1. DEPARTURE

1.1. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) PROCEDURES

1.1.1. A-CDM COORDINATOR

A-CDM Coordinator 122.875

1.1.2. DATE OF APPLICABILITY

- A-CDM live operations will be effective as of 31 October 2023.

1.1.3. PURPOSE OF THE PUBLICATION

This information outlines the A-CDM procedures to be followed by operators at CYYZ. Additional information on the details of the A-CDM Project at CYYZ can be found at: http://torontopearson.com/acdm/.
For anything not covered in this circular, detailed explanation can be found in the Transport Canada Aeronautical Information Manual (TC AIM), Aerodromes chapter, section 10:
https://tc.canada.ca/sites/default/files/2023-03/aim-2023-1_access_e.pdf.
The A-CDM web portal for operational purposes can be found at: https://acdm.gtaa.com/.

1.1.4. A-CDM SINGLE POINT OF CONTACT

The 24/7 dedicated single point of contact for A-CDM is the Manager Operations - Airport Flow (MO-AF):

Tel.: 416-776-ACDM (2236)
E-mail: manageroperationsairportflow@gtaa.com

1.1.5. EXEMPTIONS FROM A-CDM PROCEDURES

Helicopters and flights identified by any one of the following designators in Item 18 of their flight plan, or by any other agreed means that may be applicable, are exempt from adhering to the A-CDM procedures:

STS/FFR	Firefighting
STS/HEAD	Flight with Head of State status
STS/HOSP	Flight on an actual medical mission
STS/MEDEVAC	Flight operated for life-critical medical emergency evacuation
STS/SAR	Flight engaged in a search and rescue mission
STS/STATE	Flight engaged in military, customs or police services
STS/FLTCK	Aircraft performing NAVAID flight check

1.1.6. FLIGHT CREW PROCEDURES

1.1.6.1. ADHERENCE TO TOBT/TSAT

To prevent unnecessary, and potentially significant delays, all departing flights are reminded of the importance of keeping their Target Off Blocks Time (TOBT) accurate. Failure to comply with the full A-CDM procedures will result in departure delays.

1.1.6.2. TOBT/TSAT VISIBILITY

- Where Advanced Visual Docking Guidance System (AVDGS) is available TSAT times will be displayed at TOBT - 10 minutes, or TOBT - 20 minutes if TSAT time is greater than or equal to TOBT + 20 minutes.
- A-CDM web portal: https://acdm.gtaa.com/.
- Through communication with the operator and their designated representative(s).

1.1.6.3. CALL READY PROCEDURE

- TOBT +/- 5 minutes contact A-CDM Coordinator to confirm that the flight is ready with aircraft location.
- Monitor appropriate Apron frequency to await push-back and start-up approval.

1.1.6.4. PUSH-BACK/START-UP APPROVAL

- TSAT +/- 5 minutes Apron will provide push-back and start-up approval without a call from the flight crew.
- Sky Service midfield/3 Bay Hangar Apron aircraft shall start-up without requring an instruction to do so from Apron within the TSAT +/- 5 minute window.
- Aircraft located at uncontrolled areas (Taxiway K, South FBO, Vista Cargo, Air Canada Hangar) must contact North or South Ground as appropriate within the TSAT +/- 5 minute window for taxi clearance.
- Failure to commence the push-back/start-up process within 2 minutes must be reported to the appropriate Apron or Ground frequency. Failure to report will be assumed that the TSAT is no longer valid and the operator needs to provide a new TOBT from which a new TSAT will be generated.
- If there is an issue after the aircraft has cleared the stand area that would mean a longer than normal start-up procedure, flight crew must request guidance from Apron frequency or Apron Coordinator if located at uncontrolled areas.

1.1.6.5. DE-ICING OPERATIONS

De-icing procedures will have a significant impact on taxi times, airport throughput and A-CDM planning.

- De-icing requirements must be communicated to Clearance Delivery.
- Requests for a change in de-icing requirements (including no longer requiring de-icing) later in the process must be communicated to A-CDM Coordinator as soon as practicable.

1.1.6.6. MANAGING TSAT DELAYS

Delays can occur for many reasons; a delta in TOBT and TSAT may be observed.

Flight crews at CYYZ can normally expect to remain at the gate while waiting for their TSAT. Should the gate be required for another purpose, flight crews can expect to be moved to a remote holding area to await departure clearance.

Flow restrictions enroute, or at destination airports, are calculated into a flight's TSAT.

1.1.7. CONTINGENCY OPERATIONS

If the A-CDM system fails or becomes unreliable, the A-CDM procedures will be suspended. The suspension and eventual restarting of the procedures will be announced via the automatic terminal information service (ATIS) broadcast and a NOTAM will be issued.

During suspension of the A-CDM procedures, no TOBT and TSAT will be provided. CYYZ will revert to first come, first serve for pushback.

All aircraft are to call ready with A-CDM Coordinator when they are ready to commence push-back/start-up procedures.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
24 NOV 23
Eff 30 Nov
10-2

TORONTO, ONT
RNAV STAR

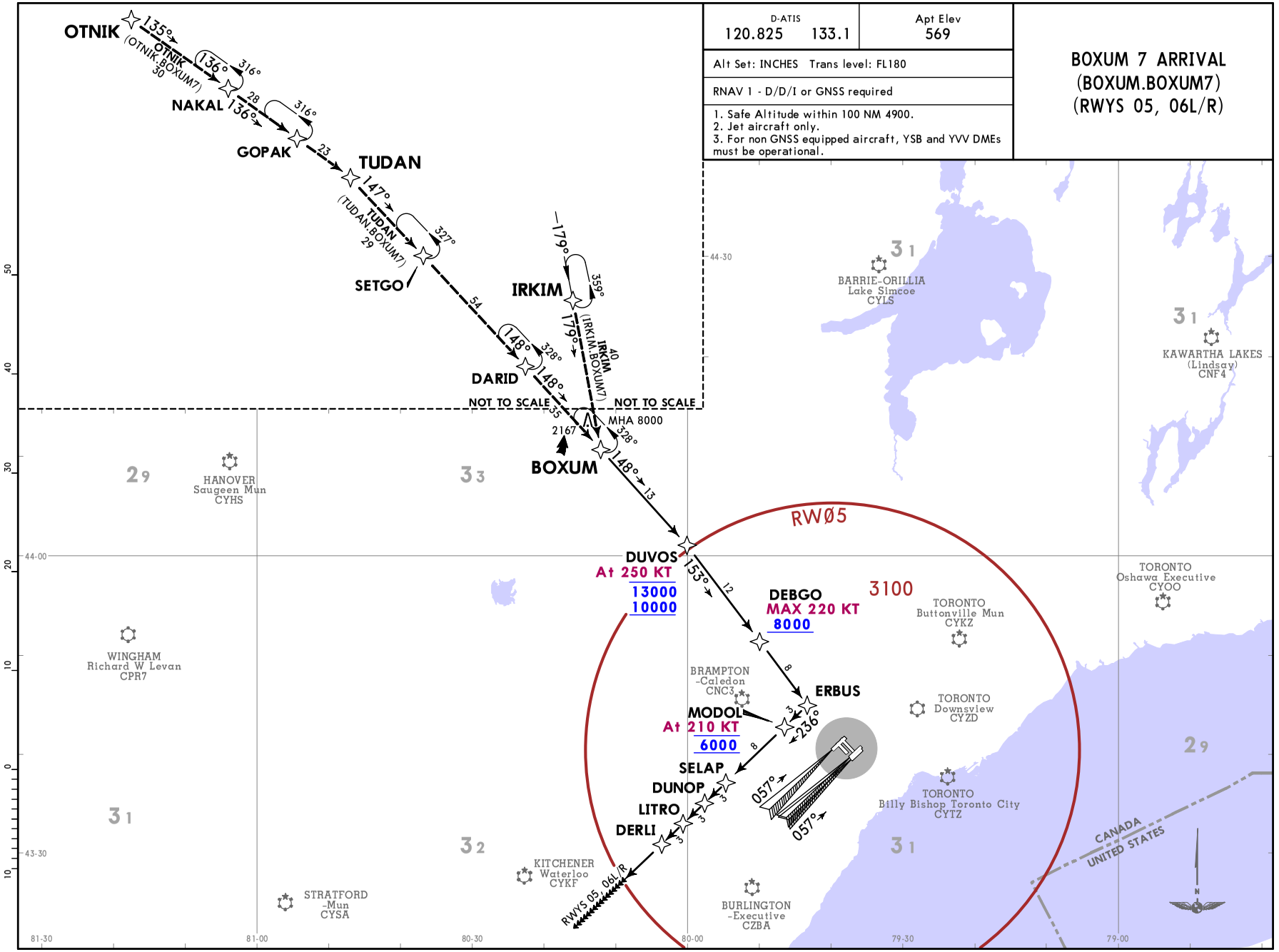
D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.
3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

BOXUM 7 ARRIVAL (BOXUM.BOXUM7) (RWYS 05, 06L/R)



CHANGES: Procedure renumbered.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
24 NOV 23 (10-2A) Eff 30 Nov

TORONTO, ONT
RNAV STAR

D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.
3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

BOXUM 7 ARRIVAL
(BOXUM.BOXUM7)
(RWYS 15L/R)

OTNIK
135°
OTNIK
(OTNIK.BOXUM7)
30
136°
316°
28
NAKAL
136°
316°
GOPAK
23
TUDAN
147°
TUDAN
(TUDAN.BOXUM7)
29
327°
SETGO
54
DARID
148°
328°
148°
35
NOT TO SCALE
NOT TO SCALE
MHA 8000
2167
BOXUM
328°
148°
13
DUVOS
At 220 KT
7000
158°
160°
11
11
ONGOX
146°
BLOOS
146°
(FACF)
BEFNI
147°
147°
(FACF)
PILKI
IRKIM
359°
179°
179°
(IRKIM.BOXUM7)
40
IRKIM
RW 15L
3100
EDENVALE
CNV8
BARRIE-ORILLIA
Lake Simcoe
CYLS
HANOVER
Saugeen Mun
CYHS
WINGHAM
Richard W Levan
CPR7
BRAMPTON
-Caledon
CNC3
TORONTO
Buttonville Mun
CYKZ
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
44-30
44-00
81-00
80-30
80-00
79-30

CHANGES: Procedure renumbered.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
24 NOV 23 (10-2A1)
TORONTO, ONT
Eff 30 Nov
RNAV STAR

D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.
3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

BOXUM 7 ARRIVAL
(BOXUM.BOXUM7)
(RWYS 23, 24L/R)

OTNIK
135°
OTNIK
(OTNIK.BOXUM7)
30
136°
316°
28
NAKAL
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316°
GOPAK
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TUDAN
147°
TUDAN
(TUDAN.BOXUM7)
29
327°
SETGO
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148°
328°
DARID
148°
35
2167
MHA 8000
BOXUM
148°
13
179°
359°
IRKIM
179°
IRKIM
(IRKIM.BOXUM7)
40
NOT TO SCALE
NOT TO SCALE
RW23
DUVOS
At 250 KT
13000
10000
157°
12
ADSED
MAX 220 KT
8000
146°
8
ERBUS
3
056°
TASKU
At 210 KT
6000
8
057°
3
DAVIK
3
LEVIG
3
MIPED
5
SATUR
RWYS 23, 24L/R
237°
237°
3100

KINCARDINE
CYKM
HANOVER
Saugeen Mun
CYHS
WINGHAM
Richard W Levan
CPR7
GODERICH
CYGD
BRAMPTON
-Caledon
CNC3
EDENVALE
CNV8
BARRIE-ORILLIA
Lake Simcoe
CYLS
TORONTO
Buttonville Mun
CYKZ
TORONTO
Downsview
CYZD
TORONTO
Oshawa Executive
CYOO
TORONTO
Billy Bishop Toronto City
CYTZ
KITCHENER
Waterloo
CYKF
BURLINGTON
-Executive
CZBA
CANADA
UNITED STATES

CHANGES: Procedure renumbered.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
24 NOV 23 (10-2A2) Eff 30 Nov

TORONTO, ONT
RNAV STAR

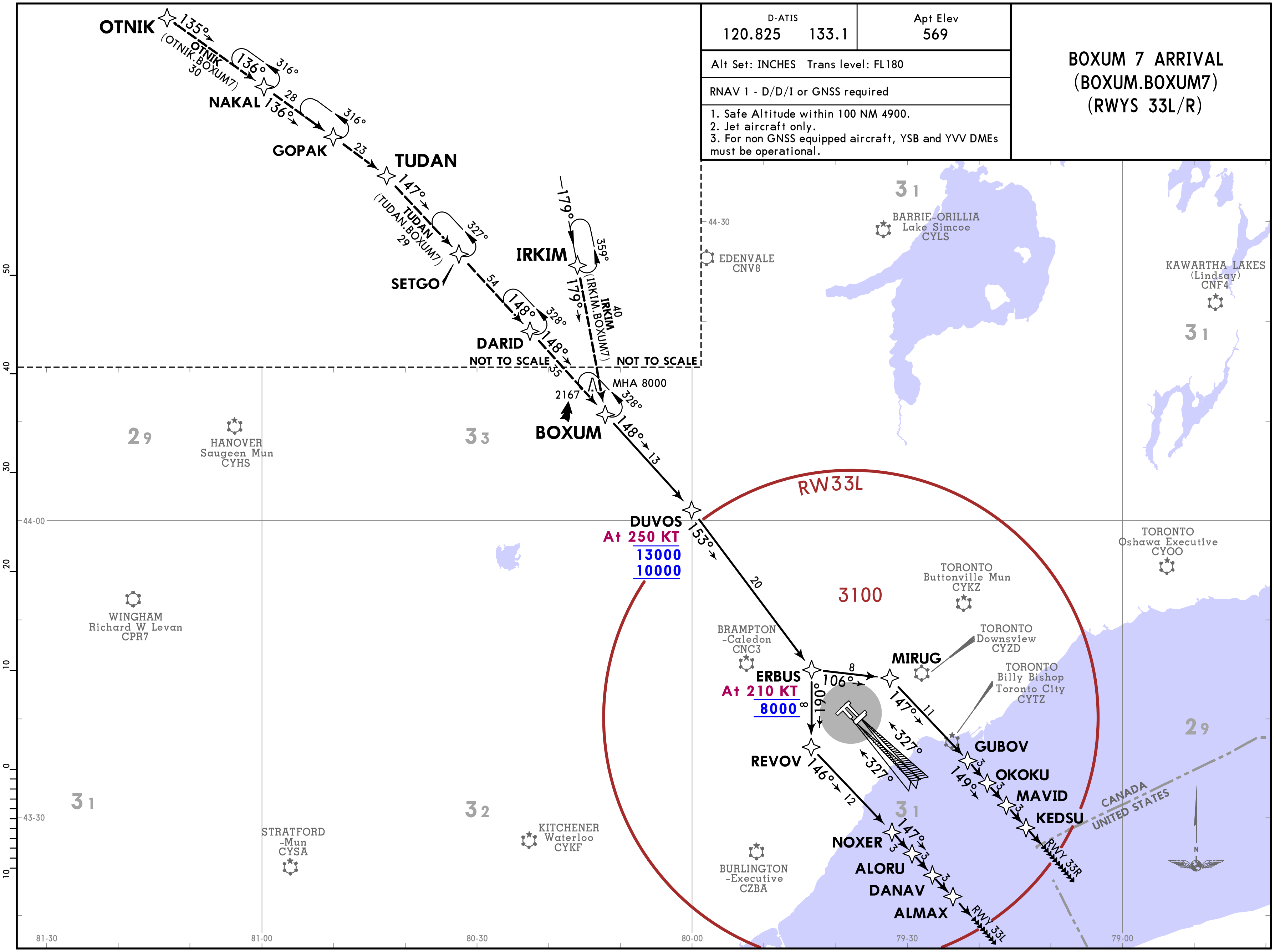
D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.
3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

BOXUM 7 ARRIVAL
(BOXUM.BOXUM7)
(RWYS 33L/R)



OTNIK
135°
OTNIK
(OTNIK.BOXUM7)
30
136°
316°
NAKAL
28
136°
316°
GOPAK
23
TUDAN
147°
TUDAN
(TUDAN.BOXUM7)
29
327°
SETGO
54
148°
328°
DARID
148°
35
IRKIM
179°
359°
179°
IRKIM
(IRKIM.BOXUM7)
40
NOT TO SCALE
NOT TO SCALE
MHA 8000
2167
328°
BOXUM
148°
13
DUVOS
At 250 KT
13000
10000
153°
20
RW33L
3100
ERBUS
At 210 KT
8000
8
106°
190°
8
MIRUG
147°
11
REVOV
146°
12
327°
327°
GUBOV
149°
OKOKU
MAVID
KEDSU
RWY 33R
NOXER
147°
ALORU
DANAV
ALMAX
RWY 33L
CANADA
UNITED STATES
N
BARRIE-ORILLIA
Lake Simcoe
CYLS
EDENVALE
CNV8
KAWARTHA LAKES
(Lindsay)
CNF4
HANOVER
Saugeen Mun
CYHS
WINGHAM
Richard W Levan
CPR7
STRATFORD
-Mun
CYSA
KITCHENER
Waterloo
CYKF
BRAMPTON
-Caledon
CNC3
TORONTO
Buttonville Mun
CYKZ
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop
Toronto City
CYTZ
BURLINGTON
-Executive
CZBA
TORONTO
Oshawa Executive
CYOO
44-30
44-00
43-30
81-30
81-00
80-30
80-00
79-30
79-00

CHANGES: Procedure renumbered, altitude restriction over waypoint DUVOS.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2B)

TORONTO, ONT
RNAV STAR

D-ATIS		Apt Elev	Alt Set: INCHES Trans level: FL180
120.825	133.1	569	RNAV 1 - D/D/I or GNSS required
			1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

DUVOS 4 ARRIVAL (BOXUM.DUVOS4)
(RWYS 05, 06L/R)

SAULT STE MARIE
112.2 SSM

OTNIK
NAKAL
GOPAK
TUDAN
SETGO
DARID
IRKIM
BOXUM
DUVOS
10000
8000
DEBGO
MAX 220 KT
8000
ERBUS
MODOL
At 210 KT
6000
SELAP
DUNOP
LITRO
DERLI

NOT TO SCALE
NOT TO SCALE

MHA 8000
2167

RW05

3100

BARRIE-ORILLIA
Lake Simcoe
CYLS

HANOVER
Saugeen Mun
CYHS

WINGHAM
Richard W Levan
CPR7

BRAMPTON
-Caledon
CNC3

TORONTO
Buttonville Mun
CYKZ

TORONTO
Downsview
CYZD

TORONTO
Billy Bishop Toronto City
CYTZ

UNITED STATES
CANADA

RWYS 05, 06L/R

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2B1)

TORONTO, ONT
RNAV STAR

D-ATIS		Apt Elev	Alt Set: INCHES Trans level: FL180
120.825	133.1	569	RNAV 1 - D/D/I or GNSS required
			1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

DUVOS 4 ARRIVAL (BOXUM.DUVOS4)
(RWYS 15L/R)

SAULT STE MARIE
112.2 SSM

OTNIK
NAKAL
GOPAK
TUDAN
SETGO
IRKIM
DARID
BOXUM
DUVOS
At 220 KT
7000
ONGOX
BLOOS
BEFNI
PILKI
(FACF)

SAULT STE MARIE (SSM.DUVOS4)
OTNIK (OTNIK.DUVOS4)
IRKIM (IRKIM.DUVOS4)

MHA 8000

NOT TO SCALE NOT TO SCALE

RW15L

EDENVALE CNV8
BARRIE-ORILLIA Lake Simcoe CYLS
HANOVER Saugeen Mun CYHS
WINGHAM Richard W Levan CPR7
BRAMPTON -Caledon CNC3
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2B2)

TORONTO, ONT
RNAV STAR

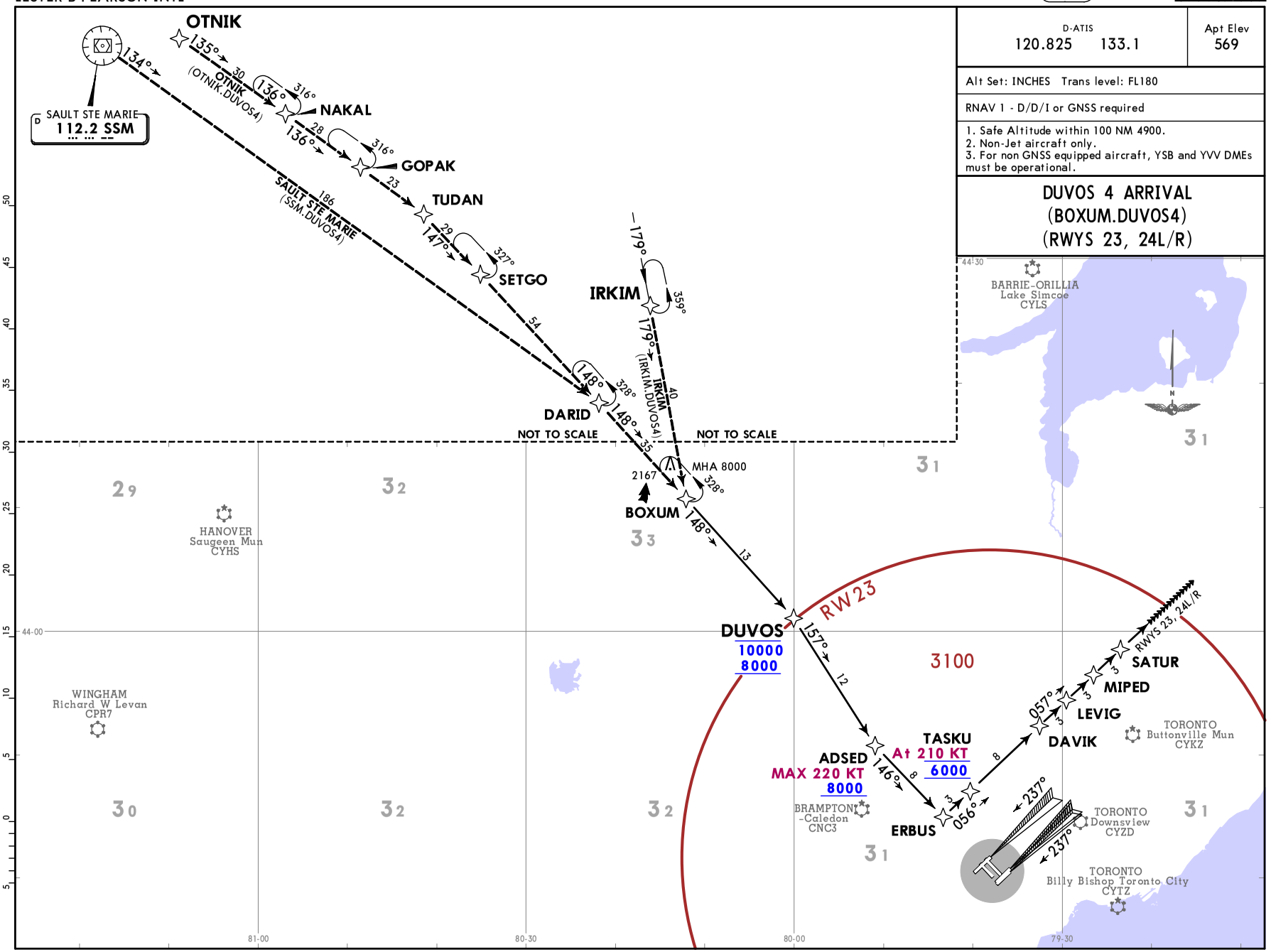
D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

DUVOS 4 ARRIVAL
(BOXUM.DUVOS4)
(RWYS 23, 24L/R)



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2B3)

TORONTO, ONT
RNAV STAR

D-ATIS		Apt Elev	Alt Set: INCHES Trans level: FL180
120.825	133.1	569	RNAV 1 - D/D/I or GNSS required
			1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

DUVOS 4 ARRIVAL (BOXUM.DUVOS4) (RWY 33L)

SAULT STE MARIE
112.2 SSM

OTNIK
135°
134°
OTNIK
(OTNIK.DUVOS4)
30
136°
316°
NAKAL
28
136°
316°
GOPAK
23
TUDAN
186
SAULT STE MARIE
(SSM.DUVOS4)
29
147°
327°
SETGO
54
148°
328°
DARID
148°
35
179°
359°
IRKIM
179°
(IRKIM.DUVOS4)
IRKIM
40

NOT TO SCALE
NOT TO SCALE

MHA 8000
2167
BOXUM
328°
148°
13

DUVOS
MAX 220 KT
10000
8000
153°
20

ERBUS
At 210 KT
8000
090°
8

REVOV
146°
12

NOXER
3
ALORU
147°
3
DANAV
3
ALMAX
RWY 33L

RW33L
3100

BARRIE-ORILLIA
Lake Simcoe
CYLS
KINCARDINE
CYKM
HANOVER
Saugeen Mun
CYHS
WINGHAM
Richard W Levan
CPR7
GODERICH
CYGD
BRAMPTON
-Caledon
CNC3
TORONTO
Buttonville Mun
CYKZ
TORONTO
Oshawa Executive
CYOO
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
BURLINGTON
-Executive
CZBA
KITCHENER
Waterloo
CYKF
STRATFORD
-Mun
CYSA

CANADA
UNITED STATES

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2B4)

TORONTO, ONT
RNAV STAR

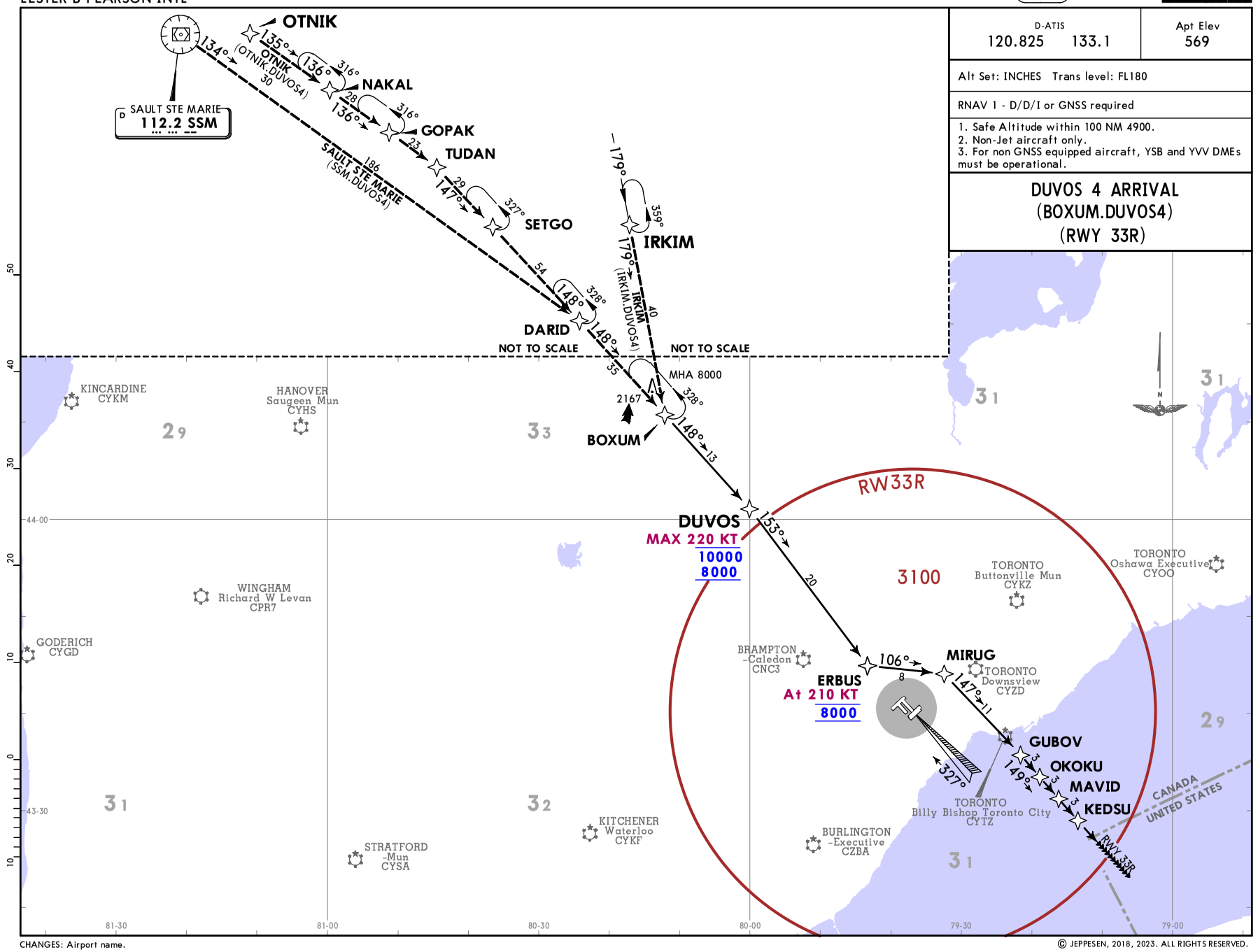
D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

DUVOS 4 ARRIVAL
(BOXUM.DUVOS4)
(RWY 33R)



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-2C)
RNAV STAR

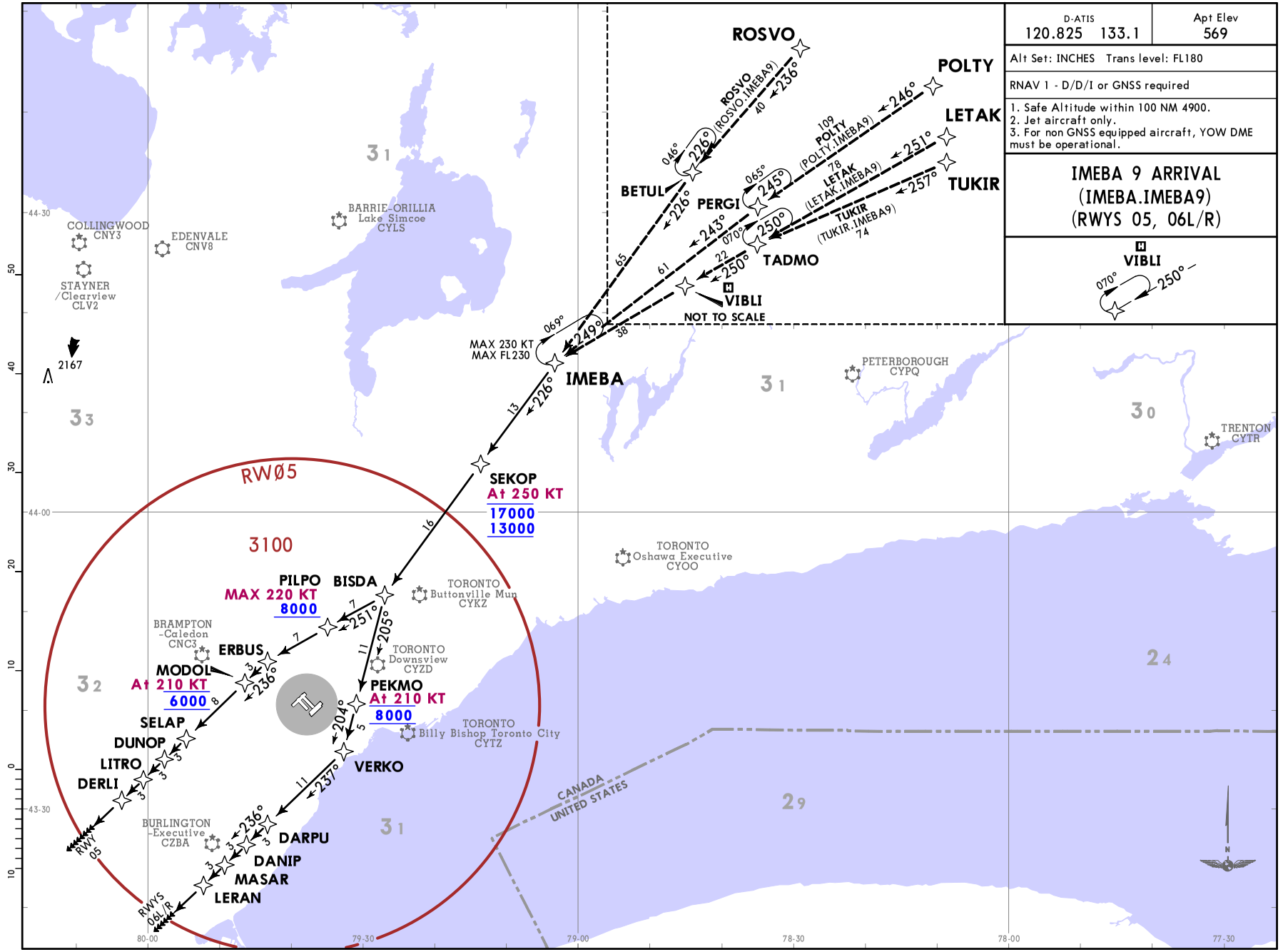
D-ATIS	Apt Elev
120.825 133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.
3. For non GNSS equipped aircraft, YOW DME must be operational.

IMEBA 9 ARRIVAL
(IMEBA.IMEBA9)
(RWYS 05, 06L/R)



CHANGES: Airport name.

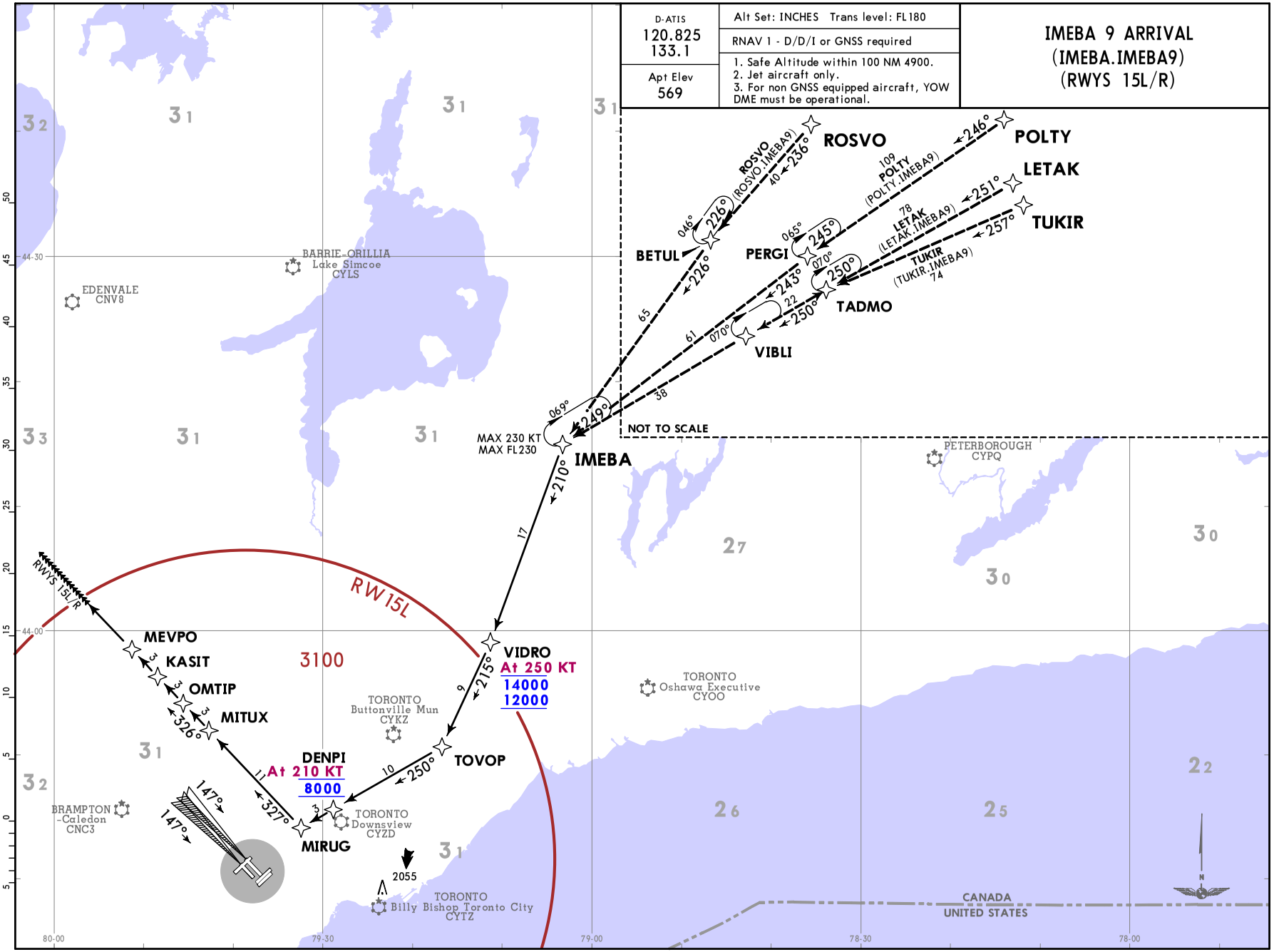
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2C1)

TORONTO, ONT
RNAV STAR

D-ATIS	Alt Set: INCHES Trans level: FL180
120.825 133.1	RNAV 1 - D/D/I or GNSS required
Apt Elev 569	1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only. 3. For non GNSS equipped aircraft, YOW DME must be operational.

IMEBA 9 ARRIVAL
(IMEBA.IMEBA9)
(RWYS 15L/R)



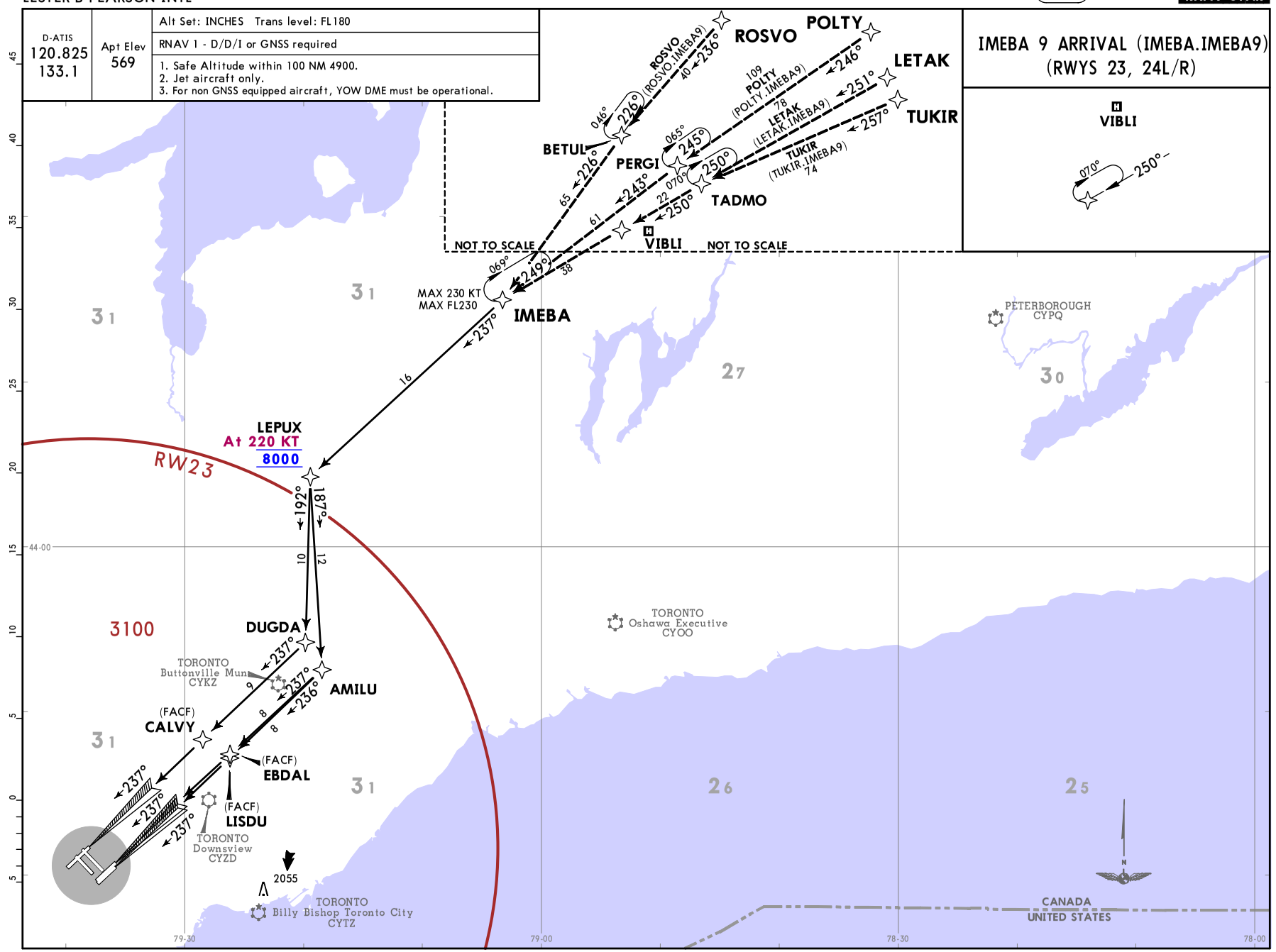
CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-2C2) RNAV STAR

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only. 3. For non GNSS equipped aircraft, YOW DME must be operational.

IMEBA 9 ARRIVAL (IMEBA.IMEBA9)
(RWYS 23, 24L/R)



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2C3)

TORONTO, ONT
RNAV STAR

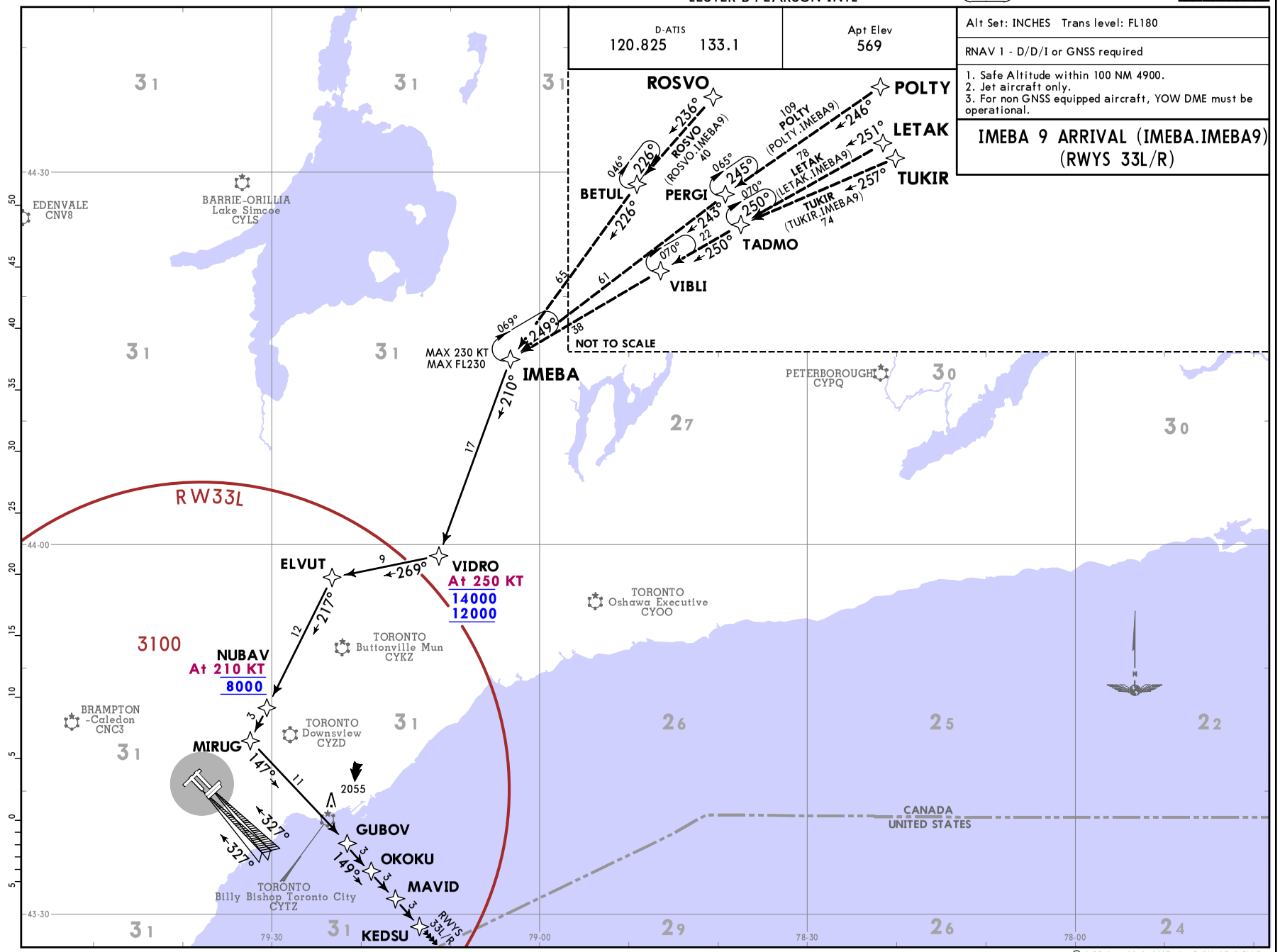
D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.
3. For non GNSS equipped aircraft, YOW DME must be operational.

IMEBA 9 ARRIVAL (IMEBA.IMEBA9)
(RWYS 33L/R)

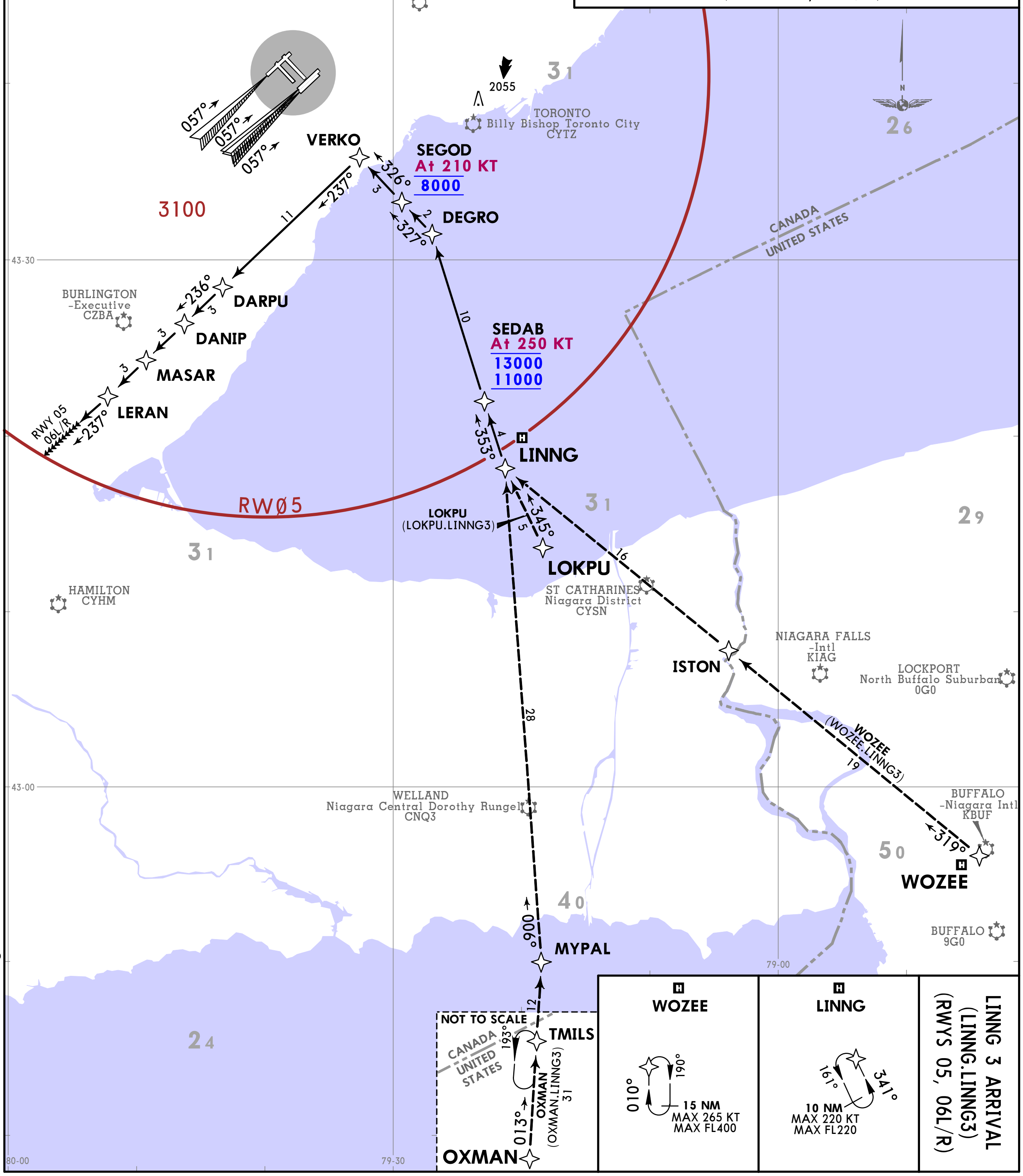


CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

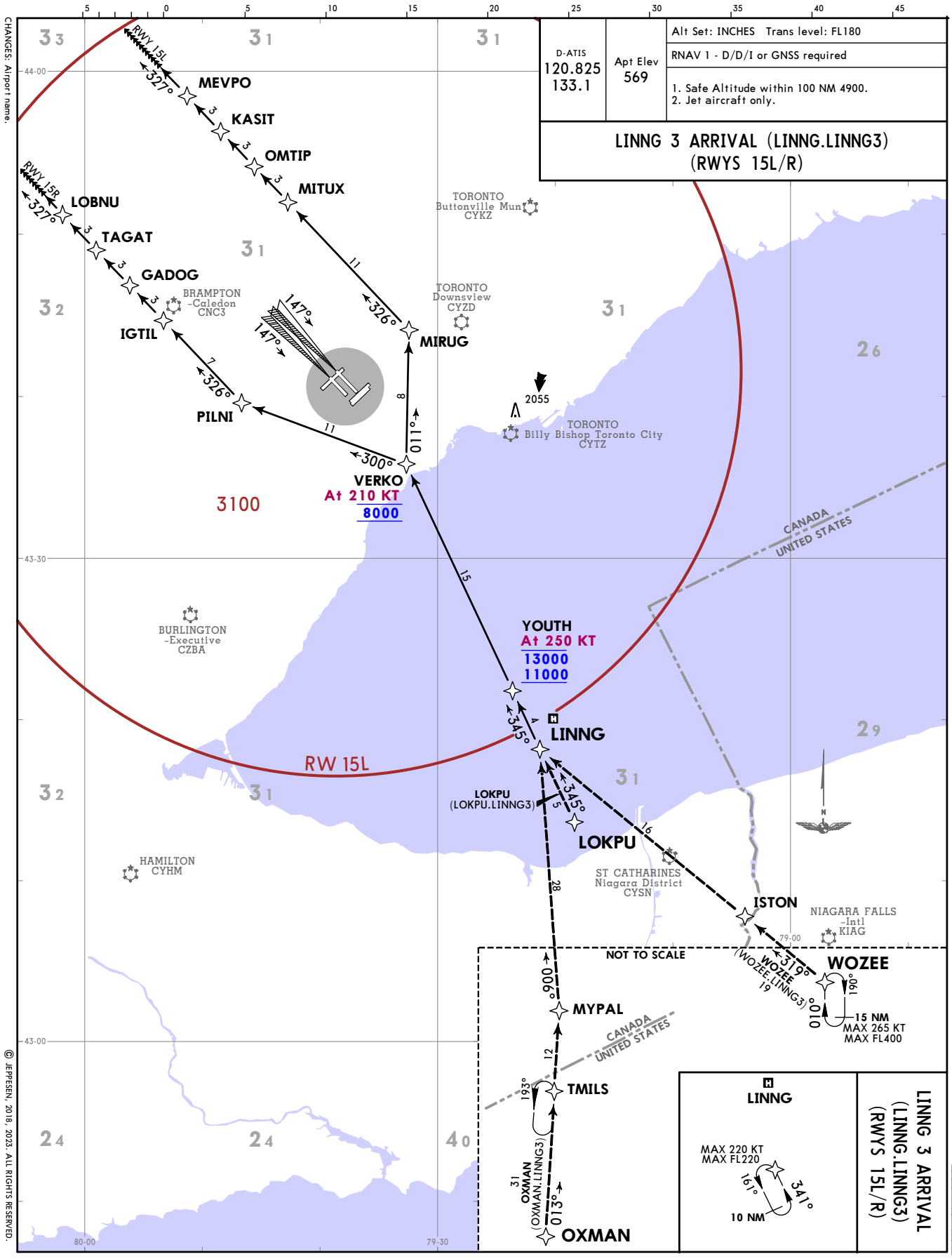
D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180
		RNAV 1 - D/D/I or GNSS required
		1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only.

LINNG 3 ARRIVAL (LINNG.LINNG3) (RWYS 05, 06L/R)



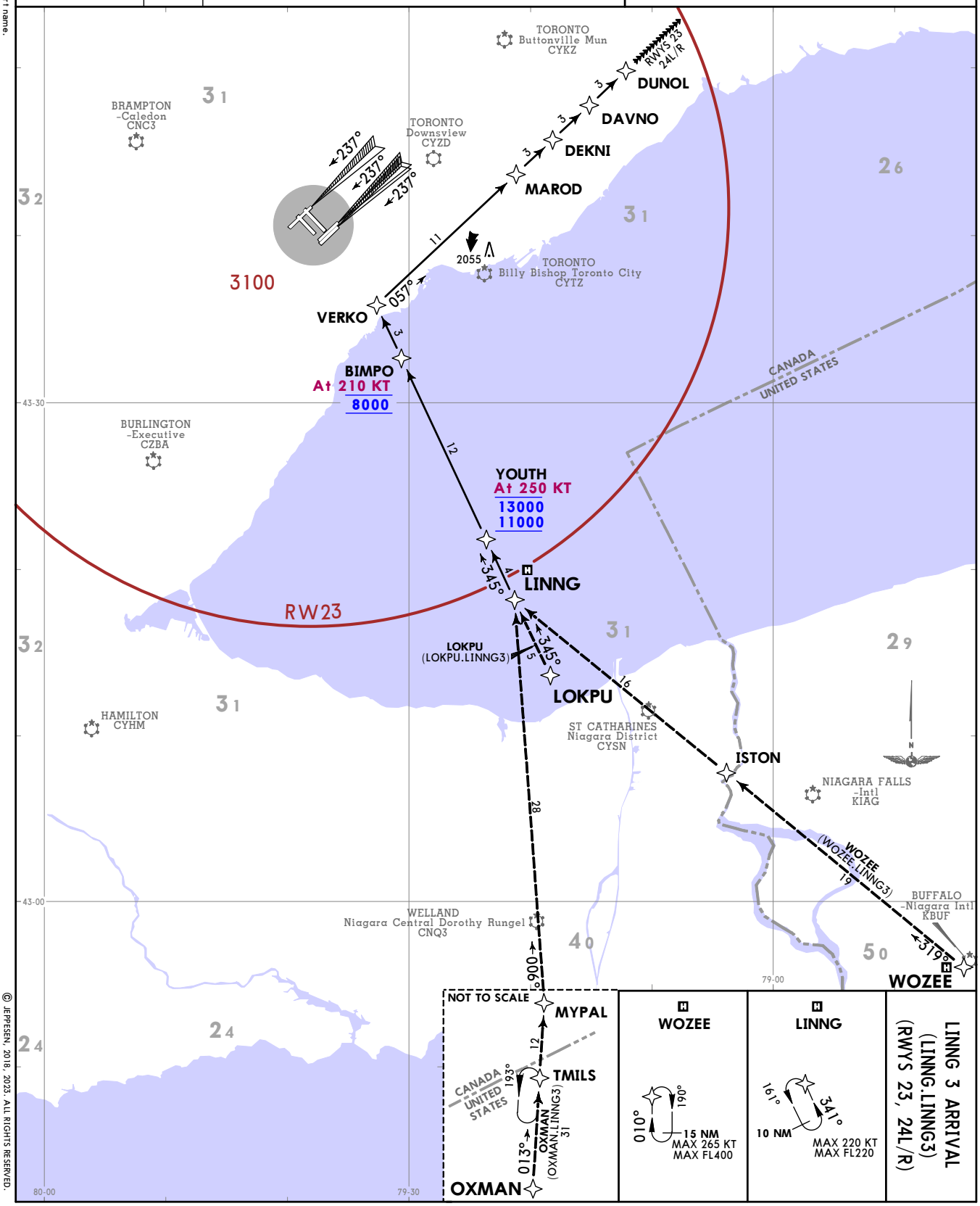
VERKO
SEGOD
At 210 KT
8000
DEGRO
326°
327°
237°
11
3100
DARPU
236°
DANIP
MASAR
LERAN
237°
RWY 05
06L/R
SEDAB
At 250 KT
13000
11000
10
LINNG
353°
RWØ5
LOKPU
(LOKPU.LINNG3)
345°
16
ISTON
WOZEE
(WOZEE.LINNG3)
19
319°
28
MYPAL
006°
TMILS
OXMAN
(OXMAN.LINNG3)
31
013°
193°
NOT TO SCALE
CANADA
UNITED STATES
TORONTO
Buttonville Mun
CYKZ
BRAMPTON
-Caledon
CNC3
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
2055
BURLINGTON
-Executive
CZBA
HAMILTON
CYHM
ST CATHARINES
Niagara District
CYSN
NIAGARA FALLS
-Intl
KIAG
LOCKPORT
North Buffalo Suburban
0G0
WELLAND
Niagara Central Dorothy Rungeli
CNQ3
BUFFALO
-Niagara Intl
KBUF
BUFFALO
9G0
43-30
43-00
80-00
79-30
79-00
WOZEE
010°
190°
15 NM
MAX 265 KT
MAX FL400
LINNG
161°
341°
10 NM
MAX 220 KT
MAX FL220

CHANGES: Airport name.


D-ATIS
120.825
133.1
Apt Elev
569
Alt Set: INCHES Trans level: FL180
RNAV 1 - D/D/I or GNSS required
1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.
LINNG 3 ARRIVAL (LINNG.LINNG3)
(RWYS 15L/R)
RWY 15L
RWY 15R
MEVPO
KASIT
OMTIP
MITUX
LOBNU
TAGAT
GADOG
IGTIL
PILNI
VERKO
At 210 KT
8000
MIRUG
3100
TORONTO
Buttonville Mun
CYKZ
BRAMPTON
-Caledon
CNC3
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
2055
CANADA
UNITED STATES
BURLINGTON
-Executive
CZBA
YOUTH
At 250 KT
13000
11000
LINNG
RW 15L
LOKPU
(LOKPU.LINNG3)
HAMILTON
CYHM
ST CATHARINES
Niagara District
CYSN
ISTON
NIAGARA FALLS
-Intl
KIAG
NOT TO SCALE
WOZEE
(WOZEE.LINNG3)
MYPAL
TMILS
OXMAN
(OXMAN.LINNG3)
LINNG
MAX 220 KT
MAX FL220
10 NM
15 NM
MAX 265 KT
MAX FL400
CYYZ/YYZ
LESTER B PEARSON INTL
28 APR 23 (0-2D1)
JEPPESEN
TORONTO, ONT
RNAV STAR
LINNG 3 ARRIVAL
(LINNG.LINNG3)
(RWYS 15L/R)
CHANGES: Airport name.
© JEPPESEN, 2018, 2023. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only.

LINNG 3 ARRIVAL (LINNG.LINNG3) (RWYS 23, 24L/R)

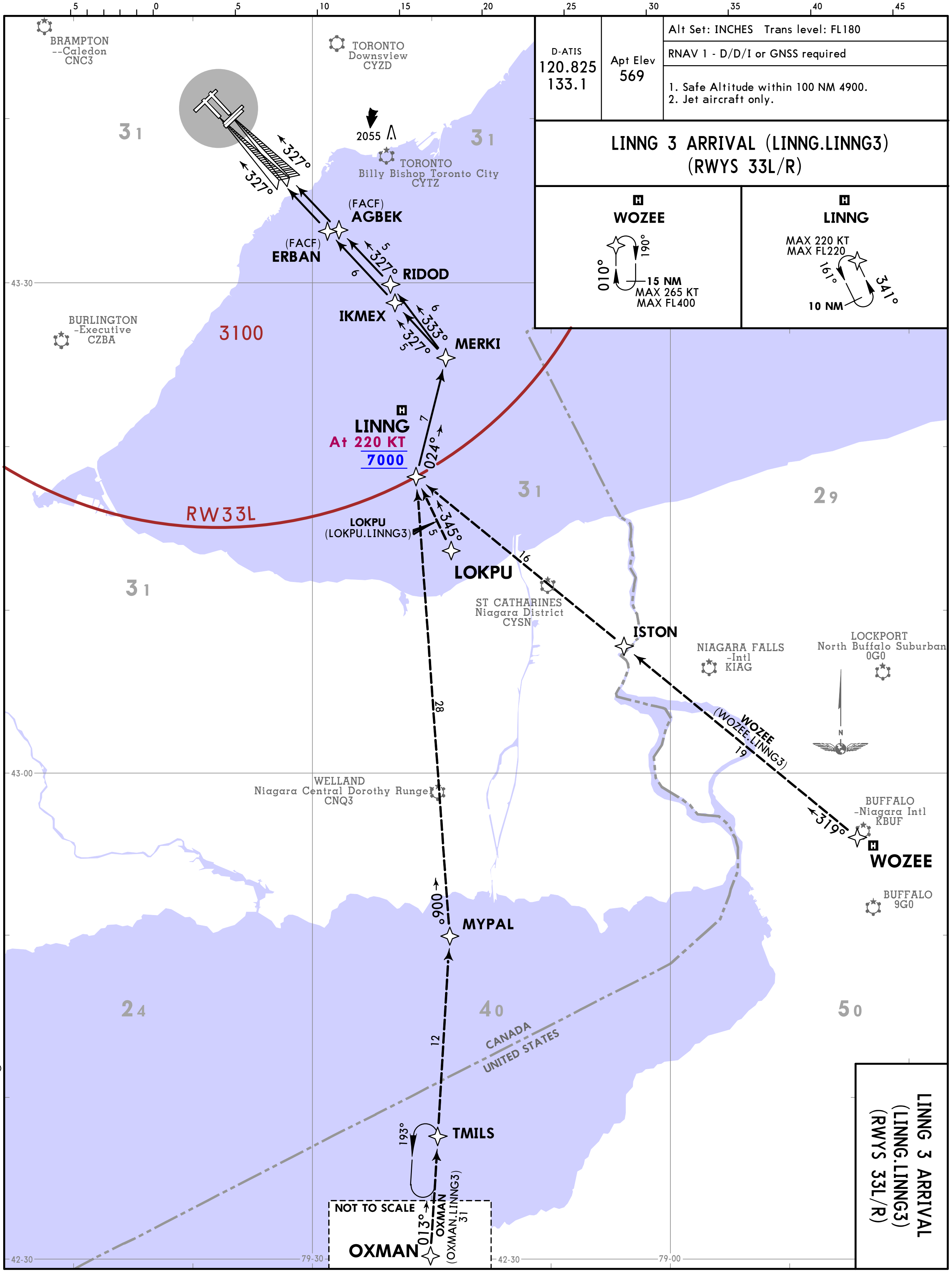


CHANGES: Airport name.

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only.

LINNG 3 ARRIVAL (LINNG.LINNG3) (RWYS 33L/R)

WOZEE	LINNG
010° 190° 15 NM MAX 265 KT MAX FL400	MAX 220 KT MAX FL220 161° 341° 10 NM


BRAMPTON
--Caledon
CNC3
TORONTO
Downsview
CYZD
2055
TORONTO
Billy Bishop Toronto City
CYTZ
327°
(FACF)
AGBEK
(FACF)
ERBAN
RIDOD
IKMEX
MERKI
333°
3100
BURLINGTON
-Executive
CZBA
LINNG
At 220 KT
7000
024°
RW33L
LOKPU
(LOKPU.LINNG3)
345°
LOKPU
ST CATHARINES
Niagara District
CYSN
ISTON
NIAGARA FALLS
-Intl
KIAG
LOCKPORT
North Buffalo Suburban
0G0
WOZEE
(WOZEE.LINNG3)
319°
BUFFALO
-Niagara Intl
KBUF
WOZEE
BUFFALO
9G0
WELLAND
Niagara Central Dorothy Runge
CNQ3
006°
MYPAL
CANADA
UNITED STATES
TMILS
193°
013°
NOT TO SCALE
OXMAN
OXMAN
(OXMAN.LINNG3)
43-30
43-00
42-30
79-30
79-00

LINNG 3 ARRIVAL
(LINNG.LINNG3)
(RWYS 33L/R)

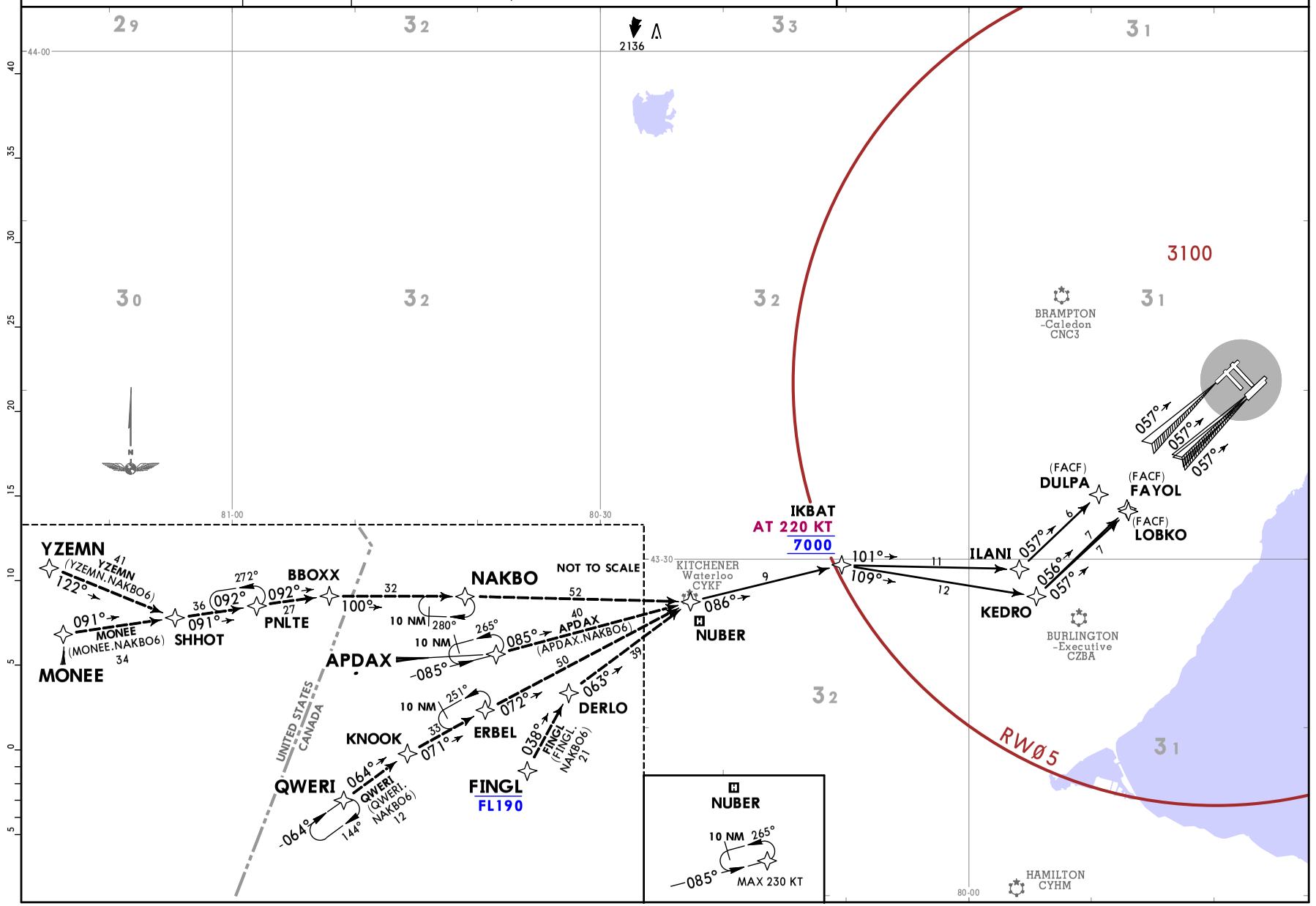
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN 29 SEP 23 10-2E Eff 5 Oct

TORONTO, ONT
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
120.825 133.1	569	RNAV 1 - D/D/I or GNSS required
		1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only.

NAKBO 6 ARRIVAL (NUBER.NAKBO6)
(RWYS 05, 06L/R)



CHANGES: Procedure renumbered, waypoint EBGAG withdrawn, revised.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
29 SEP 23 (10-2E1) Eff 5 Oct

TORONTO, ONT
RNAV STAR

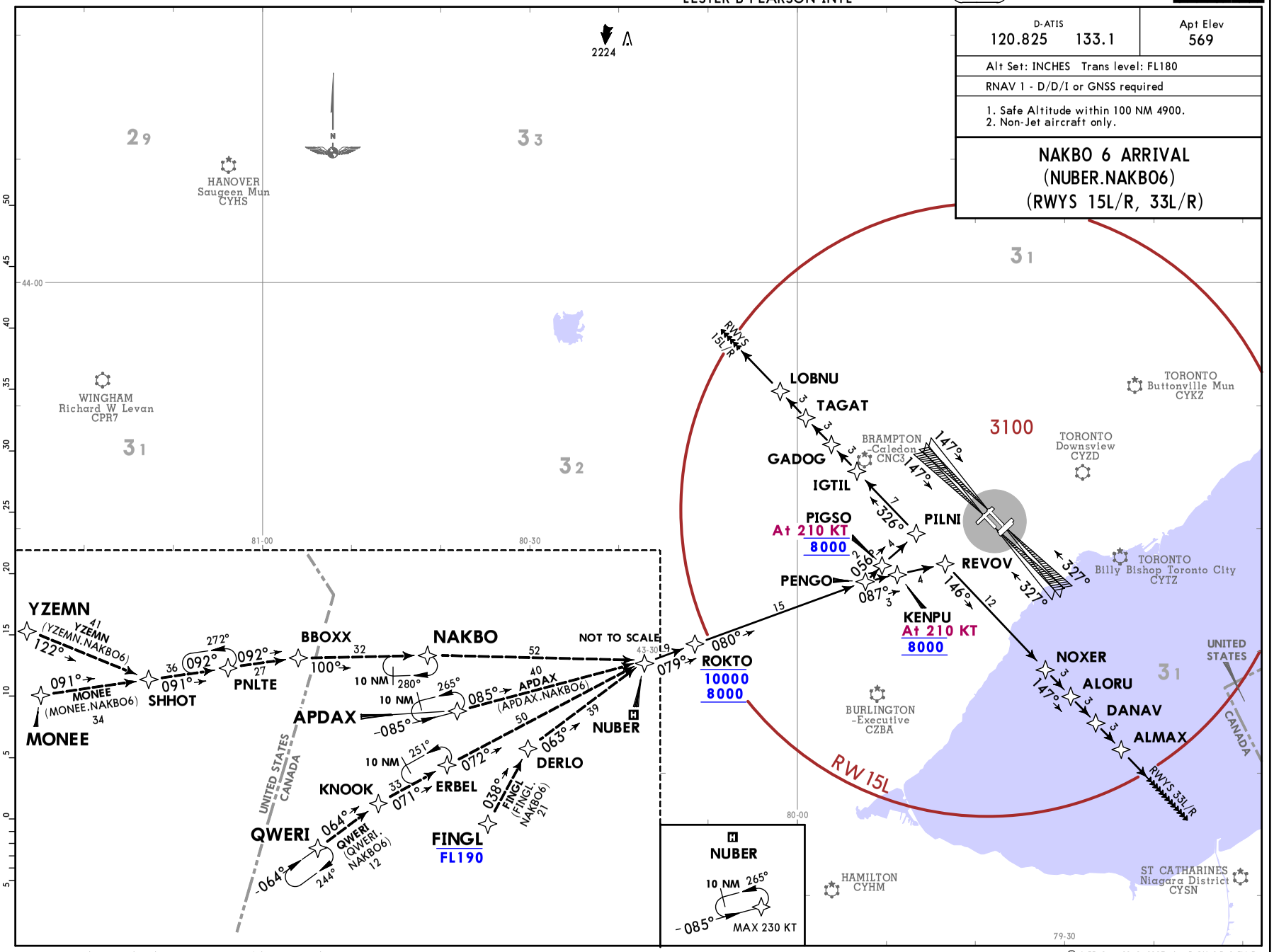
D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.

NAKBO 6 ARRIVAL
(NUBER.NAKBO6)
(RWYS 15L/R, 33L/R)



CHANGES: Procedure renumbered, waypoint EBGAG withdrawn, revised.

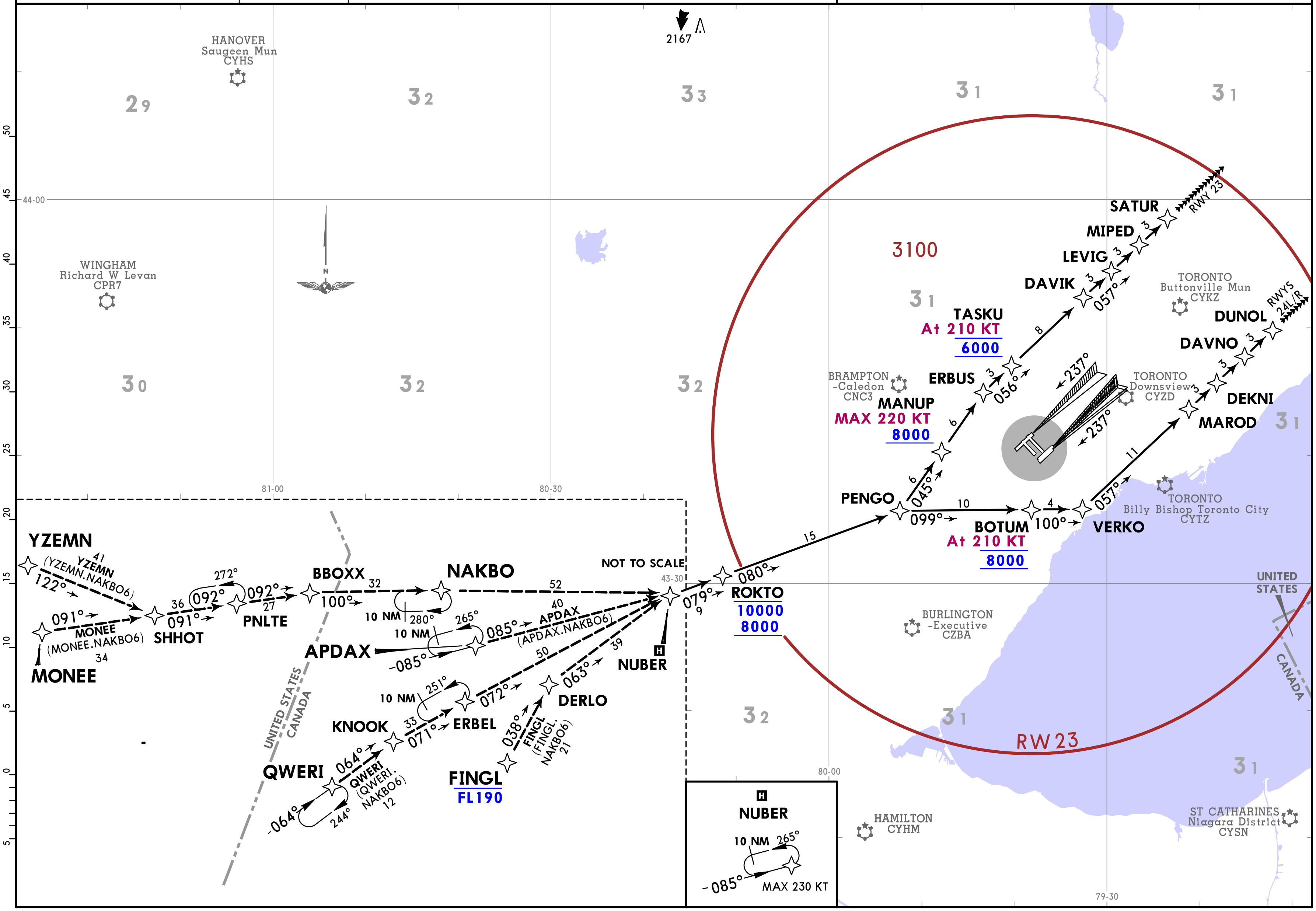
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN 29 SEP 23 (10-2E2) Eff 5 Oct

TORONTO, ONT
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
120.825 133.1	569	RNAV 1 - D/D/I or GNSS required
		1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only.

NAKBO 6 ARRIVAL (NUBER.NAKBO6) (RWYS 23, 24L/R)



YZEMN
YZEMN (YZEMN.NAKBO6) 41
122°
MONEE
MONEE (MONEE.NAKBO6) 34
091°
SHHOT
36 091°
092° 272°
PNLTE
27 092°
BBOXX
100° 32
NAKBO
10 NM 280°
52
APDAX
-085° 10 NM 265°
APDAX (APDAX.NAKBO6) 40
085°
KNOOK
QWERI
QWERI (QWERI.NAKBO6) 12
064° -064° 244°
33 071°
ERBEL
10 NM 251°
072° 50
FINGL
FL190
FINGL (FINGL.NAKBO6) 21
038°
DERLO
063° 39
NUBER
NOT TO SCALE
UNITED STATES
CANADA
079° 9
ROKTO
10000
8000
080°
15
PENGO
045° 6
099° 10
MANUP
MAX 220 KT
8000
6
ERBUS
3 056°
TASKU
At 210 KT
6000
8
DAVIK
3 057°
LEVIG
3
MIPED
3
SATUR
RWY 23
BOTUM
At 210 KT
8000
100° 4
VERKO
057° 11
MAROD
3
DEKNI
3
DAVNO
3
DUNOL
RWYS 24L/R
237°
237°
3100
RW23
HANOVER Saugeen Mun CYHS
WINGHAM Richard W Levan CPR7
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Buttonville Mun CYKZ
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
HAMILTON CYHM
ST CATHARINES Niagara District CYSN
2167
29 32 33 31 31 30 32 32 31 31 32 31 31
44-00 43-30 81-00 80-30 80-00 79-30
NUBER
10 NM 265°
-085°
MAX 230 KT

CHANGES: Procedure renumbered, waypoint EBGAG withdrawn, revised.

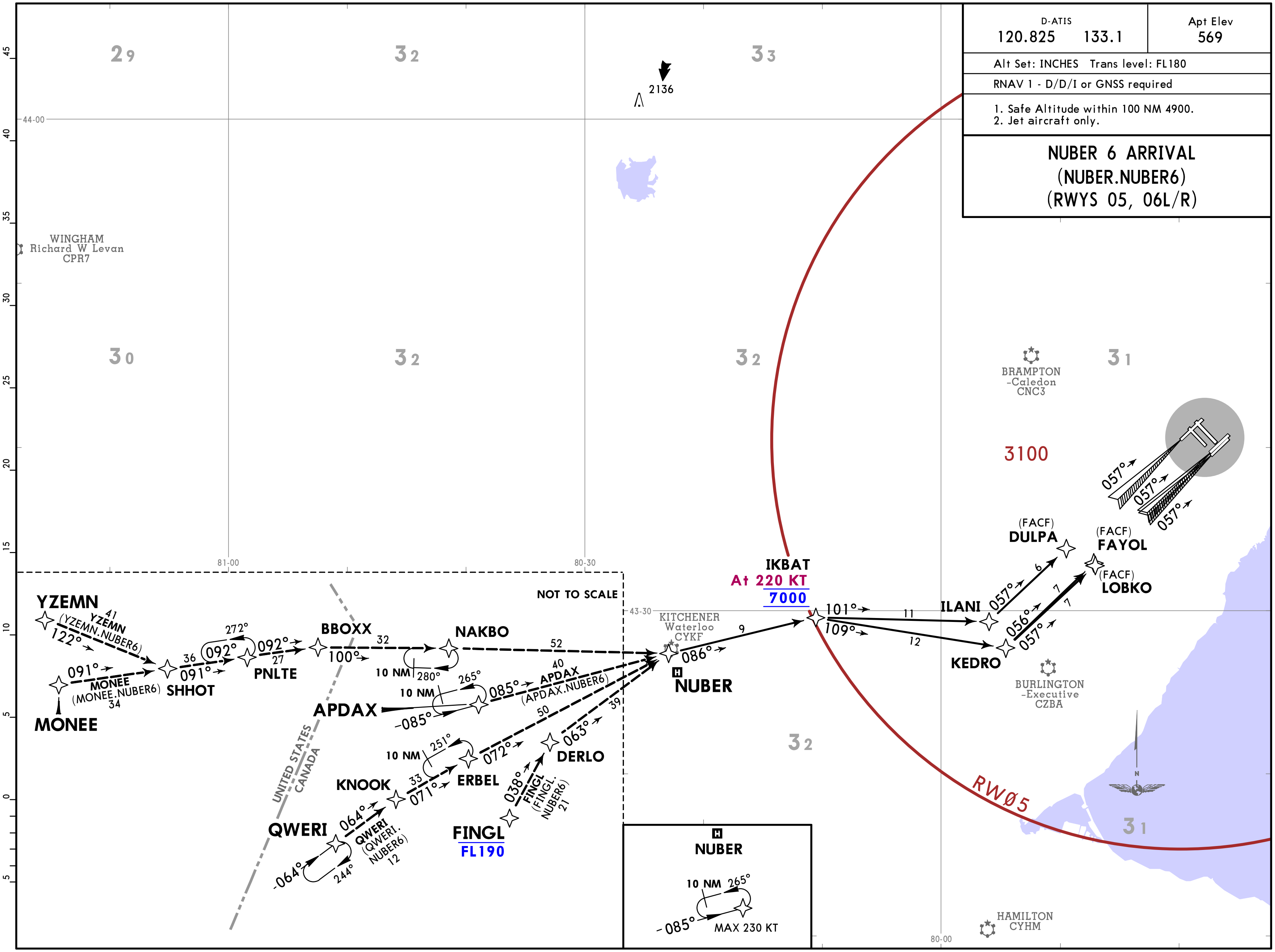
D-ATIS	Apt Elev
120.825 133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.

NUBER 6 ARRIVAL
(NUBER.NUBER6)
(RWYS 05, 06L/R)


WINGHAM
Richard W Levan
CPR7
2136
3100
BRAMPTON
-Caledon
CNC3
BURLINGTON
-Executive
CZBA
HAMILTON
CYHM
KITCHENER
Waterloo
CYKF
NOT TO SCALE
UNITED STATES
CANADA
YZEMN
(YZEMN.NUBER6)
122°
41
MONEE
(MONEE.NUBER6)
091°
34
SHHOT
36
091°
092°
272°
PNLTE
27
092°
BBOXX
100°
32
NAKBO
10 NM
280°
52
APDAX
-085°
10 NM
265°
085°
APDAX
(APDAX.NUBER6)
40
QWERI
-064°
244°
064°
QWERI
(QWERI.NUBER6)
12
KNOOK
33
071°
10 NM
251°
ERBEL
072°
50
FINGL
FL190
038°
FINGL
(FINGL.NUBER6)
21
DERLO
063°
39
NUBER
086°
9
IKBAT
At 220 KT
7000
101°
109°
11
12
ILANI
KEDRO
057°
6
056°
057°
7
7
(FACF)
DULPA
(FACF)
FAYOL
(FACF)
LOBKO
057°
057°
057°
RWØ5
NUBER
10 NM
265°
-085°
MAX 230 KT

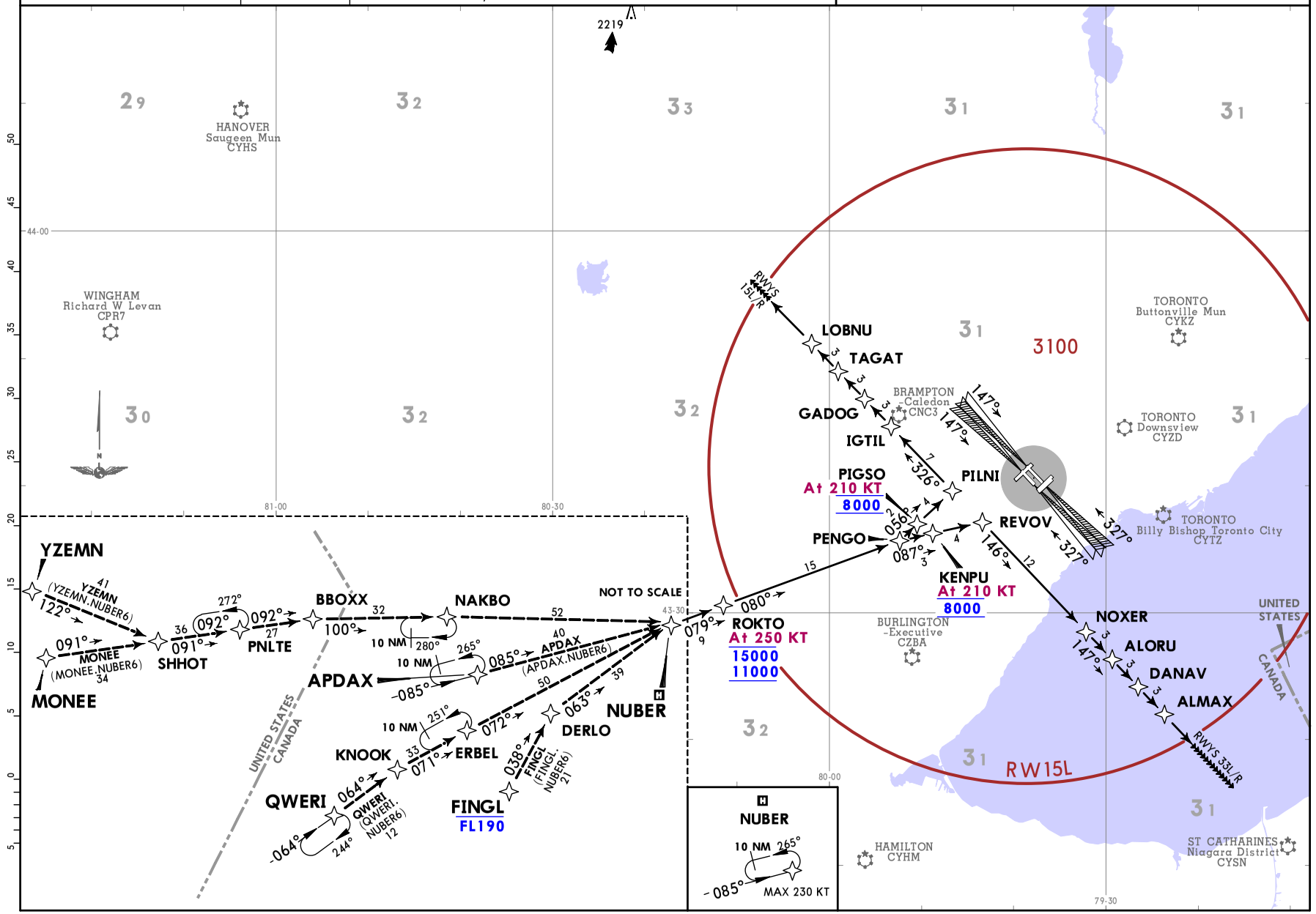
CHANGES: Procedure renumbered, waypoint EBGAG withdrawn, revised.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
29 SEP 23 (10-2E4) Eff 5 Oct RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
120.825 133.1	569	RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only.

