

**PLANNING
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Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C2 PLANNING

FLIGHT PLAN / FLIGHT ITINERARY

The following lists the order of filing:

1. Aircraft identification (aircraft registration mark, flight number or radio call sign)
2. Flight rules
3. Type of flight
4. Number (if more than one)
5. Type of aircraft
6. Wake turbulence category
7. Equipment (see page C3)
8. Departure aerodrome
9. Time of departure (UTC) proposed/actual
10. Cruising speed
11. Altitude / Level
12. Route
13. Destination aerodrome
14. Estimated elapsed time enroute (hrs & min)
15. SAR time*
16. Alternate aerodrome(s) (if required)
17. Other information (ADCUS if applicable)
18. Endurance (hrs & min)
19. Total no of persons on board
20. Type of emergency locator transmitter*
21. Survival equipment (type, jackets, dinghies)
22. Aircraft colour and markings
23. Remarks (regarding other survival equipment)
24. Arrival report - where it will be filed*
25. Name and address or address of person or company to be notified if SAR action initiated*
26. Pilot's name
27. Pilot's licence no (Canadian pilot licence only)*

* Not required in an ICAO flight plan/flight itinerary.

MIL: Flights originating from locations where no DND flight planning facilities are available will file the NAV CANADA Canadian Flight Plan and Flight Itinerary form as described herein. See TC AIM RAC 3.0 Flight Planning for detailed instructions in completing the NAV CANADA form.

VFR POSITION REPORTS

Reports not required (except ADIZ reports) but will assist search and rescue if needed. Report to Flight Service Stations. In uncontrolled airspace report on 126.7 however if reporting on another frequency also broadcast on 126.7.

1. Identification
2. Position
3. Time over
4. Altitude
5. VFR Flight Plan
6. Destination
- 7.

IFR POSITION REPORTS

1. Identification
2. Position
3. Time
4. Altitude
5. Type of flight plan or flight itinerary*
6. Next reporting point and ETA**
7. Name only of the next succeeding reporting point
8. Remarks

* If providing position reports via Automatic Dependant Surveillance (ADS) it is not necessary to indicate the type of flight plan.

** If the time estimate for the next applicable reporting point differs from the previously reported estimate by three minutes or more, a revised estimated time should be notified as soon as possible to the appropriate Air Traffic Services (ATS) unit.

CONTENTS OF AN ARRIVAL REPORT

1. The aircraft registration mark, flight number or radio call sign
2. The type of flight plan or flight itinerary
3. The departure aerodrome
4. The arrival aerodrome
5. The date and time of arrival

PIREP

1. Location and time of phenomena (ident, radial, dist, time)
2. Altitude
3. Aircraft type
4. Cloud (Base, Amount, Top)
5. Temperature
6. Wind direction and speed
7. Turbulence (intensity, type, altitude)
8. Icing (intensity, type, altitude)
9. Remarks

EQUIPMENT PREFIXES AND SUFFIXES**AIRCRAFT**

- /H – HEAVY, to indicate an aircraft type with a maximum certificated takeoff mass of 136,000 kg (300,000 lbs) or more.
- /M – MEDIUM, to indicate an aircraft type with a maximum certificated takeoff mass of less than 136,000 kg (300,000 lbs) but more than 7,000 kg (15,500 lbs).
- /L – LIGHT, to indicate an aircraft type with a maximum certificated takeoff mass of 7,000 kg (15,500 lbs) or less.

Separate the type of aircraft and wake turbulence category from the COM/NAV equipment by a hyphen (-), then, following the COM/NAV suffixes add a forward slash (/) and denote the SSR equipment.

(a) COM/NAV equipment

INSERT one letter as follows:

- N – if no COM/NAV approach aid equipment for the route to be flown is carried, or the equipment is unserviceable
- or
- S – STANDARD (VHF, ADF, VOR and ILS)

and/or

INSERT one or more of the following letters to indicate the COM/NAV approach aid equipment available and serviceable:

A	(Not allocated)	M	(Not allocated)
B	(Not allocated)	O	VOR
C	LORAN	P	(Not allocated)
D	DME	Q	(Not allocated)
E	(Not allocated)	R	RNP type certification (Note 3)
F	ADF	T	TACAN
G	GNSS	U	UHF
H	HF RTF	V	VHF
I	INS	W	RVSM certification (Note 4)
J	Data Link (Note 2)	X	MNPS certification
K	MLS	Y	CMNPS certification
L	ILS	Z	Other equipment carried (Note 1)

NOTES:

1. If the letter "Z" is used, specify in "Other Information" the other equipment carried, preceded by COM/ or NAV/, as appropriate.
2. If the letter "J" is used, specify in "Other Information" the equipment carried, preceded by DAT/, followed by one or more letters as appropriate.
3. Inclusion of the letter "R" indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.
4. The letter "W" is not to be used for formation flights, regardless of the RVSM status of the aircraft within the flight.

(b) SSR equipment

INSERT one of the following to describe the serviceable SSR equipment carried:

- N Nil
- A Transponder-Mode A (4 digits-4096 codes)
- C Transponder-Mode A (4 digits-4096 codes) and Mode C
- X Transponder-Mode S, without both aircraft identification and pressure-altitude transmission
- P Transponder-Mode S, including pressure-altitude transmission, but no aircraft identification transmission
- I Transponder-Mode S, including aircraft identification transmission, but no pressure-altitude transmission
- S Transponder-Mode S, including both pressure-altitude and aircraft identification transmission.
- D ADS capability

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EQUIPMENT PREFIXES AND SUFFIXES – Cont'd

Examples:

Aircraft	Equipment	Write
Cessna 172	VHF only and no transponder	C172/L-V/N
Cessna 414	TCAS equipped, light weight VHF, VOR, ADF, ILS, DME, HF and Mode A- Mode C transponder	C414/L-SDH/C

USE OF TRANSPONDER CODES

IFR:

Controlled High Level Airspace	–	Mode A, Code 2000 plus Mode C, if no direction is given by ATC.
Uncontrolled High Level Airspace	–	Mode A, Code 2000 plus Mode C if available, if no direction is given by ATC.
Controlled Low Level Airspace above 12,500 ASL	–	Mode A, Code 1000 plus Mode C, if no direction is given by ATC.
All Other Low Level Airspace	–	Mode A, Code 1000 plus Mode C if available, if no direction is given by ATC.

VFR:

Code 1200, for operation at or below 12,500 ASL.

Code 1400, for operation above 12,500 ASL.

NOTE: If an aircraft leaves confines of an airspace in which a specific code was assigned, the pilot is responsible for changing to the applicable code above.

Emergencies	–	COMM Failure	–	Mode A, Code 7600
		Emergency	–	Mode A, Code 7700
		Hijack	–	Mode A, Code 7500

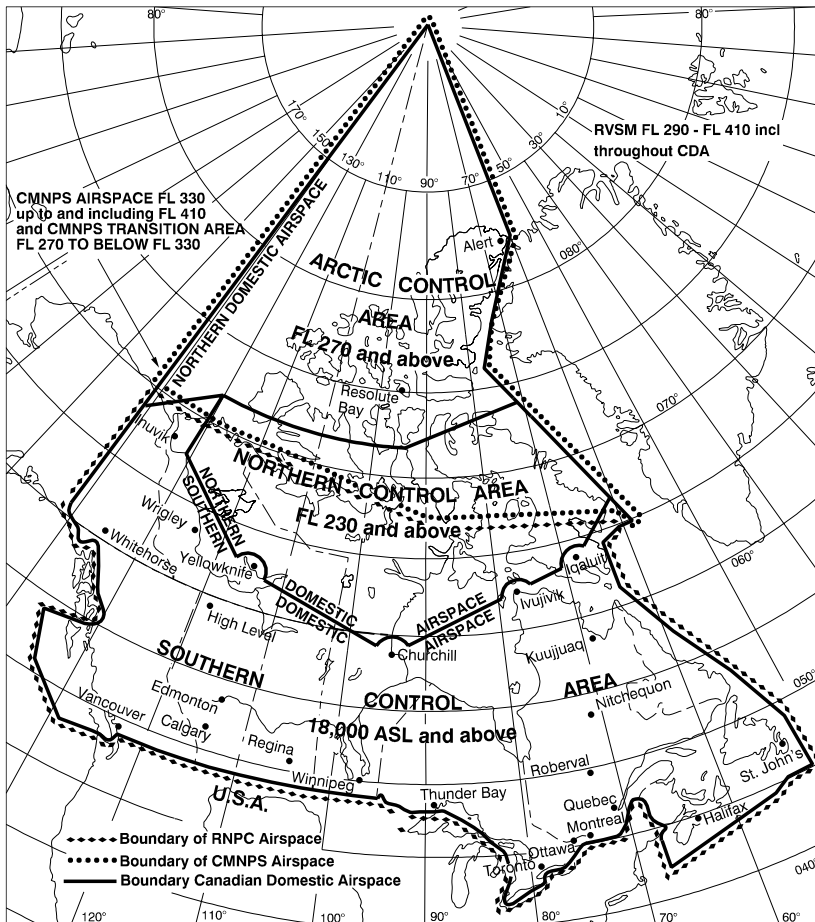
CAUTION: Pilots should select transponder codes with care so as to avoid inadvertent selection of emergency codes.

Flight crews of aircraft equipped with transponders capable of Mode C automatic altitude reporting capability are requested to adjust their transponders to transmit Mode C when operating in Canadian Airspace unless deactivation is requested by ATC.

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PLAN

- The ESCAT rules will only be implemented in times of crisis and war, and restrictions to aircraft movements will not be imposed for any greater time or degree than is necessary to meet the military tactical requirements. When the plan is implemented it applies to all Canadian airspace. The total plan including wartime air traffic priority numbers and ESCAT zones are contained in a joint DND/TC publication.
- When notified that ESCAT is in effect, pilots of aircraft operation into or over Canada or planning to operate into or over Canada shall:
 - comply with instructions from ATC units to change course or altitude, or to land;
 - include the appropriate Wartime Air Traffic priority number when filing flight plans and obtain approval from an appropriate ATC unit prior to take-off; and
 - make position reports as required by the instrument flight rules and/or as directed in applicable Command/Group Squadron Orders.

CANADIAN AIRSPACE BOUNDARIES



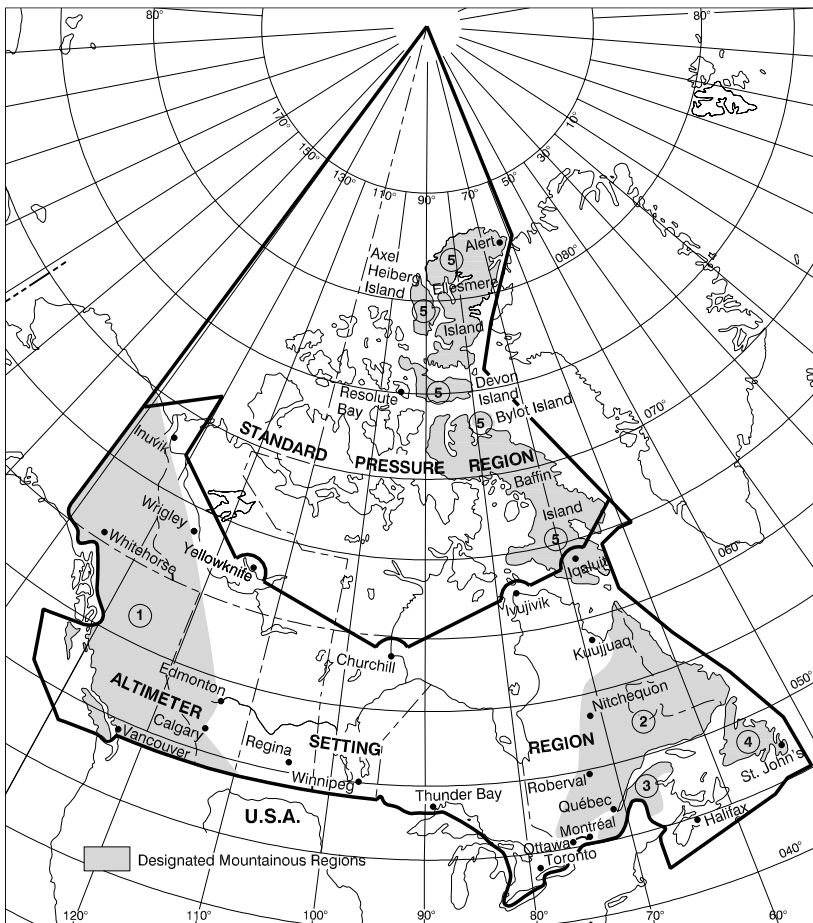
- NOTE:**
- Only aircraft certified by state of registry as meeting Minimum Navigation Performance Specifications (MNPS) of either the North Atlantic (NAT) or Canada will be permitted to operate within the designated CMNPS airspace, unless the appropriate Air Traffic Control Unit indicates that the aircraft in question can be accommodated without penalizing CMNPS certified aircraft.
See TC AIM, Section RAC 12 for details.
 - Reduced Vertical Separation Minimum (RVSM)
See TC AIM, Section RAC 11 and 12 for details.

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ALTIMETER SETTING AND DESIGNATED MOUNTAINOUS REGIONS



Aircraft flying IFR in Designated Mountainous Regions outside of designated airways/air routes shall be flown at an altitude of at least 2000 feet above the highest obstacle within 5NM of the aircraft when in areas 1 & 5, or 1500 feet in areas 2, 3 & 4.

CHARACTERISTICS OF AIRSPACE

CLASSIFICATION OF AIRSPACE

For further information regarding Canadian Airspace see the Transport Canada publication, the *Designated Airspace Handbook (DAH)*, TP 1820E.

Class "A" Airspace (IFR)

Controlled high level airspace within which only IFR flight is permitted. ATC separation is provided to all aircraft. The vertical dimensions of Class A airspace are as follows:

- Southern Control Area—18,000 ASL to FL600 inclusive
- Northern Control Area—FL230 to FL600 inclusive
- Arctic Control Area—FL270 to FL600 inclusive

Class "B" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted. All controlled low level airspace above 12,500 ASL or at and above the MEA, whichever is higher, up to but not including 18,000 ASL. ATC separation is provided to all aircraft.

Control zones and associated terminal areas may also be classified as Class B airspace.

Class "C" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights require a clearance to enter. ATC separation is provided for all IFR aircraft and, as necessary to resolve possible conflicts, between IFR and VFR aircraft.

Control zones and associated terminal areas may also be classified as Class C airspace.

Class "D" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights must establish two-way communication with the appropriate ATC agency prior to entering the airspace. ATC separation is provided only to IFR aircraft.

Control zones and associated terminal areas may also be classified as Class D airspace.

Class "E" Airspace (IFR and VFR)

All high level controlled airspace above FL600. Also, low level airways, low level fixed RNAV routes, control area extensions, transition areas or control zones established without an operating control tower may be classified Class E airspace.

Class "F" Airspace (IFR and VFR)

Airspace of specified dimensions. Class F airspace may be restricted airspace or advisory airspace, military operations areas or danger areas, and can be controlled airspace, uncontrolled airspace, or a combination of both.

Class "G" Airspace (IFR and VFR)

Airspace within which IFR and VFR flights are not subject to control. Airspace not designated A, B, C, D, E, or F is classified G.

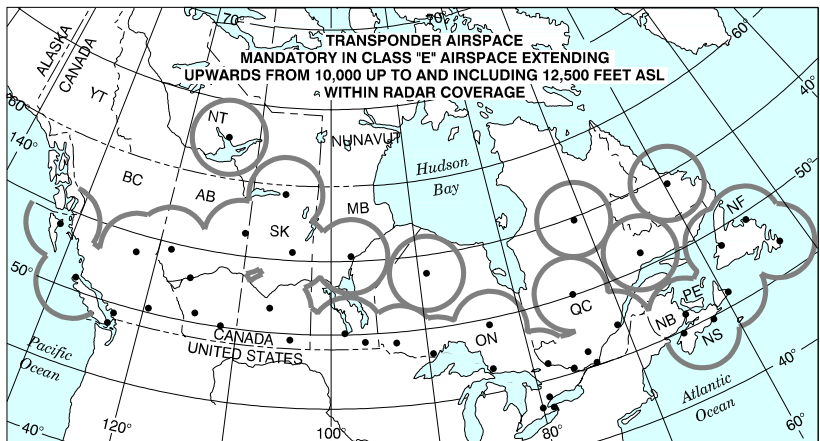
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CHARACTERISTICS OF AIRSPACE – Cont'd

TRANSPONDER AIRSPACE



TRANSPONDER REQUIREMENTS

Aircraft are required to be equipped with a functioning transponder incorporating an automatic pressure altitude reporting device when operating in the following airspace:

- a) all Class A airspace;
- b) all Class B airspace;
- c) all Class C airspace; and
- d) all Class D and Class E airspace that is specified as "Transponder Airspace" in the *Designated Airspace Handbook (DAH TP 1820E)*, as follows:
 - I. Class D TCAs and/or Class D CZs at the following aerodromes:
 - i. Kelowna, BC Class D CAE,
 - ii. Calgary, AB TCA,
 - iii. Winnipeg/James Armstrong Richardson Intl, MB TCA and CZ,
 - iv. Ottawa/Macdonald-Cartier Intl, ON TCA,
 - v. Québec/Jean Lesage Intl, QC TCA and CZ,
 - vi. St. Hubert, QC within the Montréal/Pierre Elliott Trudeau Intl & Montréal Intl (Mirabel), QC TCA excluding the St. Hubert CZ, and
 - vii. Halifax/Stanfield Intl, NS TCA and CZ;
 - II. Class E airspace of defined dimensions at the following aerodromes:
 - i. Regina, SK
 - ii. Saskatoon/John G. Diefenbaker, SK
 - iii. Thunder Bay, ON
 - iv. Moncton, NB
 - v. St. John's, NL
 - vi. Toronto, ON
- e) All Class E airspace extending upwards from 10,000 ASL up to and including 12,500 ASL within radar coverage.

Pilots of IFR aircraft within controlled high level airspace shall adjust their transponder to reply on Mode A, Code 2000 and on Mode C unless otherwise instructed by ATC.

NOTE: To enhance the safety of IFR flight in uncontrolled high level airspace, pilots are urged to adjust their transponders to reply on Mode A, Code 2000, plus Mode C, unless otherwise instructed by ATC.

CHARACTERISTICS OF AIRSPACE – Cont'd
CONTROLLED LOW LEVEL AIRSPACE

Airway - 2200 AGL up to but not including 18,000 ASL - (for airway width see TC AIM, RAC).

Control Area Extension - Controlled airspace of defined dimensions within the Low Level Airspace extending upwards 2,200 AGL and above, unless otherwise specified.

Control Zone - Controlled airspace of defined dimensions extending vertically from the surface of the earth up to and including 3,000 feet above aerodrome elevation, unless otherwise specified.

Terminal Control Area - Controlled airspace of defined dimensions designated to serve arriving, departing and enroute aircraft.

Military Terminal Control Areas - Controlled airspace of defined dimensions normally established in the vicinity of a military aerodrome and within which special procedures and exemptions exist for military aircraft. The terminology "(Class B, C, D, or E equivalent)" used for the designation of MTCAs describes the equivalent level of service and operating rules for civilian aircraft operating within the MTCA and under military control.

Transition Area - Controlled airspace of defined dimensions extending upwards from 700 AGL unless otherwise specified, to the base of overlying controlled airspace.

CRUISING ALTITUDES & FLIGHT LEVELS APPROPRIATE TO AIRCRAFT TRACK

1. The appropriate altitude or flight level for aircraft in level cruising flight is determined in accordance with:
 - (a) the magnetic track in the Southern Domestic Airspace
 - (b) the true track in Northern Domestic Airspace.
2. Unless otherwise authorized by ATC the following VFR, CVFR or IFR cruising altitudes apply.
3. RVSM cruising flight levels appropriate to aircraft track are applicable in Designated RVSM Airspace.

ALTITUDES OR FLIGHT LEVELS	AIRCRAFT TRACK	
	000° - 179°	180° - 359°
ABOVE FLIGHT LEVEL 290 FLY 4000' INTERVALS:	BEGINNING AT FLIGHT LEVEL 290 (FL 290, 330, 370, 410, 450)	BEGINNING AT FLIGHT LEVEL 310 (FL 310, 350, 390, 430, 470)
RVSM	FL 290, 310, 330, 350, 370, 390, 410	FL 300, 320, 340, 360, 380, 400
AT OR ABOVE 18,000 ASL BUT BELOW FL 290 FLY 2000' INTERVALS:	ODD FLIGHT LEVELS (FL 190, 210, 230, ETC.)	EVEN FLIGHT LEVELS (FL 180, 200, 220, ETC.)
BELOW 18,000 ASL: (FLY CORRESPONDING FLIGHT LEVELS IN STANDARD PRESSURE REGION) FLY 2000' INTERVALS:	IFR and CVFR	IFR and CVFR
	ODD THOUSANDS, ASL (1000, 3000, 5000, ETC.)	EVEN THOUSANDS, ASL (2000, 4000, 6000, ETC.)
	VFR	VFR
	ODD THOUSANDS plus 500 FT ASL (3500, 5500, 7500, ETC.)	EVEN THOUSANDS plus 500 FT ASL (4500, 6500, 8500, ETC.)

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CHARACTERISTICS OF AIRSPACE – Cont'd WEATHER MINIMA VFR FLIGHT

AIRSPACE	VFR WEATHER MINIMA	
CONTROL ZONES	- FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500' VERTICALLY - DISTANCE FROM GROUND OR WATER: 500' VERTICALLY	
CONTROL AREAS	- FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500' VERTICALLY	
UNCONTROLLED AIRSPACE	1000 AGL OR ABOVE	- FLIGHT VIS: NOT LESS THAN 1 MILE DAY, 3 MILES NIGHT - DISTANCE FROM CLOUD: 2000' HORIZONTALLY AND 500' VERTICALLY
	BELOW 1000 AGL	- FLIGHT VIS: 2 MILES DAY (AEROPLANES), 1 MILE DAY (HELICOPTERS) (SEE NOTE), 3 MILES NIGHT - CLEAR OF CLOUD

NOTE: Aircraft may be operated below 1000 AGL in uncontrolled airspace during the day, in visibilities less than 2 miles for aeroplanes and 1 mile for helicopters, where they are authorized to do so in an air operator certificate, a private operator certificate or a flight training unit operator certificate - helicopter, as applicable.

SPECIAL VFR (Control zones only)

	Flight visibility and ground visibility when reported
All aircraft except rotorcraft	1 mile
Rotorcraft	1/2 mile

NOTES:

1. All aircraft including helicopters, must be equipped with a radio capable of communicating with the ATC unit and maintain a listening watch with the ATC unit.
2. Aircraft must operate clear of cloud and within sight of the ground at all times.
3. Helicopters should operate at such reduced airspeeds so as to give the pilot-in-command adequate opportunity to see other air traffic or obstructions in time to avoid a collision.
4. When the aircraft is not a helicopter and is being operated at night, ATC will only authorize special VFR where the authorization is for the purpose of allowing the aircraft to land at the destination aerodrome.

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INTENTIONALLY

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VFR CHART UPDATING DATA YUKON, NORTHWEST TERRITORIES AND NUNAVUT

YUKON, NORTHWEST TERRITORIES AND NUNAVUT - AIR NAVIGATION RADIO AIDS

Alert TACAN ident ULT changed to DME only.

Brevoort NDB ident "XAS" freq 385 at N63 20 20 W64 09 23 decommissioned.

Colomac NDB ident "4C" freq 313 at N64 24 30 W115 05 43 decommissioned.

Cape Dyer NDB ident "VN" freq 248 at N66 39 55 W61 21 39 decommissioned.

Cape Parry NDB ident "UE" freq 354 at N70 10 24 W124 43 48 decommissioned.

Coral Harbour NDB ident "YZS" at N64 08 55 W83 18 17 freq changed to "362".

Coral Harbour NDB ident "ZS" freq 362 at N64 09 08 W83 22 22 decommissioned.

Coral Harbour DME ident "YZS" relocated to N64 08 55 W83 18 11.

Coral Harbour DME ident "YZS" changed to "ZS", freq changed to "109.7", Chan changed to "34".

Dewar Lakes NDB ident "UW" freq 315 at N68 38 47 W71 13 46 decommissioned.

Diavik DME ident "ZZ" freq 382 changed to "IDK" freq 111.3 at N64 30 35 W110 16 02

Fort Good Hope VOR ident "YGH" located at N66 14 10 W128 37 22 var changed to "33°E".

Fort Norman NDB ident "ZFN" renamed Tulita.

Fort Providence NDB ident "I2" freq 283 at N61 19 07 W117 36 02 decommissioned.

Frobay (Iqaluit) VOR ident "YFB" freq 117.4" located at N63 44 30 W68 28 24 var changed to "31°W".

Hay River NDB ident "HY" freq 311 at N60 45 20 W115 42 33 decommissioned.

Inuvik DME ident "IEV" relocated to N68 18 10 W133 29 55.

Inuvik VOR ident "YEV" located at N68 18 29 W133 32 54 var changed to "35°E"

Koala (Ekati) NDB ident "4A" freq 350 at N64 41 53 W110 36 33 commissioned.

La Biche River NDB ident "G6" freq 391 at N60 07 43 W124 03 05 decommissioned.

Lac La Martre NDB ident "Z3" renamed Wha Ti.

Lady Franklin NDB ident "UJ" freq 347 at N68 28 48 W113 13 30 decommissioned.

Lake Harbour NDB ident "YLC" renamed Kimmirut.

Lupin NDB ident "YWO" freq 205 at N65 45 14 W111 14 16 decommissioned.

Lupin DME ident "UN" freq 111.6 at N65 48 19 W111 13 34 decommissioned.

Lupin VOR ident "UN" freq 111.6 at N65 48 19 W111 13 34 decommissioned.

Munn Bay NDB ident "CZ" renamed Coral Harbour ident "YZS", relocated to N64 08 55 W83 18 17.

Norman Wells VOR ident "YVQ" located at N65 15 51 W126 43 31 var changed to "32°E".

North of Sixty NDB ident "1S" freq 350 at N60 19 08 W103 07 46 decommissioned.

Polaris NDB ident "F4" freq 402 at N75 23 25 W96 55 51 decommissioned.

Rae Lakes NDB ident "2O" freq 210 at N64 06 53 W117 18 43 decommissioned.

Rankin Inlet NDB ident "RT" relocated to N62 49 31 W92 06 34.

Ross River NDB ident "YDM" freq 218 at N61 58 24 W132 25 37 decommissioned.

Shepherd Bay NDB ident "US" freq 321 at N68 47 40 W93 26 30 decommissioned.

Shingle Point NDB ident "UA" freq 226 at N68 55 24 137 15 48 decommissioned.

Snowdrift NDB ident "I3" freq 327 at N62 24 54 W110 41 20 decommissioned.

Trout Lake NDB ident "7I" freq 258 at N60 26 25 W121 14 30 decommissioned.

Tuktoyaktuk NDB ident "UB" freq 380 at N69 26 04 W133 01 02 changed to "YUB".

Wha Ti NDB ident "Z3" freq 304 at N63 08 38 W117 15 59 decommissioned.

Yellowknife VOR ident "YZF" located at N62 27 52 W114 26 12 var changed to "22°E".

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – AIRSPACE DESIGNATIONS

AR7 from Tuktoyaktuk NDB to Cape Parry NDB to Holman NDB has been revoked.

AR7 has been redesignated from Tuktoyaktuk NDB to Holman NDB.

AR14 from Shingle Point NDB to Inuvik NDB has been revoked.

AR14 has been redesignated from Holman NDB to Coppermine NDB to Cambridge Bay NDB.

AR17 redesignated from Kangiqsujuaq NDB to Kimmirut NDB to Frobay NDB.

AR41 designated from Sanikiluaq NDB to Umiujaq NDB.

BR5 from Churchill VOR to Rankin Inlet VOR has been revoked.

BR20 from Dewar Lakes NDB to Clyde River NDB has been revoked.

BR22 has been redesignated from Tuktoyaktuk NDB to Paulatuk NDB.

BR28 designated between Churchill NDB and Rankin Inlet NDB.

BR84 designated from Yellowknife NDB to Penvu intxn to Lupin NDB.

RR4 from Yellowknife NDB to Fort Reliance NDB to Baker Lake NDB has been revoked.

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YUKON, NORTHWEST TERRITORIES AND NUNAVUT – AIRSPACE DESIGNATIONS (Cont'd)

RR4 redesignated from Coral Harbour NDB to Cape Dorset NDB to Frobay NDB.
RR30 from Broughton NDB to Cape Dyer NDB has been revoked.
RR30 designated from Pond Inlet NDB to Nanisivik NDB.
RR30 redesignated from Cambridge Bay NDB to Gjoa Haven NDB to Pelly Bay (Town Site) NDB to Hall Beach NDB.
RR30 from Shingle Point NDB to Tuktoyaktuk NDB to Paulatuk NDB to Lady Franklin NDB to Cambridge Bay NDB has been revoked.
RR31 from Holman NDB to Coppermine NDB to Lady Franklin NDB has been revoked.
A9 from Fort Smith NDB to Hay River NDB has been revoked.
B3 from High Level NDB to Hay River NDB to Fort Simpson NDB has been revoked.
B11 from Hay River NDB to Yellowknife NDB has been revoked.
B39 from Whitehorse NDB to Atlin NDB redesignated as BR29.
B39 from Atlin NDB to Watson Lake NDB redesignated as BR36.
B39 from Watson Lake NDB to Dease Lake NDB redesignated as BR36.
R28 from Hay River NDB to Fort Resolution NDB has been revoked.
R36 fromn Teslin NDB to Atlin NDB redesignated as BR36.
V21 redesignated from Fort Smith VOR to Itnot intxn to Yellowknife VOR.
V112 designated from Fort Resolution NDB to Hay River VOR.
V112 designated from Hay River VOR to Fort Simpson NDB.
V321 redesignated from Hay River VOR to Nakto intxn to Yellowknife VOR.
V321 outbound track at Yellowknife VOR realigned to R-179.
V343 from Hay River VOR to Jbree intxn to Masin intxn to Fort Simpson VOR has been revoked.

DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000' or (5000' to below 10,000').

CYR412 Churchill has been revoked.

CYR415 Churchill has been revoked.

CYR416 Churchill has been revoked.

CYR417 Churchill has been revoked.

BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated.

GENERAL AREA	SITE		COORDINATES
Pelly Crossing	2.0NM Radius	at	N62 37 21 W137 14 04
	23.0NM SW of A/D		
	Sfc to 2000 AGL		
Ekati	1.0NM Radius	at	N64 39 37 W110 41 08
	2.4NM S of A/D		
	Sfc to 2600 ASL		
Ekati	1.0NM Radius	at	N64 43 30 W110 34 50
	3.0NM NE of A/D		
	Sfc to 2600 ASL		

YUKON - CABLE CROSSINGS

LOCATION	HIGHEST PART ASL	(N)LAT	(W)LONG
Pelly Crossing	1624	N62 35 22	W136 52 22
Pelly Crossing	1621	N62 35 14	W136 52 38

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – CONSERVATION

In the interest of conserving wildlife pilots of aircraft should avoid flight below 2000 AGL over bird nesting areas and over herds of wild animals. Several such areas to be avoided are listed below.

Prince Leopold Island, NU – Migratory Bird Sanctuary

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C15

A wildlife refuge has been established around Prince Leopold Island (aprx N74 W90) and the adjacent marine area to provide critical breeding and feeding habitat for one of arctic Canada's largest concentrations of seabirds. The refuge extends 2.7NM seaward of the shoreline all around the island. Aircraft should avoid overflights below 4300 ASL during the bird's breeding season from May to September inclusive. Permits are required for entry into the Sanctuary by contacting the Canadian Wildlife Service, Yellowknife; except in emergencies.

Coburg Island, NU

A National Wildlife Area named Nirjutiqavvik has been established at Coburg Island (aprx N75 57 53 W79 19 27). The refuge extends 10 kilometres seaward of the shoreline all around the Island. Aircraft should avoid overflights below 6000 ASL.

HAZARDS TO AIRCRAFT OPERATIONS

Hang Gliding Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions.

NAME	POSITION	OPERATING TIMES
Dawson City	Near Dawson City townsite	
Whitehorse	6NM E, S and W of A/D	Daylight

SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Fort Simpson Adj City	500	100	N61 51 42	W121 20 59
Yellowknife NT 11.5NE	1057	302	N62 34 09	W114 01 18
Snap Lake 28.5WNW of A/D	1785	302	N63 47 29	W111 52 25
Diavik 23.5SW of A/D	1945	301	N64 14 35	W110 56 48
Norman Wells 4.0ENE	1191	197	N65 18 16	W126 42 31

CANADA FLIGHT SUPPLEMENT / GPH 205

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C16 PLANNING

BRITISH COLUMBIA

BRITISH COLUMBIA - AIR NAVIGATION RADIO AIDS

Cape Scott NDB ident "ZES" freq 353 at N50 46.9 W128 25.6 decommissioned.
Chilliwack NDB ident "8D" freq 278 at N49 09 16 W121 56 31 decommissioned.
Chilliwack DME ident "8D" freq 114.4 at N49 09 18 W121 56 37 decommissioned.
Cranbrook VOR/DME ident "YXC" freq 112.1 at N49 33 18 W116 05 18 var changed to "16E".
Egg Island NDB ident "UEM" freq 207 at N51 14 57 W127 50 03 decommissioned.
Estevan Point NDB ident "EP" freq 373 at N49 32 58 W126 32 35 decommissioned.
Golden NDB ident "Z6" freq 212 at N51 17 48 W116 59 04 decommissioned.
Golden DME ident "Z6" freq 110.2 at N51 17 48 W116 59 04 decommissioned.
Grand Forks DME ident "2J" freq 109.7 at N49 01 03 W118 25 25 decommissioned.
Houston VOR/DME ident "YYD" freq 114.7 at N54 27 08 W126 39 03 var changed to "20E".
Kemess Creek NDB ident "1O" freq 341 at N57 01 09 W126 50 53 commissioned.
MacKenzie DME ident 2U N55 18 W123 08.2 has been revoked.
McInnes Island NDB ident "MS" freq 388 at N52 15.7 W128 43.4 decommissioned.
Pitt Meadows NDB ident "PK" freq 227 at N49 12 41 W122 42 52 decommissioned.
Port Hardy VORTAC ident "YZT" freq 112.0 at N50 41 03 W127 21 55 var changed to "19"E".
Prince George VOR/DME ident "YXS" freq 112.3 at N53 53 39 W122 27 20 var changed to "21E".
Skeena NDB ident "TB" freq 254 at N54 28 58 W128 35 29 decommissioned.
Westbank NDB ident "YWV" freq 389 at N49 48 38 W119 37 50 commissioned.
Whitney (Kemess Creek) NDB ident "1R" freq 374 at N56 57 09 W126 42 52 commissioned.
Williams Lake VORTAC ident "YWL" freq 113.6 at N52 14 13 W122 10 11 var changed to "18E".

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS

AR21 between Atlin NDB and Dease Lake NDB redesignated as BR29.
BR43 redesignated from Fort St. John NDB to Merch intxn to Botha intxn.
A1 from Port Hardy NDB to Cevin intxn to Sandspit NDB has been redesignated from Port Hardy NDB to Sandspit NDB.
A10 from Port Hardy NDB to Bella Bella NDB has been revoked.
A10 from Bella Bella NDB to McInnes Island NDB has been revoked.
A10 designated from Bella Bella NDB to Mitek intxn to Prince Rupert NDB.
A15 from Port Hardy NDB to McInnes Island NDB to Banne intxn revoked.
B3 from Cranbrook NDB to Turner Valley NDB to Calgary NDB has been revoked.
B4 designated from Cultus NDB to Princeton NDB.
B8 redesignated from Princeton NDB to Durak intxn to Kamloops NDB.
B10 designated from Lyton intxn to Stoan intxn to Kamloops NDB.
B13 from Kelowna NDB to Enderby NDB has been revoked.
B22 from Fort St. John NDB to Botha intxn to High Level NDB has been redesignated as BR43.
B22 redesignated from Hope NDB to Ikbak intxn to Ashcroft NDB.
B22 from Prince George NDB to Otonu intxn to Fort St. John NDB has been revoked.
B25 from McInnes Island NDB to Kitimat NDB has been revoked.
B25 designated from Bella Bella NDB to Kitimat NDB.
B27 redesignated from Ashcroft NDB to Stoan intxn to Durak intxn to Kelowna NDB.
B39 between Whitehorse NDB and Atlin NDB redesignated as BR29.
B39 between Atlin NDB and Watson Lake NDB redesignated as BR36.
B39 between Watson Lake NDB and Dease Lake NDB redesignated as BR36.
B43 between Dease Lake NDB and Liard River NDB redesignated as BR29.
B79 from McInnes Island NDB to Sandspit NDB has been revoked.
B79 designated from Bella Bella NDB to Sandspit NDB.
G1 redesignated from Jully intxn to Anjer intxn to Castlegar NDB to Tesak intxn to Cranbrook NDB.
R4 from Smithers NDB to Prince George NDB has been revoked.
R10 from Cultus NDB to Princeton NDB to Enderby NDB has been revoked.
R12 redesignated from Prince George NDB to Otepi intxn to Grande Prairie NDB.
R30 from Dawson Creek NDB to Peace River NDB to Fort McMurray NDB has been revoked.
R36 between Teslin NDB and Atlin NDB redesignated as BR36.
V300 redesignated from Tofino NDB to Avumu intxn to Omvin intxn to Dutok intxn to Victoria VOR/DME.
V300 redesignated from Goate intxn to Dasbi intxn to Locan intxn.
V301 redesignated from Davon intxn to Ikmus intxn to Prince George VOR.

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BRITISH COLUMBIA - AIRSPACE DESIGNATIONS (Cont'd)

V302 redesignated from Pnask intxn to Wtman intxn to Humeck intxn.

V304 redesignated from Tofino NDB to Sigta intxn to Foche intxn to Anvap intxn to Arrue intxn to Casdy intxn to Faxto intxn to Vancouver VOR.

V304 realigned from Enderby VOR to Wellf intxn to Sprae intxn to Canop intxn to Calgary VOR. Wellf intxn formed by a bearing of 059° from Enderby VOR at 90 DME. Sprae intxn formed by a bearing of 244° from Calgary VOR at 60 DME. Canop intxn formed by a bearing of 244° from Calgary VOR at 29 DME.

V304 redesignated from Stumm intxn to Suvak intxn to Enderby VORTAC.

V307 from McInnes Island NDB to Sandspit VOR to Annette Island VORTAC revoked.

V307 from Wacal intxn to Zayas intxn to Can/USA bdry to Annette Island VORTAC revoked.

V317 redesignated from Annette Island VORTAC to Can/USA bdry to BOKMA intxn to Sandspit VORTAC to Bella Bella NDB to Port Hardy VORTAC.

V321 from Fort St. John VOR to Merch intxn to Botha intxn to High Level VOR revoked.

V321 redesignated from Williams Lake VOR to Drago intxn to Lidul intxn to Prince George VOR.

V323 from Ashcroft NDB to Kamloops NDB has been revoked.

V323 redesignated from Kamloops NDB to Chace intxn to Enderby VOR. Chace intxn relocated to N50 41.0 W119 40.3.

V324 redesignated from Kamloops NDB to Floon intxn to Mibti intxn to Williams Lake VOR.'

V325 redesignated from Ashcroft NDB to Lorvo intxn to Williams Lake VOR.

V338 redesignated from Vancouver VORTAC to Moddy intxn to Janek intxn to Lyton intxn to Ashcroft NDB.

V347 from Sandspit VORTAC to Bella Bella NDB to Port Hardy VORTAC revoked.

V362 from McInnes Island NDB to Nilla intxn revoked.

V362 from Nilla intxn to Tumez intxn to Can/USA bdry to Annette Island VORTAC revoked.

V369 redesignated from Booth intxn to Cauga intxn to Princeton VOR.

V440 redesignated from Sandspit VORTAC to Bella Bella NDB to Port Hardy VORTAC.

Abbotsford Class "D" Control Zone within Canada has been revoked.

Abbotsford Class "C" Control Zone has been designated as follows: The airspace to 2500' (2300' AAE) within the area bounded by a line beginning at N49 00 07.90 W122 33 50.00 to N49 01 59.00 W122 33 50.00 to N49 01 59.00 W122 29 11.86 thence clockwise around the arc of a circle of 5 miles radius centred on N49 01 31.00 W122 21 38.00 Abbotsford, BC ARP to N49 00 08.70 W121 14 19.80 thence along the Can/USA bdry to N49 00 07.90 W122 33 50.00 point of beginning.

Boundary Bay Class "D" Control Zone has been revoked.

Boundary Bay Class "C" Control Zone has been designated as follows:

- (a) The airspace to below 1000' (1000' AAE) within the area bounded by a line beginning at N49 06 40.34 W122 57 30.00 to N49 02 03.73 W122 57 30.00 thence clockwise along the arc of a circle of 3 miles radius centred on Boundary Bay, BC ARP to point of beginning.
- (b) The airspace 1000' to 1500' within the area bounded by a line beginning at N49 06 05.00 W122 56 40.52 to 49 06 05.00 W122 51 40.27 thence clockwise along the arc of a circle of 6 miles radius centred on Boundary Bay, BC ARP to N49 01 21.88 W122 52 31.33 to N49 01 21.15 W123 00 25.00 thence clockwise along the arc of a circle of 3 miles radius centred on Boundary Bay, BC ARP to point of beginning.

Campbell River Class "E" Control Zone has been redesignated as follows: The airspace within the areas bounded by a circle of 5 miles radius centred on Campbell River, BC ARP, excluding the class G airspace below 700' bounded by a line beginning at N50 01 53.89 W125 14 20.98 to N50 00 39.00 W125 14 33.00 to N49 54 14.52 W125 09 51.73 thence counter-clockwise along the arc of a circle of 5 miles radius centred on Campbell River, BC ARP to point of beginning.

Dawson Creek Class "E" Control Zone has been designated as follows: The airspace within the areas bounded by a circle of 5 miles radius centred on N55°44'32.40"W120°10'58.80"

Kelowna Class "D" Control Area Extension has been designated as follows: The airspace above 4000 ASL to 6500 ASL within the area bounded by a line beginning at N50 08 11 W119 30 05; thence to N50 13 29 W119 30 10 to N50 13 36 W119 26 09 to N50 06 38 W119 20 51 to N50 07 47 W119 27 37; to the point of beginning.

Kelowna Class "D" Control Zone has been redesignated as follows: The airspace within the area bounded by a line beginning at N50 07 47 W119 27 37 to N50 06 38 W119 20 51 to N49 52 36 W119 18 24 to N49 50 37 W119 29 40 to N49 54 06 W119 29 45 to N50 00 45 W119 26 25; thence to the point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

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C18 PLANNING

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS (Cont'd)

Kelowna Class "D" Transponder Airspace has been designated as follows: The airspace above 4000 ASL up to and including 6500 ASL within the area bounded by a line beginning at N50 08 11 W119 30 05; thence north to N50 13 29 W119 30 10 to N50 13 36 W119 26 09 to N50 06 38 W119 20 51 to the point of beginning.

Kelowna Class "D" Transponder Airspace has been designated as follows: The airspace above 3000 ASL up to and including 6500 ASL within the area bounded by a line beginning at N50 08 11 W130 30 05; thence east to N50 06 38 W119 20 51 to N49 52 36 W119 18 24 to N49 50 37 W119 29 40 to the point of beginning.

Langley Class "D" Control Zone has been redesignated as Class "C".

Pitt Meadows Class "D" Control Zone has been redesignated as Class "C".

Prince Rupert "E" Control Zone has been redesignated as follows: The airspace within the areas bounded by a circle of 5 miles radius centred on Prince Rupert, BC ARP, excluding the class G airspace below 700' bounded by a line beginning at N54 21 56 W130 30 00 to N54 18 26 W130 23 07 to N54 13 27 W130 21 00 thence counter-clockwise along the arc of a circle of 5 miles radius centred on Prince Rupert, BC ARP to point of beginning.

Smithers Control Area Extension has been redesignated as follows: The airspace extending upwards from above 7000 ASL within the area beginning at N54 36 40 W125 59 37; thence counter-clockwise along the 35 mile arc of a circle centred on the Telkwa, BC NDB to N55 12 30 W127 23 00 to N54 44 20 W128 55 50; thence clockwise along the 25 mile arc of a circle centred on the Terrace, BC NDB to N54 36 30 W127 58 52 to N54 40 40 W127 42 30; thence clockwise along the 25 mile arc of a circle centred on the Telkwa, BC NDB to N54 39 40 W126 16 02; thence to the point of beginning.

Vancouver Control Area Extension Class "D" airspace above 4000 ASL up to and including 6500 ASL has been redesignated as follows: The airspace within the area bounded by a line beginning at N50 08 11 W119 30 05; thence north to N50 13 29 W119 30 10 to N50 13 36 W119 26 09 to N50 06 38 W119 20 51 to the point of beginning.

Vancouver Control Area Extension Class "D" airspace above 3000 ASL up to and including 6500 ASL has been redesignated as follows: The airspace within the area bounded by a line beginning at N50 08 11 W119 30 05; thence east to N50 06 38 W119 20 51 to N49 52 36 W119 18 24 to N49 50 37 W119 29 40 to the point of beginning.

Vancouver International Class "C" CZ has been redesignated as follows: 2500 ASL (2500' AAE) - The airspace within the area bounded by a line beginning at N49 14 59 W123 09 05 to N49 14 59 W123 01 41; thence clockwise along the arc of a circle of 7NM radius centred on the Vancouver Intl, BC aerodrome to N49 16 36 W123 18 36 to N49 16 36 W123 10 39; thence to the point of beginning, excluding all active Class "F" airspace as may be contained within the CZ.

Vancouver Harbour Class "D" CZ has been redesignated as follows:

The airspace to 2000' (2000' AAE) within the area bounded by a line beginning at N49 16 36.00 W123 14 33.00 to N49 19 52.00 W123 16 12.00 to N49 19 58.83 W123 05 16.22 thence clockwise along the arc of a circle of 5 miles radius centred on N49 15 45.00 W123 09 20.00 to N49 15 16.31 W123 01 44.14 to N49 15 17.00 W123 09 22.00 to N49 16 36.00 W123 10 39.00 to N49 16 36.00 W123 14 33.00 point of beginning.

Vancouver Outer Control Zone, BC:

The airspace to 800' (800' AAE) within the area bounded by a line beginning at N49 00 07.50 W123 15 40.78 thence clockwise along the arc of a circle of 12 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 19 57.00 W123 24 22.00 to N49 19 52.00 W123 16 12.00 to N49 16 36.00 W123 14 33.00 to N49 16 36.00 W123 18 32.28 thence counter-clockwise along the arc of a circle of 7 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 06 36.26 W123 03 36.76 to N49 06 33.18 W123 03 32.35 thence counter-clockwise along the arc of a circle of 3 miles radius centred on N49 04 22.00 W123 00 25.00 Boundary Bay, BC ARP to N49 04 22.00 W123 04 58.75 to N49 00 07.50 W123 05 05.00 to N49 00 07.50 W123 15 40.78 point of beginning.

