



Voyager

AVIATION

**Unofficial Guide to
Flying in Canada**

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Resource Directory

Canada Airspace Poster	https://tc.canada.ca/sites/default/files/migrated/tc_6010_airspaceposter_e.pdf
Interactive Airspace Map	https://airspace.canadarasp.com
Aeronautical Information Manual	https://tc.canada.ca/en/aviation/publications/transport-canada-aeronautical-information-manual-tc-aim-tp-14371
IFR Phraseology Guide	https://www.navcanada.ca/en/ifr-phraseology.pdf
IFR Phraseology Guide (FR)	https://www.navcanada.ca/fr/phraseologie-ifr.pdf
VFR Phraseology Guide	https://www.navcanada.ca/en/vfr-phraseology.pdf
VFR Phraseology Guide (FR)	https://www.navcanada.ca/fr/phraseologie-vfr.pdf
VFR Procedures at Uncontrolled Aerodromes	https://tc.canada.ca/sites/default/files/migrated/tp11541e_accessible_vfr_procedures_at_uncontrolled_aerodromes_en.pdf
FltPlan.com	https://www.fltplan.com
OIS	https://spaces.navcanada.ca/workspace/
WxRecall	https://plan.navcanada.ca/wxrecall/

Abbreviations and Acronyms

AIM.....	Aeronautical Information Manual
CAP.....	Canada Air Pilot
CFS.....	Canada Flight Supplement
MEA.....	Minimum En-Route Altitude
MSL.....	Mean Sea Level

1. Airspace

If you're coming from FAA airspace, Canada's airspace differs in one important way: **the class B airspace**. There are no class B airports in Canada. Instead, class B airspace is everywhere over terminal control areas, low level airways and control area extensions, between 12 500' and FL180, except below MEA. Unlike class A, VFR traffic is allowed, *but*, like the class B airspace of our neighbours to the South, VFR traffic needs a squawk and an explicit clearance to climb into class B airspace.

You can find all the details in [the official poster from NAV Canada here](#), and [a very useful interactive map here](#).

2. IFR

Mostly the same as what you're used to. You do not need permission to start engines in Canada. Most, but not all aprons are uncontrolled. Expect to hear "push and start your discretion" after reading back your clearance. Top altitudes are not mentioned in IFR clearances that contain a SID, refer to the charts.

Descend via STAR is not used in Canada. Descent instructions do not automatically cancel altitude restrictions on a STAR. You must obey all altitude and speed restriction on your STAR down to the last altitude assigned by ATC. (See AIM 9.2.3.5 & 9.2.3.6)

For more information, refer to the official [NAV Canada IFR Phraseology Guide](#) and the [Aeronautical Information Manual \(AIM\)](#)

3. VFR

Again, not too different from what you're used to, but if you want more information, here's the official [NAV Canada VFR Phraseology Guide](#).

3.1 VFR at towered airports

In Canada, since we have no class B airports, your first call will never be to ask clearance to enter bravo airspace. It is good practice to request a VFR departure clearance at any towered airport a few minutes prior to requesting taxi.

Approaching towered airports in Canada works the same way as in the United States.

3.2 VFR at untowered airports

Approaching an untowered airport in Canada is done differently from what the FAA recommends. The famous teardrop pattern entry that the FAA recommends is not used in Canada. Instead, you are expected to descend to pattern altitude on the *inactive* side of the airport (on the opposite side of the runway from the pattern) and then cross midfield to join downwind. [See this PDF for more information](#).

4. Charts, mandatory routes and other sources of information.

Pretty much everything you need for flying in Canada is available on [FltPlan.com](https://www.fltplan.com), if you know where to look.

