

TORONTO (YYZ/ CYYZ)

Elevation 569ft

CATEGORY A

No AV brief required.

GENERAL

- Toronto (Pearson Int'l Airport) is located within the southern Ontario province 6 NM from the NW shoreline of Lake Ontario.
- Terrain surrounding the airport is flat and heavily developed.
- Multiple Hot Spots – descriptions provided on Lido AOI pages.

Threats

CFIT

- There are several tall buildings located in downtown Toronto, which is approximately 9NM to the E-SE.
- The highest obstacle in the area is 2055ft AMSL and is located 10 NM E-SE.

Runway Incursion

- LAHSO in force. Do not participate, even passively.
- Hot Spot 1, Hot Spot 4 - Hot Spot 9: Short distance between parallel RWYs. Manage your taxi speed. Expect to hold short of parallel RWY.

Runway Excursion

- On APCH to RWY 24R do not mistake TWY C (right of C/L) as RWY.
- LOC 15R GP 3.2° - PAPI 3°
- LOC 33R GP 3.35° - PAPI 3°

Loss of Control

- Birds on and in the vicinity of airport.

Special Considerations

- Severe winter weather with snow and ice.

ARRIVAL

Diversion Airports

HAMILTON	YHM/CYHM	033 nm/214°T	CAT B
OTTAWA	YOW/CYOW	197 nm/069°T	CAT A
MONTREAL	YUL/CYUL	274 nm/075°T	CAT A
HALIFAX	YHZ/CYHZ	697 nm/089°T	CAT A
GANDER	YQX/CYQX	1084 nm/074°T	CAT B

Diversion to US airports can result in significant handling difficulties due to lack of APIS data.

Approach

- RNAV STARs are available for all runways.
- The preferred runways are the NE/SW pairings, with a tendency towards westerly operations.
- Simultaneous parallel operations in use (landing 05 and 06, or 23 and 24 with departures on all runways).
- Expect a transition to the appropriate runway. Plan to fly the ATC filed arrival, unless notified of changes.
- When ATC assign a speed reduction while on a STAR, the flight crew will slow to the assigned speed and then reduce speed further in accordance with the speed restrictions coded in the STAR. ATC will not expect aircraft to increase speed to comply with coded speed restrictions without specific instructions to do so. Flight Crew should inform ATC if they need to slow further to meet aircraft operating limitations and inform ATC if the assigned restriction prevents aircraft from complying with subsequent STAR restrictions.
- Holding is rare, but possible with strong northerly or southerly flow. (15R or 33L in use).
- Expect notification of landing runway after top of descent. ATC are helpful in accommodating requests of required or expect runway.

RWY 05: ILS CAT II, RNAV (GNSS)

RWY 06L: ILS CAT II, RNAV (GNSS)

RWY 06R: ILS CAT I, RNAV (GNSS)

RWY 15L: ILS CAT I, RNAV (GNSS)

RWY 15R: ILS CAT I, RNAV (GNSS)

RWY 23: ILS CAT I, RNAV (GNSS)

RWY 24L: ILS CAT I, RNAV (GNSS)

RWY 24R: ILS CAT I, RNAV (GNSS)

RWY 33L: ILS CAT I, RNAV (GNSS)

RWY 33R: ILS CAT I, RNAV (GNSS)

- Expect a straight in approach, with some speed control. 170kts to approx. 4.5nm from FAF.

GROUND

- British Airways use Terminal 3 at YYZ.
- Marshaller guidance at head of stand, followed by AGNIS guidance once aligned.
- Request PDC at EOBT-29 or shortly after – If no reply within 5 min revert to voice
- PDC readback – Callsign, With PDC, ATIS info, Gate No, Unique Identifier (3 numeric + 1 alpha character included in PDC)

DEPARTURE

- RNAV SIDs available for all runways.
- Toronto is especially noise sensitive
 - To achieve the required noise abatement profile, adhere to SID track until passing 3600ft QNH - Authority to turn comes from a heading given by TWR or departure controller.

Route clearance after SID given by clearance delivery does not constitute an authority to turn before 3600ft

- RWY 23 Start Point – Full length should only be used when planned take-off weight requires its use otherwise use Intx. H. if full length is required, it must be requested from ATC upon initial contact.

WEATHER

- Toronto has a humid continental climate with warm, humid summers and cold winters.
- Winters are cold with frequent snow, temperatures are usually below 0°C. Occasionally, they drop below -25°C. Snow can fall anytime from November until mid-April.
- Summer month daytime temperatures are usually above 20°C and often rise above 30°C.
- Spring and autumn are transitional seasons with mild temperatures and alternating dry and wet periods. Precipitation is evenly distributed throughout the year, with Summer the wettest season due to thunderstorm activity. Yearly precipitation is 831mm.
- "Lake effect snow" may also be encountered during the winter months. This phenomenon occurs when a mass of cold dry air passes over a body of warmer water, such as one of the Great lakes, and picks up moisture and heat. Significant amounts of snow may fall in a short period of time. Possibility of early morning fog throughout the year, but least likely in Spring and early Summer. Poor weather conditions often associated with Easterly winds blowing from the direction of Lake Ontario.
- Prevailing wind is SW in Winter and NW in early Spring and late Summer.

OPERATIONAL INFORMATION

Handling Agent	Swissport
Handling Agent VHF	SPEEDBIRD 130.65
Potable Water	Uplift avail

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times