Front of Precision Approach Path Indicator (PAPI) Units and on Abbreviated Precision Approach Path Indicator (APAPI) Units
- 2/99 Matane, Quebec - Wind Turbine Park - Spring of 1999
- 25/99 Regina, Saskatchewan - Tethered Balloon Flights - October 1999 to December 2005
- 27/99 Rivière des Prairies, Québec - New Cable Crossing
- 2/00 Change of VHF Radio Frequency – Air-to-Air Communications
- 1/01 Canadians Doing Aeronautical Commerce with Foreign States
- 6/01 Transport Canada Aeronautical Study Update - Boundary Bay Airport, B.C.
- 10/01 New Restricted Airspace - CYR 535 Cayuga, Ontario
- 11/01 Offshore Air Traffic Activity East of St. John's Newfoundland, FL50 and below
- 12/01 Sable Island, Nova Scotia - MF Area - Effective May 17, 2001
- 2/02 Floatplane Operations in the Vicinity of British Columbia Drinking Water Reservoirs
- 9/03 New Restricted Airspace - CYR 628 and 629 Chibougamau, Quebec - October 30, 2003
- 4/04 Flight Operations over or in the Vicinity of Nuclear Power Plants (replaces Sup 1/04)
- 5/04 Aircraft Operations in the Vicinity of Wildlife Sanctuaries in the Gulf Islands and on the West Coast of British Columbia (replaces Sup 3/03)
- 10/04 Toronto Lester B. Pearson International Airport (LBPIA) - Revisions to Airport Slot Reservation Procedures, June 2004 (replaces Sup 3/02)
- 11/04 FANS 1/A Automatic Dependent Surveillance (ADS) Waypoint Position Reporting (WPR) in Edmonton ADS Airspace (updates and supplements AIC 3/04)
- 1/05 Wind Turbines – Murdochville, Quebec
- 2/05 *Glossary for Pilots and Air Traffic Services Personnel* (Replaces Supplement 15/99)
- 3/05 Construction – Quebec Region – Mid-May To October 2005
- 6/05 Quebec Region – Glider Activities In Class A and B Airspace – September 3, 2005 to November 27, 2005
- 8/05 Toronto, Ontario – Restrictions During the Canadian International Air Show – September 3–5, 2005

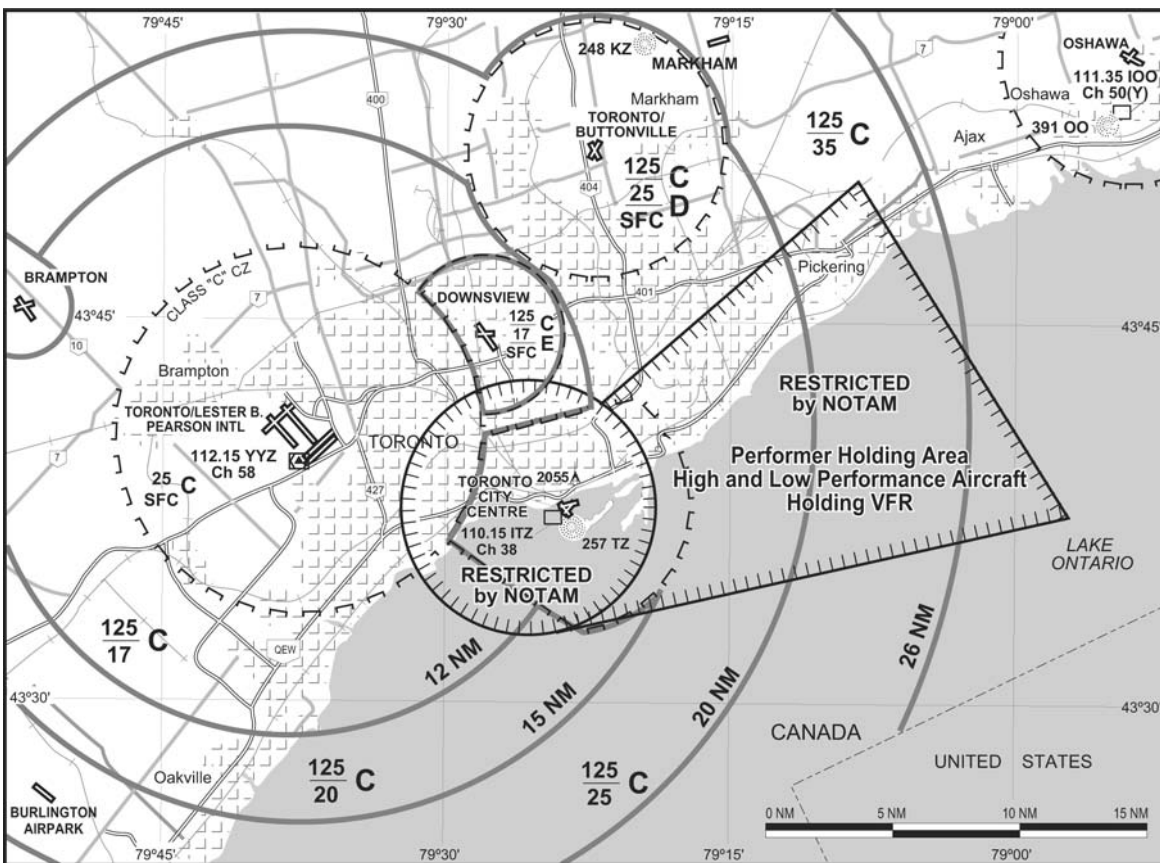
AIP CANADA (ICAO) SUPPLEMENT 8/05

TORONTO, ONTARIO RESTRICTIONS DURING THE CANADIAN INTERNATIONAL AIR SHOW SEPTEMBER 3–5, 2005

Due to air show traffic in the vicinity of Toronto City Centre Airport, and pursuant to section 5.1 of the *Aeronautics Act*, aircraft not performing in the air show are to remain clear of the airspace depicted on the map below from 1645 until 2130 UTC on the above-noted dates, unless authorized by ATC or the Air Boss.

The Snowbirds will practice on Friday September 2, 2005, within the 5-NM radius of 43°37'29"N 79°25'39"W, depicted on the map below.

Exact times of the air show and the Snowbirds' practice will be confirmed by NOTAM.



Kathleen Fox
Vice-President, Operations

AIP CANADA (ICAO) SUPPLEMENT 6/05

QUEBEC REGION GLIDER ACTIVITIES IN CLASS A AND B AIRSPACE SEPTEMBER 3, 2005 TO NOVEMBER 27, 2005

General

The "Club de vol à voile de Québec" will sponsor a soaring camp at Baie-St-Paul from September 3, 2005, to November 27, 2005. Glider activities will be held in the immediate vicinity of Baie-St-Paul, as depicted on the attached chart, and will be conducted in day VFR conditions.

Weather permitting, the gliders may be reaching altitudes up to and including FL 230. In Class A and B airspace, ATC will ensure separation between IFR aircraft, controlled VFR (CVFR) aircraft, and the defined soaring area.

Specific gliding activities will be notified by NOTAM and will be contained within an area bounded by a line beginning at:

N47°40'00" W70°30'00"	to
N47°30'00" W70°16'00"	to
N47°16'00" W70°38'00"	to
N47°26'00" W70°53'00"	to
N47°40'00" W70°30'00"	(point of beginning).

Communications

The following frequencies will be used during this event:

- Aerodrome traffic frequency (ATF) 123.2 MHz within a 5 NM radius of Baie-St-Paul (CTD4), up to 3 100 ft ASL.
- Glider pilots will also use the en-route frequency 126.7 MHz, as described in *A.I.P. Canada* RAC 5.1.

In-flight Manoeuvres

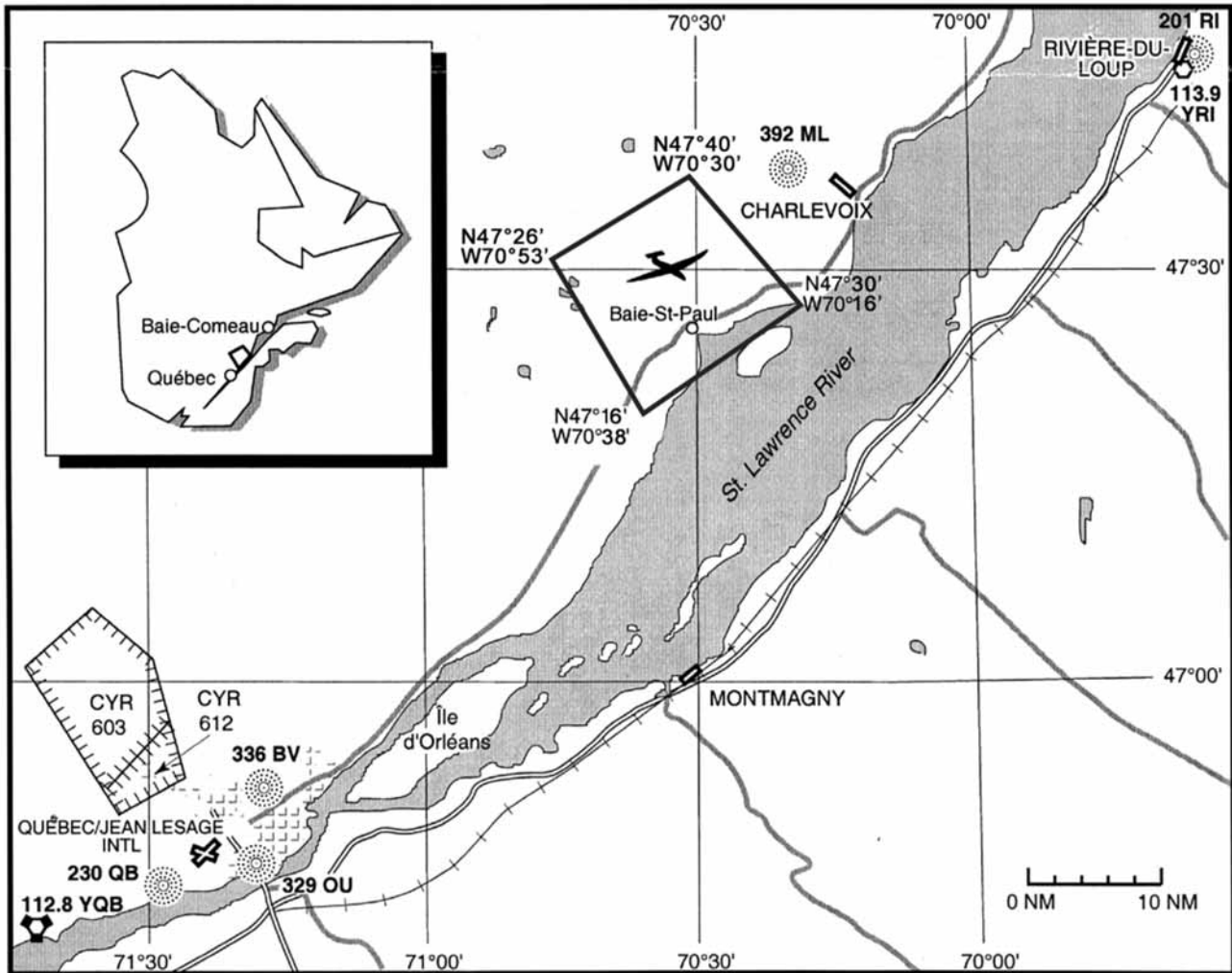
All participants, as well as tow-planes, will use traffic circuit procedures as described in *A.I.P. Canada*, RAC 4.5.2. The flight routes will vary daily depending on meteorological conditions.

