

General Information

Location: MONTREAL QC CAN
ICAO/IATA: CYUL / YUL
Lat/Long: N45° 28.23', W073° 44.46'
Elevation: 118 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 15.0° W
Sectional Chart: Montreal

Fuel Types: 100 Octane (LL), Jet A-1, Jet B
Oxygen Types: High Pressure, Low Pressure
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 1220 Z
Sunset: 2112 Z

Runway Information

Runway: 06L
Length x Width: 11000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 98 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 9600 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 105 ft
Lighting: Edge, ALS

Runway: 10
Length x Width: 7000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 97 ft
Lighting: Edge, ALS

Runway: 24L
Length x Width: 9600 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 118 ft
Lighting: Edge, ALS

Runway: 24R
Length x Width: 11000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 106 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 7000 ft x 200 ft
Surface Type: asphalt

TDZ-Elev: 99 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.500 Non-English
ATIS: 133.700
Montreal Tower: 124.300
Montreal Tower: 119.300
Montreal Tower: 119.900
Montreal Ground: 121.000
Montreal Ground: 121.900
Montreal Apron Ramp/Taxi: 122.075
Montreal Clearance Delivery: 125.600
Quebec Radio FSS: 126.700 RCO
Montreal Terminal Terminal Area: 134.150
Montreal Terminal Terminal Area: 132.850 Arrival Service
Montreal Terminal Terminal Area: 126.900 Arrival Service
Montreal Terminal Terminal Area: 124.650 Departure Service
Montreal Terminal Terminal Area: 120.425 Departure Service
Quebec Radio FSS: 123.550 Flight Info Service RCO
Montreal Terminal Terminal Area: 118.900 Arrival Service

CYUL/YUL
-TRUDEAU INTL

JEPPESEN
24 FEB 17 **10-2** **Eff 2 Mar**

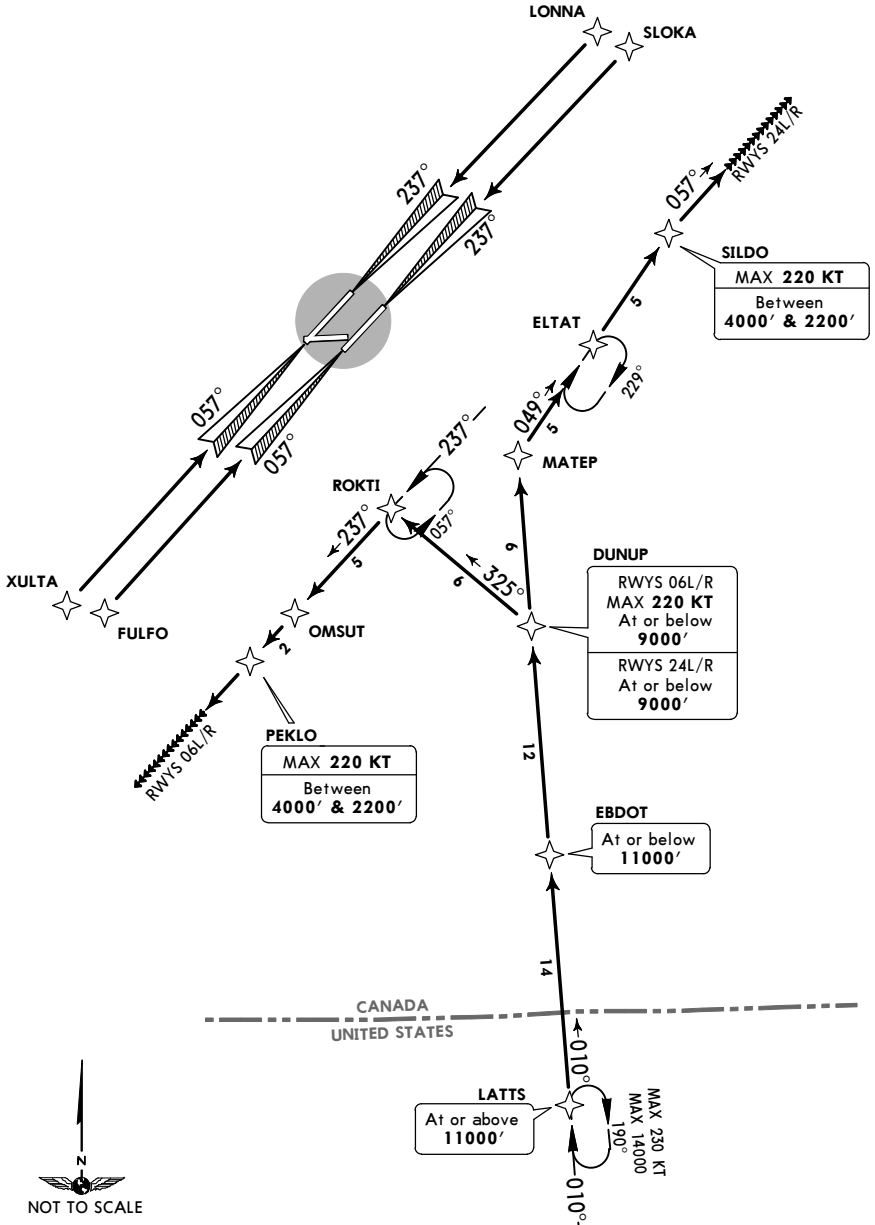
MONTREAL, QUE
RNAV STAR

D-ATIS
133.7
(French 127.5)

Apt Elev
118'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
 1. RNAV 1 - D/D/I or GNS required.
 2. Safe altitude within 100 NM 7400'.
 3. For non GNS equipped aircraft, YJN DME must be operational.

CARTER 2 ARRIVAL (LATTS.CARTR2)
(RWYS 06L/R, 24L/R)



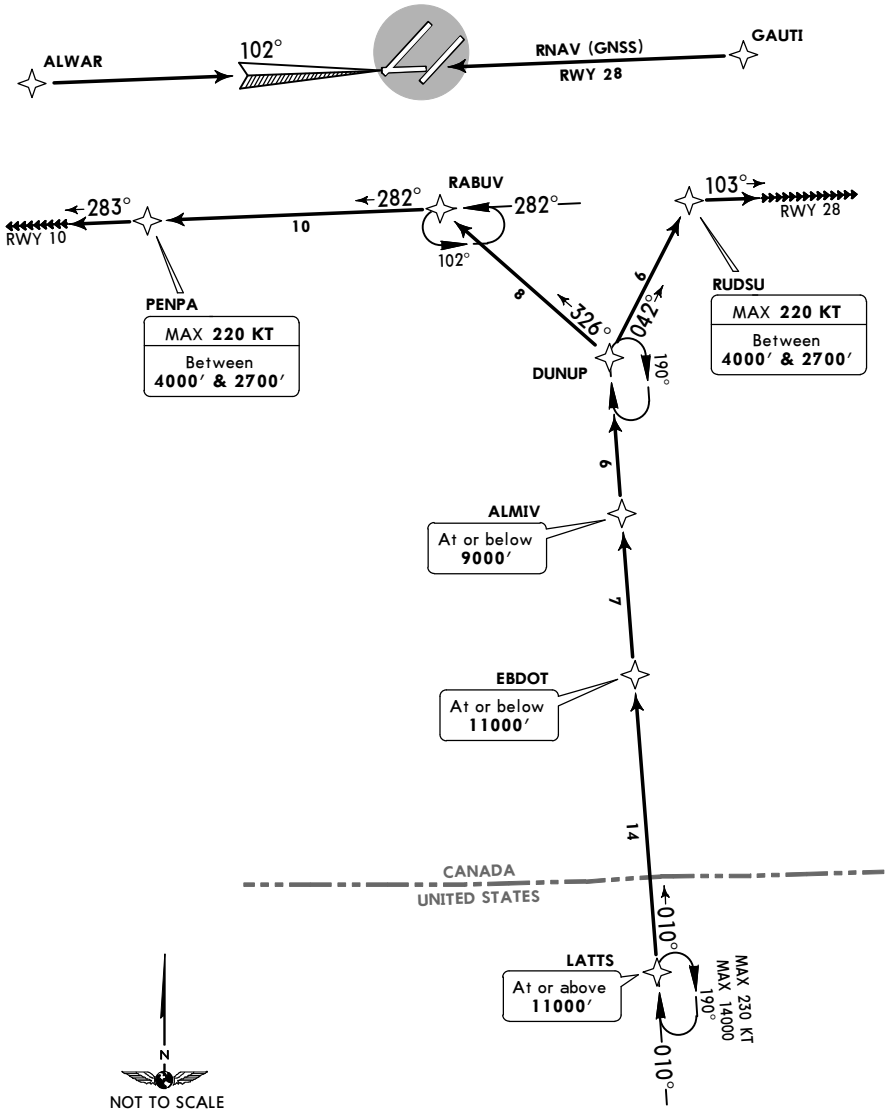
CYUL/YUL
-TRUDEAU INTL

JEPPESEN
24 FEB 17 **10-2A** Eff 2 Mar

MONTREAL, QUE
RNAV STAR

| | | |
|--|-------------------------|---|
| D-ATIS 133.7 (French 127.5) | Apt Elev 118' | Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RNAV 1 - D/D/I or GNSS required. 2. Safe altitude within 100 NM 7400'. 3. For non GNSS equipped aircraft, YJN DME must be operational. |
|--|-------------------------|---|

CARTER 2 ARRIVAL (LATTS.CARTR2)
(RWYS 10, 28)

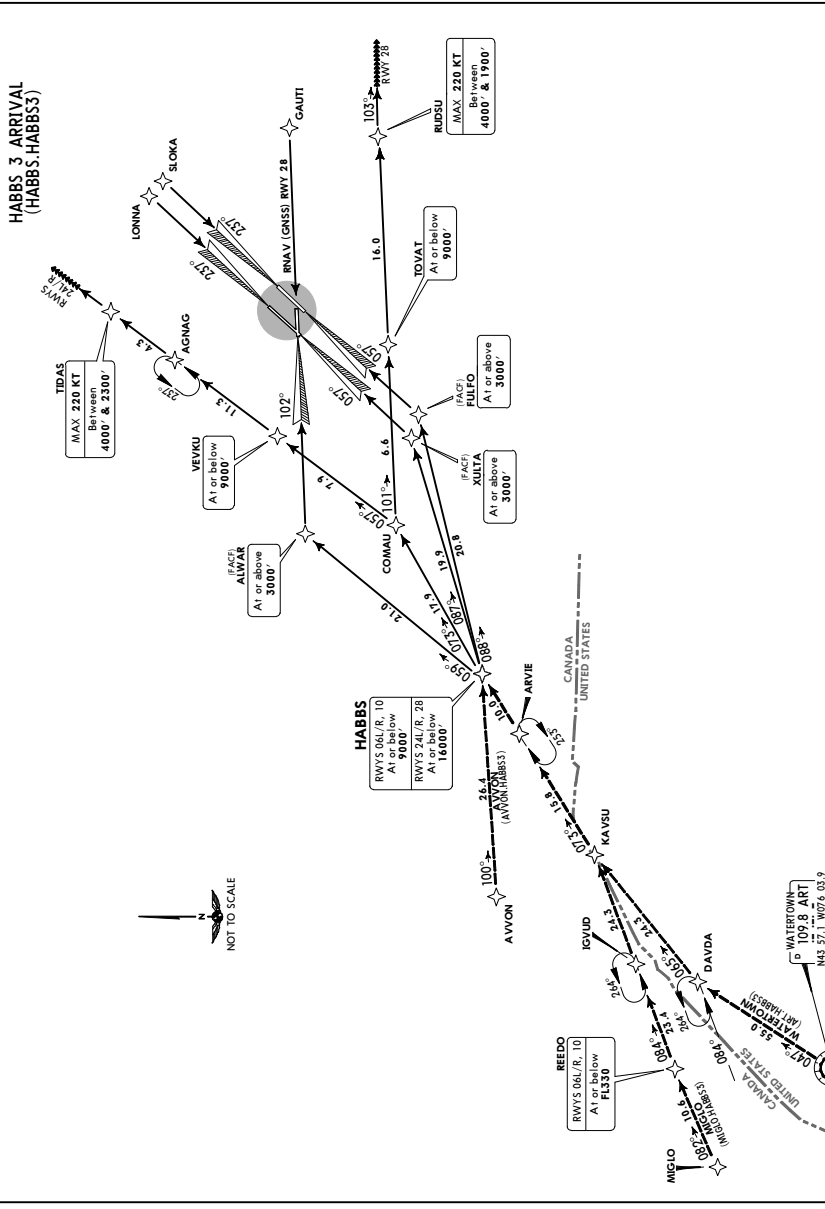


D-ATIS
 133.7
 (French 127.5)

Alt Set: INCHES
 Trans: alt: 18000'

Apt Elev
 118'

1. RWY 1, 5, D (I) or GNS (as required).
 2. SDA all times, 100 ft, 100 M, 400'.
 3. RWYS 24L/R, 28: For non GNS equipped aircraft, V/DME must be operational.



