CAUTION: BE ALERT TO RUNWAY 06L/24R CROSSING CLEARANCES. BE PREPARED TO STOP SHORT OF 06L/24R. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

* See TAXI CHART for:
  Taxiway notes, De-icing operations and Hot Spots

NOTE
Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.
<table>
<thead>
<tr>
<th>From threshold rwy:</th>
<th>To exit point</th>
<th>LDA in ft</th>
<th>Preferred exit for med/heavy jet transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>15R</td>
<td>5030</td>
<td>H3</td>
</tr>
<tr>
<td></td>
<td>F</td>
<td>5630</td>
<td></td>
</tr>
<tr>
<td></td>
<td>P</td>
<td>6570</td>
<td></td>
</tr>
<tr>
<td></td>
<td>H3</td>
<td>6670</td>
<td></td>
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<tr>
<td></td>
<td>15L</td>
<td>8536</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>9278</td>
<td></td>
</tr>
<tr>
<td>06L</td>
<td>C1</td>
<td>4790</td>
<td>C3</td>
</tr>
<tr>
<td></td>
<td>C3</td>
<td>6797</td>
<td></td>
</tr>
<tr>
<td>06R</td>
<td>D1</td>
<td>4424</td>
<td>D3</td>
</tr>
<tr>
<td></td>
<td>D3</td>
<td>5682</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D5</td>
<td>7483</td>
<td>D5</td>
</tr>
<tr>
<td>15L</td>
<td>B4</td>
<td>4050</td>
<td>B1</td>
</tr>
<tr>
<td></td>
<td>R</td>
<td>5118</td>
<td></td>
</tr>
<tr>
<td></td>
<td>S</td>
<td>6154</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B1</td>
<td>6500</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B3</td>
<td>8250</td>
<td></td>
</tr>
<tr>
<td>15R</td>
<td>F1</td>
<td>6276</td>
<td>F1</td>
</tr>
<tr>
<td>23</td>
<td>H3</td>
<td>3628</td>
<td>H2</td>
</tr>
<tr>
<td></td>
<td>P</td>
<td>3717</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F</td>
<td>4650</td>
<td></td>
</tr>
<tr>
<td></td>
<td>15R</td>
<td>5265</td>
<td></td>
</tr>
<tr>
<td></td>
<td>H2</td>
<td>5377</td>
<td></td>
</tr>
<tr>
<td></td>
<td>H4</td>
<td>6794</td>
<td></td>
</tr>
<tr>
<td></td>
<td>J2</td>
<td>7778</td>
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</tr>
<tr>
<td>24L</td>
<td>D2</td>
<td>4061</td>
<td>D4</td>
</tr>
<tr>
<td></td>
<td>D4</td>
<td>5682</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D6</td>
<td>7883</td>
<td>D6</td>
</tr>
<tr>
<td>24R</td>
<td>C2</td>
<td>5090</td>
<td>C2</td>
</tr>
<tr>
<td></td>
<td>C4</td>
<td>6984</td>
<td></td>
</tr>
<tr>
<td>33L</td>
<td>F2</td>
<td>4860</td>
<td>F4</td>
</tr>
<tr>
<td></td>
<td>F4</td>
<td>6060</td>
<td></td>
</tr>
<tr>
<td></td>
<td>H</td>
<td>6680</td>
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<tr>
<td></td>
<td>05</td>
<td>7424</td>
<td></td>
</tr>
<tr>
<td>33R</td>
<td>B3</td>
<td>2805</td>
<td>B2</td>
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<tr>
<td></td>
<td>B1</td>
<td>4550</td>
<td></td>
</tr>
<tr>
<td></td>
<td>S/B2</td>
<td>4895</td>
<td></td>
</tr>
<tr>
<td></td>
<td>R</td>
<td>5920</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B4</td>
<td>6994</td>
<td></td>
</tr>
<tr>
<td></td>
<td>H</td>
<td>9160</td>
<td></td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>9900</td>
<td></td>
</tr>
</tbody>
</table>
When authorized by ATC, intersection departures are available as follows:

