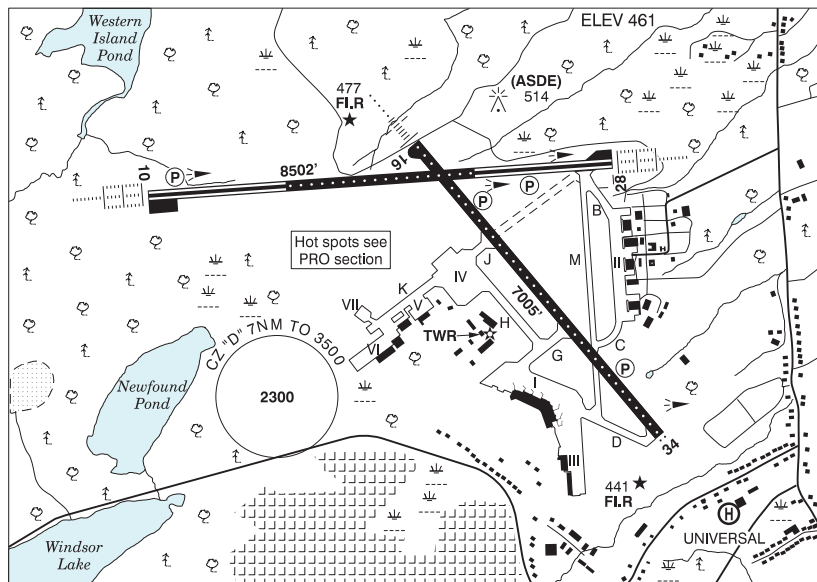


NEWFOUNDLAND AND LABRADOR

AERODROME / FACILITY DIRECTORY

ST. JOHN'S INTL NL

CYYT



<b>REF</b>	N47 37 07 W52 45 09 3NW 17°W (2023) UTC-31/2(21/2) Elev 461' A5012 L08 H16 CAP OC
<b>OPR</b>	St. John's International Airport Authority Inc 709-757-4444 H24 Cert
<b>PF</b>	A-1,2,3,6 C-4,5
<b>CUST</b>	AOE/165 (450 with staged off-loading) 1130-0330Z± General aviation 888-226-7277
<b>FLT PLN</b>	<p><b>FIG</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada &amp; USA)</p> <p><b>ACC</b> (IFR only) Gander 709-651-5225 or 888-751-5225.</p> <p><b>WX</b> METAR H24 TAF H24, issue times: 00, 06, 12, 18Z</p>
<b>SERVICES</b>	<p><b>FUEL</b> 100LL, JA-1 (FSII avbl) O/R</p> <p><b>OIL</b> All</p> <p><b>S</b> 1,2,4</p> <p><b>ARFF</b> DESIGNATED CAT 7</p> <p><b>SUP FL</b> LPOX, D &amp; A-ice</p> <p><b>JASU</b> CAN-A Elect Start 10/15</p> <p><b>MIL ADV</b> Transient svcs avbl to RCAF and NATO acft thru Air Reserve Torbay Ops 709-570-4791 or 709-685-0243. Trans svcs avbl 1030-0230Z±, aft hrs with 4 hr PN. Tow bars avbl for C130, P3, EH101, S61, C144</p> <p><b>PVT ADV</b> 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</p> <p><b>MIL CON</b> Woodward's Oil Ltd 709-579-3776</p>

## NEWFOUNDLAND AND LABRADOR

## AERODROME / FACILITY DIRECTORY

## ST. JOHN'S INTL NL (Cont'd)

CYT

<b>RWY DATA</b>	Rwy 10(103°)/28(283°) 8502x200 ASPH Rwy 16(156°)/34(336°) 7005x200 ASPH RESA: 16/34 492'; 10/28 492'
<b>RWY CERT</b>	Rwy 10 RVR 600/Rwy 28 RVR 600 AGN V Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V
<b>TWY</b>	Twy K uncontrolled bcst intentions on 121.9
<b>APRON</b>	All Aprons uncontrolled. Taxiing acft to remain on taxilanes. Acft shall not taxi btwn tml and pushed back acft. Apron I: Acft with a wingspan greater than 52m (170.6') but less than 65m (213.3') to access/exit Apron I via Twy G only, rstd to Gate 1. Dedicated cargo ops proh. Widebody acft using Bridge 1 must dock at L1 door. 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. Apron VII: Rstd to B767 acft and smaller.
<b>RCR</b>	Opr CRFI Win field cond reports 709-757-4444. PCN
<b>LIGHTING</b>	10-AL(TE HI CL TDZL)P3, 28-AL(TE HI CL TDZL)P3, 16-AN(TE HI CL)P3, 34-AS(TE HI CL)P3
<b>COMM</b>	
<b>RCO</b>	London rdo 123.275 (FISE) 126.7 (bcst)
<b>ATIS</b>	128.0
<b>GND</b>	121.9 275.8
<b>TWR</b>	120.6 236.6 (E) (emerg only 709-724-1055)
<b>PAL</b>	Gander Ctr 133.15 135.35 227.3
<b>MIL</b>	Air Reserve Torbay Ops 131.02
<b>INTL AIR</b>	Gander rdo 122.375 135.35
<b>NAV</b>	
<b>VOR/DME</b>	TORBAY YYT 113.5 Ch 82 N47 29 07 W52 51 08 (839')
<b>DME</b>	ISO 110.3 Ch 40 N47 37 26 W52 44 27 (474')
<b>ILS</b>	IYT 110.7 (Rwy 16) RVR ISO 110.3 (Rwy 28) RVR IMP 109.1 (Rwy 10) RVR

## ST. JOHN'S INTL NL (Cont'd)

CYYT

## PRO

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

**DE-ICING PROCEDURES**

1. Ctc ICEMAN thirty minutes prior to push back on 129.2.
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 the flt crew to ctc ICEMAN on 129.2 when the acft has taxied to the proper entry point.
5. ICEMAN will then delegate bay assignment & entry instructions. Expect freq change to de-icing bay frequencies.
6. De-icing bay frequencies;
  - Bay 1 – Contact IDS on 122.950 MHz
  - Bay 2 – Contact IDS on 130.125 MHz
  - Bay 3/4 – Contact IDS on 128.950 MHz
7. Flt crews are advised 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.
8. After de-icing is complete, return to 129.2 MHz for pad exit instructions. Flt crews must advs ICEMAN that all equipment and de-icing personnel are away from the acft and have returned to their designated safety zones.
9. ICEMAN will instruct the acft to hold its position on the CDF and ctc ST JOHN'S GND on 121.9 MHz.
10. Acft to hold its position until ST JOHN'S GND issues further taxi instructions from the CDF.

**NOTES:**

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.
4. Contact 709-753-9742 for de-icing if Icehouse unavailable.

**DE-ICING OPERATIONS****DE-ICING BAYS RESTRICTIONS**

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 79.75m (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.

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.

## CAUTION

Open pit blasting ops 11NM SW to 1000 ASL 200 AGL, 1NM radius of N47 29 08 W52 57 11.

**Weather condition:** No landing auth without electronic GP or vertical guidance capability when moderate to severe turbulence/wind shear/downdrafts being reported.

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

Extv bird activity May-Nov. Poles & houses 646 ASL (42 AGL) aprx 2 NM NW of A/D.