

# Buttonville Flying Club

2833 16th Ave.  
Markham, ON L3R 0P8



**Date:** February 6, 2019

**Subject:** Mandatory Frequency Area at TORONTO Buttonville Municipal Airport (CYKZ) Procedures

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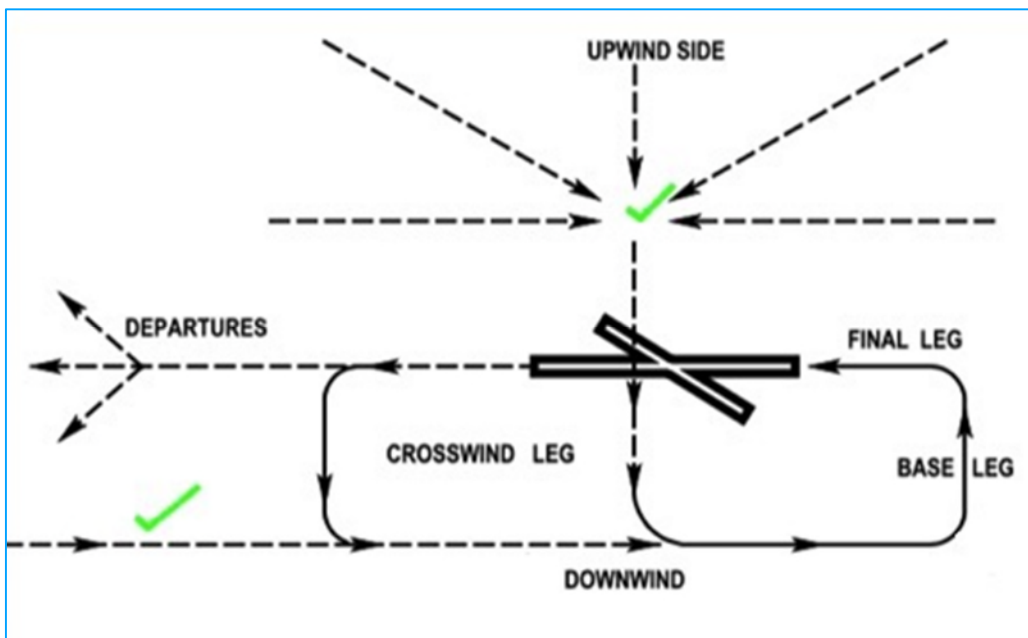
## Executive Summary – FOR VFR OPERATIONS AT CYKZ

With the control tower closure on January 3, 2019 and the change in the Buttonville control zone in 2018, changes to aircraft and pilot operating procedures have taken place. In an effort to ensure safety, in a complex environment, unique in Canada, the following document outlines the facts as expressed by Transport Canada and Nav Canada through a variety of sources. Some operating changes to be aware of for Buttonville are:

1. Mandatory Frequency Area with No Advisory service.
2. No ATIS anymore
3. No TAF anymore.
4. The METAR transitioned to an LWIS with no ceilings or visibility.
5. No Tower providing runway conditions anymore.
6. Control Zone ceiling at 2,000 feet, precluding overflight of field at circuit altitude plus 500 feet.
7. While flying VFR you must adhere to the figure below.
8. Mandatory Frequency is now 124.8.
9. For weather and other information London Radio at Buttonville is 123.15, Flight line 123.5 (Ground is no longer operative, ATIS has pre-recorded looping message)

Separate procedures will be written for IFR Operations

At an **MF area without an advisory**, such as Buttonville and Peterborough, VFR aircraft **must\*** join as depicted below:



## Background

Aircraft converging at airports require proper procedures to mitigate conflicts. Resources used in this document are CARs 602.97 to 602.104, as well as AIM RAC 4.5.4. MF (Mandatory Frequency) Area means an area in the vicinity of an uncontrolled aerodrome for which an MF has been designated. There are two types of MF's: with Advisory; and without Advisory. From CARs section 100: "Air traffic advisory services means the provision by an air traffic control unit or flight service station of aeronautical safety information, including aviation weather information and serviceability reports in respect of aerodromes and radio navigation aids, but does not include the provision of IFR air traffic control messages." Buttonville (and Peterborough) currently is not supported by an Advisory Service. The impacts are:

1. Both IFR & VFR flights must conform to or avoid the pattern of traffic formed by other aircraft in operation.
2. Flights must make radio calls on the mandatory frequency 5 minutes before entering the MF Area zone where circumstances permit.
3. IFR flights must make radio calls on the mandatory frequency 5 minutes before commencing an IFR approach.
4. IFR traffic may make entries to the circuit that are not allowed for VFR traffic. These may include: straight into Final; directly onto the Base; 45 degree entry into the Downwind legs. Pilots must be very aware of other traffic and communicate well.

