



# Flight Plan & Site Survey

Created using **RPAS Wilco®**

Reference No:	96FAA8
Title:	Soupe automne 2024 AntiGravite/Escadron richelieu
Pilot Name:	Alain Carpentier
Pilot Certificate:	PC2306520264
Flight Start:	September 21, 2024 5:31 AM
Flight End:	September 21, 2024 8:59 PM
Flight Address:	Lat: 46.011111 Lng: -73.103194
Flight Area (Latitude):	46° 0' 40.00" N ( 46.011 )
Flight Area (Longitude):	73° 6' 11.50" W ( -73.103 )
Altitude - Radius:	<b>Alt:</b> 400 ft - <b>Rad:</b> 926.0 m ( 0.5 nm)
Classification:	UNCONTROLLED
FIR - Contact:	CZUL - 506-867-7173

Please ensure you received all required authorizations prior to flight.

## Disclaimer

This Site Survey was created using RPAS Wilco by AIM Robotics. The flight plan contained is intended only for RPAS flights on the date/time and location specified. The user accepts all responsibility for the accuracy and completeness of the information contained.

For the complete Terms & Conditions, see

<https://rpswilco.com/#/tnc>

## Included

- Site Survey
- Obstacles (if available)
- Nearby Aerodromes
- Canadian Aviation Regulations
- GFA
- Aerodrome Supplements
  - METAR & TAF (if available)
  - NOTAMS
  - CFS





## Flight Map



## RPAS Specification

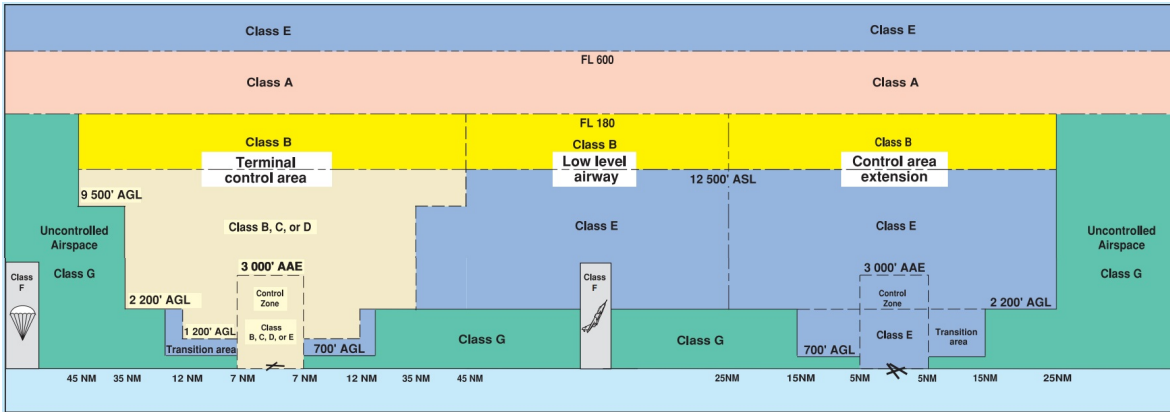
- **Manufacturer:**  
MAAC
- **Model:**  
MODEL AIRPLANE (Apprentice)
- **Registration Number:**  
C-2315325447
- **Eligible for advanced operations:**  
Yes
- **Manufacturer RPAS safety assurance:**
  - Controlled Airspace: YES
  - Near People: NO
  - Over People: NO

## MAP Details

	Latitude	Longitude
 MODEL	46° 0' 40.00" N ( 46.011 )	73° 6' 11.50" W ( -73.103 )
 Pilot	( )	( )
 Payload Op.	( )	( )
 Observer	( )	( )

Latitude	Longitude
Latitude	Longitude

## Airspace Classification



## Overlying Airspaces

Class	Name	Floor	Ceiling
E	T616 Airway	2200AGL	12500MSL
B	T616 Airway	12500MSL	18000MSL
E	T693 Airway	2200AGL	12500MSL
B	T693 Airway	12500MSL	18000MSL
E	Montreal FIR CAE	6000MSL	12500MSL
B	Montreal FIR CAE	12500MSL	18000MSL

## Nearest Aerodromes & Distance from Operation

SOREL (CSY3 - AERODROME - Reg)	Lat: 45.98	Long: -73.042	5.858KM	3.16NM	SE
ST-THOMAS (CJ02 - AERODROME - Reg)	Lat: 46.007	Long: -73.382	21.537KM	11.63NM	W
ST-CUTHBERT (ULM QUEBEC) (CCU2 - AERODROME - Reg)	Lat: 46.174	Long: -73.279	22.624KM	12.22NM	NW
LOURDES-DE-JOLIETTE (CSE3 - AERODROME - Reg)	Lat: 46.109	Long: -73.453	29.103KM	15.71NM	W
LOUISEVILLE (CSJ4 - AERODROME - Reg)	Lat: 46.246	Long: -72.904	30.295KM	16.36NM	NE

## QUEBEC

## AERODROME/FACILITY DIRECTORY

## SOREL QC

CSY3

<b>REF</b>	N45 58 49 W73 02 32 4SE 16°W UTC-5(4) Elev 76' VTA A5002 LO6 LO7 LO8	
<b>OPR</b>	Gestion Aéroportuaire de Sorel 450-782-3188 Reg	
<b>PF</b>	C-2,3,4,5,6	
<b>FLT PLN</b> <b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
<b>SERVICES</b> <b>FUEL</b> <b>OIL</b> <b>S</b>	100LL, JA-1 15W50 4,5	
<b>RWY DATA</b> <b>RCR</b>	Rwy 03/21 4000x75 asphalt Gestion Aéroportuaire de Sorel 450-782-3188	
<b>LIGHTING</b>	03-(TE LO), 21-(TE LO) O/R PN 450-782-3188.	
<b>COMM</b> <b>ATF</b>	(bil) tfc 123.2 5NM 3100 ASL	
<b>CAUTION</b>	Hi trees W of rwy.	



