

**CYYR/YYR**  
**GOOSE BAY**

**JEPPESEN**

28 MAR 14

10-3

Eff 3 Apr

**GOOSE BAY, NFLD**

**SID**

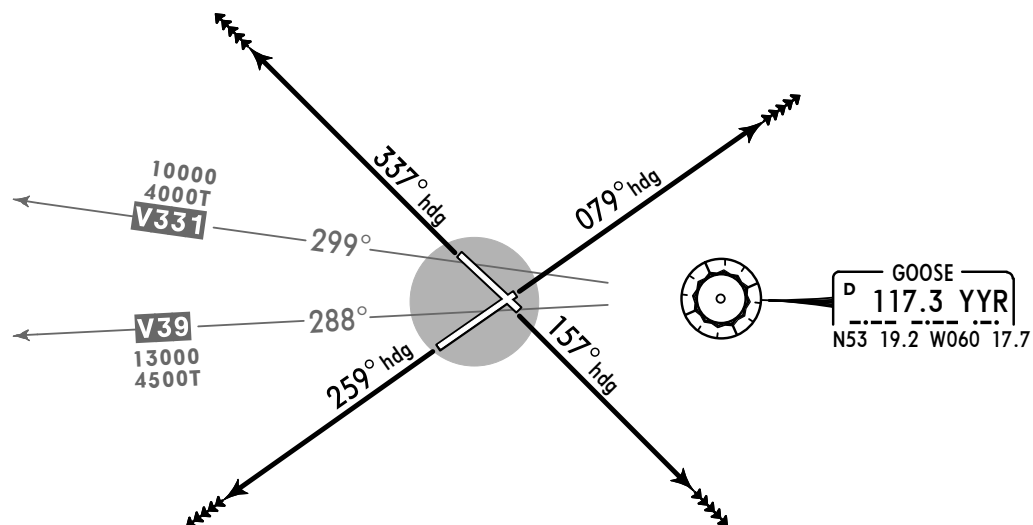
\*GOOSE  
Departure  
**119.5**

\*GANDER  
Center  
**120.4**  
when Dep inop.

*Apt Elev*  
**160'**

Trans level: FL 180 Trans alt: 18000'  
Safe Altitude within 100 NM 6000'.

## GOOSE BAY TWO DEPARTURE (CYYR2.) (VECTOR)



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

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 6000' or last assigned altitude, whichever is higher, proceed directly on course;
2. Maintain this altitude for 10 minutes after take-off; then
3. Climb to flight planned altitude.

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

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

### ROUTING

Climb runway heading for vectors.

### ALTITUDE

MAINTAIN  
6000'

**CYR/YR**

Apt Elev **160'**  
N53 19.2 W060 25.6



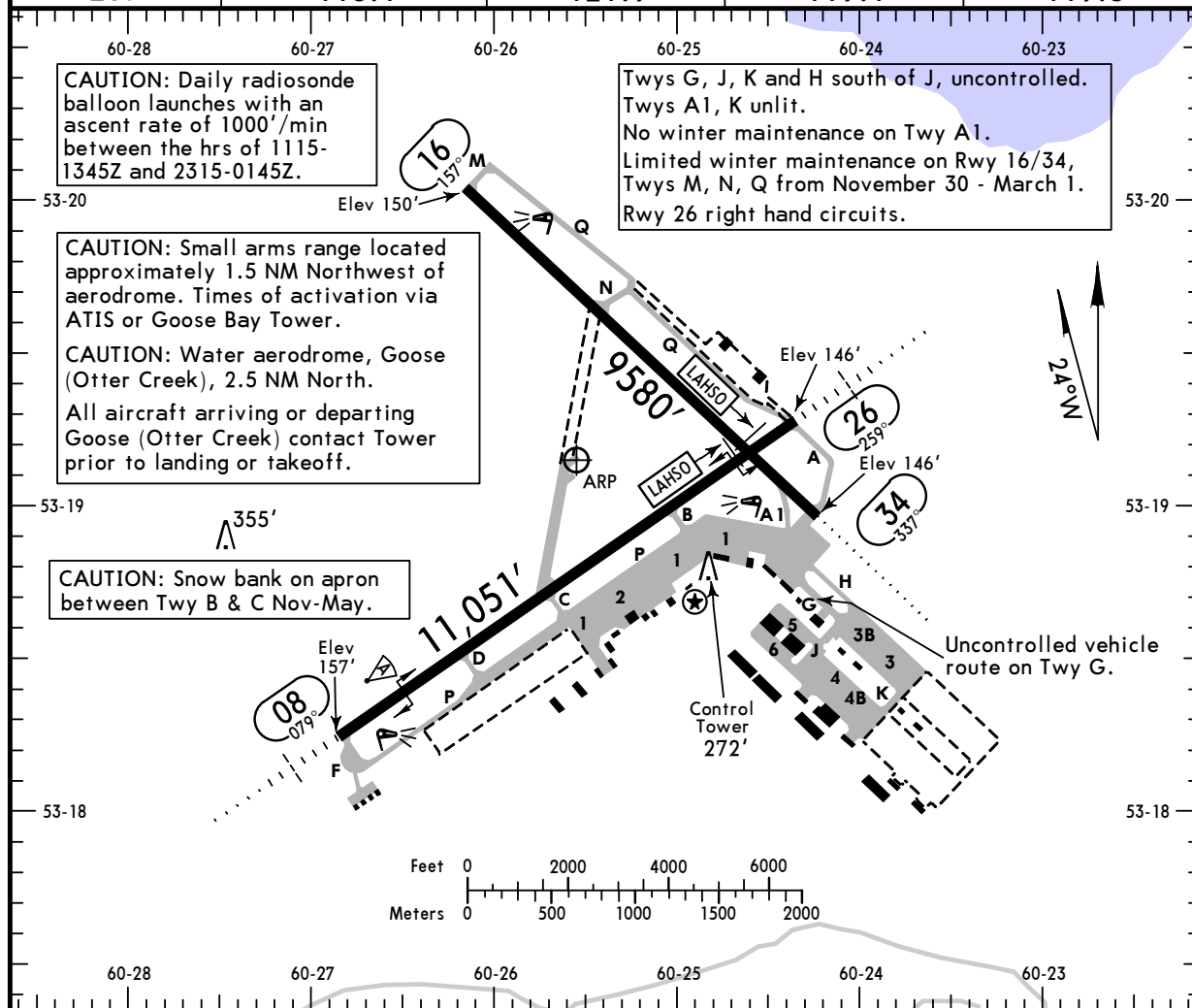
3 JAN 14

10-9

GOOSE BAY, NFLD

GOOSE BAY

ATIS	GOOSE Clearance Delivery	Ground	Tower	*GOOSE Departure
128.1	118.1	121.9	119.1	119.5



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		LAHSO Distance	WIDTH
		— LANDING — Threshold	BEYOND Glide Slope		
08	HIRL SSALR (non-std) ① PAPI-R (angle 3.0°) RVR		10,001'	16/34 9650'	200'
26	HIRL SSALR ① PAPI-L (angle 3.0°)		10,051'		
16	HIRL REIL ① PAPI-R (angle 3.0°)			08/26 7400'	200'
34	HIRL ALS-(yellow) ① PAPI-L (angle 3.0°)				

① For aircraft with eye-to-wheel height up to 25'.

TAKE-OFF & DEPARTURE PROCEDURE				
	Rwys 08, 16	Rwy 26	Rwy 34	
	Climb runway heading to 1100' before proceeding on course.	Climb runway heading to 1500' before proceeding on course.	1 Requires a minimum climb gradient of 220'/NM to 1600' on runway heading before proceeding on course.	Climb visual to 1600' before proceeding on course.
A	1/2	1/2	1/2	1
B				1 1/2
C				
D				2

**1 DEPARTURE CLIMB RATE V/V (FPM)**

GROUND SPEED	90	120	140	160	180	200	250	300
220 FT/NM	330	440	520	590	660	740	920	1100

CYYR/YYR

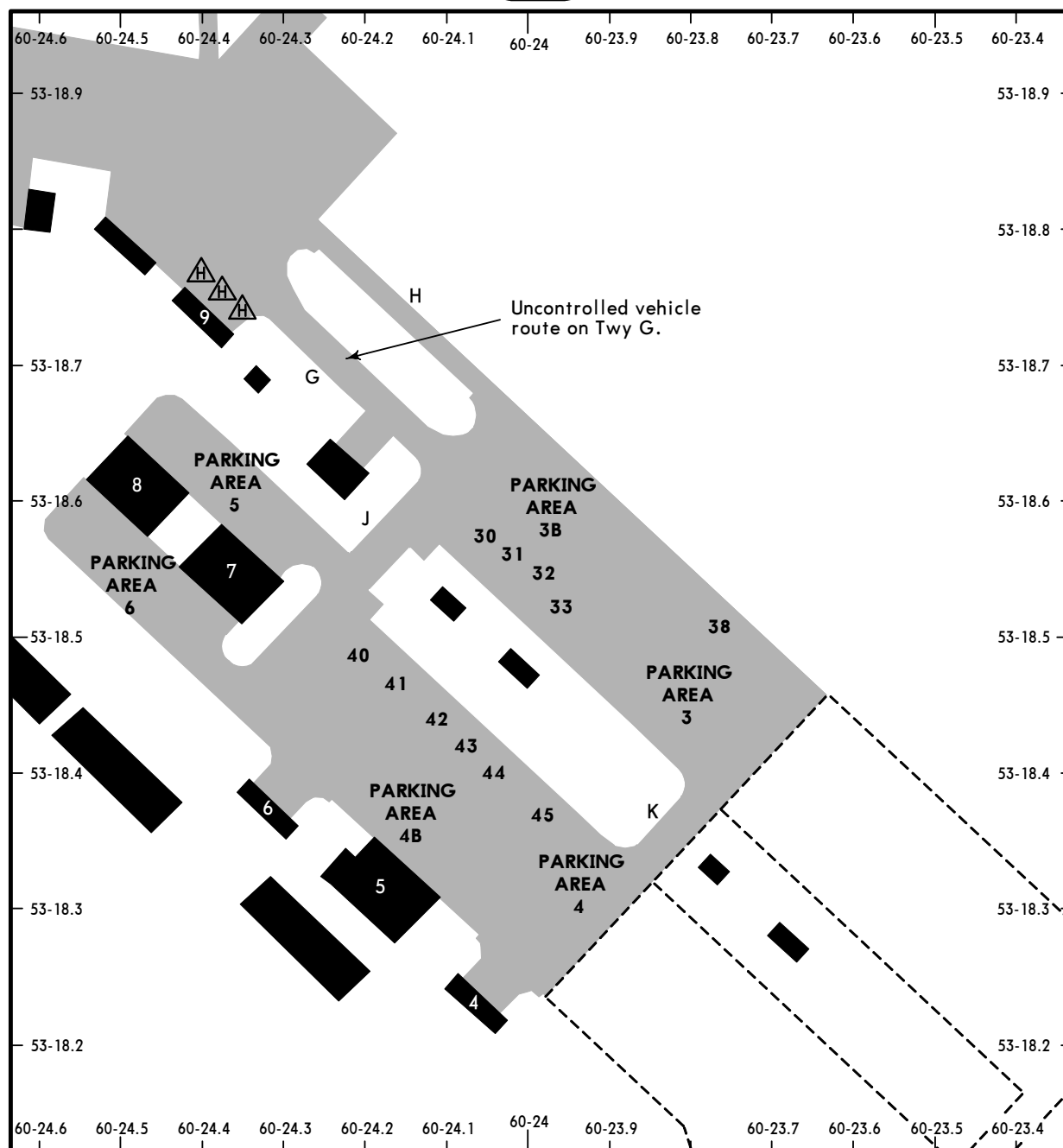
**JEPPESEN**

3 JAN 14

(10-9A)

GOOSE BAY, NFLD

GOOSE BAY



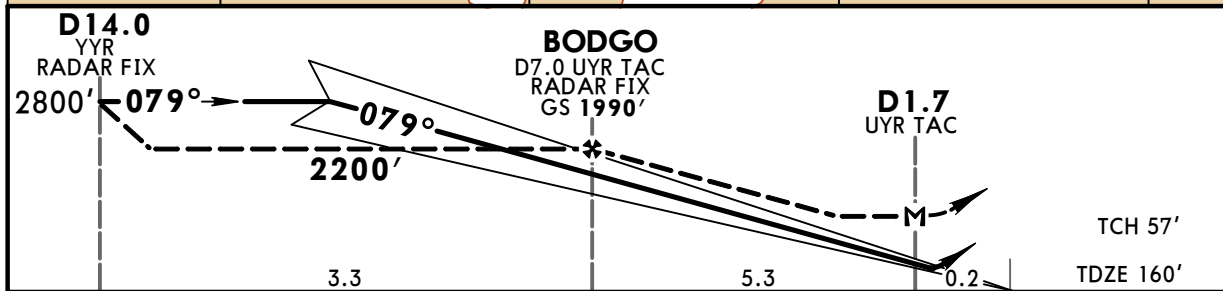
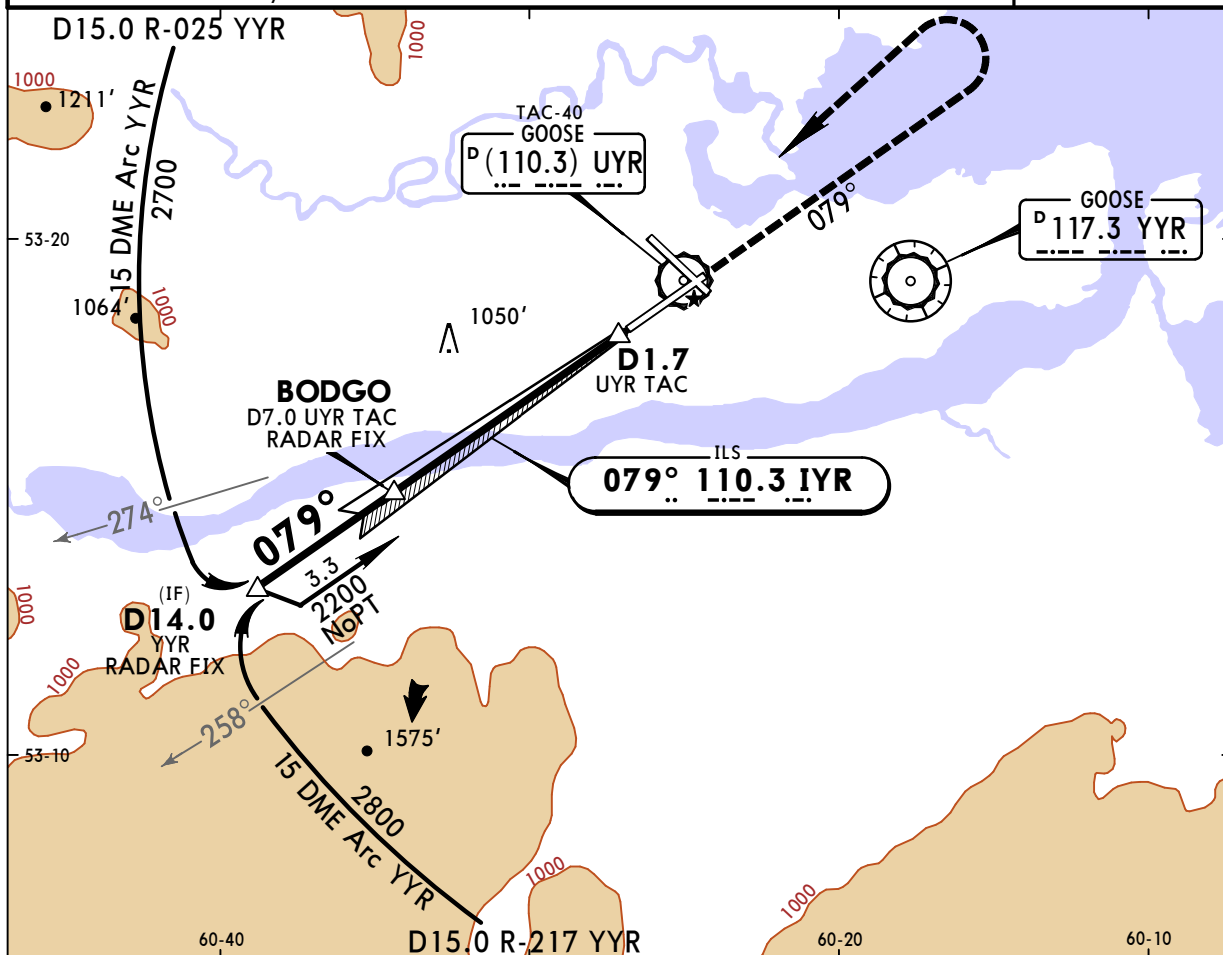
### PARKING SPOT COORDINATES