The Airport Operator and Flight School will try to give pilots the airport information on request ,but this is not the Advisory Service mentioned above.

The area within which MF procedures apply at a particular aerodrome is defined in the Aerodrome/Facility Directory Section of the CFS, under the heading COMM. Normally, a MF Area is a circle with a 5-NM radius capped at 3,000 ft AAE, however, Buttonville is capped at 2,000 ft and is an irregular shape. The chart depictions of air space contained in this document are current **but** incorrect, however the airspace limitations (surface to 2,000 feet) will be updated by Nav Canada in April 2019 editions of the Toronto VNC and VTA Charts. Please note that this error impacts EFB charts. Be aware that you must check notams to catch some of these errors.

## Weather Reports

Nav Canada has removed METAR and TAF reporting at Buttonville. The METAR has been replaced with LWIS (Limited Weather Information System) which reports wind direction, wind speed, outside air temperature, dew point and barometric pressure, i.e. **LWIS CYKZ 201800Z AUTO 31016G24KT M17/M24 A2989. We no longer have Ceiling and Visibility. You have to interpolate based on YTZ, YOO and YYZ.** LWIS weather is not supported by many Electronic Flight Bags (i.e. ForeFlight). AeroWeather users are able to add LWIS (for CYKZ) through adding in their PLUS PACKAGE (\$4.99 per year). Nav Canada's real time weather page is found at: <http://atm.navcanada.ca/atm/iwv/CYKZ>. You can also call London FIC at 1 866 992 7433 or at YKZ on 123.15

## Radio Procedures

Aircraft departing an MF need to make the following radio calls:

- Before entering maneuvering area (does not include apron, only taxiways and runways) with intentions
- Before moving onto the take-off surface with departure intentions, if there will be a delay announce the length of the delay.
- Before take-off (look visually too)
- After take-off when departing the circuit (remember to maintain a listening watch on the frequency until clear of the zone)
- **When you are clearing the zone.**

Aircraft entering an MF area need to make the following radio calls:

- Report before entering the MF area and if possible at least 5 minutes prior to entering with position, altitude, estimated time of landing, and arrival procedure intentions
- Report joining the circuit, giving the aircraft's position in the circuit
- Report downwind
- Report final
- Report clear of the runway

Aircraft doing continuous circuits within an MF area need to make the following radio calls:

- Report joining the downwind leg
- Report final with intentions
- Report clear of the runway (either in the air or on a taxiway)

Aircraft flying through (transiting) an MF area need to make the following radio calls:

- Report before entering the MF area and if possible at least 5 minutes prior to entering the area with position, altitude, and intentions
- Report as you enter the zone
- Report when clear of the MF area

