Welcome to Montréal!

CYUL Pilot Briefing
2024 Version

Table of contents

Une version en français de ce document est disponible à https://czul.ca/fr/, sous l'onglet *OUTILS*.

1 - PURPOSE OF THIS DOCUMENT

This document is intended for flight simulation purposes only. It is not to be used for real world aviation. It is meant to explain the Departure and Arrival Procedures at Montréal–Trudeau International Airport (CYUL).

2 - ABOUT MONTRÉAL (ICAO: CYUL – IATA: YUL)

Montréal–Trudeau International Airport (French : Aéroport International Pierre-Elliott-Trudeau de Montréal) or Montréal–Trudeau, formerly known as Montréal–Dorval International Airport (Aéroport International Montréal-Dorval), is an international airport in the city of Dorval, on the island of Montréal in the canadian province of Québec. It is the primary international airport serving Montréal, +/- 15 km (8 miles) from Downtown Montréal.

Montréal–Trudeau is the busiest airport in the province of Quebec and was third-busiest airport in Canada by passenger traffic, with 21.1 million passengers in 2023, after Toronto-Pearson and Vancouver.

3 - RECOMMENDED SCENERIES FOR CYUL

Microsoft Flight Simulator 2020 (MSFS) :
- Freeware : https://flightsim.to/file/1691/cyul-montreal & https://flightsim.to/file/40647/cyul-enhancement
- Payware : https://mkstudios.pl/products/montreal-airport/
- Payware : https://orbxdirect.com/product/bmworldamsim-cyul-msfs

P3D :
- Freeware : There is no freeware scenery for P3D. The FSX scenery may or may not work.
- Payware : http://www.flytampa.org/cyul.html

X-Plane 11 :
- Freeware : https://gateway.x-plane.com/scenery/page/CYUL
- Payware : https://store.x-plane.org/CYUL--Montreal-International-Airport_p_892.html

FSX :
- Freeware : https://library.avsim.net/esearch.php?DLID=207483
- Payware : http://www.flytampa.org/cyul.html

MSFS and FSX/P3D Freeware sceneries for many airports within Montreal FIR can be found here
- https://www.jpfil.com/quebec-fs2020/index.htm
- https://www.jpfil.com/quebecfsx/index.htm

4 - ATC FREQUENCIES AND SECTORS

Position	VATSIM Callsign	Frequencies	Maps (Click to enlarge)
ATIS	CYUL_ATIS	133.700 and https://czul.ca/	**LOW SECTORS (BELOW FL290)**
Clearance	CYUL_DEL	125.600	
Apron	CYUL_RMP	122.075	
East Apron	CYUL_E_RMP		
West Apron	CYUL_W_RMP	122.275	
Ground	CYUL_GND	121.900	
East Ground	CYUL_E_GND		
West Ground	CYUL_W_GND	121.000	
Tower	CYUL_TWR	119.900	
South Tower	CYUL_S_TWR		
North Tower	CYUL_N_TWR	119.300	
Departure	CYUL_DEP	124.650	
North Departure	CYUL_N_DEP		
South Departure	CYUL_S_DEP	120.425	
Arrival	CYUL_APP	132.850	
North Arrival	CYUL_N_APP		
South Arrival	CYUL_S_APP	118.900	
Low Arrival	CYUL_L_APP	126.900	
Montréal Centre – Low Level (FL280 -)			
Thurso Sector	MTL_TH_CTR	128.775 (Default)	
Concordia Sector	MTL_CN_CTR	124.275	
Hauterive Sector	MTL_HV_CTR	134.650	
Baie-James Sector	MTL_BJ_CTR	125.900	
Nuvilik Sector	MTL_NK_CTR	135.100	
Montréal Centre – High Level (FL290 +)			**HIGH SECTORS (FL290 AND ABOVE)**
Aylmer Sector	MTL_AY_CTR	134.400 (Default)	
Drummond Sector	MTL_DD_CTR	133.225	
Pontiac Sector	MTL_PO_CTR	127.875	
Lévis Sector	MTL_LE_CTR	123.925	
Manic Sector	MTL_MC_CTR	132.625	
Noranda Sector	MTL_NR_CTR	133.975	
Fontange Sector	MTL_FG_CTR	134.325	
Brevoort Sector	MTL_BZ_CTR	134.850	

