STAR (RNAV)

ALMEX FOUR ARR (ALMEX.ALMEX 4)

THUNDER BAY
THUNDER BAY ON

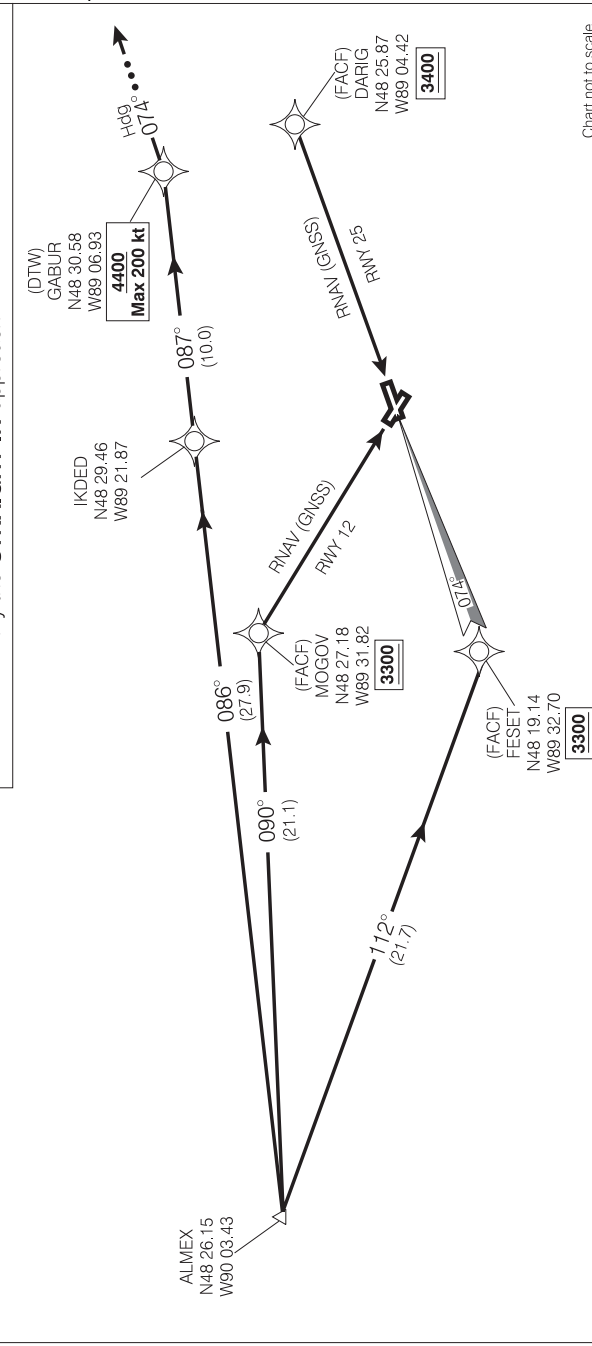
WHEN A LOWER ALTITUDE IS ISSUED, PILOTS SHALL DESCEND ON THE STAR PROFILE TO THE ATC ASSIGNED ALTITUDE. CHARTED RESTRICTIONS ABOVE THE ASSIGNED ALTITUDE REMAIN MANDATORY.

If RNAV STAR includes a DTW, the following procedures apply.

If approach clearance is NOT RECEIVED prior to DTW
- Fly depicted heading •••→
- Expect radar vectors to final

If approach clearance RECEIVED prior to DTW
- Fly **RNAV STAR** via **DTW**, then
- Via **FACF**, then
- Fly the **STRAIGHT-IN** approach

