

AIP CANADA (ICAO) SUPPLEMENT 19/16

REVIEW OF THE MONTRÉAL TERMINAL CONTROL AREA MONTRÉAL, QUÉBEC

(Replaces AIC 9/16)

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the airspace structure and classification of the Montréal terminal control area (TCA).

An analysis of the flight paths and profiles of instrument flight rules (IFR) aircraft flying in and out of the Montréal area and evolving traffic led us to conclude that the structure and floors of the Montréal TCA needed to be reviewed. The new structure of the TCA will alleviate visual flight rules (VFR) traffic compression by raising the floors in some sectors and moving boundaries while keeping IFR traffic within controlled airspace.

Crossing VFR traffic in the northern part of the Montréal/St-Hubert control zone, the re-opening of runway 11/29, and an increase in traffic at the Montréal International (Mirabel) airport requires changes to the boundaries of these control zones and transition areas.

Following are the recommended changes to the Montréal TCA and control zones. The changes are detailed in the diagrams below.

- Redesign the entire Montréal TCA, centering the majority of the airspace over the Montréal/ Pierre Elliott Trudeau International airport, modifying boundaries and raising or lowering the base in certain areas to more effectively contain the new flight paths for IFR aircraft and to alleviate compression for VFR aircraft operating below and around the Montréal TCA.
- Standardize the classification of all controlled airspace in the Montréal TCA as Class C.
- Change the classification of the Montréal/St-Hubert control zone from Class D (transponder not required) to Class C.
- Expand the northern boundary of the Montréal/St-Hubert control zone so that it reaches the St. Lawrence River in order to contain crossing tracks of VFR traffic and provide control services to the affected aircraft.
- Modify the boundary between the Montréal/Pierre Elliott Trudeau International and Montréal/St-Hubert control zones to reduce the need for coordination of IFR aircraft landing at Montréal/St-Hubert on runway 06L.
- Redesign the Montréal International (Mirabel) control zone to contain aircraft within the control zone once runway 11/29 has re-opened and in consideration of the new instrument approach procedures that have been developed for these runways.
- Modify the boundaries of the Montréal International (Mirabel) transition area to contain instrument approach procedures and remove the requirement for VFR traffic to contact Mirabel Radio between 1,300 feet and 1,500 feet above sea level (ASL).
- Expand the Bell Textron CYR601 and CYR624 so that they have more restricted airspace for their operations.

These changes will take effect 26 May 2016 at 0901 Coordinated Universal Time (UTC). Use this Supplement for reference until the 40th Edition of the Montréal VFR terminal area chart (VTA) is available in early June.

(See airspace diagrams below).

