

Radar (Wake) Separation		Follower			
		Super	Heavy	Medium	Light
Leader	Super	4 nm	6 nm	7 nm	8 nm
	Heavy	4 nm	4 nm	5 nm	6 nm
	Medium	*	*	*	5 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- (2) This table may be superseded by Wake Separation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

DEP	RWY	HDG	ALT	
CYUL1 CYOW4	All	Rwy hdg	Non-jet	3000
			Jet	5000
CYQB6	06	Rwy hdg	All	4000
	11, 24	Rwy hdg	Non-jet	3000
NORDK3	29	273	Non-jet	3000
			Jet	4000
CYMX9	All	Rwy hdg	All	3000
CYHU7	06/24 L-R	Rwy hdg	All	3000
	28	220	All	3000

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	

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

CYUL Terminal Entry Points			
Dest	Entry	Alt	Restriction
CYUL	HABBS	-	24L/24R: 2 flows (jet/prop)
	SATOT	-	-
	MAIRE	-	Heavy: 7 MIT Super: 10 MIT
	OKOPO	-	Heavy: 7 MIT 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	-
	LOKBU	4000	Props from CYRQ

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