



Advisory # **2021-A-014**

Subject: Operational Trial of Angled Mandatory Hold Positions for Runway 06L/24R on Taxiways D4 and D5

From: Aviation Programs and Compliance

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Date: 2021-04-13

To reduce the risk of runway incursions an operational trial of angled mandatory hold positions (see illustration below) will be undertaken on Taxiways D4 and D5 on the south side of Runway 06L/24R commencing on April 22, 2021.

This design concept is resultant from a collaborative effort of the Toronto Pearson Local Runway Safety Team which is comprised of industry safety experts to address recommendations from a Transportation Safety Board Safety Issues Investigation report.

Characteristics of the trial angled hold positions designs are as follows:

- One half of the hold position marking is angled 30 degrees toward the path of the approaching aircraft;
- Inset LED wide-angle lens combination runway guard light (i.e. flashing yellow) / stop bar (i.e. solid red) spaced at 1.5 metres along the entire span of the hold position for a total of 26 fixtures as compared to the current 10-11 fixture design at 3.0m spacing.
- These lights will flash yellow in an alternating pattern when Runway 06L/24R is not in use and show solid red when Runway 06L/24R is in operation. The entire Mandatory Hold position has been moved from their current location at 115 metres

from the centerline of Runway 06L/24R to 90 metres, the more common international standard.

These changes have been tested with aircraft and Flight Crews in a controlled environment and evaluated by the members of Toronto Pearson's Local Runway Safety Team to provide superior visibility and indication of the required holding point to Flight Crews exiting Runway 06R/24L.

Notice of the trial will also be made available to Flight Crews by an Aeronautical Information Circular (AIC) that will be published on April 22, 2021, and, via Notice to Airmen (NOTAM).

For the duration of the operational trial, the GTAA welcomes and encourages all Flight Crews using these Rapid Exit Taxiways to provide feedback to Air Traffic Controllers, or more detailed observations directly to the GTAA at report_it@gtaa.com

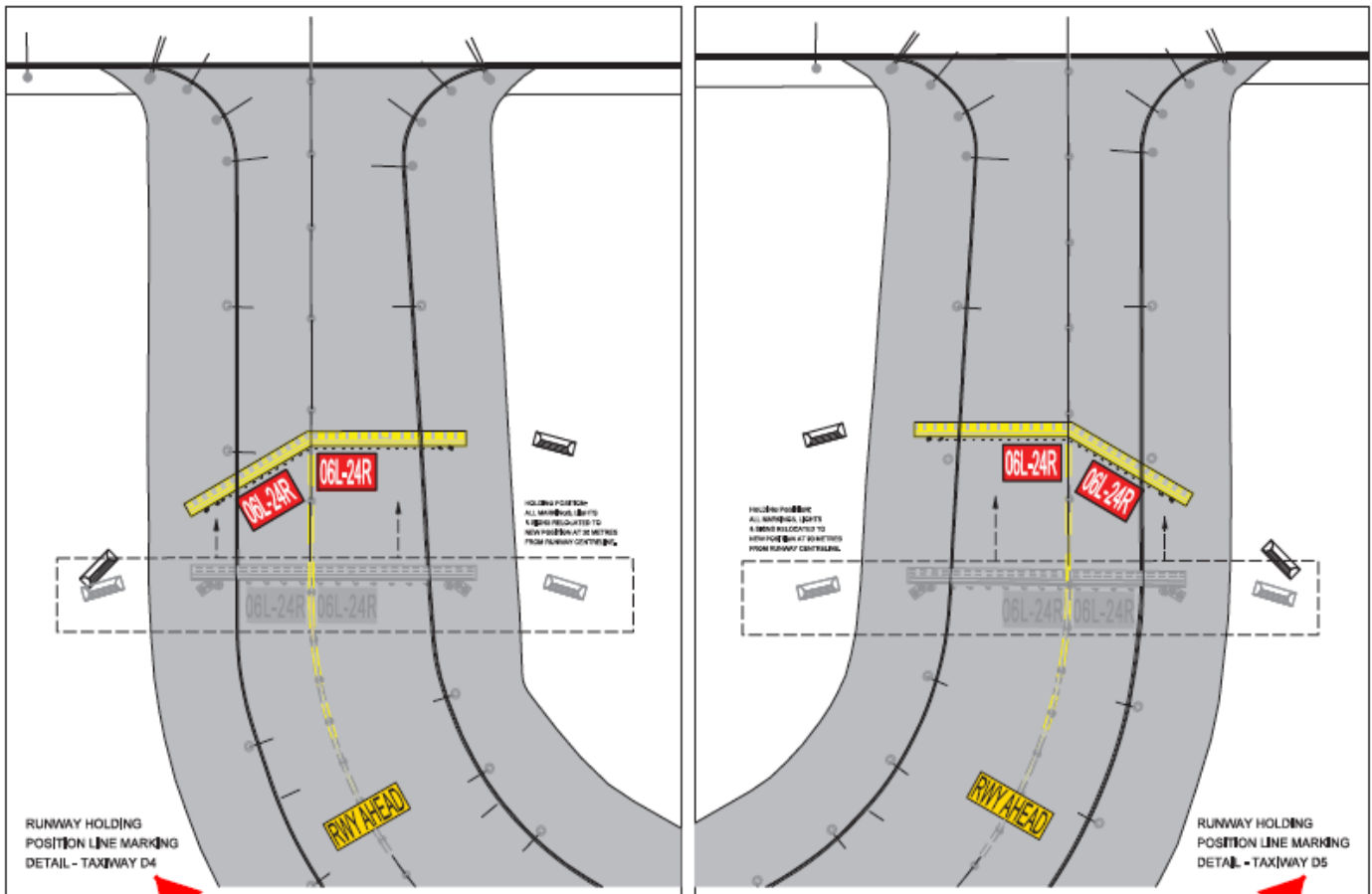
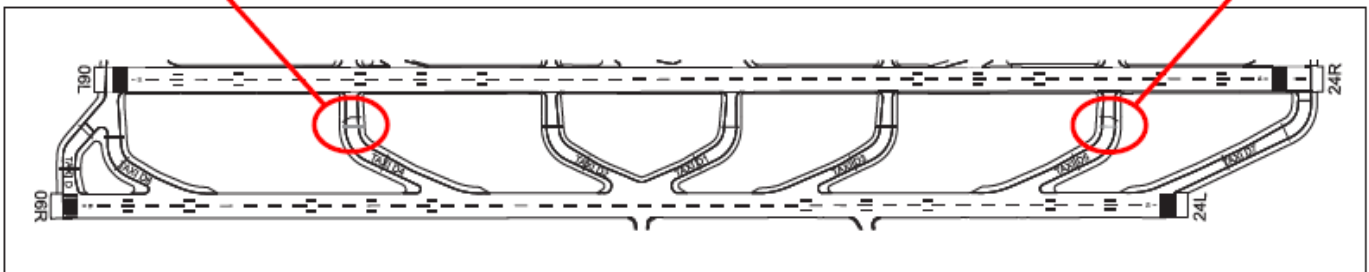


DIAGRAM 1 - VERSION 2



Operating Sequence for Lights

- o Runway 06L/24R not active = alternating yellow
- o Runway 06L/24R active = solid red

o CAUTION: BE ALERT TO RUNWAY 06L/24R CROSSING CLEARANCES. BE PREPARED TO STOP SHORT OF 06L/24R. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.