ATIS	128.8
ARR	119.2
TWR	118.1
GND	121.9



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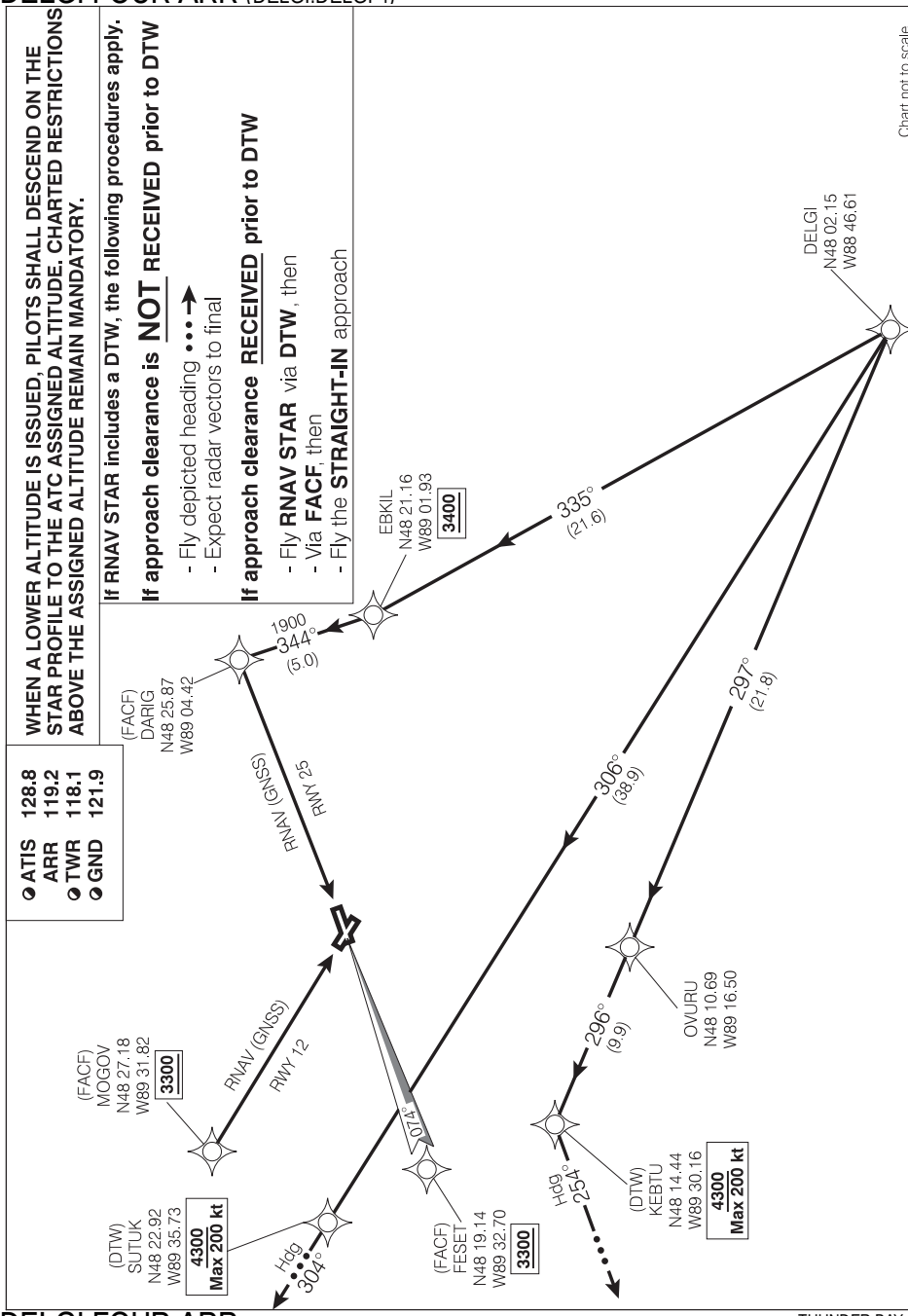
STAR (RNAV)

DELGI FOUR ARR (DELGI.DELGI 4)

THUNDER BAY
THUNDER BAY ON



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DELGI FOUR ARR (DELGI.DELGI 4)

THUNDER BAY ON
THUNDER BAY

VAR 3° W (2010)

