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**AIRPORT REMARKS** Oper H24. Oct-Apr migratory birds invof arpt; resident Snow Goose population, significant hazard at and blo 400' AGL west of the thld of Rwy 08R and Rwy 08L out to 1.9 NM. Freq VFR float acft activity on river south side of arpt. ARFF svc avbl. Rwy 13 dep not authorized for A340-600/B777-300/A350-900/A350-1000/B787-10 and larger. Rwy 08L arr, reverse turns to exit rwy not authorized. Rwy 31 arr not authorized for A340-600/B777-300/A350-900/A350-1000/B787-10 and larger. Turbojets equipped with reverse thrust plan to exit Twy M3 or byd. Rwy 08R arr, acft exiting onto Twy D1, turn north on Twy E. Do not stop in rwy area. Rwy 26R arr, reverse turns not authorized for turbojets. Turboprop authorized daytime hrs only with prior apvl. Turbojets equipped with reverse thrust plan to exit Twy M4 or byd. Acft rolling long, planning to use Twy H, see Standard Taxi Arrival Procedures CFS. Rwy 26L arr, turns onto Rwy 31 not authorized without clnc. Acft exiting onto Twy H, hold-short of Twy D. Do not stop in rwy area. PPR for all engine airtarts or crossbleed starts & aprons I, II, III, IV, V, VI, VIII. Apron I rstd to CRJ-900/SD34 and smaller. Pavement byd twy is non load bearing. Apron I, II, III, IV, V, VI, VIII, PPR Airport Ops is required. Apron IV rstd to B757 & smaller, btwn Twy DW and FedEx not auth for taxi below RVR 1200, follow me rqr, ctc Arpt Ops. Acft stand taxilane east of DW rstd to Convair CV-580 & smaller. Apron VI (Twy P), B767 and larger, travelling eastbound, prohibited exiting Twy P. Apron VI bypass taxilane cntrln amber lgtg. Apron VI, traveling eastbound, turns onto P restricted to B767/A310 and smaller. Apron VI east bypass restricted to B737 and smaller. Left turns onto Twy D1 restricted to B737-900/A321 and smaller. Apron VI (east) pushbacks from remote parking positions E1-E3 to west taxilane. Apron VI (east) pushbacks from remote parking positions E10-E19 to south taxilane. All aircraft on Apron VI use min thrust due to jet blast. Apron VIII rstd to B767/A310 & smaller. Uncld twys: Twy C (south of Twy F), Twy F, Twy J (btwn Twy L and Twy K), Twy Q, Twy DR, Twy DS, Twy DT, Twy DU, Twy DV and Twy DW. Uncld vehicle crossings: DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V. Twy H, Twy A2 rstd to Lear 60/DH8-300 and smaller. Twy A (East of Twy E) rstd to B767/A310 and smaller. Twy B rstd to B767/A310 and smaller. Twy E (north of Twy D) rstd to A330/B787-10 and smaller. Twy C (South of Twy F) rstd to B737/A321 and smaller, follow me rqr below RVR 1200, ctc Arpt Ops. Twy C (North of Twy F) rstd to B767/A310 and smaller. Twy D (Eastbound) no left turns onto Twy H by A321/B737-900 and larger. Twy D (Westbound) no left turn onto Twy H. Twy D and Twy D5 rstd from simultaneous use by acft larger than B767/A310. Right hand turns onto Twy DR-Discretionary oversteer required. Twy D2 rstd to CRJ-900 and smaller. Twy D7 no right turns onto D. Twy F (West of Twy C) rstd to B767/A310 and smaller. Twy F (East of Twy C) rstd to CRJ-900 and smaller. Twy G rstd to A310/B767 and smaller. Twy DR, Twy DS. Twy H (Southbound): No right turns onto Twys A, D, L or H4. No left turns onto D1. Twy H (South of Rwy 08R-26L) rstd to B767/A310 and smaller. Twy H (Northbound): No left turns onto Twy V. No