

List of pages in this Trip Kit

Trip Kit Index

Airport Information For CYSJ

Terminal Charts For CYSJ

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: SAINT JOHN NB CAN
ICAO/IATA: CYSJ / YSJ
Lat/Long: N45° 19.0', W065° 53.4'
Elevation: 357 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
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1053 Z
Sunset: 2123 Z

Runway Information

Runway: 14
Length x Width: 5100 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 357 ft
Lighting: Edge, REIL

Runway: 32
Length x Width: 5100 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 340 ft
Lighting: Edge, ALS

Runway: 05
Length x Width: 7201 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 300 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 197 ft

Runway: 23
Length x Width: 7201 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 304 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 197 ft

Communication Information

Moncton Centre ACC: 124.300 Remote Communications Air-Ground
Moncton Centre ACC: 135.500 Remote Communications Air-Ground
Halifax Radio Radio: 126.700 RCO
Halifax Radio Radio: 123.475 Flight Info Service RCO
Saint John Radio: 118.500 At or below 3400 ft Out to 5 mi. MF

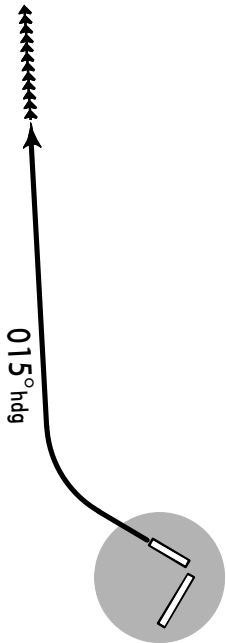
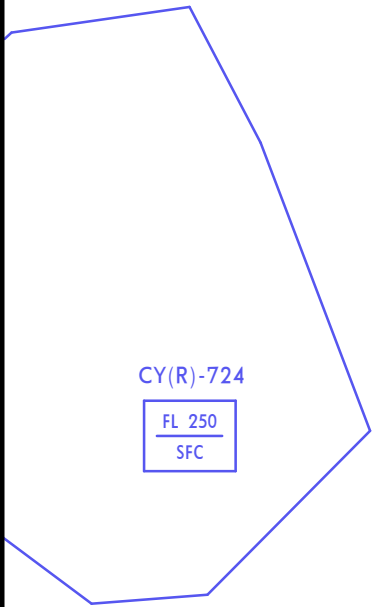
CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

 **JEPPesen**
4 OCT 19 **10-3** **Eff 10 Oct**

SAINT JOHN, NB
SID

MONCTON Center 124.3	Apt Elev 357'	Trans level: FL180 Trans alt: 18000' 1. Safe altitude within 100 NM 3800'. 2. DANGER: Live firing within CY(R)-724.
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HAMPTON 3 DEPARTURE (HAMTN3.) (VECTOR)
(RWY 32)



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

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

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Do not climb above last assigned altitude for 10 minutes after take-off; then,
4. 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.

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

This SID requires a minimum climb gradient of:
370' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
370' per NM	463	617	925	1233	1542	1850

INITIAL CLIMB

Climbing RIGHT turn heading 015° for vectors. MAINTAIN 5000' or as assigned.

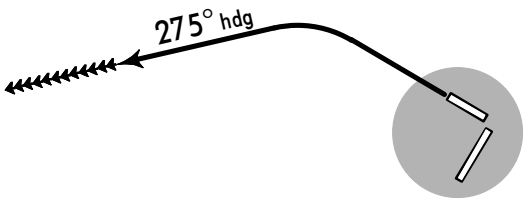
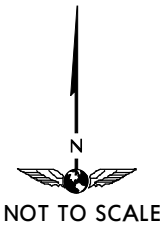
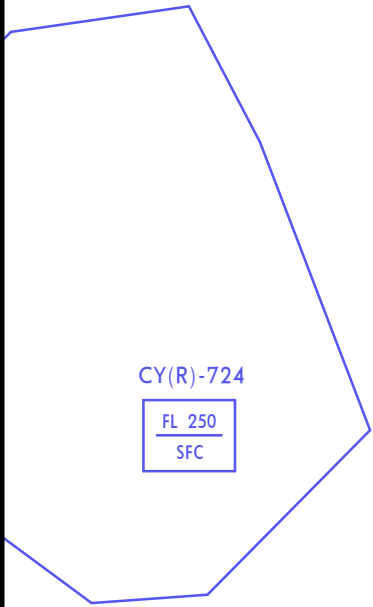
CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

JEPPESEN
4 OCT 19 10-3A Eff 10 Oct

SAINT JOHN, NB
SID

MONCTON Center 124.3	Apt Elev 357'	Trans level: FL180 Trans alt: 18000' 1. Safe altitude within 100 NM 3800'. 2. DANGER: Live firing within CY(R)-724.
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MOWND 1 DEPARTURE (MOWND1.) (VECTOR)
(RWY 32)



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

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

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Do not climb above last assigned altitude for 10 minutes after take-off; then,
4. 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.

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

This SID requires a minimum climb gradient of:
370' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
370' per NM	463	617	925	1233	1542	1850

INITIAL CLIMB

Climbing LEFT turn heading 275° for vectors. MAINTAIN 5000' or as assigned.