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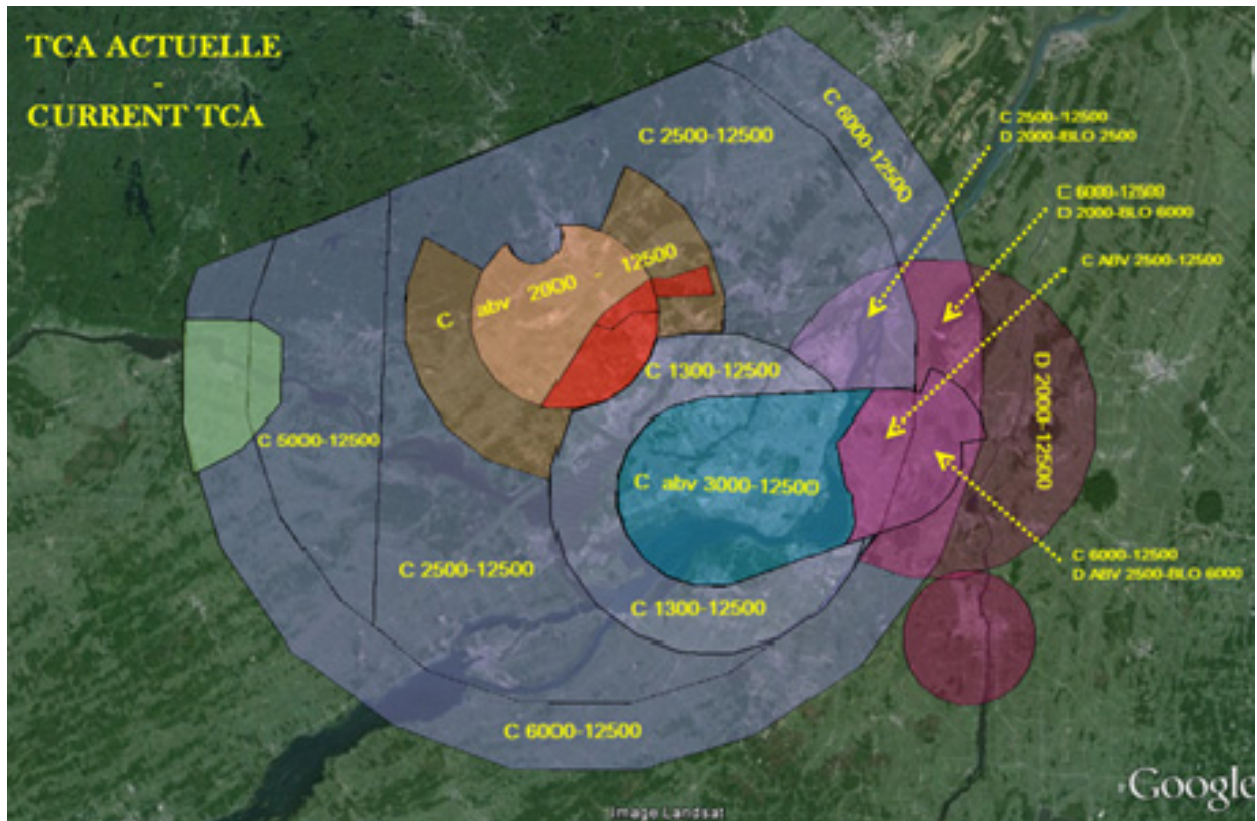