## **Transiting the MF Area**

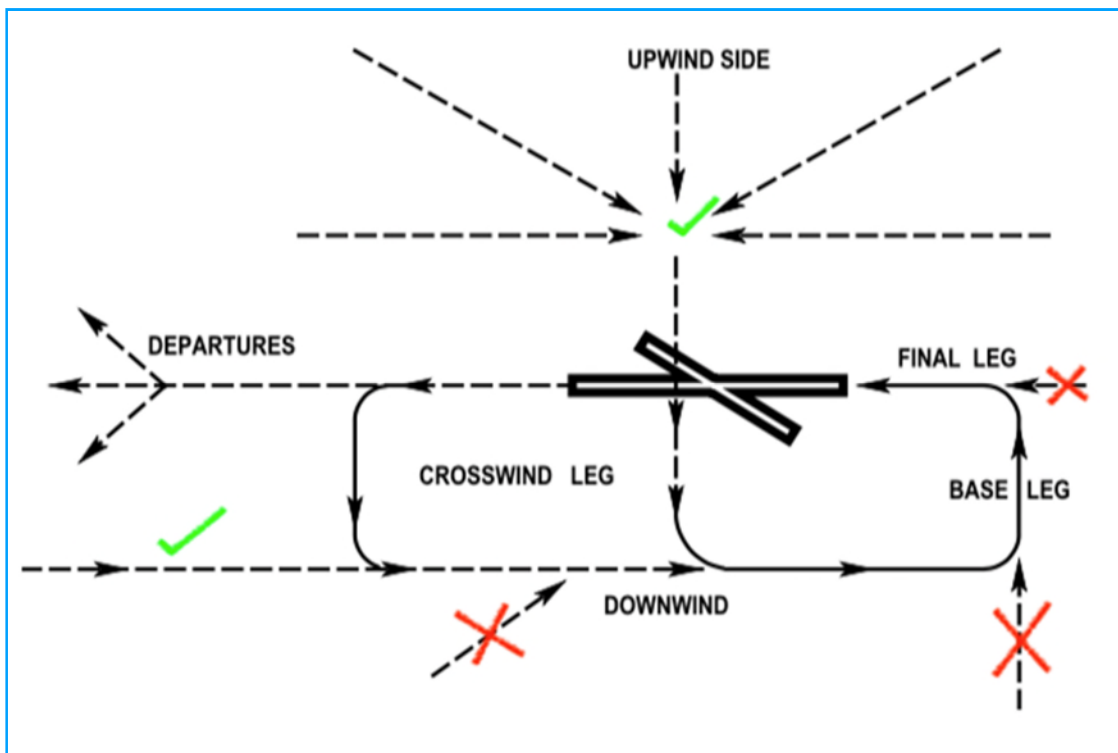
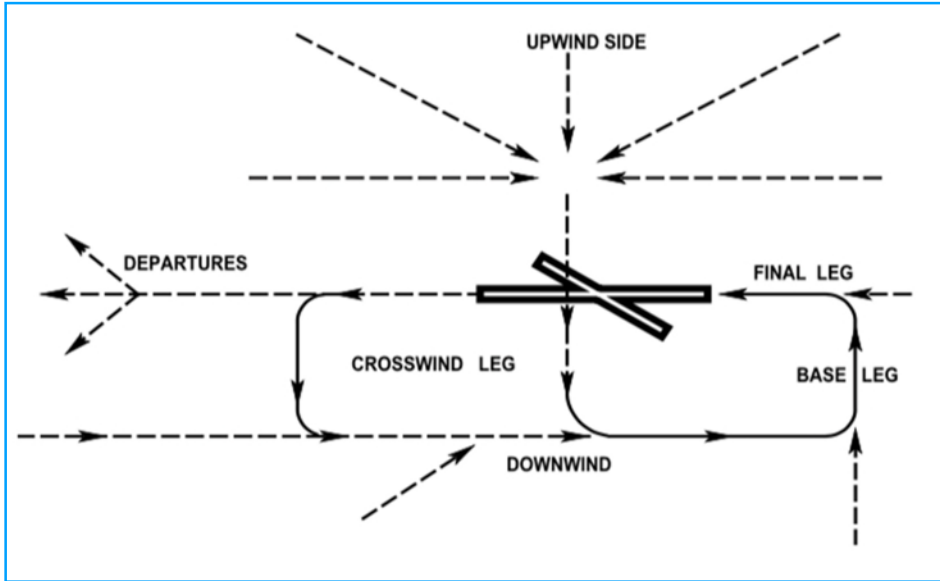
**NOTE:** It is advised in the AIM that aircraft should avoid flying through an MF area if possible. However, Transport Canada is currently considering a number of VFR routes (north and south bound). A first cut at what they have planned is attached as Appendix B and the notes that I have sent in response it attached as well. Hopefully this will be a good procedure in the end.

## **Circuit Joining Procedures**

It is important to point out from the start, that the AIM recommends aircraft crossing overhead from the downwind side of the circuit do so at least 500 feet above circuit altitude. Because Buttonville's airspace is capped at 2,000' ASL and circuit altitude is 1,650' ASL this does not give us the recommended altitude to cross overhead from the downwind side.

Aerodromes within an MF area when airport advisory information is not available, such as Buttonville: Aircraft should approach the traffic circuit from the upwind side. Alternatively, once the pilot has ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established within the circuit, the

pilot may join the circuit on the downwind leg. At an **MF area with advisory**, such as Muskoka (but not Buttonville), aircraft may join as depicted below.



At an **MF area without an advisory**, such as Buttonville and Peterborough, VFR aircraft **must\*** join as depicted below:

### Aircraft Departing the Circuit

As a reminder, aircraft should track runway centreline and no turns should be made below 1,000' AGL for aircraft departing and not remaining in the circuit.

**General Rule of Thumb** - As a general rule of thumb, it would be helpful if all departing traffic climbed and maintained 2,000' ASL as soon as possible until leaving the area and all arriving traffic descend and maintain 1,700' ASL at or before entering the zone as long as it is safe to do so.

