



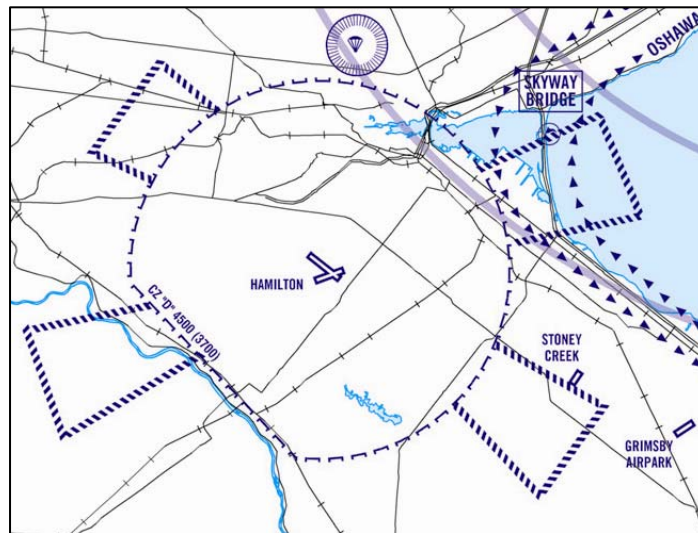
Windsor-Toronto-Montreal (WTM) Airspace and Services Review

Control Zone Changes

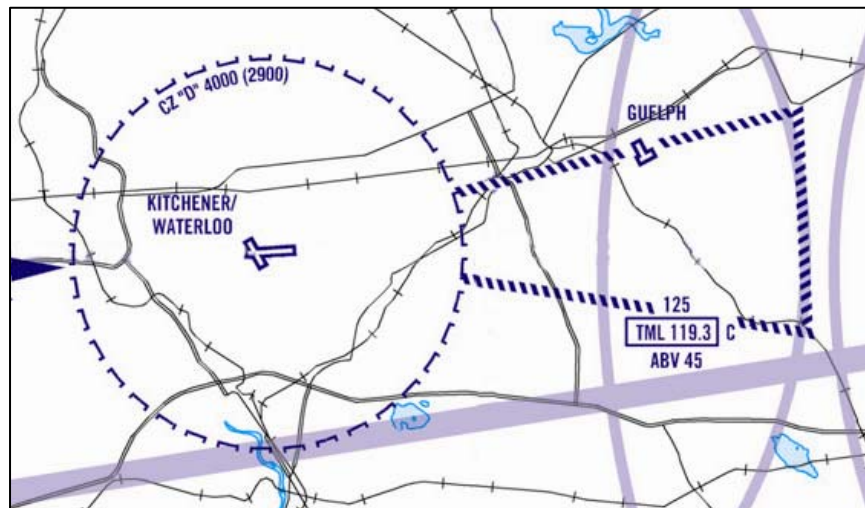
NAV CANADA, the country's provider of civil air navigation services, has completed an Aeronautical Study on several control zones as part of the WTM Airspace and Services Review. The recommendations from this Aeronautical Study will result in the following changes:

The London Control Zone classification will change from Class D to Class C (transponder mode C required).

The Hamilton (CYHM) control zone will be expanding up to 4,500' MSL and out to 7nm, excluding a portion bordering the Grand River.

