Rwy 08 & 26
For non GNSS equipped acft, VIE and YCF DMEs must be operational.

Canada Air Pilot
Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019

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For non GNSS equipped act, VIE and YCF DMEs must be operational.

ILIXU SEVEN ARR (UKPAG.ILIXU7) TRANSITION ROUTES

ILIXU TRANSITION (ILIXU.ILIXU7)

KEMVI TRANSITION (KEMVI.ILIXU7)

LORKA TRANSITION (LORKA.ILIXU7)

Source of Canadian Air Pilot Information: © 2019 NAV CANADA All rights reserved
**NDB/DME B**

<table>
<thead>
<tr>
<th><strong>CYTZ</strong></th>
<th><strong>TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON</strong></th>
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<td>433742N 0792346W VAR 11°W</td>
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| **SOURCE OF CANADIAN CIVIL AVIATION DATA:** © 2019 NAV CANADA All rights reserved |

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<th><strong>KNOTS</strong></th>
<th><strong>FT/MIN</strong></th>
<th><strong>MIN/SEC</strong></th>
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**TML Toronto – 133.4**

**TWR City – 118.2**

**GND – 121.7**

**TFC – 118.2**

**SAFE ALT 100 NM 4900**

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<tr>
<th><strong>NDB TZ 257</strong></th>
<th><strong>APCH CRS 330°</strong></th>
<th><strong>MIN ALT BERIG 900</strong></th>
<th><strong>LDA 2050</strong></th>
<th><strong>SOURCE OF CANADIAN CIVIL AVIATION DATA:</strong> © 2019 NAV CANADA All rights reserved</th>
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<td><strong>GIBRALTAR POINT 408 SN</strong></td>
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<tr>
<td><strong>OSHAWA 391</strong></td>
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<td><strong>NOT TO SCALE</strong></td>
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</table>

**MISSED APPROACH**

Climbing LEFT turn to 2000 direct to "SN" NDB.

<table>
<thead>
<tr>
<th><strong>ELEV 252</strong></th>
<th><strong>MDA 900</strong></th>
</tr>
</thead>
</table>

**SOURCE OF CANADIAN CIVIL AVIATION DATA:** © 2019 NAV CANADA All rights reserved
OPS SPEC 607 is Required

The following conditions apply to this procedure:

• The aircraft shall be certified and equipped to fly a glide path angle of 4.8°;
• Air crews shall be trained to fly approaches with glide path angles of 4.8° and shall be trained and familiar with all conditions associated with this approach procedure;
• The APAPI system shall be operational;
• The visual alignment guidance system for the visual segment shall be operational;
• The touchdown limit lights shall be operational;
• The yellow runway edge lights on the last third of the runway shall be operational; and
• The marine radar shall be operational when the weather is below 1000’ ceiling and 3 miles visibility.
RNAV (GNSS) Y RWY 08 OPS SPEC

RESTRICTED INSTRUMENT PROCEDURE

Transport Canada Special Authorization Required

- RNAV (GNSS) Y RWY 08 instrument procedure for use by Bombardier Q400 aircraft only.
- Operators of Bombardier Q400 aircraft must obtain "Special Approval" from Transport Canada prior to use.
- Conditions for use are contained in the Special Authorization attached to the Air Operators Certificate.
RNAV (GNSS) Z RWY 08

CYTZ-IAP-3A
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

RNAV (GNSS) Z RWY 08

ATIS – 133.6
AWOS – 133.6
TML Toronto – 133.4
TWR City – 118.2
GND – 121.7
TFC – 118.2

Safe Alt 100 NM
4900

RNAV CRS 065°

Min Alt IKBAM 1500

LDA 3988

MSS DUVUM 3100

3100

1500

RNAV APCH CRS 065°

MIN ALT IKBAM 1500

LDA 3988

Category
A
B
C
D

SAFE ALT 100 NM
4900

RNAV

APCH

CRS 065°

MIN ALT
IKBAM 1500

LDA 3988

Category
A
B
C
D

Knots
ft/min
Min:Sec

70
90
110
130
150

NOT AUTHORIZED

Canada Air Pilot
Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019

RNAV (GNSS) Z RWY 08

CYTZ

Eff 25 Apr 19

Canada Air Pilot
Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019
RNAV (GNSS) Z RWY 26