## QUEBEC

## AERODROME/FACILITY DIRECTORY

## JOLIETTE / ST-THOMAS QC

CJO2

<b>REF</b>	N46 00 26 W73 22 58 1.5ESE 15°W (2016) UTC-5(4) Elev 100' VTA A5002	
<b>OPR</b>	Robert Côté 450-757-0685 Reg PPR	
<b>PF</b>	C-1,2,3,4,5,6	
<b>FLT PLN</b>	(bil)	
<b>FIC</b>	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
<b>ACC</b>	Montréal 800-633-1353	
<b>SERVICES</b>		
<b>S</b>	7	
<b>RWY DATA</b>	Rwy 02(018°)/20(198°) 2862x40 GRASS Thld 20 displ 129'	
<b>RCR</b>	Opr No win maint.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.5 5NM 3100 ASL	
<b>CAUTION</b>	Ditch along each side of rwy. Ltd graded area. Unmarked p-line 40 AGL, 200' Thld 20. A/D Joliette (CSG3) 5.5NM NW tfc 123.5.	

## QUEBEC

## AERODROME/FACILITY DIRECTORY

## ST-CUTHBERT (ULM QUÉBEC) QC

CCU2

<b>REF</b>	N46 10 26 W73 16 44 2.6NW 15°W (2018) UTC-5(4) Elev 250' A5002	
<b>OPR</b>	Ulm Québec Inc 514-502-6525 Reg	
<b>PF</b>	B-2, D-1	
<b>FLT PLN</b>		
<b>FIC</b>	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
<b>SERVICES</b>		
<b>FUEL</b>	MG-4	
<b>OIL</b>	Aeroshell 4 Plus	
<b>S</b>	2,4,5	
<b>RWY DATA</b>	Rwy 10(098°)/28(278°) 2100x80 GRASS	
<b>RCR</b>	Opr Ltd win maint. Rwy may be clsd when wet.	
<b>COMM</b>		
<b>ATF</b>	tfc 123.5 5NM 3300 ASL	
<b>CAUTION</b>	Antenna aprx 1NM N 495 ASL (135 AGL)	

## QUEBEC

## AERODROME/FACILITY DIRECTORY

## LOURDES-DE-JOLIETTE QC

CSE3

<b>REF</b>	N46 06 34 W73 27 10 1N 15°W (2015) UTC-5(4) Elev 350' VTA A5002	
<b>OPR</b>	École De Parachutisme Voltige 2001 Inc 450-752-0385 Reg PPR	
<b>PF</b>	C-1,2,3,4,5,6	
<b>FLT PLN</b> <b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
<b>SERVICES</b> <b>S</b>	1	
<b>RWY DATA</b> <b>RCR</b>	Rwy 04/22 2750x100 GRVL/GRASS Opr No win maint. Rwy sfc soft dur spring thaw.	
<b>COMM</b> <b>ATF</b>	(bil) tfc 123.5 5NM 3400 ASL	
<b>CAUTION</b>	Parachuting BLW 18,000 ASL. A/D Joliette 4.5NM SW, tfc 123.5.	



## QUEBEC

## AERODROME/FACILITY DIRECTORY

## LOUISEVILLE QC

CSJ4

<b>REF</b>	N46 14 46 W72 54 16 1.5SE 16°W UTC-5(4) Elev 40' A5002	
<b>OPR</b>	Jardins Ricard Inc 819-228-5393 Reg	
<b>PF</b>	A-1 C-2,3,5	
<b>FLT PLN</b> <b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
<b>SERVICES</b> <b>S</b>	1,4,5	
<b>RWY DATA</b> <b>RCR</b>	Rwy 09/27 3000x75 ASPH Opr Ltd win maint. Ski ops	
<b>COMM</b> <b>ATF</b>	(bil) UNICOM ltd hrs O/T tfc 122.8 5NM 3100 ASL	
<b>CAUTION</b>	Remote ctl acft act up to 700 ASL fr E end of rwy Apr-Oct. Bcst intentions on ATF 15 min prior to arr. <b>RWY:</b> Large cracks on all sfc. Not suited for high performance acft. <b>AIRSPACE:</b> Acft flying at Trois-Rivières aprt (11.3NM NE of Louiseville A/D) on inst apch may overfly Louiseville A/D at 1600 ASL.	



# Canadian Aviation Regulations

## Division III — General Operating and Flight Rules

For full listing please visit : <https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-901.27>

### Visual Line-of-sight

- **901.11 (1)** Subject to subsection (2), no pilot shall operate a remotely piloted aircraft system unless the pilot or a visual observer has the aircraft in visual line-of-sight at all times during flight.
- **(2)** A pilot may operate a remotely piloted aircraft system without the pilot or a visual observer having the aircraft in visual line-of-sight if the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

### Procedures

- **901.23 (1)** No pilot shall operate a remotely piloted aircraft system unless the following procedures are established:
  - **(a)** normal operating procedures, including pre-flight, take-off, launch, approach, landing and recovery procedures; and
  - **(b)** emergency procedures, including with respect to
    - **(i)** a control station failure,
    - **(ii)** an equipment failure,
    - **(iii)** a failure of the remotely piloted aircraft,
    - **(iv)** a loss of the command and control link,
    - **(v)** a fly-away, and
    - **(vi)** flight termination.
- **(2)** If the manufacturer of the remotely piloted aircraft system provides instructions with respect to the topics referred to in paragraphs (1)(a) and (b), the procedures established under subsection (1) shall reflect those instructions.
- **(3)** No pilot shall conduct the take-off or launch of a remotely piloted aircraft unless the procedures referred to in subsection (1) are reviewed before the flight by, and are immediately available to, each crew member.
- **(4)** No pilot shall operate a remotely piloted aircraft system unless the operation is conducted in accordance with the procedures referred to in subsection (1).

### Site Survey

**901.27** No pilot shall operate a remotely piloted aircraft system unless, before commencing operations, they determine that the site for take-off, launch, landing or recovery is suitable for the proposed operation by conducting a site survey that takes into account the following factors:

- **(a)** the boundaries of the area of operation;
- **(b)** the type of airspace and the applicable regulatory requirements;
- **(c)** the altitudes and routes to be used on the approach to and departure from the area of operation;
- **(d)** the proximity of manned aircraft operations;
- **(e)** the proximity of aerodromes, airports and heliports;
- **(f)** the location and height of obstacles, including wires, masts, buildings, cell phone towers and wind turbines;
- **(g)** the predominant weather and environmental conditions for the area of operation; and
- **(h)** the horizontal distances from persons not involved in the operation.