5 - CYUL ARRIVAL PROCEDURES

There are six (6) standard terminal arrival routes (STAR) at CYUL:
- **LFLER7**: North and Northwest Arrivals;
- **OMBRE2:** Northeast and East Arrivals;
- **CARTR5:** South and Southeast Arrivals;
- **IMPAC4:** Southwest Arrivals;
- **HABBS7:** West Arrivals;
- **ALOET4:** Northwest Arrivals.
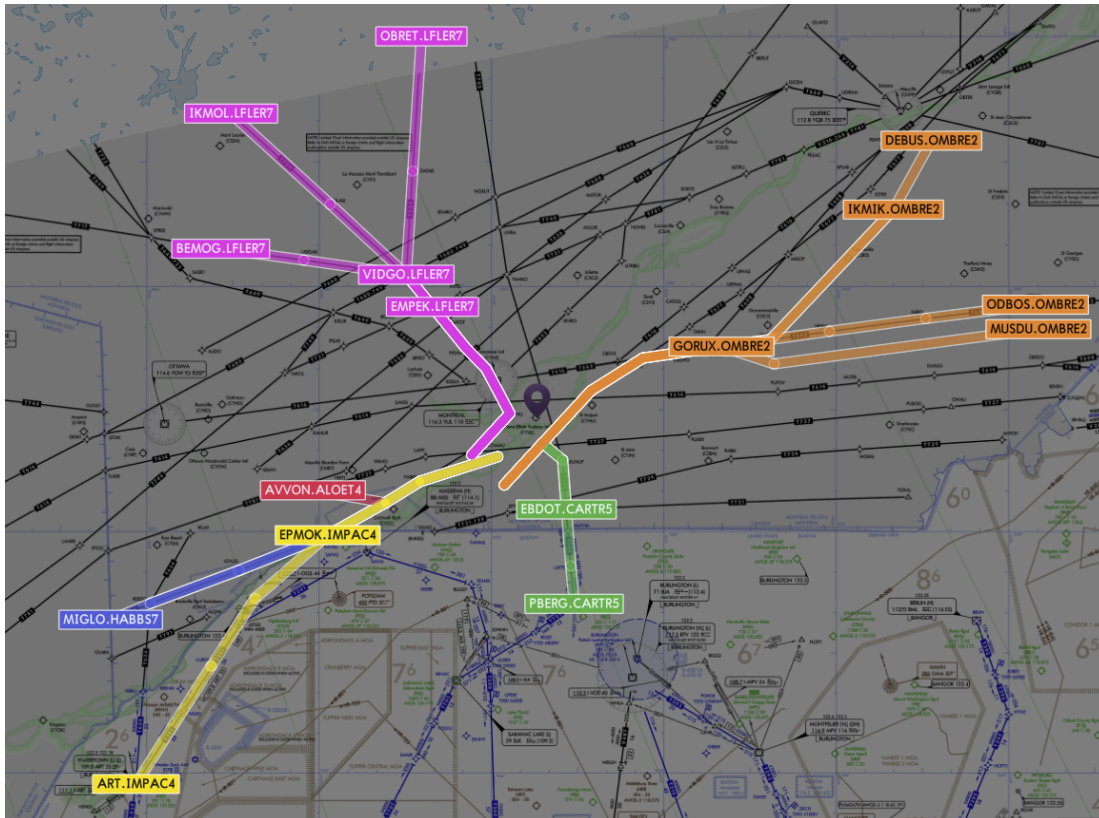
All charted restrictions (altitude and speed) <u>MUST</u> be respected by the pilot, down to and including the last ATC-cleared altitude (but do not descend below that clearance). Step descents are to be expected, no need to advise the controller when arriving at the cleared altitude.

Some of these are open RNAV STARs, meaning that they end at a Downwind Termination Waypoint (DTW) instead of at a Final Approach Course Fix (FACF).

