CARTES DE RÉGIONS TERMINALES

CANADA ET ATLANTIQUE NORD
AIP Canada (CACD)
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 assume des responsabilités en matière de contrôle de la circulation aérienne, ainsi que les parties des Açores, des Bermudes et de l'Islande sont incluses pour utilisation militaire. Les voies et routes aériennes s'étendent à une altitude illimitée en Islande et aux Bermudes, et jusqu'à 20,000' ASL dans la zone la région de contrôle inférieur de Santa Maria.

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

ISLANDE AÇORES

THUNDER BAY WINDSOR TORONTO OTTAWA MONTRÉAL LÉGENDE

EN VIGUEUR 0901Z

19 MARS 2026

JUSQU'À 0901Z 14 MAI 2026

ATTENTION

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

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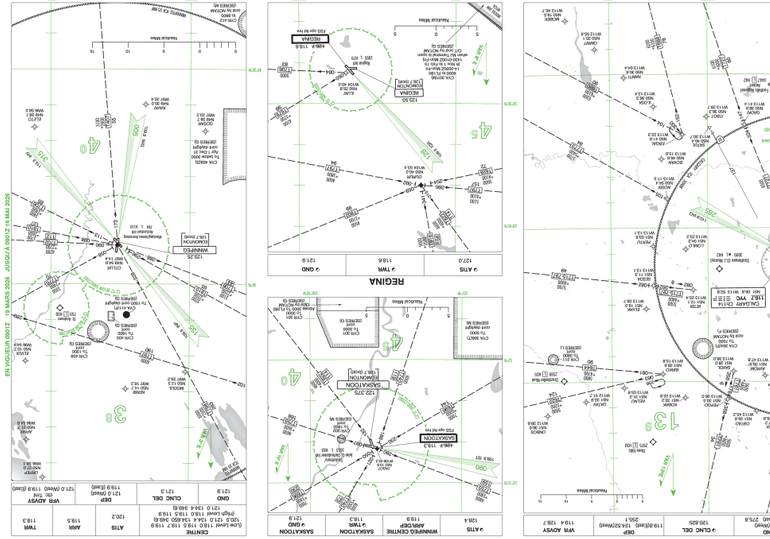
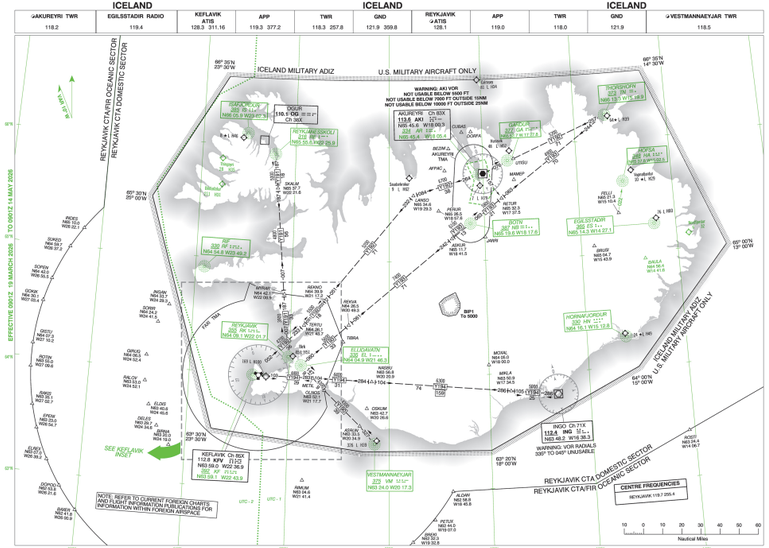
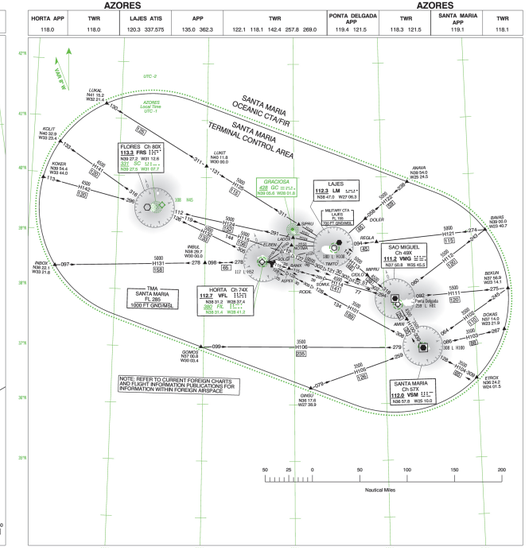
Sa Majesté le Roi aux droits du Canada







LEGEND

AERODROMES

AERODROMES: LAND — Civil, Joint Civil/Military, Military; WATER — Civil, 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 from adjacent water aerodrome. Water aerodrome name shown only when different than adjacent land aerodrome or NAVAID.

