



## Information Pamphlet Windsor–Toronto–Montreal (WTM) Airspace and Services Review Changes Implemented – Golden Horseshoe Area

NAV CANADA, the country's provider of civil air navigation services, has completed several aeronautical studies as part of the Windsor–Toronto–Montreal (WTM) corridor Airspace and Services Review. The recommendations from these aeronautical studies have resulted in numerous airspace changes and other initiatives that were implemented last March and affect flight operations in the Toronto–Golden Horseshoe area. This information pamphlet is intended to answer question raised by pilots about some of these changes.

NAV CANADA welcomes feedback on changes related to the WTM project, which can be provided to:

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**IMPORTANT: New Toronto VTA (36<sup>th</sup> Edition) and VNC (27<sup>th</sup> Edition) charts are available and pilots should refer to these charts for flight planning and navigating in Southern Ontario and the Toronto area.**

### **New Toronto VTA**

The back of the new Toronto VTA (36<sup>th</sup> Edition) is now used to depict various “Not for Navigation” maps to help pilots plan their flights in the Toronto area. Centered on the back is a planning map. It includes the new VFR transit routes and Common Frequency Areas (CFA) along with guidance for their use. It uses new symbology to depict common IFR flight paths and airliner approach paths to increase the VFR community's awareness of areas where VFR pilots should be particularly vigilant. In addition, while not intended to replace the VFR terminal procedures charts in the CFS, for planning purposes surrounding the main map are VTPC-like depictions of the regional airports with some local data incorporated.

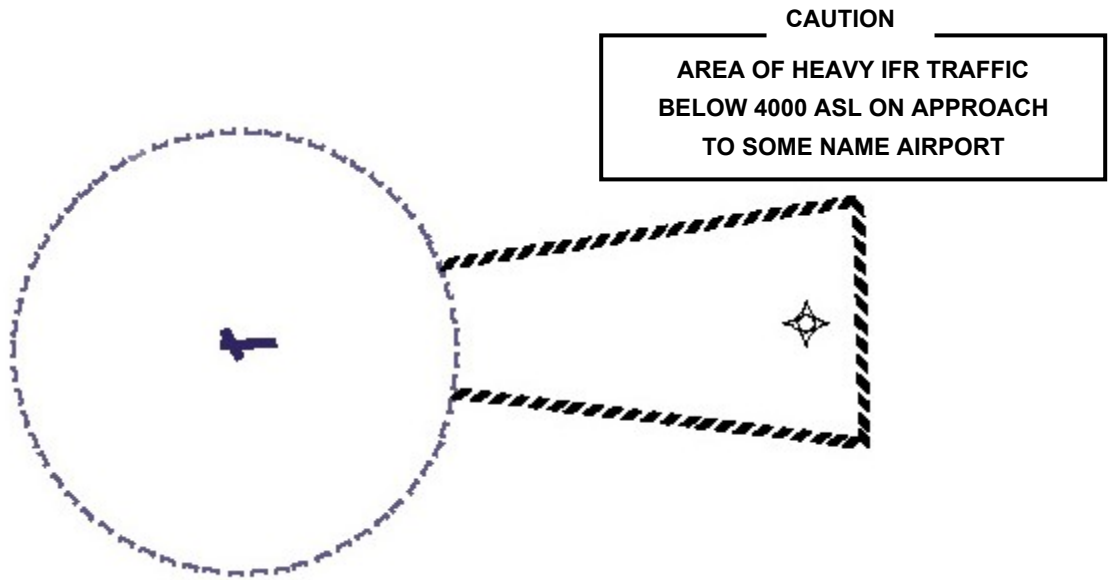
### **New Map Symbology**

The WTM Review has provided NAV CANADA with an opportunity to explore new aeronautical chart layouts and symbology with a goal to alert pilots to areas of concentrated and unique activity and to provide guidance for flight planning and navigating in the Toronto area. Some of this symbology has not yet been accepted as an approved standard and is therefore limited to the “Not for Navigation” maps. NAV CANADA would appreciate pilot feedback to help determine the effectiveness of these mapping initiatives.

#### Heavy IFR Traffic Approach Area

This symbology is currently depicted for the Hamilton and Kitchener airports. It is used in approach areas where there is a high level of VFR and IFR activity, in airspace not under control by ATC. It includes a caution text box and is intended to make pilots aware of aircraft, including larger airliner types, which could be on a RNAV or other instrument approach to the airport. Key IFR approach waypoints are also depicted to help VFR pilots determine the position of aircraft on the approach when their pilots make position reports using these waypoints.

These areas do not represent any change airspace classification or structure nor do they require any special communication procedures. They are simply provided as a caution to pilots when they are flying in these areas.



