General Info
0 NM W of Toronto ON, CAN
N 43° 40.6’ W 79° 37.8’ Mag Var: 10.4°W
Elevation: 569’
Detroit Sectional

Public, Control Tower, IFR, Landing Fee, Jet Starting Unit available,
Rotating Beacon, Customs
Fuel: 100LL, 100-150, 115-145, Jet A, Jet A-1, Jet B
Repairs: Major Airframe, Major Engine

Time Zone Info: Bogota, Lima, Quito Time GMT-5:00 uses DST

Runway Info
Runway 05-23 11120’ x 200’ asphalt
Runway 06L-24R 9697’ x 200’ asphalt
Runway 06R-24L 9000’ x 200’ asphalt
Runway 15L-33R 11050’ x 200’ asphalt
Runway 15R-33L 9088’ x 200’ asphalt

Runway 05 (57.0°M) TDZE 564’
Lights: Edge, ALS, Centerline, TDZ
Displaced Threshold Distance 135’

Runway 06L (57.0°M) TDZE 535’
Lights: Edge, ALS, Centerline, TDZ

Runway 06R (57.0°M) TDZE 538’
Lights: Edge, ALS, Centerline

Runway 15L (147.0°M) TDZE 557’
Lights: Edge, ALS, Centerline

Runway 15R (147.0°M) TDZE 552’
Lights: Edge, ALS
Displaced Threshold Distance 588’

Runway 23 (237.0°M) TDZE 558’
Lights: Edge, ALS, Centerline, TDZ
Right Traffic
Displaced Threshold Distance 485’

Runway 24L (237.0°M) TDZE 547’
Lights: Edge, ALS, Centerline

Runway 24R (237.0°M) TDZE 546’
Lights: Edge, ALS, REIL, TDZ
Displaced Threshold Distance 197’

Runway 33L (327.0°M) TDZE 547’
Lights: Edge, ALS
Displaced Threshold Distance 588’

Runway 33R (327.0°M) TDZE 564’
Lights: Edge, ALS, Centerline, REIL

Communications Info
ATIS 120.825
Toronto Tower Tower 118.7
Toronto Ground Ground Control 121.9
Toronto Ground Ground Control 119.1
Toronto Ground Ground Control 118.0
Terminal 3 Ramp/Taxi Control 122.875
South Apron Ramp/Taxi Control 122.075
North Apron Ramp/Taxi Control 122.275
Toronto Clearance Delivery Clearance Delivery 121.3
Toronto Arrival Arrival Control 132.8 Arrival Service
Toronto Arrival Arrival Control 125.4 Arrival Service
Toronto Arrival Arrival Control 124.475 Arrival Service
Toronto Departure Departure Control 128.8 Departure Service
Toronto Departure Departure Control 127.575 Departure Service
Toronto Terminal Unknown 133.4
Toronto Terminal Unknown 119.3
London Radio Radio 123.275 Flight Info Service RCO
Skyservice/Esso Avitat Operations 128.95
Skycharter Ltd Operations 129.75
Shell Aerecentre Operations 122.95

Notebook Info
1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.

2. Safe Altitude within 100 NM 4900'.

Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):
Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):
Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

JET AIRCRAFT cross at 250 KT
NON-JET AIRCRAFT cross at 230 KT or less
LINNG ONE ARRIVAL (LINNG.LINNG1)
(RWYS 05, 06L/R, 23 & 24L/R)

---

ALL ALTITUDES WILL BE ISSUED BY ATC.

Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):
Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):
Fly RNAV STAR via DTW; then via Final Approach Course Fix (FACF); then fly the STRAIGHT-IN approach.

