

AERONAUTICAL INFORMATION CIRCULAR X/XX

NOTICE OF AMENDMENT TO RUNWAY SELECTION CRITERIA AT TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

Purpose of the Circular

This circular is to advise pilots of amended runway selection criteria at Toronto/Lester B. Pearson International Airport (CYYZ).

Background

Guidelines describing '*Runway Selection Criteria*' and the associated maximum crosswind limit are outlined in the Transport Canada Aeronautical Information Manual (TP14371) section 4.1.3.

Weather-related operational delays cause significant disruptions across the Canadian aviation network. This is especially impactful when Toronto Pearson is required to use the north/south runways (i.e. 15L/33R and 15R/33L), as arrival capacity is reduced by upwards of 40%. In February 2019, the maximum crosswind component limits for wet and contaminated runways at CYYZ were safely increased, resulting in operational efficiency and reliability gains at the airport.

By safely increasing the maximum crosswind component limit (including gusts) outlined within the '*Runway Selection Criteria*' limits for dry runways, there will likely be an additional improvement to the operational efficiency and reliability of the airport.

Amended Runway Selection Criteria

Effective as of 0500Z UTC on 23 April 2020, the '*Runway Selection Criteria*' applicable at CYYZ will be as follows:

Runway Condition	Current Crosswind Component Including Gusts	New Maximum Crosswind Component Including Gusts
Dry	25 knots	30 knots
Wet	20 knots*	20 knots*
Contaminated (More than 25% Contaminated, and no pilot braking action reports that are less than "fair" or "medium".)	10 knots*	10 knots*
	If the contamination is TRACE depth, 15 knots*	If the contamination is TRACE depth, 15 knots*

*The wet and contaminated limits remain unchanged.