

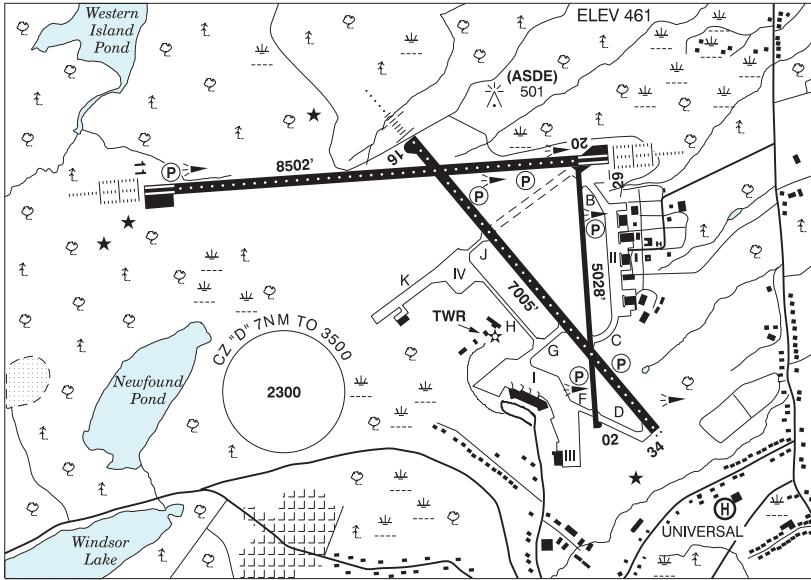
CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 3 January 2019 to 0901Z 28 February 2019

AERODROME/FACILITY DIRECTORY B937

ST. JOHN'S INTL NL

CYYT



REF	N47 37 07 W52 45 09 3NW 19°W (2012) UTC-31/2(21/2) Elev 461' A5012 LO8 HI6 CAP RCAP OC
OPR	St. John's International Airport Authority Inc 709-757-4444 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/165 (450 with staged off-loading) 1130-0330Z± General aviation 888-226-7277
FLT PLN	NOTAM FILE CYYT
FIG	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) O/R
OIL	All
S	1,2,4
ARFF	DESIGNATED CAT 7 (CAT 8 3 hr PN)
SUP FL	LPOX, D & A-ice
JASU	CAN-A Elect Start 10/15
MIL ADV	Transient svcs avbl to RCAF and NATO acft thru Air Reserve Torbay Ops 709-570-4791 or 709-685-0243. Trans svcg avbl 1030-0230Z±, aft hrs with 4 hr PN. Tow bars avbl for C130, P3, EH101, S61, C144
PVT ADV	Woodward Aviation 123.5 709-579-3776 Fax 709-579-8513; Shell Aerocentre 123.0 709-576-4615 Fax 709-576-0768; Irving Aviation Svcs 122.9 709-758-3200 Fax 709-758-3201
MIL CON	Woodward's Oil Ltd 709-579-3776

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RWY DATA	Rwy 11(105°)/29(285°) 8502x200 asphalt Rwy 16(158°)/34(338°) 7005x200 asphalt Rwy 16 down 0.32% Rwy 02(015°)/20(195°) 5028x100 asphalt RESA: 16/34 492'; 11/29 492'
RWY CERT	Rwy 11 RVR 600/Rwy 29 RVR 600 AGN V Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V Rwy 02 RVR 1200(1/4sm) Day/Rwy 20 RVR 1200(1/4sm) Day AGN IIIA
TWY	Twy K uncontrolled
APRON	Acft with a wingspan of 52m (170.6ft) or more but less than 65m (213.3') shall access Apron I via Twy G only, rstd to Gate 1. Code E aircraft accessing Apron I through Twy G only. Gates 1 and 2 only. Apron II rstd to acft with wingspan 52m (170.6') or less. All turbine acft engine runs above idle power prohibited on Apron II. Apron II Helicopter FATO operations prohibited.
RCR	Opr CRFI Win field cond reports 709-757-4444. PLR/PCN
LIGHTING	02-(TE HI) P2, 20-(TE HI) P2, 11-AL(TE HI CL TDZL) P3, 29-AL(TE HI CL TDZL) P3, 16-AN(TE HI CL) P3, 34-AS(TE HI CL) P3
COMM	
RCO	Halifax rdo 123.275 (FISE) 126.7 (bcst)
ATIS	128.0
GND	121.9 275.8
TWR	120.6 236.6 (E) (emerg only 709-724-1055)
PAL	Gander Ctr 133.15 135.35 227.3
MIL	Air Reserve Torbay Ops 131.02
INTL AIR	Gander rdo 122.375 135.35
NAV	
NDB	WABANA ZNF 270 (L) N47 37 09 W52 52 00 SIGNAL HILL NL 358 (L) N47 34 26 W52 41 08
VOR/DME	TORBAY YYT 113.5 Ch 82 N47 29 07 W52 51 08 (839')
DME	ISO 110.3 Ch 40 N47 37 26 W52 44 27 (474')
ILS	IYT 110.7 (Rwy 16) RVR LOC reliable only within 10° either side of centreline; ISO 110.3 (Rwy 29) RVR LOC reliable only within 10° either side of centreline; IMP 109.1 (Rwy 11) RVR LOC reliable only within 10° either side of centreline

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PRO	<p>DE-ICING OPERATIONS</p> <p>DE-ICING BAYS</p> <ol style="list-style-type: none"> 1. Bay 1 - Max wingspan for de-icing ops 35.8m (117') 2. Bay 2 - Max wingspan for de-icing ops 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 2 is occupied. 3. Bay 3 - Max wingspan for de-icing ops 79.75 (262'). Note: Bays 2 and 4 are closed/unusable when Bay 3 is occupied. 4. Bay 4 - Max wingspan for de-icing ops is 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 4 is occupied. <p>NOTE: The above noted max wingspans are intended to protect adj de-icing bays, safety zones and the apron twy. Exceedances of these values are permitted but must be evaluated and approved by the Aprt Authority to ensure special op procedures are communicated and implemented.</p> <p>DE-ICING PROCEDURES</p> <ol style="list-style-type: none"> 1. Ctc ICEMAN on 129.2 30 min prior to pushback. 2. Ctc ST JOHN'S GND after pushback for taxi to CDF. 3. Hold short of CDF on H. 4. ST JOHN'S GND will advs flt crew to ctc ICEMAN on 129.2 when acft has taxied to the proper entry point. 5. ICEMAN will then delegate all further manoeuvring instructions from the entry point to and on the CDF. 6. Flt crews are advs to exercise discretion at all times while on the CDF. Directional signage and taxi lines on the CDF must be followed by flt crews at all times. 7. Upon completion flt crews must advs ICEMAN that all equipment and de-icing personnel are away from the aircraft and have returned to their designated safety zones. 8. ICEMAN will instruct the acft to hold its position on the CDF and ctc ST JOHN'S GND on 121.9. 9. Acft to hold its position until ST JOHN'S GND issues further taxi instructions from the CDF. <p>NOTE:</p> <ol style="list-style-type: none"> 1. Acft intending on returning to any apron after de-icing must drip dry for 25min on CDF. 2. Single engine taxi not permitted from CDF. 3. Engine run-ups are not permitted on CDF.
CAUTION	<p>Open pit blasting ops 11NM SW to 1000 ASL 200 AGL, 1NM radius of N47 29 08 W52 57 11.</p> <p>Weather condition: No landing auth without electronic GP or vertical guidance capability when moderate to severe turbulence/wind shear/downdrafts being reported.</p> <p>Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z.</p> <p>Extv bird activity May-Nov.</p>