Because of the particularities of cross-country soaring, gliders will usually fly on a constant heading and then in tight spiral turns when encountering ascending thermal currents. Hence, it is normal for these aircraft to abruptly change their flight path and flight profile.

Gliders are particularly difficult to spot because of their size and profile and, since they are usually not equipped with transponders, it is impossible to detect these aircraft with a traffic alert and collision avoidance system (TCAS); therefore, extreme caution should be used when flying in the vicinity.



Merlin Preuss
Director General
Civil Aviation



NOTE: Not to be used for navigation purposes.

AIP CANADA (ICAO) SUPPLEMENT 3/05

CONSTRUCTION—QUEBEC REGION MID-MAY TO OCTOBER 2005

General

The following construction projects will be taking place in the Quebec Region in 2005.

Users of the airports mentioned below should anticipate delays. Time periods quoted are estimates only and can vary as a result of many factors. All operating restrictions will be announced by NOTAM upon confirmation of times and dates.

Additional information may be obtained from the appropriate airport operator listed in the *Canada Flight Supplement (CFS)*.

Sept-Îles (CYZV)

Resurfacing of taxiways Alpha, Bravo, Charlie, Delta and the apron is planned for summer 2005. Access to the airport facilities will be available during all the construction phases. Some delays should be anticipated.

Kuujuaq (CYVP)

Work to enlarge the graded areas of Runway 07/25 is planned for July 2005, which will necessitate runway closure for about one month.

The runway will be closed to all traffic during the day, except for First Air scheduled flights (passenger and cargo).

MEDEVAC flights will be allowed to land on Runway 07/25 if 30 min prior notice is given.

Natashquan (CYNA)

Resurfacing of the runway, the taxiway and the apron will take place during August and September 2005. Declared distances will be modified during the different construction phases. The runway may occasionally be closed to all traffic.



Merlin Preuss
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 2/05

GLOSSARY FOR PILOTS AND AIR TRAFFIC SERVICES PERSONNEL

(Replaces Supplement 15/99)

This is to advise that the *Glossary for Pilots and Air Traffic Services Personnel* can presently be consulted and downloaded from the following Transport Canada Web page:

www.tc.gc.ca/CivilAviation/RegServ/terminology/glossary/menu.htm

In 1987, the Canada Airspace Review recommended the development of a glossary of Canadian aviation terms in order to avoid misunderstandings between pilots, controllers, flight service specialists and other aerodrome users.

This glossary, now known as the *Glossary for Pilots and Air Traffic Services Personnel*, is a joint initiative between Transport Canada, the Department of National Defence, and NAV CANADA. As part of the *A.I.P. Canada*, it serves mainly to highlight the differences between Canadian terminology and definitions, and those from the International Civil Aviation Organization (ICAO) and the Federal Aviation Administration (FAA).

The Glossary is updated regularly, and you are encouraged to offer any feedback you may deem useful for its continued evolution by sending your comments or suggestions to:

Transport Canada (AARBD)
Aviation Terminology Standardization Division
Place de Ville, Tower C, Room 535
Ottawa ON K1A 0N8

E-mail: termino@tc.gc.ca



Merlin Preuss
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 1/05

WIND TURBINES—MURDOCHVILLE, QUEBEC

From October 4 to December 24, 2004, 30 wind turbines were installed on Mount Copper, east of Murdochville, Que. An additional 30 wind turbines were installed on Mount Miller, west of Murdochville. They became operational upon installation, on a per-unit basis.

The maximum height is 352 ft AGL. The altitude at the top of the structures varies from 2 252 ft ASL to ASL 3 202 ft ASL.

Twelve structures are lighted.



Merlin Preuss
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 11/04

FUTURE AIR NAVIGATION SYSTEM (FANS) 1/A AUTOMATIC DEPENDENT SURVEILLANCE (ADS) WAYPOINT POSITION REPORTING (WPR) IN EDMONTON ADS AIRSPACE

(Updates and supplements AIC 3/04)

ADS WPR

ADS WPR is a service that allows FANS 1 (the Boeing implementation of FANS) and FANS A (the Airbus implementation of FANS) equipped aircraft to provide certain ATS units with position reports (including intent information) based on information received directly from the flight management system (FMS). ADS contracts are established with these flights that will cause an ADS position report to be downlinked to the appropriate ATS units as each waypoint along the route of flight is passed. The ADS contract will also cause periodic reports containing wind and temperature data to be downlinked every 30 minutes. When appropriate, flights using ADS WPR will provide position reports via ADS, rather than via voice.

Flight crews should note that position reporting via voice is required unless the flight is advised "VOICE REPORTS NOT REQUIRED." Voice reporting in conjunction with ADS WPR will be necessary during the operational trials. (See AIC 3/04 for further information regarding implementation plans. Note that the estimated start date of the operational trials has changed to some time after October 2004.)

This service has been successfully introduced in the North Atlantic (NAT) Region, and is planned to expand into the northern part of the Edmonton flight information region (FIR), in the areas currently served by Arctic Radio (Edmonton ADS airspace). (See AIC 3/04 for further information regarding Edmonton ADS airspace.)

ATS Facilities Notification (AFN) Logon

An ADS contract is initiated by the ground system in response to an AFN logon received from the aircraft. Two AFN logon addresses are available for flights entering Edmonton ADS airspace:

- (a) CZEG—for crews also trained for controller-pilot data link communications (CPDLC); and
- (b) CADS—for crews not trained for CPDLC.

It should be noted that CPDLC services are not available in the Edmonton FIR.

It is important, when initializing the flight management computer (FMC), to ensure the aircraft identification matches the one displayed in the filed ATC flight plan (FP) message. If a flight becomes aware that incorrect flight identification data was provided in the AFN logon, ADS must immediately be terminated and a new AFN logon performed with the correct information.

Flights entering Edmonton ADS airspace from airspace where FANS 1/A ATS data link services are being received do not need to perform another AFN logon to continue participating in ADS WPR. Flights entering Edmonton ADS airspace from airspace where **no** FANS 1/A ATS data link services are being received should perform an AFN logon:

- (a) 15 to 45 min prior to entering the airspace; or
- (b) prior to departure if departing from airports adjacent to or underlying the airspace.

Flights exiting Edmonton ADS airspace into adjacent airspace where data link services are offered do not need to perform another AFN logon to continue participating in ADS. Flights entering airspace where CPDLC is offered must perform an AFN logon to the appropriate AFN logon address before a CPDLC connection can be established.

Using ADS WPR

Once the ADS contract has been established by the ground system, ADS reports are sent automatically without notification to, or action required by, the flight crew. In the event an ADS report is not received, ATC will attempt to contact the flight to obtain the position report via voice. If this occurs, flight crews shall resume voice reporting.

Flight crews should not insert non-ATC waypoints in the cleared route of flight. Inserting such waypoints will result in the transmission of unwanted position reports to ATC and may prevent the provision of data required by ATC to provide control services.

Flight crews should verify the status of their data link communications and provide position reports via voice when data link services become unavailable due to lack of signal coverage.

Voice Communications

Communications procedures are under development and will be validated during the operational trials. These procedures will be notified via customer notifications as they are developed and will be published once finalized. Please see AIC 3/04 for contact details to ensure inclusion in customer notifications.



Kathleen Fox
Vice-President, Operations

AIP CANADA (ICAO) SUPPLEMENT 10/04

TORONTO LESTER B. PEARSON INTERNATIONAL AIRPORT (LBPIA) REVISIONS TO AIRPORT SLOT RESERVATION PROCEDURES JUNE 2004

(Replaces Supplement 3/02)

Toronto Lester B. Pearson International Airport (CYYZ) is a high-density airport and utilizes a reservation system to more effectively manage aircraft movements.

There are two processes for reservations at CYYZ. The first process is for air carriers that operate to CYYZ on a scheduled and repetitive basis with a maximum take-off weight greater than four thousand kilograms. The second process is for all other operators with no future scheduled and repetitive operations planned.

1. Air carriers conducting scheduled and repetitive flights require reservations daily from 06:00 to 01:00 local time.

The air carrier must request a reservation through the established International Air Transport Association (IATA) Slot Coordination Process, as published in the IATA *Standard Schedules Information Manual* (SSIM), in the Schedule Clearance Request/Reply (SCR) format. Submissions must be made to the Toronto Pearson Slot Coordinator by sending an Airline Telecommunication and Information Services (SITA) message to YYZSCAC, with a **copy to YYZTMCR**, or by fax at 905 673-9892 between the business hours of **08:00 and 16:30 local time**, Monday to Friday. More information may be obtained from the Toronto Pearson Slot Coordinator at 905 673 6380. **Air carriers filing slot requests must always follow the above procedure. Process 2 below is reserved exclusively for ad-hoc operators. Only air carriers on the LBPIA Air Carrier Registry may file slot requests through the Toronto Pearson Slot Coordinator.**

2. All operators with no future scheduled and repetitive operations planned require reservations from Sunday to Friday between 15:00 and 19:59 local time.

The operator must contact the airport reservation office, which is open 24 hours a day, seven days a week, and can be reached by calling 905 676-3480 or in Canada 1 800 267-7568. Reservations for Sunday, Monday and Tuesday may be made any time **after 11:00 local time** on the immediately preceding Friday. Reservations for other days may be made after 11:00 local time, no more than two (2) calendar days before the day of operation. The airport reservation office will assign the available reservations on a first-come-first-served basis. Flights from European and Caribbean points of origin and from points south of latitude 25° north do not require a reservation for the arrival portion of the flight. The information required for reservations processed through this system includes aircraft registration, call sign, estimated time of arrival (ETA) at, or estimated time of departure (ETD) from, CYYZ, aircraft type, IATA three-letter city code of origin or destination, contact name, and telephone and fax numbers. A reservation number will be issued for all approved reservations, and should be permanently recorded.

