=JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: TORONTO ON CAN
ICAO/IATA: CYYZ / YYZ
Lat/Long: N43° 40.56', W079° 37.83'
Elevation: 569 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 10.0° W
Sectional Chart: Detroit

Fuel Types: Jet A, Jet A-1, Jet B
Oxygen Types: High Pressure, Low Pressure
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 1035 Z
Sunset: 0002 Z

Runway Information

Runway: 05
Length x Width: 11120 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 564 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 135 ft

Runway: 06L
Length x Width: 9697 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 535 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 9000 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 538 ft

Lighting: Edge, ALS, Centerline

Runway: 15L
Length x Width: 11050 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 557 ft
Lighting: Edge, ALS, Centerline

Runway: 15R
Length x Width: 9088 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 552 ft
Lighting: Edge, ALS
Displaced Threshold: 588 ft

Runway: 23
Length x Width: 11120 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 558 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 686 ft

Runway: 24L
Length x Width: 9000 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 547 ft
Lighting: Edge, ALS, Centerline

Runway: 24R
Length x Width: 9697 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 546 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 197 ft

Runway: 33L
Length x Width: 9088 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 548 ft
Lighting: Edge, ALS
Displaced Threshold: 588 ft

Runway: 33R
Length x Width: 11050 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 564 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 120.825
ATIS: 133.100
Toronto Tower: 118.700
Toronto Tower: 118.350
Toronto Ground: 119.100
Toronto Ground: 121.650
Toronto Ground: 121.900
Toronto Apron Ramp/Taxi: 122.075
Toronto Apron Ramp/Taxi: 122.825 Secondary
Toronto Apron Ramp/Taxi: 122.275
Toronto Clearance Delivery: 121.300
Toronto Arrival: 132.800
Toronto Arrival: 124.475
Toronto Arrival: 125.400
Toronto Departure: 127.575
Toronto Departure: 128.800
Pad Control Operations: 131.175
Iceman Operations: 131.375
Pad Control Operations: 131.950
Tow Coordinator Operations: 136.525
Toronto Terminal Area: 133.400
London Radio Radio: 123.275 Flight Info Service RCO
A-Cdm Coordinator Operations: 122.825 Secondary
A-Cdm Coordinator Operations: 122.875
Iceman Operations: 129.625
Toronto Terminal Area: 119.300

AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) PROCEDURES

1.0. DATE OF APPLICABILITY

- A-CDM live operations will be effective as of 05 April 2021

2.0. 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://www.tc.gc.ca/ca-publications/AIM_2020-1_E_AGA.pdf.
The A-CDM web portal for operational purposes can be found at: https://acdm.gtaa.com/.

3.0. 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

4.0. 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	Fire fighting
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

5.0. FLIGHT CREW PROCEDURES

5.1. ADHERENCE TO TOBT/TSAT

To prevent unnecessary, and potentially significant delays, flight crews are reminded of the importance of keeping their Target Off Blocks Time (TOBT) accurate. Failure to comply with the actions associated with TOBT/Target Start-up Approval Time (TSAT) will result in new times being allocated.

5.2. 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).

5.3. CALL READY PROCEDURE

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

5.4. 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 in the TSAT +/- 5 minute window.
- Aircraft located at uncontrolled areas (Taxiway K, South FBO, Vista Cargo, Air Canada Hangar) shall contact North or South Ground as appropriate in 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 gate 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.

5.5. 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 Apron Coordinator as soon as practicable.

5.6. MANAGING TSAT DELAYS

Delays can occur for many different reasons so there will be occasion when there is a significant time difference between TOBT and TSAT.

Flight crews at CYYZ can normally expect to remain at the gate whilst waiting for their TSAT. Should the gate be required for another purpose, flight crews can expect to remote hold on the airfield to await their TSAT.

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

6.0. 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.

During suspension of the A-CDM procedures, no TOBT and TSAT will be provided.

All aircraft are to report ready with Apron Coordinator when they are ready to commence push-back/start-up procedures.

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 6 ARRIVAL (BOXUM.BOXUM6) (RWYS 05, 06L/R)

OTNIK
135^
OTNIK (OTNIK.BOXUM6) 30
OTNIK
136^
316^
NAKAL
28
136^
316^
GOPAK
23
TUDAN
147^
TUDAN (TUDAN.BOXUM6) 29
TUDAN
327^
SETGO
54
IRKIM
179^
359^
179^
IRKIM (IRKIM.BOXUM6) 40
IRKIM
148^
328^
DARID
148^
328^
NOT TO SCALE
NOT TO SCALE
35
2167
MHA 8000
BOXUM
148^
13
RW~5
DUVOS
At 250 KT
13000
10000
153^
12
DEBGO
MAX 220 KT
8000
3100
8
ERBUS
MODOL
At 210 KT
6000
3
8
SELAP
DUNOP
3
LITRO
3
DERLI
3
^682
^750
^750
050 SY VR

BARRIE-ORILLIA
Lake Simcoe
CYLS
KAWARTHA LAKES
(Lindsay)
CNF4
HANOVER
Saugeen Mun
CYHS
WINGHAM
Richard W Levan
CPR7
BRAMPTON
-Caledon
CNC3
TORONTO
Buttonville Mun
CYKZ
TORONTO
Oshawa Executive
CYOO
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
KITCHENER
Waterloo
CYKF
STRATFORD
-Mun
CYSA
BURLINGTON
-Executive
CZBA
ADANAC
SERVICE DETAIL NU

29
31
33
31
32
31
29

44-30
44-00
43-30
81-30
81-00
80-30
80-00
79-30
79-00

CHANGES: Procedure renumbered, waypoint MODOL added, DEBGO revised, altitude restriction at DUVOS revised, bearings.

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 6 ARRIVAL (BOXUM.BOXUM6) (RWYS 15L/R)

OTNIK
135^
OTNIK
(OTNIK.BOXUM6)
30
136^
316^
NAKAL
28
136^
316^
GOPAK
23
TUDAN
147^
TUDAN
(TUDAN.BOXUM6)
29
327^
SETGO
54
148^
328^
DARID
148^
35
NOT TO SCALE
NOT TO SCALE
MHA 8000
2167
BOXUM
328^
148^
13
IRKIM
179^
359^
179^
IRKIM
(IRKIM.BOXUM6)
40
DUVOS
At 220 KT
7000
158^
160^
11
11
ONGOX
BLOOS
146^
4
146^
4
(FACF)
BEFNI
147^
147^
(FACF)
PILKI
BRAMPTON
-Caledon
CNC3
RW 15L
3100
EDENVALE
CNV8
BARRIE-ORILLIA
Lake Simcoe
CYLS
HANOVER
Saugeen Mun
CYHS
WINGHAM
Richard W Levan
CPR7
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, bearings.

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 6 ARRIVAL (BOXUM.BOXUM6) (RWYS 23, 24L/R)

OTNIK
135^
OTNIK
(OTNIK.BOXUM6)
30
136^
316^
NAKAL
28
136^
316^
GOPAK
23
TUDAN
147^
TUDAN
(TUDAN.BOXUM6)
29
327^
SETGO
54
148^
328^
DARID
148^
35
2167
MHA 8000
328^
BOXUM
148^
13
179^
359^
IRKIM
179^
IRKIM
(IRKIM.BOXUM6)
40

NOT TO SCALE
NOT TO SCALE

RW23

DUVOS
At 250 KT
13000
10000
157^
12
ADSED
MAX 220 KT
8000
146^
8
TASKU
At 210 KT
6000
3
DAVIK
LEVIG
MIPED
SATUR
R142
32
VOR
ERBUS
3
3100

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

44-30
44-00
43-30
81-30
81-00
80-30
80-00
79-30
79-00

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 6 ARRIVAL (BOXUM.BOXUM6) (RWYS 33L/R)

OTNIK 135^ OTNIK (OTNIK.BOXUM6) 30 136^ 316^
NAKAL 28 136^ 316^
GOPAK 23
TUDAN 147^ TUDAN (TUDAN.BOXUM6) 29 327^
SETGO 54
IRKIM 179^ 359^ (IRKIM.BOXUM6) 40
DARID 148^ 328^ 148^ 35
BOXUM MHA 8000 2167 328^ 148^ 13
DUVOS At 250 KT 13000 11000 153^ 20
ERBUS At 210 KT 8000 106^ 8 MIRUG 147^ 11
REVOV 169^ 8 146^ 12
GUBOV 149^ 3
OKOKU 3
MAVID 3
KEDSU 3
NOXER 147^ 3
ALORU 3
DANAV 3
ALMAX
RWY 33R
RWY 33L
SETTR ZELNU
UNAC

NOT TO SCALE NOT TO SCALE

RW33L

3100

BARRIE-ORILLIA Lake Simcoe CYLS
EDENVALE CNV8
KAWARTHA LAKES (Lindsay) CNF4
HANOVER Saugeen Mun CYHS
WINGHAM Richard W Levan CPR7
TORONTO Buttonville Mun CYKZ
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
TORONTO Oshawa Executive CYOO
STRATFORD -Mun CYSA
KITCHENER Waterloo CYKF
BURLINGTON -Executive CZBA

44-30
44-00
43-30
81-30
81-00
80-30
80-00
79-30
79-00

CHANGES: Procedure renumbered, bearings.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
28 OCT 22 (10-2B) .Eff.3.Nov.

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)

OTNIK
NAKAL
GOPAK
TUDAN
SETGO
IRKIM
DARID
BOXUM
DUVOS
DEBGO
MAX 220 KT
8000
ERBUS
MODOL
At 210 KT
6000
SELAP
DUNOP
LITRO
DERLI
SAULT STE MARIE
SSM
(OTNIK.DUVOS4)
(SSM.DUVOS4)
(IRKIM.DUVOS4)
NOT TO SCALE
NOT TO SCALE
MHA 8000
2167
10000
8000
3100
RW ~5
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

CHANGES: Procedure renumbered, waypoint MODOL added, DEBGO revised, bearings.

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 15L/R)

OTNIK
NAKAL
GOPAK
TUDAN
SETGO
IRKIM
DARID
BOXUM
DUVOS
At 220 KT
7000
ONGOX
BLOOS
BEFNI (FACF)
PILKI (FACF)
SAULT STE MARIE
SSM
(OTNIK.DUVOS4)
(SSM.DUVOS4)
(IRKIM.DUVOS4)
NOT TO SCALE
NOT TO SCALE
MHA 8000
2167
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
81-30
81-00
80-30
80-00
79-30

CHANGES: Procedure renumbered, bearings.

JEPPESEN
28 OCT 22 (10-2B2) .Eff.3.Nov. .RNAV.STAR.

TORONTO, ONT

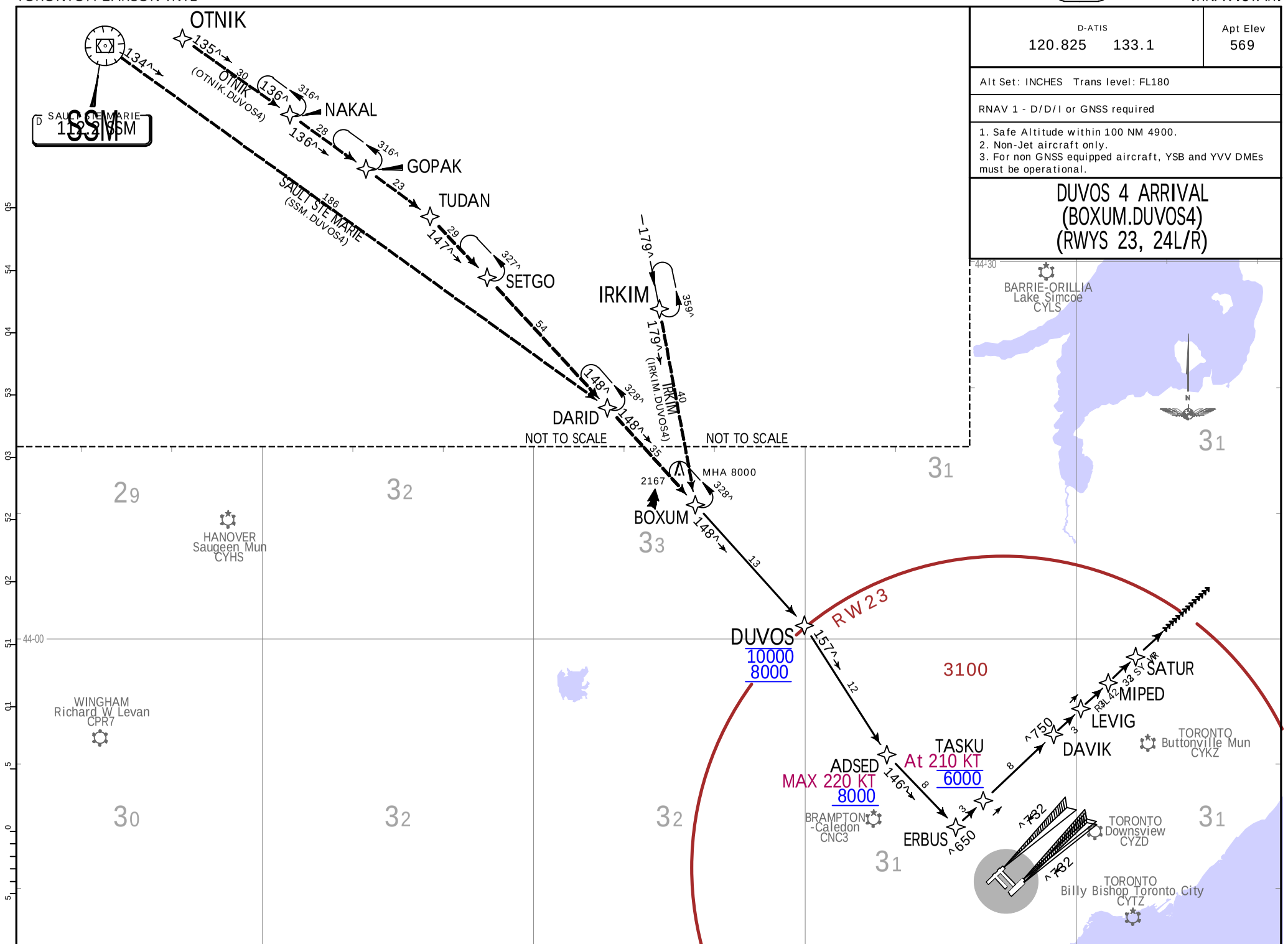
D-ATIS	Apt Elev
120.825 133.1	569

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: Procedure renumbered, waypoint TASKU added, ADSED revised, SEDER withdrawn, bearings.

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 33L)

OTNIK
NAKAL
GOPAK
TUDAN
SETGO
DARID
IRKIM
BOXUM
DUVOS
ERBUS
REVOV
NOXER
ALORU
DANAV
ALMAX

SAULT STE MARIE
SSM
113.2 VSM

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

NOT TO SCALE
NOT TO SCALE

MHA 8000
2167

DUVOS
MAX 220 KT
10000
8000

ERBUS
At 210 KT
8000

RW33L
3100

RWY 33L

BARRIE-ORILLIA
Lake Simcoe
CYLS

KINCARDINE
CYKM

HANOVER
Saugeen Mun
CYHS

WINGHAM
Richard W Levan
CPR7

GODERICH
CYGD

STRATFORD
-Mun
CYSA

KITCHENER
Waterloo
CYKF

BRAMPTON
-Caledon
CNC3

BURLINGTON
-Executive
CZBA

TORONTO
Buttonville Mun
CYKZ

TORONTO
Oshawa Executive
CYOO

TORONTO
Downsview
CYZD

TORONTO
Billy Bishop Toronto City
CYTZ

ADANAC
SETAIS
DEII
NU

44-30
44-00
43-30
81-30
81-00
80-30
80-00
79-30
79-00

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
28 OCT 22 (10-2B4) .Eff.3.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. Non-Jet aircraft only.
3. For non GNSS equipped aircraft, YSB and YVV DMEs must be operational.

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

OTNIK
NAKAL
GOPAK
TUDAN
SETGO
DARID
IRKIM
BOXUM
DUVOS
MIRUG
ERBUS
GUBOV
OKOKU
MAVID
KEDSU

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

NOT TO SCALE
NOT TO SCALE

MHA 8000
2167

DUVOS
MAX 220 KT
10000
8000

ERBUS
At 210 KT
8000

RW33R

SAULT STE MARIE
SSM
119.2 115.6M
33W

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

29 33 31 32 3100

44-00 43-30 81-30 81-00 80-30 80-00 79-30 79-00

CHANGES: Procedure renumbered, bearings.

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 8 ARRIVAL (IMEBA.IMEBA8) (RWYS 05, 06L/R)

VIBLI

NOT TO SCALE

LIDAG
POLTY
LETAK
TUKIR
BETUL
PERGI
GADL
YTL
KATEL
TADMO
VIBLI
IMEBA
MAX 230 KT
MAX FL230
SEKOP
At 250 KT
17000
13000
RW~5
3100
PILPO
BISDA
MAX 220 KT
8000
ERBUS
MODOL
At 210 KT
6000
SELAP
DUNOP
LITRO
DERLI
PEKMO
At 210 KT
8000
VERKO
DARPU
DANIP
MASAR
LERAN
Y VP
SY VP
R/L 60
50
2167
COLLINGWOOD CNY3
EDENVALE CNV8
BARRIE-ORILLIA Lake Simcoe CYLS
STAYNER /Clearview CLV2
BRAMPTON -Caledon CNC3
BURLINGTON -Executive CZBA
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
TORONTO Oshawa Executive CYOO
PETERBOROUGH CYPQ
TRENTON CYTR
ADANAC
SETTS DETI NU
33
31
32
31
31
30
24
29
44-30
44-00
43-30
79-30
79-00
78-30
78-00
77-30

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.
3. For non GNSS equipped aircraft, YOW DME must be operational.

IMEBA 8 ARRIVAL
(IMEBA.IMEBA8)
(RWYS 15L/R)

NOT TO SCALE

LIDAG
POLTY
LETAK
TUKIR
GADIL
BETUL
PERGI
KATEL
YTL CP
RI KUT
PADMO
VIBLI
IMEBA
MAX 230 KT
MAX FL230

VIDRO
At 250 KT
14000
12000

TOVOP

DENPI
At 210 KT
8000

MIRUG

MEVPO
KASIT
OMTIP
MITUX

RWYS 15L/R

R W 15L

3100

BARRIE-ORILLIA
Lake Simcoe
CYLS

EDENVALE
CNV8

PETERBOROUGH
CYPQ

TORONTO
Buttonville Mun
CYKZ

TORONTO
Oshawa Executive
CYOO

TORONTO
Downsview
CYZD

BRAMPTON
-Caledon
CNC3

TORONTO
Billy Bishop Toronto City
CYTZ

2055

CANADA
UNITED STATES

80-00 79-30 79-00 78-30 78-00

CHANGES: Procedure renumbered, speed restriction at IMEBA holding, bearings.

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 8 ARRIVAL (IMEBA.IMEBA8)
(RWYS 23, 24L/R)

NOT TO SCALE

NOT TO SCALE

MAX 230 KT
MAX FL230

RW23

3100

At 220 KT
8000

LIDAG
POLTY
LETAK
TUKIR
BETUL
GADIL
PERGI
YTL CP
KATEL
TADMO
VIBLI
IMEBA
LEPUX
DUGDA
AMILU
(FACF) CALVY
(FACF) EBDAL
(FACF) LISDU

TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
TORONTO Oshawa Executive CYOO
PETERBOROUGH CYPQ

2055

CANADA
UNITED STATES

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 8 ARRIVAL (IMEBA.IMEBA8) (RWYS 33L/R)

NOT TO SCALE

LIDAG
POLTY
LETAK
TUKIR
BETUL
PERGA
KATEL
TADMO
VIBLI
IMEBA
MAX 230 KT
MAX FL230
VIDRO
At 250 KT
14000
12000
ELVUT
NUBAV
At 210 KT
8000
3100
MIRUG
GUBOV
OKOKU
MAVID
KEDSU
RWYS 33L/R
R W 33L
2055
EDENVALE
CNV8
BARRIE-ORILLIA
Lake Simcoe
CYLS
PETERBOROUGH
CYPQ
TORONTO
Oshawa Executive
CYOO
TORONTO
Buttonville Mun
CYKZ
BRAMPTON
-Caledon
CNC3
TORONTO
Downsview
CYZD
TORONTO
Billy Bishop Toronto City
CYTZ
CANADA
UNITED STATES

CHANGES: Procedure renumbered, speed restriction at IMEBA holding, bearings.

CYYZ/YYZ
TORONTO/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)

CHANGES: Continuous Descent Operations note withdrawn.

VERKO
SEGOD
At 210 KT
8000
DEGRO
DARPU
DANIP
MASAR
LERAN
RWY 05
06L/R
SEDAB
At 250 KT
13000
11000
LINNG
LOKPU
(LOKPU.LINNG3)
ISTON
WOZEE
(WOZEE.LINNG3)
MYPAL
TMILS
OXMAN
(OXMAN.LINNG3)
3100
RW~5
CANADA
UNITED STATES
NOT TO SCALE
TORONTO Buttonville Mun CYKZ
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
LOCKPORT North Buffalo Suburban 0G0
WELLAND Niagara Central Dorothy Rungeling CNQ3
BUFFALO -Niagara Intl KBUF
BUFFALO 9G0

WOZEE	LINNG
15 NM MAX 265 KT MAX FL400	10 NM MAX 220 KT MAX FL220

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

JEPPESEN
8 JUL 22 (10-2D) .Eff.14.Jul. .RNAV.STAR.
TORONTO, ONT

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 15L/R)

RWY 15L
RWY 15R
MEVPO
KASIT
OMTIP
MITUX
LOBNU
TAGAT
GADOG
IGTIL
PILNI
MIRUG
VERKO
At 210 KT
8000
3100
YOUTH
At 250 KT
13000
11000
LINNG
RW 15L
LOKPU
(LOKPU.LINNG3)
ISTON
WOZEE
(WOZEE.LINNG3)
MYPAL
TMILS
OXMAN
(OXMAN.LINNG3)
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
2055
NOT TO SCALE
15 NM
MAX 265 KT
MAX FL400
MAX 220 KT
MAX FL220
10 NM

CYYZ/YYZ
TORONTO/PEARSON INTL
JEPPESEN
8 JUL 22
10-2D1
.Eff.14.Jul.
TORONTO, ONT
.RNAV.STAR.
LINNG 3 ARRIVAL
(LINNG.LINNG3)
(RWYS 15L/R)

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.

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

CYZ/YYZ
TORONTO/PEARSON INTL

CHANGES: Continuous Descent Operations note withdrawn.

TORONTO Buttonville Mun CYKZ
RWYS 23 24L/R
DUNOL
DAVNO
DEKNI
MAROD
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
237^
2055
TORONTO Billy Bishop Toronto City CYTZ
3100
VERKO
057^
BIMPO
At 210 KT
8000
CANADA
UNITED STATES
BURLINGTON -Executive CZBA
YOUTH
At 250 KT
13000
11000
345^
LINNG
RW 23
LOKPU (LOKPU.LINNG3)
LOKPU
HAMILTON CYHM
ST CATHARINES Niagara District CYSN
ISTON
NIAGARA FALLS -Intl KIAG
WOZEE (WOZEE.LINNG3)
319^
BUFFALO -Niagara Intl KBUF
WELLAND Niagara Central Dorothy Rungel CNQ3
WOZEE
NOT TO SCALE
MYPAL
TMILS
193^
NAVAN
OXMAN (OXMAN.LINNG3)
013^
OXMAN
WOZEE
010^
190^
15 NM
MAX 265 KT
MAX FL400
LINNG
161^
341^
10 NM
MAX 220 KT
MAX FL220

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

JEPPESEN TORONTO, ONT
8 JUL 22 (10-2D2) .Eff.14.Jul. .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.

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

WOZEE
v161 v010
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
BURLINGTON -Executive CZBA
ST CATHARINES Niagara District CYSN
NIAGARA FALLS -Intl KIAG
LOCKPORT North Buffalo Suburban 0G0
WELLAND Niagara Central Dorothy Runge CNQ3
BUFFALO -Niagara Intl KBUF
BUFFALO 9G0

2055

(FACF) AGBEK
(FACF) ERBAN
RIDOD
IKMEX
MERKI
LINNG
At 220 KT
7000
LOKPU
(LOKPU.LINNG3)
ISTON
WOZEE
(WOZEE.LINNG3)
MYPAL
TMILS
OXMAN
(OXMAN.LINNG3)

3100
RW33L

CANADA
UNITED STATES

NOT TO SCALE

CHANGES: Continuous Descent Operations note withdrawn.

CYYZ/YYZ
TORONTO/PEARSON INTL

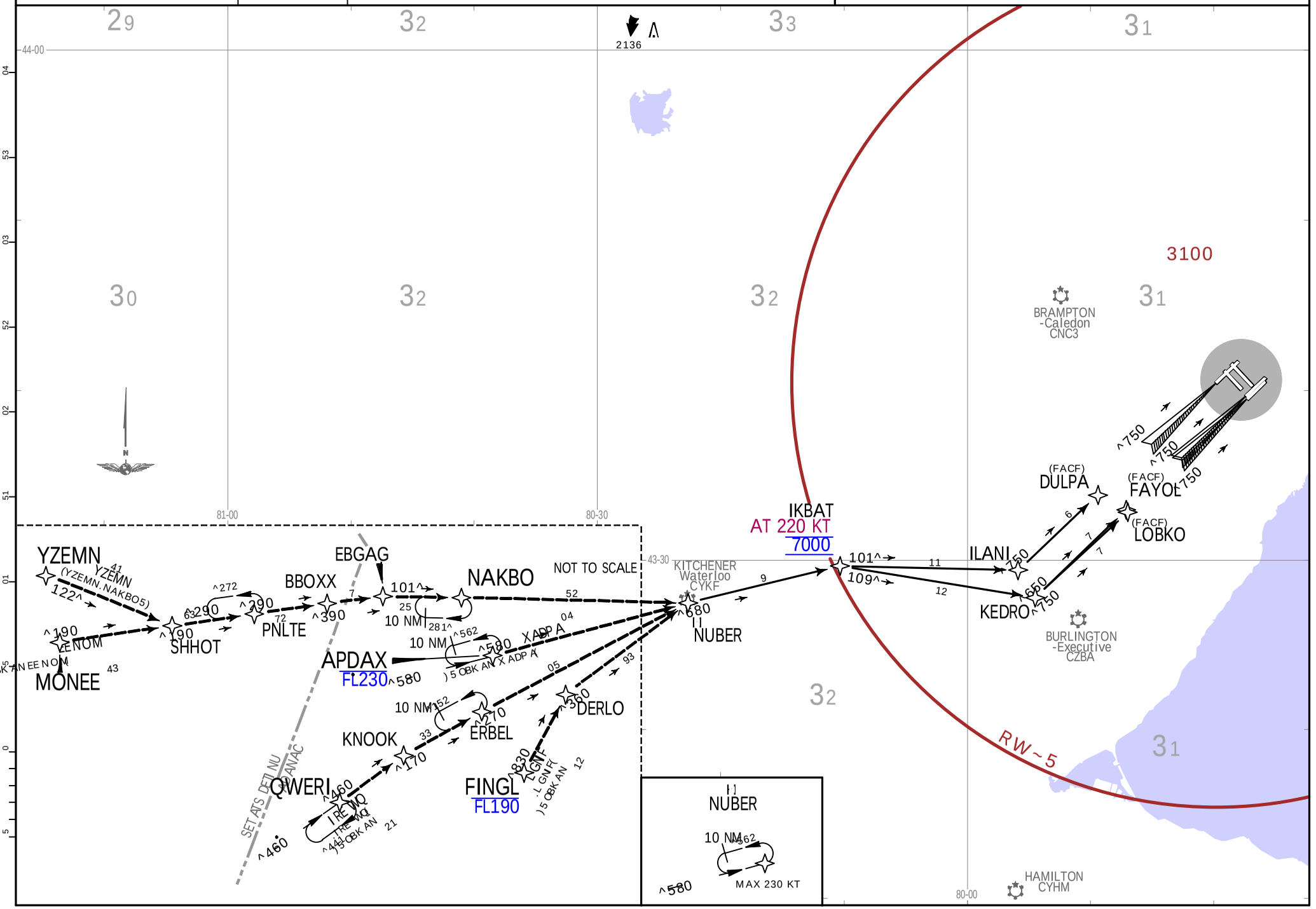
JEPPESEN
8 JUL 22 (10-2D3) .Eff.14.Jul.

TORONTO, ONT
.RNAV.STAR.

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

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 5 ARRIVAL (NUBER.NAKBO5)
(RWYS 05, 06L/R)



CHANGES: Procedure renumbered, speed restriction at NUBER holding, bearings.

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 5 ARRIVAL
(NUBER.NAKBO5)
(RWYS 15L/R, 33L/R)

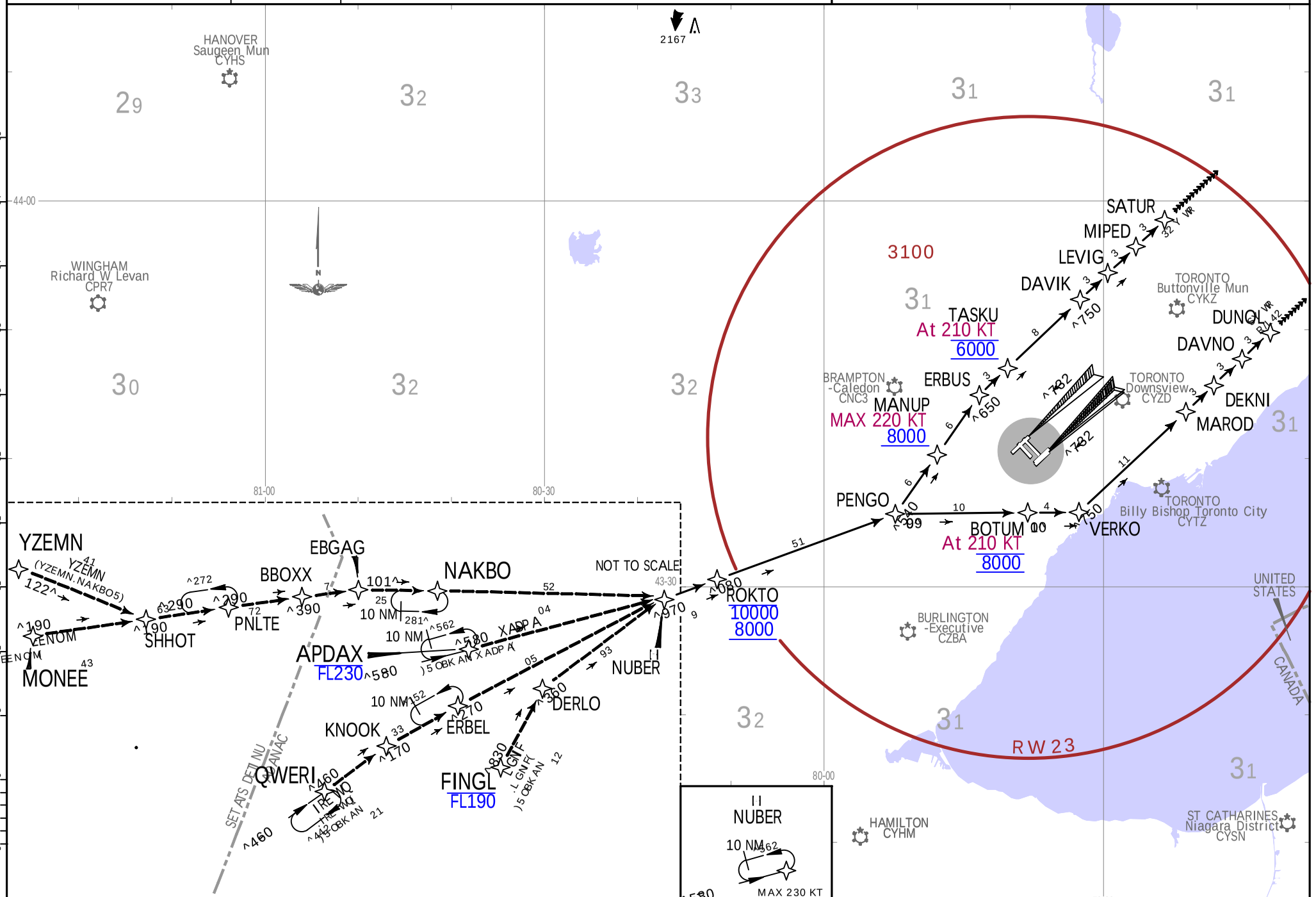
NOT TO SCALE

YZEMN
(YZEMN.NAKBO5)
LENOM
MONEE
SHHOT
PNLTE
BBOXX
EBGAG
NAKBO
APDAX
FL230
KNOOK
ERBEL
DERLO
NUBER
QWERI
FINGL
FL190
ROKTO
10000
8000
LOBNU
TAGAT
GADOG
IGTIL
PIGSO
At 210 KT
8000
PILNI
PENGO
REVOV
KENPU
At 210 KT
8000
NOXER
ALORU
DANAV
ALMAX
RW15L
RWYS 15L/R
RWYS 33L/R
3100
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
BURLINGTON
-Executive
CZBA
HAMILTON
CYHM
ST CATHARINES
Niagara District
CYSN
UNITED
STATES
CANADA
NUBER
10 NM
MAX 230 KT

CHANGES: Procedure renumbered, speed restriction at NUBER holding, bearings.

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 5 ARRIVAL (NUBER.NAKBO5) (RWYS 23, 24L/R)



CHANGES: Procedure renumbered, waypoint TASKU added, MANUP revised, speed restriction at NUBER holding, bearings.

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 5 ARRIVAL
(NUBER.NUBER5)
(RWYS 05, 06L/R)

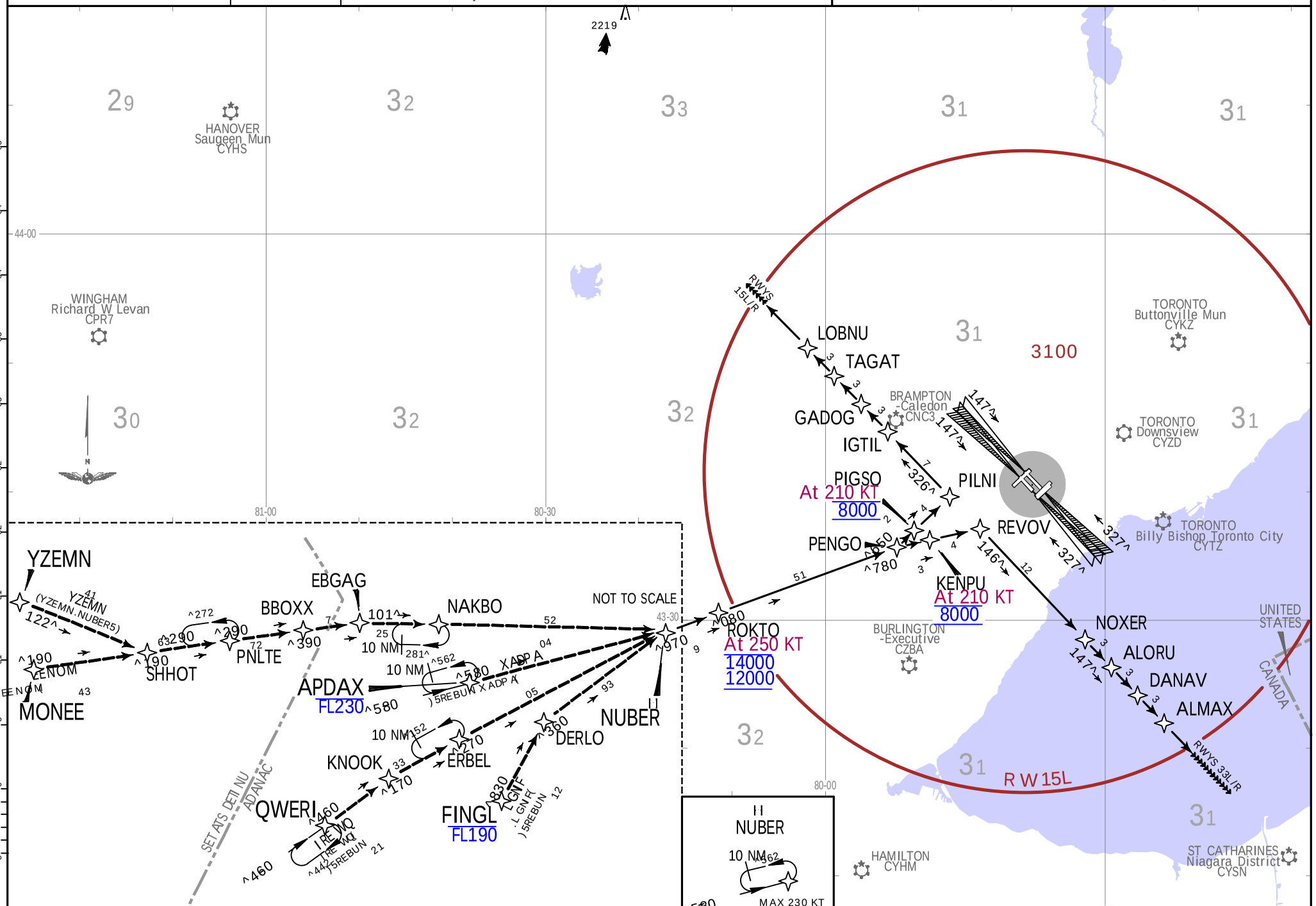
NOT TO SCALE

YZEMN
YZEMN (YZEMN.NUBER5)
122^
^190
KENOM
REBUN
EENOM
MONEE
43
41
^272
63
^290
SHHOT
^290
72
PNLTE
BBOXX
^390
7
EBGAG
101^
25
10 NM
281^
NAKBO
52
^562
10 NM
^580
XADP A
APDAX
FL230
^580
)5REBUN
04
05
93
10 NM
152
^570
ERBEL
KNOOK
33
^470
^460
QWERI
^460
IRE WQ
^443
IRE WQ
)5REBUN
21
SET ATS DFT NU
DANAC
FINGL
FL190
^830
.GNF
.L GNF
)5REBUN
12
^580
DERLO
IKBAT
At 220 KT
7000
KITCHENER
Waterloo
CYKF
680
NUBER
9
101^
109^
11
12
ILANI
^750
KEDRO
^650
^750
6
7
7
(FACF)
DULPA
(FACF)
FAYOL
(FACF)
LOBKO
^750
^750
^750
3100
BRAMPTON
-Caledon
CNC3
BURLINGTON
-Executive
CZBA
HAMILTON
CYHM
WINGHAM
Richard W Levan
CPR7
2136
RW-5
NUBER
10 NM
^562
MAX 230 KT
^580
29
32
33
30
32
32
31
31
44-00
43-30
81-00
80-30
80-00

CHANGES: Procedure renumbered, speed restriction at NUBER holding, bearings.

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 5 ARRIVAL (NUBER.NUBER5)
(RWYS 15L/R, 33L/R)



CHANGES: Procedure renumbered, speed restriction at NUBER holding, bearings.

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 5 ARRIVAL
(NUBER.NUBER5)
(RWYS 23, 24L/R)

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

BURLINGTON
-Executive
CZBA

ST CATHARINES
Niagara District
CYSN

UNITED STATES
CANADA

3100

TASKU
At 210 KT
6000

MANUP
MAX 220 KT
8000

PENGO
8000

BOTUM
At 210 KT
8000

ROKTO
At 250 KT
15000
11000

SATUR
MIPED
LEVIG
DAVIK
DUNOL
DAVNO
DEKNI
MAROD
ERBUS
VERKO

YZEMN
MONEE
VENOM
SHHOT
PNLTE
BBOXX
EBGAG
NAKBO
APDAX
FL230
NUBER
DERLO
ERBEL
KNOOK
FINGL
FL190
QWERI

NOT TO SCALE

RW 23

NUBER
10 NM
MAX 230 KT

SET ATS DETI NU CANAC

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.

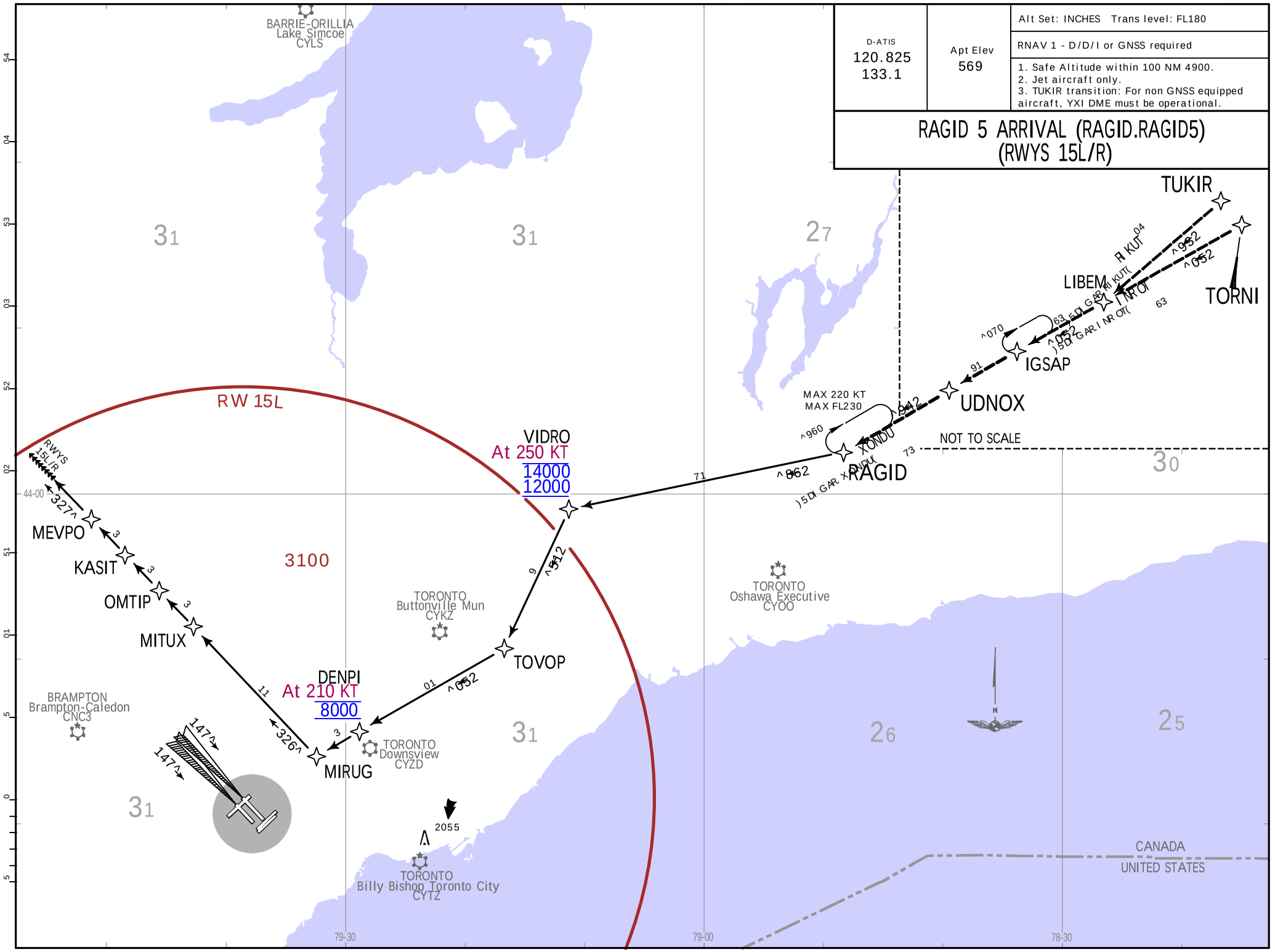
RAGID 5 ARRIVAL (RAGID.RAGID5)
(RWYS 05, 06L/R)

NOT TO SCALE

TUKIR
TORNI
LIBEM
IGSAP
UDNOX
MAX 220 KT
MAX FL230
XONDU
RAGID
LERAT
At 250 KT
17000
15000
KEVNO
At 210 KT
8000
SEMTI
ERBUS
RESES
At 210 KT
8000
VERKO
SELAP
DUNOP
LITRO
DERLI
DARPU
DANIP
MASAR
LERAN
RW~5
3100
COLLINGWOOD CNY3
EDENVALE CNV8
STAYNER /Clearview CLV2
2186
BARRIE-ORILLIA Lake Simcoe CYLS
TORONTO Buttonville Mun CYKZ
TORONTO Oshawa Executive CYOO
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
ADANAC
BETATS DETI NU
33
31
32
29
26
44-30
44-00
43-30
79-30
79-00
78-30
78-00

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)



CHANGES: Continuous Descent Operations note withdrawn.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN TORONTO, ONT
8 JUL 22 (10-2F2) .Eff.14.Jul. .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.

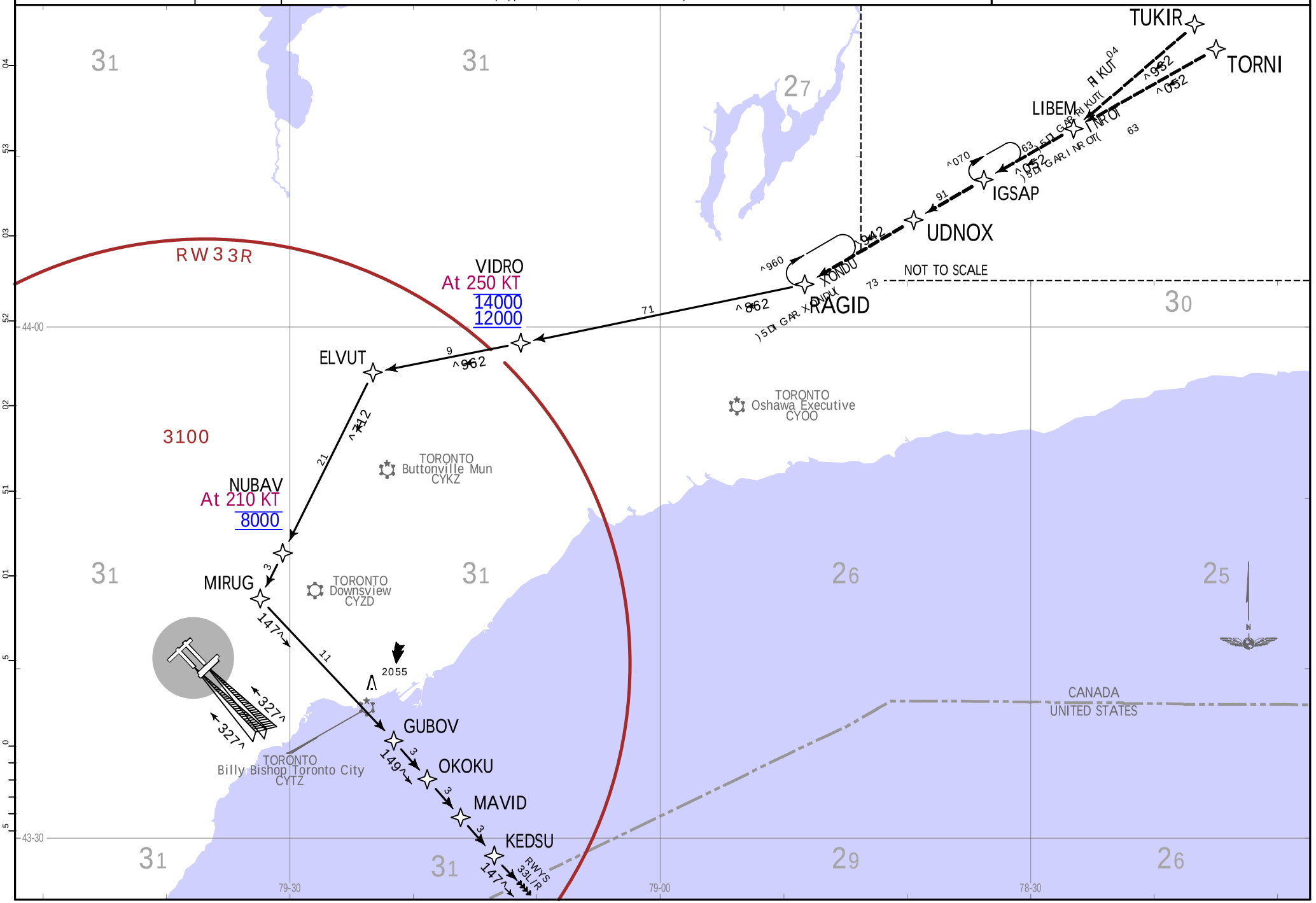
RAGID 5 ARRIVAL (RAGID.RAGID5)
(RWYS 23, 24L/R)

TUKIR
TORNI
LIBEM
IRFUT
IGSAP
UDNOX
XONDU
RAGID
DUGDA
AMILU
DENKA
At 220 KT
7000
CALVY (FACF)
EBDAL (FACF)
LISDU (FACF)
MAX 220 KT
MAX FL230
NOT TO SCALE
RW 23
3100
KAWARTHA LAKES (Lindsay) CNF4
TORONTO Buttonville Mun CYKZ
TORONTO Oshawa Executive CYOO
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
2055
CANADA
UNITED STATES
31
27
30
26
25
44-00
43-30
79-30
79-00
78-30

CHANGES: Continuous Descent Operations note withdrawn.

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 33L/R)



CHANGES: Continuous Descent Operations note withdrawn.

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)

NOT TO SCALE

TUKIR
TORNI
LIBEM
IGSAP
UDNOX
XONDU
RAGID
LERAT 10000 8000
KEVNO At 210 KT 8000
SEMTI
ERBUS
RESES At 210 KT 8000
VERKO
SELAP
DUNOP
LITRO
DERLI
DARPU
DANIP
MASAR
LERAN

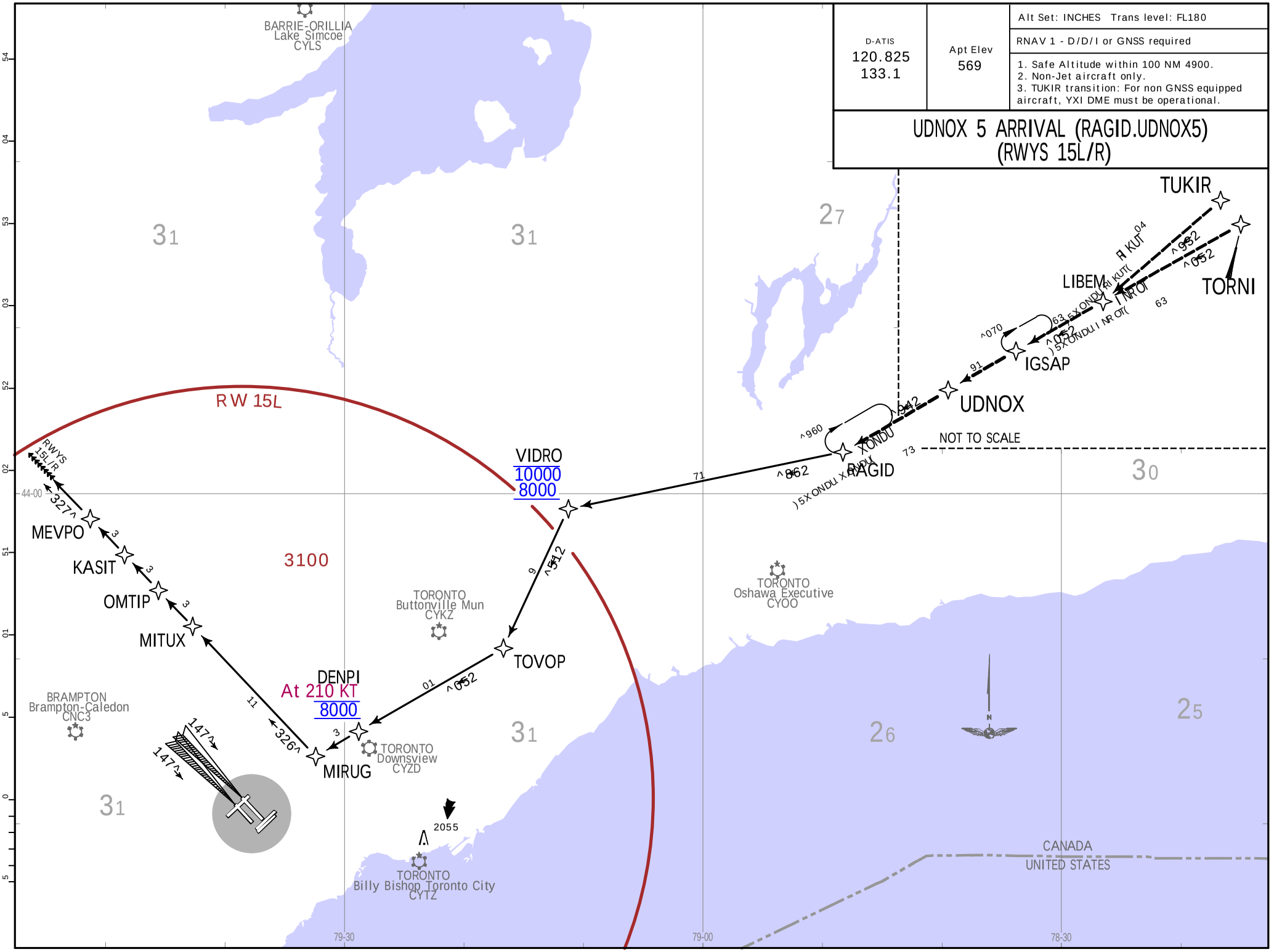
RW~5
3100

COLLINGWOOD CNY3
EDENVALE CNV8
BARRIE-ORILLIA Lake Simcoe CYLS
STAYNER /Clearview CLV2
2186
BRAMPTON -Caledon CNC3
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
TORONTO Oshawa Executive CYOO
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
CANADA
UNITED STATES

CHANGES: Continuous Descent Operations note withdrawn.

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: Continuous Descent Operations note withdrawn.

