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Airport Information For CYHZ

Terminal Charts For CYHZ

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: HALIFAX NS CAN
ICAO/IATA: CYHZ / YHZ
Lat/Long: N44° 52.78', W063° 30.61'
Elevation: 477 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +4:00 = UTC
Magnetic Variation: 18.0° W
Sectional Chart: Halifax

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

Sunrise: 0928 Z
Sunset: 2300 Z

Runway Information

Runway: 05
Length x Width: 10500 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 463 ft
Lighting: Edge, ALS, Centerline

Runway: 14
Length x Width: 7700 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 441 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 10500 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 450 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 361 ft

Runway: 32
Length x Width: 7700 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 476 ft
Lighting: Edge, ALS

Communication Information

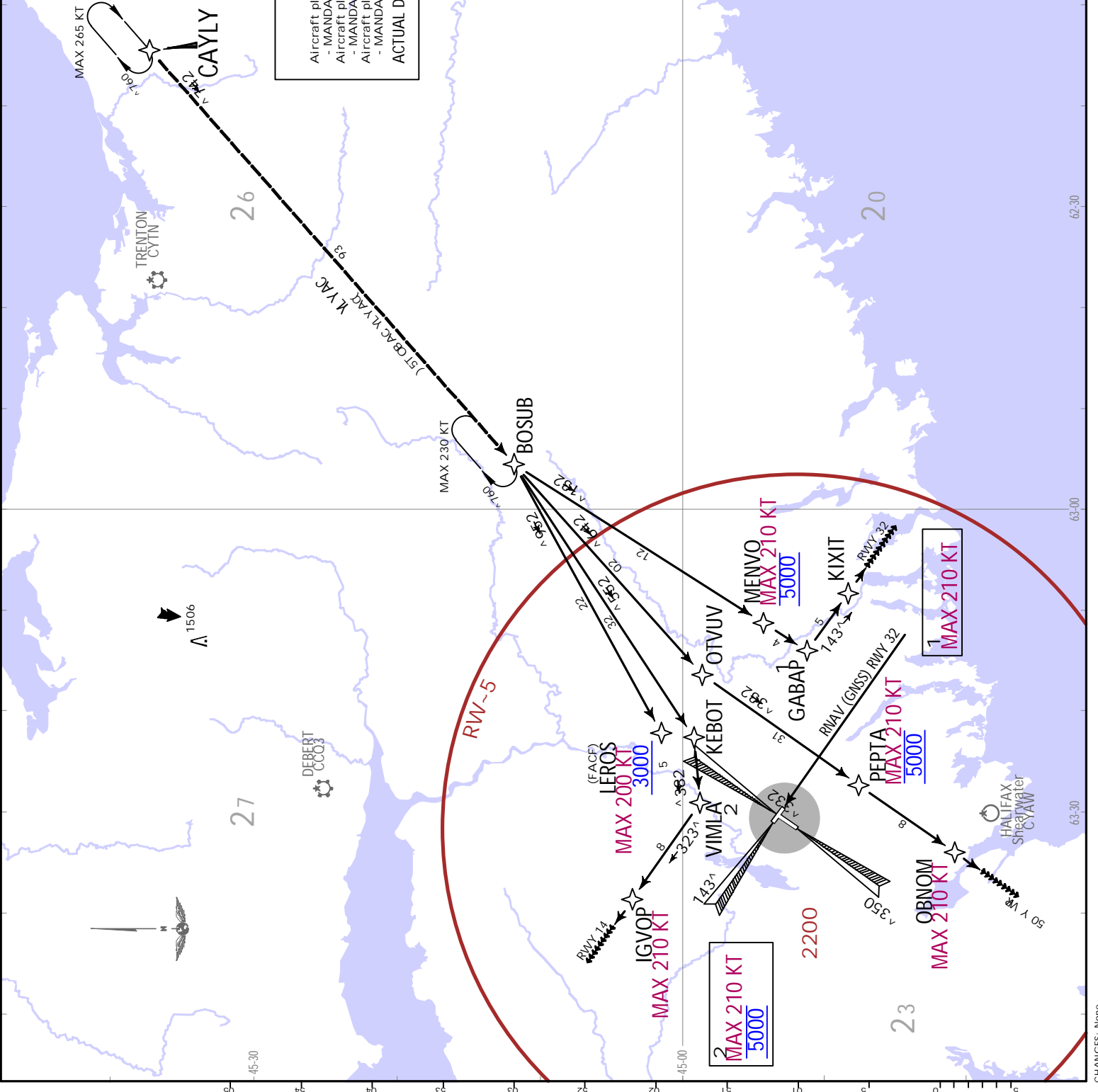
ATIS: 121.000
Halifax Tower: 118.400
Halifax Ground: 121.900
Halifax Clearance Delivery: 123.950
Swissport De-Icing Operations: 122.350
Moncton Centre ACC: 135.300 Remote Communications Air-Ground
Inland Technologies De-Ic Operations: 122.950
Air Canada De-Icing Operations: 129.250
Halifax Terminal Area: 118.700
London Radio Radio: 123.275 Flight Info Service RCO
Halifax Terminal Area: 119.200
London Radio Radio: 126.700 RCO
Halifax Terminal Area: 128.550

D-ATIS
 121.0
 Apt Elev
 477

Alt set: INCHES Trans level: FL180
 Safe Altitude within 100 NM 2900.

**CABOT 5 ARRIVAL
 (CAYLY.CABOT5)**

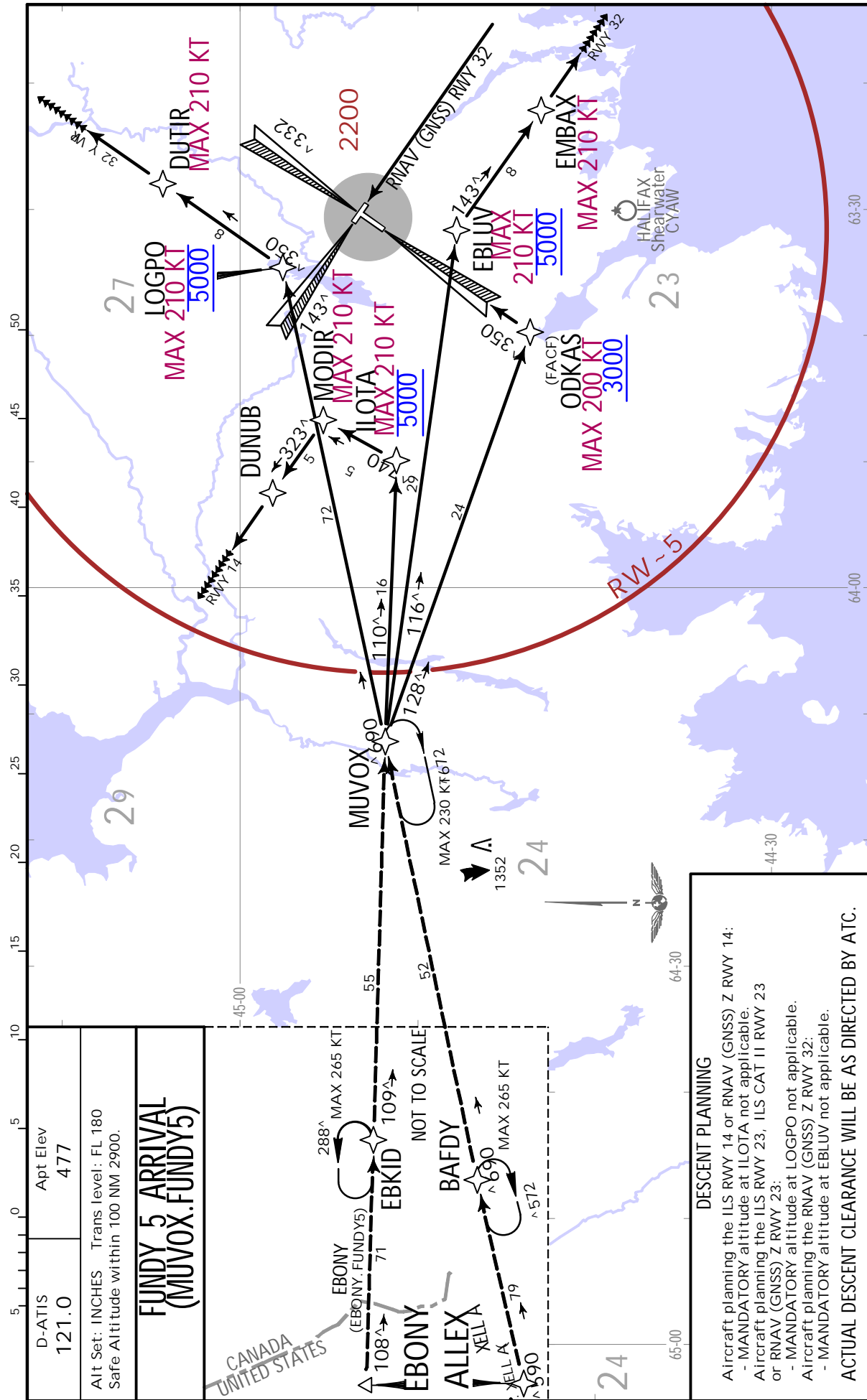
DESCENT PLANNING
 Aircraft planning the RNAV (GNSS) Z RWY 05 or LOC RWY 05:
 - MANDATORY altitude at PEPTA not applicable.
 Aircraft planning the ILS RWY 14 or RNAV (GNSS) Z RWY 14:
 - MANDATORY altitude at VIMLA not applicable.
 Aircraft planning the RNAV (GNSS) Z RWY 32:
 - MANDATORY altitude at MENVO not applicable.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



CYHZ/YHZ
HALIFAX/STANFIELD INTL

JEPPESSEN
21 JAN 22 (10-2A) .Eff.27.Jan.


HALIFAX, NS
.RNAV.STAR.

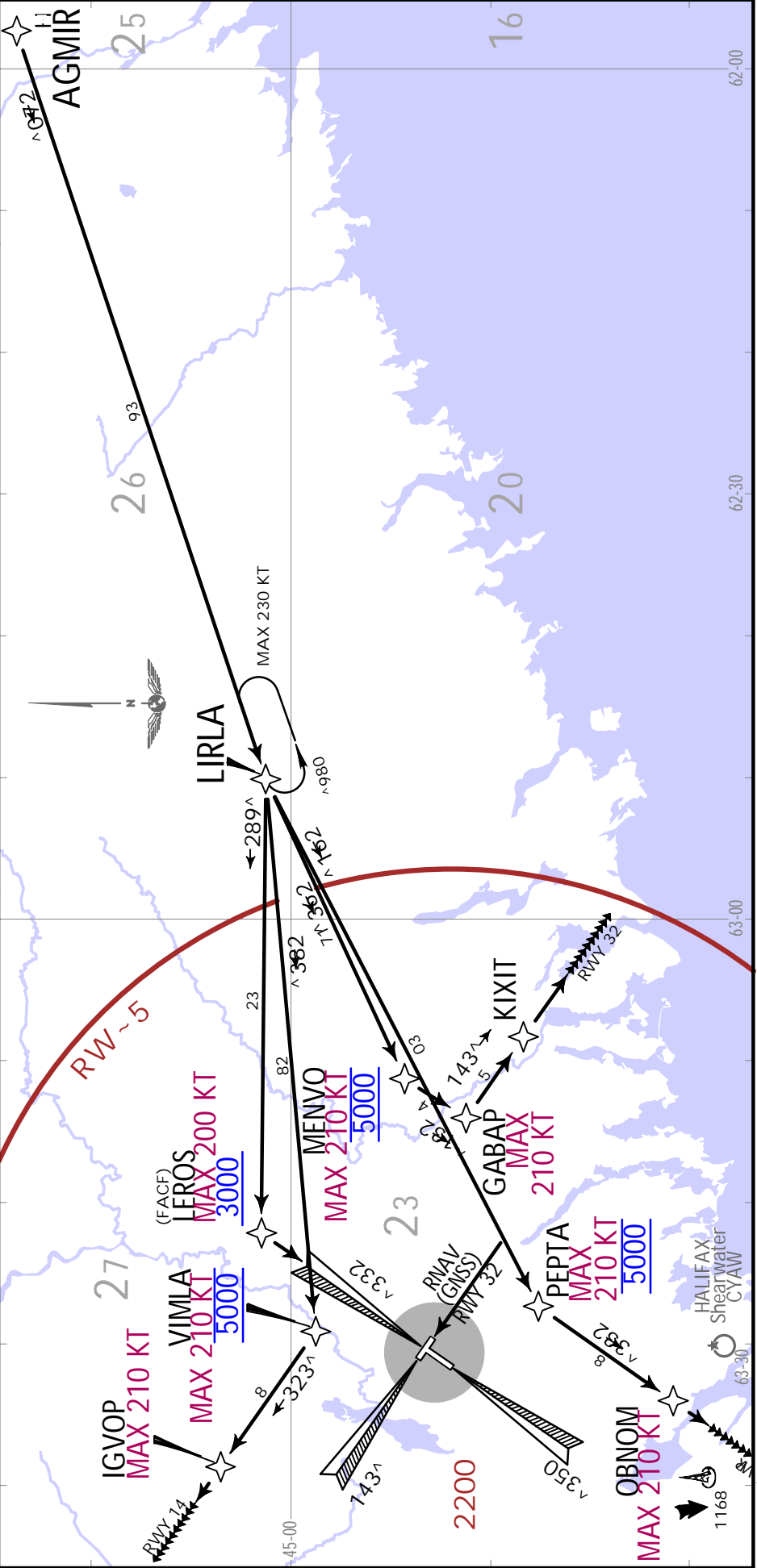


CYHZ/YHZ
HALIFAX/STANFIELD INTL

JEPPESEN
 11 JUN 21 **10-2B** .Eff.17.Jun.

HALIFAX, NS
.RNAV.STAR.