Conditions under which a slot reservation is not required are: weather diversions, live medical evacuations, NAV CANADA ground-delay-program affected flights, head-of-state flights, military operations, police operations, flights with mechanical delays or associated positioning flights to replace the affected aircraft.

No training or test flights will be permitted from Sunday to Friday between 15:00 and 19:59 local time and daily between 00:00 and 07:00 local time.

Cancellations and Changes: All operators must advise the airport reservation office prior to the beginning of the reserved slot time whenever a reservation will not be used. Operators must notify the airport reservation office of any changes, such as call sign, aircraft type, etc. Collect calls will be accepted for **cancellations** only.

Flight Planning: A reservation approval number is not an ATC clearance, nor does it constitute the filing of a flight plan. Normal flight-planning procedures apply. For further information on the reservation system, operators should contact the Manager, Slot and Facility Allocation, by telephone at 416 776 4566, fax at 416 776 3483 or SITA message at YYZTMCR.

UTC Conversion to Local Time:

UTC -5 hours = Local time

UTC -4 hours = Local daylight saving time (DST) time, from the first Sunday in April to the last Saturday in October.



Merlin Preuss
Director General
Civil Aviation


AIP CANADA (ICAO) SUPPLEMENT 5/04

AIRCRAFT OPERATIONS IN THE VICINITY OF WILDLIFE SANCTUARIES IN THE GULF ISLANDS AND ON THE WEST COAST OF BRITISH COLUMBIA

(Replaces Supplement 3/03)

With the summer flying season approaching, it is timely to remind pilots of the procedures for use while in the vicinity of the Gulf Islands of British Columbia. These procedures, while not regulatory in nature, were developed to encourage pilots to co-operate in addressing the issue of noise and wildlife protection.

These procedures have had a significant effect in reducing the number of complaints. While it is recognized that complete elimination of aircraft noise is not feasible, it is also recognized that with some forethought and care in the operation of aircraft, the degree of noise can be greatly reduced for the residents of the Gulf Islands. Therefore, in the interest of being a good neighbour, we ask pilots again this year, to help us to do whatever we can to minimize noise.

The Gulf Islands have also been identified as home to several unique and endangered wildlife species. In this regard, Transport Canada has been working with the Department of Fisheries and Oceans, as well as the British Columbia Ministry of Water, Land and Air Protection, to establish procedures to aid in wildlife protection. These species include several types of birds and sea mammals, such as the Orca whale. The rapidly growing interest in wildlife has caused concern due to encroachment into endangered bird and animal habitat by both surface and air traffic. Therefore, pilots are encouraged to avoid low-level flight over bird nesting areas marked  on the VFR charts and, where possible, to avoid low flight over any area where bird- or sea-life activity may be encountered.

This year, this reminder has been extended to include the bird sanctuaries along the coastline starting at the Vancouver International Airport and continuing south into the area around Boundary Bay and Mud Bay. This also includes the Serpentine Wildlife Area east of the Boundary Bay Airport.

Any questions or comments may be sent to the Regional Director, Civil Aviation (Pacific Region)



Merlin Preuss
Director General
Civil Aviation



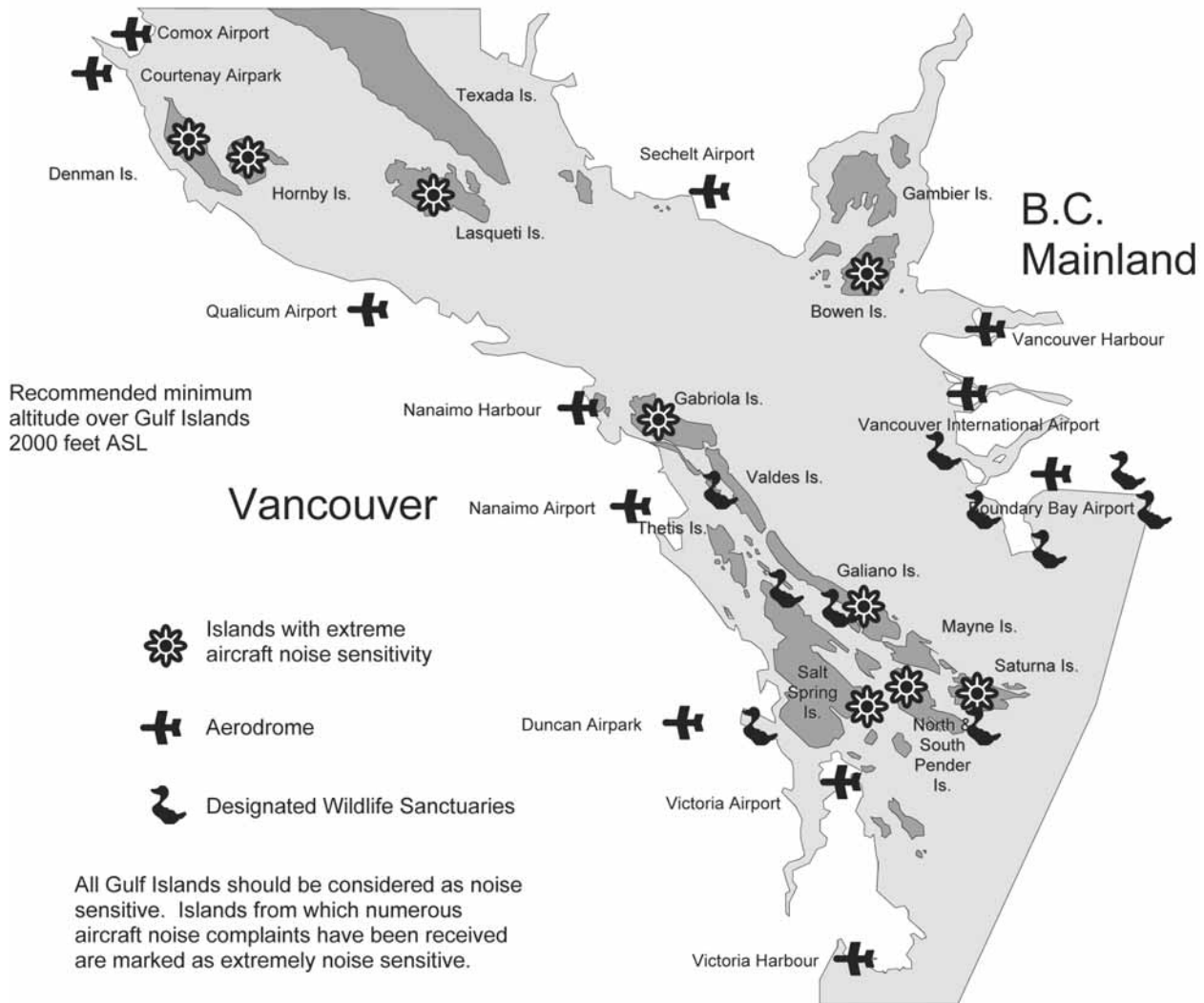
**WELCOME TO THE GULF ISLANDS
INFORMATION FOR PILOTS AND AIRCRAFT OPERATORS**

Introduction: (refer to the map on following page)

1. The Gulf Islands are a group of islands located in the Strait of Georgia. These islands are a popular tourist destination and attract many visitors each year. In addition to being home to a number of full-time residents, there are also several wildlife sanctuaries located throughout the Islands that protect many varied and endangered species of birds and mammals.
2. The environment surrounding the Gulf Islands is quiet. As a result, aircraft operating at legal altitudes are often audible, and such extraneous noise can be extremely annoying to some residents and disruptive to wildlife.
3. It is recognized that aviation is an essential component of the national transportation system and the economic well-being of British Columbia. Aviation is an important mode of travel around the Gulf Islands and between Vancouver and Victoria's major airports. Because the Gulf Islands are located between these major airports, and there is a demand for air service, a considerable volume of air traffic is inevitable. Nevertheless, with the co-operation of pilots and aircraft operators, this volume of traffic need not be onerous on both the residents and the wildlife below.
4. This information sheet has been developed in co-operation with the Islands Trust. The Islands Trust, as the local elected government for the residents of the Gulf Islands, has asked that all parties assist in managing aircraft noise.

General Advisory: (refer to the map on following page)

1. Aviation safety is foremost. Pilots are responsible for the safe operation of their aircraft and compliance with all aviation regulations. Nothing in this information sheet relieves the pilot-in-command of the aircraft from this responsibility.
2. All Gulf Islands are to be considered noise-sensitive. Pilots are requested to give particular consideration to the following islands: Denman, Gabriola, Galiano, Hornby, Mayne, North and South Pender, Saltspring and Saturna.
3. Pilots are asked to operate their aircraft in the most community-friendly manner possible.
4. Where possible, pilots who are not in the process of taking off or landing should attempt to avoid flying in the vicinity of any residential building or area, any marked or designated wildlife sanctuary or any site where bird nesting is known to be located. If flying in the vicinity of one of these locations, pilots should attempt to do so at no less than 2 000 ft ASL (or 1 000 ft AGL where terrain is higher than 1 000 ft.).
5. Pilots are asked to refrain from training or practising manoeuvres over the Gulf Islands.



Gulf Islands B.C. Noise Sensitive Areas

AIP CANADA (ICAO) SUPPLEMENT 4/04

FLIGHT OPERATIONS OVER OR IN THE VICINITY OF NUCLEAR POWER PLANTS

(Replaces A.I.P. Canada Supplement 1/04)

Pilots are reminded that overflights of nuclear power plants shall be carried out in accordance with the provisions of subsection 602.14(2) of the *Canadian Aviation Regulations* that states:

Except where conducting a take-off, approach or landing or where permitted under **section 602.15**, no person shall operate an aircraft

- (a) over a built-up area or over an open-air assembly of persons unless the aircraft is operated at an altitude from which, in the event of an emergency necessitating an immediate landing, it would be possible to land the aircraft without creating a hazard to persons or property on the surface, and, in any case, at an altitude that is not lower than
 - (i) for aeroplanes, 1,000 feet above the highest obstacle located within a horizontal distance of 2,000 feet from the aeroplane,
 - (ii) for balloons, 500 feet above the highest obstacle located within a horizontal distance of 500 feet from the balloon, or
 - (iii) for an aircraft other than an aeroplane or a balloon, 1,000 feet above the highest obstacle located within a horizontal distance of 500 feet from the aircraft; and
- (b) in circumstances other than those referred to in paragraph (a), at a distance less than 500 feet from any person, vessel, vehicle or structure.

Pilots should also be aware that loitering in the vicinity of or circling nuclear power plants should be avoided. Aircraft observed operating in this manner in the vicinity of nuclear power plants could be intercepted by government or law-enforcement aircraft and escorted away from the facility to the nearest suitable aerodrome to be interviewed by police authorities.