**ATIS** – 133.6
**AWOS** – 133.6
**TML** Toronto – 133.4
**TWR City** – 118.2
**GND** – 121.7
**TFC** – 118.2

**SAFE ALT 100 NM**
4900

**RNAV CRS**

**APCH CRS**
277°

**MIN ALT**
1700

**ILEG I**

**LDA**
3988

**VAR** 11°W

**RNAV APCH CRS**

**RNP (RNAV)**

**RNAV**

**CRS 277°**

**MIN ALT 1700**

**ILEGI 1700**

**LDA 3988**

**4900**

**RNAV (GNSS) Z RWY 26 CYTZ**

**EFF 25 APR 19**

**Category A**

**LNAV 1140**

**NOT AUTHORIZED**

**Knots ft/min Min:Sec**

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<tr>
<th>Knots</th>
<th>ft/min</th>
<th>Min:Sec</th>
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</tbody>
</table>

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**Canada Air Pilot**

Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019
Departure Procedure

All rwys: Flight between hdg 019° CW to hdg 057° prohibited below 3100.

Rwy 08 – ½: Requires a minimum climb gradient of 380 ft/NM to 1200. Climb hdg 095° to 3000. Proceed on course after 5 DME "ITZ".

Note: Ship to 316 ASL aprx 0.1 NM past departure end of rwy.

Rwy 24 – ½: Climbing LEFT turn hdg 150° to 2000. Proceed on course after 3 DME "ITZ".

Note: Ship to 362 ASL aprx 0.4 NM past departure end of rwy.

Rwy 26 – ½: Climbing LEFT turn hdg 150° to 2000. Proceed on course after 5 DME "ITZ".

Note: Ship to 362 ASL aprx 0.4 NM past departure end of rwy.

### DEPARTURE CLIMB RATE V/V (FPM)

<table>
<thead>
<tr>
<th>GROUND SPEED</th>
<th>90</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<tbody>
<tr>
<td>380 FT/NM</td>
<td>570</td>
<td>760</td>
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<td>1020</td>
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<td>1270</td>
<td>1590</td>
<td>1900</td>
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Departure Route Description

Unless otherwise assigned by ATC:

**Rwy 08:** Requires a minimum climb gradient of 380 ft/NM to 1200. Maintain 3000. Climb track 082° to LODRA. Then climb hdg 090° and expect vectors to DAVSI.

**Rwy 26:** Requires a minimum climb gradient of 400 ft/NM to 800. Maintain 2000. Climb hdg 262° to 800. Climbing LEFT turn direct to EMDOS. Then continue hdg 150° and expect vectors to DAVSI.

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<tr>
<td>400 FT/NM</td>
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<td>1200</td>
<td>1340</td>
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</tbody>
</table>

MIVOK TRANSITION: (BOMET7.MIVOK)
IPTOS TRANSITION: (BOMET7.IPTOS)
MIGLO TRANSITION: (BOMET7.MIGLO)
OLABA TRANSITION: (BOMET7.OLABA)

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Climb to 3100 on assigned heading;
3. Proceed on course and maintain 4000 or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.
Radar required.

Rwys 08, 26

For use by GNSS equipped actv. GNSS actv with selectable CDI must be set to 1 NM sensitivity. Actv without selectable CDI must use flight director.

For use by GNSS equipped actv. GNSS actv with selectable CDI must be set to 1 NM sensitivity. Actv without selectable CDI must use flight director.
For use by GNSS equipped act., GNSS act. with selectable CDI must be set to 1 NM sensitivity. Act. without selectable CDI must use flight director.