SPOT No.	COORDINATES
30, 31	N53 18.6 W060 24.0
32	N53 18.6 W060 23.9
33	N53 18.5 W060 23.9
38	N53 18.5 W060 23.8
40, 41	N53 18.5 W060 24.2
42, 43, 44	N53 18.4 W060 24.1
45	N53 18.4 W060 24.0

CYR/YYR  
GOOSE BAYJEPPesen  
15 JUL 16 (11-1) Eff 21 JulGOOSE BAY, NFLD  
ILS Z (DND) Rwy 08

BRIEFING STRIP™

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
LOC IYR 110.3	Final Apch Crs 079°	GS BODGO 1990' (1830')	ILS DA(H) 360' (200')	Apt Elev 160' TDZE 160'
MISSED APCH: Climb to 3100' on track of 079°. LEFT turn to BODGO.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED. 3. Localizer reliable only within 15° either side of centerline.				
MSA UYR TAC				



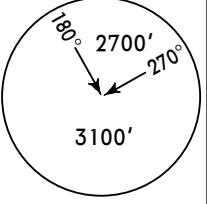
Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	079°	LT	BODGO
GS	3.00°	372	478	531	637	743	PAPI	↑	on		
MAP at D1.7 UYR TAC											

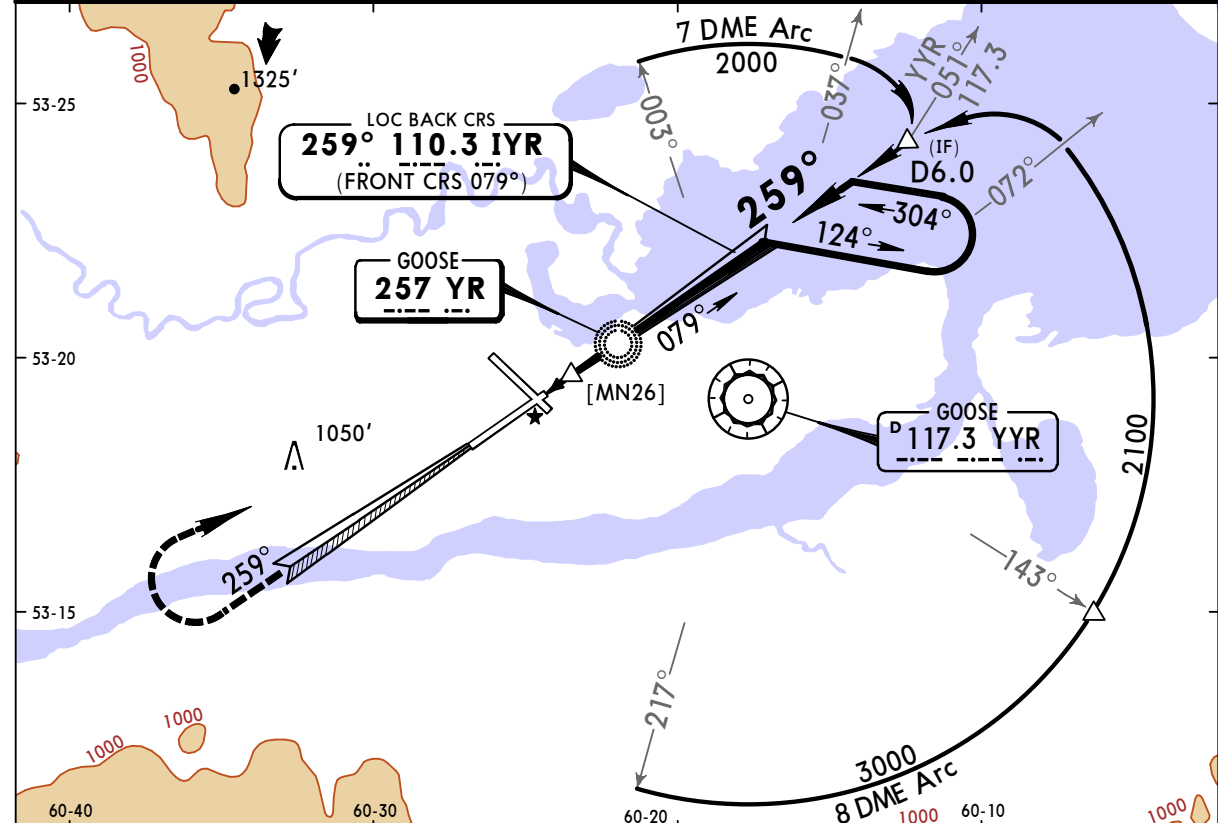
STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
ILS DME		LOC (GS out) DME		MDA(H)		MDA(H)	
DA(H) 360' (200')		MDA(H) 560' (400')					
FULL		HIALS out					
A				Max Kts			
B				90		660' (500') - 1½	
C				120		660' (500') - 2	
D				140		660' (500') - 2	
				165		900' (740') - 2	

**CYYR/YR**  
**GOOSE BAY**

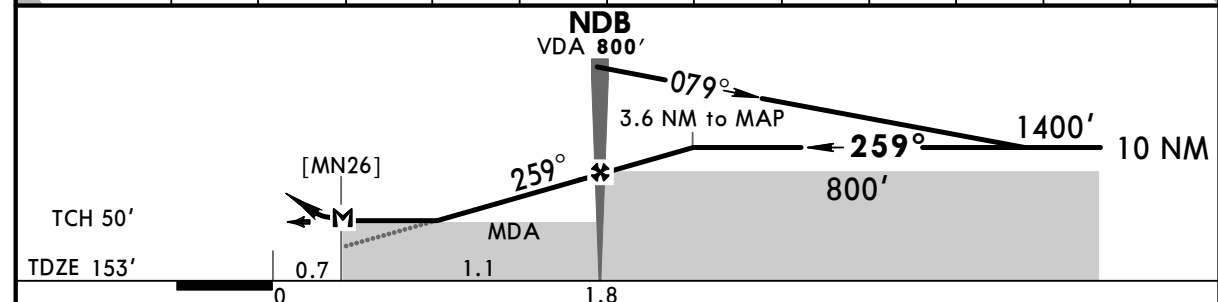
**JEPPesen**  
15 JUL 16  
Eff 21 Jul **(11-2)**

**GOOSE BAY, NFLD**  
**LOC (BACK CRS) Z**  
**or NDB (DND) Rwy 26**

ATIS <b>128.1</b>	*GANDER Center <b>120.4</b>	*GOOSE Arrival <b>119.5</b>	GOOSE Tower <b>119.1</b>	Ground <b>121.9</b>
LOC IYR <b>110.3</b>	Final Apch Crs <b>259°</b> (Front Crs 079°)	VDA NDB <b>800'</b> (647')	LOC (BACK CRS) MDA(H) <b>480'</b> (327')	Apt Elev 160'
NDB YR <b>257</b>			NDB MDA(H) <b>600'</b> (447')	TDZE 153'
<b>MISSED APCH:</b> Climb to 2000' on track of 259°. RIGHT turn to YR NDB at 3100'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Back course no glide slope. 3. Ignore glide path indications. 4. Localizer reliable only within 10° either side of centerline.				
				 MSA YR NDB



NM to MAP	1.1	2.0	3.0	4.0	5.0	5.7	7.0	8.0	9.0	10.0	11.0	11.8
VDA ALTITUDE	480'	870'	1210'	1540'	1880'	2100'	2550'	2890'	3220'	3560'	3900'	4170'



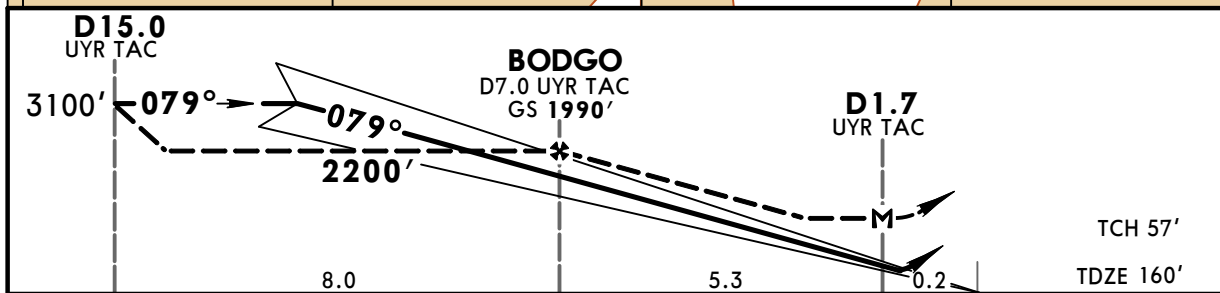
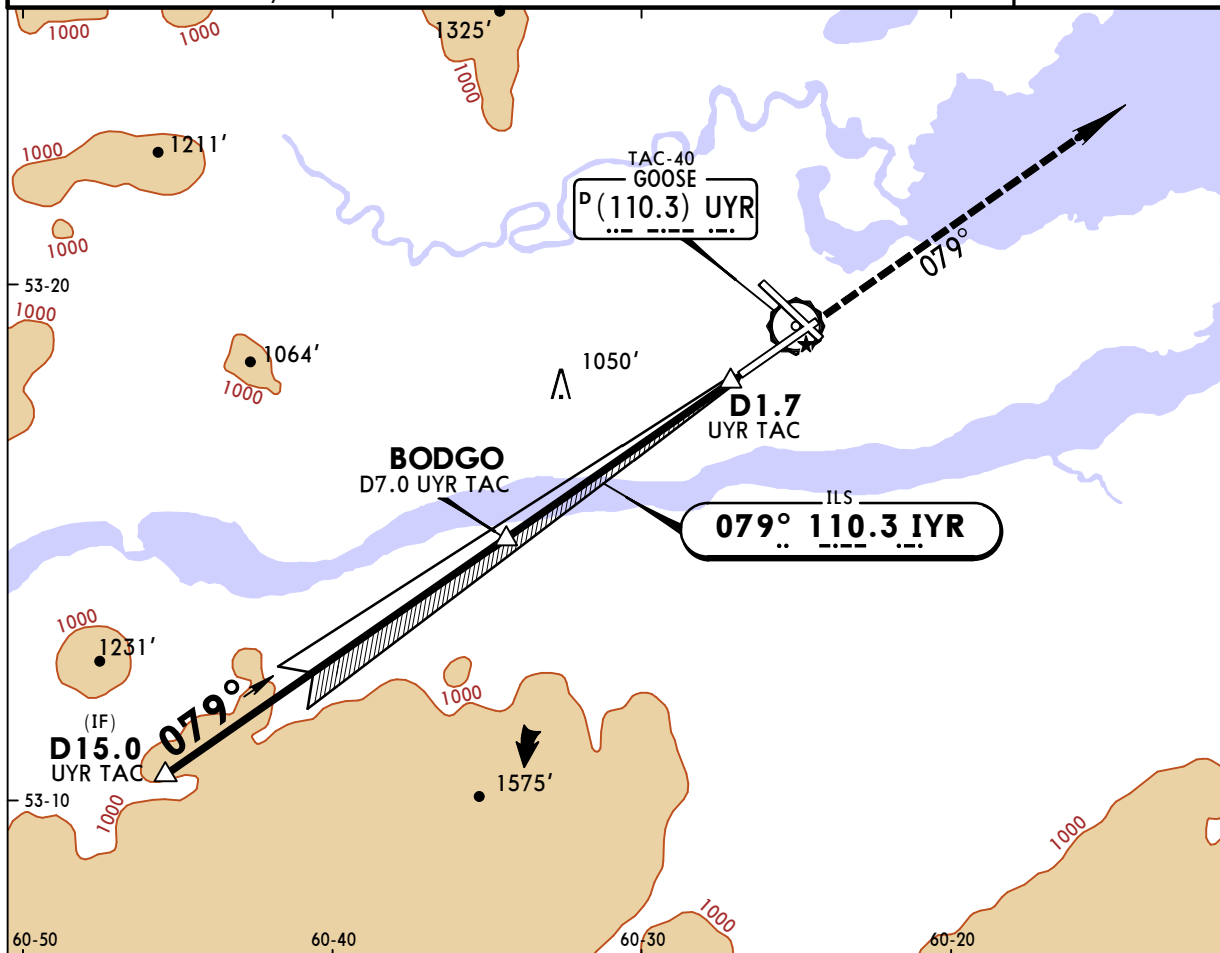
Gnd speed-Kts	70	90	100	120	140	160	SSALR	2000'	3100'	YR
VDA	3.17°	393	505	561	673	785	PAPI	↑	259°	257
NDB to MAP	1.1	0:57	0:44	0:40	0:33	0:28				