CYUL/YUL
-TRUDEAU INTL

JEPPESEN

MONTREAL, QUE

24 FEB 17

10-2C

Eff 2 Mar

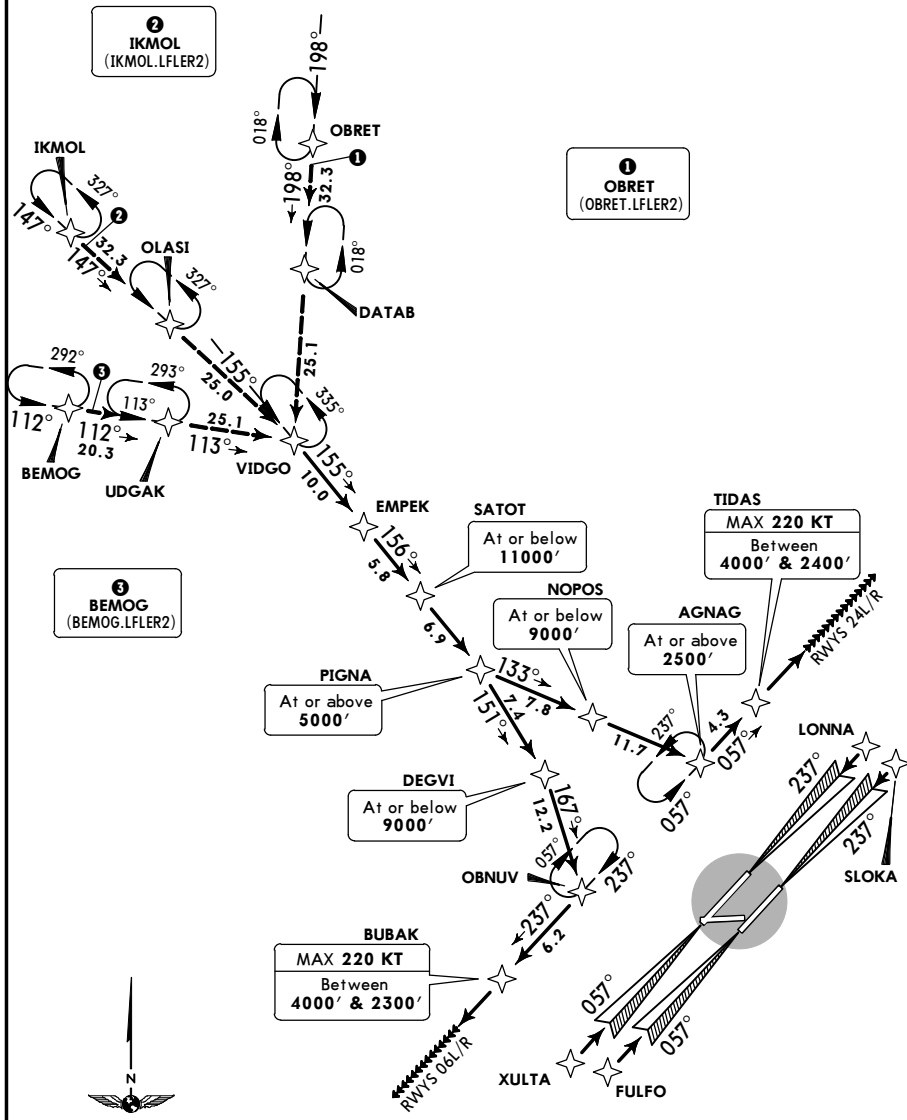
RNAV STAR

D-ATIS
133.7
(French 127.5)

Apt Elev
118'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
 1. RNAV 1 - D/D/I or GNSS required.
 2. Safe altitude within 100 NM 7400'.
 3. For non GNSS equipped aircraft, YOW and YJN DMEs must be operational.

LAFLEUR 2 ARRIVAL (VIDGO.LFLER2)
(RWYS 06L/R, 24L/R)



CYUL/YUL
-TRUDEAU INTL

JEPPESEN

MONTREAL, QUE

24 FEB 17

10-2D

Eff 2 Mar

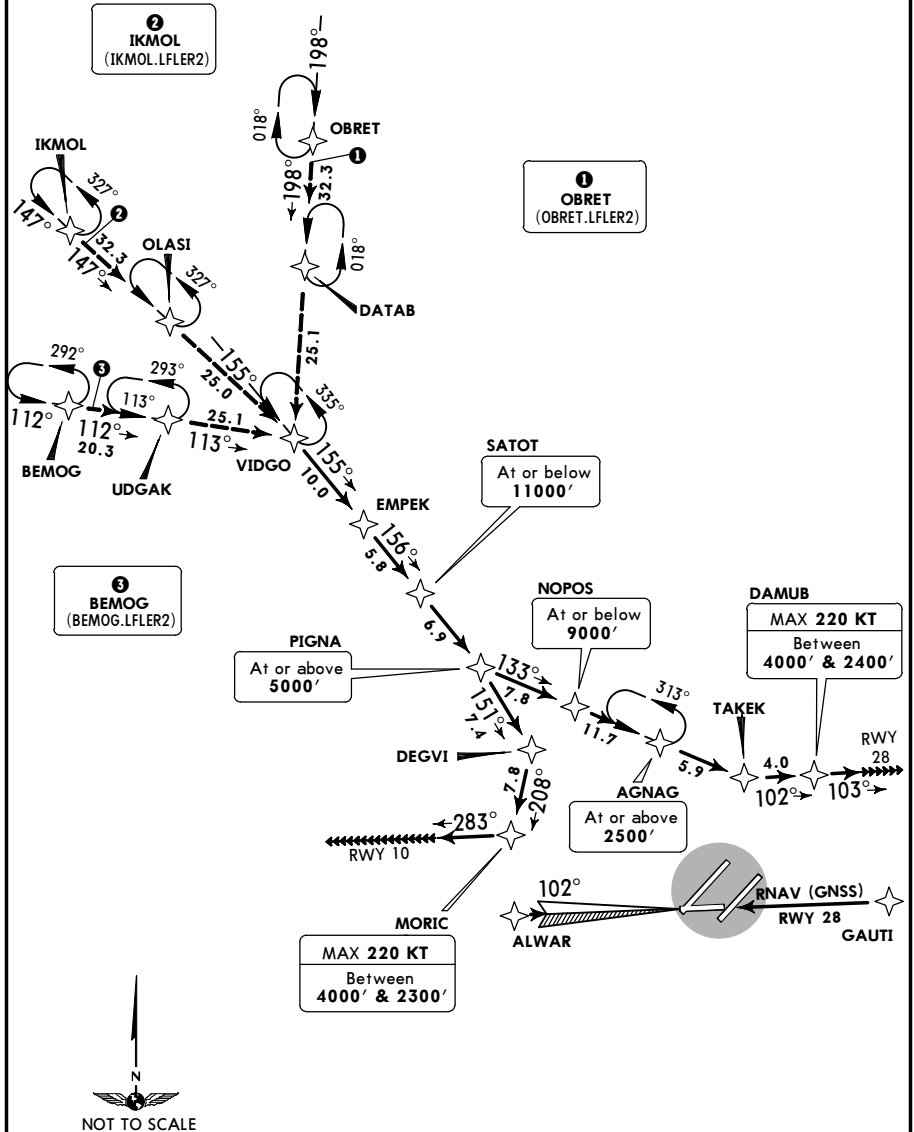
RNAV STAR

D-ATIS
133.7
(French 127.5)

Apt Elev
118'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
 1. RNAV 1 - D/D/I or GNSS required.
 2. Safe altitude within 100 NM 7400'.
 3. For non GNSS equipped aircraft, YOW and YJN DMEs must be operational.

LAFLEUR 2 ARRIVAL (VIDGO.LFLER2)
(RWYS 10, 28)



CYUL/YUL
-TRUDEAU INTL

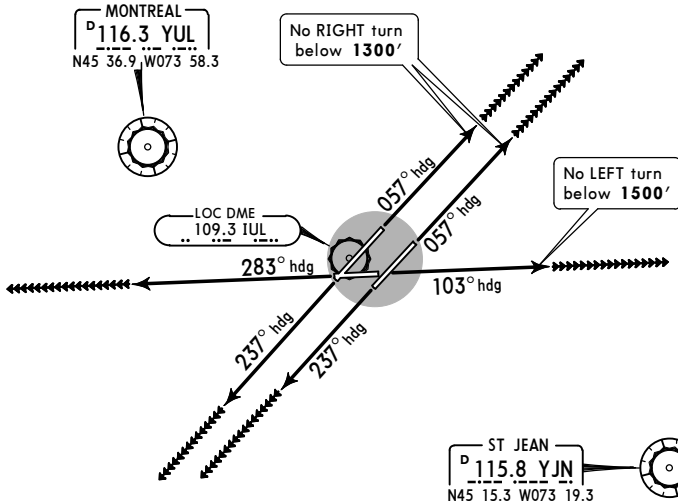
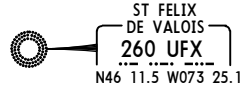
JEPPESEN
15 JUL 16 **10-3** Eff 21 Jul

MONTREAL, QUE
SID

| | | | |
|--------------------------|--------------------------|-------------------------|--|
| MONTREAL Departure | | Apt Elev 118' | Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 7400'. 2. Contact departure control airborne unless instructed otherwise by ATC. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements. |
| W-NW-NE 124.65 | SE-S-SW 120.42 | | |

TRUDO 2 DEPARTURE (TRUDO2.) (VECTOR)

| RWY | NOISE ABATEMENT DEPARTURE PROCEDURE |
|-------|-------------------------------------|
| 06L/R | 1 or 2 |
| 10 | 1 or 2 |
| 24L/R | 1 or 2 |
| 28 | 1 or 2 |



- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
1. Select transponder mode C/3 code 7600.
 2. Climb to flight planned altitude 5 minutes after take-off, and
 3. Proceed on course 5 minutes after selecting 7600.
- LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

This SID requires minimum climb gradients of:
 Rwy 06L: 260' per NM to 400'.
 Rwy 10: 220' per NM to 1100'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|-----|-----|------|------|
| 220' per NM | 275 | 367 | 550 | 733 | 917 | 1100 |
| 260' per NM | 325 | 433 | 650 | 867 | 1083 | 1300 |

| RWY | INITIAL CLIMB | ALTITUDE |
|--------------|--|---|
| 06L/R | Climb heading 057° or as assigned for vectors to assigned route. No RIGHT turn below 1300'. NOTE Rwy 06R: Tower to 257' approximately 0.6 NM past departure end of runway, 1160' LEFT of runway centerline. | Unless otherwise assigned by ATC: Jet Aircraft MAINTAIN 5000'. Non-Jet Aircraft MAINTAIN 3000'. |
| 10 | Climb heading 103° or as assigned for vectors to assigned route. No LEFT turn below 1500'. NOTE: Tower to 245' approximately 0.4 NM past departure end of runway, 750' RIGHT of runway centerline. | |
| 24L/R | Climb heading 237° or as assigned for vectors to assigned route. NOTE Rwy 24L: Tower to 172' approximately 0.5 NM past departure end of runway, 1200' RIGHT of runway centerline. NOTE Rwy 24R: Trees to 136' approximately 0.2 NM past departure end of runway, 700' LEFT of runway centerline. | |
| 28 | Climb heading 283° or as assigned for vectors to assigned route. | |

CYUL/YUL



11 AUG 17

10-4

Eff 17 Aug

NOISE
MONTREAL, QUE
 -TRUDEAU INTL

NOISE ABATEMENT PROCEDURES

NOISE OPERATING RESTRICTIONS and NOISE ABATEMENT PROCEDURES

Pursuant to Canadian Aviation Regulation 602.105 & 602.106, the following noise operating restrictions and noise abatement procedures apply at Montreal-Trudeau International.

A. GENERAL

1. Noise operating restrictions apply to all turbo-jet and turbo-fan aircraft in accordance with the schedule in Part B.
2. Noise abatement procedures apply to all twin and multi engine aircraft operating IFR or VFR as stipulated in Part C.
3. The testing of any aircraft power plant above idle power setting between 2300 and 0700 hours, local time, for maintenance purposes is prohibited unless previously authorized by the Supervisor, Air Operations (tel: 514-633-3488).
4. All training flights are prohibited between 2000 and 0800 hours, local time, weekdays and at all times on Saturdays and Sundays. Departures and arrivals of training flights to be conducted outside the Montreal control zone are, however, authorized, subject to 1. and 2. above.
5. Exemptions

Exemptions may be authorized in advance by the Director, Operations for specific flights and determinate periods. Forward your request with its justification to the following address:

Director, Operations
 Aeroports de Montreal
 975 Romeo-Vachon Blvd North
 Suite 317
 Montreal, (Quebec)
 H4Y 1H1

Fax: 514-633-3138

Under specific conditions, in case of unexpected delays, an exemption may be granted by contacting the Supervisor airside operation at 514-633-3488 or by fax at 514-633-3492.

B. NOISE OPERATING RESTRICTIONS TURBO-JET AND TURBO-FAN AIRCRAFT

SCHEDULE

| Aircraft | Period - Local Time | |
|---|---------------------|-----------------------|
| | Arrivals Prohibited | Departures Prohibited |
| Noise Certification and Weight Limitations | | |
| All non-noise certificated aircraft. | All times | All times |
| All ICAO Annex 16, Volume 1, Chapter 2 or United States FAR Part 36, Stage 2 aircraft. | 2330 to 0700 | 2300 to 0700 |
| All ICAO Annex 16, Volume 1, Chapter 3 and 4 or United States FAR Part 36, Stage 3 or 4 aircraft over 45,000 kg (maximum certificated take-off weight). | 0100 to 0700 | 0000 to 0700 |

CYUL/YUL


JEPPESEN
11 AUG 17 **(10-4A)** Eff 17 Aug
NOISE
MONTREAL, QUE
-TRUDEAU INTL

NOISE ABATEMENT PROCEDURES

C. NOISE ABATEMENT PROCEDURES

1. Preferential runway assignment in effect from 23:00 to 07:00 (local time).

Consistent with safety considerations and operational requirements, ATC will assign runways in accordance with the order of priority listed below:

| | Arrivals | Departures |
|---------------|-----------------------|------------------|
| First Choice | Rwy 24R or 28 | Rwy 24L* or 10 |
| Second Choice | Rwy 24L or 06L or 06R | Rwy 24R* or 28** |
| Third Choice | Rwy 10 | Rwy 06L or 06R |

- * Jets departing from Runway 24R and 24L must climb runway heading to 4000' before starting right turn.
- ** The use of Runway 28 for departure between 23:00 and 07:00 (local time) is restricted to turbo-prop and piston powered aircraft departures only.