AERODROME DATA: 540 ▲ 167
- 540 — Elevation given in feet above sea level.
- ▲ — Runway lighting available.
- 167 — ARCAL.
- ● — Lat hrs or O/R: see CFS.
- ● — Hard surface runway.
- ● — Length of longest landing distance available given in nearest 100 feet with 70 feet as the last digit. (e.g. 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 the Canada Air Navigation System or Defence 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 oriented on True North. Smaller roses are used in congested areas.

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

AIRGROUND COMMUNICATION BOXES:
- 243.0 239.5 — HEAVY LINE BOXES indicate FSS with Standard Group frequencies 126.7, 121.5, 243.0 and 239.5 available. Frequencies available are shown above the box and Transmitting Stations in the box. Frequencies in 243.0/239.5 are not available.
- 122.5 126.7 — Remote Communications Outlet (RCO) or Glide-up Remote Communications Outlet (GRCO) operated with a Navigation Aid. Low altitude channels frequencies above This box indicates RCO/GRCO. Frequencies indicated in blue from FSS shown below box.
- 123.6 — Remote Communications Outlet (RCO) operated with a RCO transceiver when required to provide aeronautical broadcasting service (SEE CFS).
- 126.7 — RCO or DRCO not associated with a Navigation Aid.
- THUNDER BAY — DRCO dialing instructions described in CFS.
- GARS — Community Aerodrome Radio Station (CARS).
- A/G — Private air/ground station (A/G).
- Operates Limited Hours
- U.S.A. (including ALASKA)
- 122.1R 122.6 123.6 — HEAVY LINE BOXES indicate Flight Service Stations (FSS) operated by NAV CANADA. Frequencies 121.5 and 243.0 are normally available at all FSS's in the Canadian Domestic Airspace. All other freqs available at FSS's are shown.
- Transcribed Weather Broadcast
- Frequencies positioned above thin line NAVAID boxes are transmitted on the NAVAID and are tuned the controlling FSS named are available, however altitude and terrain may determine their reception.
- CHAKON CUR — Name and identifier for FSS not associated with NAVAID.
- 122.1R — THIN LINE BOX without frequencies and Controlling FSS name indicates no FSS communication available.
- WASHINGTON — Controlling FSS Name.

RADIO AIDS TO NAVIGATION DATA BOXES:
- NAME Ch 102 / 115.5 TWG DUS — Twin Otter only. Not available to all users. Not in Canada. 949 55.7 W87 14.3 — 949 55.7 W087 14.3 — 3444 55.4 W083 24.1
- NAME 115.1 YKC 21.5° — Not available to all users. Not in Canada. 3444 55.4 W083 24.1
- NAME Ch 82 UGO — 949 55.7 W87 14.3 — DME 113.5
- NAME 110.75 PLL — Not used if indicated.
- NAME 248 NAM — Underline indicates VORTAC channel/frequency and DME channel/frequency. Non NAV CANADA / DND facility.

Subject to unscheduled outages without NOTAM.

Recyclable

AIRSPACE AND ROUTE INFORMATION

AIRWAYS AND ROUTES: VHF/UHF data is displayed in BLACK. LF/MF data is displayed in GREEN.

Some VHF/UHF airway/jet routes are based on LF/MF airways. Where the LF/MF airway/jet route is not on the LF/MF portions, Centre lines and bearings on these portions are displayed in green.

