

Buttonville Flying Club

2833 16th Ave.
Markham, ON L3R 0P8



Date: May 6, 2019

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

Executive Summary – FOR IFR OPERATIONS AT CYKZ

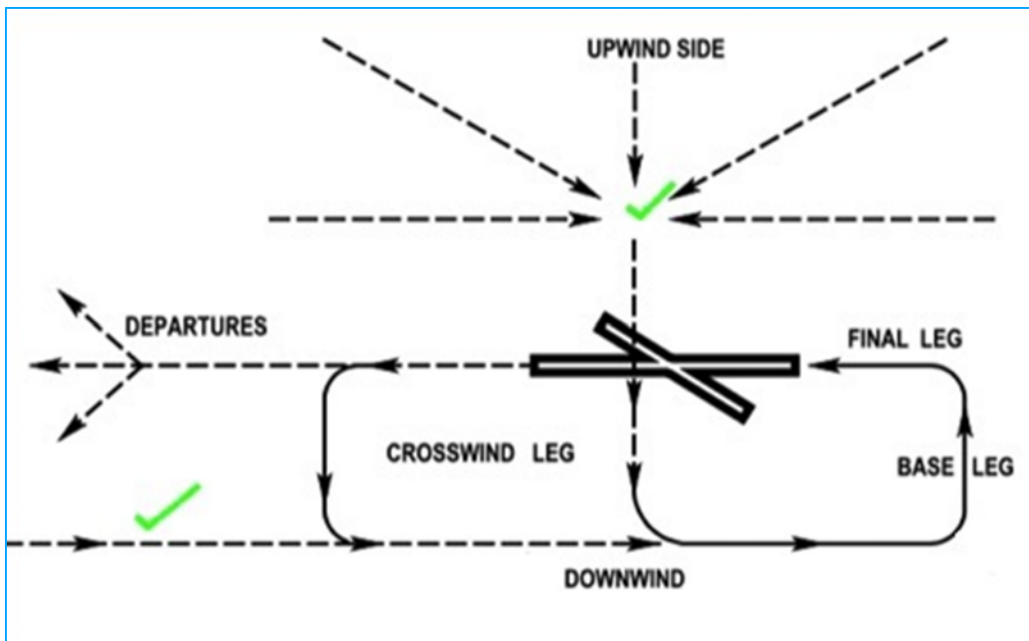
This is intended for reference to be used by IFR pilots in the Buttonville MF Zone. It is not exhaustive but rather a living document to alert pilots to the operations in the MF and some recommended practices for integrating into the Zone with a mix of IFR and VFR traffic.

Review: 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, **virtually 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
3. No TAF
4. The METAR transitioned to an LWIS with no ceilings or visibility. As well it is on average over half an hour out of date.
5. No Tower providing runway conditions, traffic separation and weather conditions.
6. Mixed IFR and VFR traffic with a very complex set of rules.
7. MF Zone ceiling at 2,000 feet ASL (and just 1350 AGL).
8. Mandatory Frequency is 124.8.
9. For weather and other information and clearances London Radio at Buttonville is 123.15, Flight line 123.5.
10. To meet requirements of the Cap Gen for landing you need information on current weather and runway conditions which requires information from an outside source. This may necessitate an overflight and missed approach or possibly 3rd party information such as asking FlightLine on 124.8 or Canadian Flyers if FlightLine not available. They will provide information as best they can, upon request.

Separate procedures have been written for VFR Operations. All current IFR Procedures remain valid except you will not get approval for a visual approach, however you can request a contact approach from ATC.

At an **MF area without an advisory**, such as Buttonville and Peterborough, **VFR aircraft must*** be joining as depicted below and you as **IFR** must be on the **look out** for them:



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. VFR 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 as well as at appropriate fixes.
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. However, it may meet the Cap Gen requirements for current runway information.

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. There are new charts for the Toronto Area and I suggest that you get current ones. There will also be a new VFR route through the MF in the June Canadian Flight Supplement (CFS) and possibly in Notams so be aware.

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 (according to Nav Can).** 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 RVR 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 **however** they will not have the current RVR data page information. You may be able to get the most current from FlightLine or Canadian Flyers as they do have the current Nav Can RVR page on their computers.

Watch Outs for all aircraft in MF but most important while flying IFR:

- IFR Aircraft arriving at the destination are responsible to keep separation from VFR
- IFR coming in to KZ will be without positive control for up to the last 25 miles of their flight only some of which will be in the MF zone but much outside.
- There are 4 adjacent frequencies that pilots may be talking on as they get near you. (Oshawa 120.1, VFR East 122.9, Toronto Island 118.2 and last but not least Buttonville 124.8)
- You have to keep your head out of the cockpit and a very sharp lookout.
- As of June 2019 there will be VFR routes from the Island North through the MF that will put them across the approach path of 33 and at similar heights as LOBNI and possibly in the transition from VIGSA. You must keep a sharp eye out as they may be on different frequencies from yours and there will be no coordinating ATC body

Best Practice while in the air. It is recommended you obtain weather information prior to your initial call 5 minutes before initiating the approach. (So it means probably 15 minutes before you expect to land.) This information may be up to an hour old from London on 123.15. When available, the airport operator may also give you current information, **if you request it on 124.8**. 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.

