

# AERONAUTICAL INFORMATION CIRCULAR 27/22

## PROCEDURES FOR THE USE OF A GROUND ADVISORY FREQUENCY AT MIRABEL (CYMX) AIRPORT

(Supersedes AIC 17/22)

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

### 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 Airport will be exempt from maintaining a continuous listening watch and making reports on the mandatory frequency (MF) (reference: *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).
- Procedures for use of the GND ADV frequency at Mirabel Airport have been published in the appropriate aeronautical publications, as noted below.

Pursuant to CARs subsection 602.98 (1), for aircraft operating on the apron and taxiways at Mirabel Airport up to the hold line before the runway in use, the Minister has authorized NAV CANADA ATS to specify operating restrictions regarding communications intended for the MF and assign a GND ADV frequency. 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.

Pilots are advised to review the exemption and adhere to the conditions listed in the most current version of "Exemption from Subsections 602.97 (2), 602.98 (1), and Section 602.99 of the *Canadian Aviation Regulations*." This can be found on the Transport Canada website under "Exemptions to the *Canadian Aviation Regulations* (CARs)": <<https://tc.canada.ca/en/aviation/reference-centre/exemptions-canadian-aviation-regulations-cars>>

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

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

The following aeronautical publications reflect this additional frequency:

- *Canada Flight Supplement (CFS)*
- *Canada Air Pilot*, “Instrument Procedures — General Pages” (CAP GEN)
- *Canada Air Pilot* Volume 5, “Instrument Procedures — Quebec” (CAP Volume 5)
- *Canada Air Pilot* Volume 6, “Procédures aux instruments — Québec” (CAP Volume 6)

Refer to the CFS “General Section”, CAP Volume 6 and the CAP GEN for a definition of Ground Advisory. Refer to the CFS, Section B “Aerodrome/Facility Directory”, CAP Volume 5, and CAP Volume 6 for more detailed information specific to Mirabel Airport, such as frequency and procedures.

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

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

<b>Pilot:</b>	GOLF ALFA BRAVO CHARLIE ON BRAVO FOR RUNWAY TWO THREE AT ALFA
<b>GND ADV:</b>	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 17/22 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****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 radiocommunication 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.
- (3) The pilot-in-command of a VFR aircraft that is not equipped with the radiocommunication equipment referred to in subsection (1) may operate the aircraft to or from an uncontrolled aerodrome that lies within an MF area if
- (a) a ground station is in operation at the aerodrome;
  - (b) prior notice of the pilot-in-command's intention to operate the aircraft at the aerodrome has been given to the ground station;
  - (c) when conducting a take-off, the pilot-in-command ascertains by visual observation that there is no likelihood of collision with another aircraft or a vehicle during take-off; and
  - (d) when approaching for a landing, the aircraft enters the aerodrome traffic circuit from a position that will require it to complete two sides of a rectangular circuit before turning onto the final approach path.

**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.

**MF Reporting Procedures on Departure**

**602.100** The pilot-in-command of a VFR or IFR aircraft that is departing from an uncontrolled aerodrome that lies within an MF area shall

- (a) before moving onto the take-off surface, report the pilot-in-command's departure procedure intentions;
- (b) before take-off, ascertain by radiocommunication and by visual observation that there is no likelihood of collision with another aircraft or a vehicle during take-off; and
- (c) after take-off, report departing from the aerodrome traffic circuit.

### **MF Reporting Procedures on Arrival**

**602.101** The pilot-in-command of a VFR aircraft arriving at an uncontrolled aerodrome that lies within an MF area shall report

- (a) before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing and the pilot-in-command's arrival procedure intentions;
- (b) when joining the aerodrome traffic circuit, giving the aircraft's position in the circuit;
- (c) when on the downwind leg, if applicable;
- (d) when on final approach; and
- (e) when clear of the surface on which the aircraft has landed.

### **MF Reporting Procedures When Flying Continuous Circuits**

**602.102** The pilot-in-command of a VFR aircraft carrying out continuous circuits at an uncontrolled aerodrome that lies within an MF area shall report

- (a) when joining the downwind leg of the circuit;
- (b) when on final approach, stating the pilot-in-command's intentions; and
- (c) when clear of the surface on which the aircraft has landed.

### **Reporting Procedures When Flying through an MF Area**

**602.103** The pilot-in-command of an aircraft flying through an MF area shall report

- (a) before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position and altitude and the pilot-in-command's intentions; and
- (b) when clear of the MF area.