

## AIP CANADA SUPPLEMENT 43/24

### HIGH SPEED TEST FLIGHTS BELOW 10,000 FEET

Pratt & Whitney Canada Corporation (P&W) conducts testing of their engines in diverse conditions and altitudes utilizing two Boeing 747 Flying Test Bed (FTB) aircraft, registered C-FPAW and C-GTFF.

To meet this goal, P&W tests new engine prototypes to the limits of their operational envelope, including at airspeeds exceeding 250 knots below 10,000 feet above sea level (ASL) under a Ministerial Exemption from CAR 602.32.

At a speed of 250 knots, an aircraft covers a distance of almost 4 nautical miles per minute. Considering that you may need up to 10 seconds to spot aircraft traffic, identify it, and take action to avoid a mid-air collision, flight operations at high speeds increases the risk of a mid-air collision. Canada codified the current speed limitation of 250 knots below 10,000 feet in 1972, following several mid-air collisions in the United States.

P&W FTB aircraft operate these high-speed flights in Visual Meteorological Conditions (VMC) along various high speed test routes or areas with enhanced visibility/distance from cloud requirements (flight visibility at least 5 miles and 1000 feet from cloud) with landing lights and anti-collision lights illuminated at all times when operating below 10,000 feet ASL. Additionally, the FTB aircraft operate with an Airborne Collision Warning System (ACAS) that can provide the pilot with traffic alerts and resolution advisories of other transponder equipped aircraft. For this reason, pilots of other aircraft are encouraged to exercise vigilance and use an altitude-encoding transponder or consider other means to deconflict with FTB aircraft.

The high-speed test flights will be notified by NOTAM for any of the following areas at least 6 hours prior to the high speed/low altitude testing.

## High-Speed Test Authorized Areas

### High Speed Test Route 1:

Within 4 nautical miles of straight line between N49 19.7 W67 22.3 (BUBIX) and N49 05.1 W61 42.0 (HITOR) – minimum altitude 1,000 ft ASL, with the exception of not below 2,000 ft AAE within 5 nautical miles of the Rivière Bell aerodrome (CRB5).

### High Speed Test Route 2:

Within 4 nautical miles of a straight line between N49 05.1 W61 42.0 (HITOR) and 10 nautical miles east of N48 45.8 W64 24.3 (YGP VOR) – minimum altitude 1,000 ft ASL, with the exception of not below 2,000 ft AAE within 5 nautical miles of the Rivière Bell aerodrome (CRB5).

