

**General Info**

0 NM W of Toronto ON, CAN

N 43° 40.6' W 79° 37.8' Mag Var: 10.4°W

Elevation: 569'

Detroit Sectional

Public, Control Tower, IFR, Landing Fee, Jet Starting Unit available,  
Rotating Beacon, Customs

Fuel: 100LL, 100-130, 115-145, Jet A, Jet A-1, Jet B

Repairs: Major Airframe, Major Engine

Time Zone Info: Bogota, Lima, Quito Time GMT-5:00 uses DST

**Runway Info**

Runway 05-23 11120' x 200' asphalt

Runway 06L-24R 9697' x 200' asphalt

Runway 06R-24L 9000' x 200' asphalt

Runway 15L-33R 11050' x 200' asphalt

Runway 15R-33L 9088' x 200' asphalt

Runway 05 (57.0°M) TDZE 564'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 135'

Runway 06L (57.0°M) TDZE 535'

Lights: Edge, ALS, Centerline, TDZ

Runway 06R (57.0°M) TDZE 538'

Lights: Edge, ALS, Centerline

Runway 15L (147.0°M) TDZE 557'

Lights: Edge, ALS, Centerline

Runway 15R (147.0°M) TDZE 552'

Lights: Edge, ALS

Displaced Threshold Distance 588'

Runway 23 (237.0°M) TDZE 558'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Displaced Threshold Distance 485'

Runway 24L (237.0°M) TDZE 547'

Lights: Edge, ALS, Centerline

Runway 24R (237.0°M) TDZE 546'

Lights: Edge, ALS, REIL, TDZ

Displaced Threshold Distance 197'

Runway 33L (327.0°M) TDZE 547'

Lights: Edge, ALS

Displaced Threshold Distance 588'

Runway 33R (327.0°M) TDZE 564'

Lights: Edge, ALS, Centerline, REIL

**Communications Info**ATIS **120.825**Toronto Tower Tower **118.7**Toronto Tower Tower **118.35**Toronto Ground Ground Control **121.9**Toronto Ground Ground Control **121.65**Toronto Ground Ground Control **119.1**Toronto Ground Ground Control **118.0**Terminal 3 Ramp/Taxi Control **122.875**South Apron Ramp/Taxi Control **122.075**North Apron Ramp/Taxi Control **122.275**Toronto Clearance Delivry Clearance Delivery **121.3**Toronto Arrival Arrival Control **132.8** Arrival ServiceToronto Arrival Arrival Control **125.4** Arrival ServiceToronto Arrival Arrival Control **124.475** Arrival ServiceToronto Departure Departure Control **128.8** Departure ServiceToronto Departure Departure Control **127.575** Departure ServiceToronto Terminal Unknown **133.4**Toronto Terminal Unknown **119.3**London Radio Radio **123.275** Flight Info Service RCOSkyservice/Esso Avitat Operations **128.95**Skycharter Ltd Operations **129.75**Shell Aerecentre Operations **122.95****Notebook Info**

CYYZ/YYZ  
 TORONTO/PEARSON INTL

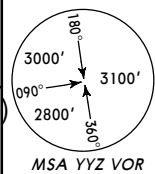
JEPPESEN

14 JAN 05 (10-2) Eff 20 Jan

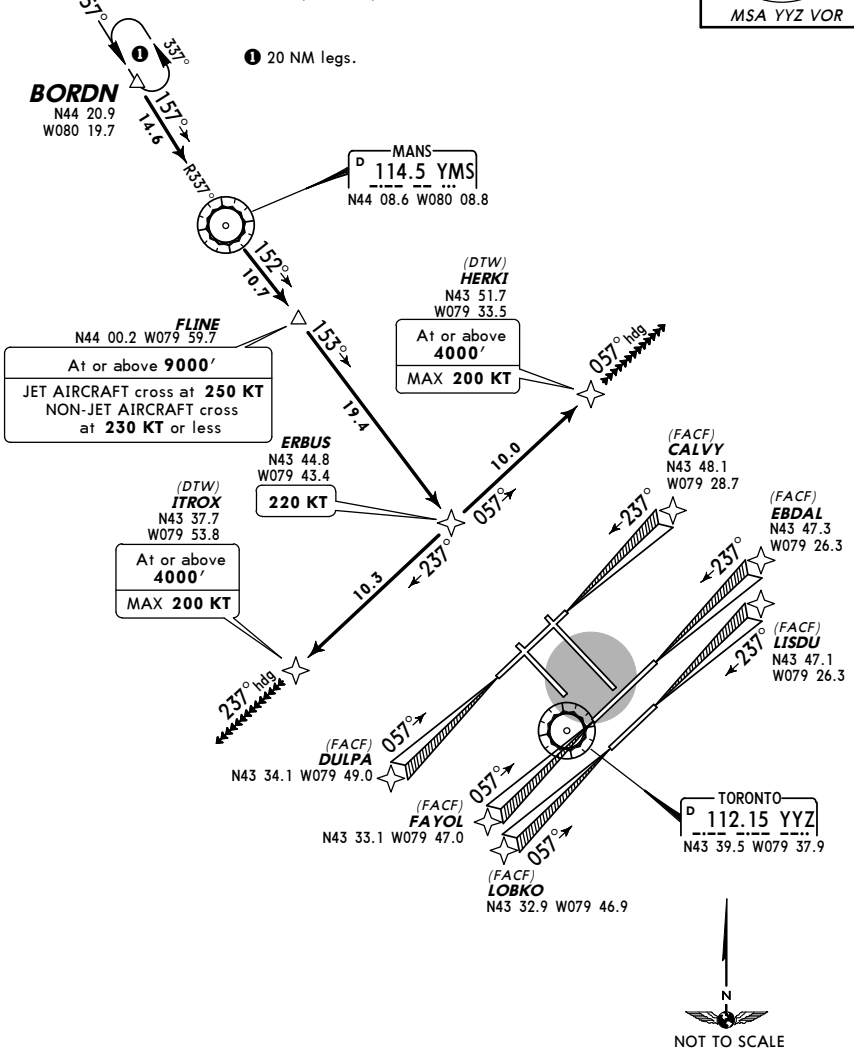
TORONTO, ONT

RNAV STAR

D-ATIS  
**112.15**  
**120.82**  
 Apt Elev  
**569'**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.  
 2. Safe Altitude within 100 NM 4900'.



**BORDN TWO ARRIVAL (BORDN.BORDN2) (YMS.BORDN2)**  
 (RWYS 05, 06L/R, 23 & 24L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYZ/YYZ  
 TORONTO/PEARSON INTL

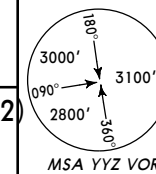
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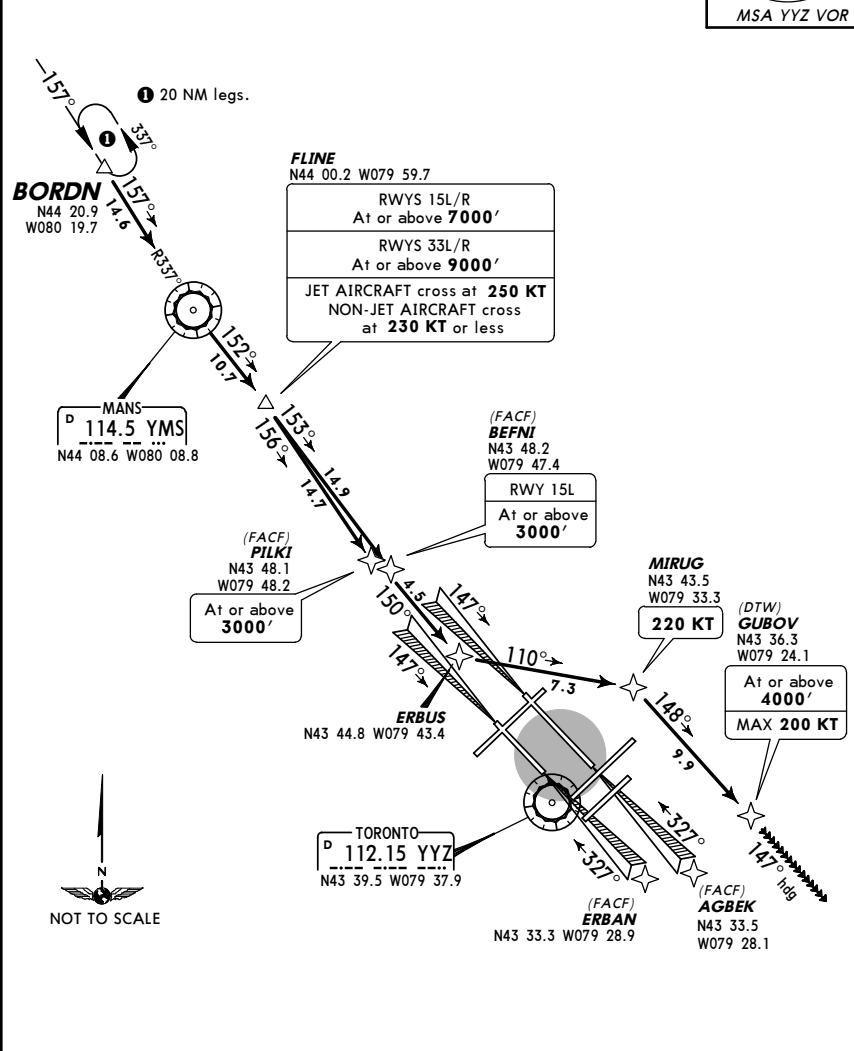
TORONTO, ONT

RNAV STAR

D-ATIS  
**112.15**  
**120.82**  
 Apt Elev  
**569'**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.  
 2. Safe Altitude within 100 NM 4900'.



**BORDN TWO ARRIVAL (BORDN.BORDN2) (YMS.BORDN2)**  
 (RWYS 15L/R & 33L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

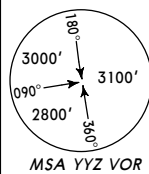
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYZ/YYZ  
 TORONTO/PEARSON INTL

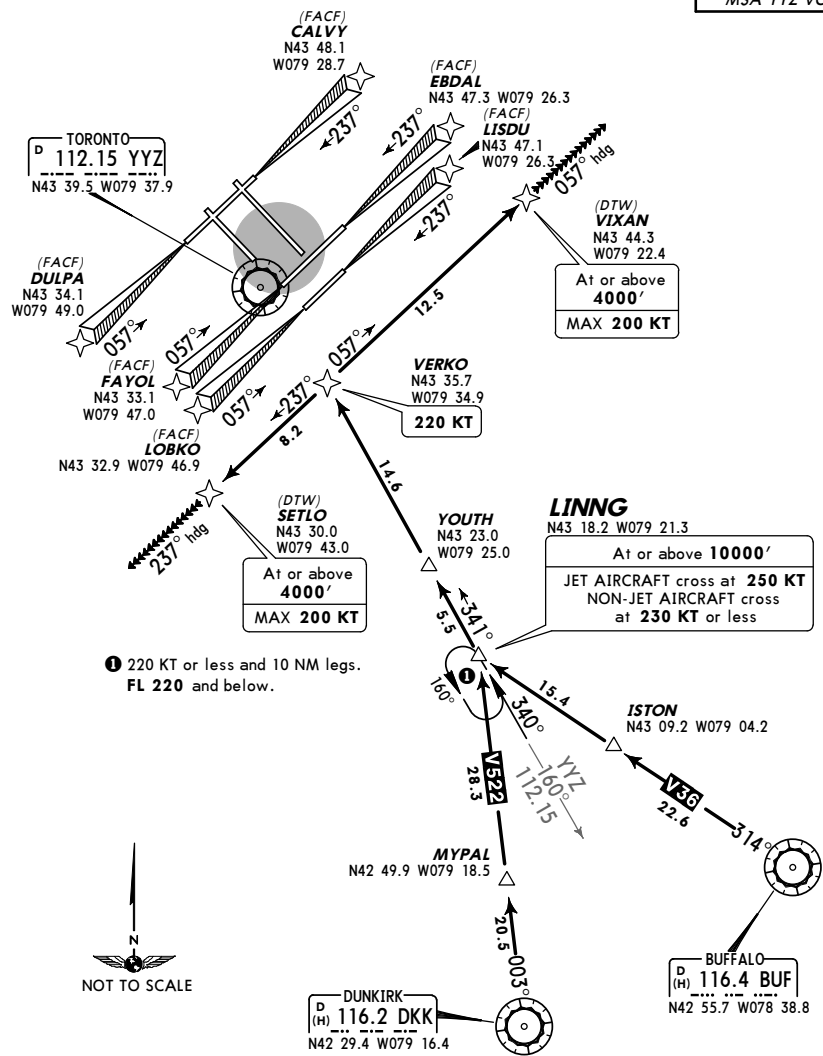
JEPPESEN  
 24 SEP 04 (10-2B) Eff 30 Sep

TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15** Apt Elev **569'**  
**120.82**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.  
 2. Safe Altitude within 100 NM 4900'.



**LINNG ONE ARRIVAL (LINNG.LINNG1)**  
 (RWYS 05, 06L/R, 23 & 24L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

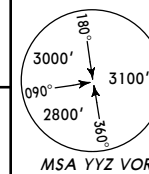
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYZ/YYZ  
 TORONTO/PEARSON INTL

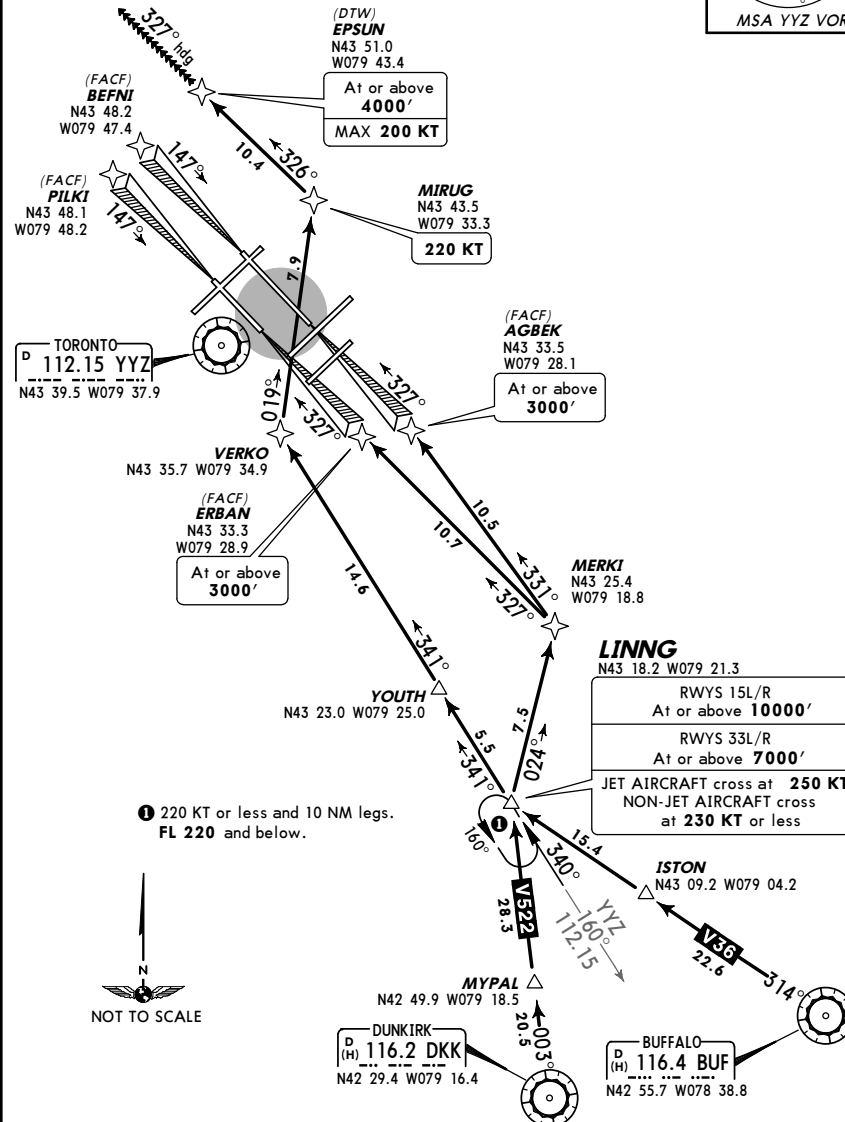
JEPPESEN  
 24 SEP 04 (10-2C) Eff 30 Sep

TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15** Apt Elev **569'**  
**120.82**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.  
 2. Safe Altitude within 100 NM 4900'.



**LINNG ONE ARRIVAL (LINNG.LINNG1)**  
 (RWYS 15L/R & 33L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

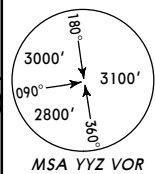
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYZ/YYZ  
 TORONTO/PEARSON INTL

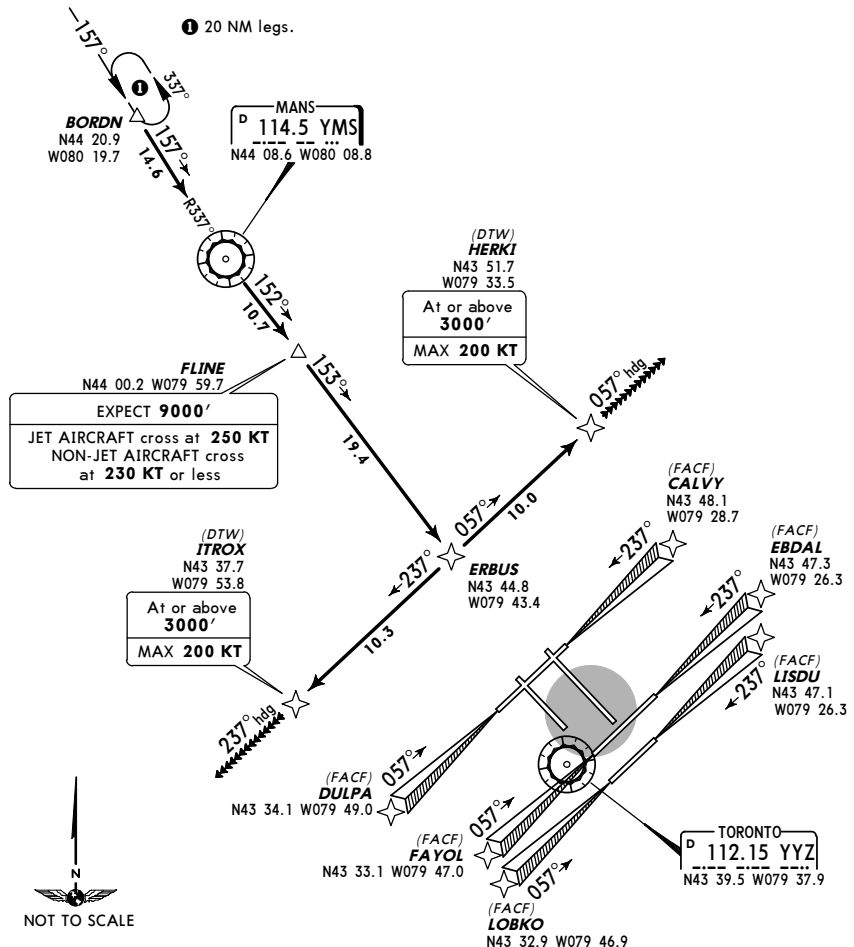
JEPPesen  
 14 JAN 05 (10-2D) Eff 20 Jan

TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15** Apt Elev **569'** Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
**120.82** Safe Altitude within 100 NM 4900'.



**MANS THREE ARRIVAL (BORDN.MANS3) (YMS.MANS3)**  
 (RWYS 05, 06L/R, 23 & 24L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

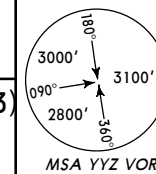
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYZ/YYZ  
 TORONTO/PEARSON INTL

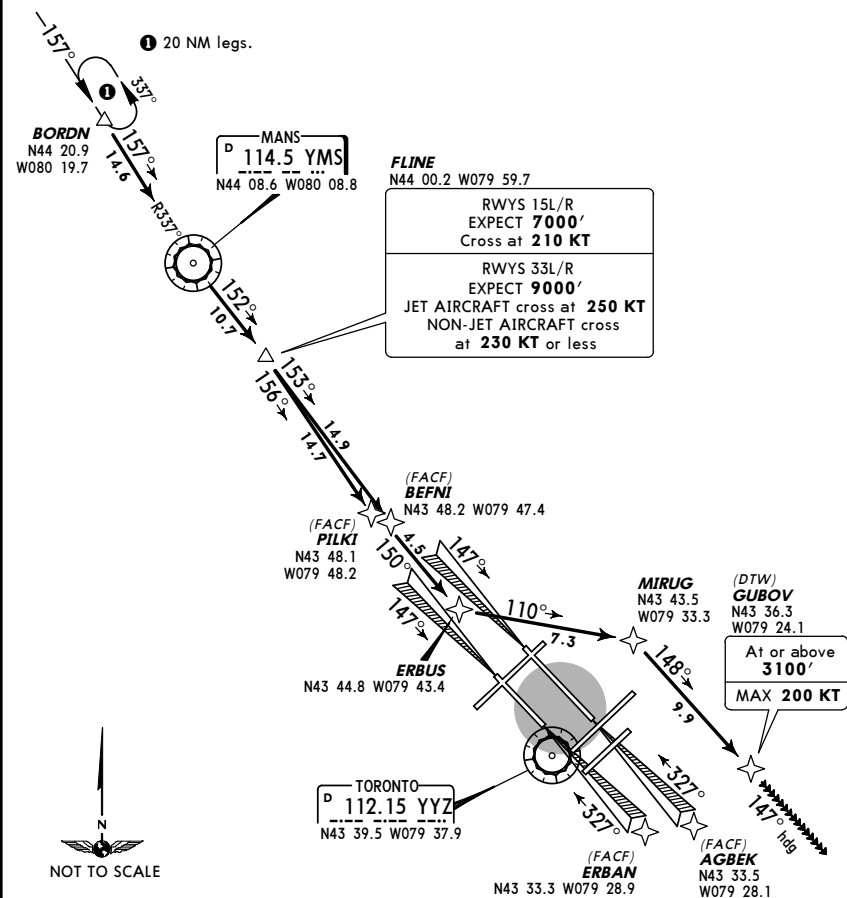
JEPPesen  
 14 JAN 05 (10-2E) Eff 20 Jan

TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15** Apt Elev **569'** Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
**120.82** Safe Altitude within 100 NM 4900'.



**MANS THREE ARRIVAL (BORDN.MANS3) (YMS.MANS3)**  
 (RWYS 15L/R & 33L/R)



**ROUTING**

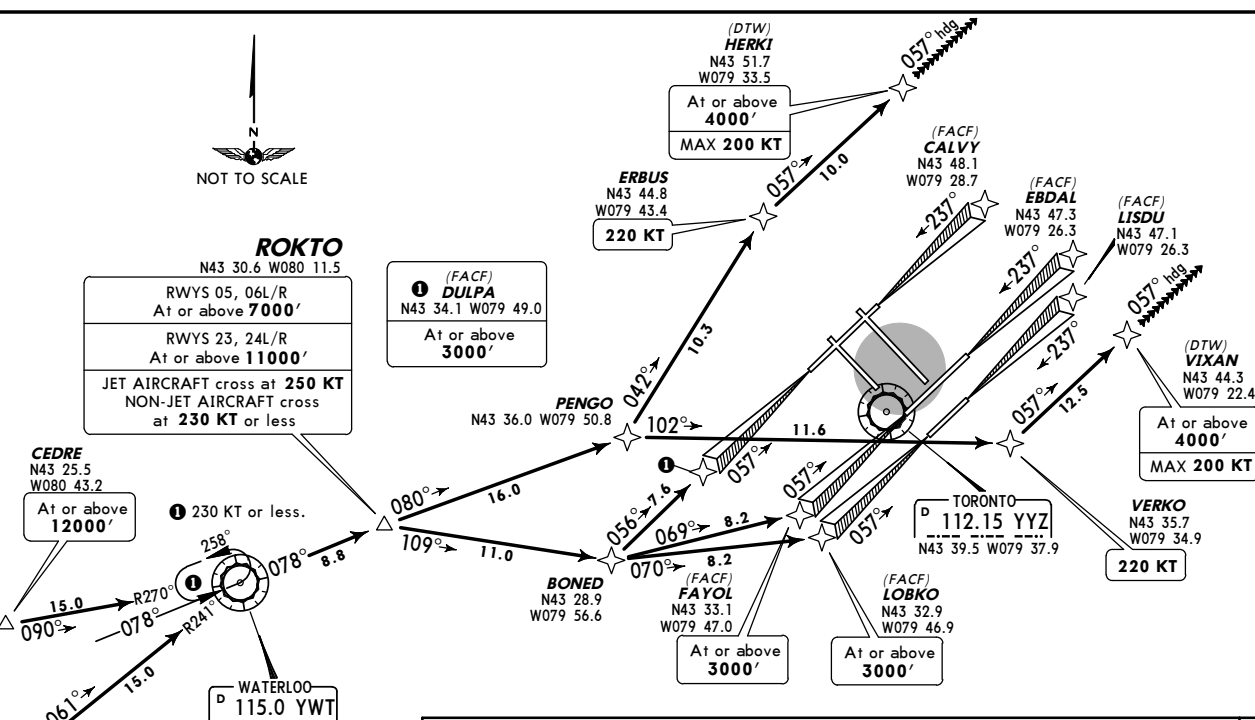
ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

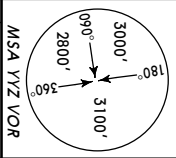
**CYYZ/YYZ**  
 TORONTO/PEARSON INTL 24 SEP 04 (10-2F) EFF 30 Sep  
**JEPPESSEN**  
 TORONTO, ONT  
 RNAV STAR

D-ATIS <b>112.15</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
Appr Elev <b>569'</b>	1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.
<b>120.82</b>	2. Safe Altitude within 100 NM 4900'.