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PLANNING C19

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS (Cont'd)

Vancouver Terminal Control Area redesignated as follows:

Class B airspace above 12,500' to below 18,000' within the area bounded by a line beginning at: N48 18 31.65 W123 13 29.02 to N48 20 31.62 W123 25 06.88 thence clockwise along the arc of a circle of 5 miles radius centred on N48 25 22.00 W123 23 15.00 Victoria Harbour, BC ARP to N48 24 40.15 W123 30 40.94 to N48 28 51.16 W123 31 34.49 thence clockwise along the arc of a circle of 45 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 18 59.00 W124 18 55.00 to N49 25 12.00 W124 00 26.00 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 29 04.00 W123 57 39.00 to N49 36 59.00 W124 07 46.00 thence clockwise along the arc of a circle of 45 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 00 08.50 W122 04 44.63 thence along the Can/USA bdry to N49 00 07.50 W123 19 20.10 Can/USA bdry to N48 49 52.40 W123 00 30.60 Can/USA bdry to N48 46 01.60 W123 00 30.60 Can/USA bdry to N48 41 38.40 W123 16 04.40 Can/USA bdry to N48 32 55.40 W123 13 08.20 Can/USA bdry to N48 27 12.60 W123 09 35.50 Can/USA bdry to N48 25 22.20 W123 06 54.50 Can/USA bdry to N48 18 31.65 W123 13 29.02 the point of beginning.

Class C airspace above 9500' to 12,500' within the area bounded by a line beginning at N48 28 51.16 W123 31 34.49 thence clockwise along the arc of a circle of 45 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 18 59.00 W124 18 55.00 to N49 25 12.00 W124 00 26.00 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 29 04.00 W123 57 39.00 to N49 36 59.00 W124 07 46.00 thence clockwise along the arc of a circle of 45 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 00 08.50 W122 04 44.63 thence along the Can/USA bdry to N49 00 07.50 W123 19 20.10 Can/USA bdry to N48 49 52.40 W123 00 30.60 Can/USA bdry to N48 46 01.60 W123 00 30.60 Can/USA bdry to N48 43 38.82 W123 08 58.44 Can/USA bdry thence counter-clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 37 14.79 W123 43 29.13 to N48 33 36.59 W123 32 35.56 to N48 28 51.16 W123 31 34.49 point of beginning.

Class C airspace above 8500' to 9500' within the area bounded by a line beginning at N48 37 14.79 W123 43 29.13 to N48 41 14.00 W123 55 31.00 to N49 04 32.00 W124 03 00.00 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 00 08.46 W122 20 39.16 thence along the Can/USA bdry to N49 00 07.50 W123 19 20.10 Can/USA bdry to N48 49 52.40 W123 00 30.60 Can/USA bdry to N48 46 01.60 W123 00 30.60 Can/USA bdry to N48 43 38.82 W123 08 58.44 Can/USA bdry thence counter-clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 37 14.79 W123 43 29.13 point of beginning.

Class C airspace above 6500' to 8500' within the area bounded by a line beginning at N48 37 14.79 W123 43 29.13 to N48 41 14.00 W123 55 31.00 to N49 04 32.00 W124 03 00.00 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 37 30.78 W123 47 04.34 to N49 34 56.00 W123 13 22.00 to N49 23 16.20 W122 20 27.78 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 00 08.46 W122 20 39.16 thence along the Can/USA bdry to N49 00 07.50 W123 19 20.10 Can/USA bdry to N48 49 52.40 W123 00 30.60 Can/USA bdry to N48 46 01.60 W123 00 30.60 Can/USA bdry to N48 43 38.82 W123 08 58.44 Can/USA bdry thence counter-clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 37 14.79 W123 43 29.13 point of beginning.

Class C airspace above 4500' to 6500' within the area bounded by a line beginning at N48 37 14.79 W123 43 29.13 to N48 41 14.00 W123 55 31.00 to N49 04 32.00 W124 03 00.00 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 37 30.78 W123 47 04.34 to N49 34 56.00 W123 13 22.00 to N49 27 32.00 W123 16 24.00 to N49 19 52.00 W123 16 12.00 to N49 19 58.83 W123 05 16.22 to N49 15 24.37 W122 17 49.41 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 06 43.28 W122 18 08.62 thence clockwise along the arc of a circle of 1 mile radius centred on N49 05 45.00 W122 18 30.00 to N49 04 45.47 W122 18 40.74 thence clockwise along the arc of a circle of 35 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 00 08.46 W122 20 39.16 thence along the Can/USA bdry to N49 00 07.50 W123 19 20.10 Can/USA bdry to N48 49 52.40 W123 00 30.60 Can/USA bdry to N48 46 01.60 W123 00 30.60 Can/USA bdry to N48 43 38.82 W123 08 58.44 Can/USA bdry thence counter-clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 37 14.79 W123 43 29.13 point of beginning.

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C20 PLANNING

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS (Cont'd)

Class C airspace above 2500' to 4500' within the area bounded by a line beginning at N48 50 09.00 W123 31 25.00 to N48 53 01.00 W123 38 05.00 to N49 08 08.00 W123 52 39.00 to N49 24 01.00 W123 44 46.00 to N49 19 57.00 W123 24 12.76 to N49 19 52.00 W123 16 12.00 to N49 19 58.83 W123 05 16.22 thence clockwise along the arc of a circle of 5 miles radius centre on N49 15 45.00 W123 09 20.00 to N49 17 14.76 W123 02 02.91 to N49 16 09.00 W122 55 16.00 to N49 11 16.79 W122 31 27.03 to N49 01 59.00 W122 33 50.00 to N49 00 07.90 W122 33 50.00 thence along the Can/USA bdy to N49 00 07.50 W123 19 20.10 Can/USA bdy to N48 49 52.40 W123 00 30.60 Can/USA bdy to N48 46 01.60 W123 00 30.60 Can/USA bdy to N48 43 38.82 W123 08 58.44 Can/USA bdy thence counter-clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 50 09.00 W123 31 25.00 point of beginning.

Class C airspace above 3200' to 4500' within the area bounded by a line beginning at N49 19 52.00 W123 16 12.00 to N49 27 32.00 W123 16 24.00 to N49 21 54.00 W123 34 20.00 to N49 19 57.00 W123 24 22.00 to N49 19 52.00 W123 16 12.00 point of beginning.

Class C airspace above 3500' to 4500' within the area bounded by a line beginning at N48 47 30.00 W123 57 35.00 to N48 55 29.00 W123 40 25.00 to N48 53 01.00 W123 38 05.00 to N48 50 09.00 W123 31 25.00 thence counter-clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 37 13.00 W123 43 29.00 to N48 41 14.00 W123 55 31.00 to N48 47 30.00 W123 57 35.00 point of beginning.

Class C airspace above 1500' to 2500' within the area bounded by a line beginning at N49 06 05.00 W122 56 40.52 to N49 06 05.00 W122 51 40.27 thence clockwise along the arc of a circle of 6 miles radius centred on N49 04 22.00 W123 00 25.00 Boundary Bay, BC ARP to N49 01 21.88 W122 52 31.33 to N49 01 21.15 W123 00 25.00 thence clockwise along the arc of a circle of 3 miles radius centred on N49 04 22.00 W123 00 25.00 Boundary Bay, BC ARP to N49 06 05.00 W122 56 40.52 point of beginning.

Class C airspace above 2000' to 2500' within the area bounded by a line beginning at N49 16 36.00 W123 14 33.00 to N49 19 52.00 W123 16 12.00 to N49 19 58.83 W123 05 16.22 thence clockwise along the arc of a circle of 5 miles radius centred on N49 15 45.00 W123 09 20.00 to N49 15 16.31 W123 01 44.14 to N49 15 17.00 W123 09 22.00 to N49 16 36.00 W123 10 39.00 to N49 16 36.00 W123 14 33.00 point of beginning.

Class C airspace above 1200' to 2500' within the area bounded by a line beginning at N49 06 33.18 W123 03 32.35 to N49 06 36.26 W123 03 36.76 thence counter-clockwise along the arc of a circle of 7 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 15 16.31 W123 01 44.14 to N49 12 34.00 W122 52 40.02 thence clockwise along the arc of a circle of 12 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 06 43.61 W122 54 17.02 to N49 06 43.00 W122 57 35.00 thence counter-clockwise along the arc of a circle of 3 miles radius centred on N49 04 22.00 W123 00 25.00 Boundary Bay, BC ARP to N49 06 33.18 W123 03 32.35 point of beginning.

Class C airspace above 800' to 2,500' within the area bounded by a line beginning at N49 00 07.50 W123 15 40.78 thence clockwise along the arc of a circle of 12 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 19 57.00 W123 24 22.00 to N49 19 52.00 W123 16 12.00 to N49 16 36.00 W123 14 33.00 to N49 16 36.00 W123 18 32.28 thence counter-clockwise along the arc of a circle of 7 miles radius centred on N49 11 42.00 W123 10 55.00 Vancouver Intl, BC ARP to N49 06 36.26 W123 03 36.76 to N49 06 33.18 W123 03 32.35 thence counter-clockwise along the arc of a circle of 3 miles radius centred on N49 04 22.00 W123 00 25.00 Boundary Bay, BC ARP to N49 04 22.00 W123 04 58.75 to N49 00 07.50 W123 05 05.00 to N49 00 07.50 W123 15 40.78 point of beginning.

Class D airspace above 1500' to 2,500' within the area bounded by a line beginning at: N49 00 07.50 W122 45 58.00 to N49 01 59.00 W122 45 58.00 to N49 01 59.00 W122 33 50.00 to N49 00 07.90 W122 33 50.00 to N49 00 07.50 W122 45 58.00 point of beginning.

Vancouver Transponder Airspace has been designated as follows:

The airspace to 800' within the area bounded by a line beginning at N49 00 07.50 W123 15 40.78 thence clockwise along the arc of a circle of 12 miles radius centred on Vancouver Intl, BC ARP to N49 19 57.00 W123 24 22.00 to N49 19 52.00 W123 16 12.00 to N49 16 36.00 W123 14 33.00 to N49 16 36.00

"W123°18'32.28 thence counter-clockwise along the arc of a circle of 7 miles radius centred on Vancouver Intl, BC ARP to N49 06 36.26 W123 03 36.76 to N49 06 33.18 W123 03 32.35 thence counter-clockwise along the arc of a circle of 3 miles radius centred on Boundary Bay, BC ARP to N49 04 22.00 W123 04 58.75 to N49 00 07.50 W123 05 05.00 to N49 00 07.50 W123 15 40.78 point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C21

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS (Cont'd)

Victoria, BC Terminal Control Area redesignated as follows:

Class C airspace above 2500' to 12,500' within the area bounded by a line beginning at N48 18 31.65 W123 13 29.02 to N48 20 31.62 W123 25 06.88 thence clockwise along the arc of a circle of 5 miles radius centred on N48 25 22.00 W123 23 15.00 Victoria Harbour, BC ARP to N48 24 40.15 W123 30 40.94 to N48 33 36.59 W123 32 35.56 to N48 37 14.79 W123 43 29.13 thence clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 43 38.82 W123 08 58.44 to N48 41 38.40 W123 16 04.40 Can/USA bdry to N48 32 55.40 W123 13 08.20 Can/USA bdry to N48 27 12.60 W123 09 35.50 Can/USA bdry to N48 25 22.20 W123 06 54.50 Can/USA bdry to N48 18 31.65 W123 13 29.02 point of beginning.

Class C airspace above 1200' to 2500' within the area bounded by a line beginning at N48 45 02.91 W123 30 20.93 to N48 49 19.86 W123 34 15.87 thence clockwise along the arc of a circle of 12 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 43 38.82 W123 08 58.44 to N48 41 41.05 W123 15 55.04 thence counter-clockwise along the arc of a circle of 7 miles radius centred on N48 38 49.00 W123 25 33.00 Victoria Intl, BC ARP to N48 45 02.91 W123 30 20.93 point of beginning.

Williams Lake Class "E" Control Zone has been redesignated as follows:

The airspace within the area bounded by a circle of 5 miles radius centred on Williams Lake, BC ARP excluding the Class G airspace below 2800 bounded by a line beginning at N52 09 16.00 W122 10 52.53 to N52 06 46.08 W121 58 53.96 thence clockwise along the arc of a circle of 5 miles radius centred on Williams Lake, BC ARP to point of beginning.

BRITISH COLUMBIA - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA105(H) Chilliwack redesignated as follows: A hang gliding area bounded by a line beginning at N49 04 44 W121 23 23 to N49 15 00 W121 29 00 to N49 14 00 W121 41 30 to N49 03 35 W121 55 30 to the point of beginning.

CYA 113(A)(H) has been redesignated as follows: CYA 113(A)(T)(H) Nanaimo. The airspace within the area bounded by a line beginning at N48 48 46.00 W124 05 43.00 to N48 59 59.00 W124 09 05.00 to N48 59 59.00 W124 00 29.00 to N48 54 52.14 W123 53 03.92 to N48 47 31.07 W123 57 32.72 to N48 46 26.69 W123 57 11.90 to N48 48 46.00 W124 05 43.00 point of beginning.

Designated Altitude - Surface to 5000

Time of Designation - Cont Daylight.

CYA116(A) Powell River has been revoked.

CYA116(H) Pemberton designated as follows: The airspace within the area bounded by a line beginning at: N50 33 33 W122 56 51 to N50 31 32 W123 00 52 to N50 19 58 W122 48 18 to N50 21 29 W122 44 50 to N50 33 33 W122 56 51 point of beginning.

Designated Altitude - Surface to 10000

CYA117(H) Oliver designated as follows: The airspace within the area bounded by a line beginning at: N49 14 15 W119 46 30 to N49 14 15 W119 36 45 to N49 12 13 W119 36 45 thence counter-clockwise along the arc of a circle of 3 miles radius centred on N49 10 24 W119 33 04 Oliver ARP \ to N49 08 37 W W119 36 45 to N49 01 55 W 119 40 45 to N49 14 15 W119 46 30 point of beginning

Time of Designation - Cont daylight

CYA 118(A)(H) Victoria has been redesignated as follows: CYA 118(A)(T)(H) Duncan. The airspace within the area bounded by a line beginning at N48 41 14.00 W123 55 31.00 to N48 47 31.07 W123 57 32.72 N48 54 52.14 W123 53 03.92 to N48 51 43.46 W123 48 31.34 to N48 55 29.00 W123 40 25.00 to N48 53 01.00 W123 38 05.00 to N48 40 21.00 W123°52'54.00 to N48 41 14.00 W123 55 31.00 point of beginning.

Designated Altitude - To 3000

Time of Designation - Cont Daylight.

CYA120(A) Penticton redesignated as follows: The airspace within the area bounded by a line beginning at N49 18 00 W119 32 30 to N49 18 00 W119 23 00 to N49 05 15 W119 23 00 to N49 05 15 W119 32 30 to N49 07 26 W119 32 30 thence counter-clockwise along the arc of a circle of 3 miles radius centred on the Oliver ARP to N49 13 22 W119 32 30 to the point of beginning.

CYA122(A) Vernon has been redesignated as CYA122(A)(H).

CYA123(A) Salmon Arm has been revoked.

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Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C22 PLANNING

BRITISH COLUMBIA - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYA125(T) Langley has been revoked.

CYA126(A) Abbotsford has been revoked.

CYA127(A) Pitt Meadows has been revoked.

CYA128(A)(H) Chilliwack has been revoked

CYA129(P) Chilliwack redesignated as follows: A parachuting area within a radius of 2NM centred on N49 09 55 W121 50 30.

CYA131(M) Valemount has been added as follows: The airspace within the area bounded by a line beginning at N53 25 00 W118 20 00 to N53 34 00 W120 16 00 to N52 43 00 W121 12 00 to N51 47 00 W120 26 00 to N51 22 00 W119 36 00 to N51 38 00 W118 33 00 to N52 43 00 W117 35 00 to N53 25 00 W118 20 00 point of beginning.

Designated Altitude - 10000 to below 18000

Time of Designation - OcsI by NOTAM

CYA132(H) has been revoked

CYA133(H) Vancouver has been redesignated as follows: The airspace within the area bounded by a line beginning at N49 21 40 W123 01 05 to N49 21 40 W123 05 40 to N49 24 20 W123 07 46 thence clockwise along the arc of a circle of 3 miles radius centred on N49 21 40 W123 05 40 to point of beginning.

Designated Altitude - Surface to 5000 ASL OcsI higher by NOTAM

CYA134(A) Vanderhoof redesignated as follows: The airspace within the area bounded by a line beginning at N54 00 08 W123 58 20 to N53 55 00 W123 58 20 to N53 55 00 W124 10 00 to N54 00 00 W124 18 00 to N54 07 00 W124 18 00 to N54 07 00 W124 05 00 to N54 04 25 W124 05 00 thence counter-clockwise along the arc of a circle of 3 miles radius centred on the Vanderhoof ARP to the point of beginning.

CYA 135(H) has been redesignated as follows: To 6000 Cont Daylight

CYA145(H) Victoria/Saltspring Island redesignated as follows: A hang gliding area bounded by a line beginning at N48 45 11 W123 30 28 to N48 49 24 W123 34 20; thence clockwise along the arc of a 12NM circle centred on the Victoria Intl ARP to N48 50 09 W123 31 25 to N48 47 06 W123 25 41 to N48 45 50 W123 26 50; thence counter-clockwise along the arc of a 7NM circle centred on the Victoria Intl ARP to the point of beginning.

Designated Altitude - Surface to 2500, ocsI 4000 by NOTAM

Time Of Designation - OcsI by NOTAM.

CYA151(A) Port Alberni has been revoked.

CYA 152 (P) Abbotsford redesignated as follows: A 1NM radius centred on N49 05 45 W122 18 30 (complete circle)

Designated Altitude - Surface to 4500

Time of Designation - OcsI by NOTAM

CYA155(P) Victoria has been revoked.

CYA 176(A)(T)(H) has been added as follows: The airspace within the area bounded by a line beginning at N49 18 04.06 W122 45 00.00 to N49 21 40.00 W122 45 00.00 to N49 21 40.00 W122 41 46.25 to N49 26 08.47 W122 33 16.77 to N49 25 36.39 W122 30 52.98 to N49 21 40.00 W122 32 05.00 to N49 19 37.67 W122 27 25.52 to N49 14 00.00 W122 37 40.00 to N49 17 21.63 W122 37 40.00 to N49 18 04.06 W122 45 00.00 point of beginning.

Designated Altitude - To 4000

Time of Designation - Cont Daylight.

CYA 177(A)(T)(H) has been added as follows: The airspace within the area bounded by a line beginning at N49 14 00.00 W122 37 40.00 to N49 19 37.67 W122 27 25.52 to N49 15 24.37 W122 17 49.41 to N49 11 25.00 W122 17 33.62 to N49 14 00.00 W122 37 40.00 point of beginning.

Designated Altitude - To 4000

Time of Designation - Cont Daylight.

CYA 178(A)(T)(H) has been added as follows: The airspace within the area bounded by a line beginning at N49 11 25.00 W122 17 33.62 to N49 15 24.37 W122 17 49.41 to N49 23 16.20 W122 20 27.78 to N49 20 03.52 W122 12 29.97 to N49 18 36.13 W121 57 51.92 to N49 19 38.55 W121 55 54.00 to N49 13 28.55 W121 55 54.00 to N49 13 00.00 W122 00 00.00 to N49 10 25.00 W122 05 42.00 to N49 09 30.00 W122 14 00.00 to N49 11 25.00 W122 17 33.62 to point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C23

BRITISH COLUMBIA - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

Designated Altitude - To 6000

Time of Designation - Cont Daylight.

CYA 179(A)(T)(H) has been added as follows: The airspace within the area bounded by a line beginning at N49 13 28.55 W121 55 54.00 to N49 19 38.55 W121 55 54.00 to N49 22 34.24 W121 50 21.25 to N49 17 30.00 W121 47 00.00 to N49 14 30.00 W121 47 00.00 to N49 13 28.55 W121 55 54.00 to point of beginning.

Designated Altitude - To 6000

Time of Designation - Cont Daylight.

CYA 180(T) has been added as follows: The airspace within the area bounded by a line beginning at: N49 05 29.00 W122 32 56.27 to N49 09 51.72 W122 31 48.87 to N49 10 10.05 W122 28 18.86 to N49 05 29.04 W122 28 18.86 to N49 05 29.00 W122 32 56.27 point of beginning.

Designated Altitude - To 4000

Time of Designation - Cont Daylight.

CYA 181(A)(T) has been added as follows: The airspace within the area bounded by a line beginning at N49 05 29.04 W122 28 18.86 to N49 10 10.05 W122 28 18.86 to N49 09 09.48 W122 24 06.96 to N49 07 52.92 W122 22 47 to N49 06 27.31 W122 22 47 thence counter-clockwise along the arc of a circle of 5 miles radius centred on N49 01 31 W122 21 38 to N49 05 29 N122 26 15.30 to N49 05 29.04 W122 28 18.86 point of beginning.

Designated Altitude - To 5500

Time of Designation - Cont Daylight.

CYA 182(A)(T)(H) has been added as follows: The airspace within the area bounded by a line beginning at N49 00 08.70 W122 07 24.00 Can/USA bdry to N49 04 30.00 W122 07 24.00 to N49 04 30.00 W122 08 40.00 to N49 08 15.00 W122 08 00.00 to N49 08 15.00 W122 00 41.01 thence counter-clockwise along the arc of a circle of 3 miles radius centred on N49 09 10.00 W121 56 20.00 Chilliwack ARP to N49 06 10.00 W121 56 40.00 to N49 00 08.70 W122 07 24.00 point of beginning.

Designated Altitude - To 5000

Time of Designation - Cont Daylight.

CYA 183(A)(T)(H) has been added as follows: The airspace within the area bounded by a line beginning at N49 00 08.70 W122 07 24.00 Can/USA bdry to N49 06 10.00 W121 56 40.00 to N49 00 00.30 W121 56 40.00 thence along the Can/USA bdry to N49 00 08.70 W122 07 24.00 point of beginning.

Designated Altitude - To 5000

Time of Designation - Cont Daylight.

CYA 184(A)(T)(H) has been added as follows: The airspace within the area bounded by a line beginning at N49 02 42.64 W121 56 40.00 to N49 06 10.00 W121 56 40.00 thence counterclockwise along the arc of a circle of 3 miles radius centred on N49 09 10.00 W121 56 20.00 Chilliwack ARP to N49 07 15.89 W121 52 48.13 to N49 06 33.93 W121 51 30.35 to N49 02 42.64 W121 56 40.00 point of beginning.

Designated Altitude - To 5500

Time of Designation - Cont Daylight.

CYR101 and CYR106 redesignated as CYD's.

CYR112 Burnaby - has been revoked.

CYR114 Victoria - The area is described as a circle with a radius of 0.5NM centred on N48 28 57 W123 24 39.

Designated Altitude - Surface to 500 ASL

Time of Designation - Cont

CYR115 White Lake - The area is described as a circle with a radius of 1NM centred on N49 18 56 W119 37 51.

Designated Altitude - Surface to 1000 ASL

Time of Designation - Cont

Designated Altitude - Above 1000 to 1500 ASL

Time of Designation - Ocsl by NOTAM

CYR141 Matsqui (Abbotsford) redesignated as follows:

The airspace within the area bounded by lines tangent to circles of 0.8 mile radius centred on N49 01 35.00 W122 18 10.0 and N49 01 10.00 W122 18 05.00

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C24 PLANNING

BRITISH COLUMBIA - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYR165 Chilliwack - The area bounded by a line beginning at N49 05 16 W121 40 39 to N49 04 20 W121 38 27 to N49 01 30 W121 38 27 to N49 01 30 W121 41 09 to N49 03 55 W121 41 09 to N49 04 08 W121 41 58 to N49 05 08 W121 41 21 to the point of beginning.

Designated Altitude - Surface to 4000 ASL

Time of Designation - Cont

BRITISH COLUMBIA - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated.

GENERAL AREA	SITE	COORDINATES	
Chetwynd	2.0NM radius to 500' AGL	N55 23 28	W121 49 53
Tumbler Ridge	2.0NM radius to 500' AGL	N55 06 00	W121 12 00
Tumbler Ridge	5.0NM radius to 1500' AGL	N54 54 04	W120 57 25

BRITISH COLUMBIA - CABLE CROSSINGS

LOCATION	HIGHEST PART ASL	(N)LAT	(W)LONG
Whistler	6202	N50 04 09	W122 56 46
	(1335 AGL Above		to
	valley floor)	N50 05 44	W122 54 01

SKYLINE LOGGING OPERATIONS

LOCATION	HIGHEST PART ASL	(N)LAT	(W)LONG
Dart Valley (2.5NM NE of Golden)	200 AGL/2775 ASL	N51 19 09	W116 54 15

BRITISH COLUMBIA - VFR AIR TRAFFIC ADVISORY FREQUENCY 123.2, QUEEN CHARLOTTE ISLANDS (See map)

Due to the special conditions under which air traffic operate within the area of the Queen Charlotte Islands, BC, the following special radio procedures have been established:

123.2 - Below 3000 ASL while over or within 3 miles of the Queen Charlotte Islands, unless an ATF frequency is already published in the CFS/WAS.

126.7 - Enroute traffic 3000 ASL or above.

122.3 - Within the Sandspit (CYZP) MF.

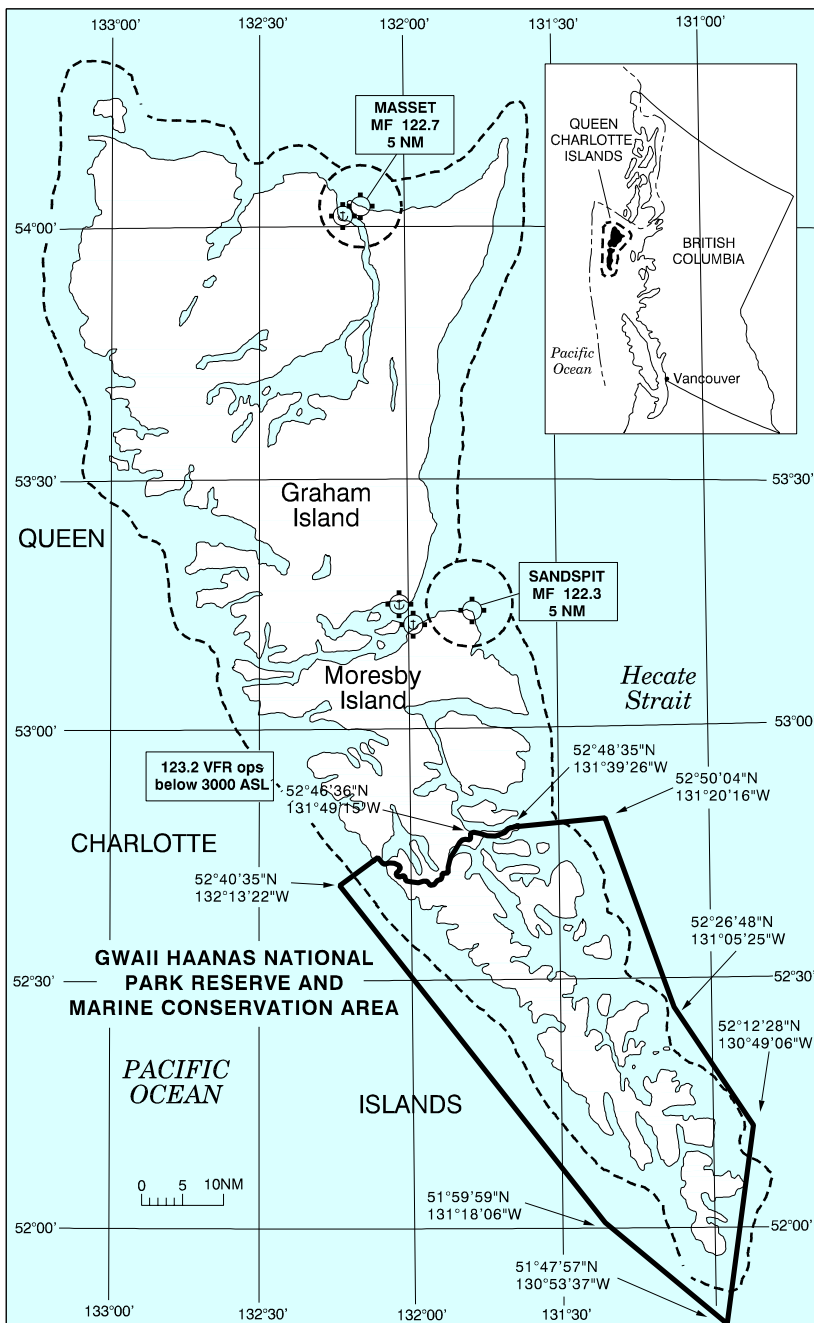
Pilots are reminded to follow the Aerodrome Traffic Frequency (ATF) procedures described in RAC 4.5.5 and COMM 5.13.3 of the A.I.P. Canada.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C25

BRITISH COLUMBIA – VFR AIR TRAFFIC ADVISORY FREQUENCY 123.2, QUEEN CHARLOTTE ISLANDS (Cont'd)

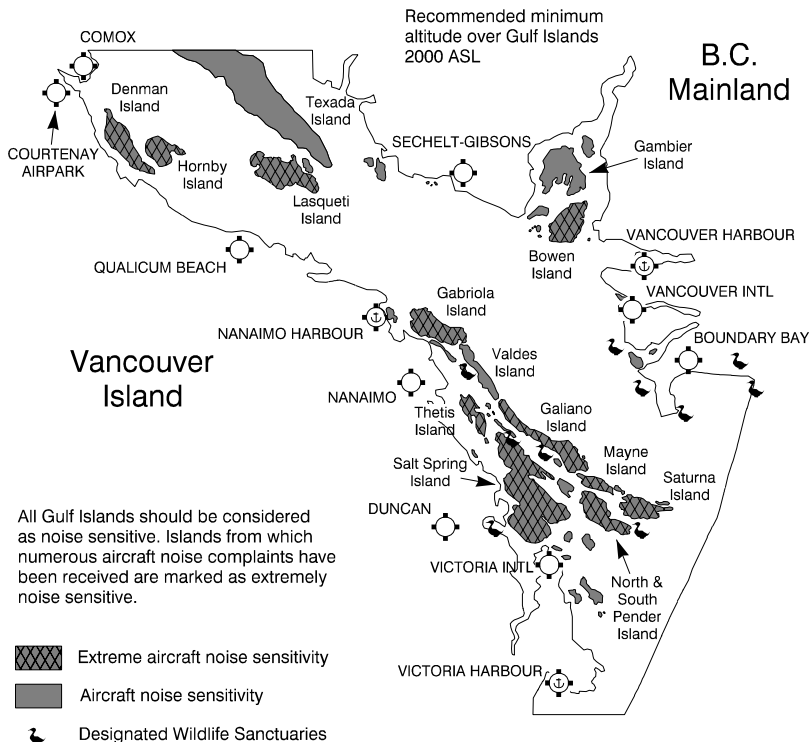


CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C26 PLANNING

BRITISH COLUMBIA – NOISE ABATEMENT PROCEDURES - GULF ISLANDS



The Gulf Islands, located in Georgia Strait, have been identified as home to several unique and endangered wildlife species and in this regard Transport Canada has been working with the Islands Trust, the Department of Fisheries and Oceans Canada as well as the British Columbia Ministry of Environment to establish procedures to aid in wildlife protection. These species include several types of birds as well as sea mammals including 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 to avoid, where possible, low flight over any area where bird or sea life activity may be encountered. These islands are also a popular tourist destination and attract many visitors each year in addition to being home to a number of full-time residents. 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 annoying to some residents and disruptive to wildlife.

As a result pilots are requested to follow the guidelines listed below:

1. Aviation safety is foremost. Pilots are responsible for the safe operation on 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. Pilots not in the process of taking-off or landing should attempt to, where possible, avoid flying in the vicinity of, any marked or designated wildlife sanctuary, any site where bird nesting is known to be located or any residential building or area. If flying in the vicinity of one of these locations pilots should attempt to do so at no less than 2000 ASL (or 1000 AGL where terrain is higher than 1000).
3. All Gulf Islands are to be considered noise sensitive. Pilots are requested to give particular consideration to the following islands: Denman, Gabriola, Thetis, Lasqueti, Galiano, Hornby, Mayne, North and South Pender, Salt Spring and Saturna.
4. Pilots are asked to operate their aircraft in the most community friendly manner possible.
5. Pilots are asked to refrain from training or practising manoeuvres over the Gulf Islands.

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

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C27

CHANGE IN NOTAM PROCEDURE REGARDING LOGGING ACTIVITIES PACIFIC REGION

NOTAMs will not be filed regarding blasting related to logging activities under the following circumstances:

- If utilizing instantaneous blasting equipment, (blasters will ensure the area is clear of all air traffic prior to the blast).
- If utilizing a standard 6 min fuse and utilizing aeronautical freq radio (blaster will make two transmissions on 123.2 mhz advising of the imminent blast. These transmissions will be at approximately 4 min and 1 min prior to the estimated blast. These transmissions will include the geographical location referenced to prominent landmark and the time to the blast).

Notwithstanding the above two calls, if a blaster detects an aircraft in the immediate vicinity of a blast they will direct a radio transmission to that aircraft using aircraft type and colour (i.e. red and white helicopter, you are over an active blast site clear the area immediately). Blasters may elect to utilize both methods for added safety.

When operating VFR over forested areas of BC, pilots should:

- Be aware of new logging road construction, new area of construction at beach level (area used for log sorting and rock drilling equipment, if no dust or activity in the vicinity then a blast could be imminent).
- In areas of active road construction or logging arrange flight to be at least 1000' AGL.
- If operating below 1000' AGL monitor 123.2 mhz for imminent blasting notification.
- Upon hearing a warning transmission regarding an imminent blast determine their location in reference to the blast site and if necessary either climb to at least 1000' AGL or deviate from the blast area.
- If unable to comply with the above recommendations contact the blast site and advise them of the aircraft's location and intentions.
- Relay information on active blast sites to other pilots in the area.

Notwithstanding the above recommendations, a NOTAM will be required if the blast site is within 5NM of an aerodrome or if the blaster elects not to utilize either of the above procedures. In any case, the NOTAM will have a maximum duration period of 14 days.

Any questions or comments may be directed to Transport Canada Aerodromes and Air Navigation Branch (Pacific Region) (604) 666-5490.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C28 PLANNING

BRITISH COLUMBIA – CONSERVATION

In the interest of conserving wildlife, pilots of aircraft should avoid flight below 2000 AGL (unless otherwise noted) over bird nesting areas and over herds of wild animals. Several such areas to be avoided are listed below.

Fur farms display watch towers of 20 foot high pylons painted chrome yellow and black; with a red flag flying from a low mast during the months of February, March, April and May they should also be avoided below 2000 AGL.

Cranberry Lake (1NME of Powell River)	Bird Sanctuary All seasons
Reifel Island (Mouth of Fraser River)	Bird Sanctuary – Avoid flight below 1000 AGL All seasons
Stum Lake (37NM NW of Williams Lake)	Pelican Sanctuary – No landing or take-off Mar 1- Aug 31
Mitlenatch Island (15NM NW of Comox)	Mitlenatch Island Nature Park Mar 1- Sep 30

Due to the confined manoeuvring area and concentration of small boats the body of water listed below is to be avoided except in emergency.

Body of Water	Coordinates		Community Served	Relative Location
	Lat	Long		
Buntzen Lake	N49 21	W122 52	—	16NM NE Vancouver Intl apt

Wilderness Area Restrictions – Height-of-The-Rockies, Lower Stein & Upper Stein, and Gwaii Haanas

Helicopter pilots operating within BC are informed that access to wilderness areas is restricted by the Wilderness Area Use Regulation which states, in part, the following:

1. A pilot of a helicopter may use an area designated as a wilderness area under Section 5.1 of the Forest Act to land a helicopter
 - (a) without a permit where the landing is for the purposes of safety or fire management, or
 - (b) with a permit issued by the regional manager of the Ministry of Forests where the landing is not for the purposes of safety or fire management.
2. A person may apply in writing to the regional manager for the permit and the regional manager may grant a permit where
 - (a) applicants have submitted a plan that sets out how they will use the land, and
 - (b) the regional manager is of the opinion that the use is of sufficient public benefit to justify using or occupying the land in a manner that is inconsistent with the preservation of the wilderness.

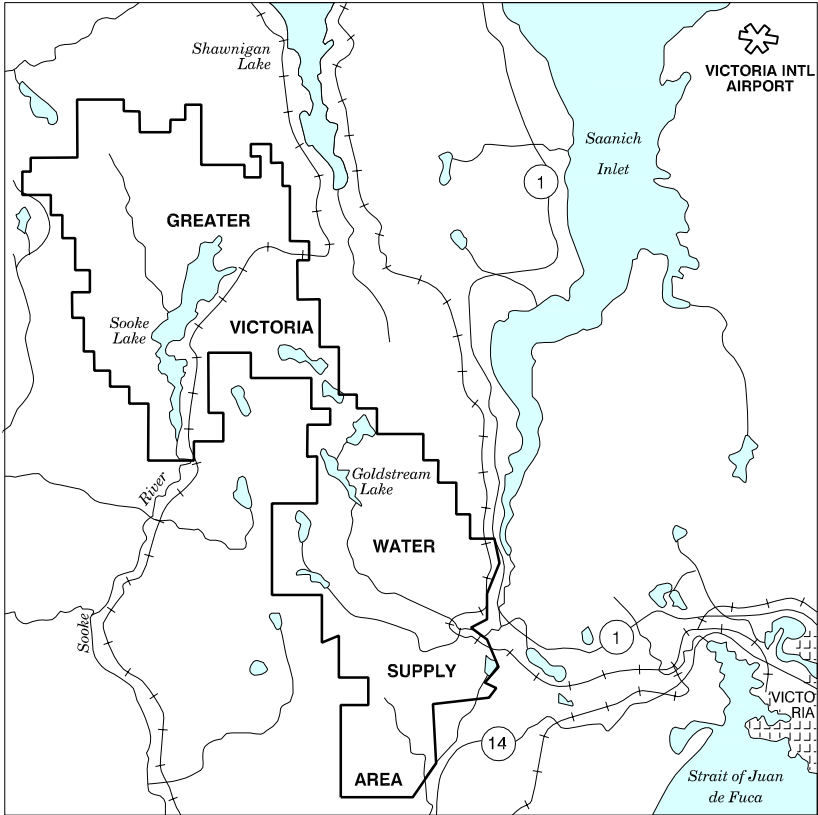
Further, in the interests of maintaining the natural quality of designated wilderness areas, pilots of helicopters and fixed-wing aircraft are requested to avoid flying directly over such areas wherever possible. If flyover is unavoidable, please do not descend below 2000 AGL.

Watersheds

The bodies of water outlined on the following sketches are used as sources of fresh water by adjacent communities. To avoid polluting these sources, seaplane and skiplane operations are not permitted on the surfaces of the waters within these areas except in emergency. The entire area marked is restricted and no aircraft operations of any kind are permitted without prior approval of the local authority.

BRITISH COLUMBIA – CONSERVATION (Cont'd)

GREATER VICTORIA WATER SUPPLY AREA



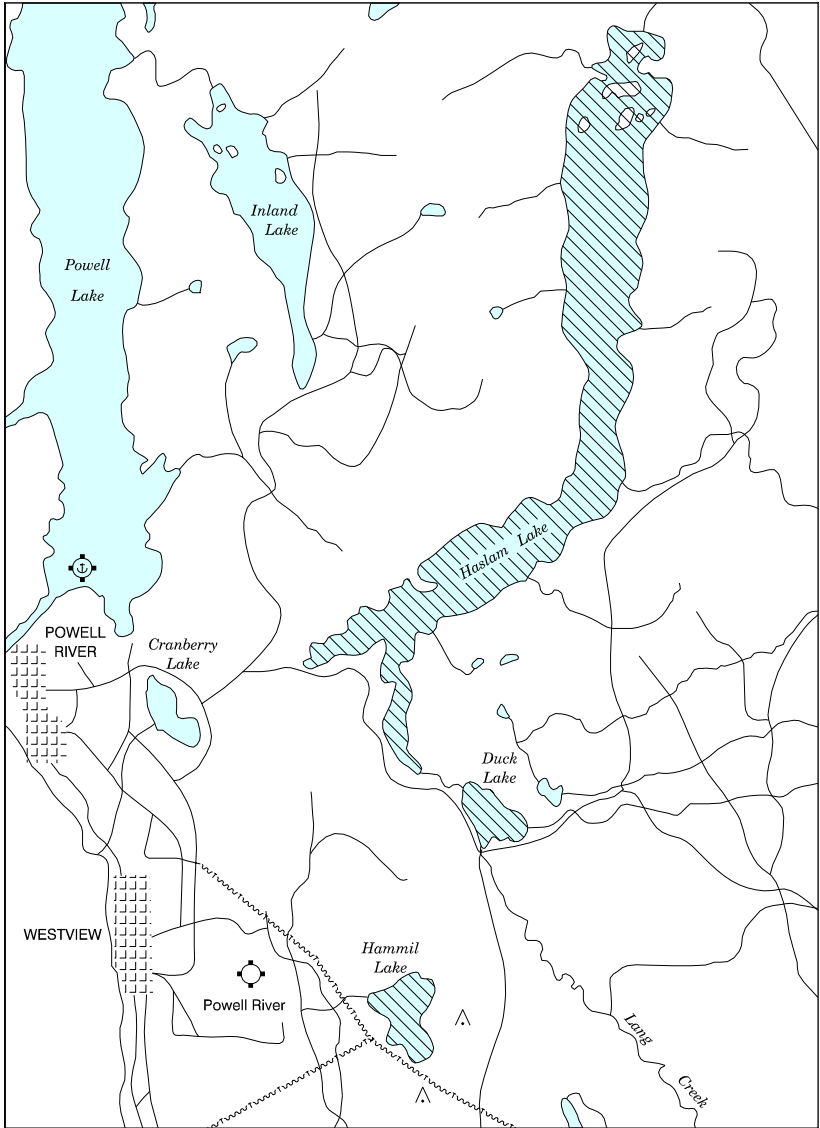
CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C30 PLANNING

BRITISH COLUMBIA – CONSERVATION (Cont'd)

POWELL RIVER WATERSHED



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C31

BRITISH COLUMBIA – CONSERVATION (Cont'd)

VANCOUVER DISTRICT WATERSHEDS



HAZARDS TO AIRCRAFT OPERATIONS

Glacier National Park-Illecillewaet Valley

Pilots are cautioned to avoid flying over the Illecillewaet Valley during winter months as Howitzer type guns will be firing periodically to precipitate snow slides.

Soaring Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near area in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

NAME	POSITION	OPERATING TIMES
Comox	3NM of A/D Max alt 3000 ASL	Daylight June to Aug

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

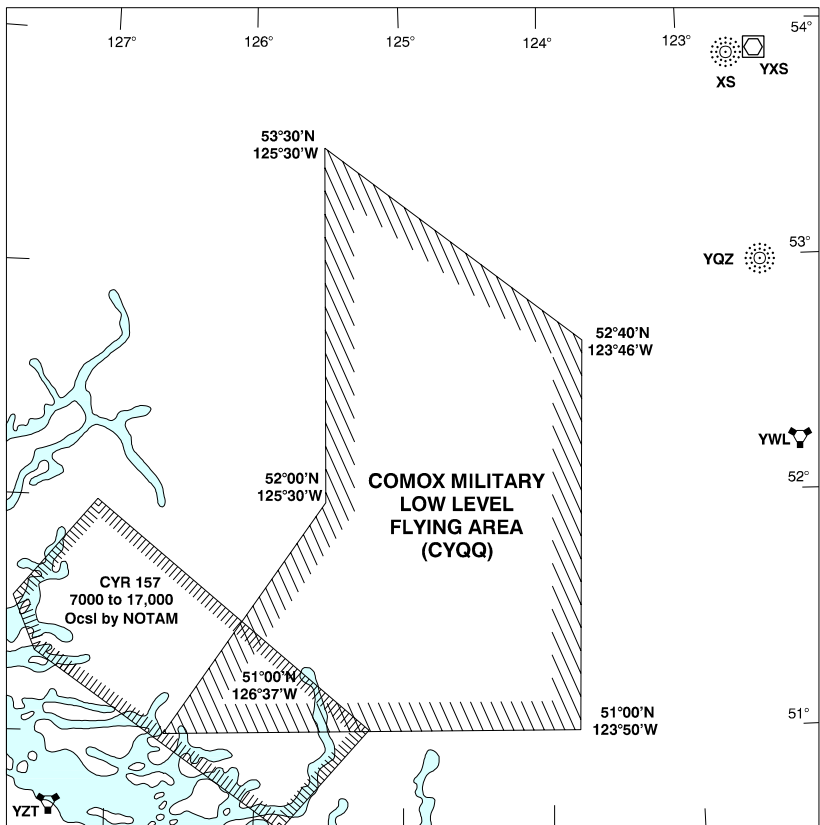
C32 PLANNING

BRITISH COLUMBIA – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

COMOX MILITARY LOW LEVEL FLYING AREA

1. The area consists of that airspace from the surface of the earth up to but not including 18,000 feet ASL and encompasses the following area. From N53 30 W125 30 to N52 40 W123 46 to N51 00 W126 37 to N52 00 W125 30 to origin.
2. The area depicted contains military flying activity from the surface to below 18,000 feet ASL. Military aircraft conduct low level high speed exercises in the area under visual flight rules. Details of active periods are advertised by NOTAM or may be obtained by contacting Comox Tower if enroute.

COMOX MILITARY LOW LEVEL FLYING AREA



CANADA FLIGHT SUPPLEMENT / GPH 205

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PLANNING C33

BRITISH COLUMBIA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Chilliwack	804	414	N49 10 59	W121 55 12
1.9N				
Pitt Meadows	299	291	N49 11 56	W122 39 59
Adj				
Vancouver	407	404	N49 12 22	W122 53 58
Adj City				
Pitt Meadows	161	160	N49 14 48	W122 43 35
2.0NW				
Naramata	5424	260	N49 42 46	W119 36 26
6.6N				
Lac Le Jeune	4379	329	N50 34 24	W120 28 25
5.6N				
Keithly Creek	4220	220	N52 44 22	W121 20 36
2.2ESE				
Prince Rupert	408	375	N54 16 58	W130 21 32
2.63SW				
Prince Rupert	408	375	N54 17 10	W130 21 30
2.46SW				
Prince Rupert	408	375	N54 17 13	W130 21 27
2.42SW				
Fellers Heights	4058	400	N55 30 04	W120 46 08
9.0SW				
Hudsons Hope	2340	138	N56 01 32	W121 56 26
0.4WSW				
Wonowon	3527	420	N56 43 06	W121 46 06
1.3ESE				
Fort Nelson	1813	220	N58 44 30	W121 20 36
5.5SE				
Muskwa	1482	235	N58 45 03	W122 40 43
Adj City				
Rainbow Lake	2692	330	N59 18 22	W120 30 19
59.0NW				
Helmet	1968	400	N59 43 14	W121 52 36
18.4N of A/D				

CANADA FLIGHT SUPPLEMENT / GPH 205

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C34 PLANNING

ALBERTA

ALBERTA - AIR NAVIGATION RADIO AIDS

Airdrie NDB ident "C1" freq 399 at N51 15 55 W113 56 32 decommissioned.
Athabasca DME ident "X2" freq 108.6 Ch 23 at N54 44 14 W113 12 01 decommissioned.
Calgary/Springbank DME ident "IBW" freq 111.7 Ch 54 at N51 06 04 W114 22 52 commissioned.
Calgary/Springbank VOR ident "YBW" freq 108.6 at N51 06 24 W114 22 23 commissioned.
Conklin (Leismer) NDB ident "7A" freq 245 at N55 41 46 W111 16 35 decommissioned.
Consort DME ident "3H" freq 110.2 Ch 39 at N52 01 20 W110 44 42 decommissioned.
Edmonton VORTAC ident "YEG" located at N53 11 08 W113 52 01 var changed to "17°E".
Drayton Valley Industrial DME ident "3M" located at N53 16 05 W114 57 26 decommissioned.
Elk Point DME ident "8M" freq 111.4 at N53 53 25 W110 46 05 decommissioned.
Foremost DME ident "6T" freq 109.2 Ch 29 at N49 29 02 W111 29 11 decommissioned.
Foremost NDB ident "6T" freq 362 at N49 29 02 W111 29 11 decommissioned.
Forestburg DME ident "7J" freq 110.8 Ch 45 at N52 34 35 W112 05 10 decommissioned.
Fort Chipewyan DME ident "PPY" freq 110.9 Ch 46 at N58 45 58 W111 06 45 decommissioned.
Fort Mckay/Firebag NDB ident "1L" freq 400 at N57 16 50 W110 58 20 decommissioned.
Fort Mckay/Firebag DME ident "SR" freq 110.5 Ch42 at N57 16 08 W110 58 27 commissioned.
Hamburg NDB ident "B2" freq 352 at N57 21 21 W119 45 55 decommissioned.
Kaybob South NDB ident "2P" freq 373 at N54 06 51 W116 36 52 decommissioned.
Kirby NDB ident "W2" freq 283 at N55 21 20 W110 37 47 decommissioned.
Lac La Biche DME ident "6J" freq 109.6 Ch 33 at N54 46 04 W112 01 13 decommissioned.
Lacombe NDB ident "I4" freq 244 at N52 29 19 W113 42 51 decommissioned.
Lloydminster DME ident "1T" freq 110.20(M) Ch 39(X) N53 18 49 W110 04 47 decommissioned.
Namao TACAN ident "UED" freq 114.0 Ch 87 at N53 40 43 W113 27 39 decommissioned.
Oyen NDB ident "5Z" freq 366 at N51 20 09 W110 29 18 decommissioned.
Primrose NDB ident "R4" freq 306 at N55 23 43 W111 07 38 decommissioned.
Provost DME ident "8J" freq 109.0 at N52 20 01 W110 16 24 decommissioned.
Provost NDB ident "8J" freq 208 at N52 19 58 W110 16 23 decommissioned.
Rocky Mountain House ident "YRM" located at N52 30 08 W115 19 25 var changed to "16°E".
Rocky Two (Rocky Mtn. House) DME ident "N5" freq 111.2 Ch 49 at N52 25 51 W114 54 29 decommissioned.
Stettler NDB ident "8G" freq 286 at N52 18 30 W112 45 16 decommissioned.
Stettler DME ident "8G" freq 108.4 Ch 21 at N52 18 31 W112 45 13 decommissioned.
Swan Hills DME ident "4O" freq 109.2 Ch 29 at N54 40 31 W115 25 14 decommissioned.
Vegreville DME ident "X5" freq 111.8 Ch 55 at N53 30 47 W112 01 23 decommissioned.
Valleyview DME ident "8K" freq 111.6 Ch 53 at N55 02 04 W113 17 19 decommissioned.
Wainwright VOR/DME ident "YVW" freq 114.5 at N52 58 53 W110 50 00 var changed to "14°E".
Whitcourt VOR/DME ident "YZU" freq 112.5 at N54 08 44 W115 47 50 var changed to "19°E".
Zama Lake NDB ident "1K" freq 227 at N59 01 24 W118 50 30 decommissioned.