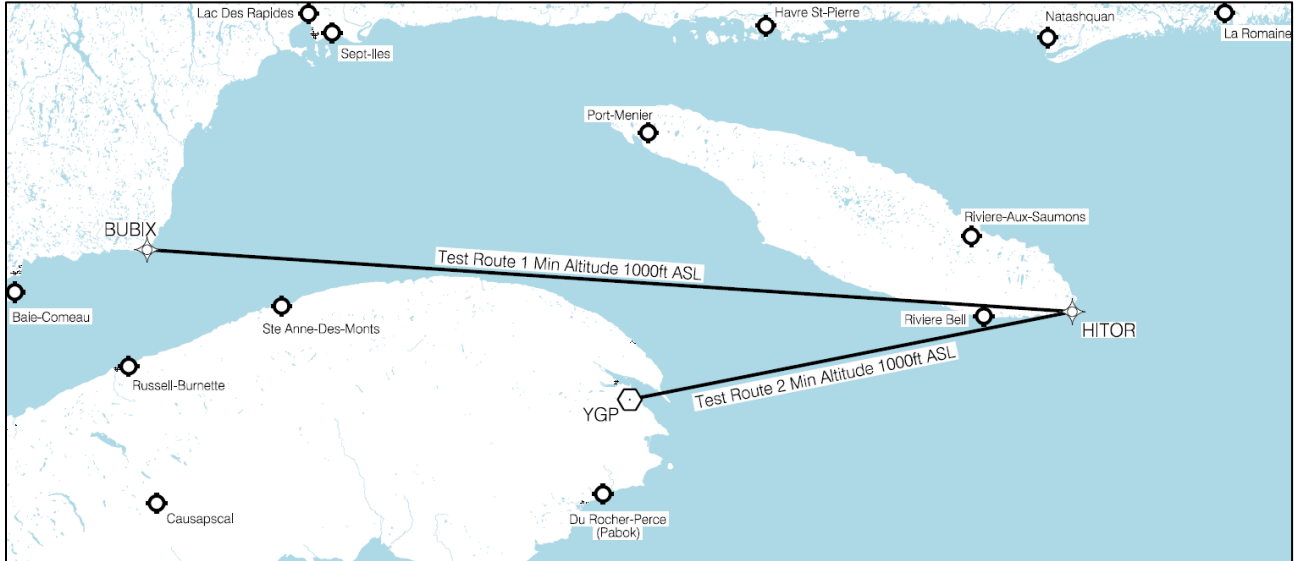


Figure 1. High Speed Test Routes 1 & 2

**High Speed Test Route 3:**

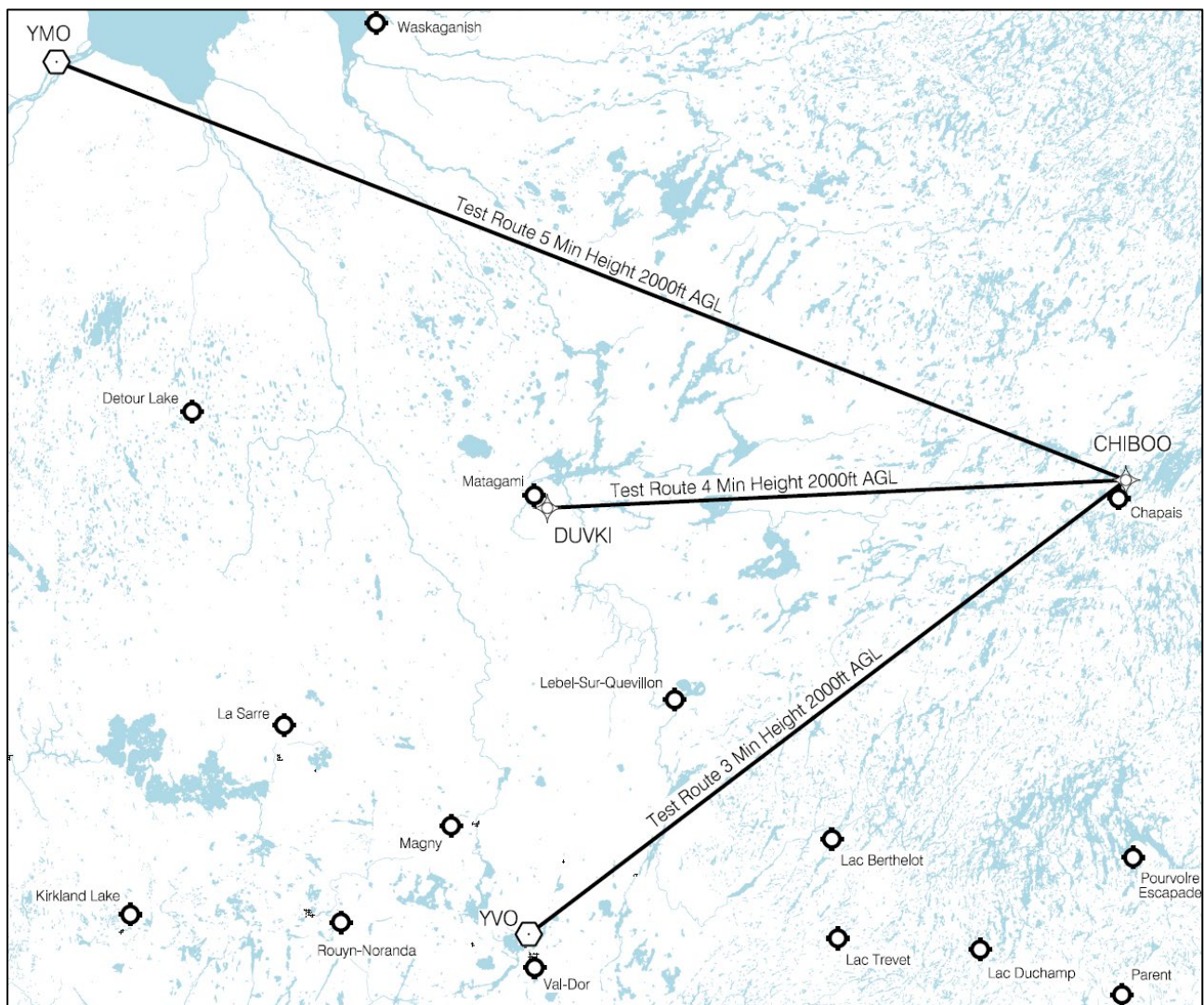
Between 5 nautical miles East of N48 10.5 W77 49.2 (YVO VOR) and 5 nautical miles East of N49 48.0 W74 29.7 (CHIBOO), along Air Route RR23 with a 2 nautical mile Strategic Lateral Offset (SLOP) to the right – minimum height 2,000 ft AGL.

