GENERAL

Operational Hours

ATS Hours: H24

AD OPS Hours: Not published

Airport Information

RFF: CAT 9
PCN: RWY 06R/24L: 64/R/B/W/T, RWY 10/28, 06L/24R: 75/F/B/W/T.

Operation

Preferential RWY
In effect between 0300-1100‡.
LDG: RWY 24R or 28
RWY 24L or 06L or 06R
RWY 10

TKOF: RWY 24L* or 10
RWY 24R* or 28**
RWY 06L or 06R
* Jets departing from RWY 24R and 24L must climb on RWY HDG to 4000ft before starting turn.
** Use of RWY 28 for DEP between 0300-1100‡ restricted to turboprop and piston powered ACFT only.

Intersection DEPs are prohibited except DEP RWY 10 from intersection RWY 06L may be authorized. Priority as indicated except for emergencies, medevacs or operational limitations only.

Transponder Mode S
Select assigned transponder mode A and activate S, set to AUTO if technically AVBL.
- Outbound taxiing ACFT: From push-back or taxi, WEE.
- Inbound taxiing ACFT: After LDG, continuously until fully parked on stand.
- Other cases of ACFT movement: Set mode A code 1000

Select ACFT identification feature if AVBL, before activating transponder.

Aerodrome Level of Service
RWY 06L: 600R
RWY 24R: 1200R/0.25V
RWY 06R/24L: 1200R/0.25V
RWY 10/28: 1200R/0.25V

Low Visibility Procedure
RVR less than 1200ft to 600ft.
WX conditions indicate VIS below RVR 1200ft is imminent, procedures implemented to ensure safe and efficient movement of ACFT.

Surface guidance and control system to facilitate ground movements of ACFT under low visibility conditions.

System controlled by ATC, is:
- TWY CLL on exit TWY B1, B3 and on HLDG bay RWY 24R.
- TWY CLL on TWY A (between TWY J and A4), TWY A4 (between TWY A and APN), TWY B, B1, B2 (from TWY B to RWY 10/28), TWY B3, D, E (from APN to TWY B), TWY F, H, I, J and K.

TWY intersection lights and stop bars may be used at or above 1200ft RVR.

Stop bars on all access to RWY 06L/24R: on HLDG bays RWY 06L/24R, at end of RWY 28 before intersection with RWY 06L/24R and on TWY B1, B2, B3, E and G (illuminated if RVR 1200ft or below).

GENERAL

LDG during LVP
- ACFT will exit RWY 06L on TWY B1, B3 or on HLDG bay RWY 24R, then on TWY B, B2, F and follow ATC instructions.

TKOF during LVP
- RWY 06L only one ACFT certified for TKOF during LVP. Intersection TKOF not authorized. ACFT taxi on TWY J, A and A4.

Do not REQ start-up, push-back or taxi CLR until RVR is greater than:
ACFT/pilot TKOF MIN = 1200 to 600 RVR.
MIN for start-up = 1000 to 600 RVR.

RWY Restrictions

RWY 10/28: 20min PN for APCH to ILS RWY 10 or LOC RWY 28 when RWY 06/24 in OPS.

TWY Restrictions

TWY L and R for MAX weight 95.5t / 210541lbs and MAX wingspan 36m / 118ft.

Turns from TWY A4 right (north) on TWY A not recommended for ACFT with wingspan below 36m / 118ft oversteer required, and prohibited to ACFT with wingspan 36m / 118ft or above.

TWY Q uncontrolled, MAX wingspan 36m / 118ft.

South ramp: MAX wingspan below 36m / 118ft between terminal building and aeroquay.

Guide line between gates 73 and 85 MAX wingspan 36m / 118ft.

Taxi/Parking

Follow-me AVBL O/R.

Prior taxiing, REQ CLR, contact APN Control and specify PSN and RWY cleared for.

HLDG bay capacity: 2 ACFT with wingspan of less than 36m / 118ft.
ACFT with wingspan of 36m / 118ft or greater:
- HLDG bay 06L: use North line
- HLDG bay 24R: use center line
- HLDG bay 24L: use South line

HLDG bay 06R: 2 ACFT simultaneously: ACFT with wingspan of less than 65m / 213ft use South line and ACFT with wingspan of 65m / 213ft or greater use North line.

A380, A340-600, B773, A124:
- Right turn prohibited from A4 or A2 to A.
- Left turn difficult from A1 to A. Use of A3 or holding point bay 24L recommended.

Use MNM breakaway power.
ACFT on taxilane have priority.
ACFT must park clear of taxilanes, behind solid white lines.

GENERAL

Plan of OPS in absence of APN control

General

- ACFT must comply to one way TFC flows (see APC). Caution: Between Gates 47 and 49 prohibited to ACFT with wingspan above 36m / 118ft.
- Prior to any movement, broadcast your intentions on FREQ 121.000.
- A moving ACFT has the right of way over all other ACFT. When preparing to push-back an ACFT must not interfere with an ACFT already in motion.
- If part of APN become unserviceable due incident, follow-me be implemented in the affected area.

Push-back:

- From parking PSN 85, push-back facing north to start box 1.
- From gates 56, 58, 60, 64, 66, 73 and 73A, ACFT with wingspan above 36m / 118ft and B737 push-back and tow facing west to start box B.
- Parking PSN 11B, ACFT with wingspan above 36m / 118ft push-back to start box 10 and taxi to AM for CDF and all RWYs except 06R.

Exit from APN

- Exit points from APN are associated with DEP RWY assigned by ATC.
- Contact GND CTL before entering any TWY or RWY.

Arrivals

- Parking PSNs 2, 4, 6, 8 10, 12, 15B: stop at start box 10 and broadcast your intentions clearly to avoid face to face.
- Parking PSNs 80, 82, 84, 86: stop abeam stand W2B on the west lane and broadcast your intentions clearly to avoid face to face.
- South ramp westbound: stop at HLDG point 6 and broadcast your intentions clearly before proceeding on the west lane.
- ACFT with wingspan 36m / 118ft or above: Enter via "F" only. Coordinate with ATC.

Noise Abatement Procedure

All ACFT according ICAO annex16, chapter 3 and 4 with MTOM above 45t / 99208lbs:
LDG: 0600-1200‡ and TKOF: 0500-1200‡ prohibited.

ARRIVAL

Speed

MAX IAS 250KT below 10000ft.
MAX IAS 200KT below 3000ft AGL within 10NM of AD.

Communication

EXP Multiple LDG CLRs to more than 1 ACFT approaching the same RWY.

COM Failure: See CRAR and in addition;
DORVAL 7
3min after selecting 7600, and not prior D40 from YMX, descend to MEA following the STAR to IAF or IF, as applicable;
At IF, execute a straight-in APCH.

FRANX 6
3min after selecting 7600, and not before MSS VOR/DME descend to MEA following the STAR to IAF or IF, as applicable;
At IF, execute a straight-in APCH.

ARRIVAL

MAIRE 7
3min after selecting 7600, and not prior D60 from YUL, descend to MEA following the STAR to the IAF or IF, as applicable.
At IF, execute a straight-in APCH.

PLATTSBURGH 7
3min after selecting 7600, and not before PLB VOR/DME descend to MEA following the STAR to IAF or IF, as applicable;
At IF, execute a straight-in APCH.

Arrival Procedure

VFR Traffic Pattern: RWY 06R, 24R and 10 right-hand circuit.

Noise Abatement Procedures
Following NAPs apply for turbo-prop and piston ACFT between 0400-1200‡ and turbojet ACFT at all times.

Intercept extended RWY CL at 3000ft ASL or above. Not mandatory for RWY 06L/R if over Lake St. Louis.

Consistent with safety, use MNM thrust/drag configurations.

Clearance for APCH or LDG, does not cancel ARR procedures.

Land And Hold Short Operation (LAHSO)
These OPS include LDG and hold short of an intersection RWY/TWY or other predetermined points on the RWY other than RWY or TWY marked with (*).

LDG RWY	Hold Short Point (HSP)	Distance
RWY 28	RWY 06L/24R	1676m / 5500ft
RWY 24R	RWY 10/28	2957m / 9700ft

Reverse: Do not use more than idle reverse if possible between 0400-1200‡.

All approaches to remain above or on an assumed 3.00° glide slope.

Non-standard GP intercept position on
RWY 06L
GP intercepts RWY 06L at *326m / 1069ft* after landing threshold.
Remaining LDG DIST beyond GP is *3027m / 9931*ft.
RWY 06R
GP intercepts RWY 06R at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *2612m / 8570*ft.
RWY 24R
GP intercepts RWY 24R at *326m / 1069ft* after landing threshold.
Remaining LDG DIST beyond GP is *3027m / 9931ft*.

Warnings

Hazardous high speed wind tunnel exhaust (approx. 0.5NM SSE THR RWY 24L may cause mechanical turbulence and heat from surface to 1000ft AGL.

DEPARTURE

Take-off Minima

RWY		06L	
All ACFT	ft - ft/SM	0 - 2600R/0.5v	No LT below 2800 No RT below 5700

RWY		24R	
All ACFT	ft - ft/SM	0 - 2600R/0.5v	No RT below 5100

RWY		06R	
All ACFT	ft - ft/SM	0 - 2600R/0.5v	No RT below 5800

RWY		24L	
All ACFT	ft - ft/SM	0 - 2600R/0.5v	No RT below 5000

RWY		10	
All ACFT	ft - ft/SM	0 - 0.5v	MNM climb gradient 4.6% up to 8800

RWY		28	
All ACFT	ft - ft/SM	0 - 0.5v	MNM climb gradient 5.0% up to 9000

Communication

COM Failure: See CRAR and in addition;

MONTREAL

Climb to flight planned altitude 5min after TKOF, and proceed on course 5min after selecting 7600.

ATC Slot , Clearance

Start-up/Push-back

Contact DLV for CLR prior to estimated taxi time.

REQ start-up and push-back on APN and specify PSN and RWY cleared for.

REQ taxi via GND and give gate number.

IFR CLR acknowledgement: IFR CLR read back must include:
- ACFT call sign
- assigned SID
- transponder code

Departure Procedure

Noise Abatement Procedure

Use ICAO standard NADP 1 or 2 on assigned HDG to 3000 ASL or MAX rate of climb on assigned HDG to 3000ft ASL.

SIDs are conform to NAP. Cancellation of SIDs does not cancel NAP.

DEPARTURE

De-Icing

AEROMAG PAD CONTROL: 122.525
ICEMAN: 123.125

30min before DEP contact MONTREAL DE-ICE 123.425 to confirm type of de-icing required and DEP RWY.

When fully stopped in the assigned de-icing bay, confirm with AEROMAG PAD CONTROL the type of de-icing required, that brakes are set; then contact ICEMAN on 123.125.

When de-icing is completed and on ICEMAN instructions, contact AEROMAG PAD CONTROL and follow instructions to exit bay and CDF.

After de-icing, contact AEROMAG pad control before moving.

Entering TWY H or I holding short of TWY E, contact GND.

Entering TWY J, holding short of TWY A, contact GND.

Entering TWY K, holding short of hold short line for RWY 10/28, contact GND.

VISUAL SEPARATION

Procedures

Visual DEP PROC may be applied in a CZ or TCA at 12500ft ASL and below.

There are two methods employed to effect visual separation:

- AD controller sees the ACFT involved and issues instructions, as necessary, to ensure that the ACFT avoid each other. This type of visual separation cannot be applied if DEP routes or ACFT performance preclude maintaining separation or if wake turbulence separation is required between DEP. The application of controller applied visual separation will be virtually seamless to pilots.
- A pilot sees the other ACFT involved and, upon instructions from the controller, maintains separation from it. ATC will apply wake turbulence separation on DEP unless waived by the pilot. Pilots may refuse acceptance of responsibility for visual separation, in which case another form of separation will be applied by ATC.

Pilot applied Visual Separation

Visual separation requires that ACFT be visually in sight. Use radar or a traffic alert and collision avoidance system (TCAS) to identify traffic is not permitted when initiating or maintaining visual separation. This does not affect standard operating PROC associated with the use of a TCAS.

If instructed by ATC to follow another ACFT or to maintain visual separation from it, pilots must promptly notify the controller if they anticipate losing sight of that ACFT, suspect they will be unable to maintain continued visual separation from it, or for any reason cannot accept the responsibility for their own separation.

If instructed to maintain visual separation from another ACFT, pilots should remember that this does not eliminate the pilots regulatory responsibility to

- see and avoid other ACFT;
- meet noise abatement requirements; or
- meet OBST CLR requirements.

Pilots may receive speed control instructions on DEP, if ATC is concerned about ACFT performance and its impact on the pilots ability to maintain visual separation.

Pilots must inform ATC immediately if course deviations are required to maintain visual separation with preceding traffic.

Code Letter F ACFT OPS

Parking stands 55A, 63 and remote stand W5C AVBL for code F ACFT.

Arrival and Departure Routes

DEP RWY 06L
If DEP from stand W5C taxi via south ramp.

LDG RWY 24R
Entering the main APN via G or holding bay 06L:

Caution: 3.2m / 10.5ft high obstacle located 50.9m / 167ft right of TWY G CL.

