◂ LO 7 20 NM au 1"

LO 8 ▸ 18 NM au 1"

Projection conique conforme de Lambert. LO7 parallèles 46 30, 55 00. LO8 parallèles 43 30, 50 30.

FRÉQUENCES DE COMMUNICATION DANS UN ESPACE AÉRIEN DE CLASSE G

LORSQUE DES AÉRONEFS ÉVOLUENT À PROXIMITÉ D'AÉRODROMES NON CONTRÔLÉS OU DANS UN ESPACE AÉRIEN DE CLASSE G, DIFFUSER LES COMPTES RENDUS DE POSITION, LES CHANGEMENTS D'ALTITUDE, LES DÉPARTS ET LES INTENTIONS D'APPROCHE, ET RESTER À L'ÉCOUTE DES AUTRES AÉRONEFS SUR LA FRÉQUENCE 126.7 MHz, À MOINS QU'UNE AUTRE FRÉQUENCE SOIT DÉSIGNÉE POUR L'ESPACE AÉRIEN NON CONTRÔLÉ EN QUESTION.

Référez au Supplément de vol (GPH 205) pour renseignements complets sur les communications.

◐ Opr hrs ltées

CENTRES DE CONTRÔLE RÉGIONAL et UNITÉ DE CONTRÔLE TERMINAL avec stations périphériques.

GANDER 128.5 132.1 289.4

MONTRÉAL 118.9 120.42 124.65 125.15 126.9 132.85 134.15 134.4 245.0 268.3 294.0
Chibougamau - 127.3
Gaspé - 134.175
La Tuque - 134.5
Mont-Joli - 134.65 227.2
Mont-Laurier - 126.575
Ottawa - 124.275 134.975
Québec -135.025 270.9
Rivière-du-Loup - 125.1 299.6
Mont Tremblant - 133.9
Natashquan - 134.825
St - Adrien - 132.35
Sept-Iles - 135.55 381.9
Sherbrooke - 132.55
Trois-Rivières - 128.225
Val-d'Or - 125.9 308.3
Wabush - 132.25

OTTAWA TML 127.7 135.15

QUÉBEC TML 127.85 124.0 322.8

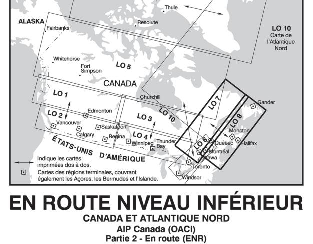
CODES ABRÉGÉS et LES NUMÉROS DU RÉSEAU TÉLÉPHONIQUE PUBLIC COMMUTÉ (RTPC)

FIR Océanique Gander	431603	1-709-651-5260	FIR de Toronto	431606	1-905-405-8684
FIR intérieure de Gander	431602	1-709-651-5297	FIR de Winnipeg	431608	1-204-837-9481
Radio de Gander	431613	1-709-651-5298	FIR d'Edmonton	431601	1-780-890-2775
FIR de Moncton	431604	1-506-867-8745	FIR de Vancouver	431607	1-604-507-7875
FIR de Montréal	431605	1-514-633-3606			

◂ LO 7 22 JANVIER 2026

LO 8 ▸

NAV CANADA


RUSSIE
LO 9
Alert
GROENLAND (KALAALLIT NUNAAT)
ISLANDE
Reykjavik
Thule
LO 10
ALASKA
Resolute
LO 10 Carte de l'Atlantique Nord
Fairbanks
Whitehorse
Fort Simpson
LO 5
CANADA
Churchill
LO 1
LO 7
Gander
Edmonton
LO 3
LO 10
LO 8
LO 2
Moncton
Vancouver
Saskatoon
Calgary
Regina
LO 4
Québec
Halifax
Winnipeg
Thunder Bay
LO 6
Montréal
ÉTATS-UNIS D'AMÉRIQUE
Ottawa
Toronto
Windsor
Indique les cartes imprimées dos à dos.
Cartes des régions terminales, couvrant également les Açores, les Bermudes et l'Islande.

EN ROUTE NIVEAU INFÉRIEUR

CANADA ET ATLANTIQUE NORD

AIP Canada (OACI)
Partie 2 - En route (ENR)
Le Ministère de la Défense nationale FLIP GPH 206

Pour utilisation jusqu'à 18,000' ASL non inclusivement dans l'espace aérien intérieur du Canada ainsi que l'espace aérien au-dessus des eaux internationales et de territoires étrangers à l'intérieur duquel le Canada accepte la responsabilité d'assurer des services de contrôle de la circulation aérienne.

Avertissement: Prière de vous référer aux cartes et aux publications d'information de vol actuelles des États-Unis pour les renseignements sur l'espace aérien des États-Unis.