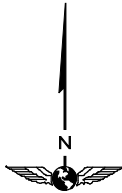
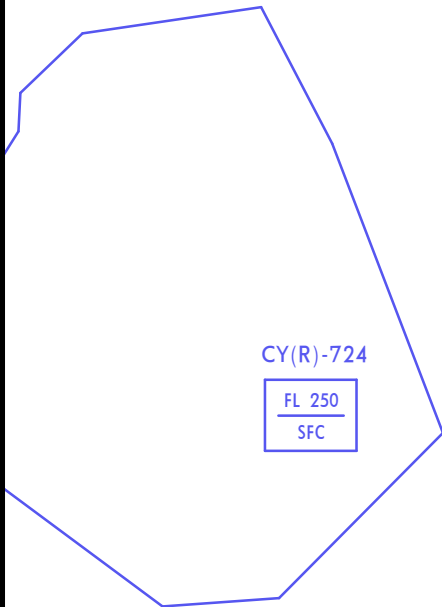
CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

 **JEPPESSEN**
4 DEC 15 **10-3B** **Eff 10 Dec**

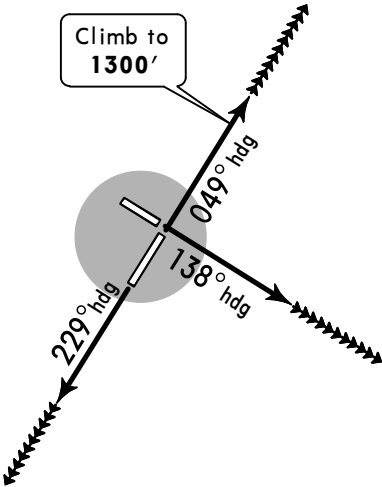
SAINT JOHN, NB
SID

MONCTON Center 124.3	Apt Elev 357'	Trans level: FL180 Trans alt: 18000' 1. Safe altitude within 100 NM 3800'. 2. DANGER: Live firing within CY(R)-724.
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SAINT JOHN FOUR DEPARTURE (YSJ4.) (VECTOR)
(RWYS 05, 14, 23)



NOT TO SCALE



This SID requires a minimum climb gradient of:
Rwy 14: 300' per NM to 1100'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

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

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

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

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Do not climb above last assigned altitude for 10 minutes after take-off; then,
4. 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.

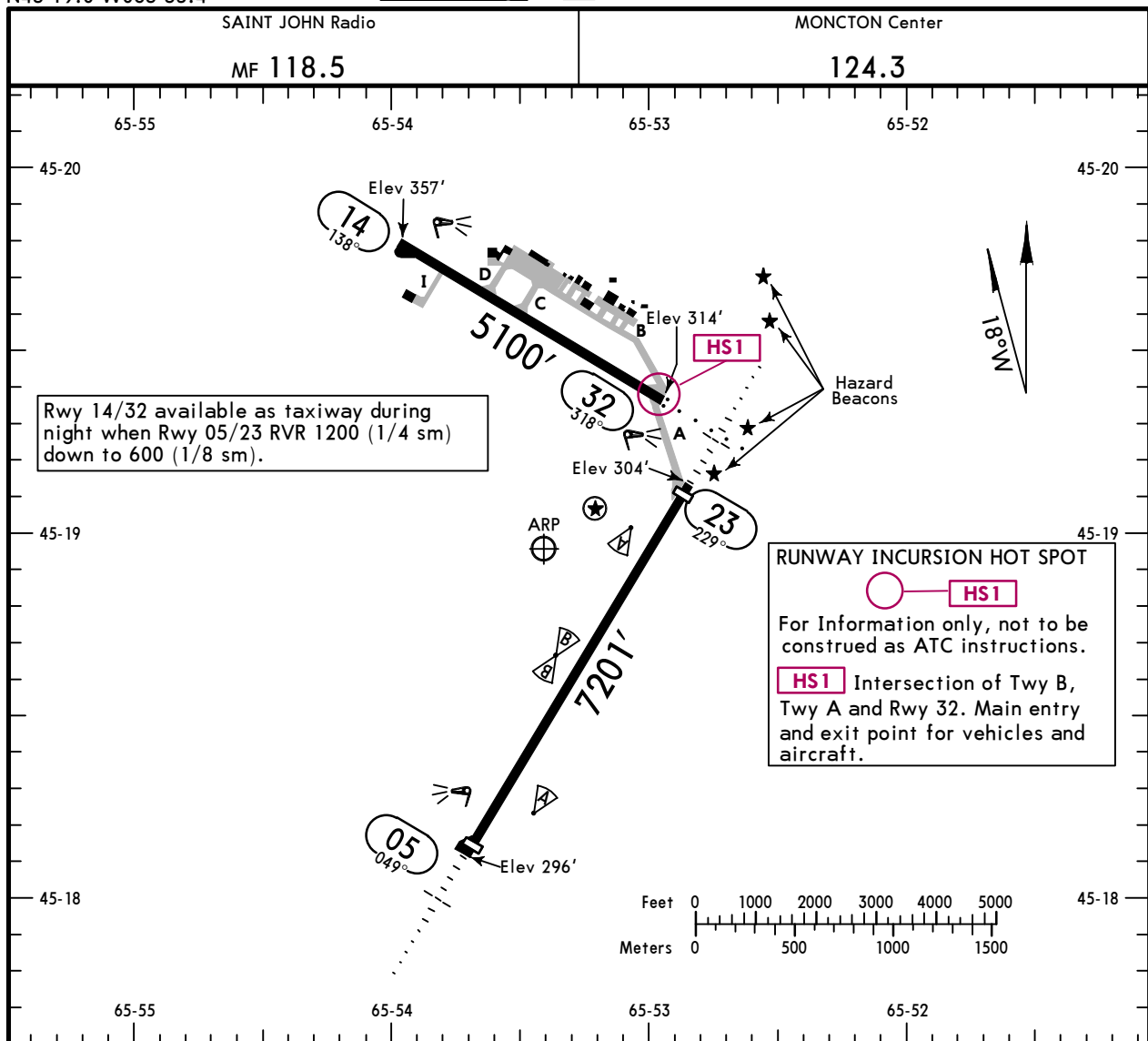
RWY	INITIAL CLIMB	ALTITUDE
05	Climb heading 049° to 1300'. Then continue climb heading 049° for vectors.	MAINTAIN 5000' or as assigned.
14	Climb heading 138° for vectors.	
23	Climb heading 229° for vectors.	