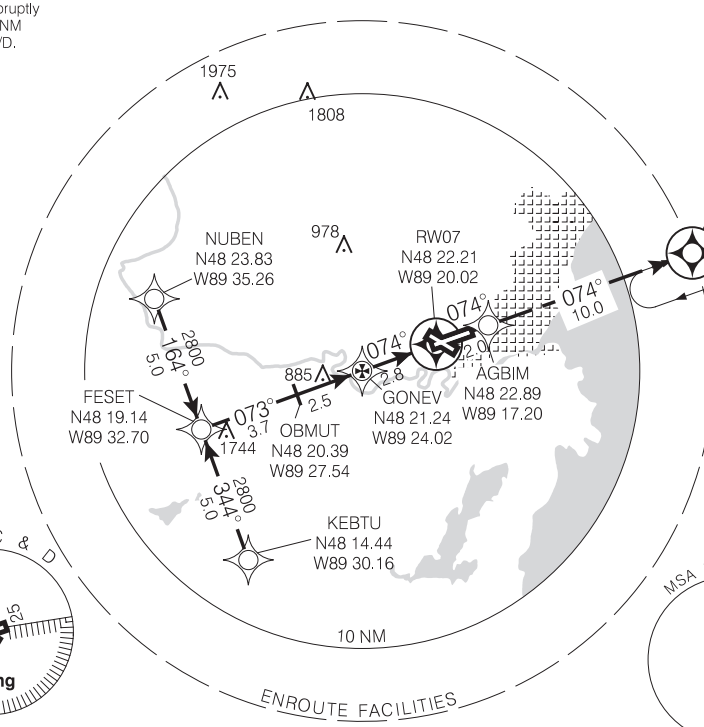
THUNDER BAY
THUNDER BAY ON

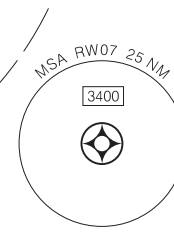
RNAV (GNSS) RWY 07

WAAS CH 80092 W07A	ATIS 128.8	ARR/DEP 119.2	TWR 118.1 O/T RDO 118.1 (MF 5 NM)	GND 121.9	ELEV 654
					TDZE 07 654

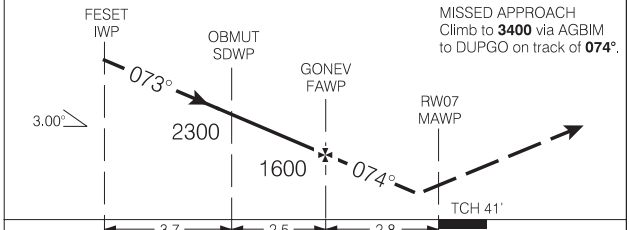
CYQT

Terrain rises abruptly to 1600 ASL 2 NM southeast of A/D.



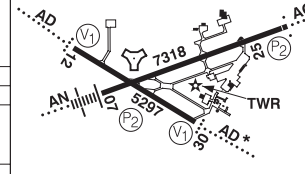


SAFE ALT 100 NM **3400**



MISSED APPROACH
Climb to **3400** via AGBIM to DUPGO on track of **074°**.

Right hand circuits Rwys 25 and 30.



CATEGORY	A	B	C	D
LPV	**1010** (356) 1 RVR 50			
LNAV / VNAV	NOT AUTHORIZED			
LNAV	**1080** (426) 1			
* CIRCLING	**1260** (606) 1 ¾		**1260** (606) 2	

Knots	70	90	110	130	150
Min:Sec					

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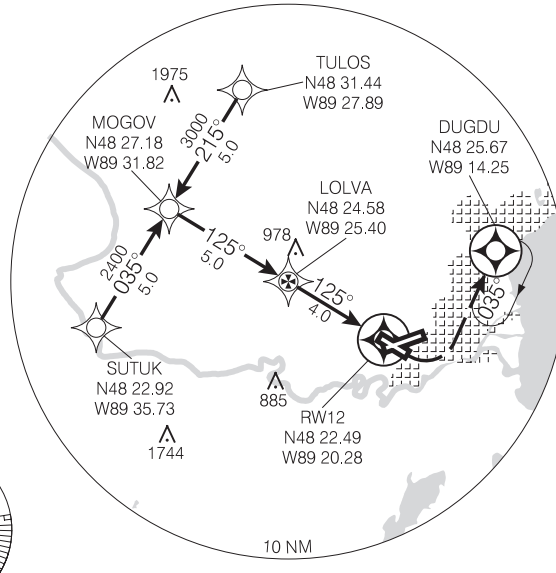
THUNDER BAY
THUNDER BAY ON

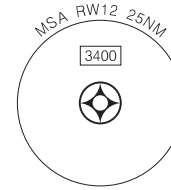
RNAV (GNSS) RWY 12

ATIS 128.8	ARR 119.2	TWR 118.1 O/T RDO 118.1 (MF 5 NM)	GND 121.9	DEP 119.2	ELEV 654 / TDZE 12 652

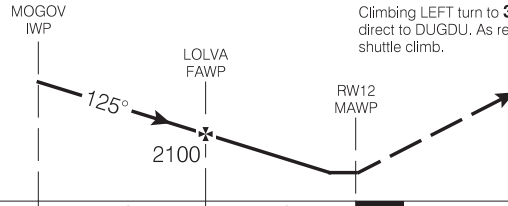
Terrain rises abruptly to 1600' ASL 2 NM southeast of A/D.

CYQT



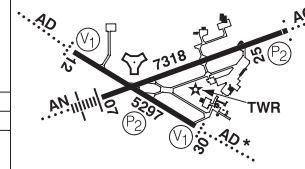


SAFE ALT 100 NM **3400**



MISSED APPROACH
Climbing LEFT turn to **3400** direct to DUGDU. As required shuttle climb.

Right hand circuits Rwys 25 and 30.



