



Advisory # 2019-A-013

Subject: Amended Runway Selection Criteria

From: Aviation Services

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Weather-related operational delays cause significant disruptions across the Canadian aviation network. This is especially impactful when Toronto Pearson is required to use the north/south runways (i.e. 15L/33R and 15R/33L), as arrival capacity is reduced by upwards of 40%. By safely increasing the maximum crosswind component limit (including gusts) outlined within the ‘Runway Selection Criteria’ limits, improved operational efficiency and reliability of the airport is an anticipated outcome.

Effective **February 28, 2019 at 0500z UTC**, the ‘Runway Selection Criteria’ applicable at Toronto Pearson will be as follows (an Aeronautical Information Circular will also be published on **February 28, 2019**):

Runway Condition	Current Maximum Crosswind Component Including Gusts	New Maximum Crosswind Component Including Gusts
Dry	25 knots	25 knots*
Wet	15 knots	20 knots
Contaminated (More than 25% Contaminated, and no pilot braking action reports that are less than “fair” or “medium”.)	Select “most into the wind” runway	10 knots
		If the contamination is TRACE depth, 15 knots

*At present, the dry limit will remain unchanged at 25 knots.