



Appendix A

- A1 – VNC extract (Lake Simcoe area), navigation planning sheet & CFS data
- A2 – VNC extract (BC Lower Mainland area), navigation planning sheet & CFS data
- A3 – C 173 take-off and landing performance data
- A4 – VNC extract (Toronto to Barrie area), navigation planning sheet
- A5 – VNC extract (BC Lower Mainland area), navigation planning sheet
- A6 – PA 28 weight and balance table
- A7 – C 173 weight and balance planning chart
- A8 – Airspeed indicator correction chart
- A9 – CFS extract (Crosswind limit chart and CRFI data)

INTENTIONALLY LEFT BLANK



INTENTIONALLY LEFT BLANK

AIRCRAFT IDENT:

AIRCRAFT IDENT:

A1 - ii

INTENTIONALLY LEFT BLANK

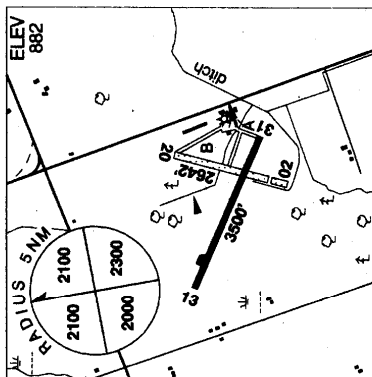
PETERBOROUGH ON

REF	N44 13 48 W78 21 48 3SSW 12°W UTC-5(4) Elev 628' A5000 F-21 LO6 HI5 CAP
OPR	City 705-743-6708, 705-745-8626 Cert
PF	B-1,2 C-3,4,5,6
CUST	AOE/15 888-226-7277 PNR
FLT PLN	NOTAM FILE CYPQ London 866-WXBRIEF METAR H24 AWOS (See COMM). TAF 11-03Z; issue times: 11,14, 20Z (DT 10, 14, 20Z) Esso building, 24 hr access via keypad code 1267.
SERVICES	11Z; sunset Apr-Sep, 12-23Z; Oct- Mar. After hrs callout chg may apply. Call 705-745-8626
FUEL	100LL, JA-1
OIL	All
S	1,2,3,4,5
RWY DATA	Rwy 09(089°) 127(269°) 5000x100 asphalt Rwy 13/31 1850x100 turf Thld 31 displ 550'
RCR	Opr CRF/IRSC ltd hrs (win 11-23Z) No win maint rwy 13/31. Ltd night win maint rwy 09/27. After hrs 2 hrs PNR, PLR/PCN
LIGHTING	09-AS(TE HI) P1, 27-AS(TE HI) P1. ARCAL-123.0 type K AS on request, unicom 123.0
COMM	UNICOM 13-23Z; O/T ftc 123.0 5NM 3600 ASL Toronto Ctr 134.25 126.925 (YPQ)
NAV	YPQ 379 (L) N44 12 47 W78 27 29 088° 3.8NM to A/D
PRO	Acft are prohibited fr oprg within 302' either side of rwy 09/27. Trng activity btwn Toronto/Buttontville Municipal & Oshawa apts. See Planning, Ontario, Hazards to acft ops, Claremont trng area.
CAUTION	Wildlife frequently on rws.

LINDSAY ON

REF	N44 21 53 W78 47 02 1.1WNW 11°W UTC-5(4) Elev 882' A5000 F-21 LO6 HI5 CAP
OPR	Lindsay Airpark Ltd. 705-324-8921 Reg Ltd hrs
PF	B-1,2 C-3,4,5,6
FLT PLN	NOTAM FILE CYPQ/CYZZ London 866-WXBRIEF
SERVICES	100LL Nov-Apr 14-22Z; May-Oct 13-23Z; All S 3
RWY DATA	Rwy 13/31 3500x75 asphalt Rwy 02/20 2642x75 turf Thld 02 displ 360'
RCR	Opr No win maint rwy 02/20.
LIGHTING	13-(TE LO), 31-(TE LO) ARCAL-122.8 type K; rotating bcn inop after 0459Z.
COMM	UNICOM ltd hrs O/T ftc 122.8 5NM 3900 ASL Toronto Centre 134.25 Toronto Centre 134.25
NAV	SIMCOE YSO 117.35 Ch 120(Y) N44 14 19 W79 10 18 (931') 076° 18.4NM to A/D
PRO	Rgt hand circuits rws 13 & 20 (CAR 602.96). Trng activity btwn Toronto/Buttontville Municipal & Oshawa apts. See Planning, Ontario, Hazards to acft ops, Claremont trng area.

