

AERONAUTICAL INFORMATION CIRCULAR 40/18

ENGINE FAN BLADE ICE SHEDDING PROCEDURES TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT (CYYZ)

The completion of aircraft engine run-up for engine fan blade ice shedding must be conducted on taxiway areas outlined in the chart below. Strict adherence to the centerline is mandatory during engine fan blade ice shedding. Proper coordination with air traffic control (ATC) (clearance delivery, ground, or tower) is required.

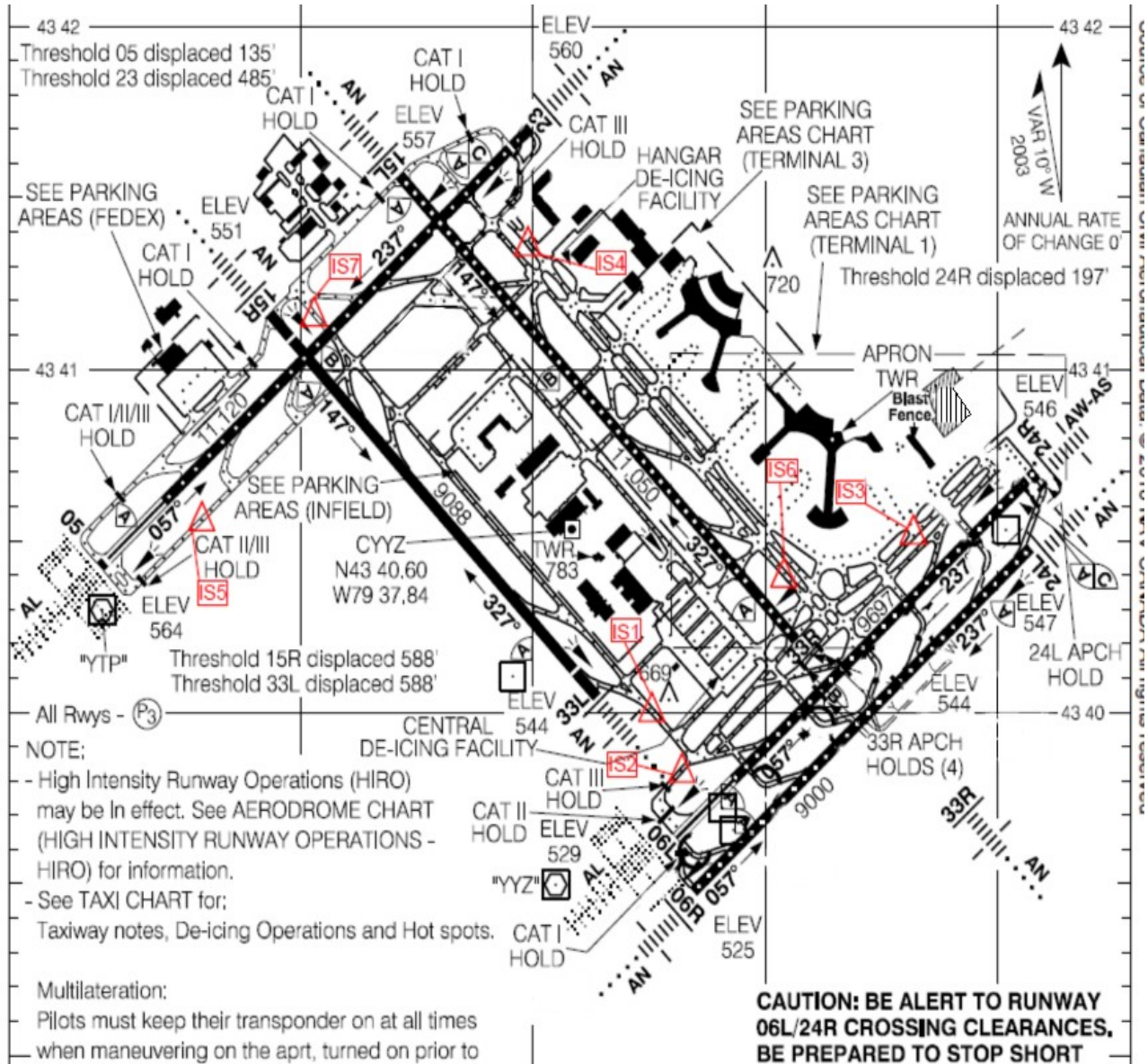
On initial contact with clearance delivery (121.3 MHz), flight crews shall advise:

- Deicing requirements
- Runup requirement prior to takeoff
- Duration of run-up (if required)

Subsequently, if engine run-up requirements change, flight crews shall notify ATC as soon as practicable.

| Departing Runway | Ice Shed Area (IS) see chart on following page | Engine Fan Blade Ice Shedding Area |
|------------------|--|--|
| 06L or 06R | IS1 or IS2 | Taxiway F between Taxiway T and V or Taxiway D at the CAT III hold line |
| 24R or 24L | IS3 | Taxiway D between Taxiway D3 and D5 |
| 23 | IS4 | Taxiway A between Taxiway H and Taxiway AE |
| 05 | IS5 | Taxiway H between CAT III hold line and Taxiway H4 |
| 33R | IS1 or IS6 | Taxiway F between Taxiway T and V or Taxiway B between Taxiway T and Taxiway V |
| 33L | IS1 | Taxiway F between Taxiway T and Taxiway V |
| 15L | IS4 | Taxiway A between Taxiway H and Taxiway AE or Taxiway F between Runway 05/23 and Taxiway J |
| 15R | IS7 | Taxiway F between Runway 05/23 and Taxiway J |

The Airport Authority will ensure engine fan blade ice shedding areas in use are inspected and treated as required. Should taxiway surface conditions make engine run-up unsafe, flight crews shall coordinate with ATC to have the run-up conducted at the takeoff position.



ENGINE FAN BLADE ICE SHEDDING CHART

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