If an approach clearance is NOT received prior to the DTW, continue flying current heading and expect Vectors to Final.
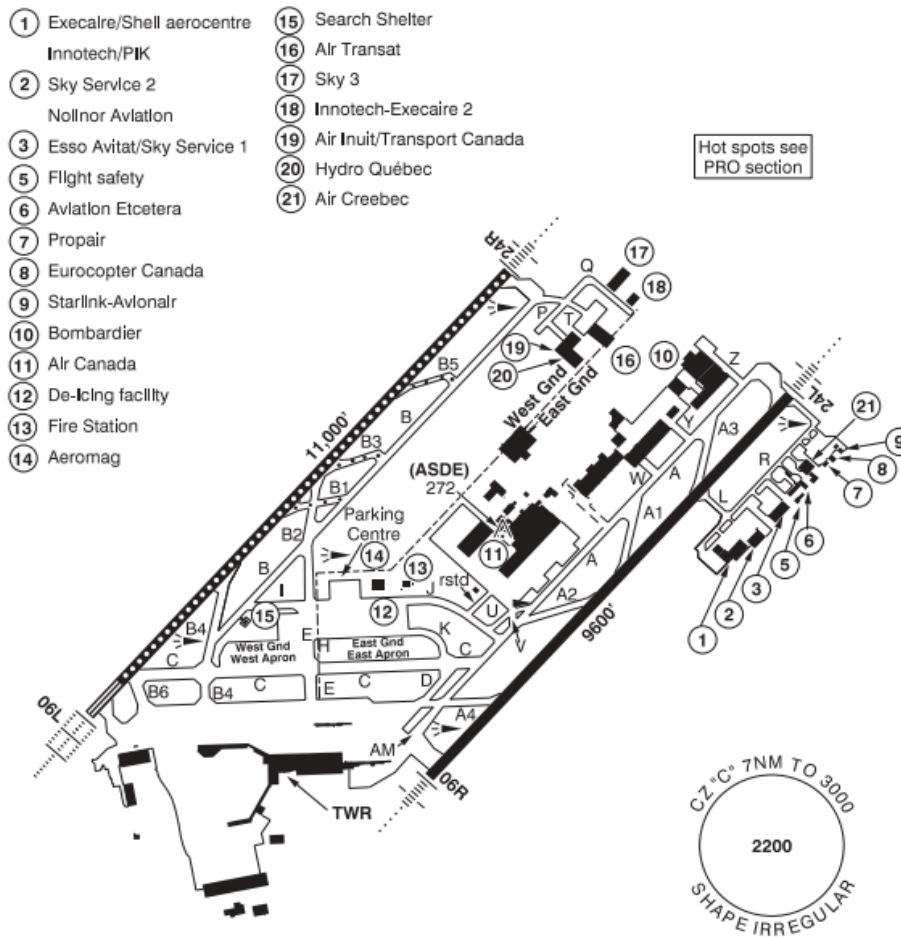
> **IMPORTANT:** <u>Do not turn base</u> towards your arrival runway when you reach the end of the STAR unless given a turn by ATC.
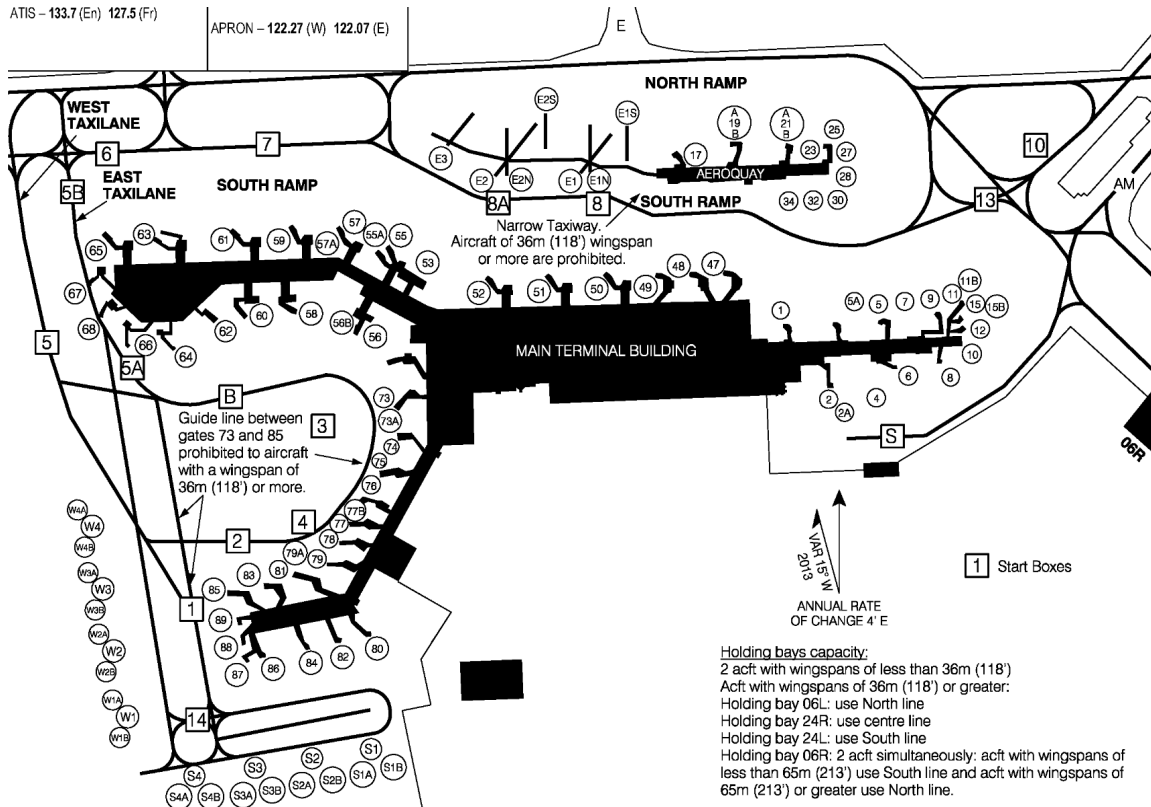
6 - AIRPORT DIAGRAM

