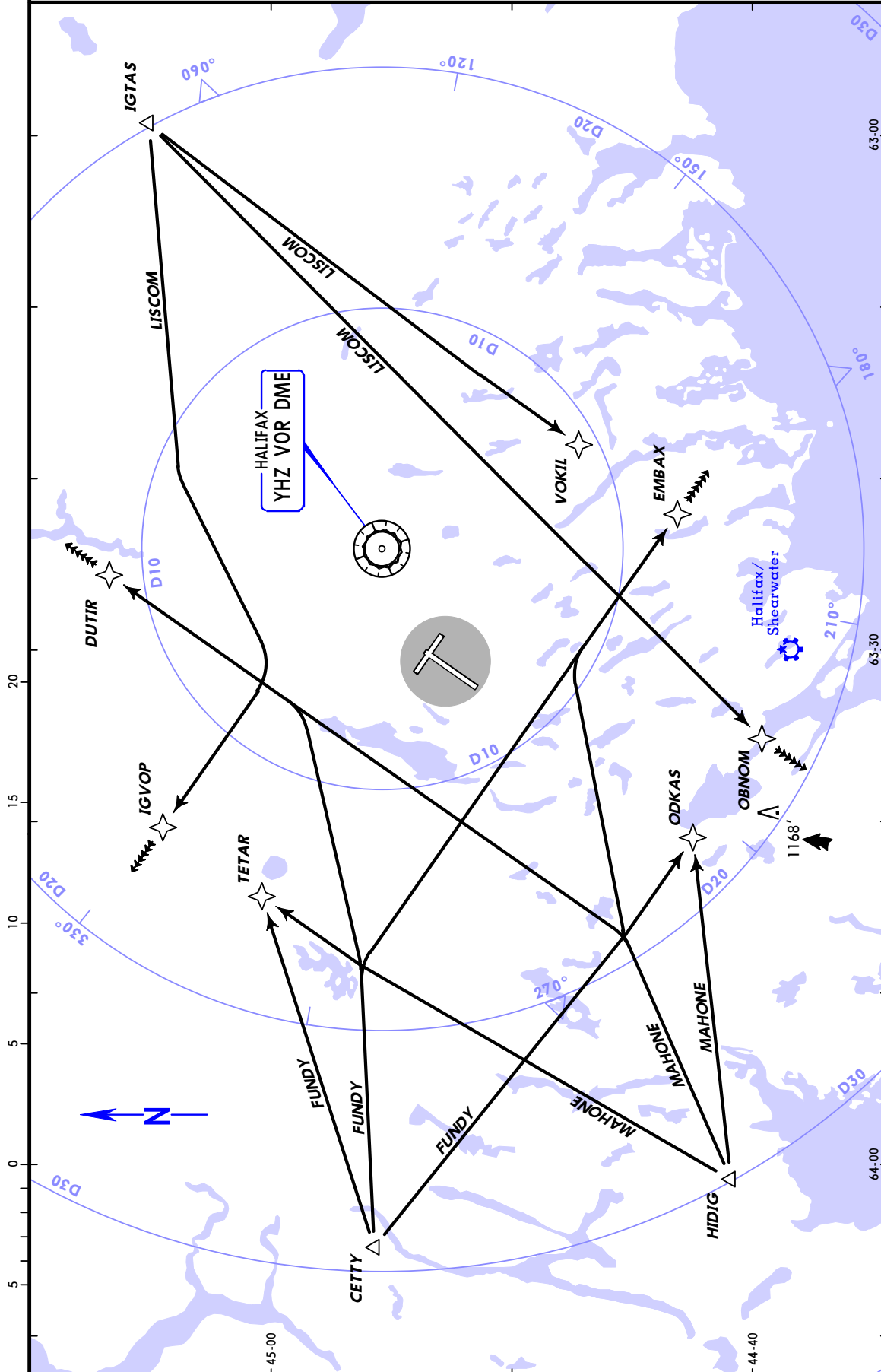
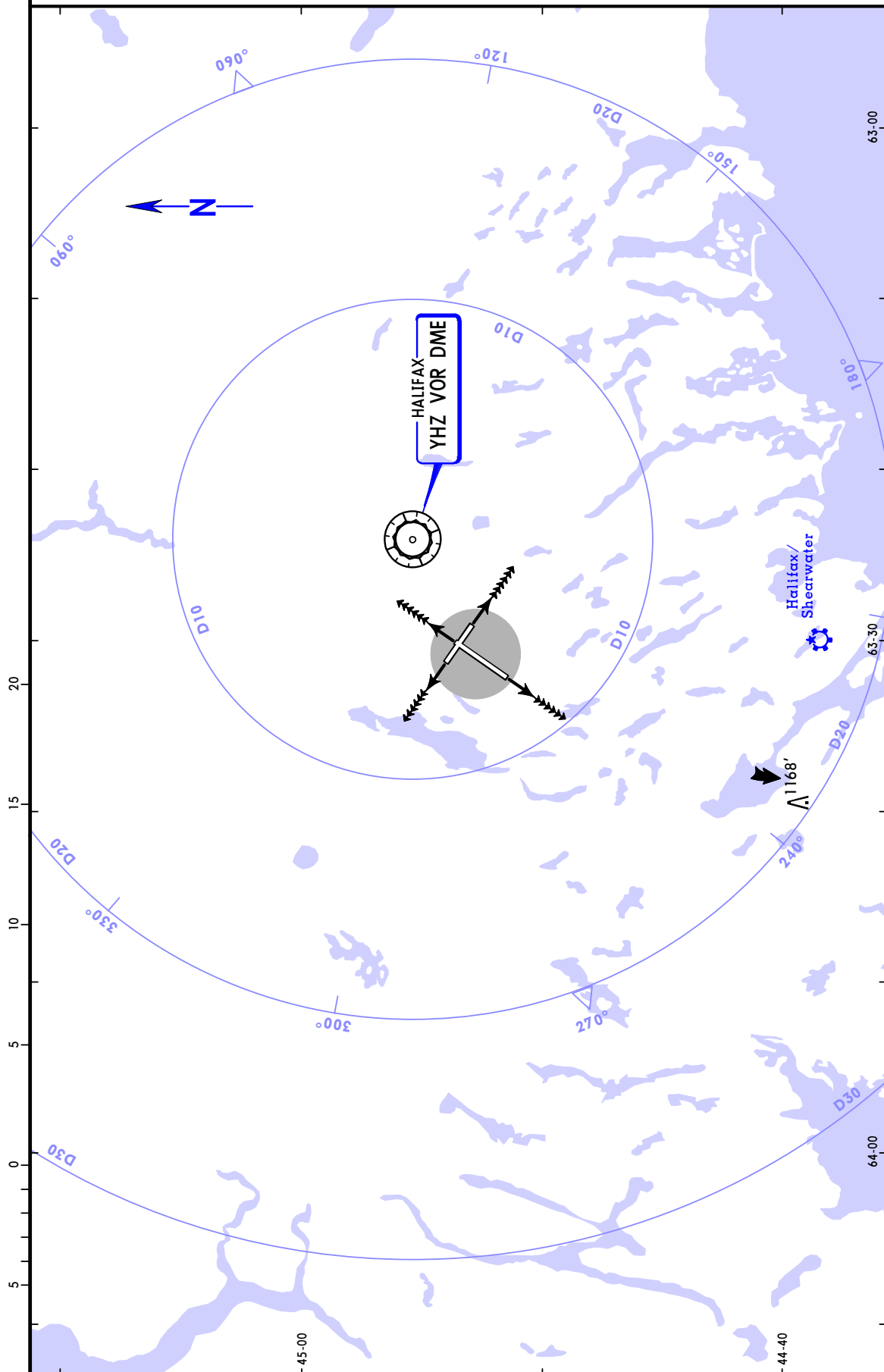


STAR OVERVIEW ALL RWYS



OMNIDIRECTIONAL DEPARTURE OVERVIEW ALL RWYS



2. 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 Downwind Termination waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW: Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW: Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYHZ/YHZ

HALIFAX/STANFIELD INTL

JEPPESSEN

9 NOV 12

10-2B

Eff 15 Nov

HALIFAX, NS

RNAV STAR

*D-ATIS
121.0Apt Elev
477'

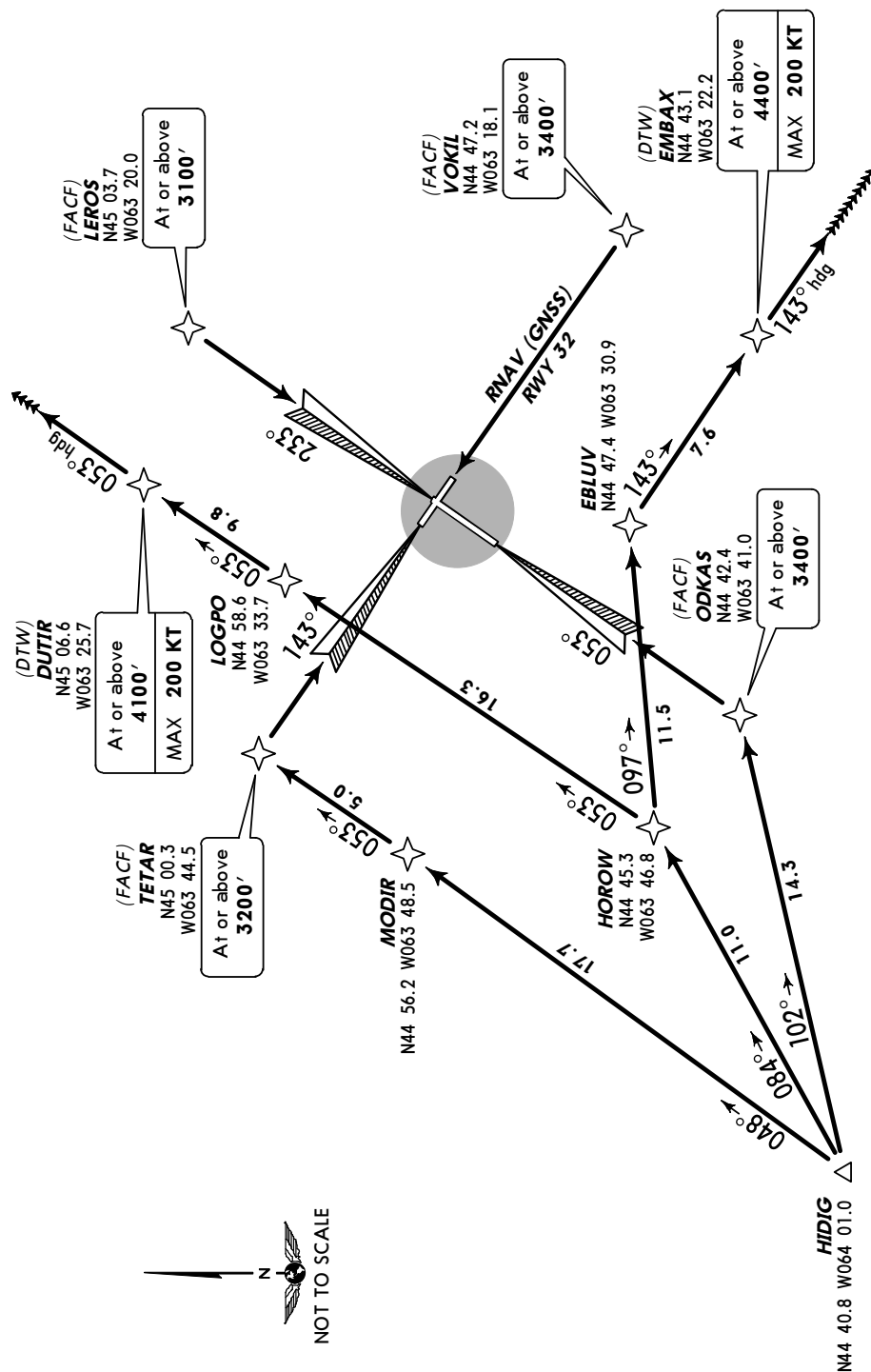
Alt set: INCHES

Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 2800'.