Figure 1: Current TCA

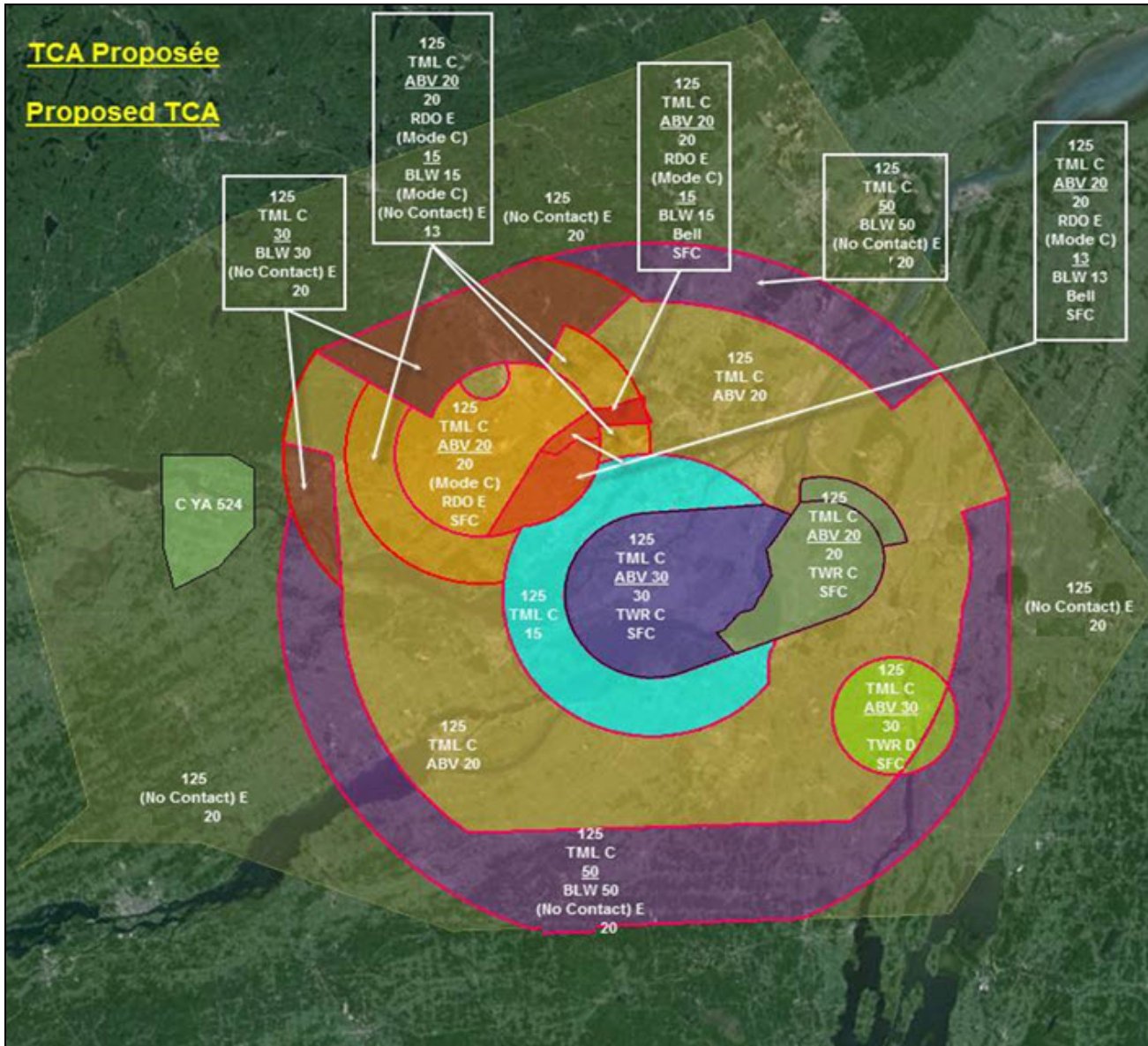


Figure 2: Proposed TCA