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 23, 24L/R)

KAWARTHA LAKES -(Lindsay) CNF4

TUKIR

TORNI

LIBEM

IGSAP

UDNOX

XONDU

RAGID

DENKA

AT 220 KT

7000

NOT TO SCALE

DUGDA

AMILU

(FACF) CALVY

(FACF) EBDAL

(FACF) LISDU

RW23

3100

TORONTO Buttonville Mun CYKZ

TORONTO Oshawa Executive CYOO

TORONTO Downsview CYZD

TORONTO Billy Bishop Toronto City CYTZ

2055

CANADA

UNITED STATES

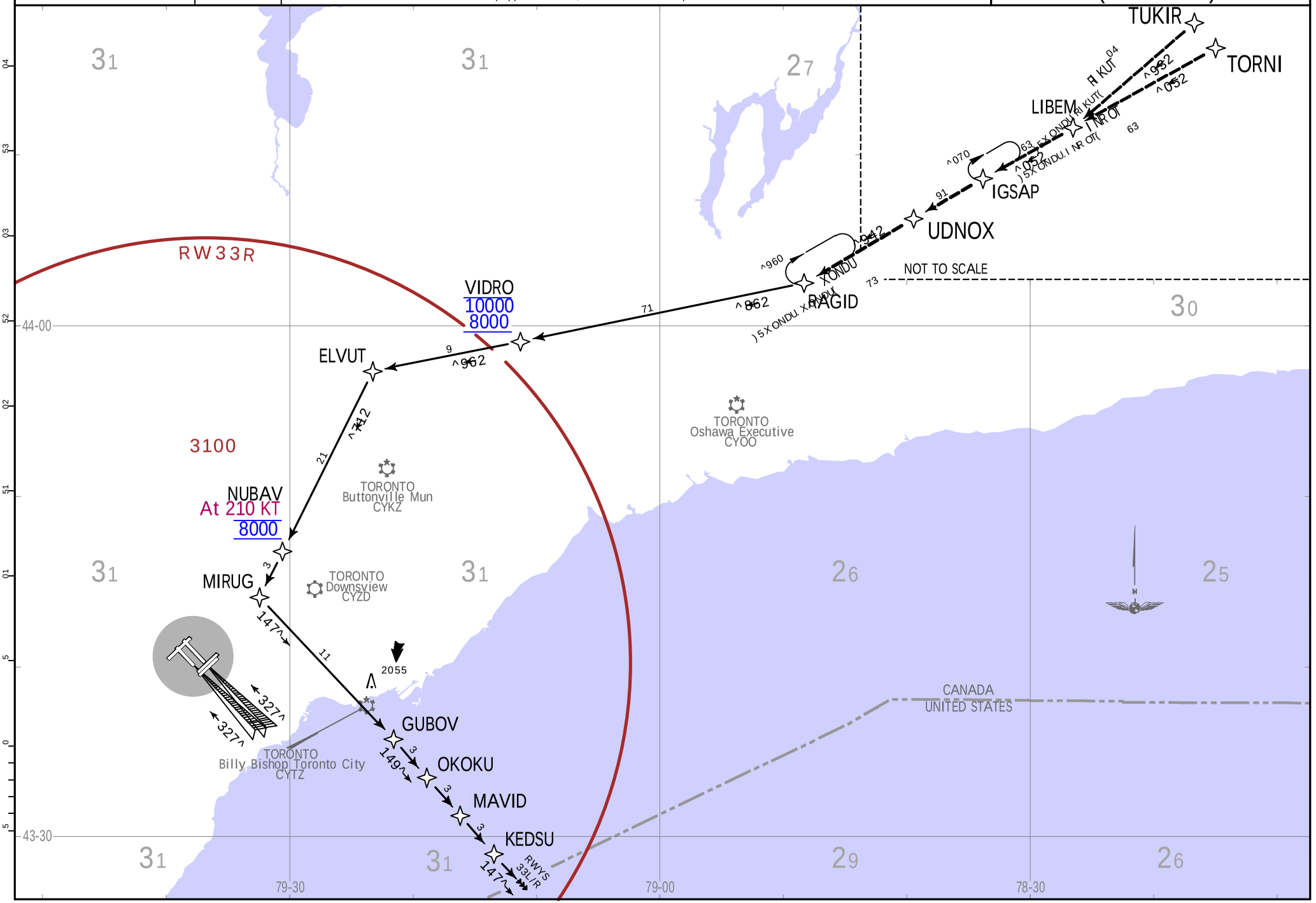
D-ATIS	Apt Elev
120.825 133.1	569

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: Continuous Descent Operations note withdrawn.

CYZ/YYZ
TORONTO/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. Non-Jet aircraft only.

VERKO 1 ARRIVAL (LINNG.VERKO1) (RWYS 05, 06L/R)

WOZEE
010^ 191^
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
BURLINGTON -Executive CZBA
HAMILTON CYHM
ST CATHARINES Niagara District CYSN
NIAGARA FALLS -Intl KIAG
LOCKPORT North Buffalo Suburban 0G0
WELLAND Niagara Central Dorothy Runge CNQ3
BUFFALO -Niagara Intl KBUF
BUFFALO 9G0
CANADA
UNITED STATES

VERKO
SEGOD
At 210 KT
8000
DEGRO
DARPU
DANIP
MASAR
LERAN
SEDAB
MAX 220 KT
10000
8000
LINNG
LOKPU
(LOKPU.VERKO1)
LOKPU
ISTON
WOZEE
(WOZEE.VERKO1)
WOZEE
MYPAL
TMILS
OXMAN
(OXMAN.VERKO1)
OXMAN
NOT TO SCALE

057^ 057^ 057^ 237^ 326^ 327^ 236^ 237^ 353^ 345^ 319^ 193^ 013^
11 3 2 3 3 3 4 5 16 28 19 12 31
v900

RW~5
RWYS 05 06L/R

3100
31 29 24 40 50
2055
43-30 43-00 42-30 79-30 79-00

TORONTO, ONT
JEPPESEN
8 JUL 22 (10-2H) .Eff.14.Jul. .RNAV.STAR.

VERKO 1 ARRIVAL
(LINNG.VERKO1)
(RWYS 05, 06L/R)

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.

VERKO 1 ARRIVAL (LINNG.VERKO1) (RWYS 15L/R)

CHANGES: Continuous Descent Operations note withdrawn.

RWY 15L
327^
MEVPO
3
KASIT
3
OMTIP
3
MITUX
RWY 15R
327^
LOBNU
3
TAGAT
3
GADOG
3
IGTIL
7
326^
PILNI
11
300^
VERKO
At 210 KT
8000
3100
11
326^
MIRUG
8
011^
147^
147^
BRAMPTON
-Caledon
CNC3
TORONTO
Buttonville Mun
CYKZ
TORONTO
Downsview
CYZD
2055
TORONTO
Billy Bishop Toronto City
CYTZ
CANADA
UNITED STATES
15
YOUTH
MAX 220 KT
10000
8000
345^
4
LINNG
R W 15L
LOKPU
(LOKPU.VERKO1)
5
345^
LOKPU
16
28
ST CATHARINES
Niagara District
CYSN
ISTON
NIAGARA FALLS
-Intl
KIAG
79-00
(WOZEE.VERKO1)
19
319^
WOZEE
190^
010^
15 NM
MAX 265 KT
MAX FL400
NOT TO SCALE
NOT TO SCALE
006^
MYPAL
12
CANADA
UNITED STATES
193^
TMILS
31
OXMAN
(OXMAN.VERKO1)
013^
OXMAN
BURLINGTON
-Executive
CZBA
HAMILTON
CYHM
LINNG
MAX 220 KT
MAX FL220
161^
341^
10 NM
3100
3200
3300
3400
4300
4400
8000
7900
2600
2900
3100
2400

CYYZ/YYZ
TORONTO/PEARSON INTL
TORONTO, ONT
.RNAV.STAR.
VERKO 1 ARRIVAL
(LINNG.VERKO1)
(RWYS 15L/R)
JEPPESEN
8 JUL 22
10-2H1
.Eff.14.Jul.

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.

VERKO 1 ARRIVAL (LINNG.VERKO1) (RWYS 23, 24L/R)

CYYZ/YYZ
TORONTO/PEARSON INTL

CHANGES: Continuous Descent Operations note withdrawn.

TORONTO Buttonville Mun CYKZ
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
BUFFALO -Niagara Intl KBUF
WELLAND Niagara Central Dorothy Rungeling CNQ3

RWYS 23 24L/R
DUNOL
DAVNO
DEKNI
MAROD
2055
VERKO
057^
BIMPO
At 210 KT
8000
YOUTH
MAX 220 KT
10000
8000
LINNG
345^
LOKPU
(LOKPU.VERKO1)
ISTON
WOZEE
(WOZEE.VERKO1)
319^
MYPAL
TMILS
193^
OXMAN
(OXMAN.VERKO1)
010^
190^
161^
341^
237^
3100
RW 23
CANADA
UNITED STATES

NOT TO SCALE

WOZEE
15 NM
MAX 265 KT
MAX FL400

LINNG
MAX 220 KT
MAX FL220
10 NM

VERKO 1 ARRIVAL (LINNG.VERKO1) (RWYS 23, 24L/R)

JEPPESEN TORONTO, ONT
8 JUL 22 (10-2H2) .Eff.14.Jul. .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.

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

(FACF) AGBEK

(FACF) ERBAN

RIDOD

IKMEX

MERKI

LINNG At 220 KT 7000

BURLINGTON -Executive CZBA

3100

RW33L

LOKPU (LOKPU.VERKO1)

LOKPU

ST CATHARINES Niagara District CYSN

ISTON

NIAGARA FALLS -Intl KIAG

LOCKPORT North Buffalo Suburban 0G0

WOZEE (WOZEE.VERKO1)

BUFFALO -Niagara Intl KBUF

WOZEE

BUFFALO 9G0

WELLAND Niagara Central Dorothy Rungeling CNQ3

MYPAL

CANADA UNITED STATES

TMILS

OXMAN (OXMAN.VERKO1)

NOT TO SCALE

OXMAN

CYYZ/YYZ TORONTO/PEARSON INTL

TORONTO, ONT .RNAV.STAR.

JEPPESEN 8 JUL 22 10-2H3 .Eff.14.Jul.

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

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)

NOT TO SCALE

LETAK
TUKIR
BETUL
KATEL
TADMO
VIBLI
IMEBA
SEKOP
10000
8000
PILPO
MAX 220 KT
8000
BISDA
ERBUS
MODOL
At 210 KT
6000
SELAP
DUNOP
LITRO
DERLI
PEKMO
At 210 KT
8000
VERKO
DARPU
DANIP
MASAR
LERAN
RW~5
3100
COLLINGWOOD CNY3
EDENVALE CNV8
BARRIE-ORILLIA Lake Simcoe CYLS
STAYNER /Clearview CLV2
2167
BRAMPTON -Caledon CNC3
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
TORONTO Oshawa Executive CYOO
PETERBOROUGH CYPQ
TRENTON CYTR
BURLINGTON -Executive CZBA
ADANAC
SEE ATS DETAIL
33
31
32
29
30
24

CHANGES: Procedure renumbered, waypoint MODOL added, PILPO revised, bearings.

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. 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 15L/R)

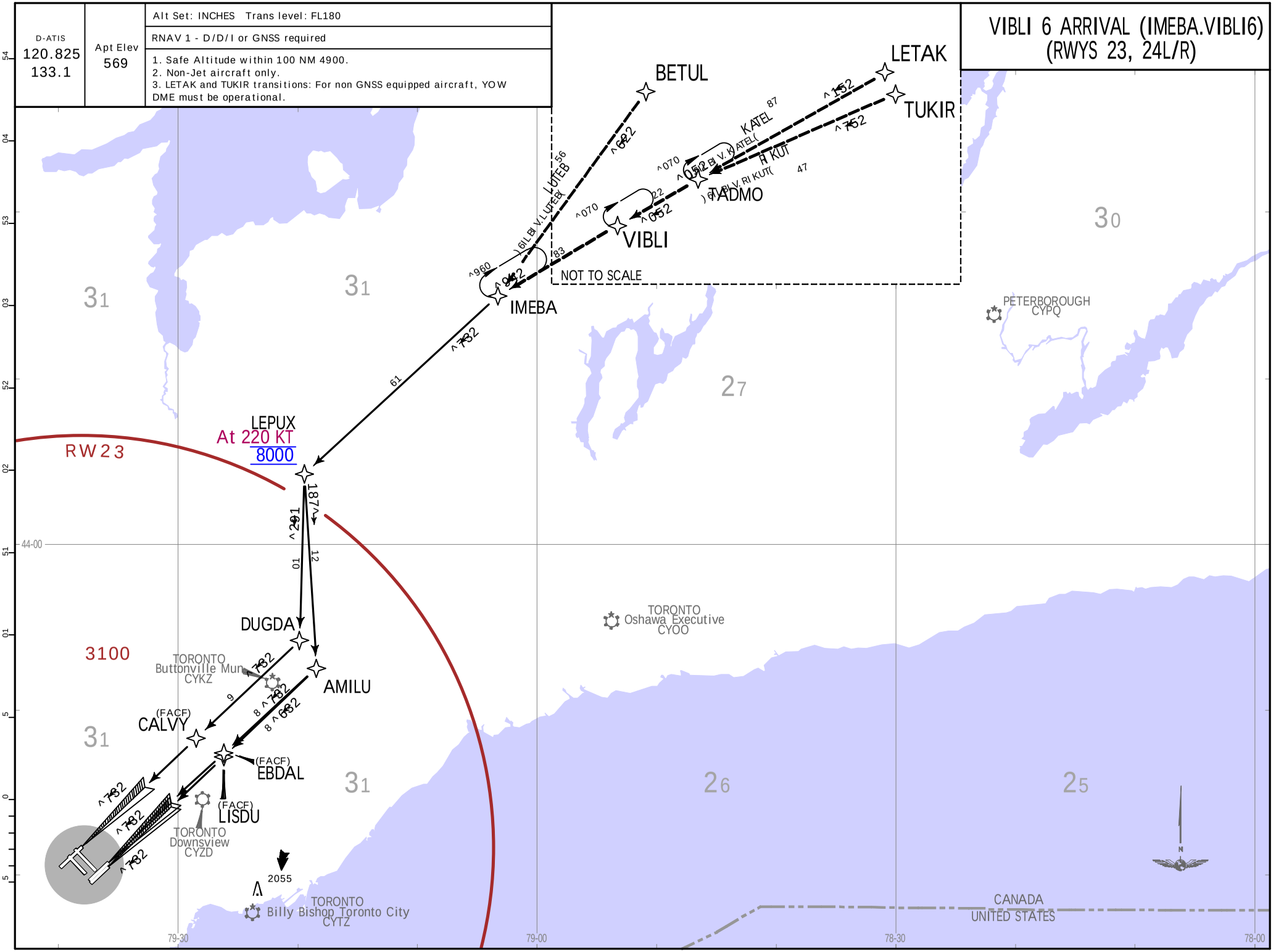
NOT TO SCALE

BETUL
LETAK
TUKIR
KATEL
KUT
TADMO
LUTEB
VIBLI
IMEBA
VIDRO
10000
8000
TOVOP
DENPI
At 210 KT
8000
MIRUG
MITUX
OMTIP
KASIT
MEVPO
RWYS 15L/R
RW 15L
3100
2055
EDENVALE
CNV8
BARRIE-ORILLIA
Lake Simcoe
CYLS
PETERBOROUGH
CYPQ
TORONTO
Buttonville Mun
CYKZ
TORONTO
Oshawa Executive
CYOO
TORONTO
Downsview
CYZD
BRAMPTON
-Caledon
CNC3
TORONTO
Billy Bishop Toronto City
CYTZ
CANADA
UNITED STATES

CHANGES: Procedure renumbered, bearings.

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.

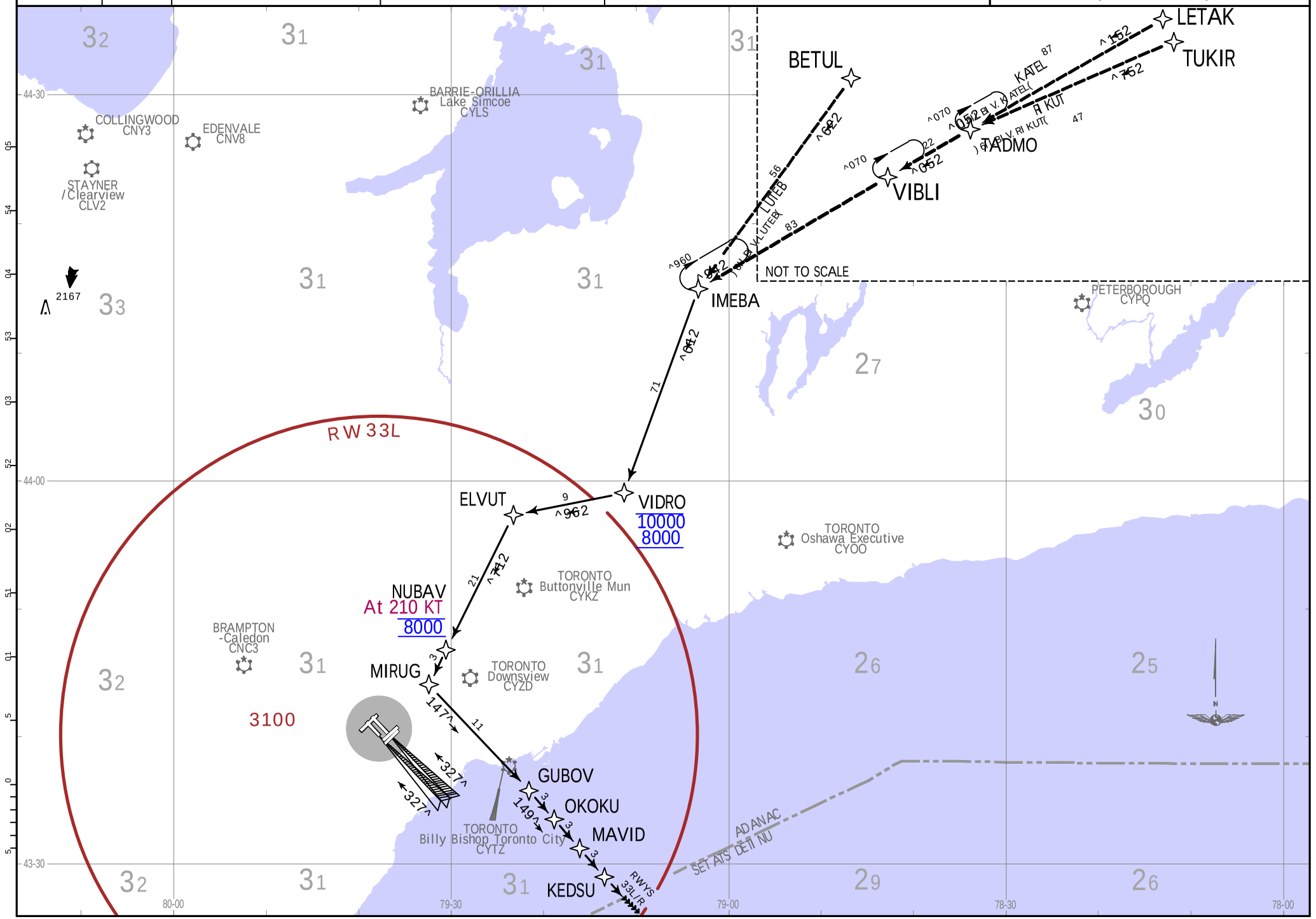
VIBLI 6 ARRIVAL (IMEBA.VIBLI6) (RWYS 23, 24L/R)



CHANGES: Procedure renumbered, bearings.

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)

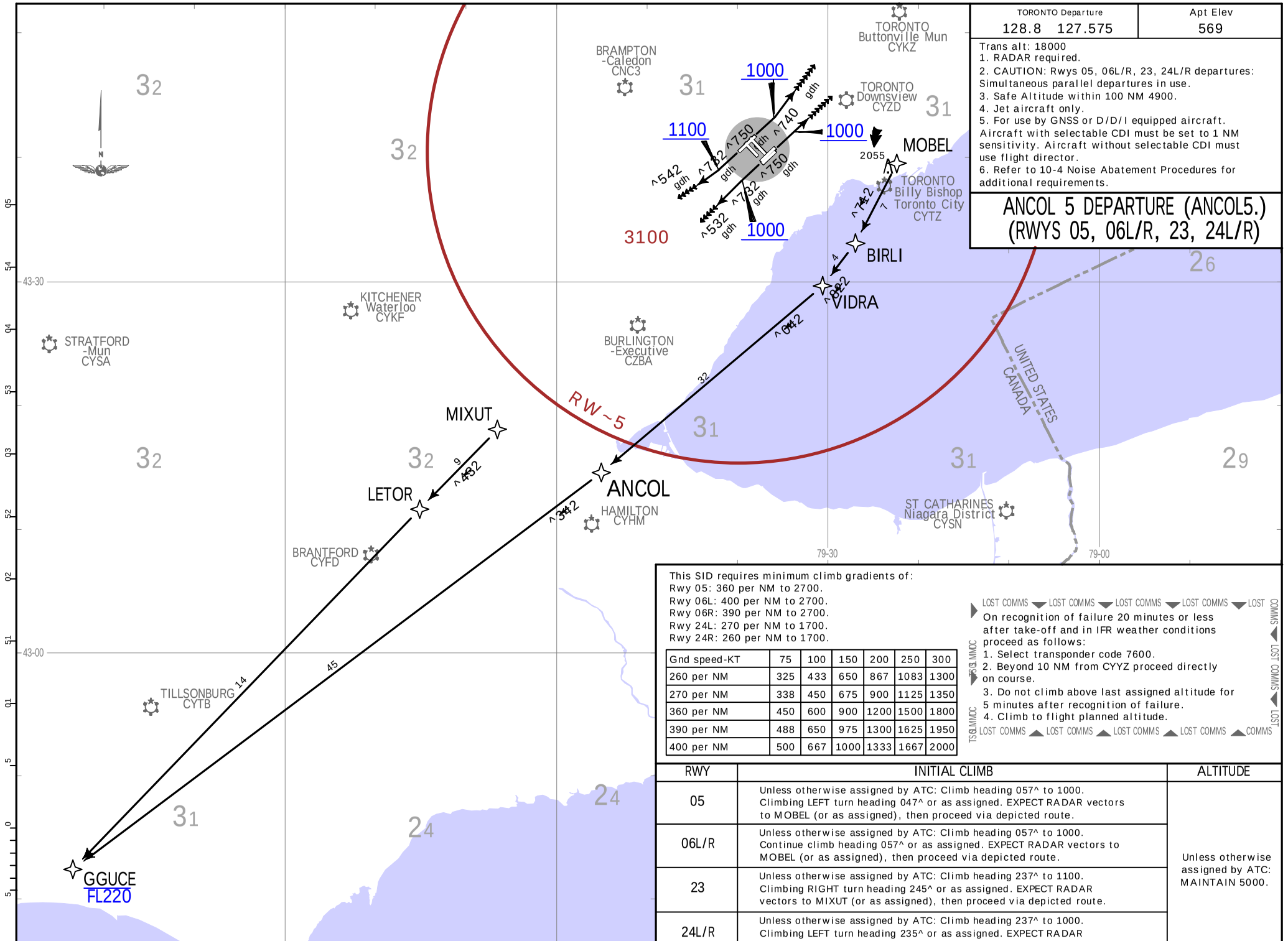


CHANGES: Procedure renumbered, bearings.

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

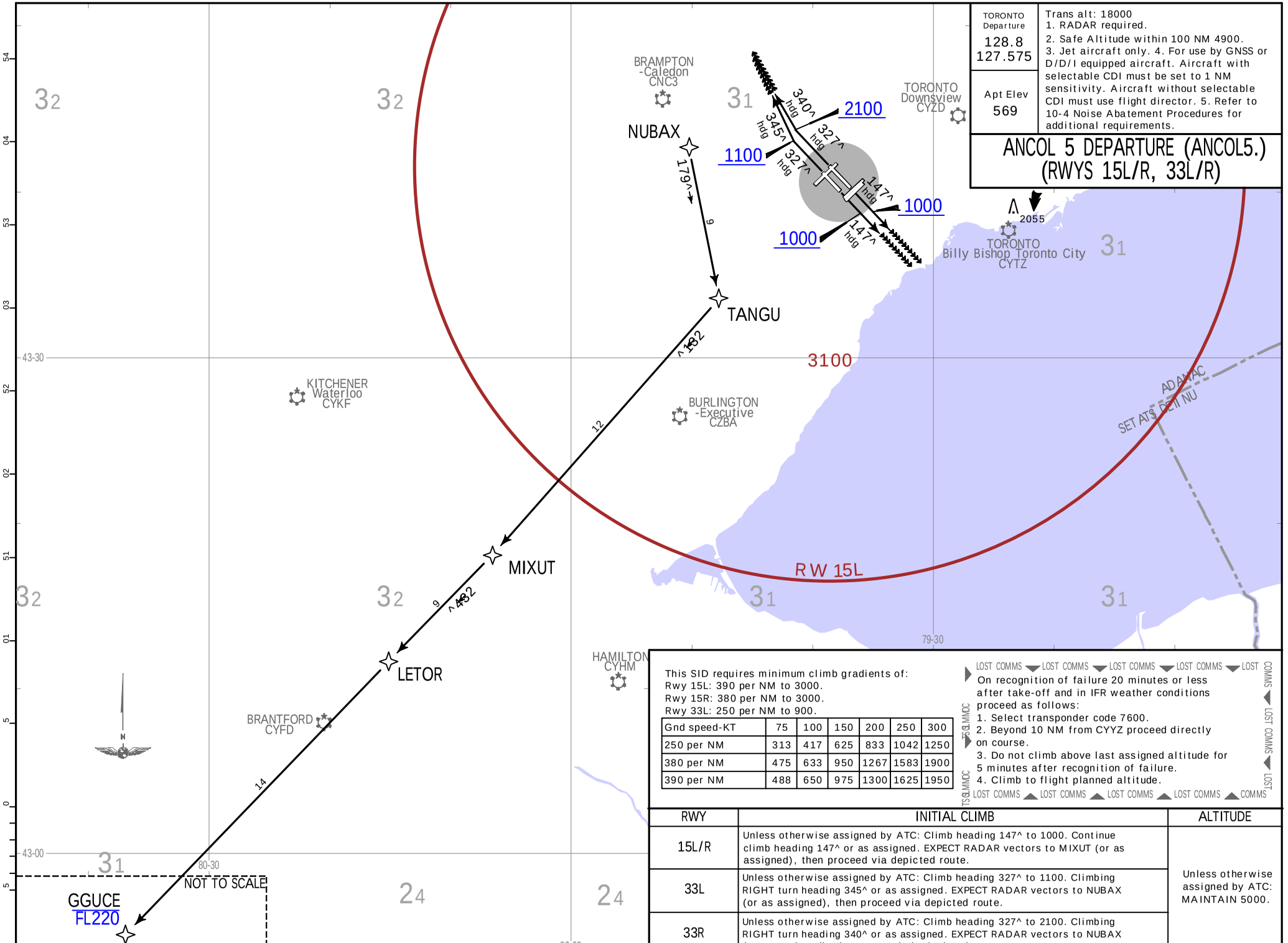
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
TSOLMMOC
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned 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: Procedure renumbered, Rwys 24L/R climb gradient.

TORONTO Departure	Trans alt: 18000
128.8 127.575	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.
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 ▼ 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 ▲ LOST COMMS

TSS MMOC

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.	

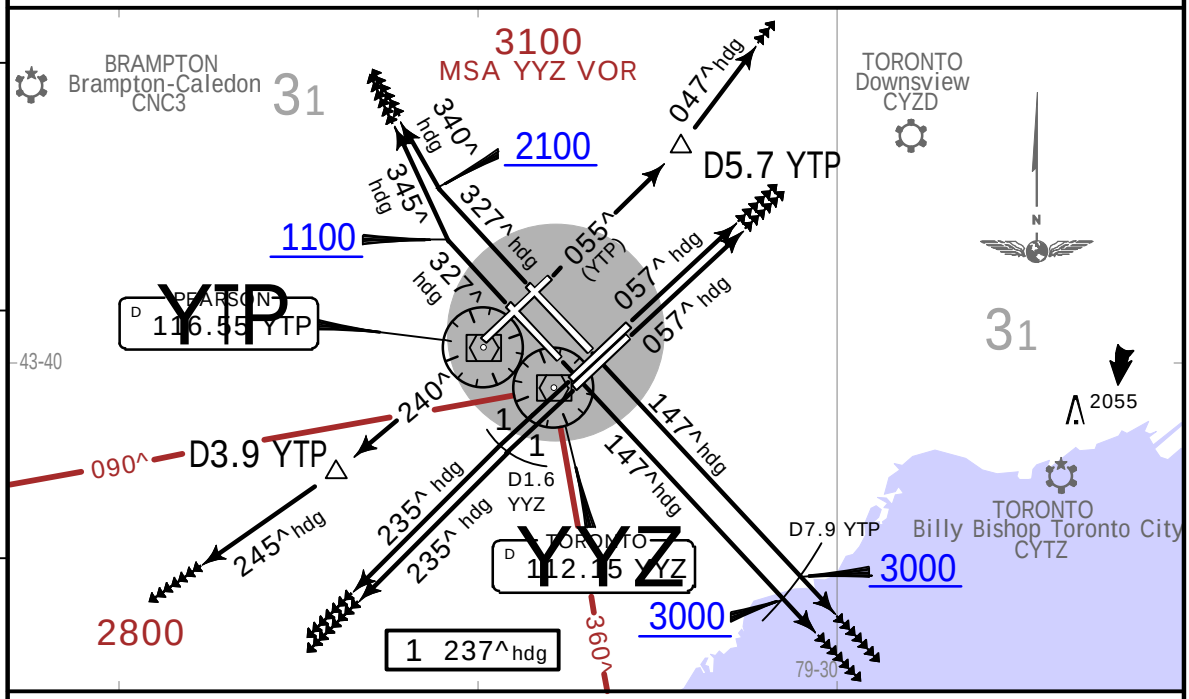
CHANGES: Procedure renumbered.

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

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.

1 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

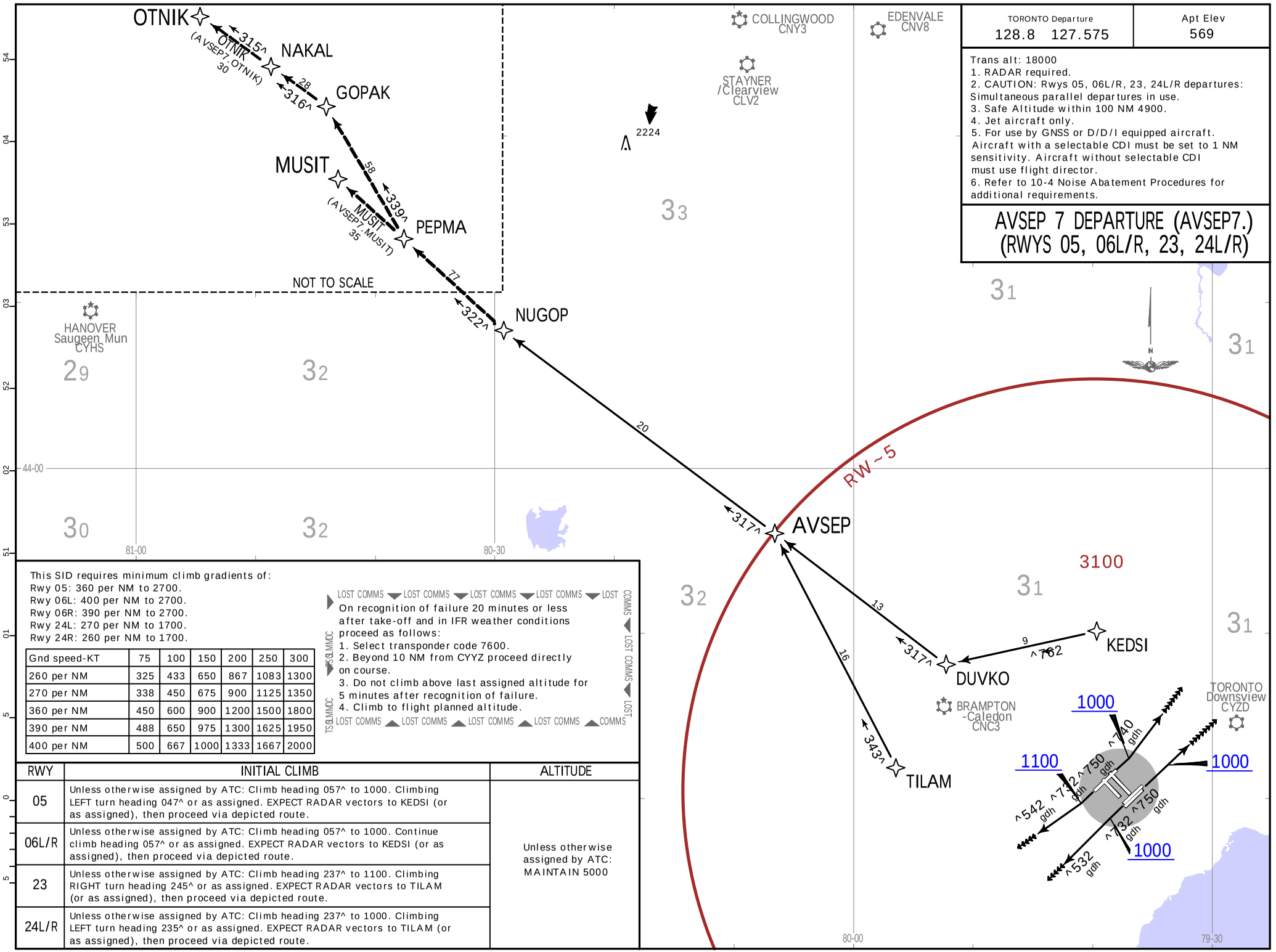
RWY	1 INITIAL CLIMB	1 ALTITUDE
05	Intercept and MAINTAIN YTP R055 outbound. At D5.7 YTP fly heading 047^ or assigned heading for vectors to assigned route.	Jet aircraft MAINTAIN 5000. Non-jet aircraft MAINTAIN 3000. Aircraft assigned a turn at takeoff; commence turn at 1100
06L/R	Climb heading 057^ or 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: Procedure renumbered, Rwys 24L/R climb gradient.

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

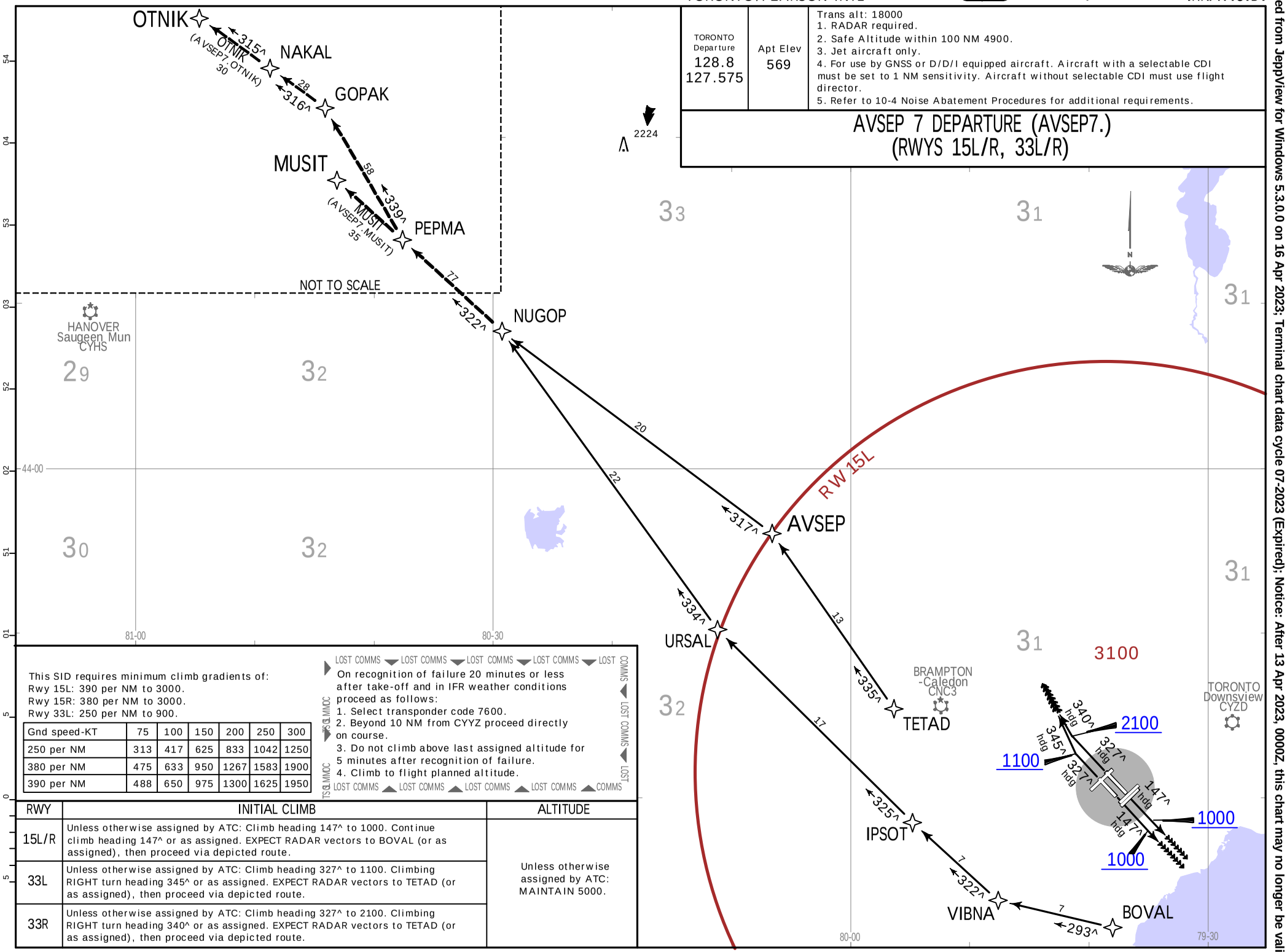
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ 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 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: Procedure renumbered, Rwys 24L/R climb gradient.

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

TSL MMDC

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

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

TSL MMDC

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: Procedure renumbered.

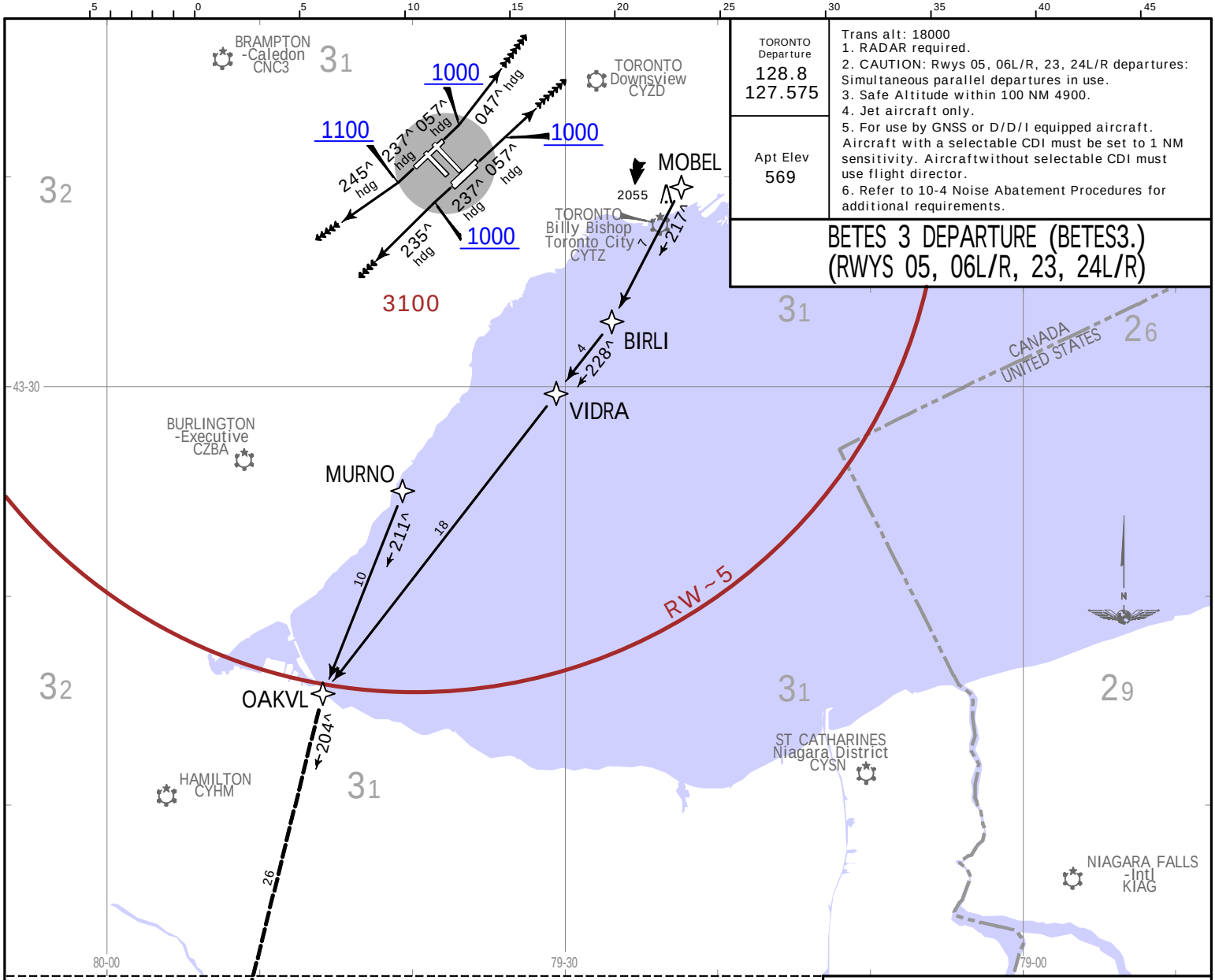
CYYZ/YYZ
TORONTO/PEARSON INTL

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.	

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

JEPPESEN TORONTO, ONT
13 MAY 22 (10-3B) Eff.19.May. .RNAV.SID.

CHANGES: Procedure renumbered. Rwys 24L/R climb gradient.

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)

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

NUBAX
TANGU
OAKVL
BETES
ERI
SAMYL
FOXEE
AIRRA

340^ hdg 2100
345^ hdg 1100
327^ hdg
327^ hdg
147^ hdg 1000
147^ hdg 1000
2055
179^ 9
186^ 18
204^ 26
209^ 52 ERIE (BETES3.ERI)
201^ 36
190^ 69 AIRRA (BETES3.AIRRA)
207^ 66 FOXEE (BETES3.FOXEE)

RW 15L
3100
CANADA UNITED STATES
NOT TO SCALE
43-30
43-00
80-00
79-00
79-30

LOST COMMS — 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.	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.	

CYYZ/YYZ
TORONTO/PEARSON INTL
13 MAY 22
JEPPESEN
10-3B1 .Eff.19.May.
TORONTO, ONT
.RNAV.SID.
BETES 3 DEPARTURE (BETES3.)
(RWYS 15L/R, 33L/R)

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 ▼ 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

TSOL MMOC

RW-5

IPTOS
MIGLO
OLABA
MIVOK
(BOMET8.MIVOK)
BOMET
NOPOT
TIGET
TALEB
TESUK
AVROS
DAVSI
GAGPO
MAVAN
SOTH
ABALO
^390
^470
^420
^390
^080
^060
^180
^190
^250
^150
NOT TO SCALE

TORONTO Oshawa Executive CYOO
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BRAMPTON -Caledon CNC3
BURLINGTON -Executive CZBA

1000 1100 1000 1000
^542 gdn ^732 gdn ^750 gdn ^740 gdn ^750 gdn ^732 gdn ^532 gdn
3100
2055

ADANAC
SET AS DET NU

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

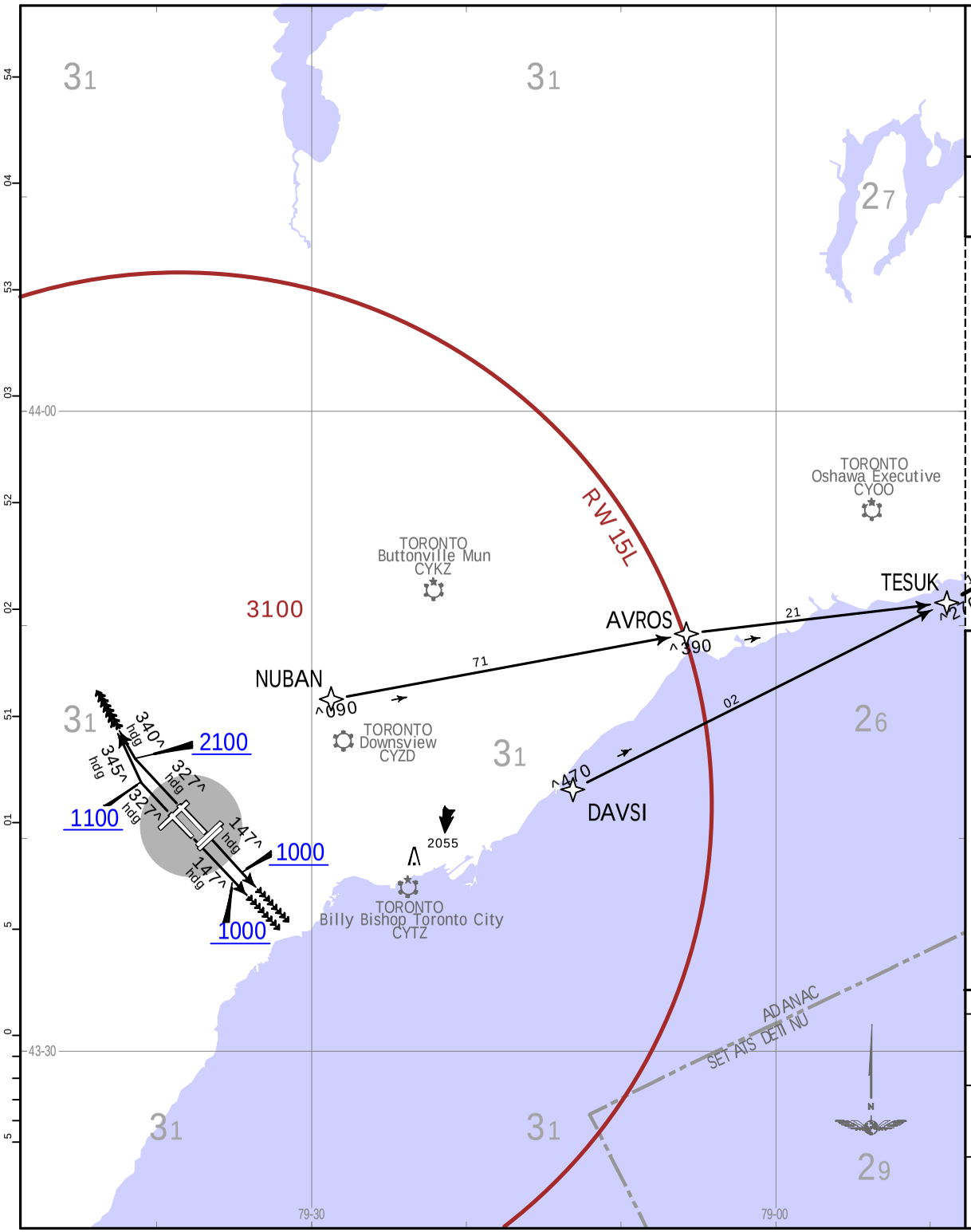
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057^ to 1000. Climbing LEFT turn heading 047^ or as assigned. EXPECT RADAR vectors to AVROS (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; 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.	

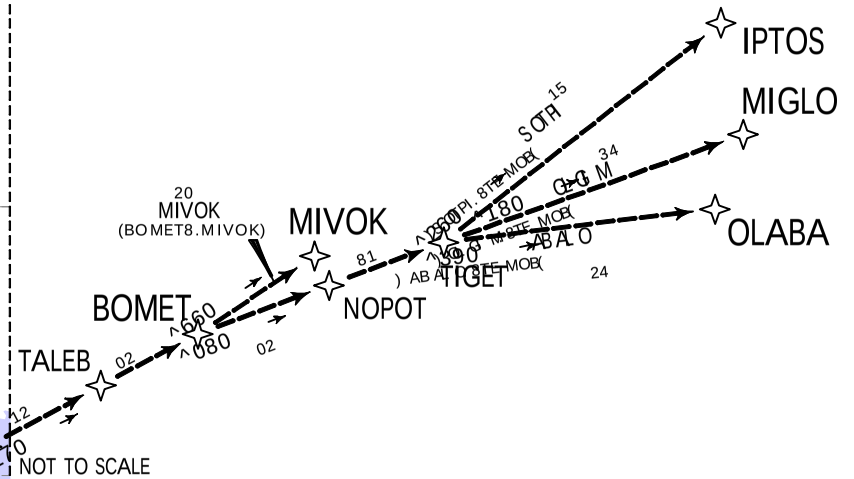
CHANGES: Procedure renumbered, Rwys 24L/R climb gradient.

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 — 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.

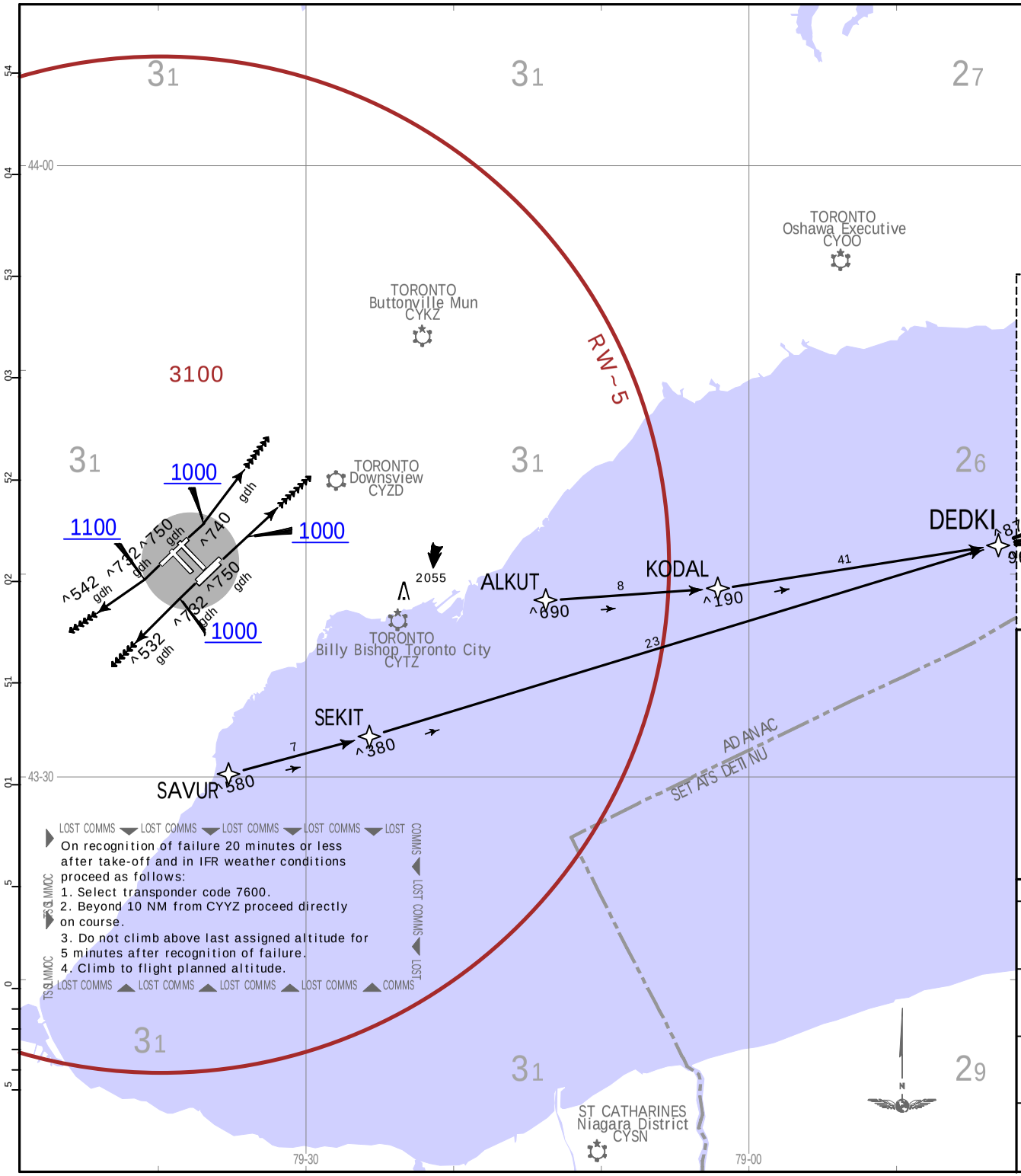
Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

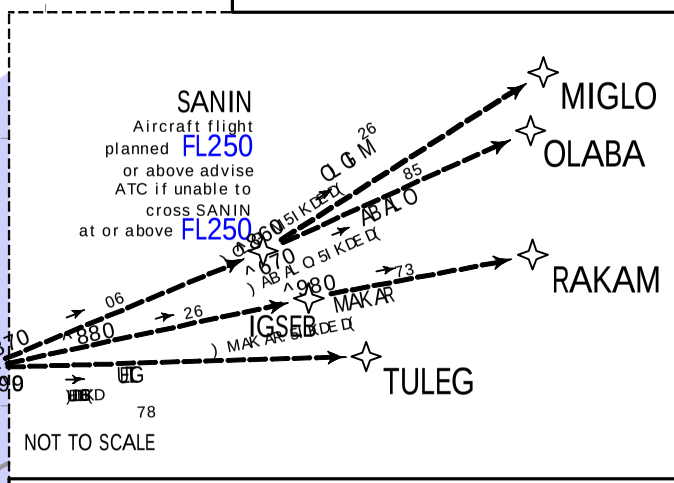
RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147^ to 1000. Continue climb heading 147^ or as assigned. EXPECT RADAR vectors to DAVSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; 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: Procedure renumbered.

TORONTO Departure	Trans alt: 18000
128.8 127.575	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)





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.

