

List of pages in this Trip Kit

Trip Kit Index

Airport Information For CYOW

Terminal Charts For CYOW

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: OTTAWA ON CAN
ICAO/IATA: CYOW / YOW
Lat/Long: N45° 19.35', W075° 40.04'
Elevation: 377 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 14.0° W
Sectional Chart: Montreal

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1016 Z
Sunset: 2349 Z

Runway Information

Runway: 04
Length x Width: 3300 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 348 ft
Displaced Threshold: 250 ft

Runway: 07
Length x Width: 8000 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 373 ft
Lighting: Edge, ALS

Runway: 14
Length x Width: 10005 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 369 ft
Lighting: Edge, ALS

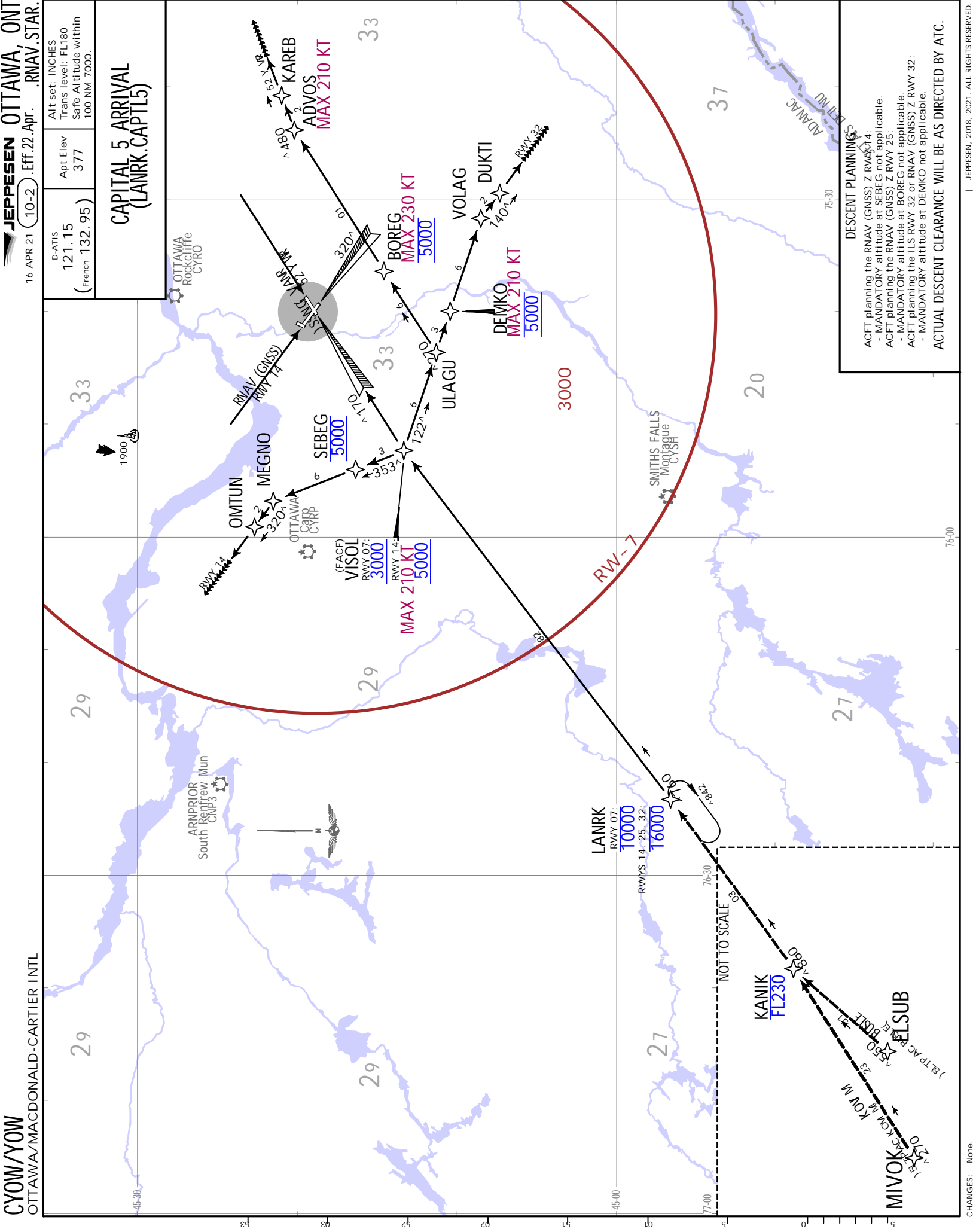
Runway: 22
Length x Width: 3300 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 336 ft

Runway: 25
Length x Width: 8000 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 373 ft
Lighting: Edge, ALS

Runway: 32
Length x Width: 10005 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 371 ft
Lighting: Edge, ALS

Communication Information

ATIS: 132.950 Non-English
ATIS: 121.150
Ottawa Tower: 118.800
Ottawa Tower: 120.100
Ottawa Ground: 121.900
Ottawa Clearance Delivery: 119.400
Ottawa Arrival: 135.150
Ottawa Departure: 128.175
Iceman Operations: 122.350
Ottawa Terminal Area: 127.700
Pad Control Operations: 122.925
Quebec Radio Radio: 126.700 RCO
Quebec Radio Radio: 123.150 Flight Info Service RCO



JEPPESEN OTTAWA, ONT
 16 APR 21 (10-2) . Eff. 22.Apr. .RNAV.STAR.
 D-ATIS
 121.15
 (French 132.95)
 Alt set: INCHES
 Trans level: FL180
 Safe Altitude within
 100 NM 7000.

**CAPITAL 5 ARRIVAL
 (LANRK.CAPT15)**

DESCENT PLANNING
 ACFT planning the RNAV (GNSS) Z RWY 14:
 - MANDATORY altitude at SEBEG not applicable.
 ACFT planning the RNAV (GNSS) Z RWY 25:
 - MANDATORY altitude at BOREG not applicable.
 ACFT planning the ILS RWY 32 or RNAV (GNSS) Z RWY 32:
 - MANDATORY altitude at DEMKO not applicable.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CYW/YOW
 OTTAWA/MACDONALD-CARTIER INTL

ARNPRIOR
 South Reprew Mun
 CNP3

OTTAWA
 Rockcliffe
 CYRO

LANRK
 RWY 07:
 10000
 16000
 RWYS 14, 25, 32:

KANIK
 FL230

MIVOK
 RWY 32
 1210
 (ELTP AC RWY 32)
 BISE
 RWY 32
 1550
 (ELTP AC RWY 32)
 ELSUB
 RWY 32
 1550
 (ELTP AC RWY 32)
 KOU M
 RWY 32
 1550
 (ELTP AC RWY 32)

LANRK
 RWY 07:
 10000
 16000
 RWYS 14, 25, 32:

(FACF)
 VISOL
 RWY 07:
 3000
 5000
 RWY 14:
 210 KT
 5000

SEBEG
 5000

ULAGU
 210
 5000

DEMKO
 MAX 210 KT
 5000

BOREG
 MAX 230 KT
 5000

VOLAG
 740
 5000

DUKTI
 RWY 32

KAREB
 480
 5000

ADVOS
 MAX 210 KT

OMTUN
 RWY 14

MEGNO
 RWY 14

OTTAWA
 Rockcliffe
 CYRO

NOT TO SCALE

RW-7

CYWOW/YOW
OTTAWA/MACDONALD-CARTIER INTL

D-ATIS
121.15
(French 132.95)

Apt Elev
377

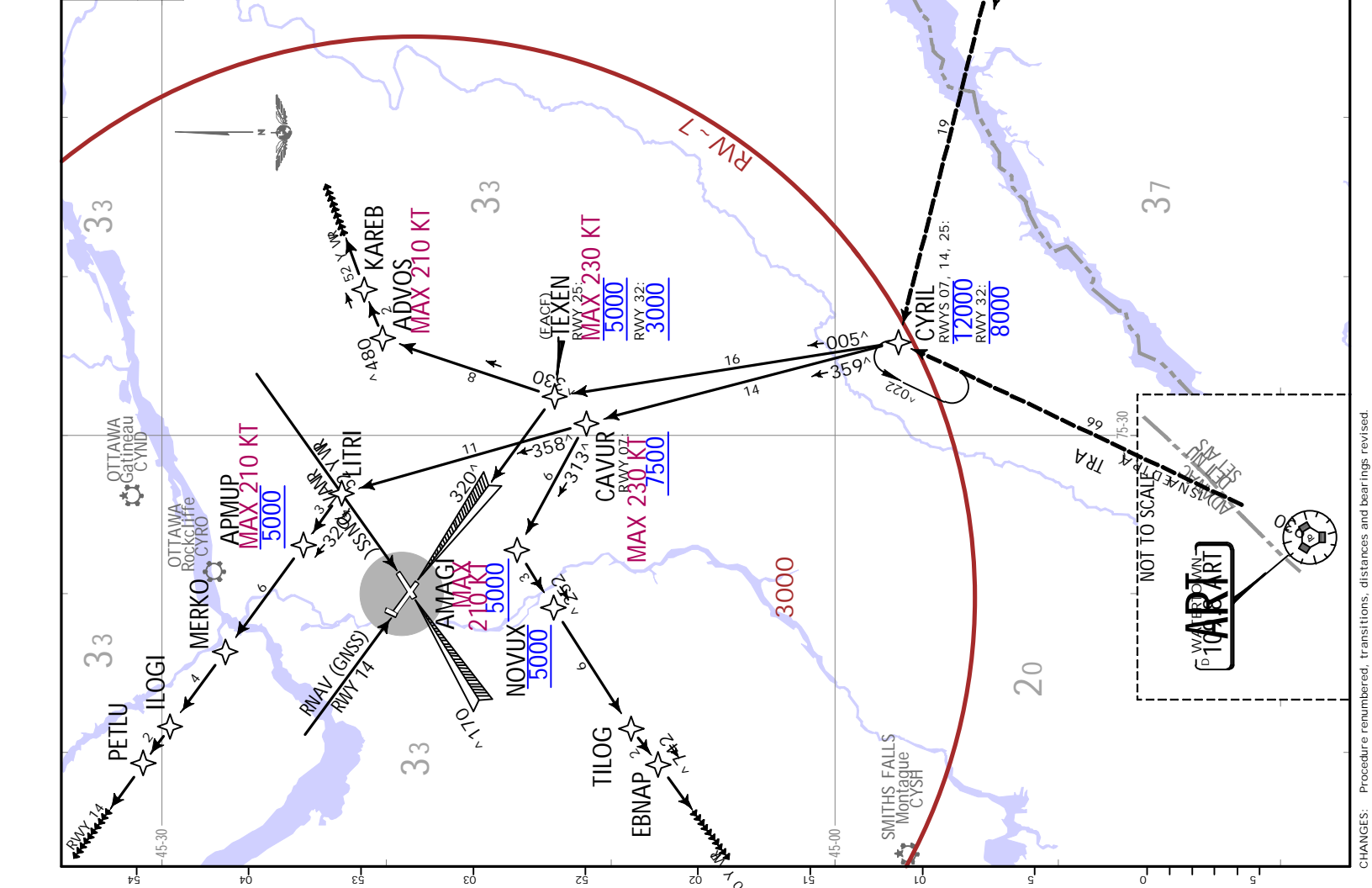
Air set: INCHES Trans level: FL180
Safe Altitude within 100 NM 7000.

DEANS 1 ARRIVAL (CYRIL.DEANS1)

DESCENT PLANNING

ACFT planning the ILS RWY 07 or RNAV (GNSS) Z RWY 07:
 - MANDATORY altitude at NOVUX not applicable.
 ACFT planning the RNAV (GNSS) Z RWY 14:
 - MANDATORY altitude at APMIUP not applicable.
 ACFT planning the RNAV (GNSS) Z RWY 25:
 - MANDATORY altitude at TEXEN not applicable.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



CHANGES: None

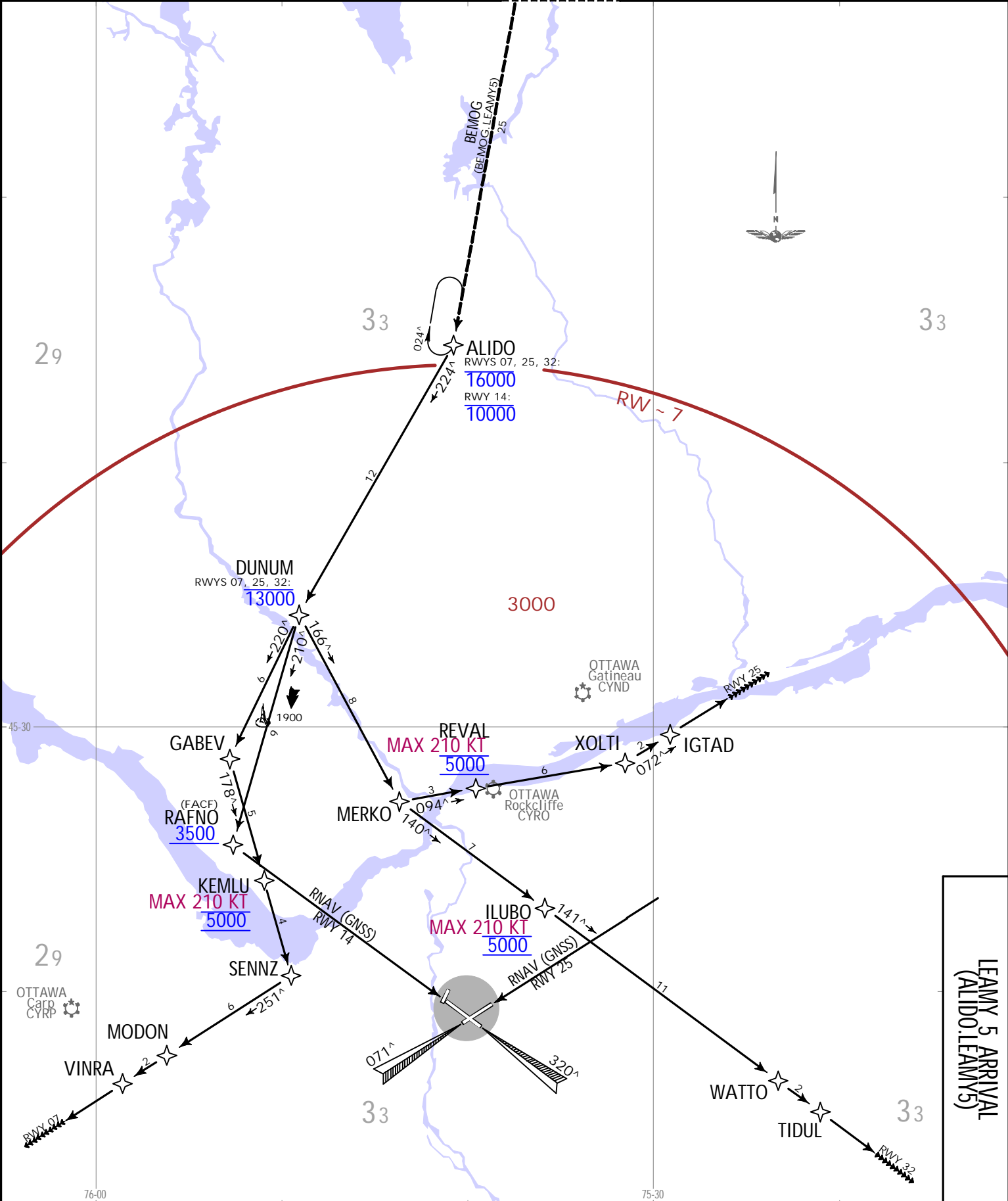
CYOW/YOW
OTTAWA/MACDONALD-CARTIER INTL

D-ATIS 121.15 (French 132.95)	Apt Elev 377	Alt set: INCHES Trans level: FL180 Safe Altitude within 100 NM 7000.
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BEMOG
FL210
NOT TO SCALE

DESCENT PLANNING
ACFT planning the ILS RWY 07 or RNAV (GNSS) Z RWY 07:
- MANDATORY altitude at KEMLU not applicable.
ACFT planning the RNAV (GNSS) Z RWY 25:
- MANDATORY altitude at REVAL not applicable.
ACFT planning the ILS RWY 32 or RNAV (GNSS) Z RWY 32:
- MANDATORY altitude at ILUBO not applicable.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

LEAMY 5 ARRIVAL (ALIDO.LEAMY5)



LEAMY 5 ARRIVAL
(ALIDO.LEAMY5)

JEPPESEN
16 APR 21
10-2C
Eff. 22 Apr.