LDG RWY 06R
Entering the main APN via F:
- exit A1, A3 or holding bay 24L
- A, RWY 28, F, and north ramp

Entering the main APN via E:
- exit A1, A3 or holding bay 24L
- A, RWY 28, E, and north ramp

Entering the main APN via A4:
- exit A1, A3 or holding bay 24L, and
- A, A4, north ramp

DEP RWY 06R
Circulation via E and RWY 10
- north ramp to E
- RWY 10, A and AM to the holding bay 06R

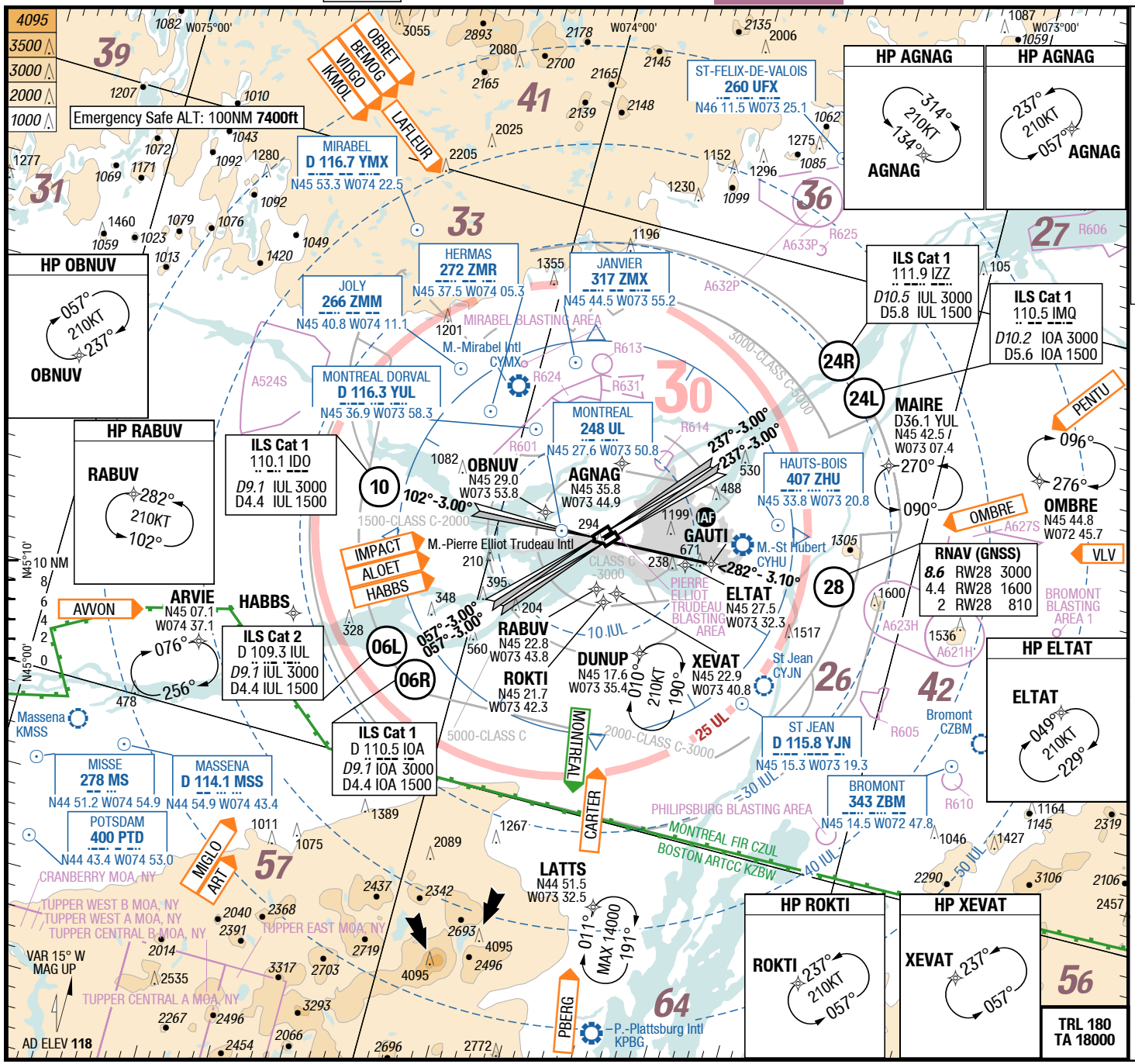
LDG RWY 28
Entering the main APN via holding bay 06L or G

Caution: 3.2m / 10.5ft high obstacle located at 50.9m / 167ft right of TWY G CL.

DEP RWY 28
Circulation via E and RWY 10:
- north ramp to E, and
- RWY 10, A, A2, RWY 06R, A3 and A

LDG RWY 10
Entering the main APN via holding bay 06R:
- exit right on A
- AM, east and north ramp

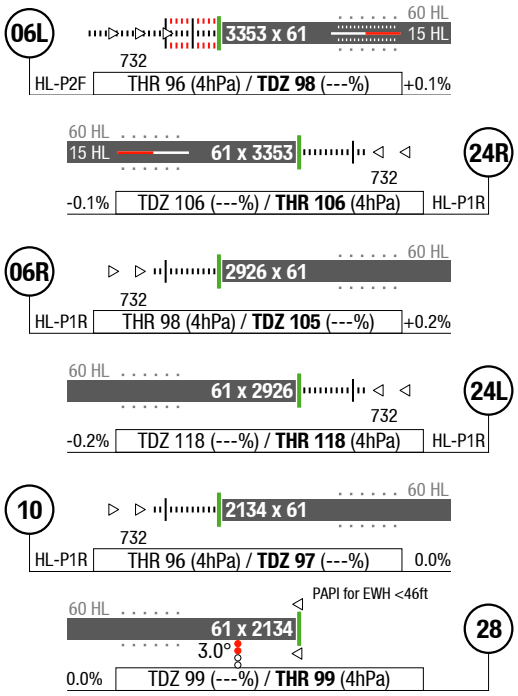
DEP RWY 10: Impracticable



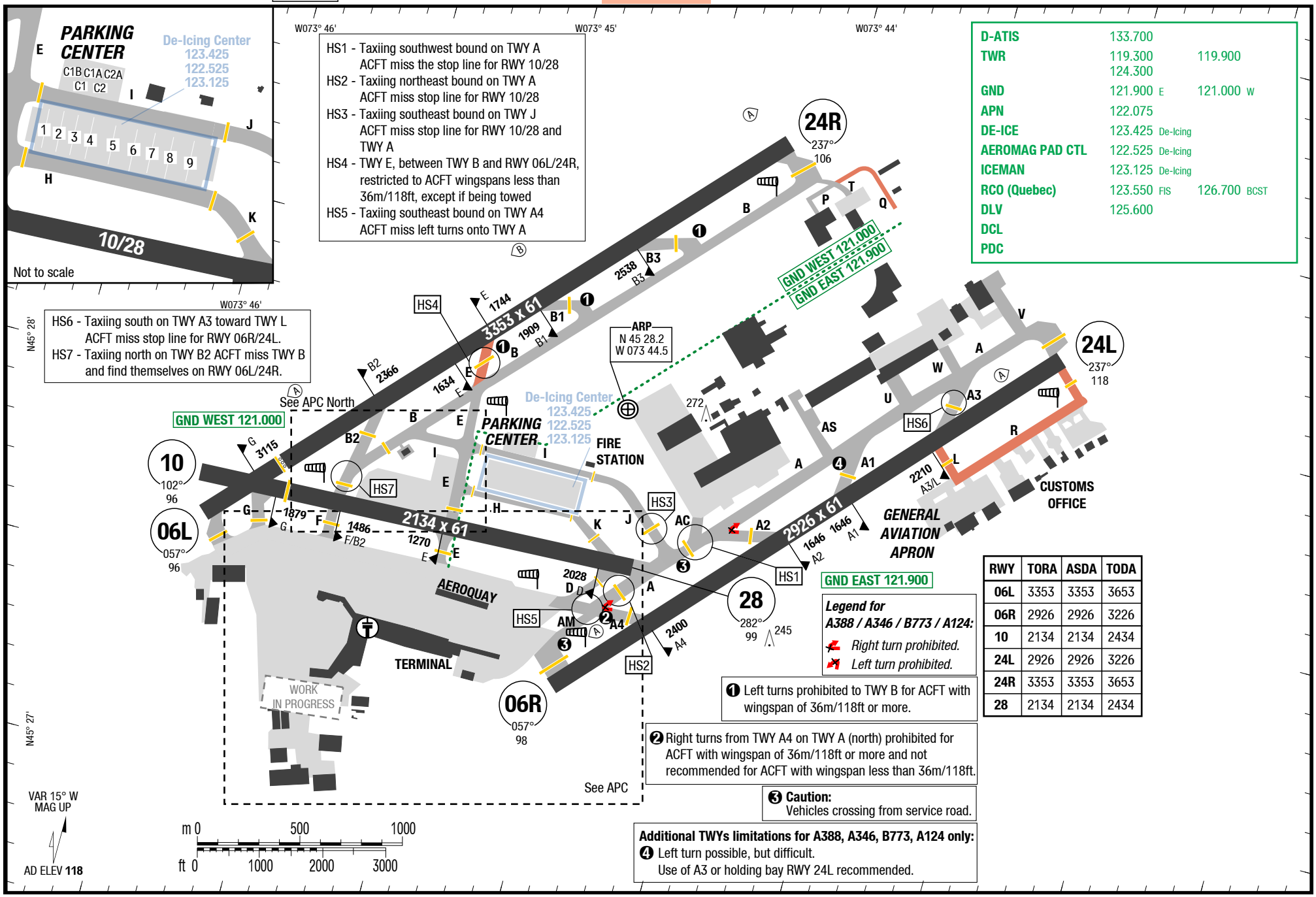
D-ATIS 133.700

ARR	118.900 126.900	132.850
DEP	120.425 SE-S-SW	124.650 W-NW-NE
TWR	119.300 124.300	119.900
GND	121.900 E	121.000 W
APN	122.075	
RCO (Quebec)		123.550 FIS 126.700 BCST
DLV	125.600	
DCL		
PDC		

Landing RWY system:



Changes: OBST, APCH boxes



RWY	TORA	ASDA	TODA
06L	3353	3353	3653
06R	2926	2926	3226
10	2134	2134	2434
24L	2926	2926	3226
24R	3353	3353	3653
28	2134	2134	2434

Changes: Nil

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APC North
APC

APC APC

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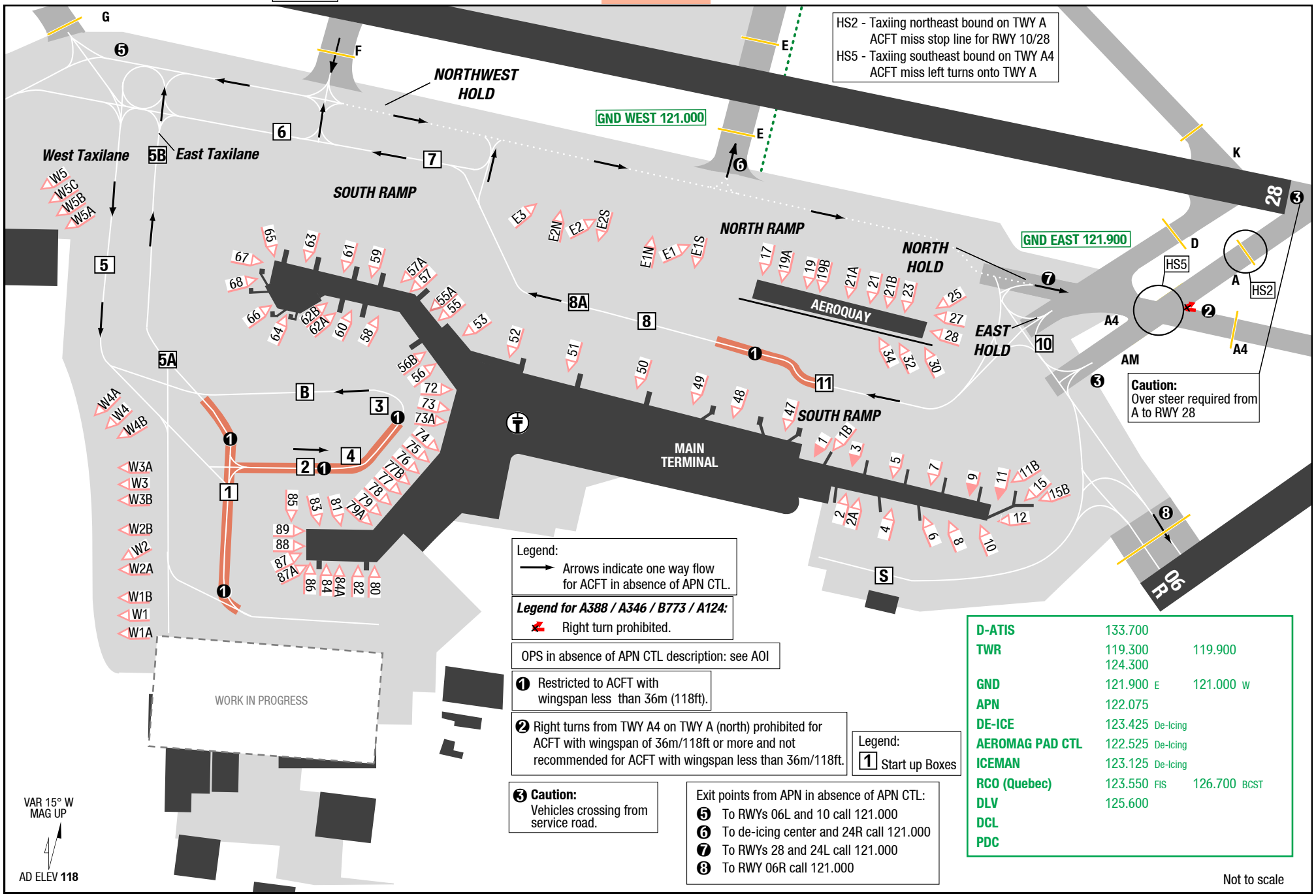
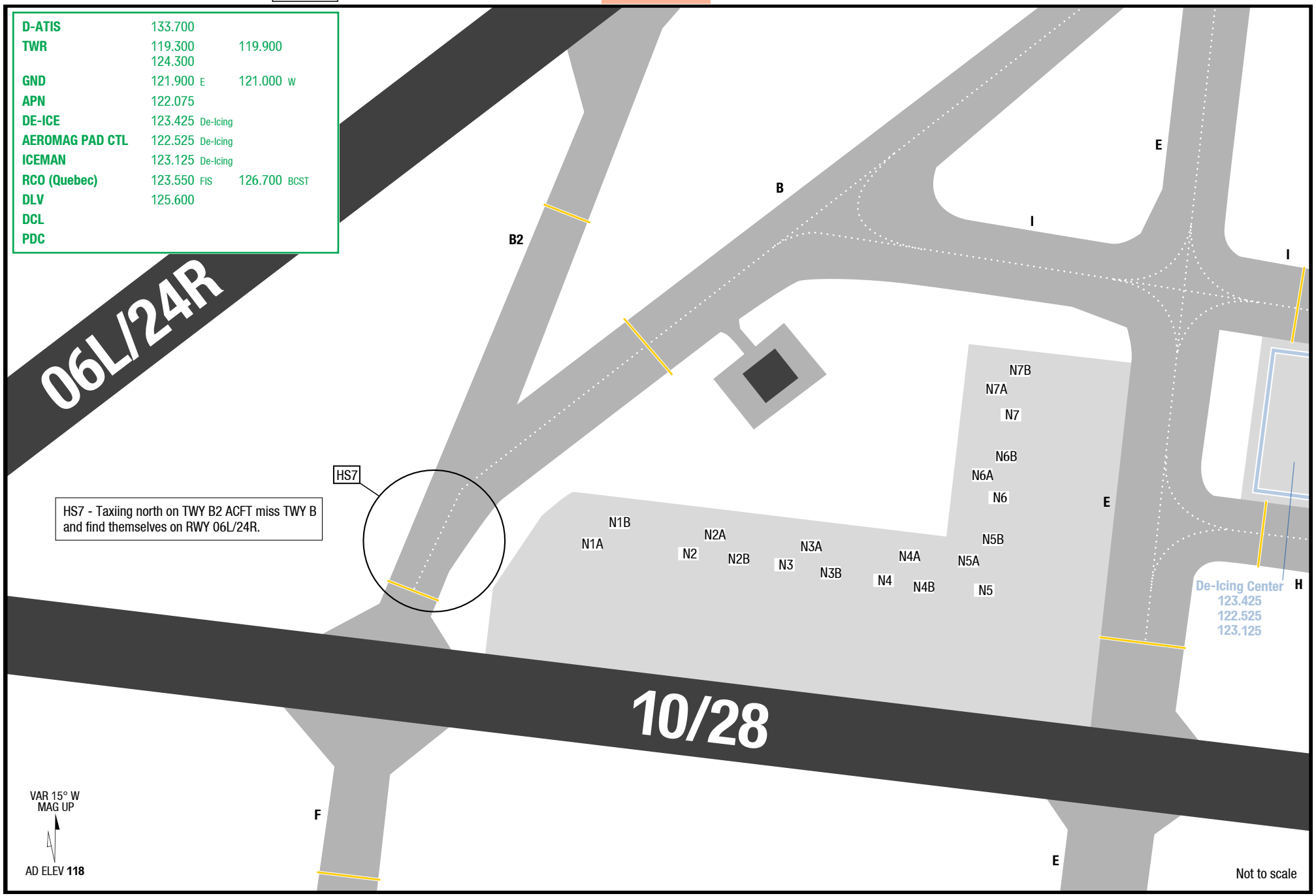
APC North
APC



