

AERONAUTICAL INFORMATION CIRCULAR 8/20

NOTICE OF TRIAL FOR PROPOSED AMENDED PREFERENTIAL RUNWAY SYSTEM AT TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

Purpose of the Circular

This circular is to advise pilots of the trial start for the proposed amended Preferential Runway System at Toronto/Lester B. Pearson International Airport (CYYZ), effective **27 February 2020 at 00:00 local time**.

Background

As part of the Toronto Noise Mitigation Initiatives (Six Ideas) and the 2018–2022 Noise Management Action Plan, the Greater Toronto Airports Authority (GTAA) is proposing an amendment to the existing Preferential Runway System in place at CYYZ (nightly from 00:00 local time to 06:29 local time). A trial is being conducted beginning 27 February 2020 at 00:00 local time and ending 26 February 2021 at 06:29 local time. On the start date, the amended preferential runway system will replace the existing preferential runway system. The GTAA will assess the trial and collect feedback throughout. Should the trial be deemed successful, the GTAA will apply to Transport Canada for a permanent amendment before the trial end date.

The objective of a preferential runway system is to direct aircraft away from noise-sensitive areas during the initial departure and final approach phases of flights (*Transport Canada Aeronautical Information Manual* (TC-AIM) TP 14371E, Section RAC 7.6.1, “Noise Abatement Procedures—Departure — General”). The current system is decades old, surrounding communities have grown significantly since then, and the airport has added two new runways in that time. The GTAA believed it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the TC-AIM.

After an extensive analysis of population numbers and the noise levels that communities were experiencing, the GTAA determined that the existing first and second choice runways (Runway 05 and Runway 15L for arrivals, and Runway 23 and Runway 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas. The existing third choice, Runway 06L/24R, is no longer a preferential runway; however, it is available as an alternate when Runway 05/23 is unavailable.

Amended Preferential Runway System

The amended system will package the runways differently. Rather than a system that lists three options for departures and three for arrivals in order of preference, the GTAA has developed runway pairings (arrival/departure configurations) and provisioned for one runway in each direction. This will allow NAV CANADA to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability.

The proposed amended preferential runway system is illustrated in Figure 1:

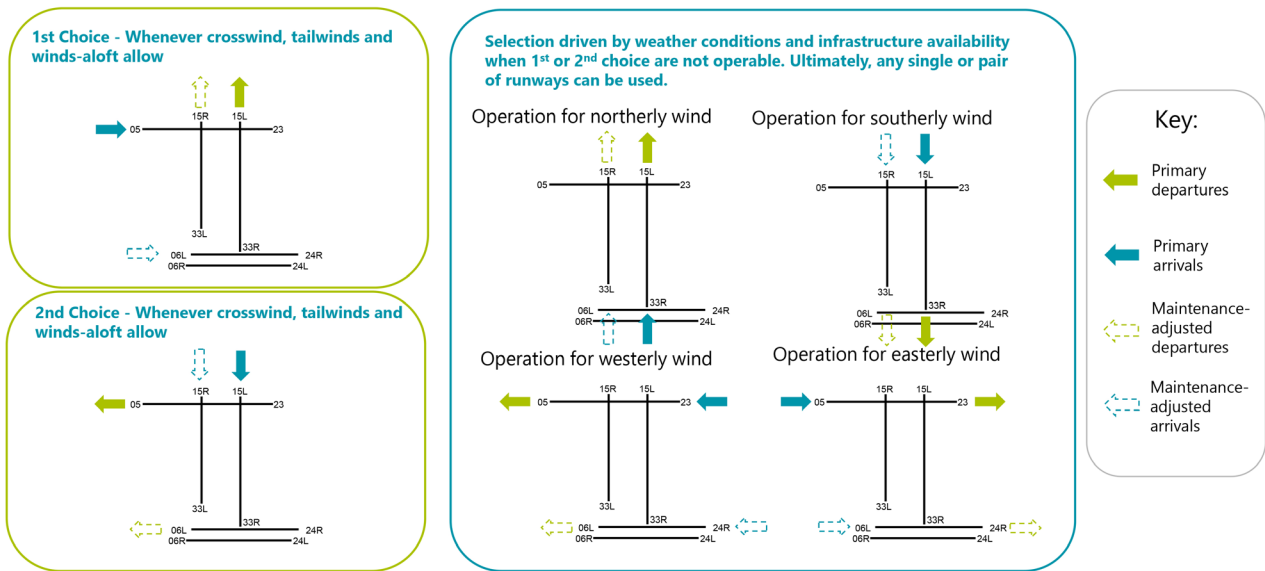


Figure 1: Proposed Amended Preferential Runway System

The following tables provide a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	Arrivals	Departures
1	05	23
2	15L	33R
3	06L	24R

Amended Preferential Runway System			
Preference	Arrivals	Departures	Notes
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24L/R)	Use as a Pair

* Runways in brackets are available when the corresponding preferential runway is not available.

Provision for Weather and Infrastructure Availability**			
Option	Arrivals	Departures	Notes
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation

** NAV CANADA may use any of these runways, as required, when the first and second preference pairs are unavailable or not an appropriate choice.

The amendment to the preferential runway system is part of a commitment that the GTAA has made to surrounding communities to continue to meet the objectives of the preferential runway system, improve the reliability of the system, and be transparent through publicly available usage reports.

The GTAA's Noise Management Action Plan is available on Toronto Pearson's website at: <https://www.torontopearson.com/noisemanagement/#>. When available, further details or links to information relating to the trial can be found on the Toronto Pearson website at: www.torontopearson.com/conversations.

Expected Action

Operators shall comply with the amended nighttime preferential runway system, which is in effect every day from 00:00 to 06:29 local time. Approval during this time is required for any requests for non-preferential runway departures, arrivals, or both. These requests are to be directed to:

GTAA Airport Duty Manager

Tel.: 416-776-3030



James Ferrier
Director, Aeronautical Information Management