BOMET SEVEN DEP (BOMET7) TRANSITION ROUTES

DAVSI
N43 42.30
W79 13.13

TALIB
N44 00.95
W78 32.85

BOMET
N44 10.20
W77 58.98

MICROK
N44 21.60
W77 35.34

MIGLO
N44 38.15
W76 12.63

OLABA
N44 28.88
W76 12.20

TIGET
N44 23.43
W77 09.72

CALEDONIA
N43 51.06
W78 48.93

 ferris
N43 49.91
W78 32.13

BOMET SEVEN DEP (BOMET7) TRANSITION ROUTES

FOR DEPARTURE ROUTES

SEE PREVIOUS PAGE(S)
**Departure Route Description**

Unless otherwise assigned by ATC:

- **Rwy 08**: Requires a minimum climb gradient of 380 ft/NM to 1200. Maintain 3000. Climb track 082° to LODRA. Then climb hdg 090° and expect vectors to DUSOM.

- **Rwy 26**: Requires a minimum climb gradient of 400 ft/NM to 800. Maintain 2000. Climb hdg 262° to 800. Climbing LEFT turn direct to EMDOS. Then continue hdg 150° and expect vectors to DUSOM.

**PHILIPSBURG TRANSITION: (DUSOM2.PSB)**

**Communication Failure**

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Climb to 3100 on assigned heading;
3. Proceed on course and maintain 4000 or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.
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SID (RNAV) TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

DUSOM TWO DEP (DUSOM2) DEPARTURE ROUTES

Canada Air Pilot
Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019
**SID (RNAV) TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON**

**DUSOM TWO DEP**

**DUSOM**
- N43 14.78
- W79 40.42

**TWR City** – 118.2
**TML Toronto** – 133.4

Radar Required

For use by GNSS equipped acft. GNSS acft with selectable CDI must be set to 1 NM sensitivity. Acft without selectable CDI must use flight director.

**DUSOM TWO DEP (DUSOM2) TRANSITION ROUTES**

**TML** Toronto – 133.4

**TWR City** – 118.2

**TFC** – 118.2

**EFP**

**EFF 27 APR 17**

**EFF 13 NOV 14**

**Canada Air Pilot**

Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019
Departure Route Description

**Rwy 08:** Requires a minimum climb gradient of 380 ft/NM to 1200. Maintain 3000. Climb track 082° to LODRA. Then climb hdg 090° or as assigned.

**Rwy 26:** Requires a minimum climb gradient of 400 ft/NM to 800. Maintain 2000. Climb hdg 262° to 800. Climbing LEFT turn direct to EMDOS. Then continue hdg 150° or as assigned.

<table>
<thead>
<tr>
<th>DEPARTURE CLIMB RATE V/V (FPM)</th>
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<tbody>
<tr>
<td>GROUND SPEED</td>
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<tr>
<td>380 FT/NM</td>
</tr>
<tr>
<td>400 FT/NM</td>
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</table>

**Communication Failure**

On recognition of communication failure 5 minutes or less after take-off and in IMC, proceed as follows:
1. Select transponder code 7600;
2. Climb to 3100 on assigned heading;
3. Proceed on course and maintain 4000 or last assigned altitude whichever is higher;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.
Departure Route Description

Unless otherwise assigned by ATC:

**Rwy 08:** Requires a minimum climb gradient of 380 ft/NM to 1200. Maintain 3000. Climb track 082° to LODRA. Then climb hdg 090° and expect vectors to RIKEM.

**Rwy 26:** Requires a minimum climb gradient of 400 ft/NM to 800. Maintain 2000. Climb hdg 262° to 800. Climbing LEFT turn direct to EMDOS. Then continue hdg 150° and expect vectors to RIKEM.

### DEPARTURE CLimb RATE V/V (FPM)

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<td>1070</td>
<td>1200</td>
<td>1340</td>
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<td>2000</td>
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</table>

BMPAH TRANSITION: (MAVAN2.BMPAH)
WOZEE TRANSITION: (MAVAN2.WOZEE)

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Climb to 3100 on assigned heading;
3. Proceed on course and maintain 4000 or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.
SID (RNAV) TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

MAVAN TWO DEP (MAVAN2.)