D-ATIS	133.700	
TWR	119.300 124.300	119.900
GND	121.900 E	121.000 W
APN	122.075	
DE-ICE	123.425 De-Icing	
AEROMAG PAD CTL	122.525 De-Icing	
ICEMAN	123.125 De-Icing	
RCO (Quebec)	123.550 FIS	126.700 BCST
DLV	125.600	
DCL		
PDC		

Changes: Note

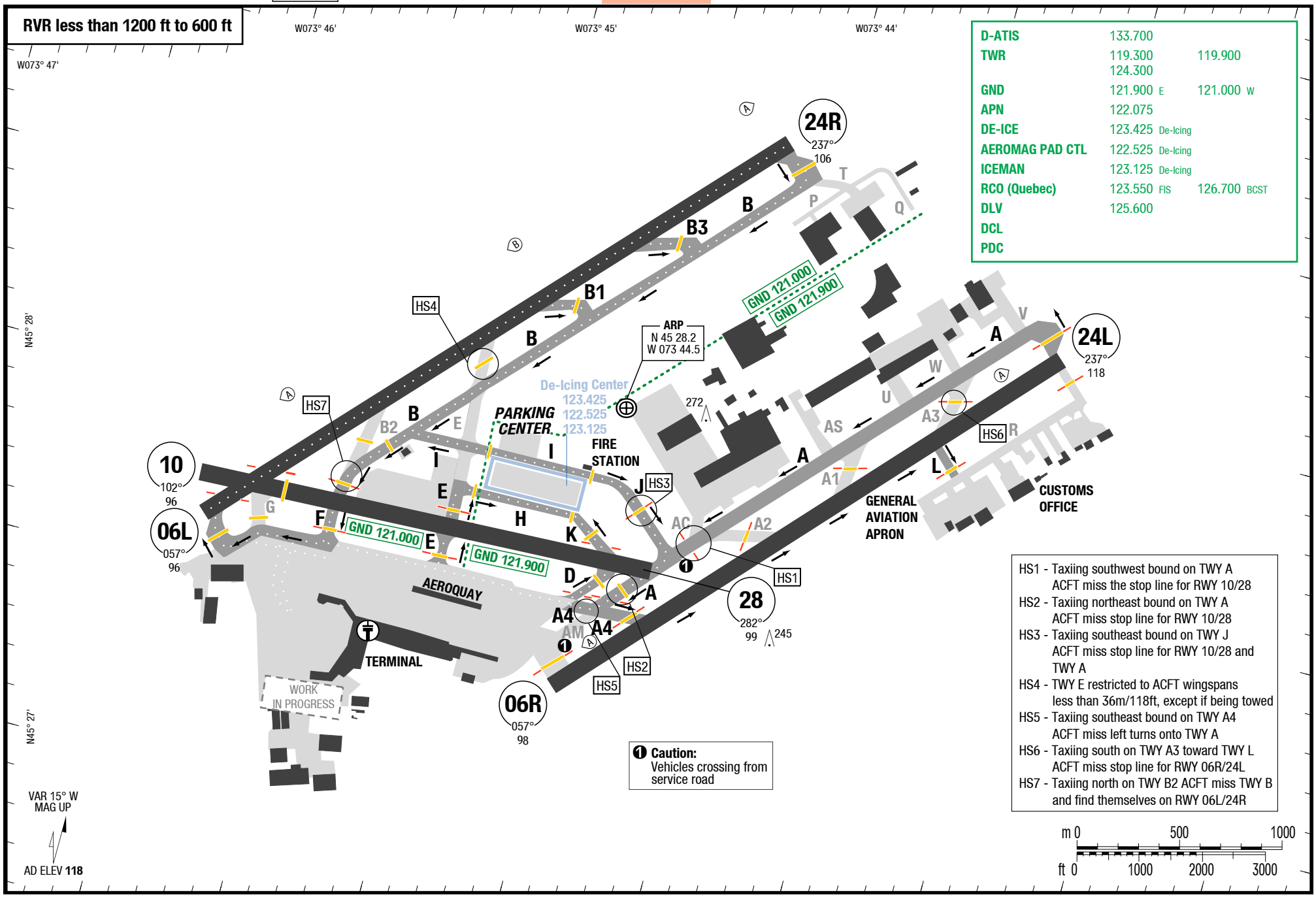
D-ATIS	133.700	
TWR	119.300 124.300	119.900
GND	121.900 E	121.000 W
APN	122.075	
DE-ICE	123.425 De-Icing	
AEROMAG PAD CTL	122.525 De-Icing	
ICEMAN	123.125 De-Icing	
RCO (Quebec)	123.550 FIS	126.700 BCST
DLV	125.600	
DCL		
PDC		



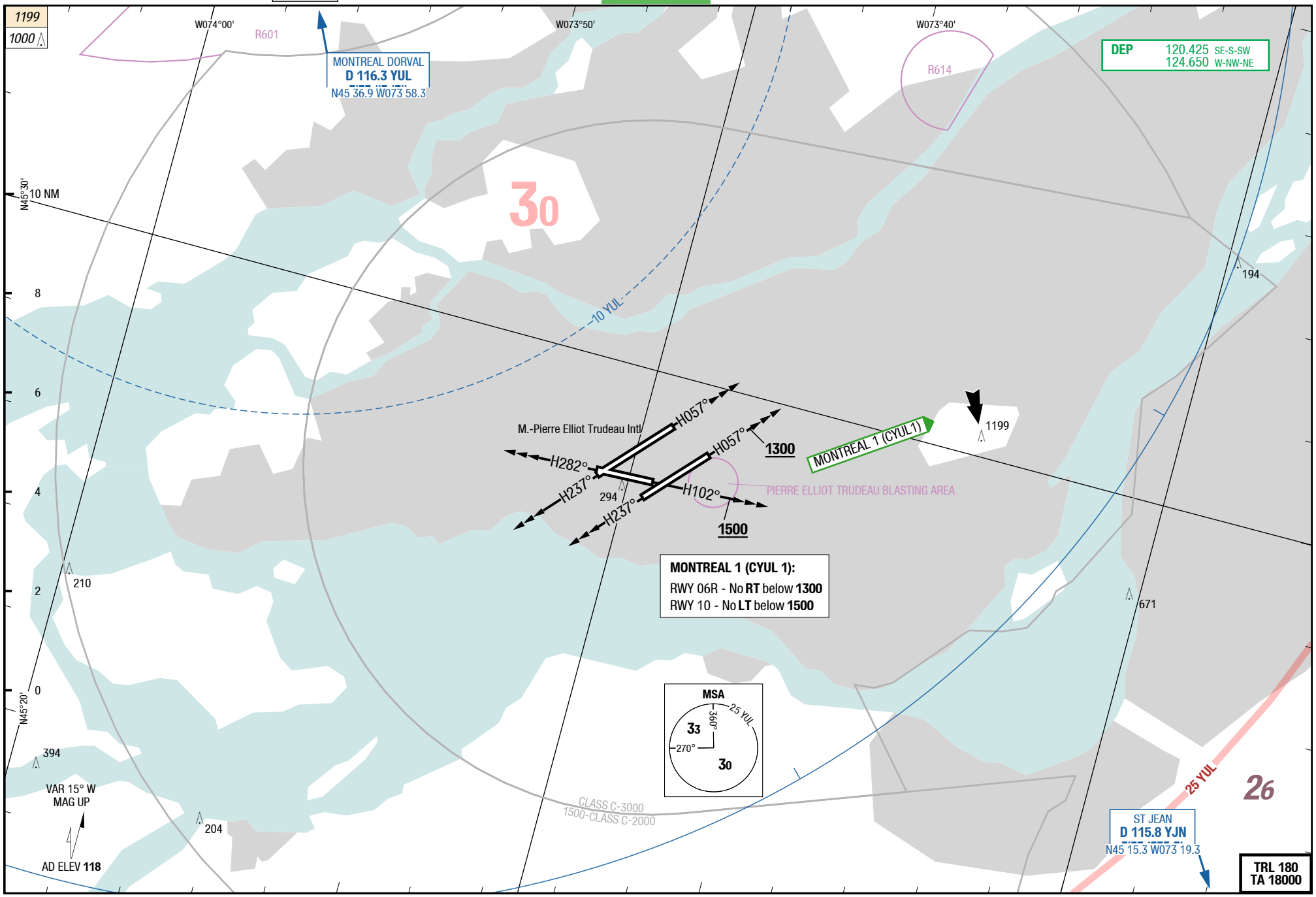
Changes: Nil

Stand Coordinates

1-3	N45 27.5 W073 44.8
4	N45 27.5 W073 44.7
5	N45 27.5 W073 44.8
6-9	N45 27.5 W073 44.7
10	N45 27.5 W073 44.6
11, 11B	N45 27.5 W073 44.7
12	N45 27.5 W073 44.6
15	N45 27.5 W073 44.7
15B	Not published
17	N45 27.6 W073 45.0
19/A/B	N45 27.6 W073 44.9
21/A/B	N45 27.6 W073 44.8
23-32	N45 27.6 W073 44.7
34	N45 27.6 W073 44.8
47, 48	N45 27.5 W073 44.9
49-51	N45 27.5 W073 45.0
52	N45 27.5 W073 45.2
53	Not published
55-56B	N45 27.5 W073 45.3
57	Not published
57A	N45 27.7 W073 45.3
58	N45 27.5 W073 45.3
59-62B	N45 27.5 W073 45.4
61	N45 27.6 W073 45.3
63-68	Not published
72-74	N45 27.5 W073 45.2
75-79A	N45 27.4 W073 45.3
80, 82	N45 27.3 W073 45.3
81, 83	N45 27.4 W073 45.3
84/A	N45 27.3 W073 45.3
85	N45 27.4 W073 45.4
86-89	N45 27.3 W073 45.3
W1-W4A	N45 27.6 W073 45.7
W5/A/B/C	Not published
E1-E3	Not published
E1N, E2N	Not published
E1S, E2S	Not published
N1-N7B	Not published



Changes: Nil



Changes: new

MONTREAL 1

RWYs 06L/R (057°) / 10 (102°) / 24L/R (237°) / 28 (282°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
MONTREAL 1 **CYUL 1**		initial climb **5000** (Jet ACFT) initial climb **3000** (Non-Jet ACFT)
RWY 06L 4.1% to 1500	HDG 057° or as assigned for vectors to assigned route	
RWY 06R ①	HDG 057° or as assigned for vectors to assigned route	
RWY 10 4.0% to 1100 ②	HDG 102° or as assigned for vectors to assigned route	
RWY 24L	HDG 237° or as assigned for vectors to assigned route	
RWY 24R	HDG 237° or as assigned for vectors to assigned route	
RWY 28 4.3% to 900	HDG 282° or as assigned for vectors to assigned route	

① No right turn below 1300ft.

② No left turn below 1500ft.

Changes: New

DEPARTUREs

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400

RWY	Routing
RWY 06L DEP	No **LT** below **2800**. No **RT** below **5700**.
RWY 06R DEP	No **RT** below **5800**.
RWY 10 DEP	With MNM climb gradient 4.6% (280ft/NM) to **8800**. **Visual Climb:** climb visual over airport to **3000** BPOC.
RWY 24L DEP	No **RT** below **5000**.
RWY 24R DEP	No **RT** below **5100**.
RWY 28 DEP	With MNM climb gradient 4.9% (300ft/NM) to **9000**. **Visual Climb:** climb visual over airport to **3000** BPOC.

RWY	Notes
06R	Tree to 163 ASL APRX 0.3NM past DER, 450ft left of RWY centerline. Building to 170 ASL APRX 0.3NM past DER, 100ft right of RWY centerline. Tower to 257 ASL APRX 0.6NM past DER, 1150ft left of RWY centerline.
10	Tower to 245 ASL APRX 0.4NM past DER, 750ft right of RWY centreline.
24L	Tower to 172 ASL APRX 0.5NM past DER, 1200ft right of RWY centreline.