CYOW/YOW
OTTAWA/MACDONALD-CARTIER INTL

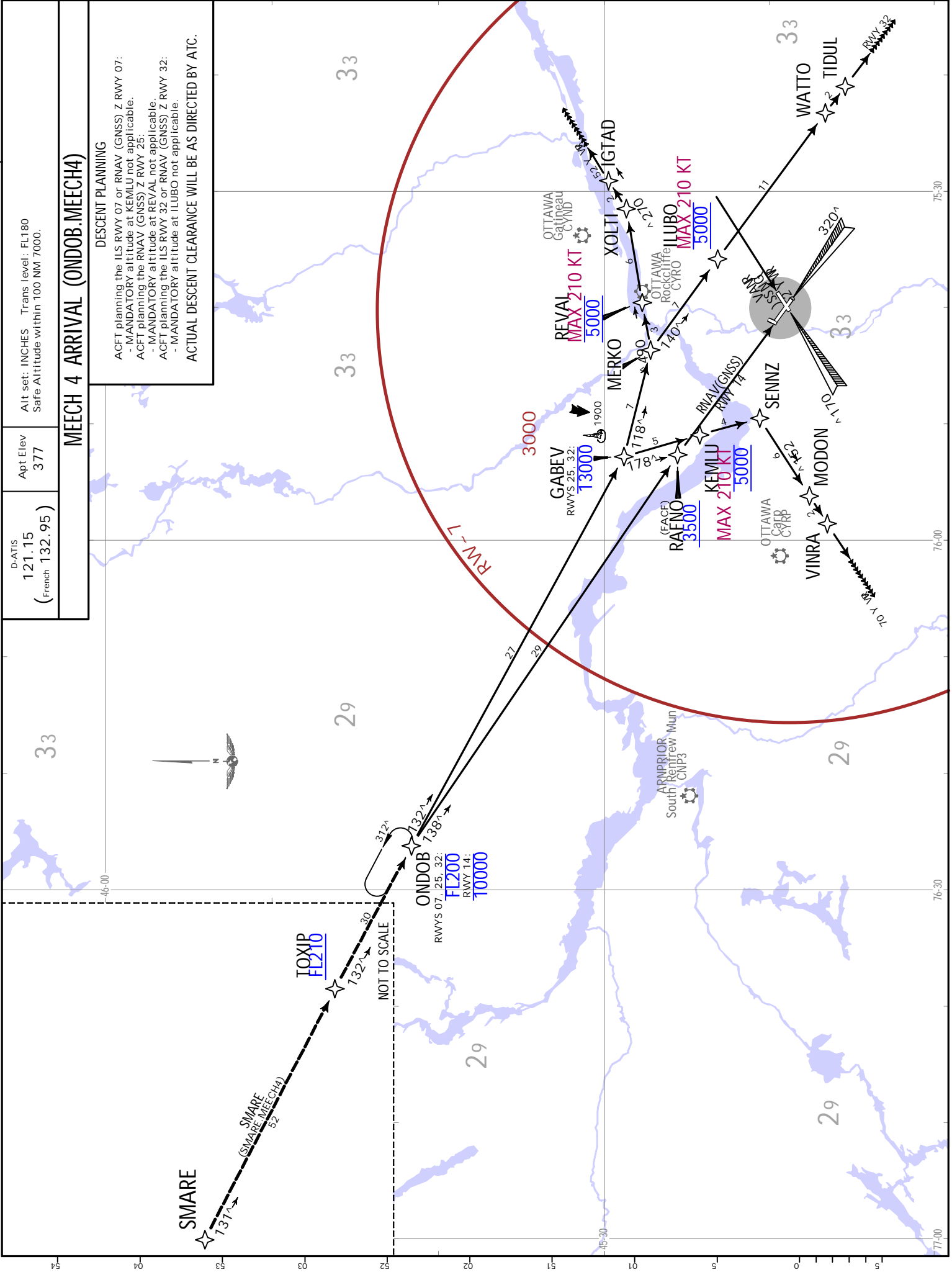
D-ATIS
121.15
(French 132.95)

Apt Elev 377
Alt set: INCHES Trans level: FL180
Safe Altitude within 100 NM 7000.

OTTAWA, ONT
RNAV STAR

MEECH 4 ARRIVAL (ONDOB.MEECH4)

DESCENT PLANNING
ACFT planning the ILS RWY 07 or RNAV (GNSS) Z RWY 07:
- MANDATORY altitude at KEMLU not applicable.
ACFT planning the RNAV (GNSS) Z RWY 25:
- MANDATORY altitude at REVAL not applicable.
ACFT planning the ILS RWY 32 or RNAV (GNSS) Z RWY 32:
- MANDATORY altitude at ILUBO not applicable.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



JEPPESEN OTTAWA, ONT
 10 JUL 20 (10-2D) .Eff. 16.Jul. .RNAV.S.TAR.

D-ATIS
 121.15
 (French 132.95)

Apt Elev
 377

Alt set: INCHES
 Trans level: FL180

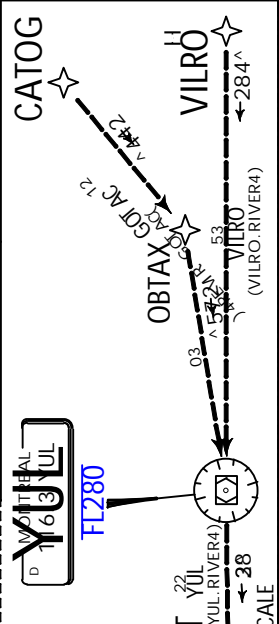
1. CAUTION: Glider activity in the vicinity of Pendleton.
 2. Safe Altitude within 100 NM 7000.

RIVER 4 ARRIVAL (ALSET.RIVER4)

HOLDINGS OVER

THURO
 ^ 390
 k 372

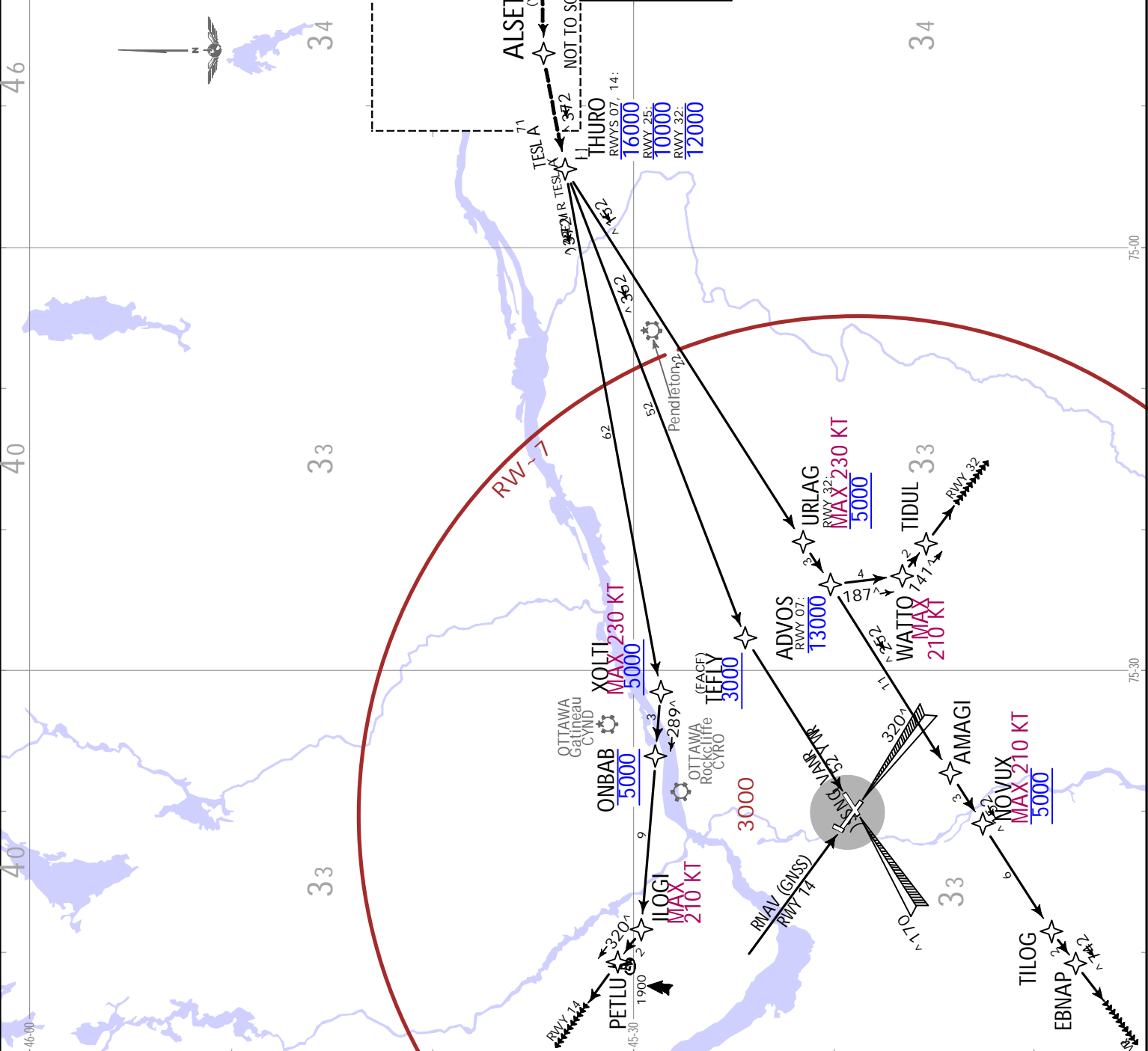
VILRO
 ^ 104
 k 284



DESCENT PLANNING

ACFT planning the ILS RWY 07 or RNAV (GNSS) Z RWY 07:
 - MANDATORY altitude at NOVUX not applicable.
 ACFT planning the RNAV (GNSS) Z RWY 14:
 - MANDATORY altitude at ONBAB not applicable.
 ACFT planning the ILS RWY 32 or RNAV (GNSS) Z RWY 32:
 - MANDATORY altitude at URLAG not applicable.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



CYOW/YOW

OTTAWA/MACDONALD-CARTIER INTL

13 MAY 22

10-3 Eff.19.May.

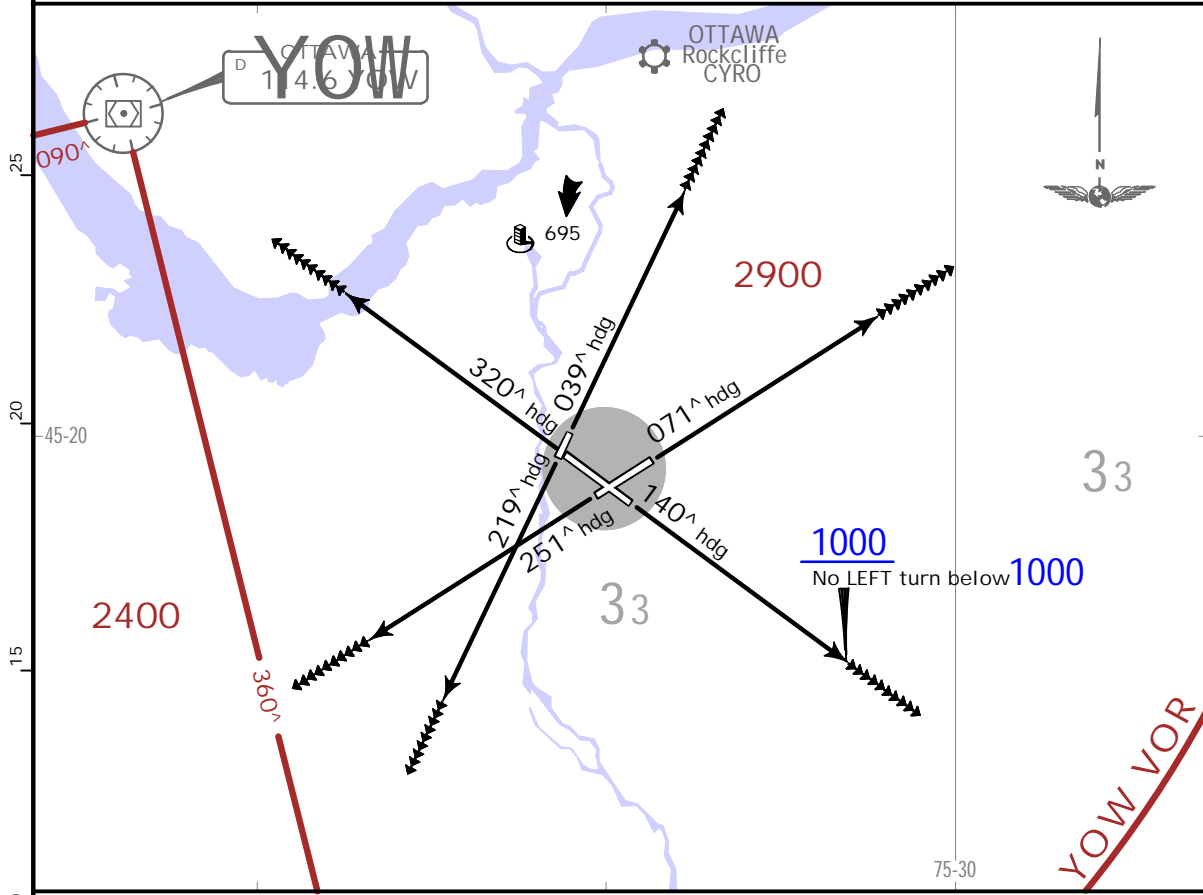
OTTAWA, ONT

.SID.