CYSJ/YSJ

Apt Elev **357'**
N45 19.0 W065 53.4

JEPPesen

15 MAY 20
Eff 21 May (10-9)

SAINT JOHN, NB
SAINT JOHN NEW BRUNSWICK

ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS			
RWY						LANDING BEYOND		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
05 ① 23	HIRL	CL	SSALR		RVR	7005'	6005'		148'
						7005'	5955'		
14 ① 32	MIRL	REIL	② PAPI-L (angle 3.0°)						148'
	MIRL	ODALS	② PAPI-L (angle 3.0°)						

1 Winter maintenance available limited hours. **2** For aircraft with eye-to-wheel height up to 25'.

TAKE-OFF & DEPARTURE PROCEDURE

Rwys 1 05, 2 23				3 Rwy 32																
Rwy 05: Climb heading 049° to 1300' before proceeding on course.				Requires a minimum climb gradient of 370'/NM to 900'. NO RIGHT turn below 1000.				Climb visual over airport to 1200' before proceeding on course.												
Authorized Air Carriers			All Other Aircraft	Authorized Air Carriers		All Other Aircraft														
HIRL & CL & RCLM		RCLM																		
A	TDZ RVR 6		RVR 12 or 1/4	RVR 26 or 1/2	1/4	1/2	1													
B	Rollout or Mid RVR 6						1 1/2													
C							2													
D																				
3 Rwy 14																				
Requires a minimum climb gradient of 300'/NM to 1100'.				Climb visual over airport to 1200' before proceeding on course.				1 Trees to 381' MSL abeam departure end of runway, 500' right of runway centerline.												
Authorized Air Carriers		All Other Aircraft						2 Trees to 318' MSL approximately 300' past departure end of runway, 550' both left and right of runway centerline.												
RCLM								3 DEPARTURE CLIMB RATE V/V (FPM)												
A	1/4		1/2						GND SPEED				90	120	140	160	180	200	250	300
B									300 FT/NM				450	600	700	800	900	1000	1250	1500
C									370 FT/NM				560	740	870	990	1110	1240	1550	1850
D																				

CHANGES: Aprons, twy I added, note, CL added, take-off minimums.

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CYSJ/YSJ

 JEPPESSEN

 SMGCS

SAINT JOHN NEW BRUNSWICK 15 MAY 20 **10-9A** **Eff 21 May** SAINT JOHN, NB

RVR LESS THAN 1200 TO 600 **LOW VISIBILITY PROCEDURES**

**LOW VISIBILITY PROCEDURES
(RVR LESS THAN 1200 TO 600 FT)**

APPLICATION

These procedures apply to ground movements of aircraft departing under low visibility conditions. 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

Low Visibility Taxi Routes

Taxi routes during low visibility operations are exclusive to the following routes:

- 1. Route 1 - Taxiway C, rwy 14/32, taxiway A - to rwy 05/23.
- 2. Route 2 - Taxiway I, rwy 14/32, taxiway A - to rwy 05/23.
- 3. Aircraft restricted to one movement in or out at any time during low visibility operations.
- 4. When RVR falls below 600, movement of all aircraft ceases.

Departures

Rwy 05/23 will be used for departures in low visibility conditions.

Departure clearance will not be given to any requesting aircraft if any other aircraft have been issued an approach or departure clearance until:

- a. either the arriving aircraft has landed and reported off the manoeuvring area or
- b. a departing aircraft is in contact with the Moncton Area Control Centre.

Sequencing of Ground Movements for Take-off

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

All aircraft are to obtain a valid IFR clearance through the Saint John FSS prior to taxiing from any apron at Saint John Airport, and are required to use the designated taxi route (no Pre-Authorized Take-Off Clearances permitted).

Aircraft wishing to reposition within the manoeuvring area will be directed to use the designated taxi route. The designated taxi route between the Saint John Airport main Apron and rwy 05/23 is Charlie taxiway, rwy 14/32, Alpha taxiway to rwy 05/23. Departing aircraft taxiing from a private hangar to the main Apron will be advised the LVOP are in effect and requested to do so via Bravo taxiway in order to access the designated taxi route.

Rwy 14/32 will be used for taxiing purposes only during low visibility conditions.

RUNWAY CERTIFICATION

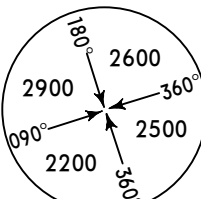
Runway	Certification
05	$\frac{1}{8}$ sm (600 RVR)
23	$\frac{1}{8}$ sm (600 RVR)