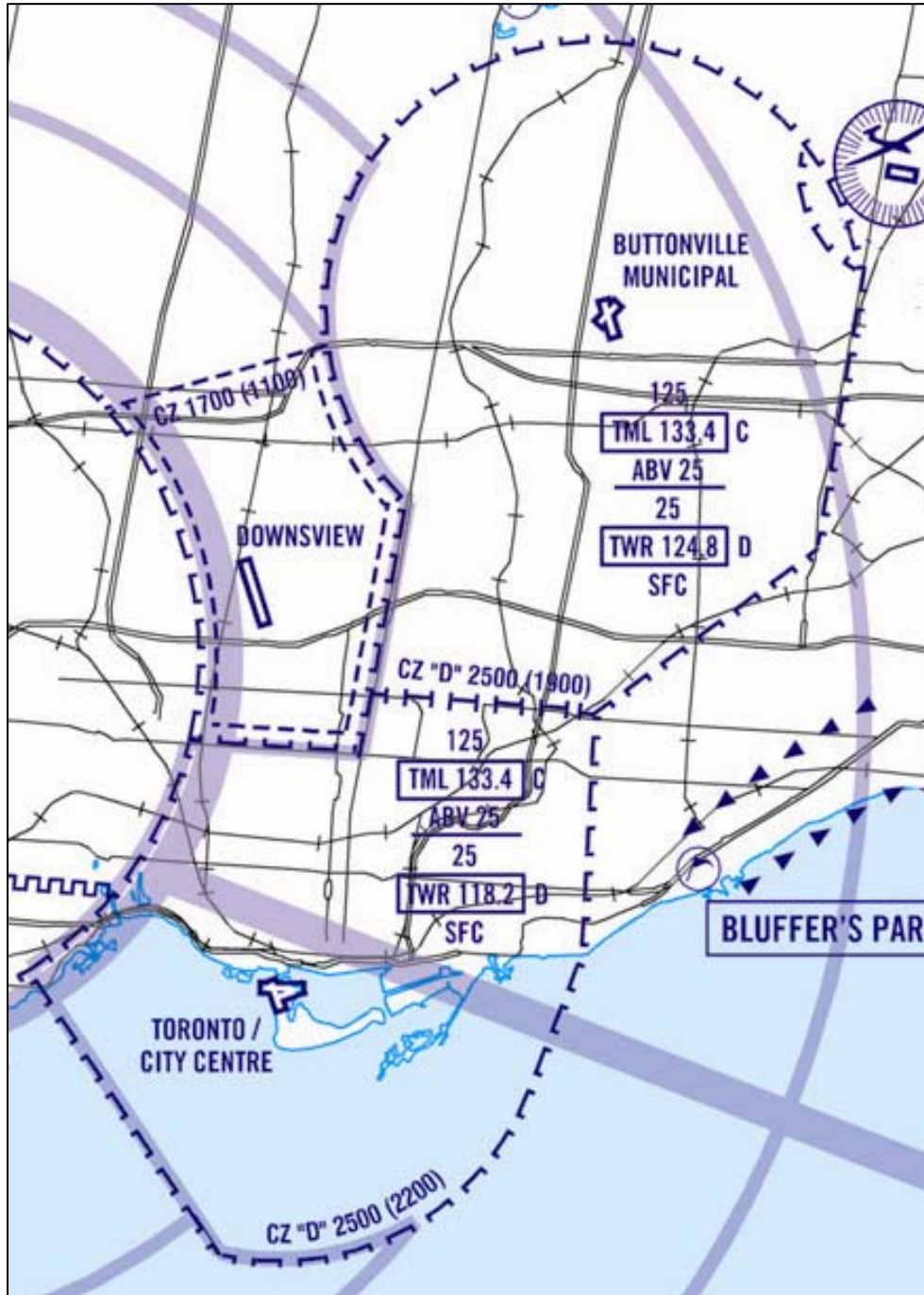


The dimensions of the Waterloo (CYKF) control zone are not changing. However, an approach awareness area has been added east of the Control Zone for runway 26.

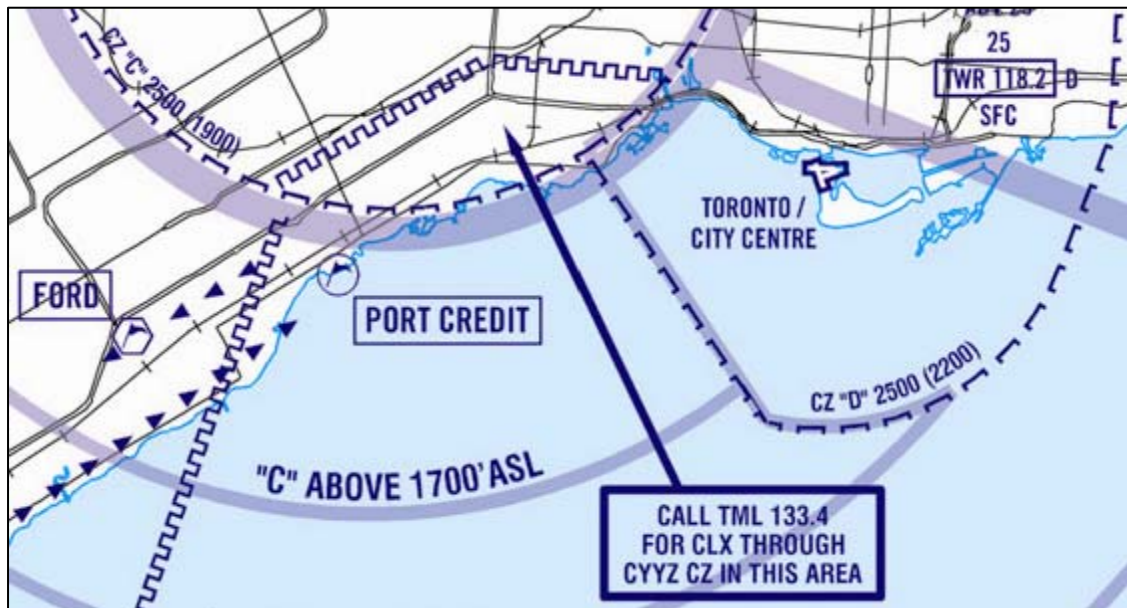


The Buttonville and Toronto City Centre control zones will be expanded to meet along Lawrence Ave, between Yonge Street and Victoria Park Ave. Both control zones will now extend from 2,500' ASL down to the surface.

The Downsview (CYZD) Class E control zone will be lowered to 1,700' ASL to align with the Class C airspace floor. The shape has also been adjusted to line up with roads in the area, Yonge St. to the east, Eglington Ave. to the south, and the Railyards/Hwy407 to the north.



In order to permit aircraft to fly along the Gardiner/QEW, a portion of the Pearson Control Zone has been delegated to Toronto Terminal. As a result, with a clearance from Toronto Terminal (133.4) it is now permissible to transit through the southern edge of the Pearson Control Zone.



These changes will take effect March 12, 2009 at 09:01 Coordinated Time Universal Time (UTC). The appropriate aeronautical publications will be amended.

For further information, please contact:

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