With the airspace capped at 2,000' ASL we currently do not have the altitude to cross overhead from the downwind side at the recommended altitude in the AIM of 500 feet above circuit altitude. Based upon the 500 foot recommendation, aircraft coming from the western side of the GTA, are not able to fly overhead the circuit (for the turnaround on the upwind side of runway 15/33).

You can still get basic weather information (winds and altimeter setting) when arriving from London FSS by contacting them on 123.15. It is recommended you obtain this information prior to your initial call 5 minutes before entering the zone. This information may be up to an hour old. When available, the airport operator will also give you current information if you request it. It is strongly recommended that you maintain a listening watch on the MF while approaching the zone after the 5 minute call is made. This is where 2 radios are very useful.

| <b>5 Minutes from CYKZ Zone Chart</b>              |       |        |       |         |
|--|-------|--------|-------|---------|
| <b>Ground Speed in Knots</b>                       | 60    | 90     | 120   | 150     |
| <b>Distance to CYKZ ZONE to make call on 124.8</b> | 5 NM  | 7.5 NM | 10 NM | 12.5 NM |
| <b>Distance to CYKZ to make call on 124.8</b>      | 10 NM | 12.5NM | 15NM  | 17.5NM  |

#### **Arrivals & Departures Best Practices - Runway 15**



**Arriving 15:**

- Stay North of the 407 especially when coming from the East
- Watch for traffic departing to the South to do city tours when arriving from the south

**Departing 15:**

- Depart to the east staying South of the 407
- If going North stay well east of the 404 (possibly as far as McCowan)
- Watch for traffic arriving from the South when departing to the South

## Arrivals & Departures Best Practices - Runway 33



### Arriving 33:

- Stay East of the 404 when coming from the East

### Departing 33 Best Practices:

- Stay West of the 404 until clear of the zone
- Don't make any turns toward the East until clear the of the zone to the North
- Departing to the South, don't encroach on the downwind runway 33 (go over to Yonge street before heading South)

## Arrivals & Departures Best Practices - Runway 03



### Arriving 03:

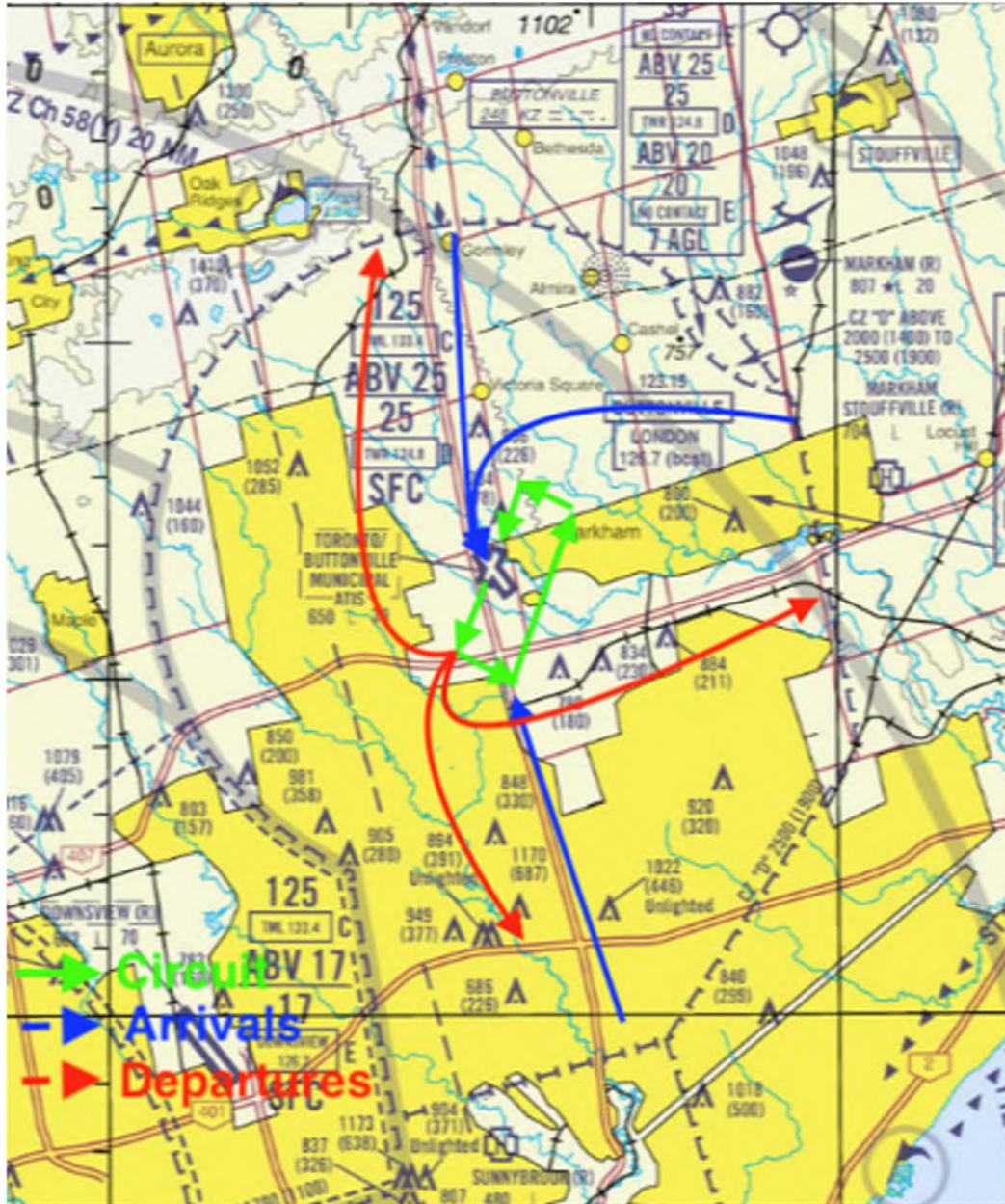
- Watch for traffic departing to the North of the 407 highway