- A599 — VHF/UHF airway centre line and identification.
- L599 — LF/MF airway centre line and identification.
- Uncontrolled air route and identification.
- FIZ/N — Airway direction indicated by pointed end of box.
- Commonly used track or transition.
- Uncontrolled low level fixed RNAV route.
- T273 → 273 — Controlled low level fixed RNAV route.
- Minimum altitude at each waypoint in MEA/MOCA/MRA/MCA/MRA/MCA 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 — Southern Domestic LF/MF outbound bearings are calculated at the Navigation Aid. Low altitude Northern Domestic Airspace LF/MF outbound bearings are calculated at the Intersection of Airways.
- 276 — Facility Locator used with radial line and bearing. Bearing intersection is not otherwise obvious.
- VRE 117.2 — Facility Locator used with bearing. Bearing intersection is not otherwise obvious.
- HV 256 — Facility Locator used with bearing. Bearing intersection is not otherwise obvious.
- Mileage breakdown point.
- 48 48 — Denotes DME fix. (Distance same as route mileage).
- 20D 70D — Denotes DME fix. (Distance/mileage breakdown shown when not otherwise obvious).
- 48 48 — Mileage between navigation aids.
- 20D 70D — Mileage between other reporting points; radio aids and/or mileage breakdown points.
- MEA 3500 — MEA (Minimum Enroute Altitude).
- *3300 *7000 — MOCA (Minimum Obstruction Clearance Altitude). MOCA omitted when same as MEA.
- MRA 4000 — MRA (Minimum Reception Altitude). MRA omitted when same as MEA.
- Change in MEA or MOCA at an intersection or mileage breakdown point.
- Changeover point with mileage breakdown (if shown at an indicated location).
- U.S.A. (including ALASKA)
- MCA (Minimum Crossing Altitude).
- MRA (Minimum Reception Altitude).
- MAA (Maximum Authorized Altitude).

REPORTING POINTS:
- Compulsory.
- On request.
- A circle over a radio aid, intersection or waypoint denotes RNAV Fly-over.
- Area of Truth Table.
- Air Defence Identification Zone.
- Control Area (CTA) Separation.
- Observed Coordinated Universal Time Zone (UTC).
- International Boundary.
- Alternate Setting Region.
- Area in which maximum ceiling and/or minimum visibility requirements are stipulated.
- LV 3NM 2700 — Low Visibility 3 NM and ceiling 2700 feet.
- NOTE: CZ data will not be depicted on LD charts when fully contained within a Terminal Area Chart.
- Boundary of Terminal Area.

SPECIAL-USE AIRSPACE: Colour and Alphanumeric Code:
- (A) Aerobatics
- (C) Aerobatic Task Area;
- (M) Military Operations;
- (P) Parachuting;
- (R) Restricted;
- (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 1) - NOTAM file indicator.
- U.S.A. (including ALASKA)
- P - Prohibited.
- R - Restricted.
- W - Warning.

MOA - Military Operations Area. (In Green).

MISCELLANEOUS:
- Magnetic variation value is based on the year of chart release and calculated from the centre of the chart.
- Holding pattern with airspeed indicates maximum assessed indicated air speed for hold or shuttle.
- Holding pattern with distance indicates maximum assessed distance flown by distance (in lieu of time values).

Distances are in nautical miles and tracks are magnetic except in the Northern Domestic Airspace where tracks are true e.g. (236T).

All altitudes are ASL unless otherwise noted: MOCA's (or MOA's when MOCA omitted) meet obstacle clearance requirements of the ICAO (International Standard Atmospheric conditions).

Open areas (white) indicate controlled airspace. Shaded areas (green) indicate uncontrolled airspace.

- Oceanic routes.
- Area Minimum Altitude (AMA).

CRUISING ALTITUDES - CANADA

EB	WB
010	000
020	030
030	040
040	050
050	060
060	070
070	080
080	090
090	100
100	110
110	120
120	130
130	140
140	150
150	160
160	170
170	180
180	190
190	200
200	210
210	220
220	230
230	240
240	250
250	260
260	270
270	280
280	290
290	300
300	310
310	320
320	330
330	340
340	350
350	360
360	370
370	380
380	390
390	400
400	410
410	420
420	430
430	440
440	450
450	460
460	470
470	480
480	490
490	500

NOTE: SOME AIRWAYS ARE EXCEPTIONS TO THE ABOVE. CROSSED IDENTIFICATION BOX INDICATES DIRECTION FOR EVEN ALTITUDE.

CRUISING ALTITUDES - U.S.A.

EB	WB
000	010
020	030
040	050
060	070
080	090
100	110
120	130
140	150
160	170
180	190
200	210
220	230
240	250
260	270
280	290
300	310
320	330
340	350
360	370
380	390
400	410
420	430
440	450
460	470
480	490

NOTE: FL290 and below are based on 1000 feet increments. FL300 and above are based on 2000 feet increments. Odd altitudes are for IFR controlled airspace as assigned by ATC. Even altitudes are reserved for VFR. For Canadian Domestic Airspace, see appropriate USA publications.

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