CATEGORY	A	B	C	D
LNAV / VNAV	NOT AUTHORIZED			
LNAV	**1200** (548) 1 3/4			
*CIRCLING	**1260** (606) 1 3/4		**1260** (606) 2	

Knots	70	90	110	130	150
Min:Sec					

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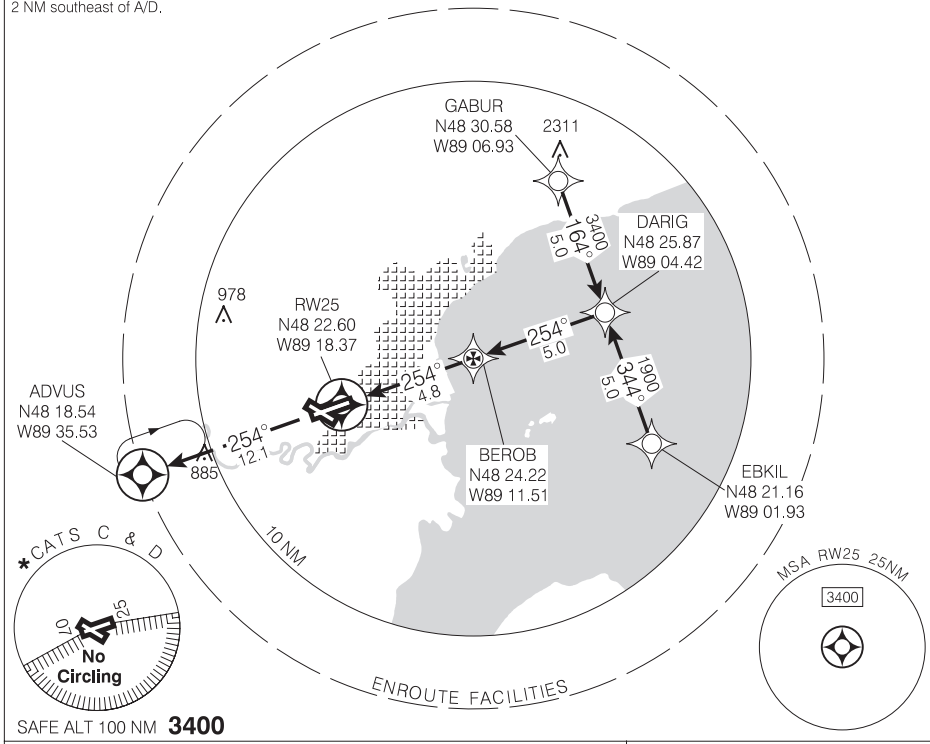
THUNDER BAY
THUNDER BAY ON

RNAV (GNSS) RWY 25

ATIS 128.8	ARR 119.2	TWR 118.1 O/T RDO 118.1 (MF 5 NM)	GND 121.9	DEP 119.2	ELEV 654 / TDZE 25 642

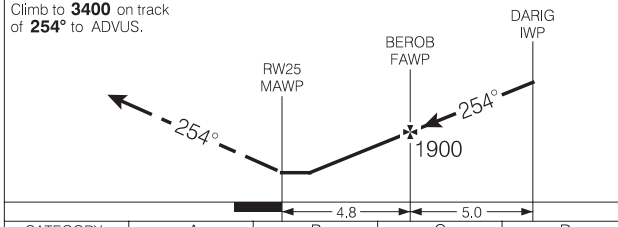
Terrain rises abruptly to 1600' ASL
2 NM southeast of A/D.

CYQT

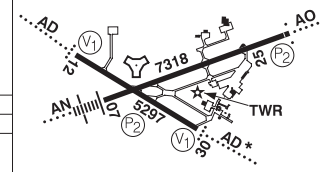


SAFE ALT 100 NM **3400**

MISSED APPROACH
Climb to **3400** on track
of **254°** to ADVUS.



Right hand circuits Rwys 25 and 30.



CATEGORY	A	B	C	D
LNAV / VNAV	NOT AUTHORIZED			
LNAV	**1120** (478) 1 ½			
*CIRCLING	**1260** (606) 1 3/4		**1260** (606) 2	

Knots	70	90	110	130	150
Min:Sec					

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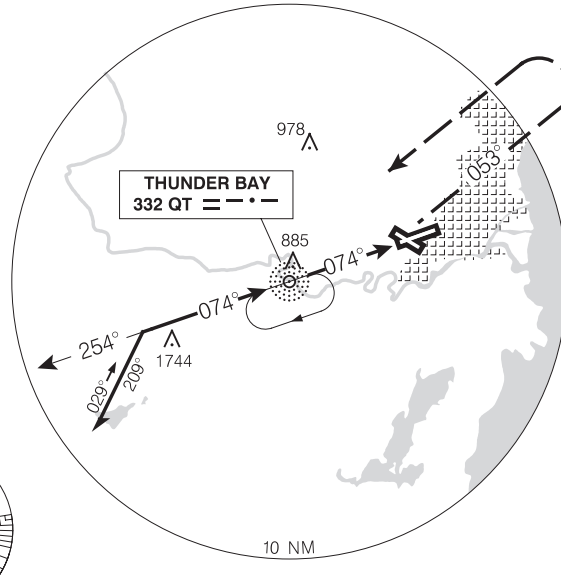
THUNDER BAY
THUNDER BAY ON