NUBER 6 ARRIVAL (NUBER.NUBER6)
(RWYS 15L/R, 33L/R)



CHANGES: Procedure renumbered, waypoint EBGAG withdrawn, revised.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
29 SEP 23 (10-2E5) Eff 5 Oct

TORONTO, ONT
RNAV STAR

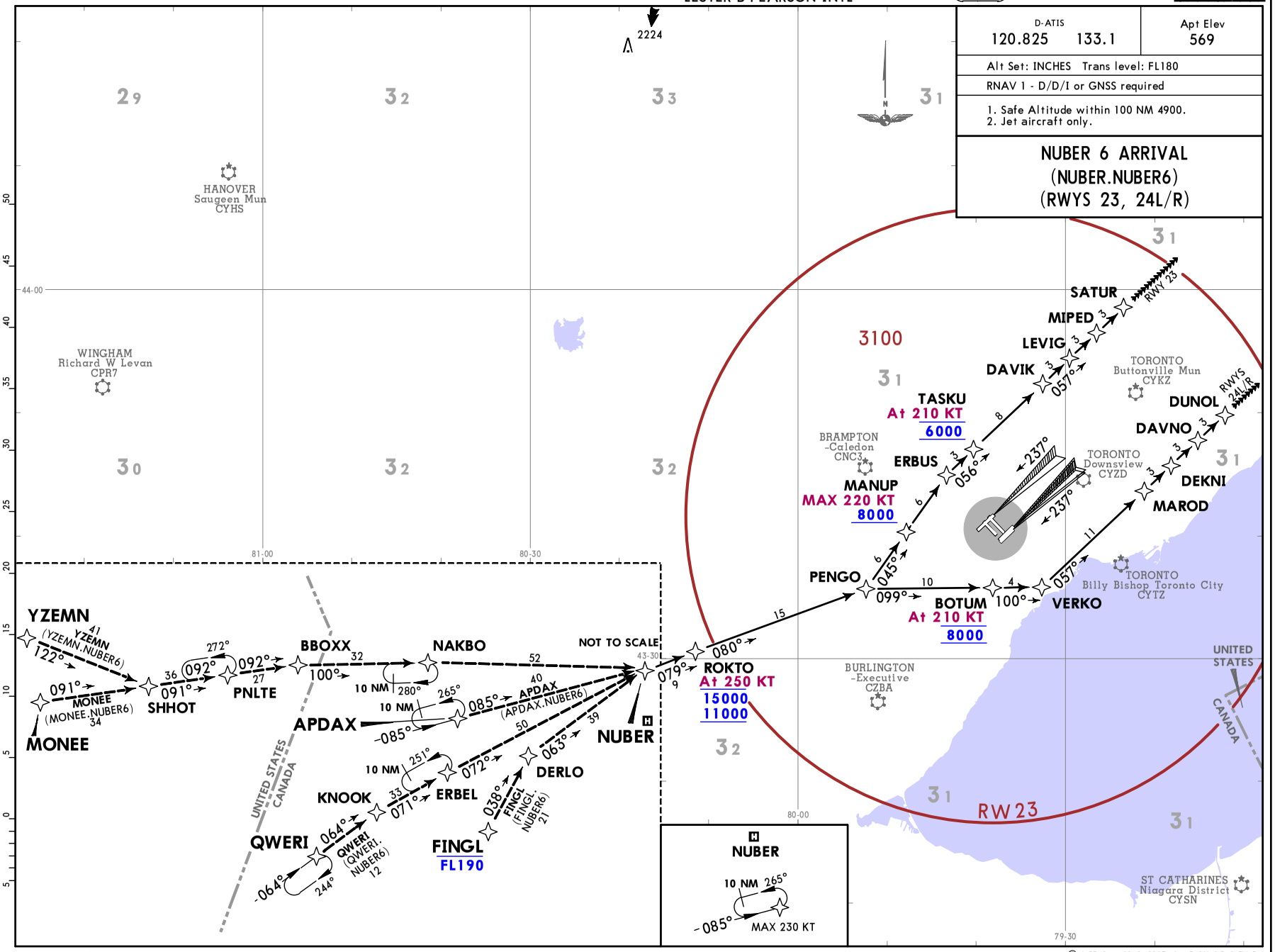
D-ATIS		Apt Elev
120.825	133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Jet aircraft only.

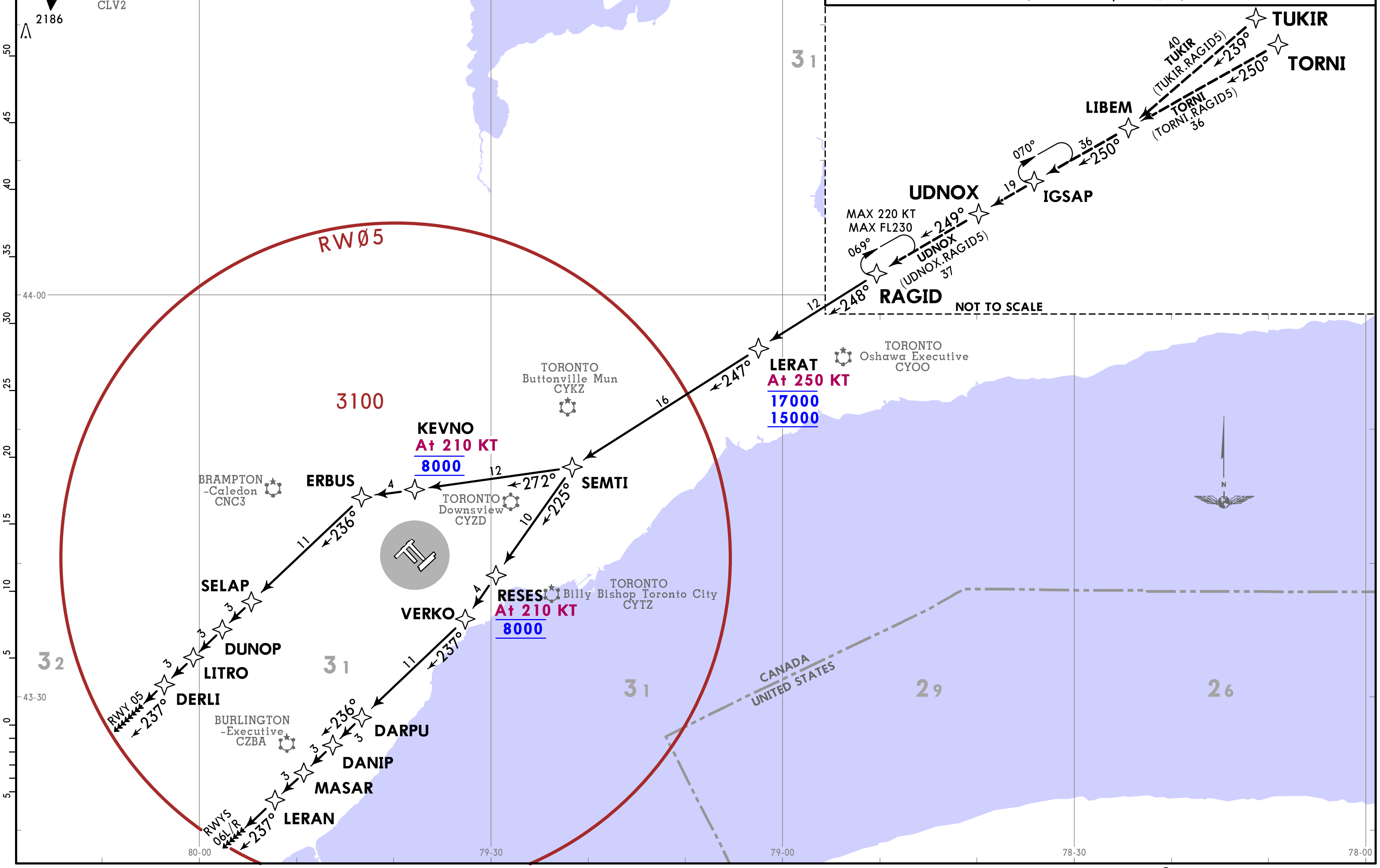
NUBER 6 ARRIVAL
(NUBER.NUBER6)
(RWYS 23, 24L/R)



CHANGES: Procedure renumbered, waypoint EBGAG withdrawn, revised.

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only. 3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

RAGID 5 ARRIVAL (RAGID.RAGID5)
(RWYS 05, 06L/R)


TUKIR
TORNI
40
TUKIR
(TUKIR.RAGID5)
239°
250°
TORNI
(TORNI.RAGID5)
36
LIBEM
070°
36
250°
19
IGSAP
UDNOX
MAX 220 KT
MAX FL230
249°
UDNOX
(UDNOX.RAGID5)
37
069°
RAGID
248°
12
NOT TO SCALE
LERAT
At 250 KT
17000
15000
247°
16
SEMTI
272°
225°
12
10
KEVNO
At 210 KT
8000
4
ERBUS
236°
11
SELAP
DUNOP
LITRO
DERLI
RWY 05
237°
RESES
At 210 KT
8000
VERKO
237°
DARPU
236°
DANIP
MASAR
LERAN
RWYS 06L/R
RW05
3100
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
BRAMPTON -Caledon CNC3
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
TORONTO Oshawa Executive CYOO
BARRIE-ORILLIA Lake Simcoe CYLS
COLLINGWOOD CNY3
EDENVALE CNV8
STAYNER /Clearview CLV2
2186
CANADA
UNITED STATES

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2F1)

TORONTO, ONT
RNAV STAR

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only. 3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

RAGID 5 ARRIVAL (RAGID.RAGID5)
(RWYS 15L/R)

BARRIE-ORILLIA
Lake Simcoe
CYLS

TUKIR
40
TUKIR
(TUKIR.RAGID5)
239°
250°
TORNI
(TORNI.RAGID5)
36
TORNI

LIBEM
36
250°
070°
IGSAP
19
249°
UDNOX
MAX 220 KT
MAX FL230
069°
UDNOX
(UDNOX.RAGID5)
37
NOT TO SCALE
RAGID
17
268°

VIDRO
At 250 KT
14000
12000

RW 15L
RWYS 15L/R
327°
MEVPO
3
KASIT
3
OMTIP
3
MITUX
11
326°
DENPI
At 210 KT
8000
3
MIRUG
9
215°
10
250°
TOVOP

3100

TORONTO
Buttonville Mun
CYKZ

TORONTO
Oshawa Executive
CYOO

BRAMPTON
Brampton-Caledon
CNC3

TORONTO
Downsview
CYZD

147°
147°

2055
TORONTO
Billy Bishop Toronto City
CYTZ

CANADA
UNITED STATES

31 31 27 30 31 26 25

44-00
79-30
79-00
78-30

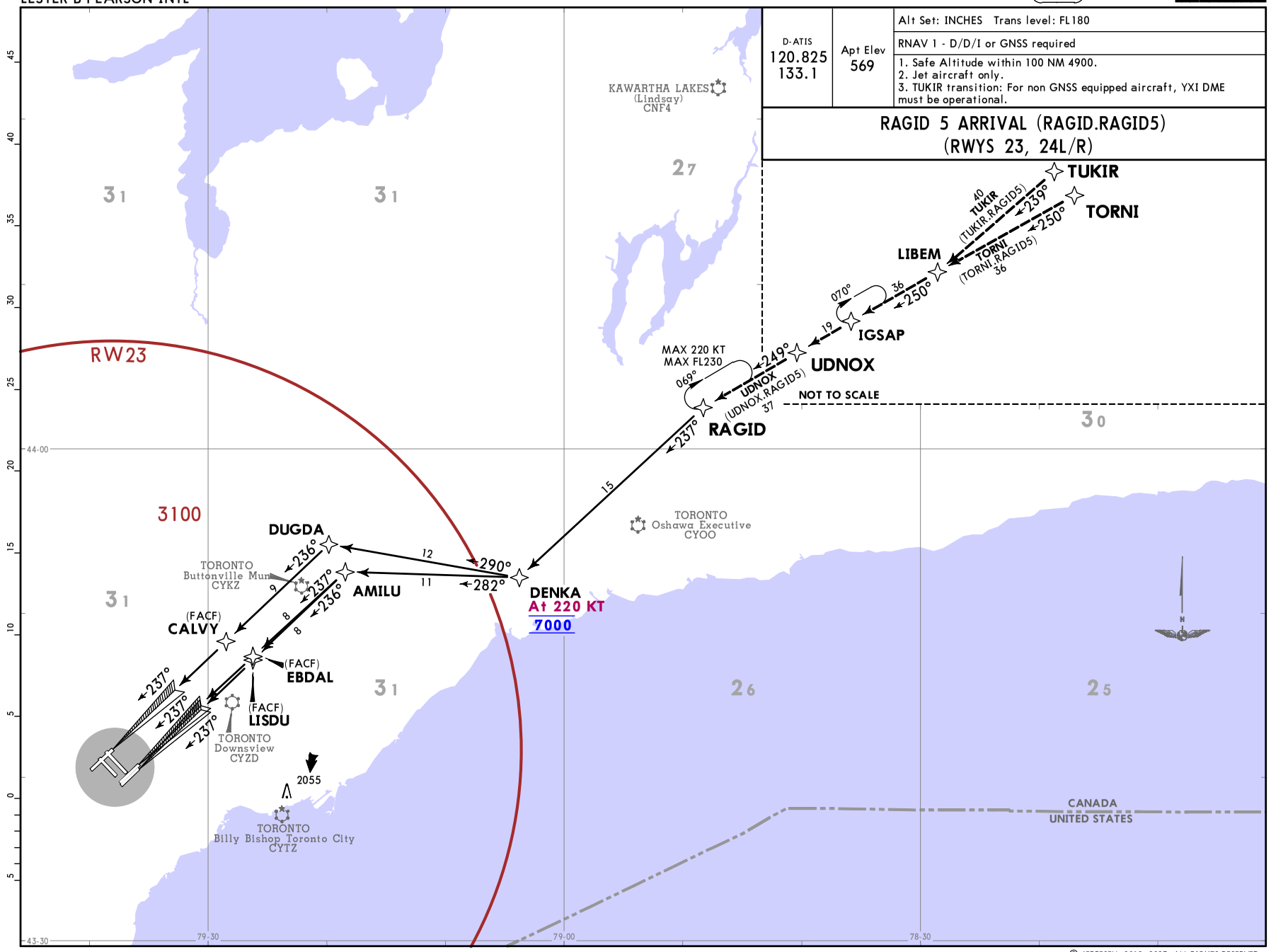
CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-2F2)
RNAV STAR

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180
		RNAV 1 - D/D/I or GNSS required
		1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only. 3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

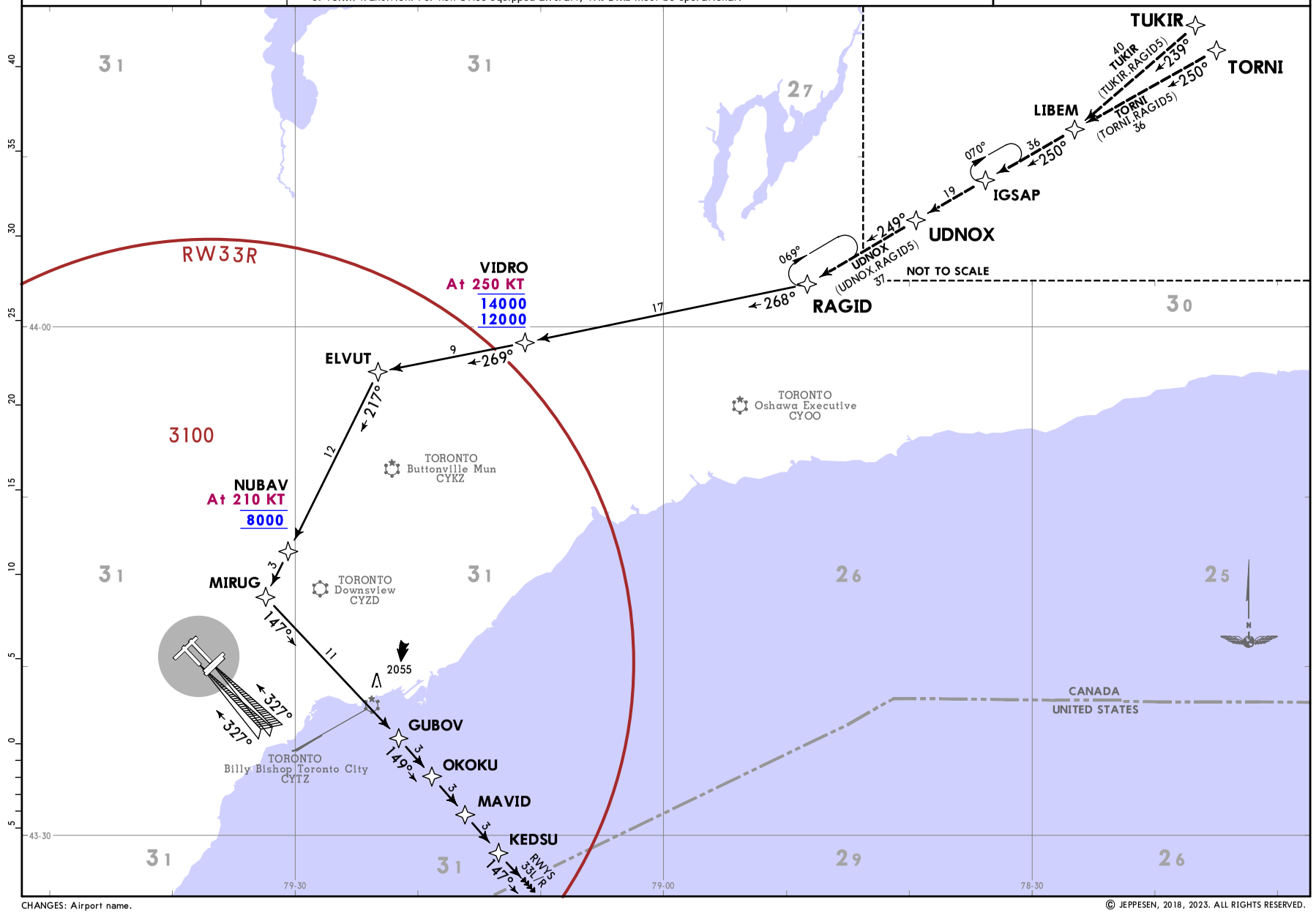
RAGID 5 ARRIVAL (RAGID.RAGID5)
(RWYS 23, 24L/R)



CHANGES: Airport name.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
120.825 133.1	569	RNAV 1 - D/D/I or GNSS required
		1. Safe Altitude within 100 NM 4900. 2. Jet aircraft only. 3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

RAGID 5 ARRIVAL (RAGID.RAGID5)
(RWYS 33L/R)



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2G)

TORONTO, ONT
RNAV STAR

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

UDNOX 5 ARRIVAL
(RAGID.UDNOX5)
(RWYS 05, 06L/R)

TUKIR
40
TUKIR
(TUKIR.UDNOX5)
239°
250°
TORNI
TORNI
(TORNI.UDNOX5)
36
LIBEM
070°
36
250°
IGSAP
19
UDNOX
249°
UDNOX
(UDNOX.UDNOX5)
37
069°
RAGID
12
248°
NOT TO SCALE
LERAT
10000
8000
247°
16
KEVNO
At 210 KT
8000
ERBUS
4
12
272°
SEMTI
11
236°
225°
10
SELAP
DUNOP
3
LITRO
3
DERLI
3
RWY 05
237°
057°
057°
VERKO
4
RESES
At 210 KT
8000
11
237°
DARPU
3
DANIP
3
MASAR
3
LERAN
RWYS
06L/R
237°
RW05
3100
COLLINGWOOD
CNY3
EDENVALE
CNV8
BARRIE-ORILLIA
Lake Simcoe
CYLS
STAYNER
/Clearview
CLV2
2186
TORONTO
Buttonville Mun
CYKZ
TORONTO
Oshawa Executive
CYOO
BRAMPTON
-Caledon
CNC3
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
BURLINGTON
-Executive
CZBA
CANADA
UNITED STATES
44-30
44-00
43-30
80-00
79-30
79-00
78-30
78-00

CHANGES: Airport name.

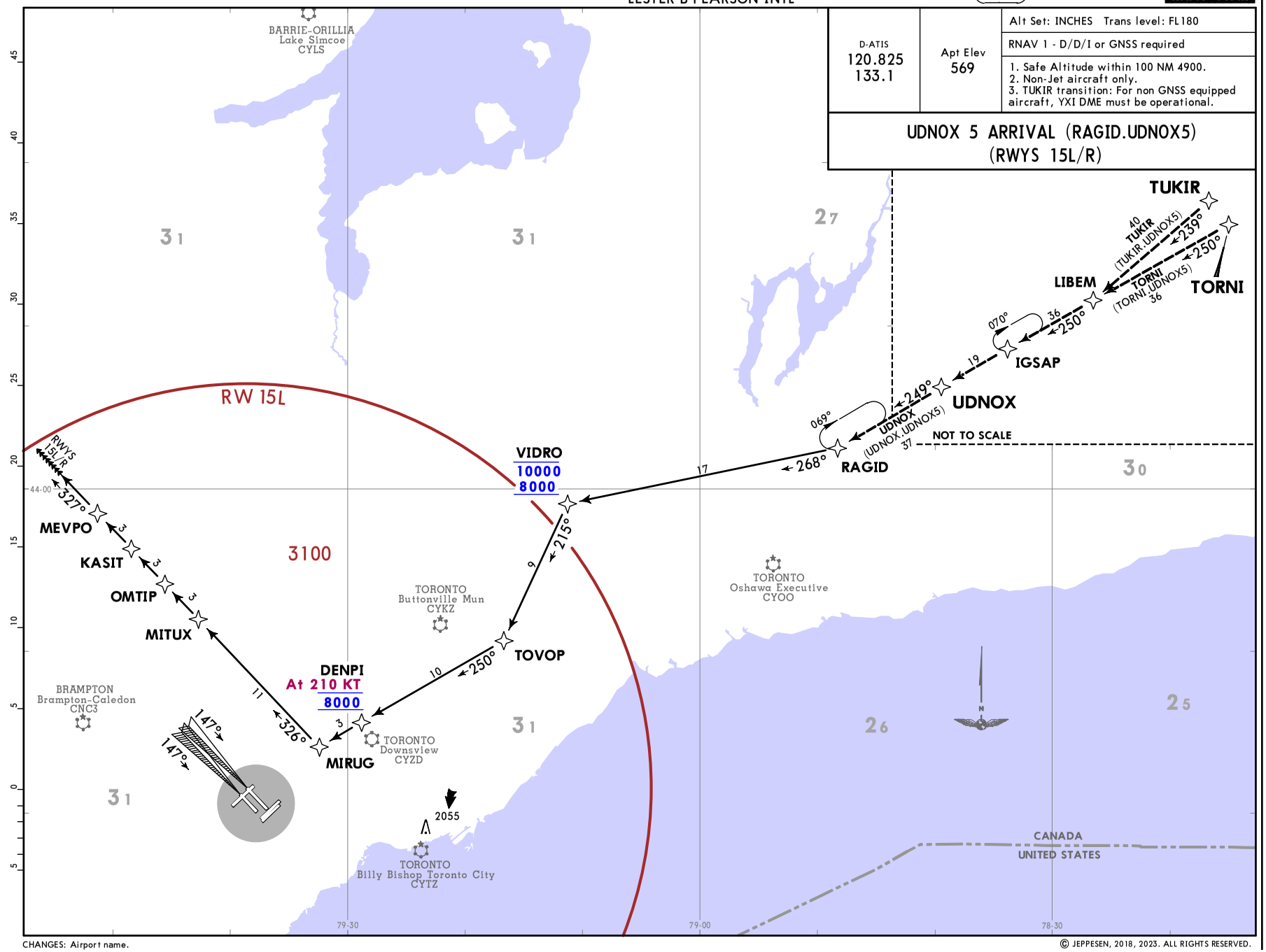
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2G1)

TORONTO, ONT
RNAV STAR

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

UDNOX 5 ARRIVAL (RAGID.UDNOX5)
(RWYS 15L/R)



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2G2)

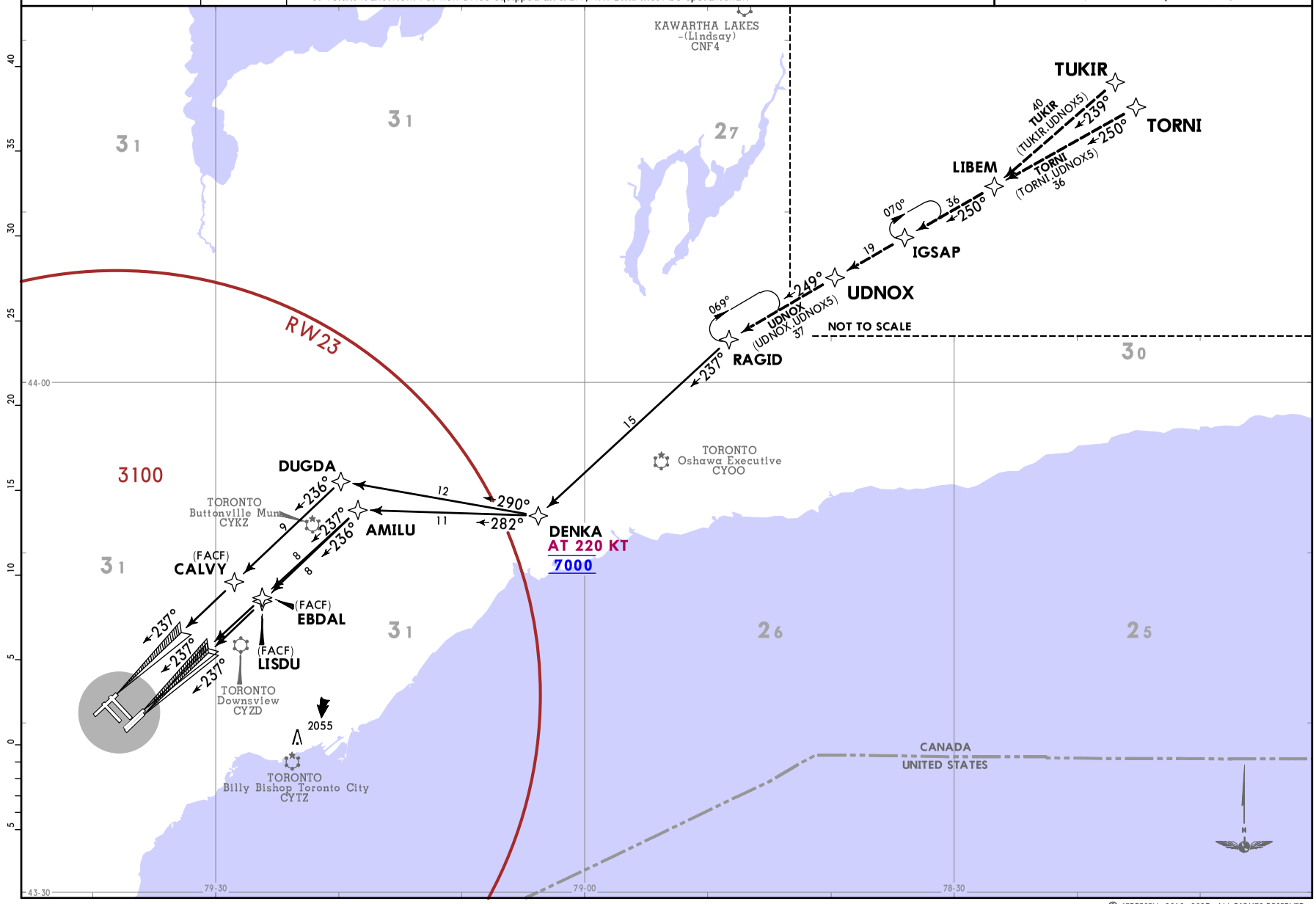
TORONTO, ONT
RNAV STAR

D-ATIS
120.825 133.1

Apt Elev
569

Alt Set: INCHES Trans level: FL180
RNAV 1 - D/D/I or GNSS required
1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

UDNOX 5 ARRIVAL
(RAGID.UDNOX5)
(RWYS 23, 24L/R)



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

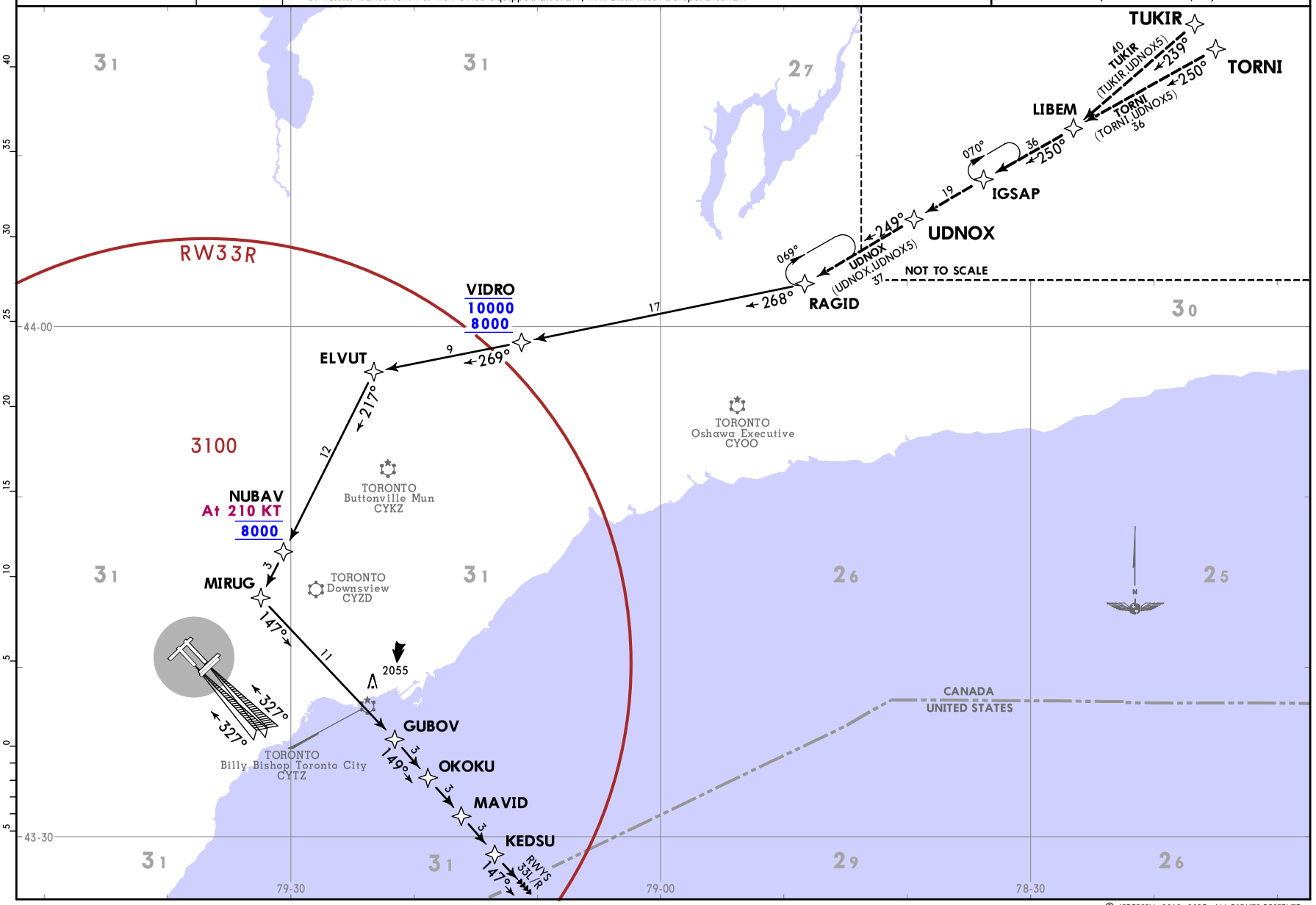
JEPPESEN
28 APR 23 (10-2G3)

TORONTO, ONT
RNAV STAR

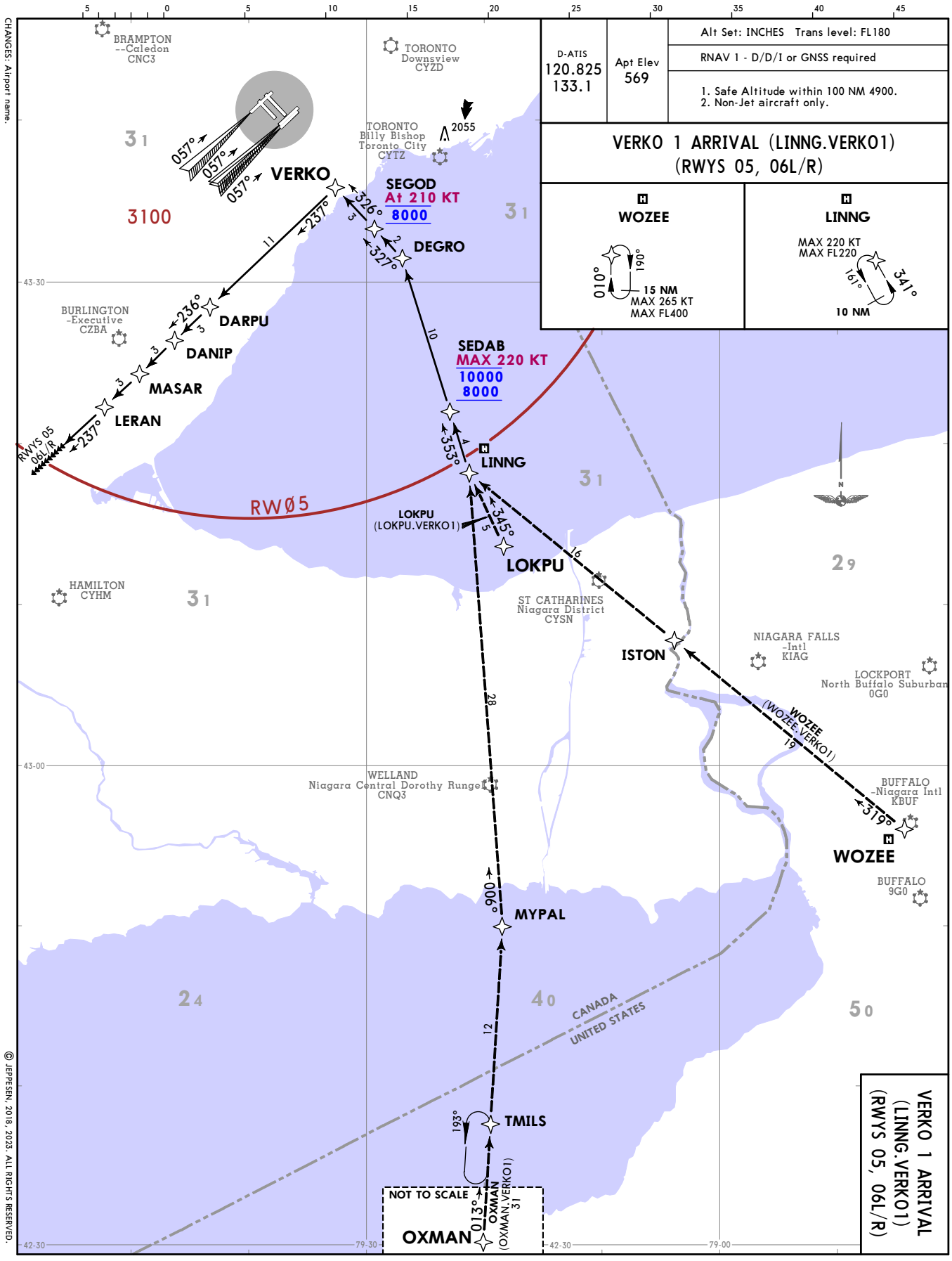
D-ATIS	Apt Elev
120.825 133.1	569

Alt Set: INCHES Trans level: FL180
RNAV 1 - D/D/I or GNSS required
1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
3. TUKIR transition: For non GNSS equipped aircraft, YXI DME must be operational.

UDNOX 5 ARRIVAL (RAGID.UDNOX5) (RWYS 33L/R)



CHANGES: Airport name.


CHANGES: Airport name.
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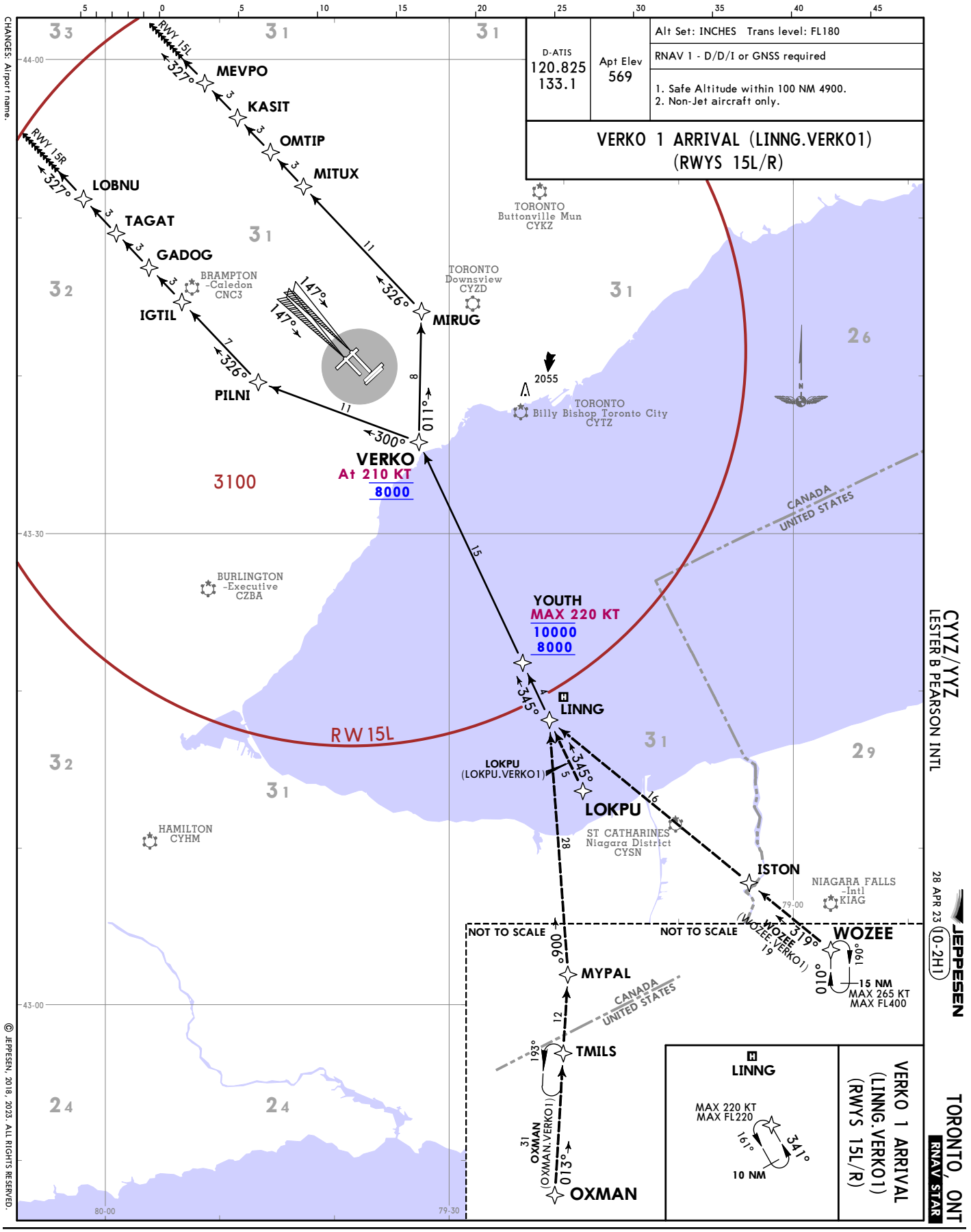
CYYZ/YYZ
LESTER B PEARSON INTL
D-ATIS
120.825
133.1
Apt Elev
569
Alt Set: INCHES Trans level: FL180
RNAV 1 - D/D/I or GNSS required
1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
VERKO 1 ARRIVAL (LINNG.VERKO1)
(RWYS 05, 06L/R)
WOZEE
010°
190°
15 NM
MAX 265 KT
MAX FL400
LINNG
MAX 220 KT
MAX FL220
161°
341°
10 NM
BRAMPTON
--Caledon
CNC3
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop
Toronto City
CYTZ
2055
3100
057°
VERKO
SEGOD
At 210 KT
8000
326°
237°
DEGRO
327°
BURLINGTON
-Executive
CZBA
236°
DARPU
DANIP
MASAR
LERAN
237°
RWYS 05
06L/R
SEDAB
MAX 220 KT
10000
8000
353°
LINNG
RWØ5
LOKPU
(LOKPU.VERKO1)
345°
LOKPU
HAMILTON
CYHM
ST CATHARINES
Niagara District
CYSN
NIAGARA FALLS
-Intl
KIAG
LOCKPORT
North Buffalo Suburban
0G0
ISTON
WOZEE
(WOZEE.VERKO1)
319°
WOZEE
BUFFALO
-Niagara Intl
KBUF
BUFFALO
9G0
WELLAND
Niagara Central Dorothy Rungeling
CNQ3
006°
MYPAL
CANADA
UNITED STATES
193°
TMILS
NOT TO SCALE
013°
OXMAN
OXMAN.VERKO1)
31
OXMAN
43-30
43-00
42-30
79-30
79-00
VERKO 1 ARRIVAL
(LINNG.VERKO1)
(RWYS 05, 06L/R)
JEPPESEN
28 APR 23
10-2H
TORONTO, ONT
RNAV STAR


D-ATIS
120.825
133.1
Apt Elev
569
Alt Set: INCHES Trans level: FL180
RNAV 1 - D/D/I or GNSS required
1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
VERKO 1 ARRIVAL (LINNG.VERKO1)
(RWYS 15L/R)
RWY 15L
RWY 15R
MEVPO
KASIT
OMTIP
MITUX
LOBNU
TAGAT
GADOG
IGTIL
MIRUG
PILNI
VERKO
At 210 KT
8000
3100
YOUTH
MAX 220 KT
10000
8000
LINNG
LOKPU
(LOKPU.VERKO1)
ISTON
WOZEE
(WOZEE.VERKO1)
MYPAL
TMILS
OXMAN
(OXMAN.VERKO1)
15 NM
MAX 265 KT
MAX FL400
MAX 220 KT
MAX FL220
10 NM
NOT TO SCALE
TORONTO
Buttonville Mun
CYKZ
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
BRAMPTON
-Caledon
CNC3
BURLINGTON
-Executive
CZBA
HAMILTON
CYHM
ST CATHARINES
Niagara District
CYSN
NIAGARA FALLS
-Intl
KIAG
CANADA
UNITED STATES
RW 15L
2055
CHANGES: Airport name.
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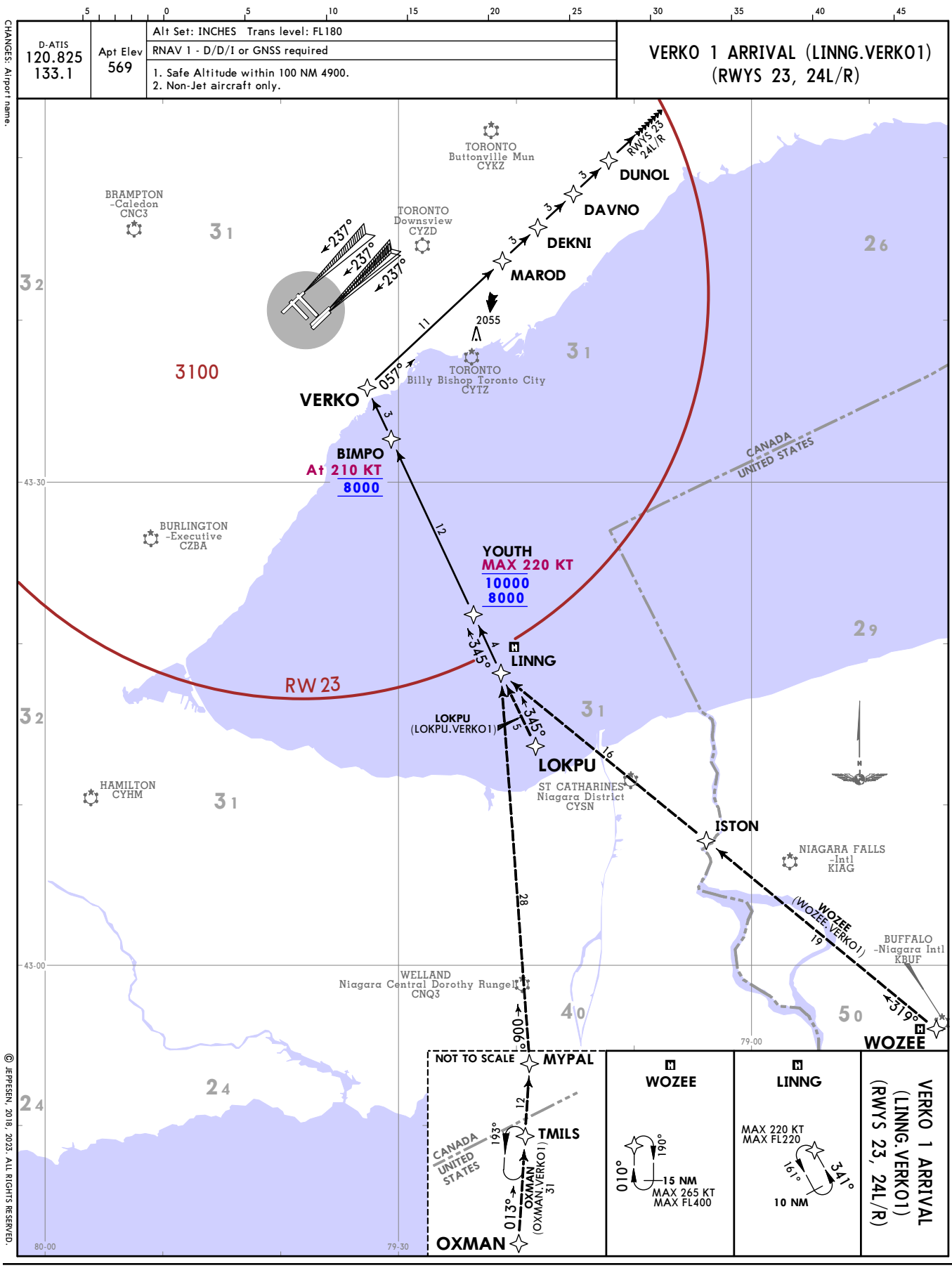
CYYZ/YYZ
LESTER B PEARSON INTL
28 APR 23
JEPPESEN
10-2H1
TORONTO, ONT
RNAV STAR
VERKO 1 ARRIVAL
(LINNG.VERKO1)
(RWYS 15L/R)


D-ATIS
120.825
133.1
Apt Elev
569
Alt Set: INCHES Trans level: FL180
RNAV 1 - D/D/I or GNSS required
1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
VERKO 1 ARRIVAL (LINNG.VERKO1)
(RWYS 23, 24L/R)
CYYZ/YYZ
LESTER B PEARSON INTL
CHANGES: Airport name.
TORONTO
Buttonville Mun
CYKZ
BRAMPTON
-Caledon
CNC3
TORONTO
Downsview
CYZD
RWYS 23
24L/R
DUNOL
DAVNO
DEKNI
MAROD
2055
237°
TORONTO
Billy Bishop Toronto City
CYTZ
3100
VERKO
057°
BIMPO
At 210 KT
8000
CANADA
UNITED STATES
BURLINGTON
-Executive
CZBA
YOUTH
MAX 220 KT
10000
8000
RW 23
LINNG
345°
LOKPU
(LOKPU.VERKO1)
LOKPU
HAMILTON
CYHM
ST CATHARINES
Niagara District
CYSN
ISTON
NIAGARA FALLS
-Intl
KIAG
WOZEE
(WOZEE.VERKO1)
BUFFALO
-Niagara Intl
KBUF
WELLAND
Niagara Central Dorothy Rungeling
CNQ3
006°
319°
WOZEE
NOT TO SCALE
MYPAL
TMILS
193°
CANADA
UNITED STATES
OXMAN
(OXMAN.VERKO1)
013°
OXMAN
WOZEE
090°
010°
15 NM
MAX 265 KT
MAX FL400
LINNG
MAX 220 KT
MAX FL220
161°
341°
10 NM
VERKO 1 ARRIVAL
(LINNG.VERKO1)
(RWYS 23, 24L/R)
RNAV STAR
TORONTO, ONT
JEPPESEN
28 APR 23
10-2H2
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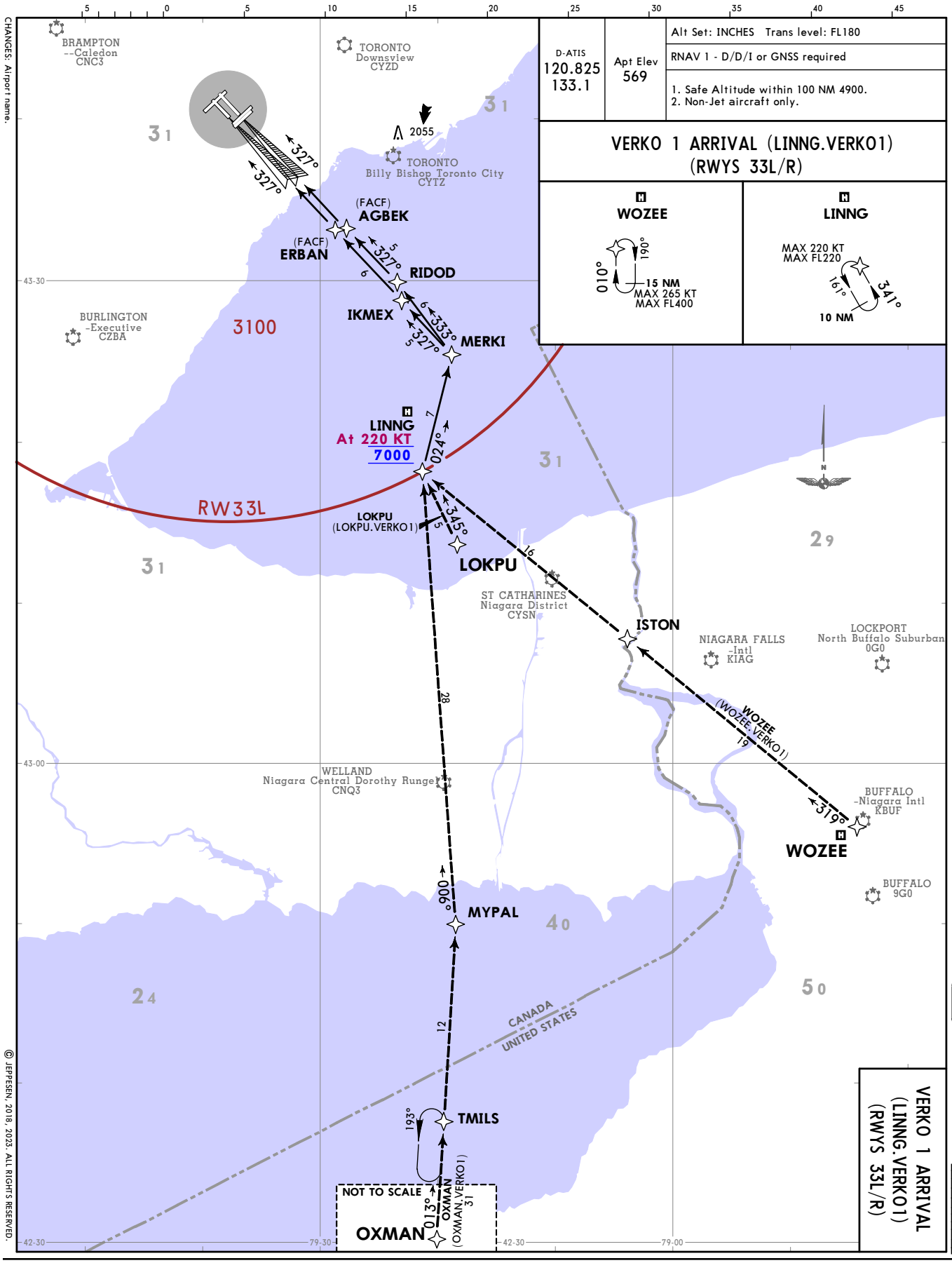


CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23
10-2H3

TORONTO, ONT
RNAV STAR

VERKO 1 ARRIVAL
(LINNG.VERKO1)
(RWYS 33L/R)

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-2J)
RNAV STAR

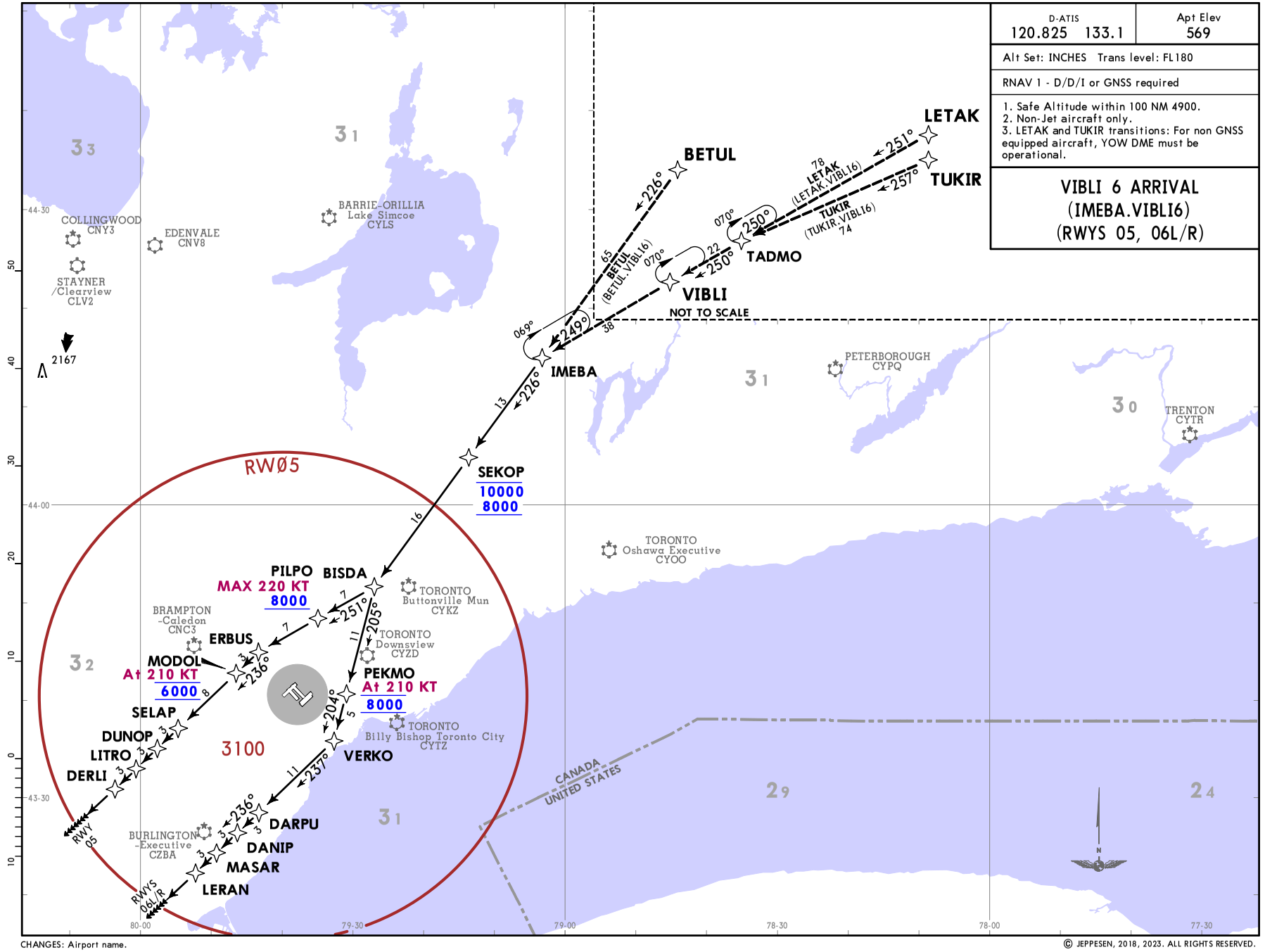
D-ATIS	Apt Elev
120.825 133.1	569

Alt Set: INCHES Trans level: FL180

RNAV 1 - D/D/I or GNSS required

1. Safe Altitude within 100 NM 4900.
2. Non-Jet aircraft only.
3. LETAK and TUKIR transitions: For non GNSS equipped aircraft, YOW DME must be operational.

VIBLI 6 ARRIVAL
(IMEBA.VIBLI6)
(RWYS 05, 06L/R)



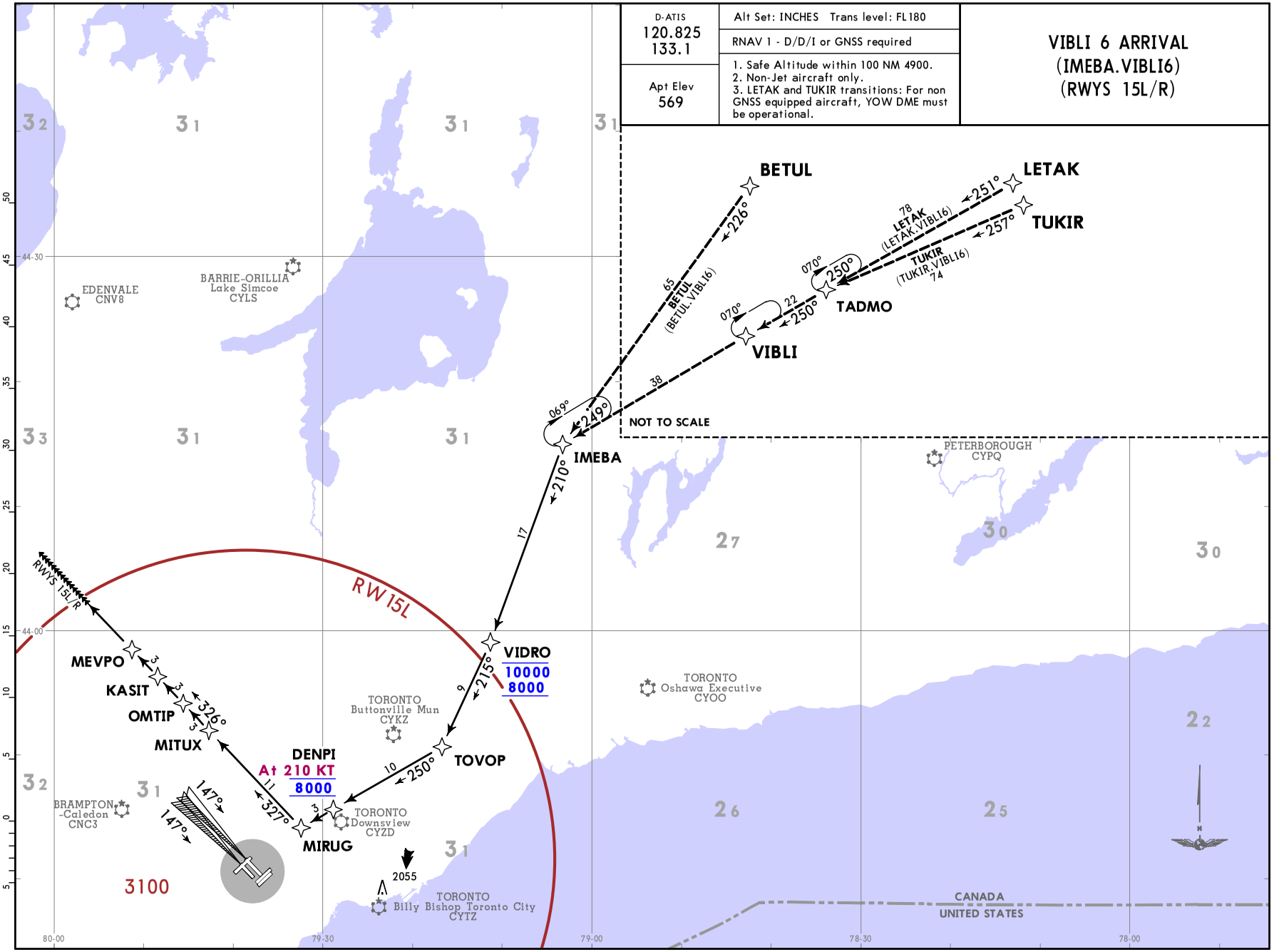
CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2J1)

TORONTO, ONT
RNAV STAR

D-ATIS 120.825 133.1	Alt Set: INCHES Trans level: FL180	VIBLI 6 ARRIVAL (IMEBA.VIBLI6) (RWYS 15L/R)
	RNAV 1 - D/D/I or GNSS required	
Apt Elev 569	1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. LETAK and TUKIR transitions: For non GNSS equipped aircraft, YOW DME must be operational.	



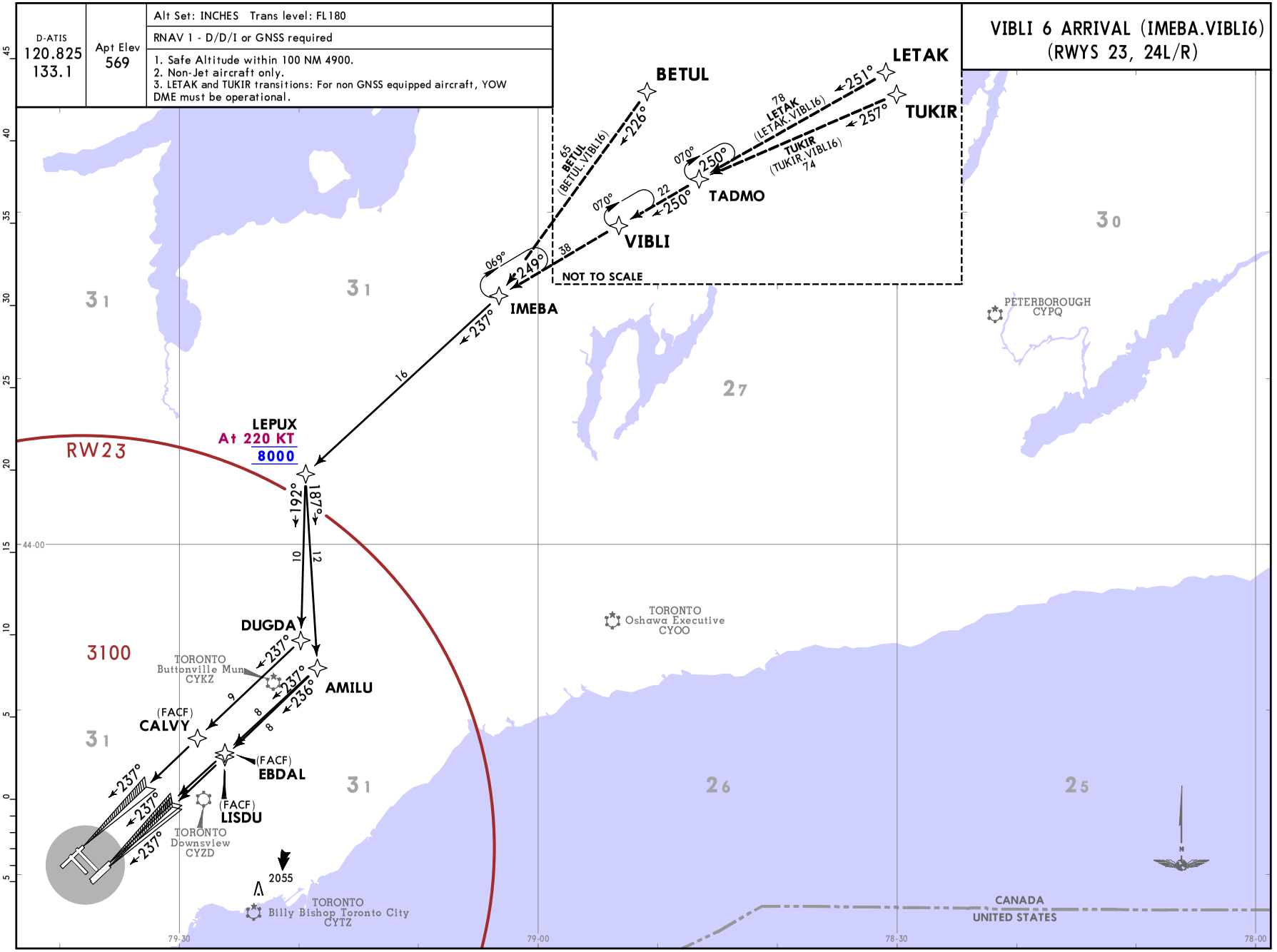
CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-2J2)
RNAV STAR

D-ATIS	Apt Elev	
120.825 133.1	569	Alt Set: INCHES Trans level: FL180 RNAV 1 - D/D/I or GNSS required 1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. LETAK and TUKIR transitions: For non GNSS equipped aircraft, YOW DME must be operational.

VIBLI 6 ARRIVAL (IMEBA.VIBLI6)
(RWYS 23, 24L/R)



CHANGES: Airport name.

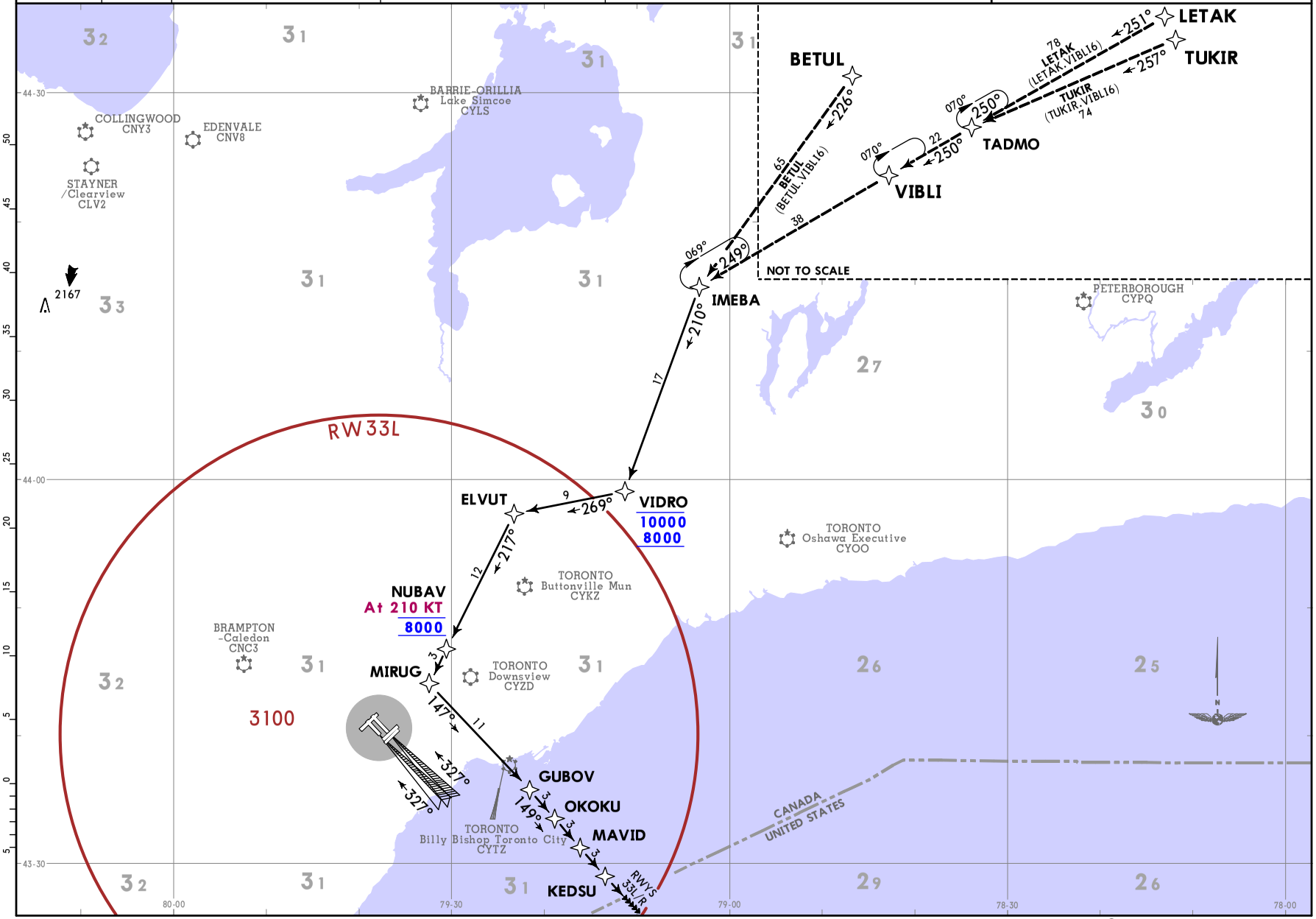
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-2J3)

TORONTO, ONT
RNAV STAR

D-ATIS	Apt Elev			
120.825 133.1	569	RNAV 1 - D/D/I or GNSS required	Alt Set: INCHES Trans level: FL180	1. Safe Altitude within 100 NM 4900. 2. Non-Jet aircraft only. 3. LETAK and TUKIR transitions: For non GNSS equipped aircraft, YOW DME must be operational.

VIBLI 6 ARRIVAL (IMEBA.VIBLI6)
(RWYS 33L/R)



CHANGES: Airport name.

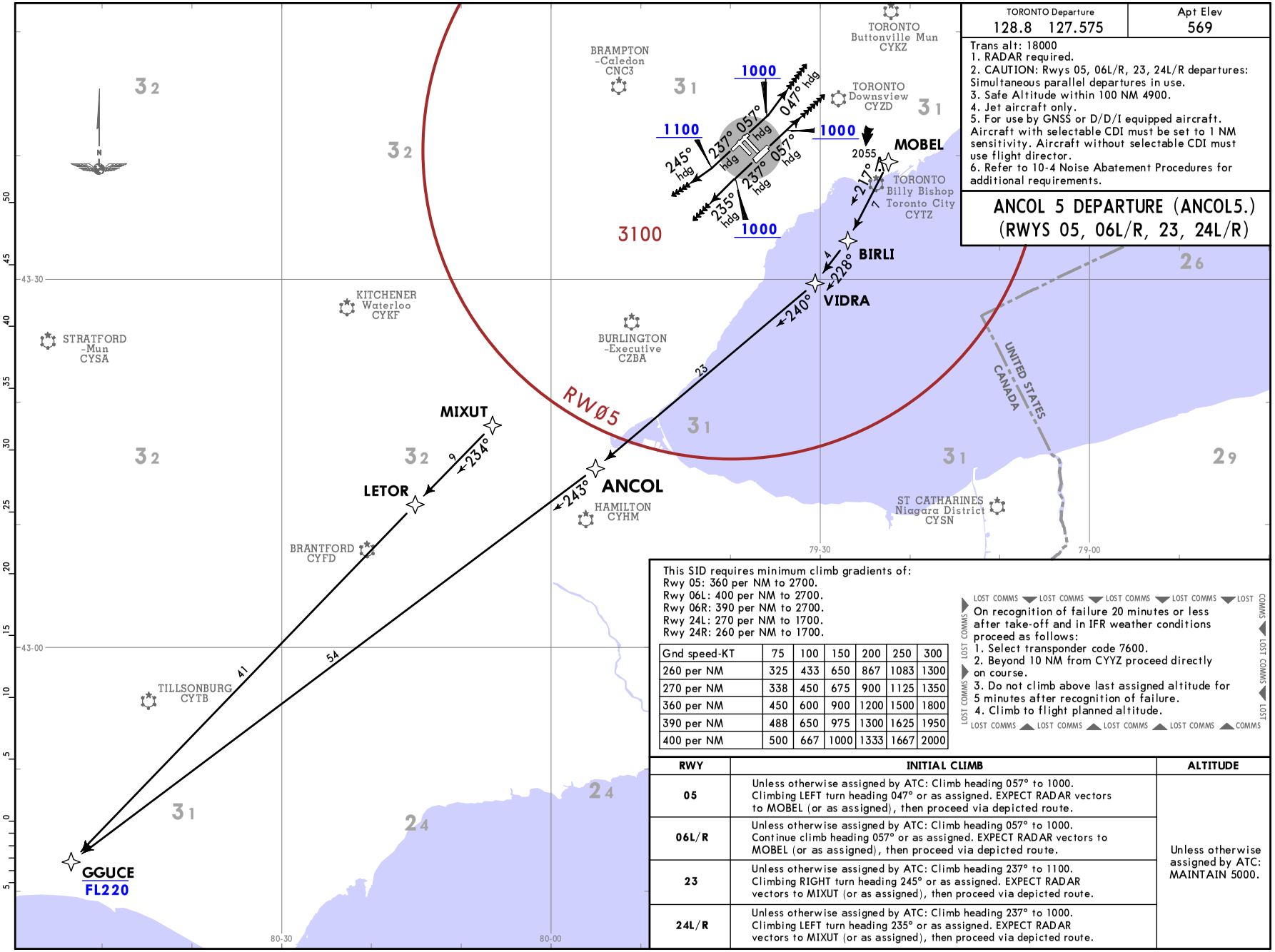
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

ANCOL 5 DEPARTURE (ANCOL5.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

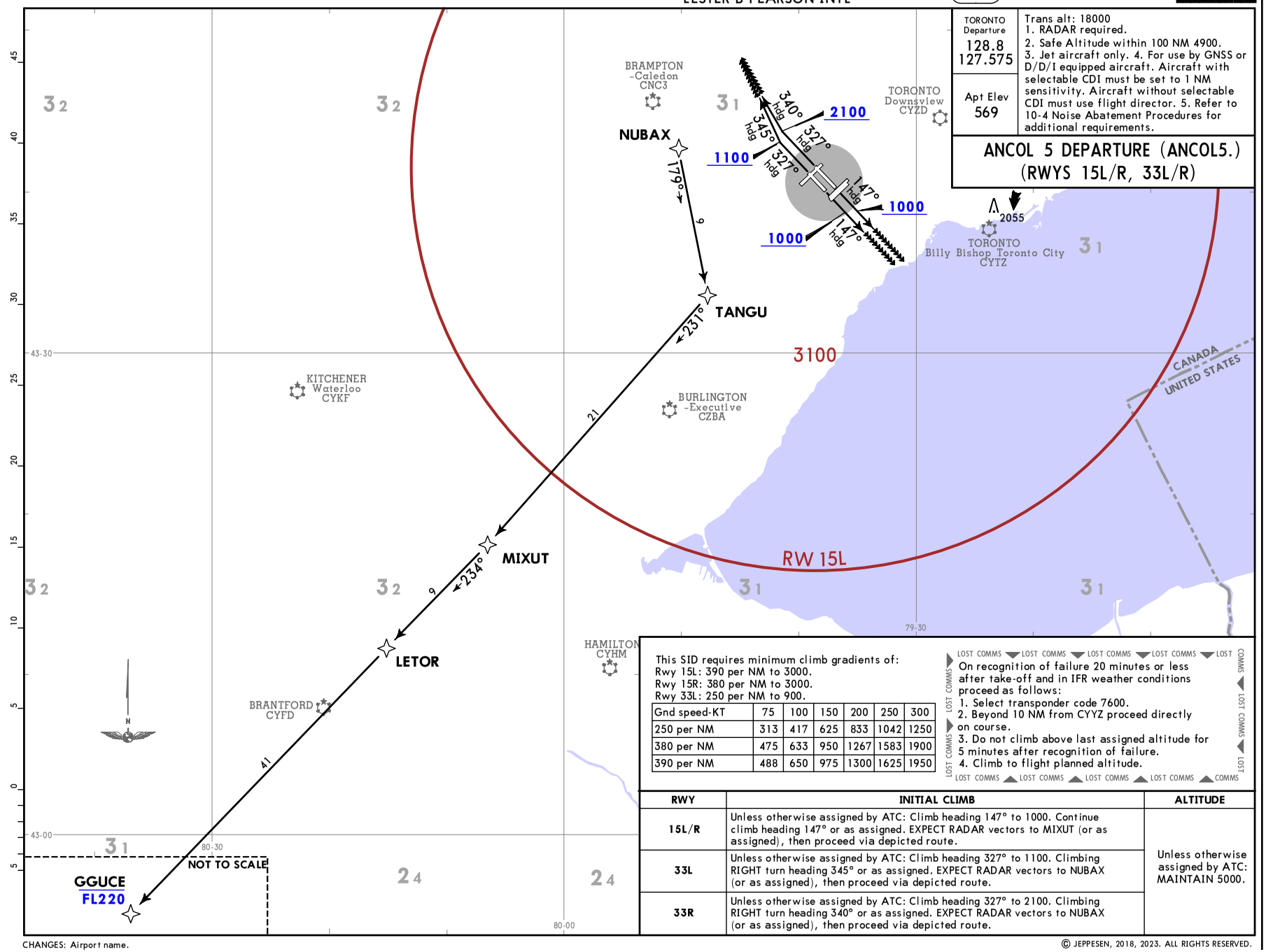
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-3A)

TORONTO, ONT
RNAV SID

TORONTO Departure	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.
128.8 127.575	
Apt Elev 569	

ANCOL 5 DEPARTURE (ANCOL5.)
(RWYS 15L/R, 33L/R)



This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	

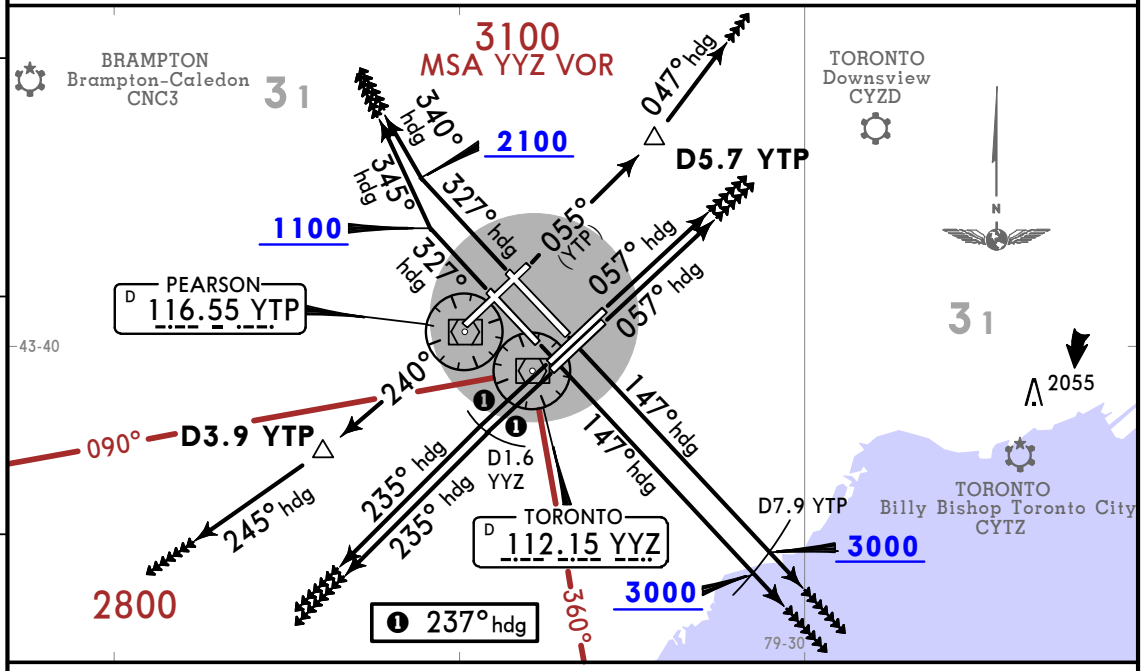
CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. Safe Altitude within 100 NM 4900. 2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

ARROW 4 DEPARTURE (ARROW4.) (VECTOR)

Quiet Hours Procedure. For use between 0000-0630 local.

SPEED: MAX 250 KT BELOW 10000



TURBOJET/FAN AIRCRAFT ONLY	
RWY	NOISE ABATEMENT DEPARTURE PROCEDURE
ALL RWYS	1 or 2

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
2. Beyond D10.0 YYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight plan altitude.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

❶ Unless otherwise assigned by ATC.

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	❶ INITIAL CLIMB	❶ ALTITUDE
05	Intercept and MAINTAIN YTP R055 outbound. At D5.7 YTP fly heading 047° or assigned heading for vectors to assigned route.	Jet aircraft MAINTAIN 5000. Non-jet aircraft MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Climb heading 057° or assigned heading for vectors to assigned route.	
15L/R	Climb heading 147° cross D7.9 YTP at or above 3000. MAINTAIN heading for vectors to assigned route.	
23	Climb heading 237° until passing YTP VOR. Then intercept and MAINTAIN YTP R240 outbound. At D3.9 YTP fly heading 245° or assigned heading for vectors to assigned route.	
24L/R	Climb heading 237°. At D1.6 YYZ, turn LEFT heading 235° or assigned heading for vectors to assigned route.	
33L	Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or assigned heading for vectors to assigned route.	
33R	Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or assigned heading for vectors to assigned route.	

