

List of pages in this Trip Kit

Trip Kit Index

Airport Information For CYYZ

Terminal Charts For CYYZ

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Toronto ON Can
IATA Code: YYZ
Lat/Long: N43° 40.6' W079° 37.8'
Elevation: 569 ft

Airport Use: Public
Magnetic Variation: 10.4°W
Sectional Chart: Detroit

Fuel Types: Jet A, Jet A-1, Jet B
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1252 Z
Sunset: 2157 Z,

Runway Information

Runway: 05
Length x Width: 11120 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 564 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 135 ft

Runway: 06L
Length x Width: 9697 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 535 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 9000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 538 ft
Lighting: Edge, ALS, Centerline

Runway: 15L
Length x Width: 11050 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 557 ft

Lighting: Edge, ALS, Centerline

Runway: 15R

Length x Width: 9088 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 552 ft

Lighting: Edge, ALS

Displaced Threshold: 588 ft

Runway: 23

Length x Width: 11120 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 557 ft

Lighting: Edge, ALS, Centerline

Displaced Threshold: 485 ft

Runway: 24L

Length x Width: 9000 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 547 ft

Lighting: Edge, ALS, Centerline

Runway: 24R

Length x Width: 9697 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 546 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ

Displaced Threshold: 197 ft

Runway: 33L

Length x Width: 9088 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 547 ft

Lighting: Edge, ALS

Displaced Threshold: 588 ft

Runway: 33R

Length x Width: 11050 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 564 ft

Lighting: Edge, ALS, Centerline

Communication Information

ATIS 120.825

Toronto Tower Tower 118.7

Toronto Tower Tower 118.35

Toronto Ground Ground Control 121.9

Toronto Ground Ground Control 121.65

Toronto Ground Ground Control 119.1

South Apron Ramp/Taxi Control 122.075

North Apron Ramp/Taxi Control 122.275
Apron Coordinator Ramp/Taxi Control 122.875
Toronto Clearance Delivry Clearance Delivery 121.3
Toronto Arrival Arrival Control 132.8 Arrival Service
Toronto Arrival Arrival Control 125.4 Arrival Service
Toronto Arrival Arrival Control 124.475 Arrival Service
Toronto Departure Departure Control 128.8 Departure Service
Toronto Departure Departure Control 127.575 Departure Service
Toronto Terminal TML 133.4
Toronto Terminal TML 119.3
London Radio Radio 123.275 Flight Info Service RCO

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

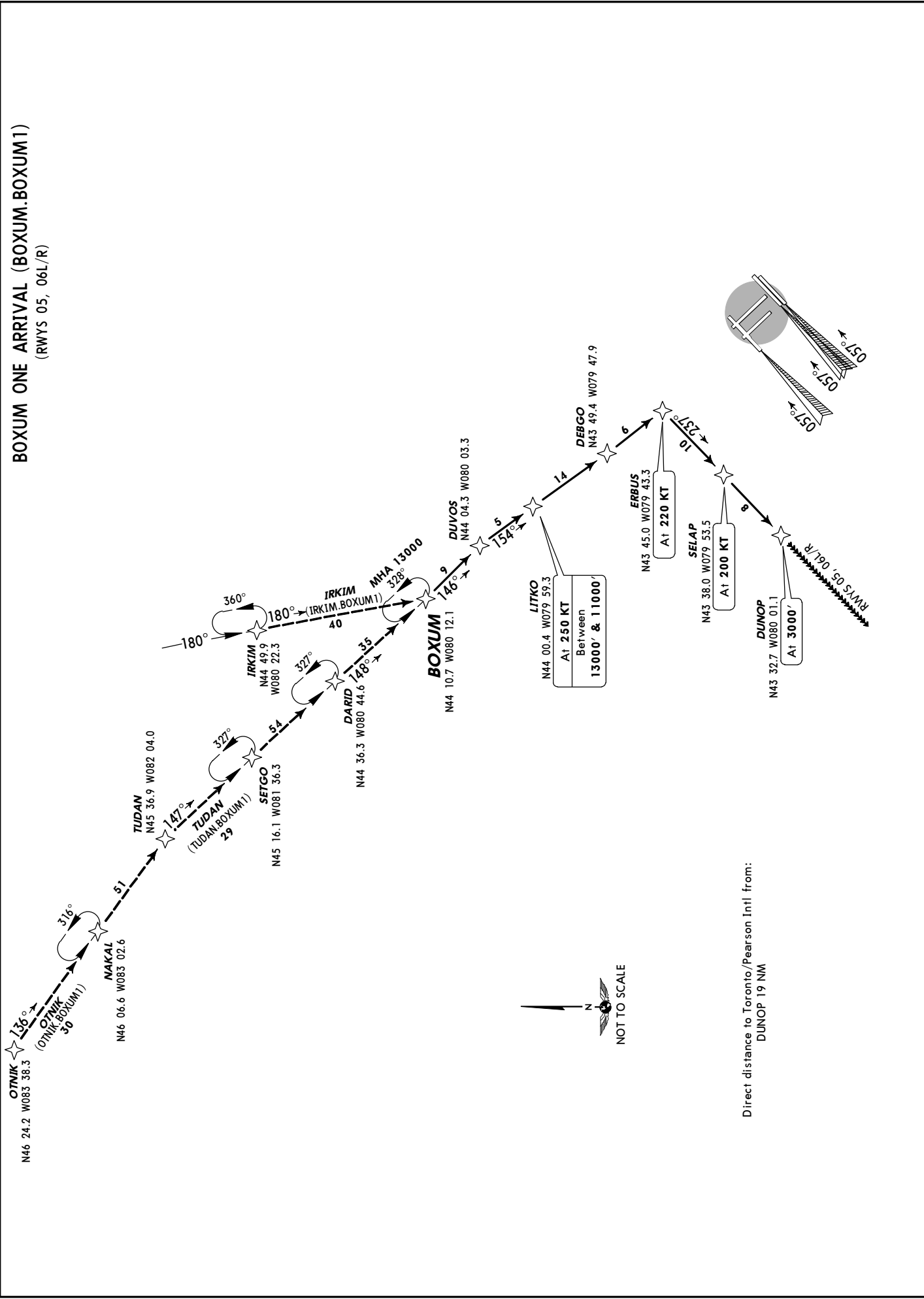
1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.

ATIS

120.82

Apt Elev
569'

3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.



Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

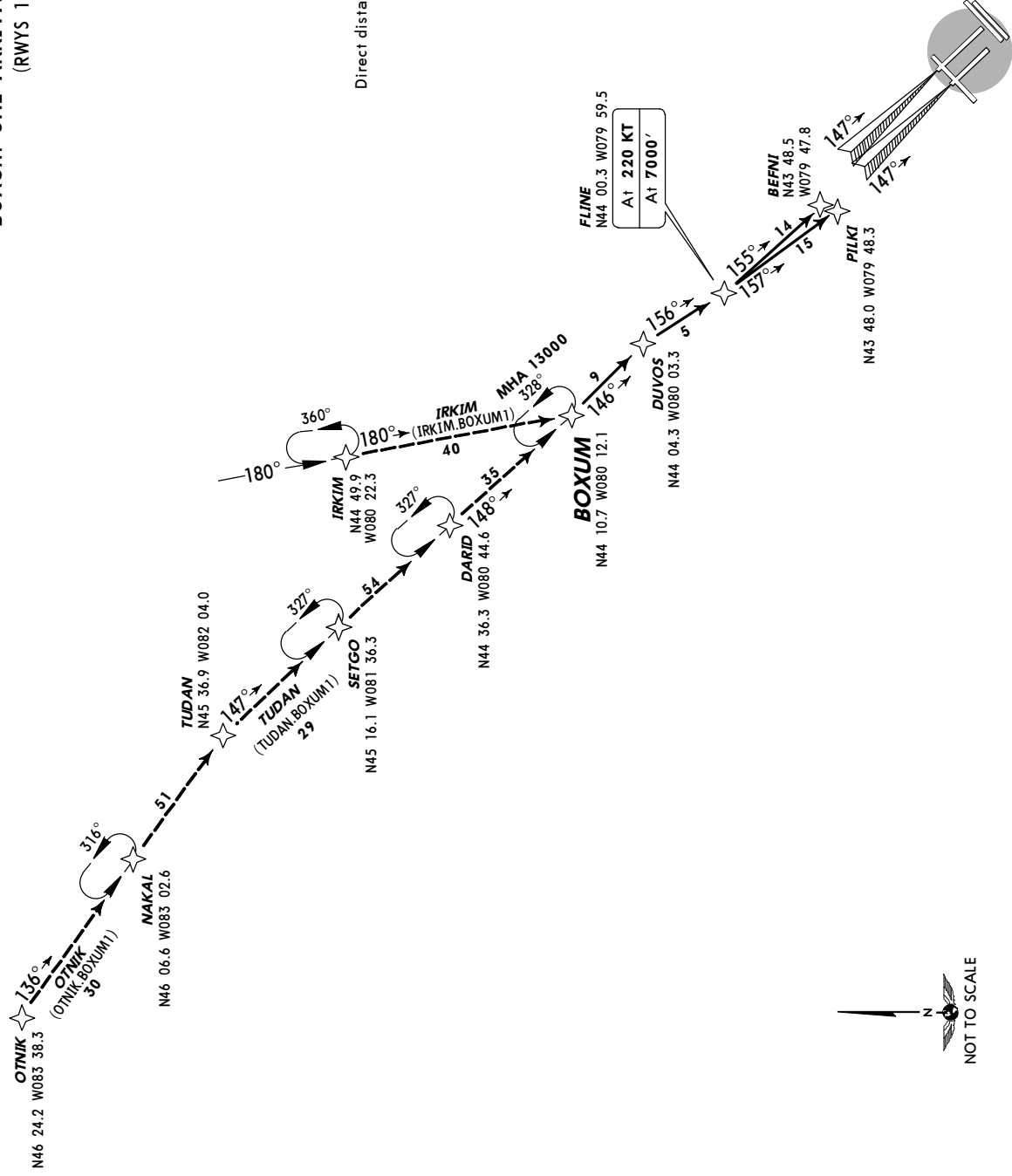
ATIS
120.82

Apt Elev
569'

3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

BOXUM ONE ARRIVAL (BOXUM.BOXUM1)

(RWYS 15L/R)



Direct distance to Toronto/Pearson Intl from:
BEFNI 11 NM
PIIKI 11 NM

3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

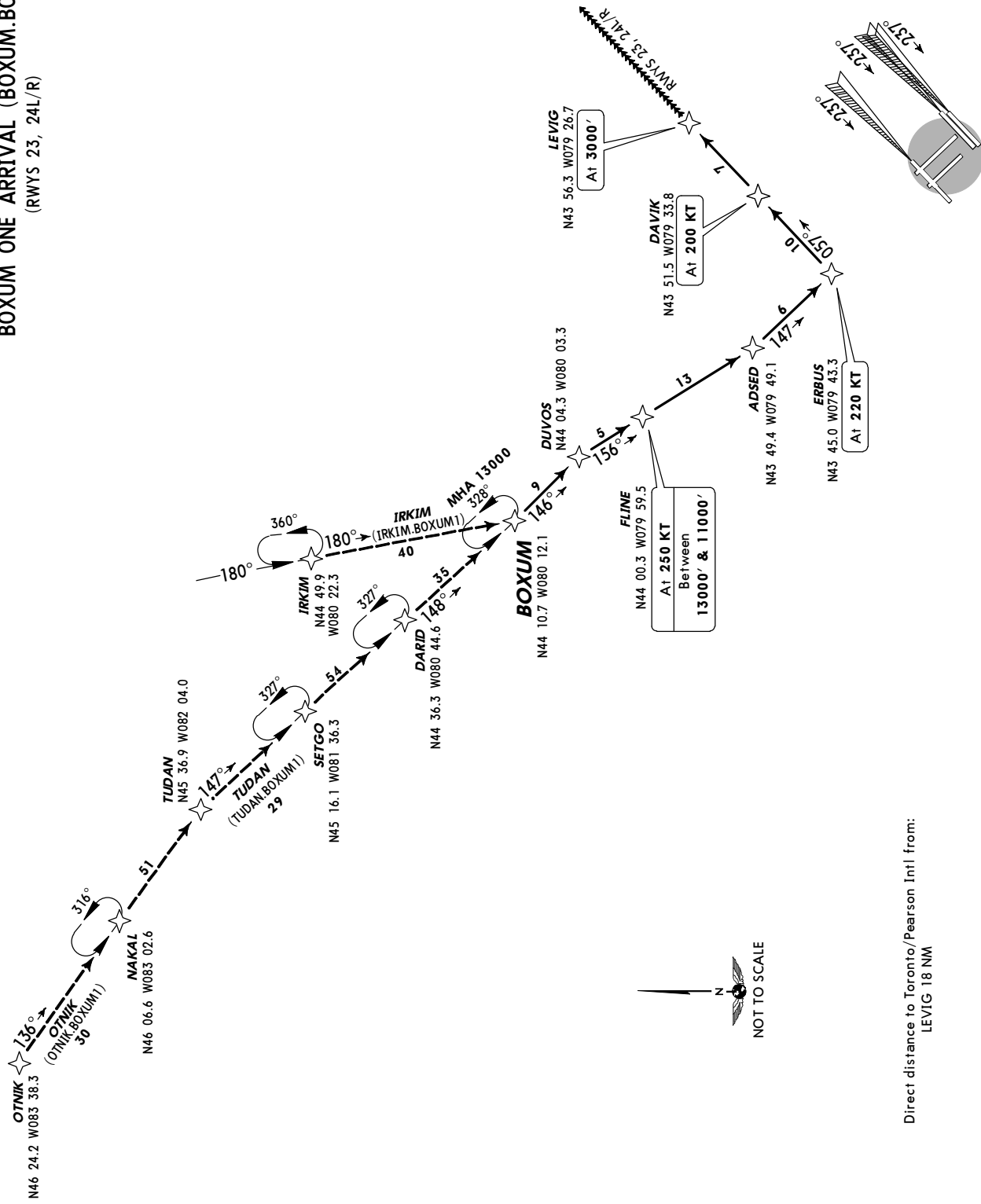
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.

Apt Elev
569'

ATIS
120.82

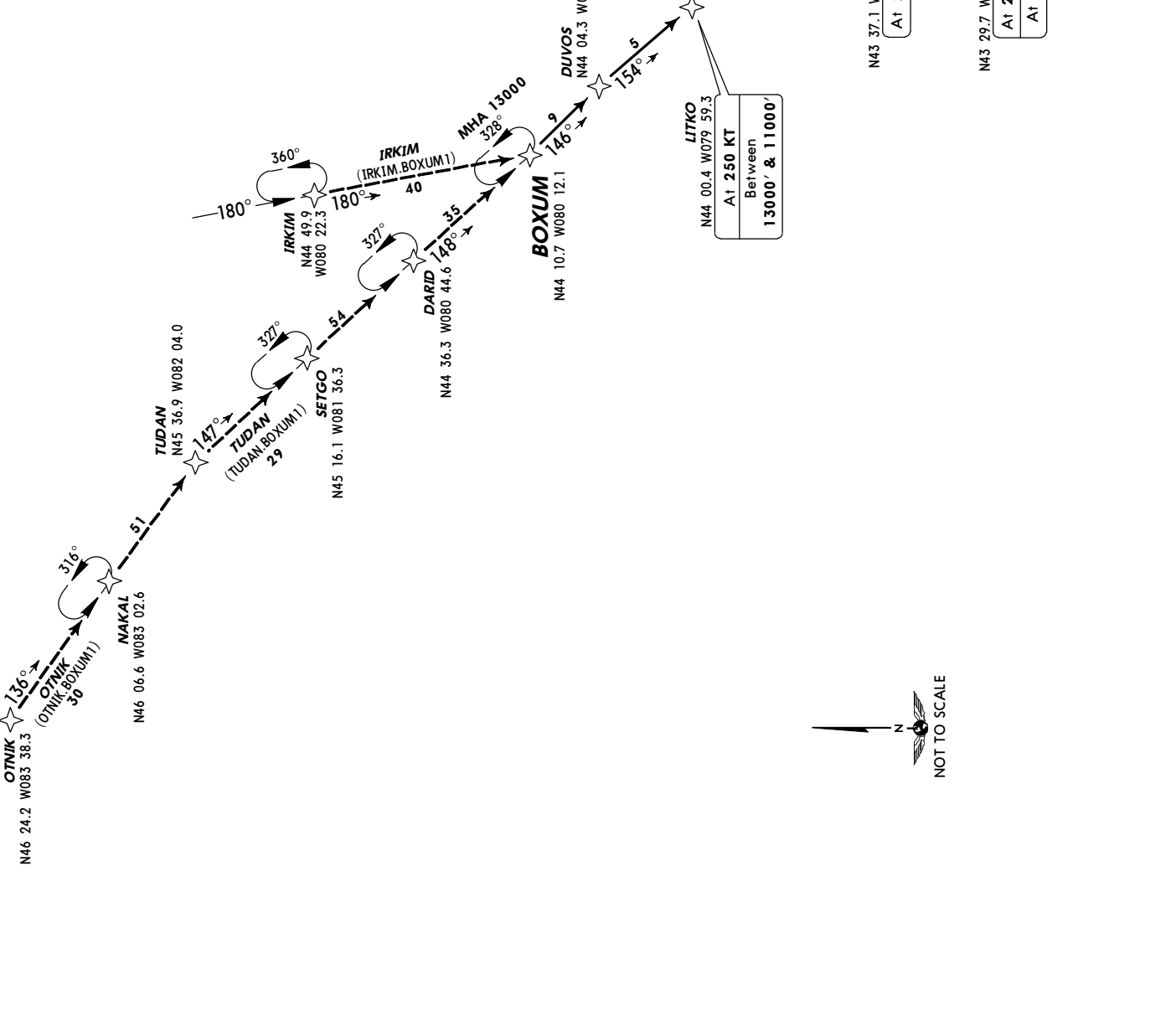
BOXUM ONE ARRIVAL (BOXUM.BOXUM1)
(RWYS 23, 24L/R)



Direct distance to Toronto/Pearson Intl from:
LEVIG 18 NM

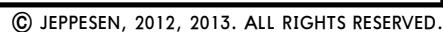
BOXUM ONE ARRIVAL (BOXUM.BOXUM1)

(RWYS 33L/R)



3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

(RWYS 05, 06L/R)



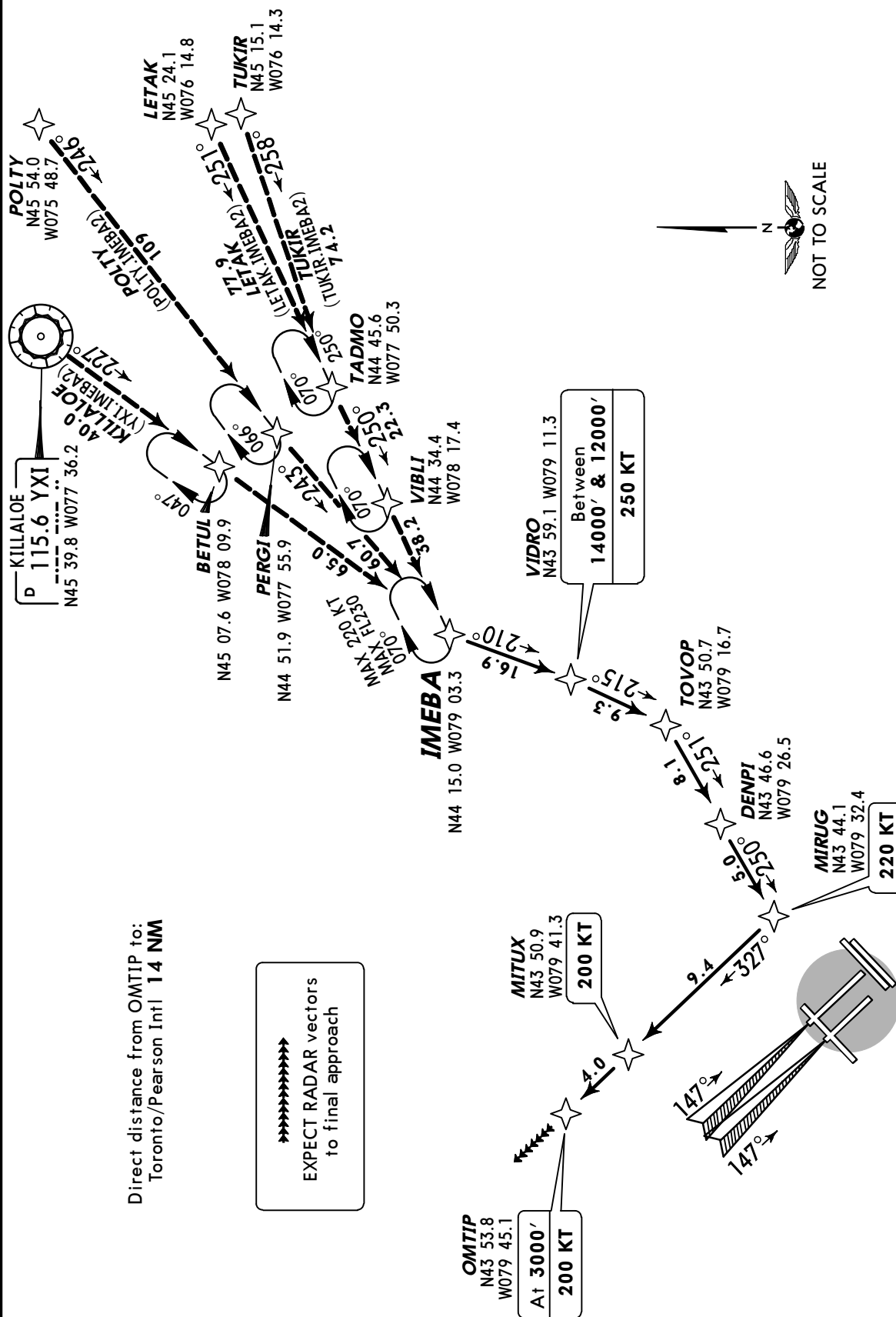
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turbojet/fan aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

IMEBA TWO ARRIVAL (IMEBA.IMEBA2) (RWYS 15L/R)



D-ATIS
120.82

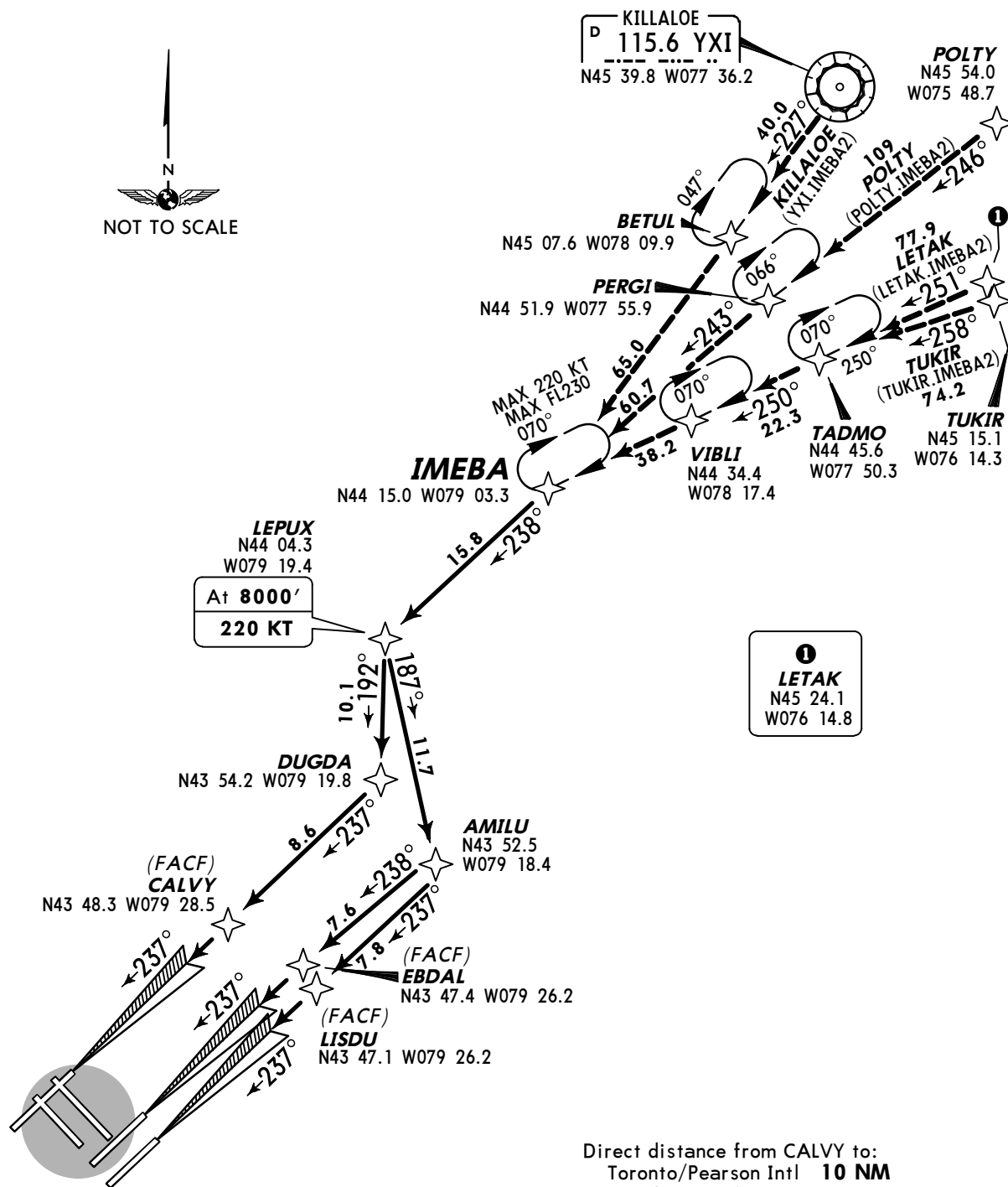
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turbojet/fan aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

IMEBA TWO ARRIVAL (IMEBA.IMEBA2)

(RWYS 23, 24L/R)



Direct distance from CALVY to:
Toronto/Pearson Intl 10 NM
Direct distance from EBDAL to:
Toronto/Pearson Intl 11 NM
Direct distance from LISDU to:
Toronto/Pearson Intl 11 NM

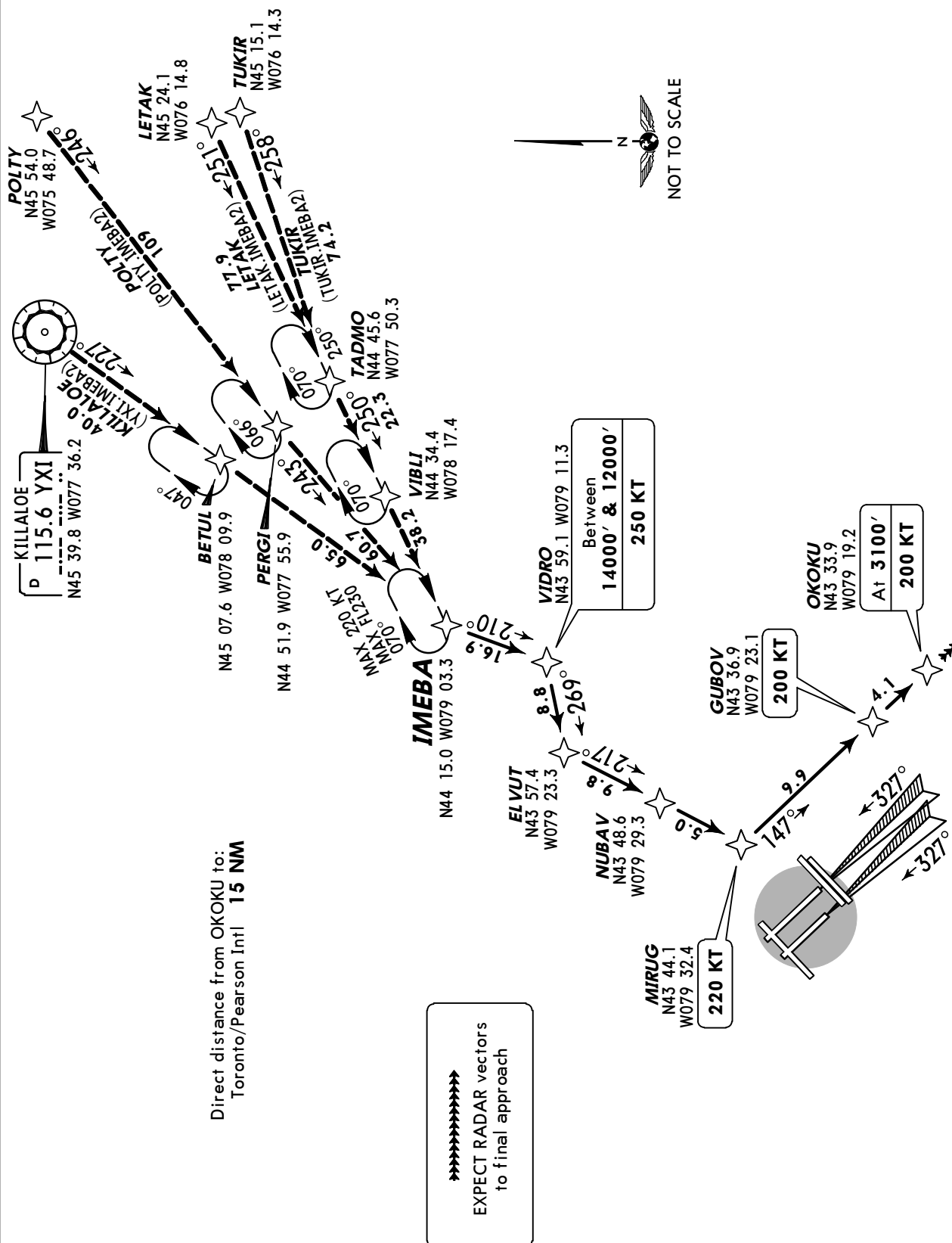
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turbojet/fan aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

IMEBA TWO ARRIVAL (IMEBA.IMEBA2) (RWYS 33L/R)



ATIS
120.82

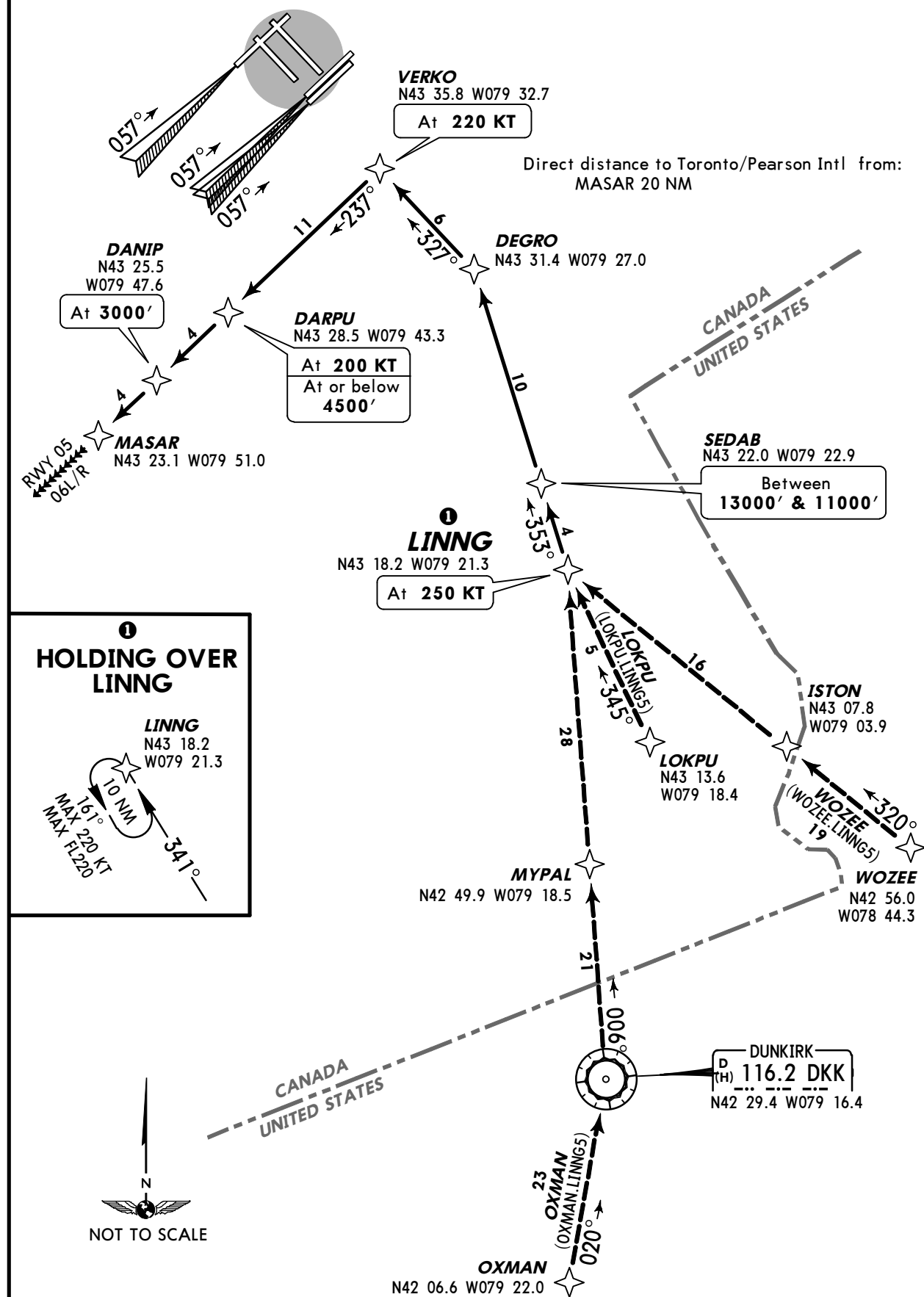
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

LINNG FIVE ARRIVAL (LINNG.LINNG5)

(RWYS 05, 06L/R)



ATIS
120.82

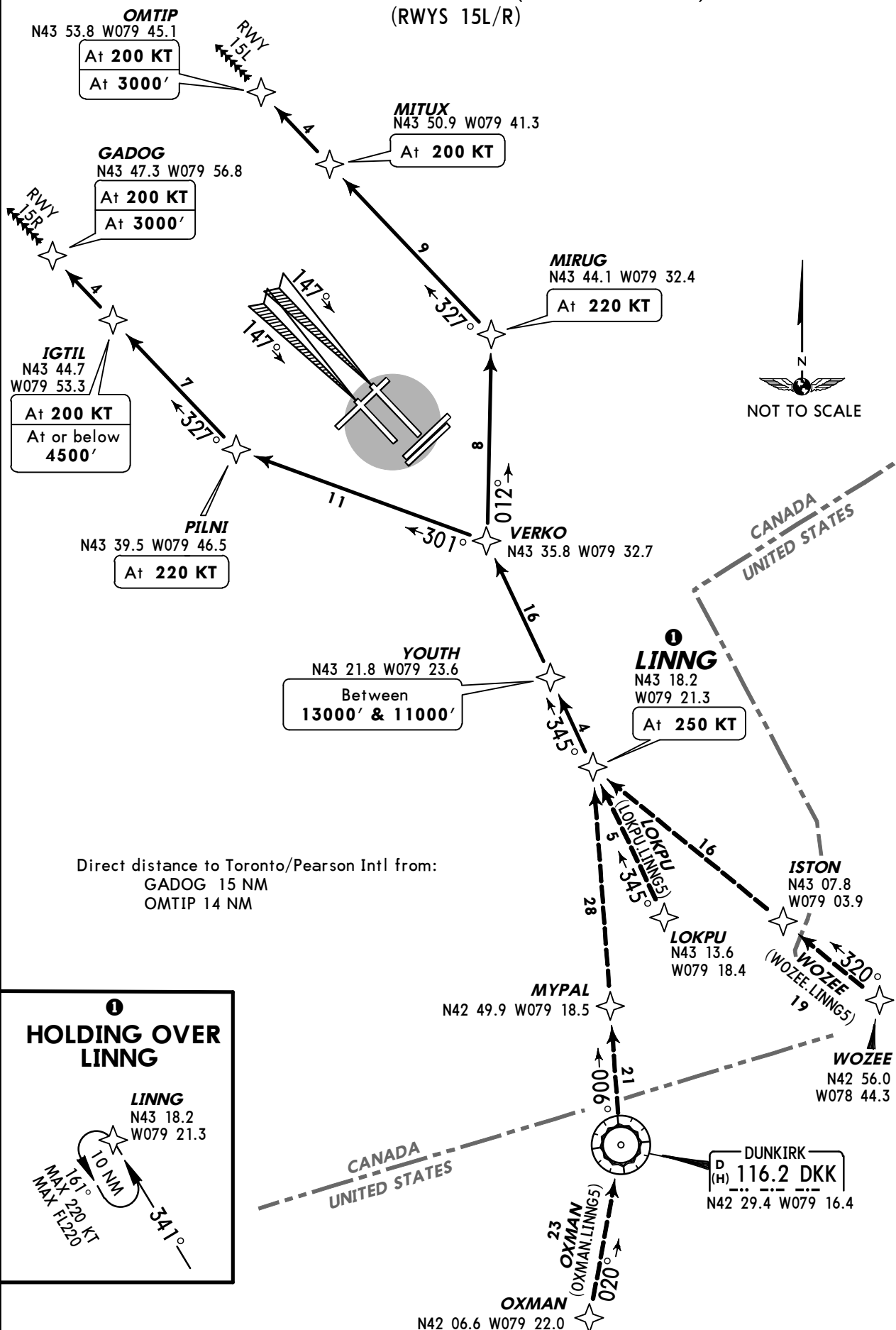
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

LINNG FIVE ARRIVAL (LINNG.LINNG5)

(RWYS 15L/R)



ATIS
120.82

Apt Elev
569'

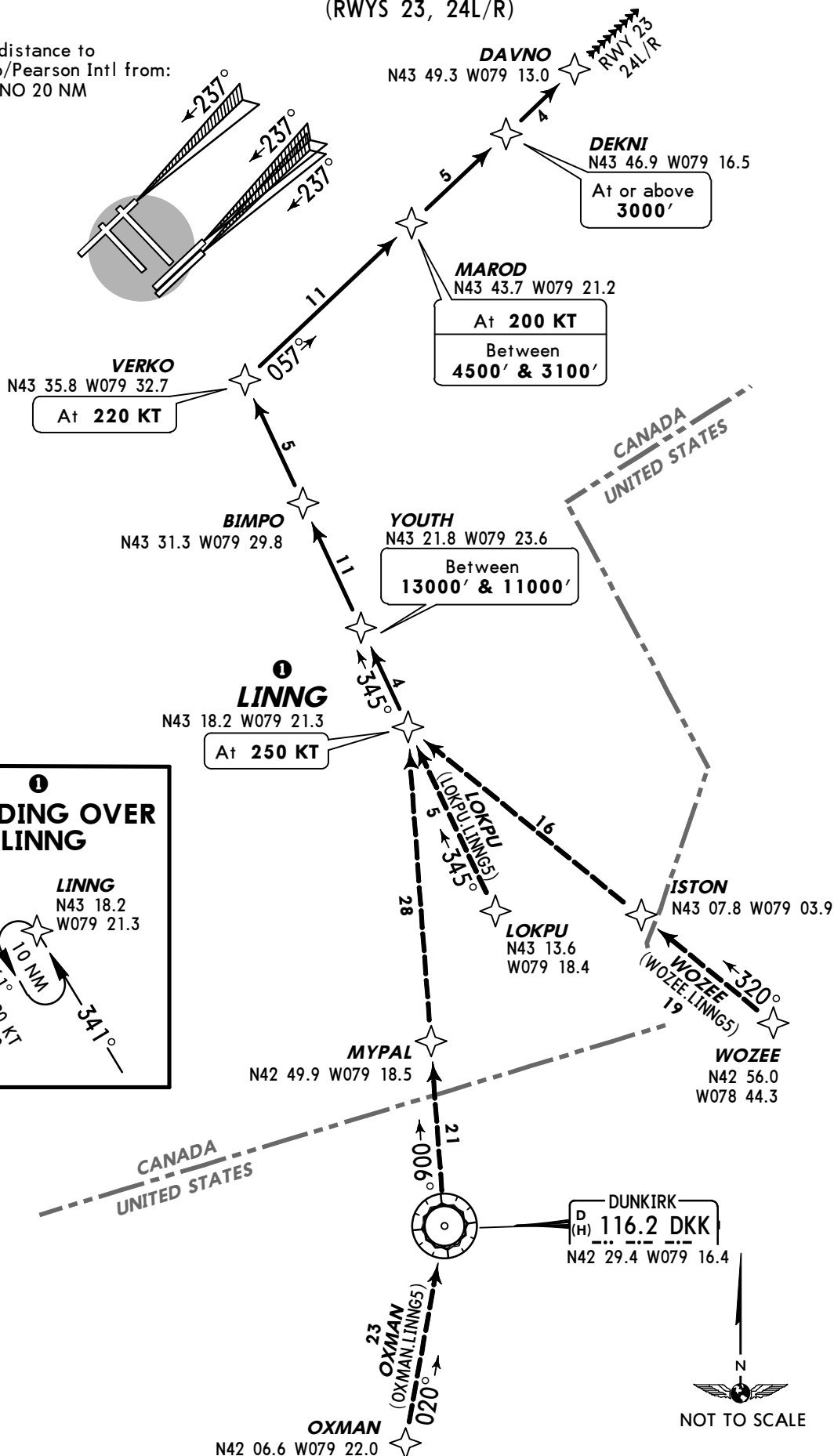
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

LINNG FIVE ARRIVAL (LINNG.LINNG5)

(RWYS 23, 24L/R)

Direct distance to
Toronto/Pearson Intl from:
DAVNO 20 NM



ATIS
120.82

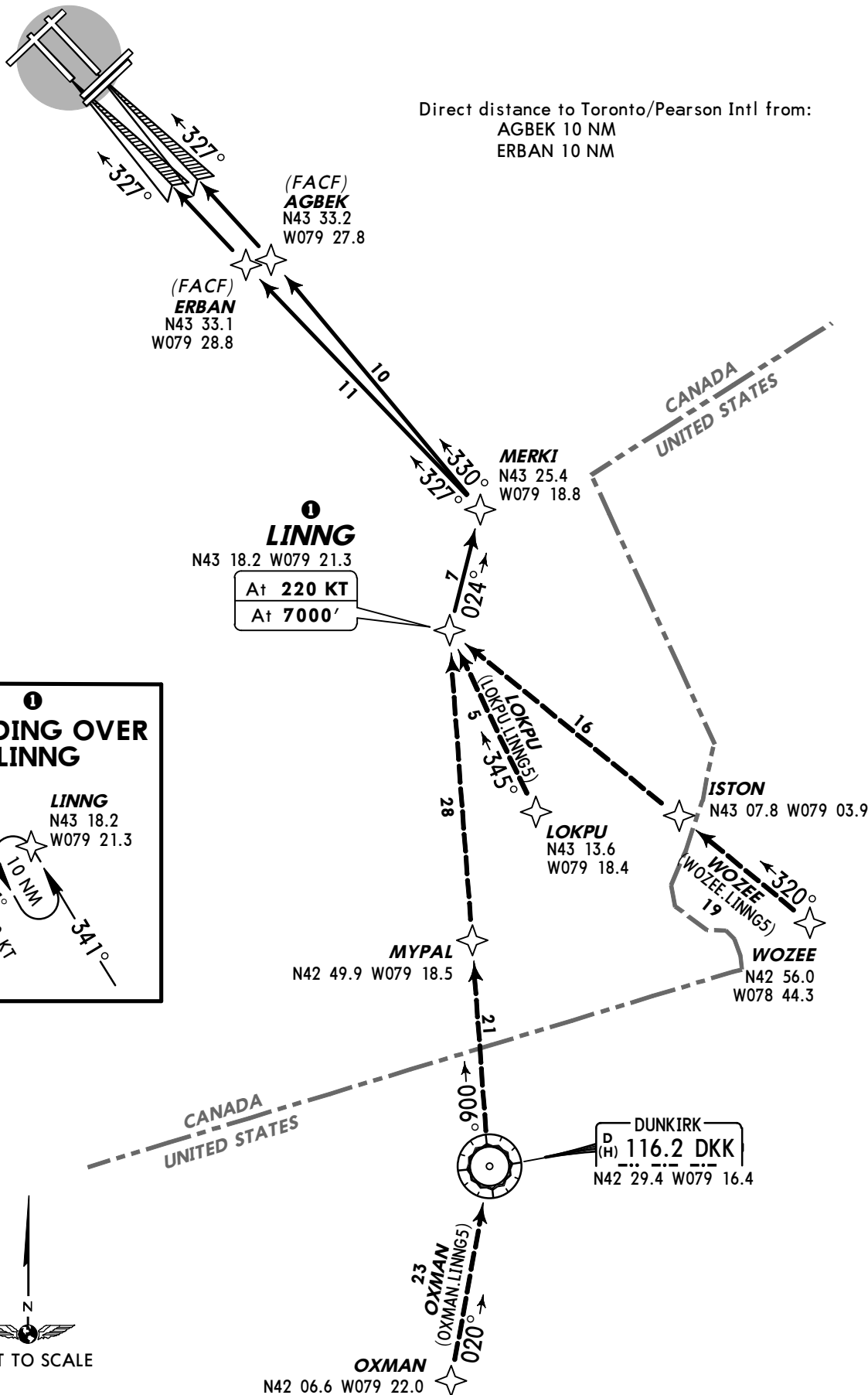
Apt Elev
569'

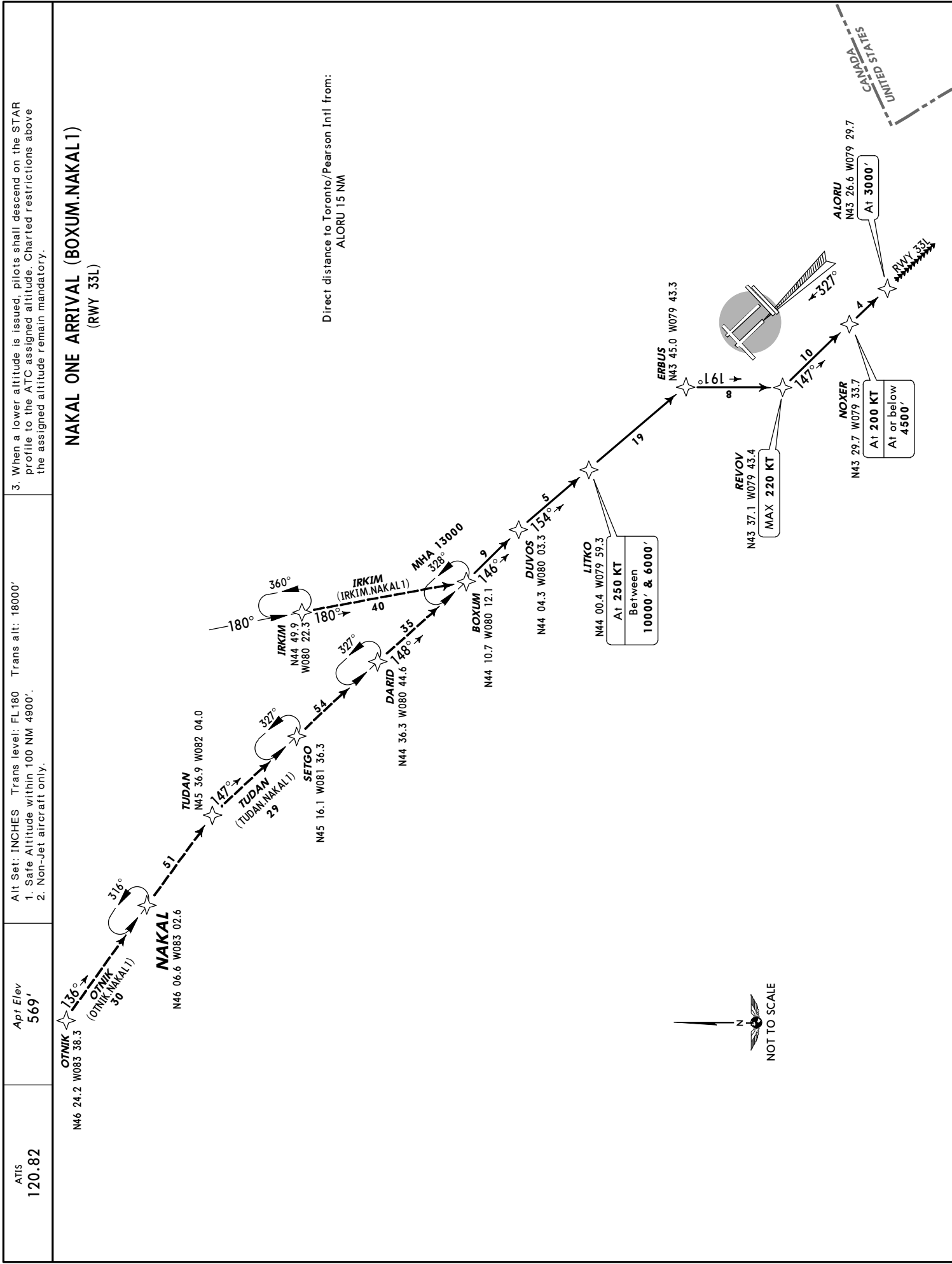
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

LINNG FIVE ARRIVAL (LINNG.LINNG5) (RWYS 33L/R)

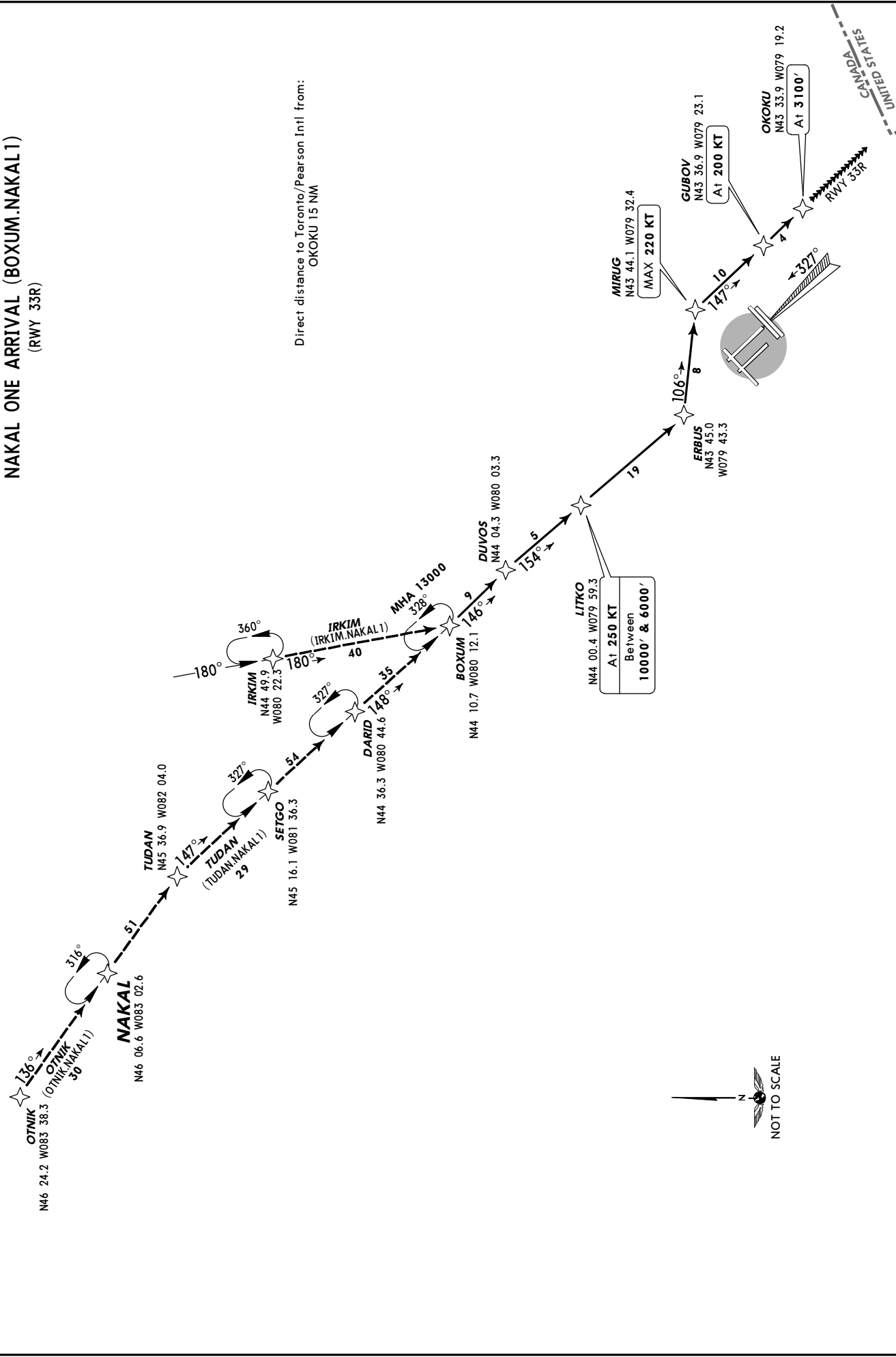
Direct distance to Toronto/Pearson Intl from:
AGBEK 10 NM
ERBAN 10 NM