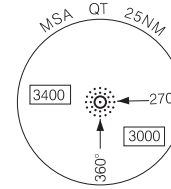
NDB RWY 07

ATIS 128.8	ARR 119.2	TWR 118.1 O/T RDO 118.1 (MF 5 NM)	GND 121.9	DEP 119.2	ELEV 654 / TDZE 07 654

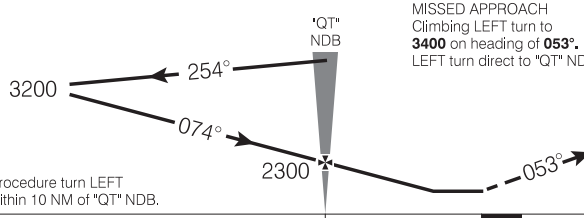
Terrain rises abruptly to 1600' ASL 2 NM southeast of A/D.

CYQT





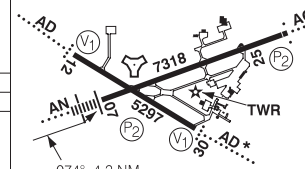
SAFE ALT 100 NM **3400**



MISSED APPROACH
Climbing LEFT turn to **3400** on heading of **053°.**
LEFT turn direct to "QT" NDB.

Procedure turn LEFT within 10 NM of "QT" NDB.

Right hand circuits Rwys 25 and 30.



CATEGORY	A	B	C	D
NDB	**1180**	(526)	1 ¼	
* CIRCLING	**1260**	(606)	1 ¾	**1260** (606) 2

"QT" NDB to MAP 4.2 NM					
Knots	70	90	110	130	150
Min:Sec	**3:36**	**2:48**	**2:17**	**1:56**	**1:41**

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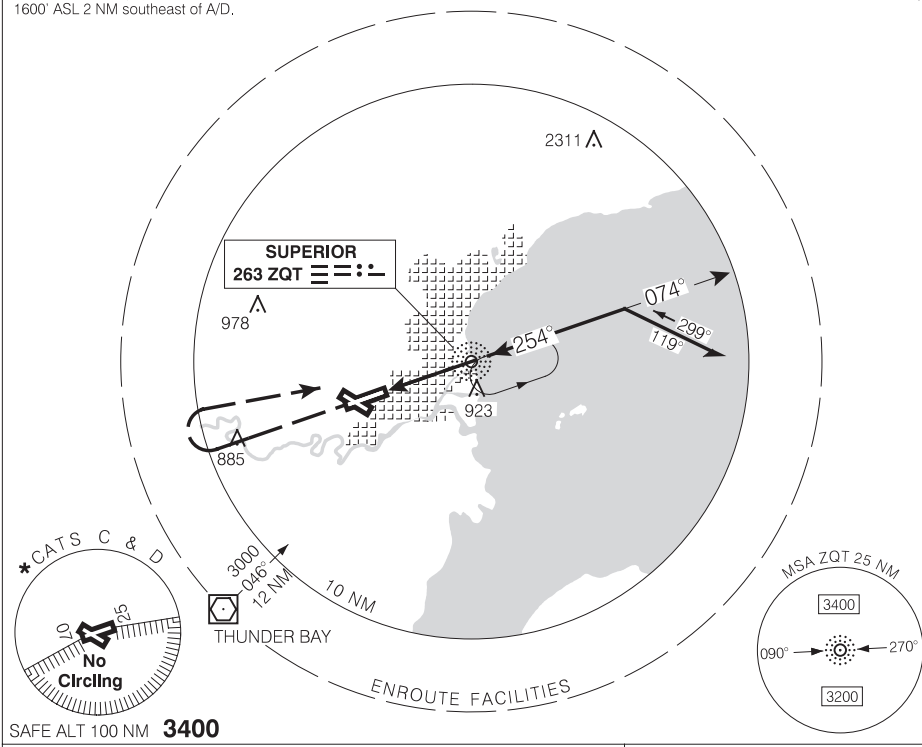
THUNDER BAY
THUNDER BAY ON

NDB RWY 25 (GNSS)

ATIS 128.8	ARR 119.2	TWR 118.1 O/T RDO 118.1 (MF 5 NM)	GND 121.9	DEP 119.2	ELEV 654 / TDZE 25 642

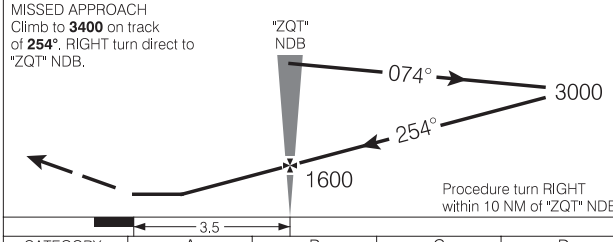
Terrain rises abruptly to 1600' ASL 2 NM southeast of A/D.

