

AERONAUTICAL INFORMATION CIRCULAR 014/2026

VANCOUVER AND TORONTO REGION CHANGES AND RESTRICTIONS TO AIRSPACE IN CONJUNCTION WITH THE FIFA MEN'S WORLD CUP, JUNE 12 TO JULY 7

(Replaces AIC 011/2026)

General

Toronto, Ontario, and Vancouver, British Columbia, will host multiple matches of the FIFA Men's World Cup 2026. This tournament represents one of the largest global sporting events and is expected to generate unprecedented demand on the civil aviation system, not only at Toronto Pearson International Airport and Vancouver International Airport but also at the numerous regional airports and airspace sectors serving both metropolitan regions. It is anticipated that the June-July 2026 event period could be associated with increased international and domestic travel demand. Drawing on patterns observed from comparable large-scale events, air travel may experience earlier-than-usual booking activity, with the potential to approach typical peak season levels for these locations. These expectations are preliminary, speculative in nature, and subject to change as conditions and information evolve.

Safety and security are of paramount concern throughout this period. In response, this Aeronautical Information Circular (AIC) introduces new operational elements and reinforces established procedures designed to manage the forecast volumes of traffic, protect the integrity of airspace operations, and ensure the safe, orderly, and efficient movement of aircraft in the vicinity of all affected aerodromes and airspace.

This AIC outlines the temporary airspace structure, enhanced operational rules, coordination mechanisms, reporting requirements, and safety and security measures that will be in place before, during, and after the FIFA Men's World Cup 2026 matches to support the aviation system's response to this exceptional event from June 12th to July 7th, 2026.

This supplement is divided into the following five sections:

AIRSPACE RESTRICTIONS – FIFA MEN'S WORLD CUP:
Section 1 – Airspace Overview
Section 2 – Airspace Restrictions to VFR Aircraft
Section 3 – Aircraft PPR/Slot Time Enforcement
Section 4 – RPAS Restricted Airspace
Section 5 – Flight Planning Procedures

1.0 Airspace Overview

1.1 Airspace Structure

The airspace structure is established by Transport Canada (TC) as the civil aviation regulator. It is in place to safely manage traffic related to the FIFA Men’s World Cup 2026 matches and to ensure that all aircraft comply with operating regulations and restrictions specified by the Minister in aeronautical publications (e.g., TC Canadian Aviation Regulations (CARs), the Canada Flight Supplement (CFS), NOTAMS, etc.).

The airspace over Toronto Pearson International Airport (CYYZ) and Vancouver International Airport (CYVR) is expected to see congestion in low-altitude terminal airspace. This airspace risks becoming saturated due to a high density of arrivals and departures mixed with unscheduled General Aviation or Business Aviation (GA/BA) activity. Operational disruption from high volumes of flights could compromise scheduling, ground handling, and emergency response.

As such, there will be restrictions to VFR aircraft operating in the vicinity of these airports, there will be strict PPR requirements for all aircraft arriving at these airports, and there will be restrictions to RPAS aircraft in the vicinity of the venues and those locations where FIFA activity will be concentrated.

2.0 Airspace Restrictions to VFR Aircraft

Pursuant to section 5.1 of the Aeronautics Act, airspace within the control zones in the vicinity of these airports will be Restricted to VFR aircraft as follows:

Billy Bishop Control Zone - Class C Airspace. During periods of activation (6 hours on game days), civilian VFR flights will be restricted. Aircraft authorized within the CZ will be limited to police, military and limited civilian traffic. Civilian aircraft will only be approved if they are operating on an IFR flight plan, are a MEDEVAC flight, or are conducting a commercial flight authorized by the Toronto Police Department (TPS).

Vancouver Harbour Control Zone – Class C Airspace. During periods of activation (6 hours on game days), civilian VFR flights will be restricted. Aircraft authorized within the CZ will be limited to police, military and limited civilian traffic. Civilian aircraft will only be approved if they are operating on an IFR flight plan, are a MEDEVAC flight, or are conducting a commercial flight authorized by the Vancouver Police Department (VPD).

