

Radar (Wake) Separation		Follower			
Leader	Super	4 nm	6 nm	7 nm	8 nm
	Heavy	4 nm	4 nm	5 nm	6 nm
	Medium	*	*	*	4 nm
	Light	*	*	*	*

Approach (Radar) Spacing	
Environment	Separation
Dedicated Arrival Runway:	3 miles
Mixed Mode (Arr & Dep) Runway:	5 miles
- CAT II and CAT III Approach	8 miles

Lateral and Vertical Separation		
Environment	Lateral Separation	Vertical Separation
TCU - VFR	1 mile	500 ft
TCU - IFR	3 miles	1000 ft
FL280 -	5 miles	1000 ft
FL290-FL410	5 miles	1000 (RVSM) or 2000 ft
FL430-FL600	5 miles	2000 ft

- (1) LOA may have higher requirements
- (2) This table may be superseded by Wake Separation
- (3) Minimum vertical separation is 1000 ft when higher wake category is above

Traffic		
POS:	3 o'clock	3 heures
DIS:	3 miles	3 milles
DIR:	Westbound	Dir. ouest
TYPE:	C172	C172
ALT:	1500 ft	1500 pi

CYUL Terminal Specific Approach Spacing		
Mixed Mode (simultaneous departures and arrivals)	06L	5 miles
	06R	6 miles
	24L	6 miles
	24R	5 miles
Mixed Mode with General Aviation (simultaneous departures and arrivals)	06L	-
	06R	6 miles
	24L	7 miles
	24R	-
CAT II Approach	06L	8 miles or TWR
	06R	-
	24L	-
	24R	-
Dedicated Departure or Arrival Runway	06L	3 miles or Wake Separation
	06R	
	24L	
	24R	
Simultaneous approaches (staggered)	06L	2.5 miles
	06R	
	24L	
	24R	

DEP	RWY	HDG	ALT	
CYUL3 CYOW4	All	Rwy hdg	Non-jet	3000
			Jet	5000
CYQB6	06	Rwy hdg	All	4000
	11, 24	Rwy hdg	Non-jet	3000
			Jet	4000
			Non-jet	3000
NORDK3	29	273	Jet	4000
CYMX9	All	Rwy hdg	All	3000
CYHU7	06/24 L-R	Rwy hdg	All	3000
	28	220	All	3000

Departure Typical Speeds	
Props	210 KIAS
Props - Q400	240 KIAS
Jets - Slow (Citation)	250 KIAS
Jets	280 - 300 KIAS

Arrival Typical Speeds	
Downwind	210 KIAS
Base	190 KIAS
Final - VFR	170 KIAS (*)
Final - IFR	160 KIAS (*)

(\*) Up to FAF

Emergency
7500 - Hijack - <b>Forbidden</b> on VATSIM at all times
7600 - Communication failure ("IDENT if you can hear me")
7700 - Emergency:
1 - Number of souls on board --> (Qté de passagers)
2 - Quantity of fuel on board --> (Qté de carburant)
3 - Any dangerous goods on board? --> (Mat. danger.)

Visual Approaches
Minimum visibility: 3 sm
Minimum ceiling: 500' above min IFR altitude
Airport in sight if no preceding IFR traffic
Preceding traffic in sight if IFR traffic to follow

Track			Track	
180° — 359°			000° — 179°	
CVFR IFR	VFR		CVFR IFR	VFR
2000	-	Cruising Altitudes  18,000 feet and below	1000	-
4000	4500		3000	3500
6000	6500		5000	5500
8000	8500		7000	7500
10000	10500		9000	9500
12000	12500		11000	11500
14000	14500		13000	13500
16000	16500		15000	15500
-	-		17000	17500
IFR				IFR
180		1000 feet separation FL180 - FL280	190	
200			210	
220			230	
240			250	
260			270	
280		RVSM 1000 feet separation FL290 - FL410	290	
300			310	
320			330	
340			350	
360			370	
380			390	
400			410	
430		2000 feet separation FL430 - FL590	450	
470			490	
510			530	
550			570	

Altimeter setting	Lowest Usable
29.92 +	FL180
28.92 - 29.91	FL190
27.92 - 28.91	FL200

Leader - Time to threshold	Follower distance (*) vs Speed diff.				
	20	40	60	80	100
1 minute	5	5	5	6	6
2 minutes	5	6	6	7	8
3 minutes	5	6	7	8	9
4 minutes	6	7	8	10	11
5 minutes	6	8	9	11	13
6 minutes	6	8	10	12	14
7 minutes	7	9	11	14	16
8 minutes	7	10	12	15	18
9 minutes	7	10	13	16	19
10 minutes	8	11	14	18	21

(\*) Distance from threshold to have 4nm spacing at threshold

CYUL Terminal Entry Points			
Dest	Entry	Alt	Restriction
CYUL	HABBS	-	24L/R: 2 flows (jet/prop)
	SATOT	-	-
	MAIRE	-	Heavy: 7 MIT
	OKOPO		Super: 10 MIT
CYMX	HABBS	12000 -	10 MIT
	EMPEK	6000	10 MIT
	DAXES	8000	10 MIT
	LOKBU	6000	-
CYHU	TALNO	10000 -	-
	SATOT	10000 -	-
	OKOPO	5000	-
	TAKIN	5000	-
	LOKBU	6000	Props from CYRQ: 4000

Définition	SFI - CYUL	Meaning
24G ou 06G – Anglais	<b>L</b>	EN – 24L or 06L
24G ou 06G – Français	<b>G</b>	FR – 24L or 06L
06D ou 24D – Anglais	<b>R</b>	EN – 06R or 24R
06D ou 24D – Français	<b>D</b>	FR – 06R or 24R
Français	<b>F</b>	French
CYHU – Anglais	<b>H</b>	EN – CYHU
CYHU – Français	<b>U</b>	FR – CYHU
CYJN – Anglais	<b>J</b>	EN – CYJN
CYJN – Français	<b>N</b>	FR – CYJN
CYMX – Anglais	<b>M</b>	EN – CYMX
CYMX – Français	<b>X</b>	FR – CYMX
Entr. IFR - Anglais	<b>T</b>	EN – IFR Training
Entr. IFR - Français	<b>A</b>	FR – IFR Training
ILS CAT II - Anglais	<b>C</b>	EN – ILS CAT II
ILS CAT II - Français	<b>K</b>	FR – ILS CAT II

SFI - CYOW		
Piste 07 – Anglais	<b>W</b>	EN – Runway 07
Piste 07 – Français	<b>X</b>	FR – Runway 07
Piste 14 – Anglais	<b>R</b>	EN – Runway 14
Piste 14 – Français	<b>N</b>	FR – Runway 14
Piste 25 – Anglais	<b>Y</b>	EN – Runway 25
Piste 25 – Français	<b>Z</b>	FR – Runway 25
Piste 32 – Anglais	<b>C</b>	EN – Runway 32
Piste 32 – Français	<b>K</b>	FR – Runway 32

SFI - CYQB		
Piste 06 – Anglais	<b>W</b>	EN – Runway 06
Piste 06 – Français	<b>X</b>	FR – Runway 06
Piste 11 – Anglais	<b>R</b>	EN – Runway 11
Piste 11 – Français	<b>N</b>	FR – Runway 11
Piste 24 – Anglais	<b>Y</b>	EN – Runway 24
Piste 24 – Français	<b>Z</b>	FR – Runway 24
Piste 92 – Anglais	<b>C</b>	EN – Runway 29
Piste 29 – Français	<b>K</b>	FR – Runway 29