ATIS 120.82	Apt Elev 569'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 4900'. 2. Non-Jet aircraft only.	3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.
----------------	------------------	--	---

NAKAL ONE ARRIVAL (BOXUM.NAKAL1)
(RWY 33R)



Direct distance to Toronto/Pearson Intl from:

- DULPA 11 NM
- FAYOL 10 NM
- LOBKO 10 NM

NOT TO SCALE

NAKBO ONE ARRIVAL (NUBER.NAKBO1)

(RWYS 05, 06L/R)

ENROUTE TRANSITIONS

NOT TO SCALE

ATIS
120.82

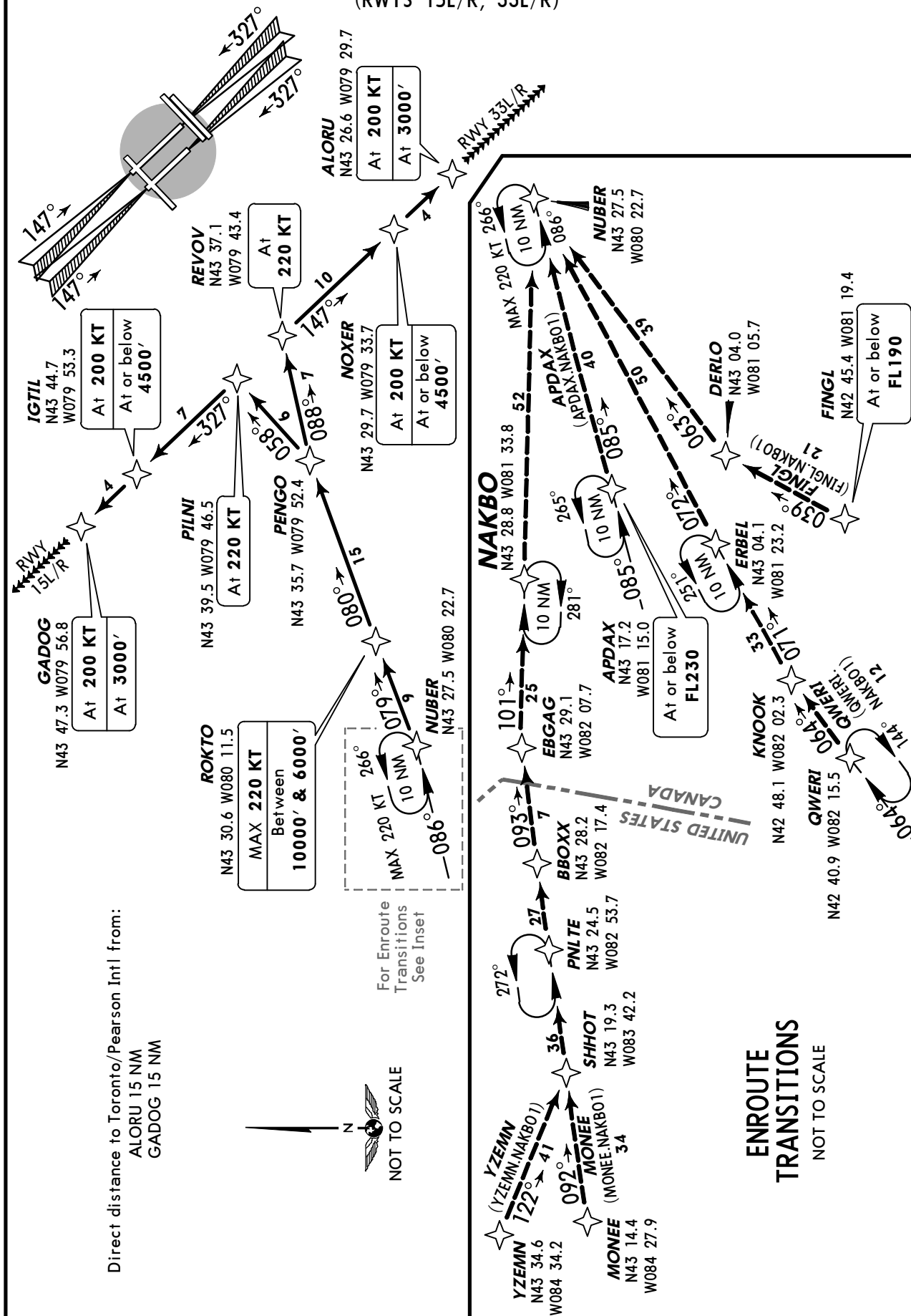
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Non-Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

NAKBO ONE ARRIVAL (NUBER.NAKBO1)

(RWYS 15L/R, 33L/R)



[illegible]

1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

(RWYS 05, 06L/R)



ATIS
120.82

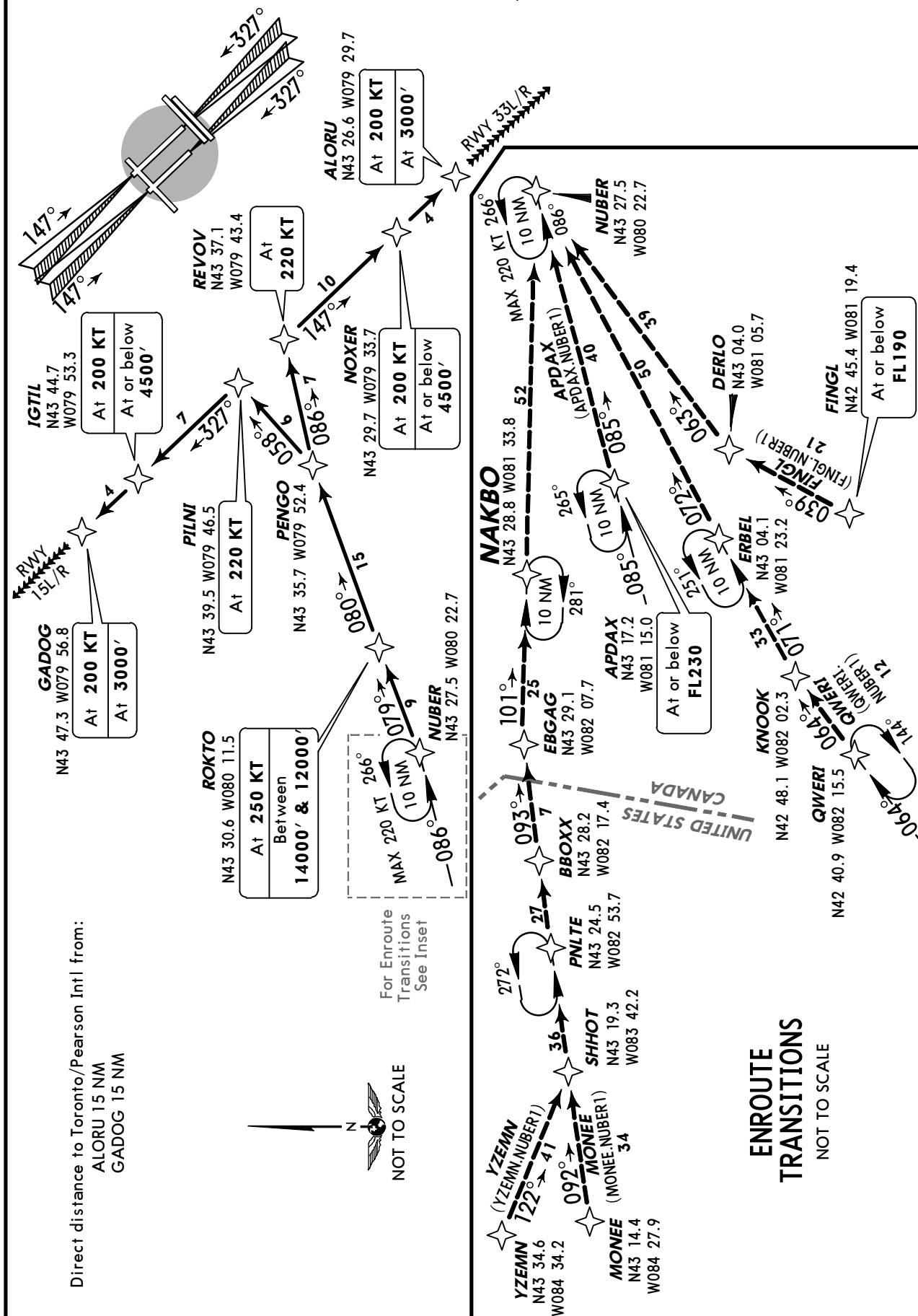
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

NUBER ONE ARRIVAL (NUBER.NUBER1)

(RWYS 15L/R, 33L/R)



NUBER ONE ARRIVAL (NUBER.NUBER1)
(RWYS 23, 24L/R)

Direct distance to Toronto/Pearson Intl from:
DAVNO 20 NM
LEVIG 18 NM

NOT TO SCALE

ENROUTE TRANSITIONS
NOT TO SCALE

Waypoints and Data:

- LEVIG**: N43 56.3 W079 26.7, At 200 KT, At 3000'
- DAVNO**: N43 49.3 W079 13.0, At 200 KT
- DEKNI**: N43 46.9 W079 16.5, At 200 KT, At 3000'
- MAROD**: N43 43.7 W079 21.2, At 200 KT, Between 4500' & 3100'
- VERKO**: N43 35.8 W079 32.7, At 220 KT
- PENGU**: N43 35.7 W079 52.4, At 250 KT
- NUBER**: N43 27.5 W080 22.7
- ROKTO**: N43 30.6 W080 11.5, At 250 KT, Between 15000' & 11000'
- DAVIK**: N43 51.5 W079 33.8, At 200 KT
- ERBUS**: N43 45.0 W079 43.3, At 220 KT
- NAKBO**: N43 28.8 W081 33.8, MAX 220 KT, 10 NM
- EBGAG**: N43 29.1 W082 07.7, 101°
- BBOXX**: N43 28.2 W082 17.4, 093°
- PNLTE**: N43 24.5 W082 53.7, 272°
- SHHOT**: N43 19.3 W083 42.2, 36°
- MONEE**: N43 14.4 W084 27.9, 092°
- YZEMN**: N43 34.6 W084 34.2, 122°
- KNOOK**: N42 48.1 W082 02.3, 064°
- QWERI**: N42 40.9 W082 15.5, 064°
- DERLO**: N43 04.0 W081 05.7, 063°
- FINGL**: N42 45.4 W081 19.4, At or below FL190

For Enroute Transitions See Inset

UNITED STATES / CANADA

ATIS
120.82

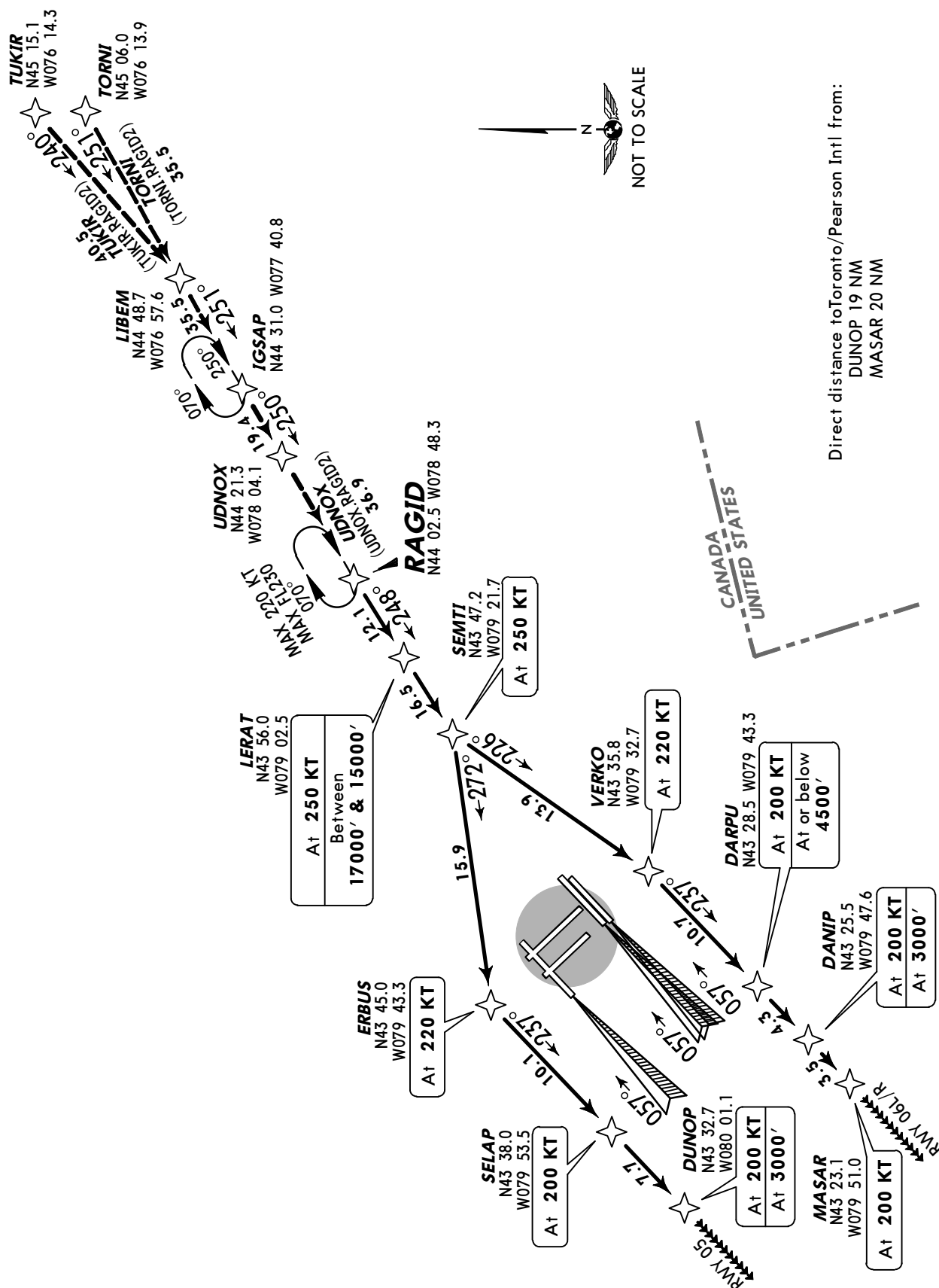
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turbojet/fan aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

RAGID TWO ARRIVAL (RAGID.RAGID2)

(RWYS 05, 06L/R)



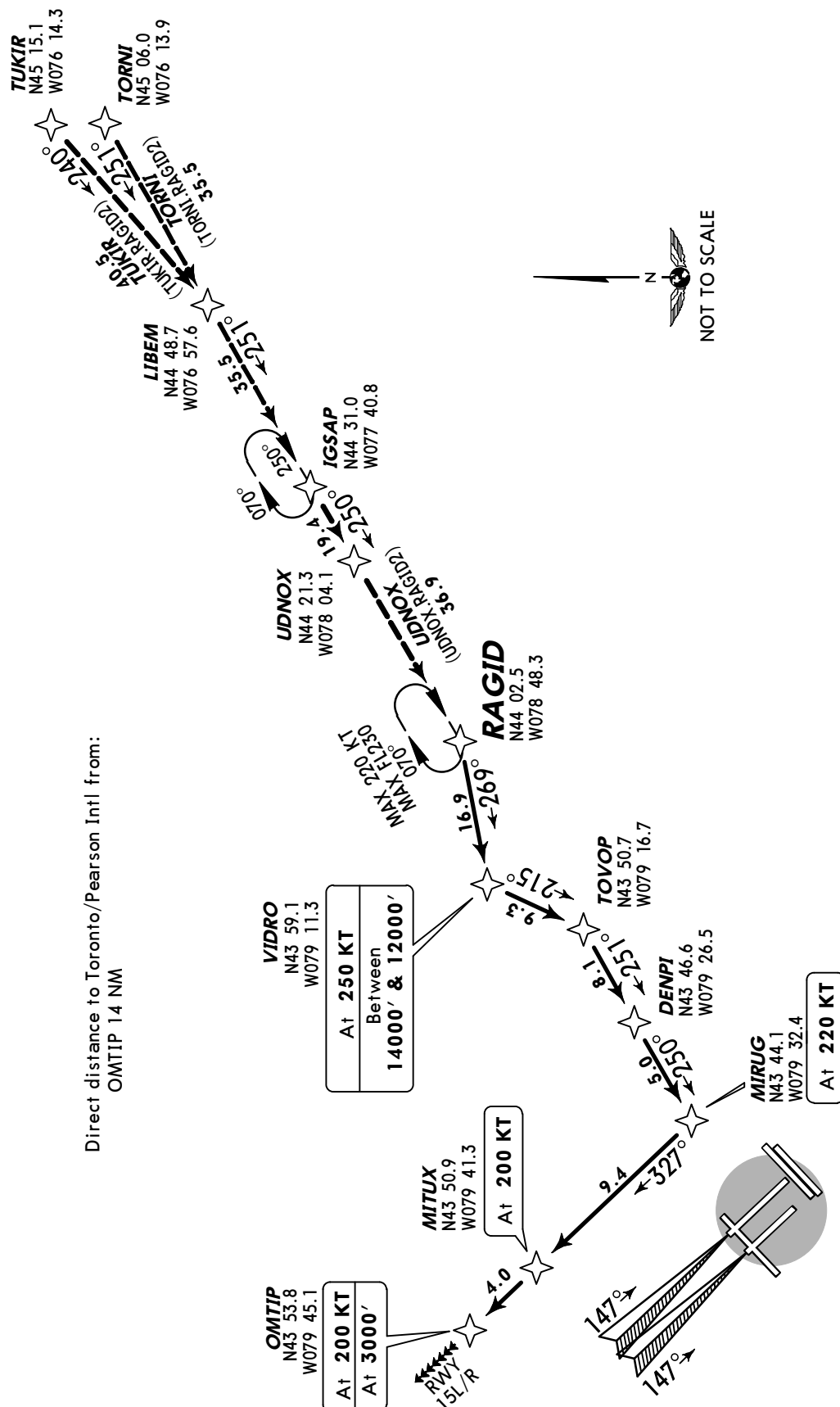
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turbojet/fan aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

RAGID TWO ARRIVAL (RAGID.RAGID2) (RWYS 15L/R)



D-ATIS
120.82

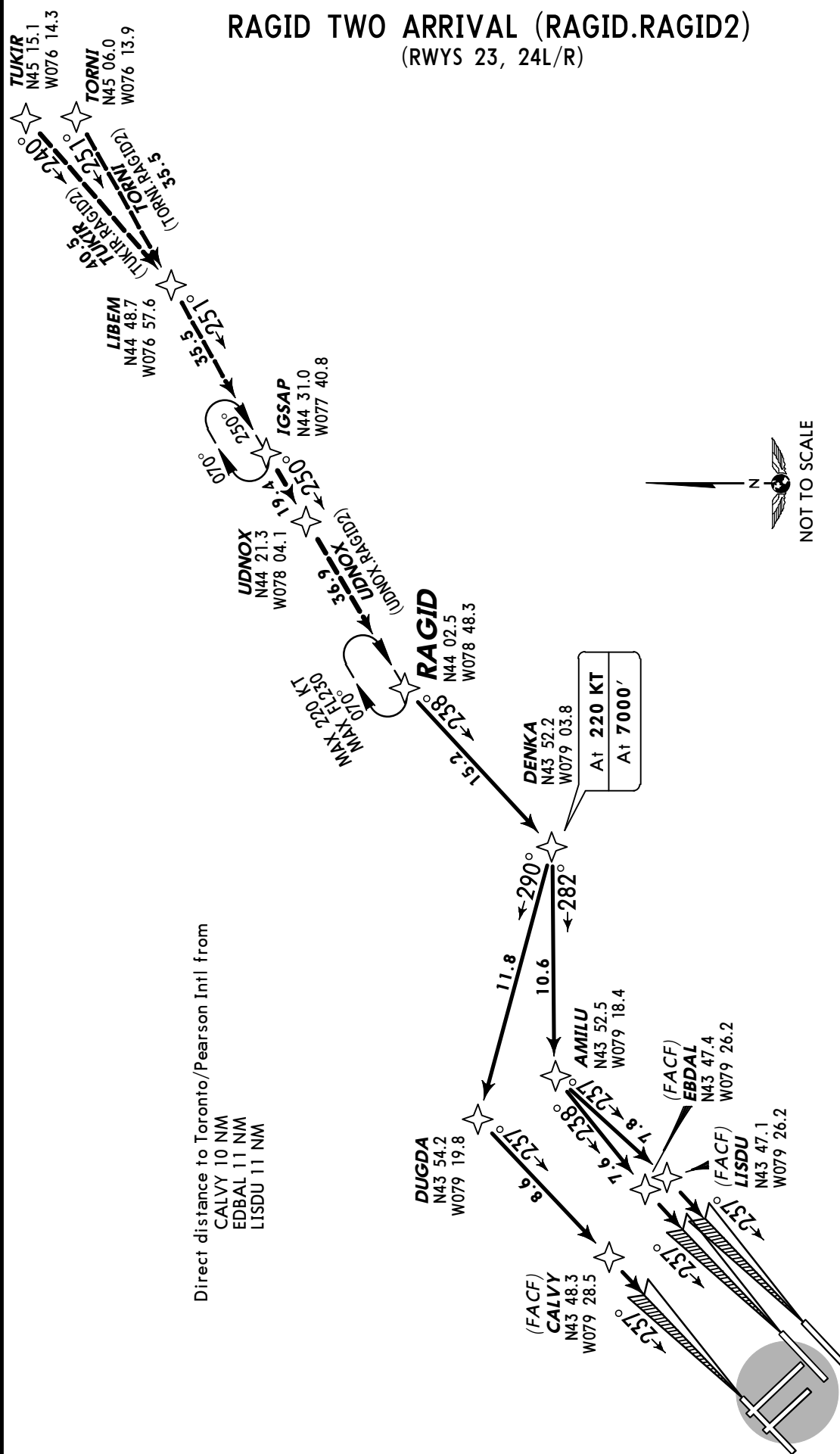
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turbojet/fan aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

RAGID TWO ARRIVAL (RAGID.RAGID2)

(RWYS 23, 24L/R)



D-ATIS
120.82Apt Elev
569'

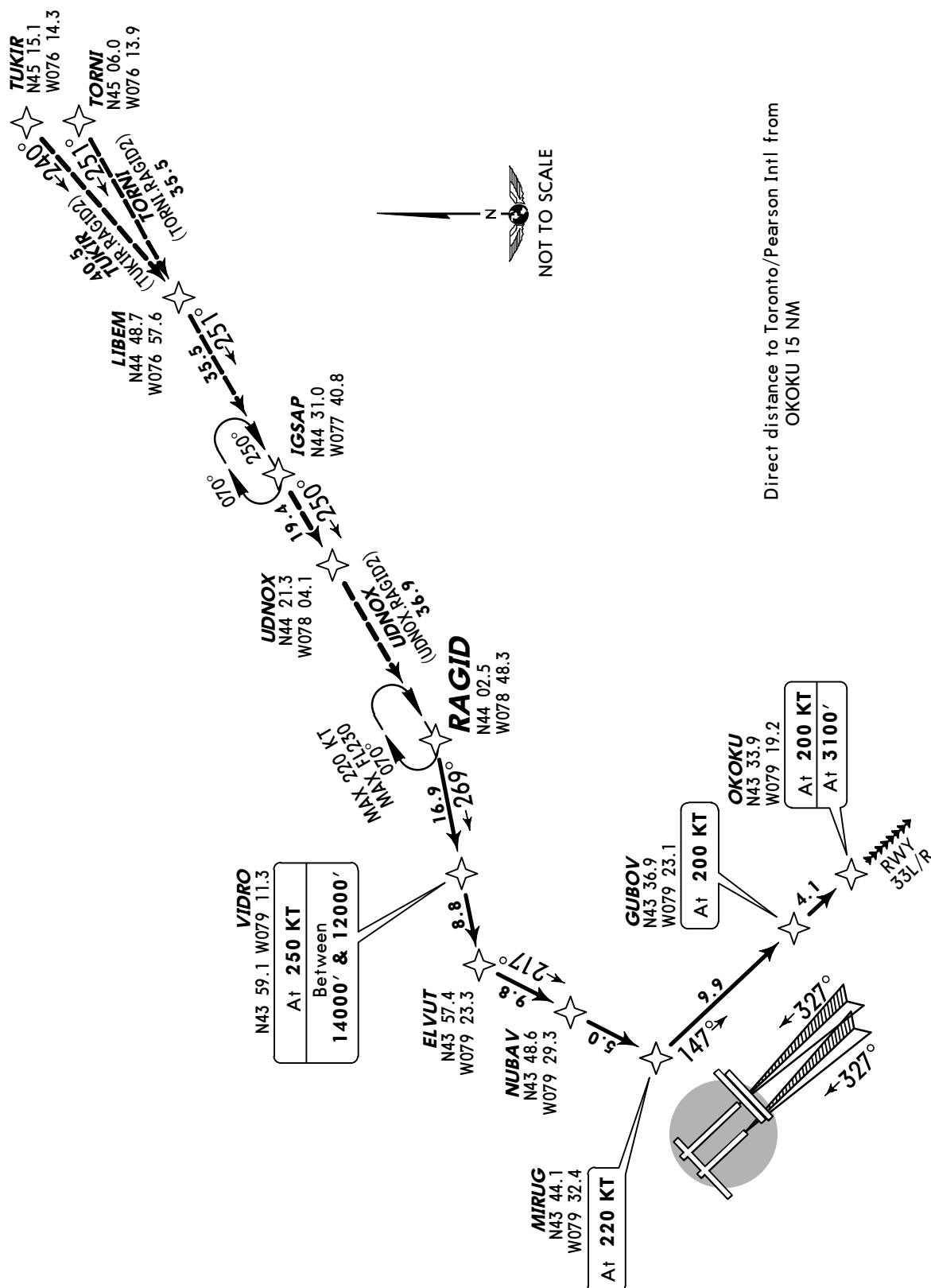
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.

2. Turbojet/fan aircraft only.

3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

RAGID TWO ARRIVAL (RAGID.RAGID2) (RWYS 33L/R)



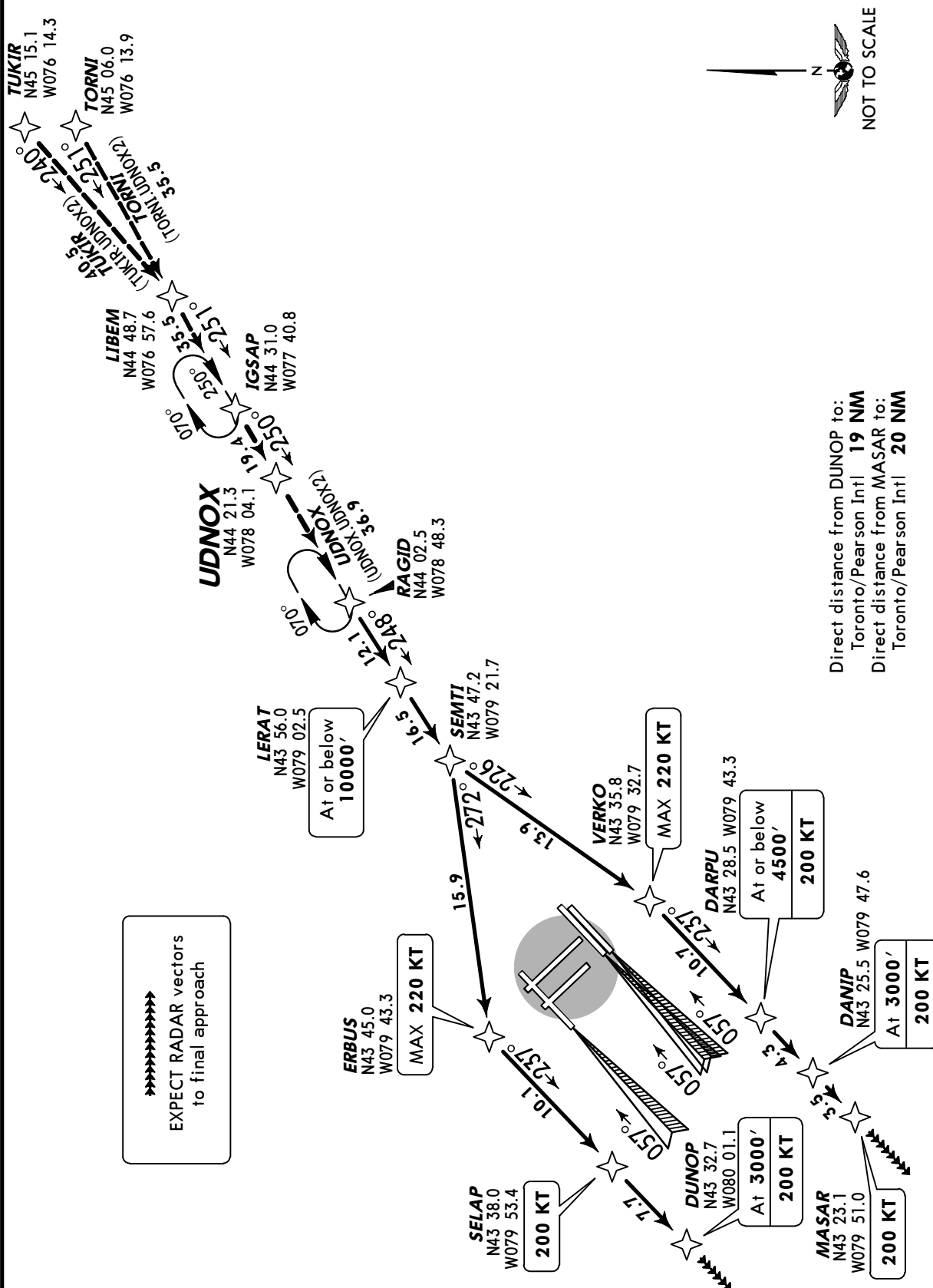
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turboprop aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

UDNOX TWO ARRIVAL (RAGID.UDNOX2) (RWYS 05, 06L/R)



UDNOX TWO ARRIVAL (RAGID.UDNOX2)
(RWYS 15L/R)

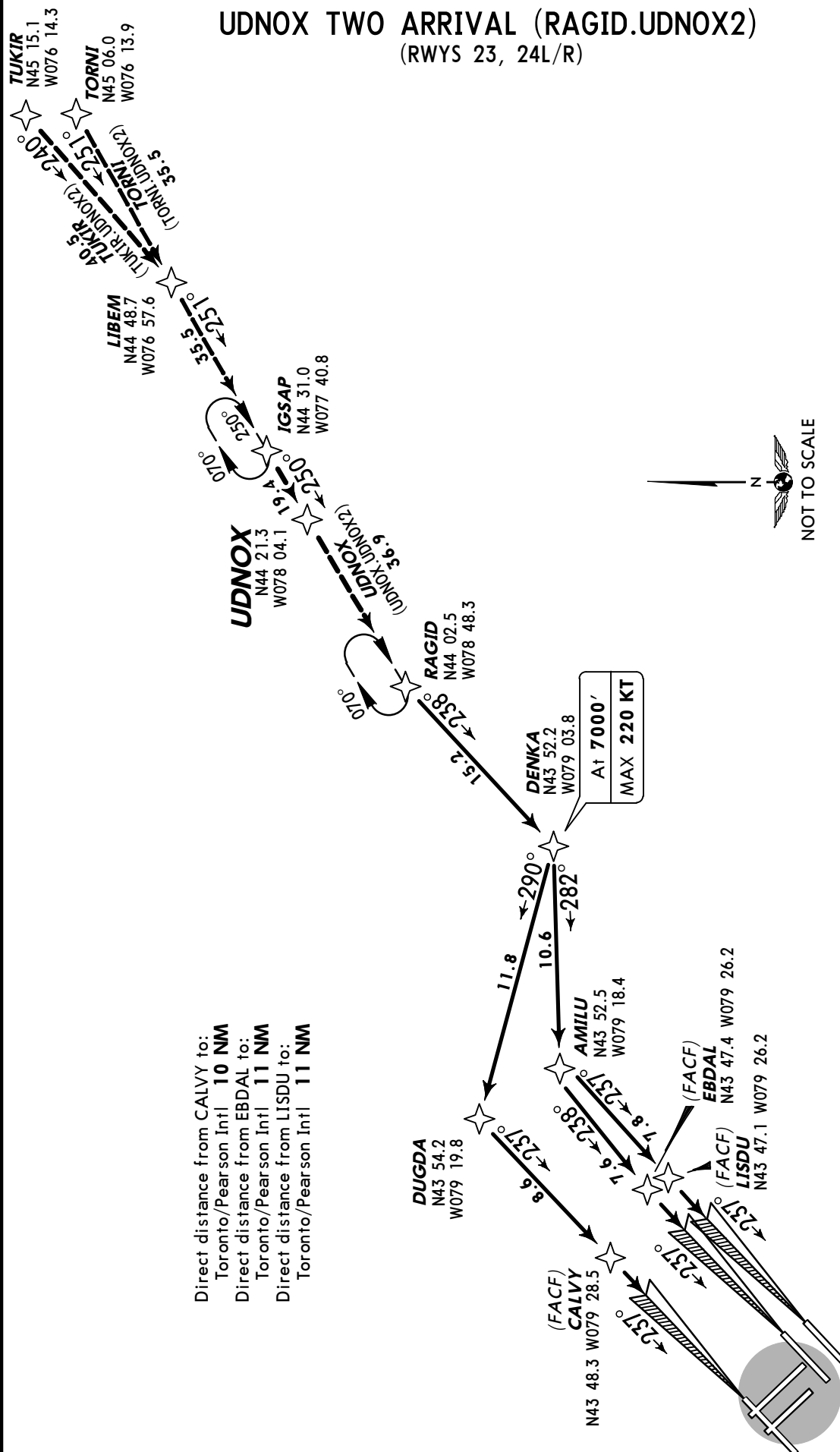
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turboprop aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

UDNOX TWO ARRIVAL (RAGID.UDNOX2) (RWYS 23, 24L/R)



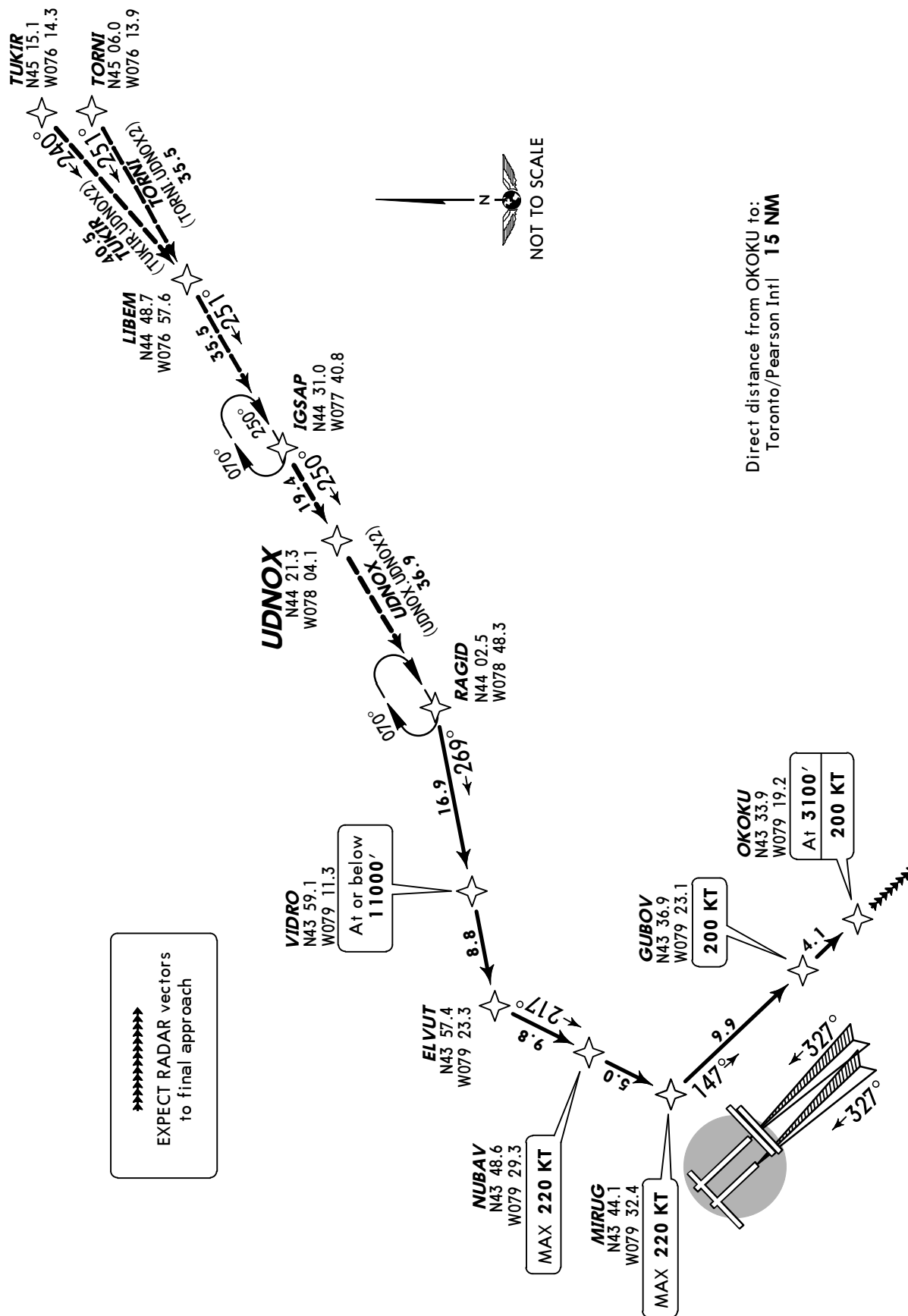
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turboprop aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

UDNOX TWO ARRIVAL (RAGID.UDNOX2) (RWYS 33L/R)



ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.

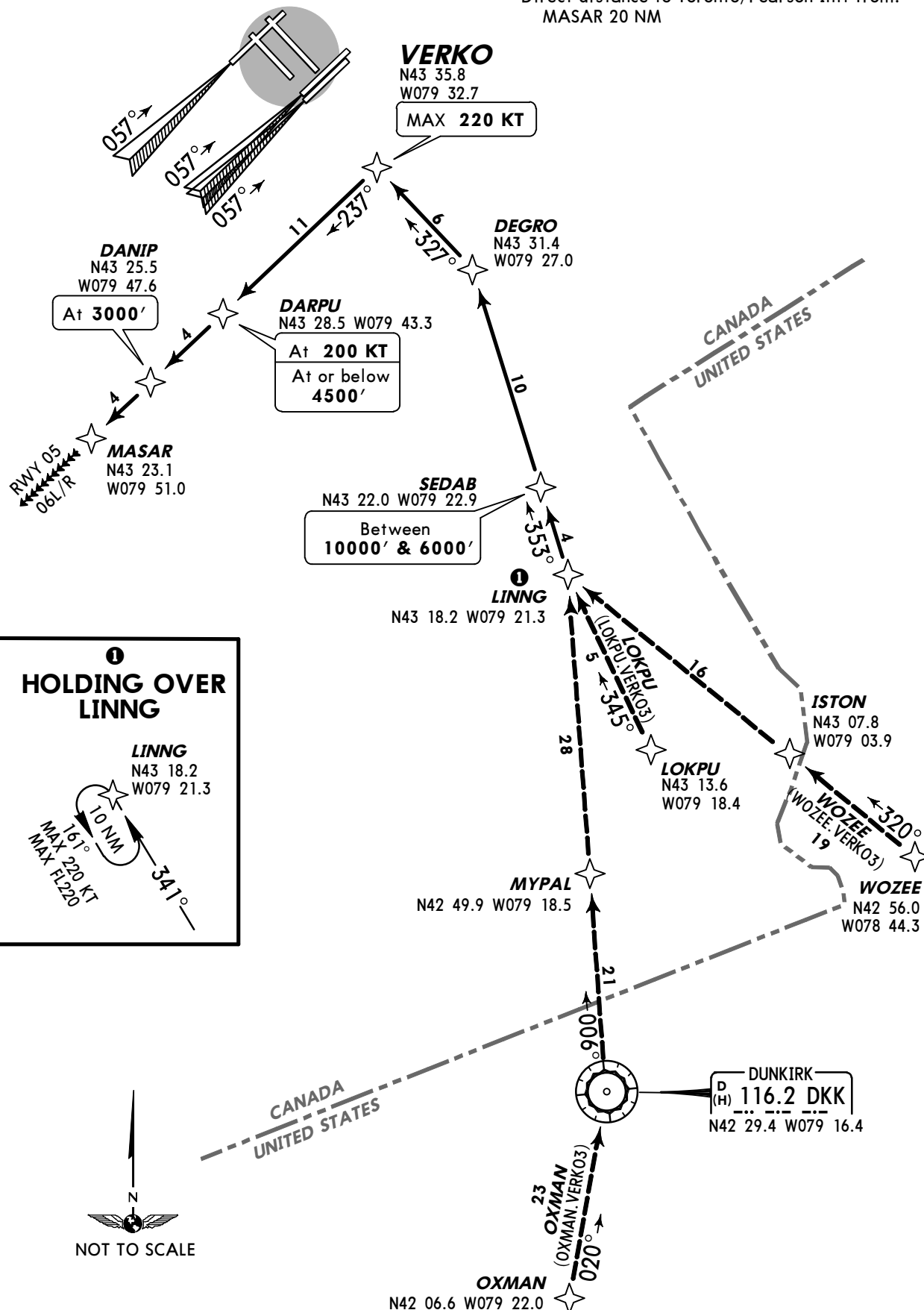
2. Non-Jet aircraft only.

3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VERKO THREE ARRIVAL (LINNG.VERK03)

(RWYS 05, 06L/R)

Direct distance to Toronto/Pearson Intl from:
MASAR 20 NM



ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

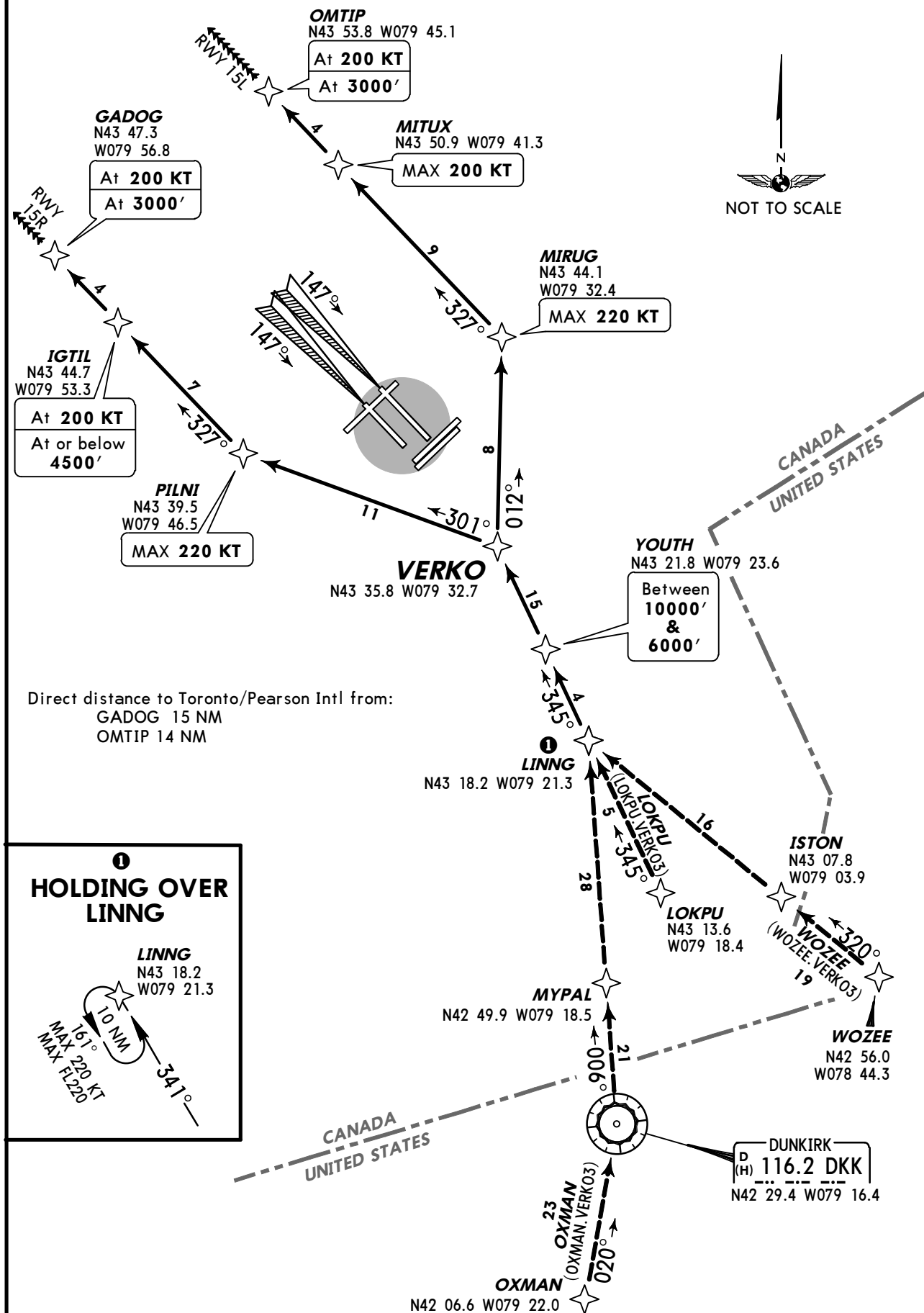
1. Safe Altitude within 100 NM 4900'.