OTTAWA Departure 128.17	Apt Elev 377	Trans alt: 18000 1. Safe Altitude within 100 NM 7000. 2. Refer to 10-4 Noise Abatement Procedures for additional requirements.
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OTTAWA 4 DEPARTURE (CYOW4.) (VECTOR)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

Runways 04, 07, 14, 22 and 25:

1. Select transponder code 7600;
2. 5 minutes after selecting 7600, proceed directly on course and climb to flight planned altitude.

Runway 32:

1. Select transponder code 7600;
2. Non-Jet aircraft, climb and MAINTAIN 4000;
3. 5 minutes after selecting 7600, proceed directly on course and climb to flight planned altitude.

NOTE: If communications failure occurs more than 10 minutes after take-off, comply with appropriate procedures for Communications Failure en-route.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of:
 Rwy 04: 270 per NM to 600.

Gnd speed-KT	75	100	150	200	250	300
270 per NM	338	450	675	900	1125	1350

1 Unless otherwise assigned by ATC.

RWY	INITIAL CLIMB	1 ALTITUDE
04	Climb heading 039 [^] or as assigned for vectors to assigned route.	Non-jet aircraft MAINTAIN 3000
07	Climb heading 071 [^] or as assigned for vectors to assigned route.	Jet aircraft MAINTAIN 5000
14	No LEFT turn below 1000. Climb heading 140 [^] or as assigned for vectors to assigned route.	Non-jet aircraft MAINTAIN 3000
22	Climb heading 219 [^] or as assigned for vectors to assigned route.	Non-jet aircraft MAINTAIN 3000
25	Climb heading 251 [^] or as assigned for vectors to assigned route.	Jet aircraft MAINTAIN 5000
32	Climb heading 320 [^] or as assigned for vectors to assigned route.	Non-jet aircraft MAINTAIN 3000

CYOW/YOW



13 DEC 19

10-4

OTTAWA/MACDONALD-CARTIER INTL

NOISE
OTTAWA, ONT

NOISE ABATEMENT PROCEDURES

DAYLIGHT : LT plus 4 HOURS = UTC(Z)
STANDARD: LT plus 5 HOURS = UTC(Z)

JET AIRCRAFT

RESTRICTIONS

Summer - May 1 thru September 30

The use of Rwy 32 for departure by turbojet and turbofan aircraft on technical stops or charter operations is not permitted between the hours of 2300 and 0700 local time daily. Under extenuating circumstances, permission to operate during restricted hours may be granted (passenger flights only) through prior authorization by the Airport Operations Manager or his designated official.

PREFERENTIAL RUNWAY DETERMINATION

Controllers will designate runways to divert as many take-offs and landings as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Pilots should be prepared to use runways other than 32 for take-offs and 14 for landings when conditions permit the use of such other runways.

DEPARTURE PROCEDURES

RWY	1 NADP (Noise Abatement Departure Procedure)
ALL RWYS	1 or 2

1 See Jeppesen Canada ATC para 7.6.
Rwys 07, 14, 32 - climb on runway heading to 3000' before proceeding on course.

ARRIVAL PROCEDURES - VFR AND VISUAL APPROACH

- A. VFR
 - 1. Circuit height 2500' (weather permitting)
 - 2. Right hand circuits on Rwys 07 and 14
 - 3. Maintain 2500' as long as practicable before commencing descent
 - 4. Remain on or above glide slope or assumed 3 degree glide path.
- B. VISUAL APPROACHES
ATS MAY PROVIDE VECTORS DIRECT TO THE FINAL APPROACH FIX.
AIRCRAFT MUST:
 - 1. Intercept final at or outside the final approach fix
 - 2. Remain on or above ILS glide slope or assumed 3 degree glide path
 - 3. Maintain the last assigned altitude until established on final.

TRAINING FLIGHTS

- 1. Permitted from 0800-2200 hours local time. No training on Sunday.
- 2. No VFR training circuits on Rwys 14 and 32 below 2500'.
- 3. Climb on runway heading to 2500'.
- 4. No practice circling procedures to Rwy 14.

PROPELLER DRIVEN AIRCRAFT

DEPARTURE PROCEDURES

Rwy 32 - Climb on runway heading to 1500' before proceeding on course.

ARRIVAL PROCEDURES - VFR

Circuit height 1500'. Right hand circuits for Rwys 07, 14 and 22 (weather permitting).
Rwys 04, 14 - Maintain 1500' until established on final approach (weather permitting).

TRAINING FLIGHTS

- 1. Permitted from 0815-2359 hours local time.
- 2. No VFR training circuits on Rwys 14 or 32 below 1500'.
- 3. No practice circling procedures to Rwy 14.

CYOW/YOW

Apt Elev 377'
N45 19.4 W075 40.0



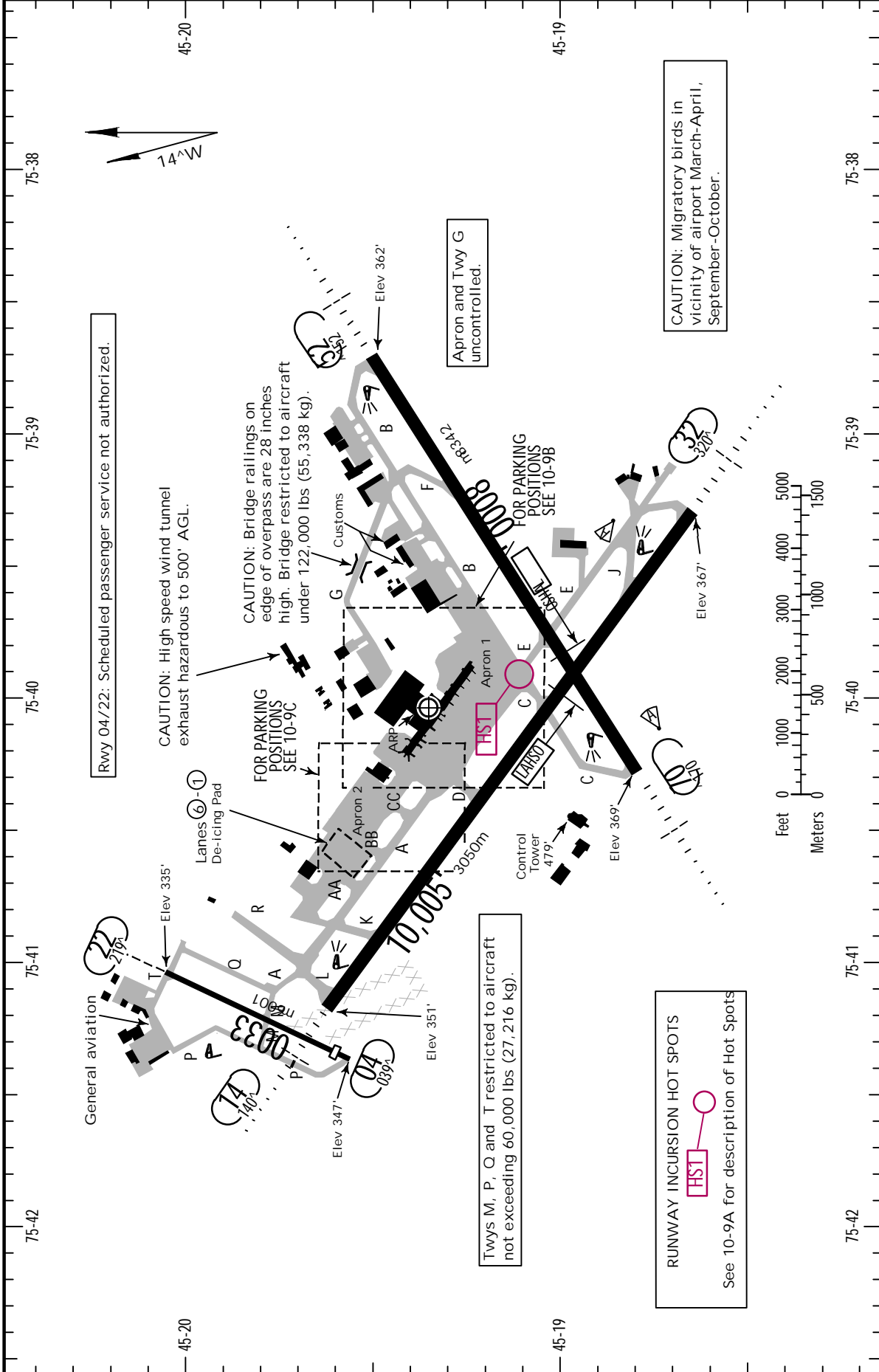
17 FEB 23

(10-9) .Eff.23.Feb.

OTTAWA, ONT

OTTAWA/MACDONALD
-CARTIER INTL

D-ATIS 121.15 (French 132.95)	Data Comm: D-ATIS PDC	OTTAWA Clearance 119.4	Ground 121.9	Tower 118.8	QUEBEC Radio 123.15	OTTAWA Departure 128.175
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CHANGES: Twy R added, twys A, AA, BB, CC modified.

CYOW/YOW



17 FEB 23 (10-9A) .Eff.23.Feb.

OTTAWA, ONT
OTTAWA/MACDONALD
-CARTIER INTL

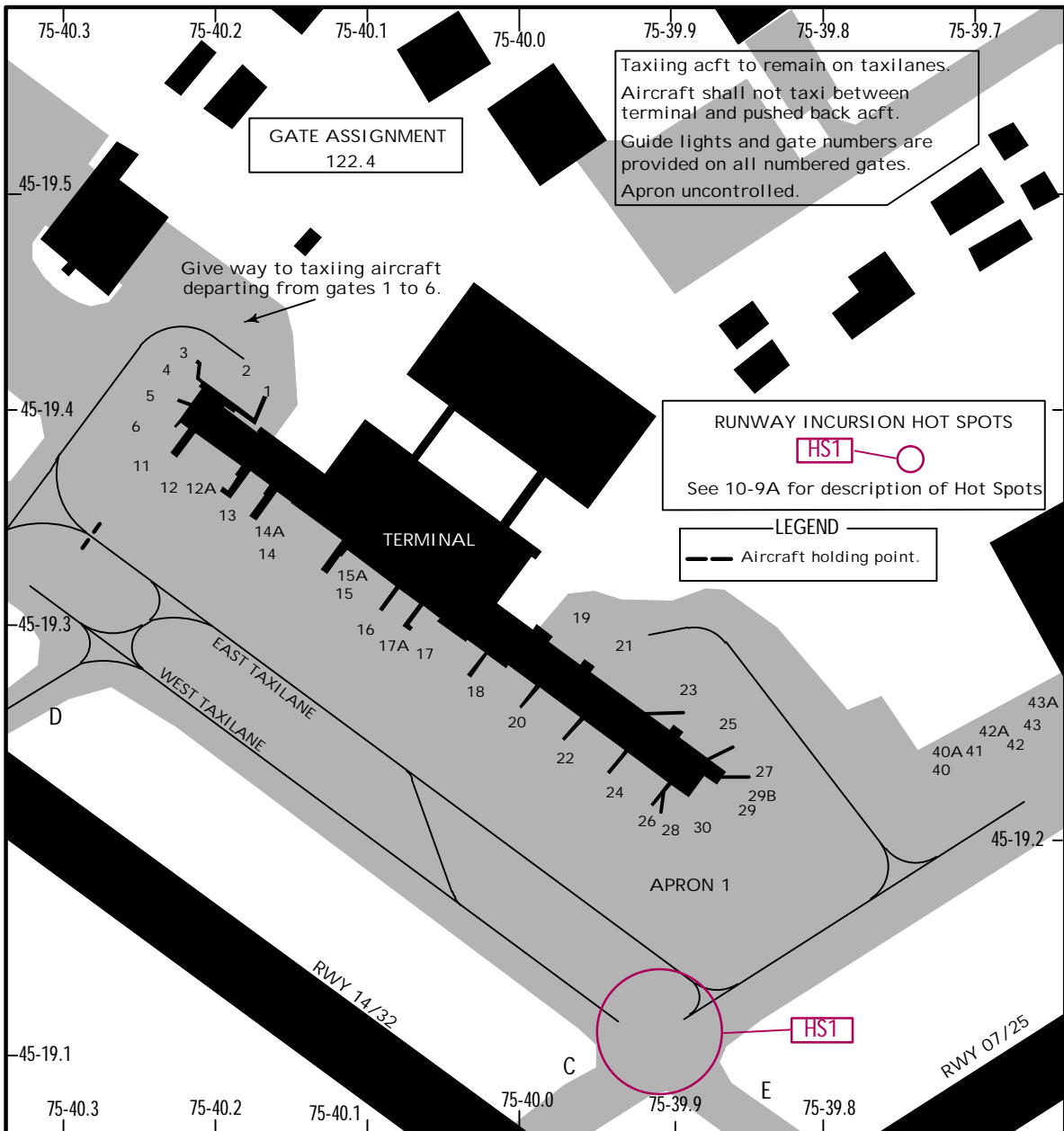
GENERAL								
Above 15°C no aircraft with more than 100 passengers or over 85,000 lbs (38 555 kg) is authorized to perform 180° turns on any runway without permission. The grade of sand which is used extensively on the airport during winter months may pose foreign object damage hazard to some aircraft. Formations and other line astern flight Ops should adopt procedures to avoid ingestion. Taxiing aircraft to remain on taxilanes. Aircraft shall not taxi between terminal and pushed back aircraft. Give way to taxiing aircraft departing from gate 1 to 6. Rwy 07, 14 & 22 right hand circuits.								
ADDITIONAL RUNWAY INFORMATION								
RWY		USABLE LENGTHS		LAHSO Distance	WIDTH			
		Threshold	Landing Beyond Glide Slope					
04	1 22	3050'	930m		75' 23m			
07	25	HIRL SSALR 2 PAPI-L (angle 3.0°) grooved RVR		6912' 2107m	197' 60m			
		HIRL SSALR 2 PAPI-L (angle 3.0°) grooved		14/32 5729' 1746m				
14	32	HIRL SSALR 2 PAPI-R (angle 3.0°) grooved		07/25 6377' 1944m	197' 60m			
		HIRL SSALR 2 PAPI-L (angle 3.0°) grooved RVR		8977' 2736m				
1 Restricted to aircraft not exceeding 60,000 lbs (27,216 kg). 2 For aircraft with eye-to-wheel height up to 45'.								
RUNWAY INCURSION HOT SPOTS HST								
For information only, not to be construed as ATC instructions. HST Taxiing on Apron aircraft miss Twys E and C.								
TAKE-OFF & DEPARTURE PROCEDURE								
1 Rwy 07		2 Rwy 25						
Climb between heading 131° counterclockwise to 228° to remain clear of CY(A)-528 or CY(A)-534(S) when active.		Climb between heading 228° clockwise to 131° to remain clear of CY(A)-528 or CY(A)-534(S) when active.						
Authorized Air Carriers		All Other Aircraft		Authorized Air Carriers	All Other Aircraft			
HIRL or RCLM				HIRL or RCLM				
A	RVR 12 or 1/4	RVR 26 or 1/2	RVR 12 or 1/4	RVR 26 or 1/2				
B								
C								
D								
Rwy 32		3 Rwy 14						
Climb between heading 228° clockwise to 131° to remain clear of CY(A)-528 or CY(A)-534(S) when active.		8 Requires a minimum climb gradient of 430' /NM to 5100' when CY(A)-528 or CY(A)-534(S) active. No LEFT turn below 1000'.						
Authorized Air Carriers		All Other Aircraft		Authorized Air Carriers	All Other Aircraft			
HIRL or RCLM				HIRL or RCLM				
A	RVR 12 or 1/4	RVR 26 or 1/2	RVR 12 or 1/4	RVR 26 or 1/2				
B								
C								
D								
4 Rwy 22		5 Rwy 04						
7 Requires a minimum climb gradient of 420' /NM to 5200' when CY(A)-528 or CY(A)-534(S) active.		6 Requires a minimum climb gradient of 270' /NM to 600'. Climb between heading 131° counterclockwise to 228° to remain clear of CY(A)-528 or CY(A)-534(S) when active.						
1/2		1/2						
A								
B								
C								
D								
1 Road to 377' MSL abeam departure end of runway, 300' left and right of runway centerline. Trees to 433' MSL approximately 400' past departure end of runway, 400' left and right of runway centerline. 2 Trees to 423' MSL approximately 0.1 NM past departure end of runway, 300' left of runway centerline. 3 Trees to 443' MSL approximately 0.3 NM past departure end of runway, 400' left and right of runway centerline. 4 Trees to 410' MSL within 0.2 NM of departure end of runway. 5 Building to 359' MSL approximately 160' past departure end of runway, 500' left of runway centerline. Trees to 410' MSL approximately 0.2 NM past departure end of runway.								
DEPARTURE CLIMB RATE V/V (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
6 270 FT/NM	410	540	630	720	810	900	1130	1350
7 420 FT/NM	630	840	980	1120	1260	1400	1750	2100
8 430 FT/NM	650	860	1010	1150	1290	1440	1800	2150