ALBERTA - AIRSPACE DESIGNATIONS

BR43 redesignated from Fort St. John NDB to Merch intxn to Botha intxn.
A2 from Lethbridge NDB to Calgary NDB has been revoked.
A7 redesignated from Peace River NDB to Ragur intxn to Detba intxn to Edmonton NDB to Nupps intxn to Delbr intxn to Bepit intxn to Calgary NDB.
B3 from High Level NDB to Hay River NDB to Fort Simpson NDB has been revoked.
B3 from Cranbrook NDB to Turner Valley NDB to Calgary NDB has been revoked.
B22 from Fort St. John NDB to Botha intxn to High Level NDB has been redesignated as BR43.
B84 redesignated from Edmonton NDB to Cabra intxn.
R6 redesignated from High Level NDB to Bispo intxn to Slave Lake NDB to Edmonton NDB to Bobno intxn to Vermilion NDB to North Battleford NDB.
R9 from Calgary NDB to Sloan intxn to Saskatoon NDB to The Pas NDB to Norway House NDB redesignated as R10.
R12 designated from Peace River NDB to Fort McMurray NDB.
R12 redesignated from Prince George NDB to Otepi intxn to Grande Prairie NDB.
R12 redesignated from Grande Prairie NDB to Rovna intxn to Peace River NDB.
R30 from Dawson Creek NDB to Peace River NDB to Fort McMurray NDB has been revoked.
V21 redesignated from Edmonton VOR to Mooto intxn to Lerup intxn to Cally intxn to Selum intxn to Algar intxn to Fort McMurray VOR.

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ALBERTA - AIRSPACE DESIGNATIONS (Cont'd)

V21 redesignated from Calgary VORTAC to Duvno intxn to Urpon intxn to Eplur intxn.

V112 redesignated from Calgary VOR to Wesex intxn to Dagty intxn to Gelle intxn to Rosli intxn to Edmonton VOR. Dagty intxn formed by a bearing of 333° from Calgary VOR at 63 DME. Wesex intxn formed by a bearing of 333° from Calgary VOR at 23 DME.

V301 redesignated from Grand Prairie VOR to Jinna intxn to Mesbo intxn to Whitecourt VOR.

V301 redesignated from Calgary VORTAC to Satul intxn to Vucan intxn.

V304 realigned from Enderby VOR to Wellf intxn to Sprae intxn to Canop intxn to Calgary VOR. Wellf intxn formed by a bearing of 059° from Enderby VOR at 90 DME. Sprae intxn formed by a bearing of 244° from Calgary VOR at 60 DME. Canop intxn formed by a bearing of 244° from Calgary VOR at 29 DME.

V304 redesignated from Calgary VOR to Husar intxn to Rolko intxn to Empress VOR. Rolko intxn formed by a bearing of 259° from Empress VOR at 45 DME.

V304 redesignated from Calgary VOR to Canop intxn to Pevni intxn to Sprae intxn.

V305 redesignated from Calgary VOR to Bacho intxn to Ebmas intxn to Medicine Hat VOR. Ebmas intxn formed by a bearing of 285° from Medicine Hat VOR at 45 DME.

V306 redesignated from Calgary VORTAC to Kaxom intxn to Alomo intxn.

V321 from Fort St. John VOR to Merch intxn to Botha intxn to High Level VOR revoked.

V336 redesignated from Peace River VOR to Ackin intxn to Arouk intxn to Tetag intxn to Edmonton NDB.

V350 realigned from Edmonton VOR to Ryley intxn to Wainwright VOR. Ryley intxn formed by a bearing of 063° from Edmonton VOR and a bearing of 270° from Wainwright VOR.

V351 designated from Rocky Mtn. House VOR to Eluna intxn to Tilax intxn to Edmonton VOR. Eluna intxn formed by a bearing of 016° from Rocky Mtn. House VOR at 43 DME and by a bearing of 235° from Edmonton VOR at 28 DME. Tilax intxn formed by a bearing of 235° from Edmonton VOR at 10 DME.

V366 from Calgary VOR to Satul intxn to Vucan intxn to Medicine Hat VOR has been revoked.

Cold Lake MTCA has been redesignated as follows: The airspace from 700 AGL within the area bounded by a line beginning at N55 20 00.00 W110 5651.51 thence easterly along latitude N55 20 00.00 to N55 20 00.00 W109 38 38.49 thence clockwise along the arc of a circle of 60 miles radius centred on N54 24 31.00 W110 17 45.00 Cold Lake, AB TACAN to N55 20 00.00 W110 56 51.51 point of beginning.

Calgary Terminal Control Area has been redesignated as follows:

- (a) Class "B" airspace above 12,500' to below 18,000' within a 35 miles radius of the Calgary Intl, AB aerodrome.
- (b) Class "C" airspace from 10,000' to 12,500' within the area bounded by a circle of 35 miles radius centred on the Calgary Intl, AB ARP.
- (c) Class "C" airspace from 8000' to below 10,000' within the area bounded by a circle of 30 miles radius centred on the Calgary Intl, AB ARP.
- (d) Class "C" airspace from 5800' to below 8000' within the area bounded by a line beginning at N50 49 32 W114 17 00 to N51 24 11 W114 17 00 thence clockwise along the arc of a circle of 20 miles radius centred on the Calgary Intl, AB ARP to the point of beginning.
- (e) Class "C" airspace from 4800' to below 5800' within the area bounded by a line beginning at N50°55'39.00"W114°17'00.00 to N51°18'04.00"W114°17'00.00 thence clockwise along the arc of a circle of 15 miles radius centred on Calgary Intl, AB ARP to point of beginning.
- (f) Class C airspace above 7000' to below 8000' within the area bounded by a line beginning at N51 24 11.00 W114 17 00.00 to N50 49 32.00 W114 17 00.00 thence clockwise along the arc of a circle of 20 miles radius centred on Calgary Intl, AB ARP to point of beginning.
- (g) Class C airspace from 5800' to 7000' within the area bounded by a line beginning at N5124 11.00 W114 17 00.00 to N50 49 32.00 W114 17 00.00 thence clockwise along the arc of a circle of 20 miles radius centred on Calgary Intl, AB ARP to point of beginning.
- (h) Class C airspace from 5200' to below 5800' within the area bounded by a line beginning at N51 10 53.54 W114 25 06.65 to N51 13 16.65 W114 25 06.81 to N51 13 16.87 W114 20 20.52 to N51 10 59.73 W114 20 20.59 thence counter-clockwise along the arc of a circle of 5 miles radius centred on Springbank, AB ARP to point of beginning.
- (i) Class C airspace from 5200' to below 5800' within the area bounded by a line beginning at N50 58 54.82 W114 25 05.82 to N51 01 28.37 W114 25 06.00 thence counter-clockwise along the arc of a circle of 5 miles radius centred on Springbank, AB ARP to N51 01 22.25 W114 20 20.92 to N50 58 55.04 W114 20 21.00 to point of beginning.

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Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C36 PLANNING

ALBERTA - AIRSPACE DESIGNATIONS (Cont'd)

- (j) Class C airspace from 6500' to below 8000' within the area bounded by a line beginning at N50 52 37.55 W114 31 48.83 thence clockwise along the arc of a circle of 24 miles radius centred on Calgary Intl, AB ARP to N51 22 10.77 W114 30 33.29 to N51 19 37.83 W114 25 38.55 thence counter-clockwise along the arc of a circle of 20 miles radius centred on Calgary Intl, AB ARP to N50 55 00.18 W114 26 44.15 to point of beginning.

Edmonton City Centre (Blatchford Field) Class "C" CZ has been redesignated as follows:

The airspace to below 4600' (2400 AAE) within the area bounded by a line beginning at N53 42 28 W113 35 59 to N53 34 42 W113 22 22 to N53 33 01 W113 23 09; thence clockwise along the arc of a circle of 5NM radius centred on Edmonton City Centre (Blatchford Field), AB ARP to N53 35 41 W113 39 19 to N53 41 29 W113 36 38 to the point of beginning.

Edmonton Intl Class "B" CAE has been redesignated as follows:

The airspace extending above 12,500' within the area bounded by a line beginning at N52 45 55 W111 29 07 to N52 56 04 W112 24 21 thence clockwise along the arc of a circle of 55 miles radius centred on Edmonton AB VOR N53 11 08 W113 52 01 to N53 31 44 W115 17 06 to N54 25 35 W119 29 45 thence clockwise along the arc of a circle of 50 miles radius centred on Grande Prairie AB ARP N55 10 47 W118 53 06 to N54 40 03 W120 01 23 to N55 48 55 W121 39 28 thence clockwise along the arc of a circle of 40 miles radius centred on Fort St. John BC ARP N56 14 17 W120 44 25 to N56 53 57 W120 52 20 to N57 03 15 W117 37 22 to N57 28 56 W111 20 29 thence clockwise along the arc of a circle of 50 miles radius centred on Fort McMurray AB ARP N56 39 10 W111 13 18 to N55 49 42 W111 02 07 to N54 20 26 W112 15 28 thence clockwise along the arc of a circle of 90 miles radius centred on Edmonton AB VOR N53 11 08 W113 52 01 to N54 09 24 W111 56 48 thence counter-clockwise along the arc of a circle of 60 miles radius centred on Cold Lake AB TACAN N54 24 31 W110 17 45 to N54 43 06 W111 31 19 thence clockwise along the arc of a circle of 90 miles radius centred on Edmonton AB VOR N53 11 08 W113 52 01 to N52 45 55 W111 29 07 point of beginning.

The airspace extending upwards from 5700' to 12,500' within the area bounded by a line beginning at N54 21 06 W119 01 28 to Grande Prairie AB ARP N55 10 47 W118 53 06 to Fort St. John BC ARP N56 14 17 W120 44 25 to N56 48 34 W121 21 26 thence clockwise along the arc of a circle of 40 miles radius centred on Fort St. John BC ARP N56 14 17 W120 44 25 to N56 53 58 W120 52 19 to N57 03 23 W117 33 20 thence clockwise along the arc of a circle of 50 miles radius centred on Peace River AB ARP N56 13 37 W117 26 50 to N55 42 19 W116 17 33 to N54 40 17 W117 44 30 thence clockwise along the arc of a circle of 50 miles radius centred on Grande Prairie AB ARP N55 10 47 W118 53 06 to N54 21 06 W119 01 28 point of beginning.

The airspace extending upwards from 6700' to 12,500' within the area bounded by a line beginning at N 54 43 09 W120 05 38 to N55 48 55 W121 39 28 thence clockwise along the arc of a circle of 40 miles radius centred on Fort St. John BC ARP N56 14 17 W120 44 25 to N56 48 34 W121 21 26 to Fort St. John BC ARP N56 14 17 W120 44 25 to Grande Prairie AB ARP N55 10 47 W118 53 06 to N54 43 09 W120 05 38 point of beginning.

The airspace extending upwards from 7700' to 12,500' within the area bounded by a line beginning at N54 21 06 W119 01 28 thence clockwise along the arc of a circle of 50 miles radius centred on Grande Prairie AB ARP N55 10 47 W118 53 06 to N54 40 03 W120 01 23 to N54 43 09 W120 05 38 to Grande Prairie AB ARP N55 10 47 W118 53 06 to N54 21 06 W119 01 28 point of beginning.

Edmonton Intl Class "C" CZ has been redesignated as follows:

The airspace to below 4600' (2200' AAE) within the area bounded by a circle of 7 miles radius centred on the Edmonton Intl, AB ARP.

Fort McMurray Control Zone Class "E" has been redesignated to Class "C".

Fort McMurray Transition Area Class "E" Transponder Airspace Area has been designated.

Fort McMurray Control Area Extension Class "E" Transponder Airspace Area has been designated.

Lethbridge Class "D" CZ has been redesignated to Class "E".

Namao (Heliport) Class "D" CZ has been revoked.

Namao (Heliport) Class "E" CZ has been designated as follows: 3400 ASL (1100' AAE) - The airspace within the area bounded by a line beginning at N53 42 28 W113 35 59; thence clockwise along the arc of a circle of 5NM radius centred on the Namao, AB ARP (Heliport) to N53 38 49 W113 20 26 to N53 34 42 W113 22 22 to the point of beginning, excluding CYR265.

Peace River Class "B" CAE has been revoked.

Slave Lake CZ is revoked.

Springbank CZ Class "D" has been redesignated as follows: The airspace to below 5800' (1900' AAE) within the area bounded by a line beginning at N51 09 48 W114 17 00 to N51 02 34 W114 17 00 thence clockwise along the arc of a circle of 5 miles radius centred on the Springbank, AB ARP to the point of beginning.

Villeneuve CZ Class "D" has been redesignated as follows: The airspace to below 4600' (2345' AAE) within the area bounded by a circle of 3 miles radius centred on the Villeneuve, AB ARP.

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Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C37

ALBERTA - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA206(T) Calgary - Area 1 & 2 has been revoked.

CYA217(P) Edmonton/Carvel has been revoked.

CYA226(T) Calgary designated as follows:

The airspace within the area bounded by a line beginning at N51 25 00.00 W115 00 00.00 to N51 25 00.00 W114 39 00.00 to N51 14 00.00 W114 39 00.00 to N51 14 00.00 W114 50 00.00 to N51 11 00.00 W114 50 00.00 to N51 11 00.00 W115 00 00.00 to point of beginning.

Designated Altitude - Surface to 11,000'

Time of Designation - Cont 13-07Z (DT12-06Z)

CYA227(T) Calgary designated as follows:

The airspace within the area bounded by a line beginning at N51 11 00.00 W114 50 00.00 to N51 14 00.00 W114 50 00.00 to N51 14 00.00 W114 39 00.00 to N51 11 00.00 W114 39 00.00 to point of beginning.

Designated Altitude - 7000' to 11,000'

Time of Designation - Cont 13-07Z (DT12-06Z)

CYA228(H) Calgary designated as follows:

The airspace within the area bounded by a line beginning at N51 11 00.00 W114 28 00.00 to N51 13 16.62 W114 28 00.00 to N51 13 16.62 W114 25 30.00 to N51 11 00.00 W114 25 30.00 to point of beginning.

Designated Altitude - Surface to 6500'

Time of Designation - OcsI by NOTAM

CYA263(S) Black Diamond redesignated as follows: The airspace within the area bounded by a line beginning at N50 47 34 W114 14 18 to N50 40 04 W114 22 30; thence counter-clockwise along the arc of a circle of 30 miles radius centred on the Calgary ARP to N50 37 21 W114 09 41 to N50 45 59 W114 04 49; thence clockwise along the arc of a circle of 21 miles radius centred on the Calgary ARP to the point of beginning.

CYR 203 redesignated as follows:

Designated Altitude - Surface to 17,000' OcsI higher by NOTAM

Time of Designation - Cont

CYR204 Cold Lake redesignated as follows: The area bounded by a line beginning at N54 46 00 W108 40 00 to N54 46 00 W109 58 00 to N54 44 00 W109 58 00 to N54 44 00 W110 13 00 to N54 46 00 W110 13 00 to N54 46 00 W111 18 00 to N55 20 00 W111 18 00, thence easterly along latitude N55 20 00 to N55 20 00 W108 25 00 to N54 56 00 W108 25 00 to the point of beginning.

Designated Altitude - Surface to unlimited

Time of Designation - Cont

CYR205 Suffield - Time of designation changed to Cont 1 Dec 0701Z-31 Mar 2359Z.

CYR207 Camp Wainwright Designated as follows:

The airspace within the area bounded by a line beginning at N52 51 15.37 W111 10 '23.49; thence clockwise along the arc of a circle of 3 miles radius centred on N52 49 50.00 W111 06 02.00 to N52 51 15.07 W111 01 40.78 to N52 51 15.37 W111 10 23.49 to point of beginning.

Designated Altitude - Surface to 7,000'

Time of Designation - 0000Z 01 Oct to 2359Z 31 Oct, 0000Z 21 Apr to 2359Z 31 May, O/T by NOTAM

CYR213 Cold Lake has been revoked.

CYR216 Cold Lake has been revoked.

CYR219 Calgary has been revoked.

CYR221 Cold Lake redesignated as follows:

The airspace within the area bounded by a line beginning at N54 45 00.00 W111 56 00.00 to N55 19 00.00 W111 41 00.00 to N55 56 00.00 W111 18 30.00 to N56 04 00.00 W111 04 00.00 to N56 04 00.00 W108 26 00.00 to N55 20 00.00 W108 26 00.00 to N55 20 00.00 W111 18 00.00 to N54 46 00.00 W111 18 00.00 to point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C38 PLANNING

ALBERTA - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

Designated Altitude - 7000' to unlimited

Time of Designation - Cont 14Z Mon - 01Z Sat O/T by NOTAM

CYR223 Cold Lake redesignated as follows:

The airspace within the area bounded by a line beginning at N56 04 00.00 W111 04 00.00 to N56 30 00.00 W110 18 00.00 to N56 30 00.00 W107 55 00.00 to N56 07 00.00 W106 50 00.00 to N54 17 00.00 W106 50 00.00 to N54 12 00.00 W107 00 00.00 to N54 12 00.00 W108 37 00.00 thence counter-clockwise along the arc of a circle of 60 miles radius centred on Cold Lake TACAN to N54 46 00.00 W108 41 00.00 to N54 56 00.00 W108 26 00.00 to N55 20 00.00 W108 26 00.00 to N56 04 00.00 W108 26 00.00 to point of beginning.

Designated Altitude – 7000' to below 18,000'

Time of Designation – OcsI by NOTAM

CYR224 Cold Lake designated as follows:

The airspace the area bounded by a line beginning at N54 12 00.00 W108 37 00.00 to N54 12 00.00 W107 00 00.00 to N54 17 00.00 W106 50 00.00 to N56 07 00.00 W106 50 00.00 to N55 47 00.00 W106 00 00.00 to N54 40 00.00 W106 00 00.00 to N53 42 00.00 W106 30 00.00 to N53 42 00.00 W109 08 00.00 thence counter-clockwise along the arc of a circle of 60 miles radius centred on Cold Lake TACAN to point of beginning.

Designated Altitude – Above 12,500' to FL 290

Time of Designation – OcsI by NOTAM

CYR251 Lethbridge -The airspace within the area bounded by a circle of 2 miles radius centred on N49 24 23 W112 06 28.

Designated Altitude – Surface to 12,000'

Time of Designation – OcsI by NOTAM

CYR252 Lethbridge -The airspace within the area bounded by a circle of 5 miles radius centred on N49 27 20.80 W112 00 26.60

Designated Altitude – Surface to FL 230

Time of Designation – OcsI daylight by NOTAM

CYR265 Namao redesignated as follows: The airspace within the area bounded by a line beginning at N53 39 03 W113 29 32 to N53 43 05 W113 29 32; thence clockwise along the arc of a circle of 3 miles radius centred on the Namao Heliport to N53 39 03 W113 23 51 to the point of beginning.

Designated Altitude – Surface to below 3400'

Time of Designation – Cont

CYR268 Cold Lake designated as follows: Air Combat Manoeuvring Range - The airspace within the area bounded by a line beginning at N53 32 35 W110 45 35 to N53 31 09 W109 57 04 to N53 43 37 W109 16 17 to N54 01 00 W109 43 00 to N53 53 00 W110 06 00 to N53 54 00 W110 33 00 to point of beginning.

Designated Altitude – 7000' to FL 260

Time of Designation – 15-01Z (DT 14-2359Z) Mon - Fri. O/T OcsI by NOTAM

CYR269 Cold Lake designated as follows: Air Combat Manoeuvring Range - The airspace within the area bounded by a line beginning at N54 11 50 W108 46 28 to N54 40 17 W108 46 58 to N54 33 00 W109 24 00 to N54 18 00 W109 24 00 to point of beginning.

Designated Altitude – 7000' to FL 260

Time of Designation – 15-01Z (DT 14-2359Z) Mon - Fri. O/T OcsI by NOTAM

CYR270 Cold Lake designated as follows:

The airspace within the area bounded by a line beginning at N54 31 33.38 W111 51 13.91 to N54 28 30.36 W111 08 40.43 to N54 13 08.53 111 05 08.05 to N54 03 25.68 W111 44 17.20 to point of beginning.

Designated Altitude – 7000' to FL 260

Time of Designation – 15-01Z (DT 14-2359Z) Mon - Fri. O/T OcsI by NOTAM

CYR304 Cold Lake has been revoked.

CYR310 Cold Lake has been revoked.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C39

ALBERTA - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated.

GENERAL AREA	SITE	COORDINATES OF BLASTING ZONE	
Cadomin	6.1NM SSE of Cadomin, AB	N52 57 12	W117 21 45
		N52 54 38	W117 21 45
		N52 54 38	W117 10 50
		N52 57 12	W117 10 50

CONSERVATION

Prohibited Landing – Wilderness Areas or Ecological Reserves

No person shall land an aircraft in the following areas: Ghost River, Siffleur, White Goat and Willmore Wilderness.

Cochrane Ecological Institute - Cochrane Wildlife Reserve

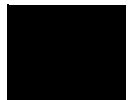
A 160 acre wildlife refuge has been established at N51 23 00 W114 36 00. Aircraft should avoid overflying this area below 6200' ASL during the swift fox breeding/rearing season, January-July inclusive.

ALBERTA – HAZARDS TO AIRCRAFT OPERATIONS

Parachuting Areas

Pilots are cautioned to either avoid the following areas when parachuting is in progress or to exercise extreme caution when flying in areas where parachutists might be encountered.

- Fort McMurray – Parajumps N56 39 W111 15 over A/D aprx 0.5NM SW thld rwy 07, alt 12,500 ASL, ocsd day, activated by NOTAM.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

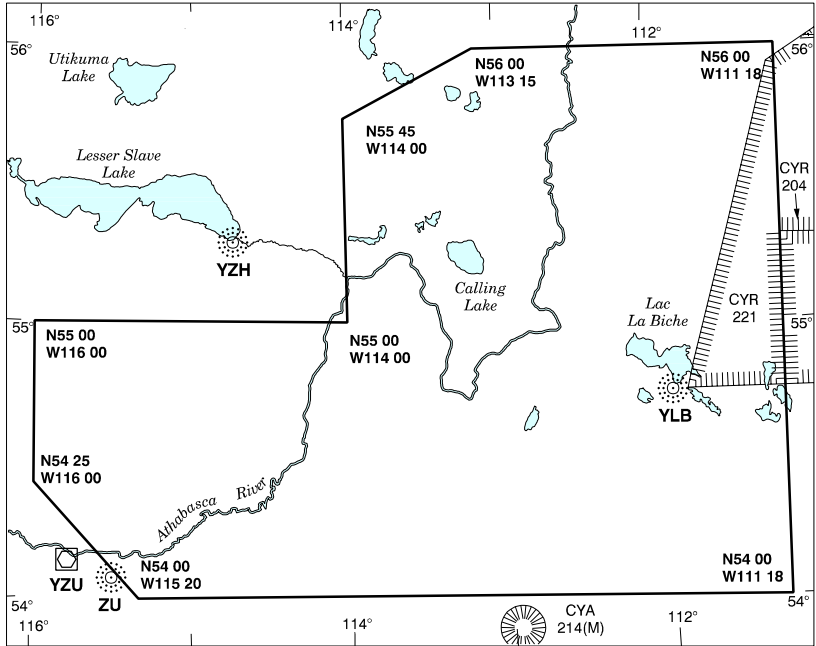
C40 PLANNING

LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA

The LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA depicted on the following map contains military flying activity from the surface to 3000 feet ASL. The flying area is located within the area bounded by a line drawn from N54 00 W115 20 to N54 25 W116 00, to N55 00 W116 00, to N55 00 W114 00, to N55 45 W114 00, to N56 00 W113 15, to N56 00 W111 18, to N54 00 W111 18 to the point of beginning.

Military TAC Hel. aircraft conduct low level flights in this area under visual conditions, both day and night.

LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C41

ALBERTA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

ALBERTA – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Twin Butte	5143	345	N49 19 00	W113 55 13
3.4NW				
Foremost	3404	352	N49 27 35	W111 22 11
2.9ESE				
Beaver Mines	4452	263	N49 30 17	W114 07 59
3.6NE (Wind Turbines)				
Orion	4063	352	N49 30 24	W110 40 37
5.9ENE				
Pincher	4045	351	N49 34 40	W113 52 13
4.3NE (Wind Turbine)				
Lethbridge	3704	630	N49 40 57	W112 55 34
3.2WSW				
Cranford	3525	500	N49 41 09	W112 20 52
4.3S				
Taber	3406	394	N49 41 13	W112 20 32
10.0SSW				
Lethbridge	3596	656	N49 42 23	W112 43 14
3.6E				
Elkwater	3973	259	N49 45 17	W110 07 18
9.0NE				
Bow Island	3125	300	N49 47 08	W111 19 26
5.4SSE				
Irvine	2939	351	N49 57 52	W110 17 41
1.1NW				
Carmangay	3610	197	N50 05 11	W112 57 50
6.2ESE				
Carmangay	3528	197	N50 08 12	W112 56 32
6.5E				
Schuler	3005	197	N50 21 47	W110 11 09
3.8WNW				
Hilda	2743	197	N50 33 49	W110 05 22
5.3NNW				
Mossleigh	3990	338	N50 37 54	W113 15 27
6.0SSE				
Cessford	2739	351	N51 00 28	W111 42 03
5.4W				
Airdrie	3657	100	N51 12 21	W113 59 22
4.0S				
Dorothy	3523	197	N51 14 20	W112 26 06
4.8WSW				
Irricana	3353	345	N51 20 07	W113 35 36
1.1NNE				
Rose Lynn	3105	352	N51 23 36	W111 43 06
2.2SW				
Delia	3851	262	N51 30 41	W112 19 02
7.3SSE				
Linden	3522	300	N51 38 00	W113 25 57
3.4NE				

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C42 PLANNING

ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Olds 1.8S	3795	370	N51 45 30	W114 05 39
Bowden 12.5 WNW	3535	300	N52 00 03	W114 20 52
Bowden 10.97WNW	3340	240	N52 01 51	W114 16 48
Caroline 2.3NW	3876	352	N52 06 52	W114 47 03
Bodo 2.6NNW	2580	349	N52 11 42	W110 05 54
Saunders 9.7SSW	5983	300	N52 17 44	W115 46 05
Sylvan Lake 5.1ENE	3799	600	N52 18 43	W113 57 28
Eckville 1.8SW	3503	345	N52 20 22	W114 23 33
Clive 0.8SSE	3226	306	N52 28 11	W113 26 13
Horburg 4.0NNW	3925	345	N52 28 29	W115 19 48
Saunders 1.2NNW	4987	351	N52 28 43	W115 44 32
Rocky Mountain House 12.0N	4012	381	N52 34 49	W114 54 23
Bashaw 2.6NNE	3040	349	N52 37 23	W112 55 58
Bittern Lake 1.5SW	2848	348	N52 59 25	W113 05 23
Paradise Valley 8.7W	2799	500	N52 59 41	W110 31 56
Lodgepole 23.5W	4368	350	N53 02 46	W115 58 02
Lodgepole 4.1WSW	3558	300	N53 04 03	W115 24 48
Lodgepole 5.0N	3592	345	N53 11 08	W115 19 12
Kitscoty 9.0S	2859	500	N53 11 38	W110 21 52
Drayton Valley Adj	2954	102	N53 13 15	W114 58 41
Tomahawk 4.8NE	2950	250	N53 28 05	W114 44 22
Tomahawk 6.0ESE	3163	541	N53 21 10	W114 37 22
St. Franics 5.2NE	2776	351	N53 21 38	W114 17 28
Cooking Lake 2.76ESE	2588	150	N53 23 57	W113 03 07
Keephills 3.7W	2920	453	N53 26 43	W114 26 55
Uncas 2.7NNE	2653	150	N53 28 30	W113 04 26
Edmonton City	2677	502	N53 32 38	W113 29 31

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C43

ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)				
LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Sherwood Park	2553	331	N53 33 03	W113 21 14
1.3WNW				
Edmonton	2415	249	N53 33 04	W113 28 29
Adj E				
Beverly	2585	361	N53 33 18	W113 21 06
1.87ESE				
Edmonton	2220	43	N53 33 42	W113 30 34
0.2 adj				
Myrnam	2503	350	N53 37 39	W111 14 15
2.0S				
Obed	4548	349	N53 42 31	W117 20 02
9.8NNW				
Two Hills	2475	350	N53 43 27	W111 44 05
1.0NE				
Andrew	2409	348	N53 53 52	W112 19 47
1.3NNE				
Marlboro	3870	300	N53 55 43	W116 57 47
23.2NNW				
Legal	2647	350	N53 56 37	W113 37 04
1.0W				
Busby	2707	348	N53 57 06	W113 52 47
0.6ENE				
Muskeg River	5608	300	N54 00 16	W118 37 03
5.0N				
Whitecourt	4112	300	N54 02 06	W115 43 03
5.5SSW				
Blue Ridge	2800	349	N54 04 44	W115 21 43
2.9SSE				
Thorhild	2474	352	N54 09 02	W113 05 24
1.1ESE				
Winniandy	5800	300	N54 10 16	W119 29 52
16.8NW				
Two Creeks	3453	349	N54 13 19	W116 36 02
9.5WSW				
Glendon	2344	349	N54 14 23	W111 11 30
1.4WSW				
Fort Assiniboine	2644	351	N54 16 17	W114 40 30
5.2SE				
Two Creeks	3310	300	N54 18 09	W116 17 17
3.0E				
Winniandy	4310	300	N54 19 35	W119 49 03
30.9NW				
Jarvie	2472	350	N54 27 36	W113 57 30
1.3ESE				
Goodridge	2375	350	N54 29 14	W111 23 18
6.2NW				
Grovedale	3357	348	N54 41 35	W118 41 28
21.0SSE				
Grovedale	2950	351	N54 58 14	W119 05 44
8.4WSW				
Elmworth	2750	348	N55 03 30	W119 42 09
3.0W				
Calling Lake	2570	320	N55 07 24	W113 14 20
8.5S				

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C44 PLANNING

ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Sunset House 8.0NE	2985	350	N55 11 57	W116 42 31
Sexsmith 1.5W	2874	348	N55 20 40	W118 49 09
Tupper 5.3SSW	3373	400	N55 25 54	W120 05 06
Spurfield 20.6NNE	3410	322	N55 32 09	W113 58 14
Spurfield 20.8NNE	3352	265	N55 32 20	W113 57 54
Kathleen 1.2SE	2419	348	N55 36 19	W116 48 47
Leismer 14.0WNW	2580	401	N55 49 10	W111 26 38
Sexsmith 0.8WSW	2874	348	N55 50 40	W118 49 09
Desmarais 2.0NNW	2215	350	N55 58 34	W113 49 19
Nampa 0.8WSW	2244	350	N56 02 06	W117 09 24
Hines Creek 3.5N	2691	348	N56 18 15	W118 35 48
Chinook Valley 4.8S	2656	349	N56 24 17	W117 39 41
Deadwood 7.0WSW	2525	350	N56 42 21	W117 39 21
Deadwood 4.5WSW	2307	351	N56 43 32	W117 35 17
Manning 1.0SE	1931	349	N56 54 43	W117 36 49
Fort MacKay 7.8S	1640	600	N57 02 54	W111 40 32
Hotchkiss 9.5N	2255	450	N57 13 19	W117 32 50
Fort MacKay 8.5ENE	1304	300	N57 14 46	W111 23 56
Hotchkiss 17.0N	2625	351	N57 20 26	W117 31 54
Hamburg 4.5NNE of A/D	3175	349	N57 25 07	W119 41 16
Keg River 18.0SSE	2766	374	N57 27 10	W117 31 32
Keg River 2.2N	1711	356	N57 47 11	W117 37 26
High Level 18.9S	1455	350	N58 12 15	W117 14 18
Rainbow Lake 17.8WSW	1864	348	N58 25 49	W119 58 29
Rainbow Lake 6.2ESE	2181	600	N58 27 01	W119 13 57
Rainbow Lake Adj E	1867	102	N58 29 49	W119 23 43
Rainbow Lake 3.9ENE	2091	400	N58 30 01	W119 16 47

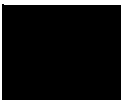
CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C45

ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
High Level 2.0SSE	1435	349	N58 30 21	W117 06 49
Rocky Lane 8.8WNW	1371	350	N58 30 30	W116 32 19
Rainbow Lake 7.6E	2008	350	N58 31 02	W119 09 52
High Level 19.6W	1801	350	N58 34 00	W117 44 40
Habay 20.0SE	1622	350	N58 35 58	W118 13 11
Habay 12.0S	1787	350	N58 36 17	W118 45 24
High Level 13.4NW	2673	350	N58 41 25	W117 23 37
Habay 19.0N	1610	350	N59 07 49	W118 38 25



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C46 PLANNING

SASKATCHEWAN

SASKATCHEWAN - AIR NAVIGATION RADIO AIDS

Beechy NDB ident "BY" freq "266" changed to "212".
Lumsden VORTAC ident "VLN" freq 114.2 at N50 40 01 W104 53 23 var changed to "10"E.
Moose Jaw TACAN ident "UMJ" freq 109.9 Ch 96 at N50 19 52 W105 33 48 decommissioned.
Moose Jaw VORTAC ident "YMJ" freq 113.4 Ch 81 at N50 19 52 W105 33 48 commissioned.
Moose Jaw VORTAC ident "UMJ" changed to "YMJ".
Moose Jaw NDB ident "YMJ" changed to Baildon NDB ident "BD".
Prince Albert VOR ident "YPA" freq 113 at N53 12 59 W105 40 00 var changed to "14E".
Points North Landing NDB ident "4H" freq 368 at N58 16 09 W104 04 48 decommissioned.
Rocanville NDB ident "D4" freq 304 at N50 27 54 W101 33 07 decommissioned.
Swift Current VOR/DME ident "YYN" freq 117.4 at N50 17 50 W107 41 27 var changed to "12E".

SASKATCHEWAN - AIRSPACE DESIGNATIONS

R6 redesignated from High Level NDB to Bispo intxn to Slave Lake NDB to Edmonton NDB to Bobno intxn to Vermilion NDB to North Battleford NDB.

R9 from Calgary NDB to Sloan intxn to Saskatoon NDB to The Pas NDB to Norway House NDB redesignated as R10.

V41 designated from Prince Albert VOR to Vokul intxn to La Ronge VOR.

V74 designated from Prince Albert VOR to Alsies intxn to La Ronge VOR.

V300 redesignated from Swift Current VOR to Kemdu intxn to Datso intxn to Lumsden VORTAC.

V353 from Prince Albert VOR to Vokul intxn to La Ronge VOR has been revoked.

V356 from Prince Albert VOR to Alsies intxn to La Ronge VOR has been revoked.

Winnipeg Control Area Extension redesignated as the airspace above 12,500' within the area bounded by a circle of 60 miles radius centred on: N49 54 36.00 W99 56 44.00 Brandon, MB VOR, N58 44 30.00 W94 08 07.00 Churchill, MB VOR, Excluding the Northern Domestic Airspace. N51 06 18.00 W100 03 09.00 Dauphin, MB VOR, N49 51 52.00 W92 50 57.00 Dryden, ON NDB, N54 40 31.00 W101 40 09.00 Flin Flon, MB NDB, N56 21 12.00 W94 42 00.00 Gillam, MB NDB, N49 47 33.00 W94 25 27.00 Kenora, ON NDB, Excluding the airspace under the jurisdiction of the Minneapolis ARTCC. N56 51 51.00 W101 04 31.00 Lynn Lake, MB VOR, N52 48 14.00 W108 20 07.00 North Battleford, SK NDB, Excluding the airspace within Cold Lake, AB MTCA and the Saskatoon, SK TCA. N53 58 20.00 W97 50 25.00 Norway House, MB NDB, N53 12 59.00 W105 40 00.00 Prince Albert, SK VOR, N51 04 17.00 W93 45 43.00 Red Lake, ON VOR, N50 22 11.00 W104 34 23.00, Excluding the airspace within the Moose Jaw, SK MTCA. N52 10 52.00 W106 43 11.00 Saskatoon, SK VOR, N50 07 06.00 W91 53 52.00 Sioux Lookout, ON NDB, N50 17 49.00 W107 41 27.00 Swift Current, SK VOR, Excluding the airspace within the Moose Jaw, SK MTCA. N53 58 25.00 W101 06 00.00 The Pas, MB VOR, N55 48 40.00 W97 49 30.00 Thompson, MB VOR, N48 20 48.00 W89 26 01.00 Thunder Bay, ON NDB, Excluding the airspace under the jurisdiction of the Minneapolis ARTCC. N51 15 51.00 W102 28 07.00 Yorkton, SK VOR, N49 54 36.00 W99 56 44.00 Brandon, MB VOR, N58 44 30.00 W94 08 07.00 Churchill, MB VOR, Excluding the Northern Domestic Airspace. N51 06 18.00 W100 03 09.00 Dauphin, MB VOR, N49 51 52.00 W92 50 57.00 Dryden, ON NDB, N54 40 31.00 W101 40 09.00 Flin Flon, MB NDB, N56 21 12.00 W94 42 00.00 Gillam, MB NDB, N49 47 33.00 W94 25 27.00 Kenora, ON NDB, Excluding the airspace under the jurisdiction of the Minneapolis ARTCC. N56 51 51.00 W101 04 31.00 Lynn Lake, MB VOR, N52 48 14.00 W108 20 07.00 North Battleford, SK NDB, Excluding the airspace within Cold Lake, AB MTCA and the Saskatoon, SK TCA. N53 58 20.00 W97 50 25.00 Norway House, MB NDB, N53 12 59.00 W105 40 00.00 Prince Albert, SK VOR, N51 04 17.00 W93 45 43.00 Red Lake, ON VOR, N50 22 11.00 W104 34 23.00, Excluding the airspace within the Moose Jaw, SK MTCA. N52 10 52.00 W106 43 11.00 Saskatoon, SK VOR, N50 07 06.00 W91 53 52.00 Sioux Lookout, ON NDB, N50 17 49.00 W107 41 27.00 Swift Current, SK VOR, Excluding the airspace within the Moose Jaw, SK MTCA. N53 58 25.00 W101 06 00.00 The Pas, MB VOR, N55 48 40.00 W97 49 30.00 Thompson, MB VOR, N48 20 48.00 W89 26 01.00 Thunder Bay, ON NDB, Excluding the airspace under the jurisdiction of the Minneapolis ARTCC. N51 15 51.00 W102 28 07.00 Yorkton, SK VOR. The airspace above 12,500' within the area bounded by a line beginning at: N56 02 42.15 W104 27 26.59 thence clockwise along the arc of a circle of 60 miles radius centred on N55 09 30.00 W105 16 00.00 La Ronge, SK VOR to N56 09 18.18 W105 21 37.58 to N56 39 11.85 W105 24 32.64 thence clockwise along the arc of a circle of 90 miles radius centred on N55 09 30.00 W105 16 00.00 La Ronge, SK VOR to N56 29 10.95 W104 02 19.03 to N56 02 42.15 W104 27 26.59 to point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C47

SASKATCHEWAN - AIRSPACE DESIGNATIONS (Cont'd)

The airspace above 12,500' within the area bounded by a line beginning at: N56 02 42.15 W104 27 26.59 thence clockwise along the arc of a circle of 60 miles radius centred on N55 09 30.00 W105 16 00.00 La Ronge, SK VOR to N56 09 18.18 W105 21 37.58 to N56 39 11.85 W105 24 32.64 thence clockwise along the arc of a circle of 90 miles radius centred on N55 09 30.00 W105 16 00.00 La Ronge, SK VOR to N56 29 10.95 W104 02 19.03 to N56 02 42.15 W104 27 26.59 to point of beginning.

Moose Jaw CZ has been redesignated as follows: The airspace from the surface to 8000' (6100' AAE) within the area bounded by a line beginning at N50 26 10 W105 45 31 to N50 25 29 W105 43 12 to N50 25 33 W105 31 58 to N50 23 41 W105 28 12 to N50 23 50 W105 19 12 thence clockwise along the arc of a circle of 10 miles radius centred on the Moose Jaw, SK ARP to the point of beginning.

Regina Class "E" Transponder Airspace has been redesignated as follows: The airspace from 4000' to 12,500' within the area bounded by a line beginning at N50 43 14 W105 27 40 to N50 30 30 W105 27 30 to N50 16 30 W105 00 00 to N50 08 30 W104 30 00 to N49 51 33 W104 30 00 thence counter-clockwise along the arc of a circle of 35 miles radius centred on the Regina, SK ARP to the point of beginning.

Saskatoon Class "E" Transponder Airspace has been redesignated as follows: The airspace from 2900' to below 3900' within the area of a circle of 15 miles radius centred on the Saskatoon/John G. Diefenbaker Intl, SK ARP.

Saskatoon/John G. Diefenbaker Class "D" CZ has been redesignated 5000 ASL (3400' AAE) within a 5NM radius of the Saskatoon/John G. Diefenbaker, SK aerodrome (N52 10 15 W106 41 59), excluding CYR302.

SASKATCHEWAN - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA303(M) Moose Jaw has been revoked.

CYA308(S) Strawberry Lakes - Time of Designation changed to "Apr 1- Oct 31".

CYA311(P) Indian Head has been revoked.

CYA313(M) Moose Jaw redesignated as follows: The airspace within the area bounded by a line beginning at N50 13 38 W106 59 01 to N50 17 11 W106 12 35 thence counter-clockwise along the arc of a circle of 25 miles radius centred on the Moose Jaw VORTAC to N50 05 08 W106 05 13 to N49 47 14 W106 42 29 thence clockwise along the arc of a circle of 55 miles radius centred on the Moose Jaw VORTAC to the point of beginning.

CYA314(M) Moose Jaw redesignated as follows: A military operations area bounded by a line beginning at N50 11 00 W104 54 04 to N50 02 21 W104 36 08 to N49 38 49 W104 37 09; thence clockwise along the arc of a 55NM circle centred on the Moose Jaw VORTAC to N49 30 24 W104 56 46 to N49 55 38 W105 15 28; thence counter-clockwise along the arc of a 27NM mile circle centred on the Moose Jaw VORTAC to the point of beginning.

CYA315(P) Weyburn - A parachuting area within a 1.5NM radius centred on the Weyburn aerodrome.

Designated Altitude - Surface to 9500 ASL

Time of Designation - Cont daylight, Mar 1 - Nov 30

CYA317(P) - A parachuting area within a radius of 2NM centred on the Estevan aerodrome.

Designated Altitude - Surface to 11,500 ASL

Time of Designation - Mar 30 - Nov 30, 22Z± - sunset - Mon-Fri, Cont daylight - Sat, Sun & statutory hol(s)

CYR303 Moose Jaw - A military operations area bounded by a line beginning at N49 59 00 W105 58 00 to N49 59 00 W105 33 34 to N49 52 00 W105 32 00 to N49 45 00 W105 31 42 to N49 45 00 W105 49 14; thence along an arc within a 5NM radius centred on the Assiniboia A/D to N49 49 00 W105 58 00 to the point of beginning.

Designated Altitude - Surface to 10,000 ASL

Time of Designation - 14-0030Z± Mon-Fri when the Tower is open. Other times OcsI by NOTAM

CYR316 Maple Creek - The area is described as a circle with a radius of 1NM centred on N49 45 28 W109 15 58.