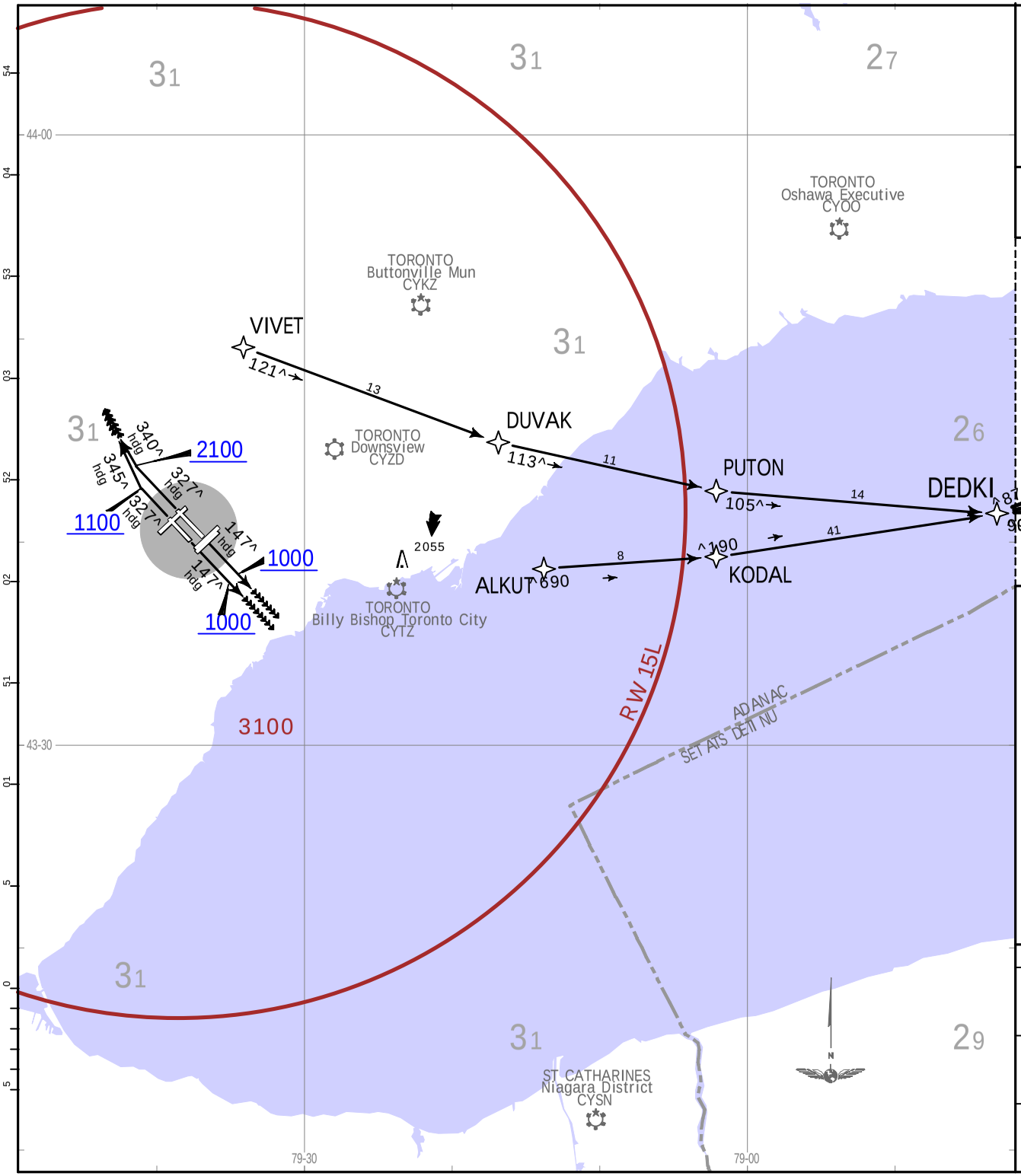
Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

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.

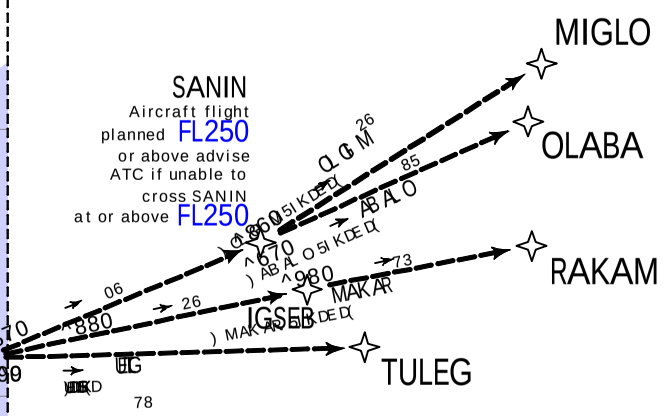
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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 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.	



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 ▼ 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 ▲ 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 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: Procedure renumbered.

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.

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 -Intl KBUF
BUFFALO 9G0
PHILIPSBURG PSB

PERLO
OMAPA
SAVUR
DUSOM
RIGUS
MIKKY
RW~5
3100
2055
1000
1100
047^ hdg
057^ hdg
237^ hdg
245^ hdg
235^ hdg
194^
215^
204^
189^
151^
148^
115
PHILIPSBURG (DUSOM3.PSB)
NOT TO SCALE
CANADA
UNITED STATES
43-30
43-00
79-30
79-00

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.

DUSOM 3 DEPARTURE (DUSOM3.)
(RWYS 15L/R, 33L/R)

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

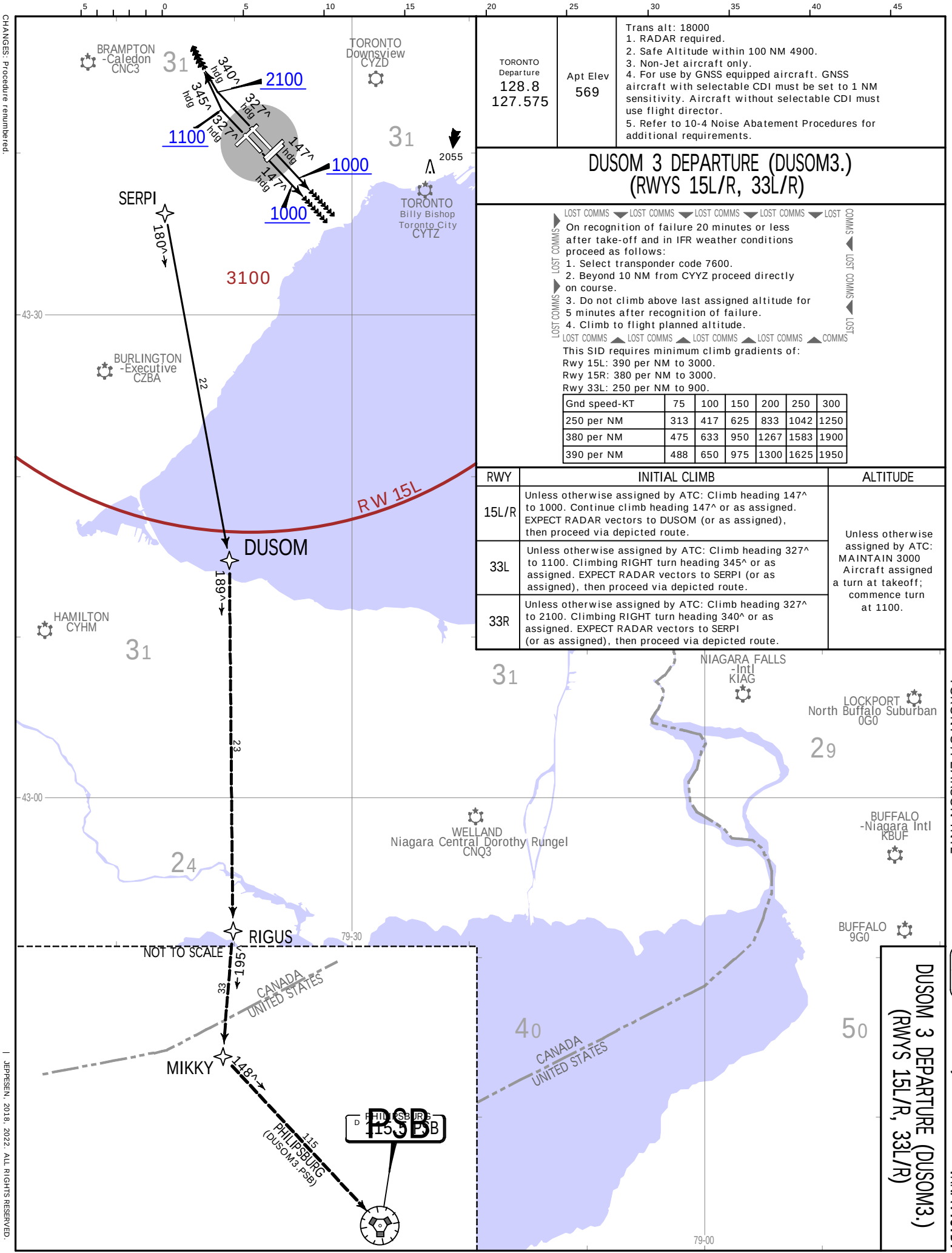
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight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



CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22
10-3C3
.Eff.19.May.

TORONTO, ONT
.RNAV.SID.

DUSOM 3 DEPARTURE (DUSOM3.)
(RWYS 15L/R, 33L/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.

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

NOT TO SCALE

SILVU
120
SILVU
(EBKIN4.SILVU)
325^
KISEP
15
348^
EBKIN
RW~5
17
005^
MATES

2167

3100

TORONTO Buttonville Mun CYKZ
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ

1000
1100
1000
1000
^740 gdh
^750 gdh
^732 gdh
^542 gdh
^732 gdh
^750 gdh
^532 gdh

LOST COMMS ▼ 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.

TSOLMMOC

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 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: Procedure renumbered, Rwys 24L/R climb gradient.

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 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

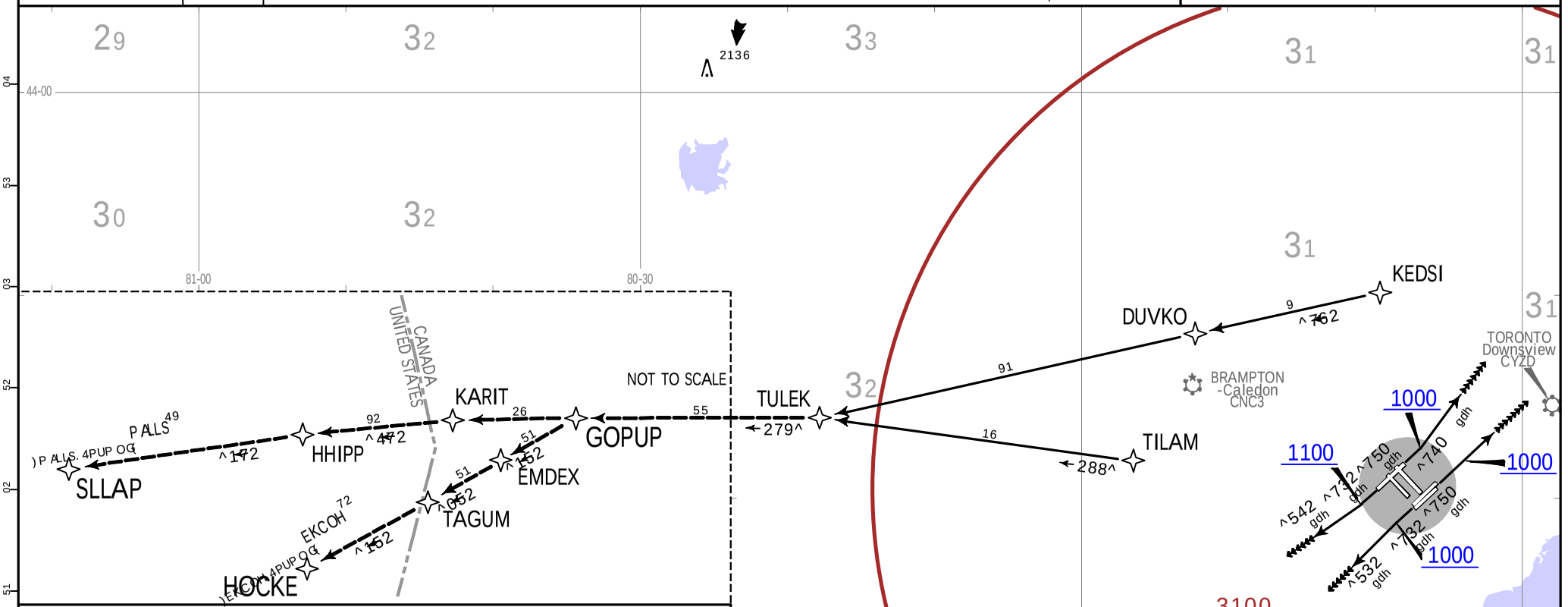
RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147^ to 1000. Continue climb heading 147^ or as assigned. EXPECT RADAR vectors to ETLER (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000 Aircraft assigned a turn at takeoff; 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 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
120 SILVU (EBKIN4.SILVU)
NOT TO SCALE
2224
325^
KISEP
15
348^
EBKIN
RW 15L
22
327^
ETLER
3100
3200
BRAMPTON -Caledon CNC3
TORONTO Buttonville Mun CYKZ
TORONTO Oshawa Executive CYOO
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
UNITED STATES
340^ hdg
345^ hdg
327^ hdg
327^ hdg
147^ hdg
147^ hdg
2100
1100
1000
1000
44-00
80-30
80-00
79-30
79-00

CHANGES: Procedure renumbered.

TORONTO Departure	Apt Elev	Trans alt: 18000	4. Jet aircraft only.
128.8 127.575	569	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.	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 ▼ 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 ▲

TSOL MMOC

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: Procedure renumbered, Rwys 24L/R climb gradient.

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.

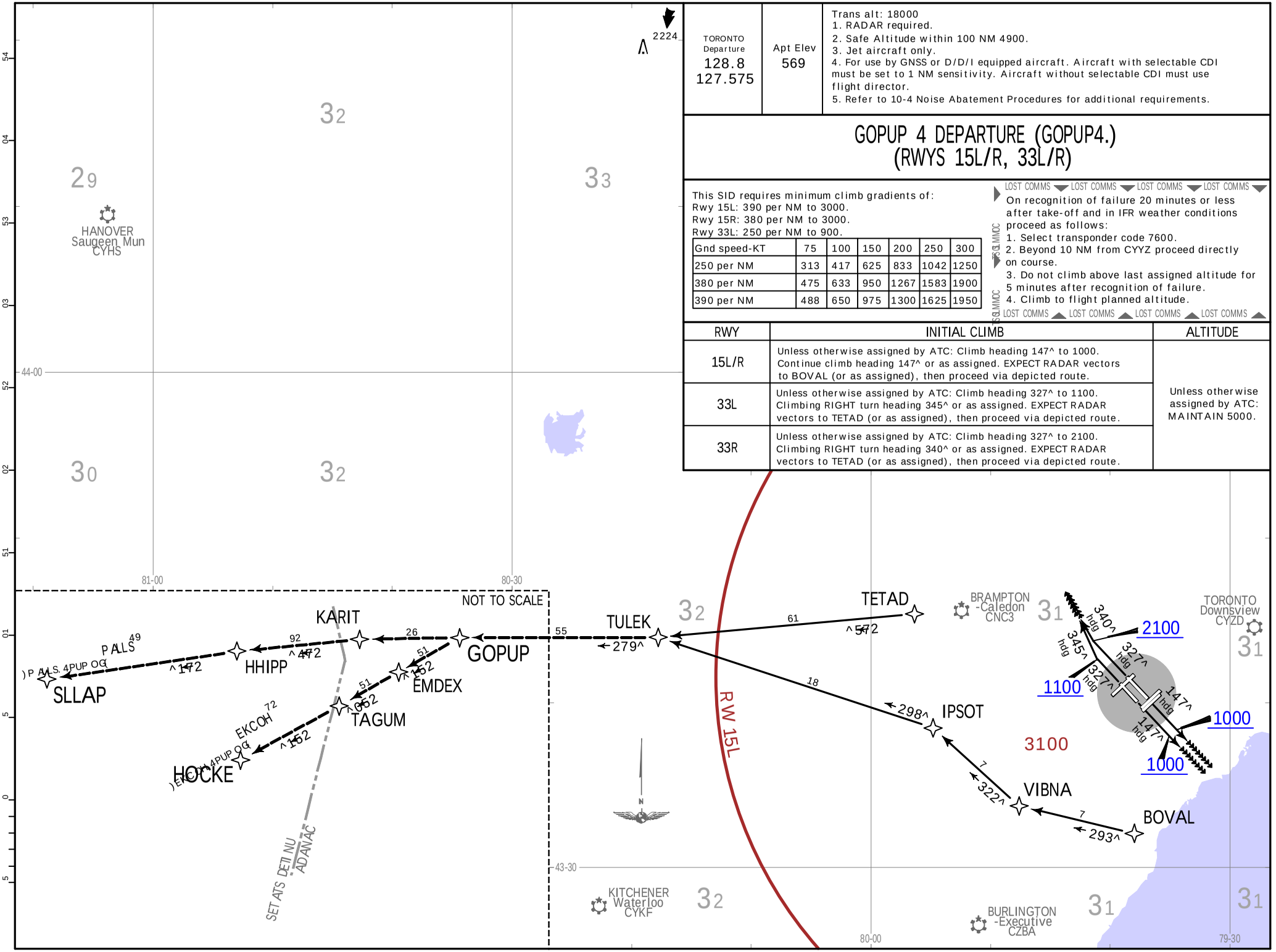
GOPUP 4 DEPARTURE (GOPUP4.)
(RWYS 15L/R, 33L/R)

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.	

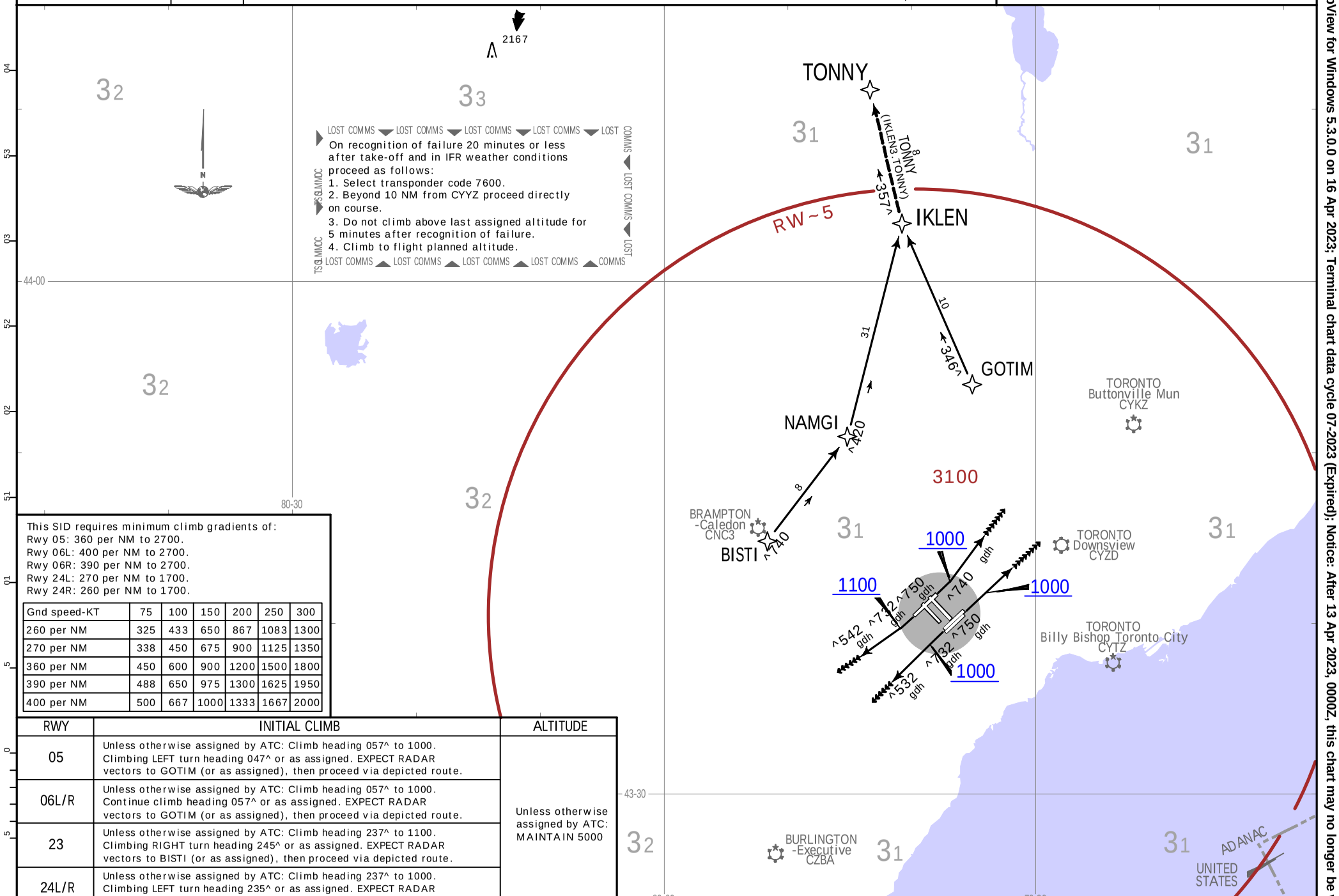


CHANGES: Procedure renumbered.

IKLEN 3 DEPARTURE (IKLEN3.) (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 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.



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: Procedure renumbered, Rwys 24L/R climb gradient.

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 ▼ 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 ▲

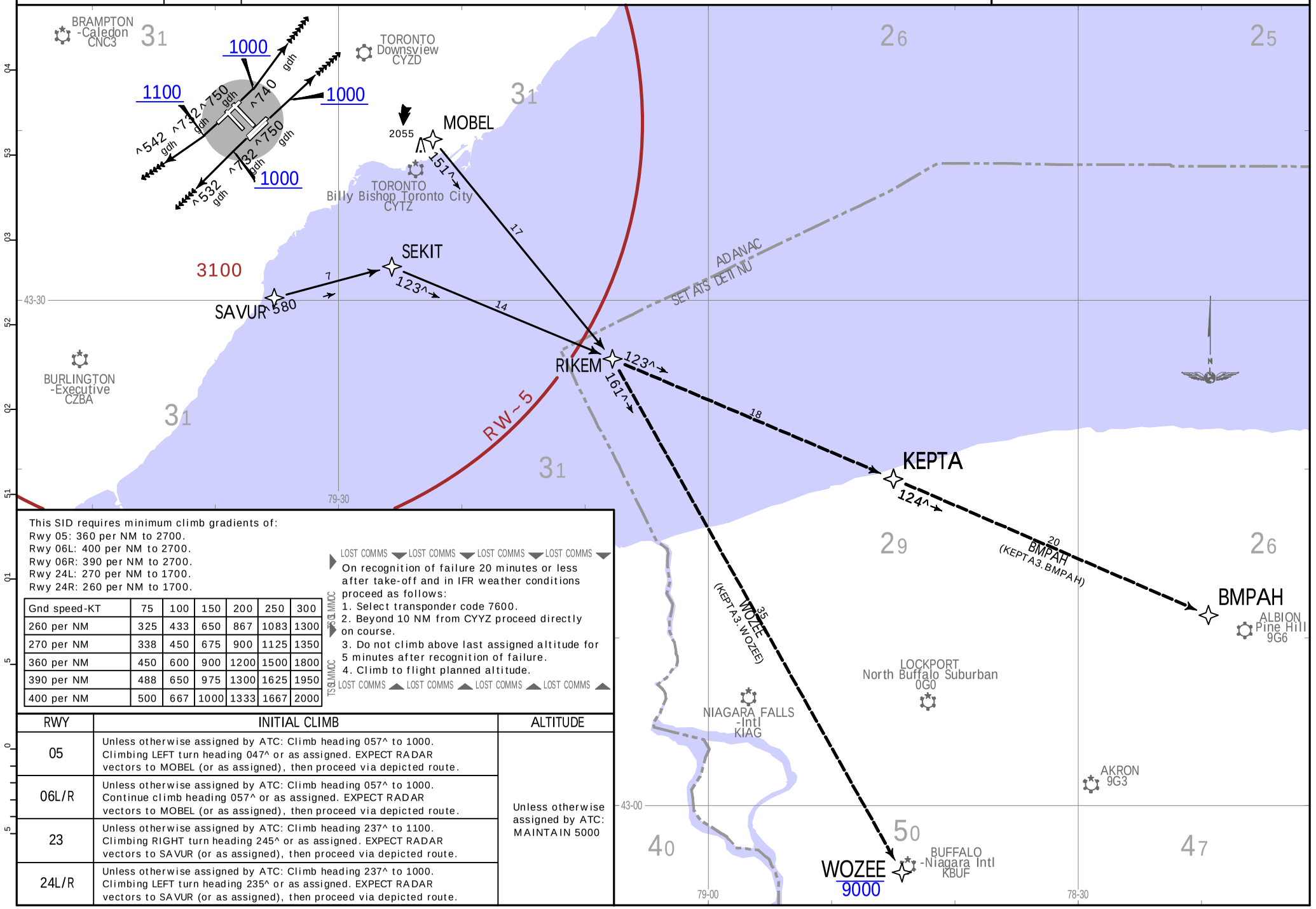
RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147^ to 1000. Continue climb heading 147^ or as assigned. EXPECT RADAR vectors to BORUX (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
33L	Unless otherwise assigned by 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.	

TONNY
(IKLEN3.TONNY)
TONNY
8
357^
RW 15L
IKLEN
17
338^
ETLER
10
356^
BORUX
3100
2167
340^ hdg
2100
345^ hdg
327^ hdg
1100
327^ hdg
147^ hdg
1000
147^ hdg
1000
ADANAC
SET ATS DEIT NU
TORONTO Oshawa Executive CYOO
TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
BRAMPTON -Caledon CNC3
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
44-00
43-30
80-00
79-30
79-00
78-30

CHANGES: Procedure renumbered.

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

TSL/MMOC

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 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: Procedure renumbered, Rwys 24L/R climb gradient.

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 ▼ 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.

TS GL MMOC

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 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.	

VIVET
140^
16
BOTIB
162^
14
RIKEM
123^
161^
18
KEPTA
124^
20
BMPAH
(KEPTA3.BMPAH)
BMPAH
WOZEE
(KEPTA3.WOZEE)
35
WOZEE
9000

340^ hdg
2100
345^ hdg
327^ hdg
1100
327^ hdg
147^ hdg
1000
147^ hdg
1000
3100

ADANAC
SETTS DETI NU
RW 15L

TORONTO Buttonville Mun CYKZ
TORONTO Downsview CYZD
2055
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
ST CATHARINES Niagara District CYSN
NIAGARA FALLS -Intl KIAG
WELLAND Niagara Central Dorothy Rungel CNQ3
LOCKPORT North Buffalo Suburban 0G0
AKRON 9G3
ALBION Pine Hill 9G6
BATAVIA Genesee Co KGVQ
BUFFALO -Niagara Intl KBUF

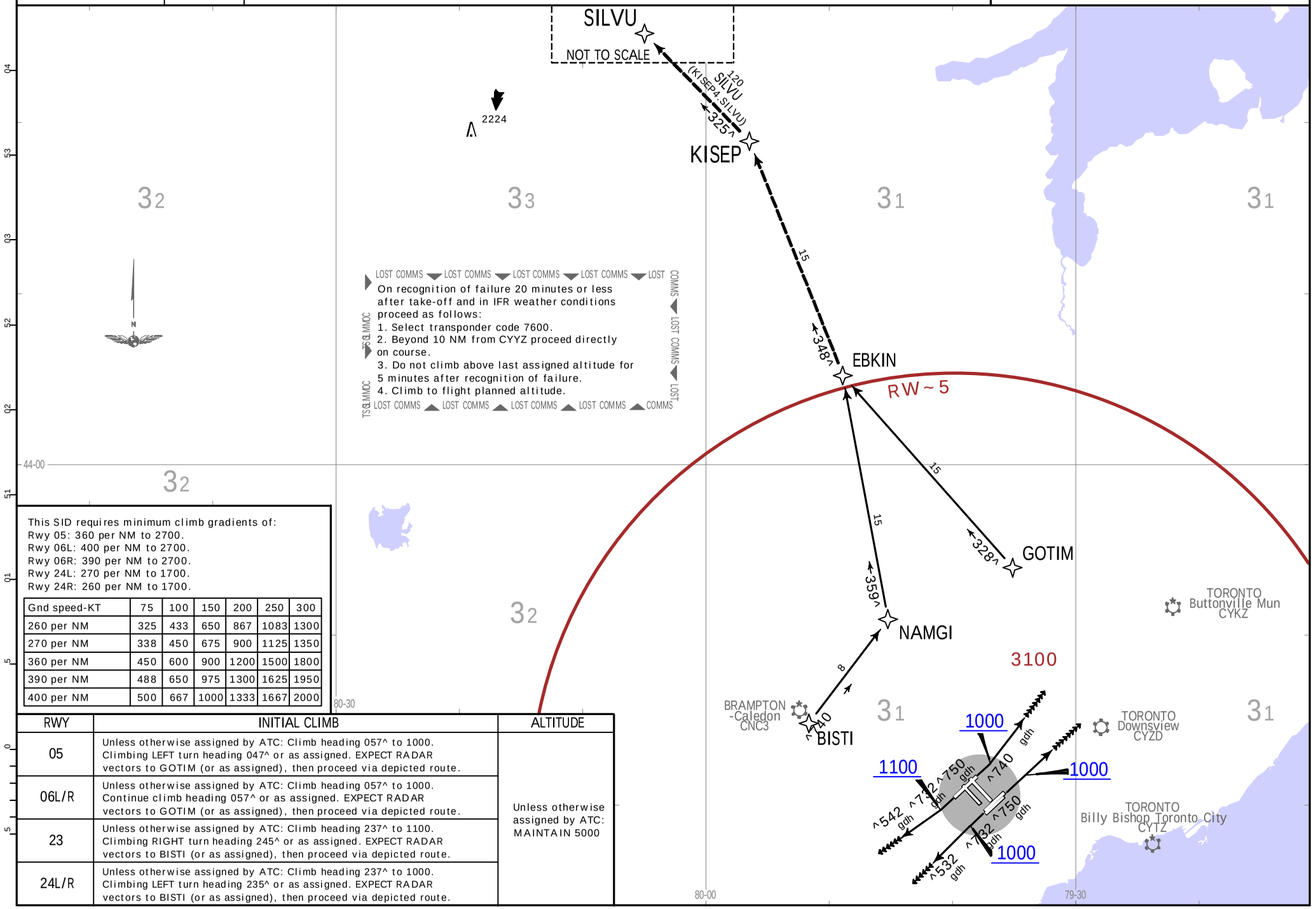
3 1 3 1 2 6 3 1 2 9 2 6 3 1 2 4 4 0 5 0 4 7

54 04 53 03 43-30 52 02 51 01 5 0 5 43-00
79-30 79-00 78-30

KISEP 4 DEPARTURE (KISEP4.) (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 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.



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: Procedure renumbered, Rwys 24L/R climb gradient.

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.
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 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.	

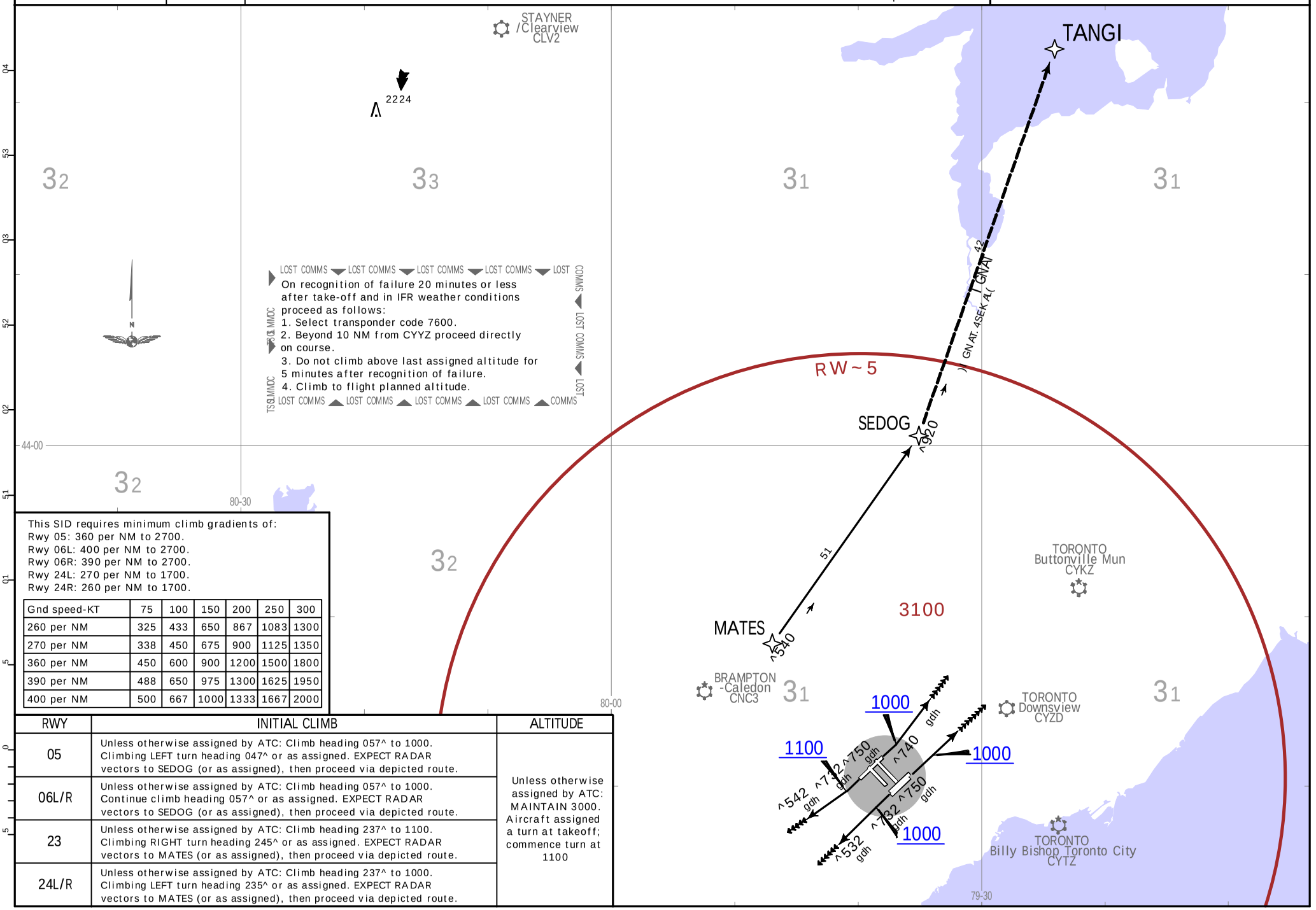
SILVU
NOT TO SCALE
EDENVALE CNV8
BARRIE-ORILLIA Lake Simcoe CYLS
STAYNER /Clearview CLV2
2186
120 SILVU (KISEP4.SILVU)
325^
KISEP
15
348^
EBKIN
RW 15L
22
327^
ETLER
10
356^
BORUX
3100
2100
1100
1000
1000
340^ hdg
345^ hdg
327^ hdg
327^ hdg
147^ hdg
147^ hdg
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD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

CHANGES: Procedure renumbered.

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)



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: Procedure renumbered, Rwys 24L/R climb gradient.

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 ▼ 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 ▲

TSO-C129 MMDC

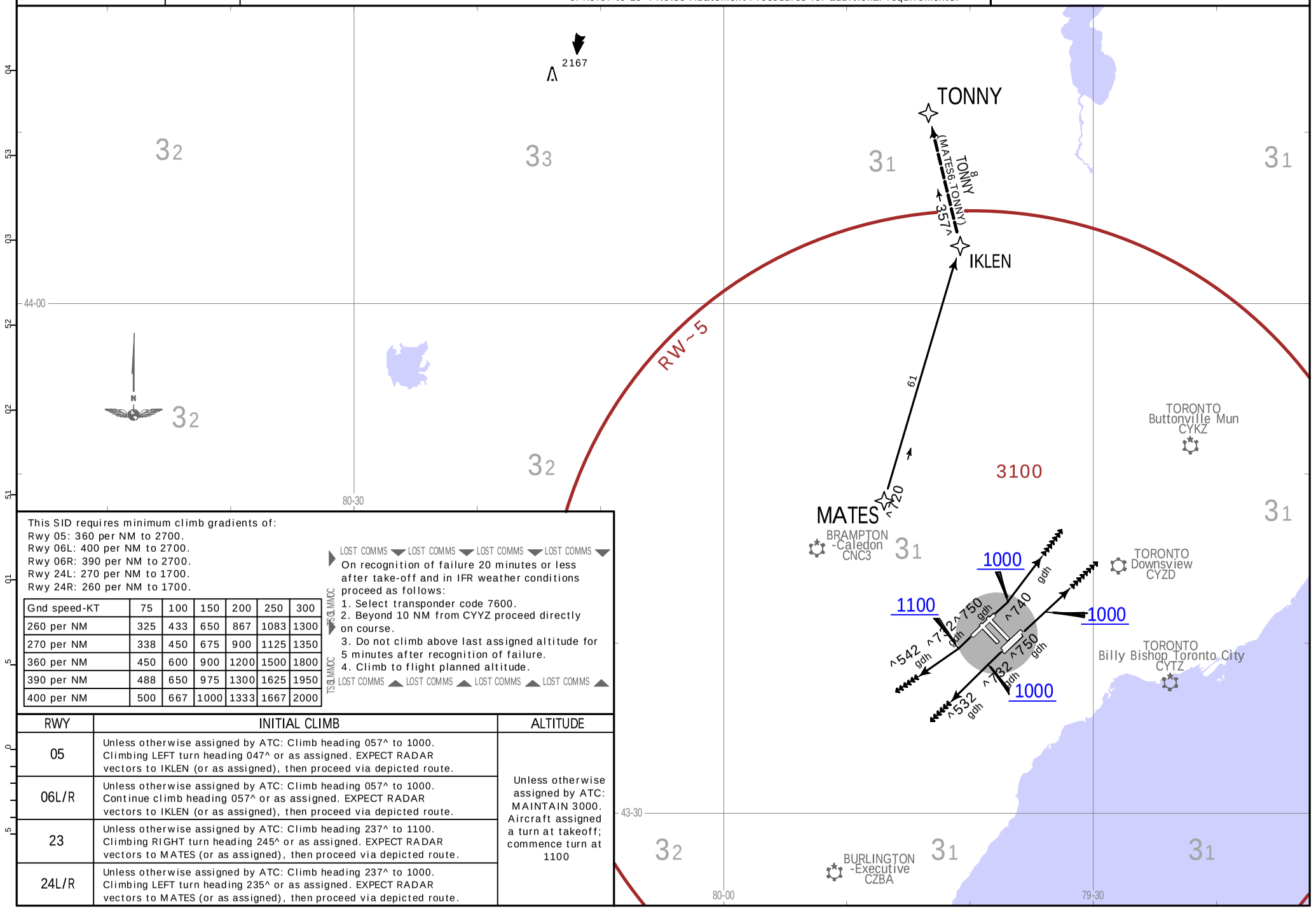
RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147^ to 1000. Continue climb heading 147^ or as assigned. EXPECT RADAR vectors to ETLER (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; 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.	

EDENVALE CNV8
TANGI
GNAT 42
GNAT 4SEK A(
SEDOG
20
RW 15L
12
348^
ETLER
3100
TORONTO Buttonville Mun CYKZ
TORONTO Oshawa Executive CYOO
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
340^ hdg
2100
345^ hdg
327^ hdg
1100
327^ hdg
147^ hdg
1000
147^ hdg
1000
2055
TORONTO Billy Bishop Toronto City CYTZ
ADANAC
SETATS DETTI NU
33 31 31 27 30 32 31 31 25 26
44-00
80-00 79-30 79-00 78-30

CHANGES: Procedure renumbered.

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.

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

TS@LMMOC

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 ▲

TS@LMMOC

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: Procedure renumbered, Rwys 24L/R climb gradient.

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
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 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.	

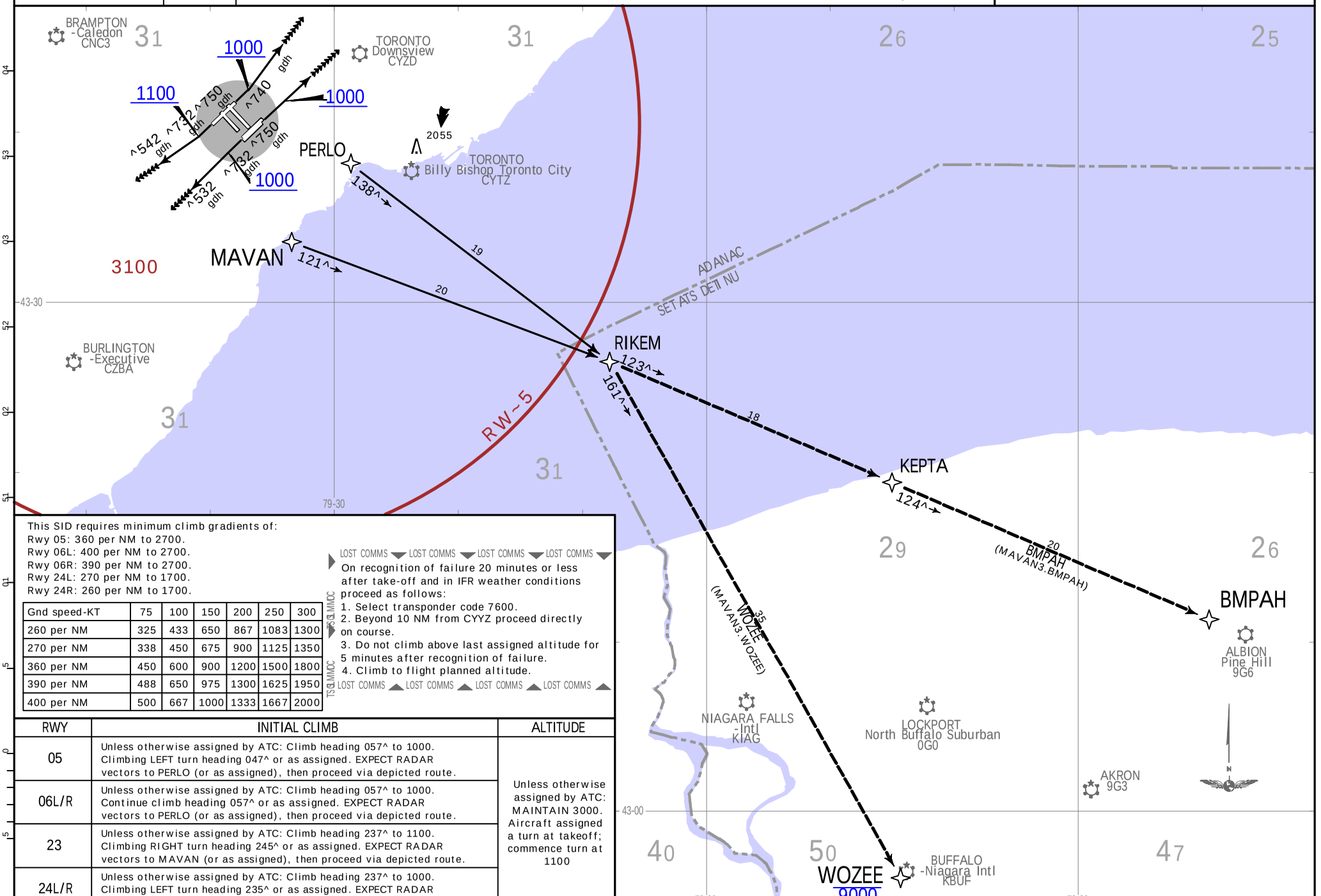
TONNY
IKLEN
ETLER
8 TONNY (MATES6 TONNY)
357^
17
338^
RW 15L
3100
340^ hdg
345^ hdg
327^ hdg
327^ hdg
147^ hdg
147^ hdg
2100
1100
1000
1000
2167
TORONTO Buttonville Mun CYKZ
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
ADANAC
SET ATS DETI NU
31
33
32
26
29
44-00
43-30
80-00
79-30
79-00

CHANGES: Procedure renumbered.

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 ▼ 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 ▲
TSO-LMMOC
TSO-LMMOC

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: Procedure renumbered, Rwys 24L/R climb gradient.

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 ▼ 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 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.	

NUBAN
141^
15
IGTUL
169^
11
RIKEM
123^
161^
18
KEPTA
124^
20
BMPAH
(MAVAN3.BMPAH)
35
WOZEE
(MAVAN3.WOZEE)
WOZEE
9000
ADANAC
DETIL NU
RW 15L
3100
2100
1100
1000
1000
340^ hdg
345^ hdg
327^ hdg
327^ hdg
147^ hdg
147^ hdg
2055
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
ST CATHARINES Niagara District CYSN
NIAGARA FALLS -Intl KIAG
LOCKPORT North Buffalo Suburban 0G0
ALBION Pine Hill 9G6
BMPAH
BATAVIA Genesee Co KGVQ
AKRON 9G3
WELLAND Niagara Central Dorothy Rungel CNQ3
BUFFALO -Niagara Intl KBUF
31
26
31
29
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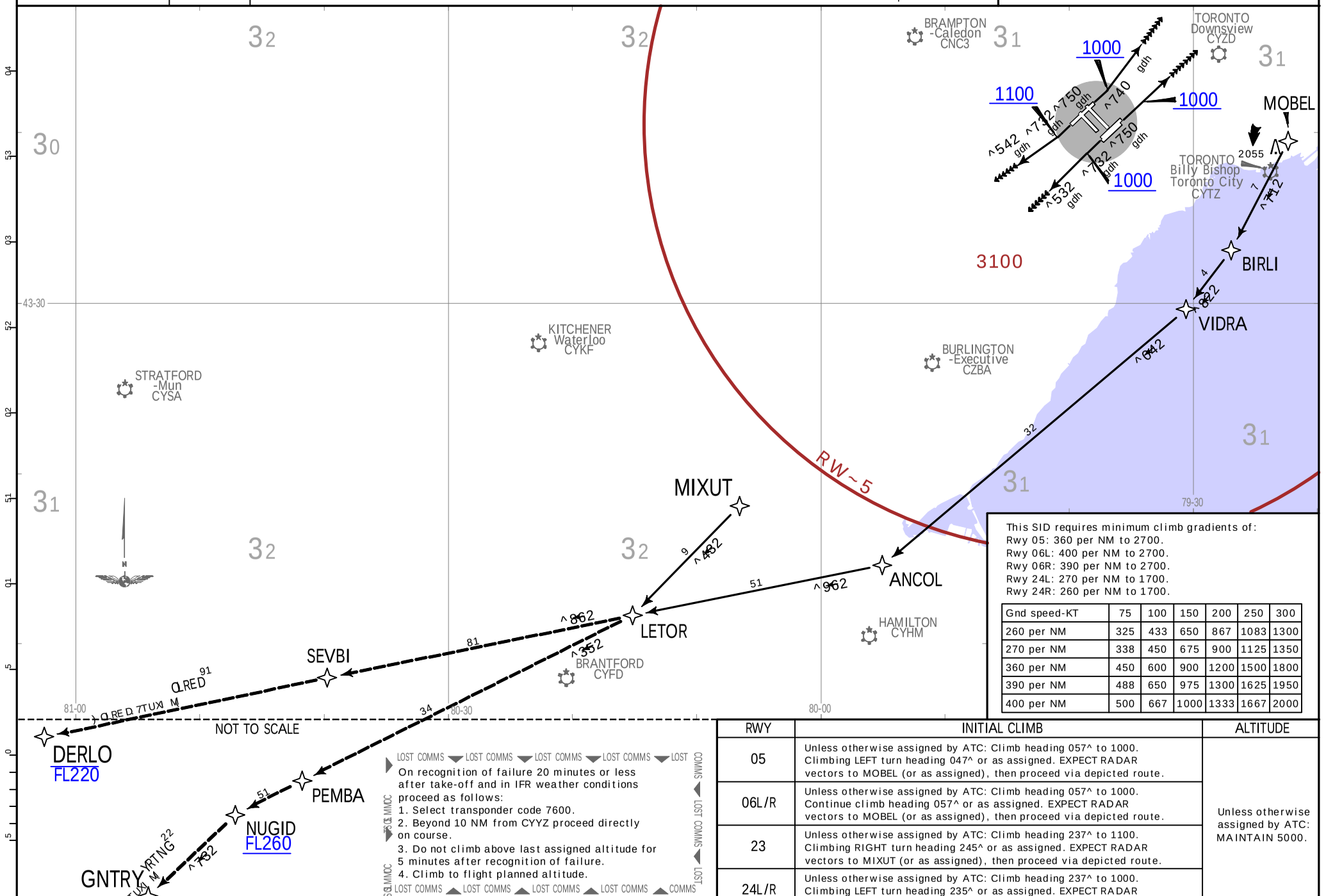
31
24
40
50
47
43-30
43-00
79-30
79-00
78-30

CHANGES: Procedure renumbered.

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.

MIXUT 7 DEPARTURE (MIXUT7.)
(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.

TSOL MMOC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ 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: Procedure renumbered, Rwys 24L/R climb gradient.

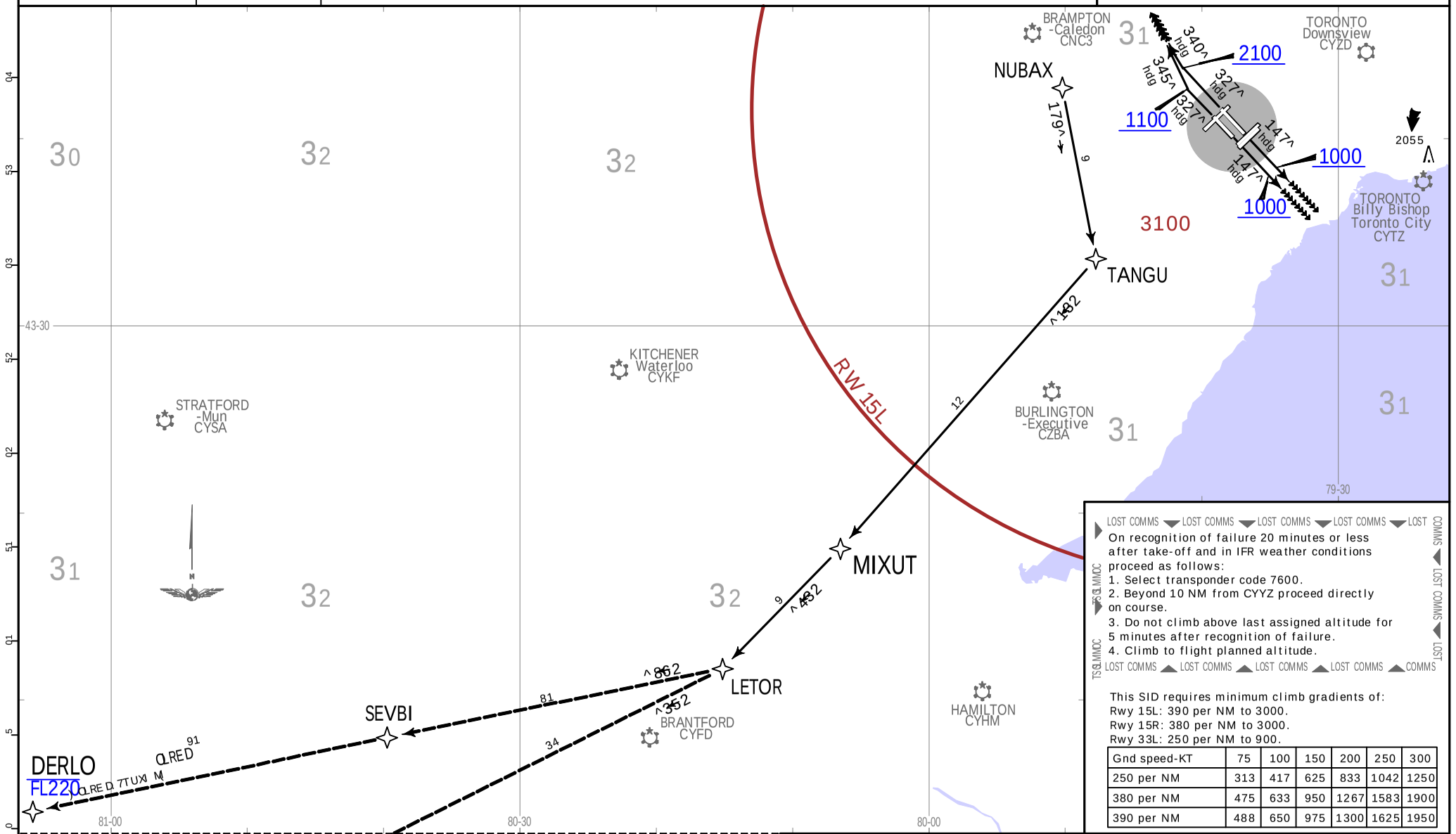
TORONTO Departure
128.8 127.575

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.

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.