Intersection departures are prohibited except that departures from Runway 10 may be authorized from the intersection of Runway 06L.

ATC will not depart from the order of priority indicated above except for emergencies, Medevacs or operational limitations.

2. Departure procedures below are mandatory at all times for all runways. Compliance with the following procedures is a pilot responsibility.

- a) Turbo-prop and piston powered aircraft: maximum rate of climb on assigned heading to 3000' MSL.
- b) Turbo-jet and turbo-fan aircraft: Noise Abatement Departure Procedure (NADP) 1 or 2 on assigned heading to 3000' MSL or maximum rate of climb on assigned heading to 3000' MSL. See Jeppesen Canada ATC para 7.6.
- c) SIDs conform to noise abatement procedures.
- d) SIDs cancellation does not cancel noise abatement procedures.

3. Arrival procedures below are mandatory in accordance with the times indicated. Compliance with the following procedures is a pilot responsibility.

- a) Turbo-prop and piston powered aircraft (between 23:00 and 07:00 hours local time).
Turbo-jet and turbo-fan powered aircraft (at all times).
- b) Intercept extended runway centerline (Localizer) at 3000' MSL or above. Not mandatory for Runways 06L-06R if over Lake St-Louis.
- c) Consistent with safety, pilots will use thrust/drag configurations compatible with minimum noise emission.
- d) All approaches to remain above or on an assumed 3.0° glide slope.
- e) Use of reverse thrust is to be avoided or reduced between 23:00 and 07:00 hours, when conditions permit.
- f) Clearance for approach or for landing, does not cancel the arrival procedures described above.

CYL/YUL
118
 AEP Elev
 N45 26.2 W073 44.5

JEPPESN
 6 OCT 17 (10-9) **REH12.01**

MONTREAL, QUE
 -TRUDEAU INTL

| | | | | |
|----------------|-------|-------------|--------|---------------------------------|
| D-ATIS | 133.7 | D-ATIS | 121.0 | 121.9 |
| French (127.5) | | FRQ | 125.6 | MONTREAL Degr Top |
| Agcom | | QIBEC Radio | 123.55 | 119.3 119.9 124.3 124.65 120.42 |
| 122.075 | | | | |

Left turns on B from E North of E, B1 and B2 prohibited for aircraft with wingspan 118' (36m) or more.

Use of A1, A246 & 8773: Right turn prohibited from A4 or A2 to A, A305, A124, & 8773: Right turn prohibited from A1 to A, Use of A3 or holding bay 24L recommended.

Holding bay capacity: 2 aircraft with wingspans of less than 118' (36m). Aircraft with wingspans of 118' (36m) or greater: Holding bay 04L use North line, Holding bay 04R use center line, Holding bay 24L use South line, 213' (65m) use South line and aircraft with wingspans of 213' (65m) or greater use North line.

| Runway | Intersection | Minimum Separation | Remarks |
|--------|--------------|--------------------|---------|
| 06L | G | 10270 (3136m) | |
| | E | 5722 (1744m) | |
| | B1 | 2832 (863m) | |
| | B2 | 2832 (863m) | |
| 06R | A1 | 5407 (1646m) | |
| | A31L | 2454 (746m) | |
| | A31R | 2454 (746m) | |
| 10 | F 92 | 4197 (1278m) | |
| | A5L | 2041 (622m) | |
| | A1L | 2407 (732m) | |
| 24L | B3 | 6327 (1933m) | |
| 24R | B1 | 5391 (1642m) | |
| | B2 | 5391 (1642m) | |
| | G | 3764 (1147m) | |
| | O | 4107 (1251m) | |
| 28 | F 92 | 2285 (696m) | |

FOR PARKING
 See 10-10-10
 SEE 10-10

Search shelter

De-Icing Center

De-Icing Center

Passenger Center

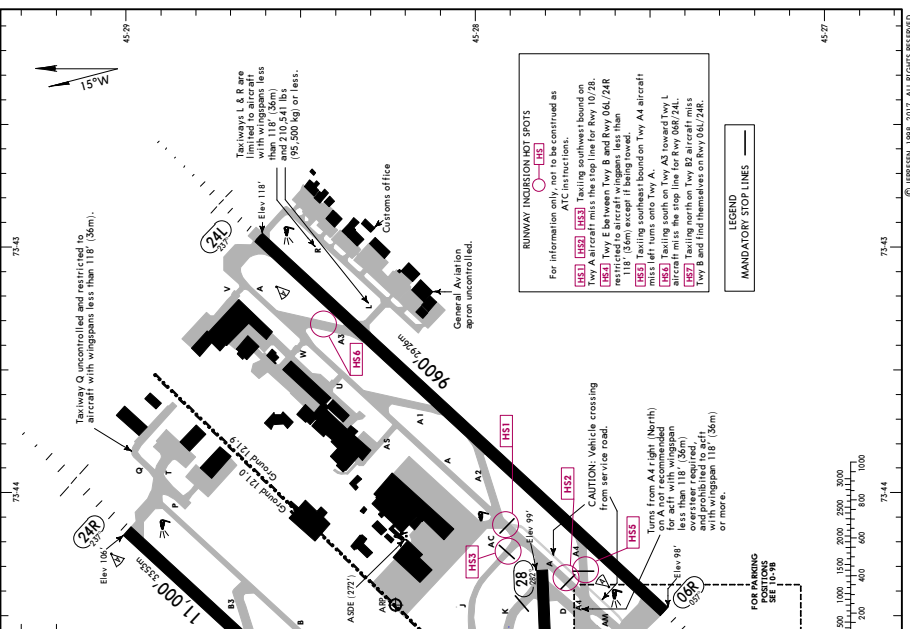
Passenger Center

Control tower

Control tower

Construction area

Restricted aircraft with wingspan less than 118' (36m).



Taxiway Q uncontrolled and restricted to aircraft with wingspan less than 118' (36m).

Taxiways L & R are limited to aircraft with wingspan less than 118' (36m) and 210,241 lbs (95,500 kg) or less.

For information only, not to be construed as AT-Construction.
 For information only, not to be construed as AT-Construction.
 Taxiway A aircraft miss the hold line for Runway 10/28.
 Taxiway B aircraft miss the hold line for Runway 10/28.
 Taxiway E between Taxiway B and Runway 06L/24R restricted to aircraft with wingspan less than 118' (36m).
 Taxiway G tailing southeast bound on Taxiway A4 aircraft miss left turns onto Taxiway A.
 Taxiway H tailing south on Taxiway A3 toward Taxiway L aircraft miss the hold line for Runway 10/28.
 Taxiway I tailing north on Taxiway B2 aircraft miss Taxiway B and find themselves on Runway 06L/24R.

CAUTION: Vehicle crossing from service road.

Turns from A4 right (North) to Taxiway A3 are prohibited for aircraft with wingspan less than 118' (36m) and prohibited to aircraft with wingspan 118' (36m) or more.

FOR PARKING POSITIONS SEE 10-10

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

Ground 121.0 121.9

MONTREAL, QUE
 -TRUDEAU INTL

45:27

45:28

45:29

45:30

45:31

45:32

45:33

45:34

45:35

45:36

45:37

45:38

45:39

45:40

45:41

45:42

45:43

45:44

45:45

45:46

45:47

45:48

45:49

45:50

45:51

45:52

45:53

45:54

45:55

45:56

45:57

45:58

45:59

46:00

46:01

46:02

46:03

46:04

46:05

46:06

46:07

46:08

46:09

46:10

46:11

46:12

46:13

46:14

46:15

46:16

46:17

46:18

46:19

46:20

46:21

46:22

46:23

46:24

46:25

46:26

46:27

46:28

46:29

46:30

46:31

46:32

46:33

46:34

46:35

46:36

46:37

46:38

46:39

46:40

46:41

46:42

46:43

46:44

46:45

46:46

46:47

46:48

46:49

46:50

46:51

46:52

46:53

46:54

46:55

46:56

46:57

46:58

46:59

47:00

47:01

47:02

47:03

47:04

47:05

47:06

47:07

47:08

47:09

47:10

47:11

47:12

47:13

47:14

47:15

47:16

47:17

47:18

47:19

47:20

47:21

47:22

47:23

47:24

47:25

47:26

47:27

47:28

47:29

47:30

47:31

47:32

47:33

47:34

47:35

47:36

47:37

47:38

47:39

47:40

47:41

47:42

47:43

47:44

47:45

47:46

47:47

47:48

47:49

47:50

47:51

47:52

47:53

47:54

47:55

47:56

47:57

47:58

47:59

48:00

48:01

48:02

48:03

48:04

48:05

48:06

48:07

48:08

48:09

48:10

48:11

48:12

48:13

48:14

48:15

48:16

48:17

48:18

48:19

48:20

48:21

48:22

48:23

48:24

48:25

48:26

48:27

48:28

48:29

48:30

48:31

48:32

48:33

48:34

48:35

48:36

48:37

48:38

48:39

48:40

48:41

48:42

48:43

48:44

48:45

48:46

CVYL/YUL

6 OCT 17 (10-9A) **EFB 12 CR**

JEPPESEN
MONTREAL, QUE
-TRUDEAU INTL

GENERAL

CAUTION: Hazardous high speed wind tunnel heat exhaust approximately 0.5 NM South-southeast Rwy 24L threshold, may cause mechanical turbulence surface to 1000' AGL.
 Mitigation: Pilots must keep their transponder on at all times when maneuvering on the airport surface. Pilots must be aware of the wind tunnel exhaust plume (shown). Pilots that do not have a transponder code issued by ATIS must squawk 1000 when taxiing.
 Right hand circuits Rwys 06R, 10 and 24R.

ADDITIONAL RUNWAY INFORMATION

| RWY | LANDING BEYOND | | LAHSO Distance | TAKE-OFF WIDTH |
|-----|----------------|--------------------|---------------------|----------------|
| | Thres-hold | Glide Slope | | |
| 06R | HRL SSALR | 3537' 202m | 700' | 700' |
| 24L | HRL SSALR | 3512' 202m | 400' | 400' |
| 06L | HRL CL | 3900' 301m | 200' | 200' |
| 24R | HRL CL | 3877' 301m | 10/28 9700' 292m | 61m |
| 10 | HRL SSALR | 6163' 1876m | 200' | 61m |
| 28 | HRL REIL | PAP-L (angle 3.0°) | 06L/24R 5500' 1676m | 61m |

☉ For aircraft with eye-to-wheel height up to 45'.

TAKE-OFF & DEPARTURE PROCEDURE

| RWY 06L | | RWY 06R | |
|--|--------------------|---|--------------------|
| Requires a minimum climb gradient of 260'/NM to 400'. Climb visual over airport preceding on course. No right turn below 5700' before proceeding on course. | | No right turn below 5800' before proceeding on course. Note: Tower to 257' MSL, approximately 0.2 NM past departure end of runway, 700' left of runway centerline. | |
| Authorized Air Carriers | All Other Aircraft | Authorized Air Carriers | All Other Aircraft |
| HRL or RCLM | HRL or RCLM | HRL or RCLM | HRL or RCLM |
| A TDZ RVR 6 | RVR 26 or /2 | RVR 12 or /4 | RVR 26 or /2 |
| B Rldn RVR 6 | RVR 12 or /4 | | |
| C Mid RVR 6 | 2 | | |

| RWY 24L | | RWY 24R | |
|---|--------------------|---|--------------------|
| No right turn below 5000' before proceeding on course. Note: Tower to 257' MSL, approximately 0.5 NM past departure end of runway, 1200' right of runway centerline. | | No right turn below 5100' before proceeding on course. Note: Tower to 257' MSL, approximately 0.2 NM past departure end of runway, 700' left of runway centerline. | |
| Authorized Air Carriers | All Other Aircraft | Authorized Air Carriers | All Other Aircraft |
| HRL or RCLM | HRL or RCLM | HRL or RCLM | HRL or RCLM |
| A TDZ RVR 6 | RVR 26 or /2 | RVR 12 or /4 | RVR 26 or /2 |
| B Rldn RVR 6 | RVR 12 or /4 | | |
| C Mid RVR 6 | 2 | | |

| RWY 10 | | RWY 28 | |
|--|--------------------|---|--------------------|
| Requires a minimum climb gradient of 280'/NM to 8800'. Note: Tower to 245' MSL, approximately 0.4 NM past departure end of runway, 1250' left of runway centerline. | | Requires a minimum climb gradient of 300'/NM to 9000'. Climb visual before proceeding on course. | |
| Authorized Air Carriers | All Other Aircraft | Authorized Air Carriers | All Other Aircraft |
| HRL or RCLM | HRL or RCLM | HRL or RCLM | HRL or RCLM |
| A TDZ RVR 1/4 | 1/2 | 1/4 | 1/2 |
| B Rldn RVR 1/4 | 1/2 | | 1/2 |
| C Mid RVR 1/4 | 2 | | 2 |