Changes: Climb gradient, Routing, Notes, Height

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CARTER 3 RNAV

ALOET 1 RNAV

STAR

STAR

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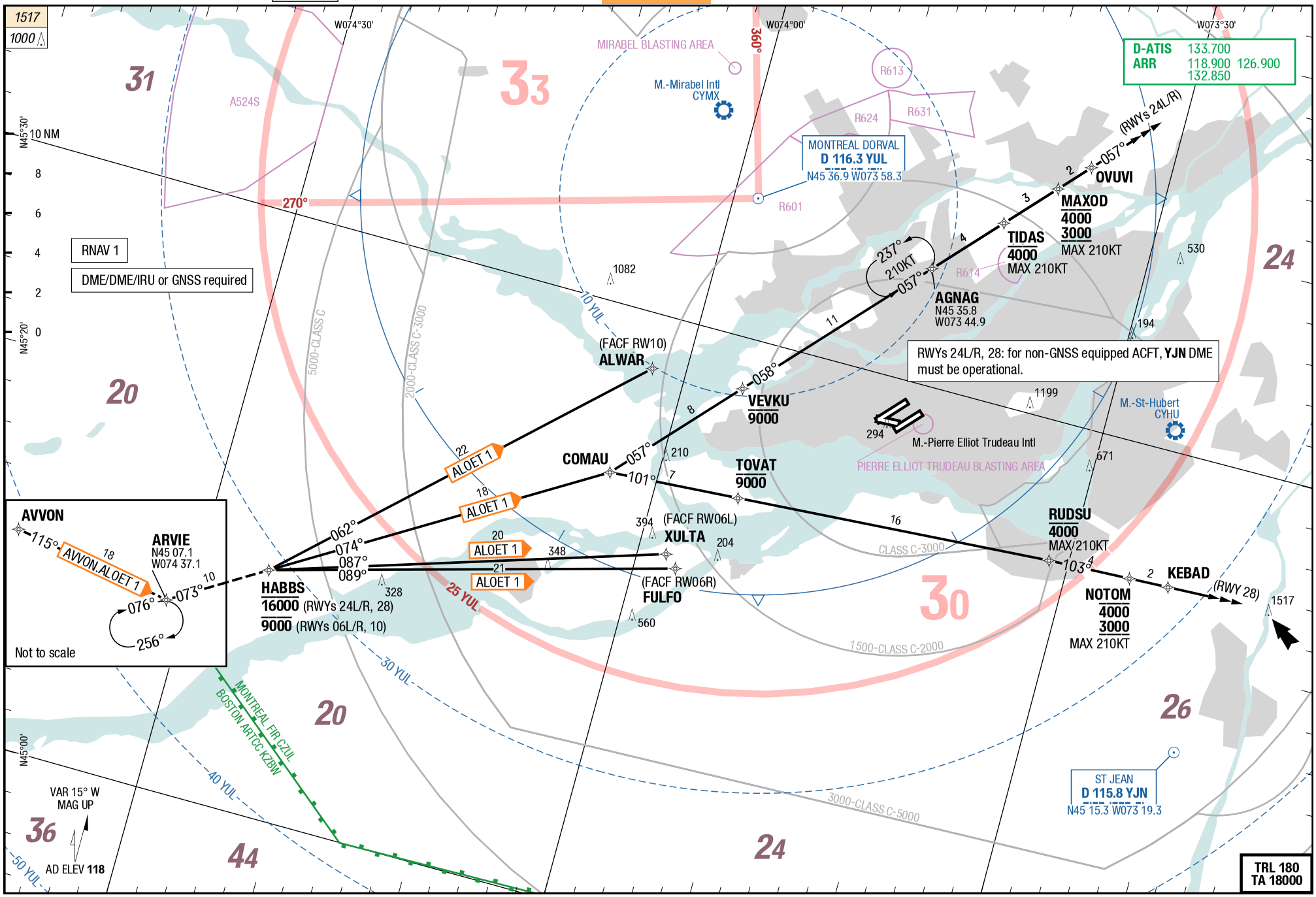
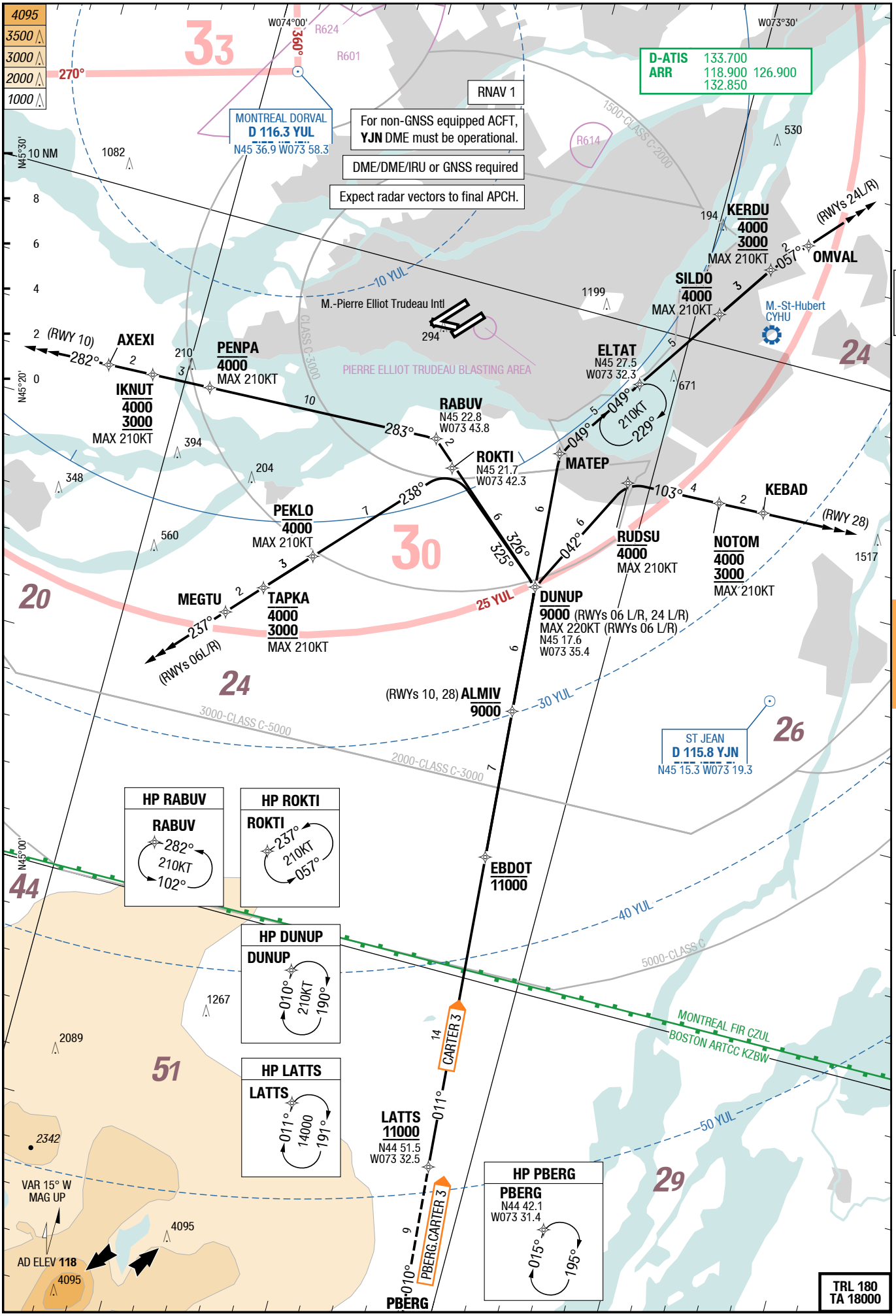
CARTER 3 RNAV

