

Supersedes: 2015-D-011 **Directive** # 2018-D-004

Subject: ENGINE FAN BLADE ICE SHEDDING RUN UPS AND SINGLE ENGINE TAXI

From: Aviation Services

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Date of Issue: November 02, 2018 Effective Immediately

Background: Each year, the GTAA reviews with the airline community and Nav Canada the winter operation procedures, to identify opportunities for improvement. As a result of this review, new arrangements have been agreed for engine fan blade ice shedding runups and single engine taxiing. The purpose of this Directive is to promulgate these arrangements, which take immediate effect.

Engine Fan Blade Ice Shedding Run-ups:

The completion of aircraft engine run-up for engine fan blade ice shedding are to be conducted on taxiway areas outlined in the 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.

On initial contact with Clearance Delivery (121.3 MHz), Flight Crews shall advise:

- Deicing requirements
- Runup 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.

: ENGINE FAN BLADE ICE SHEDDING RUN UPS AND SINGLE ENGINE TAXI November 02, 2018

Departing Runway	ICE SHED AREA (IS)	Engine Fan Blade Ice Shedding Area
	see chart	
06L or 06R	IS1 or IS2	Taxiway F between Taxiway T and V or Taxiway D at the CAT III hold line
24R or 24L	IS3	Taxiway D between Taxiway D3 and D5
23	IS4	Taxiway A between Taxiway H and Taxiway AE
05	IS5	Taxiway H between CAT III hold line and Taxiway H4
33R	IS1 or IS6	Taxiway F between Taxiway T and V or Taxiway B between Taxiway T and Taxiway V
33L	IS1	Taxiway F between Taxiway T and Taxiway V
15L	IS4	Taxiway A between Taxiway H and Taxiway AE or Taxiway F between Runway 05/23 and Taxiway J
15R	IS7	Taxiway F between Runway 05/23 and Taxiway J

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.

: ENGINE FAN BLADE ICE SHEDDING RUN UPS AND SINGLE ENGINE TAXI November 02, 2018

ENGINE FAN BLADE ICE SHEDDING CHART - 43 42 111111 AN Threshold 05 displaced 135' CATI Threshold 23 displaced 485' CATT HOLD SEE PARKING **ELEV** CAT III AREAS CHART 557 HOLD HANGAR (TERMINAL 3) DE-ICING SEE PARKING SEE PARKING FACILITY ELEV AREAS (FEDEX) .. AREAS CHART ANNUAL RATE . 551 OF CHANGE 0 (TERMINAL 1) CATI Threshold 24R displaced 197' HOLD 720 APRON ELEV 43 41 43 41 TWR Blast Fence CAT I/II/III HOLD SEE PARKING AREAS (INFIELD) CAT II/III CYYZ N43 40,60 HOLD W79 37,84 564 24L APCH Threshold 15R displaced 588 HOLD Threshold 33L displaced 588' All Rwys - (P3) CENTRAL 544 R APCH DE-ICING FACILITY-NOTE: - High Intensity Runway Operations (HIRO) HOLD may be In effect. See AERODROME CHART (HIGH INTENSITY RUNWAY OPERATIONS -529 HIRO) for information. - See TAXI CHART for: Taxiway notes, De-icing Operations and Hot spots. CATI ELEV HOLD Multilateration: **CAUTION: BE ALERT TO RUNWAY** Pilots must keep their transponder on at all times 06L/24R CROSSING CLEARANCES. when maneuvering on the aprt, turned on prior to BE PREPARED TO STOP SHORT

<u>Single Engine Taxiing:</u> 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.

Craig Bradbrook

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