Merlin Preuss
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 9/03

NEW RESTRICTED AREAS CYR 628 AND 629 CHIBOUGAMAU, QUÉBEC OCTOBER 30, 2003

Two new restricted areas (CYR 628 and 629) have been established to accommodate ballistic tests of large calibre ammunition by SNC Technologies Inc. (SNC TEC), from the surface to 17 000 ft ASL, and occasionally higher. Together, these restricted areas cover a rectangular area of 5.4 NM by 21.6 NM, west of Chibougamau Québec, between the low-level air routes RR23 and BR14, and east of 75°30'W.

The area covered by CYR 628 will not affect operations along surrounding air routes or instrument approach and departure procedures at Chibougamau/Chapais, Québec airport. This area will be active two or three times per month for three or four days each time.

The area covered by CYR 629 will affect departures, non-directional beacon/distance measuring equipment (NDB/DME) Runway 05 instrument approaches at the Chibougamau/Chapais airport, RR23 between MT and YVO and BR14 between MT and NM air routes as well as the J545-551 airway between MT and YVO when activated above 17 000 ft ASL. This area will not be active very frequently.

These areas will be activated by NOTAM which will be issued under the Montréal Flight Information Region (FIR) NOTAM file (CZUL), 7 days prior.

User/Controlling Agency: SNC Technologies Inc.

Operating Procedures: No person shall operate an aircraft within the areas described unless authorized by the User/Controlling Agency.

These restricted areas will be published in the next publication of the *Canada Flight Supplement (CFS) Section C, Planning—VFR Chart Updating Data, Québec—Hazards to Aircraft Operations* and all appropriate aviation charts.



Kathleen Fox
Vice President, Operations

AIP CANADA (ICAO) SUPPLEMENT 2/02

FLOATPLANE OPERATIONS IN THE VICINITY OF BRITISH COLUMBIA DRINKING WATER RESERVOIRS

The reservoirs and lakes indicated below and on the adjoining maps provide drinking water to over 2.5 million people in the Victoria, Vancouver and Powell River regions and have a prohibition against any use, including floatplane landings. This landing restriction is detailed in the *Water Aerodrome Supplement* (planning section) and is noted on VFR charts. Future editions of the VFR charts will have improved depictions of this landing prohibition. During this past year there have been several occurrences of floatplanes landing on the Sooke Reservoir near Victoria. This message is a reminder to all pilots to understand the importance of avoiding operations on these reservoirs. Intentional low flight or low approaches are also to be avoided when possible as any inadvertent landing could have serious consequences. This prohibition does not restrict landing in the event of an emergency; however, because the possible outcome of a forced landing could have far-reaching effects on more than just the crew concerned, having other alternative options would be advisable.

Drinking Water Reservoirs and Lakes:

Victoria:

Sooke Reservoir
Butchart Reservoir
Lubbe Reservoir
Goldstream Reservoir
Japan Gulch Reservoir
Council Lake

Vancouver:

Seymour Reservoir
Capilano Reservoir
Coquitlam Reservoir

Powell River:

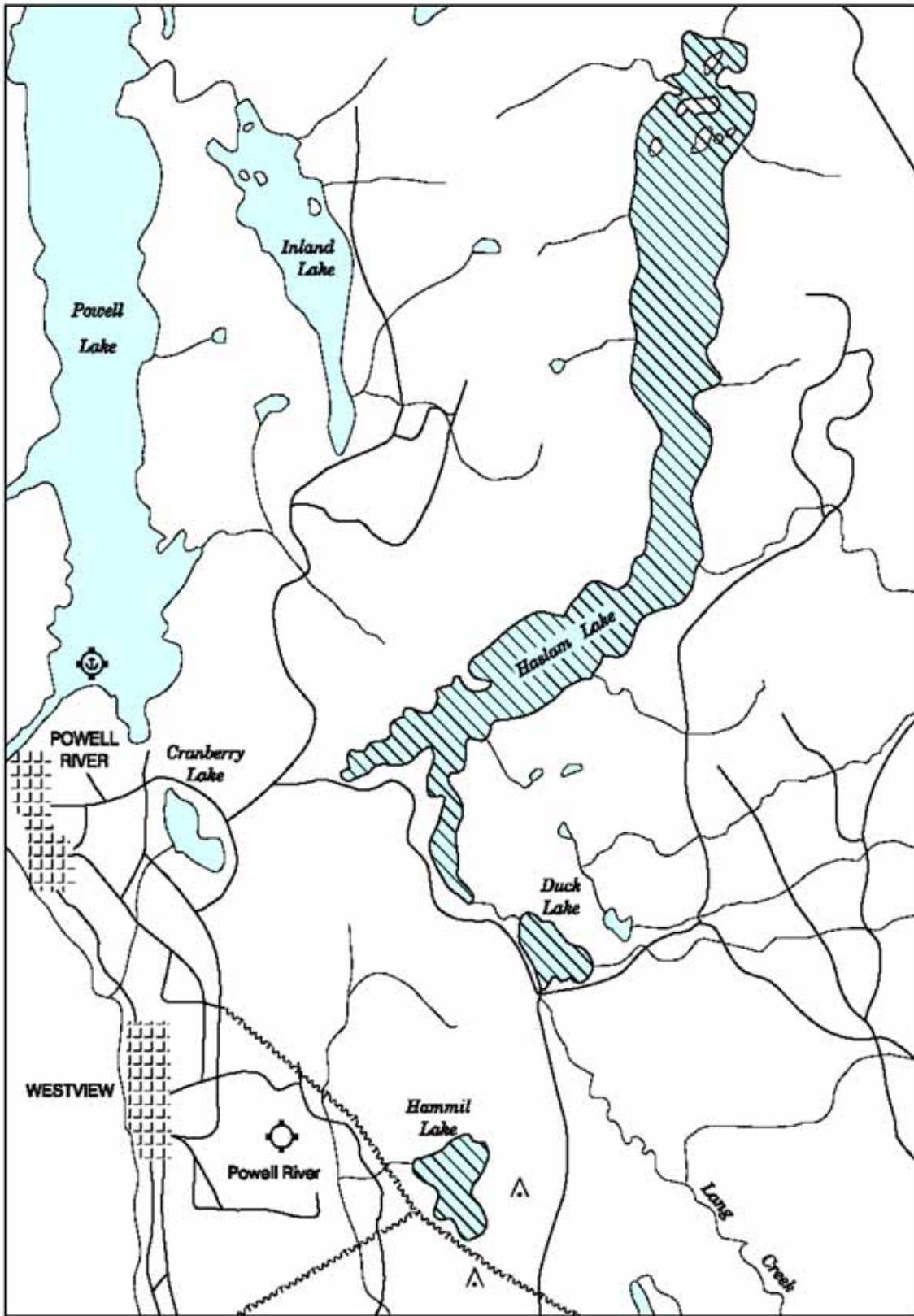
Haslam Lake
Duck Lake
Hammil Lake

Any questions or comments may be sent to the Regional Director, Civil Aviation (Pacific Region).