<table>
<thead>
<tr>
<th>RUNWAY</th>
<th>INTERSECTION</th>
<th>RUNWAY REMAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>J2</td>
<td>8120</td>
</tr>
<tr>
<td></td>
<td>H4</td>
<td>7129</td>
</tr>
<tr>
<td></td>
<td>H6</td>
<td>10512</td>
</tr>
<tr>
<td>06L</td>
<td>D4</td>
<td>7763</td>
</tr>
<tr>
<td></td>
<td>C4</td>
<td>7182</td>
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<tr>
<td>06R</td>
<td>D6</td>
<td>7883</td>
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<tr>
<td></td>
<td>D4</td>
<td>5682</td>
</tr>
<tr>
<td>15L</td>
<td>H</td>
<td>8996</td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>7766</td>
</tr>
<tr>
<td></td>
<td>B4</td>
<td>6841</td>
</tr>
<tr>
<td>15R</td>
<td>H</td>
<td>7270</td>
</tr>
<tr>
<td></td>
<td>F4</td>
<td>6633</td>
</tr>
<tr>
<td>23</td>
<td>H/J</td>
<td>10246</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>9058</td>
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<tr>
<td>24L</td>
<td>D5</td>
<td>7381</td>
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<tr>
<td>24R</td>
<td>D5</td>
<td>7973</td>
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<tr>
<td></td>
<td>C3</td>
<td>6693</td>
</tr>
<tr>
<td>33L</td>
<td>F1</td>
<td>6854</td>
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<tr>
<td>33R</td>
<td>V</td>
<td>10669</td>
</tr>
<tr>
<td></td>
<td>T</td>
<td>9219</td>
</tr>
<tr>
<td></td>
<td>B3</td>
<td>8251</td>
</tr>
</tbody>
</table>

Departures from holding bay inner centerlines rwy 06L, 24R and 05/H6 subtract 263’ from declared distances.
NOTE
Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.
User Instructions

CDO is a combination of aircraft operating technique and arrival procedure design with appropriate ATC clearances to enable arriving aircraft to fly a continuous descending path with a minimum of level flight segments on the STAR until intercepting the final landing guidance to the runway (e.g. ILS). Ideally the aircraft will fly the continuous descent in the lowest power and drag configuration as is safely possible until intercepting the final landing guidance at which point stable approach criteria becomes the overriding target.

LOW POWER / LOW DRAG

Operators should ensure that aircraft are operated in a manner that causes the least disturbance practicable in areas surrounding the airport. Pilots are encouraged to:

- use minimum flap settings to meet necessary speed restrictions
- avoid early lowering of the landing gear. Where practical, the landing gear should not be deployed before being established on final approach and descending below 2000’ AAE

Pilots and controllers shall not allow CDO to impact safety of flight. To maintain safe operating parameters and/or to comply with ATC instruction, CDO may not always be possible.

SPEED RESTRICTIONS

All speed restrictions are to be flown as accurately as possible. If unable to conform to speed restrictions, inform ATC and state what speeds can be used.

DESCENT ON STAR

Pilots will be expected to manage continuous descents using VNAV systems.

When ATC assigns a lower altitude, pilots shall descend on the STAR profile to the assigned altitude. Charted altitude restrictions above the assigned altitude remain mandatory.

DOWNWIND DESCENT GUIDANCE

The goal of Downwind Descent Guidance is to enable CDO until the base turn vector.

Pilots should expect further descent clearance with a crossing altitude for one of the four downwind waypoints. Near this waypoint, pilots can anticipate a vectored base leg however controller instruction may vary based on traffic separation requirements.

- Pilots are expected to fly a continuous descent to this waypoint
- If the crossing restriction is not met, an extended downwind may be required
- ATC will provide a base turn vector in a separate clearance

Never turn base without a clearance. If a base turn instruction has not been received, the pilot must continue flying the STAR.

Sample ATC phraseology:

“NAVCAN123, DESCEND TO 3000. CROSS MAROD LEVEL.”

“NAVCAN456, DESCEND TO 4000. CROSS DUNOL LEVEL.”

