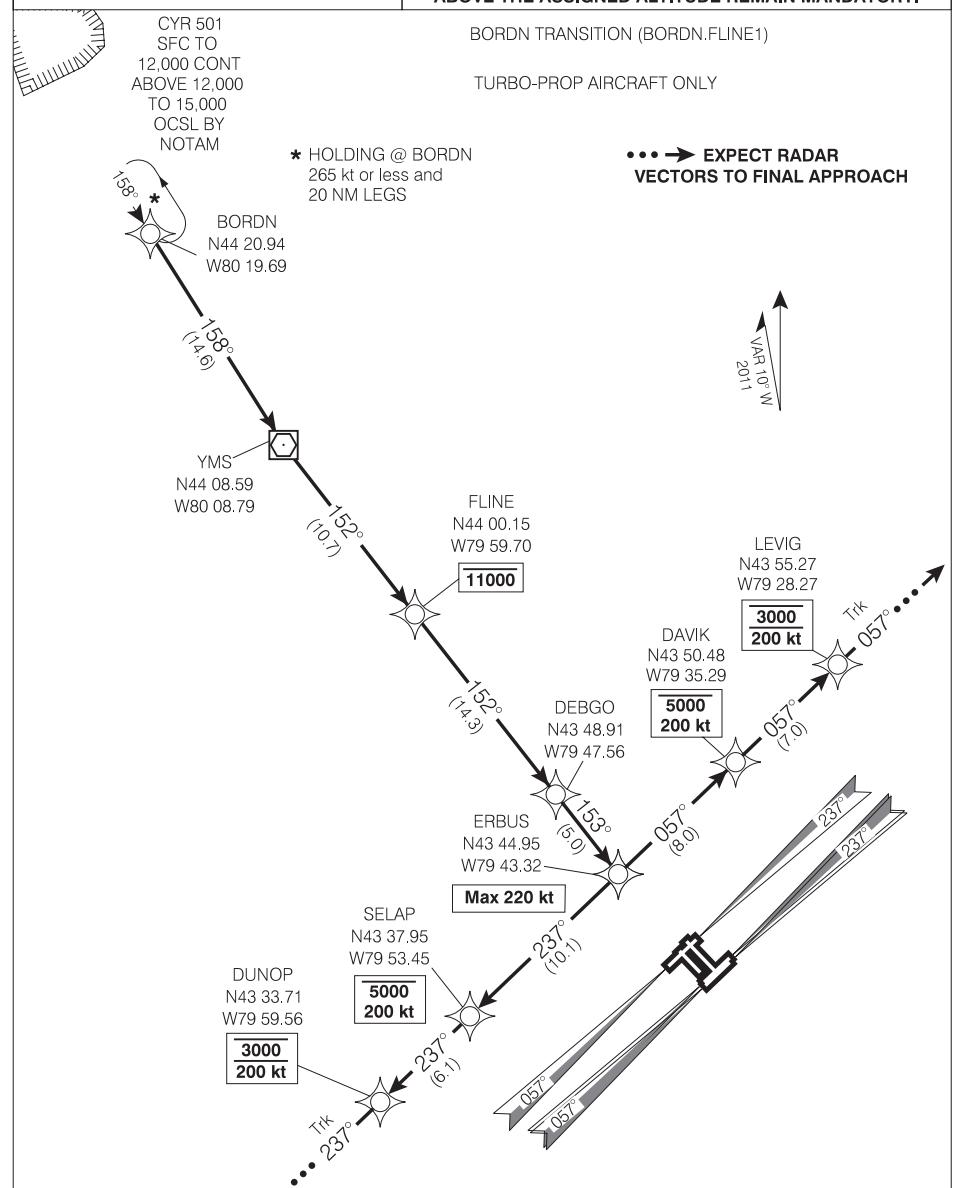
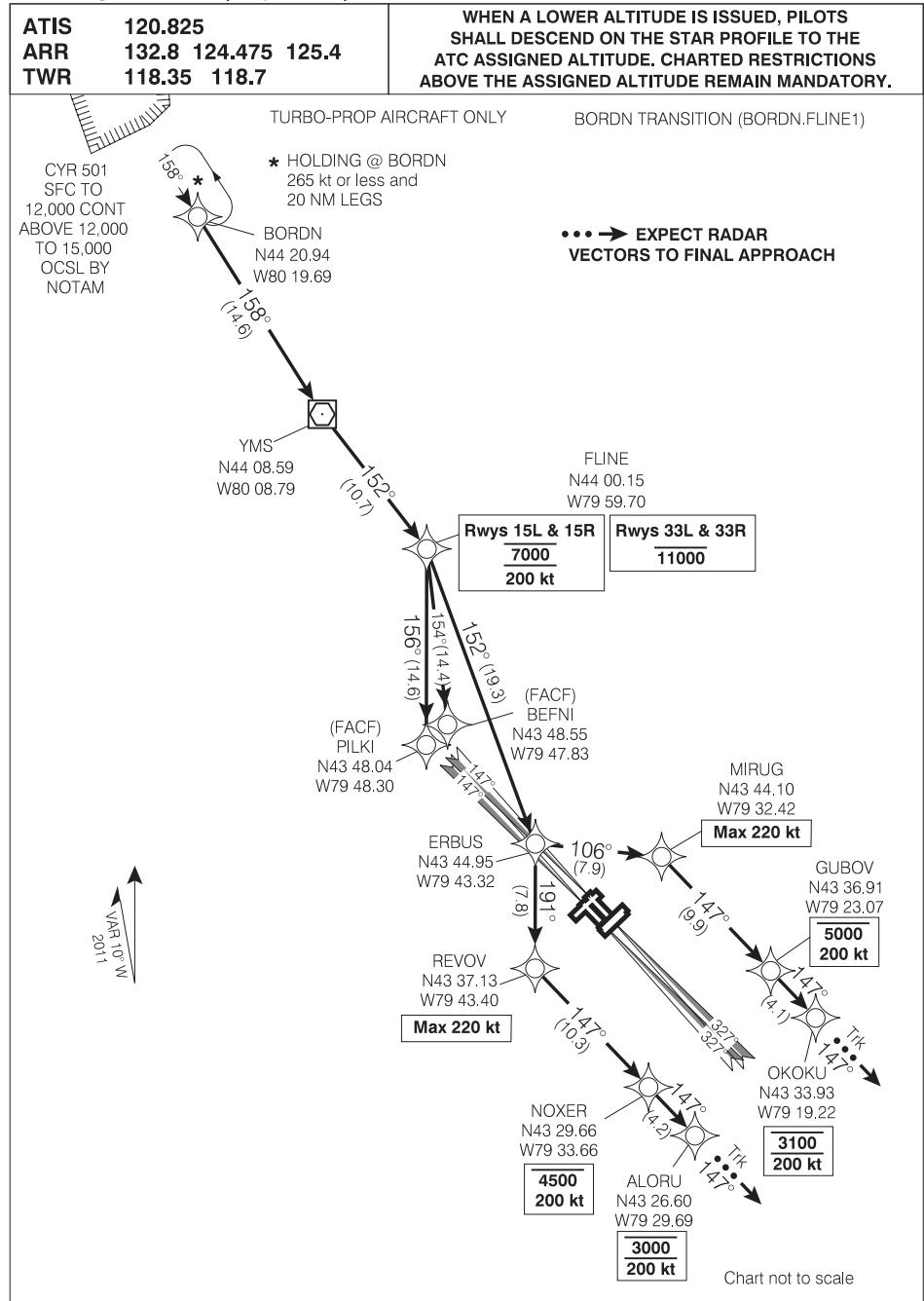