2. 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.

MAHONE SEVEN ARRIVAL (HIDIG.MAHNE7)



ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW: Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW: Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYHZ/YHZ

HALIFAX/STANFIELD INTL

JEPPESSEN

4 JAN 13

10-3

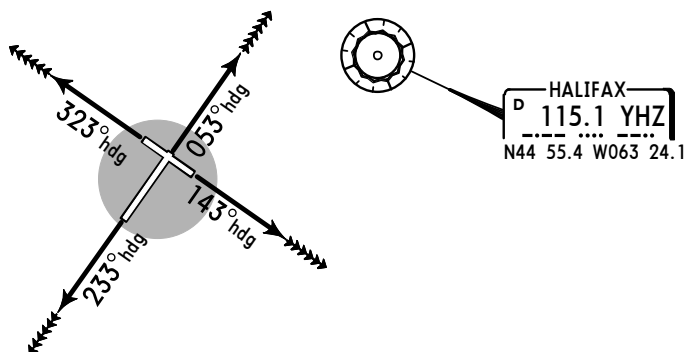
Eff 10 Jan

HALIFAX, NS

SID

HALIFAX
Departure
119.2Apt Elev
477'Trans level: FL 180 Trans alt: 18000'
Safe Altitude within 100 NM 2800'.

HALIFAX FOUR DEPARTURE (CYHZ4.) (VECTOR)



Transponder Mode A/3 Code 7600.
On recognition of communication failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

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

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

INITIAL CLIMB

Climb runway heading or as assigned for RADAR vectors.

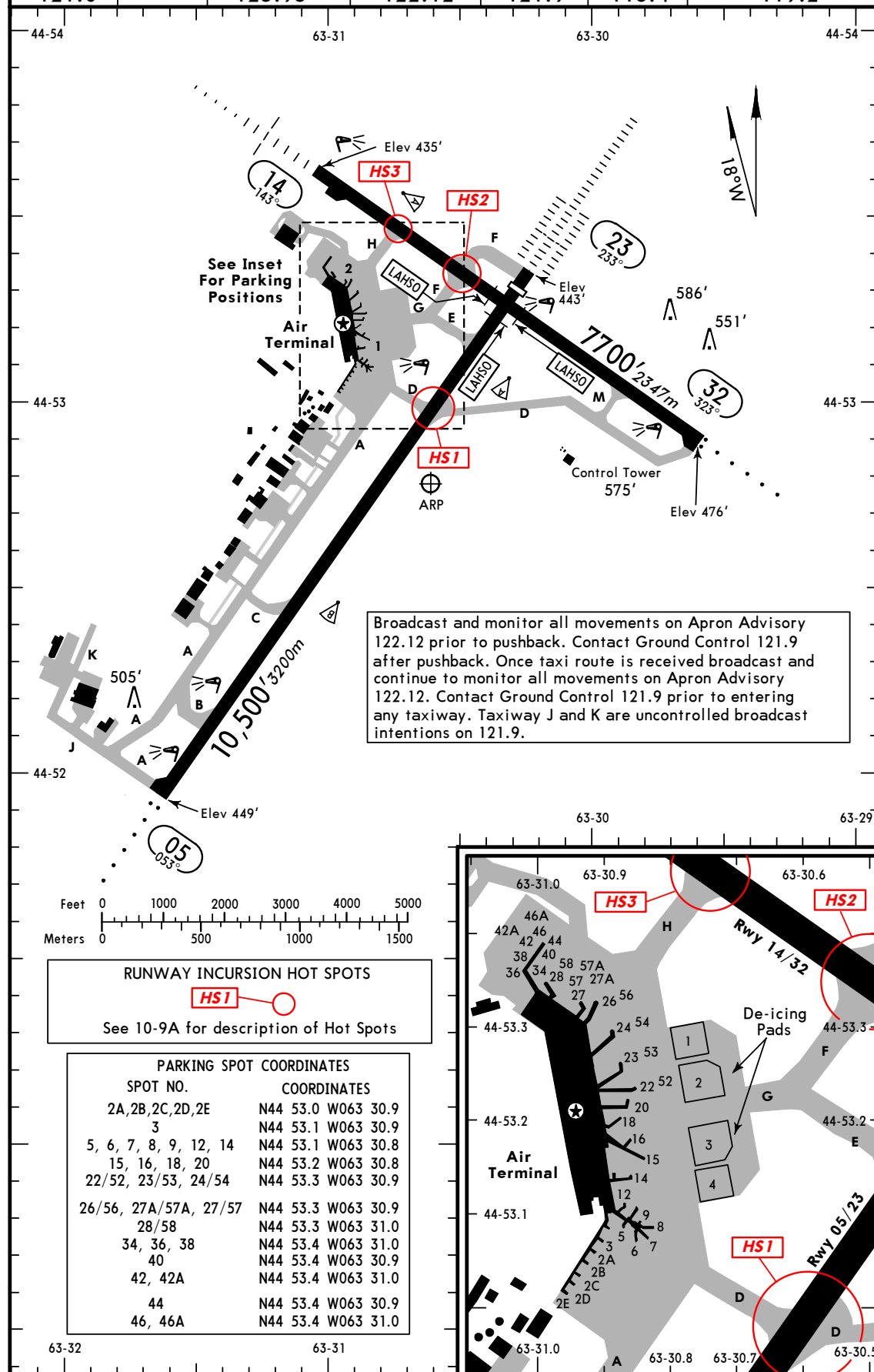
MAINTAIN 5000' or as assigned.

Apt Elev **477'**
N44 52.8 W063 30.6

26 APR 13 (10-9) Eff 2 May

HALIFAX/STANFIELD INTL

ATIS 121.0	ACARS: ATIS PDC	HALIFAX Clearance 123.95	Apron Advisory 122.12	Ground 121.9	Tower 118.4	HALIFAX Terminal Control 119.2
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CHANGES: LAHSO rwy 05 added.

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CYHZ/YHZ
Apt Elev 477'
N44 52.8 W063 30.6

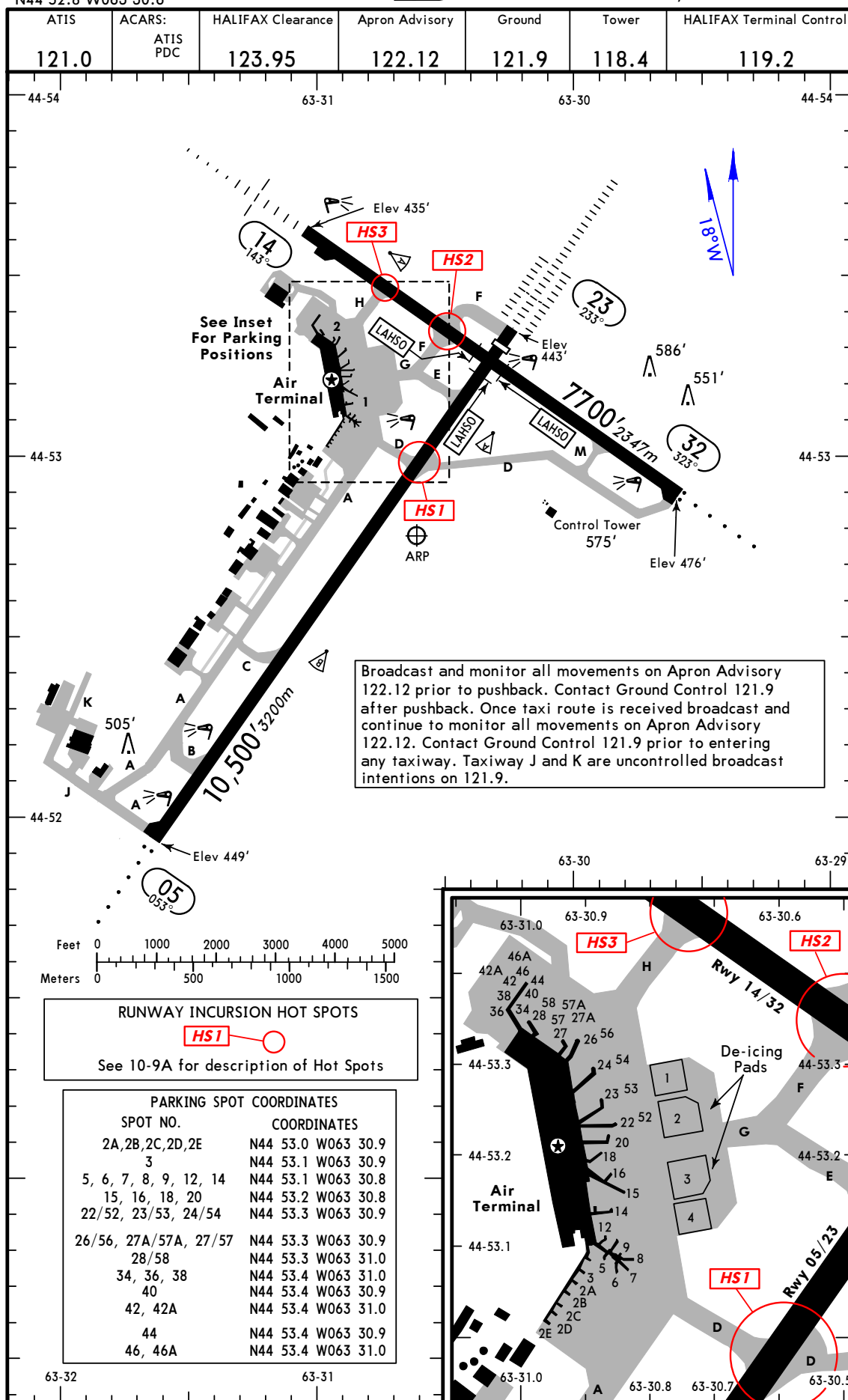


JEPPESSEN

HALIFAX, NS

26 APR 13 10-9 Eff 2 May

HALIFAX/STANFIELD INTL



CHANGES: LAHSO rwy 05 added.

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GENERAL

CAUTION: Extensive bird activity in vicinity of runways October-March.

ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS			TAKE -OFF	WIDTH
RWY						LANDING BEYOND		LAHSO		
						Threshold	Glide Slope	Distance		
05	HIRL	CL	ODALS	① PAPI-L				14/32 9544' 2909m		
23	HIRL	CL	HIALS	TDZ	RVR	10.139' 3090m	8990' 2740m			200' 61m

① Angle 3.0°, for aircraft with eye-to-wheel height up to 45'.