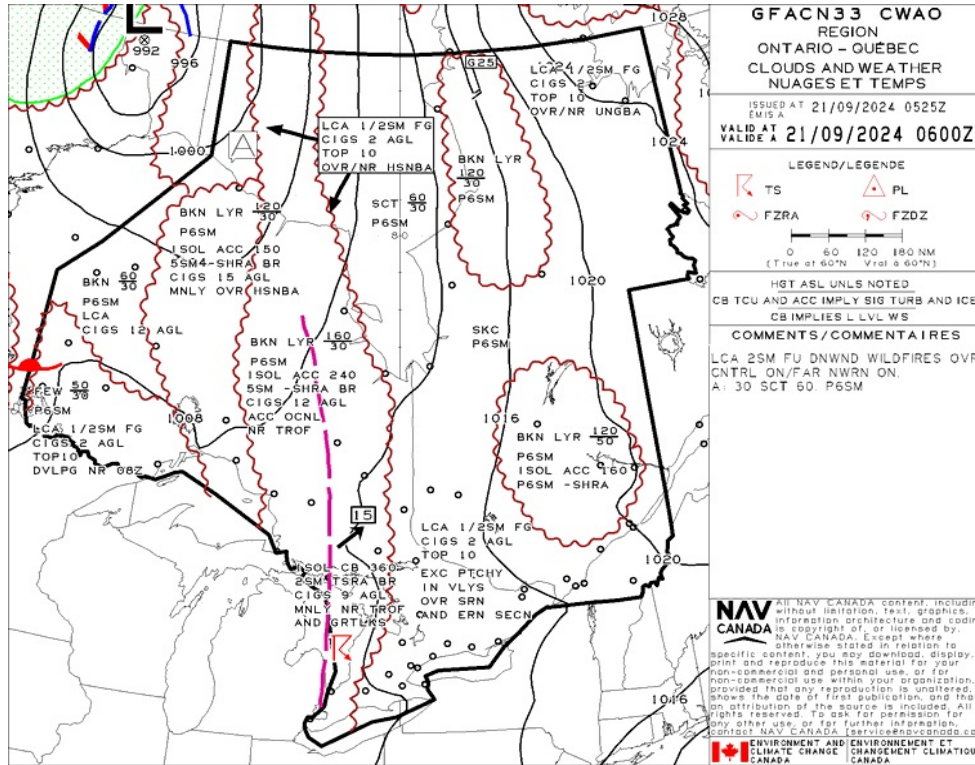
### Operations at or in the Vicinity of an Aerodrome, Airport or Heliport

- **901.47 (1)** No pilot shall operate a remotely piloted aircraft at or near an aerodrome that is listed in the *Canada Flight Supplement* or the *Water Aerodrome Supplement* in a manner that could interfere with an aircraft operating in the established traffic pattern.
- **(2)** Subject to section 901.73, no pilot shall operate a remotely piloted aircraft at a distance of less than
  - **(a)** three nautical miles from the centre of an airport; and
  - **(b)** one nautical mile from the centre of a heliport.
- **(3)** No pilot shall operate a remotely piloted aircraft at a distance of less than three nautical miles from the centre of an aerodrome operated under the authority of the Minister of National Defence unless the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

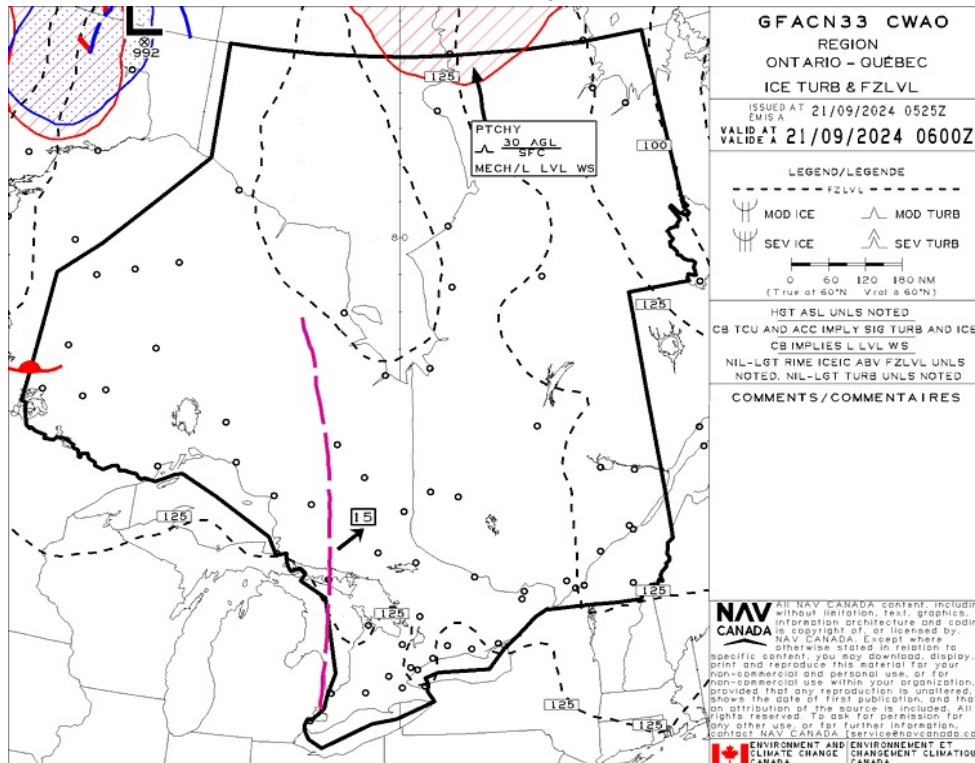
### Records

- **901.48 (1)** Every owner of a remotely piloted aircraft system shall keep the following records:
  - **(a)** a record containing the names of the pilots and other crew members who are involved in each flight and, in respect of the system, the time of each flight or series of flights; and
  - **(b)** a record containing the particulars of any mandatory action and any other maintenance action, modification or repair performed on the system, including
    - **(i)** the names of the persons who performed them,
    - **(ii)** the dates they were undertaken,
    - **(iii)** in the case of a modification, the manufacturer, model and a description of the part or equipment installed to modify the system, and
    - **(iv)** if applicable, any instructions provided to complete the work.
- **(2)** Every owner of a remotely piloted aircraft system shall ensure that the records referred to in subsection (1) are made available to the Minister on request and are retained for a period of
  - **(a)** in the case of the records referred to in paragraph (1)(a), 12 months after the day on which they are created; and
  - **(b)** in the case of the records referred to in paragraph (1)(b), 24 months after the day on which they are created.
- **(3)** Every owner of a remotely piloted aircraft system who transfers ownership of the system to another person shall, at the time of transfer, also deliver to that person all of the records referred to in paragraph (1)(b).

