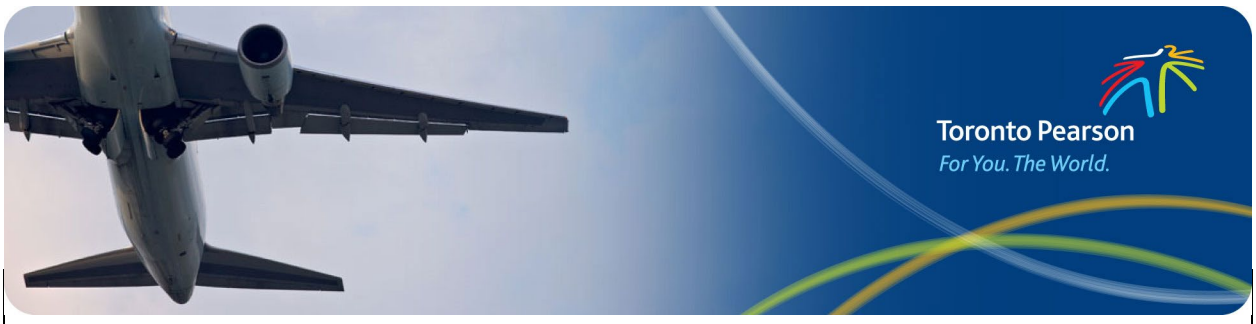
Directive



Supercedes: 2023-D-013 **Directive** # 2024-D-004

Subject: Engine Fan Blade Ice Shedding Run Ups and Single Engine Taxi

From: Airport Operations

Contact: Sue Peric, Director, Airport Operations, Susan.Peric@gtaa.com, (416) 776-1106

Date of Issue: 2024-03-01 **Effective Date**: Immediately

Expected Action: Background: Whenever possible, Engine Fan Blade Ice Shedding Run-ups are to be conducted in the pre-designated locations as set out in this Directive. However, this Directive has been updated to recognize that flight crews retain discretion in operating their aircraft – see the underlined wording under the heading "Engine Fan Blade Ice Shedding Run-ups". For the 2023 -2024 Winter Season, the GTAA has reviewed winter operation procedures with the airline community and Nav Canada to identify efficiencies and increase predictability. These procedures are to assist in protecting the flight schedule integrity and reducing runway occupancy and deicing times during active weather events. In consultation with the Air Carriers and Nav Canada, all airlines are expected to adhere to the following:

Single Engine Taxiing: 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.

Engine Fan Blade Ice Shedding Run-ups: Unless the flight crew determines otherwise in their sole discretion, the completion of aircraft engine run-ups for engine fan blade ice shedding must be conducted on taxiway areas as outlined in the Engine Fan Blade ice Shedding Chart. Strict adherence to the centerline is mandatory during engine fan blade ice shedding.

Proper coordination with Air Traffic Control (ATC) (Clearance Delivery, Ground, or Tower) is required. Flight crews exercising such discretion are permitted to perform the engine run-ups at the takeoff position on the departure runway assigned to them. Flight crews shall coordinate such activity with ATC.

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

- Deicing requirements
- Run-up requirement prior to takeoff
- 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 fane 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 takeoff position.

All available Ice Shedding (ISx) locations will be available for the Winter 2023/24 season as outlined in the Canada Air Pilot (*See attached page from the Canada Air Pilot).*

The following is a list of Ice Shed positions available based on the departure runway:

Departing Rwy 06L or 06R Ice Shed Area (IS) see chart.

- IS1 Taxiway F between Taxiway T and Taxiway V.
- IS2 Taxiway D at the Runway 06L CAT III hold line.
- IS6 Taxiway B between Taxiway T and Taxiway V.
- IS11 Taxiway D between Runway 33R approach hold line and Taxiway A.

Departing Rwy 24R or 24L Ice Shed Area (IS) see chart.

- 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.

Departing Rwy 23 Ice Shed Area (IS) see chart.

- 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.

Departing Rwy 05 Ice Shed Area (IS) see chart.

- 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.

Departing Rwy 33R Ice Shed Area (IS) see chart.

- 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 between Taxiway E and short of Taxiway E (west side)

Departing Rwy 33L Ice Shed Area (IS) see chart.

- IS1 Taxiway F between Taxiway T and Taxiway V.

Departing Rwy 15L Ice Shed Area (IS) see chart.

- 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.