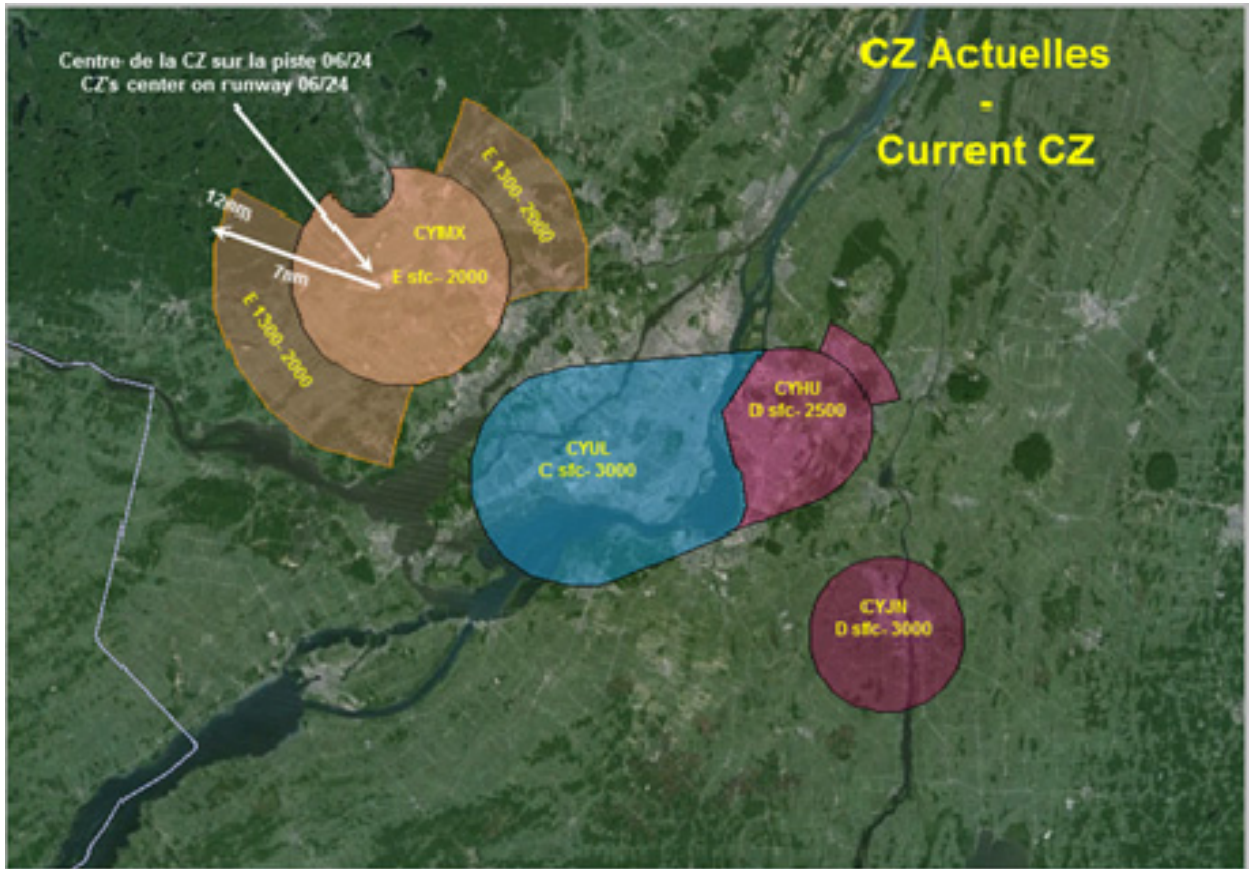


Figure 3: Current CZ

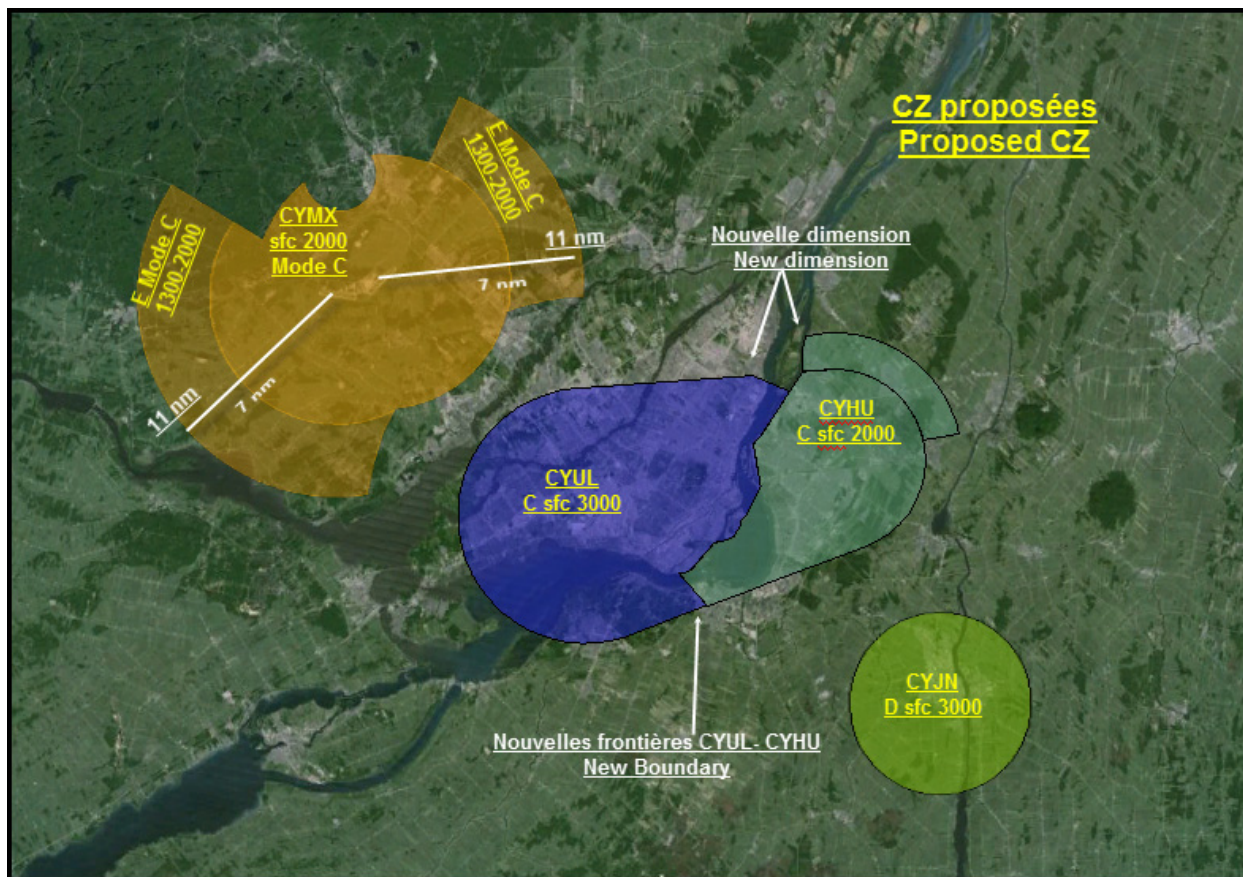