CNF4

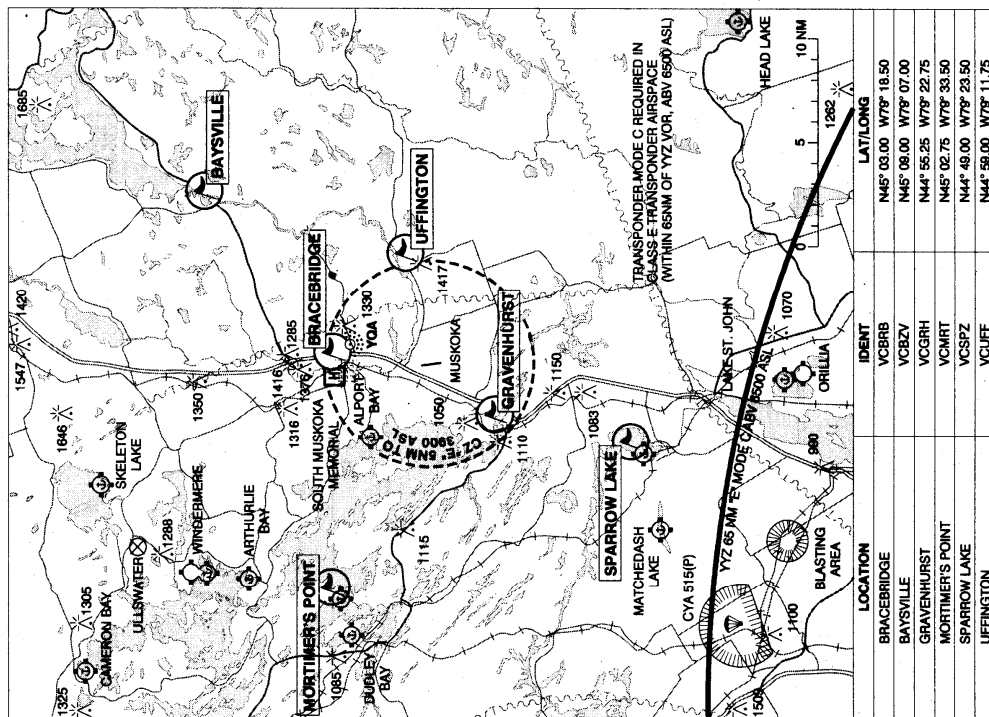


NOT TO BE USED FOR NAVIGATION

MUSKOKA ON
CYQA

REF	N44 58 29 W79 18 12 4S 11°W UTC-5(4) Elev 925' A5000 F-21 LO6 H15 CAP
OPR	District Municipality of Muskoka 705-687-2194 Cert
PF	A-1 C-2,3,4,5,6
CUST	AOE/15 888-226-7277 (DT 13-21Z) Jun 15-Sep 15; 14-22Z† Mon-Fri exc hols, Sep 16-Jun 14
FLT PLN	NOTAM FILE CYQA London 866-WXBRIEF AWOS (see COMM) TAF 13-03Z†; issue times: 13, 20Z (DT 12, 14 & 20Z).
SERVICES	12-24Z† May 15-Aug 31, 13-23Z† Sep 1-May 14. After hrs call out chg applies, call 705-687-2194. 100LL, JA-1 with FSII, SP (CON 1 IP JA-1, FSII) All
FUEL	1,2,3,4,5,6
OIL	District Municipality (Imperial Oil) 705-687-2194
MIL CON	Rwy 18(181°)/36(001°) 6000x150 asphalt Thld 18 displ 800' Rwy 09/27 2180x100 turf Twys A & B rsld to acct with a wingspan of less than 24M/79' Opr CRF/IRSC avbl ltd hrs Rwy 09/27 no win maint Rwy 18/36 ltd night win maint PLR/PCN
RWY DATA	18-(TE ME) P1, 36-(TE ME) ARCAL-122.3 type K Retro-reflective markers on twy B
TWY	Timmins rdo 122.3 (RAAS) London 123.475 (FISE) 126.7(bcst)
RCR	Timmins rdo 122.3 5NM 3900 ASL (CAR 602.98)
LIGHTING	Timmins rdo 122.3 124.575
COMM	
NAV	YQA 272 (M) N45 02 21 W79 16 58 213° 3.5NM to A/D
NDB	Wildlife frequency on twys
CAUTION	