2. Non-Jet aircraft only.

3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VERKO THREE ARRIVAL (LINNG.VERK03)

(RWYS 15L/R)



3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

(RWYS 23, 24L/R)

OXMAN
N42 06.6 W079 22.0

ATIS
120.82

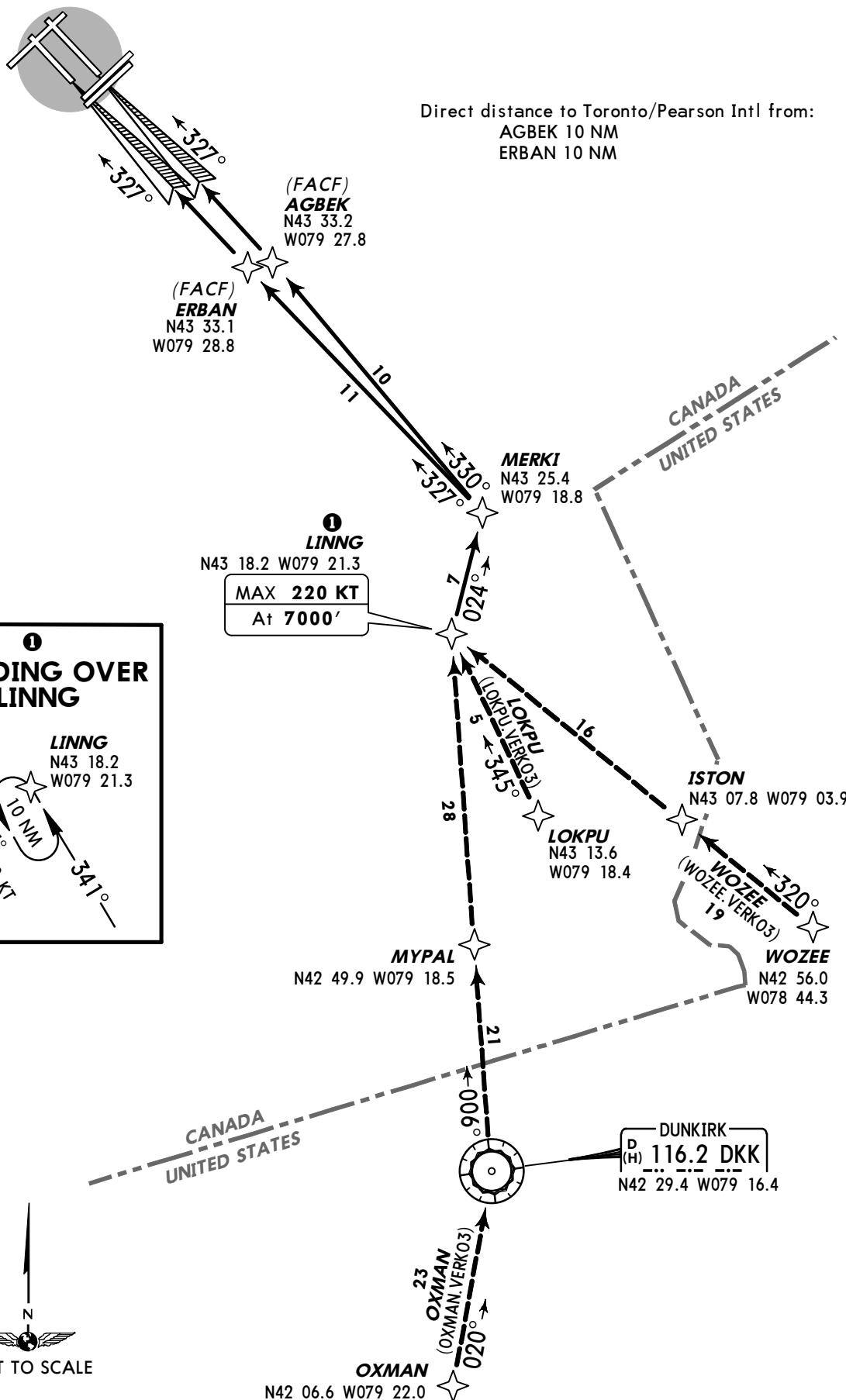
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

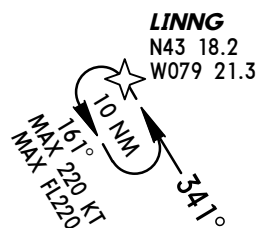
1. Safe Altitude within 100 NM 4900'.
2. Non-Jet aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VERKO THREE ARRIVAL (LINNG.VERK03) (RWYS 33L/R)

Direct distance to Toronto/Pearson Intl from:
AGBEK 10 NM
ERBAN 10 NM



HOLDING OVER LINNG



NOT TO SCALE

D-ATIS
120.82

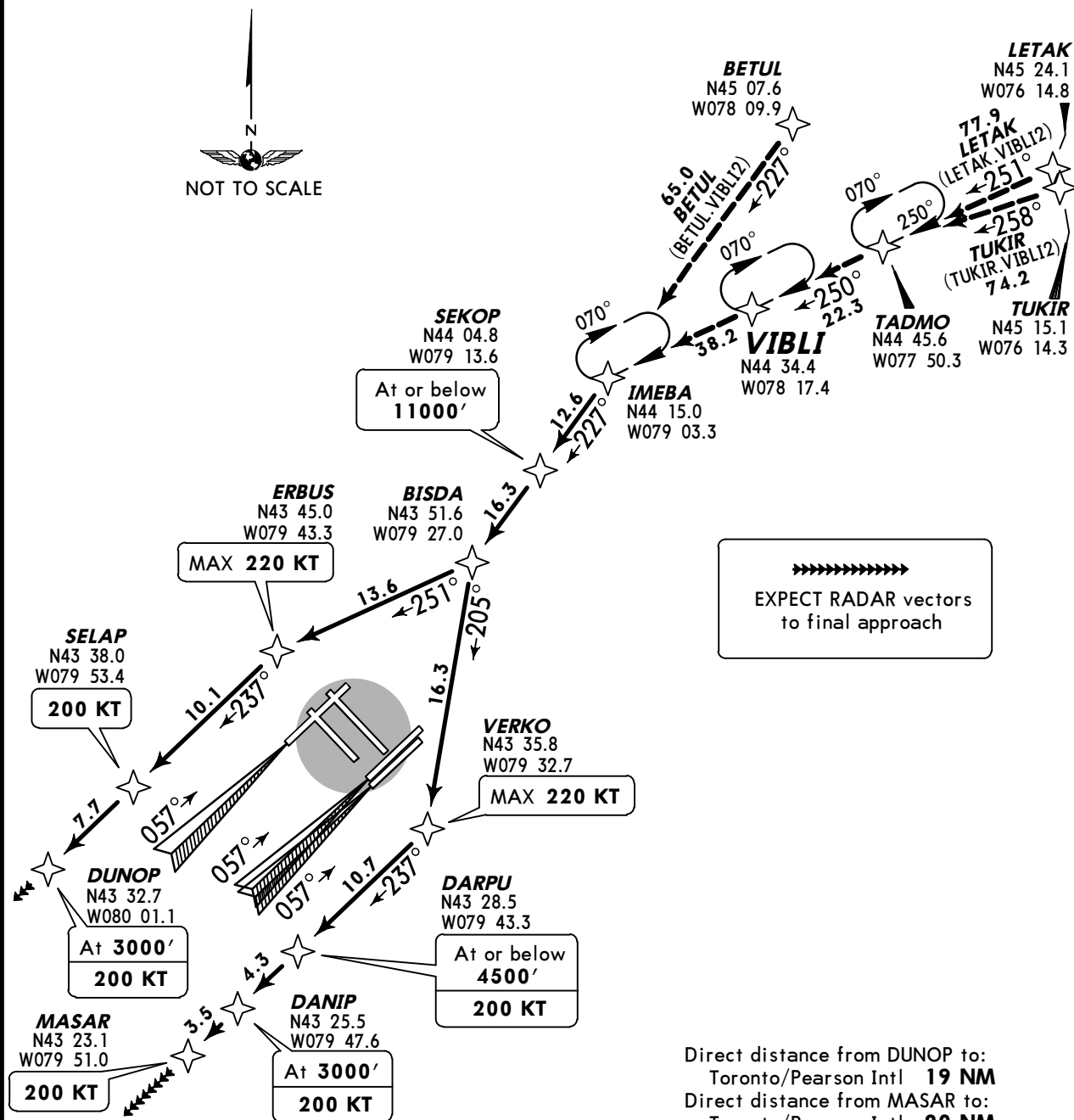
Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turboprop aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VIBLI TWO ARRIVAL (IMEBA.VIBLI2)

(RWYS 05, 06L/R)



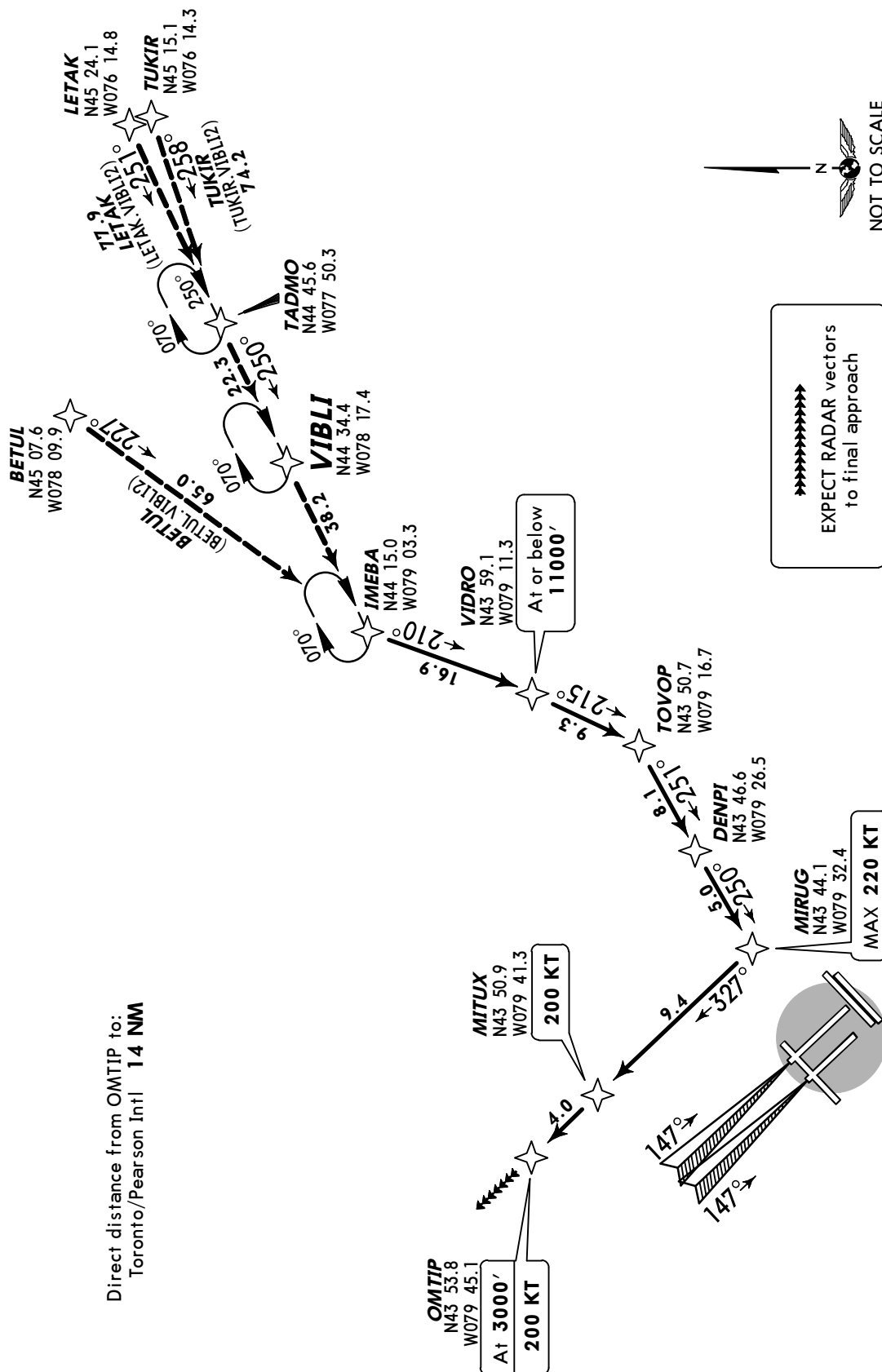
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turboprop aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VIBLI TWO ARRIVAL (IMEBA.VIBLI2) (RWYS 15L/R)

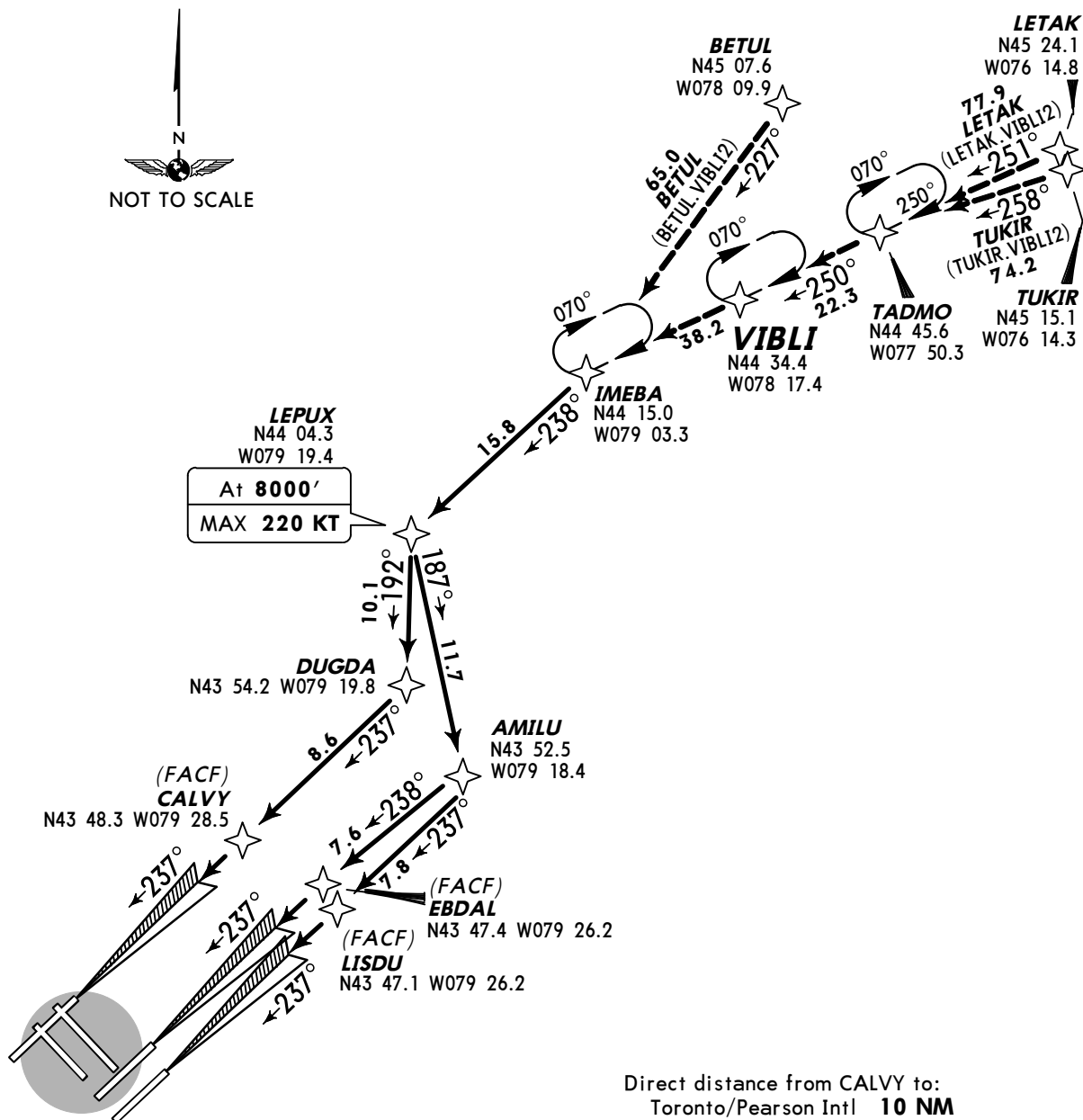


D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 4900'.
2. Turboprop aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VIBLI TWO ARRIVAL (IMEBA.VIBLI2) (RWYS 23, 24L/R)



Direct distance from CALVY to:
Toronto/Pearson Intl 10 NM
Direct distance from EBDAL to:
Toronto/Pearson Intl 11 NM
Direct distance from LISDU to:
Toronto/Pearson Intl 11 NM

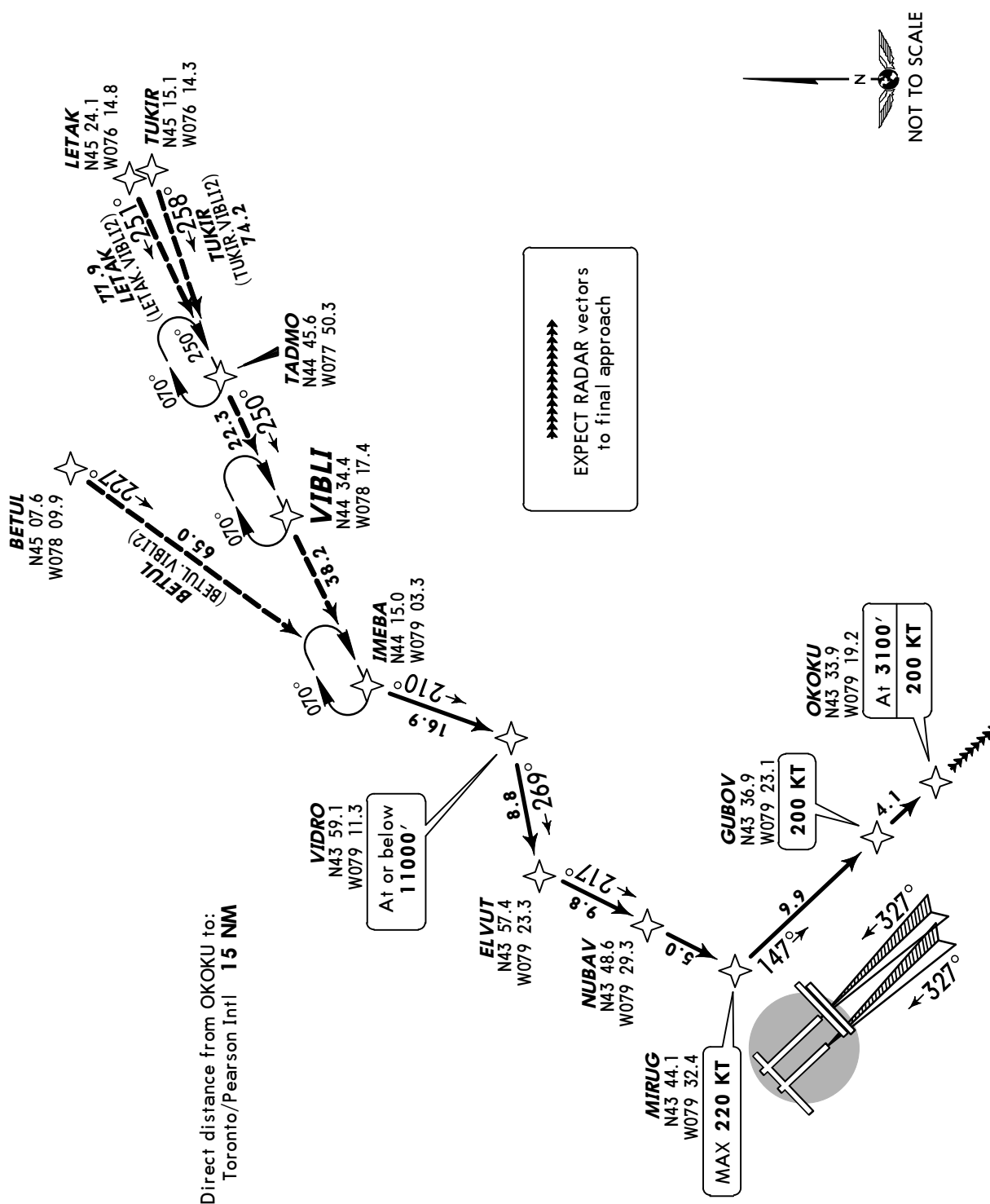
D-ATIS
120.82

Apt Elev
569'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 4900'.
2. Turboprop aircraft only.
3. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VIBLI TWO ARRIVAL (IMEBA.VIBLI2) (RWYS 33L/R)



TORONTO
Departure
128.8
127.57

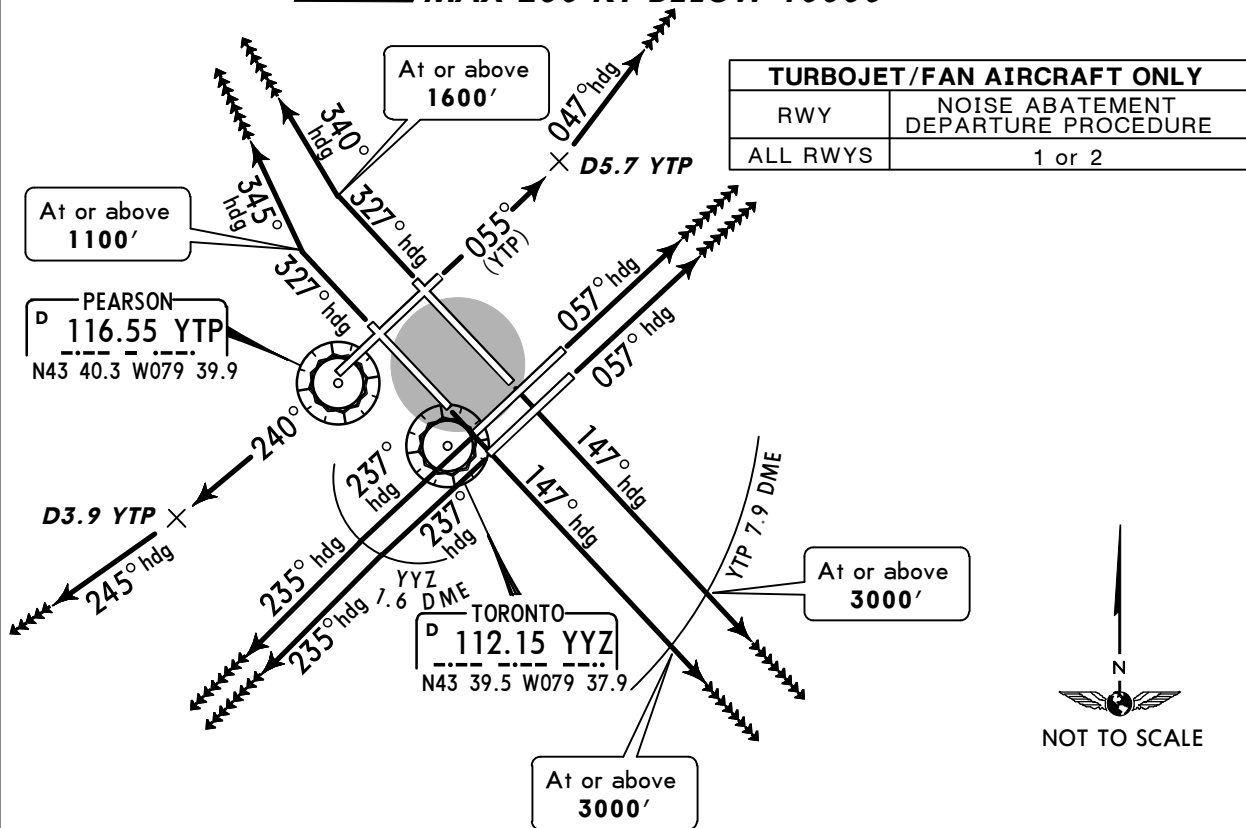
Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 4900'.
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures:
Simultaneous parallel departures in use.
 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

ARROW TWO DEPARTURE (ARROW2.) (VECTOR)

Quiet Hours Procedure. For use between 0000-0630 local.

~~SPEED~~ MAX 250 KT BELOW 10000'



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder Mode A/3 7600;
2. Beyond YYZ 10 DME proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight plan altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

① Unless otherwise assigned by ATC.

This SID requires minimum climb gradients of:

- Rwy 06L: 220' per NM to 1100'.
- Rwy 06R: 210' per NM to 1500'.
- Rwy 15L: 410' per NM to 3000'.
- Rwy 15R: 390' per NM to 3000'.
- Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

RWY	① INITIAL CLIMB	① ALTITUDE
05	Intercept and MAINTAIN YTP R-055 outbound. At D5.7 YTP fly heading 047° or assigned heading for vectors to assigned route.	Jet aircraft MAINTAIN 5000'. Non-jet aircraft MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'.
06L/R	Climb heading 057° or assigned heading for vectors to assigned route.	
15L/R	Climb heading 147° cross YTP 7.9 DME at or above 3000'. MAINTAIN heading for vectors to assigned route.	
23	Climb straight ahead until passing YTP. Then intercept and MAINTAIN YTP R-240 outbound. At D3.9 YTP fly heading 245° or assigned heading for vectors to assigned route.	
24L/R	Climb heading 237°. At YYZ 1.6 DME, turn LEFT heading 235° or assigned heading for vectors to assigned route.	
33L	Climb heading 327°. At 1100', turn RIGHT to heading 345° or assigned heading for vectors to assigned route.	
33R	Climb heading 327°. At 1600', turn RIGHT to heading 340° or assigned heading for vectors to assigned route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

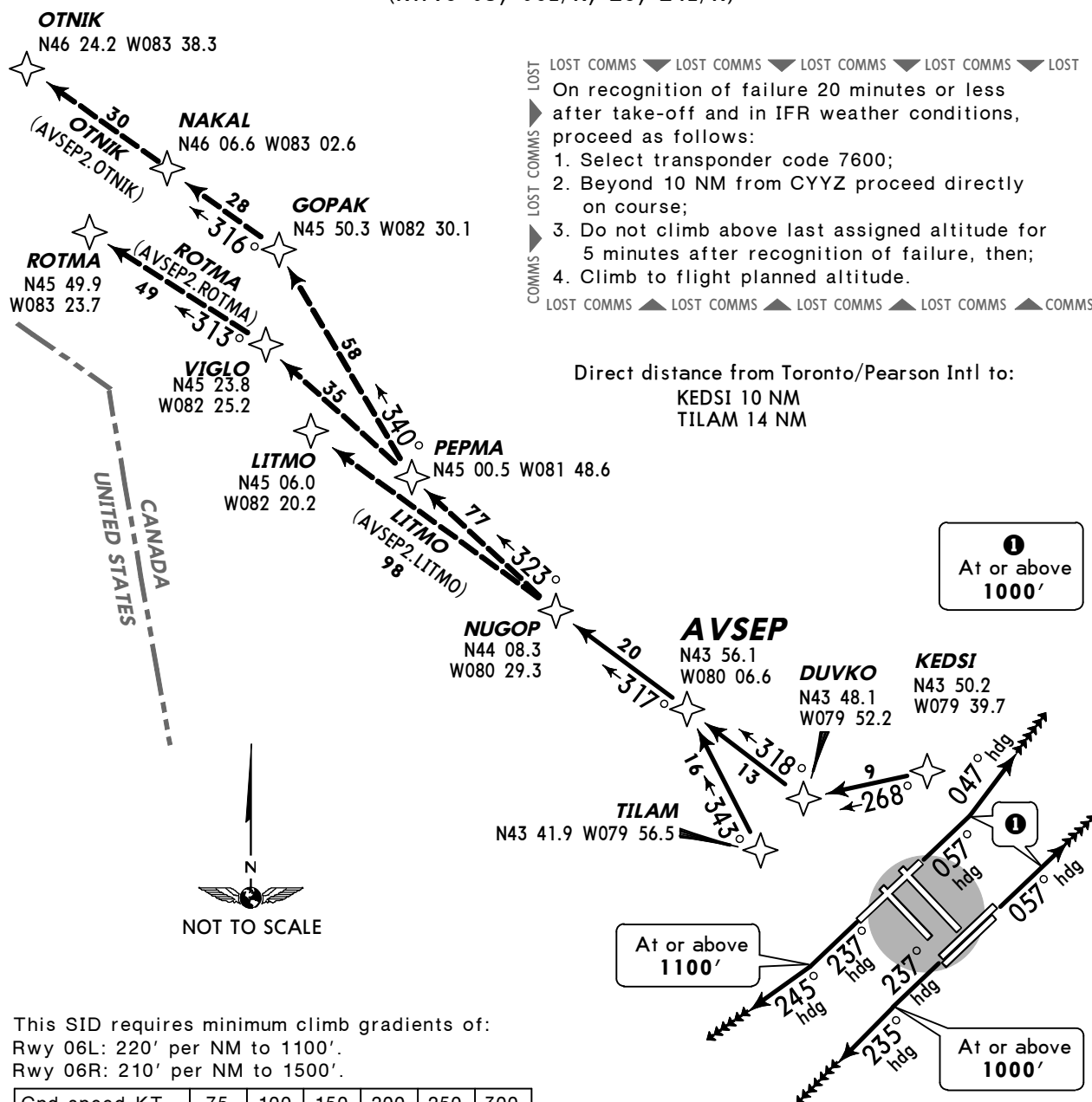
3. Safe Altitude within 100 NM 4900'.

4. Jet aircraft only.

5. For use by GNSS or D/D/I equipped aircraft. Aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

AVSEP TWO DEPARTURE (AVSEP2.)

(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:

Rwy 06L: 220' per NM to 1100'.

Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.

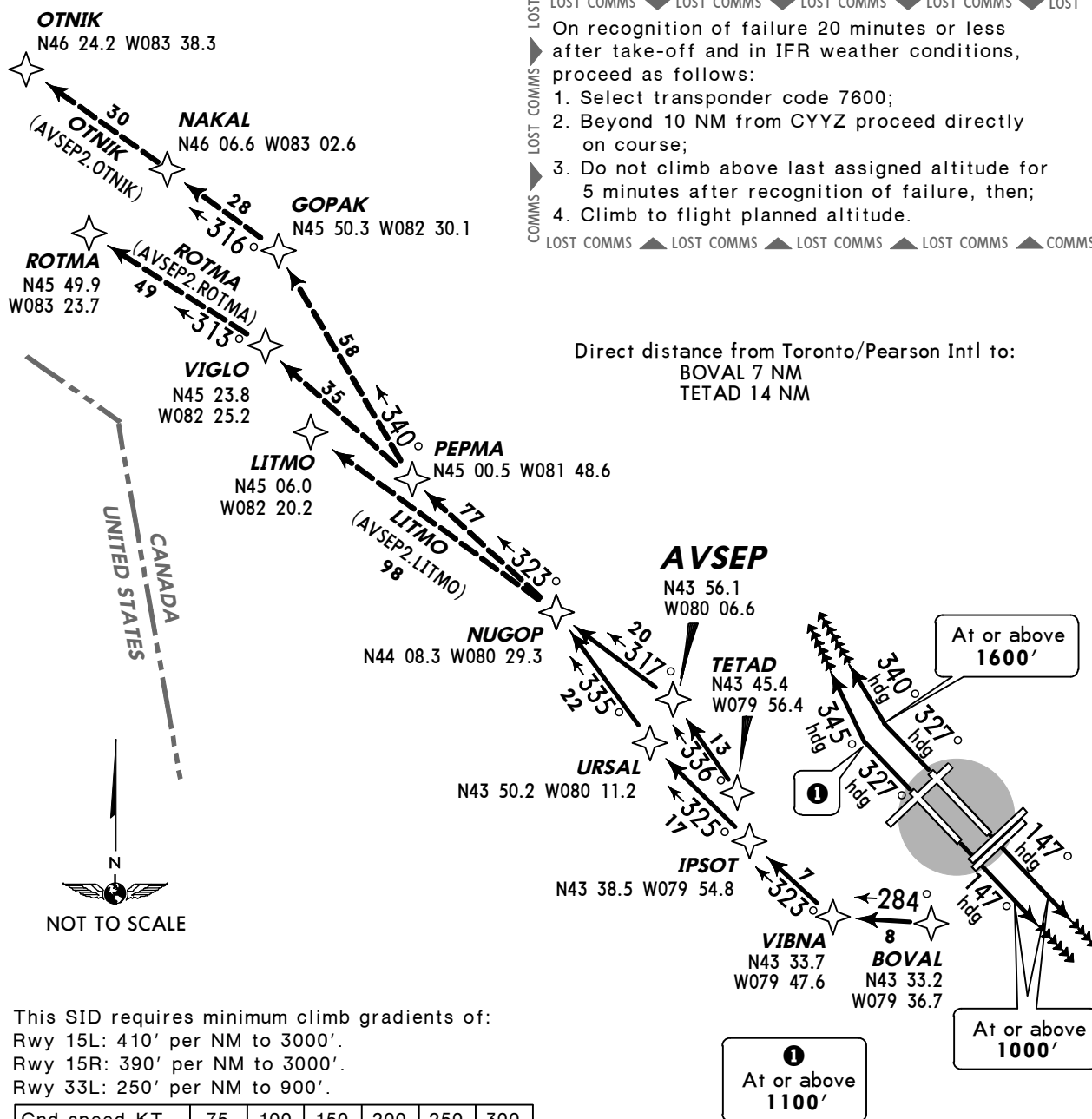
2. Safe Altitude within 100 NM 4900'.

3. Jet aircraft only.

4. For use by GNSS or D/D/I equipped aircraft. Aircraft with a selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

AVSEP TWO DEPARTURE (AVSEP2.)

(RWYS 15L/R, 33L/R)



This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to BOVAL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	

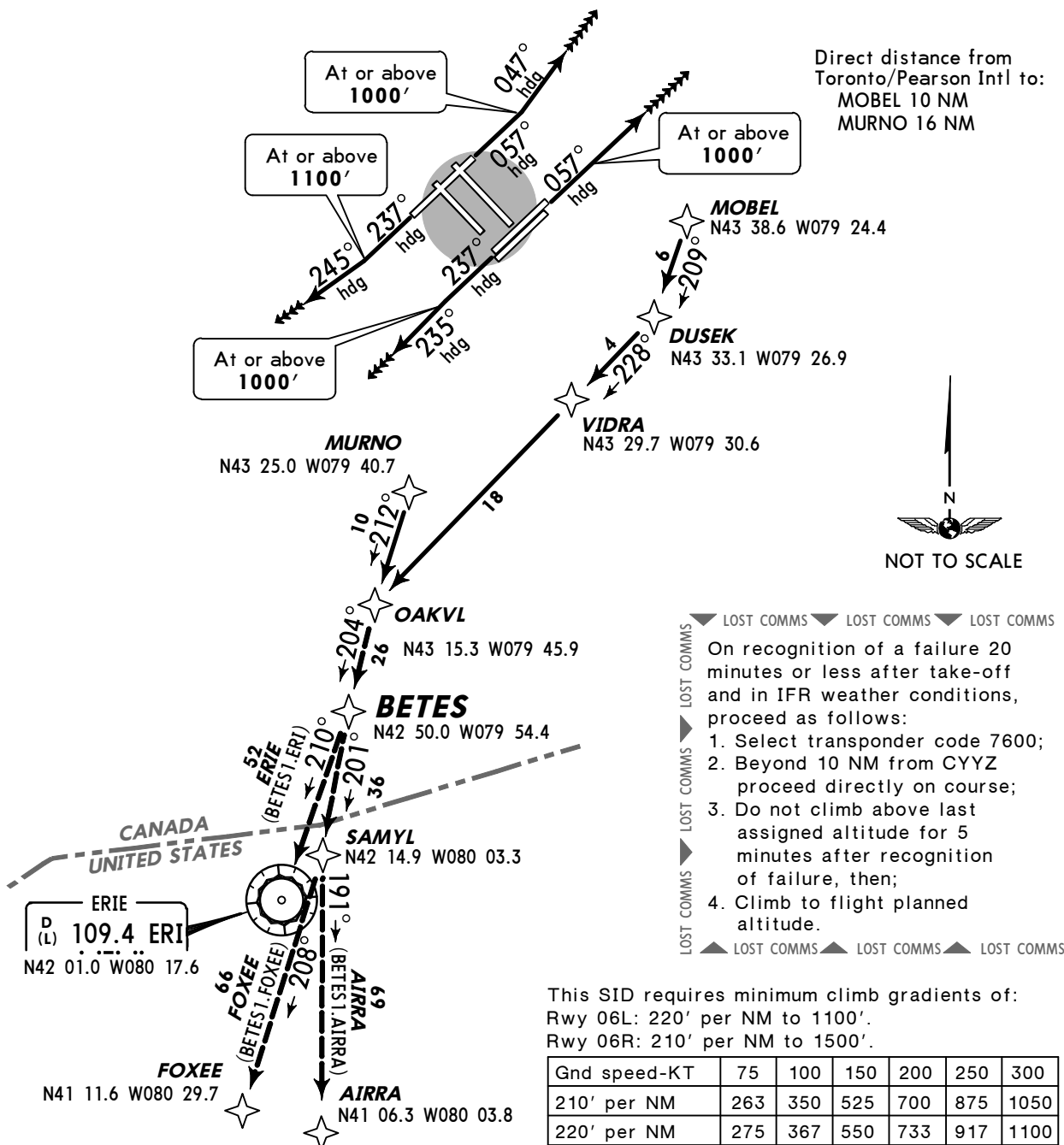
TORONTO
Departure
128.8
127.57

Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'.
 4. Jet aircraft only.
 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

BETES ONE DEPARTURE (BETES1.)

(RWYS 05, 06L/R, 23, 24L/R)



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

2. Safe Altitude within 100 NM 4900'.

3. Jet aircraft only.

4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

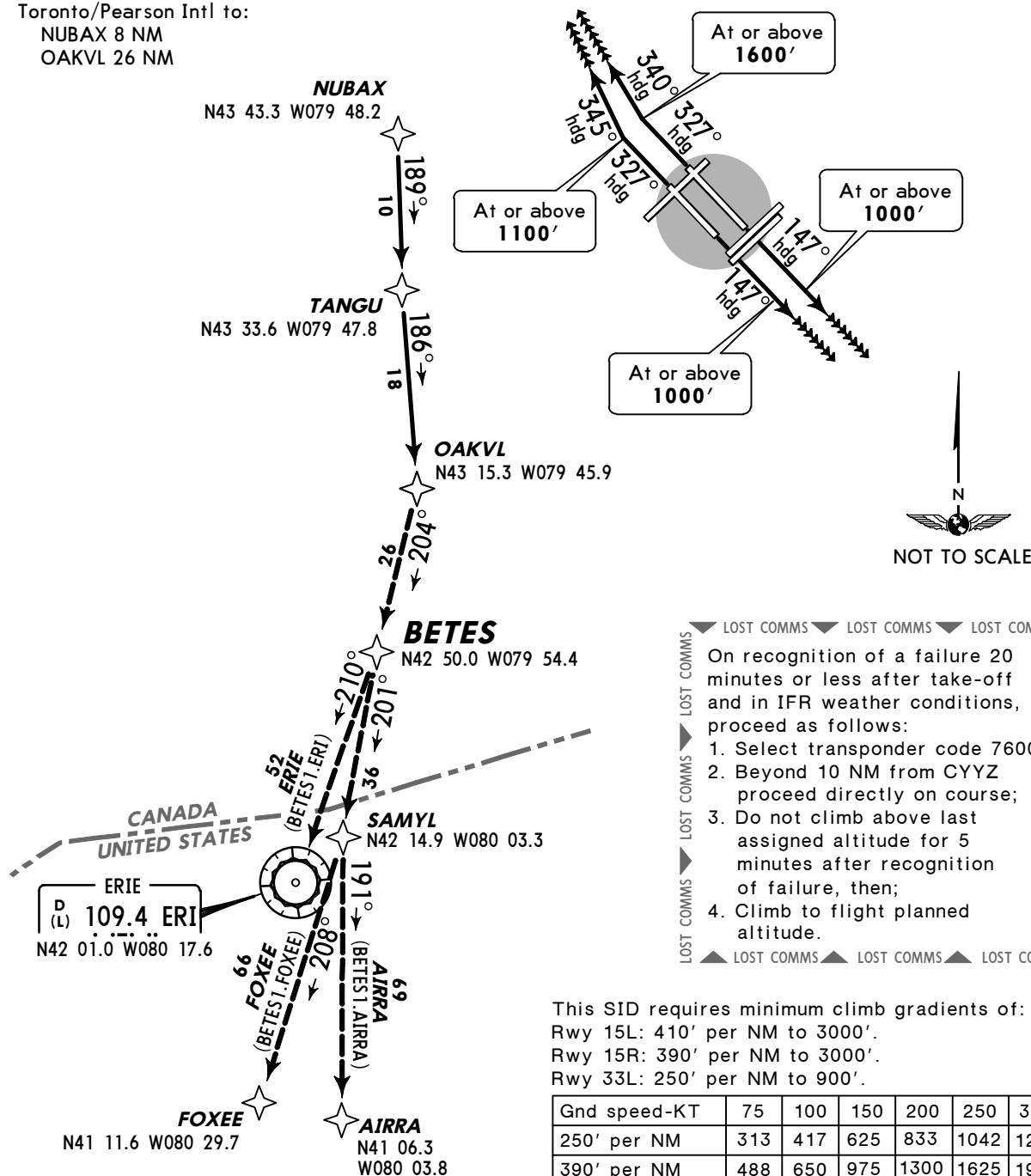
BETES ONE DEPARTURE (BETES1.)

(RWYS 15L/R, 33L/R)

Direct distance from
Toronto/Pearson Intl to:

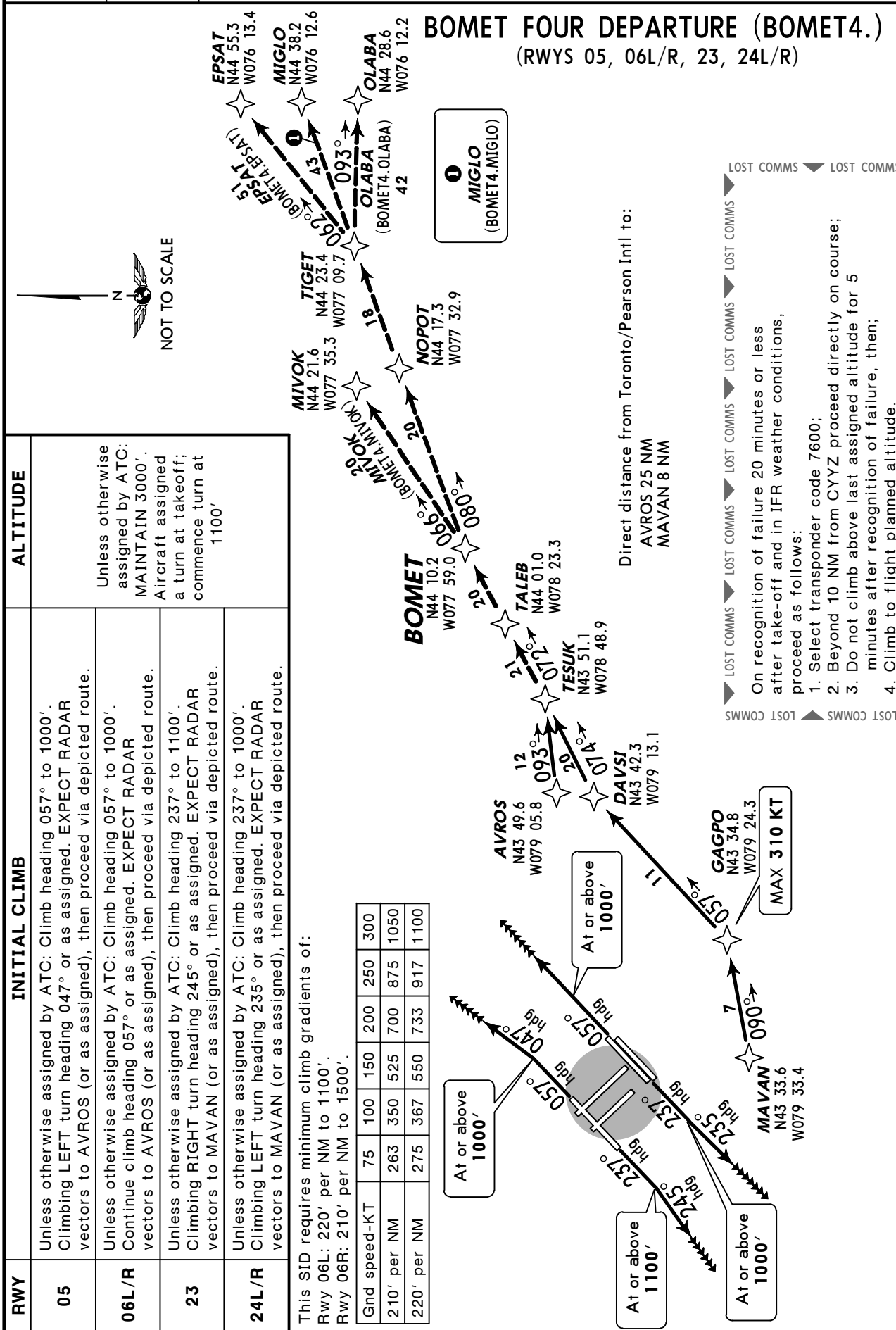
NUBAX 8 NM

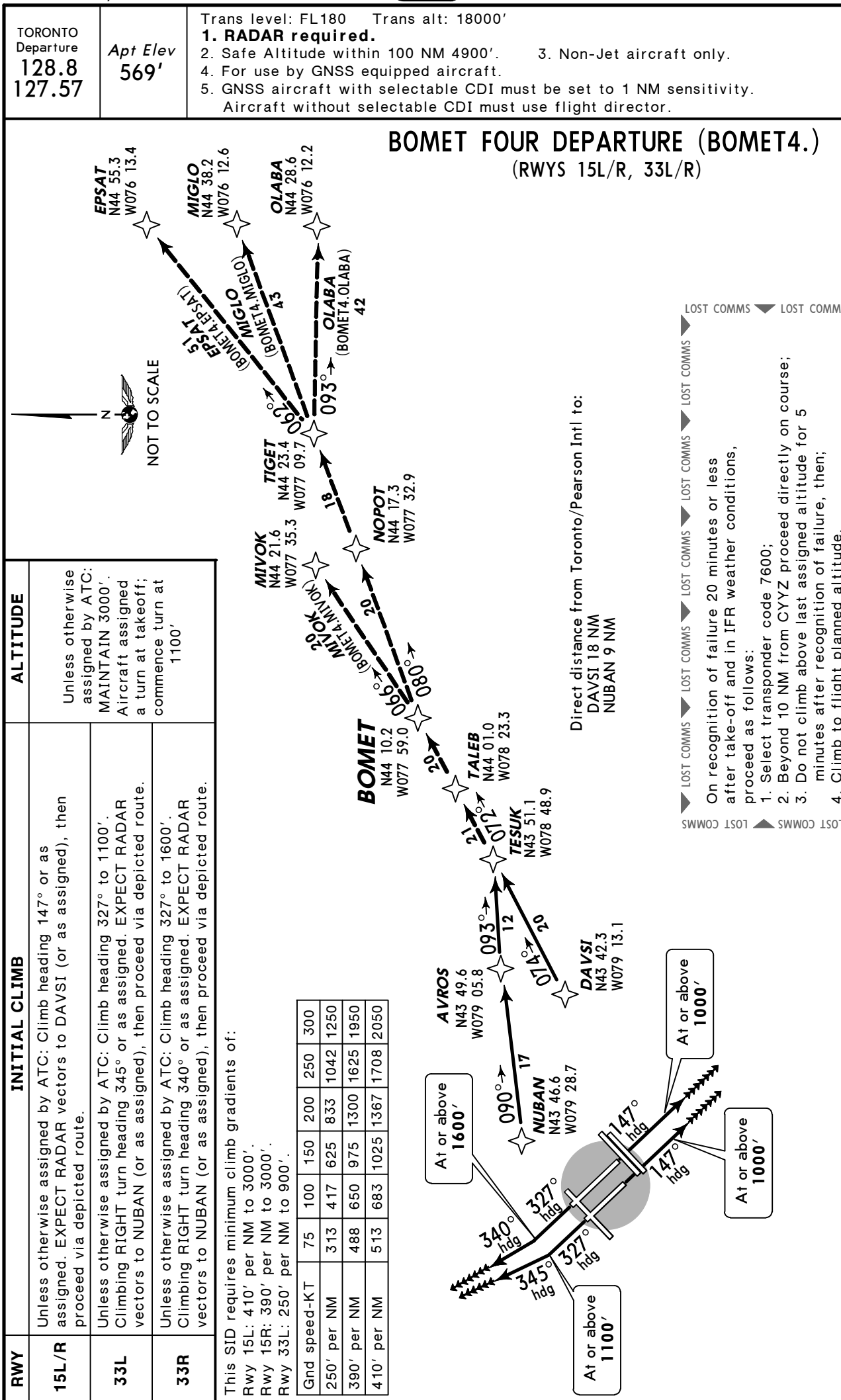
OAKVL 26 NM



RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to OAKVL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	

TORONTO Departure 128.8 127.575	<i>Apt Elev</i> 569'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900'. 4. Non-Jet aircraft only. 5. For use by GNSS equipped aircraft. 6. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
--	---------------------------------	---





TORONTO Departure 128.8 127.57	Apt Elev 569'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900'. 4. Jet aircraft only. 5. For use by GNSS or D/D/I equipped aircraft. 6. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
---	--------------------------------	---

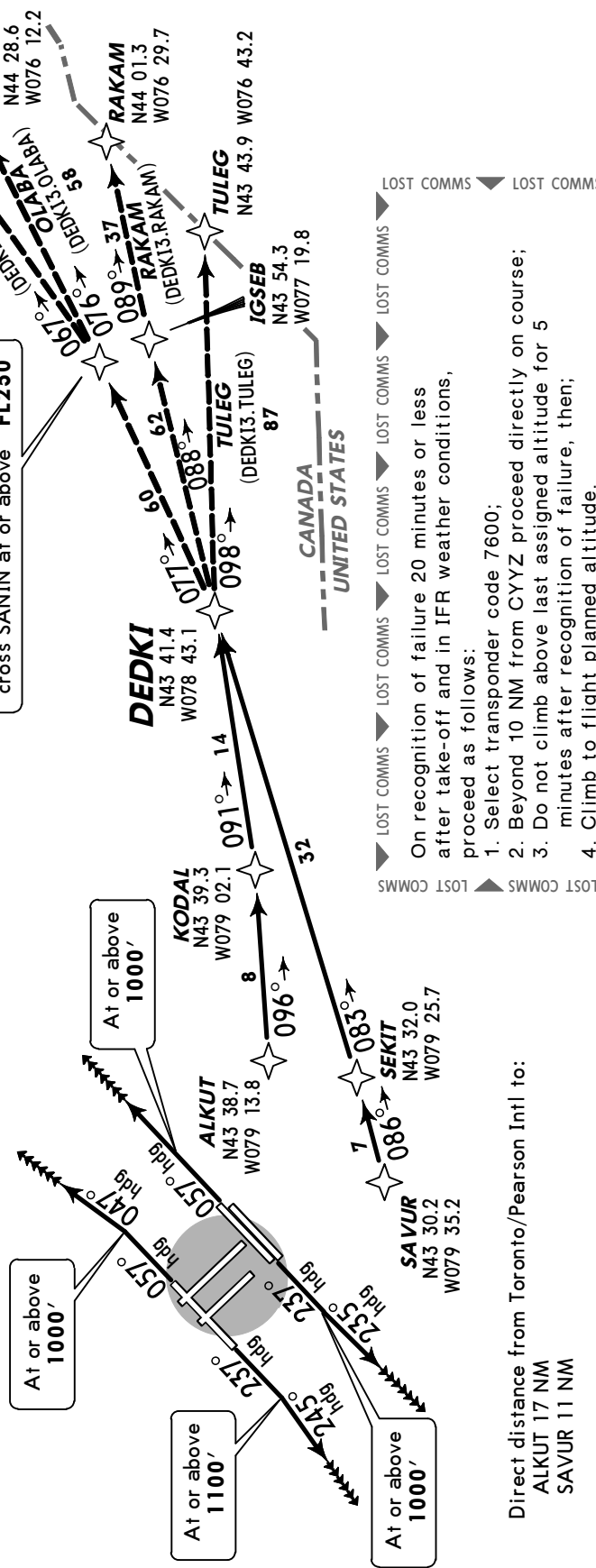
DEDKI THREE DEPARTURE (DEDKI3.) (RWYS 05, 06L/R, 23, 24L/R)

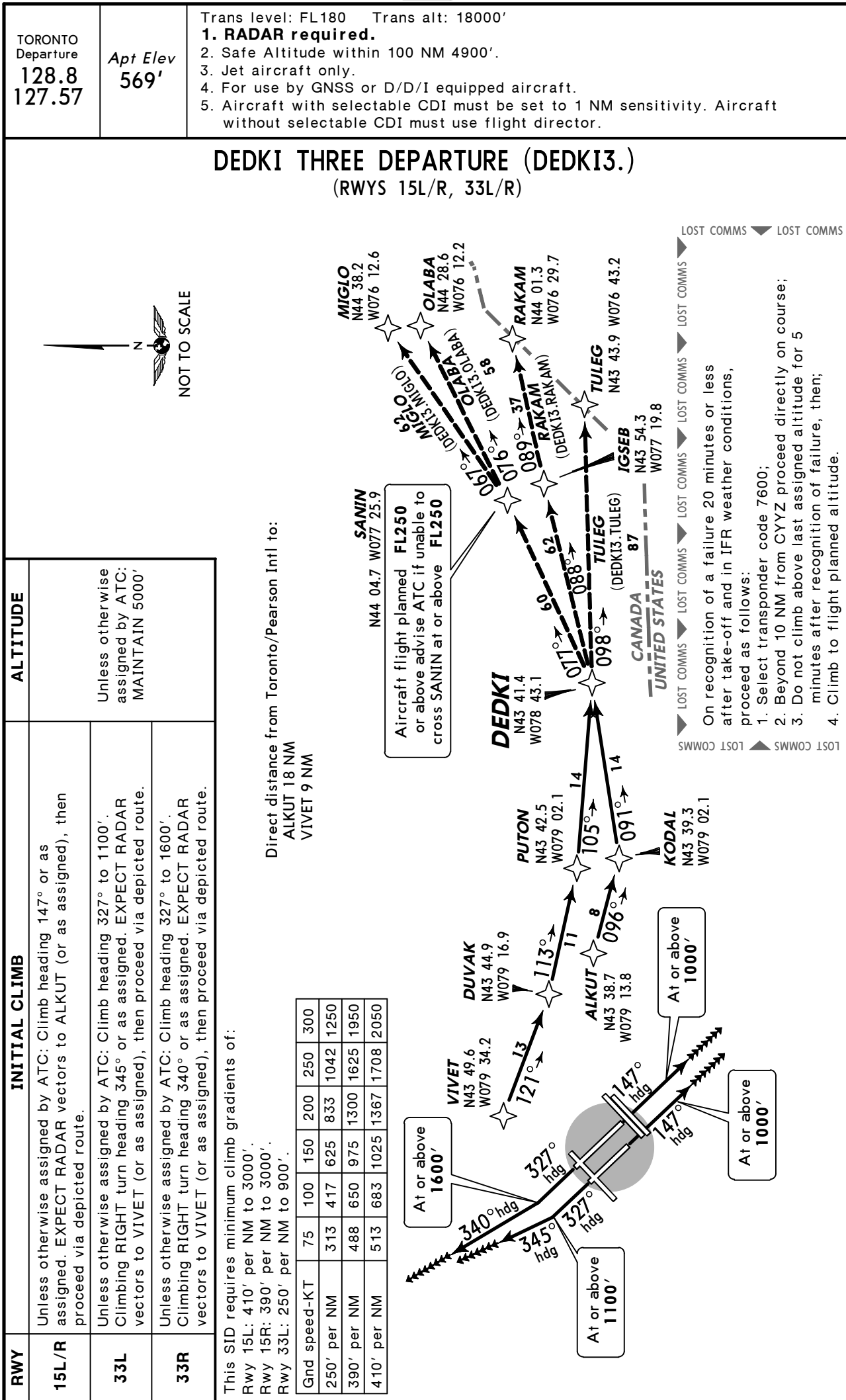
RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

This SID requires minimum climb gradients of:

Rwy 06L: 220' per NM to 1100'.
 Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100





TORONTO
Departure
128.8
127.57

Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'.
 4. Non-Jet aircraft only.
 5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

DUSOM ONE DEPARTURE (DUSOM1.)

(RWYS 05, 06L/R, 23, 24L/R)



Direct distance from
Toronto/Pearson Intl to:
PERLO 7 NM
SAVUR 11 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

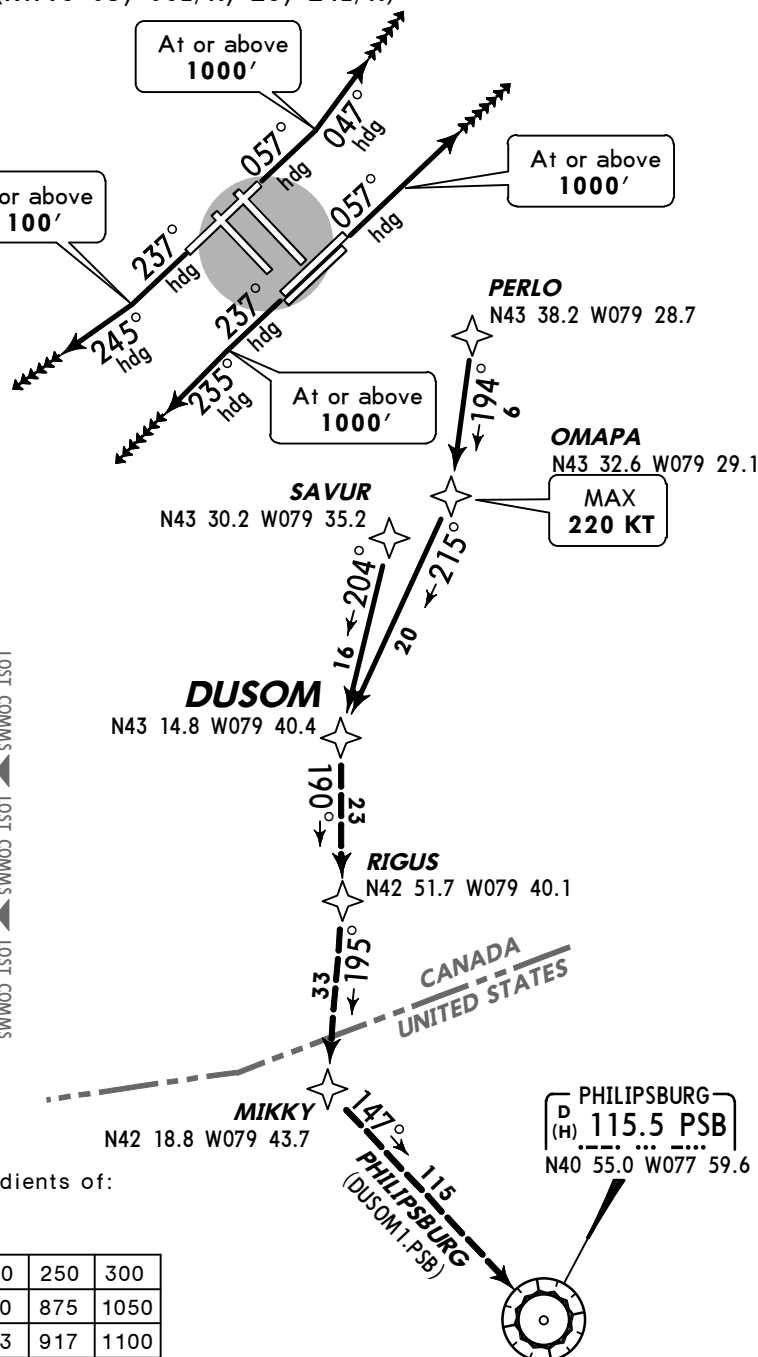
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires minimum climb gradients of:

Rwy 06L: 220' per NM to 1100'.

Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000' a turn at takeoff; commence turn at 1100'.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
 2. Safe Altitude within 100 NM 4900'.
 3. Non-Jet aircraft only.
 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

DUSOM ONE DEPARTURE (DUSOM1.)

(RWYS 15L/R, 33L/R)

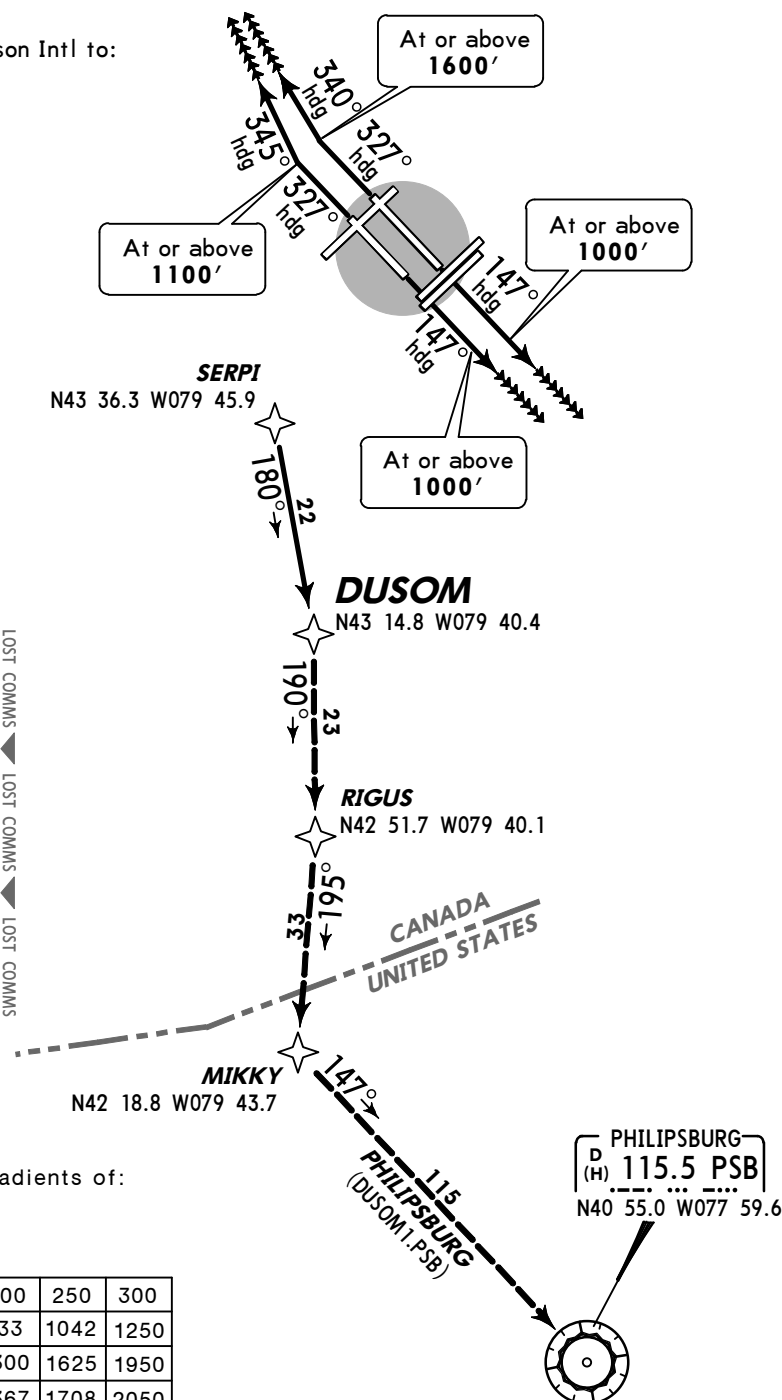
Direct distance from Toronto/Pearson Intl to:
 DUSOM 26 NM
 SERPI 7 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
 1. Select transponder code 7600;
 2. Beyond 10 NM from CYYZ proceed directly on course;
 3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
 4. Climb to flight planned altitude.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires minimum climb gradients of:
 Rwy 15L: 410' per NM to 3000'.
 Rwy 15R: 390' per NM to 3000'.
 Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050



RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to DUSOM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000' Aircraft assigned a turn at takeoff; commence turn at 1100'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.575

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

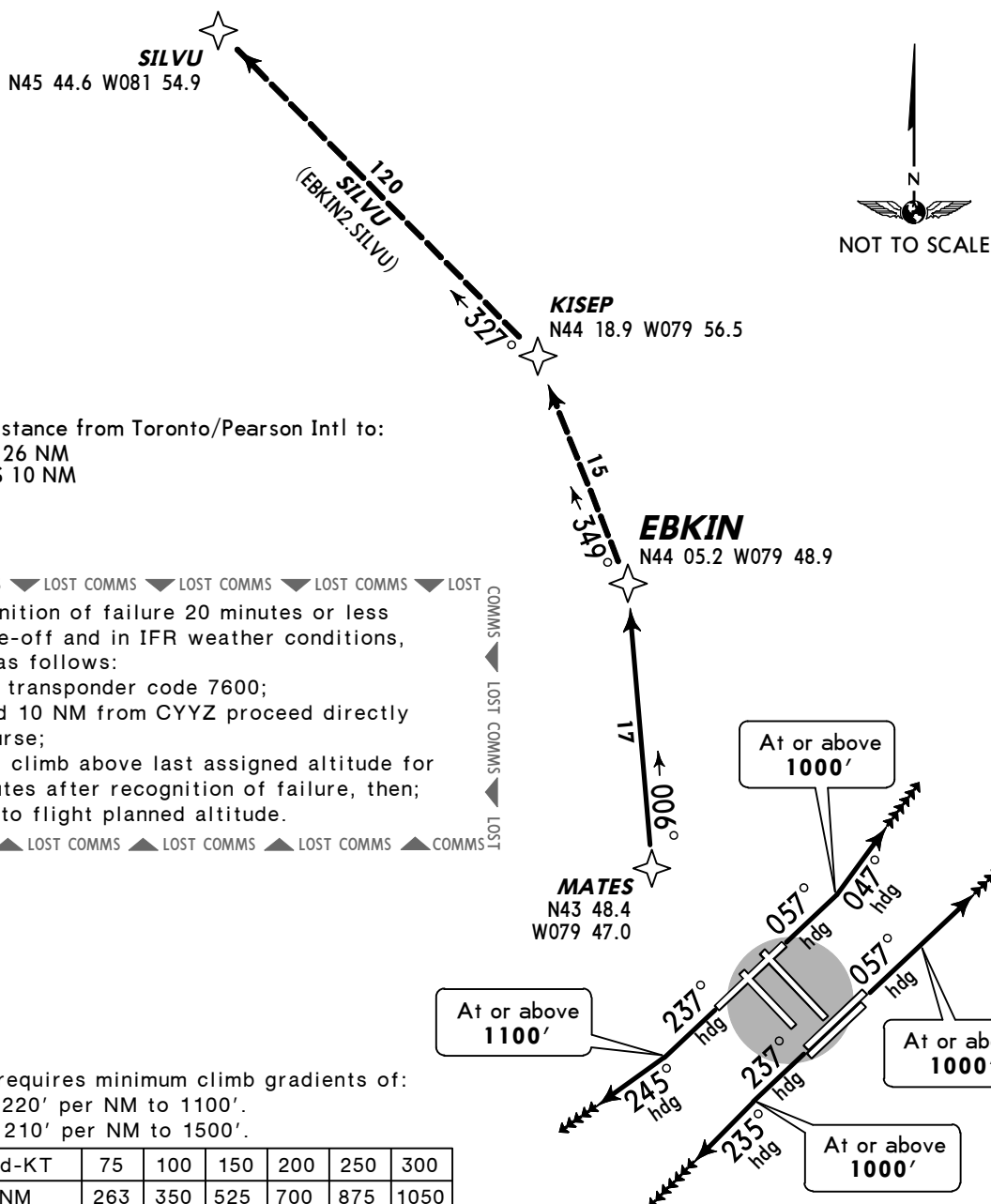
3. Safe Altitude within 100 NM 4900'.

4. Non-Jet aircraft only.

5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

EBKIN TWO DEPARTURE (EBKIN2.)

(RWYS 05, 06L/R, 23, 24L/R)



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	

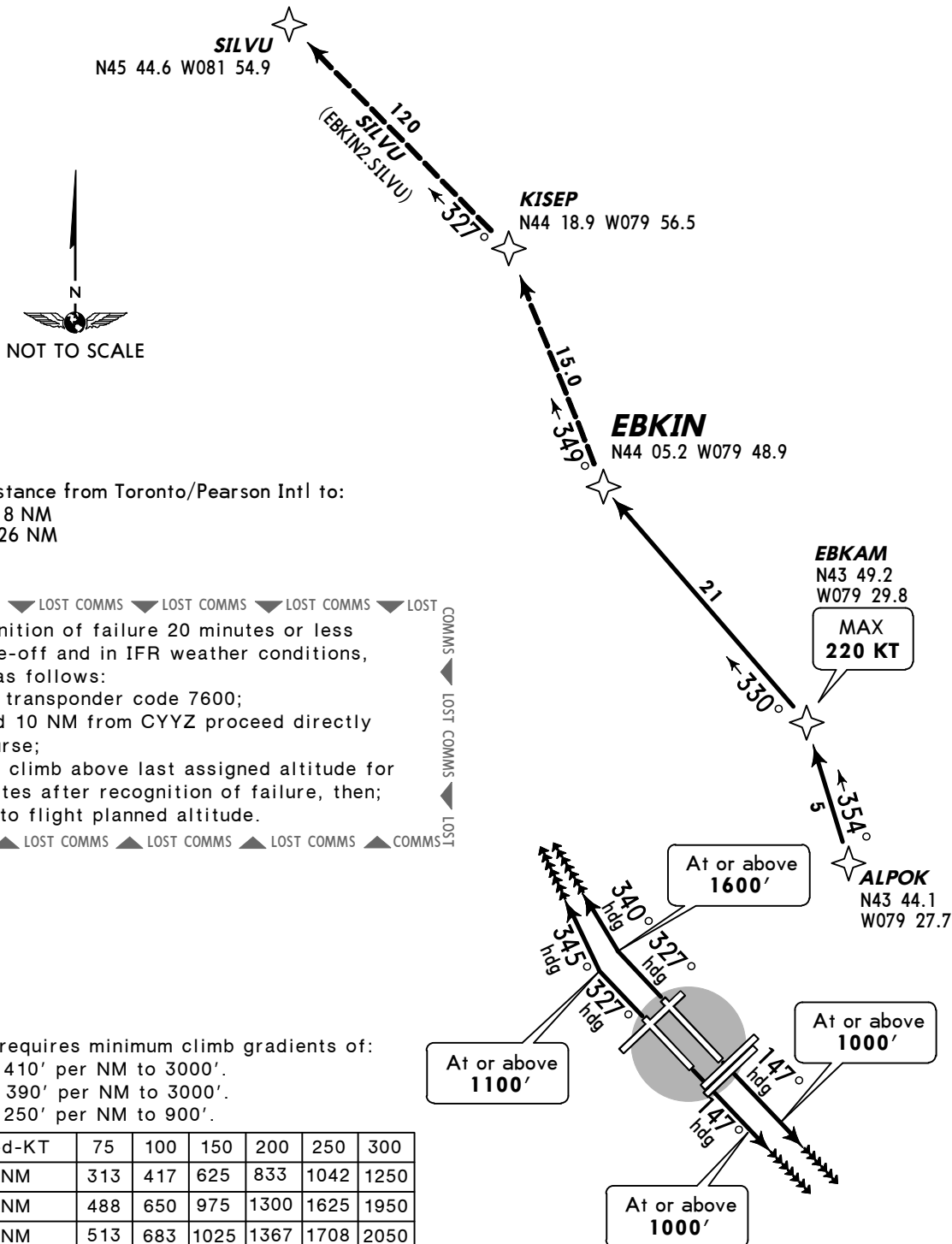
TORONTO
Departure
128.8
127.575

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
 2. Safe Altitude within 100 NM 4900'.
 3. Non-Jet aircraft only.
 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

EBKIN TWO DEPARTURE (EBKIN2.)

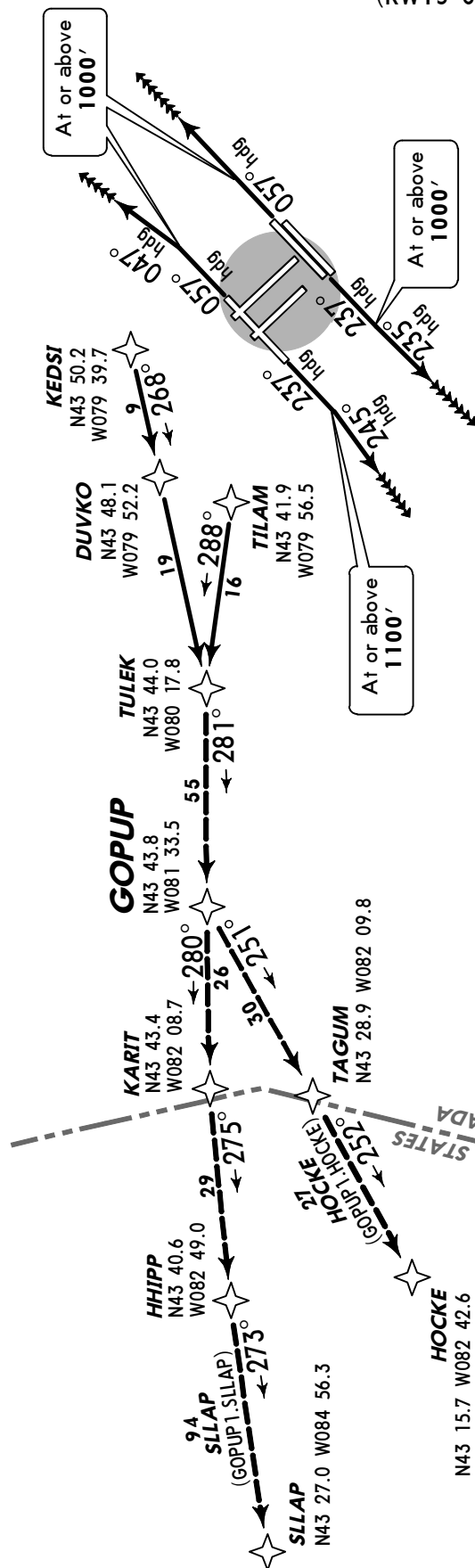
(RWYS 15L/R, 33L/R)



RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to ALPOK (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.	

TORONTO Departure 128.8 127.575	Apt Elev 569'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use. 3. Safe Altitude within 100 NM 4900'. 4. Jet aircraft only. 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.
--	------------------	--

GOPUP ONE DEPARTURE (GOPUP1.) (RWYS 05, 06L/R, 23, 24L/R)



Direct distance from Toronto/Pearson Intl to:
 KEDSI 10 NM
 TILAM 14 NM

This SID requires minimum climb gradients of:
 Rwy 06L: 220' per NM to 1100'.
 Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

LOST COMMS LOST COMMS LOST COMMS
 On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
 1. Select transponder code 7600;
 2. Beyond 10 NM from CYYZ proceed directly on course;
 3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
 4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

GOUP ONE DEPARTURE (GOUP1.)
(RWYS 15L/R, 33L/R)

Direct distance from Toronto/Pearson Intl to:
BOVAL 7 NM
TETAD 14 NM

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

This SID requires minimum climb gradients of:
 Rwy 15L: 410' per NM to 3000'.
 Rwy 15R: 390' per NM to 3000'.
 Rwy 33L: 250' per NM to 900'.

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to BOVAL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'.
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to TETAD (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'.

TORONTO
Departure
128.8
127.575

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

3. Safe Altitude within 100 NM 4900'.

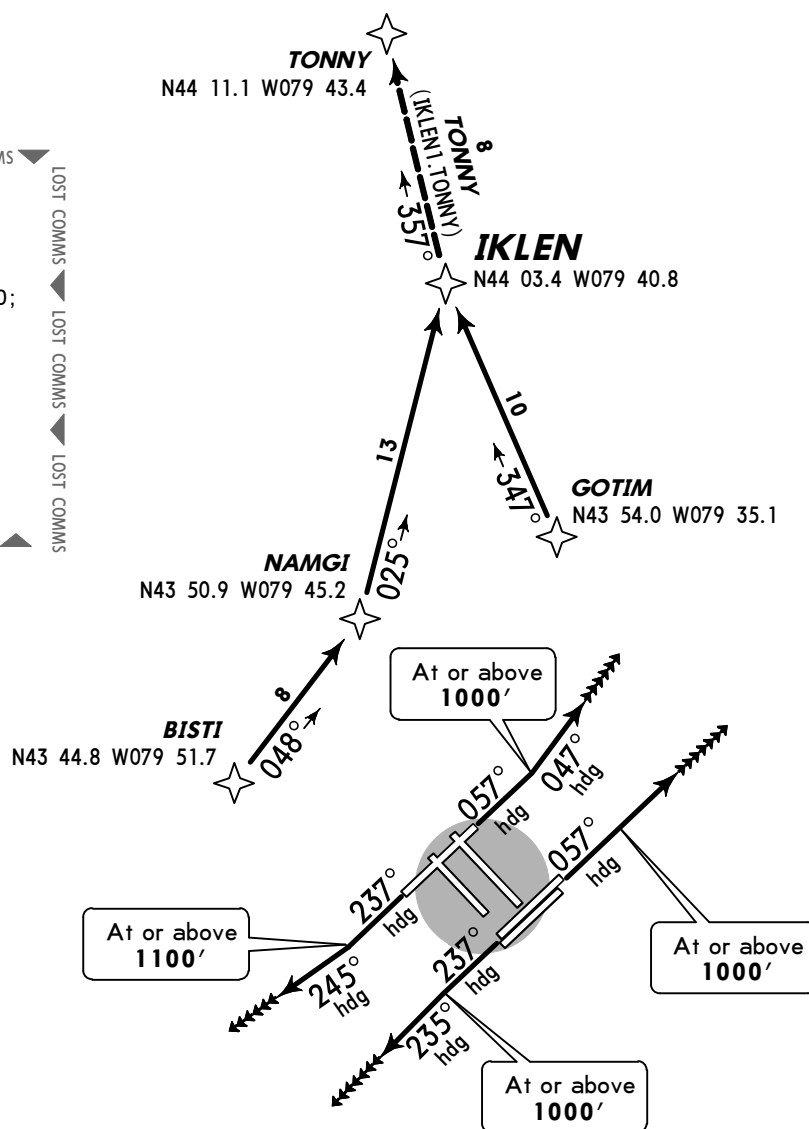
4. Jet aircraft only.

5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

IKLEN ONE DEPARTURE (IKLEN1.)

(RWYS 05, 06L/R, 23, 24L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



This SID requires minimum climb gradients of:

Rwy 06L: 220' per NM to 1100'.

Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

Direct distance from
Toronto/Pearson Intl to:
BISTI 11 NM
GOTIM 14 NM

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

2. Safe Altitude within 100 NM 4900'.

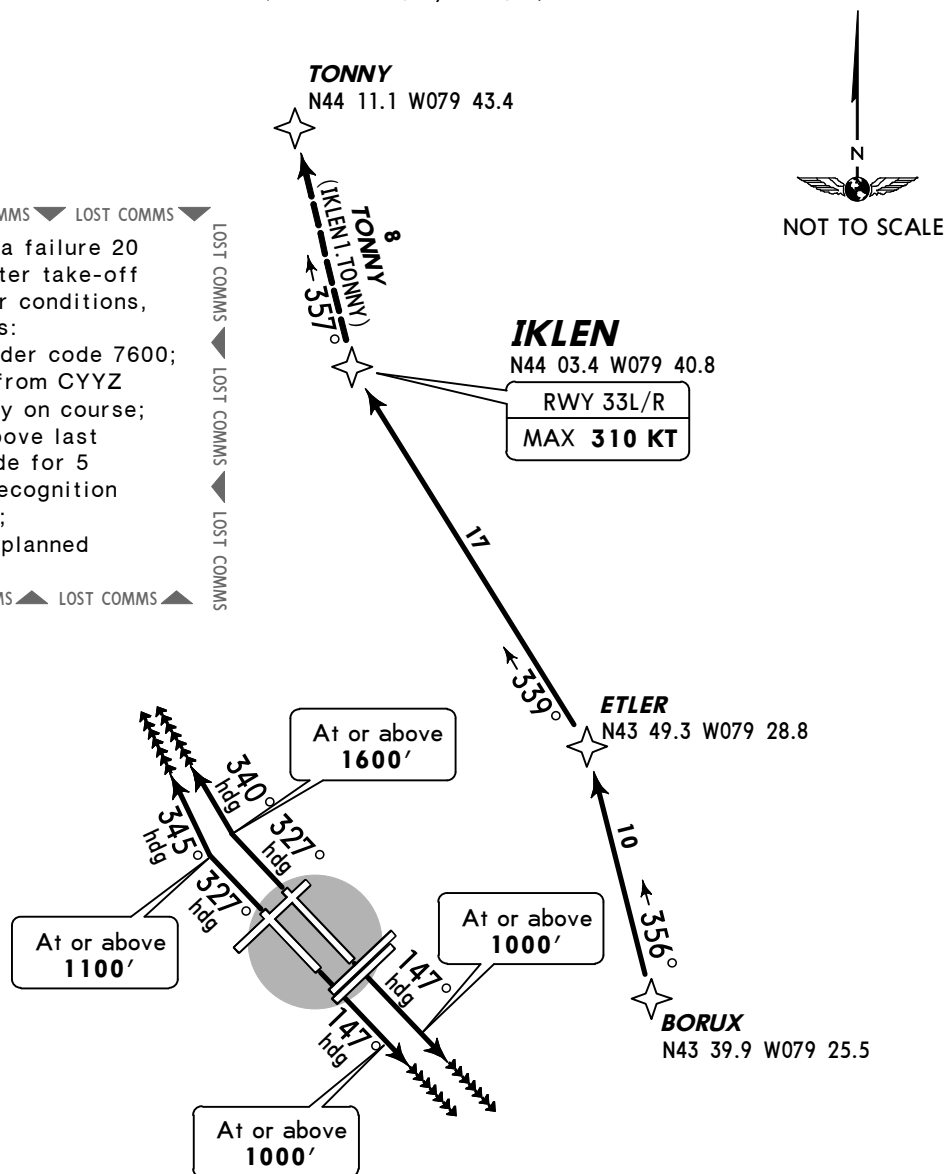
3. Jet aircraft only.

4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

IKLEN ONE DEPARTURE (IKLEN1.)

(RWYS 15L/R, 33L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

Direct distance from
Toronto/Pearson Intl to:
BORUX 9 NM
IKLEN 23 NM

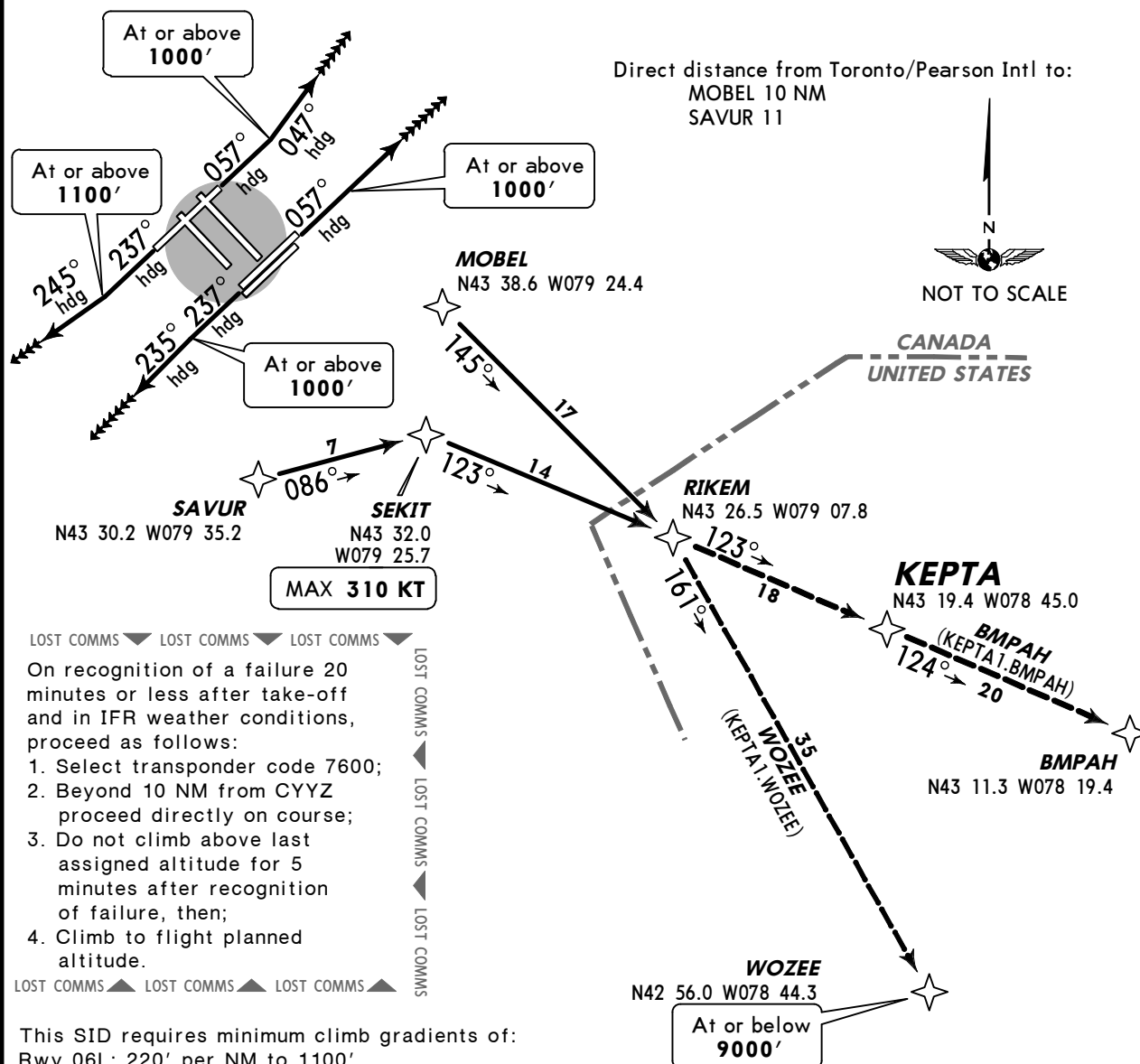
RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to BORUX (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT vectors to IKLEN (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'.
 4. Jet aircraft only.
 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

KEPTA ONE DEPARTURE (KEPTA1.) (RWYS 05, 06L/R, 23, 24L/R)



Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBIL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBIL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

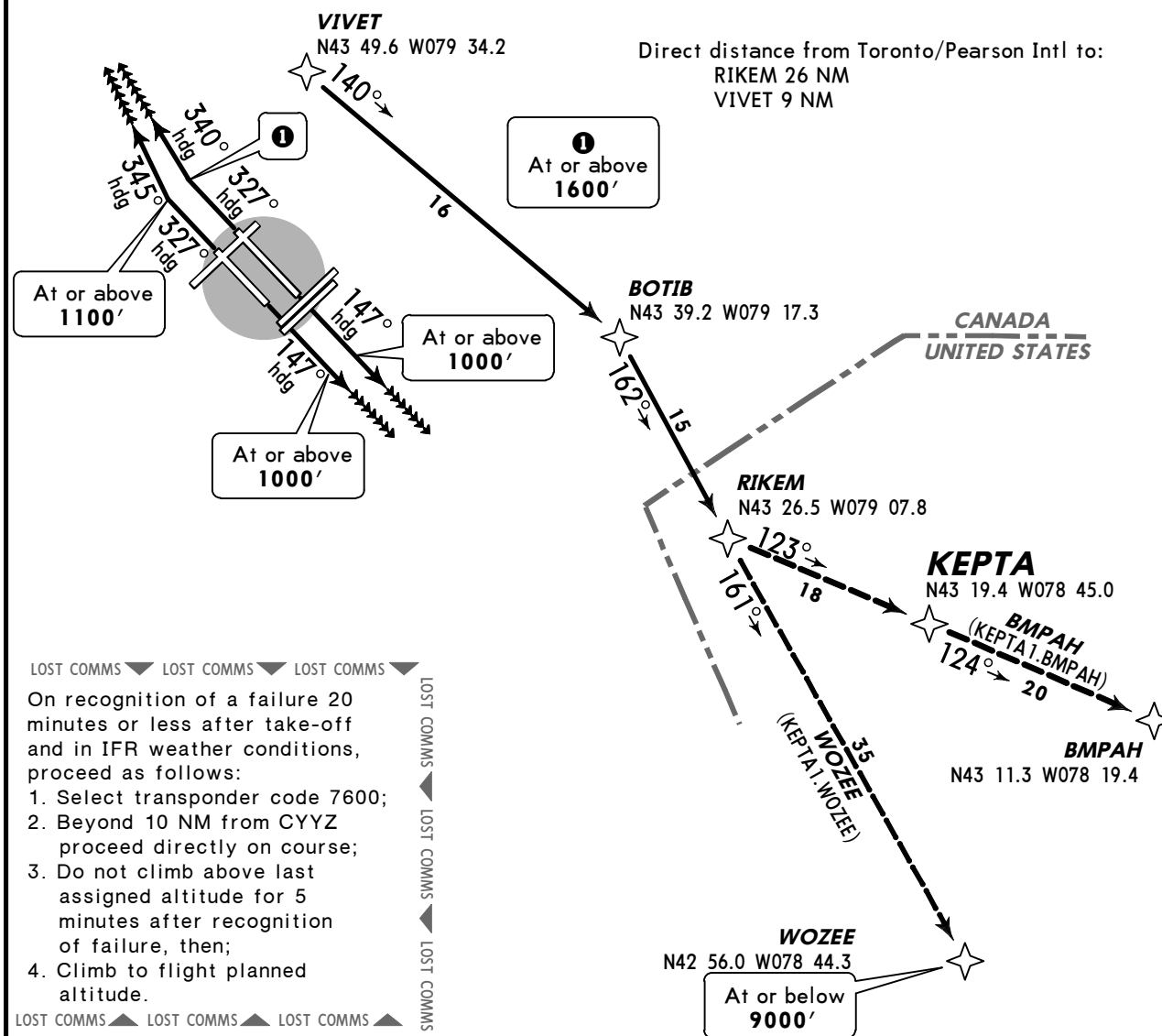
2. Safe Altitude within 100 NM 4900'.

3. Jet aircraft only.

4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

KEPTA ONE DEPARTURE (KEPTA1.)

(RWYS 15L/R, 33L/R)



This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to RIKEM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT vectors to VIVET (or as assigned), then proceed via depicted route.	

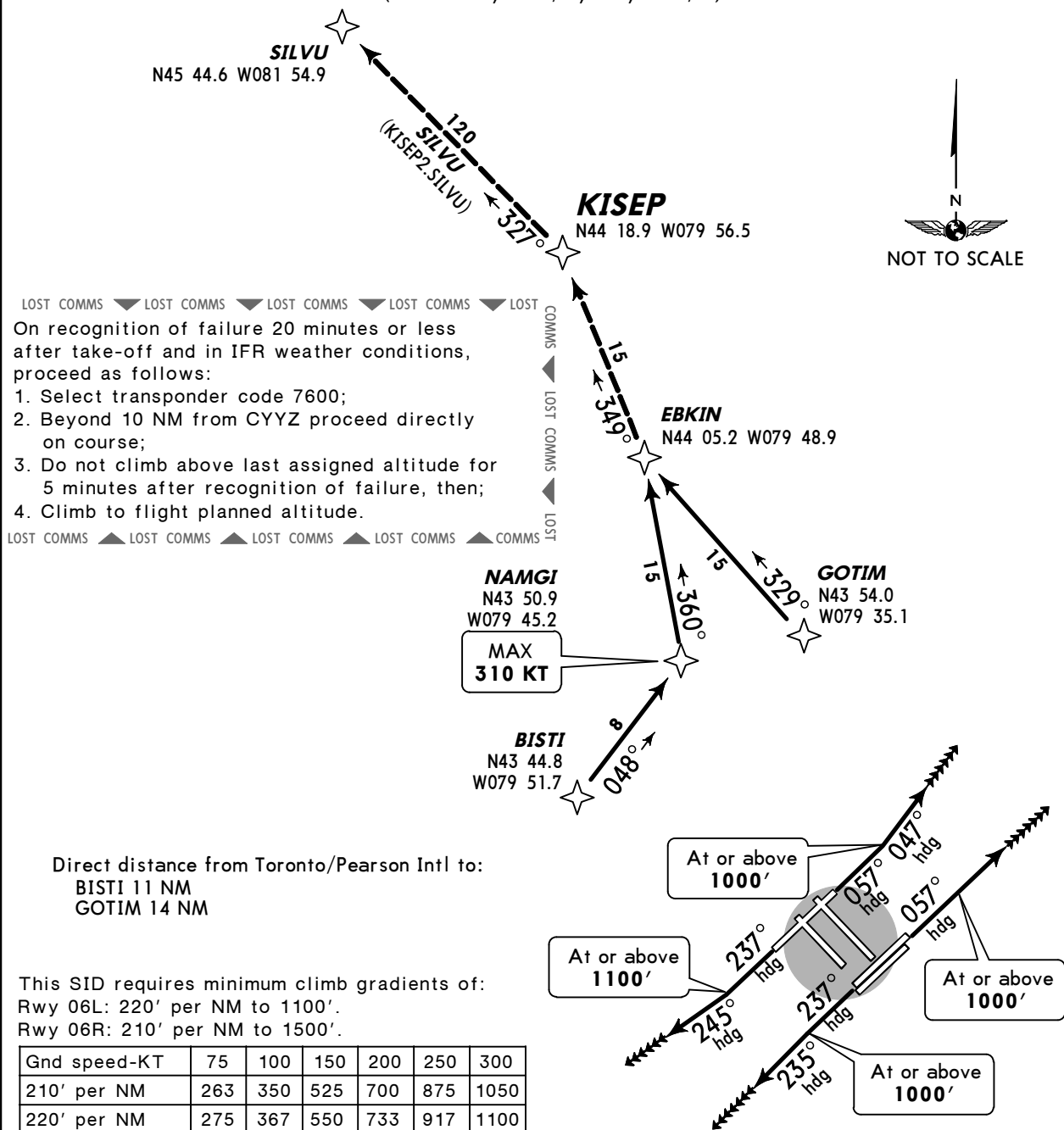
TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
3. Safe Altitude within 100 NM 4900'.
4. Jet aircraft only.
5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

KISEP TWO DEPARTURE (KISEP2.)

(RWYS 05, 06L/R, 23, 24L/R)



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	

TORONTO
Departure128.8
127.575Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

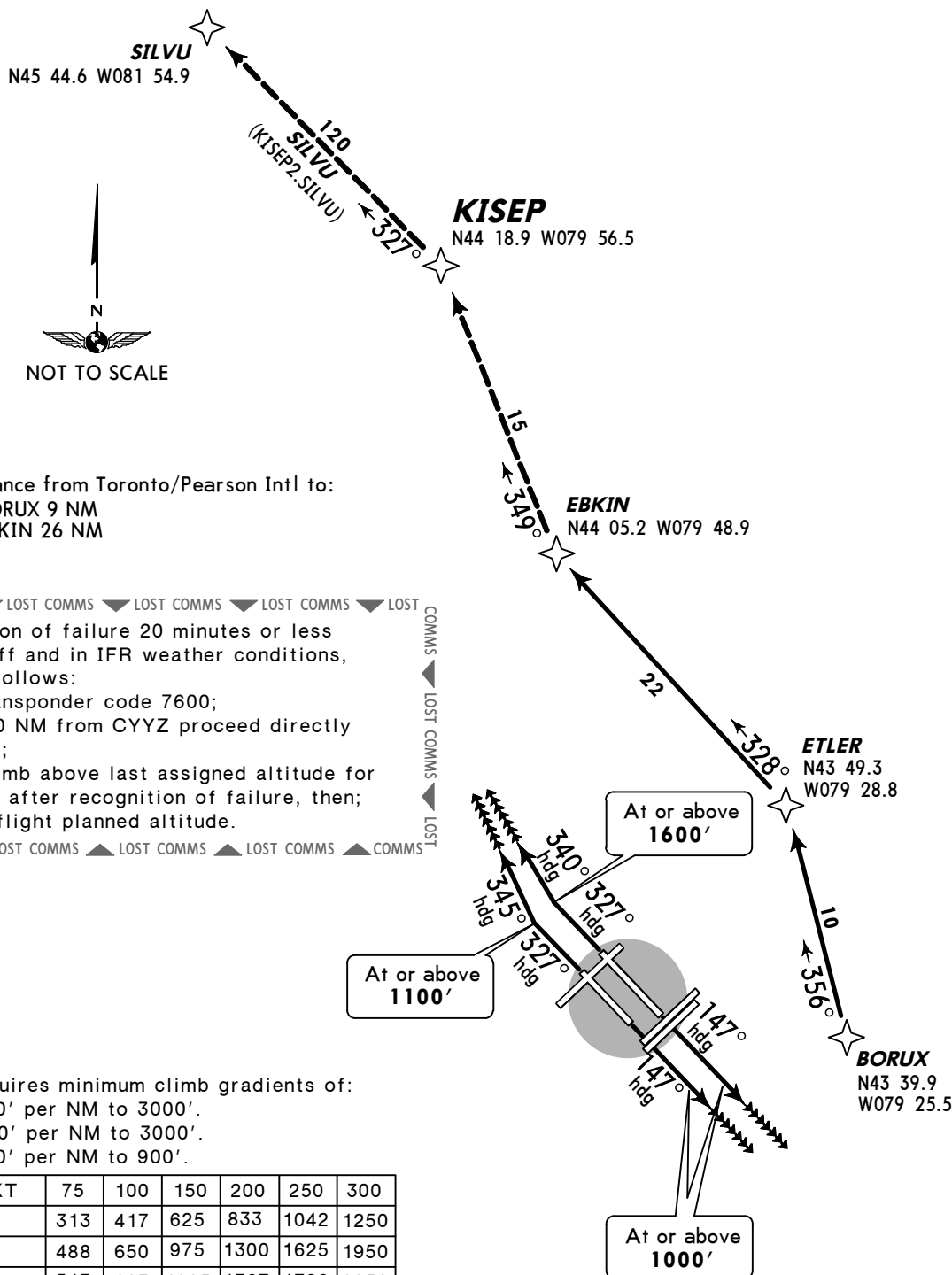
2. Safe Altitude within 100 NM 4900'.

3. Jet aircraft only.

4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

KISEP TWO DEPARTURE (KISEP2.)

(RWYS 15L/R, 33L/R)

**RWY****INITIAL CLIMB****ALTITUDE****15L/R**

Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to BORUX (or as assigned), then proceed via depicted route.

33L

Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.

33R

Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to EBKIN (or as assigned), then proceed via depicted route.

Unless otherwise assigned by ATC: MAINTAIN 5000'

5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure;
4. Climb to flight planned altitude.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

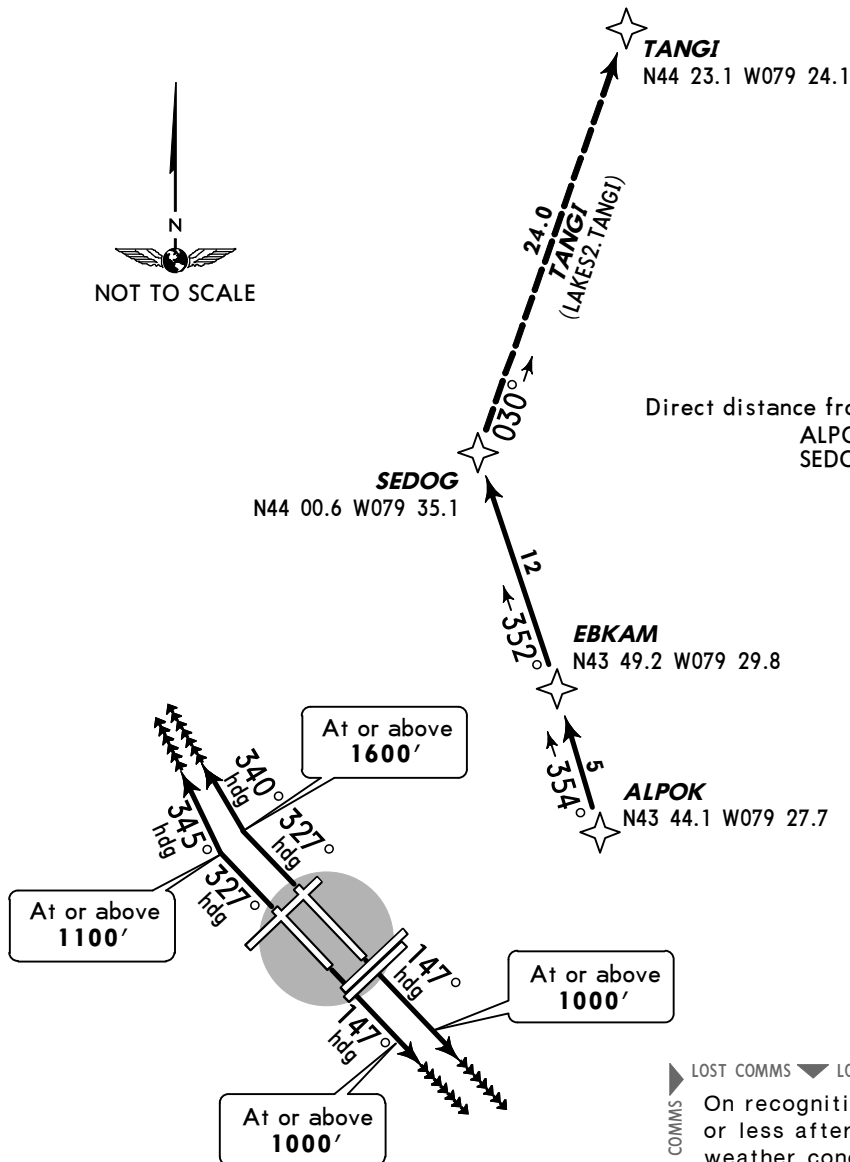
2. Safe Altitude within 100 NM 4900'.

3. Non-Jet aircraft only.

4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

LAKES TWO DEPARTURE (LAKES2.)

(RWYS 15L/R, 33L/R)



Direct distance from Toronto/Pearson Intl to:
ALPOK 8 NM
SEDOG 20 NM

This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure;
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to ALPOK (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

3. Safe Altitude within 100 NM 4900'.

4. Non-Jet aircraft only.

5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

MATES FOUR DEPARTURE (MATES4.)

(RWYS 05, 06L/R, 23, 24L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

Direct distance from Toronto/Pearson Intl to:
IKLEN 23 NM
MATES 8 NM

MATES
N43 48.4 W079 47.0

TONNY
N44 11.1 W079 43.4

IKLEN
N44 03.4 W079 40.8

RWY 05, 06L/R
MAX 310 KT

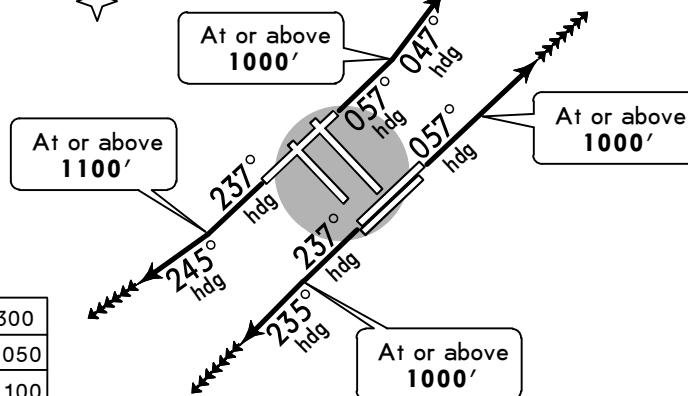
NOT TO SCALE

This SID requires minimum climb gradients of:

Rwy 06L: 220' per NM to 1100'.

Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MATES (or as assigned), then proceed via depicted route.	

MATES FOUR DEPARTURE (MATES4.)

(RWYS 15L/R, 33L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

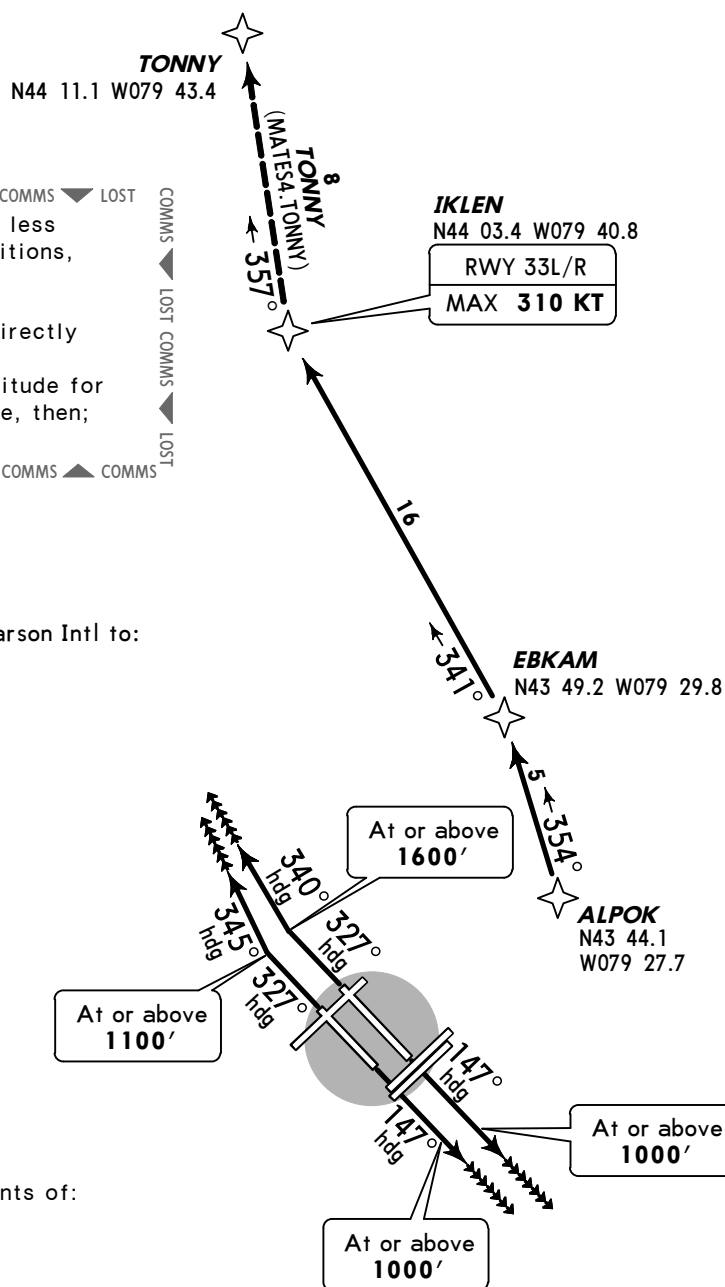
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

Direct distance from Toronto/Pearson Intl to:

ALPOK 8 NM

IKLEN 23 NM



This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to ALPOK (or as assigned) then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned) then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to IKLEN (or as assigned) then proceed via depicted route.	

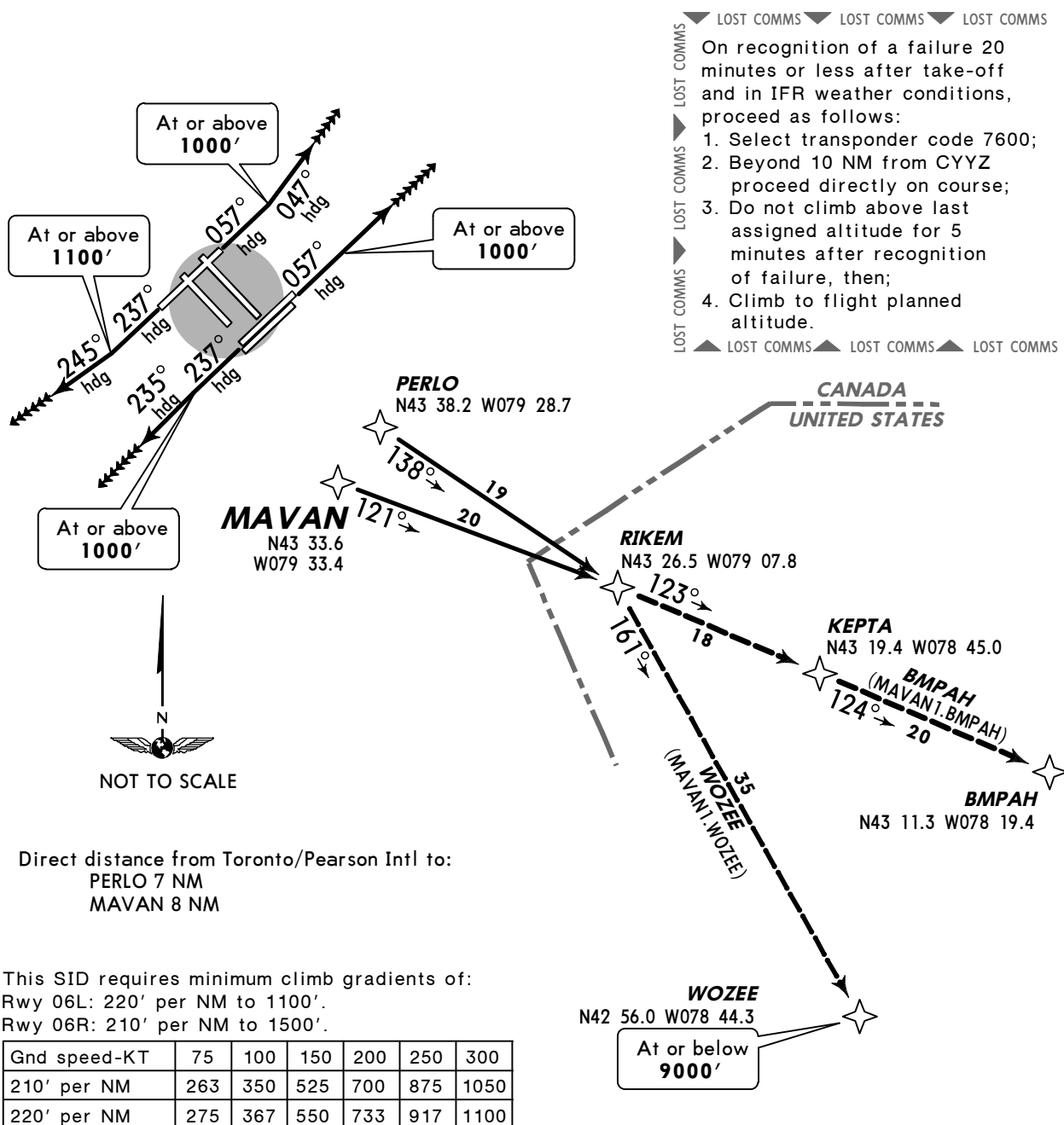
TORONTO
Departure
128.8
127.57

Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'.
 4. Non-Jet aircraft only.
 5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

MAVAN ONE DEPARTURE (MAVAN1.)