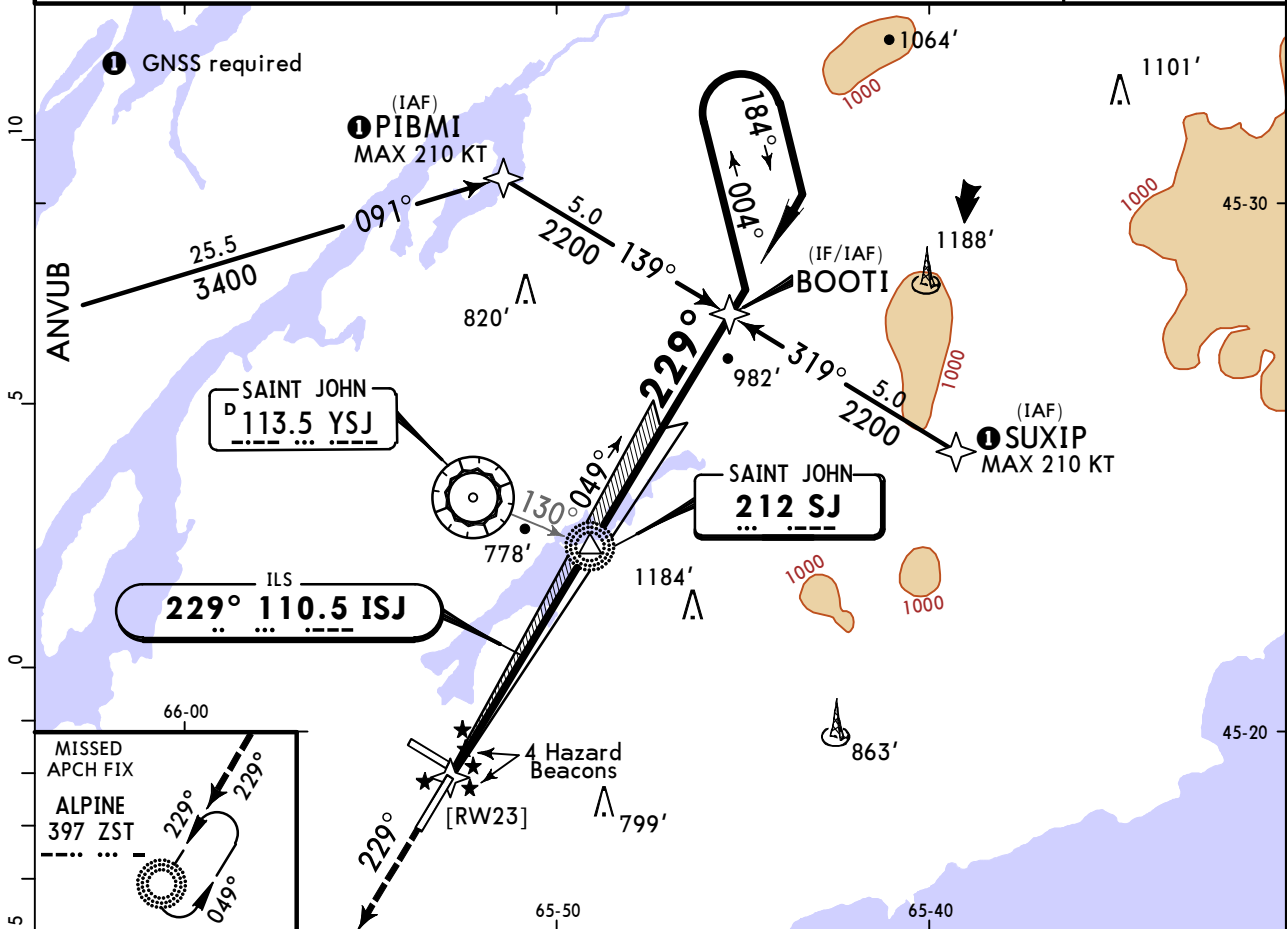
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CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

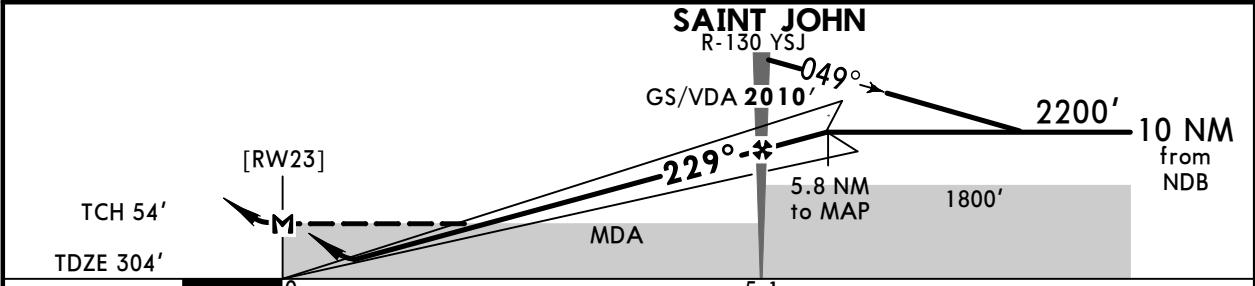
JEPPESSEN
29 NOV 19
Eff 5 Dec 11-2

SAINT JOHN, NB
ILS Rwy 23

MONCTON Center				SAINT JOHN Radio	
124.3				MF 118.5	
LOC ISJ 110.5	Final Apch Crs 229°	GS SAINT JOHN 2010' (1706')	ILS DA(H) Refer to Minimums	Apt Elev 357' TDZE 304'	 MSA SJ NDB
MISSED APCH: Climb to 2200' track 229° to ZST NDB. As required shuttle climb.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
SAFE ALTITUDE WITHIN 100 NM 3800'.					



NM to MAP	1.3	2.0	3.0	4.0	5.0	5.8	7.0	8.0	9.0	10.0	11.0	13.0	15.1
VDA ALTITUDE	760'	1000'	1310'	1630'	1950'	2200'	2590'	2910'	3230'	3540'	3860'	4500'	5170'



Gnd speed-Kts	70	90	100	120	140	160	SSALR 	2200'	229°	ZST 397
GS/VDA	3.00°	372	478	531	637	743				
SJ NDB to MAP	5.1	4:22	3:24	3:04	2:33	2:11				