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

Radio Procedures for IFR Aircraft

Aircraft entering an MF area on an IFR flight need to make the following radio calls as applicable:

- Report 5 minutes before initiating the IFR approach (with position, altitude, estimated time of landing, and arrival procedure intentions)
- Report before entering the MF area
- At the IAF, FAF and others as reasonable - Give distance from Runway (VFR pilots may not know where the fixes are and how far out they are.)
- Report clear of the runway or on the missed approach

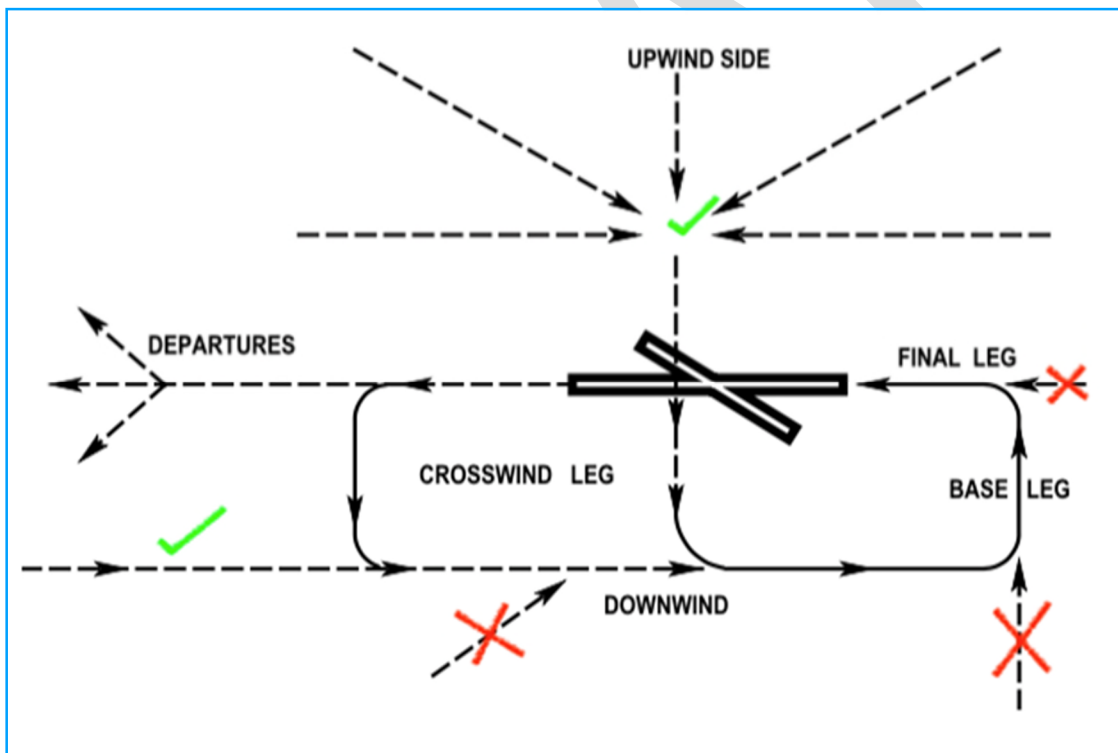
Circuit Joining Procedures for a transition from IFR to VFR

If you break out above VFR Minimums it may be prudent to land via the VFR method of joining the circuit (join the circuit etc.) but if you wish to fly the IFR approach **and** it is safe to do so, you may do so. Communication of intentions, a proper look out for traffic and following proper procedures is critical. **IFR does not have any special priority in the circuit!**

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 without an advisory**, such as Buttonville and Peterborough, **VFR** aircraft must join as depicted below: **IFR traffic** may also join where the **Red X's** are but with extreme caution.



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 IFR flight plan if required

Getting ready to depart/clearances:

- Have the plane ready to go IFR before you call for clearance.
- Be within a minute or two taxiing to threshold for take off before you call for clearance as when you get your clearance you will only have a short (5 minute) window to contact centre airborne.
- Don't block others from departing while you get your clearance.
- Decide if you will take clearance in the air if need be. This means departing VFR and **staying** VFR
- You can Call London 123.15 or call Pearson centre direct at 888-217-1241 to get clearance
- Make your calls on 124.8 as you taxi and depart.

Airborne after departure:

- Call Centre airborne and talk but you are still responsible to communicate on 124.8 while in MF
- Monitor 124.8 and broadcast wheels up, intentions as well as leaving the MF. At least 1 call while in IFR.
- You still have to avoid VFR traffic and the zone may be busy depending on traffic

Radio Procedures for IFR Aircraft

Aircraft departing an MF need to make the following radio calls in addition to required IFR 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.**

Some VFR reminders;

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 unless under IFR control.

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).

Best Practices

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

VFR Flights

See separate document as you are going to be VFR eventually.

Summary

Now that the tower is closed please remember to use the proper radio and procedures. It is also good to review the see and avoid procedures and make sure you are keeping a good look out at all times. Also remember that you cannot always see other traffic on the ground or air. Be very careful when the wind allows operation on either 21 and 33 as you CANNOT see aircraft at the approach or button of the other runway. Vigilance is critical especially when you are using 21 or 33 for landing or take-off.

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