D-ATIS 121.0	Apt Elev 477	Alt set: INCHES Trans level: FL180 Safe Altitude within 100 NM 2900.
LIRLA 5 ARRIVAL (AGMIR.LIRLA5)		
<p>DESCENT PLANNING</p> <p>Aircraft planning the RNAV (GNSS) Z RWY 05 or LOC RWY 05 - MANDATORY altitude at PEPTA not applicable. Aircraft planning the ILS RWY 14 or RNAV (GNSS) Z RWY 14 - MANDATORY altitude at VIMLA not applicable. Aircraft planning the RNAV (GNSS) Z RWY 32 - MANDATORY altitude at MENVO not applicable.</p> <p>ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.</p>		
<p>HOLDING OVER AGMIR</p>  <p>MAX 265 KT₀₉₀</p>		

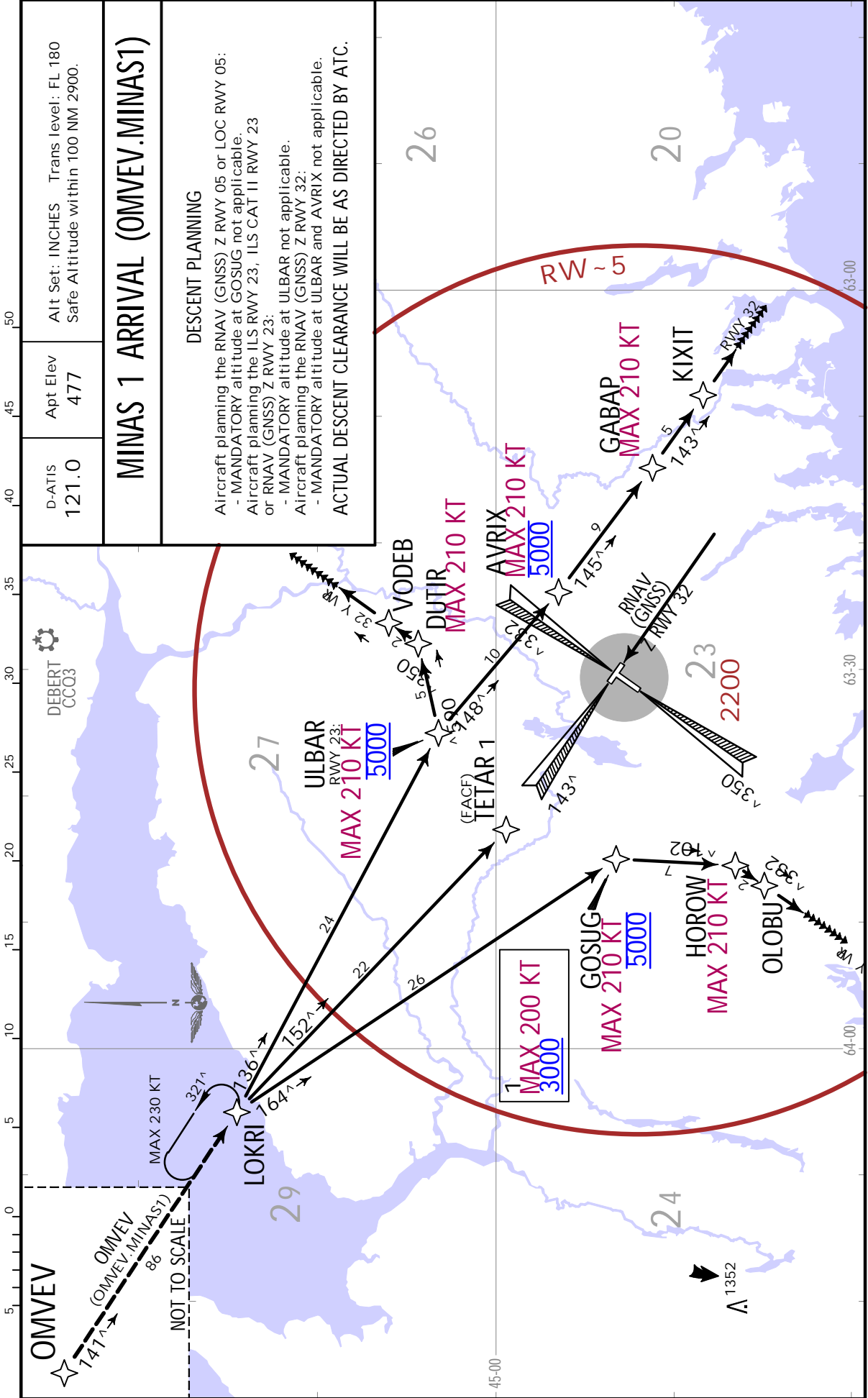


CHANGES: Procedure renumbered, revised.

CYZH/YHZ
 HALIFAX/STANFIELD INTL

JEPPESSEN
 11 JUN 21 (10-2C) .Eff.17.Jun.

HALIFAX, NS
 .RNAV.STAR.



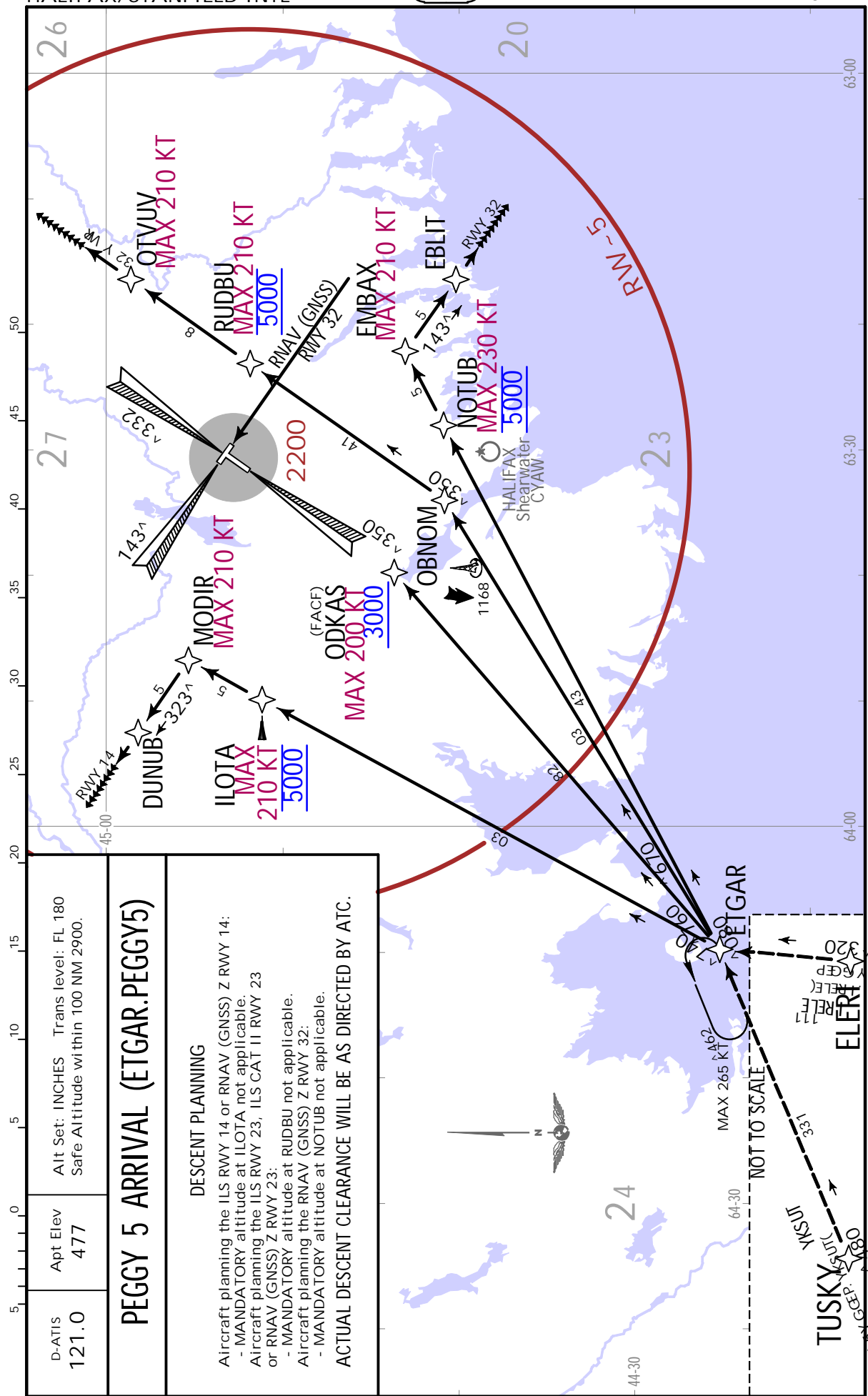
CHANGES: New procedure at this airport.

JEPPESSEN, 2021. ALL RIGHTS RESERVED.

CYZH/YHZ
 HALIFAX/STANFIELD INTL

JEPPESSEN
 21 JAN 22 (10-2D) .Eff.27.Jan.

HALIFAX, NS
 .RNAV .STAR.



D-ATIS 121.0	Apt Elev 477	Alt Set: INCHES Trans level: FL 180 Safe Altitude within 100 NM 2900.
PEGGY 5 ARRIVAL (ETGAR.PEGGY5)		
DESCENT PLANNING		
Aircraft planning the ILS RWY 14 or RNAV (GNSS) Z RWY 14: - MANDATORY altitude at ILOTA not applicable. Aircraft planning the ILS RWY 23, ILS CAT II RWY 23 or RNAV (GNSS) Z RWY 23: - MANDATORY altitude at RUDBU not applicable. Aircraft planning the RNAV (GNSS) Z RWY 32: - MANDATORY altitude at NOTUB not applicable.		
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.		

CHANGES: Waypoint TUSKY depiction.

CYHZ/YHZ



HALIFAX, NS

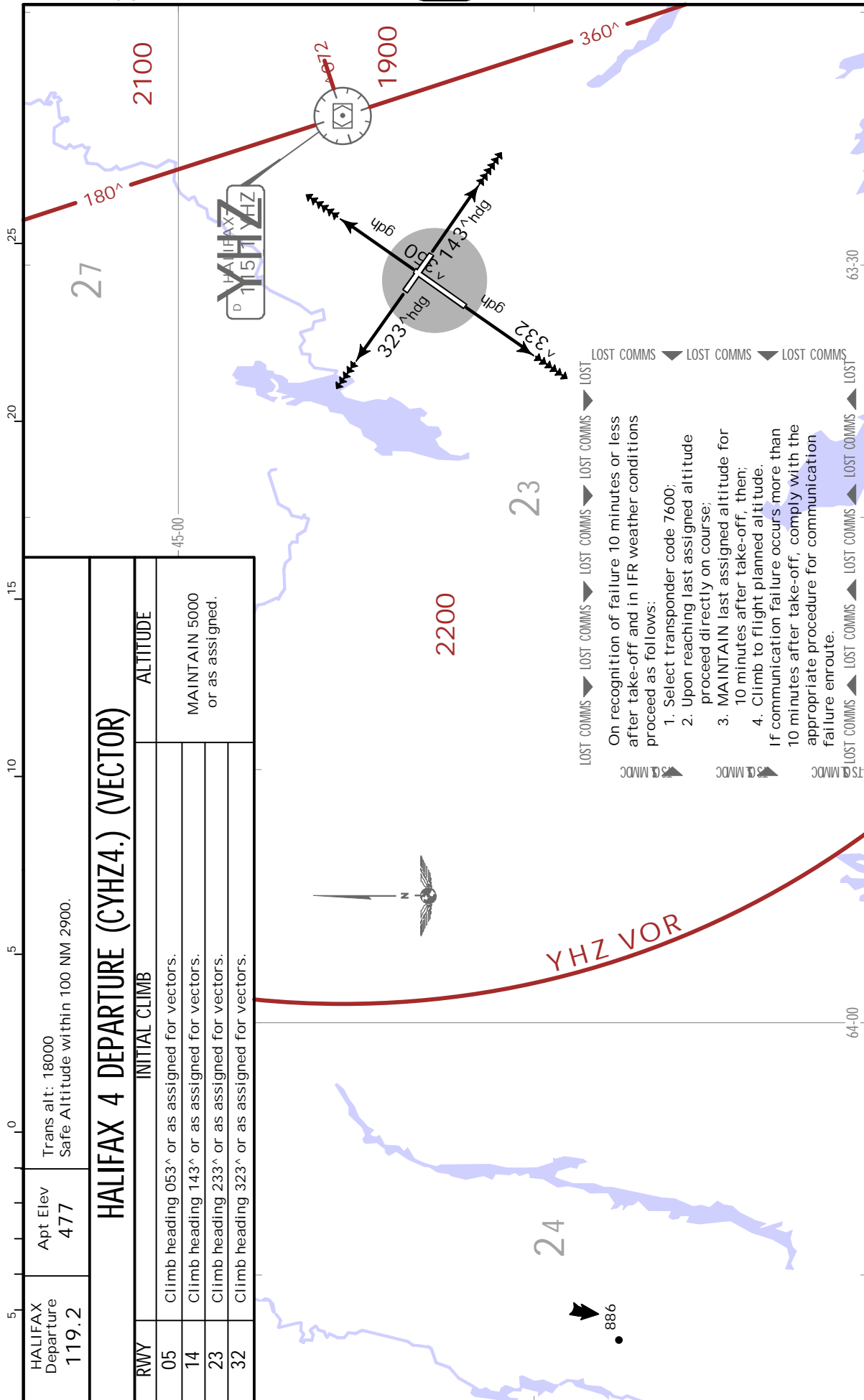
HALIFAX/STANFIELD INTL

20 MAR 20

10-3

.Eff.26.Mar.

.SID.



TAXIWAY A RESTORATION PROJECT

BACKGROUND & SCOPE

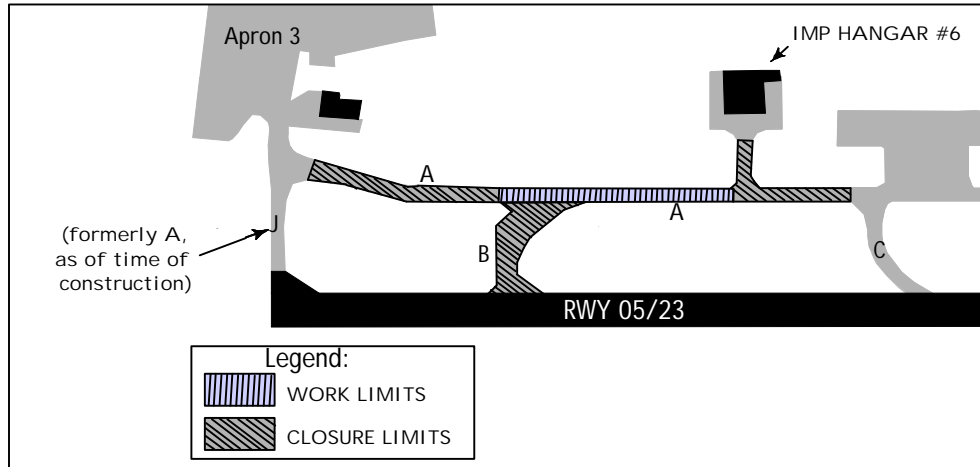
- The upcoming construction will address the asphalt surface deterioration and improve pavement sub-grade strength consistent with the remainder of Twy A which has been restored progressively since 2017.
- The restoration limits are located on Twy A, between Twy B and IMP Hangar #6 (Civic: 693 Barnes Drive, the southwestern-most tenant in the 'hangar line').
- Additional areas of pavement restoration are proposed to be completed as part of the 2021 Airside Restoration Program (ARP) in late summer and early fall, and will be addressed under separate, future correspondence.