CYOW/YOW

JEPPESEN
 17 FEB 23
 Eff. 23.Feb. (10-9B)

OTTAWA, ONT

OTTAWA/MACDONALD-CARTIER INTL



PARKING STAND COORDINATES (APRON I)

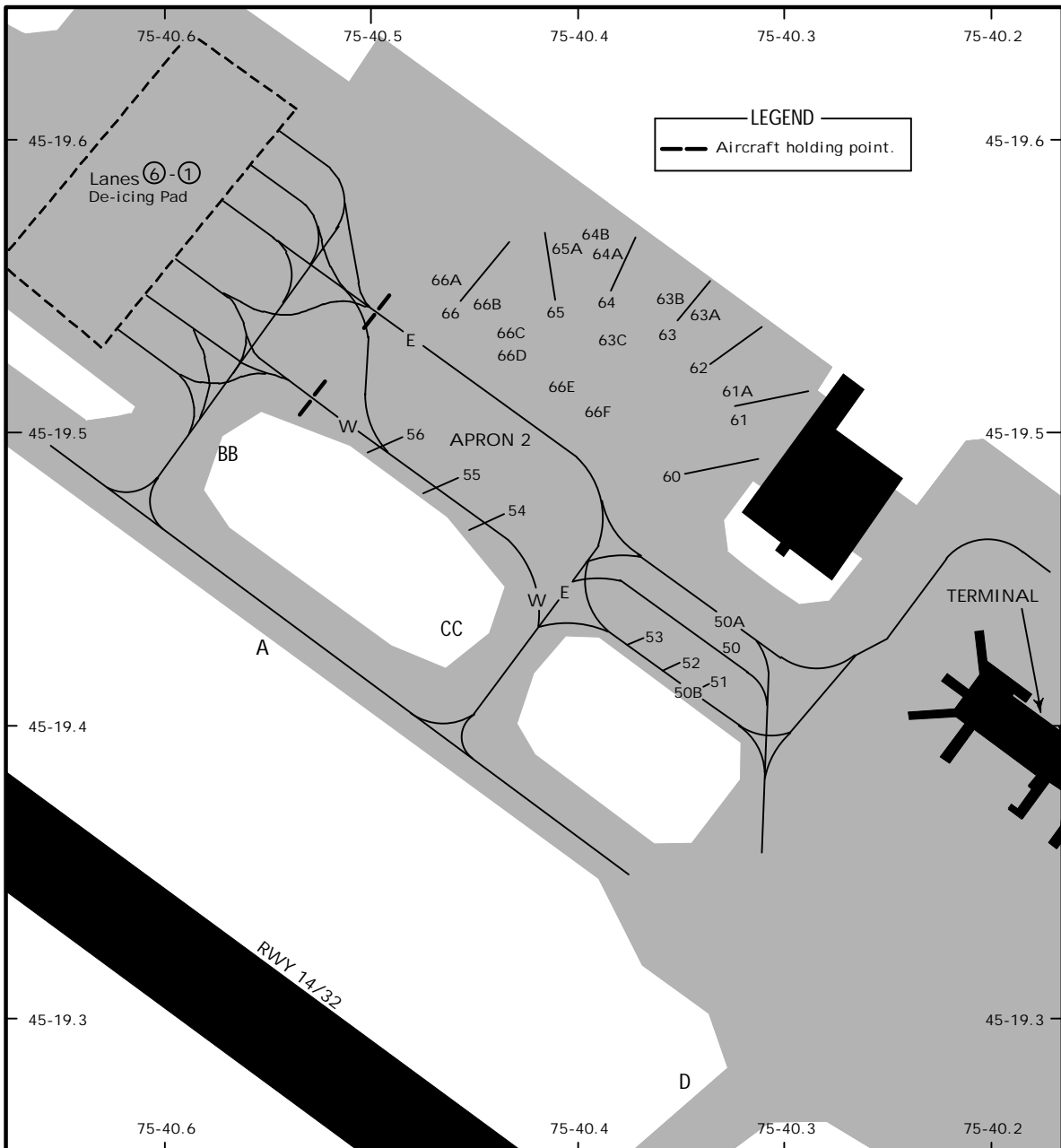
STAND No.	COORDINATES
1 thru 6, 11, 12, 12A, 13	N45 19.4 W075 40.2
14, 14A	N45 19.3 W075 40.2
15, 15A, 16, 17, 17A	N45 19.3 W075 40.1
18, 19, 20	N45 19.3 W075 40.0
21	N45 19.3 W075 39.9
22	N45 19.2 W075 40.0
23	N45 19.3 W075 39.9
24	N45 19.2 W075 39.9
25	N45 19.3 W075 39.9
26	N45 19.2 W075 39.9
27	N45 19.2 W075 39.8
28, 29	N45 19.2 W075 39.9
29B	N45 19.2 W075 39.8
30	N45 19.2 W075 39.9
40, 40A	N45 19.2 W075 39.7
41, 42, 42A, 43, 43A	N45 19.3 W075 39.7

CYOW/YOW

JEPPESEN
 17 FEB 23
 .Eff. 23.Feb. (10-9C)

OTTAWA, ONT

OTTAWA/MACDONALD-CARTIER INTL



PARKING STAND COORDINATES (APRON II)

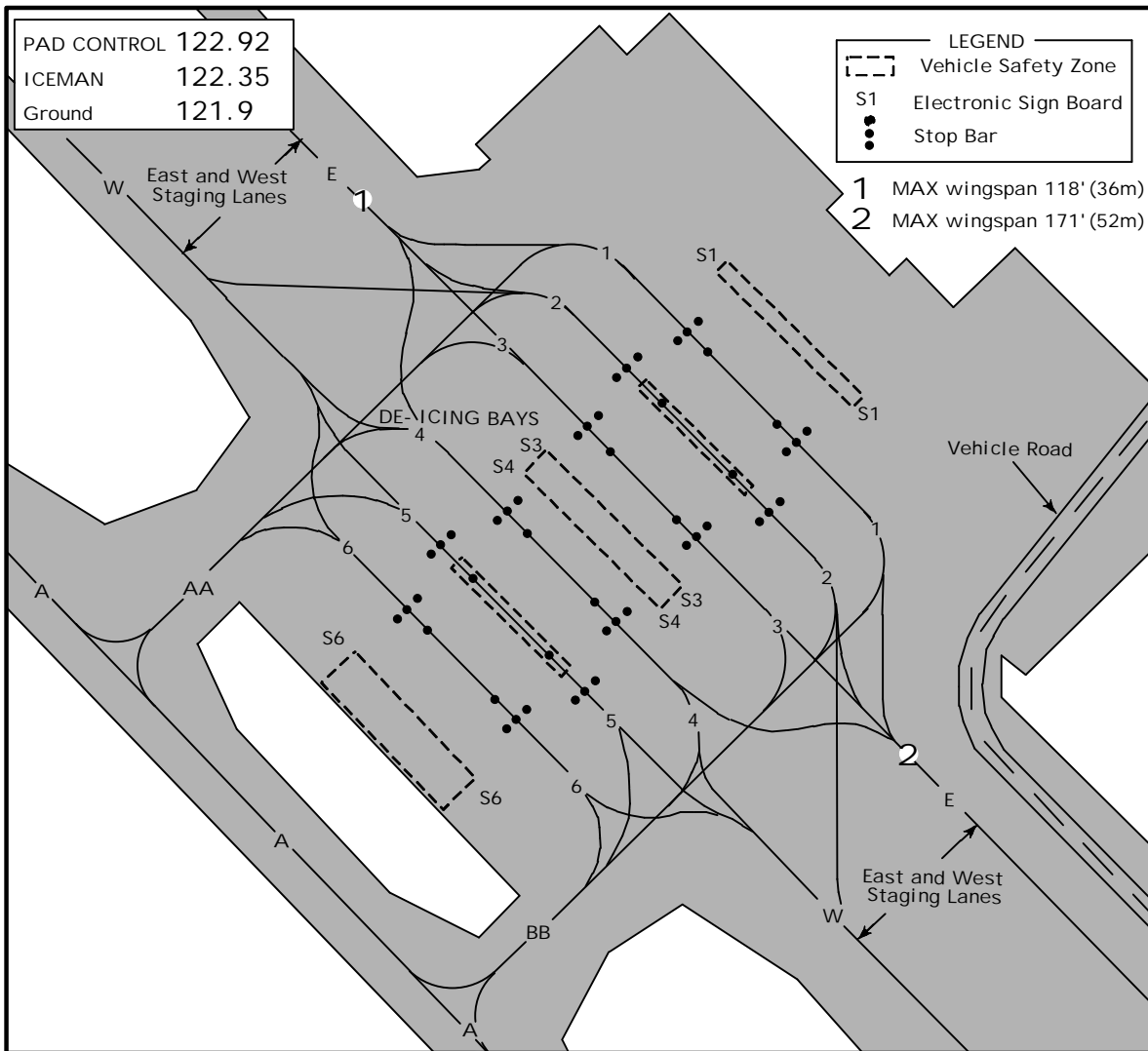
STAND No.	COORDINATES
50, 50A, 50B, 51	N45 19.4 W075 40.3
52, 53	N45 19.4 W075 40.4
54	N45 19.5 W075 40.4
55, 56	N45 19.5 W075 40.5
60, 61, 61A, 62	N45 19.5 W075 40.3
63, 63A, 63B, 63C	N45 19.5 W075 40.4
64, 64A, 64B, 65, 65A, 66, 66A, 66B	N45 19.6 W075 40.4
66C, 66D, 66E, 66F	N45 19.5 W075 40.4

CYOW/YOW

JEPPESEN
17 FEB 23
.Eff. 23.Feb. (10-9D)

OTTAWA, ONT

OTTAWA/MACDONALD-CARTIER INTL



Note: Bay 2-refer to sign board 1 and 3. Bay 5-refer to sign board 4 and 6.

DE-ICING OPERATIONS

1. Contact PAD CONTROL on 122.92 30 minutes prior to departure if de-icing required. Notify of any special treatments prior to taxi to CDF.
2. Contact Ottawa Ground after pushback for taxi to CDF.
3. Hold short of the CDF on K, AA, BB or CC and contact PAD CONTROL for further taxi.
4. Follow instructions and electronic sign boards to de-icing bays.
5. Stop on the 2nd (illuminated) yellow stop bar, immediately set brakes and advise PAD CONTROL. DO NOT MOVE AIRCRAFT. This will allow positioning of trucks while you configure your aircraft.
6. Once instructed, switch to ICEMAN on 122.35, confirm brakes set, confirm treatment and that aircraft is configured for treatment (engines at idle/props feathered/pacs off). If you can't reduce engines to idle ICEMAN must know, de-icing may not be possible with running engines.
7. After de-icing, configure aircraft for taxi, however, DO NOT MOVE AIRCRAFT.
8. Once instructed, contact PAD CONTROL for taxi.
9. Follow instructions to designated exit point. Holding short of twy A, contact Ottawa Ground on 121.9.

TYPE I - All Clear Lift-Off E188

TYPE IV - UCAR ADF ENDURANCE EG106 100%

BAY RESTRICTIONS	AD HOC FLIGHTS
<p>Bay 1,3,4,6 - May be used by aircraft with wingspans 118' (36m) or less</p> <p>Bay 2 - May be used by aircraft with wingspans 213' (65m) or less. If CC/K used, the Taxi must be on the west taxi line only with crossover to/from Bay 2.</p> <p>Bay 5 - May be used by aircraft with wingspans 262' (80m) or less. If CC/K used, taxi must be on the west taxi line only with crossover to/from Bay 5.</p>	<ol style="list-style-type: none"> 1. Obtain a projected acceptance time for de-icing from PAD CONTROL on 122.92 or via phone 613-248-0228. 2. Submit Authorization form via fax 613-248-0860 or via e-mail YOW_InlandOps@Inlandgroup.ca 3. An estimate of litres required will be provided to flight crew. 4. Ad hoc aircraft not abiding by the above may be denied service at the CDF.