Designated Altitude - Surface to 5000 ASL

Time of Designation - Cont

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C48 PLANNING

SASKATCHEWAN – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

SASKATCHEWAN - SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Oungre	2333	364	N49 09 12	W103 44 27
2.4ENE				
Climax	3340	358	N49 12 13	W108 28 25
6.0SSW				
Orkney	3220	350	N49 13 00	W107 51 27
5.0NNE				
Colgate	2250	300	N49 27 57	W103 50 33
4.8NNE				
Antler	2139	364	N49 33 40	W101 26 21
1.2ESE				
Kincaid	2932	358	N49 41 03	W106 59 48
1.0N				
Crichton	3241	364	N49 45 26	W107 52 40
2.0N				
Carmichael	3268	364	N49 54 11	W108 27 50
11.0SE				
Corning	2559	364	N49 56 42	W102 59 04
0.6SSW				
Langbank	2527	364	N50 03 38	W102 19 45
1.3WNW				
Hodgeville	2708	358	N50 08 03	W106 58 23
1.5NW				
Peebles	2634	364	N50 09 45	W102 59 04
1.6ENE				
Grenfell	2765	610	N50 21 03	W102 56 55
4.1SSW				
Rush Lake	3157	607	N50 25 34	W107 28 20
2.8SE				
Regina	2600	700	N50 26 52	W104 30 02
1.4E				
Ernfold	2725	350	N50 27 03	W106 51 01
1.8ENE				
Regina	2650	700	N50 30 22	W104 33 06
1.4NE				
Fox Valley	2718	358	N50 30 50	W109 27 44
3.0NNE				
Indian Head	2730	610	N50 32 49	W103 52 15
7.7WNW				
Halvorgate	2865	500	N50 34 00	W106 38 56
3.7SSE				
Regina	2671	607	N50 37 42	W104 34 24
8.0NNE				
Stewart Valley	2660	410	N50 38 40	W107 53 54
4.5NW				
Edenwold	2506	364	N50 39 08	W104 16 07
1.26NW				

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C49

SASKATCHEWAN - SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Gerald	1898	258	N50 39 31	W101 50 01
1.7WSW				
Fort Qu'appelle	2244	364	N50 46 56	W103 54 58
4.4WNW				
Eyebrow	2561	464	N50 50 07	W106 10 02
2.3NNW				
Lemsford	2522	264	N50 51 43	W109 07 20
1.0N				
Lipton	2352	364	N50 56 31	W103 56 05
4.1NW				
Estuary	2797	364	N51 00 07	W109 50 25
4.2NNW				
Yorkton	2270	610	N51 12 14	W102 26 30
Adj SE				
Fonehill	2360	610	N51 12 33	W102 44 01
2.0W				
Imperial	2134	464	N51 19 21	W105 25 50
1.35S				
Alsask	2753	351	N51 25 09	W110 00 23
2.5N				
Gorlitz	2230	630	N51 25 47	W102 27 23
1.8SSW				
Kenaston	2728	609	N51 27 29	W106 04 17
8.0ESE				
Plenty	2720	358	N51 40 43	W108 42 29
6.95SSW				
Stranraer	3143	563	N51 40 55	W108 30 48
2.0SSW				
Smiley	2720	350	N51 44 03	W109 32 59
7.0NNW				
Dodsland	2649	349	N51 44 18	W108 53 16
4.0SSW				
Rama	2395	610	N51 44 33	W102 56 12
2.7ESE				
Invermay	2315	464	N51 50 53	W103 12 12
3.0NW				
Dafoe	2225	500	N51 51 12	W104 32 02
6.0N				
Elstow	2339	607	N51 59 22	W106 07 31
2.5W				
Cactus Lake	2940	350	N51 59 23	W109 51 40
8.0SSW				
Clavet	1930	280	N51 59 50	W106 34 25
8.2W				
Leroy	2111	314	N52 00 15	W104 44 45
1.1WSW				
Vanscoy	2160	464	N52 00 23	W106 57 25
1.3SE				
Vanscoy	2274	607	N52 02 24	W106 53 12
4.2NE				
Watson	2410	610	N52 07 00	W104 28 22
2.2ESE				

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C50 PLANNING

SASKATCHEWAN - SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Saskatoon	1790	189	N52 11 19	W106 35 54
3.4SW				
Vonda	2352	380	N52 14 46	W106 05 52
4.4S				
Bruno	2470	610	N52 15 30	W105 23 13
5.0E				
Greenwater Lake	2691	570	N52 28 03	W103 30 17
1.6SSE				
Middle Lake	2380	464	N52 30 05	W105 19 34
2.05NW				
Rutland	2675	450	N52 33 05	W109 37 16
4.0WNW				
Waldheim	2142	364	N52 36 32	W106 39 59
0.8ENE				
McKague	2165	365	N52 34 43	W103 56 18
2.0S				
Hafford	2290	364	N52 43 03	W107 21 30
1.0SE				
St-Isidore-de-Bellevue	2263	330	N52 46 59	W105 51 00
2.5E				
Carruthers	2646	350	N52 52 20	W109 19 17
2.0WNW				
Waitville	2584	609	N52 53 29	W105 20 35
2.5NE				
Neilburg	2673	350	N52 55 42	W109 37 51
5.2N				
Paynton	2198	347	N52 59 10	W108 53 26
2.4SE				
Fairy Glen	1900	500	N53 03 25	W104 36 35
2.4WNW				
Arborfield	1329	164	N53 07 00	W103 39 49
0.6N				
Waseca	2700	500	N53 09 08	W109 29 38
3.3NNW				
Gronlid	1897	464	N53 09 19	W104 46 46
11.2WNW				
Crutwell	1971	358	N53 14 40	W106 07 34
2.5NW				
Bolney	2525	350	N53 16 47	W109 26 49
6.4SW				
Bolney	2495	350	N53 26 50	W109 26 37
5.2SW				
Livelong	2683	458	N53 34 28	W108 43 52
7.9N				
Dore Lake	1655	136	N54 37 11	W107 25 11
0.8W				
Missinipe	1357	212	N55 37 06	W104 41 55
3.0ENE				
Wollaston Lake	1868	214	N58 11 28	W103 41 53
17.0NW				
Points North Landing	1991	370	N58 15 26	W104 09 43
3.0WSW of A/D				

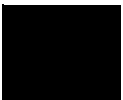
CANADA FLIGHT SUPPLEMENT / GPH 205

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PLANNING C51

SASKATCHEWAN - SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Points North Landing 18.0NW of A/D	1715	285	N58 31 15	W104 31 22
Black Lake 22.6SSE	1650	308	N58 49 55	W105 09 54
Fond-du-Lac 4.2NNE	1175	210	N59 22 53	W107 08 38



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C52 PLANNING

MANITOBA

MANITOBA - AIR NAVIGATION RADIO AIDS

Kelsey NDB ident "4W" freq 391 at N56 02 14 W96 30 49 commissioned.
Knee Lake NDB ident "4J" freq 314 at N54 53 00 W94 48 00 commissioned.
Lac du Bonnet NDB ident "4X" freq 386 at N50 17 25 W96 00 51 decommissioned.
Lynn Lake VOR/DME ident "YYL" freq 112.6 at N56 51 51 W101 04 31 var changed to "7E".
Russell NDB ident "3Z" freq 263 at N50 45 51 W101 17 47 commissioned.

MANITOBA - AIRSPACE DESIGNATIONS

BR5 from Churchill VOR to Rankin Inlet VOR has been revoked.
BR28 designated between Churchill NDB and Rankin Inlet NDB.
A11 between Lynn Lake NDB and Churchill NDB has been revoked.
A11 from Dauphin NDB to Delta NDB has been revoked.
B1 between Flin Flon NDB and Thompson NDB has been revoked.
G1 from Brandon NDB to Delta NDB has been revoked.
G1-R6 between Delta NDB to Winnipeg NDB has been revoked.
R9 from Calgary NDB to Sloan intxn to Saskatoon NDB to The Pas NDB to Norway House NDB redesignated as R10.
R10 between Dauphin NDB and Delta NDB redesignated as A11.
V303 between Lynn Lake VOR and Churchill VOR has been revoked.
Southport CZ has been redesignated as follows: The airspace from the surface to 4000' (3100' AAE) within the area bounded by a line beginning at N49 58 31 W98 30 29 to N49 58 30 W98 18 01 to N49 57 25 W98 01 43 thence clockwise along the arc of a circle of 10 miles radius centred on the Southport, MB ARP to the point of beginning.
Thompson Class "D" CZ has been redesignated to Class "E".
Winnipeg Terminal Control Area has been redesignated as follows:

- Class "B" Airspace above 12,500 ASL to below 18,000 ASL within a 35NM radius centred on the Winnipeg, MB VOR.
- Class "D" Airspace extending upwards from 2000 ASL up to and including 12,500 ASL within a 12NM radius centred on the Winnipeg, MB VOR, excluding the St. Andrews, MB CZ.
- Class "D" Airspace extending upwards from 3000 ASL up to and including 12,500 ASL within a 35NM radius centred on the Winnipeg, MB VOR, excluding the airspace within the Southport, MB CZ and CYA 404(T).
- Class "D" Airspace extending upwards from 3000 ASL up to and including 7000 ASL within the area bounded by a line beginning at N49 36 30 W97 59 27 to N49 25 24 W98 24 58; thence clockwise along a 55 DME arc of the Winnipeg, MB VOR to N50 32 10 W98 18 23 to N50 18 58 W97 54 54; thence counter-clockwise on a 35DME arc of the Winnipeg, MB VOR to the point of beginning, excluding all active Class "F" airspace and the airspace within the Southport, MB CZ.

Winnipeg International Class "D" CZ has been redesignated as follows: The airspace to below 3000' (2200' AAE) within the area bounded by a circle of 7 miles radius centred on the Winnipeg/James Armstrong Richardson Intl MB ARP N49 54 36 W97 14 24
A Class "D" Transponder Airspace Area has been designated at the Winnipeg, MB TCA.

MANITOBA - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA404(T) Winnipeg redesignated as follows: The airspace within the area bounded by a line beginning at N50 07 45 W96 49 00 to N50 06 00 W96 46 00 to N50 03 30 W96 30 00 to N50 24 30 W96 29 30 to N50 25 30 W96 32 30 to N50 25 00 W96 32 30 to N50 21 30 W96 38 00 to N50 11 09 W96 47 44 to N50 08 47 W96 47 50 to point of beginning.

CYA404(T) Winnipeg - Designated Altitude changed to "Surface to 5000' cont daylight".

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PLANNING C53

MANITOBA - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYA407(T) Southport redesignated as follows: The airspace within the area bounded by a line beginning at N49°58'30.05" W098°38'10.28" to N49°58'15.00" W098°46'54.00" to N49°56'55.00" W098°56'47.00" to N49°50'00.00" W098°56'10.00" to N49°41'50.00" W098°53'54.00" to N49°47'21.07" W098°36'49.10" thence clockwise along the arc of a circle of 15 miles radius centred on N49°53'58.80" W098°16'02.10" to N49°58'30.05" W098°38'10.28" point of beginning

Designated Altitude Surface to 8000'

Time of Designation-14-23Z (DT13-22Z) Mon - Fri excluding hols O/T by NOTAM

CYA411(F) Stony Mountain -The airspace within the area bounded by a circle of 0.5 mile radius centred on N50 04 18.00 W097 16 25.00.

Designated Altitude – Surface to 1300'

Time of Designation – Cont daylight

CYA411(F) Stony Mountain redesignated as follows:

Designated Altitude – Surface to 1500'

CYA411(A) Souris has been revoked.

CYA413(P) Morden has been revoked.

CYA413(M) Southport, MB The airspace within the area bounded by a line beginning at:

N49°47'21.07" W098°36'49.10" to N49°38'24.98" W099°04'22.89" thence counter-clockwise along the arc of a circle of 35 miles radius centred on N49°53'58.80" W098°16'02.10" to N49°19'46.03" W098°04'54.65" to N49°39'19.20" W098°11'14.14" thence clockwise along the arc of a circle of 15 miles radius centred on N49°53'58.80" W098°16'02.10" to N49°47'21.07" W098°36'49.10" point of beginning

Designated Altitude- 5000' to 8000'

Time of Designation- 14-23Z (DT13-22Z) Mon-Fri excluding hols O/T by NOTAM

CYA414(T) Southport has been revoked.

CYR412 Churchill has been revoked.

CYR412 Roland designated as follows: The airspace within the area bounded by a circle of 2 miles with the radius centred on N49 23 32 W97 43 08.

Designated Altitude - Surface to 8800'

Time of Designation - Ocsl by NOTAM

CYR415 Churchill has been revoked.

CYR416 Churchill has been revoked.

CYR417 Churchill has been revoked.

CYR418 Churchill has been revoked.

MANITOBA - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated.

GENERAL AREA	SITE	COORDINATES
Island Lake	2.3NM ENE of A/D	N53 52 01 W94 35 22
Selkirk	5.0 NM NE of A/D	N50 14 25 W96 46 50 to 2000 AGL

MANITOBA - CABLE CROSSINGS

LOCATION	HIGHEST PART ASL	(N)LAT	(W)LONG
Bird	515	N56 27 18	W94 08 27
Bird	520	N56 27 40	W94 09 06
Bird	518	N56 27 20	W94 08 24
Bird	522	N56 27 41	W94 09 03
Bird	544	N56 27 15	W94 08 28
Bird	551	N56 27 36	W94 09 14
Bird	607	N56 26 18	W94 10 10

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C54 PLANNING

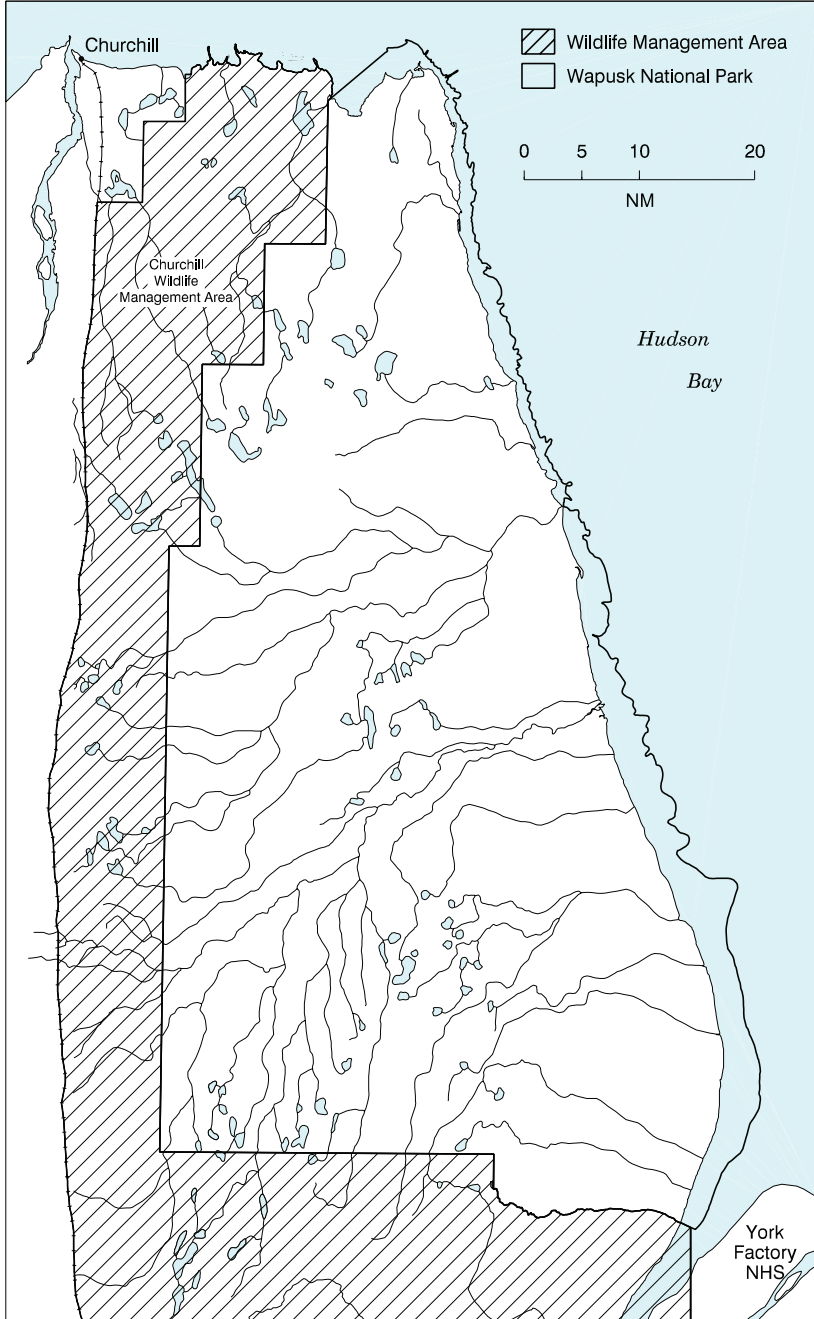
MANITOBA - CABLE CROSSINGS (Cont'd)

Bird	607	N56 26 38	W94 10 55
Bird	585	N56 27 24	W94 08 16
Bird	587	N45 27 46	W94 08 55

MANITOBA - CONSERVATION

Wapusk National Park of Canada

In the interest of minimizing the disturbance on wildlife during nesting, calving and other critical periods throughout the year and for conservation purposes, pilots of aircraft should avoid flight below 2000 AGL over Wapusk National Park. Landing of aircraft in Wapusk National Park is prohibited unless authorized through the issuance of a landing permit by the Parks Canada Agency.



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C56 PLANNING

MANITOBA - HAZARDS TO AIRCRAFT OPERATIONS

Hang Gliding and Soaring Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

NAME	POSITION	OPERATING TIMES
Gimli (soaring)	From A/D 3NM W	1 Apr - 31 Oct
Selkirk (hang gliding)	21NM NE of A/D Max alt 7000 ft MSL	Daylight hrs

Parachuting Areas

Pilots are cautioned to either avoid the following areas when parachuting is in progress or to exercise extreme caution when flying in areas where parachutists might be encountered.

- Gimli – Parajumps over A/D, max alt 12,000 ASL, daylight hrs 15 Apr - 31 Oct, activated by NOTAM
- Steinbach – Parajumps within 3NM of A/D, max alt 11,000 ASL, daylight hrs 01 Apr - 31 Oct, activated by NOTAM.

MANITOBA - SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Goodlands 4.8ESE	2515	192	N49 04 11	W100 29 25
Woodridge 1.6N	1670	375	N49 18 37	W96 09 02
Altamont 1.1NNW	1837	262	N49 24 54	W98 30 57
Grunthal 1.1NW	1154	300	N49 25 02	W96 52 26
Carroll 2.0E	1824	269	N49 35 52	W99 59 13
Brandon 9.0SW	2913	1363	N49 40 05	W100 00 42
Winnipeg 2.3S	1610	850	N49 45 20	W97 07 52
Winnipeg Adjacent City	1299	535	N49 53 44	W97 08 19
Winnipeg Adjacent City	919	148	N49 57 12	W97 12 25
White Dog 0.6N	1453	328	N50 08 37	W94 56 01
Grand Marais 5.2SE	1225	350	N50 29 41	W96 32 09
Poplarfield 4.0SSE	1462	579	N50 49 45	W97 33 32
Harwell 5.2NE	1119	374	N51 18 16	W97 32 49
Grahamdale 1.0SE	1220	377	N51 24 48	W98 30 53
Ethelbert 12.6WSW	3339	612	N51 28 14	W100 43 12
Jackhead 2.2S	1360	622	N51 52 55	W97 18 55

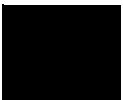
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PLANNING C57

MANITOBA - SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Red Sucker Lake 1.0WSW	1137	415	N54 09 05	W93 35 30
Gods River 0.5NNE	1024	410	N54 50 52	W94 04 27
Wabowden 0.8W	965	190	N54 54 36	W98 39 15



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C58 PLANNING

ONTARIO

ONTARIO - AIR NAVIGATION RADIO AIDS

Belleville NDB ident "6M" freq 283 at N44 11 42 W77 18 30 decommissioned.
Deerhurst Resort NDB ident "D9" freq 383 at N45 21 15 W79 08 44 decommissioned.
Downsview NDB ident "YZD" freq 356 at N43 45 15 W79 28 41 decommissioned.
Elliot Lake DME ident "IEL" freq 109.1 at N46 21 10 W82 33 26 decommissioned.
Gros Cap (Sault Ste. Marie) NDB ident "ZSM" freq 286 at N46 30 44 W84 36 54 decommissioned.
Kilo NDB ident "K" freq 335 at N43 29 35 W80 17 13 changed to Wellington NDB ident "ZKF".
Kincardine DME ident "D7" freq 108.6 Ch 23 at N44 12 10 W81 36 11 decommissioned.
Manitoulin East DME ident "H7" freq 112.0 at N45 50 30 W81 51 08 decommissioned.
North Bay NDB ident "YB" freq 394 at N46 23 04 W79 28 07 decommissioned.
Petawawa TACAN ident "8U" freq 112.5 at N45 56 48 W77 19 03 decommissioned.
Sandy Falls NDB ident "ZTS" freq 263 at N48 29 55 W81 24 50 decommissioned.
Tyendinaga (Mohawk) NDB ident "2R" freq 373 at N44 10 48 W77 06 46 decommissioned.
Uplands TACAN ident "UUP" freq 108.8 at N45 19 03 W75 40 23 decommissioned.
Uplands DME ident "IOW" freq 109.5 at N45 18 50 W75 40 01 commissioned.

ONTARIO - AIRSPACE DESIGNATIONS

AR14 from Timmins NDB to Kirkland Lake NDB has been revoked.
AR24 designated from Moosonee NDB to Waskaganish NDB to Nemiscau NDB.
AR32 from Elliot Lake NDB to Timmins NDB has been revoked.
A21 redesignated from St. Catharines NDB to Putol intxn to Kendi intxn to Oshawa NDB.
V2 redesignated from Can/USA bdry to Spica intxn to Wolis intxn to Dusut intxn to Aylmer VOR.
V5 redesignated from Fingl intxn to Dusut intxn to Bovex intxn to Brokk intxn to Dolfn intxn.
V10 redesignated from Can/USA bdry to Ssunn intxn to Aztro intxn.
V26 redesignated from Maccs intxn to Musca intxn to Gemini intxn.
V37-216 redesignated from Toronto VOR to Wasie intxn to Simcoe VOR. Wasie intxn formed by a bearing of 220° from Toronto VOR at 30 DME.
V75 redesignated from Can/USA bdry to Lleo intxn.
V90 redesignated from Can/USA bdry to Moonn intxn to Brokk intxn to Bewel intxn.
V98 redesignated from Halby intxn to Tetos intxn to Waterloo VOR.
V98 redesignated as V98-216 from Waterloo VOR to Rokto intxn to Toronto VOR.
V103 redesignated from Can/USA bdry to Maars intxn to Sphre to Can/USA bdry.
V104 redesignated from London VOR to Embro intxn to Pigli intxn to Ancol intxn to Toronto VOR.
V116 redesignated from Windsor VOR/DME to Octas intxn to Errth intxn to Can/USA bdry.
V145 from Ottawa VOR to Lorka intxn to Maniwaki NDB revoked.
V164 designated from Sudbury VOR to Perko intxn to Timmins VOR.
V164-252 designated from Toronto VOR/DME to Putol intxn to Bulge intxn.
V176 redesignated from Can/USA bdry to Ssunn intxn to Jibna intxn to Himez intxn.
V188 redesignated from Can/USA bdry to Ssunn intxn to Aztro intxn.
V216 redesignated from Etchl intxn to Igver intxn to Cedre intxn to Waterloo VOR.
V216 from Waterloo VOR to Ricki intxn to Walpp intxn to Toronto VOR has been revoked.
V5-308 redesignated from London VOR to Igver intxn to Cefor intxn.
V297 designated from Lleo intxn to Can/USA bdry
V300 redesignated from Sault Ste. Marie VOR to Ribir intxn to Can/USA bdry to Naash intxn.
V300 redesignated from Wiarion VOR to Walpp intxn to Kicks intxn.
V308-320 redesignated from Cefor intxn to Nubem intxn to Arthr intxn.
V320 redesignated from Arthr intxn to Toronto VOR.
V332 redesignated from London VORTAC to Nubem intxn to Bigbe intxn to Midland VOR.
V348 redesignated from Sault Ste. Marie VOR to Bepup intxn to Sudbury VOR.
V337 redesignated from Can/USA bdry to Axobu intxn to Dolfn intxn.
V360 redesignated from Ottawa VORTAC to Bivgo intxn to Mirabel VOR.
V363 redesignated from Killaloe VOR/DME to ONDOB intxn to Ottawa VORTAC.
V396 designated from Windsor VOR/DME to Octas intxn to Errth intxn to Can/USA bdry.
V406 redesignated from London VORTAC to Fingl intxn to Dusut intxn to Bovex intxn to Brokk intxn to Moonn intxn to Can/USA bdry.
V410 designated from Can/USA bdry to Pices intxn to Axxis intxn to London VORTAC.

ONTARIO - AIRSPACE DESIGNATIONS (Cont'd)

V414 designated from Windsor VOR/DME to Winzz intxn to Drome intxn to Pices intxn to Axxis intxn to London VORTAC.

V418 designated from Can/USA bdry to Moonn intxn to Brokk intxn to Bewel intxn.

V450 redesignated from Can/USA bdry to Axobu intxn Axobu intxn to ZR NDB.

Falls Intl Class "E" Control Zone redesignated as follows: The airspace to 14,500' within the area bounded by a line beginning at N48 35 05 W93 30 07 to N48 37 51 W93 33 37 to N48 40 41 W93 28 32 to N48 38 01 W93 25 10 thence clockwise along the arc of a circle of 4.1 miles radius centred on Falls Intl, MN ARP to N48 37 28 W93 20 57 thence along the Can/USA bdry to N48 32 30 W93 29 58 thence clockwise along the arc of a circle of 4.1 miles radius centred on Falls Intl, MN ARP to point of beginning.

North Bay Class "D" Control Zone has been redesignated to Class "E".

Ottawa Terminal Control Area has been redesignated as follows:

- (a) Class "D" airspace 1500' to 12,500' within the area bounded by a line beginning at Ottawa, ON VOR to N45 26 09.15 W075 42 29.14 thence clockwise along the arc of a circle of 7 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to N45 26 09.87 W075 37 54.52 to N45 30 39.00 W075 26 16.00 to N45 22 19.00 W075 20 26.00 to N45 15 10.49 W075 24 12.91 thence clockwise along the arc of a circle of 12 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to point of beginning excluding the airspace below 4000' within the area bounded by a circle of 3 miles radius centred on the Rockcliffe, ON ARP.
- (b) Class "D" airspace 2500' to 12,500' within the area bounded by a line beginning at Ottawa, ON VOR to N45 42 03.05 W075 29 06.88 thence clockwise along the arc of a circle of 24 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to N45 18 44.19 W076 14 08.49 to point of beginning excluding the airspace at and below 4000' within the area bounded by a circle of 4 miles radius centred on the following Pendleton, ON ARP.
- (c) Class "D" airspace 4000' to 12,500' within the area bounded by a line beginning at Ottawa, ON VOR to N45 18 44.19 W076 14 08.49 thence clockwise along the arc of a circle of 24 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to N45 42 03.05 W075 29 06.88 to point of beginning.

Ottawa Control Area Extension has been designated as follows:

- (a) The airspace from 1500 ASL within the area bounded by a line beginning at the Ottawa, ON VOR to N45 33 43 W75 50 34 thence clockwise along the arc of a circle of 12 miles radius centred on the Gatineau, QC ARP to N45 29 41 W75 16 56 to N45 22 19 W75 20 26 to N45 31 18 W75 26 43; thence along the Gatineau, QC CZ bdry to N45 28 21 W75 33 57 to N45 25 39 W75 35 48 thence counter-clockwise along the Ottawa/Macdonald-Cartier Intl, ON CZ boundary to N45 26 21 W75 39 52 to the point of beginning.
- (b) The airspace from 2500' within the area bounded by a line beginning at N45 46 06 W75 02 30 to N45 10 00 W74 48 50 to N44 54 18 W75 11 45 thence westerly along the northern edge of V98 thence northerly along the Toronto FIR/Montreal FIR bdry to N45 50 15 W76 16 00 to N45 58 41 W76 16 26 to the point of beginning, excluding the Ottawa TCA.

Ottawa Class "E" Transponder Airspace has been redesignated as follows:

- (a) The airspace extending upwards from 2500 ASL to below 4000 ASL within the area bounded by a line beginning at the Ottawa, ON VOR to N45 24 08 W76 00 04; thence clockwise along a 5NM arc centred on the Ottawa, ON VOR to N45 29 51 W75 48 32 to the point of beginning.
- (b) The airspace 6500' to 12,500' within the area bounded by a circle of 45 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP excluding the airspace within the Montreal TCA.

Red Lake Class "E" CZ has been redesignated as follows: Within a 5NM radius of Red Lake, ON NDB excluding that airspace below 700 ASL south of a line beginning at N51 01 47.51 W93 54 25.32 to N51 02 36.91 W93 49 33.56 to N51 01 08.66 W93 40 14.77.

Sault Ste. Marie Class "D" CZ depiction amended to include 4.4 statute mile Class "D" CZ over US airspace.

Sudbury Class "D" Control Zone has been redesignated to Class "E".

Timmins Control Area Extension has been redesignated as follows: The airspace within the area bounded by a line beginning at N49 07 32 W81 38 38 to N48 53 19 W80 37 52 thence clockwise along the arc of a circle of 35 miles radius centred on the Timmins, ON VOR to the point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C60 PLANNING

ONTARIO - AIRSPACE DESIGNATIONS (Cont'd)

The Toronto Control Area Extension redesignated as follows:

The airspace within the area bounded by a line beginning at N43 28 13.00 W082 11 02.00 Can/USA bdry to N43 33 06.90 W081 56 50.13 thence clockwise along the arc of a circle of 15 miles radius centred on N43 44 47.00 W081 43 51.00 Goderich, ON NDB to N43 55 00.00 W081 59 01.45 to N43 55 00.00 W081 28 40.55 thence clockwise along the arc of a circle of 15 miles radius centred on N43 44 47.00 W081 43 51.00 Goderich, ON NDB to N43 44 33.81 W081 23 09.56 to N44 46 51.00 W078 06 13.00 to N44 16 29.56 W077 38 28.36 to N44 02 24.00 W078 19 48.00 thence counter-clockwise along the arc of a circle of 35 miles radius centred on N44 07 08.00 W077 31 41.00 Trenton, ON ARP to N43 38 05.35 W077 58 41.48 thence southwest along the Can/USA bdry to N43 28 13.00 W082 11 02.00 point of beginning.

The Toronto Control Area Extension redesignated as follows:

The airspace from above 17,500' to below 18,000' within an area bounded by a line beginning at N44 16 29.56 W077 38 28.36 to N44 02 24.00 W078 19 48.00 thence counter-clockwise along the arc of a circle of 35 miles radius centred on N44 07 08.00 Trenton, ON ARP to N43 38 05.35 W077 58 41.48 thence east along the Can/USA bdry to N43 37 59.00 W077 04 06.00 Can/USA bdry to N44 16 29.56 W077 38 28.36 point of beginning.

The Toronto Control Area Extension redesignated as follows:

The airspace within the area bounded by a line beginning at N44 27 12.00 W076 51 46.00 thence along the southern edge of V98 to N44 30 08.00 W076 38 31.00 thence along the western edge of R2 to N44 28 20.00 W076 39 06.00 thence clockwise along the arc of a circle of 15 miles radius centred on Kingston, ON ARP to N44 12 14.00 W076 15 10.00 thence southwest along the Can/USA bdry to N44 03 33.00 W076 28 13.00 to N44 07 28.00 W076 43 06.00 thence counter-clockwise along the arc of a circle of 35 miles radius centred on Trenton, ON ARP to point of beginning

Toronto Control Area Extension has been redesignated as follows:

From 2500' within an area bounded by a line beginning at N45 50 35 W77 52 02 eastern edge of V316 to N45 43 35 W77 34 14 northern edge of V370 to N45 33 27 W76 15 07 Toronto FIR/Montreal FIR boundary to N44 44 59 W76 12 37 northern edge of V98 to N44 33 57 W76 58 58 thence clockwise along the arc of a circle of 70 miles radius centred on the Ottawa, ON VOR to N44 41 24 W77 09 21 northern edge of V104 to N44 47 09 W76 57 46 thence clockwise along the arc of a circle of 60 miles radius centred on the Ottawa, ON VOR to N45 28 49 W77 18 59 western edge of V316 to N45 36 16 W77 38 50 to N45 43 37 W77 57 34 to the point of beginning.

Toronto Control Area Extension has been redesignated as follows:

The airspace from 4500' and above within the area bounded by a line beginning at N43 48 03.09 W081 12 45.52 to N43 53 33.04 W081 13 13.48 to N43 53 56.26 W081 13 10.40 to N44 30 20.82 W081 12 17.81 thence clockwise along the arc of a circle of 15 miles radius centred on N44 44 45.00 W081 06 26.00 Wiaraton, ON ARP to N44 42 58.91 W080 45 32.31 thence clockwise along the arc of a circle of 80 miles radius centred on N43 39 29.00 W079 37 54.00 Toronto, ON VOR to N44 58 50.96 W079 51 51.51 thence counter-clockwise along the arc of a circle of 25 miles radius centred on N45 02 21.00 W079 16 58.00 Muskoka, ON NDB to N44 50 18.06 W078 46 07.77 to N44 40 47.81 W078 26 29.72 to N43 48 03.09 W081 12 45.52 point of beginning.

Toronto/Lester B. Pearson Intl Class "F" CZ has been redesignated to Class "C".

Trenton Class "C" CZ has been redesignated to Class "D".

Toronto Transition Area has been redesignated as follows:

The airspace within the area bounded by a line beginning at N44 09 57.27 W78 58 30.04 thence clockwise along the arc of a circle of 15 miles radius centred on Oshawa, ON ARP to N43 51 19.00 W78 33 44.00 to N43 07 07.00 W78 50 45.00 thence clockwise along the arc of a circle of 15 miles radius centred on Niagara District, ON ARP to N42 56 30.00 W79 09 40.00 to N42 55 20.00 W79 55 04.00 thence clockwise along the arc of a circle of 15 miles radius centred on Hamilton, ON ARP to N42 59 00.00 W80 09 19.00 to N43 16 10.00 W80 36 29.00 thence clockwise along the arc of a circle of 15 miles radius centred on Waterloo Regional, ON ARP to N43 40 02.00 W80 34 29.00 to N43 58 46.00 W79 55 16.00 thence clockwise along the arc of a circle of 23 miles radius centred on Toronto, ON VOR to N44 01 51.00 W79 45 28.00 to point of beginning.

Trenton Military Terminal Control Area has been redesignated as follows:

- (a) The airspace 700 ASL to 17,000 ASL within the area bounded by a line beginning at N44 02 24 W78 19 48; thence along the southern boundary of V98 to N44 17 04 W77 36 46 to N44 27 12 W76 51 46; thence clockwise along the arc of a 35NM circle centred on the Trenton, ON ARP to the point of beginning.
- (b) The airspace 2200 ASL to 17,000 ASL within the area bounded by a line beginning at N44 07 28 W76 43 06 to N44 03 33 W76 28 13 to N43 37 52 W76 47 49; thence along the Can/USA bdry to N43 37 59 W77 04 53; thence counter-clockwise along the arc of a 35NM circle centred on the Trenton, ON ARP to the point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C61

ONTARIO - AIRSPACE DESIGNATIONS (Cont'd)

Windsor Control Zone has been redesignated as follows:

The airspace to below 3000' (2400' AAE) within the area bounded by a circle of 6 miles radius centred on the Windsor, ON ARP excluding the airspace to below 700' AGL overlying the Detroit River and Lake St. Clair.

Toronto Transponder Airspace has been redesignated as follows:

Class E Mode C transponder airspace within 65 NM of Toronto VOR above 6500' ASL to 12500' ASL

ONTARIO - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA509(P) Cookstown designated as follows: The airspace within the area bounded by a circle of 1 mile radius centred on N44 14 20.00 W079 38 20.00

Designated Altitude – Surface to 4500' OcsI higher by NOTAM

Time of Designation – OcsI daylight by NOTAM

CYA512(P) Simcoe redesignated as follows: A parachuting area bounded by a line beginning at N42 49 02 W80 16 30 to N42 51 00 W80 17 07 to N42 50 45 W80 18 30 to N42 51 53 W80 19 26; thence clockwise along the arc of a 2NM circle centred on N42 51 00 W80 17 00 to the point of beginning.

Designated Altitude - Surface to 7500 ASL, OcsI higher by NOTAM

Time of Designation - Cont daylight Wed, Sat, Sun & Hol, O/T by NOTAM

CYA514(P) New Lowell has been revoked.

CYA517(P) Arthur North has been revoked.

CYA519(A) Windsor has been revoked.

CYA521(M) North Bay redesignated as follows: A military operations area bounded by a line beginning at N46 32 17 W79 51 34 to N46 56 00 W80 46 00 to N47 23 00 W79 57 40 to N46 53 50 W79 42 00 to N46 40 27 W79 38 27 to the point of beginning.

CYA523(A) Mount Forest redesignated as follows: An acrobatic area bounded by a line beginning at N44 00 00 W80 32 30 to N43 58 40 W80 30 00 to N43 54 45 W80 28 30 to N43 53 30 W80 33 00 to N43 54 50 W80 35 20 to N43 57 00 W80 35 00 to N43 59 50 W80 33 15 to the point of beginning.

CYA528(S)/(T) Kemptville redesignated as follows: The airspace within the area bounded by a line beginning at N45 05 59.00 W075 46 23.00 to N45 03 50.00 W075 45 48.00 to N45 03 02.00 W075 44 51.00 to N45 01 42.00 W075 39 32.00 to N44 57 19.00 W075 34 18.00 thence clockwise along the arc of 6 miles radius centred on N44 51 44.00 W075 37 24.00 to N44 56 07.29 W075 31 38.95 thence counter-clockwise along the arc of a 24 miles radius centred on Ottawa/Macdonald-Cartier Intl. ON ARP to N45 03 13.10 W075 15 01.84 to N45 06 53.00 W075 41 26.00 to point of beginning.

Designated Altitude - Surface to below 4000 ASL

Time of Designation - OcsI daylight by NOTAM

CYA532(A) Lake Simcoe - Time of Designation changed to "OcsI by NOTAM".

CYA534(S) Kars redesignated as follows: The airspace within the area bounded by a line beginning at N45 06 46 W75 42 06 to N45 06 53 W75 41 26 to N45 05 50 W75 33 46 thence counter-clockwise along the arc of a circle of 3 miles radius centred on the Kars/Rideau Valley Air Park ARP to the point of beginning

CYR412 Churchill has been revoked.

CYR415 Churchill has been revoked.

CYR416 Churchill has been revoked.

CYR417 Churchill has been revoked.

CYR503 Kingston redesignated as follows: The area is described as a circle with a radius of 1NM centred on N44 13 15 W76 30 49.

CYR507 Collins Bay redesignated as follows: The area is described as a circle with a radius of 1NM centred on N44 14 05 W76 33 13 excluding that portion lying within CYR503.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C62 PLANNING

ONTARIO - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYR509 Ipperwash designated as follows: The airspace within the area bounded by a circle of 3 miles with the radius centred on N43 12 38 W81 55 56.

Designated Altitude - Surface to 6000'

Time of Designation - Fridays 1230-17Z± O/T by NOTAM

CYR509 Ipperwash redesignated as CYR514

CYR510 Chalk River redesignated as follows: The airspace within the area bounded by a line beginning at N46 01 06 W77 25 21 thence clockwise along the arc of a circle of 2.5 miles radius centred on N46 02 00 W77 22 00 to N46 01 27 W77 18 30 thence along the Ottawa River shoreline to N46 02 17 W77 20 42 to the point of beginning.

CYR533 Kitchener - The area is described as a circle with a radius of 1NM centred on N43 24 07 W80 26 28.

Designated Altitude - Surface to 1500 ASL.

Time of Designation - Cont

CYR535 Cayuga - The area is described as a circle with a radius of 2NM centred on N42 54 10 W79 50 55.

Designated Altitude - Surface to 11,000 ASL

Time of Designation - OcsI by NOTAM

CYR536 Dwyer Hill - The airspace within the area bounded by a line beginning at N45 09 46 W75 56 24 to N45 07 25 W75 53 37 to N45 05 16 W75 57 09 to N45 07 35 W75 59 10 to N45 09 46 W75 56 24 point of beginning.

Designated Altitude - Surface to 2500 ASL

Time of Designation - Cont

CYR537 Parliament Hill - The airspace within the area bounded by a circle of 0.25 mile radius centred on N45 25 29.00 W075 41 59.00.

Designated Altitude – Surface to 1500'

Time of Designation – Cont

CYR538 Rideau Hall - The airspace within the area bounded by a circle of 0.25 mile radius centred on N45 26 40.00 W075 41 32.00.

Designated Altitude – Surface to 1500'

Time of Designation – Cont

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C63

ONTARIO - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated

GENERAL AREA	SITE	COORDINATES	
Windsor (Area 1)	1.0 NM	N42 09 19	W83 00 21
Windsor (Area 2)	1.0 NM	N42 05 21	W83 05 06
Victor Mine	2.0 NM	N52 49 14	W83 53 01 to 1500 AGL
Creighton	0.5 NM radius 6 NM SW of A/D to 2000 AGL	N46 27 31	W81 13 27
Creighton	0.5 NM radius 6 NM SW of A/D	N46 27 30	W81 12 47
Whitefish	0.5 NM radius 10 NM WSW of A/D to 2000 AGL	N46 25 47	W81 19 22

ONTARIO - HAZARDS TO AIRCRAFT OPERATIONS

Hang Gliding Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions.

NAME	POSITION	COORDINATES	
Brougham	North side of Hwy 7. 2 km E of Brougham	N43 55 01	W79 07 07

Soaring Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

NAME	POSITION	OPERATING TIMES
Embrun	From A/D to 2NM N	Weekends and holidays, activated by NOTAM.
St. Catharines/Niagara District	Near A/D	Sat, Sun, hol Apr-Jun, Sep-Nov

Parachuting Areas

Pilots are cautioned to either avoid the following areas when parachuting is in progress or to exercise extreme caution when flying in areas where parachutists might be encountered.

Dundas	– Parajumps within 1NM radius of N43 18 09 W79 58 20 (7.9NM NNW of Hamilton Airport, CYHM) to 13,000 ASL, activated by NOTAM.
Dunnville	– Parajumps on A/D and within 2NM radius to 14,000 ASL, daily.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C66 PLANNING

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

ALGONQUIN LOW LEVEL TACTICAL AIR TRANSPORT EXERCISES (TATEX)

The area identified as the ALGONQUIN TATEX area and depicted on the following map, contains military training activity from surface to 6,000 feet ASL. The TATEX area is located within the area bounded by a line drawn from N44 44 W78 03, to N44 58 W78 10, to N45 20 W78 30, to N45 30 W78 30, to N47 00 W78 30, to N47 00 W77 40, to N46 54 W77 30, to N46 30 W77 30, to N46 12 W77 44, to N46 04 W77 24, a point on the boundary of CYR510, thence counter-clockwise via the boundary of CYR510 to the boundary of CYR511, thence counter-clockwise via the boundary of CYR511 to N45 50.5 W77 32.3, to N45 47.5 W77 44, to N45 35 W77 44, to N45 18 W76 55, to N45 07 W77 00, to N44 57 W77 28 to the point of beginning.

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

Activation of the ALGONQUIN TATEX area will be advertised by NOTAM under the heading TORONTO FIR with as little as 24 hours advance notice.

TATEX CORRIDOR AND TATEX LOW LEVEL TRAINING ROUTES - TATEX 607, TATEX 608

The area identified as the TATEX Corridor, surface to 6000 ASL, is used as a transition zone from CYTR to the Algonquin TATEX Area in IFR weather. The corridor is between N44 44 W78 03, N44 11 W77 43, N44 24 W77 07, N44 57 W77 28.

The area identified as TATEX 607 contains military training activity from the surface to 6000 ASL, within 4NM of the centreline in IFR conditions. TATEX 607 is between N44 30.6 W77 23.6 and N44 54.3 W77 35.5.

The area identified as TATEX 608 contains military training activity from the surface to 6000 ASL, within 4NM of the centreline in IFR conditions. TATEX 608 is between N44 51.3 W77 49.2 and N44 28.5 W77 45.1.

Military transport aircraft conduct low level flights in these areas under instrument meteorological conditions, both day and night. Non-participating pilots are urged to exercise caution in the vicinity of these routes.

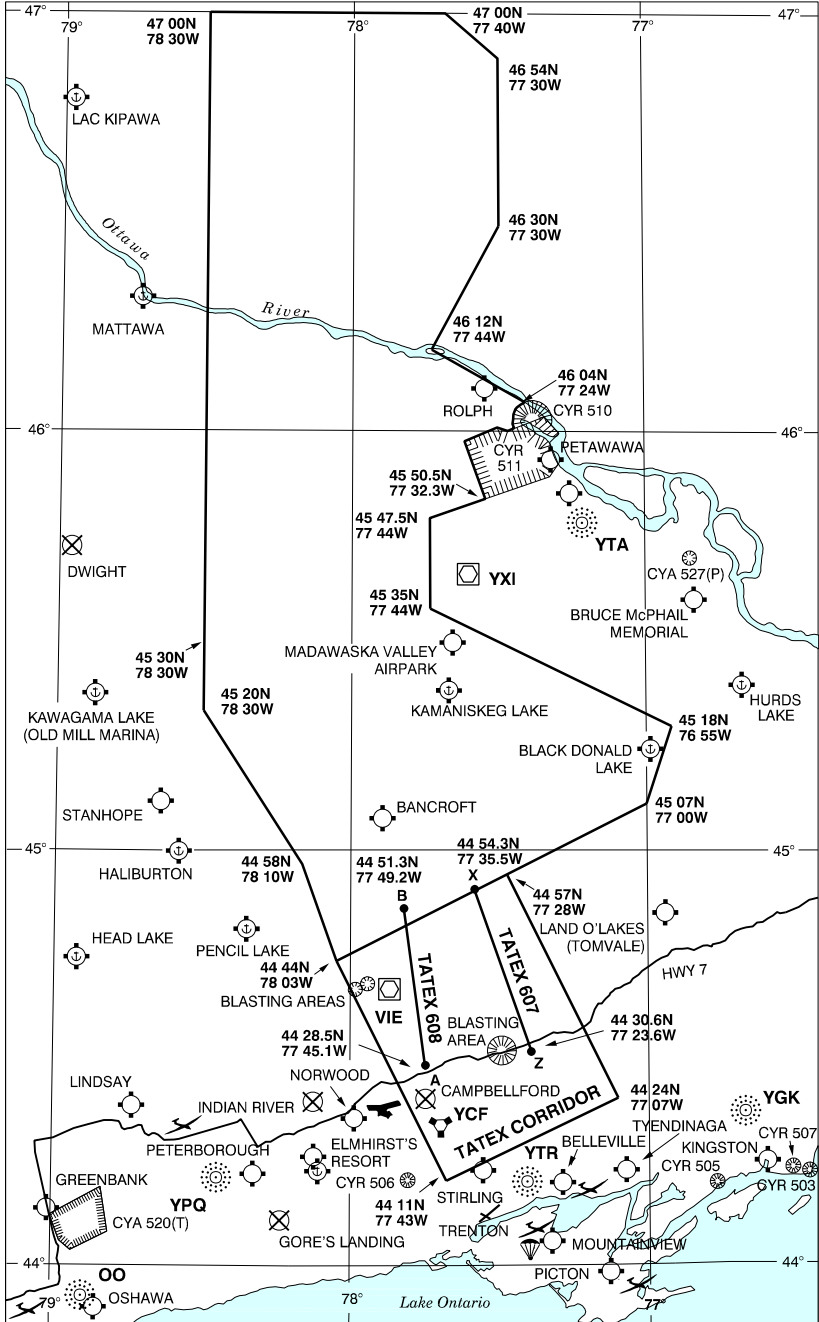
Activation of the corridor and these routes will be advertised on CYTR ATIS freq 135.45 or 257.7.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C67

ALGONQUIN LOW LEVEL TATEX AREA, CORRIDOR AND TRAINING ROUTES



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C68 PLANNING

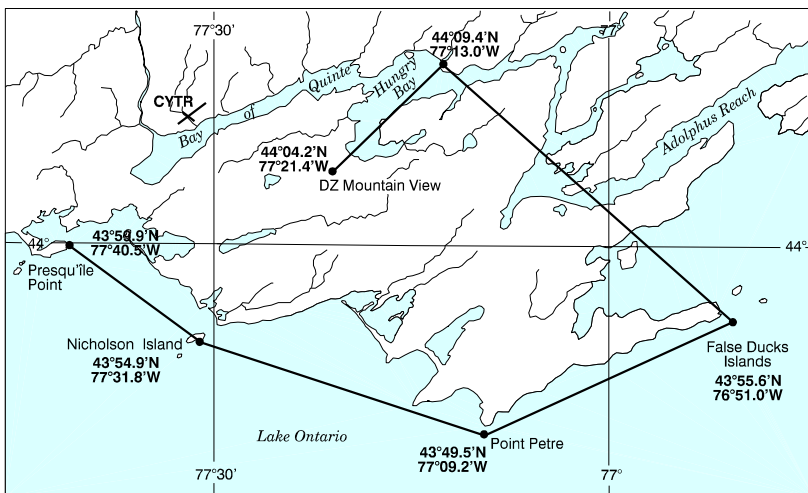
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

TATEX 601

The area identified as TATEX 601 contains military training activity from surface to 3000 ASL, within 4NM of the centerline in IFR or VFR conditions. TATEX 601 is from N43 59.9 W77 40.5 (Presqu'île Light House) to N43 54.9 W77 31.8 (Nicholson Island) to N43 49.5 W77 09.2 (Point Petre) to N43 55.57 W76 51.00 (False Ducks Islands) to N44 09.4 W77 13.0 (Hungry Bay Point) to N44 04.2 W77 21.4 (DZ Mountain View).