### Departing 03 Best Practices:

- Departures if departing to the practice area a straight-out departure to the Northeast would cause the least amount of conflict (but be cognizant of Markham Airport)
- If departing to the South it would be best to climb to 2,000' ASL before turning South to avoid inbound traffic from the East and South



## Arrivals & Departures Best Practices - Runway 21



### Arriving 21 Best Practices:

- If arriving from the East stay North of the airport and join from the North to avoid flying overhead. Watch for traffic inbound from the North and stay north of the 407 highway

## ON THE GROUND

### Taxiing to Terminal or Hangar:

- Confirm no traffic is in the way of your planned taxi route
- Announce your intentions to traffic on 124.8 then proceed when clear
- Monitor 124.8 until you are off the taxiways
- Once parked call London at 123.15 to close your flight plan

## **Best Practices**

1. Flights crossing the MF zone boundary should make radio broadcasts before crossing the boundary.

## **IFR Flights**

See separate document.

## **Summary**

Now that the tower is closed please remember to use the proper radio and circuit joining procedures. It is also good to review the see and avoid procedures and make sure you are keeping a good look out if remaining in the circuit.

## The CARS

### VFR and IFR Aircraft Operations at Uncontrolled Aerodromes within an MF Area

**602.97 (1)** Subject to subsection (3), no pilot-in-command shall operate a VFR or IFR aircraft within an MF area unless the aircraft is equipped with radiocommunication equipment pursuant to Subpart 5.

(2) The pilot-in-command of a VFR or IFR aircraft operating within an MF area shall maintain a listening watch on the mandatory frequency specified for use in the MF area.

(3) The pilot-in-command of a VFR aircraft that is not equipped with the radiocommunication equipment referred to in subsection (1) may operate the aircraft to or from an uncontrolled aerodrome that lies within an MF area if

(a) a ground station is in operation at the aerodrome;

(b) prior notice of the pilot-in-command's intention to operate the aircraft at the aerodrome has been given to the ground station;

(c) when conducting a take-off, the pilot-in-command ascertains by visual observation that there is no likelihood of collision with another aircraft or a vehicle during take-off; and

(d) when approaching for a landing, the aircraft enters the aerodrome traffic circuit from a position that will require it to complete two sides of a rectangular circuit before turning onto the final approach path.

### General MF Reporting Requirements

**602.98 (1)** Every report made pursuant to this Division shall be made on the mandatory frequency that has been specified for use in the applicable MF area.

(2) Every report referred to in subsection (1) shall be

- (a) directed to the ground station associated with the MF area, if a ground station exists and is in operation; or
- (b) broadcast, if a ground station does not exist or is not in operation.

### MF Reporting Procedures before Entering Maneuvering Area

**602.99** The pilot-in-command of a VFR or IFR aircraft that is operated at an uncontrolled aerodrome that lies within an MF area shall report the pilot-in-command's intentions before entering the manoeuvring area of the aerodrome.