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

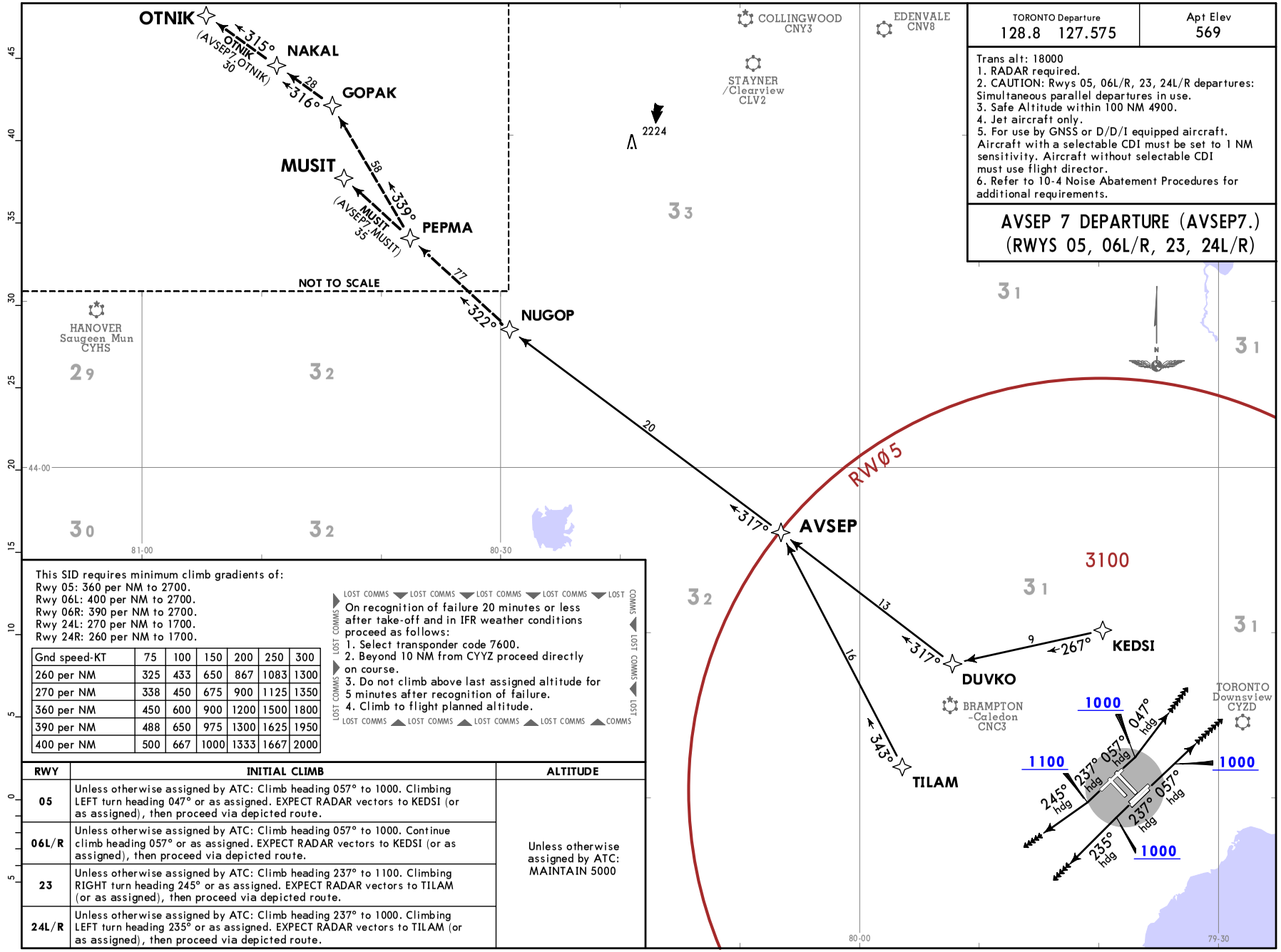
JEPPESEN 28 APR 23 (10-3A2)

TORONTO, ONT
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

AVSEP 7 DEPARTURE (AVSEP7.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

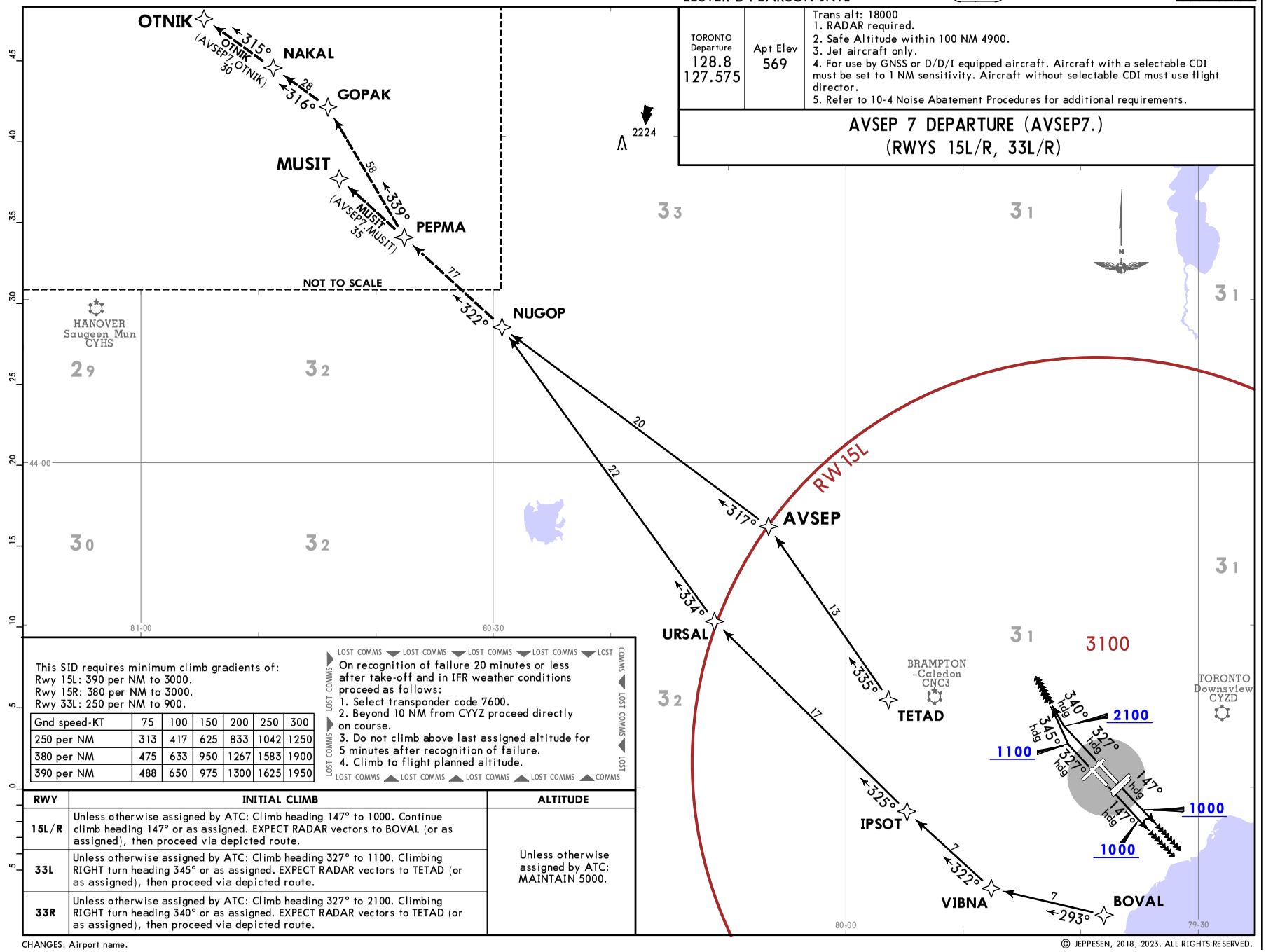
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-3A3)

TORONTO, ONT
RNAV SID

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

AVSEP 7 DEPARTURE (AVSEP7.)
(RWYS 15L/R, 33L/R)



This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to BOVAL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

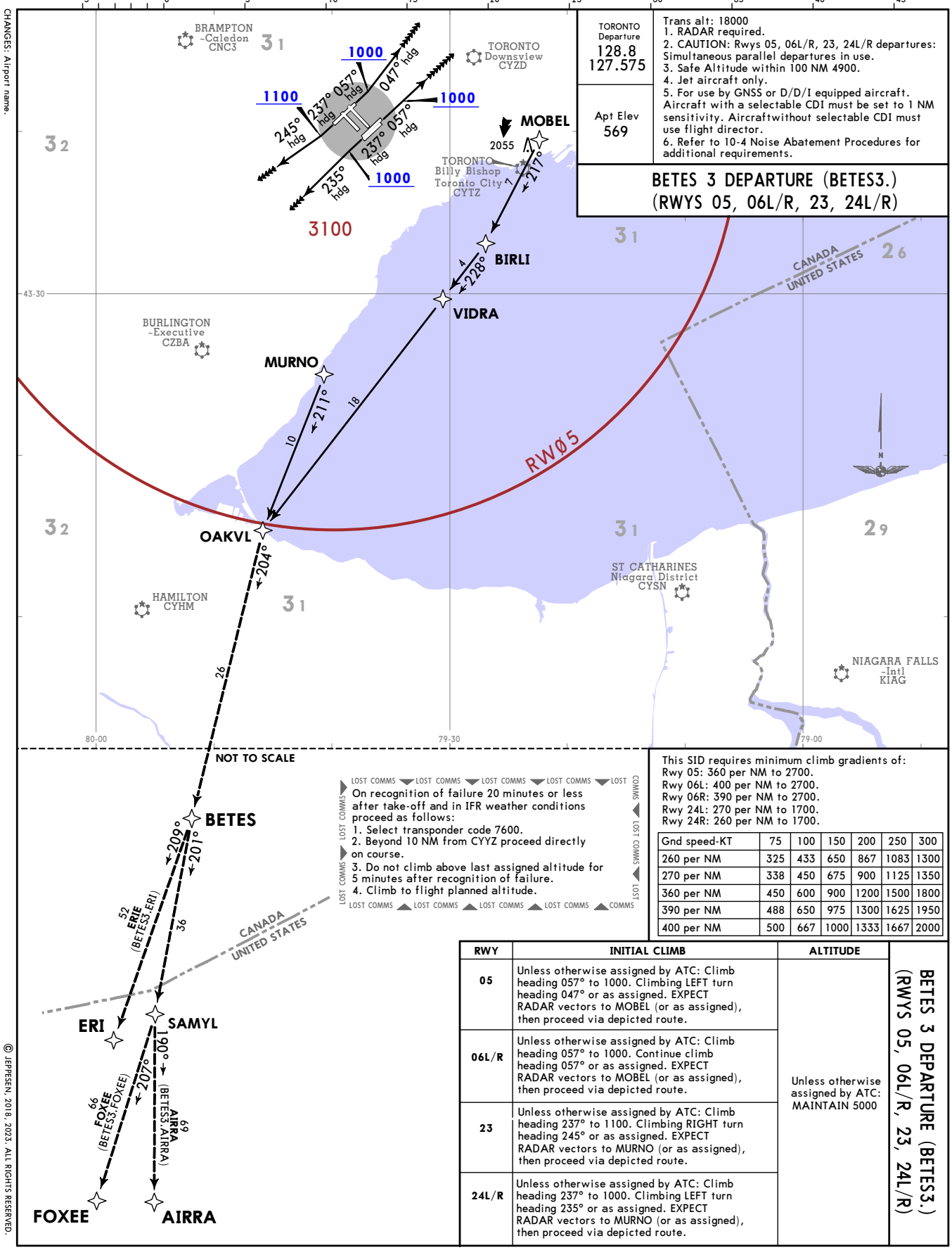
CHANGES: Airport name.

TORONTO Departure
128.8
127.575

Apt Elev
569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraftwithout selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

BETES 3 DEPARTURE (BETES3.)
(RWYS 05, 06L/R, 23, 24L/R)

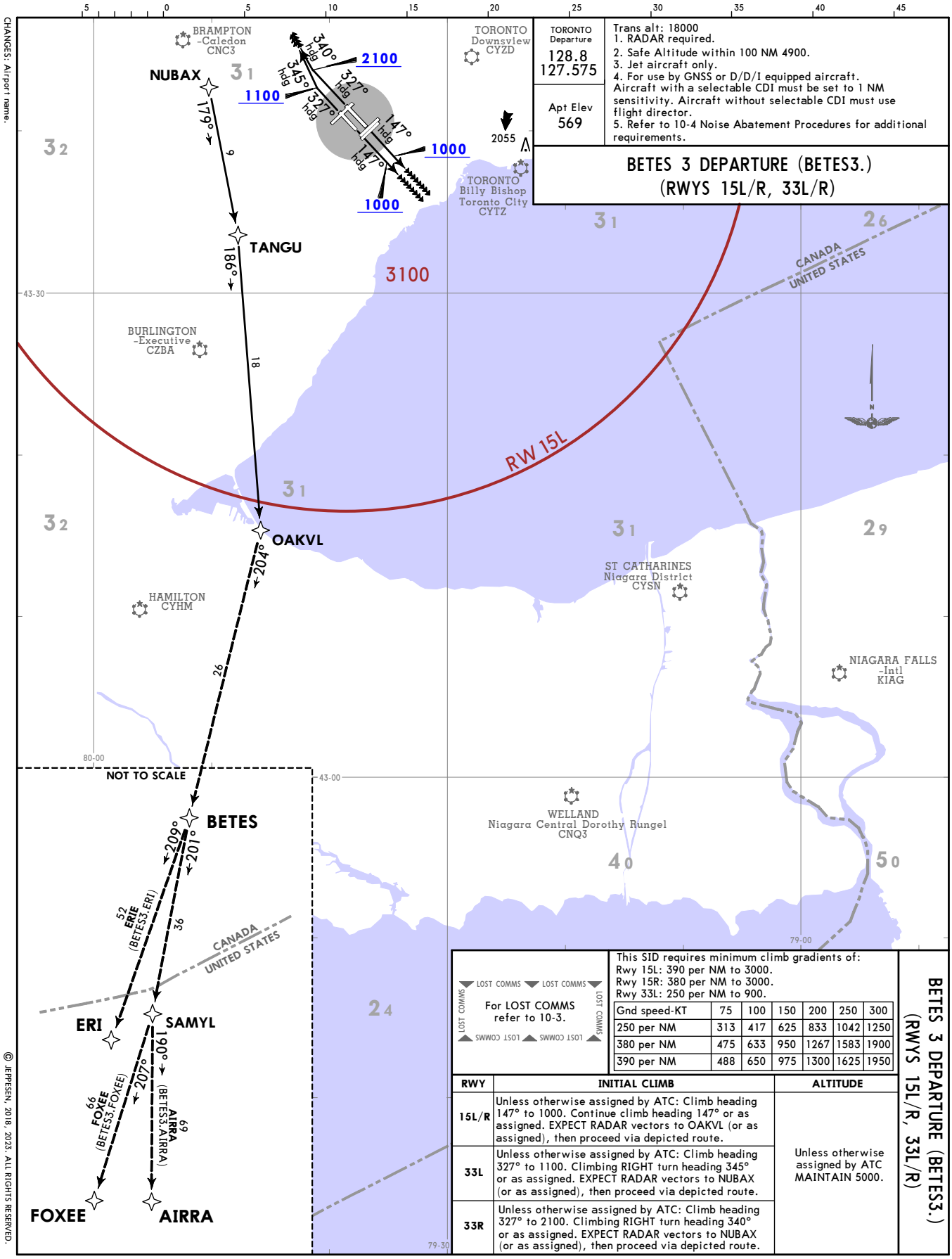


LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	


TORONTO Departure
128.8
127.575
Apt Elev
569
Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Jet aircraft only.
4. For use by GNSS or D/D/I equipped aircraft. Aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.
BETES 3 DEPARTURE (BETES3.)
(RWYS 15L/R, 33L/R)
NUBAX
TANGU
OAKVL
BETES
ERI
SAMYL
FOXEE
AIRRA
1100
2100
1000
1000
2055
3100
RW 15L
CANADA
UNITED STATES
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
HAMILTON CYHM
ST CATHARINES Niagara District CYSN
NIAGARA FALLS -Intl KIAG
WELLAND Niagara Central Dorothy Rungel CNQ3
NOT TO SCALE
179°
186°
204°
209°
201°
190°
207°
340° hdg
345° hdg
327° hdg
147° hdg
52 ERIE (BETES3.ERI)
66 FOXEE (BETES3.FOXEE)
69 AIRRA (BETES3.AIRRA)
For LOST COMMS refer to 10-3.
This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.
Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300
250 per NM | 313 | 417 | 625 | 833 | 1042 | 1250
380 per NM | 475 | 633 | 950 | 1267 | 1583 | 1900
390 per NM | 488 | 650 | 975 | 1300 | 1625 | 1950
RWY | INITIAL CLIMB | ALTITUDE
15L/R | Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to OAKVL (or as assigned), then proceed via depicted route.
33L | Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.
33R | Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.
Unless otherwise assigned by ATC MAINTAIN 5000.
CHANGES: Airport name.
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CYYZ/YYZ
LESTER B PEARSON INTL
28 APR 23
JEPPESEN
(10-3B1)
TORONTO, ONT
RNAV SID
BETES 3 DEPARTURE (BETES3.)
(RWYS 15L/R, 33L/R)

CYYZ/YYZ
LESTER B PEARSON INTL

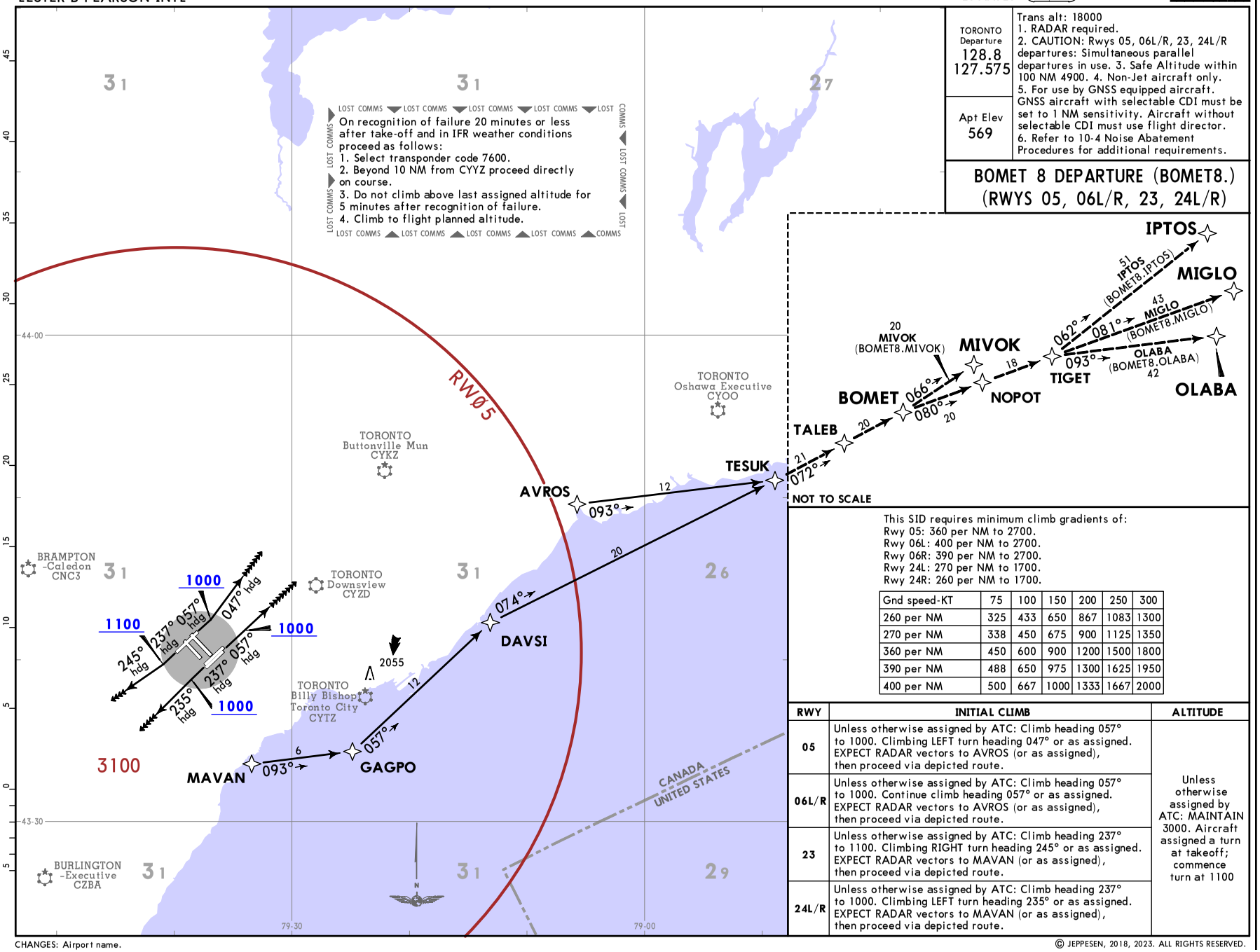
JEPPESEN 28 APR 23 (10-3B2)

TORONTO, ONT
RNAV SID

TORONTO Departure 128.8 127.575	Trans alt: 18000 1. RADAR required. 2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900. 4. Non-Jet aircraft only. 5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 6. Refer to 10-4 Noise Abatement Procedures for additional requirements.
Apt Elev 569	

BOMET 8 DEPARTURE (BOMET8.)
(RWYS 05, 06L/R, 23, 24L/R)

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.



NOT TO SCALE

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to AVROS (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to AVROS (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

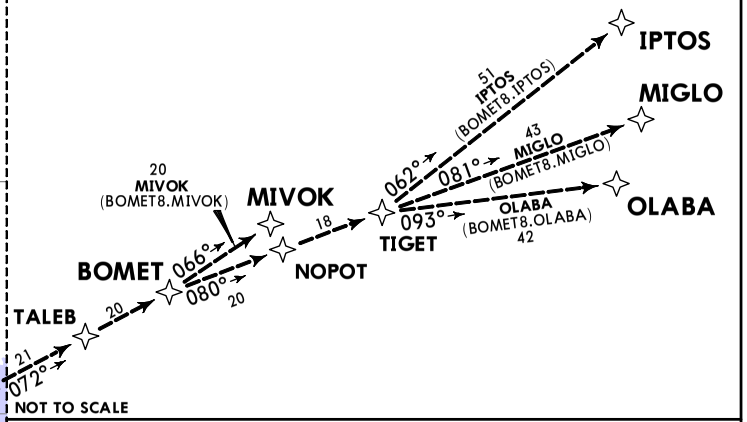
CYYZ/YYZ
LESTER B PEARSON INTL

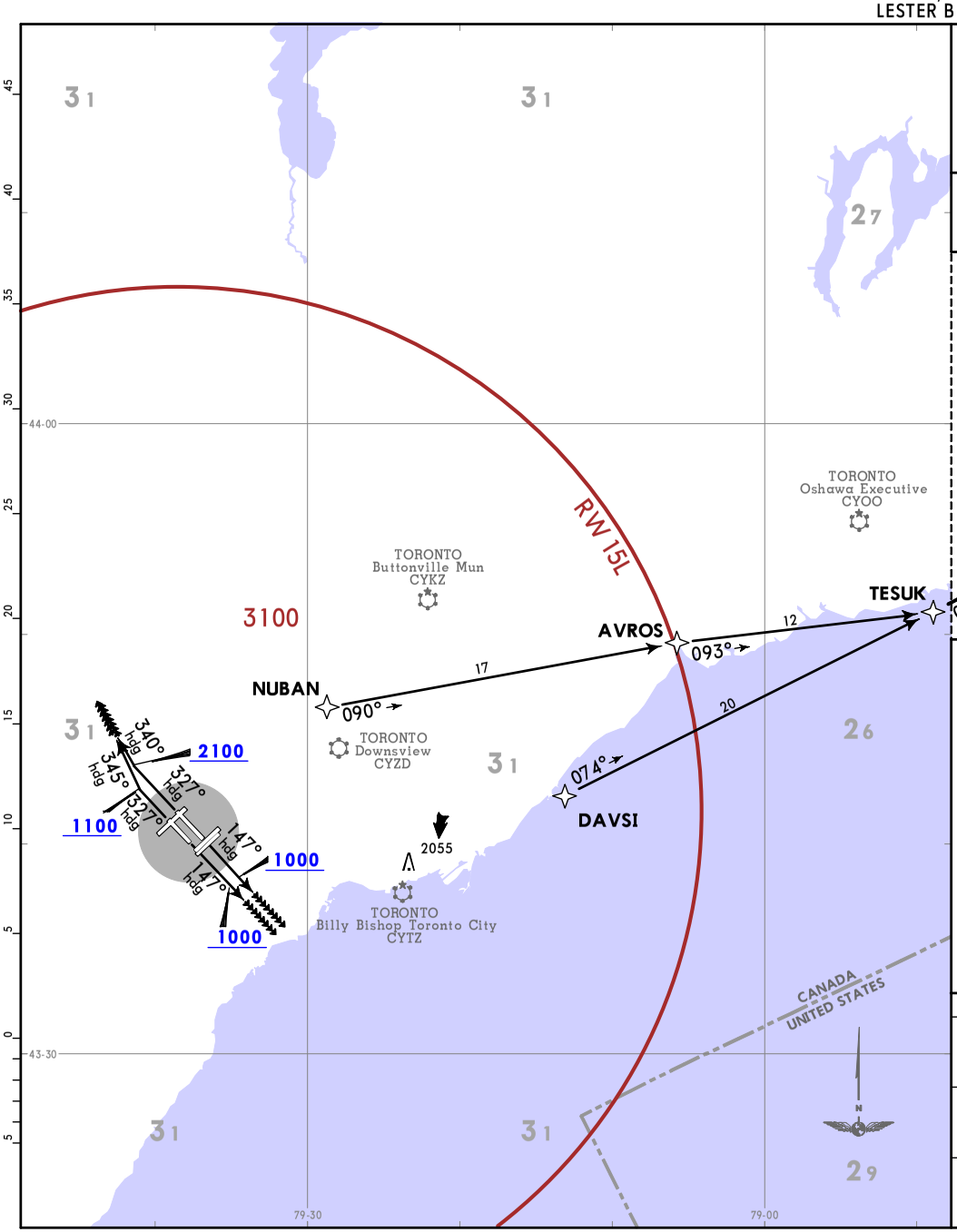
JEPPESEN
28 APR 23 (10-3B3)

TORONTO, ONT
RNAV SID

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Non-Jet aircraft only. 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

BOMET 8 DEPARTURE (BOMET8.)
(RWYS 15L/R, 33L/R)





LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to DAVSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

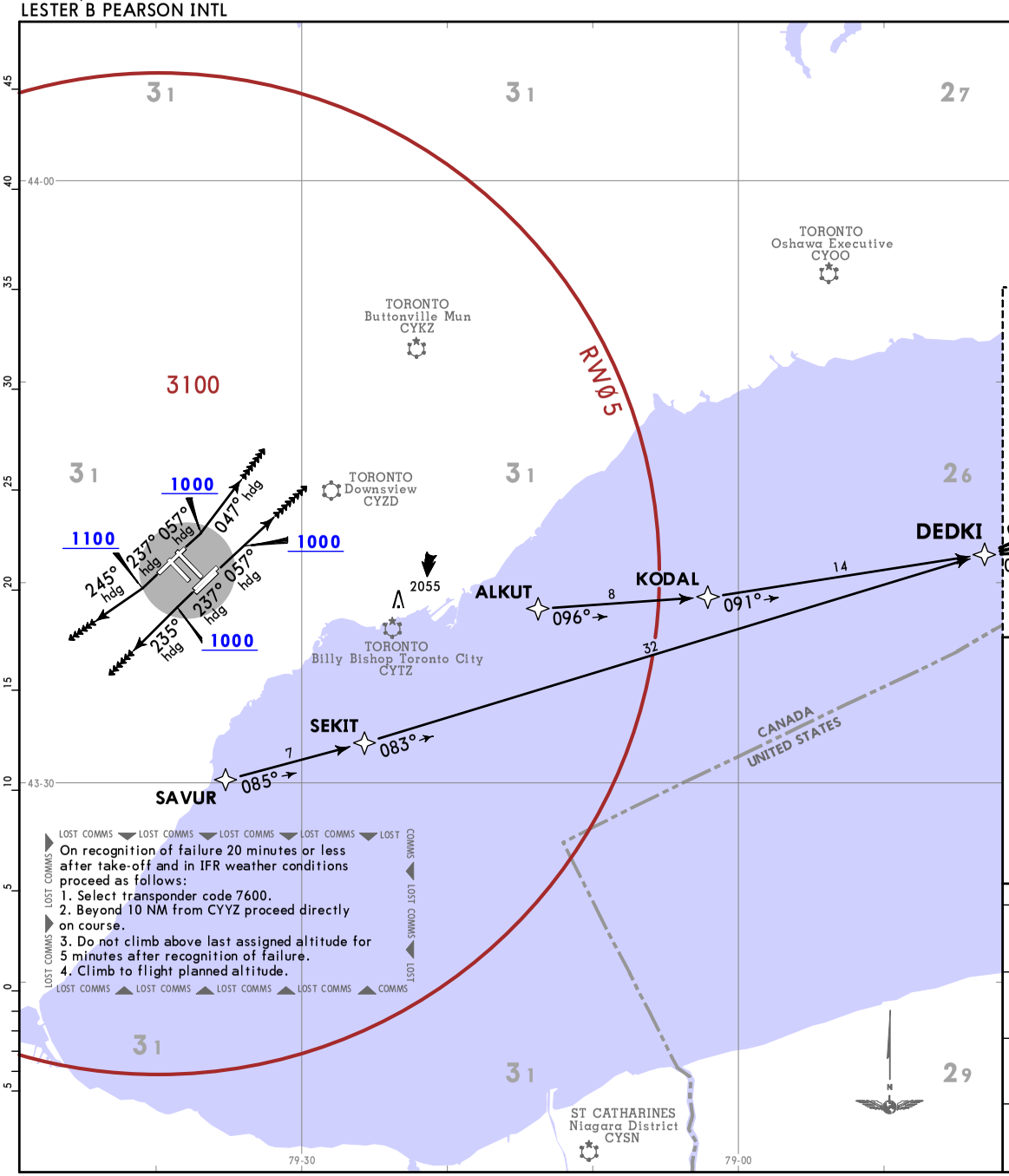
JEPPESEN
28 APR 23 (10-3C)

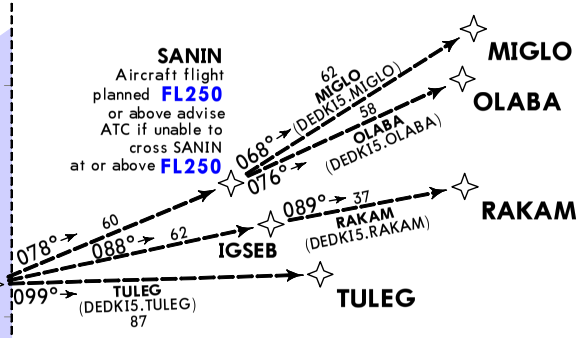
TORONTO, ONT

RNAV SID

TORONTO Departure 128.8 127.575	Trans alt: 18000 1. RADAR required. 2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900. 4. Jet aircraft only. 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 6. Refer to 10-4 Abatement Procedures for additional requirements.
Apt Elev 569	

DEDKI 5 DEPARTURE (DEDKI5.)
(RWYS 05, 06L/R, 23, 24L/R)





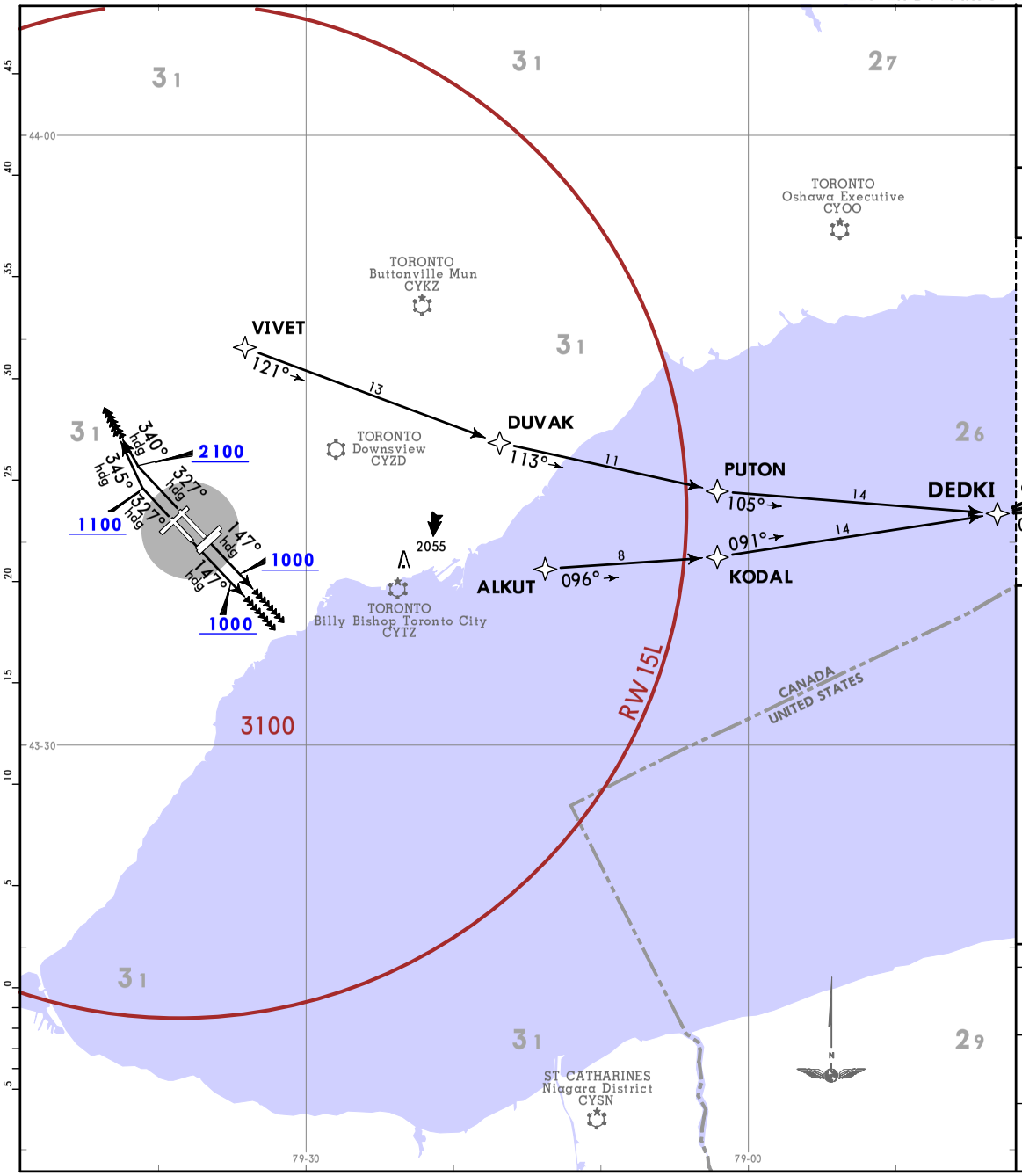
NOT TO SCALE

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

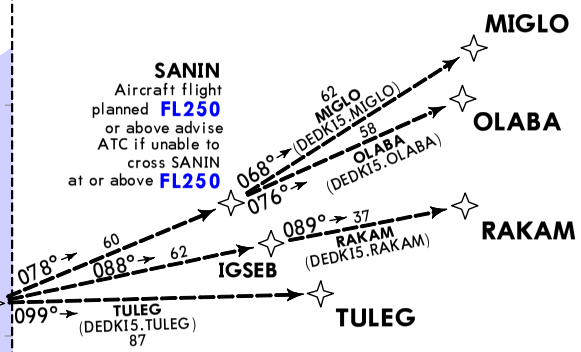
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.



TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

DEDKI 5 DEPARTURE (DEDKI5.)
(RWYS 15L/R, 33L/R)



NOT TO SCALE

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC MAINTAIN 5000
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900. 4. Non-Jet aircraft only. 5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

DUSOM 3 DEPARTURE (DUSOM3.)
(RWYS 05, 06L/R, 23, 24L/R)

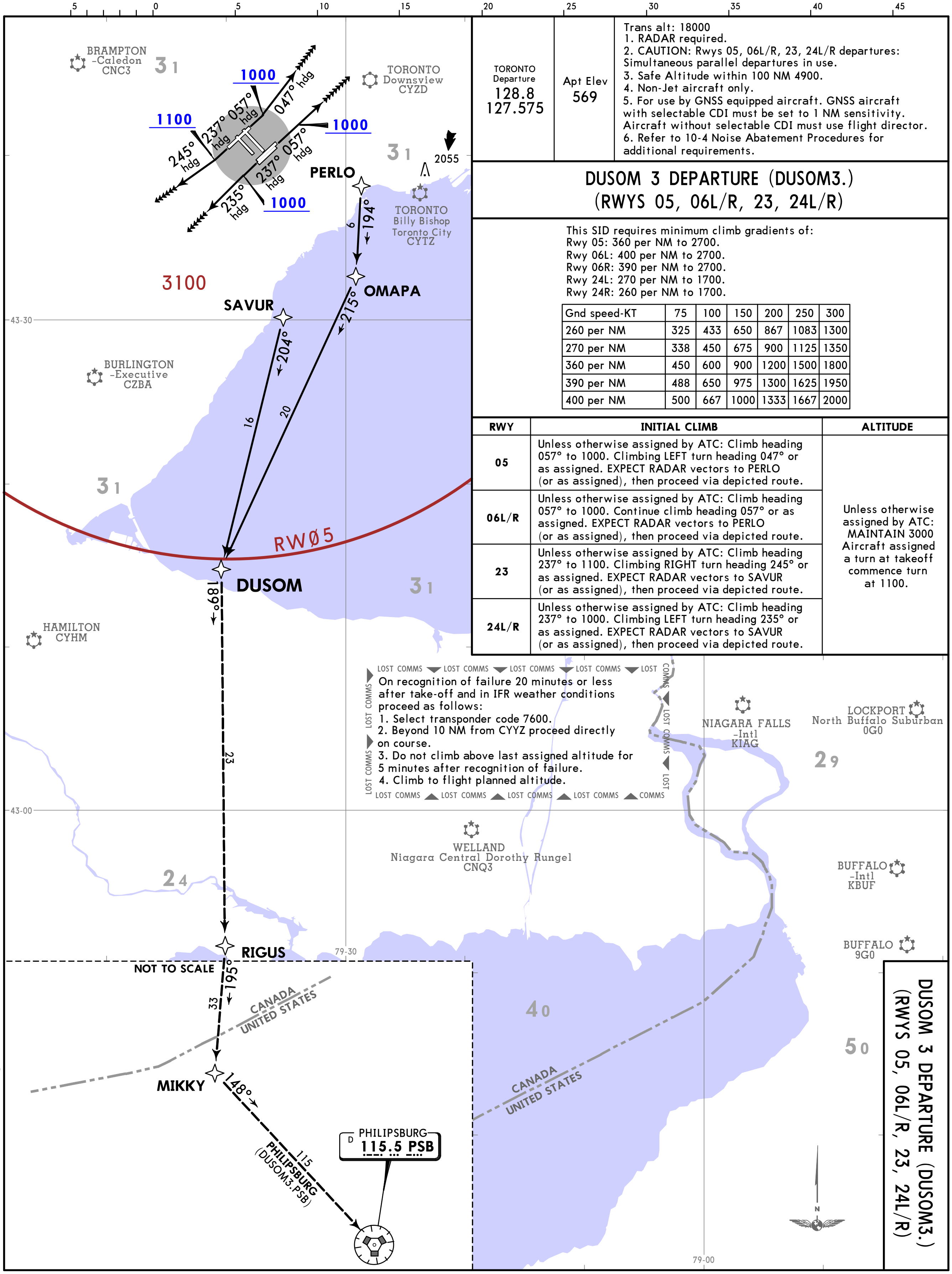
This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

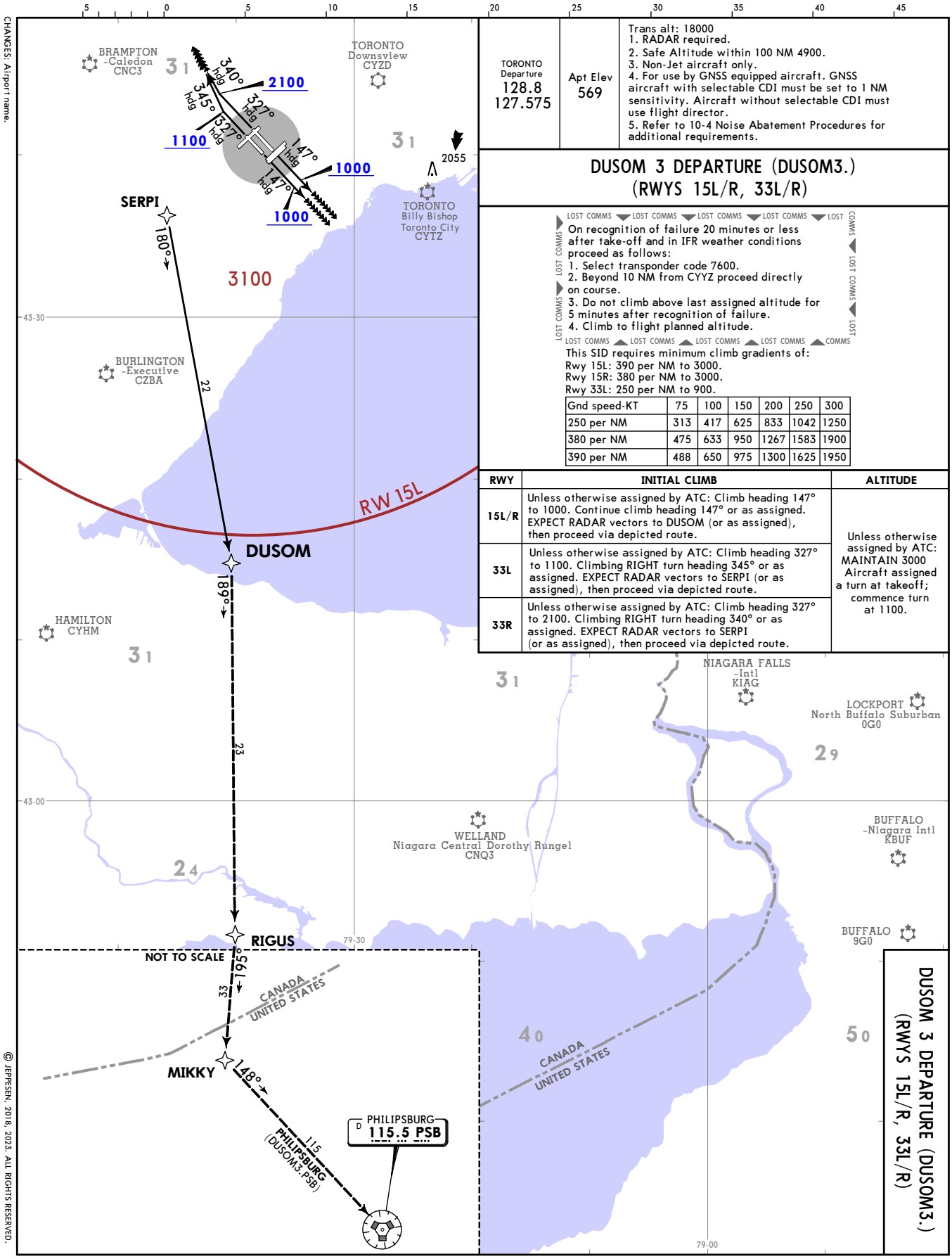
Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000 Aircraft assigned a turn at takeoff commence turn at 1100.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.




TORONTO Departure
128.8
127.575
Apt Elev
569
Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Non-Jet aircraft only.
4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.
DUSOM 3 DEPARTURE (DUSOM3.)
(RWYS 15L/R, 33L/R)
LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.
This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.
Gnd speed-KT 75 100 150 200 250 300
250 per NM 313 417 625 833 1042 1250
380 per NM 475 633 950 1267 1583 1900
390 per NM 488 650 975 1300 1625 1950
RWY
INITIAL CLIMB
ALTITUDE
15L/R
Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to DUSOM (or as assigned), then proceed via depicted route.
33L
Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.
33R
Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.
Unless otherwise assigned by ATC: MAINTAIN 3000 Aircraft assigned a turn at takeoff; commence turn at 1100.
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
HAMILTON CYHM
NIAGARA FALLS -Intl KIAG
LOCKPORT North Buffalo Suburban 0G0
WELLAND Niagara Central Dorothy Rungel CNQ3
BUFFALO -Niagara Intl KBUF
BUFFALO 9G0
SERPI
DUSOM
RIGUS
MIKKY
PHILIPSBURG 115.5 PSB
340° hdg
345° hdg
327° hdg
2100
1100
1000
147° hdg
180°
22
23
33
148°
115
PHILIPSBURG (DUSOM3.PSB)
3100
RW 15L
2055
NOT TO SCALE
CANADA
UNITED STATES
43-30
43-00
79-30
79-00
CHANGES: Airport name.
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CYYZ/YYZ
LESTER B PEARSON INTL
28 APR 23
JEPPESEN
10-3C3
TORONTO, ONT
RNAV SID
DUSOM 3 DEPARTURE (DUSOM3.)
(RWYS 15L/R, 33L/R)

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-3D)

TORONTO, ONT
RNAV SID

EBKIN 4 DEPARTURE (EBKIN4.)
(RWYS 05, 06L/R, 23, 24L/R)

TORONTO Departure
128.8 127.575

Apt Elev
569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

NOT TO SCALE

SILVU
120
SILVU
(EBKIN4.SILVU)
325°
KISEP
15
348°
EBKIN
RWØ5
17
005°
MATES
2167
3100
TORONTO Buttonville Muni CYKZ
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
1000
1100
237° hdg
057° hdg
047° hdg
245° hdg
235° hdg
80-00
79-30
79-00
44-00

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Non-Jet aircraft only. 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

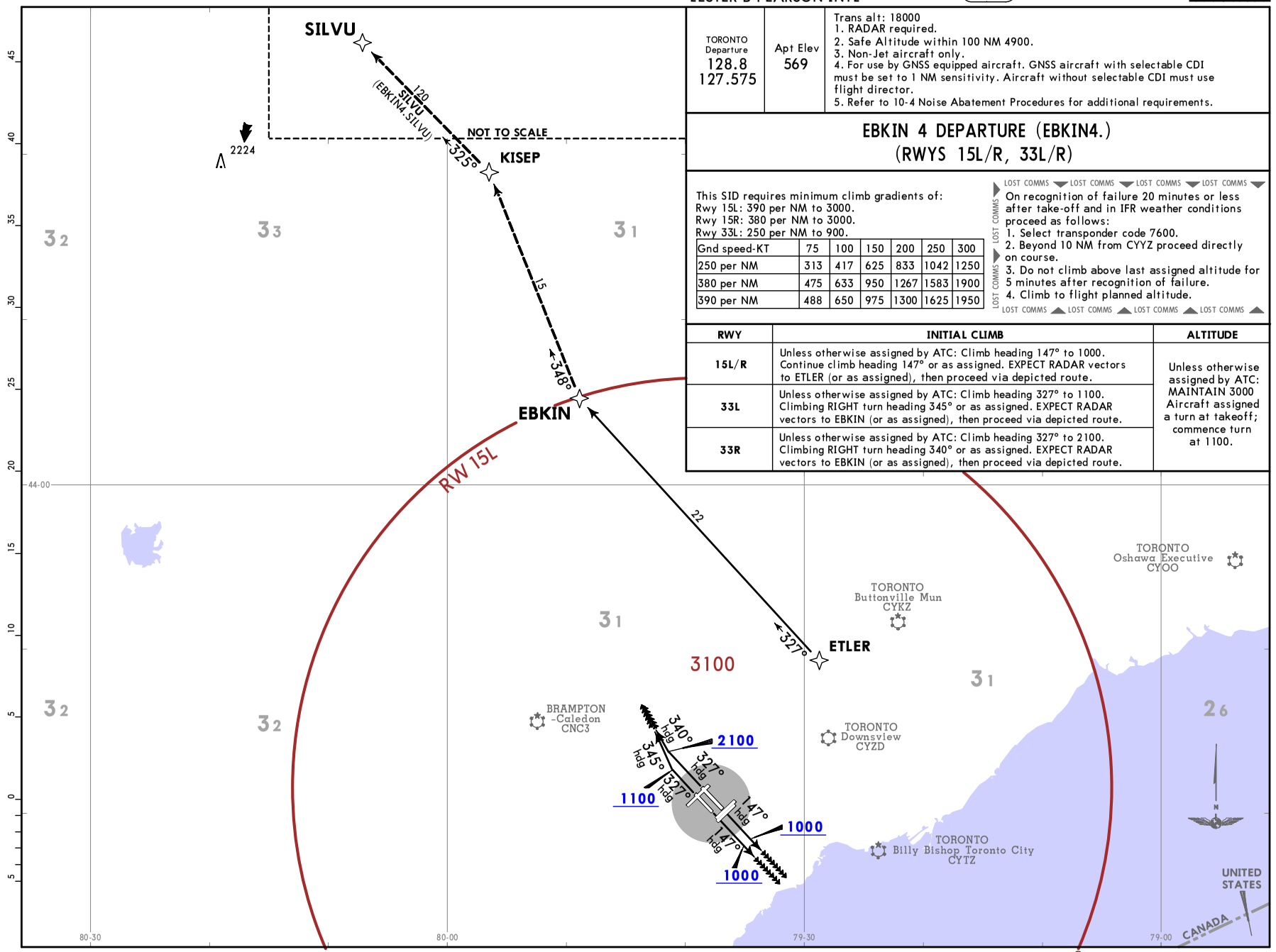
EBKIN 4 DEPARTURE (EBKIN4.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to ETLER (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000 Aircraft assigned a turn at takeoff; commence turn at 1100.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	



CHANGES: Airport name.

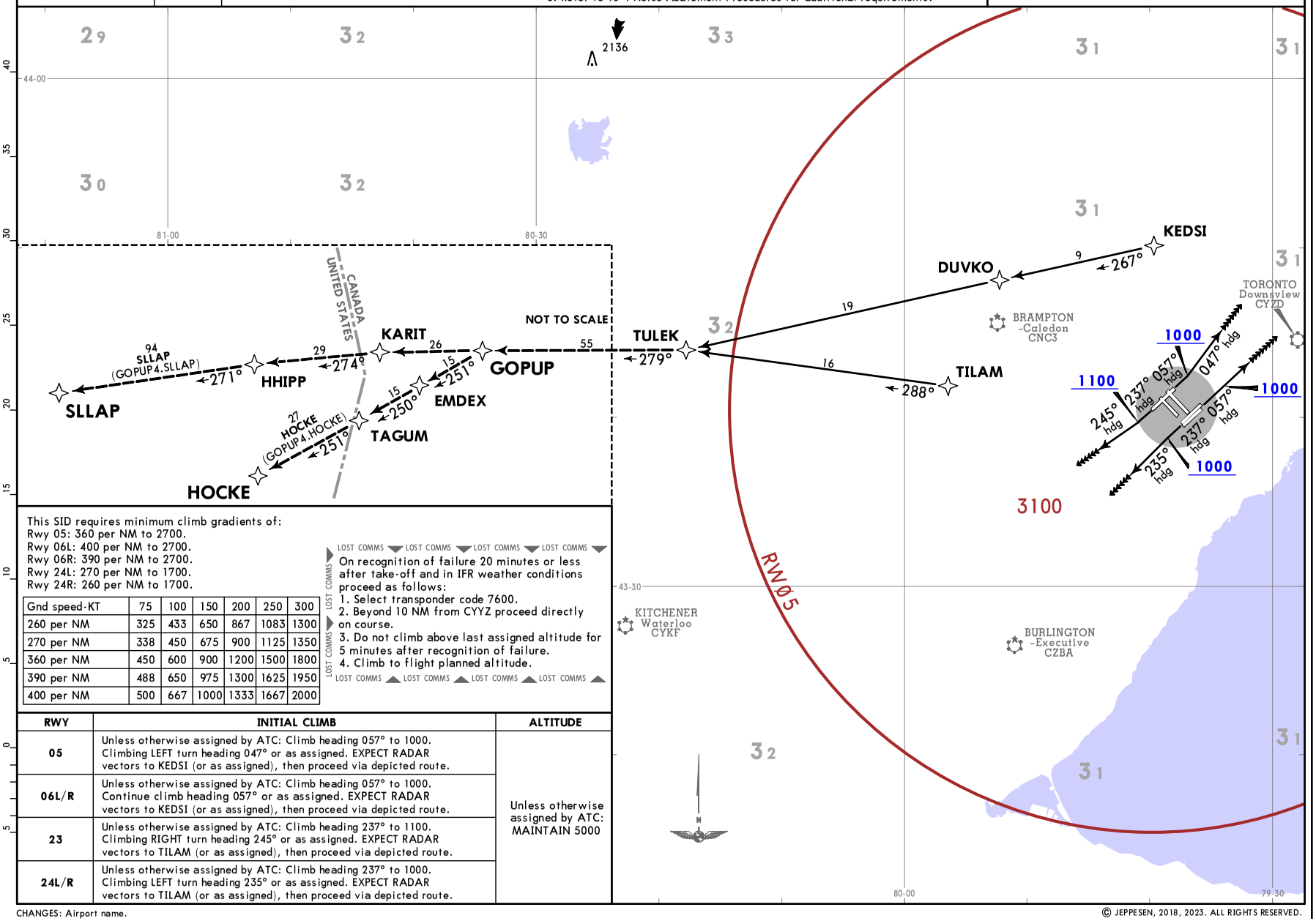
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3D2)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equippedaircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

GOPUP 4 DEPARTURE (GOPUP4.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

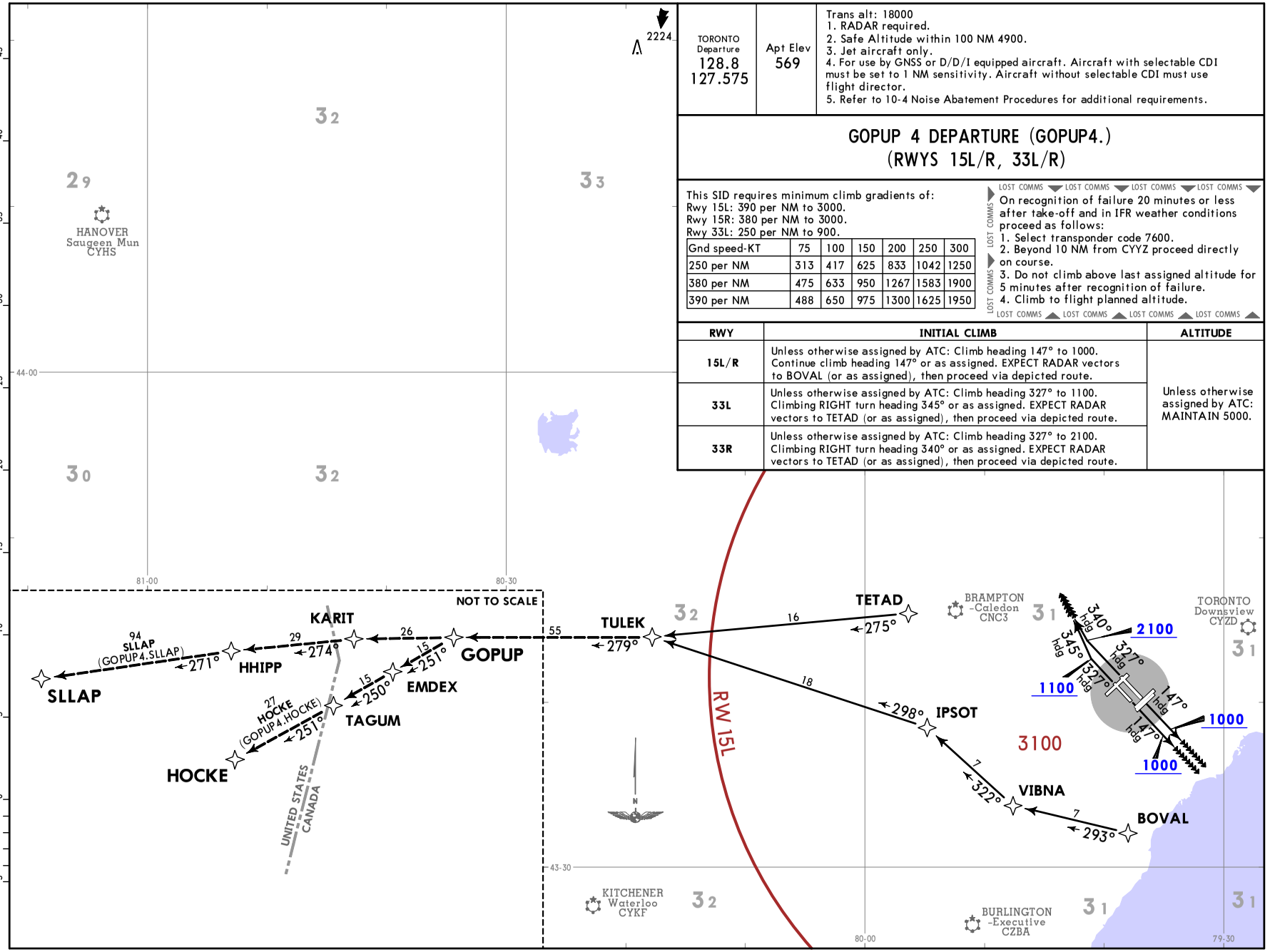
GOPUP 4 DEPARTURE (GOPUP4.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to BOVAL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3E) RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

IKLEN 3 DEPARTURE (IKLEN3.)
(RWYS 05, 06L/R, 23, 24L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

2167

TONNY
(IKLEN3.TONNY)
8
357°
IKLEN
RWØ5
13
024°
NAMGI
10
346°
GOTIM
8
047°
BISTI

3100

1000
047° hdg
057° hdg
237° hdg
1100
245° hdg
1000
237° hdg
057° hdg
235° hdg
1000

BRAMPTON -Caledon CNC3
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
CANADA
UNITED STATES

44-00
80-30
43-30
80-00
79-30

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

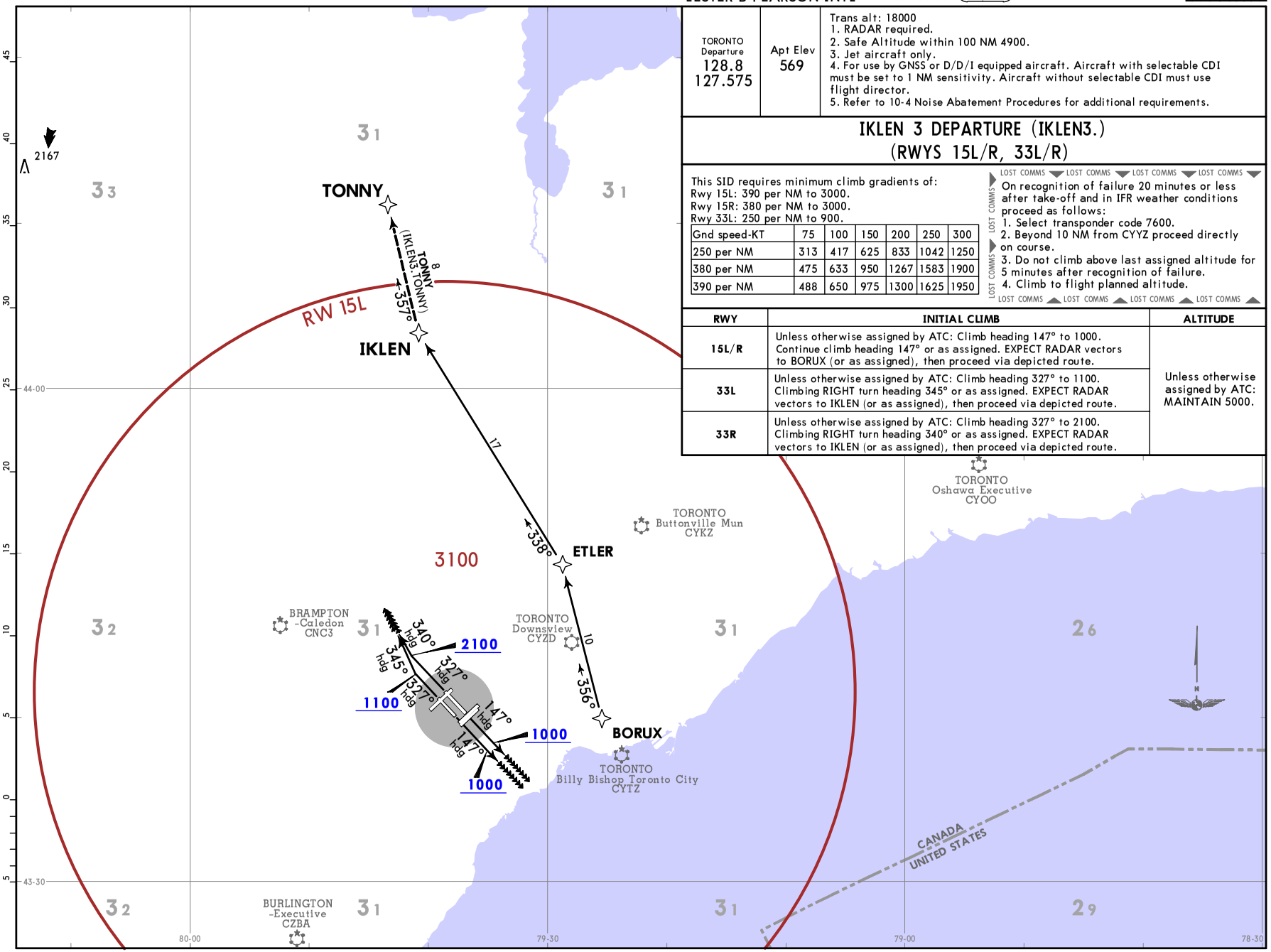
IKLEN 3 DEPARTURE (IKLEN3.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to BORUX (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	



CHANGES: Airport name.

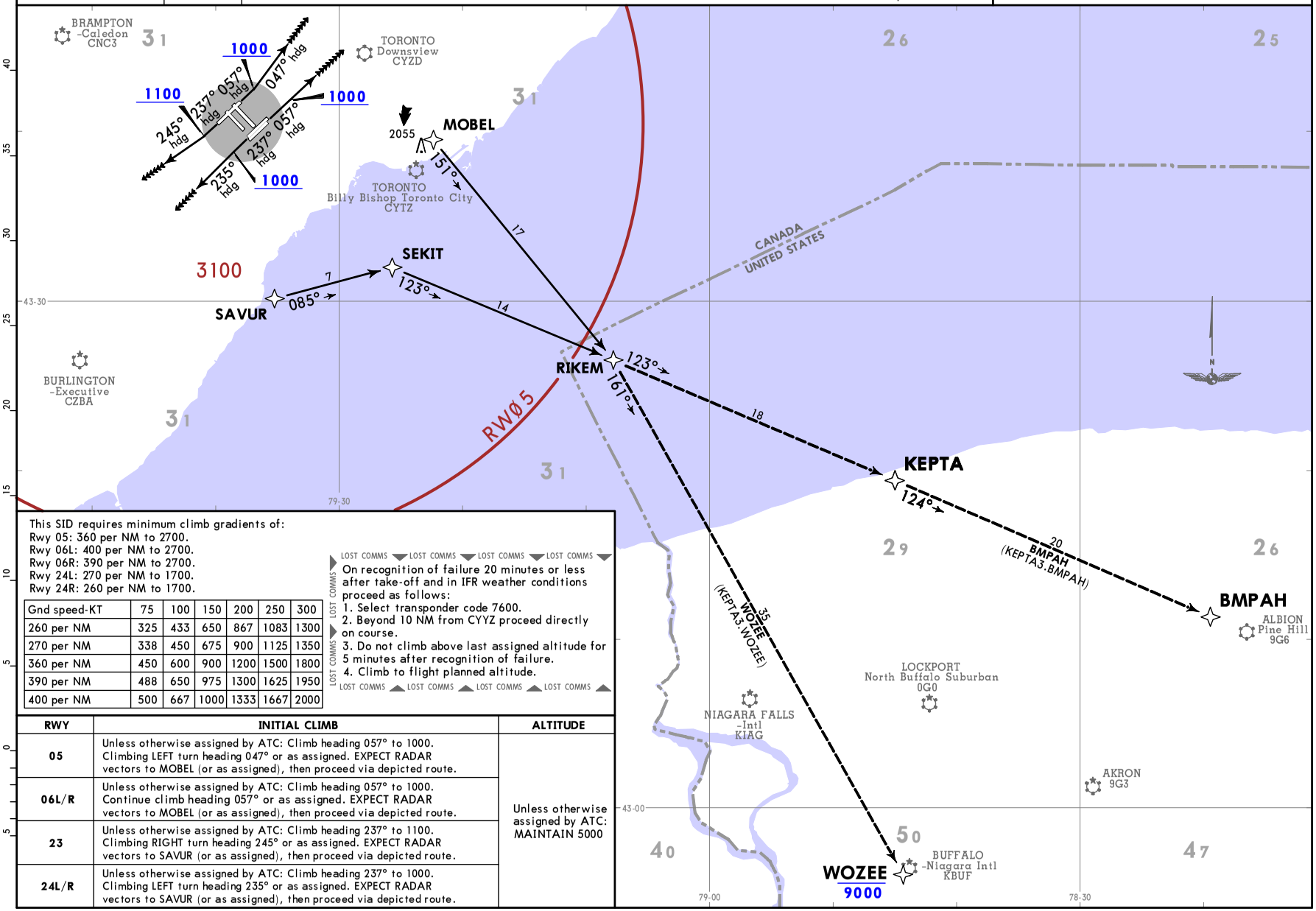
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3E2)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

KEPTA 3 DEPARTURE (KEPTA3.)
(RWYS 05, 06L/R, 23, 24L/R)



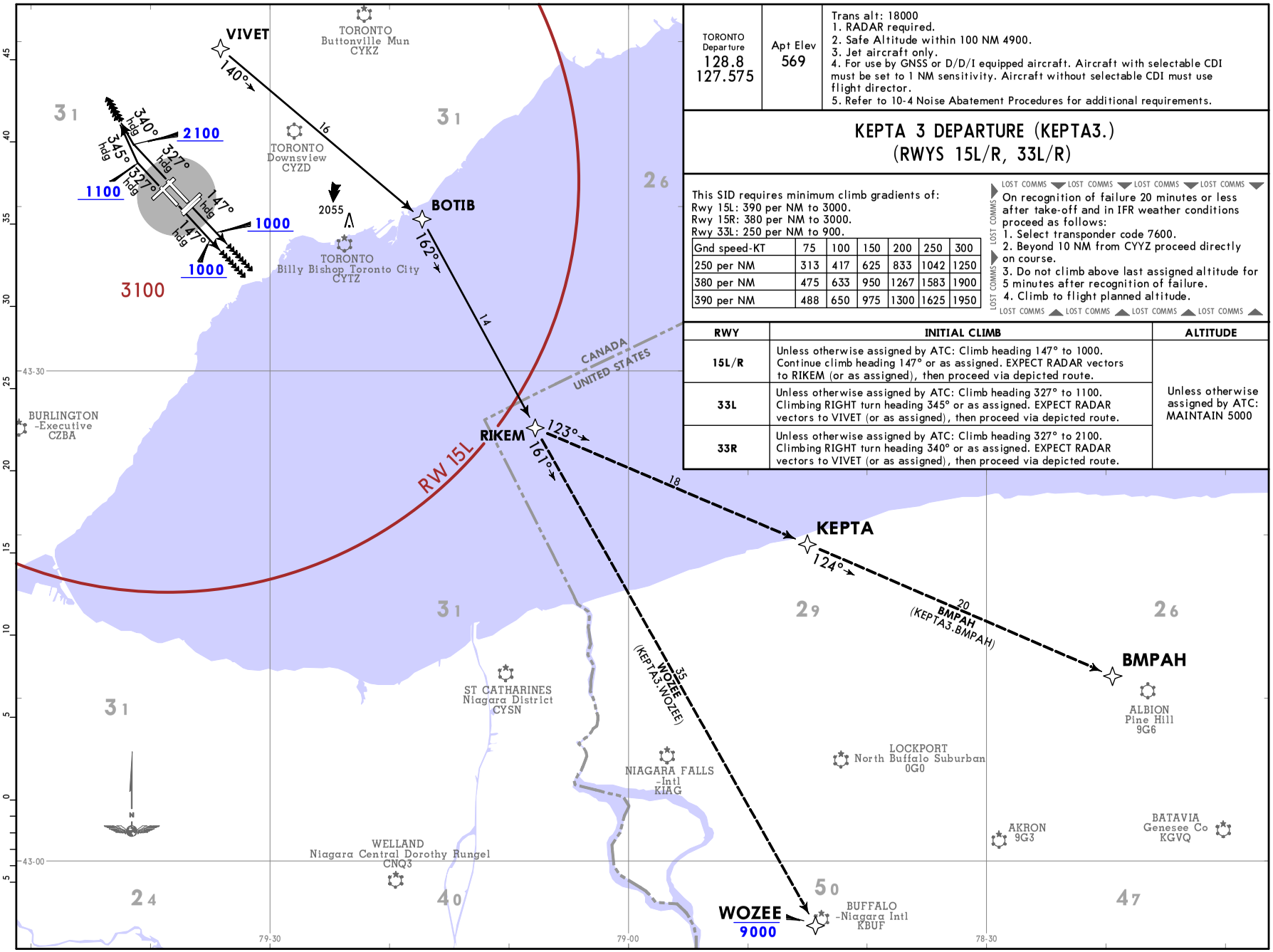
This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.



TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

KEPTA 3 DEPARTURE (KEPTA3.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to RIKEM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

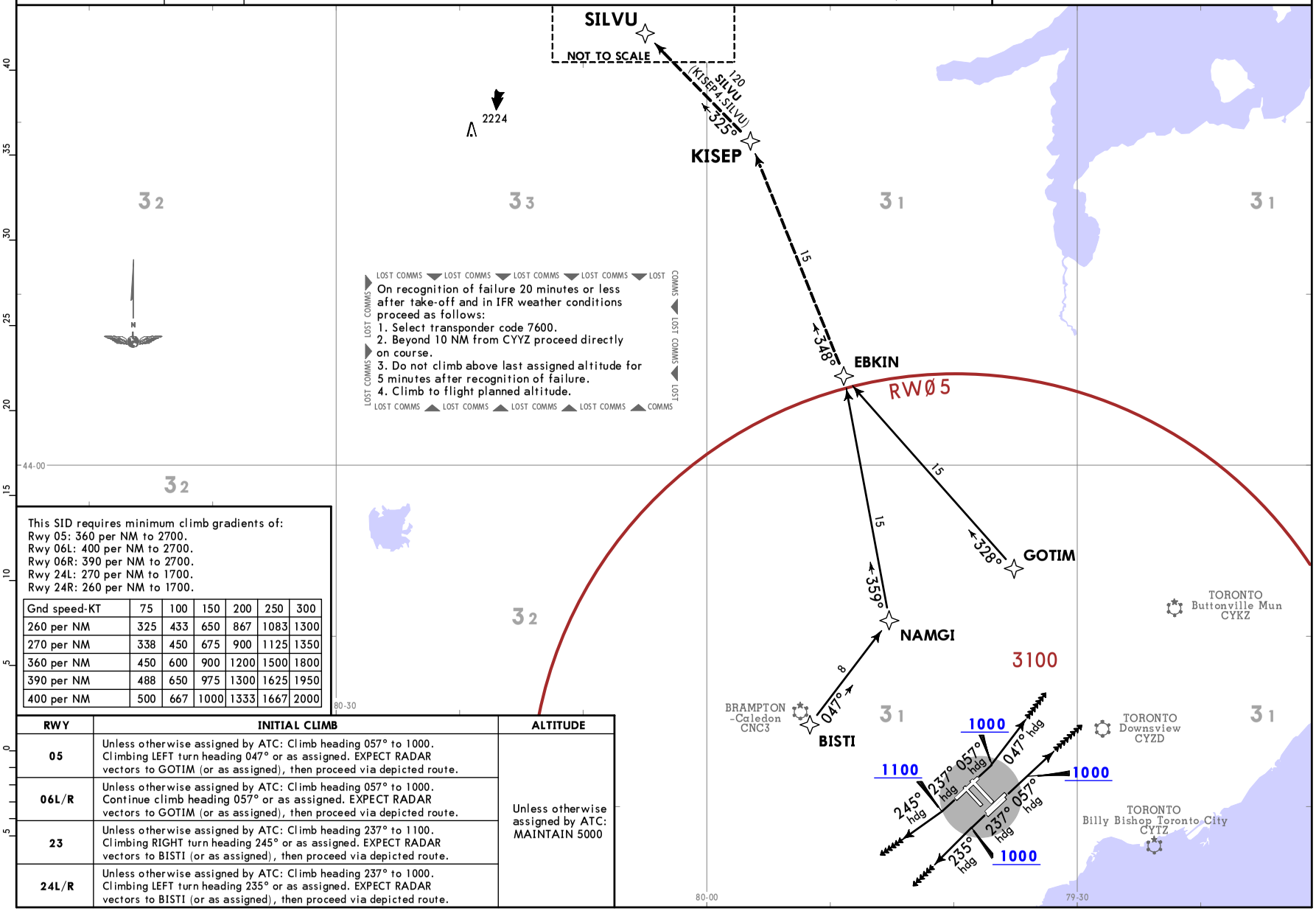
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3E4)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

KISEP 4 DEPARTURE (KISEP4.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-3E5)

TORONTO, ONT
RNAV SID

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

KISEP 4 DEPARTURE (KISEP4.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to BORUX (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	

SILVU
NOT TO SCALE
EDENVALE CNV8
BARRIE-ORILLIA Lake Simcoe CYLS
STAYNER /Clearview CLV2
2186
120 SILVU (KISEP4.SILVU)
325°
KISEP
15
348°
EBKIN
RW 15L
22
327°
ETLER
10
356°
BORUX
3100
TORONTO Buttonville Mun CYKZ
TORONTO Oshawa Executive CYOO
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
340° hdg
345° hdg
327° hdg
327° hdg
147° hdg
147° hdg
2100
1100
1000
1000
CANADA
UNITED STATES
33 31 31 32 31 27 26
44-00
80-00
79-30
79-00

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3F)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

LAKES 4 DEPARTURE (LAKES4.)
(RWYS 05, 06L/R, 23, 24L/R)

STAYNER /Clearview CLV2

2224

TANGI

24 TANGI (LAKES4.TANGI)

RWØ5

SEDOG

029°

15

045°

MATES

3100

TORONTO Buttonville Mun CYKZ

BRAMPTON -Caledon CNC3

TORONTO Downsview CYZD

TORONTO Billy Bishop Toronto City CYTZ

1000

1100

047° hdg

057° hdg

237° hdg

245° hdg

235° hdg

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Non-Jet aircraft only. 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

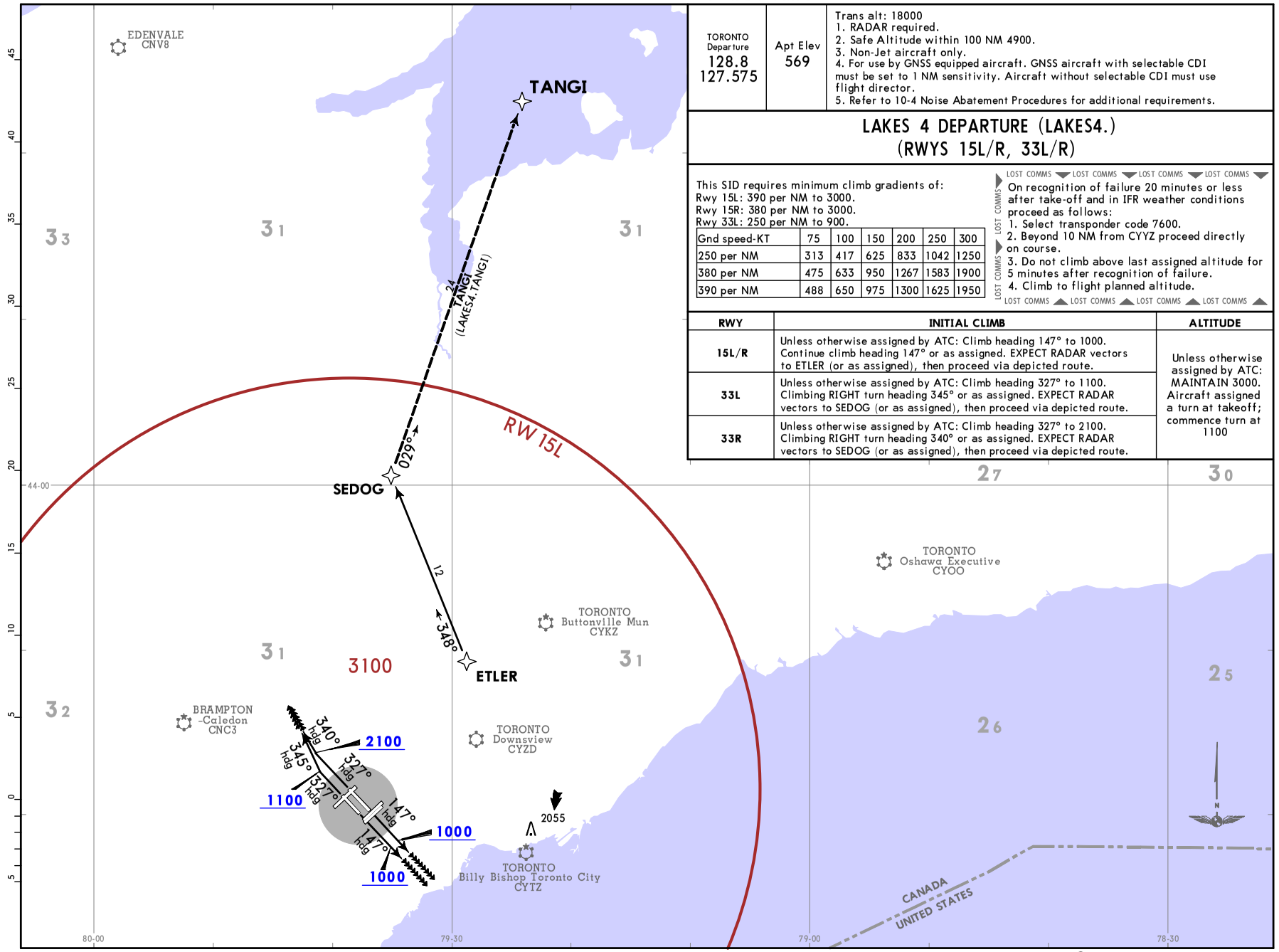
LAKES 4 DEPARTURE (LAKES4.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to ETLER (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	



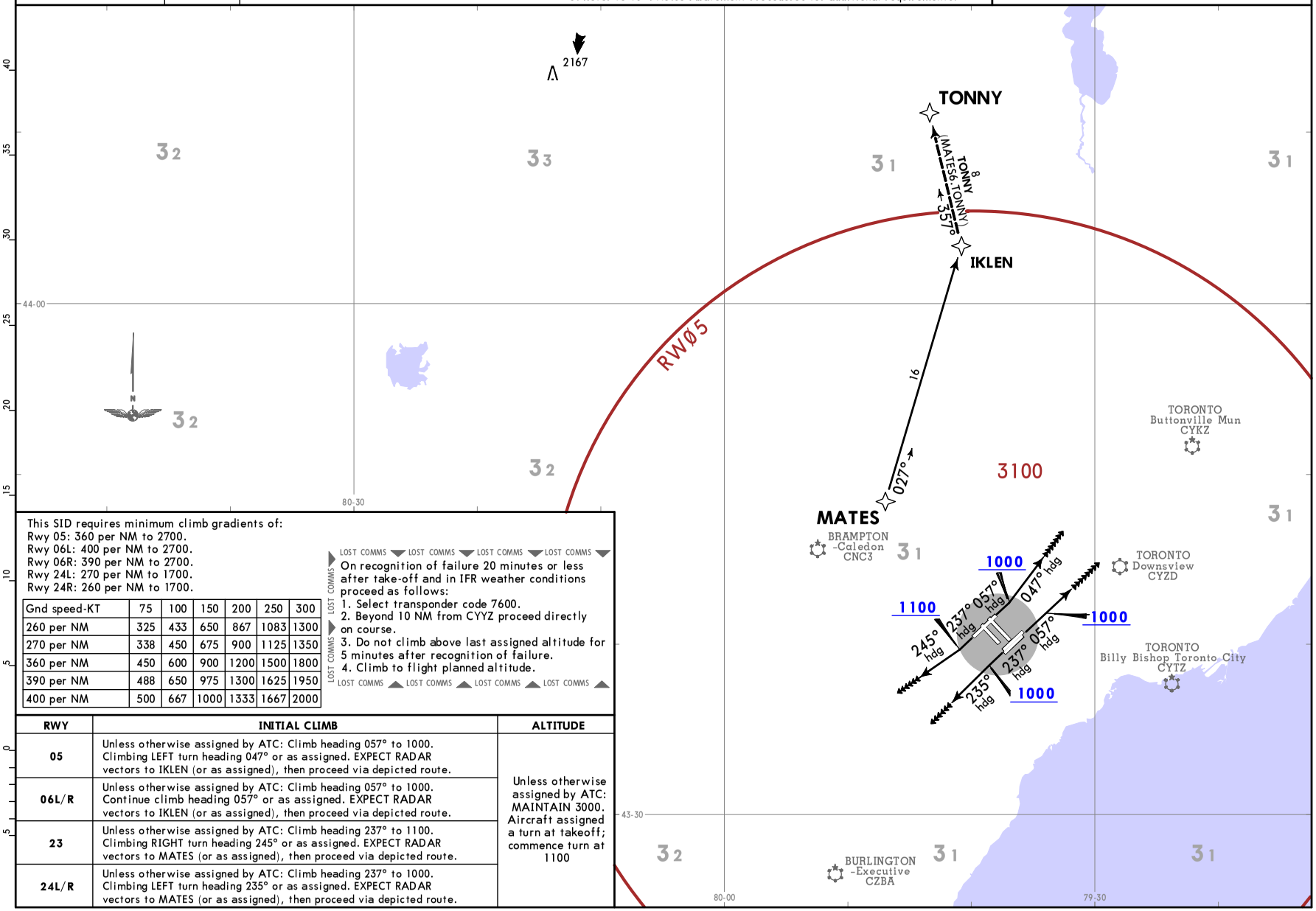
CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3G)
RNAV SID

TORONTO Departure 128.8 127.575	Apt Elev 569	Trans alt: 18000 1. RADAR required. 2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900.	4. Non-Jet aircraft only. 5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

MATES 6 DEPARTURE (MATES6.)
(RWYS 05, 06L/R, 23, 24L/R)



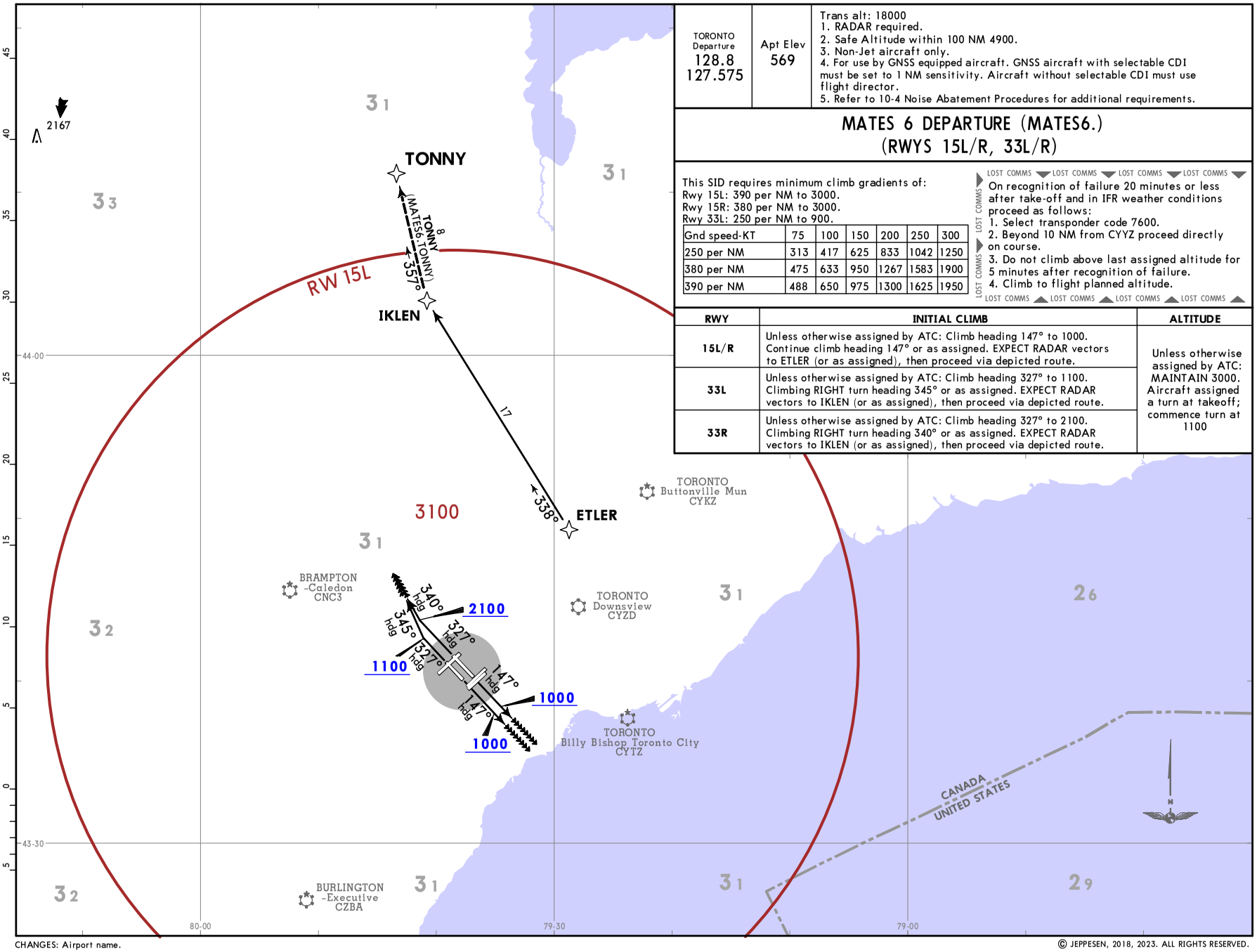
This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.



TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Non-Jet aircraft only. 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

MATES 6 DEPARTURE (MATES6.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to ETLER (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

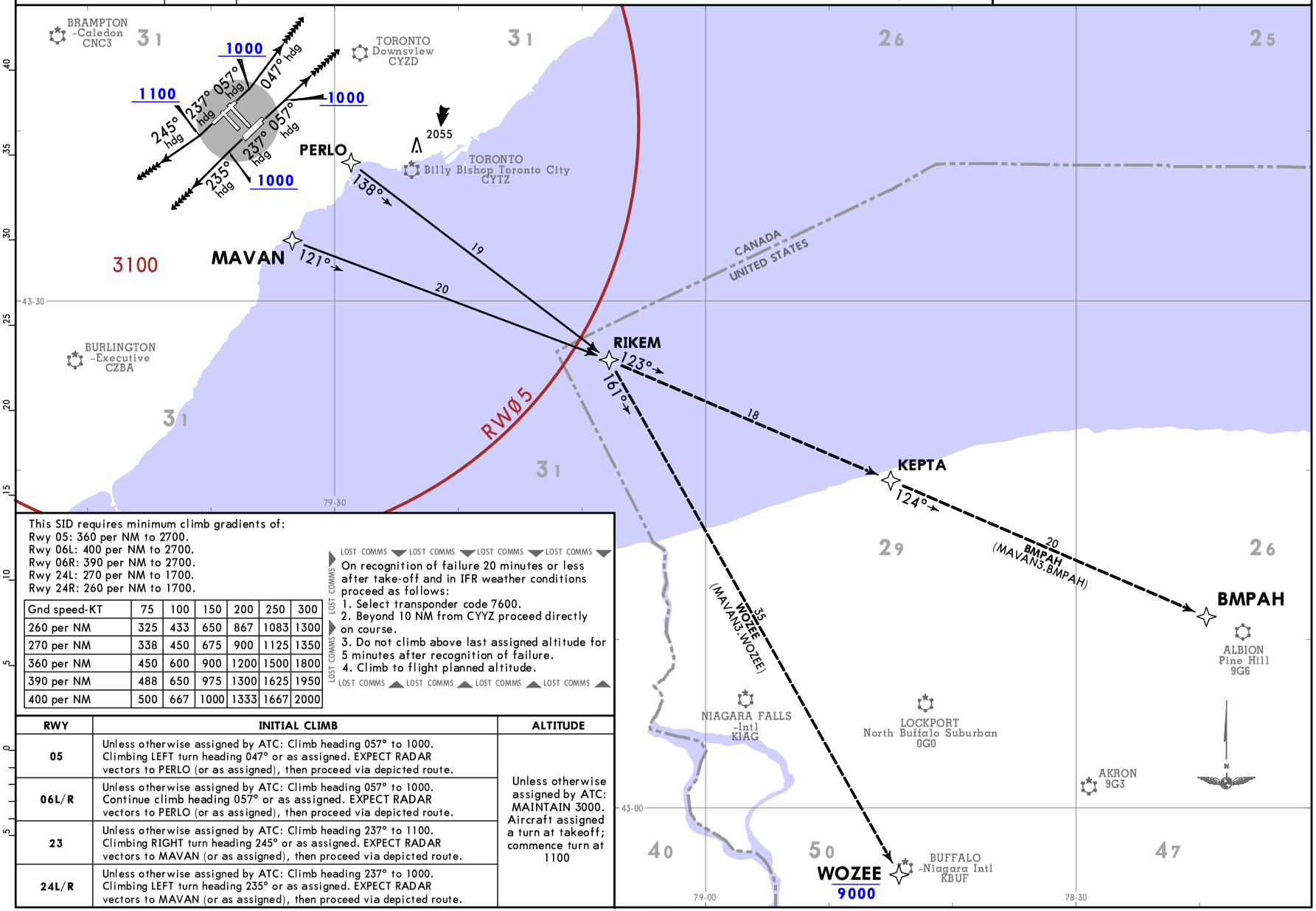
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3G2)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

MAVAN 3 DEPARTURE (MAVAN3.)
(RWYS 05, 06L/R, 23, 24L/R)



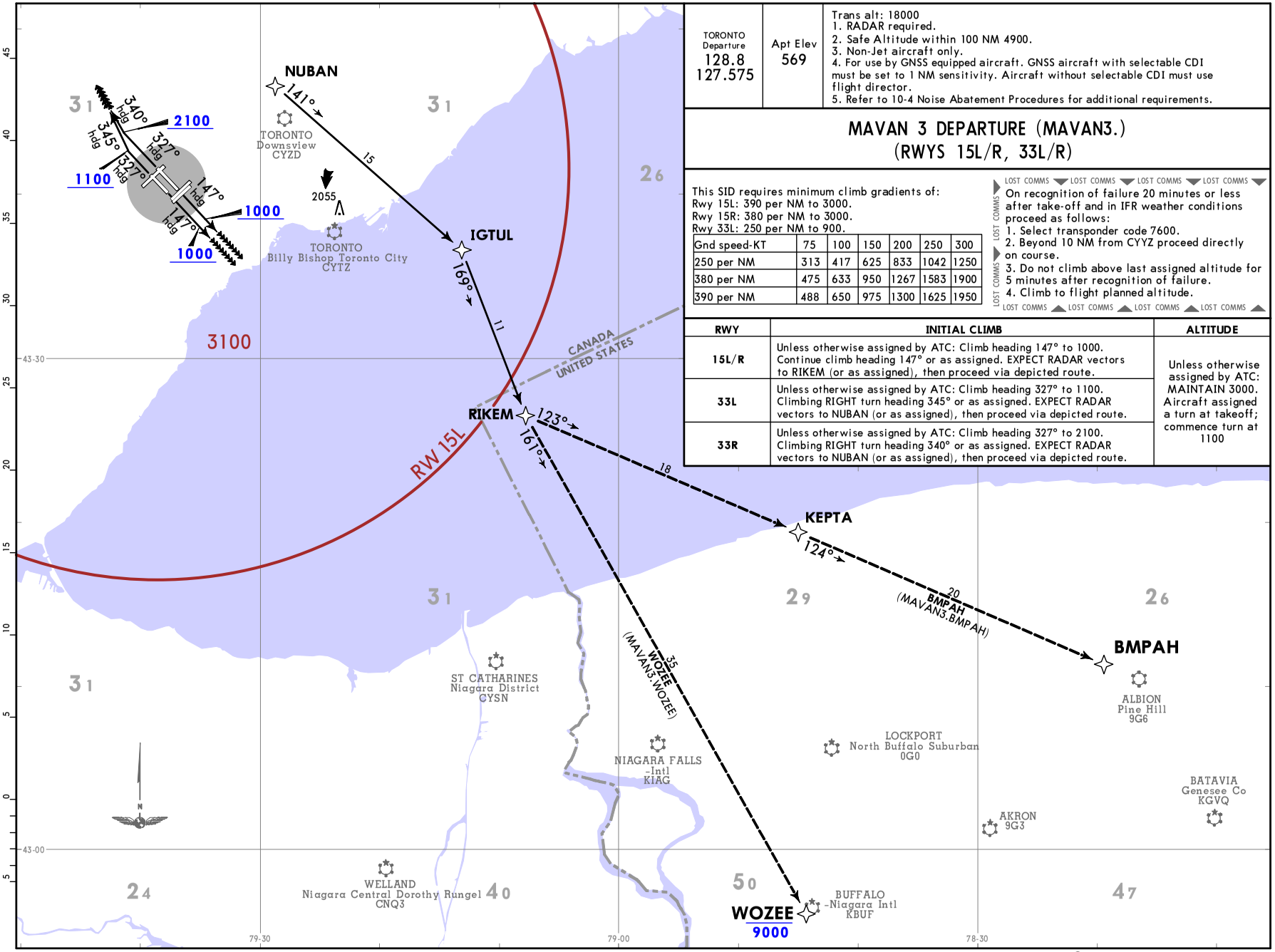
This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.



TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Non-Jet aircraft only.
4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

MAVAN 3 DEPARTURE (MAVAN3.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to RIKEM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

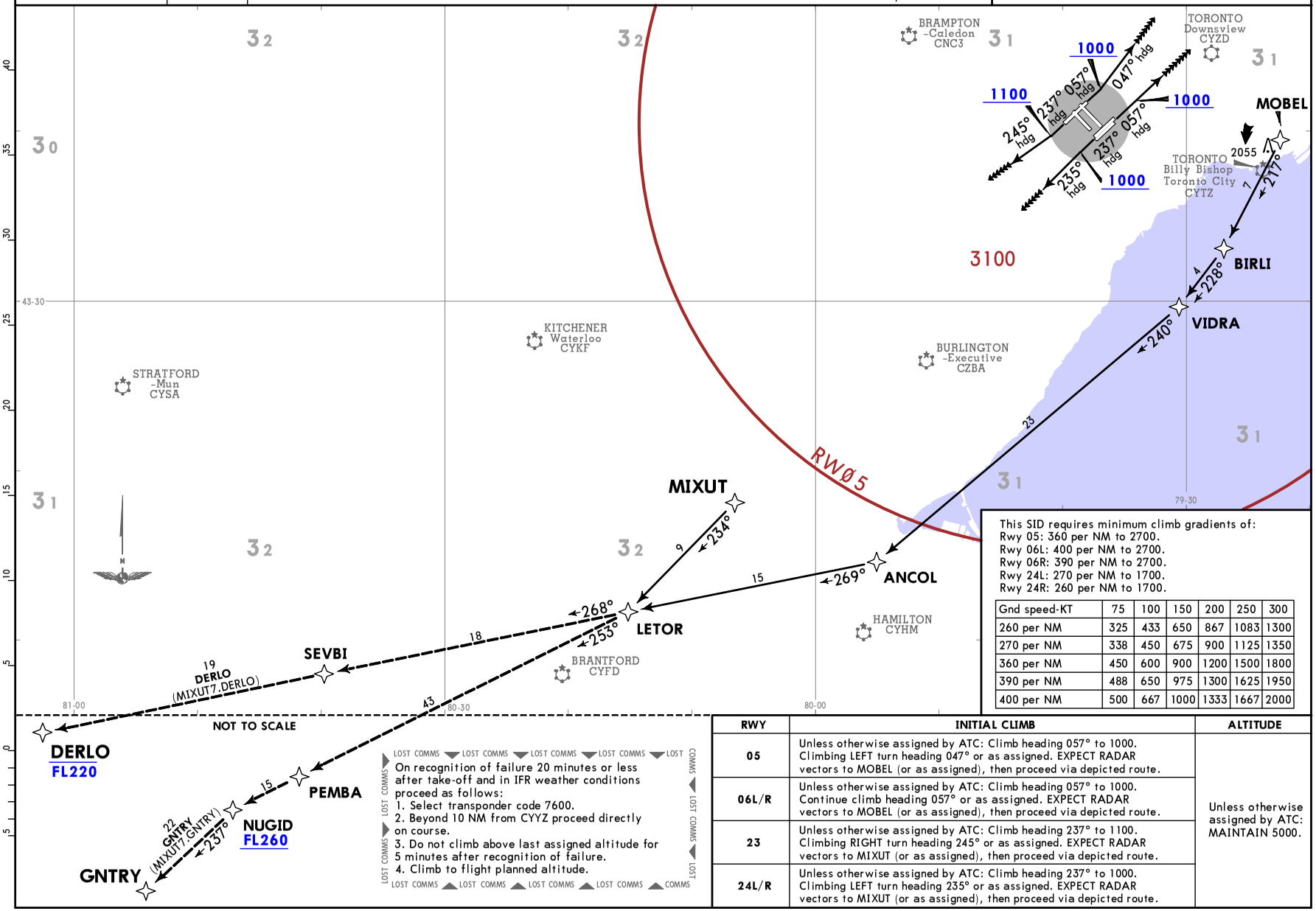
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3G4)
RNAV SID

MIXUT 7 DEPARTURE (MIXUT7.)
(RWYS 05, 06L/R, 23, 24L/R)

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS od D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

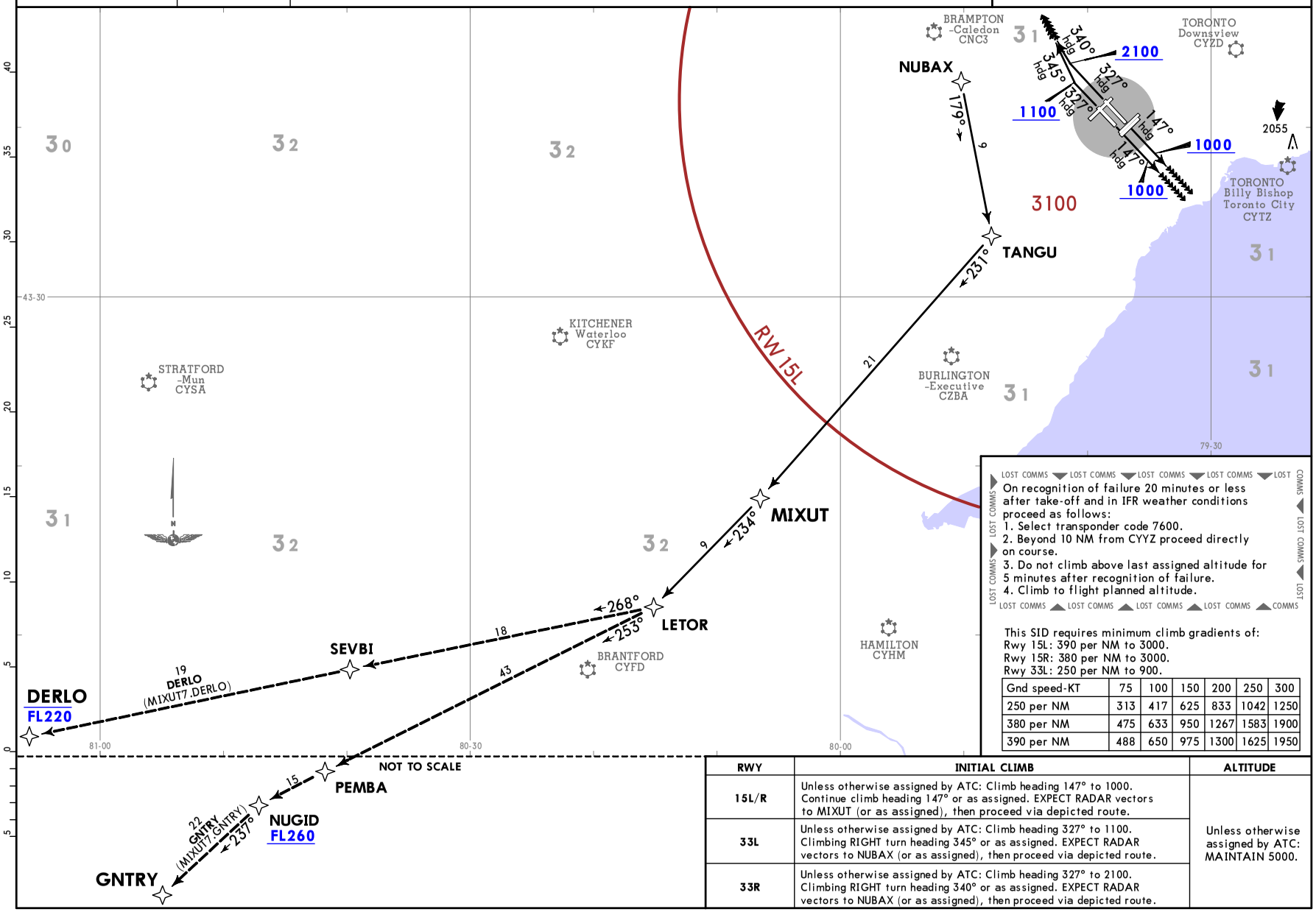
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	Trans alt: 18000
128.8 127.575	569	1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only.

4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

MIXUT 7 DEPARTURE (MIXUT7.)
(RWYS 15L/R, 33L/R)



LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

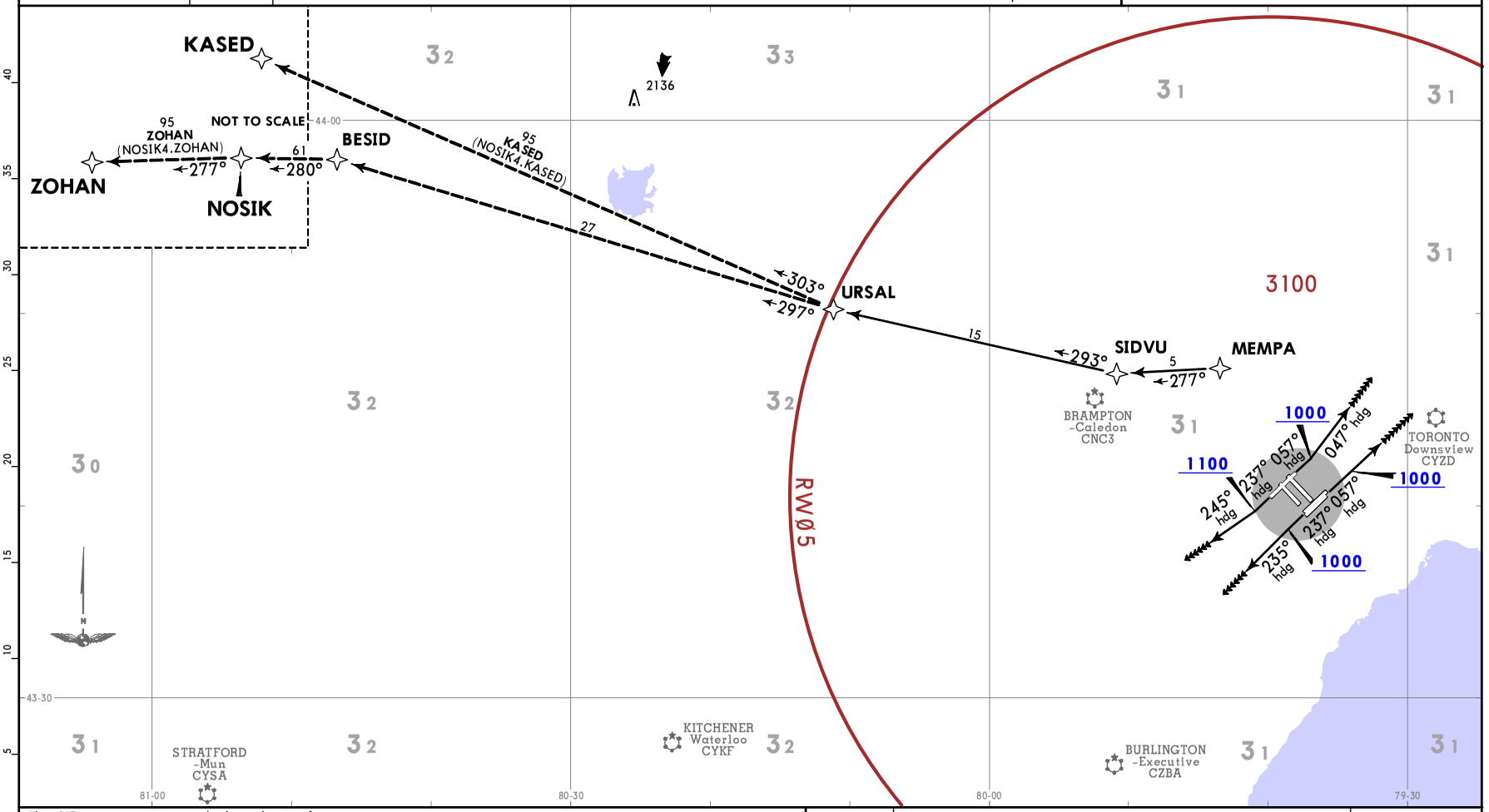
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3H)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

NOSIK 4 DEPARTURE (NOSIK4.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to URSAL (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to URSAL (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Non-Jet aircraft only. 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

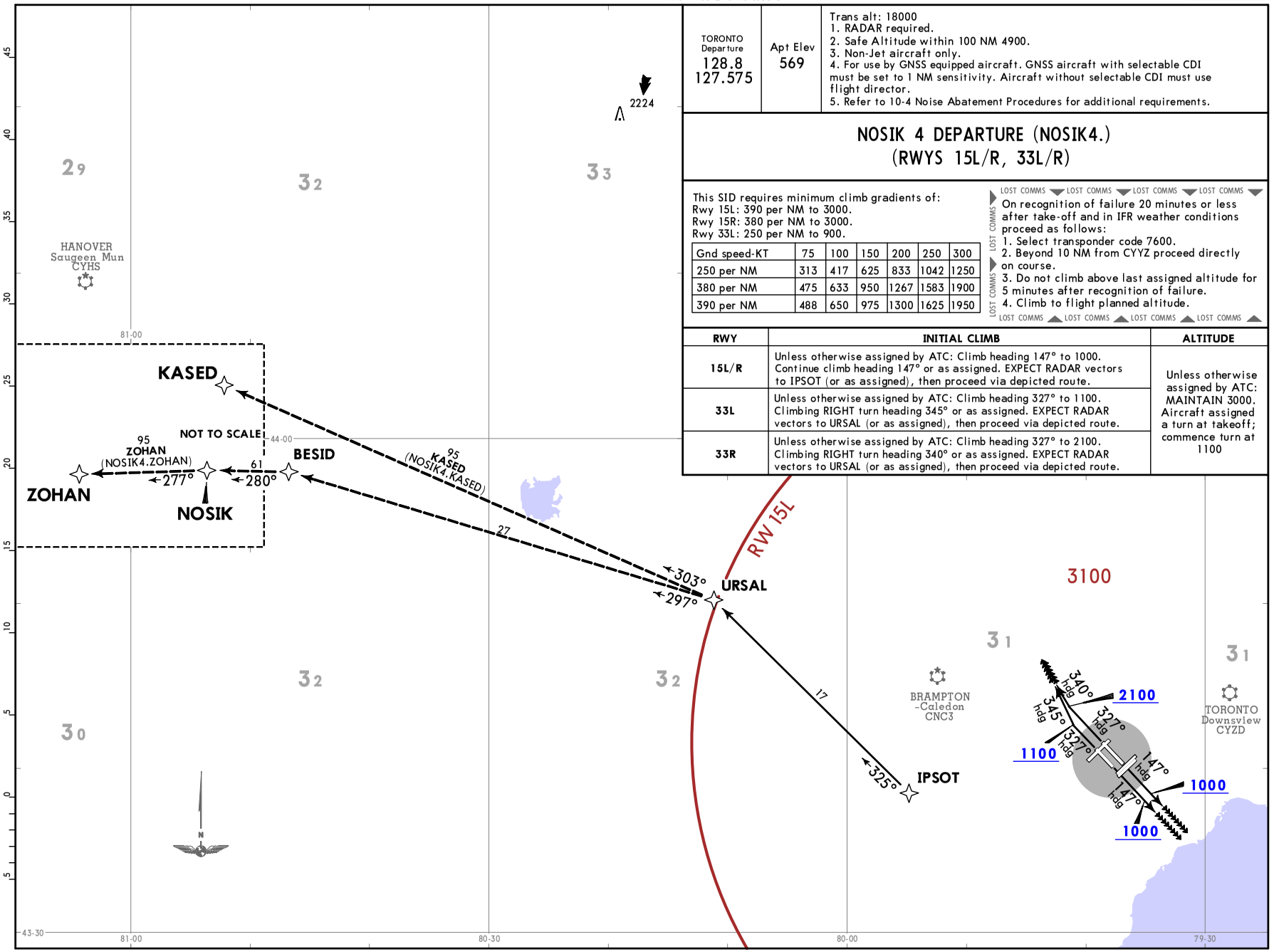
NOSIK 4 DEPARTURE (NOSIK4.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to IPSOT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to URSAL (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to URSAL (or as assigned), then proceed via depicted route.	



CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN 28 APR 23 (10-3H2)

TORONTO, ONT
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

NUGOP 6 DEPARTURE (NUGOP6.)
(RWYS 05, 06L/R, 23, 24L/R)

OTNIK
315°
(NUGOP6.OTNIK) OTNIK 30
NAKAL
28
316°
GOPAK
58
339°
MUSIT
(NUGOP6.MUSIT) MUSIT 35
PEPMA
77
322°
NUGOP
20
317°
AVSEP
15
319°
SIDVU
5
277°
MEMPA

NOT TO SCALE

COLLINGWOOD CNY3
EDENVALE CNV8
STAYNER /Clearview CLV2
2224
HANOVER Saugeen Mun CYHS

RWØ5

3100

1000
047° hdg
1100
237° 057° hdg
245° hdg
1000
237° 057° hdg
235° hdg
1000

TORONTO Downsview CYZD
BRAMPTON -Caledon CNC3

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

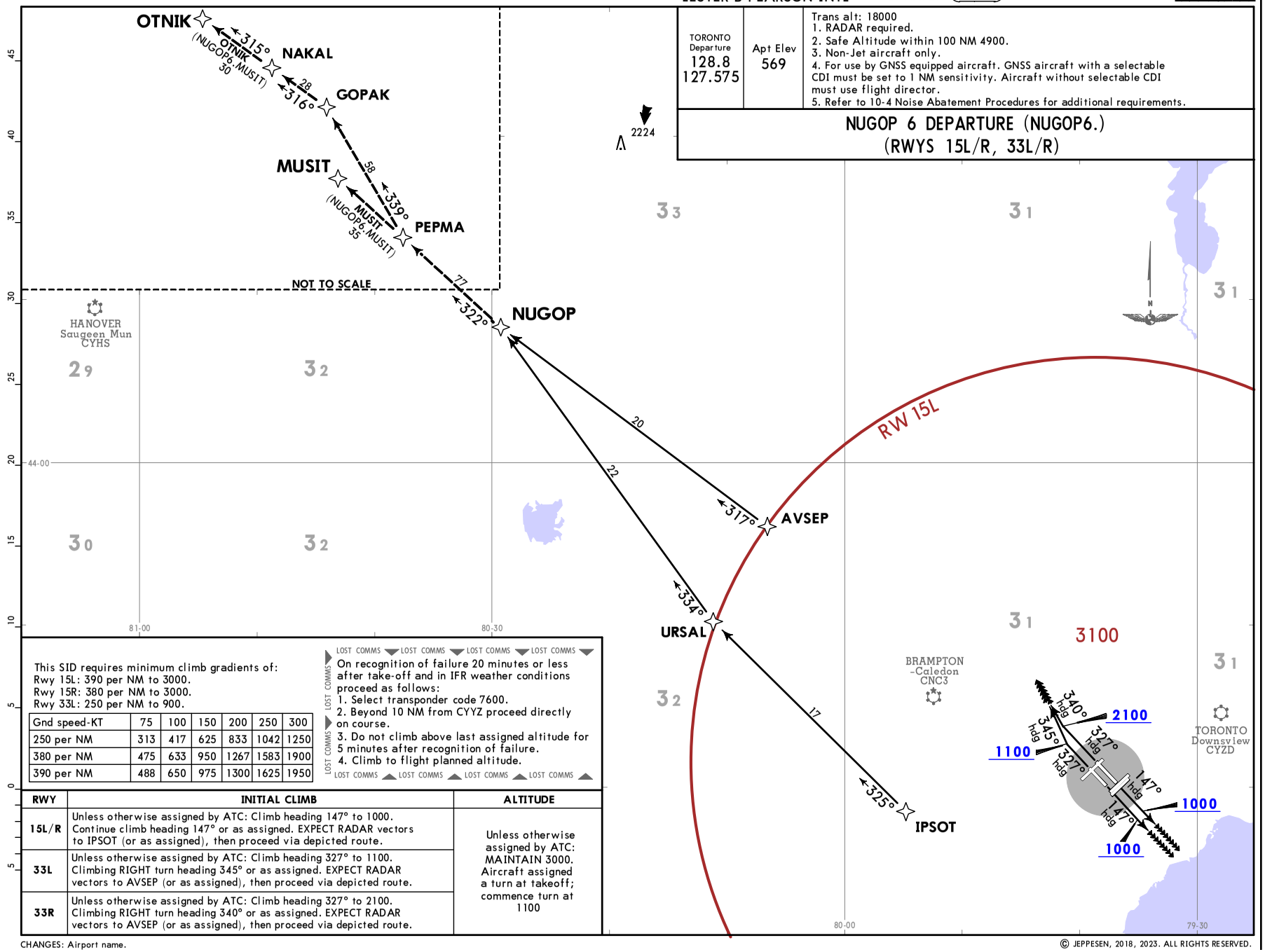
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to AVSEP (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to AVSEP (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Non-Jet aircraft only.
4. For use by GNSS equipped aircraft. GNSS aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

NUGOP 6 DEPARTURE (NUGOP6.)
(RWYS 15L/R, 33L/R)



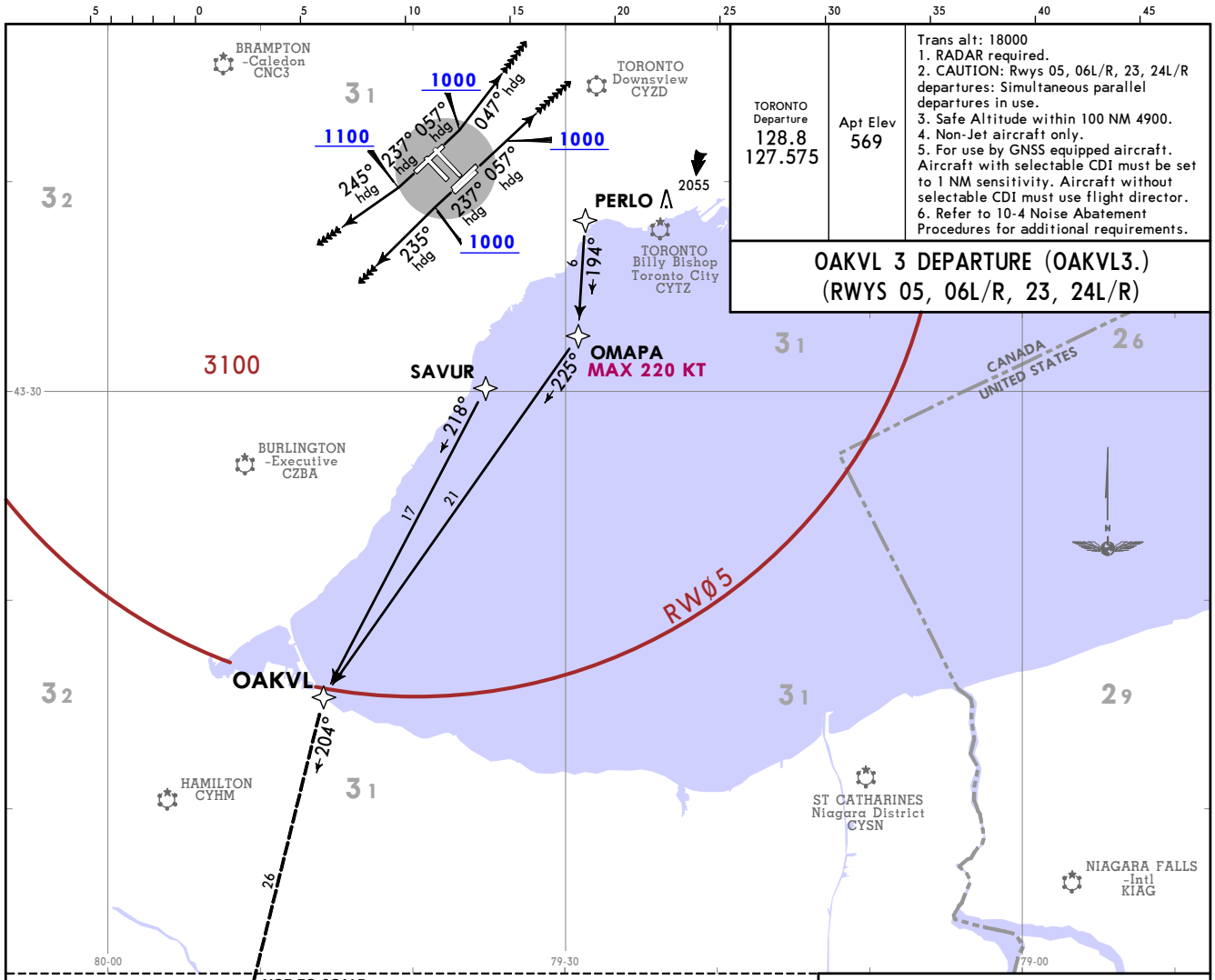
This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to IPSOT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to AVSEP (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to AVSEP (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.



TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

OAKVL 3 DEPARTURE (OAKVL3.)
(RWYS 05, 06L/R, 23, 24L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

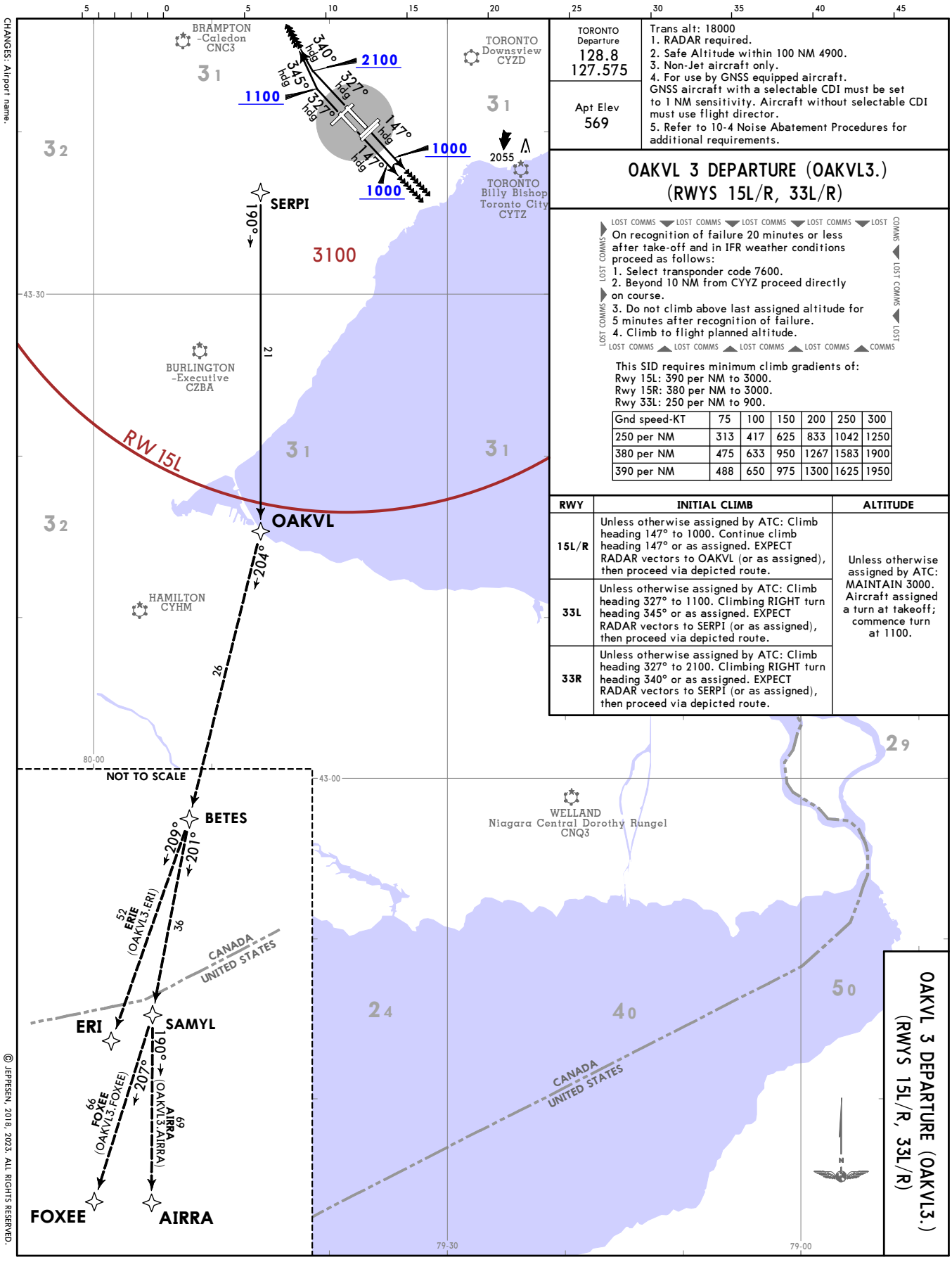
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

28 APR 23 (10-3H4)
JEPPESEN TORONTO, ONT
RNAV SID



TORONTO Departure
128.8
127.575

Apt Elev
569

Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Non-Jet aircraft only.
4. For use by GNSS equipped aircraft. GNSS aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

OAKVL 3 DEPARTURE (OAKVL3.)
(RWYS 15L/R, 33L/R)

LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to OAKVL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

28 APR 23

JEPPESEN
10-3H5

TORONTO, ONT
RNAV SID

OAKVL 3 DEPARTURE (OAKVL3.)
(RWYS 15L/R, 33L/R)

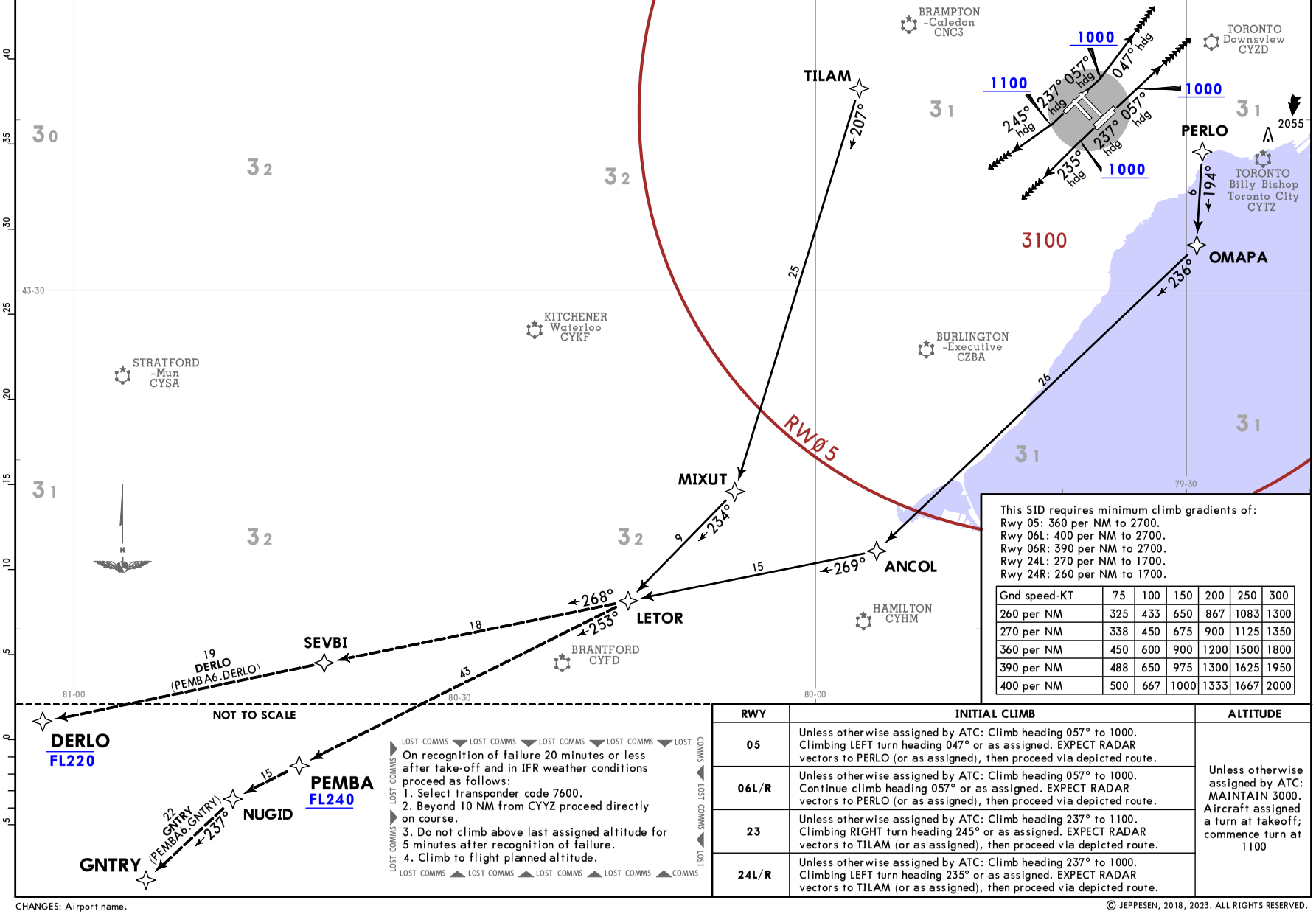
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3J)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

PEMBA 6 DEPARTURE (PEMBA6.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

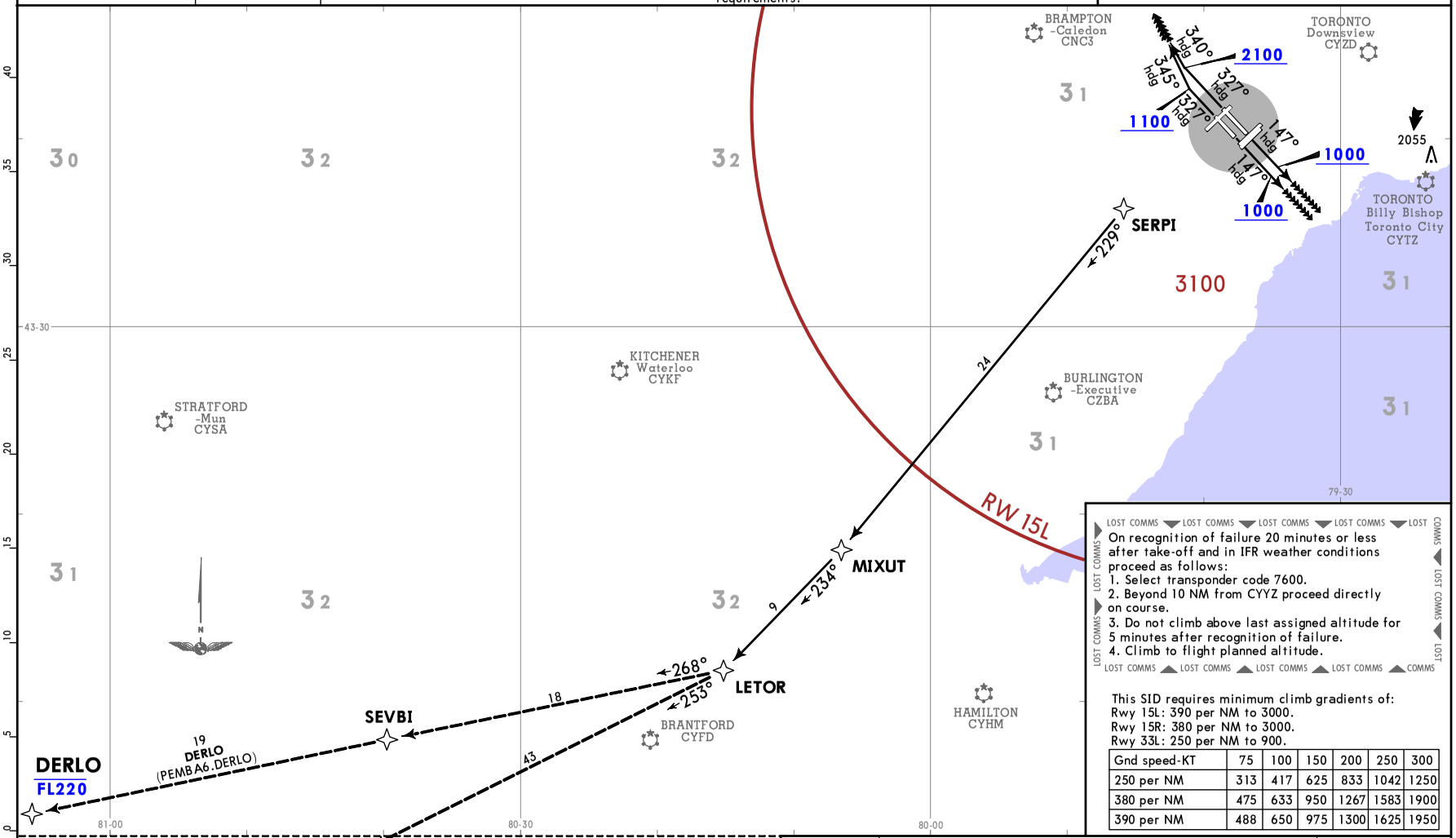
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

PEMBA 6 DEPARTURE (PEMBA6.)
(RWYS 15L/R, 33L/R)

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Non-Jet aircraft only.
4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.



LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

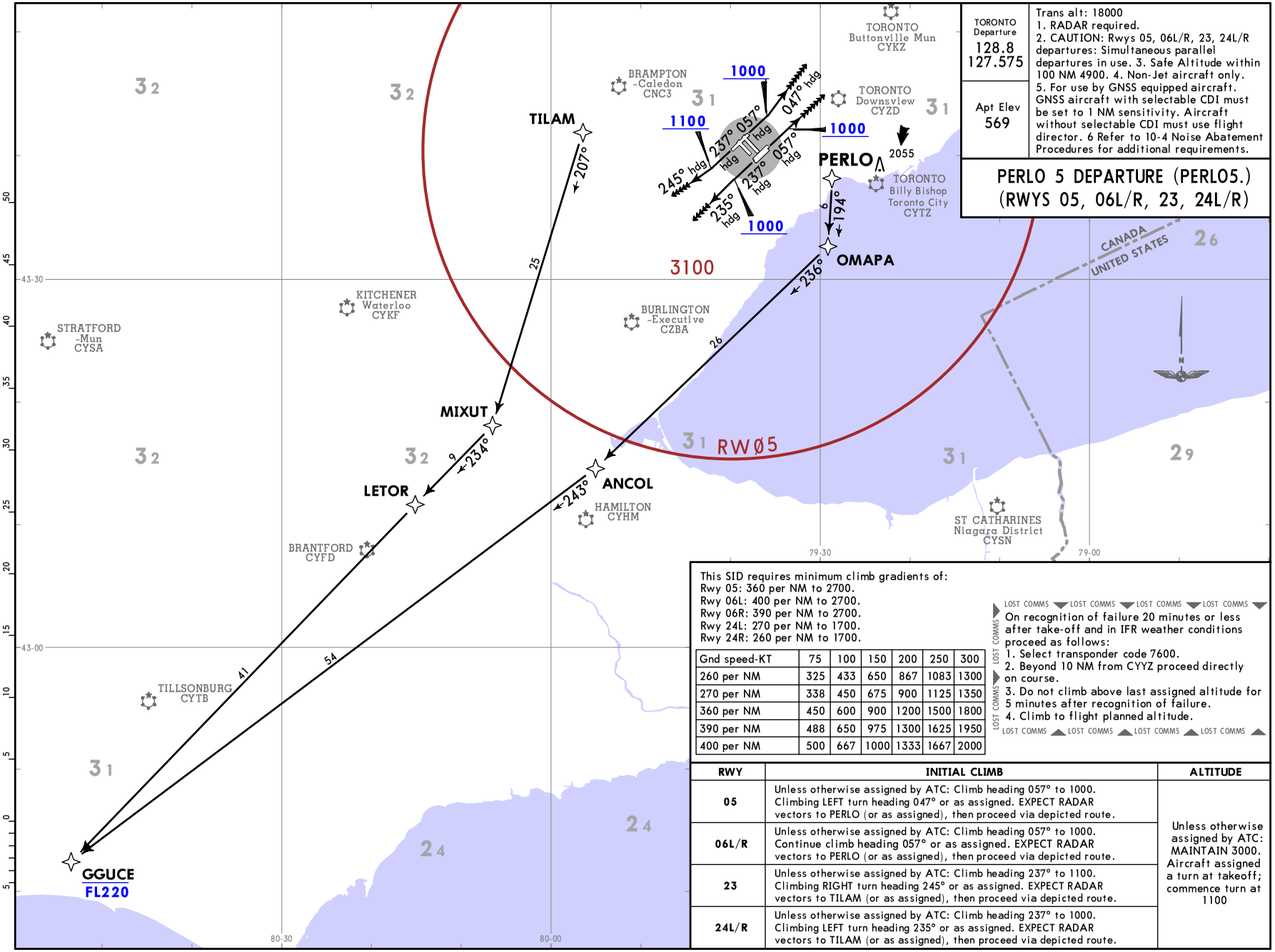
NOT TO SCALE

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3J2)
RNAV SID



TORONTO Departure
128.8 127.575
Apt Elev 569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900. 4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 6 Refer to 10-4 Noise Abatement Procedures for additional requirements.

PERLO 5 DEPARTURE (PERLO5.)
(RWYS 05, 06L/R, 23, 24L/R)

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

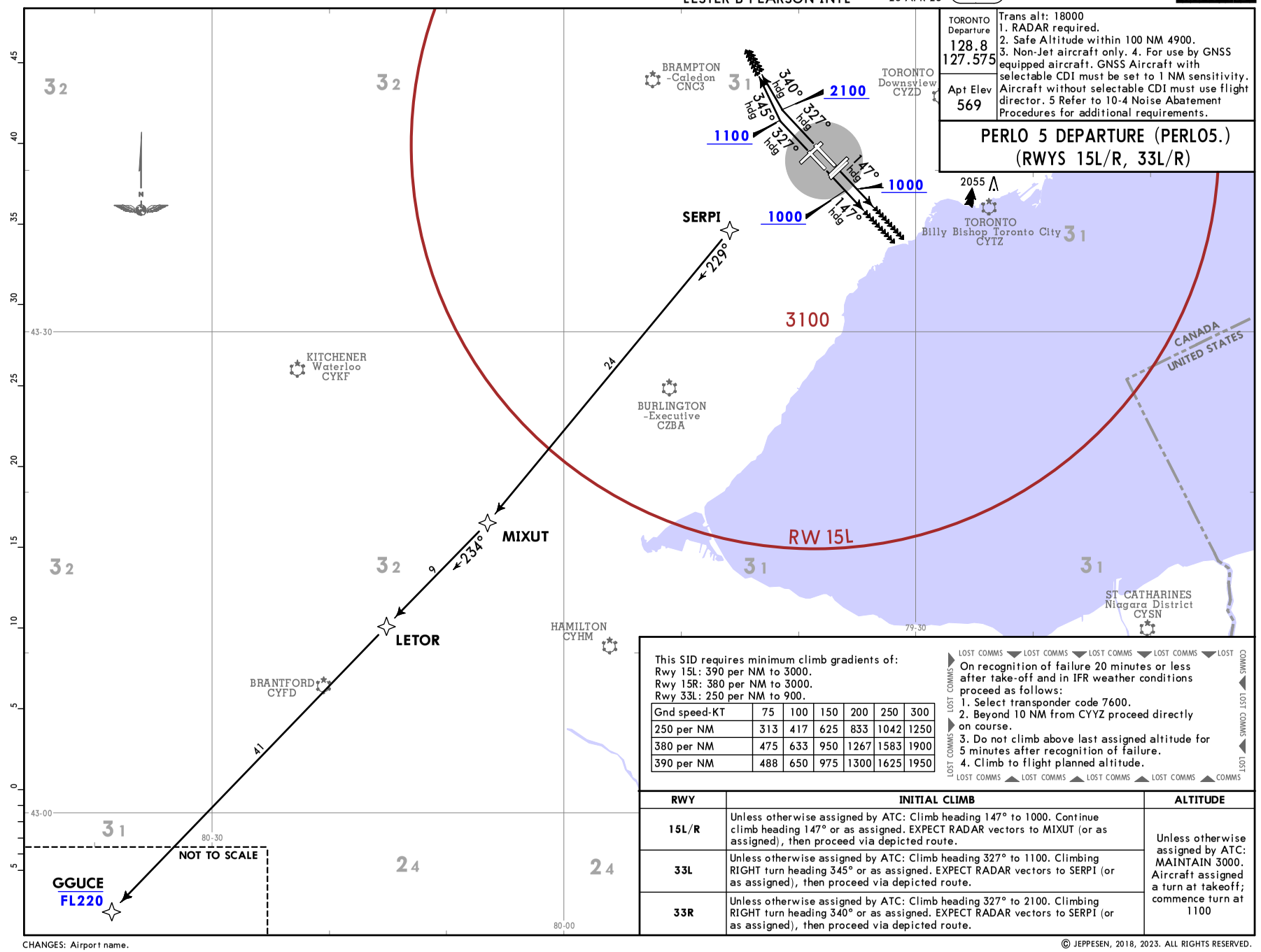
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-3J3)

TORONTO, ONT
RNAV SID

TORONTO Departure 128.8 127.575	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Non-Jet aircraft only. 4. For use by GNSS equipped aircraft. GNSS Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5 Refer to 10-4 Noise Abatement Procedures for additional requirements.
Apt Elev 569	

PERLO 5 DEPARTURE (PERLO5.)
(RWYS 15L/R, 33L/R)



This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900. 4. Jet aircraft only. 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

RIGUS 5 DEPARTURE (RIGUS5.)
(RWYS 05, 06L/R, 23, 24L/R)

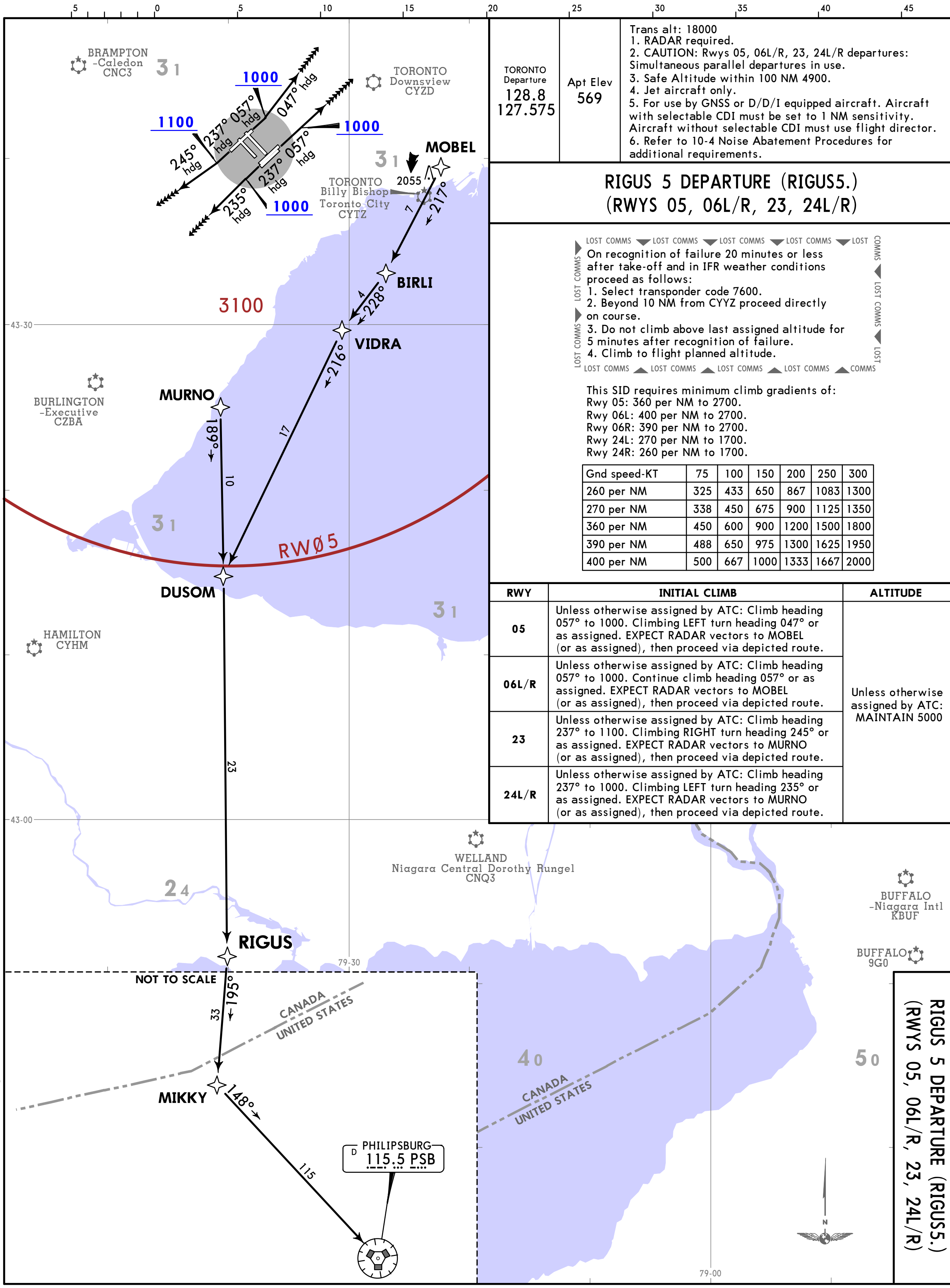
LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

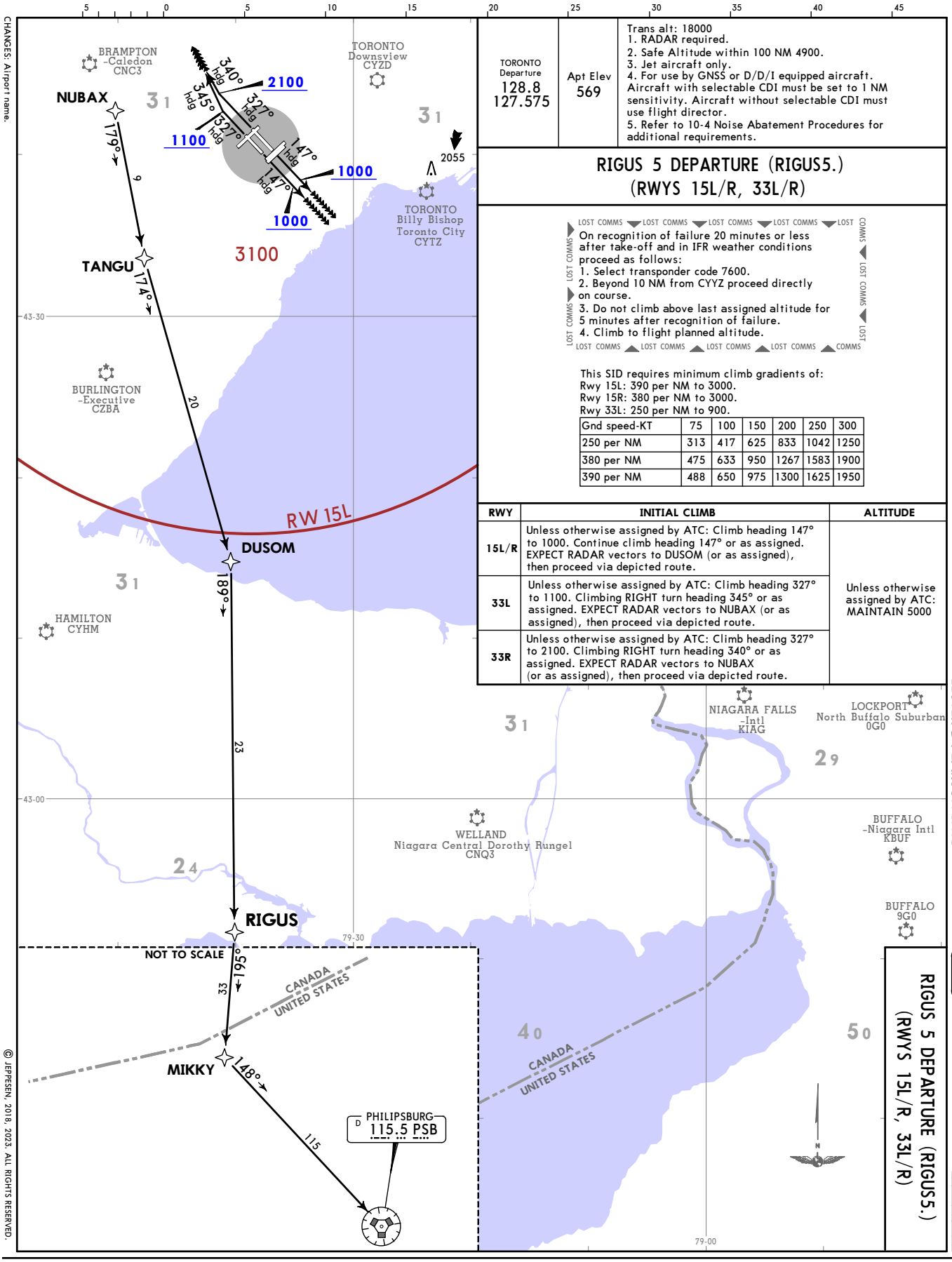
This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	



RIGUS 5 DEPARTURE (RIGUS5.)
(RWYS 05, 06L/R, 23, 24L/R)



TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Jet aircraft only.
4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

RIGUS 5 DEPARTURE (RIGUS5.)
(RWYS 15L/R, 33L/R)

LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to DUSOM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23
(10-3K1)

TORONTO, ONT
RNAV SID

RIGUS 5 DEPARTURE (RIGUS5.)
(RWYS 15L/R, 33L/R)

CHANGES: Airport name.

TORONTO Departure 128.8 127.575	Apt Elev 569	Trans alt: 18000 1. RADAR required. 2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900. 4. Jet aircraft only. 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

SEDOG 6 DEPARTURE (SEDOG6.)
(RWYS 05, 06L/R, 23, 24L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

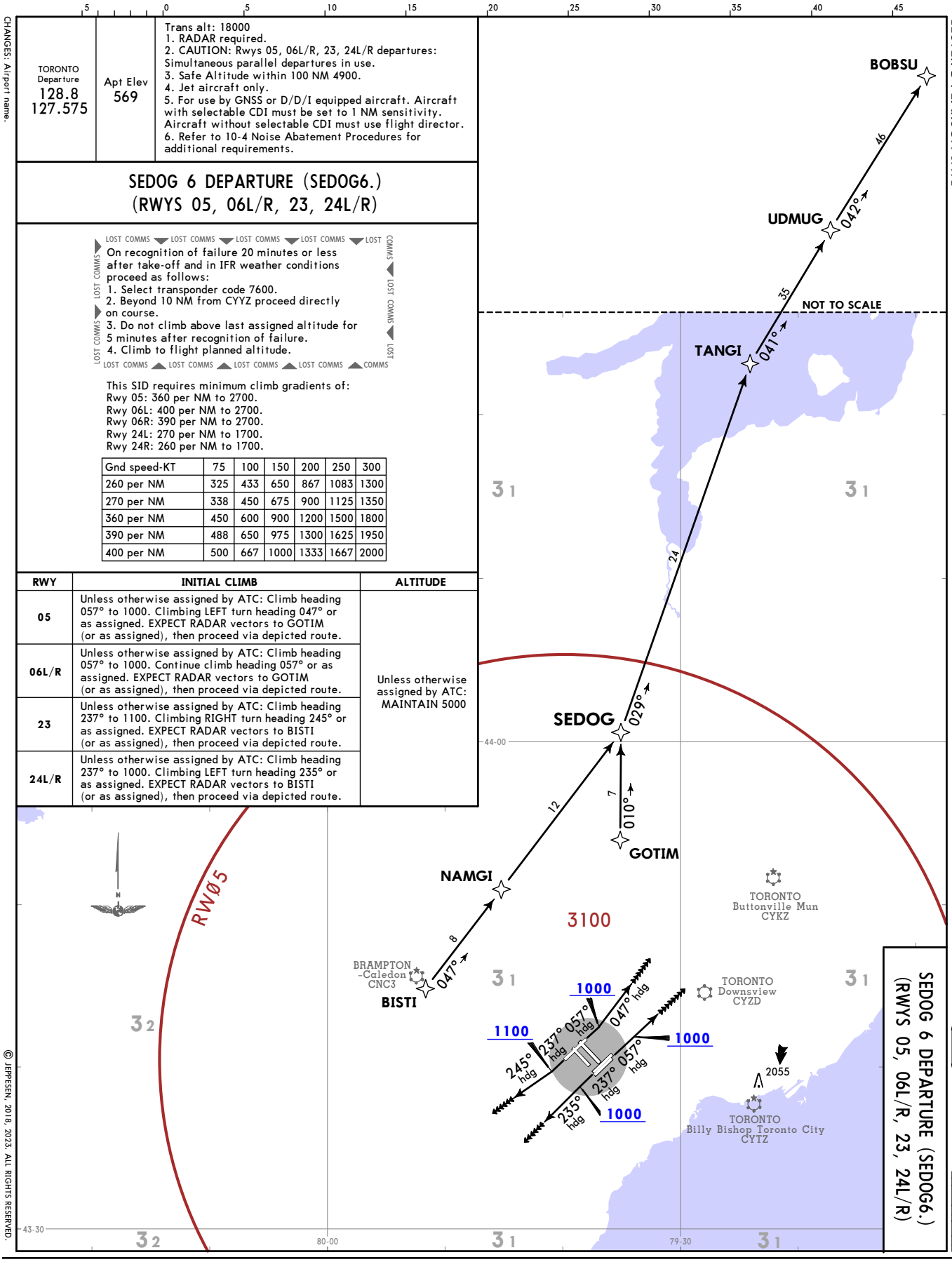
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	



CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23
(10-3L)

TORONTO, ONT
RNAV SID

SEDOG 6 DEPARTURE (SEDOG6.)
(RWYS 05, 06L/R, 23, 24L/R)

CHANGES: Airport name.

TORONTO Departure	Apt Elev	Trans alt: 18000
128.8 127.575	569	1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

SEDOG 6 DEPARTURE (SEDOG6.)
(RWYS 15L/R, 33L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

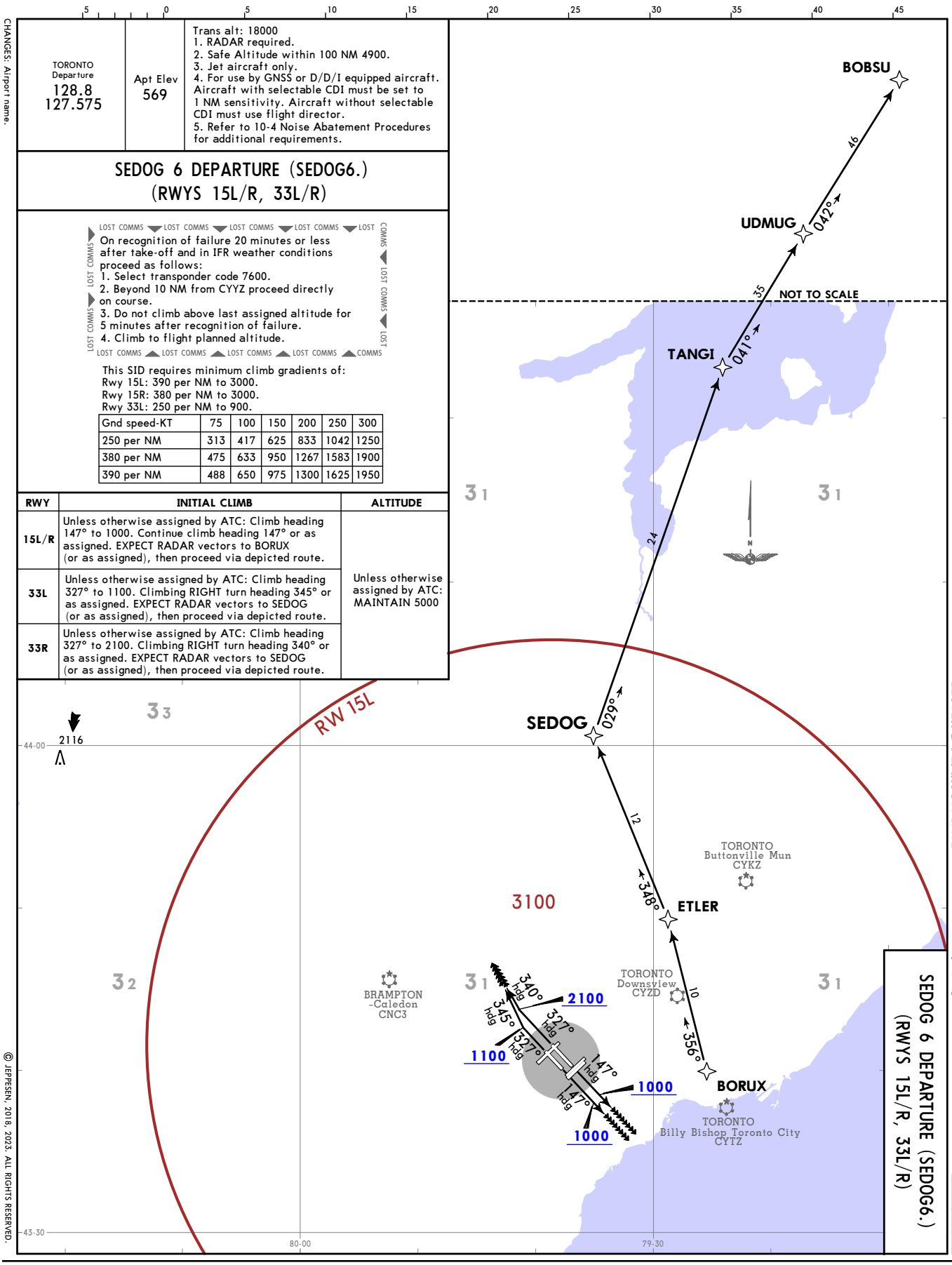
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to BORUX (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	



CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-3M)

SEDOG 6 DEPARTURE (SEDOG6.)
(RWYS 15L/R, 33L/R)

TORONTO, ONT
RNAV SID

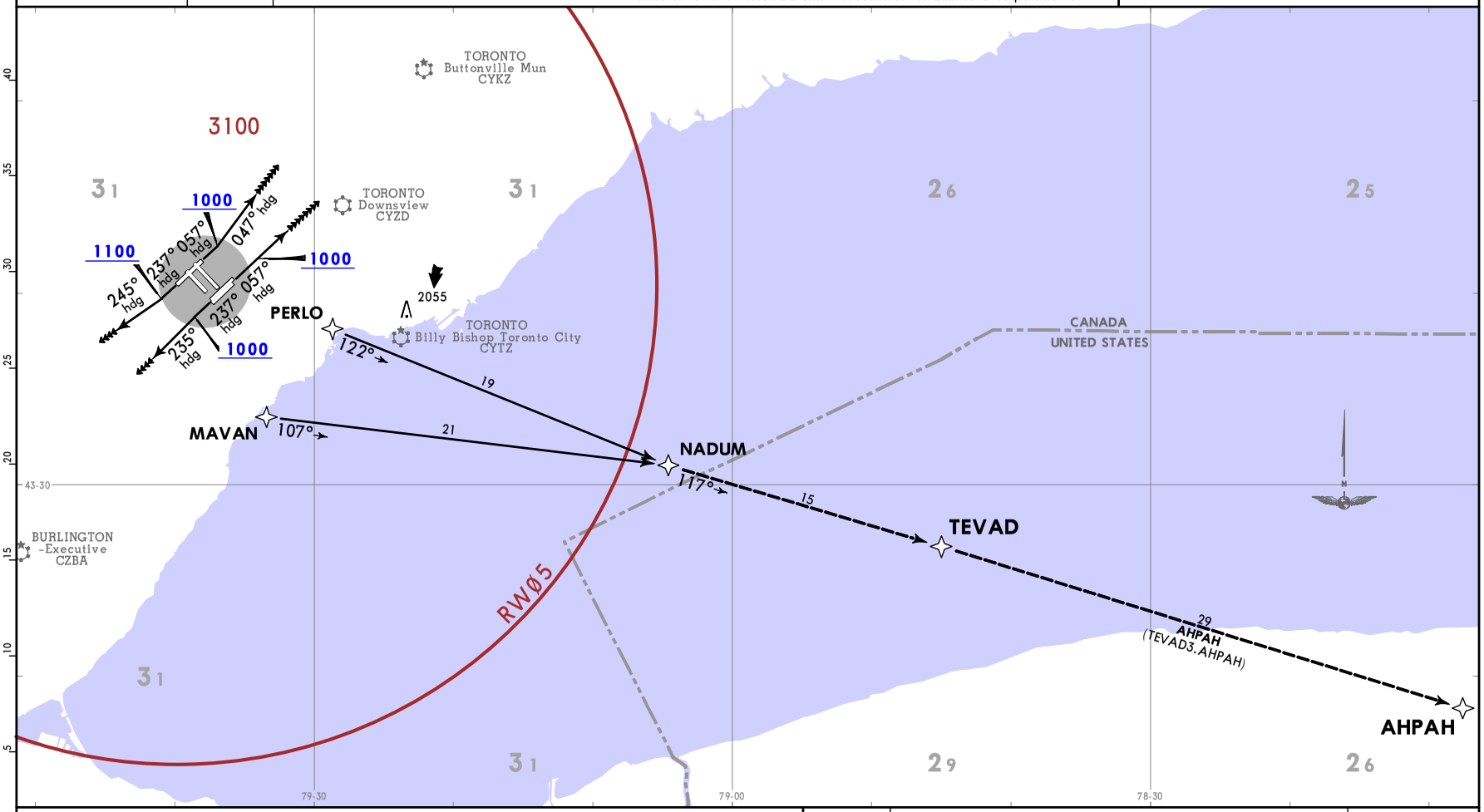
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3N) RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

TEVAD 3 DEPARTURE (TEVAD3.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

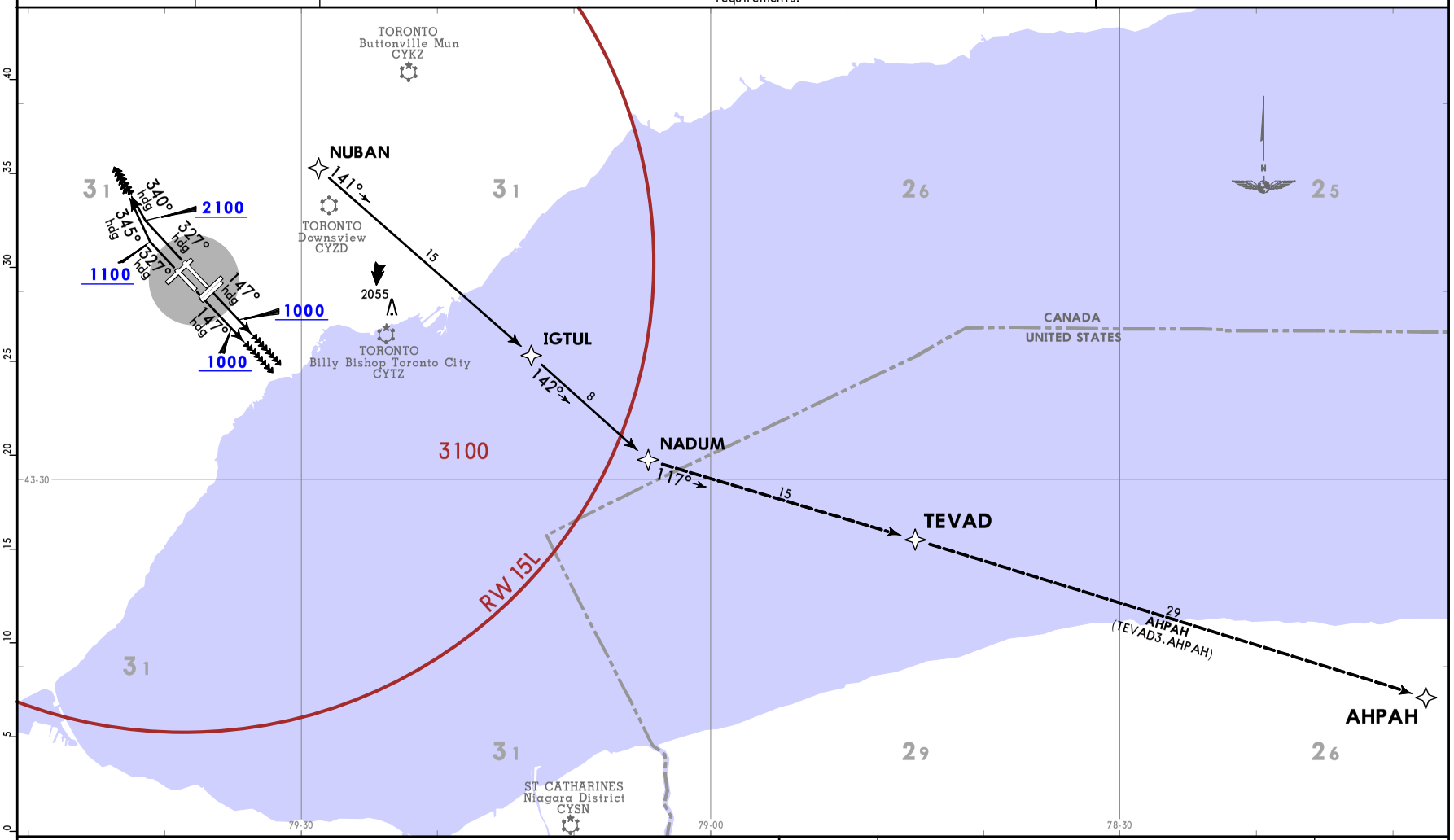
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TEVAD 3 DEPARTURE (TEVAD3.)
(RWYS 15L/R, 33L/R)

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Non-Jet aircraft only.
4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.



This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to NADUM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	

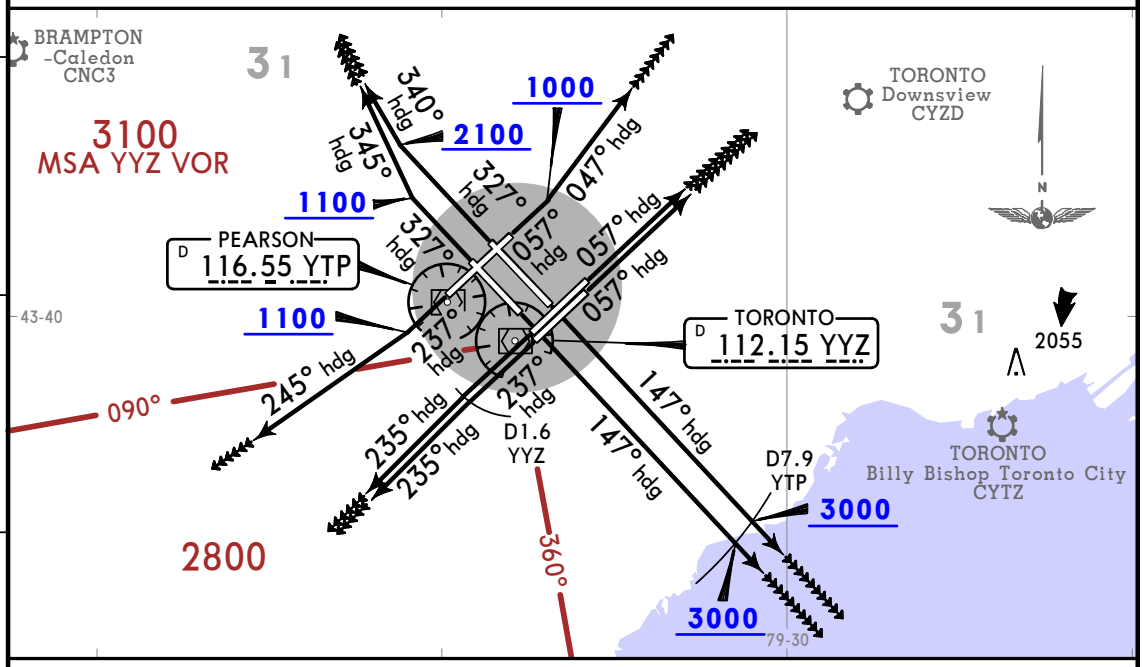
CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 2. Safe Altitude within 100 NM 4900. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

TORONTO 4 DEPARTURE (TRNTO4.) (VECTOR)

Day Procedure. For use between 0630-0000 local.

SPEED: MAX 250 KT BELOW 10000



TURBOJET/FAN AIRCRAFT ONLY	
RWY	NOISE ABATEMENT DEPARTURE PROCEDURE
ALL RWYS	1 or 2

LOST COMMS

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
2. Beyond D10.0 YYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight plan altitude.

LOST COMMS

❶ Unless otherwise assigned by ATC.

This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	❶ INITIAL CLIMB	❶ ALTITUDE
05	Climb heading 057° to 1000. Climbing LEFT turn heading 047° or assigned heading for vectors to assigned route.	Jet aircraft MAINTAIN 5000. Non-jet aircraft MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Climb heading 057° or assigned heading for vectors to assigned route.	
15L/R	Climb heading 147° cross D7.9 YTP at or above 3000. MAINTAIN heading for vectors to assigned route.	
23	Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or assigned heading for vectors to assigned route.	
24L/R	Climb heading 237°. At D1.6 YYZ, turn LEFT heading 235° or assigned heading for vectors to assigned route.	
33L	Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or assigned heading for vectors to assigned route.	
33R	Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or assigned heading for vectors to assigned route.	

CHANGES: Airport name.

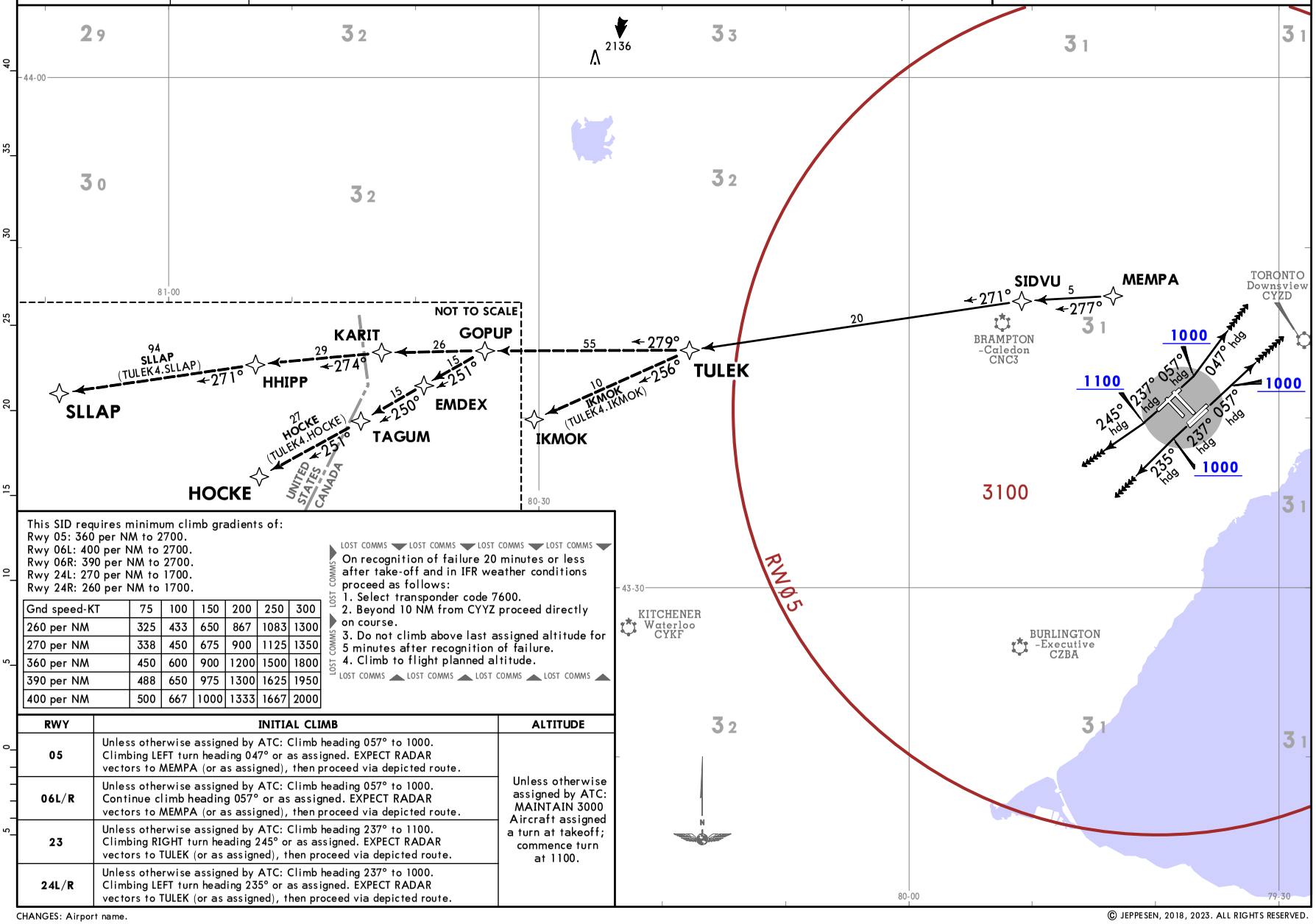
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3Q1)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Non-Jet aircraft only.
5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

TULEK 4 DEPARTURE (TULEK4.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000 Aircraft assigned a turn at takeoff; commence turn at 1100.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TULEK (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TULEK (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Non-Jet aircraft only. 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

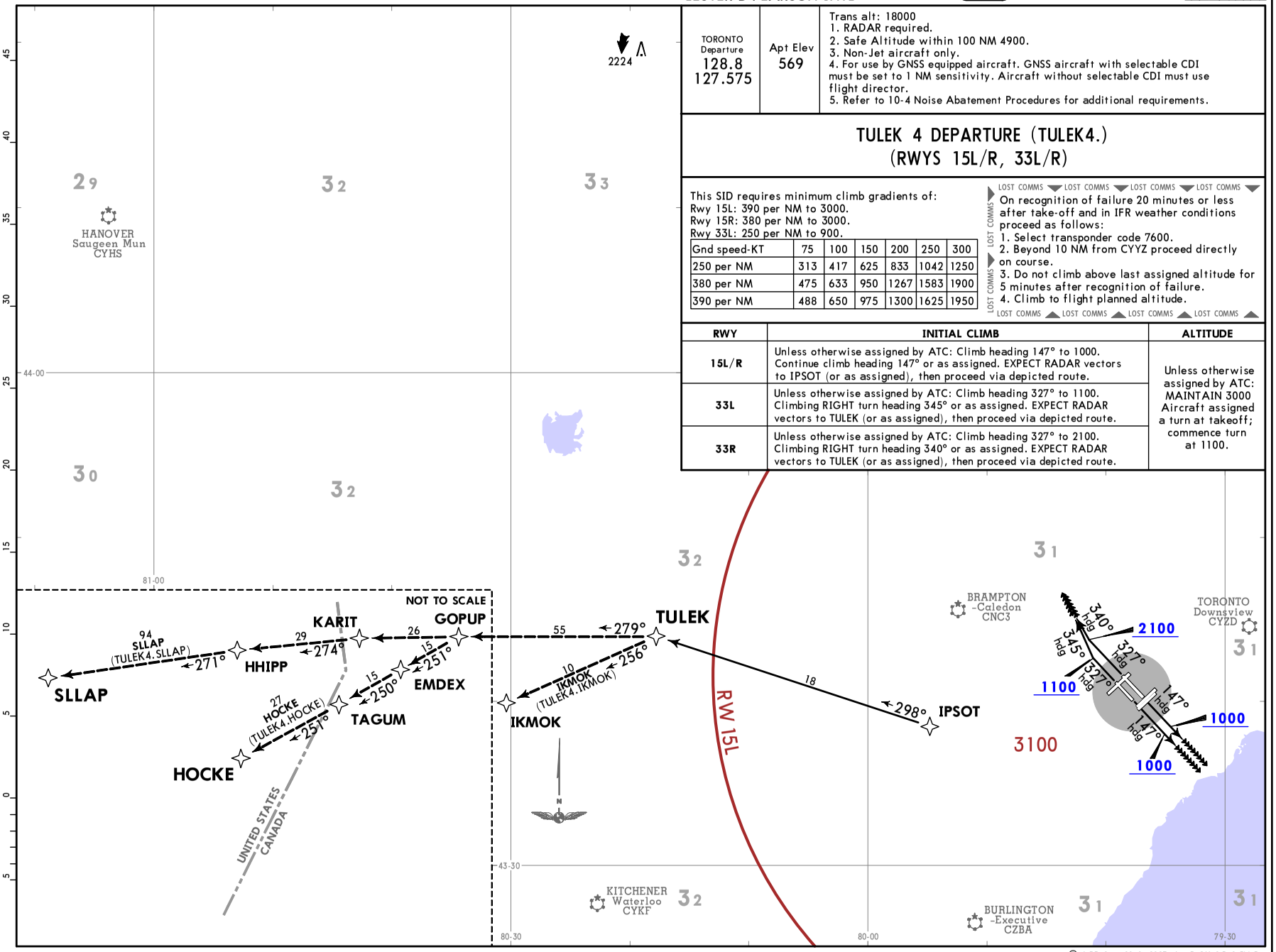
TULEK 4 DEPARTURE (TULEK4.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to IPSOT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000 Aircraft assigned a turn at takeoff; commence turn at 1100.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to TULEK (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to TULEK (or as assigned), then proceed via depicted route.	