14	HIRL	SSALR		RVR		6688' 2039m	05/23	3500'	1067m		200'
32	HIRL	ODALS	② PAPI-R				05/23	3600'	1097m		61m

② Angle 3.0°, for aircraft with eye-to-wheel height up to 45'.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions

HOT SPOT

- HS1** Taxiway D crossing Runway 05/23 for both aircraft and vehicles.
- HS2** Runway 14/32 from Taxiway F for aircraft taxiing for Runway 23.
- HS3** Taxiway H when aircraft taxiing from apron prior to calling ground.

TAKE-OFF

	① Rwy 23			Rwys ② 05, 14, 32	
	Authorized Air Carriers		All Other Aircraft	Authorized Air Carriers	All Other Aircraft
	HIRL & CL & RCLM	HIRL or CL or RCLM		HIRL or CL or RCLM	
A	TDZ RVR 6	RVR 12	RVR 26	RVR 12	RVR 26
B		or 1/4	or 1/2	or 1/4	or 1/2
C	Rollout or Mid RVR 6				
D					

- ① Rwy 23, trees to 464' ASL approximately 300' past departure end of runway.
- ② Rwy 05, trees to 479' ASL approximately 0.1 NM from departure end of runway, 600' RIGHT of centerline.

GENERAL

CAUTION: Extensive bird activity in vicinity of runways October-March.

ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS			TAKE -OFF	WIDTH
RWY						LANDING BEYOND		LAHSO Distance		
						Threshold	Glide Slope			
05	HIRL	CL	ODALS	① PAPI-L				14/32 9544' 2909m		
23	HIRL	CL	HIALS	TDZ	RVR	10.139' 3090m	8990' 2740m			200' 61m

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RUNWAY INCURSION HOT SPOTS

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TAKE-OFF

	① Rwy 23			Rwys ② 05, 14, 32	
	Authorized Air Carriers		All Other Aircraft	Authorized Air Carriers	All Other Aircraft
	HIRL & CL & RCLM	HIRL or CL or RCLM		HIRL or CL or RCLM	
C	TDZ RVR 6	RVR 12	RVR 26	RVR 12	RVR 26
D	Rollout or Mid RVR 6	or 1/4	or 1/2	or 1/4	or 1/2

① Rwy 23, trees to 464' ASL approximately 300' past departure end of runway.

② Rwy 05, trees to 479' ASL approximately 0.1 NM from departure end of runway, 600' RIGHT of centerline.

CYHZ/YHZ

JEPPESSEN

SMGCS

HALIFAX/STANFIELD INTL

21 JUN 13

10-9B

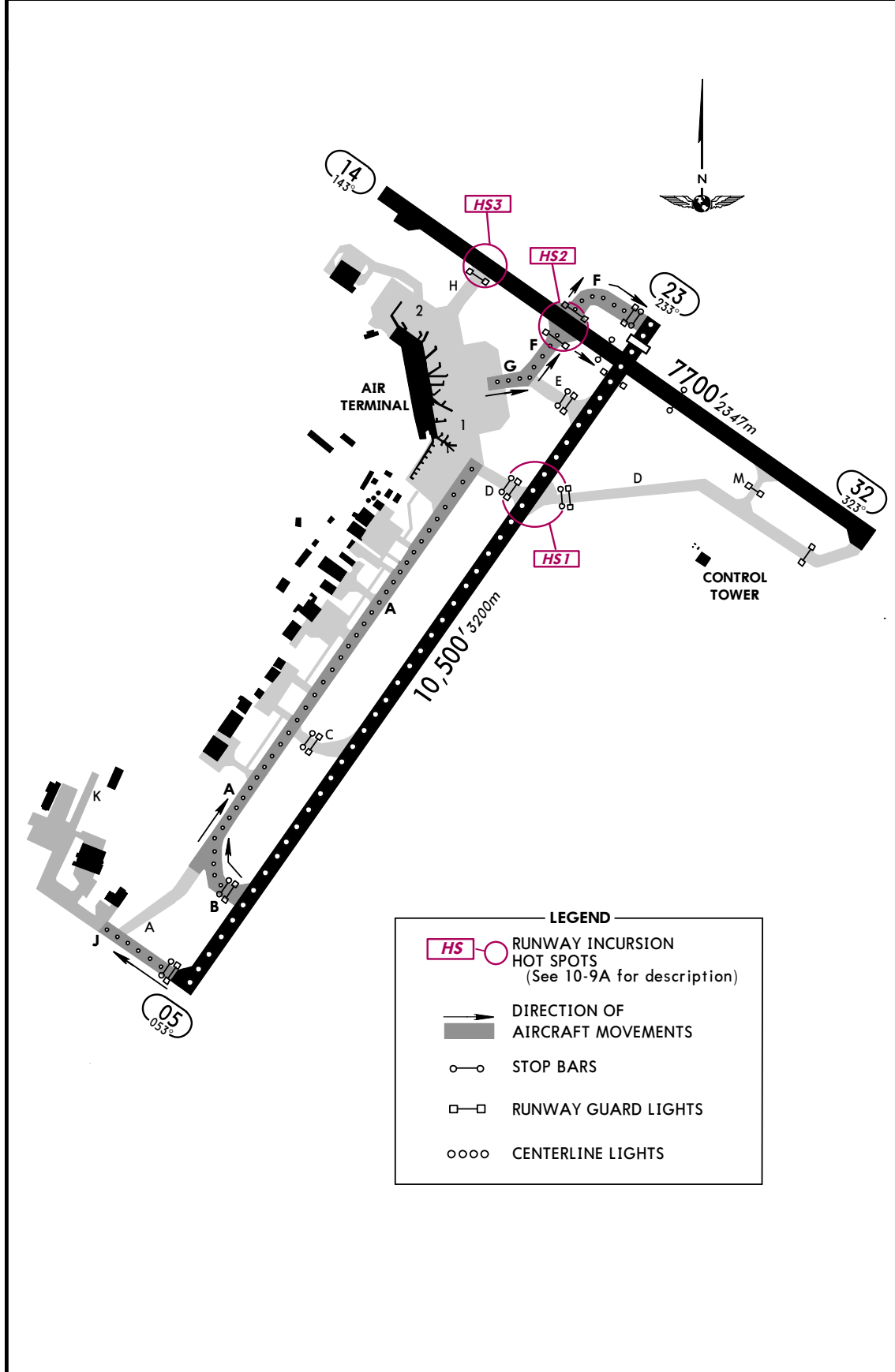
Eff 27 Jun

HALIFAX, NS

Less than RVR 1200 to 600

LOW VISIBILITY TAXI CHART

ATIS	ACARS: ATIS PDC	HALIFAX Clearance	Apron Advisory	Ground	Tower	HALIFAX Terminal Control
121.0		123.95	122.12	121.9	118.4	119.2



CHANGES: Stop bars on Twy F and Rwy 23 removed.

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LOW VISIBILITY PROCEDURES (RVR less than 1200 to 600 FT)**APPLICATION**

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast:

'LOW VISIBILITY PROCEDURES IN EFFECT'

GENERAL

The approved taxi route from the Apron is shown on the Low Visibility Taxi Chart. Taxiway centreline lights will be illuminated in Taxiway A, G, F, across Runway 14, Taxiway F to the stop bar.

DEPARTURES

When low visibility procedures are in effect, Runway 23 is the only runway certified for low visibility operations.

Take-off roll cannot commence prior to the displaced threshold location, where the runway is served by high intensity white runway edge lights.

Sequencing of Aircraft Ground Movements for Take-Off

Pilots must follow instructions on Sequencing of Ground Movements for Take-Off as described in CAP GEN Operating Minima.

Do not call for taxi clearance until the reported RVR is a minimum of 600.

Runway Level of Service

Rwy	Certification
23	RVR 600

Stop Bar/Guard Light System

Each taxiway/runway entrances onto Runway 05/23 is equipped with a stop bar consisting of red inset lights. Also, installed on either side of the stop bars located at the taxiway entrances onto Runway 05/23 there are yellow flashing runway guard lights (Wig Wags). When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

'AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR'

ARRIVALS

Arrivals are permitted on runway 23 for approved operators down to RVR 600. Taxi Alpha and Bravo are the approved exit routes. Landing aircraft traversing to the apron must exit Rwy 23 on Taxi B. Landing aircraft traversing to taxiway J or K must exit Rwy 23 on Taxi A.

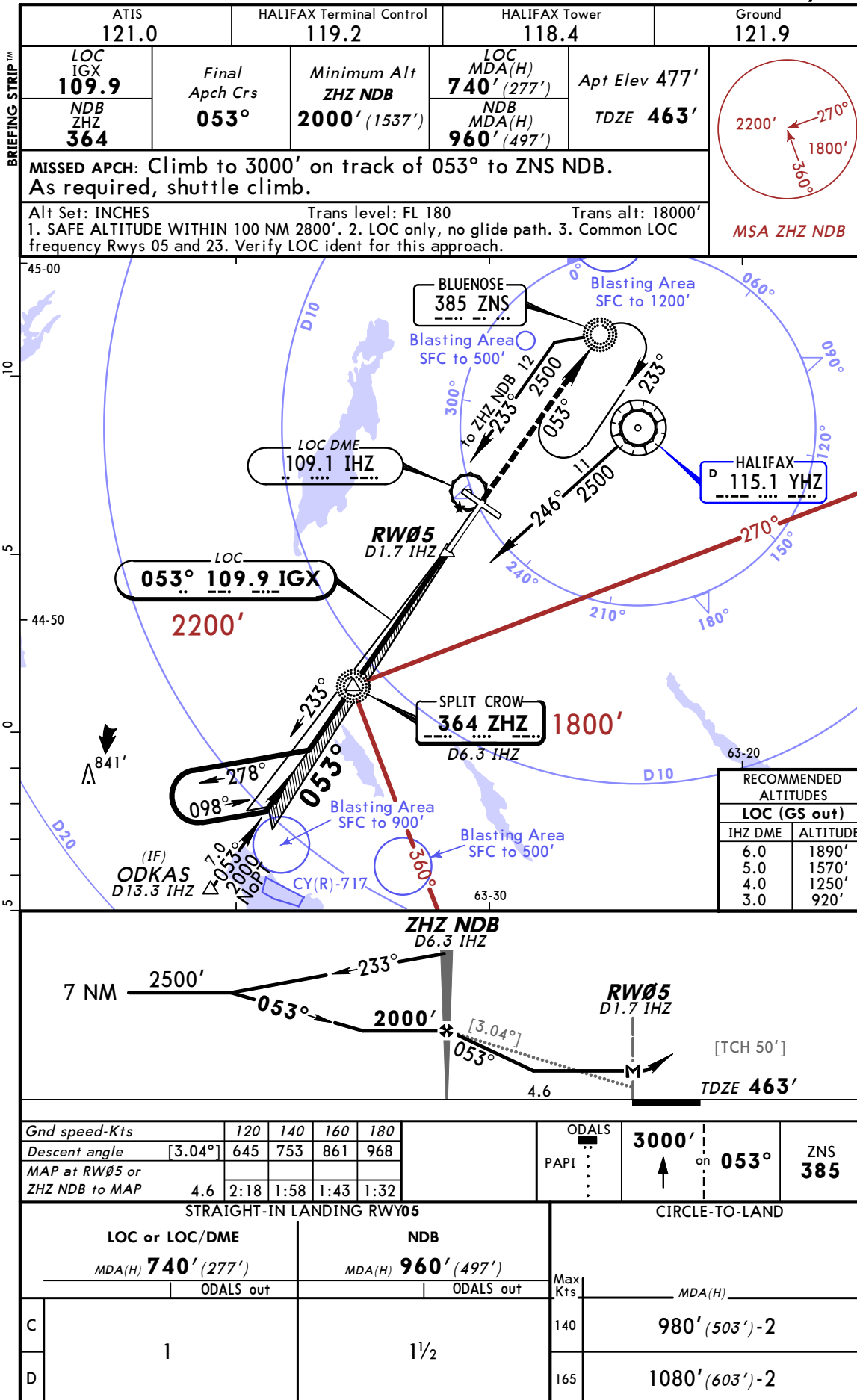
CYHZ/YHZ
HALIFAX/STANFIELD INTL



JEPPESSEN

27 SEP 13 11-1

HALIFAX, NS
LOC or NDB Rwy 05



CHANGES: IGX DME removed, VNAV info added.