**High Speed Test Route 4:**

Between 5 nautical miles West of N49 48.0 W74 29.7 (CHIBOO) and 5 nautical miles East of N49 43.4 W77 44.5 (DUVKI), along Air Route L755, with a 2 nautical mile Strategic Lateral Offset (SLOP) to the right – minimum height 2,000 ft AGL.

**High Speed Test Route 5:**

Within 4 nautical miles of a straight line between 5 nautical miles Northwest of N49 48.0 W74 29.7 (CHIBOO) and 5 nautical miles Southeast of N51 17.5 W80 36.4 (YMO VOR) – minimum height 2,000 ft AGL.

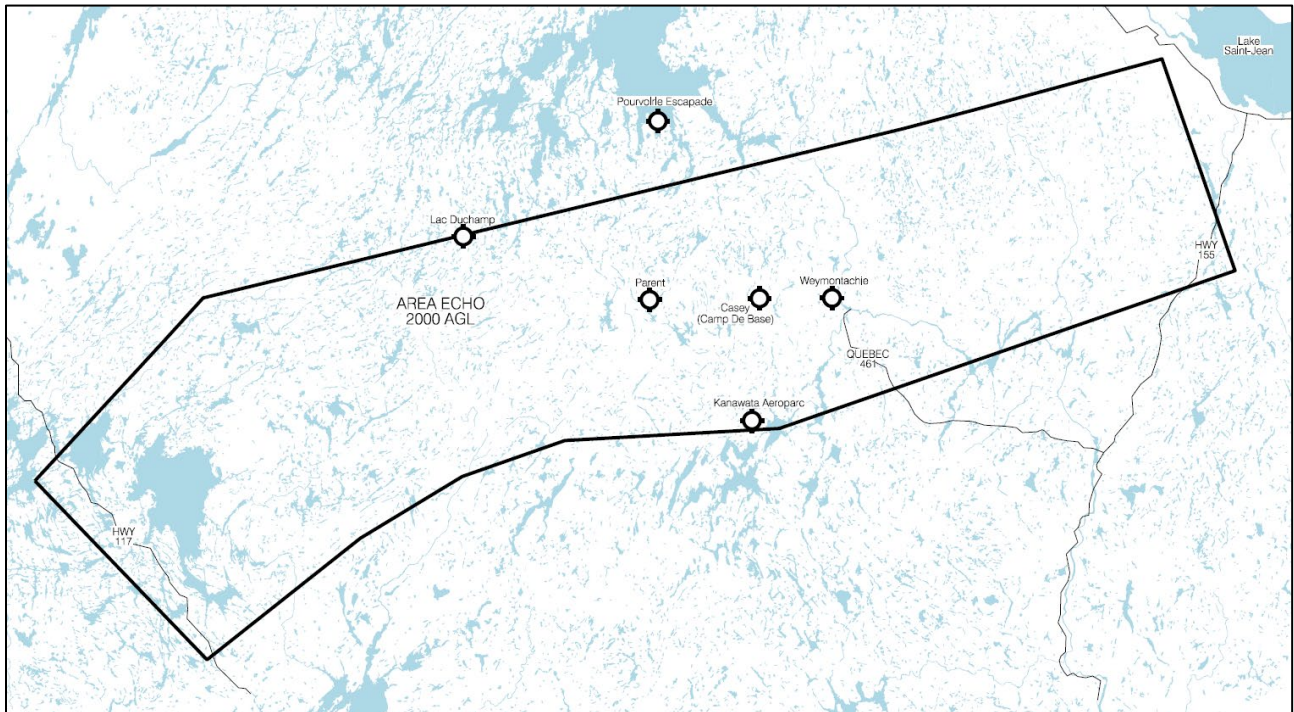


**Figure 2. High Speed Test Routes 3 - 5**

**Area Echo:**

Within the Class G airspace contained within the boundaries of the following area (Montreal Test Area ECHO) – minimum height 2,000 ft AGL:

- N46 54.2 W76 27.2
- N47 23.5 W77 11.0
- N47 47.6 W76 40.0
- N47 55.1 W76 30.3
- N48 24.3 W73 33.9
- N48 27.4 W73 15.2
- N48 35.1 W72 28.0
- N47 59.1 W72 11.6
- N47 34.0 W74 05.9
- N47 32.0 W74 59.4
- N47 25.8 W75 24.8
- N47 15.2 W75 49.9



**Figure 3. High Speed Test Area Echo**

This AIP Supplement will expire on 10 June 2027.

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