EN VIGUEUR 0901Z

22 JANVIER 2026

JUSQU'À 0901Z 19 MARS 2026

ATTENTION

Le contenu de la présente publication est susceptible de modification par NOTAM ou Supplément d'AIP

DONNÉES RÉVISÉES

LO 7 - Isogones changées. Circuit d'attente à DEGMO supprimé. Plusieurs zones d'altitudes minimales (AMA) changées dans la partie ouest de la carte.

LO 8 - Isogones changées.

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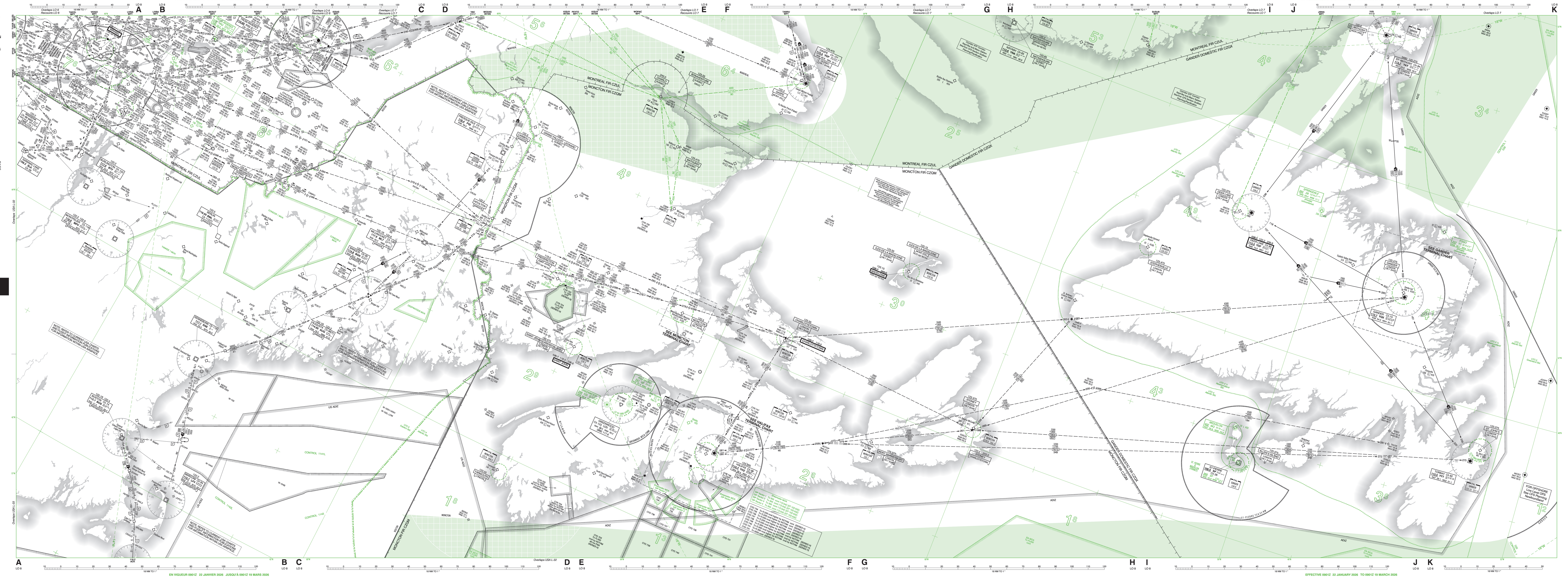

EFFECTIVE 0901Z 22 JANUARY 2026 TO 0901Z 19 MARCH 2026
EN VIGUEUR 0901Z 22 JANVIER 2026 JUSQU'À 0901Z 19 MARS 2026
A
B
C
D
E
F
G
H
I
J
K
MONTREAL FIR CZUL
MONCTON FIR CZQM
GANDER DOMESTIC FIR CZQX
SEE MONCTON TERMINAL CHART
SEE HALIFAX TERMINAL CHART
SEE GANDER TERMINAL CHART
NOTE: REFER TO CURRENT USA CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN USA AIRSPACE.
FOR OFFSHORE Low Level OPS See CFS Planning Newfoundland
Overlaps USA L-32
Overlaps USA L-33
US ADIZ
ADIZ

LEGEND

AERODROMES

AERODROMES: LAND / WATER — Civil; Joint Civil-Military; Military

Aerodromes in black have an instrument approach procedure available.

Aerodrome symbols may be offset for clarity of presentation.

Land aerodrome name shown only when different than associated NAVAID.

Water aerodrome name shown only when different than adjacent land aerodrome or NAVAID.