More detailed explanations of how ATC manages downwind traffic can be found in the document "Quieter Operations – A Guide for Pilots and Controllers" available here: http://www.navcanada.ca
DEPARTURE PROCEDURE

**Departure Procedure**

**Rwy 05 – ½:** Requires a minimum climb gradient of **360 ft/NM** to **2700**.

*Note:* Lights to 577 ASL within 0.06 NM of departure end of rwy.

**Rwy 06L – ½:** Requires a minimum climb gradient of **400 ft/NM** to **2700**.

**Rwy 06R – ½:** Requires a minimum climb gradient of **390 ft/NM** to **2700**.

**Rwy 15L – ½:** Requires a minimum climb gradient of **390 ft/NM** to **3000**.

**Rwy 15R – ½:** Requires a minimum climb gradient of **380 ft/NM** to **3000**.

**Rwy 23 – ½:**

*Note:* Tower to 595 ASL aprx 0.1 NM past departure end of rwy, 650' LEFT of rwy centreline.

**Rwy 24L – ½:**

*Note:* Road to 539 ASL abeam departure end of rwy, 450' LEFT of rwy centreline.

**Rwy 24R – ½:**

**Rwy 33L – ½:** Requires a minimum climb gradient of **250 ft/NM** to **900**.

**Rwy 33R – ½:** Climb hdg **327°** to **2100** BPOC.

---

**DEPARTURE CLIMB RATE V/V (FPM)**

<table>
<thead>
<tr>
<th>GROUND SPEED</th>
<th>90</th>
<th>120</th>
<th>140</th>
<th>160</th>
<th>180</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>250 FT/NM</td>
<td>380</td>
<td>500</td>
<td>590</td>
<td>670</td>
<td>750</td>
<td>840</td>
<td>1050</td>
<td>1250</td>
</tr>
<tr>
<td>360 FT/NM</td>
<td>540</td>
<td>720</td>
<td>840</td>
<td>960</td>
<td>1080</td>
<td>1200</td>
<td>1500</td>
<td>1800</td>
</tr>
<tr>
<td>380 FT/NM</td>
<td>570</td>
<td>760</td>
<td>890</td>
<td>1020</td>
<td>1140</td>
<td>1270</td>
<td>1590</td>
<td>1900</td>
</tr>
<tr>
<td>390 FT/NM</td>
<td>590</td>
<td>780</td>
<td>910</td>
<td>1040</td>
<td>1170</td>
<td>1300</td>
<td>1630</td>
<td>1950</td>
</tr>
<tr>
<td>400 FT/NM</td>
<td>600</td>
<td>800</td>
<td>940</td>
<td>1070</td>
<td>1200</td>
<td>1340</td>
<td>1670</td>
<td>2000</td>
</tr>
</tbody>
</table>

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Low Visibility Procedures (RVR less than 1200 to 600 ft)

Application
These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast:

“LOW VISIBILITY PROCEDURES IN EFFECT”

General
Low Visibility Taxi Routes
Typical taxi routes are shown on the Low Visibility Taxi Charts. Taxiway surfaces are painted with enhanced yellow and black centerline markings. In addition, taxiways A, C, F, H, J, N, T, P, R, S, V, E, D, B, T1, and T3 aprons are equipped with green centreline lights. Yellow in-set taxiway intersection lights that consist of three lights spaced 1.5 meters apart at 90 degrees to the direction of travel are located at taxiway/taxiway intersections and apron entry/exit points coincident with lighted locations signs. Aircraft may be directed to hold or report by any of these positions.

Airport Surface Detection Equipment (ASDE)
Ground radar is used to monitor the position of aircraft operating on the manoeuvring area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

Departures
When low visibility procedures are in effect the Departure runways are 05, 06L and 33R. Intersection take-offs from 06L are not authorized. Intersection take-offs on 33R from Victor Taxiway and on 05 from H6 may be assigned by ATC.

