

# AERONAUTICAL INFORMATION CIRCULAR 28/18

## TORONTO/LESTER B. PEARSON INTERNATIONAL (CYYZ) NEW NIGHT-TIME APPROACH PROCEDURES

### Purpose of Circular

This circular advises pilots of new night-time instrument approach procedures at Toronto/Lester B. Pearson International Airport (CYYZ).

### Background

While traffic levels are significantly lower at night than during the day, aircraft noise can be more noticeable for some residents during these periods as ambient community and household noise levels are typically lower. Lower demand and fewer aircraft at night provide the opportunity to employ routes that impact fewer people.

### New Procedures

Effective 8 November 2018, NAV CANADA will publish six new night-time approach procedures for CYYZ that better avoid residential areas. The new procedures will include:

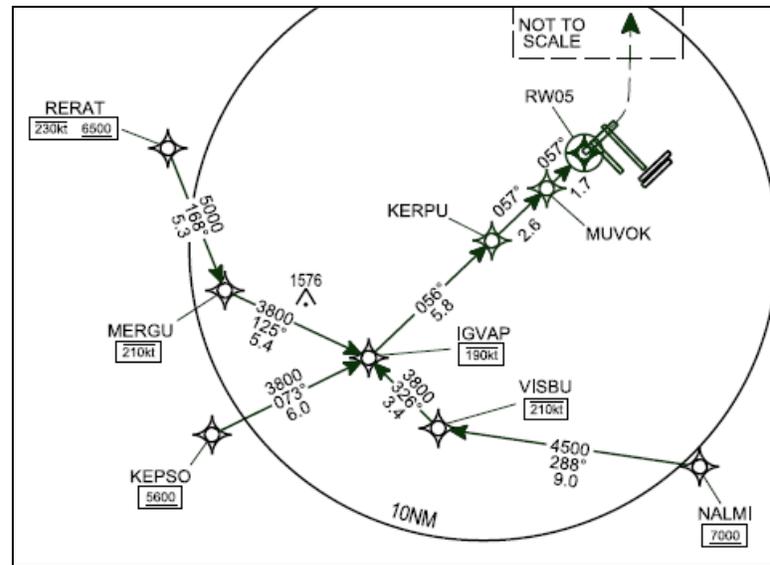
- RNAV (GNSS) X RWY 05
- RNAV (GNSS) X RWY 06L
- RNAV (GNSS) X RWY 06R
- RNAV (GNSS) X RWY 23
- RNAV (GNSS) X RWY 24L
- RNAV (GNSS) X RWY 24R

Rather than using straight-in or “T” transitions, these approach procedures employ transitions to final that, in some cases, could include multiple legs in the initial approach segment. Pilots can expect to be cleared directly to the initial approach waypoint, then subsequently cleared for the approach including the appropriate transition.

### Example clearance:

“GENERIC AIRLINES 123 PROCEED DIRECT RERAT. CLEARED RNAV X RWY 05 APPROACH, RERAT TRANSITION.”

Pilots would be expected to fly by RERAT and then follow the lateral and vertical profile of the area navigation (RNAV) approach procedure.



Example of multiple leg segments on the new night-time approach for runway 05

## Vertical Profile Considerations

The flight path for these approaches has been designed to minimize the noise footprint for the approach phase of the arrival. Therefore, their vertical profile has not been optimized for the transition from the standard terminal arrival (STAR) procedures for CYYZ. As the clearance to the initial approach waypoint (IAWP) will typically be issued in the terminal area, pilots should anticipate a possible change in vertical profile, after setting direct, that may leave the aircraft high. In some instances, pilots may need to use additional drag to regain the vertical profile or request additional spacing from air traffic control (ATC) in some STAR/runway pairings.

## Times of Use

The new CYYZ night-time approaches will be used between the hours of 12:30 a.m. and 6:30 a.m. local time. These procedures require relatively low traffic levels to be operationally feasible; spikes in traffic increase complexity and may result in vectors to final or other approach types to be used. If possible, usage would start earlier, but use will be limited to very low traffic periods overnight.

When the night-time approaches are in use, the CYYZ automatic terminal information service (ATIS) will advertise the appropriate RNAV (GNSS) X as the primary instrument flight rules (IFR) approach, and ATC will expect the aircraft to be set up for that approach. If unable to fly the approach advertised on ATIS, pilots are reminded of the requirement to advise Toronto Arrival on first contact that they are unable to comply with the ATIS, and that an alternate approach is necessary.

The night-time RNAV (GNSS) X approaches will only be advertised as the primary approach when conditions permit (cloud ceilings of 1,000 feet or more, visibility of 3 statute miles (SM) or better, GNSS expected to be available, etc.).

## Further Information

For further information, please contact:

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

James Ferrier  
Director, Aeronautical Information Management