CHANGES: LINNG speed restrictions.
MANS THREE ARRIVAL (BORDN.MANS3) (YMS.MANS3) (RWYS 05, 06L/R, 23 & 24L/R)

**NOT TO SCALE**

**CHANGES:** Procedure renumbered, BORDN.

**ALL ALTITUDES WILL BE ISSUED BY ATC.**

**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**

Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**

Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

**At or above 3100' 200 KT**

**JET AIRCRAFT cross at 250 KT**

**NON-JET AIRCRAFT cross at 230 KT or less**

**Safe Altitude within 100 NM 4900'.**
**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

2. **JET AIRCRAFT cross at 250 KT**
   - NON-JET AIRCRAFT cross at 230 KT or less

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**PLEXFOR**

1. **N34 18.6 W080 39.3**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

** NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**NOT TO SCALE**

**ROKTO**

1. **RWYS 05, 06L/R**
   - At or above 7000'
   - RWYS 25, 24L/R
   - At or above 11000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'

2. **N43 25.5 W080 43.2**
   - At or above 12000'

---

**CEDRE**

1. **N43 25.5 W080 43.2**
   - At or above 12000'
**SIMCOE TWO ARRIVAL (YSO.SIMCO2)**

**(RWYS 05, 06L/R, 23 & 24L/R)**

- **Approach clearance NOT RECEIVED** prior to Downwind Termination Waypoint (DTW):
  - Fly depicted heading. EXPECT RADAR vectors to final.

- **Approach clearance RECEIVED** prior to Downwind Termination Waypoint (DTW):
  - Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

**Challenges:** WASIE speed restrictions.

- At or above 10000' non-JET AIRCRAFT cross at 200 KT or less.
- At or above 20000' non-JET AIRCRAFT cross at 230 KT or less.

- At or above 3000' non-JET AIRCRAFT cross at 230 KT or less.
- At or above 3100' non-JET AIRCRAFT cross at 230 KT or less.

**All Altitudes will be issued by ATC.**
WASIE TWO ARRIVAL (WASIE.WASIE2) (RWYS 05, 06L/R, 23 & 24L/R)

20 NM legs. FL 310 and below.

1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.
2. Safe Altitude within 100 NM 4900'.
3. Eff. 30 Sep.

- RWYS 05, 06L/R
- At or above 10000'
- RWYS 23, 24L/R
- At or above 7000'
- JET AIRCRAFT cross at 250 KT NON-JET AIRCRAFT cross at 230 KT or less

Apt Elev
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

- At or above 10000'
- At or above 7000'
- At or above 4000'
- FL 310 and below.

- ALL ALTITUDES WILL BE ISSUED BY ATC.
- Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):
- Fly depicted heading. EXPECT RADAR vectors to final.
- STRAIGHT-IN approach.

WASIE TWO ARRIVAL (WASIE.WASIE2) (RWYS 15L/R & 33L/R)
ALL ALTITUDES WILL BE ISSUED BY ATC.

Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):
Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):
Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

YOUTH TWO ARRIVAL (LINNG.YOUTH2)  
(RWYS 05, 06L/R, 23 & 24L/R)

Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):
Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW): 
Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

ALL ALTITUDES WILL BE ISSUED BY ATC.

At or above 200 KT MAX 
At or above 3000' 

 Expect 10000'

JET AIRCRAFT cross at 250 KT 
NON-JET AIRCRAFT cross at 230 KT or less

RWYS 15L/R, & 33L/R

RWYS 15L/R  
 Expect 10000'  
 JET AIRCRAFT cross at 250 KT 
 NON-JET AIRCRAFT cross at 230 KT or less

RWYS 33L/R 
 Expect 7000' 
 Cross at 210 KT

 MLSA YYZ VOR

CHANGES: LINNG speed restrictions.
DOUGLAS THREE DEPARTURE (DOUG3.) (VECTOR)

TURBOJET/FAN AIRCRAFT ONLY

Communication Failure

- On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
  1. Transponder Mode A/3 7600;
  2. Beyond 10 DME YYZ proceed directly on course;
  3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
  4. Climb to flight plan altitude.

- Communicate failure to ATC.

NON-JET AIRCRAFT

- Maintain 3000' except as described in Noise Abatement Procedures.

DOUGLAS THREE DEPARTURE (DOUG3.)(VECTOR)
UNLESS OTHERWISE ASSIGNED BY ATC:
JET ACFT MAINTAIN 5000', NON-JET ACFT MAINTAIN 3000'
DO NOT EXCEED 250 KT UNTIL ABOVE 10000'
(REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS)

DOUGLAS THREE DEPARTURE (DOUG3.) (VECTOR)

TURBOJET/FAN AIRCRAFT ONLY

Communication Failure

- On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
  1. Transponder Mode A/3 7600;
  2. Beyond 10 DME YYZ proceed directly on course;
  3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
  4. Climb to flight plan altitude.