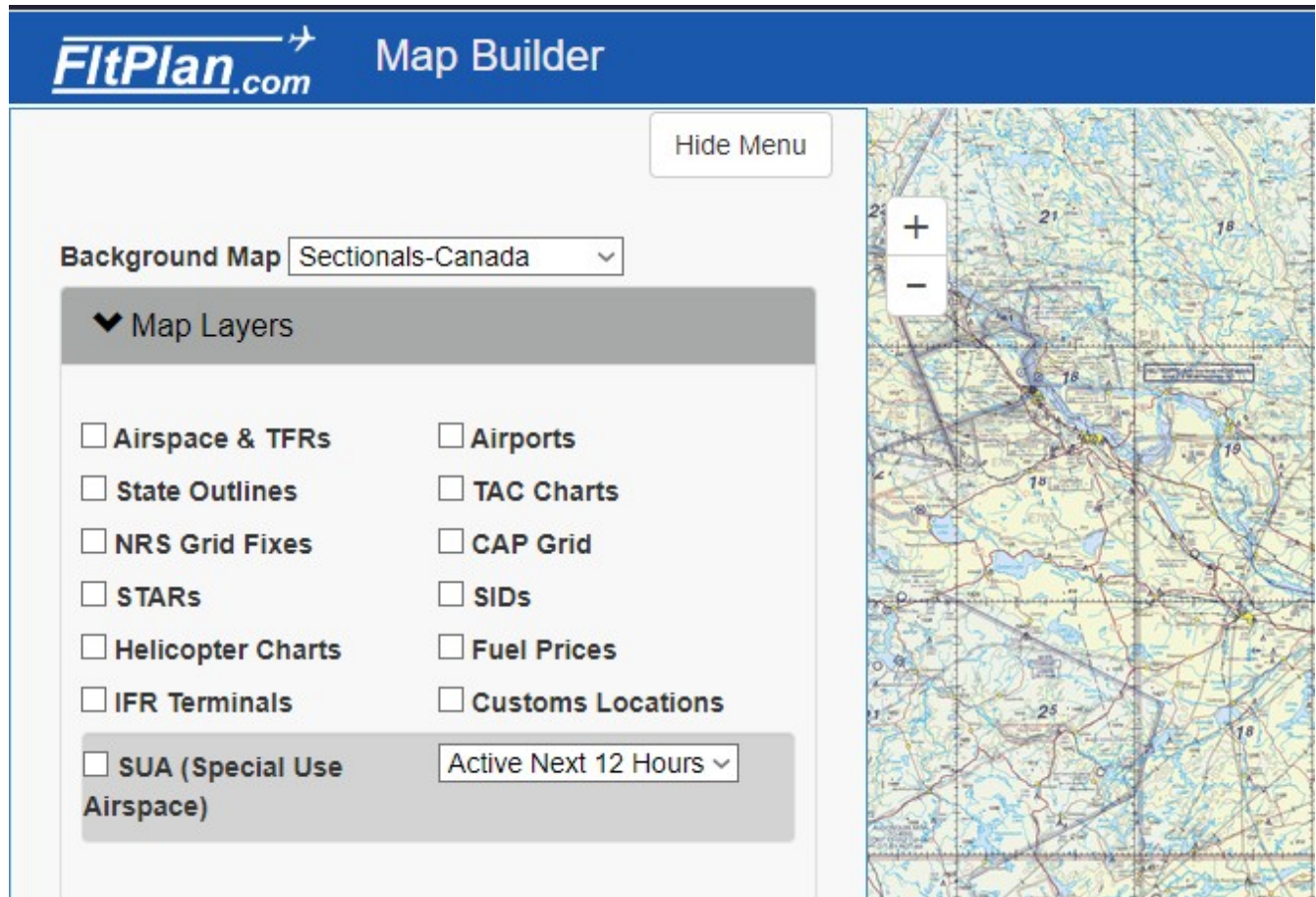
4.1 Charts from FltPlan.com

On the FltPlan.com front page, click the **FBO & Airport Info** link, or from the left vertical menu, drop down **Airports & FBOs** and select **Airport/FBO Info**. On the following page, enter the airport ID and press enter. On the next page, you will find a section called **Approach Charts for** the airport you entered. Select the chart you wish to see from the drop-down list and press the green button for fast viewing. If you are logged into an account on FltPlan.com (free), you can hit the blue button and have access to downloadable PDF charts. You can expect to find all the instrument charts here if they are available. If you're flying to a smaller airport with no instrument procedures, the CFS will at least provide a small diagram of the field and other information such as lighting and non-standard patterns.