STAR (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
FLINE ONE ARR (YMS.FLINE1)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

**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.**

**FLINE ONE ARR** (YMS.FLINE1)

TORONTO ON

STAR (RNAV) RWYS 15L, 15R, 33L, 33R
FLINE ONE ARR (YMS.FLINE1)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

FLINE ONE ARR (YMS.FLINE1)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 05, 06L, 06R

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWB	118.35 118.7

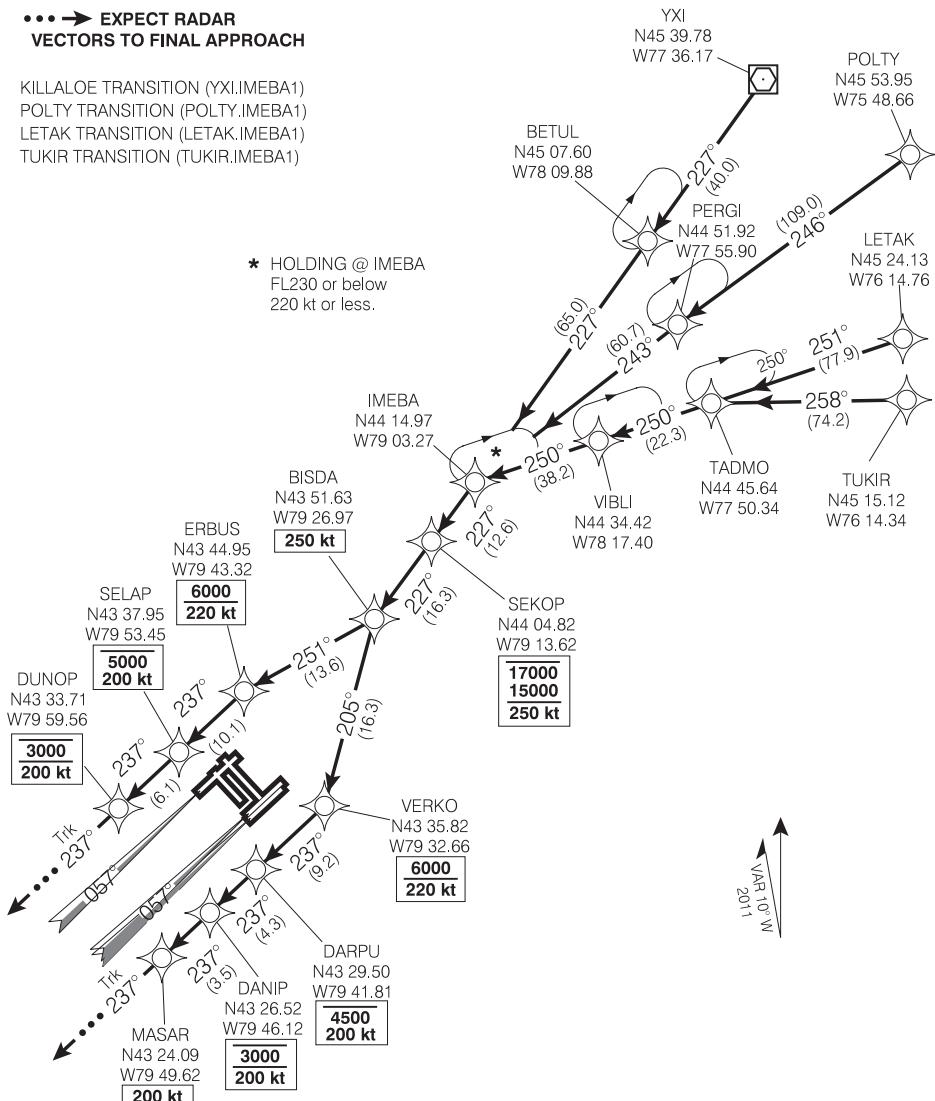
WHEN A LOWER ALTITUDE IS ISSUED, PILOTS SHALL DESCEND ON THE STAR PROFILE TO THE ATC ASSIGNED ALTITUDE. CHARTED RESTRICTIONS ABOVE THE ASSIGNED ALTITUDE REMAIN MANDATORY.

TURBOJET/ FAN AIRCRAFT ONLY

••• → EXPECT RADAR
VECTORS TO FINAL APPROACH

KILLALOE TRANSITION (YXI.IMEBA1)
POLTY TRANSITION (POLTY.IMEBA1)
LETAK TRANSITION (LETAK.IMEBA1)
TUKIR TRANSITION (TUKIR.IMEBA1)

* HOLDING @ IMEBA
FL230 or below
220 kt or less.



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Chart not to scale

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO, ON

TORONTO/LESTER B. PEARSON INTL.