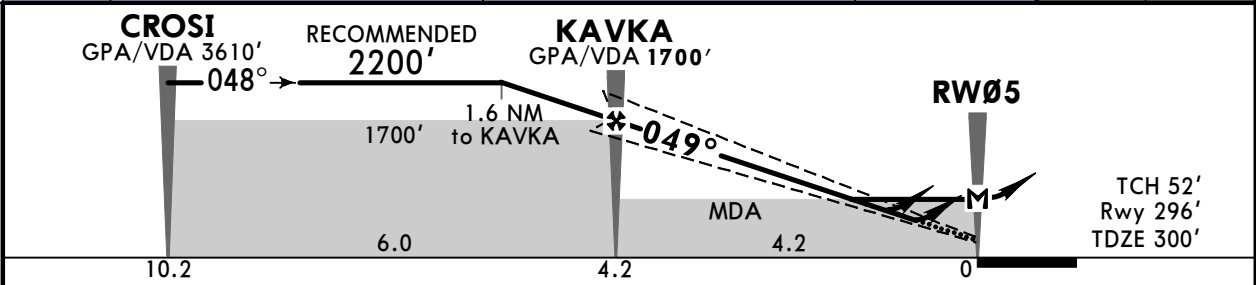
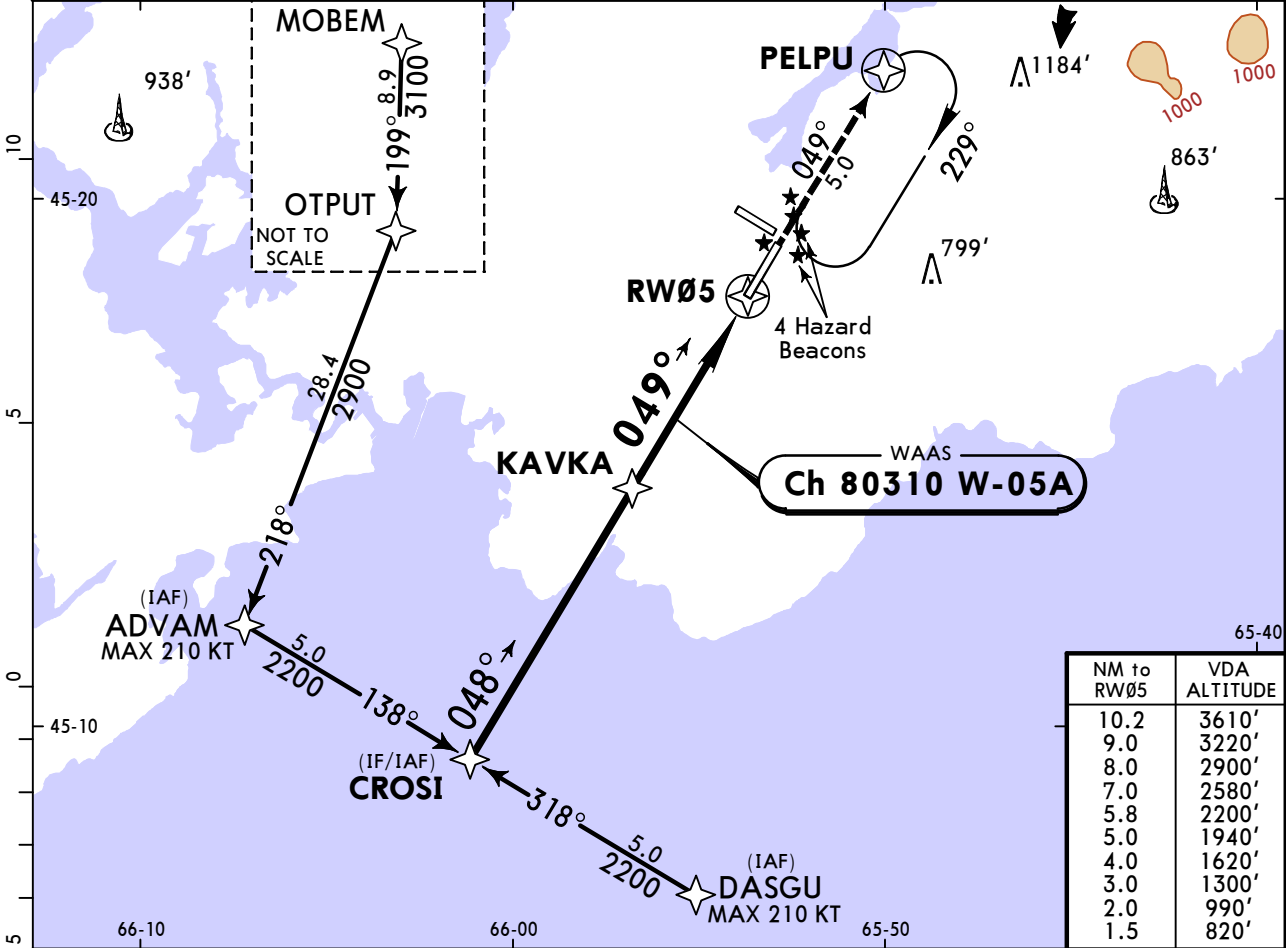
STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND	
ILS		LOC (GS out) or LOC (GS out) VOR			
DA(H) 505' (201')	DA(H) 554' (250')	MDA(H) 760' (456')			
FULL	HALS out	HALS out			
A				Max Kts	MDA(H)
B				90	1000' (643') - 2
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	120	1140' (783') - 2 1/2
D				140	
				165	1220' (863') - 2 1/2

CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

29 NOV 19
Eff 5 Dec (12-1)

SAINT JOHN, NB
RNAV (GNSS) Rwy 05

MONCTON Center				SAINT JOHN Radio			
124.3				MF 118.5			
WAAS Ch 80310 W-05A	Final Aptch Crs 049°	GPA KAVKA 1700' (1404')	LPV DA(H) Refer to Minimums	Apt Elev 357' Rwy 296'	2900 MSA RW05		
MISSED APCH: Climb to 2200' track 049° to PELPU. As required shuttle climb.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 3800'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (129°F).							