**ROKTO TWO ARRIVAL (ROKTO,ROKTO2)**  
 (RWYS 05, 06L/R, 23 & 24L/R)



**ROUTING**  
 ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.  
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

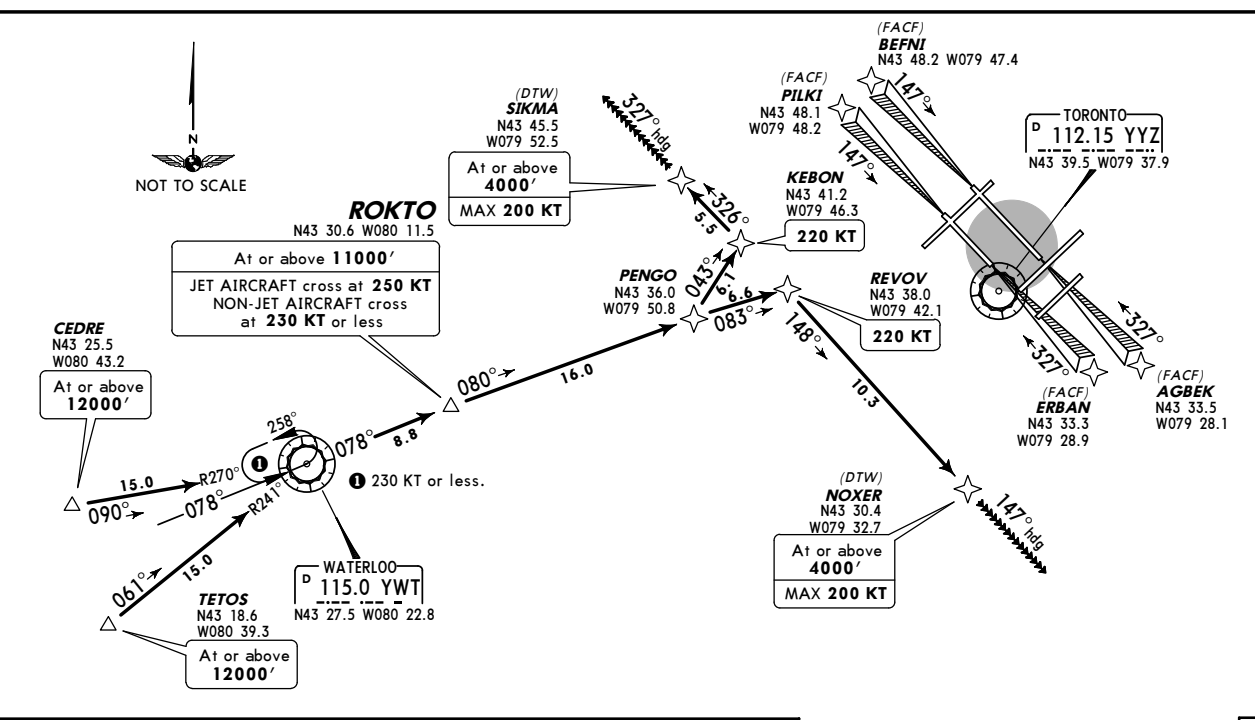


CHANGES: ROKTO speed restrictions.  
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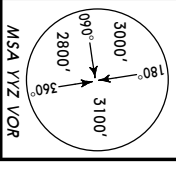
**CYYZ/YYZ**  
 TORONTO/PEARSON INTL 24 SEP 04 (10-2G) EFF 30 Sep  
**JEPPESSEN**  
 TORONTO, ONT  
 RNAV STAR

D-ATIS <b>112.15</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
Appr Elev <b>569'</b>	1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.
<b>120.82</b>	2. Safe Altitude within 100 NM 4900'.

**ROKTO TWO ARRIVAL (ROKTO,ROKTO2)**  
 (RWYS 15L/R & 33L/R)



**ROUTING**  
 ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.  
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.



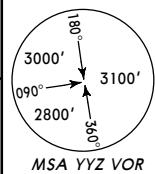
CHANGES: ROKTO speed restrictions.  
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CYYZ/YYZ  
 TORONTO/PEARSON INTL

JEPPESEN  
 24 SEP 04 (10-2H) Eff 30 Sep

TORONTO, ONT  
 RNAV STAR

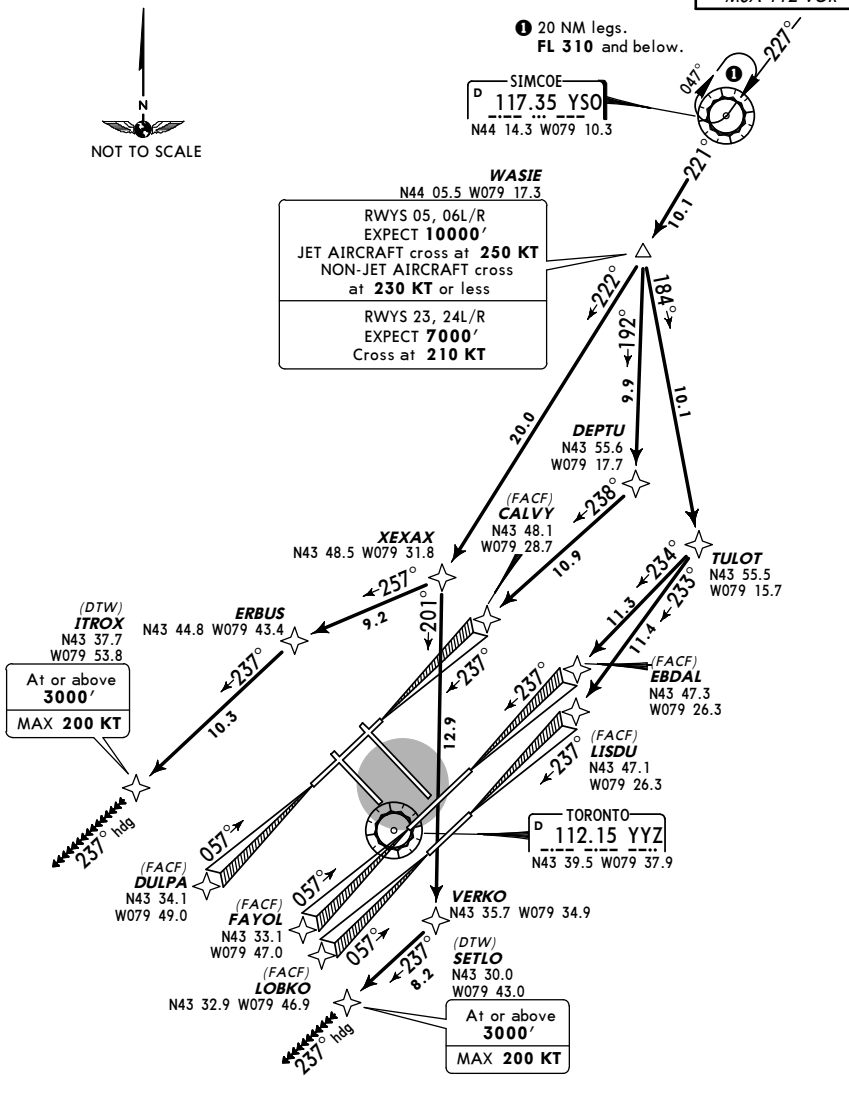
D-ATIS  
**112.15**  
**120.82**  
 Apt Elev **569'**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 Safe Altitude within 100 NM 4900'.



**SIMCOE TWO ARRIVAL (YSO.SIMCO2)**  
 (RWYS 05, 06L/R, 23 & 24L/R)



① 20 NM legs.  
 FL 310 and below.



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: WASIE speed restrictions.

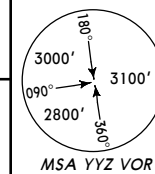
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CYYZ/YYZ  
 TORONTO/PEARSON INTL

JEPPESEN  
 24 SEP 04 (10-2J) Eff 30 Sep

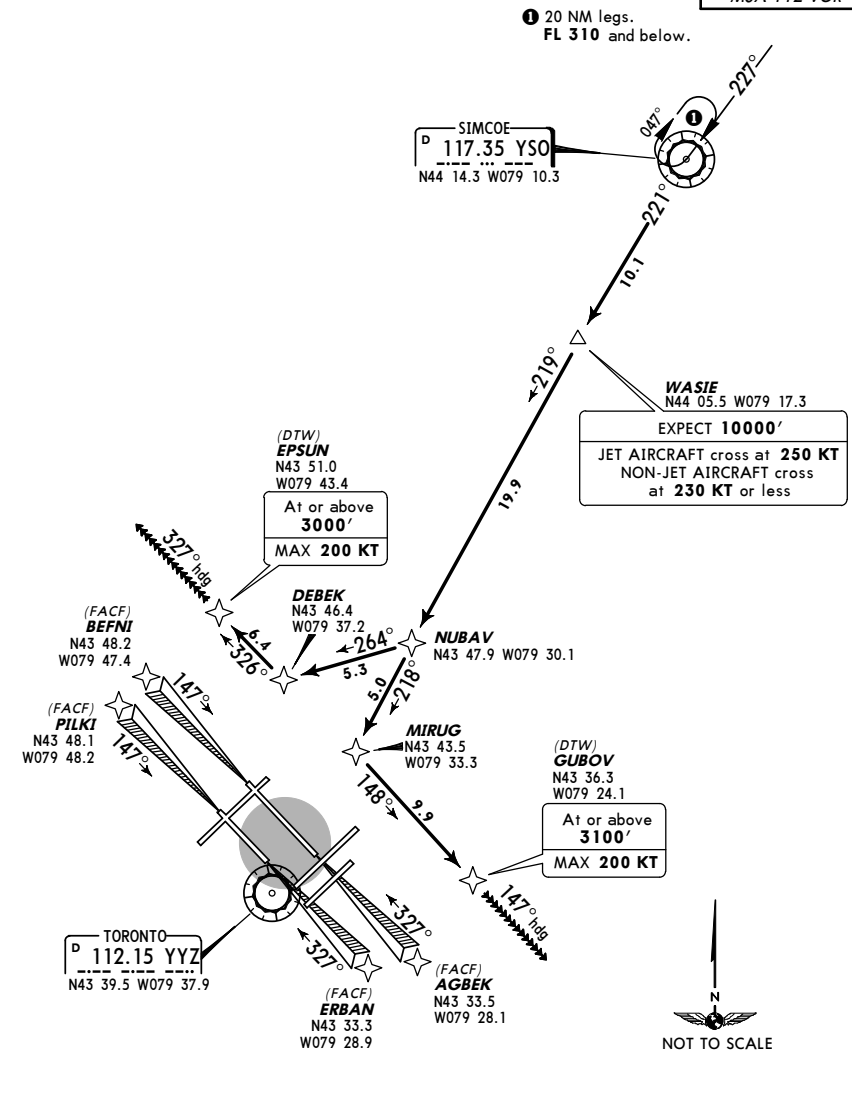
TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15**  
**120.82**  
 Apt Elev **569'**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 Safe Altitude within 100 NM 4900'.



**SIMCOE TWO ARRIVAL (YSO.SIMCO2)**  
 (RWYS 15L/R & 33L/R)

① 20 NM legs.  
 FL 310 and below.



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: WASIE speed restrictions.

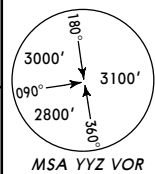
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CYYZ/YYZ  
 TORONTO/PEARSON INTL

JEPPESEN  
 24 SEP 04 (10-2K) Eff 30 Sep

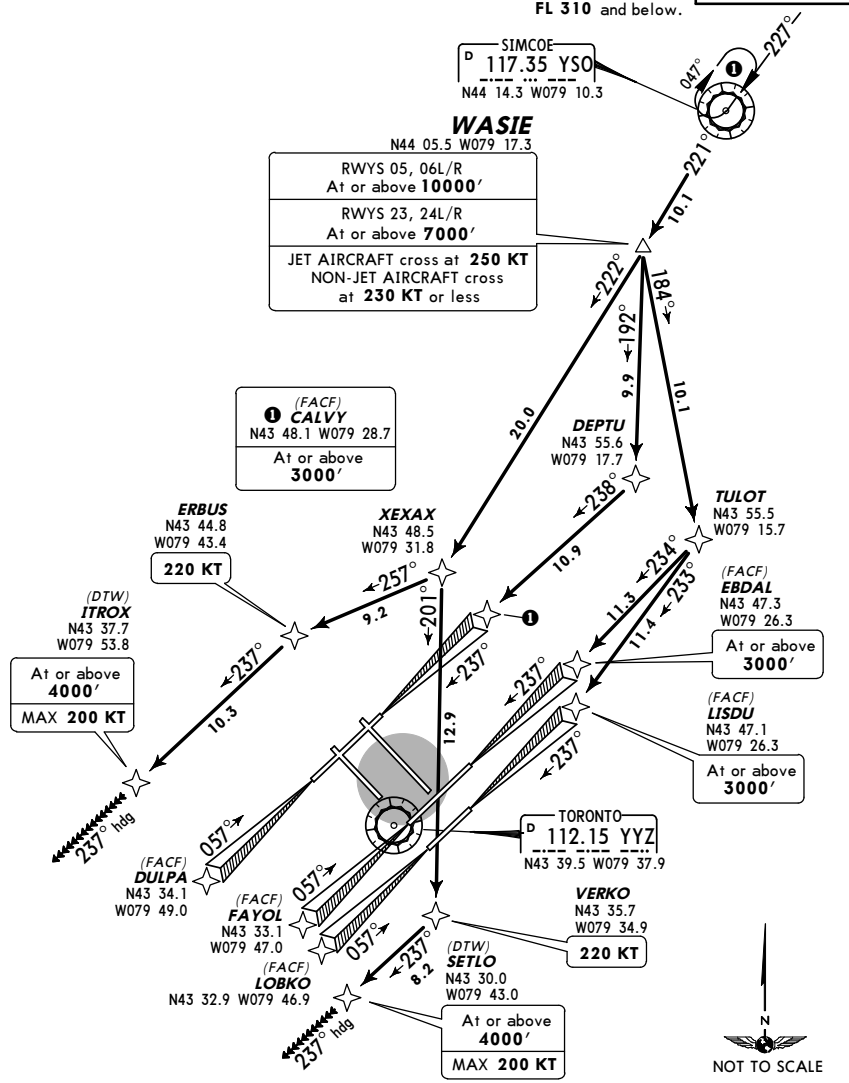
TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15**  
**120.82**  
 Apt Elev  
**569'**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.  
 2. Safe Altitude within 100 NM 4900'.



**WASIE TWO ARRIVAL (WASIE.WASIE2)**  
 (RWYS 05, 06L/R, 23 & 24L/R)

20 NM legs.  
 FL 310 and below.



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

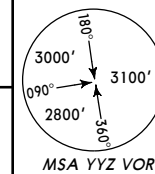
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYZ/YYZ  
 TORONTO/PEARSON INTL

JEPPESEN  
 24 SEP 04 (10-2L) Eff 30 Sep

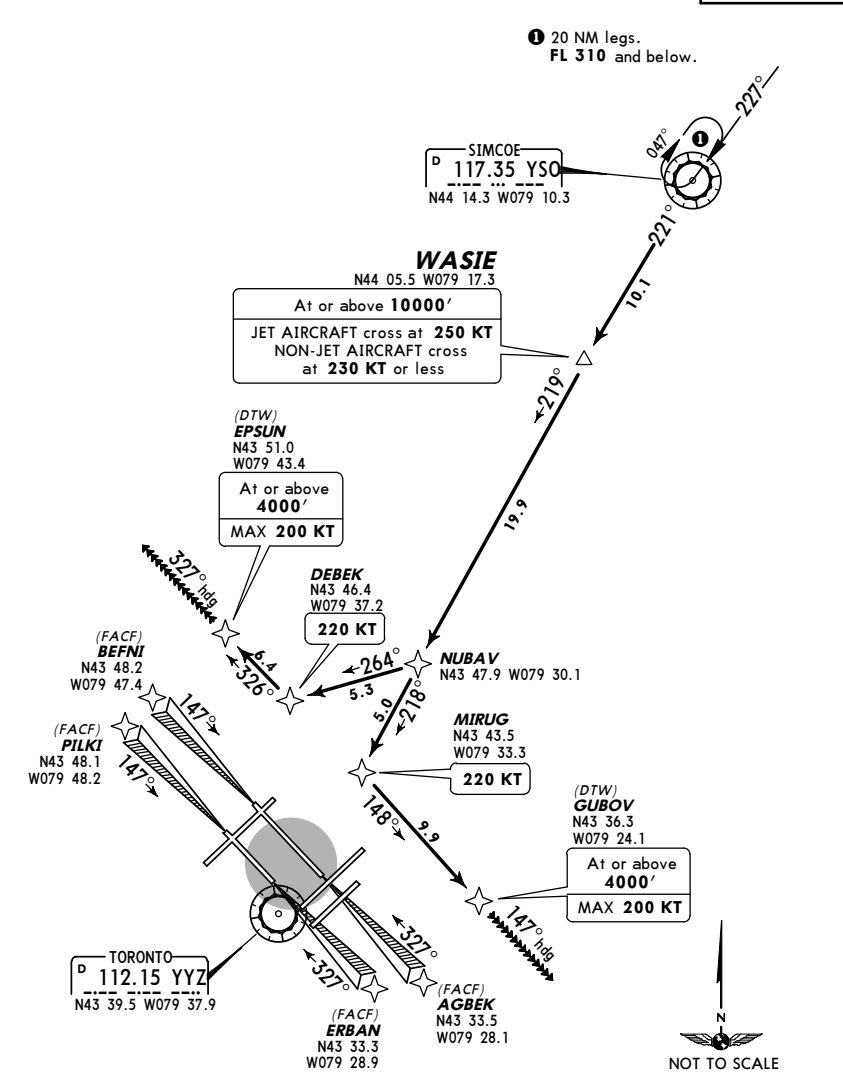
TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15**  
**120.82**  
 Apt Elev  
**569'**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. Quiet hours procedure for use between 0030 and 0630 local time or when assigned by ATC.  
 2. Safe Altitude within 100 NM 4900'.



**WASIE TWO ARRIVAL (WASIE.WASIE2)**  
 (RWYS 15L/R & 33L/R)

20 NM legs.  
 FL 310 and below.



**ROUTING**

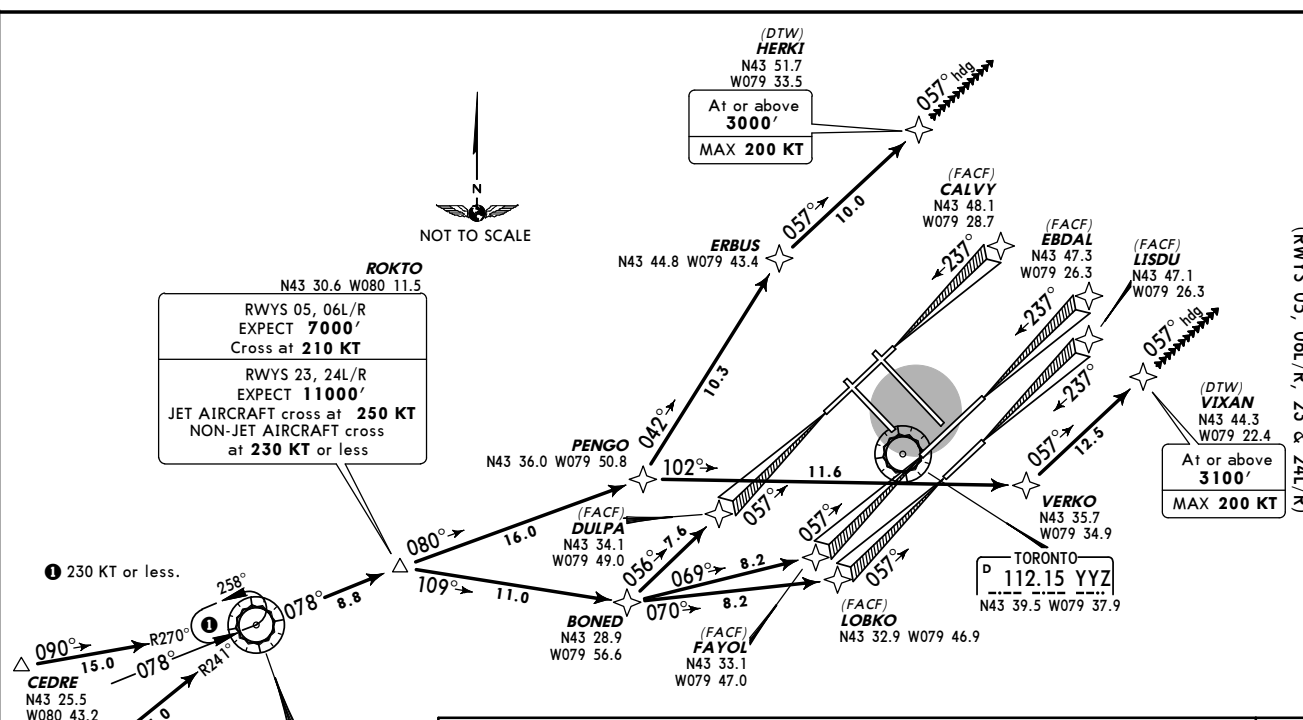
ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

**CYYZ/YYZ**  
**TORONTO/PEARSON INTL** 24 SEP 04 (10-2M) Eff 30 Sep  
**JEPPesen**  
**TORONTO, ONT**  
**RNAV STAR**

D-ATIS	112.15	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
Appr Elev	569'	Safe Altitude within 100 NM 4900'		
120.82				

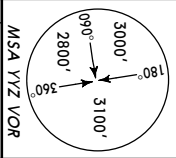
**WATERLOO TWO ARRIVAL (YWT.WTRLO2)**  
 (RWYS 05, 06L/R, 23 & 24L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.



① 230 KT or less.

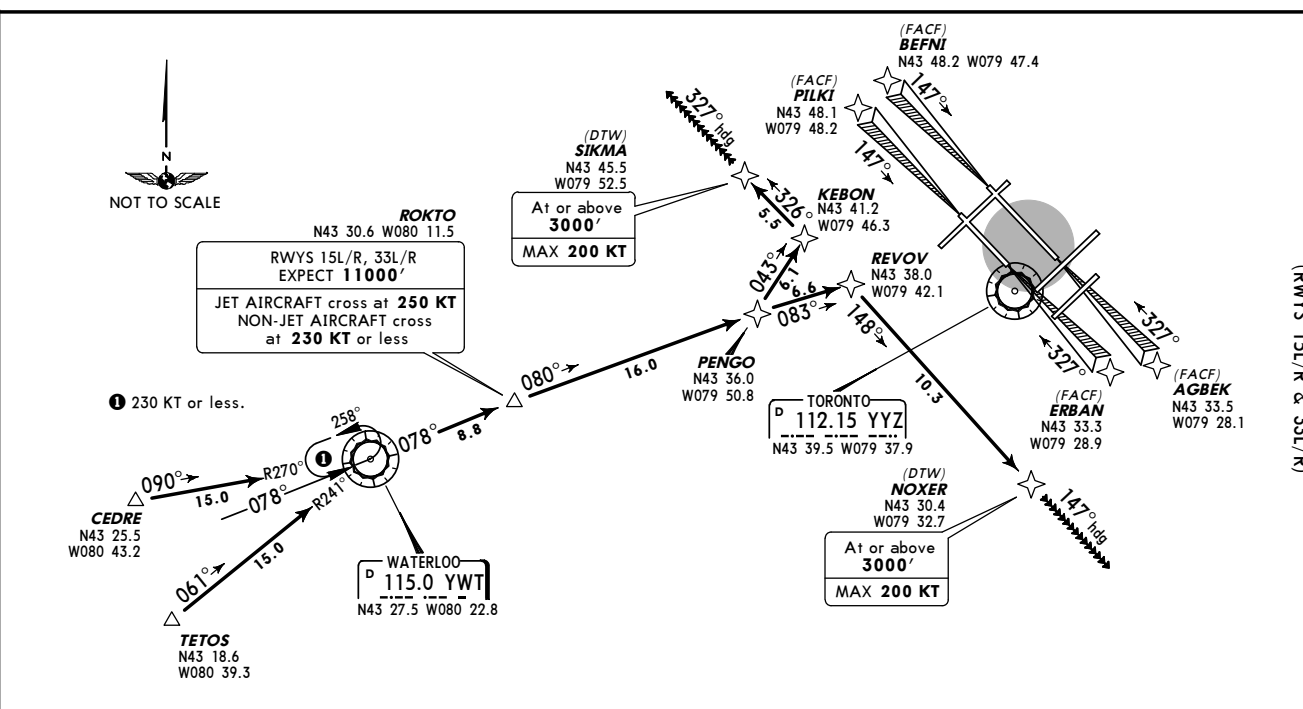
ROKTO  
 N43 30.6 W080 11.5  
 RWYS 05, 06L/R  
 EXPECT 7000'  
 Cross at 210 KT  
 RWYS 23, 24L/R  
 EXPECT 11000'  
 JET AIRCRAFT cross at 250 KT  
 NON-JET AIRCRAFT cross at 230 KT or less

WATERLOO  
 D 115.0 YWT  
 N43 27.5 W080 22.8

**CYYZ/YYZ**  
**TORONTO/PEARSON INTL** 24 SEP 04 (10-2N) Eff 30 Sep  
**JEPPesen**  
**TORONTO, ONT**  
**RNAV STAR**

D-ATIS	112.15	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
Appr Elev	569'	Safe Altitude within 100 NM 4900'		
120.82				

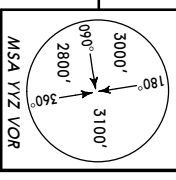
**WATERLOO TWO ARRIVAL (YWT.WTRLO2)**  
 (RWYS 15L/R & 33L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.