STAR (RNAV) RWYS 15L, 15R

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

••• → EXPECT RADAR
VECTORS TO FINAL APPROACH

TURBOJET/ FAN AIRCRAFT ONLY

KILLALOE TRANSITION (YXI.IMEBA1)

POLTY TRANSITION (POLTY.IMEBA1)

LETAK TRANSITION (LETAK.IMEBA1)

TUKIR TRANSITION (TUKIR.IMEBA1)

YXI
N45 39.78
W77 36.17

POLTY
N45 53.95
W75 48.66

BETUL
N45 07.60
W78 09.88

PERGI
N44 51.92
W77 55.90

LETAK
N45 24.13
W76 14.76

* HOLDING @ IMEBA
FL230 or below
220 kt or less

TADMO
N44 45.64
W77 50.34

TUKIR
N45 15.12
W76 14.34

MISIX
N43 54.38
W79 07.75

OMTIP
N43 53.78
W79 45.10

3000
200 kt

MITUX
N43 50.90
W79 41.32

5000
200 kt

IMEBA
N44 14.97
W79 03.27

250° (38.2)
199° (20.8)

VIBLI
N44 34.42
W78 17.40

250° (22.3)
250° (74.2)

MIRUG
N43 44.10
W79 32.42

6000
220 kt

DENPI
N43 46.60
W79 26.46

250 kt

Source of Canadian Civil Aeronautical Data. © 2012 NAV CANADA. All rights reserved.

Chart not to scale

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 23, 24L, 24R

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

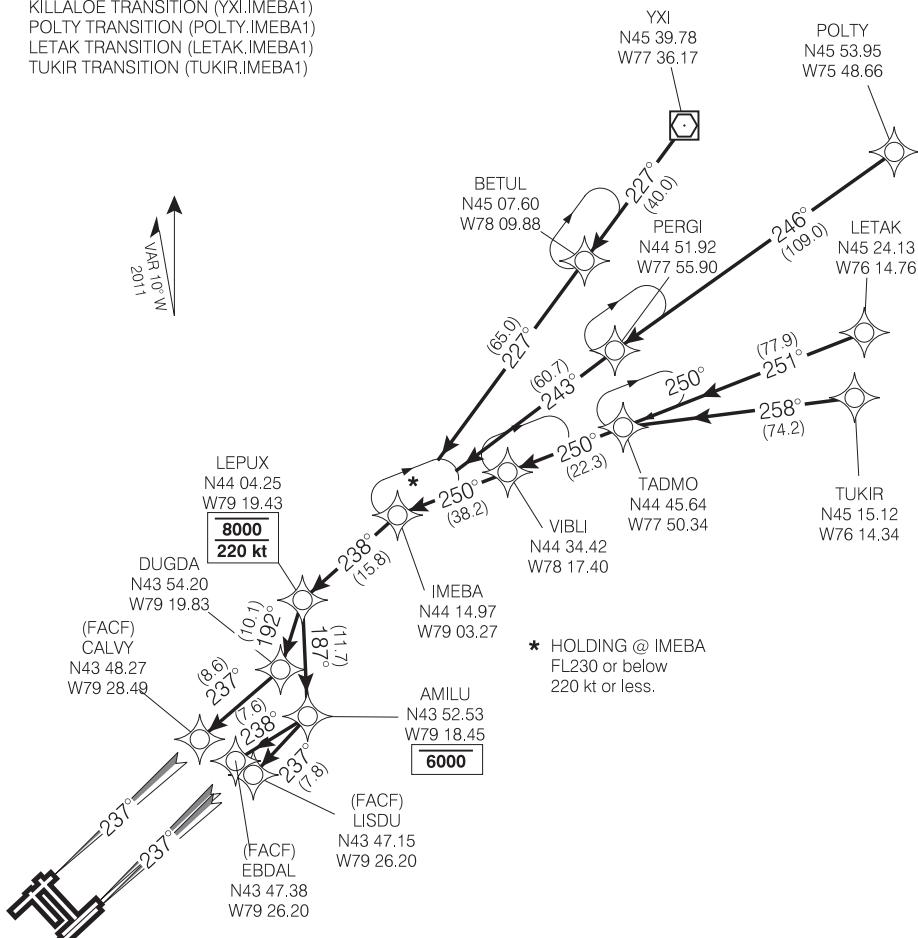
ATIS	120.825		
ARR	132.8	124.475	125.4
TWR	118.35	118.7	

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.

TURBOJET/FAN AIRCRAFT ONLY

••• → EXPECT RADAR
VECTORS TO FINAL APPROACH

KILLALOE TRANSITION (YXI.IMEBA1)
POLTY TRANSITION (POLTY.IMEBA1)
LETAK TRANSITION (LETAK.IMEBA1)
TUKIR TRANSITION (TUKIR.IMEBA1)



Source of Canadian Civil Aeronautical Data : © 2012 NAV CANADA All rights reserved

Chart not to scale

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO, ON

TORONTO/LESTER B. PEARSON INTL.

STAR (RNAV) RWYS 33L, 33R

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS 120.825
ARR 132.8 124.475 125.4
TWB 118.35 118.7

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.