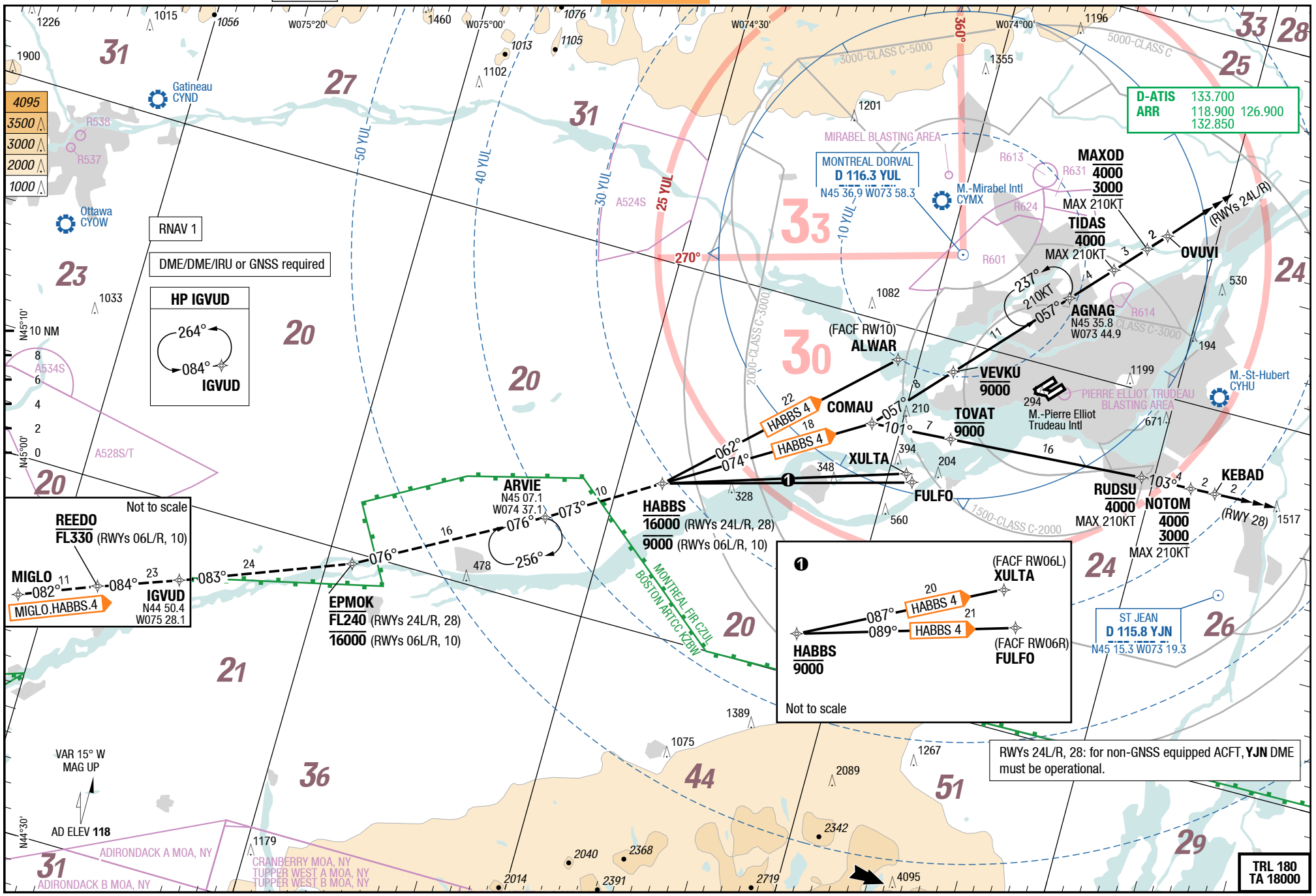
ALOET 1 RNAV



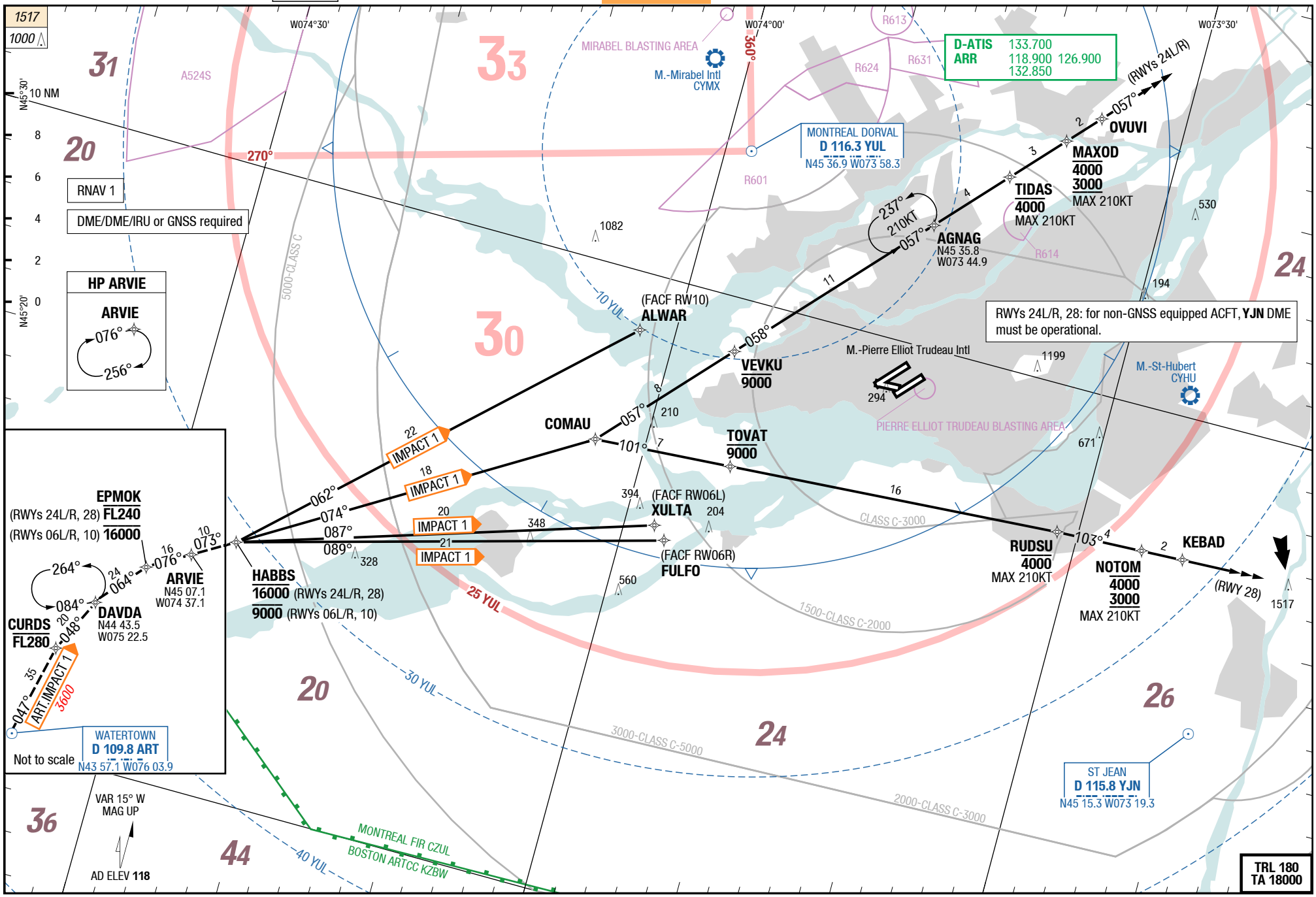
Changes: new

Changes: MSA, SUAs, HLDG, OBST, PROC renumbered, Editorial





Changes: Inset, WPT , MSA, HLDG, PROC renumbered, OBST



Changes: new

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OMBRE 5 RNAV

LAFLEUR 3 RNAV

STAR STAR

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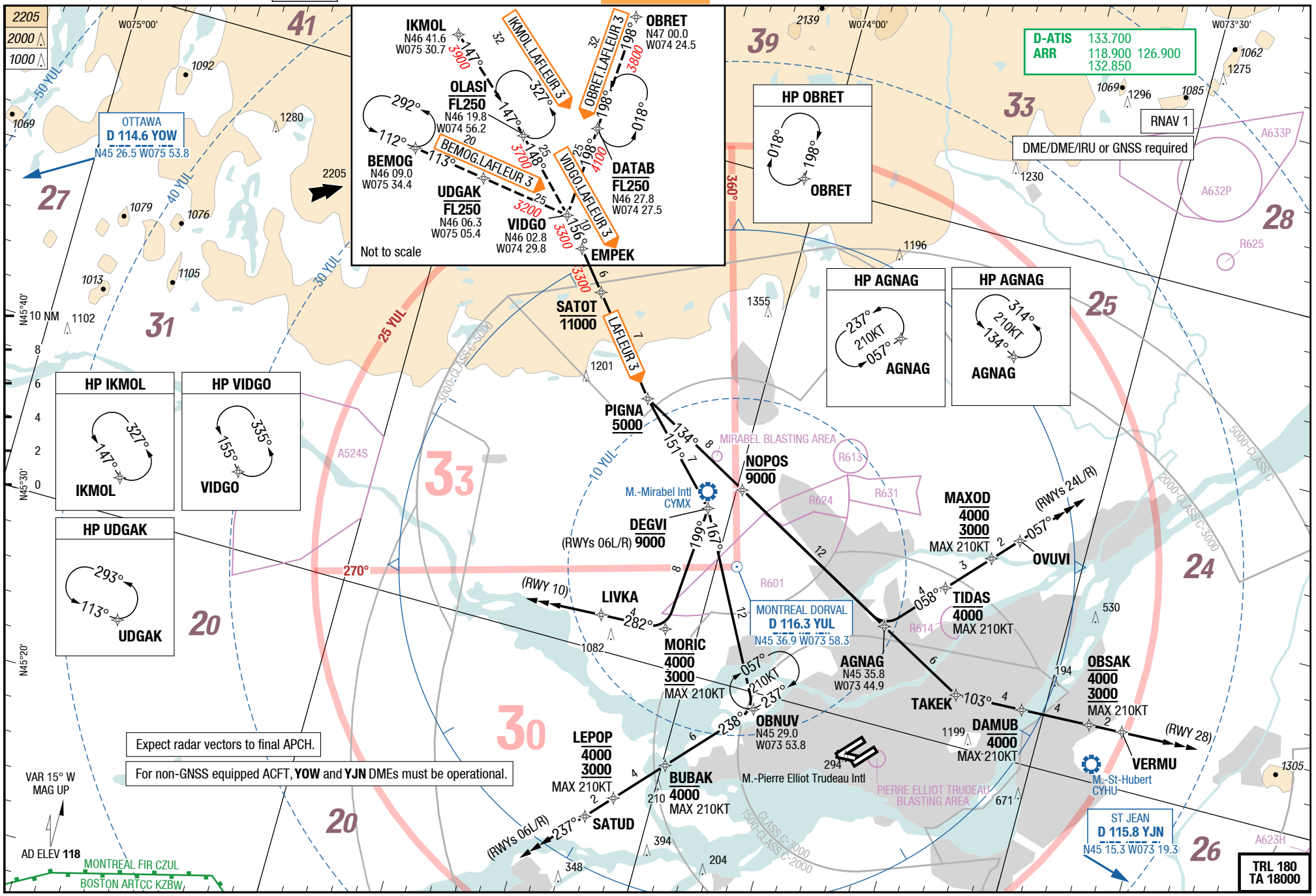
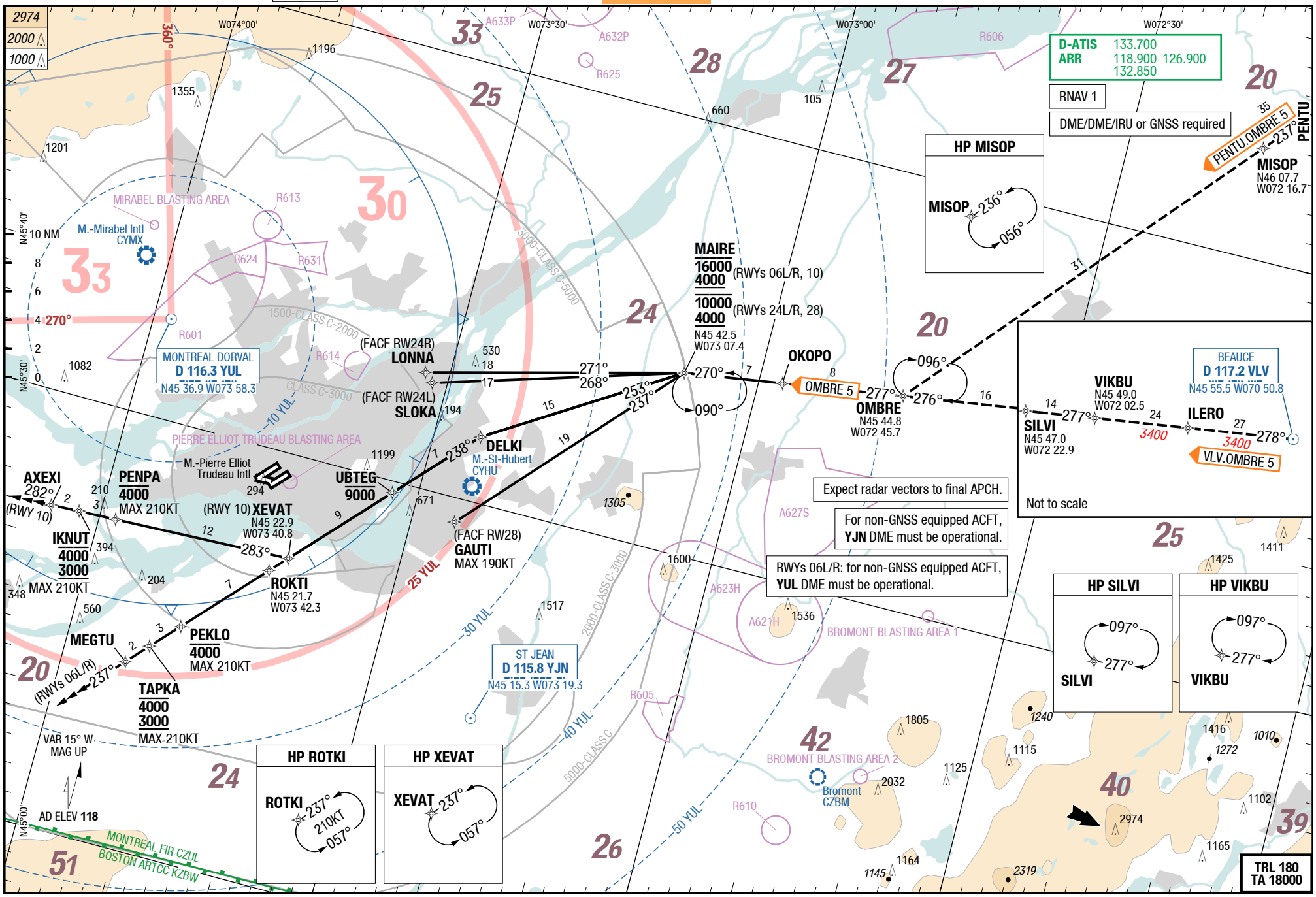
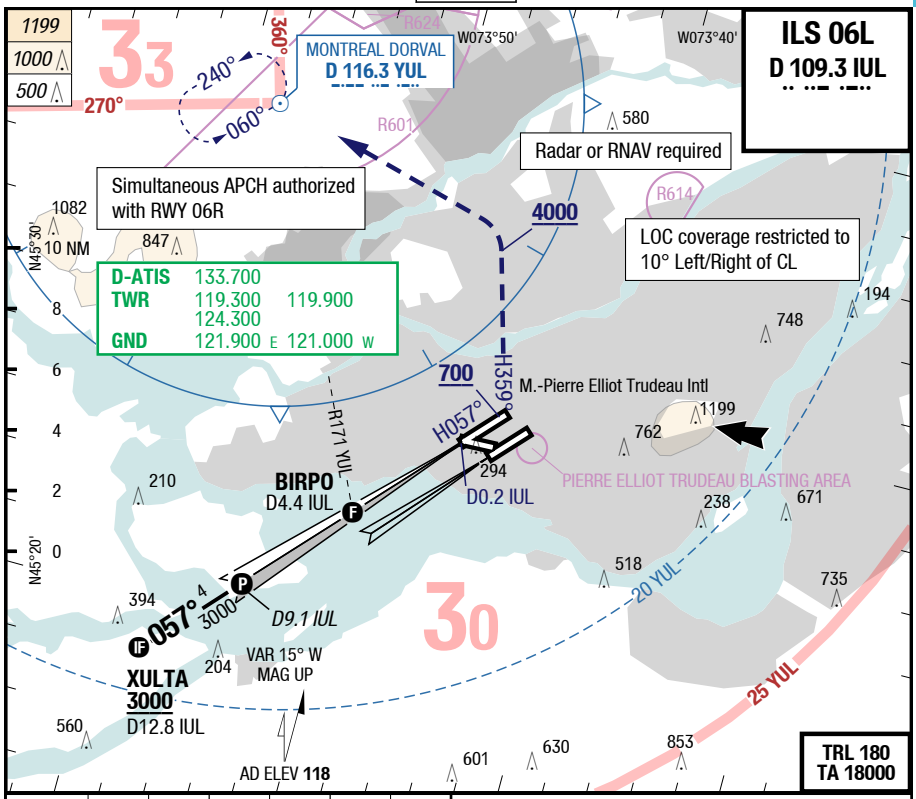
OMBRE 5 RNAV
LAFLEUR 3 RNAV



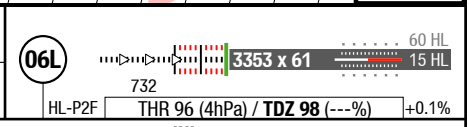
Changes: ALT, MTCA, MSA, OBST, PROC renumbered, HLDG

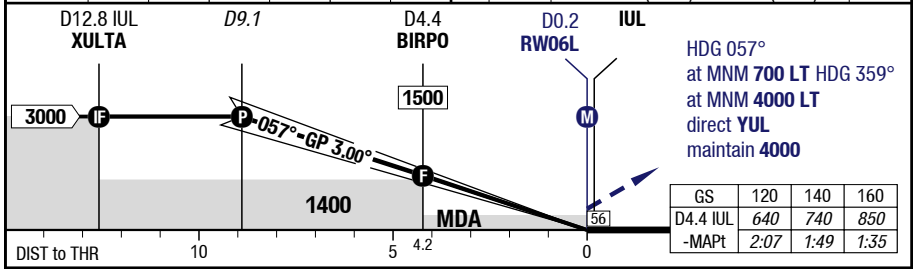


Changes: MSA, WPT , PROC, HLDG, PROC renumbered, Editorial



LOC 3.00° D IUL	9.1	9	7	5	3	2
	3000	2960	2320	1680	1050	730

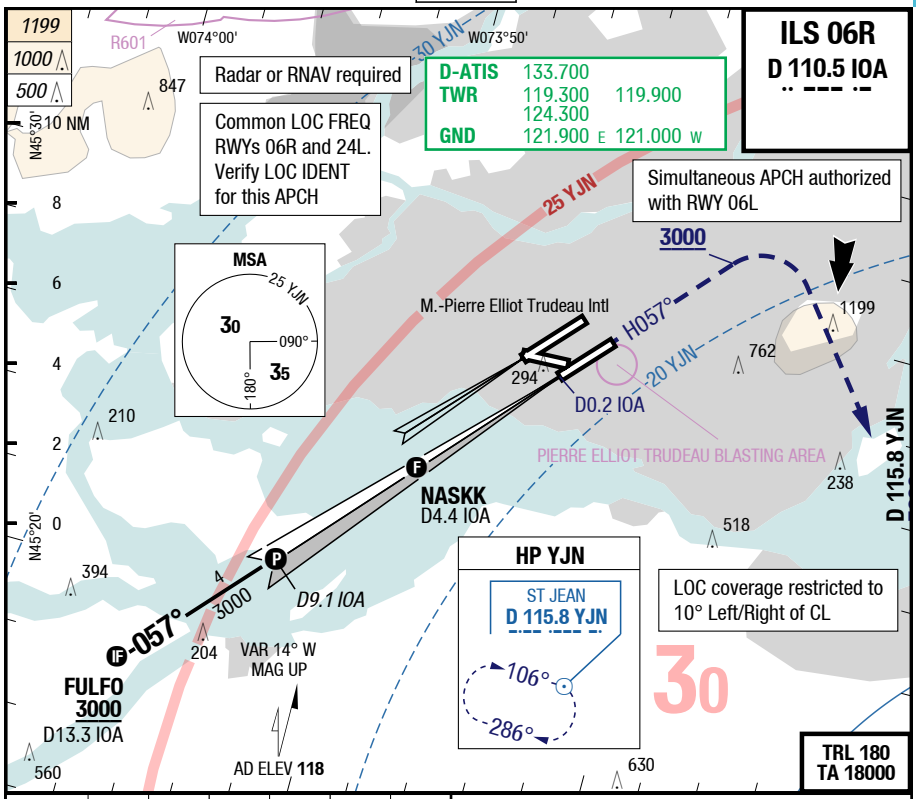




GS	120	140	160
D4.4 IUL	640	740	850
-MAPt	2:07	1:49	1:35

TERPS 06L		Cat 2	Cat 1	LOC			Circling TERPS
C	ft - ft/SM ft	100 - 1200R **98** RA	200 - 2600R/0.5V **300**	390 - 5000R/1.0V **480**			600 - 2.0V **720**
D	ft - ft/SM ft	100 - 1200R **98** RA	200 - 2600R/0.5V **300**	390 - 5000R/1.0V **480**			700 - 2.25V **820**