Merlin Preuss
Director General
Civil Aviation

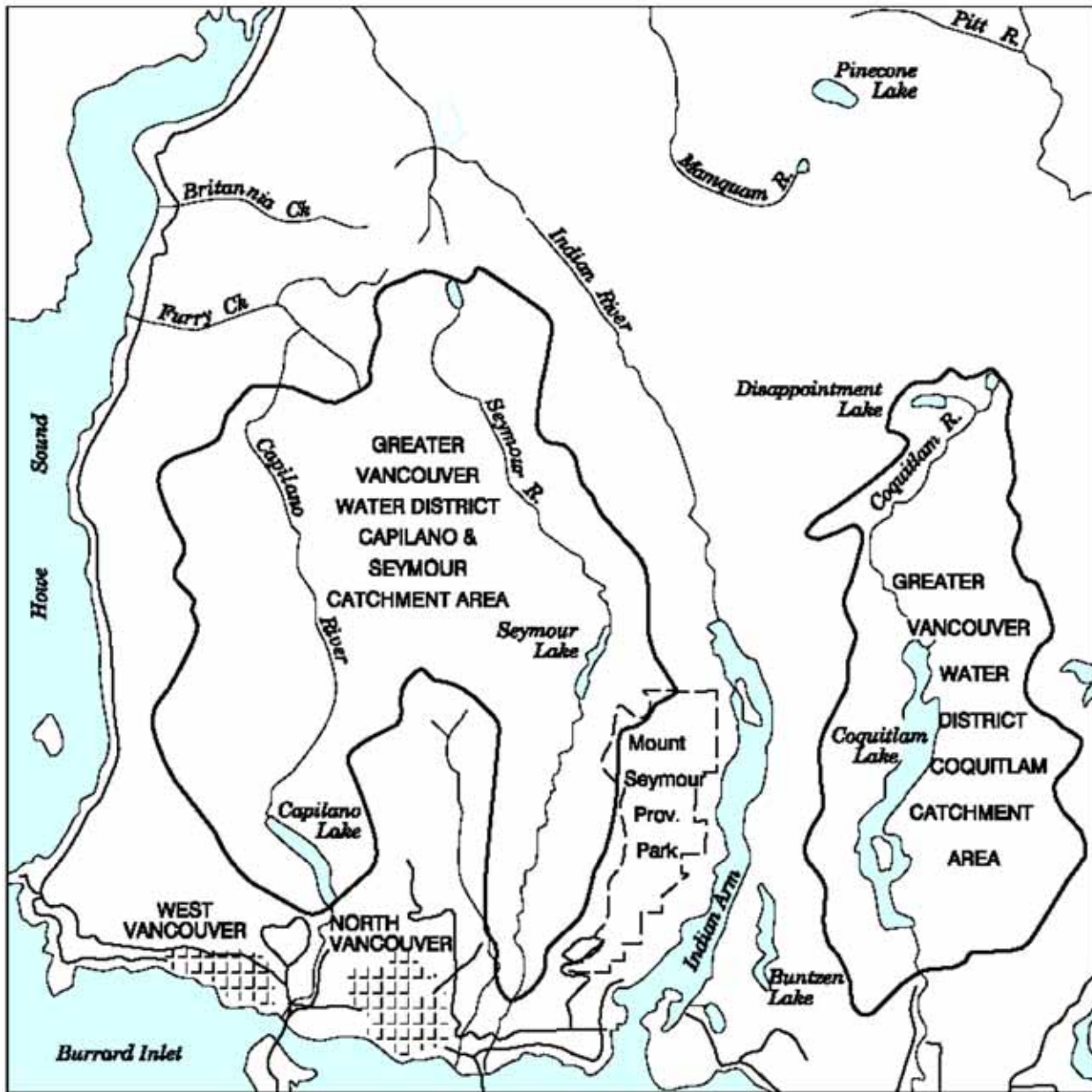
POWELL RIVER WATERSHED



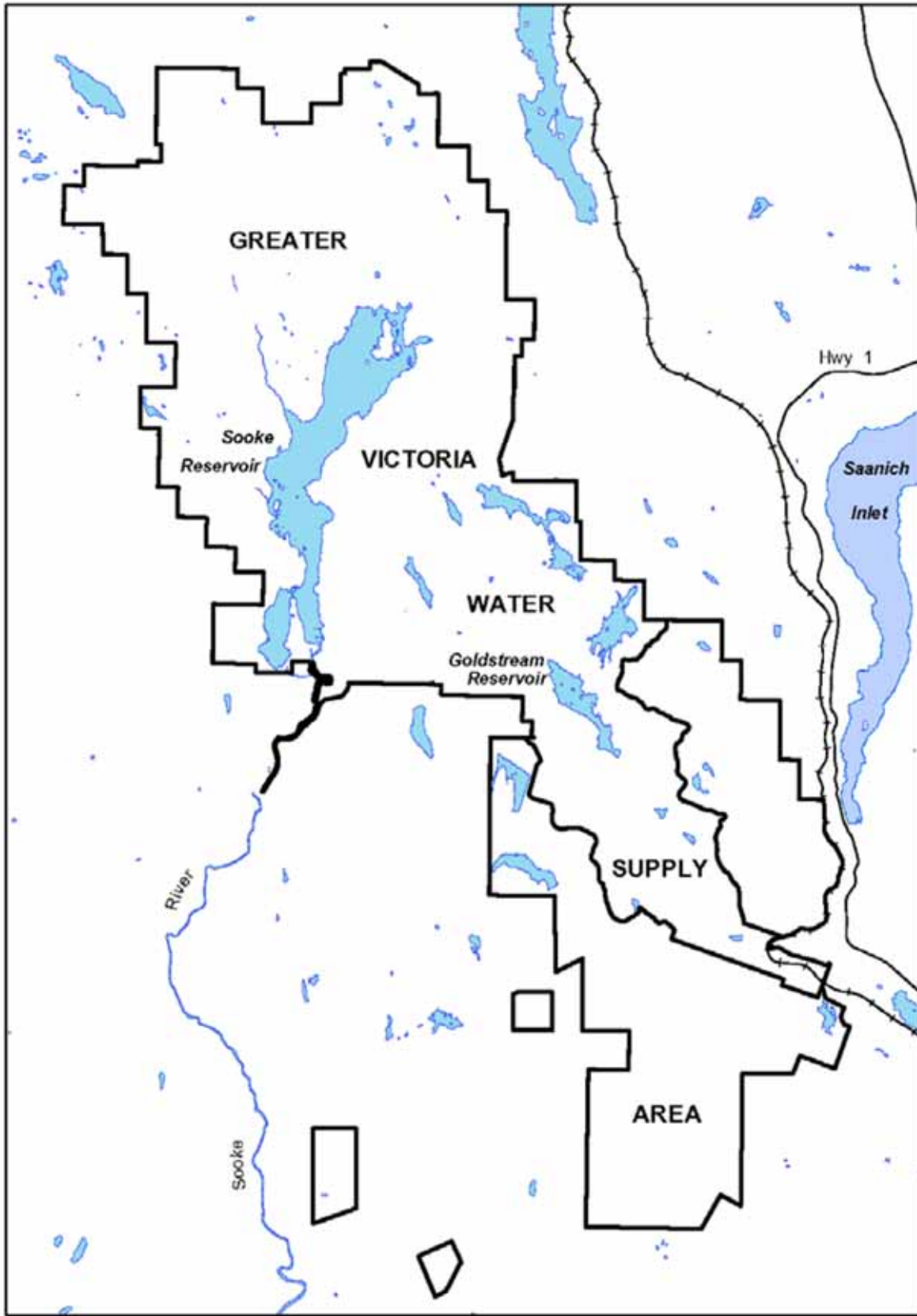
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Source of Canadian Civil Aeronautical Data © 2001 NAV CANADA

VANCOUVER DISTRICT WATERSHEDS



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AIP CANADA (ICAO) SUPPLEMENT 12/01

SABLE ISLAND, NOVA SCOTIA MF AREA—EFFECTIVE MAY 17, 2001

As a result of oil/gas exploration and development in the vicinity of Sable Island, southeast of Halifax, Nova Scotia, there is significant air traffic activity in the area and along routes to and from the Nova Scotia mainland, primarily to airports in Halifax, Trenton, and Sydney.

Although the majority of the traffic is helicopter activity to and from approximately 10 heliports and helidecks located in the area, fixed-wing aircraft also frequently operate in the area and along or across these routes.

The number and positions of the helidecks may vary seasonally within the general area. For reasons of safety, a mandatory frequency (MF) has been designated within the airspace around Sable Island, as described below. The MF for this area is 122.75 MHz.

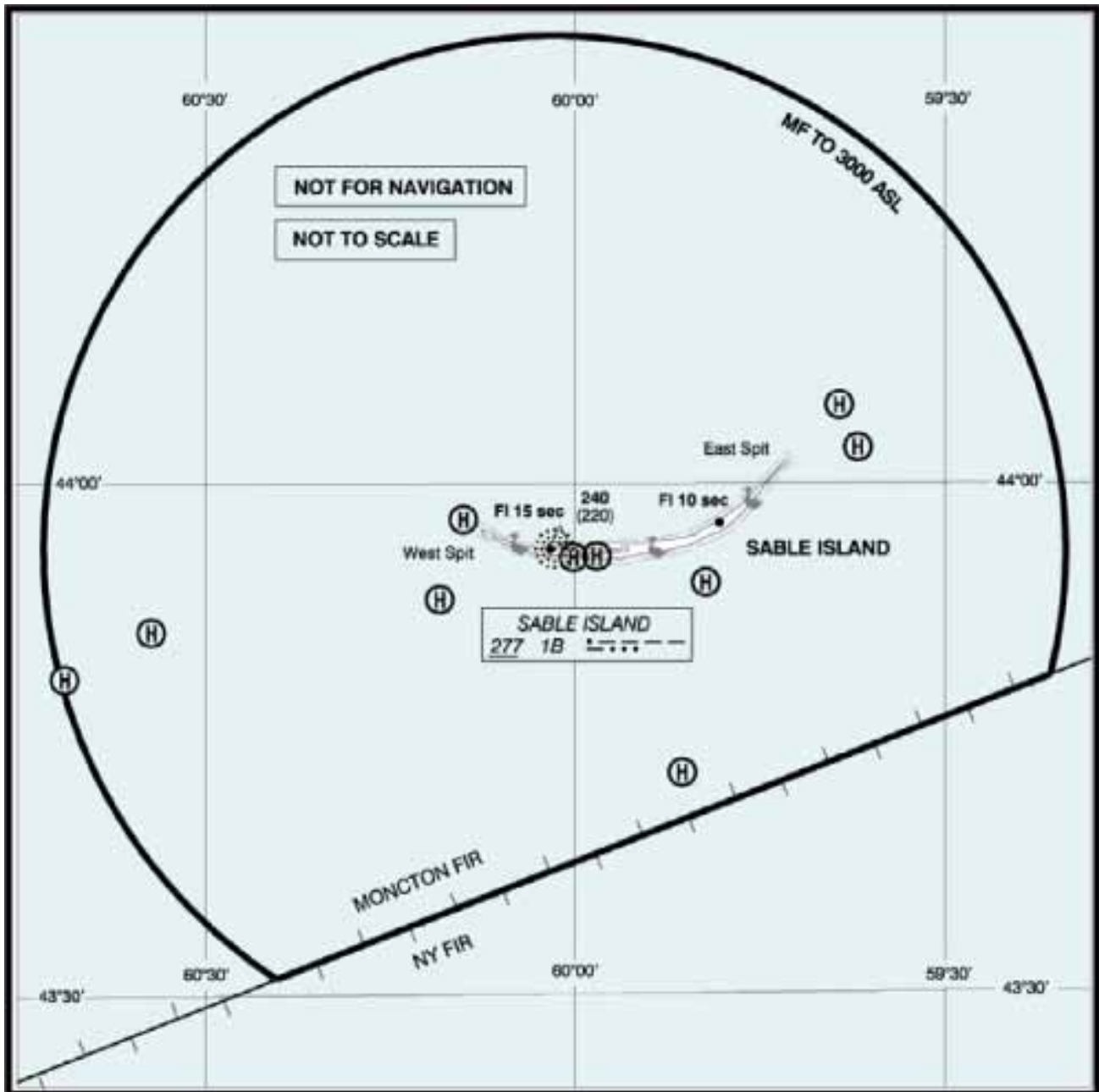
Outside the MF area, pilots should monitor 126.7 MHz and broadcast position reports and intentions while en route.

Description of MF area:

The area has a 30-NM radius centred on the Sable Island non-directional beacon (NDB) 43°55'8" N 60°01'4" W, excluding the area south of the boundary between the Moncton and New York flight information regions (FIR), from the surface to 3 000 ft ASL.