TSD.MMOC

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

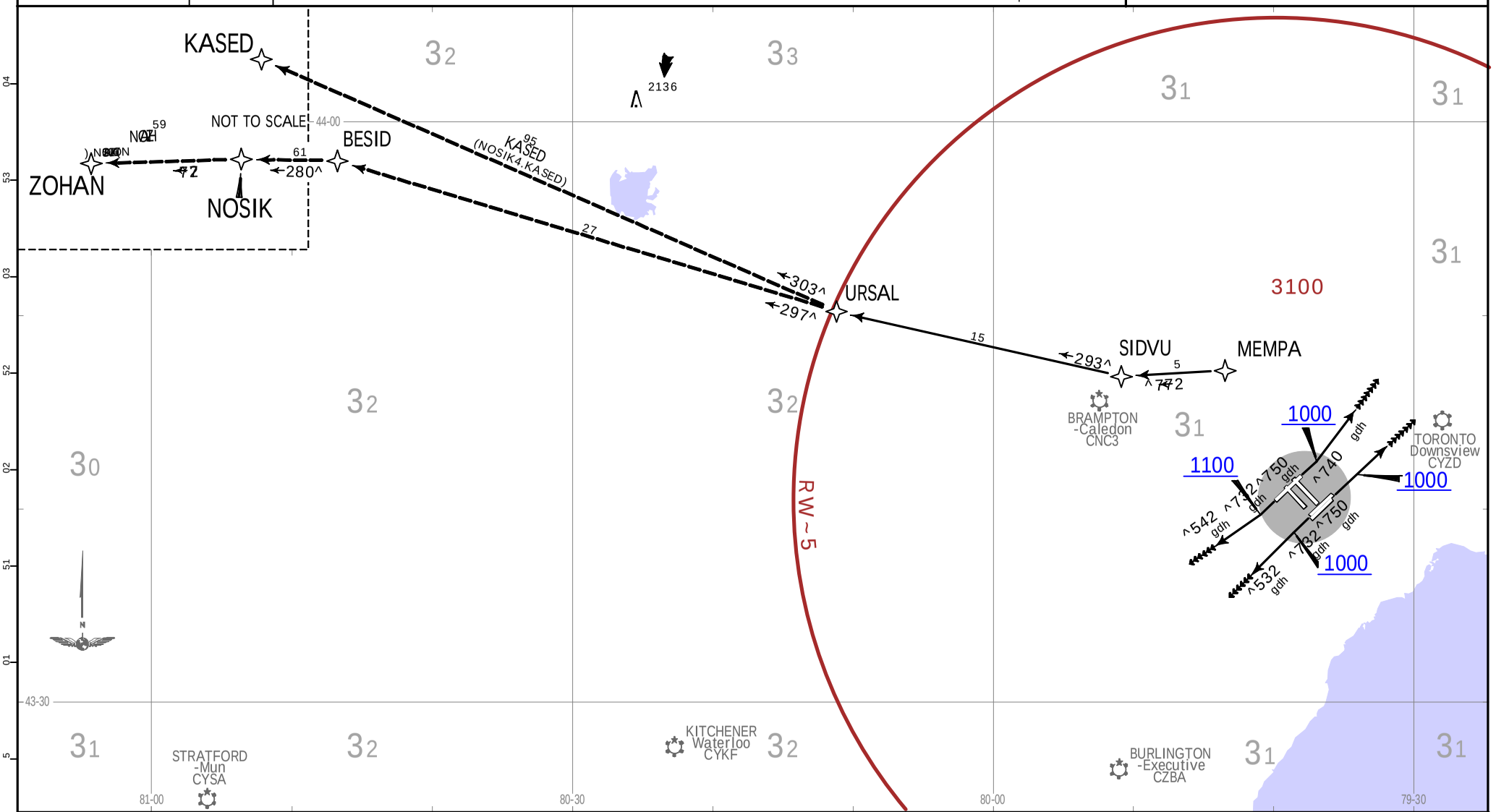
RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147^ to 1000. Continue climb heading 147^ or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000.
33L	Unless otherwise assigned by 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: Procedure renumbered.

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

TSOLMMOC: LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀ LOST COMMS ◀ LOST

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.

TSOLMMOC: LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ 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: Procedure renumbered, Rwys 24L/R climb gradient.

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.

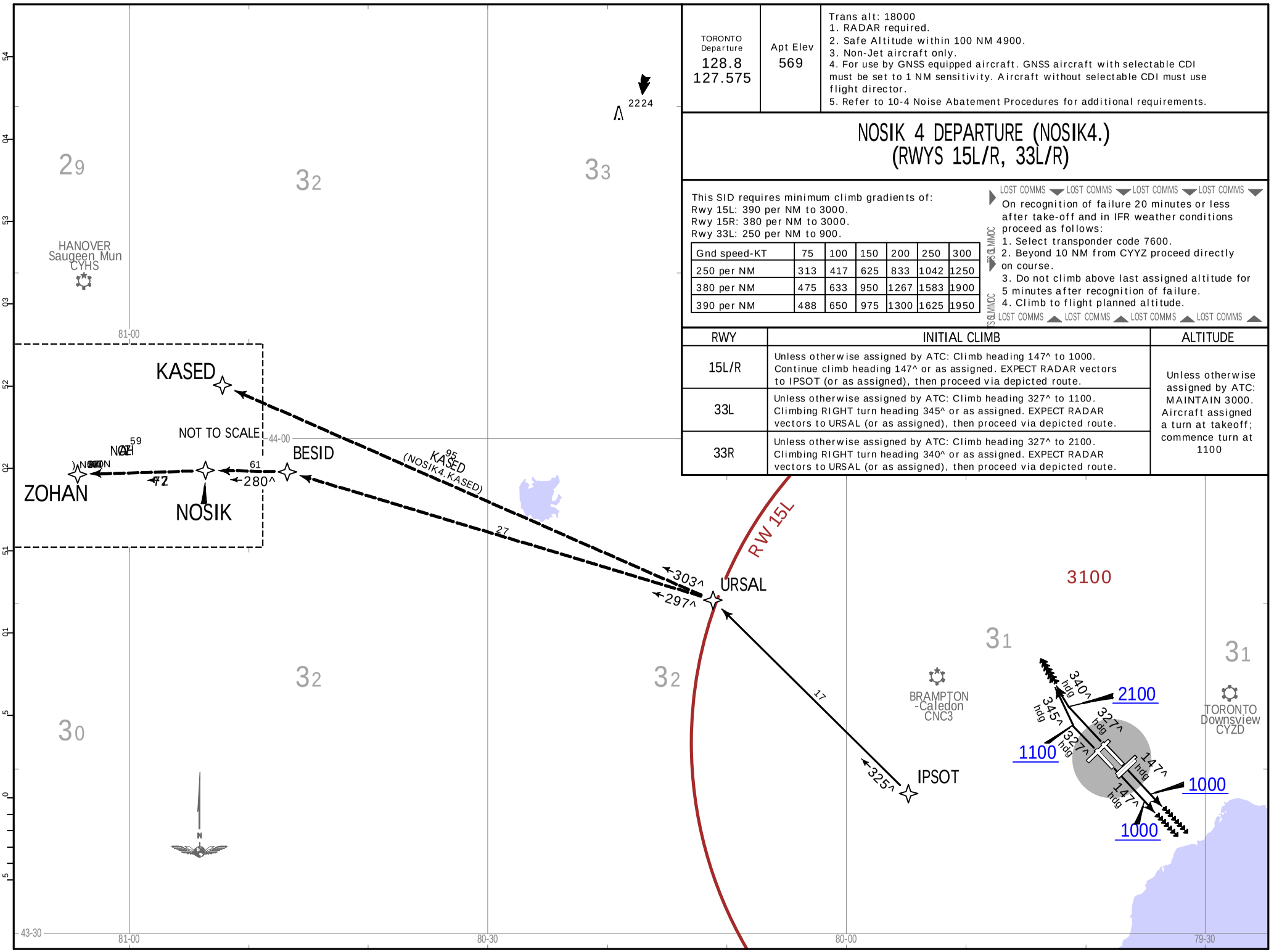
NOSIK 4 DEPARTURE (NOSIK4.)
(RWYS 15L/R, 33L/R)

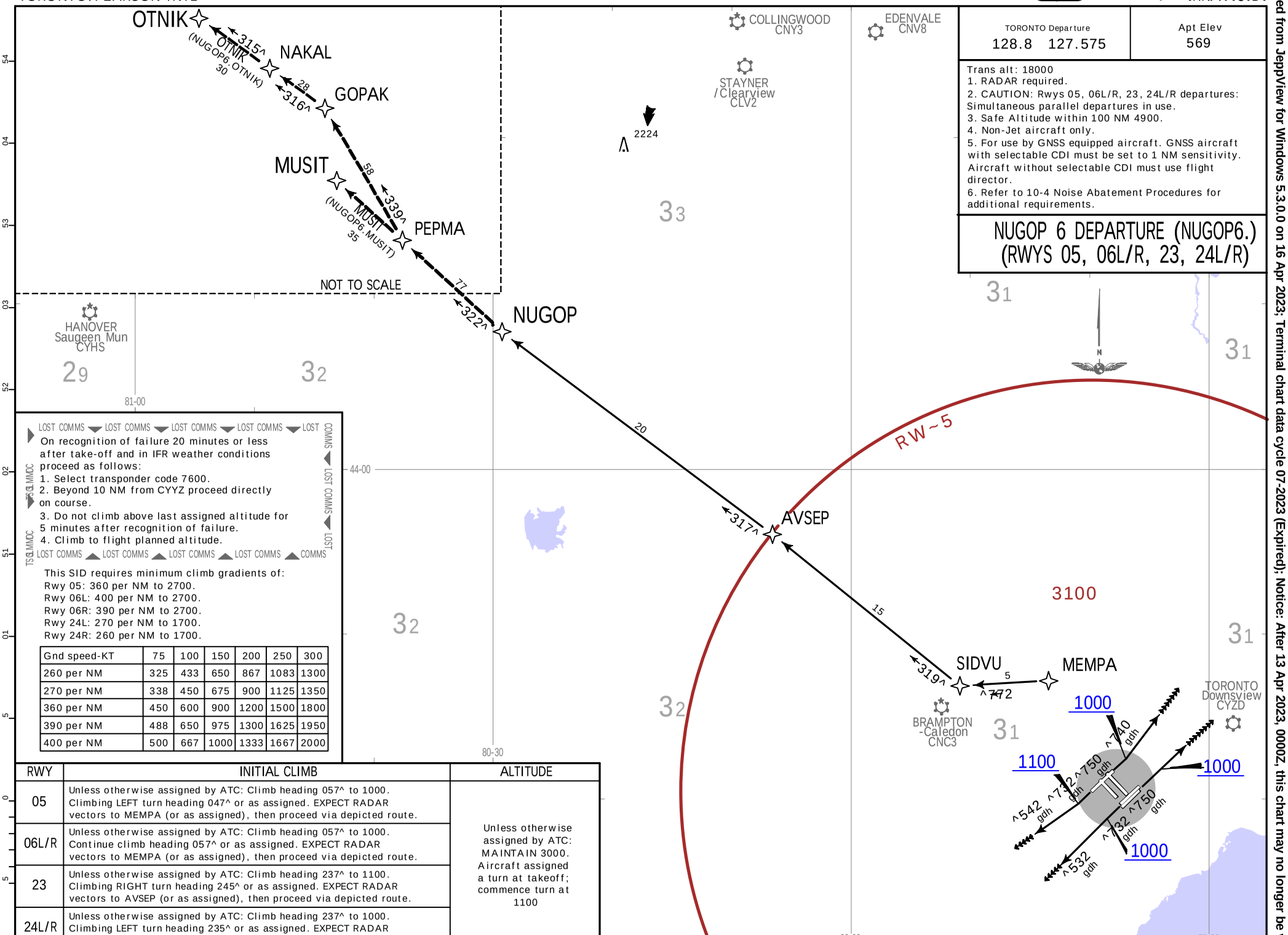
This SID requires minimum climb gradients of:
Rwy 15L: 390 per NM to 3000.
Rwy 15R: 380 per NM to 3000.
Rwy 33L: 250 per NM to 900.

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 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 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.	





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)

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

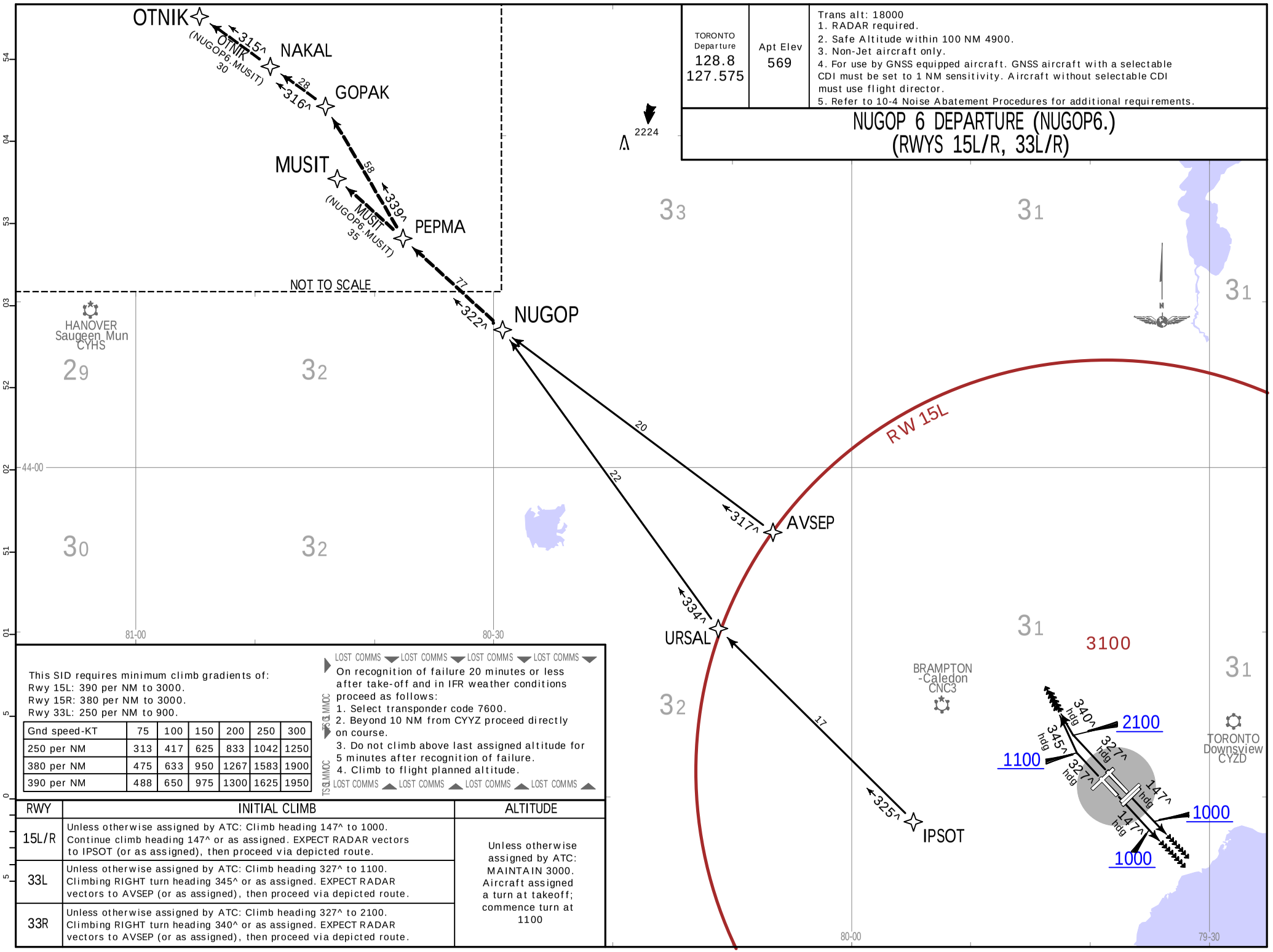
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057^ to 1000. Climbing LEFT turn heading 047^ or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; 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: Procedure renumbered, Rwys 24L/R climb gradient.

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 ▼ 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.

TSGL MMOC

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 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.	

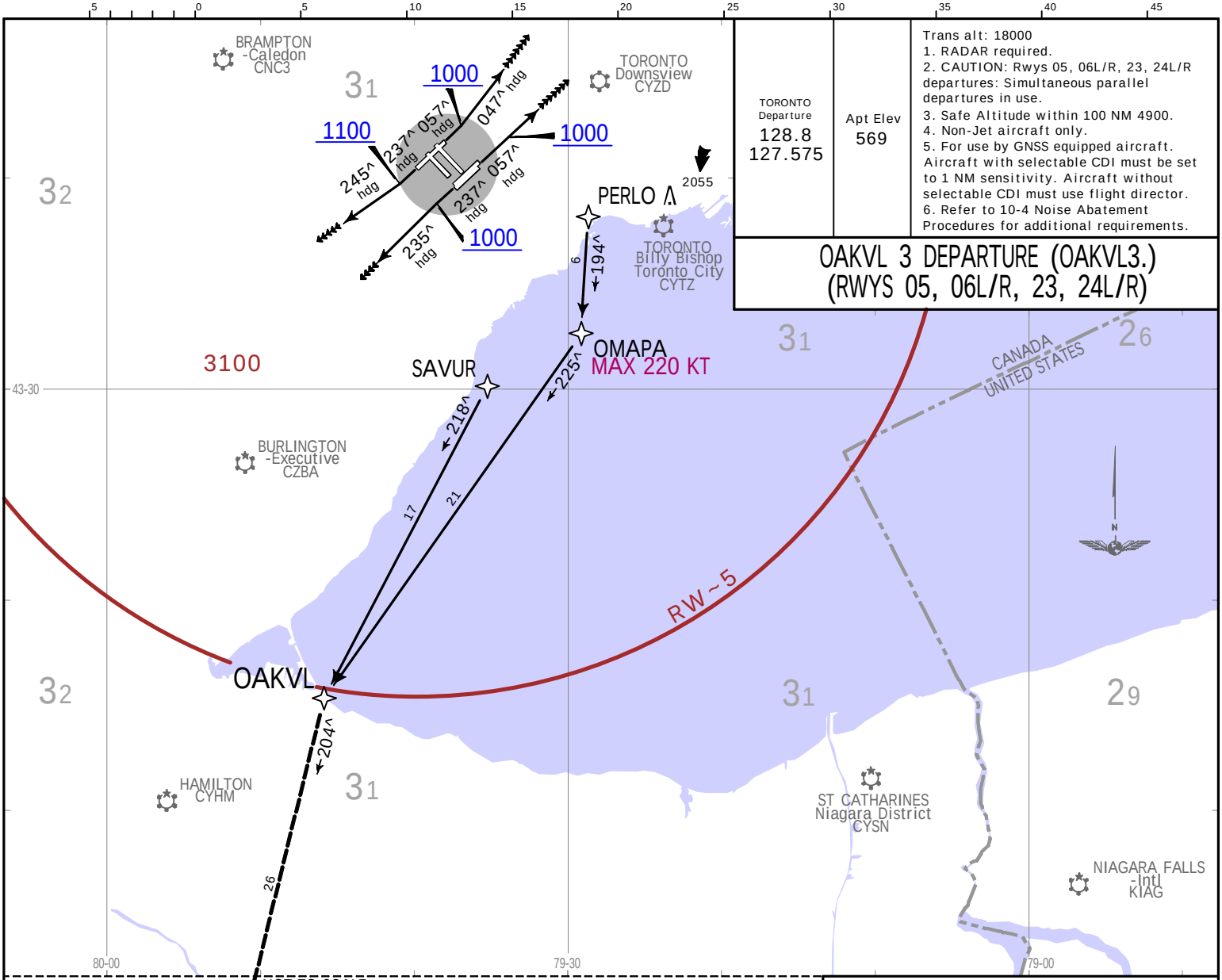
CHANGES: Procedure renumbered.

CYYZ/YYZ
TORONTO/PEARSON INTL

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
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 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.	

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

JEPPESEN TORONTO, ONT
13 MAY 22 (10-3H4) .Eff.19.May. .RNAV.SID.

CHANGES: Procedure renumbered. Rwys 24L/R climb gradient.

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.	

BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
HAMILTON CYHM
WELLAND Niagara Central Dorothy Rungel CNQ3

340^ hdg
345^ hdg
327^ hdg
327^ hdg
147^ hdg
147^ hdg
2100
1100
1000
1000
2055
SERPI
190^
3100
21
RW 15L
OAKVL
204^
26
NOT TO SCALE
BETES
209^
201^
52
ERIE
(OAKVL3.ERI)
36
CANADA
UNITED STATES
ERI
SAMYL
190^
207^
66
FOXEE
(OAKVL3.FOXEE)
(OAKVL3.AIRRA)
69
AIRRA
FOXEE
AIRRA

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

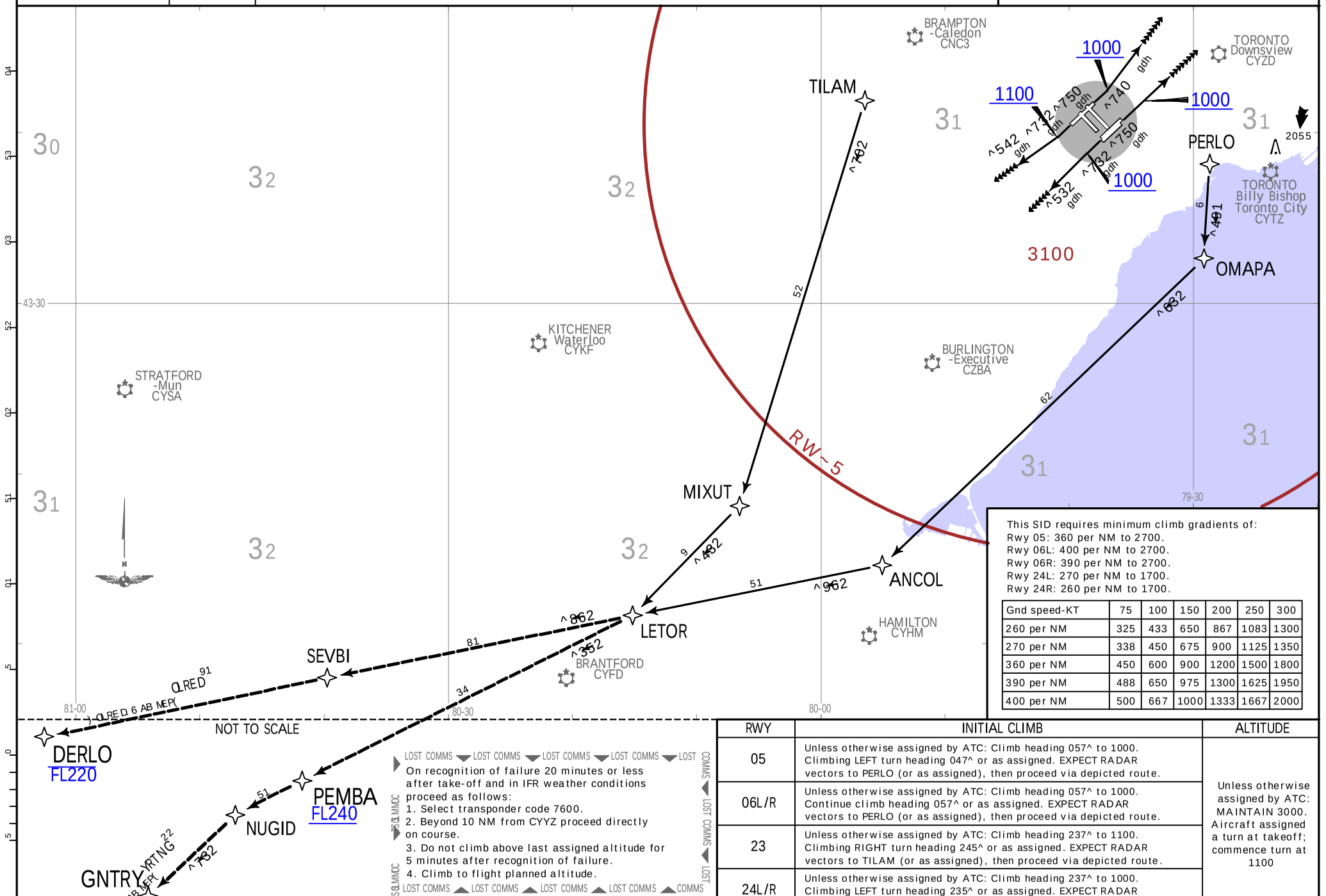
CYYZ/YYZ
TORONTO/PEARSON INTL
13 MAY 22
JEPPESEN
10-3H5
.Eff.19.May.
TORONTO, ONT
.RNAV.SID.

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

TSOLMMOC: LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
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.
TSOLMMOC: LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS ▲ LOST COMMS ▲ LOST

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: Procedure renumbered, Rwys 24L/R climb gradient.

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.

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

BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
KITCHENER Waterloo CYKF
STRATFORD -Mun CYSA
BURLINGTON -Executive CZBA
HAMILTON CYHM
BRANTFORD CYFD

340^ hdg
345^ hdg
327^ hdg
327^ hdg
147^ hdg
147^ hdg
2100
1100
1000
1000
2055
3100

SERPI
MIXUT
LETOR
SEVBI
DERLO
FL220
PEMBA
FL240
NUGID
GNTRY

RW 15L

42
9
81
91
34
51
22

CLRED 6 AB MEPI
YRTNG 6 AB MEPI

NOT TO SCALE

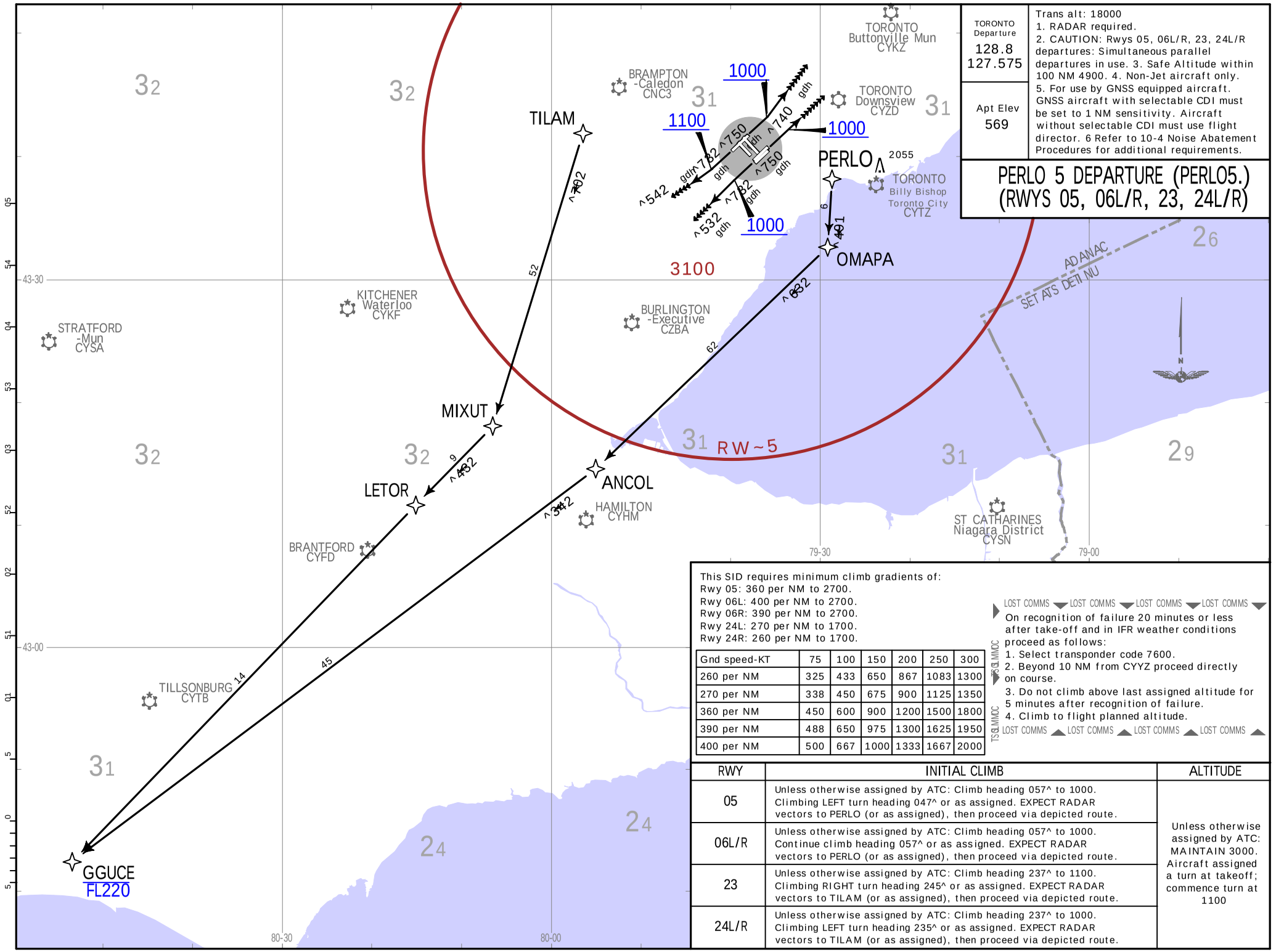
LOST COMMS
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb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

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 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: Procedure renumbered.



TORONTO Departure	Trans alt: 18000
128.8 127.575	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	

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

TSO MMOC

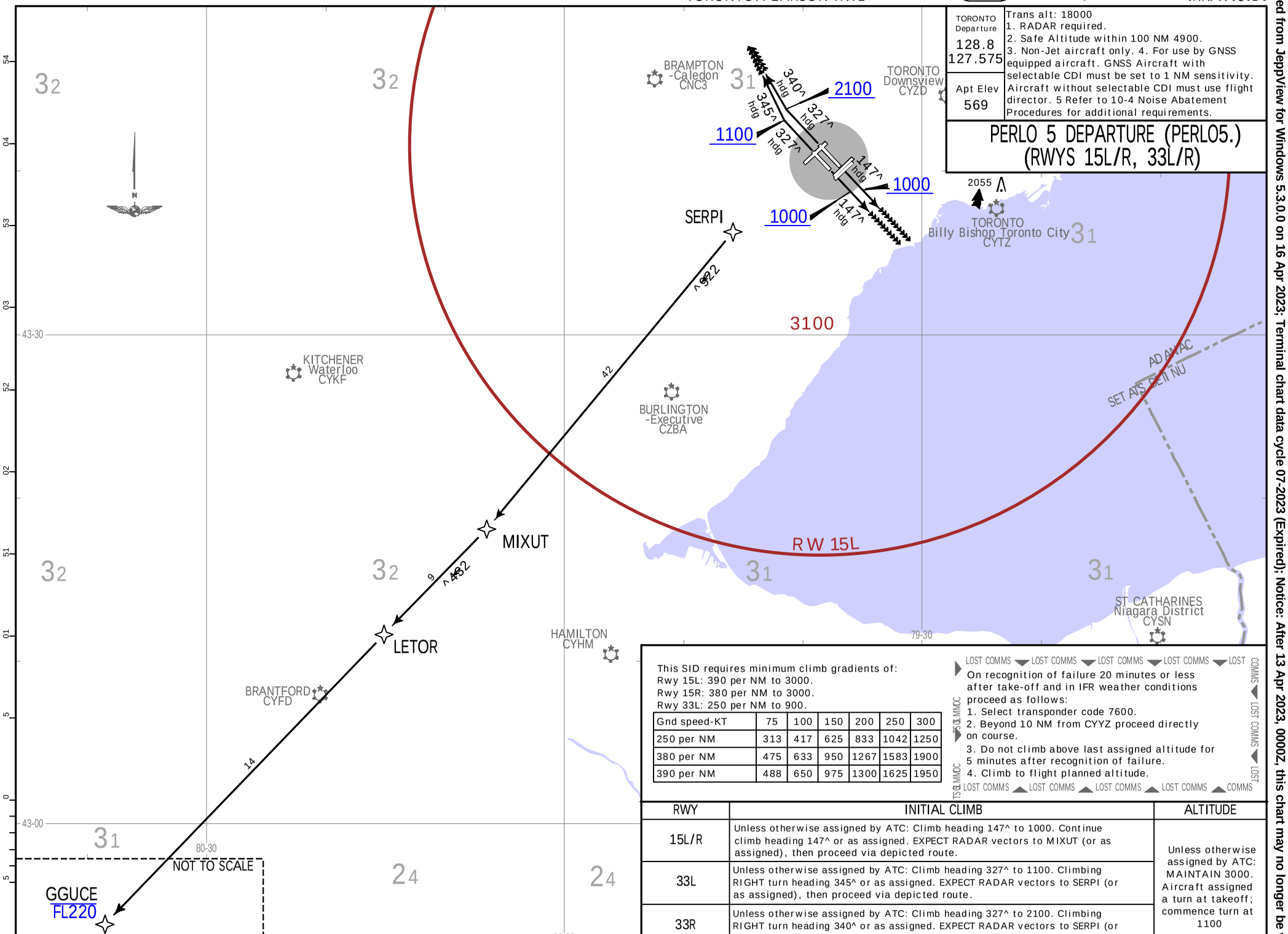
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 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: Procedure renumbered, Rwys 24L/R climb gradient.



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.

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

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 ▲ LOST

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: Procedure renumbered.

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.	

BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
TORONTO Billy Bishop Toronto City CYTZ
BURLINGTON -Executive CZBA
HAMILTON CYHM
WELLAND Niagara Central Dorothy Rungel CNQ3
BUFFALO -Niagara Intl KBUF
BUFFALO 9G0
MOBEL
BIRLI
VIDRA
MURNO
DUSOM
RIGUS
MIKKY
PSB
PHILIPSBURG
115.5 PSB
1000
1100
3100
RW~5
NOT TO SCALE
CANADA
UNITED STATES
43-30
43-00
79-30
79-00

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

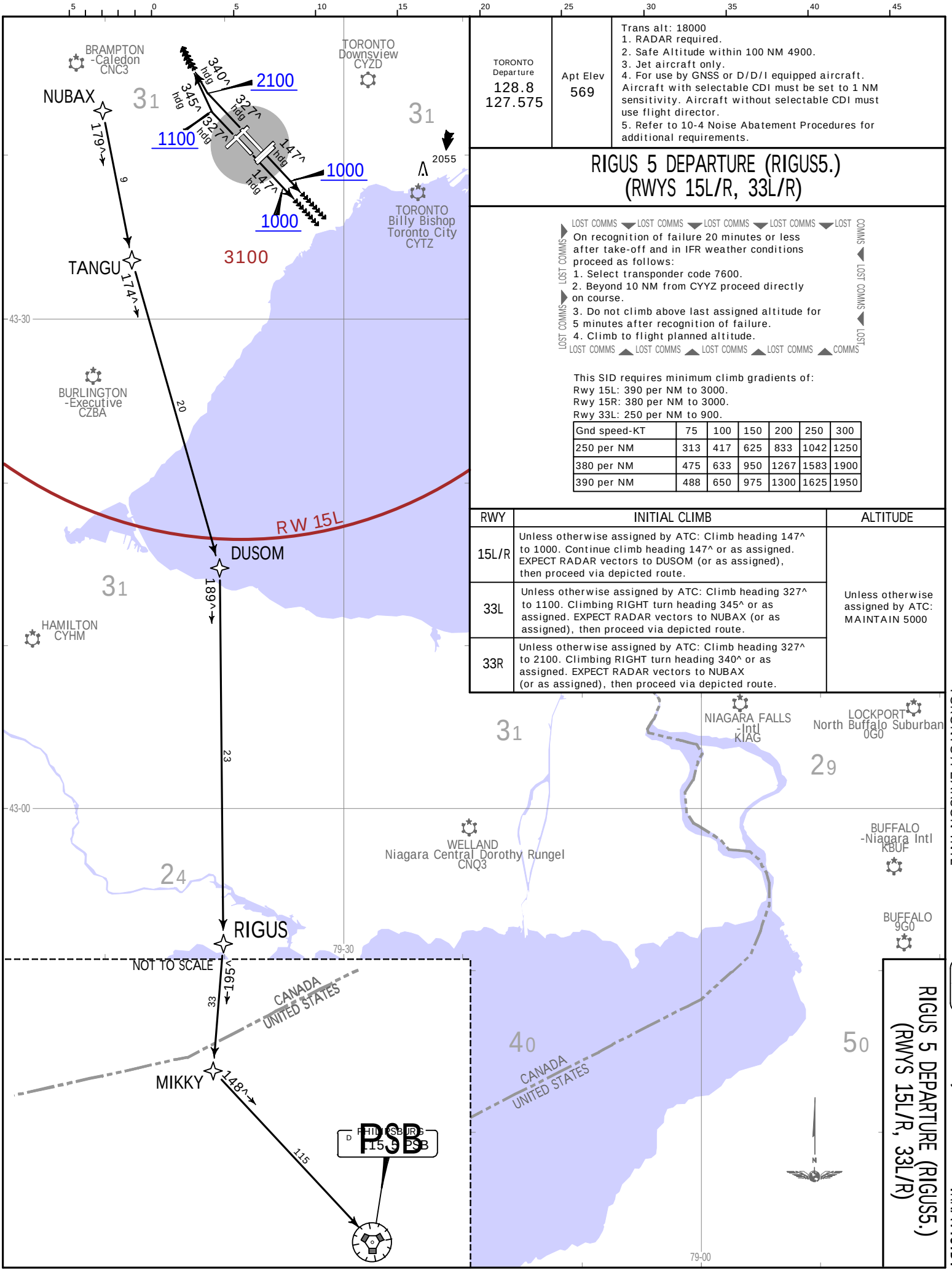
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ 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 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.	



CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22
(10-3K1) .Eff.19.May.

TORONTO, ONT
.RNAV.SID.

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

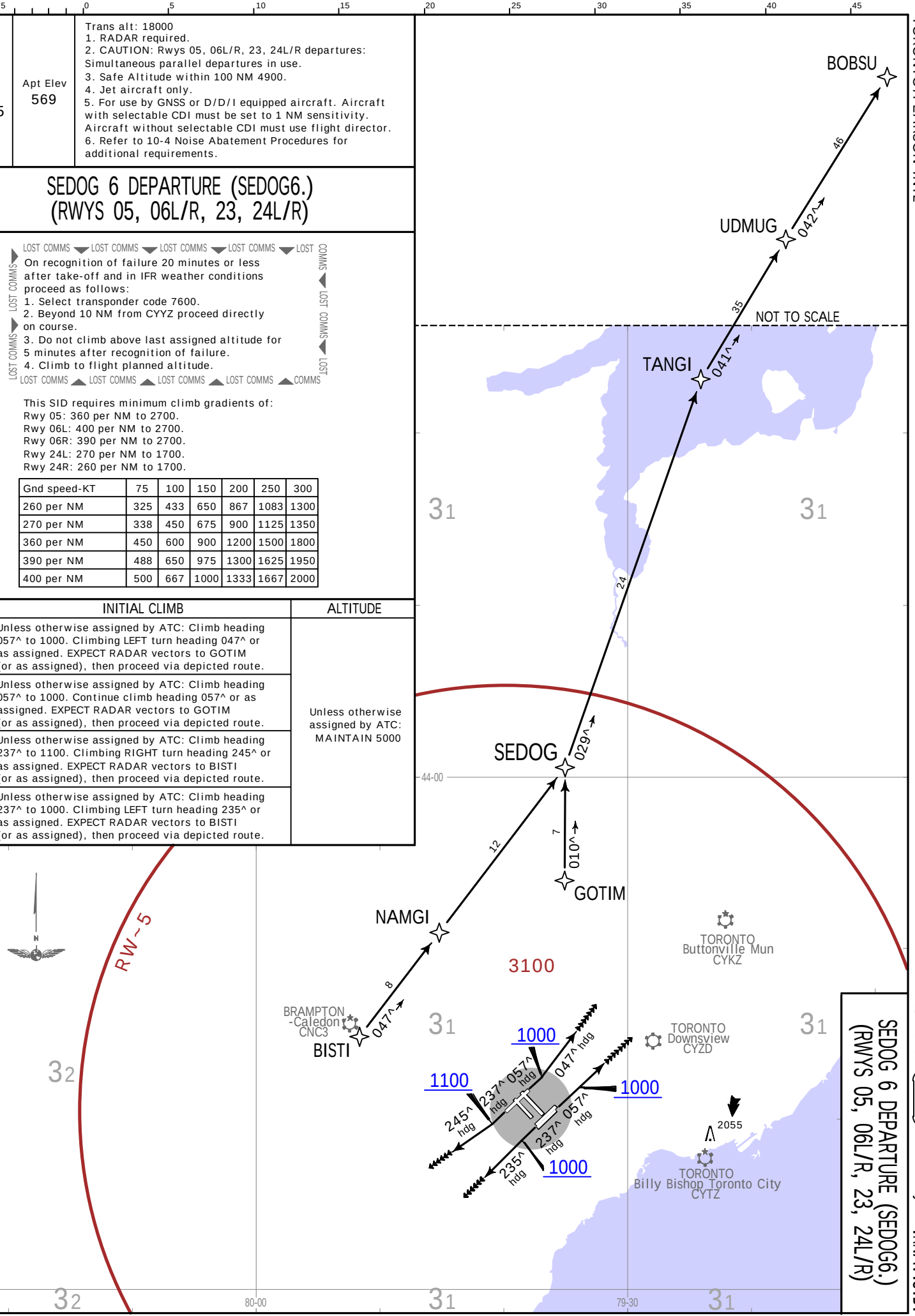
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight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

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

JEPPESEN
13 MAY 22 (10-3L) .Eff.19.May. .RNAV.SID.
TORONTO, ONT

CHANGES: Procedure renumbered. Rwys 24L/R climb gradient.

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.

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

LOST COMMS ◄ LOST COMMS ◄ LOST COMMS ◄ LOST COMMS ◄ LOST COMMS

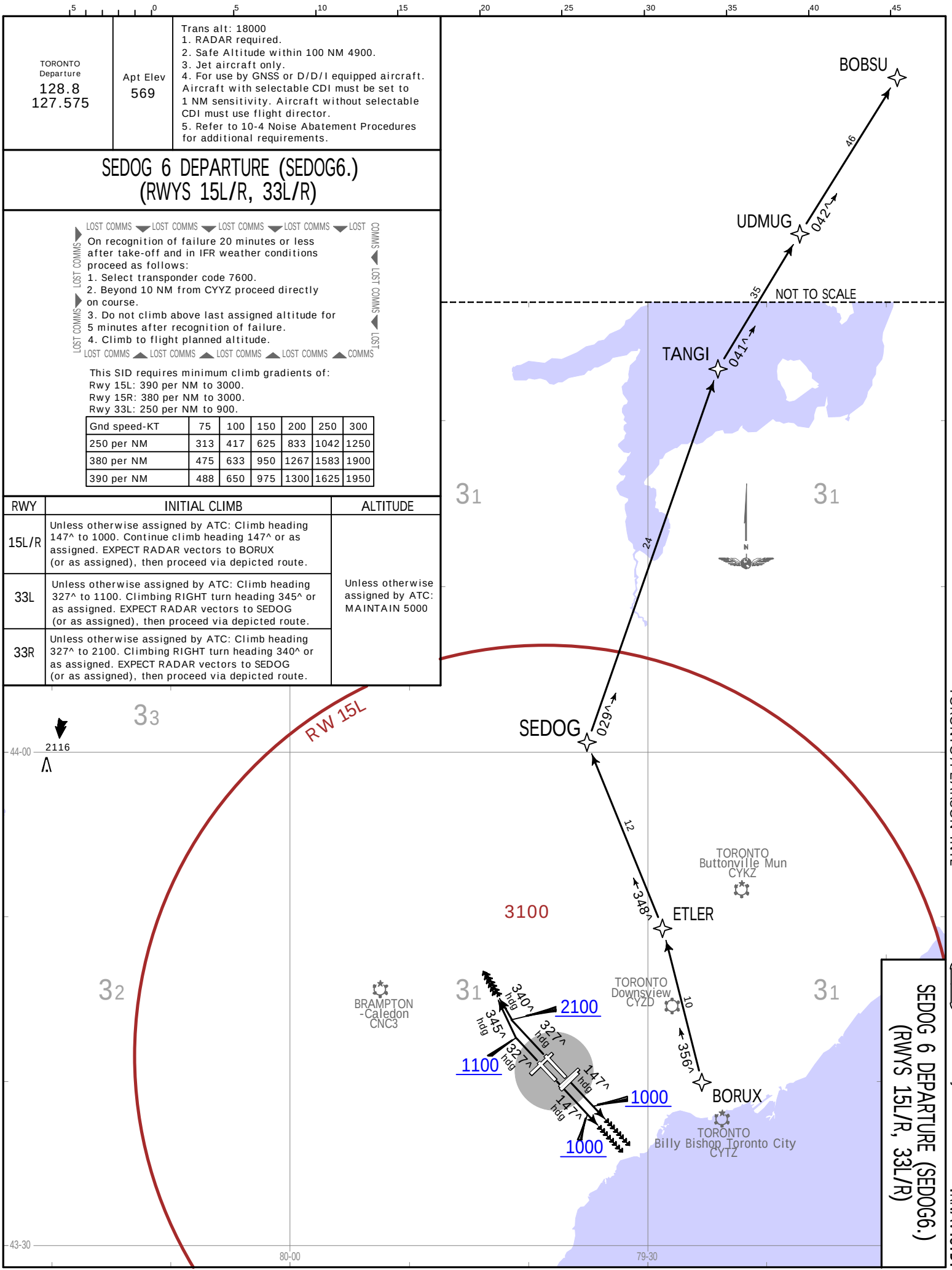
On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:
1. Select transponder code 7600.
2. Beyond 10 NM from CYYZ proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight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

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► 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 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.	



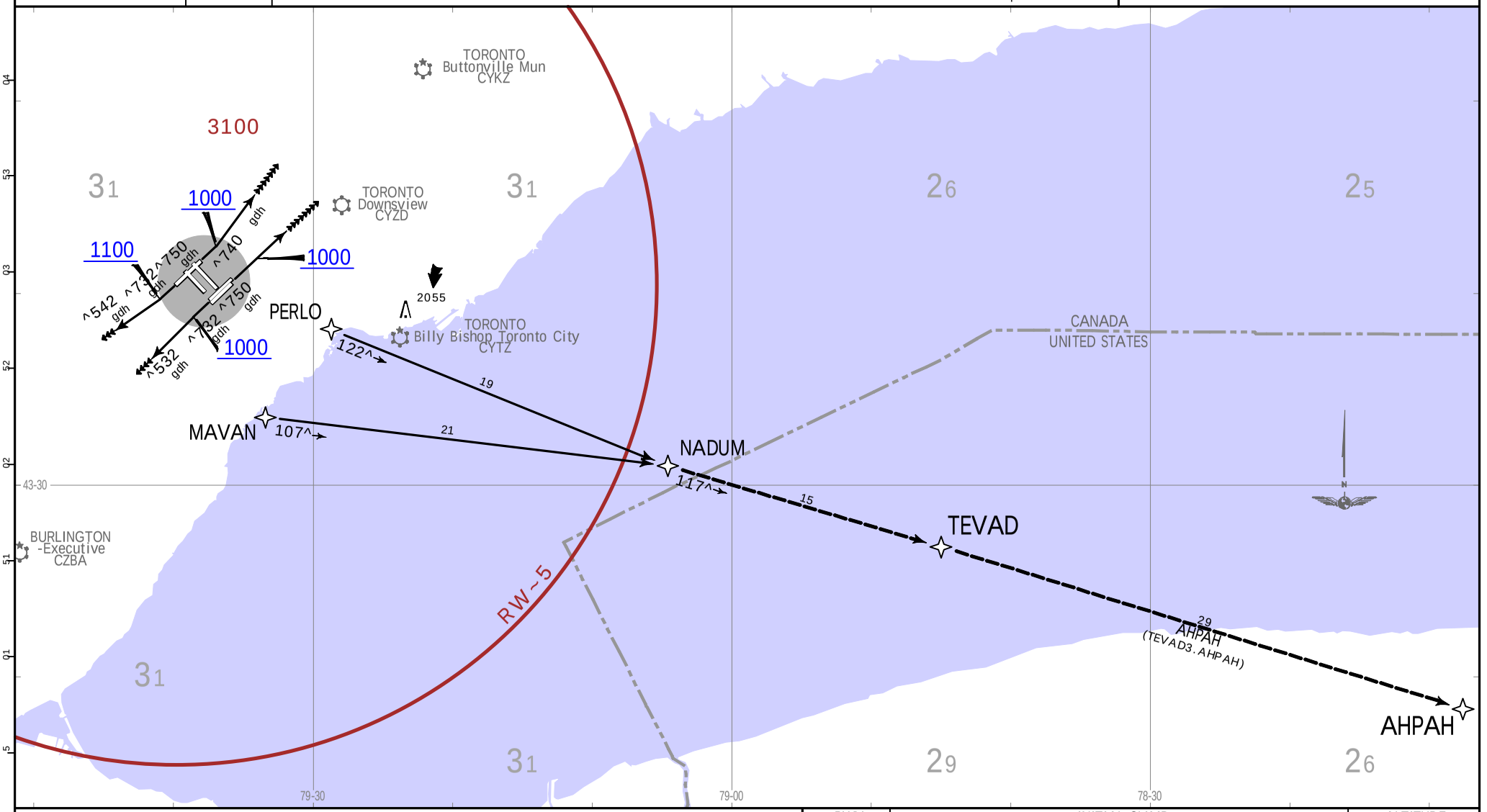
CYYZ/YYZ
TORONTO/PEARSON INTL
13 MAY 22
JEPPESEN
10-3M
.Eff.19.May.
TORONTO, ONT
.RNAV.SID.

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

TSOLMMOC: LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
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.
TSOLMMOC: LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

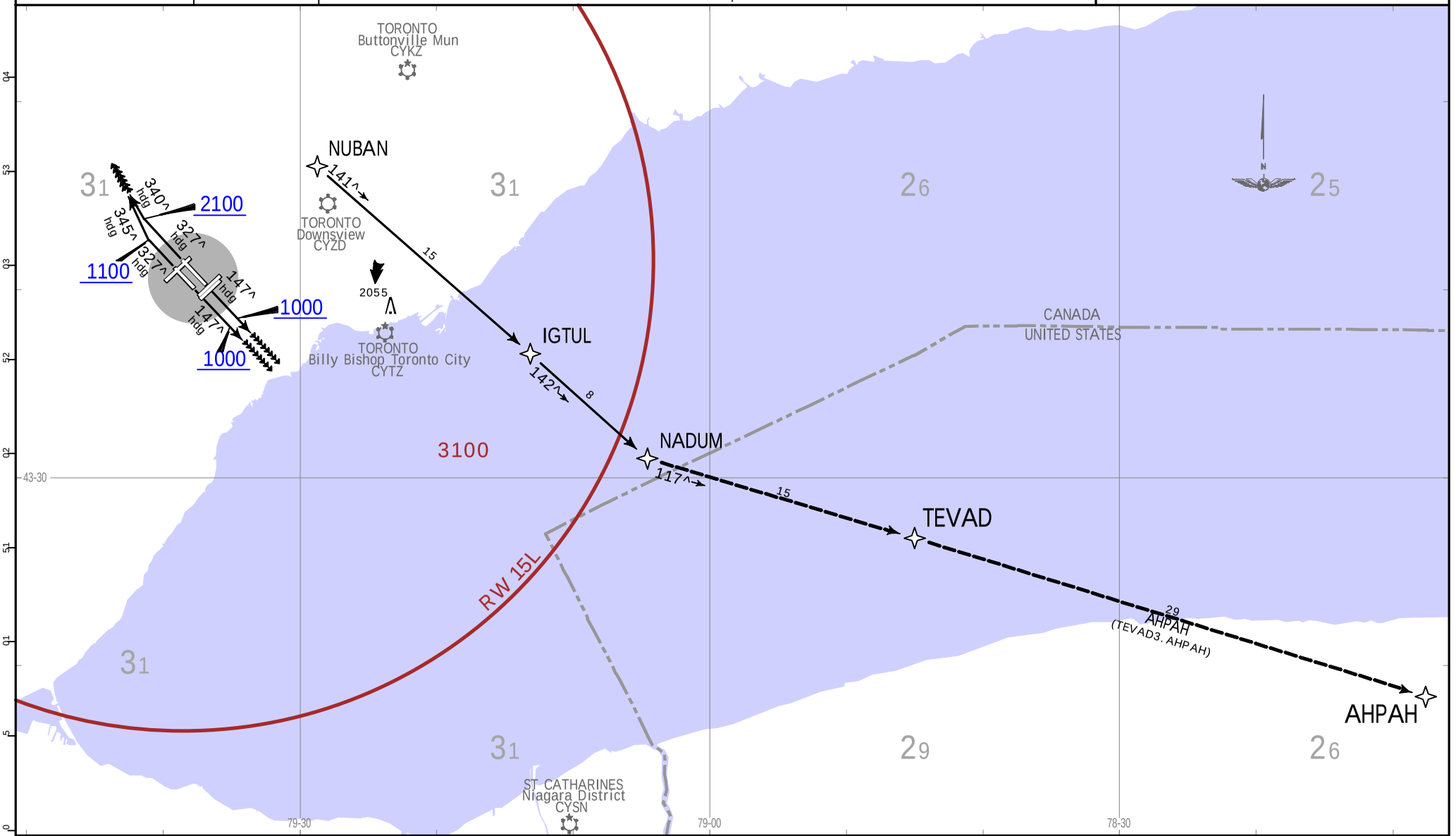
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057^ to 1000. Climbing LEFT turn heading 047^ or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000. Aircraft assigned a turn at takeoff; 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: Procedure renumbered, Rwys 24L/R climb gradient.

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.	

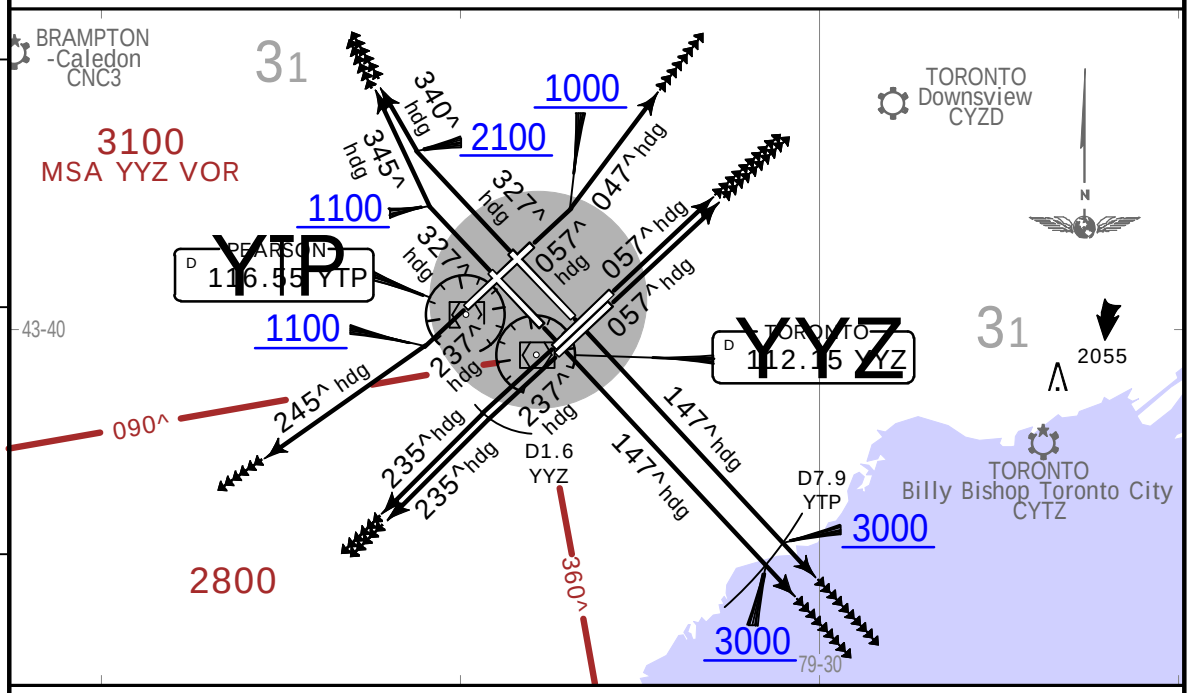
CHANGES: Procedure renumbered.