Figure 4: Proposed CZ

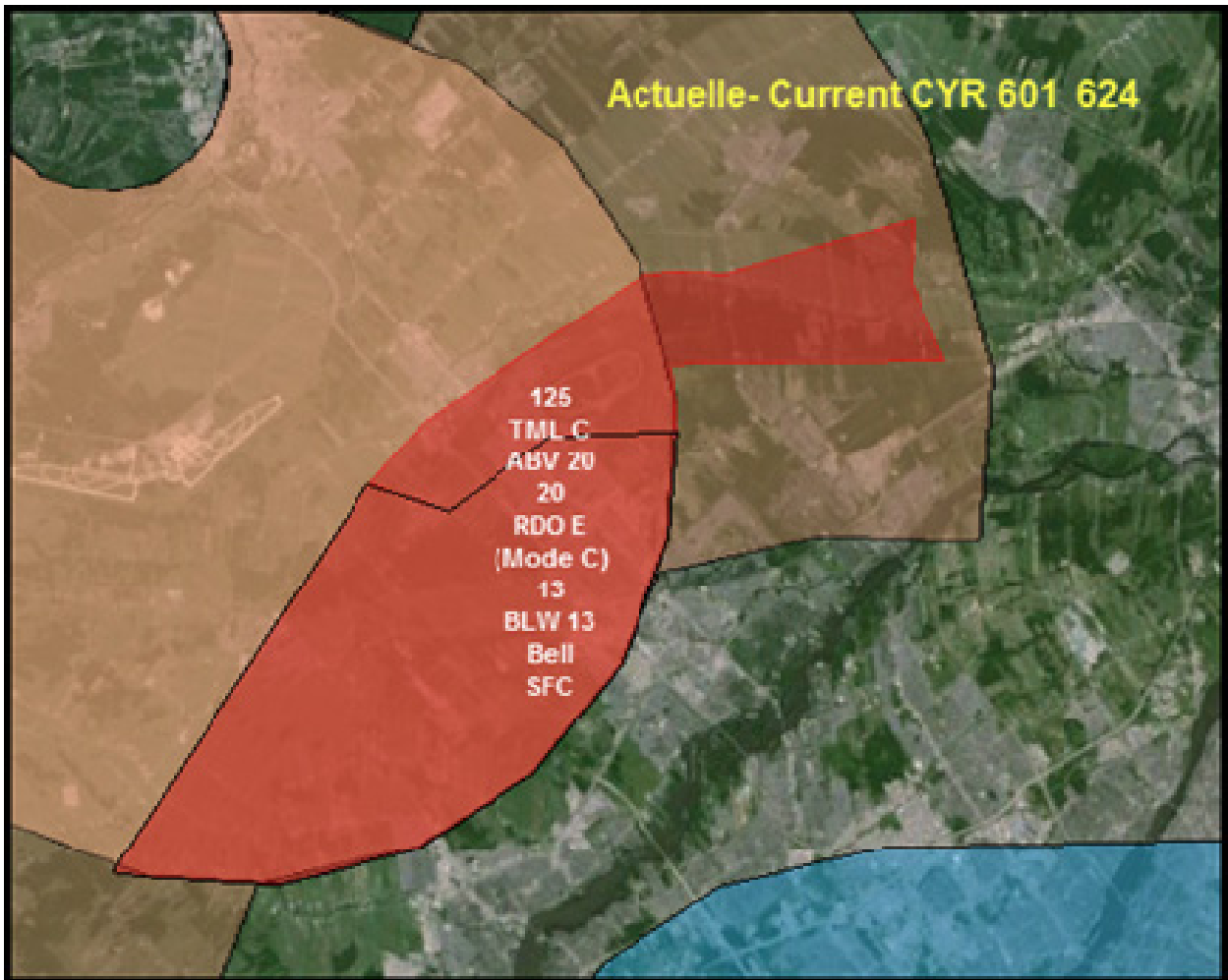


Figure 5: Current