SCHEDULE & OPERATIONAL IMPACTS

- One phase, scheduled for 0700 local, Monday, May 31 to 1900 local, Sunday June 20 (about 3 weeks).
- Closed: Twy A between Apron III & IMP Hangar #7/CanJet, Twy B, southwest entrance to IMP Hangar #6.
- U/S: LVOP taxi route (closed portion of Twy A, all of Twy B, and 'new' TWY J towards Apron III).
- 'Follow Me' vehicle will be provided to marshal LVOP and D-Restricted AVOP movements (i.e., access to/from Apron III) around closed taxiways.
- Rwy 05/23 arrivals and departures may require backtracking on rwy and 180° turns.
 - Rwy is 60m/200' wide, with concrete pavement at each Threshold 72m by 72m/240' by 240' (both can accommodate 747-8/8F turning radii).
 - Typ. temperature-driven 180° turning NOTAM will be suspended for duration.

Twy J (*as of time of construction, formerly Twy A) access to Threshold Runway 05 remains open, and Rwy 05/23 remains open and fully operational.

OPERATIONAL IMPACTS



CYHZ/YHZ

JEPPESEN

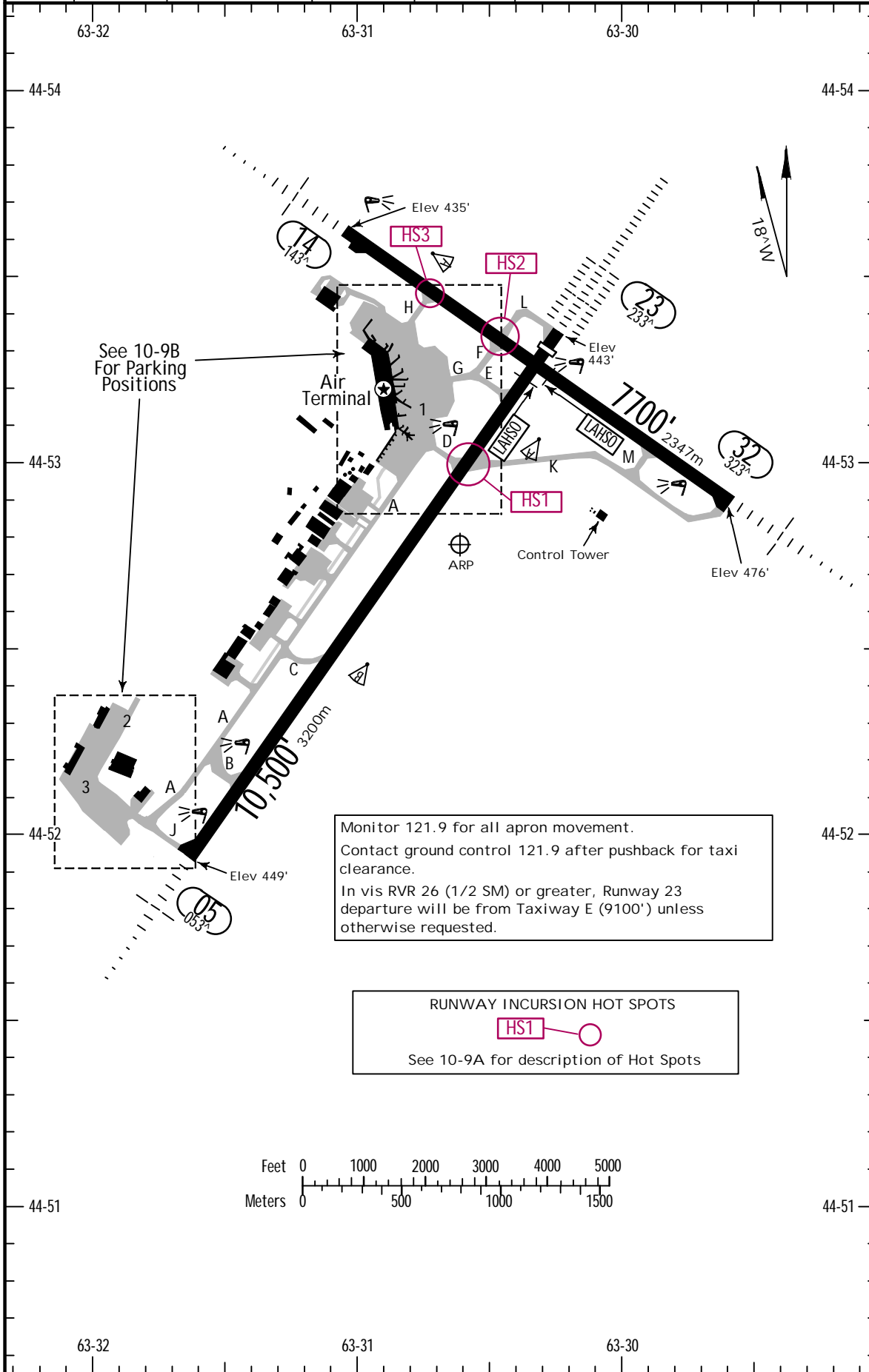
HALIFAX, NS

Apt Elev 477
N44 52.8 W063 30.6

26 NOV 21 (10-9).Eff.2.Dec.


HALIFAX/STANFIELD INTL

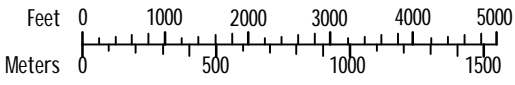
D-ATIS	Data Comm: D-ATIS PDC	HALIFAX Clearance	Ground	Tower	HALIFAX Terminal			LONDON Radio
121.0		123.95	121.9	118.4	119.2	118.7	128.55	123.275



See 10-9B
For Parking
Positions

Monitor 121.9 for all apron movement.
Contact ground control 121.9 after pushback for taxi clearance.
In vis RVR 26 (1/2 SM) or greater, Runway 23 departure will be from Taxiway E (9100') unless otherwise requested.

RUNWAY INCURSION HOT SPOTS

 See 10-9A for description of Hot Spots



CYHZ/YHZ



HALIFAX, NS

26 NOV 21 (10-9A).Eff.2.Dec. HALIFAX/STANFIELD INTL

GENERAL CAUTION: Extensive bird activity in vicinity of runways October-March.							
ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS							
RWY	LANDING BEYOND				LAHSO Distance	TAKE-OFF	WIDTH
	Threshold	Glide Slope					
05	HIRL CL SSALR 1 PAPI-L				14/32 9544' 2909m	2	200' 61m
23	HIRL CL ALSF-II TDZ RVR	10,139' 3090m	8994' 2741m				
1 Angle 3.0°, for aircraft with eye-to-wheel height up to 45'. 2 TAKE-OFF RUN AVAILABLE RWY 23: From rwy head 10,500' (3200m) from Twy E 9100' (2774m)							
14	HIRL SSALR RVR		6688' 2039m				200'
32	HIRL SSALR 3 PAPI-R				05/23 3600' 1097m		61m
3 Angle 3.0°, for aircraft with eye-to-wheel height up to 45'.							
<h2 style="margin: 0;">RUNWAY INCURSION HOT SPOTS</h2> <p style="margin: 5px 0;">For information only, not to be construed as ATC instructions</p> <p>HOT SPOT</p> <div style="margin-bottom: 10px;"> HS1 Taxiway D crossing Runway 05/23 for both aircraft and vehicles. </div> <div style="margin-bottom: 10px;"> HS2 Runway 14/32 from Taxiway F for aircraft taxiing for Runway 23. </div> <div> HS3 Taxiway H when aircraft taxiing from apron prior to calling ground. </div>							
TAKE-OFF & DEPARTURE PROCEDURE							
Rwy 23				Rwys 1 05, 2 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		HIRL or CL or RCLM			
A	TDZ RVR 6	RVR 12	RVR 26	RVR 12	RVR 26		
B	Rollout or	or ¹ / ₄	or ¹ / ₂	or ¹ / ₄	or ¹ / ₂		
C	Mid RVR 6						
D							
1 Trees to 478' MSL approximately 0.1 NM past departure end of runway, 350' left of runway centerline and approximately 0.2 NM past departure end of runway 400' right of runway centerline. 2 Trees to 499' MSL approximately 0.2 NM past departure end of runway, 400' right of runway centerline.							

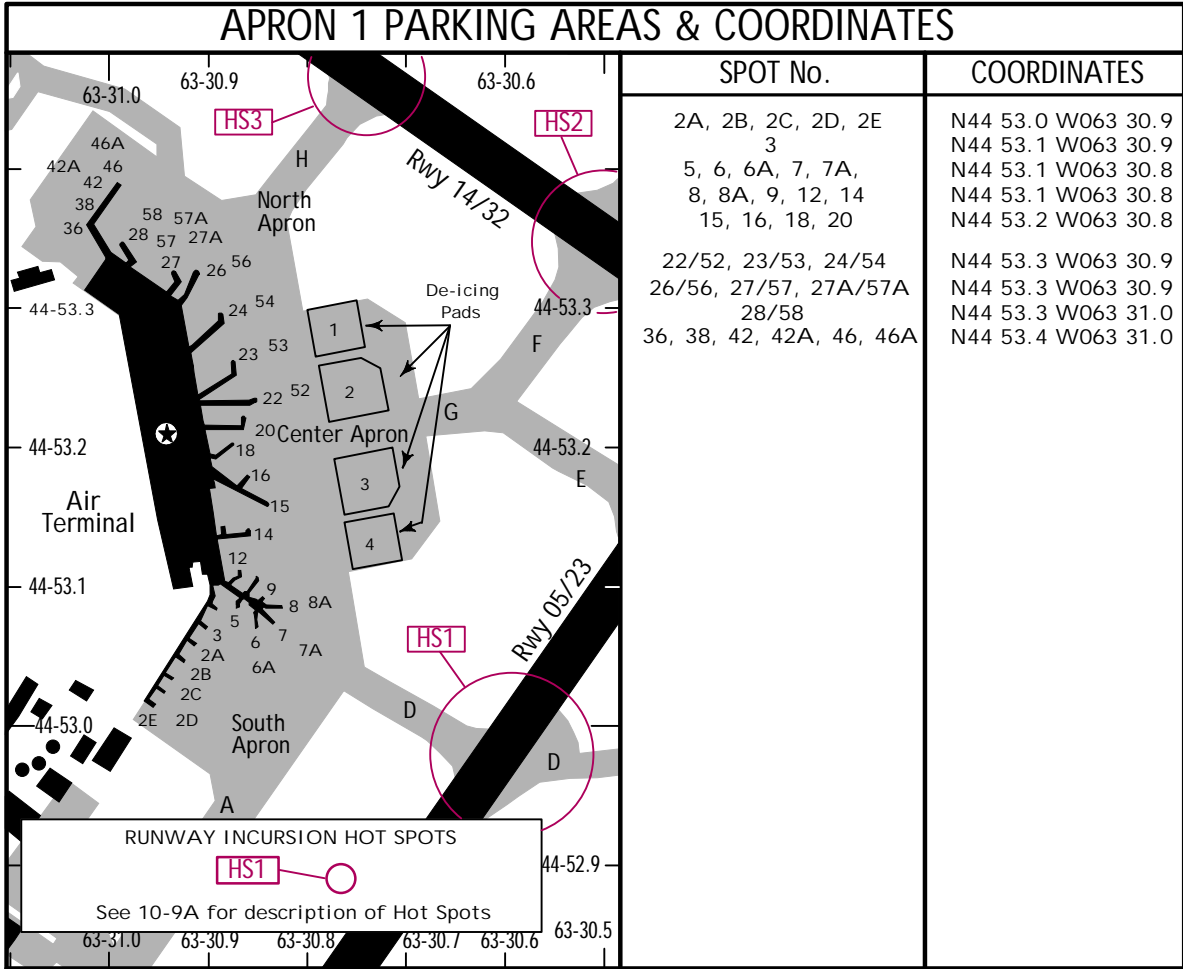
CYHZ/YHZ



HALIFAX, NS

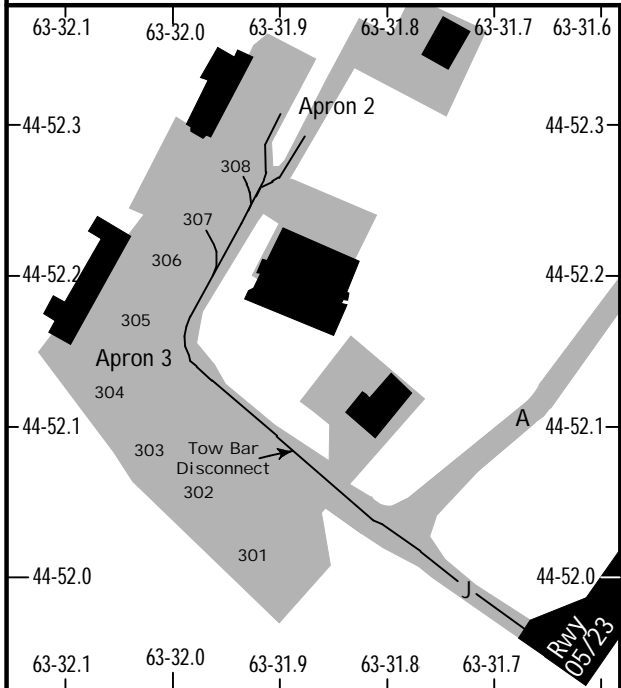
28 OCT 22 (10-9B). Eff. 3 Nov. HALIFAX/STANFIELD INTL

APRON 1 PARKING AREAS & COORDINATES



SPOT No.	COORDINATES
2A, 2B, 2C, 2D, 2E 3	N44 53.0 W063 30.9 N44 53.1 W063 30.9
5, 6, 6A, 7, 7A, 8, 8A, 9, 12, 14 15, 16, 18, 20	N44 53.1 W063 30.8 N44 53.1 W063 30.8 N44 53.2 W063 30.8
22/52, 23/53, 24/54 26/56, 27/57, 27A/57A 28/58	N44 53.3 W063 30.9 N44 53.3 W063 30.9 N44 53.3 W063 31.0
36, 38, 42, 42A, 46, 46A	N44 53.4 W063 31.0

APRON 3 PARKING AREAS & COORDINATES



SPOT No.	COORDINATES
301	N44 52.0 W063 31.9
302	N44 52.0 W063 32.0
303	N44 52.1 W063 32.0
304	N44 52.1 W063 32.1
305	N44 52.2 W063 32.1
306	N44 52.2 W063 32.0
307	N44 52.3 W063 32.0
308	N44 52.3 W063 32.0

Apron Procedures

1. All aircraft departing Positions 301, 302, 303 and 304 must be towed to the Apron III tow bar disconnect position located on the taxi line between Positions 301 and 302.
2. Aircraft departing Positions 305, 306, 307 and 308 may taxi to the hold position at Apron III/Twy J. If required to stop for any reason while taxiing on Apron III, the aircraft must be towed to the tow bar disconnect position.
3. Monitor ground frequency 121.9.