Sequencing of Aircraft Ground Movements for Take-off
Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

<table>
<thead>
<tr>
<th>Aircraft/Pilot Take-off Minima</th>
<th>Minimum RVR for Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>1200 RVR</td>
<td>1000 RVR</td>
</tr>
<tr>
<td>600 RVR</td>
<td>600 RVR</td>
</tr>
</tbody>
</table>

Stop Bar/Guard Light system
Each taxiway entrance onto runways 05, 06L and 33R is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (wig-wags) are installed at each end of the stop bar. When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

“AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR”

Arrivals
When low visibility procedures are in effect the Arrival runways are 05 and 06L. For 05, approved exits are Taxiways F (northbound), H3, B, H/J and Q. For 06L, approved exits are Taxiways C1, C3 and D. Aircraft exiting either runway must proceed beyond the alternating green and yellow centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.
LOW VISIBILITY TAXI CHART
LAND RWY 05, DEPART RWY 05 (RVR LESS THAN 1200 TO 600 FT)

APRON – 122.07 (S) 122.27 (N) 121.9 121.65 119.1

TWR – 118.35 118.7

ATIS – 120.82 133.1

CLNC DEL – 121.3

GND – 121.9 121.65 119.1

PAD CTL – 131.17 130.87 131.95

CYYZ

ATIS – 120.82 133.1

CLNC DEL – 121.3

GND – 121.9 121.65 119.1

PAD CTL – 131.17 130.87 131.95

CYYZ

TWR – 118.35 118.7

Note:
Alternate routing may be assigned by ATC as required.

Aircraft engine run ups cannot commence during Low Visibility conditions.

Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.
LOW VISIBILITY TAXI CHART
LAND RWY 06L, DEPART RWY 06L (RVR LESS THAN 1200 TO 600 FT)

CYYZ-GM-3C

TORONTO/LESTER B. PEARSON INTL, ON
CYYZ

LAND RWY 06L, DEPART RWY 06L (RVR LESS THAN 1200 TO 600 FT)
LOW VISIBILITY TAXI CHART

CYYZ-GM-3C

Canada Air Pilot
Effective 0901Z 10 OCT 2019 to 0901Z 5 DEC 2019

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NOTE:
Alternate routing may be assigned by ATC as required.

Aircraft engine run ups cannot commence during Low Visibility conditions.

Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

Aircraft exiting at the end of runway 06L on the centreline lighted D taxiway, must proceed beyond the alternating green and yellow centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.
LOW VISIBILITY TAXI CHART
LAND RWY 06L, DEPART RWY 33R (RVR LESS THAN 1200 TO 600 FT)

CYYZ-GM-3D
TORONTO/LESTER B. PEARSON INTL, ON
CYYZ

ATIS – 120.82 133.1
CLNC DEL – 121.3
APRON – 122.27 (N) 122.07 (S) 122.82
GND – 121.9 121.65 119.1
PAD CTL – 131.17 130.87 131.95
TWR – 118.35 118.7

TYPICAL LOW VISIBILITY TAXI ROUTE
STOP BARS
CENTRELINE LIGHTING

VAR 10° W
ANNUAL RATE OF CHANGE 0°

TERMINAL 1
APRON
TWR

TERMINAL 3

Blast Fence

CENTRAL DE-ICING FACILITY

NOTE:
Alternate routing may be assigned by ATC as required.

Aircraft engine run ups cannot commence during Low Visibility conditions.

Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

Aircraft exiting at the end of runway 06L on the centreline lighted D taxiway, must proceed beyond the alternating green and yellow centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.
C. Noise Abatement Procedures (General)
Reverse Thrust:
Consistent with safe operating procedures, plan landing using idle reverse thrust.

D. Noise Abatement Procedures (0700 – 2300 local time)
Except in emergencies, Noise Abatement Procedures, 1 and 2 below apply to all turbo-jet and turbo-fan powered aircraft.

1. Departure Procedure:
   a. NADP 1 or 2 is required for all runways. See CAP GEN.
   b. SID routing shall be followed to 3600’ ASL. For rwys 33L and 33R, no unauthorized turns till abeam YYZ R-343/4.0 DME.
      NOTE: SID cancellation does not terminate Noise Abatement Procedure.
   c. Early turn – Rwys 05, 06L, 06R, 23, 24L, 24R departures: Applies only to the following jet aircraft types – CRJ1, CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4, and GLF5. Commence turn assigned at take-off at 1100’ ASL.