••• → EXPECT RADAR
VECTORS TO FINAL APPROACH

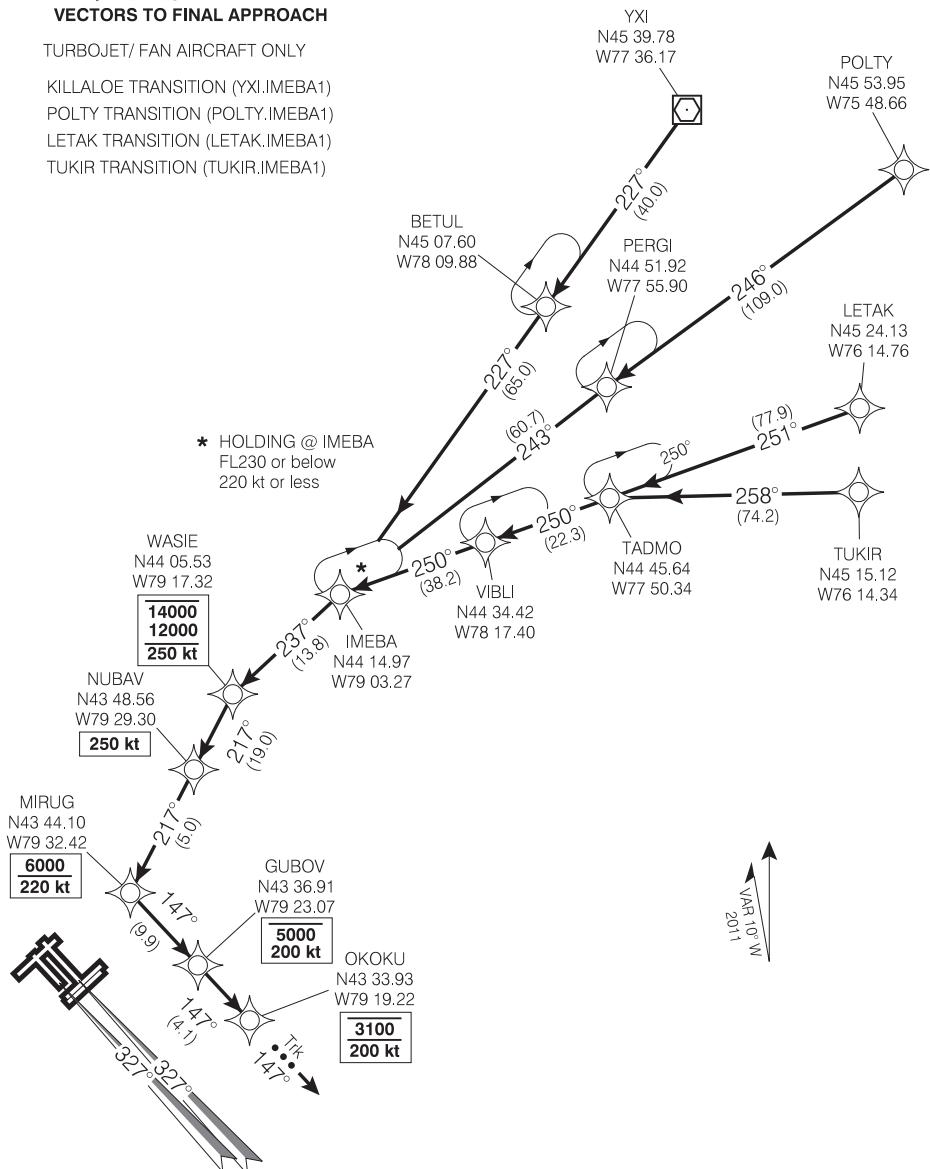
TURBOJET/ FAN AIRCRAFT ONLY

KILLALOE TRANSITION (YXI.IMEBA1)

POLTY TRANSITION (POLTY, IMEBA1)

L E T A K T R A N S I S I O N (L E T A K I M E B A 1)

TUKIR TRANSITION (TUKIR IMEBA1)



Source of Canadian Civil Aeronautical Data : © 2012 NAV CANADA All rights reserved

Chart not to scale

IMEBA ONE ARR (IMEBA.IMEBA1)

TORONTO, ON

TORONTO/LESTER B. PEARSON INTL.

STAR (RNAV) RWYS 05, 06L, 06R
LINNG THREE ARR (LINNG.LINNG3)

TORONTO/LESTER B. PEARSON INTL
 TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBOJET/ FAN AIRCRAFT ONLY

DUNKIRK TRANSITION (DKK.LINNG3)
 BUFFALO TRANSITION (BUF.LINNG3)

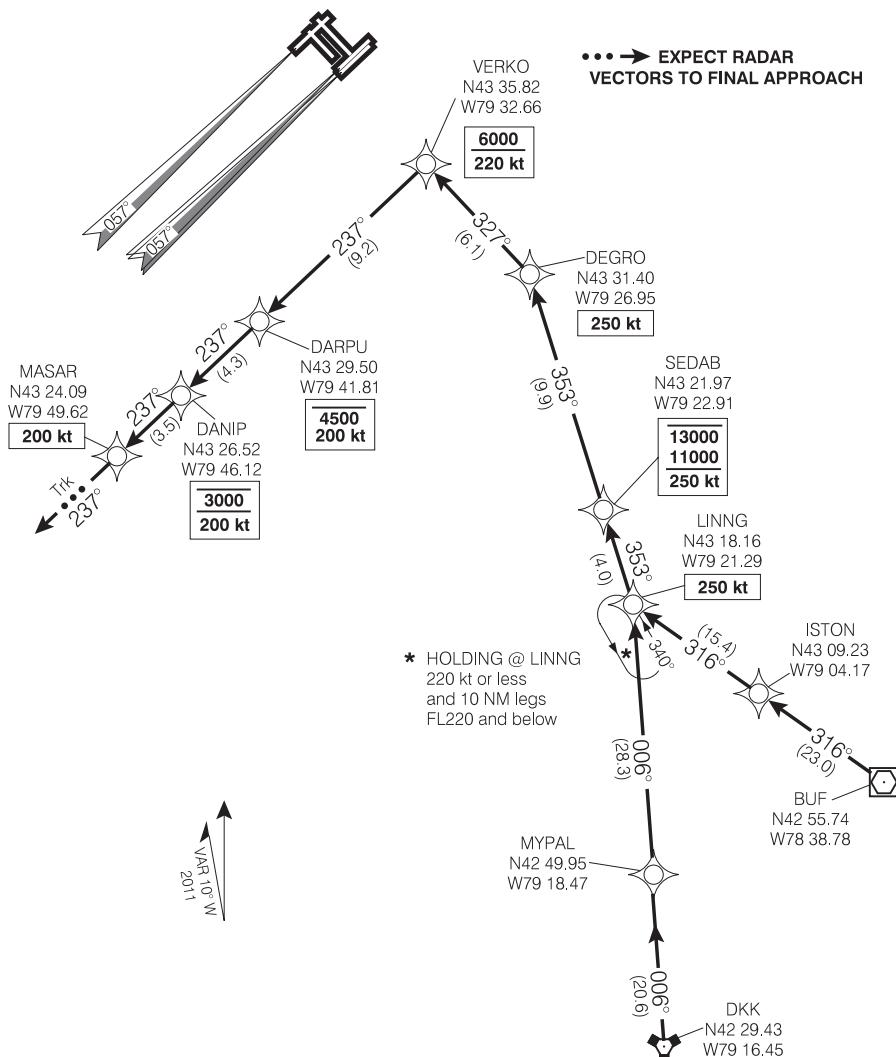


Chart not to scale

LINNG THREE ARR (LINNG.LINNG3)