CYHZ/YHZ

JEPPESEN

SMGCS

HALIFAX/STANFIELD INTL

28 OCT 22

(10-9C)

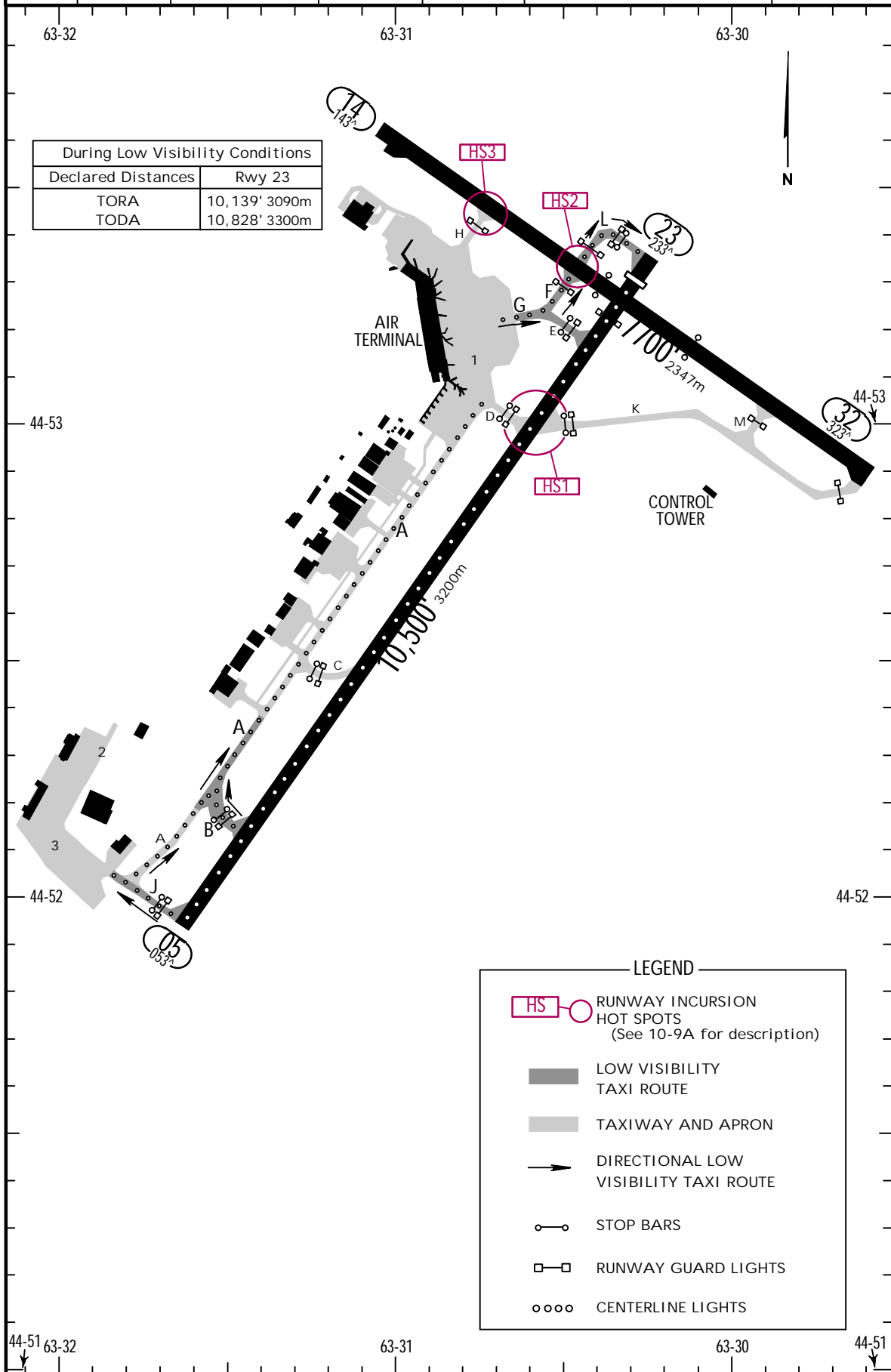
.Eff.3.Nov.

HALIFAX, NS

.Less than RVR.1200.to.600.

LOW VISIBILITY TAXI CHART

D-ATIS	Data Comm:	HALIFAX Clearance	Ground	Tower	HALIFAX Terminal			LONDON Radio
121.0	D-ATIS PDC	123.95	121.9	118.4	119.2	118.7	128.55	123.275



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 manoeuvring area. The following message will be added to the ATIS broadcast:

'LOW VISIBILITY PROCEDURES IN EFFECT'

GENERAL

The approved taxiway route from the Apron is shown on the Low Visibility Taxi Chart. Taxiway centerline lights will be illuminated in Taxiway A, G, F, across Runway 14, Taxiway L 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. Taxiway J and Taxiway B are the approved exit routes. Landing aircraft traversing to the Apron 1, 2 or 3 must exit Runway 23 on Taxiway B or Taxiway J.

CYHZ/YHZ

JEPPESEN

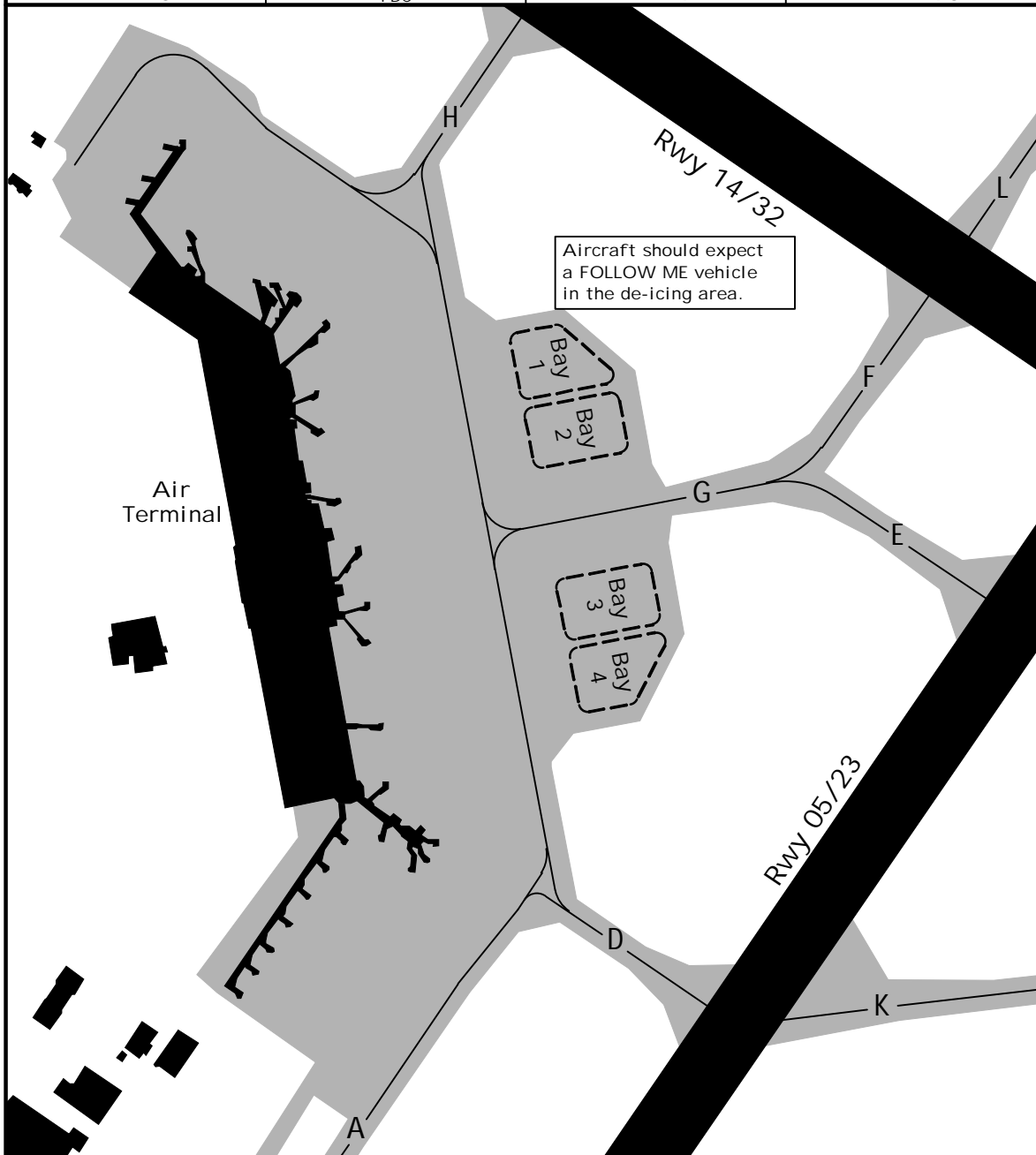
HALIFAX, NS

20 AUG 21 (10-9E)

HALIFAX/STANFIELD INTL

DE-ICING PROCEDURES

D-ATIS 121.0	Data Comm: D-ATIS PDC	Ground 121.9	HALIFAX De-ice 122.95
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Unless otherwise instructed, de-icing shall be conducted with ENGINES ON.

DE-ICING PROCEDURES

1. Contact HALIFAX DE-ICE on 122.95 no later than 30 min prior pushback with aircraft callsign, type and treatment required.
2. To mitigate congestion and QUEUING on the Apron, HALIFAX DE-ICE may request a callback prior to pushback. DO NOT PUSH until de-ice pad assignment received from HALIFAX DE-ICE.
3. Follow normal pushback procedures and monitor GROUND CONTROL on 121.9 for all Apron movement.
4. Approaching Remote De-ice Apron, contact ICEMAN on 122.95 and follow instructions to assigned de-ice pad. Flight Crew should anticipate a FOLLOW ME vehicle.
5. Advise ICEMAN when "BRAKES SET, AIRCRAFT CONFIGURED FOR DE-ICE."
6. ICEMAN will advise once de-icing is complete. DO NOT MOVE AIRCRAFT.
7. When directed by ICEMAN, contact GROUND CONTROL on 121.9 for taxi clearance.

CAUTION: DO NOT ENTER TWY G WITHOUT CLEARANCE FROM ATC.

CAUTION: MINIMUM BREAKAWAY THRUST MUST BE USED AS AIRCRAFT MAY BE STAGED BEHIND.

CYHZ/YHZ

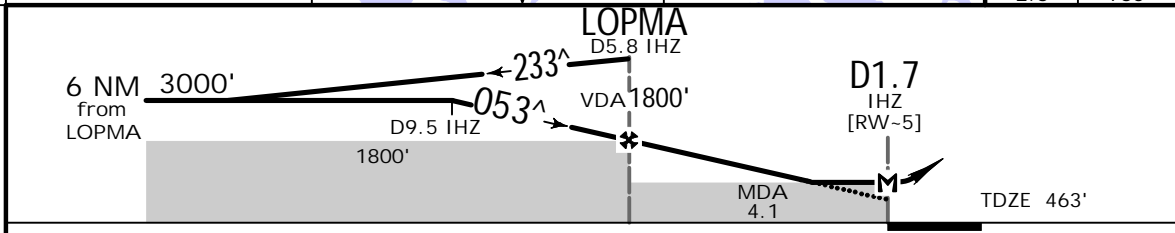
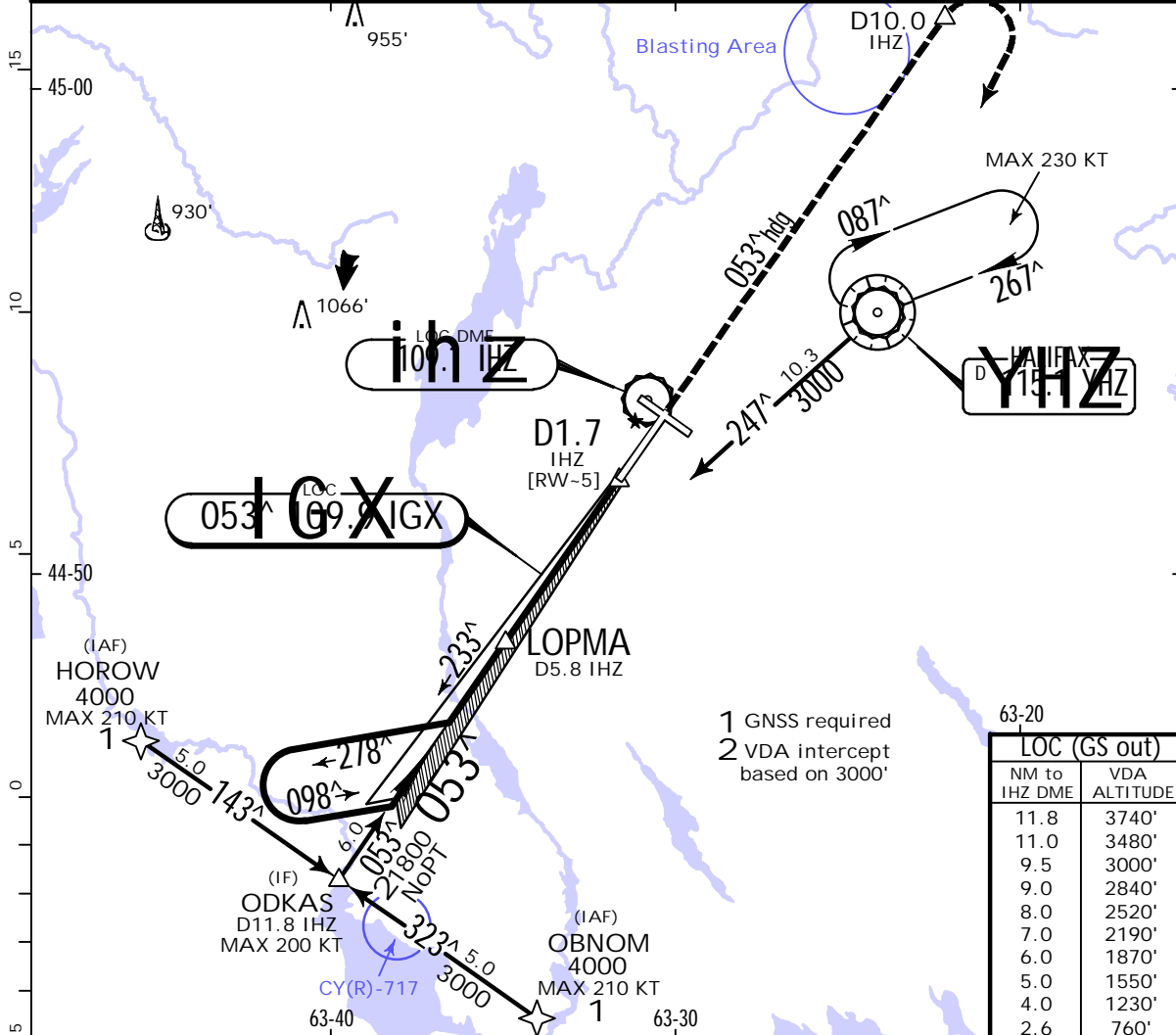
HALIFAX/STANFIELD INTL