CYR 601 and 624

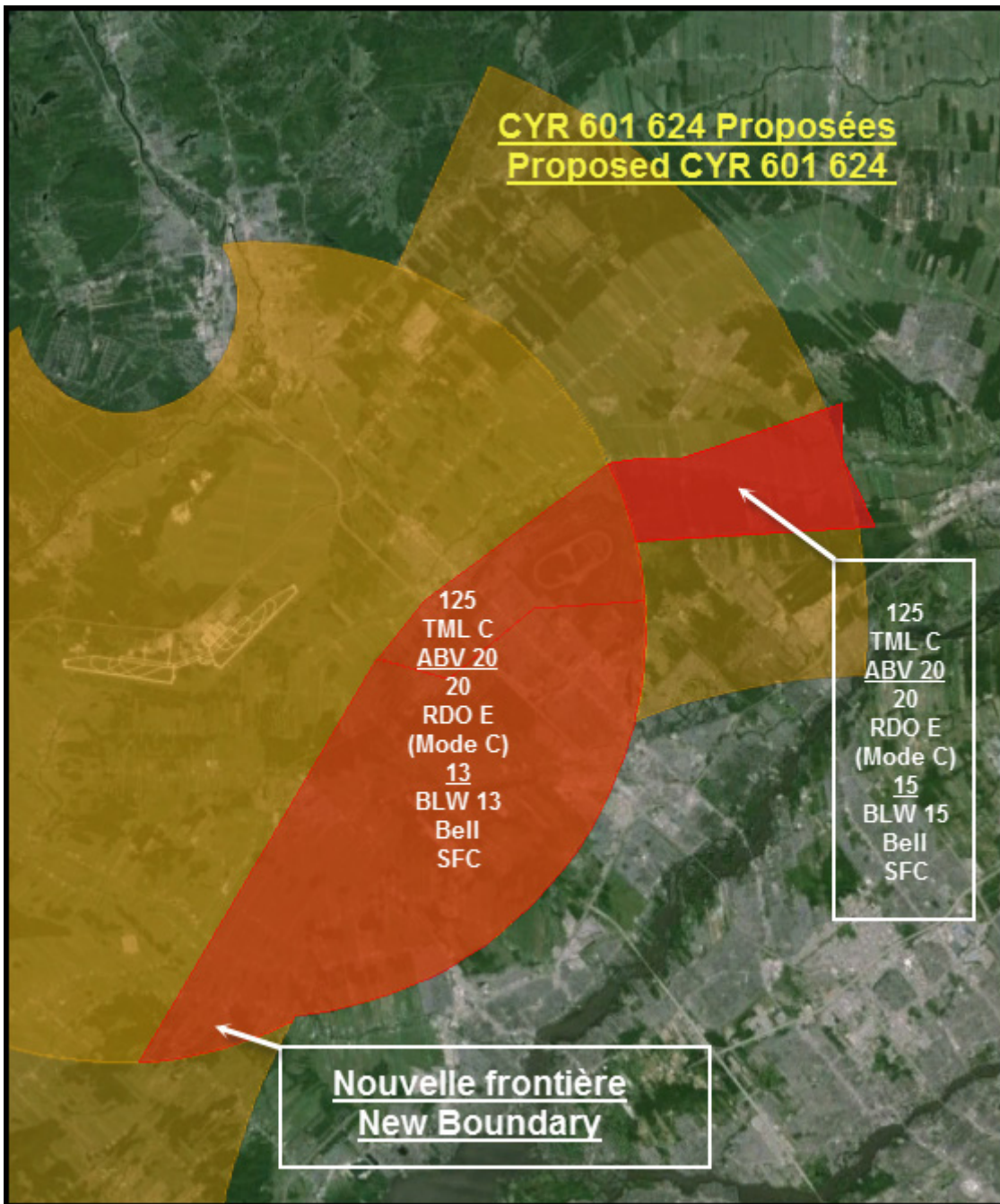


Figure 6: Proposed CYR 601 and 624