



Public Notice: Updates to Instrument Procedures at Billy Bishop Toronto City Airport (CYTZ)

February 15, 2017

This document provides notice of upcoming changes to instrument procedures being implemented by NAV CANADA at the Billy Bishop Toronto City Airport (CYTZ) on April 27, 2017.

NAV CANADA will implement new arrivals and departure procedures for aircraft utilizing runways 08 and 26. These updates will help ensure the airspace structure best meets operational safety and efficiency requirements while improving airport access in poor weather and shifting some flight paths away from residential areas.

Updates are planned for both ground-based and satellite-based (RNAV) approach procedures that are used mainly in cloudy weather conditions. Updates to standard instrument departure (SID) procedures will better align where departures fly in clear and cloudy weather conditions.

Please note that changes will have no impact on:

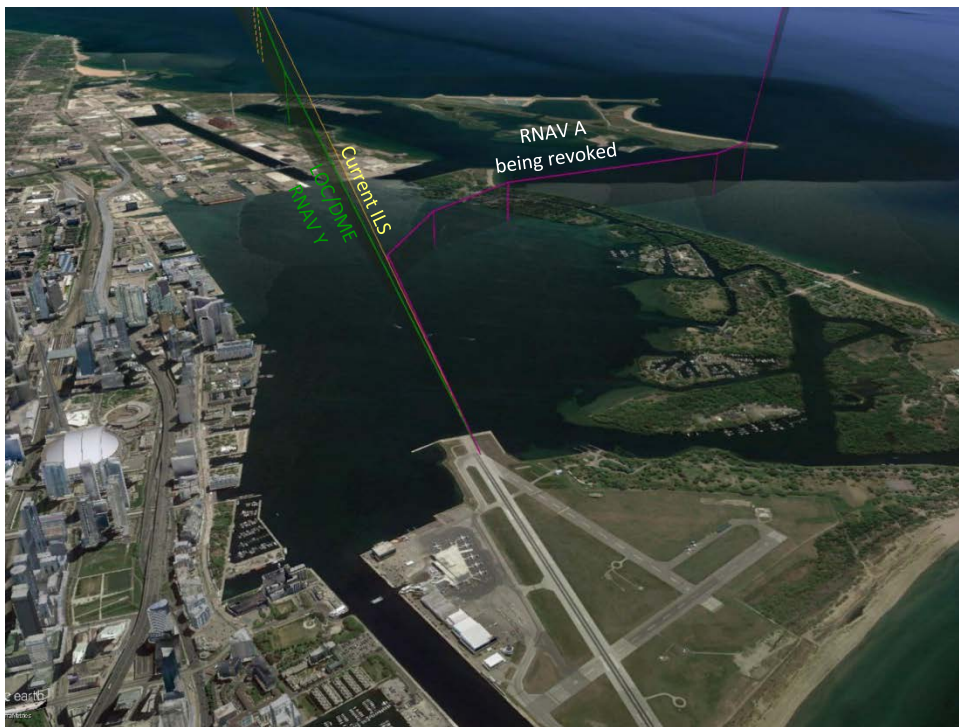
- Airport Zoning Regulations (AZRs) or Noise Exposure Forecasts (NEF)
- Marine Exclusion Zone (MEZ)
- Noise Abatement Procedures
- The amount or type of aircraft operating to and from CYTZ
- VFR procedures or local traffic patterns (e.g. flight training operations, general aviation)
- Operations on runways 06/24

The following section explains the changes by runway.