Art LaFlamme
Director General
Civil Aviation



AIP CANADA (ICAO) SUPPLEMENT 11/01

OFFSHORE AIR TRAFFIC ACTIVITY EAST OF ST. JOHN'S, NEWFOUNDLAND, FL 50 AND BELOW

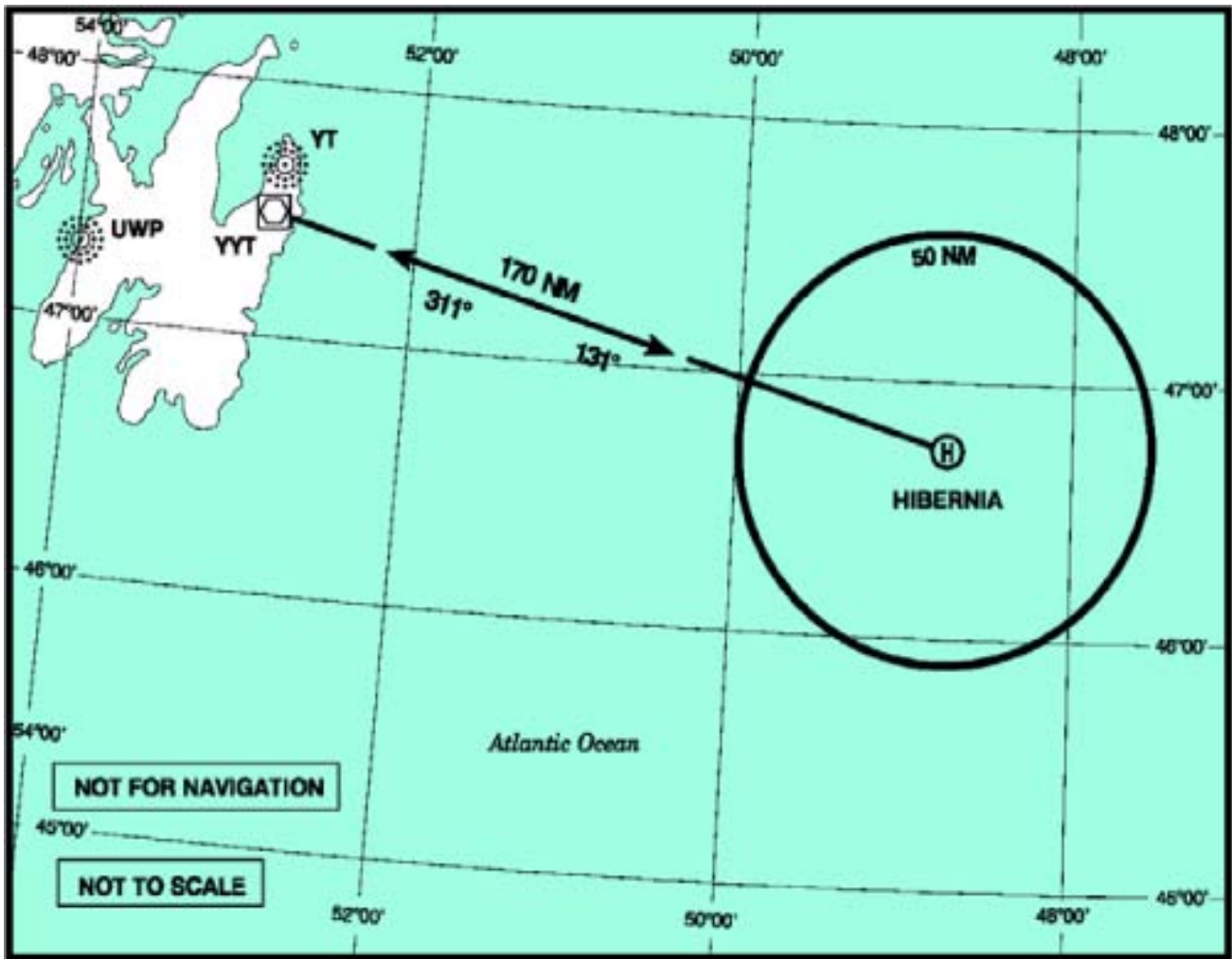
Petroleum exploration and production off the east coast of Newfoundland has created significant air traffic activity. The Hibernia oil production structure is fixed at position 46°45'0" N 48°46'7" W. Other structures with helidecks operate within a 50-NM radius of the Hibernia structure. The number and location may vary seasonally.

The majority of the traffic consists of helicopters operating to and from these platforms along direct routes to St. John's airport; however, military and civil fixed-wing patrol aircraft also frequently operate in the area and across these routes.

Pilots operating in the area are advised to monitor en-route frequency 126.7 MHz and to broadcast their position and intentions.



Art LaFlamme
Director General
Civil Aviation



AIP CANADA (ICAO) SUPPLEMENT 10/01

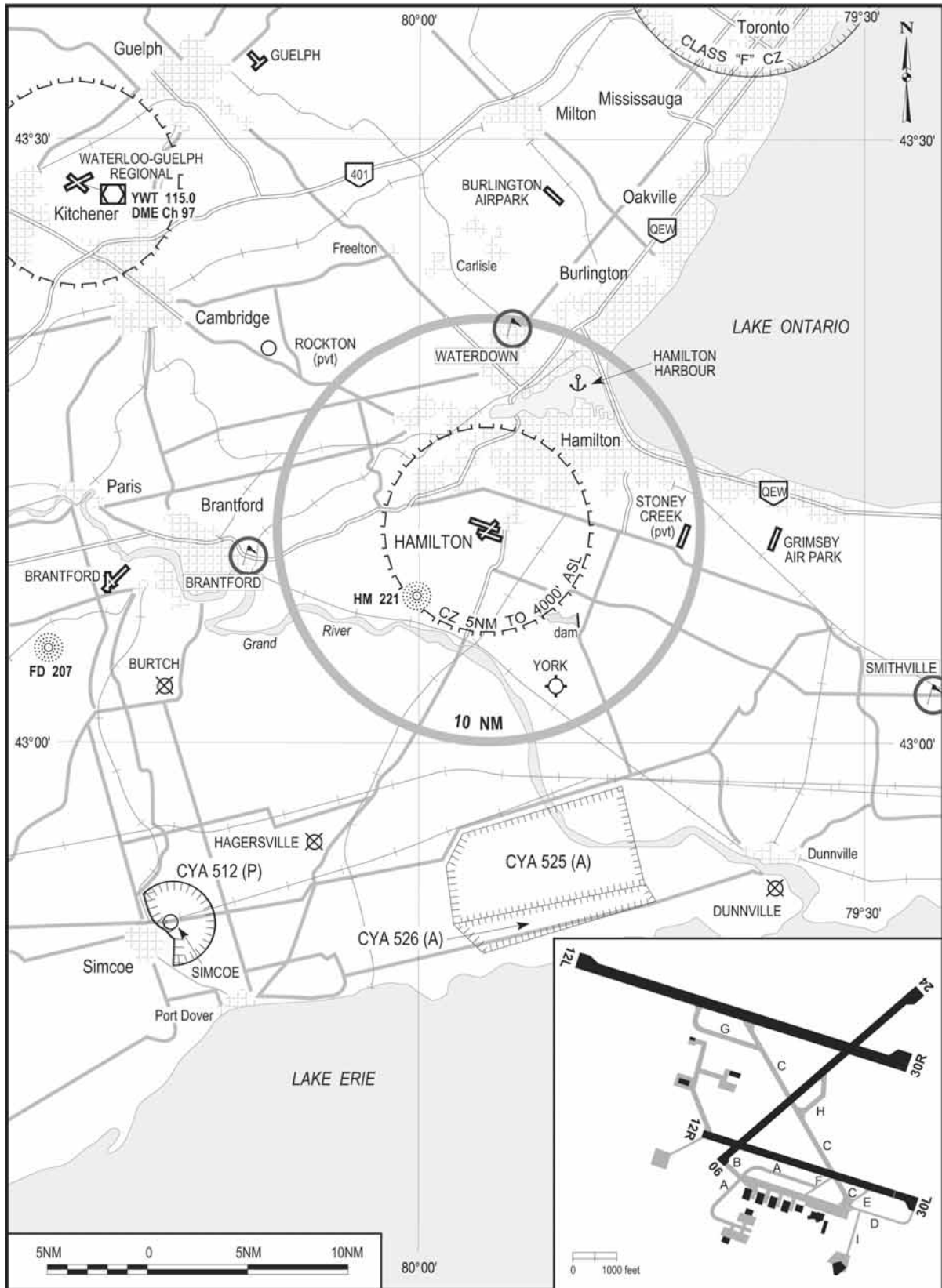
NEW RESTRICTED AIRSPACE—CYR 535 CAYUGA, ONTARIO

This supplement describes new restricted airspace (CYR 535 Cayuga, Ont.) within CYA 525(A) to accommodate high-powered rocket launch operations to be conducted from Cayuga Dragway Park, located approximately 32 km southeast of the Hamilton International Airport. The restricted area will have a 2-NM radius centred on 42°54'10" N 79°50'55" W. The designated altitude will extend from the surface to 11 000 ft ASL or as specified by NOTAM. The area will be activated by a NOTAM issued by the Toronto Flight Information Region (FIR) a minimum of 48 hr. before the launch.

No person shall operate an aircraft within the area described unless the flight has been authorized by the user/controlling agency. IFR operations may be conducted within the area in accordance with the user/controlling agency agreement. The user/controlling agency is Anthony Cesaroni (416) 578-4651.



Art LaFlamme
Director General
Civil Aviation



AIP CANADA (ICAO) SUPPLEMENT 6/01

TRANSPORT CANADA AERONAUTICAL STUDY UPDATE BOUNDARY BAY AIRPORT, B.C.

The Aeronautical Study commissioned to address the concerns raised regarding aviation operations at, and in the vicinity of, the Boundary Bay Airport (CZBB) is nearing completion. So far, the review has confirmed that in the area of the two VFR reporting points, Blackie Spit and the Trestle, and also in the adjacent flying training area, CYA 125(T), there are periods of very high air traffic density. Prior to completion of the study and implementation of recommendations, the following procedures are encouraged when operating in the Boundary Bay area.

- Although maintenance of a good lookout and increased situational awareness are of great importance during all aircraft operations, pilots are urged to be extra vigilant when approaching and when in the vicinity of Blackie Spit and the Trestle. This would include early reception of ATIS and listening out on ZBB Tower frequency to determine the traffic flow that could be anticipated.
- When operating in CYA 125(T) it is recommended that pilots monitor 123.5 MHz. They should report entering the area, their intended manoeuvres while in the area, and upon exiting the area.
- Aircraft required to transit north or south from Boundary Bay to Pitt Meadows or the northern training areas should avoid CYA 125(T) if possible. If transiting through this area, it is recommended that pilots monitor 123.5 MHz and that a heightened awareness be maintained. In addition, on the western boundary of CYA 125(T) there is an active ultra-light field. The ATF at this field is 123.5 MHz. Pilots are cautioned to avoid the area unless intending to land at this aerodrome.
- The use of landing lights during daytime operations has been shown to be an effective method of early detection of air traffic.
- If so equipped, the use of a transponder as outlined in the ZBB PRO (procedures) section of the CFS is recommended.
- For pilots not fully conversant with the airspace restrictions and air traffic control procedures at ZBB, understanding and reviewing the current Vancouver VTA and the ZBB PRO (procedures) section of the CFS is critical. Prudent practice would call for this to be done in advance of the flight as there is little time to review this material while attempting to enter this busy control zone.

Further information will be published as it becomes available. If you have any comments or suggestions, please send them to the following address:

Boundary Bay Aeronautical Study
Transport Canada, System Safety
318-4160 Cowley Crescent
Richmond, B.C. V7B 1B8

Fax: (604)-666-9507



Art LaFlamme
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 1/01

CANADIANS DOING AERONAUTICAL COMMERCE WITH FOREIGN STATES

Introduction

This Supplement is to inform persons and companies that wish to do business with some foreign states that prohibitions concerning aircraft operations and/or provision of aeronautical products may have been imposed by international regulations to which Canada is a signatory, including regulations respecting measures to give effect to resolutions of the United Nations Security Council.

Procedures for Conducting Business

Persons or companies wishing to conduct business with other States should first consult with the Department of Foreign Affairs and International Trade (DFAIT) for detailed information on any sanctions imposed by Canada or the Security Council in respect to any business with a particular State pertaining to the importation/exportation of aeronautical products, services, or experts.