### MF Reporting Procedures on Departure

**602.100** The pilot-in-command of a VFR or IFR aircraft that is departing from an uncontrolled aerodrome that lies within an MF area shall

- (a) before moving onto the take-off surface, report the pilot-in-command's departure procedure intentions;
- (b) before take-off, ascertain by radiocommunication and by visual observation that there is no likelihood of collision with another aircraft or a vehicle during take-off; and
- (c) after take-off, report departing from the aerodrome traffic circuit.

### **MF Reporting Procedures on Arrival**

**602.101** The pilot-in-command of a VFR aircraft arriving at an uncontrolled aerodrome that lies within an MF area shall report

- (a) before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing and the pilot-in-command's arrival procedure intentions;
- (b) when joining the aerodrome traffic circuit, giving the aircraft's position in the circuit;
- (c) when on the downwind leg, if applicable;
- (d) when on final approach; and
- (e) when clear of the surface on which the aircraft has landed.

### **MF Reporting Procedures When Flying Continuous Circuits**

**602.102** The pilot-in-command of a VFR aircraft carrying out continuous circuits at an uncontrolled aerodrome that lies within an MF area shall report

- (a) when joining the downwind leg of the circuit;
- (b) when on final approach, stating the pilot-in-command's intentions; and
- (c) when clear of the surface on which the aircraft has landed.

### **Reporting Procedures When Flying through an MF Area**

**602.103** The pilot-in-command of an aircraft flying through an MF area shall report

- (a) before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position and altitude and the pilot-in-command's intentions; and
- (b) when clear of the MF area.

### **Reporting Procedures for IFR Aircraft When Approaching or Landing at an Uncontrolled Aerodrome**

- **602.104 (1)** This section applies to persons operating IFR aircraft when approaching or landing at an uncontrolled aerodrome, whether or not the aerodrome lies within an MF area.

- (2) The pilot-in-command of an IFR aircraft who intends to conduct an approach to or a landing at an uncontrolled aerodrome shall report
  - (a) the pilot-in-command's intentions regarding the operation of the aircraft
    - (i) five minutes before the estimated time of commencing the approach procedure, stating the estimated time of landing,
    - (ii) when commencing a circling manoeuvre, and
    - (iii) as soon as practicable after initiating a missed approach procedure; and
  - (b) the aircraft's position
    - (i) when passing the fix outbound, where the pilot-in-command intends to conduct a procedure turn or, if no procedure turn is intended, when the aircraft first intercepts the final approach course,
    - (ii) when passing the final approach fix or three minutes before the estimated time of landing where no final approach fix exists, and
    - (iii) on final approach.

## *Division V — Operations at or in the Vicinity of an Aerodrome*

### **General**

- **602.96 (1)** This section applies to persons operating VFR or IFR aircraft at or in the vicinity of an uncontrolled or controlled aerodrome.
- (2) Before taking off from, landing at or otherwise operating an aircraft at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that
  - (a) there is no likelihood of collision with another aircraft or a vehicle; and
  - (b) the aerodrome is suitable for the intended operation.
- (3) The pilot-in-command of an aircraft operating at or in the vicinity of an aerodrome shall
  - (a) observe aerodrome traffic for the purpose of avoiding a collision;
  - (b) conform to or avoid the pattern of traffic formed by other aircraft in operation;
  - (c) make all turns to the left when operating within the aerodrome traffic circuit, except where right turns are specified by the Minister in the *Canada Flight Supplement* or where otherwise authorized by the appropriate air traffic control unit;
  - (d) where the aerodrome is an airport, comply with any airport operating restrictions specified by the Minister in the *Canada Flight Supplement*;
  - (e) where practicable, land and take off into the wind unless otherwise authorized by the appropriate air traffic control unit;