CHANGES: Airport name.

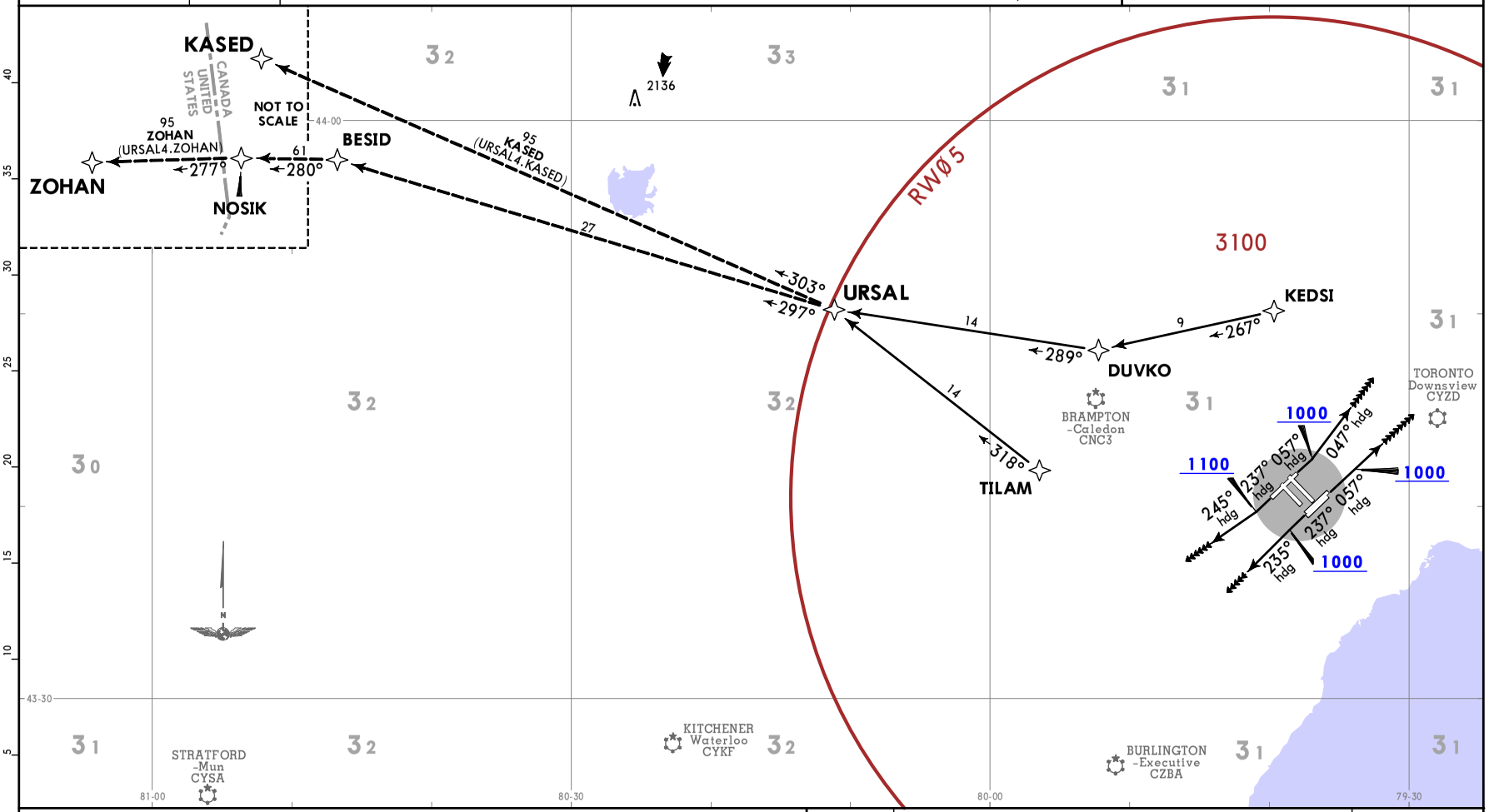
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3Q3)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

URSAL 4 DEPARTURE (URSAL4.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

TORONTO Departure	Apt Elev	
128.8 127.575	569	Trans alt: 18000 1. RADAR required. 2. Safe Altitude within 100 NM 4900. 3. Jet aircraft only. 4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

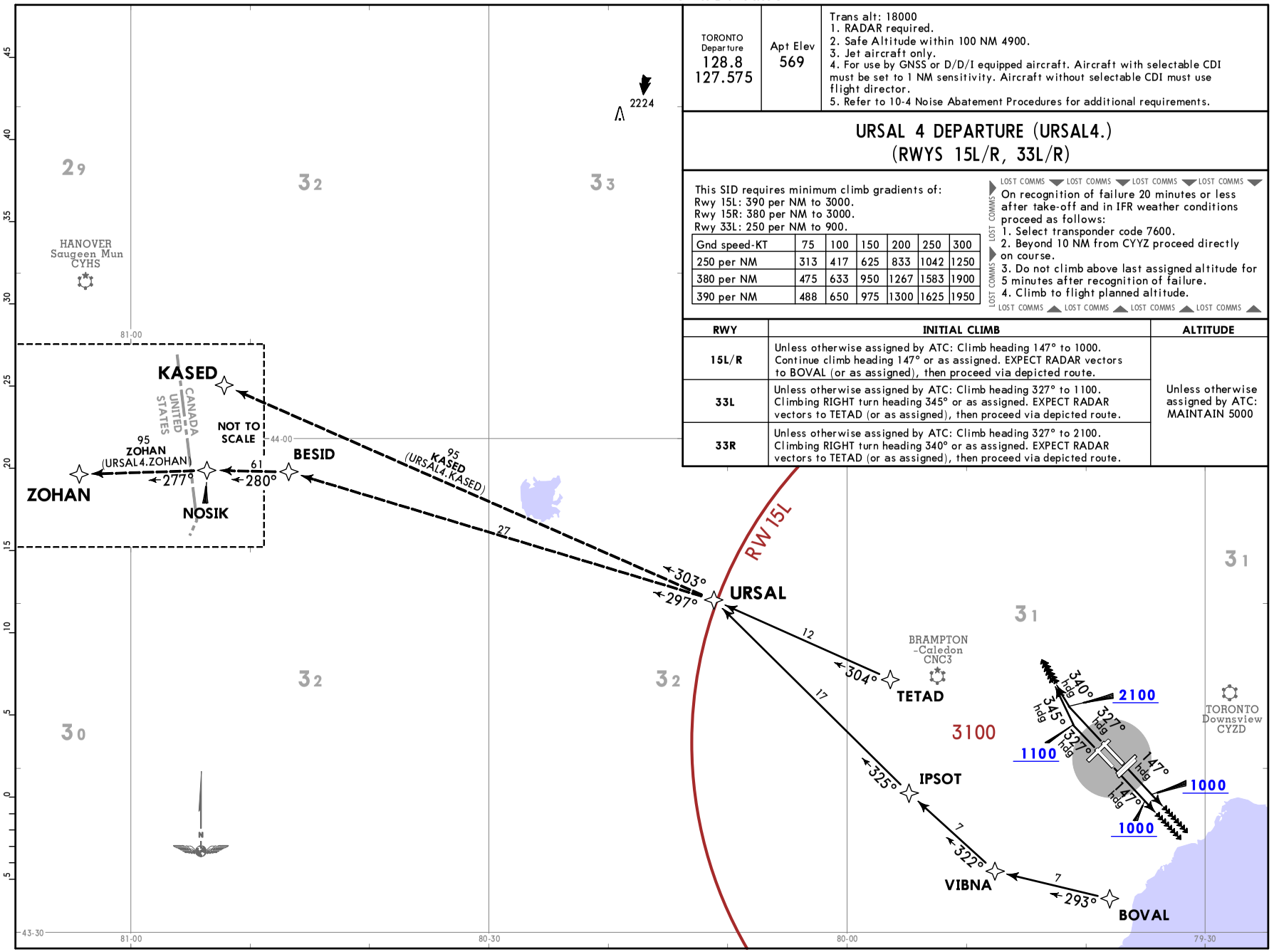
URSAL 4 DEPARTURE (URSAL4.)
(RWYS 15L/R, 33L/R)

This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to BOVAL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	



CHANGES: Airport name.

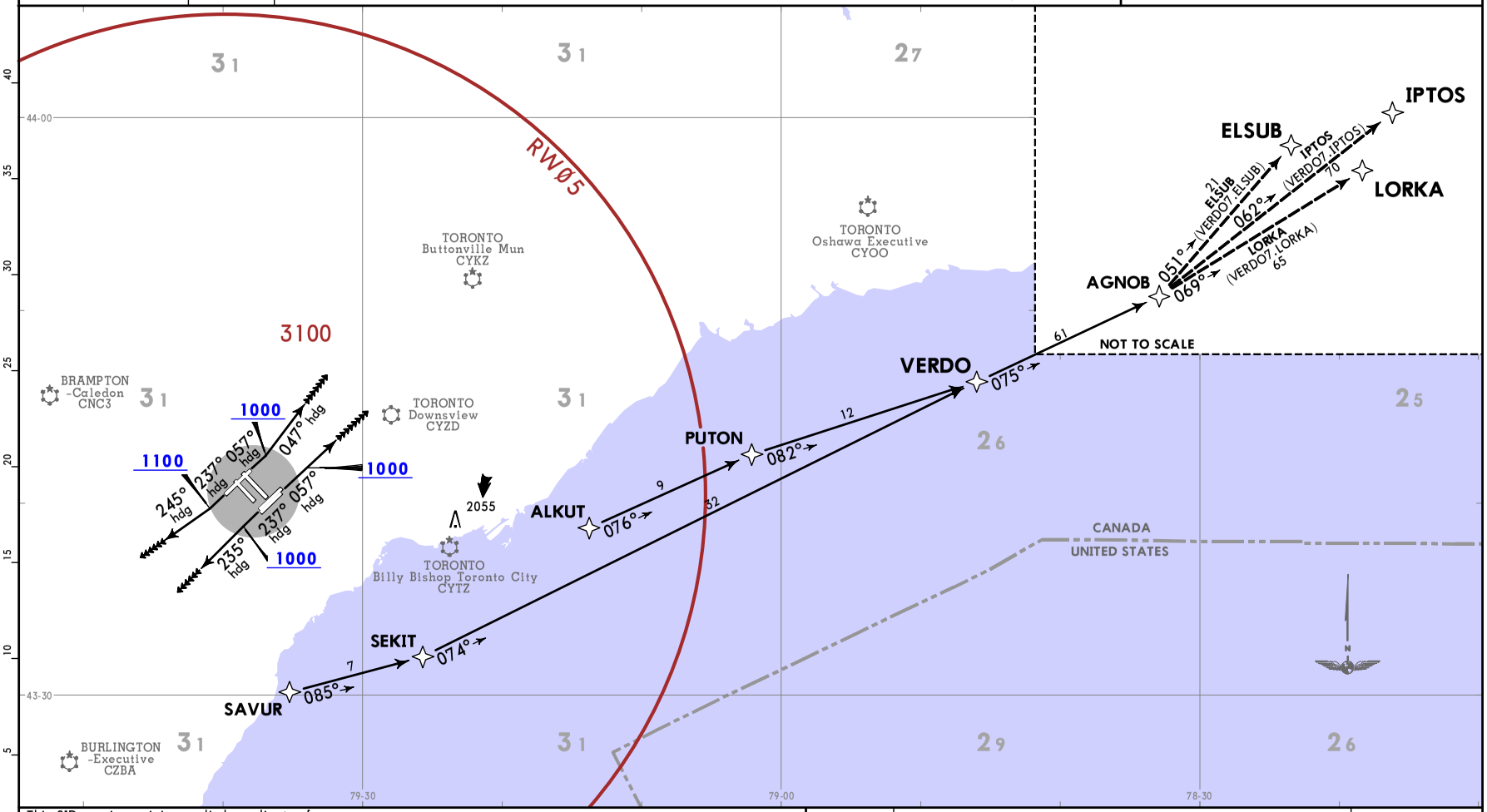
CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN TORONTO, ONT
28 APR 23 (10-3S)
RNAV SID

TORONTO Departure	Apt Elev
128.8 127.575	569

Trans alt: 18000
1. RADAR required.
2. CAUTION: Rwys 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
6. Refer to 10-4 Noise Abatement Procedures for additional requirements.

VERDO 7 DEPARTURE (VERDO7.)
(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:
Rwy 05: 360 per NM to 2700.
Rwy 06L: 400 per NM to 2700.
Rwy 06R: 390 per NM to 2700.
Rwy 24L: 270 per NM to 1700.
Rwy 24R: 260 per NM to 1700.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (10-3T)

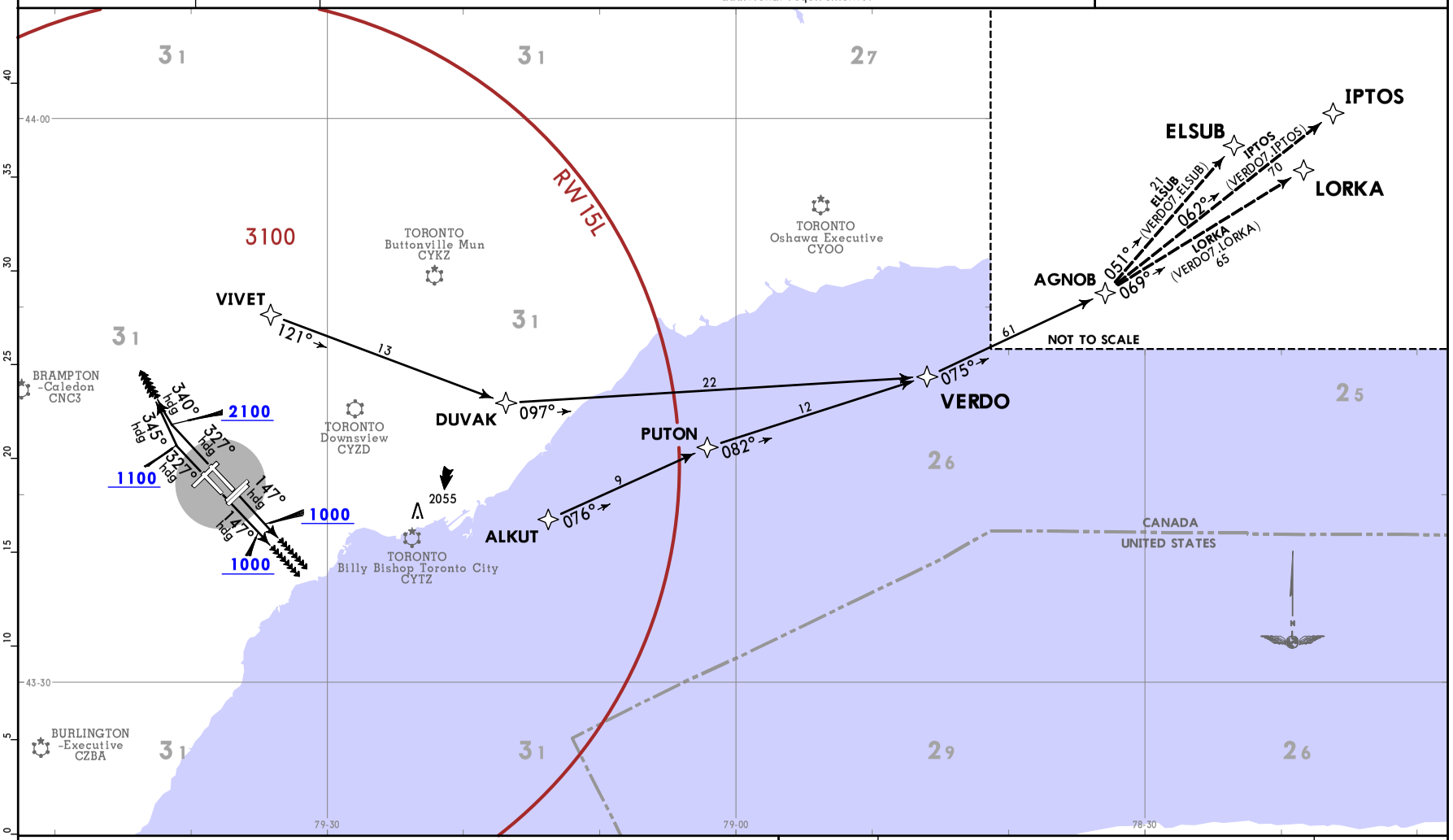
TORONTO, ONT
RNAV SID

VERDO 7 DEPARTURE (VERDO7.)
(RWYS 15L/R, 33L/R)

TORONTO Departure
128.8 127.575

Apt Elev
569

Trans alt: 18000
1. RADAR required.
2. Safe Altitude within 100 NM 4900.
3. Jet aircraft only.
4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.



This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° to 1000. Continue climb heading 147° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 2100. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	

CHANGES: Airport name.

NOISE ABATEMENT PROCEDURES

DAYLIGHT : LT plus 4 HOURS= UTC(Z)
STANDARD : LT plus 5 HOURS= UTC(Z)

GENERAL

Noise Operating Restrictions and Noise Abatement Procedures apply, at Toronto/Lester B. Pearson Intl Airport, to all IFR and VFR Aircraft, unless otherwise specified.

NOISE OPERATING RESTRICTIONS

A. Restrictions:

1. Arrivals and departures of all aircraft are restricted as per the table below:

AIRCRAFT	RESTRICTED HOURS - LOCAL TIME
Noise Certification or Type	Arrivals & Departures
All Non-noise Certificated Jet Aircraft	2000 - 0800
All ICAO Annex 16, Vol 1 Chapter 2 & equivalent Aircraft	0000 - 0700
All ICAO Annex 16, Vol 1 Chapter 3 & equivalent Aircraft (subject to paragraph 4 or 5)	0030 - 0630
All other Aircraft (subject to paragraph 4 or 5)	0030 - 0630

2. Non-noise certificated jet powered aircraft are prohibited from departing on runways 05, 06L, 06R, 15L, 15R and 33L.
3. Between 0000 and 0630 local time, departures are prohibited on runways 05, 06L, 06R, 15L and 15R and arrivals are prohibited on runways 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.
4. All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. Submit requests for operating extensions on the day of operation to the Greater Toronto Airports Authority with justification at 416-776-3480, or 1-800-267-SLOT (7568), (Fax 416-776-5552). For advance exemption requests or information, make submission in writing to the

Manager
Slots Coordination
Greater Toronto Airports Authority
Toronto Pearson International Airport
P.O. Box 6031 Toronto AMF, Ontario
L5P 1B2
(Fax 416-776-3483)

5. **ALL OTHER OPERATORS ARE REQUIRED TO OBTAIN PERMISSION TO OPERATE DURING THE RESTRICTED HOURS** by contacting the Greater Toronto Airports Authority on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552).

NOISE ABATEMENT PROCEDURES

B. Preferential runway assignment (0000 - 0629 local time).

Consistent with operational safety (i.e., wind, weather, runway conditions, approach aid availability etc.), ATC will assign runways in the following order of priority.

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
Note: Runways in brackets are available when the corresponding preferential runwy 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
Note: NAV CANADA may use any of these runways, as required, when the first and second preference pairs are unavailable or not an appropriate choice.			

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 (416-776-3030).

C. Engine Run-ups

Between 0000 - 0700 local time, maintenance run-ups are prohibited unless authorized by the Greater Toronto Airports Authority (416-776-3056).

D. Training Flights

Training flights are not permitted in the Toronto Control Zone from 0000 - 0700 local time. For other times, prior permission is required from National Traffic Management Unit (FLOW CTL) 800-268-4831 or 905-676-3528.

NOISE ABATEMENT PROCEDURES (GENERAL)

A. Reverse Thrust

Consistent with safe operating procedures, plan landing using idle reverse thrust.

NOISE ABATEMENT PROCEDURES

B. 0700 - 2300 local time

Except in emergencies, Noise Abatement Procedures as outlined in 1. and 2. below apply to all turbo-jet and turbo-fan powered aircraft.

1. Departure Procedure:

(a) NADP 1 or 2 is required for all runways. See Jeppesen Canada ATC para 7.6. or Canada Rules and Procedures Noise Abatement, if held.

(b) SID routing shall be followed to 3600′ AMSL. For Rwys 33L and 33R, no unauthorized turns until abeam YYZ R-343/4.0 DME.

NOTE: SID cancellation does not terminate Noise Abatement Procedure.

(c) Early Turn-Rwys 05, 06L, 06R, 23, 24L 24R, departures: Applies only to the following jet aircraft types - CRJ1, CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4, and GLF5. Commence turn assigned at take-off at 1100′ AMSL.

2. Arrival Procedures:

Consistent with safety, crews shall minimize approach noise. For all approaches including visual approaches:

(a) Maintain 3000′ AMSL or above until intercepting extended runway centerline, and;

(b) Intercept extended runway centerline at or outside Final Approach Fix, then;

(c) Remain on or above glide slope or assumed 3.0° glide slope.

C. 2301 - 0659 local time

1. Procedures:

Departure Procedures 1. (b) above, and Arrival Procedures 2. above apply to all aircraft. Departure Procedure 1. (a) above applies to Turbo-jet and Turbo-fan powered aircraft only.

POSITION **Elevation** 569 feet **Gate Coords** See 10-9 pages	See 10-9 pages and/or AMM	**UTC** LST = UTC - 5 LDT = UTC - 4 **SPECIAL ITEMS** **Noise Abatement** **Curfew** **Engine Failure Procedure (Rwys 5, 6L/R, 23, 24L/R, 33L/R)**
PUSHBACK See below		

FREQUENCIES

Operations (ATS). 136.575
North Apron. 122.275
South Apron. 122.075
AMU Apron Coordinator. 122.875
ARINC (above FL 200) 129.400

SAFETY ALERT

Industry data shows a high risk of runway incursion on taxiways between Runways 6L/24R and 6R/24L.

GATE, RAMP, AND TAXI

1. **Primary Gates** 136-171 and 178-191 (corresponding Passenger Gates F36-F71 and F78-F82).
2. **Airport Collaborative Decision Making (A-CDM)** A-CDM procedures are in effect. Coordinate Target Off-Block Time (TOBT) with Operations. See 10-1P pages for full details.
3. **Apron Control/Pushback** Crew must call the AMU (Apron Management Unit) Coordinator at TOBT +/- 5 minutes to confirm flight is ready and state location “gate.”
4. **Parking Considerations** Automatic Visual Docking Guidance System (AVDGS) in use, refer to FOM>Tables/Signals for details.
5. **Apron Taxi Considerations**
   - **Departures** Listen carefully to the exit taxi instructions assigned by Ramp. Assigned taxi routing may traverse part of the ramp or it may direct an immediate ramp exit to a taxiway.
   - **Arrivals** Ground Control will advise when to contact Apron Advisory. When Apron Advisory gives clearance to the gate with reference to an aircraft pushing back, do not taxi until that aircraft has taxied past your position.
6. **Taxi Considerations** See 10-9 pages for multiple notes and hot spots information.
7. **Low Visibility Procedures** See 10-9 pages.
8. **Preflight/Walk-Around Inspection** High visibility safety vest is required to be worn (obtain from gate agent or airport personnel).

ARRIVAL/DEPARTURE

1. **Strict Noise Abatement Procedures** Failure to strictly adhere to noise abatement tracks and procedures may result substantial fines. See 10-4 pages for noise abatement procedures, preferential runway use, and restricted operating hours. Runway 33 is especially noise sensitive.
2. **Curfew** In effect from 0030-0630L. Verify Dispatch has coordinated delayed aircraft arrival during this period.
3. **High Intensity Runway Operations (HIRO)** CYYZ implements HIRO to reduce runway occupancy time for both arrivals and departures. Consistent with safety, on arrival, plan use of runway exits based on reducing time on the runway rather than on gate assignment. On departure, advise Ground when intersection departures are an option and plan on minimum time on the runway.

ARRIVAL

1. **Noise Abatement** Maintain last assigned altitude until intercepting the final approach course at or outside the outer marker. Remain at or above the glideslope. See 10-4 pages for additional details.
2. **CAT II and III** United has authorization in our Operation Specifications from Transport Canada to conduct CAT II and CAT III procedures.

DEPARTURE

1. **Runway 23 Hold Short Instructions/Takeoff Data** If full length is required, advise Ground on initial contact (expect a delay).
   - **Taxiway Q** Hold Short line is at the entrance to Taxiway Q from Taxiway H, well short of Runway 23. Expect to enter runway at Taxiway H. To avoid delays, request runway data for this intersection prior to taxi.
   - **Taxiway J** Hold Short line is just northeast of Taxiway B, approximately 1000 feet short of the Runway 23 entrance.

MISCELLANEOUS

1. **Ground Transportation** Pick-up is at ground level Posts 5 and 7. Drop-off is on departures level.
2. **FPA** Operations is adjacent Gate 160, Departures Level (escort required). Call 6-2460/61 if escort is not available.
3. **Customs and Immigration** While Customs may dictate otherwise, expect the following logic for when to clear Customs. If turn time will be:
   - **Greater Than 90 Minutes** All crewmembers must clear Customs and Immigration with all personal belongings.
   - **Less Than 90 Minutes** The station advises either to clear Customs and Immigration (with all personal belongings) or remain on the aircraft.

Note: *Never assume clearing Customs is not necessary, unless confirmed by the station. If allowed to remain on the aircraft, only leave to perform the preflight inspection.*

Deadheading Crew Information Deadhead crew are considered passengers and must complete a passenger Customs declaration 6059B form, and obtain either a paper ***or*** mobile boarding pass prior to clearing US Customs in CYYZ. Working and deadheading crew may also use Global Entry for clearance, if enrolled, or APC kiosks.

4. **Displaying Crew ID Badge** Canadian security regulations require all uniformed crewmembers to display crew ID badge on the secure side of the airport.
5. **Ground Handler ATS** Located under Gate 160.
6. **Contract Maintenance** SkyService FBO; contact TOMC.
7. **Deicing/Anti-icing** See 10-9 pages.
8. **Comments** Send to 10-7@united.com.

AERODROME CONSTRUCTION - CYYZ
(SUP 25/24)

Introduction

Toronto/YYZ Toronto Pearson International, ON (CYYZ) is undergoing a season-long capital rehabilitation construction program involving multiple surfaces. Each phase of construction is described below and visually represented by graphics and a legend.

Validity

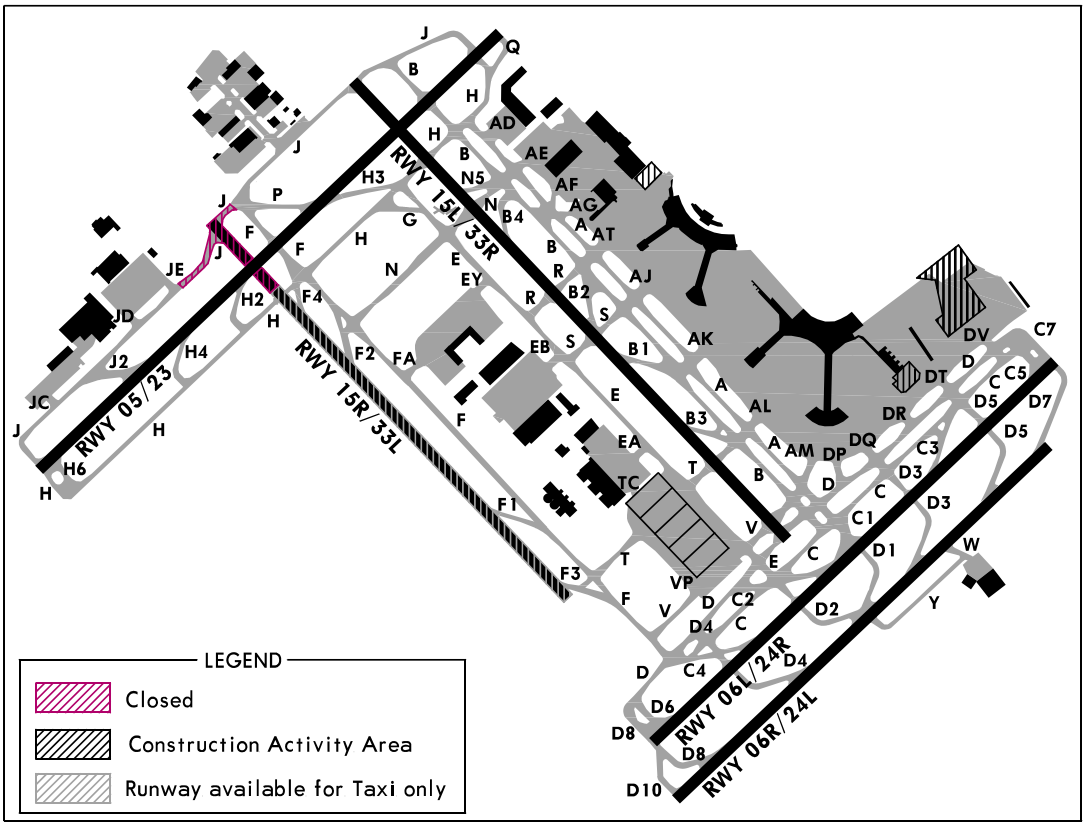
The construction program for 2024 is expected to begin April 15, 2024, and continue to October 18, 2024.

Phase 1:

Construction Period

- April 15, 2024 - April 20, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Closure of Runway 15R/33L, available as a Taxiway south of Taxiway H.
  - No departures or arrivals are authorized.
- Taxiway J will be closed between Taxiway F and Taxiway JE.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

For Landing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

AERODROME CONSTRUCTION - CYYZ (CONTD)

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

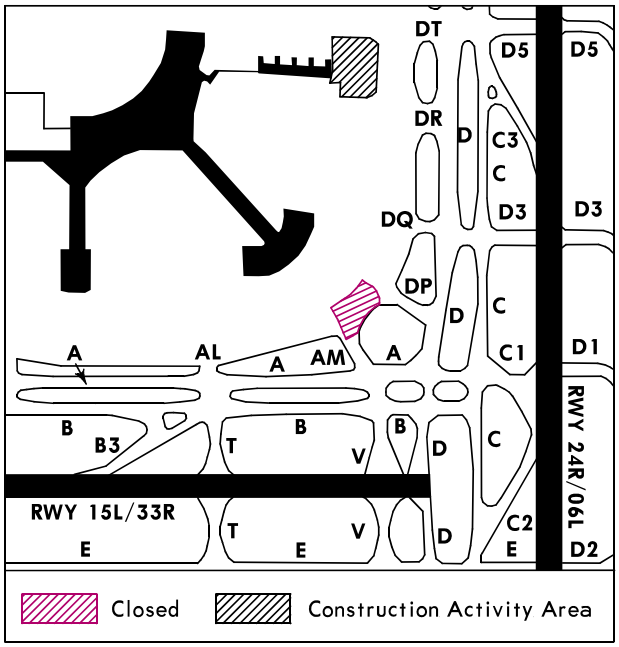
- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.
- Runway Lighting will be turned off in closed areas.

Phase 2:

Construction Period

- April 15, 2024 - May 14, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Apron Taxilane between AM and DP closed.
- Stands 173A, 175, and 175A closed.
- Stand 174 repositioned.
- Apron entrance AM closed.
- Apron entrance DP restricted to Code E and smaller aircraft.
- Green centerline lighting unavailable on Terminal Perimeter Taxilane.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- Tail South pushbacks off of Stand 174 are not permitted.
- Tail West pushbacks off of Stand 176 are not permitted.
- The perimeter taxilane between apron entrance DP and Stand 174 will not be available. Alternate taxi routes off of the apron will be required.

For Landing Aircraft

- The perimeter taxilane between apron entrance DP and Stand 174 will not be available. Alternate taxi routes off of the apron will be required.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.

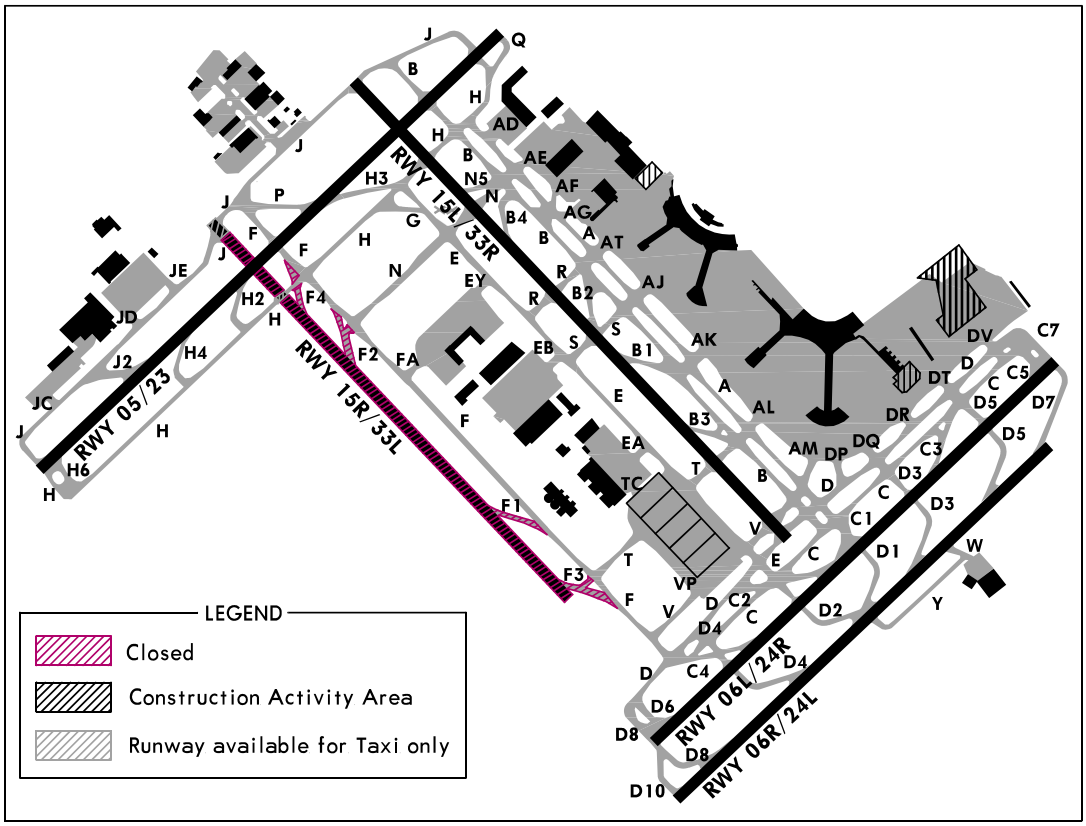
AERODROME CONSTRUCTION - CYYZ (CONTD 9)

Phase 11:

Construction Period

- June 5, 2024 - June 12, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Closure of Runway 15R/33L.
  - No arrivals or departures will be permitted.
- Taxiways F4, F2, F1 and F3 closed.
- Taxiway T between Taxiway F3 and Taxiway F closed.
- Taxiway N between Taxiway F2 and Taxiway F closed.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

For Landing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

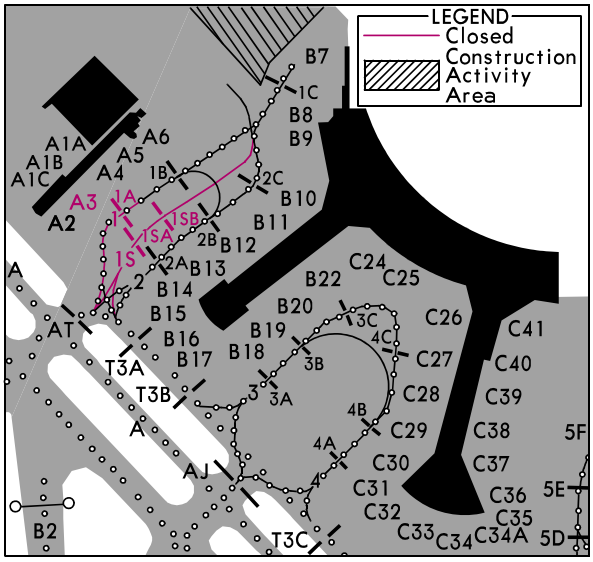
AERODROME CONSTRUCTION - CYYZ (CONTD 10)

Phase 12:

Construction Period

- June 6, 2024 - July 10, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxilane 1S closed.
- Taxilane 1 closed between Stand A2 and Stand A4.
- Stands A3, A3A, and A3B closed.
- Stand A4 repositioned.
- Taxilane 2 upscaled to accommodate and A330-300 and smaller.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- Tail East pushbacks off of Stand A2 permitted on Taxilane 2 only.
- Tail West pushbacks off of Stand A4 not permitted.

For Landing Aircraft

- Taxilane 2 will be the sole thoroughfare past the construction site abeam Stand A3.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

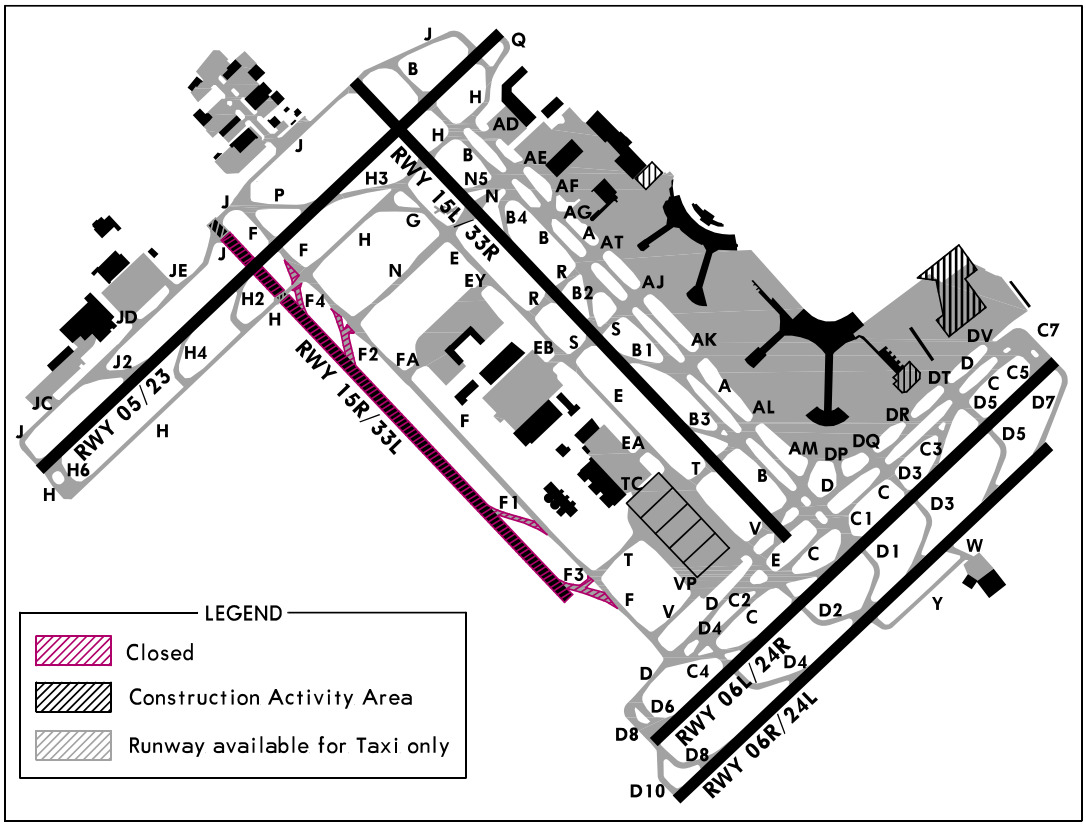
AERODROME CONSTRUCTION - CYYZ (CONTD 11)

Phase 13:

Construction Period

- June 13, 2024 - June 21, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Closure of Runway 15R/33L.
  - No arrivals or departures will be permitted.
- Taxiways F4, F2, F1 and F3 closed.
- Taxiway T between Taxiway F3 and Taxiway F closed.
- Taxiway N between Taxiway F2 and Taxiway F closed.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

For Landing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

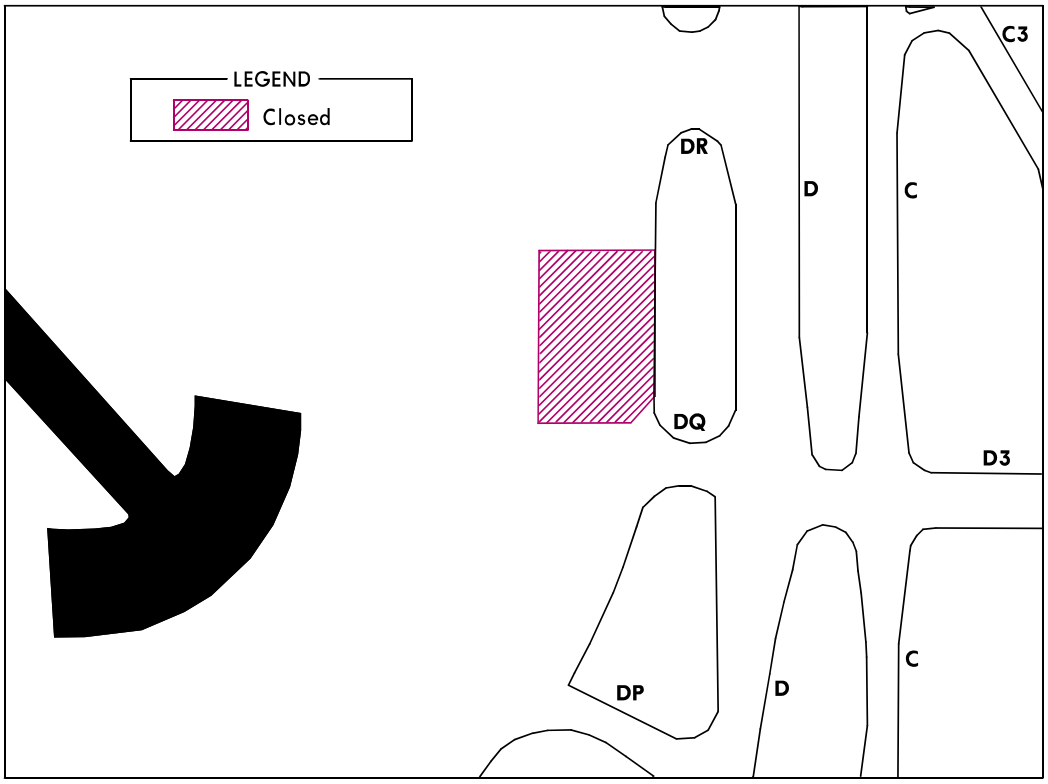
AERODROME CONSTRUCTION - CYYZ (CONTD 12)

Phase 14:

Construction Period

- May 29, 2024 - June 18, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Apron Taxilane between apron entrance DQ and Stand 179 closed.
- Stand 178 closed.
- Apron entrance DQ restricted to Code E and smaller aircraft.
- Green centerline lighting unavailable on Terminal Perimeter Taxilane.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- Tail East pushbacks off of Stand 177 are not permitted.
- Tail West pushbacks off of Stand 179 are not permitted.
- The perimeter taxilane between apron entrances DQ and DR will not be available. Alternate taxi routes on apron will be required.

For Landing Aircraft

- The perimeter taxilane between apron entrances DQ and DR will not be available. Alternate taxi routes on apron will be required.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

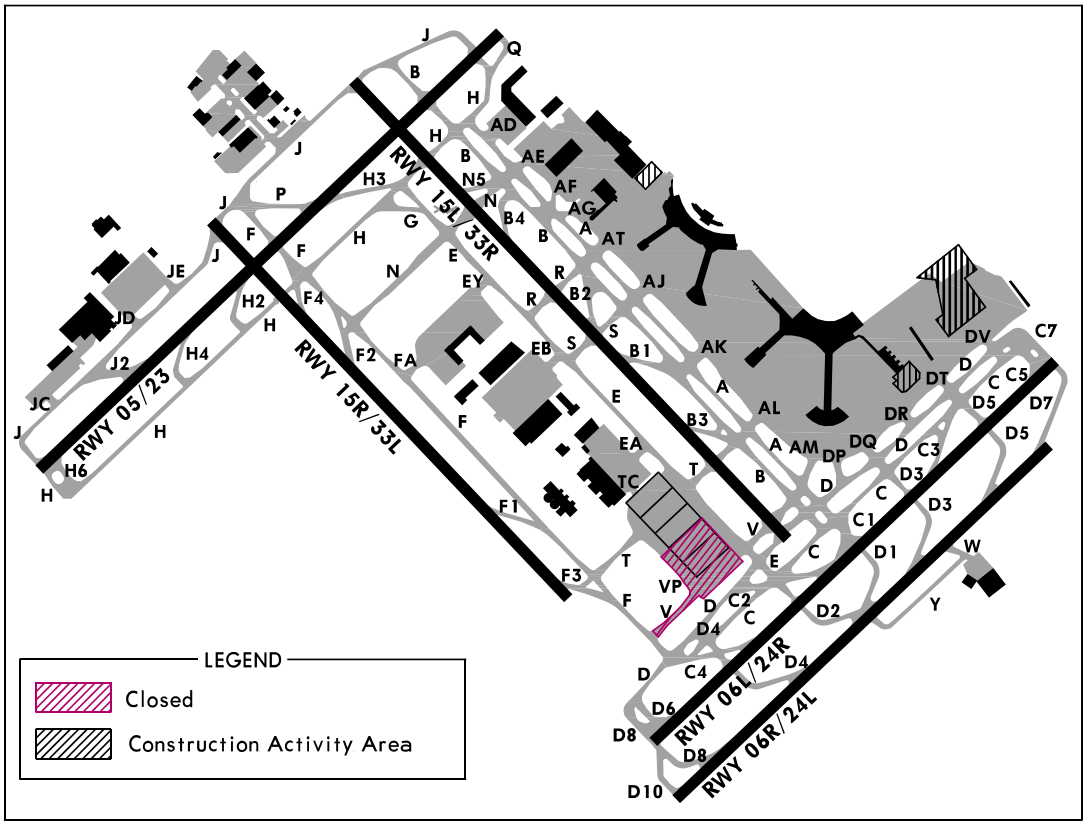
AERODROME CONSTRUCTION - CYYZ (CONTD 13)

Phase 15:

Construction Period

- July 2, 2024 - July 19, 2024

Construction Area Depiction



Closed Areas and Restrictions

- CDF Taxilane 1 closed south of Deicing Pad 4.
- Taxiway V closed between Taxiways E and F.
- Taxiway VP closed.
- Deicing Pads 1-3 closed.
- All airfield centerline lighting leading into the closure will be extinguished.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.

For Landing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

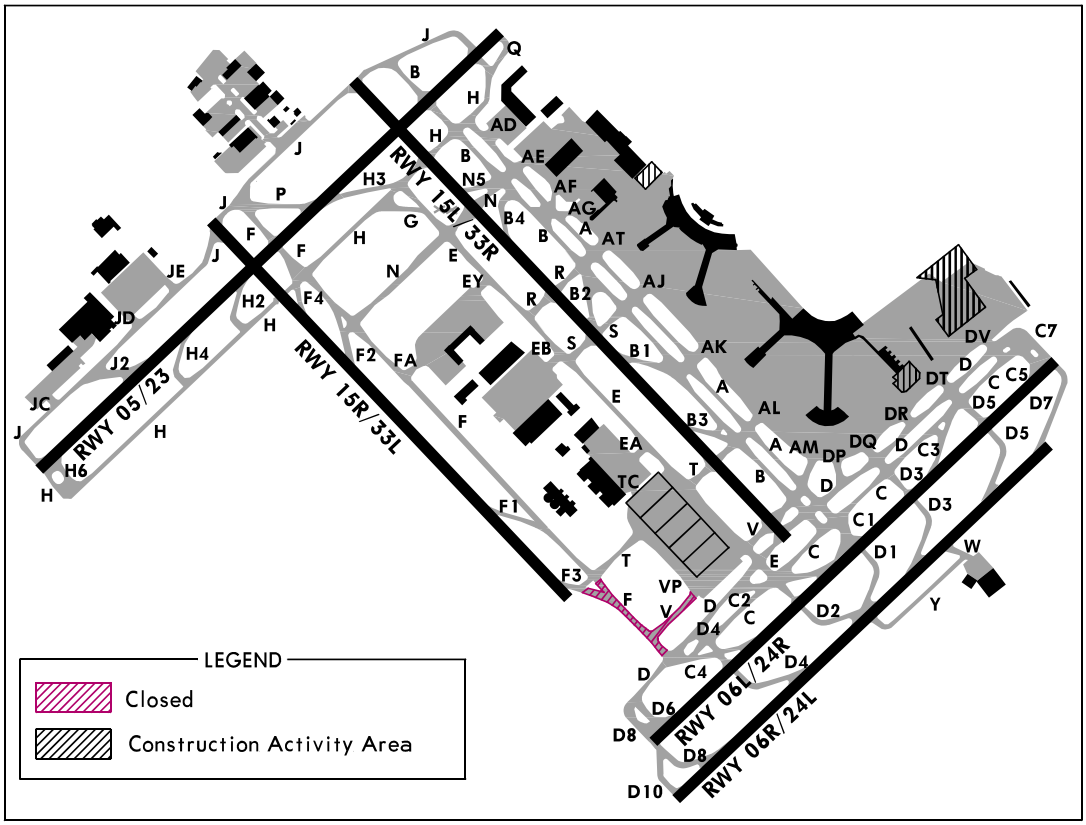
AERODROME CONSTRUCTION - CYYZ (CONTD 14)

Phase 16:

Construction Period

- July 4, 2024 - July 19, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway V closed between Taxiway F and CDF Taxilane One.
- Taxiway F closed between Taxiway D and Taxiway T.
- Taxiway F3 closed between Taxiway T and Taxiway F.
- Runway 15R/33L downgraded to non-instrument operations.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.

For Landing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

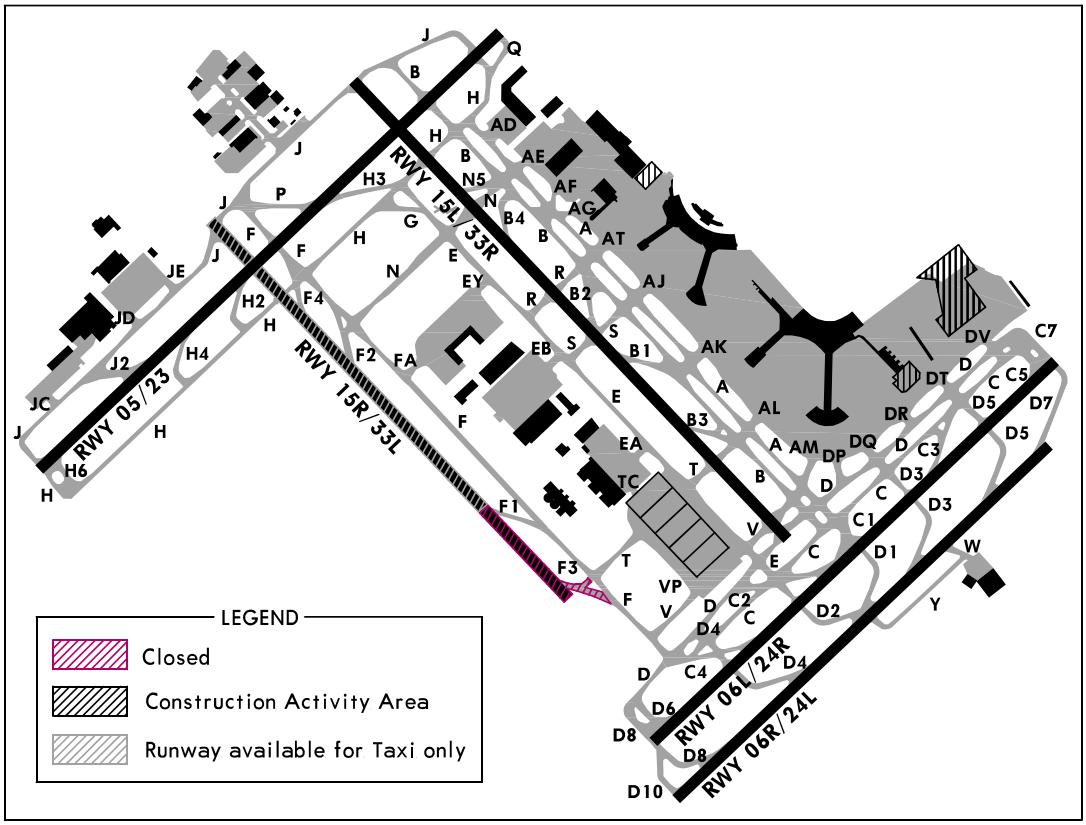
AERODROME CONSTRUCTION - CYYZ (CONTD 15)

Phase 17:

Construction Period

- July 4, 2024 - July 17, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Runway 15R/33L closed, but available as a taxiway north of Taxiway F1.
  - No arrivals or departures will be permitted.
- Taxiway T closed between Taxiway F3 and Taxiway F.
- Taxiway F3 closed.

Re-Opened Areas

- Taxiways F2 and F4 reopened.
- Runway 15R/33L closure between Taxiways F1 and F2 reopened for taxi operations.

Operational Procedures During the Construction Period

For Departing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.
- Should North/South flying operations be required involving the use of Runway 15R/33L, a recall for construction activities on the runway as well as Taxiways T and F3 to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager and would be reflected by NOTAM issuance.

For Landing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.
- Should North/South flying operations be required involving the use of Runway 15R/33L, a recall for construction activities on the runway as well as Taxiways T and F3 to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager and would be reflected by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

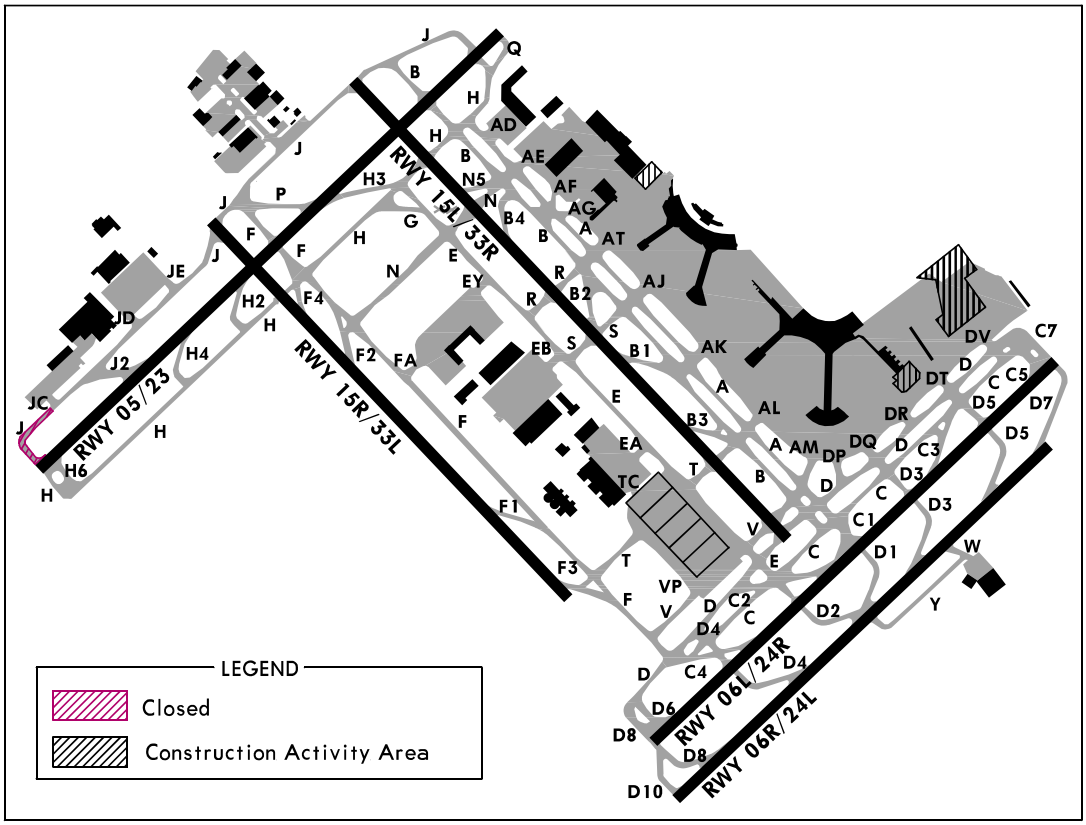
AERODROME CONSTRUCTION - CYYZ (CONTD 16)

Phase 18:

Construction Period

- July 22, 2024 - August 3, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway J closed between Taxiway JC and Runway 05.
- Runway 05/23 downgraded to non-instrument operations.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- Carriers departing from Bombardier, FedEx or Taxiway K should anticipate that full length departures on Runway 05 from Taxiway J will not be available.
  - Intersection departures from Taxiway J2 will be available.
  - Full length departures will be available via Taxiway H using non-standard taxi routes and increasing the crossing of active Runway 05/23.
- Should sustained flying operations be required involving the full precision use of Runway 05/23, a recall for construction activities on Taxiway J to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

For Landing Aircraft

- Carriers departing from Bombardier, FedEx or Taxiway K should anticipate that full length arrivals on Runway 23 with exits to the north will not be available.
  - Full length arrivals will be available via Taxiway H using non-standard taxi routes and increasing the crossing of active Runway 05/23.
- Should sustained flying operations be required involving the full precision use of Runway 05/23, a recall for construction activities on Taxiway J to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

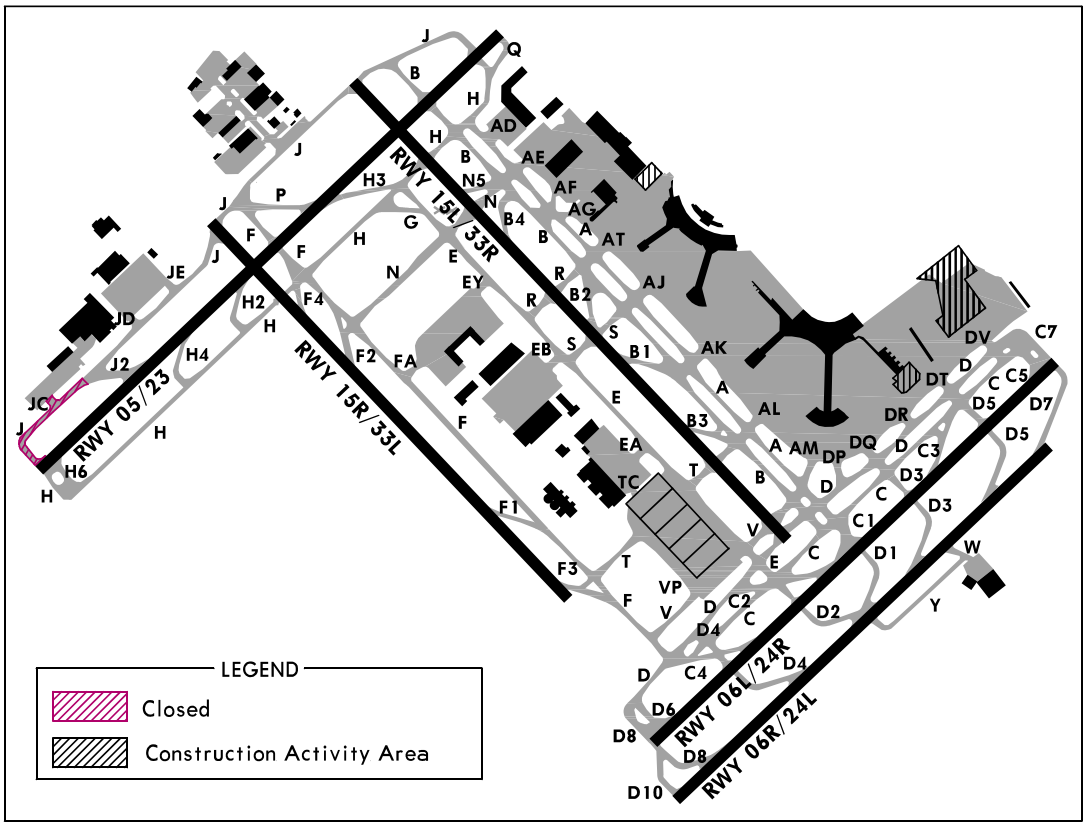
AERODROME CONSTRUCTION - CYYZ (CONTD 17)

Phase 19:

Construction Period

- July 25, 2024 - July 27, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway J closed between Taxiway J2 and Runway 05/23.
- Taxiway JC closed.
- Runway 05/23 downgraded to non-instrument operations.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- Carriers departing from FedEx or Taxiway K should anticipate that full length departures on Runway 05 from Taxiway J will not be available.
  - Intersection departures from Taxiway J2 will be available.
  - Full length departures will be available via Taxiway H using non-standard taxi routes and increasing the crossing of active Runway 05/23.
  - Flights departing from the Bombardier facility will not be possible.
- Should sustained flying operations be required involving the full precision use of Runway 05/23, a recall for construction activities on Taxiway J to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

For Landing Aircraft

- Carriers departing from FedEx or Taxiway K should anticipate that full length arrivals on Runway 23 with exits to the north will not be available.
  - Full length arrivals will be available via Taxiway H using non-standard taxi routes and increasing the crossing of active Runway 05/23.
  - Flights arriving to the Bombardier facility will not be possible.
- Should sustained flying operations be required involving the full precision use of Runway 05/23, a recall for construction activities on Taxiway J to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

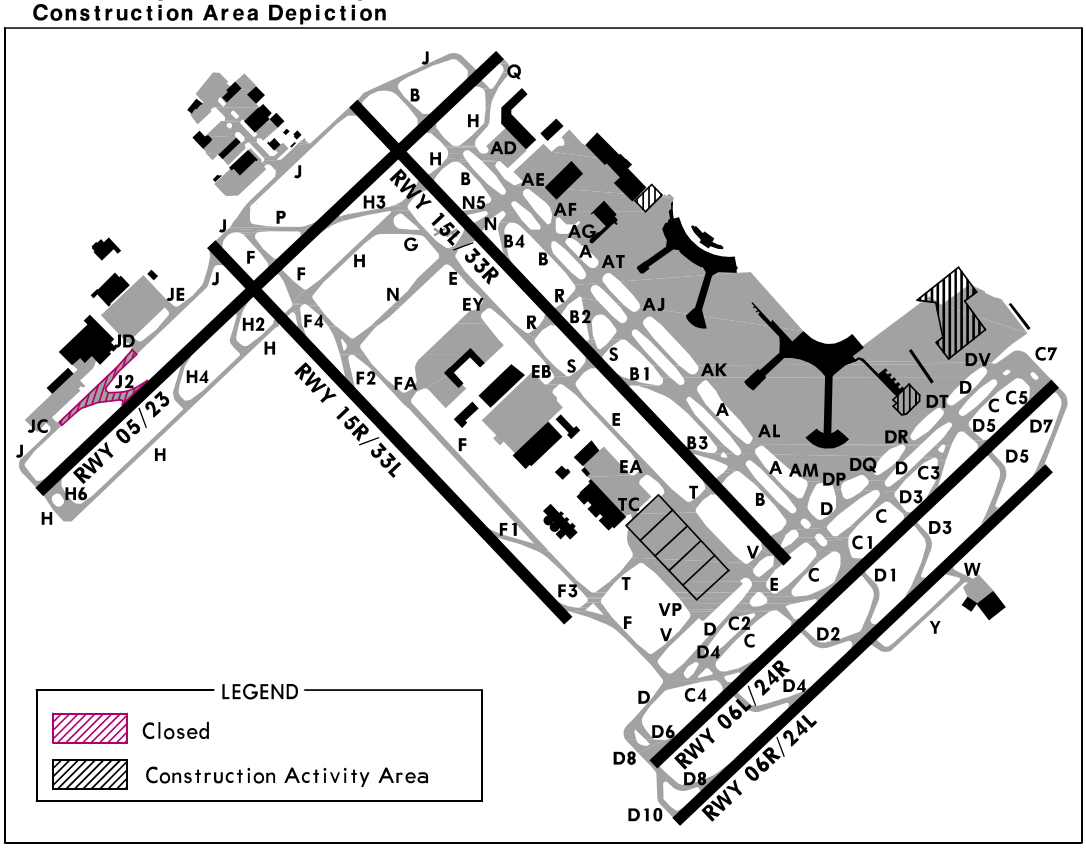
AERODROME CONSTRUCTION - CYYZ (CONTD 18)

Phase 20:

Construction Period

- August 6, 2024 - August 16, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway J closed between Taxiway JC and Taxiway JD.
- Taxiway J2 closed.
- Runway 05/23 downgraded to non-instrument operations.
- Runway 05/23 closed nightly (0000-0600 EST).

Re-Opened Areas

- Taxiway J between Taxiway J2 and Runway 05/23 reopened.
- Taxiway JC reopened.

Operational Procedures During the Construction Period

For Departing Aircraft

- Carriers departing from FedEx or Taxiway K should anticipate that full length departures on Runway 05 from Taxiway J will not be available.
  - Full length departures will be available via Taxiway H using non-standard taxi routes and increasing the crossing of active Runway 05/23.
- Should sustained flying operations be required involving the full precision use of Runway 05/23, a recall for construction activities on Taxiway J to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

For Landing Aircraft

- Carriers departing from FedEx or Taxiway K should anticipate that full length arrivals on Runway 23 with exits to the north will not be available.
  - Full length arrivals will be available via Taxiway H using non-standard taxi routes and increasing the crossing of active Runway 05/23.
  - Flights arriving to the Bombardier facility will be the sole operator capable of exiting to the north on Taxiway J.
- Should sustained flying operations be required involving the full precision use of Runway 05/23, a recall for construction activities on Taxiway J to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

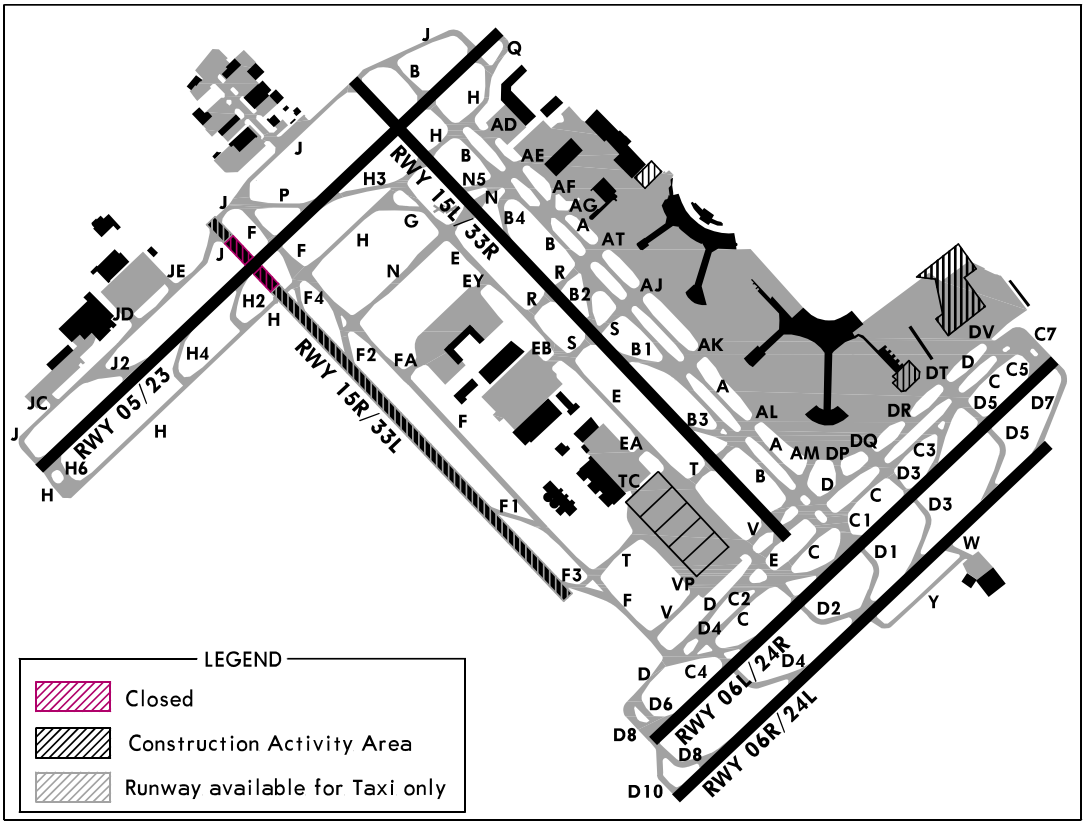
AERODROME CONSTRUCTION - CYYZ (CONTD 1)

Phase 3:

Construction Period

- April 22, 2024 - May 2, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Closure of Runway 15R/33L, available as a Taxiway south of Runway 05/23.
  - No departures or arrivals are authorized.
- Nightly closures of Runway 05/23 0400 UTC - 1000 UTC (0000L-0600L) Mon-Sat.

Re-Opened Areas

- Taxiway J (JE-F) will be re-opened on April 20, and remain open for duration of the project.

Operational Procedures During the Construction Period

For Departing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

For Landing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.
- Runway Lighting will be turned off in closed areas.

CHANGES: Chart reindexed, notes.

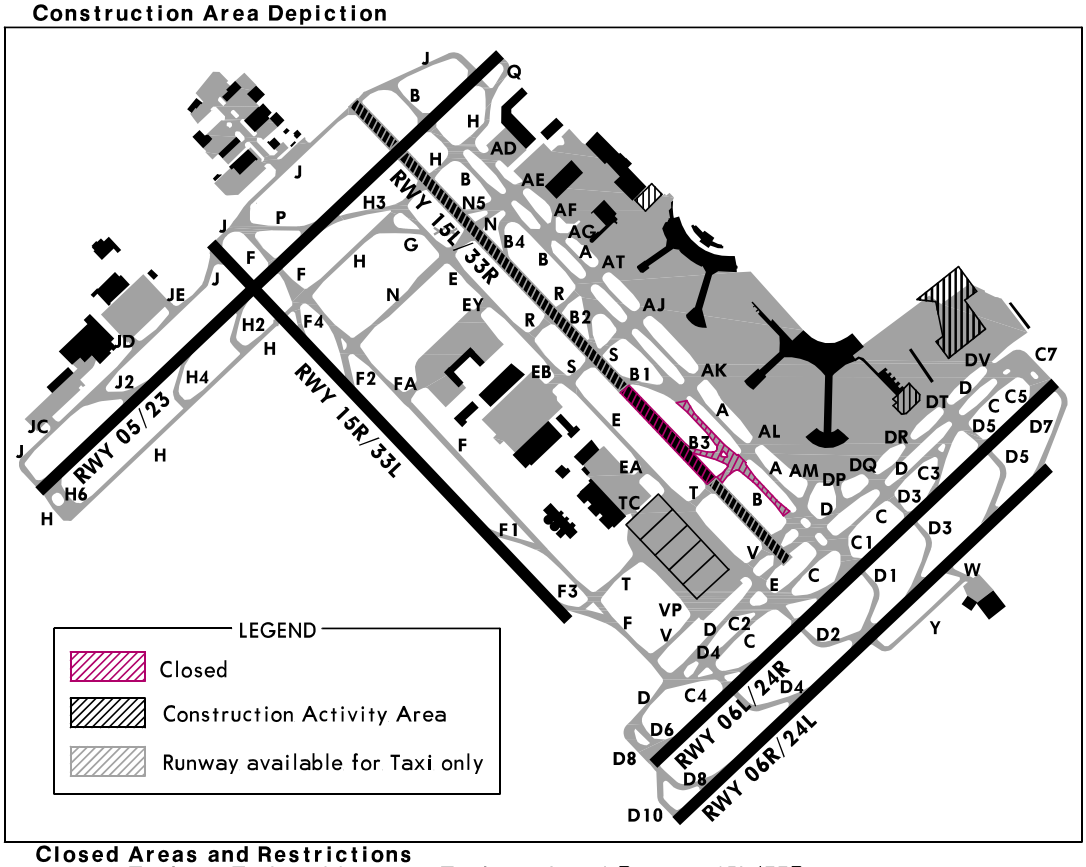
AERODROME CONSTRUCTION - CYYZ (CONTD 19)

Phase 21:

Construction Period

- September 10, 2024 - September 24, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway T closed between Taxiway A and Runway 15L/33R.
- Taxiway B closed between Taxiway B1 and Taxiway V.
- Taxiway B3 closed.
- Runway 15L/33R downgraded to non-instrument operations.
- Runway 15L/33R closed but available as a taxiway except between Taxiway B1 and Taxiway T daily.
  - No departures or arrivals are authorized.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- During the full closure of Taxiway B and the daily closure of Runway 15L/33R precluding taxiing on a portion of the runway, carriers should anticipate non-standard taxi routes increasing the use of Taxiway E.
- Should North/South flying operations be required involving the use of Runway 15L/33R, a recall for construction activities on Taxiways B and B3 to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

For Landing Aircraft

- During the full closure of Taxiway B and the daily closure of Runway 15L/33R precluding taxiing on a portion of the runway, carriers should anticipate non-standard taxi routes increasing the use of Taxiway E.
- Should North/South flying operations be required involving the use of Runway 15L/33R, a recall for construction activities on Taxiways B and B3 to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

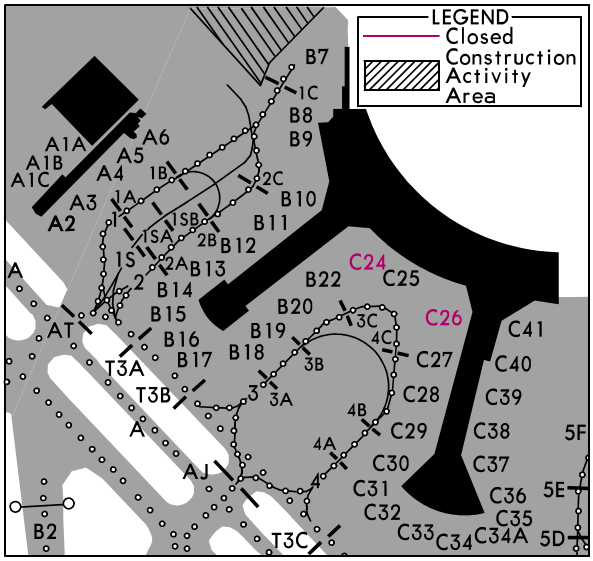
AERODROME CONSTRUCTION - CYYZ (CONTD 20)

Phase 22:

Construction Period

- September 12, 2024 - October 15, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Stands C24 and C26 closed.
- Stand C25 repositioned.
- Stand B22 restricted to Code C and smaller aircraft.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations.

For Landing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

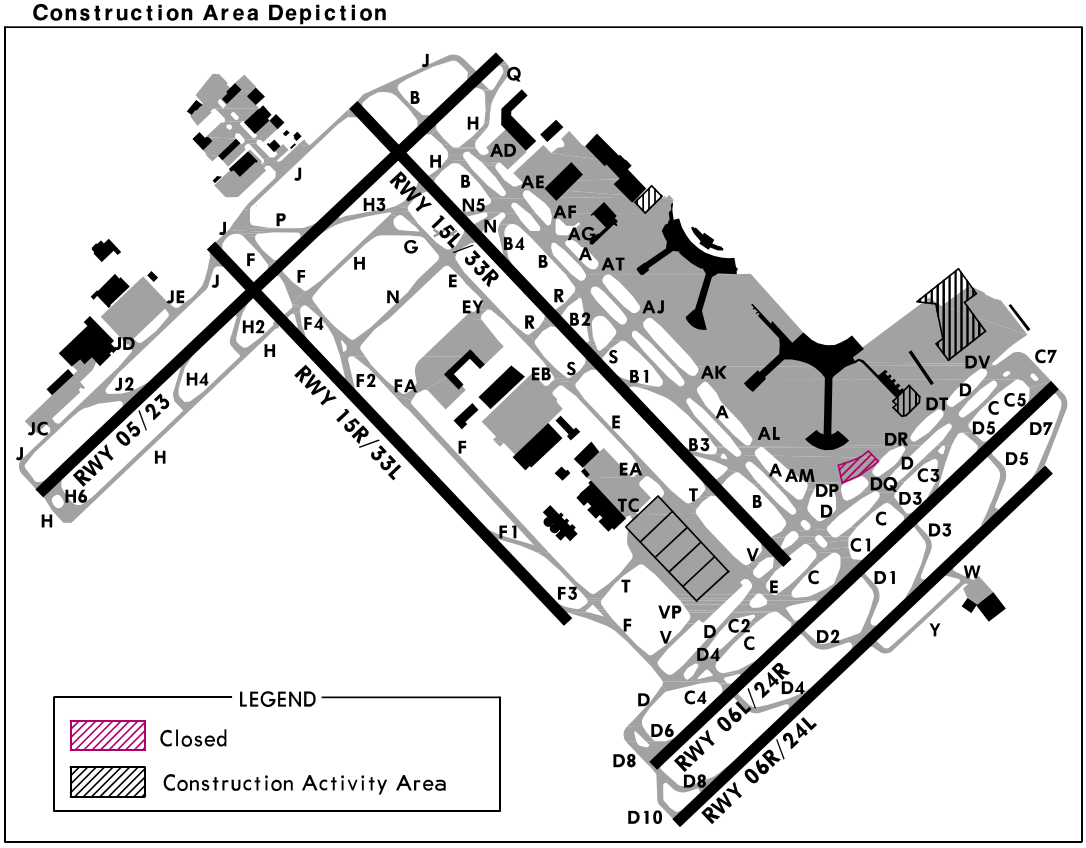
AERODROME CONSTRUCTION - CYYZ (CONTD 21)

Phase 23:

Construction Period

- September 12, 2024 - October 28, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Apron Taxilane between Stand 175 and Stand 178 closed.
- Stands 168A, 168B, 176 and 177 closed.
- Stands 178 and 181 repositioned.
- Apron entrance DQ closed.
- Apron entrance DP restricted to Code E and smaller aircraft.
- Green centerline lighting unavailable on Terminal Perimeter Taxilane.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- Tail East pushbacks off of Stand 175 are not permitted.
- Tail West pushbacks off of Stand 178 are not permitted.
- The perimeter taxilane between apron entrances DR and DP will not be available. Alternate taxi routes off of the apron will be required.
  - Aircraft departing from Stand 179 and East must use apron entrances DR-DV.

For Landing Aircraft

- The perimeter taxilane between apron entrances DR and DP will not be available. Alternate taxi routes off of the apron will be required.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

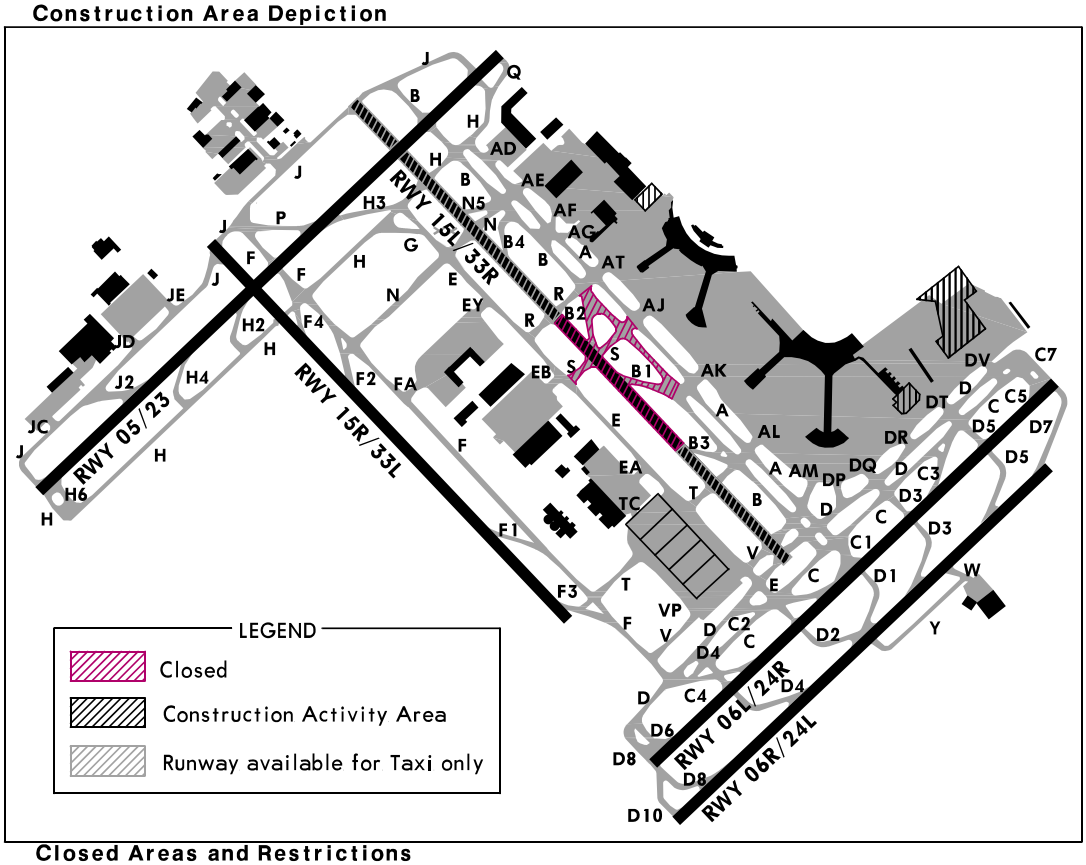
AERODROME CONSTRUCTION - CYYZ (CONTD 22)

Phase 24:

Construction Period

- September 25, 2024 - October 5, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway S closed between Taxiway A and Runway 15L/33R.
- Taxiway B closed between Taxiway R and Taxiway B1.
- Taxiway B1 and B2 closed.
- Runway 15L/33R downgraded to non-instrument operations.
- Taxiway S closed between Taxiway E and Runway 15L/33R daily.
- Runway 15L/33R closed but available as a taxiway except between Taxiway R and Taxiway B3 daily.
  - No departures or arrivals are authorized.

Re-Opened Areas

- Taxiway B3 reopened.
- Taxiway T between Taxiway A and Runway 15L/33R reopened.
- Taxiway B between Taxiway V and Taxiway B1 reopened.