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
LOC (BACK CRS)		NDB		Max Kts		MDA(H)	
MDA(H) <b>480'</b> (327')		MDA(H) <b>600'</b> (447')					
HIALS out		HIALS out		90		660' (500') - 1½	
RVR 50 or 1		1		120		660' (500') - 2	
				140			
				D		NOT AUTHORIZED	

CYR/YR  
GOOSE BAYJEPPesen  
15 JUL 16 (11-3) Eff 21 JulGOOSE BAY, NFLD  
ILS Y (DND) Rwy 08

BRIEFING STRIP™

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
LOC IYR 110.3	Final Apch Crs 079°	GS BODGO 1990' (1830')	ILS DA(H) 360' (200')	Apt Elev 160' TDZE 160'
<b>MISSED APCH:</b> Climb to 3100' on 079° to D15.0.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED. 3. Localizer reliable only within 15° either side of centerline.				
MSA UYR TAC				



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	on 079°	D15.0
GS	3.00°	372	478	531	637	743	PAPI			
MAP at D1.7 UYR TAC										

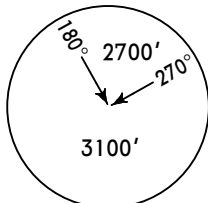
Military				STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
ILS DME				LOC (GS out) DME				MDA(H)			
DA(H) 360' (200')				MDA(H) 560' (400')							
FULL				HALS out				Max Kts			
A	RVR 26 or 1/2				1				90	660' (500') - 1 1/2	
B									120		
C									140	660' (500') - 2	
D									165	900' (740') - 2	

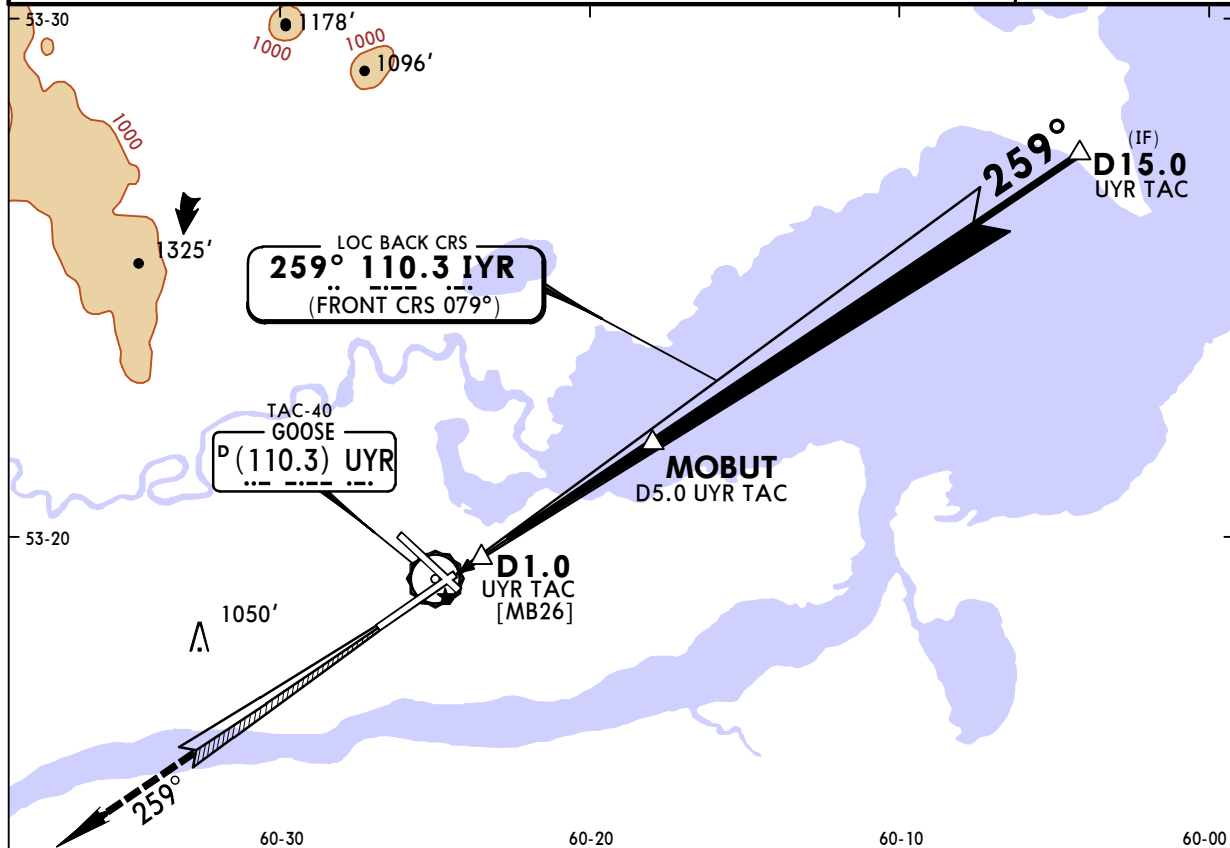
CYYR/YYR  
GOOSE BAYJEPPESEN  
15 JUL 16  
Eff 21 Jul

(11-4)

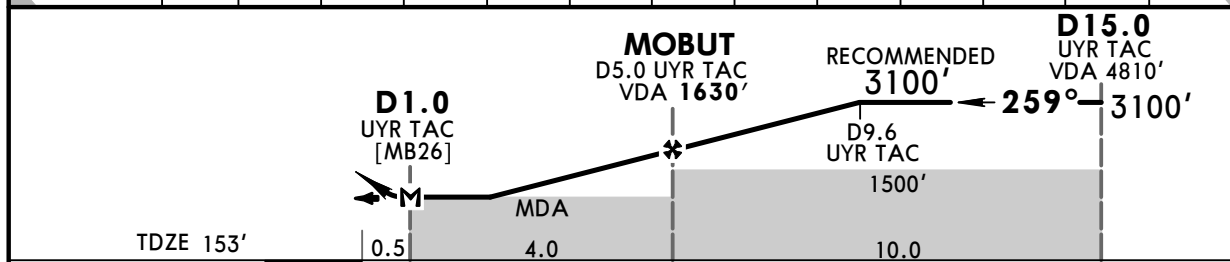
GOOSE BAY, NFLD  
LOC (BACK CRS) Y (DND) Rwy 26

BRIEFING STRIP

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
IYR LOC 110.3	Final Apch Crs 259° (Front Crs 079°)	VDA MOBUT 1630' (1477')	LOC (BACK CRS) MDA(H) 480' (327')	Apt Elev 160' TDZE 153'
<b>MISSED APCH:</b> Climb to 3100' track 259° to D15.0.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Back course no glide slope. 3. Ignore glide path indications. 4. Localizer reliable only within 10° either side of centerline. 5. Procedure turn NOT AUTHORIZED.				
				 MSA UYR TAC



NM to UYR TAC	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.6	11.0	12.0	15.0
VDA ALTITUDE	480'	670'	990'	1310'	1630'	1950'	2270'	2580'	2900'	3100'	3540'	3860'	4810'



Gnd speed-Kts	70	90	100	120	140	160		SSALR	3100'	259°	D15.0
VDA	3.00°	372	478	531	637	743	849	PAPI			
MAP at D1.0 UYR TAC											

Military STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND					
LOC (BACK CRS)											
MDA(H) 480' (327')											
HIALS out											
A						Max Kts	MDA(H)				
B						90	660' (500') -1½				
C						120					
D						140	660' (500') -2				
						165	900' (740') -2				

**CYYR/YYR**  
**GOOSE BAY**

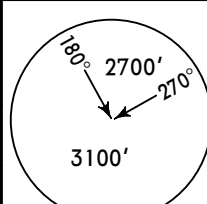
TACAN Azimuth  
Required 15 JUL 16  
Eff 21 Jul

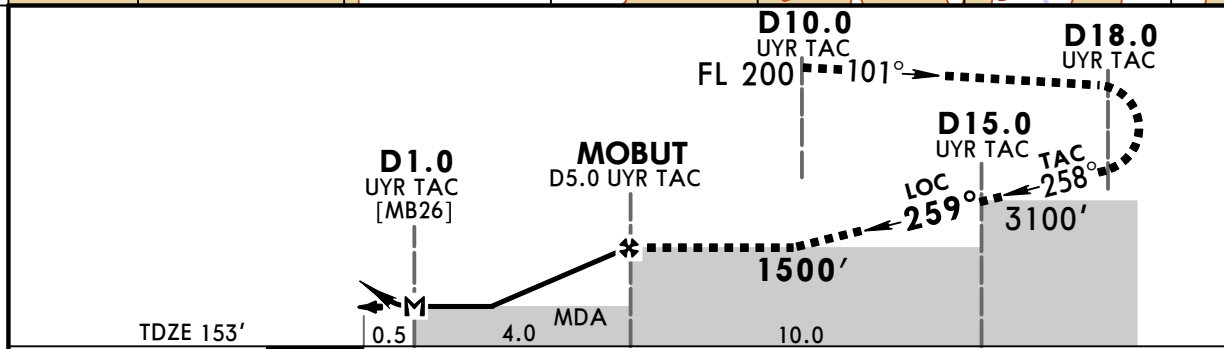
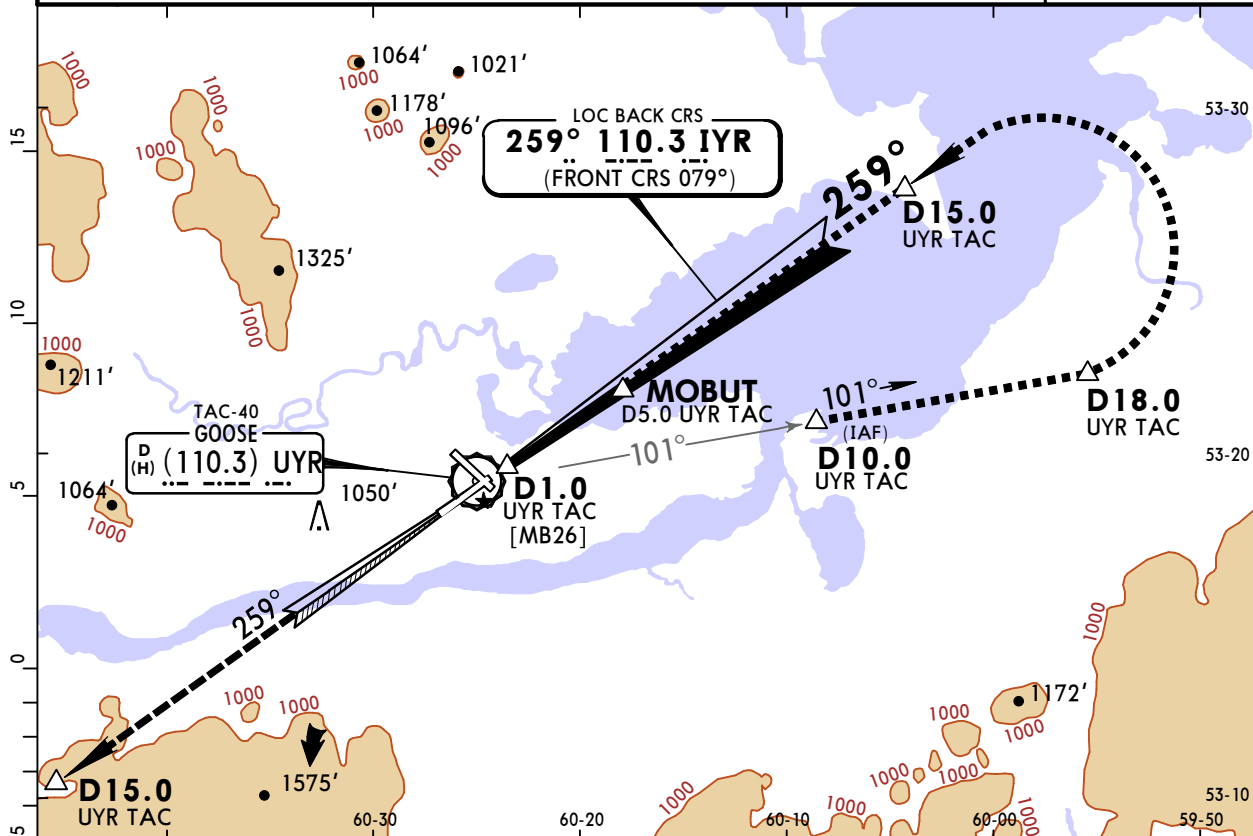
**JEPPesen** CAT B, C & D

**GOOSE BAY, NFLD**

**(11-5) HI LOC (BACK CRS) X (DND) Rwy 26**

BRIEFING STRIP™

ATIS		*GANDER Center		*GOOSE Arrival		GOOSE Tower		Ground	
128.1		120.4		119.5		119.1		121.9	
LOC IYR 110.3		Final Apch Crs 259° (Front Crs 079°)		SMA MOBUT 1500' (1347')		MDA(H) 480' (327')		Apt Elev 160' TDZE 153'	
MISSED APCH: To 3100' on 259° to D15.0.									
Alt Set: INCHES									



SSALR	3100'	on 259°	D15.0
PAPI PAPI			
MAP at D1.0 UYR TAC			

Military		STRAIGHT-IN LANDING RWY26		CIRCLE-TO-LAND	
		MDA(H) <b>480'</b> (327')			
		HIALS out		Max Kts	
A	NOT APPLICABLE			A	NOT APPLICABLE
B				120	660' (500') - 1½
C	1			140	660' (500') - 2
D				165	900' (740') - 2