CYOW/YOW



OTTAWA, ONT

OTTAWA/MACDONALD-CARTIER INTL

GATE DE-ICING ORIGINATING FLIGHTS

- A. Gate de-icing is approved for environmental frost under the following conditions:
 - i) Active precipitation is not forecasted for the operational period.
 - ii) Apron conditions are such as to allow the recovery of spent fluid (no snow, ice, sand, gravel, etc).
 - iii) The required fluid to de-ice is optimal for the presenting frost up to the minimum 1 litre/square metre.
 - iv) Winds are light to variable (8knots).
- B. De-icing for originating flights will take place 60-90 minutes before scheduled departure time.
- C. Staff will conduct initial inspection of aircraft to determine the requirement for de-icing and will proceed with spray if required.
- D. Airlines must ensure aircraft are configured and ready for de-icing prior to the above time. De-icing will take place under the assumption that origination flights are configured.
- E. De-icing confirmation will be sent electronically or via fax to airline operations following de-icing. Flight crews requiring additional information may contact PAD CONTROL on 122.92.
- F. No holdover time is provided for on gate de-icing.
- G. The process of "Pre-Spray" (Lines 2-3) 60-90 mins before push is being reviewed due to frost regeneration (fall weather patterns with high humidity and close OAT/DP spread).
- H. Unless requested of de-ice crews, the PIC is responsible for "Pre-flight take off" inspections." Any treatments by de-ice crews for Pre-Sprays will be followed by any "appropriate post de-ice inspection." The "Pre-Spray" treatments 60-90 mins before push do not include a "pre-take off" inspection.

GATE DE-ICING - TURN FLIGHTS

- A. All conditions of gate de-icing exist from above list.
- B. De-ice crews will not interact with turn aircraft unless requested - Contact PAD CONTROL on 122.925 to arrange. There will be no pre-emptive contact with the aircraft without request for service. Pre-take off De-ice check remains with the flight crew unless a live spray is completed at pushback.

CENTERIALIZED DE-ICING FACILITY OPERATIONS

- A. Flow - North to South
 - Entry point is K or AA via Alpha. Aircraft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.
- Flow South to North
 - Entry point is CC or BB via Alpha. Aircraft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.
- B. Follow taxi instructions via East Line to Bays 1, 2, 3 or via West Line to Bays 4, 5, 6.
- C. Aircraft will be staged on the East/West Line short of AA/BB when necessary.
- D. When exiting CC/K - Aircraft must maintain listening watch on the E/W staging lines on 122.925 until reaching Twy A.

NOTE: Aircraft intended on returning to terminal gates after de-icing must drip dry for 25 minutes on CDF.

DE-ICING REQUIREMENTS

- A. Wings and Stabs refers to the upper surfaces of the wings, upper/lower surface of the Horizontal Stabilizers and both sides (including rudder) of the Vertical Stabilizer.
- B. Fuselage includes all components from the front cabin doors aircraft and Wings and Stabs.
- C. Full Body includes the cockpit/radome plus Fuselage, Wings and Stabilizers.
- D. Individual treatments like " Inspections only" , " radome" , " winglets" can be done upon request.
- E. Hard leading edges tactiles/underwing inspections and treatments may require engine shut down if inlet is in close proximity to surface requiring attention.

CYOW/YOW

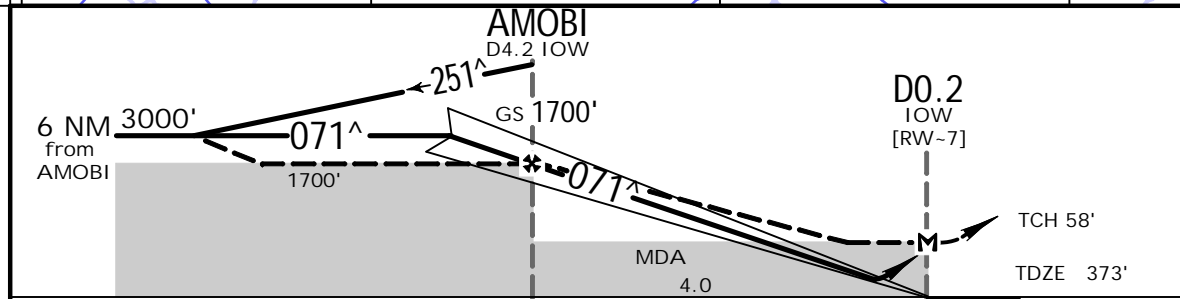
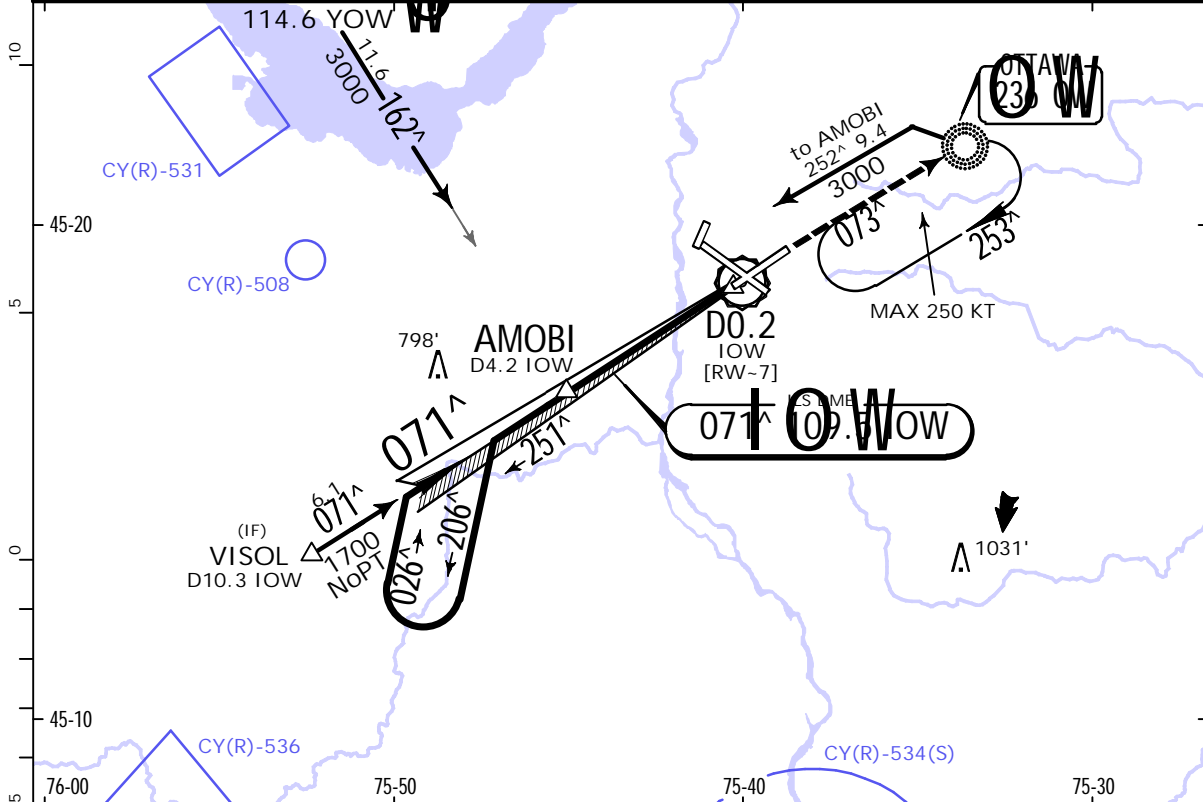


OTTAWA, ONT ILS Rwy 07

OTTAWA/MACDONALD
-CARTIER INTL

13 MAY 22 (11-1). Eff. 19. May.

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
LOC IOW 109.5	Final Apch Crs 071[^]	GS AMOBI 1700' (1327')	ILS DME DA(H) Refer to Minimums	Apt Elev 377' TDZE 373'	3000 MSA OW NDB
MISSED APCH: Climb to 3000' direct OW NDB. As required shuttle climb.					
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'	
1. SAFE ALTITUDE WITHIN 100 NM 3000'. 2. Localizer reliable only within 10 [^] either side of centerline. 3. Intensive training area northwest of airport.					



Gnd speed-Kts	70	90	100	120	140	160	SSALR 3000'	PAPI ↑	OW 236	
GS	3.00 [^]	372	478	531	637	743				849
MAP at D0.2 IOW										
AMOBI to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30			

STRAIGHT-IN LANDING RWY 07					CIRCLE-TO-LAND		
ILS DME		LOC (GS out) DME		LOC (GS out) VOR		Max Kts	MDA(H)
DA(H)	FULL	DA(H)	HIALS out	DA(H)	HIALS out		
573'	(200')	623'	(250')	680'	(307')	760'	(387')
A						90	880'(503') - 1½
B						120	880'(503') - 2
C	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1¼	140	1080'(703') - 2¼
D						165	

CYOW/YOW

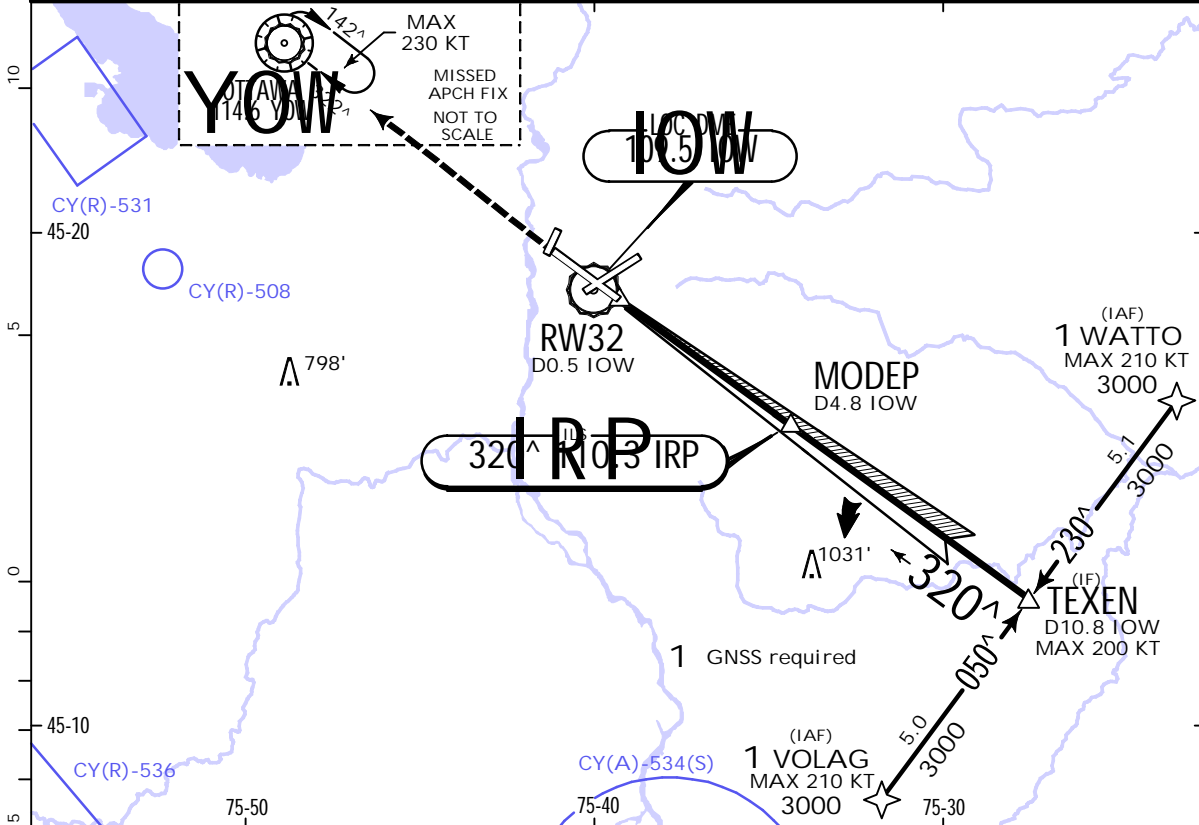
OTTAWA/MACDONALD
-CARTIER INTL



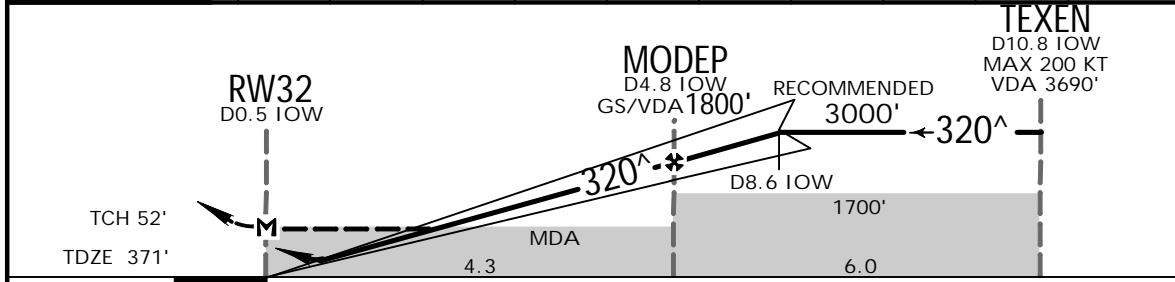
13 MAY 22 (11-2). Eff. 19. May.