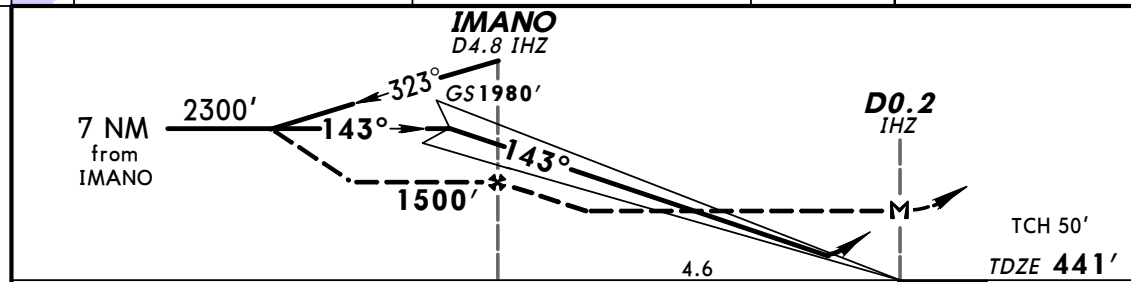
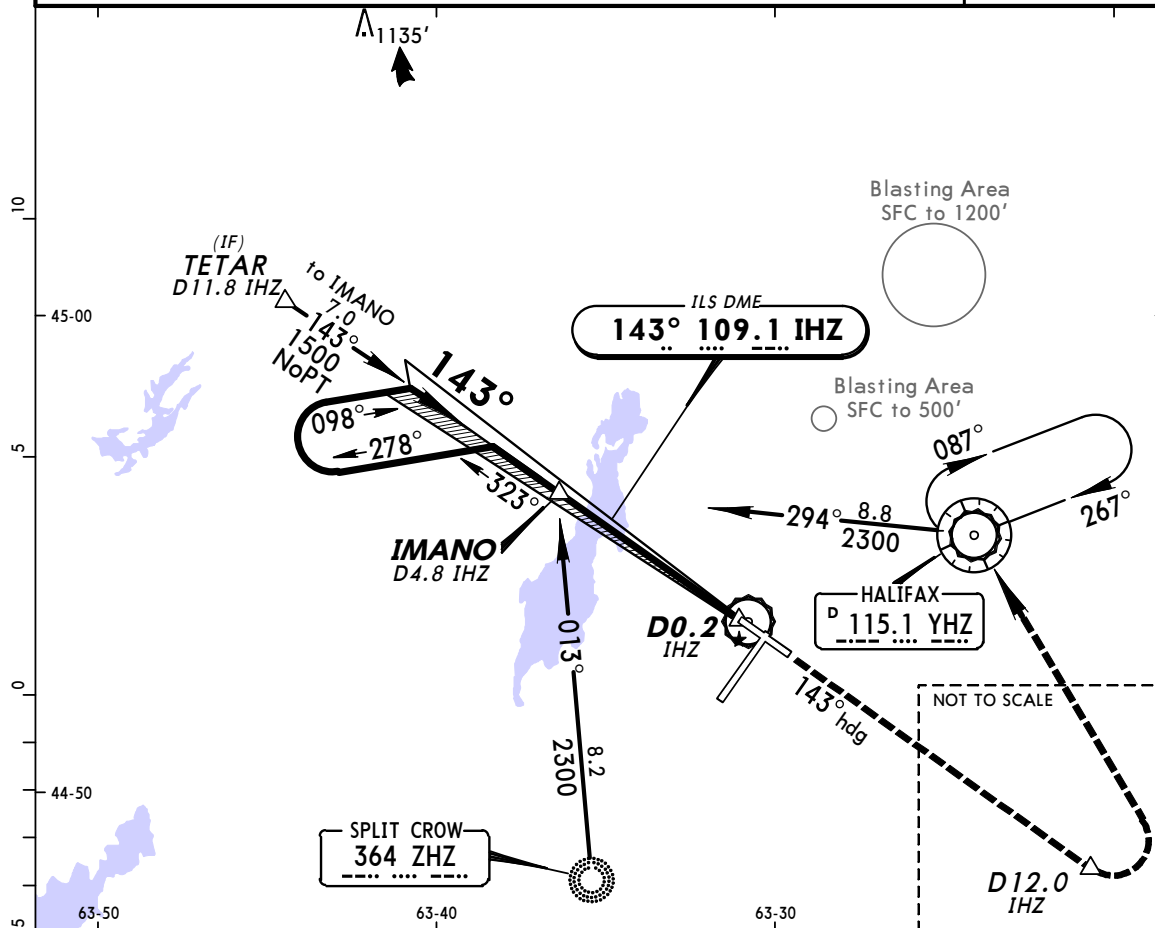
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CYHZ/YHZ
HALIFAX/STANFIELD INTL

JEPPESSEN
27 SEP 13 (11-2)

HALIFAX, NS
ILS DME Rwy 14

ATIS 121.0	HALIFAX Terminal Control 119.2	HALIFAX Tower 118.4	Ground 121.9
LOC IHZ 109.1	Final Apch Crs 143°	GS IMANO 1980' (1539')	ILS DA(H) 641' (200')
Apt Elev 477'			TDZE 441'
MISSED APCH: Climb to 3000' on heading 143°. At D12.0 IHZ LEFT turn direct to YHZ VOR.			MSA YHZ VOR
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 2800'.			

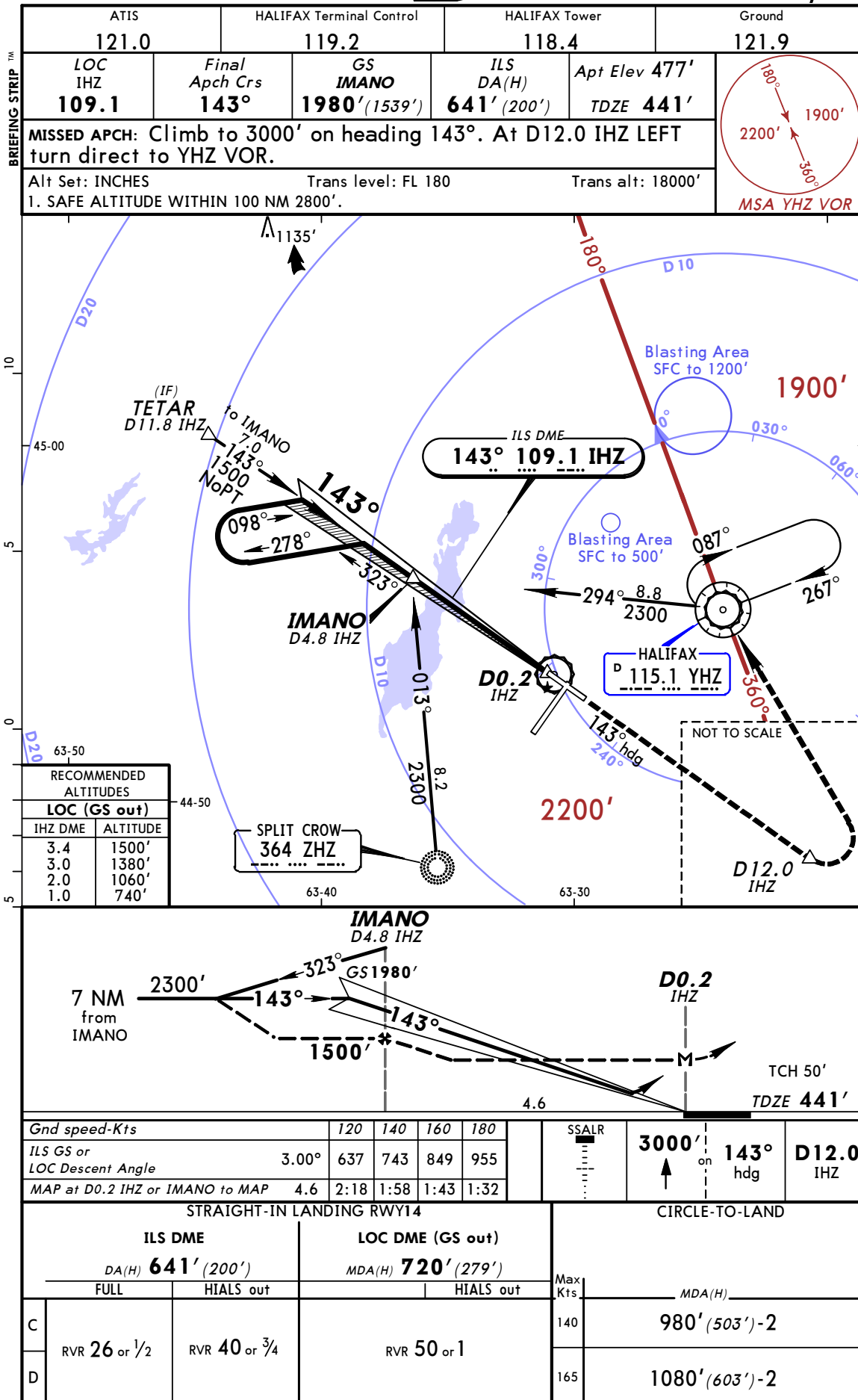


Gnd speed-Kts	70	90	100	120	140	160	<div>SSALR</div> 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STRAIGHT-IN LANDING RWY14				CIRCLE-TO-LAND			
ILS DME		LOC DME (GS out)					
DA(H) 641' (200')		MDA(H) 720' (279')					
FULL		HIALS out					
A				Max Kts	MDA(H)		
B				90	980' (503') - 1 1/2		
C	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	980' (503') - 2		
D				140	980' (503') - 2		
				165	1080' (603') - 2		

CHANGES: None.