Operational Procedures During the Construction Period

For Departing Aircraft

- During the fulltime closure of Taxiway B and the daily closure of Runway 15L/33R precluding taxiing on a portion of the runway, carriers should anticipate non-standard taxi routes increasing the use of Taxiway E.
- Should North/South flying operations be required involving the use of Runway 15L/33R, a recall for construction activities on Taxiways B and S to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

For Landing Aircraft

- During the fulltime closure of Taxiway B and the daily closure of Runway 15L/33R precluding taxiing on a portion of the runway, carriers should anticipate non-standard taxi routes increasing the use of Taxiway E.
- Should North/South flying operations be required involving the use of Runway 15L/33R, a recall for construction activities on Taxiways B and S to cease will be available.
  - This decision will be made tactically by the Airport Duty Manager.
  - Such a change would be promulgated by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

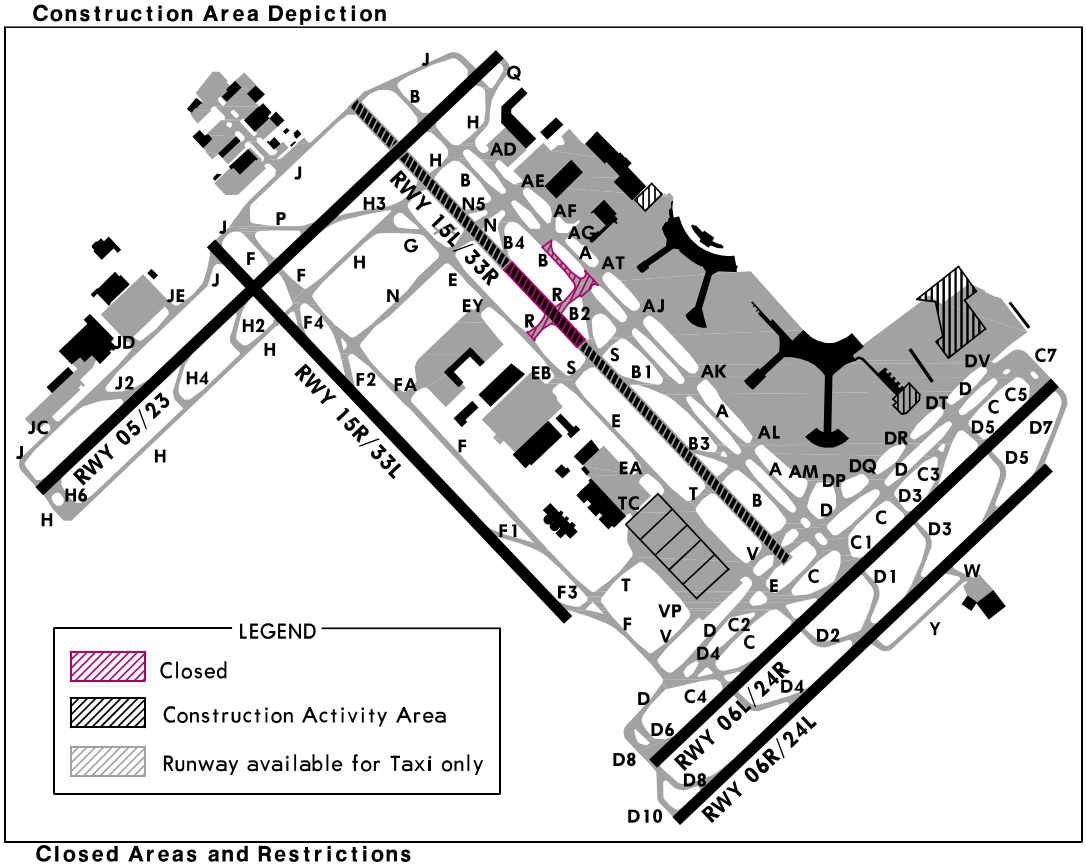
AERODROME CONSTRUCTION - CYYZ (CONTD 23)

Phase 25:

Construction Period

- October 7, 2024 - October 18, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway R closed between Taxiway A and Runway 15L/33R.
- Taxiway B closed between Taxiway AG and Taxiway B2.
- Runway 15L/33R downgraded to non-instrument operations.
- Taxiway R closed between Taxiway E and Runway 15L/33R daily.
- Runway 15L/33R closed but available as a taxiway except between Taxiway B4 and Taxiway B2 daily.
- No departures or arrivals are authorized.

Re-Opened Areas

- Taxiway S between Taxiway A and Runway 15L/33R reopened.
- Taxiway B between Taxiway R and Taxiway B1 reopened.
- Taxiway B1 reopened.
- Taxiway B2 reopened.
- Taxiway S between Taxiway E and Runway 15L/33R (daily closure) reopened.

Operational Procedures During the Construction Period

For Departing Aircraft

- During the fulltime closure of Taxiway B and the daily closure of Runway 15L/33R precluding taxiing on a portion of the runway, carriers should anticipate non-standard taxi routes increasing the use of Taxiway E.
- Should North/South flying operations be required involving the use of Runway 15L/33R, a recall for construction activities on Taxiway B and R to cease will be available.
- This decision will be made tactically by the Airport Duty Manager.
- Such a change would be promulgated by NOTAM issuance.

For Landing Aircraft

- During the fulltime closure of Taxiway B and the daily closure of Runway 15L/33R precluding taxiing on a portion of the runway, carriers should anticipate non-standard taxi routes increasing the use of Taxiway E.
- Should North/South flying operations be required involving the use of Runway 15L/33R, a recall for construction activities on Taxiway B and R to cease will be available.
- This decision will be made tactically by the Airport Duty Manager.
- Such a change would be promulgated by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

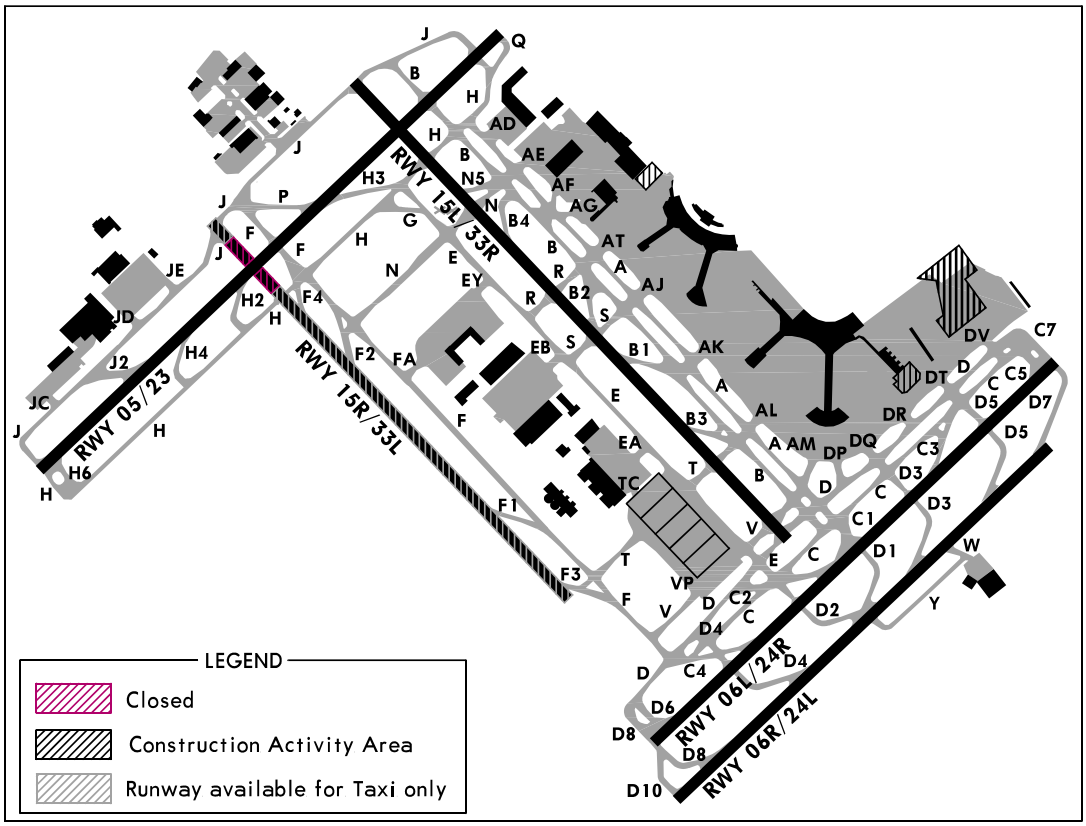
AERODROME CONSTRUCTION - CYYZ (CONTD 2)

Phase 4:

Construction Period

- May 3, 2024 - May 13, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Closure of Runway 15R/33L, available as a Taxiway south of Taxiway H.
- Nightly closures of Runway 05/23 0400 UTC - 1000 UTC (0000L-0600L) Mon-Sat.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

For Landing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.
- Runway Lighting will be turned off in closed areas.

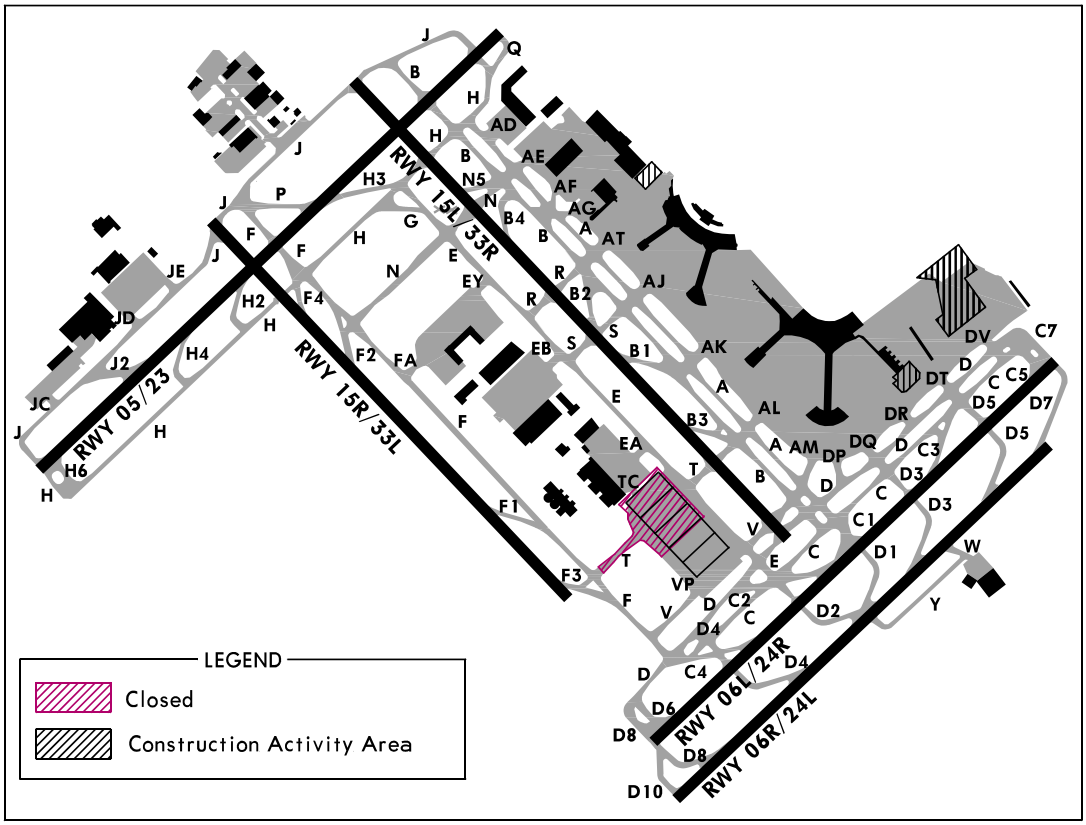
AERODROME CONSTRUCTION - CYYZ (CONTD 3)

Phase 5:

Construction Period

- May 6, 2024 - May 21, 2024

Construction Area Depiction



Closed Areas and Restrictions

- CDF Taxilane One closed north of Deicing Pad 3.
- Taxiway T closed between Taxiways E and F.
- Taxiway TC closed.
- Deicing Pads 4-6 closed.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.

For Landing Aircraft

- There are no anticipated changes to standard taxi routes or runway operations as other routings are available.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

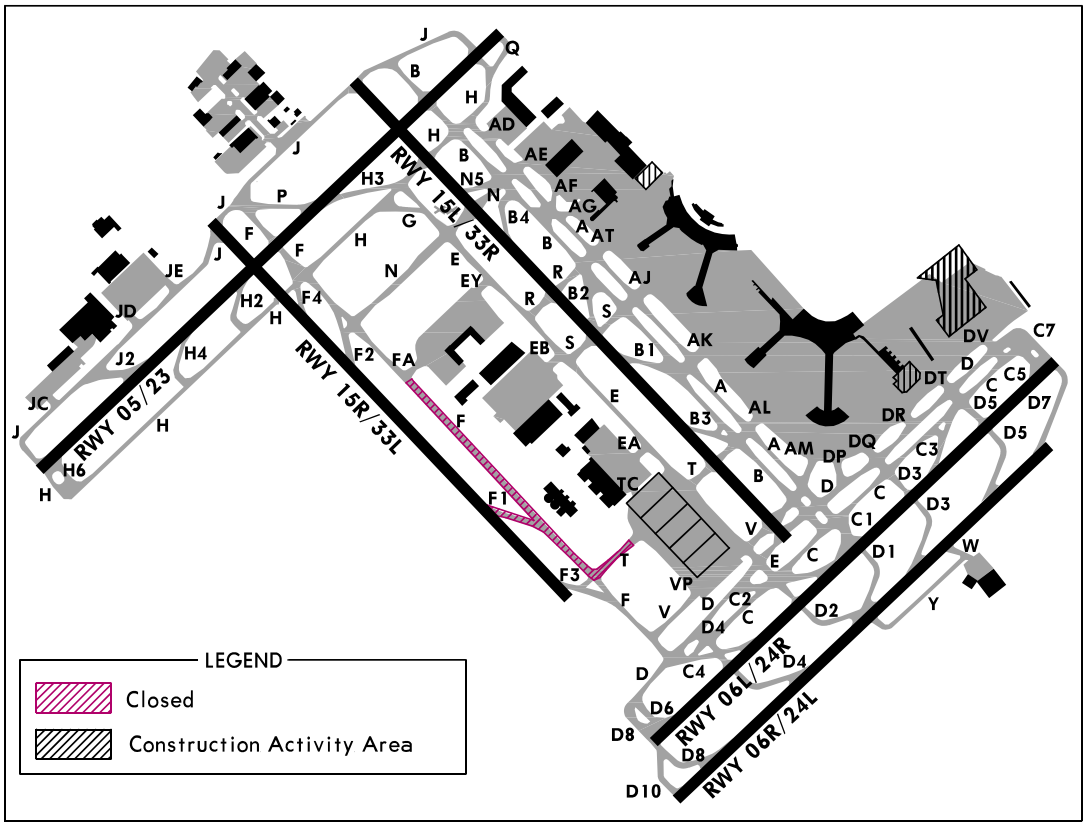
AERODROME CONSTRUCTION - CYYZ (CONTD 4)

Phase 6:

Construction Period

- May 6, 2024 - May 21, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway T closed between Taxiway F3 and CDF Taxilane One.
- Taxiway F1 closed.
- Taxiway F closed between Taxiway FA and Taxiway F3.
- Taxiway F3 restricted to Code E aircraft and smaller.
- Runway 15R/33L downgraded to non-instrument operations.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- There are no anticipated changes to standard taxi routes as other routings are available.
- Code F aircraft will not be permitted to depart Runway 33L.

For Landing Aircraft

- There are no anticipated changes to standard taxi routes as other routings are available.
- Aircraft landing 15R will have Taxiway F3 as the sole available exit.
- Code F aircraft will not be permitted to land Runway 15R.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

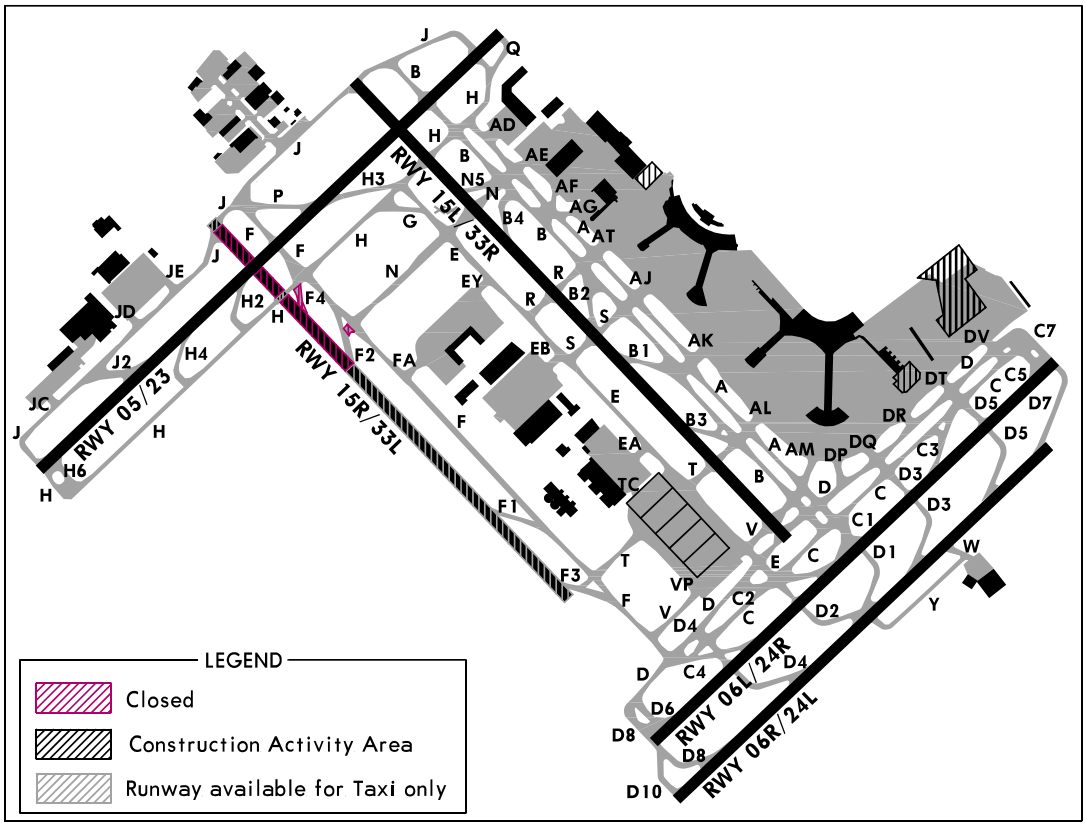
AERODROME CONSTRUCTION - CYYZ (CONTD 5)

Phase 7:

Construction Period

- May 14, 2024 - June 4, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Runway 15R/33L closed but available as a taxiway south of Taxiway F2
  - No arrivals or departures will be permitted.
- Taxiway F4 closed.
- Taxiways F2, F1, and F3 closed nightly.
- Taxiway H between Taxiway H2 and Taxiway F closed nightly.
- Taxiway T between Taxiways F3 and Taxiway F closed nightly.
- Taxiway N between Taxiway F2 and Taxiway F closed.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

For Landing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

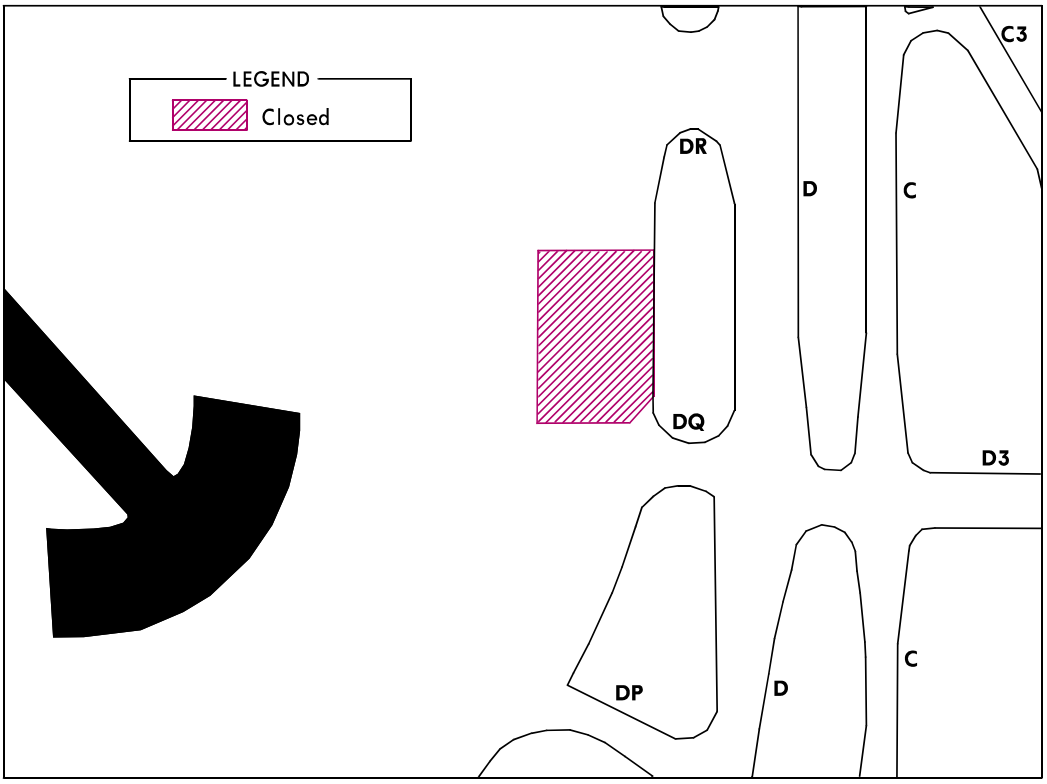
AERODROME CONSTRUCTION - CYYZ (CONTD 6)

Phase 8:

Construction Period

- May 15, 2024 - June 5, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Apron Taxilane between apron entrance DQ and Stand 179 closed.
- Stand 178 closed.
- Apron entrance DQ restricted to Code E and smaller aircraft.
- Green centerline lighting unavailable on Terminal Perimeter Taxilane.

Re-Opened Areas

- Apron Taxilane between AM and DP reopened.
- Stands 173A, 175, and 175A reopened.
- Stand 174 reverted to original.
- Apron entrance AM reopened.
- Apron entrance DP restriction removed.

Operational Procedures During the Construction Period

For Departing Aircraft

- Tail East pushbacks off of Stand 177 are not permitted.
- Tail West pushbacks off of Stand 179 are not permitted.
- The perimeter taxilane between apron entrances DQ and DR will not be available. Alternate taxi routes off the apron will be required.

For Landing Aircraft

- The perimeter taxilane between apron entrances DQ and DR will not be available. Alternate taxi routes off the apron will be required.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

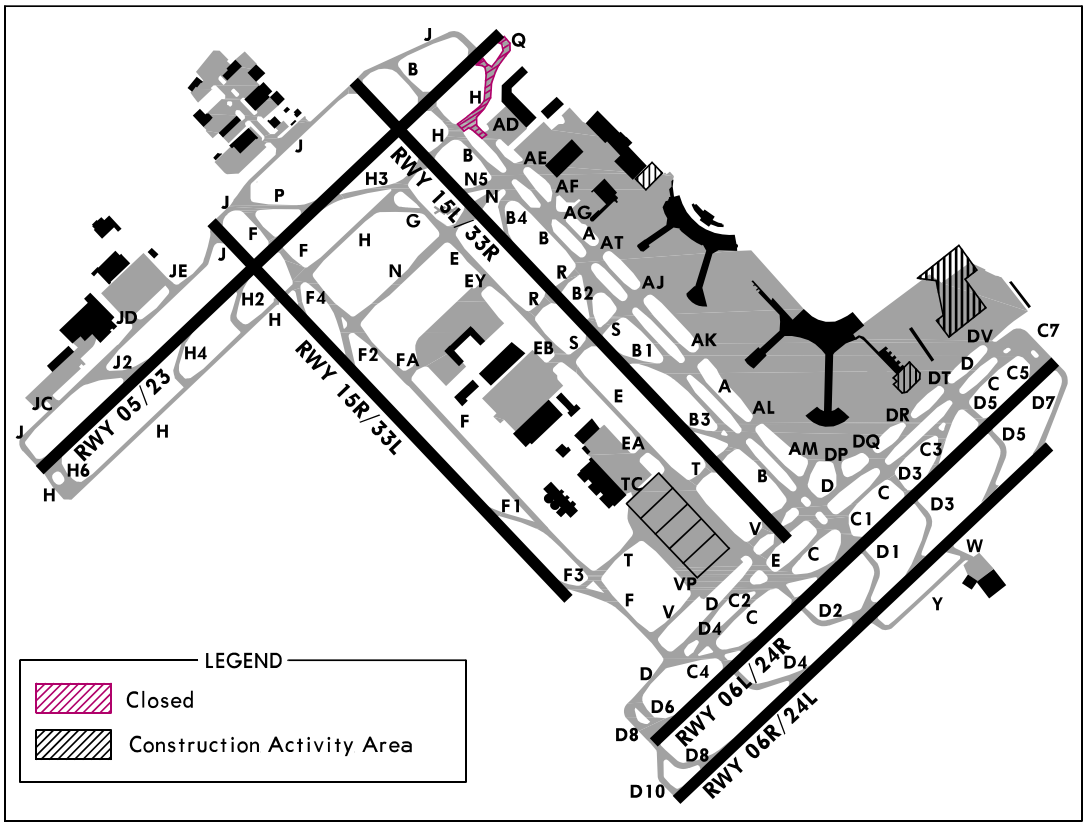
AERODROME CONSTRUCTION - CYYZ (CONTD 7)

Phase 9:

Construction Period

- May 21, 2024 - June 3, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Taxiway H closed between Taxiway B and Runway 23.
- Taxiway A closed between Taxiway AD and Taxiway H.
- Taxiway Q closed.
- Taxiway B between Taxiway N5 and Runway 05/23 restricted to Code C aircraft and smaller nightly.
- Runway 05 arrivals last available exit Taxiway J.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- During this work, full length departures from Runway 23 at Taxiway Q will not be possible. Departures from Taxiway J will be possible with the caveat that all traffic aside from that departing from Taxiway K, FedEx and Bombardier will be required to cross an active Runway 05/23 to get there.

For Landing Aircraft

- During this work, arrivals on Runway 05 will have Taxiway B as the last available exit to the south of the runway. Traffic exiting to the north will then have to cross the active runway to access their parking locations aside from aircraft destined for Taxiway K, FedEx, and Bombardier.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

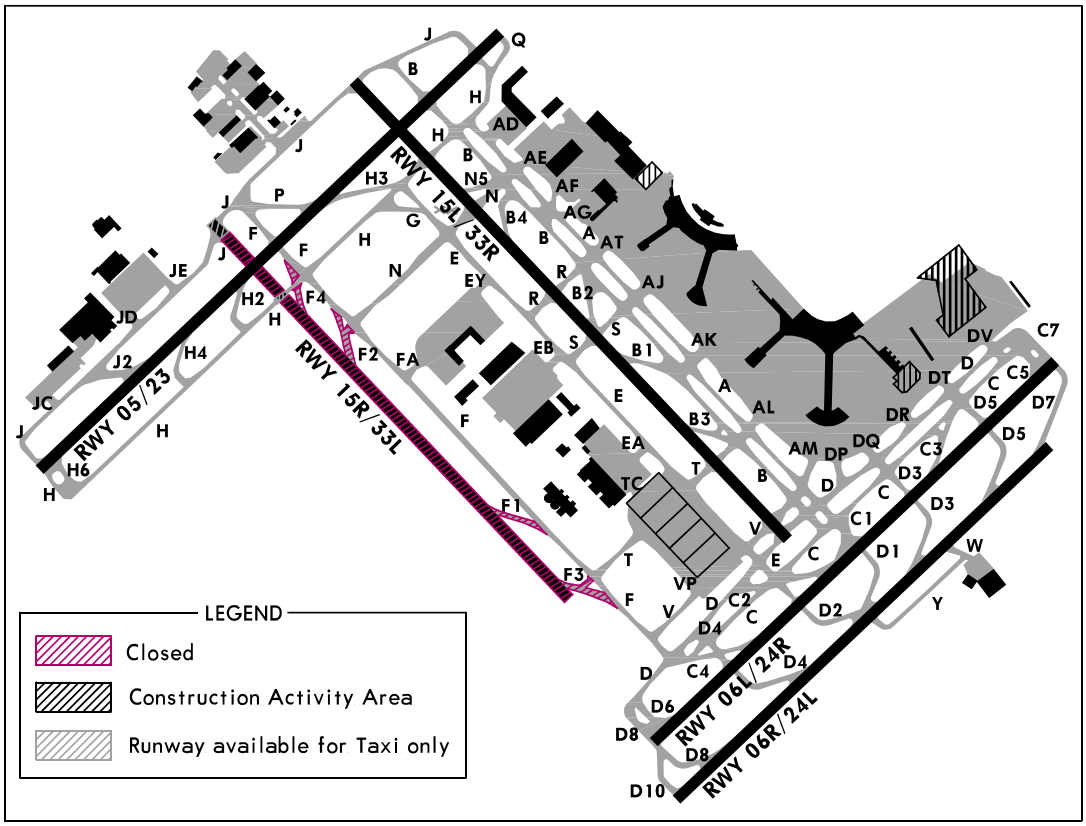
AERODROME CONSTRUCTION - CYYZ (CONTD 8)

Phase 10:

Construction Period

- June 5, 2024 - July 17, 2024

Construction Area Depiction



Closed Areas and Restrictions

- Closure of Runway 15R/33L.
  - No arrivals or departures will be permitted.
- Taxiways F4, F2, F1 and F3 closed.
- Taxiway T between Taxiway F3 and Taxiway F closed.
- Taxiway N between Taxiway F2 and Taxiway F closed.

Re-Opened Areas

- None.

Operational Procedures During the Construction Period

For Departing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

For Landing Aircraft

- No changes to regular operations.
- If North/South operation requires the use of Runway 15R/33L, as determined by the Airport Duty Manager - a recall for construction is in place and the decision would be made tactically. This would be reflected by NOTAM issuance.

Instrument Procedures - Temporary Long-Term Changes (3 months or greater)

- Refer to NOTAM.

Runway Physical Changes

- None.

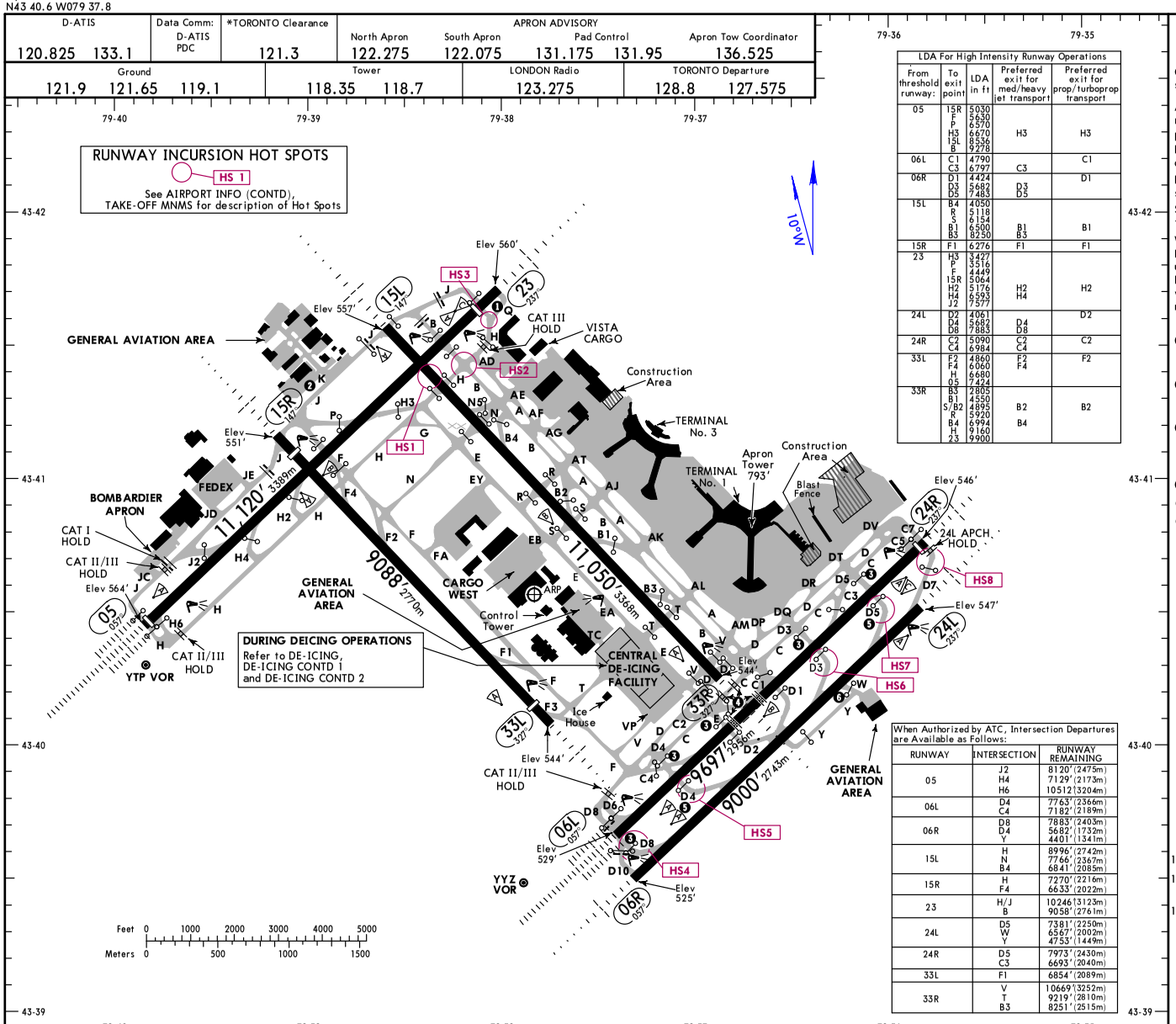
Other Hazards

- Construction areas will be delineated by TC-54s and Red obstruction/unserviceability lights, and lighted Xs as required.
- All airfield centerline lighting leading into the closure will be extinguished.

CHANGES: New temporary chart.

D-ATIS	Data Comm: D-ATIS PDC	*TORONTO Clearance	APRON ADVISORY			
			North Apron	South Apron	Pad Control	Apron Tow Coordinator
120.825 133.1		121.3	122.275	122.075	131.175 131.95	136.525

Ground	Tower	LONDON Radio	TORONTO Departure
121.9 121.65 119.1	118.35 118.7	123.275	128.8 127.575



LDA For High Intensity Runway Operations				
From threshold runway:	To exit point	LDA in ft	Preferred exit for med/heavy jet transport	Preferred exit for prop/turboprop transport
05	15R F P H3 15L B	5030 5630 6570 6670 8556 9278	H3	H3
06L	C1 C3	4790 6797	C3	C1
06R	D1 D3 D5	4424 5682 7483	D3 D5	D1
15L	B4 R S B1 B3	4050 5118 6154 6500 8250	B1 B3	B1
15R	F1	6276	F1	F1
23	H3 P F 15R H2 H4 J2	3427 3516 4449 5064 5176 6993 7577	H2 H4	H2
24L	D2 D4 D8	4061 5682 7883	D4 D8	D2
24R	C2 C4	5090 6984	C2 C4	C2
33L	F2 F4 H 05	4860 6060 6680 7424	F2 F4	F2
33R	B3 B1 S/B2 R B4 H 23	2805 4550 4895 5920 6994 9160 9900	B2 B4	B2

When Authorized by ATC, Intersection Departures are Available as Follows:		
RUNWAY	INTERSECTION	RUNWAY REMAINING
05	J2 H4 H6	8120'(2475m) 7129'(2173m) 10512'(3204m)
06L	D4 C4	7763'(2366m) 7182'(2189m)
06R	D8 D4 Y	7883'(2403m) 5682'(1732m) 4401'(1341m)
15L	H N B4	8996'(2742m) 7766'(2367m) 6841'(2085m)
15R	H F4	7270'(2216m) 6633'(2022m)
23	H/J B	10246'(3123m) 9058'(2761m)
24L	D5 W Y	7381'(2250m) 6567'(2002m) 4753'(1449m)
24R	D5 C3	7973'(2430m) 6693'(2040m)
33L	F1	6854'(2089m)
33R	V T B3	10669'(3252m) 9219'(2810m) 8251'(2515m)

OPERATIONAL NOTES

CAUTION: Be alert to Rwy 06L/24R crossing clearances. Be prepared to stop short of Rwy 06L/24R. **Readback of all runway holding instructions is required.**

A340-500/600, A350-900/1000, B777-300, and A380 discretionary oversteering required at all intersections.

Design speed for Twys C2, B2, H3, D8, D4, D2, D1, D3, D5, and D7 is 50 kt (93 Kph). Design speed for Twys J2, F1, F2, F3 & F4 is 45 Kt (83 Kph). All other rapid exits designed for an exit speed of 35 Kt (65 Kph).

Departures from holding bay inner centerlines Rwy 06L/D6, 24R/C5 and 05/H6 subtract 263'(80m) from declared distances.

See APRON PROCS, PARKING GATES and TAXILANE LIMITATIONS for additional taxiway data and notes.

While taxiing on Twy V (Pad 1) and Twy T (Pad 5) through the Central De-icing Facility strict adherence to the centerline is required. When in contact with ATC use Center Lane. When in contact with Pad Control or Iceman, use assigned Lane. Pad 1 (Twy V) and Pad 5 (Twy T) Center Lane will accommodate aircraft with wingspans 261'(79.9m) and smaller. Aircraft with wingspans less than 118'(36m) may use North/South Lanes.

❶ Normal Rwy 23 departures are from Twy H.
- Rwy 23 departures **do not enter Twy Q** without specific clearance from ATC.
- Aircraft requiring full length must notify Ground Control on initial contact.

❷ Twy K is uncontrolled and is restricted to acft with a wingspan of 135' (41.15m) (B757W) or less and an Aircraft Load Rating of 9.0 or less. Other aircraft may be authorized with prior approval from Ops.

❸ Discretionary oversteering required for aircraft with a wingspan of 124' (B757) or greater:
- Rwy 06L onto Twys E, D3 and D5.
- Rwy 24R onto Twys D3, E, D4, and D10/D8 southbound.

❹ Rwy 33 approach hold positions

❺ Twys D4, D5 south of Rwy 06L/24R: Angled runway hold positions in effect.

❻ Twys W & Y restricted to aircraft with wingspans less than 118' (36m).

WINGSPAN RESTRICTIONS

Specific aircraft operations plan in effect **for aircraft with wingspans 214' (65m) up to 262'(79.9m).** Restrictions in place include:

1. No holding short of Rwy 06L/24R after exit from Rwy 06R/24L.
2. Aircraft (as defined above) operations on any parallel taxiway system, such as Alpha-Bravo or Charlie-Delta or Delta-Victor (Alpha to Echo), restrict operations on adjacent taxiway to aircraft with wingspans less than 118'(36m).
3. Strict adherence to taxiway centerline is required all times.
4. Discretionary over steering is required at all intersections.
5. No taxiing on apron taxi lane between AJ and AK (between gates C31-C34).
6. No taxiing on apron taxi lane between AJ and AT (between gates B15-B18).
7. No turns from Twy E on Central De-icing Facility Pads 1 through 6.
8. When aircraft on taxilane 5S, strict adherence to centerline. Taxilane 5 between 5A and 5D closed. Taxilane 6 between 6A and 6C closed, remainder of taxilane 6 restricted to aircraft with wingspan less than 118' (36m). Simultaneous use of taxilane 7 & 8, max span 213' (64.9m).
9. No taxiing on Twy D between Twy D4 and Twy E.
10. No taxiing on Twy B between Rwy 05/23 and Twy J.
11. When aircraft taxiing within Holding Bays Rwys 06L/24R/05, adjacent parallel taxilane restricted to aircraft with wingspans less than 118'(36m).
12. Tow only authorized onto parking stands H1 and H10.

CHANGES: Bombardier Apron label added.

GENERAL

Multilateration: Pilots must keep their transponder on at all times when maneuvering on the airport, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	LAHSO Distance	WIDTH
05	HIRL CL ❶ALSF-II TDZ ❷ PAPI-L RVR	❸ 10,985′ 3348m	9871′ 3009m	10,775′ 3284m		200′ 61m
23	HIRL CL ❶ SSALR ❷ PAPI-L RVR	❹ 10,434′ 3180m	9257′ 2822m			

❶ Length 2400′.
❷ Angle 3.0°. For aircraft with eye-to-wheel height up to 45′.
❸ LDA: 10,640′ 3243m
❹ LDA: 10,089′ 3075m

06R	HIRL CL ❺SSALR ❻ PAPI-L RVR		7853′ 2394m			197′ 60m
24L		❼	7819′ 2383m	8898′ 2712m		

❺ Length 2400′.
❻ Angle 3.0°. For aircraft with eye-to-wheel height up to 45′.
❼ LDA: 8898′ 2712m

06L	HIRL CL ❽ALSF-II TDZ ❿PAPI-L RVR		8690′ 2649m			197′ 60m
24R	HIRL CL ❾SSALS REIL TDZ ❿PAPI-L RVR	⓫ 9500′ 2896m	8320′ 2536m	9589′ 2923m		

❽ Length 2400′.
❾ Length 1400′.
❿ Angle 3.0°. For aircraft with eye-to-wheel height up to 45′.
⓫ LDA 9392′ 2863m

15R	HIRL ⓬SSALR ⓭ PAPI-R RVR	8500′ 2591m	7449′ 2270m			197′ 60m
33L	HIRL ⓬SSALR ⓭ PAPI-L RVR	⓮ 8500′ 2591m	7490′ 2283m	9078′ 2767m		

⓬ Length 2400′.
⓭ Angle 3.0°. For aircraft with eye-to-wheel height up to 45′.
⓮ LDA: 8490′ 2588m

15L	HIRL CL ⓯SSALR ⓰ PAPI-L RVR	⓱	10,249′ 3124m	10,886′ 3318m		200′ 61m
33R			10,120′ 3085m			

⓯ Length 2400′.
⓰ Angle 3.0°. For aircraft with eye-to-wheel height up to 45′.
⓱ LDA: 10,886′ 3318m

RUNWAY INCURSION HOT SPOTS HS 1

For information only, not to be construed as ATC instuctions.

HS4 to HS8 - Short distance between parallel runways. Manage your taxi speed. Expect to hold short of parallel runway.

HS1 Taxiing northbound on Rwy 33R aircraft fail to hold short of and incur on Rwy 05/23.

HS2 Taxiing northbound on Twy B aircraft miss turn onto Twy H and incur on Rwy 05/23.

HS3 Taxiing eastbound on Twy H aircraft continue onto Twy Q and incur on Rwy 23.

HS4 Exiting Rwy 24L onto Twy D8 aircraft fail to hold short of and incur on Rwy 06L/24R.

HS5 Exiting Rwy 24L onto Twy D4 aircraft fail to hold short of and incur on Rwy 06L/24R.

Note: Angled runway hold position in effect on Twy D4 south of Rwy 06L/24R.

HS6 Exiting Rwy 06R onto Twy D3 aircraft fail to hold short of and incur on Rwy 06L/24R.

HS7 Exiting Rwy 06R onto Twy D5 aircraft fail to hold short of and incur on Rwy 06L/24R.

Note: Angled runway hold position in effect on Twy D5 south of Rwy 06L/24R.

HS8 Taxiing southbound on Twy D7 aircraft fail to hold short of the 24L approach hold line and incur on Rwy 06R/24L.

State 1 TAKE-OFF & DEPARTURE PROCEDURE

Rwy 05

Requires a minimum climb gradient of 360′/NM to 2700′. Fence to 575′ MSL approximately 300′ past departure end of runway, 550′ right of runway centerline.

	Authorized Air Carriers		All Other Aircraft
	HIRL & CL & RCLM	HIRL or CL or RCLM	
C	TDZ RVR R6	R12 or V1/4	R26 or V1/2
D	Rollout or Mid RVR R6		

Rwy 06L

Requires a minimum climb gradient of 400′/NM to 2700′. Building to 612′ MSL approximately 0.3 NM past departure end of runway, 1010′ left of runway centerline.

	Authorized Air Carriers		All Other Aircraft
	HIRL & CL & RCLM	HIRL or CL or RCLM	
C	TDZ RVR R6	R12 or V1/4	R26 or V1/2
D	Rollout or Mid RVR R6		

Rwy 33R

Climb heading 327° to 2100′ before proceeding on course. Trees to 610′ MSL approximately 0.3 NM past departure end of runway, 1000′ right of runway centerline.

	Authorized Air Carriers		All Other Aircraft
	HIRL & CL & RCLM	HIRL or CL or RCLM	
C	TDZ RVR R6	R12 or V1/4	R26 or V1/2
D	Rollout or Mid RVR R6		

Rwy 06R

Requires a minimum climb gradient of 390′/NM to 2700′.

	Authorized Air Carriers		All Other Aircraft
	HIRL or CL or RCLM		
C	R12 or V1/4		R26 or V1/2
D			

Rwy 15L

Requires a minimum climb gradient of 390′/NM to 3000′. Tower to 656′ MSL approximately 0.6 NM past departure end of runway, 1300′ left of runway centerline.

	Authorized Air Carriers	All Other Aircraft
	HIRL or CL or RCLM	
C	R12 or V1/4	R26 or V1/2
D		

Rwy 15R

Requires a minimum climb gradient of 380′/NM to 3000′.

	Authorized Air Carriers	All Other Aircraft
	HIRL or CL or RCLM	
C	R12 or V1/4	R26 or V1/2
D		

Rwy 23

Light poles to 609′ MSL approximately 0.3 NM past departure end of runway, 450′ right of runway centerline.

	Authorized Air Carriers	All Other Aircraft
	HIRL or CL or RCLM	
C	R12 or V1/4	R26 or V1/2
D		

Rwy 24L

Requires a minimum climb gradient of 270′/NM to 1700′.

	Authorized Air Carriers	All Other Aircraft
	HIRL or CL or RCLM	
C	R12 or V1/4	R26 or V1/2
D		

Rwy 24R

Requires a minimum climb gradient of 260′/NM to 1700′.

	Authorized Air Carriers	All Other Aircraft
	HIRL or CL or RCLM	
C	R12 or V1/4	R26 or V1/2
D		

Rwy 33L

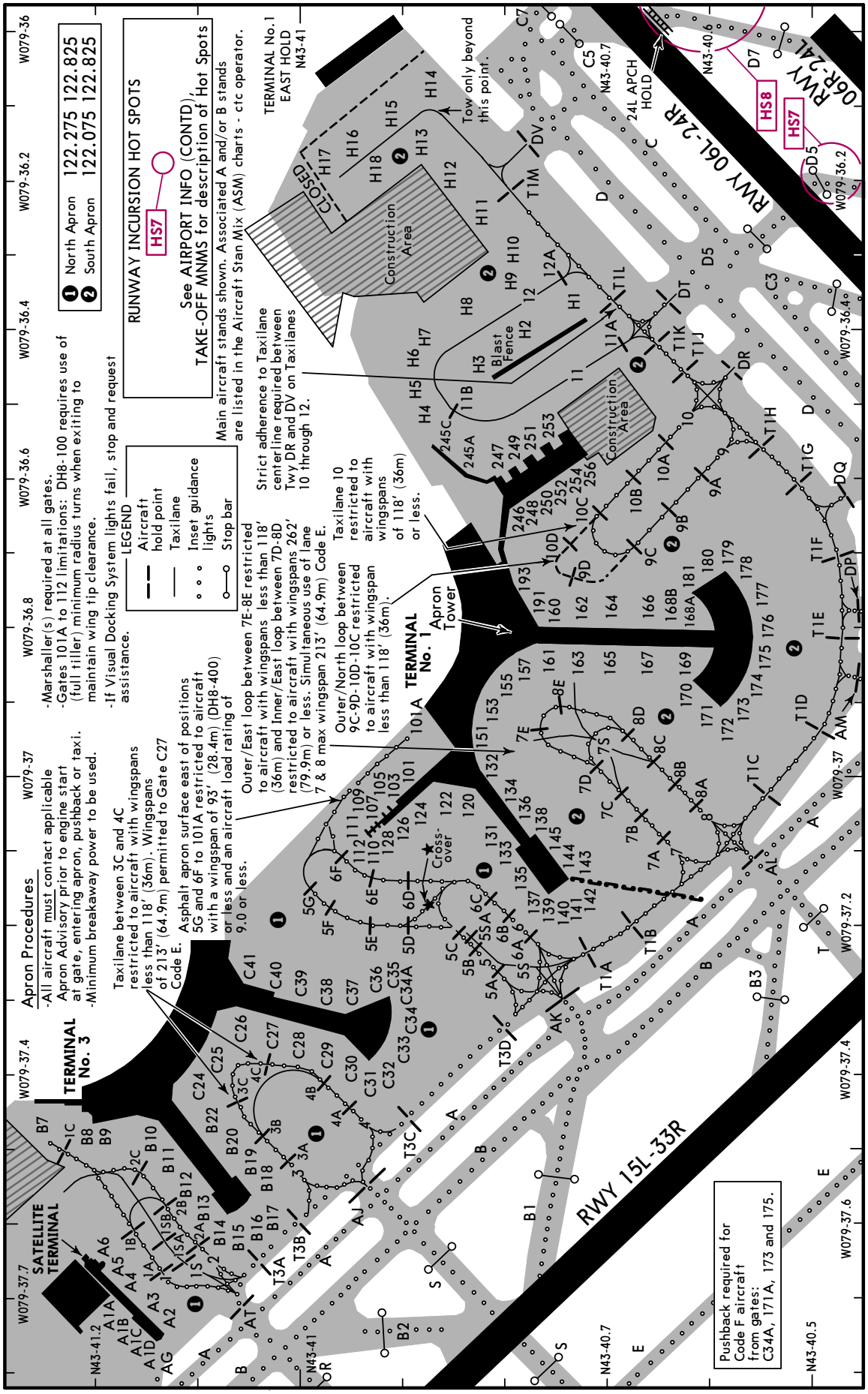
Requires a minimum climb gradient of 250′/NM to 900′. Buildings to 607′ MSL approximately 0.3 NM past departure end of runway, 1000′ left of runway centerline.

	Authorized Air Carriers	All Other Aircraft
	HIRL or CL or RCLM	
C	R12 or V1/4	R26 or V1/2
D		

1 DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
250′/NM	380	500	590	670	750	840	1050	1250
260′/NM	390	520	610	700	780	870	1090	1300
270′/NM	410	540	630	720	810	900	1130	1350
360′/NM	540	720	840	960	1080	1200	1500	1800
380′/NM	570	760	890	1020	1140	1270	1590	1900
390′/NM	590	780	910	1040	1170	1300	1630	1950
400′/NM	600	800	940	1070	1200	1340	1670	2000

CHANGES: None.



CHANGES: Parking position H18 added.

TAXILANE LIMITATIONS

Taxilane	Taxilane Segment	Aircraft Code/ Limitation	Max Wingspan	Comments
Pier A North	Between AG and Gate A1A	DH8-400	93' (28.4m)	
1	Between AT & Stand B8	C	118' (36m)	
	Between Stand B8 & Stand B7D	DH8-400	93' (28.4m)	
1S	Between AT and Hangar	E	213' (65m)	
2	Between AT and Hangar	D	170' (51.9m)	
	Between 2C & Stand B8	C	118' (36m)	
1/2	1B/2B Radius	C	118' (36m)	
3	Between AJ & 3B	E	213' (65m)	
	Between 3B & 3C	C	118' (36m)	Code E to Stand C29 & C27
4	Between AJ & 4B	E	213' (65m)	
	Between 4B & 4C	C	118' (36m)	Code E to Stand C29 & C27
3/4	3B/4B Radius	D	170' (51.9m)	
	3C/4C Radius	C	118' (36m)	
N/S	Between AT & AK	E	213' (65m)	
5	Between AK & 5E	E	213' (65m)	AK to 5D closed when Lane 5S in use
	Between 5E & 5G	D	170' (51.9m)	AK to 5D closed when Lane 5S in use
5-6	Crossover	E	213' (65m)	Closed when Lane 5S in use
6	Between AK & 6C	E	213' (65m)	Code E allowed to Stand 124 AK to 6C closed when Lane 5S in use
	Between 6C & 6D	C	118' (36m)	Code E allowed to Stand 124 No code E push tail East onto Lane 6 from Stand 124.
	Between 6D & 6F	C	118' (36m)	
	Between 6F & Gate 101	DH8-400	93' (28.4m)	
5/6	5C/6C Radius	E	213' (65m)	No B777 due to Jet Blast Closed when Lane 5S in use
	5G/6F Radius	C	118' (36m)	Closed when Lane 5S in use
5S	Between AK & Stand C35	F	262' (79.9m)	A380 only. Strict Adherence to C/L. Closes Lane 5A-5D. Lane 6 between 6A and 6C closed, remainder of Lane 6 restricted to Code C or smaller.
7	Between AL & 7D	F	262' (79.9m)	Simultaneous use of lane 7 & 8 max span 213' (64.9m) Code E
	Between 7D & 7E	C	118' (36m)	
8	Between AL & 8D	F	262' (79.9m)	Simultaneous use of lane 7 & 8 max span 213' (64.9m) Code E
	Between 8D & 8E	C	118' (36m)	
7/8	7D/8D Radius	F	262' (79.9m)	
	7E/8E Radius	C	118' (36m)	

CHANGES: None.

TAXILANE LIMITATIONS

Taxilane	Taxilane Segment	Aircraft Code/ Limitation	Max Wingspan	Comments
7S	Between 7C & 7S	E	213' (65m)	
	Between 8C & 7S	E	213' (65m)	
	Between 7S & 151	E	213' (65m)	No 77W/773 Closes Taxilane 7 & 8 beyond 7C/8C
	Between 7S & 161A	E	213' (65m)	Closes Taxilane 7 & 8 beyond 7C/8C
N/S	Between AK & AM	F	262' (79.9m)	
9	Between DR & 9C	E	213' (65m)	
	Between 9C & 9D	C	118' (36m)	
10	Between DR & 10C	C	118' (36m)	
9/10	9C/10C Radius	C	118' (36m)	
	9D/10D Radius	C	118' (36m)	
E/W	Between AM & DV	F	262' (79.9m)	Strict adherence to C/L
11	Between DT & H4	E	213' (65m)	Strict adherence to C/L
12	Between H1/H10 & H4	E	213' (65m)	Strict adherence to C/L
E/W	Between DV & H12B	E	213' (65m)	
E/W/N/S	Between H12B & H17	E	213' (65m)	Tow Operations Only

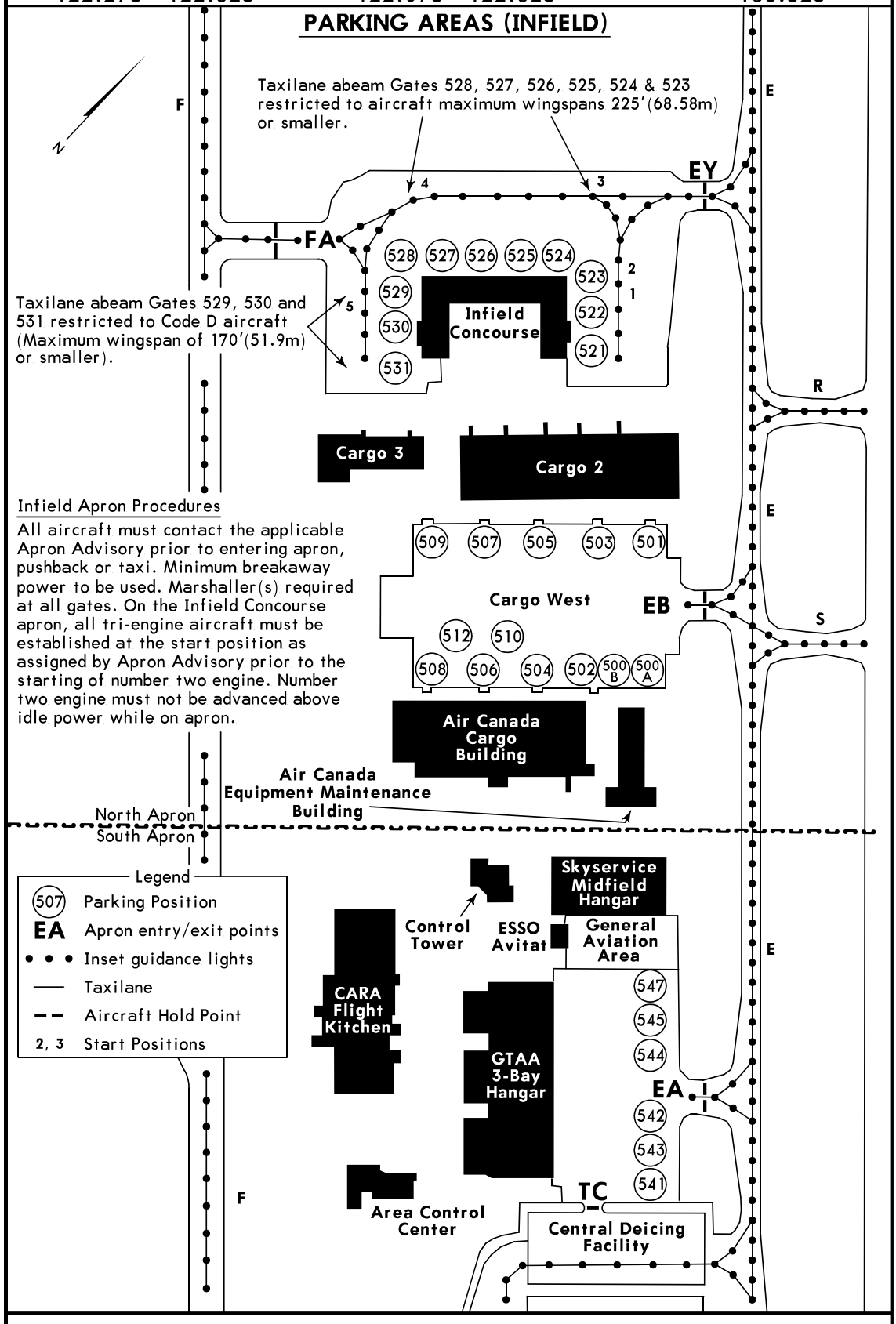
CHANGES: None.

D-ATIS	*TORONTO Clearance
120.825	121.3

APRON ADVISORY

North Apron		South Apron		Apron Tow Coordinator
122.275	122.825	122.075	122.825	136.525

PARKING AREAS (INFIELD)

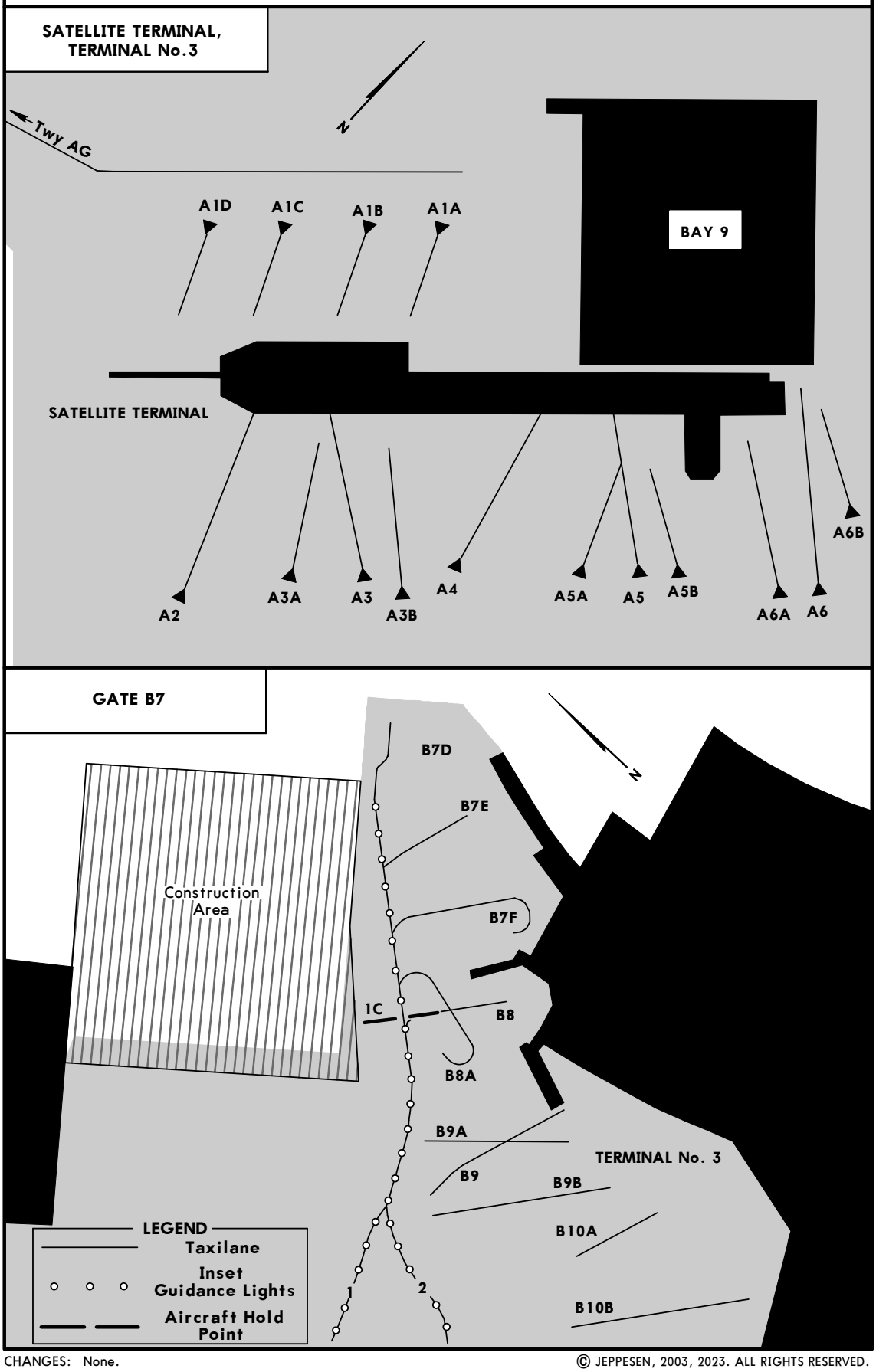


Infield Apron Procedures

All aircraft must contact the applicable Apron Advisory prior to entering apron, pushback or taxi. Minimum breakaway power to be used. Marshaller(s) required at all gates. On the Infield Concourse apron, all tri-engine aircraft must be established at the start position as assigned by Apron Advisory prior to the starting of number two engine. Number two engine must not be advanced above idle power while on apron.

CHANGES: Taxilane restrictions note.

COMMUTER PARKING AREAS



CHANGES: None.

PARKING POSITION COORDINATES

POSITION No.	COORDINATES
SATELLITE TERMINAL	
A1A, A1B	N43 41.2 W079 37.6
A1C, A1D	N43 41.2 W079 37.7
A2	N43 41.1 W079 37.7
A3A thru A6B	N43 41.2 W079 37.7
TERMINAL No.1	
101	N43 40.9 W079 37.0
101A	N43 40.9 W079 36.9
103, 105, 107, 109	N43 40.9 W079 37.0
110 thru 112	N43 40.9 W079 37.1
120	N43 40.8 W079 37.0
122, 124	N43 40.9 W079 37.0
126, 128	N43 40.9 W079 37.1
131	N43 40.8 W079 37.1
132	N43 40.8 W079 37.0
133	N43 40.8 W079 37.1
134	N43 40.8 W079 37.0
135	N43 40.8 W079 37.1
136	N43 40.8 W079 37.0
137	N43 40.8 W079 37.2
138	N43 40.8 W079 37.1
139	N43 40.8 W079 37.2
140, 141	N43 40.7 W079 37.2
142 thru 144	N43 40.7 W079 37.1
145	N43 40.8 W079 37.1
151, 153, 155	N43 40.8 W079 36.9
157, 160, 161, 191	N43 40.8 W079 36.8
162 thru 167	N43 40.7 W079 36.8
168A	N43 40.7 W079 36.6
168B	N43 40.7 W079 36.7
169	N43 40.6 W079 36.8
170 thru 174	N43 40.6 W079 36.9
175, 176	N43 40.5 W079 36.8
177	N43 40.6 W079 36.8
178 thru 181	N43 40.6 W079 36.7
193	N43 40.8 W079 36.7
245A, 245C	N43 40.9 W079 36.5
246	N43 40.8 W079 36.6
247	N43 40.8 W079 36.5
248	N43 40.8 W079 36.6
249	N43 40.8 W079 36.5
250	N43 40.8 W079 36.6
251	N43 40.8 W079 36.4
252	N43 40.7 W079 36.6
253	N43 40.8 W079 36.4
254	N43 40.7 W079 36.6
256	N43 40.7 W079 36.6
TERMINAL No.3	
B7, B8, B9	N43 41.2 W079 37.5
B10A thru B12	N43 41.1 W079 37.5
B13 thru B15	N43 41.1 W079 37.6
B16, B17	N43 41.0 W079 37.6
B18, B19	N43 41.0 W079 37.5
B20, B22	N43 41.1 W079 37.5
C24, C25	N43 41.1 W079 37.4
C26	N43 41.1 W079 37.3
C27	N43 41.0 W079 37.3
C28 thru C30	N43 41.0 W079 37.4
C31 thru C33	N43 40.9 W079 37.4
C34	N43 40.9 W079 37.3
C34A	N43 40.9 W079 37.2
C35, C36	N43 40.9 W079 37.3
C37 thru C40	N43 41.0 W079 37.3
C41	N43 41.1 W079 37.3
OTHER	
H1 thru H3	N43 40.8 W079 36.3
H4 thru H6	N43 40.9 W079 36.4
H7, H8	N43 40.9 W079 36.3
H9	N43 40.9 W079 36.2
H10	N43 40.8 W079 36.2
H11 thru H13	N43 40.9 W079 36.1
H14	N43 40.9 W079 36.0
H15, H16	N43 41.0 W079 36.0
H17, H18	N43 41.0 W079 36.1

(INFIELD) PARKING POSITION COORDINATES

POSITION No.	COORDINATES
PARKING AREAS (INFIELD)	
500A, 500B	N43 40.7 W079 37.8
501	N43 40.8 W079 37.8
502	N43 40.7 W079 37.8
503	N43 40.7 W079 37.9
504	N43 40.6 W079 37.8
505	N43 40.7 W079 37.9
506	N43 40.6 W079 37.8
507	N43 40.7 W079 38.0
508	N43 40.6 W079 37.9
509	N43 40.7 W079 38.0
510, 512	N43 40.6 W079 37.9
521	N43 40.9 W079 38.0
522 thru 524	N43 40.9 W079 38.1
525, 526	N43 40.9 W079 38.2
527 thru 529	N43 40.8 W079 38.3
530, 531	N43 40.8 W079 38.2
541	N43 40.4 W079 37.5
542	N43 40.5 W079 37.5
543	N43 40.4 W079 37.5
544	N43 40.5 W079 37.5
545, 547	N43 40.5 W079 37.6

CHANGES: Parking position H18 added.

CYYZ/YYZ

LESTER B PEARSON INTL

JEPPESEN

10 MAY 24

Eff 16 May

10-9E

TORONTO, ONT

LOW VISIBILITY TAXI CHART

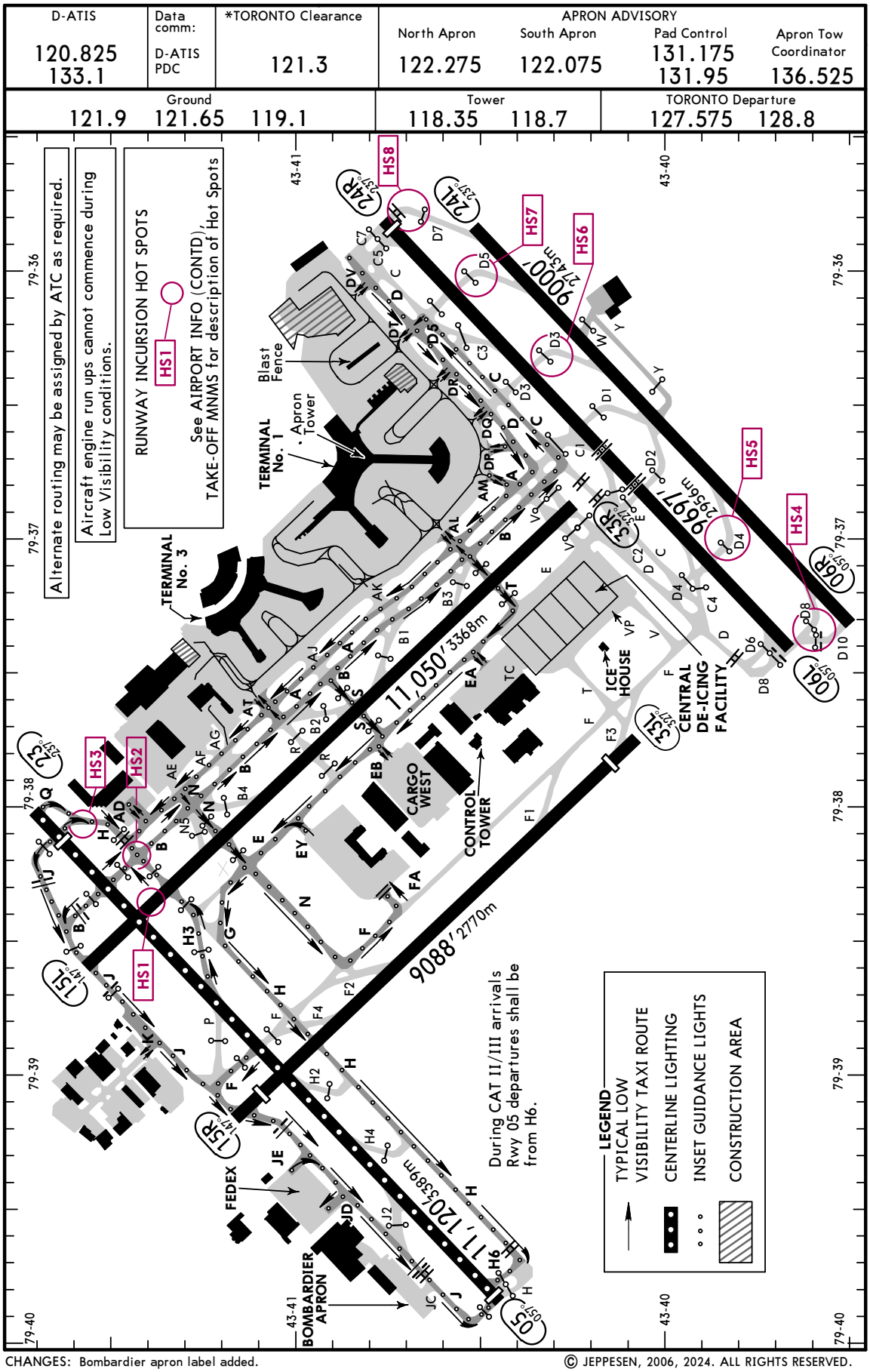
LAND RWY 05, DEPART RWY 05

LESS THAN RVR 1200 TO 600

For Low Visibility Procedures See LOW VIS PROCS

D-ATIS	Data comm:	*TORONTO Clearance	APRON ADVISORY			
			North Apron	South Apron	Pad Control	Apron Tow Coordinator
120.825 133.1	D-ATIS PDC	121.3	122.275	122.075	131.175 131.95	136.525

Ground			Tower		TORONTO Departure	
121.9	121.65	119.1	118.35	118.7	127.575	128.8



CHANGES: Bombardier apron label added.

CYYZ/YYZ

LESTER B PEARSON INTL

JEPPESEN

10 MAY 24

Eff 16 May

10-9F

TORONTO, ONT

LOW VISIBILITY TAXI CHART

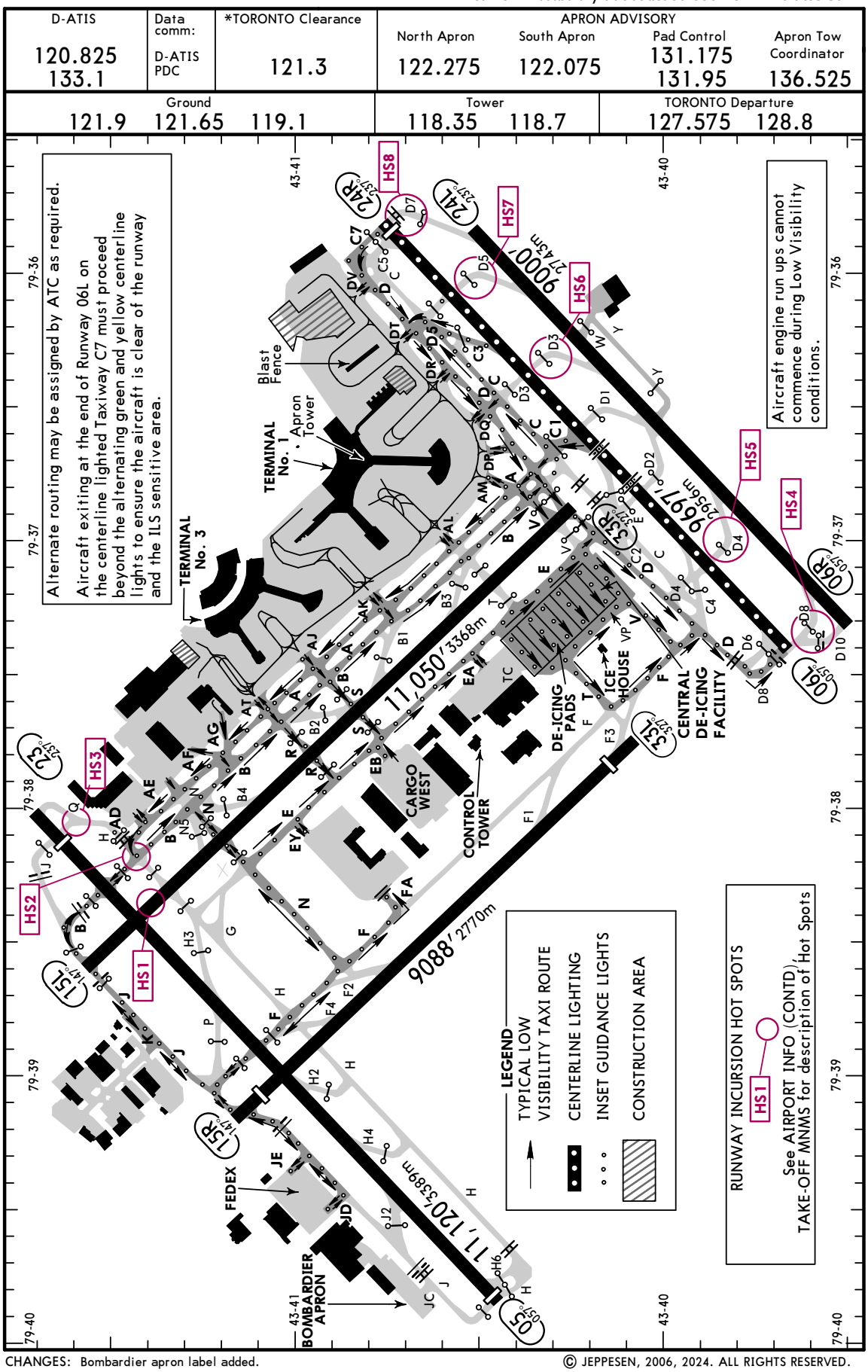
LAND RWY 06L, DEPART RWY 06L

LESS THAN RVR 1200 TO 600

For Low Visibility Procedures See LOW VIS PROCS

D-ATIS	Data comm:	*TORONTO Clearance	APRON ADVISORY			
			North Apron	South Apron	Pad Control	Apron Tow Coordinator
120.825 133.1	D-ATIS PDC	121.3	122.275	122.075	131.175 131.95	136.525

Ground			Tower		TORONTO Departure	
121.9	121.65	119.1	118.35	118.7	127.575	128.8



CHANGES: Bombardier apron label added.

CYYZ/YYZ

LESTER B PEARSON INTL

JEPPESEN

10 MAY 24

Eff 16 May

10-9F1

TORONTO, ONT

LOW VISIBILITY TAXI CHART

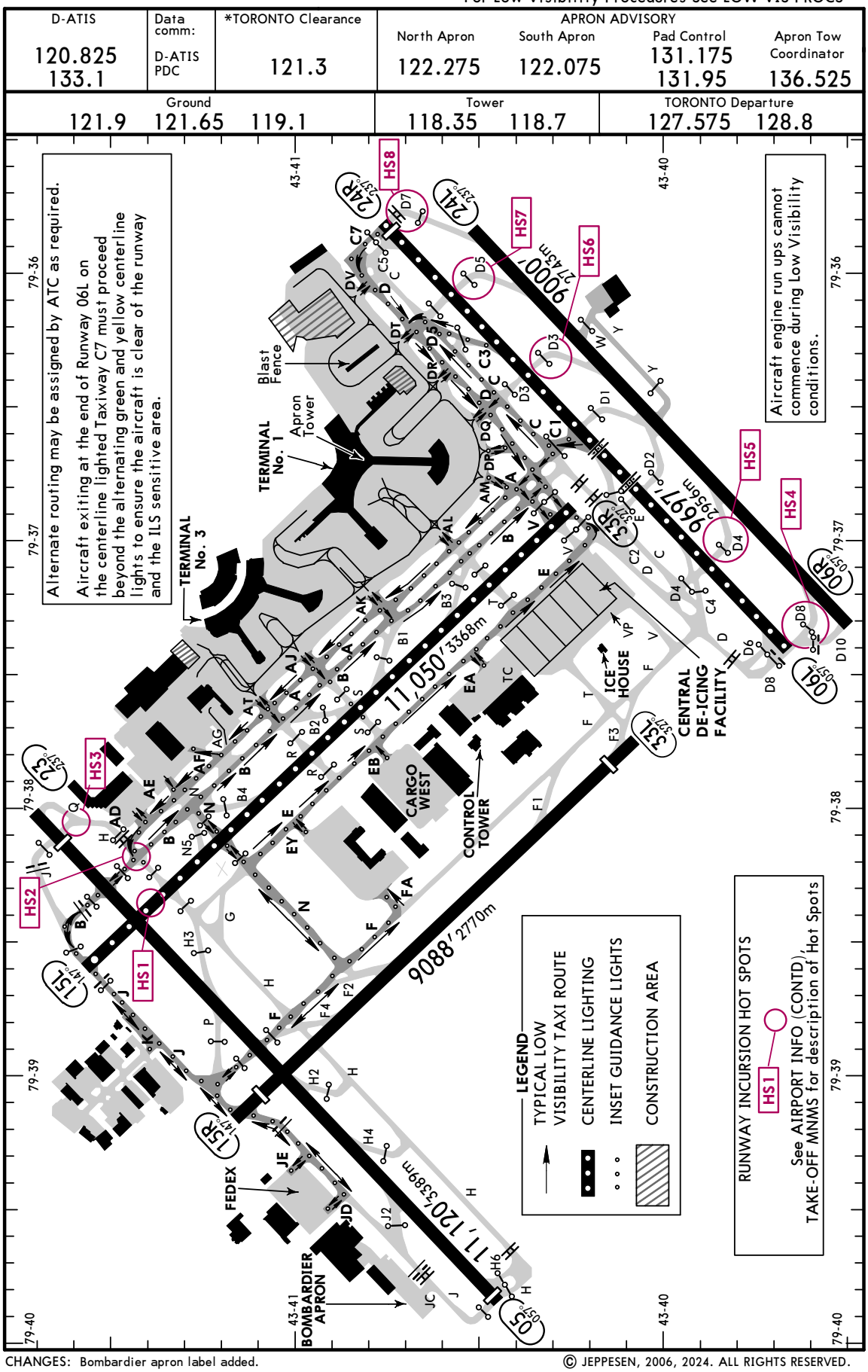
LAND RWY 06L, DEPART RWY 33R

LESS THAN RVR 1200 TO 600

For Low Visibility Procedures See LOW VIS PROCS

D-ATIS	Data comm:	*TORONTO Clearance	APRON ADVISORY			
			North Apron	South Apron	Pad Control	Apron Tow Coordinator
120.825 133.1	D-ATIS PDC	121.3	122.275	122.075	131.175 131.95	136.525

Ground			Tower		TORONTO Departure	
121.9	121.65	119.1	118.35	118.7	127.575	128.8



CHANGES: Bombardier apron label added.

LOW VISIBILITY PROCEDURES (RVR less than 1200 to 600 FT)

APPLICATION

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast:

'LOW VISIBILITY PROCEDURES IN EFFECT'

GENERAL

Low Visibility Taxi Routes

Typical taxi routes are shown on the Low Visibility Taxi Charts. Taxiway surfaces are painted with enhanced yellow and black centerline markings. In addition, Taxiways A, C, F, H, J, M, N, T, P, R, S, V, E, D, B, T1, and T3 aprons are equipped with green centerline lights. Yellow in-set taxiway intersection lights that consist of three lights spaced 1.5m apart at 90 degrees to the direction of travel are located at taxiway/taxiway intersections and apron entry/exit points coincident with lighted location signs. Aircraft may be directed to hold or report by any of these positions.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the maneuvering area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

DEPARTURES

When low visibility procedures are in effect the Departure runways are 05, 06L and 33R. Intersection take-offs from 06L are not authorized. Intersection take-offs on 33R from Victor Taxiway and on 05 from H6 may be assigned by ATC.

Sequencing of Aircraft Ground Movements for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

Stop Bar/Guard Light System

Each taxiway entrance onto Runways 05, 06L and 33R is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (wig-wags) are installed at each end of the stop bar. When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

'AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR'

ARRIVALS

When low visibility procedures are in effect the Arrival runways are 05 and 06L. For 05, approved exits are Taxiways F (northbound), H3, B, H/J and Q. For 06L approved exits are Taxiways C1, C3 and C7. Aircraft exiting either runway must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

DE-ICING PROCEDURE

CENTRAL DE-ICING FACILITY (CDF)

The CDF and associated taxiways from transfer points ICE 1 - ICE 6 are operated and controlled by the Greater Toronto Airports Authority (GTAA) Deicing Operations. For more information, contact (416) 776-3423.

All Air-to-Ground communication is via VHF radio (no interphone connection).

Upon entry to the Deicing Bay, Flight Crew must advise of any specific de/anti-icing check and/or treatment requirements, including the following:
Tactile check; under wing and/or undercarriage inspection or deicing; propeller deicing; engine inlet inspection; etc.

Flight Crew shall advise their de/anti-icing requirements.
Type I fluid available: Dow Chemical UCAR ADF Concentrate (dilute).
Type IV fluid available: Dow Chemical UCAR Endurance EG106 (100/0).

Flight Crew will be advised of the fluid type(s) in use (″mode″).
When in ″Type I mode″, SAE AMS1424/1 Type I will be applied.
When in ″Type IV mode″, Type I followed by SAE AMS1428/1 Type IV fluid will be applied.
Flight Crew must request any deviation to the fluid ″mode″.

When in ″Type I mode″, should the Flight Crew determine holdover is required, Flight Crew shall advise ″TYPE I HOLDOVER REQUIRED″.
When Type IV anti-icing treatment is required/requested, by default fluid will be applied to the upper wing and horizontal stabilizer surfaces. Type IV fluid will only be applied to the vertical stabilizer, wing tip devices (where equipped) and/or fuselage when requested by the Flight Crew.

To expedite overall deicing process, if able, aircraft should be configured for deicing on approach to the Central De-Icing Facility. Flight Crew should configure aircraft for an engines-on deicing procedure, unless advised otherwise by PAD CONTROL or ICEMAN.

AUTOMATED PROCEDURES

ENTRY PROCEDURE - PAD CONTROL - 131.175

1. Prior to departing Parking Position, contact Clearance Delivery/Apron/Ground (as applicable) and advise, ″AIRCRAFT DE-ICING REQUIRED″.
2. Ground will provide taxi instructions to Central De-Icing Facility entry transfer point ICE (#).
3. When approaching the Central De-Icing Facility entry point, Ground will advise the Flight Crew to contact/monitor PAD CONTROL on 131.175.
4. PAD CONTROL will normally instruct the Flight Crew to:
   a. ″HOLD POSITION AT (e.g. ICE 1)″; or
   b. ″TAXI/PROCEED INTO STAGING BAY # (e.g. 3C) AND CONTACT ICEMAN ON 131.375 or 129.625 (as applicable) ENTERING THE BAY.″
5. After receiving taxi clearance from PAD CONTROL, proceed into assigned Staging Bay following the appropriate inset lights/lead-in lines. An automated Visual Guidance Display System (VGDS) will provide correct flight number, rate of closure and stopping information.
6. Entering the Staging Bay, contact ICEMAN and proceed following the VGDS instructions.

CAUTION: AIRCRAFT SHALL NOT ENTER THE DEICING BAY UNTIL INSTRUCTED TO DO SO BY ICEMAN.

