

## TORONTO/Lester B Pearson Intl (YYZ/CYYZ)

Elevation 569ft

### CATEGORY A

AV brief not available.

### GENERAL

- Toronto is Canada's largest city. The airport is located 12 nm northwest of downtown Toronto in the city of Mississauga
- YYZ is a busy airport with a wider range of traffic from light commuter aircraft to Airbus A380s
- The preferred runways are the NE/SW pairings 15-33L/R, with a tendency to westerly operations.
- Simultaneous parallel operations are in use
- Note diversion to USA airports can result in significant passenger handling difficulties

### Threats

#### Runway Incursion

- LAHSO frequently in force. Simfest are not permitted to participate, even passively.
- Numerous hotspots – see charts for details
- Rwy 23 Twy B leads on to and crosses the runway. Taxi routing via Twy D crosses threshold 33R.

#### Mid Air Collision

- Parallel approaches in use

#### Special Considerations

- Severe winter weather is common

### ARRIVAL

#### Diversion Airports

MONTREAL, Dorval	YUL/CYUL	274 nm/066°T	CAT A
OTTAWA	YOW/CYOW	197 nm/059°T	CAT A
DETROIT	DTW/KDTW	186 nm/241°T	CAT A
WASHINGTON	IAD/KIAD	300 nm/161°T	CAT B
PHILADELPHIA	PHL/KPHL	302 nm/139°T	CAT A
NEWARK	EWR/KEWR	302 nm/126°T	CAT A

- Expect to fly the filed arrival, unless notified of changes
- Expect a transition to the appropriate runway
- Descend in accordance with ATC instructions

- Holding is rare but possible with a strong northerly or southerly flow
- Landing runway will usually be notified after top of descent. ATC are helpful to accommodate requests of required/expected runway.
- Expect a straight in approach with some speed control - 170 kt to approx 4.5 nm (FAF)

### GROUND

- Ground power is on the jetbridge – if required before shutdown the jetty will need to be in position first (consider shutting down LH engines first)
- If parked further in than the end of the piers, ensure adequate wingtip clearance, especially on the side of T3 that faces T1 (stands C35 upwards)
- High volume RJ and turboprop traffic manoeuvring in and out of taxilanes 5 and 6

### DEPARTURE

- Toronto is extremely noise sensitive. SIDs should be strictly adhered to, particularly with respect to restrictions applied to turns below 3,600 ft. Authority to turn comes from a heading given by tower or the departure controller.
- Route clearance after SID given by clearance delivery does not constitute an authority to turn below 3,600 ft.
- Expect to depart on 24R or 06L, though can be 23 if heading to the north (Muskoka YQA is a common early waypoint). 23 departures should be planned from Twy H

### WEATHER

- Snowfall averages 10" per month Nov-Mar. 'Lake effect snow' may also be encountered during 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 are often associated with easterly winds blowing from the direction of Lake Ontario.
- Prevailing wind is SW'ly in winter, and NW'ly in early spring and late summer.

### OPERATIONAL INFORMATION

Handling Agent	Panauille Airport Terminal Services
Handling Agent VHF	130.65
Potable Water	Uplift permitted

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