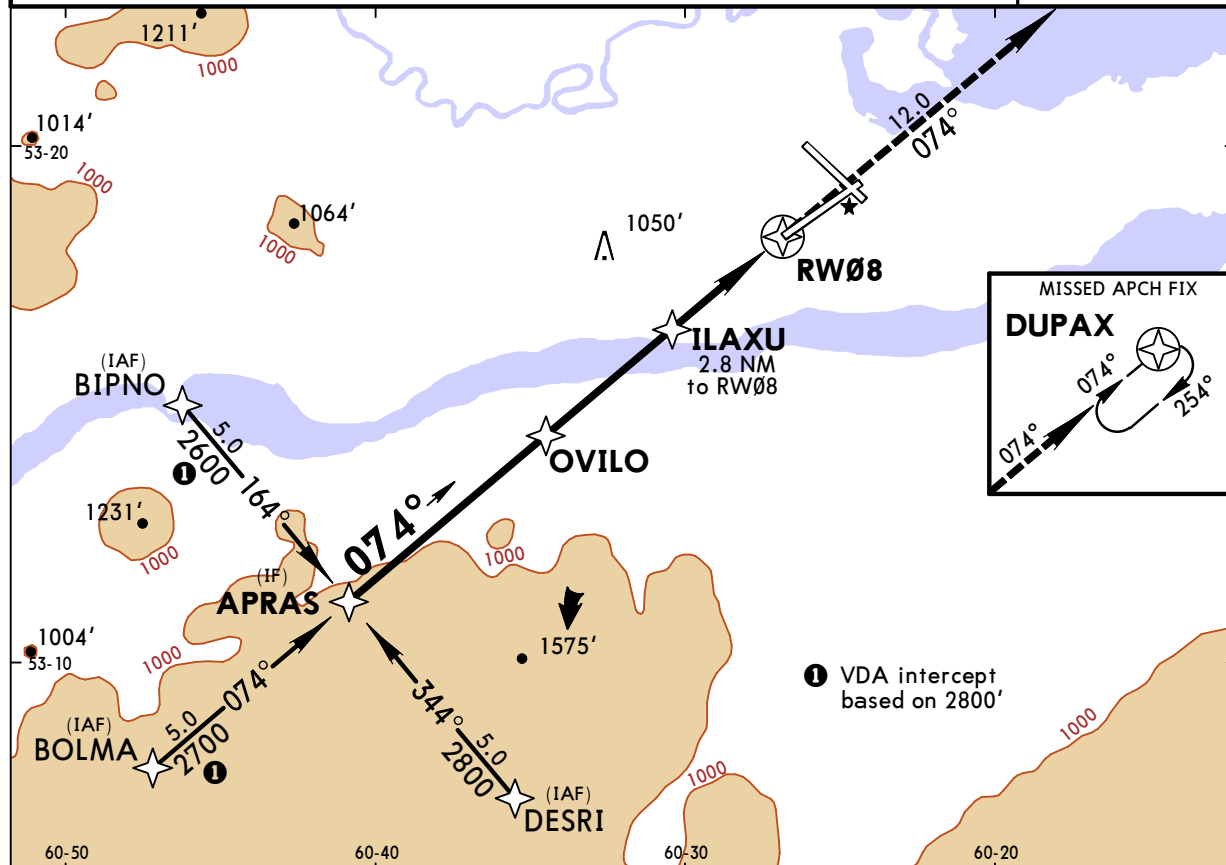
**CYYR/YYR**  
**GOOSE BAY**

**JEPPesen**  
9 SEP 16  
Eff 15 Sep

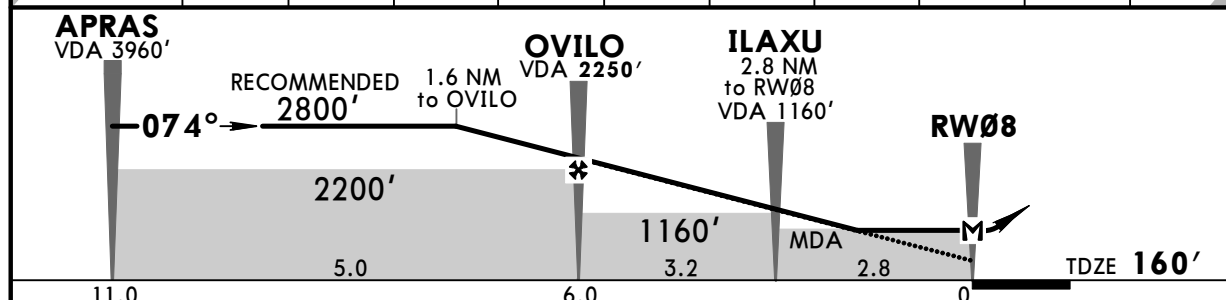
**GOOSE BAY, Nfld**  
**RNAV (GNSS) (DND) Rwy 08**

BRIEFING STRIP

ATIS	*GANDER Center	*GOOSE Terminal	GOOSE Tower	Ground
128.1	120.4	119.5	119.1	121.9
RNAV	Final Apch Crs <b>074°</b>	VDA <b>OVILO</b> <b>2250'</b> (2090')	RNAV MDA(H) <b>720'</b> (560')	Apt Elev <b>160'</b> TDZE <b>160'</b>
<b>MISSED APCH: Climb to 3100' track 074° to DUPAX then hold.</b>				3100'
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 6000'.				MSA RW08



NM to RW08	11.0	10.0	9.0	7.6	7.0	6.0	5.0	4.0	3.0	1.5
VDA ALTITUDE	3960'	3610'	3270'	2800'	2590'	2250'	1910'	1570'	1230'	720'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	074°	DUPAX
VDA	3.21°	398	511	568	682	795	PAPI	↑		
MAP at RW08										

STRAIGHT-IN LANDING RWY08						CIRCLE-TO-LAND			
RNAV									
MDA(H) <b>720'</b> (560')									
HIALS out						Max Kts	MDA(H)		
A						90	720' (560') - 1 3/4		
B						120	720' (560') - 2		
C	1 1/4					140	720' (560') - 2		
D						165	900' (740') - 2		

**CYYR/YYR**  
**GOOSE BAY**

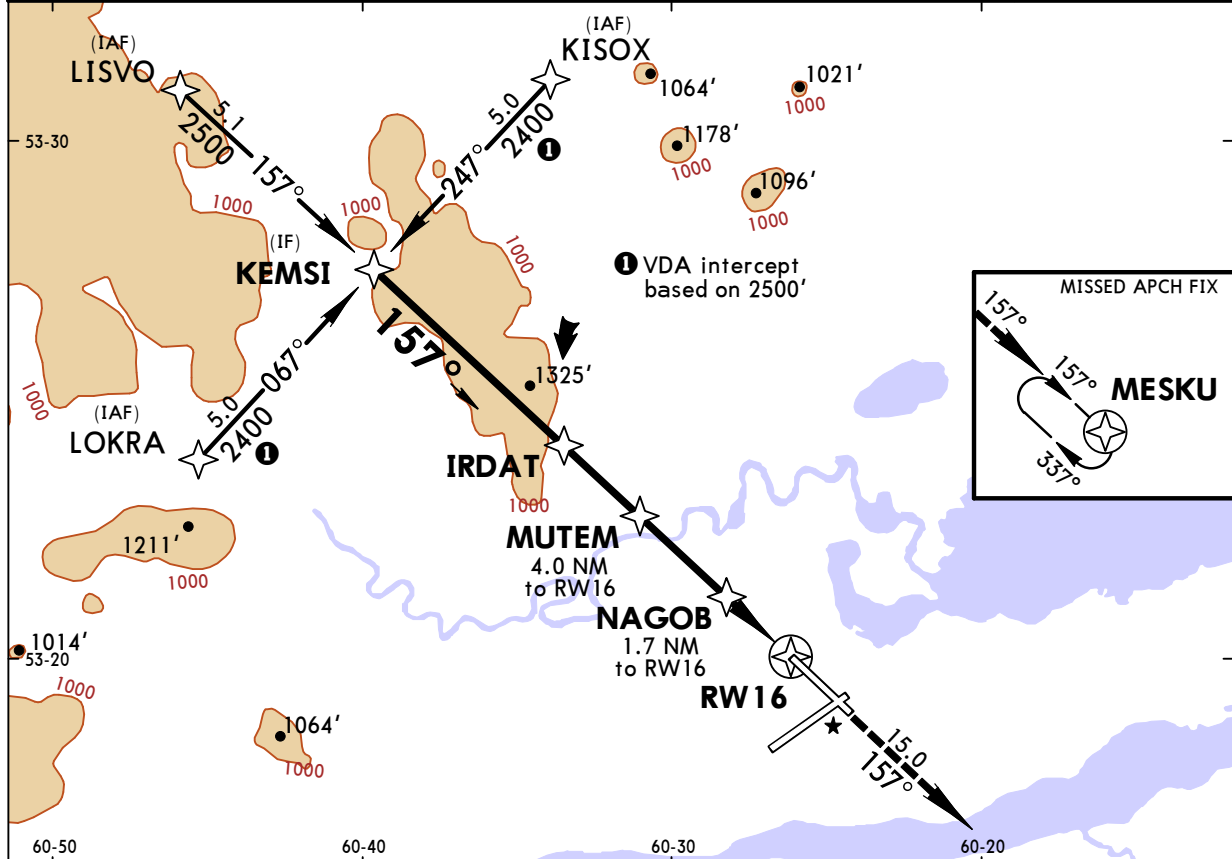
**JEPPESEN**  
9 SEP 16  
Eff 15 Sep

(12-2)

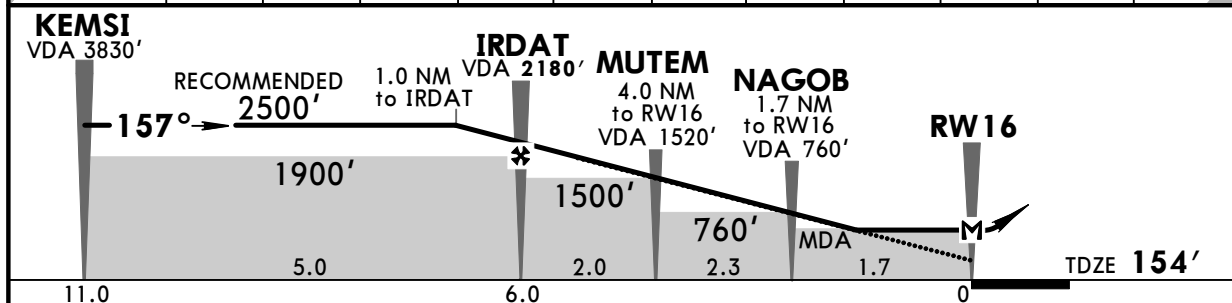
**GOOSE BAY, NFLD**  
**RNAV (GNSS) (DND) Rwy 16**

BRIEFING STRIP

ATIS	*GANDER Center	*GOOSE Terminal	GOOSE Tower	Ground
128.1	120.4	119.5	119.1	121.9
RNAV	Final Apch Crs <b>157°</b>	VDA IRDAT <b>2180'</b> (2026')	LNAV MDA(H) <b>520'</b> (366')	Apt Elev <b>160'</b> TDZE <b>154'</b>
MISSED APCH: Climb to 3100' track 157° to MESKU then hold.				3100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA RW16
1. SAFE ALTITUDE WITHIN 100 NM 6000'.				



NM to RW16	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	3830'	3500'	3170'	2840'	2500'	2180'	1850'	1520'	1190'	860'	520'



Gnd speed-Kts	70	90	100	120	140	160					
VDA	3.11°	385	495	550	660	770	880				
MAP at RW16											

STRAIGHT-IN LANDING RWY16						CIRCLE-TO-LAND			
LNAV									
MDA(H) <b>520'</b> (366')									
A							Max Kts		
B							90		
C							120		
D							140		
							165		

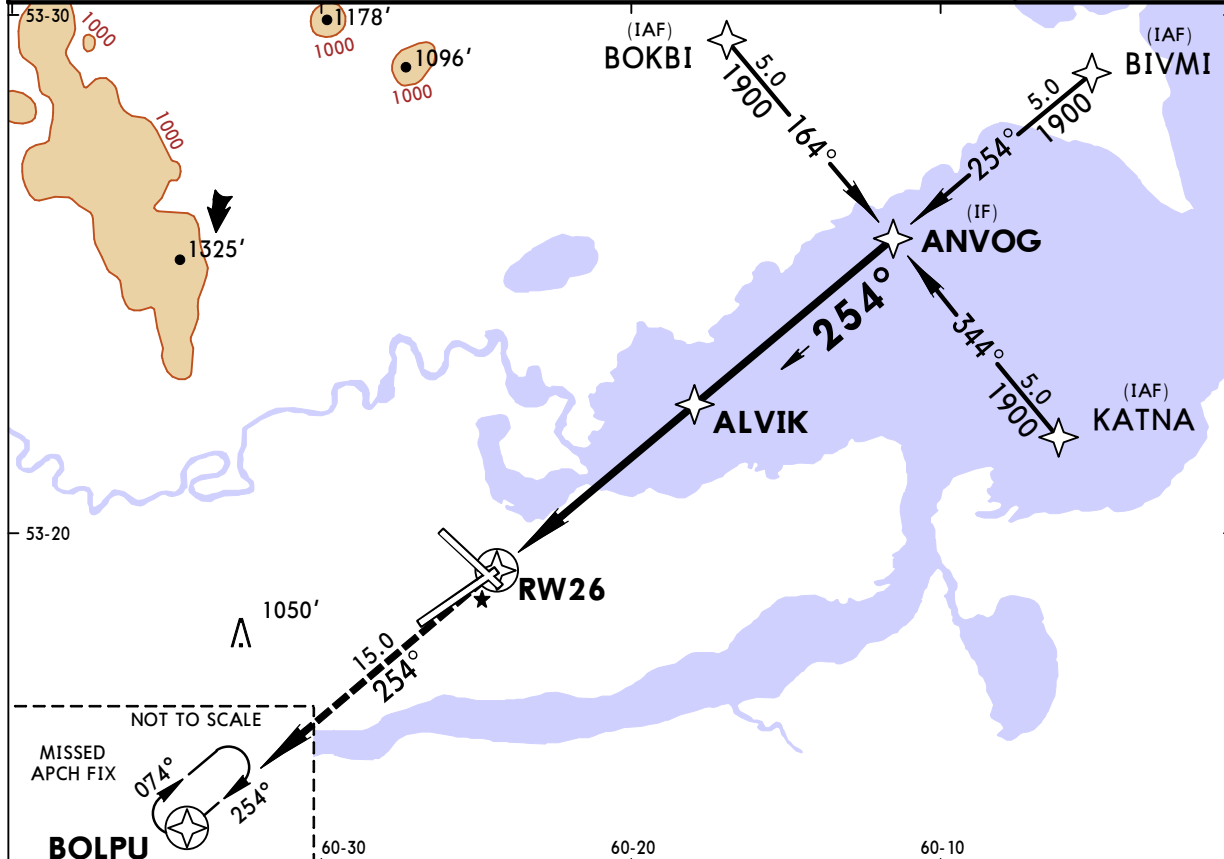
**CYYR/YYR**  
**GOOSE BAY**

**JEPPESSEN**  
9 SEP 16  
Eff 15 Sep (12-3)

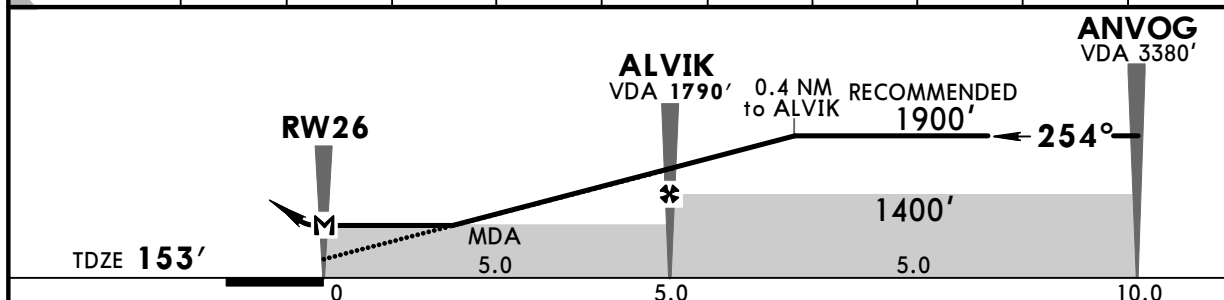
**GOOSE BAY, NFLD**  
**RNAV (GNSS) (DND) Rwy 26**

BRIEFING STRIP

ATIS	*GANDER Center	*GOOSE Terminal	GOOSE Tower	Ground
128.1	120.4	119.5	119.1	121.9
RNAV	Final Apch Crs <b>254°</b>	VDA <b>ALVIK</b> <b>1790'</b> (1637')	LNAV MDA(H) <b>500'</b> (347')	Apt Elev <b>160'</b> TDZE <b>153'</b>
MISSED APCH: Climb to 3100' track 254° to BOLPU then hold.				3100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA RW26
1. SAFE ALTITUDE WITHIN 100 NM 6000'.				