26 NOV 21 (11-1). Eff. 2. Dec.

HALIFAX, NS LOC Rwy 05

D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
LOC IGX 109.9	Final Apch Crs 053 [^]	VDA LOPMA 1800' (1337')	MDA(H) 760' (297')	Apt Elev 477'	TDZE 463'	<p>MSA YHZ VOR</p>
<p>MISSED APCH: Climb to 3000' heading 053[^]. At D10.0 IHZ RIGHT turn direct to YHZ VOR.</p> <p>Alt Set: INCHES Trans level: FL180 Trans alt: 1800'</p> <p>1. SAFE ALTITUDE WITHIN 100 NM 2900'. 2. LOC only, no glide path. 3. Common LOC frequency Rwy 05 and 23. Verify LOC ident for this approach. 4. Localizer reliable only within 10[^] either side of centerline.</p>						



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3000'	053 [^]	D10.0 IHZ
VDA	3.04 [^]	376	484	538	645	861				
MAP at D1.7 IHZ							PAPI	↑		

STRAIGHT-IN LANDING RWY05						CIRCLE-TO-LAND					
LOC DME						C					
MDA(H) 760' (297')						Max Kts					
HIALS out						MDA(H)					
A						90	920' (443') -1 1/2				
B						120	940' (463') -1 1/2				
C						140	940' (463') -2				
D						165	1040' (563') -2				

CHANGES: Holding speed, dist/alt table, minimums.

CYHZ/YHZ

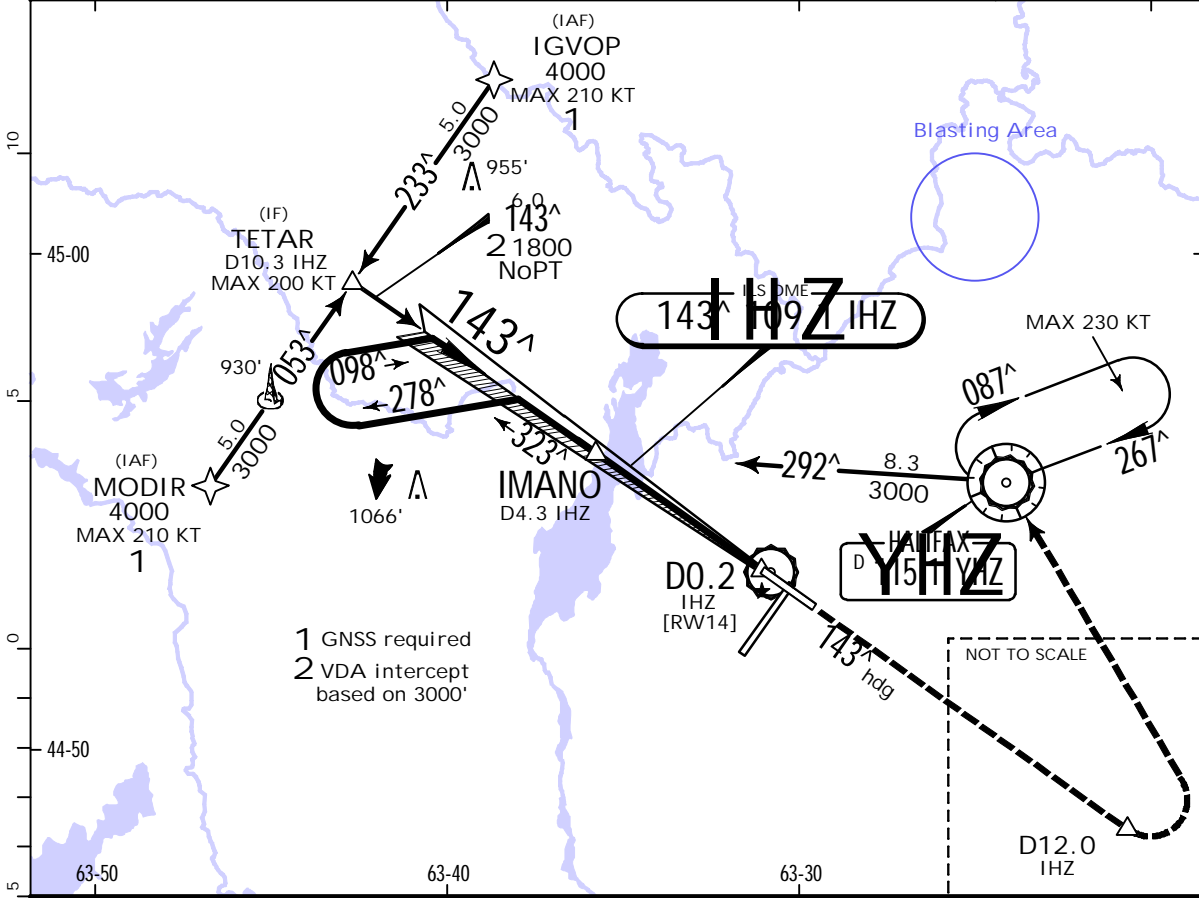
HALIFAX/STANFIELD INTL



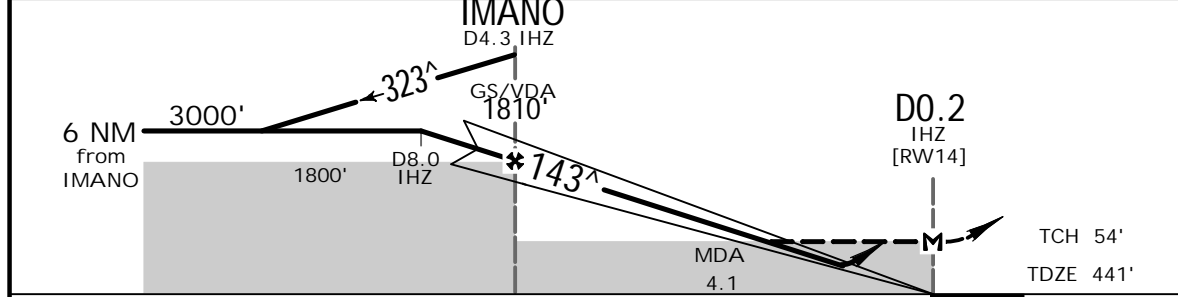
26 NOV 21 (11-2). Eff. 2. Dec.

HALIFAX, NS
ILS Rwy 14

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	LOC IHZ 109.1	Final Apch Crs 143 [^]	GS IMANO 1810' (1369')	ILS DA(H) Refer to Minimums		Apt Elev 477'	
	MISSED APCH: Climb to 3000' heading 143 [^] . At D12.0 IHZ LEFT turn direct to YHZ VOR.						
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'							
1. SAFE ALTITUDE WITHIN 100 NM 2900'. 2. Localizer reliable only within 10 [^] either side of centerline.							



LOC (GS out)	NM to IHZ DME	10.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	VDA ALTITUDE	3710'	3300'	3000'	2670'	2350'	2030'	1710'	1390'	1070'	740'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3000'	143 [^] hdg	D12.0 IHZ
GS/VDA	3.00 [^]	372	478	531	637	849				
MAP at D0.2 IHZ										

STRAIGHT-IN LANDING RWY 14		
ILS DME		LOC DME (GS out)
DA(H) 641' (200')	DA(H) 691' (250')	MDA(H) 740' (299')
FULL		HIALS out

A	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1
B			
C			
D			

CYHZ/YHZ

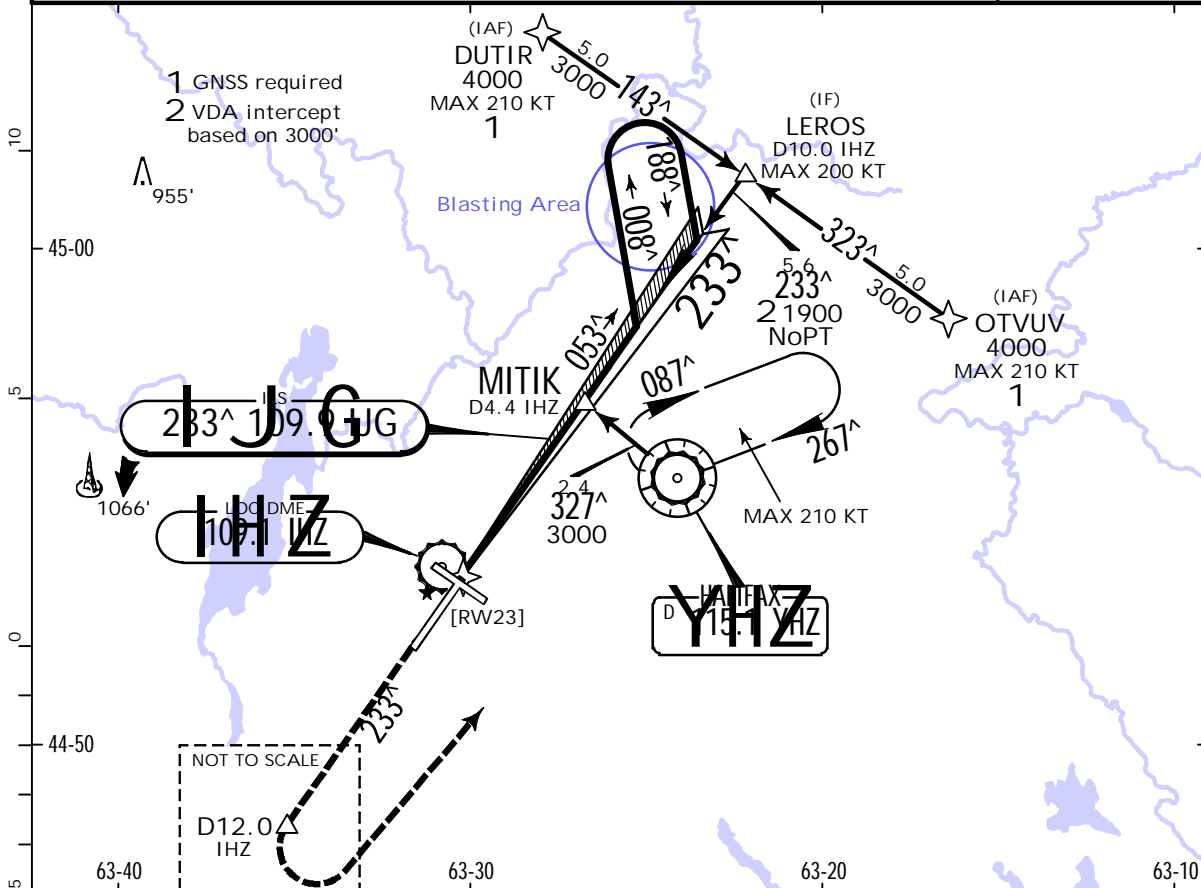


HALIFAX, NS
ILS Rwy 23

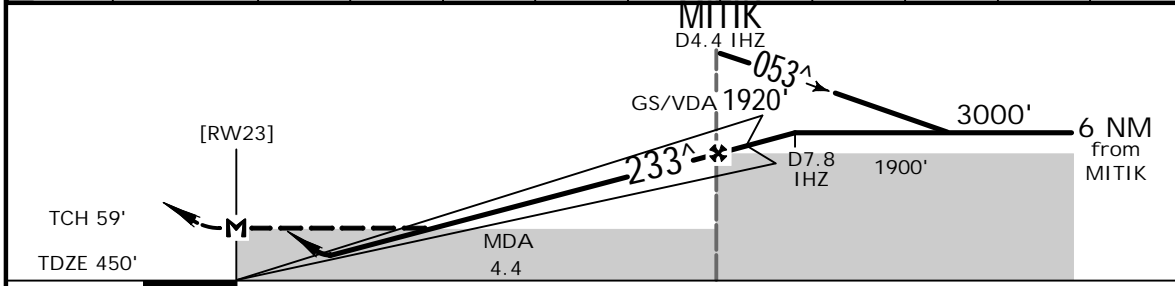
HALIFAX/STANFIELD INTL

25 DEC 20 (11-3) .Eff.31.Dec.

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	LOC IJG 109.9	Final Apch Crs 233 [^]	GS MITIK 1920' (1470')	ILS DME DA(H) Refer to Minimums		Apt Elev 477' TDZE 450'	<p>MSA YHZ VOR</p>
<p>MISSED APCH: Climb to 3000' track 233[^]. At D12.0 IHZ LEFT turn direct to YHZ VOR.</p>							
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. SAFE ALTITUDE WITHIN 100 NM 2900'. 2. Common LOC frequency Rwys 05 and 23. Verify LOC ident for this approach. 3. Localizer reliable only within 10[^] either side of centerline.</p>							