2. Arrival Procedures:
Consistent with safety, crews shall minimize approach noise. For all approaches including visual approaches:
   a. Maintain 3000’ ASL or above until intercepting extended runway centreline, and;
   b. Intercept extended runway centreline at or outside Final Approach Fix, then;
   c. Remain on or above glide slope or assumed 3.0° glide slope.

E. Noise Abatement Procedures (2301 – 0659 local time)
Procedures:
  • Procedures “D1 b.”, and “D2” apply to all aircraft.
  • Departure procedure “D1 a.” applies to Turbo-jet and Turbo-fan powered aircraft only.
A. General

Pursuant to CAR 602.105 and CAR 602.106, Noise Operating Restrictions and Noise Abatement Procedures apply, at Toronto/Lester B. Pearson Intl Airport, to all IFR and VFR Aircraft, unless otherwise specified.

B. Noise Operating Restrictions

Restrictions:

1. Arrivals and departures of all aircraft are restricted as per the table below:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Restricted Hours – local time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise Certification or Type</td>
<td>Arrivals &amp; Departures</td>
</tr>
<tr>
<td>All non-noise certificated jet aircraft</td>
<td>2000 – 0800</td>
</tr>
<tr>
<td>All ICAO annex 16, vol 1 chapter 2</td>
<td>0000 – 0700</td>
</tr>
<tr>
<td>&amp; equivalent aircraft</td>
<td></td>
</tr>
<tr>
<td>All ICAO annex 16, vol 1 chapter 3</td>
<td>0030 – 0630</td>
</tr>
<tr>
<td>&amp; equivalent aircraft (subject to paragraph 4 or 5)</td>
<td></td>
</tr>
<tr>
<td>All other aircraft (subject to paragraph 4 or 5)</td>
<td>0030 – 0630</td>
</tr>
</tbody>
</table>

2. Non-noise certificated jet powered aircraft are prohibited from departing on runways 05, 06L, 06R, 15L, 15R and 33L.

3. Between 0000 and 0630 local time, departures are prohibited on runways 05, 06L, 06R, 15L & 15R and arrivals are prohibited on runways 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.

4. All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. Submit requests for operating extensions on the day of operation to the GTAA with justification at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552). For advance exemption requests or information, make submission in writing to:

Manager
Slots Coordination
Greater Toronto Airports Authority
Toronto Pearson International Airport
P.O. Box 6031, Toronto AMF, Ontario L5P 1B2
(Fax 416-776-3483)

5. All other operators are required to obtain permission to operate during the restricted hours by contacting the GTAA on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552).

Preferential runway assignment (0000 – 0630 local time)

Consistent with operational safety (ie wind, weather, runway conditions, approach aid availability etc.), ATC will assign runways in the following order of priority:

Arrivals: 05 15L 06L
Departures: 23 33R 24R

Non-preferential runway request must be approved by the GTAA Airport Duty Manager at 416-776-1104.

Engine Run-ups

Between 0000 – 0700 local time, maintenance run-ups are prohibited unless authorized by the GTAA (416-776-3056).

Training Flights

Training flights are not permitted in the Toronto Control Zone from 0000 – 0700 local time. For other times, prior permission is required from Toronto ACC Flow Management Unit (905-676-3528 or 1-800-368-4831).
Fedex apron restricted to Code D aircraft (maximum wingspans 51.9m/170ft) or smaller.

Fedex Apron Procedures:
All aircraft must contact North Apron (122.275) prior to engine start at gate, entering apron, push back or taxi.
Minimum breakaway power to be used.
Marshaller(s) required at all gates.

Note:
Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.
PARKING AREAS (INFIELD)

PARKING AREAS (INFIELD)

ATIS - 120.82 133.1
CLNC DEL - 121.3
APRON - 122.27 (N) 122.07 (S) 122.82

Taxi lane abeam gates 528, 527, 526, 525, 524 and 523 restricted to Code E aircraft (maximum wingspans 64.9m/213ft) or smaller.

