

New procedures at Toronto

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The airport launched an Airport Collaborative Decision Making (A-CDM) trial on Sep 16 which will continue until Spring 2020. In theory you should see faster turnaround and taxi times, but there are **two key requirements** to be aware of:

1. Make sure you've got **slots** approved in advance for arrival and departure.
2. For departure, you'll get a **Target off Block Time (TOBT)**, which you'll need to update with ATC if you think you're going to exceed it by 5 minutes or more.

The airport started requiring GA/BA flights to obtain slots back in February 2019. After a few teething problems, they decided to start allowing local handlers to arrange these on behalf of operators. If you get a local handler to do this for you, you can book slots up to 30 days in advance – Skycharter & Signature provide this service.

If you do want to arrange slots yourself, that's still an option, but you will only be able to request these 3 days in advance. Various flight planning providers have said they can arrange slots for operators too, but they all seem to be restricted to 3 days as well. Toronto is a busy airport, and this restriction may mean that you won't be able to get the arrival/departure times that you want.

Once you have your slots, your aircraft then gets automatically entered into the A-CDM system. For departure, you will get a **Target off Block Time (TOBT)**, and pilots will need to update this with ATC if they think they are going to exceed it by 5 minutes or more – getting your handler to update your slot reservation at this stage won't work! Once you get within 10 minutes of the TOBT, you can only update it 2 more times. If a third TOBT update is required, you'll need to contact the Airport Flow Manager for instructions (+1-416-776-2236).

The airport has published this A-CDM quick reference guide for operators:

Introduction

What is A-CDM?

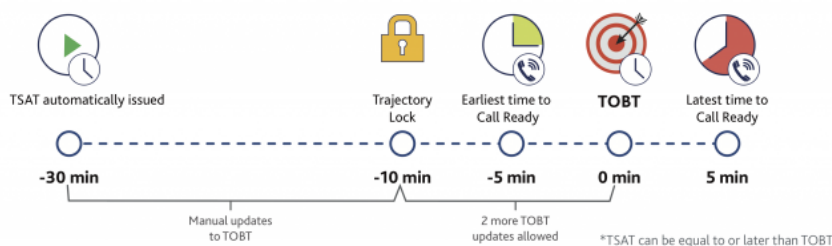
The Airport Collaborative Decision Making (A-CDM) is a predictive model for airspace and airport operations in Toronto. The objective of this model is to optimize the Aircraft Turnaround procedures at Toronto Pearson airport by ensuring the best possible co-ordination of resources and increasing common situational awareness for all operational departments and airport partners.

Procedures for Flight Crew

Every flight has a TOBT and a TSAT. The TOBT is a reference time that reflects the targeted completion of ground handling activities. The aircraft must be ready to depart +/- 5 minutes of TOBT.

At +/- 5 minutes of TOBT, the flight crew must contact the Apron Coordinator to confirm that the aircraft is ready for pushback (Call Ready). After this, the Apron Coordinator instructs the flight crew to monitor the appropriate frequency for pushback instructions and taxi clearance.

If the TOBT time cannot be met, or if the aircraft cannot pushback at TSAT, the flight crew must contact the aircraft operator to update a new TOBT and an assigned TSAT.



It is vital that the Pilot still calls Apron Coordinator at TOBT +/- 5 minutes, even if TSAT is outside this window



Deicing

Deicing for an aircraft is available from OCT 1 to APR 30. The aircraft operator or flight crew must request deicing at Clearance Delivery. In situations where a deicing request must be made after Clearance Delivery, the flight crew must contact the Apron Coordinator with the request.

Target Off-Block Time (TOBT)

TOBT is a reference time which indicates when an aircraft is expected to be ready to leave its stand. It is kept up-to-date by the aircraft operator or ground handler to an accuracy of +/- 5 minutes to provide a reliable estimate of when the aircraft is ready to be off-blocks, and must be updated if it is different from the previous TOBT by 5 minutes or more. The TOBT is displayed on an Advanced Visual Display Guidance System (AVDGS) at the stand, or communicated by the airline or ground handler where an AVDGS is not present.

Target Start-Up Approval Time (TSAT)

TSAT represents the time an aircraft can expect to receive start-up and pushback approval. The TSAT takes into account the actual TOBT, variable taxi times to the runway, expected deicing time, applicable CTOT, and other real-time capacity and demand constraints at the airport. The TSAT is displayed on an AVDGS at the stand, or communicated by the airline or ground handler where an AVDGS is not present.

Target Take Off Time (TTOT)

TTOT is the time at which an aircraft is expected to be on the runway. It is based on the TOBT plus the estimated taxi time to the assigned runway.

Calculated Take Off Time (CTOT)

CTOT is a planned departure time assigned to a trajectory by the ATC (NAV CANADA) when certain restrictions exist. The aircraft must depart from the runway at this time, or the flight crew must contact the airline if this time cannot be met.

Call Ready

Call Ready is an indication from the flight crew to the Apron Coordinator to signify that the aircraft is ready for pushback. All doors must be closed with boarding bridges removed and the aircraft ready to depart from the stand.

Call Ready must be made within +/- 5 minutes of TOBT. If the aircraft is not ready at this time, the flight crew must contact the airline to update TOBT.

Pushback / Start-up approval

The Pre-departure sequence for aircraft is determined by the TSAT. Start-up approval will only be issued if the TSAT is valid. Pushback/taxi instructions are transmitted to the flight crew from North or South Apron. The flight crew must ensure that the flight is ready to pushback within +/- 5 minutes of TSAT.

Acronyms

A-CDM	Airport Collaborative Decision Making
ARDT	Actual Ready Time
AVDGS	Advanced Visual Docking Guidance System
CTOT	Calculated Take Off Time
EOBT	Estimated Off-Block Time
EXOT	Estimated Taxi-Out Time
SOBT	Scheduled Off-Block Time
TOBT	Target Off-Block Time
TSAT	Target Start-Up Approval Time
TTOT	Target Take Off Time
VTT	Variable Taxi Time

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Other useful stuff to know about CYYZ/Toronto:

- Toronto still has a **night curfew** between the hours of 0030-0630L. If you need to arrive between those hours, you need to contact the after-hours slot team (+1-416-776-3480), who will consider your request. But watch out! For ops approved during the curfew hours they usually charge you around 20 times the landing fee!
- All the approach charts now make reference to a new procedure, implemented in Feb 2019, called **Continuous Descent Operations** (Jepp chart 10-2). This is designed to help reduce airport noise levels, and involves aircraft flying a continuous descent in the lowest power and drag configuration possible. ATC may instruct pilots to do this during daytime and evening periods when traffic is relatively light. More info
- Updated advice has been issued about the **runway selection criteria** at Pearson. When the north-south runways are in use (RWY 15/33) the airport sees an arrival capacity reduction of around 40%. So crosswind component guidelines have been included in AIC 12/19 for dry, wet and contaminated runways.

If you have further info to report, please do! Email us at news@ops.group