right turns onto Twy D. No right turns onto Twy L for B767/A300 and larger. Twy J no left turns onto Twy K by acft B767/A300 and larger. Twy J (Southbound): B747/A340 not auth S of Twy K. All acft use min thrust when turning due to jet blast. Twy J (Northbound), no left turns onto Twy K by B767/A310 and larger. Twy L entry and exit at apron VI rstd to B737/A321 and smaller. No right turns onto Twy V. Twy M4, no left or right turns onto M for A340-600/B777-300/A350-900/A350-1000/B787-10 and larger. A340-600/B777-300 avbl twys: D, D3, D5, DT, E (South of Rwy 08-26L). Twy M1-Twy M6 (rapid exit) design speed in wet cond is 50 kts (95 km/h). Twy D3 design speed in wet conditions is 50 kt (95 km/h). Twy P: Right turns onto Twy M rstd to B767/A310 and smaller. Twy Q: Uncontrolled vehicle crossings. Twy S rstd to B767/A310 and smaller. Twy V no left turns onto L. Wide Body Acft A380/B747-8/AN124 avbl twys, Twy D, Twy D3, Twy D5, Twy D7, Twy D9, Twy DT, Twy H (north of Rwy 08R-26L), Twy J (north of Twy K), Twy JA, Twy K (west of Twy R), Twy L (west of Rwy 13-31), Twy M, Twy M5, Twy M6, Twy M7, Twy M9, Twy M10, Twy R, and Twy V. Discretionary oversteer is required at every intersection. When A380 is on Twy M between Twy J and Twy T, the taxilane between Gate 66 & Twy T is restricted to B757 & smaller (& vice versa). Wide Body Acft A340-600/B777-300/A350-900/A350-1000/B787-10 avbl twys Twy D, Twy D3, Twy D5, Twy D7, Twy D9, Twy DT, Twy DY, Twy E (south of Rwy 08R-26L), Twy H (north of Rwy 08R-26L), Twy J, Twy JA, Twy JB, Twy JC, Twy K, Twy L (west of Twy J), Twy M, Twy M4, Twy M5, Twy M6, Twy M7, Twy M8, Twy M9, Twy M10, Twy P, Twy T, Twy R, & Twy V. Discretionary oversteer is required at every intersection. Twy M3 not avbl to A340-600/B777-300/A350-900/A350-1000/B787-10 and larger. Twy DW rstd to B757 and smaller. Twy H2 avbl to B767/A310 and smaller. Twy J AGN VI north of parking position W2. Twy J AGN V south of parking position W2. Twy K AGN VI west of Twy R. Twy K AGN V east of Twy R. Acft pushing back from gates 40 thru 43 ctc 127.15 (North). VNAP A or B rqr for all rwys. Advise ATC clnc del if using VNAP B. Follow assigned SID 3000 BPOC. Apron III, jets towed in and out. For water aerodrome info refer to CWAS. Landing fee. Customs avbl ctc 888-226-7277. 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. Multilateration: Pilots must keep their transponder on at all times when maneuvering on the airport (turn on prior to contacting Ground Control for pushback and on arrival, remain on until final engine shutdown). Pilots that do not have transponder code issued by ATC squawk 1000 when taxiing. APU SHUTDOWN PROCEDURE: Acft Auxiliary Power Unit (APU) use shall be limited to 15 min or less in total between on-block time and departure of acft from stands supplied with Ground Power unit (GPU) and/or preconditioned air, for environmental reasons, if the outside air temperature is between 0 degrees and 20 degrees Celsius. Acft shall not need to comply with above limitations on stands not equipped with serviceable GPU and/or preconditioned air or if there are overriding health and safety considerations. Narrow-body aircraft will use positions W1, W3, W4, W6, W7, W9, W17 and W19, indicated by yellow inset guidance lights.

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