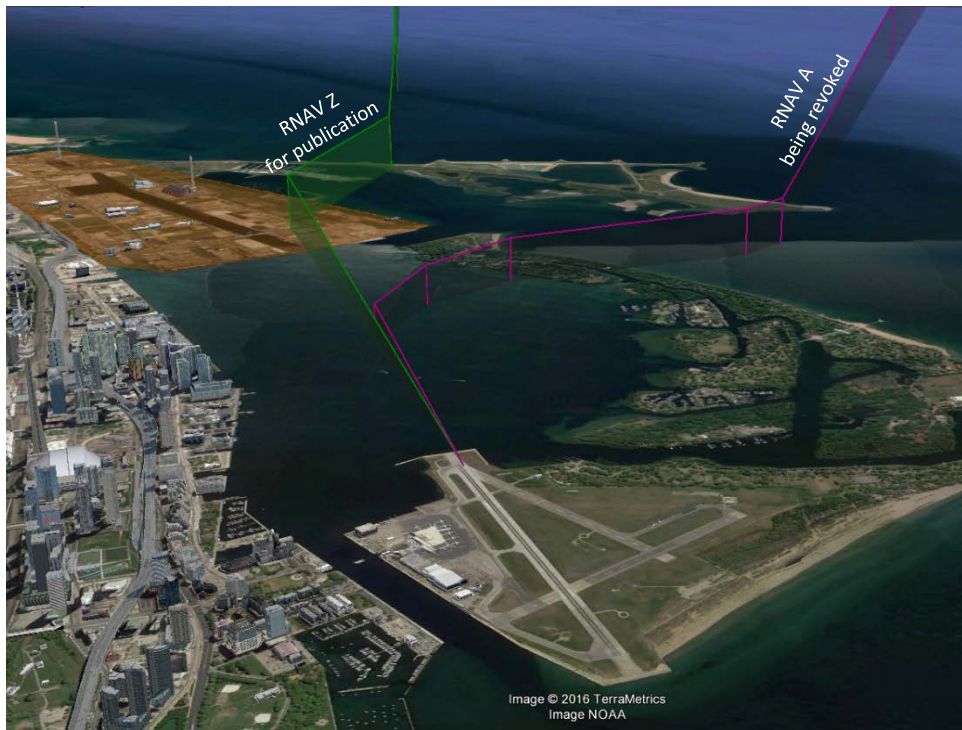
Runway 26 Instrument Approach Procedure Updates

Runway 26 received approximately 64% of IFR traffic (approximately 21,000 arrivals) at the airport in 2016.

- These procedures are all used in cloudy conditions; no changes have been planned to Visual Approach Procedures.
- A new approach (Localizer (LOC)/Distance Measuring Equipment (DME)) and a new RNAV Y will follow the same lateral path as the Instrument Landing System (ILS), but provide aircraft with a 3.5° constant descent angle (vs. ILS 4.8°). The 3.5° descent angle doesn't have the same limitations of the 4.8° approach slope, which requires special certification to use. The new procedure will still provide necessary clearance from the Hearn Stack. In addition, the RNAV Y provides lower approach minima and will allow for improved spacing between aircraft using this approach compared to the ILS approach. Improving these approaches will result in fewer delays, and reduce the need for holds and diversions in poor weather.
- The ILS approach will remain available to certified aircraft.
- The current RNAV A approach is being revoked. Aircraft that flew this approach crossed over or near the Eastern edge of Toronto Island.



- The RNAV Z approach replaces the RNAV A. It will avoid direct overflight of residentially populated areas on Toronto Island. Note this approach will be secondary to the LOC/DME and RNAV Y procedures (above). It will typically only be used when the Localizer is undergoing maintenance.



- There are two new RNAV transitions over the lake that provide options for controllers to direct and sequence traffic as they prepare to use the instrument approach.



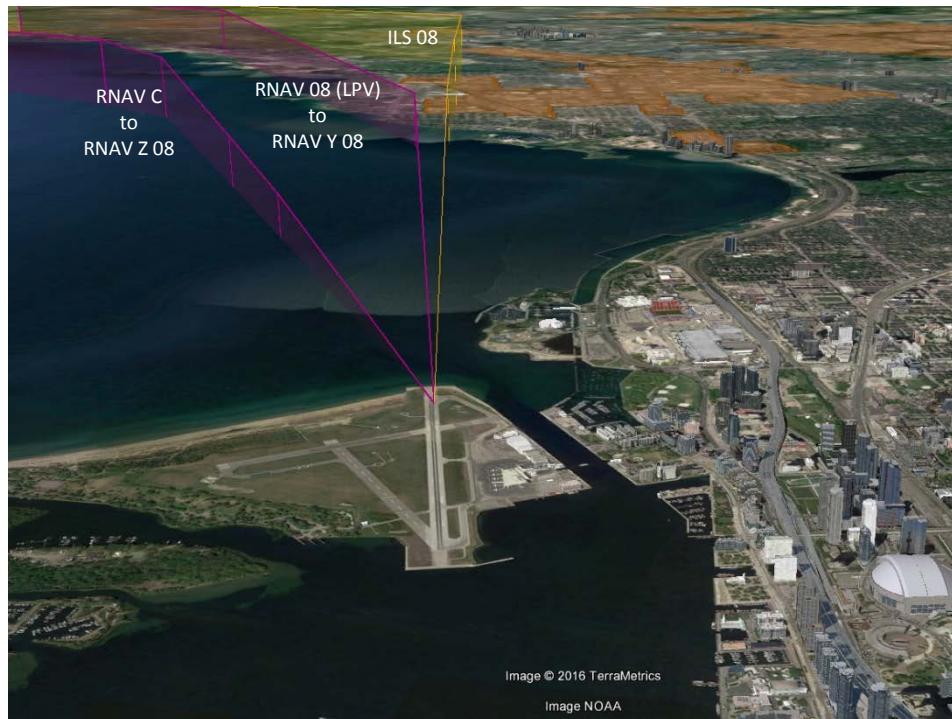
Runway 26 Instrument Departure Procedure Updates

