



AIP Canada (ICAO)
Supplements

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AIP CANADA (ICAO) SUPPLEMENT SUMMARY 6/05

(Supersedes all previous summaries)

The following supplements are in effect:

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

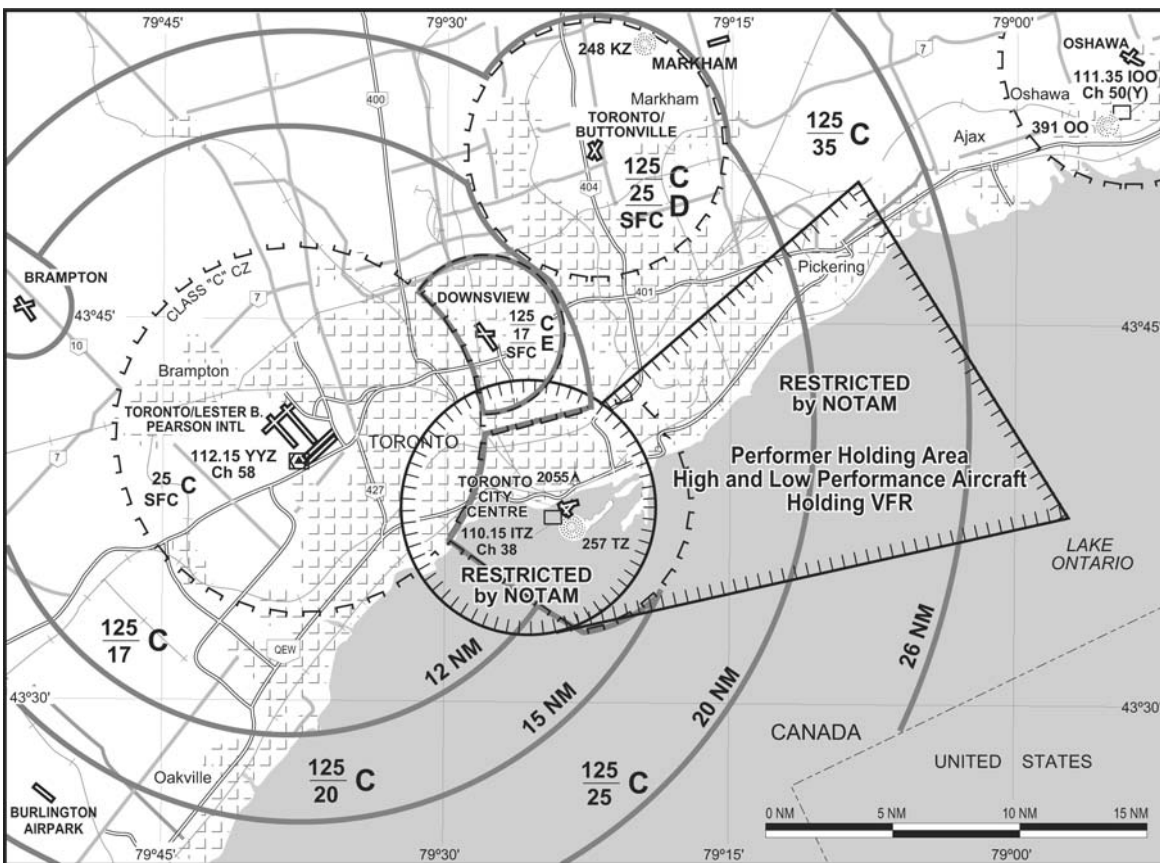
AIP CANADA (ICAO) SUPPLEMENT 8/05

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

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

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

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



Kathleen Fox
Vice-President, Operations

AIP CANADA (ICAO) SUPPLEMENT 6/05

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

General

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

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

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

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

Communications

The following frequencies will be used during this event:

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

In-flight Manoeuvres

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

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

