

# AERONAUTICAL INFORMATION CIRCULAR 45/11

## WINDSOR–TORONTO–MONTREAL MAJOR CHANGES FOR 9 FEBRUARY 2012

On 9 February 2012 NAV CANADA will publish significant changes to the aeronautical data in the Toronto–Ottawa–Montreal corridor. These changes, as part of the Windsor–Toronto–Montreal Airspace and Services Review, are designed to increase flight efficiency and capacity through increased reliance on RNAV Capability.

The changes include:

- Significant changes to some standard instrument arrival (STAR) procedures;
- New STAR procedures;
- New standard instrument departure (SID) procedures; and
- New area navigation (RNAV) air routes (T and Q routes).

**It is essential that on the day of publication aircraft have current and up to date aeronautical databases.**

Coincident with the publication of these new RNAV routes and procedures, a significant number of conventional STAR procedures and very high-frequency (VHF) based air routes will be deleted. Therefore, aircraft that do not have up-to-date aeronautical data may incur delays accessing the instrument flight rules (IFR) system during peak traffic periods.

For those aircraft navigating in this corridor without RNAV capability, a limited number of routes are being maintained. Portions of V98 and V300 are being maintained east of Toronto to the Ottawa–Montreal area for VHF navigation, while most other VHF routes within the corridor are having segments removed. IFR flights departing or destined for airports not served by these airways can expect clearances via VHF omnidirectional range (VOR) radials or radar vectors.

Additional data will be available prior to publication, including new preferential routes and traffic management plans. Please check for an aeronautical information circular (AIC) 12 January containing this and other important implementation information. The following tables provide a general summary of what new procedures are being implemented, and what procedures are being amended or revoked.

### New RNAV Terminal Procedures

Toronto (CYYZ)		Ottawa (CYOW)	Montreal (CYUL)
IMEBA STAR	BOMET SID	LEAMY STAR	GAINY STAR
RAGID STAR	BULGE SID		HABBS STAR
UDNOX STAR	DEDKI SID		
VIBLI STAR	MATES SID		
VERKO STAR	RIKEM SID		
FLINE STAR	SEDOG SID		
	TONNY SID		
	VERDO SID		

**Amended Terminal Procedures**

Toronto (CYYZ)	Ottawa (CYOW)	Montreal (CYUL)
LINNG STAR	CAPITAL STAR	ABCOT STAR
MANS STAR	DEANS STAR	OMBRE STAR
ROKTO STAR	MEECH STAR	
WATERLOO STAR	RIVER STAR	

**Revoked Terminal Procedures**

Toronto (CYYZ)	Ottawa (CYOW)	Montreal (CYUL and CYMX)
BORDN STAR	CYRIL STAR	ANTAG STAR
SIMCOE STAR	LANRK STAR	CEDAR STAR
WASIE STAR	OTTAWA STAR	CATOG STAR
YOUTH STAR	THURO STAR	MASSENA STAR
		MIRABEL STAR
		NAPEE STAR

**Airways with Revoked Segments (Toronto–Ottawa–Montreal Corridor)**

J500	J509	J513	J546	J553	J555	J558	J579
J586	J588	J592	J594	J595	J596	J597	
V3	V37	V91	V98	V104	V145	V203	V216
V282	V308	V316	V322	V346	V348	V352	V360
V365	V373	V448	V449	V496			
AR11	B24	B7	R1	R2	R77		

Additional information pertaining to the changes in this phase, including factors associated with operational requirements for aircraft, will be published as implementation approaches. If you have any questions pertaining to these planned changes or how they align with NAV CANADA's development of performance-based navigation (PBN) criteria, or concerns about your organization's ability to flight plan and fly these types of procedures, please contact:

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