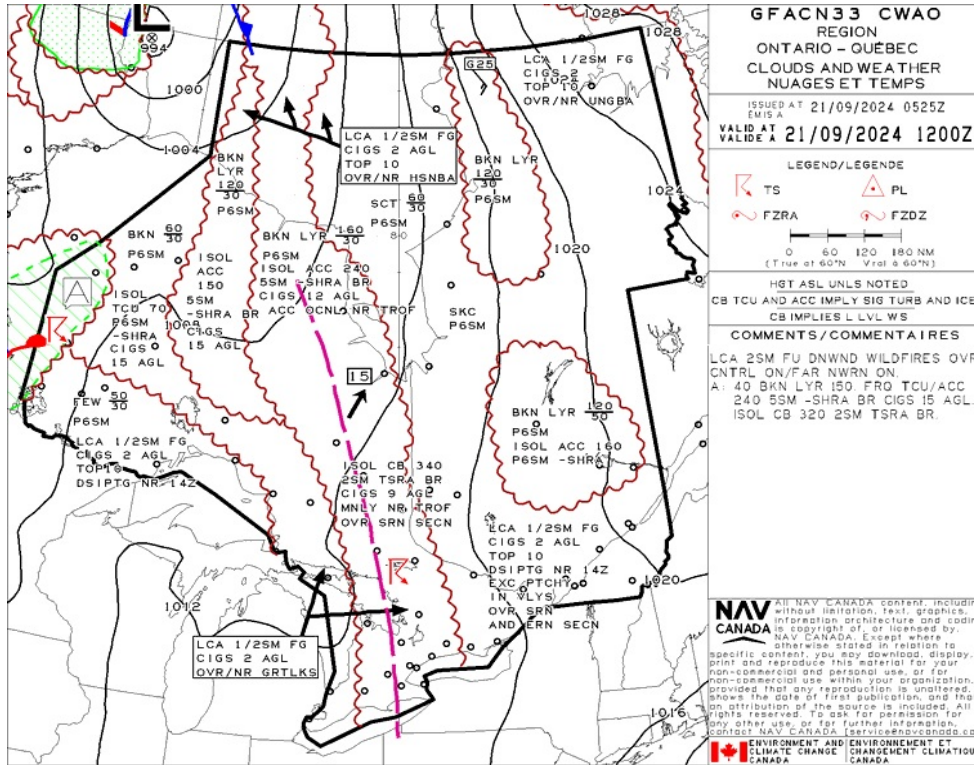
## GFA Issue time + 00 hr - CLOUDS AND WEATHER



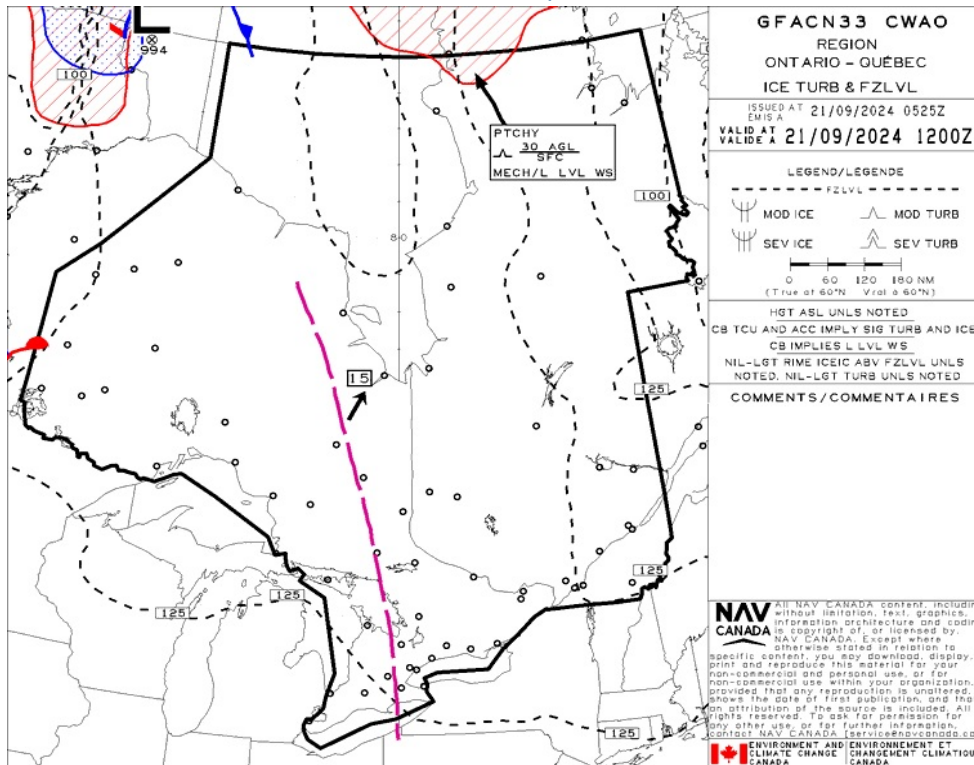
## GFA Issue time + 00 hr - TURBULENCE, ICING AND FREEZING LEVEL