Contacts

For detailed information concerning a specific country, please contact one of the following persons at DFAIT:

Mr. Thomas Jones
Deputy Director
Technology,
Export Controls Division
DFAIT

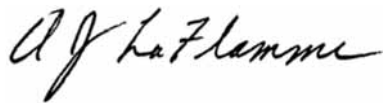
Phone: (613) 996-0197

Mr. Roger Lucy
Deputy Director,
Enforcement and Permits,
Export Controls Division
DFAIT

Phone: (613) 992-9167

Mr. Thomas Fetz
Sanctions Advisor,
Economic Law Section,
DFAIT

Phone: (613) 995-1108



Art LaFlamme
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 2/00

CHANGE OF VHF RADIO FREQUENCY AIR-TO-AIR COMMUNICATIONS

Effective November 4, 1999, ICAO, in *Annex 10 to the Convention on International Civil Aviation, Volume V*, stipulates that "an air-to-air VHF communications channel on the frequency of 123.45 MHz shall be designated to enable aircraft engaged in flights over remote and oceanic areas, out of range of VHF ground stations, to exchange necessary operational information and to facilitate the resolution of operational problems."

This represents a change from the previous frequency of 131.8 MHz that was designated to the Northern Domestic Airspace and the North Atlantic.



Art LaFlamme
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 27/99

RIVIÈRE DES PRAIRIES, QUEBEC NEW CABLE CROSSING

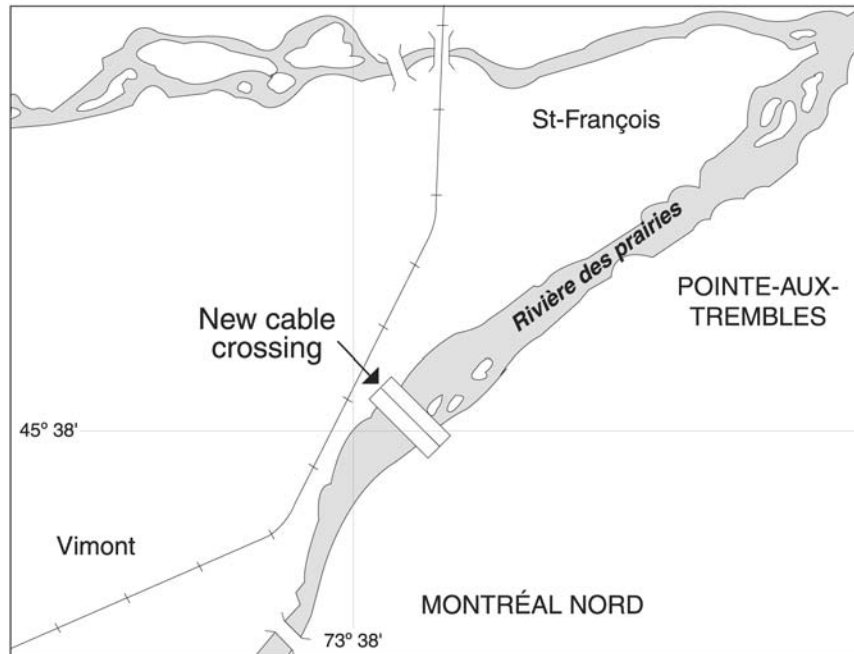
The new cable crossing over Rivière des Prairies is located approximately one nautical mile (NM) west of the Montréal/Boisvert et Fils (CSA4) water base. It is supported on the river by three pylons each measuring 155 feet AGL (45° 38' 19.34"N 73° 37' 20.02"W, 45° 38' 09.99"N 73° 37' 10.08"W, 45° 38' 00.65"N 73° 37' 00.15"W) and by one pylon measuring 135 feet AGL on each bank (45° 38' 28.19"N 73° 37' 29.51"W, 45° 37' 50.56"N 73° 36' 49.44"W).

The pylons (135 feet AGL) on each bank are painted with international orange and white but do not have marker lights. The three pylons (155 feet AGL) in the river are also painted with international orange and white, but each of these pylons has marker lights. Each marker light is attached to the top conductor, on either side of the pylon, approximately 8 meters below the top of the pylon. The earth-wire, which does not have an electrical current, is marked, alternately, with 30-inch long orange and white marker lights.

Pilots flying in low level airspace in Montréal should exercise caution.



Art LaFlamme
 Director General
 Civil Aviation



NOTE: Not to be used for navigation purposes.

AIP CANADA (ICAO) SUPPLEMENT 25/99

REGINA, SASKATCHEWAN TETHERED BALLOON FLIGHTS OCTOBER 1999 TO DECEMBER 2005

Day and night tethered balloon flights are planned 14 NM south of Regina, Saskatchewan at 50° 12' 10"N 104° 42' 45"W during the above-mentioned period.

These flights will study solar radiation approximately six times each year with each campaign lasting two or three days weather conditions permitting. The tethered balloon would affect the airspace within a one NM radius centered at the above coordinates to a maximum altitude of 7000 feet ASL.

During daylight hours, the balloon is highly conspicuous with a white body and red fins. The main body of the balloon is 40 feet long and 16 feet in diameter. The red fins are 10 feet square. The tethered line will be marked with orange streamers at 500 feet intervals.

During hours of darkness, additional markings will include a white strobe light on the nose and tail of the balloon. The tethered line will also be marked with white strobe lights at 500 feet intervals.

Additionally, a small, unmarked free flying radiosonde balloon will also be released from the same location but only during a tethered balloon flight.

A NOTAM concerning each tethered balloon flight will be issued at least 12 hours prior to the launch.



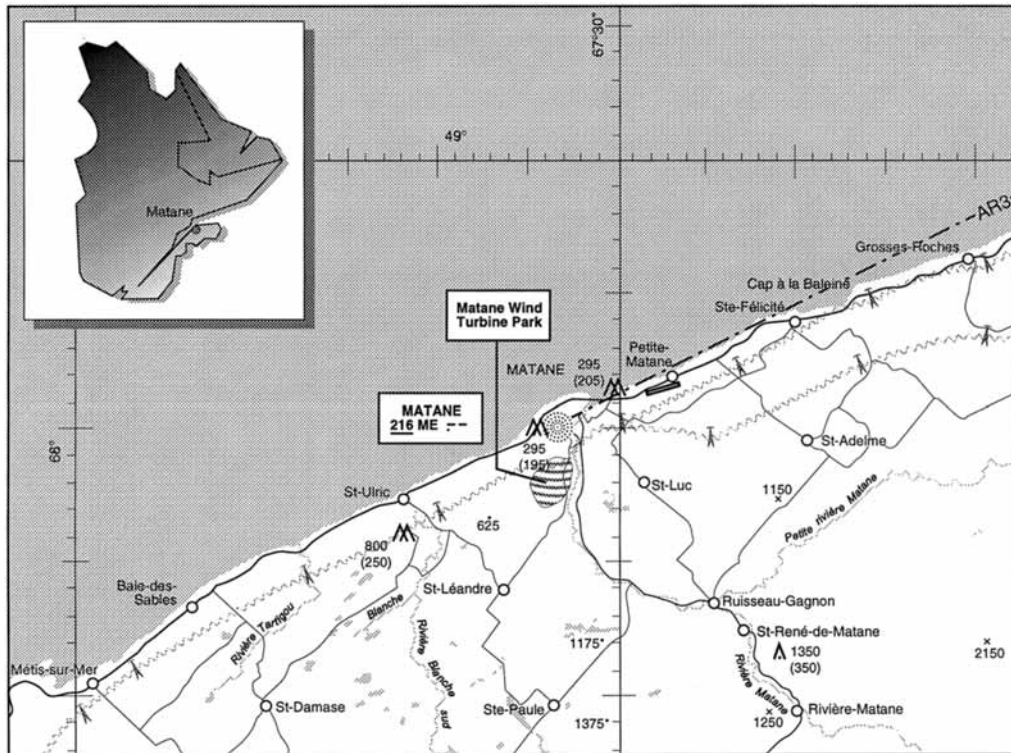
Pierre J. Proulx
Vice President, Operations

AIP CANADA (ICAO) SUPPLEMENT 2/99

MATANE, QUEBEC WIND TURBINE PARK SPRING OF 1999

Sixty-one (61) wind turbines will be installed west of Matane, Quebec, during the spring of 1999. The maximum height is 276 feet AGL (height above sea level varying from 548 to 998 feet ASL). Only four (4) structures are lighted with new obstruction white rotating lights.

Art LaFlamme
Director General
Civil Aviation



AIP CANADA (ICAO) SUPPLEMENT 29/98

FROST ON THE FRONT OF PRECISION APPROACH PATH INDICATOR (PAPI) UNITS AND ON ABBREVIATED PRECISION APPROACH PATH INDICATOR (APAPI) UNITS

(Supersedes NOTAM 970416)

Incidents have been reported where PAPI and/or APAPI units have transmitted false signals. A build up of frost contamination on the front lens or coverglass of PAPI and APAPI lighting units may cause a mixing of the red and white colours and cause the pilot to perceive, at a distance, a white "FLY DOWN" signal. The aircraft may actually be below the approach slope sector. The possibility of false path indications from PAPI or from APAPI may occur if a warming period of at least 30 minutes has not been completed before use.

Additional information can be found in Aeronautical Information Circular (A.I.C.) 9/98.



Art LaFlamme
Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 27/98

QUEBEC REGION PARAGLIDING ACTIVITIES IN THE REGION OF MONT-STE-ANNE

Paragliding takeoffs are engaged from the top of Mont-Ste-Anne from sunrise to sunset.

The operating zone for paraglider training extends up to approximately 3100 feet ASL, and may extend over 4000 feet ASL for accredited paragliders, within a 3-NM radius. (See map on the reverse side.)

The density of traffic is increased by paragliding activities, the proximity of airways and VFR routes, as well as local tourist flights, and consequently, pilots flying in this vicinity should be extremely cautious.