MUSKOKA VFR TERMINAL PROCEDURES CHART



NOT TO BE USED FOR NAVIGATION

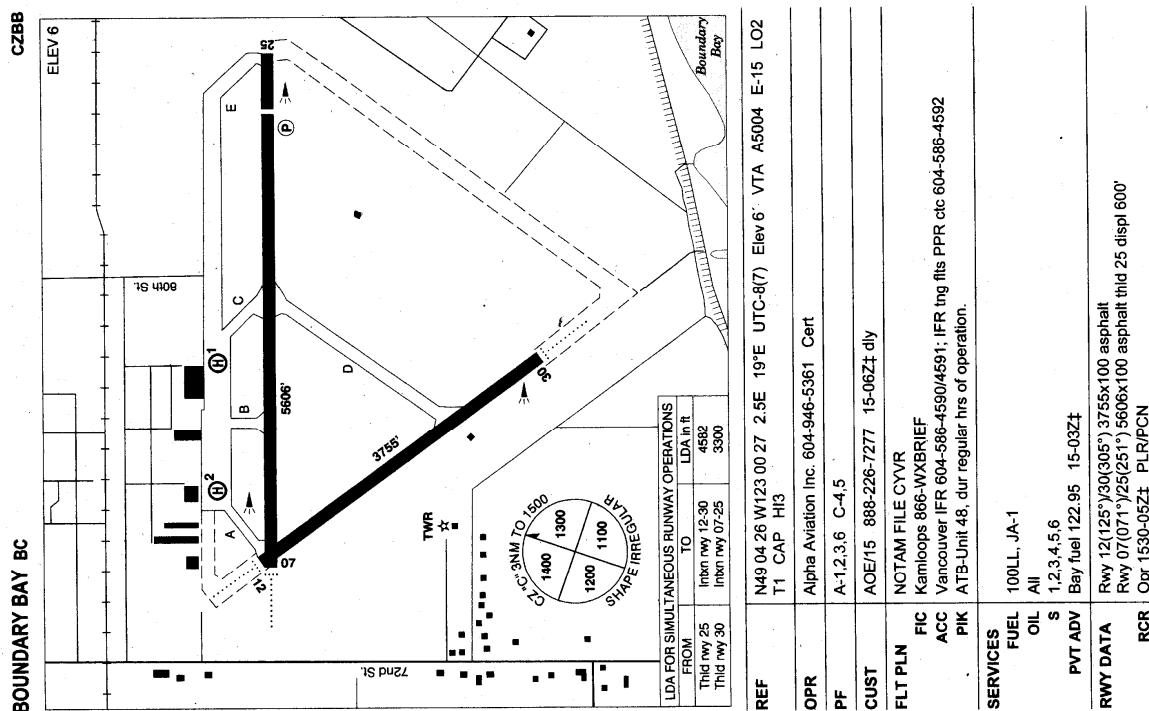


INTENTIONALLY LEFT BLANK

AIRCRAFT IDENT:

A2 - ii

INTENTIONALLY LEFT BLANK



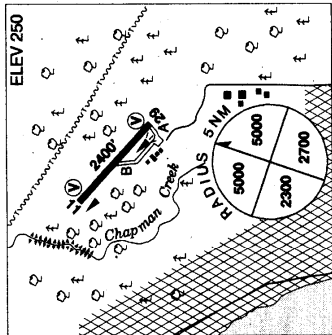
BOUNDARY BAY BC (Cont'd)		CZBB
LIGHTING	07-AD (non-std 1400') (TE ME) 12-AD (non-std 1400') (TE ME), 25-(TE ME), 30-AD (non-std 1400') (TE ME) When TWR clsd ARCAL-118.1 type K.	
COMM	125.5 15-07Z± 604-946-0180 GND 124.3 15-07Z± Boundary 118.1 (inner) 127.6 (outer) (V) 15-07Z± (emerg only 604-946-0911) tfc 118.1 07-15Z± 3NM 1500 ASL Excluding that portion which penetrates Delta Heritage Air Park ATF during daylight hrs.	
NAV	WHITE ROCK WC 332 (L) N49 00 12 W122 45 01 274° 10.6NM to A/D VANCOUVER YVR 115.9 Ch 106 N49 04 38 W123 08 57 (17') 069° 5.1NM to A/D	
RESTRIC-TIONS	No circuits rwy 07/25 23-07 tcl. Avoid over flying noise sensitive areas unless unable due to crosswind limitations or other safety considerations or as directed by ATC. Ref CARS 602.105 - after dep rwy 25 turn crosswind as rwd to remain E of railway. Arr rwy 07 turn base E of noise sensitive area. Propeller driven act over 12,500 lbs. GTOW & all jet act prot unless approved thru APM. No departures fr taxi B. Heli ops prohibited within 30' vertical & 90' horizontal fr all refuelling eqpt.	
PRO	VFR act with transponder squawk code assigned by ATC. All circuits 800 AGL. Rgt hand circuits rwy 25 & 30 (CAR 602.96). Rwy 12/30 preferred for rgt ops. Pilots to open/close Flt Pins with Kamloops FIC via phone or Kamloops FIC 123.15 when practicable. Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl VTPC. ATS REQUIREMENTS: All VFR act arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code. - All act departing Vancouver or Victoria Intl (including Water Aerodrome) call Vancouver ACC at 888-987-2633 (888-YVR-CODE) or 604-586-4595 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All act arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATIS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Vancouver ACC at 888-987-2633 (888-YVR-CODE) or 604-586-4595. - All act arriving Victoria Intl from a non NAV CANADA site call Vancouver ACC at 888-987-2633 (888-YVR-CODE) or 604-586-4595 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary. Delta Heritage Air Park 2.5NM E no overflights below 1000 ASL. (See VTPC). Surrey/King George Air park 7.5NM E no overflights below 1500 ASL. (See VTPC). Rwy 07 or 12: Arrivals fr E - report KING GEORGE not below 1500 expect KING GEORGE ARRIVAL left downwind rwy 07 or left base rwy 12 Arrivals fr S or W - report WEST POINT expect WEST POINT ARRIVAL rgt base rwy 07 or rgt downwind rwy 12. Departures to E - expect NIKEL DEPARTURE. Departures to W or S - expect POINT ROBERTS DEPARTURE. Rwy 25 or 30: Arrivals fr E - report NIKEL expect NIKEL ARRIVAL straight in rwy 25 or rgt base rwy 30. Arrivals fr S - report POINT ROBERTS expect POINT ROBERTS ARRIVAL left downwind rwy 25 or left base rwy 30. Departures to E - expect KING GEORGE DEPARTURE or FRASER BRIDGE DEPARTURE. Departures to W or S - expect WEST POINT DEPARTURE.	