3.0 Aircraft PPR / Slot Time Enforcement

In addition, airport access at CYYZ and CYVR will be strictly enforced. Due to capacity limitations, not all aircraft requesting a PPR over this time period will be granted one. The following NOTAMS will be in force.

A) CZZY, CYYZ B) 2606102359 C) 2607082359

E) DUE TO SYSTEM CAPACITY PPR REQUIREMENTS IAW CAR 602.96(3) WILL BE STRICTLY ENFORCED FOR ALL AIRCRAFT ARRIVING AT TORONTO INTL AIRPORT (CYYZ). AIRCRAFT WITHOUT APPROVED PPR OR CONFIRMED SLOT TIME CAN ANTICIPATE DIVERSION. EXCEPT IN AN EMERGENCY INFLIGHT REROUTING REQUESTS WILL NOT BE ACCEPTED OVER THIS PERIOD.

A) CZVR, CYVR B) 2606102359 C) 2607082359

E) DUE TO SYSTEM CAPACITY PPR REQUIREMENTS IAW CAR 602,96(3) WILL BE STRICTLY ENFORCED FOR ALL AIRCRAFT ARRIVING AT VANCOUVER INTL AIRPORT (CYVR). AIRCRAFT WITHOUT APPROVED PPR OR CONFIRMED SLOT TIME CAN ANTICIPATE DIVERSION. EXCEPT IN AN EMERGENCY INFLIGHT REROUTING REQUESTS WILL NOT BE ACCEPTED OVER THIS PERIOD.

NOTE: IAW CAR 602.96(3)(d) and OVER THIS TIME PERIOD: Aircraft attempting to arrive at CYYZ without an approved/confirmed slot time **can anticipate being diverted to CYHM or KBUF**. Aircraft attempting to arrive at CYVR without an approved/confirmed slot time **can anticipate being diverted to CYXX or CYYJ**.

Furthermore, operators **may face enforcement action** including appropriate financial penalties.

4.0 RPAS Restricted Airspace

RPAS Restricted Airspace will be established in the general vicinity of the cities of Toronto and Vancouver. This airspace will be Restricted to RPAS aircraft pursuant to section 5.1 of the Aeronautics Act.

WARNING: NO PERSON SHALL OPERATE A REMOTELY PILOTED AIRCRAFT (RPAS, DRONE) AS PER CANADIAN AVIATION REGULATIONS (CAR) 901.41 AND 903.01, WITHIN THE AREA DESCRIBED EXCEPT FOR POLICE OPERATIONS UNLESS PRIOR AUTHORIZATION HAS BEEN RECEIVED BY USER AGENCY COORDINATOR

Operating Rules. Access will be limited to approved military, police operations and other RPAS directly supporting FIFA Men’s WC operations. Non-participating RPAS operators will be required to submit a flight authorization request, where applicable, to the user agencies (details to be specified in NOTAMs).

4.1 CZZY FIR:

- **Description.** The following restricted airspace is a circle, with a radius of 1.3 NM, below 2,500 ASL. This will cover both BMO field and the Fort York Fanfest.
- **Exhibition Place.** 43°38’08”N, 79°24’48”W. **User Agency.** TPS.