## GFA Issue time + 06 hr - CLOUDS AND WEATHER

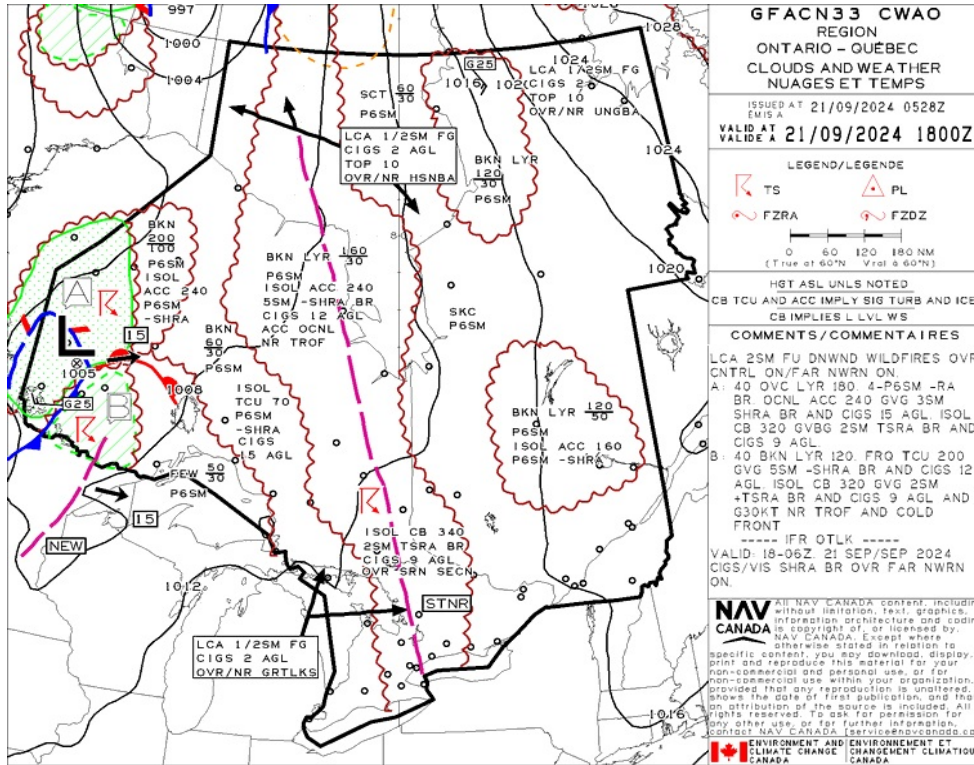


## GFA Issue time + 06 hr - TURBULENCE, ICING AND FREEZING LEVEL

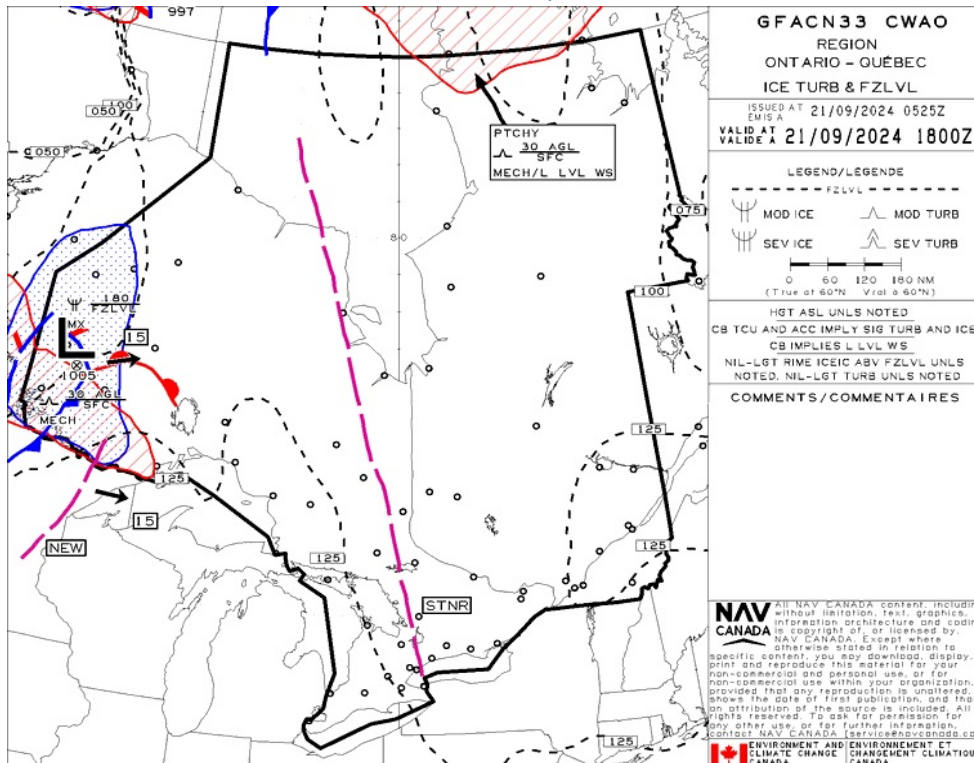




## GFA Issue time + 12 hr - CLOUDS AND WEATHER



## GFA Issue time + 12 hr - TURBULENCE, ICING AND FREEZING LEVEL





SOREL - CSY3 - Reg

## NOTAM

(H4106/24 NOTAMR H3534/24

Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999

A) CZQX CZQM CZUL B) 2408281606 C) 2410271800EST

E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT IN RESPONSE TO THE SECURITY SITUATION IN LEBANON. CANADIAN AIR OPERATORS AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED TO NOT ENTER THE BEIRUT FIR (OLBB), DUE TO POTENTIAL RISK TO AVIATION FM MIL ACT. THIS NOTAM SUPERSEDES THE ADVICE FOR LEBANON IN AIC 13/24.

FR:

AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE SECURITE AU LIBAN. ON RECOMMANDE AUX EXPLOITANTS AERIENS CANADIENS ET PROPRIETAIRES ACFT IMMATRICULES AU CANADA DE NE PAS PENETRER DANS LA FIR BEIRUT (OLBB), EN RAISON DU RISQUE POTENTIEL POUR L'AVIATION LIE A ACT MIL. CE NOTAM REMPLACE LA RECOMMANDATION S'APPLIQUANT AU LIBAN DANS L'AIC 13/24.)