TORONTO ON
 TORONTO/LESTER B. PEARSON INTL

**STAR (RNAV) RWYS 15L, 15R
LINN THREE ARR (LINNG.LINNG3)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

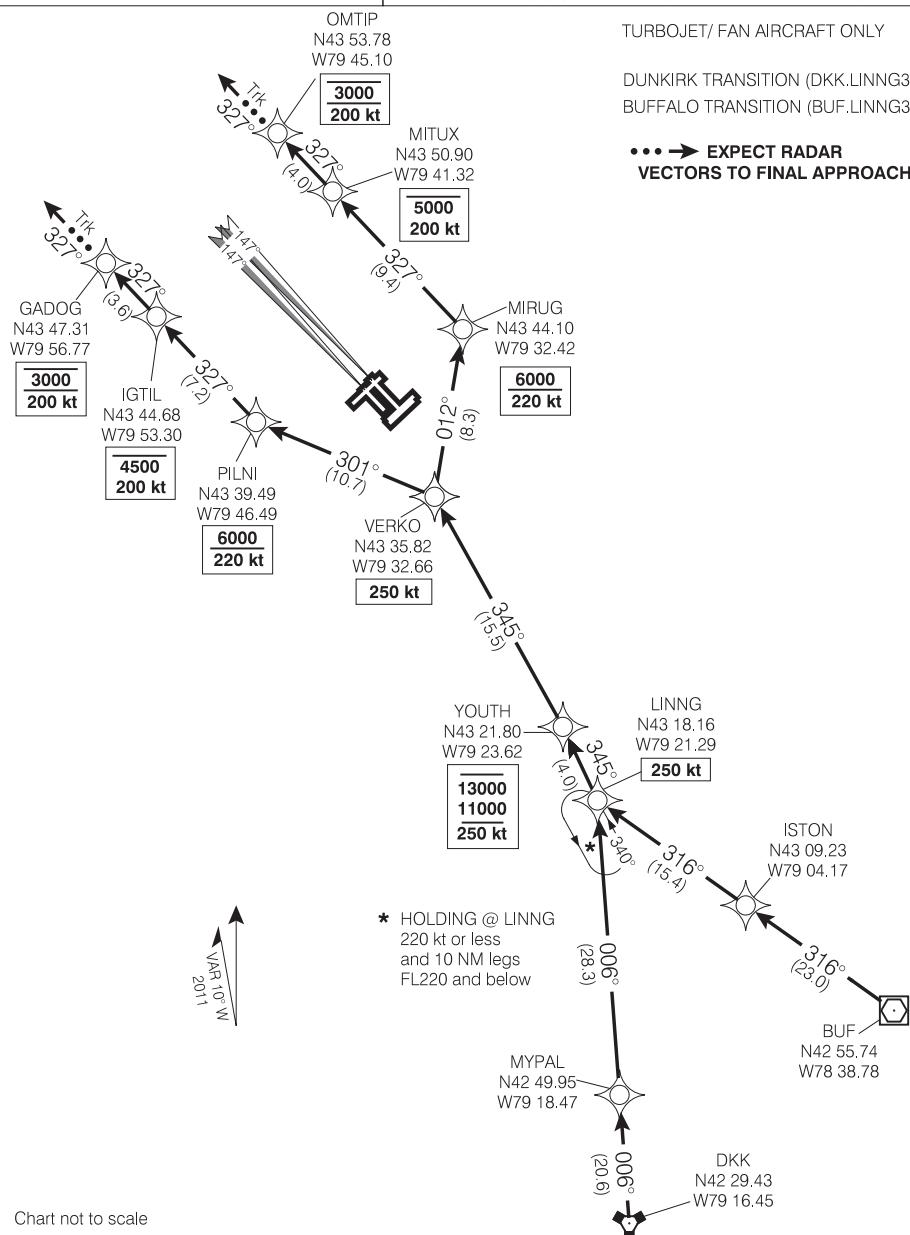
ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBOJET/ FAN AIRCRAFT ONLY

DUNKIRK TRANSITION (DKK.LINNG3)
BUFFALO TRANSITION (BUF.LINNG3)

•••→ EXPECT RADAR
VECTORS TO FINAL APPROACH



LINN THREE ARR (LINNG.LINNG3)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

**STAR (RNAV) RWYS 23, 24L, 24R
LINNG THREE ARR (LINNG.LINNG3)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825		
ARR	132.8	124.475	125.4
TWR	118.35	118.7	

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.

DUNKIRK TRANSITION (DKK.LINNG3)

BUFFALO TRANSITION (BUF.LINNG3)