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 ▼ 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 COMMS

1 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.

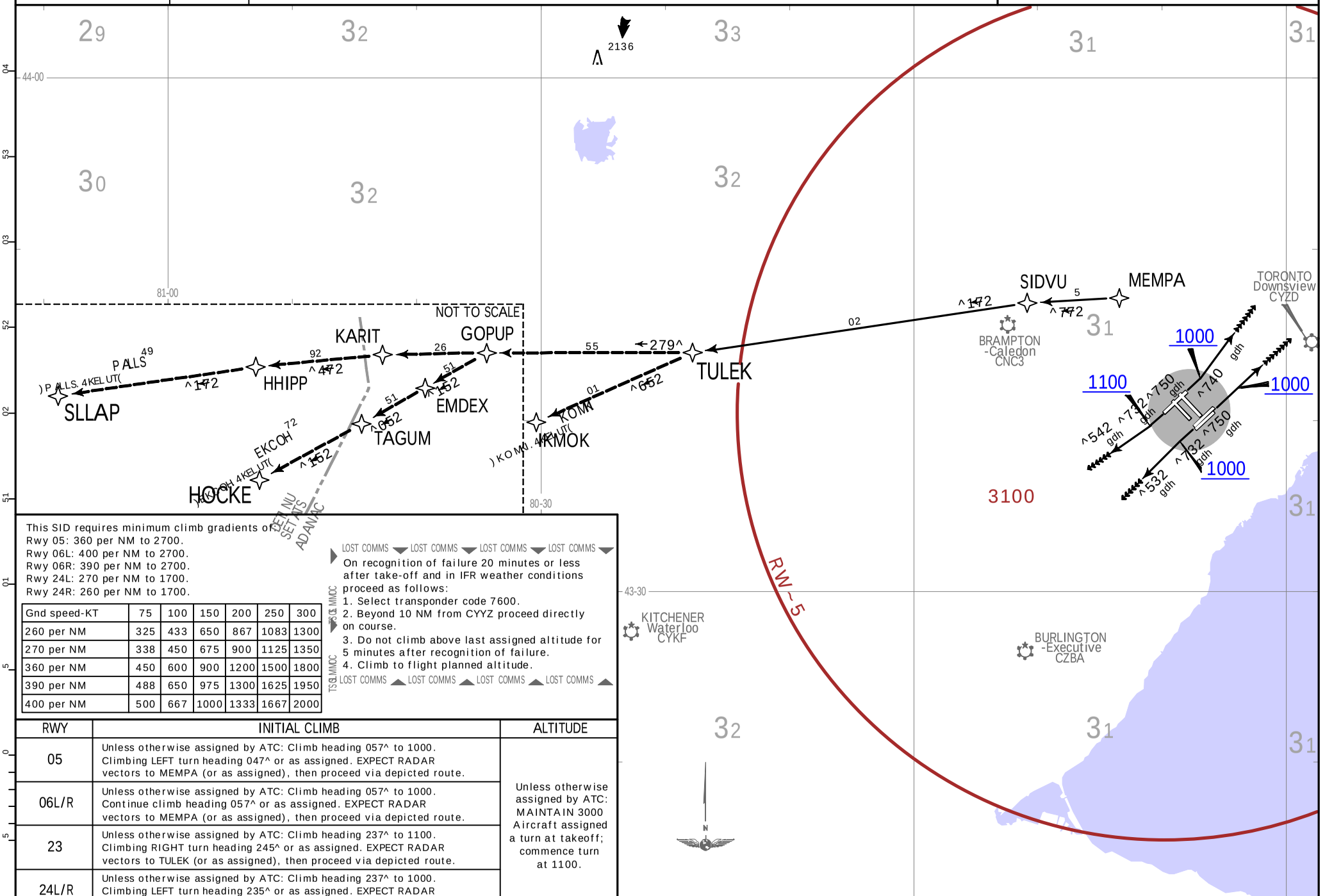
Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350
360 per NM	450	600	900	1200	1500	1800
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950
400 per NM	500	667	1000	1333	1667	2000

RWY	1 INITIAL CLIMB	1 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: Procedure renumbered, Rwys 24L/R climb gradient.

TORONTO Departure	Apt Elev	Trans alt: 18000
128.8 127.575	569	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

TSOL MMOC

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 ▲

TSOL MMOC

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: Procedure renumbered, Rwys 24L/R climb gradient.

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 ▼ 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 ▲

SOLMMOC

SOLMMOC

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.	

NOT TO SCALE

SLLAP
PALLS 49
HHIPP
KARIT
GOPUP
EMDEX
TAGUM
HOCKE
EKCOH 72
IKMOK
KOMM
TULEK
IPSOT
RW 15L
SET ATS DETI NU ADAMAC

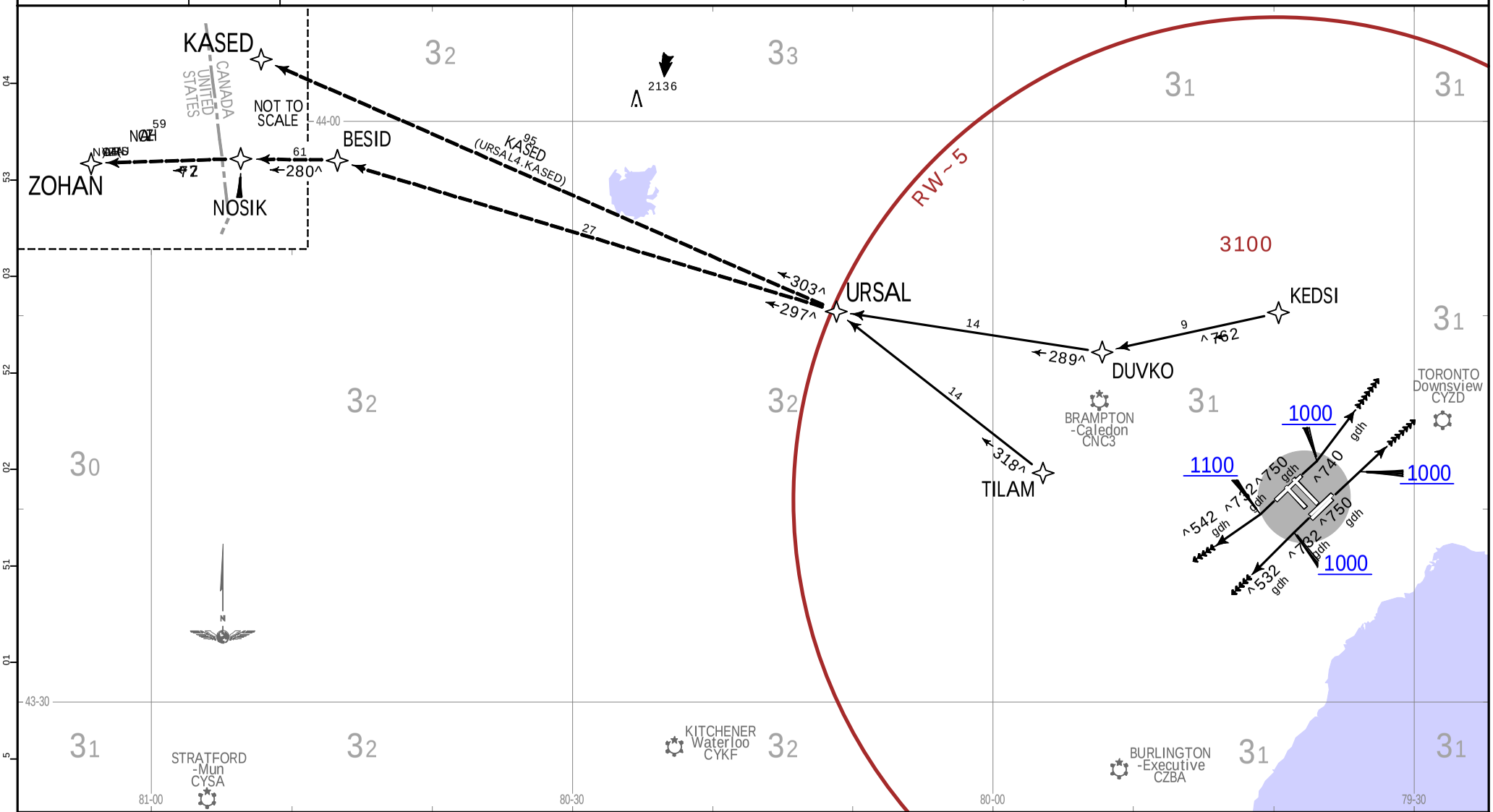
HANOVER Saugeen Mun CYHS
BRAMPTON -Caledon CNC3
TORONTO Downsview CYZD
KITCHENER Waterloo CYKF
BURLINGTON -Executive CZBA

2100
1100
1000
1000
3100

CHANGES: Procedure renumbered.

TORONTO Departure	Apt Elev	Trans alt: 18000
128.8 127.575	569	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 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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 ▲ LOST

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: Procedure renumbered, Rwys 24L/R climb gradient.

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.

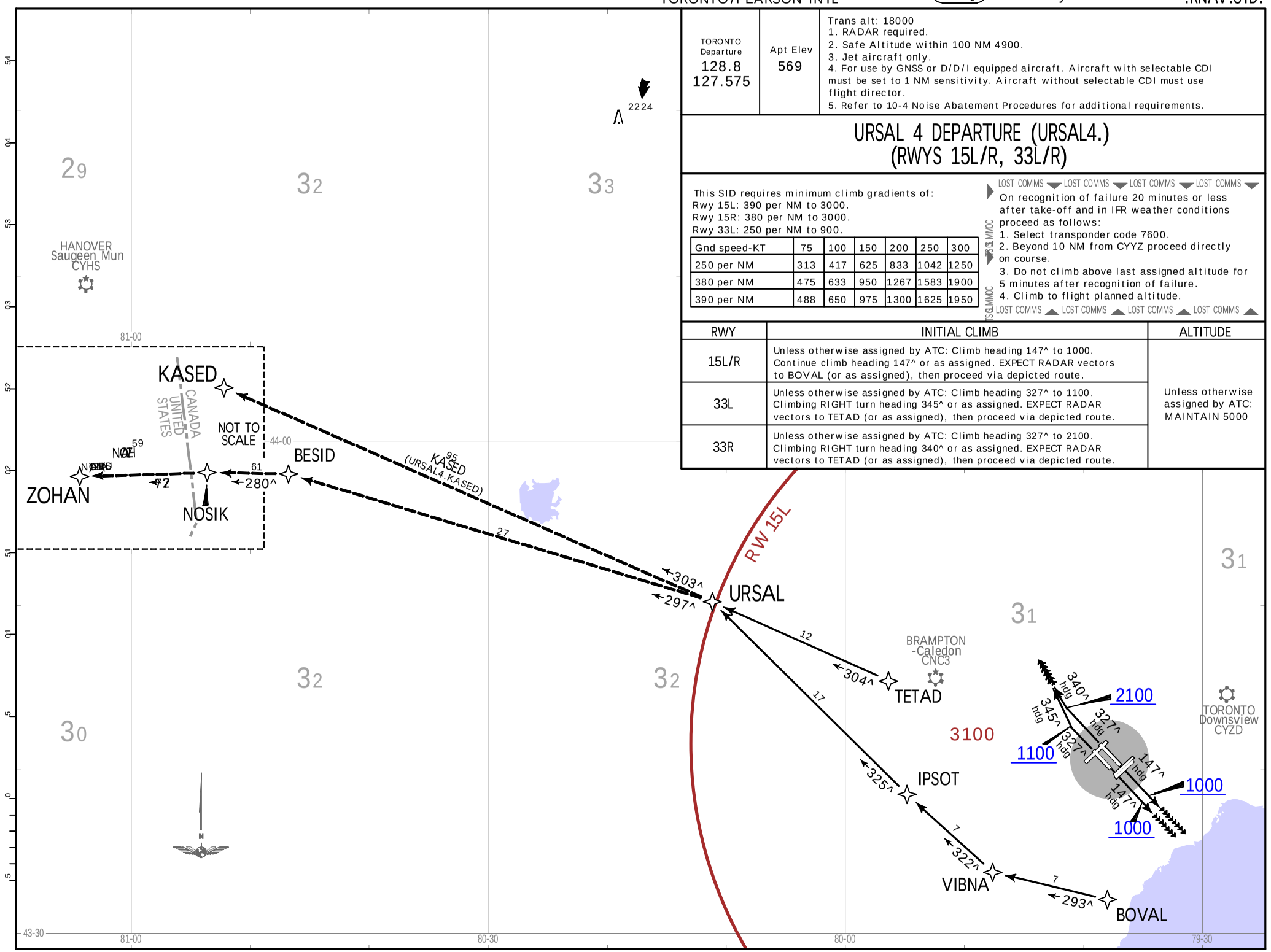
URSAL 4 DEPARTURE (URSAL4.)
(RWYS 15L/R, 33L/R)

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.

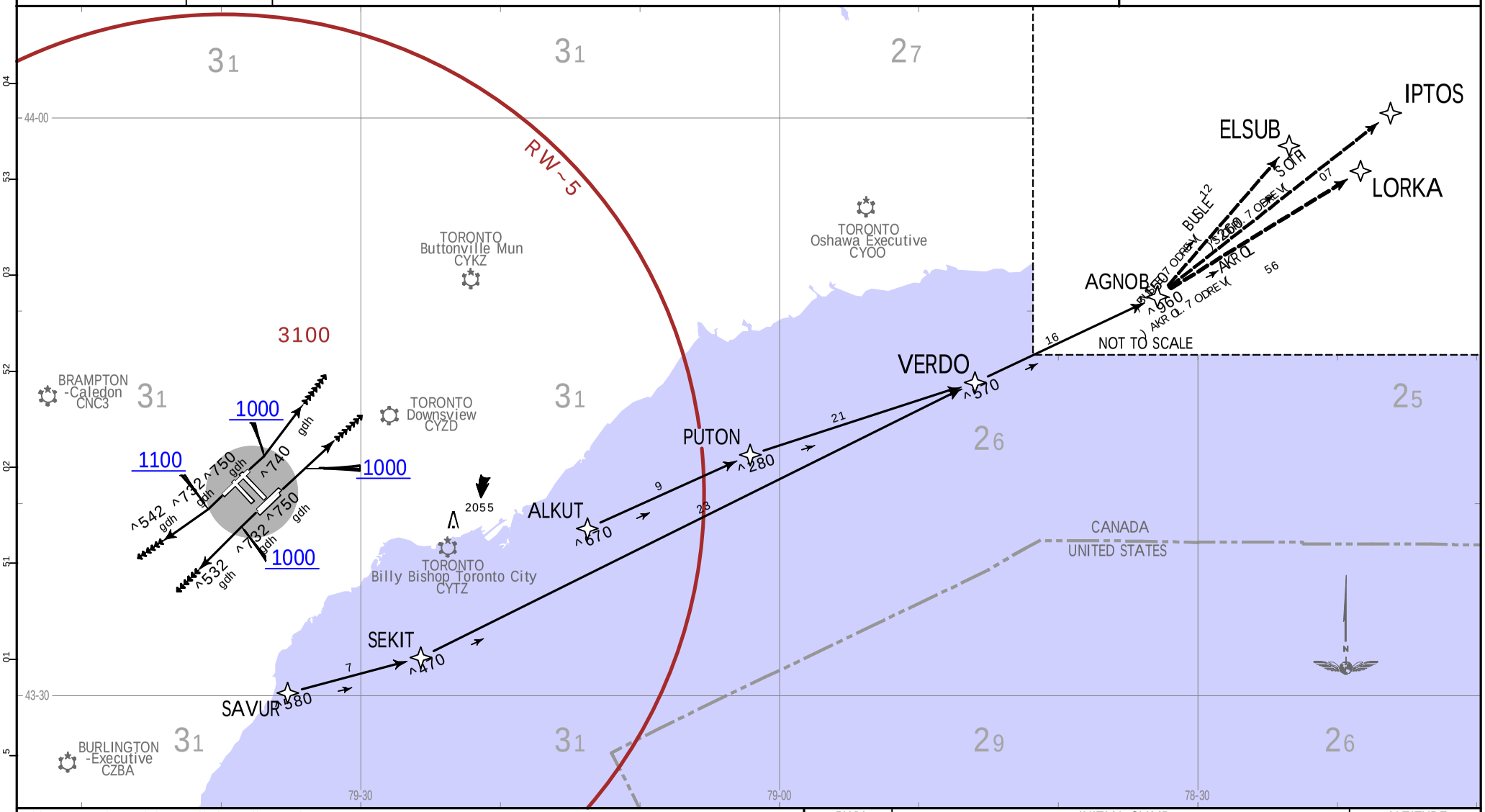
Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
380 per NM	475	633	950	1267	1583	1900
390 per NM	488	650	975	1300	1625	1950

LOST COMMS ▼ 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 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.	



TORONTO Departure	Apt Elev	Trans alt: 18000	VERDO 7 DEPARTURE (VERD07.) (RWYS 05, 06L/R, 23, 24L/R)
128.8 127.575	569	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.	



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.

TSOL MMOC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ 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 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: Procedure renumbered, Rwys 24L/R climb gradient.

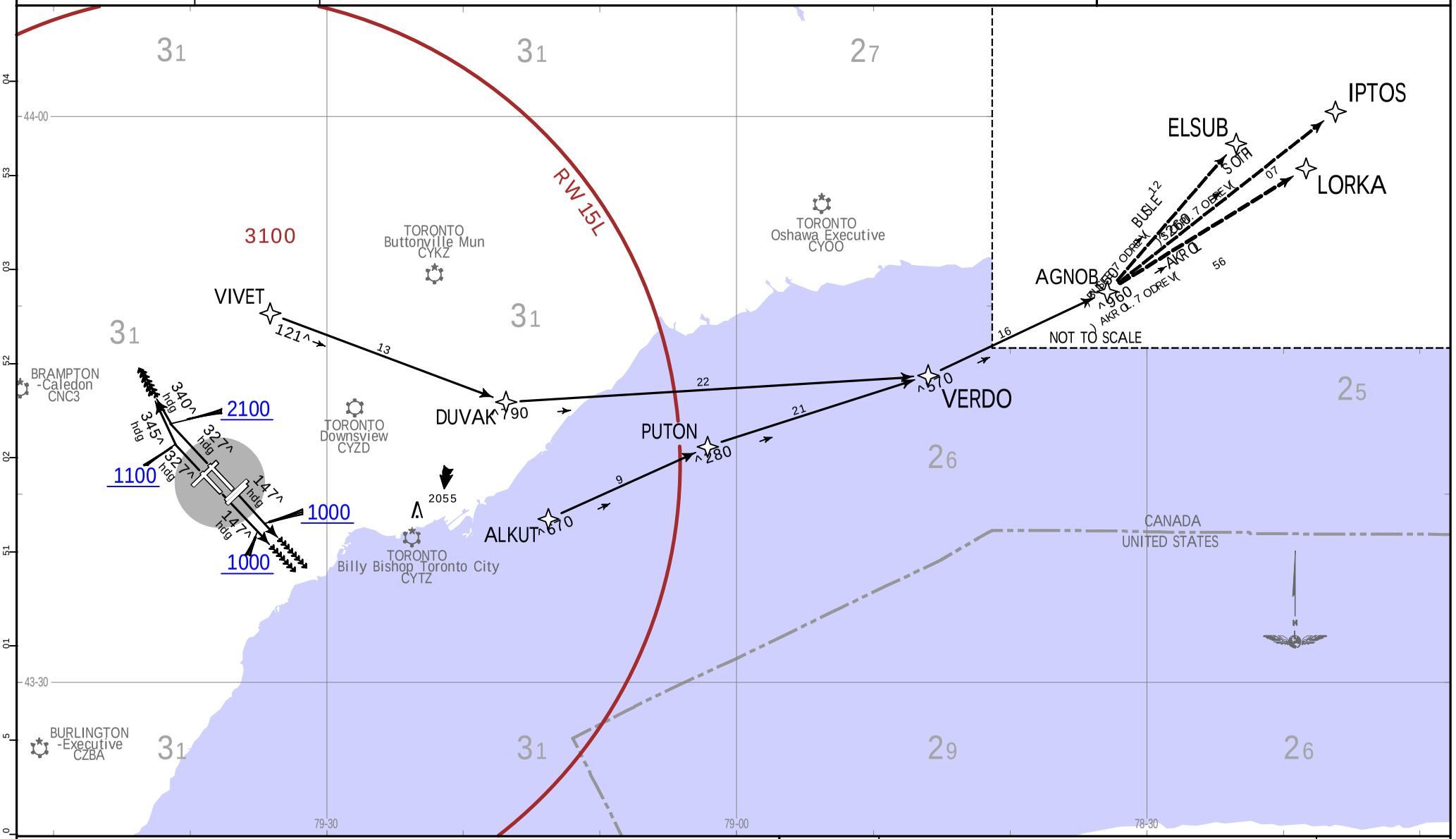
VERDO 7 DEPARTURE (VERDO7.)
(RWYS 15L/R, 33L/R)

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: Procedure renumbered.

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.

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

RUNWAY INCURSION HOT SPOTS
HS 1
See 10-9A for description of Hot Spots

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)

DURING DEICING OPERATIONS
Refer to 10-9H De-Icing pages

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 8536 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 6593 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

OPERATIONAL NOTES

CAUTION: Be alert to Runway 06L/24R crossing clearances. Be prepared to stop short of Runway 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 Taxiways C2, B2, H3, D8, D4, D2, D1, D3, D5, and D7 is 50 kt (93 Kph). Design speed for Taxiways 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 charts 10-9B and 10-9B1 for additional taxiway data and notes.

While taxiing on Taxiway V (Pad 1) and Taxiway 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 (Taxiway V) and Pad 5 (Taxiway 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.

1 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.

2 Taxiway 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.

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

4 Rwy 33 approach hold positions

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

6 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 Runway 06L/24R after exit from Runway 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 Taxiway E on Central De-icing Facility Pads 1 through 6.
8. When aircraft on Central De-icing Facility taxilane 5, Central De-icing Facility taxilane 6 restricted to A320 or smaller (wingspan of 112'(34.1m)) and vice versa. The same applies to taxilanes 7 and 8, and vice versa.
9. No taxiing on Taxiway D between Taxiway D4 and Taxiway E.
10. When aircraft taxiing within Holding Bays Rwys 06L/24R/05, adjacent parallel taxilane restricted to aircraft with wingspans less than 118'(36m).
11. Tow only authorized onto parking stands H1 and H6.

CHANGES: Departure from holding bay note, taxiway C5 and C7 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	LANDING BEYOND Glide Slope	TAKE-OFF	LAHSO Distance	WIDTH
05	HIRL CL ALSF-II TDZ 1 PAPI-L RVR	2 10,985' 3348m	9871' 3009m	10,775' 3284m		200' 61m
23	HIRL CL SSALR 1 PAPI-L RVR	3 10,434' 3180m	9257' 2822m			
06R	HIRL CL SSALR 4 PAPI-L RVR		7853' 2394m			197' 60m
24L		5	7819' 2383m	8898' 2712m		
06L	HIRL CL ALSF-II TDZ 6 PAPI-L RVR		8690' 2649m			197' 60m
24R	HIRL CL SSALS REIL TDZ 6 PAPI-L RVR	7 9500' 2896m	8320' 2536m	9589' 2923m		
15R	HIRL SSALR 8 PAPI-R RVR	8500' 2591m	7449' 2270m			197' 60m
33L	HIRL SSALR 8 PAPI-L RVR	9 8500' 2591m	7490' 2283m	9078' 2767m		
15L	HIRL CL SSALR 0 PAPI-L RVR	!	10,249' 3124m	10,886' 3318m		200' 61m
33R			10,120' 3085m			

1 Angle 3.0^. For aircraft with eye-to-wheel height up to 45'.
2 LDA: 10,640' 3243m
3 LDA: 10,089' 3075m

4 Angle 3.0^. For aircraft with eye-to-wheel height up to 45'.
5 LDA: 8898' 2712m

6 Angle 3.0^. For aircraft with eye-to-wheel height up to 45'.
7 LDA 9392' 2863m

8 Angle 3.0^. For aircraft with eye-to-wheel height up to 45'.
9 LDA: 8490' 2588m

0 Angle 3.0^. For aircraft with eye-to-wheel height up to 45'.
! LDA: 10,886' 3318m

RUNWAY INCURSION HOT SPOTS HS1

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.

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 HIRL & CL & RCLM	Authorized Air Carriers HIRL or CL or RCLM	All Other Aircraft
A	TDZ RVR 6	RVR 12 or 1/4	RVR 26 or 1/2
B			
C	Rollout or Mid RVR 6		
D			

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 HIRL & CL & RCLM	Authorized Air Carriers HIRL or CL or RCLM	All Other Aircraft
A	TDZ RVR 6	RVR 12 or 1/4	RVR 26 or 1/2
B			
C	Rollout or Mid RVR 6		
D			

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 HIRL & CL & RCLM	Authorized Air Carriers HIRL or CL or RCLM	All Other Aircraft
A	TDZ RVR 6	RVR 12 or 1/4	RVR 26 or 1/2
B			
C	Rollout or Mid RVR 6		
D			

Rwy 06R

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

	Authorized Air Carriers HIRL or CL or RCLM	All Other Aircraft
A	RVR 12 or 1/4	RVR 26 or 1/2
B		
C		
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 HIRL or CL or RCLM	All Other Aircraft
A	RVR 12 or 1/4	RVR 26 or 1/2
B		
C		
D		

Rwy 15R

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

	Authorized Air Carriers HIRL or CL or RCLM	All Other Aircraft
A	RVR 12 or 1/4	RVR 26 or 1/2
B		
C		
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 HIRL or CL or RCLM	All Other Aircraft
A	RVR 12 or 1/4	RVR 26 or 1/2
B		
C		
D		

Rwy 24L

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

	Authorized Air Carriers HIRL or CL or RCLM	All Other Aircraft
A	RVR 12 or 1/4	RVR 26 or 1/2
B		
C		
D		

Rwy 24R

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

	Authorized Air Carriers HIRL or CL or RCLM	All Other Aircraft
A	RVR 12 or 1/4	RVR 26 or 1/2
B		
C		
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 HIRL or CL or RCLM	All Other Aircraft
A	RVR 12 or 1/4	RVR 26 or 1/2
B		
C		
D		

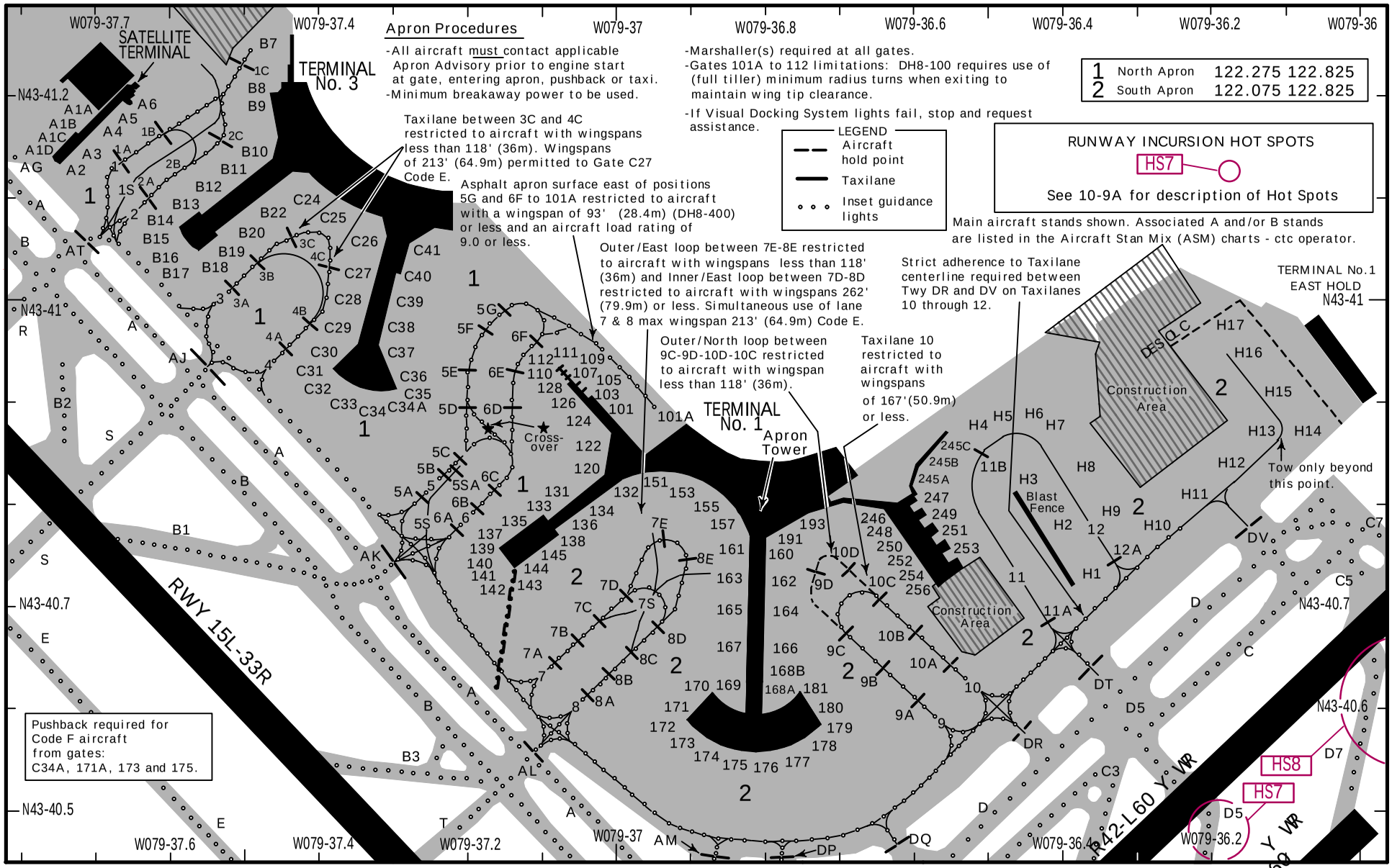
1 DEPARTURE CLIMB RATE V/V (FPM)

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

CYYZ/YYZ TORONTO, ONT

JEPPESEN 23 DEC 22 (10-9B) .Eff.29.Dec.

TORONTO/PEARSON INTL



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 2D & Stand B8	C	118' (36m)	
1/2	1B/2B Radius	C	118' (36m)	
3	Between AJ & 3B	C	118' (36m)	Code E to Stand C29 & C27
	Between 3B & 3C	C	118' (36m)	Code E to Stand C29 & C27
4	Between AJ & 4B	C	118' (36m)	Code E to Stand C29 & C27
	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	D	170' (51.9m)	
	Between 10C & 10D	C	118' (36m)	
9/10	9C/10C Radius	D	170' (51.9m)	
	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: Taxilanes renamed.

CYYZ/YYZ TORONTO, ONT

JEPPESEN

1 OCT 21 (10-9C) .Eff.7.Oct. TORONTO/PEARSON INTL

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)

Taxilane abeam Gates 528, 527, 526, 525, 524 & 523 restricted to Code E aircraft (Maximum wingspans 213' (64.9 m) or smaller).

Taxilane abeam Gates 529, 530 and 531 restricted to Code D aircraft (Maximum wingspan of 170' (51.9 m) or smaller).

Infield Concourse

Cargo 3

Cargo 2

Cargo West

Air Canada Cargo Building

Air Canada Equipment Maintenance Building

Skyservice Midfield Hangar

General Aviation Area

ESSO Avitat

Control Tower

CARA Flight Kitchen

GTAA 3-Bay Hangar

Area Control Center

Central Deicing Facility

North Apron

South Apron

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.

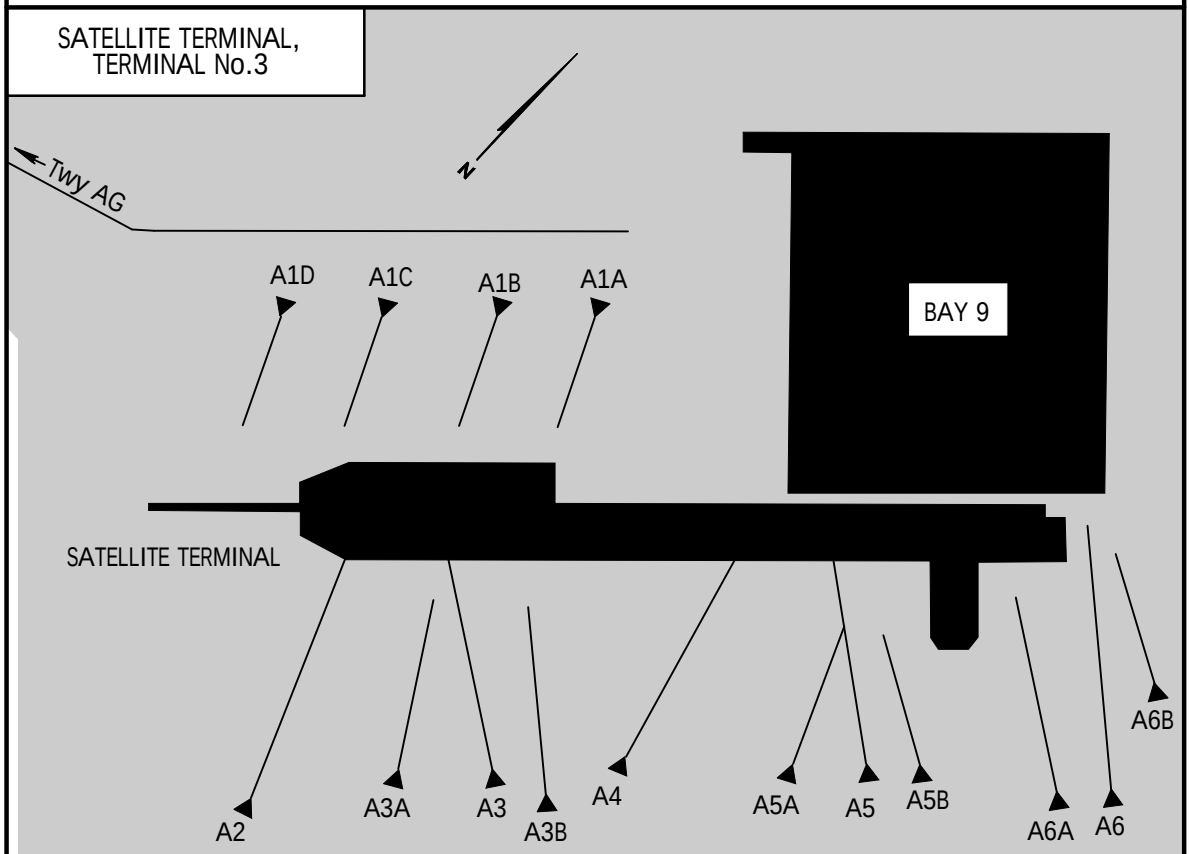
Legend

- 507 Parking Position
- EA Apron entry/exit points
- • • • Inset guidance lights
- — — Aircraft Hold Point
- 2, 3 Start Positions

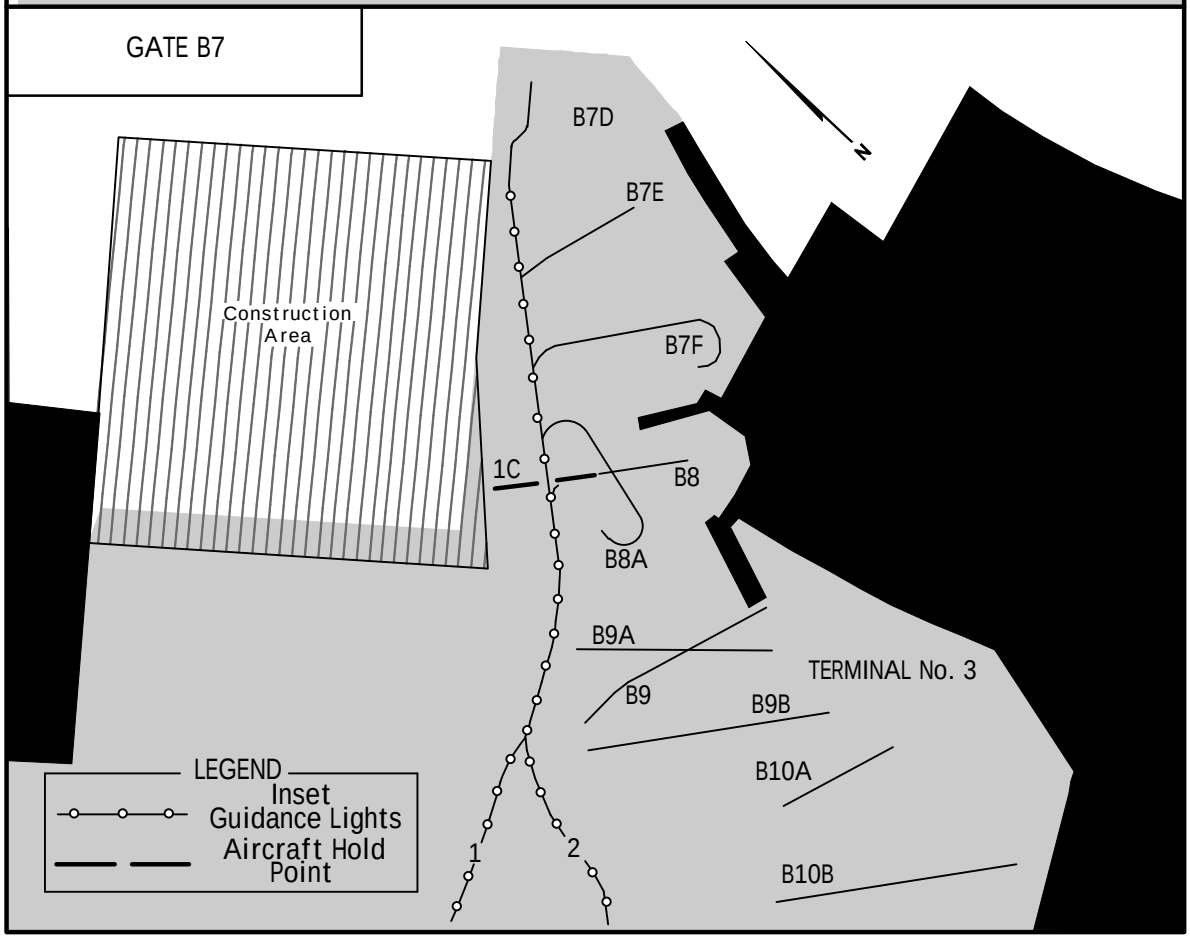
CHANGES: Parking positions 500 & 526 revoked, 500A and 500B added.

COMMUTER PARKING AREAS

SATELLITE TERMINAL, TERMINAL No.3



GATE B7



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 thru 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 thru 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 thru H16	N43 41.0 W079 36.0
H17	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	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 positions.

CYYZ/YYZ

TORONTO/PEARSON INTL

JEPPESEN

28 OCT 22
.Eff.3.Nov.

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 10-9G

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

Alternate routing may be assigned by ATC as required.

Aircraft engine run ups cannot commence during Low Visibility conditions.

RUNWAY INCURSION HOT SPOTS

HS1 See 10-9A for description of Hot Spots

TERMINAL No. 1

TERMINAL No. 3

Apron Tower

Blast Fence

ICE HOUSE

CENTRAL DE-ICING FACILITY

CONTROL TOWER

CARGO WEST

FEDEX

11,050' 3368m

9088' 2770m

6088' 1855m

6068' 1849m

During CAT II/III arrivals Rwy 05 departures shall be from H6.

CAT I/II/III HOLD

CAT II/III HOLD

LEGEND

TYPICAL LOW VISIBILITY TAXI ROUTE

STOP BAR

CENTERLINE LIGHTING

CONSTRUCTION AREA

CHANGES: Taxiway C5 and C7.

CYYZ/YYZ

TORONTO/PEARSON INTL

JEPPESEN

28 OCT 22
.Eff.3.Nov.

10-9F

TORONTO, ONT

LOW VISIBILITY TAXI CHART

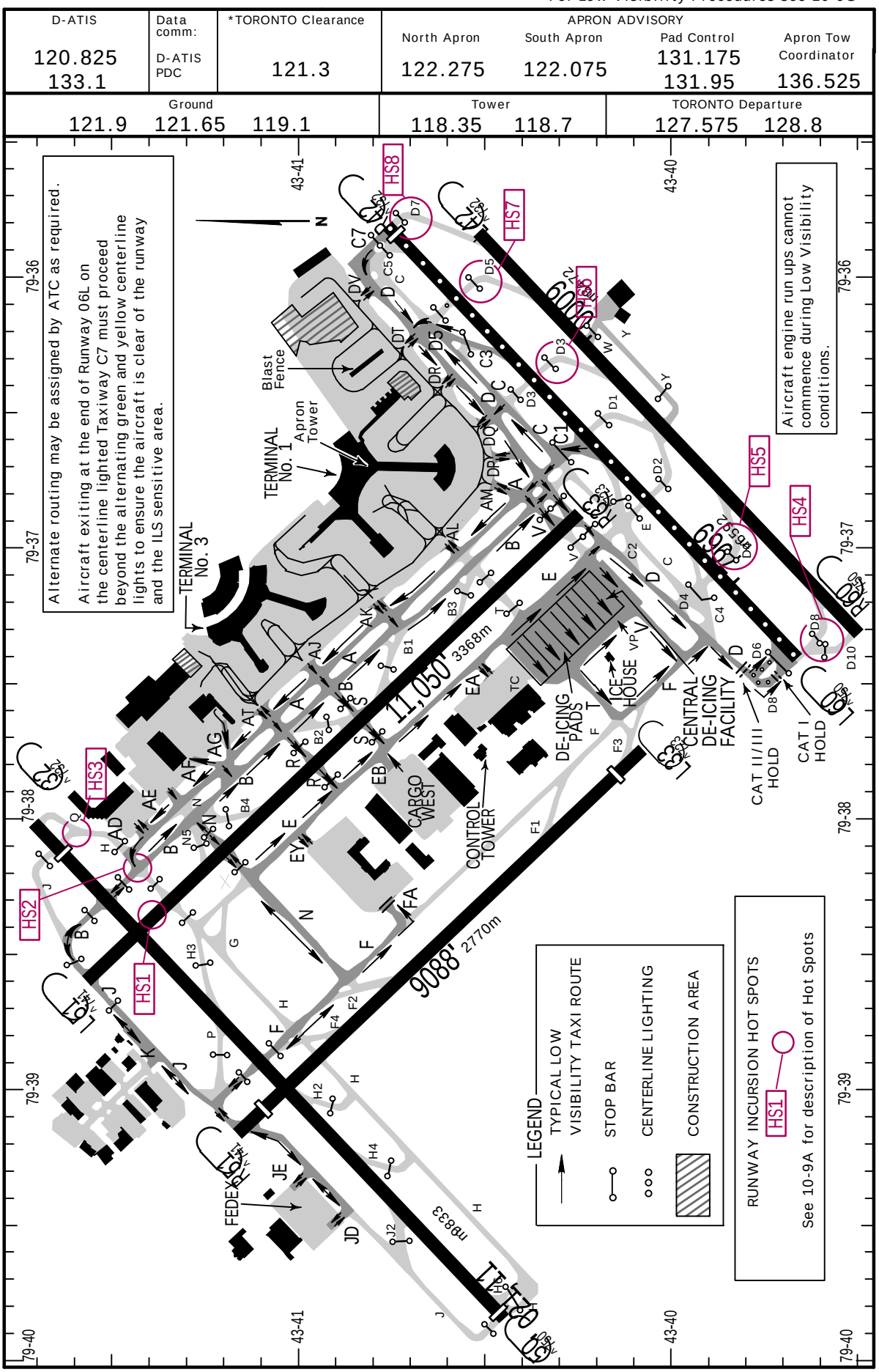
LAND RWY 06L, DEPART RWY 06L

.LESS.THAN.RVR.1200.TO.600.

For Low Visibility Procedures See 10-9G

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: Taxiway C5 and C7, notes.

CYYZ/YYZ

TORONTO/PEARSON INTL

JEPPESEN

28 OCT 22
.Eff.3.Nov.

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 10-9G

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

Alternate routing may be assigned by ATC as required.

Aircraft exiting at the end of Runway 06L on the centerline lighted Taxiway C7 must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

Aircraft engine run ups cannot commence during Low Visibility conditions.

TERMINAL NO. 3

TERMINAL NO. 1

Apron Tower

Blast Fence

11,050' 3368m

9088' 2770m

6008' 1831m

6967' 2123m

CONTROL TOWER

CARGO WEST

ICE HOUSE

CENTRAL DE-ICING FACILITY

FEDEX

HS1 HS2 HS3 HS4 HS5 HS6 HS7 HS8

LEGEND

TYPICAL LOW VISIBILITY TAXI ROUTE

STOP BAR

CENTERLINE LIGHTING

CONSTRUCTION AREA

RUNWAY INCURSION HOT SPOTS

HS1

See 10-9A for description of Hot Spots

CHANGES: Taxiway C5 and C7, notes.

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

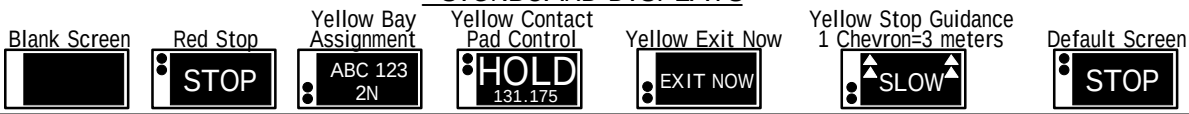
Once aircraft has been guided into and stopped in the appropriate Deicing Bay, a "Follow Me" Vehicle with the signaling system configured with RED signal lights ON, or a "Positive Hold Vehicle" without signboard/signaling system shall position on the lead-in-line in front of the aircraft and hold in 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".

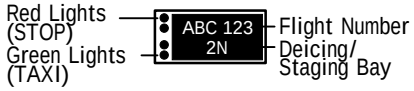
SIGNBOARD DISPLAYS



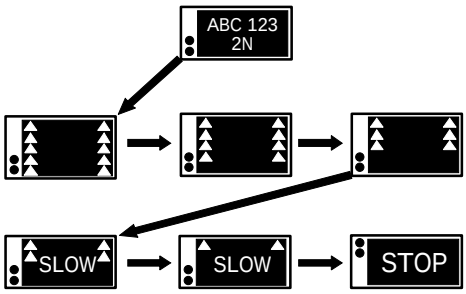
AUTOMATED VISUAL GUIDANCE & DISPLAY SYSTEM SEQUENCING

Aircraft Entering Directly into a Deicing Bay (No Staging)

Staging Bay Signboard Display



Deicing Bay Signboard Display

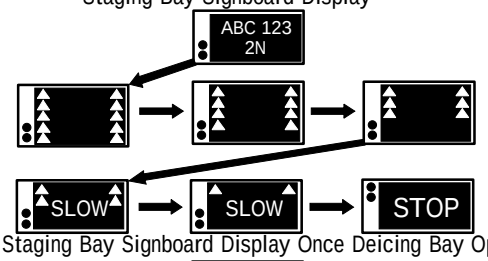


Deicing Bay Signboard Display Options After Deicing Complete

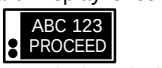
Blank/Default Screen

Aircraft Stopped in the Staging and Deicing Bay

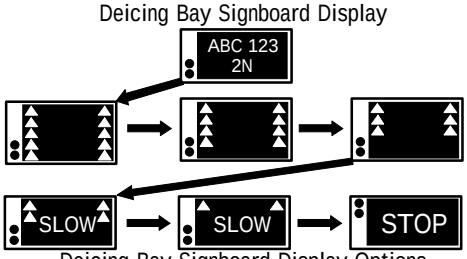
Staging Bay Signboard Display



Staging Bay Signboard Display Once Deicing Bay Open



Deicing Bay Signboard Display



Deicing Bay Signboard Display Options After Deicing Complete

Blank/Default Screen

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).

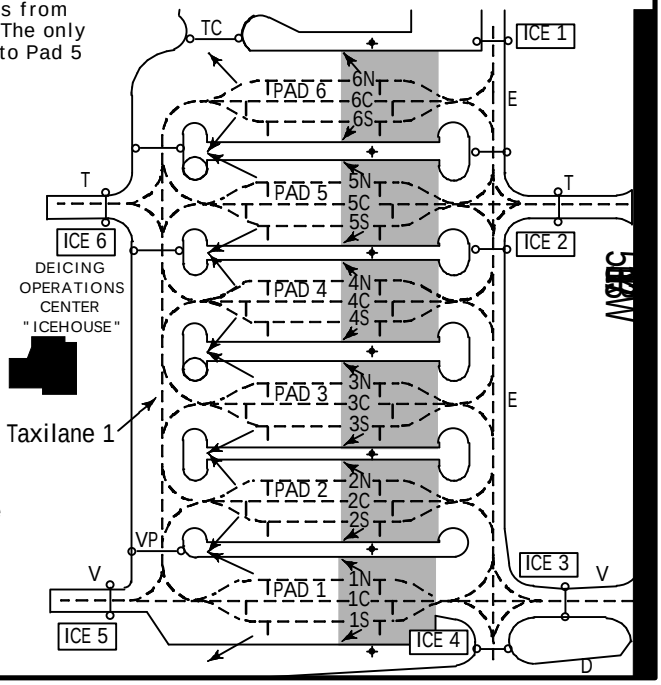
Restrictions in place include:

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
- N North Lane
- C Center Lane
- S South Lane
- HOLD LINE
- Aircraft Stop Line
- Staging Beacon
- ICE 1 SIGNBOARD

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

CHANGES: Pads 1 & 5, and Pads 2, 3, 4 & 6 wingspan notes.

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.