NM to RW26	1.0	2.0	3.0	4.0	5.4	6.0	7.0	8.0	9.0	10.0
VDA ALTITUDE	500'	830'	1150'	1470'	1900'	2110'	2430'	2740'	3060'	3380'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	254°	BOLPU
VDA	3.00°	372	478	531	637	743	PAPI PAPI			
MAP at RW26										

STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND			
LNAV MDA(H) <b>500'</b> (347')						Max Kts	MDA(H)		
HIALS out						90	660' (500') - 1½		
						120			
						140	660' (500') - 2		
						165	900' (740') - 2		

**CYYR/YYR**  
**GOOSE BAY**

**JEPPesen**  
9 SEP 16  
Eff 15 Sep (12-4)

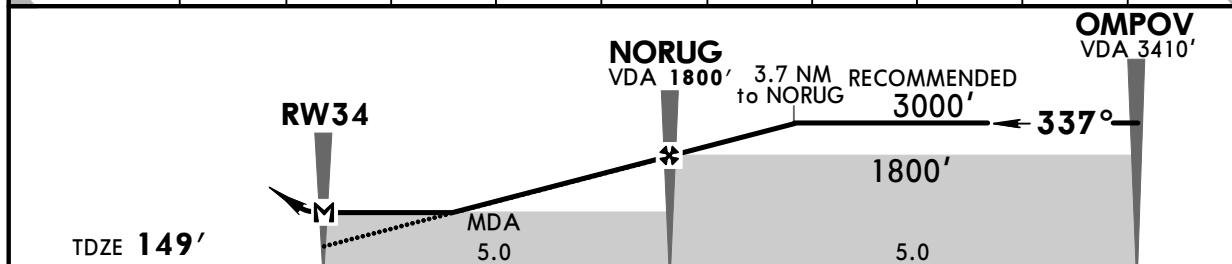
**GOOSE BAY, NFLD**  
**RNAV (GNSS) (DND) Rwy 34**

BRIEFING STRIP

ATIS 128.1		*GANDER Center 120.4		*GOOSE Terminal 119.5		GOOSE Tower 119.1		Ground 121.9	
RNAV		Final Apch Crs 337°		VDA NORUG 1800' (1651')		LNAV MDA(H) 540' (391')		Apt Elev 160' TDZE 149'	
MISSED APCH: Climb to 3100' track 337° to ALTUB then hold.									<div>3100'</div> <div>MSA RW34</div>
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 6000'.									



NM to RW34	1.1	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.7	10.0
VDA ALTITUDE	540'	840'	1160'	1480'	1800'	2130'	2450'	2770'	3000'	3410'



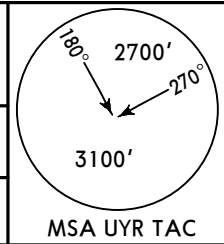
Gnd speed-Kts	70	90	100	120	140	160	ALS	3100'	337°	ALTUB
VDA	3.03°	375	482	536	643	750	PAPI	↑		
MAP at RW34										

STRAIGHT-IN LANDING RWY34						CIRCLE-TO-LAND			
LNAV MDA(H) <b>540'</b> (391')						Max Kts			
ALS out						MDA(H)			
1 1/4						90	660' (500') - 1 1/2		
						120	660' (500') - 2		
						140	660' (500') - 2		
						165	900' (740') - 2		

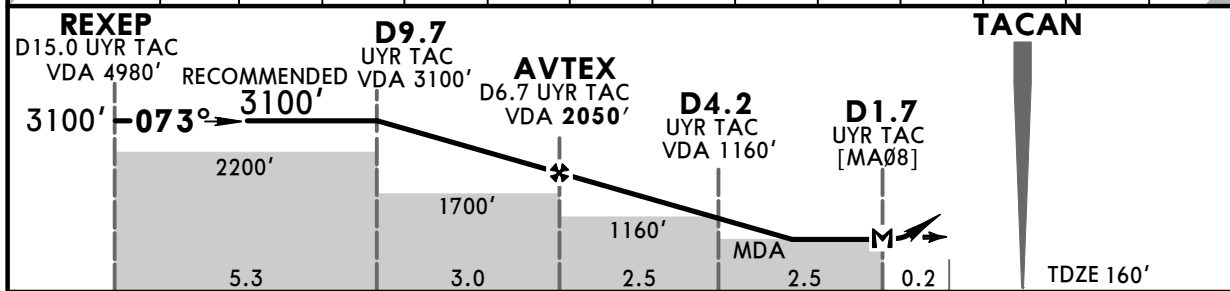
CYR/YR  
GOOSE BAYJEPPesen  
15 JUL 16 (14-1) Eff 21 JulGOOSE BAY, NFLD  
TACAN (DND) Rwy 08

BRIEFING STRIP™

ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9	
TACAN UYR CH 40		Final Apch Crs 073°		VDA AVTEX 2050' (1890')		MDA(H) 720' (560')		Apt Elev 160'  TDZE 160'	
MISSED APCH: To 3100' outbound UYR TAC R-073 to D15.0.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.									
									MSA UYR TAC



NM to UYR TAC	15.0	14.0	13.0	12.0	11.0	9.7	9.0	8.0	7.0	6.0	5.0	4.0	3.0
VDA ALTITUDE	4980'	4630'	4270'	3920'	3570'	3100'	2860'	2510'	2150'	1800'	1440'	1090'	720'



Military		STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND		
MDA(H) 720' (560')						Max Kts		
HIALS out							MDA(H)	
A	1¼						90	720' (560') - 1¾
B							120	
C							140	720' (560') - 2
D						165	900' (740') - 2	

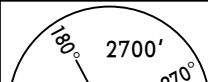
# CYYR/YJR GOOSE BAY

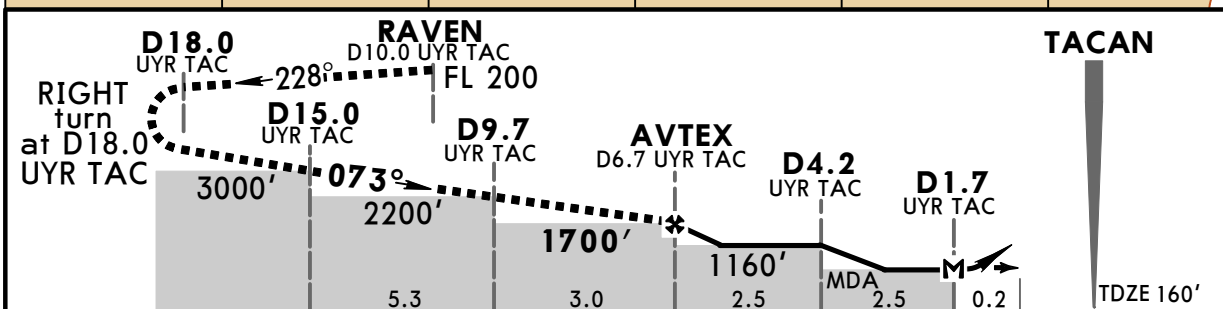
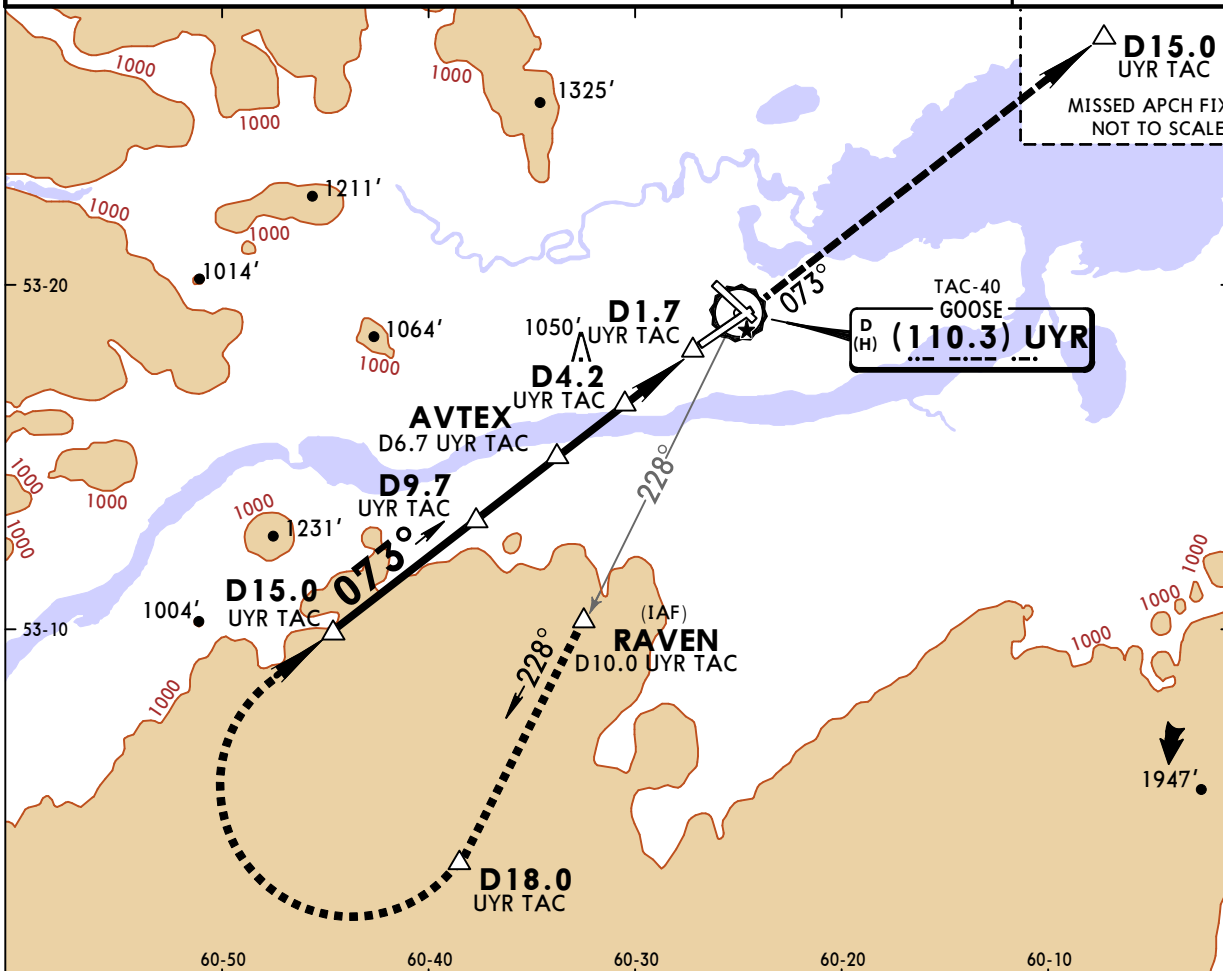
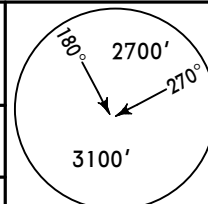
**JEPPesen**  
15 JUL 16  
Eff 21 Jul

CAT B, C & D

**GOOSE BAY, Nfld  
HI TACAN (DND) Rwy 08**

BRIEFING STRIP

ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9	
TACAN UYR CH 40		Final Apch Crs 073°		SMA AVTEX 1700' (1540')		MDA(H) 720' (560')		Apt Elev 160' TDZE 160'	
MISSED APCH: To 3100' outbound UYR TAC R-073 to D15.0.									 3100'
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.									