••• → EXPECT RADAR
VECTORS TO FINAL APPROACH

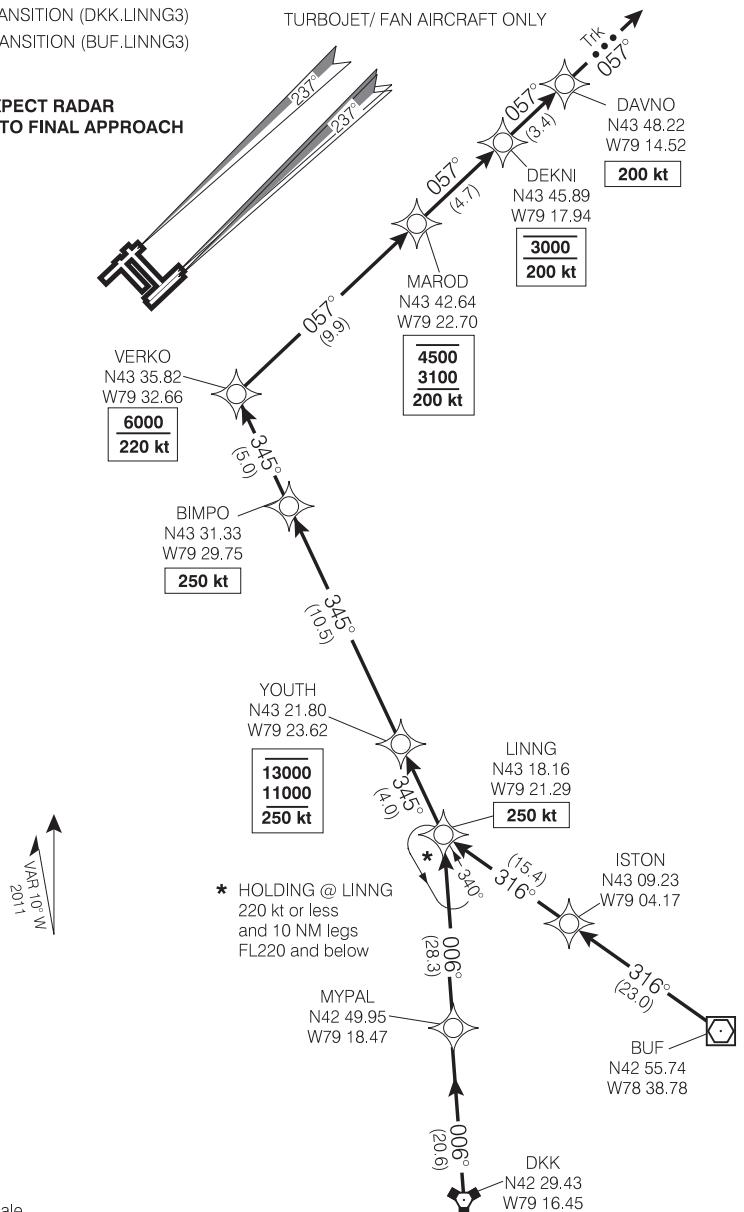


Chart not to scale

LINING THREE ARR (LINNG,LINNG3)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 33L, 33R
LINNG THREE ARR (LINNG.LINNG3)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBOJET/ FAN AIRCRAFT ONLY

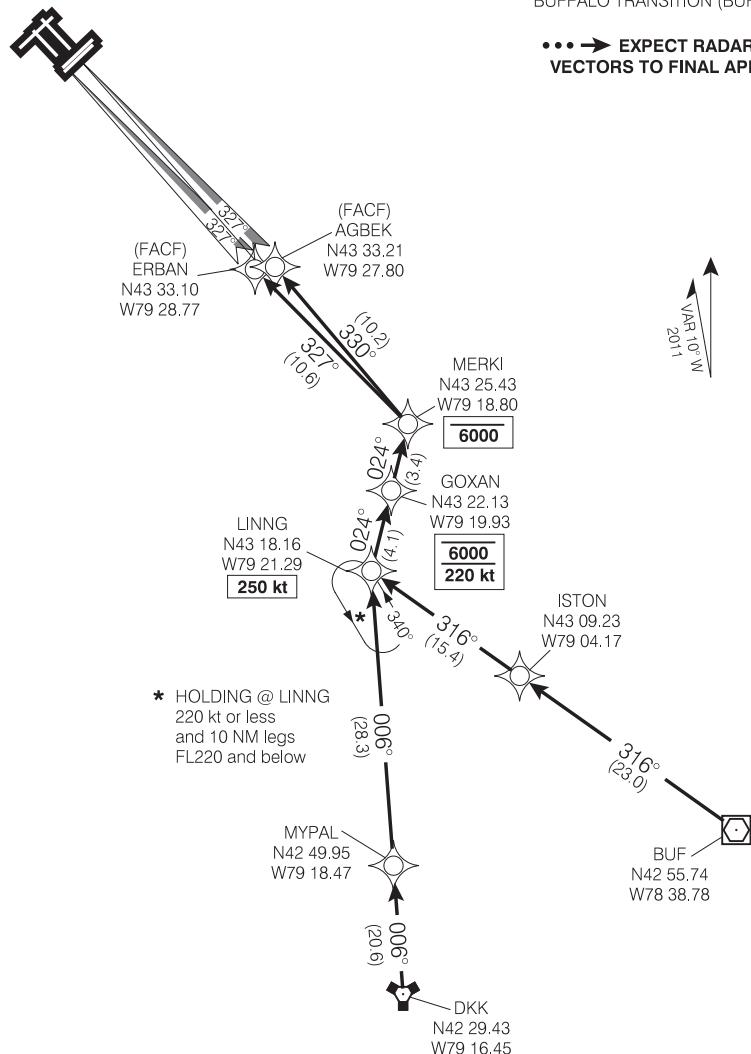
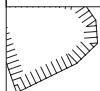
DUNKIRK TRANSITION (DKK.LINNG3)
BUFFALO TRANSITION (BUF.LINNG3)••• → EXPECT RADAR
VECTORS TO FINAL APPROACH

Chart not to scale

LINNG THREE ARR (LINNG.LINNG3)TORONTO ON
TORONTO/LESTER B. PEARSON INTL

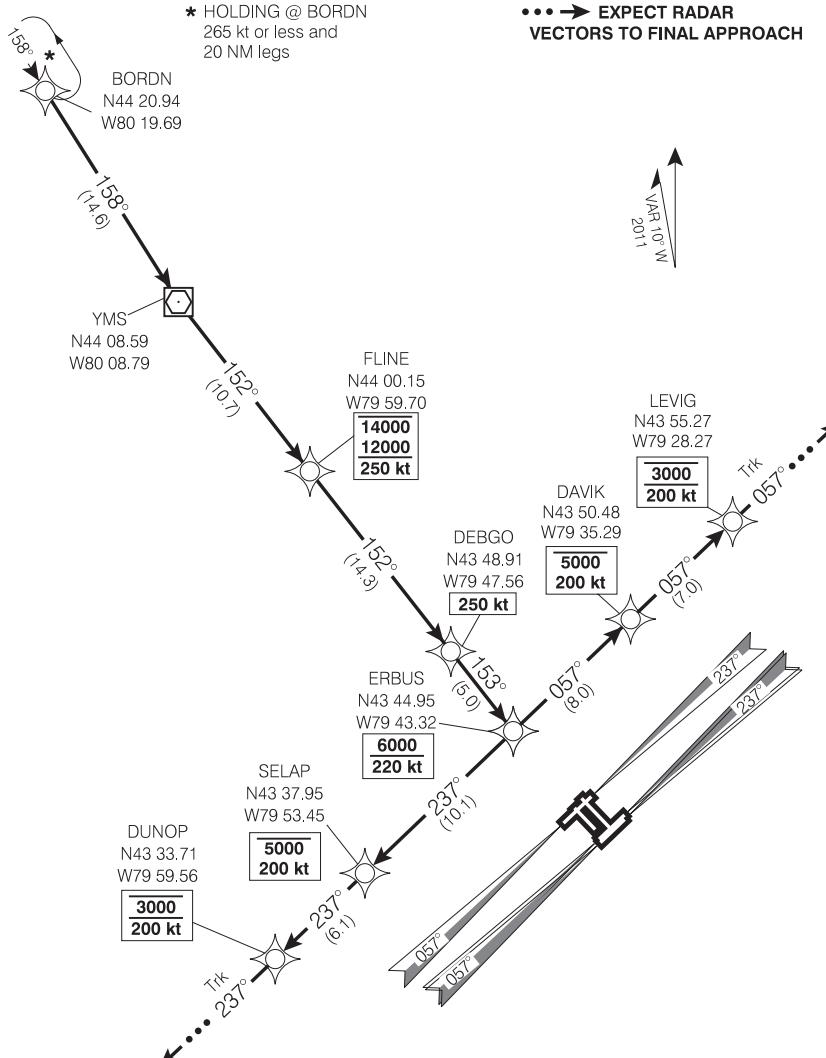
STAR (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
MANS FIVE ARR (YMS.YMS5)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.CYR 501
SFC TO 12,000 CONT
ABOVE 12,000 TO 15,000
OCSL BY NOTAM