① 230 KT or less.

ROKTO  
 N43 30.6 W080 11.5  
 RWYS 15L/R, 33L/R  
 EXPECT 11000'  
 JET AIRCRAFT cross at 250 KT  
 NON-JET AIRCRAFT cross at 230 KT or less

WATERLOO  
 D 115.0 YWT  
 N43 27.5 W080 22.8

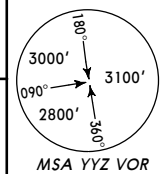


CYYZ/YYZ  
 TORONTO/PEARSON INTL

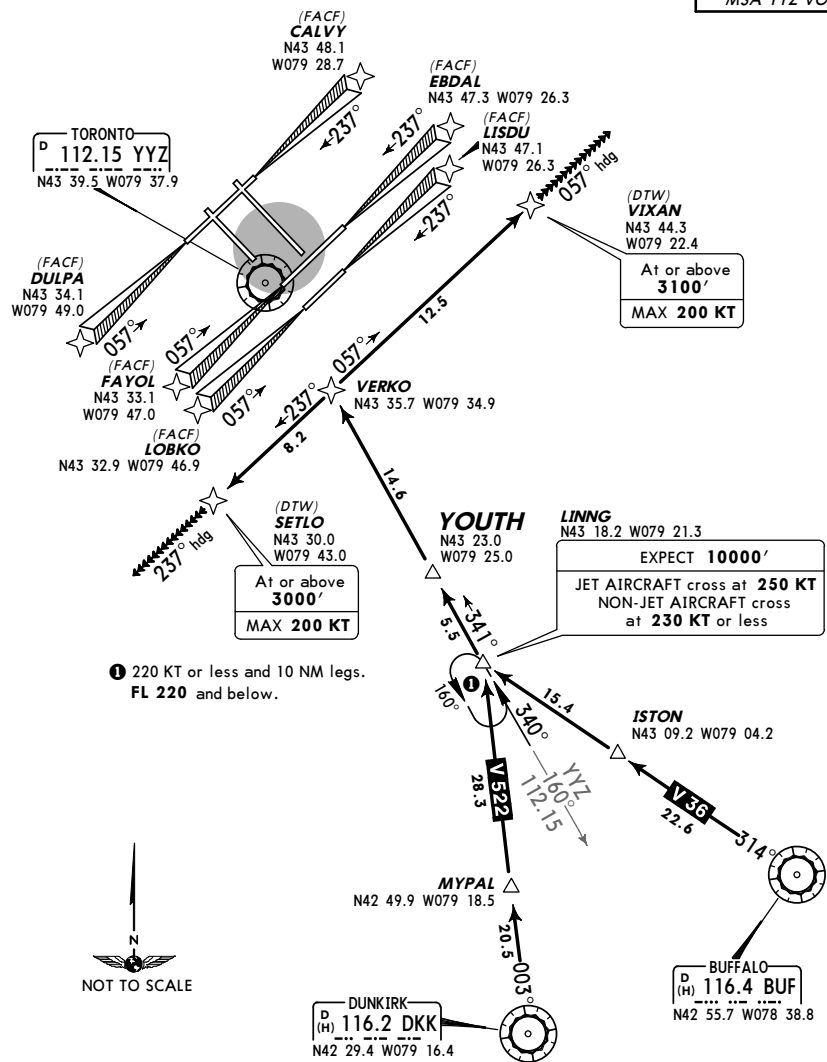
JEPPesen  
 24 SEP 04 (10-2P) Eff 30 Sep

TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15** Apt Elev  
**120.82** 569'  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 Safe Altitude within 100 NM 4900'.



**YOUTH TWO ARRIVAL (LINNG.YOUTH2)**  
 (RWYS 05, 06L/R, 23 & 24L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

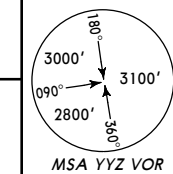
**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYZ/YYZ  
 TORONTO/PEARSON INTL

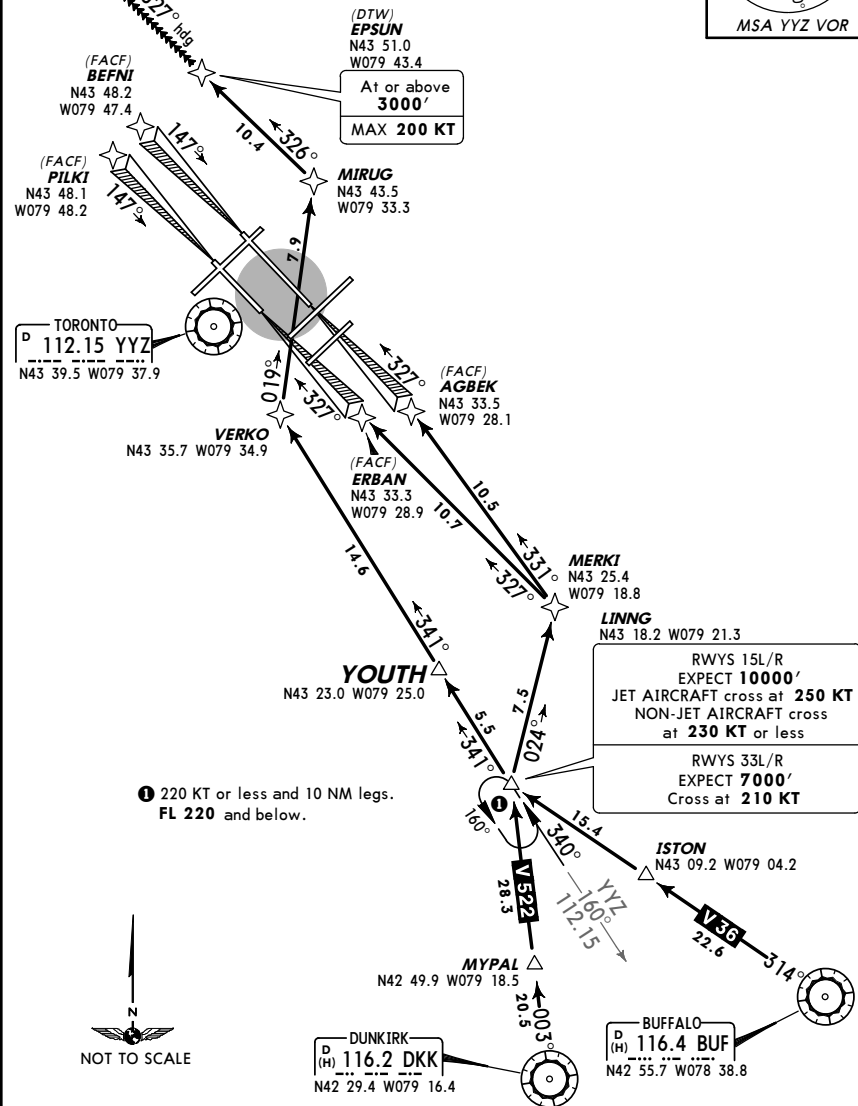
JEPPesen  
 24 SEP 04 (10-2Q) Eff 30 Sep

TORONTO, ONT  
 RNAV STAR

D-ATIS  
**112.15** Apt Elev  
**120.82** 569'  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 Safe Altitude within 100 NM 4900'.



**YOUTH TWO ARRIVAL (LINNG.YOUTH2)**  
 (RWYS 15L/R, & 33L/R)



**ROUTING**

ALL ALTITUDES WILL BE ISSUED BY ATC.  
**Approach clearance NOT RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly depicted heading. EXPECT RADAR vectors to final.

**Approach clearance RECEIVED prior to Downwind Termination Waypoint (DTW):**  
 Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

SID

JEPPESEN 16 DEC 05 (10-3) Eff 22 Dec

TORONTO, ONT  
 TORONTO/PEARSON INTL

TORONTO Departure 127.57 128.8

**AVRO FIVE DEPARTURE (AVR05.) (VECTOR)**

UNLESS OTHERWISE ASSIGNED BY ATC:  
 JET ACFT MAINTAIN 5000', NON-JET ACFT MAINTAIN 3000'  
 DO NOT EXCEED 250 KT UNTIL ABOVE 10000'  
 (REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS)

**TURBOJET/FAN AIRCRAFT ONLY**

RWY	VNAP
ALL RWYS	A or B

**NOISE ABATEMENT**  
**JET AIRCRAFT FOR NOISE ABATEMENT**  
**NO UNAUTHORIZED TURNS BELOW 3600'**  
**EXCEPT AS DESCRIBED IN NOISE ABATEMENT**  
**PROCEDURES (See Chart 10-4A).**  
**NON-JET AIRCRAFT COMMENCE TURN**  
**ASSIGNED AT TAKE-OFF AT 1100' (0700-**  
**2300 LOCAL TIME). NON-JET AIRCRAFT**  
**FOR NOISE ABATEMENT NO UNAUTHORIZED**  
**TURNS BELOW 3600' (2301-0659 LOCAL**  
**TIME).**

Runway 15L requires minimum climb  
 gradient of 400 ft/NM to 3000'.  
 Runway 15R requires minimum climb  
 gradient of 380 ft/NM to 3000'.

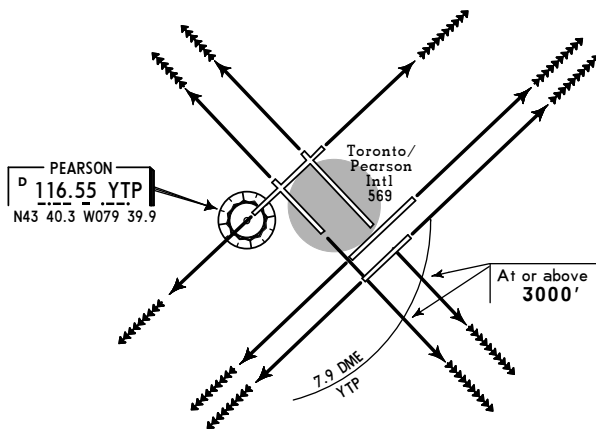
Gnd speed-Kts	75	100	150	200	250	300
380' per NM	475	633	950	1267	1583	1900
400' per NM	500	667	1000	1333	1667	2000

**DEPARTURE**

Unless otherwise assigned by ATC:  
**Rwys 05, 06L, 06R, 23, 24L, 24R, 33L, 33R:**  
 Climb runway heading or as assigned  
 for vectors to assigned route. Jet aircraft  
**MAINTAIN 5000'**. Non-jet aircraft  
**MAINTAIN 3000'**.  
**Rwys 15L, 15R: MAINTAIN** runway heading  
 for vectors to assigned route. Cross YTP 7.9  
 DME at or above 3000'. Jet aircraft  
**MAINTAIN 5000'**. Non-jet aircraft  
**MAINTAIN 3000'**.

**COMMUNICATION FAILURE**

On recognition of a failure 20 minutes or  
 less after take-off and in IFR weather  
 conditions, proceed as follows:  
 1. Transponder Mode A/3 7600;  
 2. Beyond 10 DME YTP 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.



SID

JEPPESEN 16 DEC 05 (10-3A) Eff 22 Dec

TORONTO, ONT  
 TORONTO/PEARSON INTL

TORONTO Departure 127.57 128.8

**DOUGLAS THREE DEPARTURE (DOUG3.) (VECTOR)**

UNLESS OTHERWISE ASSIGNED BY ATC:  
 JET ACFT MAINTAIN 5000', NON-JET ACFT MAINTAIN 3000'  
 DO NOT EXCEED 250 KT UNTIL ABOVE 10000'  
 (REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS)  
 (RWY 33R)

**TURBOJET/FAN AIRCRAFT ONLY**

RWY	VNAP
ALL RWYS	A or B

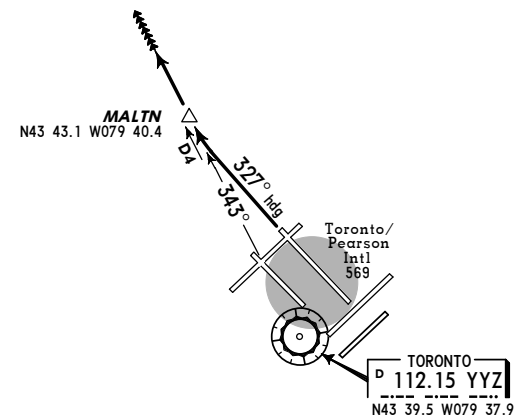
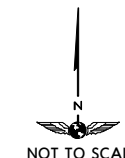
**NOISE ABATEMENT:**  
**NO UNAUTHORIZED TURNS BELOW 3600'**  
**NOR PRIOR TO MALTN INT. NON-JET**  
**AIRCRAFT COMMENCE TURN ASSIGNED**  
**AT TAKE-OFF AT 1100' (0700-2300**  
**LOCAL TIME).**

**DEPARTURE**

Unless otherwise assigned by ATC:  
**Rwy 33R:** Climb heading 327° to intercept  
 YYZ R-343 outbound. Track YYZ R-343  
 outbound for vectors to assigned route.  
**MAINTAIN 5000'** jet aircraft, 3000'  
 non-jet aircraft.

**COMMUNICATION FAILURE**

On recognition of a failure 20 minutes or  
 less after take-off and in IFR weather  
 conditions, proceed as follows:  
 1. Transponder Mode A/3 7600;  
 2. Beyond 10 DME 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.



**SID**

**JEPPESSEN** 16 DEC 05 **(10-3B)** Eff 22 Dec

**TORONTO, ONT**  
 TORONTO/PEARSON INTL

TORONTO Departure **127.57 128.8**

**LESTER SEVEN DEPARTURE (LEST7.) (VECTOR)**

UNLESS OTHERWISE ASSIGNED BY ATC:  
 JET ACFT MAINTAIN 5000', NON-JET ACFT MAINTAIN 3000'  
 DO NOT EXCEED 250 KT UNTIL ABOVE 10000'

(REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS)

**CAUTION:** Rwy 05, 06L, 06R, 23, 24L, 24R departures: Simultaneous parallel departures in use.

**TURBOJET/FAN AIRCRAFT ONLY**

RWY	VNAP
ALL RWYS	A or B

**NOISE ABATEMENT**

RWYS 05, 06L, 06R, 23, 24L, 24R DEPARTURES: FOR NOISE ABATEMENT NO UNAUTHORIZED TURNS BELOW 3600' EXCEPT AS DESCRIBED IN NOISE ABATEMENT PROCEDURES (See Chart 10-4A).

RWY 33L DEPARTURE: FOR NOISE ABATEMENT NO UNAUTHORIZED TURNS BELOW 3600' NOR PRIOR TO MALTN INT. NON-JET AIRCRAFT COMMENCE TURN ASSIGNED AT TAKE-OFF AT 1100' (0700-2300 LOCAL TIME). DEPARTURE

Unless otherwise assigned by ATC:

**Rwy 05:** Climb heading 057°. At 1000' turn LEFT heading 047° or assigned heading for vectors to assigned route. **MAINTAIN** 5000' jet acft, 3000' non-jet acft.

**Rwys 06L, 06R:** Climb heading 057° or assigned heading for vectors to assigned route. **MAINTAIN** 5000' jet acft, 3000' non-jet acft.

**Rwy 23:** Climb heading 237°. At YTP 1.9 DME turn RIGHT heading 245° or assigned heading for vectors to assigned route. **MAINTAIN** 5000' jet acft, 3000' non-jet acft.

**Rwys 24L, 24R:** Climb heading 237°, at YYZ 1.6 DME turn LEFT heading 235° or assigned heading for vectors to assigned route.

**MAINTAIN** 5000' jet acft, 3000' non-jet acft.

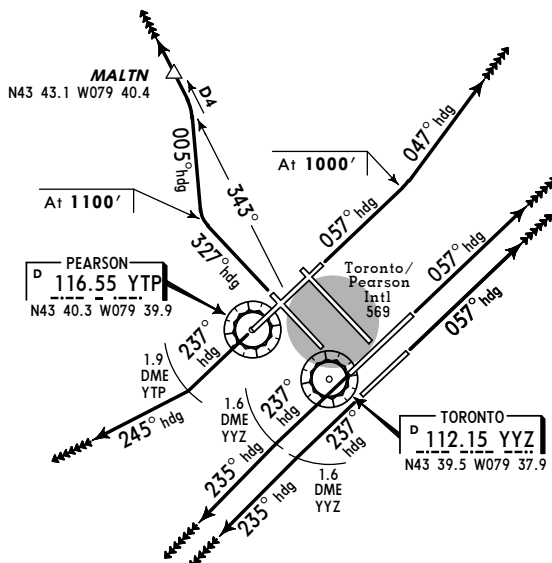
**Rwy 33L:** Climb heading 327° to 1100'. Turn RIGHT heading 005° to intercept YYZ R-343 outbound. Track YYZ R-343 outbound for vectors to assigned route.

**MAINTAIN** 5000' jet acft, 3000' non-jet acft.

**COMMUNICATION FAILURE**

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder Mode A/3 7600;
2. Beyond 10 DME 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.



**SID**

**JEPPESSEN** 16 DEC 05 **(10-3C)** Eff 22 Dec

**TORONTO, ONT**  
 TORONTO/PEARSON INTL

TORONTO Departure **127.57 128.8**

**PEARSON NINE DEPARTURE (PEAR9.) (VECTOR)**

UNLESS OTHERWISE ASSIGNED BY ATC:

JET ACFT MAINTAIN 5000', NON-JET ACFT MAINTAIN 3000'  
 DO NOT EXCEED 250 KT UNTIL ABOVE 10000'

(REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS)  
 THIS SID DEPENDS ON PILOT NAV

**CAUTION:** Simultaneous parallel departures may be in use.

**TURBOJET/FAN AIRCRAFT ONLY**

RWY	VNAP
ALL RWYS	A or B

**NOISE ABATEMENT**

RWYS 05, 15L, 15R, 23 DEPARTURES: FOR NOISE ABATEMENT NO UNAUTHORIZED TURNS BELOW 3600' EXCEPT AS DESCRIBED IN NOISE ABATEMENT PROCEDURES (See Chart 10-4A).

RWY 33R DEPARTURE: FOR NOISE ABATEMENT NO UNAUTHORIZED TURNS BELOW 3600' NOR PRIOR TO MALTN INT.

Runway 15L requires minimum climb gradient of 400' per NM to 3000'.

Runway 15R requires minimum climb gradient of 380' per NM to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
380' per NM	475	633	950	1267	1583	1900
400' per NM	500	667	1000	1333	1667	2000

**DEPARTURE**

Unless otherwise assigned by ATC:

**Rwy 05:** Intercept and **MAINTAIN** YTP R-055 outbound. At 5.7 DME fly heading 045° or assigned heading for vectors to assigned route. Climb to and **MAINTAIN** 5000' jet acft, 3000' non-jet acft.

**Rwys 15L, 15R: MAINTAIN** runway heading for vectors to assigned route. Cross YTP 7.9 DME at or above 3000'. Jet acft **MAINTAIN** 5000'. Non-jet acft **MAINTAIN** 3000'.

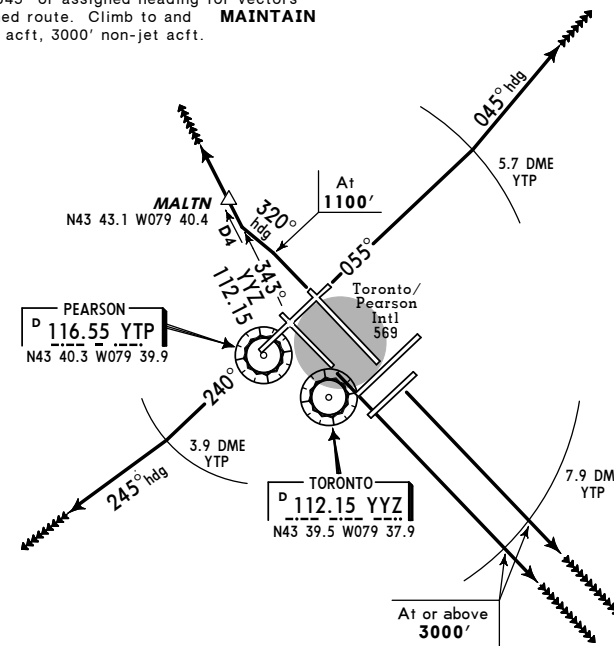
**Rwy 23:** Climb straight ahead until passing YTP VOR. Then intercept and **MAINTAIN** YTP R-240 outbound. At 3.9 DME fly heading 245° or assigned heading for vectors to assigned route. Climb to and **MAINTAIN** 5000' jet acft, 3000' non-jet acft.

**Rwy 33R:** Climb runway heading to 1100'. Turn LEFT heading 320° to intercept YYZ R-343 outbound. **MAINTAIN** YYZ R-343 outbound for vectors to assigned route. Climb to and **MAINTAIN** 5000' jet acft, 3000' non-jet acft.

**COMMUNICATION FAILURE**

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder Mode A/3 7600;
2. Beyond 10 DME YTP 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.



NOISE

CYYZ/YYZ

23 MAR 07



10-4

TORONTO, ONT  
TORONTO/PEARSON INTL

**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. Subject to paragraph 4 or 5, arrivals and departures of all aircraft are restricted as per the table below:

AIRCRAFT	RESRICTED HOURS - LOCAL TIME
Noise Certifications 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	0030 - 0630
All other Aircraft	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 Airport Operations Duty Manager with justification at 416-776-3030, (fax 416-776-5615). For advance exemption requests or information, make submission in writing to the

Senior Manager  
 Facility Allocation  
 Greater Toronto Airport s 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 Airport Duty Manager on the day of operation at 416-776-3030.

- b. Preferential runway assignment (0000 - 0630 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.

ARRIVALS: 05, 15L, 06L  
DEPARTURES: 23, 33R, 24R

NOISE

CYYZ/YYZ

23 MAR 07



10-4A

TORONTO, ONT  
TORONTO/PEARSON INTL

**NOISE ABATEMENT PROCEDURES**

- c. Engine Run-ups

Between 0000 - 0700 local time, maintenance run-ups are prohibited unless authorized by the Airport Operations Duty Manager ( 416-776-3030).

- 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 Toronto ACC Flow Management Unit (905-676-3528 or 1-800-268-4831).

**NOISE ABATEMENT PROCEDURES (GENERAL)**

- a. Reverse Thrust

Consistent with safety of operations and in consideration of High Intensity Runway Operations, pilots should minimize the use of reverse thrust.

- 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 aircraft.

- 1. Departure Procedure:

(a) VNAP A or B 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 Rwy 33R, no unauthorized turns prior to MALTN Int.

*NOTE: SID cancellation does not terminate Noise Abatement Procedure.*

(c) Do not exceed 250 Kts until above 10,000' AMSL, unless otherwise authorized by ATC.