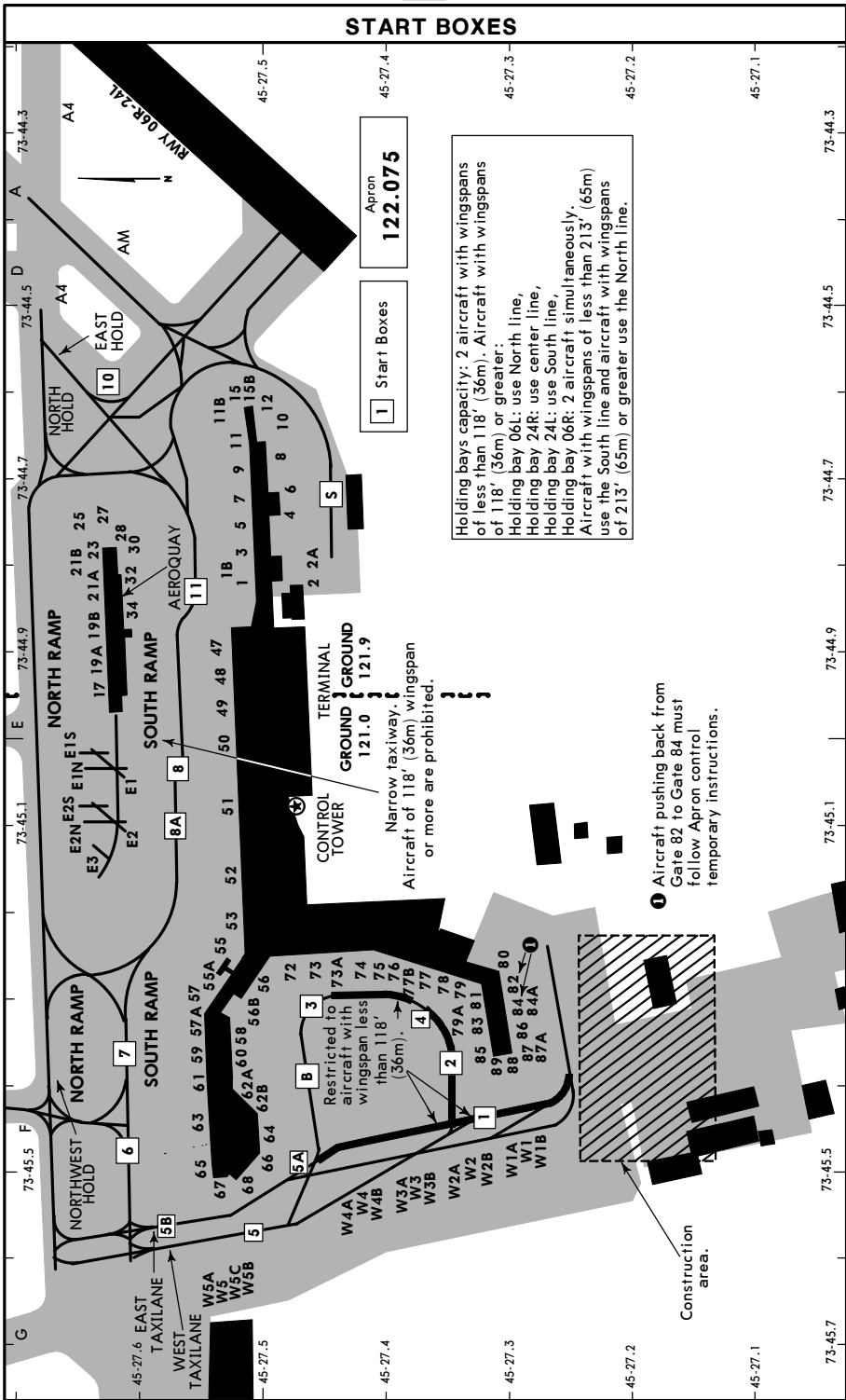
DEPARTURE CLIMB RATE V/V (FPM)

| | | | | | | | | |
|--------------|-----|-----|-----|-----|-----|------|------|------|
| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
| 260 FT/NM | 390 | 320 | 610 | 700 | 780 | 870 | 1090 | 1300 |
| 280 FT/NM | 420 | 350 | 660 | 750 | 840 | 940 | 1170 | 1400 |
| 300 FT/NM | 450 | 380 | 700 | 800 | 900 | 1000 | 1250 | 1500 |

CYUL/YUL

JEPPesen
11 AUG 17 10-9C Eff 17 Aug

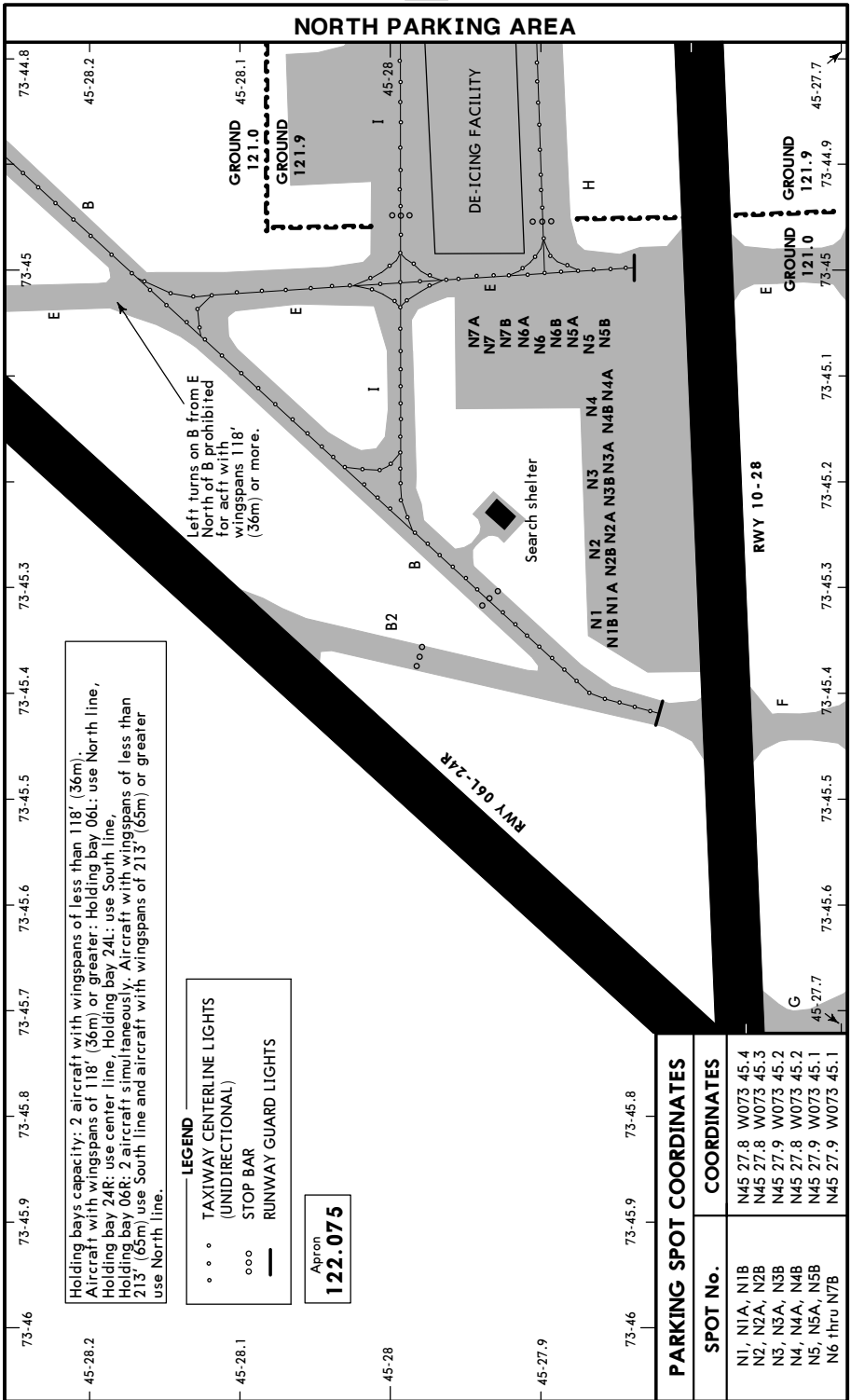
MONTREAL, QUE
-TRUDEAU INTL



CYUL/YUL

JEPPesen
6 OCT 17 **10-9D** Eff 12 Oct

MONTREAL, QUE
-TRUDEAU INTL



CYUL/YUL

JEPPESEN

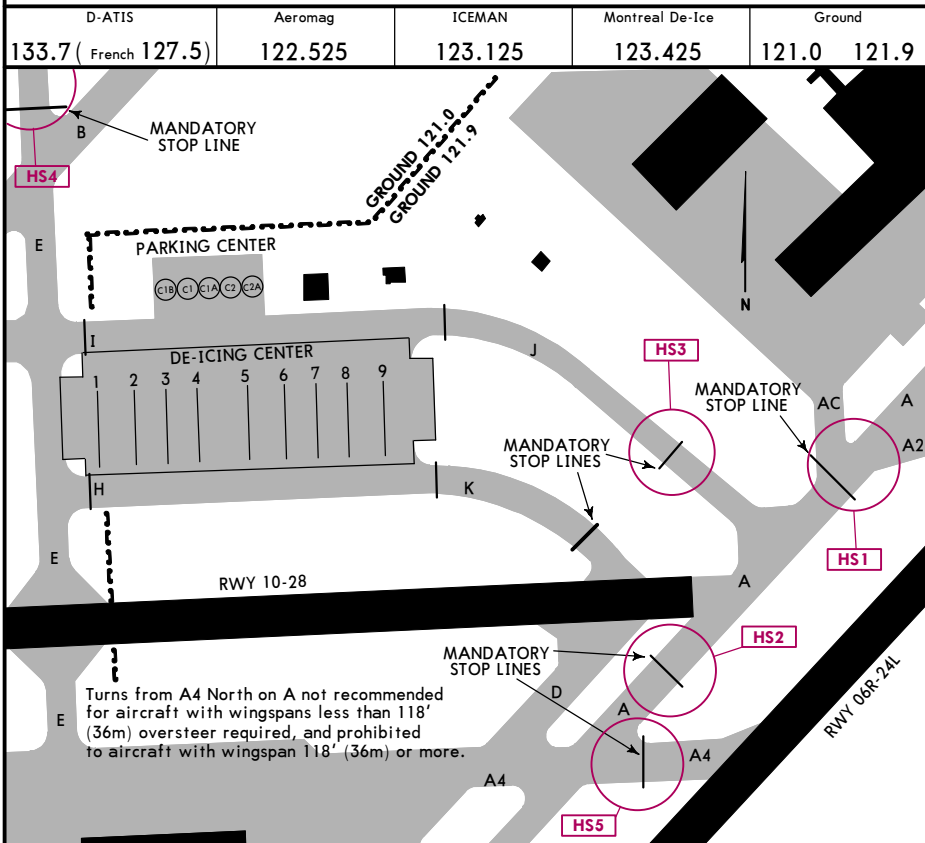
MONTREAL, QUE

6 OCT 17 (10-9E)

Eff 12 Oct

-TRUDEAU INTL

PARKING CENTER AREAS and DE-ICING POSITIONS and PROCEDURES



DE-ICING

1. Contact MONTREAL DE-ICE on 123.425, no later than 30 min prior push-back, with de-icing type.
2. On Twys J or K, hold short of the de-icing pad and contact AEROMAG PAD CONTROL 122.525.
3. On Twy E hold short of H or I and contact AEROMAG PAD CONTROL on 122.525.
4. Follow AEROMAG PAD CONTROL instructions and guiding lines to the assigned de-icing bay and confirm "brakes set" when in position.
5. On AEROMAG PAD CONTROL instructions, contact ICEMAN on 123.125 & confirm aircraft configured for de-icing and engines at idle.
6. When de-icing is completed and on ICEMAN instructions only, contact AEROMAG PAD CONTROL on 122.525 before moving aircraft.
7. Exiting de-icing pad on AEROMAG PAD CONTROL instructions contact ground control:
 - on Twy J, holding short of Twy A,
 - on Twy K, holding short of Rwy 10/28,
 - on Twy H or I holding short of Twy E.

De-icing center capacities:

- 1 & 3: Maximum wingspan 118' (36m)
- 2: Maximum wingspan 262' (80m)
- 4, 5 & 9: Maximum wingspan 213' (65m)
- 6 & 8: Maximum wingspan 118' (36m)
- 7: Maximum wingspan 150' (45.8m)

RUNWAY INCURSION HOT SPOTS HS1 See 10-9 for description of Hot Spots.

CYUL/YUL


JEPPESEN

11 AUG 17

10-9F

Eff 17 Aug

MONTREAL, QUE**-TRUDEAU INTL****OPERATIONS IN THE ABSENCE OF APRON CONTROL**

(See Graphic on 10-9G)

1. General

- 1.1 Aircraft must comply to one way traffic flows shown on diagrams. CAUTION: Between parking positions 47 and 49 prohibited to aircraft with wingspan of 118' (36m) or more.
- 1.2 Prior to any movement, broadcast your intentions on frequency 122.075.
- 1.3 A moving aircraft has the right of way over all other aircraft. When preparing to push back, an aircraft must not interfere with an aircraft already in motion.
- 1.4 If part of the apron should become unserviceable because of an incident, escort services with "Follow Me" vehicles will be implemented in the affected area.
- 1.5 For "Follow Me" vehicle assistance contact ADM Call Center at 514-420-5000.

