**RNAV (GNSS) RWY 32**

**CZBA**

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<table>
<thead>
<tr>
<th>DIST FROM RW32</th>
<th>1.5</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6.2</th>
<th>7</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALT (3.00° APCH PATH)</td>
<td>1100</td>
<td>1270</td>
<td>1590</td>
<td>1910</td>
<td>2230</td>
<td><strong>2600</strong></td>
<td>2860</td>
<td>3180</td>
</tr>
</tbody>
</table>

**DID YOU KNOW?**

- Missed Approach: Climbing RIGHT turn to **2600** direct to MESNO.
- RASS: Use CYYZ.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV</td>
<td><strong>1100</strong></td>
<td>(511)</td>
<td>1½</td>
<td>NOT AUTHORIZED</td>
</tr>
<tr>
<td>CIRCLING</td>
<td><strong>1120</strong></td>
<td>(519)</td>
<td>1½</td>
<td><strong>1120</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Knots</th>
<th>ft/min</th>
<th>Min:Sec</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>370</td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>480</td>
<td></td>
</tr>
<tr>
<td>110</td>
<td>580</td>
<td></td>
</tr>
<tr>
<td>130</td>
<td>690</td>
<td></td>
</tr>
<tr>
<td>150</td>
<td>800</td>
<td></td>
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**RNAV (GNSS) RWY 32**

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**DEPARTURE PROCEDURE**

Rwy 14 - ½° Climb hdg **141°** to **1500** BPOC.

**Note:** Trees to 663 ASL within 0.3 NM of departure end of rwy. Silo to 711 ASL approx 0.6 NM past departure end of rwy, 450° RIGHT of rwy centreline.

Rwy 32 - ½° Requires a minimum climb gradient of 340 ft/NM to **1800**. Climbing RIGHT turn, intercept INDB track **191°** to ZHP+ NDB to **3000** BPOC.

**SPEC VIS:** Climb visual over aprt to **1900** BPOC.

**TAKE-OFF MINIMA**

Rwys 14, 32:  
Rwys 09, 27: NOT ASSESSED
Departure Route Description

Unless otherwise assigned by ATC:

**All rwys:** Maintain 3000.

**Rwy 14:** Depart rwy 14, climb hdg 141° to 1500. Continue climb hdg 141° or as assigned. Expect radar vectors to DUSOM (or as assigned) then proceed via depicted route.

**Rwy 32:** Requires a minimum climb gradient of 340 ft/NM to 1800. Depart rwy 32, climbing RIGHT turn hdg 191° or as assigned. Expect radar vectors to DUSOM (or as assigned) then proceed via depicted route.

<table>
<thead>
<tr>
<th>DEPARTURE CLIMB RATE V/V (FPM)</th>
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<tbody>
<tr>
<td>GROUND SPEED</td>
</tr>
<tr>
<td>340 FT/NM</td>
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</table>

**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.
CZBA-SID-1B

DUSOM TWO DEP (DUSOM2.) DEPARTURE ROUTES

BURLINGTON EXECUTIVE, ON

SID (RNAV) DUSOM TWO DEP (DUSOM2.) DEPARTURE ROUTES

TML Toronto – 119.3 UNICOM – 123.5

Non-jet act only

For use by GNSS equipped act.
GNSS act with selectable CDI.
Act without selectable CDI must
use flight director.

Rader Required

UNICOM – 123.5

1500

H65 14F

VAR 10° W

0 5 10 15 20 25 30 35 40

0

000 005 1

050

Canada Air Pilot

Effective 0901Z 1 FEB 2018 to 0901Z 29 MAR 2018
Departure Route Description

Unless otherwise assigned by ATC:

**All rwys:** Maintain 3000.

**Rwy 14:** Depart rwy 14, climb hdg 141° to 1500. Continue climb hdg 141° or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.

**Rwy 32:** Requires a minimum climb gradient of 340 ft/NM to 1800. Depart rwy 32, climbing RIGHT turn hdg 191° or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.

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**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.
Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain 3000.

Rwy 14: Depart rwy 14, climb hdg 141° to 1500. Continue climb hdg 141° or as assigned. Expect radar vectors to OAKVL (or as assigned) then proceed via depicted route.

Rwy 32: Requires a minimum climb gradient of 340 ft/NM to 1800. Depart rwy 32, climbing RIGHT turn hdg 191° or as assigned. Expect radar vectors to OAKVL (or as assigned) then proceed via depicted route.

DEPARTURE CLIMB RATE V/V (FPM)

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<th>GROUND SPEED</th>
<th>90</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<th>200</th>
<th>250</th>
<th>300</th>
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<tr>
<td>340 FT/NM</td>
<td>510</td>
<td>680</td>
<td>800</td>
<td>910</td>
<td>1020</td>
<td>1140</td>
<td>1420</td>
<td>1700</td>
</tr>
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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

Rwy 14 & 32

Non Jet act only

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

Effective 0901Z 1 FEB 2018 to 0901Z 29 MAR 2018
Canada Air Pilot

Effective 0901Z 1 FEB 2018 to 0901Z 29 MAR 2018
Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain 3000.

Rwy 14: Depart rwy 14, climb hdg 141° to 1500. Continue climb hdg 141° or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 32: Requires a minimum climb gradient of 340 ft/NM to 1800. Depart rwy 32, climbing RIGHT turn hdg 191° or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

DERLO TRANSITION: (PEMBA5.DERLO)
GNTRY TRANSITION: (PEMBA5.GNTRY)
AYLMER TRANSITION: (PEMBA5.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;
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DEPARTURE CLIMB RATE V/V (FPM)

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<td>1420</td>
<td>1700</td>
</tr>
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Canadian Air Pilot

CZBA-SID-4B

SID (RNAV) BURLINGTON EXECUTIVE, ON
PEMBA FIVE DEP

TML Toronto – 119.3
UNICOM – 123.5

Radar Required

Rwys 14, 32
Non jet act only

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

Canada Air Pilot
Effective 0001Z 1 FEB 2018 to 0001Z 29 MAR 2018
CZBA-SID-4C

CZBA-SID-4C

SID (RNAV) PEMBA FIVE DEP (PEMBA5.) TRANSITION ROUTES

CZBA

BURLINGTON EXECUTIVE, ON

PEMBA FIVE DEP (PEMBA5.) TRANSITION ROUTES

TML Toronto – 119.3
UNICOM – 123.5

Canada Air Pilot
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