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HALIFAX/STANFIELD INTL



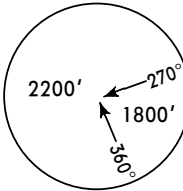
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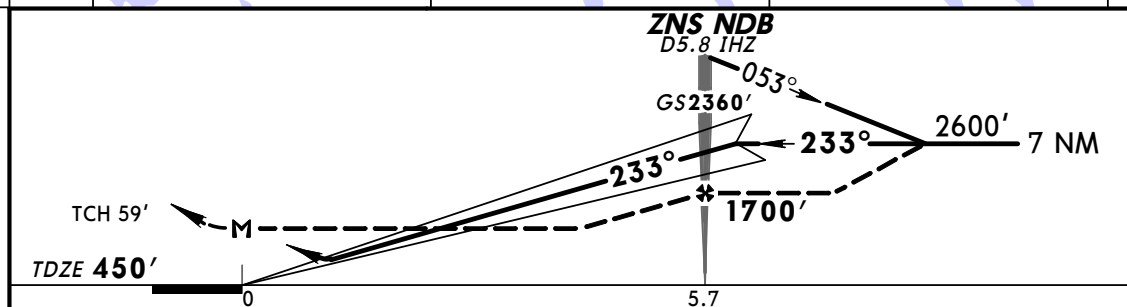
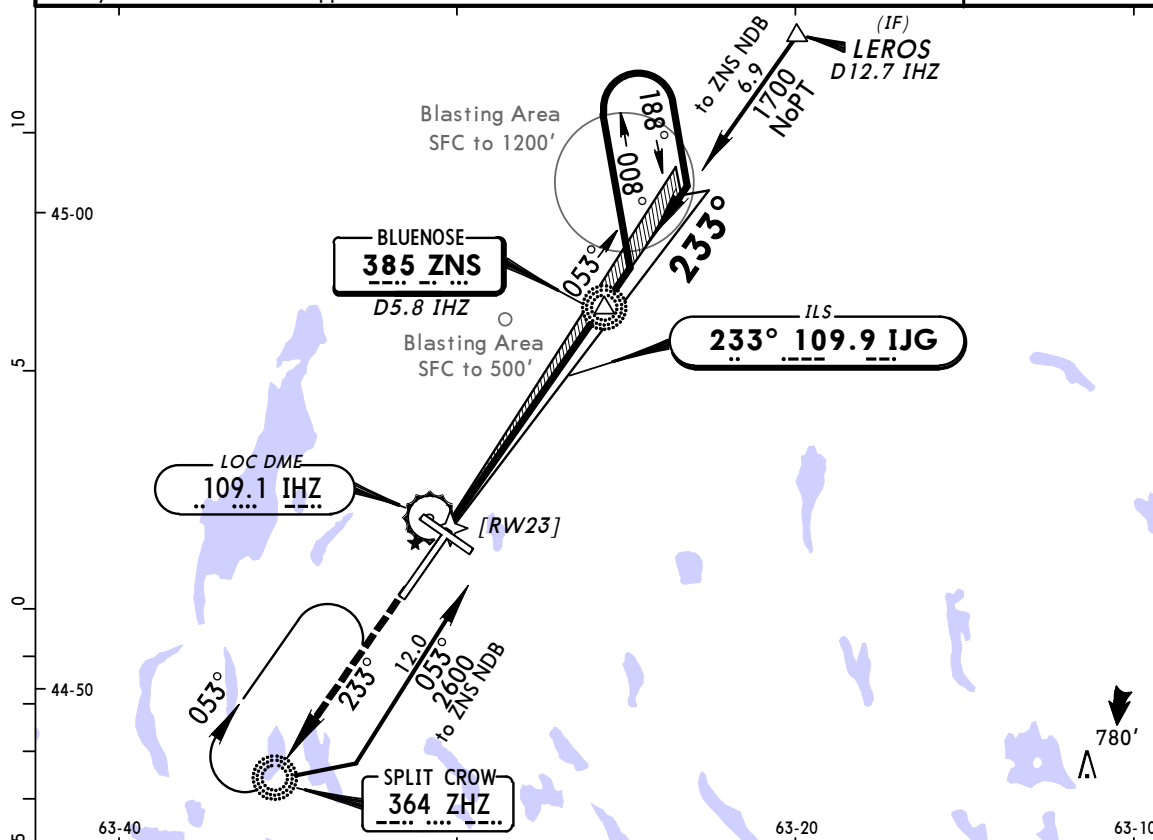
11-3





(11-3) ILS or (GNSS)

HALIFAX, NS

NDB Rwy 23

ATIS 121.0		HALIFAX Terminal Control 119.2		HALIFAX Tower 118.4		Ground 121.9			
LOC IJG 109.9	Final Apch Crs 233°	GS ZNS NDB 2360' (1910')	ILS DA(H) 650' (200')	Apt Elev 477' TDZE 450'					
NDB ZNS 385		Minimum Alt ZNS NDB 1700' (1250')	NDB MDA(H) 900' (450')						
MISSED APCH: Climb to 3000' on track of 233° to ZHZ NDB. As required shuttle climb.								MSA ZNS NDB	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 2800'. 2. Common LOC frequency Rwy 05 and 23. Verify LOC ident for this approach.									



<i>Gnd speed-Kts</i>	70	90	100	120	140	160				
<i>GS</i> 3.00°	372	478	531	637	743	849				
<i>ZNS NDB to MAP</i> 5.7	4:53	3:48	3:25	2:51	2:27	2:08				

STRAIGHT-IN LANDING RWY23						CIRCLE-TO-LAND	
ILS or ILS DME		LOC (GS out) or LOC DME		NDB			
DA(H) 650' (200')		MDA(H) 760' (310')		MDA(H) 900' (450')			
FULL		HIALS out		HIALS out		Max Kts	MDA(H)
A	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1		90	980' (503') - 1 1/2
B						120	
C						140	
D						165	

CHANGES: ATIS, missed approach.

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CYHZ/YHZ

HALIFAX/STANFIELD INTL



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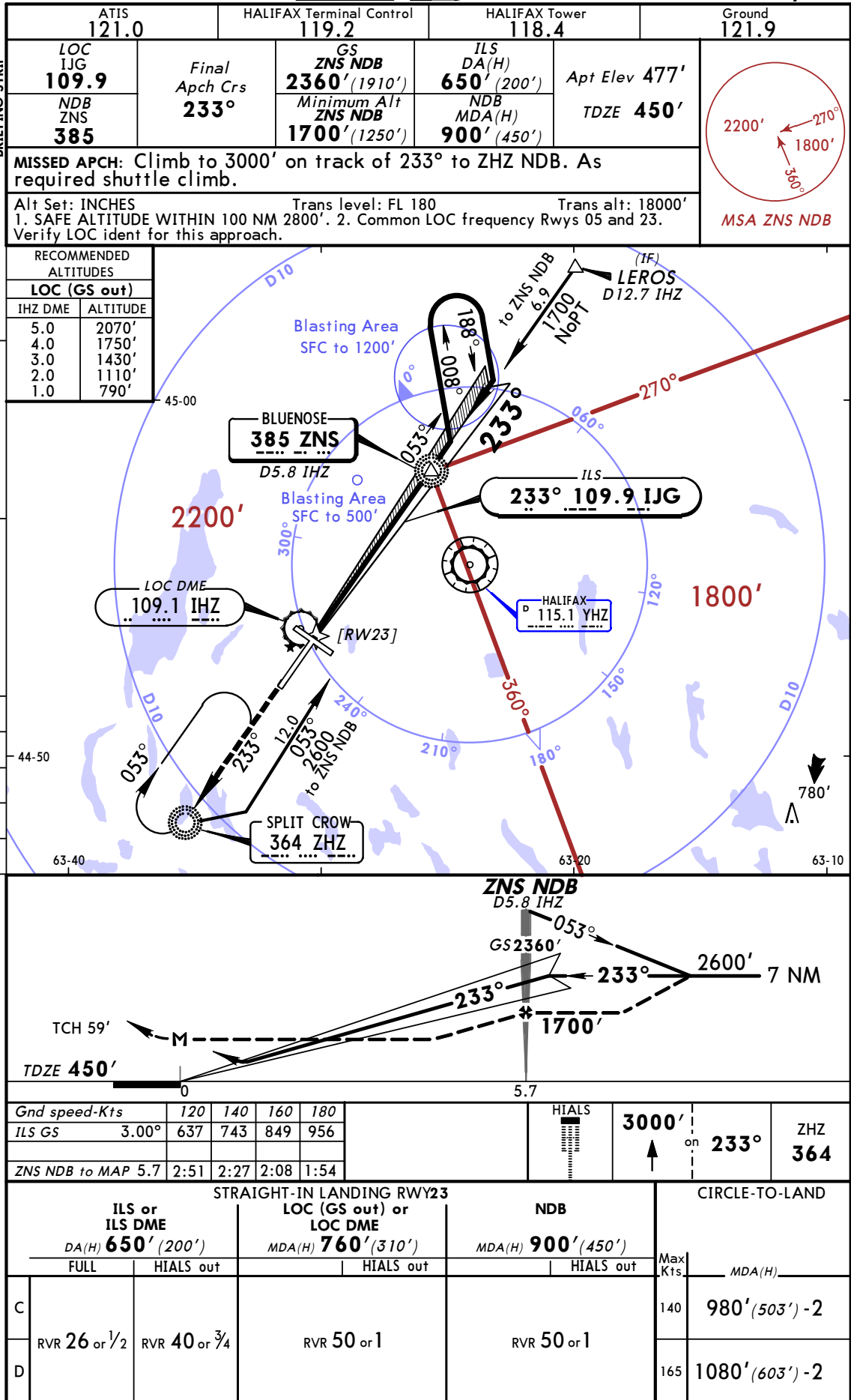
1 MAR 13
Eff 7 Mar

(11-3)

ILS or (GNSS)

HALIFAX, NS

NDB Rwy 23



CHANGES: ATIS, missed approach, recommended altitudes.

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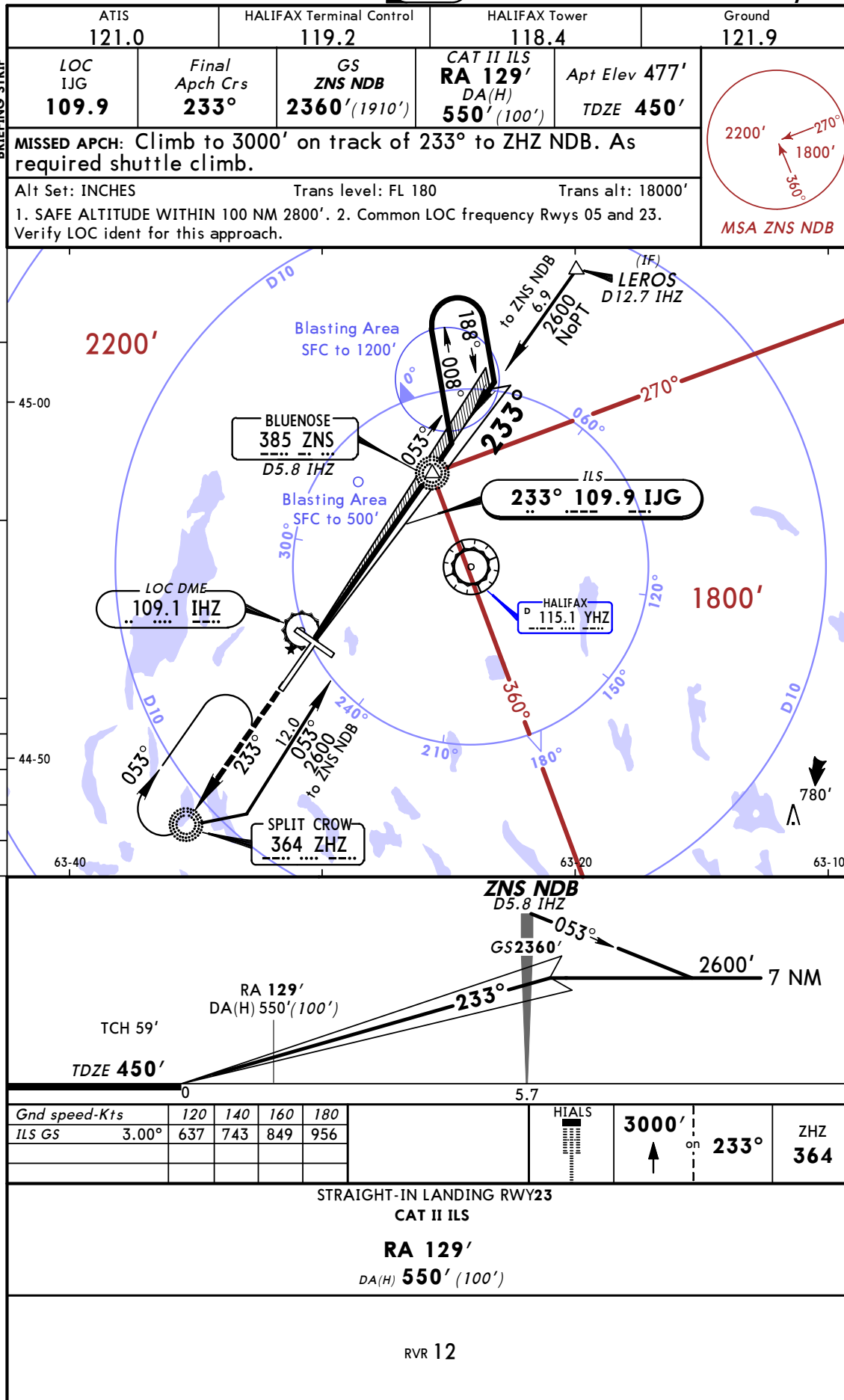
1 MAR 13