(d) 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 Procedure:

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

(a) Maintain 3000' AMSL or above until intercepting final approach course, and;

(b) Intercept Final Approach Course 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:

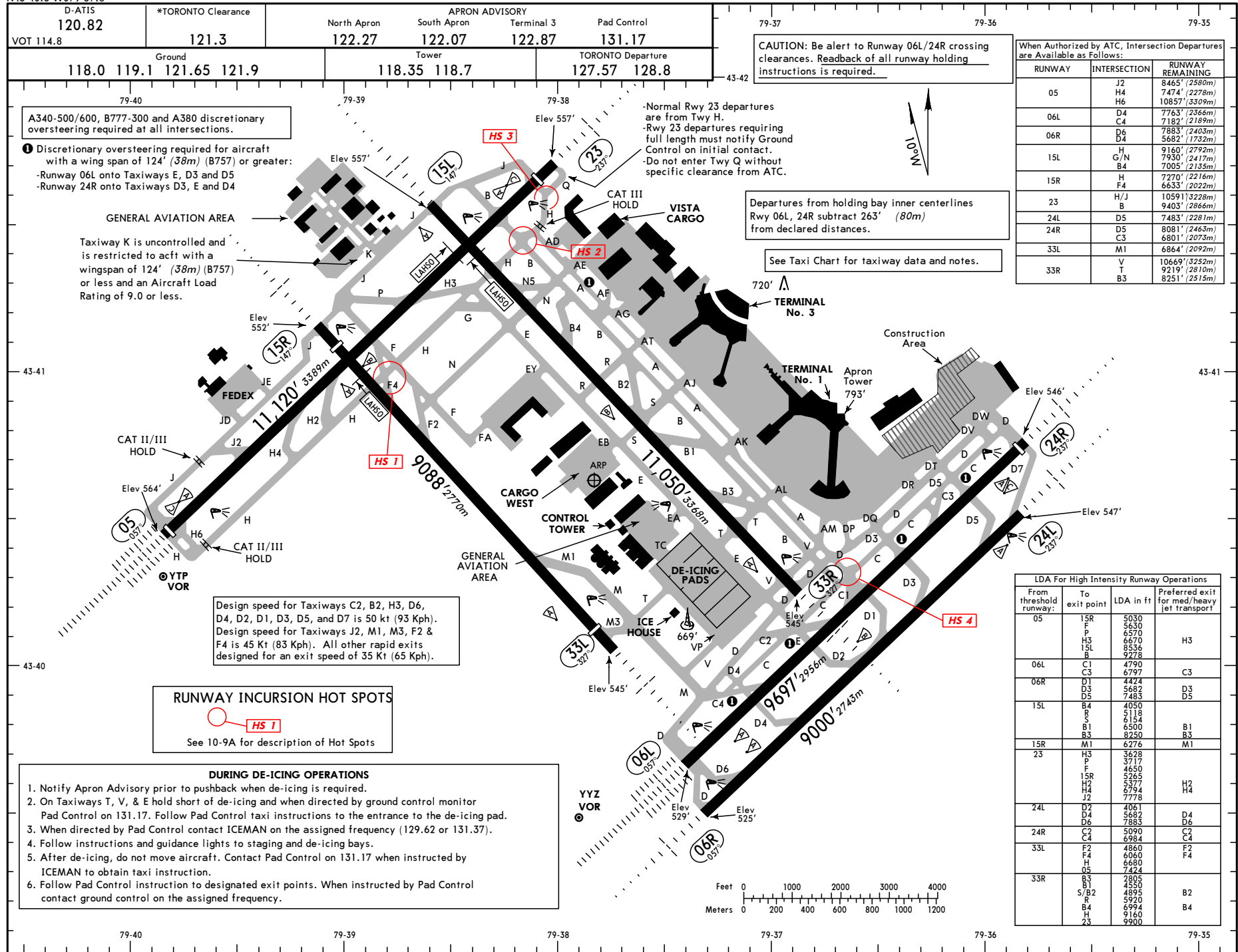
Departure Procedures 1. (b) and (c) above, and Arrival Procedures 2. above apply to all aircraft. Departure Procedure 1. (a) above applies to Turbo-jet and Turbo-fan powered aircraft only.

**CYYZ/YYZ**

Apt Elev **569'** 30 NOV 07  
 N43 40.6 W079 37.8

**JEPPesen** TORONTO, ONT

**10-9** TORONTO/PEARSON INTL



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

- ① Discretionary oversteering required for aircraft with a wing span of 124' (38m) (B757) or greater:
- Runway 06L onto Taxiways E, D3 and D5
  - Runway 24R onto Taxiways D3, E and D4

GENERAL AVIATION AREA  
 Taxiway K is uncontrolled and is restricted to a/c with a wingspan of 124' (38m) (B757) or less and an Aircraft Load Rating of 9.0 or less.

CAUTION: Be alert to Runway 06L/24R crossing clearances. Readback of all runway holding instructions is required.

Departures from holding bay inner centerlines  
 Rwy 06L, 24R subtract 263' (80m) from declared distances.

See Taxi Chart for taxiway data and notes.

When Authorized by ATC, Intersection Departures are Available as Follows:

RUNWAY	INTERSECTION	RUNWAY REMAINING
05	J2	8465' (2580m)
	H4	7474' (2278m)
	H6	10857' (3309m)
06L	D4	7765' (2366m)
	C4	7182' (2189m)
06R	D6	7883' (2403m)
	D4	5682' (1732m)
15L	H	9160' (2792m)
	G/N	7930' (2417m)
15R	B4	7005' (2135m)
	F4	7270' (2216m)
23	H/J	10591' (3228m)
	B	9403' (2866m)
24L	D5	7483' (2281m)
24R	D3	8081' (2463m)
	C3	6801' (2073m)
33L	M1	6864' (2092m)
33R	V	10669' (3252m)
	T	9219' (2810m)
	B3	8251' (2515m)

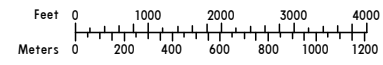
Design speed for Taxiways C2, B2, H3, D6, D4, D2, D1, D3, D5, and D7 is 50 kt (93 Kph).  
 Design speed for Taxiways J2, M1, M3, F2 & F4 is 45 Kt (83 Kph). All other rapid exits designed for an exit speed of 35 Kt (65 Kph).

**RUNWAY INCURSION HOT SPOTS**  
 See 10-9A for description of Hot Spots

- DURING DE-ICING OPERATIONS**
1. Notify Apron Advisory prior to pushback when de-icing is required.
  2. On Taxiways T, V, & E hold short of de-icing and when directed by ground control monitor Pad Control on 131.17. Follow Pad Control taxi instructions to the entrance to the de-icing pad.
  3. When directed by Pad Control contact ICEMAN on the assigned frequency (129.62 or 131.37).
  4. Follow instructions and guidance lights to staging and de-icing bays.
  5. After de-icing, do not move aircraft. Contact Pad Control on 131.17 when instructed by ICEMAN to obtain taxi instruction.
  6. Follow Pad Control instruction to designated exit points. When instructed by Pad Control contact ground control on the assigned frequency.

**LDA For High Intensity Runway Operations**

From threshold runway:	To exit point:	LDA in ft	Preferred exit for med/heavy jet transport
05	15R	5030	
	F	5630	
	P	6670	
	H3	6670	H3
	15L	8556	
06L	C1	4790	
	C3	6797	
	D1	4424	
	D3	5682	D3
06R	D5	7483	
	D5	7483	D5
15L	B4	4050	
	R	5118	
	S	6154	
	B1	6500	B1
	B3	8250	B3
15R	M1	6276	M1
	M1	6276	M1
23	H3	3628	
	P	3717	
	F	4650	
	15R	5265	
	H2	5377	H2
24L	D2	4061	
	D4	5682	D4
24R	D6	7883	D6
	C2	5090	
33L	C2	6984	
	C2	6984	C2
33R	F2	4860	F2
	F4	6060	F4
33R	H	6680	
	O5	7424	
	B3	2805	
	B1	4550	
	S/B2	4895	B2
	R	5920	
	B4	6994	B4
	H	9160	
	23	9900	



CYYZ/YYZ

JEPPESEN  
 30 NOV 07 (10-9A)

TORONTO, ONT  
 TORONTO/PEARSON INTL

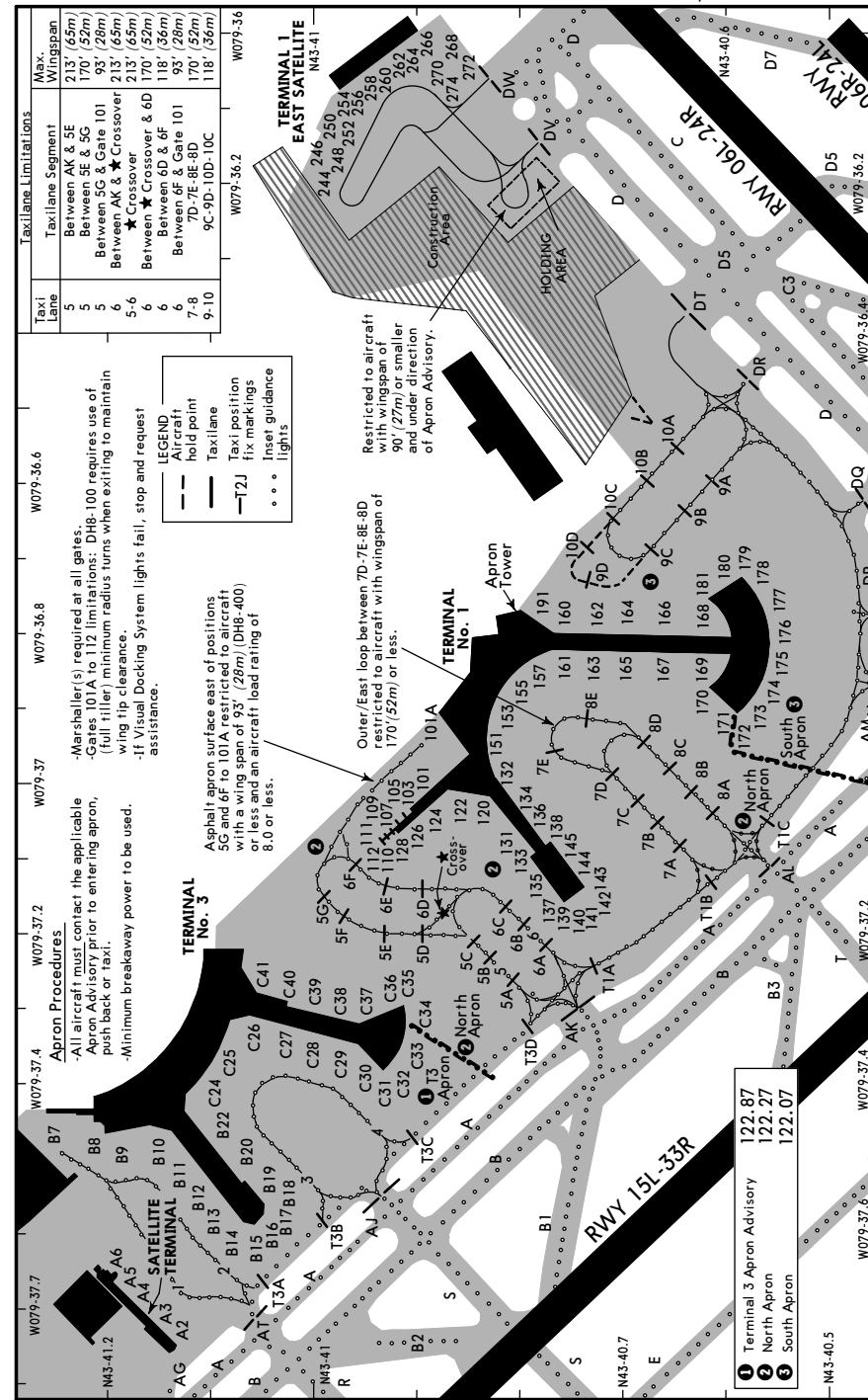
ADDITIONAL RUNWAY INFORMATION									
RWY		USABLE LENGTHS	LANDING BEYOND		LAHSO Distance	WIDTH			
			Threshold	Glide Slope					
05	HIRL CL ALSF-II TDZ ① PAPI-L	RVR	10,985' 3348m	9440' 2877m	15L/33R 8225' 2507m	200' 61m			
	23	HIRL CL SSALR TDZ ① PAPI-L	RVR	10,635' 3242m	9461' 2884m				
① Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
06R	HIRL CL SSALR ② PAPI-L	RVR	7925' 2416m			200' 61m			
			24L	7753' 2363m					
② Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
06L	HIRL CL ALSF-II TDZ ③ PAPI-L	RVR	8510' 2594m			200' 61m			
	24R	HIRL CL SSALR REIL TDZ ③ PAPI-L	RVR	9500' 2896m	8513' 2595m				
③ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
15R	HIRL SSALR ④ PAPI-R	RVR	8500' 2591m			200' 61m			
	33L	HIRL SSALR ④ PAPI-L	RVR		05/23 7117' 2169m				
④ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
15L	HIRL CL SSALR ⑤ PAPI-L	RVR	9335' 2845m			200' 61m			
			33R	10,050' 3063m			05/23 9597' 2925m		
⑤ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
RUNWAY INCURSION HOT SPOTS <span style="color:red">HS 1</span>									
For information only, not to be construed as ATC instructions.									
<span style="color:red">HS 1</span> Exiting Rwy 33L onto Twy F4 aircraft miss turn onto Twy H and incur on Rwy 5-23									
<span style="color:red">HS 2</span> Taxiing northbound on Twy B aircraft miss turn onto Twy H and incur on Rwy 5/23.									
<span style="color:red">HS 3</span> Taxiing eastbound on Twy H aircraft continue onto Twy Q and incur on Rwy 23.									
<span style="color:red">HS 4</span> Taxiing southbound on Twy A aircraft miss turn onto Twy C and incur on Rwy 6L-24R.									
TAKE-OFF									
Rwys 06R, 33R					Rwys 05, 23, 06L, 24L, 24R, 15R, 15L, 33L				
AIR CARRIER				Other	AIR CARRIER				
HIRL & CL or RCLM	HIRL or CL or RCLM	U.S. (FAR 121) Adequate Vis Ref			HIRL or CL or RCLM	U.S. (FAR 121) Adequate Vis Ref		Other	
A	TDZ RVR 6	RVR 12 or 1/4	RVR 16 or 1/4	RVR 26 or 1/2	RVR 12 or 1/4	RVR 16 or 1/4	RVR 26 or 1/2		
B	Rollout or Mid RVR 6								
C									
D									

CYYZ/YYZ

JEPPESEN  
 30 NOV 07 (10-9B)

TORONTO, ONT

TORONTO/PEARSON INTL



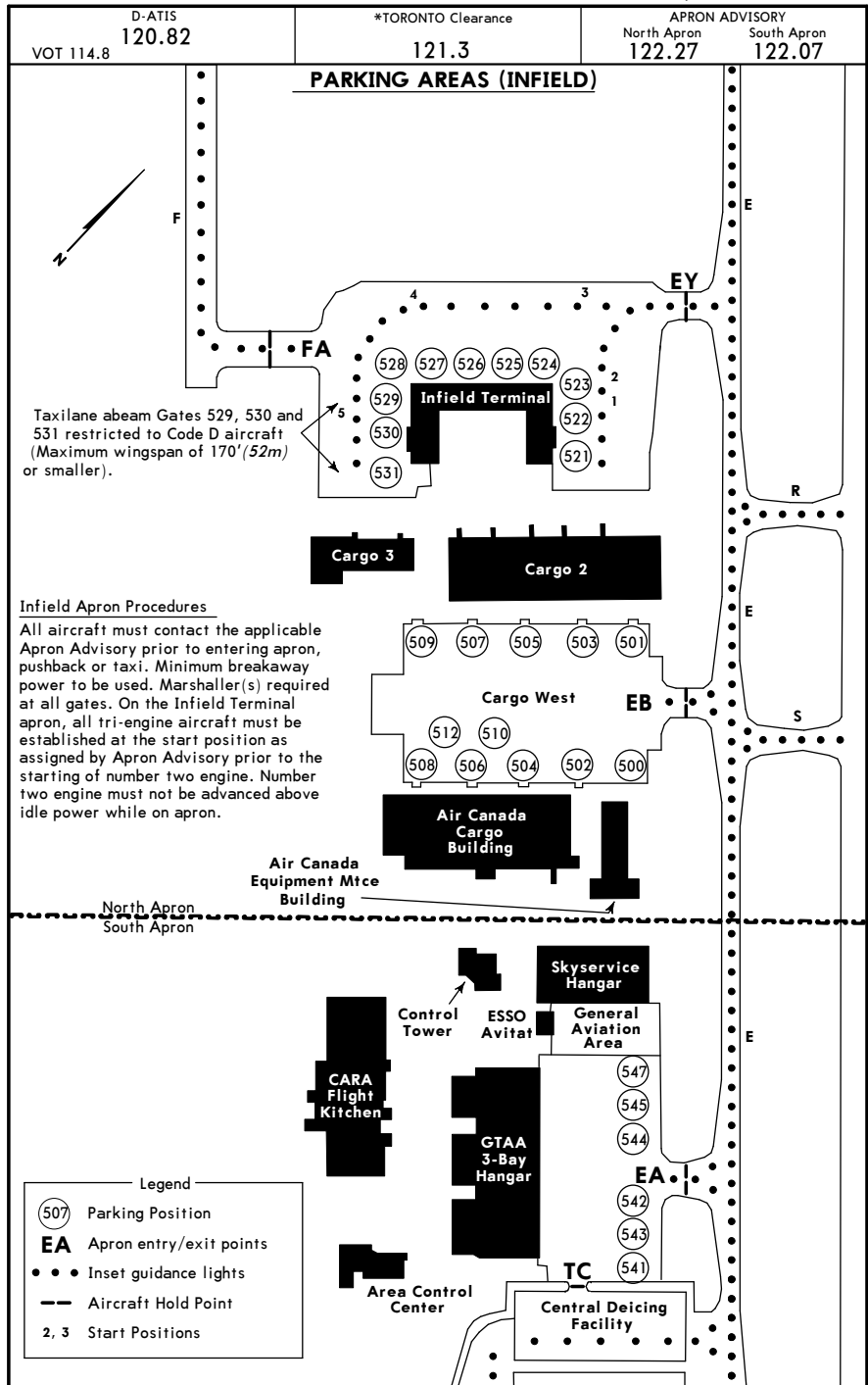
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**JEPPesen**

TORONTO, ONT

30 NOV 07 (10-9C)

TORONTO/PEARSON INTL



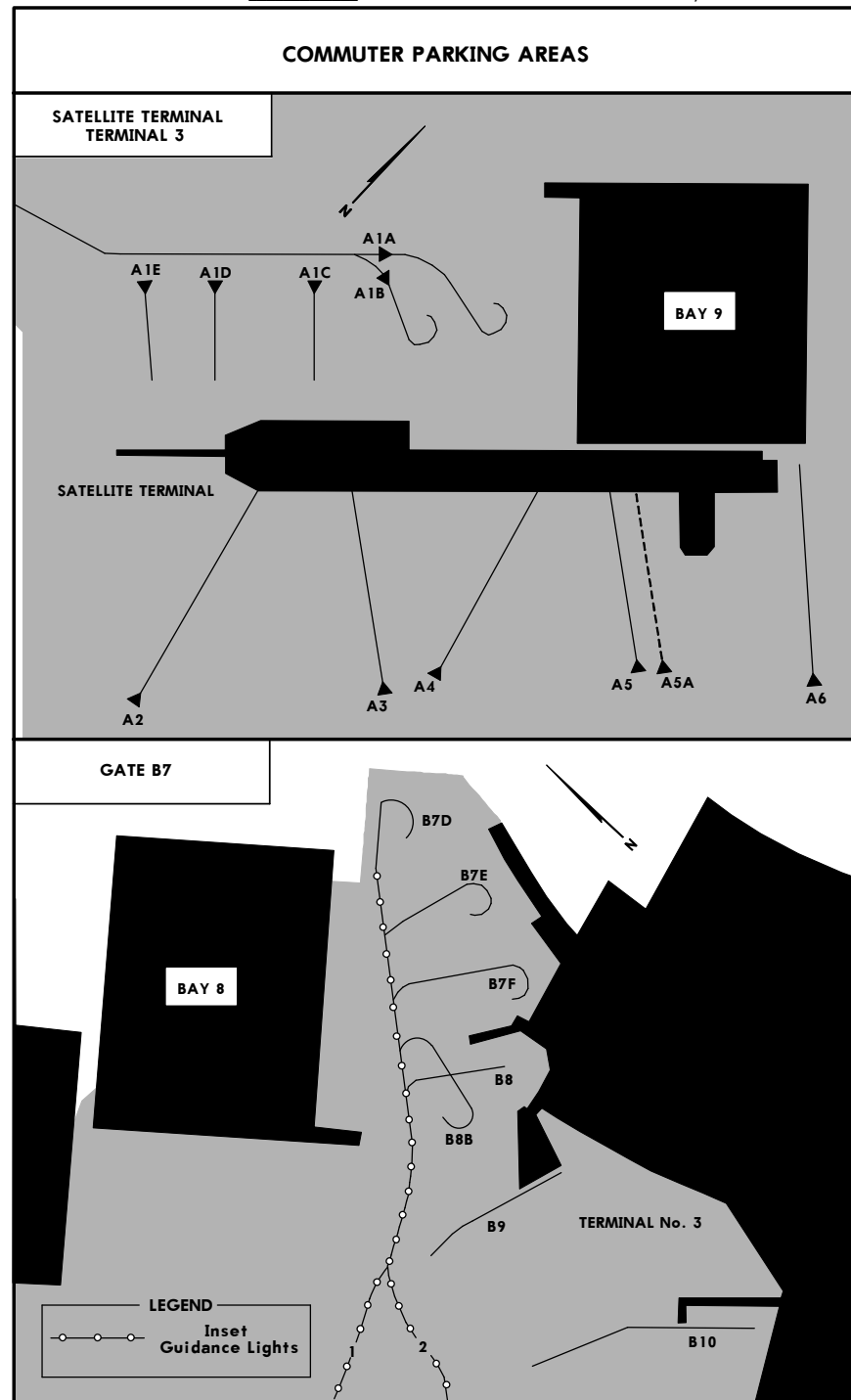
CYYZ/YYZ

**JEPPesen**

TORONTO, ONT

9 MAR 07 Eff 15 Mar (10-9D)

TORONTO/PEARSON INTL



CYYZ/YYZ

JEPPesen

TORONTO, ONT

9 MAR 07 (10-9D) Eff 15 Mar TORONTO/PEARSON INTL

**PARKING POSITION COORDINATES**

POSITION No.	COORDINATES	POSITION No.	COORDINATES
<b>SATELLITE TERMINAL</b>		<b>TERMINAL No. 3</b>	
A2	N43 41.1 W079 37.7	B7, B8, B9	N43 41.2 W079 37.5
A3 thru A6	N43 41.2 W079 37.7	B10 thru B12	N43 41.1 W079 37.5
<b>TERMINAL No. 1</b>		B13 thru B15	N43 41.1 W079 37.6
101	N43 40.9 W079 37.0	B16, B17	N43 41.0 W079 37.6
101A	N43 40.9 W079 36.9	B18, B19	N43 41.0 W079 37.5
103, 105, 107, 109	N43 40.9 W079 37.0	B20, B22	N43 41.1 W079 37.5
110 thru 112	N43 40.9 W079 37.1	C24, C25	N43 41.1 W079 37.4
120	N43 40.8 W079 37.0	C26	N43 41.1 W079 37.3
122, 124	N43 40.9 W079 37.0	C27	N43 41.0 W079 37.3
126, 128	N43 40.9 W079 37.1	C28 thru C30	N43 41.0 W079 37.4
131	N43 40.8 W079 37.1	C31 thru C33	N43 40.9 W079 37.4
132	N43 40.8 W079 37.0	C34, C35, C36	N43 40.9 W079 37.3
133	N43 40.8 W079 37.1	C37 thru C40	N43 41.0 W079 37.3
134	N43 40.8 W079 37.0	C41	N43 41.1 W079 37.3
135	N43 40.8 W079 37.1	<b>OTHER</b>	
136	N43 40.8 W079 37.0	244, 246, 248	N43 41.0 W079 36.2
137	N43 40.8 W079 37.2	250, 252, 254, 256	N43 41.0 W079 36.1
138	N43 40.8 W079 37.1	258, 260	N43 40.9 W079 36.1
139	N43 40.8 W079 37.2	262, 264, 266, 268	N43 40.9 W079 36.0
140, 141	N43 40.7 W079 37.2	270, 272	N43 40.9 W079 36.1
142, 143, 144	N43 40.7 W079 37.1	274	N43 40.9 W079 36.0
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		
168, 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		

**(INFIELD) PARKING POSITION COORDINATES**

POSITION No.	COORDINATES	POSITION No.	COORDINATES
<b>PARKING AREAS (INFIELD)</b>			
500	N43 40.7 W079 37.7	527 thru 529	N43 40.8 W079 38.3
501	N43 40.8 W079 37.8	530, 531	N43 40.8 W079 38.2
502	N43 40.7 W079 37.8	541	N43 40.4 W079 37.5
503	N43 40.7 W079 37.9	542	N43 40.5 W079 37.5
504	N43 40.6 W079 37.8	543	N43 40.4 W079 37.5
505	N43 40.7 W079 37.9	544	N43 40.5 W079 37.5
506	N43 40.6 W079 37.8	545, 547	N43 40.5 W079 37.6
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		

CHANGES: Parking areas revised.