- Communicate failure to ATC.

NON-JET AIRCRAFT

- Maintain 3000' except as described in Noise Abatement Procedures.
Lester Seven Departure (L777) (Vector)

Unless otherwise assigned by ATC:
Jet ACFT maintain 5000', Non-Jet ACFT maintain 3000'
Do not exceed 250 KT until above 10000'

(Refer to noise abatement procedures for additional requirements)

Caution: Rwys 05, 06L, 06R, 23, 24L, 24R

departures: Simultaneous parallel departures in use.

Turboprop/Fan Aircraft only

No Noise Abatement

Rwys 03, 06, 22, 23, 24L, 24R

Departures: For Noise Abatement No Unauthorized Turns Below 3600'
Except as described in Noise Abatement Procedures (See Chart 10-4A).

Departure:
Unless otherwise assigned by ATC:
Rwy 05: Climb heading 057°. At 1000’ turn LEFT heading 047° or assigned heading for vectors to assigned route. Maintain 5000’ jet acft, 3000’ non-jet acft.
Rwy 06L: Climb heading 057° or assigned heading for vectors to assigned route. Maintain 5000’ jet acft, 3000’ non-jet acft.
Rwy 23: Climb heading 237°. At YTP 1.9 DME turn RIGHT heading 245° or assigned heading for vectors to assigned route. Maintain 5000’ jet acft, 3000’ non-jet acft.

Communication Failure

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Transponder Mode A/3 7600.
2. Beyond 10 DME YYY proceed directly on course.
3. Do not climb above last assigned altitude for 6 minutes after recognition of failure, then;
4. Climb to flight plan altitude.

Pearson Nine Departure (Pear9) (Vector)

Unless otherwise assigned by ATC:
Jet ACFT maintain 5000’, Non-Jet ACFT maintain 3000’
Do not exceed 250 KT until above 10000’

(Refer to noise abatement procedures for additional requirements)

Caution: Simultaneous parallel departures may be in use.

Turboprop/Fan Aircraft only

Rwy 15L: Maintain runway heading for vectors to assigned route. Cross YTP 7.9 DME at or above 3000’. Jet acft maintain 5000’, Non-jet acft maintain 3000’.
Rwy 15R: Maintain runway heading for vectors to assigned route. Climb to and maintain 5000’ jet acft, 3000’ non-jet acft.

Communication Failure

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Transponder Mode A/3 7600.
2. Beyond 10 DME YTP proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight plan altitude.
### NOISE ABATEMENT PROCEDURES

#### GENERAL

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

#### NOISE OPERATING RESTRICTIONS

**a. Restrictions:**

1. Subject to paragraph 4 or 5, arrivals and departures of all aircraft are restricted as per the table below:

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE</th>
<th>RESTRICTED HOURS - LOCAL TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Non-noise Certificated Jet Aircraft</td>
<td>2000 - 0800</td>
</tr>
<tr>
<td>All ICAO Annex 16, Vol 1 Chapter 2 &amp; equivalent Aircraft</td>
<td>0000 - 0700</td>
</tr>
<tr>
<td>All ICAO Annex 16, Vol 1 Chapter 3 &amp; equivalent Aircraft</td>
<td>0030 - 0630</td>
</tr>
<tr>
<td>All other Aircraft</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 and 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 ... at 416-776-3030, (fax 416-776-5615). For advance exemption requests or information, make submission in writing to the Senior Manager Facility Allocation Greater Toronto Airport 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 Airport Duty Manager on the day of operation at 416-776-3030.

   b. Preferential runway assignment (0000 - 0630 local time).

   Consistent with operational safety (i.e. 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**

#### NOISE ABATEMENT PROCEDURES (GENERAL)

**a. Reverse Thrust**

Consistent with safety of operations and in consideration of High Intensity Runway Operations, pilots should minimize the use of reverse thrust.