JEPPESSEN

(11-3A)

Eff 7 Mar

HALIFAX, NS
ILS CAT II Rwy 23

CHANGES: ATIS, missed approach.

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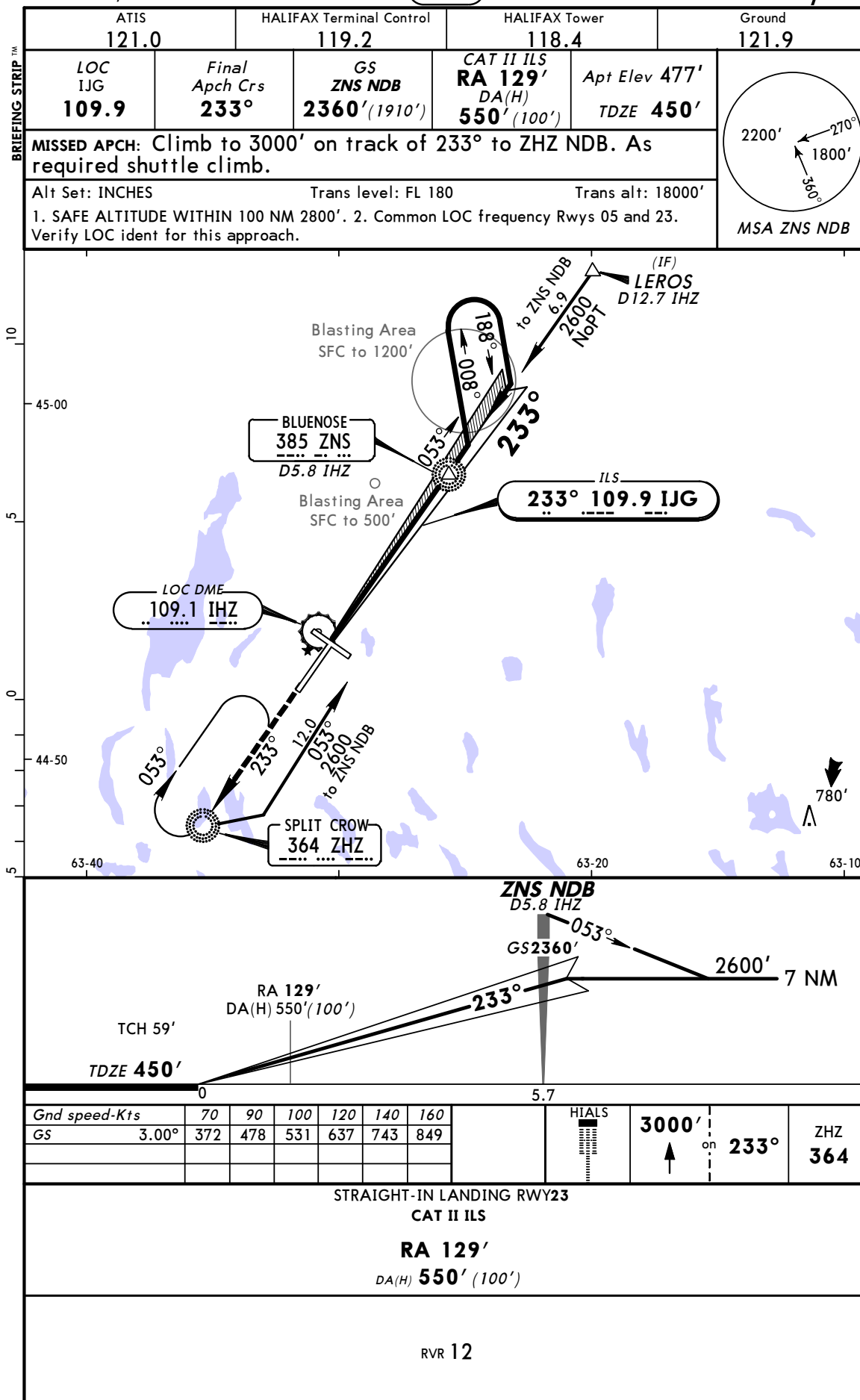
HALIFAX/STANFIELD INTL

1 MAR 13

JEPPESSEN

(11-3A)

Eff 7 Mar

HALIFAX, NS
ILS CAT II Rwy 23

CHANGES: ATIS, missed approach.

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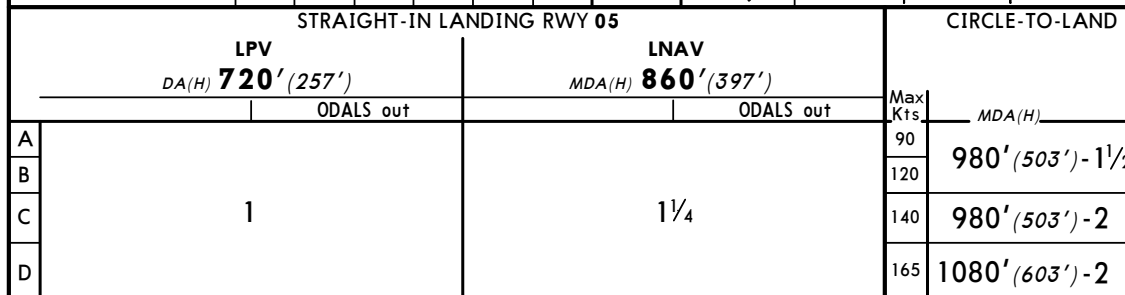
HALIFAX/STANFIELD INTL

Eff 27 Jun

(12-1)

RNAV (GNSS) Z Rwy 05

BRIEFING STRIP™



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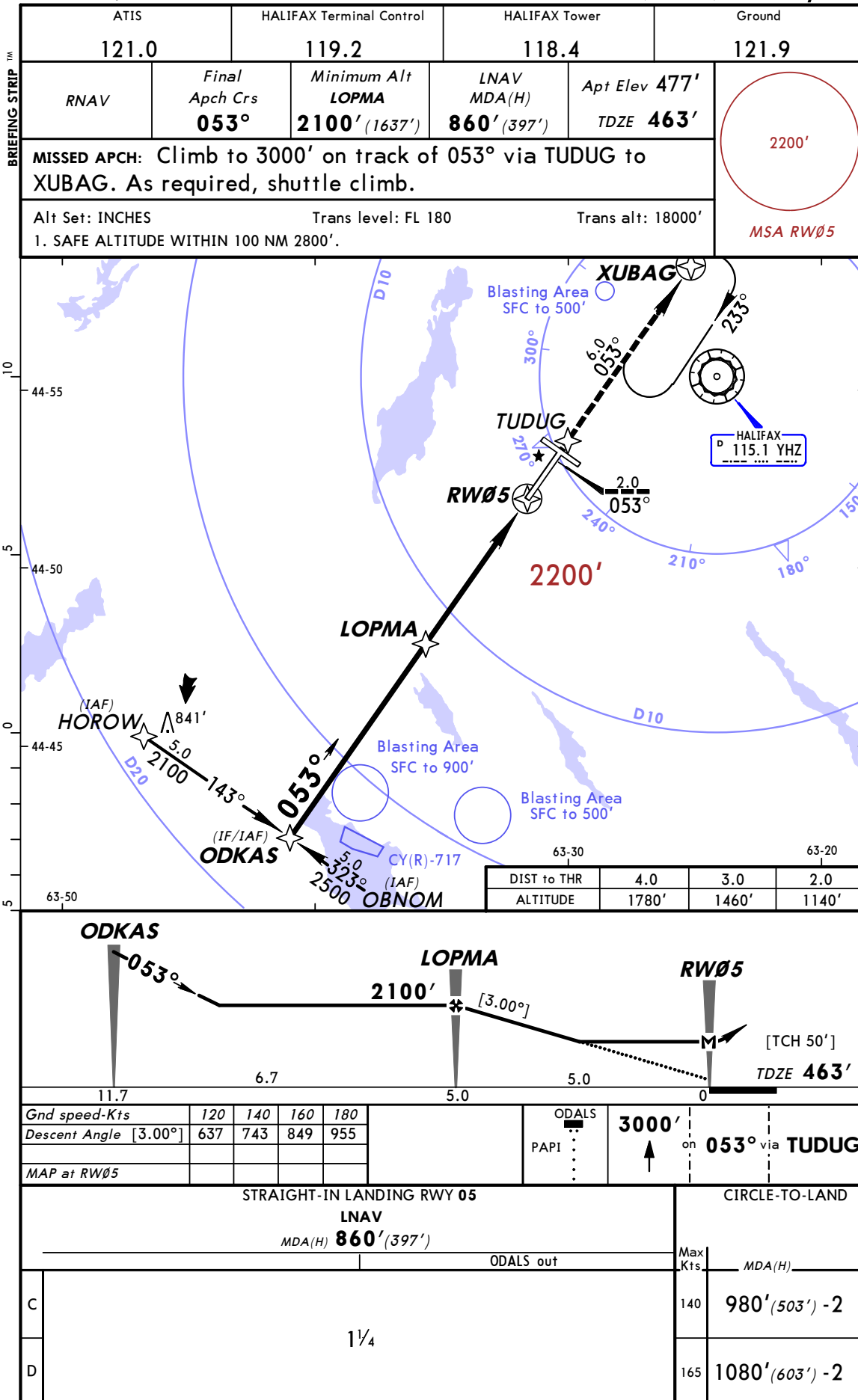
21 JUN 13

Eff 27 Jun 12-1

HALIFAX, NS

HALIFAX/STANFIELD INTL

RNAV (GNSS) Z Rwy 05



CHANGES: Procedure name.

