

AERONAUTICAL INFORMATION CIRCULAR 021/2026

TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT (CYYZ) IMPLEMENTATION OF 24-HOUR STOP BAR OPERATIONS

INTRODUCTION

This Aeronautical Information Circular (AIC) advises airspace users of a change to stop bar operations at Toronto/Lester B. Pearson International Airport (CYYZ).

Effective 11 September 2026 0400 UTC, runway holding position stop bars providing runway entry protection at CYYZ will operate continuously, 24 hours per day, 7 days per week.

This AIC is published to ensure flight crews, air traffic services personnel, and vehicle operators are aware of the change prior to implementation.

REASON FOR CHANGE

Continuous stop bar operation is being implemented to provide consistent runway protection measures for aircraft and vehicle movements and to further support runway incursion prevention initiatives at Toronto Pearson.

The change is intended to:

- Reduce the likelihood of aircraft or vehicle deviations beyond runway holding positions;
- Enhance runway entry protection;
- Improve situational awareness for flight crews and vehicle operators;
- Provide a consistent visual indication of runway entry authorization; and
- Support ongoing runway safety objectives and Local Runway Safety Team (LRST) initiatives.

OPERATIONAL CHANGE

Effective 11 September 2026 0400 UTC, continuous operation will apply to all runway holding position stop bars providing runway entry protection at Toronto/Lester B. Pearson International Airport (CYYZ).

Stop bars will remain illuminated unless extinguished by Air Traffic Control (ATC) to permit a movement authorized by ATC.

No changes to published ATC phraseology are associated with this implementation.

IMPORTANT

ATC clearance or instruction alone does not authorize crossing an illuminated stop bar.

Aircraft and vehicle operators shall not proceed beyond an illuminated stop bar.

Movement beyond a runway holding position is authorized only when:

- the appropriate ATC clearance or instruction has been received; and
- the stop bar has been extinguished.

Where an ATC clearance or instruction has been received and the stop bar remains illuminated, operators shall stop and obtain clarification from ATC before proceeding.

AIRCRAFT AND VEHICLE OPERATIONS

Aircraft and vehicle operations shall comply with the stop bar requirements described in Operational Change.

Vehicle movements shall continue to be conducted in accordance with:

- ATC instructions;
- Airport Traffic Directives (ATDs);
- Airside Vehicle Operator Permit (AVOP) program requirements; and
- applicable local operating procedures.

OPERATIONAL IMPACT

Airspace users should expect stop bars to be illuminated at runway holding positions throughout all hours of operation.

Particular attention should be exercised during:

- night operations;
- reduced visibility operations;
- periods of high traffic density;
- complex taxi routings; and
- operations by flight crews and vehicle operators unfamiliar with CYYZ.

Air operators, ground handlers, airport tenants, and airside vehicle operators should ensure affected personnel are briefed on these procedures prior to the effective date.

AIRPORT DIAGRAMS



Figure 1.



Figure 2.

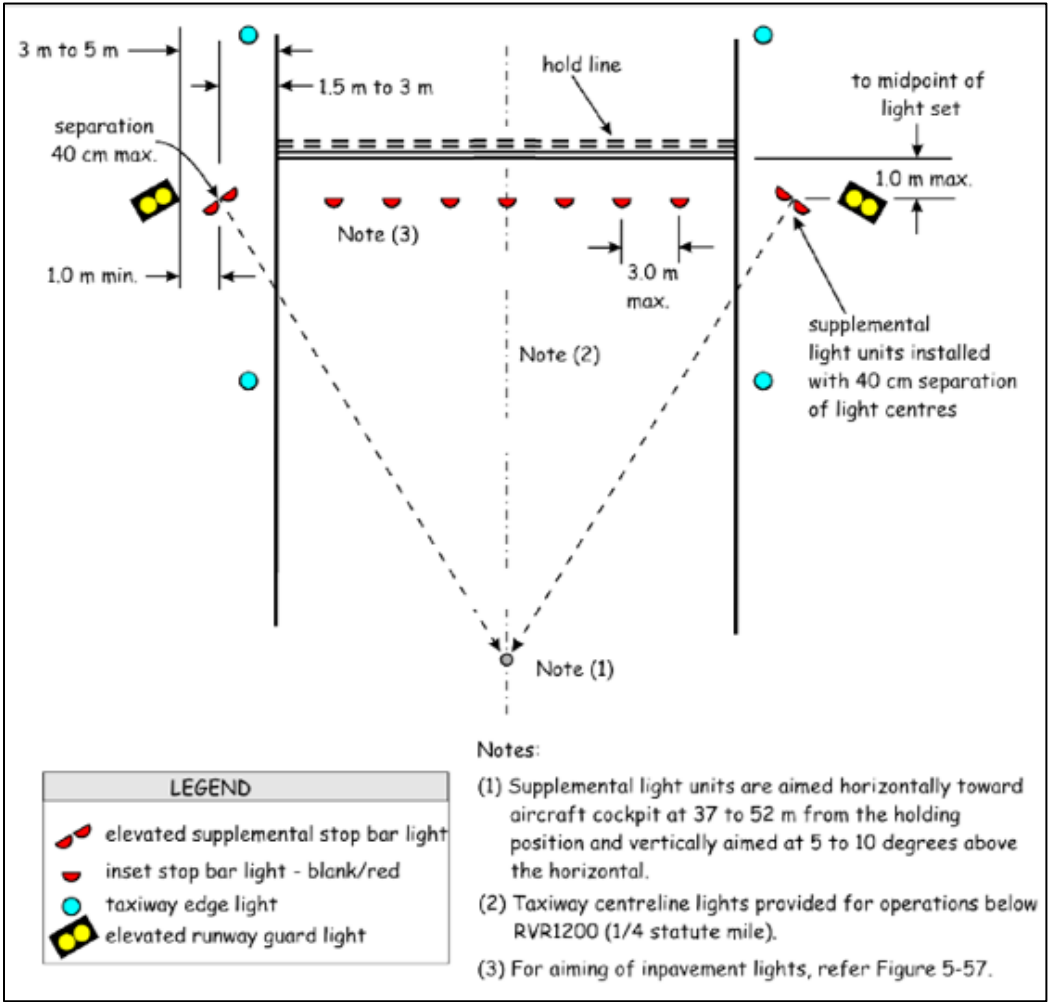


Figure 3. Stop bar lighting

IMPLEMENTATION

This change becomes effective at:

0400 UTC, 11 SEP 2026

The procedures described in this supplement will remain in effect until cancelled and incorporated into applicable aeronautical and airport operational publications.

AFFECTED PUBLICATIONS

The information contained in this supplement will be incorporated, as applicable, into:

- Canada Air Pilot (CAP)
- Canada Flight Supplement (CFS)

FURTHER INFORMATION

Greater Toronto Airports Authority (GTAA)
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