There are two parallel runways at Montréal-Trudeau aligned in a Northeast-Southwest direction. The North runway (06L/24) is normally used for arrivals, while the South runway (06R/24L), is used for departures, general aviation, and also as a secondary arrival runway.

The Main Terminal Building is located at the South end of the airport, while the General Aviation area is at the Northeast of the field (numbers 1 to 9 and 21). When necessary, please refer to the FBOs by the name used in the following chart. Please advise the Center Controller giving you the initial runway assignment if you plan to end your flight at the General Aviation area, as it might impact the final runway assignment.

Please note that many changes have been made to the ground layout of CYUL over the past few years, and most, if not all, sceneries are **NOT** up-to-date with those changes. Please always refer to the available charts, not only the ground signage. Most notably, the former runway 10/28 is now taxiway Charlie (and therefore does not require a specific clearance to cross), and most taxiways branching off runway 06L/24R have been renamed.

(1) Execaire/Shell aerocentre Innotech/PIK	(15) Search Shelter
(2) Sky Service 2 Nolinor Aviation	(16) Air Transat
(3) Esso Avitat/Sky Service 1	(17) Sky 3
(5) Flight safety	(18) Innotech-Execaire 2
(6) Aviation Etcetera	(19) Air Inuit/Transport Canada
(7) Propair	(20) Hydro Québec
(8) Eurocopter Canada	(21) Air Creebec
(9) Starlink-Avionair	
(10) Bombardier	
(11) Air Canada	
(12) De-Icing facility	
(13) Fire Station	
(14) Aeromag	

Below is a close-up of the Main Apron, showing gate numbers:

Please advise the Ground or Apron controller on initial contact if you have a preferred gate. Otherwise, one will be assigned to you. International arrivals can expect to be sent to gates 50 to 68, USA arrivals can expect to be sent to gates 72 to 89, and Domestic arrivals to gates 1 to 50.

CYUL is one of the only few airports in Canada where the Apron is under positive ATC control. Instructions must be followed at all times. Taxi instructions will refer to **"North Ramp", "South Ramp", "East Lane" and "West Lane"** as depicted above to guide you to your gate. There is no need to advise the controller that you have arrived or parked at the gate, as this adds to frequency congestion.