- **(f)** maintain a continuous listening watch on the appropriate frequency for aerodrome control communications or, if this is not possible and an air traffic control unit is in operation at the aerodrome, keep a watch for such instructions as may be issued by visual means by the air traffic control unit; and
- **(g)** where the aerodrome is a controlled aerodrome, obtain from the appropriate air traffic control unit, either by radio communication or by visual signal, clearance to taxi, take off from or land at the aerodrome.
- **(4)** Unless otherwise authorized by the appropriate air traffic control unit, no pilot-in-command shall operate an aircraft at an altitude of less than 2,000 feet over an aerodrome except for the purpose of landing or taking off or if the aircraft is operated pursuant to subsection (5).
- **(5)** Where it is necessary for the purposes of the operation in which the aircraft is engaged, a pilot-in-command may operate an aircraft at an altitude of less than 2,000 feet over an aerodrome, where it is being operated
  - **(a)** in the service of a police authority;
  - **(b)** for the purpose of saving human life;
  - **(c)** for fire-fighting or air ambulance operations;
  - **(d)** for the purpose of the administration of the [\*Fisheries Act\*](#) or the [\*Coastal Fisheries Protection Act\*](#);
  - **(e)** for the purpose of the administration of the national or provincial parks;
  - **(f)** for the purpose of flight inspection;
  - **(g)** for the purpose of aerial application or aerial inspection;
  - **(h)** for the purpose of highway or city traffic patrol;
  - **(i)** for the purpose of aerial photography conducted by the holder of an air operator certificate;
  - **(j)** for the purpose of helicopter external load operations; or
  - **(k)** for the purpose of flight training conducted by the holder of a flight training unit operator certificate.
- **(6)** No person shall conduct a take-off or landing at a designated airport without an aircraft fire-fighting service in an aeroplane in respect of which a type certificate has been issued authorizing the transport of 20 or more passengers if the aeroplane is operated under
  - **(a)** Part VI, Subpart 4; or
  - **(b)** Part VII, Subpart 1 or 5.
- **(7)** Subsection (6) does not apply in respect of
  - **(a)** a cargo flight without passengers;

- (b) a ferry flight;
- (c) a positioning flight;
- (d) a training flight if no fare-paying passengers are on board;
- (e) the arrival of an aeroplane when the airport is being used for a diversion or as an alternate aerodrome; or
- (f) the subsequent departure of an aeroplane referred to in paragraph (e) if
  - (i) the air operator or private operator has notified the operator of the designated airport of the intended time of departure,
  - (ii) the operator of the designated airport has advised the air operator or private operator that aircraft fire-fighting services cannot be made available within one hour after the later of the time that notification was given under subparagraph (i) and the time of landing, and
  - (iii) the pilot-in-command and the operations manager of the air operator or private operator have agreed that the aeroplane will depart without aircraft fire-fighting services being available.

## Part 7 – Commercial Air Services

### Instrument Approach Procedures

**703.40** No person shall terminate an instrument approach with a landing unless, immediately before landing, the pilot-in-command ascertains, by means of radiocommunication or visual inspection,

- (a) the condition of the runway or surface of intended landing; and
- (b) the wind direction and speed.

#### Regulatory Fines

| CARS   | Individual Max Penalty | Corporation Max Penalty |
|--------|------------------------|-------------------------|
| 602.97 | \$3,000                | \$15,0000               |

### CARS Terms and Definitions

***air traffic advisory services*** means the provision by an air traffic control unit or flight service station of aeronautical safety information, including aviation weather information and serviceability reports in respect of aerodromes and radio navigation aids, but does not include the provision of IFR air traffic control messages; (*services consultatifs de la circulation aérienne*)

***mandatory frequency*** means a VHF frequency specified in the *Canada Air Pilot* or the *Canada Flight Supplement* for the use of radio-equipped aircraft operating within an MF area; (*fréquence obligatoire*)

**MF area** means an area of specific dimensions that consists of the surface area and airspace in the vicinity of an uncontrolled aerodrome and

- (a) to which a mandatory frequency has been assigned,
- (b) in respect of which the reporting procedures specified in Division V of Subpart 2 of Part VI are applicable, and
- (c) that is identified as an MF area in the *Canada Air Pilot* or the *Canada Flight Supplement*; (zone MF)

## AIM

**MF area** means an area in the vicinity of an uncontrolled aerodrome for which an MF has been designated. The area within which MF procedures apply at a particular aerodrome is defined in the Aerodrome/Facility Directory Section of the CFS, under the heading COMM. Normally, the MF area is a circle with a 5-NM radius capped at 3 000 ft AAE.

### RAC 4.5.2

The following procedures apply to all aircraft operating at aerodromes where airport control service is not provided except those aircraft following a standard instrument approach procedure. For procedures that apply to aircraft on a standard instrument approach, refer to RAC 9.0. Prior to joining a traffic circuit, all pilots should announce their intentions (see RAC 4.5.6). All turns shall be to the left while operating in the circuit, unless a right-hand circuit has been specified in the CFS.