Military transport aircraft conduct low level flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level. Non-participating pilots are urged to exercise caution in the vicinity of this route.

Activation of this route will be advertised on CYTR ATIS freq 135.45 or 257.7.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C69

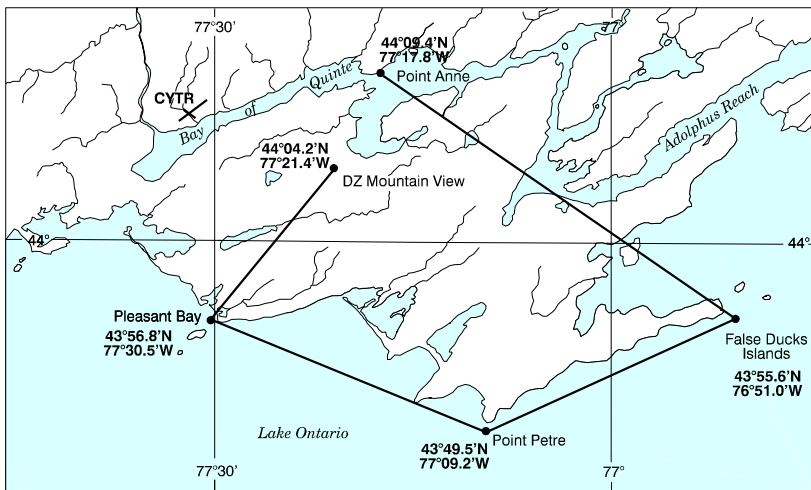
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

TATEX 602

The area identified as TATEX 602 contains military training activity from surface to 3000 ASL, within 4NM of the centerline in IFR or VFR conditions. TATEX 602 is from N44 09.4 W77 17.8 (Point Anne) to N43 55.57 W76 51.00 (False Ducks Islands) to N43 49.5 W77 09.2 (Point Petre) to N43 56.8 W77 30.5 (Pleasant Bay) to N44 04.2 W77 21.4 (DZ Mountain View).

Military transport aircraft conduct low level flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level. Non-participating pilots are urged to exercise caution in the vicinity of this route.

Activation of this route will be advertised on CYTR ATIS freq 135.45 or 257.7.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C70 PLANNING

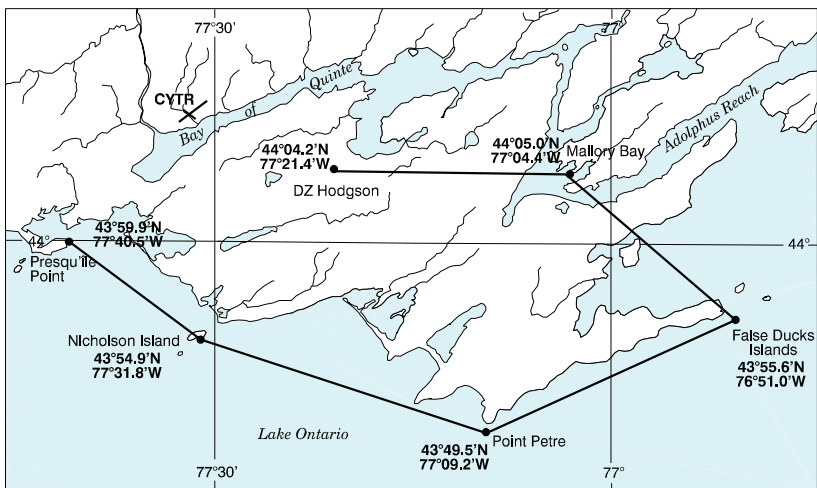
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

TATEX 603

The area identified as TATEX 603 contains military training activity from surface to 3000 ASL, within 4NM of the centerline in IFR or VFR conditions. TATEX 603 is from N43 59.9 W77 40.5 (Presqu'île Light House) to N43 54.9 W77 31.8 (Nicholson Island) to N43 49.5 W77 09.2 (Point Petre) to N43 55.57 W76 51.00 (False Ducks Islands) to N44 05.0 W77 04.4 (Mallory Bay) to N44 04.2 W77 21.4 (DZ Hodgson).

Military transport aircraft conduct low level flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level. Non-participating pilots are urged to exercise caution in the vicinity of this route.

Activation of this route will be advertised on CYTR ATIS freq 135.45 or 257.7.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C71

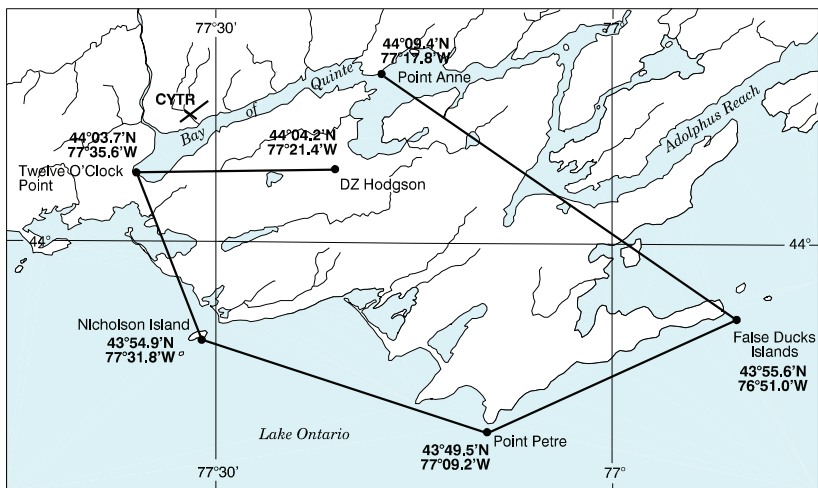
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

TATEX 604

The area identified as TATEX 604 contains military training activity from surface to 3000 ASL, within 4NM of the centerline in IFR or VFR conditions. TATEX 604 is from N44 09.4 W77 17.8 (Point Anne) to N43 55.57 W76 51.00 (False Ducks Islands) to N43 54.9 W77 31.8 (Nicholson Island) to N44 03.7 W77 35.6 (Twelve O'Clock Point) to N44 04.2 W77 21.4 (DZ Hodgson).

Military transport aircraft conduct low level flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level. Non-participating pilots are urged to exercise caution in the vicinity of this route.

Activation of this route will be advertised on CYTR ATIS freq 135.45 or 257.7.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C72 PLANNING

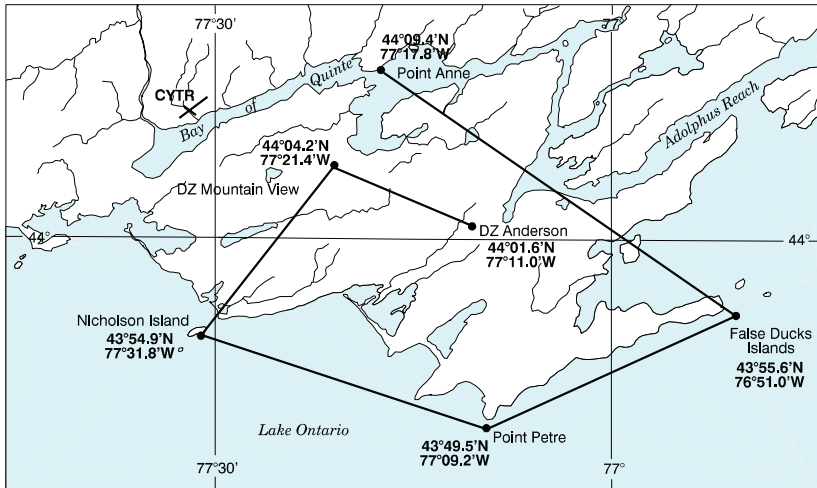
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

TATEX 606

The area identified as TATEX 606 contains military training activity from surface to 3000 ASL, within 4NM of the centerline in IFR or VFR conditions. TATEX 606 is from N44 09.4 W77 17.8 (Point Anne) to N43 55.57 W76 51.00 (False Ducks Islands) to N43 54.9 W77 31.8 (Nicholson Island) to N44 04.2 W77 21.4 (DZ Mountain View) to N44 01.6 W77 11.0 (DZ Anderson).

Military transport aircraft conduct low level flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level. Non-participating pilots are urged to exercise caution in the vicinity of this route.

Activation of this route will be advertised on CYTR ATIS freq 135.45 or 257.7.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C73

ONTARIO – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

ONTARIO – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
South Woodslee 4.5SE	936	312	N42 08 59	W82 38 38
Comber 3.8SSW	878	263	N42 10 13	W82 34 36
Port Alma 1.6NE (Wind Turbines)	1066	415	N42 14 44	W82 07 47
North Buxton 1.8SSW	857	263	N42 16 33	W82 14 23
Morpeth 2.6WSW	885	262	N42 21 32	W81 53 00
Ridgetown 1.8S	984	263	N42 24 30	W81 52 48
Chatham 3.0NNW	905	312	N42 26 31	W82 13 41
Duart 3.0ESE	907	263	N42 28 22	W81 41 50
Mitchell's Bay 1.2NNE	845	270	N42 29 26	W82 23 35
Walsingham 5.5SSW (Wind Turbines)	1040	397	N42 35 52	W80 34 49
Walsingham 5.5SW (Wind Turbines)	1024	397	N42 36 02	W80 36 18
Florence 0.5WNW	979	344	N42 39 27	W82 01 47
Wardsville 1.0NW	1041	345	N42 39 29	W81 46 34
Port Burwell 1.5N	935	295	N42 39 42	W80 48 06
Melbourne 0.6SW	1056	345	N42 48 28	W81 33 57
Peacock Point 3.8WNW	973	345	N42 49 09	W80 03 32
Selkirk 1.0WNW	994	345	N42 50 15	W81 56 59
Delawane 4.6SSE	1102	312	N42 50 25	W81 22 25
Alvinston 1.3N	1717	1005	N42 50 27	W79 50 45
Port Maitland (Wind Turbines)	1011	397	N42 51 04	W79 29 25
Cayuga 0.5S	1024	400	N42 56 29	W79 50 45
Hagersville 1.0WNW	1080	345	N42 58 10	W80 04 27
Sarnia 7.6E	909	279	N42 58 47	W82 13 34

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C74 PLANNING

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Salford	1699	699	N43 00 44	W80 50 10
1.2NNW				
Dorchester	1235	329	N43 00 49	W81 04 34
1.8NNW				
Binbrook	920	263	N43 05 11	W79 50 18
2.5SW				
Woodstock	1340	312	N43 08 15	W80 53 15
4.8NW of A/D				
Kintore	1366	312	N43 08 21	W81 00 32
1.1E				
Ipperwash Beach	1070	397	N43 10 42	W81 58 36
1.8S(Wind Turbines)				
Hamilton	967	317	N43 12 21	W79 43 50
Adj E				
Hamilton	825	530	N43 15 13	W79 51 55
City				
Tavistock	1422	312	N43 18 35	W80 51 35
1.1SW				
Kirkton	1346	345	N43 18 55	W81 18 24
0.6SE				
Exeter	1282	345	N43 20 46	W81 26 35
1.5ESE				
Hensall	1285	345	N43 25 58	W81 29 15
0.5SE				
Brucefield	1199	302	N43 31 18	W81 32 58
1.5W				
Brucefield	1083	164	N43 31 55	W81 29 32
1.2ENE				
Mississauga	719	204	N43 33 38	W79 42 09
Adj				
Milverton	1559	345	N43 33 57	W80 56 57
0.7W				
Atwood	1517	312	N43 39 24	W81 00 01
1.4SE				
Acton	1401	220	N43 39 28	W80 00 24
2.0NNE				
Goderich	1090	400	N43 40 42	W81 42 31
4.0S				
Fergus	1659	289	N43 42 44	W80 20 56
1.8ENE				
Auburn	1261	260	N43 43 37	W81 34 41
3.6SSW				
Brampton	811	215	N43 44 48	W79 40 46
4.0NE				
Grand Valley	1895	345	N43 52 17	W80 18 33
1.6SSW				
Wellington	558	295	N43 57 49	W77 18 22
2.0E				
Grafton	940	295	N44 00 37	W78 01 09
1.0NNE				
Teeswater	1360	345	N44 00 55	W81 16 41
1.0NNE				

CANADA FLIGHT SUPPLEMENT / GPH 205

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PLANNING C75

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Ripley	955	263	N44 01 58	W81 40 25
5.0SW				
Bloomfield	653	345	N44 02 16	W77 17 36
4.3NW				
Ripley	1163	392	N44 03 29	W81 38 53
2.8SW (Wind Turbines)				
Ripley	1060	279	N44 03 31	W81 35 19
0.7SW				
Ripley	995	263	N44 04 45	W81 37 42
2.0WNW				
Holland Landing	988	132	N44 05 22	W79 29 35
0.5S				
Trenton	394	143	N44 06 12	W77 34 17
Adj				
Caesarea	1352	312	N44 08 57	W78 45 39
3.2 E				
Kincardine	935	295	N44 09 17	W81 36 58
1.4SE				
Marysville	1325	1000	N44 10 02	W76 25 40
1.5SE				
Bethany	1538	279	N44 10 40	W78 37 43
2.6W				
Keswick	1052	247	N44 11 30	W79 27 42
2.2S				
Kingston	753	500	N44 12 36	W76 25 04
8.0ESE of A/D				
Glammis	1279	345	N44 12 48	W81 23 02
0.3NNE				
Borden	1374	328	N44 13 13	W80 02 53
6.6SW				
Tiverton	1154	397	N44 14 47	W81 33 45
1.6SSW (Wind Turbines)				
Thornton	1203	230	N44 15 10	W79 42 40
1.5SSE				
Underwood	1270	397	N44 16 39	W81 25 59
1.8SJ				
Kingston	765	345	N44 16 49	W76 29 47
2.0N				
Kingston	969	510	N44 17 22	W76 28 49
1.2N				
Underwood	1050	295	N44 18 27	W81 32 20
2.3W				
Peterborough	1857	1070	N44 19 41	W78 17 59
Adj City				
Barrie	1152	230	N44 21 15	W79 41 36
Adj S				
Singhampton	1588	213	N44 21 46	W80 11 42
2.6ENE				
Battersea	627	295	N44 24 05	W76 19 26
2.5SE				
Battersea	742	345	N44 25 10	W76 17 34
3.9E				

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C76 PLANNING

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Bobcaygeon 6.0S	1478	560	N44 26 44	W78 32 00
Chatsworth 1.0NW	1303	345	N44 28 00	W80 55 22
Mallorytown 0.6ESE	633	295	N44 28 21	W75 52 23
Wasaga Beach 2.0E	985	375	N44 28 40	W80 00 51
Oro Station 2.0NW	1120	120	N44 29 28	W79 33 40
Bobcaygeon 0.5W	1242	345	N44 32 38	W78 34 09
Warminster 0.2NNW	1161	214	N44 38 38	W79 33 18
Apsley 5.0SSW	1355	354	N44 40 45	W78 07 55
Buena Vista Park Adj	995	246	N44 42 57	W79 22 57
North Augusta 1.5 SE	694	300	N44 44 22	W75 43 32
Cardinal 1.7W	629	345	N44 47 45	W75 25 23
Gooderham 1.0SSW	1627	377	N44 53 21	W78 23 16
Cornwall 0.5S	478	295	N45 00 20	W74 43 54
Lanark 4.8ENE	827	345	N45 02 11	W76 15 11
Lakewood 5.5ENE	1650	400	N45 02 14	W78 57 43
Long Sault 1.8NNE	635	345	N45 03 21	W74 52 16
MacTier 11.4WSW	883	246	N45 05 48	W80 02 49
Miller Lake 0.5SW	1008	345	N45 05 50	W81 27 02
Winchester Adj	500	300	N45 06 03	W75 21 05
Bracebridge 6.6NE	1500	350	N45 07 24	W79 11 58
Richmond 1.4SSE	636	315	N45 10 14	W75 49 00
Denbigh 4.0NW	1687	263	N45 10 20	W77 21 10
Windermere 2.8NE	1393	345	N45 12 31	W79 30 09
Ottawa 9.0SSE	1033	741	N45 13 01	W75 33 51
Baysville 4.6N	1650	350	N45 13 32	W79 07 16
Maxville 0.2SE	661	295	N45 16 40	W74 50 45

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PLANNING C77

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
White Lake	901	300	N45 17 31	W76 30 36
3.4SW				
Orrville	1115	295	N45 18 11	W79 53 10
6.4SW				
Parry Sound	895	95	N45 20 26	W80 01 00
0.5ESE				
Parry Sound	1115	295	N45 21 17	W80 00 02
1.6ENE				
Kanata	607	282	N45 21 50	W75 58 44
3.0WNW				
Navan	581	300	N45 25 15	W75 24 11
1.0E				
Whitney	1949	345	N45 29 57	W78 11 17
2.0ENE				
Whitney	1921	262	N45 32 53	W78 08 52
5.0NE90				
Shawanaga	1033	312	N45 33 25	W80 17 46
2.6NNW				
Burk's Falls	1604	504	N45 36 08	W79 28 38
4.0W				
Pointe au Baril Station	1021	345	N45 41 24	W80 26 11
6.1NNW				
Byng Inlet	827	197	N45 42 48	W80 28 53
4.6SE				
Whitestone	1150	400	N45 42 58	W80 01 11
2.8NW				
Petawawa	825	295	N45 52 45	W77 18 21
1.5SW				
Key River	967	312	N45 54 26	W80 34 26
0.6N				
Killarney	996	345	N45 59 02	W81 29 44
0.49NNE				
Deep River	854	296	N46 04 18	W77 28 28
1.4SSE				
Jamol	913	197	N46 05 14	W80 35 44
1.6SW				
Noelville	1024	279	N46 08 42	W80 25 46
0.5N				
Massey	1051	351	N46 13 37	W82 00 53
2.9ENE				
North Bay	1064	345	N46 18 23	W79 25 37
Adj SE				
Cooks Mills	1467	351	N46 23 31	W79 28 02
0.8S				
Sudbury	1195	361	N46 25 16	W80 53 39
1.1SE				
Lively	1200	300	N46 25 38	W81 10 48
1.5SW				
Sudbury	1254	345	N46 26 23	W80 57 57
2.84SSE				
Crystal Falls	1152	345	N46 28 13	W79 56 00
2.2WNW				

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C78 PLANNING

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Sudbury	1177	214	N46 29 56	W80 55 06
City Adj SE				
Sault Ste. Marie	863	263	N46 30 50	W84 24 37
1.5SW				
Field	1168	345	N46 31 26	W80 00 24
0.5E				
Sudbury	1119	246	N46 31 26	W80 54 07
City Adj E				
Azilda	1351	351	N46 32 13	W81 05 09
2.0SE				
Sault Ste. Marie	898	279	N46 32 47	W84 13 58
2.5E				
Gros Cap	1290	263	N46 33 59	W84 34 56
2.2NNW				
Gros Cap	1310	263	N46 34 05	W84 34 56
2.3NNW				
Gros Cap	1428	263	N46 34 56	W84 30 20
4.2NE				
Gros Cap	1353	263	N46 35 05	W84 33 31
3.0N				
Wharnccliffe	1838	263	N46 37 49	W83 24 33
12.5N				
Goulais Mission	1661	263	N46 37 49	W84 27 27
5.5SSE				
Sault Ste. Marie	1778	384	N46 38 03	W84 27 29
(Wind Turbines)				
Hanmer	1300	350	N46 40 03	W80 55 24
1.2NE				
Hanmer	1317	345	N46 41 02	W80 57 31
2.0NNW				
Cartier	1732	345	N46 41 55	W81 33 32
0.5S				
Longpoint Lake	2087	200	N47 36 14	W80 30 40
4.2SE				
Pardee	1354	328	N48 05 31	W89 29 35
4.4SE				
Thunder Bay	1228	328	N48 13 33	W89 27 45
11.0SW				
Porcupine	1249	300	N48 30 09	W81 08 24
1.9ENE				
Roquemaure	1334	359	N48 31 08	W79 45 09
20.0WSW				
Thunder Bay	2311	711	N48 31 30	W89 06 50
4.0NE				
Matheson	1250	345	N48 31 58	W80 29 56
1.2W				
Shillington	1538	600	N48 32 50	W80 57 09
11.0W				
Crozier	1512	328	N48 37 25	W93 32 20
1.0NW				
Fort Frances	1747	547	N48 38 22	W93 43 14
11.7NW				

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PLANNING C79

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Timmins	1273	323	N48 39 04	W81 19 53
9.6N				
Burriss	1526	328	N48 40 48	W93 40 26
0.1NW				
Pinewood	1476	328	N48 43 10	W94 19 13
0.8NW				
Pearl	1905	263	N48 46 08	W88 46 01
7.3NNW				
Caliper Lake	1917	597	N48 48 18	W93 53 24
15.3S				
Pearl	1833	263	N48 48 46	W88 49 11
11.0NW				
Rath	1978	328	N48 49 03	W89 55 18
Adj SE				
Dearlock	1510	329	N48 50 39	W94 05 49
0.25NNW				
Bergland	1411	328	N48 56 32	W94 22 49
0.6SE				
Morson	1378	328	N49 06 24	W94 18 21
1.2NE				
Keewatin	1374	200	N49 40 21	W94 33 29
5.0S				
Longbow Lake	1565	320	N49 44 29	W94 20 52
1.0NNW				
Dryden	1600	365	N49 46 57	W92 50 44
City Adj W				
Vermillion Bay	1855	415	N49 50 36	W93 26 35
2.0WSW				
Ena Lake	1300	200	N49 53 58	W94 29 44
4.8SSE				
Richan	1995	504	N49 59 58	W92 51 31
1.5W.				
Perrault Falls	1674	351	N50 19 15	W93 10 31
1.9SW				
Ear Falls	1585	351	N50 38 28	W93 13 55
Adj				
Starratt Olsen	1743	351	N50 53 48	W93 47 42
5.8ESE				
Red lake	1655	352	N50 59 28	W93 47 10
2.1SE				
Pikangikum	1430	280	N51 43 19	W93 39 07
13.4ESE				
Big Trout Lake	889	115	N53 48 55	W89 54 46
1.4WSW				
Fort Severn	270	250	N55 59 56	W87 37 06
0.7NE				

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C80 PLANNING

QUEBEC

QUEBEC - AIR NAVIGATION RADIO AIDS

Baie-Comeau NDB ident "BC" freq 414 at N49 07 04 W68 19 34 decommissioned.
Bromont NDB ident "6R" freq 343 at N45 14 27 W72 47 47 changed to "ZBM".
Donaldson VOR/DME ident "X7" freq 114.5 Ch 92 at N61 39 38 W73 19 02 commissioned.
Donaldson NDB ident "5L" freq 233 at N61 39 46 W73 19 01 decommissioned.
Fontanges DME ident "I5Q" freq 109.5 at N54 33 25 W71 09 33 decommissioned.
Grindstone (Iles-de-la-Madeleine) VOR/DME ident "YGR" freq 112.0 var changed to "20°W".
Heath Point NDB ident "HP" freq 335 at N49 05 06 W61 42 02 decommissioned.
Lac Eon NDB ident "YEO" freq 227 at N51 51 18 W63 16 25 decommissioned.
Laforge-1 NDB ident "5X" freq 227 at N54 06 29 W72 31 21 decommissioned.
Laforge-1 DME ident "I5X" freq 111.1 Ch 48 at N54 06 06 W72 32 31 decommissioned.
La Grande-3 DME ident "IP7" freq 110.3 Ch 40 at N53 34 13 W76 11 20 decommissioned.
La Grande-4 DME ident "IQ7" freq 110.9 Ch 46 at N53 45 21 W73 40 49 decommissioned.
Lebel-sur-Quevillon NDB ident "2H" freq 261 at N49 02 14 W77 01 15 commissioned.
Mars (Bagotville) NDB ident "URX" freq 269 at N48 00 54 W70 49 08 decommissioned.
Monic, Montreal Intl (Mirabel) NDB ident "ZMB" freq 224 at N45 39 29 W73 58 02 decommissioned.
Monaghan NDB ident "ZZV" freq 354 at N50 12 44 W66 18 01 decommissioned.
Natash VOR/DME ident "YNA" freq 113.6 at N50 11 01 W61 46 52 var changed to "21°W".
Natash NDB ident "NA" freq 385 (M) at N50 13 20 W61 50 30 decommissioned.
Nemiscau DME ident "IK8" freq 109.5 Ch 32 at N51 41 19 W76 08 20 decommissioned.
Pointe-des-Monts NDB ident "TG" freq 300 at N49 19 00 W67 22 50 decommissioned.
Povungnituk DME ident "YPX" freq 113.5 Ch 82 at N60 02 37 W77 16 46 commissioned.
Povungnituk NDB ident "YPX" and DME ident "YPX" renamed Puvirnituk.
St-Frederic NDB ident "T8" freq 257 at N46 19 59 W70 57 40 commissioned.
St-Honore NDB ident "YRC" freq 213 at N48 32 10 W71 09 32 commissioned.
Schefferville NDB ident "KL" freq 203 at N54 40 58 W66 51 44 decommissioned.
Sept-Iles VOR ident "YZV" freq 114.5 at N50 13 56 W66 16 36 var changed to "20°W"
Val-d'Or NDB ident "VO" freq 239 at N48 03 24 W77 47 36 decommissioned.

QUEBEC - AIRSPACE DESIGNATIONS

A5 from Charlevoix NDB to Mars NDB to Bagotville NDB has been revoked.
A12 from Gaspé NDB to Charlottetown NDB has been revoked.
AR1 between Port Menier NDB and Mingan NDB has been revoked.
AR1 redesignated from Port Menier NDB to Havre St-Pierre NDB.
AR1 between Mingan NDB and Lac Eon NDB has been revoked.
AR3 from Port-Menier NDB to Natash NDB to Lourdes-de-Blanc-Sablon NDB has been revoked.
AR4 redesignated from Chiboo NDB to Nemiscau NDB to La Grande Riviere NDB.
AR10 from Roberval NDB to Chute-des-Passes NDB has been redesignated to AR11.
AR11 designated from Montreal VOR to Parent NDB to Roberval NDB.
AR11 redesignated from Wabush VOR to Kavpo intxn to Schefferville VOR.
AR11 redesignated from Schefferville VOR to Serni intxn to Kujack VOR.
AR11 from Saguenay VOR to Chute-des-Passes NDB has been redesignated to AR13.
AR12 from Saguenay VOR to Chiboo NDB has been revoked.
AR16 redesignated from Inukjuak NDB to Puvirnituk NDB to Akulivik NDB.
AR16-17 redesignated from Inukjuak NDB to Liben intxn to Puvirnituk NDB.
AR17 redesignated from Inukjuak NDB to Puvirnituk NDB to Kangiqsujuaq NDB to Kimmirut NDB.
AR17 designated from Val-d'Or VOR to Parent NDB to La Tuque NDB.
AR17 obd brg from Parent NDB to Val-d'Or VOR realigned to 295°.
AR17 from Val-d'Or NDB to Nabog intxn to Matagami NDB revoked.
AR17 designated from Val-d'Or VOR to Nabog intxn to Matagami NDB.
AR23 from Sept-Iles NDB to Lac Eon NDB to Goose NDB has been revoked.
AR24 between Wabush NDB and Lac Eon NDB has been revoked.
AR24 designated from Moosonee NDB to Waskaganish NDB to Nemiscau NDB.
AR36 designated from Rouyn NDB to Waskaganish NDB.
AR39 redesignated from Kujack NDB to Iknal intxn to Kangiqsualujuaq NDB.
AR41 designated from Sanikiluaq NDB to Umiujaq NDB.
AR42 designated from Fontanges NDB to LG-4 NDB.

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QUEBEC - AIRSPACE DESIGNATIONS (Cont'd)

AR43 designated from Puvimittuq NDB to Kangirsuk NDB.
B7 designated from Lorka intxn to Maniwaki NDB.
B7 redesignated from Maniwaki NDB to Rezin intxn to Ebdog intxn to Rouyn NDB.
B14 from Forestville NDB to Mont-Joli NDB has been revoked.
B16 from Grindstone NDB to Moncton NDB revoked.
B19 from Grindstone NDB to Gaspé NDB to Sept-Îles NDB has been revoked.
B19 from Sept-Îles NDB to Gaspé NDB has been revoked.
B19 from Grindstone NDB to Gaspé NDB revoked.
B19 from Sept-Îles NDB to Wabush NDB revoked
B24 from Maniwaki NDB to Val d'Or NDB has been revoked.
BR1 from Gaspé NDB to Heath Point NDB to Chevery NDB has been revoked.
BR8 from Gaspé NDB to Natash NDB has been revoked.
BR14 designated between Parent NDB and Chibou NDB.
BR15 from Lourdes-de-Blanc-Sablon NDB to Grindstone NDB has been revoked.
BR18 redesignated from Matagami NDB to Nemiscau NDB to au LG-4 NDB.
BR20 from Schefferville NDB to Wabush NDB revoked
BR20 from NDB Schefferville NDB to Kujack NDB has been revoked.
BR25 designated between Rimouski NDB and Charlo NDB.
BR26 redesignated between Puvimittuq NDB and Salluit NDB.
G2 from Rouyn NDB to Munbi intxn to Val-d'Or NDB revoked.
GR7 designated from Salluit NDB to Kangiqsujuaq NDB to Quaqtaq NDB.
RR2 redesignated from Natash VOR to Vigso intxn to Satis intxn to Chevery NDB.
RR2 from Sept-Îles NDB to Mingan NDB to Natash NDB to Chevery NDB has been revoked.
RR2 redesignated from Sept-Îles VOR to Havre St-Pierre NDB to Natash VOR.
RR2 designated between Blanc Sablon NDB and St. Anthony NDB.
RR5 from Port-Ménier NDB to Heath Point NDB to Deer Lake NDB has been revoked.
RR7 from Natash NDB to Lac Eon NDB to Churchill Falls NDB has been revoked.
RR7 from Natash NDB to Deer Lake NDB has been revoked.
RR9 between Heath Point NDB and Stephenville NDB has been revoked.
RR12 redesignated from La Grande Rivière NDB to LG-3 NDB to LG-4 NDB.
RR23 from Chibou NDB to Val-d'Or NDB revoked.
RR23 designated from Chibou NDB to Val-d'Or VOR.
RR23 from NDB La Grande-4 to NDB Schefferville has been revoked.
RR23 redesignated from NDB La Grande-4 to NDB Squaw.
RR23 from NDB Churchill Falls to NDB Schefferville has been revoked.
RR23 redesignated from NDB Churchill Falls to NDB Squaw.
R1 from Rivière-du-Loup NDB to Mont-Joli NDB to Aduim intxn to Sept-Îles NDB has been revoked.
R1 from Eric NDB to Wabush NDB revoked
R1 from Québec NDB to Rivière-du-Loup NDB redesignated to R9.
R8 from Québec NDB to Champlain NDB has been revoked.
R8 from Trois-Rivières NDB to Québec NDB has been revoked.
R15 from Charlottetown NDB to Grindstone NDB to Stephenville NDB has been revoked.
R17 designated from La Tuque NDB to Alma NDB.
R17 from La Tuque NDB to Mars NDB to Forestville NDB has been revoked.
R17 from Forestville NDB to Baie-Comeau NDB to Sept-Îles NDB has been revoked.
R22 from Charlevoix NDB to Champlain NDB has been revoked.
R25 redesignated between Matane NDB and Bubix intxn.
R26 from Charlevoix NDB to Forestville NDB to Obvan intxn has been revoked.
V3 redesignated from Montreal VOR to Igtul intxn to Catog intxn.
V39 redesignated from Mont-Joli VOR to Rogvu intxn to Baie-Comeau VOR.
V98 redesignated from Mont-Joli VOR to Bubix intxn to Sept-Îles VOR.
V145 from Ottawa VOR to Lorka intxn to Maniwaki NDB revoked.
V314 redesignated from Québec VOR to Olavo intxn to La Tuque NDB.
V316 redesignated from Montreal VOR to Thibo intxn to Lokbu intxn to Sokye intxn.
V316 redesignated from Québec VOR to Simto intxn to Mivax intxn to Rivière-du-Loup VOR.
V316 redesignated from Rivière-du-Loup VOR to Duvag intxn to Ansar intxn to Baie-Comeau VOR.
V316 between Baie-Comeau VOR and Sept-Îles VOR has been renamed V316/360.

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QUEBEC - AIRSPACE DESIGNATIONS (Cont'd)

V316 redesignated from Sept-Iles VOR to Shaik intxn to Norus intxn to Wabush VOR.

V322 redesignated from Montreal VOR to Maire intxn to Okopo intxn to Ombre intxn to Sherbrooke VOR.

V340 designated between Obvan intxn and Baie-Comeau VOR. Obvan intxn formed by a bearing of 281° from Baie-Comeau OR at 12 DME.

V341 from St-Jean VOR to Riviere-du-Loup VOR to Mont-Joli VOR has been revoked.

V341 designated from Charlevoix NDB and Mont-Joli VOR.

V346 redesignated from St-Jean VOR to Odlas intxn to Beauce VOR.

V352 designated from Maniwaki NDB to Sasid intxn to Lepen intxn to Montreal VOR

V352 redesignated from Montreal VOR to Maire intxn to Okopo intxn to Ombre intxn to Beauce VOR.

V360 redesignated from Ottawa VOR to Bivgo intxn to Mirabel VOR.

V360 between Rimouski NDB and Baie-Comeau VOR has been revoked.

V360 designated from Quebec VOR to Charlevoix NDB to Baie-Comeau VOR.

V360 redesignated from Sept-Iles VOR to Odkap intxn to Eric NDB.

V363 redesignated from Killaloe VOR/DME to ONDOB intxn to Ottawa VORTAC.

V363 redesignated from Mirabel VOR to Kepka intxn to Catog intxn to Beauce VOR.

V365 designated from Rouyn NDB to Munbi intxn to Val-d'Or VOR.

V372 designated from Val-d'Or VOR to Degmo intxn to Ovuni intxn to Rouyn NDB.

V382 redesignated from Montreal VOR to Kepka intxn to Saguenay VOR.

V386 designated from Saguenay VOR to Roberval NDB.

V400 from Saguenay VOR to Gadal intxn to Beauce VOR has been revoked.

V447 from Quebec VOR to Gadal intxn to Bagotville NDB has been revoked.

V447 redesignated from Can/USA bdry to Liand intxn to Sherbrooke VOR.

V447 redesignated from Sherbrooke VOR to Odlas intxn to Rogsa intxn to Quebec VOR.

V448 from Riviere-du-Loup VOR to Forestville NDB to Baie-Comeau VOR has been revoked.

V488 designated from Rimouski NDB to Oloka intxn to Baie-Comeau VOR. Oloka intxn formed by the centreline of V488 between Rimouski NDB and Baie-Comeau VOR and a bearing of 360° from Mont-Joli VOR.

Bagotville Class "D" CZ - 6000 ASL (5500' AAE) N48 19 50 W70 59 45. The airspace within the area bounded by a line beginning at N48 26 00 W70 47 30; thence clockwise along a 10NM arc centred on the Bagotville, QC aerodrome to N48 27 15 W71 10 00; thence east along the north shore of the Saguenay River to the point of beginning.

Bagotville Military Terminal Control Area has been redesignated as follows:

Class A equivalent - 18,000 ASL to FL 600 inclusive

Class B equivalent - Above 12,500 ASL to below 18,000 ASL

Class E equivalent - At and below 12,500 ASL, unless otherwise specified

Class D equivalent airspace from 1200' AGL up to and including 12,500' ASL within the area bounded by a line beginning at N49 04 48 W70 56 50 to N48 49 46 W71 02 34 thence clockwise along the arc of a circle of 30 miles radius centred on the Bagotville, QC ARP to N48 06 32 W71 40 00 to N48 12 48 W72 06 20 thence clockwise along the arc of a circle of 45 miles radius centred on the Bagotville, QC ARP to the point of beginning.

Baie-Comeau Class "D" CZ has been redesignated to Class "E".

Gaspé Transition Area within a 15NM radius has been reinstated.

Gaspé Control Zone Class "E" within a 5NM radius has been reinstated.

La Grande Rivière Transition Area within a 15NM radius has been revoked.

La Grande Rivière Control Area Extension within a 25NM radius has been revoked.

La Grande Rivière Control Area Extension within a 60NM radius has been revoked.

La Grande Rivière Control Zone Class "E" within a 5NM radius has been revoked.

Matagami CZ is revoked.

Mont-Joli Control Area Extension has been redesignated as follows:

The airspace to below 6000' within the area bounded by a line beginning at N48 37 02.39 W067 34 51.97 thence clockwise along the arc of a circle of 25 miles radius centred on Mont-Joli, QC VOR to N48 36 12.71 W068 50 12.10 to N49 07 22.54 W068 51 22.79 to N49 11 25.00 W068 40 00.00 to N49 25 55.06 W068 40 00.00 thence clockwise along the arc of a circle of 25 miles radius centred on Baie-Comeau, QC VOR to N49 08 21.33 W067 35 15.78 to point of beginning

QUEBEC - AIRSPACE DESIGNATIONS (Cont'd)

Montreal Intl (Mirabel) Terminal Control Area has been redesignated as follows:

Class C airspace 1300' to below 2500' has been redesignated within the area bounded by a line beginning at: N45°28'57.07 W074°01'29.52 thence clockwise along the arc of a circle of 12 miles radius centred on N45°40'55.20 W074°00'18.60 to N45°36'41.38 W074°16'19.00" to N45°38'27.41 W074°09'39.13" thence clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20" W074°00'18.60" to N45°46'24.39" W074°06'30.80" thence counter-clockwise along the arc of a circle of 2 miles radius centred on N45°46'49.00" W074°03'43.00" to N45°47'53.04" W074°01'17".98 thence clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20" W074°00'18.60" to N45°47'28.47" W073°56'48.44" to N45°52'09.30" W073°54'17.82" thence clockwise along the arc of a circle of 12 miles radius centred on N45°40'55.20" W074°00'18.60" to N45°40'02.95" W073°43'14.48" thence clockwise along the arc of a circle of 12 miles radius centred on N45°28'05.00" W073°44'29.00" to N45°28'57.07" W074°01'29.52" point of beginning.

Montréal Intl (Mirabel) Control Zone Class "D" has been redesignated to Class "E" as follows:

a) The airspace to below 1300' (1000' AAE) within the area bounded by a line beginning at: N45°47'53.04 W074°01'17.98 thence clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20 W074°00'18.60 to N45°46'24.39 W074°06'30.80 thence counter-clockwise along the arc of a circle of 2 miles radius centred on N45°46'49.00 W074°03'43.00 to N45°47'53.04 W074°01'17.98 point of beginning.

b) The airspace from 1300' to 2000' (1700' AAE) within the area bounded by a line beginning at: N45°47'53.04 W074°01'17.98 thence clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20 W074°00'18.60 to N45°43'55.16 W073°51'17.11 to N45°42'14.37 W073°54'29.62 to N45°41'25.81 W073°56'02.25 to N45°40'24.00 W073°57'15.00 to N45°34'05.87 W074°02'32.07 thence clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20 W074°00'18.60 to N45°46'24.39 W074°06'30.80 thence counter-clockwise along the arc of a circle of 2 miles radius centred on N45°46'49.00 W074°03'43.00 to N45°47'53.04 W074°01'17.98 point of beginning.

Ottawa Terminal Control Area has been redesignated as follows:

(a) Class "D" airspace 1500' to 12,500' within the area bounded by a line beginning at Ottawa, ON VOR to N45 26 09.15 W075 42 29.14 thence clockwise along the arc of a circle of 7 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to N45 26 09.87 W075 37 54.52 to N45 30 39.00 W075 26 16.00 to N45 22 19.00 W075 20 26.00 to N45 15 10.49 W075 24 12.91 thence clockwise along the arc of a circle of 12 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to point of beginning excluding the airspace below 4000' within the area bounded by a circle of 3 miles radius centred on the Rockcliffe, ON ARP.

(b) Class "D" airspace 2500' to 12,500' within the area bounded by a line beginning at Ottawa, ON VOR to N45 42 03.05 W075 29 06.88 thence clockwise along the arc of a circle of 24 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to N45 18 44.19 W076 14 08.49 to point of beginning excluding the airspace at and below 4000' within the area bounded by a circle of 4 miles radius centred on the following Pendleton, ON ARP.

(c) Class "D" airspace 4000' to 12,500' within the area bounded by a line beginning at Ottawa, ON VOR to N45 18 44.19 W076 14 08.49 thence clockwise along the arc of a circle of 24 miles radius centred on Ottawa/Macdonald-Cartier Intl, ON ARP to N45 42 03.05 W075 29 06.88 to point of beginning.

Québec Terminal Control Area has been redesignated as follows:

Class B airspace above 12,500' to below 18,000' within the area bounded by a line beginning at N46 12 00.00 W071 30 00.00 to N46 31'00.00 W072 00'00.00 to N46 46 00.00 W072 08 00.00 to N47 39 30.00 W071 30 00.00 thence counter-clockwise along the arc of a circle of 45 miles radius centred on Bagotville, QC ARP to N47 35 30.00 W070 50 00.00 to N47 10 44.00 W070 15 00.00 to N46 45 06.00 W069 56 12.00 thence southwest along the Can/USA bdry to N46 21 30.00 W070 09 00.00 to point of beginning.

Québec Terminal Control Area has been redesignated as follows:

Class D airspace 3500' to 12,500' within the area bounded by a line beginning at N47 08 15 W71 03 02 thence clockwise along the arc of a circle of 25 miles radius centred on Québec/Jean Lesage Intl, QC ARP to N47 05 49 W71 48 39 to N46 54 19 W71 43 12 thence counter-clockwise along the arc of a circle of 15 miles radius centred on Québec/Jean Lesage Intl, QC ARP to N47 01 19 W71 14 40 to point of beginning.

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C84 PLANNING

QUEBEC - AIRSPACE DESIGNATIONS (Cont'd)

Québec Terminal Control Area has been redesignated as follows: (Cont'd)

Class D airspace 4500' to 12,500' within the area bounded by a line beginning at N47 05 49 W71 48 39 thence clockwise along the arc of a circle of 25 miles radius centred on Québec/Jean Lesage Intl, QC ARP to N47 08 15 W71 03 02 to N47 01 19 W71 14 40 thence counter-clockwise along the arc of a circle of 15 miles radius centred on Québec/Jean Lesage Intl, QC ARP to N46 54 19 W71 43 12 to point of beginning.

Sept-Îles Class "D" CZ has been redesignated to Class "E".

Sept-Îles Control Area Extension has been redesignated as follows:

The airspace to below 6000' within the area bounded by a circle of 25 miles radius centred on Sept-Îles, QC VOR.

Val-d'Or Class "D" CZ has been redesignated to Class "E".

QUEBEC - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA601(F) Montréal has been revoked.

CYA621(H) Mont Yamaska redesignated as follows: The airspace within the area bounded by a circle of 3 miles radius centred on N45°27'20.00 "W072°52'00.00".

Designated Altitude - Surface to 7000'

Time of Designation - Cont daylight 1 May - 31 Oct O/T by NOTAM

CYA627(S) St-Dominique, QC - A soaring area bounded by a line beginning at N45 31 00 W72 54 52 to N45 34 20 W72 56 10 to N45 39 00 W72 56 30 to N45 39 48 W72 52 24 to N45 38 32 W72 51 22 to N45 38 48 W72 43 06 to N45 36 18 W72 46 46 to N45 33 00 W72 49 28 to N45 31 00 W72 52 10 to the point of beginning.

Designated Altitude - Surface to 3000 ASL

Time of Designation - Cont daylight

CYA663(M) Bagotville, QC designated as follows: The airspace within the area bounded by a line beginning at N49 17 00.00 W073 15 00.00 to N49 35 00.00 W073 44 30.00 to N50 04 00.00 W073 44 30.00 to N50 13 00.00 W073 15 00.00 to point of beginning.

Designated Altitude - 18,000' to FL 600

Time of Designation - OcsI by NOTAM

CYA702(M), CYA703(M), CYA707(M) and CYA708(M) Goose Bay have been revoked.

CYA731(M) Goose Bay - A military operation area bounded by a line beginning at N53 03 35 W59 51 02 to N52 52 00 W59 45 00 to N52 40 00 W59 30 00 to N51 20 00 W59 30 00 to N50 50 00 W60 00 00 to N50 50 00 W62 05 00 to N51 25 00 W64 00 00 to N52 47 00 W64 00 00 to N53 42 00 W64 55 00 to N54 25 00 W65 20 00 to N55 05 00 W65 05 00 to N55 25 00 W63 45 00 to N55 00 00 W62 30 00 to N54 49 43 W61 00 00 to N53 40 00 W61 00 00 to N53 38 00 W60 51 30; thence counter-clockwise along the arc of a 25NM circle centred on the Goose NDB to the point of beginning, excluding:

- (a) the area within a 10 mile radius centred on the town of Churchill Falls at N53 32 00 W64 01 00; and
- (b) CYR 726 and CYR 727.

Designated Altitude - Surface to 5000 ASL

Time of Designation - Cont Mar 1 to Nov 30, O/T by NOTAM

CYA732(M) Goose Bay redesignated as follows: A military operation area bounded by a line beginning at N53 31 20 W61 26 12 to N53 45 00 W62 43 00 to N53 50 00 W64 20 00 to N53 42 00 W64 55 00 to N54 25 00 W65 20 00 to N55 05 00 W65 05 00 to N55 25 00 W63 45 00 to N55 00 00 W62 30 00 to N54 48 30 W60 50 00 to N53 59 19 W60 35 57; thence counter-clockwise along the arc of a 40NM circle centred on the Goose NDB to the point of beginning.

Designated Altitude - Above 5000 ASL to FL280 OcsI FL600 by NOTAM

Time of Designation - Daily except Sun 11-0430Z† Mar 1-Nov 30

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C85

QUEBEC - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYA733(M) Goose Bay redesignated as follows: A military operation area bounded by a line beginning at N52 42 10 W60 02 07 to N51 54 00 W59 30 00 to N51 20 00 W59 30 00 to N50 50 00 W60 00 00 to N50 50 00 W62 05 00 to N51 22 26 W63 51 11 to N52 48 12 W61 01 29; thence counter-clockwise along the arc of a 40NM circle centred on the Goose NDB to the point of beginning, excluding CYR727 and CYR750.

Designated Altitude – Above 5000 ASL to FL 280 OcsI FL600 by NOTAM

Time of Designation – Daily except Sun 11-0430Z± Mar 1-Nov 30

CYR601 Mirabel - The airspace within the area bounded by a line beginning at:

N45°34'05.87 W074°02'32.07 to N45°40'24.00 W073°57'15.00 to N45°41'25.81 W073°56'02.25 to N45°42'14.37 W073°54'29.62 to N45°41'17.53 W073°53'13.74 to N45°41'26.47 W073°50'21.16 thence clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20 W074°00'18.60 to N45°34'05.87 W074°02'32.07 point of beginning

Designated Altitude - Surface to below 1300'

Time of Designation - Cont daylight

CYR602 Valcartier - The airspace within the area bounded by a line beginning at:

N47 13 00.00 W071 55 00.00 to N47 13 00.00 W071 25 30.00 to N47 00 00.00 W071 25 00.00 to N47 00 00.00 W071 55 00.00 to point of beginning.

Excluding the area within CYR603.