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SMGCS

TORONTO/PEARSON INTL

30 NOV 07 (10-9E)

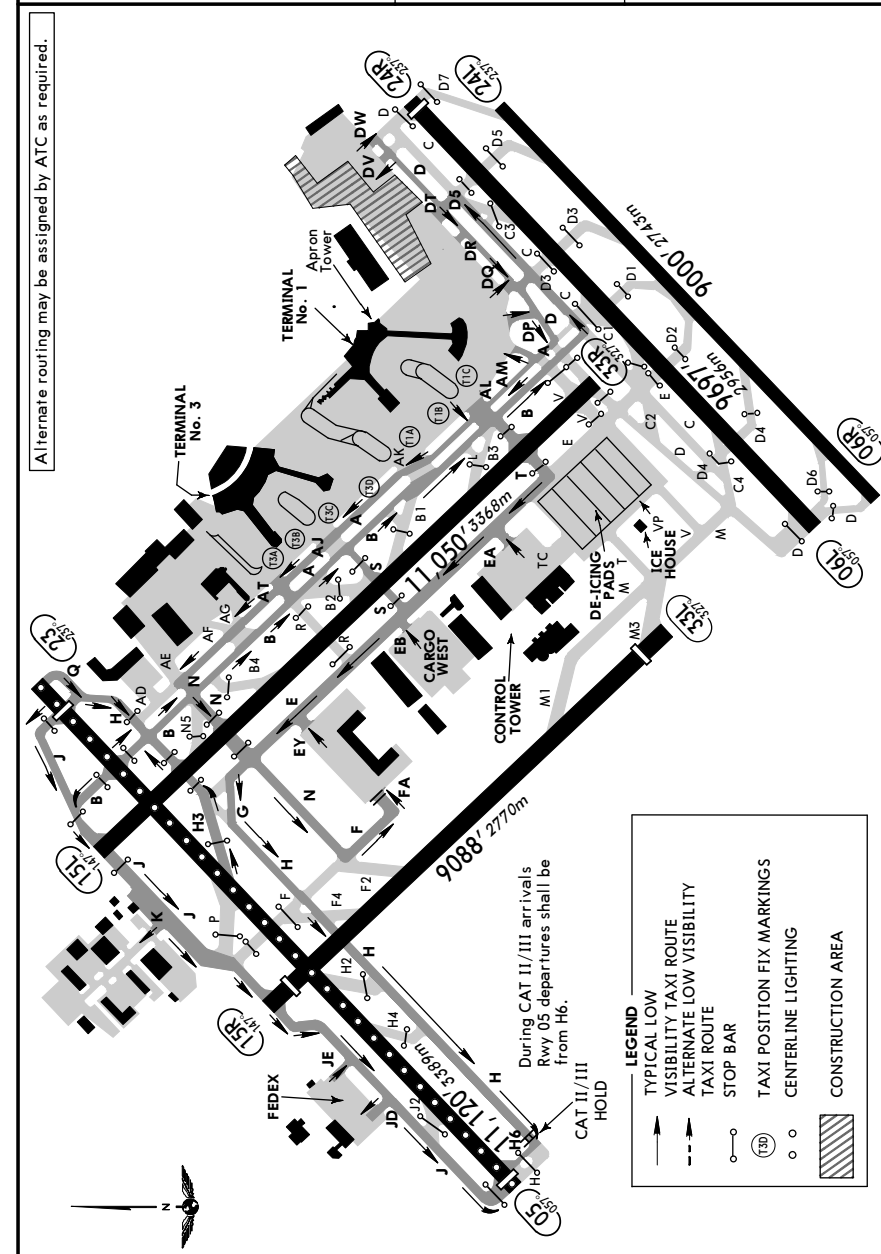
TORONTO, ONT

LOW VISIBILITY TAXI CHART  
 LAND RWY 05, DEPART RWY 05

For Low Visibility Procedures See 10-9G

**LESS THAN RVR 1200 TO 600**

D-ATIS	*TORONTO Clearance	APRON ADVISORY			
120.82	121.3	North Apron	South Apron	Terminal 3	Pad Control
VOT 114.8		122.27	122.07	122.87	131.17
Ground		Tower		TORONTO Departure	
118.0	119.1	121.65	121.9	118.35	118.7
				127.57	128.8



CHANGES: Terminal No. 2 removed.

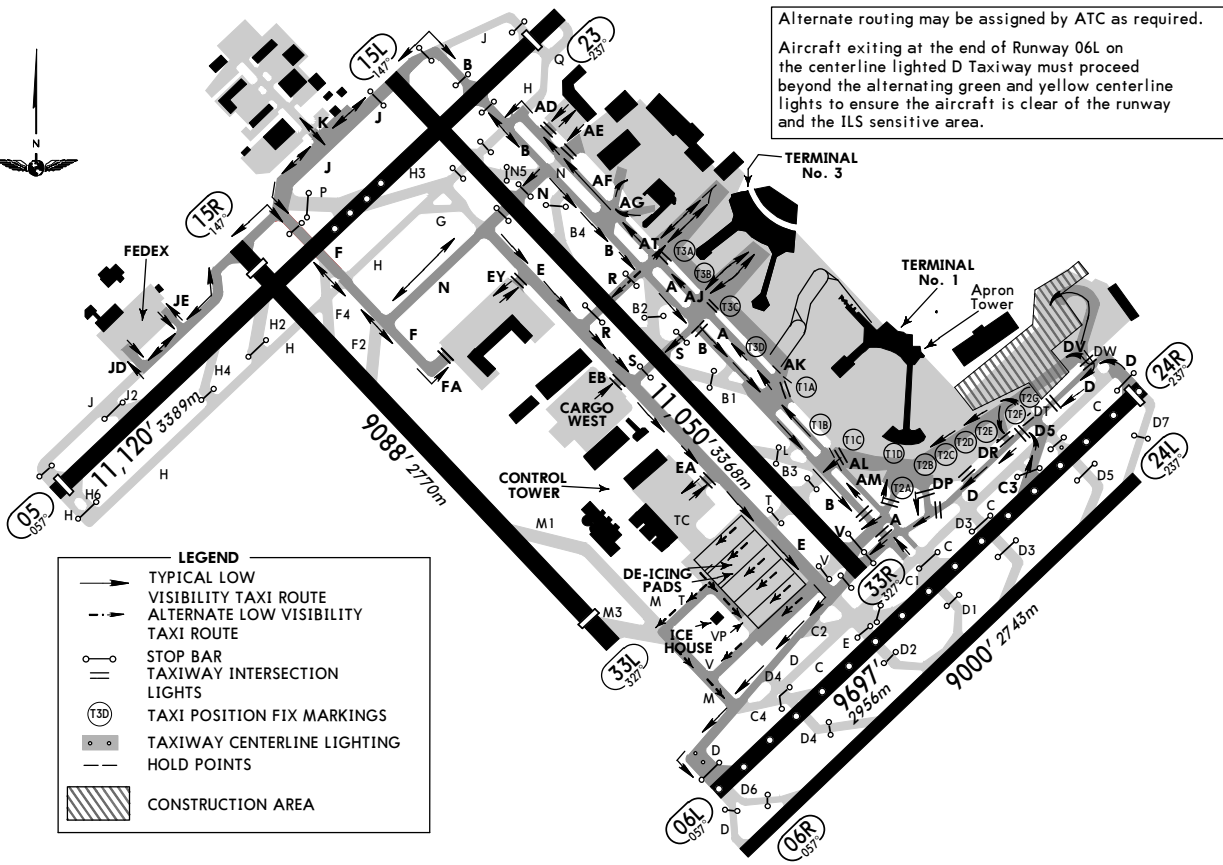
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**CYYZ/YYZ** 30 NOV 07 (10-9F) **TORONTO, ONT**  
**TORONTO/PEARSON INTL** **LOW VISIBILITY TAXI CHART**  
**LESS THAN RVR 1200 TO 600** **LAND RMY 06L DEPART RMY 06L**  
 For Low Visibility Procedures See 10-9G

D-ATIS	*TORONTO Clearance	North Apron	South Apron	Terminal 3	Pad Control
120.82	121.3	122.27	122.07	122.87	131.17
VOT 114.8	Ground	Tower		TORONTO Departure	
118.0	119.1	121.65	121.9	118.35	118.7
				127.57	128.8

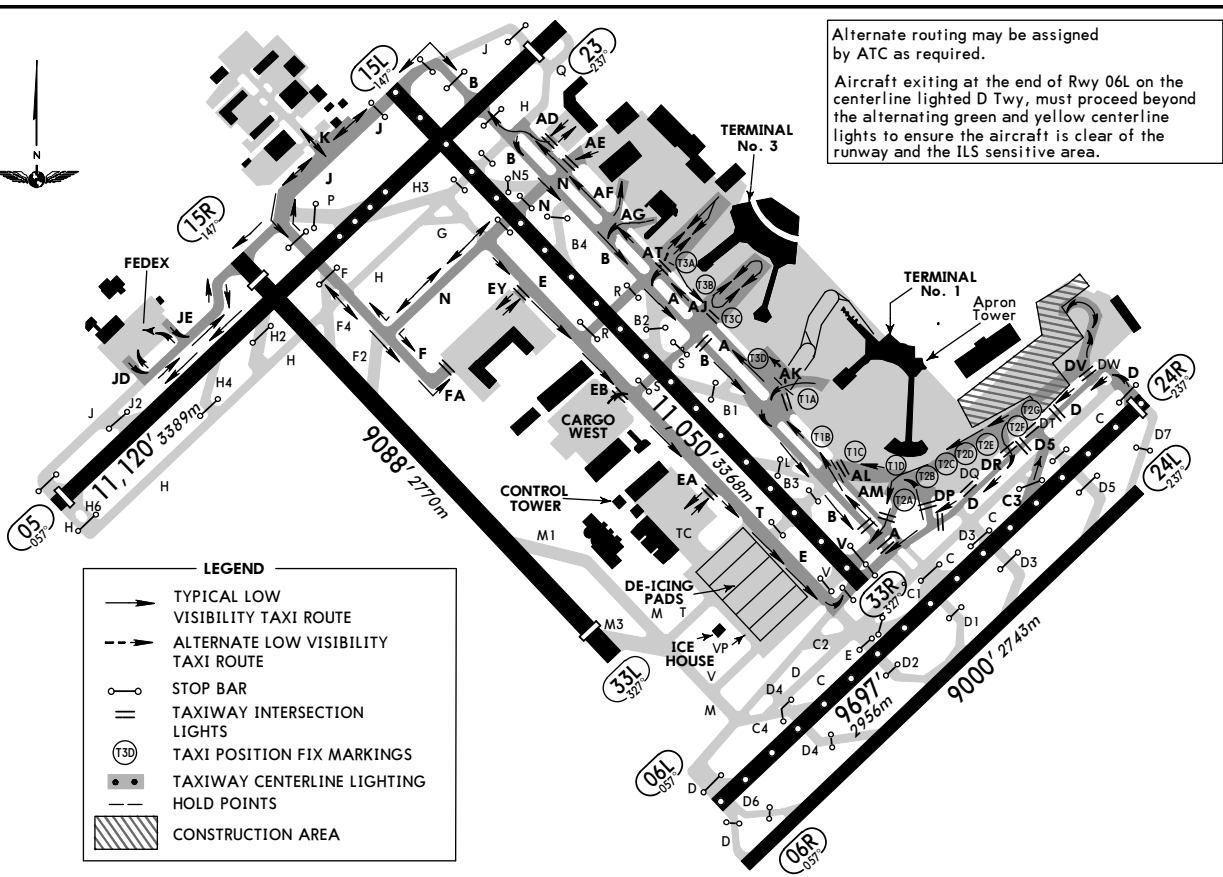
Alternate routing may be assigned by ATC as required.  
 Aircraft exiting at the end of Runway 06L on the centerline lighted D Taxiway must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.



**CYYZ/YYZ** 30 NOV 07 (10-9F1) **TORONTO, ONT**  
**TORONTO/PEARSON INTL** **LOW VISIBILITY TAXI CHART**  
**LESS THAN RVR 1200 TO 600** **LAND RMY 06L DEPART RMY 33R**  
 For Low Visibility Procedures See 10-9G

D-ATIS	*TORONTO Clearance	North Apron	South Apron	Terminal 3	Pad Control
120.82	121.3	122.27	122.07	122.87	131.17
VOT 114.8	Ground	Tower		TORONTO Departure	
118.0	119.1	121.65	121.9	118.35	118.7
				127.57	128.8

Alternate routing may be assigned by ATC as required.  
 Aircraft exiting at the end of Rwy 06L on the centerline lighted D Twy, must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.



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TORONTO, ONT

2 NOV 07 10-9G

TORONTO/PEARSON INTL

**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, and portions of the T2 apron are equipped with green centerline lights. Yellow in-set taxiway intersection lights that consist of three lights spaced 1.5 meters 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. Taxi position fixes are also located at specific spots on the aprons coincident with taxiway intersection markings. 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 05 and 06L are not authorized. Intersection take-offs on 33R from Victor Taxiway 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 runway 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 H3, B, H/J and Q. For 06L approved exits are Taxiways C3 and D. 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.

CYYZ/YYZ

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TORONTO, ONT

2 NOV 07 10-9H

TORONTO/PEARSON INTL

**DE-ICING PROCEDURE**

**CENTRAL DE-ICING FACILITY**

The Central De-Icing Facility and associated twys from transfer points Ice 1 - Ice 6 are operated and controlled by Servisair. For more information, contact the Icehouse at (416) 776-3423.

All communication between aircraft and the Icehouse is via VHF radio (no interphone connection).

Subject to Ground Icing Conditions, upon entry to the deicing bay, the Flight Crew will advise if a tactile inspection, under wing and/or under carriage inspection is required. The flight crew will be advised of the fluids in use ('mode'). When in 'Type I mode', blended DOW UCAR ADF Concentrate will be applied. When in 'Type IV mode', Type I followed by DOW Type IV (Endurance EG 106) anti-icing fluid will be applied.

The Flight Crew must request any deviation to the 'Type I' or 'Type IV mode'.

To expedite overall deicing process, if able, aircraft should be configured for deicing on approach to Central De-Icing Facility.

All deicing operations performed with aircraft engines operating, unless otherwise advised by the Icehouse.

**AUTOMATED ENTRY PROCEDURE- 'PAD CONTROL' VHF 131.175**

1. At terminal gate position, contact Apron Advisory for pushback clearance; advise 'Aircraft deicing required'.
2. After transfer from Apron to Ground Control, the pilot will receive taxi Instructions to Central De-Icing Facility entry transfer point Ice (#).
3. When approaching the Central De-Icing Facility entry point, Ground Control will advise the pilot to contact 'PAD CONTROL' on 131.175.
4. PAD CONTROL will normally instruct pilot to;
  - a. Hold position at (e.g. Ice #1), or
  - b. Taxi/Proceed to staging bay # (e.g. pad 3C) and contact ICEMAN at pad entrance on 131.375 (pads 1 through 3), or on 129.625 (pads 4 through 6).

**NOTE: The terms 'bay' and 'pad' are interchangeable.**

5. After clearance from PAD CONTROL, to continue taxiing, proceed into assigned pad following the appropriate inset guidelights. An automated Visual Guidance and Display System will provide correct flight number, closing rate and stopping information.
6. On entry into staging bay contact ICEMAN and proceed following the display sign instructions.

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

7. Once aircraft is at final stop position, brakes are set and aircraft configured for 'engines-on' spray, contact ICEMAN on the appropriate frequency e.g., 'ICEMAN, ABC124 in Bay 2 North, brakes set, aircraft configured ready for deice'.
8. ICEMAN will advise 'Hold your position, deicing is starting, continue to monitor Signboard.'
9. ICEMAN will contact pilot to advise 'deicing is completed, aircraft is clean, fluid used for holdover, holdover starts at time and deicing vehicles are safe' and after pilot acknowledgment Iceman will advise to 'Hold your Position and contact PAD CONTROL on 131.175 for taxi'.

NOTE: 'Clean' means as per pilot's specific request for deicing services.

CAUTION: DO NOT MOVE AIRCRAFT.

CYYZ/YYZ

20 OCT 06

JEPPESEN

10-9J

TORONTO, ONT  
 TORONTO/PEARSON INTL

**AUTOMATED EXIT PROCEDURE - 'PAD CONTROL' VHF 131.175**

10. When ready to taxi call PAD CONTROL and advise 'abc123 ready to taxi'.
11. PAD CONTROL will issue exit instructions to CDF exit point (e.g. Ice 5). When signboard displays 'EXIT NOW' and Green lights, pilot shall taxi as instructed.  
 CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES BOTH VERBAL AND VISUAL CLEARANCE.
12. At exit, hold short and contact/monitor Ground (as advised by PAD CONTROL) for onward clearance.  
 CAUTION: All inset guidelights, departing the deicing bays, are ALWAYS on, regardless of taxi instructions.

**MANUAL ENTRY PROCEDURE - 'PAD CONTROL' VHF 131.175**

In the event of a Visual Guidance and Display System failure a 'Follow Me' vehicle will be utilized.

**Follow steps 1 through 4 in the Automated Entry Procedures.**

5. (MANUAL) After clearance from PAD CONTROL to continue taxiing, proceed to assigned bay as instructed.
6. (MANUAL) The aircraft will follow the inset guidelights on the taxiway to the staging bay entry point, contact ICEMAN and proceed into the assigned bay following the appropriate inset guidelights either North, South or Centre.
  - a. Clearance to Staging Bay only  
 ICEMAN will issue taxi instructions in the assigned staging bay to the specific stop point in the bay.
  - b. Clearance directly to Deicing Bay  
 ICEMAN will issue instructions for taxi to the assigned deicing position in the deicing bay, including the mode of guidance (follow me vehicle) and the requirement to report 'Brakes set and Aircraft Configured.'

**'Follow Me' Truck Lights**

Green - Clearance for the aircraft to follow

Red - STOP

Light Out - STOP until contact re-established.

The aircraft will be held at the deicing position by a signboard displaying 'STOP' and red lights until deicing is completed. At this time the 'Follow Me' truck can turn off all lights and return to the safe zone.

**Continue with steps 7 through 12 in the Automated Procedures.**

CYYZ/YYZ

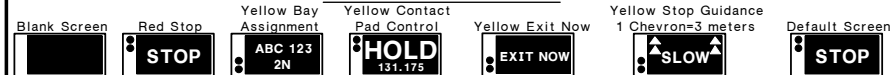
20 OCT 06

JEPPESEN

10-9K

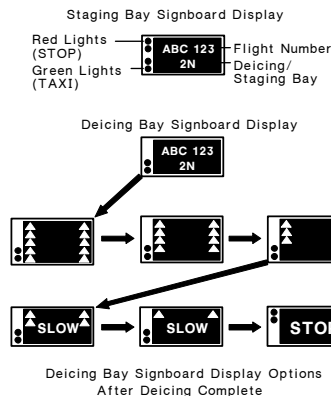
TORONTO, ONT  
 TORONTO / PEARSON INTL

**SIGNBOARD DISPLAYS**

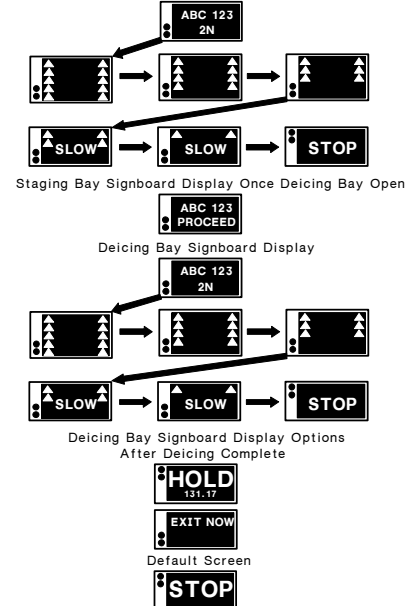


**AUTOMATED VISUAL GUIDANCE & DISPLAY SYSTEM SEQUENCING**

**Aircraft Entering Directly into a Deicing Bay (No Staging)**



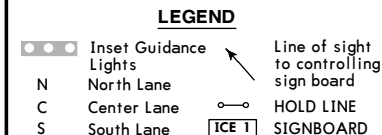
**Aircraft Stopped in the Staging and Deicing Bay**



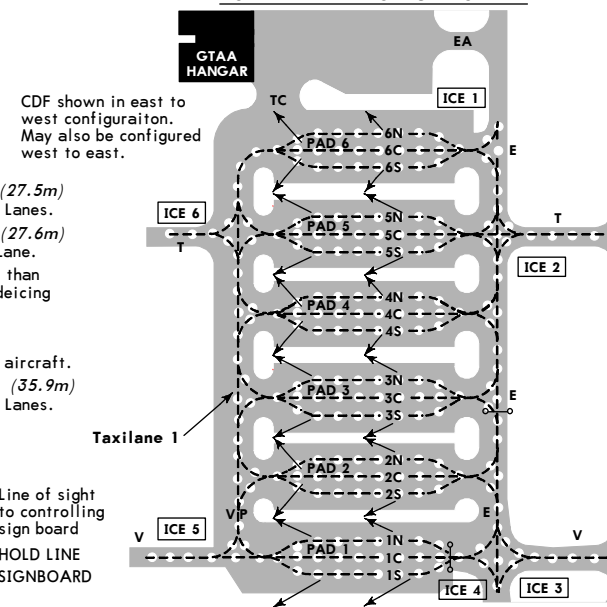
PAD CONTROL	131.17
ICEMAN	129.62
	131.37
GND	118.0
	119.1
	121.65
	121.9

Pad 1:  
 Aircraft with a wingspan of 90' (27.5m) and smaller may use North/South Lanes.  
 Aircraft with a wingspan of 91' (27.6m) to 213' (64.9m) must use Center Lane.  
 Aircraft with a wingspan greater than 213' (64.9m) not authorized for deicing (taxi only).

Pads 2 to 6:  
 Center Lanes will accommodate all aircraft.  
 Aircraft with a wingspan of 118' (35.9m) and smaller may use North/South Lanes.



**CENTRAL DE-ICING FACILITY**



CYYZ/YYZ

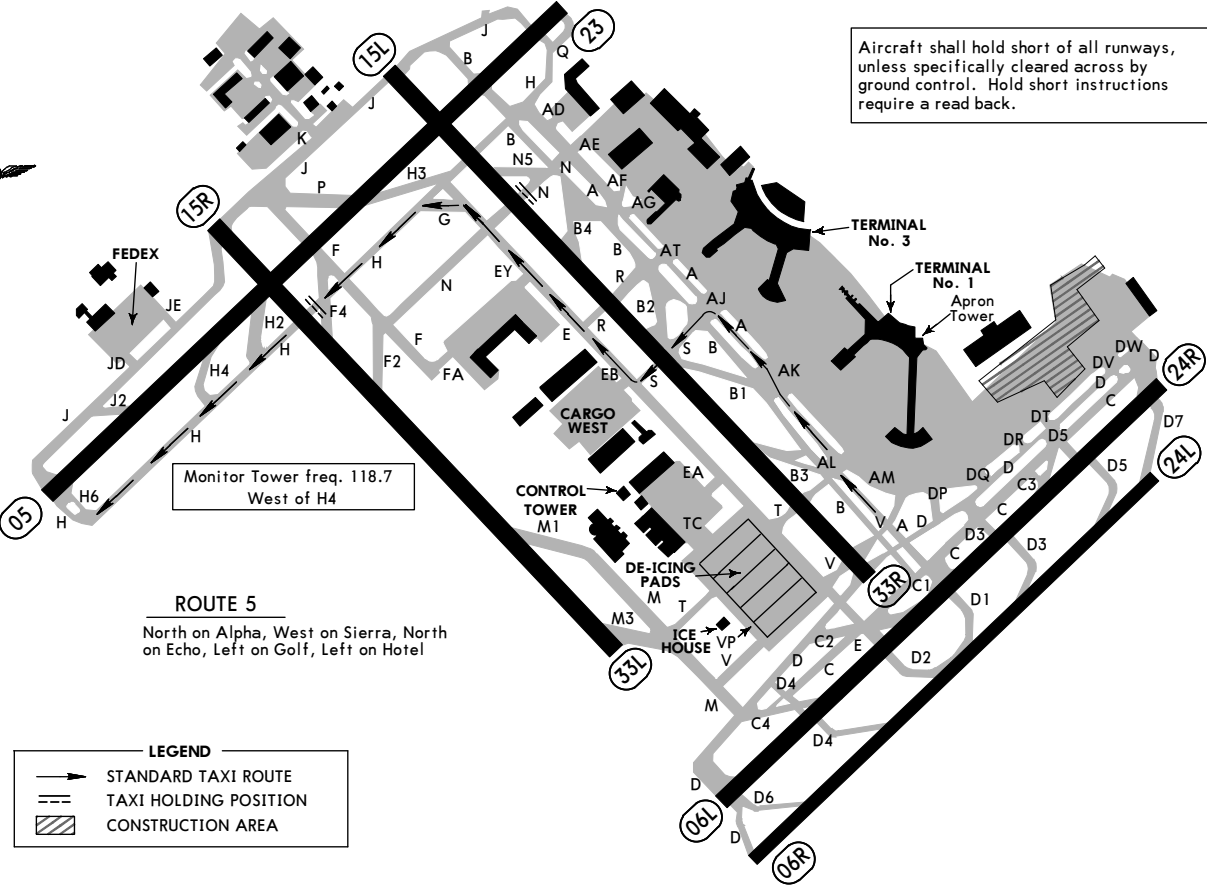
TORONTO/PEARSON INTL

30 NOV 07

10-9L

JEPPESEN  
TORONTO, ONT  
STANDARD TAXI ROUTE CHART  
ROUTE 5

Aircraft shall hold short of all runways, unless specifically cleared across by ground control. Hold short instructions require a read back.