**b. 0700 - 2300 local time**

Except in emergencies, Noise Abatement Procedures as outlined in 1. and 2. below apply to all turbo-jet and turbo-fan aircraft.

1. **Departure Procedure:**

   (a) VNAP A or B is required for all runways. See Jeppesen Canada ATC para 7.6 or Canada Rules and Procedures Noise Abatement, if held.

   (b) SID routing shall be followed to 3600' AMSL. For Rwy 33R, no unauthorized turns prior to MALTN Int.

   **NOTE: SID cancellation does not terminate Noise Abatement Procedure.**

   (c) Do not exceed 250 Kts until above 10,000' AMSL, unless otherwise authorized by ATC.

   (d) 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’ AMSL.

2. **Arrival Procedure:**

   Consistent with safety, crews shall minimize approach noise. For all approaches including visual approaches:

   (a) Maintain 3000’ AMSL or above until intercepting final approach course, and;

   (b) Intercept Final Approach Course at or outside Final Approach Fix, then;

   (c) Remain on or above glide slope or assumed 3.0° glide slope.

**c. 2301 - 0659 local time**

1. **Procedures:**

   Departure Procedures 1. (b) and (c) above, and Arrival Procedures 2. above apply to all aircraft. Departure Procedure 1. (a) above applies to Turbo-jet and Turbo-fan powered aircraft only.
## ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL CL ALSF-TDZ</th>
<th>PAPI-L</th>
<th>RVR</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>LAHSO Distance</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>HIRL CL ALSF-TDZ</td>
<td>PAPI-L</td>
<td>RVR</td>
<td>10,985'</td>
<td>33:48m</td>
<td>9440'</td>
<td>200'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15L/33R</td>
<td>8325' 2607m</td>
<td></td>
<td>6lm</td>
</tr>
<tr>
<td>23</td>
<td>HIRL CL SSALR TDZ</td>
<td>PAPI-L</td>
<td>RVR</td>
<td>10,635'</td>
<td>22:22m</td>
<td>9440'</td>
<td>200'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15L/33R</td>
<td>8325' 2607m</td>
<td></td>
<td>6lm</td>
</tr>
</tbody>
</table>

1. Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL CL SSALR</th>
<th>PAPI-L</th>
<th>RVR</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>LAHSO Distance</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>06R</td>
<td>HIRL CL SSALR</td>
<td>PAPI-L</td>
<td>RVR</td>
<td>7925'</td>
<td>2933m</td>
<td>7975'</td>
<td>200'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200'</td>
<td>6lm</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL CL SSALR</th>
<th>PAPI-L</th>
<th>RVR</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>LAHSO Distance</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>HIRL CL ALSF-TDZ</td>
<td>PAPI-L</td>
<td>RVR</td>
<td>8510'</td>
<td>2994m</td>
<td>8513'</td>
<td>200'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200'</td>
<td>6lm</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL CL SSALR</th>
<th>PAPI-L</th>
<th>RVR</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>LAHSO Distance</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>15R</td>
<td>HIRL CL SSALR</td>
<td>PAPI-R</td>
<td>RVR</td>
<td>8590'</td>
<td>2997m</td>
<td>8593'</td>
<td>200'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>05/23</td>
<td>6lm</td>
<td>7117' 2169m</td>
<td></td>
</tr>
</tbody>
</table>

4. Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL CL SSALR</th>
<th>PAPI-L</th>
<th>RVR</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>LAHSO Distance</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>15L</td>
<td>HIRL CL SSALR</td>
<td>PAPI-L</td>
<td>RVR</td>
<td>9335'</td>
<td>2943m</td>
<td>9335'</td>
<td>200'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>05/23</td>
<td>6lm</td>
<td>9597' 2925m</td>
<td></td>
</tr>
</tbody>
</table>

5. Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.

### RUNWAY INCURSION HOT SPOTS

**HS 1**
- Exiting Rwy 33L onto Twy F4 aircraft miss turn onto Twy H and incur on Rwy 5/23
- Tailing northbound on Twy B aircraft miss turn onto Twy H and incur on Rwy 5/23.
- Tailing eastbound on Twy H aircraft continue onto Twy Q and incur on Rwy 23.
- Tailing southbound on Twy A aircraft miss turn onto Twy C and incur on Rwy 6L/24.