(RWYS 05, 06L/R, 23, 24L/R)



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000' Aircraft assigned a turn at takeoff; commence turn at 1100'.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	

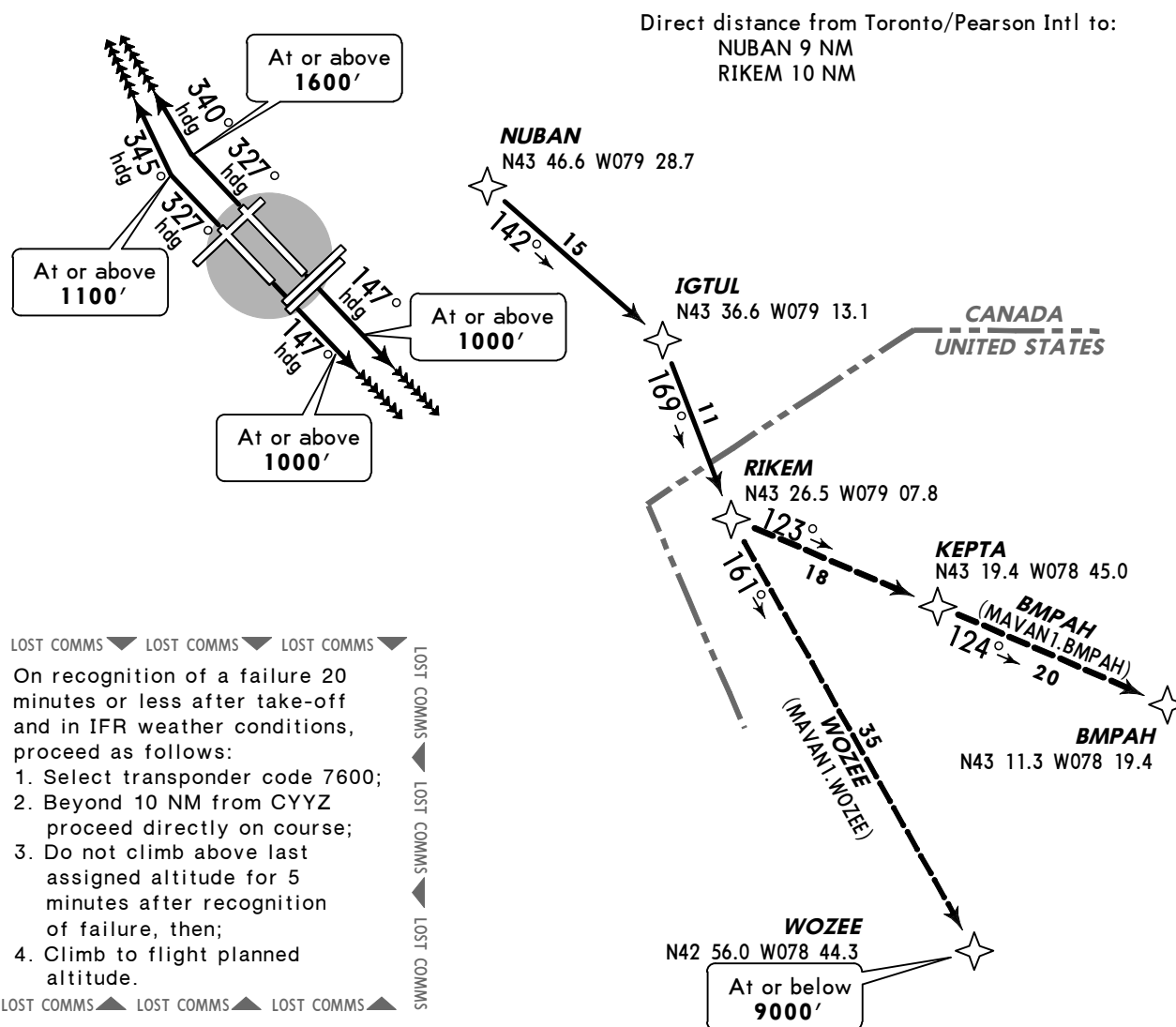
TORONTO
Departure
128.8
127.57

Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. Safe Altitude within 100 NM 4900'.
 3. Non-Jet aircraft only.
 4. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

MAVAN ONE DEPARTURE (MAVAN1.)

(RWYS 15L/R, 33L/R)



This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.
Rwy 15R: 390' per NM to 3000'.
Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to RIKEM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000' Aircraft assigned a turn at takeoff; commence turn at 1100'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAN (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

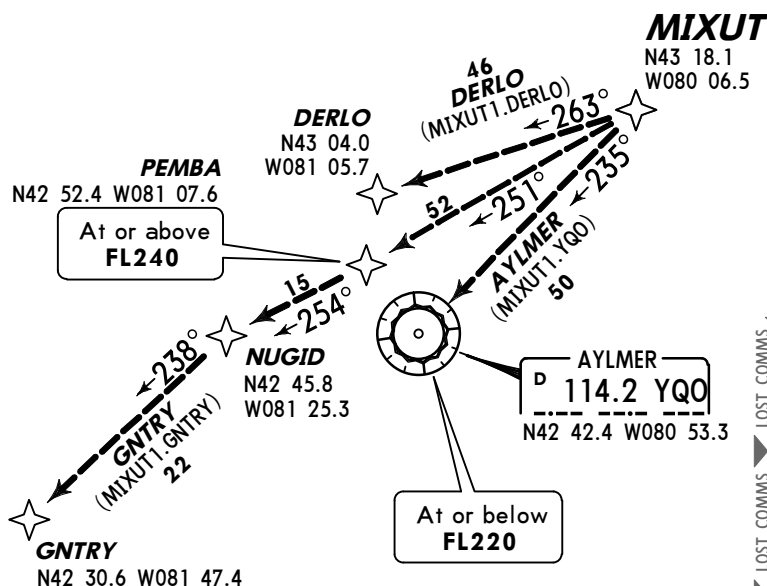
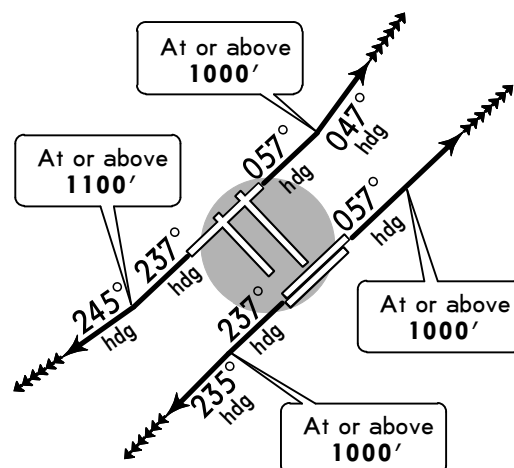
- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'.
 4. Jet aircraft only.
 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

MIXUT ONE DEPARTURE (MIXUT1.)

(RWYS 05, 06L/R, 23, 24L/R)



Direct distance from Toronto/Pearson Intl to:
MIXUT 31 NM



This SID requires minimum climb gradients of:
Rwy 06L: 220' per NM to 1100'.
Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

- LOST COMMS
- On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
 2. Beyond 10 NM from CYYZ proceed directly on course;
 3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
 4. Climb to flight planned altitude.
- LOST COMMS

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	

MIXUT ONE DEPARTURE (MIXUT1.)

(RWYS 15L/R, 33L/R)

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

- Select transponder code 7600;
- Beyond 10 NM from CYYZ proceed directly on course;
- Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
- Climb to flight planned altitude.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

3. Safe Altitude within 100 NM 4900'.

4. Non-Jet aircraft only.

5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

NOSIK TWO DEPARTURE (NOSIK2.)

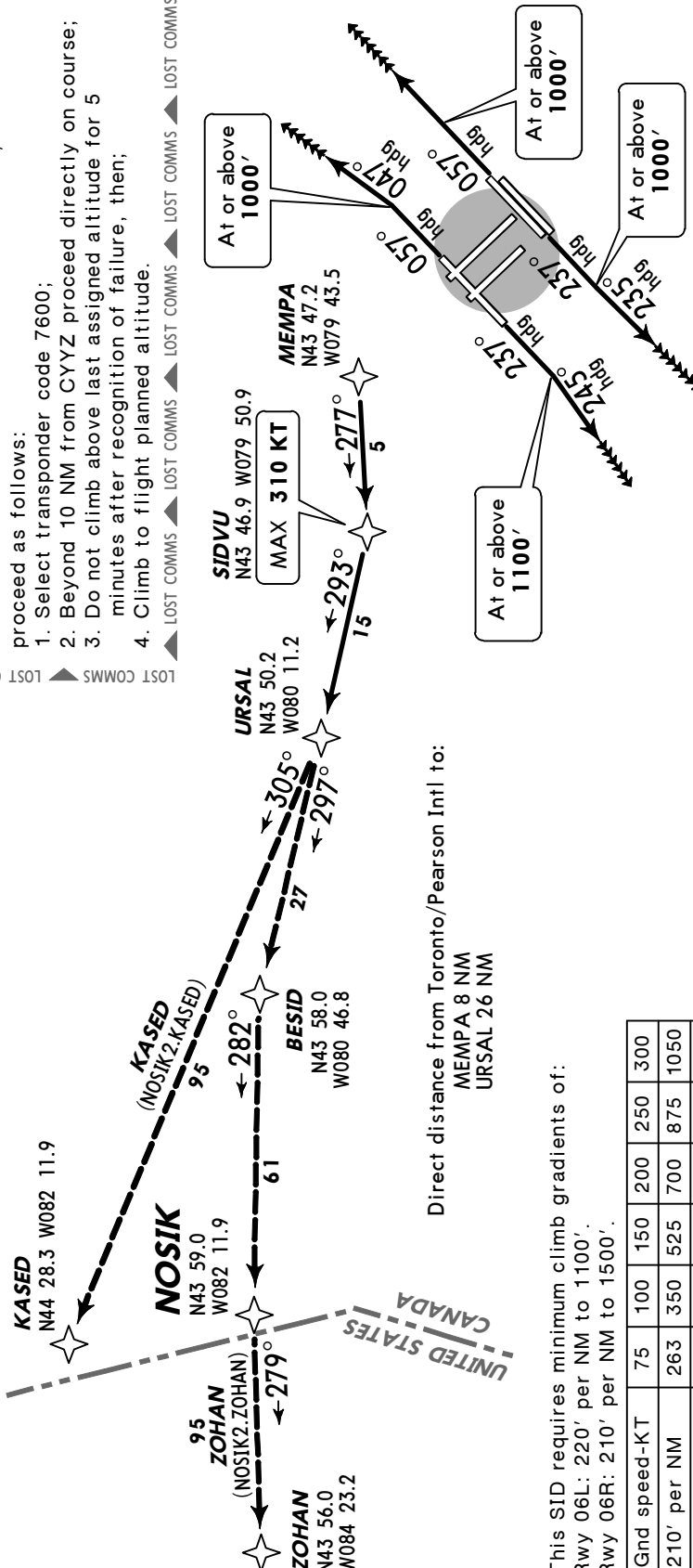
(RWYS 05, 06L/R, 23, 24L/R)

LOST COMMS ▼ LOST COMMS ▲

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

SWW COMMS ▲ LOST COMMS ▼

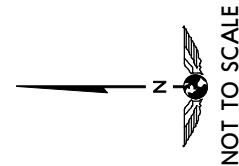


Direct distance from Toronto/Pearson Intl to:
MEMPA 8 NM
URSAL 26 NM

This SID requires minimum climb gradients of:
Rwy 06L: 220' per NM to 1100'.
Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to URSAL (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to URSAL (or as assigned), then proceed via depicted route.	



NOT TO SCALE

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

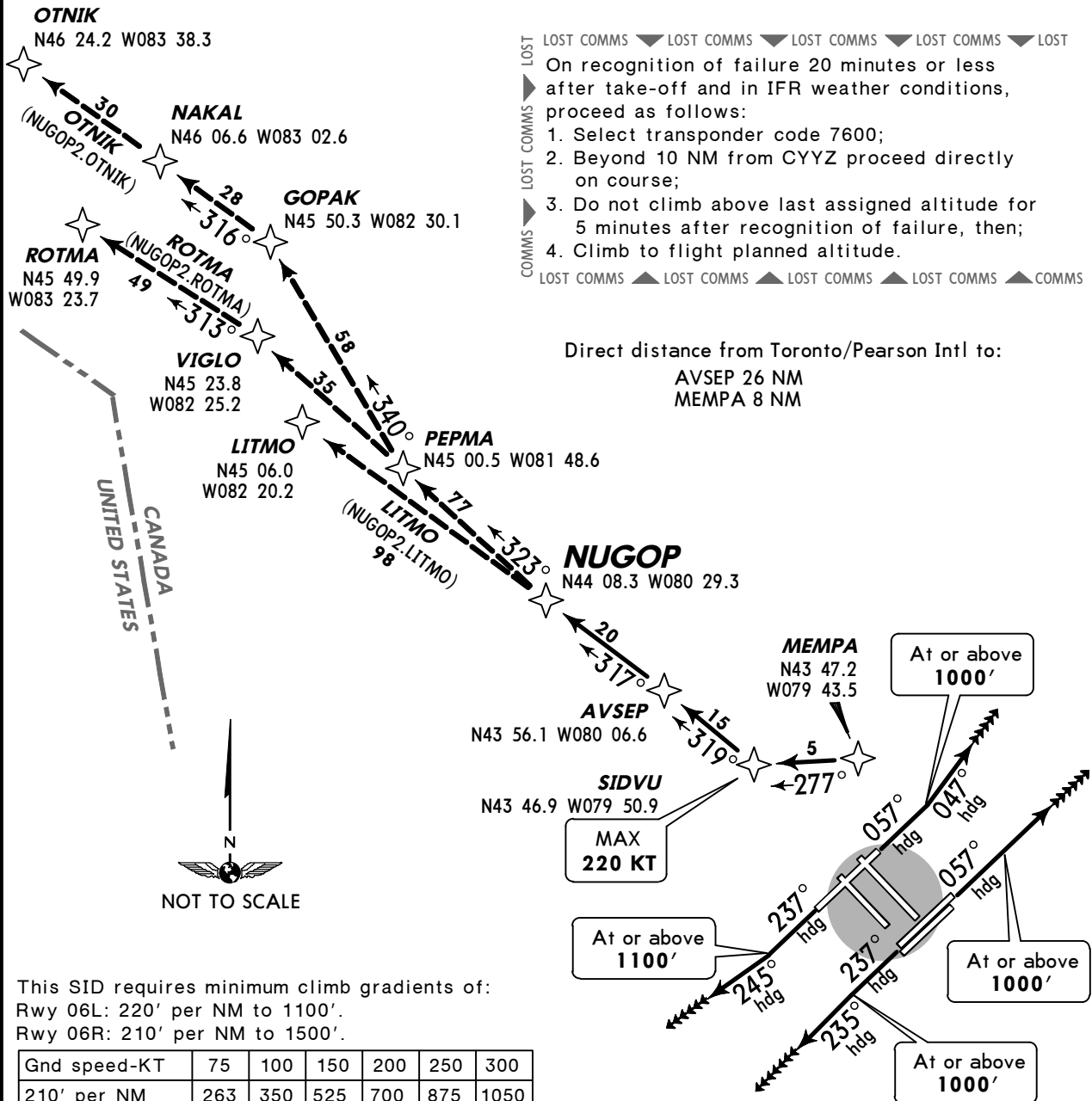
3. Safe Altitude within 100 NM 4900'.

4. Non-Jet aircraft only.

5. For use by GNSS equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

NUGOP TWO DEPARTURE (NUGOP2.)

(RWYS 05, 06L/R, 23, 24L/R)



RWY

INITIAL CLIMB

ALTITUDE

05

Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.

06L/R

Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.

23

Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to AVSEP (or as assigned), then proceed via depicted route.

24L/R

Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to AVSEP (or as assigned), then proceed via depicted route.

Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'

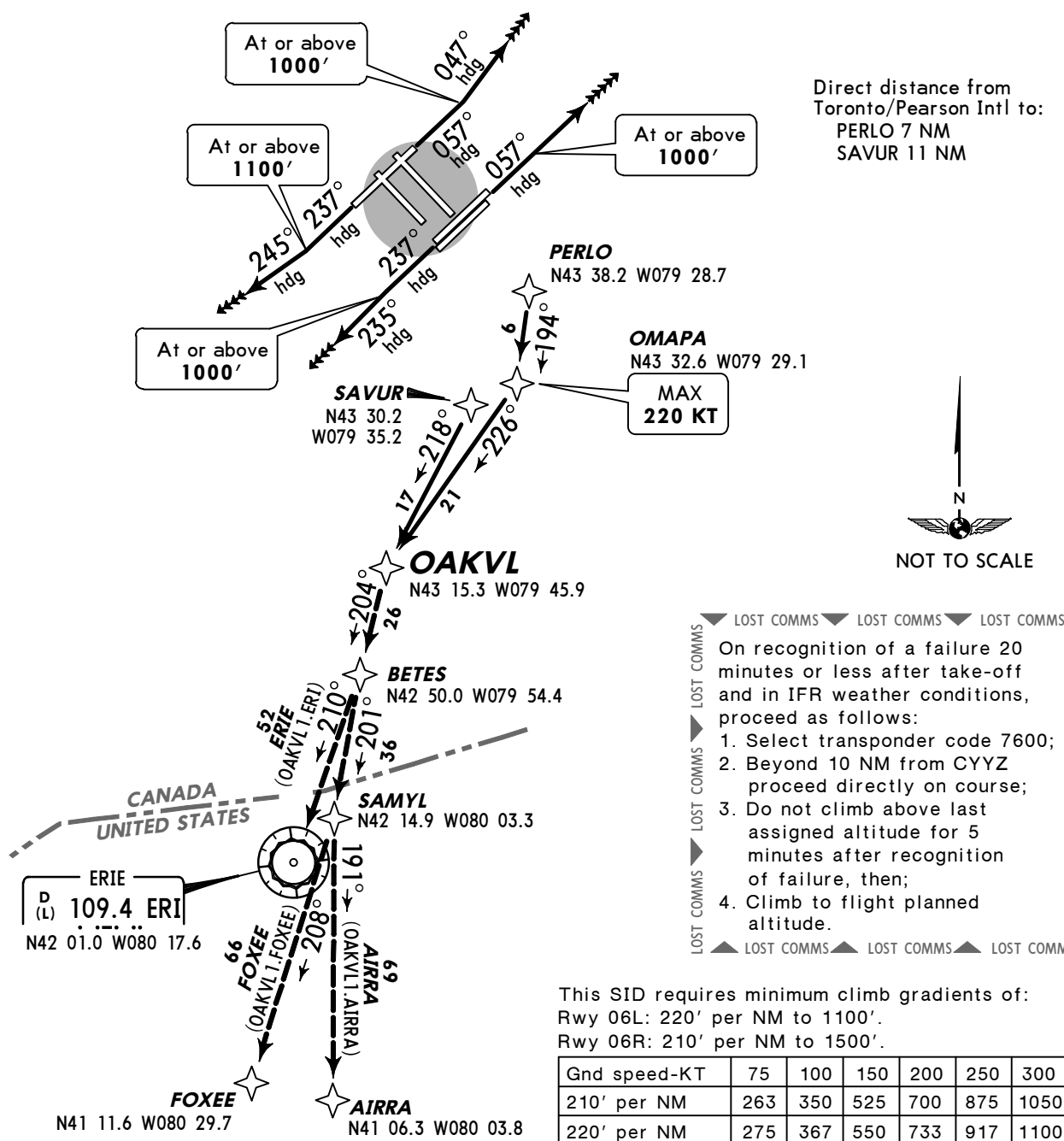
TORONTO
Departure
128.8
127.57

Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'.
 4. Non-Jet aircraft only.
 5. For use by GNSS equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

OAKVL ONE DEPARTURE (OAKVL1.)

(RWYS 05, 06L/R, 23, 24L/R)



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to SAVUR (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

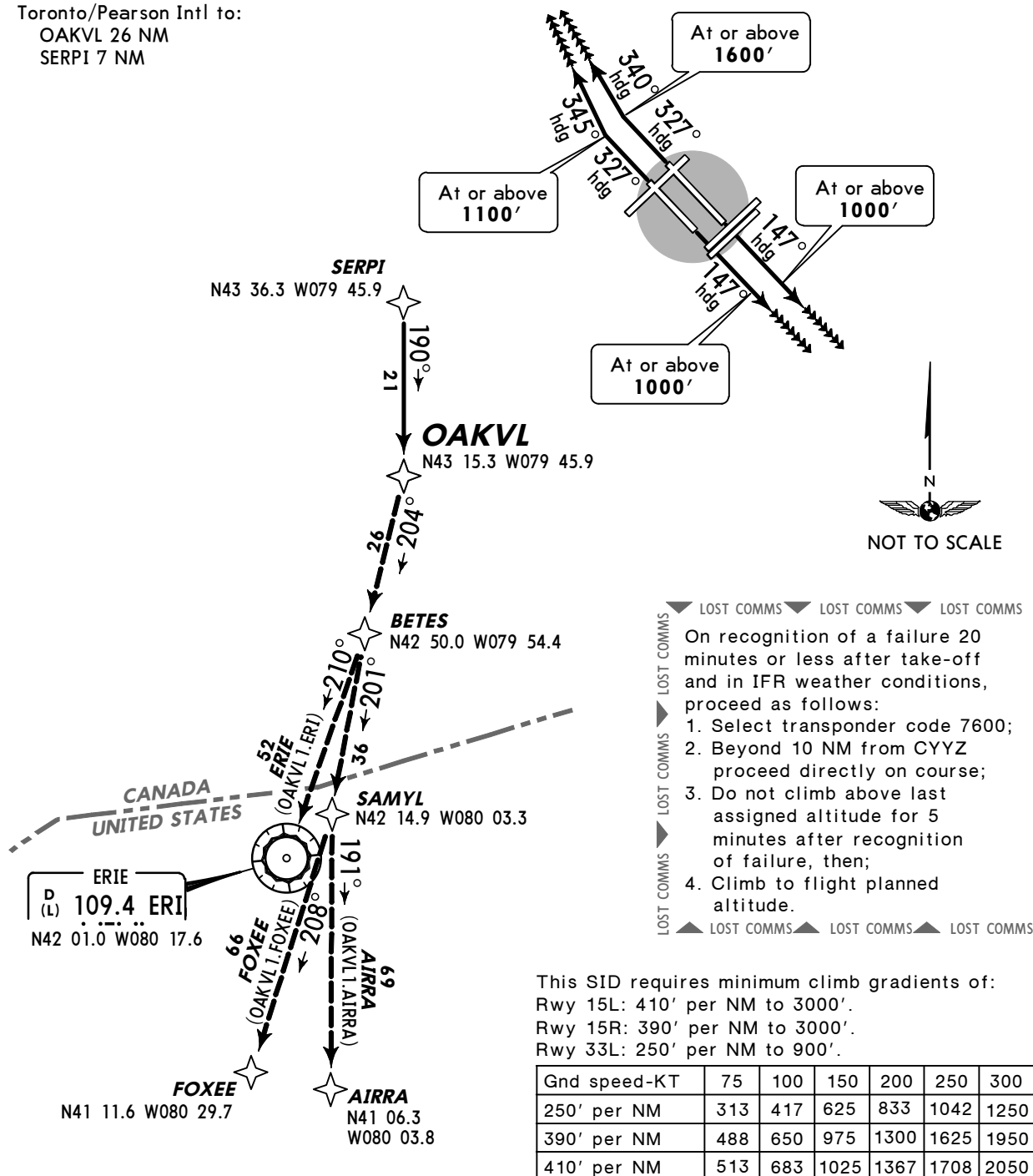
Apt Elev
569'

Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
2. Safe Altitude within 100 NM 4900'.
3. Non-Jet aircraft only.
4. For use by GNSS equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

OAKVL ONE DEPARTURE (OAKVL1.)

(RWYS 15L/R, 33L/R)

Direct distance from
Toronto/Pearson Intl to:
OAKVL 26 NM
SERPI 7 NM



RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to OAKVL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'.
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

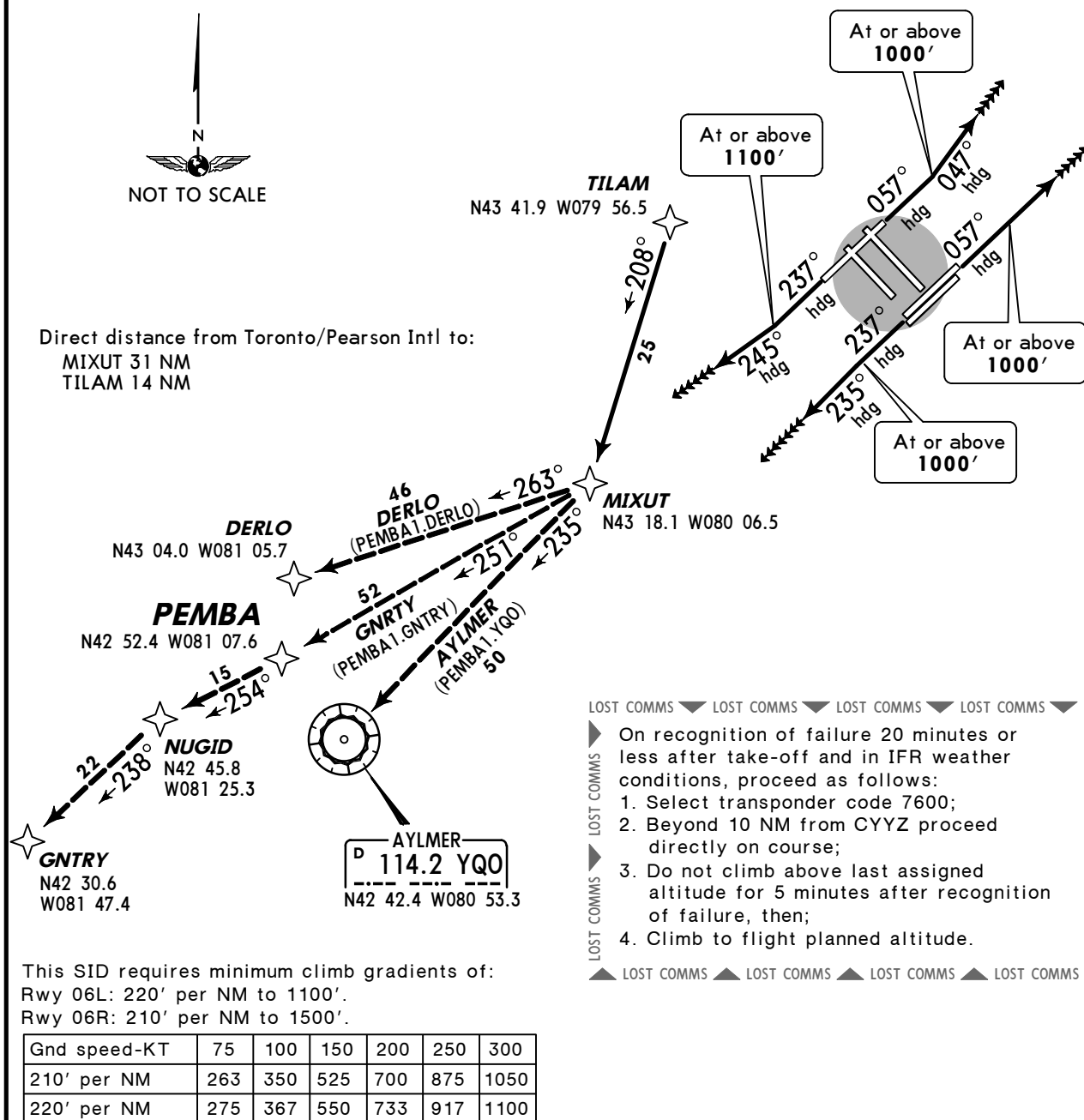
3. Safe Altitude within 100 NM 4900'.

4. Non-Jet aircraft only.

5. For use by GNSS equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

PEMBA ONE DEPARTURE (PEMBA1.)

(RWYS 05, 06L/R, 23, 24L/R)



This SID requires minimum climb gradients of:

Rwy 06L: 220' per NM to 1100'.

Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.

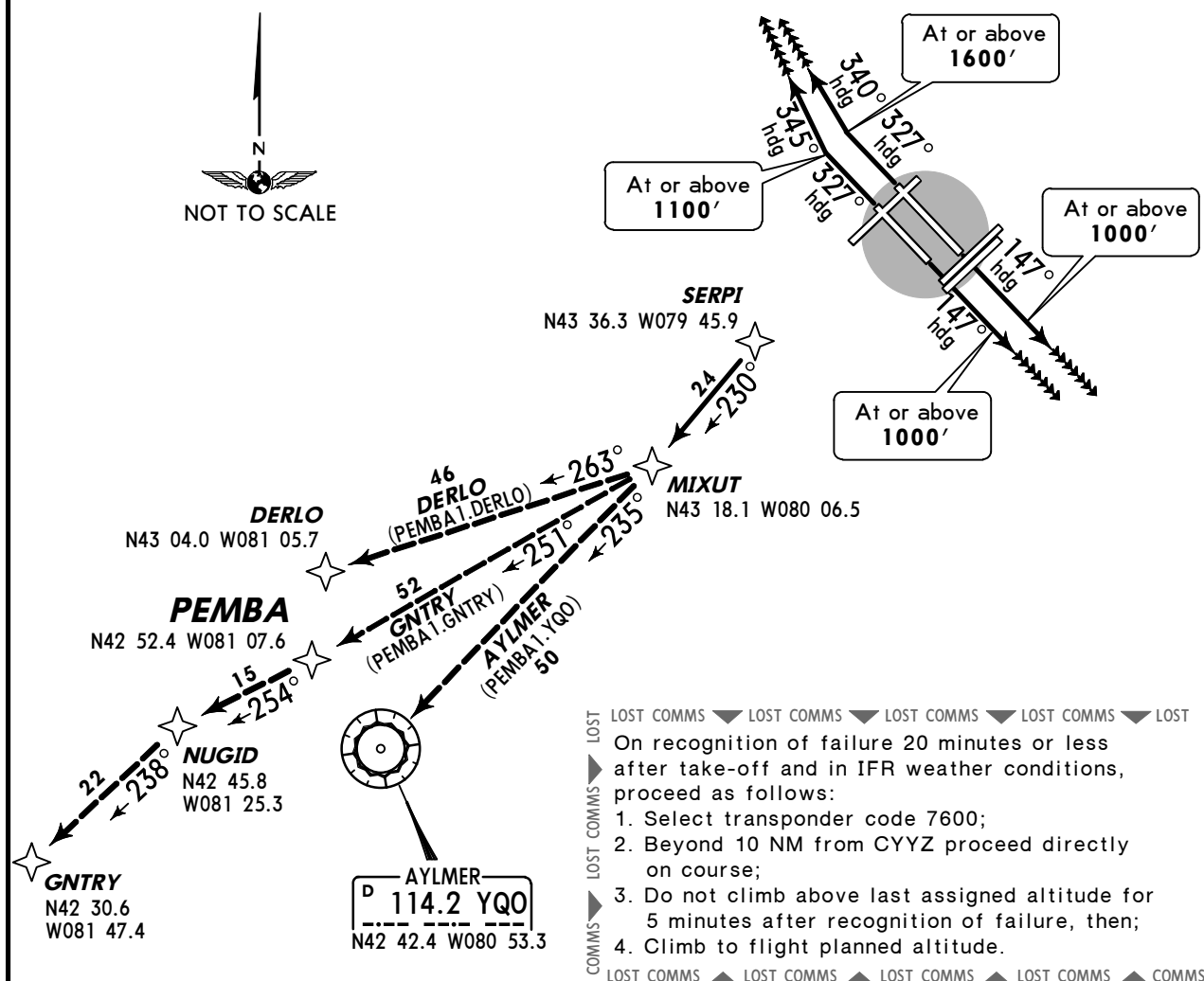
2. Safe Altitude within 100 NM 4900'.

3. Non-Jet aircraft only.

4. For use by GNSS equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

PEMBA ONE DEPARTURE (PEMBA1.)

(RWYS 15L/R, 33L/R)



This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

Direct distance from Toronto/Pearson Intl to:

MIXUT 31 NM

SERPI 7 NM

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to MIXUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to SERPI (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'.
 4. Jet aircraft only.
 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

RIGUS ONE DEPARTURE (RIGUS1.)

(RWYS 05, 06L/R, 23, 24L/R)

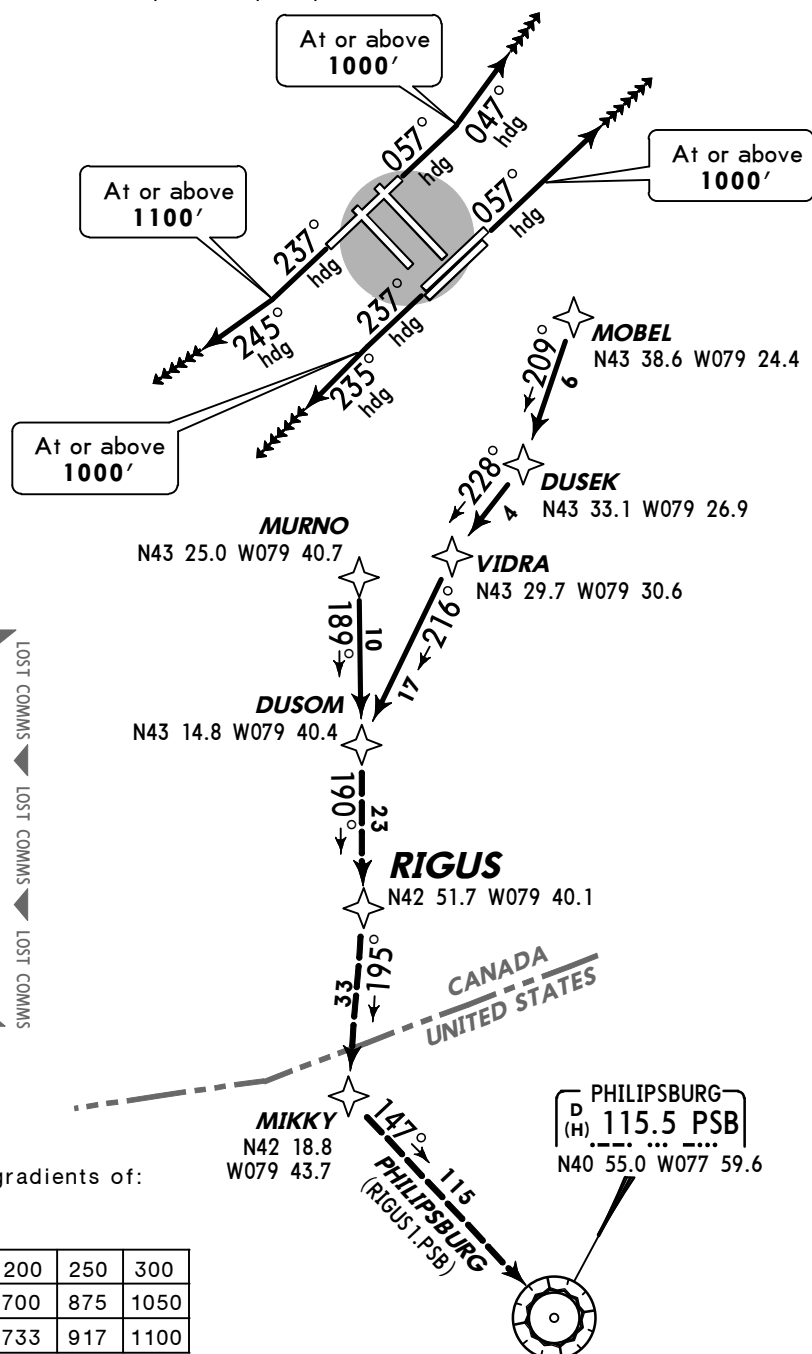


Direct distance from
Toronto/Pearson Intl to:
MOBEL 10 NM
MURNO 16 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires minimum climb gradients of:
Rwy 06L: 220' per NM to 1100'.
Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MOBEL (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MURNO (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

2. Safe Altitude within 100 NM 4900'.

3. Jet aircraft only.

4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

RIGUS ONE DEPARTURE (RIGUS1.)

(RWYS 15L/R, 33L/R)

Direct distance from Toronto/Pearson Intl to:

DUSOM 26 NM

NUBAX 8 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

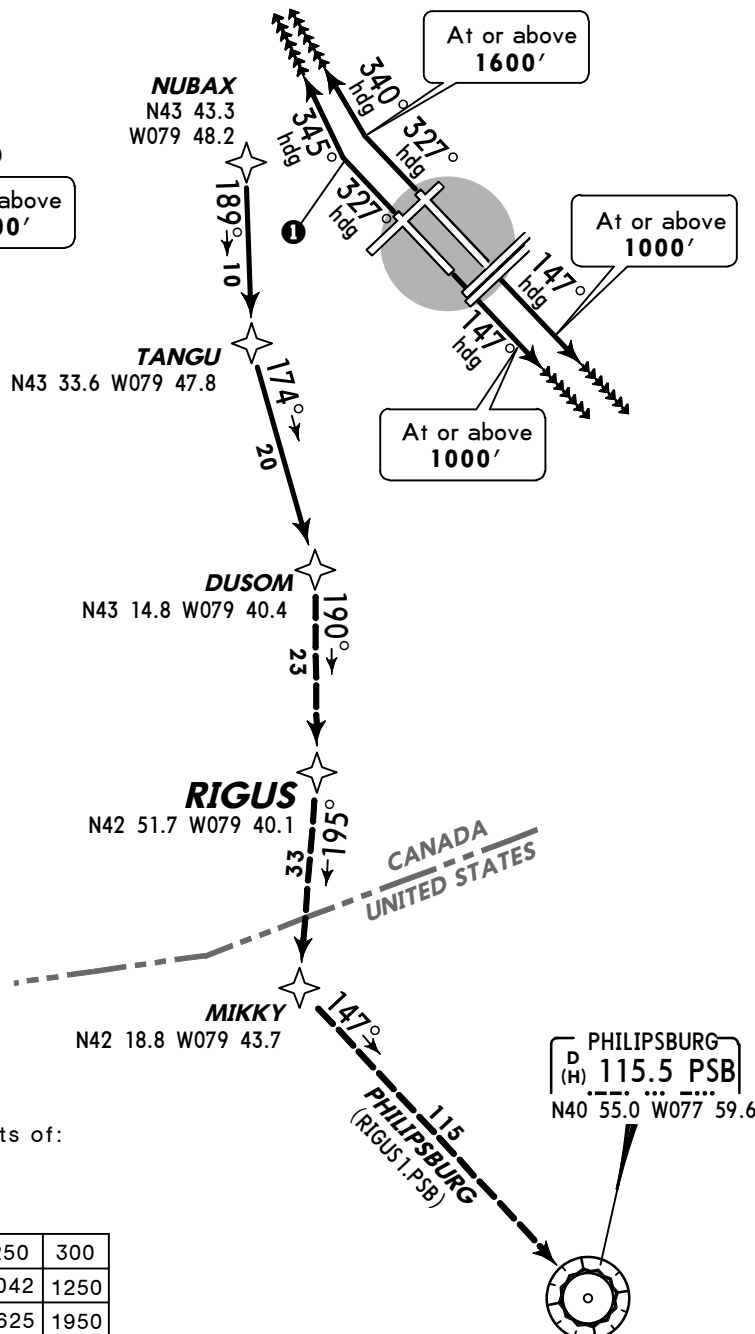
This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050



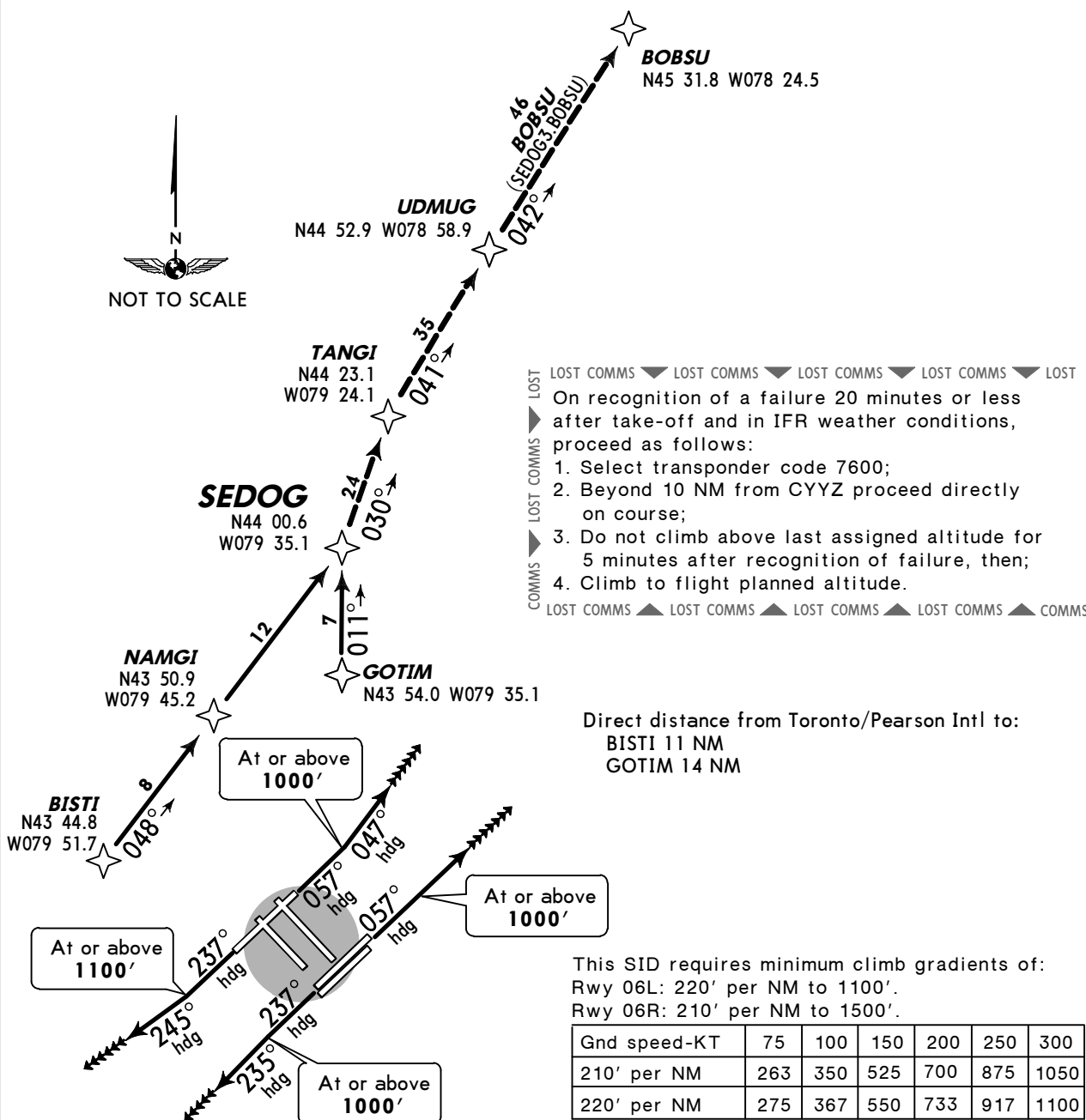
RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to DUSOM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to NUBAX (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
 2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.
 3. Safe Altitude within 100 NM 4900'. 4. Jet aircraft only.
 5. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable
 6. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

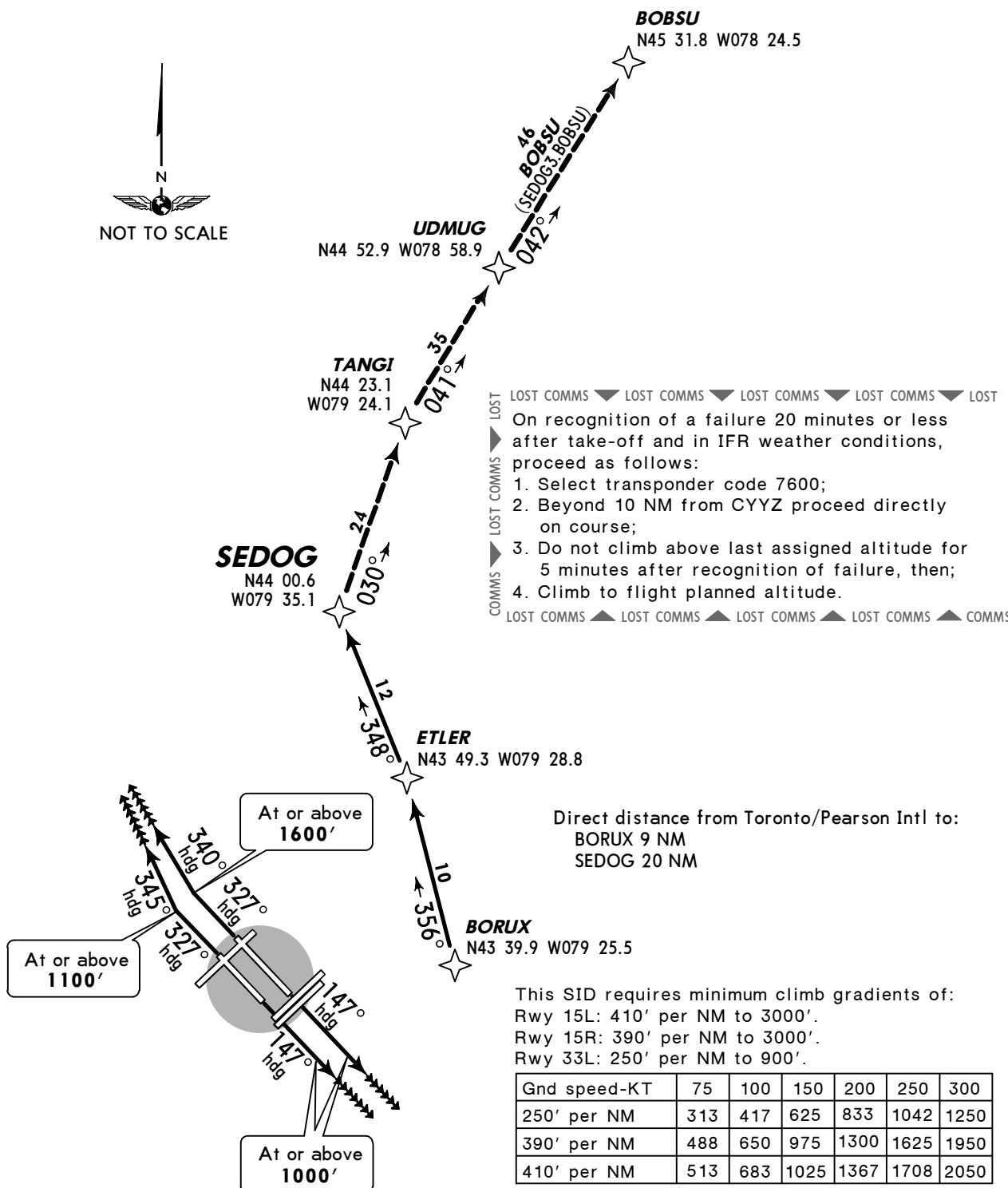
SEDOG THREE DEPARTURE (SEDOG3.) (RWYS 05, 06L/R, 23, 24L/R)



RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to GOTIM (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to BISTI (or as assigned), then proceed via depicted route.	

4. For use by GNSS or D/D/I equipped aircraft. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

(RWYS 15L/R, 33L/R)



RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to BORUX (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to SEDOG (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT vectors to SEDOG (or as assigned), then proceed via depicted route.	

TEVAD ONE DEPARTURE (TEVAD1.)
(RWYS 05, 06L/R, 23, 24L/R)

Direct distance from Toronto/Pearson Intl to:
PERLO 7 NM
MAVAN 8 NM

PERLO N43 38.2 W079 28.7
NADUM N43 31.0 W079 04.6
TEVAD N43 26.8 W078 45.0
MAVAN N43 33.6 W079 33.4
AHPAH N43 18.3 W078 07.6

CLIMB GRADIENTS:
Rwy 06L: 220' per NM to 1100'.
Rwy 06R: 210' per NM to 1500'.

CLIMB GRADIENT	75	100	150	200	250	300
Gnd speed-KT	263	350	525	700	875	1050
210' per NM	275	367	550	733	917	1100

INITIAL CLIMB

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000' Aircraft assigned a turn at takeoff; commence turn at 1100'.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to PERLO (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to MAVAN (or as assigned), then proceed via depicted route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.

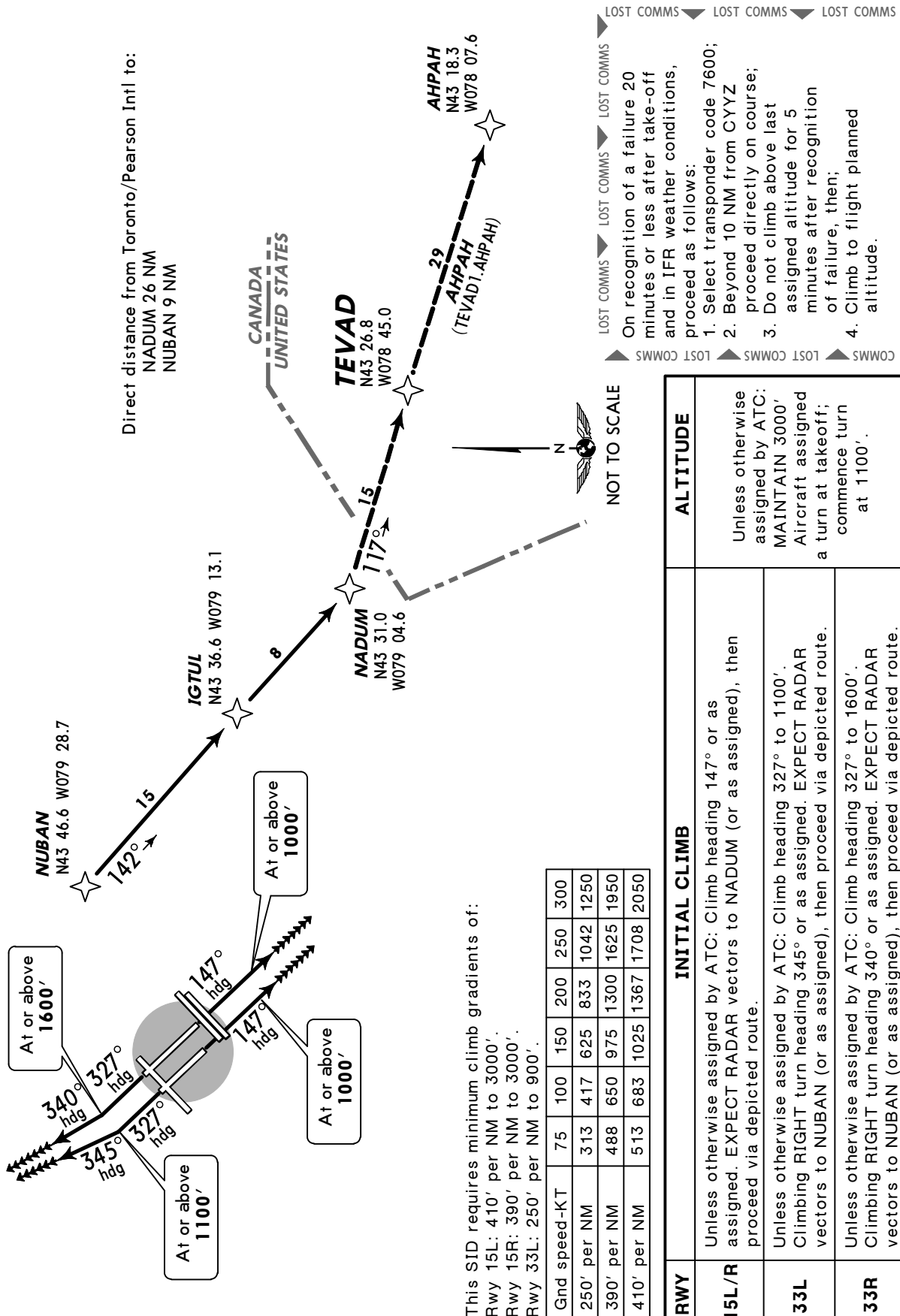
2. Safe Altitude within 100 NM 4900'.

3. Non-Jet aircraft only.

4. For use by GNSS equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

TEVAD ONE DEPARTURE (TEVAD1.)