BORDN TRANSITION (BORDN.YMS5)

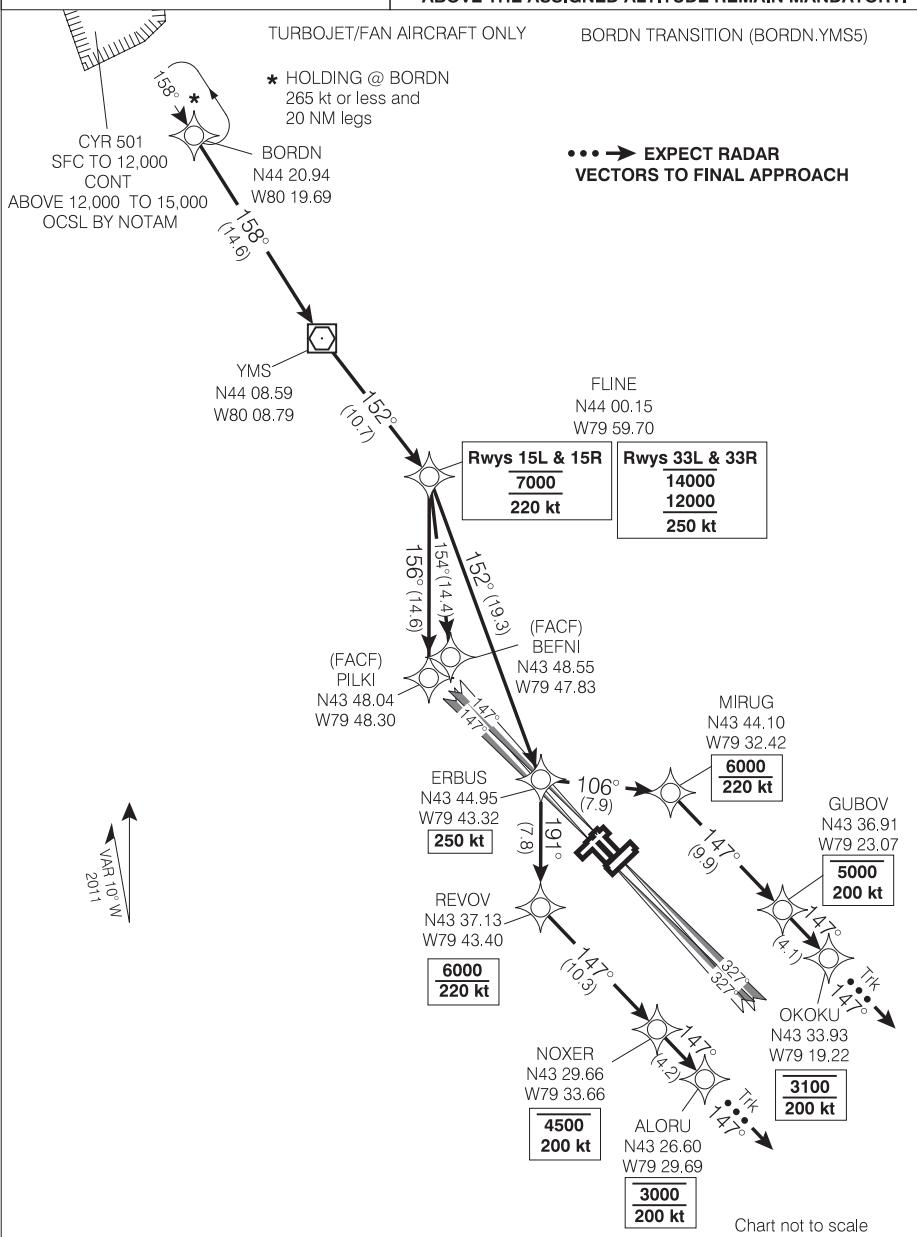
TURBOJET/FAN AIRCRAFT ONLY



STAR (RNAV) RWYS 15L, 15R, 33L, 33R
MANS FIVE ARR (YMS.YMS5)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