OTTAWA, ONT
ILS Rwy 32

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
LOC IRP 110.3	Final Apch Crs 320 [^]	GS MODEP 1800' (1429')	ILS DME DA(H) Refer to Minimums	Apt Elev 377' TDZE 371'	<p>MSA YOW VOR</p>
MISSED APCH: Climb to 3000' direct to YOW VOR.					
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'	



NM to IOW DME	1.6	3.0	4.0	5.0	6.0	7.0	8.0	8.6	10.0	10.8
VDA ALTITUDE	760'	1200'	1520'	1840'	2160'	2480'	2800'	3000'	3430'	3690'



Gnd speed-Kts	70	90	100	120	140	160		3000'		YOW 114.6	
GS/VDA	3.00 [^]	372	478	531	637	743					849
MAP at RW32											

STRAIGHT-IN LANDING RWY 32			
ILS DME DA(H) 571' (200') FULL		ILS DME DA(H) 621' (250') HIALS out	
LOC (GS out) DME MDA(H) 760' (389') HIALS out		LOC (GS out) DME MDA(H) 760' (389') HIALS out	
A			
B			
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1
D			1/4

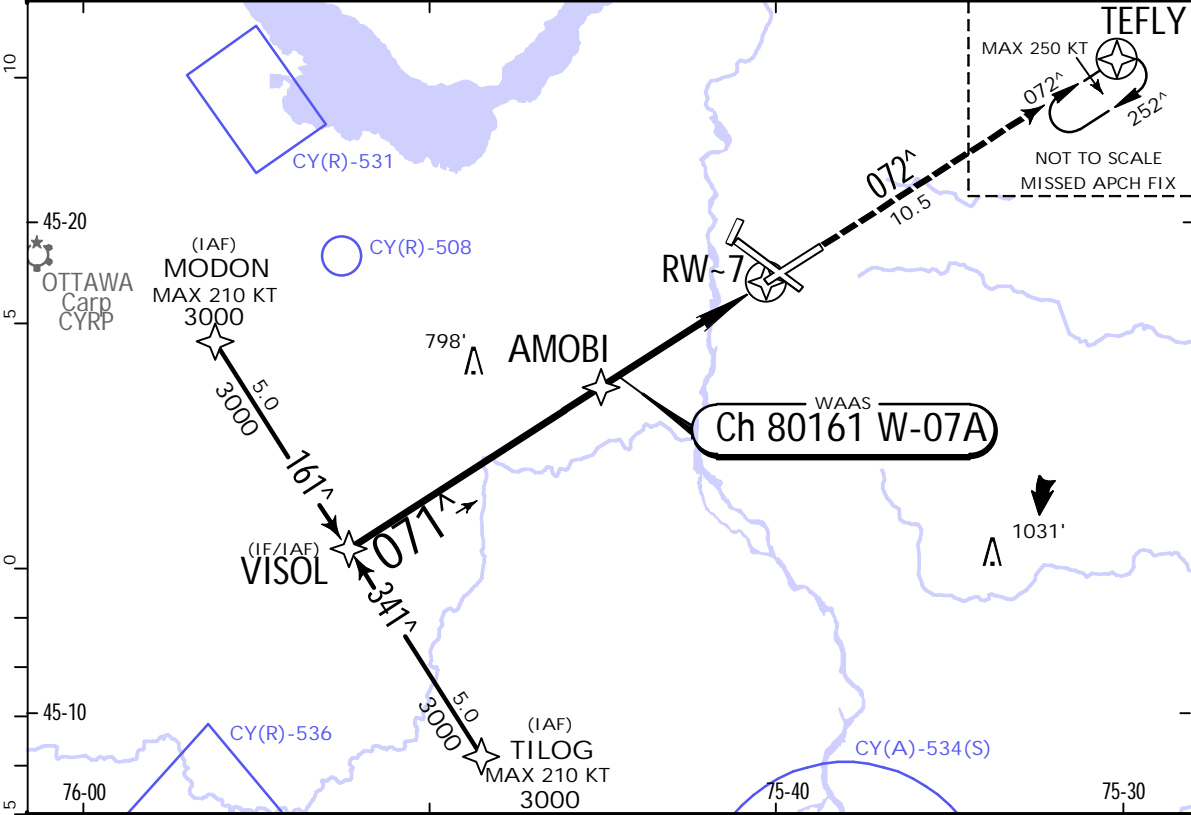
CYOW/YOW

OTTAWA/MACDONALD
-CARTIER INTL

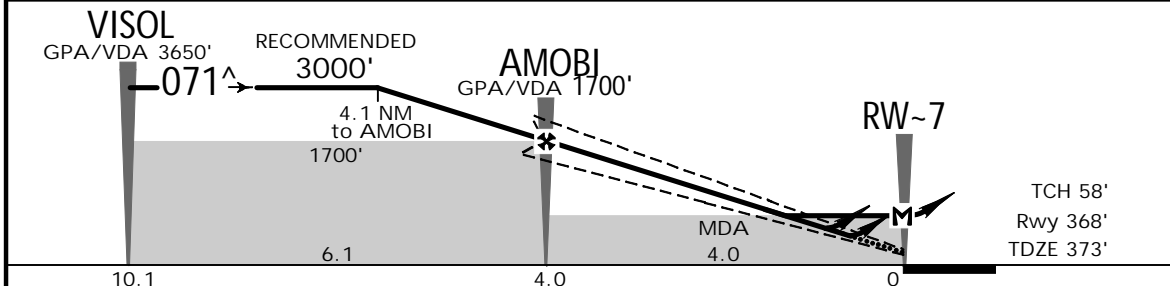
JEPPESSEN
19 MAR 21 (12-1)

OTTAWA, ONT
RNAV (GNSS) Z Rwy 07

D-ATIS 121.15 (French 132.95)	QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
WAAS Ch 80161 W-07A	Final Apch Crs 071 [^]	GPA AMOBI 1700' (1332')	LPV DA(H) Refer to Minimums	Apt Elev 377' Rwy 368'
MISSED APCH: Climb to 3000' track 072 [^] to TEFly. As required shuttle climb.				3000 MSA RW-7
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 7000'. 2. Intensive training area NW of airport. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) and above 54°C (129°F).				



NM to RW-7	10.1	9.0	8.1	7.0	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	3650'	3290'	3000'	2660'	2340'	2020'	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 3000'	072 [^]	TEFLY	
GPA/VDA	3.00 [^]	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-7										

A	LPV	STRAIGHT-IN LANDING RWY 07		LNAV/VNAV	LNAV
	DA(H) 569' (201')	DA(H) 618' (250')	DA(H) 657' (289')	MDA(H) 740' (372')	
B		HIALS out		HIALS out	HIALS out
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1/4
D					

CYOW/YOW

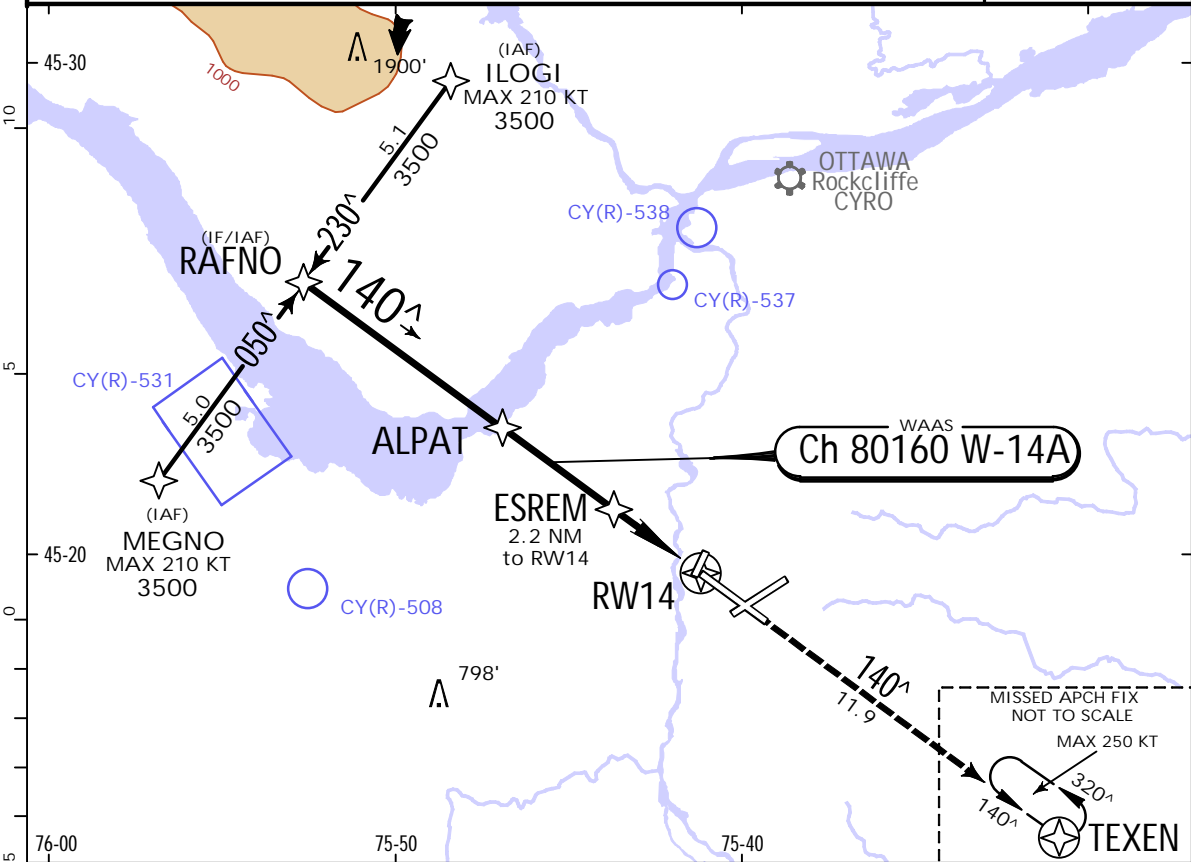
OTTAWA/MACDONALD
-CARTIER INTL

JEPESEN
19 MAR 21 (12-2)

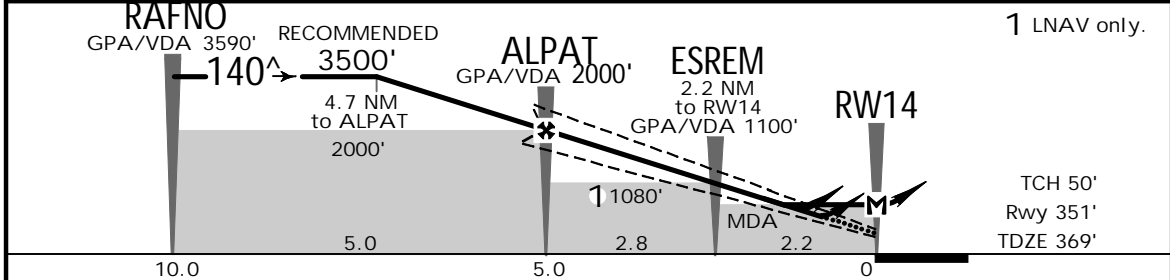
OTTAWA, ONT

RNAV (GNSS) Z Rwy 14

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
WAAS Ch 80160 W-14A	Final Apch Crs 140[^]	GPA ALPAT 2000' (1649')	LPV DA(H) 601' (250')	Apt Elev 377' Rwy 351'	2900 MSA RW14
MISSED APCH: Climb to 3000' track 140 [^] to TEXEN. As required shuttle climb.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. SAFE ALTITUDE WITHIN 100 NM 7000'. 2. Intensive training area NW of airport. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).					



NM to RW14	10.0	9.7	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	3590'	3500'	3270'	2950'	2630'	2310'	1990'	1670'	1360'	1040'	760'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 3000' ↑ 140 [^] TEXEN
GPA/VDA	3.00 [^]	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW14							

STRAIGHT-IN LANDING RWY14		
LPV DA(H) 601' (250')	LNAV/VNAV DA(H) 637' (286')	LNAV MDA(H) 760' (409')
HIALS out	HIALS out	HIALS out

A			
B			
C	1	1	1 1/4
D			

CHANGES: CDA data, LNAV minimums.

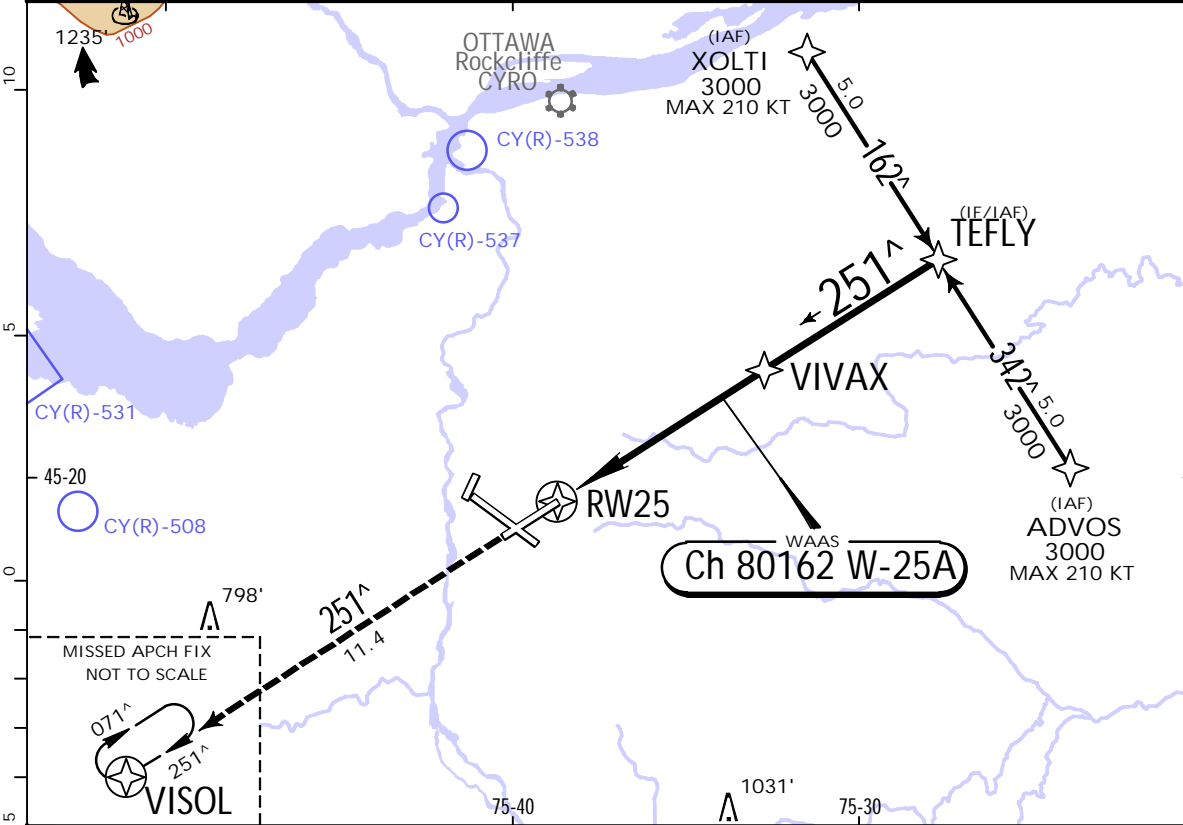
CYOW/YOW

OTTAWA/MACDONALD
-CARTIER INTL

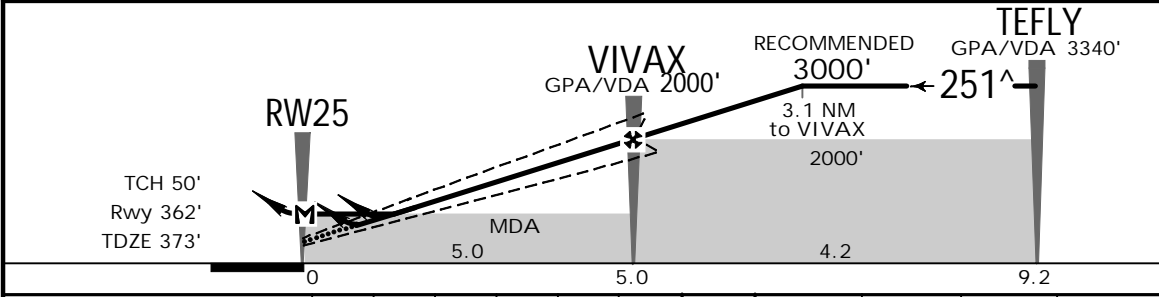
JEPPESSEN
4 SEP 20
Eff. 10.Sep. (12-3)

OTTAWA, ONT
RNAV (GNSS) Z Rwy 25

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
WAAS Ch 80162 W-25A	Final Apch Crs 251 [^]	GPA VIVAX 2000' (1638')	LPV DA(H) 612' (251')	Apt Elev 377' Rwy 362'	3000 MSA RW25
MISSED APCH: Climb to 3000' track 251 [^] to VISOL. As required shuttle climb.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. SAFE ALTITUDE WITHIN 100 NM 7000'. 2. Intensive training area NW of airport. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).					