2. Push backs

- 2.1 From parking position 85, push back facing North on start box 1.
- 2.2 From gates 56, 58, 60, 64, 66, 73 and 73A, aircraft with a wingspan of more than 118' (36m) and B737 push back and tow facing West to start box B.
- 2.3 From gate 11B, aircraft with a wingspan of more than 118' (36m) push back to start box 10 and taxi to Alpha Mike for CDF and all runways except 06R.

3. Exiting the apron

- 3.1 Exit points from the apron are associated with the departure runway assigned by ATC. Comply with one ways.
- 3.2 Contact ground control on frequency 121.0 before entering any taxiway or runway.

4. Arrivals

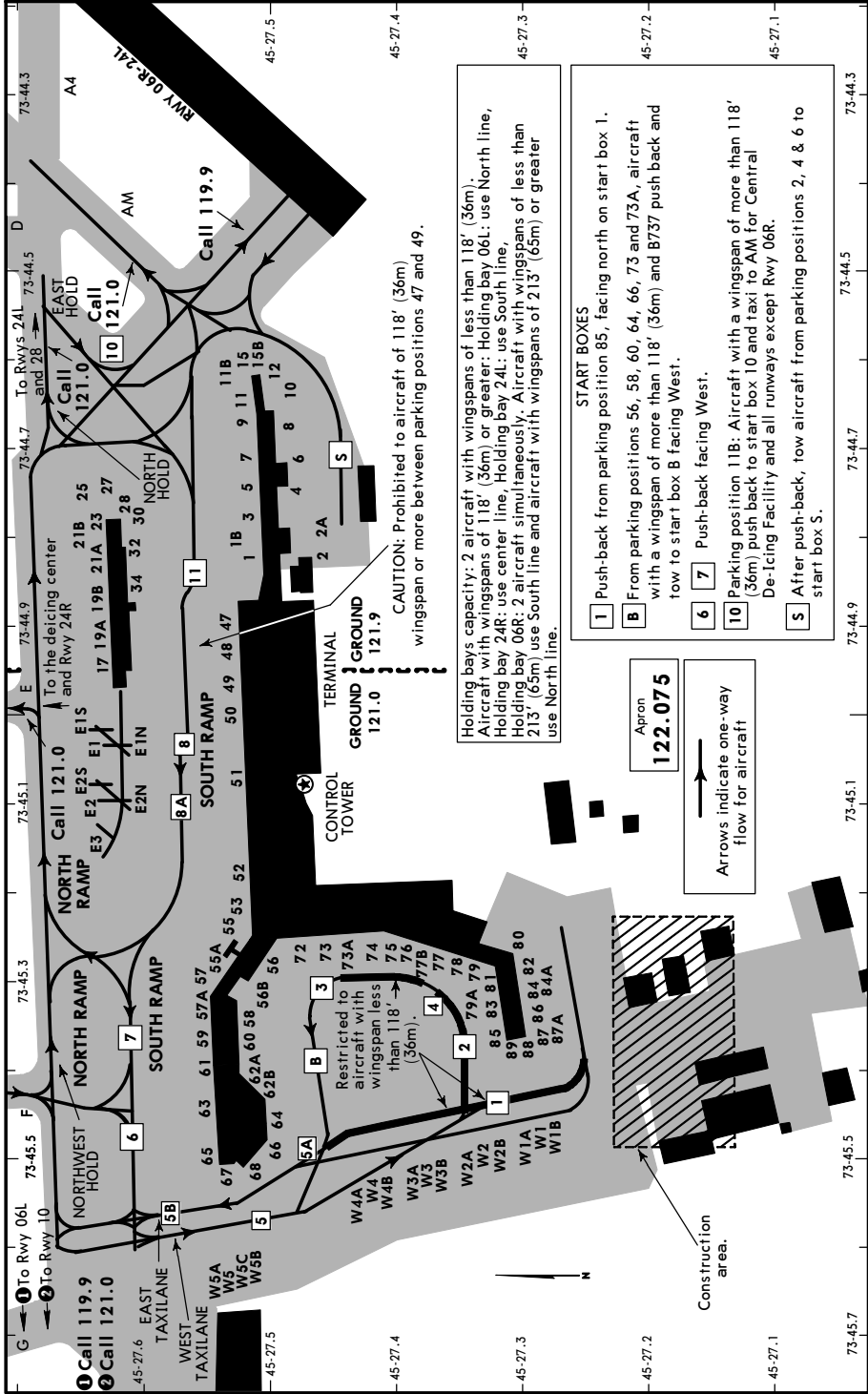
- 4.1 For gates 2, 4, 6, 8, 10, 12, 15B: Stop at start box 10 and broadcast your intentions clearly to avoid face to face.
- 4.2 For gates 80, 82, 84, 86: Stop abeam stand W2B on the West lane and broadcast your intentions clearly to avoid face to face.
- 4.3 South ramp westbound: Stop at holding point 6 and broadcast your intentions clearly before proceeding on the West lane.
- 4.4 Aircraft with a wingspan of 118' (36m) or more: Enter via "F" only. Coordinate with ATC.

CYUL/YUL

JEPPESON
11 AUG 17 10-9G Eff 17 Aug

MONTREAL, QUE
-TRUDEAU INTL

OPERATIONS IN THE ABSENCE OF APRON CONTROL



CHANGES: Chart index, chart revised.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

CYUL/YUL

JEPPESEN
6 OCT 17 (10-9H) Eff 12 Oct

SMGCS

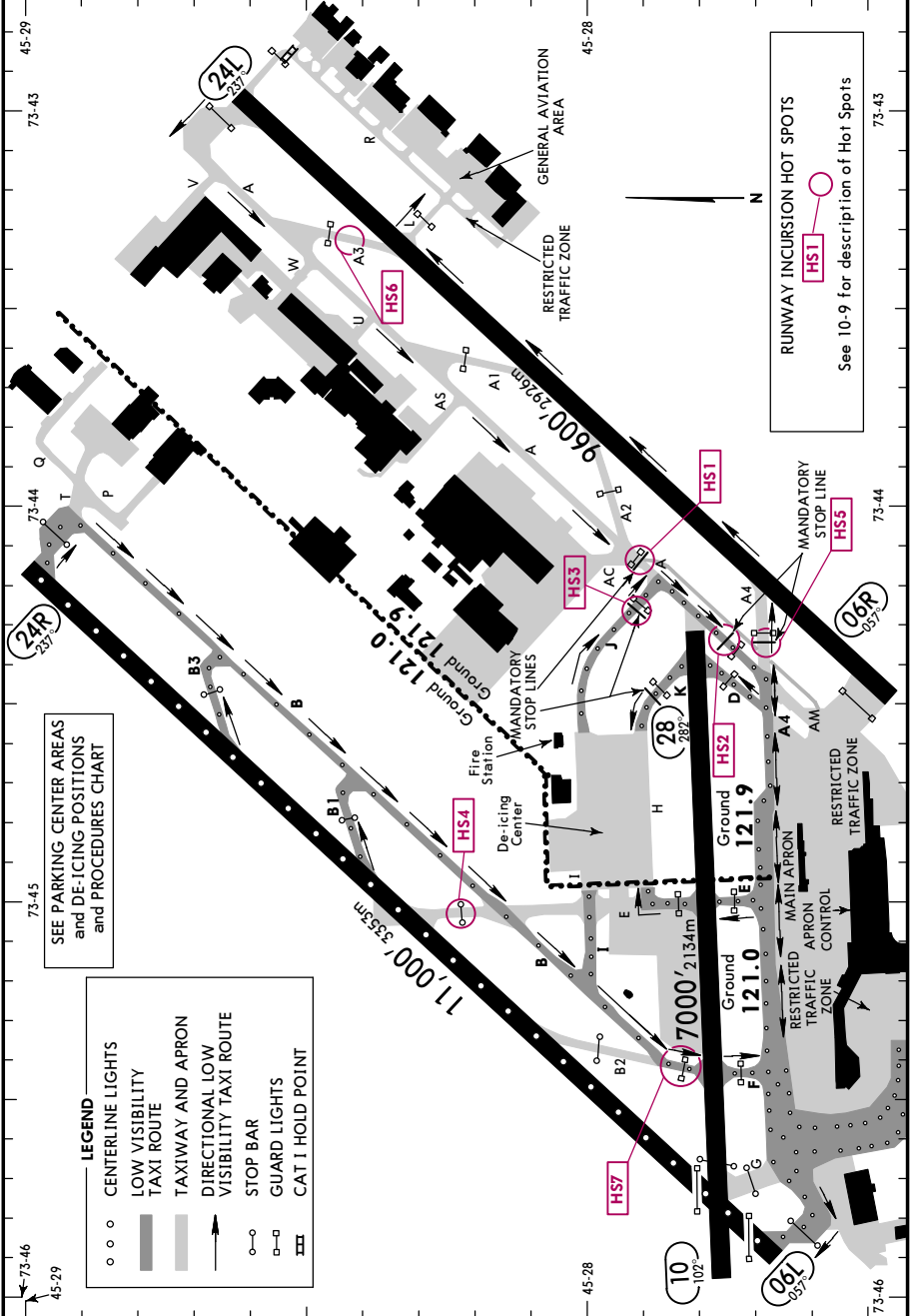
-TRUDEAU INTL

MONTREAL, QUE

LESS THAN RVR 1200 \uparrow 600

LOW VISIBILITY TAXI CHART

| | | | | |
|--------------------------------|------------------------------------|--------------------------------|---|--|
| D-ATIS 133.7 (French 127.5) | Data comm: D-ATIS DCL PDC | MONTREAL Clearance 125.6 | Ground 121.0 121.9 | |
| Apron 122.075 | QUEBEC Radio 123.55 | Tower 119.3 119.9 124.3 | MONTREAL Departure W-NW-NE 124.65 SE-S-SW 120.42 | |



SEE PARKING CENTER AREAS
and DE-ICING POSITIONS
and PROCEDURES CHART

- LEGEND**
- ○ CENTERLINE LIGHTS
 - ○ LOW VISIBILITY TAXI ROUTE
 - ▬ TAXIWAY AND APRON
 - ▬ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
 - ▬ STOP BAR
 - ○ GUARD LIGHTS
 - ▬ CAT I HOLD POINT

RUNWAY INCURSION HOT SPOTS
See 10-9 for description of Hot Spots

CYUL/YUL


JEPPESEN

6 OCT 17

10-9J

Eff 12 Oct

MONTREAL, QUE

-TRUDEAU INTL

LOW VISIBILITY PROCEDURES (RVR LESS THAN 1200 to 600)

(See Graphic on 10-9H)

1. Application

These procedures apply to ground movements of aircraft during low visibility conditions (Runway Visual Range [RVR] less than 1200 to 600). Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented to ensure the safe and efficient movement of aircraft. The following message will be added to the ATIS broadcast:
"LOW VISIBILITY PROCEDURES IN EFFECT."

2. Surface Guidance and Control System

Surface guidance and control system have been installed to facilitate the ground movements of aircraft under low visibility conditions. This system, controlled by ATC, is:

Taxiway centerline lights on exit Taxiways B1, B3 and holding bay 24R.

Taxiway uni-directional centerline lights on Taxiways A (between J and A4), A4 (between A and the apron), B, B1, B2 (from B to Runway 10/28), B3, D, E (from the apron to B), F, H, I, J and K.

Bi-directional centerline lights on the north side of the apron between Taxiways A4, F and Taxilane South, East and West, uni-directional between Taxiways F and G.

Stop bars on all access to Runway 06L/24R: on the holding bays of Runways 06L and 24R, at the end of Runway 28 before the intersection with Runway 06L/24R and on Taxiways B1, B2, B3, E and G (illuminated under 1200 RVR).

NOTE: AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR

Runway guard lights on all access to runways: on the holding bays of Runways 06L, 24R, 06R and 24L, at the end of Runway 28 before the intersection with Runway 06L/24R, on Runways 06L and 24R before the intersection with Runway 10/28 and on Taxiways A, A1, A2, A3, A4, B1, B2, B3, D, E, F, G, J, L and R (illuminated whenever the associated runway is in use).

Note: The above mentioned taxiway centerline lights and stop bars may be used at or above 1200 RVR.

3. Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft and vehicles operating on the maneuvering area. In the event of an ASDE failure, ATC may restrict low visibility operations.

4. "Follow me" Vehicle

A "Follow Me" vehicle will be provided on pilot's request.

**LOW VISIBILITY PROCEDURES
(RVR LESS THAN 1200 to 600)**

(See Graphic on 10-9H)

5. Departure Routes

Runway 06L is the only one certified for take-offs during low visibility conditions (RVR less than 1200 to 600). All departures under low visibility conditions will be on Runway 06L. Intersection take-offs are not authorized.

Sequencing of aircraft ground movements for take-off:

Do not request start, push back or taxi clearance until reported RVR is greater than:

| Aircraft/Pilot Take-off Minima | Minimum RVR for Start |
|--------------------------------|-----------------------|
| 1200 RVR | 1000 RVR |
| 600 RVR | 600 RVR |

Unless otherwise advised by ATC, the following standard routes will be used, under low visibility conditions, for aircraft departing on Runway 06L (see low visibility taxi chart).