Monitor Tower freq. 118.7  
West of H4

**ROUTE 5**  
North on Alpha, West on Sierra, North  
on Echo, Left on Golf, Left on Hotel

**LEGEND**

- STANDARD TAXI ROUTE
- TAXI HOLDING POSITION
- CONSTRUCTION AREA

CYYZ/YYZ

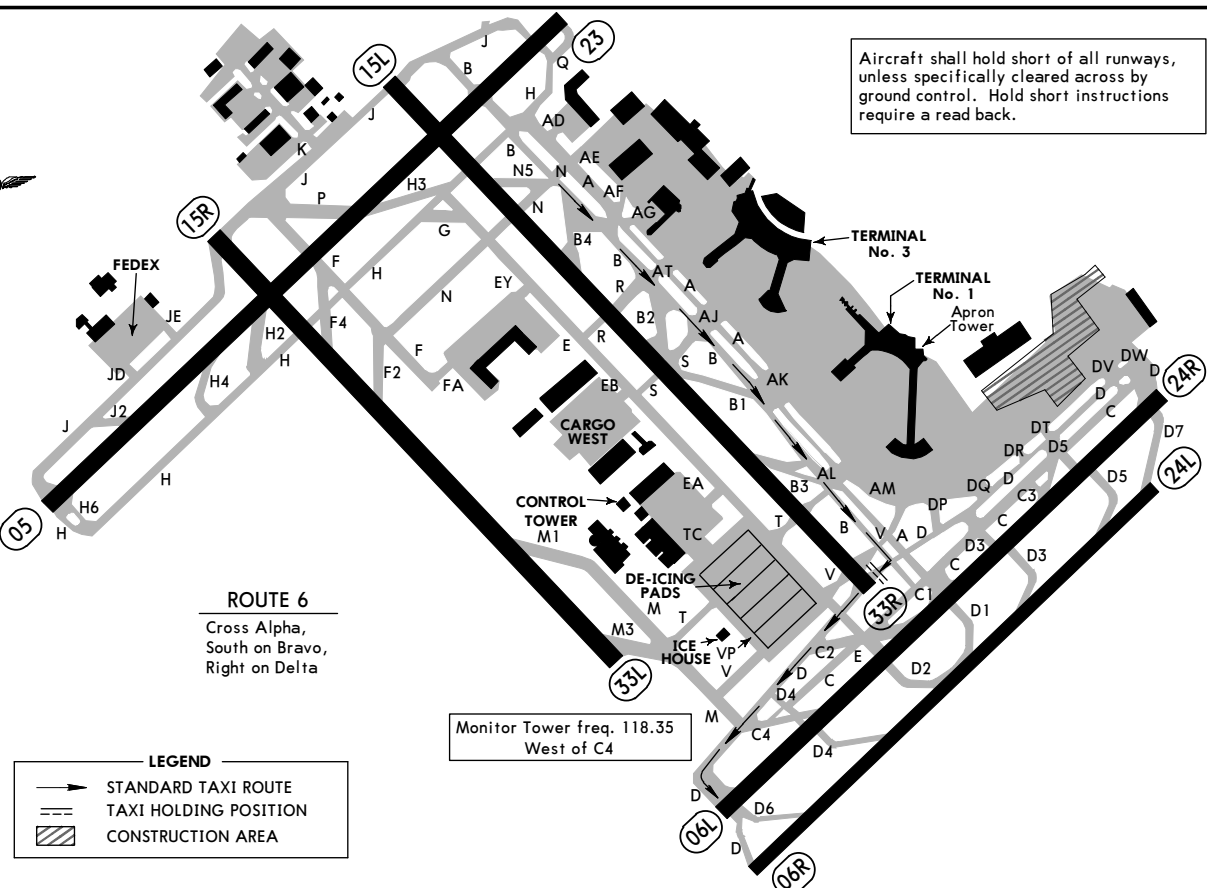
TORONTO/PEARSON INTL

30 NOV 07

10-9M

JEPPESEN  
TORONTO, ONT  
STANDARD TAXI ROUTE CHART  
ROUTE 6

Aircraft shall hold short of all runways, unless specifically cleared across by ground control. Hold short instructions require a read back.



Monitor Tower freq. 118.35  
West of C4

**ROUTE 6**  
Cross Alpha,  
South on Bravo,  
Right on Delta

**LEGEND**

- STANDARD TAXI ROUTE
- TAXI HOLDING POSITION
- CONSTRUCTION AREA

CYYZ/YYZ

JEPPESEN

TORONTO, ONT

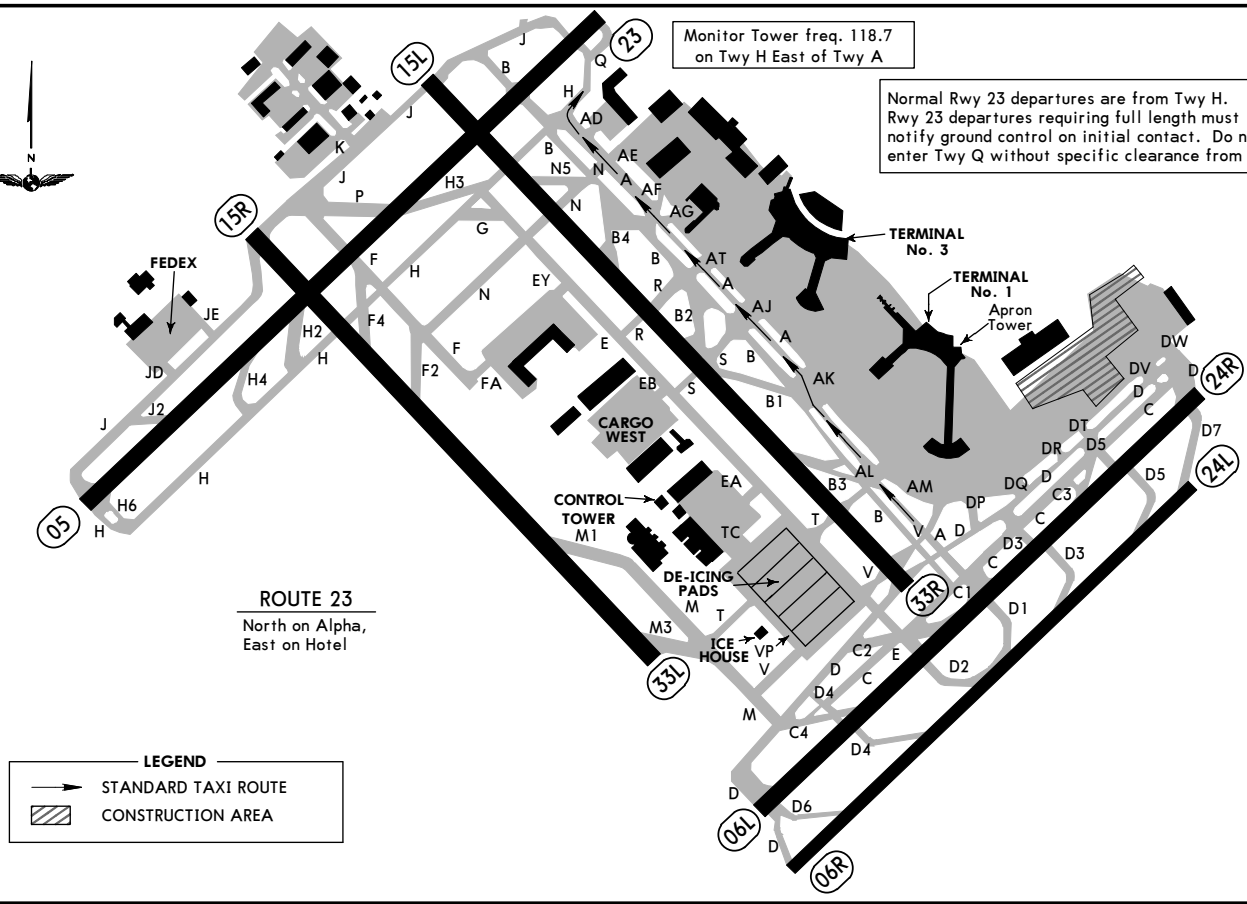
TORONTO/PEARSON INTL

30 NOV 07

(10-9N)

STANDARD TAXI ROUTE CHART

ROUTE 23



CYYZ/YYZ

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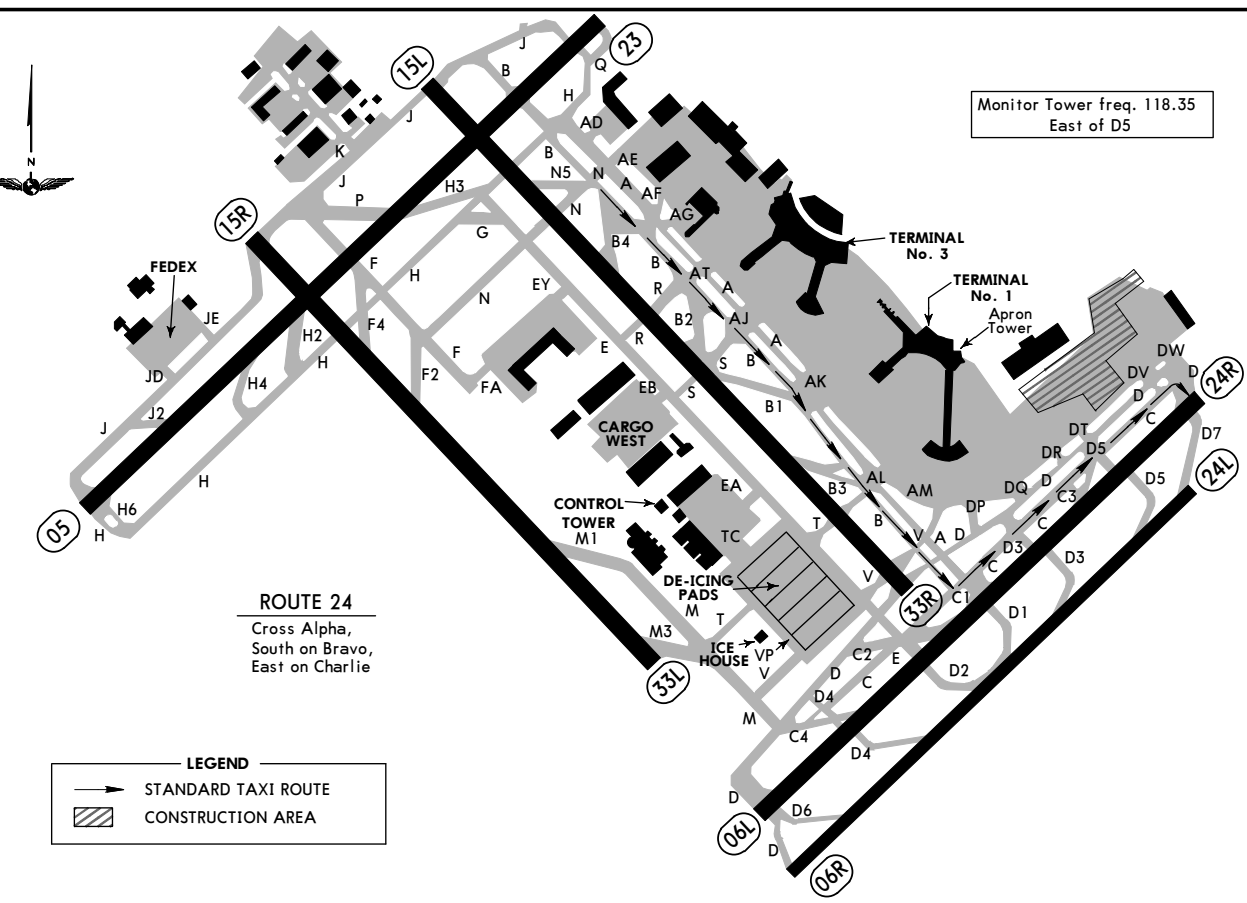
TORONTO/PEARSON INTL

30 NOV 07

(10-9P)

STANDARD TAXI ROUTE CHART

ROUTE 24



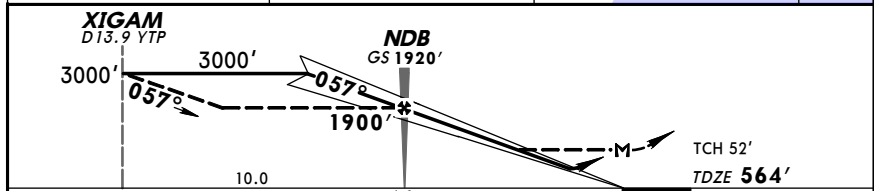
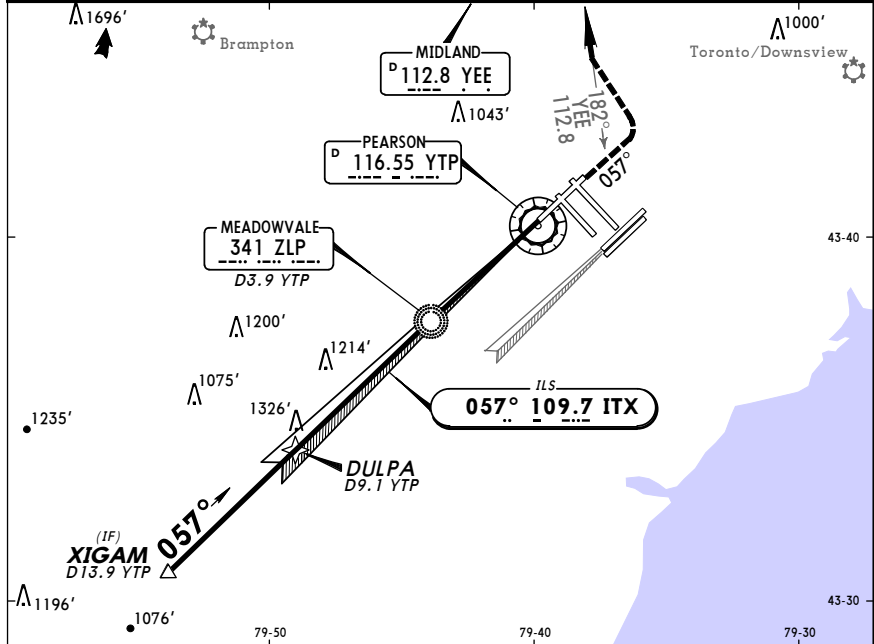
**CYYZ/YYZ** **JEPPESEN** **TORONTO, ONT**  
 TORONTO/PEARSON INTL 17 NOV 06 (11-1) Eff 23 Nov ILS Rwy 05

D-ATIS 120.82	TORONTO Arrival 124.47	TORONTO Tower 125.4 132.8	Ground 118.35 118.7 118.0 119.1 121.65 121.9
LOC ITX 109.7	Final Apch Crs 057°	GS NDB 1920' (1356')	ILS DA(H) 764' (200')
Apt Elev 569'			TDZE 564'

**MISSED APCH:** Climb to 1100' on track of 057°. Climbing LEFT turn to intercept inbound YEE VOR R-182 to YEE VOR, MAINTAIN 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. Simultaneous ILS approach authorized with Rwy 06L and 06R. 4. Procedure turn not authorized.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	5000'	YEE
GS	3.00°	377	484	538	646	753	861	PAPI	LT	112.8 R-182
NDB to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32			

ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 764' (200')		MDA(H) 1100' (536')		Max Kts	
FULL	HIALS out	HIALS out	HIALS out	90	1120' (551') - 1 3/4
A				120	
B	RVR 26 or 1/2	RVR 40 or 3/4	1/4	140	1120' (551') - 2
C				165	1180' (611') - 2
D					

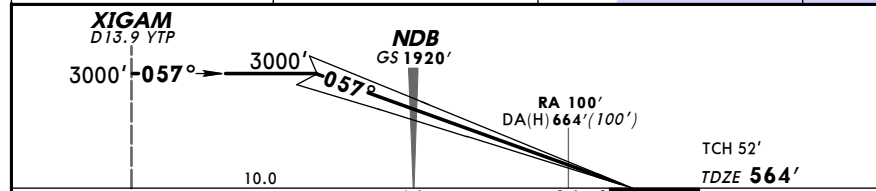
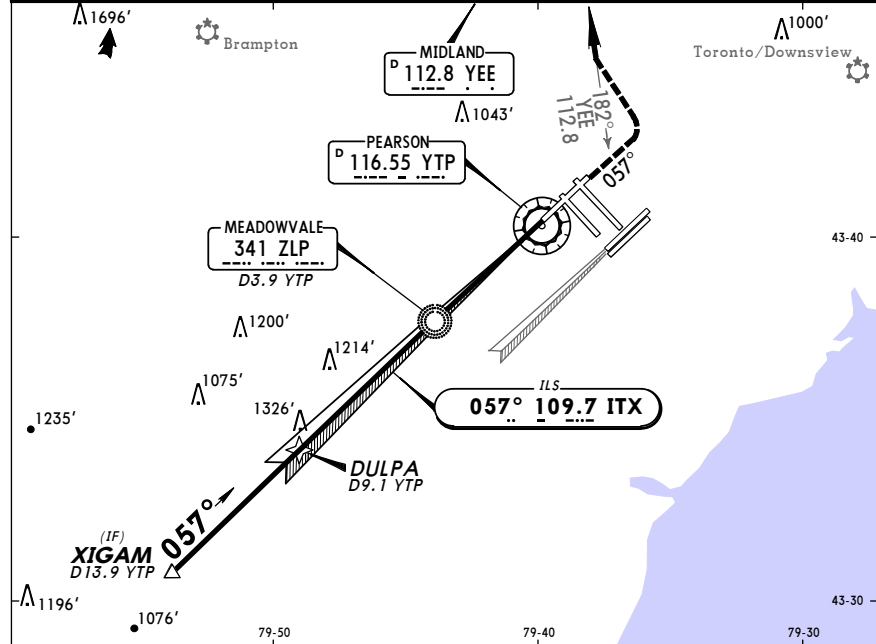
**CYYZ/YYZ** **JEPPESEN** **TORONTO, ONT**  
 TORONTO/PEARSON INTL 17 NOV 06 (11-1A) Eff 23 Nov ILS Rwy 05 CAT II or III

D-ATIS 120.82	TORONTO Arrival 124.47	TORONTO Tower 125.4 132.8	Ground 118.35 118.7 118.0 119.1 121.65 121.9
LOC ITX 109.7	Final Apch Crs 057°	GS NDB 1920' (1356')	CAT II RA 100' DA(H) 664' (100')
Apt Elev 569'			TDZE 564'

**MISSED APCH:** Climb to 1100' on track of 057°. Climbing LEFT turn to intercept inbound YEE VOR R-182 to YEE VOR, MAINTAIN 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Simultaneous ILS approach authorized with Rwy 06L and 06R. 5. Procedure turn not authorized.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	5000'	YEE
GS	3.00°	377	484	538	646	753	861	PAPI	LT	112.8 R-182
NDB to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32			

STRAIGHT-IN LANDING RWY05			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 664' (100')
NA	NA	RVR 6	RVR 12

CYYZ/YYZ TORONTO, ONT  
 TORONTO/PEARSON INTL 17 NOV 06 (11-2) ILS DME or LOC DME Rwy 06L  
 Eff 23 Nov

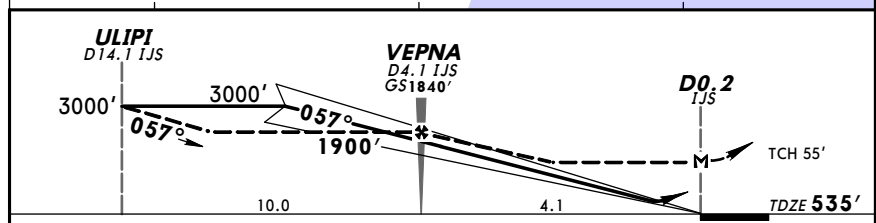
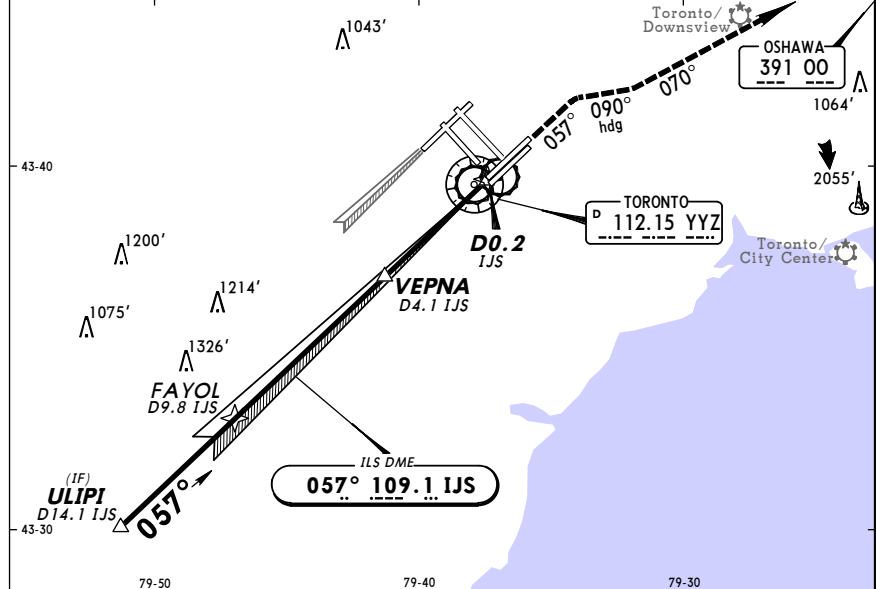
D-ATIS	TORONTO Arrival			TORONTO Tower		Ground			
120.82	124.47	125.4	132.8	118.35	118.7	118.0	119.1	121.65	121.9
LOC IJS	Final Apch Crs	GS VEPNA	ILS DA(H)	Apt Elev 569'					
109.1	057°	1840' (1305')	735' (200')	TDZE 535'					

MISSED APCH: Climb to 1100' on track of 057°. RIGHT climbing turn to 090° heading to intercept track 070° to OO NDB at 3100'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. Simultaneous ILS approach authorized with Rwy 05. 4. Procedure turn not authorized.

MSA YYZ VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 1100' on 057° RT 090° hdg
GS	3.00°	377	484	538	646	753	

STRAIGHT-IN LANDING RWY 06L			CIRCLE-TO-LAND	
ILS DME		LOC (GS out) DME		Max Kts MDA(H)
DA(H) 735' (200')		MDA(H) 1060' (525')		
FULL	HIALS out	HIALS out	HIALS out	
A				1120'(551')-1 3/4
B				1120'(551')-2
C	RVR 26 or 1/2	RVR 40 or 3/4	1/4	1180'(611')-2
D				

CYYZ/YYZ TORONTO, ONT  
 TORONTO/PEARSON INTL 17 NOV 06 (11-2A) ILS DME Rwy 06L  
 Eff 23 Nov  
 CAT II or III

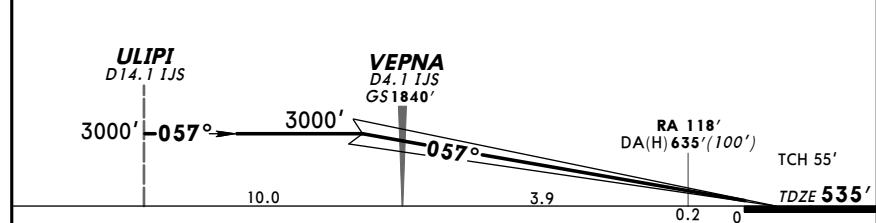
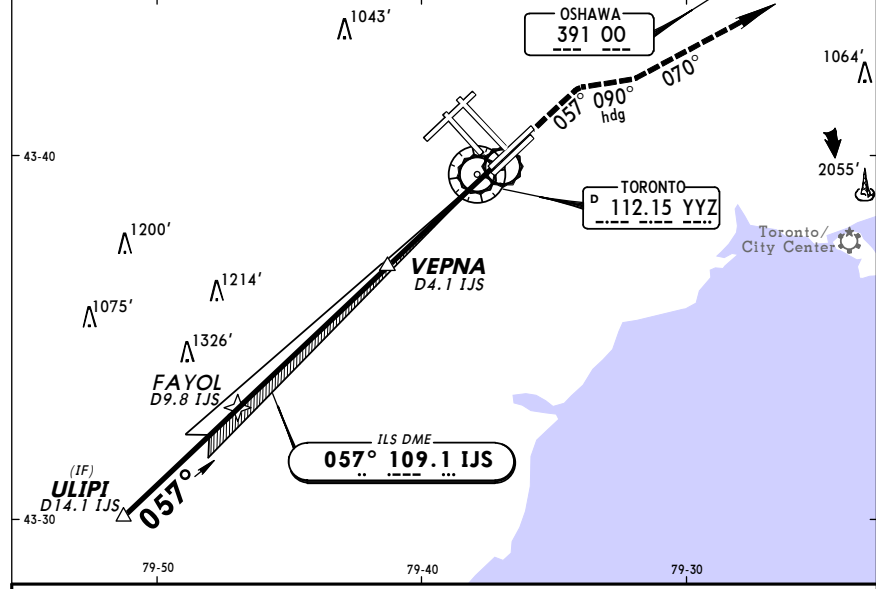
D-ATIS	TORONTO Arrival			TORONTO Tower		Ground			
120.82	124.47	125.4	132.8	118.35	118.7	118.0	119.1	121.65	121.9
LOC IJS	Final Apch Crs	GS VEPNA	CAT III C	CAT III B	CAT III A	CAT II RA 118'	Apt Elev 569'		
109.1	057°	1840' (1305')	NA	Refer to Minimums	635' (100')	TDZE 535'			

MISSED APCH: Climb to 1100' on track of 057°. RIGHT climbing turn to 090° heading to intercept track 070° to OO NDB at 3100'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Simultaneous ILS approach authorized with Rwy 05. 5. Procedure turn not authorized.