LOC (GS out)	NM to IHZ DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.8	9.0	10.0
	VDA ALTITUDE	820'	1150'	1470'	1780'	2100'	2420'	2740'	3000'	3380'	3700'



Gnd speed-Kts	70	90	100	120	140	160		3000'	233 [^]	D12.0 IHZ	
GS/VDA	3.00 [^]	372	478	531	637	743					849
MITIK to MAP	4.4	3:46	2:56	2:38	2:12	1:53					1:39

STRAIGHT-IN LANDING RWY23				CIRCLE-TO-LAND			
ILS DME		LOC (GS out) DME		Max Kts		MDA(H)	
DA(H) 650' (200')	DA(H) 700' (250')	MDA(H) 780' (330')		90	980' (503') -1 1/2		
FULL	HIALS out	HIALS out		120	980' (503') -2		
A				140	980' (503') -2		
B	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	165	1080' (603') -2		
C							
D							

CYHZ/YHZ



HALIFAX, NS

HALIFAX/STANFIELD INTL

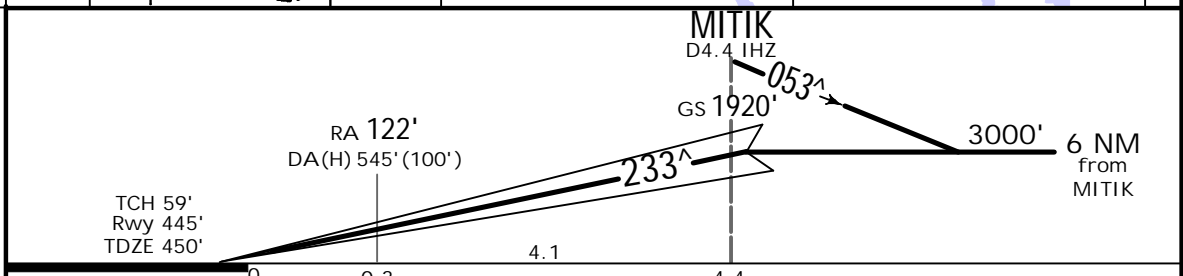
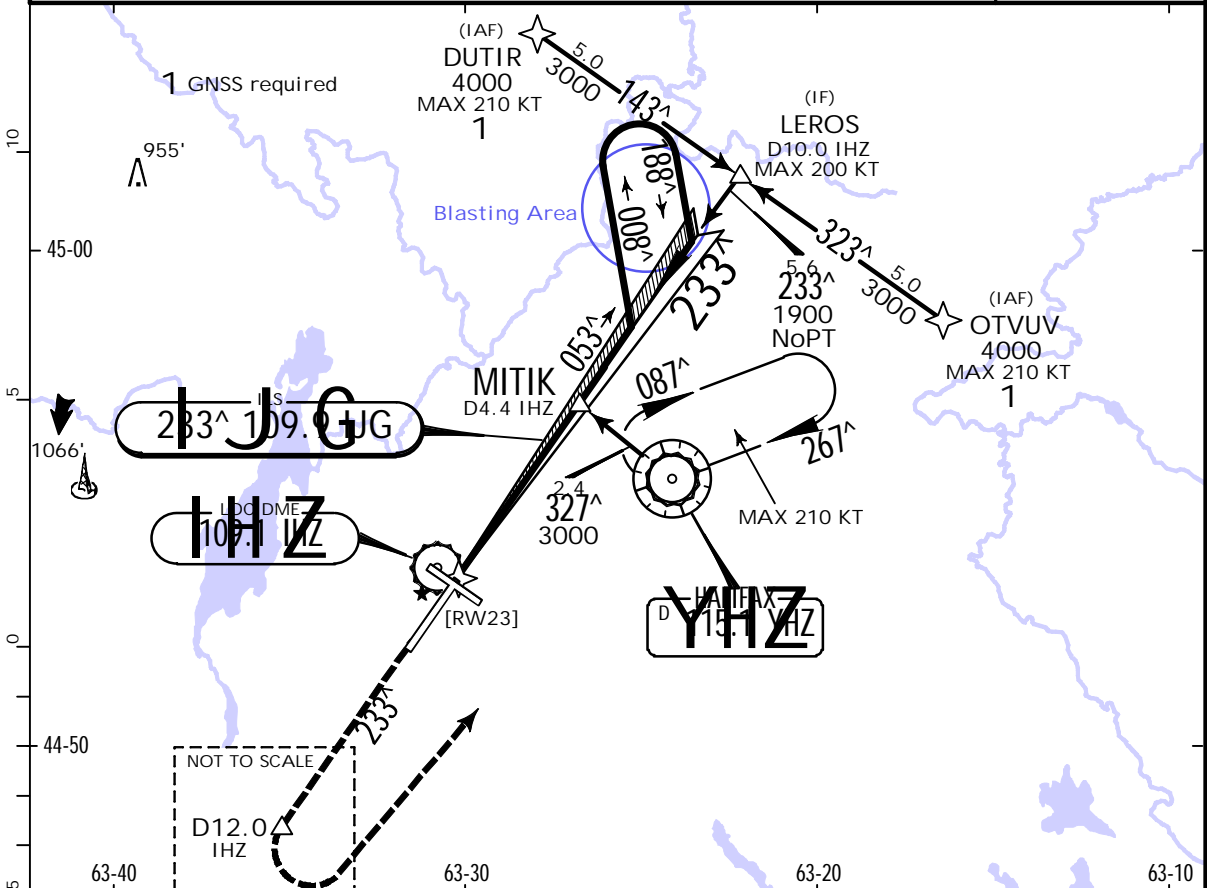
25 DEC 20

11-3A

.Eff.31.Dec.

ILS CAT II Rwy 23

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	LOC IJG 109.9	Final Apch Crs 233 [^]	GS MITIK 1920' (1475')	CAT II ILS RA 122' DA(H) 545' (100')		Apt Elev 477' Rwy 445'	<p>MSA YHZ VOR</p>
MISSED APCH: Climb to 3000' track 233 [^] . At D12.0 IHZ LEFT turn direct to YHZ VOR.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 2900'. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Common LOC frequency Rwy 05 and 23. Verify LOC ident for this approach. 5. Localizer reliable only within 10 [^] either side of centerline.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	233 [^]	D12.0 IHZ
GS	3.00 [^]	372	478	531	637	743				

STRAIGHT-IN LANDING RWY23
 CAT II ILS
 RA 122'
 DA(H) 545' (100')

RVR 12

CYHZ/YHZ

HALIFAX/STANFIELD INTL

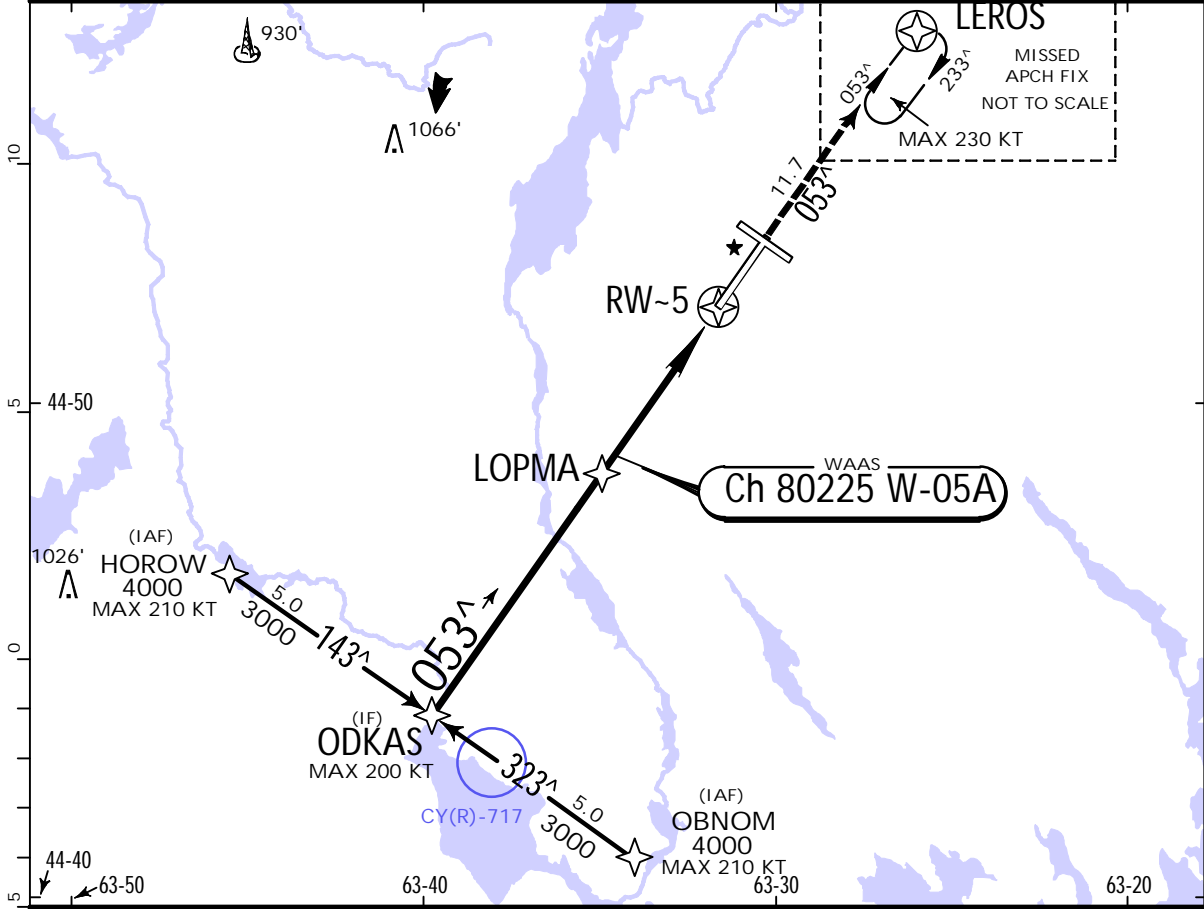
JEPPESSEN

26 NOV 21
Eff. 2. Dec. (12-1)

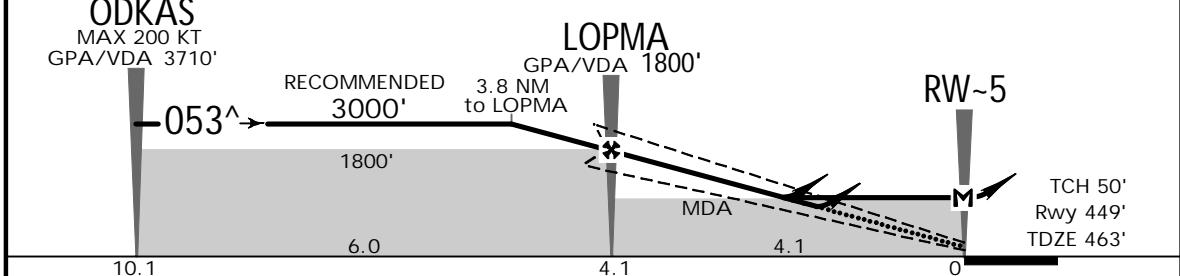
HALIFAX, NS

RNAV (GNSS) Z Rwy 05

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	WAAS Ch 80225 W-05A	Final Apch Crs 053 [^]	GPA LOPMA 1800' (1351')	LPV DA(H) Refer to Minimums	Apt Elev 477'	Rwy 449'	2200
	MISSED APCH: Climb to 3000' track 053 [^] to LEROS. As required shuttle climb.						
	Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'		
	1. SAFE ALTITUDE WITHIN 100 NM 2900'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).						MSA RW-5



NM to RW-5	10.1	9.0	7.9	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	3710'	3360'	3000'	2730'	2410'	2090'	1770'	1450'	1140'	860'



Gnd speed-Kts	70	90	100	120	140	160	SSALR 3000'	PAPI ↑	053 [^]	LEROS
GPA/VDA	3.00 [^]	372	478	531	637	849				
MAP at RW-5										

STRAIGHT-IN LANDING RWY 05					
LPV DA(H) 649' (200')		LPV DA(H) 699' (250')		LNAV/VNAV DA(H) 860' (411')	
HIALS out		HIALS out		HIALS out	
A					
B					
C	1/2	1	1	1 1/4	1 1/4
D					