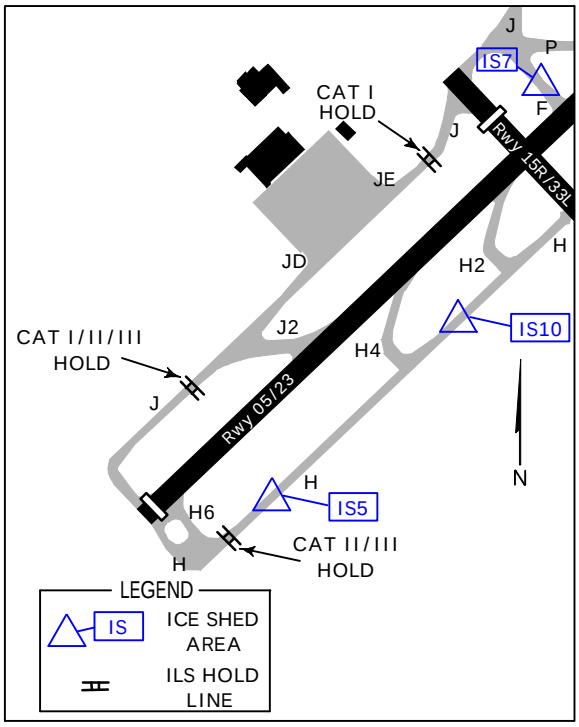
On initial contact with Clearance (121.3 MHz), flight crews shall advise:

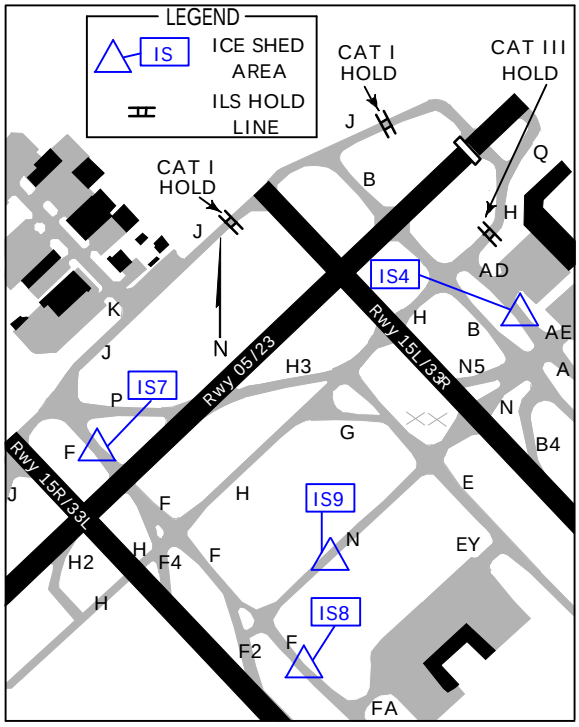
- Deicing requirements
- Run-up requirement prior to take-off
- Duration of run-up (if required)

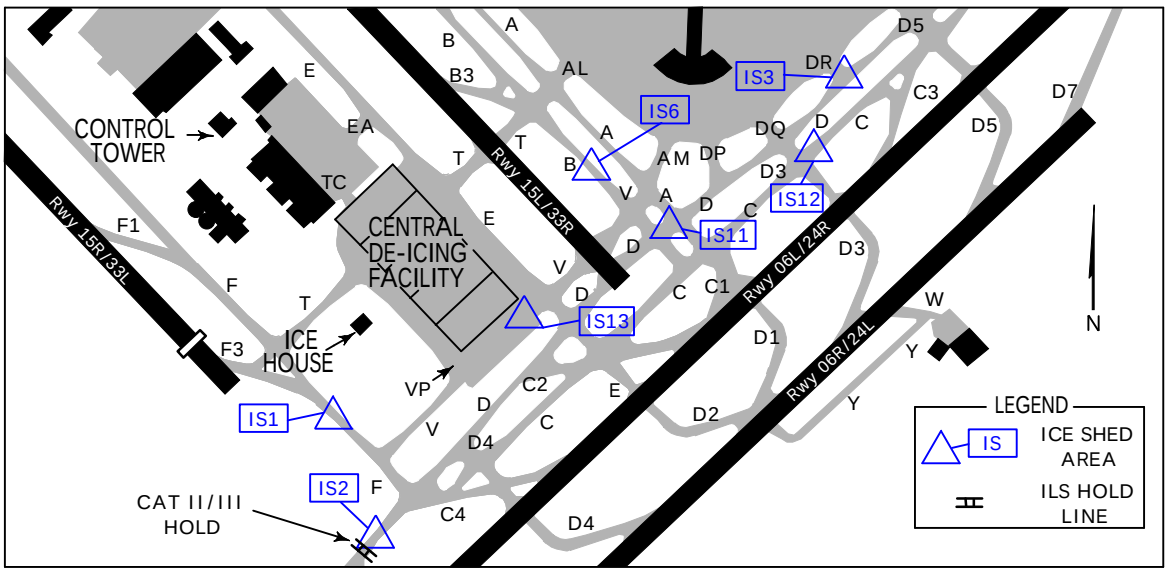
Subsequently, if engine run-up requirements change, flight crews shall notify ATC as soon as practicable. The Airport Authority will ensure engine fan blade ice shedding areas in use are inspected and treated as required. Should taxiway surface conditions make engine run-up unsafe, flight crews shall 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

ENGINE FAN BLADE ICE SHEDDING DIAGRAMS







CHANGES: Hold line.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

1 OCT 21 (11-1) .Eff.7.Oct.

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

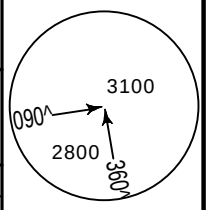
BRIEFING STRIP ™

LOC ITX	Final Apch Crs	GS KERPU	ILS DME DA(H) Refer to Minimums	Apt Elev 569' TDZE 564'
109.7	057^	2020' (1456')		

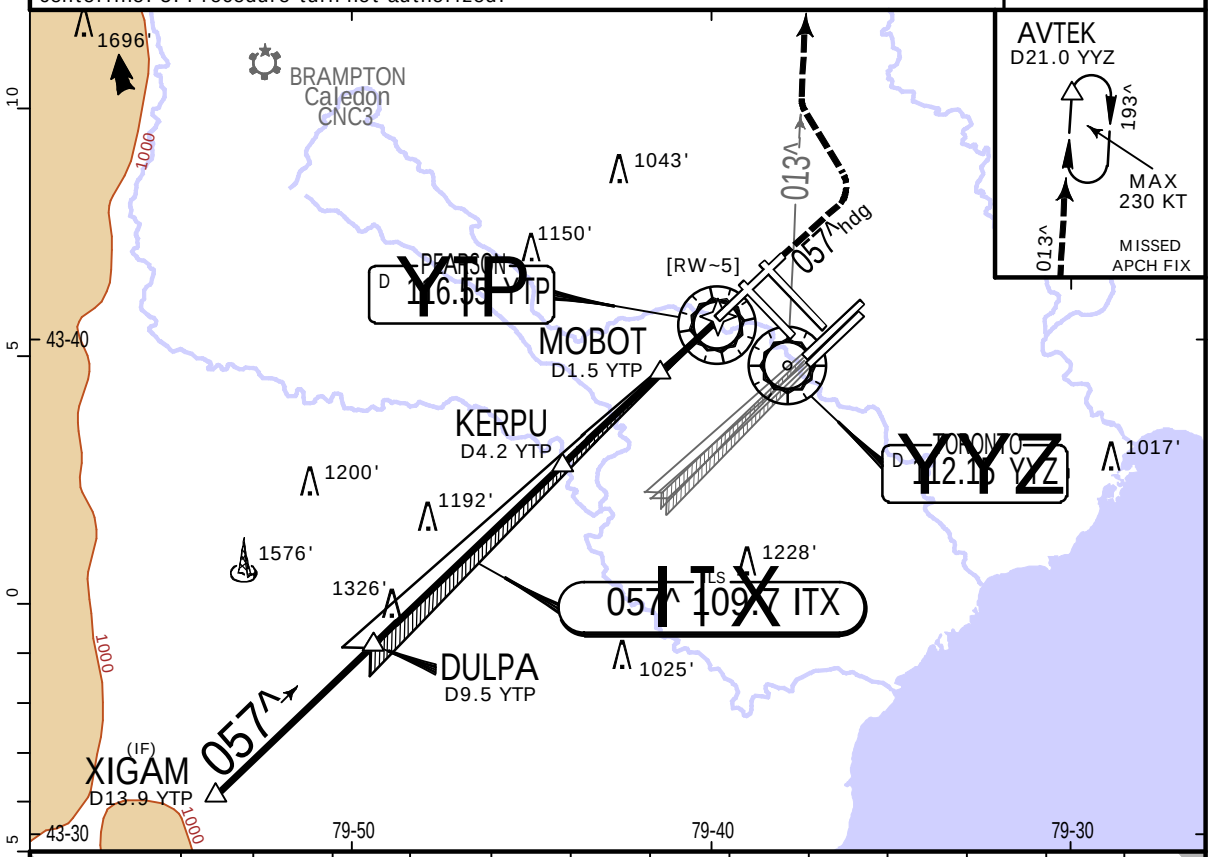
MISSED APCH: Climb to 1100' heading 057^. Then climbing LEFT turn to 3000' to intercept outbound YYZ VOR R-013 to AVTEK

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

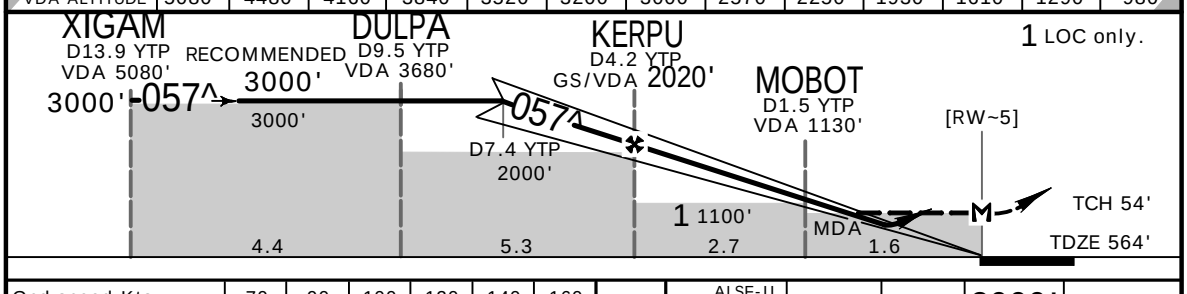
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 06L or 06R. 4. LOC reliable only within 10^ either side of centerline. 5. Procedure turn not authorized.



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		70	90	100	120	140	160
GS/VDA	3.00^	372	478	531	637	743	849
KERPU to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

ALSF-II
PAPI

1100' | 057^ hdg | 3000' LT | YYZ 112.15 R-013

STRAIGHT-IN LANDING RWY05

ILS DME		LOC (GS out) DME	
DA(H) 764' (200')	DA(H) 814' (250')	MDA(H) 980' (416')	
FULL	HIALS out		HIALS out
A			
B			
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/4
D			

CHANGES: MOBOT added, GS, speed limit at AVTEK, CDA data, SMA, LOC mims.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

1 OCT 21
Eff.7.Oct.

11-1A

TORONTO, ONT
ILS CAT II or III 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

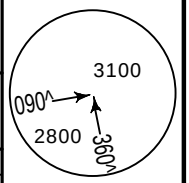
BRIEFING STRIP ™

LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
ITX	Apch Crs	KERPU	NA		Refer to Minimums	RA 108'	569'
109.7	057^	2020' (1456')				DA(H) 664' (101')	TDZE 564'

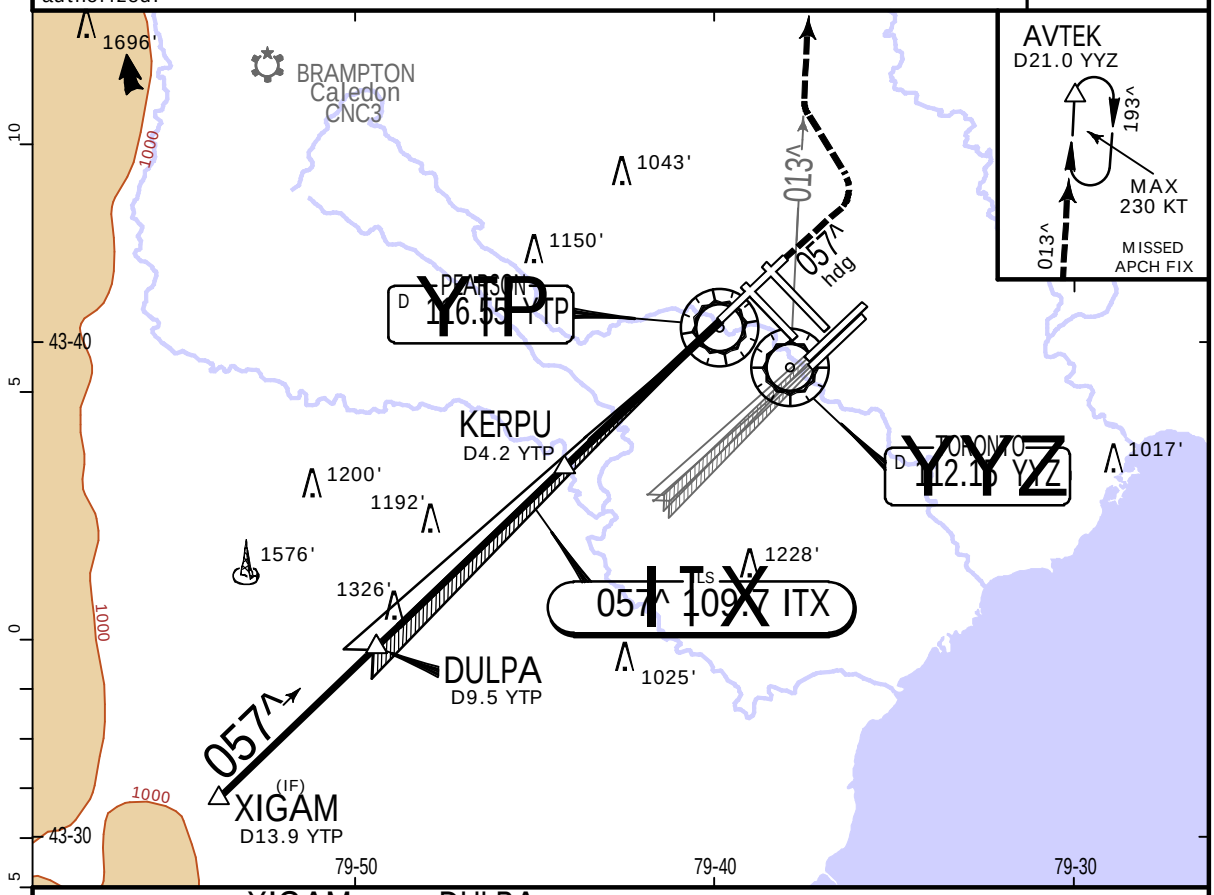
MISSED APCH: Climb to 1100' heading 057^. Then climbing LEFT turn to 3000' to intercept outbound YYZ VOR R-013 to AVTEK.

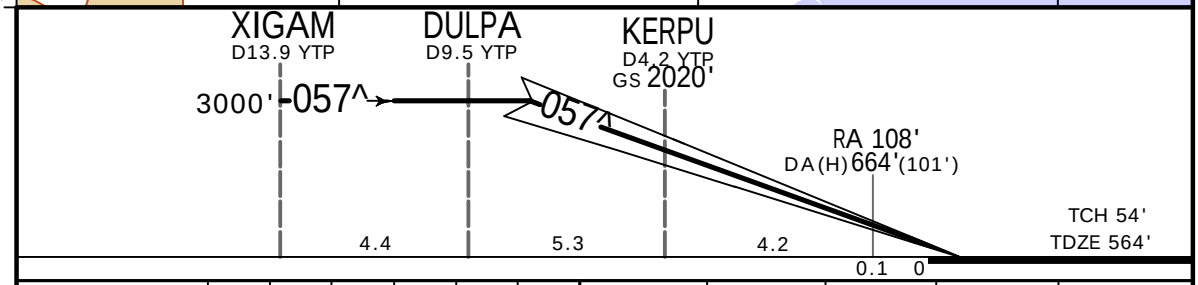
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Simultaneous approach authorized with Rwy 06L or 06R. 5. LOC reliable only within 10^ either side of centerline. 6. Procedure turn not authorized.



MSA YYZ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II
PAPI

1100'

057^ hdg

3000' LT

YYZ
112.15
R-013

STRAIGHT-IN LANDING RWY 05

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 664' (101')
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: GS, AVTEK speed limit, distances in profile, CAT II ILS DH.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
1 OCT 21 (11-2) .Eff.7.Oct.

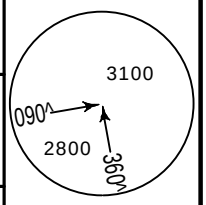
TORONTO, ONT
ILS Rwy 06L

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)	Apt Elev 569'
109.1	057^	2010' (1475')	Refer to Minimums	TDZE 535'

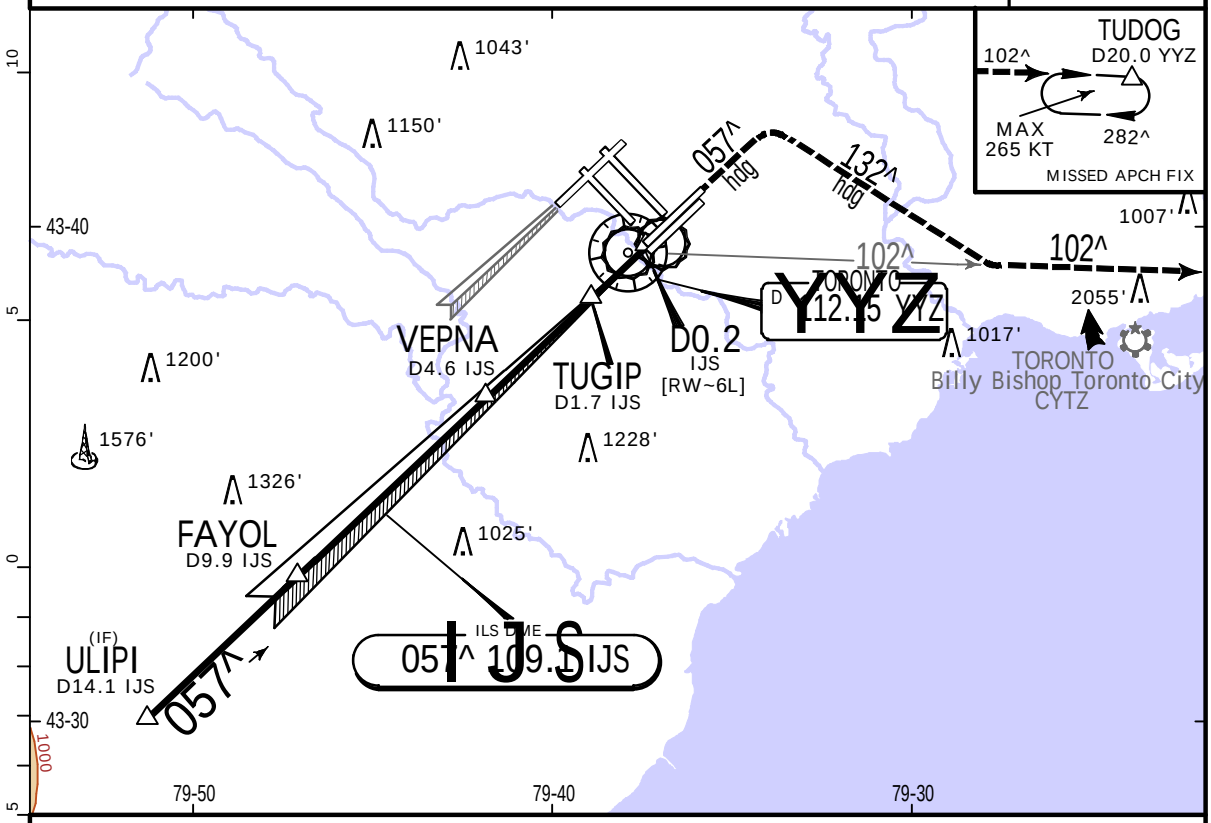
MISSED APCH: Climb to 1100' heading 057^. Climbing RIGHT turn to 3100' heading 132^. Then intercept outbound YYZ VOR R-102 to TUDOG.

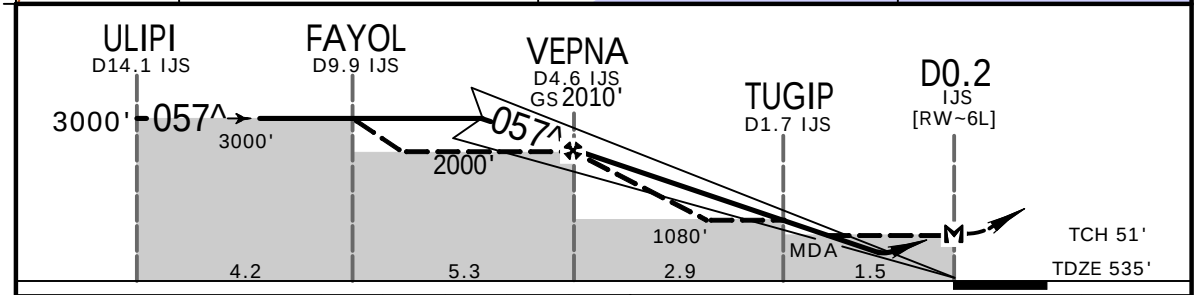


MSA YYZ VOR

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.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.08^	381	490	545	654	763	872
MAP at D0.2 IJS							

ALSF-II
PAPI

1100'	057^ hdg	3100' RT	132^ hdg

STRAIGHT-IN LANDING RWY 06L

	ILS DME		LOC (GS out) DME	
	DA(H) 735' (200')	DA(H) 785' (250')	MDA(H) 960' (425')	
	FULL	HIALS out		HIALS out
A	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	1¼
B				
C				
D				

CHANGES: None.

CYYZ/YYZ

JEPPESEN

1 OCT 21
.Eff.7.Oct.
11-2A

TORONTO, ONT
ILS CAT II or III Rwy 06L

TORONTO/PEARSON INTL

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

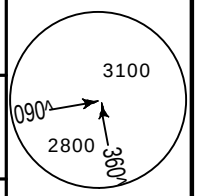
BRIEFING STRIP ™

LOC IJS 109.1	Final Apch Crs 057^	GS VEPNA 2010' (1481')	CAT IIIC / CAT IIIB: NA	CAT IIIA: Refer to Minimums	CAT II: RA 147' DA(H) 630' (101')	Apt Elev 569' Rwy 529'

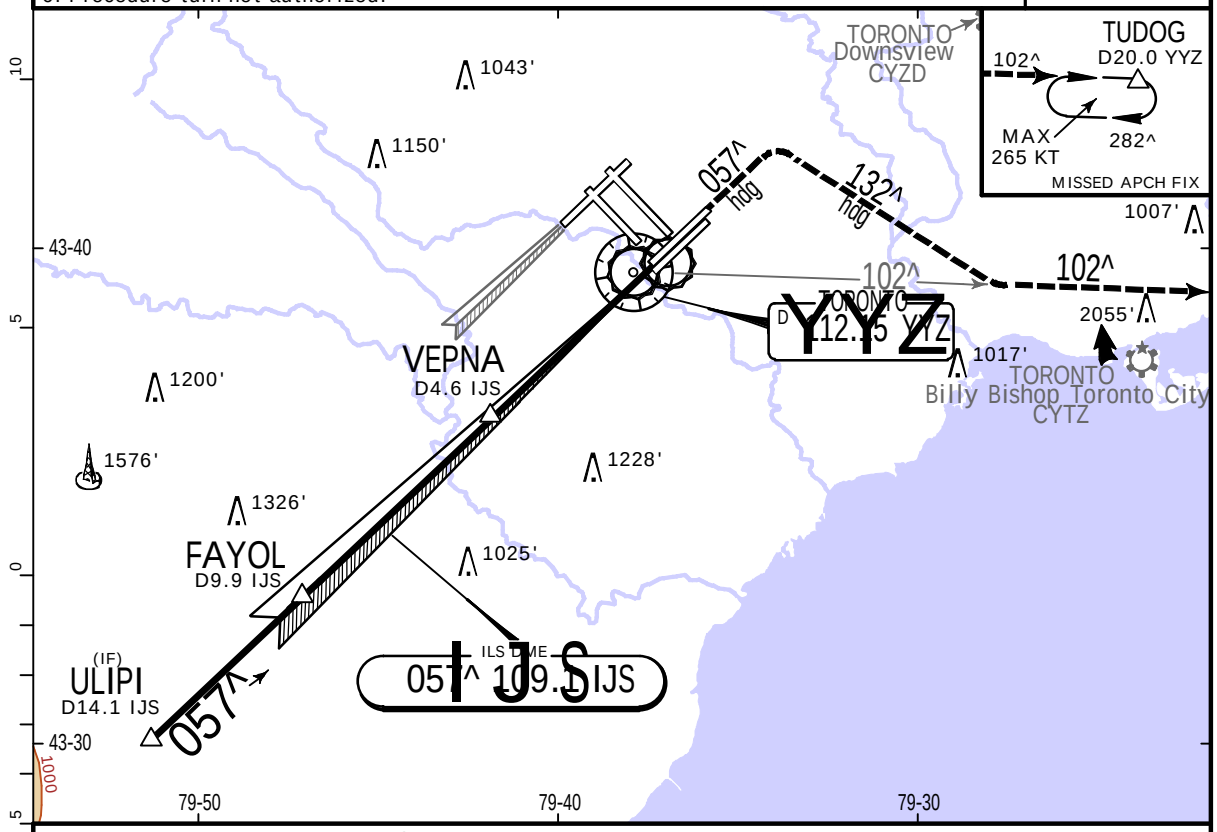
MISSED APCH: Climb to 1100' heading 057^. Climbing RIGHT turn to 3100' heading 132^ to intercept outbound YYZ VOR R-102 to TUDOG.

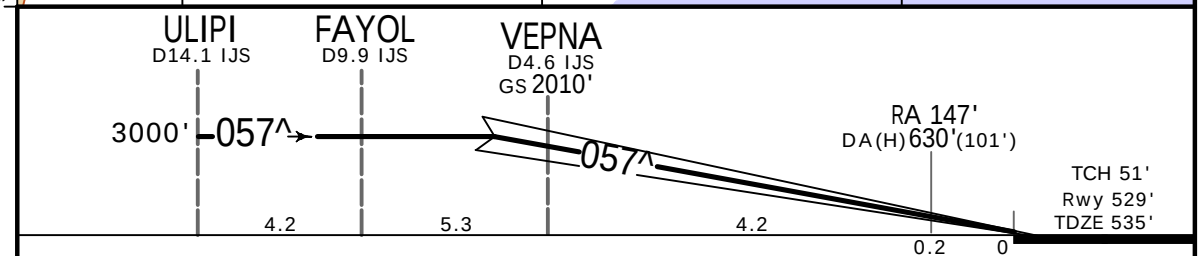
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II / PAPI | 1100' | 057^ hdg | 3100' RT | 132^ hdg

STRAIGHT-IN LANDING RWY 06L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 147' DA(H) 630' (101')
NA	NA	RVR 6	RVR 12

CHANGES: TCH.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

21 JAN 22 (11-3) .Eff.27.Jan.

TORONTO, ONT
ILS 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

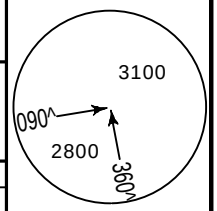
BRIEFING STRIP™

LOC ICV	Final Apch Crs	GS SAVOS	ILS DME DA(H) Refer to Minimums	Apt Elev 569' TDZE 538'
111.95	057^	2010' (1472')		

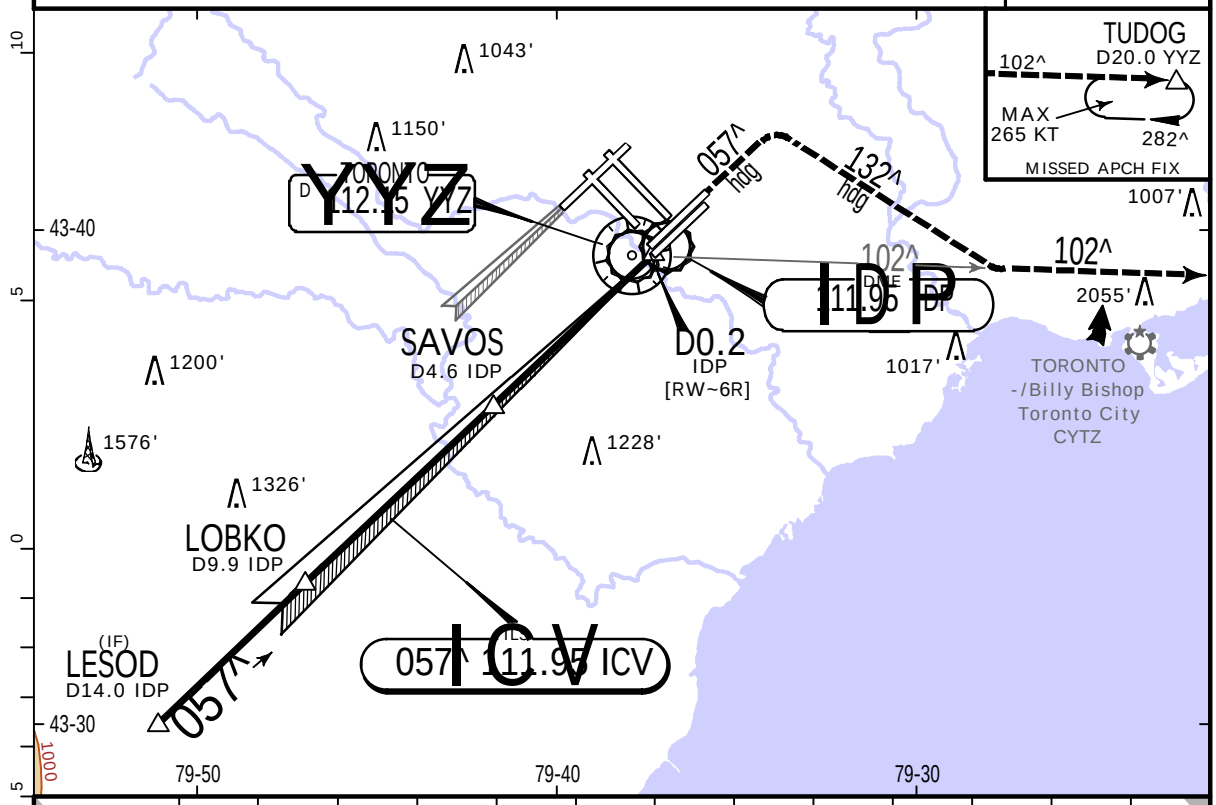
MISSED APCH: Climb to 1100' heading 057^. Climbing RIGHT turn to 3100' heading 132^. Then intercept outbound YYZ VOR R-102 to TUDOG.

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

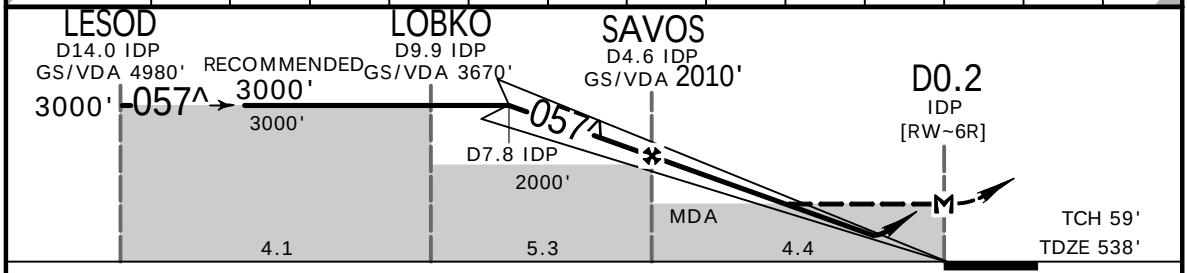
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 05. 4. Common ILS DME frequencies Rwys 06R & 24L. Verify idents are for this approach. 5. LOC reliable only within 10^ either side of centerline. 6. Procedure turn not authorized.



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	70	90	100	120	140	160
GS/VDA 3.00^	372	478	531	637	743	849
MAP at D0.2 IDP						

SSALR
PAPI
1100'
057^ hdg
3100' RT
132^ hdg

STRAIGHT-IN LANDING RWY 06R

	ILS DME		LOC (GS out) DME	
	DA(H) 738' (200')	DA(H) 788' (250')	MDA(H) 1080' (542')	
	FULL	HIALS out		HIALS out
A				
B				
C	RVR 26 or 1/2	RVR 50 or 1	1 1/4	1 3/4
D				

CHANGES: None.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

21 JAN 22 (11-4) .Eff.27.Jan.

TORONTO, ONT
ILS Rwy 15L

BRIEFING STRIP ™

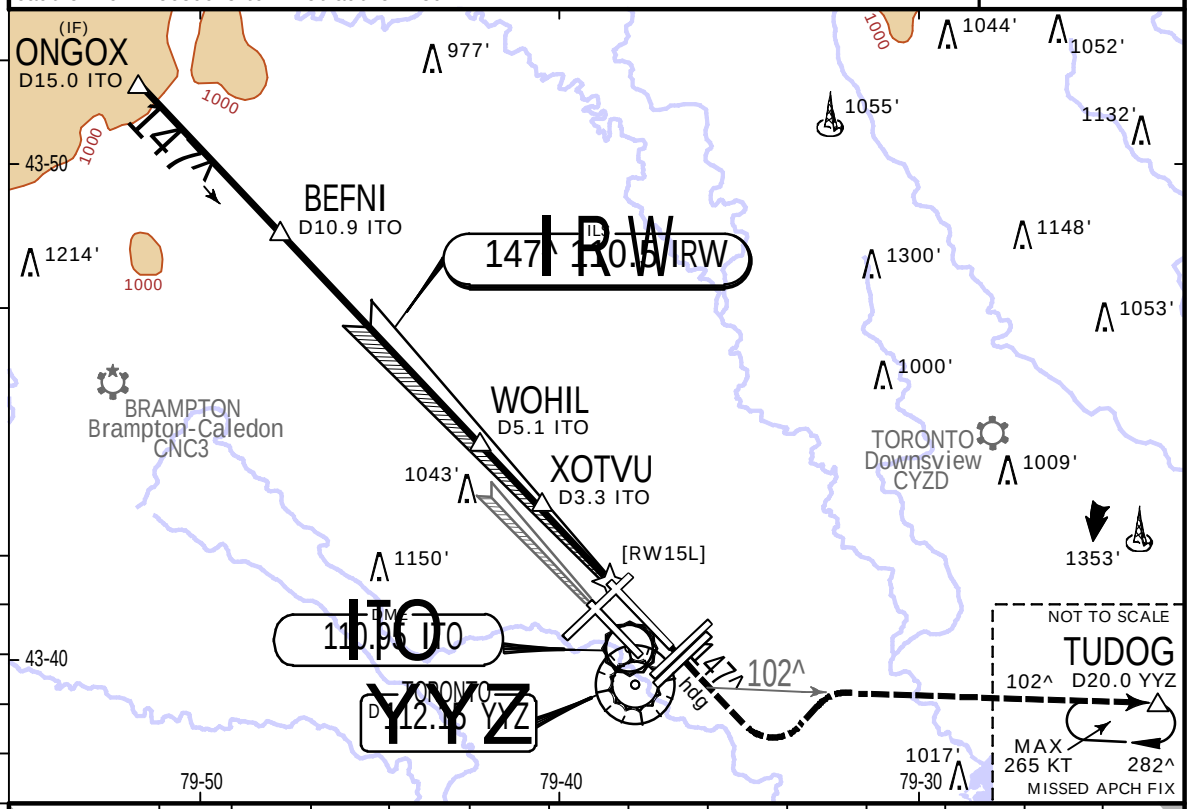
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

LOC IRW	Final Apch Crs	GS WOHIL	ILS DME DA(H) Refer to Minimums	Apt Elev 569' TDZE 557'
110.5	147^	1820' (1263')		

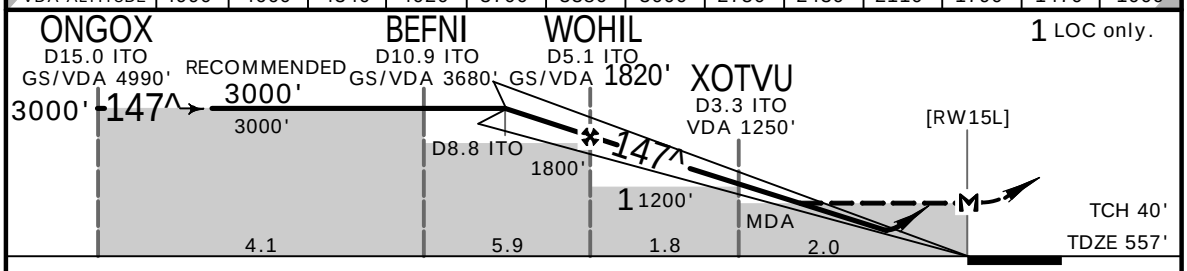
MISSED APCH: Climb to 1100' heading 147^. Then climbing LEFT turn to 3100' to intercept outbound YYZ VOR R-102 to TUDOG.

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 at or greater than 22' need to exercise caution. 6. 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		70	90	100	120	140	160
GS/VDA	3.00^	372	478	531	637	743	849
WOHIL to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

SSALR
PAPI

1100'	147^ hdg	3100' LT	YYZ 112.15 R-102

STRAIGHT-IN LANDING RWY 15L

	ILS DME		LOC (GS out) DME	
	DA(H) 757' (200')	DA(H) 807' (250')	MDA(H) 1000' (443')	
	FULL	HIALS out		HIALS out
A	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2
B				
C				
D				

CHANGES: Procedure revised.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

28 OCT 22 (11-5) .Eff.3.Nov.

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

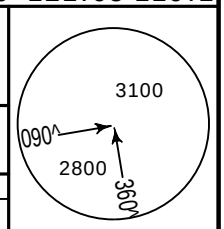
BRIEFING STRIP ™

LOC ILP	Final Apch Crs	GS HOFFS	ILS DME DA(H)	Apt Elev 569'
110.95	147^	2010' (1458')	Refer to Minimums	TDZE 552'

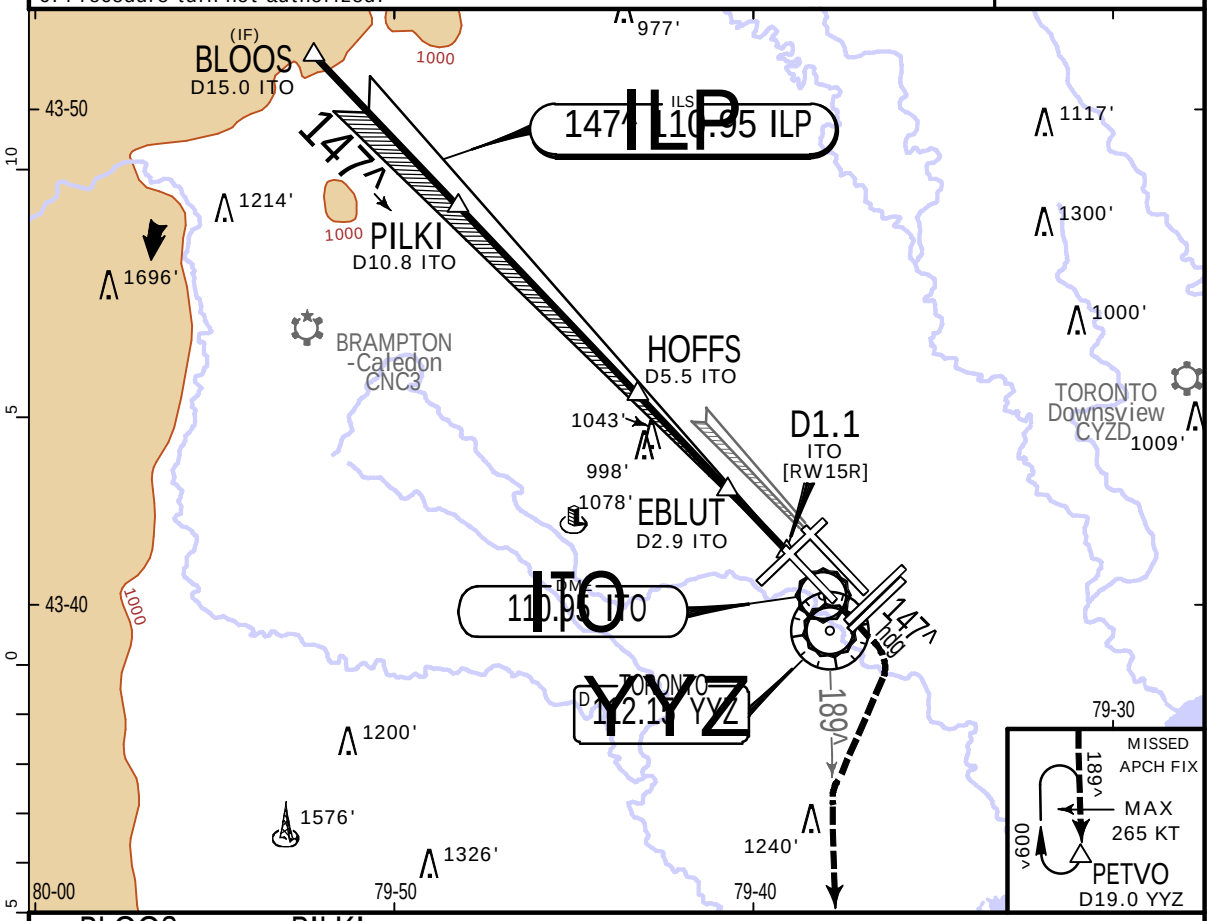
MISSED APCH: Climb to 1100' heading 147^. Then climbing RIGHT turn to 3000' to intercept outbound YYZ VOR R-189 to PETVO.

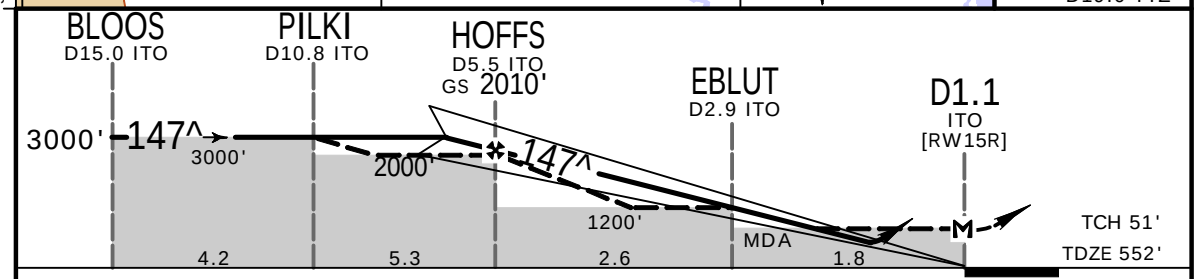
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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.



MSA YYZ VOR





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.20^	396	510	566	679	793	906
MAP at D1.1 ITO							

SSALR / PAPI	1100'	147^ hdg	3000' RT	YYZ 112.15 R-189

STRAIGHT-IN LANDING RWY 15R

	ILS DME		LOC (GS out) DME	
	DA(H) 752' (200')	DA(H) 802' (250')	MDA(H) 980' (428')	
	FULL	HIALS out		HIALS out
A B C D	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/4

CHANGES: None.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

28 OCT 22 (11-6) .Eff.3.Nov.

TORONTO, ONT
ILS Rwy 23

BRIEFING STRIP ™

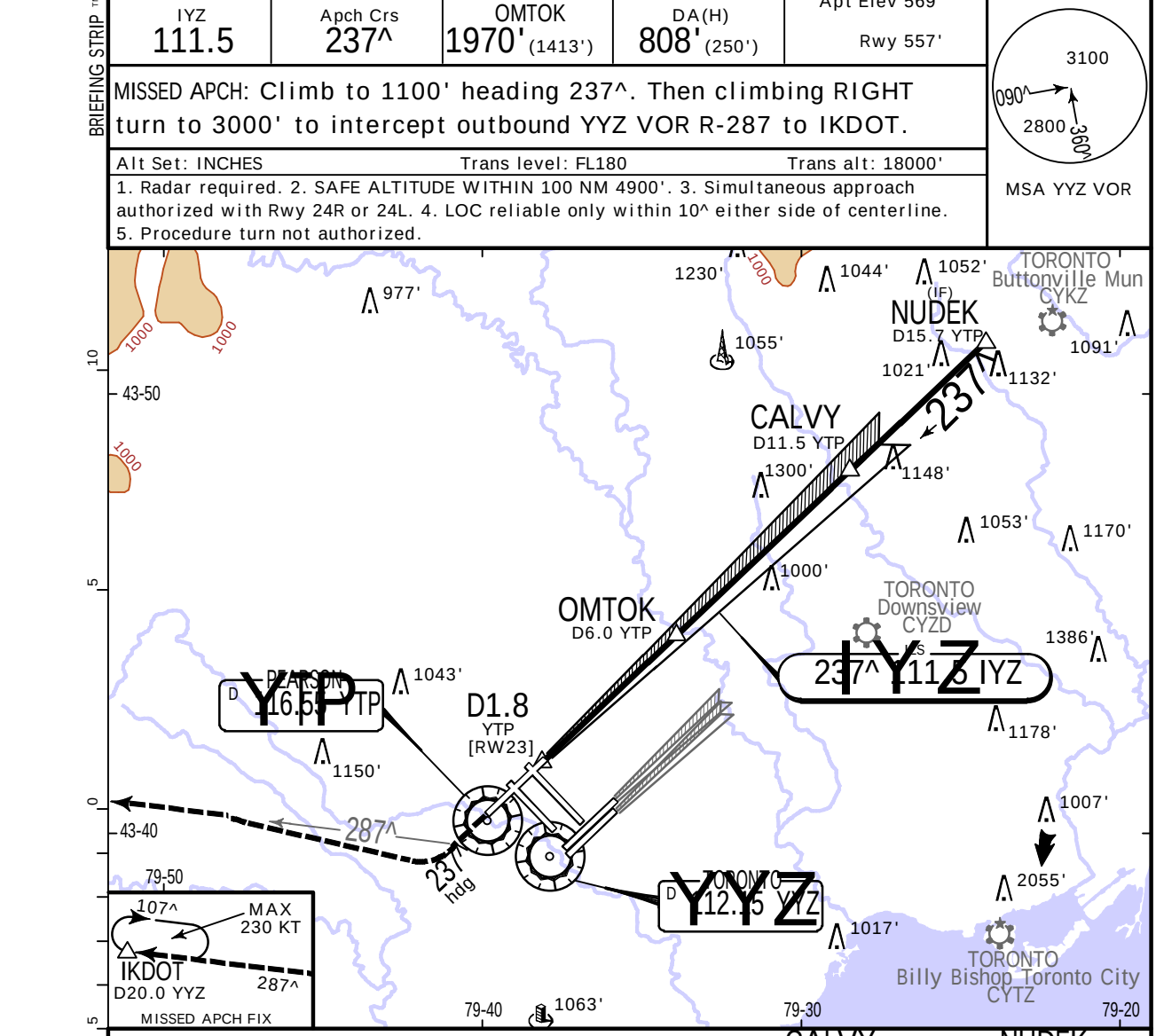
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

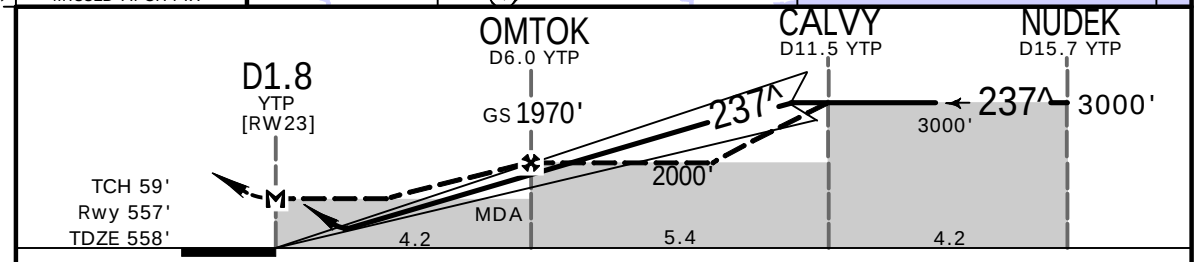
LOC IYZ	Final Apch Crs	GS OMTOK	ILS DME DA(H)	Apt Elev 569'
111.5	237^	1970' (1413')	808' (250')	Rwy 557'

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.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.10^	384	494	548	658	768	878
MAP at D1.8 YTP							

SSALR
PAPI

1100' | 237^ hdg | 3000' RT | YYZ 112.15 R-287

STRAIGHT-IN LANDING RWY 23

	ILS DME DA(H) 808' (250')		LOC (GS out) DME MDA(H) 980' (423')	
	FULL	HIALS out		HIALS out
A	RVR 50 or 1		RVR 50 or 1	1¼
B				
C				
D				

CHANGES: TCH, stepdown fix withdrawn, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22 (11-7) .Eff.19.May.

TORONTO, ONT
ILS Rwy 24L

BRIEFING STRIP ™

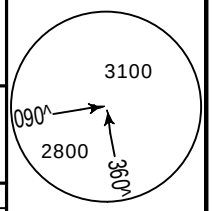
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

LOC IDP	Final Apch Crs	GS KIREX	ILS DME DA(H) Refer to Minimums	Apt Elev 569' TDZE 547'
111.95	237^	1970' (1423')		

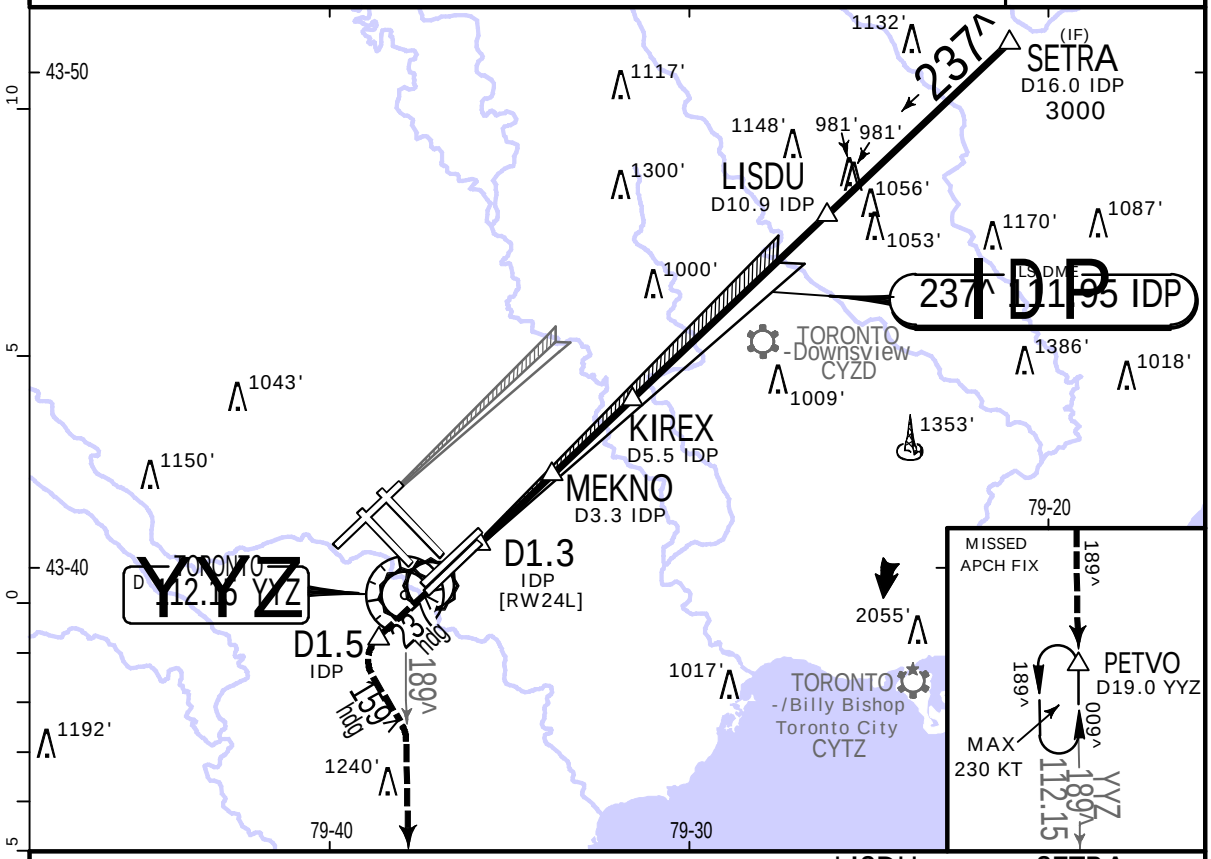
MISSED APCH: Climb heading 237^ to D1.5 IDP. Climbing LEFT turn to 3000' heading 159^ to intercept outbound YYZ VOR R-189 to PETVO.

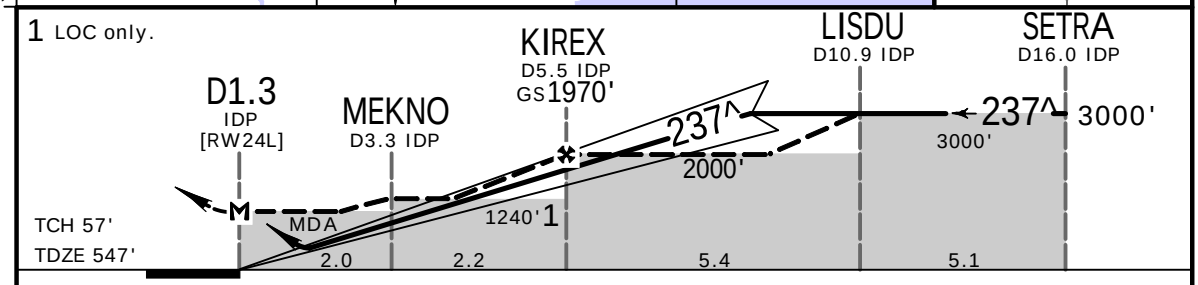
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.10^	384	494	548	658	768	878
MAP at D1.3 IDP							

SSALR
PAPI

237^ hdg	D1.5 IDP	3000' LT	159^ hdg

STRAIGHT-IN LANDING RWY24L

	ILS DME		LOC (GS out) DME	
	DA(H) 747' (200')	DA(H) 797' (250')	MDA(H) 980' (433')	
	FULL	HIALS out		HIALS out
A	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/4
B				
C				
D				

CHANGES: Waypoints, SMA, holding speed, LOC MDA(H).

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

13 MAY 22 (11-8) .Eff.19.May.

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

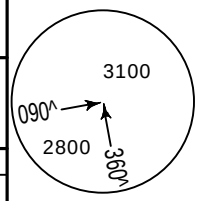
BRIEFING STRIP ™

LOC	Final	GS	ILS DME	
INV	Apch Crs	NOAHA	DA(H)	Apt Elev 569'
109.3	237^	1970' (1424')	796' (250')	TDZE 546'

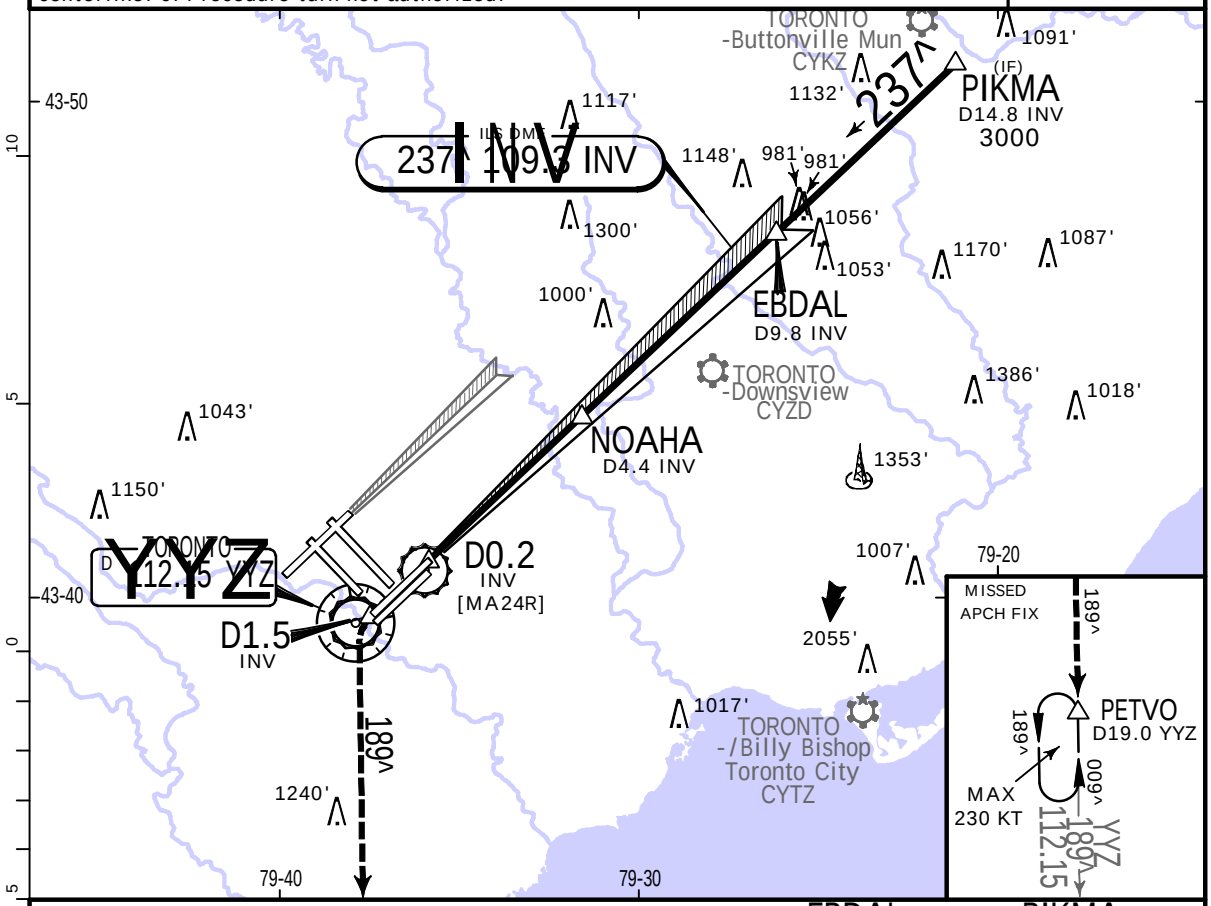
MISSED APCH: Climb heading 237^ to D1.5 INV. Climbing LEFT turn to 3000' heading 189^ to intercept outbound YYZ VOR R-189 to PETVO.