(H3920/24 NOTAMN

Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999

A) CZUL CZQM CZQX B) 2408231347 C) 2411211600EST

E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT IN RESPONSE TO THE SECURITY SITUATION IN AFGHANISTAN. CANADIAN AIR OPR AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED TO MAINTAIN A FLT LVL EQUAL TO OR ABV FL320, WITHIN THE KABUL FIR (OAKX), DUE TO POTENTIAL RISK TO AVIATION FM EXTREMIST AND MIL ACT AND LTD RISK MITIGATION CAPABILITIES. THIS NOTAM SUPERSEDES THE ADVICE FOR AFGHANISTAN IN AIC 13/24.

FR:

AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE SECURITE EN AFGHANISTAN. IL EST RECOMMANDE AUX EXPLOITANTS ACFT CANADIENS ET AUX PROPRIETAIRES D'AERONEFS IMMATRICULES AU CANADA DE MAINTENIR UN NIVEAU DE VOL EGAL OU SUPERIEUR AU FL320 DANS LA FIR KABUL (OAKX). RISQUE POTENTIEL LIE A L'ACTIVITE DES EXTREMISTES ET DES MIL ET CAPACITES LIMITEES D'ATTENUATION DES RISQUES. CE NOTAM REMPLACE LA RECOMMANDATION S'APPLIQUANT A L'AFGHANISTAN CONTENUE DANS L'AIC 13/24.)

(H2424/24 NOTAMN

Q) CZUL/QAFTT/IV/BO/E/000/100/5440N06941W999

A) CZUL B) 2406131130 C) 2412191600EST

E) TRIGGER NOTAM - AIP SUPPLEMENT 43/24 IN EFFECT UNTIL 10 JUN 2027 HIGH SPEED TEST FLIGHTS BELOW 10 000 FEET

FR:

NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 43/24 EN VIGUEUR JUSQU'AU 10 JUN 2027 VOLS D'ESSAI A HAUTE VITESSE EN DESSOUS DE 10 000 PIEDS)

(H4366/23 NOTAMN

Q) CZXX/QADTT/IV/BO/E/000/999/5243N05321W999

A) CZUL CZQM CZQX B) 2312202144 C) 2412191600EST

E) TRIGGER NOTAM - AIP SUPPLEMENT 26/18 IN EFFECT. ADJUSTMENT TO THE CANADA AIR DEFENCE IDENTIFICATION ZONE (ADIZ).

FR:

NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 26/18 EN VIGUEUR. MODIFICATION DE LA ZONE D'IDENTIFICATION DE DEFENSE AERIENNE DU CANADA)



ST-THOMAS - CJ02 - Reg

## NOTAM

(H4106/24 NOTAMR H3534/24  
Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999  
A) CZQX CZQM CZUL B) 2408281606 C) 2410271800EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
IN RESPONSE TO THE SECURITY SITUATION IN LEBANON. CANADIAN AIR  
OPERATORS AND OWNERS OF ACFT REGISTERED IN CANADA ARE  
RECOMMENDED TO NOT ENTER THE BEIRUT FIR (OLBB), DUE TO POTENTIAL  
RISK TO AVIATION FM MIL ACT. THIS NOTAM SUPERSEDES  
THE ADVICE FOR LEBANON IN AIC 13/24.

FR:  
AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR  
LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE  
SECURITE AU LIBAN. ON RECOMMANDE AUX EXPLOITANTS AERIENS  
CANADIENS ET PROPRIETAIRES ACFT IMMATICULES AU CANADA DE NE PAS  
PENETRER DANS LA FIR BEIRUT (OLBB), EN RAISON DU RISQUE  
POTENTIEL POUR L'AVIATION LIE A ACT MIL. CE NOTAM REMPLACE LA  
RECOMMANDATION S'APPLIQUANT AU LIBAN DANS L'AIC 13/24.)

(H3920/24 NOTAMN  
Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999  
A) CZUL CZQM CZQX B) 2408231347 C) 2411211600EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
IN RESPONSE TO THE SECURITY SITUATION IN AFGHANISTAN. CANADIAN  
AIR OPR AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED  
TO MAINTAIN A FLT LVL EQUAL TO OR ABV FL320, WITHIN THE KABUL  
FIR (OAKX), DUE TO POTENTIAL RISK TO AVIATION FM EXTREMIST AND  
MIL ACT AND LTD RISK MITIGATION CAPABILITIES. THIS NOTAM  
SUPERSEDES THE ADVICE FOR AFGHANISTAN IN AIC 13/24.

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AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS  
PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE  
SECURITE EN AFGHANISTAN. IL EST RECOMMANDE AUX EXPLOITANTS  
ACFT CANADIENS ET AUX PROPRIETAIRES D'AERONEFS IMMATICULES  
AU CANADA DE MAINTENIR UN NIVEAU DE VOL EGAL OU SUPERIEUR AU  
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L'ACTIVITE DES EXTREMISTES ET DES MIL ET CAPACITES LIMITEES  
D'ATTENUATION DES RISQUES. CE NOTAM REMPLACE LA RECOMMANDATION  
S'APPLIQUANT A L'AFGHANISTAN CONTENUE DANS L'AIC 13/24.)

(H2424/24 NOTAMN  
Q) CZUL/QAFTT/IV/BO/E/000/100/5440N06941W999  
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E) TRIGGER NOTAM - AIP SUPPLEMENT 43/24 IN EFFECT UNTIL 10 JUN 2027  
HIGH SPEED TEST FLIGHTS BELOW 10 000 FEET

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NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 43/24 EN VIGUEUR JUSQU'AU  
10 JUN 2027 VOLS D'ESSAI A HAUTE VITESSE EN DESSOUS DE 10 000  
PIEDS)

(H4366/23 NOTAMN  
Q) CZXX/QADTT/IV/BO/E/000/999/5243N05321W999  
A) CZUL CZQM CZQX B) 2312202144 C) 2412191600EST  
E) TRIGGER NOTAM - AIP SUPPLEMENT 26/18 IN EFFECT. ADJUSTMENT TO THE  
CANADA AIR DEFENCE IDENTIFICATION ZONE (ADIZ).