Gnd speed-Kts	70	90	100	120	140	160	SSALR	2200'	049°	PELPU
GPA/VDA	3.00°	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW05										

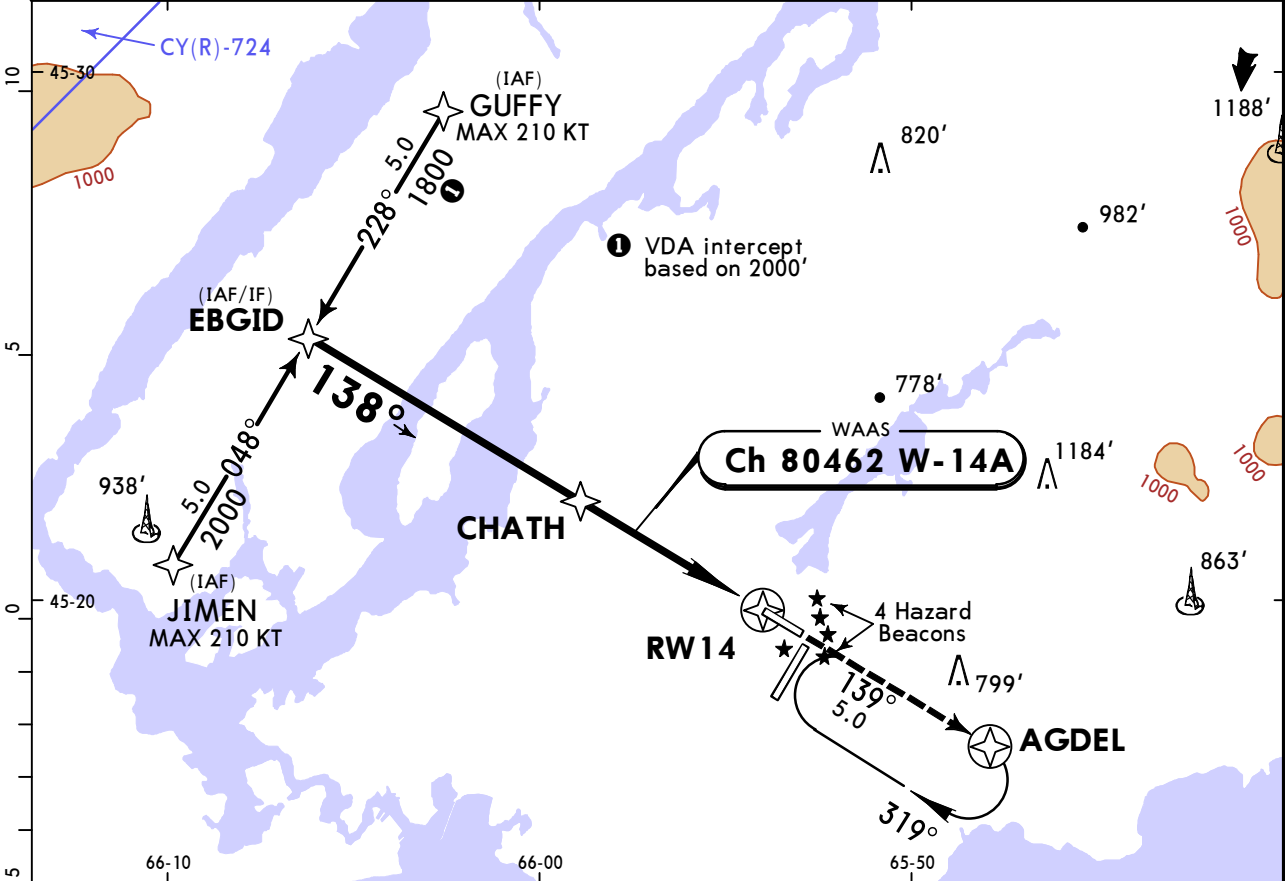
STRAIGHT-IN LANDING RWY 05				
LPV		LNAV/VNAV		LNAV
DA(H) 497' (201')		DA(H) 546' (250')		MDA(H) 820' (524')
HIALS out		HIALS out		HIALS out
A				
B				
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/4
D				1 3/4

CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

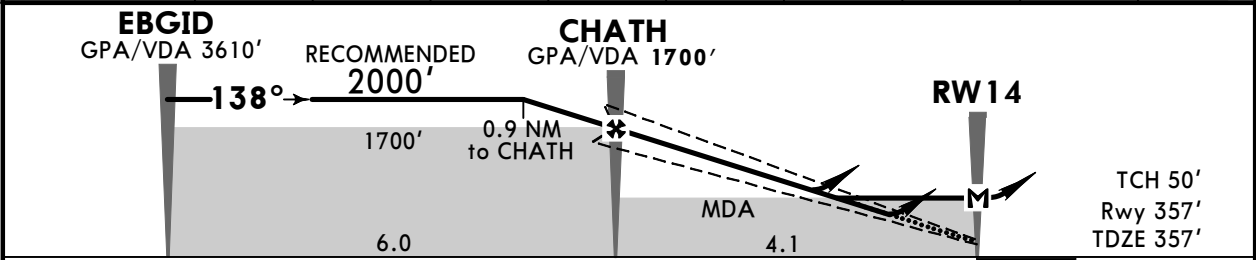
JEPPESSEN
29 NOV 19
Eff 5 Dec

SAINT JOHN, NB
RNAV (GNSS) Rwy 14

MONCTON Center				SAINT JOHN Radio		
124.3				MF 118.5		
WAAS Ch 80462 W-14A	Final Apch Crs 138°	GPA CHATH 1700' (1343')	LPV DA(H) 607' (250')	Apt Elev 357' Rwy 357'	2900 MSA RW14	
MISSED APCH: Climb to 2600' track 139° to AGDEL. As required shuttle climb.						
Alt Set: INCHES						



NM to RW 14	10.1	9.0	8.0	7.0	6.0	5.0	4.0	3.0	1.9
VDA ALTITUDE	3610'	3270'	2950'	2640'	2320'	2000'	1680'	1360'	1000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2600'	139°	AGDEL
GPA/VDA	3.00°	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW14										