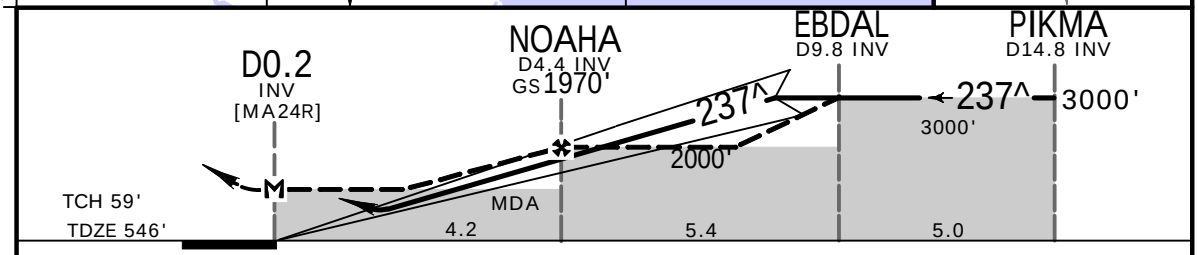
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.10^	384	494	548	658	768	878
MAP at D0.2 INV							

SSALS
REIL
PAPI

237^	D1.5	3000'	189^
hdg	INV	LT	hdg

STRAIGHT-IN LANDING RWY 24R

ILS DME	LOC (GS out) DME
DA(H) 796' (250')	MDA(H) 980' (434')
ALS out	ALS out
A	
B	
C	RVR 50 or 1
D	

1¼

CHANGES: Waypoint deleted, holding speed, TCH.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22 (11-9) .Eff.19.May.

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

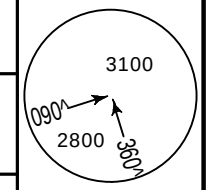
BRIEFING STRIP™

LOC ITO	Final Apch Crs	GS APMAM	ILS DME DA(H)	Apt Elev 569'
110.95	327^	2020' (1472')	838' (290')	TDZE 548'

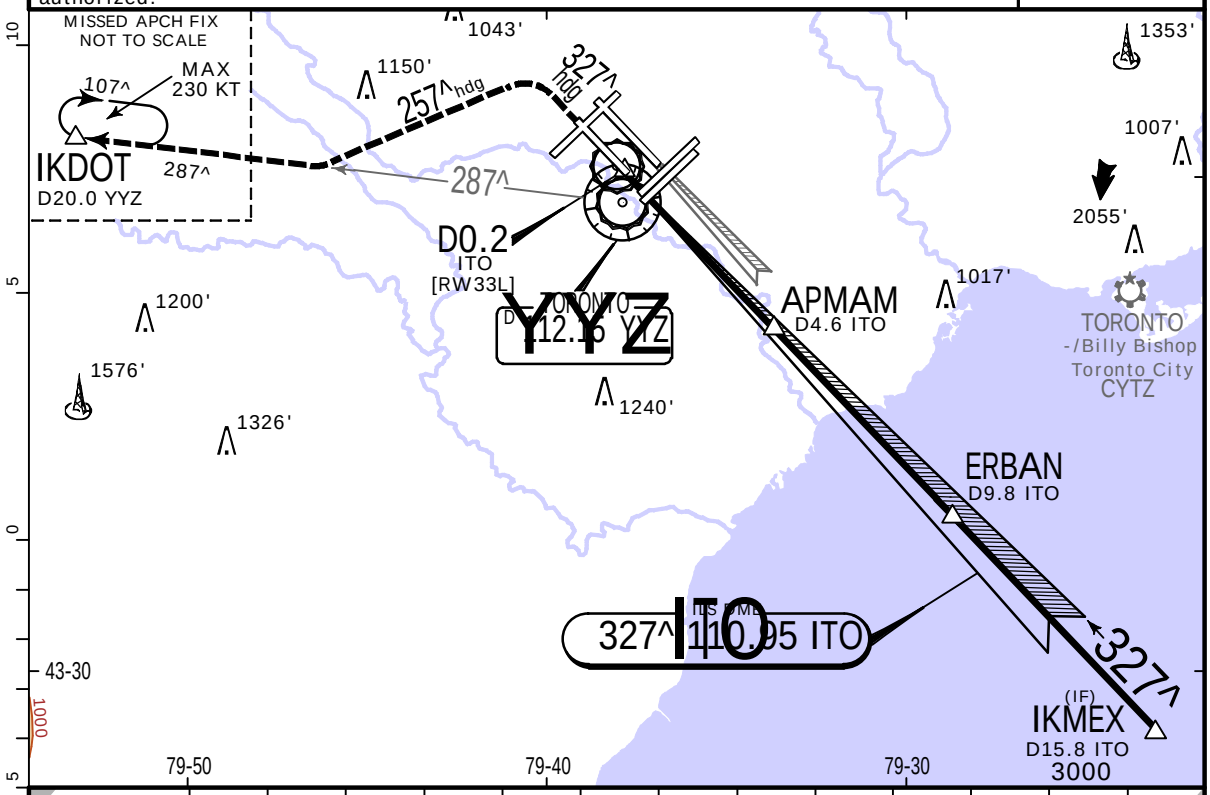
MISSED APCH: Climb to 1100' heading 327^. Climbing LEFT turn to 3000' heading 257^. Then intercept outbound YYZ VOR R-287 to IKDOT.

Alt Set: INCHES | Trans level: FL180 | Tran alt: 18000'

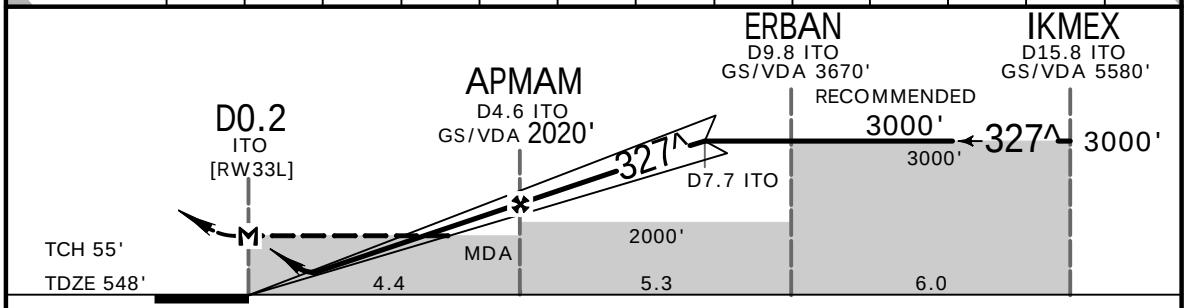
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 33R. 4. Common ILS DME frequencies Rwys 15R and 33L. Verify idents. 5. LOC reliable only within 10^ either side of centerline. 6. Procedure turn not authorized.



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		70	90	100	120	140	160
GS/VDA	3.00^	372	478	531	637	743	849
MAP at D0.2 ITO							

SSALR
PAPI

1100'	327^ hdg	3000' LT	257^ hdg

STRAIGHT-IN LANDING RWY 33L

ILS DME	LOC (GS out) DME
DA(H) 838' (290')	MDA(H) 920' (372')
FULL / HIALS out	HIALS out
A / B / C / D: RVR 50 or 1	RVR 50 or 1 / 1¼

CHANGES: Notes, waypoints del, holding speed, TCH, CDA data, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

13 MAY 22 (11-10) .Eff.19.May.

TORONTO, ONT
ILS Rwy 33R

BRIEFING STRIP™

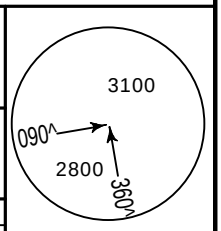
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

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

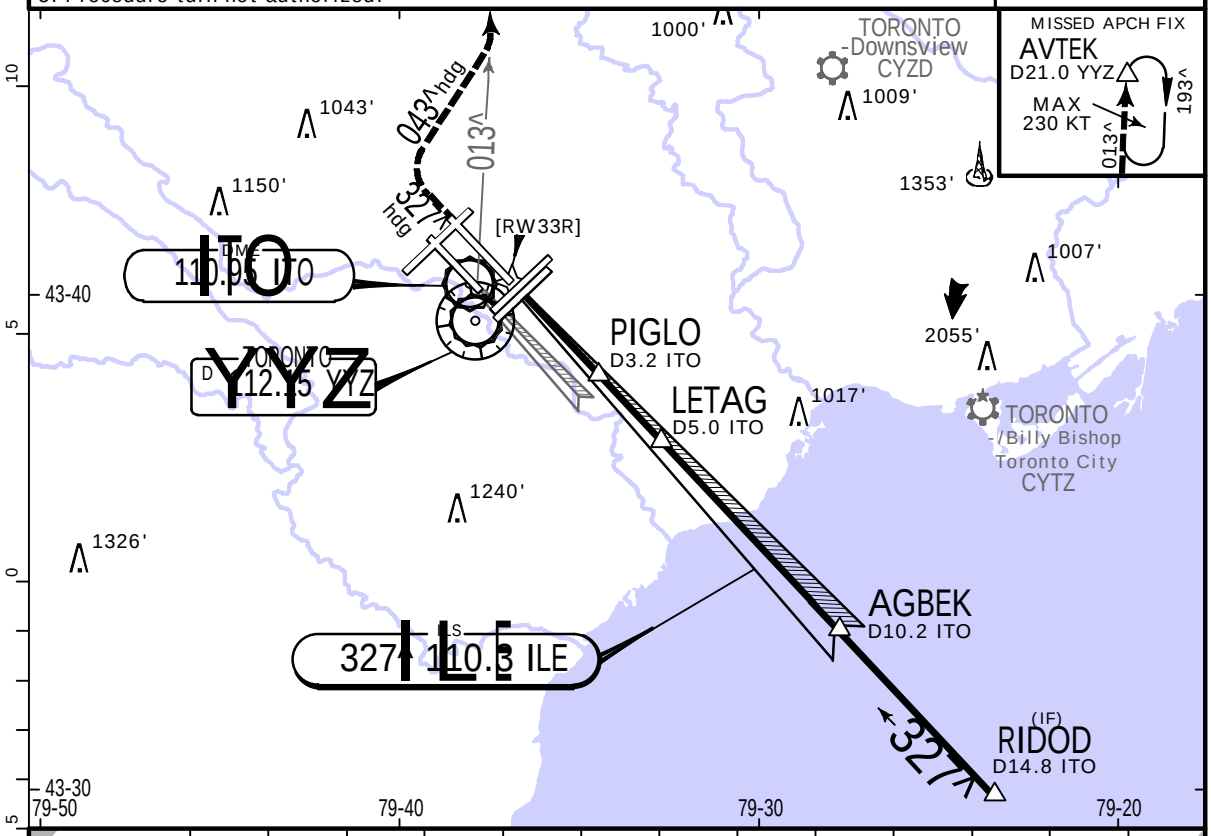
MISSED APCH: Climb to 1100' heading 327^. Climbing RIGHT turn to 3000' heading 043^. Then intercept outbound YYZ VOR R-013 to AVTEK.

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

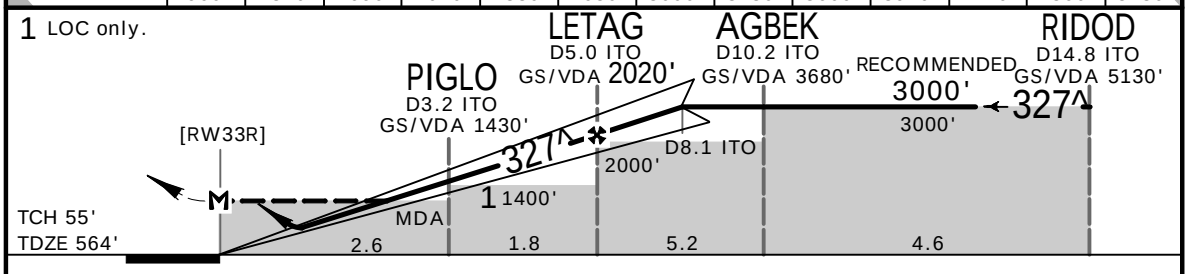
1. Radar required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 33L. 4. LOC reliable only within 10^ either side of centerline. 5. Procedure turn not authorized.



MSA YYZ VOR



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		70	90	100	120	140	160
GS/VDA	3.00^	372	478	531	637	743	849
LETAG to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

SSALR
PAPI

1100' | 327^ hdg | 3000' RT | 043^ hdg

STRAIGHT-IN LANDING RWY 33R

	ILS DME		LOC (GS out) DME	
	DA(H) 767' (203')	DA(H) 814' (250')	MDA(H) 960' (396')	
	FULL	HIALS out		HIALS out
A	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	1¼
B				
C				
D				

CHANGES: Procedure revised.

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
TORONTO/PEARSON INTL

JEPPESEN

1 OCT 21
Eff 7 Oct.
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 ™

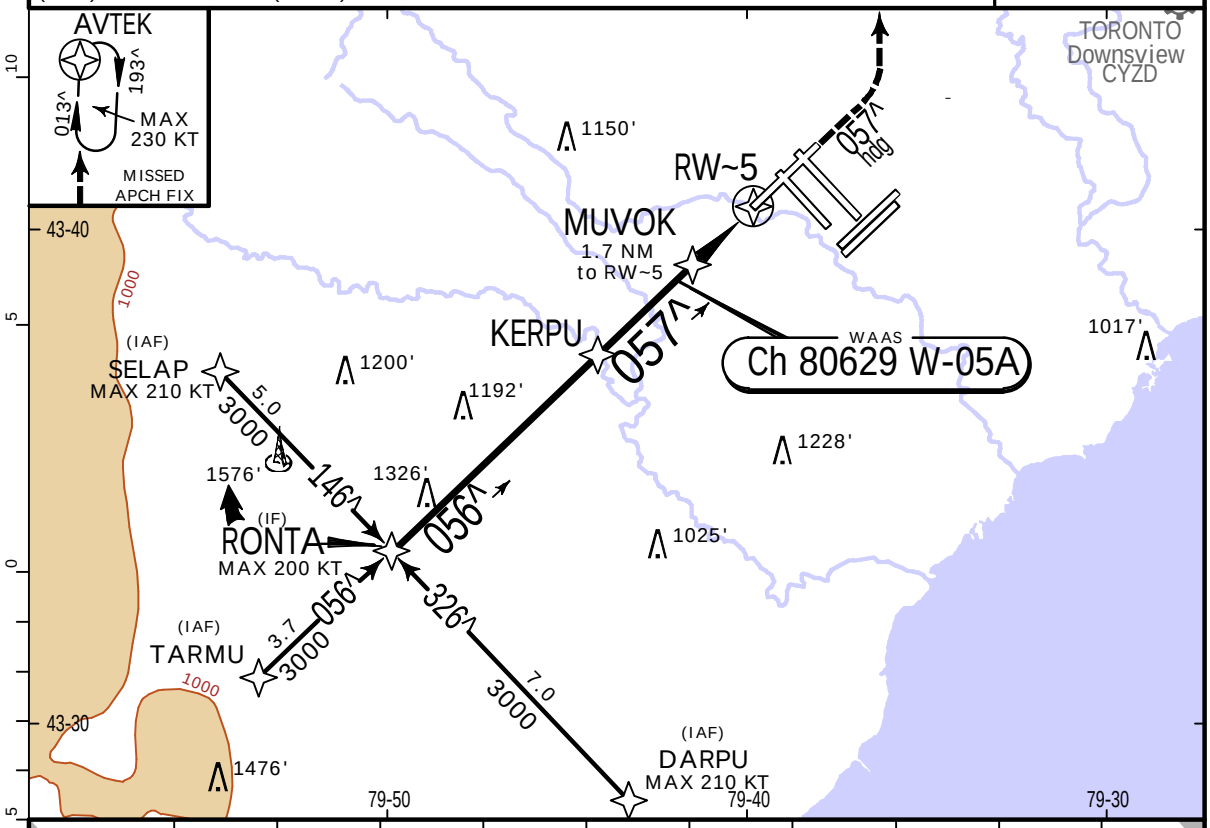
WAAS	Final	GPA	LPV	
Ch 80629 W-05A	Apch Crs 057^	KERPU 2000' (1436')	DA(H) Refer to Minimums	Apt Elev 569' Rwy 564'

MISSED APCH: Climb to 1100' heading 057^. Then climbing LEFT turn to 3000' direct to AVTEK.

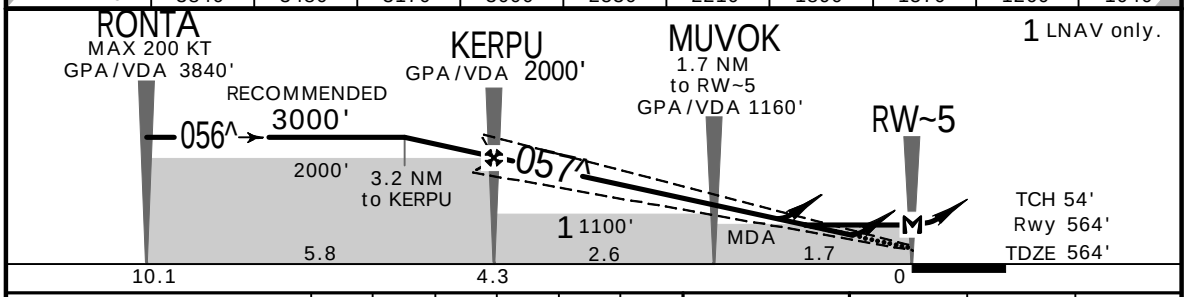
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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 RW~5



NM to RW~5	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		70	90	100	120	140	160
GPA/VDA	3.00^	372	478	531	637	743	849
MAP at RW~5							

ALSF-II
PAPI
1100'
057^ hdg

STRAIGHT-IN LANDING RWY 05

	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
A	RVR 26 or ½	RVR 50 or 1	1¼	1½	RVR 50 or 1	1½
B						
C						
D						

CHANGES: AVTEK speed limit, LNAV/VNAV DA(H).

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
1 OCT 21
Eff.7.Oct.
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

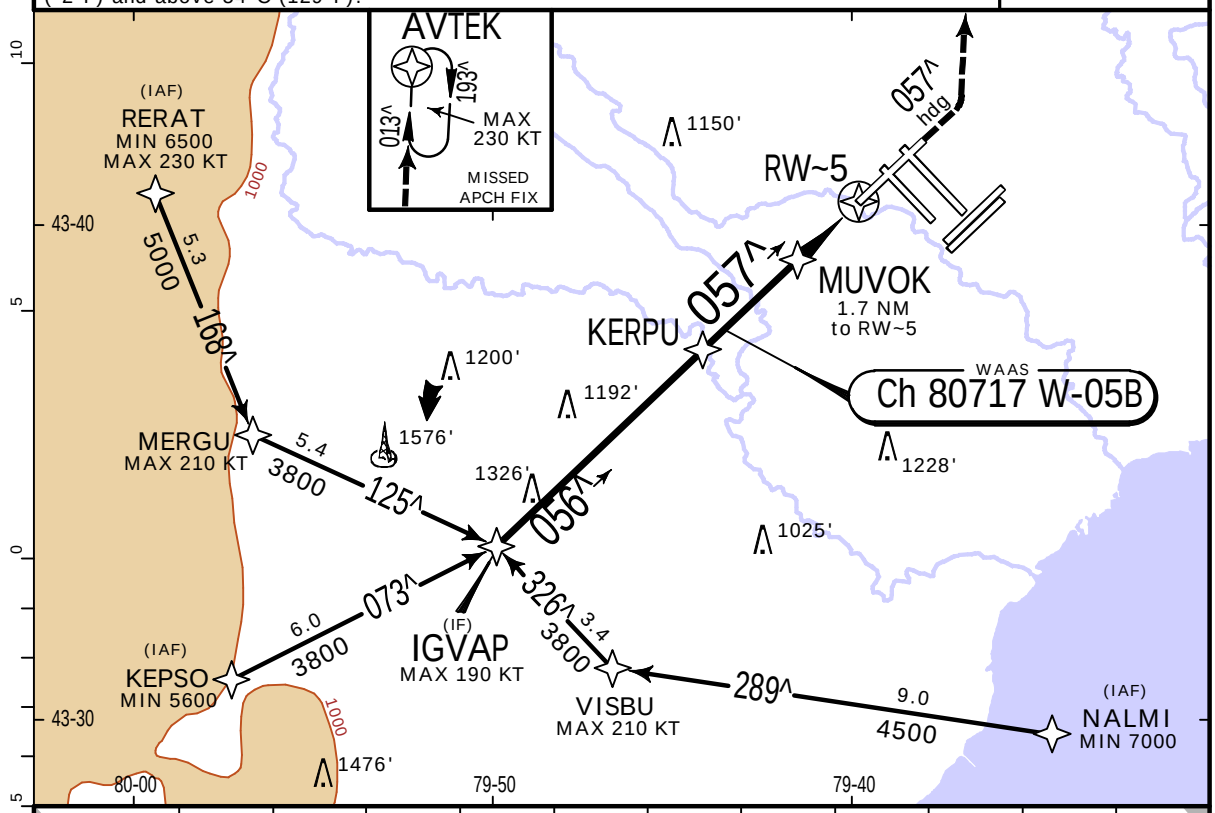
BRIEFING STRIP ™

WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80717 W-05B	Apch Crs 057^	KERPU 2000' (1436')	DA(H) Refer to Minimums	Rwy 564'

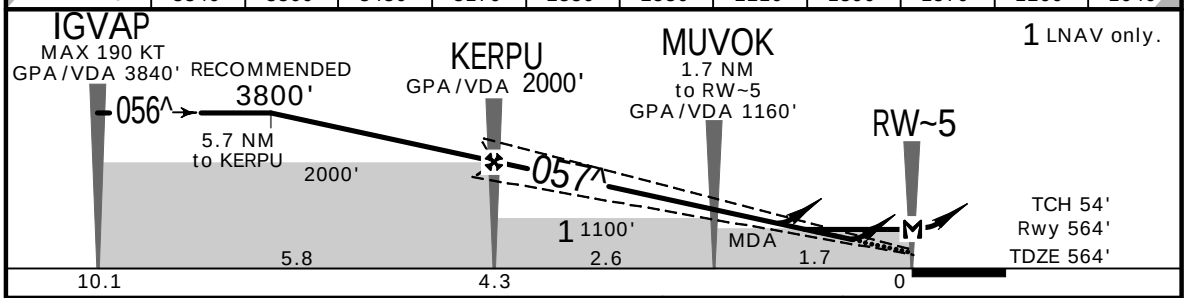
MISSED APCH: Climb to 1100' heading 057^. Then climbing LEFT turn to 3000' direct to AVTEK.

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).



NM to RW~5	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		70	90	100	120	140	160
GPA/VDA	3.00^	372	478	531	637	743	849
MAP at RW~5							

ALSF-II
PAPI
1100'
057^ hdg

STRAIGHT-IN LANDING RWY 05

	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
A	RVR 26 or ½	RVR 50 or 1	1¼	1½	RVR 50 or 1	1½
B						
C						
D						

CHANGES: NALMI to VISBu bearing, AVTEK speed limit, LNAV/VNAV DA(H).

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

22 FEB 19
Eff.28.Feb.
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

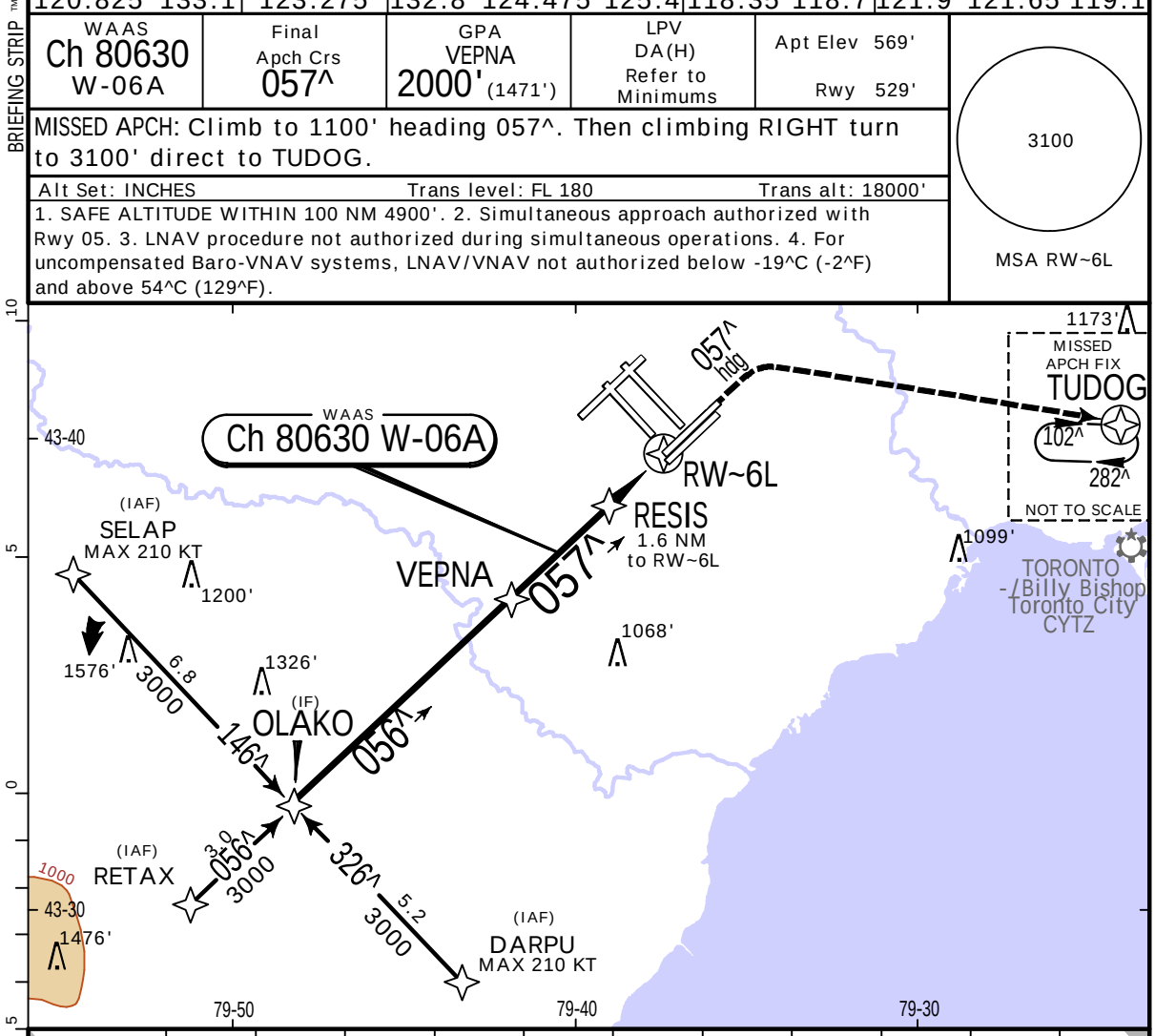
BRIEFING STRIP ™

WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80630 W-06A	Apch Crs 057^	VEPNA 2000' (1471')	DA(H) Refer to Minimums	Rwy 529'

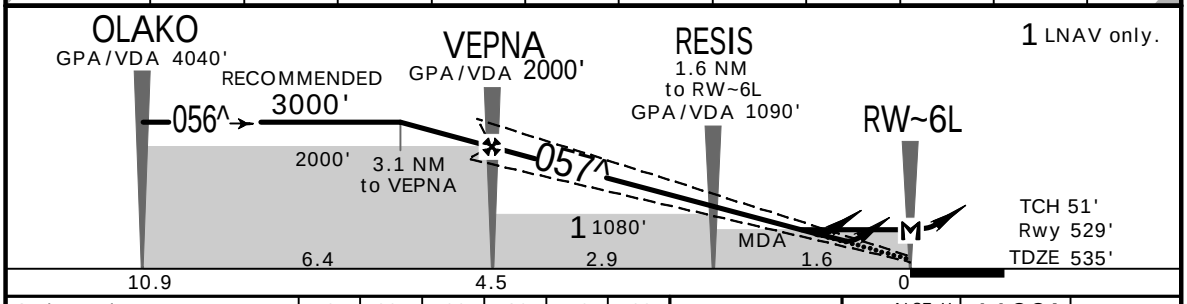
MISSED APCH: Climb to 1100' heading 057^. Then climbing RIGHT turn to 3100' direct to TUDOG.

Alt Set: INCHES | Trans level: FL 180 | 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 RW~6L	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	70	90	100	120	140	160
GPA/VDA 3.00^	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW~6L						

ALSF-II
PAPI

1100'

057^ hdg

STRAIGHT-IN LANDING RWY 06L

	LPV		LNAV/VNAV		LNAV	
	DA(H) 730' (201')	DA(H) 779' (250')	DA(H) 877' (348')		MDA(H) 960' (431')	
		HIALS out		HIALS out		HIALS out
A	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	1¼	RVR 50 or 1	1¼
B						
C						
D						

CHANGES: Procedure revised.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
22 FEB 19
Eff.28.Feb.
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

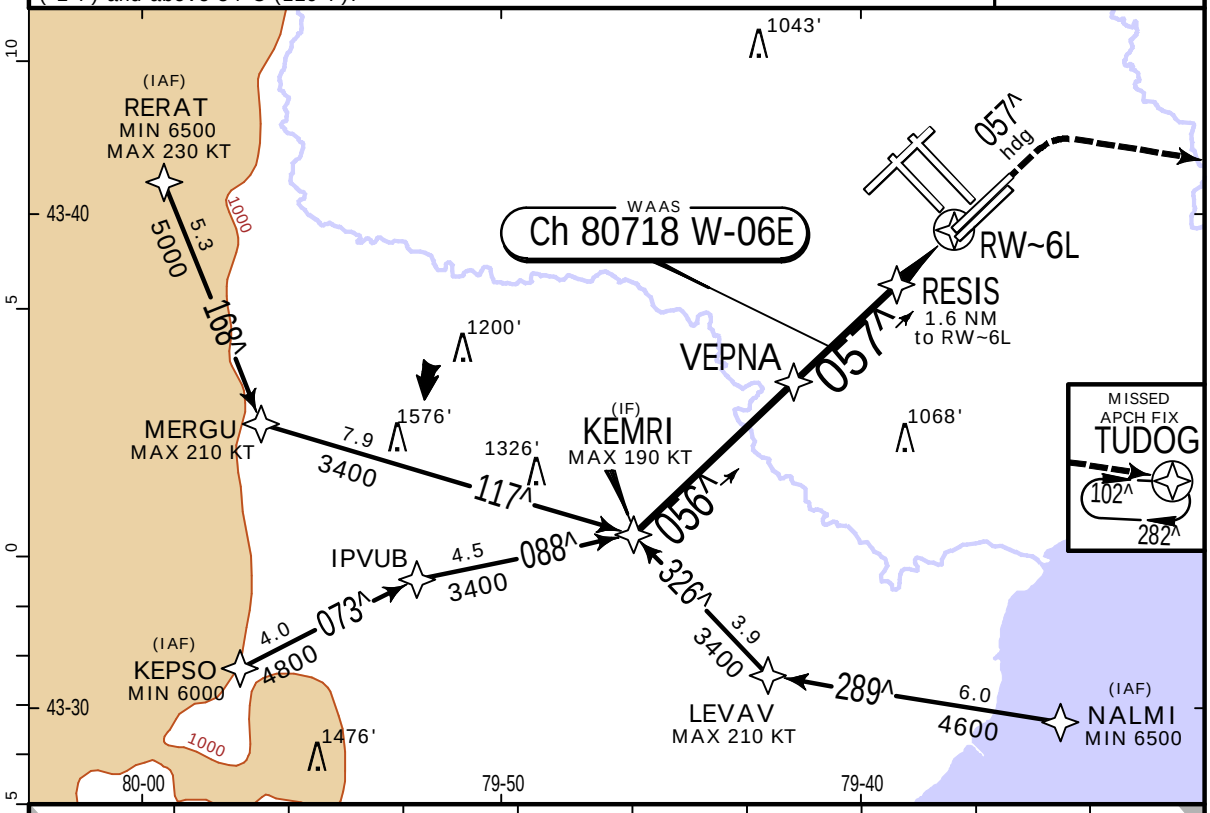
BRIEFING STRIP ™

WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80718 W-06E	Apch Crs 057^	VEPNA 2000' (1471')	DA(H) Refer to Minimums	Rwy 529'

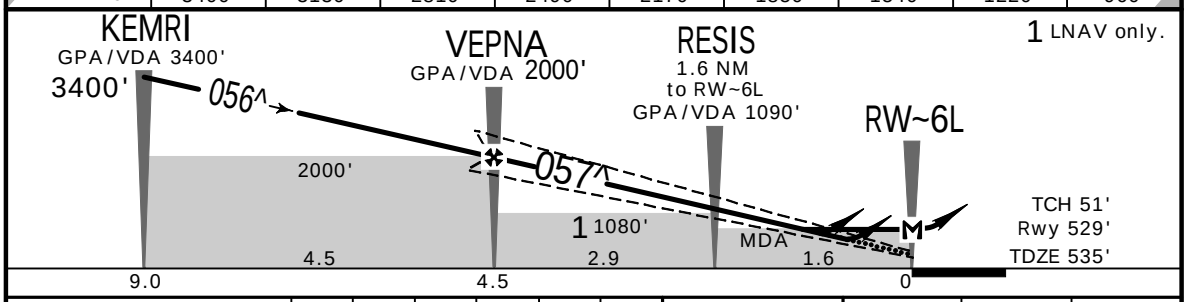
MISSED APCH: Climb to 1100' heading 057^. Then climbing RIGHT turn to 3100' direct to TUDOG.

Alt Set: INCHES | Trans level: FL 180 | 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 RW~6L	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	70	90	100	120	140	160
GPA/VDA 3.00^	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW~6L						

ALSF-II
PAPI
1100'
057^ hdg

STRAIGHT-IN LANDING RWY 06L

	LPV		LNAV/VNAV		LNAV	
	DA(H) 730' (201')	DA(H) 779' (250')	DA(H) 877' (348')		MDA(H) 960' (431')	
		HIALS out		HIALS out		HIALS out
A	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	1¼	RVR 50 or 1	1¼
B						
C						
D						

CHANGES: None.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
22 FEB 19
Eff.28.Feb.
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	Apt Elev 569'
Ch 80631 W-06D	Apch Crs 057^	SAVOS 2000' (1475')	DA(H) Refer to Minimums	Rwy 525'

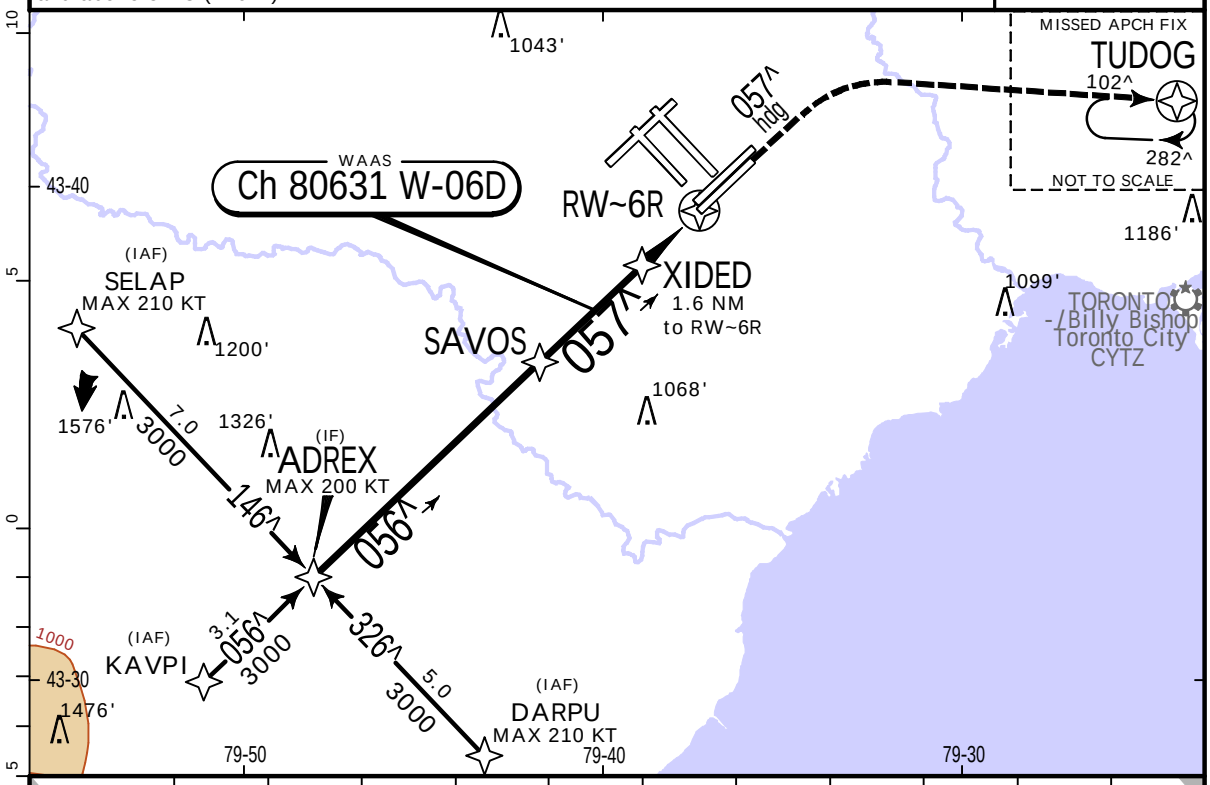
MISSED APCH: Climb to 1100' heading 057^. Then climbing RIGHT turn to 3100' direct to TUDOG.

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

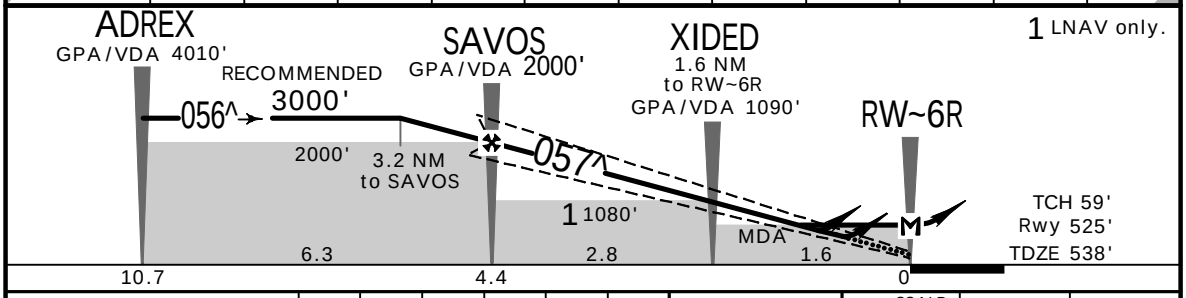
1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. Simultaneous approach authorized with Rwy 05. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18^C (0^F) and above 54^C (129^F).

3100

MSA RW~6R



NM to RW~6R	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		70	90	100	120	140	160
GPA/VDA	3.00^	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW~6R							

SSALR
PAPI
1100'
057^ hdg

STRAIGHT-IN LANDING RWY 06R

	LPV		LNAV/VNAV	LNAV	
	DA(H) 725' (201')	DA(H) 774' (250')	DA(H) 827' (303')	MDA(H) 960' (436')	
		HIALS out	HIALS out		HIALS out
A	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1½
B					
C					
D					

CHANGES: Procedure revised.

CYYZ/YYZ TORONTO/PEARSON INTL

JEPPESEN

22 FEB 19 .Eff.28.Feb. 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

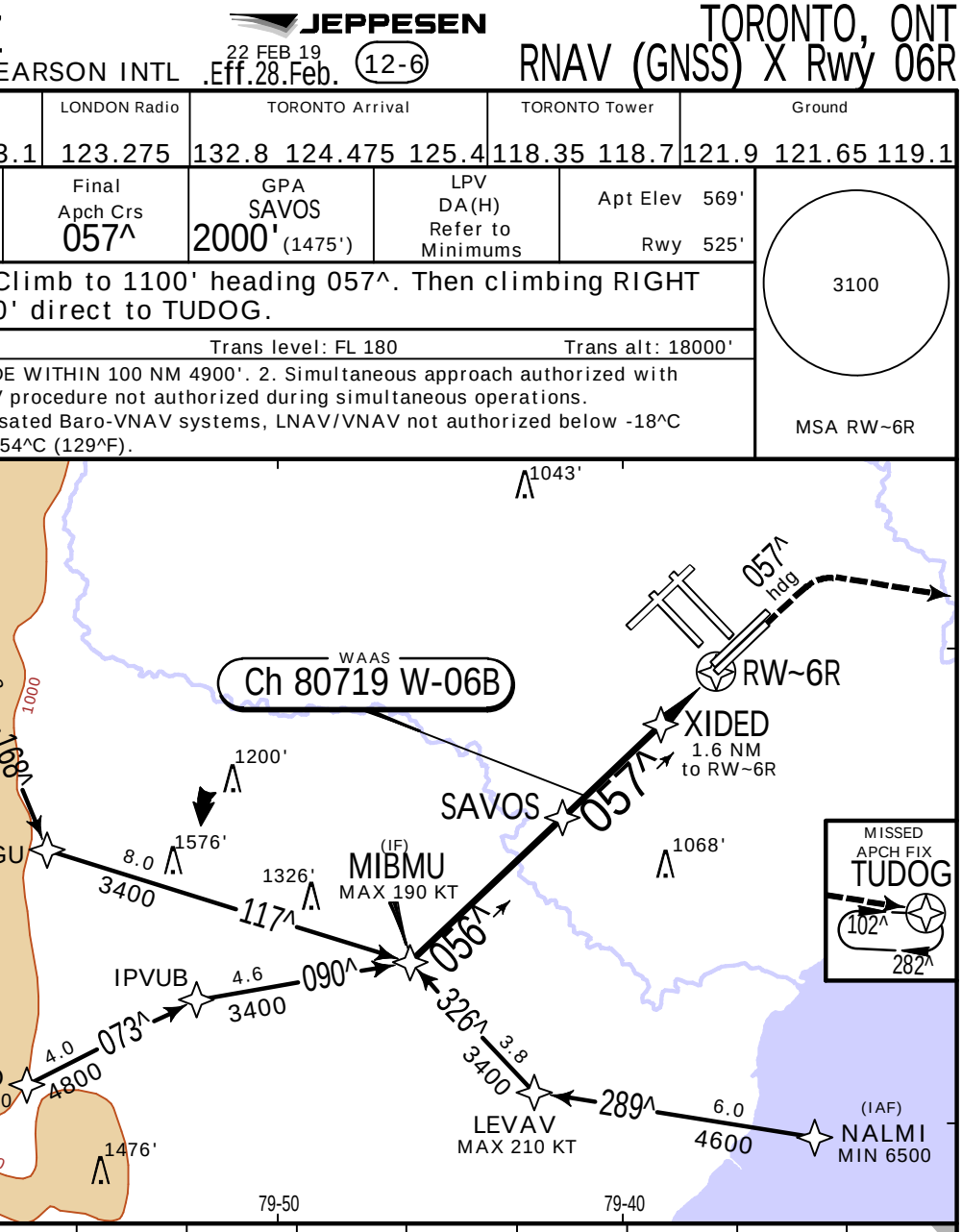
BRIEFING STRIP ™

WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80719 W-06B	Apch Crs 057^	SAVOS 2000' (1475')	DA(H) Refer to Minimums	Rwy 525'

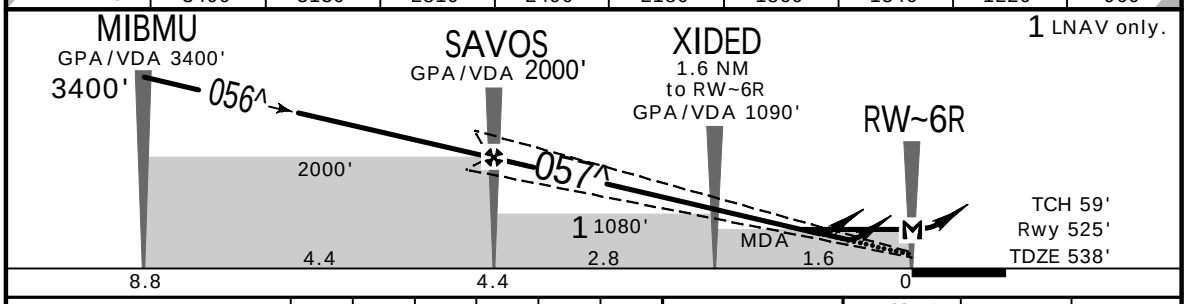
MISSED APCH: Climb to 1100' heading 057^. Then climbing RIGHT turn to 3100' direct to TUDOG.

Alt Set: INCHES | Trans level: FL 180 | 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 -18^C (0^F) and above 54^C (129^F).



NM to RW~6R	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	70	90	100	120	140	160
GPA/VDA 3.00^	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW~6R						

SSALR PAPI 1100' 057^ hdg

STRAIGHT-IN LANDING RWY 06R

	LPV		LNAV/VNAV	LNAV	
	DA(H) 725' (201')	DA(H) 774' (250')	DA(H) 827' (303')	MDA(H) 960' (436')	
		HIALS out			HIALS out
A B C D	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1½

CHANGES: None.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
1 OCT 21
.Eff.7.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™

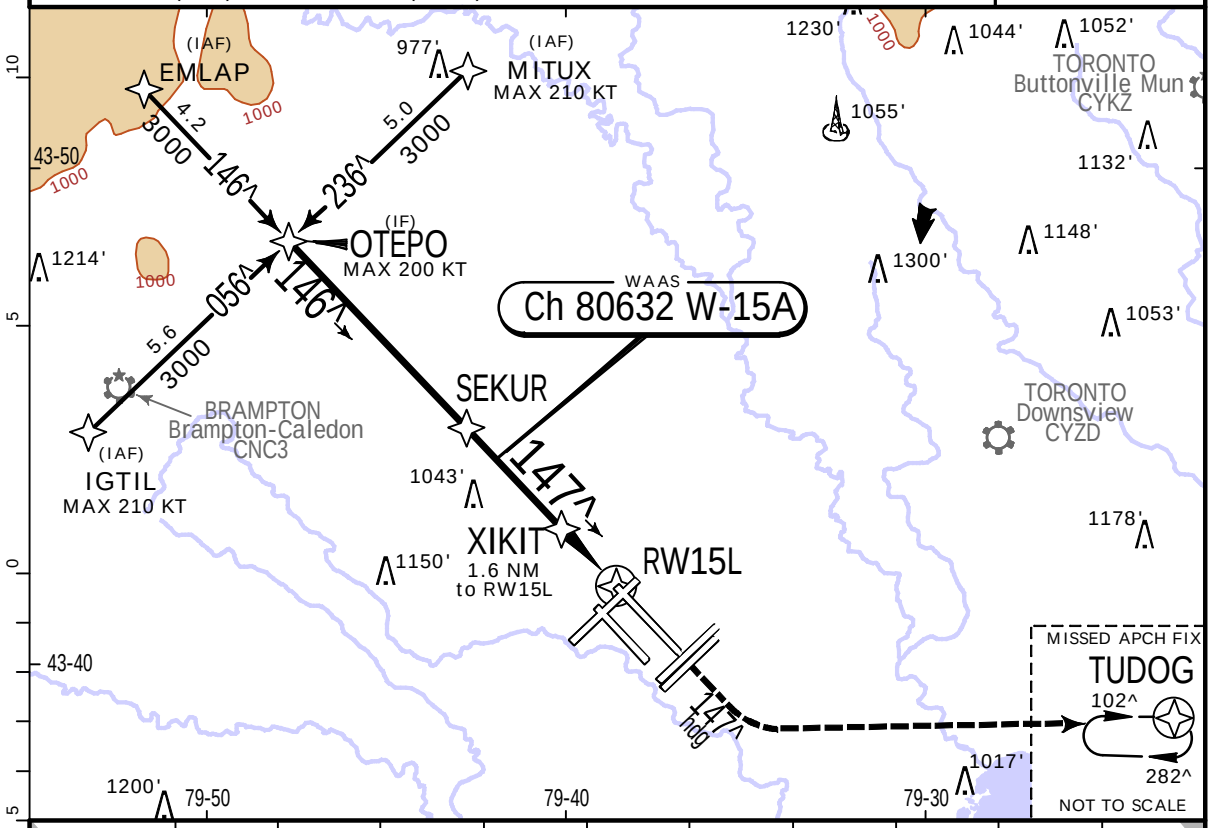
WAAS	Final	GPA	LPV	
Ch 80632 W-15A	Apch Crs 147^	SEKUR 2000' (1443')	DA(H) Refer to Minimums	Apt Elev 569' Rwy 557'

MISSED APCH: Climb to 1100' heading 147^. Then climbing LEFT turn to 3100' direct to TUDOG.

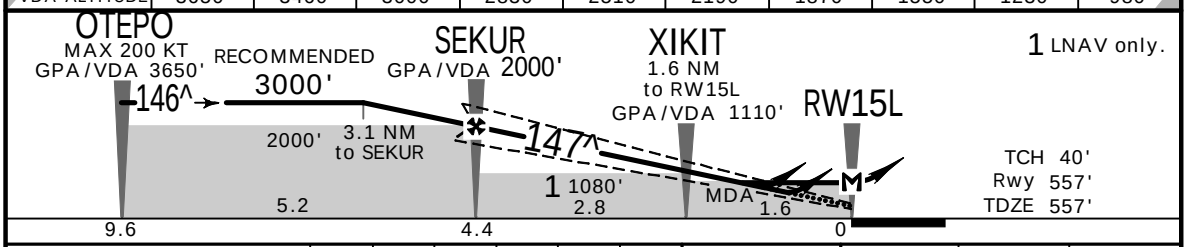
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4900'. 2. Simultaneous approach authorized with Rwy 15R. 3. LNAV procedure not authorized during simultaneous operations. 4. Low TCH. Aircraft with eye-to-wheel height at or greater than 22' need to exercise caution. 5. For uncompensated Baro- VNAV systems, LNAV/VNAV not authorized below -21^C (-6^F) and above 54^C (129^F).

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	3650'	3460'	3000'	2830'	2510'	2190'	1870'	1550'	1230'	980'



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00^	372	478	531	637	743	849
MAP at RW15L							

SSALR
PAPI
1100'
147^ hdg

STRAIGHT-IN LANDING RWY 15L

	LPV		LNAV/VNAV		LNAV	
	DA(H) 757' (200')	DA(H) 807' (250')	DA(H) 977' (420')		MDA(H) 980' (423')	
		HIALS out		HIALS out		HIALS out
A B C D	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	1¼	RVR 50 or 1	1¼

CHANGES: Highest point arrow added.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
1 OCT 21
Eff.7.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™

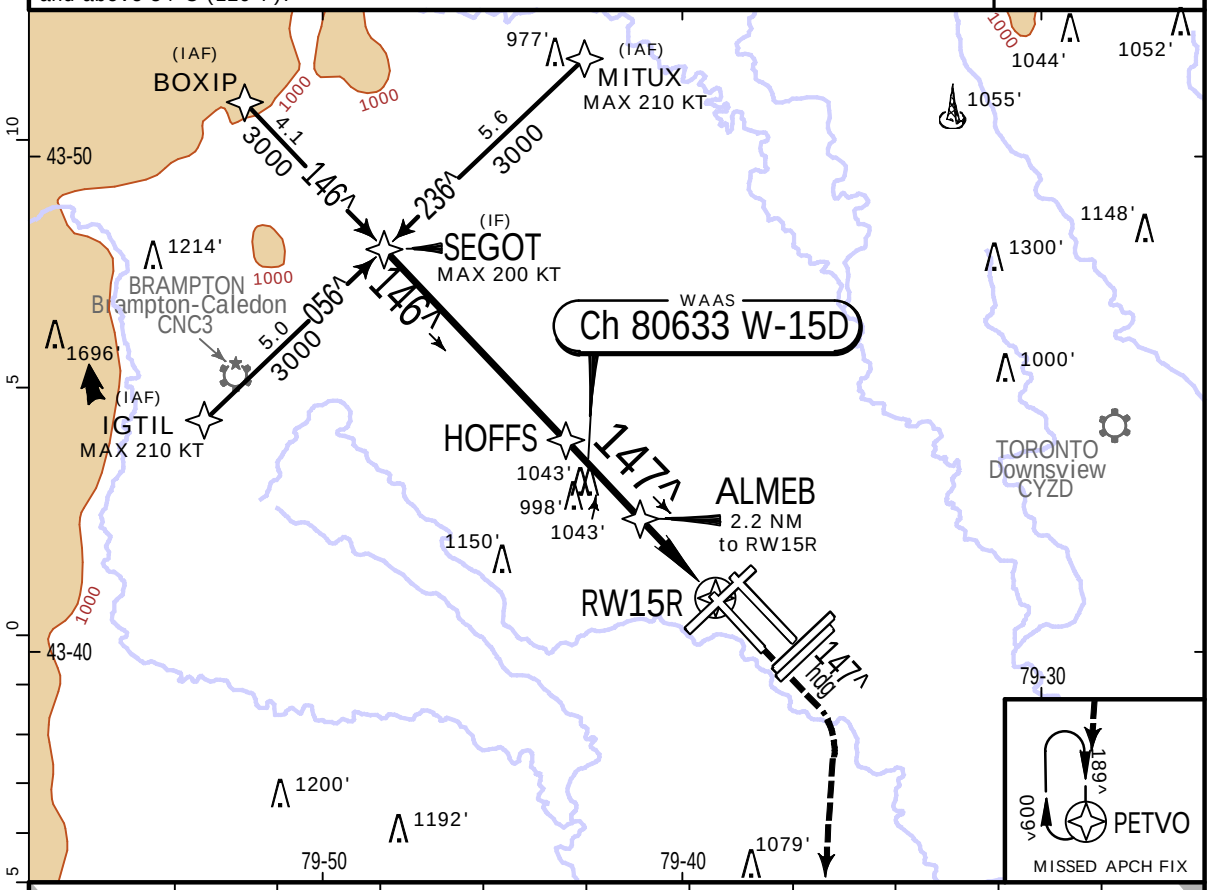
WAAS	Final	GPA	LPV	
Ch 80633 W-15D	Apch Crs 147^	HOFFS 2000' (1448')	DA(H) Refer to Minimums	Apt Elev 569' Rwy 552'

MISSED APCH: Climb to 1100' heading 147^. Then climbing RIGHT turn to 3000' direct to PETVO.