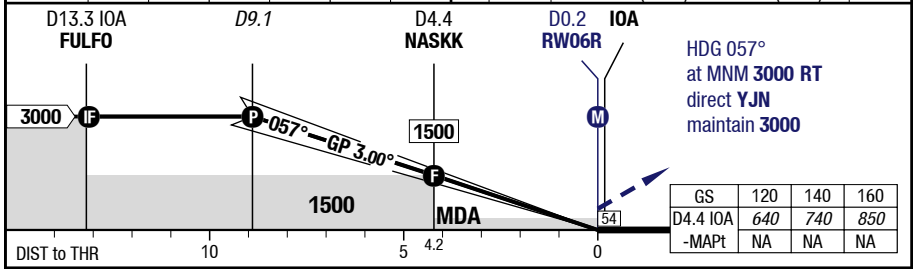
Changes: Completely revised



LOC 3.00° D IOA	9.1	7	5	4	3	2
	3000	2340	1700	1380	1060	740

06R — 2926 x 61 — 60 HL — 732

HL-P1R — THR 98 (4hPa) / **TDZ 105** (---%) — +0.2%

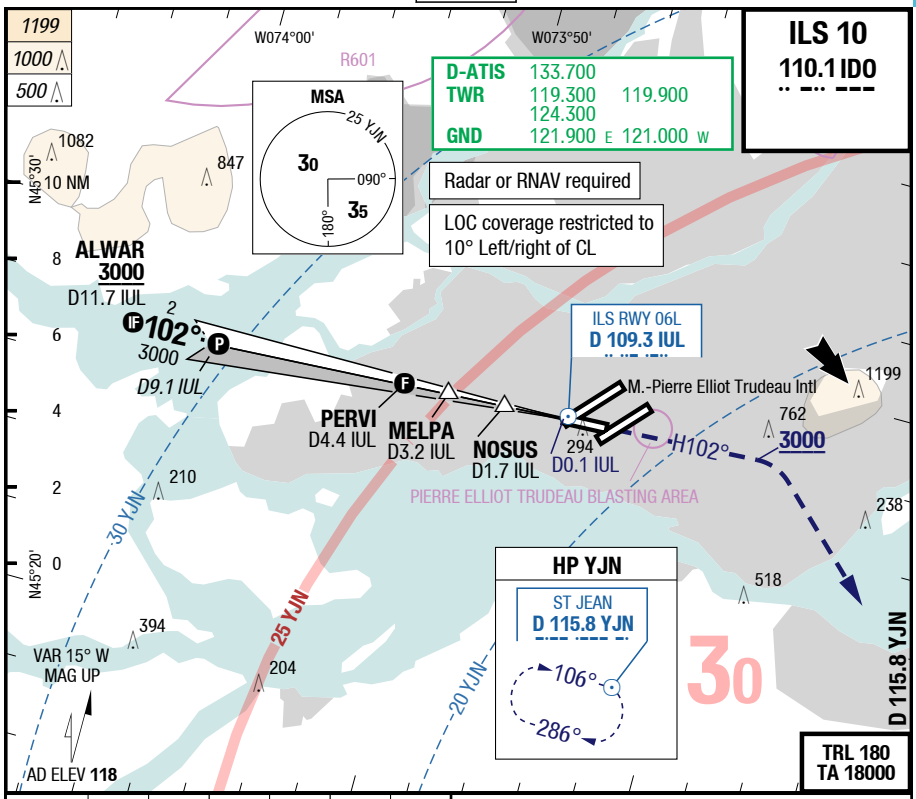


GS	120	140	160
D4.4 IOA -MAPt	*640* NA	*740* NA	*850* NA

06R		Cat 1 DME 1)	LOC DME				Circling TERPS
C	ft - ft/SM ft	200 - 2600R/0.5V **310**	340 - 5000R/1.0V **440**				600 - 2.0V **720**
D	ft - ft/SM ft	200 - 2600R/0.5V **310**	340 - 5000R/1.0V **440**				700 - 2.25V **820**

1) With EVS RVR 1800ft/ VIS 0.5SM

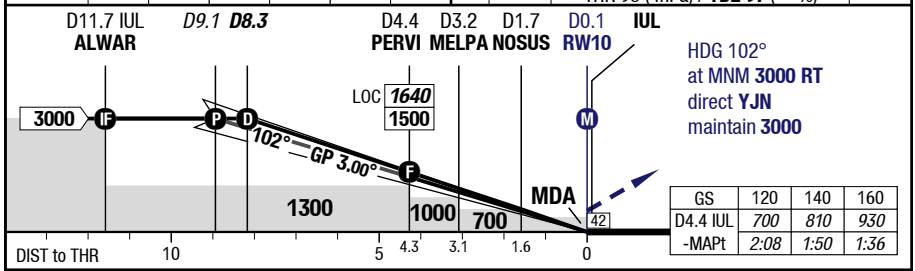
Changes: ALT, PROC renamed, Note, DIST



LOC 3.29° D IUL	8.3	6	5	4	3	2
	3000	2210	1860	1510	1160	810

10 — 2134 x 61 — 60 HL — 732

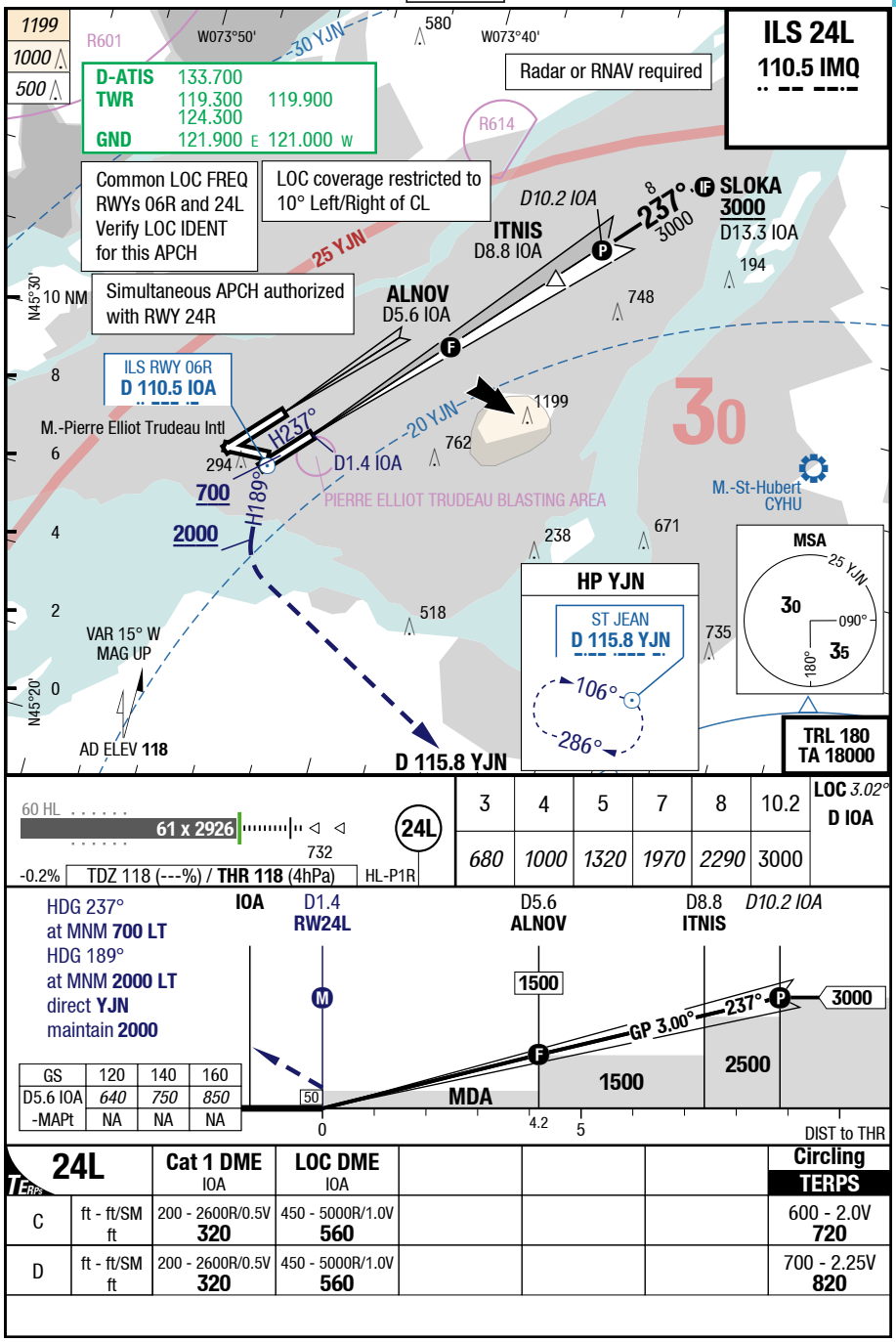
HL-P1R — THR 96 (4hPa) / **TDZ 97** (---%) — 0.0%



GS	120	140	160
D4.4 IUL	*700*	*810*	*930*
-MAPt	*2:08*	*1:50*	*1:36*

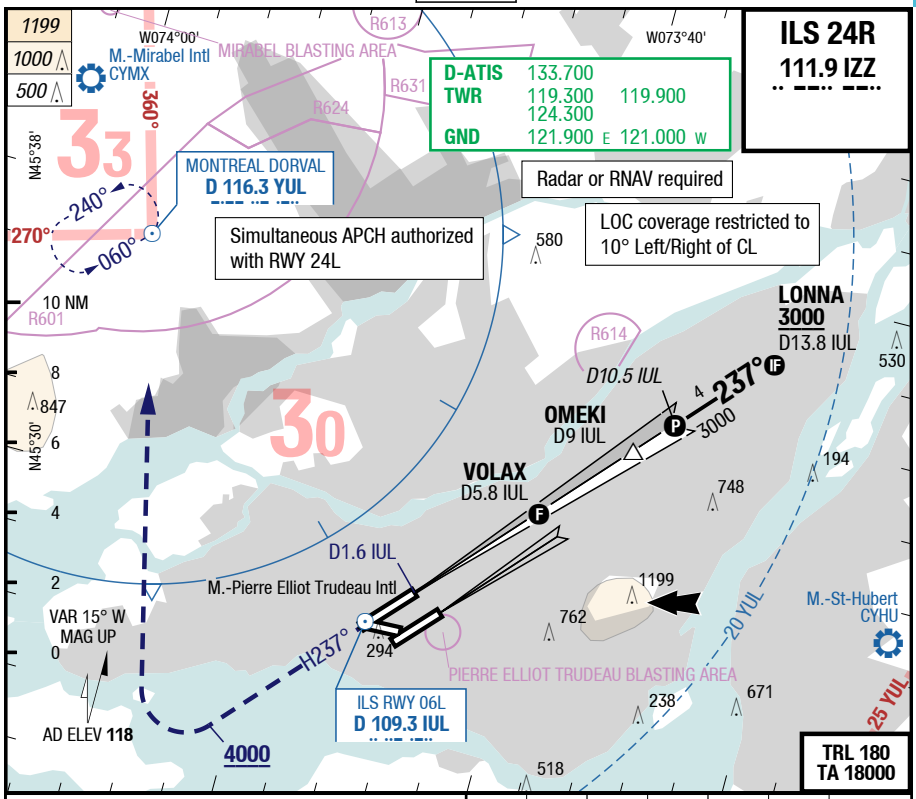
TERPS 10		Cat 1 DME	LOC DME				Circling TERPS
C	ft - ft/SM ft	200 - 0.5V **300**	390 - 1.0V **480**				600 - 2.0V **720**
D	ft - ft/SM ft	200 - 0.5V **300**	390 - 1.0V **480**				700 - 2.25V **820**

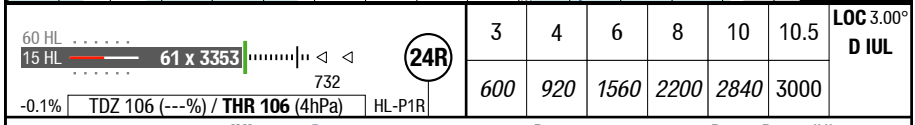
Changes: ROD

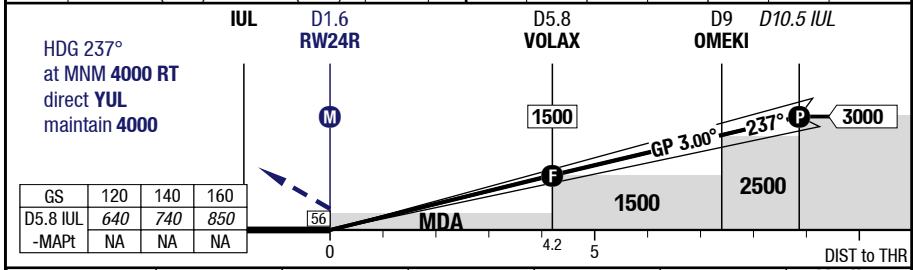


TERPS 24L		Cat 1 DME IOA	LOC DME IOA				Circling TERPS
C	ft - ft/SM ft	200 - 2600R/0.5V **320**	450 - 5000R/1.0V **560**				600 - 2.0V **720**
D	ft - ft/SM ft	200 - 2600R/0.5V **320**	450 - 5000R/1.0V **560**				700 - 2.25V **820**