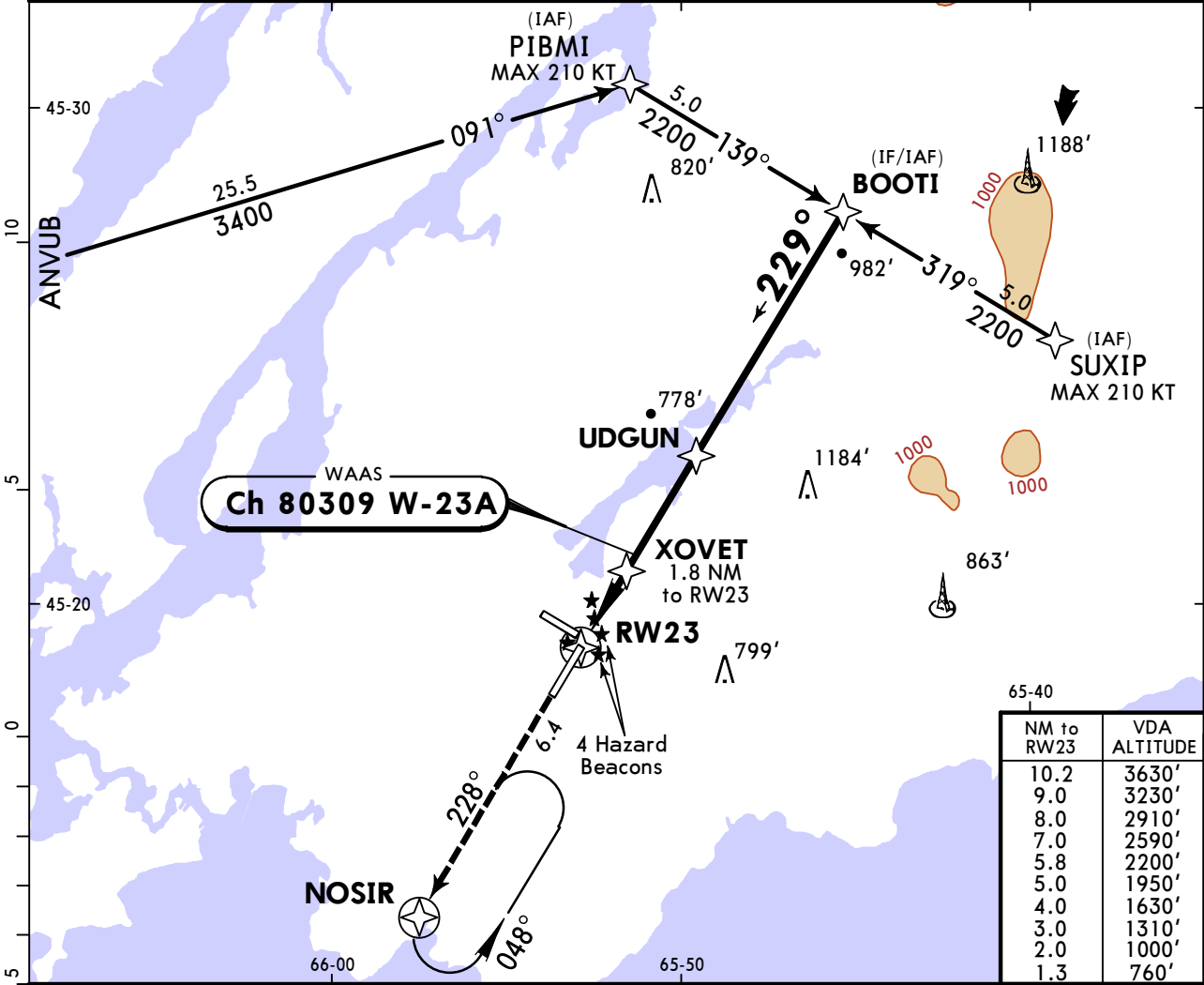
STRAIGHT-IN LANDING RWY 14		
LPV DA(H) 607' (250')	LNAV/VNAV DA(H) 1095' (738')	LNAV MDA(H) 1000' (643')
A		
B		
C	1	2½
D		2

CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

10 JUL 20
Eff 16 Jul 12-3

SAINT JOHN, NB
RNAV (GNSS) Rwy 23

MONCTON Center			SAINT JOHN Radio		
124.3			MF 118.5		
WAAS Ch 80309 W-23A	Final Apch Crs 229°	GPA UDGUN 1800' (1496')	LPV DA(H) Refer to Minimums	Apt Elev 357' Rwy 304'	2900 MSA RW23
MISSED APCH: Climb to 2200' track 228° to NOSIR. As required, shuttle climb.					
Alt Set: INCHES					



