

# AERONAUTICAL INFORMATION CIRCULAR 12/19

## NOTICE OF AMENDMENT TO RUNWAY SELECTION CRITERIA AT TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

(Replaces AIC 5/19)

### Purpose of the Circular

This aeronautical information circular is to advise pilots of amended runway selection criteria at Toronto/Lester B. Pearson International Airport (CYYZ).

### Background

Guidelines describing '*Runway Selection Criteria*' and the associated maximum crosswind limit are outlined in the *Transport Canada Aeronautical Information Manual* (TC AIM – TP14371E), sub-section 4.1.3.

Weather-related operational delays cause significant disruptions across the Canadian aviation network. This impact is especially significant when Toronto/Lester B. Pearson International Airport is required to use the north/south runways (i.e., 15L/33R and 15R/33L), as arrival capacity is reduced by upwards of 40%. By safely increasing the maximum crosswind component limit (including gusts) outlined within the '*Runway Selection Criteria*' limits, there will likely be improved operational efficiency and reliability of the airport.

### Amended Runway Selection Criteria

Effective on 28 February 2019 at 0500Z Coordinated Universal Time (UTC), the '*Runway Selection Criteria*' applicable at CYYZ will be as follows:

Runway Condition	Current Maximum Crosswind Component Including Gusts	New Maximum Crosswind Component Including Gusts
Dry	25 knots	25 knots*
Wet	15 knots	20 knots
Contaminated (More than 25% contaminated, and no pilot braking action reports that are less than "fair" or "medium.")	Select "most into the wind" runway	10 knots
		If the contamination is TRACE depth, 15 knots

\*At present, the dry limit will remain unchanged at 25 knots.



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