Pilots operating aircraft under IFR or VFR are expected to approach and land on the active runway. The active runway is a runway that other aircraft are using or are intending to use for the purpose of landing or taking off. Should it be necessary for aircraft to approach to, land on, or take off from a runway other than the active runway, it is expected that the appropriate communication between pilots and the ground station will take place to ensure there is no conflict with other traffic. Some pilots operating under VFR at many sites prefer to give commercial IFR and larger type of aircraft priority. This practice, however, is a personal airmanship courtesy, and it should be noted that these aircraft do not establish any priority over other aircraft operating VFR at that aerodrome.

### NOTES:

1. The circuit is normally flown at 1 000 ft AAE.
2. If a right-hand circuit is required in accordance with CAR 602.96, the opposite of this diagram is applicable.

#### (d) *Joining the Circuit*

- (i) Landing and takeoff should be accomplished on or parallel to the runway most nearly aligned into the wind. However, the pilot has the final authority and responsibility for the safe operation of the aircraft and another runway may be used if it is determined to be necessary in the interest of safety.
- (ii) Unless otherwise specified or required by the applicable distance from cloud criteria, aircraft should approach the traffic circuit from the upwind side. Alternatively, once the pilot has ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established within the



circuit, the pilot may also join the circuit on the downwind leg (Figure 4.6). When joining from the upwind side, plan the descent to cross the runway in level flight at 1 000 ft AAE or the published circuit altitude. Maintain that altitude until further descent is required for landing.

(iii) If it is necessary for an aircraft to cross the airport before joining the circuit, it is recommended that the crossover be accomplished at least 500 ft above the circuit altitude.

(iv) All descents should be made on the upwind side or well clear of the circuit pattern.

(v) Aerodromes not within an MF area: Where no MF procedures are in effect, aircraft should approach the traffic circuit from the upwind side. Alternatively, once the pilot has ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established within the circuit, the pilot may join the circuit on the downwind leg (Figure 4.6).

(vi) Aerodromes within an MF area when airport advisory information is available: Aircraft may join the circuit pattern straight-in or at 45° to the downwind leg or straight-in to the base or final legs (Figure 4.1). Pilots should be alert for other VFR traffic entering the circuit at these positions and for IFR straight-in or circling approaches.

(vii) Aerodromes within an MF area when airport advisory information is not available: Aircraft should approach the traffic circuit from the upwind side. Alternatively, once the pilot has ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established within the circuit, the pilot may join the circuit on the downwind leg (Figure 4.6).

#### **NOTE:**

Where an uncontrolled aerodrome lies within an MF area, the pilot must follow the MF reporting procedures set out in **CARs 602.97 to 602.103 inclusive**. (See RAC 4.5.4 and 4.5.7.)

(e) *Continuous Circuits*: Aircraft performing a series of circuits and landings should, after each takeoff, reach circuit altitude before joining the downwind leg.

(f) *Departing the Circuit or Airport*: Aircraft departing the circuit or airport should climb straight ahead on the runway heading until reaching the circuit traffic altitude before commencing a turn in any direction to an en route heading. Turns back toward the circuit or airport should not be initiated until at least 500 ft above the circuit altitude.

#### **4.5.4 Mandatory Frequency**

Transport Canada has designated a Mandatory Frequency (MF) for use at selected uncontrolled aerodromes, or aerodromes that are uncontrolled between certain hours. Aircraft operating within the area in which the MF is applicable (MF area), on the ground or in the air, shall be equipped with a functioning radio capable of maintaining two-way communication. Reporting procedures shall be followed, as specified in CARs 602.97 to 602.103 inclusive.

An MF area will be established at an aerodrome if the traffic volume and mix of aircraft traffic at that aerodrome is such that there would be a safety benefit derived from implementing MF procedures. There may or may not be a ground station in operation at the aerodrome for which the MF area has been established. When a ground station is in operation, for example, an FSS, an RCO through which RAAS is provided, a CARS, or an Approach UNICOM, then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be directed to the ground station. However, when the ground station is not in operation, then all aircraft reports that are required for operating within and prior to entering an MF area shall be broadcast. The MF will normally be the frequency of

the ground station which provides the air traffic advisory services for the aerodrome. For the aerodromes with an MF, the specific frequency, distance and altitude within which MF procedures apply will be published in the CFS.

# Charts

The current Toronto VNC and VTA charts (see below) do not correct depict the ceilings of the airspace pertaining to the Buttonville area. These errors will be corrected in the next chart cycle.

## **Toronto VNC**

Current 36<sup>th</sup> Edition  
Expires April 25, 2019

## **Toronto VTA**

Current 45  
Expires April 25, 2019