- Currently, in cloudy conditions, aircraft on departure turn to the southwest.
- Updates will permit aircraft departing using instrument procedures to fly to the southeast in cloudy conditions, which is similar to how aircraft depart when weather is clear and visibility is good.
- In addition to the new SID, headings will be assigned on departure in cloudy conditions as they currently are in clear weather.



Runway 08 Instrument Approach Procedure Updates

- There is no change to the final approach segment for the ILS procedure.
- RNAV 08 (LPV) is being renamed RNAV Y 08. There are no changes to the ground track. Criteria will allow for improved spacing between aircraft using this approach.
- RNAV C is being renamed RNAV Z 08. There are no changes to the ground track, the application of new criteria will allow for lower weather minima.

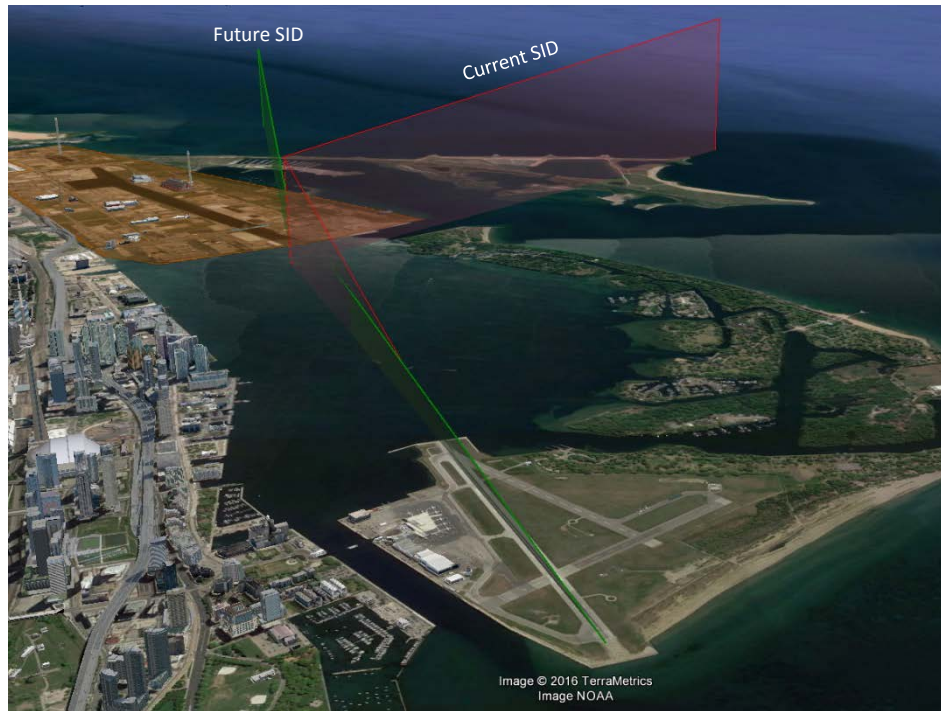


- The initial transition for the ILS and RNAV moves eastward, overflying industrial space and better avoiding a residential area (circled). The RNAV 08 approach is also renamed to RNAV Y 08. From the point identified by the arrow and onwards, the current and revised flight paths are identical.
- The RNAV Z transition is identical to the RNAV C transition. However, criteria will allow for lower weather minima and better airport access in poor conditions.



Runway 08 Instrument Departure Procedure Updates

- Currently, in cloudy conditions, aircraft reach the eastern gap and turn to the southeast.
- Updates will permit aircraft to fly straight-out in cloudy conditions, which is the optimal practice in fair weather conditions.
- In addition to straight-out departure, headings will be assigned on departure in cloudy conditions as they currently are in clear weather.



Expected Outcomes

These flight path changes will improve the operations of the airport in poor weather. While there are some changes to the lateral location of flight paths; these changes occur over water or in some cases move aircraft away from directly overflying residential areas. The overall outcome should be the reduction of delays (both in the air and on the ground) and less need for holding or diversions to other airports.

Any questions regarding the updates to instrument procedures can be sent to service@navcanada.ca.