PROCEDURE - ICEMAN - 131.375 or 129.625

7. ICEMAN will provide:
   a) Taxi clearance into the Staging Bay only:
      ICEMAN will issue taxi instructions in the assigned Staging Bay to the specific stop point in the Bay.
   b) Taxi clearance directly into the Deicing Bay:
      ICEMAN will issue instructions for taxi to the assigned deicing position in the Deicing Bay, including the mode of guidance (VGDS) and the requirement to report ″BRAKES SET, AIRCRAFT CONFIGURED AND DEICING REQUIREMENTS.″

   Note: Deicing equipment may be positioned in a temporary Safe Zone on the Center lane within the Deicing Bay when aircraft are assigned to the North or South lanes.
8. Once aircraft is in the final stop position, brakes are set and aircraft configured for de/anti-icing, contact ICEMAN on the appropriate frequency e.g., ″ICEMAN, ABC123 IN BAY 2 NORTH, BRAKES SET, AIRCRAFT CONFIGURED, READY TO DEICE″.
9. ICEMAN will advise ″HOLD POSITION, DEICING BEGINS NOW, CONTINUE TO MONITOR THE SIGNBOARD ON YOUR (LEFT/RIGHT).″

CAUTION: DURING THE DEICING PROCESS, THRUST SETTING MUST NOT EXCEED GROUND IDLE AND/OR PROPELLERS MUST REMAIN FEATHERED AT ALL TIMES.

10. On completion of the de/anti-icing operation, ICEMAN will contact Flight Crew to advise ″DEICING COMPLETE, (DEICING/ANTI-ICING FLUID TYPE(S) APPLIED and MIXTURE RATIO (for Type IV fluid only)), ANTI-ICING BEGAN AT (local time) POSTDEICING/ANTI-ICING CHECK COMPLETE, EQUIPMENT SAFELY AWAY, HOLD POSITION AND CONTACT PAD CONTROL ON 131.175 FOR TAXI″.

    Note: ″POSTDEICING/ANTI-ICING CHECK COMPLETE″ means as per Flight Crew's specific request for deicing services and that the post deicing/anti-icing check has been completed. Where Type IV fluid is applied, the fluid brand and mixture ratio is: Dow Chemical UCAR Endurance EG106 (100/0).

    Note: Where deicing only is performed, including symmetrical spot deicing and/or deicing of specific aircraft sections only, as no holdover applies in these circumstances, a holdover start time will not be provided. ICEMAN will advise ″HOLDOVER TIMES DO NOT APPLY″.

CAUTION: DO NOT MOVE AIRCRAFT UNTIL TAXI CLEARANCE HAS BEEN RECEIVED FROM PAD CONTROL.

CAUTION: ENGINE RUN-UPS WILL ONLY BE APPROVED BY PAD CONTROL OR ICEMAN WHEN OPERATIONS PERMIT AND WHEN SAFE TO DO SO. ENGINE RUN-UPS ARE PROHIBITED ON TAXILANE 1. ENGINE FAN BLADE ICE SHEDDING RUN-UPS ARE PROHIBITED AT THE CDF.

EXIT PROCEDURE - PAD CONTROL 131.175

11. When ready to taxi contact PAD CONTROL and advise "ABC123 READY TO TAXI".
12. PAD CONTROL will issue VISUAL (VGDS displaying "EXIT NOW"), and VERBAL exit instructions to the Central De-Icing Facility exit point.

    CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES BOTH VERBAL AND VISUAL TAXI CLEARANCE.

    Note: In the event of a complete VGDS failure, only verbal instructions will be provided.
13. At exit point, hold short and contact Ground (on frequency as advised by PAD CONTROL) for further taxi clearance.

    Note: All inset lights may be illuminated during times of darkness or lowered visibility, regardless of taxi instructions.

MANUAL PROCEDURES

In the event that the VGDS, Hold Lights, and/or Inset Lights are inoperative; and/or the Lead-In Line and/or Aircraft Stop Line are obscured and not visible to the Flight Crew, the Central De-Icing Facility may deploy a "Follow Me" Vehicle as a secondary guidance system.

MANUAL ENTRY PROCEDURE - PAD CONTROL - 131.175

Follow steps 1 through 4 in the Automated Procedures.

5. After receiving taxi clearance from PAD CONTROL, proceed into assigned Staging Bay following the appropriate inset lights/lead-in lines.

No exchange of deicing information is necessary at this stage KEEP RT BRIEF AND AVOID FREQUENCY CONGESTION.

6. Entering the Staging Bay, contact ICEMAN and proceed into the assigned Staging Bay following the appropriate inset guidance lights/lead-in line as assigned.

   CAUTION: AIRCRAFT SHALL NOT ENTER THE DEICING BAY UNTIL INSTRUCTED TO DO SO BY ICEMAN.
7. ICEMAN will provide:
   a) Taxi clearance into the Staging Bay only:
      ICEMAN will issue taxi instructions in the assigned Staging Bay to the specific stop point, indicated by an Aircraft Stop Line; blue flashing Staging Beacon; and/or other visual reference point as specified by ICEMAN.
   b) Taxi clearance directly into the Deicing Bay:
      ICEMAN will issue instructions for taxi to the assigned deicing position in the Deicing Bay, including the mode of guidance (Aircraft Stop Line or "Follow Me" Vehicle) and the requirement to report "BRAKES SET, AIRCRAFT CONFIGURED AND DEICING REQUIREMENTS".

   Note: In the event that the VGDS, Hold Lights, and/or Inset Lights are inoperative; and/or the Lead-In Line and/or Aircraft Stop Line are obscured and not visible to the Flight Crew, the Central De-Icing Facility may deploy a "Follow Me" Vehicle as a secondary guidance system.

   Note: Deicing equipment may be positioned in a temporary Safe Zone on the Center lane within the Deicing Bay when aircraft are assigned to the North or South lanes.
8. Once aircraft is in the final stop position, brakes are set and aircraft configured for de/anti-icing, contact ICEMAN on the appropriate frequency e.g., "ICEMAN, ABC123 IN BAY 2 NORTH, BRAKES SET, AIRCRAFT CONFIGURED, READY TO DEICE". Aircraft will be held at the deicing position by a signboard displaying "STOP" and/or red hold lights until deicing is completed. Should a "Follow Me" Vehicle be used, the "Follow Me" Vehicle will turn off all lights and return to the Safe Zone.
9. ICEMAN will advise "HOLD POSITION, DEICING BEGINS NOW, CONTINUE TO MONITOR THE SIGNBOARD ON YOUR (LEFT/RIGHT)."

VGDS PARTIAL FAILURE

Once aircraft has been guided into and stopped in the appropriate Deicing Bay, the aircraft will be held by a signboard displaying "STOP" and/or red hold lights until deicing is completed.

VGDS COMPLETE FAILURE

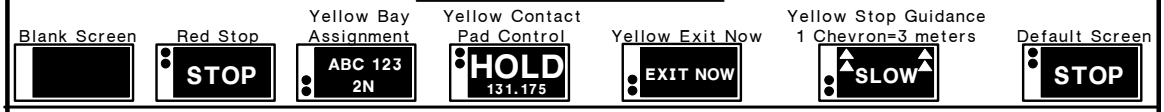
Once aircraft has been guided into and stopped in the appropriate Deicing Bay, a "Follow Me" Vehicle with the signaling system configured with RED signal lights ON, or a "Positive Hold Vehicle" without signboard/signaling system shall position on the lead-in-line in front of the aircraft and hold in line-of sight of the Flight Deck. CONTINUE TO HOLD POSITION AND DO NOT MOVE.

CAUTION: DURING THE DEICING PROCESS, THRUST SETTING MUST NOT EXCEED GROUND IDLE AND/OR PROPELLERS MUST REMAIN FEATHERED AT ALL TIMES.

Continue with steps 10 through 13 in the Automated Procedures.

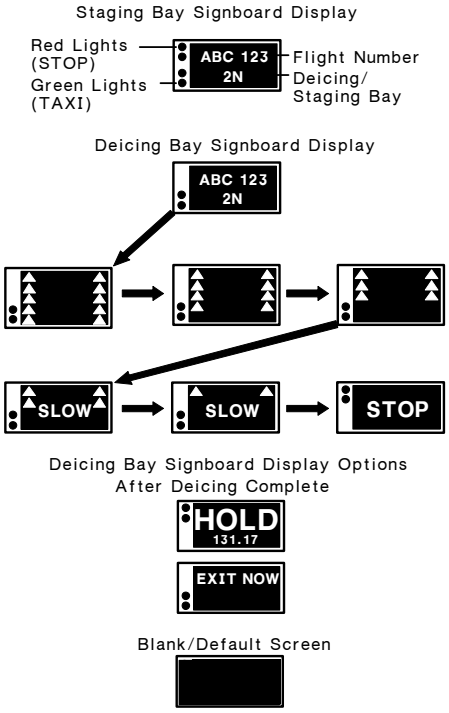
Should a "Follow Me" Vehicle and/or "Positive Hold" Vehicle be used, after the above occurs, the "Follow me" Vehicle shall extinguish all signal lights and return to the designated "Safe Zone" OR the "Positive Hold" Vehicle shall return to the designated "Safe Zone".

SIGNBOARD DISPLAYS

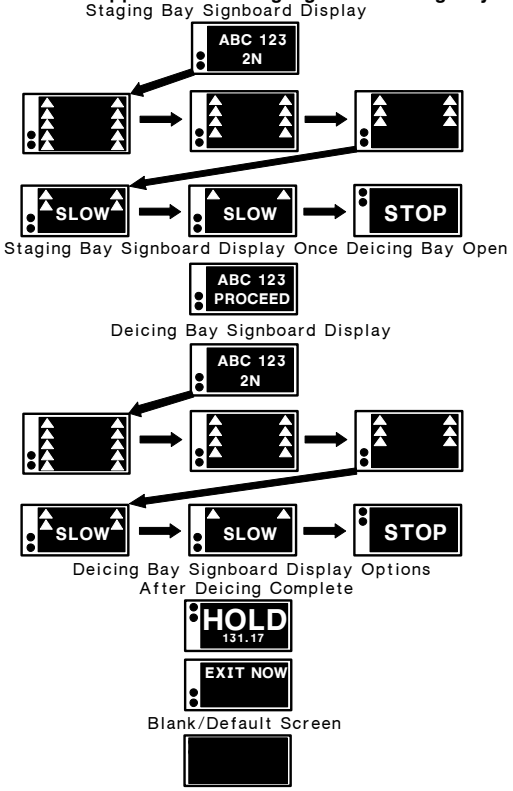


AUTOMATED VISUAL GUIDANCE & DISPLAY SYSTEM SEQUENCING

Aircraft Entering Directly into a Deicing Bay (No Staging)



Aircraft Stopped in the Staging and Deicing Bay



CENTRAL DE-ICING FACILITY (CDF)

Pad Control	Iceman	Ground
131.175 131.95	129.625 131.375	119.1 121.65 121.9

Specific aircraft operations plan in effect for aircraft with wingspans 214'(65m) up to 262'(79.9m).

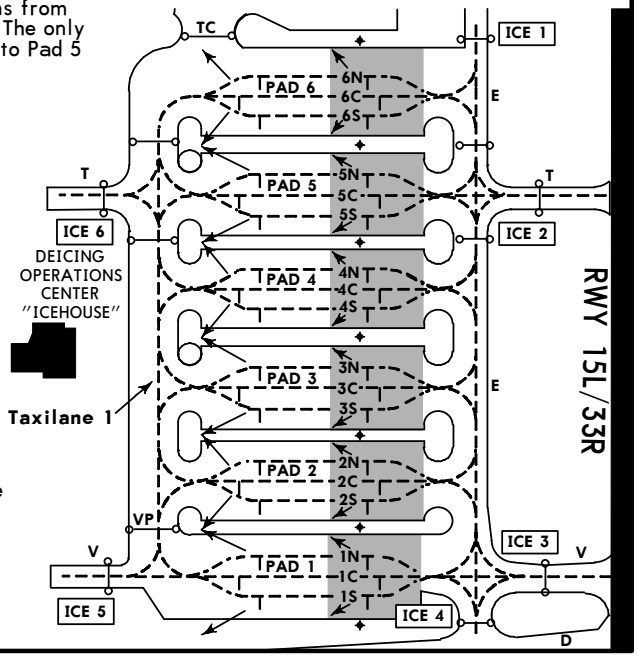
Restrictions in place include:

1. For Central De-Icing Facility operations, no turns from Twy E into any of the de-icing pads are permitted. The only taxi routes permitted for de-icing are via Twy T into Pad 5 and via Twy V into Pad 1.

Pads 1 & 5:
Center lane will accomodate all aircraft. Aircraft with wingspans less than 118'(36m) may use North/South Lanes.

Pads 2, 3, 4 & 6:
Center lanes will accomodate aircraft with wingspans 213' (64.9m) and smaller. Aircraft with wingspans less than 118' (36m) may use North/South Lanes.

Aircraft shall not manoeuver on equipment safe zone surfaces between Pads delineated by RED equipment restraint lines.



LEGEND

↖	Line of sight to controlling VGDS	⟜	HOLD LINE
N	North Lane	|	Aircraft Stop Line
C	Center Lane	✦	Staging Beacon
S	South Lane	ICE 1	SIGNBOARD

Central De-Icing Facility shown with aircraft entering from east to west, the staging bays are the gray areas.

CHANGES: Airport name.

ENGINE FAN BLADE ICE SHEDDING PROCEDURES

Single engine taxi operations should not be used during contaminated airfield conditions or when operations require the crossing of active runways. This will enhance safety and reduce the likelihood of engine inlet contamination during active precipitation, while eliminating any requirement to conduct engine-start activities on the airfield.

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

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

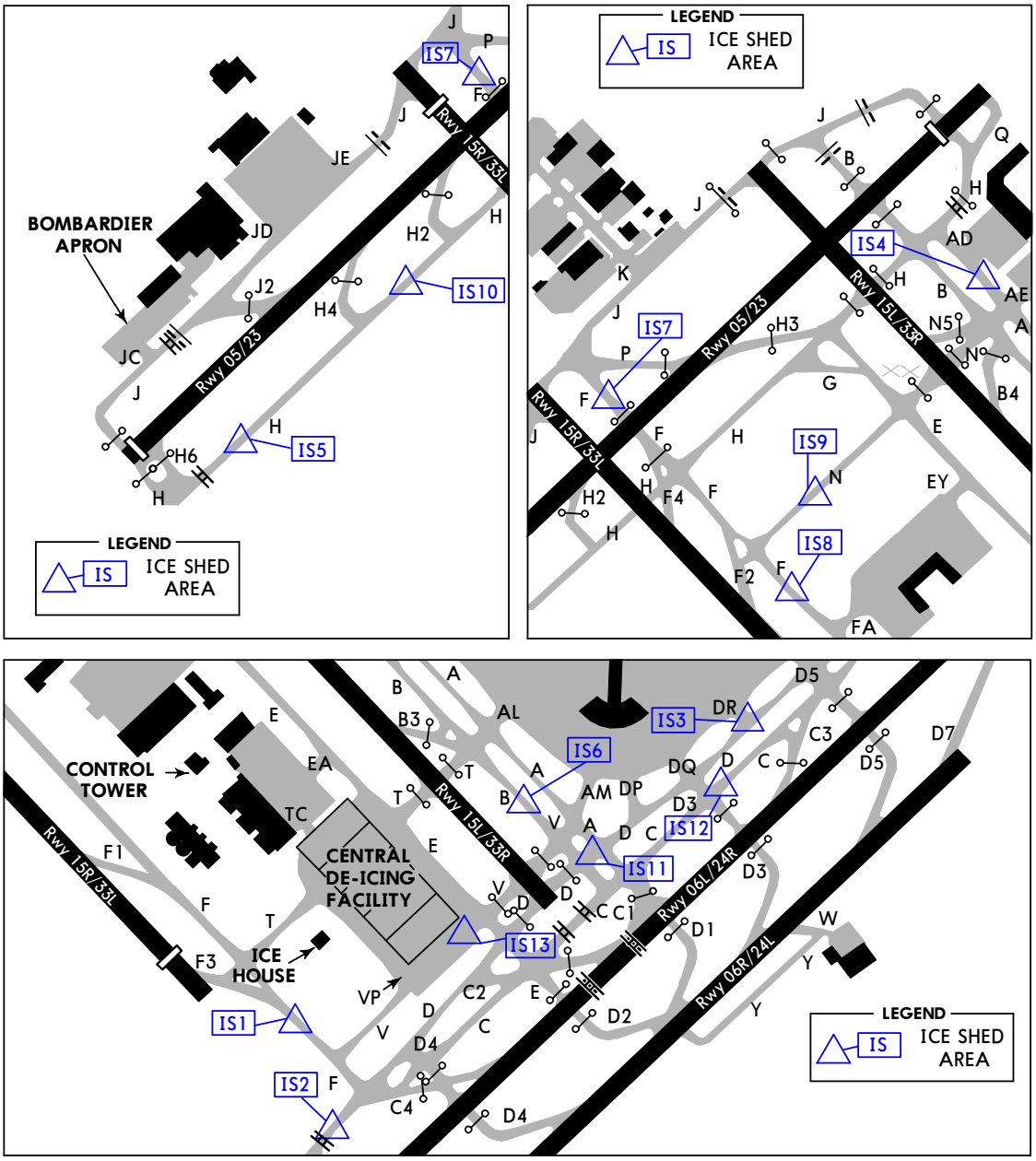
- Deicing requirements
- Run-up requirement prior to take-off
- Duration of run-up (if required)

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

DEPARTING RUNWAY	ICE SHED AREA IS	ENGINE FAN BLADE ICE SHEDDING AREA
06L or 06R	IS1	Taxiway F between Taxiway T and Taxiway V
	IS2	Taxiway D at the Runway 06L CAT II/III hold line
	IS6	Taxiway B between Taxiway T and Taxiway V
	IS11	Taxiway D between Runway 33R approach hold line and Taxiway A
24R or 24L	IS3	Taxiway D between Taxiway D3 and Taxiway D5
	IS6	Taxiway B between Taxiway T and Taxiway V
	IS11	Taxiway D between Runway 33R approach hold line and Taxiway A
	IS12	Taxiway C between Taxiway D3 and Taxiway C3
23	IS4	Taxiway A between Taxiway AE and Taxiway H
	IS8	Taxiway F between Taxiway N and Taxiway FA
	IS9	Taxiway N between Taxiway F and Taxiway E
05	IS1	Taxiway F between Taxiway T and Taxiway V
	IS5	Taxiway H between Taxiway H4 and Runway 05 CAT III hold line
	IS8	Taxiway F between Taxiway N and Taxiway FA
	IS9	Taxiway N between Taxiway F and Taxiway E
	IS10	Taxiway H between Taxiway H2 and Taxiway H4
33R	IS1	Taxiway F between Taxiway T and Taxiway V
	IS6	Taxiway B between Taxiway T and Taxiway V
	IS11	Taxiway D between Runway 33R approach hold line and Taxiway A
	IS13	Taxiway V holding short of Taxiway E (west side)
33L	IS1	Taxiway F between Taxiway T and Taxiway V
15L	IS4	Taxiway A between Taxiway AE and Taxiway H
	IS7	Taxiway F between Runway 05/23 and Taxiway J
	IS9	Taxiway N between Taxiway F and Taxiway E
15R	IS7	Taxiway F between Runway 05/23 and Taxiway J
	IS8	Taxiway F between Taxiway N and Taxiway FA
	IS9	Taxiway N between Taxiway F and Taxiway E

CHANGES: None.

ENGINE FAN BLADE ICE SHEDDING DIAGRAMS



CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 11-1

TORONTO, ONT
ILS Rwy 05

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

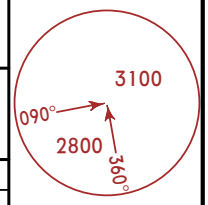
BRIEFING STRIP™

LOC ITX	Final Apch Crs	GS	ILS	Apt Elev 569′
109.7	**057°**	**KERPU 2020′** (1456′)	Refer to Minimums	TDZE 564′

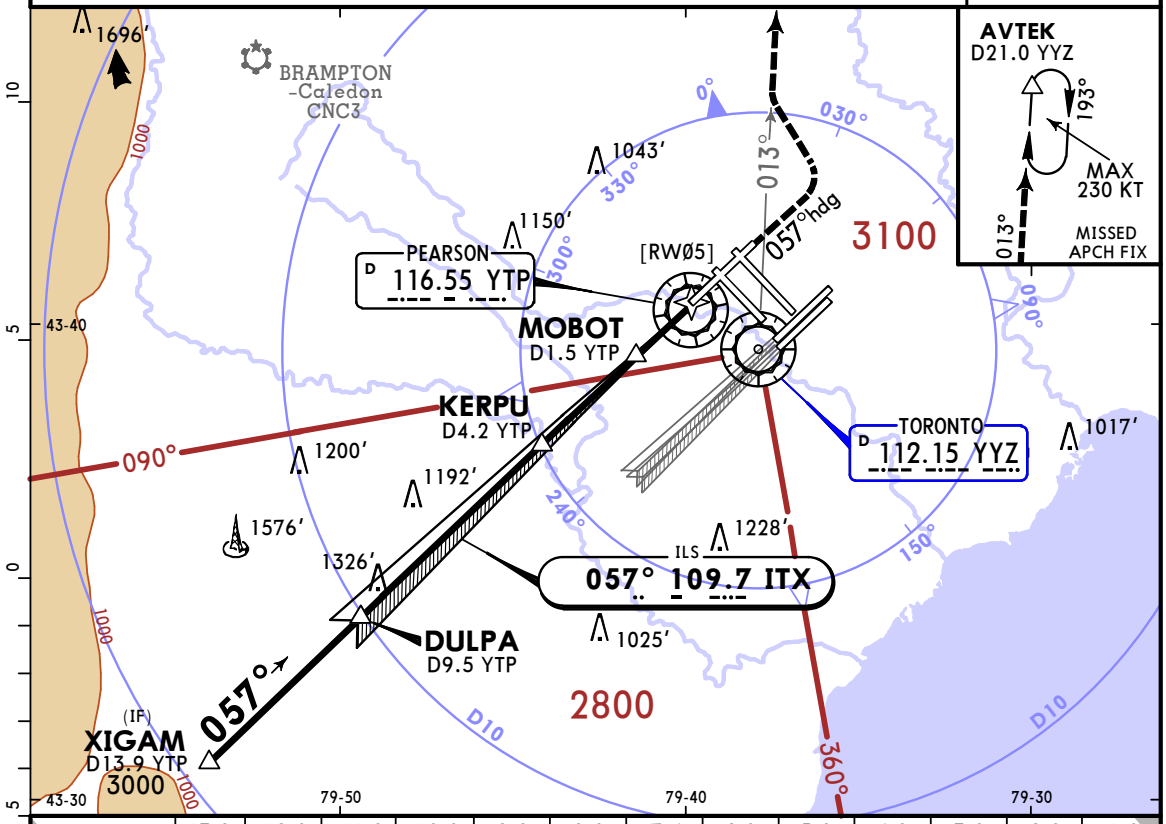
MISSED APCH: Climb to 1100′ heading 057°. Then climbing LEFT turn to 3000′ to intercept outbound YYZ VOR R-013 to AVTEK

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

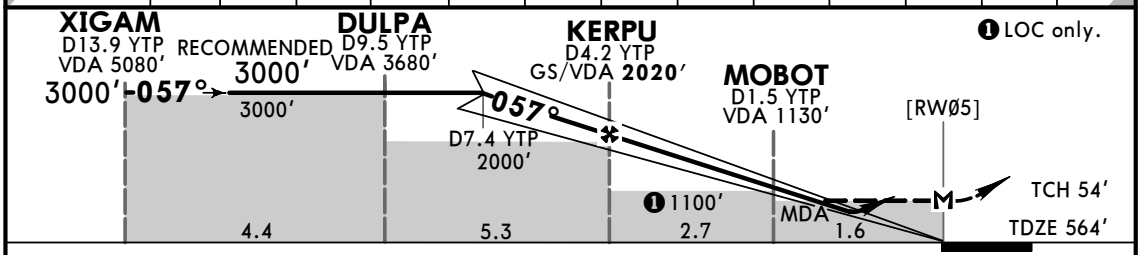
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 06L or 06R. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn not authorized.



MSA YYZ VOR



NM to YTP DME	13.9	12.0	11.0	10.0	9.0	8.0	7.4	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	5080′	4480′	4160′	3840′	3520′	3200′	3000′	2570′	2250′	1930′	1610′	1290′	980′



Gnd speed-Kts		120	140	160	180
GS/VDA	3.00°	637	743	849	955
KERPU to MAP	4.3	2:09	1:51	1:37	1:26

ALSF-II
PAPI

1100′	057° hdg	3000′ LT	YYZ 112.15 R-013

State — STRAIGHT-IN LANDING

	ILS			LOC (GS out) DME	
	1 CAT IIIA	1 CAT II	CAT I DME		
		RA 108′ DA(H) 664′ (101′)	DA(H) 764′ (200′) FULL	DA(H) 814′ (250′) HIALS out	MDA(H) 980′ (416′)	HIALS out
C D	R6	R12	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4

1 PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA.

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 11-10

TORONTO, ONT
ILS Rwy 33R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

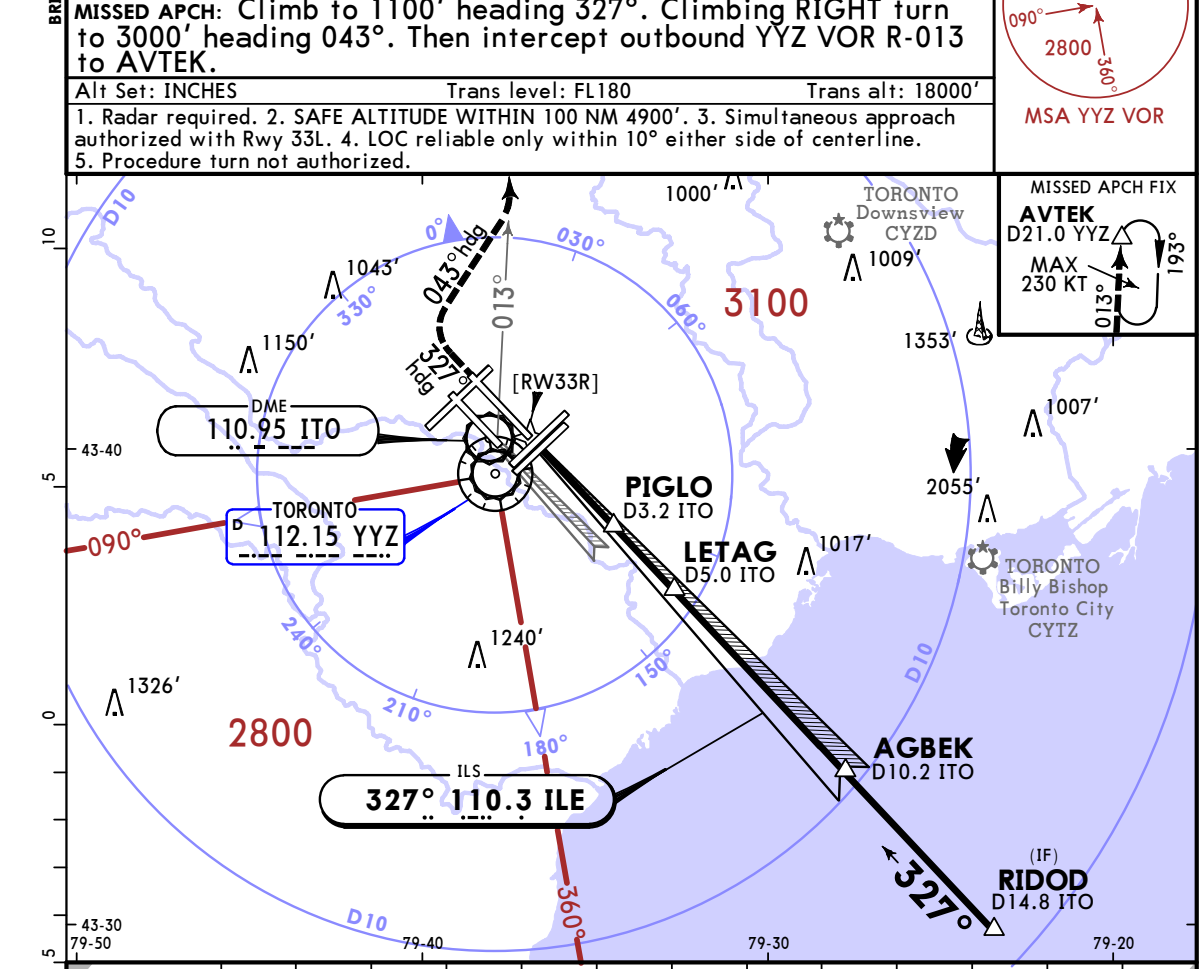
BRIEFING STRIP™

LOC ILE	Final Apch Crs	GS	ILS DME DA(H) Refer to Minimums	Apt Elev 569′ TDZE 564′
110.3	327°	LETAG 2020′ (1456′)		

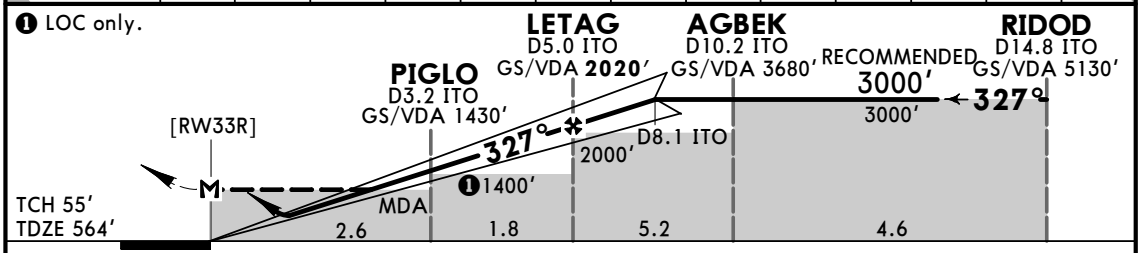
MISSED APCH: Climb to 1100′ heading 327°. Climbing RIGHT turn to 3000′ heading 043°. Then intercept outbound YYZ VOR R-013 to AVTEK.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 33L. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn not authorized.



NM to ITO DME	1.7	3.0	4.0	5.0	6.0	7.0	8.1	9.0	10.0	11.0	12.0	13.0	14.8
VDA ALTITUDE	960′	1370′	1690′	2010′	2330′	2650′	3000′	3280′	3600′	3920′	4240′	4560′	5130′



Gnd speed-Kts		120	140	160	180
GS/VDA	3.00°	637	743	849	955
LETAG to MAP	4.4	2:12	1:53	1:39	1:28

SSALR
PAPI

1100′	327° hdg	3000′ RT	043° hdg

State — STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 767′ (203′)	DA(H) 814′ (250′)	MDA(H) 960′ (396′)	
	FULL	HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 11-2

TORONTO, ONT
ILS Rwy 06L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

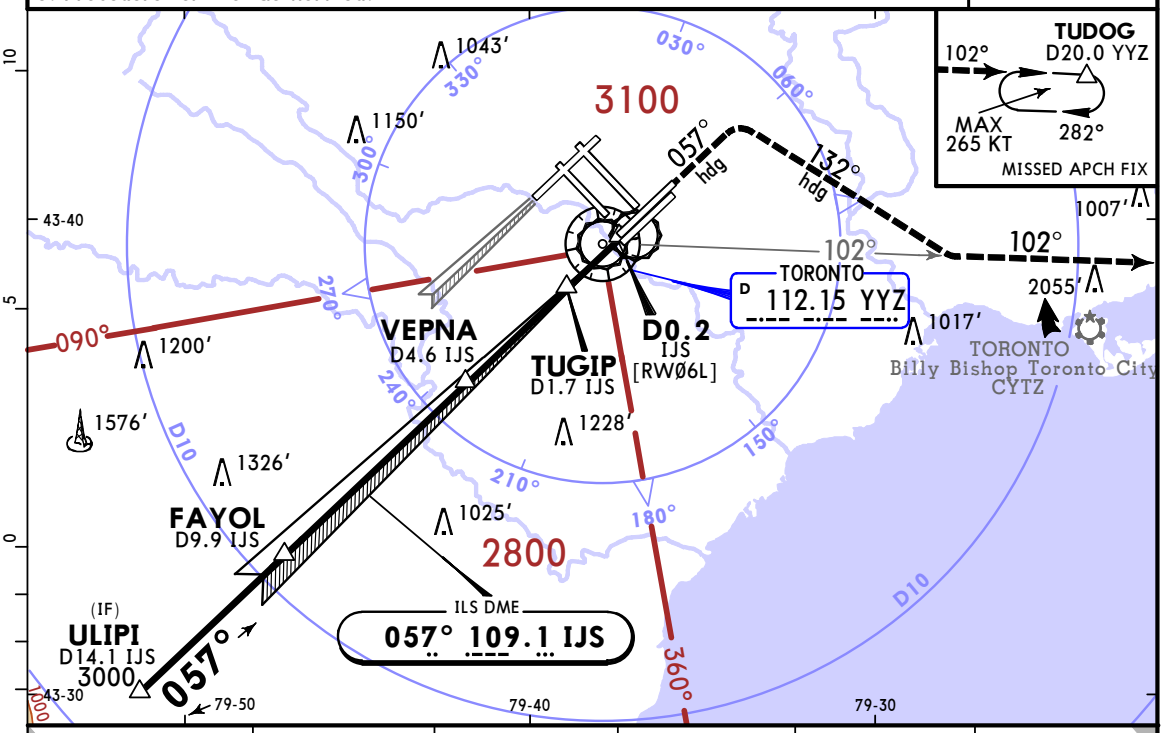
BRIEFING STRIP™

LOC IJS	Final Apch Crs	GS VEPNA	ILS DME DA(H) Refer to Minimums	Apt Elev 569′ TDZE 535′
109.1	057°	2010′ (1475′)		

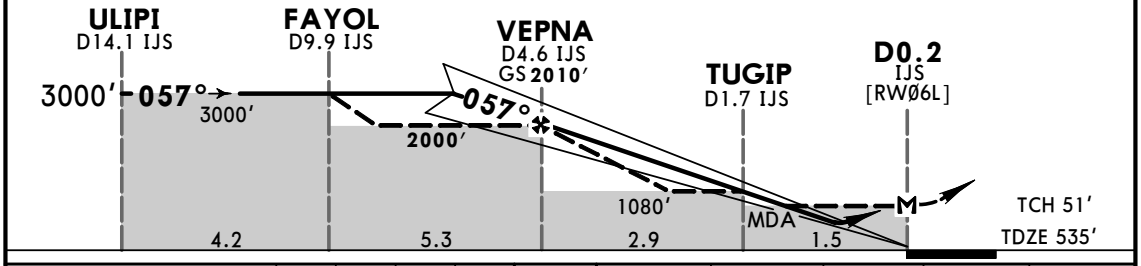
MISSED APCH: Climb to 1100′ heading 057°. Climbing RIGHT turn to 3100′ heading 132°. Then intercept outbound YYZ VOR R-102 to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt:18000′

1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 05. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn not authorized.



LOC (GS out)	IJS DME	4.5	4.0	3.0	2.0
	VDA ALTITUDE	2000′	1830′	1510′	1180′



Gnd speed-Kts		120	140	160	180
ILS GS	3.00°	637	743	849	955
LOC Descent Angle	3.08°	654	763	872	981
MAP at D0.2 IJS					

ALSF-II
PAPI

1100′ | 057° hdg | 3100′ RT | 132° hdg

State STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 735′ (200′)	DA(H) 785′ (250′)	MDA(H) 960′ (425′)	
	FULL	HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 11-2A

TORONTO, ONT
ILS CAT II or III Rwy 06L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

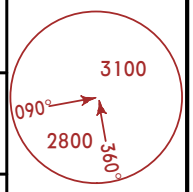
BRIEFING STRIP™

LOC IJS	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
109.1	057°	VEPNA 2010′(1481′)	NA		Refer to Minimums	RA 147′ DA(H) 630′ (101′)	569′ Rwy 529′

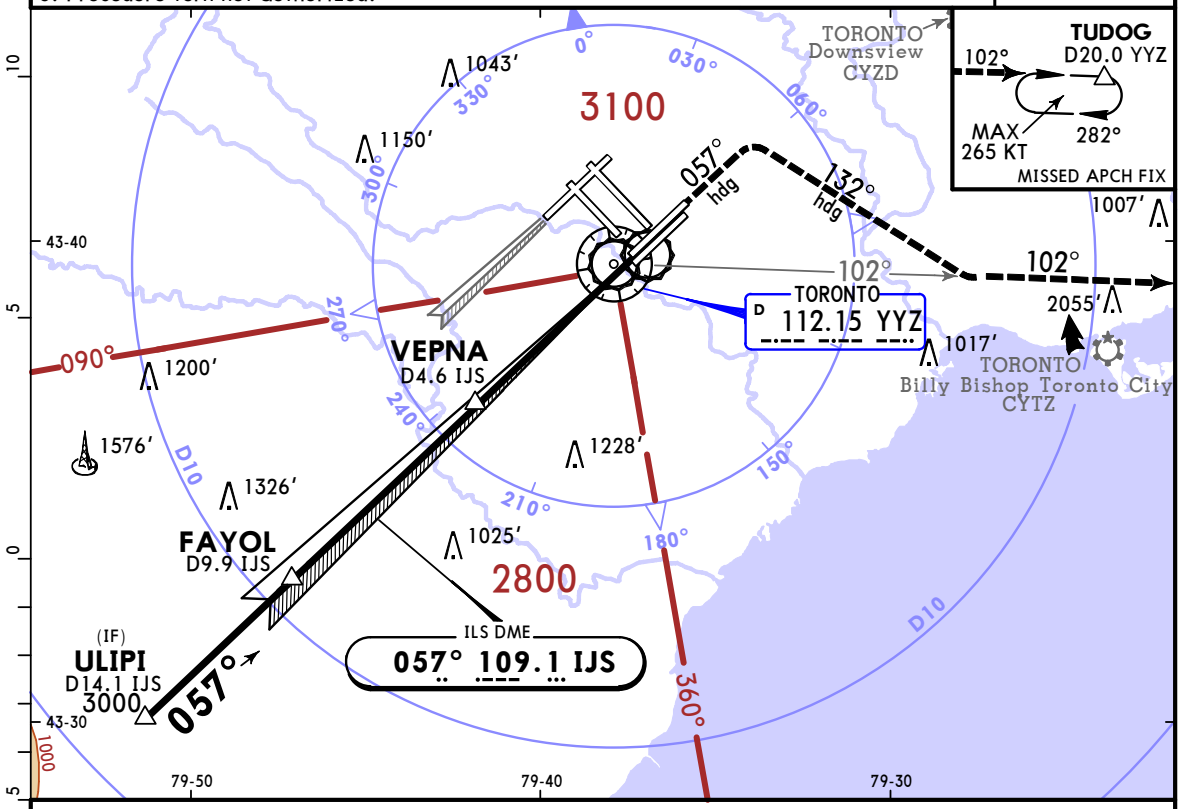
MISSED APCH: Climb to 1100′ heading 057°. Climbing RIGHT turn to 3100′ heading 132° to intercept outbound YYZ VOR R-102 to TUDOG.

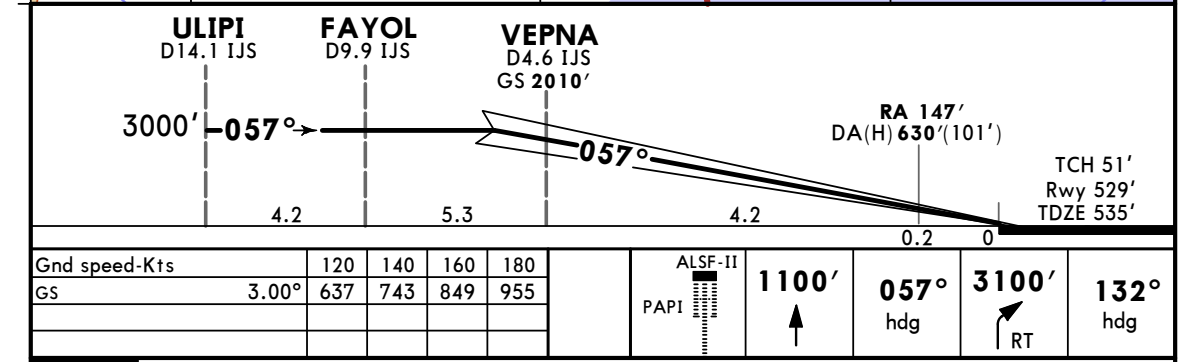
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Simultaneous approach authorized with Rwy 05. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn not authorized.



MSA YYZ VOR





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II
PAPI

1100′	057° hdg	3100′ RT	132° hdg

State

STRAIGHT-IN LANDING

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 147′ DA(H) 630′(101′)
NOT AUTHORIZED	NOT AUTHORIZED	R6	R12

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
29 SEP 23 | 11-3 | Eff 5 Oct

TORONTO, ONT
ILS Rwy 06R

BRIEFING STRIP™

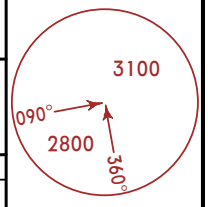
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

LOC ICV	Final Apch Crs	GS	ILS DME DA(H) Refer to Minimums	Apt Elev 569′ TDZE 538′
111.95	**057°**	**SAVOS 2010′** (1472′)		

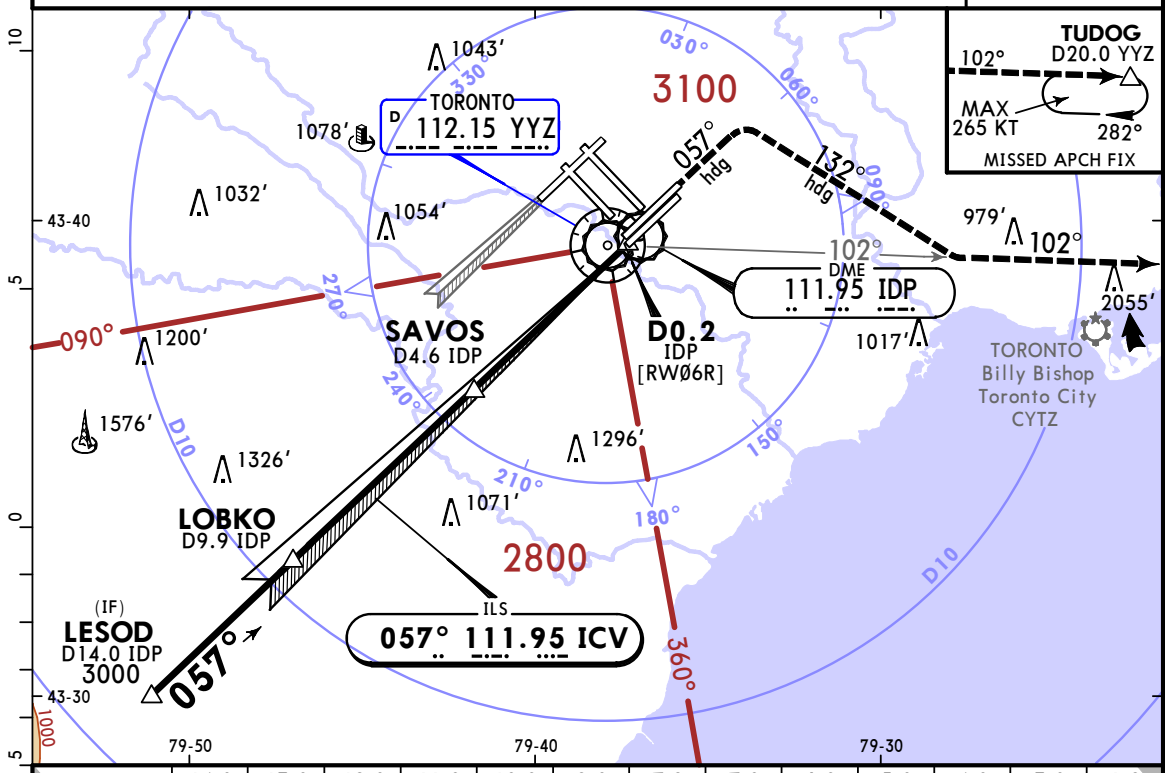
MISSED APCH: Climb to 1100′ heading 057°. Climbing RIGHT turn to 3100′ heading 132°. Then intercept outbound YYZ VOR R-102 to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

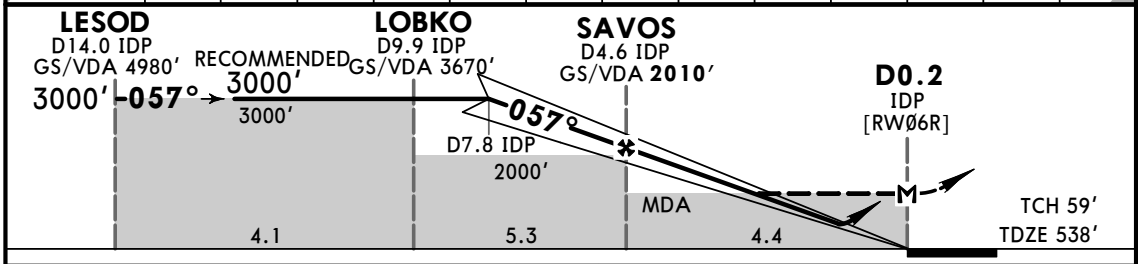
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 05. 4. Common ILS DME frequencies Rwys 06R & 24L. Verify idents are for this approach. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn not authorized.



MSA YYZ VOR



NM to IDP DME	14.0	13.0	12.0	11.0	10.0	9.0	7.8	7.0	6.0	5.0	4.0	3.0	1.8
VDA ALTITUDE	4980′	4660′	4340′	4020′	3700′	3390′	3000′	2750′	2430′	2110′	1790′	1480′	1080′



Gnd speed-Kts		120	140	160	180
GS/VDA	3.00°	637	743	849	955
MAP at D0.2 IDP					

SSALR
PAPI

1100′	057° hdg	3100′ RT	132° hdg

State STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) **738′** (200′)	DA(H) **788′** (250′)	MDA(H) **1080′** (542′)	
	FULL	HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	V1 1/4	V1 3/4

CHANGES: None.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
29 SEP 23 | 11-4 | Eff 5 Oct

TORONTO, ONT
ILS Rwy 15L

BRIEFING STRIP ™

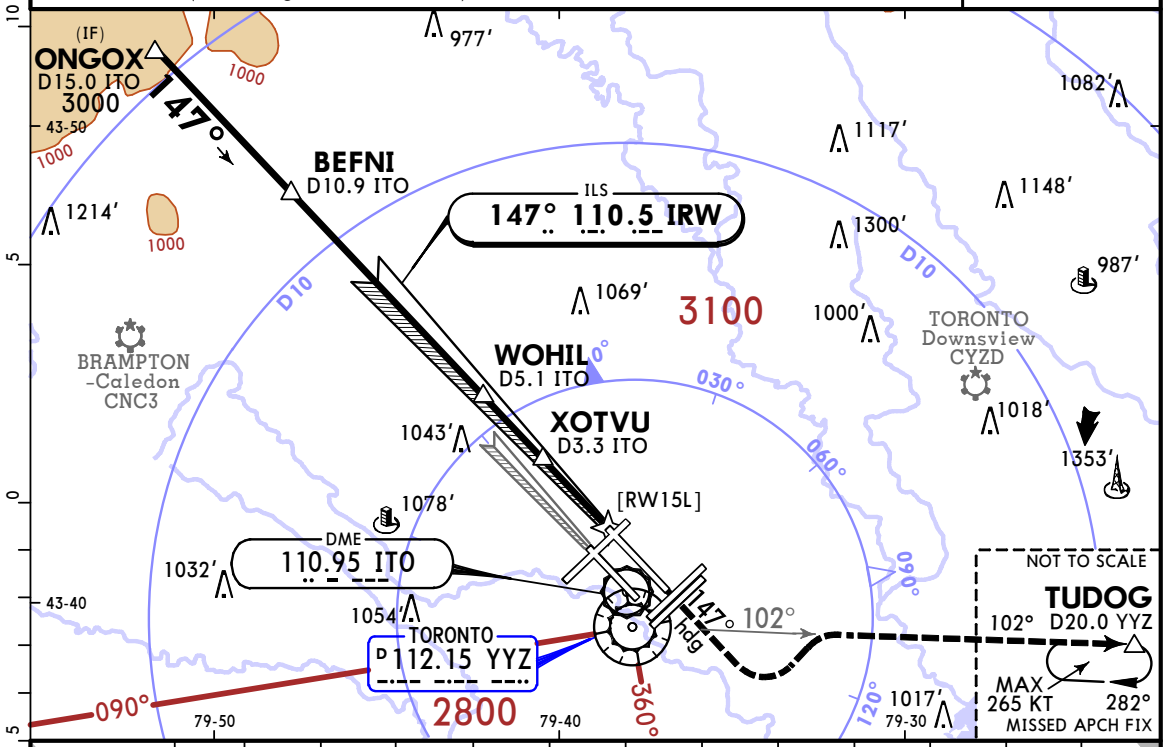
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

LOC IRW	Final Apch Crs	GS WOHIL	ILS DME DA(H) Refer to Minimums	Apt Elev 569′ TDZE 557′
110.5	147°	1820′ (1263′)		

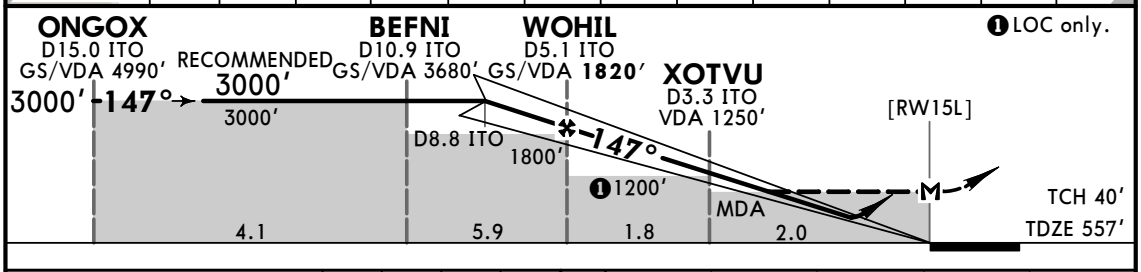
MISSED APCH: Climb to 1100′ heading 147°. Then climbing LEFT turn to 3100′ to intercept outbound YYZ VOR R-102 to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 15R. 4. LOC reliable only within 10° either side of centerline. 5. Low TCH. Aircraft with eye-to-wheel height 22′ or greater exercise caution due to reduced wheel clearance over threshold. Descent on ILS GS will indicate low on PAPI. HUD flightpath indications may terminate short of aiming marker. 6. VGSI and ILS GS not coincident (VGSI Angle 3.0°/ TCH 78′). 7. Procedure turn not authorized.



NM to ITO DME	15.0	14.0	13.0	12.0	11.0	10.0	8.8	8.0	7.0	6.0	5.0	4.0	2.5
VDA ALTITUDE	4990′	4660′	4340′	4020′	3700′	3380′	3000′	2750′	2430′	2110′	1790′	1470′	1000′



Gnd speed-Kts		120	140	160	180
GS/VDA	3.00°	637	743	849	955
WOHIL to MAP	3.8	1:54	1:38	1:26	1:16

SSALR
PAPI

1100′ | 147° hdg | 3100′ LT | YYZ 112.15 R-102

State STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 757′ (200′)	DA(H) 807′ (250′)	MDA(H) 1000′ (443′)	
	FULL	HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/2

CHANGES: Notes added.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 11-5

TORONTO, ONT
ILS Rwy 15R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

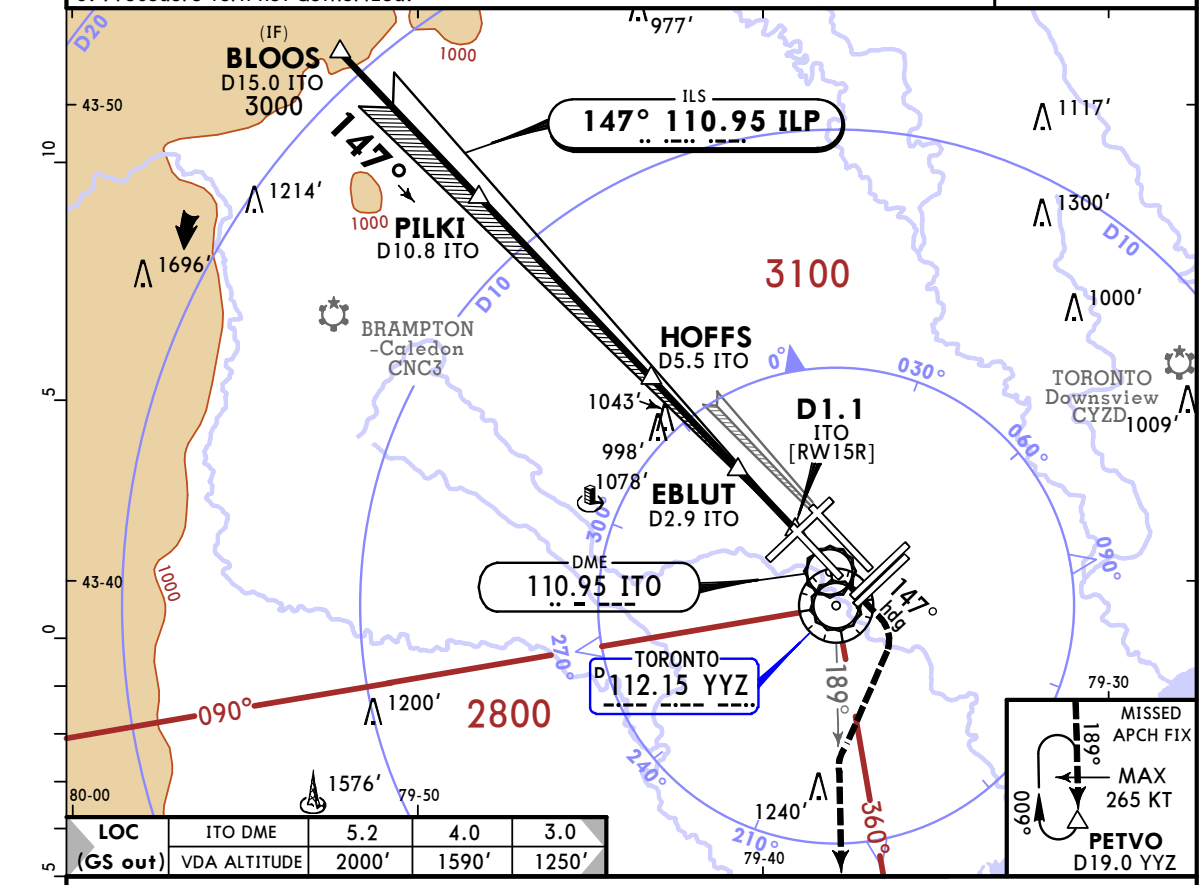
BRIEFING STRIP™

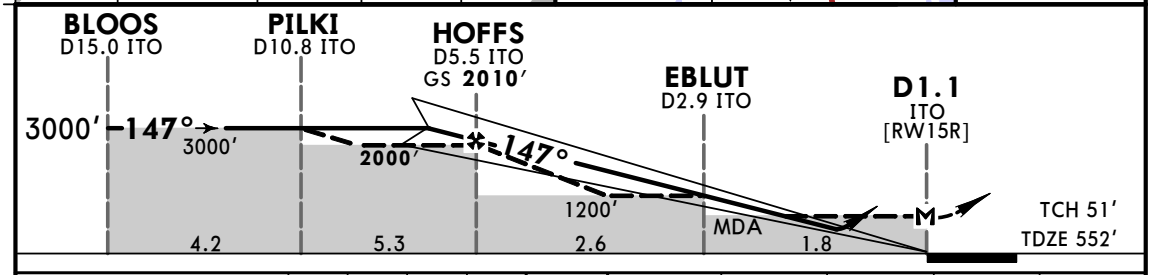
LOC ILP	Final Apch Crs	GS	ILS DME DA(H) Refer to Minimums	Apt Elev 569'
110.95	147°	HOFFS 2010'(1458')		TDZE 552'

MISSED APCH: Climb to 1100' heading 147°. Then climbing RIGHT turn to 3000' to intercept outbound YYZ VOR R-189 to PETVO.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 15L. 4. Common ILS DME frequencies Rwys 15R and 33L. Verify idents are for this approach. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn not authorized.





Gnd speed-Kts		120	140	160	180
ILS GS	3.00°	637	743	849	955
LOC Descent Angle	3.20°	679	793	906	1019
MAP at D1.1 ITO					

SSALR | PAPI | 1100' | 147° hdg | 3000' RT | YYZ 112.15 R-189

State — STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 752'(200')	DA(H) 802'(250')	MDA(H) 980'(428')	
	FULL	HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 11-6

TORONTO, ONT
ILS Rwy 23

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

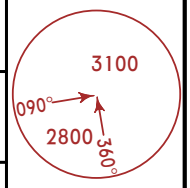
BRIEFING STRIP™

LOC IYZ	Final Apch Crs	GS OMTOK	ILS DME DA(H)	Apt Elev 569′
111.5	237°	1970′ (1413′)	808′ (250′)	Rwy 557′

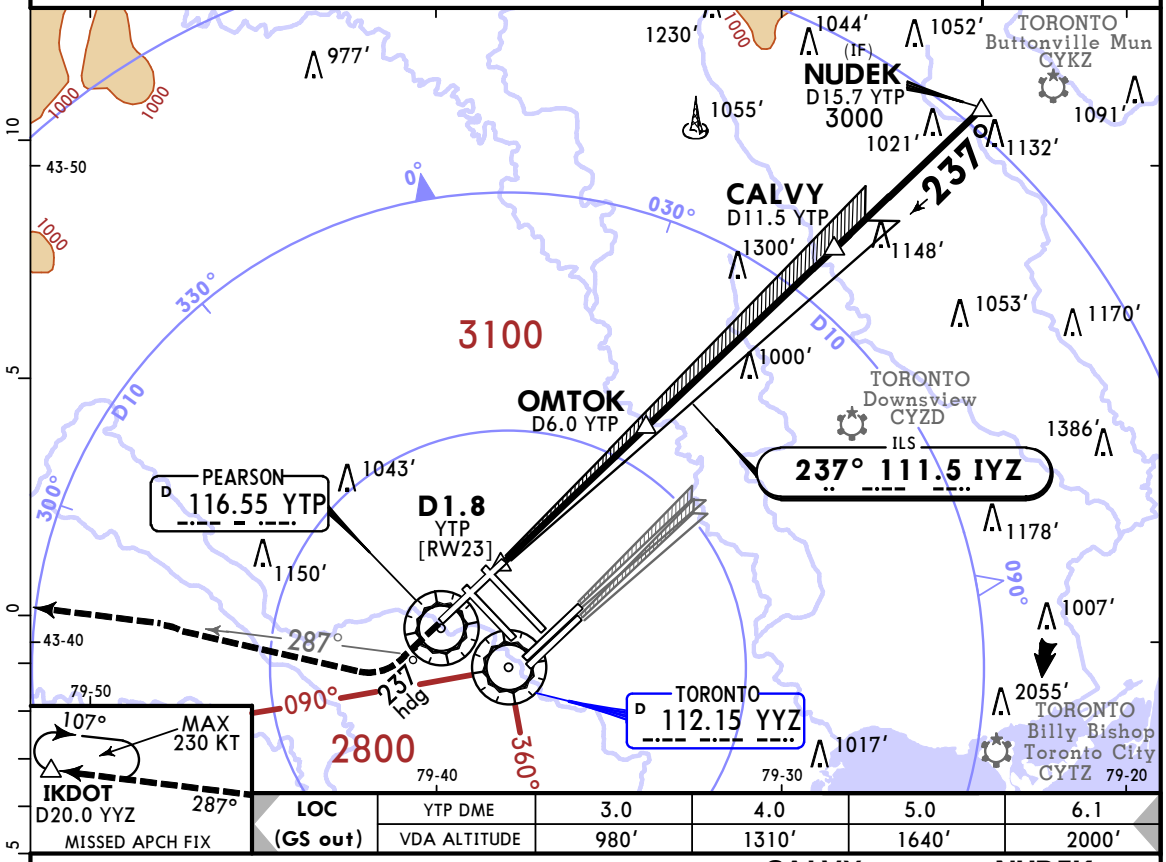
MISSED APCH: Climb to 1100′ heading 237°. Then climbing RIGHT turn to 3000′ to intercept outbound YYZ VOR R-287 to IKDOT.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

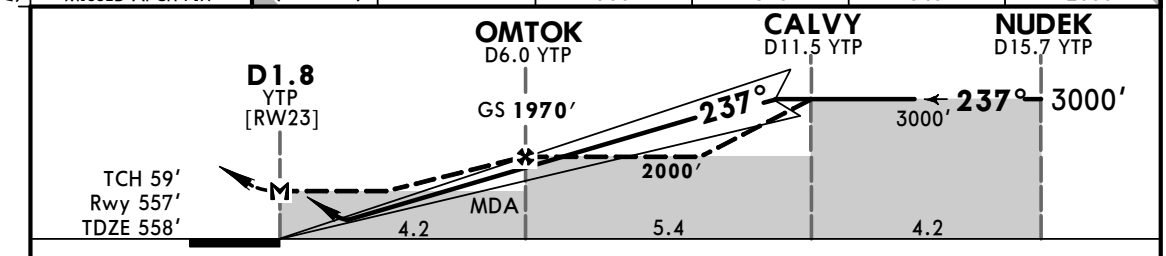
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 24R or 24L. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn not authorized.



MSA YYZ VOR



LOC (GS out)	YTP DME	3.0	4.0	5.0	6.1
	VDA ALTITUDE	980′	1310′	1640′	2000′



Gnd speed-Kts		120	140	160	180
ILS GS	3.00°	637	743	849	955
LOC Descent Angle	3.10°	658	768	878	987
MAP at D1.9 YTP					

SSALR
PAPI

1100′	237° hdg	3000′ RT	YYZ 112.15 R-287

State STRAIGHT-IN LANDING

	ILS DME DA(H) 808′ (250′)		LOC (GS out) DME MDA(H) 980′ (423′)	
	FULL	HIALS out		HIALS out
C	R50 or V1		R50 or V1	V1 1/4
D				

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 11-7

TORONTO, ONT
ILS Rwy 24L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

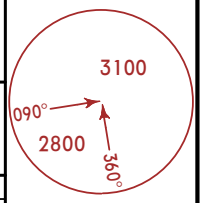
BRIEFING STRIP™

LOC IDP	Final Apch Crs	GS	ILS DME DA(H)	Apt Elev 569′
111.95	237°	KIREX 1970′ (1423′)	Refer to Minimums	TDZE 547′

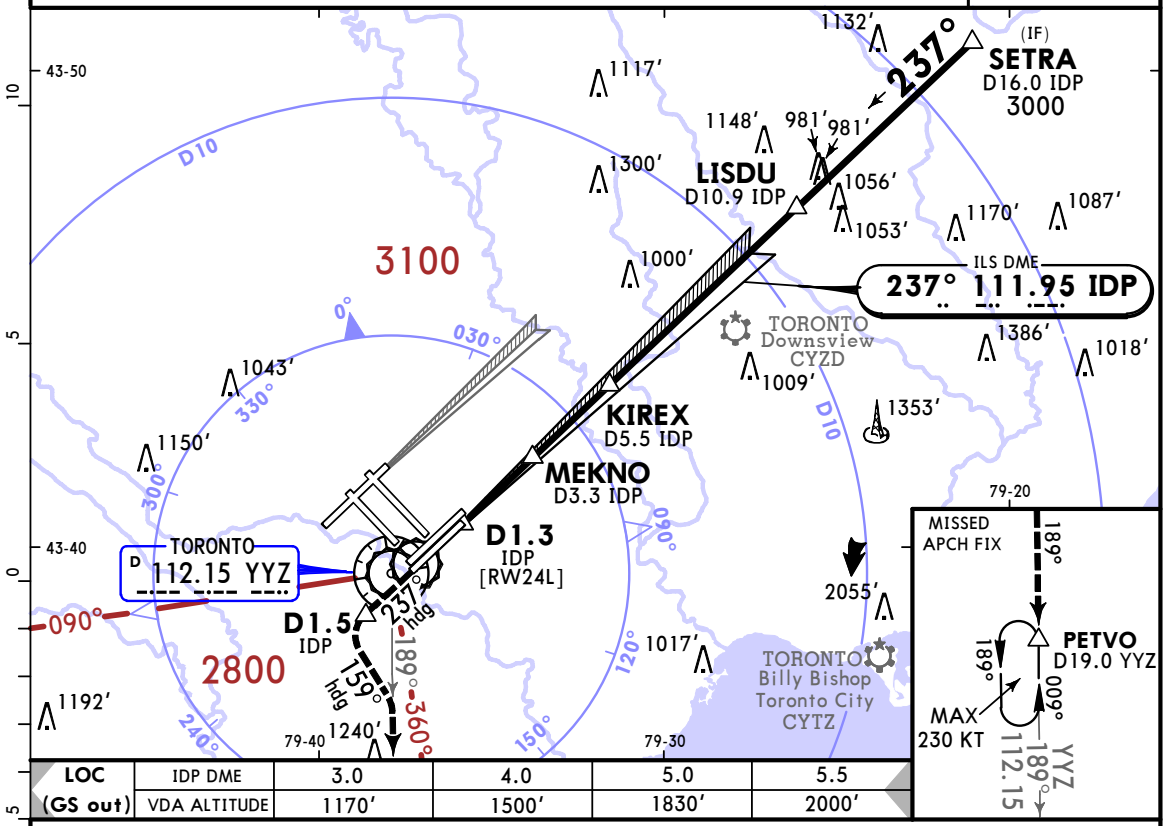
MISSED APCH: Climb heading 237° to D1.5 IDP. Climbing LEFT turn to 3000′ heading 159° to intercept outbound YYZ VOR R-189 to PETVO.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

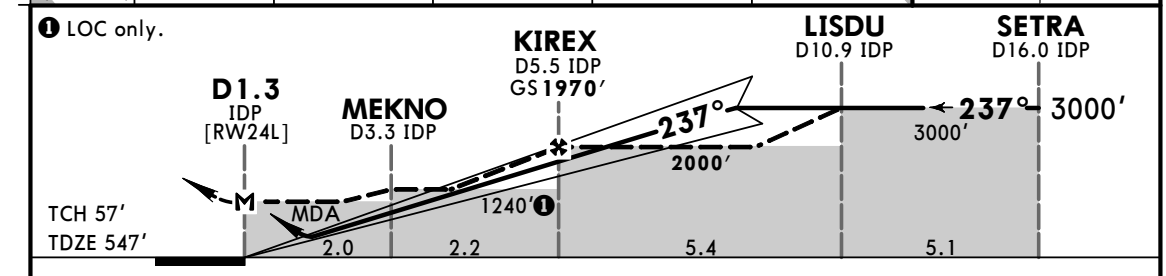
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 23. 4. Common ILS/DME frequencies Rwys 06R and 24L. Verify idents are for this approach. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn not authorized.



MSA YYZ VOR



LOC (GS out)	IDP DME	3.0	4.0	5.0	5.5
	VDA ALTITUDE	1170′	1500′	1830′	2000′



Gnd speed-Kts		120	140	160	180
ILS GS	3.00°	637	743	849	955
LOC Descent Angle	3.10°	658	768	878	987
MAP at D1.3 IDP					

SSALR
PAPI

237° hdg	D1.5 IDP	3000′ LT	159° hdg

State — STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 747′ (200′)	DA(H) 797′ (250′)	MDA(H) 980′ (433′)	
	FULL	HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 11-8

TORONTO, ONT
ILS Rwy 24R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

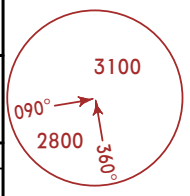
BRIEFING STRIP ™

LOC INV	Final Apch Crs	GS	ILS DME DA(H)	Apt Elev 569'
109.3	**237°**	**NOAHA** **1970'** (1424')	**796'** (250')	TDZE 546'

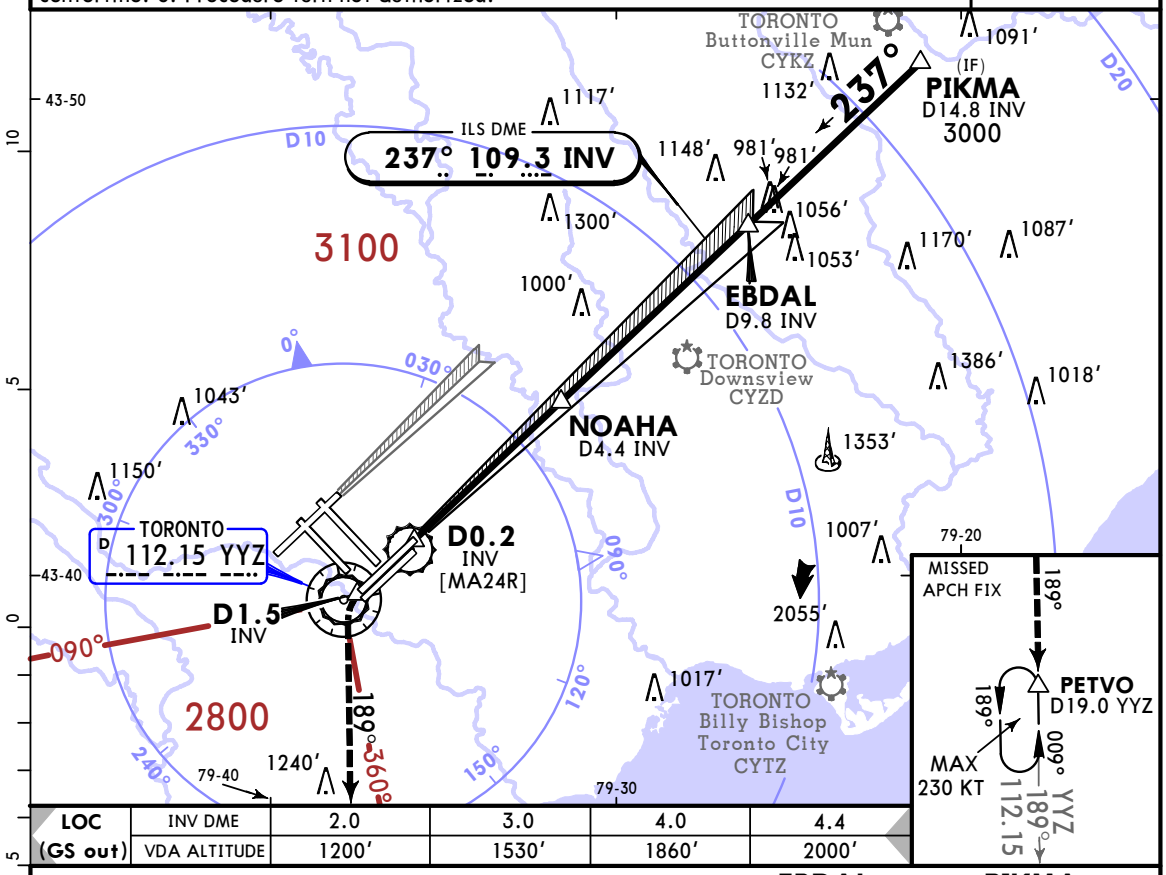
MISSED APCH: Climb heading 237° to D1.5 INV. Climbing LEFT turn to 3000' heading 189° to intercept outbound YYZ VOR R-189 to PETVO.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

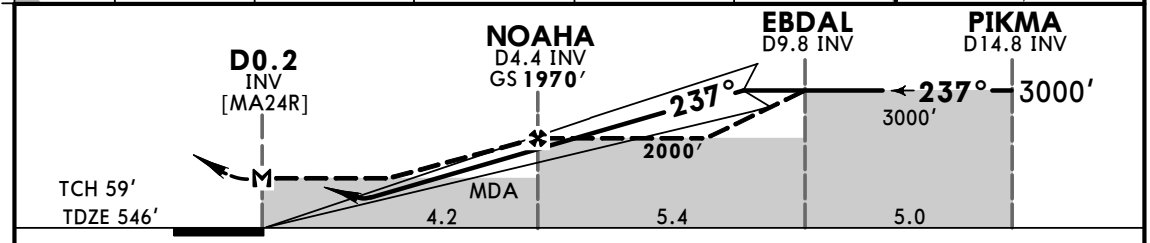
1. Radar or RNAV required. 2. CAUTION: Twy Charlie (600' right of centerline) similar in appearance to Rwy. 3. SAFE ALTITUDE WITHIN 100 NM 4900'. 4. Simultaneous approach authorized with Rwy 23. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn not authorized.



MSA YYZ VOR



LOC (GS out)	INV DME	2.0	3.0	4.0	4.4
	VDA ALTITUDE	1200'	1530'	1860'	2000'



Gnd speed-Kts		120	140	160	180
ILS GS	3.00°	637	743	849	955
LOC Descent Angle	3.10°	658	768	878	987
MAP at D0.2 INV					

SSALS
REIL
PAPI

237° hdg	D1.5 INV	3000' LT	189° hdg

State STRAIGHT-IN LANDING

	ILS DME	LOC (GS out) DME
	DA(H) **796'** (250')	MDA(H) **980'** (434')
	ALS out	ALS out
C	R50 or V1	V1 1/4
D		

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 11-9

TORONTO, ONT
ILS Rwy 33L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

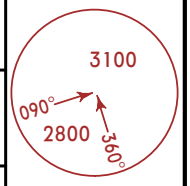
BRIEFING STRIP™

LOC ITO	Final Apch Crs	GS	ILS DME DA(H)	Apt Elev 569′
110.95	327°	APMAM 2020′ (1472′)	838′ (290′)	TDZE 548′

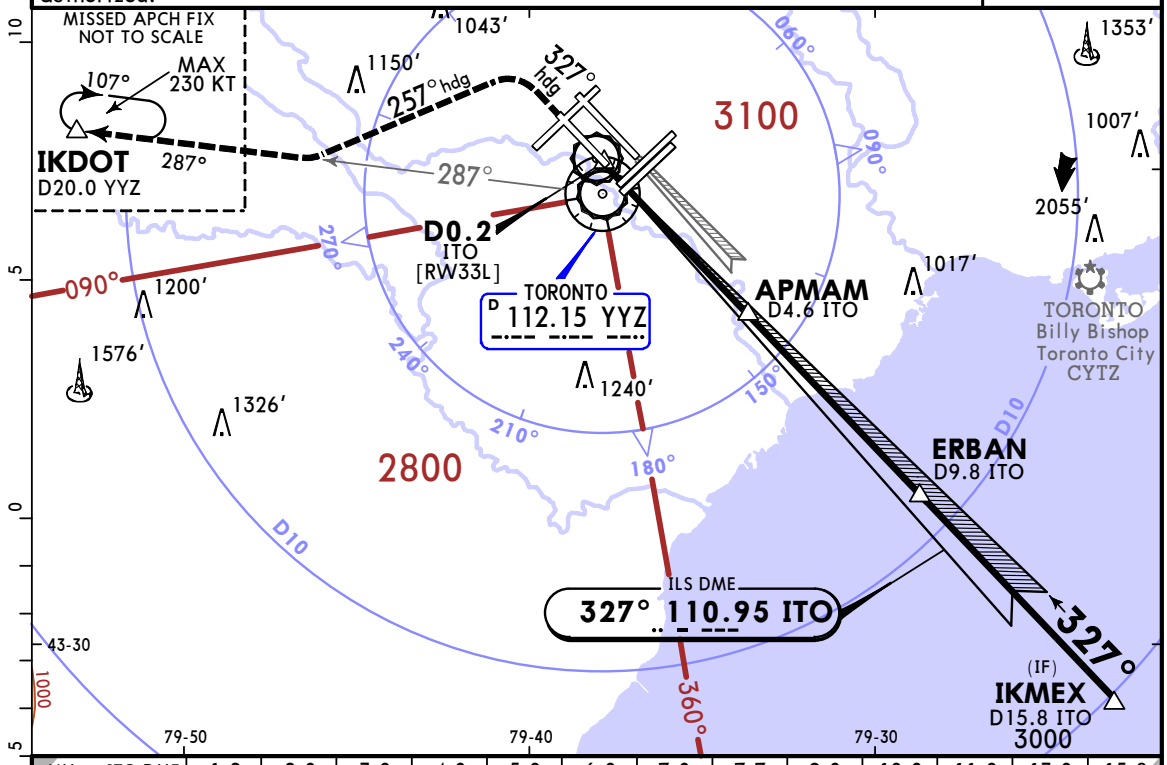
MISSED APCH: Climb to 1100′ heading 327°. Climbing LEFT turn to 3000′ heading 257°. Then intercept outbound YYZ VOR R-287 to IKDOT.

Alt Set: INCHES | Trans level: FL180 | Tran alt: 18000′

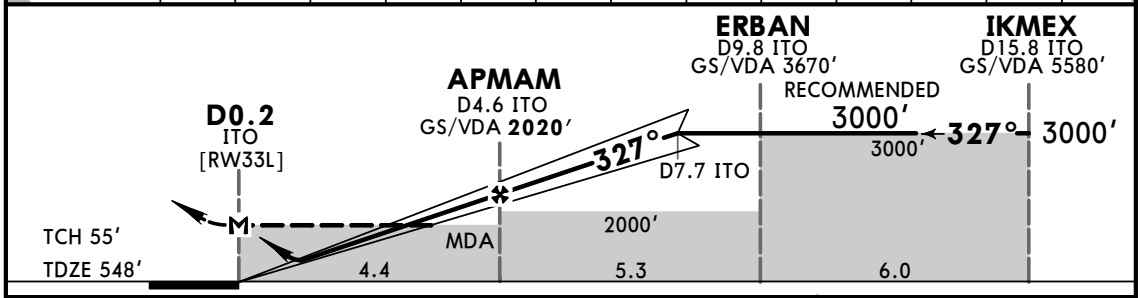
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 33R. 4. Common ILS DME frequencies Rwys 15R and 33L. Verify idents. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn not authorized.



MSA YYZ VOR



NM to ITO DME	1.2	2.0	3.0	4.0	5.0	6.0	7.0	7.7	9.0	10.0	11.0	13.0	15.8
VDA ALTITUDE	920′	1190′	1500′	1820′	2140′	2460′	2780′	3000′	3410′	3730′	4050′	4690′	5580′



Gnd speed-Kts		120	140	160	180
GS/VDA	3.00°	637	743	849	955
MAP at D0.2 ITO					

SSALR
PAPI

1100′	327° hdg	3000′ LT	257° hdg

State STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 838′ (290′)		MDA(H) 920′ (372′)	
	FULL	HIALS out		HIALS out
C	R50 or V1		R50 or V1	V1 1/4
D				

CHANGES: Airport name, new AOM concept.

Established on RNP AR (EoR) User Instructions
ATTENTION ALL USERS OF EoR

EoR is a procedure applied by Toronto Terminal air traffic controllers to aircraft conducting RNP-AR approaches (RNAV Y). EoR safely permits reduced vertical and lateral separation between aircraft, during ATC-monitored simultaneous independent parallel approaches.

Operational Requirements

- EoR will be used during simultaneous parallel runway operations, and ATIS shall indicate when simultaneous parallel runway operations are in effect.
- RNP-AR (RNAV Y) approaches are **ONLY** available to Runway 05 via the BOXUM/DUVOS/IMEBA/VIBLI STARs.
- RNP-AR (RNAV Y) approaches to Runway 23 are **ONLY** available via BOXUM/DUVOS/NUBER/NAKBO STARs.
- When an EoR operation is in use, RNAV Y will be the only advertised approach to Runway 05/23. RNP-AR capable aircraft that are assigned Runway 05/23 are expected to plan and fly the RNAV Y approach.
- Non RNP-AR aircraft assigned Runway 05/23 should anticipate radar vectors to an ILS approach.
- Aircraft that are RNP-AR capable but cannot fly the RNAV Y RNP-AR approach must inform ATC and can expect an ILS or visual approach.
- RNP-AR capable aircraft that are unable to be cleared using the RF transition will be advised by ATC to expect vectors to final. Aircraft should plan radar vectors to the RNAV Y straight-in transition.
- When cleared for an RNAV Y RNP-AR approach, the aircraft is considered "established" on the approach procedure once it is on the defined lateral and vertical path and past the IWP (IF) for the procedure.
- The approach shall be flown using autopilot until the aircraft passes the final approach waypoint (FAF).
- If unable to comply with an ATC clearance or conduct the cleared approach, for any reason, immediately advise the controller. **DO NOT** attempt to self-navigate or manually correct an RNP-AR approach procedure deviation. Immediately advise the controller using the phraseology example below then comply with subsequent ATC instructions:

  Pilot: "UNABLE [IWP Transition] transition, REQUEST (proposed course of action)"

  Example: **Pilot:** "NAVCAN 123 UNABLE MODOL TRANSITION, REQUEST VECTORS TO FINAL"

Break-out Instructions

When issued break-out instructions, reaction time may be critical. If expeditious compliance is required, an ATC break-out instruction may include the word IMMEDIATELY.

- ATC shall issue any required break-out instruction by assigning a heading and/or altitude instruction:

  Example: **ATC:** "NAVCAN 123, turn left immediately heading 330 degrees, climb to 3000"

- Established on RNP AR break-out procedures may be conducted with the autopilot on

CYYZ/YYZ LESTER B PEARSON INTL

JEPPESEN 28 APR 23 12-1

TORONTO, ONT RNAV (GNSS) Z Rwy 05

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80629 W-05A	**057°**	**KERPU 2000′**(1436′)	Refer to Minimums	Rwy 564′

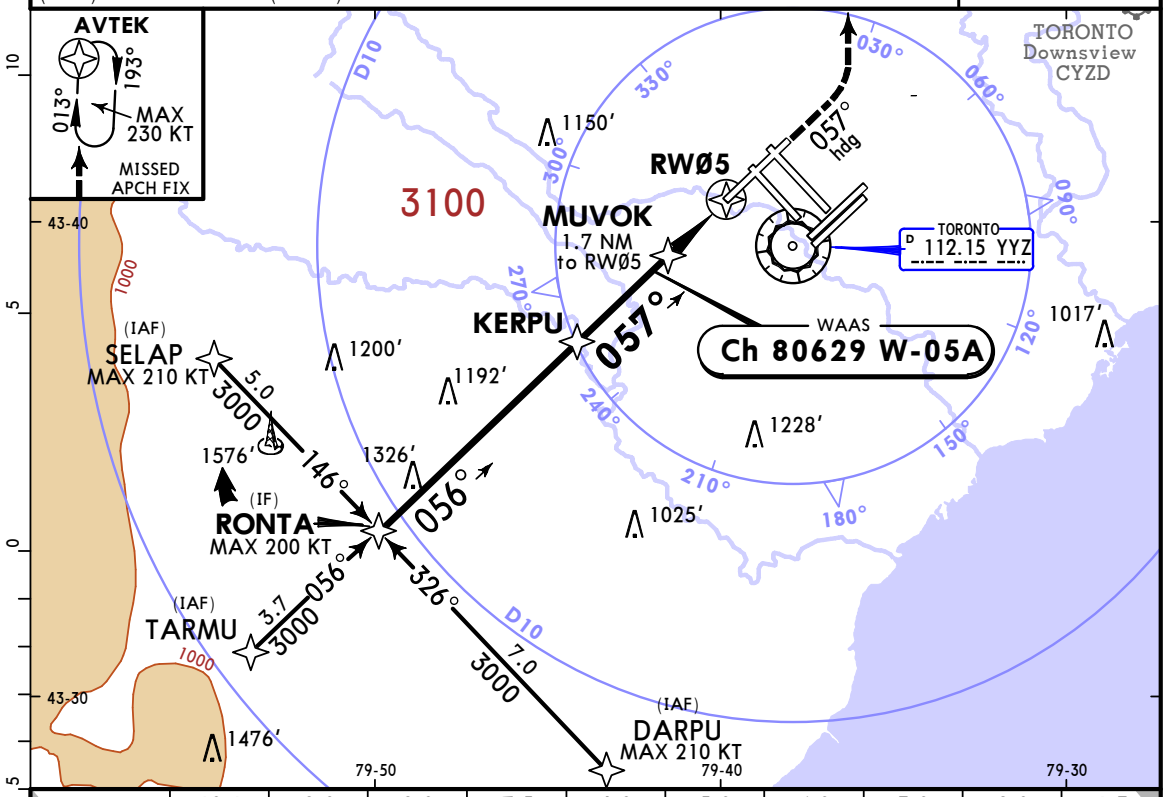
MISSED APCH: Climb to 1100′ heading 057°. Then climbing LEFT turn to 3000′ direct to AVTEK.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

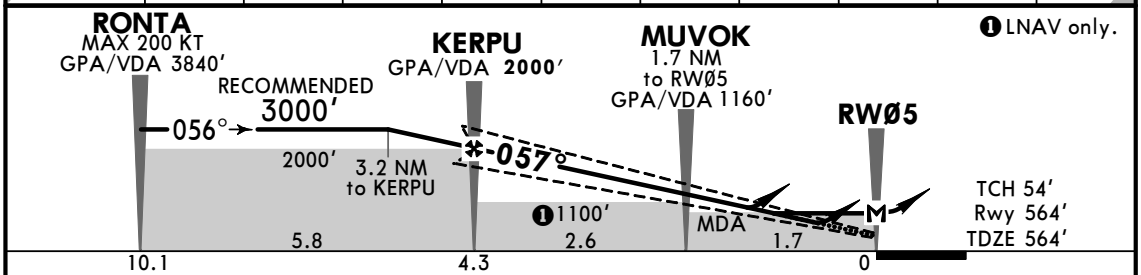
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 06L or 06R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

3100

MSA RWØ5



NM to RWØ5	10.1	9.0	8.0	7.5	6.0	5.0	4.0	3.0	2.0	1.3
VDA ALTITUDE	3840′	3480′	3170′	3000′	2530′	2210′	1890′	1570′	1260′	1040′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RWØ5					

ALSF-II PAPI

1100′

057° hdg

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **764′**(201′)	DA(H) **813′**(250′)	DA(H) **1054′**(491′)		MDA(H) **1040′**(477′)	
		HIALS out		HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	V1 1/4	V1 1/2	R50 or V1	V1 1/2

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 12-10

TORONTO, ONT
RNAV (GNSS) X Rwy 23

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

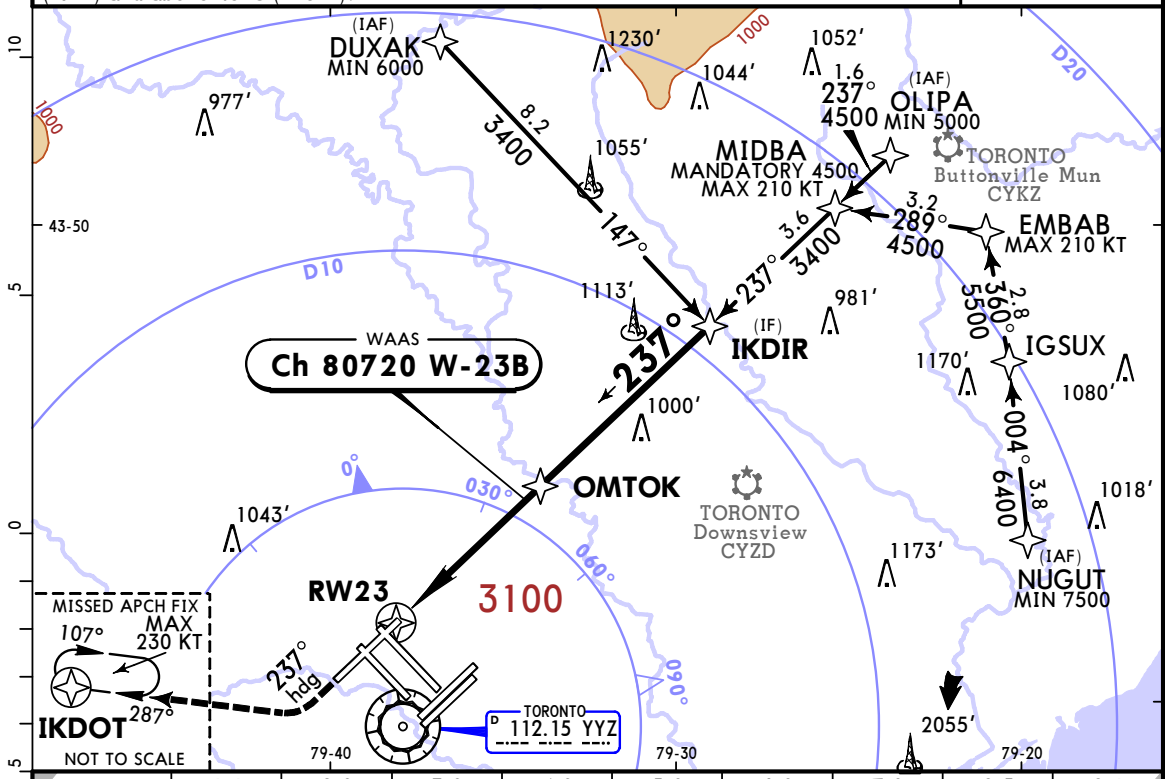
WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80720 W-23B	**237°**	**OMTOK 2000′** (1443′)	**808′** (250′)	Rwy 557′

MISSED APCH: Climb to 1100′ heading 237°. Then climbing RIGHT turn to 3000′ direct to IKDOT.