TWR City - 118.2
TML Toronto - 133.4

Radar Required
Rwys 08, 26

For use by GNSS equipped acft. GNSS acft with selectable CDI must be set to 1 NM sensitivity. Acft without selectable CDI must use flight director

Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019

Canada Air Pilot

Stoney Creek

Grimsby Regional Airport

Niagara Central

Niagara South

WOZEE
N42 56.03
W78 44.33

BMPAH TRANSITION (MAVAN2.BMPAH)
WOZEE TRANSITION (MAVAN2.WOZEE)

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**Departure Route Description**

Unless otherwise assigned by ATC:

- **Rwy 08:** Requires a minimum climb gradient of 380 ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** and expect vectors to OAKVL.

- **Rwy 26:** Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°** and expect vectors to OAKVL.

---

**DEPARTURE CLIMB RATE V/V (FPM)**

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</table>

- **ERIE TRANSITION:** (OAKVL2.ERI)
- **FOXEE TRANSITION:** (OAKVL2.FOXEE)
- **AIRRA TRANSITION:** (OAKVL2.AIRRA)

---

**Communication Failure**

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.
Radar Required
Rwys 08, 26
For use by GNSS equipped acft. GNSS acft with selectable CDI must be set to 1 NM sensitivity. Acft without selectable CDI must use flight director
SID (RNAV) TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

OAKVL TWO DEP (OAKVL2) TRANSITION ROUTES

OAKVL
N43 15.33
W79 45.85

TML Toronto – 133.4
TWR City – 118.2

TFC – 118.2

For use by GNSS equipped act. GNSS act with selectable CDI must be set to 1 NM sensitivity.
Act without selectable CDI must use flight director.

Radar Required

Canada Air Pilot

Effective 0001Z 10 OCT 2019 to 0001Z 5 DEC 2019
Departure Route Description

Unless otherwise assigned by ATC:

**Rwy 08:** Requires a minimum climb gradient of 380 ft/NM to 1200. Maintain 3000. Climb track 082° to LODRA. Then climb hdg 090° and expect vectors to ANCOL.

**Rwy 26:** Requires a minimum climb gradient of 400 ft/NM to 800. Maintain 2000. Climb hdg 262° to 800. Climbing LEFT turn direct to EMDOS. Then continue hdg 150° and expect vectors to ANCOL.

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<td>1670</td>
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**DERLO TRANSITION:**  (PERLO3.DERLO)

**GNTRY TRANSITION:**  (PERLO3.GNTRY)

**AYLMER TRANSITION:**  (PERLO3.YQO)

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Climb to 3100 on assigned heading;
3. Proceed on course and maintain 4000 or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.
CYTZ-SID-6B
SID (RNAV) TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

PERLO THREE DEP
(PERLO3) DEPARTURE ROUTES

TWR City – 118.2
TML Toronto – 133.4

PERLO THREE DEP
EFF 12 OCT 17

Rwys 08, 26

For use by GNSS equipped acft. GNSS acft with selectable CDI must be set to 1 NM sensitivity.
Acf without selectable CDI must use flight director.

TML Toronto – 133.4
TWR City – 118.2
TFC – 118.2

Canada Air Pilot
Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019
Departure Route Description

Unless otherwise assigned by ATC:

**Rwy 08:** Requires a minimum climb gradient of 380 ft/NM to 1200. Maintain 3000. Climb track 082° to LODRA. Then climb hdg 090° and expect vectors to NADUM.

**Rwy 26:** Requires a minimum climb gradient of 400 ft/NM to 800. Maintain 2000. Climb hdg 262° to 800. Climbing LEFT turn direct to EMDOS. Then continue hdg 150° and expect vectors to NADUM.

**DEPARTURE CLIMB RATE V/V (FPM)**

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**AHPAH TRANSITION:** (TEVAD2.AHPAH)

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Climb to 3100 on assigned heading;
3. Proceed on course and maintain 4000 or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.
TEVAD TWO DEP (TEVAD2.)

CYTZ-SID-7B
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

CYTZ

Canada Air Pilot
Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019