

AERONAUTICAL INFORMATION CIRCULAR 26/18

NEW PROCEDURES FOR THE USE OF A GROUND ADVISORY FREQUENCY AT MIRABEL (CYMX) AND RED DEER (CYQF) AERODROMES

(Supersedes AIC 9/18)

The purpose of this aeronautical information circular (AIC) is to inform pilots and air traffic services (ATS) of new procedures associated with the introduction of a ground advisory (GND ADV) frequency for use at **Montréal International / Mirabel Aerodrome (CYMX)** and **Red Deer Regional Aerodrome (CYQF)**.

Procedures

- When the GND ADV frequency is operational, pilots operating on the apron and taxiways up to the hold line for runways in use at Mirabel or Red Deer Aerodromes will be exempt from maintaining a continuous listening watch and making reports on the mandatory frequency (MF) (*Canadian Aviation Regulations* [CARs] subsections 602.97 [2], 602.98 [1], and section 602.99). While operating on the ground, ATS will instruct pilots to make all frequency changes.
- New operating restrictions regarding communications on the MF and the GND ADV frequency will be specified by the Minister in the *Canada Flight Supplement* (CFS).
- New procedures for use of the GND ADV frequency at Mirabel and Red Deer Aerodromes will be published in appropriate aeronautical publications, as noted below.

Pursuant to CARs subsection 602.98 (1), the Minister has authorized NAV CANADA ATS to specify operating restrictions regarding communications intended for the MF, and assign a GND ADV frequency for use at Mirabel or Red Deer Aerodromes, for aircraft operating on the apron and taxiways up to the hold line before the runway in use. This action has been taken to reduce the frequency congestion on the MF and reduce safety hazards associated with such congestion.

Coincident with this action, during periods when the GND ADV frequency is operational, pilots will be exempt from the requirements of CARs sections 602.97, 602.98, and 602.99. Pilots must still adhere to CARs sections 602.100 to 602.103, inclusive.

Referenced CARs are reproduced in Appendix A on page 3 of this AIC. The exemption number and title are as follows: NCR-023-2018, "Exemption from Subsections 602.97 (2), 602.98 (1), and Section 602.99 of the Canadian Aviation Regulations."

Commencing immediately NAV CANADA will provide ground traffic information, pre-taxi clearances (where available), and other advisory information on the GND ADV frequency.

During this change, the automatic terminal information service (ATIS) message will contain information to pilots regarding use of the GND ADV frequency.

The following aeronautical publications will be amended to reflect this additional frequency:

- *Canada Flight Supplement (CFS).*
- *Canada Air Pilot (CAP) Instrument Procedures, General (GEN) Pages.*
- *CAP Instrument Procedures, Volume 3: Alberta, Saskatchewan, Manitoba.*
- *CAP Instrument Procedures, Volume 5: Quebec.*
- *CAP Instrument Procedures, Volume 6: Québec.*

Refer to the CFS General section, CAP Volume 6 and the CAP GEN for a definition of Ground Advisory. Refer to the CFS Aerodrome Facility Directory, CAP Volume 3, CAP Volume 5, and CAP Volume 6 for more detailed information specific to these aerodromes, such as frequency and procedures.

Phraseology examples that pilots can expect from flight service specialists include:

- Instruction to change to the appropriate frequency (after receipt of advisory information):

Pilot:	GOLF ALFA BRAVO CHARLIE ON BRAVO FOR RUNWAY TWO THREE AT ALFA
GND ADV	ROGER, CONTACT RADIO ON (<i>frequency</i>)

- Recommended taxi routing during complex ground traffic situations:
SUGGEST TAXI VIA BRAVO, ECHO, JULIET, ALFA. HOLD SHORT RUNWAY ONE ONE
or
RECOMMEND TAXI VIA TANGO, BRAVO, RUNWAY TWO FOUR
- When transferring aircraft to either frequency (if the FSS positions are combined):
CHANGE TO MY FREQUENCY (*frequency*)

This AIC supersedes AIC 9/18 and will not expire unless superseded by a change in the level of service, or by amendment of, exemption from, or interpretation of the *Canadian Aviation Regulations*.

If you have any questions or concerns, please contact:

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APPENDIX A

Division V — Operations at or in the Vicinity of an Aerodrome

General

602.96 (1) This section applies to persons operating VFR or IFR aircraft at or in the vicinity of an uncontrolled or controlled aerodrome.

(2) Before taking off from, landing at or otherwise operating an aircraft at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that

- (a) there is no likelihood of collision with another aircraft or a vehicle; and
- (b) the aerodrome is suitable for the intended operation.

(3) The pilot-in-command of an aircraft operating at or in the vicinity of an aerodrome shall

- (a) observe aerodrome traffic for the purpose of avoiding a collision;
- (b) conform to or avoid the pattern of traffic formed by other aircraft in operation;
- (d) where the aerodrome is an airport, comply with any airport operating restrictions specified by the Minister in the Canada Flight Supplement;

VFR and IFR Aircraft Operations at Uncontrolled Aerodromes within an MF Area

602.97 (1) Subject to subsection (3), no pilot-in-command shall operate a VFR or IFR aircraft within an MF area unless the aircraft is equipped with radio communication equipment pursuant to Subpart 5.

(2) The pilot-in-command of a VFR or IFR aircraft operating within an MF area shall maintain a listening watch on the mandatory frequency specified for use in the MF area.

General MF Reporting Requirements

602.98 (1) Every report made pursuant to this Division shall be made on the mandatory frequency that has been specified for use in the applicable MF area.

(2) Every report referred to in subsection (1) shall be

- (a) directed to the ground station associated with the MF area, if a ground station exists and is in operation; or
- (b) broadcast, if a ground station does not exist or is not in operation.

MF Reporting Procedures before Entering Manoeuvring Area

602.99 The pilot-in-command of a VFR or IFR aircraft that is operated at an uncontrolled aerodrome that lies within an MF area shall report the pilot-in-command's intentions before entering the manoeuvring area of the aerodrome.