NAV CANADA VTA

LEGEND

CONSULT NOTAM AND CANADA FLIGHT SUPPLEMENT FOR ADDITIONAL DATA AND LATEST INFORMATION
CONSULT CANADA FLIGHT SUPPLEMENT FOR GENERAL CHART LEGEND INFORMATION

Terminal Control Area Boundary

Agency/Frequency Boundary

VFR Route - Follow route unless otherwise instructed

VFR Route - One way

VFR Heli Route

Sightseeing Circuit (see CFS)

Terminal Class "C" Route

125 — Ceiling of indicated class of airspace in hundreds of feet ASL

TML C — Indicated class of airspace
Calling agency and frequency. TML - Call appropriate Terminal

ABV 30 / 30 — Floor of indicated Class of airspace in hundreds of feet ASL

Ceiling of indicated class of airspace or CZ in hundreds of feet ASL

TWR D — Indicated class of airspace
Calling agency and frequency. TWR - Call appropriate tower

13 or SFC — Floor of CZ or indicated class of airspace in hundreds of feet ASL.
SFC means surface of earth

NAME — VFR call up point

NAME — VFR check point

NAME — Military - VFR check point

VFR call up points and VFR check points are geographical points which VFR traffic should use when reporting positon (over or bearing and distance from) to ATC.

VFR call up point prior to entry of the specified class of airspace. VFR check point prior to CZ entry, within a CZ or prior to entry of special use airspace.

VFR FLIGHT PROCEDURES:

ARRIVAL: Arriving aircrafts should establish contact 5 NM prior entering TCA.
DEPARTURE: Departing aircrafts should advise Twr of intentions to operate in TCA prior to taxi.

CAR 601.03 TRANSPONDER AIRSPACE:

A functioning Mode "C" transponder is required for all aircraft operating:
(a) within Montreal/Pierre Elliott Trudeau Intl and Mirabel Intl control zones;
(b) within Montreal TCA.

CAR 601, DIVISION I, AIRSPACE STRUCTURE, CLASSIFICATION AND USE:

Pilots are required to comply with CAR 601. Some of these requirements are:

Class C airspace is a controlled airspace within which both IFR and VFR flights are permitted, but VFR flights require a clearance from ATC to enter. ATC separation is provided between all aircraft operating under IFR and, as necessary to resolve possible conflicts, between VFR and IFR aircraft. Aircraft will be provided with traffic information. Conflict resolution will be provided, upon request, after VFR aircraft is provided with traffic information

Traffic information is issued to advise pilots of known or observed air traffic which may be in proximity to their aircraft's position or intended route of flight warranting their attention. Conflict resolution is defined as the resolution of potential conflicts between IFR/VFR and VFR/VFR aircraft that are radar identified and in communication with ATC.

A person operating an aircraft in VFR flight in Class C airspace shall ensure that:

(a) the aircraft is equipped with
(i) radio communication equipment capable of two-way communication with the appropriate ATC unit, and
(ii) a transponder and automatic pressure altitude reporting equipment; and
(b) a continuous listening watch is maintained by a flight crew member on a radio frequency assigned by ATC.

A person wishing to operate an aircraft that is not equipped with functioning communication and transponder equipment for VFR flight in Class C airspace may, during daylight hours and in VMC, enter Class C airspace provided that permission to enter and to operate within the airspace is obtained from ATC prior to the operation being conducted.

AERODROMES

Aerodrome symbols may be offset for clarity of presentation.
For services and other data see the Flight Supplement.

WITH SERVICES
HARD SURFACED RUNWAYS

Only usable runways are shown.
Patterns drawn at chart scale.

WITHOUT HARD SURFACED RUNWAYS

LAND

WATER

OTHER AERODROMES

Land

Water

Heliport

Hospital heliport

Abandoned

Status unknown

AERODROME DATA

NAME
371 L H53M122.2
DAYS 60

NAME (M)
371 L 53M122.3

NAME (R)
371 S

Customs available
ATIS — Automatic Terminal Information Service
371 — Elevation in feet (ASL)
L — Runway lighting available
L — ARCAL
★ — Ltd hrs or O/R: see CFS
H — Hard surfaced runway
53 — Longest landing distance in hundreds of feet (53 indicates length between 5270 and 5369)
DAYS 60 — Day landing distance

M — Mandatory Frequency
A — Aerodrome Traffic Frequency
U — Private advisory station (UNICOM) U1-122.8 U2-123.0
(A) — Common Traffic Advisory Frequencies (USA)
S — Sheltered mooring area
(M) — Military aerodrome - restricted PPR, use only by specific authorization
(R) — Restricted, PPR, use only by specific authorization
☆ — Aerodrome Beacon
◶ — Operates less than continuous
NO SVFR — Fixed-wing special VFR flight is prohibited (USA)

RADIO AIDS TO NAVIGATION

Radio/Navigation facilities not operated by Nav Canada or Department of National Defence and Commercial Broadcasting Stations are subject to outage or change without NOTAM

VDF = VHF/DF UDF = UHF/DF VUDF = VHF/UHF/DF

Compass roses are oriented on magnetic north unless otherwise indicated.