From the main apron to the de-icing bay: aircraft will taxi on Taxiways E and H or on Taxiways D and K.

From the main apron to Runway 06L: aircraft will taxi on the main apron to the holding bay Runway 06L.

From the de-icing bay to Runway 06L: aircraft will taxi on Taxiways I, B, B2, F and on the apron to the holding bay Runway 06L.

From the de-icing bay to the main apron aircraft will taxi on Taxiways J, A and A4.

From general aviation to Runway 06L, aircraft will taxi on Taxiway R, across threshold 24L, Taxiways A and A4, north side of the apron to the holding 06L.

6. Arrival Routes

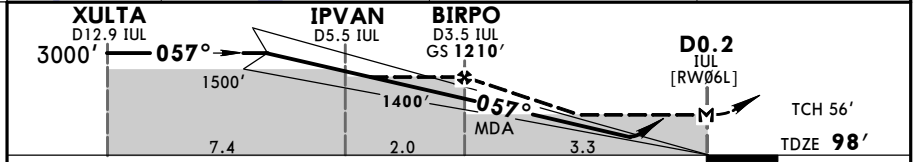
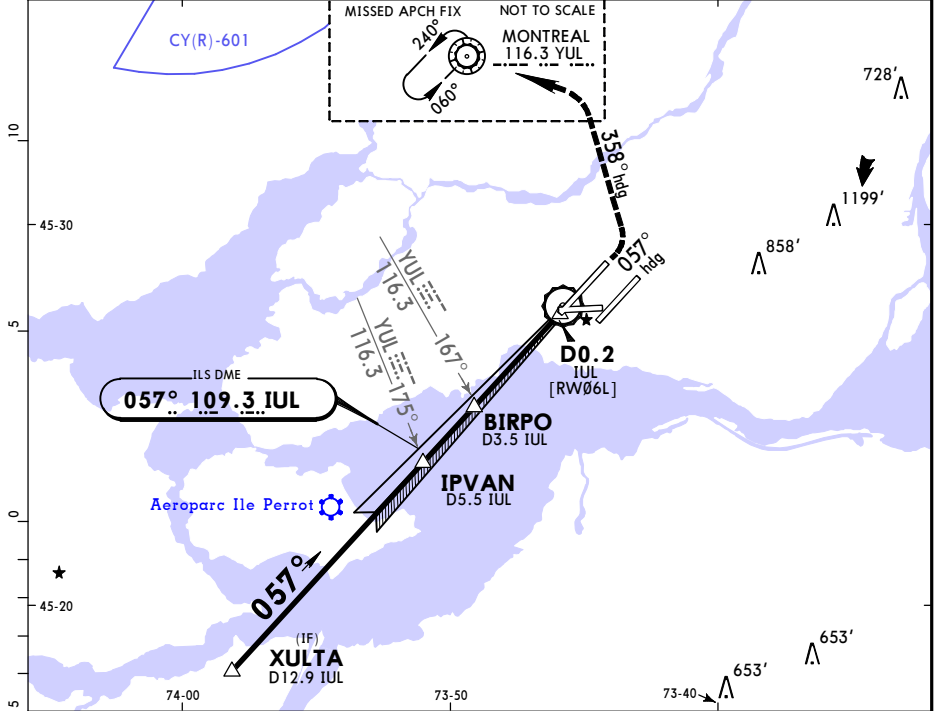
Aircraft will exit Runway 06L on Taxiways B1, B3 or holding bay 24R, Taxiways B, B2, F and then follow Apron Control instructions. Aircraft destined to the general aviation sector will exit the main apron at A4, and will taxi via Runway 06R, and Taxiways L and R.

CYUL/YUL -TRUDEAU INTL

26 AUG 16 **(11-1)** ILS DME or LOC DME Rwy 06L

MONTREAL, QUE

| | | | | | | |
|---|-------------------------------|---|---------------------------------|---|------------------------------|--------------------|
| D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | | MONTREAL Arrival 118.9 126.9 132.85 | | |
| MONTREAL Tower 119.3 | | | 124.3 | | Ground 121.0 121.9 | |
| LOC IUL 109.3 | Final Apch Crs 057° | GS BIRPO 1210' (1112') | ILS DA(H) 298' (200') | Apt Elev 118' | TDZE 98' | |
| <p>MISSED APCH: Climb to 700' heading 057°. Climbing LEFT turn to 3000' heading 358°. LEFT turn direct to YUL VOR.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 7400'. 3. LOC reliable only within 10° either side of centerline. 4. Procedure turn NOT AUTHORIZED.</p> | | | | | | <p>MSA YUL VOR</p> |



| | | | | | | | | | | | |
|--------------------|-------|------|------|------|------|------|---------|------|-------------|-------|-------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 700' | 057° hdg | 3000' | 358° hdg |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| MAP at D0.2 IUL or | | | | | | | | | | | |
| BIRPO to MAP | 3.3 | 2:50 | 2:12 | 1:59 | 1:39 | 1:25 | | | | | |

| STRAIGHT-IN LANDING RWY06L | | | | CIRCLE-TO-LAND | | |
|----------------------------|---------------|--------------------------------------|-------------|----------------|-----|------------------|
| ILS DME | | LOC (GS out) DME or LOC (GS out) VOR | | Max Xrs MDA(H) | | |
| DA(H) 298' (200') | | MDA(H) 480' (382') | | | | |
| FULL | | HIALS out | | | | |
| A | | | | | 90 | 620' (502') - 1½ |
| B | | | | | 120 | 620' (502') - 2 |
| C | RVR 26 or 1/2 | | RVR 50 or 1 | | 140 | 620' (502') - 2 |
| D | | | | | 165 | 720' (602') - 2 |

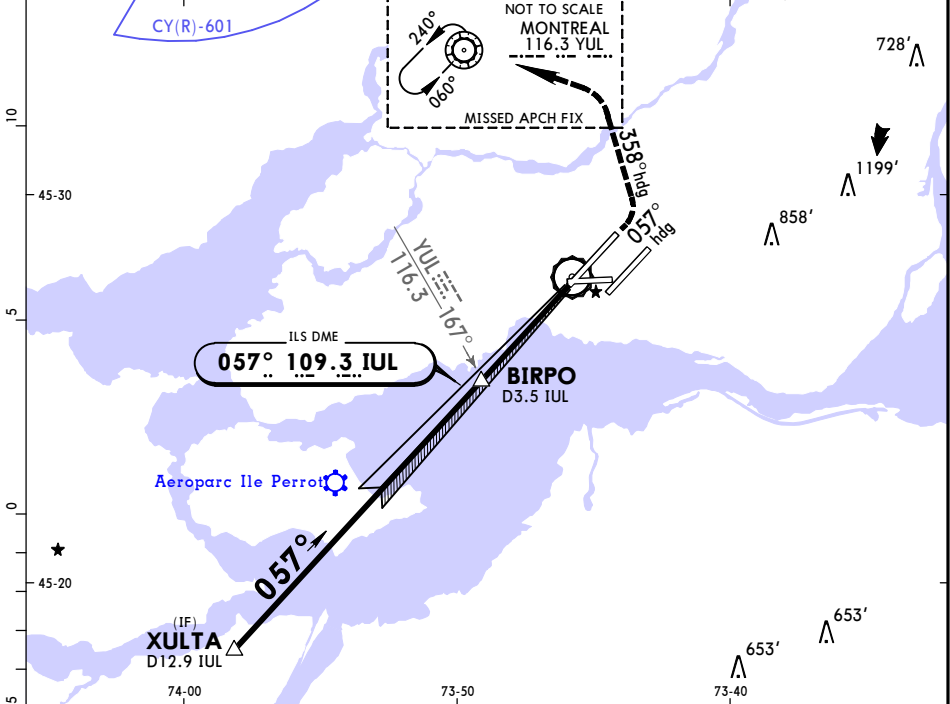
CHANGES: Note added.

CYUL/YUL
-TRUDEAU INTL

26 AUG 16 **JEPPESEN**
(11-1A)

MONTREAL, QUE
ILS DME CAT II Rwy 06L

| | | | | | | |
|---|--|-------------------------------|----------------------------------|---|---|-----------------|
| BRIEFING STRIP | D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | | MONTREAL Arrival 118.9 126.9 132.85 | |
| | MONTREAL Tower 119.3 119.9 124.3 | | | Ground 121.0 121.9 | | |
| | LOC IUL 109.3 | Final Apch Crs 057° | GS BIRPO 1210' (1112') | CAT II ILS RA 100' DA(H) 198' (100') | Apt Elev 118' | TDZE 98' |
| | MISSED APCH: Climb to 700' heading 057°. Climbing LEFT turn to 3000' heading 358°. LEFT turn direct to YUL VOR. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 7400'. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn NOT AUTHORIZED. | | | | | | MSA YUL VOR |



| | | | | | | | | | | | |
|---------------------------|--------------------------------------|---|---------|----------|-----|-----|---------|------|------|-------|------|
| XULTA D12.9 IUL | BIRPO D3.5 IUL GS 1210' | RA 100' DA(H) 198' (100') D0.3 IUL | TCH 56' | TDZE 98' | | | | | | | |
| 3000' | 9.4 | 3.2 | 0.1 | 0 | | | | | | | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 700' | 057° | 3000' | 358° |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | ↑ | hdg | LT | hdg |

STRAIGHT-IN LANDING RWY 06L
CAT II ILS
RA 100'
DA(H) 198' (100')

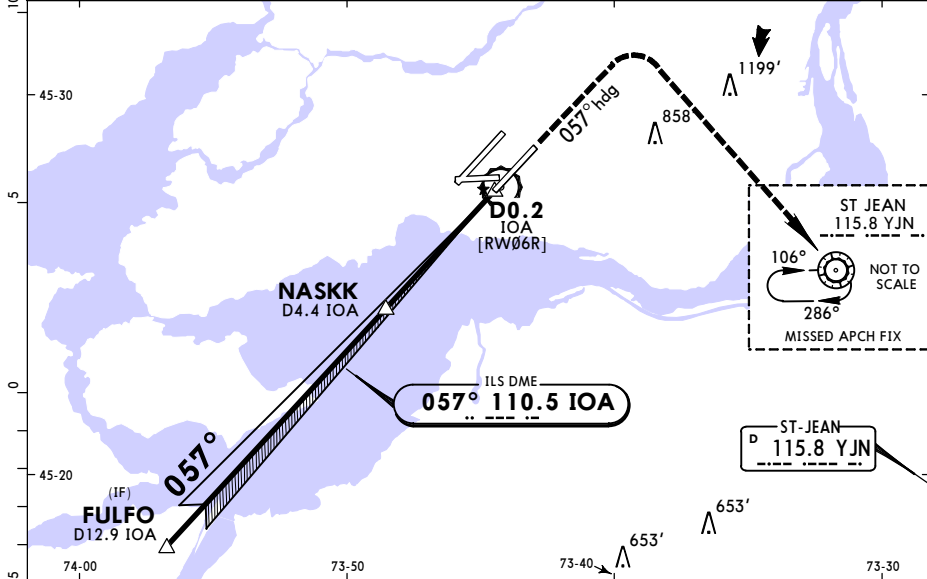
RVR 12

CYUL/YUL -TRUDEAU INTL

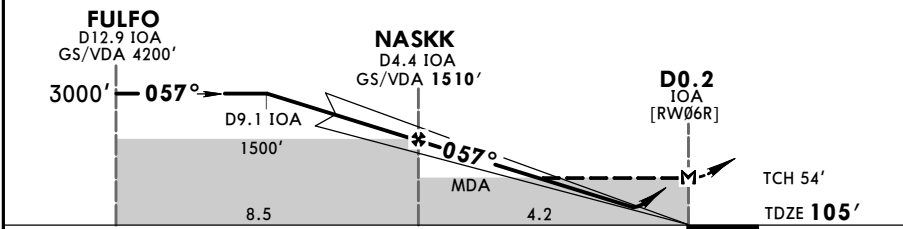
JEPESEN
26 AUG 16 **(11-2)**

MONTREAL, QUE ILS DME Rwy 06R

| | | | | | | | | | | | |
|---|--|----------------------------------|--|------------------------------------|--|---|--|--|--|--|--|
| BRIEFING STRIP™ | D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | | | MONTREAL Arrival 118.9 126.9 132.85 | | | | | |
| | MONTREAL Tower 119.3 119.9 124.3 | | | | | Ground 121.0 121.9 | | | | | |
| | LOC IOA 110.5 | Final Apch Crs 057° | GS NASKK 1510' (1405') | ILS DA(H) 305' (200') | Apt Elev 118' TDZE 105' | | | | | | |
| | MISSED APCH: Climb to 3000' heading 057°. RIGHT turn direct to YJN VOR. | | | | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 7400'. 3. LOC reliable only within 10° either side of centerline. 4. Procedure turn NOT AUTHORIZED. 5. Common LOC frequency Rwy 06R and 24L. 6. Verify LOC ident for this approach. | | | | | | | | | | | |
| MSA YJN VOR | | | | | | | | | | | |



| | | | | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| NM to IOA DME | 12.9 | 12.0 | 11.0 | 10.0 | 9.1 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.1 |
| VDA ALTITUDE | 4200' | 3910' | 3590' | 3270' | 3000' | 2640' | 2320' | 2000' | 1680' | 1360' | 1040' | 730' | 440' |



| | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|-------|-------|-------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | 3000' | 057° hdg |
| GS/VDA | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |
| MAP at D0.2 IOA | | | | | | | | | |