Designated Altitude – 7,000' to 17,000'

Time of Designation – OcsI by NOTAM

CYR605(M) Farnham - The airspace within the area bounded by a line beginning at:

N45 17 15.05 W072 59 34.29 to N45 17 55.50 W072 59 56.99 to N45 18 07.70 W072 59 34.10 to N45 19 15.00 W072 59 39.20 to N45 19 39.10 W72 59 25.16 to N45 20 30.05 W72 59 20.51 to N45 20 33.28 W73 00 05.75 to N45 20 15.19 W73 00 36.85 to N45 19 50.12 W73 00 39.43 to N45 19 34.67 W73 02 57.23 to N45 18 41.58 W73 02 54.46 to N45 17 23.03 W73 01 00.09 to N45 17 14.74 W73 00 02.99 to N45 17 15.05 W72 59 34.29 to point of beginning.

Designated Altitude – Surface to 1200' OcsI Surface to 3500' by NOTAM

Time of Designation – Cont

CYR605(M) Farnham redesignated to CYR605 Farnham

CYR607 Bagotville redesignated as follows: The area bounded by a line beginning at N48 37 00 W70 14 00 a point on the 35NM arc centred on the Bagotville aerodrome; thence counter-clockwise along said arc to N48 54 55 W71 04 00 to N49 50 00 W71 07 30 to N50 43 00 W69 30 00 to N50 43 00 W68 40 00 to N49 11 25 W68 40 00 to the point of beginning

Designated Altitude - 6000 to below 18,000 ASL

Time of Designation - 11-23Z± Mon-Fri, 13-21Z± Sat-Sun and hols, O/T by NOTAM

CYR624 Ste-Thérèse redesignated as follows: The airspace within the area bounded by a line beginning at: N45°42'14.37 W073°54'29.62 to N45°43'55.16 W073°51'17.11 to N45°44'00.00 W073°50'35.00 to N45°44'00.00 W073°49'28.00 to N45°45'00.00 W073°45'15.00 to N45°44'00.00 W073°45'15.00 to N45°42'46.00 W073°44'25.00 to N45°42'30.79 W073°50'35.13 thence clockwise along the arc of a circle of 7 miles radius centred on N45°40'55.20 W074°00'18.60 to N45°41'26.47 W073°50'21.16 to N45°41'17.53 W073°53'13.74 to N45°42'14.37 W073°54'29.62 point of beginning

Designated Altitude - Surface to below 1300'

Time of Designation - Cont daylight

CYR625 Joliette - The area is described as a circle with a radius of 0.5NM centred on N46 01 56 W73 24 54.

Designated Altitude – Surface to 725 ASL

Time of Designation – Cont

CYR626 Chute Montmorency - The area is described as a circle with a radius of 0.25NM centred on N46 53 14 W71 08 48.

Designated Altitude – Surface to 600 ASL

Time of Designation – Cont

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C86 PLANNING

QUEBEC - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYR628 Chibougamau/Chapais West (Near Chapais) - The airspace within the area bounded by a line beginning at N49 30 40.00 W075 19 30.00 to N49 35 40.00 W075 23 20.00 to N49 43 07.20 W075 00 00.00 to N49 39 18.36 W075 00 00.00 to N49 31 38.76 W075 16 19.76 to point of beginning.

Designated Altitude – Surface to 17,000' OcsI higher by NOTAM

Time of Designation – OcsI by NOTAM 7 days PNR

CYR629 Chibougamau/Chapais East (Near Chapais) - The airspace within the area bounded by a line beginning at N49 45 20.00 W074 53 00.00 to N49 40 00.00 W074 49 00.00 to N49 31 38.76 W075 16 19.76 to N49 39 18.36 W075 00 00.00 to N49 43 07.20 W075 00 00.00 to point of beginning.

Designated Altitude – Surface to 17,000' OcsI higher by NOTAM

Time of Designation – OcsI by NOTAM 7 days PNR12

CYR726 Goose Bay redesignated as follows: The area is described as a circle with a radius of 30NM centred on N52 17 23 W60 57 14, excluding CYR727.

Time of Designation – Cont 04Z† Mar 1 to 04Z† Nov 30, O/T by NOTAM

CYR727 Goose Bay redesignated as follows: The area is described as a circle with a radius of 10NM centred on N52 17 23 W60 57 14.

Designated Altitude – Surface to 12,500 ASL

QUEBEC - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated.

GENERAL AREA	SITE	COORDINATES
Mont Wright	20.0 NM WSW of Wabush A/D	N52 44 W67 21
	6 NM radius	to 8000 ASL
Phillipsburg	12.0NM S of Farnham A/D	N45 04 34 W73 02 49

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C87

QUEBEC – LOWER NORTH SHORE ATF CORRIDOR (FREQUENCY 123.5) SEPT-ÎLES/LOURDES-DE-BLANC-SABLON (See maps)

The ATF corridor extends from the surface to 12,500 ASL inclusively, outside Havre St-Pierre, Natashquan and Lourdes-de-Blanc-Sablou MF zones (15NM radius, 3000' AAE) .

Delimitation:

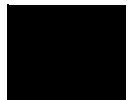
The area outside controlled airspace bordered, in part, by Sept-Îles CZ and an arc located at 15NM centred on airport and included between R132 and R090 from YZV VOR. Then northerly by a tangent from a point located on R090 from YZV VOR at 15NM from Sept-Îles airport and linking the arcs of circles of 15NM centred on Havre St-Pierre, Natashquan, Chevery, St-Augustin and Lourdes-de-Blanc-Sablou airports, including an area formed by a line from the point of contact of the 15NM arc of Natashquan airport to YIF NDB and the northern limit already described and excluding CYA733(M), then southerly by a tangent from BX NDB and linking the arcs of 15NM centred on Chevery and Natashquan airports then along a line from a point of contact of the MF zone toward the PN NDB then clockwise to a point located on R132 from YZV VOR at 15NM from Sept-Îles airport.

Exceptions:

The corridor extends to but not including 7000 ASL within a radius of 15NM centred on Lourdes-de-Blanc-Sablou airport as well as in the sector formed by a tangent linking the 15NM arcs of Lourdes-de-Blanc-Sablou and St-Augustin airports and the tangent from a 15NM arc of St-Augustin airport to BX NDB, excluding Lourdes-de-Blanc-Sablou MF zone.

Procedures:

Pilots are reminded to follow the ATF procedures described in RAC 4.5.5, 4.5.6 and 4.5.7 of the TC AIM.

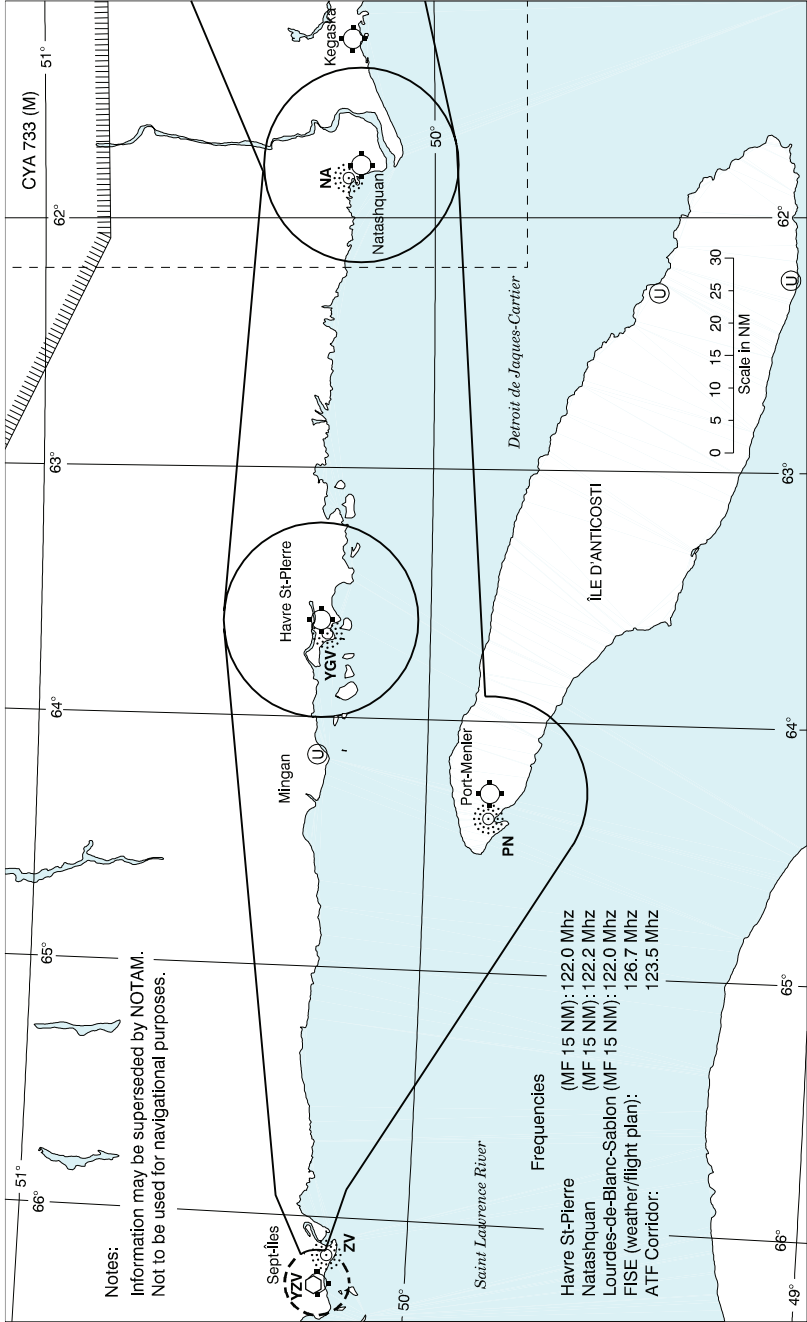


CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C88 PLANNING

QUEBEC – LOWER NORTH SHORE ATF CORRIDOR (Cont'd)

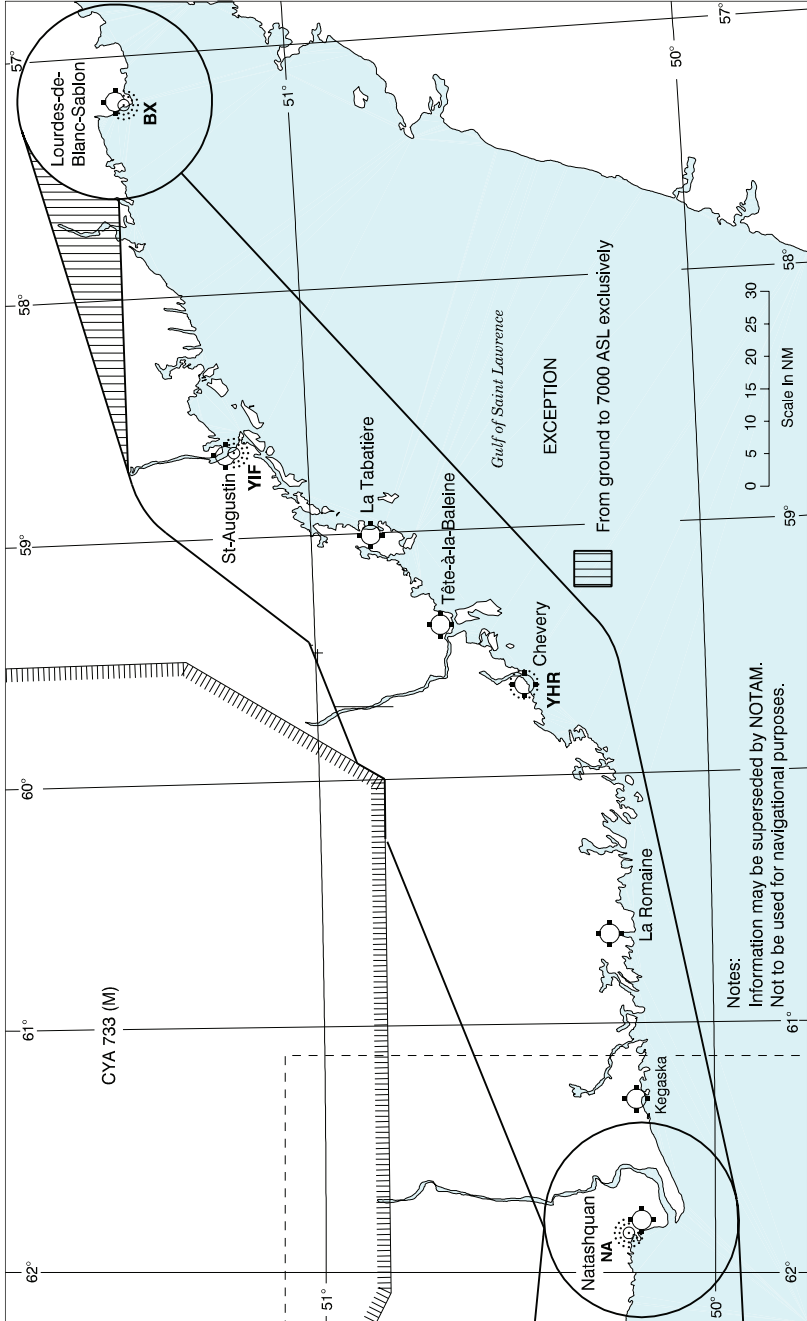


CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C89

QUEBEC – LOWER NORTH SHORE ATF CORRIDOR (Cont'd)

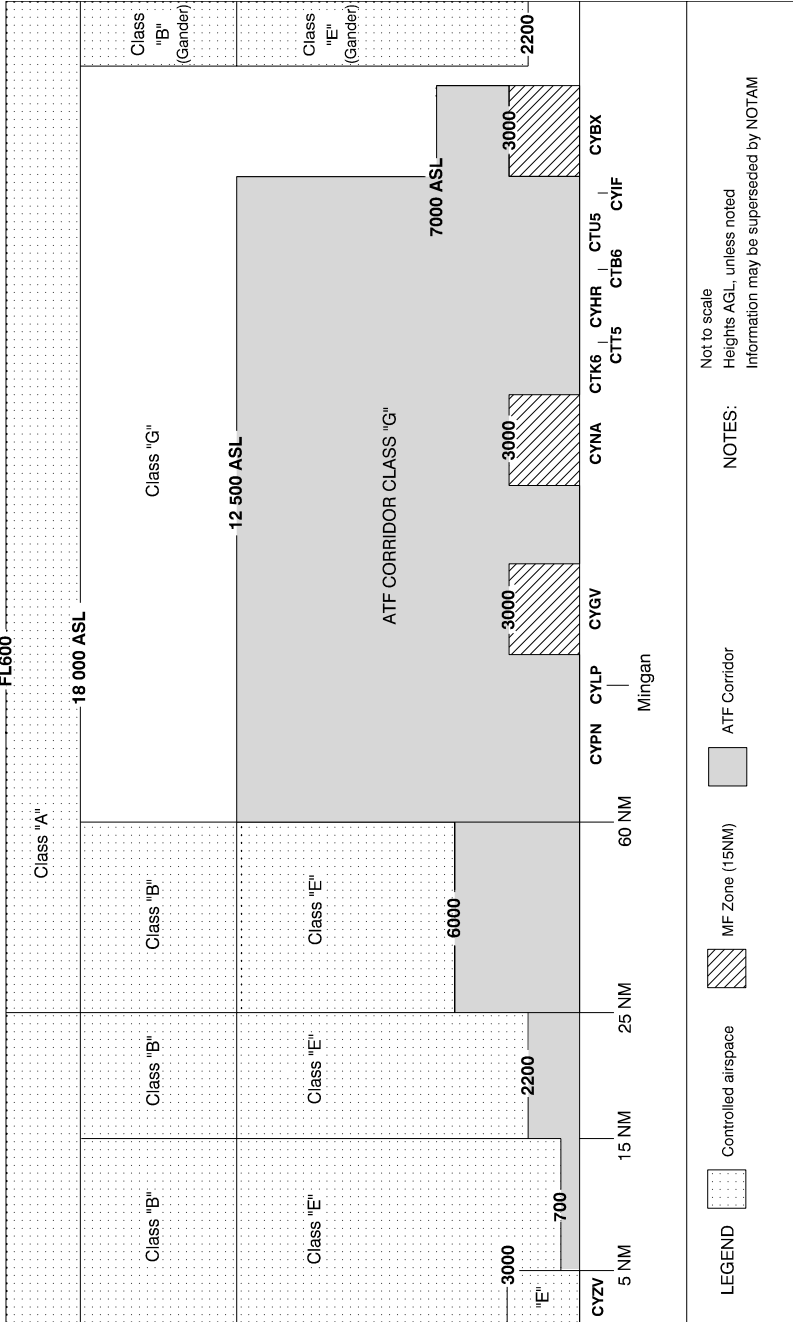


CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C90 PLANNING

QUEBEC – LOWER NORTH SHORE ATF CORRIDOR (Cont'd)



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C91

QUEBEC – CONSERVATION

In the interest of conserving wildlife, pilots of aircraft should avoid flight below 2000 AGL over bird nesting areas and over herds of wild animals. Several such areas to be avoided are listed below.

Fur farm display watch tower or 20' high pylons painted chrome yellow and black; with a red flag flying from a low mast during the months of February, March, April and May they should also be avoided below 2000 AGL.

James Bay (Coastline North to Cape Jones)	Wild Fowl May-Oct inclusive
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St. Lawrence River (Lower end of Orleans Island)	Spring and Autumn
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St-Ferréol-les-Neiges (N47 11 48 W70 49 28, 5NNE of town)	Fur Farm Mar-Aug
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HAZARDS TO AIRCRAFT OPERATIONS

Hang Gliding and Soaring Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

NAME	POSITION	OPERATING TIMES
Breckenridge (Hang-gliding)	N45 30 05 W75 54 57	All year
Bromont (Soaring)	At A/D	Mid-May to Nov
Mont-St-Pierre (Hang-gliding)	N49 13 28 W65 47 18	All year, peak period June-Sep
Trois-Rivières (Soaring)	3NM around A/D up to 3000 ASL	Daily Sat, Sun & hols, mid-Apr to mid-Jun & mid-Aug to end of Oct
St-Jean (Soaring)	From A/D to 3NM S	Daily from mid-Apr to mid-Aug and weekends Sep-Nov

Parachuting Areas

Pilots are cautioned to either avoid the following areas when parachuting is in progress or to exercise extreme caution when flying in areas where parachutists might be encountered.

Amos Muni	– Parajumps N48 34 W78 15 over A/D, max alt 10,000 ASL, (DT 11-02Z) daily May-Sept.
Chicoutimi/St-Honoré	– Parajumps over A/D, max alt 12,500 ASL, daily.
Joliette	– Parajumps over A/D, max alt 12,500 ASL, 13-01Z‡ Jan 14-Apr 30 & Oct 15-Dec 31.
Rimouski	– Parajumps N48 29 W68 30 over A/D, max alt 9,000 ASL, 11-01Z‡ Apr-Oct.

CANADA FLIGHT SUPPLEMENT / GPH 205

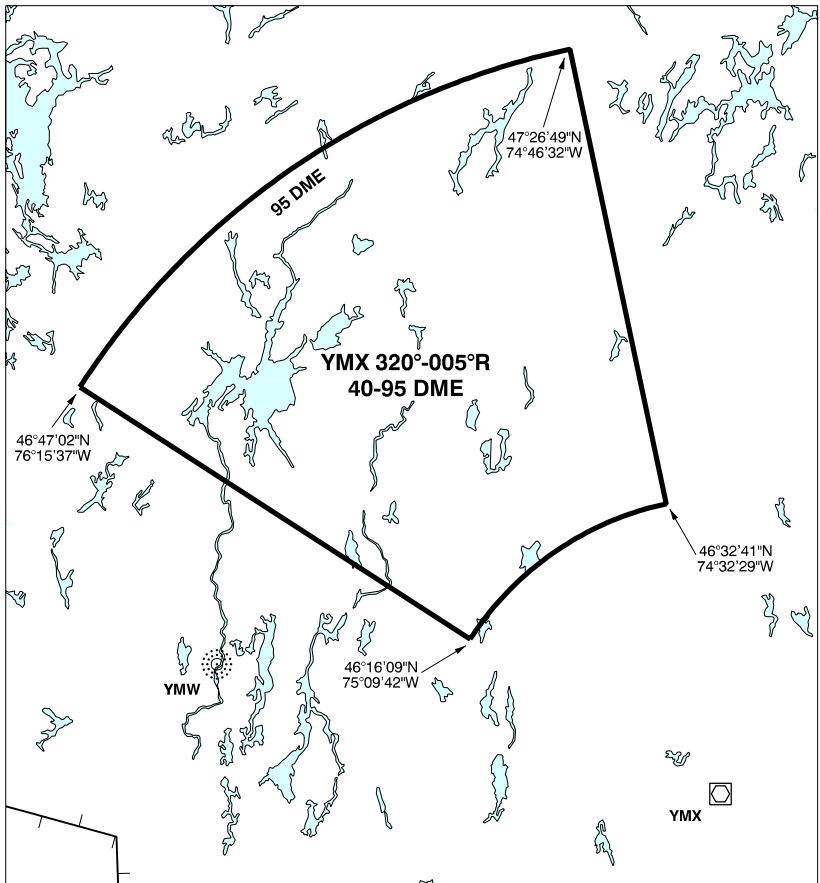
Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C92 PLANNING

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

MONTREAL IFR TRAINING AREA

The airspace within the following area: between the YMX 320°R and the 005°R, from 40 to 95 DME, 8,000 ASL to unlimited. The rules for the applicable surrounding airspace apply at all times. For flight planning purposes, see the Preferred IFR Routes in the Planning section of the CFS.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C93

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

RESTRICTED AIRSPACE, CHIBOUGAMAU, QC

Two new restricted airspace (CYR628 and CYR629) (see sketch) have been established to accommodate ballistic tests of large calibre ammunition by SNC Technologies (SNC TEC) company, from the surface to 17,000 ASL, and occasionally higher. Together, these restricted airspace cover a rectangular area of 5.4NM by 21.6NM, southwest of Chibougamau, QC (CYMT), between the low-level air routes RR23 and BR14, and east of 75°30'W.

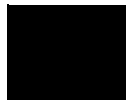
The area covered by CYR628 will not affect operations along surrounding air routes or instrument approach and departure procedures at Chibougamau/Chapais airport. This area will be active two or three times per month for three or four days each time.

The area covered by CYR629 will affect departures, NDB/DME Runway 05 at Chibougamau/Chapais airport, RR23 between MT and YVO and BR14 between MT and NM air routes as well as J545-551 airway between MT and YVO when activated above 17,000 ASL. This area will be active infrequently on the odd occasion.

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. General Manager 819-293-3003 or 819-293-3000.

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

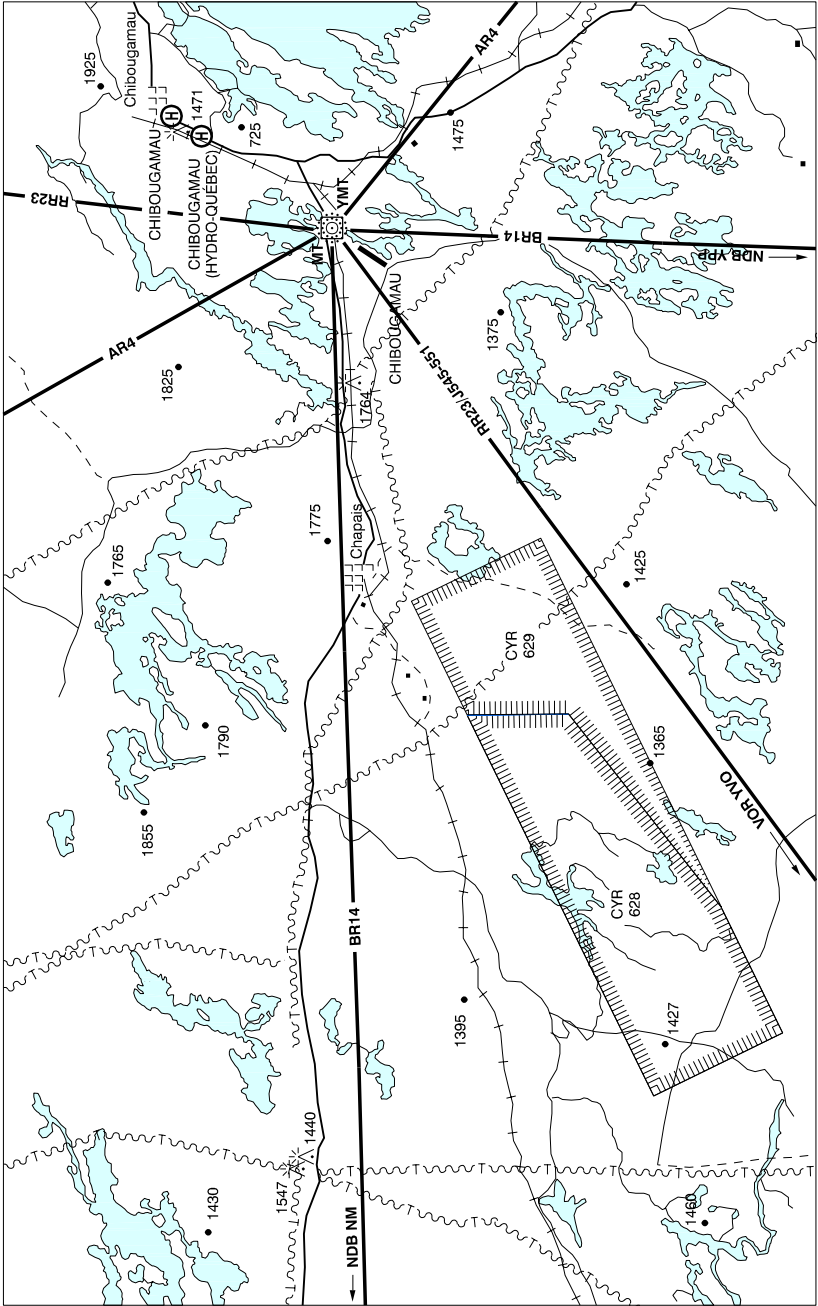


CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C94 PLANNING

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd) RESTRICTED AIRSPACE, CHIBOUGAMAU, QC (Cont'd)



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C95

QUEBEC – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

QUEBEC – SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Sutton	1427	361	N45 07 37	W72 38 57
1.8WNW				
Henryville	469	344	N45 07 47	W73 11 28
Adj S				
Mercier	464	300	N45 17 05	W73 42 25
2.0SE				
Farnham	467	300	N45 19 36	W73 02 44
3.2NW				
Bonsecours	1517	300	N45 23 33	W72 15 11
3.2E				
St-Césaire	459	295	N45 23 44	W73 02 30
1.0WSW				
Ascot Corner	1181	315	N45 26 49	W71 47 26
1.0WSW				
Roxton Pond	762	302	N45 28 42	W72 38 23
0.9ENE				
St-Laurent	213	105	N45 29 45	W73 43 20
Town				
Roxton Falls	889	295	N45 31 25	W72 30 57
2.9S				
St-Valérien-de-Milton	660	296	N45 32 07	W72 41 39
2.0SSE				
Montréal	728	630	N45 33 34	W73 33 09
Adj City				
Asbestos	1166	300	N45 46 41	W71 54 22
1.5E				
L'Avenir	765	345	N45 47 37	W72 22 45
3.9WNW				
Campbell's Bay	1238	313	N45 48 49	W76 36 32
5.0 N				
St-Roch-de-l'Achigan	468	300	N45 51 53	W73 34 23
0.7NE				
Otter Lake	1608	302	N45 55 00	W76 26 22
4.6N				
Chapeau	1002	427	N45 55 24	W77 04 19
1.0NNE				
Lac-des-Seize-îles	1975	302	N45 55 42	W74 26 15
1.4NE				
Coleraine	1699	354	N45 58 19	W71 20 44
1.0NE				
Ste-Julienne	756	300	N45 59 05	W73 43 12
1.4NNW				
Ste-Marguerite	1670	279	N46 01 22	W74 04 02
1.5SE				
Linière	1483	394	N46 01 44	W70 32 00
2.0SW				

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C96 PLANNING

QUEBEC – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Joliette	512	253	N46 03 46	W73 30 18
1.6NW				
Duhamel	1577	302	N46 04 00	W75 07 09
3.1NNW				
St-Théodore	1559	361	N46 07 01	W73 56 28
3.5NW				
Princeville	759	300	N46 09 51	W71 55 30
2.0W				
St-Côme	1460	295	N46 10 14	W73 42 22
6.7SSE				
Annville	517	299	N46 11 15	W72 24 16
1.9SE				
Nicolet	426	328	N46 14 17	W72 33 20
2.4ENE				
St. Côme	1972	443	N46 14 49	W73 48 20
1.9SSW				
Notre-Dame-de Pontmain	1929	302	N46 15 41	W75 38 07
0.7S				
St-Jacques-de-Leeds	1984	344	N46 16 08	W71 18 20
1.5SE				
Labelle	1585	342	N46 16 23	W74 45 36
1.2WSW				
La Macaza	1242	322	N46 22 42	W74 50 16
3.0NW				
Fortierville	552	300	N46 28 22	W72 01 01
1.2SE				
St-Alexis-des-Monts	1533	296	N46 29 27	W73 12 13
3.2NE				
Shawinigan-Sud	1634	1060	N46 29 33	W72 39 06
4.2ESE				
Shawinigan-Sud	1355	755	N46 30 10	W72 38 13
4.4ESE				
Scott	860	312	N46 31 42	W71 04 58
2.0NNW				
St-Damien-de-Buckland	1608	299	N46 38 41	W70 39 54
1.4N				
Charny	550	330	N46 41 15	W71 18 28
0.7WSW				
Lévis	484	300	N46 45 20	W71 12 06
0.3S				
Ste-Brigitte	1198	300	N46 58 56	W71 12 18
1.0S				
Mare du Sault	3155	300	N47 15 27	W71 12 52
9.0S				
Lac De L'Ést	2288	328	N47 18 29	W69 32 50
4.8NNE				
Fugèreville	1355	302	N47 24 17	W79 07 54
2.8E				
Cabano	1050	341	N47 40 19	W68 53 49
Adj WSW				
Baie-des-Rochers	1089	305	N47 59 09	W69 50 02
1.8NNE				

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C97

QUEBEC – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Port-Daniel-Centre 0.7S	704	299	N48 08 24	W64 59 04
Black Cape 1.8NE	1027	299	N48 08 53	W65 47 37
Arntfield 0.5ESE	1588	302	N48 11 09	W79 15 00
Noranda 1.0N	1525	525	N48 15 05	W79 01 07
St-Félix-d'Otis 2.8NW	1185	328	N48 18 17	W70 41 06
Bagotville Aprt Adj	650	171	N48 20 16	W70 58 50
St-Cyriac 1.3NE	999	300	N48 21 23	W71 20 05
Bic 4.2E	1050	300	N48 22 21	W68 36 16
Chambord 1.6SSW	1053	300	N48 24 49	W72 05 19
Chicoutimi 0.5W	940	550	N48 25 29	W71 06 30
Harricanaw-Ouest 2.5S	1556	300	N48 25 44	W78 07 47
Chicoutimi 0.2N	744	298	N48 27 11	W71 05 17
St-Ambroise 0.6SE	718	300	N48 32 41	W71 18 42
Saint-Félicien 4.1SSW	1152	402	N48 34 42	W72 29 48
St-Honoré 11.0NE	3548	566	N48 36 04	W70 49 44
St-David-de-Falardeau 2.4NE	1555	299	N48 39 11	W71 04 44
Métis-sur-Mer 0.6ESE	656	299	N48 40 00	W67 58 19
St-Damase (wind turbines) 2.5W	1047	394	N48 40 04	W67 53 32
Peribonka 1.8NNE	664	300	N48 47 51	W72 02 13
Forestville 7.0E	401	299	N48 49 43	W68 54 37
Matane 0.4SSE	391	299	N48 50 02	W67 31 39
Normandin 0.9E	709	302	N48 50 05	W72 30 33
Bersimis 0.4WSW	503	299	N48 55 41	W68 42 57
Murdochville (wind turbines) 2.5SSW	3370	351	N48 56 15	W65 34 41
Rivière au Renard 1.5W	1388	299	N48 59 44	W64 25 47
Lebel sur Quévillon 3.0S	1335	317	N49 00 15	W76 57 04

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C98 PLANNING

QUEBEC – SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Cap-au-Renard 5.8SSW	2536	536	N49 06 07	W66 17 14
Anse-Ste-Anne-des-Monts 0.9SSE	832	299	N49 06 28	W66 29 10
Islets-Caribou 1.1N	394	299	N49 30 27	W67 14 00
Matagami 5.0NE	1766	236	N49 48 05	W77 31 33
Magpie 5.0WSW	438	405	N50 16 52	W64 37 39
Rivière Pigou 1.0NE	850	500	N50 17 15	W65 31 46
Fermont 28.8SSW	2666	305	N52 20 16	W67 18 14
La Grande 0.7S	1210	660	N53 47 05	W77 36 47
La Grande-4 7.4NE of A/D	1917	435	N53 50 02	W73 30 53
Akulivik 1.7NNE	439	164	N60 50 03	W78 10 06

MARITIME PROVINCES

MARITIME PROVINCES - AIR NAVIGATION RADIO AIDS

Bathurst NDB ident "2F" freq 382 at N47 35 37 W65 50 41 decommissioned.
Cavendish NDB ident "ZYG" freq 400 at N46 20 59 W63 06 44 decommissioned
Chatham NDB ident "F9" and DME ident "F9" renamed Miramichi.
Charlottetown NDB ident "YG" freq 347 at N46 11 32 W63 08 54 decommissioned
Debert NDB ident "8F" freq 239 at N45 25 19 W63 27 35 decommissioned.
Florenceville NDB ident "2I" freq 359 at N46 23 11 W67 36 20 decommissioned.
Greenwood TACAN ident "UZX" freq 117.6 at N44 59 00 W64 55 11 commissioned.
Port Hawkesbury DME ident "PPD" freq 111.25 at N45 39 23 W61 21 19 decommissioned.
Shearwater NDB ident "H1" freq 353 at N44 36 08 W63 26 50 decommissioned.
Sydney NDB ident "ZYD" freq 201 at N46 13 46 W60 03 52 decommissioned.
Sydney NDB ident "ZQY" freq 219 at N46 06 23 W60 07 51 decommissioned.
Sydney ILS ident "INO" freq 109.5 decommissioned.
Yarmouth VOR/DME ident "YQI" at N43 49 30 W66 04 57 var changed to "19°W"

MARITIME PROVINCES - AIRSPACE DESIGNATIONS

AR11 redesignated from Wabush VOR to Kavpo intxn to Schefferville VOR.
A12 from Gaspé NDB to Charlottetown NDB has been revoked.
B16 from Grindstone NDB to Moncton NDB revoked.
G1 from Sydney NDB to Channel Head NDB to Stephenville NDB has been revoked.
G1 from Moncton NDB to Charlottetown NDB to Sydney NDB has been revoked.
G1 from Sydney NDB to Stephenville NDB to Gander NDB has been redesignated to G4.
R3 from Port Hawkesbury NDB to Sydney NDB has been revoked.
R11 from Charlottetown NDB to Gander NDB has been revoked.
R11 from Greenwood NDB to Saint John NDB revoked.
R13 redesignated from Sydney NDB to Gander NDB.
R15 from Charlottetown NDB to Grindstone NDB to Stephenville NDB has been revoked.
V93 redesignated from Can/USA bdry to Fredericton VOR.
V300 redesignated from Can/USA bdry to Fredericton VOR.
V300 from Fredericton VOR to Frenn intxn to Moncton VOR has been relocated. Frenn intxn has been relocated to N45 56 00 W66 11 12.
V300 between Sydney VOR and Gander VOR has been revoked.
V310 redesignated from Fredericton VOR to Frenn intxn to Saint John VOR. Frenn intxn has been relocated to N45 56 00 W66 11 12.
V310 from Charlottetown VOR to Tajjo intxn to Channel Head NDB to Glemo intxn to Twelm intxn to Gander VOR has been revoked.
V312 redesignated from Yarmouth VOR to Hidig intxn to Halifax VOR to Igtas intxn to Copar intxn to Sydney VOR.
V313 redesignated from Halifax VOR to Moncton VOR.
V314 redesignated from Greenwood NDB to Cetty intxn to Halifax VOR.
V319 from Sydney VOR to Chanl intxn to Stephenville VOR to Glemo intxn to Torbay VOR has been revoked.
V319 designated from Sydney VOR to Umeti intxn to Stephenville VOR to Torbay VOR.
Gagetown Class "D" CZ has been redesignated to Class "E".
A Class "B" and "E" Transition Area has been designated within a 15NM radius of the Moncton, NB aerodrome.
Houlton Intl Class "B" CZ has been redesignated as follows: The airspace overlying the Canada territory, extending from the surface to 14,500 ASL within a 6.5NM radius of the Houlton Intl, ME aerodrome.

MARITIME PROVINCES - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA702(P) Greenwood NS - The airspace within the area bounded by a circle of 0.5 mile radius centred on N45 03 47.00 W064 43 19.00.

Designated Altitude - Surface to 500'

Time of Designation - Cont daylight

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C100 PLANNING

MARITIME PROVINCES - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYA730(M) Chatham NB has been revoked.

CYA752(M) Liverpool NS - A military operations area bounded by a line beginning at N43 00 00 W66 00 00 to N43 30 00 W66 00 00 to N44 22 00 W64 00 00 to N43 42 00 W64 00 00 to the point of beginning.

Designated Altitude - Surface to FL280

Time of Designation - Cont daylight Mon-Fri except holidays. O/T by NOTAM

CYA753(S) Stanley NS - has been revoked.

CYD734, CYD735, CYD736, CYD737, CYD738 have been redesignated as:

Designated Altitude - Surface to FL 200, Ocsl higher by NOTAM

CYD739, CYD740, CYD741, CYD742, CYD743, CYD744, CYD745 and CYD746 have been redesignated as:

Designated Altitude - Surface to FL 300, Ocsl higher by NOTAM

CYR724 Fredericton/Gagetown, NB

The airspace within the area bounded by a line beginning at N45 51 20.00 W066 15 40.00 to N45 46 00.00 W066 11 40.00 to N45 34 40.00 W066 05 30.00 to N45 28 10.00 W066 14 40.00 to N45 27 50.00 W066 21 10.00 to N45 33 30.00 W066 32 00.00 to N45 40 00.00 W066 35 00.00 to N45 46 30.00 W066 29 15.00 to N45 48 00.00 W066 29 10.00 to N45 50 20.00 W066 25 40.00 to point of beginning.

Designated Altitude - Surface to FL 250

Time of Designation - Cont

CYR734, CYR735, CYR736, CYR737, CYR738, CYR739, CYR740, CYR741, CYR742, CYR743, CYR744, CYR745 and CYR746 have been redesignated to CYD's.

CYR747 Truro NS redesignated as follows: The area is described as a circle with a radius of 1NM centred on N45 20 50 W63 18 10.

Designated Altitude – Surface to 1300 ASL

Time of Designation – Cont

CYR748 Halifax, NS The airspace within the area bounded by a line beginning at:

N44°36'06.00" W063°26'06.00" to N44°32'41.00" W063°25'15.00" to N44°26'54.00" W063°10'48.00" to N44°36'54.00" W063°05'00.00" to N44°38'00.00" W063°24'30.00" to N44°36'06.00" W063°26'06.00" point of beginning

Designated Altitude- Surface to 1500'

Time of Designation- Ocsl by NOTAM

CYR754 Confederation Bridge, PE - The area bounded by a line beginning at N46 09 27 W63 48 24 to N46 12 06 W63 44 45 to N46 14 45 W63 41 45 to N46 15 24 W63 42 51 to N46 12 45 W63 45 51 to N46 10 09 W63 49 27 to the point of beginning.

Designated Altitude – Surface to 500 ASL

Time of Designation – Cont

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C101

MARITIME PROVINCES - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

SABLE ISLAND, NOVA SCOTIA

MF Area Sable Island - Effective 17 May 2001

Due to oil/gas exploration and development in the vicinity of Sable Island, south-east of Nova Scotia, there is significant air traffic activity in the area and along routes to and from the Nova Scotia mainland, primarily to airports at 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.

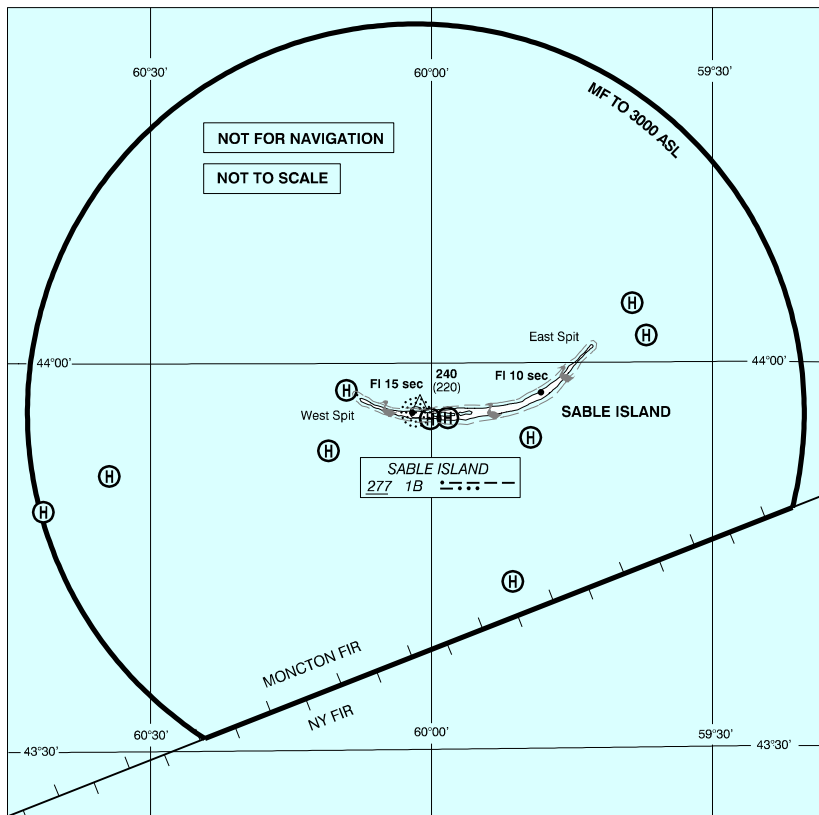
For reasons of safety an MF has been designated within the airspace around Sable Island, as described below. The MF frequency for this area is 122.75.

Outside the MF area pilots should monitor 126.7Mhz and broadcast position reports and intentions while enroute.

Daily radiosonde balloon launches with an ascent rate of 1000 ft/min between hours of 1115-1345Z and 2315-0145Z.

Description of MF area:

30NM radius centred on the Sable Island NDB N43 55.8 W60 01.4, excluding the area south of the Moncton/New York FIR boundary, surface to 3000 ASL.



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C102 PLANNING

MARITIME PROVINCES - BLASTING OPERATIONS

The following is a list of locations where open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated.

GENERAL AREA	SITE	COORDINATES
Port Hawkesbury, NS	3NM SW of A/D Max alt 1000 ASL	N45 38 W61 25

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS

Hang Gliding and Soaring Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

NAME	POSITION	OPERATING TIMES
Parrsboro, NS (Hang-gliding)	From around A/D Sfc to 2000 ASL, ocsl 5000 ASL	Daylight
Weyman Airpark, NB (Soaring)	At A/D	Daylight Apr 15-Dec 15

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

MILITARY OPERATIONS AREA - North Atlantic Operations Patrol Area ELK

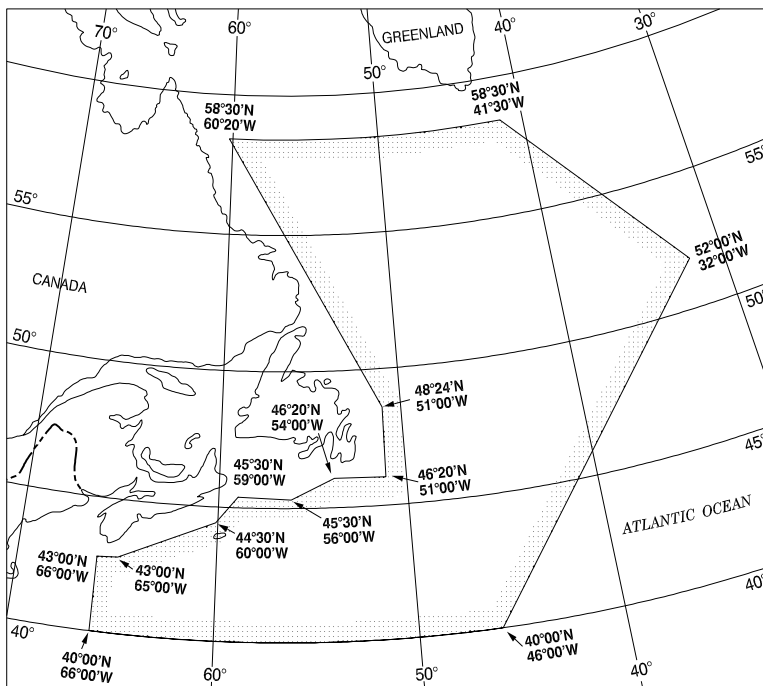
1. ELK consists of that airspace from the surface of the earth to Flight Level 50 within the following area: From N43 00 W66 00 to N43 00 W65 00 to N44 30 W60 00 to N45 30 W59 00 to N45 30 W56 00 to N46 20 W54 00 to N46 20 W51 00 to N48 24 W51 00 to N58 30 W60 20 to N58 30 W41 30 to N52 00 W32 00 to N40 00 W46 00 to N40 00 W66 00 to the point of origin.
2. Maritime surveillance aircraft conduct daily all-weather operational flights in Area ELK. These aircraft are required to operate on various headings and altitudes up to and including FL50 and to make rapid climbs and descents without prior warning. Because of operational considerations they operate without navigation or identification lights during the hours of darkness and often without SIF/IFF.
3. The Canadian Forces Maritime Command (CANMARCOM) provides advisory information between maritime aircraft and other aircraft in Area ELK based on known air traffic.
4. Standard pressure setting 29.92 inches is used for transit and separation within the entire area.
5. In the interest of Flight Safety it is essential that CANMARCOM be informed in advance of all flights or proposed flights in or through Area ELK. Aircraft flight level(s), track and approximate times of ELK penetration and exit are required. Military aircraft are encouraged to communicate directly with CANMARCOM. On prior request, frequencies will be assigned on which to report position and obtain ELK clearance. ASW aircraft will be routed clear of all known military and civil traffic.
6. CANMARCOM may be contacted by the following means:
 - (a) Letter to Commander Maritime Command, Halifax, NS, Canada.
 - (b) Message to MOC HALIFAX.
 - (c) Telephone Maritime Operations Centre (902)427-2502, (902)427-2501 Autovon (319)447-2502
 - (d) On request of the pilot when filing flight plans at departure points in North America, aircraft flight plans may be relayed through ATC channels to Moncton ATCC for Maritime Command Operations.
 - (e) In-flight position reports or advisories when not transmitted directly as in para 5 above may be relayed through Gander or Moncton Airways. These messages should specify "Pass to Maritime Operations Centre".