CYQT



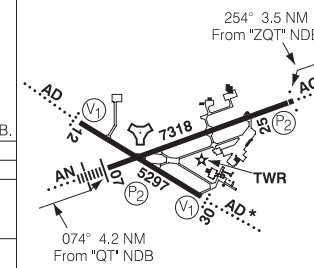
SAFE ALT 100 NM **3400**

MISSED APPROACH
Climb to **3400** on track of **254°**. RIGHT turn direct to "ZQT" NDB.



Procedure turn RIGHT within 10 NM of "ZQT" NDB.

Right hand circuits Rwys 25 and 30.



CATEGORY	A		B	C		D
NDB	**1180**	(538)	1¾			
* CIRCLING	**1260**	(606)	1¾	**1260**	(606)	2

"ZQT" NDB to MAP 3.5 NM					
Knots	70	90	110	130	150
Min:Sec	**3:00**	**2:20**	**1:55**	**1:37**	**1:24**

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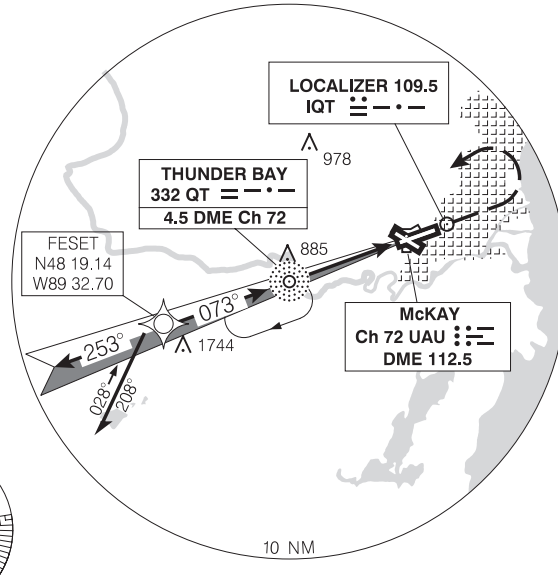
ILS RWY 07

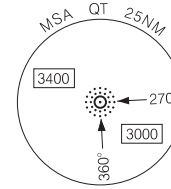
THUNDER BAY
THUNDER BAY ON

ATIS 128.8	ARR 119.2	TWR 118.1 O/T RDO 118.1 (MF 5 NM)	GND 121.9	DEP 119.2	ELEV 654 / TDZE 07 654

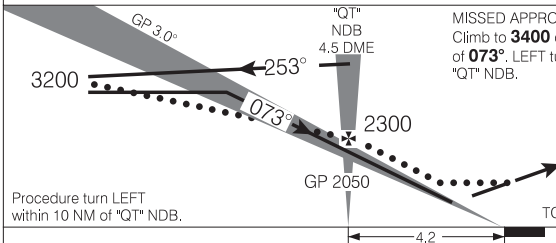
Terrain rises abruptly to 1600' ASL 2 NM southeast of A/D.

CYQT





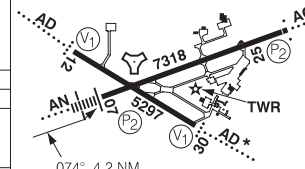
SAFE ALT 100 NM **3400**



Procedure turn LEFT within 10 NM of "QT" NDB.

MISSED APPROACH
Climb to **3400** on track of **073°**. LEFT turn to "QT" NDB.

Right hand circuits Rwys 25 and 30.



CATEGORY	A	B	C	D
ILS ILS/DME	**854**	(200)	½ RVR 26	
LOC LOC/DME	**1100**	(446)	1 RVR 50	
* CIRCLING	**1260** (606) 1¾		**1260** (606) 2	

"QT" NDB to MAP 4.2 NM					
Knots	70	90	110	130	150
Min:Sec	**3:36**	**2:48**	**2:17**	**1:56**	**1:41**