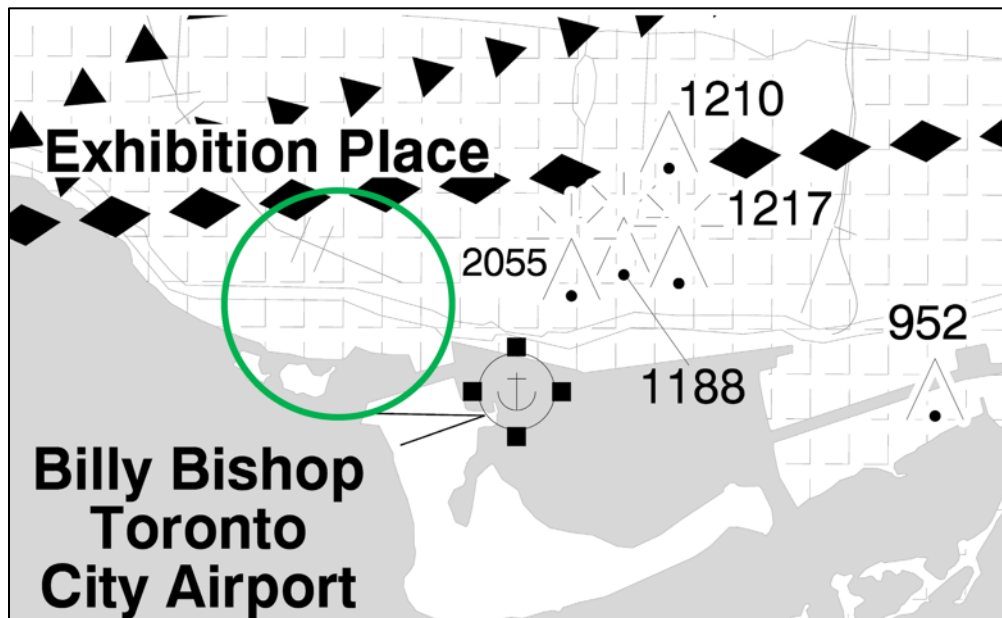


Figure 1. Downtown Toronto, ON – RPAS Restricted Areas

- **Description.** The following restricted airspaces are circles, with a radius of 1 NM, below 2,500 ASL
 - **Centennial Park.** 43°39'07"N, 79°35'04"W User Agency. TPS.
 - **Downsview Park.** 43°44'42"N, 79°28'26"W User Agency. TPS.

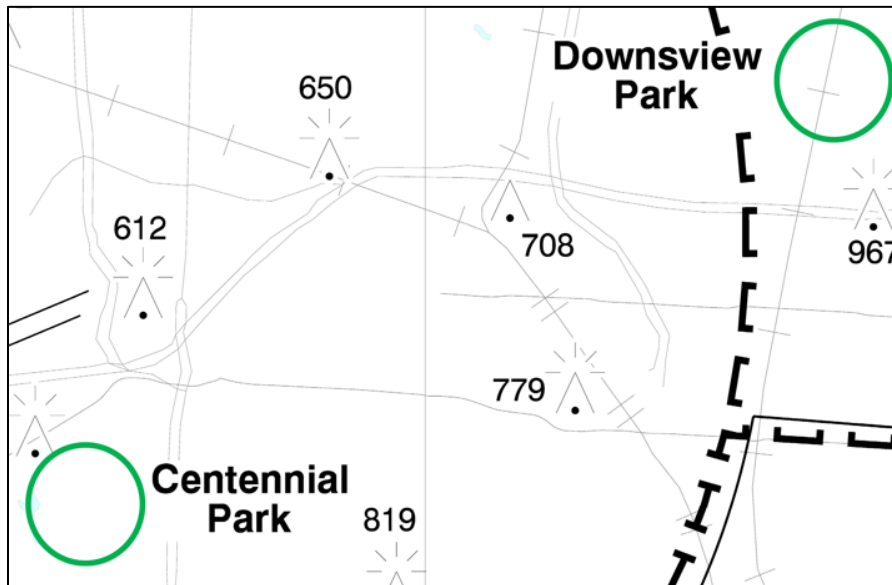


Figure 2. Toronto, ON Area – RPAS Restricted Areas

- **Description.** The following restricted airspaces are circles, with a radius of 1 NM, below 2,500 ASL
 - **Nottawasaga Resort.** 44°09'54"N, 79°48'01"W User Agency. Ontario Provincial Police (OPP).



Figure 3. Alliston, ON Area – RPAS Restricted Areas

4.2 CZVR FIR:

- **Description.** The following restricted airspaces are circles, with a radius of 1 NM, below 2,500 ASL
 - **BC Place.** 49°16'37"N 123°06'45"W **User Agency.** VPD.
 - **Pacific National Exhibition.** 49°16'58"N, 123°02'12"W **User Agency.** VPD.
 - **Killarney Park.** 49°13'38"N 123°02'40"W **User Agency.** VPD.
 - **The University of British Columbia.** 49°15'45"N 123°14'58"W **User Agency.** RCMP.