NOT TO BE USED FOR NAVIGATION

SECHELT-GIBSONS BC

CAP3

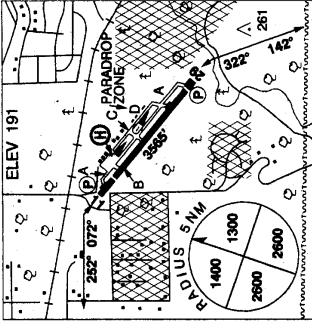
REF	N49 27 38 W123 43 07 1.3SE 19°E UTC-8(7) Elev 250' VTA A5004 E-15 LO2
OPR	Dist of Sechelt 604-885-1986 Reg
PF	C-1,2,3,4,5,6
FLT PLN	NOTAM FILE CYCD Kamloops 866-WXBRIEF
SERVICES	100LL 604-885-1986 Avail 24 hrs FUEL S 4.5
RWY DATA	Rwy 11/29 2400x75 asphalt RCR Opr 16-0030Z Mon-Fri
LIGHTING	11-(TE LO)AV 4.5°, 29-(TE LO)AV 4.5° ARCAL-123.5 type J



QUALICUM BEACH BC

CAT4

REF	N49 20 14 W124 23 38 1.8S 19°E UTC-8(7) Elev 191' A5004 E-15 LO2 H13 CAP
OPR	Town 250-752-6921 Cert
PF	A-1,2 C-3,4,5,6
FLT PLN	NOTAM FILE CYCD Kamloops 866-WXBRIEF ACC For IFR dnc ctc Comox Terminal 250-339-8115 before take off.
SERVICES	daylight hrs FUEL S 100LL, JA 2
RWY DATA	Rwy 11(109°)/29(289°) 3565x75 asphalt Thid 11 displ 500' Thid 29 displ 226' Rwy 29 up 0.77% RCR Opr Ltd win maint
LIGHTING	11-(TE ME)AP 4°, 29-(TE ME)AP 4° ARCAL-122.8 type K



COMM	MF TML ftc 122.8 5NM 3200 ASL (CAR 602.98) Comox 123.7 227.6
PRO	Rgt hand circuits rwy 11 (CAR 602.98). NOISE ABATEMENT PROCEDURES: Day- dep rwy 11, climb rwy hdg to thid rwy 29, then climb hdg 142° when safe. Dep rwy 29, climb rwy hdg to railway tracks, then climb hdg 252° when safe. Night- btwn 22-07 lcl, medvac only or PPR. Avoid noise sensitive area. Night ops prohibited when APAPI U/S. Circuit height 1400 MSL. Arr: offset apchs. Avoid noise sensitive areas. See sketch. For IFR dnc ctc Comox Terminal 250-339-8115 before take off.
CAUTION	100' trees aprx 3000' fr thid 29. Parajumps on A/D & 5NM W of A/D at N49 21 W124 28 to 10,000 ASL by NOTAM. Only pilots familiar with lcl terrain should use this A/D dur hrs of darkness.

COMM	MF TML ftc 122.8 5NM 3200 ASL (CAR 602.98) Comox 123.7 227.6
PRO	Rgt hand circuits rwy 11 (CAR 602.98). NOISE ABATEMENT PROCEDURES: Day- dep rwy 11, climb rwy hdg to thid rwy 29, then climb hdg 142° when safe. Dep rwy 29, climb rwy hdg to railway tracks, then climb hdg 252° when safe. Night- btwn 22-07 lcl, medvac only or PPR. Avoid noise sensitive area. Night ops prohibited when APAPI U/S. Circuit height 1400 MSL. Arr: offset apchs. Avoid noise sensitive areas. See sketch. For IFR dnc ctc Comox Terminal 250-339-8115 before take off.
CAUTION	100' trees aprx 3000' fr thid 29. Parajumps on A/D & 5NM W of A/D at N49 21 W124 28 to 10,000 ASL by NOTAM. Only pilots familiar with lcl terrain should use this A/D dur hrs of darkness.

REF	N48 48 43 W123 39 02 2.7NNE 19°E Elev 130' VTA A5004 E-15
OPR	John Howroyd 250-477-9116 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN	NOTAM FILE CYCD Kamloops 866-WXBRIEF
RWY DATA	Rwy 16/34 1800x75 grass Rwy 34 up 5.5% Soft in winter RCR Opr 15-04Z No win maint
PRO	Land rwy 34, depart rwy 16, remain over lake until 1500 ASL. Do not descend below 1500 ASL until over lake, fly downwind minimum of 1/2 mile W of rwy.
CAUTION	Seaplane activity on lake.

REF	N48 48 43 W123 39 02 2.7NNE 19°E Elev 130' VTA A5004 E-15
OPR	John Howroyd 250-477-9116 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN	NOTAM FILE CYCD Kamloops 866-WXBRIEF
RWY DATA	Rwy 16/34 1800x75 grass Rwy 34 up 5.5% Soft in winter RCR Opr 15-04Z No win maint
PRO	Land rwy 34, depart rwy 16, remain over lake until 1500 ASL. Do not descend below 1500 ASL until over lake, fly downwind minimum of 1/2 mile W of rwy.
CAUTION	Seaplane activity on lake.