The screenshot shows the FltPlan.com website interface. On the left is a vertical navigation menu with the following items: Flight Planning (with a dropdown arrow), Create Flight Plan, Open/Close VFR Plan, Delete Flight Plan, Quick Info, Find Fuel Stop, Multi Printout, Flight Listing, TOLD Card, Corp. Angel Network, FBO Notification, Pax Briefing, Weather & Notams (with a dropdown arrow), Full Weather, Weather Maps Only, Airports & FBOs (with a dropdown arrow), Airport/FBO Info (circled in red), Nearby Airports, and Area Fuel Prices. The main content area is divided into two sections. The top section is titled 'Approach Charts for CYOW - MACDONALD-CARTIER INTL' and contains a dropdown menu labeled 'Approaches' with 'aerodrome chart' selected, a green 'Fast Viewing' button, and a blue 'PDF Charts for CYOW' button. The bottom section is titled 'CFS' and contains a green button labeled 'Canada Flight Supplement for CYOW'.

4.2 Sectionals on FltPlan.com

From the front page, click the **Digital Charts** link, or from the left side menu, in the **Navigation** section, click **Digital Charts**. Enter your departure and arrival airport IDs if you want (not required) and select the type of chart you want to see, then hit the green *View Charts* button. Make sure to select the correct background map. If you have entered departure and arrival airports, the map will automatically zoom to fit both and show a straight line between them. Unfortunately, it isn't as feature-rich as skyvector.



4.3 Mandatory Routes and Other Documents from FltPlan.com

This is probably my favourite page on FltPlan.com. It's one of the few pages you can direct link to (but be careful about linking to anything from this page – the URLs have dates in them that can change)

In the main menu, drop down the **Tools** section and click on **Documents**. The screenshot below shows the section that is relevant to Canada.

CFS Emergency Eff 01/25/2024	Canada Flight Supplement Emergency Section
CFS General Eff 01/25/2024	Canada Flight Supplement General Section
CFS Military Flight Data and Procedures Eff 01/25/2024	Canada Flight Supplement Military Flight Data and Procedures Section
CFS Planning Restrictions Eff 01/25/2024	Canada Flight Supplement Planning Restrictions Section
CFS Preferred IFR Routes Eff 01/25/2024	Canada Flight Supplement Preferred IFR Routes
CAP GEN Eff 01/25/2024	CAP GEN Eff 01/25/2024
CFS Centre FIC-RIO Freq Eff 01/25/2024	Canada Flight Supplement Centre FIC-RIO Frequencies Eff 01/25/2024
CFS ALL VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures All
CFS AB VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Alberta
CFS BC VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures British Columbia
CFS MB VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Manitoba
CFS NB VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures New Brunswick
CFS NL VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Newfoundland
CFS NS VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Nova Scotia
CFS NT VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Northwest Territories
CFS ON VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Ontario
CFS QC VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Quebec
CFS SK VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Saskatchewan
CFS YT VFR Terminal Procedures Eff 01/25/2024	Canada Flight Supplement VFR Terminal Procedures Yukon
CANADA WATER AERODROME SUPPLEMENT Eff. 2023	CANADA WATER AERODROME SUPPLEMENT

The **CFS Preferred IFR Routes** document is the most useful document in this list for IFR flying in Canada. Follow it, and you'll never get a reroute under normal circumstances. The **CAP GEN** document is also useful if you need help understanding the approach plates you fetched in 4.1.

For VFR, you can find terminal transition routes and other cool stuff in the **CFS VFR Terminal Procedures** documents. Legends and other information on how to read and use the chart supplement can be found in the **CFS General** document.

4.4 Weather, NOTAMs and flight planning

Behold, the Operational Information System (OIS)! <https://spaces.navcanada.ca/workspace/>

You can find everything you need regarding weather and NOTAMs in Canada from this page. Another good one to bookmark for NOTAMs is <https://plan.navcanada.ca/wxrecall/>