CYHZ/YHZ

HALIFAX/STANFIELD INTL

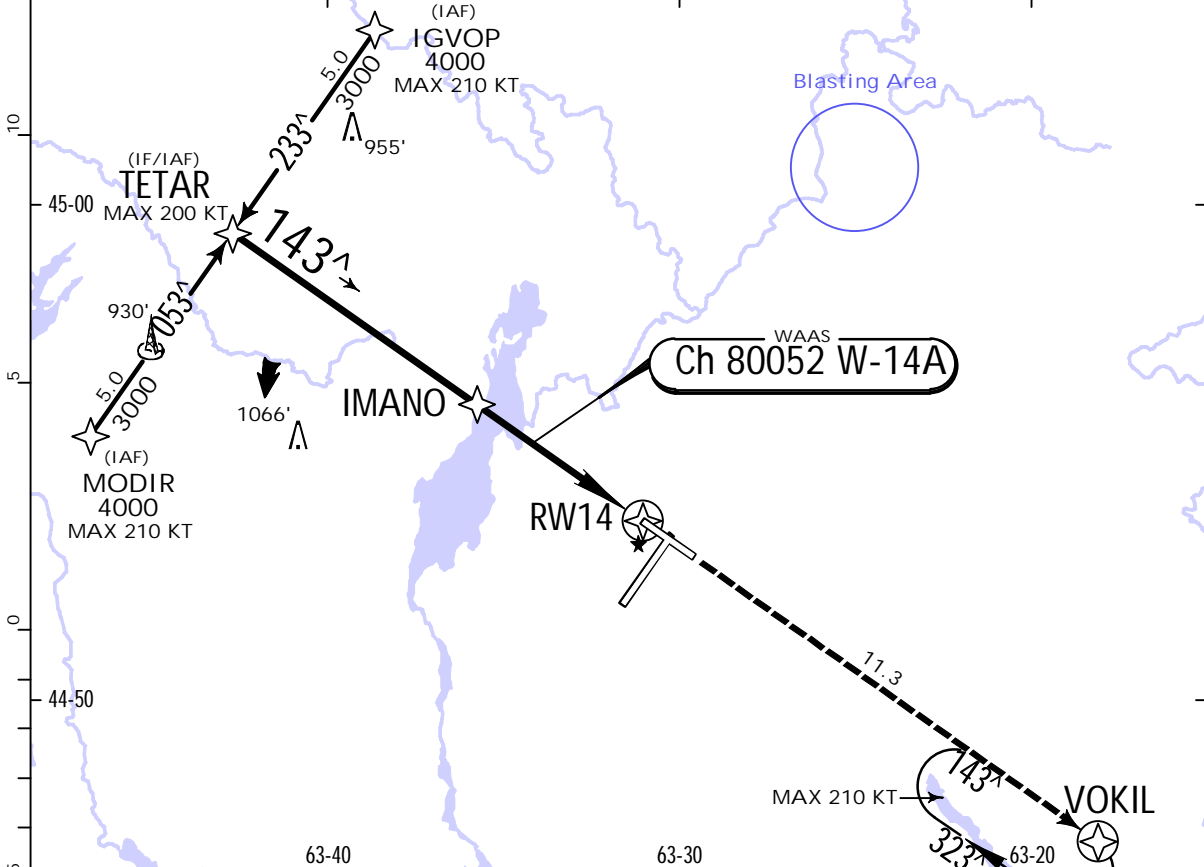
JEPPesen

26 NOV 21
Eff. 2. Dec. (12-2)

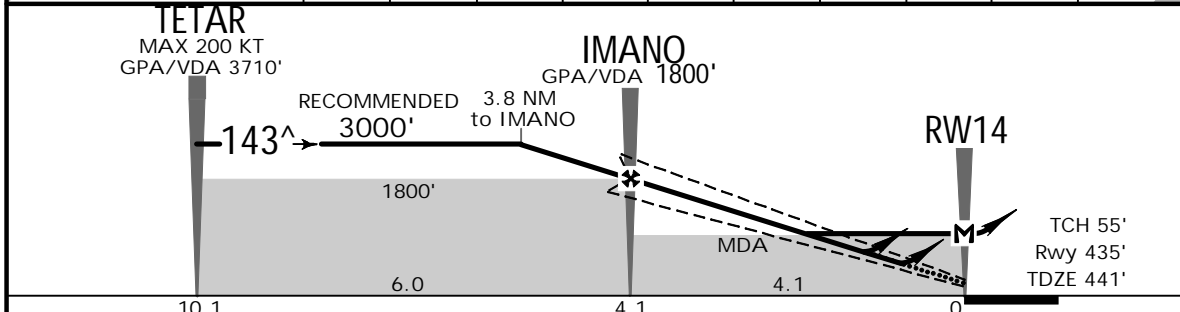
HALIFAX, NS

RNAV (GNSS) Z Rwy 14

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	WAAS Ch 80052 W-14A	Final Apch Crs 143[^]	GPA IMANO 1800' (1365')	LPV DA(H) Refer to Minimums	Apt Elev 477'	Rwy 435'	2200
	MISSED APCH: Climb to 3000' track 143 [^] to VOKIL. As required, shuttle climb.						
	Alt Set: INCHES		Trans level: FL180			Trans alt: 18000'	
1. SAFE ALTITUDE WITHIN 100 NM 2900'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) and above 54°C (129°F).						MSA RW14	



NM to RW14	10.1	9.0	7.9	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	3710'	3360'	3000'	2720'	2400'	2080'	1760'	1450'	1130'	860'



Gnd speed-Kts	70	90	100	120	140	160	SSALR 3000'	143 [^]	VOKIL
GPA/VDA	3.00 [^]	372	478	531	637	743			
MAP at RW14									

STRAIGHT-IN LANDING RWY 14				
LPV DA(H) 635' (200')	LPV DA(H) 685' (250')	LNAV/VNAV DA(H) 771' (336')	LNAV MDA(H) 860' (425')	
HIALS out		HIALS out		HIALS out
A				
B				
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1
D				1 1/4

CYHZ/YHZ

HALIFAX/STANFIELD INTL

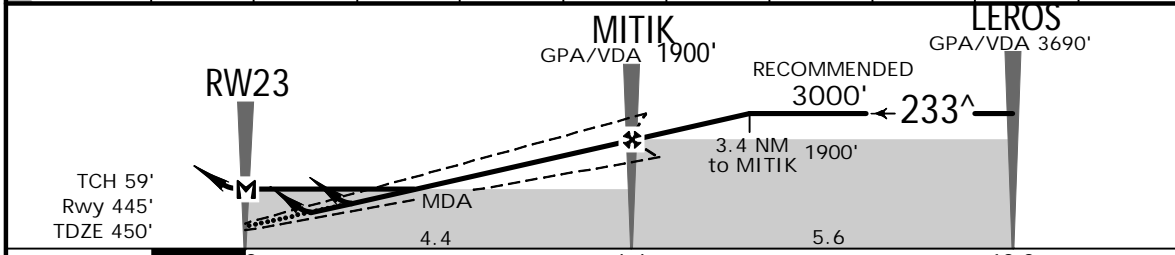
JEPPESEN
25 DEC 20
Eff. 31 Dec. (12-3)

HALIFAX, NS
RNAV (GNSS) Z Rwy 23

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	WAAS Ch 80226 W-23A	Final Apch Crs 233[^]	GPA MITIK 1900' (1455')	LPV DA(H) Refer to Minimums		Apt Elev 477' Rwy 445'	2200
	MISSED APCH: Climb to 3000' track 233 [^] to ODKAS. As required, shuttle climb.						
	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
1. SAFE ALTITUDE WITHIN 100 NM 2900'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) and above 54°C (129°F).						MSA RW23	



NM to RW23	1.1	2.0	3.0	4.0	5.0	6.0	7.0	7.8	9.0	10.0
VDA ALTITUDE	840'	1140'	1460'	1780'	2100'	2420'	2730'	3000'	3370'	3690'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 3000' ↑ 233 [^] ODKAS	
GPA/VDA	3.00 [^]	372	478	531	637	743		849
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW23								

STRAIGHT-IN LANDING RWY 23					
LPV DA(H) 645' (200')		LPV DA(H) 695' (250')		LNAV/VNAV DA(H) 764' (319')	LNAV MDA(H) 840' (395')
HIALS out		HIALS out		HIALS out	HIALS out
A					
B					
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1/4
D					

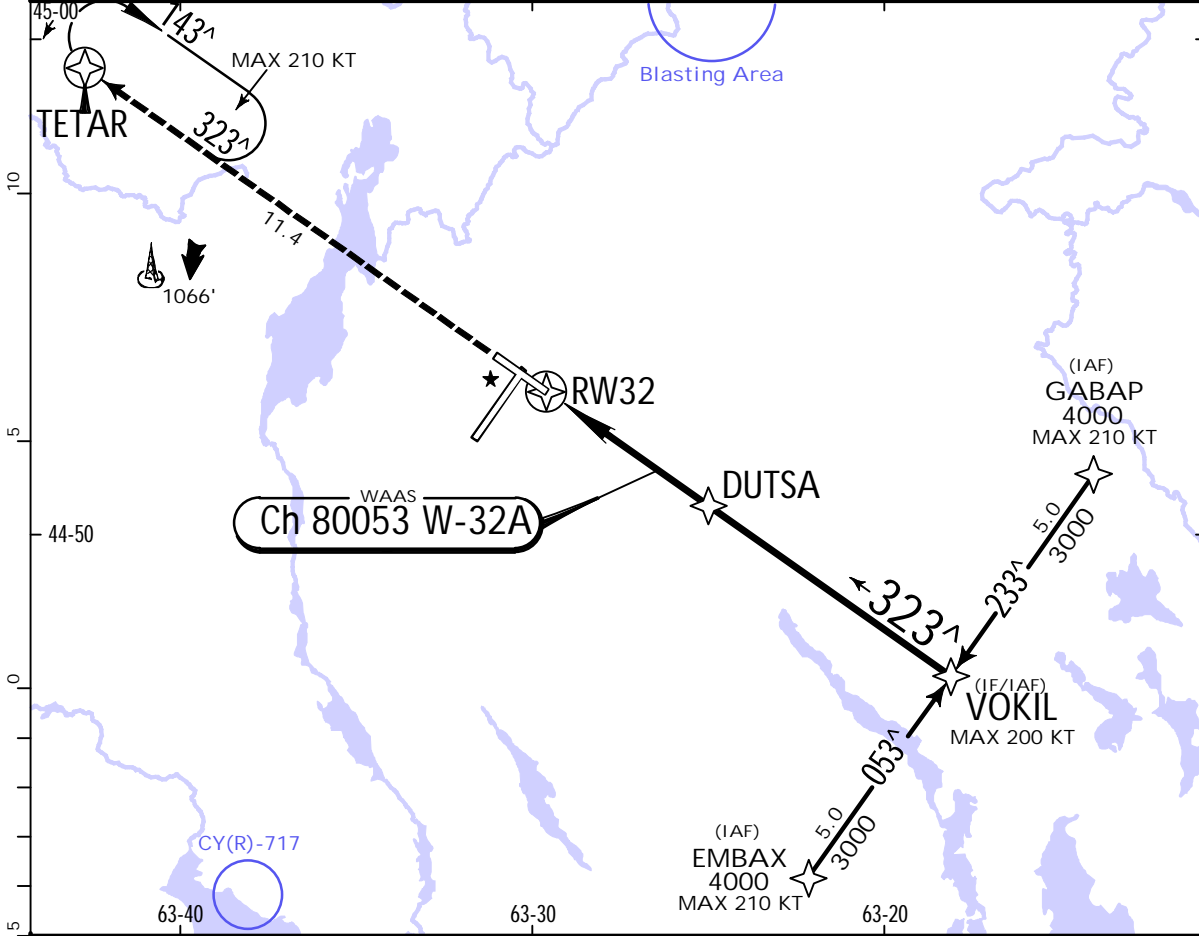
CYHZ/YHZ

HALIFAX/STANFIELD INTL

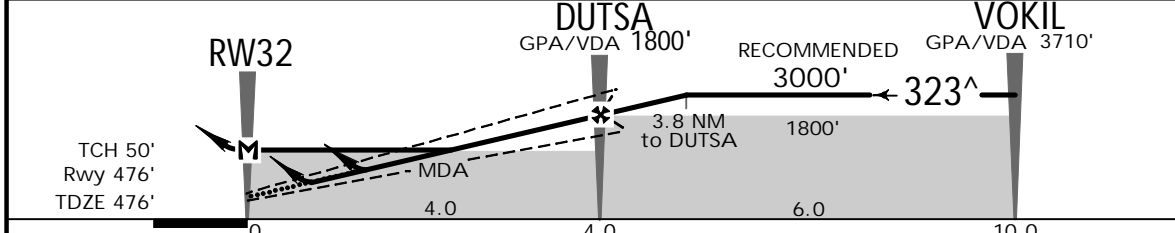
JEPPESEN
25 DEC 20
Eff. 31 Dec. (12-4)

HALIFAX, NS
RNAV (GNSS) Z Rwy 32

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	WAAS Ch 80053 W-32A	Final Apch Crs 323 [^]	GPA DUTSA 1800' (1324')	LPV DA(H) Refer to Minimums	Apt Elev 477' Rwy 476'	2200	
	MISSED APCH: Climb to 3000' track 323 [^] to TETAR. As required, shuttle climb.						
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW32
1. SAFE ALTITUDE WITHIN 100 NM 2900'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).							



NM to RW32	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.8	9.0	10.0
VDA ALTITUDE	840'	1160'	1480'	1800'	2120'	2440'	2760'	3000'	3390'	3710'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 3000' ↑	323 [^]	TETAR	
GPA/VDA	3.00 [^]	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW32										

STRAIGHT-IN LANDING RWY 32				
DA(H) 676' (200')	LPV DA(H) 726' (250')	LNAV/VNAV DA(H) 764' (288')		LNAV MDA(H) 840' (364')
	HIALS out	HIALS out		HIALS out
A				
B				
C	1/2	1	1	1 1/4
D				

CYHZ/YHZ

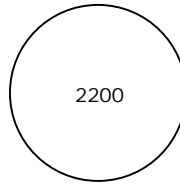
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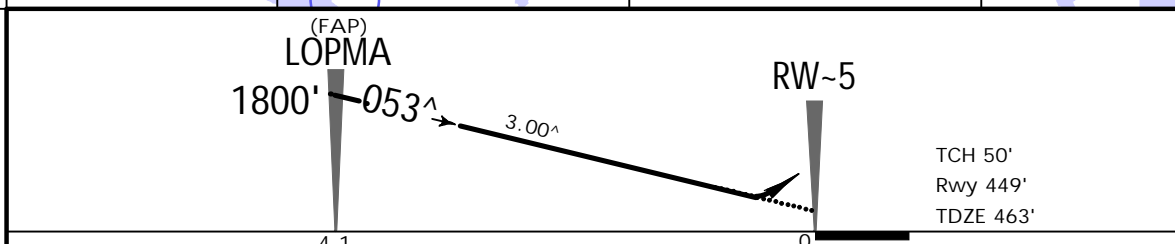
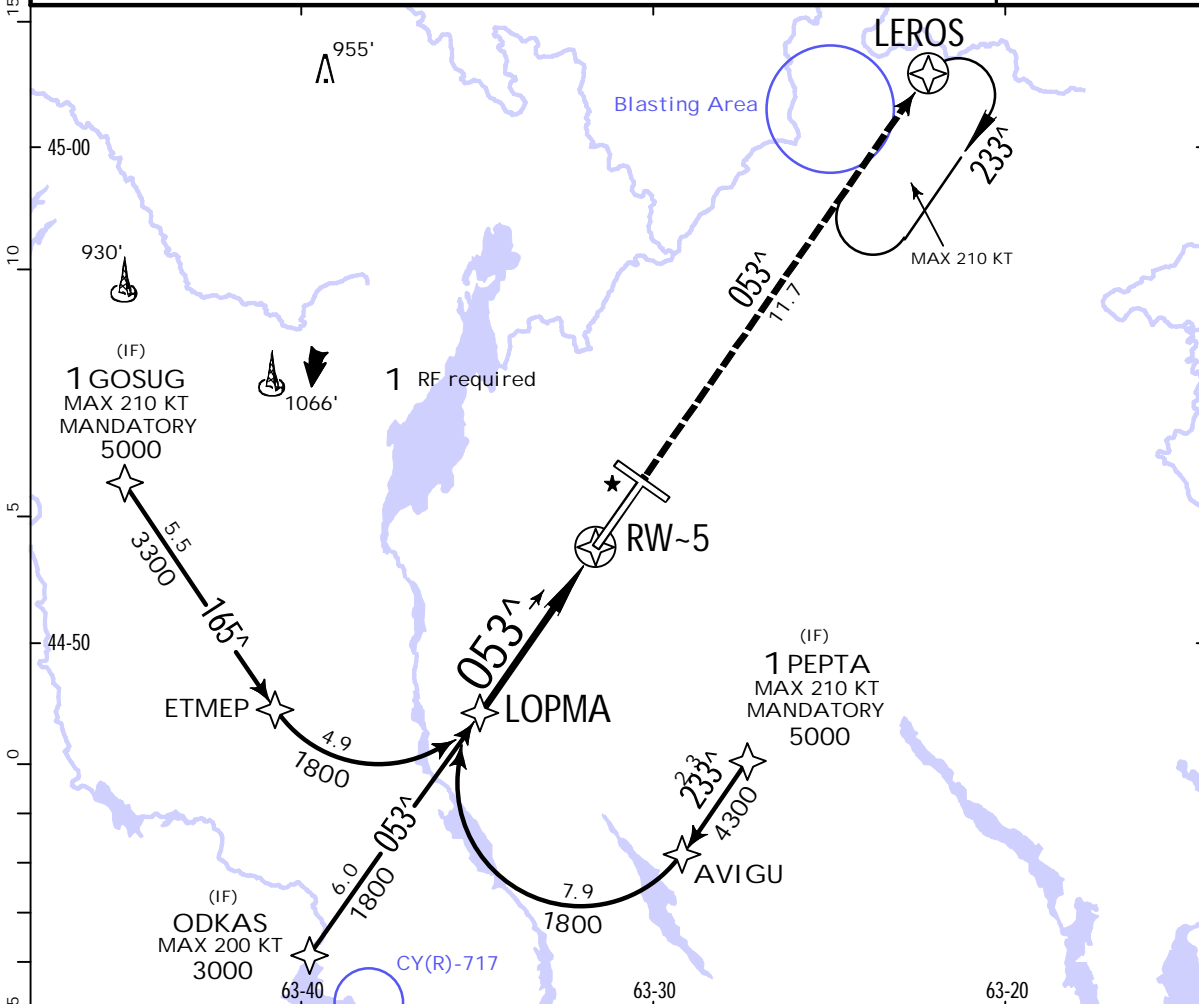
HALIFAX, NS