NM to RW25	1.1	2.0	3.0	4.0	5.0	6.0	7.0	8.1	9.2
VDA ALTITUDE	760'	1050'	1370'	1690'	2000'	2320'	2640'	3000'	3340'



Gnd speed-Kts	70	90	100	120	140	160	SSALR 3000'	PAPI ↑	251 [^]	VISOL
GPA/VDA	3.00 [^]	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW25										

STRAIGHT-IN LANDING RWY25			
LPV DA(H) 612' (251')	LNAV/VNAV DA(H) 659' (298')	LNAV MDA(H) 760' (398')	
HIALS out	HIALS out	HIALS out	
A			
B			
C	1	1	1 1/4
D			

CYOW/YOW

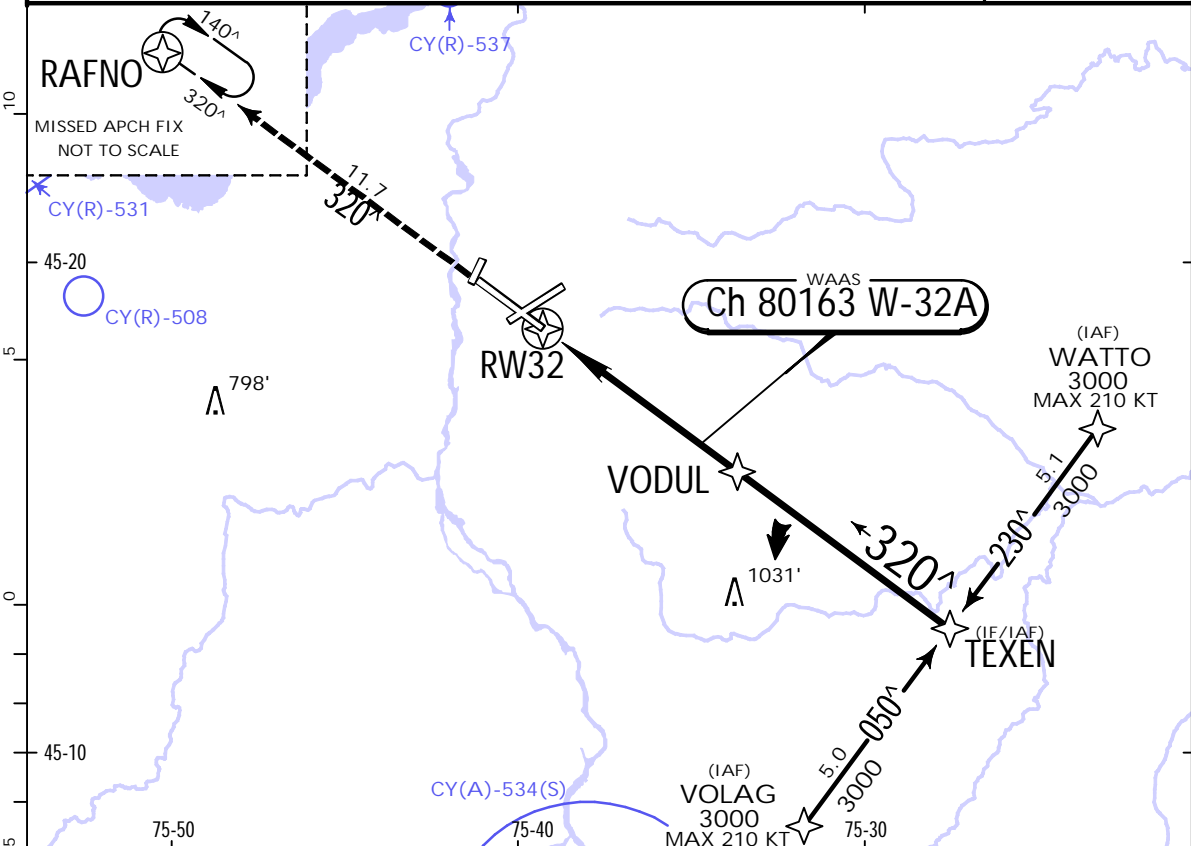
OTTAWA/MACDONALD
-CARTIER INTL



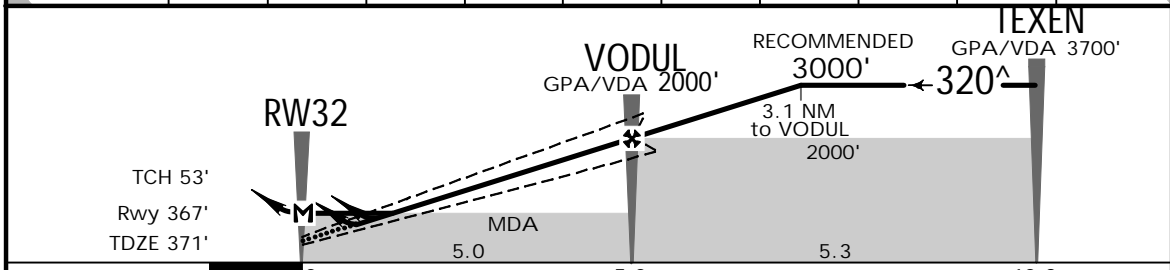
4 SEP 20
.Eff. 10. Sep. (12-4)

OTTAWA, ONT
RNAV (GNSS) Z Rwy 32

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
WAAS Ch 80163 W-32A	Final Apch Crs 320 [^]	GPA VODUL 2000' (1633')	LPV DA(H) Refer to Minimums	Apt Elev 377' Rwy 367'	3000 MSA RW32
MISSED APCH: Climb to 3000' track 320 [^] to RAFNO. As required shuttle climb.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. SAFE ALTITUDE WITHIN 100 NM 7000'. 2. Intensive training area NW of airport. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).					



NM to RW32	1.1	2.0	3.0	4.0	5.0	6.0	7.0	8.1	9.0	10.3
VDA ALTITUDE	760'	1060'	1380'	1690'	2000'	2330'	2650'	3000'	3290'	3700'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 3000'	320 [^]	RAFNO	
GPA/VDA	3.00 [^]	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW32										

STRAIGHT-IN LANDING RWY32				
LPV DA(H) 567' (200')	LNAV/VNAV DA(H) 617' (250')		LNAV DA(H) 654' (287')	
	MDA(H) 760' (393')			
	HIALS out		HIALS out	
A				
B	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1
C				1/4
D				

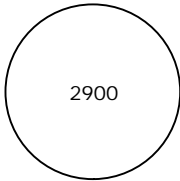
CYOW/YOW

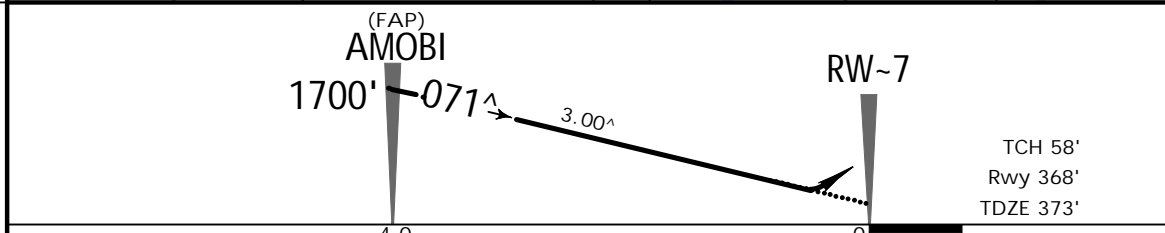
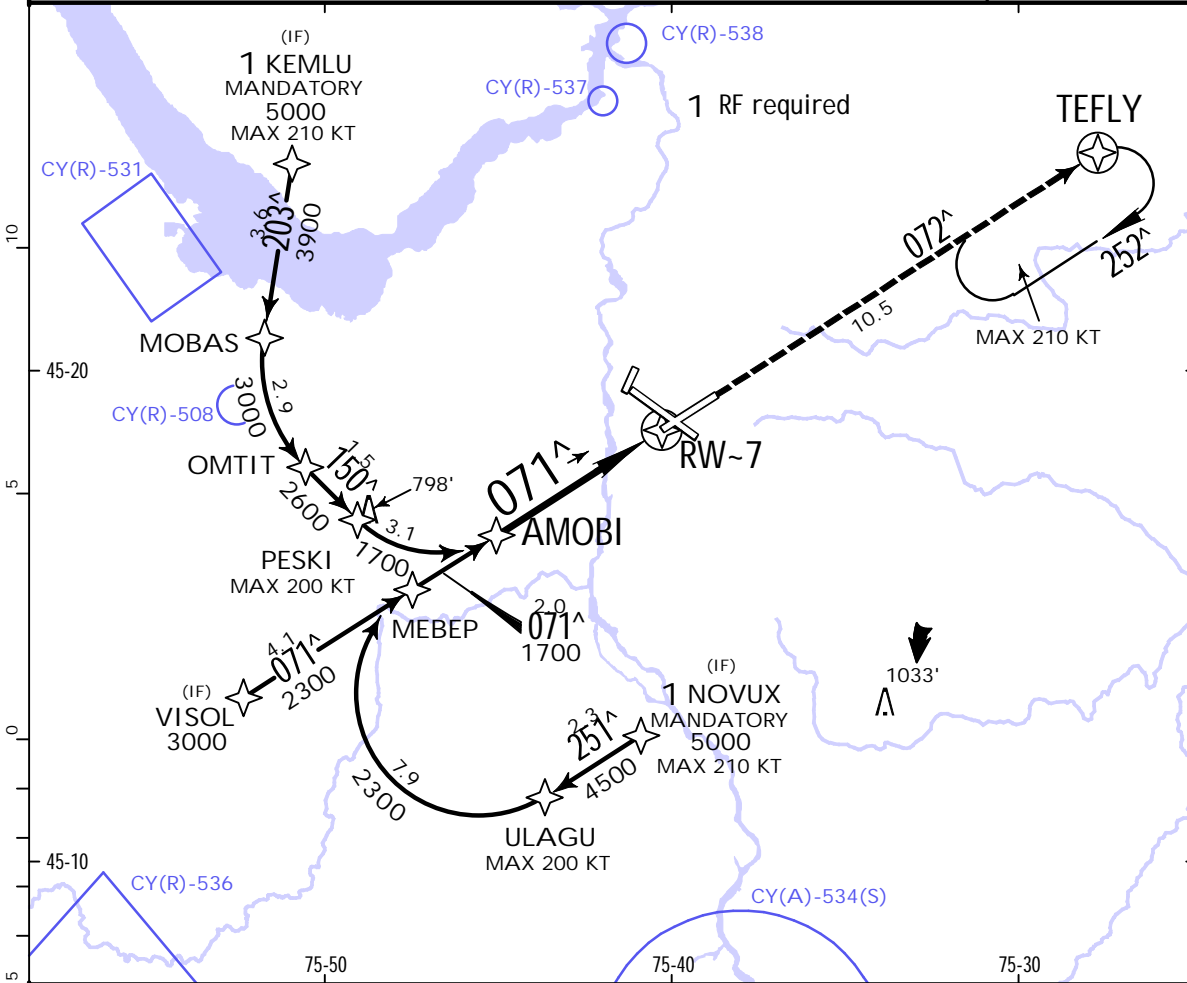
OTTAWA/MACDONALD
-CARTIER INTL



JEPPESSEN
15 MAY 20 **12-20** .Eff.21.May.

OTTAWA, ONT

RNAV (RNP) Y Rwy 07

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
RNAV	Final Apch Crs 071[^]	Minimum Alt AMOB 1700' (1332')	RNP 0.30 DA(H) 769' (401')	Apt Elev 377' Rwy 368'	 2900 MSA RW-7
MISSED APCH: Climb to 3000' track 072 [^] to TEFly.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 7000'. 3. Intensive training area NW of airport. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) and above 54°C (129°F).					