FR:  
NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 26/18 EN VIGUEUR.  
MODIFICATION DE LA ZONE D'IDENTIFICATION DE DEFENSE AERIENNE DU  
CANADA)





## ST-CUTHBERT (ULM QUEBEC) - CCU2 - Reg

### NOTAM

(H4106/24 NOTAMR H3534/24

Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999

A) CZQX CZQM CZUL B) 2408281606 C) 2410271800EST

E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT IN RESPONSE TO THE SECURITY SITUATION IN LEBANON. CANADIAN AIR OPERATORS AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED TO NOT ENTER THE BEIRUT FIR (OLBB), DUE TO POTENTIAL RISK TO AVIATION FM MIL ACT. THIS NOTAM SUPERSEDES THE ADVICE FOR LEBANON IN AIC 13/24.

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AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE SECURITE AU LIBAN. ON RECOMMANDE AUX EXPLOITANTS AERIENS CANADIENS ET PROPRIETAIRES ACFT IMMATRICULES AU CANADA DE NE PAS PENETRER DANS LA FIR BEIRUT (OLBB), EN RAISON DU RISQUE POTENTIEL POUR L'AVIATION LIE A ACT MIL. CE NOTAM REMPLACE LA RECOMMANDATION S'APPLIQUANT AU LIBAN DANS L'AIC 13/24.)

(H3920/24 NOTAMN

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E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT IN RESPONSE TO THE SECURITY SITUATION IN AFGHANISTAN. CANADIAN AIR OPR AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED TO MAINTAIN A FLT LVL EQUAL TO OR ABV FL320, WITHIN THE KABUL FIR (OAKX), DUE TO POTENTIAL RISK TO AVIATION FM EXTREMIST AND MIL ACT AND LTD RISK MITIGATION CAPABILITIES. THIS NOTAM SUPERSEDES THE ADVICE FOR AFGHANISTAN IN AIC 13/24.

FR:

AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE SECURITE EN AFGHANISTAN. IL EST RECOMMANDE AUX EXPLOITANTS ACFT CANADIENS ET AUX PROPRIETAIRES D'AERONEFS IMMATRICULES AU CANADA DE MAINTENIR UN NIVEAU DE VOL EGAL OU SUPERIEUR AU FL320 DANS LA FIR KABUL (OAKX). RISQUE POTENTIEL LIE A L'ACTIVITE DES EXTREMISTES ET DES MIL ET CAPACITES LIMITEES D'ATTENUATION DES RISQUES. CE NOTAM REMPLACE LA RECOMMANDATION S'APPLIQUANT A L'AFGHANISTAN CONTENUE DANS L'AIC 13/24.)

(H2424/24 NOTAMN

Q) CZUL/QAFTT/IV/BO/E/000/100/5440N06941W999

A) CZUL B) 2406131130 C) 2412191600EST

E) TRIGGER NOTAM - AIP SUPPLEMENT 43/24 IN EFFECT UNTIL 10 JUN 2027 HIGH SPEED TEST FLIGHTS BELOW 10 000 FEET

FR:

NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 43/24 EN VIGUEUR JUSQU'AU 10 JUN 2027 VOLS D'ESSAI A HAUTE VITESSE EN DESSOUS DE 10 000 PIEDS)

(H4366/23 NOTAMN

Q) CZXX/QADTT/IV/BO/E/000/999/5243N05321W999

A) CZUL CZQM CZQX B) 2312202144 C) 2412191600EST

E) TRIGGER NOTAM - AIP SUPPLEMENT 26/18 IN EFFECT. ADJUSTMENT TO THE CANADA AIR DEFENCE IDENTIFICATION ZONE (ADIZ).

FR:

NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 26/18 EN VIGUEUR. MODIFICATION DE LA ZONE D'IDENTIFICATION DE DEFENSE AERIENNE DU CANADA)

## LOURDES-DE-JOLIETTE - CSE3 - Reg

### NOTAM

(K2974/24 NOTAMR K2870/24  
Q) CZUL/QMRLC/IV/NBO/A/000/999/4603N07330W005  
A) CXXX B) 2409202230 C) 2409272000  
E) CSG3 JOLIETTE  
GRASS RWY BTN TWY B AND C CLSD

FR:  
CSG3 JOLIETTE  
RWY EN GAZON BTN TWY B AND C CLSD)

(H4106/24 NOTAMR H3534/24  
Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999  
A) CZQX CZQM CZUL B) 2408281606 C) 2410271800EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
IN RESPONSE TO THE SECURITY SITUATION IN LEBANON. CANADIAN AIR  
OPERATORS AND OWNERS OF ACFT REGISTERED IN CANADA ARE  
RECOMMENDED TO NOT ENTER THE BEIRUT FIR (OLBB), DUE TO POTENTIAL  
RISK TO AVIATION FM MIL ACT. THIS NOTAM SUPERSEDES  
THE ADVICE FOR LEBANON IN AIC 13/24.

FR:  
AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR  
LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE  
SECURITE AU LIBAN. ON RECOMMANDE AUX EXPLOITANTS AERIENS  
CANADIENS ET PROPRIETAIRES ACFT IMMATICULES AU CANADA DE NE PAS  
PENETRER DANS LA FIR BEIRUT (OLBB), EN RAISON DU RISQUE  
POTENTIEL POUR L'AVIATION LIE A ACT MIL. CE NOTAM REMPLACE LA  
RECOMMANDATION S'APPLIQUANT AU LIBAN DANS L'AIC 13/24.)

(H3920/24 NOTAMN  
Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999  
A) CZUL CZQM CZQX B) 2408231347 C) 2411211600EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
IN RESPONSE TO THE SECURITY SITUATION IN AFGHANISTAN. CANADIAN  
AIR OPR AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED  
TO MAINTAIN A FLT LVL EQUAL TO OR ABV FL320, WITHIN THE KABUL  
FIR (OAKX), DUE TO POTENTIAL RISK TO AVIATION FM EXTREMIST AND  
MIL ACT AND LTD RISK MITIGATION CAPABILITIES. THIS NOTAM  
SUPERSEDES THE ADVICE FOR AFGHANISTAN IN AIC 13/24.

FR:  
AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS  
PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE  
SECURITE EN AFGHANISTAN. IL EST RECOMMANDE AUX EXPLOITANTS  
ACFT CANADIENS ET AUX PROPRIETAIRES D'AERONEFS IMMATICULES  
AU CANADA DE MAINTENIR UN NIVEAU DE VOL EGAL OU SUPERIEUR AU  
FL320 DANS LA FIR KABUL (OAKX). RISQUE POTENTIEL LIE A  
L'ACTIVITE DES EXTREMISTES ET DES MIL ET CAPACITES LIMITEES  
D'ATTENUATION DES RISQUES. CE NOTAM REMPLACE LA RECOMMANDATION  
S'APPLIQUANT A L'AGHANISTAN CONTENUE DANS L'AIC 13/24.)

