

Advisory # **2020-A-012**

**Subject: Trial of Proposed Amended Preferential Runway System**

**From:** Aviation Services

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**Date of Issue:** 2020-02-24

**Effective Date:** 2020-02-27

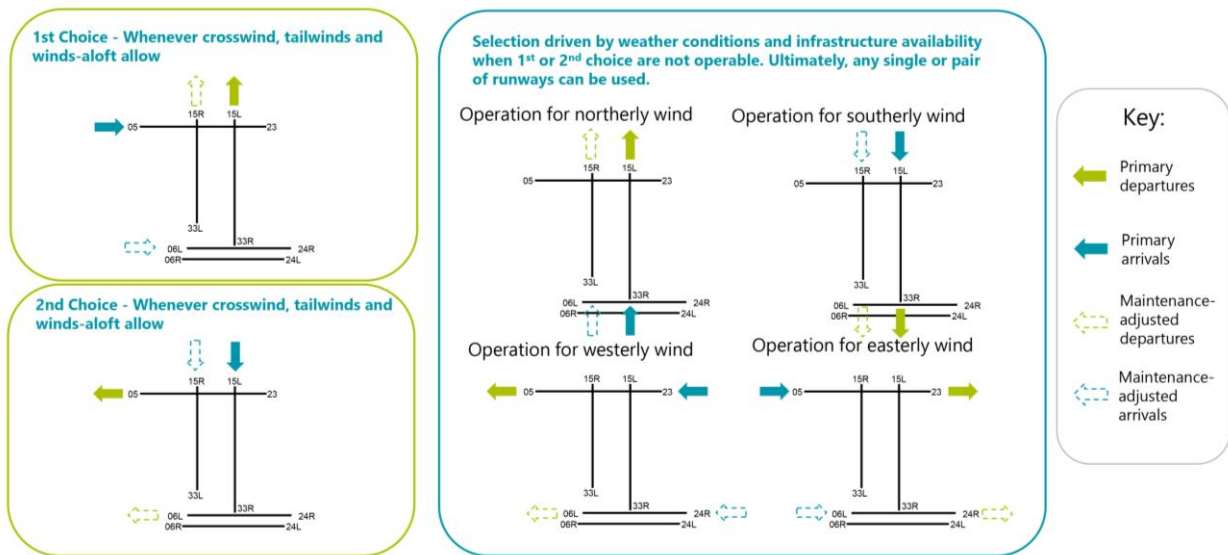
**Background and Impact:** As part of the Toronto Noise Mitigation Initiatives (Six Ideas) and [the 2018-2022 Noise Management Action Plan](#), the GTAA is proposing an amendment to the existing Preferential Runway System in place at CYYZ, and is conducting a one-year trial beginning February 27<sup>th</sup>, 2020.

The objective of a preferential runway system is to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight (Transport Canada *Aeronautical Information Manual* (AIM) RAC 7.6.1). The current system is decades old, surrounding communities have grown significantly since then, and the airport has added two new runways in that time. The GTAA believed it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the AIM.

After an extensive analysis of population numbers and the noise levels that communities were experiencing, the GTAA determined that the existing first and second choice runways (05 and 15L for arrivals, and 23 and 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas.

The amended system will package the runways differently. Rather than a system that lists three options for departures and three for arrivals in order of preference, the GTAA has developed runway pairings (arrival/departure configurations) and provisioned for one runway in each direction to allow NAV CANADA to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability.

The proposed amended preferential runway system is illustrated below:



The following tables provide a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	Arrivals	Departures
1	05	23
2	15L	33R
3	06L	24R

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

The amendment to the preferential runway system is part of a commitment that the GTAA has made to surrounding communities to continue to meet the objectives of a preferential runway system, improve the reliability of the system and to be transparent through publicly available usage reports.

The GTAA's Noise Management Action Plan is available on Toronto Pearson's website at: <https://www.torontopearson.com/noisemanagement/#>. When available, further details or links to information relating to the trial can be found on the Toronto Pearson website at: [www.torontopearson.com/conversations](http://www.torontopearson.com/conversations)

**Expected Action:** The trial starts at 0000L on February 27<sup>th</sup>, 2020. On this date, the amended preferential runway system will replace the existing preferential runway system. Operators are reminded that they are still required to seek permission from the GTAA Airport Duty Manager if they wish to depart off or land on a non-preferential runway that is not in use during the preferential runway hours, and that the Night Flight Restriction Program remains in effect. Permission to operate on a non-preferential runway that is not in use will be granted by the Airport Duty Manager only in extremely unusual and/or unforeseen circumstances.