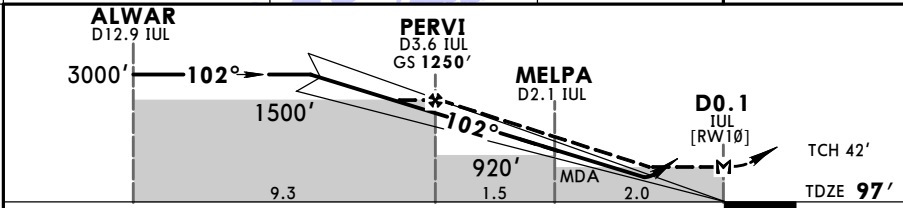
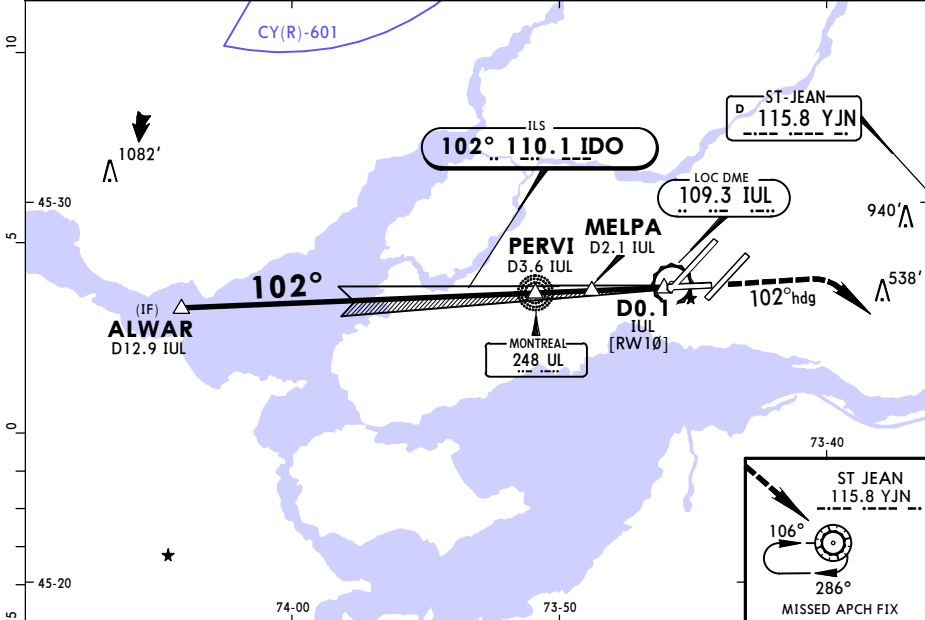
| | | | | | | | |
|------------------------------------|----------------------|-------------------------|--------------------|-----------------------|-----|-------------------------|--|
| STRAIGHT-IN LANDING RWY 06R | | | | CIRCLE-TO-LAND | | | |
| ILS DME | | LOC (GS out) DME | | DA(H) | | MDA(H) | |
| 305' (200') | | 440' (335') | | 305' (200') | | 440' (335') | |
| FULL | | HIALS out | | Max Kts | | MDA(H) | |
| A | | | | | 90 | 620' (502') - 1½ | |
| B | | | | | 120 | | |
| C | RVR 26 or 1/2 | | RVR 50 or 1 | | 140 | | |
| D | | | | | 165 | | |

CYUL/YUL -TRUDEAU INTL

JEPPESEN
26 AUG 16 (11-3)

MONTREAL, QUE ILS DME Rwy 10

| | | | | | |
|---|----------------------------------|-------------------------------------|-------------------------------------|---|--------------------|
| D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | | MONTREAL Arrival 118.9 126.9 132.85 | |
| MONTREAL Tower 119.3 119.9 124.3 | | | Ground 121.0 121.9 | | |
| LOC IDO 110.1 | Final Apth Crs 102° | GS PERVI 1250' (1153') | ILS DA(H) 297' (200') | Apt Elev 118' | TDZE 97' |
| MISSED APCH: Climb to 3000' heading 102°. RIGHT turn direct to YJN VOR. | | | | | <p>MSA YJN VOR</p> |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 7400'. 3. LOC reliable only within 10° either side of centerline. 4. Procedure turn NOT AUTHORIZED. 5. 20 minute prior notification required for approach when Rwy 06/24 in operation. | | | | | |
| Briefing Strip™ | | | | | |



| | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|-------|-------|-------------|----|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | 3000' | 102° hdg | RT | YJN 115.8 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| MAP at D0.1 IUL | | | | | | | | | | | |

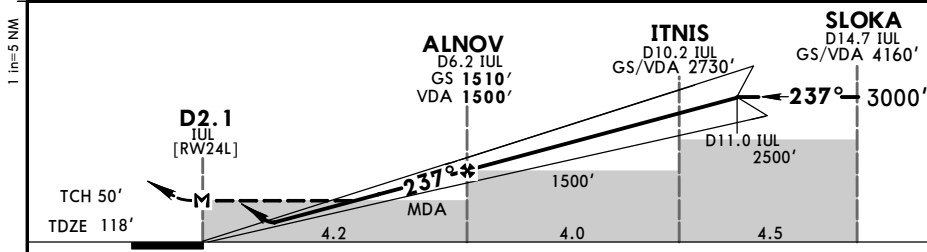
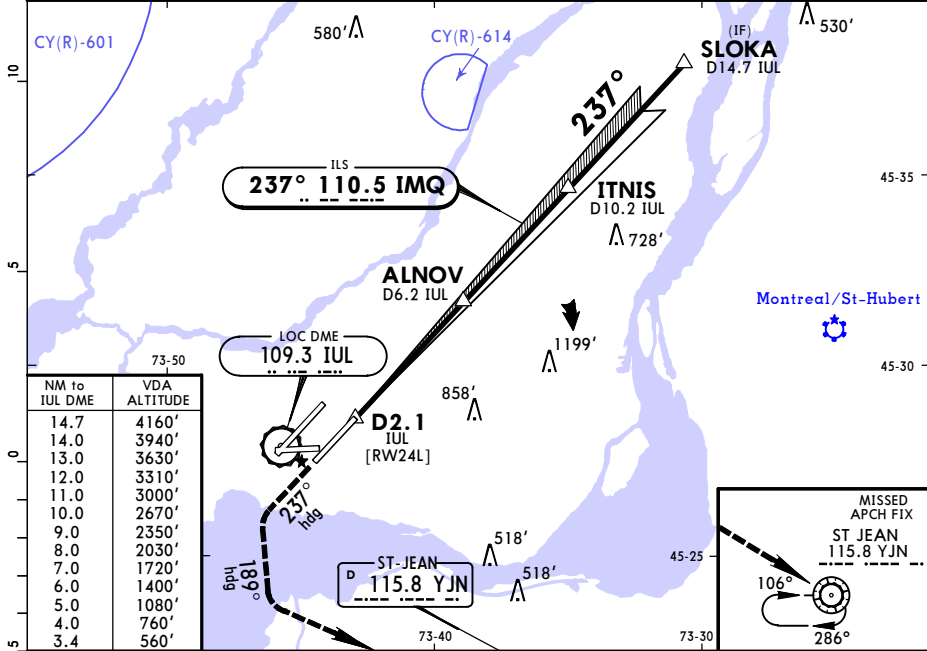
| | | | | | | | |
|----------------------------|-----|--|---------------------------|---|--|----------------|-------------------|
| STRAIGHT-IN LANDING RWY 10 | | | | | | CIRCLE-TO-LAND | |
| ILS DME | | | LOC (GS out) DME | | | | |
| DA(H) 297' (200') | | | MDA(H) 480' (383') | | | | |
| FULL | | | HIALS out | | | Max Kts | |
| A | | | | | | | 90 |
| B | | | | | | | 120 |
| C | 1/2 | | | 1 | | | 140 |
| D | | | | | | | 165 |
| | | | | | | | MDA(H) |
| | | | | | | | 620' (502') - 1/2 |
| | | | | | | | 620' (502') - 2 |
| | | | | | | | 720' (602') - 2 |

CYUL/YUL
-TRUDEAU INTL

JEPPESSEN
 26 AUG 16 **(11-4)**

MONTREAL, QUE
ILS Rwy 24L

| | | | | | |
|---|-------------------------------|----------------------------------|-------------------------------------|---|-------------|
| D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | | MONTREAL Arrival 118.9 126.9 132.85 | |
| MONTREAL Tower 119.3 119.9 124.3 | | | Ground 121.0 121.9 | | |
| LOC IMQ 110.5 | Final Apch Crs 237° | GS ALNOV 1510' (1392') | ILS DA(H) 318' (200') | Apt Elev 118' | TDZE 118' |
| MISSED APCH: Climb to 700' heading 237°. Climbing LEFT turn to 2000' heading 189°. Then LEFT turn direct to YJN VOR. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 7400'. 3. LOC reliable only within 10° either side of centerline. 4. Procedure turn NOT AUTHORIZED. 5. Common LOC frequency Rwy 06R and 24L. 6. Verify LOC ident for this approach. | | | | | |
| | | | | | MSA YJN VOR |



| | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|-------|------|----------|-------|----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | 700' | 237° hdg | 2000' | 189° hdg |
| GS/VDA | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| MAP at D2.1 IUL | | | | | | | | | | | |

| | | | | | | | | |
|----------------------------|---------------|--|---------------------------|-------------|--|----------------|-----------------|----------------|
| STRAIGHT-IN LANDING RWY24L | | | | | | CIRCLE-TO-LAND | | |
| ILS DME | | | LOC (GS out) DME | | | Max Kts | MDA(H) | |
| DA(H) 318' (200') | | | MDA(H) 560' (442') | | | | | |
| FULL | | | HIALS out | | | 90 | 620'(502') - 1½ | |
| A | | | | | | | 120 | 620'(502') - 2 |
| B | RVR 26 or 1/2 | | | RVR 50 or 1 | | | 140 | 620'(502') - 2 |
| C | | | | | | | 165 | 720'(602') - 2 |

CHANGES: Note added.

CYUL/YUL -TRUDEAU INTL

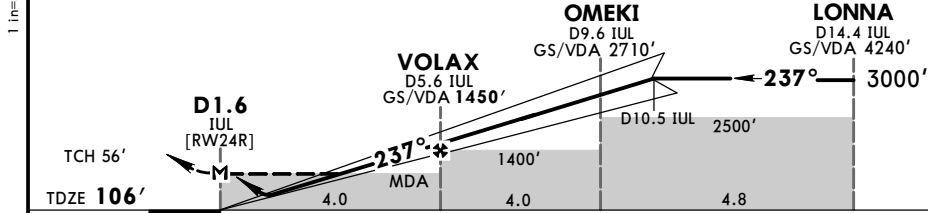
JEPPSEN
26 AUG 16 **(11-5)**

MONTREAL, QUE ILS DME Rwy 24R

| | | | | | |
|--|-----------------------|------------------------|-----------------------|--------------------|-------------|
| BRIEFING STRIP™ | D-ATIS (French 127.5) | | QUEBEC Radio 123.55 | MONTREAL Arrival | |
| | 133.7 | 127.5 | 123.55 | 118.9 | 126.9 |
| | 132.85 | MONTREAL Tower 119.9 | | Ground 121.0 121.9 | |
| LOC IZZ | Final Apch Crs 237° | GS VOLAX 1450' (1344') | ILS DA(H) 306' (200') | Apt Elev 118' | TDZE 106' |
| MISSED APCH: Climb to 3000' heading 237°. RIGHT turn direct to YUL VOR. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 7400'. 3. LOC reliable only within 10° either side of centerline. 4. Procedure turn NOT AUTHORIZED. | | | | | |
| | | | | | MSA YUL VOR |



| | | | | | | | | | | | | |
|---------------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| NM to IUL DME | 2.8 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 10.5 | 12.0 | 13.0 | 14.4 |
| VDA ALTITUDE | 540' | 930' | 1240' | 1560' | 1880' | 2200' | 2520' | 2840' | 3000' | 3470' | 3790' | 4240' |



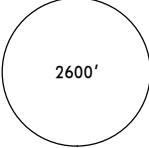
| | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|-------|-------|-------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | 3000' | 237° hdg |
| GS/VDA | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |
| MAP at D1.6 IUL | | | | | | | | | |