MSA YYZ VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 1100' on 057° RT 090° hdg
GS	3.00°	377	484	538	646	753	

STRAIGHT-IN LANDING RWY 06L			
CAT III C ILS	CAT III B ILS	CAT III A ILS	CAT II ILS RA 118'
NA	NA	RVR 6	DA(H) 635' (100')
			RVR 12

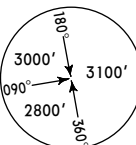
**CYYZ/YYZ TORONTO, ONT**  
 TORONTO/PEARSON INTL 24 MAR 06 (11-3) ILS DME or LOC DME Rwy 06R

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
LOC ICV <b>111.95</b>	Final Apch Crs <b>057°</b>	GS SAVOS <b>1820'</b> (1282')	ILS DA(H) <b>738'</b> (200')
Apt Elev <b>569'</b>		TDZE <b>538'</b>	

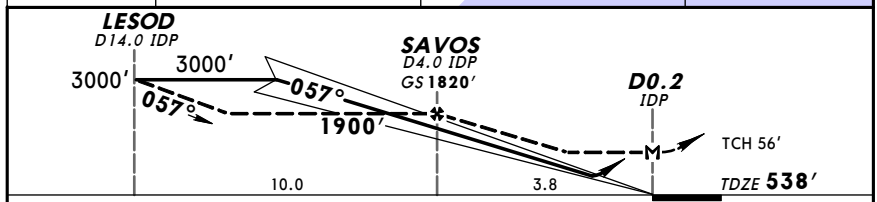
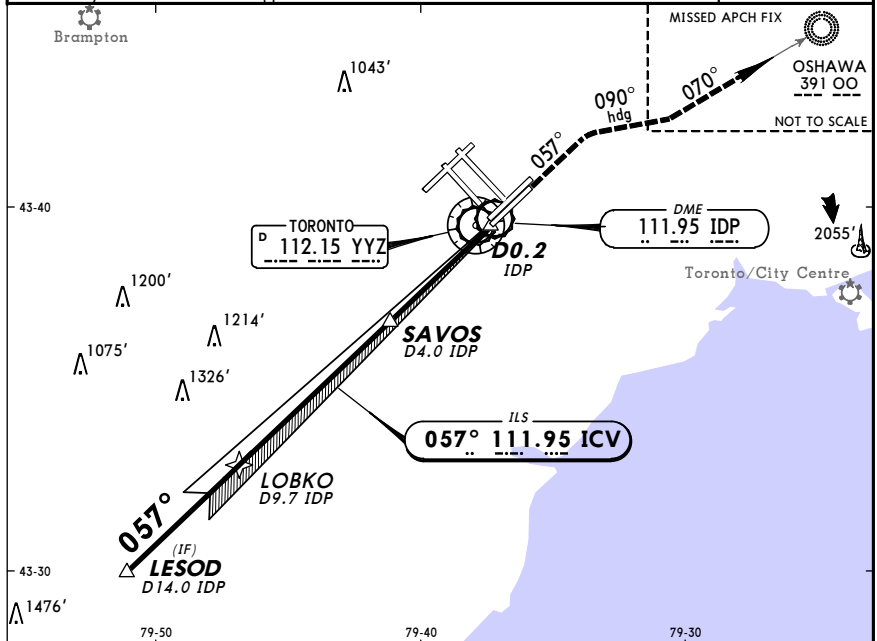
**MISSED APCH:** Climb to 1100' on track of 057°. RIGHT climbing turn to heading 090° to intercept track 070° to OO NDB at 3100'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3 Simultaneous ILS approach authorized with Rwy 05. 4. Common ILS DME frequencies Rwy 06R and 24L. Verify ident's are for this approach. 5. Procedure turn not authorized.



MSA YYZ VOR



Gnd speed-Kts	70	90	100	120	140	160	SSALR	1100'	057°	RT	090°
GS	3.00°	377	484	538	646	753	861				hdg

MAP at D0.2 IDP

STRAIGHT-IN LANDING RWY 06R				CIRCLE-TO-LAND	
ILS DME		LOC (GS out) DME		Max Kts	
DA(H) <b>738'</b> (200')		MDA(H) <b>1060'</b> (522')		MDA(H)	
FULL	HIALS out	FULL	HIALS out	90	1120' (551')-1¾
A				120	
B				140	1120' (551')-2
C	RVR 26 or ½	RVR 40 or ¾	1¼	165	1180' (611')-2
D					

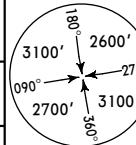
**CYYZ/YYZ TORONTO, ONT**  
 TORONTO/PEARSON INTL 24 MAR 06 (11-4) ILS Rwy 15L

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
LOC IRW <b>110.5</b>	Final Apch Crs <b>147°</b>	GS NDB <b>1810'</b> (1253')	ILS DA(H) <b>757'</b> (200')
Apt Elev <b>569'</b>		TDZE <b>557'</b>	

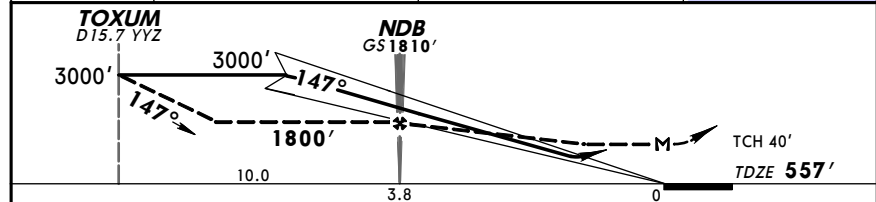
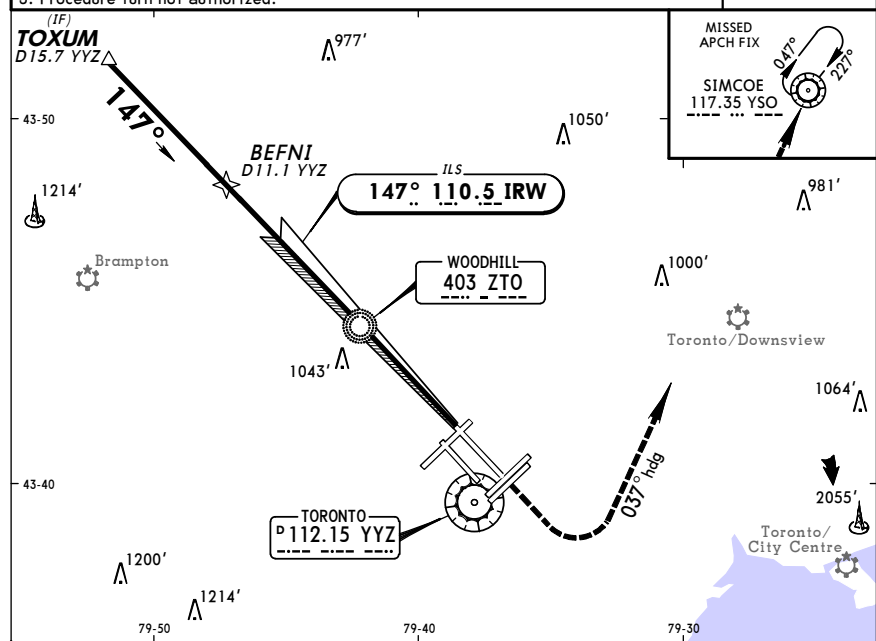
**MISSED APCH:** Climb runway heading to 1100'. Climbing LEFT turn to 037° heading to 3700'. Proceed direct to YSO VOR.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. Procedure turn not authorized.



MSA ZTO NDB



Gnd speed-Kts	70	90	100	120	140	160	SSALR	1100'	3700'	037°
GS	3.00°	377	484	538	646	753	861			hdg

NDB to MAP 3.8 3:15 2:32 2:17 1:54 1:38 1:26

STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	
DA(H) <b>757'</b> (200')		MDA(H) <b>1040'</b> (483')		MDA(H)	
FULL	HIALS out	FULL	HIALS out	90	1120' (551')-1¾
A				120	
B				140	1120' (551')-2
C	RVR 26 or ½	RVR 40 or ¾	RVR 50 or 1	165	1180' (611')-2
D					

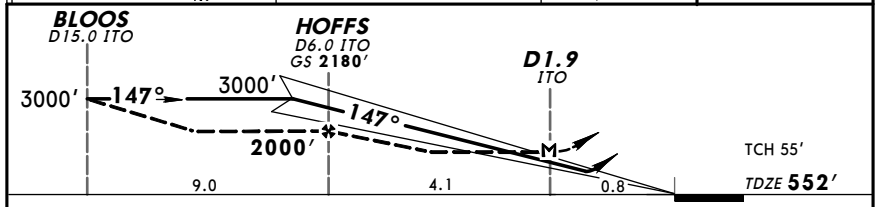
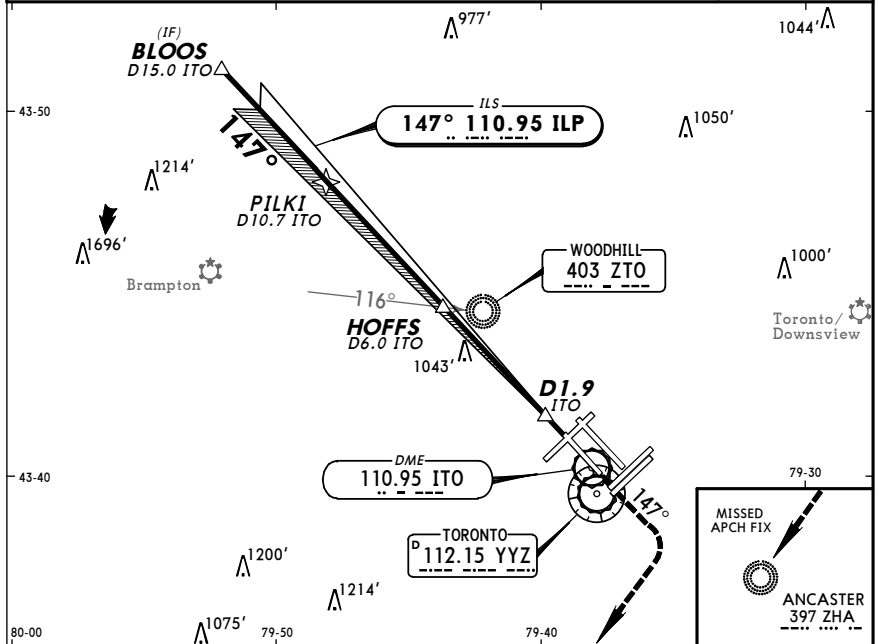


**CYYZ/YYZ TORONTO, ONT**  
**TORONTO/PEARSON INTL** 10 FEB 06 (11-5) ILS DME or LOC Rwy 15R

D-ATIS		TORONTO Arrival			TORONTO Tower		Ground			
112.15	120.82	124.47	125.4	132.8	118.35	118.7	118.0	119.1	121.65	121.9
LOC ILP	Final Apch Crs	GS HOFFS	ILS DA(H)		Apt Elev 569'					
110.95	147°	2180' (1628')	752' (200')		TDZE 552'					

**MISSED APCH:** Climb to 1100' on track of 147°. RIGHT climbing turn direct to ZHA NDB at 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. Common ILS DME frequencies Rwy 15R and 33L. Verify ident are for this approach.  
 4. Procedure turn not authorized.



Gnd speed-Kts	70	90	100	120	140	160	SSALR	1100'	on 147°
GS	3.00°	377	484	538	646	753			
MAP at D1.9 ITO or HOFFS to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32	PAPI	

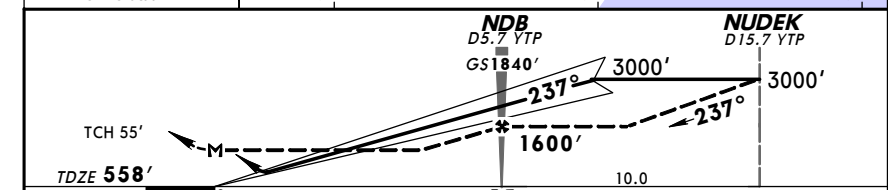
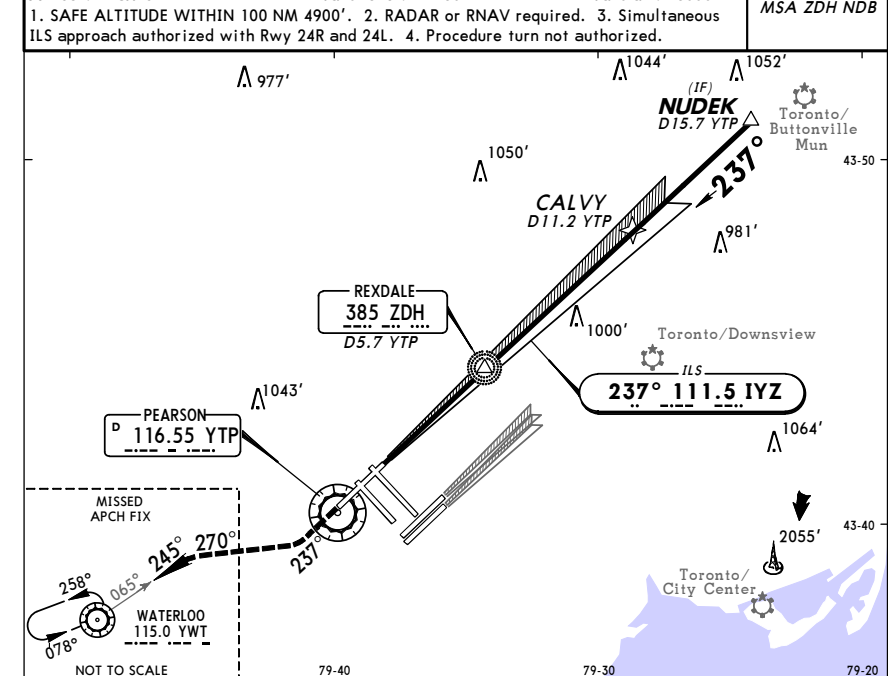
STRAIGHT-IN LANDING RWY 15R				CIRCLE-TO-LAND			
ILS DME DA(H) 752' (200')		LOC (GS out) DME LOC (GS out) NDB MDA(H) 1300' (748')		Max Kts		MDA(H)	
FULL	HIALS out		HIALS out	90	1300' (731')-2 1/4		
A				120			
B	RVR 26 or 1/2	RVR 40 or 3/4		140			
C				165			
D							

**CYYZ/YYZ TORONTO, ONT**  
**TORONTO/PEARSON INTL** 10 FEB 06 (11-6) Eff 16 Feb ILS Rwy 23

D-ATIS		TORONTO Arrival			TORONTO Tower		Ground			
112.15	120.82	124.47	125.4	132.8	118.35	118.7	118.0	119.1	121.65	121.9
LOC IYZ	Final Apch Crs	GS NDB	ILS DA(H)		Apt Elev 569'					
111.5	237°	1840' (1282')	758' (200')		TDZE 558'					

**MISSED APCH:** Climb to 1100' on track of 237°. RIGHT climbing turn to 270° to intercept YWT VOR R-065 inbound to YWT VOR at 3200' and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. RADAR or RNAV required. 3. Simultaneous ILS approach authorized with Rwy 24R and 24L. 4. Procedure turn not authorized.



Gnd speed-Kts	70	90	100	120	140	160	SSALR	1100'	on 237°
GS	3.00°	377	484	538	646	753			
NDB to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23	PAPI	

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
ILS DA(H) 758' (200')		LOC MDA(H) 1000' (442')		Max Kts		MDA(H)	
FULL	HIALS out		HIALS out	90	1120' (551')-1 3/4		
A				120			
B	RVR 26 or 1/2	RVR 40 or 3/4		140	1120' (551')-2		
C				165	1180' (611')-2		
D							

**CYYZ/YYZ** TORONTO, ONT  
 TORONTO/PEARSON INTL 30 NOV 07 (11-7) ILS DME or LOC DME Rwy 24L

D-ATIS	TORONTO Arrival			TORONTO Tower		Ground		
120.82	124.47	125.4	132.8	118.35	118.7	118.0	119.1	121.65 121.9

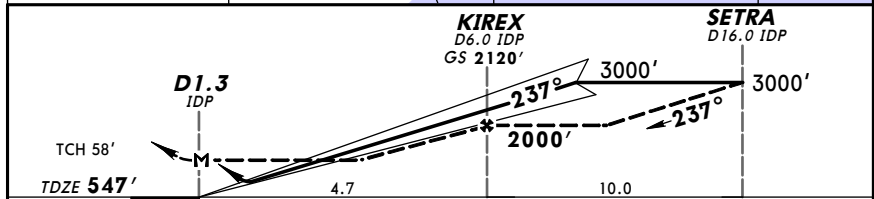
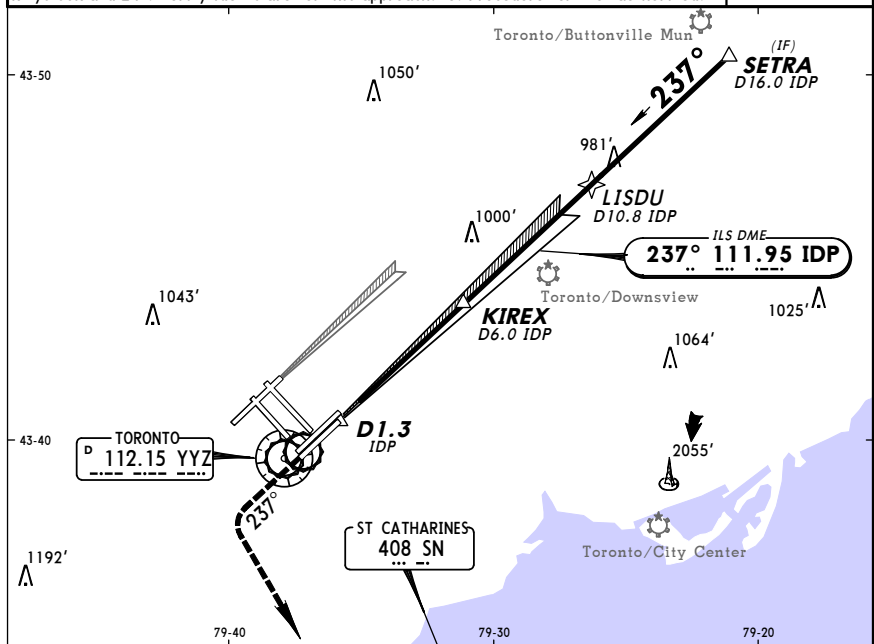
LOC IDP	Final Apch Crs	GS	ILS DA(H)	Apt Elev
<b>111.95</b>	<b>237°</b>	<b>2120' (1573')</b>	<b>747' (200')</b>	<b>569'</b>
TDZE <b>547'</b>				

MISSED APCH: Climb to 1100' on track of 237°. LEFT climbing turn direct to SN NDB at 4000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. **RADAR or RNAV required.**  
 3. Simultaneous ILS approach authorized with Rwy 23. 4. Common ILS/DME frequencies Rwys 06R and 24L. Verify idents are for this approach. 5. Procedure turn not authorized.

MSA YYZ VOR



Gnd speed-Kts	70	90	100	120	140	160	SSALR 1100'	PAPI ↑ on 237°
GS	3.00°	377	484	538	646	753		

STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND			
ILS DME		LOC (GS out) DME		Max Kts		MDA(H)	
DA(H) <b>747' (200')</b>		MDA(H) <b>1080' (533')</b>		90		1120' (551') - 1 3/4	
FULL		HIALS out		120			
RVR 26 or 1/2		RVR 40 or 3/4		140		1120' (551') - 2	
				165		1180' (611') - 2	

**CYYZ/YYZ** TORONTO, ONT  
 TORONTO/PEARSON INTL 30 NOV 07 (11-8) ILS DME or LOC DME Rwy 24R

D-ATIS	TORONTO Arrival			TORONTO Tower		Ground		
120.82	124.47	125.4	132.8	118.35	118.7	118.0	119.1	121.65 121.9

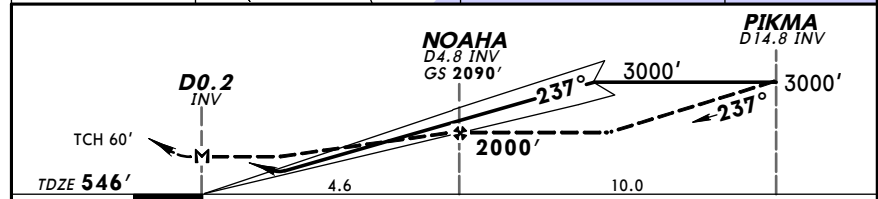
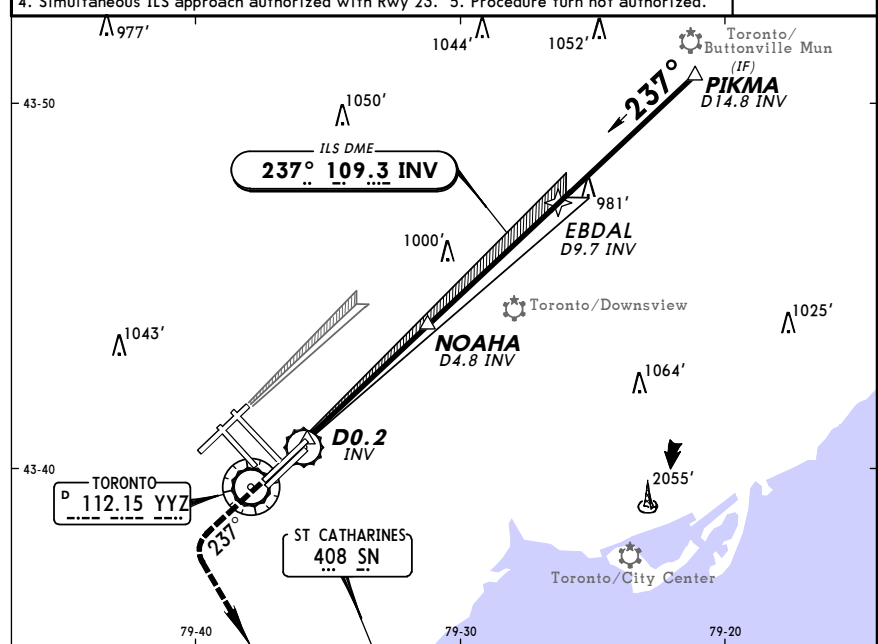
LOC INV	Final Apch Crs	GS	ILS DA(H)	Apt Elev
<b>109.3</b>	<b>237°</b>	<b>2090' (1544')</b>	<b>796' (250')</b>	<b>569'</b>
TDZE <b>546'</b>				

MISSED APCH: Climb to 1100' on track of 237°. LEFT climbing turn direct to SN NDB at 4000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. **RADAR or RNAV required.**  
 3. CAUTION: Twy Charlie (600' right of centerline) similar in appearance to Rwy. 4. Simultaneous ILS approach authorized with Rwy 23. 5. Procedure turn not authorized.