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C104 PLANNING

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd) AREA ELK FL 50 AND BELOW



MILITARY OPERATIONS AREA (MOA)

Shearwater DIP Sectors

1. The Shearwater DIP Sectors consists of that airspace from the surface of the earth to 500 ASL within the following area:
From N44 38 15.05 W63 08 47.56 (UAW 090T°/015 DME) to N44 38 09.27 W62 47 47.18 (UAW 090T°/030 DME) arcing clockwise (on a 30NM arc from UAW) to N44 23 11.26 W64 06 01.84 (UAW 240T°/030 DME) to N44 30 45.56 W63 47 57.24 (UAW 240T°/015 DME) arcing counter-clockwise (on a 15NM arc from UAW) to point of origin.
This area is further divided into four sectors, based on that space between the UAW 15 DME arc and the UAW 30 DME arc, and between the following (UAW) radials:
 - (a) DIP Sector 1: UAW 090T°R - 120T°R, UAW 15-30 DME (coordinates N44 38 15.05 W63 08 47.56 to N44 38 09.27 W62 47 47.18 to N44 23 11.26 W62 53 34.16 to N44 30 45.56 W63 11 38.76)
 - (b) DIP Sector 2: UAW 130T°R - 160T°R, UAW 15-30 DME (coordinates N44 28 37.37 W63 13 45.10 to N44 18 55.50 W62 57 47.45 to N44 10 04.66 W63 15 32.67 to N44 24 11.07 W63 22 38.63)
 - (c) DIP Sector 3: UAW 170T°R - 200T°R, UAW 15-30 DME (coordinates N44 23 30.63 W63 26 10.05 to N44 08 44.11 W63 22 33.90 to N44 10 04.66 W63 44 03.33 to N44 24 11.07 W63 36 57.37)
 - (d) DIP Sector 4: UAW 210T°R - 240T°R, UAW 15-30 DME (coordinates N44 25 17.11 W63 40 15.89 to N44 12 16.25 W63 50 39.18 to N43 23 11.26 W64 06 01.84 to N44 30 45.56 W63 47 57.24)

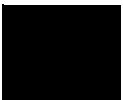
CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C105

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)(Cont'd)

2. Maritime helicopters conduct essential over-water training and proficiency flights in the DIP Sectors on a daily basis. These flights often involve the use of sonobuoys, and helicopters routinely transition to/from the hover while in the area. Typically, military flights operate in the area from 0700-2359 (L).
3. Aircraft operating in or above this area should contact Shearwater ATC on 126.2 MHz or 231.95 MHz for advisory info. If unable, operators should use 126.7 MHz to announce intentions while in the area.

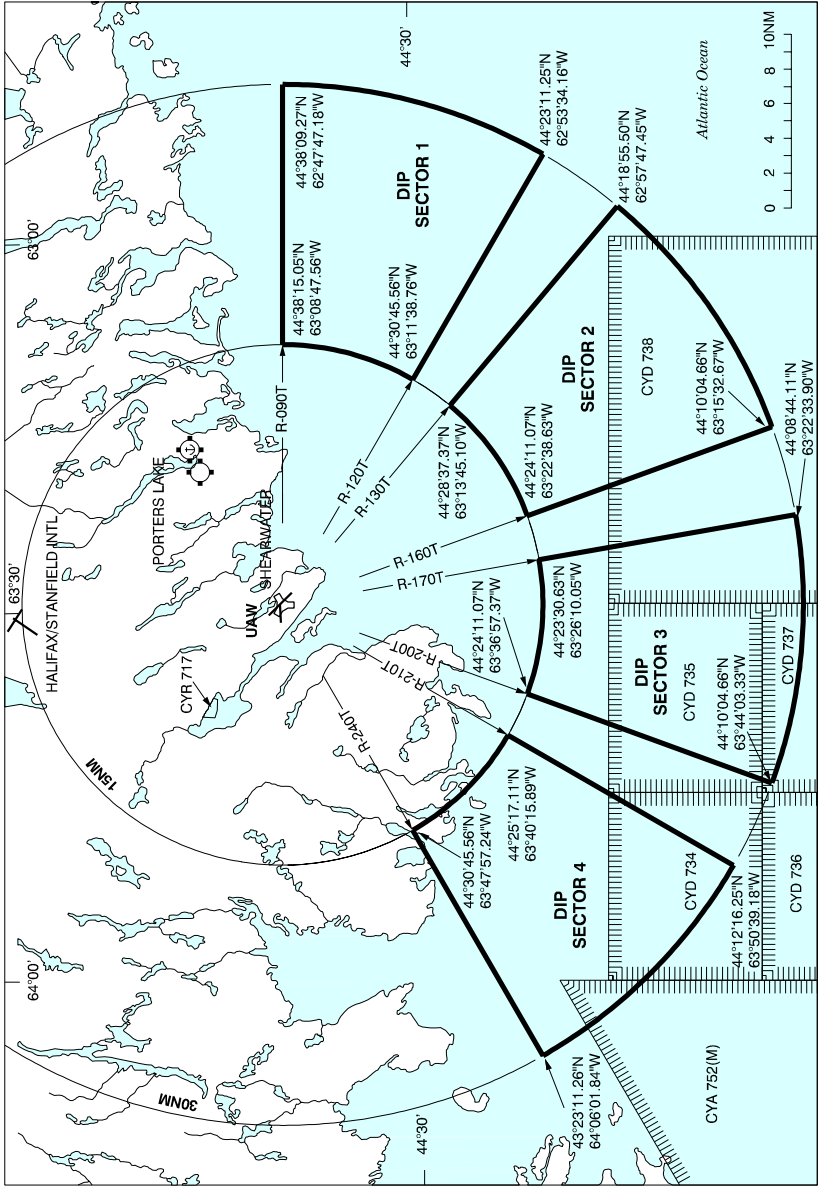


CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C106 PLANNING

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd) MILITARY OPERATIONS AREA (MOA) (Cont'd)



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

PLANNING C107

MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Lower East Pubnico NS (wind turbines)	427	394	N43 35 47	W65 48 11
1.0SW				
South Ohio NS	750	600	N43 55 53	W66 06 05
1.4NW				
Tiverton NS	591	328	N44 24 26	W66 11 21
1.8NE				
Block House NS	548	298	N44 24 43	W64 23 37
2.5SSE				
Halifax NS	860	400	N44 39 08	W63 39 49
Adj				
Elmsdale NS	452	353	N44 58 15	W63 31 38
0.4WNW				
Kentville NS	556	240	N45 04 00	W64 30 04
0.4S of Hosp				
Sherbrooke NS	697	400	N45 07 29	W61 57 58
1.5SE				
Lorneville NB	499	299	N45 11 51	W66 12 14
2.0NW				
Welsford NB	1027	353	N45 25 42	W66 19 26
2.0SE				
Westchester Station NS	1362	328	N45 34 33	W63 37 01
3.2 SSE				
Hampstead NB	350	290	N45 35 35	W66 02 05
3.0 SE				
Hampstead NB	350	275	N45 35 49	W66 01 36
3.0 ESE				
Springhill NS	1020	315	N45 36 00	W64 00 49
0.2SSE				
Amherst NS	866	353	N45 45 30	W64 06 53
5.0SE				
Lincoln NB	225	164	N45 53 46	W66 35 30
0.2SSW				
Dumfries	995	338	N45 55 41	W67 08 13
1.9SSE				
Montague PE	524	419	N46 08 58	W62 36 29
1.8ESE				
Chipman NB	365	300	N46 10 33	W65 54 03
1.0W				
Chipman NB	403	295	N46 11 05	W65 54 36
1.2WNW				
Bonshaw PE	572	325	N46 11 32	W63 20 33
0.5ESE				
Barachois NB	338	295	N46 12 28	W64 25 27
1.3SE				
Vernon River PE	511	325	N46 12 45	W62 45 50
3.0E				

CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 20 November 2008 to 0901Z 15 January 2009

C108 PLANNING

MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS (Cont'd)

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
New Waterford NS (wind turbines) 2.0E	392	326	N46 14 33	W60 01 55
Nashaak Bridge NB 1.8N	875	350	N46 16 12	W66 36 40
Albany PE 1.0SW	475	325	N46 16 59	W63 37 21
Summerside PE 0.4NW	292	222	N46 24 29	W63 48 15
Elmira PE (wind turbines) 1.0N	538	410	N46 27 19	W62 03 39
Rexton 3.0SE	403	295	N46 36 10	W64 49 19
West Cape PE 1.0N	537	387	N46 38 41	W64 23 16
Springfield West PEI (wind turbines) 0.6NNE	535	394	N46 41 40	W64 21 28
Springfield West PE 1.0NE	487	387	N46 42 00	W64 22 42
Elmsdale PE 0.75N	497	386	N46 49 51	W64 08 28
Tignish PE 1.1W	455	386	N46 57 09	W64 03 47
Tignish PEI (wind turbines) 3.6S	472	410	N47 00 56	W64 02 13
Grand Falls NB Adj S	970	426	N47 02 28	W67 43 12
Barryville NB 0.5WSW	338	295	N47 08 42	W65 15 33
Lavillette NB 2.0WSW	672	328	N47 15 05	W65 22 48
Nigadoo NB 2.0W	480	300	N47 43 45	W65 45 46
LaPlante NB Adj N	580	321	N47 46 16	W65 46 52
St-Léolin NB 2.2NE	394	328	N47 48 00	W65 08 05
Dalhousie Junction 1.2SW	601	361	N48 01 46	W66 31 20

NEWFOUNDLAND & LABRADOR

NEWFOUNDLAND & LABRADOR - AIR NAVIGATION RADIO AIDS

Channel Head NDB ident "CM" freq 379 at N47 34 01 W59 09 33 decommissioned.
Davis Inlet NDB ident "3J" freq 345 at N55 53 39 W60 55 03 decommissioned.
Deer Lake VOR/DME ident "YDF" at N49 13 57 W57 12 48 var changed to "21°W".
Galantry Head (St-Pierre), France NDB ident "Y" N46 45 44 W56 09 37 decommissioned.
Gander Intl. DME ident "IQX" freq 109.5 Ch 32 at N48 57 02 W54 33 37 commissioned.
Gander VORTAC ident "YQX" freq 112.7 at N48 53 59 W54 32 06 var changed to "20°W".
Junction NDB (Deer Lake) ident "FK" freq changed to "335".
Natuashish NDB ident "E8" freq 492 at N55 54 44 W61 11 22 commissioned
Paradise River NDB ident "1C" freq 343 at N53 26 35 W57 15 36 decommissioned.
Ramea NDB ident "RZ" freq 331 at N47 30 43 W57 24 31 has been decommissioned.
St. Anthony DME ident "YAY" relocated to N51 23 39 W56 05 01, freq changed to "113.7", Chan changed to "84".
St. John's TACAN ident "UYT" freq changed to "108.6", Chan changed to "23".
Saglek NDB ident "XAW" freq 251 at N58 29 00 W62 39 40 decommissioned.
Springdale NDB ident "SG" freq 364 at N49 29 26 W56 11 01 decommissioned.
Springdale NDB ident "2B" freq 364 at N49 29 24 W56 11 05 commissioned.
Torbay NDB ident "YT" freq 260 at N47 40 11 W52 48 30 decommissioned.
Torbay VOR/DME ident "YYT" freq 113.5 at N47 29 07 W52 51 08 var changed to "20°W".
Wabush NDB ident "WK" freq 218 at N52 51 42 W66 50 14 decommissioned.
Wabush VOR/DME ident "YWK" freq 112.3 at N52 57 36 W66 51 13 var changed to "22°W".

NEWFOUNDLAND & LABRADOR - AIRSPACE DESIGNATIONS

AR23 between Goose NDB and Lac Eon NDB has been revoked.
AR24 between Wabush NDB and Lac Eon NDB has been revoked.
B19 from Sept-Iles NDB to Wabush NDB revoked
BR20 from Wabush NDB to Schefferville NDB revoked
B21 between Gander NDB and Torbay NDB has been revoked.
G1 from Sydney NDB to Channel Head NDB to Stephenville NDB has been revoked.
G1 from Sydney NDB to Stephenville NDB to Gander NDB has been redesignated to G4.
G3 between Stephenville NDB and Torbay NDB has been revoked.
R1 from Eric NDB to Wabush NDB revoked
R11 from Charlottetown NDB to Gander NDB has been revoked.
R13 redesignated from Sydney NDB to Gander NDB.
R14 redesignated from Argentia NDB and Wabana NDB.
R15 from Deer Lake NDB to Stephenville NDB has been revoked.
R16 between Deer Lake NDB and Torbay NDB has been revoked.
R29 from Churchill Falls NDB to Wabush NDB revoked
RR2 designated between Blanc Sablon NDB and St. Anthony NDB.
RR5 between Heath Point NDB and Deer Lake NDB has been revoked.
RR7 between Churchill Falls NDB and Lac Eon NDB has been revoked.
RR7 from Natash NDB to Deer Lake NDB has been revoked.
RR9 between Heath Point NDB and Stephenville NDB has been revoked.
B19 between Wabush NDB and Schefferville NDB redesignated as BR20.
V300 between Sydney VOR and Gander VOR has been revoked.
V310 from Charlottetown VOR to Tajo intxn to Channel Head NDB to Glemo intxn to Twelm intxn to Gander VOR has been revoked.
V311 redesignated from Stephenville VOR to Ikbn intxn to Gander VOR.
V316 redesignated from Sept-Iles VOR to Shaik intxn to Norus intxn to Wabush VOR.
V319 designated from Sydney VOR to Umeti intxn to Stephenville VOR to Torbay VOR.
V384 from Deer Lake VOR to Twelm intxn to Torbay VOR has been revoked.
V384 redesignated from Deer Lake VOR to Ikbn intxn to Torbay VOR.
Gander Intl Class "E" Transponder Airspace has been revoked.

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NEWFOUNDLAND & LABRADOR - AIRSPACE DESIGNATIONS (Cont'd)

Goose Bay Terminal Control Area redesignated as follows:

- (a) The airspace extending upwards from 700 AGL to the base of overlying controlled airspace within the area of a circle of 35NM radius centred on the Goose, NL NDB.
- (b) The airspace extending upwards from 2200 AGL to FL280 inclusive within the area of a circle of 87NM radius centred on the Goose, NL NDB, excluding that airspace at and below 12,500 ASL within AR28.

St. Anthony Control Area Extension has been redesignated as follows: The airspace within the area bounded by a line beginning at N51 44 05 W56 40 00; thence clockwise along the arc of a circle of 30NM radius centred on the St. Anthony, NL ARP to N51 03 05 W56 40 00 to the point of beginning. A Class "E" Control Zone designated within a 5NM radius of the St. Anthony aerodrome.

A Class "B" and "E" Transition Area has been designated within a 15NM radius of the St. John's, NL aerodrome.

A Class "E" Transponder Airspace has been designated at St. John's, NL:

- (a) The airspace extending upwards from 2000 ASL up to and including 12,500 ASL within a 15NM radius centred on the St. John's, NL aerodrome, excluding that airspace below 3000 ASL within an area bounded by a line beginning at N47 26 55 W53 01 21, a point on the 15NM radius of the aerodrome; thence to N47 30 19 W52 55 57, a point on the 10NM radius of the aerodrome; thence counter-clockwise along said arc to N47 27 34 W52 49 29; thence to N47 22 48 W52 51 40, a point on the 15NM arc; thence clockwise to the point of beginning.
- (b) The airspace extending upwards from 3000 ASL up to and including 12,500 ASL within a 25NM radius centred on the St. John's, NL aerodrome.

St-Pierre, France Terminal Control Area has been redesignated as follows:

- (a) Class "D" airspace extending from 700 ASL to 6000 ASL within a 10NM radius of the St-Pierre, France NDB.
- (b) Class "E" airspace extending from 6000 ASL up to and including 12,500 ASL within a 35NM radius of the St-Pierre, France NDB, excluding the airspace beyond a 10NM radius of the St-Pierre, France NDB from the 015°T clockwise to the 100°T of the said NDB.

NEWFOUNDLAND & LABRADOR - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

CYA702(M), CYA703(M), CYA707(M) and CYA708(M) Goose Bay have been revoked.

CYA731(M) Goose Bay - A military operation area bounded by a line beginning at N53 03 35 W59 51 02 to N52 52 00 W59 45 00 to N52 40 00 W59 30 00 to N51 20 00 W59 30 00 to N50 50 00 W60 00 00 to N50 50 00 W62 05 00 to N51 25 00 W64 00 00 to N52 47 00 W64 00 00 to N53 42 00 W64 55 00 to N54 25 00 W65 20 00 to N55 05 00 W65 05 00 to N55 25 00 W63 45 00 to N55 00 00 W62 30 00 to N54 49 43 W61 00 00 to N53 40 00 W61 00 00 to N53 38 00 W60 51 30; thence counter-clockwise along the arc of a 25NM circle centred on the Goose NDB to the point of beginning, excluding:

- (a) the area within a 22 mile radius centred on the airport of Churchill Falls at N53 33 43 W64 06 23; and
- (b) CYR 726 and CYR 727.

Designated Altitude - Surface to 5000 ASL

Time of Designation - Cont Mar 1 to Nov 30, O/T by NOTAM

CYA732(M) Goose Bay redesignated as follows: A military operation area bounded by a line beginning at N53 31 20 W61 26 12 to N53 45 00 W62 43 00 to N53 50 00 W64 20 00 to N53 42 00 W64 55 00 to N54 25 00 W65 20 00 to N55 05 00 W65 05 00 to N55 25 00 W63 45 00 to N55 00 00 W62 30 00 to N54 48 30 W60 50 00 to N53 59 19 W60 35 57; thence counter-clockwise along the arc of a 40NM circle centred on the Goose NDB to the point of beginning, excluding CYR701.

Designated Altitude - Above 5000 ASL to FL280 OcsI FL600 by NOTAM

Time of Designation - Daily except Sun 11-0430Z; Mar 1-Nov 30

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NEWFOUNDLAND & LABRADOR - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd)

CYA733(M) Goose Bay redesignated as follows: A military operation area bounded by a line beginning at N52 42 10 W60 02 07 to N51 54 00 W59 30 00 to N51 20 00 W59 30 00 to N50 50 00 W60 00 00 to N50 50 00 W62 05 00 to N51 22 26 W63 51 11 to N52 48 12 W61 01 29; thence counter-clockwise along the arc of a 40NM circle centred on the Goose NDB to the point of beginning, excluding CYR727 and CYR750.

Designated Altitude – Above 5000 ASL to FL 280 OcsI FL600 by NOTAM

Time of Designation – Daily except Sun 11-0430Z‡ Mar 1-Nov 30

CYA755(M) Goose Bay redesignated as follows: A military operation area bounded by a line beginning at N52 18 24 W62 02 38 to N51 22 26 W63 51 11 to N51 25 00 W64 00 00 to N52 47 00 W64 00 00 to N52 54 00 W64 06 51 to N52 58 01 W62 41 38; thence counter-clockwise along the arc of a 87NM circle centred on the Goose NDB to the point of beginning.

Designated Altitude – Above 5000 ASL to 17,000 ASL OcsI FL600 by NOTAM

Time of Designation – Daily except Sun 11-0430Z‡ Mar 1-Nov 30

CYR701 Goose Bay has been designated as follows:

The airspace within the area bounded by a circle of 10 miles radius centred on N53 50 48.00 W061 58 48.00.

Designated altitude – Surface to FL 280

Time of Designation – OcsI by NOTAM

CYR705 Goose Bay has been revoked.

CYR726 Goose Bay redesignated as follows: The area is described as a circle with a radius of 30NM centred on N52 17 23 W60 57 14, excluding CYR727.

Time of Designation - Cont Mar 1 to Nov 30, O/T by NOTAM.

CYR727 Goose Bay redesignated as follows:

AREA 1: The airspace within the area bounded by a circle of 10 miles radius centred on N52 17 23 W60 57 14.

Designated Altitude – Surface to 12,500'

Time of Designation – Cont

AREA 2: The airspace within the area bounded by a circle of 16 miles radius centred on N52 17 23 W60 57 14, excluding the area within CYR750.

Designated Altitude – Surface to FL 280

Time of Designation – OcsI by NOTAM

CYR750(M) Goose Bay - The area is described as a circle with a radius of 5NM centred on N52 17 23 W60 57 14.

Designated Altitude – Above 12,500 ASL to FL600

Time of Designation – Daily except Sun 11-0430Z‡ Mar 1-Nov 30

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C112 PLANNING

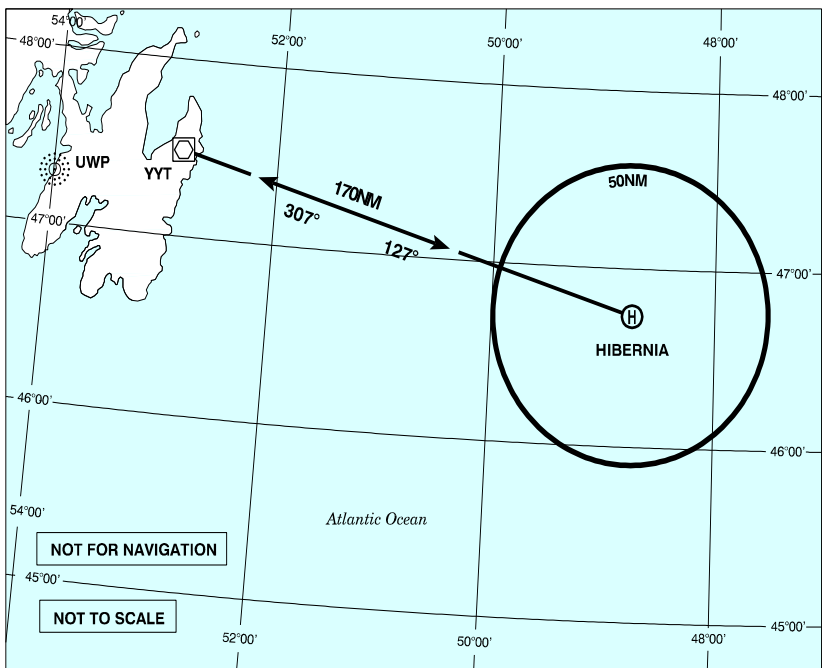
NEWFOUNDLAND & LABRADOR - DANGER, RESTRICTED & ADVISORY AREAS (Cont'd) OFFSHORE AIR TRAFFIC ACTIVITY AREA EAST OF ST. JOHN'S NL FL55 AND BELOW

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 N46 45.0 W48 46.7. Other structures with helidecks operate within a 50NM radius of the Hibernia structure. The number and location may vary seasonally.

The majority of the traffic consists of helicopters operating to/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 enroute frequency 126.7MHz and to broadcast their position and intentions.

Clearances at and above FL55 can be obtained by contacting Gander Area Control Centre on 118.25 MHz, via a telecommunications circuit on the Hibernia platform.



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PLANNING C113

NEWFOUNDLAND & LABRADOR – BLASTING OPERATIONS

The following is a list of locations where open-pit mine or quarry blasting operations are conducted. Flying rock can attain a maximum height of approximately 3,000 AGL within a one mile radius or as otherwise indicated.

GENERAL AREA	SITE	COORDINATES
Wabush	2.5NM W of A/D	N52 54 27 W66 55 54
	1.2NM radius	To 8500 ASL
Wabush	8.0NM N of A/D	N53 02 50 W66 56 21
	2.2NM radius	To 8500 ASL

NEWFOUNDLAND & LABRADOR – HAZARDS TO AIRCRAFT OPERATIONS

Hang Gliding Areas

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Launches by vehicle.

NAME	POSITION	OPERATING TIMES
Stephenville	At A/D	Daylight Apr-Jun

Parachuting Areas

Pilots are cautioned to either avoid the following areas when parachuting is in progress or to exercise extreme caution when flying in areas where parachutists might be encountered.

Gander – Parachuting from 2000 ASL and below vicinity of Gander Airport within 15NM radius of position N48 57 W54 40, day and night VFR. Aircraft in contact with Gander Tower.

NEWFOUNDLAND & LABRADOR - SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart and known obstructions 500' or higher for a WAC Chart, will be published on the next applicable chart revision. The location and nautical mile distance shown is from the nearest community on the VNC or the nearest community common to the VNC and WAC charts.

LOCATION	ELEV ASL	HGT AGL	(N)LAT	(W)LONG
Little St. Lawrence (wind turbines) 3.5NW	1010	410	N46 57 41	W55 25 36
Comfort Cove-Newstead 4.0S	660	625	N49 19 56	W54 51 43
St. Anthony 0.6WSW of A/D	211	111	N51 23 11	W56 05 47
Mary's Harbour 0.1N	668	417	N52 19 05	W55 50 36
Goose Bay 3.0W	963	300	N53 18 12	W60 31 27

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C114 PLANNING

FLIGHT RESTRICTIONS

FOREST FIRES

No person shall operate an aircraft in the airspace below 3,000 feet above ground level within five nautical miles of the limits of a forest fire area or as described in a NOTAM (CAR 601.15, 601.16, 601.17).

FLIGHT RESTRICTIONS INTO NATIONAL, PROVINCIAL AND MUNICIPAL PARKS

Access to National, Provincial and Municipal Parks is governed by regulations enacted by the respective parks authorities.

All National, Provincial and Municipal Parks are closed to aircraft unless otherwise specified in the TC AIM and/or the Supplements. On a prior permission basis, some parks will permit access to private flights, while others may authorize commercially registered aircrafts.

To help pilots obtain the required permission, Nav Canada publishes the name and telephone number of applicable park authorities, in the "Aerodrome/Facility Directory" of the Canada Flight Supplement/Water Aerodrome Supplement, for any aerodrome/heliport located within park boundaries.

IFR FLIGHT TRAINING WITHIN 100NM RADIUS OF TORONTO INTL (CYYZ), ONTARIO

All IFR training, test flights and checkride flights between 1200-0200Z± must be coordinated with Toronto ACC prior to flight planning. For coordination, contact Toronto flow control (800)268-4831 or (905)676-3528.

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C150 PLANNING

NORTH AMERICAN ROUTE PROGRAM (NRP)

General

A flight that originates and terminates within conterminous U.S. and Canada and North Atlantic international flights operating within the North American Route (NAR) System may participate in the NRP under the following procedures and requirements.

FAA/NAV CANADA Common Procedures

The following common FAA and NAV CANADA procedures apply:

- (a) Flights to operate at or above FL 290.
- (b) For that portion of flight within 200NM of the departure or destination airport, flights shall be filed and operated via Standard Instrument Departures (SIDs), Departure Procedures (DPs), Standard Terminal Arrival Routes (STARs) or published Preferred IFR Routes. If none of the above are available, airways may be used.
- (c) NRP flights are not normally subject to routing restrictions such as published Preferred IFR Routes or airways, beyond a 200NM radius of both the departure and destination airports.
- (d) Flight planning requirements are:
 - (i) routes shall contain at least one significant point in each delegated area of airspace jurisdiction for each FAA Air Route Traffic Control Center (ARTCC) or Canadian FIR/CTA;
 - (ii) significant points may be a navigational aid or waypoint defined in fix-radial-distance (FRD) format from a navigation aid. Within Canadian airspace a significant point may also be a coordinate described in degrees and minutes of latitude/longitude;
 - (iii) for routes that cross the U.S./Canada border, a significant point within 30NM of either side of the border shall be filed;
 - (iv) significant points should be filed for all turnpoints;
 - (v) route(s) shall avoid active Class F airspace;
 - (vi) "NRP" shall be entered in the Remarks section of the flight plan; and
 - (vii) flight plans to be filed at least one hour prior to departure.
- (e) In the event that a NRP aircraft has to be reclassified due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.
- (f) Unless published routing restrictions are in effect, North Atlantic international flights planning to operate within the North American Route (NAR) System may file NRP routes beyond 200NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

Specific NAV CANADA Requirements

The following specific Canadian requirements apply:

- (a) When a significant point is defined by latitude and longitude the following applies:
 - for flights operating on predominately north or south tracks (315°T clockwise through 045°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of whole degrees on longitude with specified parallels of latitude spaced at 5° of latitude expressed in longitude by degrees and minutes and latitude by degrees;
 - for flights operating on predominately east or west tracks (046°T clockwise through 134°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° expressed in longitude by degrees and latitude by degrees and minutes.
- (b) All flights to remain north of N48°15'00" W90°00'00" or south of N47°30'00" W90°00'00".
- (c) Toronto International (CYYZ). For aircraft landing at CYYZ, those aircraft inbound from the northwest are to terminate the NRP portion and join a preferred arrival routing no later than the intersection TIBUD (N45°34.5' W81°26.7').
- (d) Vancouver International (CYVR). For aircraft landing at CYVR, those aircraft arriving from the east and north of the Canada/USA border are to arrange routing to be north of J500 no later than the intersection LOCAN (N49°30.7' W117°33.1').

NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)

- (e) Ottawa/Macdonald-Cartier International (CYOW). For aircraft landing at CYOW, those aircraft inbound from the west are to terminate the NRP portion and join a preferred arrival routing no later than the intersection SMARE (N46°19.6' W78°9.8').
- (f) Montreal/Pierre Elliott Trudeau International (CYUL). For aircraft landing at CYUL, those aircraft inbound from the west-northwest are to terminate the NRP portion and join a preferred arrival routing no later than the Mirabel VOR/DME (YMX) (N45°53.3' W74°22.5') provided the route proceeds over or north of Maniwaki (YMW) (N46°12.5' W75°57.4'). For routes that do not comply with this requirement terminate the NRP portion and join a preferred arrival routing no later than Maniwaki.

Specific FAA Requirements

Refer to the current FAA Advisory Circular-NRP.

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC

1. The objectives of the NAR System are as follows:
 - (a) To expedite flight planning;
 - (b) To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and;
 - (c) To minimize the time spent in the route clearance delivery function.
2. The NAR System is designed to accommodate major airports in North America where the volume of NAT traffic and route complexity dictate a need to meet the above requirements. It is for the use of traffic entering/exiting the NAT and consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:
 - (a) **Common Portion** – That portion of the route between a specified coastal fix and a specified inland navigation fix (INF). Some routes have a common portion only; and
 - (b) **Non Common Portion** – That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.
3. The routes are prefixed by the abbreviation "N" with the numbering for the common portions orientated geographically from south to north. The ODD numbers have eastbound application while the EVEN numbers apply to westbound. Following a one to three digit number, an alpha character indicates the validation code and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non-common route portions.
4. Since a primary function of the NAR System is to compliment the NAT traffic flow, a limited number of NAR routes, appropriate for coastal fixes serving the Organized Track System (OTS) and the domestic traffic organization, are included in the NAT/OTS message published by the Gander and Shanwick Oceanic Area Centres.
5. Aircraft can only join the NAR System:
 - (a) At the identified coastal fix; or
 - (b) On departure from one of the identified system airports; or
 - (c) At an identified INF.
6. **Flight Planning – GENERAL:**

WESTBOUND:

 - (a) Westbound routes begin at the coastal fixes, thence along common route portions to an INF and then fan-out along non common routes to selected system airports;
 - (b) For aircraft proceeding to an identified system airport and the route of flight is described by a single NAR designator, use the designator; and
 - (c) For aircraft proceeding to a non system airport but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.

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NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC (Cont'd)

EASTBOUND:

- (a) Eastbound routes only have a common portion from the INF to a coastal FIX;
- (b) When the route of flight is described by a single NAR designator, use the designator;
- (c) For aircraft departing from a non system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix using the NAR designator;

GENERAL:

For those cases not described above, a detailed routing is required.

7. NAR– Requirement:

- (a) Generally there is no requirement to flight plan and operate using the NAR system. However ATC requires eastbound aircraft intending to operate on the NAT OTS and operating wholly on or south of a line between the intersections BAREE and DOTTY, flight plan and operate using one of the NARs published on the daily OTS Message.
- (b) NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian Domestic airspace.
- (c) For operators who elect not to use the NAR system, the rules of the North American Route Program (NRP) apply.

8. Route Clearances:

- (a) For aircraft operating within the NAR System, the ATC routing clearance and pilot readback will be indicated by the NAR designator, eg: "North American Route 105C";
- (b) For aircraft operating in the NAR System but only using the common route portion, the ATC routing clearance and pilot readback will be indicated by the NAR designator followed by the detailed routing;
- (c) For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;
- (d) Aircraft cleared to a system airport via a NAR designator are to follow the common and the non common portion of the route to the system airport. If the issued NAR, either the common or non common portion, is incompatible or unacceptable, the pilot is to advise ATC accordingly.

9. Documentation:

It is expected that the following documentation will be carried on the flight deck of aircraft operating within the NAR system:

- (a) The current publications of NAV Canada, Canadian Flight Supplement, or Federal Aviation Administration, Airport Facility Directory (Northeast) or another product which provides the current NAR; and
- (b) Information in the current NAT/OTS message.

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PLANNING C153

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION

NAR Designator	Inland Navigation Fix	Route Description	Coastal Fix
N5B	SIE	B24 LYNUS	SLATN
N7A	MANTA	OWENZ LINND R56	SLATN
N13C	SIE	B24 LYNUS	JOBOC
N15B	MANTA	OWENZ LINND R56 KENDA	JOBOC
N17B	VITOL	DIRECT	CARAC
N19B	ALLEX	DIRECT	CARAC
N21C	VITOL	LOMPI	JAROM
N23E	WHALE	LOMPI	JAROM
N25B	EBONY	LOMPI	JAROM
N27A	VITOL	NANSO	RAFIN
N29B	WHALE	NANSO	RAFIN
N31E	KANNI	NANSO	RAFIN
N33C	MIILS	DIRECT	RAFIN
N35A	WHALE	DIRECT	BANCS
N37B	KANNI	DIRECT	BANCS
N39A	BRADD	DIRECT	BANCS
N41C	MIILS	DIRECT	BANCS
N43A	KANNI	DIRECT	COLOR
N45B	BRADD	DIRECT	COLOR
N47A	TUSKY	DIRECT	COLOR
N49A	MIILS	DIRECT	COLOR
N51B	KANNI	DIRECT	YYT
N53B	BRADD	DIRECT	YYT
N55B	TUSKY	DIRECT	YYT
N57B	ALLEX	DIRECT	YYT
N59A	MIILS	DIRECT	YYT
N61B	BRADD	DIRECT	VIXUN
N63B	TUSKY	DIRECT	VIXUN
N65B	ALLEX	DIRECT	VIXUN
N67B	MIILS	DIRECT	VIXUN
N75B	BRADD	DIRECT	YQX
N77B	TUSKY	DIRECT	YQX
N79B	ALLEX	DIRECT	YQX
N81B	EBONY	DIRECT	YQX
N83B	MIILS	DIRECT	YQX
N85A	CEFOU	DIRECT	YQX
N91B	TUSKY	DIRECT	CYMON
N93B	ALLEX	DIRECT	CYMON
N95B	EBONY	DIRECT	CYMON
N97B	MIILS	DIRECT	CYMON
N99A	CEFOU	DIRECT	CYMON
N105B	TUSKY	DIRECT	DOTTY
N107B	ALLEX	DIRECT	DOTTY
N109B	EBONY	DIRECT	DOTTY
N111B	TOPPS	DIRECT	DOTTY

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NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Coastal Fix
N113B	MIILS	DIRECT	DOTTY
N115B	BAREE	DIRECT	DOTTY
N121B	ALLEX	DIRECT	YAY
N123A	EBONY	DIRECT	YAY
N125A	TOPPS	DIRECT	YAY
N127A	MIILS	DIRECT	YAY
N129B	BAREE	DIRECT	YAY
N135B	EBONY	DIRECT	REDBY
N137B	TOPPS	DIRECT	REDBY
N139C	TAFFY	DIRECT	REDBY
N141B	BAREE	DIRECT	REDBY
N149B	TOPPS	DIRECT	STEAM
N151E	MIILS	DIRECT	STEAM
N153C	TAFFY	DIRECT	STEAM
N155A	ANCER	DIRECT	STEAM
N161E	TOPPS	DIRECT	VALIE
N163E	MIILS	DIRECT	VALIE
N165E	TAFFY	DIRECT	VALIE
N167E	QUBIS	DIRECT	VALIE
N169A	ANCER	DIRECT	VALIE
N171A	YBG	DIRECT	VALIE
N173B	TOPPS	DIRECT	FOXXE
N175C	MIILS	DIRECT	FOXXE
N177C	TAFFY	DIRECT	FOXXE
N179C	QUBIS	DIRECT	FOXXE
N181E	ANCER	DIRECT	FOXXE
N183C	YBG	DIRECT	FOXXE
N185A	RJ	DIRECT	FOXXE
N193E	MIILS	DIRECT	HO
N195C	TAFFY	DIRECT	HO
N197C	QUBIS	DIRECT	HO
N209B	TAFFY	DIRECT	YDP
N211C	QUBIS	DIRECT	YDP
N225B	TAFFY	DIRECT	LOMTA
N227B	QUBIS	DIRECT	LOMTA

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PLANNING C155

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION

NAR Designator	Coastal Fix	Route Description	Inland Navigation Fix
N10A	SLATN	DIRECT	BERGH
N12B	SLATN	J97	LACKS
N14A	JOB OC	DIRECT	BERGH
N16A	JOB OC	DIRECT	SAILE
N18C	DOVEY	DIRECT	SAILE
N36E	CARAC	DIRECT	VITOL
N38E	CARAC	DIRECT	WHALE
N40E	CARAC	DIRECT	KANNI
N42B	CARAC	DIRECT	BRADD
N44B	CARAC	DIRECT	TOPPS
N46E	JAROM	LOMPI	WHALE
N48E	JAROM	LOMPI	KANNI
N50E	JAROM	LOMPI	BRADD
N52E	JAROM	LOMPI	TUSKY
N54E	JAROM	LOMPI	TOPPS
N56E	RAFIN	NANSO	VITOL
N58B	RAFIN	NANSO	WHALE
N60A	RAFIN	DIRECT	KANNI
N62A	RAFIN	DIRECT	BRADD
N64C	RAFIN	DIRECT	TUSKY
N66C	RAFIN	DIRECT	MIILS
N68C	BANCS	DIRECT	VITOL
N70B	BANCS	DIRECT	WHALE
N72B	BANCS	DIRECT	KANNI
N74B	BANCS	DIRECT	BRADD
N76A	BANCS	DIRECT	TUSKY
N78A	BANCS	DIRECT	MIILS
N80B	COLOR	DIRECT	WHALE
N82B	COLOR	DIRECT	KANNI
N84B	COLOR	DIRECT	BRADD
N86B	COLOR	DIRECT	TUSKY
N88A	COLOR	DIRECT	MIILS
N94A	YYT	DIRECT	KANNI
N96A	YYT	DIRECT	BRADD
N98A	YYT	DIRECT	TUSKY
N100B	YYT	DIRECT	ALLEX
N102B	YYT	DIRECT	MIILS
N112B	VIXUN	DIRECT	TUSKY
N114C	VIXUN	DIRECT	ALLEX
N116A	VIXUN	DIRECT	MIILS
N124B	YQX	DIRECT	TUSKY
N126B	YQX	DIRECT	ALLEX
N128B	YQX	DIRECT	EBONY
N130C	YQX	DIRECT	MIILS
N142B	CYMON	DIRECT	ALLEX

CANADA FLIGHT SUPPLEMENT / GPH 205

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C156 PLANNING

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Fix
N144B	CYMON	DIRECT	EBONY
N146B	CYMON	DIRECT	TOPPS
N148B	CYMON	DIRECT	MILLS
N160C	DOTTY	DIRECT	ALLEX
N162B	DOTTY	DIRECT	TOPPS
N164B	DOTTY	DIRECT	MILLS
N168B	DOTTY	DIRECT	YRI
N170E	DOTTY	YRI	COVAN
N180B	YAY	DIRECT	ALLEX
N184B	YAY	DIRECT	TOPPS
N188B	YAY	DIRECT	YRI
N190C	YAY	YRI	COVAN
N200B	REDBY	DIRECT	ALLEX
N202B	REDBY	DIRECT	TOPPS
N204B	REDBY	DIRECT	TAFFY
N206C	REDBY	DIRECT	YRI
N208F	REDBY	YRI	COVAN
N220B	STEAM	DIRECT	TOPPS
N224E	STEAM	DIRECT	TAFFY
N228B	STEAM	DIRECT	YRI
N230E	STEAM	YRI	COVAN
N240C	VALIE	DIRECT	TOPPS
N242B	VALIE	DIRECT	TAFFY
N248C	VALIE	DIRECT	YBC
N250F	VALIE	YBC YRI	COVAN
N254A	VALIE	ROBBE	MOFAT
N258A	VALIE	ROBBE MOFAT YOW J559	SYR
N260A	VALIE	ROBBE	MT
N264A	FOXXE	DIRECT	TAFFY
N268B	FOXXE	DIRECT	QUBIS
N270B	FOXXE	DIRECT	YBC
N272E	FOXXE	YBC YRI	COVAN
N276A	FOXXE	SPOTE ROBBE	MOFAT
N280A	FOXXE	SPOTE ROBBE MOFAT YOW J559	SYR
N282A	FOXXE	SPOTE	MT
N284B	HO	DIRECT	TAFFY
N288C	HO	DIRECT	QUBIS
N292C	HO	DIRECT	YBC
N294E	HO	YBC YRI	COVAN
N296E	HO	KELVI	SYR*
N302C	HO	SPOTE ROBBE	MOFAT
N306C	HO	SPOTE ROBBE MOFAT YOW J559	SYR
N308E	HO	YWK	MT
N312A	HO	MT YUY	SSM
N322B	YDP	DIRECT	TAFFY

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PLANNING C157

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Fix
N326B	YDP	DIRECT	QUBIS
N328C	YDP	DIRECT	YBC
N332C	YDP	DIRECT	COVAN*
N334E	YDP	YBC YRI	COVAN
N344B	YDP	YMX	SYR*
N346A	YDP	BROME NOWAA	MT
N352C	YDP	BROME NOWAA MT YOW J559	SYR
N354C	YDP	J583 YWK MOFAT YOW J559	SYR
N356C	YDP	YKL	ROUND
N358B	YDP	JOVIE HENDY SELBO CANSO	SSM
N362B	YDP	YKL ROUND CANSO	SSM
N372C	LOMTA	DIRECT	TAFFY
N374C	LOMTA	DIRECT	QUBIS
N376C	LOMTA	DIRECT	YBC
N378F	LOMTA	DIRECT	COVAN*
N382H	LOMTA	YBC YRI	COVAN
N386G	LOMTA	YMX	SYR*
N392E	LOMTA	YKL ROBBE	MOFAT
N396C	LOMTA	TEALS	VANSI
N398B	LOMTA	YKL ROBBE MOFAT YOW J559	SYR
N402E	LOMTA	TEALS VANSI STAFE	SSM
N412B	LAKES	DIRECT	TAFFY
N414C	LAKES	HINGE TEALS	MOFAT
N424E	LAKES	MCKEE GELLS	MT
N428C	LAKES	MCKEE GELLS MT YOW J559	SYR
N432B	LAKES	HINGE TEALS MOFAT YOW J559	SYR
N434C	LAKES	MCKEE MEMSO GRAMP LORNE	SSM
N436A	LAKES	DUSMA	TRUDY
N464E	LOPVI	KLIPS	MT
N468E	LOPVI	KLIPS MT YOW J559	SYR
N472E	LOPVI	PELSI SOCAN VETRO	SSM
N474E	LOPVI	FASSA GW GRAVO	TRUDY
N484C	RODBO	SEMTO HENDY	MT
N494C	RODBO	SEMTO HENDY YOW J559	SYR
N496C	RODBO	SEMTO VEPTU PEMLU	SSM
N498C	RODBO	COPUR CHARN DURIL	YQT
N512C	JELCO	DIRECT	VANSI
N514C	JELCO	VANSI YOW J559	SYR
N516H	JELCO	HELMO YMO JARRO	SSM
N518C	JELCO	GRAND SEGAN	YQT
N522C	JELCO	SCA JULIETT RIONA	VBI
N528A	FEDDY	GW PELEE YXZ	SSM

NOTE: *Routes through Bagotville (YBG) Military Advisory Areas (CYAs) only available from 2300 UTC (DT2200 UTC) Fri to 1100 UTC (DT1000 UTC) Mon unless declared active by NOTAM.