NOT TO BE USED FOR NAVIGATION

TAKEOFF DISTANCE

2100 LBS AND 1900 LBS

SHORT FIELD

See table below for appropriate conditions and notes

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2100	50	56	S.L.	585	1070	630	1140	680	1220	725	1300	780	1390
			1000	640	1165	690	1245	740	1330	795	1420	850	1520
			2000	700	1270	755	1360	810	1455	870	1555	935	1665
			3000	770	1390	830	1490	890	1595	955	1710	1025	1830
			4000	845	1525	910	1640	980	1755	1050	1880	1130	2015
			5000	930	1680	1000	1805	1075	1935	1155	2075	1240	2230
			6000	1025	1850	1100	1990	1185	2140	1275	2300	1370	2475
			7000	1130	2050	1215	2210	1310	2380	1410	2560	1515	2755
			8000	1245	2275	1345	2460	1450	2655	1560	2865	1680	3090
1900	47	54	S.L.	470	865	505	920	540	985	580	1045	620	1115
			1000	515	940	550	1005	590	1070	635	1140	680	1215
			2000	560	1025	605	1095	645	1170	695	1245	745	1330
			3000	615	1115	660	1195	710	1275	760	1365	815	1455
			4000	670	1220	725	1305	780	1400	835	1495	895	1595
			5000	740	1340	795	1435	855	1535	920	1640	985	1755
			6000	810	1470	875	1575	940	1690	1010	1810	1085	1940
			7000	895	1620	965	1740	1035	1865	1115	2000	1195	2145
			8000	985	1790	1065	1925	1145	2065	1230	2220	1320	2385

TAKEOFF DISTANCE

MAXIMUM WEIGHT 2300 LBS

SHORT FIELD

CONDITIONS:

Flaps Up
Full Throttle Prior to Brake Release
Paved, Level, Dry Runway
Zero Wind

NOTES:

- Short field technique as specified in Section 4.
- Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
- Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
- For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2300	52	59	S.L.	720	1300	775	1390	835	1490	895	1590	960	1700
			1000	790	1420	850	1525	915	1630	980	1745	1050	1865
			2000	865	1555	930	1670	1000	1790	1075	1915	1155	2055
			3000	950	1710	1025	1835	1100	1970	1185	2115	1270	2265
			4000	1045	1880	1125	2025	1210	2175	1300	2335	1400	2510
			5000	1150	2075	1240	2240	1335	2410	1435	2595	1540	2795
			6000	1265	2305	1365	2485	1475	2680	1585	2895	1705	3125
			7000	1400	2565	1510	2770	1630	3000	1755	3245	1890	3515
			8000	1550	2870	1675	3110	1805	3375	1945	3670	2095	3990

NOT TO BE USED FOR FLIGHT

LANDING DISTANCE

SHORT FIELD

CONDITIONS:

Flaps 40°
 Power Off
 Maximum Braking
 Paved, Level, Dry Runway
 Zero Wind

NOTES:

1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots
3. For operation on a dry, grass runway, increase distances by 45% of the "ground roll" figure.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2300	60	S.L.	495	1205	510	1235	530	1265	545	1295	565	1330
		1000	510	1235	530	1265	550	1300	565	1330	585	1365
		2000	530	1265	550	1300	570	1335	590	1370	610	1405
		3000	550	1300	570	1335	590	1370	610	1405	630	1440
		4000	570	1335	590	1370	615	1410	635	1445	655	1480
		5000	590	1370	615	1415	635	1450	655	1485	680	1525
		6000	615	1415	640	1455	660	1490	685	1535	705	1570
		7000	640	1455	660	1495	685	1535	710	1575	730	1615
		8000	665	1500	690	1540	710	1580	735	1620	760	1665

NOT TO BE USED FOR FLIGHT



INTENTIONALLY LEFT BLANK

A5



Used with permission of Nav Canada

INTENTIONALLY LEFT BLANK

CHEROKEE CRUISER

SAMPLE LOADING PROBLEM (Normal Category)

	Weight (Lbs)	Arm Aft Datum (Inches)	Moment (In-Lbs)
Licensed Empty Weight			
Oil (8 quarts)	INCLUDED ABOVE.	32.5	—
Pilot and Front Passenger		85.5	
Passengers, Aft *		117.0	
Fuel (50 Gal. Maximum)		95.0	
Baggage * Area 1		117.0	
Baggage * Area 2		133.3	
Total Loaded Airplane			

The center of gravity (C.G.) of this sample loading problem is at _____ inches aft of the datum line. Locate this point () on the C.G. range and weight graph. Since this point falls within the weight - C.G. envelope, this loading meets the weight and balance requirements.

IT IS THE RESPONSIBILITY OF THE PILOT AND AIRCRAFT OWNER TO INSURE THAT THE AIRPLANE IS LOADED PROPERLY.

