



Supercedes: 2021-D-007

Directive # 2023-D-013

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

From: Airport Operations

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Effective Immediately

Background: In preparation for the 2023-2024 Winter Season, the GTAA has reviewed winter operation procedures with the airline community and Nav Canada to identify efficiencies and increasing 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: The completion of aircraft engine run-up 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.

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 fan 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 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.



Craig Bradbrook
Chief Operating Officer, Airport Operations