> **IMPORTANT:** South Ramp between gates 47 and 49 is prohibited to aircrafts with wingspan of 36 meters (118 ft) or more. This means that all B757/A310 and bigger must taxi via North Ramp only.

There is no dedicated cargo apron in CYUL, as CYMX Montréal/Mirabel is the Cargo airport for the region. For VATSIM purposes, cargo flights may be directed to W and S remote stands.

7 - CHARTS

Up-to-date charts can be found on the CZUL FIR website for all our airports. The ones for Montreal can be found here: https://czul.ca/en/airport/CYUL/

Charts are also available online at https://fltplan.com/ (Freeware, but you must create an account) or at https://www.navigraph.com/ (Payware).

8 - ROUTE PLANNING

A system of mandatory IFR routes has been established to provide a systematic flow of air traffic in the Terminal Area. If you filed an incorrect Flight Plan, your departing ATC will issue a revised clearance.

Mandatory routes for CYUL can be found at the bottom of the following page: https://czul.ca/en/airport/CYUL/

9 - PRE-DEPARTURE CLEARANCES (PDCs)

Pre-departure Clearances (PDCs) are available upon request, by texting the Departure ATC.

The PDC will look like this:

> MONTREAL PRE-DEPARTURE CLEARANCE | CYUL CXA322 | TIME ISSUED 22:00:21 | CREW MESSAGE CXA322 | TRANSPONDER 5245 | AIRCRAFT DH8D | CRUISE ALTITUDE FL190 | FILED ROUTE SINRO PESAC4 | USE SID CYUL1 | RUNWAY 24L | DESTINATION CYQB | CONTACT ATC UPON RECEIVE WITH PDC NUMBER 012A AND ATIS TO CONFIRM CLEARANCE

On first contact, call the Clearance ATC and mention your PDC number and current ATIS to confirm the clearance. For the example above, the pilot would say: "Montreal Clearance Delivery, CXA322 with PDC number 012A and information Bravo."

You may also receive a message looking like this:

> PRE-DEPARTURE CLEARANCE | CXA322 | REJECTED – REVERT TO VOICE PROCEDURES

In that case, just call ATC by voice as you would normally do.

10 - CYUL2 DEPARTURE PROCEDURE

Your departure clearance will include an instruction to fly the MONTREAL TWO departure procedure (CYUL2 SID). It is important for obstacle clearance and conflict avoidance to follow the departure procedure. It <u>must</u> be read back with your IFR clearance.

- Climb on runway heading;
- Non-jet aircraft maintain 3000 feet;
- Jet aircraft maintain 5000 feet;
- Expect vectors to the assigned route.

IMPORTANT: Do not turn on course or climb higher unless instructed to do so by ATC.

Note that ATC may provide you with different instructions depending on traffic conditions, and that there are Noise Abatement Procedures requiring minimum altitudes before turns.

11 - PREFERRED RUNWAYS

CYUL is located on the heavily populated Island of Montreal. In order to minimize noise and other impacts to the surrounding communities, a Preferential Runway Program has been put in place, and the preferred direction for operation is West.

Runways 24L/R will be used up to a tailwind of 5 knots in order to keep departures (the noisiest phase of flight) over the Lake St-Louis, Southwest of the airport.

12 - OTHER INFORMATION

ATC services within CZUL FIR are available in English and French. The language you use at first contact with ATC will be used for all subsequent communications.

Maximum speed is 250 knots below 10,000 feet, and 200 knots within a 10 nautical miles radius up to 3000 feet above controlled aerodromes. Typical speeds are 210 knots downwind, 190 knots base, and 160 knots on final for IFR flights.

Altimeter settings are in inches of mercury (inHg), with the standard being 29.92 above FL180 (Transition Level) inclusively. We refer to altitudes below FL180, and Flight Levels at and above FL180 (Ex.: 7000 feet instead of FL070, and FL210 instead of 21000 feet). In Canada, phraseology used for descent clearance usually permits pilots to commence descent at their discretion, or "when ready" (eg. "ACA123, when ready, descend FL290.")