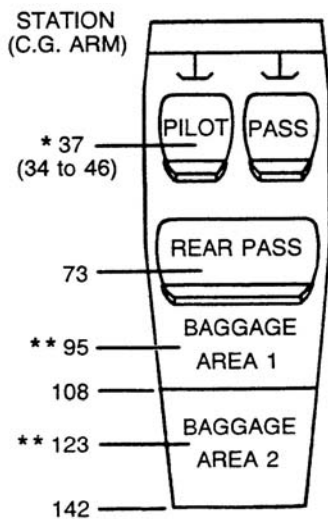
- *Utility Category Operation - No baggage or aft passengers allowed.
- Normal Category Operation - See Page 5-11.

NOT TO BE USED FOR FLIGHT

INTENTIONALLY LEFT BLANK

WEIGHT AND BALANCE

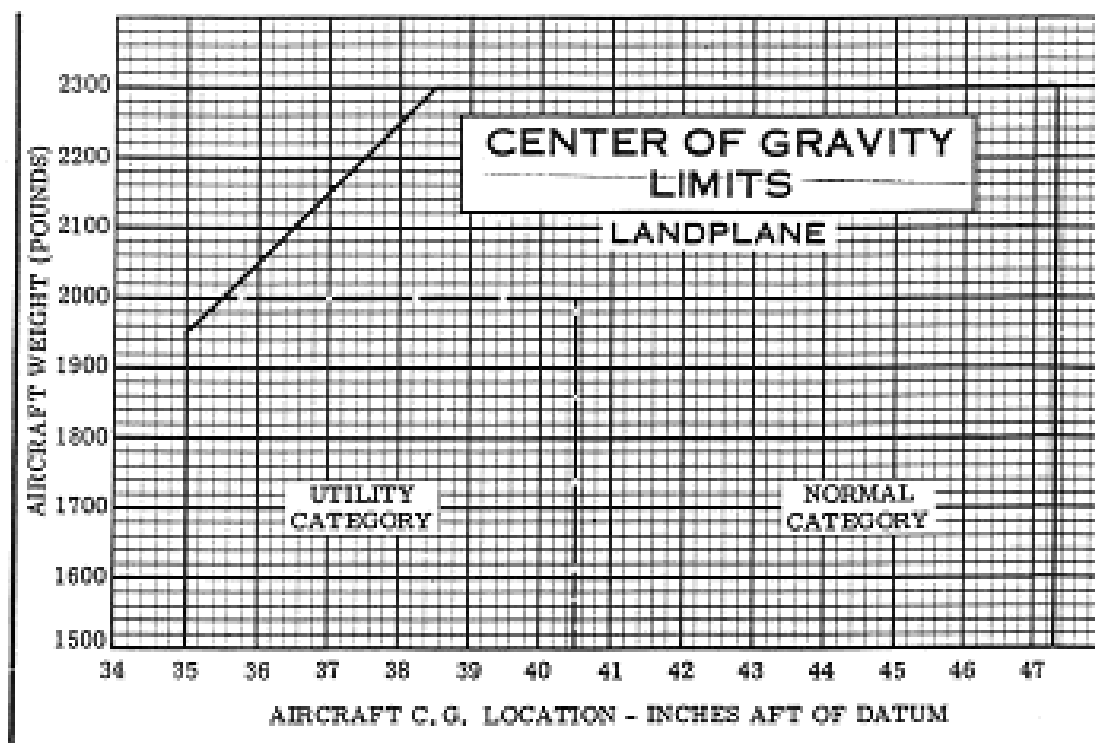
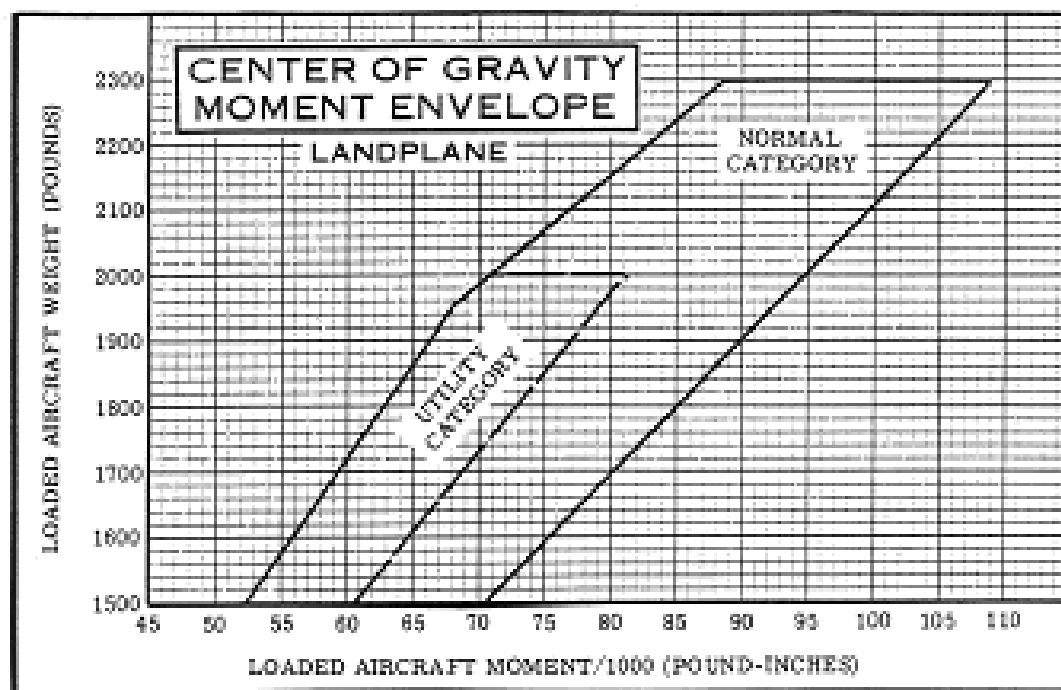
	WEIGHT (LBS)	ARM (IN.)	MOMENT (IN.LBS/1 000)
<i>BASIC EMPTY WEIGHT</i>	1517	42.33	64.22
PILOT / CO-PILOT		37	
REAR PASSENGERS		73	
<i>BAGGAGE AREA #1 (MAX 120LBS)</i>		95	
BAGGAGE AREA #2 (MAX 50LBS)		123	
<i>ZERO FUEL TOTALS</i>			
FUEL _____ X 6LBS U.S. GAL.		48.0	
RAMP WEIGHT (MAX 2307)			
	- 7	48.0	-.33
<i>START, TAXI, RUN-UP</i>			
TAKE-OFF WEIGHT (MAX 2300)			
		48.0	
<i>TRIP FUEL _____ X 6LBS</i>			
<i>LANDING WEIGHT (MAX 2190)</i>			