MSA YYZ VOR

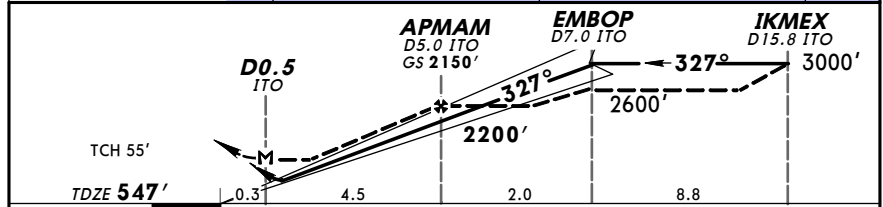
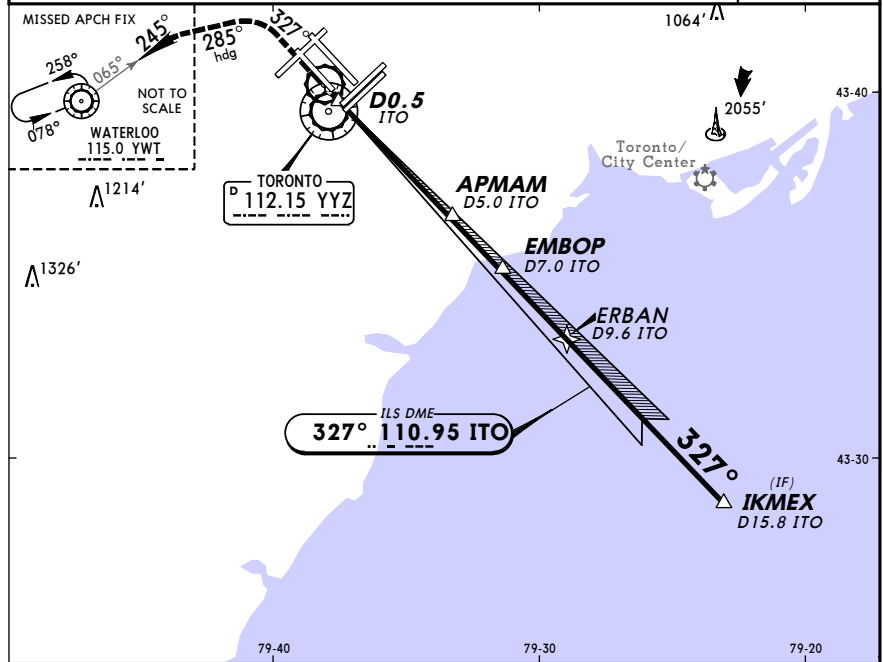


Gnd speed-Kts	70	90	100	120	140	160	SSALR 1100'	REIL PAPI ↑ on 237°
GS	3.00°	377	484	538	646	753		

STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND			
ILS DME		LOC (GS out) DME		Max Kts		MDA(H)	
DA(H) <b>796' (250')</b>		MDA(H) <b>960' (414')</b>		90		1120' (551') - 1 3/4	
FULL		ALS out		120			
RVR 50 or 1		RVR 60 or 1/4		140		1120' (551') - 2	
				165		1180' (611') - 2	

**CYYZ/YYZ** TORONTO, ONT  
 TORONTO/PEARSON INTL 24 FEB 06 (11-9) ILS DME or LOC DME Rwy 33L

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
LOC ITO	Final Apch Crs	GS APMAM	ILS DA(H)
110.95	327°	2150' (1603')	802' (255')
Apt Elev 569'			TDZE 547'

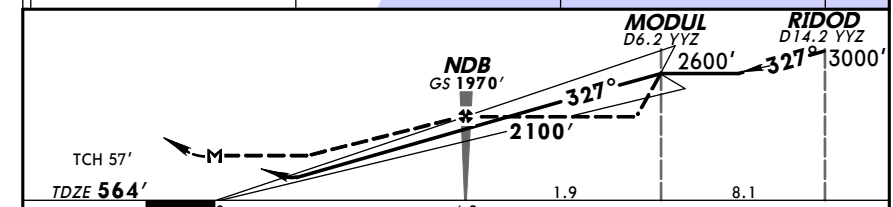
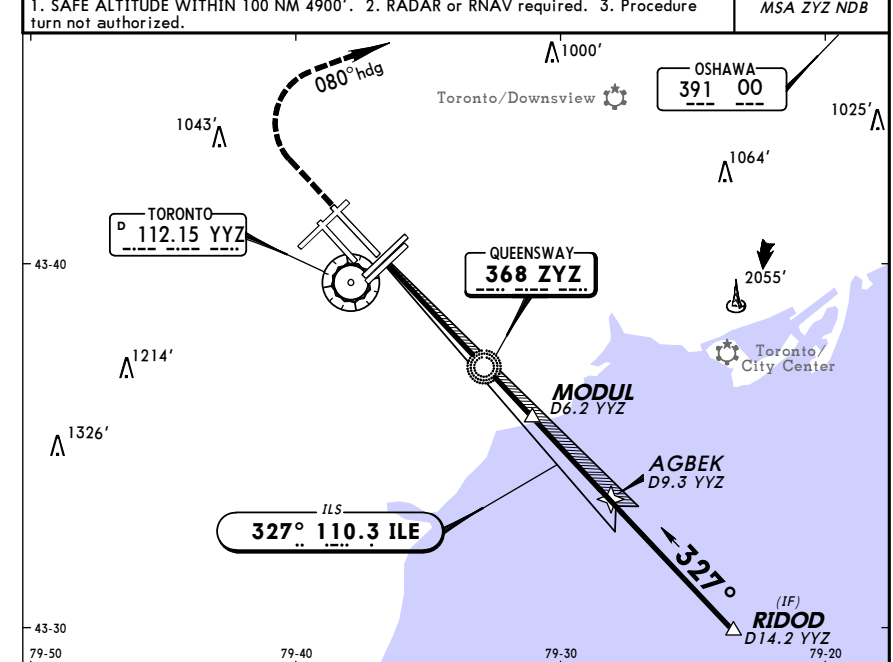


Gnd speed-Kts	70	90	100	120	140	160	SSALR 1100'	PAPI ↑ 327°
GS	3.00°	377	484	538	646	753		
MAP at D0.5 ITO or APMAM to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41	

STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND	
ILS DME		LOC (GS out) DME		Max Kts	MDA(H)
DA(H)	802' (255')	MDA(H)	940' (393')		
FULL	HIALS out	HIALS out	HIALS out		
A				90	1120' (551')-1¾
B	RVR 26 or ½	RVR 40 or ¾	RVR 50 or 1	120	1120' (551')-2
C				140	1120' (551')-2
D				165	1180' (611')-2

**CYYZ/YYZ** TORONTO, ONT  
 TORONTO/PEARSON INTL 24 FEB 06 (11-10) ILS Rwy 33R

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
LOC ILE	Final Apch Crs	GS NDB	ILS DA(H)
110.3	327°	1970' (1406')	769' (205')
Apt Elev 569'			TDZE 564'

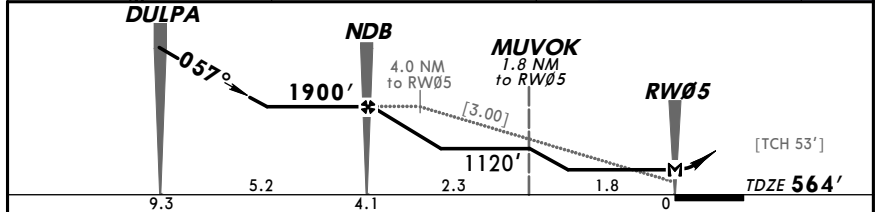
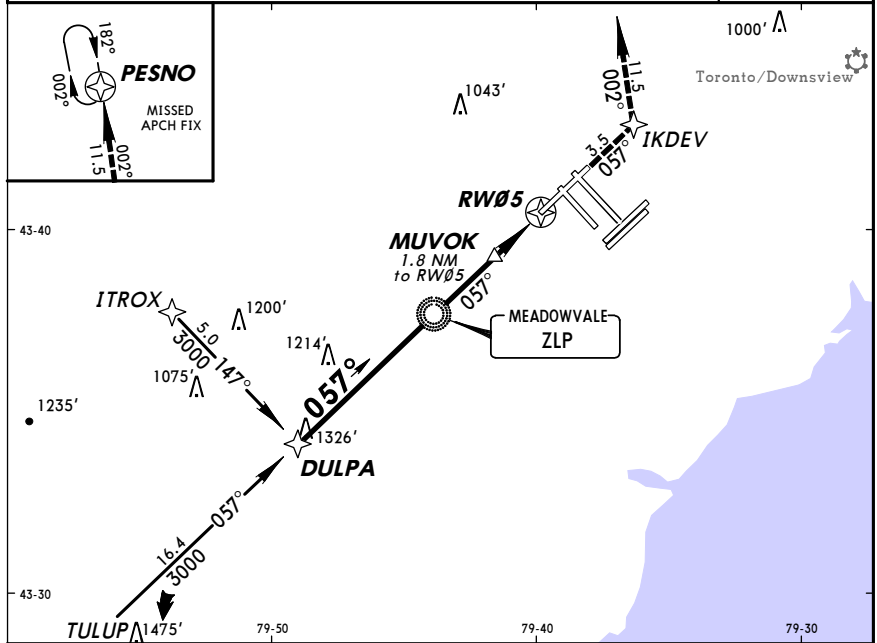


Gnd speed-Kts	70	90	100	120	140	160	SSALR 1100'	PAPI ↑ 3000'	080° hdg
GS	3.00°	377	484	538	646	753			
NDB to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:34		

STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H)	769' (205')	MDA(H)	940' (376')		
FULL	HIALS out	HIALS out	HIALS out		
A				90	1120' (551')-1¾
B	RVR 26 or ½	RVR 40 or ¾	RVR 50 or 1	120	1120' (551')-2
C				140	1120' (551')-2
D				165	1180' (611')-2

**CYYZ/YYZ TORONTO, ONT**  
**TORONTO/PEARSON INTL 10 FEB 06 (12-1) Eff 16 Feb RNAV (GPS) Rwy 05**

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
RNAV	Final Aptch Crs <b>057°</b>	Minimum Alt NDB <b>1900'</b> (1336')	LNAV MDA(H) <b>1060'</b> (496')
		Apt Elev <b>569'</b>	TDZE <b>564'</b>
MISSED APCH: Climb on track of 057° to IKDEV. LEFT climbing turn to track 002° to PESNO at 5000'. As required, shuttle climb. Hold inbound 182°.			3100'  MSA RW05
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 4900'.			

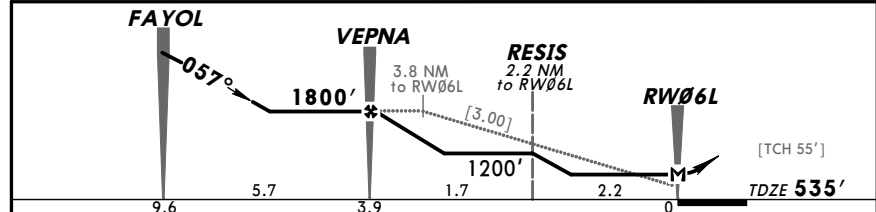
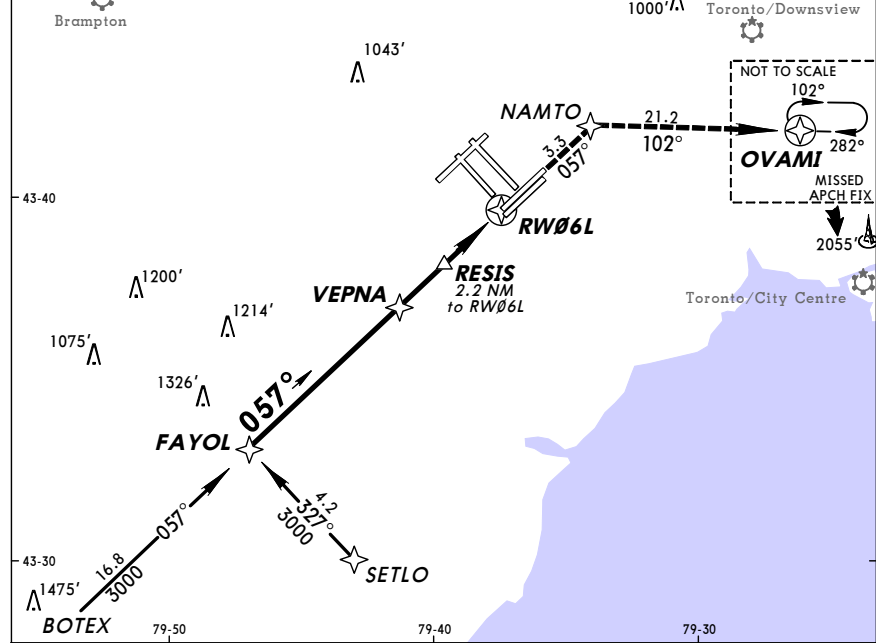


Gnd speed-Kts	70	90	100	120	140	160		ALSF-II		
Descent angle [3.00°]	372	478	531	637	743	849		PAPI	↑	057° IKDEV

STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
LNAV				LNAV			
MDA(H) <b>1060'</b> (496')				MDA(H)			
HIALS out				HIALS out			
A	RVR 50 or 1			Max Kts	MDA(H)		
B				90	1120' (551') - 1 3/4		
C				120	1120' (551') - 2		
D				140	1120' (551') - 2		
				165	1180' (611') - 2		

**CYYZ/YYZ TORONTO, ONT**  
**TORONTO/PEARSON INTL 10 FEB 06 (12-2) Eff 16 Feb RNAV (GPS) Rwy 06L**

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
RNAV	Final Aptch Crs <b>057°</b>	Minimum Alt VEPNA <b>1800'</b> (1265')	LNAV MDA(H) <b>960'</b> (425')
		Apt Elev <b>569'</b>	TDZE <b>535'</b>
MISSED APCH: Climb on track 057° to NAMTO. RIGHT turn on track of 102° to OVAMI at 5000'. Hold inbound on track of 282°.			3100'  MSA RW06L
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 4900'.			

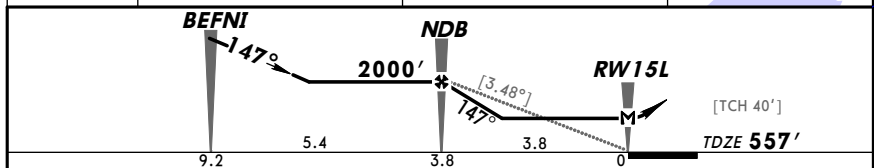
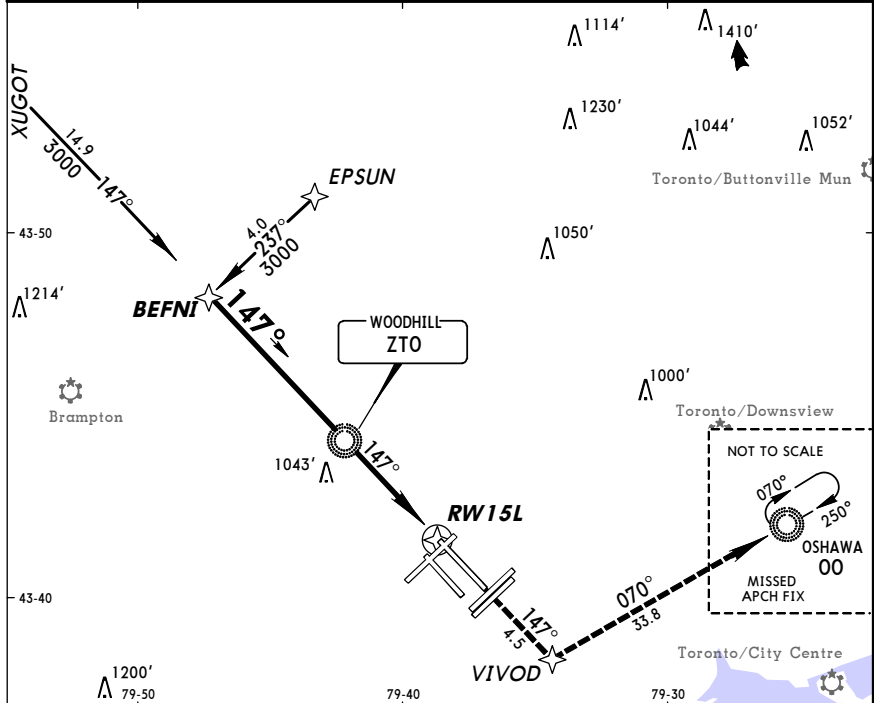


Gnd speed-Kts	70	90	100	120	140	160		ALSF-II		
Descent angle [3.00°]	372	478	531	637	743	849		PAPI	↑	057° NAMTO

STRAIGHT-IN LANDING RWY 06L				CIRCLE-TO-LAND			
LNAV				LNAV			
MDA(H) <b>960'</b> (425')				MDA(H)			
HIALS out				HIALS out			
A	RVR 50 or 1			Max Kts	MDA(H)		
B				90	1120' (551') - 1 3/4		
C				120	1120' (551') - 2		
D				140	1120' (551') - 2		
				165	1180' (611') - 2		

**CYYZ/YYZ TORONTO, ONT**  
 TORONTO/PEARSON INTL 10 FEB 06 (12-3) Eff 16 Feb RNAV (GPS) Rwy 15L

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
RNAV	Final Apch Crs <b>147°</b>	Minimum Alt NDB <b>2000'</b> (1443')	LNAV MDA(H) <b>1040'</b> (483')
		Apt Elev <b>569'</b>	
MISSED APCH: Climb on track 147° to VIVOD. LEFT climbing turn on track of 070° to OSHAWA at 5000'. Hold inbound on track of 250°			3100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 4900'. MSA RW15L			

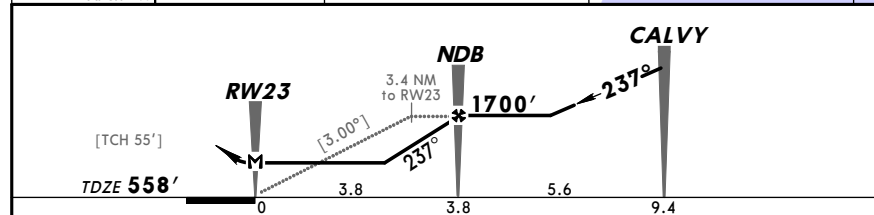
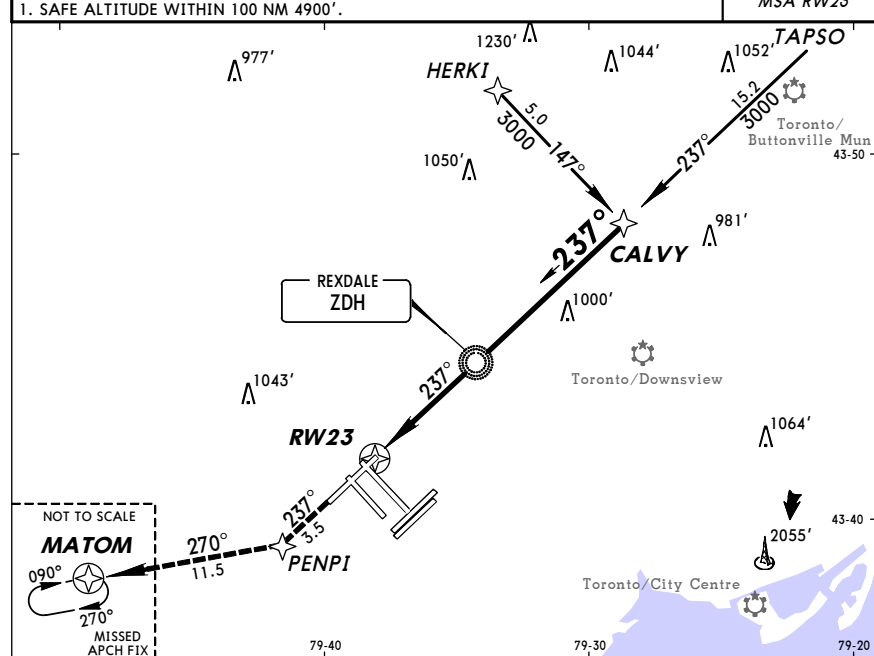


Gnd speed-Kts	70	90	100	120	140	160		SSALR			
Descent angle [3.48°]	431	554	616	739	862	985		PAPI			
MAP at RW15L											

STRAIGHT-IN LANDING RWY 15L		CIRCLE-TO-LAND	
LNAV MDA(H) <b>1040'</b> (483')		LNAV MDA(H)	
HIALS out		HIALS out	
A		90	1120' (551') - 1 3/4
B		120	
C	RVR 50 or 1	140	1120' (551') - 2
D		165	1180' (611') - 2

**CYYZ/YYZ TORONTO, ONT**  
 TORONTO/PEARSON INTL 10 FEB 06 (12-4) Eff 16 Feb RNAV (GPS) Rwy 23

D-ATIS	TORONTO Arrival	TORONTO Tower	Ground
112.15 120.82	124.47 125.4 132.8	118.35 118.7	118.0 119.1 121.65 121.9
RNAV	Final Apch Crs <b>237°</b>	Minimum Alt NDB <b>1700'</b> (1142')	LNAV MDA(H) <b>980'</b> (422')
		Apt Elev <b>569'</b>	
MISSED APCH: Climb on track of 237° to PENPI. RIGHT turn on track of 270° to MATOM at 5000'. As required, shuttle climb to 5000'. Hold inbound 090°.			3100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 4900'. MSA RW23			

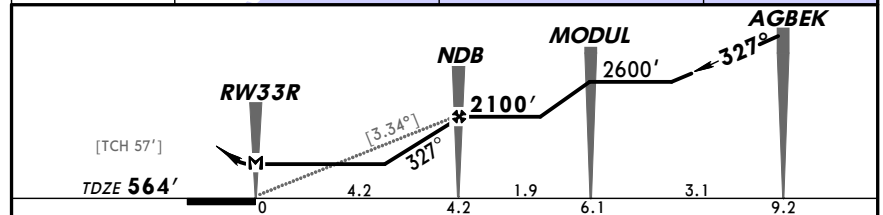
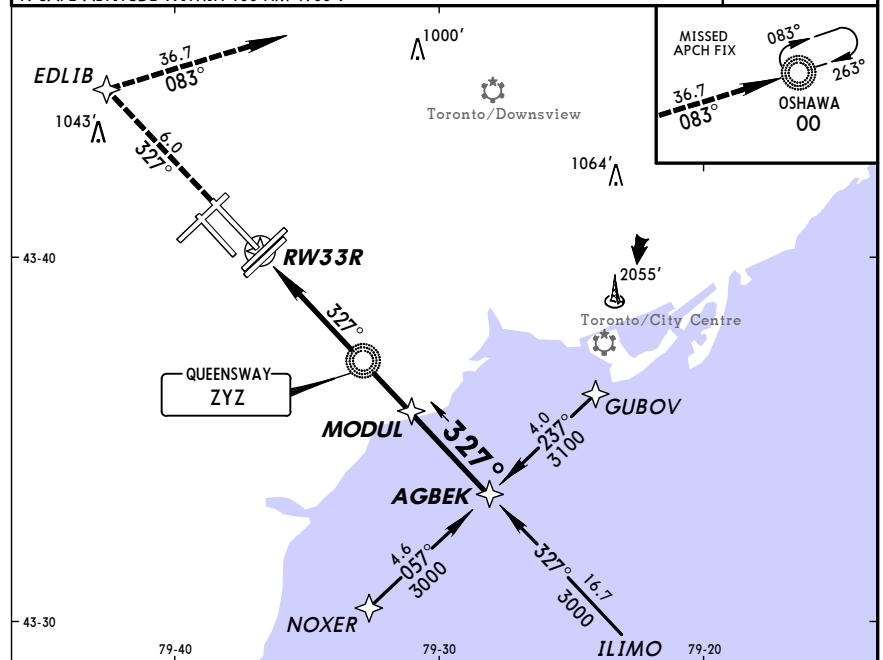


Gnd speed-Kts	70	90	100	120	140	160		SSALR			
Descent angle [3.00°]	372	478	531	637	743	849		PAPI			
MAP at RW23											

STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
LNAV MDA(H) <b>980'</b> (422')		LNAV MDA(H)	
HIALS out		HIALS out	
A		90	1120' (551') - 1 3/4
B		120	
C	RVR 50 or 1	140	1120' (551') - 2
D		165	1180' (611') - 2

**CYYZ/YYZ** **JEPPESEN** **TORONTO, ONT**  
TORONTO/PEARSON INTL 10 FEB 06 (12-5) **Eff 16 Feb** RNAV (GPS) Rwy 33R

D-ATIS	TORONTO Arrival				TORONTO Tower		Ground			
112.15	120.82	124.47	125.4	132.8	118.35	118.7	118.0	119.1	121.65	121.9
RNAV	Final Apch Crs <b>327°</b>	Minimum Alt NDB <b>2100' (1536')</b>	LNAV MDA(H) <b>1040' (476')</b>	Apt Elev <b>569'</b>						
MISSED APCH: Climb on track of 327° to EDLIB. Right climbing turn to track 083° to OSHAWA at 5000' hold inbound 263°.				TDZE <b>564'</b>						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW33R				
1. SAFE ALTITUDE WITHIN 100 NM 4900'.										



Gnd speed-Kts	70	90	100	120	140	160	SSALR	↑	327°	EDLIB
Descent angle	3.34°	414	532	591	709	827				
MAP at RW33R										

STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND			
LNAV				Max Kts			
MDA(H) <b>1040' (476')</b>				MDA(H)			
HIALS out				90			
A	RVR 50 or 1			1120' (551') - 1 3/4			
B				120			
C				140			
D				165			