VOR DME VORTAC TACAN NDB Commercial Broadcasting Station

Dot indicates radio facility location.

RADIO AIDS TO NAVIGATION DATA BOXES

TORONTO
112.15 YYZ
DME Ch 58(Y)

VHF/UHF Navigation Aids.
DME available on frequency or channel.
TACAN mode "Y" must be used.

HALIFAX
115.1 YHZ
DME Ch 98
248 HZ

Combined VHF/UHF and LF/MF Navigation Aids.

TACAN and DME channels are without voice and are not underlined.
(Private) indicates NON Nav Canada/DND facility.
TWB-Transcribed Weather Broadcast.
Underline indicates no ATS communication on this frequency.

KAMLOOPS
223 YKA

LF/MF Navigation Aids.

AIR/GROUND COMMUNICATION BOXES

HEAVY LINE BOXES indicate FSS with Standard Group frequencies 126.7, 121.5, 243.0.
Other frequencies available are shown above the box.
Barred frequencies (e.g. ~~243.0~~) are not available.
In the USA heavy line boxes indicate Flight Service Stations with standard frequencies 255.4, 122.2 and emergency 243.0, 121.5.

FSS combined with Navaid
~~243.0~~ 122.5

FSS not associated with Navaid
~~243.0~~ 122.5

FSS opr ltd hrs
O/T see CFS

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

THIN LINE BOXES - Frequencies above box are remoted to site indicated in box from site shown below box.
Those without frequencies and controlling FSS name indicate no FSS frequencies available.

RCO or DRCO combined with Navaid
126.7

RCO or DRCO not associated with Navaid
243.0 123.275
QUEBEC
126.7 (bcst)
DRCO

DRCO - dialing instructions described in CFS.

All National, Provincial and Municipal Parks are closed to aircraft unless otherwise specified in the A.I.P. Canada and/or the supplements or by prior permission of the appropriate park authorities.

AIRSPACE INFORMATION

Controlled airspace below FL 180 is shown
All bearings are magnetic

Control Area Boundary

250 — Airway centre line

Air route centre line

Compulsory/on request reporting point

Instrument Approach Waypoint

Changeover Point

Airspace Boundary - Class as indicated

MODE C — Transponder Mode C required

E700 — Boundary between controlled areas with different floors. Floors are 2200 feet AGL in Canada and 1200 feet AGL in USA unless otherwise indicated. 700 feet is AGL.
Class of airspace

CZ 4000 (3700) — Class "B" control zone with ceiling 4000 feet ASL (Above aerodrome elevation 3700 feet).

CZ "C" 4000 (3700) — Class "C" or "D" control zone as indicated with ceiling 4000 feet ASL (Above aerodrome elevation 3700 feet).

Class "E" control zone (Aerodrome control zone, other countries)

CYR 360 — Class "F" or Special Use airspace.

CANADA: CYA - Advisory CYD - Danger CYR - Restricted
USA: A - Alert P - Prohibited
R - Restricted W - Warning

CYA 123(P)

AREA ACTIVITY CODES
(A) Acrobatic, (F) Aircraft Test Area,(H) Hang Gliding, (M) Military Operations
(P) Parachute Dropping, (S) Soaring, (T) Training, MOA - Military Operation Area (USA)

Altitudes are inclusive unless otherwise indicated.
(CZQM) - NOTAM file indicator.

Parachute Dropping

Hang-gliding

Soaring

Ultra-light

Training

Cable Span
Known hazardous cable crossings are shown.

Obstruction and group obstructions below 1000 feet AGL.

Obstruction and group obstructions 1000 feet AGL and above.

2049 — Elevation in feet (ASL)
(1780) — Height in feet (AGL)

NOTE: Known obstructions 300' or higher and known significant obstructions below 300' are shown. When two or more are in the same area, only the highest obstruction is shown. Obstructions are lighted unless labelled "Unlighted".

Feet / Metres

10 = 3
9
8
7 = 2
6
5
4 = 1
3
2
1
0 = 0

1 ft = 0.30481 m
1 m = 3.28084 ft

MISCELLANEOUS

—20° E— Isogonic line (2014 value)

Prominent Transmission Line

Marine Light. White unless annotated.

Lighting Annotations:
Al - alternating white and red if colour not indicated, F - fixed, Fl - flashing, Iso - equal interval, Q - quick flashing, Oc - occulting, Fl(3) - group flashing, Oc(2) - group occulting, SEC - sector, sec - second, W - white, R - red, B - blue, G - green, Y - yellow, (3) - number of flashes for time period.

NOTICE

Additions and corrections for this chart are requested.
Send to: AIS DATA COLLECTION PO BOX 9824 STN T CSC
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