(RWYS 15L/R, 33L/R)



TORONTO
 Departure
 128.8
 127.575

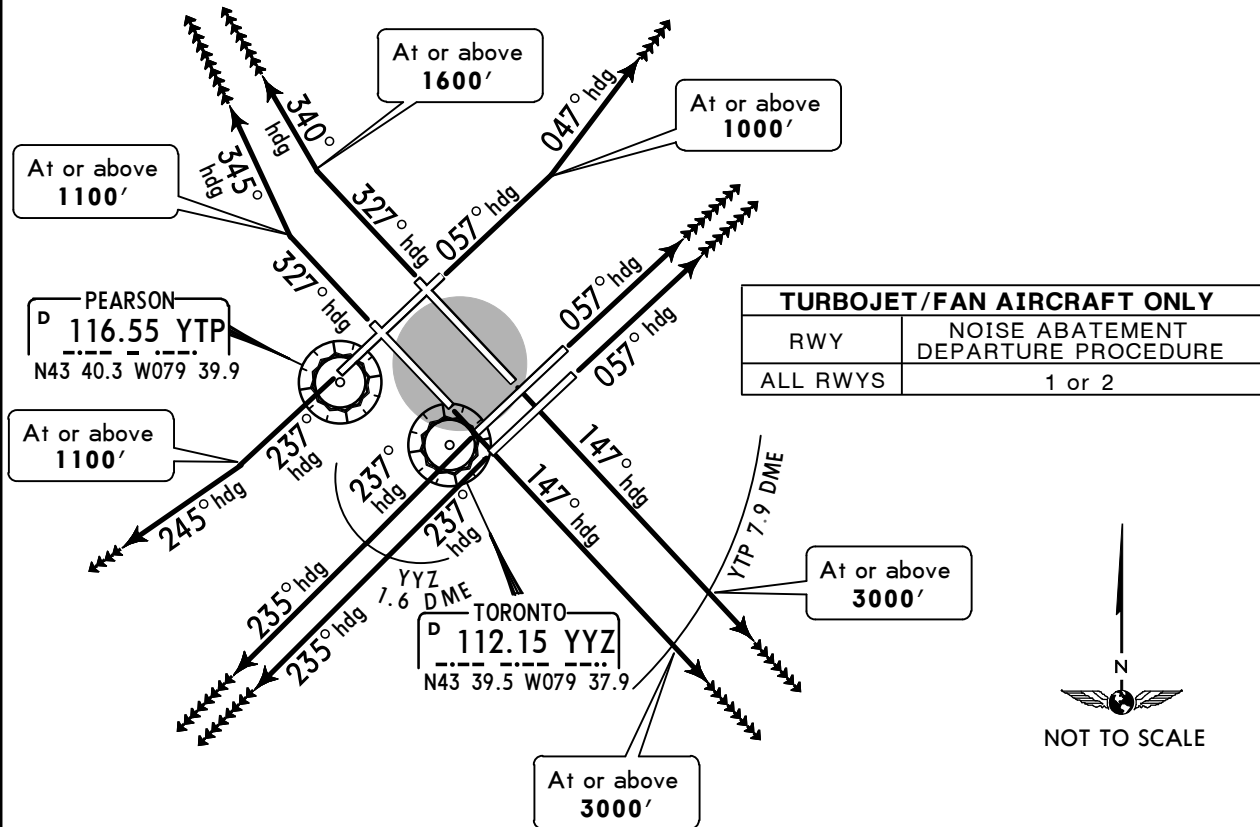
Apt Elev
 569'

Trans level: FL180 Trans alt: 18000'
 1. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures:
 Simultaneous parallel departures in use.
 2. Safe Altitude within 100 NM 4900'.
 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

TORONTO TWO DEPARTURE (TRNT02.) (VECTOR)

Day Procedure. For use between 0630-0000 local.

~~SPEED~~ MAX 250 KT BELOW 10000'



▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder Mode A/3 7600;
2. Beyond YYZ 10 DME proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight plan altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

❶ Unless otherwise assigned by ATC.

This SID requires minimum climb gradients of:

- Rwy 06L: 220' per NM to 1100'.
- Rwy 06R: 210' per NM to 1500'.
- Rwy 15L: 410' per NM to 3000'.
- Rwy 15R: 390' per NM to 3000'.
- Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050

RWY	❶ INITIAL CLIMB	❶ ALTITUDE
05	Climb heading 057°. At 1000' turn LEFT to heading 047° or assigned heading for vectors to assigned route.	Jet aircraft MAINTAIN 5000'. Non-jet aircraft MAINTAIN 3000'. Aircraft assigned a turn at takeoff; commence turn at 1100'
06L/R	Climb heading 057° or assigned heading for vectors to assigned route.	
15L/R	Climb heading 147° cross YTP 7.9 DME at or above 3000'. MAINTAIN heading for vectors to assigned route.	
23	Climb heading 237°. At 1100' turn RIGHT to heading 245° or assigned heading for vectors to assigned route.	
24L/R	Climb heading 237°. At YYZ 1.6 DME turn LEFT heading 235° or assigned heading for vectors to assigned route.	
33L	Climb heading 327°. At 1100', turn RIGHT to heading 345° or assigned heading for vectors to assigned route.	
33R	Climb heading 327°. At 1600', turn RIGHT to heading 340° or assigned heading for vectors to assigned route.	

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

2. CAUTION: Rwy 05, 06L/R, 23, 24L/R departures: Simultaneous parallel departures in use.

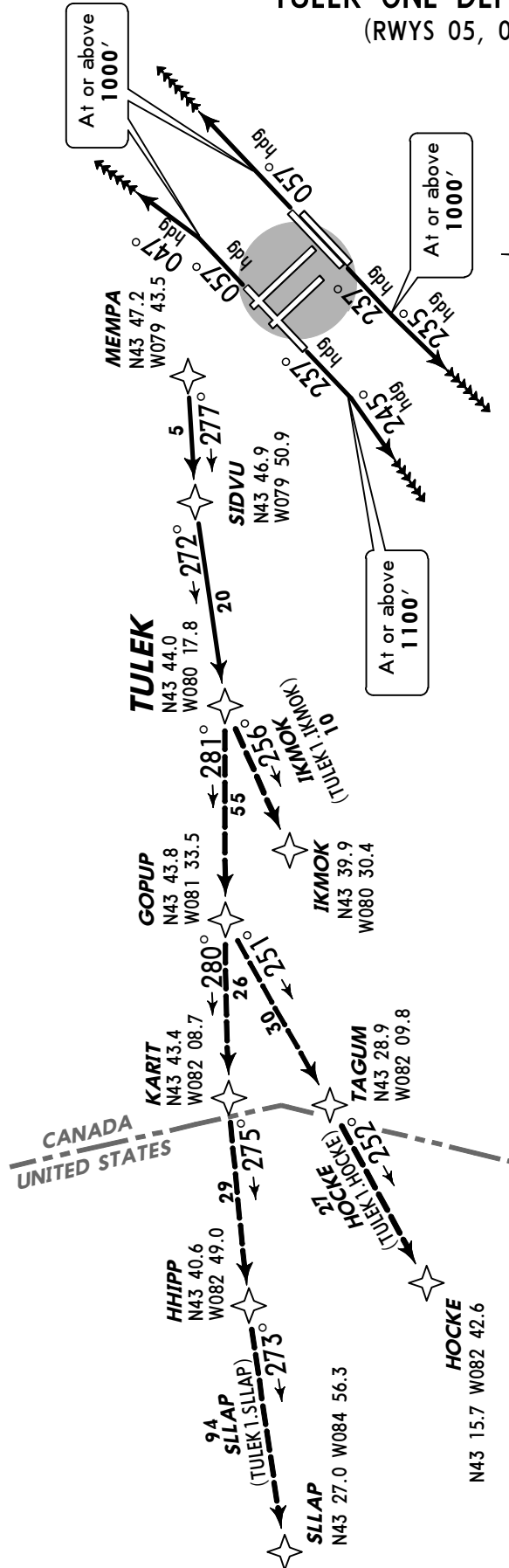
3. Safe Altitude within 100 NM 4900'.

4. Non-Jet aircraft only.

5. For use by GNSS equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

TULEK ONE DEPARTURE (TULEK1.)

(RWYS 05, 06L/R, 23, 24L/R)



Direct distance from Toronto/Pearson Intl to:
MEMPA 8 NM
TULEK 29 NM

This SID requires minimum climb gradients of:
Rwy 06L: 220' per NM to 1100'.
Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

LOST COMMS
On recognition of a failure 20 minutes or less after take-off and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 3000' aircraft assigned a turn at takeoff; commence turn at 1100'.
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to MEMPA (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TULEK (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TULEK (or as assigned), then proceed via depicted route.	

URSAL TWO DEPARTURE (URSAL2.)

(RWYS 05, 06L/R, 23, 24L/R)

Direct distance from
Toronto/Pearson Intl to:

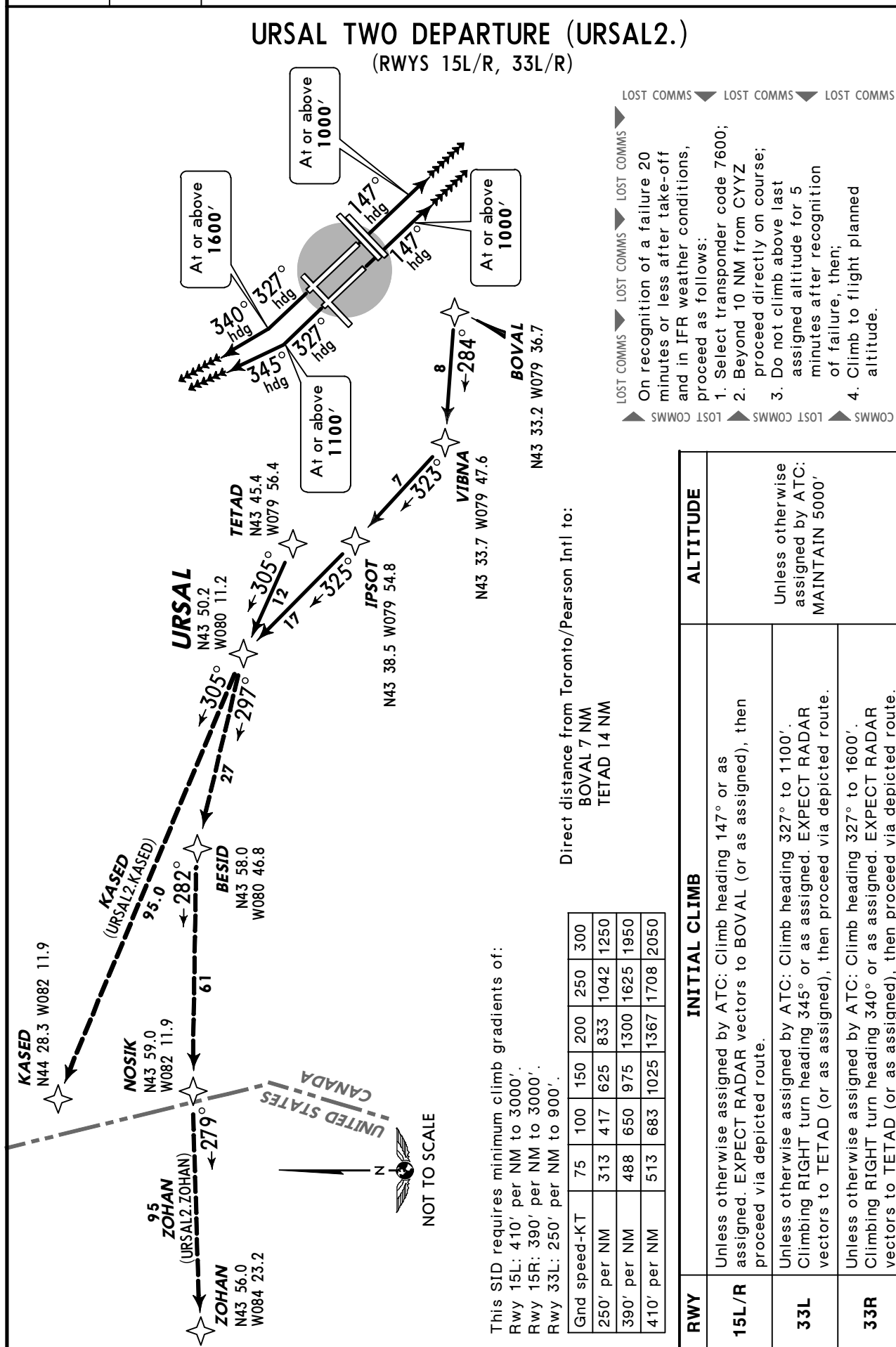
KEDSI 10 NM
TILAM 14 NM

This SID requires minimum climb gradients of:

Rwy 06L: 220' per NM to 1100'.
Rwy 06R: 210' per NM to 1500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100

RWY	INITIAL CLIMB	ALTITUDE
05	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Climbing LEFT turn heading 047° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
06L/R	Unless otherwise assigned by ATC: Climb heading 057° to 1000'. Continue climb heading 057° or as assigned. EXPECT RADAR vectors to KEDSI (or as assigned), then proceed via depicted route.	
23	Unless otherwise assigned by ATC: Climb heading 237° to 1100'. Climbing RIGHT turn heading 245° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	
24L/R	Unless otherwise assigned by ATC: Climb heading 237° to 1000'. Climbing LEFT turn heading 235° or as assigned. EXPECT RADAR vectors to TILAM (or as assigned), then proceed via depicted route.	



© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

TORONTO
Departure
128.8
127.57

Apt Elev
569'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. Safe Altitude within 100 NM 4900'.
3. Jet aircraft only.
4. For use by GNSS or D/D/I equipped aircraft. Aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director.

VERDO FOUR DEPARTURE (VERDO4.) (RWYS 15L/R, 33L/R)

RWY	INITIAL CLIMB	ALTITUDE
15L/R	Unless otherwise assigned by ATC: Climb heading 147° or as assigned. EXPECT RADAR vectors to ALKUT (or as assigned), then proceed via depicted route.	Unless otherwise assigned by ATC: MAINTAIN 5000'
33L	Unless otherwise assigned by ATC: Climb heading 327° to 1100'. Climbing RIGHT turn heading 345° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	
33R	Unless otherwise assigned by ATC: Climb heading 327° to 1600'. Climbing RIGHT turn heading 340° or as assigned. EXPECT RADAR vectors to VIVET (or as assigned), then proceed via depicted route.	

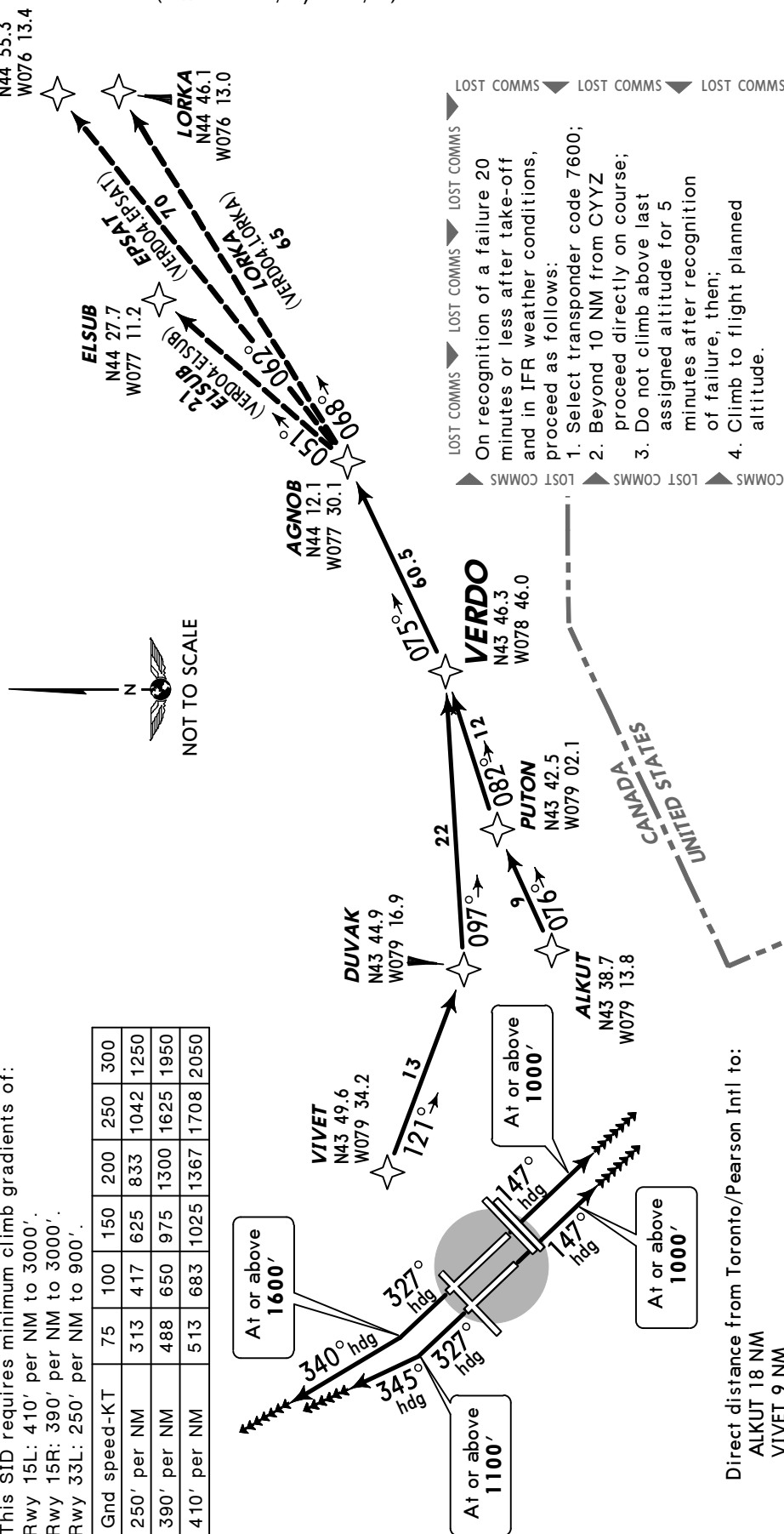
This SID requires minimum climb gradients of:

Rwy 15L: 410' per NM to 3000'.

Rwy 15R: 390' per NM to 3000'.

Rwy 33L: 250' per NM to 900'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
390' per NM	488	650	975	1300	1625	1950
410' per NM	513	683	1025	1367	1708	2050



Direct distance from Toronto/Pearson Intl to:

ALKUT 18 NM

VIVET 9 NM

NOISE ABATEMENT PROCEDURES

DAYLIGHT : LT plus 4 HOURS= UTC(Z)
STANDARD : LT plus 5 HOURS= UTC(Z)

GENERAL

Noise Operating Restrictions and Noise Abatement Procedures apply, at Toronto/Lester B. Pearson Intl Airport, to all IFR and VFR Aircraft, unless otherwise specified.

NOISE OPERATING RESTRICTIONS**A. Restrictions:**

1. Subject to paragraph 4 or 5, arrivals and departures of all aircraft are restricted as per the table below:

AIRCRAFT	RESTRICTED HOURS - LOCAL TIME
Noise Certification or Type	Arrivals & Departures
All Non-noise Certificated Jet Aircraft	2000 - 0800
All ICAO Annex 16, Vol 1 Chapter 2 & equivalent Aircraft	0000 - 0700
All ICAO Annex 16, Vol 1 Chapter 3 & equivalent Aircraft	0030 - 0630
All other Aircraft	0030 - 0630

2. Non-noise certificated jet powered aircraft are prohibited from departing on runways 05, 06L, 06R, 15L, 15R and 33L.
3. Between 0000 and 0630 local time, departures are prohibited on runways 05, 06L, 06R, 15L and 15R and arrivals are prohibited on runways 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.
4. All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. Submit requests for operating extensions on the day of operation to the Greater Toronto Airports Authority with justification at 416-776-3480, or 1-800-267-SLOT (7568), (Fax 416-776-5552). For advance exemption requests or information, make submission in writing to the

Manager
Slots and Capacity Allocation
Greater Toronto Airports Authority
Toronto Pearson International Airport
P.O. Box 6031 Toronto AMF, Ontario
L5P 1B2
(Fax 416-776-3483)

5. **ALL OTHER OPERATORS ARE REQUIRED TO OBTAIN PERMISSION TO OPERATE DURING THE RESTRICTED HOURS** by contacting the Greater Toronto Airports Authority on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552).

NOISE ABATEMENT PROCEDURES

B. Preferential runway assignment (0000 - 0630 local time).

Consistent with operational safety (i.e., wind, weather, runway conditions, approach aid availability etc.), ATC will assign runways in the following order of priority.

	Arrivals	Departures
1.	Runway 05	Runway 23
2.	Runway 15L	Runway 33R
3.	Runway 06L	Runway 24R

C. Engine Run-ups

Between 0000 - 0700 local time, maintenance run-ups are prohibited unless authorized by the Greater Toronto Airports Authority (416-776-3030).

D. Training Flights

Training flights are not permitted in the Toronto Control Zone from 0000 - 0700 local time. For other times, prior permission is required from Toronto ACC Flow Management Unit (905-676-3528 or 1-800-268-4831).

NOISE ABATEMENT PROCEDURES (GENERAL)**A. Reverse Thrust**

Consistent with safety of operations and in consideration of High Intensity Runway Operations, pilots should minimize the use of reverse thrust.

B. 0700 - 2300 local time

Except in emergencies, Noise Abatement Procedures as outlined in 1. and 2. below apply to all turbo-jet and turbo-fan powered aircraft.

1. Departure Procedure:

- (a) NADP 1 or 2 is required for all runways. See Jeppesen Canada ATC para 7.6. or Canada Rules and Procedures Noise Abatement, if held.
- (b) SID routing shall be followed to 3600' AMSL. For Rwy 33L and 33R, no unauthorized turns until abeam MALTN Int (YYZ R-343/4.0).

NOTE: SID cancellation does not terminate Noise Abatement Procedure.

- (c) Early Turn-Rwys 05, 06L, 06R, 23, 24L 24R, departures: Applies only to the following jet aircraft types - CRJ1, CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4, and GLF5. Commence turn assigned at take-off at 1100' AMSL.

2. Arrival Procedures:

Consistent with safety, crews shall minimize approach noise. For all approaches including visual approaches:

- (a) Maintain 3000' AMSL or above until intercepting extended runway centerline, and;
- (b) Intercept extended runway centerline at or outside Final Approach Fix, then;
- (c) Remain on or above glide slope or assumed 3.0° glide slope.

C. 2301 - 0659 local time**1. Procedures:**

Departure Procedures 1. (b) above, and Arrival Procedures 2. above apply to all aircraft. Departure Procedure 1. (a) above applies to Turbo-jet and Turbo-fan powered aircraft only.

D-ATIS		*TORONTO Clearance	North Apron	APRON ADVISORY South Apron	Pad Control	79-37
120.82	121.3	122.27	122.07	131.17		79-35
Ground		Tower		TORONTO Departure		79-36
121.9	121.65	119.1	118.35	118.7	128.8	43-42
120.82	121.3	122.27	122.07	131.17	127.57	

A340-500/600, B777-300 and A380 discretionary oversteering required at all intersections.

GENERAL AVIATION AREA
Taxiway K is uncontrolled and is restricted to acft with a wingspan of 135' (41m) (B757W) or less and an Aircraft Load Rating of 9.0 or less. Other aircraft may be authorized with prior approval from Ops.

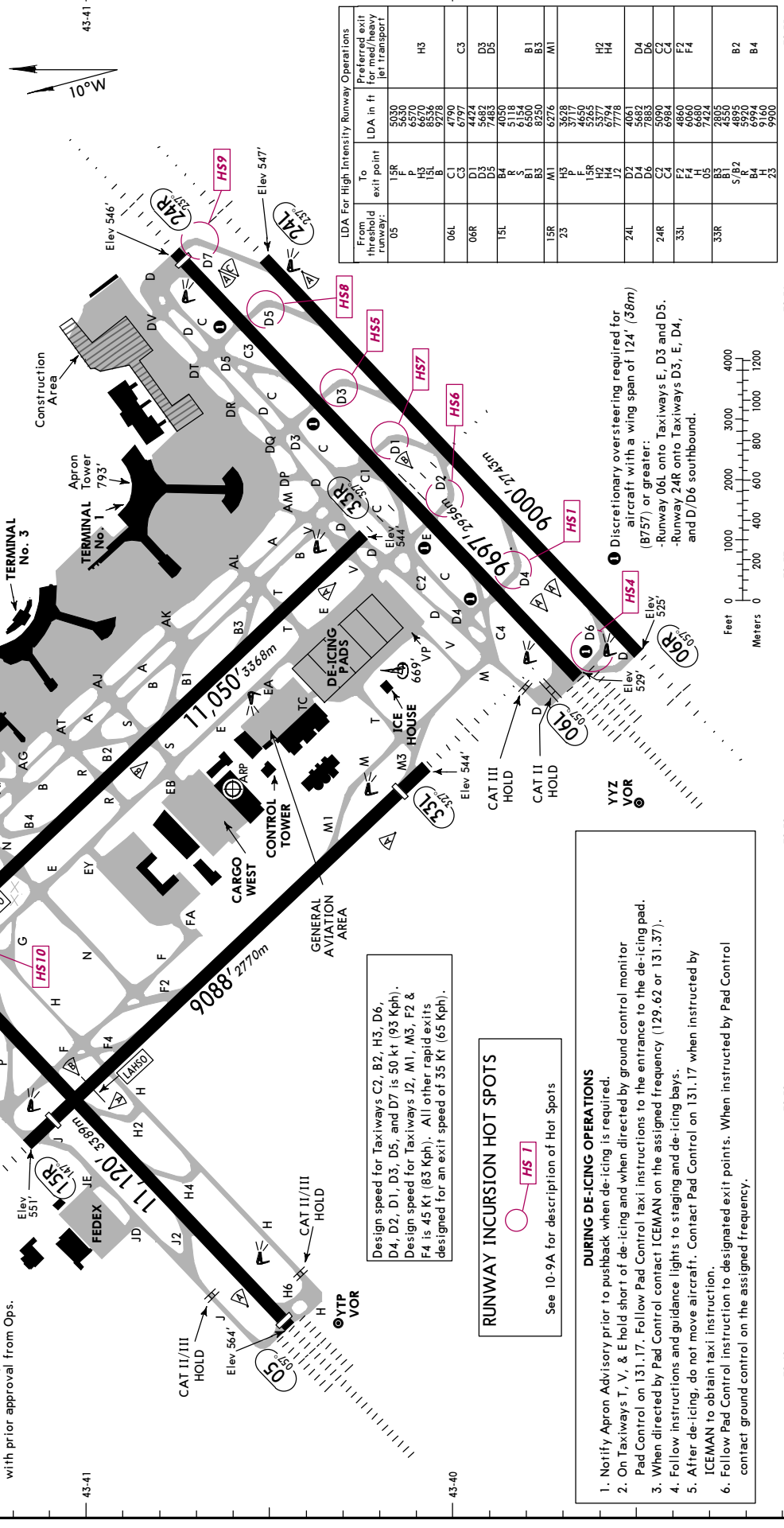
Normal Rwy 23 departures are from Twy H.
-Rwy 23 departures do not enter Twy Q without specific clearance from ATC.
-Aircraft requiring full length must notify Ground Control on initial contact.

Departures from holding bay inner centerlines Rwy 06L, 24R subtract 263' (80m) from declared distances.

See Taxi Chart for taxiway data and notes.

CAUTION: Be alert to Runway 06L/24R crossing clearances. Be prepared to stop short of Runway 06L/24R.
Readback of all runway holding instructions is required.

When Authorized by ATC, Intersection Departures are Available as follows:	
RUNWAY	INTERSECTION
05	J2 8120' (2475m)
	H4 7129' (2173m)
	H6 10512' (3204m)
06L	D4 7763' (2366m)
	C4 7182' (2189m)
06R	D6 7883' (2403m)
	D4 5682' (1732m)
15L	H 8996' (2742m)
	B4 6866' (2087m)
15R	H 7701' (2314m)
	F4 6633' (2022m)
23	H/J 10246' (3132m)
	B 9058' (2761m)
24L	D5 7381' (2250m)
	D5 7973' (2430m)
24R	C3 6953' (2120m)
	M1 6854' (2089m)
33L	V 10669' (3252m)
	9219' (2810m)
33R	V 8231' (2519m)
	B3



Design speed for Taxiways C2, B2, H3, D6, D4, D2, D1, D3, D5, and D7 is 50 Kt (93 Kph).
Design speed for Taxiways J2, M1, M3, F2 & F4 is 45 Kt (83 Kph). All other rapid exits designed for an exit speed of 35 Kt (65 Kph).

RUNWAY INCURSION HOT SPOTS

See 10-9A for description of Hot Spots

- DURING DE-ICING OPERATIONS**
1. Notify Apron Advisory prior to pushback when de-icing is required.
 2. On Taxiways T, V, & E hold short of de-icing and when directed by ground control monitor Pad Control on 131.17. Follow Pad Control taxi instructions to the entrance to the de-icing pad.
 3. When directed by Pad Control contact ICAMAN on the assigned frequency (129.62 or 131.37).
 4. Follow instructions and guidance lights to staging and de-icing bays.
 5. After de-icing, do not move aircraft. Contact Pad Control on 131.17 when instructed by ICAMAN to obtain taxi instruction.
 6. Follow Pad Control instruction to designated exit points. When instructed by Pad Control contact ground control on the assigned frequency.

LDA For High Intensity Runway Operations	
From threshold runway:	To exit point LDA in ft
05	15R 5030
	F 5630
	H3 6270
	15L 8536
06L	C1 4790
	C1 4790
	D1 4274
	D3 5682
06R	D5 7483
	B4 5050
	S 6154
	B1 6500
15R	B3 6250
	M1 9276
	B3 3719
	F 4650
23	15R 5275
	H4 6794
	J2 7778
	D2 4081
24L	D6 7883
	C2 5090
	C2 6984
	F2 4860
33L	F4 6680
	O5 7424
	B3 2895
	S/B2 4895
33R	B4 9160
	B4 9160
	B2 4895
	B4 9160

- Discretionary oversteering required for aircraft with a wing span of 124' (38m) (B757) or greater:
- Runway 06L onto Taxiways E, D3 and D5.
 - Runway 24R onto Taxiways D3, E, D4, and D/D6 southbound.

GENERAL									
Multilateration: Pilots must keep their transponder on at all times when maneuvering on the airport, turned on prior to pushback and on arrival, turned off once parked at the gate. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.									
ADDITIONAL RUNWAY INFORMATION									
RWY	USABLE LENGTHS				LANDING BEYOND		LAHSO		
	HIRL CL		SSALR		Threshold	Glideslope	TAKE-OFF	Distance	WIDTH
05	HIRL	CL	ALSF-II	TDZ ❶ PAPI-L	RVR	10 640' 3246m	9487' 2892m	15L/33R 8225' 2507m	
23	HIRL	CL	SSALR	❶ PAPI-L	RVR	10 290' 3136m	9422' 2872m	10 775' 3284m	200' 61m
❶ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
06R	HIRL	CL	SSALR	❷ PAPI-L	RVR	8898' 2712m	7802' 2378m		200' 61m
24L	HIRL	CL	SSALR	❷ PAPI-L	RVR	8898' 2712m	7769' 2368m	8898' 2712m	
❷ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
06L	HIRL	CL	ALSF-II	TDZ ❸ PAPI-L	RVR	9392' 2866m	8639' 2633m		200' 61m
24R	HIRL	CL	SSALR	REIL TDZ ❸ PAPI-L	RVR	9392' 2866m	8433' 2570m	9589' 2926m	
❸ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
15R	HIRL	SSALR	❹ PAPI-R		RVR	8500' 2591m	7438' 2267m		200' 61m
33L	HIRL	SSALR	❹ PAPI-L		RVR	8490' 2588m	7508' 2288m	9078' 2767m	
❹ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									
15L	HIRL	CL	SSALR	❺ PAPI-L	RVR	10 886' 3318m	9156' 2791m	10 886' 3318m	200' 61m
33R	HIRL	CL	SSALR	❺ PAPI-L	RVR	10 886' 3318m	10 027' 3066m	05/23 9597' 2925m	
❺ Angle 3.0°. For aircraft with eye-to-wheel height up to 45'.									

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS1

Exiting Rwy 24L onto Twy D4 aircraft fail to hold short of and incur on Rwy 06L/24R.
- HS2

Taxiing northbound on Twy B aircraft miss turn onto Twy H and incur on Rwy 05/23.
- HS3

Taxiing eastbound on Twy H aircraft continue onto Twy Q and incur on Rwy 23.
- HS4

Exiting Rwy 24L onto Twy D6 aircraft fail to hold short of and incur on Rwy 06L/24R.
- HS5

Exiting Rwy 06R onto Twy D3 aircraft fail to hold short of and incur on Rwy 06L/24R.
- HS6

Exiting Rwy 24L onto Twy D2 aircraft fail to hold short of and incur on Rwy 06L/24R.
- HS7

Exiting Rwy 06R onto Twy D1 aircraft fail to hold short of and incur on Rwy 06L/24R.
- HS8

Exiting Rwy 06R onto Twy D5 aircraft fail to hold short of and incur on Rwy 06L/24R.
- HS9

Exiting Rwy 06R onto Twy D7 aircraft fail to hold short of and incur on Rwy 06L/24R.
- HS10

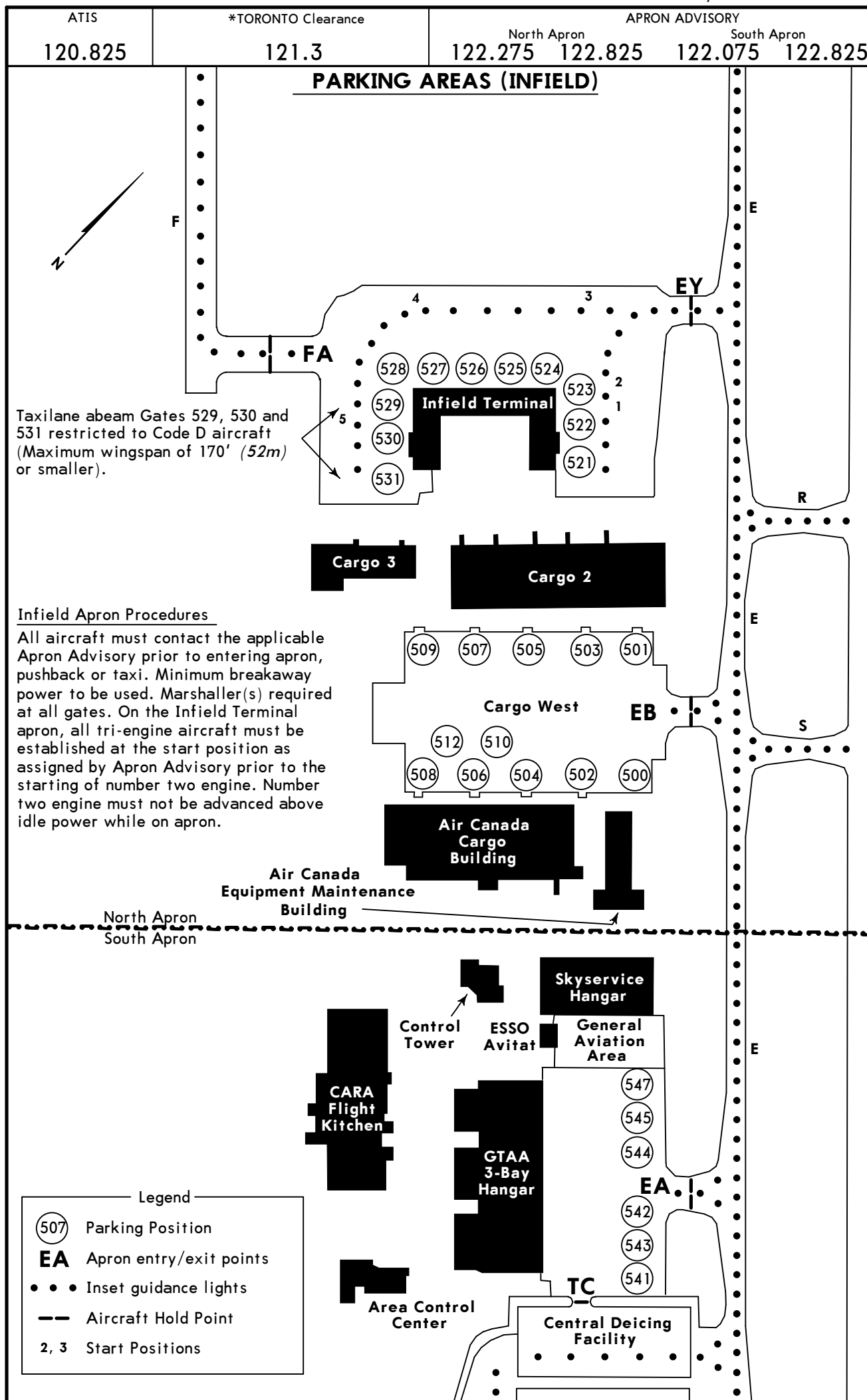
Taxiing northbound on Rwy 33R aircraft fail to hold short of and incur on Rwy 05/23.

❸ TAKE-OFF & DEPARTURE PROCEDURE

Rwys 05, 33R					❶ Rwy 06L		
Authorized Air Carriers		All Other Aircraft		Requires a minimum climb gradient of 220' /NM to 1100'.	Authorized Air Carriers		
					HIRL & CL or RCLM	HIRL or CL or RCLM	All Other Aircraft
TDZ RVR 6	CL & RCLM	HIRL or CL or RCLM	RVR 12 or 1/4	RVR 26 or 1/2	TDZ RVR 6	RVR 12 or 1/4	RVR 26 or 1/2
A					Rollout or Mid RVR 6		
B							
C							
D							

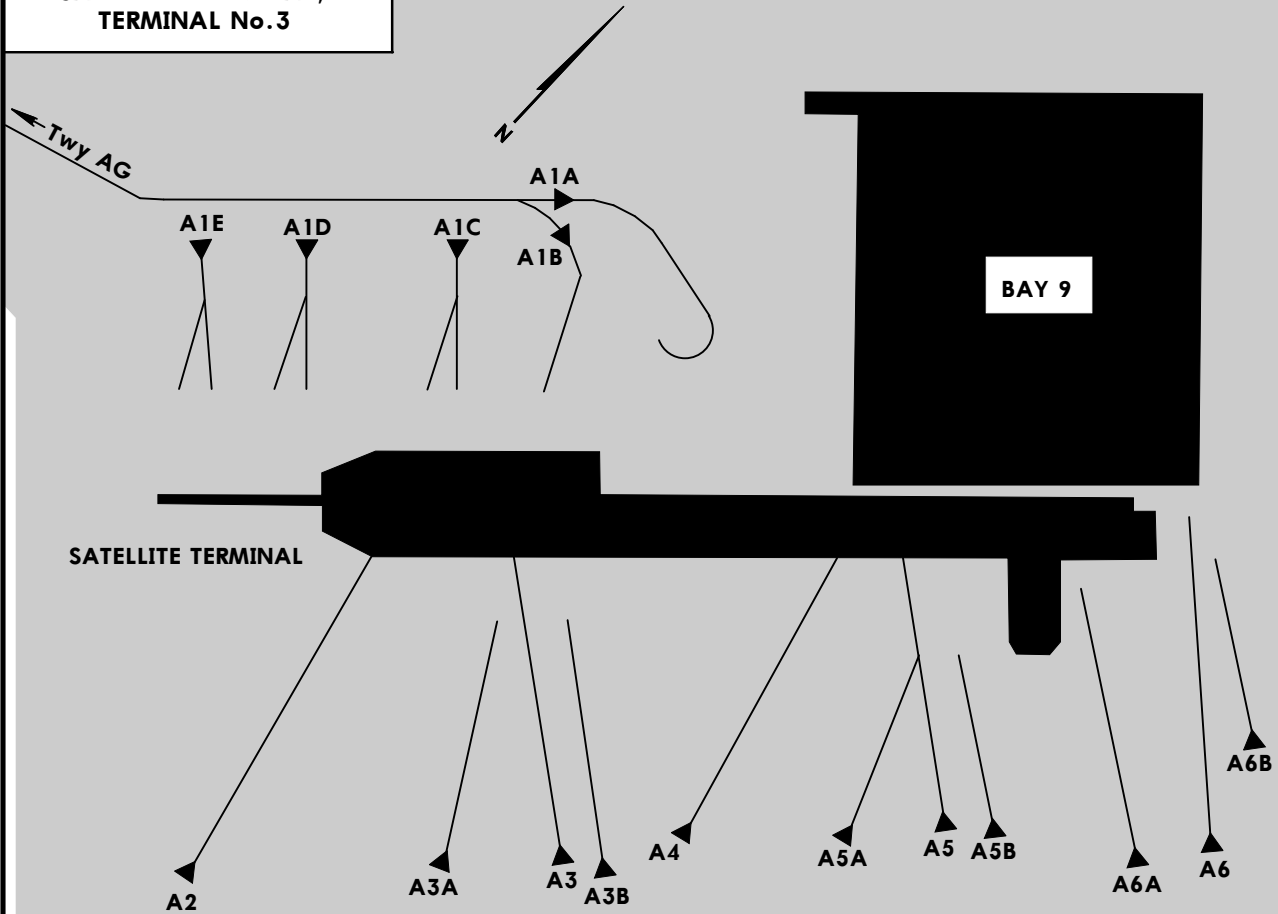
CHANGES: Hot Spot 10 added.

TAXILANE LIMITATIONS			
Taxilane	Taxilane Segment	Max Wingspan	Comments
1	Between AT & 1C	118' (35.9m)	
	Between 1C & Gate B7D	93' (28.4m)	
1S	Between AT and Hangar	213' (64.9m)	
2	Between AT & 2B	170' (51.9m)	
1/2	1B/2B Radius	118' (35.9m)	
3	Between AJ & 3C	213' (64.9m)	
4	Between AJ & 4C	213' (64.9m)	
3/4	3C/4C Radius	118' (35.9m)	
5	Between AK & 5C	262' (79.9m)	Simultaneous use of lane 5 & 6 max span 213' (64.9m)
	Between 5C & 5E	213' (64.9m)	
	Between 5E & 5G	170' (51.9m)	
5-6	Crossover	213' (64.9m)	
6	Between AK & 6C	262' (79.9m)	Simultaneous use of lane 5 & 6 max span 213' (64.9m)
	Between 6C & 6D	213' (64.9m)	
	Between 6D & 6F	118' (35.9m)	170' (51.9m) permitted to gate 126
	Between 6F & Gate 101A	93' (28.4m)	
5/6	5C/6C Radius	262' (79.9m)	
	5G/6F Radius	118' (35.9m)	
7	Between AL & 7D	262' (79.9m)	Simultaneous use of lane 7 & 8 max span 213' (64.9m)
	Between 7D & 7E	170' (51.9m)	
8	Between AL & 8D	262' (79.9m)	Simultaneous use of lane 7 & 8 max span 213' (64.9m)
	Between 8D & 8E	170' (51.9m)	
7/8	7D/8D Radius	262' (79.9m)	
	7E/8E Radius	118' (35.9m)	
9	Between DR & 9C	213' (64.9m)	
	Between 9C & 9D	118' (35.9m)	
10	Between DR & 10C	167' (50.9m)	
	Between 10C & 10D	118' (35.9m)	
9/10	9C/10C Radius	167' (50.9m)	
	9D/10D Radius	118' (35.9m)	
11	Taxilane 11	262' (79.9m)	
	11E & 11W	93' (28.4m)	

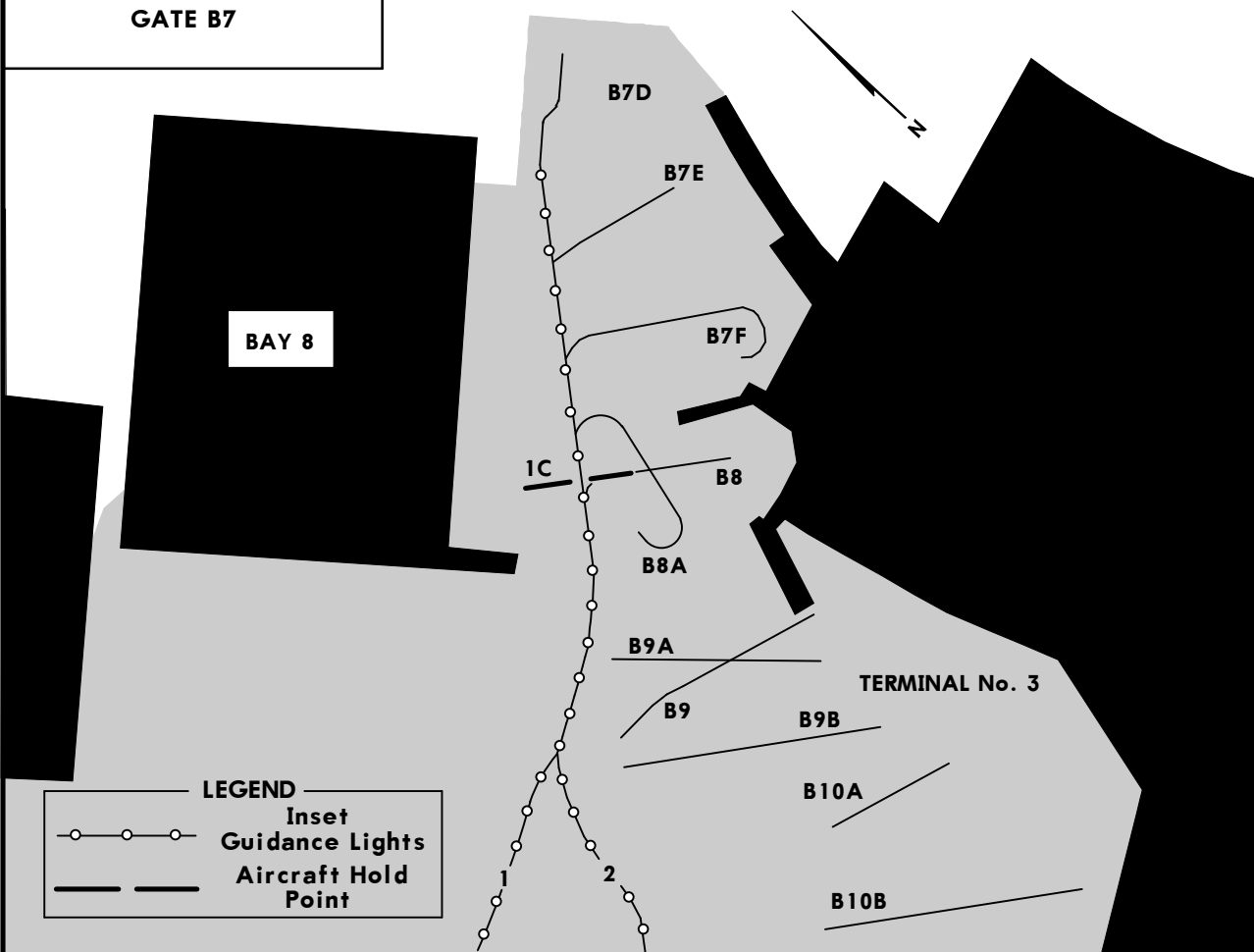


COMMUTER PARKING AREAS

SATELLITE TERMINAL,
TERMINAL No.3



GATE B7



PARKING POSITION COORDINATES			
POSITION No.	COORDINATES	POSITION No.	COORDINATES
SATELLITE TERMINAL		TERMINAL No. 3	
A2	N43 41.1 W079 37.7	B7, B8, B9	N43 41.2 W079 37.5
A3A thru A6B	N43 41.2 W079 37.7	B10A thru B12	N43 41.1 W079 37.5
TERMINAL No. 1		B13 thru B15	N43 41.1 W079 37.6
101	N43 40.9 W079 37.0	B16, B17	N43 41.0 W079 37.6
101A	N43 40.9 W079 36.9	B18, B19	N43 41.0 W079 37.5
103, 105, 107, 109	N43 40.9 W079 37.0	B20, B22	N43 41.1 W079 37.5
110 thru 112	N43 40.9 W079 37.1	C24, C25	N43 41.1 W079 37.4
120	N43 40.8 W079 37.0	C26	N43 41.1 W079 37.3
122, 124	N43 40.9 W079 37.0	C27	N43 41.0 W079 37.3
126, 128	N43 40.9 W079 37.1	C28 thru C30	N43 41.0 W079 37.4
131	N43 40.8 W079 37.1	C31 thru C33	N43 40.9 W079 37.4
132	N43 40.8 W079 37.0	C34, C35, C36	N43 40.9 W079 37.3
133	N43 40.8 W079 37.1	C37 thru C40	N43 41.0 W079 37.3
134	N43 40.8 W079 37.0	C41	N43 41.1 W079 37.3
135	N43 40.8 W079 37.1	OTHER	
136	N43 40.8 W079 37.0	244	N43 40.8 W079 36.7
137	N43 40.8 W079 37.2	246, 248, 250	N43 40.8 W079 36.6
138	N43 40.8 W079 37.1	252, 254, 256, 258	N43 40.7 W079 36.6
139	N43 40.8 W079 37.2	260, 262, 264, 266, 268	N43 40.7 W079 36.5
140, 141	N43 40.7 W079 37.2	270, 272	N43 40.7 W079 36.4
142 thru 144	N43 40.7 W079 37.1	H1	N43 40.7 W079 36.4
145	N43 40.8 W079 37.1	H2	N43 40.8 W079 36.5
151, 153, 155	N43 40.8 W079 36.9	H3, H4	N43 40.8 W079 36.4
157, 160, 161, 191	N43 40.8 W079 36.8	H5 thru H8	N43 40.8 W079 36.3
162 thru 167	N43 40.7 W079 36.8	H9, H10	N43 40.8 W079 36.2
168, 169	N43 40.6 W079 36.8	H11, H12	N43 40.9 W079 36.2
170 thru 174	N43 40.6 W079 36.9		
175, 176	N43 40.5 W079 36.8		
177	N43 40.6 W079 36.8		
178 thru 181	N43 40.6 W079 36.7		
193	N43 40.8 W079 36.7		
(INFIELD) PARKING POSITION COORDINATES			
POSITION No.	COORDINATES	POSITION No.	COORDINATES
PARKING AREAS (INFIELD)			
500	N43 40.7 W079 37.7	527 thru 529	N43 40.8 W079 38.3
501	N43 40.8 W079 37.8	530, 531	N43 40.8 W079 38.2
502	N43 40.7 W079 37.8	541	N43 40.4 W079 37.5
503	N43 40.7 W079 37.9	542	N43 40.5 W079 37.5
504	N43 40.6 W079 37.8	543	N43 40.4 W079 37.5
505	N43 40.7 W079 37.9	544	N43 40.5 W079 37.5
506	N43 40.6 W079 37.8	545, 547	N43 40.5 W079 37.6
507	N43 40.7 W079 38.0		
508	N43 40.6 W079 37.9		
509	N43 40.7 W079 38.0		
510, 512	N43 40.6 W079 37.9		
521	N43 40.9 W079 38.0		
522 thru 524	N43 40.9 W079 38.1		
525, 526	N43 40.9 W079 38.2		