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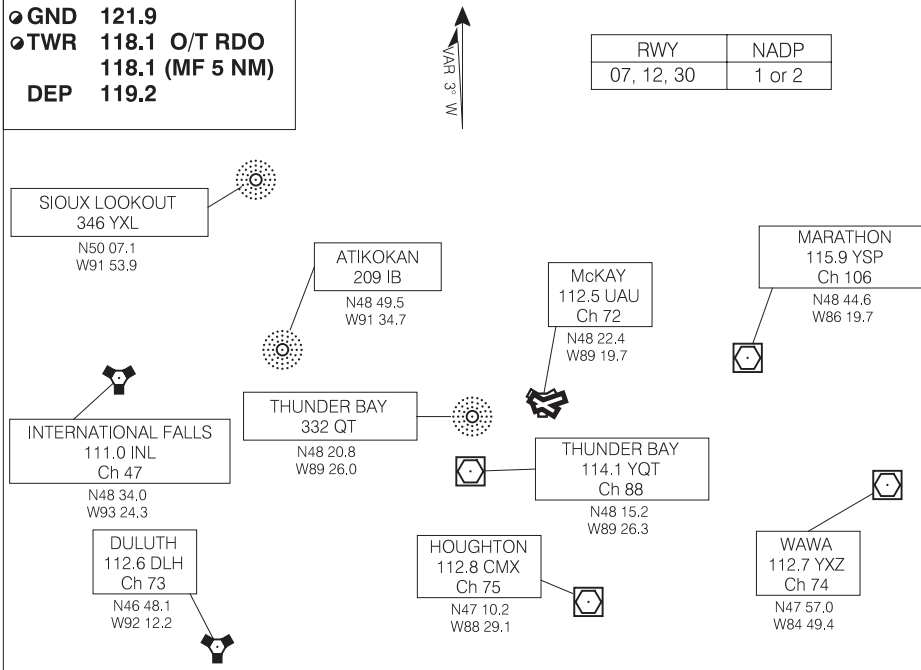
SID (VECTOR)

THUNDER BAY FIVE DEP (CYOT 5.)

THUNDER BAY
THUNDER BAY ON

ATIS	128.8
GND	121.9
TWR	118.1 O/T RDO
	118.1 (MF 5 NM)
DEP	119.2

RWY	NADP
07, 12, 30	1 or 2



DEPARTURE ROUTE DESCRIPTION

Rwys 07, 25 & 30: Climb rwy hdg or as assigned by ATC. MAINTAIN 5000 ASL or flight planned altitude, whichever is lower. Anticipate radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

NOTE:
1) Refer to Noise Abatement Procedures for additional requirements.
2) SID not available for Rwy 12 due to high terrain.

COMMUNICATION FAILURE

Transponder mode A/3 code 7600.On recognition of a communications failure 10 minutes or less after take-off, and in IFR conditions:

1. Upon reaching last assigned altitude proceed directly on course.
2. Maintain last assigned altitude for 10 minutes after take-off.
3. Climb to flight planned altitude.

Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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ALL AIRCRAFT

PREFERENTIAL RUNWAY DETERMINATION

Consistent with safe aircraft operating procedures, controllers will assign runways to divert as many departures and arrivals as possible from flight over noise-sensitive areas. Unless operational conditions do not permit, pilots shall accept runways as assigned by ATC. When the tower is not in operation, pilots will be expected to use the preferred order for runway usage shown below.

Arrivals: 07, 12, 25, 30
Departures: 25, 30, 07, 12

ARRIVAL PROCEDURES

1. Circuit height 1650' ASL (weather permitting). Right hand circuits Rwys 25 & 30.
2. Maintain 2500' ASL or above turning onto final approach.
3. Maintain 2500' ASL as long as practicable before commencing final descent.
4. Remain on or slightly above ILS glide slope or VASIS.
5. Consistent with safe aircraft operating procedures, arriving aircraft should be flown to give the best possible performance with respect to noise abatement, (i.e. extension of wing flap, spoilers, landing gear, engine power/thrust settings).

TURBO-JET/TURBO-FAN

DEPARTURE PROCEDURES

RWY	NADP
07, 12, 30	1 or 2

Rwy 25 - Unrestricted.
Rwy 30 - Aircraft on right turnout - climb to 3300' ASL before proceeding on course.
Rwy 07 - Climb to 3400' ASL before proceeding on course.
Rwy 12 - Climb to 3000' ASL, turning as required during climb.

NIGHT RESTRICTIONS (00:30 - 06:00 hrs local time)

1. The introduction of additional scheduled flights between 0030 to 0600 local time, are NOT permitted unless authorized by the Airport Manager.
2. The use of Thunder Bay Airport by turbo-jet/turbo-fan aircraft for technical stops or charter operation between 0030 to 0600 local time, are NOT permitted unless authorized by the Airport Manager.
3. Turbo-jet/turbo-fan aircraft previously authorized to depart between 0030 to 0600 local time, will depart on Rwy 30 only unless operational conditions warrant departure on another runway.
4. Turbo-jet/turbo-fan aircraft previously authorized to arrive between 0030 to 0600 local time, will land on Rwy 12 only unless operational conditions warrant landing on another runway.
5. Under extenuating circumstances authorization to operate between 0030 to 0600 local time may be granted by Thunder Bay International Airports Authority Inc.(TBIAAI). Preference will be given to aircraft meeting noise certification standards (ICAO Annex 16). Contact Airport Security at (807) 473-2612, 11:00Z to 05:00Z.