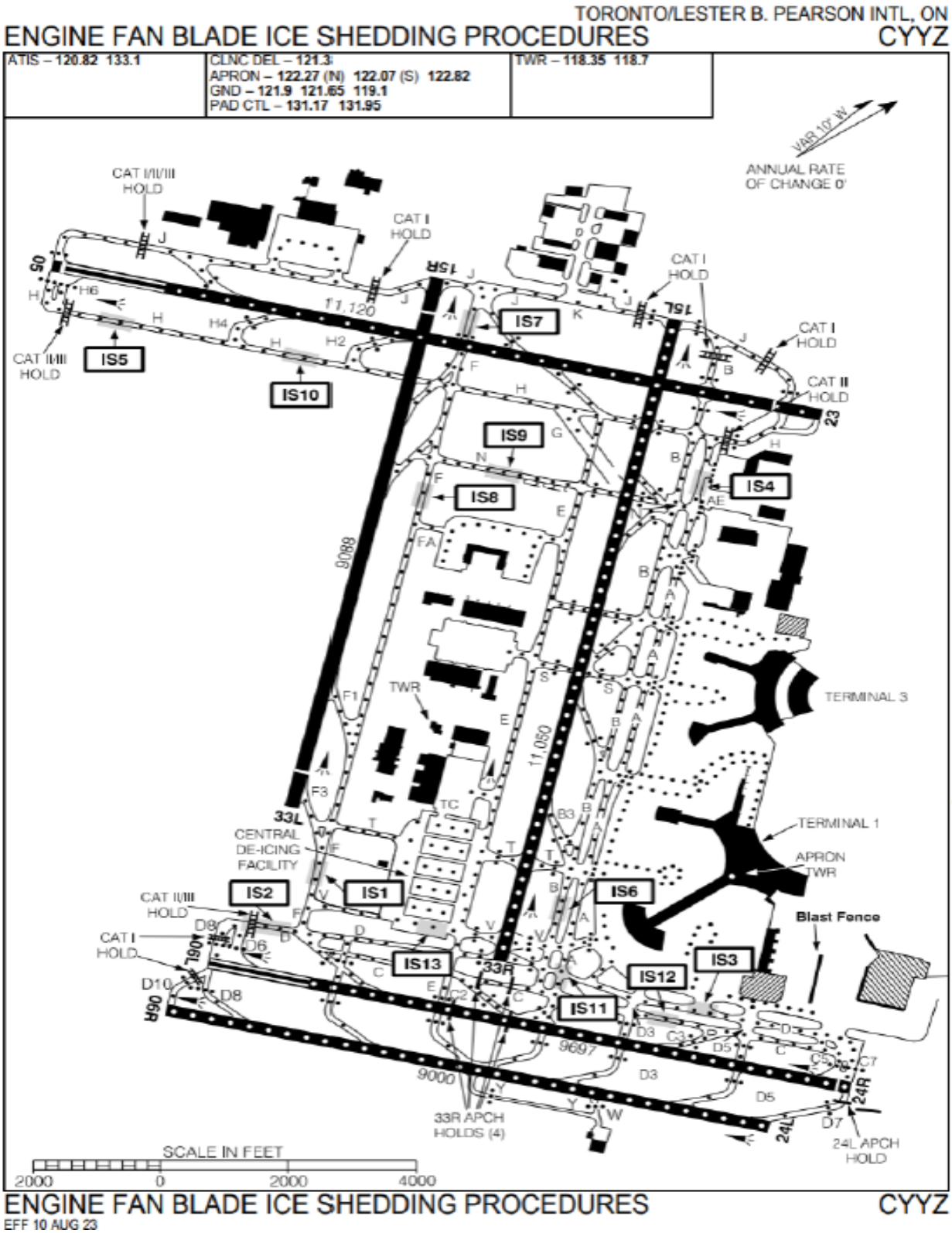
Departing Rwy 15R Ice Shed Area (IS) see chart.

- 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.

The Airport Authority will ensure Engine Fan Blade Ice Shedding Areas in use are inspected and treated as required. Should taxiway surface conditions not allow for the safe run-up of engines, Flight Crews shall coordinate with ATC to have the run-up conducted at takeoff position.

Dwayne MacIntosh

Senior Director, Aviation Operations


TORONTO/LESTER B. PEARSON INTL, ON
ENGINE FAN BLADE ICE SHEDDING PROCEDURES
CYYZ
ATIS – 120.82 133.1
CLNC DEL – 121.3
APRON – 122.27 (N) 122.07 (S) 122.82
GND – 121.9 121.65 119.1
PAD CTL – 131.17 131.95
TWR – 118.35 118.7
VAR 10° W
ANNUAL RATE OF CHANGE 0°
CAT I/II/III HOLD
CAT I HOLD
CAT II HOLD
CAT II/III HOLD
IS1
IS2
IS3
IS4
IS5
IS6
IS7
IS8
IS9
IS10
IS11
IS12
IS13
TERMINAL 1
TERMINAL 3
APRON TWR
TWR
CENTRAL DE-ICING FACILITY
Blast Fence
33R APCH HOLDS (4)
24L APCH HOLD
SCALE IN FEET
2000 0 2000 4000
ENGINE FAN BLADE ICE SHEDDING PROCEDURES
CYYZ
EFF 10 AUG 23