### TAKE-OFF

<table>
<thead>
<tr>
<th>RWY 06R, 33R</th>
<th>AIR CARRIER</th>
<th>RWY 05, 23, 06L, 24L, 24R, 15R, 15L, 33L</th>
<th>AIR CARRIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIRL &amp; CL &amp; RCLM</td>
<td>HIRL or CL or RCLM</td>
<td>Adequate Vis Ref</td>
<td>HIRL or CL or RCLM</td>
</tr>
<tr>
<td>02Z RVR</td>
<td>RVR 12 - or ( \frac{1}{2} )</td>
<td>RVR 26 - or ( \frac{1}{2} )</td>
<td>RVR 12 - or ( \frac{1}{2} )</td>
</tr>
</tbody>
</table>

**CHANGES:** None.
Infield Apron Procedures

All aircraft must contact the applicable Apron Advisory prior to entering apron, pushback 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.

Taxi lane abeam Gates 529, 530 and 531 restricted to Code D aircraft (Maximum wingspan of 170’/52m) or smaller.

Legend

P07 Parking Position
EA Apron entry/exit points
=> Inset guidance lights
--- Aircraft Hold Point
2,3 Start Positions

COMMUTER PARKING AREAS

SATELLITE TERMINAL
TERMINAL 3

GATE B7

BAY 8

BAY 9

LEGEND
Inset Guidance Lights
### SATELLITE TERMINAL

<table>
<thead>
<tr>
<th>Position No.</th>
<th>Coordinates</th>
<th>Position No.</th>
<th>Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2</td>
<td>N43 41.1 W079 37.7</td>
<td>A3 thru A6</td>
<td>N43 41.2 W079 37.7</td>
</tr>
<tr>
<td>101</td>
<td>N43 40.9 W079 37.0</td>
<td>101A</td>
<td>N43 40.9 W079 36.9</td>
</tr>
<tr>
<td>103, 105, 107, 109</td>
<td>N43 40.9 W079 37.0</td>
<td>110 thru 112</td>
<td>N43 40.9 W079 37.1</td>
</tr>
<tr>
<td>120</td>
<td>N43 40.8 W079 37.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>122, 124</td>
<td>N43 40.9 W079 37.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>126, 128</td>
<td>N43 40.9 W079 37.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>131</td>
<td>N43 40.8 W079 37.1</td>
<td>132</td>
<td>N43 40.8 W079 37.0</td>
</tr>
<tr>
<td>133</td>
<td>N43 40.8 W079 37.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>134</td>
<td>N43 40.8 W079 37.0</td>
<td>135</td>
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</tr>
<tr>
<td>136</td>
<td>N43 40.8 W079 37.0</td>
<td>137</td>
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</tr>
<tr>
<td>138</td>
<td>N43 40.8 W079 37.1</td>
<td>139</td>
<td>N43 40.8 W079 37.2</td>
</tr>
<tr>
<td>140, 141</td>
<td>N43 40.7 W079 37.2</td>
<td>142, 143, 144</td>
<td>N43 40.7 W079 37.1</td>
</tr>
<tr>
<td>145</td>
<td>N43 40.8 W079 37.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>151, 153, 155</td>
<td>N43 40.8 W079 36.9</td>
<td>157, 160, 161, 191</td>
<td>N43 40.8 W079 36.8</td>
</tr>
<tr>
<td>162 thru 167</td>
<td>N43 40.7 W079 36.8</td>
<td>168, 169</td>
<td>N43 40.6 W079 36.8</td>
</tr>
<tr>
<td>170 thru 174</td>
<td>N43 40.6 W079 36.9</td>
<td>175, 176</td>
<td>N43 40.5 W079 36.8</td>
</tr>
<tr>
<td>177</td>
<td>N43 40.6 W079 36.8</td>
<td>178 thru 181</td>
<td>N43 40.6 W079 36.7</td>
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</tbody>
</table>