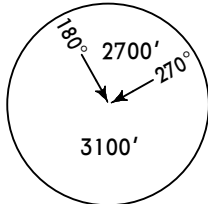
MAP at D1.7 UYR TAC					SSALR PAPI PAPI	3100'	UYR TAC CH <b>40</b> <b>R-073</b>	<b>D15.0</b>
<b>Military</b>					STRAIGHT-IN LANDING RWY <b>08</b>			
					CIRCLE-TO-LAND			
					MDA(H) <b>720'</b> (560')			
					HIALS out			
A	NOT APPLICABLE					Max Kts	NOT APPLICABLE	
B						120	720' (560') - 1 3/4	
C	1 1/4					140	720' (560') - 2	
D						165	900' (740') - 2	

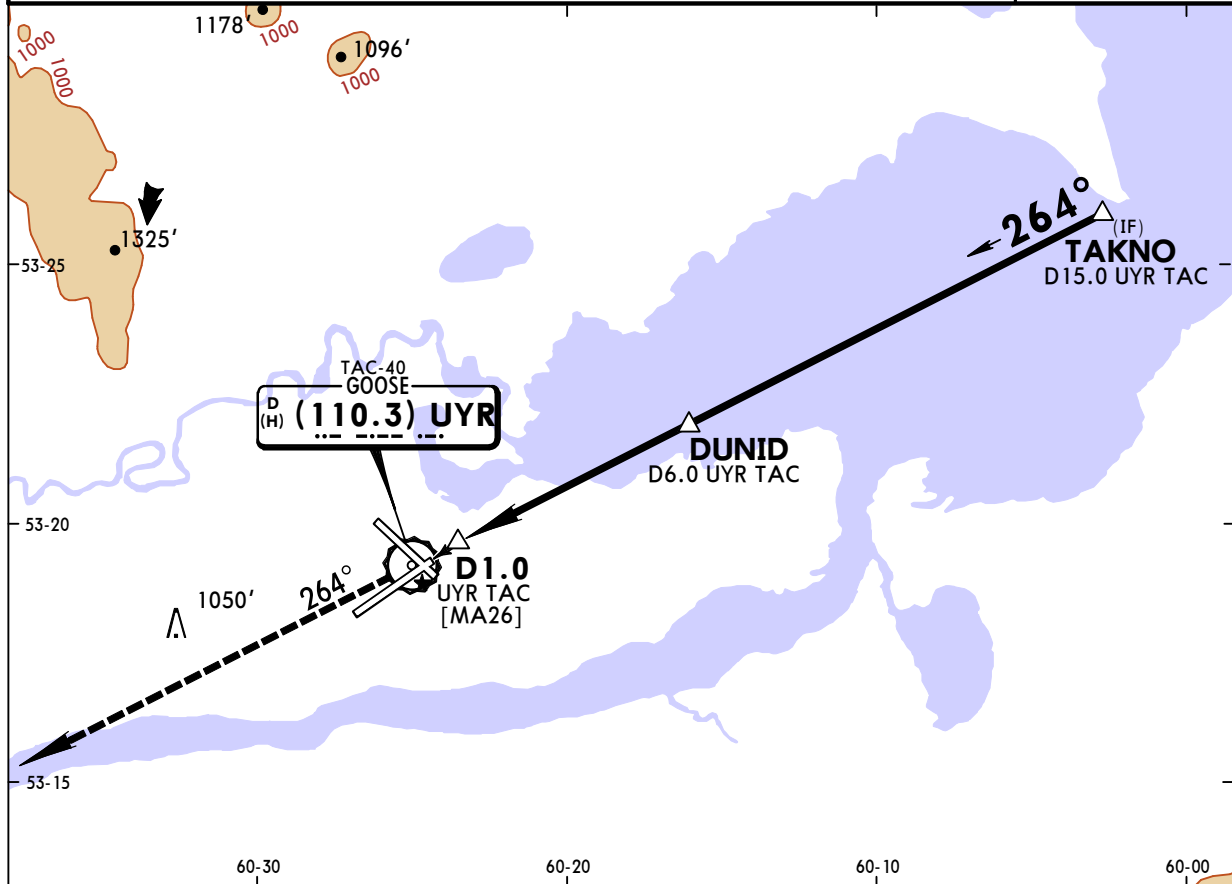
**CYYR/YYR**  
**GOOSE BAY**

**JEPPESEN**  
15 JUL 16 **(14-3)** Eff 21 Jul

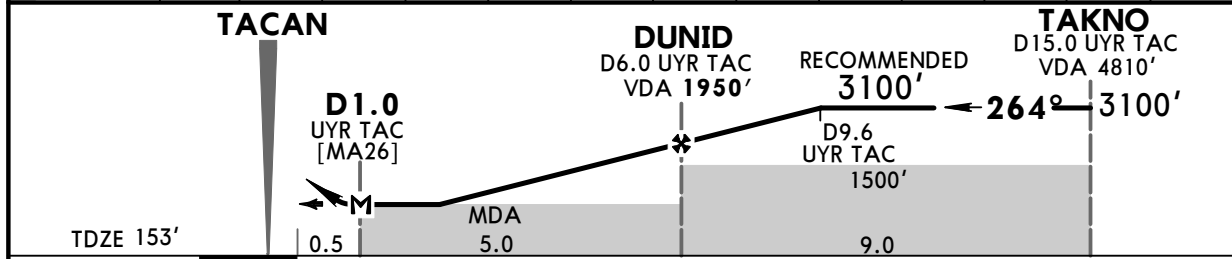
**GOOSE BAY, NFLD**  
**TACAN (DND) Rwy 26**

BRIEFING STRIP

ATIS <b>128.1</b>	*GANDER Center <b>120.4</b>	*GOOSE Arrival <b>119.5</b>	GOOSE Tower <b>119.1</b>	Ground <b>121.9</b>
TACAN UYR CH <b>40</b>	Final Apch Crs <b>264°</b>	VDA <b>DUNID</b> <b>1950'</b> (1797')	MDA(H) <b>480'</b> (327')	Apt Elev 160' TDZE 153'
<b>MISSED APCH: To 3100' outbound on UYR TAC R-264 within D14.0.</b>				
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.				
				MSA UYR TAC



NM to UYR TAC	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.6	11.0	12.0	15.0
VDA ALTITUDE	480'	670'	990'	1310'	1630'	1950'	2270'	2580'	2900'	3100'	3540'	3860'	4810'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	UYR TAC	D14.0
VDA	3.00°	372	478	531	637	743	PAPI	↑	on CH 40	
MAP at D1.0 UYR TAC									R-264	

Military STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND			
MDA(H) <b>480'</b> (327')						Max Kts			
HIALS out						MDA(H)			
A	1					90	660' (500') -1½		
B						120			
C						140	660' (500') -2		
D						165	900' (740') -2		



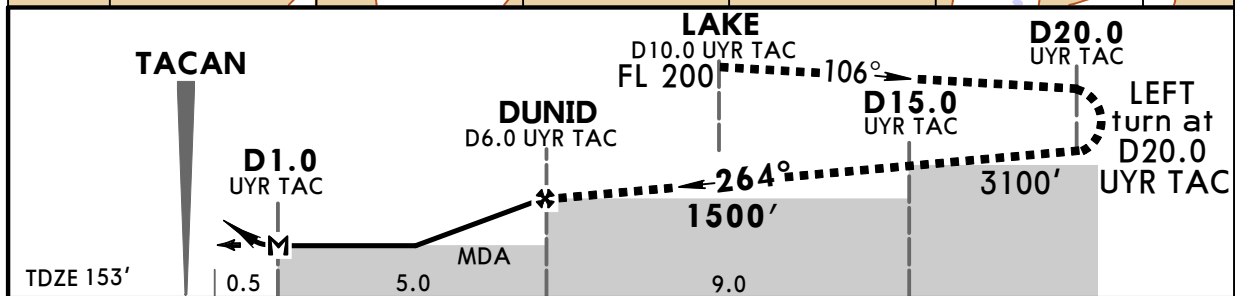
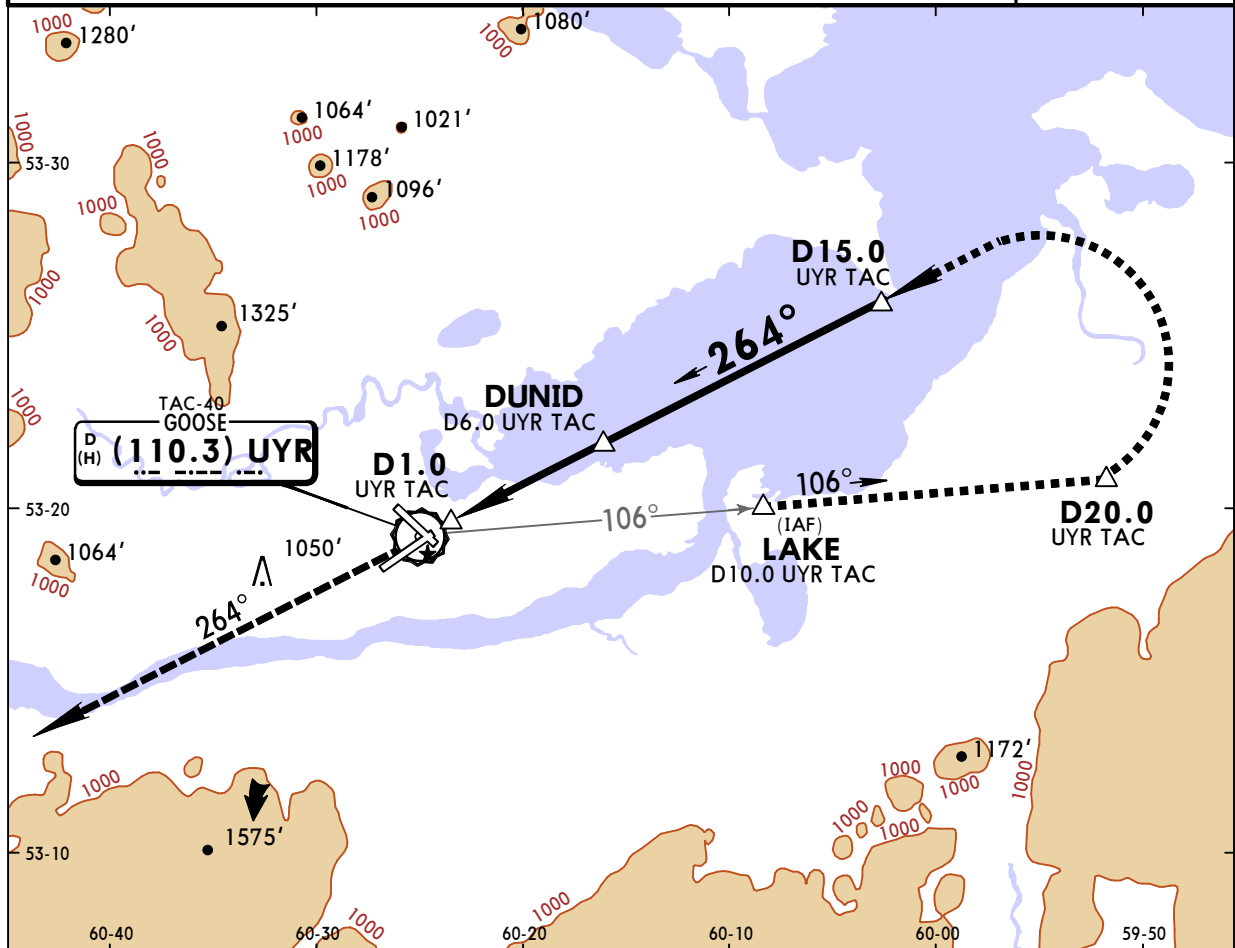
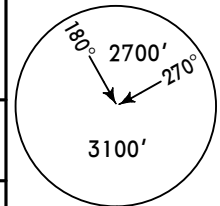
**CYYR/YYR**  
**GOOSE BAY**

**JEPPESSEN** CAT B, C & D  
15 JUL 16  
Eff 21 Jul (14-4)

**GOOSE BAY, NFLD**  
**HI TACAN (DND) Rwy 26**

BRIEFING STRIP™

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
TACAN UYR CH 40	Final Apch Crs 264°	SMA DUNID 1500' (1347')	MDA(H) 480' (327')	Apt Elev 160' TDZE 153'
MISSED APCH: To 3100' outbound on UYR TAC R-264 within D14.0.				
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.				MSA UYR TAC



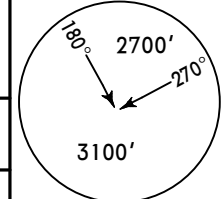
MAP at D1.0 UYR TAC	SSALR	3100'	UYR TAC	on CH 40	within D14.0
	PAPI			R-264	

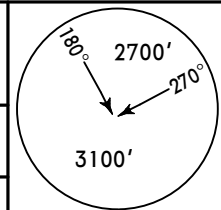
Military			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY26					
MDA(H) 480' (327')			MDA(H)		
HIALS out			NOT APPLICABLE		
A	NOT APPLICABLE		Max Kts		
B			120	660' (500') -1½	
C	1		140	660' (500') -2	
D			165	900' (740') -2	



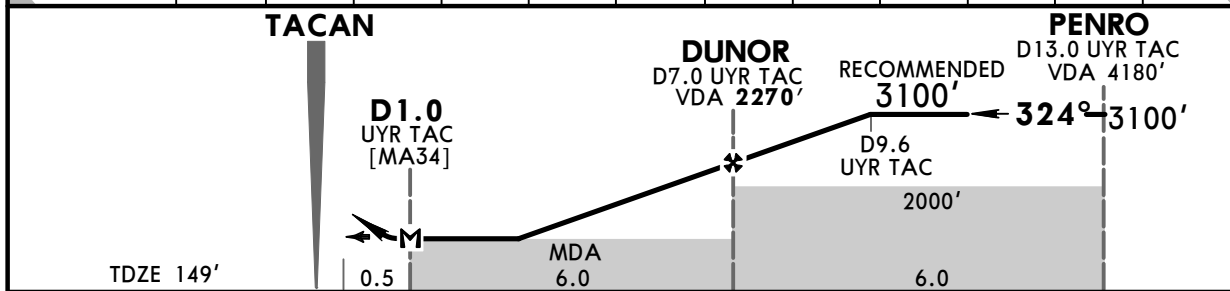
CYR/YR  
GOOSE BAYJEPPESSEN  
15 JUL 16 (14-5) Eff 21 JulGOOSE BAY, NFLD  
TACAN (DND) Rwy 34

BRIEFING STRIP™

ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9	
TACAN UYR CH 40		Final Apch Crs 324°		VDA DUNOR 2270' (2121')		MDA(H) 540' (391')		Apt Elev 160'  TDZE 149'	
MISSED APCH: To 3100' on UYR TAC R-324 within D14.0.									
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.									



