New procedures at Toronto

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18 September, 2019

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:

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