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 	3000' 	072 [^]	TEFly	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at DA											

STRAIGHT-IN LANDING RWY 07
RNP 0.30
DA(H) **769'** (401')

HIALS out	
A	
B	
C	RVR 50 or 1
D	1/4

CYOW/YOW

OTTAWA/MACDONALD
-CARTIER INTL



15 MAY 20

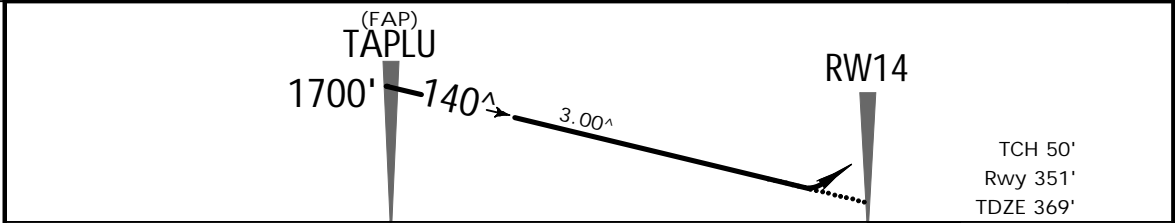
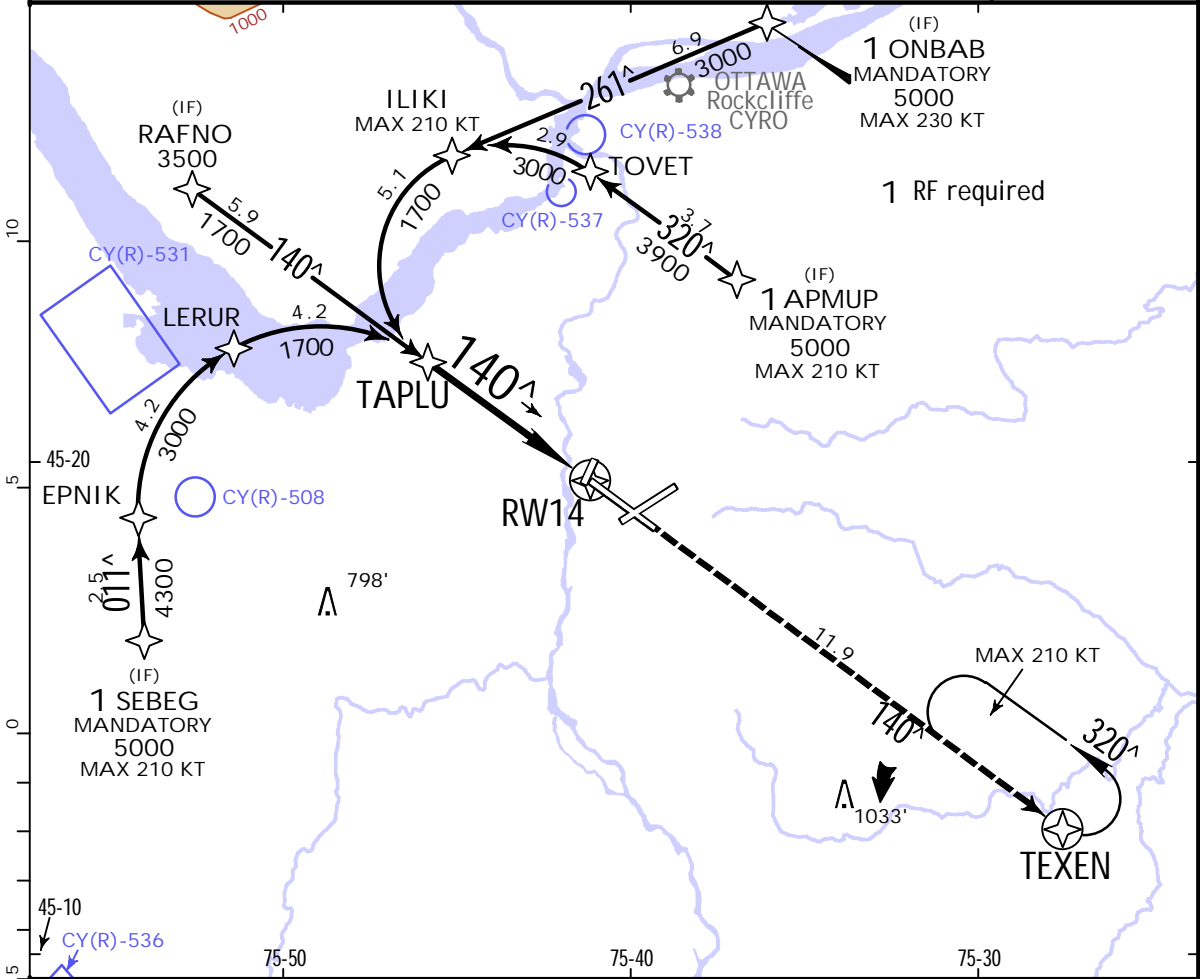
12-21

.Eff.21.May.

RNAV (RNP) Y Rwy 14

OTTAWA, ONT

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
RNAV	Final Apch Crs 140 [^]	Minimum Alt TAPLU 1700' (1349')	RNP 0.15 DA(H) 669' (318')	Apt Elev 377' Rwy 351'	 2900 MSA RW14
MISSED APCH: Climb to 3000' track 140 [^] to TEXEN.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 7000'. 3. Intensive training area NW of airport. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) and above 54°C (129°F).					



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 3000' ↑ 140 [^] TEXEN
Glide Path Angle	3.00 [^]	372	478	531	637	743	
MAP at DA							

STRAIGHT-IN LANDING RWY 14	
RNP 0.15 DA(H) 669' (318')	RNP 0.30 DA(H) 743' (392')
HIALS out	HIALS out

A			
B	1	1	1 1/4
C			
D			

CYOW/YOW

OTTAWA/MACDONALD
-CARTIER INTL



4 SEP 20

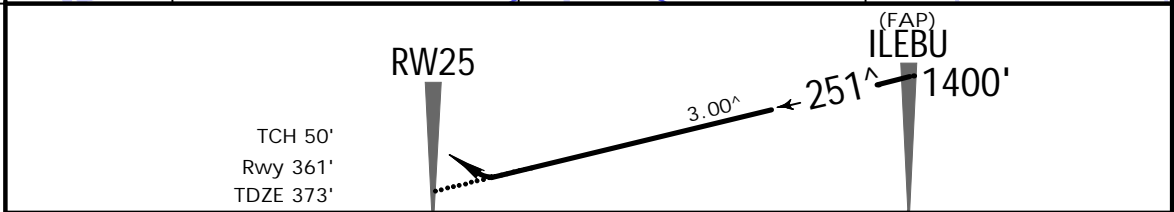
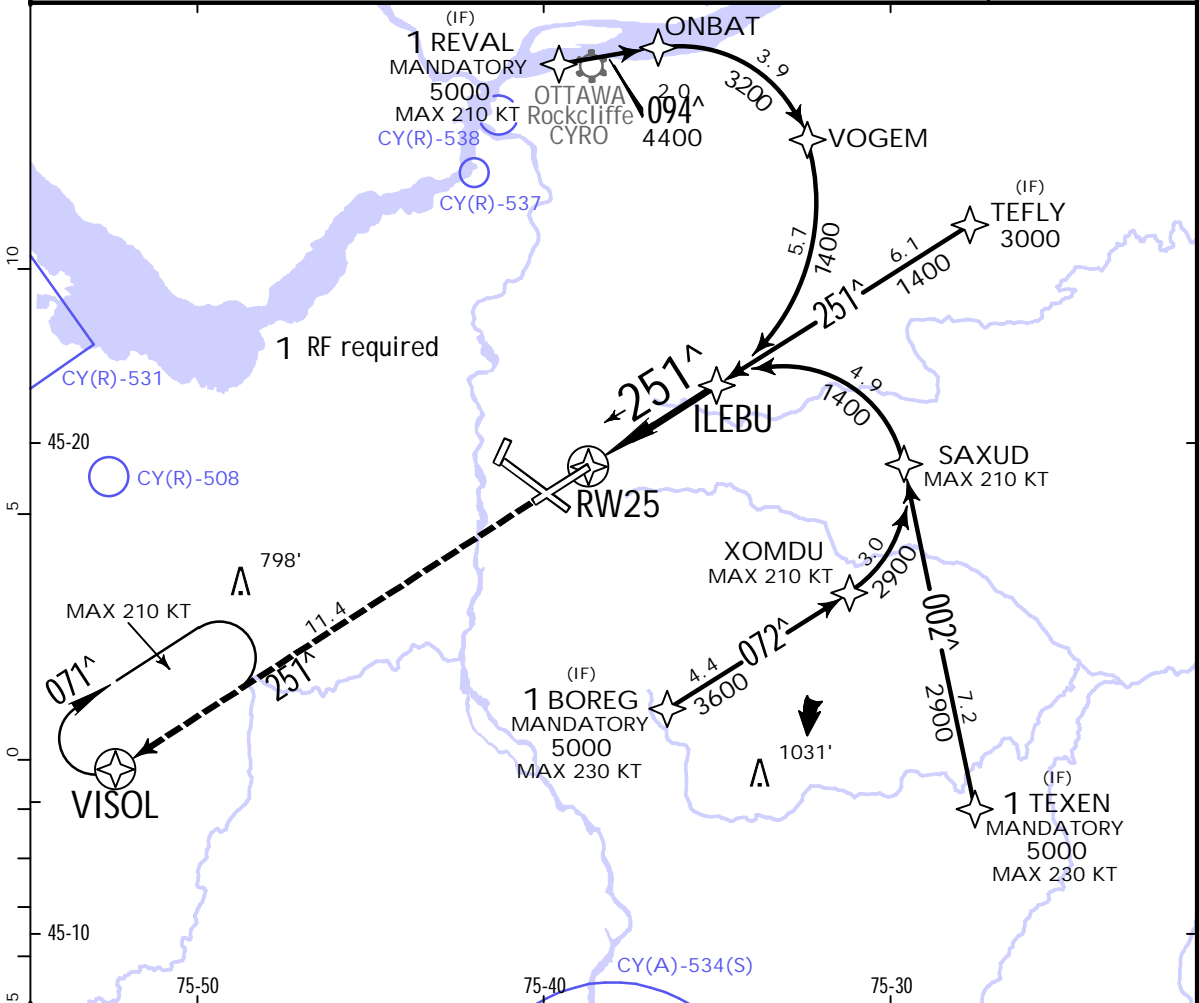
12-22

.Eff. 10.Sep.

OTTAWA, ONT

RNAV (RNP) Y Rwy 25

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
RNAV	Final Apch Crs 251 [^]	Minimum Alt ILEBU 1400' (1039')	RNP 0.15 DA(H) 684' (323')	Apt Elev 377' Rwy 361'	2900 MSA RW25
MISSED APCH: Climb to 3000' track 251 [^] to VISOL.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 7000'. 3. Intensive training area NW of airport. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) and above 54°C (129°F).					



Gnd speed-Kts	70	90	100	120	140	160	SSALR 3000'	PAPI 251 [^]	VISOL
Glide Path Angle	3.00 [^]	372	478	531	637	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 25		
RNP 0.15 DA(H) 684' (323')		RNP 0.30 DA(H) 737' (376')
HIALS out		HIALS out

A			
B	1	1	1 1/4
C			
D			

CYOW/YOW

OTTAWA/MACDONALD
-CARTIER INTL



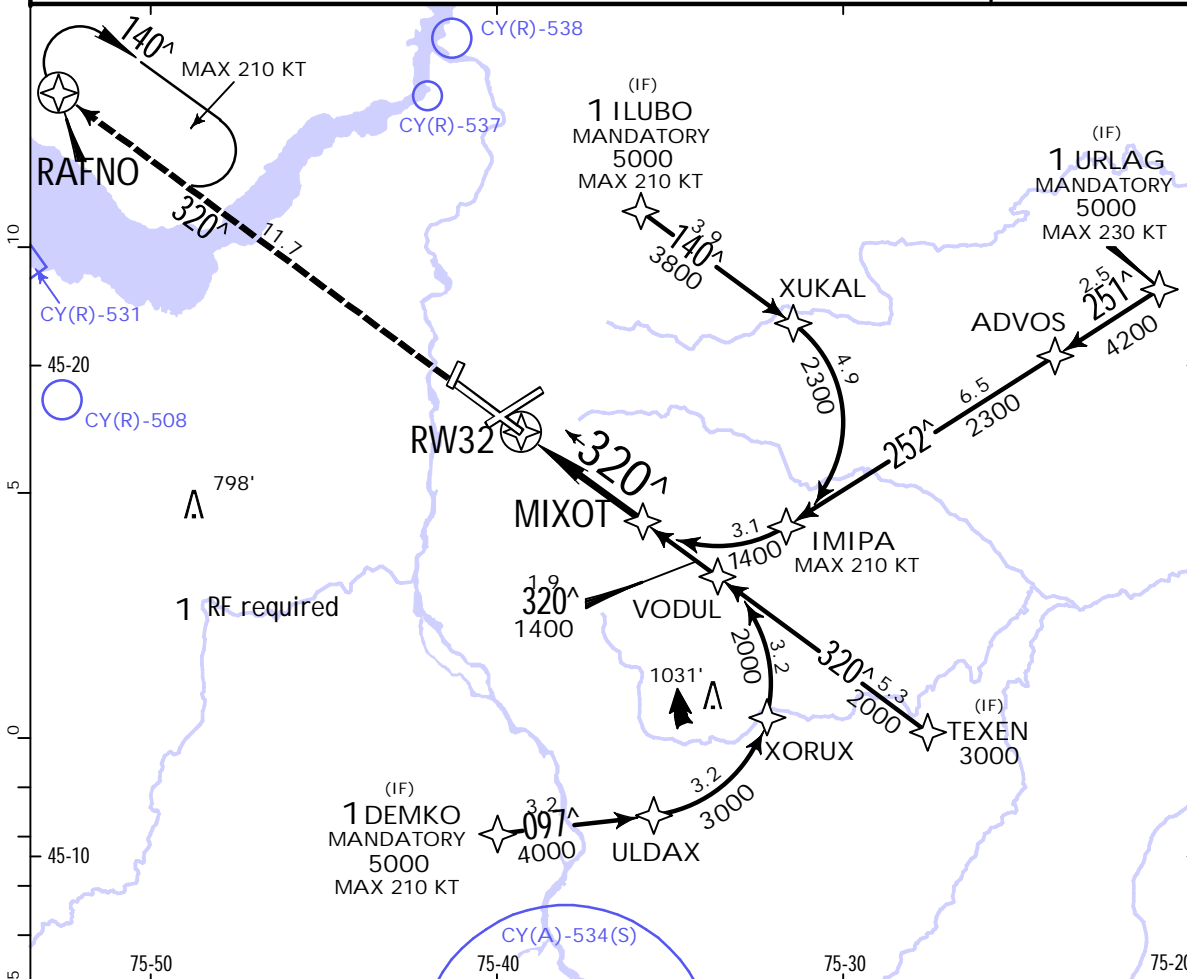
4 SEP 20

12-23 .Eff.10.Sep.

OTTAWA, ONT

RNAV (RNP) Y Rwy 32

D-ATIS 121.15 (French 132.95)		QUEBEC Radio 123.15	OTTAWA Arrival 135.15	OTTAWA Tower 118.8	Ground 121.9
RNAV	Final Apch Crs 320 [^]	Minimum Alt MIXOT 1400' (1033')	RNP 0.10 DA(H) 688' (321')	Apt Elev 377' Rwy 367'	2900 MSA RW32
MISSED APCH: Climb to 3000' track 320 [^] to RAFNO.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 7000'. 3. Intensive training area NW of airport. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) and above 54°C (129°F).					



Gnd speed-Kts	70	90	100	120	140	160	SSALR 3000'	PAPI ↑	320 [^]	RAFNO
Glide Path Angle	3.00 [^]	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 32		
RNP 0.10 DA(H) 688' (321')	RNP 0.15 DA(H) 744' (377')	RNP 0.30 DA(H) 806' (439')
HIALS out	HIALS out	HIALS out

A				
B	RVR 50 or 1	RVR 50 or 1	1/4	RVR 50 or 1
C				
D				

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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OTTAWA, ON (MACDONALD-CARTIER INTL - CYOW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport CYOW

Chart Change Notices for Country CAN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

At locations with approach charts depicting the Plan View Ball Flag Note: "Minimum VDA intercept [altitude]" or "Recommended VDA intercept [altitude]", it should read "VDA intercept based on [altitude]".