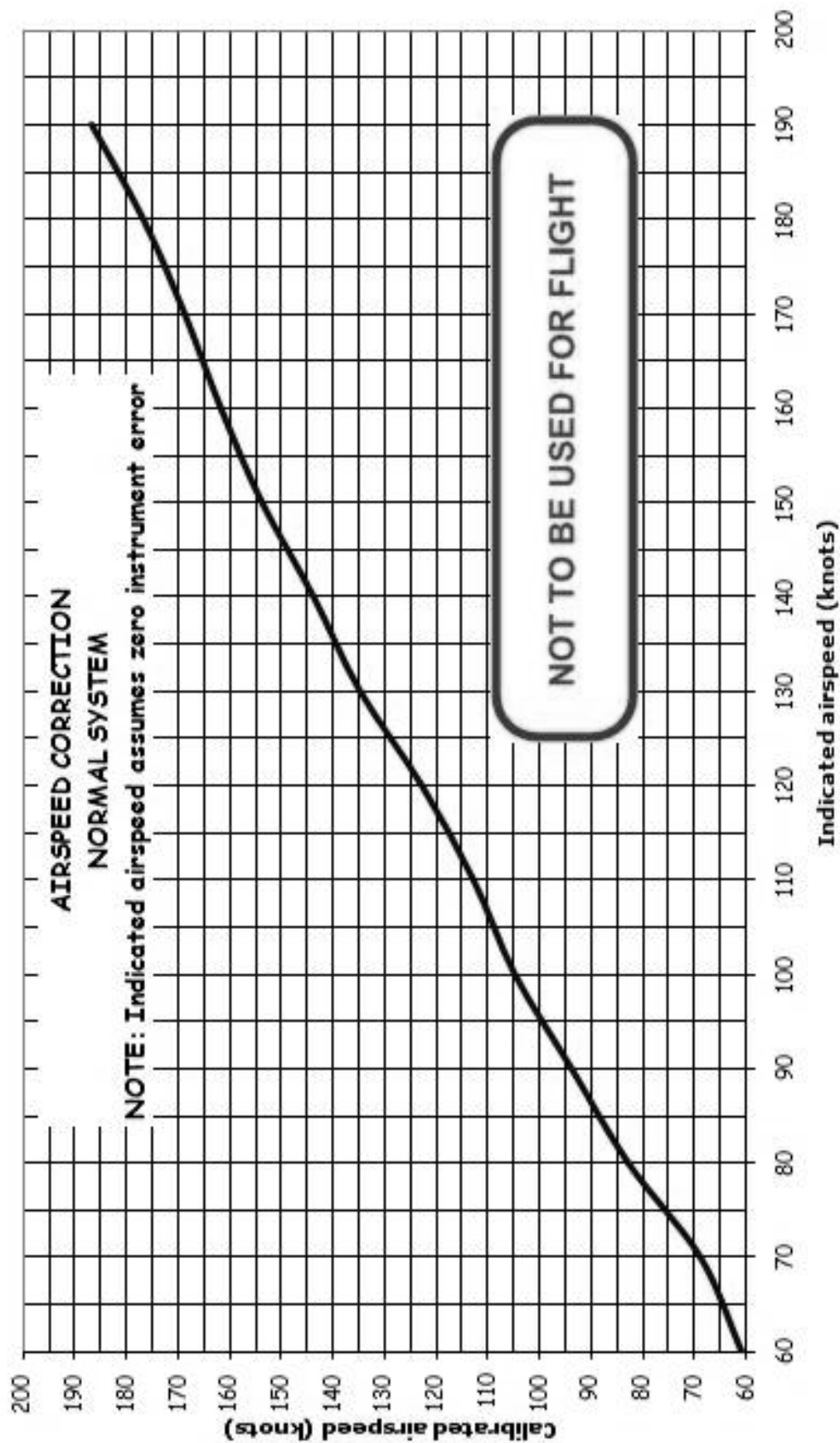
UTILITY: MAX. FWD C.G. = 35.0
MAX AFT C.G. = 40.5