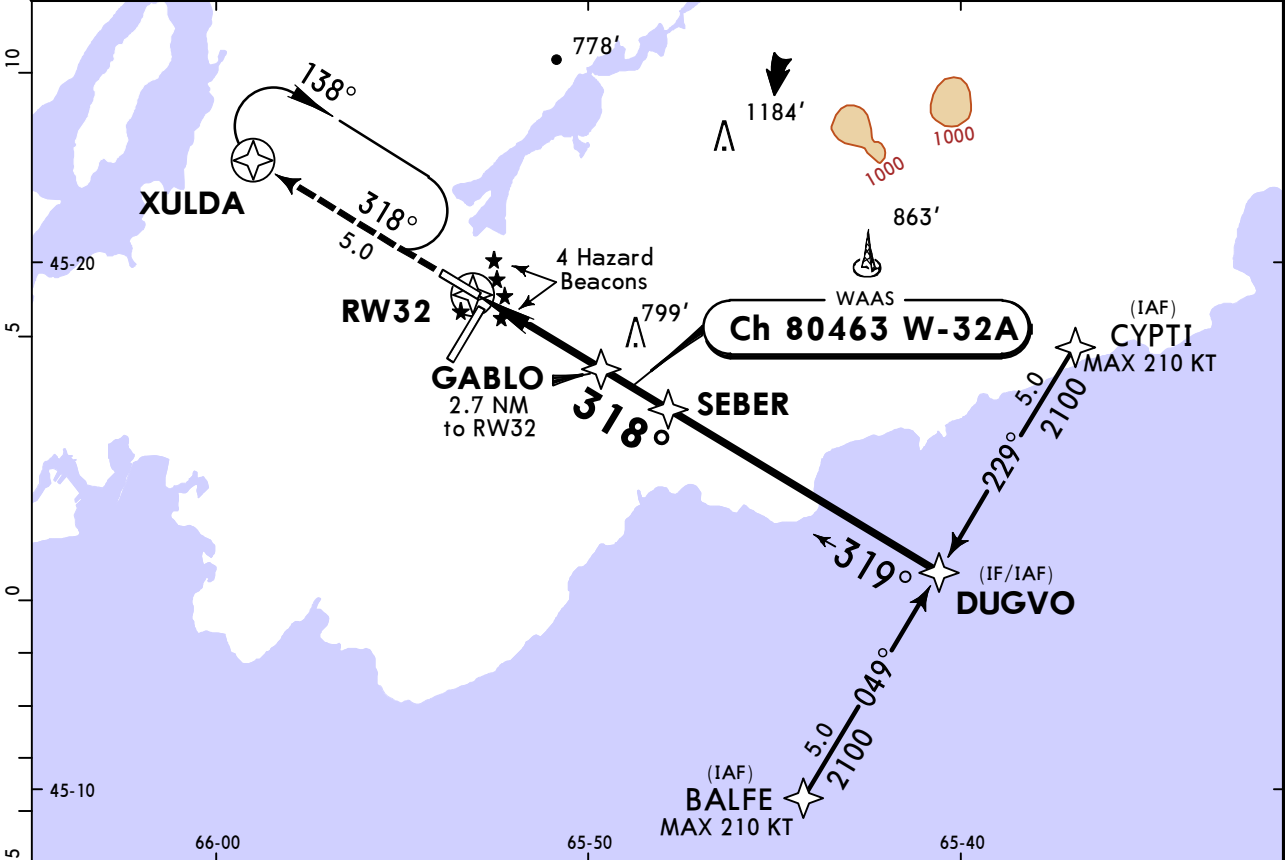
Gnd speed-Kts	70	90	100	120	140	160		2200'	228°	NOSIR		
GPA/VDA	3.00°	372	478	531	637	743					849	
LPV, LNAV/VNAV: MAP at DA												
LNAV: MAP at RW23												
STRAIGHT-IN LANDING RWY 23												
LPV				LNAV/VNAV				LNAV				
DA(H) 505' (201')				DA(H) 554' (250')				DA(H) 678' (374')				
HIALS out				HIALS out				HIALS out				
A												
B												
C	RVR 26 or 1/2				RVR 50 or 1				RVR 50 or 1			
D									1 1/4			

CYSJ/YSJ
SAINT JOHN NEW BRUNSWICK

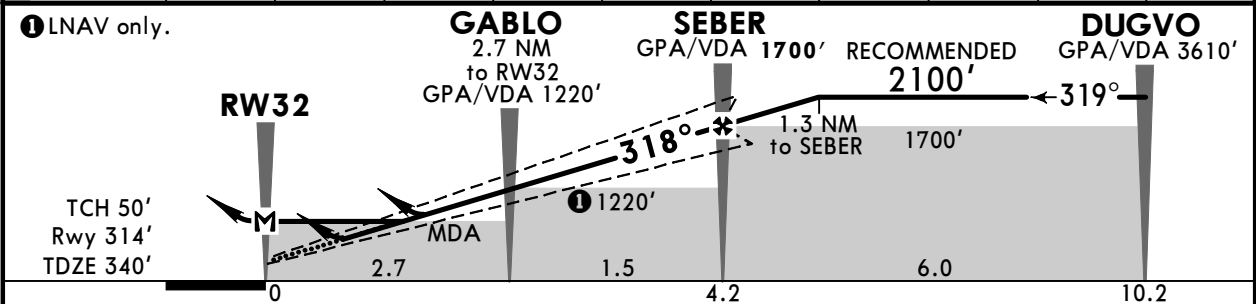
JEPPESSEN
10 JUL 20
Eff 16 Jul 12-4

SAINT JOHN, NB
RNAV (GNSS) Rwy 32

MONCTON Center				SAINT JOHN Radio		
124.3				MF118.5		
WAAS Ch 80463 W-32A	Final Apch Crs 318°	GPA SEBER 1700' (1386')	LPV DA(H) 564' (250')	Apt Elev 357' Rwy 314'	2900 MSA RW32	
MISSED APCH: Climb to 2400' track 318° to XULDA. As required shuttle climb.						
Alt Set: INCHES						



NM to RW32	1.4	2.0	3.0	4.0	5.5	6.0	7.0	8.0	9.0	10.2
VDA ALTITUDE	820'	1000'	1320'	1640'	2100'	2270'	2590'	2910'	3230'	3610'



Gnd speed-Kts	70	90	100	120	140	160	ODALS PAPI 2400' 318° XULDA			
GPA/VDA	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW32										

STRAIGHT-IN LANDING RWY 32		
LPV	LNAV/VNAV	LNAV
DA(H) 564' (250')	DA(H) 832' (518')	MDA(H) 820' (506')
ALS out	ALS out	ALS out
A		
B		
C	1	1 3/4
D		1 1/2

SAINT JOHN, NB (SAINT JOHN - CYSJ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport CYSJ

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]".

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20180328

End Date: No end date

(CZML); (CYCZ) (19-1). LWIS replaced with AUTO (PVT WX).