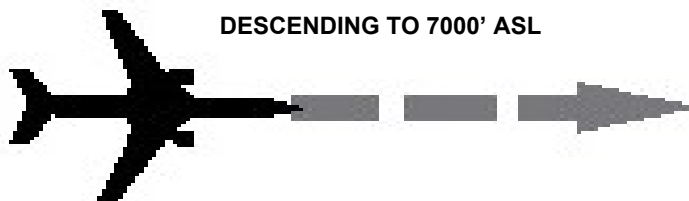
IFR Approach Tracks

This symbology is used to alert pilots to the final approach track for an instrument approach procedure that is heavily used for training or arrival purposes, in an area with a high level of VFR activity. The portion of the route depicted is outside airspace controlled by ATC. There is also text indicating the lowest altitude the aircraft will be descending to while on the track and outside the airport's control zone. The purpose of this symbology is to alert VFR pilots to potential conflicts with aircraft utilizing the instrument approach.



Jet Tracks

This symbology is used to depict arrival route tracks into major airports used by heavier, airliner type aircraft in areas with a high level of VFR activity. The portion of the route/track that is depicted is in Class E airspace not controlled by ATC. The lowest altitude the aircraft will be descending to on this track is also depicted. The purpose of this symbology is to alert VFR pilots to potential conflicts and wake turbulence from larger, faster aircraft.



## **VFR Transit Routes**

Currently, many aircraft that transit the Toronto area do so just outside or below the TCA. This results in a concentration of opposite direction VFR traffic, which increases the potential for conflicts. To address this risk, charted one-way VFR routes have been added to the Toronto VFR Terminal Area Chart (VTA).

There are three routes to the north of Toronto and two lakeshore routes to the south. The routes are named by the last checkpoint that anchors the end of the route, so pilots using the routes will be broadcasting where the aircraft is going, not where it has been. There is no published altitude for these routes so VFR pilots can fly them below the TCA Class C airspace or, with a clearance from ATC, they may be flown within the TCA airspace structure.

To also reduce potential conflicts, heavily used VFR routes into and out of Brampton and Buttonville airports, which cross the north transit routes, are depicted on the Toronto VTA and appropriate VFR terminal procedures charts (VTPCs) with their related caution text boxes.

## **Common Frequency Area (CFA)**

To enhance situational awareness for aircraft operating VFR in the Toronto area, within approximately 50NMs of Toronto, three CFAs have been created. CFA is a new term for a defined area that has a designated frequency published for use by any aircraft. A CFA is not a class of airspace and the CFA frequency is not monitored by ATC nor is it for use at uncontrolled aerodromes. It is intended to provide an awareness of traffic in your vicinity.

Unless an aircraft is required to be on an ATC or aerodrome frequency, the CFA frequency should be used by pilots to update other aircraft of your position and intentions or progress on a VFR route. Guidelines for flying within a CFA are published in the Planning Section of the *Canada Flight Supplement* (CFS) and on the back of new Toronto VTA.

## **Buttonville (CYKZ) & Toronto City Centre (CYTZ) Control Zone Changes**

The Buttonville and Toronto City Centre control zones have been expanded and now join along Lawrence Ave, between Yonge Street and Victoria Park Avenue. Both control zones now extend up to and include 2,500 ft ASL.

When transiting between the control zones pilots must establish communication with the adjacent tower controller prior to entering the adjacent control zone. In most instances the tower controller will advise the pilot when to switch to the adjacent tower frequency. If the pilot has not been advised to switch frequencies and is approaching the control zone boundary, they must switch frequencies and make contact. If contact cannot be made the pilot should enter an orbit in the originating control zone and as soon as possible advise the originating tower controller of their actions.

Pilots should also obtain the ATIS for the adjacent airport prior to contacting the adjacent tower. If this is not possible then advise the tower controller upon contact that you were not able to obtain the ATIS.

## **New Class E Airspace Structure in Southern Ontario**

To increase the availability of direct routings for IFR aircraft using Area Navigation (RNAV) and to enhance the recognition of controlled airspace boundaries for pilots operating VFR, the structure of the Class E airspace throughout Southern Ontario has been simplified.

Where previously the floor of Class E airspace was primarily 2200' AGL, with various sized pockets based at 2500', 3500', 4500' and 18000' ASL, as of October 22, 2009 the Class E airspace structure is based above either 2500' or 3500' ASL. The following map depicts the boundary between the 2500' ASL and 3500' ASL areas.

For Class G airspace the changes result in a reduced vertical component from 2200' to as little as 1000' in some areas of Southwestern Ontario and 800' in Eastern Ontario where the terrain elevation reaches 1500' ASL and 1700' ASL respectively.

For VFR operations, the primary difference between Class E and Class G airspace is the weather minima. Weather limits for operating in Class E are flight visibility not less than 3 miles and distance from cloud 1 mile horizontally and 500' vertically. There are also operating restrictions that apply to hang gliders and basic ultralights (see CAR 602.29) for Class E airspace, however Transport Canada intends to substantially relax these restrictions.

The new Class E airspace boundaries will be depicted on the next edition of the Toronto VNC and VTA charts, which are scheduled for publication in April 2010.

### Southern Ontario Class E Airspace 2500' ASL & 3,500' ASL Boundaries

(Note: Refer to Toronto VNC and VTA for control zone, TCA and other airspace boundaries)



**NOT FOR NAVIGATION**