NORMAL: MAX. FWD C.G. = 35.0
MAX AFT C.G. = 47.3

NOT TO BE USED FOR FLIGHT

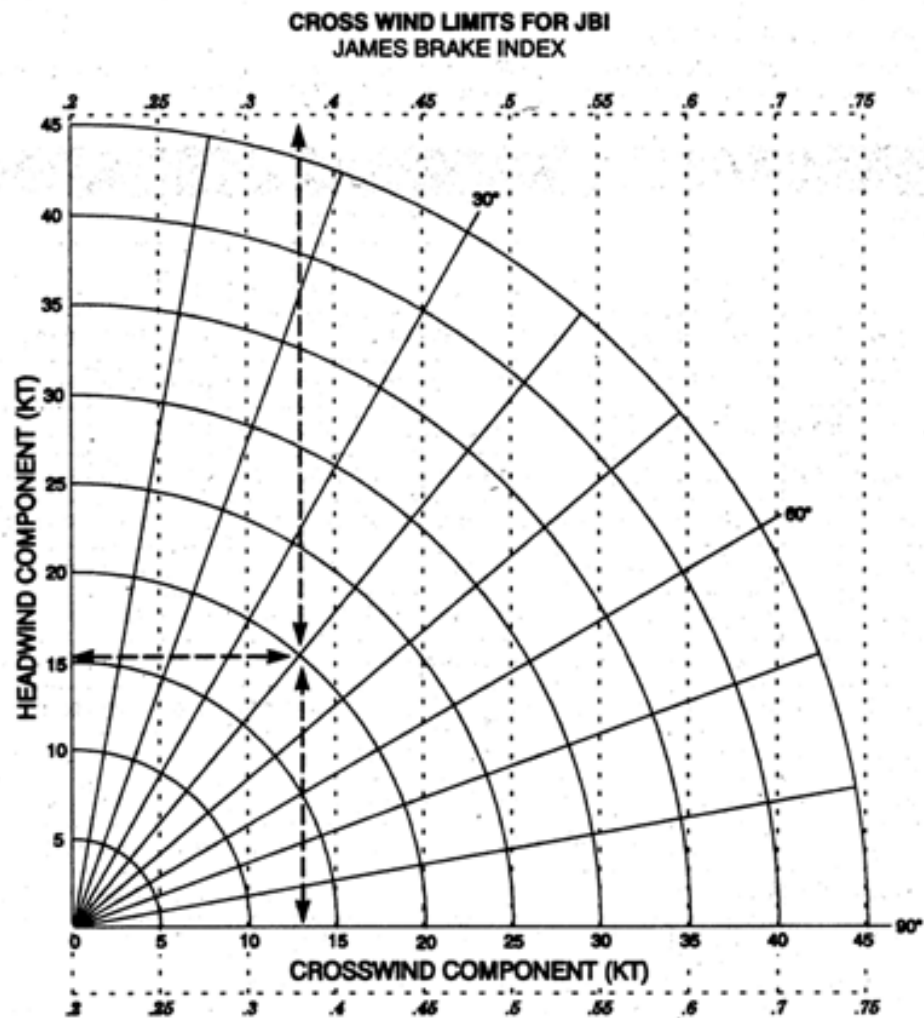
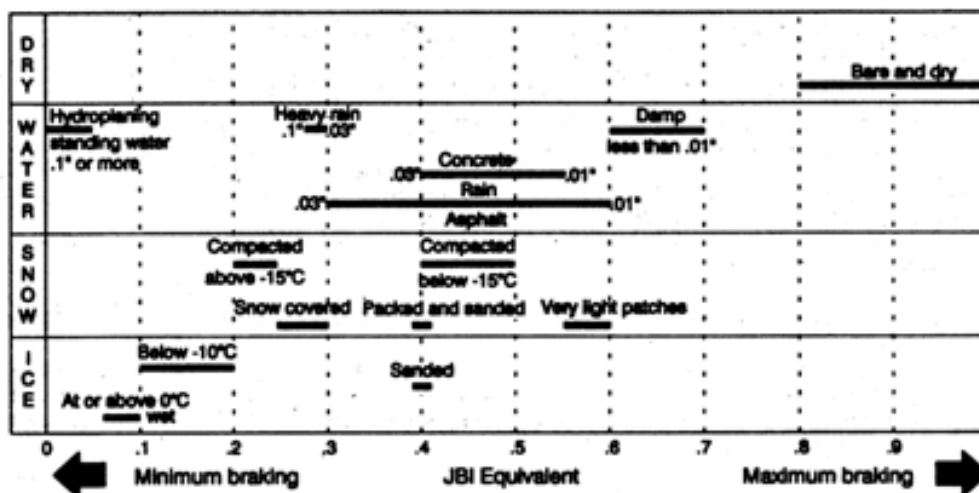


NOT TO BE USED FOR FLIGHT



INTENTIONALLY LEFT BLANK

E12 MILITARY FLIGHT DATA AND PROCEDURES

**RUNWAY SURFACE CONDITION (RSC) AND JBI EQUIVALENT**

NOT TO BE USED FOR NAVIGATION

INTENTIONALLY LEFT BLANK