

## AERONAUTICAL INFORMATION CIRCULAR 5/18

### TORONTO INTERNATIONAL LESTER B. PEARSON AIRPORT AUTOMATIC TERMINAL INFORMATION SERVICE MESSAGE CHANGES

The purpose of this aeronautical information circular (AIC) is to inform flight crews and air traffic control (ATC) of an upcoming change to the CYYZ automatic terminal information service (ATIS) message.

On 1 April 2018, NAV CANADA will commence a 90-day trial of the CYYZ ATIS message containing the anticipated arrival/departure runways following quiet hour operations. This information will be available on the CYYZ ATIS message by 05:45 local time. The ATIS message will contain information only for flight crews regarding the anticipated CYYZ operation to be used following quiet hours; the ATIS message does not constitute a runway assignment. The current practice of runway assignment for aircraft arriving in CYYZ will remain on check-in on the arrival frequency. The Toronto area control centre enroute controllers will continue to inform the flight crews of the expected arrival runway between 60-80 distance measuring equipment (DME) from CYYZ. This does not preclude the possibility that a late runway change could occur for unforeseen circumstances; however, ATC will endeavour to avoid these situations.

This information is being provided to assist flight crews with their arrival briefings and flight management system (FMS) programming prior to "top of descent." Flight crews are requested to refrain from asking questions on the frequency regarding the anticipated runway operations. Any concerns by flight crews during the trial period should be addressed through the chief pilot of the specific operator.

During the trial period, the ATIS message will contain one of the following information only statements after the current runway operation information:

- Flight crews should anticipate runway 23, 24L, 24R for arrival and departure after 1030Z.
- Flight crews should anticipate runway 05, 06L, 06R for arrival and departure after 1030Z.
- Flight crews should anticipate runway 33L and 33R for arrival and departure after 1030Z.
- Flight crews should anticipate runway 15L and 15R for arrival and departure after 1030Z.

**Example:**

CYYZ ATIS INFO V 0900Z

33011KT 15SM FEW018 FEW075 FEW240 M22/M27 A3000

THE APPROACH IS ILS RUNWAY 23. DEPARTURES RUNWAY 23.

VA. FLIGHT CREWS SHOULD ANTICIPATE RUNWAY 23, 24L, 24R FOR ARRIVAL AND DEPARTURE AFTER 1030Z. AIRCRAFT ARRIVING TORONTO WITH PERMISSION TO LAND PRIOR TO 1030Z SHALL NOTIFY TORONTO ATC ON INITIAL CONTACT.

GOOSE & SMALL BIRD ACTIVITY IN THE TORONTO INTERNATIONAL AREA.

MONITOR FREQUENCY 133.1 FOR NOTAM INFORMATION NOT AVAILABLE BY DATA LINK.

INFORM ATC THAT YOU HAVE INFORMATION VICTOR.

In the event that the trial is ended early, a subsequent AIC will be issued.

If you have any questions or concerns, please contact:

NAV CANADA

Attn: Neil Bennett, National Manager

Air Traffic Services, Operational Procedures and Proficiency Operations

E-mail: [Neil.Bennett@navcanada.ca](mailto:Neil.Bennett@navcanada.ca)

A handwritten signature in black ink, appearing to read 'James Ferrier', with a long horizontal stroke extending to the right.

James Ferrier  
Director, Aeronautical Information Management