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PLANNING C171

INTERSECTIONS AND REPORTING POINT CO-ORDINATES

The following is a list of airway and other intersections and/or reporting points

A	(N)LAT	(W)LONG
ABCID ON	43 02.4	79 19.7
ABCOT QC	45 02.6	73 37.8
ABENY AB	54 15.1	113 04.6
ACKIN AB	54 57.5	115 28.4
ACORD WA	48 47.5	122 32.1
ADRAX NB	45 57.5	66 11.9
ADREW YT	69 10.3	141 00.0
ADREX SK	59 17.8	107 41.6
ADSAM NU	69 55.3	63 13.2
ADSIX BC	49 07.0	122 30.0
ADSUR QC	50 41.3	73 15.1
AFINS BC	51 00.1	120 41.2
AGBUT ON	44 44.9	79 46.7
AGDAN AB	50 53.7	113 41.7
AGGUA BC	50 15.3	124 59.9
AGLIN ON	45 30.2	75 15.8
AGNEX ON	45 36.1	77 06.2
AGPAL BC	54 31.7	130 46.8
AIRIE BC	52 46.8	123 11.8
ALBRO AB	50 56.8	114 36.0
ALDDA BC	49 33.0	116 20.7
ALEXS QC	45 43.9	73 39.2
ALGAR AB	56 00.9	112 05.8
ALIVE BC	54 21.8	122 09.9
ALKAP NT	62 27.6	106 21.0
ALKOB QC	51 28.8	64 01.5
ALLEX NB	44 25.0	67 00.0
ALOET QC	45 46.4	74 29.1
ALOHA BC	51 47.2	117 24.8
ALOMO AB	51 18.9	112 45.6
ALPIM AB	57 27.8	110 26.3
ALRUG AB	52 08.7	116 04.4
ALSAB NT	61 30.9	110 00.0
ALSAK NU	64 00.0	70 00.0
ALSED BC	50 18.0	118 35.0
ALSES SK	54 13.5	105 54.5
ALVYN BC	49 37.1	122 42.4
AMASS NU	61 02.3	68 31.0
AMBOF PE	46 41.4	63 23.2
AMBRO BC	49 59.4	120 21.4
AMERT ON	44 39.7	77 53.3
ANCER QC	48 33.5	69 25.3
ANCOL ON	43 12.5	80 01.0
ANDEE BC	49 38.8	115 08.3
ANDRE QC	49 48.8	67 59.7
ANJER BC	49 27.6	118 05.1
ANSAR QC	48 40.4	68 41.4
ANTLR BC	49 04.4	122 14.3
ANTUR ON	49 12.5	84 55.3
ANVAP BC	49 04.3	124 17.3
APDIN NL	48 59.2	54 50.0
APMAL YT	61 52.4	130 00.0
APNEL ON	45 21.0	82 13.7
ARAME QC	51 19.9	67 27.9
ARDEE NS	45 07.4	64 23.2

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	A (Cont'd)	(N)LAT	(W)LONG
ARMAC BC		49 11.7	123 49.6
AROUK AB		54 16.7	114 26.3
ARRUE BC		49 04.4	124 07.8
ARTHR ON		43 44.9	80 33.3
ASHTN ON		45 11.9	75 55.5
ATENE QC		46 14.1	70 16.4
ATHUR BC		50 00.6	117 12.3
ATLAN NL		46 45.6	57 06.9
ATUKO QC		47 00.0	76 41.2
ATUNA BC		50 22.4	126 31.9
ATUSA ON		44 04.7	79 00.6
AVOKU NU		60 00.0	90 00.0
AVOTO QC		46 28.5	72 55.9
AVTAK ON		45 58.3	76 19.1
AVUMU BC		48 57.7	125 05.1
AVVON ON		45 14.4	74 59.3
AXOBU ON		42 56.7	82 23.7
AXUBI BC		59 04.3	132 38.6
AXXIS ON		42 49.8	81 59.0
AYROU NU		65 18.9	64 00.0
AYZOL AK		62 28.3	141 00.0
AZTRO ON		41 53.7	81 56.6

	B	(N)LAT	(W)LONG
BACHO AB		50 49.7	113 04.8
BACMO ON		48 00.0	84 01.0
BACOS AB		52 32.1	113 38.4
BAFAL ON		48 55.8	81 54.3
BAGLE NB		46 05.5	66 54.6
BAJOL BC		49 18.6	123 28.2
BALOR BC		50 01.8	119 01.6
BAMPS NT		62 19.3	116 12.0
BANCS NL		45 39.0	52 06.2
BANNE BC		54 06.0	130 38.3
BAREE QC		48 08.8	69 18.0
BASRA BC		49 15.2	123 00.4
BEATE ON		43 04.0	79 33.7
BEJAT ON		43 53.4	78 39.5
BEJAW AB		57 14.4	112 49.5
BELZY ON		42 16.9	81 09.3
BEMOX YT		63 22.7	130 00.0
BENAX NT		62 29.1	110 00.0
BEPEG NU		63 00.0	70 00.0
BEPIT AB		51 50.7	113 35.5
BEPUP ON		46 42.0	82 33.4
BERUS NU		63 00.0	63 00.0
BESEM QC		45 46.4	73 19.0
BESIL QC		45 56.1	77 08.3
BETUM BC		50 46.0	116 31.0
BEVEL AB		49 30.0	110 00.0
BIBEM YT		62 40.3	141 00.0
BIBOX NT		66 00.8	124 00.0
BIGBE ON		44 08.0	80 37.0
BILII ON		49 01.3	88 15.7
BILPA ON		46 25.1	82 26.0
BILSI NT		64 18.9	116 43.6
BINGA BC		57 42.1	125 00.0
BINLO NT		61 45.1	103 27.9

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B (Cont'd)	(N)LAT	(W)LONG
BIRLA MB	50 35.0	97 04.0
BISPO AB	56 56.3	115 54.0
BITRO NT	67 00.2	135 00.0
BIVGO QC	45 39.0	75 11.9
BLAKK QC	46 02.6	72 25.0
BOBBS QC	51 00.1	62 00.0
BOBNO AB	53 31.7	112 24.7
BOBRA QC	46 14.5	76 32.2
BOBTU (Oceanic)	44 07.0	52 49.3
BODRA NU	62 17.0	80 00.0
BOFIN ON	48 43.1	93 31.7
BOGGI BC	49 08.5	122 47.5
BOGSO ON	45 01.5	82 25.9
BOJAM BC	52 06.3	117 42.9
BOKMA BC	54 31.2	131 38.9
BONAK BC	53 00.0	134 00.0
BONDE ON	47 15.9	83 43.6
BOOPY BC	50 06.0	124 35.5
BOOTH BC	49 31.3	122 02.7
BOPUT NU	68 57.6	61 56.5
BORAN YT	61 37.7	140 58.9
BORDN ON	44 20.9	80 19.7
BORNE ON	42 47.7	81 40.5
BORUB NL	52 32.4	63 07.4
BOSAM QC	45 03.0	73 55.0
BOTAD BC	58 38.2	131 59.6
BOTER NT	63 45.3	112 57.6
BOTHA AB	57 40.7	118 38.0
BOVEX ON	42 35.7	81 25.3
BRADD NS	43 09.0	67 00.0
BRETN ON	44 34.2	79 13.0
BRIDG NB	47 08.8	59 16.3
BRIOL BC	49 06.1	123 29.7
BROKK ON	42 19.9	81 34.9
BROME NL	53 30.0	67 00.0
BRUIN ON	43 39.9	76 06.9
BRYGE BC	50 41.8	123 06.2
BUBIX QC	49 19.7	67 22.5
BUICK BC	48 48.6	123 08.1
BULIE BC	50 16.2	120 04.6
BURWA ON	46 11.4	80 34.6

C	(N)LAT	(W)LONG
CAAPE NB	45 18.0	65 17.8
CABRA AB	54 54.4	112 38.5
CACHO AB	54 54.2	112 34.2
CADIL NB	47 44.1	60 25.5
CAFIS ON	42 23.3	80 12.5
CAFTA BC	51 17.7	129 05.3
CAINN AB	51 16.9	114 10.7
CAJEN BC	55 32.3	121 24.2
CALCI NT	60 02.3	116 16.5
CALLY AB	55 07.9	113 23.4
CALON ON	43 54.1	80 07.8
CAMRA AB	53 01.9	112 30.5
CAMRE ON	41 55.5	82 12.7
CAMZO BC	48 47.0	123 32.1
CANEL NU	67 59.0	60 45.8

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	C (Cont'd)	(N)LAT	(W)LONG
CANIG NU		61 06.5	101 07.7
CANOP AB		51 04.1	114 35.5
CANSO ON		48 09.7	80 44.1
CANRY BC		49 09.0	123 20.2
CANYO YT		60 25.5	132 24.1
CARAC (Oceanic)		43 00.0	60 00.0
CAROT ON		49 05.8	82 21.0
CARPE (Oceanic)		53 05.0	54 05.0
CASDY BC		49 04.4	123 58.7
CASSL BC		52 32.6	122 44.9
CASTR QC		48 52.0	66 50.0
CATOG QC		45 55.0	72 53.0
CAUGA BC		49 28.2	121 23.1
CEDRE ON		43 25.5	80 43.2
CEESE BC		49 40.2	123 36.9
CEFOR ON		43 37.3	81 08.1
CEFOU QC		47 44.2	69 00.0
CELAR ON		45 13.8	76 27.0
CERAW ON		44 39.3	76 15.3
CETTY NS		44 55.6	64 05.5
CHACE BC		50 41.0	119 40.3
CHAPO YT		64 58.4	141 00.0
CHAPT BC		50 28.9	120 20.5
CHARN NU		54 53.4	80 00.0
CHATM BC		48 26.9	123 13.4
CHICA ON		48 52.0	85 16.2
CHIPE AB		53 22.2	115 33.6
CHITE BC		50 02.8	116 09.1
CHUBB BC		53 26.4	122 33.1
CILLI BC		49 03.8	121 23.7
CITOP AB		50 10.2	114 30.3
CLANK AB		56 34.5	112 37.5
COALE YT		60 27.3	135 10.5
COALL NT		80 00.0	141 00.0
COGLA ON		47 26.4	82 57.4
COGLE BC		49 04.6	122 33.9
COHIL YT		60 06.5	139 00.0
COHOE BC		49 56.4	125 24.8
COLOR NL		46 40.4	52 30.8
COLTS ON		42 57.8	79 19.2
COMAU QC		45 22.6	74 01.0
COMPR SK		51 45.2	110 00.0
CONDI BC		48 34.3	123 20.3
CONER BC		50 09.9	115 15.0
COPAR NS		45 27.2	62 00.7
COPUR NU		59 42.0	67 00.0
CORMO BC		50 32.6	126 58.8
COTLO NT		68 05.5	125 00.0
COUTS AB		49 00.0	112 17.5
COWLE AB		49 36.9	114 02.3
CRABB (Oceanic)		42 12.8	65 45.2
CREEB WA		48 13.0	121 20.4
CROCE ON		45 25.3	80 12.2
CRONO (Oceanic)		51 22.8	52 42.8
CROSY AB		51 29.9	113 52.7
CUDAS (Oceanic)		42 37.4	64 14.1
CYMON NL		49 43.0	55 00.0

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PLANNING C175

C (Cont'd)		(N)LAT	(W)LONG
CYRIL ON		44 58.2	75 18.0
D			
		(N)LAT	(W)LONG
DACEY BC		59 33.6	126 04.6
DACIL ON		42 53.9	81 27.1
DAFLU ON		42 22.7	82 42.3
DAGTY AB		52 09.4	114 04.7
DAJOR QC		45 20.0	74 05.0
DALDE MB		52 19.1	101 08.8
DALLY AB		51 36.8	114 46.6
DANNY ON		45 15.9	81 09.4
DANOL NB		45 41.9	67 47.3
DAPAK NU		73 45.0	70 00.0
DARLI BC		55 12.1	120 48.9
DARUB NU		67 00.0	60 00.0
DARWN AB		50 18.7	113 39.7
DASBI, BC		49 29.6	118 03.7
DASPO NT		70 02.4	125 00.0
DAVII BC		54 38.6	122 28.7
DAVON BC		54 09.1	124 14.4
DAXER QC		61 05.0	72 48.0
DAYSE NB		46 47.7	58 36.4
DEGMO QC		48 15.1	78 13.7
DEGVA ON		49 54.3	94 55.1
DEKMO NT		88 52.0	141 00.0
DELBR AB		52 05.3	113 29.3
DEMKO ON		44 54.9	79 45.9
DENDU (Oceanic)		50 30.2	52 04.1
DENGA ON		43 28.4	81 58.6
DERLI NU		69 20.0	100 00.0
DESDN ON		42 31.4	82 15.4
DETBA AB		54 16.3	114 26.2
DICEN QC		46 48.0	72 17.3
DISCO BC		48 24.0	123 10.7
DOGGS ON		42 23.7	81 04.9
DOLFF (Oceanic)		48 20.0	128 00.0
DOLFN ON		42 12.8	81 39.2
DOLLR BC		49 20.2	122 56.3
DOPHN (Oceanic)		44 33.3	55 29.0
DOTTY NL		50 38.0	55 35.0
DRAGO BC		52 54.6	122 17.0
DROME ON		42 43.5	82 23.9
DUGGS BC		53 02.1	129 30.2
DUGNO NU		60 39.7	80 00.0
DUKPA NU		65 09.2	110 00.0
DUNCN BC		48 51.0	123 39.4
DUNJY BC		48 37.7	123 18.9
DUMKU ON		46 34.5	84 22.0
DUPAB ON		45 04.3	74 38.8
DUPEV NT		64 34.4	130 00.0
DUPOD BC		49 37.9	123 55.2
DURAK BC		50 08.7	120 25.0
DURIL ON		50 00.0	88 32.0
DUROT SK		58 02.5	108 27.0
DUSMA NU		53 42.0	80 00.0
DUSOB YT		60 18.3	130 00.0
DUSUB ON		43 45.0	78 20.0
DUSUT ON		42 39.0	81 23.3

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	D (Cont'd)	(N)LAT	(W)LONG
DUTAX BC		49 40.7	115 47.0
DUTOK BC		48 45.9	123 43.8
DUVAG QC		48 33.5	68 48.4
DUVER NU		60 00.0	93 00.0
DUVIN NS		43 42.4	67 00.0
DUVNO AB		51 38.9	113 40.1
DUXAR BC		56 46.3	129 25.7
DYSON AB		50 34.6	114 40.0

	E	(N)LAT	(W)LONG
EBDOG QC		47 59.5	78 38.9
EBDUS ON		44 29.4	77 37.5
EBGUT NT		63 29.3	114 31.0
EBMAS AB		50 21.2	111 48.6
EBNYR QC		45 45.5	75 23.6
ELERI (Oceanic)		42 34.5	64 23.4
ELIDI BC		50 00.4	123 36.9
ELKIE BC		54 32.7	120 46.5
ELTAX SK		51 57.4	105 35.7
ELTEX BC		56 54.0	125 00.0
ELUNA AB		53 04.2	114 37.2
ELVEL ON		51 00.0	90 00.0
EMBRO ON		43 05.6	80 47.5
EMETO BC		49 24.8	119 47.5
EMSOW AK		62 57.5	141 00.0
ENGLE (Oceanic)		42 07.6	63 24.6
EPINE BC		55 43.5	121 16.7
EPLIED NU		66 33.2	110 00.0
EPLUR AB		51 50.5	113 35.4
EPMAL QC		48 22.6	68 35.9
EPMAN NU		66 00.0	60 00.0
EPTIR SK		57 54.4	102 22.3
EPTIV BC		52 00.0	133 00.0
ERRTH ON		42 11.4	81 56.2
ERVYN BC		49 31.8	117 02.5
ETBOG NL		47 38.8	52 17.0
ETCHL ON		43 21.1	81 24.3
EXPOS QC		52 00.0	67 00.0

	F	(N)LAT	(W)LONG
FADIM NT		60 04.2	116 15.4
FANES YT		64 35.0	141 00.0
FANOL ON		45 26.4	75 23.3
FAREN MB		50 10.0	99 52.5
FARNS AB		50 45.2	115 23.8
FASBO BC		49 22.5	123 22.8
FASSA NU		58 42.0	67 00.0
FAXTO BC		49 04.6	123 29.6
FEDDY NU		61 42.0	67 00.0
FELKO BC		50 34.4	119 42.0
FELTN ON		48 39.9	89 05.6
FENEL BC		50 27.5	126 45.3
FERNO ON		51 38.9	92 52.4
FERRY BC		49 11.5	122 31.8
FIGGI BC		54 16.2	121 59.2
FILLE AB		51 25.1	112 08.6
FINBO BC		49 16.5	116 01.5
FINGL ON		42 45.4	81 19.4

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F (Cont'd)	(N)LAT	(W)LONG
FINGS BC	50 15.0	127 34.0
FINNI NL	49 00.1	57 44.4
FIORD YT	65 46.2	141 00.0
FIRNI BC	49 35.2	115 08.4
FIRON QC	45 50.6	74 43.0
FLEUR QC	46 59.3	70 27.8
FLINE ON	44 00.2	79 59.7
FLOON BC	51 00.3	120 42.3
FOCHE BC	49 03.9	124 47.8
FOCUS (Oceanic)	42 30.0	60 00.0
FOLDY BC	49 03.1	120 42.7
FORTE NB	46 16.8	57 39.6
FOWEL ON	42 36.1	80 09.5
FOXXE NL	54 29.2	59 17.3
FRALK ON	46 55.6	80 53.0
FRANX QC	45 15.1	74 12.5
FRASE BC	49 13.5	122 47.2
FRAZR NL	51 37.0	62 43.0
FREND BC	55 17.6	122 29.9
FRENN NB	45 56.0	66 11.2
FRIED BC	54 13.3	133 38.0
FROSS NL	48 09.2	61 14.5
FRUMP ON	43 30.3	81 39.1
FUDGY AB	52 13.1	110 00.0

G	(N)LAT	(W)LONG
GABAL BC	50 00.5	123 01.5
GABUL BC	59 14.0	130 00.0
GABIN BC	49 56.7	120 57.9
GABRO NT	63 13.6	110 00.0
GADAL QC	47 05.8	71 04.7
GADRU ON	52 08.3	90 00.0
GAHAM YT	62 15.0	141 00.0
GARRE BC	49 54.4	122 28.0
GELLE AB	52 32.5	114 09.0
GELLS QC	51 20.9	72 30.0
GERTY ON	49 12.0	93 30.0
GIBAC BC	49 29.1	123 42.9
GLACE BC	50 11.4	122 25.9
GOATE BC	49 26.9	119 05.6
GOATS YT	66 50.2	141 00.0
GOEFR BC	49 29.1	122 49.0
GOLFE NL	52 15.8	63 26.1
GONUK AB	54 18.6	113 20.0
GOOSS ON	42 40.8	82 00.2
GOPEV ON	43 44.0	78 53.0
GORAK SK	49 57.0	104 08.0
GOREK NT	60 44.2	114 05.6
GOROV BC	59 18.4	133 00.0
GOSAR ON	44 48.2	77 27.9
GOTOL AB	59 44.8	118 47.3
GOVAB MB	49 36.0	99 58.0
GOVAT QC	48 32.2	78 46.4
GOVIT MB	49 32.7	95 48.9
GRAMP ON	49 40.0	80 00.0
GRAND NU	55 42.2	80 00.0
GRASE BC	49 45.2	119 51.1
GRAVO ON	50 00.0	87 41.0

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	G (Cont'd)	(N)LAT	(W)LONG
GRAYY NB		45 44.8	56 42.6
GRETO AB		51 32.7	113 12.8
GRIBS NU		61 30.0	63 00.0
GRIBY ON		47 45.3	86 15.6
GRIMS ON		43 07.8	79 43.9
GRONG AB		53 22.5	114 19.3
GRUPI (Oceanic)		43 52.0	58 50.3
GUBAK NU		60 00.0	87 00.0
GUCHY BC		50 27.2	120 32.0
GUPEY (Oceanic)		51 42.0	134 15.0

	H	(N)LAT	(W)LONG
HADAR ON		42 21.9	82 29.0
HADER BC		49 08.3	123 29.7
HAGLE MB		51 12.6	100 10.0
HALAM BC		54 30.2	133 01.8
HALBY ON		43 11.3	80 52.5
HANDA AB		50 54.0	114 47.8
HANRY BC		54 36.4	131 05.6
HARAS BC		49 16.7	122 02.9
HARUN NT		66 46.5	125 00.0
HAYDN AB		50 28.0	114 12.9
HECKK (Oceanic)		52 13.2	53 22.1
HEGEL ON		42 34.9	81 29.0
HEIMS ON		43 40.7	81 15.4
HEIRE BC		50 54.0	123 03.9
HELMO QC		56 00.9	75 00.0
HEMMI NB		45 03.6	55 32.0
HEMPP AB		51 31.5	114 37.0
HENDY QC		51 07.3	74 14.7
HENSL ON		43 31.6	81 33.2
HIDIG NS		44 40.7	64 01.2
HIDIN BC		54 49.5	120 00.9
HIMEZ ON		41 51.0	82 12.1
HINGE QC		57 24.5	65 00.0
HITOR QC		49 05.1	61 42.0
HOGAR AB		59 21.3	116 39.7
HOKKE ON		45 34.1	74 32.5
HOSTE ON		45 04.7	78 15.5
HOWSE BC		54 09.8	120 10.2
HOWZR BC		50 32.1	116 16.1
HUMEK BC		50 21.3	119 18.3
HUMUS QC		45 04.5	74 04.5
HUSAR AB		51 04.3	112 41.6
HUTON BC		53 51.4	121 41.4
HUXLY ON		44 54.7	75 38.3

	I	(N)LAT	(W)LONG
ICOLA BC		50 10.2	120 21.1
IDNEY BC		48 38.5	123 24.3
IGSEL BC		58 13.7	125 00.0
IGTAS NS		45 04.8	62 59.6
IGVER ON		43 22.8	81 08.4
IKBAK BC		49 46.6	121 23.6
IKBUN NL		48 48.0	56 03.9
IKMAN NU		62 30.0	63 00.0
IKMUS BC		53 59.1	123 03.9
IKNAL QC		58 15.9	67 43.1

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I (Cont'd)	(N)LAT	(W)LONG
ILATU NT	61 04.0	122 20.0
ILIBA ON	44 35.0	76 38.0
ILIXU ON	44 02.0	77 24.0
ILUGO QC	50 19.3	73 22.8
IMPOR WA	48 37.7	123 07.5
INHAM BC	49 03.1	125 27.5
IRBIM NL	58 39.2	60 32.0
IRGIP YT	60 02.7	134 10.5
IRLAV NU	57 58.5	80 00.0
ISTON ON	43 09.2	79 04.2
ITGAV BC	51 00.0	132 00.0
ITNOT NT	61 43.3	113 38.5
IWACK WA	48 55.9	120 50.2

J	(N)LAT	(W)LONG
JAGIT YT	60 57.6	141 00.0
JAINÉ BC	49 31.1	124 17.3
JANEK BC	49 40.6	122 29.6
JANOA ON	44 57.8	78 09.3
JAROM (Oceanic)	44 10.0	54 53.0
JARRO ON	48 00.0	83 26.0
JARVS ON	42 44.4	80 07.6
JEBBY (Oceanic)	43 04.3	57 52.1
JEDII AB	53 05.0	112 56.5
JELCO NU	60 42.0	67 00.0
JESRU NT	74 56.8	141 00.0
JIBNA ON	41 54.9	82 24.5
JIGGS NB	47 25.2	59 48.2
JIMMS BC	51 19.5	131 17.8
JINNA AB	54 56.5	118 15.6
JLGON ON	42 34.8	81 25.9
JOFFS ON	45 44.8	82 00.4
JORJA BC	49 13.7	123 32.6
JOVIE NL	54 10.0	67 00.0
JOWEN (Oceanic)	54 05.0	134 30.0
JULET NU	72 45.7	68 39.5
JULLY BC	49 28.5	119 06.4
JUNIS QC	46 47.3	76 48.1

K	(N)LAT	(W)LONG
KAGLY NU	63 30.0	63 00.0
KAIIN MB	52 20.4	96 42.7
KALLU ON	51 35.5	94 55.8
KALTS BC	53 37.3	133 48.3
KANEE BC	49 48.9	117 26.5
KANNI NS	42 38.0	67 00.0
KANOO BC	51 28.3	122 16.2
KANUA (Oceanic)	47 41.5	129 46.1
KANUR ON	45 24.2	75 08.5
KAPUX ON	45 04.8	79 45.0
KASIX AB	49 47.0	113 33.0
KATCH (Oceanic)	54 00.0	136 00.0
KATEN SK	49 00.0	106 00.0
KATSY ON	43 01.5	80 47.1
KAVPO NL	54 29.9	66 46.3
KAXOM AB	51 14.6	113 10.2
KEBEV NS	46 18.2	59 50.3
KEDEK SK	57 43.4	107 26.3

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	K (Cont'd)	(N)LAT	(W)LONG
KEDGE MB	50 13.6	99 18.7	
KEGLU MB	56 24.4	90 00.0	
KEINN BC.....	49 49.0	123 43.9	
KELMU NU	59 10.2	80 00.0	
KELSY BC	50 27.3	126 04.0	
KELVI QC	45 02.4	74 12.9	
KEMDU SK	50 25.9	106 44.5	
KEMSA NU	56 50.3	80 00.0	
KENDI ON	43 41.8	79 00.3	
KENGA AB	53 17.1	113 08.2	
KENKI NU.....	65 00.0	63 00.0	
KENPA ON	44 47.7	82 23.6	
KENPU NU	62 25.5	90 00.0	
KENRI NL	59 00.0	60 52.6	
KEPKA QC	45 54.3	73 39.7	
KEPKO BC.....	50 00.0	131 00.0	
KEPNA BC	49 44.5	120 21.8	
KERGI BC	49 27.8	124 10.1	
KERNU QC	48 10.5	78 07.2	
KESDA BC.....	59 04.7	120 00.0	
KESTA BC	49 15.0	121 00.0	
KETTLE BC	49 59.0	118 19.1	
KEVBO SK.....	56 55.3	104 00.0	
KEVLU NS	44 20.8	64 07.0	
KEVNA BC.....	51 00.0	126 30.0	
KEVNO NU.....	71 35.0	90 00.0	
KEVPO BC	58 01.6	130 00.0	
KICKS ON	44 20.7	80 27.8	
KISKK BC	55 12.8	120 46.0	
KITAR YT.....	60 00.0	135 00.0	
KITOK ON.....	43 01.4	81 55.3	
KITOL YT.....	70 30.0	135 00.0	
KITAV NT.....	63 51.0	122 50.0	
KIXIR ON.....	44 08.9	76 20.7	
KLANT ON	44 12.1	82 09.0	
KLIPS QC	57 42.0	67 00.0	
KLOPS ON	43 35.7	78 47.7	
KNEIL BC	49 55.6	115 08.6	
KOBEV (Oceanic).....	49 40.2	51 28.0	
KONCH NL	51 48.0	60 13.0	
KRAKE QC	45 20.0	74 18.6	
KRANG ON	48 58.3	94 29.4	
KURTT (Oceanic)	50 12.0	131 53.0	
KYUGA ON	42 59.8	80 04.0	
	L	(N)LAT	(W)LONG
LABRE QC	46 45.1	69 56.2	
LACTO ON	51 13.3	93 42.1	
LAFIT ON	45 14.9	74 27.7	
LAKES NL	57 59.9	63 16.0	
LANNE BC	49 16.8	122 39.1	
LANRK ON	44 59.5	76 22.6	
LEAKY ON	44 44.0	80 11.0	
LEATS SK	51 42.5	101 25.2	
LEFAL BC	49 42.0	116 49.5	
LENIM NU.....	75 49.6	75 27.2	
LENOL ON.....	44 15.8	76 09.8	
LENOT NU.....	67 30.0	100 00.0	

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L (Cont'd)	(N)LAT	(W)LONG
LEPEN QC.....	45 45.3	74 33.4
LEPET BC.....	56 25.6	120 16.3
LEPOR QC.....	49 13.2	72 37.5
LERAK ON.....	44 03.3	78 31.0
LERUP AB.....	53 57.6	113 40.9
LESUB ON.....	43 01.0	80 33.0
LETOV YT.....	61 01.0	130 00.0
LETRM AB.....	55 53.8	111 45.8
LEVUM NB.....	46 14.6	67 31.8
LEXAK NL.....	47 24.0	53 24.7
LEXOD QC.....	48 31.0	66 20.0
LEXON AB.....	55 07.9	112 09.1
LIAND QC.....	45 04.0	71 55.4
LIANO BC.....	48 53.4	123 19.8
LIBEN QC.....	59 48.2	77 24.3
LIBOG BC.....	49 27.8	123 59.0
LIBUG AB.....	59 30.0	113 46.2
LIDEB NU.....	68 15.0	110 00.0
LIDON SK.....	56 20.6	105 34.6
LIDUL BC.....	53 03.3	122 18.5
LIEKY BC.....	52 45.2	121 39.3
LINGO (Oceanic).....	53 00.0	136 34.4
LINNG ON.....	43 18.2	79 21.3
LINSY ON.....	44 22.8	78 45.0
LITGO SK.....	56 08.3	102 56.8
LITRO ON.....	53 21.8	90 00.0
LLEEO ON.....	41 50.5	82 37.4
LOACH (Oceanic).....	55 31.0	57 01.0
LOCAN BC.....	49 30.7	117 33.1
LODMI NU.....	60 00.0	88 45.0
LOGLI QC.....	45 04.4	74 28.9
LOGSU (Oceanic).....	48 46.6	51 00.0
LOKBU QC.....	46 06.2	73 14.7
LOMPI (Oceanic).....	44 00.0	57 00.0
LOMTA NL.....	57 12.2	62 37.2
LONRO AB.....	52 37.4	118 09.5
LOONY AB.....	50 30.1	114 17.4
LOPGO MB.....	50 33.0	96 50.0
LOPRO NL.....	48 43.4	57 42.2
LOPVI QC.....	59 16.0	64 15.0
LORKA QC.....	45 39.6	76 04.2
LORNA SK.....	51 39.4	110 00.0
LORNE ON.....	48 40.4	81 24.3
LORVO BC.....	51 29.4	121 44.9
LOYED ON.....	45 04.8	79 41.7
LUBIC AB.....	56 22.9	115 30.2
LUMBY BC.....	50 21.5	115 37.7
LUNGE ON.....	47 33.3	80 27.4
LYTON BC.....	50 15.0	121 50.7

M	(N)LAT	(W)LONG
MAARS ON.....	42 05.3	82 29.2
MACAR BC.....	49 28.6	124 10.7
MACCS ON.....	42 01.1	83 08.4
MADYN AB.....	51 29.7	114 16.0
MAIPL BC.....	49 14.6	122 32.2
MAIRE QC.....	45 42.5	73 07.4
MALPE PE.....	46 43.3	63 24.2

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M (Cont'd)	(N)LAT	(W)LONG
MALPY BC	51 13.3	118 57.1
MALTN ON	43 43.1	79 40.4
MANJO (Oceanic).....	52 00.0	135 27.4
MANUP ON	52 02.7	90 00.0
MAVOD ON	45 04.0	76 52.4
MAZNA ON	44 57.2	77 09.4
MCKEE QC	56 40.3	67 00.0
MEDPA NU	72 39.7	67 42.8
MEETO SK	53 35.6	107 21.4
MEMSO QC	52 48.0	75 00.0
MENKI SK.....	56 47.6	104 42.0
MERBA NT	61 42.8	115 00.0
MERCH AB	57 12.3	119 24.6
MEREE NT	61 05.3	120 19.0
MERKA ON	54 05.9	90 00.0
MERTO ON	43 52.6	76 36.4
MERYT BC	49 56.5	120 57.7
MESBO AB	54 49.0	117 51.2
MESDA ON.....	43 49.9	78 11.7
METPA (Oceanic).....	53 00.4	134 50.3
MIBNA NU	60 05.0	80 00.0
MIBNO NL	60 35.0	62 32.0
MIBTI BC	51 26.6	121 12.8
MICHE QC	45 15.3	73 43.5
MIGLI NL	49 31.6	58 14.8
MIILS NB	46 52.4	67 02.9
MILLS BC	49 14.4	122 54.1
MISAX ON	50 30.0	90 00.0
MITEK BC	53 46.0	129 50.8
MITOM BC.....	58 19.2	131 32.0
MIVAX QC	47 26.4	70 09.6
MOATT (Oceanic)	58 01.5	59 55.7
MOAWK ON	42 45.0	79 51.0
MOBRY BC	55 46.0	121 44.9
MOCHA BC	54 30.2	133 01.9
MODAS QC	48 17.8	68 43.6
MODDY BC	49 21.8	122 50.3
MOFAT QC	49 10.8	73 00.0
MOGAG ON	51 15.7	82 15.8
MOGUS BC	49 17.2	122 32.8
MONKK ON	45 13.0	80 40.3
MOONN ON	42 22.2	82 27.1
MOORR BC	49 56.3	119 02.4
MOOTO AB	53 52.7	113 42.1
MOOZE BC	55 20.5	121 12.9
MOWND NB	45 22.6	66 39.4
MUNBI QC.....	48 06.6	78 18.5
MUNBO NL	52 07.5	64 48.0
MUPUX ON	44 38.8	77 32.7
MURLO NL	44 05.4	55 55.7
MURUP QC	46 06.8	72 12.5
MURUM ON	43 40.0	78 58.0
MUSCA ON	41 55.0	83 00.4
MUSKK MB.....	50 25.9	99 48.1
MUSPO (Oceanic).....	42 27.1	64 51.7
MUSVA NU	64 00.0	63 00.0
MUXAT BC	57 38.4	130 34.9

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M (Cont'd)		(N)LAT	(W)LONG
MUZON BC		49 58.0	123 51.1
MYPAL ON		42 49.9	79 18.5
N		(N)LAT	(W)LONG
NAAPP BC		53 53.3	125 26.4
NABLO ON		43 40.3	82 01.5
NABOG QC		48 25.5	77 48.5
NADEB NT		62 48.4	107 55.1
NADMA NU		71 04.0	64 55.6
NAKBI (Oceanic)		52 00.3	133 44.0
NAKTO NT		61 41.7	115 06.1
NALDI NU		64 30.0	63 00.0
NANOO BC		49 15.9	124 14.7
NANSO NL		44 29.3	56 04.3
NAPEE QC		45 10.4	73 40.2
NAPLO NL		50 13.6	58 45.9
NARRY AB		54 28.5	119 49.7
NEWTN BC		49 09.3	122 46.2
NILLA BC		53 47.4	131 05.0
NILTT SK		50 52.9	105 01.5
NOIRE QC		45 25.6	74 07.8
NORAB SK		49 15.0	104 10.0
NORCH ON		43 00.6	80 21.9
NORUS QC		51 53.3	66 37.0
NOTAP ON		45 12.5	82 28.5
NOVEP (Oceanic)		47 49.7	51 00.0
NOWAA QC		50 48.8	73 42.0
NOWAH ON		43 00.4	81 31.2
NOXAN BC		59 54.9	120 00.0
NUBEG AB		54 16.9	113 59.1
NUBEM ON		43 41.2	80 50.1
NUDET AB		52 55.0	111 22.4
NUDGE (Oceanic)		51 00.0	134 24.0
NUGAM MB		59 09.3	99 24.0
NUTBE BC		49 19.6	123 36.5
NUTBY NS		45 41.3	63 14.8
NUPPS AB		53 08.8	113 30.3
NUVVE AB		50 43.9	114 08.3
O		(N)LAT	(W)LONG
OAKVL ON		43 19.2	79 41.8
OBRET QC		47 00.0	74 24.5
OBTOT BC		49 12.5	122 40.8
OBVAN QC		49 05.7	68 31.2
OCTAS ON		42 13.5	82 26.9
ODGOV SK		50 35.9	105 25.7
ODKAP QC		50 53.0	66 03.5
ODLAS QC		45 41.4	71 44.7
OKOPO QC		45 43.5	72 57.7
OLAVO QC		47 02.4	72 10.0
OLDMA AB		53 46.0	114 03.5
OLESU QC		48 12.0	63 15.8
OLOKA QC		48 50.4	68 20.9
OMAGA ON		46 03.1	84 00.0
OMBRE QC		45 44.8	72 45.7
OMEKA NT		78 10.6	141 00.0
OMLOK BC		58 46.8	130 00.0
OMROD AB		53 00.3	113 05.6

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O (Cont'd)	(N)LAT	(W)LONG
OMSUN YT.....	61 20.2	141 00.0
OMVIN BC.....	48 49.0	124 04.4
ONDET AB.....	54 34.5	118 17.8
ONDUS BC.....	51 39.0	117 19.0
ONDOB QC.....	45 39.4	76 25.9
ONGAG SK.....	57 05.6	104 05.6
OPALE AB.....	50 51.2	114 59.6
ORNAI (Oceanic).....	50 00.0	133 23.9
OTAKU NU.....	63 07.0	68 52.0
OTEPI AB.....	55 00.1	119 14.7
OTIKA BC.....	49 15.6	123 41.7
OTNOT YT.....	62 39.3	130 00.0
OTRIK AB.....	58 44.3	110 50.1
OVAGU NU.....	86 48.0	90 00.0
OVBES NU.....	87 00.0	60 00.0
OVDON NT.....	83 43.0	130 00.0
OVUNI QC.....	48 18.3	78 31.6
OYSTR (Oceanic).....	53 52.0	54 58.0

P	(N)LAT	(W)LONG
PAIRY ON.....	45 28.1	81 01.6
PARQE AB.....	53 43.3	119 29.2
PAULO NS.....	45 15.2	63 20.1
PEKMO NT.....	80 07.7	130 00.0
PEKRO, NL.....	53 09.4	64 06.2
PELEE NU.....	52 55.0	80 00.0
PELRI NU.....	85 00.0	60 00.0
PELSI QC.....	58 05.0	67 00.0
PEMLU ON.....	50 47.0	80 00.0
PENDO ON.....	44 24.9	79 48.4
PENDR BC.....	48 44.5	123 16.6
PEPKI NL.....	59 44.0	61 37.0
PEPRA NL.....	44 56.2	56 13.9
PERKO ON.....	47 29.7	81 55.0
PERTH ON.....	44 33.5	76 42.3
PESAC QC.....	46 32.9	72 11.2
PESLA ON.....	46 42.6	84 08.9
PETMA SK.....	56 05.6	106 03.1
PETPA (Oceanic).....	51 00.3	132 41.2
PEVNI AB.....	51 02.0	115 03.2
PEVRA SK.....	58 23.5	109 37.0
PICES ON.....	42 46.7	82 11.1
PIGEN AB.....	51 02.0	114 37.7
PIGLA NU.....	54 20.0	80 00.0
PIGLI ON.....	43 08.4	80 28.9
PIGLU BC.....	48 38.7	123 54.4
PIGSO NU.....	84 45.0	90 00.0
PIKMO ON.....	54 38.0	90 00.0
PIKNA QC.....	50 52.0	59 15.0
PILPA NT.....	62 42.0	112 44.8
PINTE QC.....	46 26.6	70 02.2
PNASK BC.....	49 45.4	119 58.0
POLLE SK.....	54 46.5	103 50.0
POLTY QC.....	45 54.0	75 48.7
POPLR MB.....	52 42.6	97 38.5
PORGY (Oceanic).....	56 19.0	58 05.0
POTAT YT.....	67 56.1	141 00.0
POWOL BC.....	50 12.3	124 44.7

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P (Cont'd)		(N)LAT	(W)LONG
PRADA MB		49 25.5	95 45.5
PRAWN (Oceanic)		57 12.2	59 10.8
PRETY (Oceanic)		49 00.0	132 26.6
PRYCE BC		52 14.3	128 45.0
PULRE ON		42 17.8	82 53.1
PUTOL ON		43 29.1	79 06.0
Q		(N)LAT	(W)LONG
QUBIS NB		47 32.0	67 46.0
R		(N)LAT	(W)LONG
RAFIN (Oceanic)		44 53.0	51 48.3
RAGUR AB		54 56.0	115 27.0
RAKAM ON		44 01.3	76 29.7
RANGR ON		47 10.8	83 18.5
RAPID BC		54 14.5	121 34.2
REDBY NL		52 15.0	56 36.1
REDDR AB		52 07.8	113 52.5
REEDO ON		44 42.2	75 58.9
REFEX SK		52 42.1	110 00.0
REFIO AB		52 59.0	114 18.4
RENNY NB		48 24.8	61 49.0
RESUM NT		84 14.7	141 00.0
REXOM ON		43 55.0	78 41.1
REZIN QC		47 43.6	78 13.9
RIBIR ON		46 18.9	84 07.1
RIBIT BC		55 54.3	129 55.1
RICKI, ON		46 03.5	81 54.1
RICPO ON		42 13.4	82 41.6
RIDOK SK		57 25.7	106 32.2
RIONA ON		50 28.0	92 33.9
RISKE BC		52 13.7	122 48.8
ROBBE QC		51 08.6	70 00.0
RODBO NU		60 05.0	65 10.0
RODLU NT		74 22.8	130 00.0
ROFFO AB		53 24.0	119 00.0
ROGSA QC		46 07.4	71 41.7
ROGSO NU		80 10.9	69 00.0
ROGVU QC		48 51.1	68 12.9
ROKMA NT		78 33.8	110 00.0
ROKTO ON		43 30.6	80 11.5
ROLKO AB		50 59.9	111 10.2
ROLLA BC		55 45.8	120 00.1
ROMDA SK		56 20.6	102 26.1
ROMDI NU		80 04.2	90 00.0
RONCH BC		51 30.7	122 27.5
RONPO (Oceanic)		46 52.6	51 00.0
RORMA MB		49 56.4	96 43.4
RORTU BC		55 06.2	121 41.5
ROSLI AB		53 00.5	113 56.7
ROUKE (Oceanic)		48 00.0	131 32.0
ROUND QC		51 15.0	75 02.8
ROVNA AB		55 22.4	118 32.3
ROYST BC		49 35.5	125 07.6
RUBDA NL		45 47.7	56 32.9
RUBKO NL		52 20.0	60 58.0
RUDGA NU		64 20.0	65 00.0
RUDVI SK		49 00.0	105 00.0

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	R (Cont'd)	(N)LAT	(W)LONG
RUNNY BC		52 50.4	121 59.8
RYLEY AB		53 16.4	112 19.2
	S	(N)LAT	(W)LONG
SAFOL BC		49 04.6	122 42.0
SASID QC		46 00.6	75 40.0
SATIS QC		50 25.3	59 58.9
SATUL AB		50 40.4	113 30.7
SAVIT BC		51 53.0	117 30.0
SCROD (Oceanic)		54 37.0	55 52.0
SEATN BC		50 42.2	122 22.1
SEDAG NU		66 00.0	100 00.0
SEDOT ON		45 07.6	80 02.0
SEFFY SK		51 23.4	107 08.3
SEFIX BC		48 44.6	126 42.5
SEGAN ON		50 00.0	89 20.0
SEKAP NT		61 58.4	122 50.0
SEKIK AB		56 55.5	111 55.2
SELBO QC		49 10.0	78 00.0
SELUM AB		55 31.1	112 50.1
SEMTO NU		59 14.0	67 00.0
SERBO NL		52 06.1	60 43.0
SERNI QC		55 05.3	66 53.0
SETMI NT		63 58.9	130 00.0
SHAIK QC		51 33.5	66 32.8
SHARB ON		44 44.2	76 53.9
SHARD BC		49 19.4	122 32.6
SHAWI SK		51 15.6	110 00.0
SIBKI ON		44 10.6	77 47.0
SIGPI NU		76 51.5	90 00.0
SIGTA BC		49 03.6	125 09.5
SIKBU NT		71 10.0	130 00.0
SILVR BC		49 20.5	116 47.1
SIMLU (Oceanic)		50 00.3	131 42.6
SIMSU BC		50 46.9	128 25.6
SIMTO QC		47 03.4	70 49.8
SINVU NU		76 51.6	75 36.4
SKAHA BC		49 25.1	119 35.1
SKANI BC		55 39.4	122 38.2
SKYPO BC		49 43.1	123 07.9
SLOAN SK		51 45.1	110 00.0
SMARE QC		46 19.6	78 09.8
SOCAN QC		53 46.8	75 00.0
SODAC BC		52 24.3	122 29.2
SOINT BC		50 36.4	126 54.6
SOKYE QC		46 21.5	72 51.1
SPAIK YT		60 32.4	132 14.4
SPALD ON		49 14.7	82 53.4
SPARD BC		55 26.4	122 16.1
SPHRE ON		42 01.6	82 04.2
SPICA ON		42 30.5	82 32.8
SPONJ (Oceanic)		49 21.9	130 04.9
SPOTE QC		52 28.2	67 00.0
SPRAE AB		51 00.2	115 27.4
SPURG ON		46 08.5	80 52.8
SPUZZ BC		49 46.5	121 23.8
SPYSR BC		53 40.8	130 11.4
SQUIM BC		48 14.7	123 27.8

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S (Cont'd)	(N)LAT	(W)LONG
SSUNN ON	41 57.6	82 33.1
STAFE ON	48 27.0	81 04.4
STAGG BC	50 03.0	118 47.1
STAHL BC	54 43.0	121 25.2
STAVE BC	49 24.1	122 20.9
STEAM NL	52 59.9	57 20.6
STIGS AB	49 00.0	113 34.4
STOAN BC	50 30.0	120 59.3
STUMM BC	50 21.3	119 51.0
SULRY BC	49 49.7	124 12.1
SUTKO NL	46 31.0	56 49.3
SUTNO NT	75 24.0	110 00.0
SUVAK BC	50 34.9	119 12.9
SWALE BC	51 02.6	118 15.3
T	(N)LAT	(W)LONG
TADAB ON	43 34.8	79 38.1
TADIS ON	50 00.0	90 00.0
TADOM NT	62 26.9	103 59.2
TAFFY NB	47 22.4	67 18.2
TAGIT AB	57 08.3	112 04.9
TAGRA NL	47 10.7	57 04.7
TAGUP MB	50 52.9	96 11.7
TAKSI MB	54 09.2	100 00.0
TALIS ON	44 02.8	82 07.6
TAMRU (Oceanic)	48 57.3	130 48.2
TANTI NU	62 00.0	63 00.0
TAPLU NL	60 00.0	61 54.1
TAPMO NU	82 22.2	90 00.0
TAPSA NT	80 56.0	110 00.0
TASLI ON	55 13.3	85 00.0
TASTI NL	52 39.8	61 39.2
TATMA NT	64 30.0	115 00.0
TAVRI NT	76 56.7	130 00.0
TAYTA NT	71 33.7	141 00.0
TEALS QC	55 38.9	67 00.0
TEFFO NU	62 48.0	67 00.0
TETAG AB	54 04.3	114 08.0
TENYA BC	49 50.4	118 44.4
TESAK BC	49 31.0	117 04.5
TETOS ON	43 18.6	80 39.3
TEXUN NL	53 00.0	61 51.0
THIBO QC	45 54.3	73 32.5
THORL ON	42 59.1	79 45.6
THURO ON	45 31.9	74 56.5
THYNE BC	49 37.0	120 45.6
TIBOY AK	63 01.0	141 00.0
TIBUD ON	45 34.5	81 26.7
TIKID AB	57 45.2	110 00.0
TILAX AB	53 08.7	114 08.1
TOBIC ON	43 38.7	79 34.9
TONNY ON	44 11.1	79 43.4
TOTAP MB	49 25.0	99 40.0
TREEL BC	49 21.4	123 51.9
TRENA BC	50 26.1	124 14.2
TRUDY ON	48 55.0	88 30.4
TUDAP NU	73 00.0	80 00.0
TUFAX QC	46 36.5	75 24.7

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	T (Cont'd)	(N)LAT	(W)LONG
TUFLY SK		59 02.2	109 01.1
TUKIR ON		45 11.6	76 14.1
TULAG SK		56 41.9	107 53.4
TULEG ON		43 43.9	76 43.2
TUNNI QC		60 00.0	70 00.0
TURNY AB		50 48.6	114 19.8
TUSKY NS		43 33.9	67 00.0

	U	(N)LAT	(W)LONG
UBTEV QC		48 44.8	65 02.0
UDMAP BC		49 06.0	128 33.9
UKSAR AB		56 46.5	111 59.4
ULAMO ON		45 13.8	75 29.6
ULDON QC		50 58.3	72 19.4
UMETI NL		47 34.8	59 15.5
UMEXO ON		44 44.3	75 28.6
UPRIL ON		43 45.4	78 50.3
URLEG AB		55 04.7	112 47.2
URMUD MB		58 42.5	100 29.1
URPON AB		51 44.7	113 37.8
URSI NT		61 12.6	103 00.8
URTAK (Oceanic)		45 50.3	51 00.0
USBAM PE		47 37.8	63 12.5

	V	(N)LAT	(W)LONG
VALIE NL		53 37.5	58 08.4
VANSI QC		51 29.5	76 00.0
VARSY BC		49 17.2	123 17.1
VEELA ON		42 07.6	82 45.0
VEPSU QC		45 47.7	73 19.8
VEPTU QC		54 38.0	75 00.0
VERCH QC		58 12.9	65 00.0
VERKI NU		60 46.4	100 00.0
VERTU QC		51 30.3	59 45.4
VETRO ON		50 12.0	80 00.0
VIDGI AB		55 21.7	119 12.4
VIDKU (Oceanic)		48 13.7	130 12.0
VIDRI BC		50 13.6	121 30.0
VIGNA BC		48 55.6	124 29.6
VIGRO QC		47 00.0	71 51.3
VIGSO QC		50 17.9	60 56.6
VILRA ON		56 01.8	90 00.0
VIMLA NU		61 00.0	63 00.0
VIMSA NU		59 10.0	90 00.0
VINSI NL		47 53.9	57 22.0
VIPGA ON		51 40.4	90 00.0
VIPVA AB		54 07.8	112 43.1
VIRSO NU		54 00.0	80 00.0
VITEV BC		49 28.2	122 10.4
VITOL NS		41 47.0	67 00.0
VIXIS ON		44 20.1	82 17.3
VIXUN NL		48 08.3	53 36.8
VLADI MI		42 38.6	82 43.5
VOBIL AB		52 02.5	116 17.2
VODEK NU		63 50.0	70 00.0
VODIX QC		47 32.5	69 14.2
VODOO AB		59 15.7	117 56.1
VODOR (Oceanic)		44 56.2	51 00.0

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V (Cont'd)	(N)LAT	(W)LONG
VOKAR NL	53 30.0	62 34.0
VOKUL SK	54 08.5	105 01.3
VOKET QC	51 30.0	67 00.0
VOLOB YT	70 30.0	141 00.0
VUCAN AB	50 27.2	113 19.7
 W		
WACAL BC	54 06.1	130 39.0
WALAC ON	45 46.7	82 03.6
WALPP ON	44 31.6	80 45.2
WALSH AB	50 03.6	110 00.0
WALUP BC	53 47.6	120 34.2
WASEN BC	51 34.7	117 13.0
WASIE ON	44 05.5	79 17.3
WELLA ON	42 50.8	79 09.8
WELLF BC	50 54.5	116 36.1
WEPIL ON	42 20.2	82 38.7
WESEX AB	51 29.7	113 57.1
WHATS BC	49 58.0	118 16.3
WHIST SK	49 55.9	102 40.9
WHORT BC	49 44.5	120 21.9
WIGHT BC	50 42.0	122 46.2
WIGNO BC	51 41.4	122 47.0
WILKY SK	52 32.3	108 29.1
WINZZ ON	42 34.9	82 31.7
WOFFI BC	49 58.2	116 08.6
WOLIS ON	42 37.6	81 34.7
WOPAC QC	48 39.6	67 18.7
WRANG ON	45 25.4	76 58.1
WTMAN BC	50 15.2	119 25.2
WYLDE AB	53 36.9	114 53.6
 Y		
YARRO BC	49 04.3	122 02.9
YOUNG SK	51 51.3	105 06.4
YOUTH ON	43 23.0	79 25.0

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C190 PLANNING

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