CYYZ/YYZ

11 APR 14

10-9E

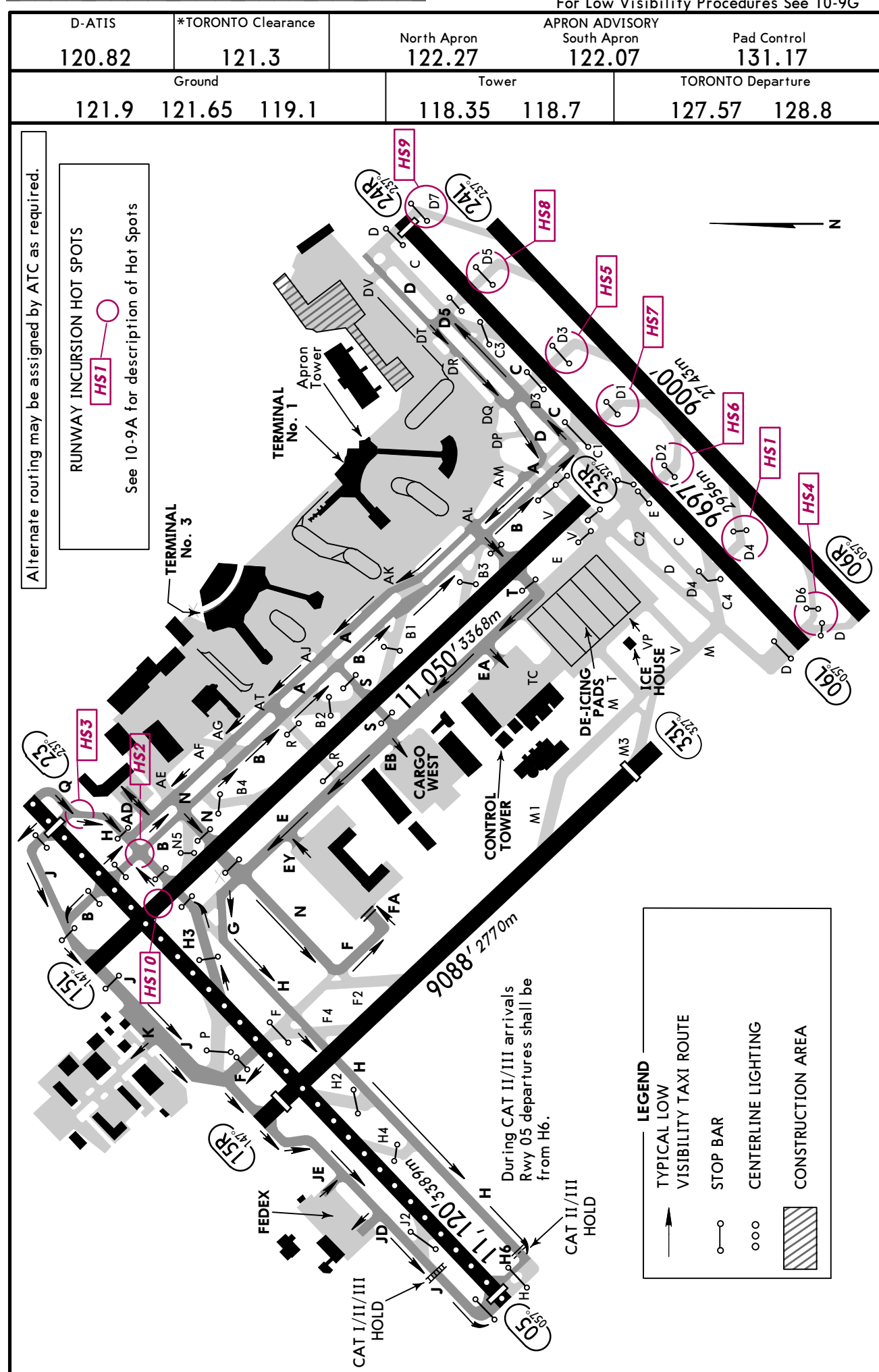
TORONTO/PEARSON INTL

TORONTO, ONT

LOW VISIBILITY TAXI CHART
LAND RWY 05, DEPART RWY 05

LESS THAN RVR 1200 TO 600

For Low Visibility Procedures See 10-9G



CYYZ/YYZ

11 APR 14

10-9F

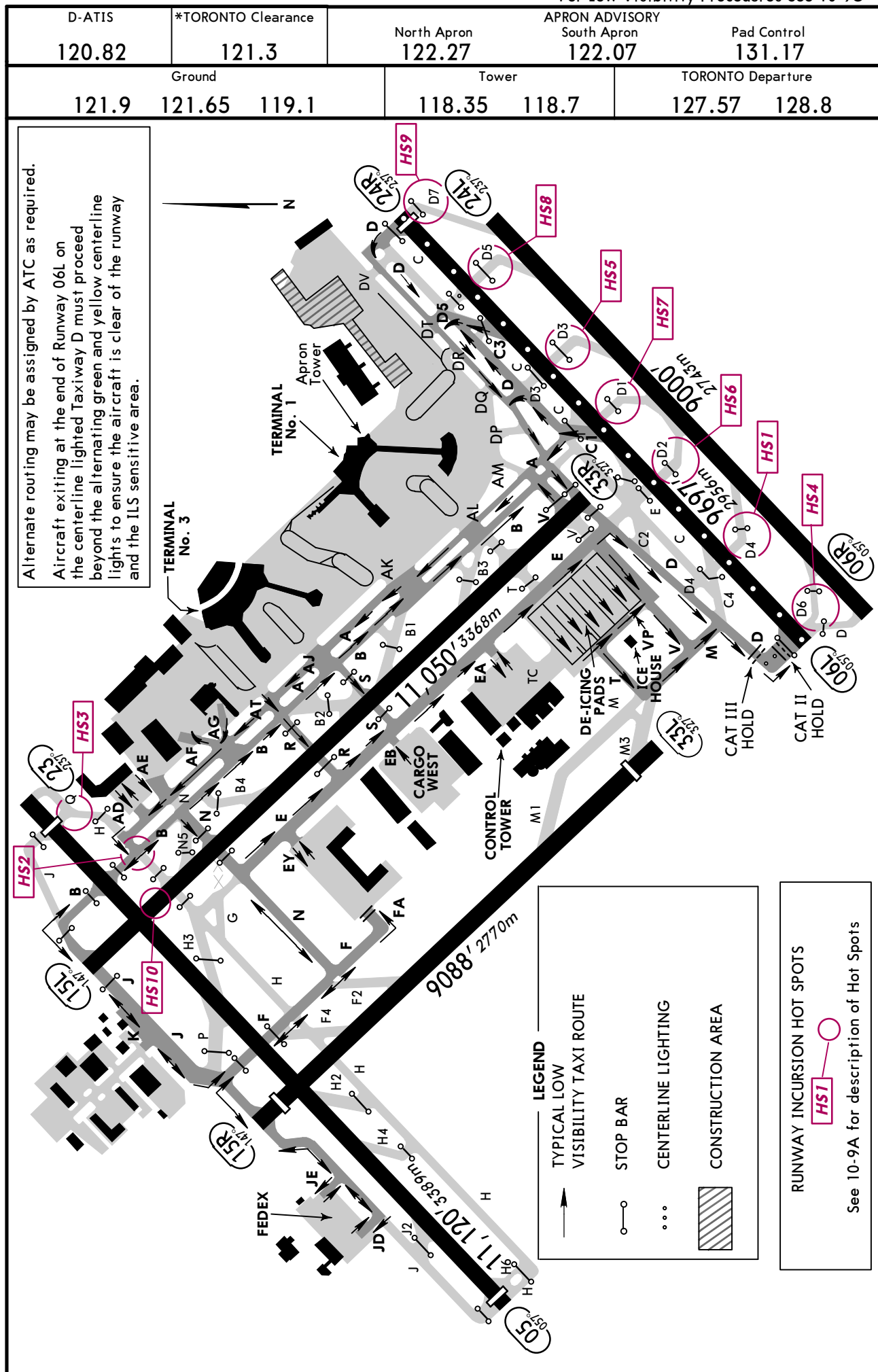
TORONTO/PEARSON INTL

TORONTO, ONT

LOW VISIBILITY TAXI CHART
LAND RWY 06L, DEPART RWY 06L

LESS THAN RVR 1200 TO 600

For Low Visibility Procedures See 10-9G



CYYZ/YYZ

11 APR 14

(10-9F1)

SMGCS

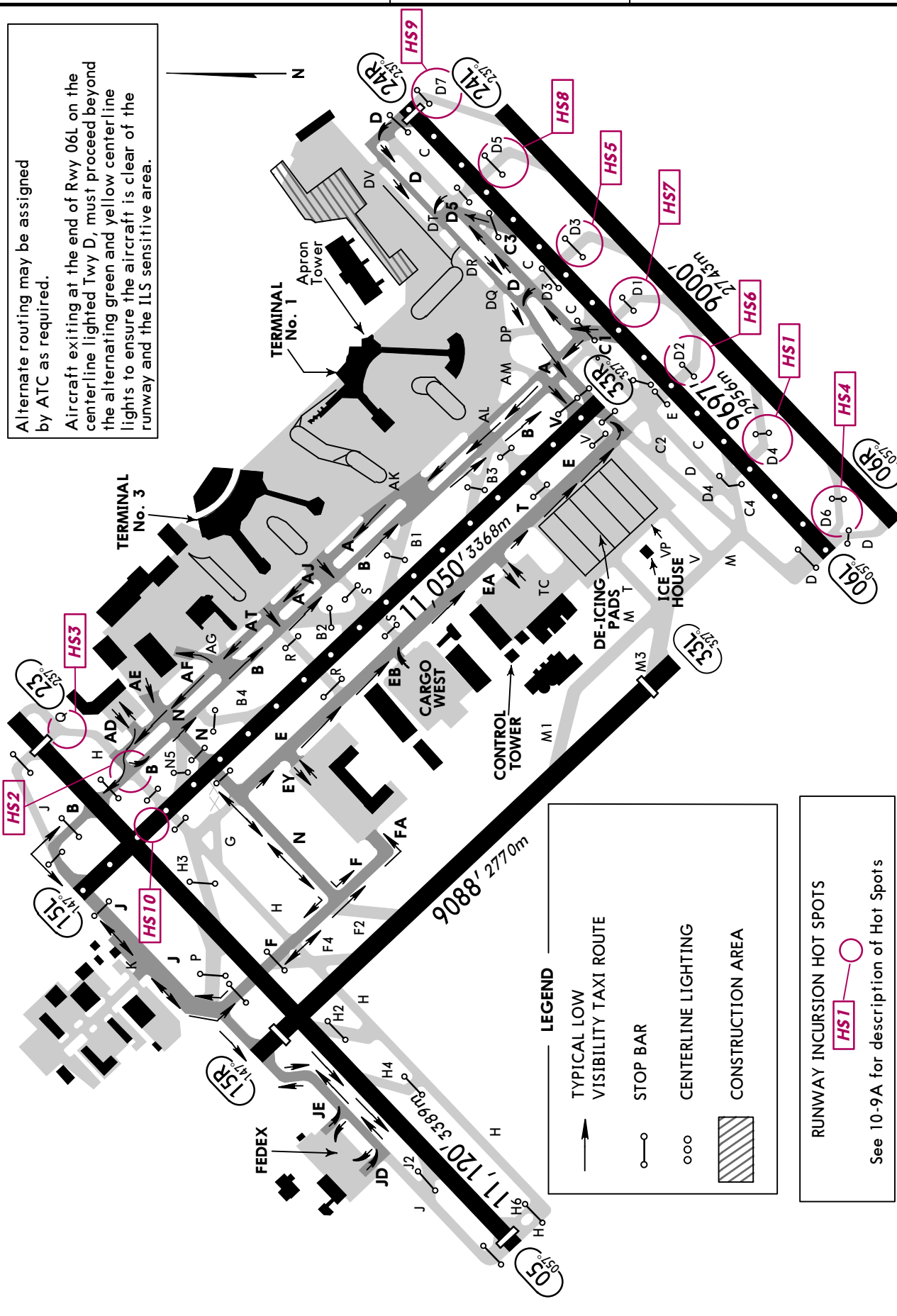
TORONTO/PEARSON INTL

TORONTO, ONT
LOW VISIBILITY TAXI CHART
LAND RWY 06L, DEPART RWY 33R
For Low Visibility Procedures See 10-9G

D-ATIS	*TORONTO Clearance	North Apron	APRON ADVISORY South Apron	Pad Control
120.82	121.3	122.27	122.07	131.17
Ground		Tower		TORONTO Departure
121.9	121.65 119.1	118.35 118.7	127.57 128.8	

Alternate routing may be assigned by ATC as required.

Aircraft exiting at the end of Rwy 06L on the centerline lighted Taxi D, must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.



LEGEND

- TYPICAL LOW VISIBILITY TAXI ROUTE
- STOP BAR
- CENTERLINE LIGHTING
- CONSTRUCTION AREA

RUNWAY INCURSION HOT SPOTS

HS1

See 10-9A for description of Hot Spots

LOW VISIBILITY PROCEDURES (RVR less than 1200 to 600 FT)**APPLICATION**

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast:

'LOW VISIBILITY PROCEDURES IN EFFECT'

GENERAL**Low Visibility Taxi Routes**

Typical taxi routes are shown on the Low Visibility Taxi Charts. Taxiway surfaces are painted with enhanced yellow and black centerline markings. In addition, Taxiways A, C, F, H, J, M, N, T, P, R, S, V, E, D, B, T1, and T3 aprons are equipped with green centerline lights. Yellow in-set taxiway intersection lights that consist of three lights spaced 1.5m apart at 90 degrees to the direction of travel are located at taxiway/taxiway intersections and apron entry/exit points coincident with lighted location signs. Aircraft may be directed to hold or report by any of these positions.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the maneuvering area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

DEPARTURES

When low visibility procedures are in effect the Departure runways are 05, 06L and 33R. Intersection take-offs from 06L are not authorized. Intersection take-offs on 33R from Victor Taxiway and on 05 from H6 may be assigned by ATC.

Sequencing of Aircraft Ground Movements for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima

1200 RVR
600 RVR

Minimum RVR for Start

1000 RVR
600 RVR

Stop Bar/Guard Light System

Each taxiway entrance onto Runways 05, 06L and 33R is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (wig-wags) are installed at each end of the stop bar. When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

'AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR'

ARRIVALS

When low visibility procedures are in effect the Arrival runways are 05 and 06L. For 05, approved exits are Taxiways F (northbound), H3, B, H/J and Q. For 06L approved exits are Taxiways C1, C3 and D. Aircraft exiting either runway must proceed beyond the alternating green and yellow centerline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

DE-ICING PROCEDURE

CENTRAL DE-ICING FACILITY

The Central De-Icing Facility and associated twys from transfer points Ice 1 - Ice 6 are operated and controlled by Servisair. For more information, contact the Icehouse at (416) 776-3423.

All communication between aircraft and the Icehouse is via VHF radio (no interphone connection).

Subject to Ground Icing Conditions, upon entry to the Deicing bay, the Flight Crew will advise if any of the following are required: tactile inspection; under wing and/or undercarriage inspection or deicing; propeller deicing; and/or verticle stablizer and/or fuselage anti-icing.

The Flight Crew shall advise their fluid type requirements. Type I fluid available is Dow UCAR ADF Concentrate (blended). Type IV fluid available is Dow UCAR Endurance EG106 (100%). The Flight Crew will be advised of the fluid in use ("mode").

When in "Type I mode", blended Dow **Type I (UCAR ADF Concentrate)** will be applied. When in "Type IV mode", Type I followed by Dow **Type IV (Endurance EG106)** anti-icing fluid will be applied. The Flight Crew must request any deviation to the "Type I" or "Type IV mode".

To expedite overall deicing process, if able, aircraft should be configured for deicing on approach to the Central De-icing Facility.

All deicing operations performed with aircraft engines operating, unless otherwise advised by the icehouse.

ENTRY PROCEDURE- PAD CONTROL VHF 131.175

1. At terminal gate position, contact APRON ADVISORY for pushback clearance, and advise 'Aircraft deicing required'.
2. After transfer from APRON ADVISORY to TORONTO GROUND, the pilot will receive taxi Instructions to Central De-Icing Facility entry transfer point Ice (#).
3. When approaching the Central De-Icing Facility entry point, TORONTO GROUND will advise the pilot to monitor PAD CONTROL on 131.175.
4. PAD CONTROL will normally instruct pilot to;
 - a. Hold position at (e.g. Ice #1), or
 - b. Taxi/Proceed to Staging Bay # (e.g. Pad 3C) and contact ICEMAN at Pad entrance on 131.375 (Pads 1 through 3), or on 129.625 (Pads 4 through 6).

NOTE: The terms 'Bay' and 'Pad' are interchangeable.

5. After clearance from PAD CONTROL, to continue taxiing, proceed into assigned pad following the appropriate inset guidelights/ lead-in lines. An automated Visual Guidance and Display System will provide correct flight number, closing rate and stopping information.

No exchange of deicing information is necessary at this stage KEEP RT BRIEF AND AVOID FREQUENCY CONGESTION.

6. On entry into staging bay contact ICEMAN and proceed following the display sign instructions.

CAUTION: AIRCRAFT WILL NOT ENTER THE DEICING BAY UNTIL INSTRUCTED TO DO SO BY ICEMAN.

7. Iceman will provide:

- a. Clearance to Staging Bay only:
ICEMAN will issue taxi instructions in the assigned Staging Bay to the specific stop point in the Bay.
- b. Clearance directly to Deicing Bay:
ICEMAN will issue instructions for taxi to the assigned deicing position in the deicing bay, including the mode of guidance (Signboard) and the requirement to report "Brakes Set and Aircraft Configured".

8. Once aircraft is at final stop position, brakes are set and aircraft configured for "engines-on" spray, contact ICEMAN on the appropriate frequency e.g., "ICEMAN, ABC124 in Bay 2 North, brakes set, aircraft configured, ready to deice".

9. ICEMAN will advise 'Hold your position, deicing is starting, continue to monitor Signboard.'

10. ICEMAN will contact pilot to advise "deicing is completed, aircraft is clean, fluid used for holdover, holdover starts at time and deicing vehicles are safe, HOLD position and contact PAD CONTROL on 131.175 for taxi".

NOTE: "Clean" means as per pilots specific request for deicing services.

NOTE: During times where no active precipitation is present and where symmetrical spot deicing is performed and/or specific aircraft sections are deiced, as holdover time would not apply in these circumstances, the ICEMAN will advise "Deicing Start Time" in place of the "Holdover Time".

CAUTION: DO NOT MOVE AIRCRAFT

CAUTION: ENGINE RUN-UPS WILL ONLY BE APPROVED BY THE PAD OPERATOR WHEN OPERATIONS ALLOW.

EXIT PROCEDURE - PAD CONTROL VHF 131.175

11. When ready to taxi contact PAD CONTROL and advise 'abc123 ready to taxi'.

12. PAD CONTROL will issue visual, signboard displaying "EXIT NOW," and verbal exit instructions to CDF exit point.

CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES BOTH VERBAL AND VISUAL CLEARANCE.

NOTE: In the event of a complete AGS failure only verbal instructions will be provided.

13. At exit point, hold short and contact TORONTO GROUND (as advised by PAD CONTROL) for further clearance.

CAUTION: All inset guide lights may be illuminated during times of darkness or lowered visibility, regardless of taxi instructions.

MANUAL ENTRY PROCEDURE - PAD CONTROL VHF 131.175

In the event of a Visual Guidance and Display System failure a 'Follow Me' vehicle will be utilized.

Follow steps 1 through 4 in the Automated Entry Procedures.

5. (MANUAL) After clearance from PAD CONTROL to continue taxiing, proceed to assigned Bay as instructed.

No exchange of deicing information is necessary at this stage KEEP RT BRIEF AND AVOID FREQUENCY CONGESTION.

6. On entry into Staging Bay contact ICEMAN and proceed into the assigned Bay following the appropriate inset guide lights lead in either North, South or Centre.

CAUTION: AIRCRAFT WILL NOT ENTER THE DEICING BAY UNTIL INSTRUCTED TO DO SO BY ICEMAN.

7. Iceman will provide:

a. Clearance to Staging Bay only:

ICEMAN will issue taxi instructions in the assigned Staging Bay to the specific stop point in the Bay, indicated by an Aircraft Stop Line; blue flashing Staging Beacon; and/or other visual reference point as specified by ICEMAN.

b. Clearance directly to Deicing Bay

ICEMAN will issue instructions for taxi to the assigned deicing position in the Deicing Bay, including the mode of guidance (Aircraft Stop Line or Follow Me Vehicle) and the requirement to report 'Brakes set and Aircraft Configured.'

NOTE: In the event that the Electronic Message Board, Hold Lights, and/or Inset Guide Lights are inoperative; and/or the Lead-In Line and/or Aircraft Stop Line are obscured and not visible to the Flight Crew, the CDF may deploy a "Follow Me" vehicle as a secondary guidance system.

The aircraft will be held at the deicing position by a signboard displaying 'STOP' and/or red hold lights until deicing is completed. Once aircraft is at final stop position, brakes are set and aircraft configured for 'engines-on' spray, notify ICEMAN e.g., 'ICEMAN, ABC124 in Bay 2 North, brakes set, aircraft configured, ready to deice'. Should a 'Follow Me' Vehicle be used, the 'Follow Me' vehicle will turn off all lights and return to the Safe Zone.

8. Once aircraft is stopped, advise ICEMAN 'brakes set and aircraft configured for deicing'.

9. ICEMAN will advise, 'Deicing starts now, HOLD position, monitor Signboard on (left or right)'.

Automated Guidance System (AGS) PARTIAL FAILURE

Once aircraft has been guided into and stopped in the appropriate Deicing bay, the aircraft will be held by a signboard displaying 'STOP' and/or red hold lights until deicing is completed.

Automated Guidance System (AGS) AND/OR Electronic Message Board (EMB) COMPLETE FAILURE

Once aircraft has been guided into and stopped in the appropriate Deicing bay, a 'Follow Me' Vehicle with the signaling system configured with RED signal lights ON, or a 'Positive Hold Vehicle' without signboard/signaling system shall position on the lead-in-line in front of the aircraft and hold in line-of sight of the Flight Deck. **CONTINUE TO HOLD POSITION AND DO NOT MOVE.**

Continue with steps 10 through 13 in the Automated Procedures.

Should a 'Follow Me' Vehicle and/or 'Positive Hold' Vehicle be used, after the above occurs, the 'Follow me' Vehicle shall extinguish all signal lights and return to the designated 'Safe Zone' OR the 'Positive Hold' vehicle shall return to the designated 'Safe Zone'.

CYYZ/YYZ

TORONTO/PEARSON INTL

18 JUL 14

11-1

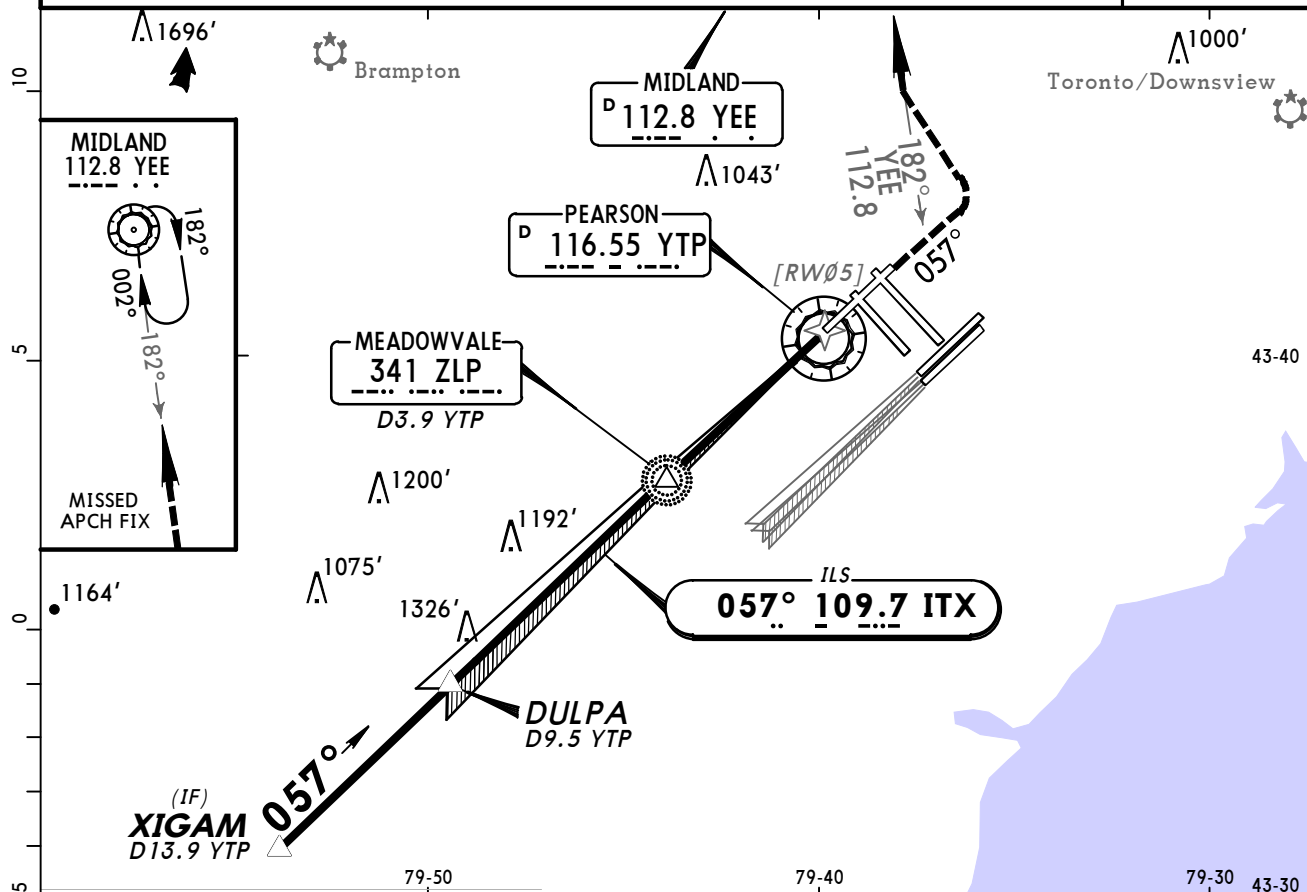
Eff 24 Jul

TORONTO, ONT

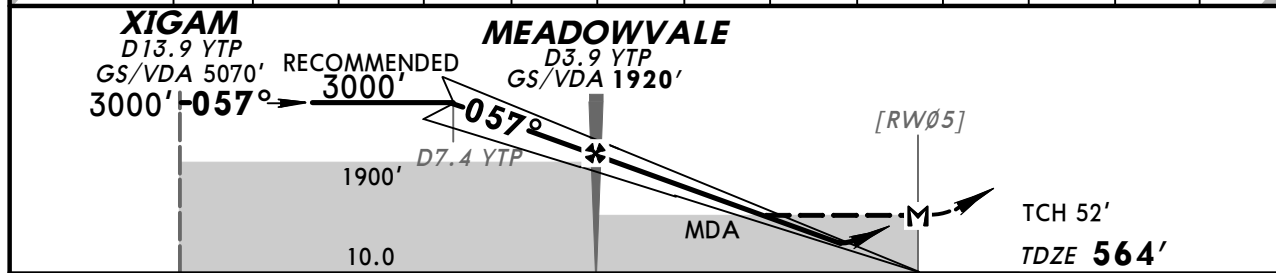
ILS Rwy 05

BRIEFING STRIP™

D-ATIS 120.825	LONDON Radio 123.275	TORONTO Arrival 132.8 124.475 125.4			TORONTO Tower 118.35 118.7		Ground 121.9 121.65 119.1		
LOC ITX 109.7	Final Apch Crs 057°	GS MEADOWVALE 1920' (1356')	ILS DA(H) 764' (200')		Apt Elev 569' TDZE 564'			3100' MSA ZLP NDB	
MISSED APCH: Climb to 1100' track 057°. Climbing LEFT turn to intercept YEE VOR R-182 inbound to YEE VOR, maintain 5000'.									
Alt Set: INCHES									



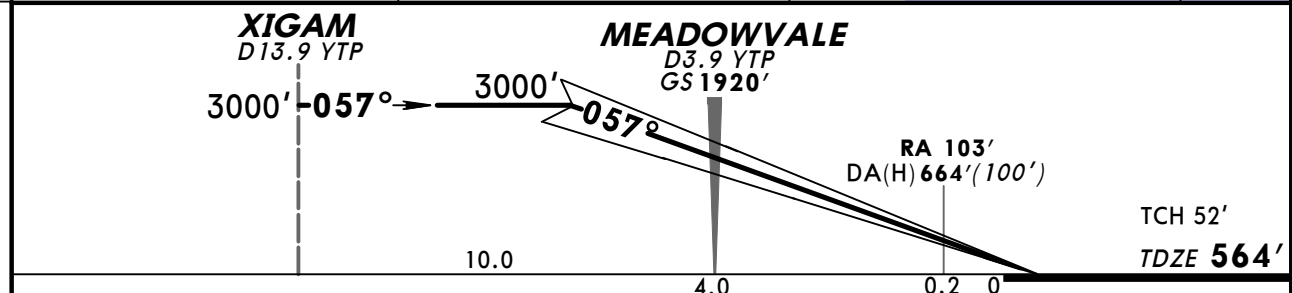
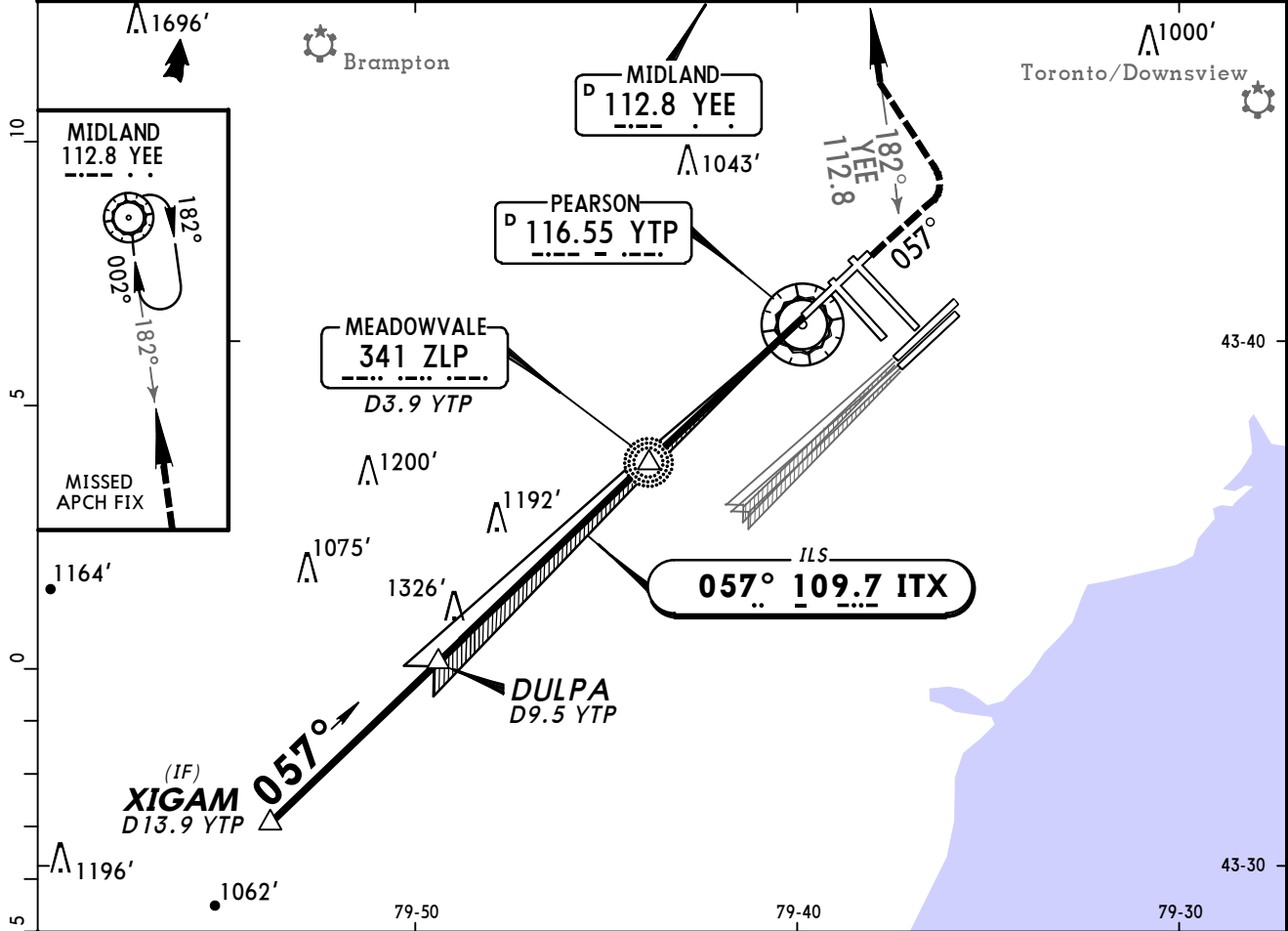
NM to YTP DME	13.9	12.0	11.0	10.0	9.0	8.0	7.4	6.0	5.0	4.0	3.0	2.0	1.4
VDA ALTITUDE	5070'	4470'	4150'	3830'	3510'	3200'	3000'	2560'	2240'	1920'	1600'	1280'	1080'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100'	057°	5000'	YEE 112.8 R-182
GS/VDA	3.00°	372	478	531	637	743					
MEADOWVALE to MAP	4.0	3:26	2:40	2:24	2:00	1:43					

STRAIGHT-IN LANDING RWY05					CIRCLE-TO-LAND		
ILS DA(H) 764' (200')			LOC (GS out) MDA(H) 1080' (516')		Max Kts	_____ MDA(H) _____	
FULL				HIALS out			
A	RVR 26 or 1/2			RVR 50 or 1		90	1140' (571') - 1 3/4
B						120	
C						140	1140' (571') - 2
D						165	1180' (611') - 2

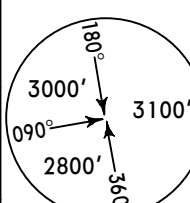
D-ATIS	LONDON Radio	TORONTO Arrival			TORONTO Tower		Ground		
120.825	123.275	132.8	124.475	125.4	118.35	118.7	121.9	121.65	119.1
LOC ITX	Final Apch Crs	GS MEADOWVALE	CAT IIIC	CAT IIIB	CAT IIIA Refer to Minimums	CAT II RA 103' DA(H) 664' (100')	Apt Elev 569' TDZE 564'	3100' MSA ZLP NDB	
109.7	057°	1920' (1356')		NA					
MISSED APCH: Climb to 1100' track 057°. Climbing LEFT turn to intercept YEE VOR R-182 inbound to YEE VOR, maintain 5000'.									
Alt Set: INCHES									



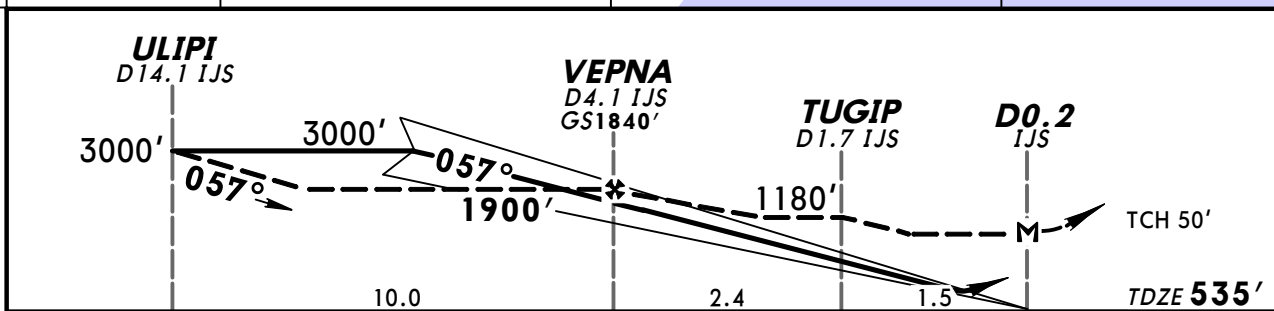
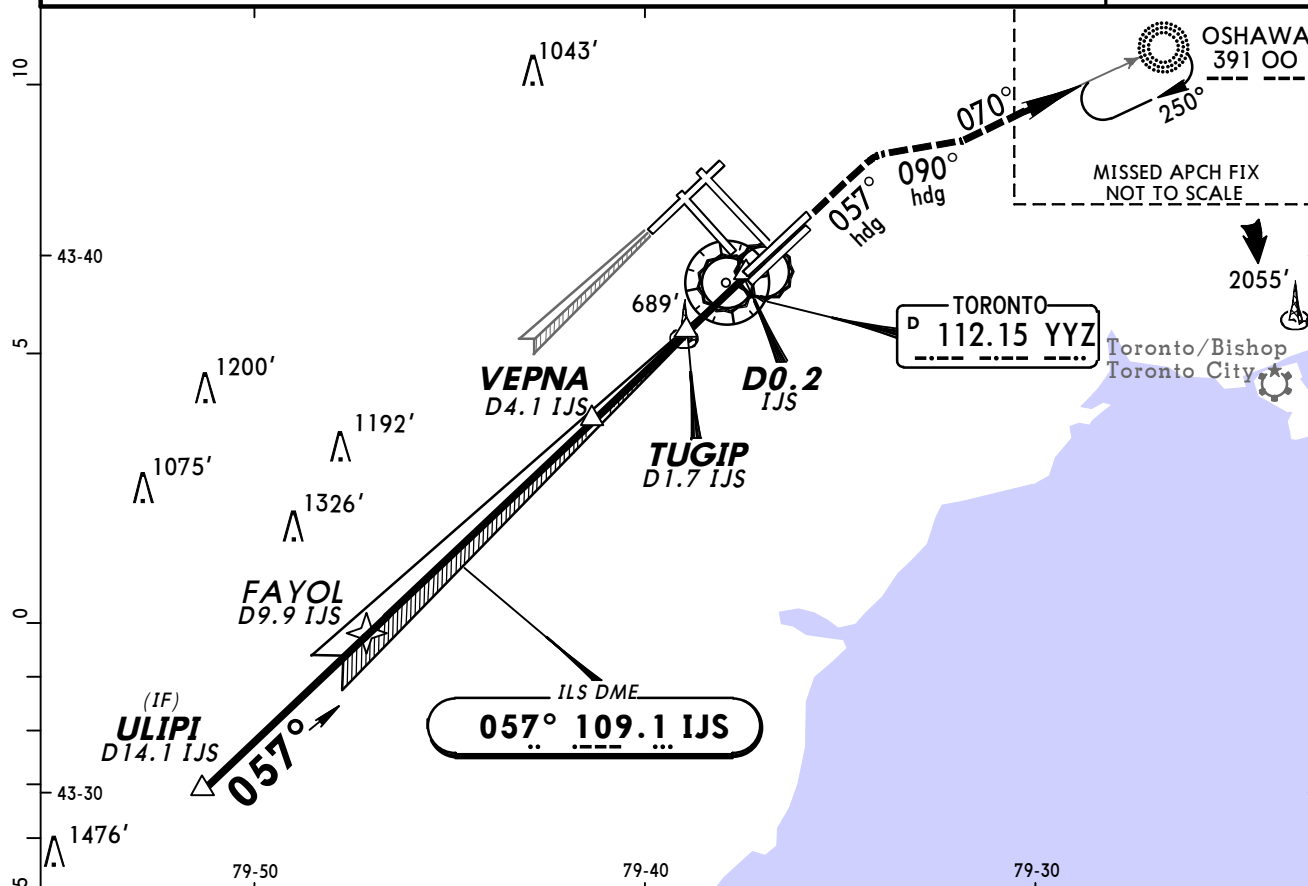
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1100'	057°	5000'	YEE
GS	3.00°	372	478	531	637	743	PAPI		↑	←	LT	112.8
												R-182

STRAIGHT-IN LANDING RWY 05			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 664' (100')
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

BRIEFING STRIP™

D-ATIS		TORONTO Arrival			TORONTO Tower		Ground		
120.82		132.8	124.47	125.4	118.35	118.7	121.9	121.65	119.1
LOC IJS 109.1	Final Apch Crs 057°	GS VEPNA 1840' (1305')	ILS DA(H) 735' (200')	Apt Elev 569' TDZE 535'					
MISSED APCH: Climb to 1100' on heading 057°. Climbing RIGHT turn heading 090° to intercept track 070° to OO NDB at 3100'.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'.									
3. Simultaneous ILS approach authorized with Rwy 05. 4. Procedure turn not authorized.									

MSA YYZ VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1100'	057°	090°
GS	3.00°	372	478	531	637	743	PAPI		↑	hdg	hdg
MAP at D0.2 IJS										RT	

STRAIGHT-IN LANDING RWY 06L				CIRCLE-TO-LAND			
ILS DME		LOC (GS out) DME		Max Kts		MDA(H)	
DA(H) 735' (200')		MDA(H) 880' (345')					
FULL	HIALS out	FULL	HIALS out	90	120	1140'(571')-1¾	
A				140	165	1140'(571')-2	
B						1180'(611')-2	
C	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1				
D							

CYYZ/YYZ

JEPPESEN

TORONTO, ONT

TORONTO/PEARSON INTL

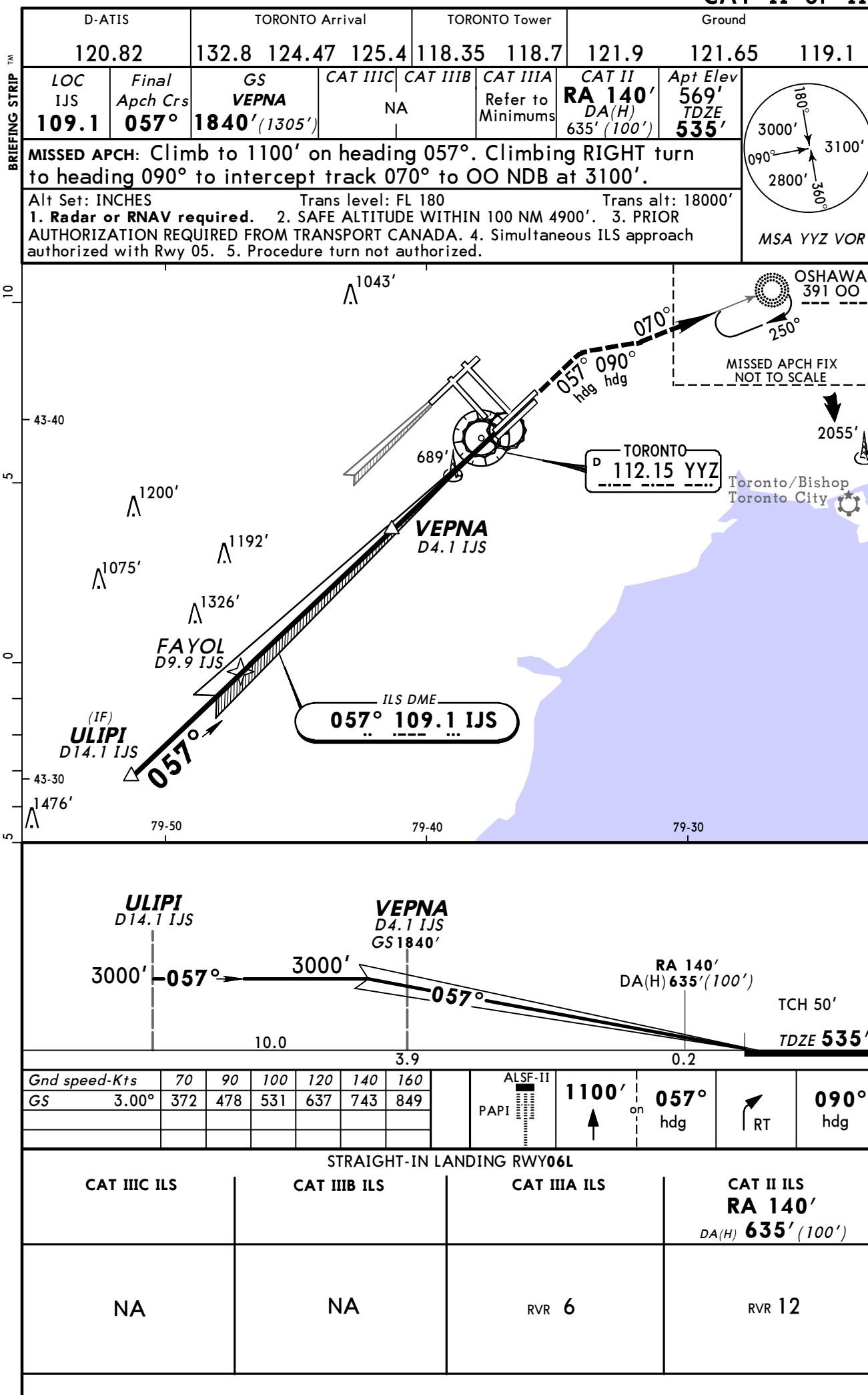
9 DEC 11

11-2A

Eff 15 Dec

ILS DME Rwy 06L

CAT II or III



CYYZ/YYZ

TORONTO/PEARSON INTL

JEPPESEN

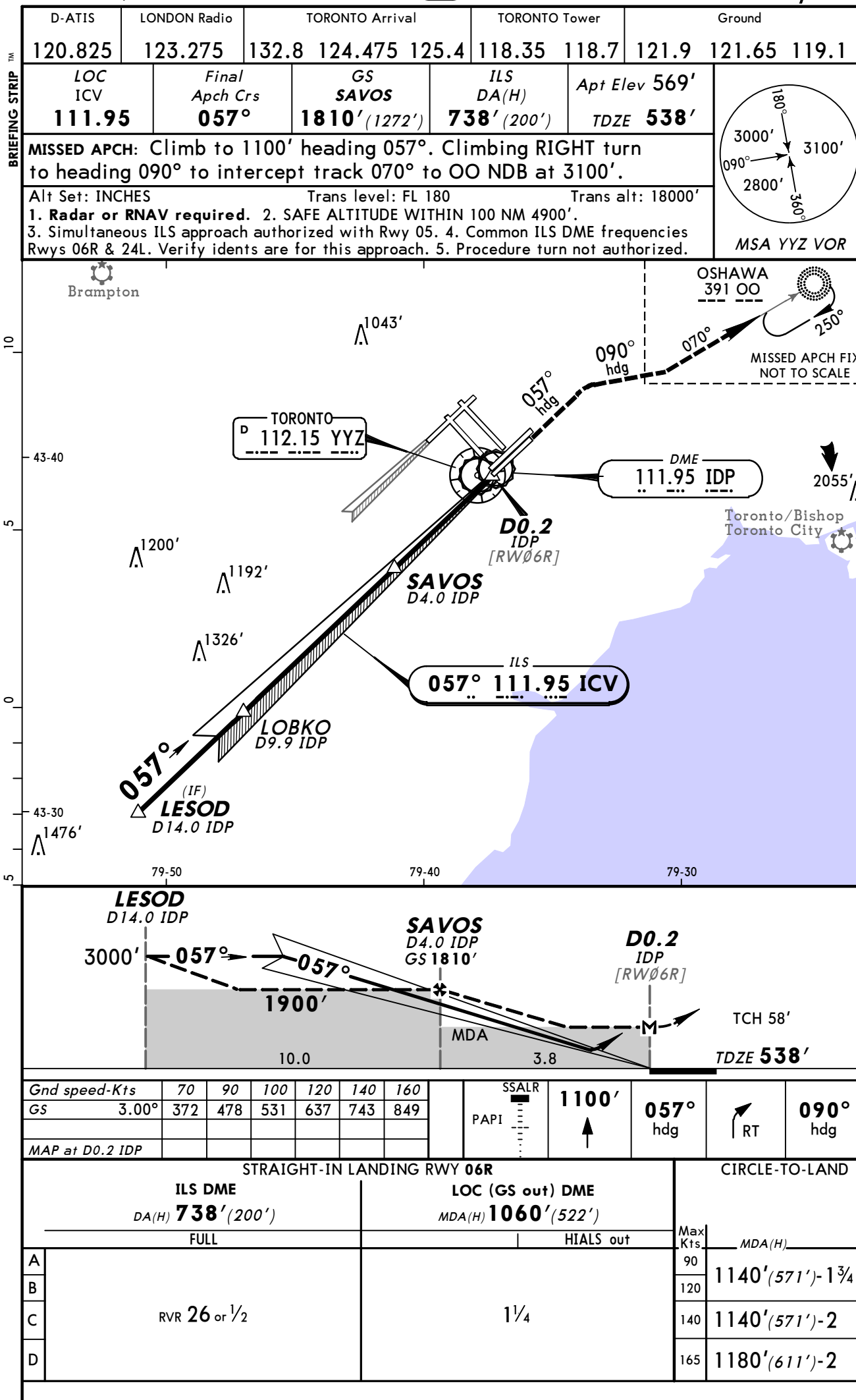
7 NOV 14

(11-3)

Eff 13 Nov

TORONTO, ONT

ILS DME Rwy 06R

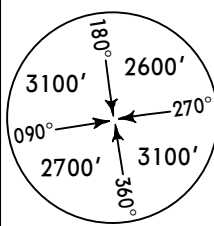


CHANGES: None.