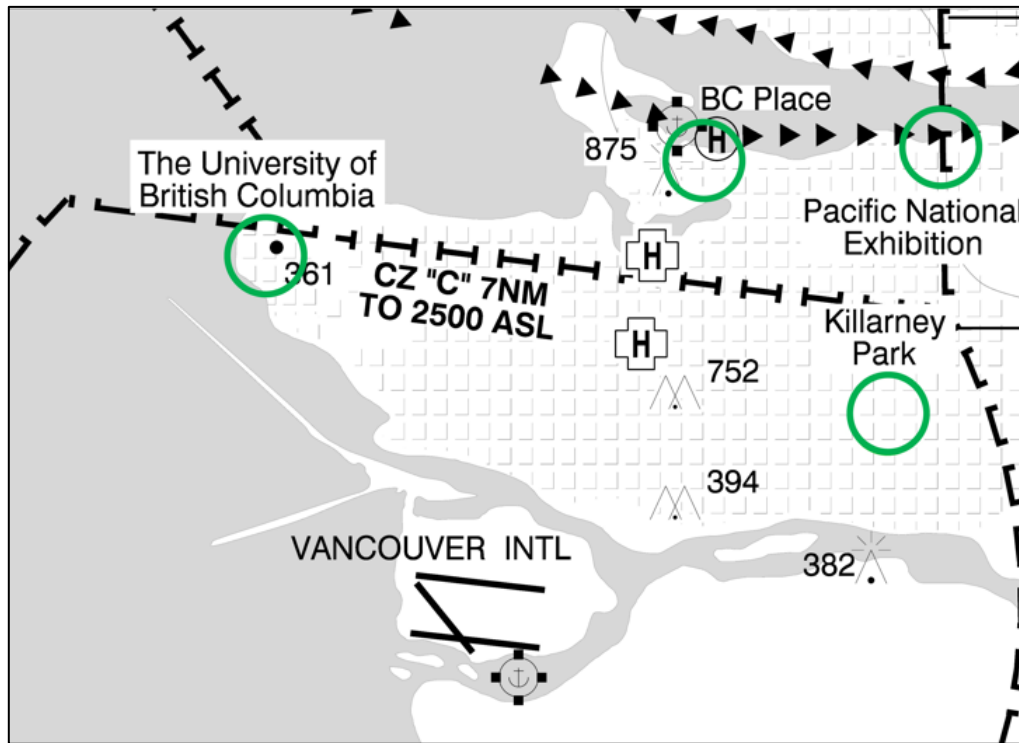


Figure 4. Vancouver, BC Area – RPAS Restricted Areas

5.0 Flight Planning Procedures

Pilots flying to Toronto Pearson International Airport (CYYZ) and Vancouver International Airport (CYVR) must obtain an approved/confirmed slot for all operations. Pilots must include the slot information in item 18 of their flight plan (i.e., RMK/PPR123). This will be specified via NOTAMs.

- **GTAA.** Airport Reservation Office (ARO) procedure for all General Aviation and Business Aviation aircraft operating IFR & VFR flights. Operators must file a dep and arr reservation through an online coordination system; more info available on www.torontopearson.com/aro. Ctc ARO at 416-776-7568 or 1-800-267-7568
- **Vancouver Airport Authority.** Airport Reservation Office (ARO) procedure for all General and Business Aviation aircraft operating IFR & VFR flights. Operators must file a dep and arr reservation through the Online Coordination. System (OCS): <https://www.online-coordination.com>. For more information contact ARO at 604-303-3193, aro@yvr.ca, <https://www.yvr.ca/en/business/work-with-yvr/runway-slots>.

In addition, to support the anticipated surge in inbound traffic into North America and optimize overall flow, North American Routes (NARs) may be designated by NOTAM. When published via NOTAM, operators are required to file via the specified NARs and associated coastal fixes when exiting oceanic airspace westbound, helping ensure efficient and safe integration into the North American network.

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Chief Flight Standards

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