

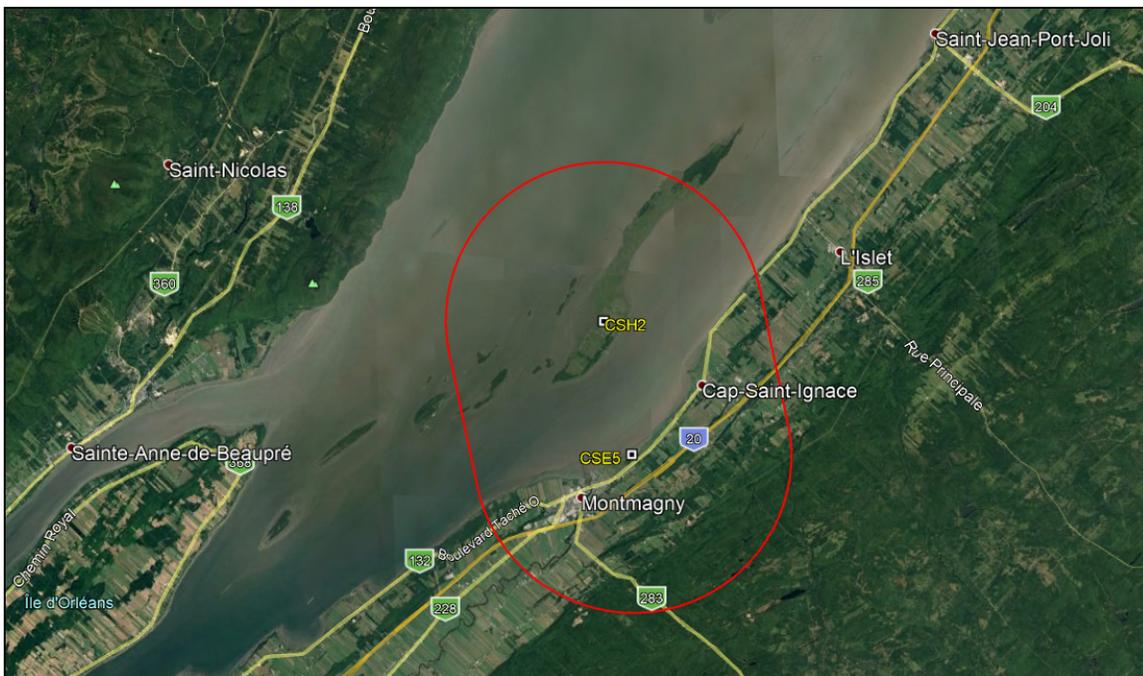
# AIP CANADA SUPPLEMENT 29/21

## QUEBEC REGION MONTMAGNY (CSE5) AND ISLE-AUX-GRUES (CSH2) AIRPORTS NEW MANDATORY FREQUENCY (MF) AREA

A new mandatory **frequency area** has been established between Montmagny and Isle-aux-Grues airports on the actual **122.7** common to both airports.

Following an aeronautical study conducted by Transport Canada, it was understood from the nature of the shuttle operations and the proximity between Montmagny and Isle-aux-Grues airports this requires particular attention for shuttle pilots as well as those transiting along the south shore of the St. Lawrence River. It was agreed upon to ensure a high degree of aircraft movement safety, the establishment of an MF area proves the simplest and the less impacting solution.

The MF area is defined by a corridor equal to the width of their 5 nautical miles (NM) diameter centered on those airports (see sketch), up to 2000 ft above mean sea level (ASL) and will be in force 24 hours/day. It is recalled to pilots that, starting **June 17th 2021 at 09:01Z** their aircrafts must be equipped with a functioning two-way radio when manoeuvring within this new MF area of Montmagny and Isle-aux-Grues airports.



Applicable *Canadian Aviation Regulations* (CAR) governing MF procedures are referenced below:

- 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.
- (3) The pilot-in-command of a VFR aircraft that is not equipped with the radio communication 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 enter 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.
- 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.
- 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 maneuvering area of the aerodrome.
- 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 radio communication and by visual observation that there is no likelihood of collision with another aircraft or a vehicle during takeoff; and
  - (c) after take-off, report departing from the aerodrome traffic circuit.
- 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.

- 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.
- 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.



Bernard Fortin  
Associate Director, Operations  
Civil Aviation – NAH  
Transport Canada, Quebec Region