Changes: MIN, OBST, FAP







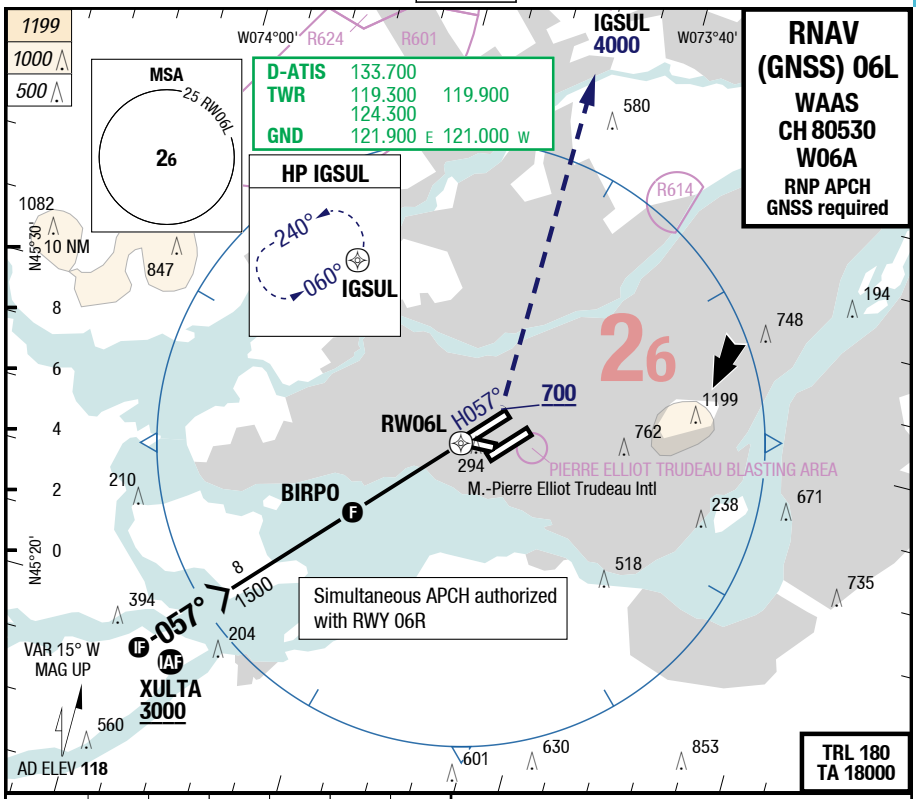
24R		Cat 1 DME IUL	LOC DME IUL				Circling TERPS
C	ft - ft/SM ft	200 - 2600R/0.5V **310**	420 - 5000R/1.0V **520**				600 - 2.0V **720**
D	ft - ft/SM ft	200 - 2600R/0.5V **310**	420 - 5000R/1.0V **520**				700 - 2.25V **820**

Changes: Completely revised

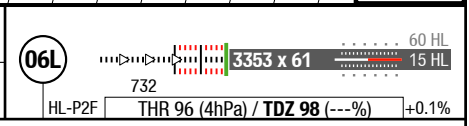
YUL-CYUL

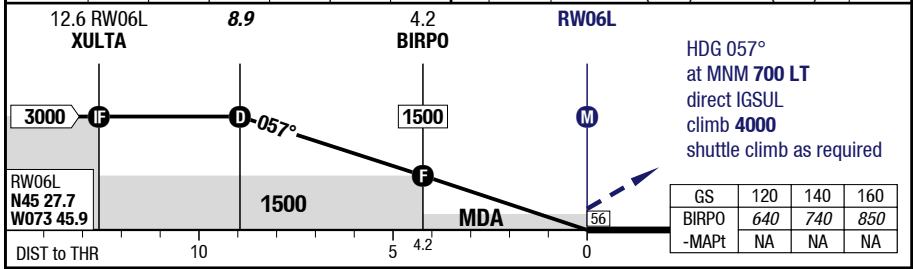
7-70

RNAV (GNSS) 06L



3.00° RW06L	8.9	7	6	5	3	2
	3000	2390	2070	1750	1110	790





GS	120	140	160
BIRPO	*640*	*740*	*850*
-MAPt	NA	NA	NA

06L		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV 2)			Circling TERPS
C	ft - ft/SM ft	200 - 2600R/0.5V **300**	400 - 5000R/1.0V **500**	470 - 5000R/1.0V **560**			600 - 2.0V **720**
D	ft - ft/SM ft	200 - 2600R/0.5V **300**	400 - 5000R/1.0V **500**	470 - 5000R/1.0V **560**			700 - 2.25V **820**

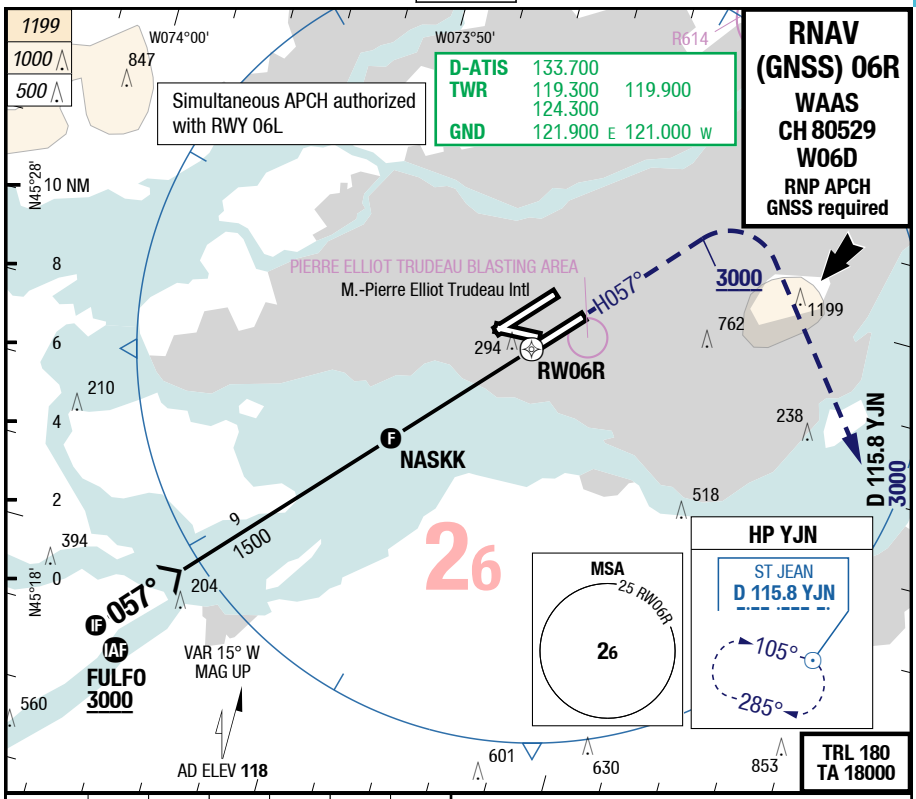
1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 54°C (129°F)
2) NA during SIMUL OPS

Changes: Nil

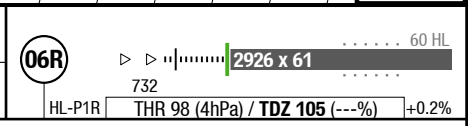
YUL-CYUL

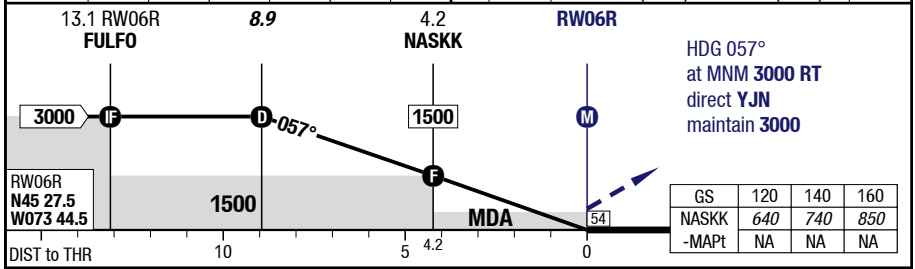
7-80

RNAV (GNSS) 06R



3.00° RW06R	8.9	7	6	5	3	2
	3000	2390	2070	1750	1110	790





GS	120	140	160
NASKK	640	740	850
-MAPt	NA	NA	NA

06R		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV 2)			Circling TERPS
C	ft - ft/SM ft	200 - 2600R/0.5V **310**	370 - 5000R/1.0V **480**	470 - 5000R/1.0V **570**			600 - 2.0V **720**
D	ft - ft/SM ft	200 - 2600R/0.5V **310**	370 - 5000R/1.0V **480**	470 - 5000R/1.0V **570**			700 - 2.25V **820**

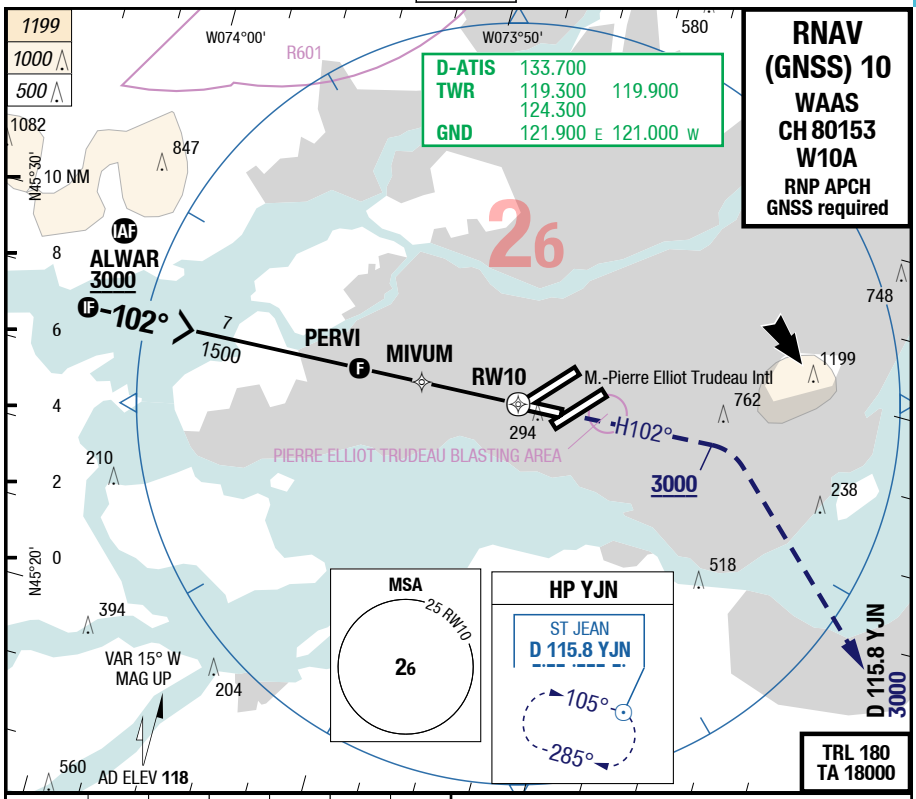
1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 54°C (129°F)
2) NA during SIMUL OPS

Changes: OBST, Editorial

YUL-CYUL

7-90

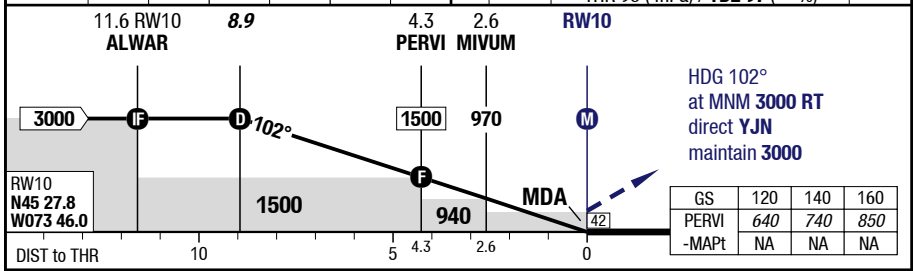
RNAV (GNSS) 10



3.00° RW10	8.9	6	5	4	3	2
	3000	2060	1740	1420	1100	780

10 — 2134 x 61 — 60 HL — 732

HL-P1R — THR 96 (4hPa) / **TDZ 97** (---%) — 0.0%



GS	120	140	160
PERVI	*640*	*740*	*850*
-MAPt	NA	NA	NA

10		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV			Circling TERPS
C	ft - ft/SM ft	200 - 0.5V **300**	470 - 1.25V **570**	530 - 1.25V **620**			600 - 2.0V **720**
D	ft - ft/SM ft	200 - 0.5V **300**	470 - 1.25V **570**	530 - 1.25V **620**			700 - 2.25V **820**

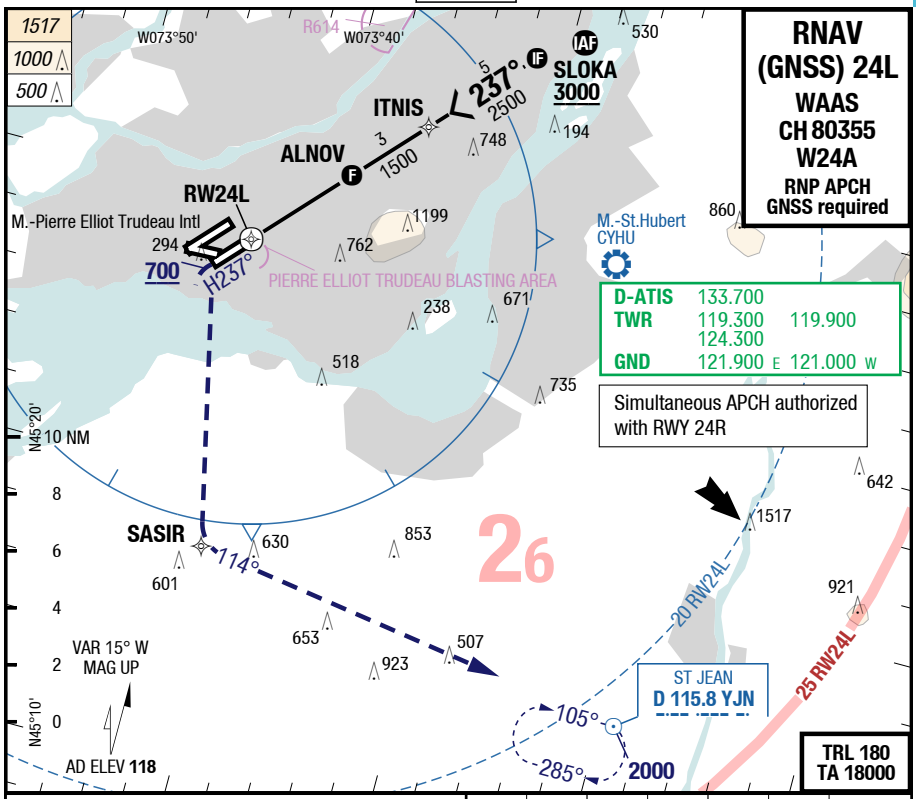
1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 54°C (129°F)