### TERMINAL No.3

<table>
<thead>
<tr>
<th>Position No.</th>
<th>Coordinates</th>
<th>Position No.</th>
<th>Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>B7, B8, B9</td>
<td>N43 41.2 W079 37.5</td>
<td>B10 thru B12</td>
<td>N43 41.1 W079 37.5</td>
</tr>
<tr>
<td>B13 thru B15</td>
<td>N43 41.1 W079 37.6</td>
<td>B16, B17</td>
<td>N43 41.0 W079 37.6</td>
</tr>
<tr>
<td>B18, B19</td>
<td>N43 41.0 W079 37.5</td>
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<td></td>
</tr>
<tr>
<td>121.3</td>
<td>N43 40.9 W079 37.0</td>
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</tr>
<tr>
<td>122.87</td>
<td>N43 40.9 W079 37.1</td>
<td></td>
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</tr>
<tr>
<td>122.27</td>
<td>N43 40.9 W079 37.0</td>
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</tr>
<tr>
<td>122.07</td>
<td>N43 40.9 W079 37.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PARKING AREAS (INFIELD)

<table>
<thead>
<tr>
<th>Position No.</th>
<th>Coordinates</th>
<th>Position No.</th>
<th>Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>500</td>
<td>N43 40.7 W079 37.7</td>
<td>527 thru 529</td>
<td>N43 40.8 W079 38.3</td>
</tr>
<tr>
<td>501</td>
<td>N43 40.8 W079 37.8</td>
<td>530, 531</td>
<td>N43 40.8 W079 38.2</td>
</tr>
<tr>
<td>502</td>
<td>N43 40.7 W079 37.8</td>
<td>541</td>
<td>N43 40.4 W079 37.3</td>
</tr>
<tr>
<td>503</td>
<td>N43 40.7 W079 37.9</td>
<td>542</td>
<td>N43 40.5 W079 37.6</td>
</tr>
<tr>
<td>504</td>
<td>N43 40.6 W079 37.8</td>
<td>543</td>
<td>N43 40.4 W079 37.5</td>
</tr>
<tr>
<td>505</td>
<td>N43 40.7 W079 37.9</td>
<td>544</td>
<td>N43 40.5 W079 37.5</td>
</tr>
<tr>
<td>506</td>
<td>N43 40.6 W079 37.8</td>
<td>545, 547</td>
<td>N43 40.5 W079 37.6</td>
</tr>
<tr>
<td>507</td>
<td>N43 40.7 W079 38.0</td>
<td></td>
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<tr>
<td>508</td>
<td>N43 40.6 W079 37.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>509</td>
<td>N43 40.7 W079 38.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>510, 512</td>
<td>N43 40.6 W079 37.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>521</td>
<td>N43 40.9 W079 38.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>522 thru 524</td>
<td>N43 40.9 W079 38.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>525, 526</td>
<td>N43 40.9 W079 38.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CHANGES:
- Parking areas revised.
- Terminal No. 2 removed.
Alternate routing may be assigned by ATC as required.

Aircraft exiting at the end of Runway 06L on the centerline lighted D Taxiway must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

For Low Visibility Procedures See 10-9G

Terminal No. 2 removed.
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, M, N, P, R, S, V, E, D, B, T1, and T3 aprons, and portions of the T2 apron are equipped with green centerline 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 location signs. Taxi position fixes are also located at specific spots on the aprons coincident with taxiway intersection markings. 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 05 and 06L are not authorized. Intersection take-offs on 33R from Victor Taxiway 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 runway 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 H3, B, H/J and Q. For 06L approved exits are Taxiways C3 and D. Aircraft exiting either runway must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

CENTRAL DE-ICING FACILITY
The Central De-Icing Facility and associated aprons from transfer points Ice 1 - Ice 6 are operated and controlled by Servisair. For more information, contact the Icehouse at (416) 776-3423.

All communication between aircraft and the Icehouse is via VHF radio (no interphone connection).

Subject to Ground Icing Conditions, upon entry to the deicing bay, the Flight Crew will advise if a tactile inspection, under wing and/or under carriage inspection is required. The flight crew will be advised of the fluids in use (‘mode’). When in ‘Type I mode’, blended DOW UGM ARD ADF Concentrate will be applied. When in ‘Type IV mode’, Type I followed by DOW Type IV (Endurance EG 106) anti-icing fluid will be applied.