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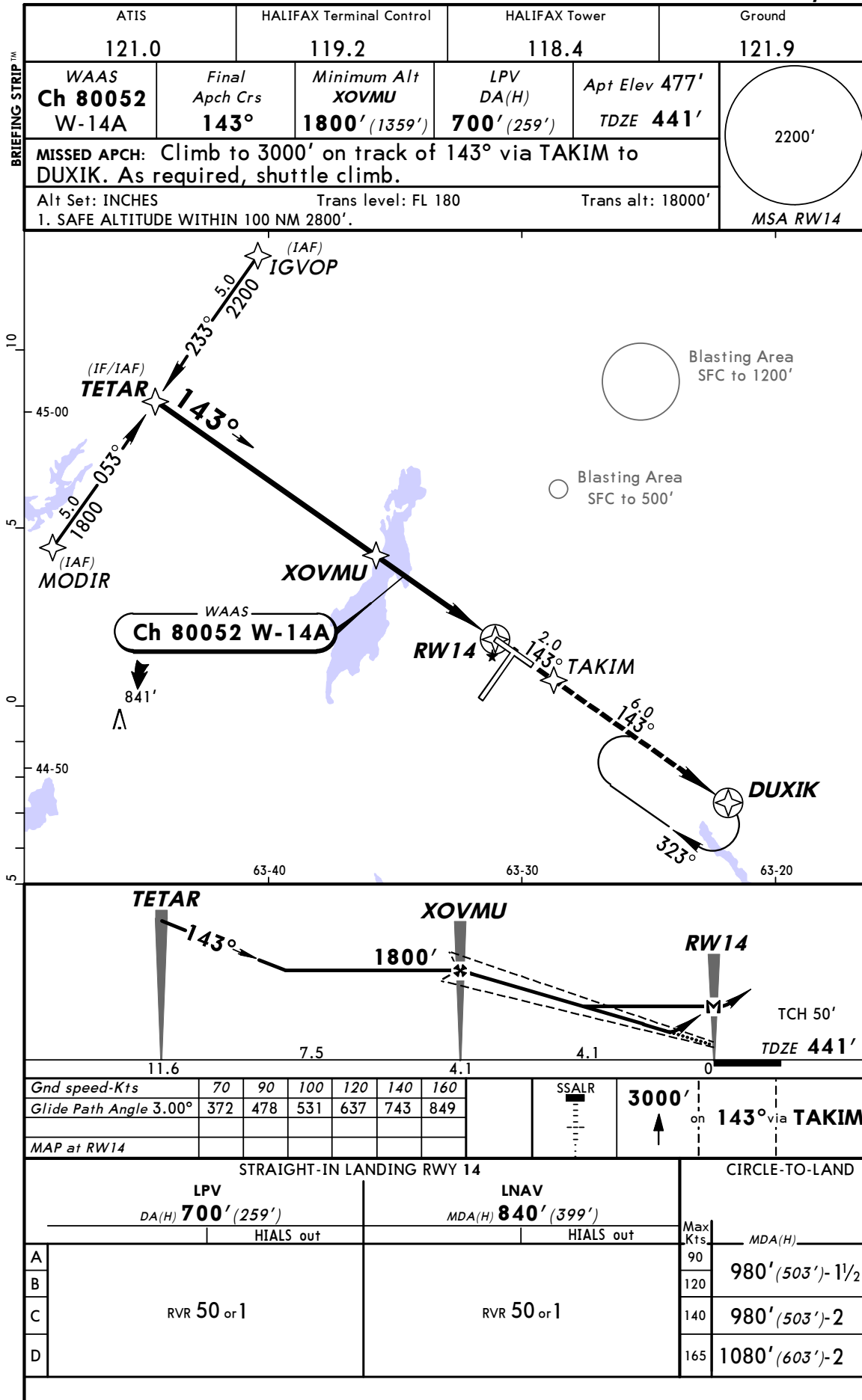
HALIFAX/STANFIELD INTL

JEPPESSEN

21 JUN 13

Eff 27 Jun

(12-2)

HALIFAX, NS
RNAV (GNSS) Z Rwy 14

CYHZ/YHZ



JEPPESSEN

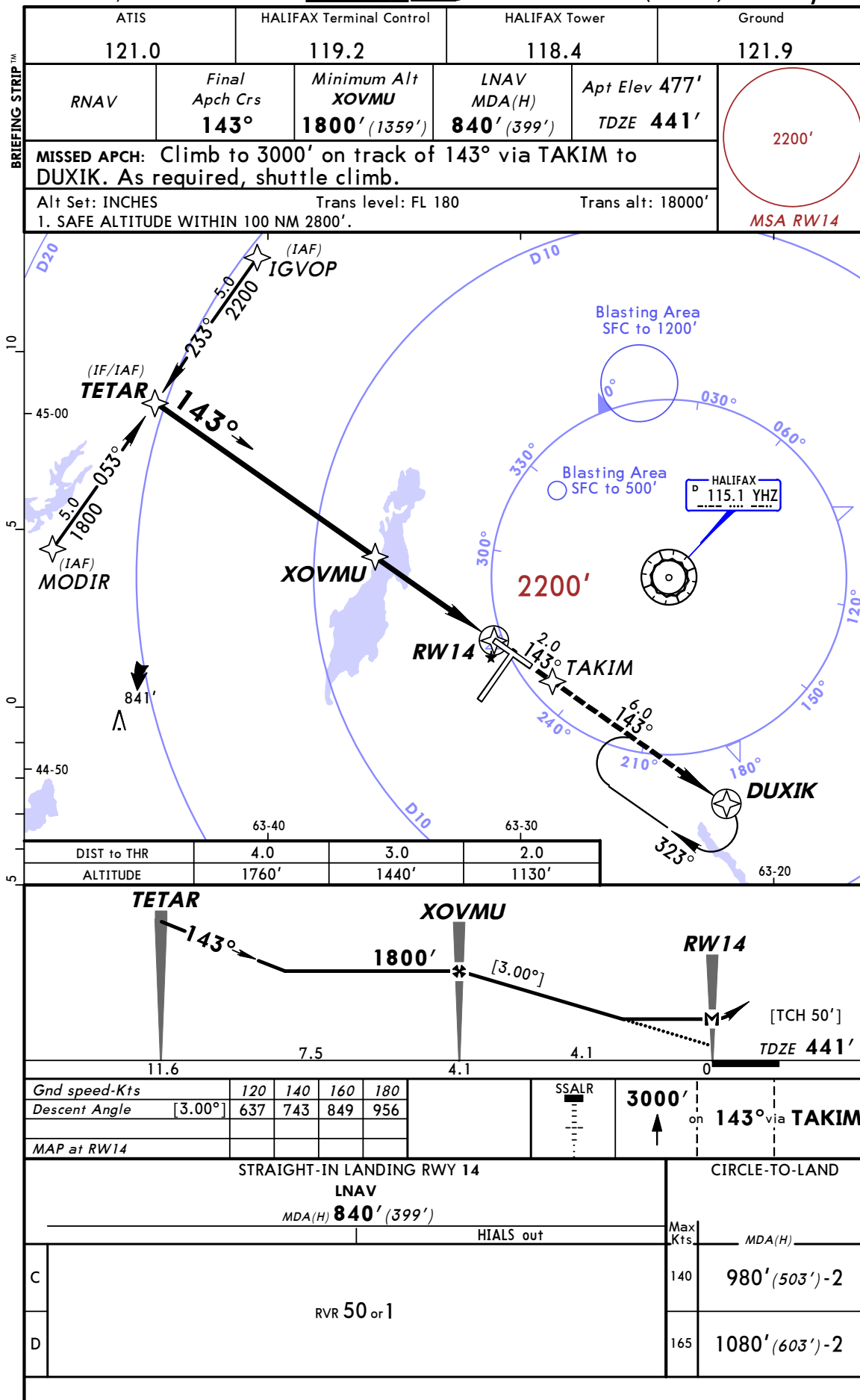
21 JUN 13

Eff 27 Jun 12-2

HALIFAX, NS

HALIFAX/STANFIELD INTL

RNAV (GNSS) Z Rwy 14



CHANGES: Procedure name.

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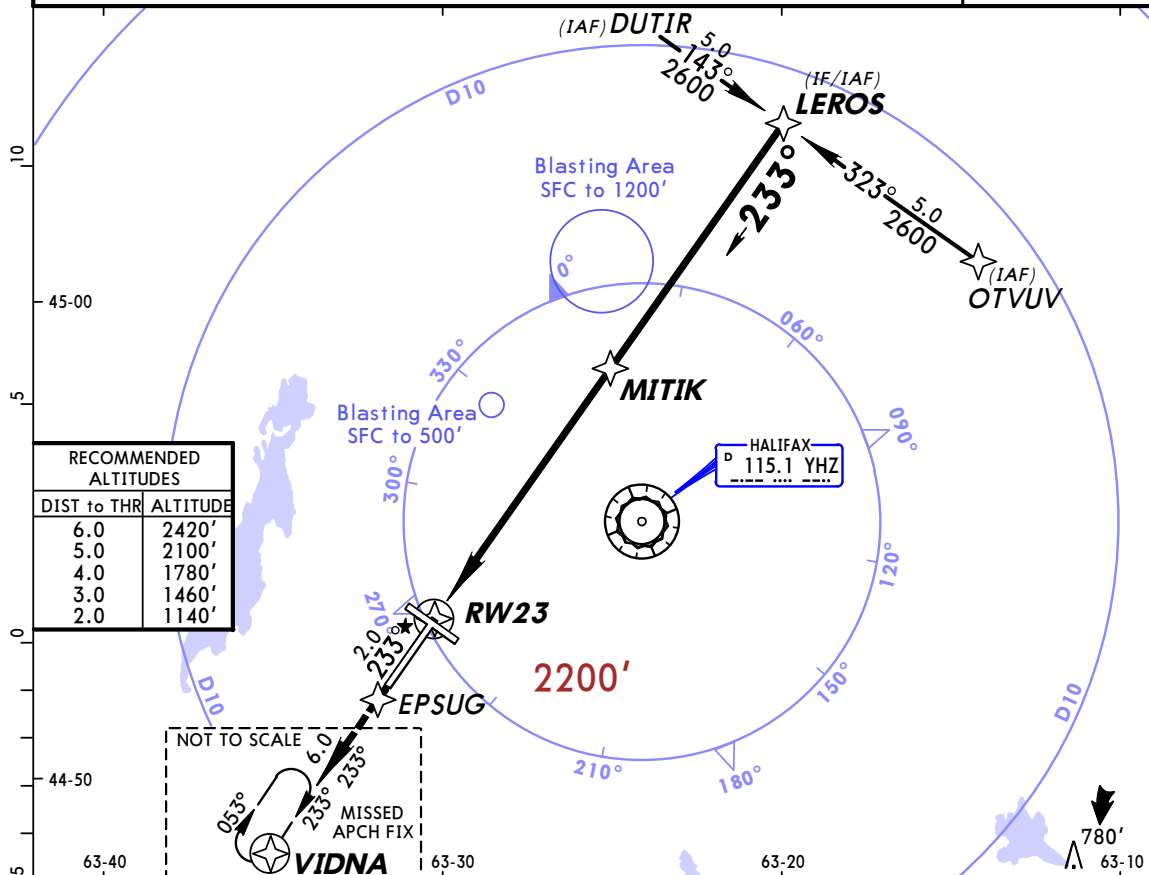
CYHZ/YHZ



JEPPesen

21 JUN 13
Eff 27 Jun 12-3HALIFAX, NS
RNAV (GNSS) Z Rwy 23

ATIS 121.0	HALIFAX Terminal Control 119.2	HALIFAX Tower 118.4	Ground 121.9
RNAV	Final Apch Crs 233°	Minimum Alt MITIK 2600' (2150')	LNAV MDA(H) 880' (430')
Apt Elev 477' TDZE 450'			
MISSED APCH: Climb to 3000' on track of 233° via EPSUG to VIDNA. As required, shuttle climb.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 2800'.			