Changes: new

YUL-CYUL

7-100

RNAV (GNSS) 24L



24L		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV 2)			Circling TERPS
C	ft - ft/SM ft	200 - 2600R/0.5V **320**	450 - 5000R/1.0V **570**	470 - 5000R/1.0V **580**			600 - 2.0V **720**
D	ft - ft/SM ft	200 - 2600R/0.5V **320**	450 - 5000R/1.0V **570**	470 - 5000R/1.0V **580**			700 - 2.25V **820**

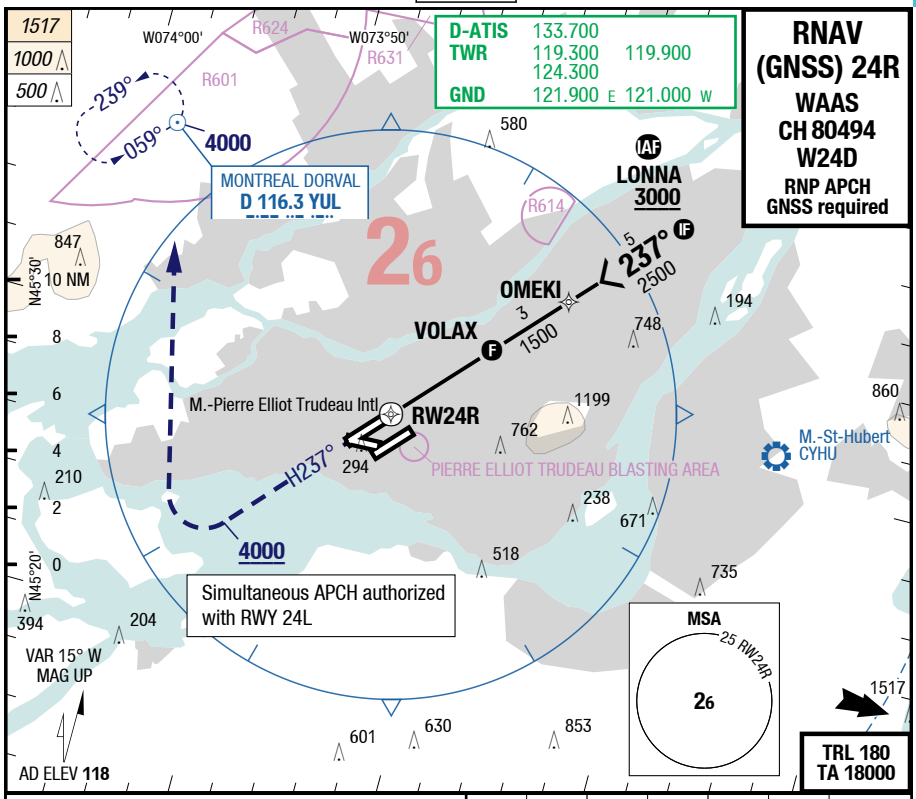
1) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (129°F)
2) NA during SIMUL OPS

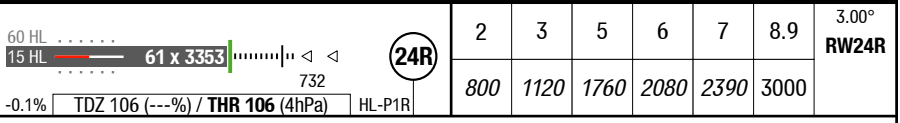
Changes: WPT ITNIS, MIN, Profile, Note, OBST, DIST

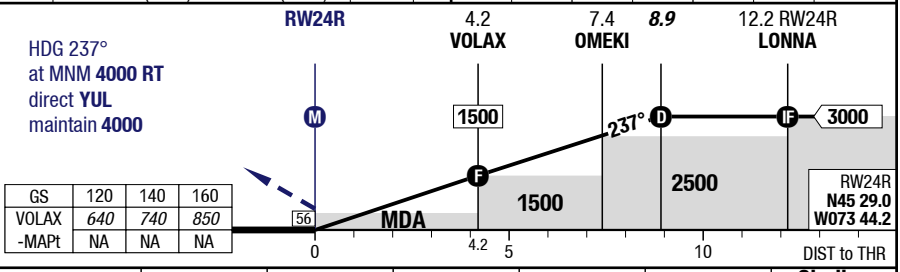
YUL-CYUL

7-110

RNAV (GNSS) 24R







24R		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV 2)			Circling TERPS
C	ft - ft/SM ft	200 - 2600R/0.5V **310**	340 - 5000R/1.0V **450**	440 - 5000R/1.0V **540**			600 - 2.0V **720**
D	ft - ft/SM ft	200 - 2600R/0.5V **310**	340 - 5000R/1.0V **450**	440 - 5000R/1.0V **540**			700 - 2.25V **820**

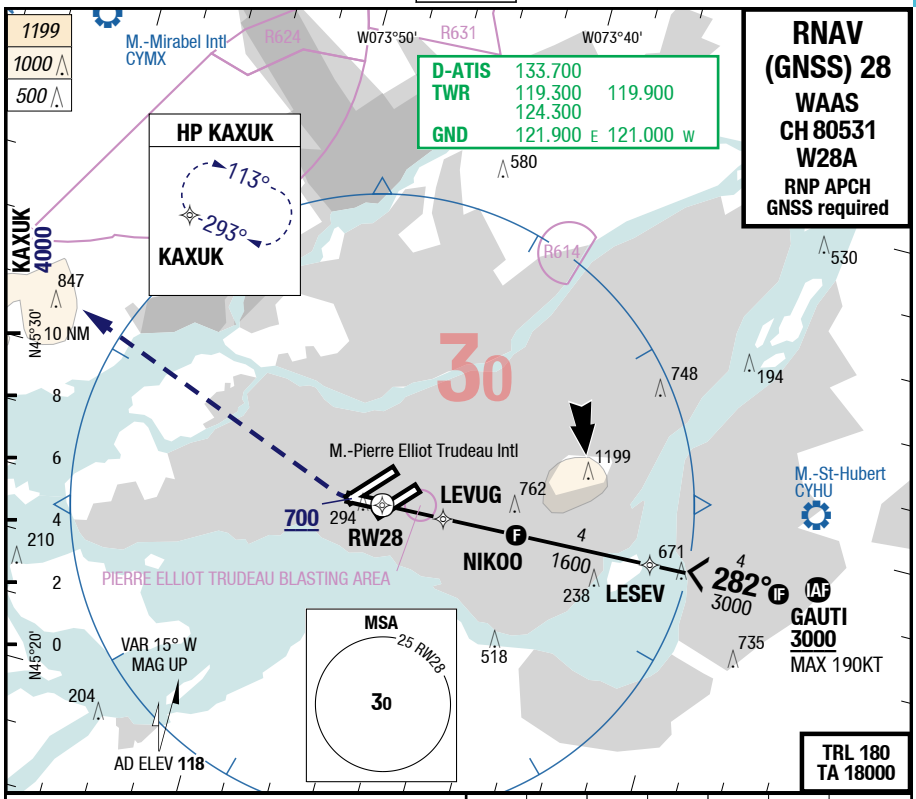
1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 54°C (129°F)
2) NA during SIMUL OPS

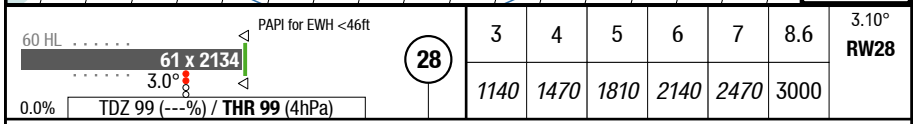
Changes: Nil

YUL-CYUL

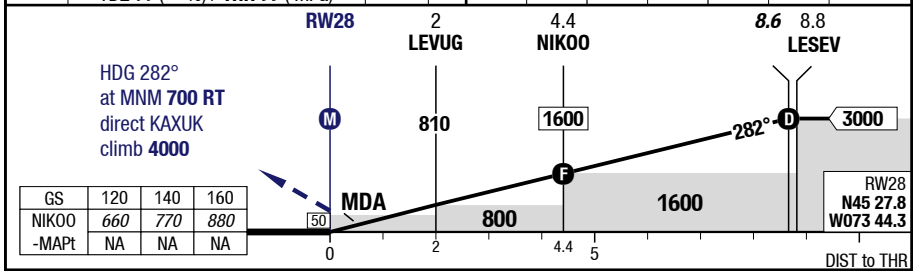
7-120

RNAV (GNSS) 28





3	4	5	6	7	8.6
1140	1470	1810	2140	2470	3000



GS	120	140	160
NIKOO	660	770	880
-MAPt	NA	NA	NA

28		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV			Circling TERPS
C	ft - ft/SM ft	340 - 1.25V **440**	340 - 1.25V **440**	450 - 1.5V **540**			600 - 2.0V **720**
D	ft - ft/SM ft	340 - 1.25V **440**	340 - 1.25V **440**	450 - 1.5V **540**			700 - 2.25V **820**

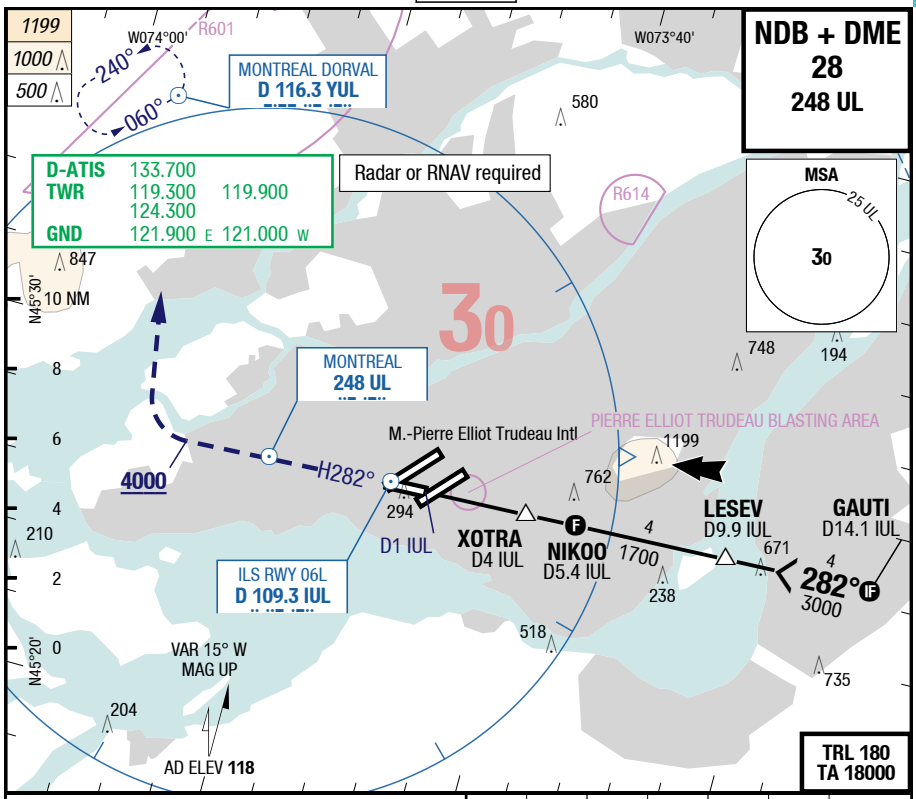
1) Uncompensated BARO VNAV NA below -23°C (-9°F) or above 48°C (118°F)

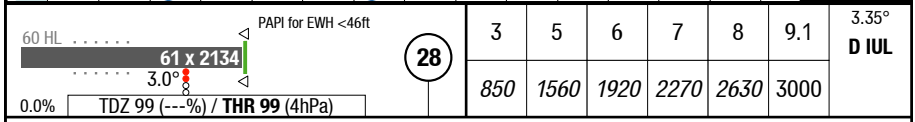
Changes: ALT, DIST ALT table, Profile

YUL-CYUL

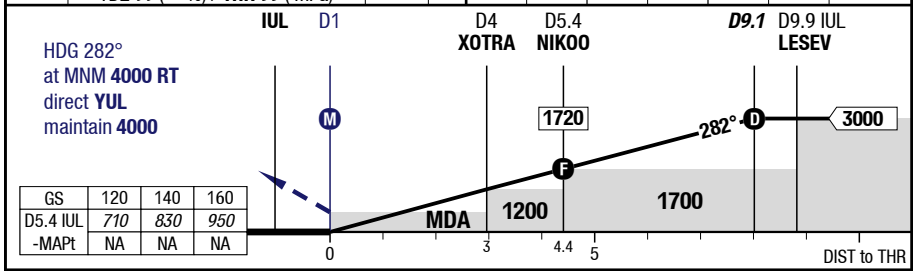
7-130

NDB + DME 28





3	5	6	7	8	9.1	3.35° D IUL
850	1560	1920	2270	2630	3000	



GS	120	140	160
D5.4 IUL	710	830	950
-MAPt	NA	NA	NA

28		NDB DME IUL					Circling TERPS
C	ft - ft/SM ft	530 - 1.5V **620**					600 - 2.0V **720**
D	ft - ft/SM ft	530 - 1.5V **620**					700 - 2.25V **820**

Changes: WPT , PROC, MISAP, MSA, OBST, ROD, Profile, MOCA