The Flight Crew must request any deviation to the ‘Type I’ or ‘Type IV mode’.

To expedite overall deicing process, if able, aircraft should be configured for deicing on approach to Central De-Icing Facility.

All deicing operations performed with aircraft engines operating, unless otherwise advised by the Icehouse.

AUTOMATED ENTRY PROCEDURE - 'PAD CONTROL' VHF 131.175

1. At terminal gate position, contact Apron Advisory for pushback clearance; advise ‘Aircraft deicing required’.

2. After transfer from Apron to Ground Control, the pilot will receive taxi instructions to Central De-Icing Facility entry point Ice (#).

3. When approaching the Central De-Icing Facility entry point, Ground Control will advise the pilot to contact ‘PAD CONTROL’ on 131.175.

4. PAD CONTROL will normally instruct pilot to:
   a. Hold position at (e.g. Ice #1), or
   b. Taxi/Prior to staging bay # (e.g. pad 3C) and contact ICEMAN at pad entrance on 131.375 (pads 1 through 3), or on 129.625 (pads 4 through 6).

   NOTE: The terms ‘bay’ and ‘pad’ are interchangeable.

5. After clearance from PAD CONTROL, continue taxiing, proceed into assigned pad following the appropriate inset guidelights. An automated Visual Guidance and Display System will provide correct flight number, closing rate and stopping information.

6. On entry into staging bay contact ICEMAN and proceed following the display sign instructions.

CAUTION: AIRCRAFT WILL NOT ENTER THE DEICING BAY UNLESS INSTRUCTED TO DO SO BY ‘ICEMAN’.

7. Once aircraft is at final stop position, brakes are set and aircraft configured for ‘engines-on’ spray, contact ICEMAN on the appropriate frequency e.g. ‘ICEMAN, ABC124 in Bay 2 North, brakes set, aircraft configured ready for deice’.

8. ICEMAN will advise ‘Hold your position, deicing is starting, continue to monitor Signboard.’

9. ICEMAN will contact pilot to advise ‘deicing is completed, aircraft is clean, fluid used for holdover, holdover starts at time and deicing vehicles are safe’ and after pilot acknowledgment ICEMAN will advise to ‘Hold your Position and contact PAD CONTROL on 131.175 for taxi’.

NOTE: ‘Clean’ means as per pilot’s specific request for deicing services.

CAUTION: DO NOT MOVE AIRCRAFT.
AUTOMATED EXIT PROCEDURE - 'PAD CONTROL' VHF 131.175

10. When ready to taxi call PAD CONTROL and advise 'abc123 ready to taxi'.

11. PAD CONTROL will issue exit instructions to CDF exit point (e.g. Ice 5). When signboard displays 'EXIT NOW' and Green lights, pilot shall taxi as instructed.

CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES BOTH VERBAL AND VISUAL CLEARANCE.

12. At exit, hold short and contact/monitor Ground (as advised by PAD CONTROL) for onward clearance.

CAUTION: All inset guidelights, departing the deicing bays, are ALWAYS on, regardless of taxi instructions.

MANUAL ENTRY PROCEDURE - 'PAD CONTROL' VHF 131.175

In the event of a Visual Guidance and Display System failure a 'Follow Me' vehicle will be utilized.

Follow steps 1 through 4 in the Automated Exit Procedures.

5. (MANUAL) After clearance from PAD CONTROL to continue taxiing, proceed to assigned bay as instructed.

6. (MANUAL) The aircraft will follow the inset guidelights on the taxiway to the staging bay entry point, contact ICEMAN and proceed into the assigned bay following the appropriate inset guidelights either North, South or Centre.

a. Clearance to Staging Bay only

ICEMAN will issue taxi instructions in the assigned staging bay to the specific stop point in the bay.

b. Clearance directly to Deicing Bay

ICEMAN will issue instructions for taxi to the assigned deicing position in the deicing bay, including the mode of guidance (follow me vehicle) and the requirement to report 'Brakes set and Aircraft Configured.'

