



Advisory # 2020-A-021

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%.

Toronto Pearson has listened to passengers, airline partners and regional airports, and commissioned a review with officials at Nav Canada, the airlines, and the business aviation community in relation to the 'Runway Selection Criteria' – the primary criteria used to establish the active runways at Toronto Pearson. As a result of this review, Toronto Pearson increased the wet and contaminated crosswind limits on February 28th, 2019 and planned for a dry crosswind limit increase in 2020.

Feedback and results from the initial changes have been favourable and as a result, Toronto Pearson is proceeding with an increase to the dry crosswind limit.

Effective April 23, 2020, the 'Runway Selection Criteria' applicable at Toronto Pearson will be as follows (an Aeronautical Information Circular will also be published on April 23rd, 2020):

Condition	Current Limits	New Limits
Dry	25 knots	30 knots
Wet	20 knots	20 knots*
More than 25% Contaminated, and no pilot braking action reports that are less than "fair" or "medium".	10 knots	10 knots*
	If the contamination is TRACE depth, 15 knots	If the contamination is TRACE depth, 15 knots*

***The wet and contaminated limits were changed in 2019, and therefore remain the same**

We believe that by safely increasing the 'Runway Selection Criteria' limits, there will be improved reliability of the airport which will result in fewer delays, making Toronto Pearson more competitive.