AERODROME DATA 562 ★ L H57

- 562 Elevation given in feet above sea level.
- L Runway lighting available.
- L ARCAL
- ★ Ltd hrs or O/R: see CFS
- H Hard surface runway.
- 57 Length of longest landing distance available given to nearest 100 feet with 70 feet as the dividing point. i.e. 5680 is 5700 and shown as 57

Water aerodrome data not shown.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

RADIO AIDS TO NAVIGATION

Radio/Navigation Facilities not operated by NAV CANADA or Department of National Defense are subject to outages or changes without NOTAM.

VHF/UHF Aids are displayed in BLACK. LF/MF Aids are displayed in GREEN.

COMPASS ROSE. Oriented to Magnetic North except in the Northern Domestic Airspace where VHF/UHF aids may be oriented on True or Grid North. Smaller sizes are used in congested areas.

VOR, VOR/DME, VORTAC, TACAN

Symbols may be displaced for sake of clarity, however the compass roses are correctly positioned.

DME; LF/MF NDB

RADIO AIDS TO NAVIGATION DATA BOXES

NAME Ch 102 115.5 YWG N49 55.7 W97 14.3 248 WG N49 54.0 W97 21.0 — Combined VHF/UHF and LF/MF aids co-located with FSS. DME available on frequency or channel. Underline indicates no ATS communication on this frequency.

NAME Ch 98 115.1 YHZ N44 55.4 W63 24.1 — VHF/UHF aids co-located with FSS. Navaid coordinates

NAME Ch 82 UOD N49 55.7 W97 14.3 DME 113.5 — UHF aids. TACAN and DME channels are without voice and not underlined.

NAME 110.75 PLL Ch 44(Y) — DME aids. TACAN mode "Y" must be used if indicated.

NAME 248 NAM N49 55.7 W97 14.3 (Private) Unmonitored — LF/MF aids. Underline indicates no ATS communication on this frequency. Non NAV CANADA / DND facility.

Subject to unscheduled outages without NOTAM.

AIR/GROUND COMMUNICATION BOXES

~~243.0~~ 239.8 (also shown in GREEN) FSS opr ltd hrs — HEAVY LINE BOXES indicate FSS with Standard Group frequencies 126.7, 121.5, 243.0. Low altitude discrete frequencies available are shown above the box. Barred frequencies (e.g. ~~243.0~~) are not available.

* O/T see CFS " indicates other communication services available outside FSS hours. See CFS for details.

122.5 126.7 (also shown in GREEN) QUEBEC 126.7 (bcst) — Remote Communications Outlet (RCO) or Dial-up Remote Communications Outlet (DRCO) associated with a Navigation Aid. Low altitude discrete frequencies above Thin Line Box are remoted to site indicated in box from FSS shown below box.

FIC/FSS will selectively activate the 126.7 MHz RCO transceiver when required to provide aeronautical broadcasting service (SEE CFS)

126.7 THUNDER BAY DRCO — RCO or DRCO not associated with a Navigation Aid. DRCO dialing instructions described in CFS.

PAL — PeripherAL Station. Remote site for extended range communications (PAL).

CARS — Community Aerodrome Radio Station (CARS).

A/G — Private air/ground station (A/G).

U.S.A. (including ALASKA)

122.1R 122.2 123.6 TWB — HEAVY LINE BOXES indicate Flight Service Stations (FSS). Frequencies 122.2 255.4 and emerg 121.5 and 243.0 are normally available at all FSS's and are not shown above the boxes. All other freqs available at FSS's are shown. Transcribed Weather Broadcast

Frequencies positioned above thin line NAVAID boxes are remoted to the NAVAID site. Other frequencies at the controlling FSS named are available, however altitude and terrain may determine their reception.

CHADRON CDR — Name and identifier for FSS not associated with NAVAID.

122.1R WASHINGTON — THIN LINE BOX without frequencies and Controlling FSS name indicates no FSS frequencies available. Controlling FSS Name.

AIRSPACE AND ROUTE INFORMATION

AIRWAYS AND ROUTES

VHF/UHF data is displayed in BLACK. LF/MF data is displayed in GREEN.

Some VHF/UHF airways/air routes are based on LF/MF facilities and a serviceable ADF is required at the MEA on the LF/MF portions. Centre lines and bearings on these portions are displayed in green.

- V487 — VHF/UHF airway centre line and identification.
- B22 — LF/MF airway centre line and identification.
- AR4 — Uncontrolled air route and identification.

EVEN altitude direction indicated by pointed end of box.

- Commonly used track or transition.
- L601 ◂ 276T — Uncontrolled low level fixed RNAV route.
- T701 ◂ 273 — Controlled low level fixed RNAV route.

Reference bearings are calculated at each waypoint or NAVAID in degrees TRUE in Northern Domestic Airspace and degrees magnetic in the Southern Domestic Airspace.

