



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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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 run-ups 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:

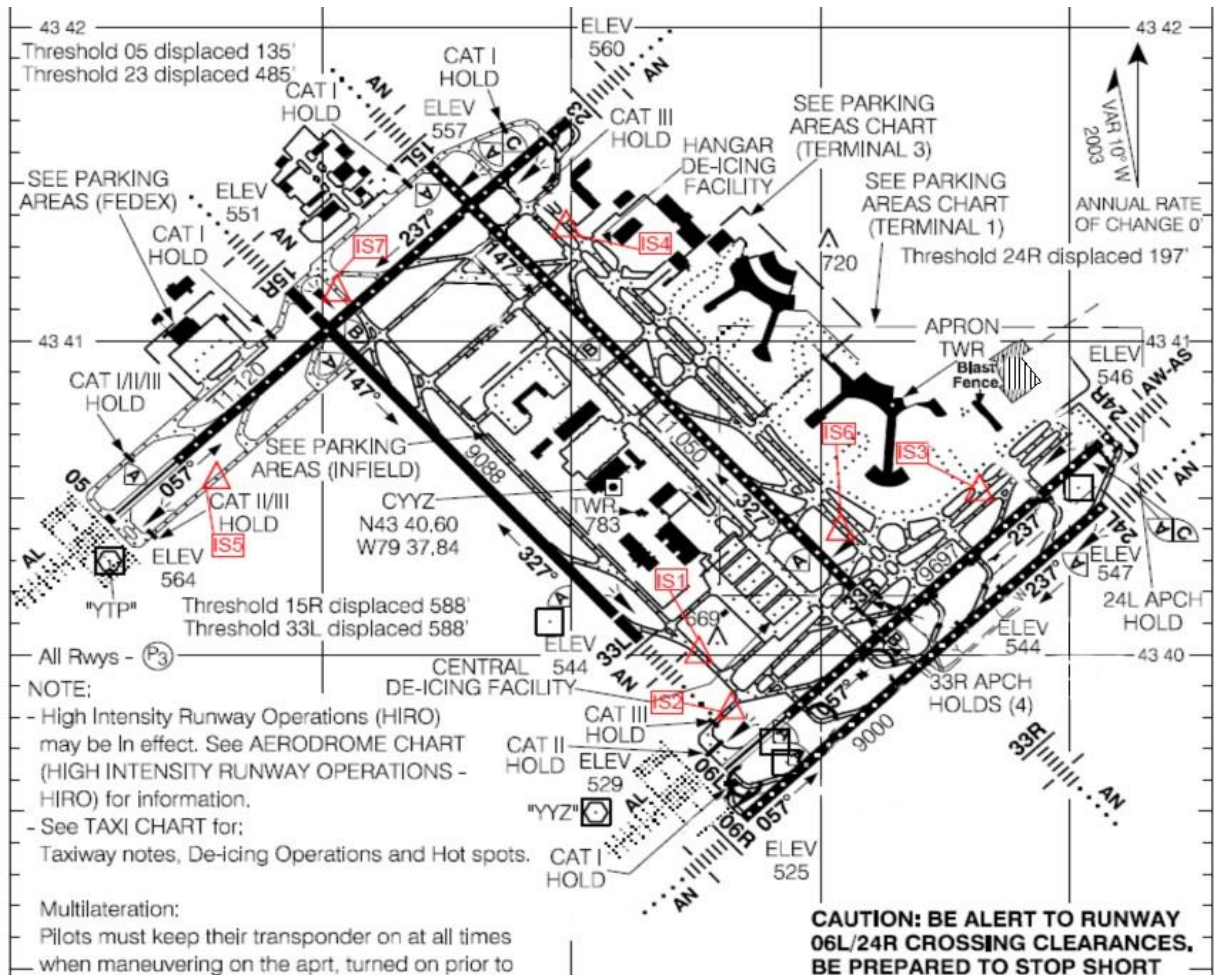
- Deicing requirements
- Runup requirement prior to takeoff
- Duration of run-up (if required)

Subsequently, if engine run-up requirements change, Flight Crews shall notify ATC as soon as practicable.

Departing Runway	ICE SHED AREA (IS) *see chart*	Engine Fan Blade Ice Shedding Area
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 CHART



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.

Craig Bradbrook
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