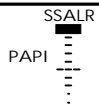
HALIFAX/STANFIELD INTL

11 JUN 21
Eff. 17 Jun. (12-20)

RNAV (RNP) Y Rwy 05

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9	
	RNAV	Final Apch Crs 053[^]	Minimum Alt LOPMA 1800' (1351')	RNP 0.15 DA(H) 733' (284')	Apt Elev 477' Rwy 449'		 2200 MSA RW-5	
	MISSED APCH: Climb to 3000' track 053 [^] to LEROS.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 2900'. 3. 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		3000' ↑	053[^]	LEROS	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at DA											

STRAIGHT-IN LANDING RWY 05			
RNP 0.15 DA(H) 733' (284')		RNP 0.30 DA(H) 904' (455')	
HIALS out		HIALS out	

A			
B	1	1	1½
C			
D			

CYHZ/YHZ

JEPPESSEN

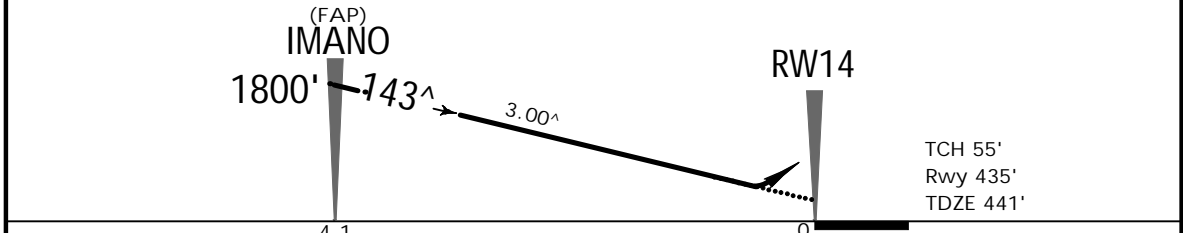
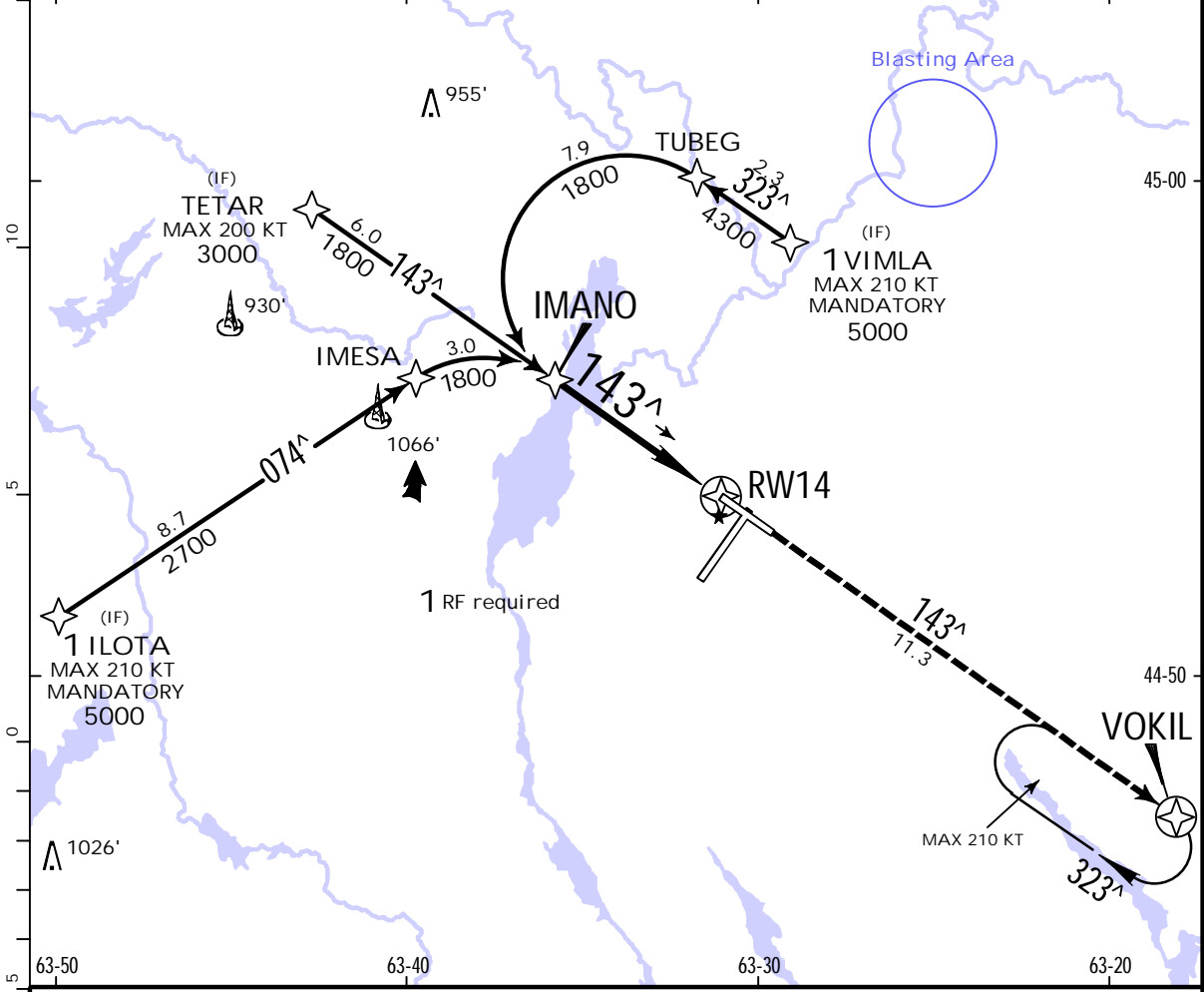
HALIFAX, NS

HALIFAX/STANFIELD INTL

11 JUN 21
Eff. 17 Jun. (12-21)

RNAV (RNP) Y Rwy 14

BRIEFING STRIP™	D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9
	RNAV	Final Apch Crs 143[^]	Minimum Alt IMANO 1800' (1365')	RNP 0.30 DA(H) 748' (313')		Apt Elev 477' Rwy 435'	2200
	MISSED APCH: Climb to 3000' track 143 [^] to VOKIL.						
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 2900'. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) and above 54°C (129°F).						MSA RW14	



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3000'	143 [^]	VOKIL
Glide Path Angle	3.00 [^]	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 14
RNP 0.30
DA(H) **748'** (313')

HIALS out

A	RVR 50 or 1
B	
C	
D	

CYHZ/YHZ

JEPPESEN

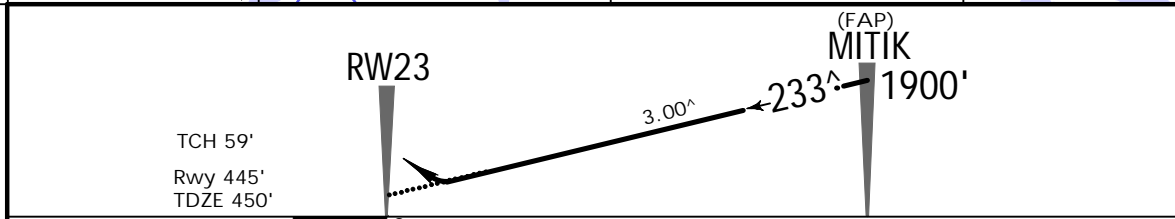
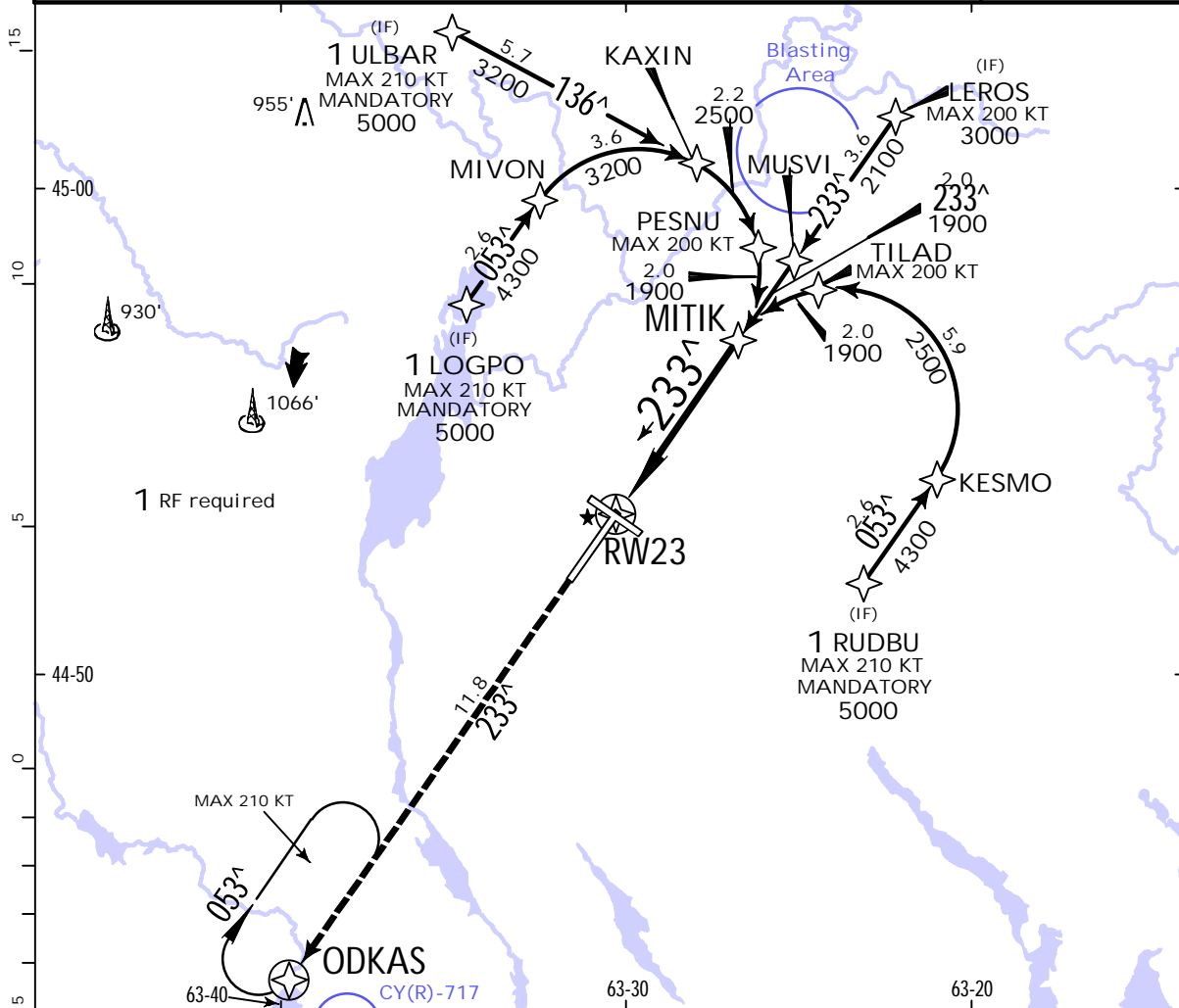
HALIFAX, NS

HALIFAX/STANFIELD INTL

11 JUN 21
Eff. 17 Jun. **(12-22)**

RNAV (RNP) Y Rwy 23

D-ATIS 121.0	LONDON Radio 123.275	HALIFAX Terminal 119.2 118.7 128.55			HALIFAX Tower 118.4	Ground 121.9	
RNAV	Final Apch Crs 233[^]	Minimum Alt MITIK 1900' (1455')	RNP 0.10 DA(H) 719' (274')	Apt Elev 477' Rwy 445'			
MISSED APCH: Climb to 3000' track 233[^] to ODKAS.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 2900'. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) and above 54°C (129°F).						MSA RW23	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	3000' ↑ 233 [^] ODKAS
Glide Path Angle	3.00 [^]	372	478	531	637	743		
MAP at DA								

STRAIGHT-IN LANDING RWY 23		
RNP 0.10 DA(H) 719' (274')	RNP 0.30 DA(H) 821' (376')	
HIALS out		HIALS out

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

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

HALIFAX, NS (STANFIELD INTL - CYHZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport CYHZ

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]".