NM to UYR TAC	1.6	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.6	11.0	12.0	13.0
VDA ALTITUDE	540'	990'	1310'	1630'	1950'	2270'	2580'	2900'	3100'	3540'	3860'	4180'



Gnd speed-Kts	70	90	100	120	140	160	ALS	3100'	UYR TAC	D14.0
VDA	3.00°	372	478	531	637	743	849	PAPI	CH 40	within
MAP at D1.0 UYR TAC									R-324	

Military		STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
		MDA(H) 540'(391')							
		ALS out				Max Kts		MDA(H)	
A	1¼				90		660'(500') - 1½		
B					120				
C					140		660'(500') - 2		
D					165		900'(740') - 2		

# CYYR/YJR GOOSE BAY

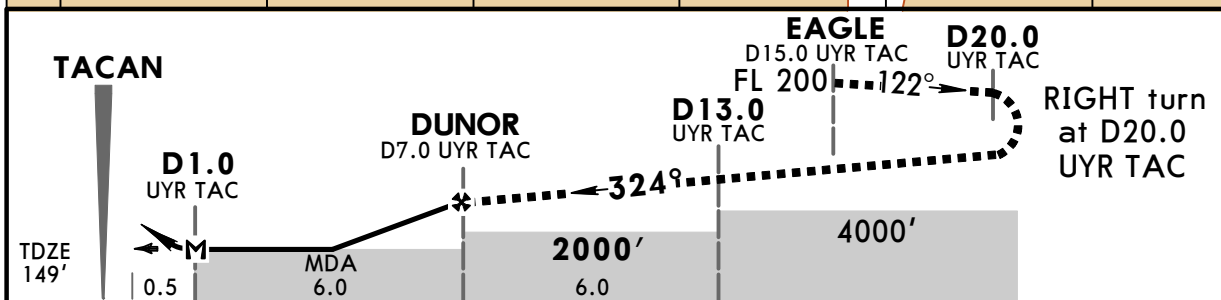
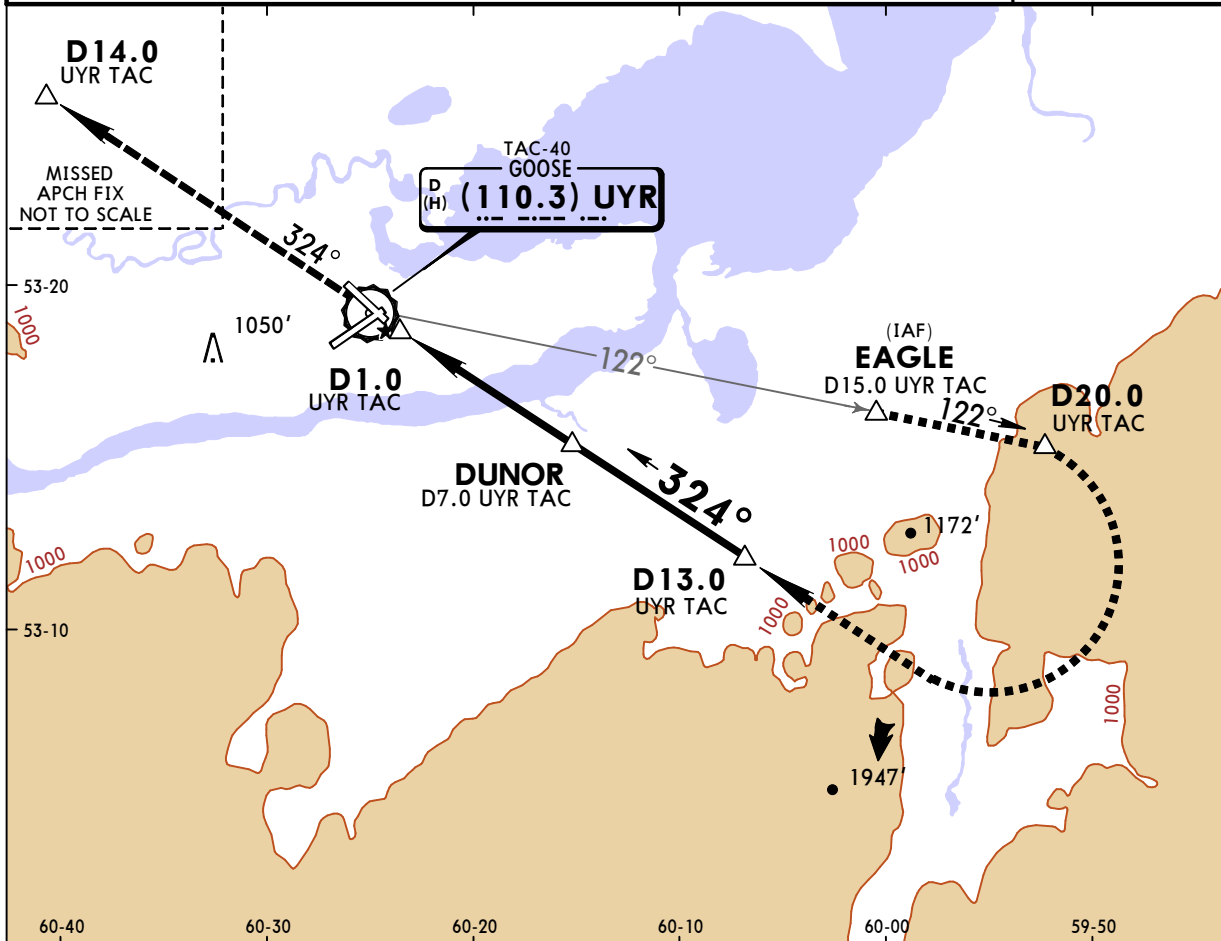
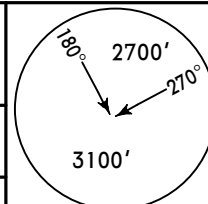
**JEPPesen** 15 JUL 16  
Eff 21 Jul

CAT B, C & D

## GOOSE BAY, NFLD HI TACAN (DND) Rwy 34

BRIEFING STRIP

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
TACAN UYR CH 40	Final Apch Crs 324°	SMA DUNOR 2000' (1851')	MDA(H) 540' (391')	Apt Elev 160' TDZE 149'
MISSED APCH: To 3100' on UYR TAC R-324 to D14.0.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA UYR TAC
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.				



TACAN				EAGLE D15.0 UYR TAC FL 200		D20.0 UYR TAC		RIGHT turn at D20.0 UYR TAC	
D1.0 UYR TAC				DUNOR D7.0 UYR TAC		D13.0 UYR TAC		3100'	
TDZE 149'				MDA 2000'		4000'		UYR TAC CH 40 R-324	
MAP at D1.0 UYR TAC				ALS		PAPI		D14.0	
Military				STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND			
MDA(H) 540' (391')				ALS out		Max Kts		MDA(H)	
A NOT APPLICABLE						A		NOT APPLICABLE	
B						120		660' (500') -1½	
C						140		660' (500') -2	
D						165		900' (740') -2	

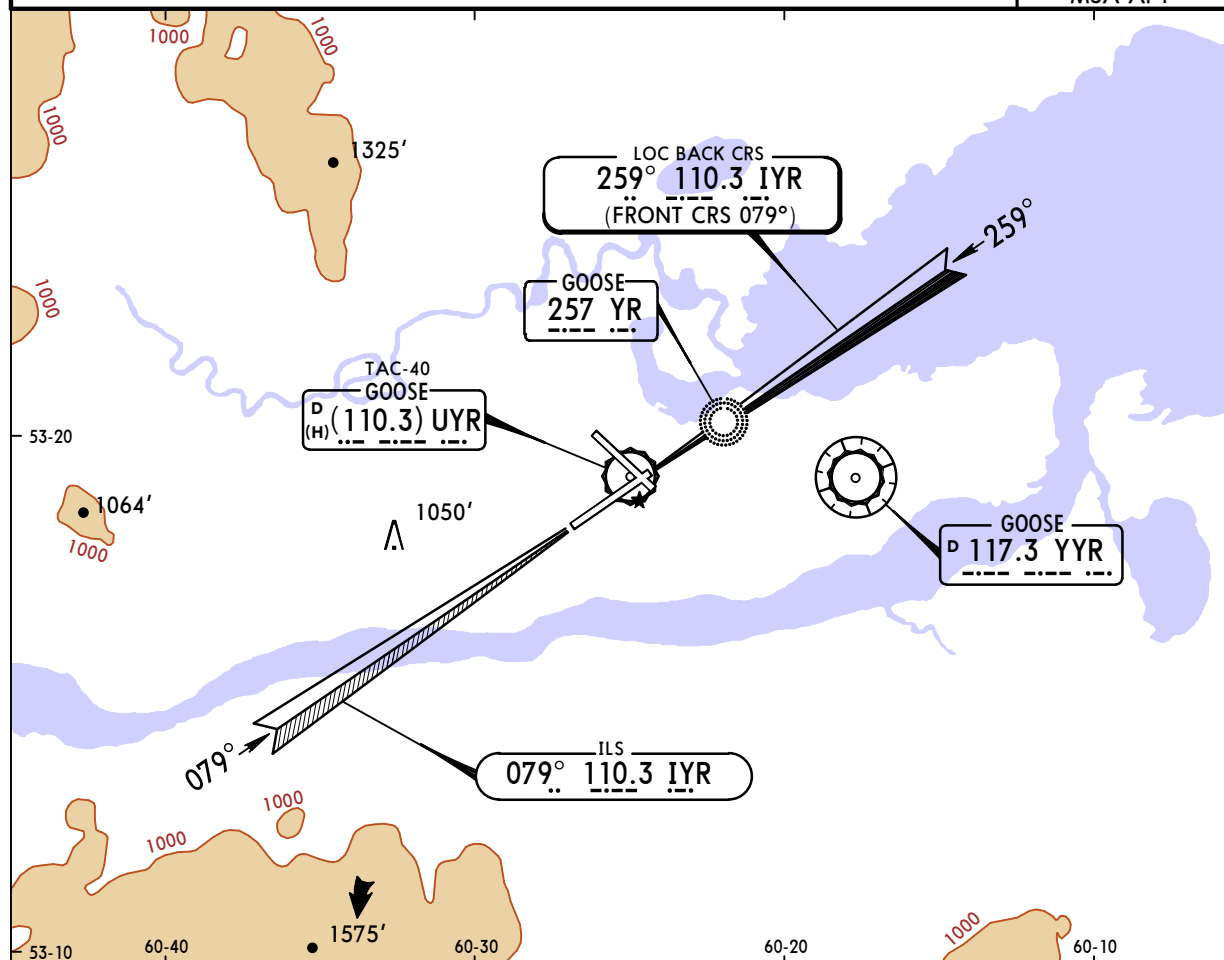
**CYYR/YYR**  
**GOOSE BAY**

**JEPPESEN**  
4 NOV 16  
Eff 10 Nov (18-1)

**GOOSE BAY, NFLD**  
**PAR (DND) Rwy 08, 26**

BRIEFING STRIP

ATIS 128.1	*GANDER Center 120.4	*GOOSE Terminal 119.5	GOOSE Radar 119.9	GOOSE Tower 119.1	Ground 121.9
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H) Refer to Minimums	Apt Elev 160' TDZE-See below	<div>3100'</div> <div>MSA APT</div>
Missed Approach-See below.					
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 6000'. Trans level: FL 180 Trans alt: 18000'					



**Missed Approach:**

**PAR Runway 08:** Climb to 3100' heading 079°. RIGHT turn direct to YR NDB. Hold inbound 259° at 3100'.

**PAR Runway 26:** Climb to 3100' heading 250°. LEFT turn direct to YR NDB. Hold inbound 259° at 3100'.

RWY 08

PAR TCH 55'

TDZE 160'

RWY 26

PAR TCH 59'

TDZE 153'

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart
RWY 08,26 PAR GS	3.00°	372	478	531	637	743	

**Military**

**STRAIGHT-IN LANDING**

PAR 08		PAR 26	
DA(H) <b>360'</b> (200')		DA(H) <b>353'</b> (200')	
FULL		FULL	
A	RVR <b>26</b> or 1/2	1/2	
B			
C			
D			

**BGSF/SFJ**

Apt Elev **165'**  
N67 01.0 W050 41.4

4 DEC 15

**(10-9)**

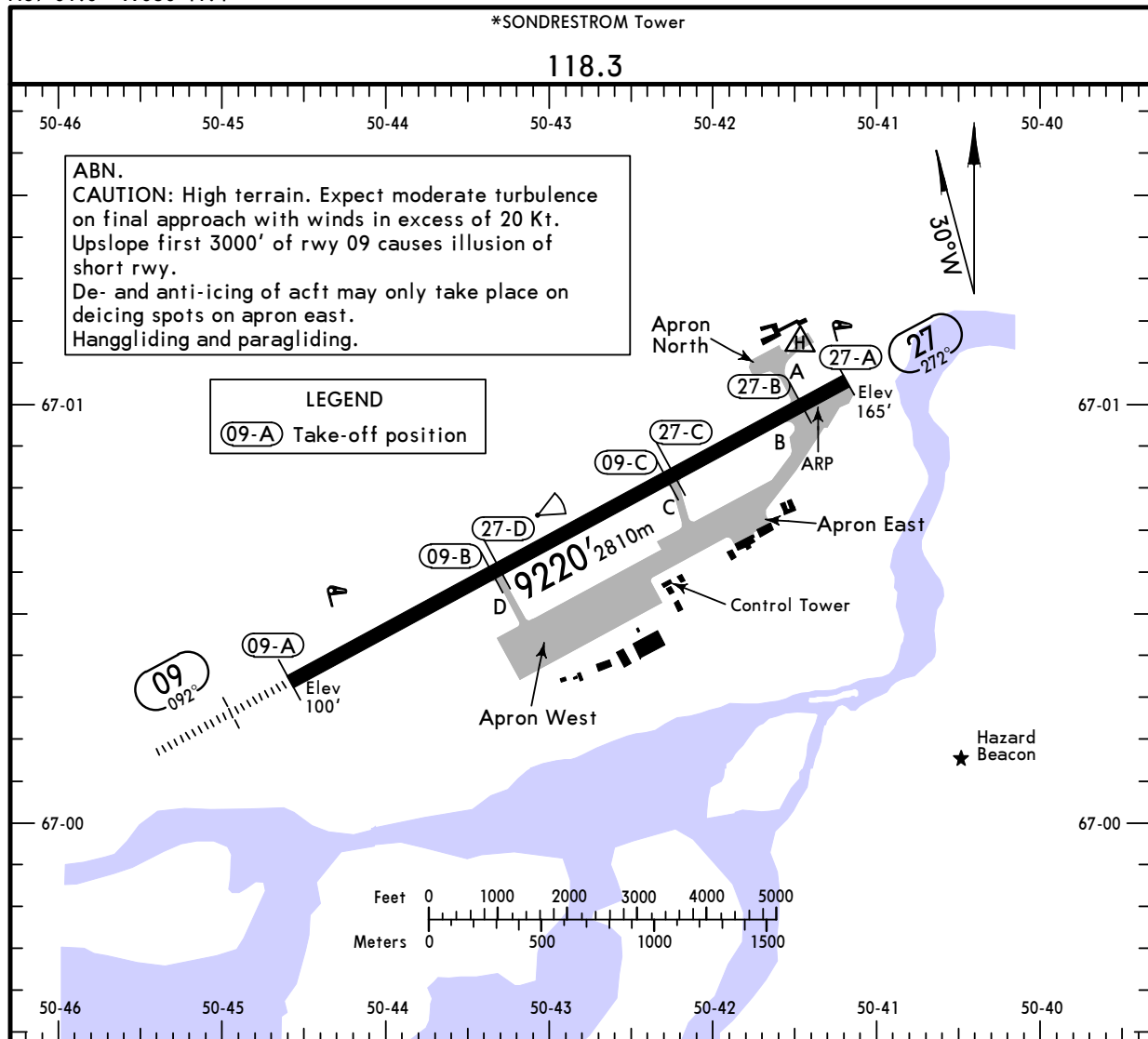
**Eff 10 Dec**



**JEPPESEN**

**KANGERLUSSUAQ, GREENLAND**

**KANGERLUSSUAQ**



**ADDITIONAL RUNWAY INFORMATION**

					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
09	HIRL	HIALS	PAPI-L (angle 3.2°)	RVR			①	197'
27	HIRL			RVR				60m

**1 TAKE-OFF RUN AVAILABLE**

**RWY 09:**

From posn 09-A 9220' (2810m)  
09-B 5850' (1783m)  
09-C 2933' (894m)

**RWY 27:**

From posn 27-A 9220' (2810m)  
27-B 8462' (2579m)  
27-C 6385' (1946m)  
27-D 3442' (1049m)

**Standard**

**TAKE-OFF 1 & DEPARTURE PROCEDURE**

	All Rwys		
	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

**1** Operators applying U.S. Ops Specs: CL required below 300m.

**IFR DEPARTURE PROCEDURE (SID)**

**RWY 27:** Climb STRAIGHT AHEAD to Minimum Sector Altitude 5300'.  
Minimum net climb gradient until SF NDB 371' per NM (6.1%).