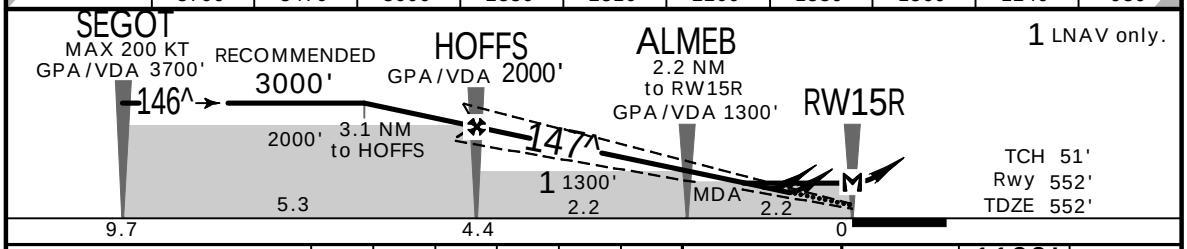
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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		70	90	100	120	140	160
GPA/VDA	3.00^	372	478	531	637	743	849
MAP at RW15R							

SSALR
PAPI
1100'
147^ hdg

STRAIGHT-IN LANDING RWY 15R

	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
A B C D	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1¼

CHANGES: None.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
28 OCT 22
.Eff.3.Nov.
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

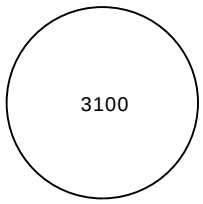
BRIEFING STRIP ™

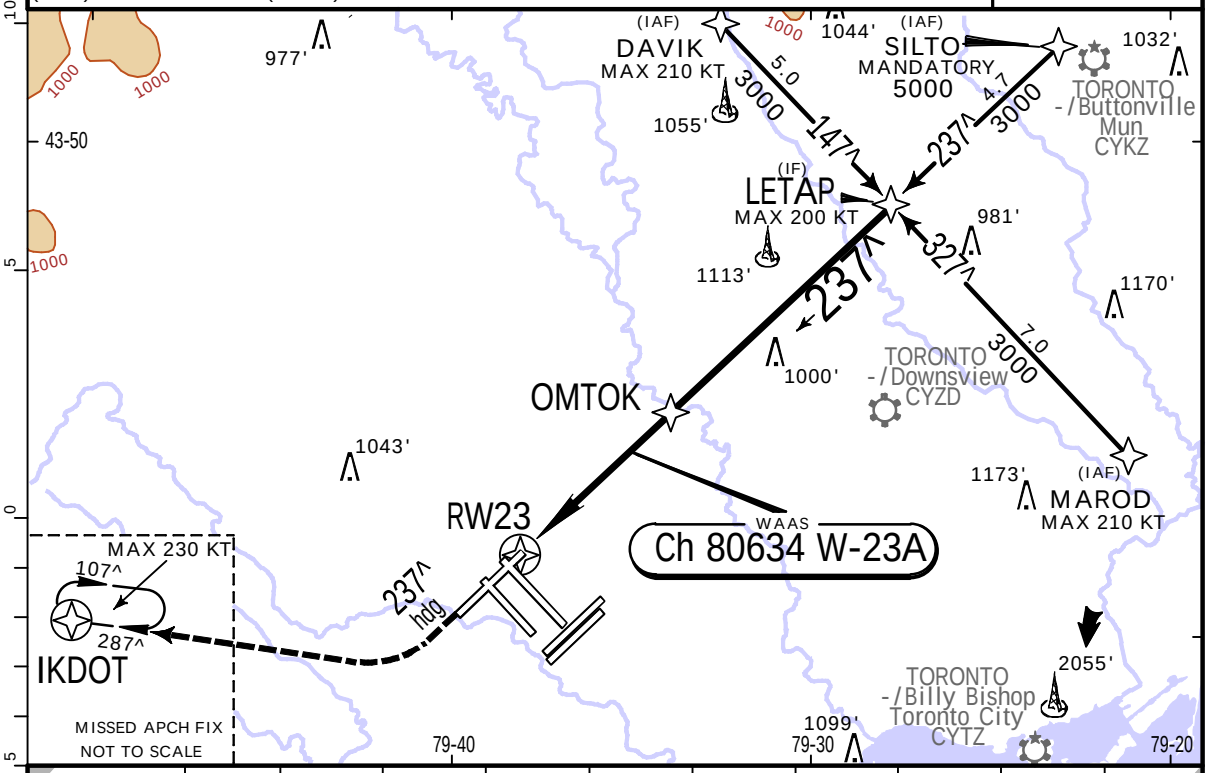
WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80634 W-23A	Apch Crs 237^	OMTOK 2000' (1443')	DA(H) 808' (250')	Rwy 557'

MISSED APCH: Climb to 1100' heading 237^. Then climbing RIGHT turn to 3000' direct to IKDOT.

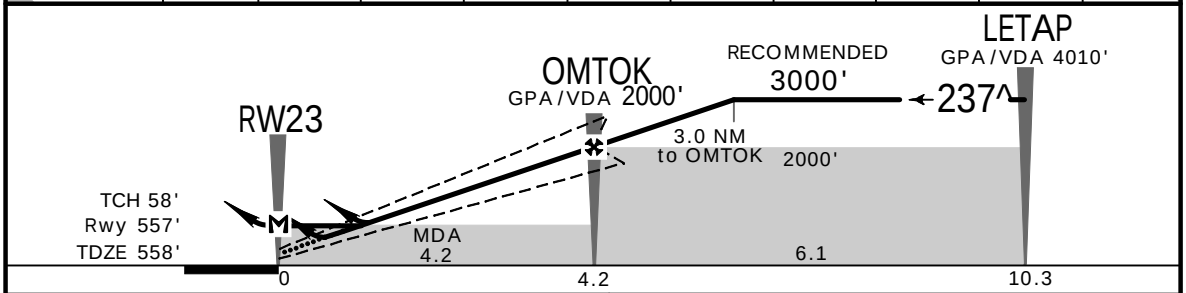
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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).





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		70	90	100	120	140	160
GPA/VDA	3.10^	384	494	548	658	768	878
MAP at RW23							

SSALR
PAPI

1100'

237^ hdg

STRAIGHT-IN LANDING RWY 23

	LPV		LNAV/VNAV		LNAV	
	DA(H) 808' (250')	HIALS out	DA(H) 990' (433')	HIALS out	MDA(H) 980' (423')	HIALS out
A	RVR 50 or 1		RVR 50 or 1	1¼	RVR 50 or 1	1¼
B						
C						
D						

CHANGES: Waypoint withdrawn, speed & alt limits, TCH, CDA data, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

28 OCT 22
.Eff.3.Nov.

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

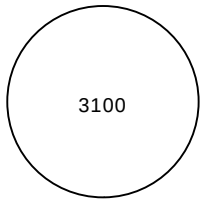
BRIEFING STRIP ™

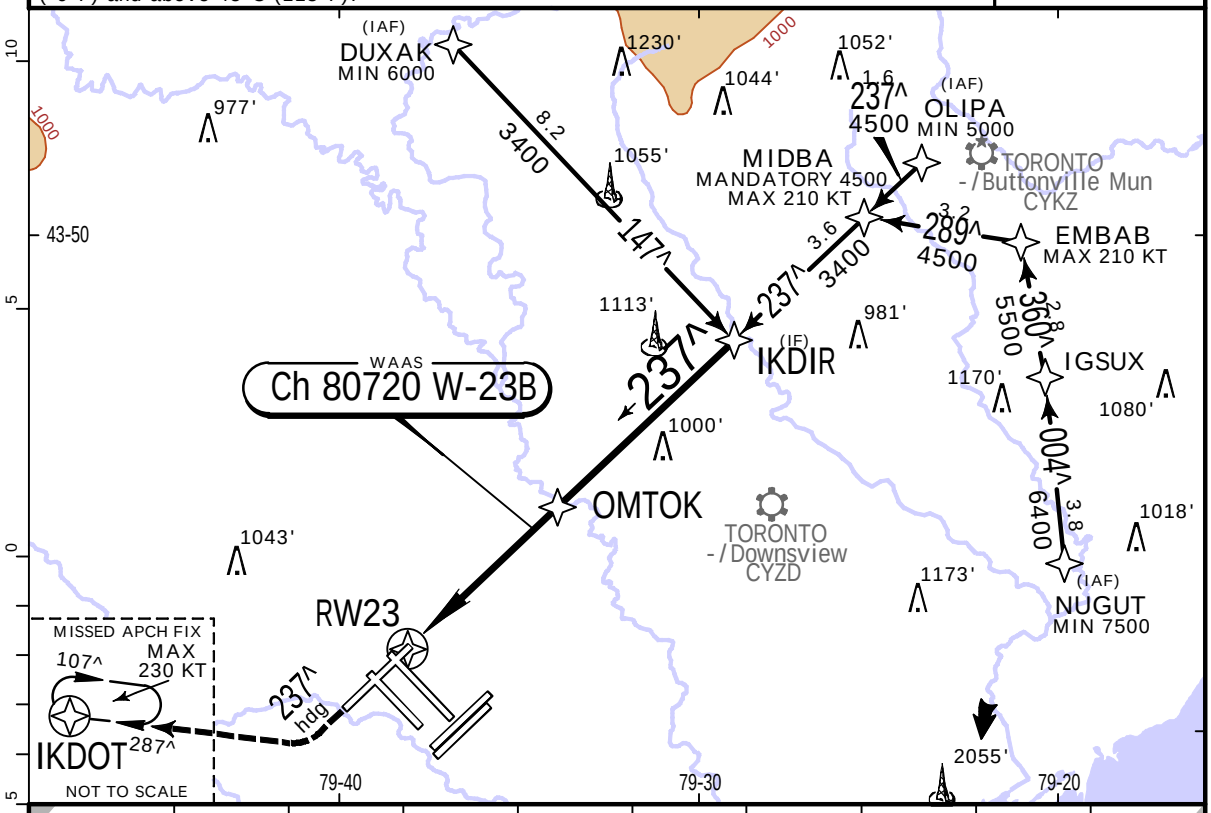
WAAS	Final	GPA	LPV	
Ch 80720 W-23B	Apch Crs 237^	OMTOK 2000' (1443')	DA(H) 808' (250')	Apt Elev 569' Rwy 557'

MISSED APCH: Climb to 1100' heading 237^. Then climbing RIGHT turn to 3000' direct to IKDOT.

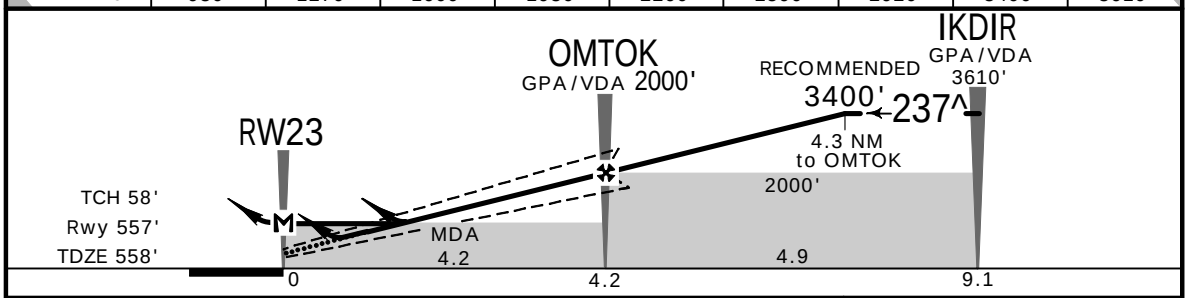
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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).





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		70	90	100	120	140	160
GPA/VDA	3.10^	384	494	548	658	768	878
MAP at RW23							

SSALR
PAPI

1100'

237^ hdg

STRAIGHT-IN LANDING RWY 23

	LPV		LNAV/VNAV		LNAV	
	DA(H) 808' (250')	HIALS out	DA(H) 990' (433')	HIALS out	MDA(H) 980' (423')	HIALS out
A	RVR 50 or 1		RVR 50 or 1	1¼	RVR 50 or 1	1¼
B						
C						
D						

CHANGES: Distances, speed limit, TCH, CDA data, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

13 MAY 22
Eff.19.May.
12-11

TORONTO, ONT
RNAV (GNSS) Z Rwy 24L

BRIEFING STRIP™

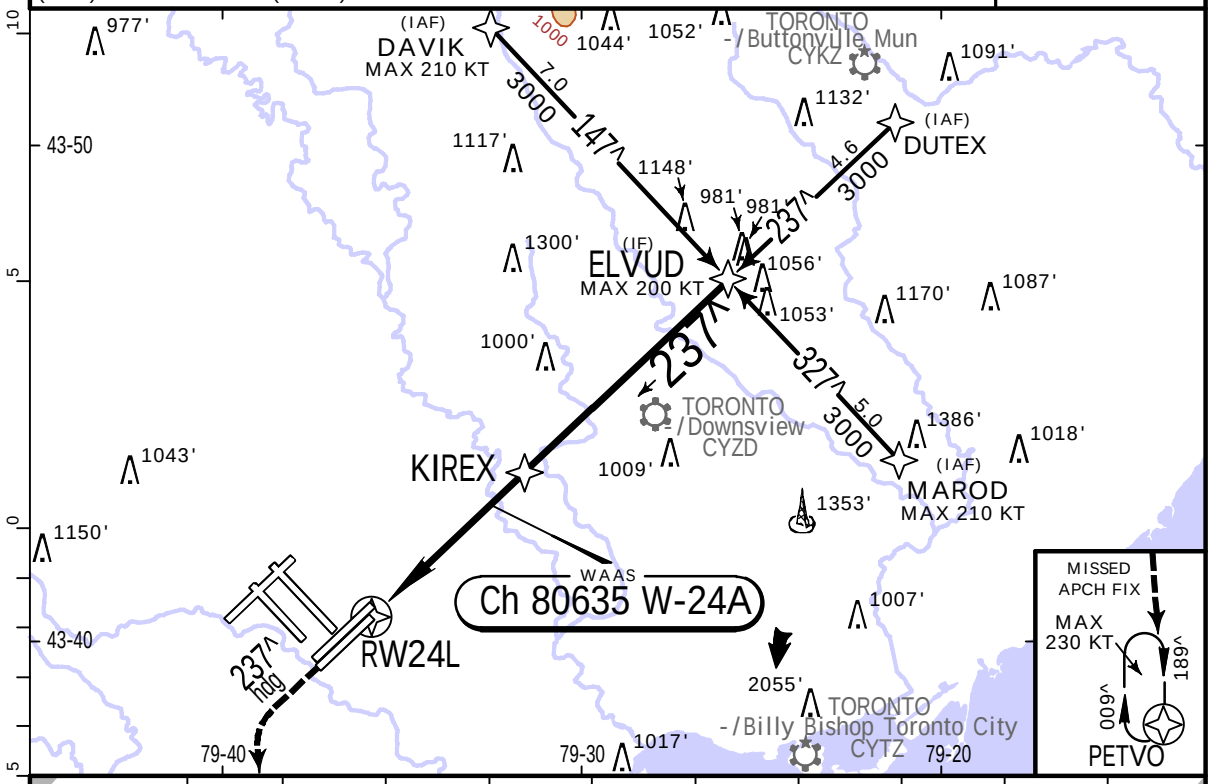
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80635 W-24A	Apch Crs 237^	KIREX 2000' (1453')	DA(H) Refer to Minimums	Rwy 547'

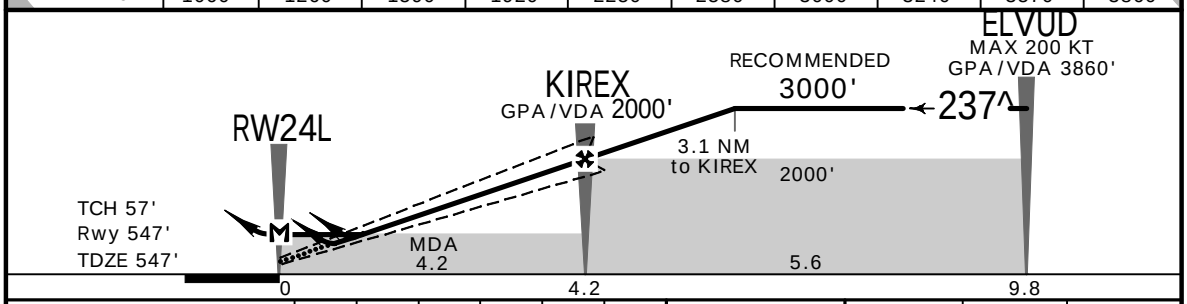
MISSED APCH: Climb to 1100' heading 237^. Then climbing LEFT turn to 3000' direct to PETVO.

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).



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		70	90	100	120	140	160
GPA/VDA	3.10^	384	494	548	658	768	878
MAP at RW24L							

SSALR
PAPI
1100'
237^ hdg

STRAIGHT-IN LANDING RWY 24L

	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
A	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	1¼	RVR 50 or 1	1½
B						
C						
D						

CHANGES: Waypoint deleted, holding speed, CDA data, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22
Eff.19.May. 12-12

TORONTO, ONT
RNAV (GNSS) X Rwy 24L

BRIEFING STRIP ™

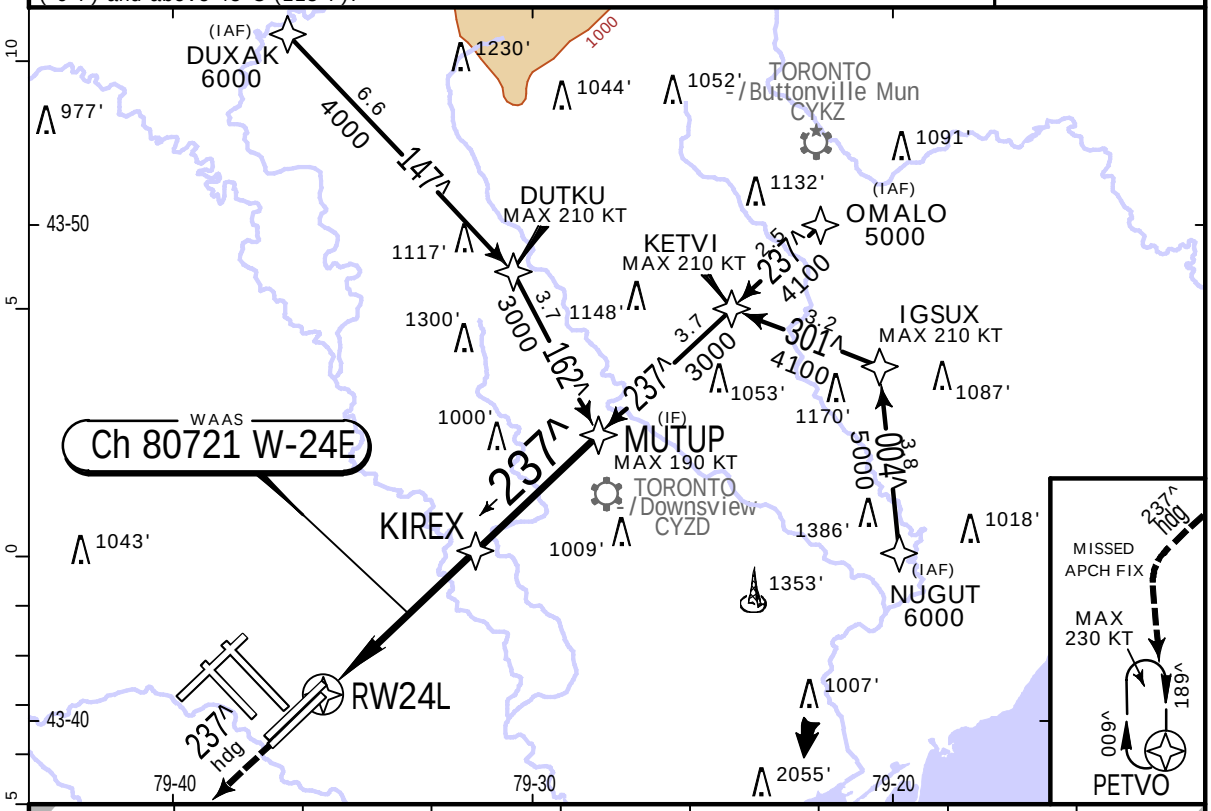
D-ATIS	LONDON Radio	TORONTO Arrival	TORONTO Tower	Ground
120.825 133.1	123.275	132.8 124.475 125.4	118.35 118.7	121.9 121.65 119.1

WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80721 W-24E	Apch Crs 237^	KIREX 2000' (1453')	DA(H) Refer to Minimums	Rwy 547'

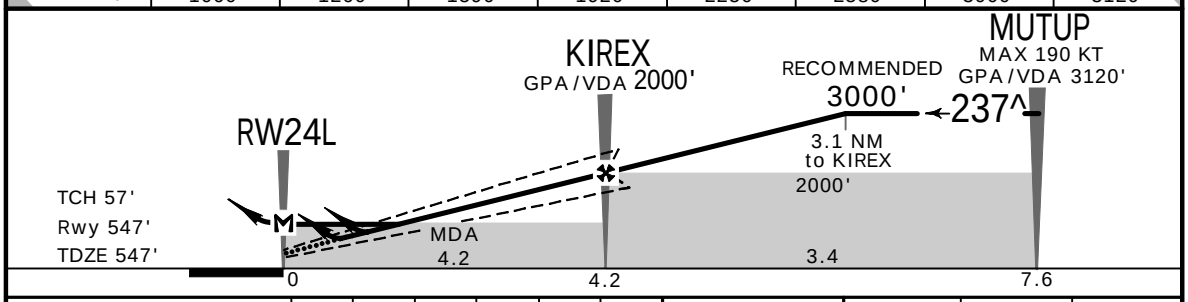
MISSED APCH: Climb to 1100' heading 237^. Then climbing LEFT turn to 3000' direct to PETVO.

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).



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		70	90	100	120	140	160
GPA/VDA	3.10^	384	494	548	658	768	878
MAP at RW24L							

SSALR
PAPI
1100'
237^ hdg

STRAIGHT-IN LANDING RWY 24L

	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
A B C D	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	1¼	RVR 50 or 1	1½

CHANGES: Procedure bearing, CDA data, holding speed, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22
Eff.19.May. (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	GPA	LPV	
Ch 80636 W-24D	Apch Crs 237^	NOAHA 2000' (1454')	DA(H) 796' (250')	Apt Elev 569' Rwy 546'

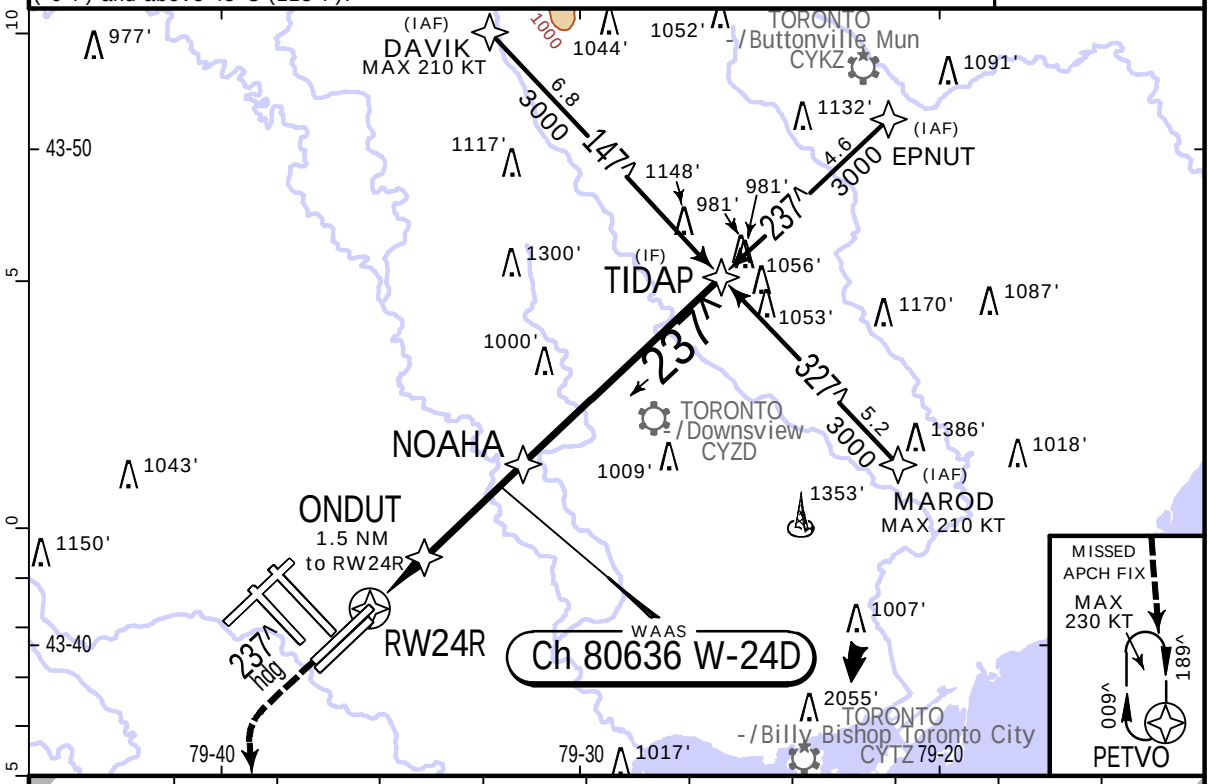
MISSED APCH: Climb to 1100' heading 237^. Then climbing LEFT turn to 3000' direct to PETVO.

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

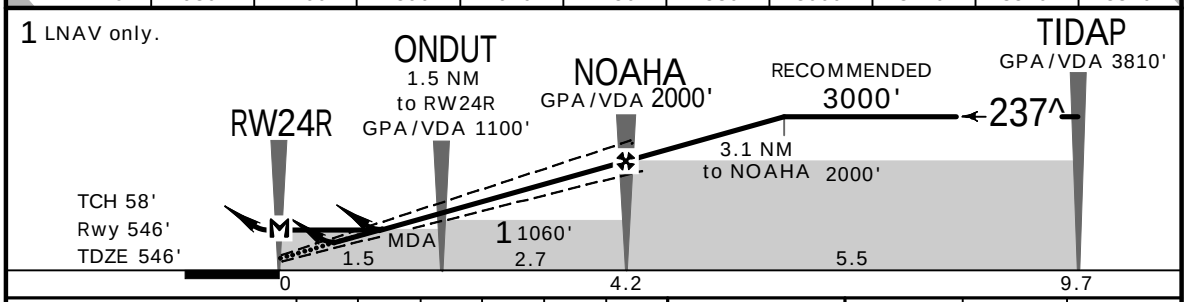
1. CAUTION: Twy Charlie (600' right of centerline) similar in appearance to rwy. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 23. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -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		70	90	100	120	140	160
GPA/VDA	3.10^	384	494	548	658	768	878
MAP at RW24R							

SSALS
REIL
PAPI

1100'

237^ hdg

STRAIGHT-IN LANDING RWY 24R

	LPV	LNAV/VNAV	LNAV
	DA(H) 796' (250')	DA(H) 1028' (482')	MDA(H) 980' (434')
	ALS out	ALS out	ALS out
A	RVR 50 or 1	1½	1¼
B			
C			
D			

CHANGES: Waypoint deleted, CDA data, holding speed, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN

13 MAY 22
.Eff.19.May.

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	GPA	LPV	
Ch 80722 W-24B	Apch Crs 237^	NOAHA 2000' (1454')	DA(H) 796' (250')	Apt Elev 569' Rwy 546'

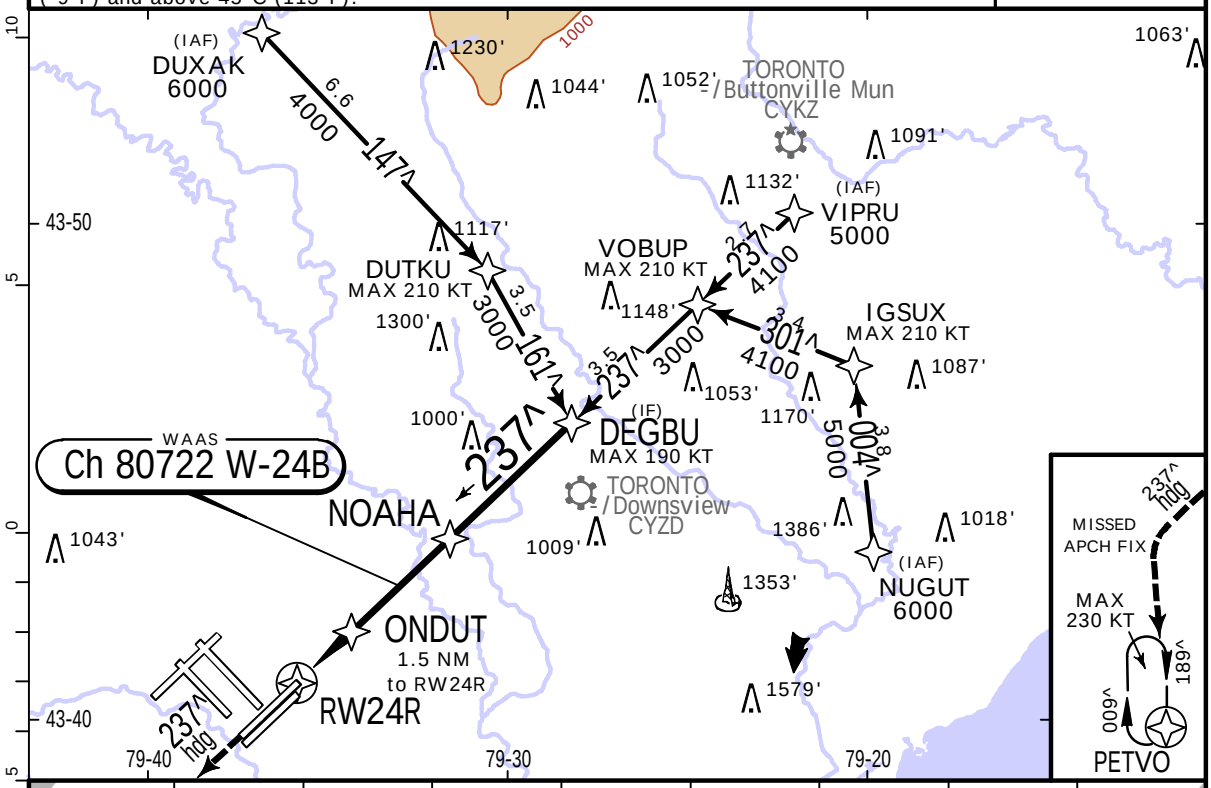
MISSED APCH: Climb to 1100' heading 237^. Then climbing LEFT turn to 3000' direct to PETVO.

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

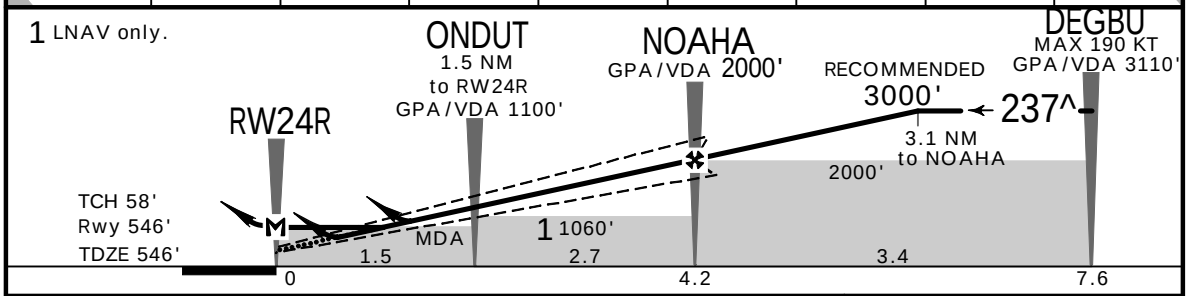
1. CAUTION: Taxiway Charlie (600' right of centerline) similar in appearance to rwy. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous approach authorized with Rwy 23. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized 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		70	90	100	120	140	160
GPA/VDA	3.10^	384	494	548	658	768	878
MAP at RW24R							

SSALS
REIL
PAPI

1100'

237^ hdg

STRAIGHT-IN LANDING RWY 24R

LPV	LNAV/VNAV	LNAV
DA(H) 796' (250')	DA(H) 1028' (482')	MDA(H) 980' (434')
ALS out	ALS out	ALS out
A		
B		
C	RVR 50 or 1	1½	1¼
D		

CHANGES: CDA data, SMA, holding speed, minimums.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22
Eff.19.May. (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

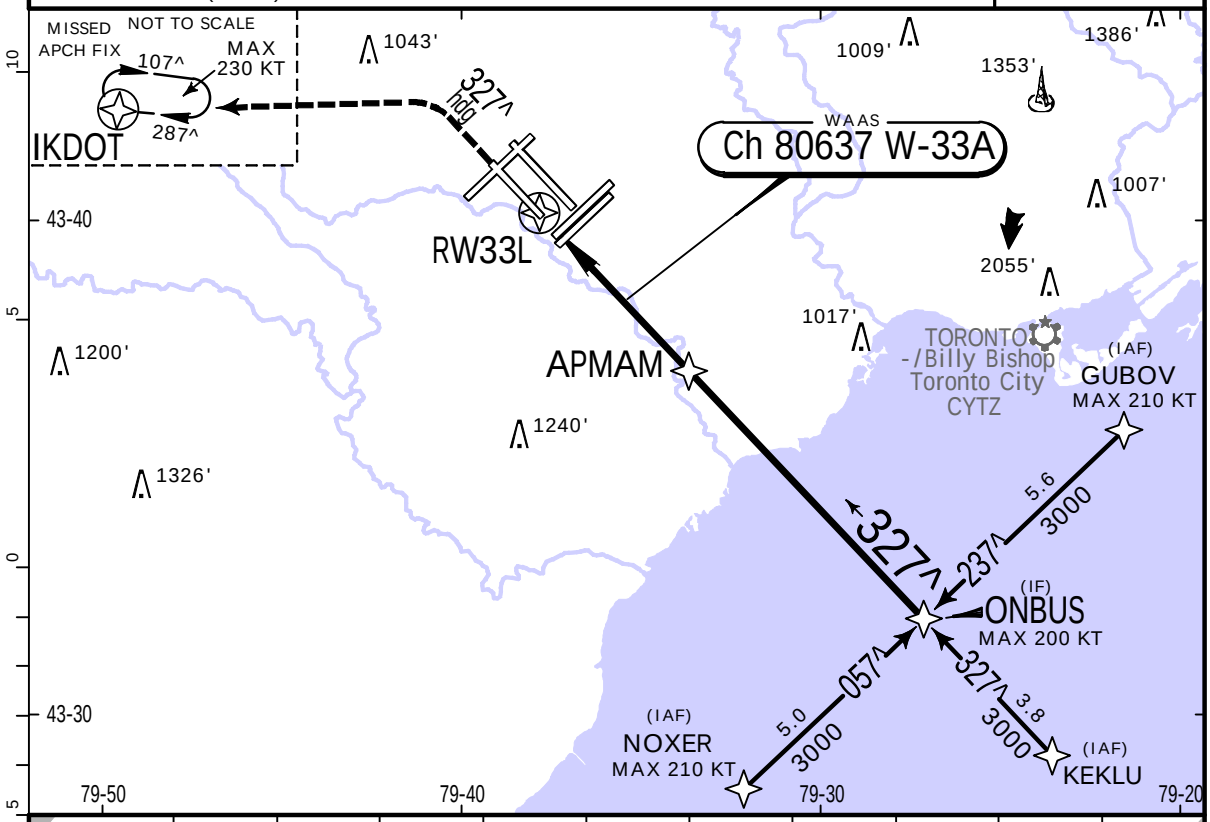
BRIEFING STRIP™

WAAS	Final	GPA	LPV	
Ch 80637 W-33A	Apch Crs 327^	APMAM 2000' (1454')	DA(H) 842' (296')	Apt Elev 569' Rwy 546'

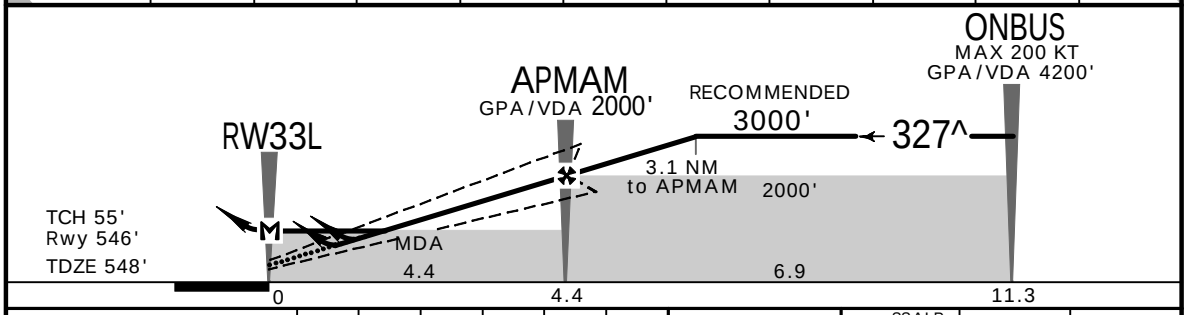
MISSED APCH: Climb to 1100' heading 327^. Then climbing LEFT turn to 3000' direct to IKDOT.

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).



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		70	90	100	120	140	160
GPA/VDA	3.00^	372	478	531	637	743	849
MAP at RW33L							

SSALR
PAPI
1100'
327^ hdg

STRAIGHT-IN LANDING RWY 33L

	LPV		LNAV/VNAV		LNAV	
	DA(H) 842' (296')	HIALS out	DA(H) 950' (404')	HIALS out	MDA(H) 1040' (494')	HIALS out
A	RVR 50 or 1		RVR 50 or 1	1¼	RVR 50 or 1	1½
B						
C						
D						

CHANGES: Waypoints deleted, CDA data, holding speed, TCH, LPV DA(H).

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
13 MAY 22
Eff. 19 May.
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™

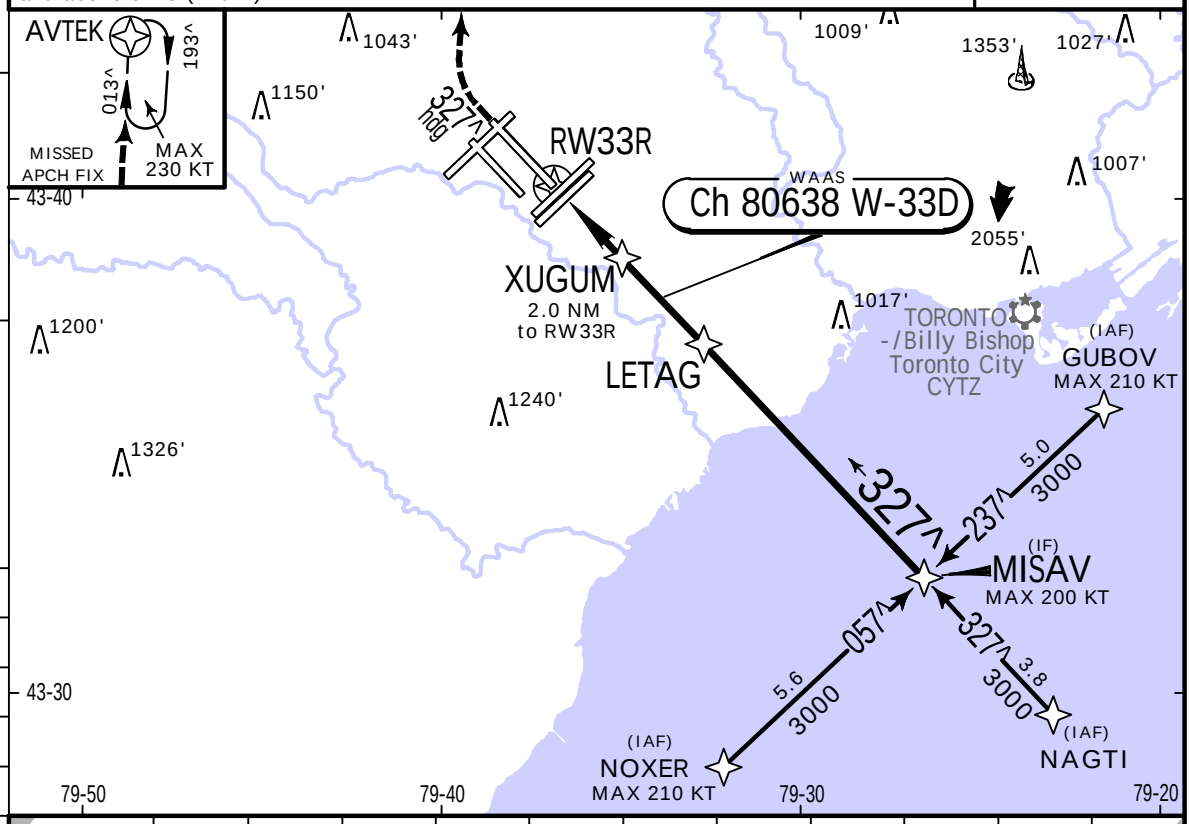
WAAS	Final	GPA	LPV	Apt Elev 569'
Ch 80638 W-33D	Apch Crs 327^	LETAG 2000' (1456')	DA(H) Refer to Minimums	Rwy 544'

MISSED APCH: Climb to 1100' heading 327^. Then climbing RIGHT turn to 3000' direct to AVTEK.

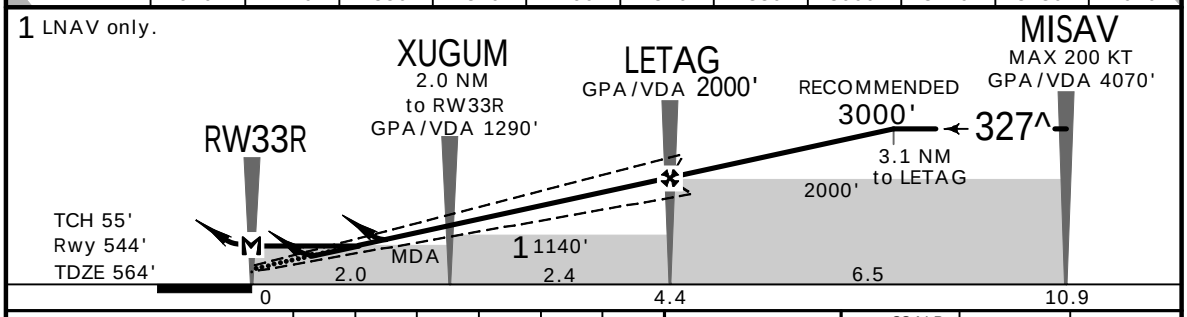
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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'



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00^	372	478	531	637	743	849
MAP at RW33R							

SSALR
PAPI
1100'
327^ hdg

STRAIGHT-IN LANDING RWY 33R

	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
A	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/4	RVR 50 or 1	1 1/4
B						
C						
D						

CHANGES: Waypoints deleted, TCH, holding speed, LNAV/VNAV DA(H).

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
28 OCT 22
Eff.3.Nov.
12-20

TORONTO, ONT
RNAV (RNP) Y Rwy 05

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'
	056^	KOBAL 2500' (1936')	863' (300')	Rwy 564'

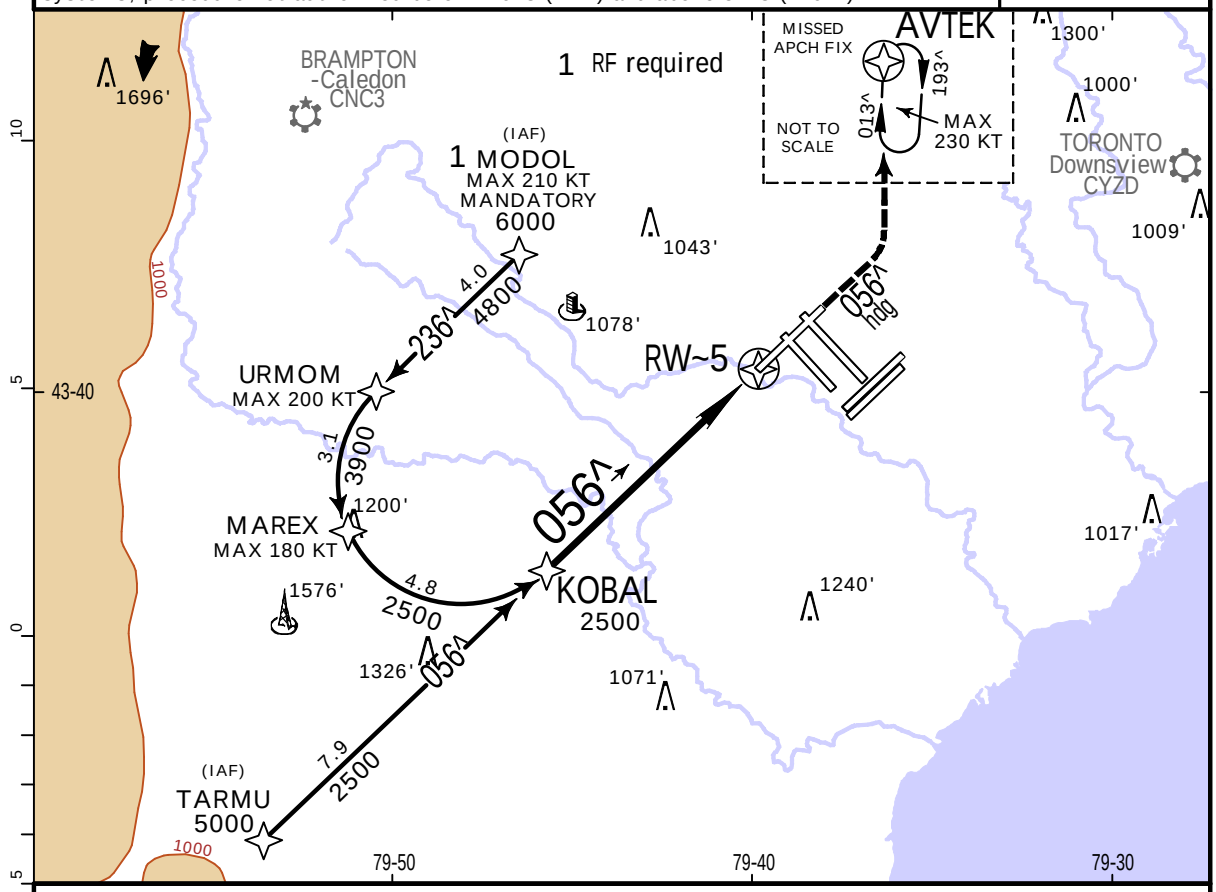
MISSED APCH: Climb to 1100' heading 056^. Then climbing LEFT turn to 3000' direct to AVTEK.

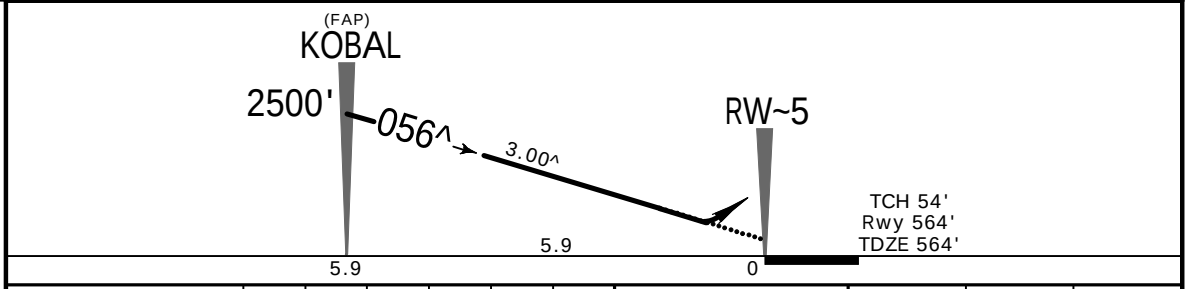
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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 RW~5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849

ALSF-II
PAPI

1100'

056^ hdg

STRAIGHT-IN LANDING RWY 05

	RNP 0.15 DA(H) 863' (300')		RNP 0.30 DA(H) 1082' (519')	
		HIALS out		HIALS out
A	RVR 50 or 1		1¼	1½
B				
C				
D				

CHANGES: New procedure.

CYYZ/YYZ
TORONTO/PEARSON INTL

JEPPESEN
28 OCT 22
.Eff.3.Nov.
12-21

TORONTO, ONT
RNAV (RNP) Y 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 ™

RNAV	Final Apch Crs 237^	Minimum Alt DANOS 2700' (2143')	RNP 0.15 DA(H) 854' (297')	Apt Elev 569' Rwy 557'

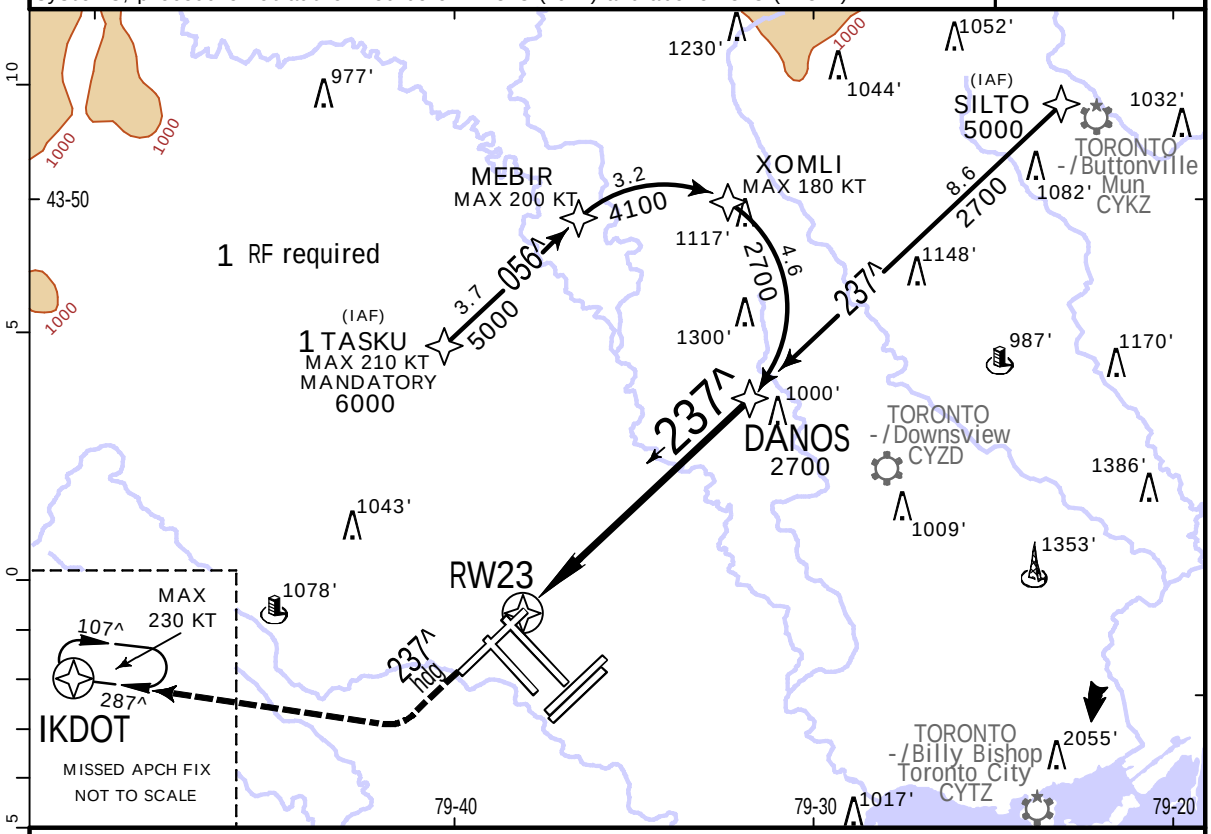
MISSED APCH: Climb to 1100' heading 237^. Then climbing RIGHT turn to 3000' direct to IKDOT.

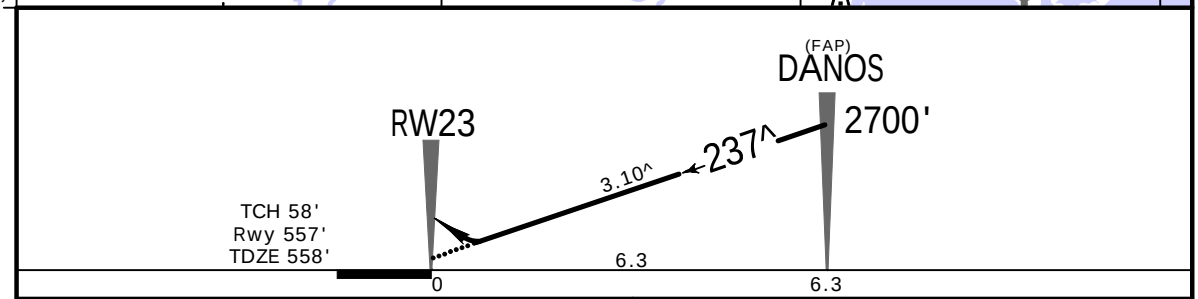
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000'

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		70	90	100	120	140	160
Glide Path Angle	3.10^	384	494	548	658	768	878

SSALR
PAPI
1100'
237^ hdg

STRAIGHT-IN LANDING RWY 23

	RNP 0.15 DA(H) 854' (297')		RNP 0.30 DA(H) 997' (440')	
	HIALS out		HIALS out	
A	RVR 50 or 1		RVR 50 or 1	1½
B				
C				
D				

CHANGES: New procedure.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TORONTO, ON (LESTER B PEARSON INTL - CYYZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport CYYZ

Chart Change Notices for Country CAN

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

At locations with approach charts depicting the Plan View Ball Flag Note: "Minimum VDA intercept [altitude]" or "Recommended VDA intercept [altitude]", it should read "VDA intercept based on [altitude]".