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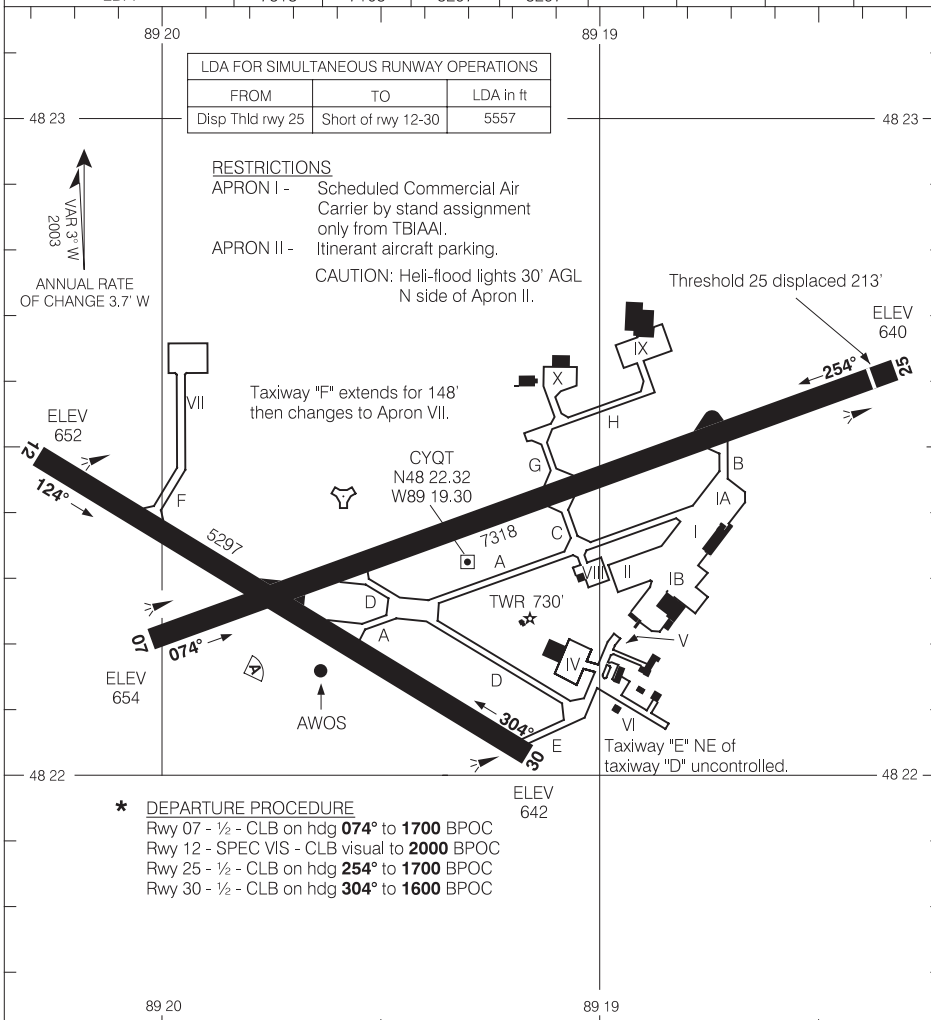
AERODROME CHART

THUNDER BAY
THUNDER BAY ON

ATIS 128.8	GND 121.9	TWR 118.1 O/T RDO 118.1 (MF 5 NM)	DEP 119.2

DECLARED DISTANCES	07	25	12	30				
TORA	7318	7318	5297	5297				
TODA	8302	7518	5897	5597				
ASDA	7383	7318	5297	5297				
LDA	7318	7105	5297	5297				



LDA FOR SIMULTANEOUS RUNWAY OPERATIONS

FROM	TO	LDA in ft
Disp Thld rwy 25	Short of rwy 12-30	5557

RESTRICTIONS

APRON I - Scheduled Commercial Air Carrier by stand assignment only from TBIAAI.

APRON II - Itinerant aircraft parking.

CAUTION: Heli-flood lights 30' AGL N side of Apron II.

* DEPARTURE PROCEDURE

Rwy 07 - ½ - CLB on hdg **074°** to **1700** BPOC
Rwy 12 - SPEC VIS - CLB visual to **2000** BPOC
Rwy 25 - ½ - CLB on hdg **254°** to **1700** BPOC
Rwy 30 - ½ - CLB on hdg **304°** to **1600** BPOC

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000 2000

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