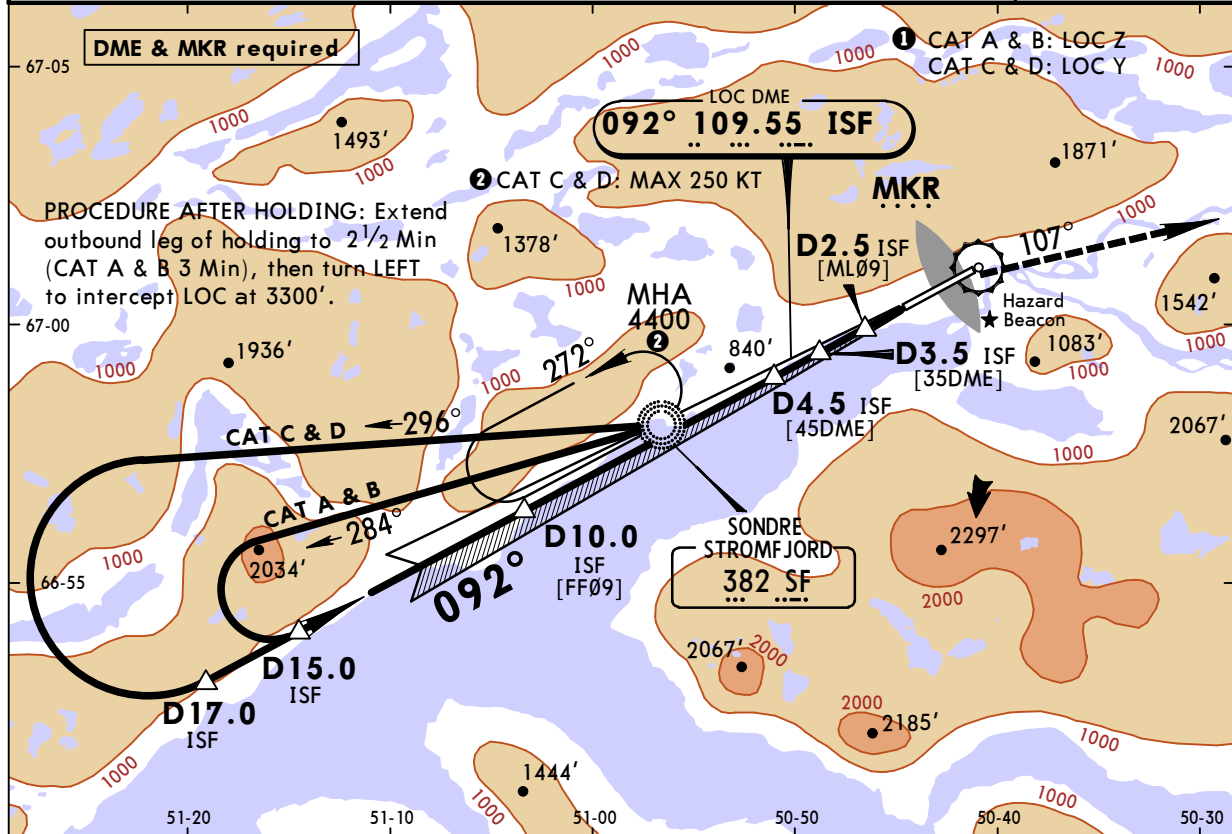
**BGSF/SFJ**  
**KANGERLUSSUAQ**

**JEPPesen**  
7 APR 17 **(11-1)** MISSED APCH CLIMB  
GRAD MIM 5.0%

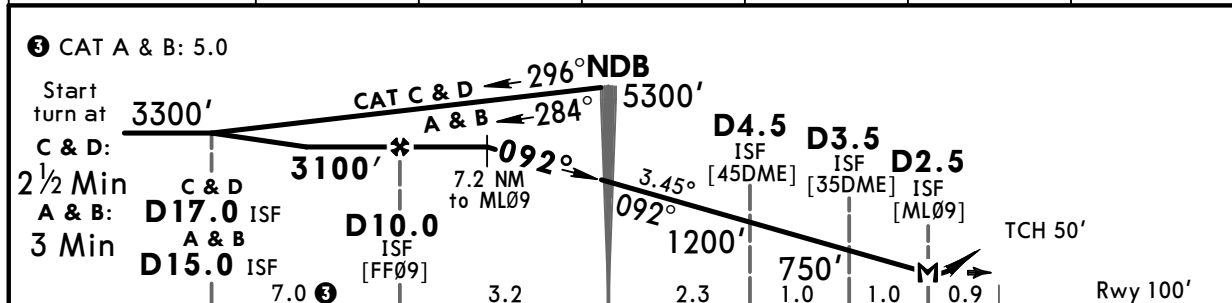
**KANGERLUSSUAQ, GREENLAND**  
**LOC Z or Y Rwy 09**

BRIEFING STRIP

*SONDRESTROM Approach (R)				*SONDRESTROM Tower		
126.2				118.3		
LOC ISF 109.55	Final Apch Crs 092°	Minimum Alt D10.0 ISF 3100' (3000')	DA/MDA(H) 450' (350')	Apt Elev 165' Rwy 100'	<div>5300'</div> <div>MSA SF NDB</div>	
MISSED APCH: Climb on LOC course until MKR, then immediately turn RIGHT on track 107° climbing to 4000', then turn RIGHT to NDB climbing to 4400' and join holding.						
Alt Set: hPa & IN      Rwy Elev: 4 hPa      Trans level: By ATC      Trans alt: 7000' CAUTION: Adhere strictly to the prescribed procedure due to high surrounding terrain. Expect moderate turbulence on final approach with winds in excess of 20 KT.						



ISF DME	9.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2750'	2050'	1700'	1350'	1000'	650'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.45°	427	549	611	733	855	977
MAP at D2.5 ISF						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 09 Missed apch climb gradient mim 5.0% CDFA DA/MDA(H) <b>450' (350')</b>			Not authorized North of airport		
A B C D	RVR 1200m	ALS out	Max Kts	MDA(H)	VIS
		RVR 1500m	100	1500' (1335')	1500m
			135	1900' (1735')	1600m
		RVR 1600m	180	2500' (2335')	2400m
			205	2800' (2635')	3600m

PANS OPS

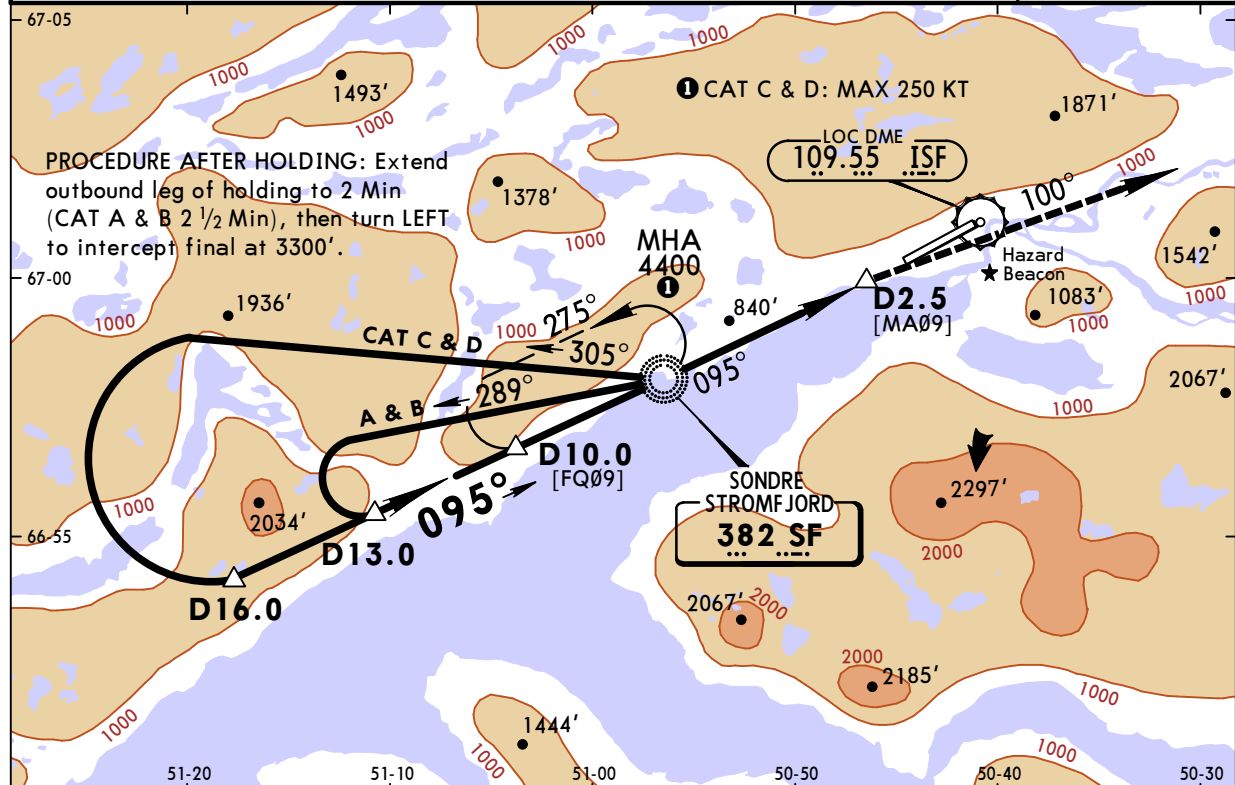
**BGSF/SFJ**  
**KANGERLUSSUAQ**

**JEPPesen**  
7 APR 17 (16-1)

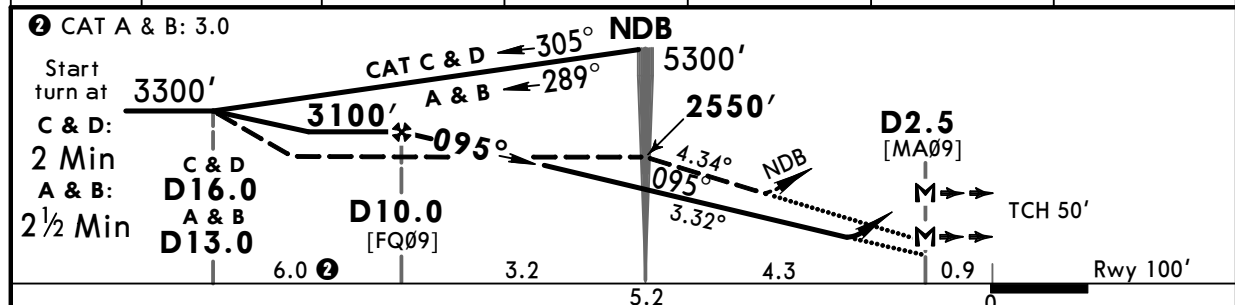
**KANGERLUSSUAQ, GREENLAND**  
**NDB DME or NDB Rwy 09**

BRIEFING STRIP

*SONDRESTROM Approach (R)				*SONDRESTROM Tower	
126.2				118.3	
NDB SF <b>382</b>	Final Apch Crs <b>095°</b>	NDB DME Minimum Alt <b>D10.0</b> <b>3100'</b> (3000')	NDB DME DA/MDA(H) <b>1770'</b> (1670')	Apt Elev 165'  Rwy 100'	<div>5300'</div> <div>MSA SF NDB</div>
		NDB Minimum Alt <b>NDB</b> <b>2550'</b> (2450')	NDB DA/MDA(H) <b>1880'</b> (1780')		
MISSED APCH: Climb to 3000' on track 100°, then turn RIGHT to NDB climbing to 4400' and join holding.					
Alt Set: hPa & IN      Rwy Elev: 4 hPa      Trans level: By ATC      Trans alt: 7000' CAUTION: Expect moderate turbulence on final approach with winds in excess of 20 KT.					



NDB DME	ISF DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	3100'	2750'	2400'	2050'	1770'



Gnd speed-Kts		70	90	100	120	140	160	<div><div>HIALS</div><div>PAPI</div></div>	<div><div>3000'</div><div>↑</div><div>on 100°</div></div>	
NDB DME: Descent Angle		3.32°	411	529	587	705	822			940
NDB: Descent Angle		4.34°	538	692	769	922	1076			1230
NDB DME: MAP at D2.5	NDB: NDB to MAP	4.3	3:41	2:52	2:35	2:09	1:51			1:37

Standard		STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
		NDB DME CDFA	NDB CDFA	Not authorized North of airport	
DA/MDA(H) <b>1770'</b> (1670')		DA/MDA(H) <b>1880'</b> (1780')		Max	MDA(H) VIS
		ALS out	ALS out	Kts	
A	RVR 5000m			100	<b>1950'</b> (1785') <b>1</b> 1500m
B				135	<b>1950'</b> (1785') <b>1</b> 1600m
C				180	<b>2500'</b> (2335') <b>1</b> 2400m
D				205	<b>2800'</b> (2635') <b>1</b> 3600m
<b>1</b> or higher straight-in minimums					

PANS OPS