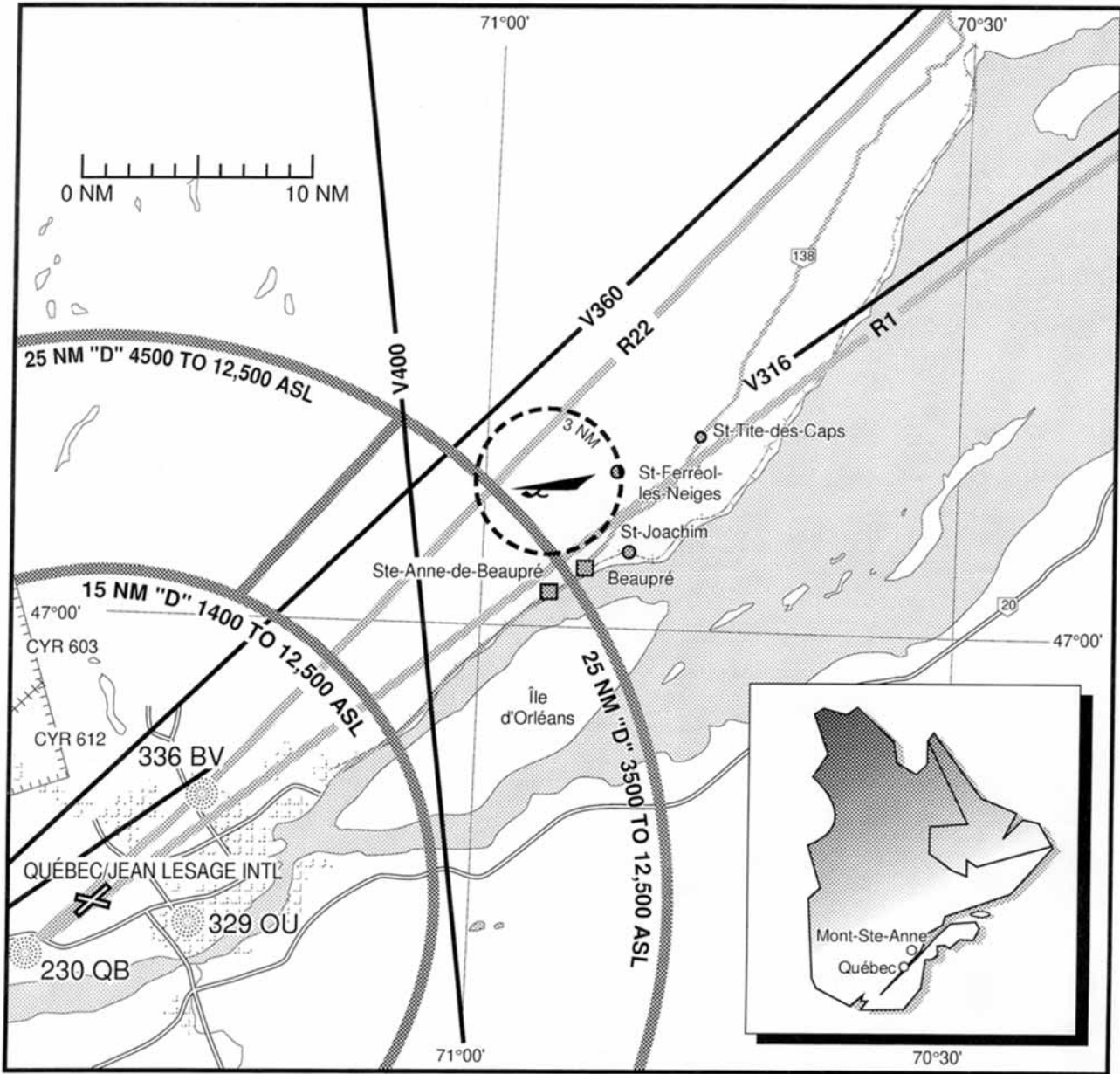
Accordingly, Canadian Aviation Regulation 602.01 – *Reckless or Negligent Operation of Aircraft*, 602.14 – *Minimum Altitudes and Distances*, and 602.19 – *Right of Way – General* are very pertinent. Pilots should fly their aircraft in accordance with these regulations so that cohabitation of the airspace provides a safer environment for everyone.

NAV CANADA does not anticipate any impact on IFR flight operations in this area.

Comments regarding this subject can be directed to Transport Canada at (514) 633-3240.



Art LaFlamme
Director General
Civil Aviation



NOTE: Not to be used for navigation purposes.

AIP CANADA (ICAO) SUPPLEMENT 4/98

FM IMMUNITY JANUARY 1, 1998

Attention is drawn to the international standards in ICAO Annex 10, Volume I – Radio Navigation Aids (Fifth Edition – July 1996). Paragraphs 3.1.4 and 3.3.8 require that ILS localizer and VOR receivers meet new FM broadcast interference immunity characteristics after January 1, 1998.

Attention is also drawn to ICAO Annex 10, Volume III, Part II – Voice Communications Systems (First Edition – July 1995). Paragraph 2.3.3 requires that airborne VHF communications receivers have improved FM broadcast interference immunity characteristics after January 1, 1998.

FM Interference in Canada

Industry Canada and, now, NAV CANADA continue to co-ordinate an FM broadcast frequency assignment program which has thus far avoided interference problems, ensuring that aviation operations can be conducted safely. This program will continue after January 1, 1998, providing for an extended usable life for existing equipment.

ICAO Standards and Recommended Practices

Canada has registered a difference with ICAO on the requirements of those paragraphs in Annex 10 which are noted above. Operators must be aware, however, that other States may apply these standards through their regulatory regimes. To date, no other State has indicated to ICAO that they will differ from the standards. The European Air Navigation Planning Group has recommended that the State Aeronautical Information Publication (A.I.P.) should indicate that, where FM broadcast interference is expected to occur, ILS or VOR instrument approaches or departures may only be approved for aircraft with receivers complying with FM immunity provisions as stated in ICAO Annex 10. In addition, the State A.I.P. should indicate that, when potential interference within the service volume of a VOR has been identified, aircraft fitted with VOR receivers that do not meet the requirements for FM immunity may receive incorrect VOR information.

Transport Canada's Position

Transport Canada will continue to monitor conditions that may require the implementation of ICAO Annex 10 standards for aircraft flying within Canadian controlled airspace. Aircraft which are operated internationally must be compliant with the regulations of the States in which they fly. Aircraft operators are encouraged to maintain current awareness of the regulations of all States in which they operate.



Art LaFlamme
Acting Director General
Civil Aviation

AIP CANADA (ICAO) SUPPLEMENT 31/96

AIRPORTS OPERATING IN LOW VISIBILITY (RVR 1 200 TO 600 FEET) NEW VISUAL AIDS

Airports operating in low visibilities [Runway Visual Range (RVR) 1 200 to 600 feet] will be installing Runway Guard Lights and Stop Bars at taxiway/runway intersections. The primary purpose of these new visual aids is to reduce the risk of inadvertent runway incursions by both vehicles and aircraft.

System Description

Runway Guard Lights (wig-wags) consist of a pair of yellow flashing lights cycling at 30 to 60 cycles per minute. A pair of lights is located on both sides of the taxiway in line with the taxi holding position marking 5 metres from the edge of the taxiway.

Stop Bars are unidirectional red lights inset in the pavement at 3 metres intervals across the full width of the taxiway at the taxi holding position. In addition, an elevated pair of lights located 3 metres beyond the edge of the taxiway is provided. The stop bar lights are seen by aircraft approaching the runway; however, aircraft exiting the runway will not see the lights.

System Operation

Runway Guard Lights are selected "on" both day and night whenever the associated runway is in use.

Stop Bars are operated by the control tower whenever the RVR is reported to be 1 200 feet or below and the associated runway is in use. A sensor collocated with the stop bar provides both a visual and an aural alarm to the tower controller should a vehicle or aircraft attempt to enter the runway when the stop bar is illuminated.

When an aircraft approaches an illuminated stop bar, the section of taxiway centre line lights between the stop bar and the runway centre line (lead-on lights) will be extinguished, presenting a black hole beyond the stop bar (see Figure 1).

The stop bar will be selected "off" by the controller when the aircraft is cleared to enter the runway. Simultaneously, the lead-on lights will be illuminated (see Figure 2). If a clearance to enter the runway is received and the stop bar is not extinguished, the aircraft shall hold its position and confirm the clearance to proceed. **Aircraft shall never cross an illuminated red stop bar.**

As the aircraft approaches the runway edge, a sensor will re-select the stop bar to the "on" position and extinguish the lead-on lights to re-establish the black hole for the following aircraft (see Figure 3).



D. Spurston
Director General
Civil Aviation

Figure 1

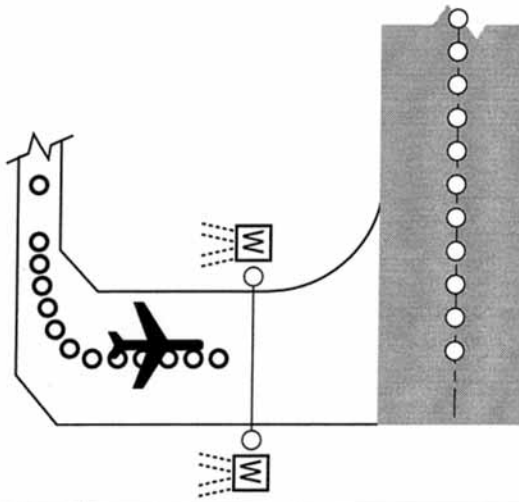


Figure 2

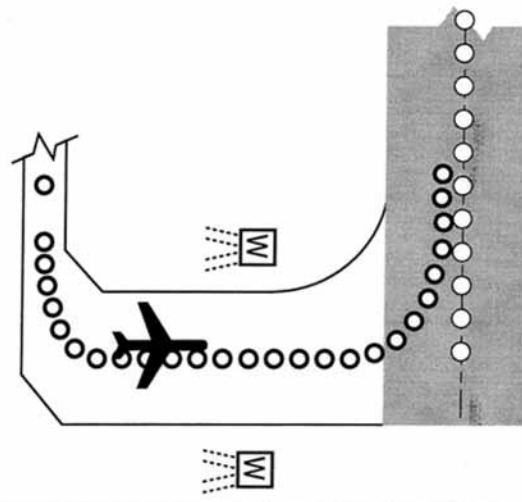
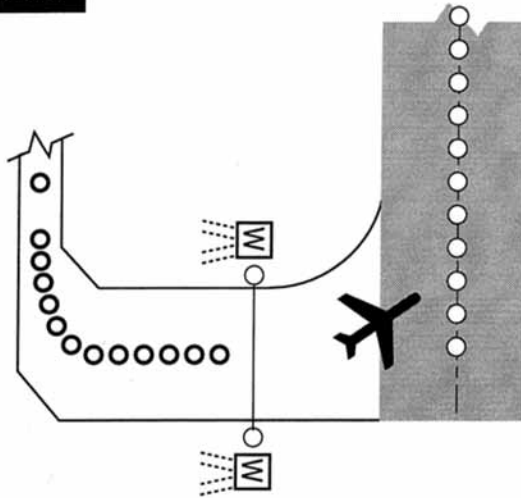


Figure 3



LEGEND

Runway centre line light	○	white
Taxiway centre line light	●	green
stop bar light	○—○	unidirectional red
Runway guard light	W	flashing yellow