- 089 — Radial from a VHF/UHF radio aid.
- 089 — Bearing inbound to an LF/MF radio aid.
- 276 / 276T — Southern Domestic LF/MF outbound bearings are calculated at the NAVAID on quarter point variation. Northern Domestic Airspace LF/MF outbound bearings are calculated at the NAVAID and are true tracks.
- YPE 117.2 — Facility Locator used with radial line in the formation of an intersection if not otherwise obvious.
- HU 296 — Facility Locator used with bearing line in the formation of an intersection if not otherwise obvious.
- X X — Mileage breakdown point.
- → Denotes DME fix. (Distance same as route mileage).
- 23 → Denotes DME fix. (Encircled mileage shown when not otherwise obvious).
- 77 96 — Total mileage between radio aids and/or compulsory reporting points.
- 48 48 — Mileage between other reporting points, radio aids and/or mileage breakdown points.
- 2600 2600 — MEA (Minimum Enroute Altitude).
- *2300 *2300 — MOCA (Minimum Obstruction Clearance Altitude). MOCA omitted when same as MEA.
- MRA 6000 — MRA (Minimum Reception Altitude). MRA omitted when same as MEA.
- ⊣ ⊣ — Change in MEA or MOCA at an intersection or mileage breakdown point.
- 15 25 — Changeover point with mileage to radio aids. (Not shown at midpoint locations).

U.S.A. (including ALASKA)

- MCA (Minimum Crossing Altitude).
- MRA (Minimum Reception Altitude).
- MAA 15500 — MAA (Maximum Authorized Altitude).

REPORTING POINTS

▲ ▲ — Compulsory

△ △ — On request

○ A circle over a radio aid, intersection or waypoint denotes RNAV Fly-over.

Arrow points to aids forming intersection if not otherwise obvious.

BOUNDARIES

- FIR (Flight Information Region).
- Area of True Tracks.
- Air Defence Identification Zone.
- Control Area (CTA) Separation.
- Observed Coordinated Universal Time Zone (UTC).
- International Boundary.
- Ⓐ Altimeter Setting Region.
- CZ 3000 (2700) — Class "B" control zone with ceiling 3000 feet ASL. (Above aerodrome elevation 2700 feet).
- CZ"D" 3000 (2700) — Class "C" or "D" control zone as indicated with ceiling 3000 feet ASL. (Above aerodrome elevation 2700 feet).
- Class "E" control zone 3000' AAE, unless specified.(AAE above aerodrome elevation)

NOTE: CZ data will not be depicted on LO charts when fully contained within a Terminal Area Chart.

- Boundary of Terminal Area Chart.

SPECIAL-USE AIRSPACE

CYA - Advisory Area Activity Code:
(A) Acrobatic;
(F) Aircraft Test Area;
(H) Hang Gliding;
(M) Military Operations;
(P) Parachuting;
(S) Soaring;
(T) Training.
CYR - Restricted.
CYD - Danger.
MOA- Military Operations Area. (In Green)

Altitudes are from the surface up to and including altitude shown unless otherwise indicated.

(SERIES Y) - NOTAM series indicator.

U.S.A. (including ALASKA)

P- Prohibited. R- Restricted. W- Warning.
MOA- Military Operations Area. (In Green)

MISCELLANEOUS

- 5°W — Isogonal (2026)
- (265 kt) — Holding pattern with airspeed indicates maximum assessed indicated air speed for hold or shuttle.
- 5 NM — Holding pattern with distance indicates end of outbound hold leg is established by distance (in lieu of time value).

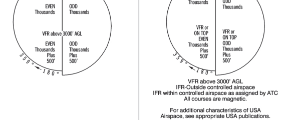
Distances are in nautical miles and tracks are magnetic except in the Northern Domestic Airspace where tracks are true e.g. (258T).

All altitudes are ASL unless otherwise noted. MOCA's (or MEA's when MOCA omitted) meet obstacle clearance requirements under ISA (International Standard Atmosphere) conditions.

Open areas (white) indicate controlled airspace.

Shaded areas (green) indicate uncontrolled airspace.

- 🟩 Controlled airspace above 12500 ASL in Canada.
- 5⁷ Area Minimum Altitude (AMA)


CRUISING ALTITUDES - CANADA
0° 179°
IFR & CVFR EVEN Thousands
IFR & CVFR ODD Thousands
VFR above 3000' AGL
EVEN Thousands Plus 500'
ODD Thousands Plus 500'
359° 180°
CRUISING ALTITUDES - U.S.A.
IFR EVEN Thousands
IFR ODD Thousands
VFR or ON TOP EVEN Thousands Plus 500'
VFR or ON TOP ODD Thousands Plus 500'

VFR above 3000' AGL
IFR-Outside controlled airspace
IFR within controlled airspace as assigned by ATC
All courses are magnetic.

For additional characteristics of USA Airspace, see appropriate USA publications.

Recyclable