AERONAUTICAL INFORMATION CIRCULAR 14/22

COMMON FREQUENCY AREAS
WITHIN A 50 NAUTICAL MILE RADIUS OF MONTREAL

The purpose of this aeronautical information circular (AIC) is to inform pilots of the creation of two new common frequency areas (CFA) around Montreal.

Background

The very large volume of low-level aircraft around Greater Montreal, performing various aerial activities such as flight training, gliding, hang gliding, parachuting, departures and arrivals at the many aerodromes etc., combined with the amount and range of communications on the enroute frequency (126.7 MHz) makes it extremely difficult to place relevant communications of position and intentions in a timely manner. The situational awareness of the pilots is diminished and this increases the risk of conflict between aircraft.

As a result, a consultation between NAV CANADA, Transport Canada and users has been carried out in recent months with the objective of creating CFAs around Greater Montreal.

A CFA is an area within which a radio frequency is assigned to replace the enroute frequency. All pilots are encouraged to make their position and intention communications on this frequency, keeping it brief, giving only relevant information and avoiding adding "conflicting traffic please advise..." or other similar phraseology that takes unnecessary airtime on the frequency.

Description of the Common Frequency Areas

On 19 May 2022, two CFAs come into effect, covering a large area up to 50 NM from Montreal. The areas are depicted below. The two areas extend from the ground up to 5,500 ASL (altitude above sea level) and are separated by the south shore of the St. Lawrence River. The frequency for CFA Montreal-Nord is 122.1 MHz. The frequency for CFA Montreal-South is 122.575 MHz.

All relevant information can be found in up-to-date aeronautical publications such as VTA (VFR terminal area) chart, VNC (VFR navigation) chart and the Canada Flight Supplement (CFS).

Pilots are encouraged to use the CFA frequency when entering the described area. The use of a CFA does not replace air traffic control frequencies, nor MF (mandatory frequency) and ATF (aerodrome traffic frequency) frequencies; CFA only replaces the use of the 126.7 MHz frequency and is not monitored by air traffic services (ATS).
Note: Excerpt from the back of the Montreal VTA chart (AIR 1903)
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