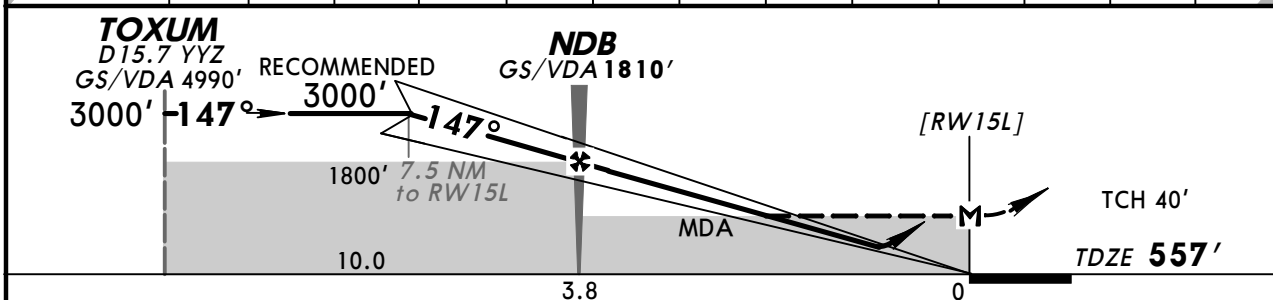
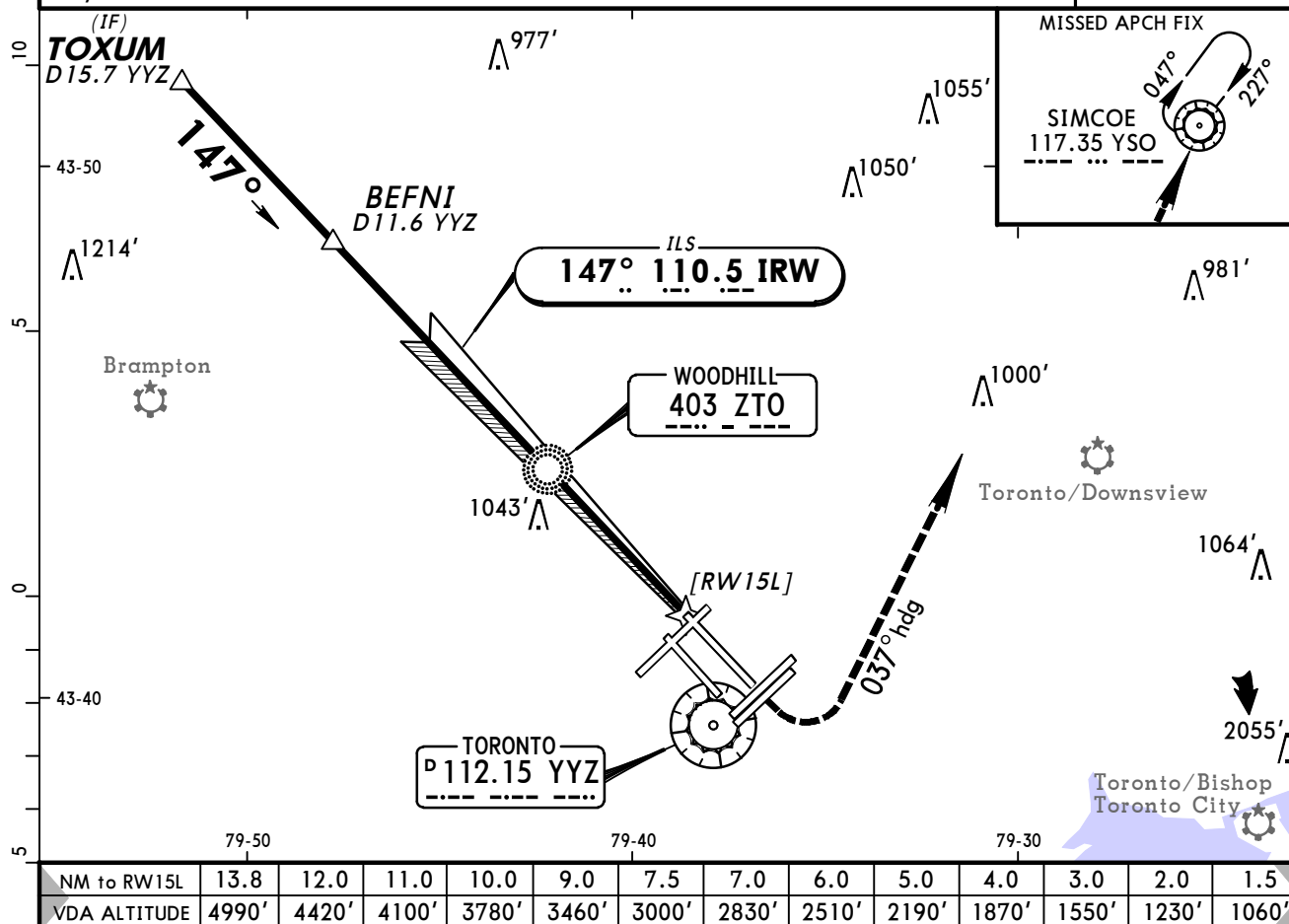
© JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

TM

BRIEFING STRIP

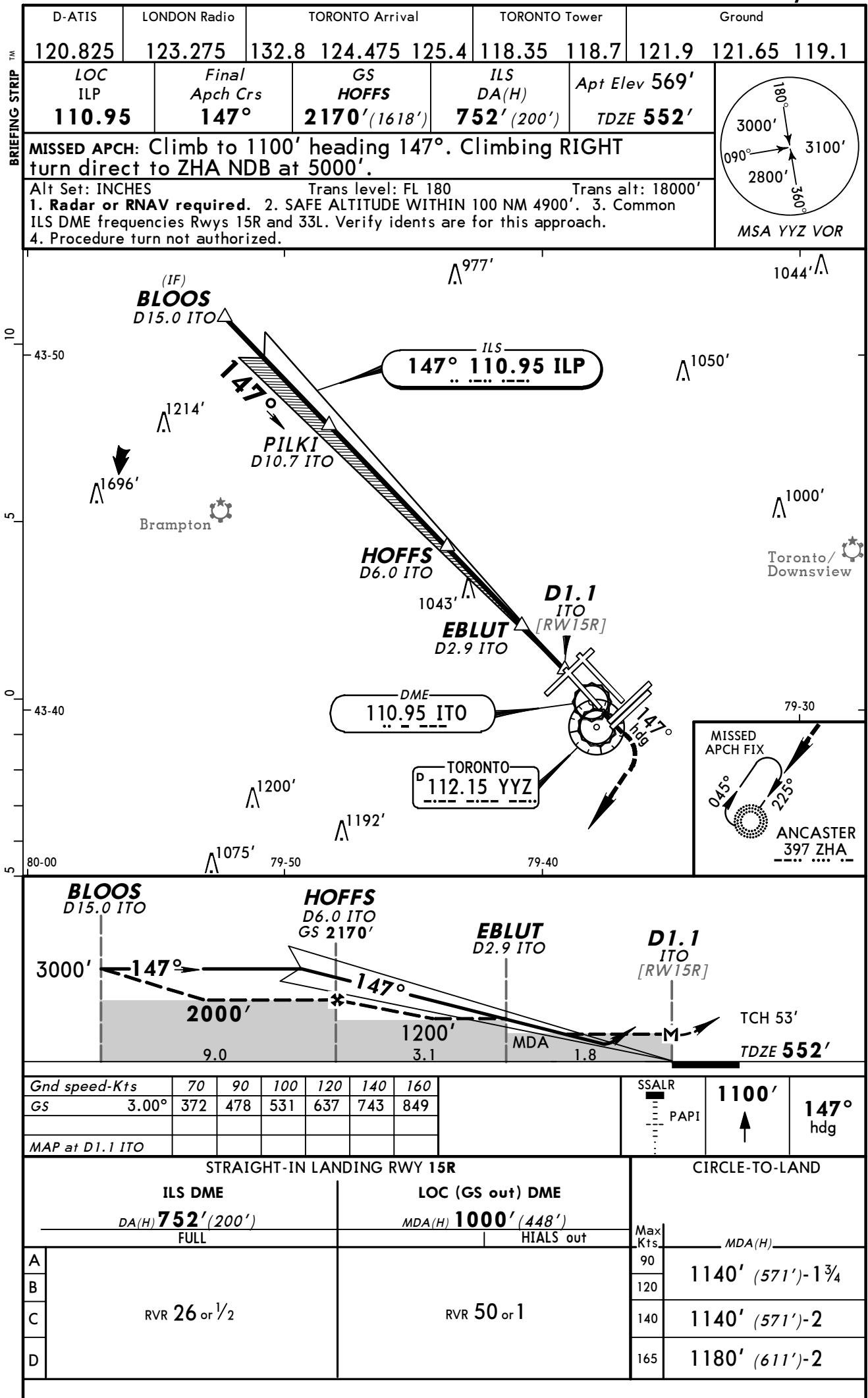
D-ATIS	LONDON Radio	TORONTO Arrival			TORONTO Tower		Ground		
120.825	123.275	132.8	124.475	125.4	118.35	118.7	121.9	121.65	119.1
LOC IRW 110.5	Final Apch Crs 147°	GS NDB 1810' (1253')	ILS DA(H) 757' (200')		Apt Elev 569' TDZE 557'				
MISSED APCH: Climb runway heading to 1100'. Climbing LEFT turn to 037° heading to 3700'. Proceed direct to YSO VOR. Hold inbound 227°.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. LOC reliable only within 15° either side of centerline. 4. Procedure turn not authorized.									

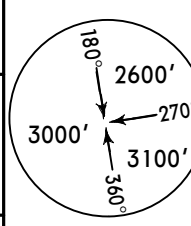
MSA ZTO NDB



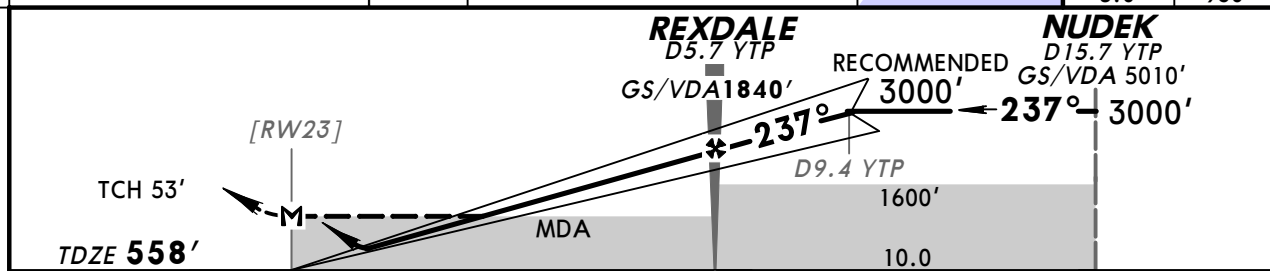
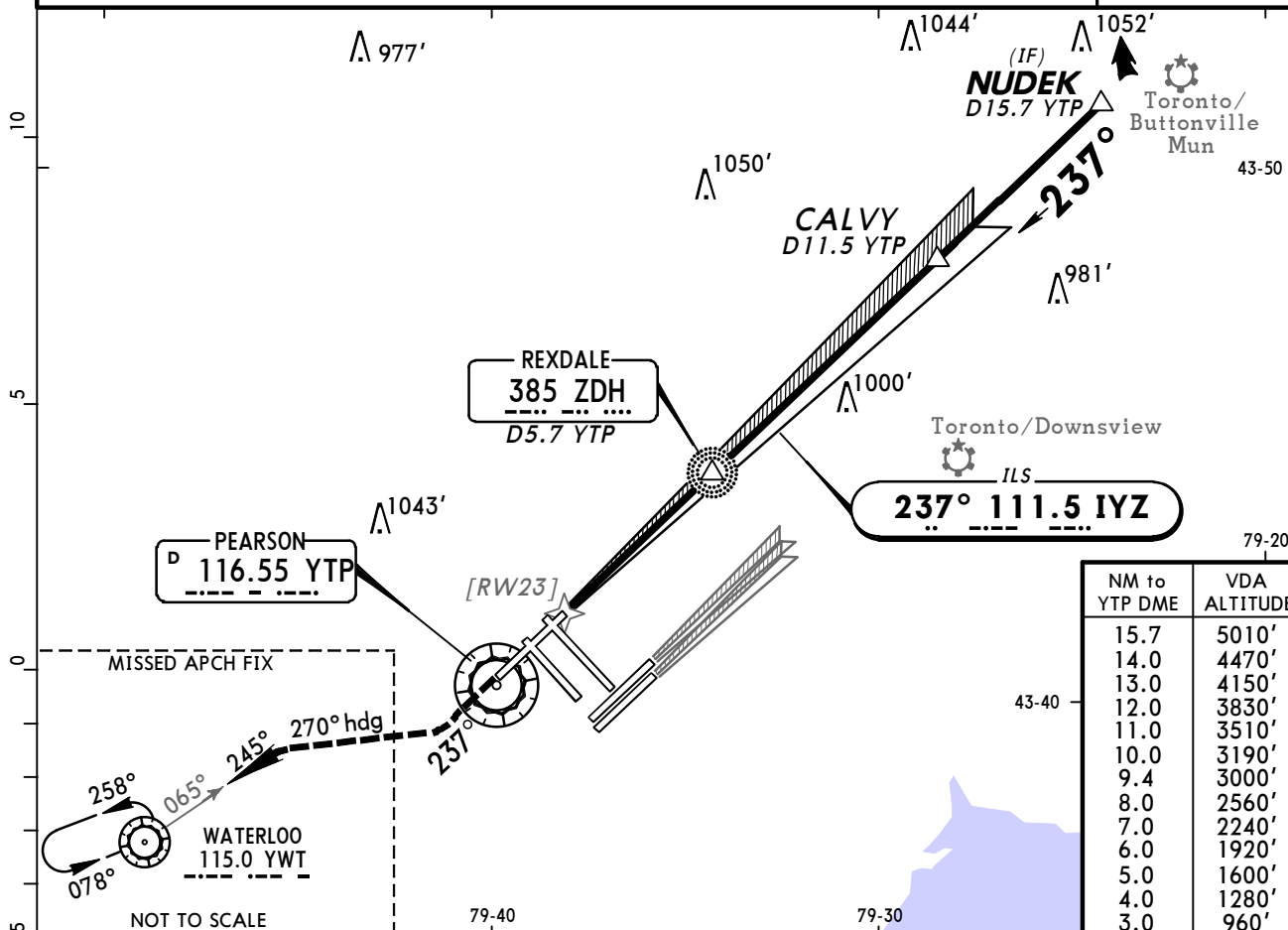
Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI		1100'	3700'	037° hdg
GS/VDA	3.00°	372	478	531	637	743			↑	←	LT
NDB to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26				

STRAIGHT-IN LANDING RWY 15L						CIRCLE-TO-LAND		
ILS			LOC (GS out)					
DA(H) 757' (200')			MDA(H) 1060' (503')					
FULL			HIALS out			Max Kts.	MDA(H)	
A	RVR 26 or 1/2		RVR 50 or 1			90	1140' (571') - 1 3/4	
B						120		
C						140	1140' (571') - 2	
D						165	1180' (611') - 2	



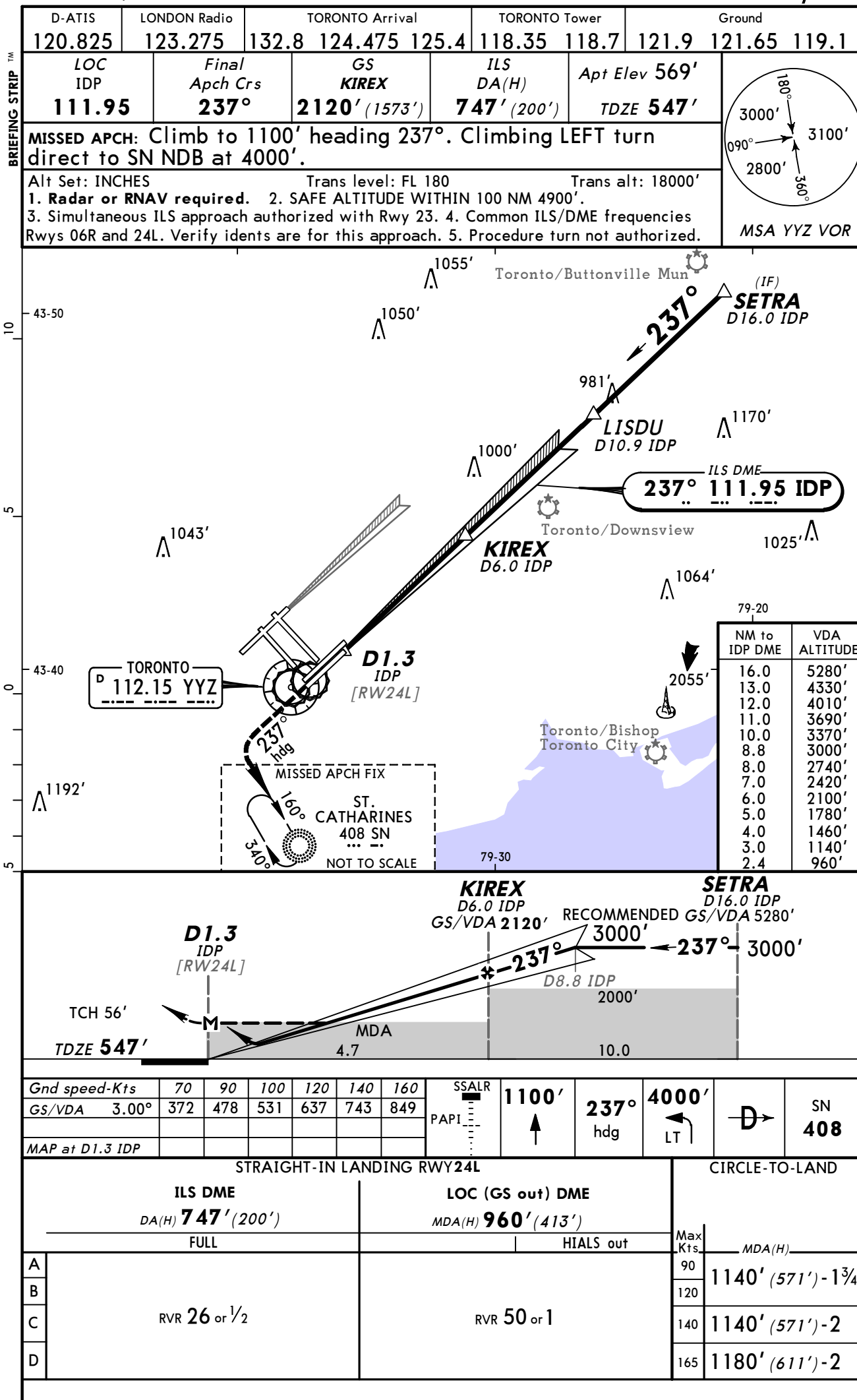
D-ATIS	LONDON Radio	TORONTO Arrival			TORONTO Tower		Ground		
120.825	123.275	132.8	124.475	125.4	118.35	118.7	121.9	121.65	119.1
LOC IYZ 111.5	Final Apch Crs 237°	GS REXDALE 1840' (1282')	ILS DA(H) 758' (200')		Apt Elev 569' TDZE 558'				
MISSED APCH: Climb to 1100' track 237°. Climbing RIGHT turn to heading of 270° to intercept YWT VOR R-065 inbound to YWT VOR. Maintain 3200'.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Simultaneous ILS approach authorized with Rwy 24R or 24L. 4. Procedure turn not authorized.									

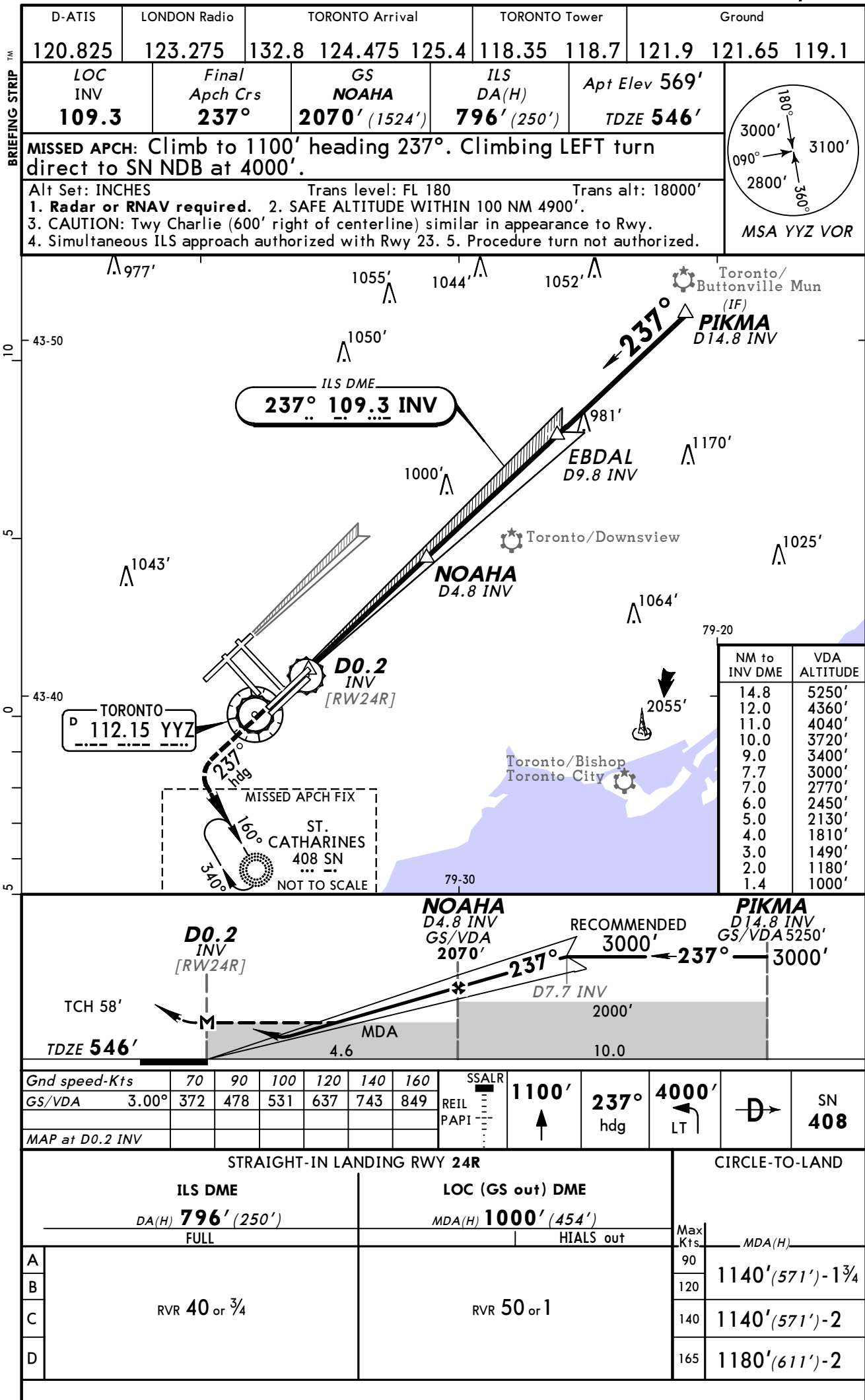
MSA ZDH NDB



Gnd speed-Kts	70	90	100	120	140	160	SSALR	1100'	237°	RT	270° hdg
GS/VDA	3.00°	372	478	531	637	743	PAPI	↑			
REXDALE to MAP	3.8	3:16	2:32	2:17	1:54	1:38	1:26				

STRAIGHT-IN LANDING RWY23						CIRCLE-TO-LAND			
ILS DA(H) 758' (200')			LOC (GS out) MDA(H) 980' (422')			Max Kts		MDA(H)	
FULL			HIALS out			90		1140' (571')-1 3/4	
A			B			120		1140' (571')-2	
C			D			140		1140' (571')-2	
RVR 26 or 1/2			RVR 50 or 1			165		1180' (611')-2	





CYYZ/YYZ

TORONTO/PEARSON INTL

9 DEC 11

11-9

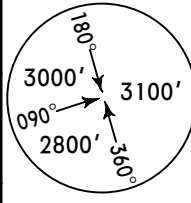
Eff 15 Dec

TORONTO, ONT

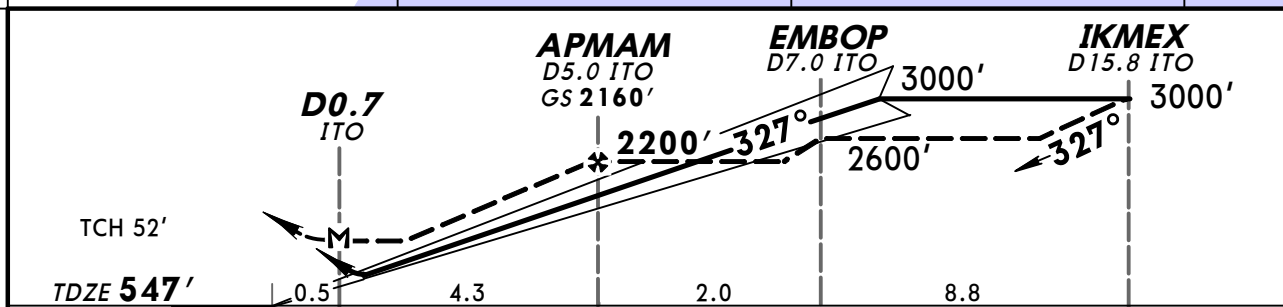
ILS DME Rwy 33L

BRIEFING STRIP™

D-ATIS 120.82		TORONTO Arrival 132.8 124.47 125.4			TORONTO Tower 118.35 118.7		Ground 121.9 121.65 119.1		
LOC ITO 110.95		Final Apch Crs 327°		GS APMAM 2160' (1613')		ILS DA(H) 830' (283')		Apt Elev 569' TDZE 547'	
MISSED APCH: Climb to 1100' on hdg 327°. Climbing LEFT turn to hdg 285° to intercept YWT VOR R-065 inbound to YWT VOR at 3200'.									
Alt Set: INCHES		Trans level: FL 180				Tran alt: 18000'			
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 4900'. 3. Common ILS DME frequencies Rwy 15R and 33L. Verify ident are for this approach. 4. Procedure turn not authorized.									



MSA YYZ VOR

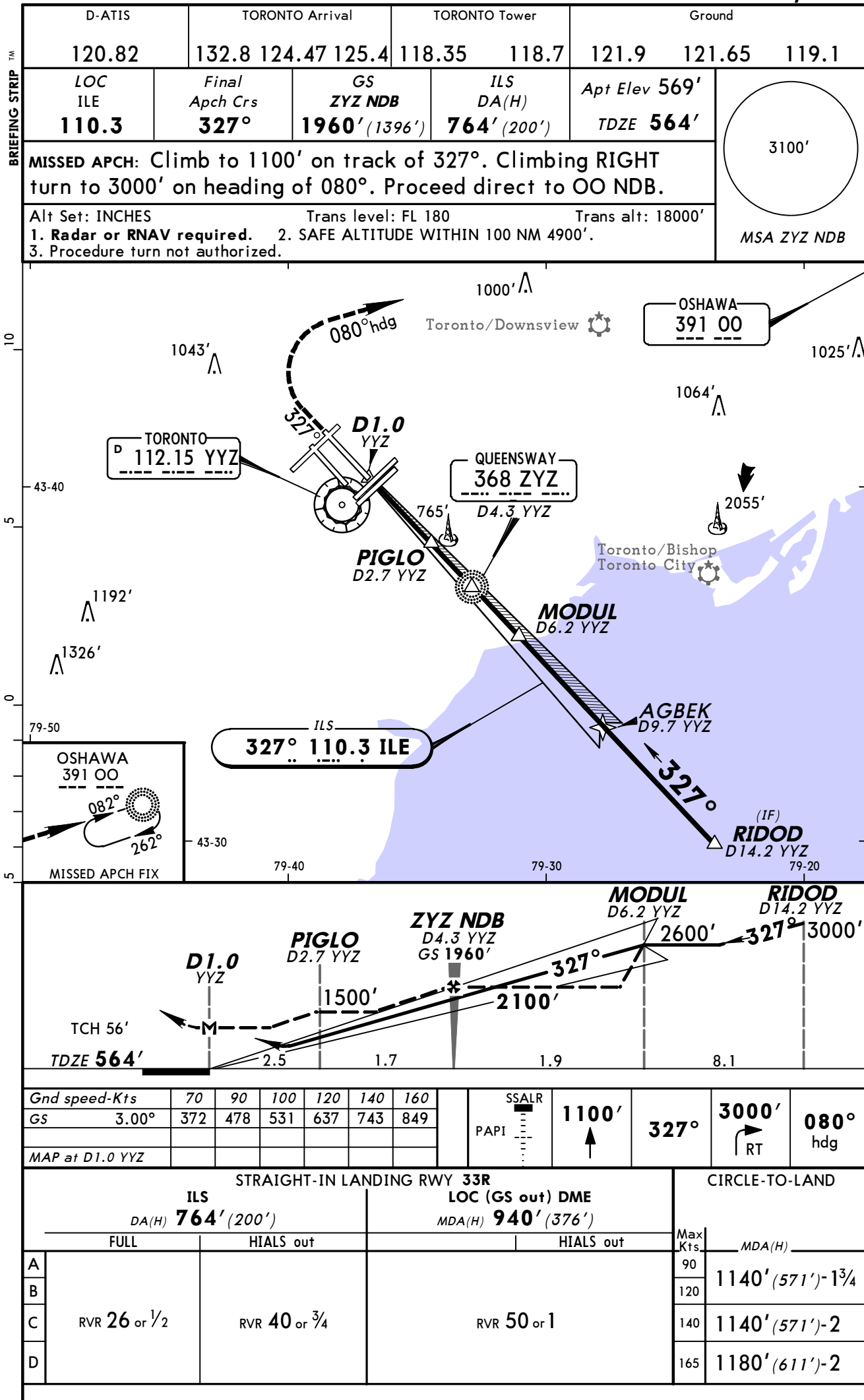


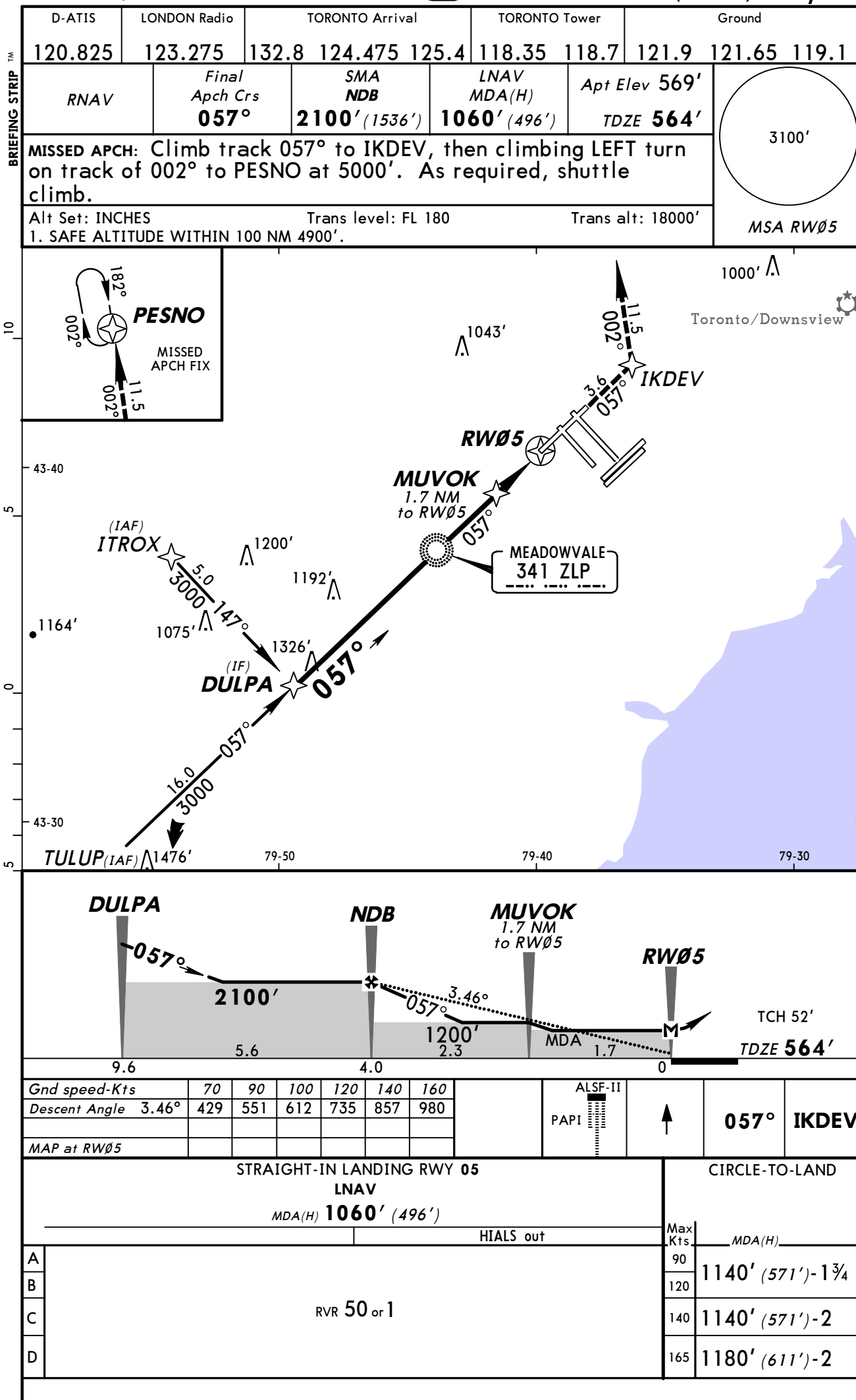
Gnd speed-Kts	70	90	100	120	140	160	SSALR	1100'	327°	285°
GS	3.00°	372	478	531	637	743	PAPI	↑	hdg	hdg
MAP at D0.7 ITO										

STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND	
ILS DME		LOC (GS out) DME		Max Kts	MDA(H)
DA(H) 830' (283')		MDA(H) 920' (373')			
FULL	HIALS out		HIALS out		
A				90	1140' (571')-1 3/4
B				120	1140' (571')-2
C				140	1140' (571')-2
D				165	1180' (611')-2

CHANGES: Procedure.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.





CYYZ/YYZ

JEPPESEN

TORONTO, ONT

TORONTO/PEARSON INTL

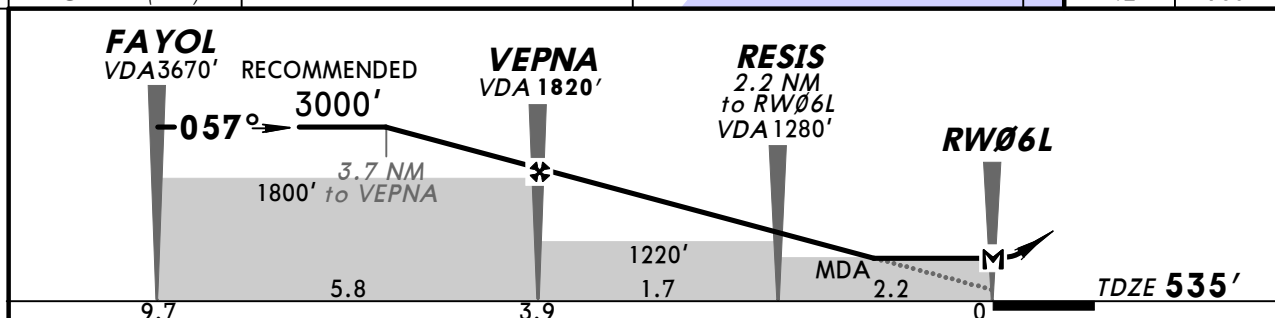
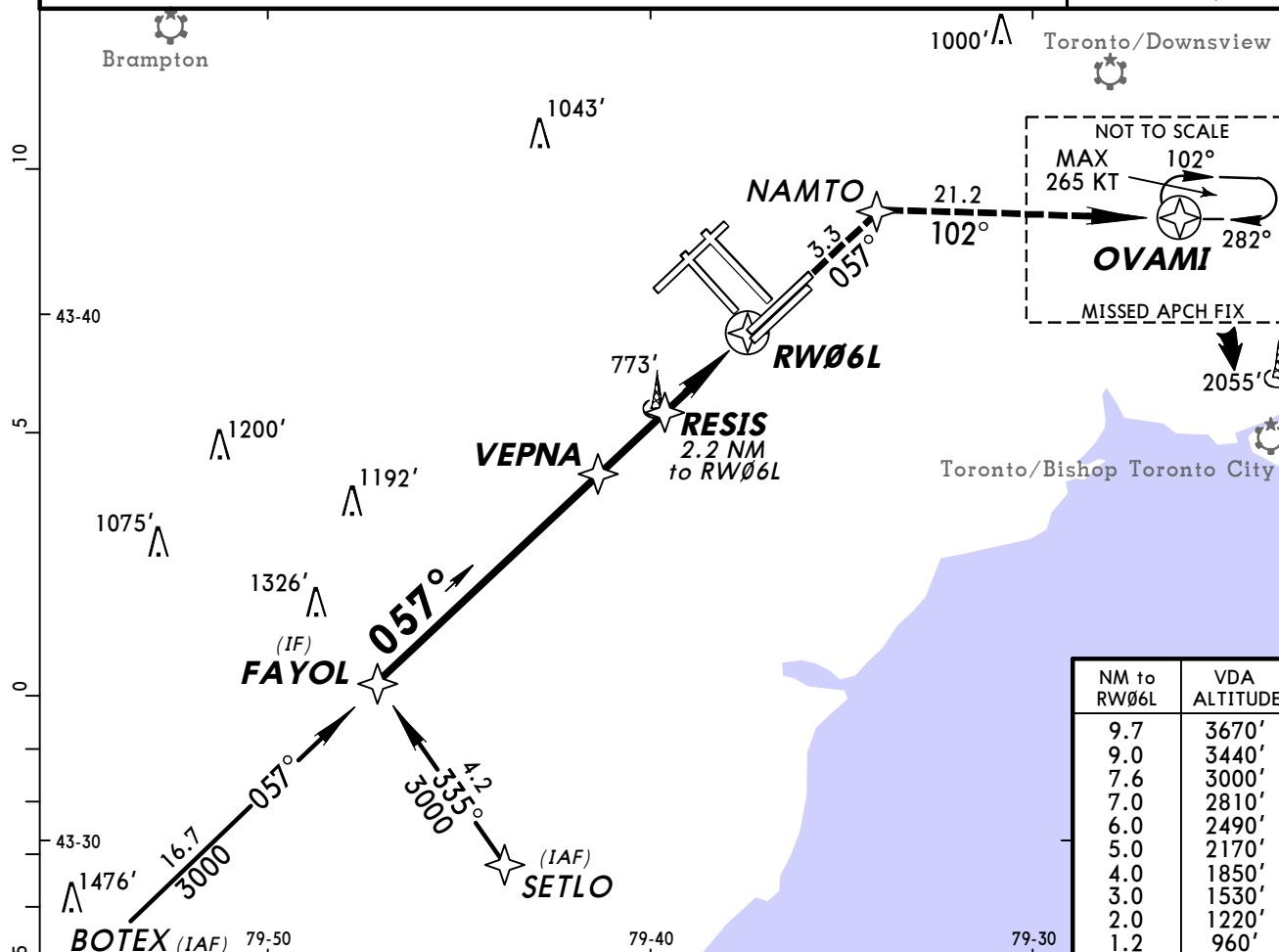
24 OCT 14

(12-2)

RNAV (GNSS) Rwy 06L

BRIEFING STRIP

D-ATIS	LONDON Radio	TORONTO Arrival			TORONTO Tower		Ground		
120.825	123.275	132.8	124.475	125.4	118.35	118.7	121.9	121.65	119.1
RNAV	Final Apch Crs 057°	VDA VEPNA 1820' (1285')	LNAV MDA(H) 960' (425')		Apt Elev 569' TDZE 535'		3100' MSA RW06L		
MISSED APCH: Climb track 057° to NAMTO, then climbing RIGHT turn on track of 102° to OVAMI at 5000'.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 4900'.									

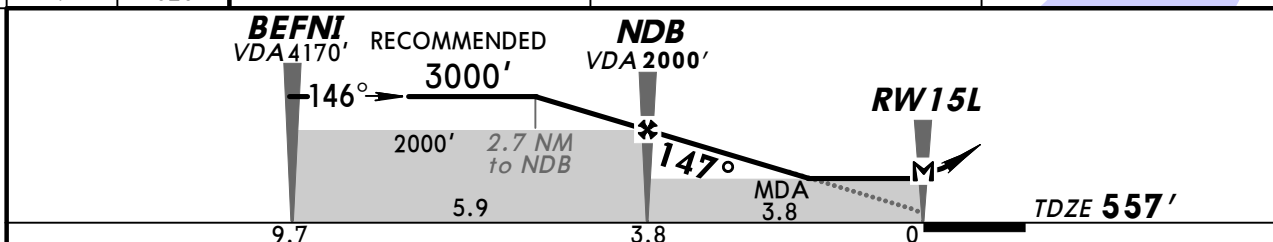
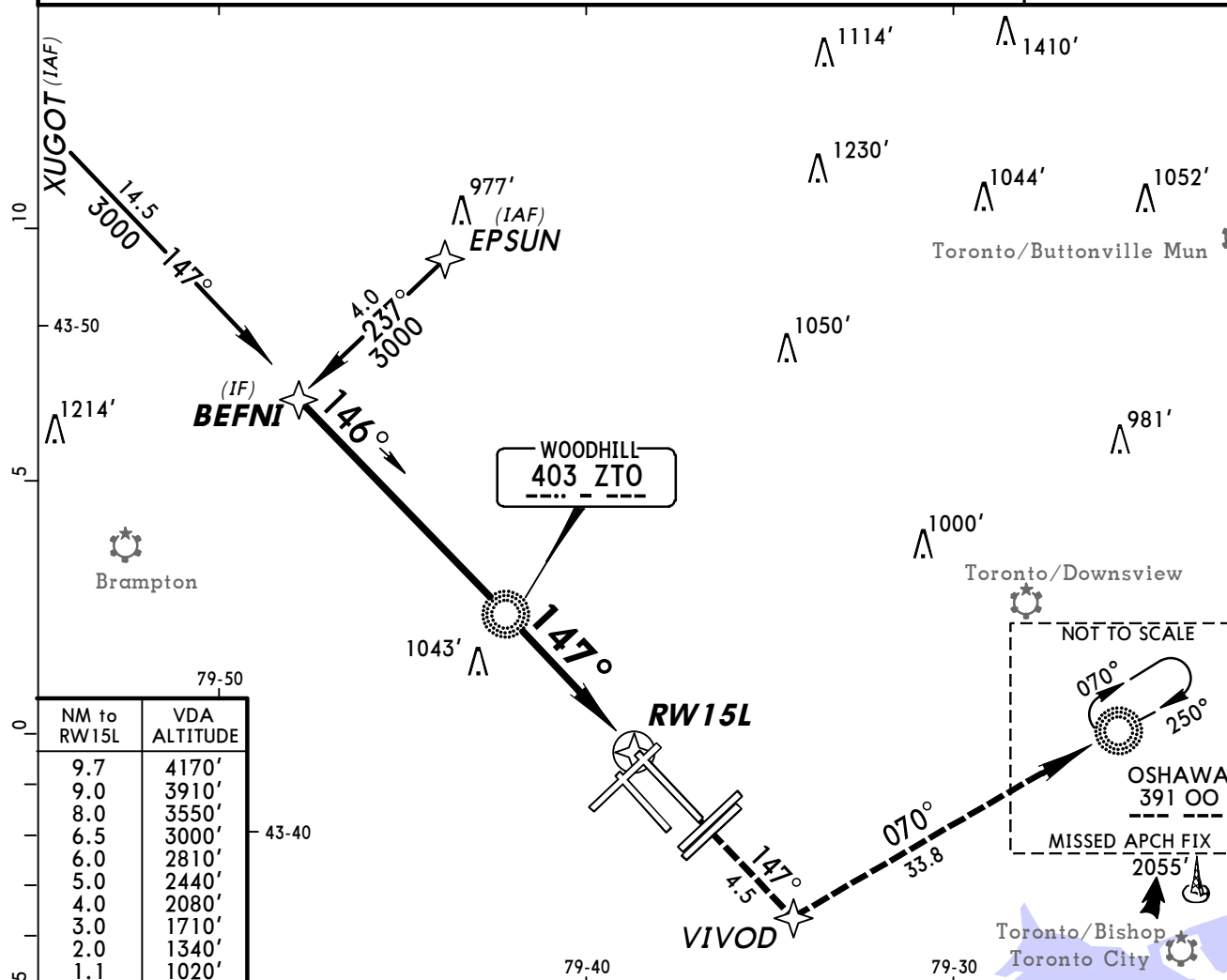


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		PAPI		057° NAMTO	
VDA	3.00°	372	478	531	637	743	849					
MAP at RW06L												

STRAIGHT-IN LANDING RWY 06L					CIRCLE-TO-LAND	
LNAV						
MDA(H) 960' (425')						
			HIALS out		Max Kts	MDA(H)
A	RVR 50 or 1				90	1140' (571') - 1 3/4
B					120	
C					140	1140' (571') - 2
D					165	1180' (611') - 2

BRIEFING STRIP™

D-ATIS	LONDON Radio	TORONTO Arrival			TORONTO Tower		Ground		
120.825	123.275	132.8	124.475	125.4	118.35	118.7	121.9	121.65	119.1
RNAV	Final Apch Crs 147°	VDA NDB 2000'(1443')	LNAV MDA(H) 1020'(463')		Apt Elev 569' TDZE 557'		3100' MSA RW15L		
MISSED APCH: Climb track 147° to VIVOD, then climbing LEFT turn on track of 070° to OO NDB at 5000'.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 4900'.									



Gnd speed-Kts	70	90	100	120	140	160	SSALR	PAPI	147°	VIVOD
VDA 3.46°	429	551	612	735	857	980				
MAP at RW15L										

STRAIGHT-IN LANDING RWY 15L						CIRCLE-TO-LAND			
LNAV									
MDA(H) 1020' (463')									
						Max Kts	MDA(H)		
A	RVR 50 or 1					90	1140' (571') - 1 3/4		
B						120			
C						140	1140' (571') - 2		
D						165	1180' (611') - 2		

D-ATIS		LONDON Radio		TORONTO Arrival		TORONTO Tower		Ground	
120.825		123.275		132.8 124.475 125.4		118.35 118.7		121.9 121.65 119.1	
RNAV		Final Apch Crs 237°		VDA NDB 1820' (1262')		LNAV MDA(H) 1060' (502')		Apt Elev 569' TDZE 558'	
MISSED APCH: Climb track 237° to PENPI, then climbing RIGHT turn on track of 270° to MATOM at 5000'. As required, shuttle climb.									3100' MSA RW23
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 4900'.									

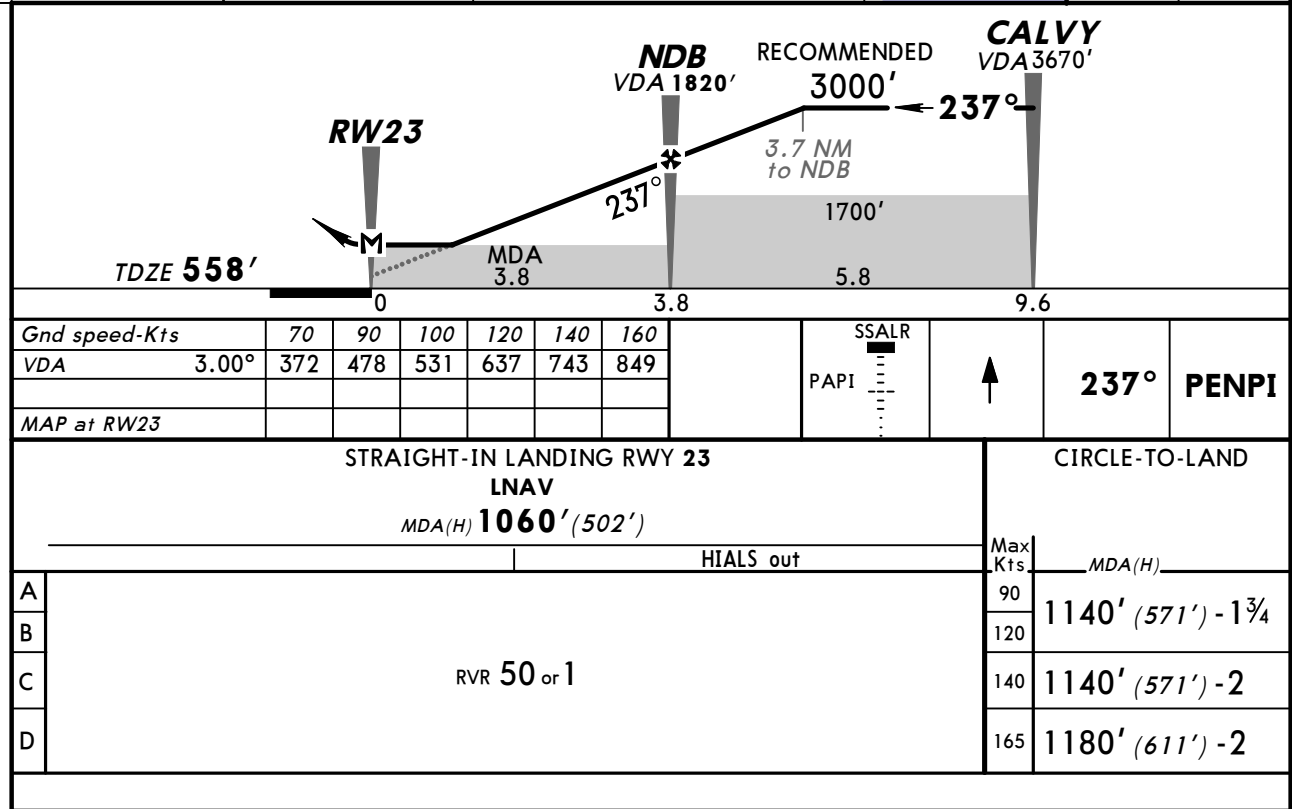
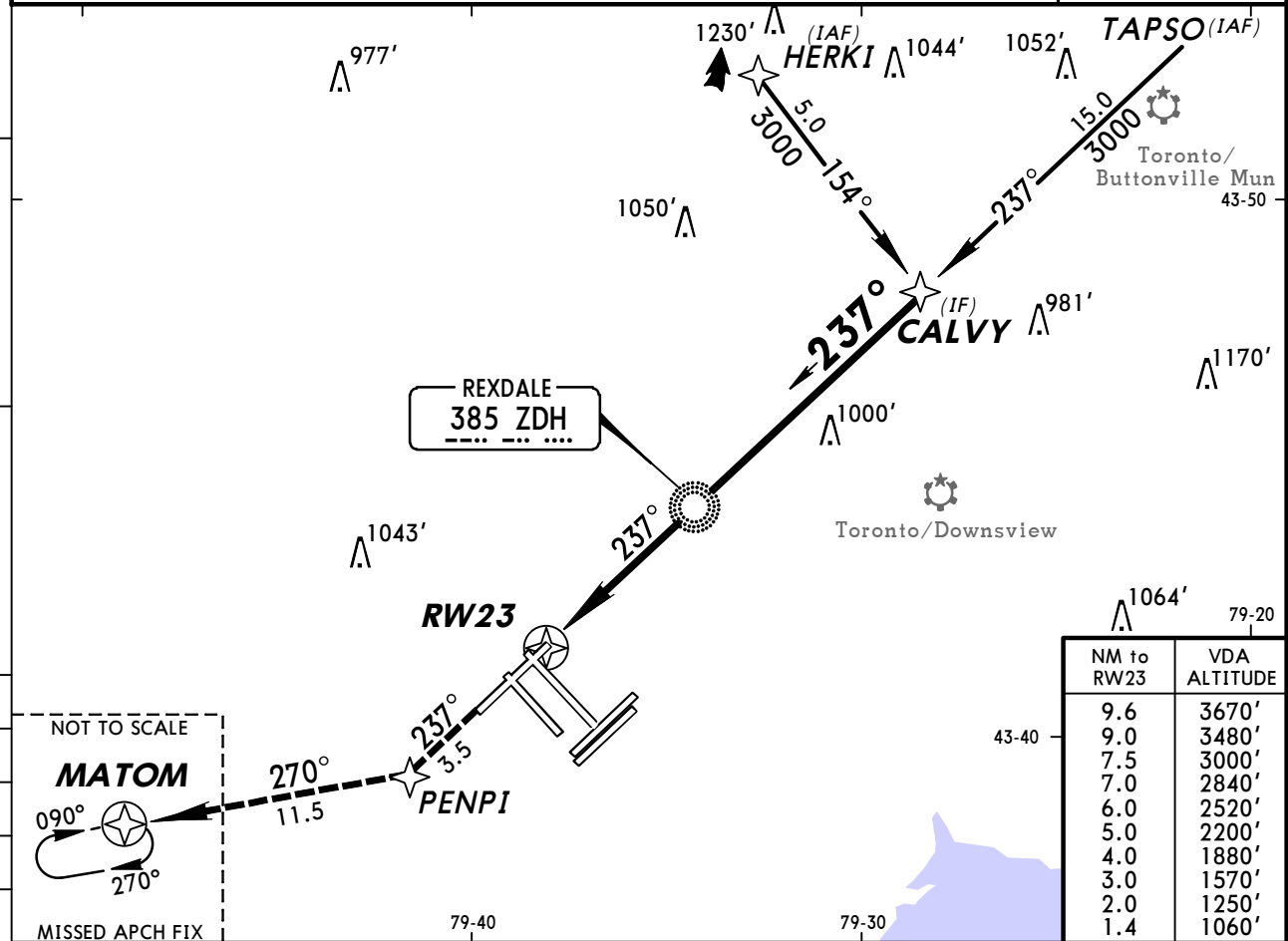


Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TORONTO, ON (TORONTO/PEARSON INTL - CYYZ)				
REV	APRON PROCS, PARKING GATE...	10-9B	05 Dec 2014	
REV	TAXILANE LIMITATIONS	10-9B1	05 Dec 2014	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport CYYZ

Chart Change Notices for Country CAN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20140724

End Date: No end date

(CYVB); (CYBF); (CYML); (CFB6); (CEL8); (CEB5); (CAL4); (CYNR); (CZFG); (CYSG); (CYSU); (CAU4); (CYRQ) (10-9), (16-1); (CYNL) (10-9). AWOS replaced with AUTO.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20140724

End Date: No end date

(CYPZ); (CYHR); (CYMT); (CAJ3); (CYCZ); (CZEE); (CFX4); (CYRI); (CYRM); (CJC5); (CZML); (CYVK); (CYFO); (CYGP); (CYIV); (CYBX); (CYJN); (CYST); (CYQD); (CYCQ) (10-9), (12-1), (12-2); (CJW7) (10-9), (16-1); (CNY3) (10-9); (CKQ8) (10-9), (16-1); (CFT9) (10-9); (CYAM) (20-9), (23-1); (CYYJ) (11-1), (11-2), (11-2A), (11-3), (12-1), (12-2), (12-3), (16-1), (16-2), (19-1), (19-2). LWIS replaced with AUTO.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20060413

End Date: No end date

All (GPS) approach procedure titles changed to (GNSS).

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(CDK2) (11-1), (11-2), (12-1), (12-2), (16-1); (CFA7) (16-1); (CFF4) (16-1); (CHB3) (12-1), (12-2); (CMB2) (12-1), (12-2); (CMR2) (12-1), (12-2); (CSK6) (12-1), (12-2); (CYAB) (12-1), (12-2); (CYBB) (12-1), (16-1); (CYBK) (12-1), (13-1), (13-2), (16-1); (CYCB) (12-1), (12-2), (13-1), (13-2), (16-1); (CYCO) (12-1), (16-1); (CYCS) (16-1); (CYCY) (12-1), (12-2), (16-1); (CYEK) (12-1), (12-2), (16-1); (CYEU) (12-1), (16-1); (CYGT) (16-1); (CYGZ) (16-1); (CYHI) (12-1), (12-2), (16-1); Transition level/altitude should read: Standard Pressure Region.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(CYHK) (12-1), (12-2), (16-1); (CYIO) (16-1); (CYLK) (12-1); (CYLT) (32-1), (36-1); (CYOA) (12-1), (12-2), (16-1), (16-2); (CYPC) (12-1), (16-1); (CYRA) (12-1), (12-2); (CYRB) (11-1), (11-2), (11-3), (12-1), (12-2); (CYRT) (12-1), (12-2), (13-1), (13-2), (13-3), (16-1); (CYSR) (12-1), (16-1); (CYSY) (12-1), (16-1); (CYTE) (12-1), (12-2), (16-1); (CYUT) (16-1); (CYUX) (13-1), (13-2), (16-1), (16-2); (CYVM) (16-1); (CYWE) (12-1), (12-2); (CYXN) (16-1); (CYXP) (16-1); (CYYH) (12-1), (12-2), (16-1); (CYZS) (16-1); Transition level/altitude should read: Standard Pressure Region.