Infield Apron Procedures
All aircraft must contact the applicable Apron Advisory prior to engine start at gate, entering apron push back or taxi. Minimum breakaway power to be used. Marshaller(s) required at all gates.
"On the Infield Terminal Apron, all tri-engine aircraft must be established at the start position as assigned by Apron Advisory prior to the starting of number two engine. Number two engine must not be advanced above idle power while on apron."

Note:
Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

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PARKING AREAS (TERMINAL 1)

Asphalt apron surface
- east of position 5G and 6F to 101A rslt to act
- with wingspans 28.4m/93" (D=8-400) or less and an aircraft load rating of 8.0 or less.

PARKING AREAS (TERMINAL 1)

APRON – 122.27 (N) 122.07 (S) 122.82

CLNC DEL – 121.3

ATIS – 120.82 133.1

 NOTE

Multilateration:
- Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

PARKING AREAS (TERMINAL 1)

APRON Procedures:
- All aircraft must contact the applicable Apron Advisory prior to engine start at gate, entering apron, push back or taxi.
- Minimum breakaway power to be used.
- Marshaller(s) required at all gates.
- Gates 101A to 112 Limitation: DH-100 requires use of (full-tiller) minimum radius turns when exiting to maintain wing tip clearance.

APRON – 121.3

TERMINAL 1

181 180

175 176 173 174

166

8A 8B 8D 8C

7A 7B 7C 7D

5B 5C 6A 6B 6C

C41 C40 C39 C38 C37

5G 5F 5E C34

C36 C35

Pier D

Crossover

5A 101A

TERMINAL 1

APRON TWR

APRON – 121.3

TERMINAL 1

163

161

157 150 153

151

122 124 126 128 130

131

132 133 136 139

134

140 141 143 145 147

148

155

160

162

164

166

167 168 169 170 171

172 173 174

175

176 177

9A 9B 9C 10A 10B

10D 10C 10D

Scale in Feet

0 500 1000

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PARKING AREAS (TERMINAL 1 EAST HOLD)

APRON – 122.07 (S) 122.82

ATIS – 120.82 133.1

CLNC DEL – 121.3

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PARKING AREAS (TERMINAL 3)

Bay 8

Apron Procedures
All aircraft must contact Apron
Advisory prior to engine start at gate, entering apron, push back or taxi.

Minimum breakaway power to be used.

CLNC DEL – 121.3
APRON – 122.27 (N) 122.82

ATIS – 120.82 133.1

Note:
Multilateration:
Pilots must keep their transponder on at all
times when maneuvering on the aprt, turned
on prior to brake release and on arrival, on
until final engine shutdown. Pilots that do
not have a transponder code issued by
ATC must squawk 1000 when taxiing.

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<table>
<thead>
<tr>
<th>Taxilane</th>
<th>Taxilane Segment</th>
<th>Acft Code/ Limitation</th>
<th>Max Wingspan</th>
<th>Comments</th>
<th>Line #</th>
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<tr>
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<td>F</td>
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</tbody>
</table>
Notes

Twy "K" is uncontrolled and is restricted to aircraft with wingspans of 41.15m/135ft (B757W) or less and an Aircraft Load Rating of 9.0 or less. Other aircraft may be authorized with prior approval from operator (416) 776-3056.

Discretionary oversteering required for aircraft with wingspans 38m/124ft (B757) or greater:
- Rwy 06L onto “E”, “D3” and “D5”.
- Rwy 24R onto “D3”, “E”, “D4” and “D/D6 southbound”.

A340-500/600, B777-300, and A380 discretionary oversteering required at all intersections.