<div><div><div><div><div><div></div><div>RW23</div></div><div><div><div></div><div>MITIK</div></div><div><div></div><div>LEROS</div></div></div><div><div><div><div><div></div><div>[TCH 59']</div><div>TDZE 450'</div></div><div><div><div></div><div>M</div><div></div></div><div><div><div></div><div>[3.00°]</div><div>2600'</div></div><div><div><div></div><div>233°</div><div></div></div></div><div><div><div></div><div>0</div><div>6.5</div><div>6.3</div><div>12.8</div></div></div></div></div></div></div></div></div></div></div></div>									
Gnd speed-Kts		120	140	160	180	HIALS		3000' on 233° via EPSUC	
Descent Angle [3.00°]		637	743	849	955	<div></div>			
MAP at RW23									
STRAIGHT-IN LANDING RWY 23								CIRCLE-TO-LAND	
LNAV									
MDA(H) 880' (430')									
HIALS out								Max Kts	MDA(H)
C	RVR 50 or 1							140	980' (503') -2
D								165	1080' (603') -2

CHANGES: Procedure name.

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HALIFAX/STANFIELD INTL



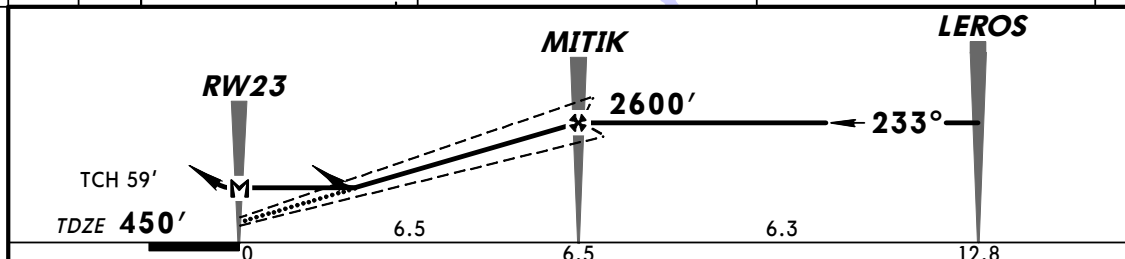
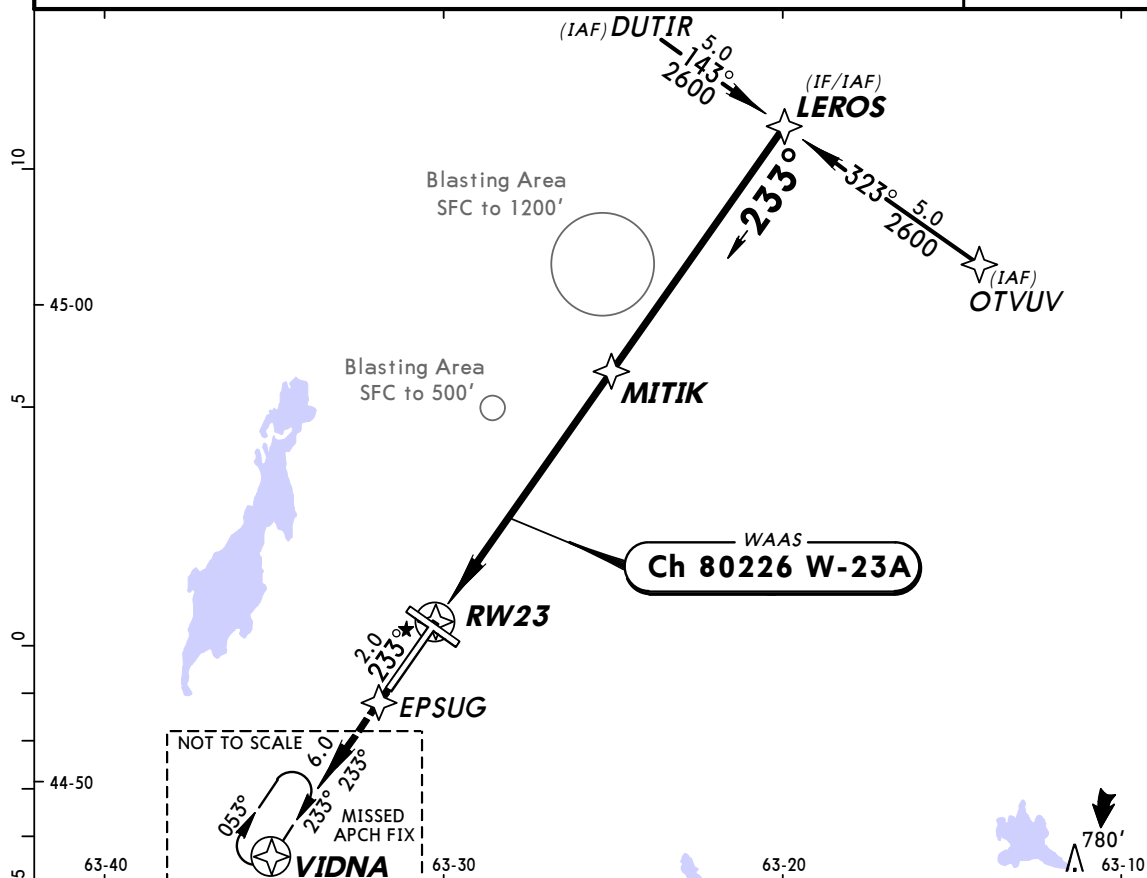
21 JUN 13

Eff 27 Jun (12-3)

HALIFAX, NS

RNAV (GNSS) Z Rwy 23

ATIS 121.0		HALIFAX Terminal Control 119.2		HALIFAX Tower 118.4		Ground 121.9	
WAAS Ch 80226 W-23A		Final Apch Crs 233°		Minimum Alt MITIK 2600' (2150')		LPV DA(H) 700' (250')	
				Apt Elev 477' TDZE 450'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 2200' </div>	
MISSED APCH: Climb to 3000' on track of 233° via EPSUG to VIDNA. As required, shuttle climb.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 2800'.							
						MSA RW23	



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849
<i>MAP at RW23</i>						

STRAIGHT-IN LANDING RWY 23					CIRCLE-TO-LAND	
LPV			LNAV			
DA(H) 700' (250')			MDA(H) 880' (430')			
HIALS out			HIALS out			
A	RVR 50 or 1		RVR 50 or 1		Max Kts	MDA(H)
90						
120						
140						
B					165	
C					180	
D					200	

CHANGES: Procedure name.

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CYHZ/YHZ

HALIFAX/STANFIELD INTL

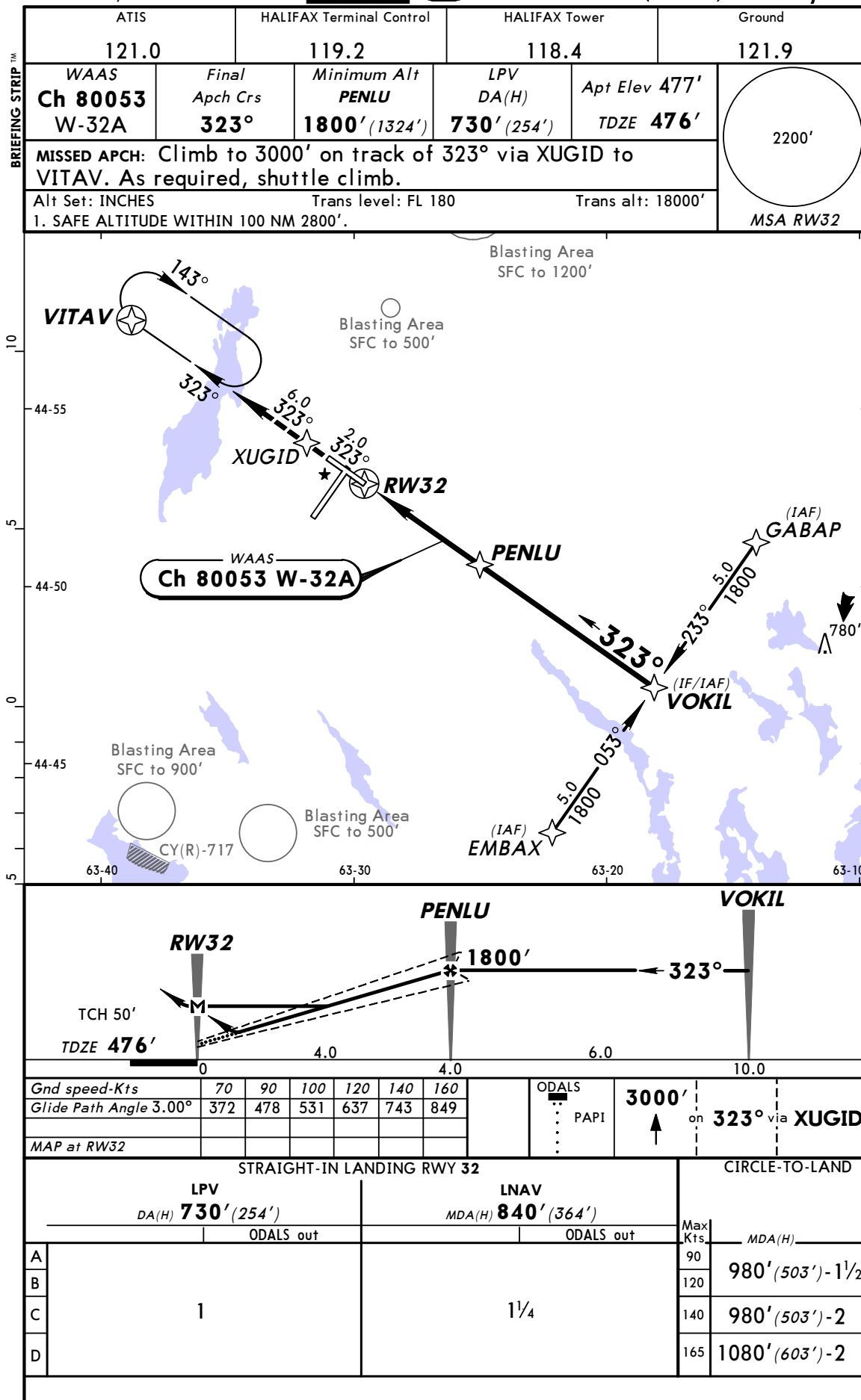
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21 JUN 13

Eff 27 Jun (12-4)

HALIFAX, NS

RNAV (GNSS) Z Rwy 32



CHANGES: Procedure name.

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