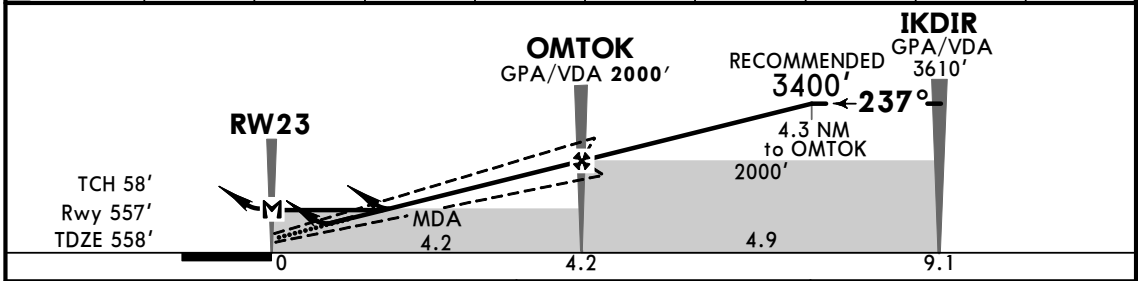
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 24L or 24R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) and above 45°C (113°F).

3100
MSA RW23



NM to RW23	1.1	2.0	3.0	4.0	5.0	6.0	7.0	8.5	9.1
VDA ALTITUDE	980′	1270′	1600′	1930′	2260′	2590′	2920′	3400′	3610′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.10°	658	768	878	987
MAP at RW23					

SSALR
PAPI
1100′
237° hdg

State — STRAIGHT-IN LANDING

	LPV DA(H) 808′ (250′)		LNAV/VNAV DA(H) 990′ (433′)		LNAV MDA(H) 980′ (423′)	
		HIALS out		HIALS out		HIALS out
C	R50 or V1		R50 or V1	V1 1/4	R50 or V1	V1 1/4
D						

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 (12-11)

TORONTO, ONT
RNAV (GNSS) Z Rwy 24L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H) Refer to Minimums	Apt Elev 569′
Ch 80635 W-24A	237°	KIREX 2000′ (1453′)		Rwy 547′

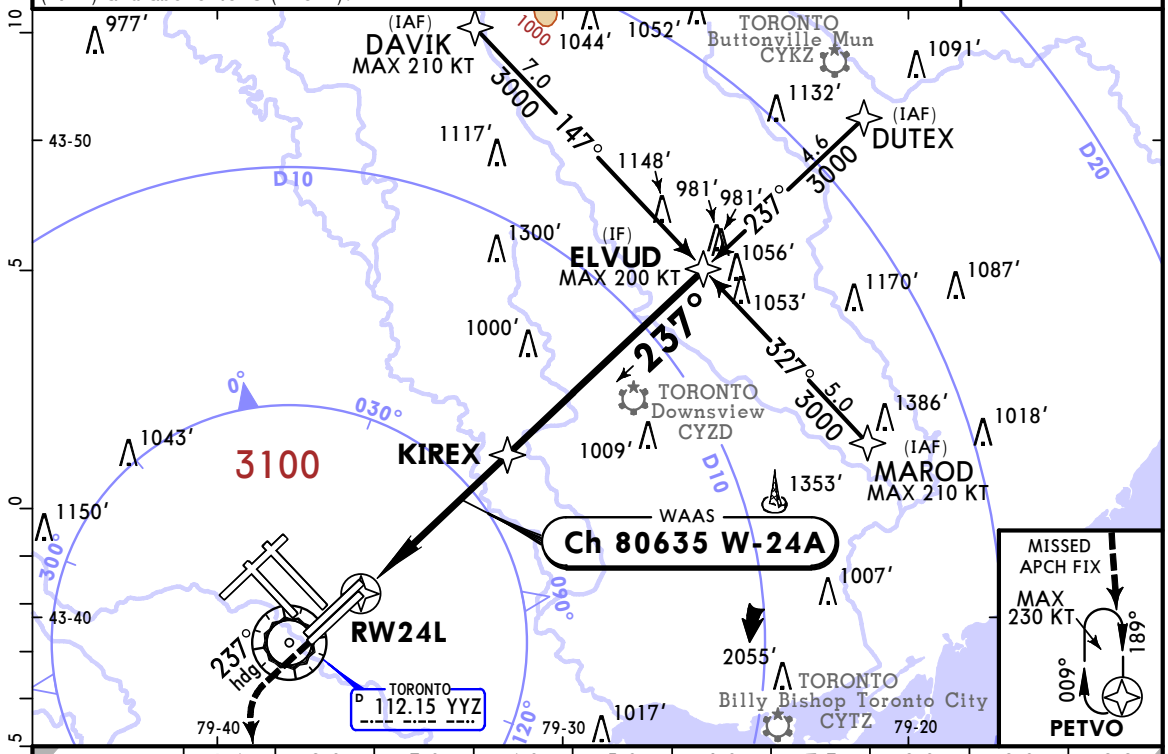
MISSED APCH: Climb to 1100′ heading 237°. Then climbing LEFT turn to 3000′ direct to PETVO.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

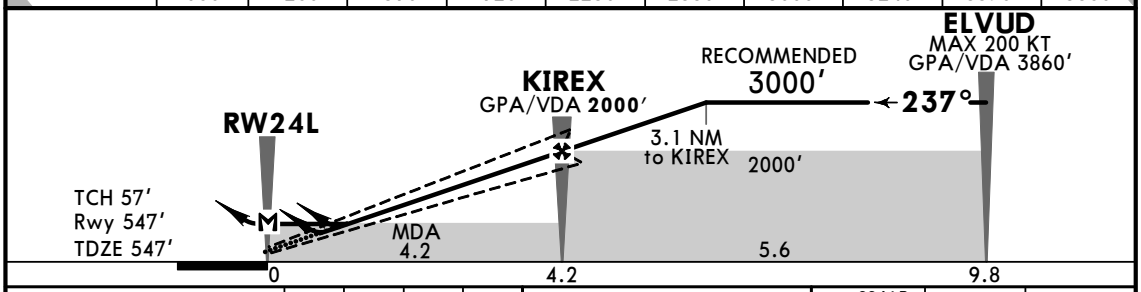
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 23. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) and above 45°C (113°F).

3100

MSA RW24L



NM to RW24L	1.4	2.0	3.0	4.0	5.0	6.0	7.3	8.0	9.0	9.9
VDA ALTITUDE	1060′	1260′	1590′	1920′	2250′	2580′	3000′	3240′	3570′	3860′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.10°	658	768	878	987
MAP at RW24L					

SSALR
PAPI
1100′
237° hdg

State — STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) 747′ (200′)	DA(H) 797′ (250′)	DA(H) 953′ (407′)		MDA(H) 1060′ (514′)	
		HIALS out		HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4	R50 or V1	V1 1/2

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 12-12

TORONTO, ONT
RNAV (GNSS) X Rwy 24L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H) Refer to Minimums	Apt Elev 569′
Ch 80721 W-24E	**237°**	**KIREX 2000′** (1453′)		Rwy 547′

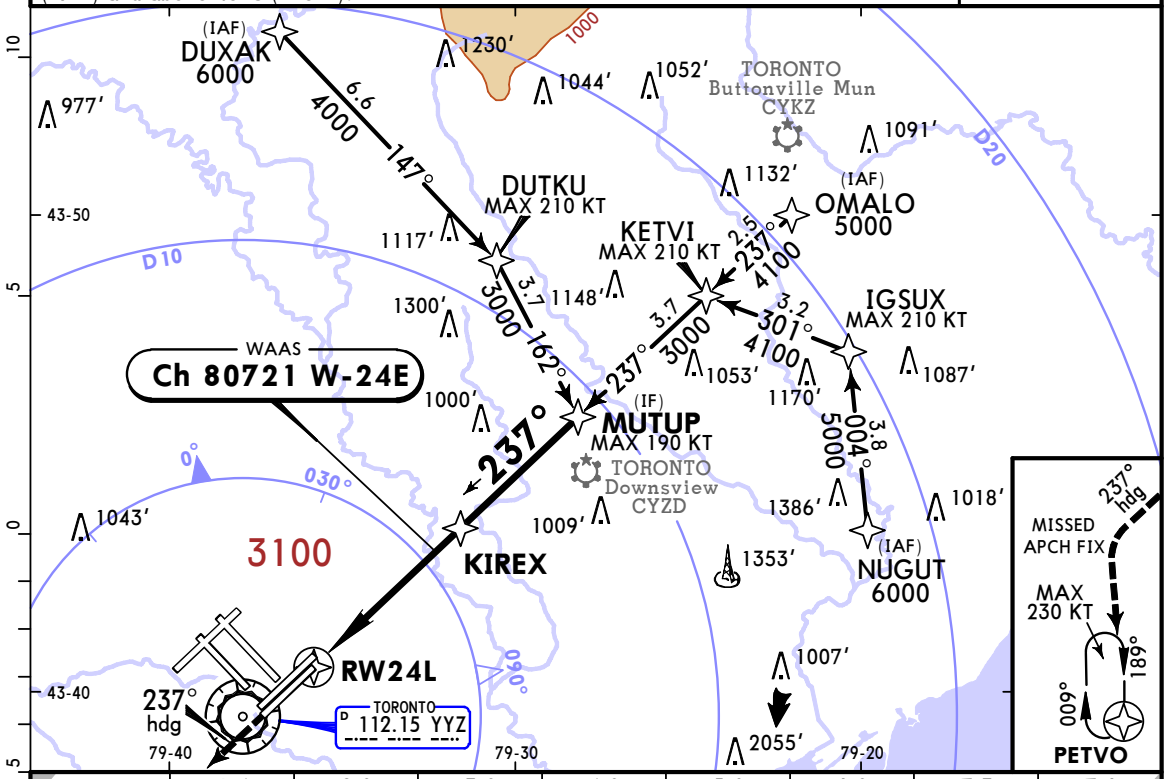
MISSED APCH: Climb to 1100′ heading 237°. Then climbing LEFT turn to 3000′ direct to PETVO.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

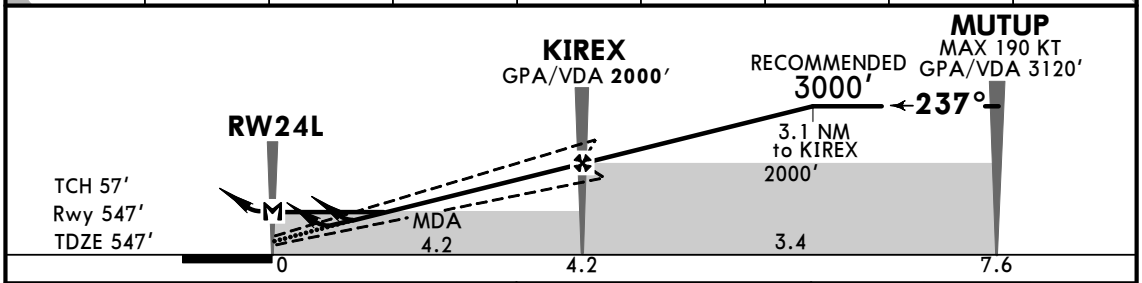
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 23. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) and above 45°C (113°F).

3100

MSA RW24L



NM to RW24L	1.4	2.0	3.0	4.0	5.0	6.0	7.3	7.6
VDA ALTITUDE	1060′	1260′	1590′	1920′	2250′	2580′	3000′	3120′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.10°	658	768	878	987
MAP at RW24L					

SSALR
PAPI
1100′
237° hdg

State — STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **747′** (200′)	DA(H) **797′** (250′)	DA(H) **953′** (407′)		MDA(H) **1060′** (514′)	
		HIALS out		HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4	R50 or V1	V1 1/2

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ LESTER B PEARSON INTL

JEPPESEN 28 APR 23 12-13

TORONTO, ONT RNAV (GNSS) Z Rwy 24R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80636 W-24D	**237°**	**NOAHA 2000′** (1454′)	**796′** (250′)	Rwy 546′

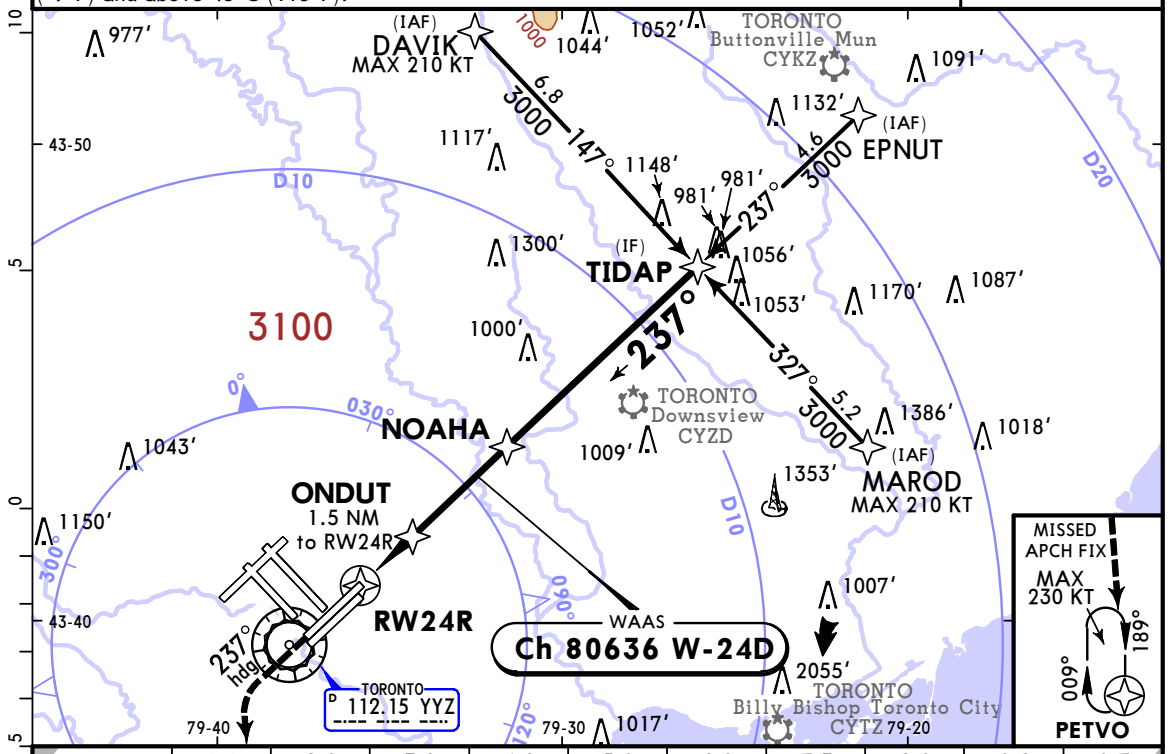
MISSED APCH: Climb to 1100′ heading 237°. Then climbing LEFT turn to 3000′ direct to PETVO.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

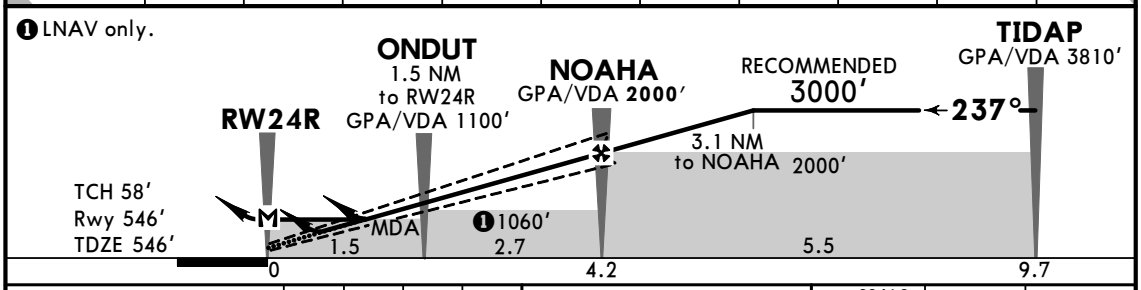
1. CAUTION: Twy Charlie (600′ right of centerline) similar in appearance to rwy. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 23. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) and above 45°C (113°F).

3100

MSA RW24R



NM to RW24R	1.1	2.0	3.0	4.0	5.0	6.0	7.3	8.0	9.0	9.7
VDA ALTITUDE	980′	1260′	1590′	1920′	2250′	2580′	3000′	3240′	3570′	3810′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.10°	658	768	878	987
MAP at RW24R					

SSALS REIL PAPI | 1100′ | 237° hdg

State STRAIGHT-IN LANDING

	LPV	LNAV/VNAV	LNAV
	DA(H) **796′** (250′)	DA(H) **1028′** (482′)	MDA(H) **980′** (434′)
	HIALS out	HIALS out	HIALS out
C D	R50 or V1	V1 1/2	V1 1/4

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 12-14

TORONTO, ONT
RNAV (GNSS) X Rwy 24R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80722 W-24B	**237°**	**NOAHA** **2000′** (1454′)	**796′** (250′)	Rwy 546′

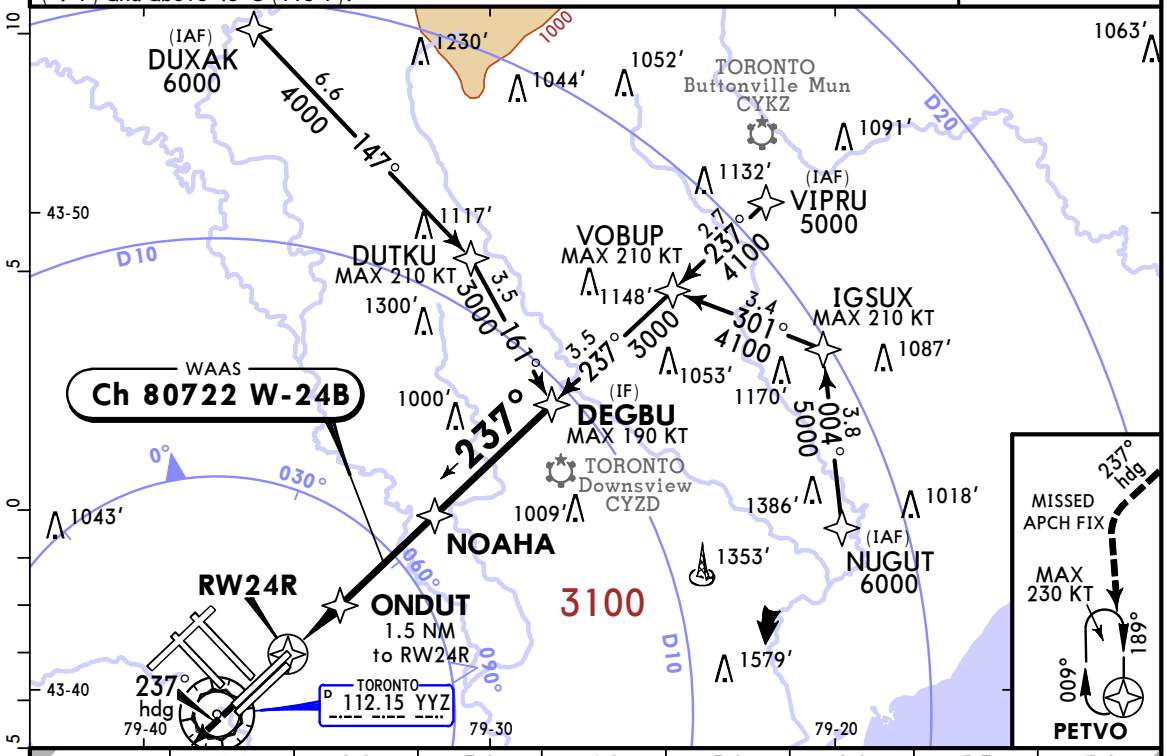
MISSED APCH: Climb to 1100′ heading 237°. Then climbing LEFT turn to 3000′ direct to PETVO.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

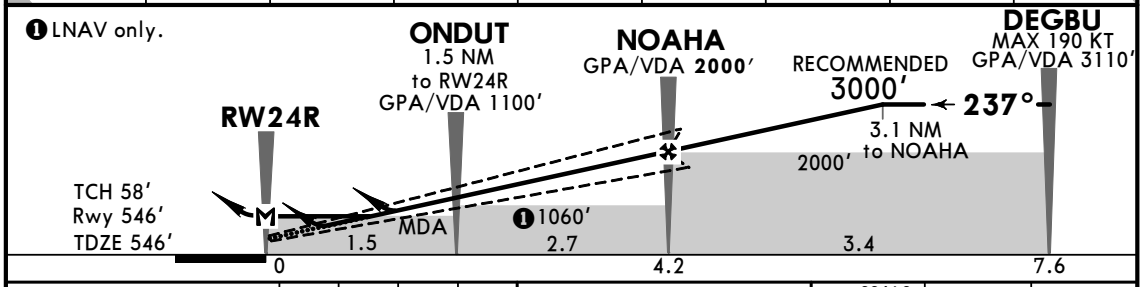
1. CAUTION: Taxiway Charlie (600′ right of centerline) similar in appearance to rwy. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 23. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) and above 45°C (113°F).

3100

MSA RW24R



NM to RW24R	1.1	2.0	3.0	4.0	5.0	6.0	7.3	7.6
VDA ALTITUDE	980′	1260′	1590′	1920′	2250′	2580′	3000′	3110′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.10°	658	768	878	987
MAP at RW24R					

SSALS
REIL
PAPI

1100′

237° hdg

State — STRAIGHT-IN LANDING

	LPV	LNAV/VNAV	LNAV
	DA(H) **796′** (250′)	DA(H) **1028′** (482′)	MDA(H) **980′** (434′)
	HIALS out	HIALS out	HIALS out
C	R50 or V1	V1 1/2	V1 1/4
D			

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 | 12-15

TORONTO, ONT
RNAV (GNSS) Z Rwy 33L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

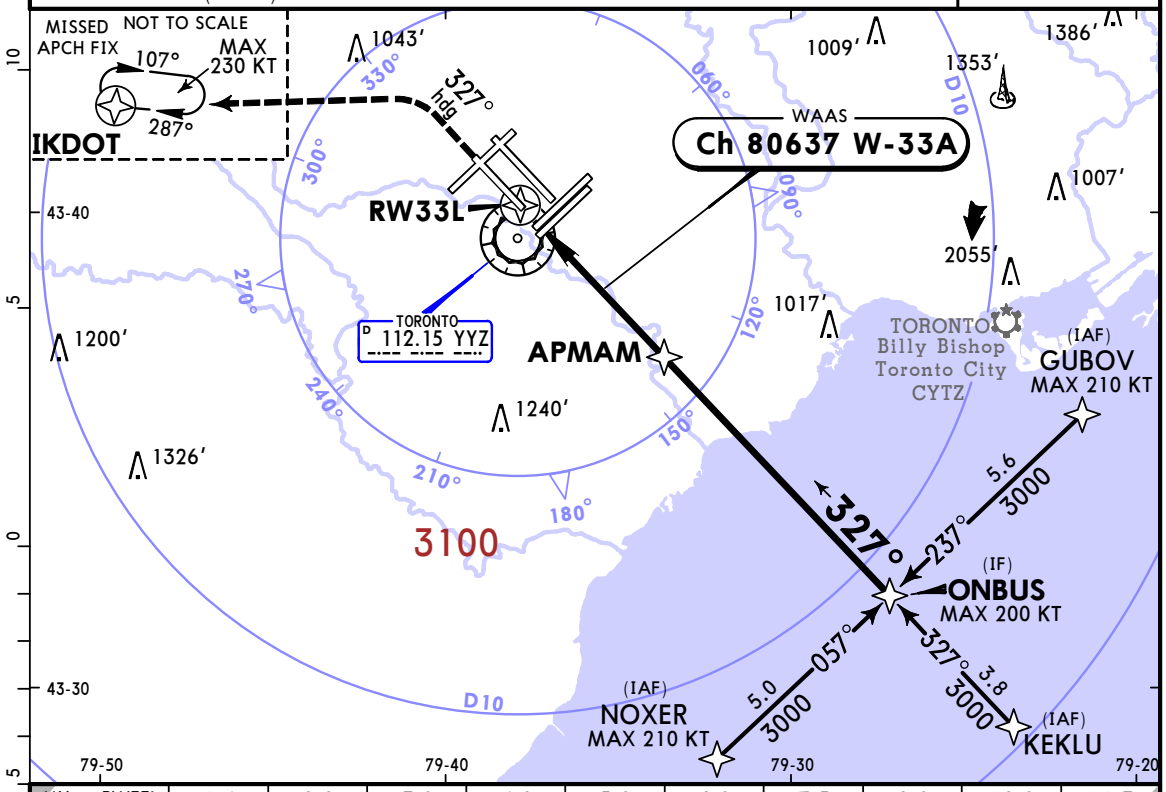
WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80637 W-33A	**327°**	**APMAM 2000′** (1454′)	**842′** (296′)	Rwy 546′

MISSED APCH: Climb to 1100′ heading 327°. Then climbing LEFT turn to 3000′ direct to IKDOT.

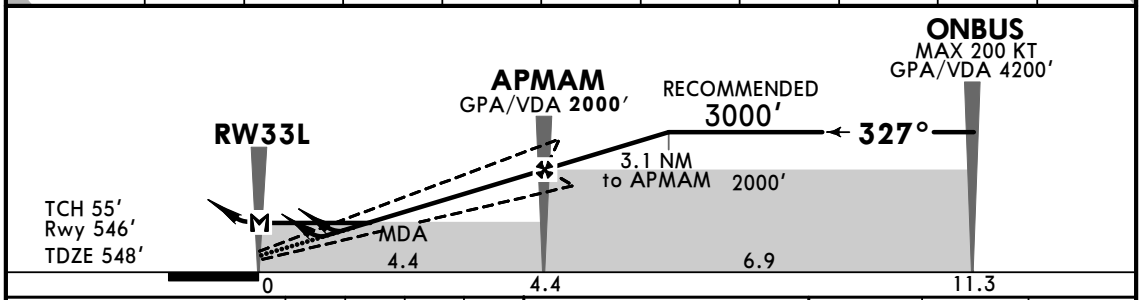
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 33R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

3100
MSA RW33L



NM to RW33L	1.4	2.0	3.0	4.0	5.0	6.0	7.5	9.0	10.0	11.3
VDA ALTITUDE	1040′	1240′	1560′	1870′	2190′	2510′	3000′	3470′	3790′	4200′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RW33L					

SSALR
PAPI
1100′
327° hdg

State — STRAIGHT-IN LANDING

	LPV DA(H) 842′ (296′)		LNAV/VNAV DA(H) 950′ (404′)		LNAV MDA(H) 1040′ (494′)	
	HIALS out		HIALS out		HIALS out	
C	R50 or V1		R50 or V1	V1 1/4	R50 or V1	V1 1/2
D						

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ LESTER B PEARSON INTL

JEPPESEN 28 APR 23 12-16

TORONTO, ONT RNAV (GNSS) Z Rwy 33R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H) Refer to Minimums	Apt Elev 569′
Ch 80638 W-33D	**327°**	**LETAG 2000′** (1456′)		Rwy 544′

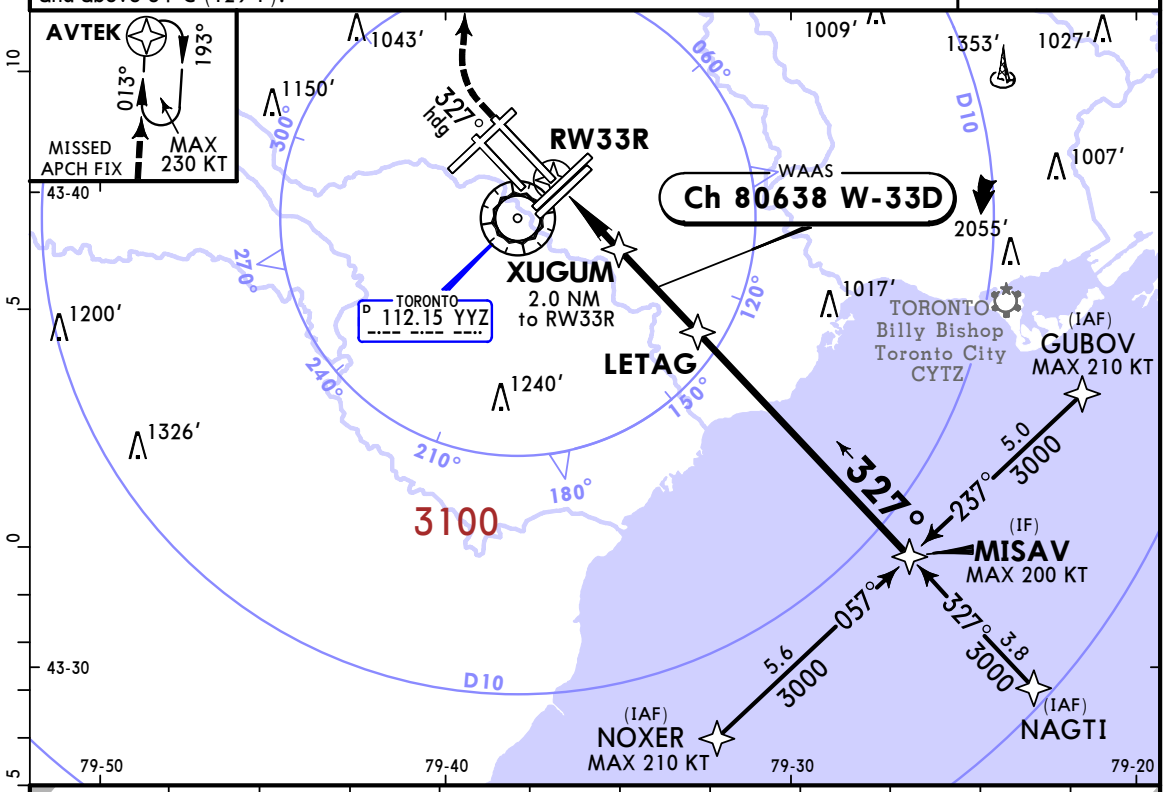
MISSED APCH: Climb to 1100′ heading 327°. Then climbing RIGHT turn to 3000′ direct to AVTEK.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 33L. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

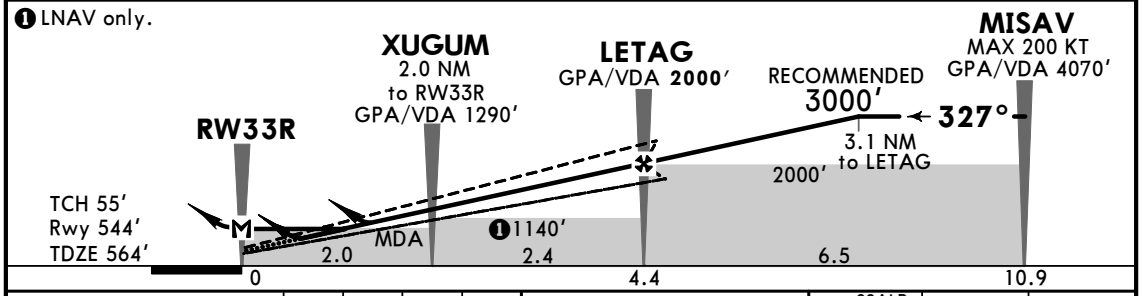
3100

MSA RW33R



NM to RW33R	1.1	2.0	3.0	4.0	5.0	6.0	7.0	7.5	9.0	10.0	10.9
VDA ALTITUDE	940′	1240′	1550′	1870′	2190′	2510′	2830′	3000′	3470′	3780′	4070′

❶ LNAV only.



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RW33R					

SSALR PAPI 1100′ 327° hdg

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **771′** (227′)	DA(H) **794′** (250′)	DA(H) **947′** (403′)		MDA(H) **940′** (396′)	
		HIALS out		HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/4	R50 or V1	V1 1/4

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ LESTER B PEARSON INTL

JEPPESEN 28 APR 23 12-2

TORONTO, ONT RNAV (GNSS) X Rwy 05

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H) Refer to Minimums	Apt Elev 569′
Ch 80717 W-05B	057°	KERPU 2000′ (1436′)		Rwy 564′

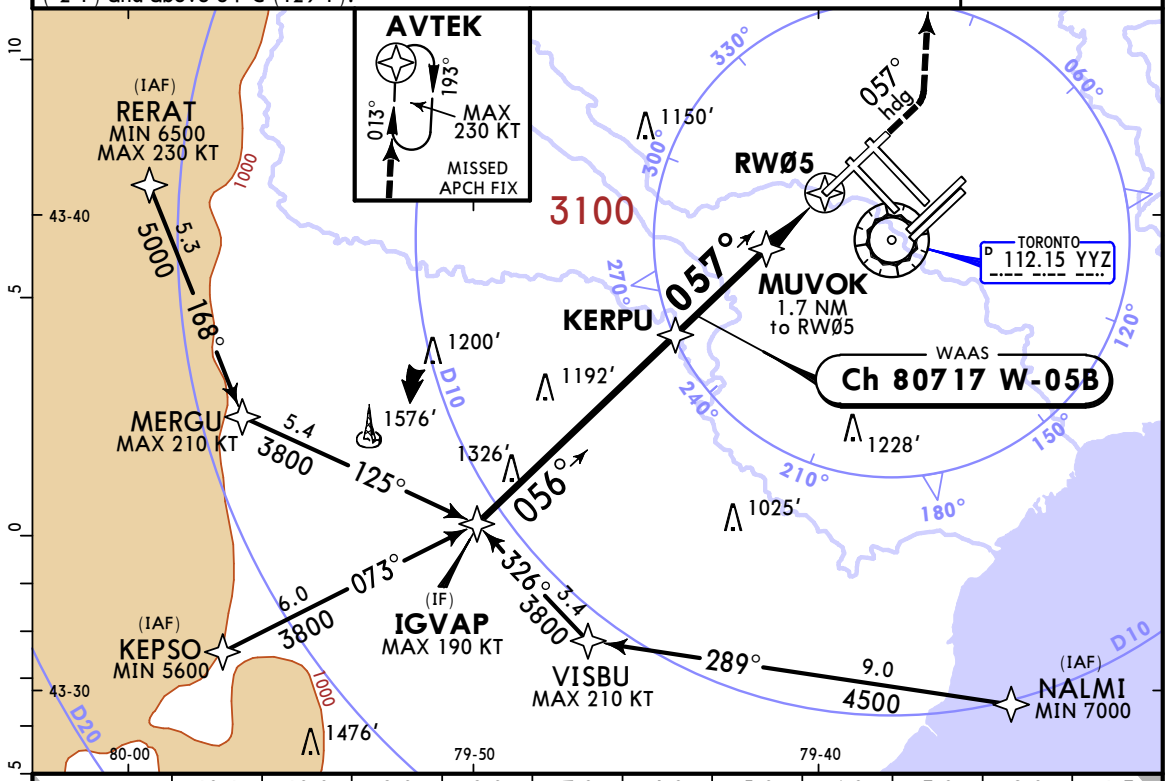
MISSED APCH: Climb to 1100′ heading 057°. Then climbing LEFT turn to 3000′ direct to AVTEK.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

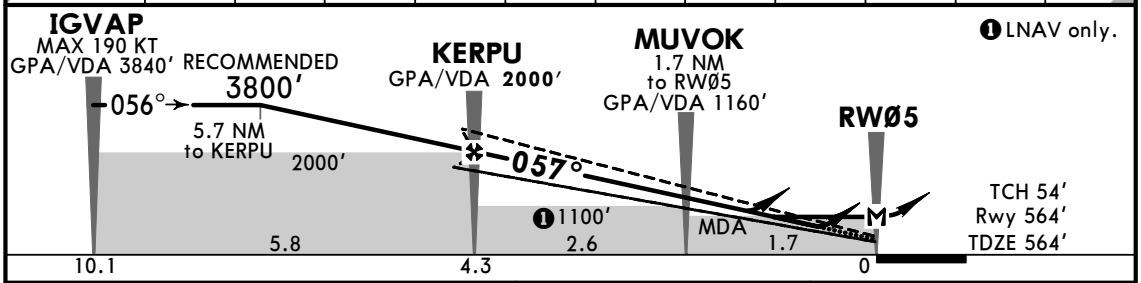
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 06L or 06R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

3100

MSA RWØ5



NM to RWØ5	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.3
VDA ALTITUDE	3840′	3800′	3480′	3170′	2850′	2530′	2210′	1890′	1570′	1260′	1040′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RWØ5					

ALSF-II PAPI 1100′ 057° hdg

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) 764′ (201′)	DA(H) 813′ (250′)	DA(H) 1054′ (491′)		MDA(H) 1040′ (477′)	
		HIALS out		HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	V1 1/4	V1 1/2	R50 or V1	V1 1/2

CHANGES: Airport name, new AOM concept.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
27 OCT 23 | 12-20

TORONTO, ONT
RNAV (RNP) Y Rwy 05

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

RNAV	Final Apch Crs **056°**	Minimum Alt **KOBAL** **2500′** (1936′)	RNP 0.15 DA(H) **863′** (300′)	Apt Elev 569′ Rwy 564′

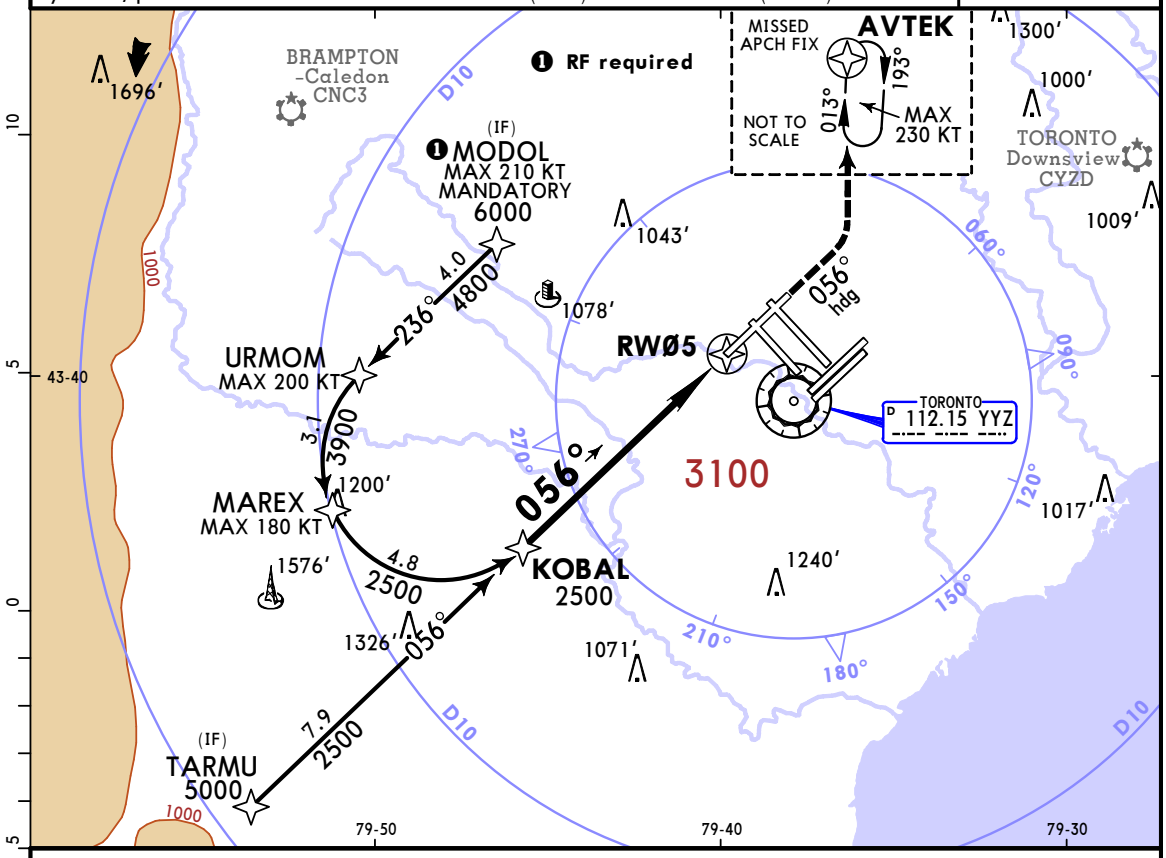
MISSED APCH: Climb to 1100′ heading 056°. Then climbing LEFT turn to 3000′ direct to AVTEK.

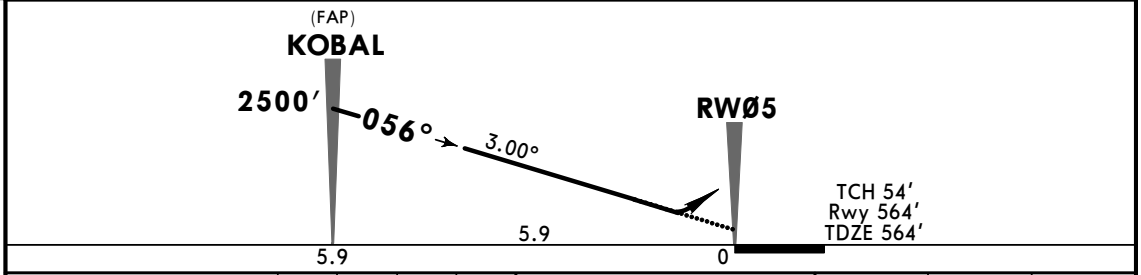
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 4900′. 3. Simultaneous approach authorized with Rwy 06L or 06R. 4. See Attention All Users - - Established on RNP AR User Instructions (12-0). 5. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) and above 54°C (129°F).

3100

MSA RWØ5





Gnd speed-Kts		120	140	160	180
Glide Path Angle	3.00°	637	743	849	955

ALSF-II
PAPI
1100′
056° hdg

State — STRAIGHT-IN LANDING

	RNP 0.15 DA(H) **863′** (300′) HIALS out	RNP 0.30 DA(H) **1082′** (519′) HIALS out	
C	R50 or V1	V1 1/4	V1 1/2
D			

CHANGES: TARMU and MODOL designator.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
27 OCT 23 | 12-21

TORONTO, ONT
RNAV (RNP) Y Rwy 23

BRIEFING STRIP™

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 569'
	237°	**DANOS** **2700'** (2143')	**854'** (297')	Rwy 557'

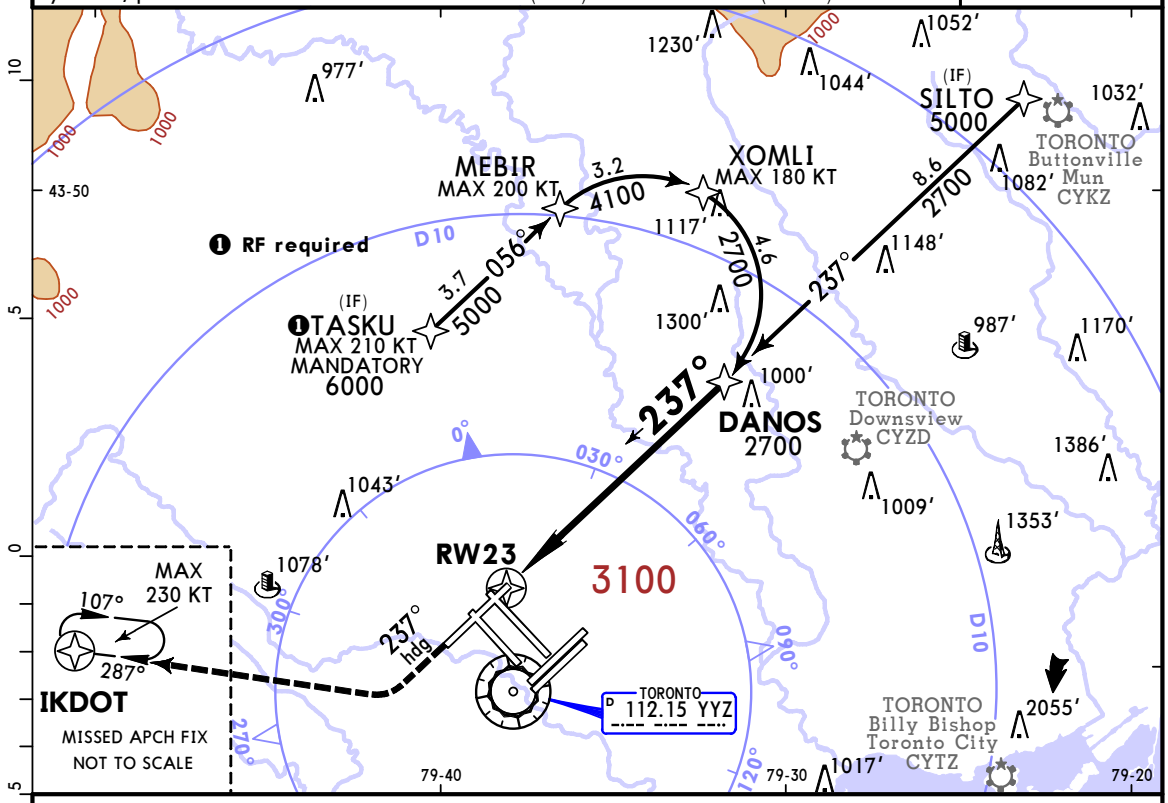
MISSED APCH: Climb to 1100' heading 237°. Then climbing RIGHT turn to 3000' direct to IKDOT.

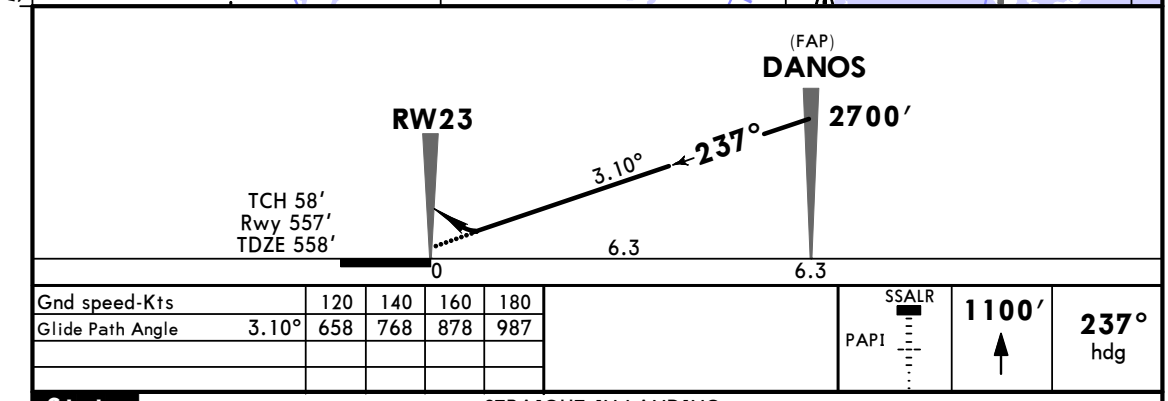
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 24L or 24R. 4. See Attention All Users - - Established on RNP AR User Instructions (12-0). 5. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C (-9°F) and above 45°C (113°F).

3100

MSA RW23





Gnd speed-Kts		120	140	160	180
Glide Path Angle	3.10°	658	768	878	987

SSALR
PAPI

1100'

237° hdg

State STRAIGHT-IN LANDING

	RNP 0.15		RNP 0.30	
	DA(H) **854'** (297')		DA(H) **997'** (440')	
	HIALS out		HIALS out	
C	R50 or V1		R50 or V1	V1 1/2
D				

CHANGES: SILTO and TASKU designator.

CYYZ/YYZ LESTER B PEARSON INTL

JEPPESEN

24 NOV 23
Eff 30 Nov

12-3

TORONTO, ONT
RNAV (GNSS) Z Rwy 06L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80630 W-06A	**057°**	**VEPNA** **2000′** (1471′)	Refer to Minimums	Rwy 529′

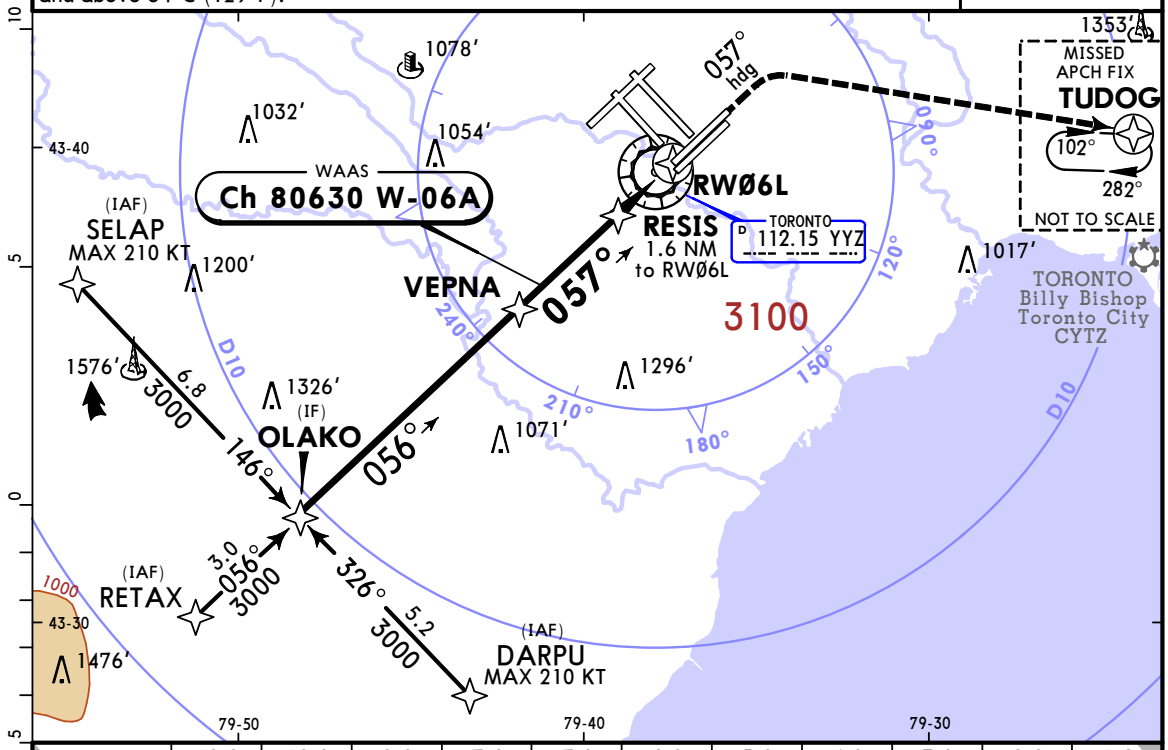
MISSED APCH: Climb to 1100′ heading 057°. Then climbing RIGHT turn to 3100′ direct to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

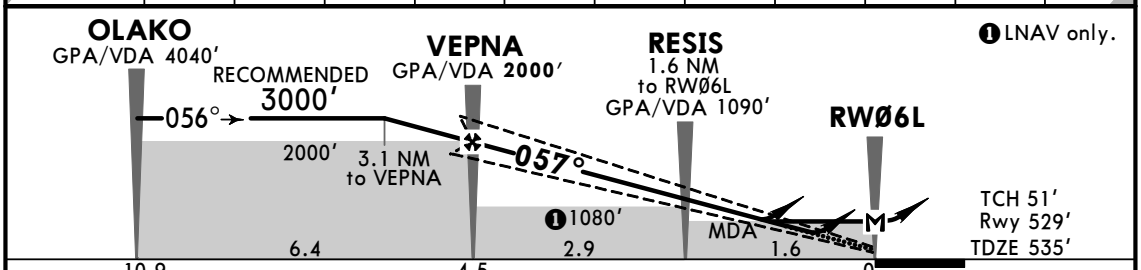
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 05. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

3100

MSA RWØ6L



NM to RWØ6L	10.9	10.0	9.0	7.6	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	4040′	3760′	3450′	3000′	2810′	2490′	2170′	1850′	1540′	1220′	960′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RWØ6L					

ALSF-II
PAPI

1100′

057° hdg

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **730′** (201′)	DA(H) **779′** (250′)	DA(H) **965′** (436′)		MDA(H) **960′** (431′)	
		HIALS out		HIALS out		HIALS out
C	R26 or V1/2	R50 or V1	R50 or V1	V1 1/2	R50 or V1	V1 1/4
D						

CHANGES: LNAV/VNAV minimums.

CYYZ/YYZ LESTER B PEARSON INTL

JEPPESEN

24 NOV 23
Eff 30 Nov
12-4

TORONTO, ONT RNAV (GNSS) X Rwy 06L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80718 W-06E	**057°**	**VEPNA** **2000′** (1471′)	Refer to Minimums	Rwy 529′

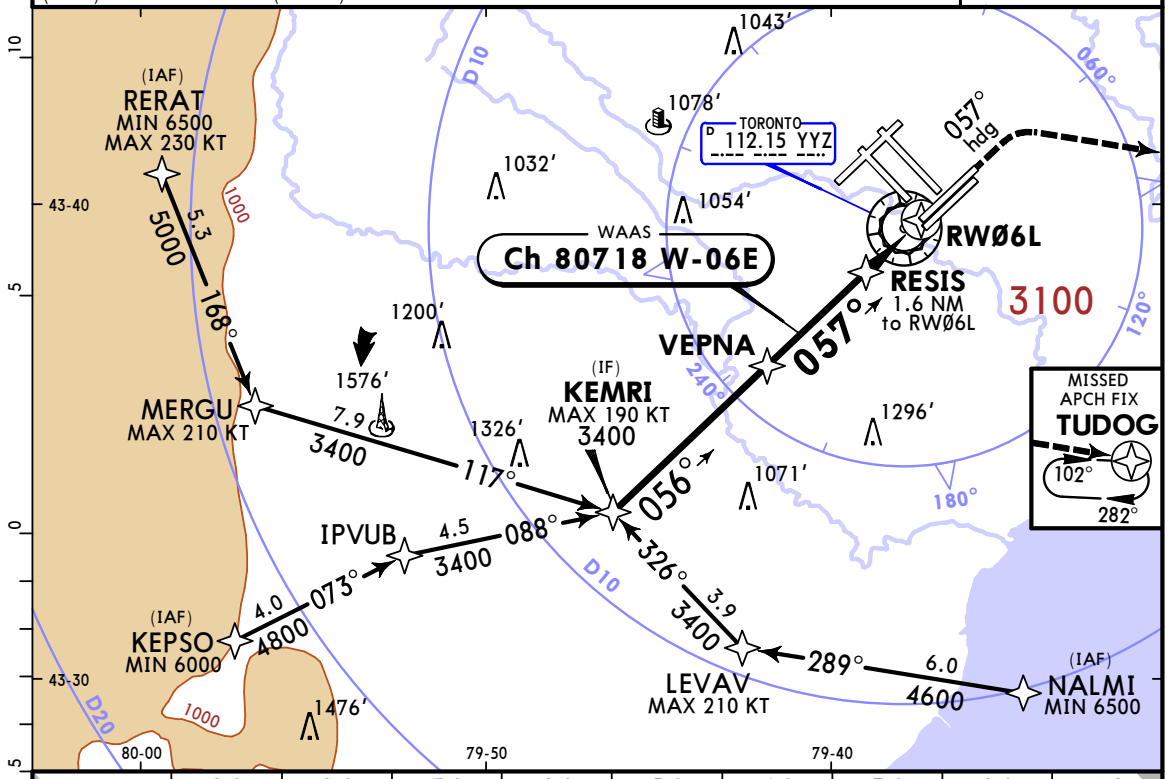
MISSED APCH: Climb to 1100′ heading 057°. Then climbing RIGHT turn to 3100′ direct to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

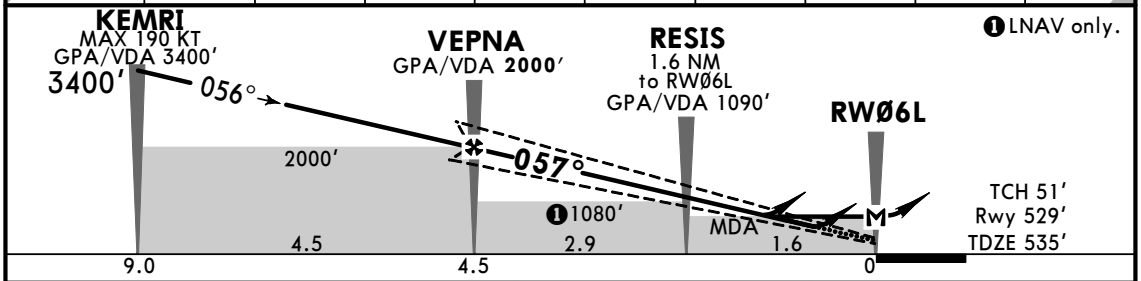
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 05. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

3100

MSA RWØ6L



NM to RWØ6L	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	3400′	3130′	2810′	2490′	2170′	1850′	1540′	1220′	960′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RWØ6L					

ALSF-II
PAPI

1100′

057° hdg

State — STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **730′** (201′)	DA(H) **779′** (250′)	DA(H) **965′** (436′)		MDA(H) **960′** (431′)	
		HIALS out		HIALS out		HIALS out
C	R26 or V1/2	R50 or V1	R50 or V1	V1 1/2	R50 or V1	V1 1/4
D						

CHANGES: LNAV/VNAV minimums.

CYYZ/YYZ
LESTER B PEARSON INTL

24 NOV 23
Eff 30 Nov

JEPPESEN 12-5

TORONTO, ONT
RNAV (GNSS) Z Rwy 06R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final	GPA	LPV	
Ch 80631 W-06D	Apch Crs **057°**	**SAVOS** **2000′** (1475′)	DA(H) Refer to Minimums	Apt Elev 569′ Rwy 525′

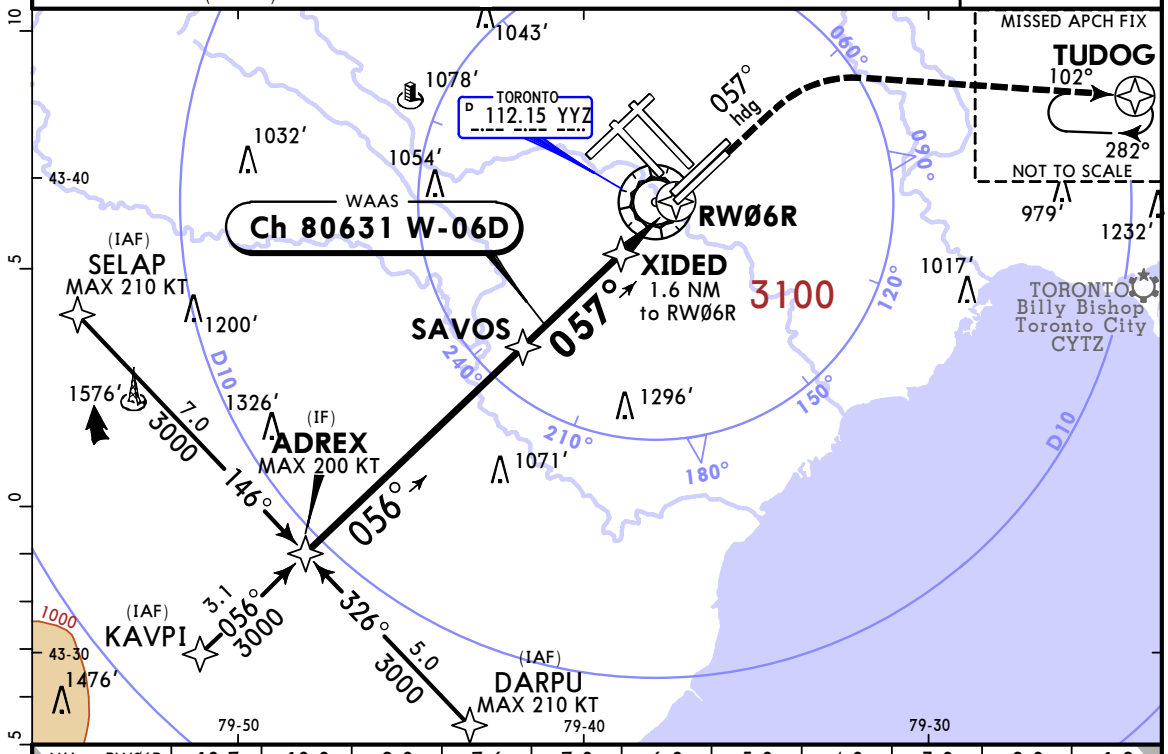
MISSED APCH: Climb to 1100′ heading 057°. Then climbing RIGHT turn to 3100′ direct to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

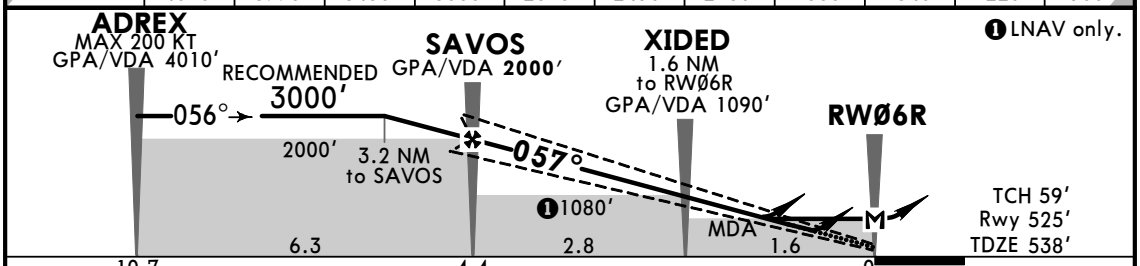
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 05. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

3100

MSA RWØ6R



NM to RWØ6R	10.7	10.0	9.0	7.6	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	4010′	3770′	3450′	3000′	2810′	2490′	2180′	1860′	1540′	1220′	960′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RWØ6R					

SSALR
PAPI

1100′

057° hdg

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **725′** (201′)	DA(H) **774′** (250′)	DA(H) **965′** (441′)		MDA(H) **960′** (436′)	
		HIALS out		HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	V1 1/2	R50 or V1	V1 1/2

CHANGES: Note, LNAV/VNAV minimums.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
24 NOV 23
Eff 30 Nov
12-6

TORONTO, ONT
RNAV (GNSS) X Rwy 06R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

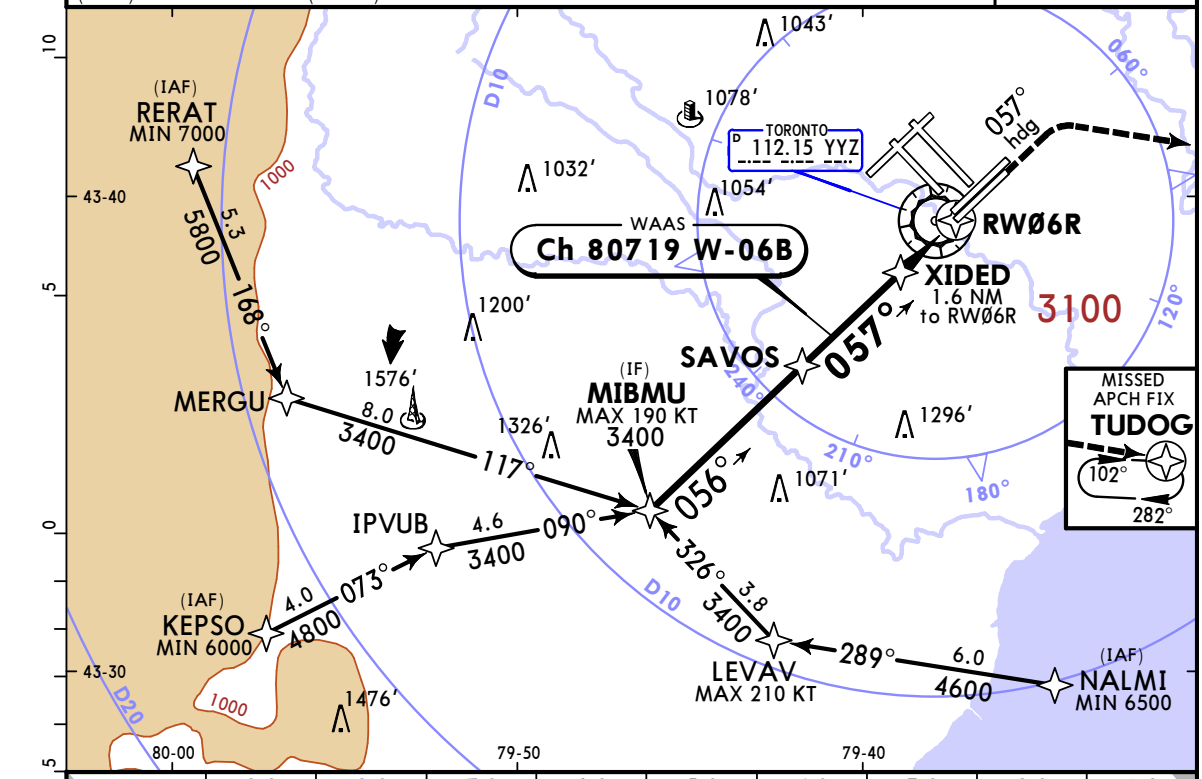
BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80719 W-06B	**057°**	**SAVOS** **2000′** (1475′)	Refer to Minimums	Rwy 525′

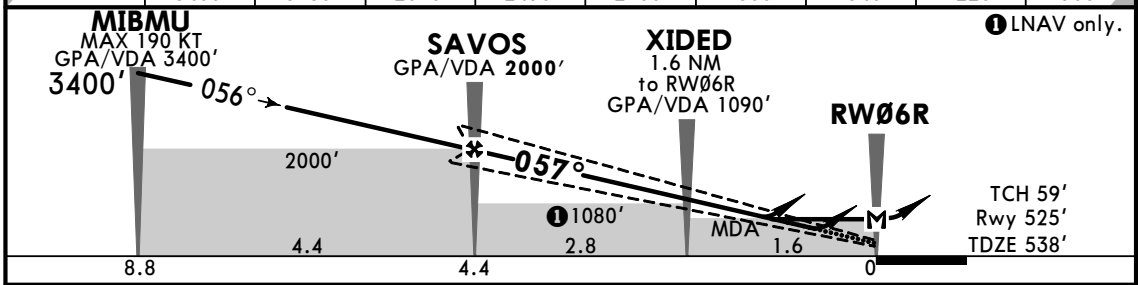
MISSED APCH: Climb to 1100′ heading 057°. Then climbing RIGHT turn to 3100′ direct to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 05. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).



NM to RWØ6R	8.8	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	3400′	3130′	2810′	2490′	2180′	1860′	1540′	1220′	960′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RWØ6R					

SSALR
PAPI
1100′
057° hdg

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **725′** (201′)	DA(H) **774′** (250′)	DA(H) **965′** (441′)		MDA(H) **960′** (436′)	
		HIALS out		HIALS out		HIALS out
C	R26 or V1/2	R50 or V1	R50 or V1	V1 1/2	R50 or V1	V1 1/2
D						

CHANGES: Note, LNAV/VNAV minimums.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
29 SEP 23
Eff 5 Oct
12-7

TORONTO, ONT
RNAV (GNSS) Z Rwy 15L

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569'
Ch 80632 W-15A	146°	SEKUR 2000' (1443')	Refer to Minimums	Rwy 557'

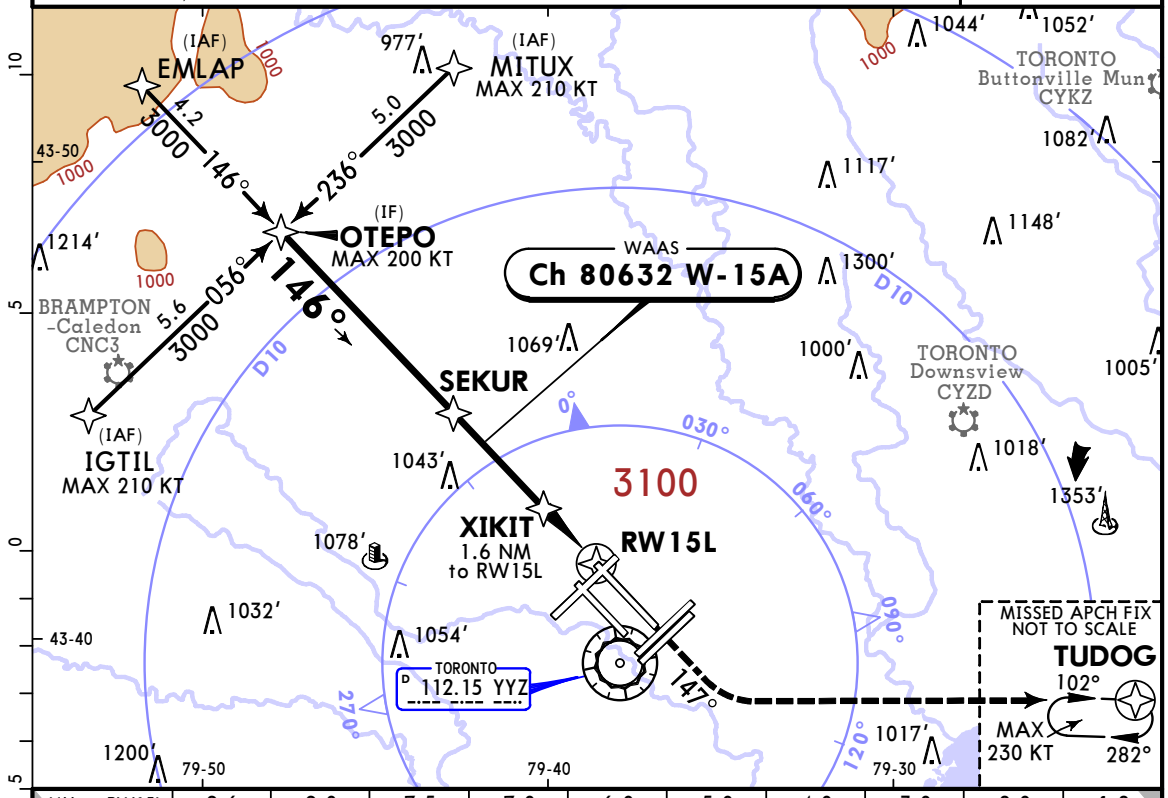
MISSED APCH: Climb to 1100' track 147°. Then climbing LEFT turn to 3100' direct to TUDOG.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

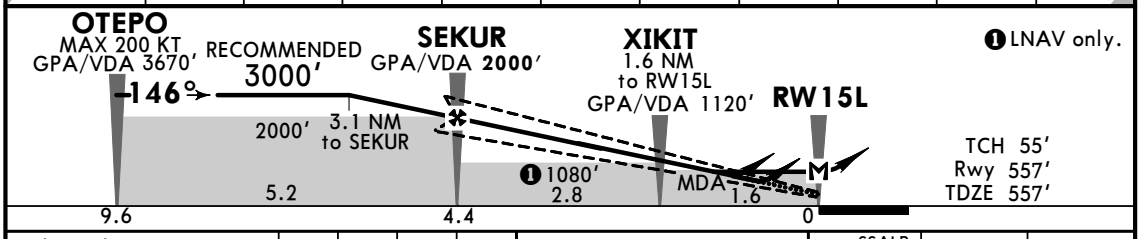
1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. Simultaneous approach authorized with Rwy 15R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F). 5. VGSI and RNAV glidepath not coincident (VGSI Angle 3.0°/ TCH 79').

3100

MSA RW15L



NM to RW15L	9.6	9.0	7.5	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	3670'	3480'	3000'	2840'	2520'	2210'	1890'	1570'	1250'	980'



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RW15L					

SSALR
PAPI
1100'
147°

State — STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) 757' (200')	DA(H) 807' (250')	DA(H) 898' (341')		MDA(H) 980' (423')	
		HIALS out		HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1		R50 or V1	V1 1/4

CHANGES: Notes, CDA data, altitude, final apch course, LNAV/VNAV minimums.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
29 SEP 23
Eff 5 Oct
12-8

TORONTO, ONT
RNAV (GNSS) Z Rwy 15R

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

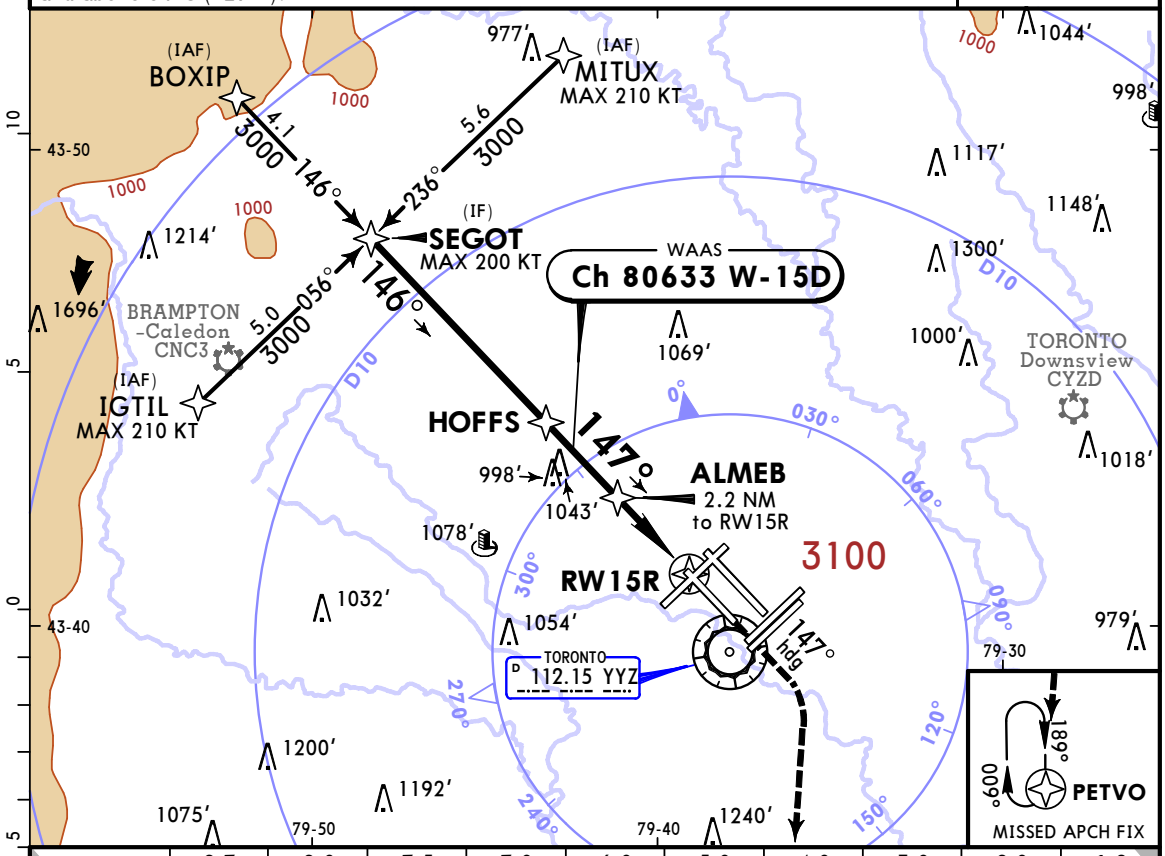
WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80633 W-15D	**147°**	**HOFFS** **2000′** (1448′)	Refer to Minimums	Rwy 552′

MISSED APCH: Climb to 1100′ heading 147°. Then climbing RIGHT turn to 3000′ direct to PETVO.

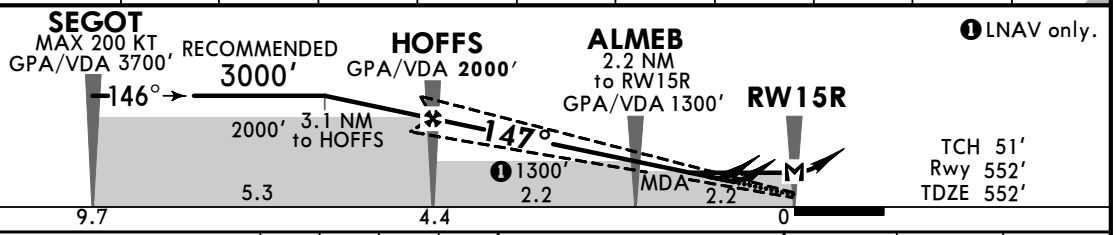
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 15L. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) and above 54°C (129°F).

3100
MSA RW15R



NM to RW15R	9.7	9.0	7.5	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	3700′	3470′	3000′	2830′	2510′	2200′	1880′	1560′	1240′	980′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.00°	637	743	849	955
MAP at RW15R					

SSALR PAPI | 1100′ | 147° hdg

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV	LNAV	
	DA(H) **752′** (201′)	DA(H) **801′** (250′)	DA(H) **847′** (296′)	MDA(H) **980′** (429′)	
		HIALS out	HIALS out		HIALS out
C D	R26 or V1/2	R50 or V1	R50 or V1	R50 or V1	V1 1/4

CHANGES: None.

CYYZ/YYZ
LESTER B PEARSON INTL

JEPPESEN
28 APR 23 12-9

TORONTO, ONT
RNAV (GNSS) Z Rwy 23

D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

BRIEFING STRIP™

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 569′
Ch 80634 W-23A	237°	OMTOK 2000′(1443′)	808′(250′)	Rwy 557′

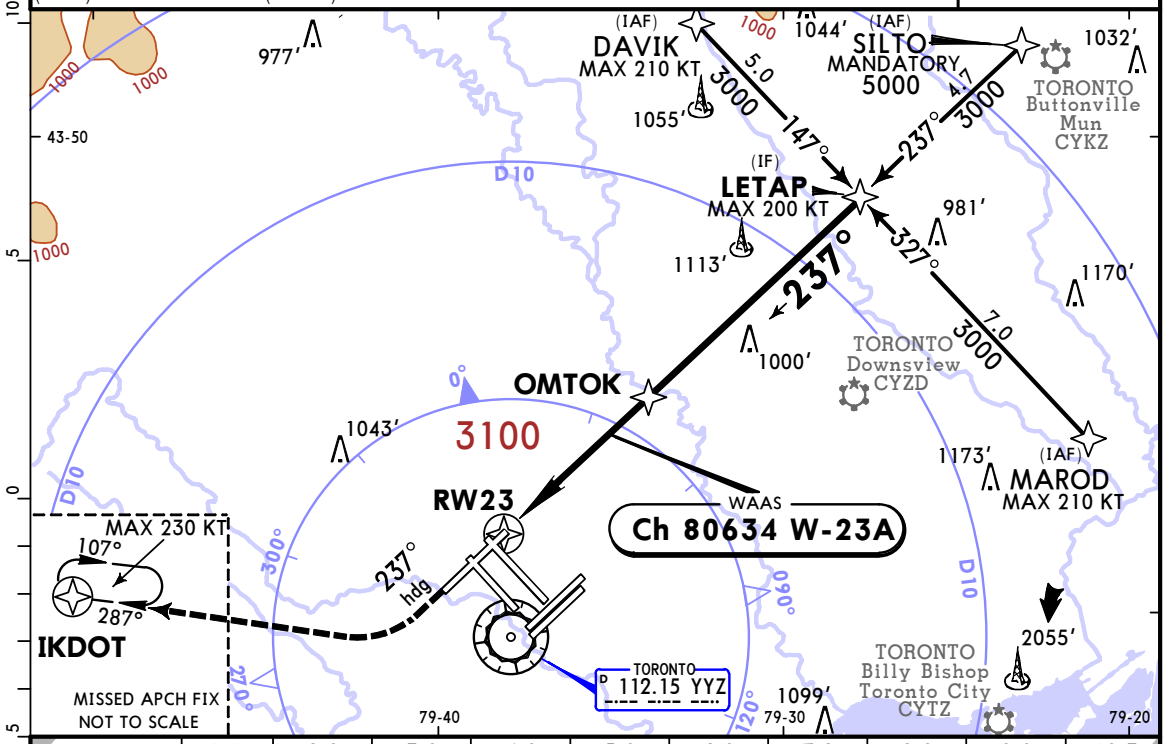
MISSED APCH: Climb to 1100′ heading 237°. Then climbing RIGHT turn to 3000′ direct to IKDOT.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

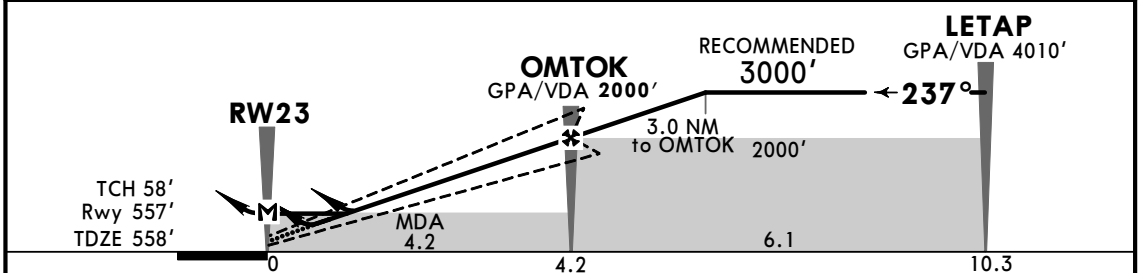
1. SAFE ALTITUDE WITHIN 100 NM 4900′. 2. Simultaneous approach authorized with Rwy 24L or 24R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) and above 45°C (113°F).

3100

MSA RW23



NM to RW23	1.1	2.0	3.0	4.0	5.0	6.0	7.2	8.0	9.0	10.3
VDA ALTITUDE	980′	1270′	1600′	1930′	2260′	2590′	3000′	3250′	3580′	4010′



Gnd speed-Kts		120	140	160	180
GPA/VDA	3.10°	658	768	878	987
MAP at RW23					

SSALR
PAPI
1100′
237° hdg

State — STRAIGHT-IN LANDING

	LPV	LNAV/VNAV		LNAV	
	DA(H) 808′(250′)	DA(H) 990′(433′)		MDA(H) 980′(423′)	
		HIALS out		HIALS out	
C	R50 or V1	R50 or V1	V1 1/4	R50 or V1	V1 1/4
D					

CHANGES: Airport name, new AOM concept.