'Follow Me' Truck Lights

Green - Clearance for the aircraft to follow
Red - STOP
Light Out - STOP until contact re-established.

The aircraft will be held at the deicing position by a signboard displaying 'STOP' and red lights until deicing is completed. At this time the 'Follow Me' truck can turn off all lights and return to the safe zone.

Continue with steps 7 through 12 in the Automated Procedures.

PAD CONTROL 131.17
ICEMAN 129.62
131.37
GND 119.1
118.0
121.65
121.9

CENTRAL DE-ICING FACILITY

Pad 1:
Aircraft with a wingspan of 90' (27.5m) and smaller may use North/South Lanes.
Aircraft with a wingspan of 91' (27.6m) to 213' (64.9m) must use Center Lane.
Aircraft with a wingspan greater than 213' (64.9m) not authorized for deicing (taxi only).

Pads 2 to 6:
Center Lanes will accommodate all aircraft.
Aircraft with a wingspan of 118' (35.9m) and smaller may use North/South Lanes.

Normal Rwy 23 departures are from Twy H. Rwy 23 departures requiring full length must notify ground control on initial contact. Do not enter Twy Q without specific clearance from ATC.

Monitor Tower freq. 118.7 on Twy H East of Twy A.

Monitor Tower freq. 118.35 East of D5.
CYYZ/YYZ
TORONTO/PEARSON INTL
ILS Rwy 05

11-1A

1. SAFE ALTITUDE WITHIN 100 NM 4900’. 2. RADAR or RNAV required. 3. Simultaneous ILS approach authorized with Rwy 06L and 06R. 4. Procedure turn not authorized.

MISSED APCH: Climb to 1100’ on track of 057º. Climbing LEFT turn to intercept inbound YEE VOR R-182 to YEE VOR, MAINTAIN 5000’.

Climb to 1100’ on track of 057º. Climbing LEFT turn to intercept inbound YEE VOR R-182 to YEE VOR, MAINTAIN 5000’.

MISSED APCH: Climb to 1100’ on track of 057º. Climbing LEFT turn to intercept inbound YEE VOR R-182 to YEE VOR, MAINTAIN 5000’.

1. SAFE ALTITUDE WITHIN 100 NM 4900’. 2. RADAR or RNAV required. 3. SIMULTANEOUS APPROACH AUTHORIZED FROM TRANSPORT CANADA. 4. Simultaneous ILS approach authorized with Rwy 06L and 06R. 5. Procedure turn not authorized.

CHANGES:

New procedure.

NA NA NA rvr 6 rvr 12
1. SAFE ALTITUDE WITHIN 100 NM 4900'.  2. RADAR or RNAV required.  3. Simultaneous ILS approach authorized with Rwy 05.  4. Procedure turn not authorized.

1. SAFE ALTITUDE WITHIN 100 NM 4900'.  2. RADAR or RNAV required.  3. Simultaneous ILS approach authorized with Rwy 05.  4. Procedure turn not authorized.
MISSED APCH: Climb to 1100' on track of 057°. RIGHT climbing turn to intercept track 070° to OO NDB at 3100'. MSA YYZ VOR.

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. Procedure turn not authorized.

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. Procedure turn not authorized.

CHANGES: None.
**MISSED APCH:** Climb on track 147° to VIVOD. LEFT climbing turn on track of 070° to OSHAWA at 5000'. Hold inbound on track of 250°.

**Descent angle 3.48°**

**Descent angle 3.48°**

**NOT TO SCALE**

**MISSED APCH FIX**

**MISSED APCH:** Climb on track of 237° to PENPI. RIGHT turn on track of 270° to MATOM at 5000'. As required, shuttle climb to 5000'. Hold inbound 090°.

**Descent angle 3.00°**

**Descent angle 3.00°**

**NOT TO SCALE**

**MISSED APCH FIX**

**CHANGES:** Chart reindexed.
New procedure.

MISSED APCH: Climb on track of 327° to EDLIB. Right climbing turn to track 083° to OSHAWA at 5000' hold inbound 263°.

1. SAFE ALTITUDE WITHIN 100 NM 4900'.

CHANGES: New procedure.