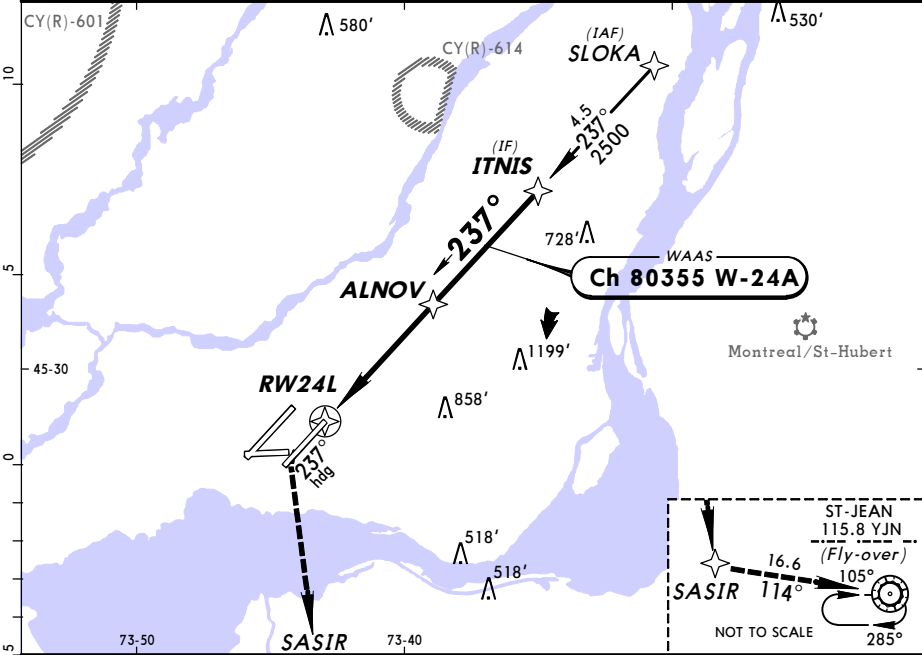
| | | | | | |
|-----------------------------|---------------|--------------------|-------------|----------------|-----|
| STRAIGHT-IN LANDING RWY 24R | | | | CIRCLE-TO-LAND | |
| ILS DME | | LOC (GS out) DME | | | |
| DA(H) 306' (200') | | MDA(H) 540' (434') | | Max Kts | |
| FULL | | HIALS out | | MDA(H) | |
| A | | | | | 90 |
| B | | | | | 120 |
| C | RVR 26 or 1/2 | | RVR 50 or 1 | | 140 |
| D | | | | | 165 |

CYUL/YUL
-TRUDEAU INTL

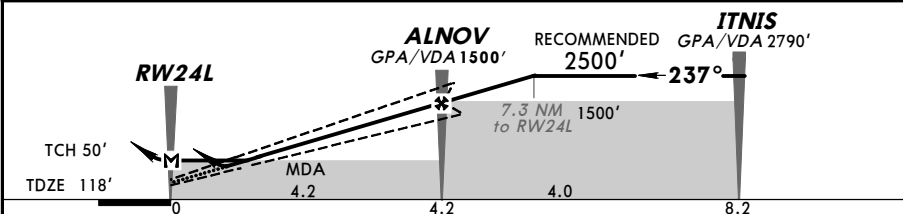
JEPPesen
 27 FEB 15 (12-1) Eff 5 Mar

MONTREAL, QUE
RNAV (GNSS) Rwy 24L

| | | | | |
|---|-----------------------------------|---|---|---|
| D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | MONTREAL Arrival 118.9 126.9 132.85 | |
| MONTREAL Tower 119.3 119.9 124.3 | | | Ground 121.0 121.9 | |
| WAAAS Ch 80355 W-24A | Final Aptch Crs 237° | GPA ALNOV 1500' (1382') | LPV DA(H) 318' (200') | Apt Elev 118' TDZE 118' |
| MISSED APCH: Climb to 700' heading 237°. Climbing LEFT turn to 2000' direct to SASIR. Then track 114° to YJN VOR. | | | |  <p>2600' MSA RW24L</p> |
| Alt Set: INCHES | | Trans level: FL 180 | | |
| 1. SAFE ALTITUDE WITHIN 100 NM 7400'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -33°C (-27°F). | | | | |



| | | | | | | | | |
|--------------|------|------|-------|-------|-------|-------|-------|-------|
| NM to RW24L | 1.3 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.3 | 8.0 |
| VDA ALTITUDE | 580' | 800' | 1120' | 1440' | 1760' | 2080' | 2500' | 2790' |



| | | | | | | | | | | | |
|---------------|-----|-----|-----|-----|-----|-----|-------|------|-------------|-------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | 700' | 237° hdg | 2000' LT | SASIR |
| GPA/VDA 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | | |
| MAP at RW24L | | | | | | | | | | | |

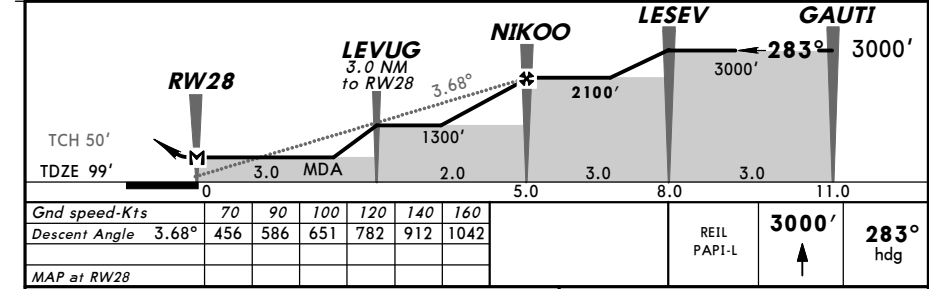
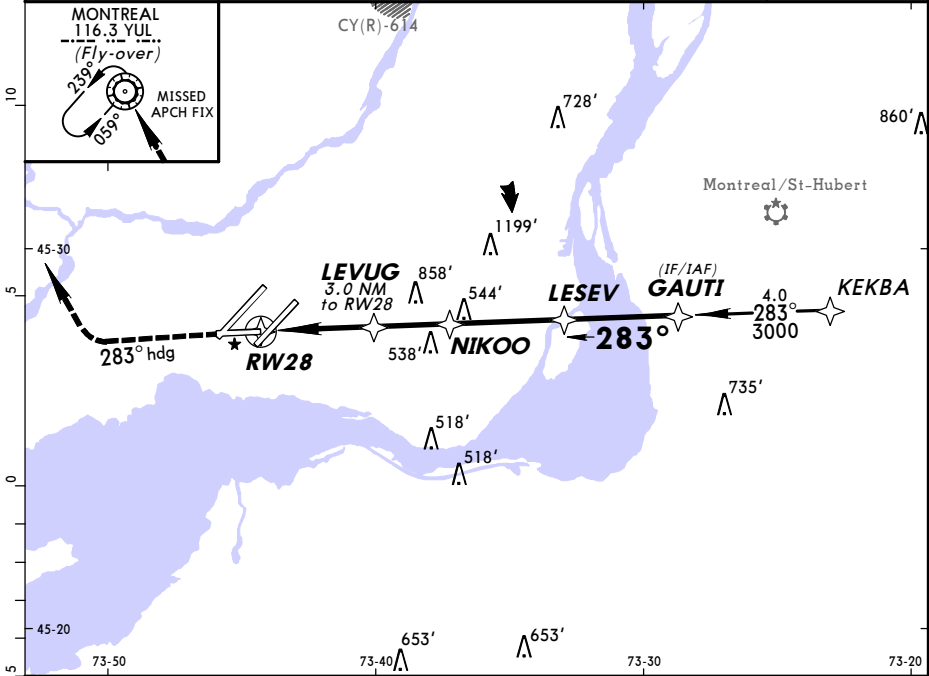
| | | | | | | | | | |
|---------------------------------|-------------|---------------------------------------|---|-----------------------------------|-------------|----------------|-----------------|--|--|
| STRAIGHT-IN LANDING RWY 24L | | | | | | CIRCLE-TO-LAND | | | |
| LPV DA(H) 318' (200') | | LNAV/VNAV DA(H) 594' (476') | | LNAV MDA(H) 580' (462') | | Max Kts | MDA(H) | | |
| A | | | | | | 90 | 620'(502') - 1½ | | |
| B | | | | | | 120 | 620'(502') - 2 | | |
| C | RVR 26 or ½ | | ¼ | | RVR 50 or 1 | 140 | 620'(502') - 2 | | |
| D | | | | | | 165 | 720'(602') - 2 | | |

CYUL/YUL
-TRUDEAU INTL

JEPPESEN
27 FEB 15 (12-2) Eff 5 Mar

MONTREAL, QUE
RNAV (GNSS) Rwy 28

| | | | | | | | |
|-----------------|---|----------------------------------|--------------------------------------|--------------------------------------|---|--|-------|
| BRIEFING STRIP™ | D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | | MONTREAL Arrival 118.9 126.9 132.85 | | |
| | MONTREAL Tower 119.3 119.9 124.3 | | | Ground 121.0 121.9 | | | |
| | RNAV | Final Apch Crs 283° | SMA NIKOO 2100' (2001') | LNAV MDA(H) 520' (421') | Apt Elev 118' TDZE 99' | | 2600' |
| | MISSED APCH: Climb to 3000' heading of 283°. RIGHT turn direct to YUL VOR. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 7400'. 2. 20 minute prior notification required for approach when Rwy 06/24 in operation. | | | | | | |



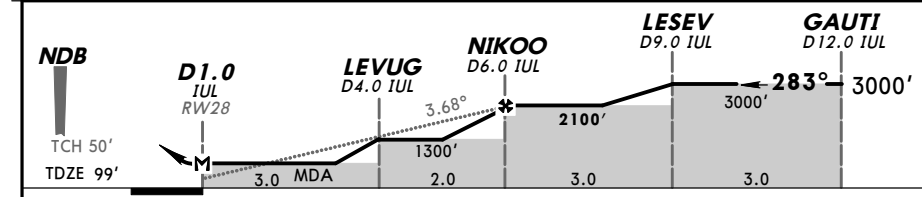
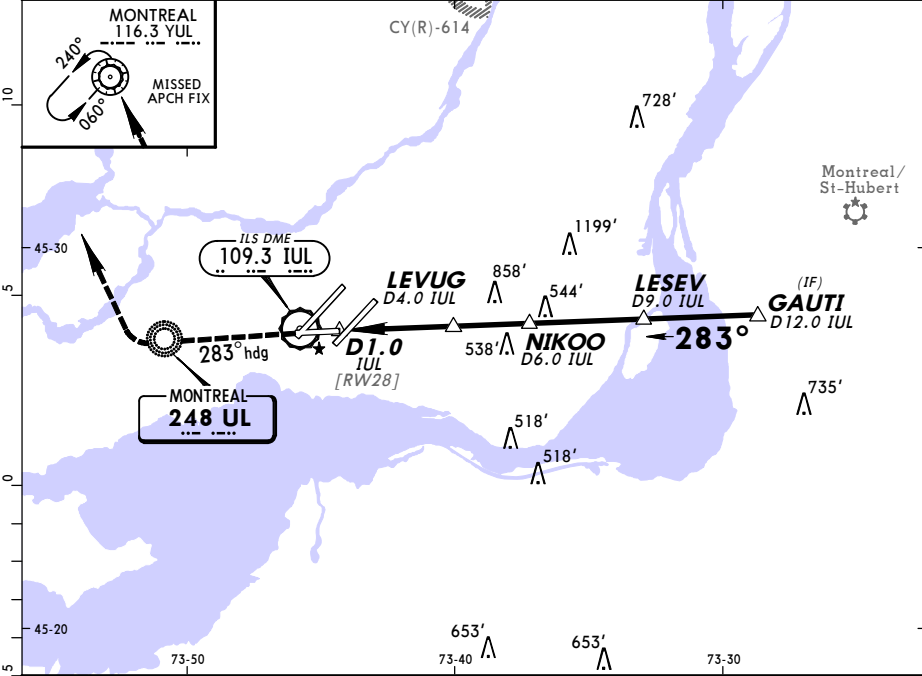
| | | | | | | | |
|-----------------------------------|-------|--|--|-----------------------|---------------------|--|--|
| STRAIGHT-IN LANDING RWY 28 | | | | CIRCLE-TO-LAND | | | |
| LNAV | | | | | | | |
| MDA(H) 520' (421') | | | | | | | |
| A | | | | Max Kts | | | |
| B | 1 1/4 | | | 90 | 620' (502') - 1 1/2 | | |
| C | | | | 120 | 620' (502') - 2 | | |
| D | | | | 140 | 620' (502') - 2 | | |
| | | | | 165 | 720' (602') - 2 | | |

CYUL/YUL -TRUDEAU INTL

JEPPESSEN
27 FEB 15 **(16-1)** Eff 5 Mar

MONTREAL, QUE NDB DME Rwy 28

| | | | | | | |
|-----------------|---|----------------------------------|--------------------------------------|-------------------------------------|---|-------------------------|
| BRIEFING STRIP™ | D-ATIS 133.7 (French 127.5) | | QUEBEC Radio 123.55 | | MONTREAL Arrival 118.9 126.9 132.85 | |
| | MONTREAL Tower 119.3 119.9 124.3 | | | Ground 121.0 121.9 | | |
| | NDB UL 248 | Final Apch Crs 283° | SMA NIKOO 2100' (2001') | MDA(H) 620' (521') | Apt Elev 118' | TDZE 99' |
| | MISSED APCH: Climb to 3000' heading of 283°. RIGHT turn direct to YUL VOR. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 7400'. 3. Procedure turn NOT AUTHORIZED. | | | | | 2500' MSA UL NDB |



| | | | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|----------------|-------|-------------|----|----|--------------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI-L | 3000' | 283° hdg | RT | D→ | YUL 116.3 | |
| Descent Angle | 3.68° | 456 | 586 | 651 | 782 | 912 | | | | | | | 1042 |
| MAP at D1.0 IUL | | | | | | | | | | | | | |

| | | | | | | | |
|----------------------------|----|--|--|----------------|------------------|--|--|
| STRAIGHT-IN LANDING RWY 28 | | | | CIRCLE-TO-LAND | | | |
| MDA(H) 620' (521') | | | | | | | |
| A | | | | Max Kts | MDA(H) | | |
| B | 1½ | | | 90 | 620' (502') - 1½ | | |
| C | | | | 120 | 620' (502') - 2 | | |
| D | | | | 140 | 620' (502') - 2 | | |
| | | | | 165 | 720' (602') - 2 | | |

CHANGES: SMA, Radio communication.