(H2424/24 NOTAMN  
Q) CZUL/QAFTT/IV/B0/E/000/100/5440N06941W999  
A) CZUL B) 2406131130 C) 2412191600EST  
E) TRIGGER NOTAM - AIP SUPPLEMENT 43/24 IN EFFECT UNTIL 10 JUN 2027  
HIGH SPEED TEST FLIGHTS BELOW 10 000 FEET

FR:  
NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 43/24 EN VIGUEUR JUSQU'AU  
10 JUN 2027 VOLS D'ESSAI A HAUTE VITESSE EN DESSOUS DE 10 000  
PIEDS)

(H4366/23 NOTAMN  
Q) CZXX/QADTT/IV/B0/E/000/999/5243N05321W999  
A) CZUL CZQM CZQX B) 2312202144 C) 2412191600EST  
E) TRIGGER NOTAM - AIP SUPPLEMENT 26/18 IN EFFECT. ADJUSTMENT TO THE  
CANADA AIR DEFENCE IDENTIFICATION ZONE (ADIZ).

FR:  
NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 26/18 EN VIGUEUR.  
MODIFICATION DE LA ZONE D'IDENTIFICATION DE DEFENSE AERIENNE DU  
CANADA)



## LOUISEVILLE - CSJ4 - Reg

### NOTAM

(H4106/24 NOTAMR H3534/24  
Q) CZXX/QOEXX/IV/NB0/E/000/999/5243N05321W999  
A) CZQX CZQM CZUL B) 2408281606 C) 2410271800EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
IN RESPONSE TO THE SECURITY SITUATION IN LEBANON. CANADIAN AIR  
OPERATORS AND OWNERS OF ACFT REGISTERED IN CANADA ARE  
RECOMMENDED TO NOT ENTER THE BEIRUT FIR (OLBB), DUE TO POTENTIAL  
RISK TO AVIATION FM MIL ACT. THIS NOTAM SUPERSEDES  
THE ADVICE FOR LEBANON IN AIC 13/24.

FR:  
AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR  
LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE  
SECURITE AU LIBAN. ON RECOMMANDE AUX EXPLOITANTS AERIENS  
CANADIENS ET PROPRIETAIRES ACFT IMMATRICULES AU CANADA DE NE PAS  
PENETRER DANS LA FIR BEIRUT (OLBB), EN RAISON DU RISQUE  
POTENTIEL POUR L'AVIATION LIE A ACT MIL. CE NOTAM REMPLACE LA  
RECOMMANDATION S'APPLIQUANT AU LIBAN DANS L'AIC 13/24.)

(N2906/24 NOTAMR N2430/24  
Q) CZUL/QNBXX/IV/B0/AE/000/999/4622N07240W025  
A) CYRQ B) 2408271137 C) 2410112359  
E) TROIS-RIVIERES NDB YRQ 205KHZ OPR AT 50 PCT PWR OR LESS

FR:  
TROIS-RIVIERES NDB YRQ 205KHZ OPR A 50 PCT PWR OU MOINS)

(H3920/24 NOTAMN  
Q) CZXX/QOEXX/IV/NB0/E/000/999/5243N05321W999  
A) CZUL CZQM CZQX B) 2408231347 C) 2411211600EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
IN RESPONSE TO THE SECURITY SITUATION IN AFGHANISTAN. CANADIAN  
AIR OPR AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED  
TO MAINTAIN A FLT LVL EQUAL TO OR ABV FL320, WITHIN THE KABUL  
FIR (OAKX), DUE TO POTENTIAL RISK TO AVIATION FM EXTREMIST AND  
MIL ACT AND LTD RISK MITIGATION CAPABILITIES. THIS NOTAM  
SUPERSEDES THE ADVICE FOR AFGHANISTAN IN AIC 13/24.

FR:  
AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS  
PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE  
SECURITE EN AFGHANISTAN. IL EST RECOMMANDE AUX EXPLOITANTS  
ACFT CANADIENS ET AUX PROPRIETAIRES D'AERONEFS IMMATRICULES  
AU CANADA DE MAINTENIR UN NIVEAU DE VOL EGAL OU SUPERIEUR AU  
FL320 DANS LA FIR KABUL (OAKX). RISQUE POTENTIEL LIE A  
L'ACTIVITE DES EXTREMISTES ET DES MIL ET CAPACITES LIMITEES  
D'ATTENUATION DES RISQUES. CE NOTAM REMPLACE LA RECOMMANDATION  
S'APPLIQUANT A L'AGHANISTAN CONTENUE DANS L'AIC 13/24.)

(H2424/24 NOTAMN  
Q) CZUL/QAFTT/IV/B0/E/000/100/5440N06941W999  
A) CZUL B) 2406131130 C) 2412191600EST  
E) TRIGGER NOTAM - AIP SUPPLEMENT 43/24 IN EFFECT UNTIL 10 JUN 2027  
HIGH SPEED TEST FLIGHTS BELOW 10 000 FEET

FR:  
NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 43/24 EN VIGUEUR JUSQU'AU  
10 JUN 2027 VOLS D'ESSAI A HAUTE VITESSE EN DESSOUS DE 10 000  
PIEDS)

(H4366/23 NOTAMN  
Q) CZXX/QADTT/IV/B0/E/000/999/5243N05321W999  
A) CZUL CZQM CZQX B) 2312202144 C) 2412191600EST  
E) TRIGGER NOTAM - AIP SUPPLEMENT 26/18 IN EFFECT. ADJUSTMENT TO THE  
CANADA AIR DEFENCE IDENTIFICATION ZONE (ADIZ).

FR:  
NOTAM DECLENCHEUR - SUPPLEMENT D'AIP 26/18 EN VIGUEUR.  
MODIFICATION DE LA ZONE D'IDENTIFICATION DE DEFENSE AERIENNE DU  
CANADA)