Specific aircraft operations plan in effect for aircraft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include:
- No holding short of Runway 06L/24R after exit from Runway 06R/24L.
- Aircraft (as defined above) operations on any parallel taxiway system, such as Alpha-Bravo or Charlie-Delta, restrict operations on adjacent taxiway to aircraft with 35.9m/118ft wingspan or smaller.
- Strict adherence to taxiway centre line is required all times.
- Discretionary oversteering is required at all intersections.
- No taxiing on apron taxi lane between AJ and AK (between gates C31-C34).
- No taxiing on apron taxi lane between AJ and AT (between gates B15-B18).

While taxiing on twy V (Pad 1) and twy T (Pad 5) through the CDF strict adherence to the centreline is required. When in contact with ATC use Centre Lane. When in contact with Pad Control or Iceman, use assigned Lane. Pad 1 (twy V) and Pad 5 (twy T) Centre Lane will accommodate aircraft with wingspans 79.9m/261ft and smaller. Aircraft with wingspans of 35.9m/118ft and smaller may use North/South Lanes.

During De-icing Operations

Overview

All de-icing operations are performed with aircraft engines operating, unless otherwise advised by Pad Control or ICEMAN.

Central De-icing Facility (CDF)
1. Prior to departing Parking Position, ctc CLNC DEL/APRON/GND (as applicable) and advise, “ACFT DE-ICING REQUIRED”.
2. On twys T, V and E, hold short of ICE# and when directed by Ground Control monitor Pad Control on 131.17. Follow Pad Control taxi instructions to the entrance of the de-icing pad.
3. When directed by Pad Control, ctc ICEMAN on the assigned freq. (129.62 or 131.37).
4. Follow verbal instructions, guidance displays and lights (as applicable) into staging and/or de-icing bays.
5. Once aircraft is in final stop position, brakes are set and aircraft configured for de-icing, ctc ICEMAN and advise, “BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE”. At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing, do not move aircraft. Ctc Pad Control on 131.17 when instructed by ICEMAN to obtain taxi instruction.

7. Follow Pad Control instruction designated exit points. When instructed by Pad Control ctc Ground Control on assigned freq.

8. Specific aircraft operations plan in effect for aircraft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include:
   • For Central De-icing Facility (CDF) operations, no turns from twy E into any of the de-icing pads are permitted. The only taxi routes permitted for de-icing are via twy T into Pad 5 and via twy V into Pad 1.

Hot Spots

Note: HS 1, HS 4 to 9 - Short distance between parallel runways. Manage your taxi speed. Expect to hold short of parallel runway

HS 1 – Exiting rwy 24L onto twy D4 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 2 – Taxiing northbound on twy B aircraft miss turn onto twy H and incur on rwy 05/23.

HS 3 – Taxiing eastbound on twy H aircraft continue onto twy Q and incur on rwy 23.

HS 4 – Exiting rwy 24L onto twy D6 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 5 – Exiting rwy 06R onto twy D3 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 6 – Exiting rwy 24L onto twy D2 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 7 – Exiting rwy 06R onto twy D1 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 8 – Exiting rwy 06R onto twy D5 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 9 – Exiting rwy 06R onto twy D7 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 10 - Taxiing northbound on rwy 33R aircraft fail to hold short of and incur on rwy 05/23.
During CAT II/III arrivals 05 departures shall be from H6.

NOTE:
See TAXI CHART for:
- Taxiway notes, De-icing operations
- and Hot Spots

MULTILATERATION:
Pilots must keep their transponder on
at all times when maneuvering on the
aprt, turned on prior to brake release and
on arrival, on until final engine shutdown. Pilots that do not have a
transponder code issued by ATC must
squawk 1000 when taxiing.

CAUTION: BE ALERT TO RUNWAY
06L/24R CROSSING CLEARANCES.
BE PREPARED TO STOP SHORT
OF 06L/24R.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS
IS REQUIRED.

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TAXI CHART

CLNC DEL – 121.3
APRON – 122.27 (N) 122.07 (S) 122.82
GND – 121.9 121.65 119.1
PAD CTL – 131.17 130.87 131.95

TWR – 118.35 118.7

Normal Rwy 23 DEPS are from TWY "H".
Rwy 23 DEPS do not enter Twy "Q" without
specific clearance from ATC.
Act requiring
full length must notify
GND CTL on initial
contact.