

**VOT 114.8**

• **ATIS 128.4 276.8**

• **GND 121.9 275.8**

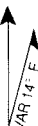
• **TWR 118.3 244.7**

**O/T RADIO 118.3**

**244.7 (MF 5 NM)**

**DEP 119.9 323.0**

**Flight Simulator Use Only**



PRINCE ALBERT

113.0 YPA

Ch 77

N53 13.0

W105 40.0



NORTH BATTLEFORD

302 QW

N52 48.2

W108 20.1

SASKATOON

116.2 YXE

Ch 109

N52 10.9

W106 43.2



YORKTON

115.8 YQV

Ch 105

N51 15.9

W102 28.1



EMPRESS

115.9 YEA

Ch 106

N50 55.6

W109 59.3



SWIFT CURRENT

117.4 YYN

Ch 121

N50 17.8

W107 41.5



MOOSE JAW

113.4 UMJ

Ch 81

N50 19.9

W105 33.8



LUMSDEN

114.2 VLN

Ch 89

N50 40.0

W104 53.4



Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Climb rwy hdg or as assigned by ATC. MAINTAIN 5000 ASL or flight planned altitude, whichever is lower. Anticipate radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

LOST COMMUNICATION: On recognition of a communications failure 10 minutes or less after take-off, and in IFR conditions:

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

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