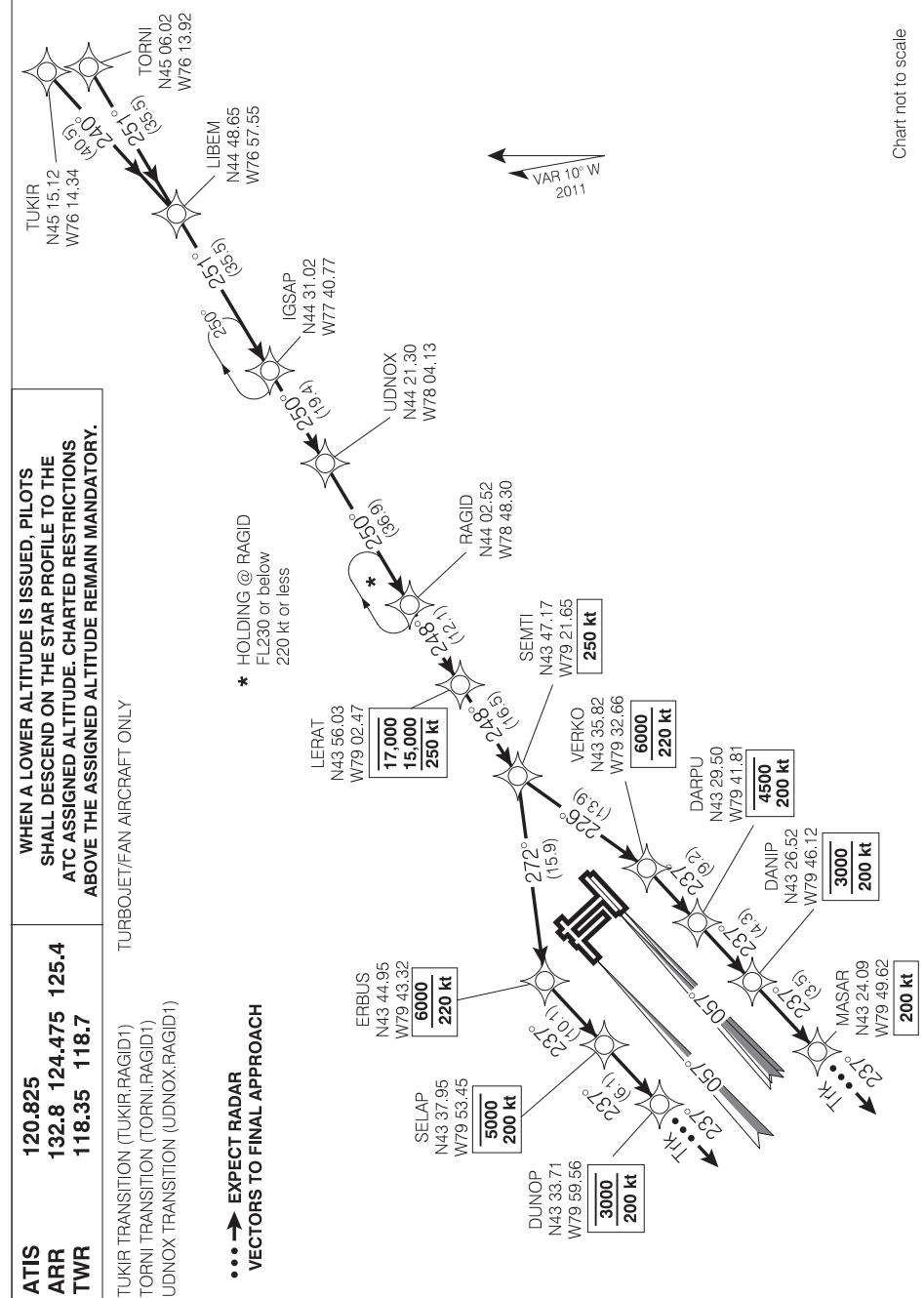
ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.



**STAR (RNAV) RWYS 05, 06L, 06R
RAGID ONE ARR (RAGID.RAGID1)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON



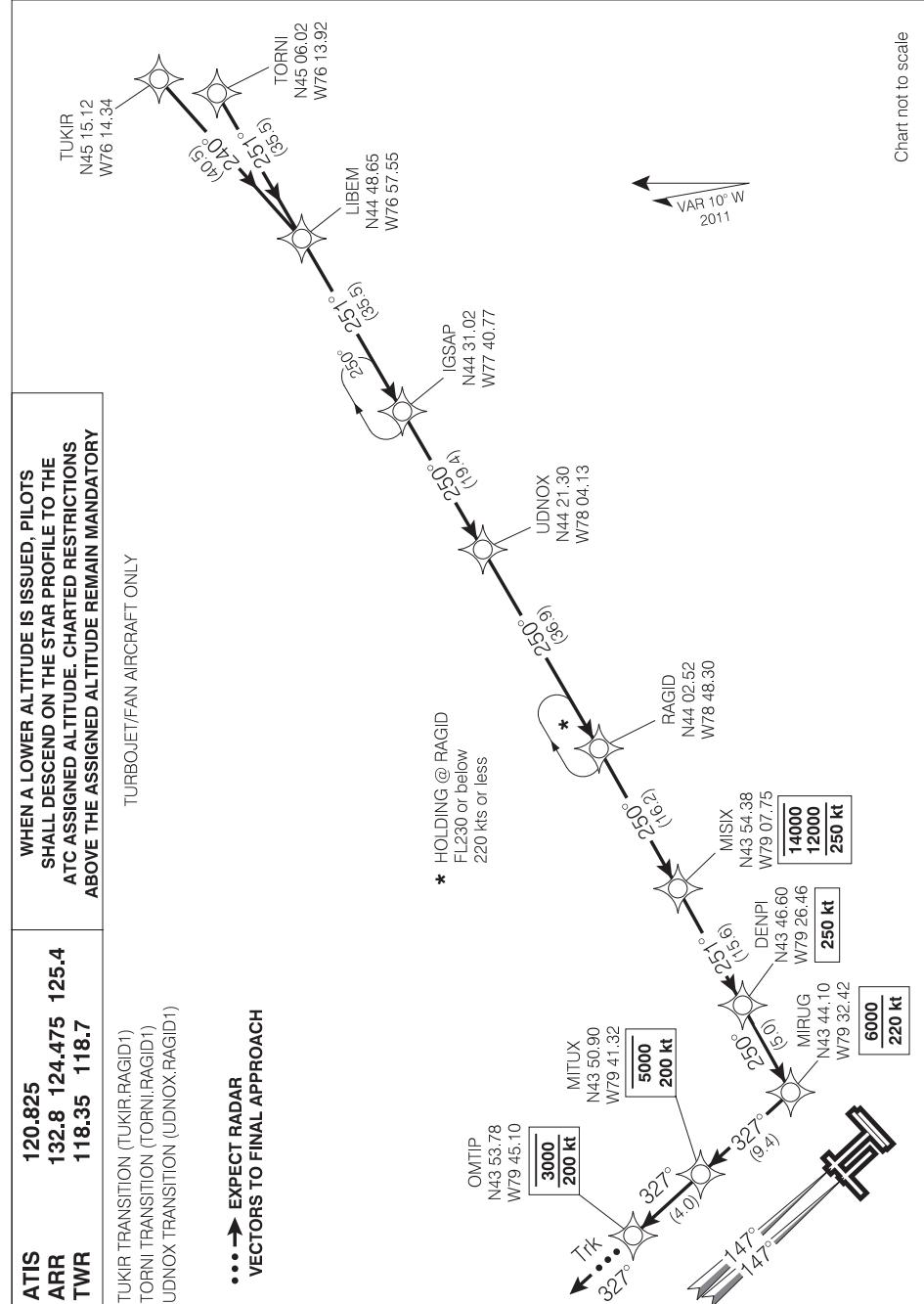
RAGID ONE ARR (RAGID.RAGID1)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

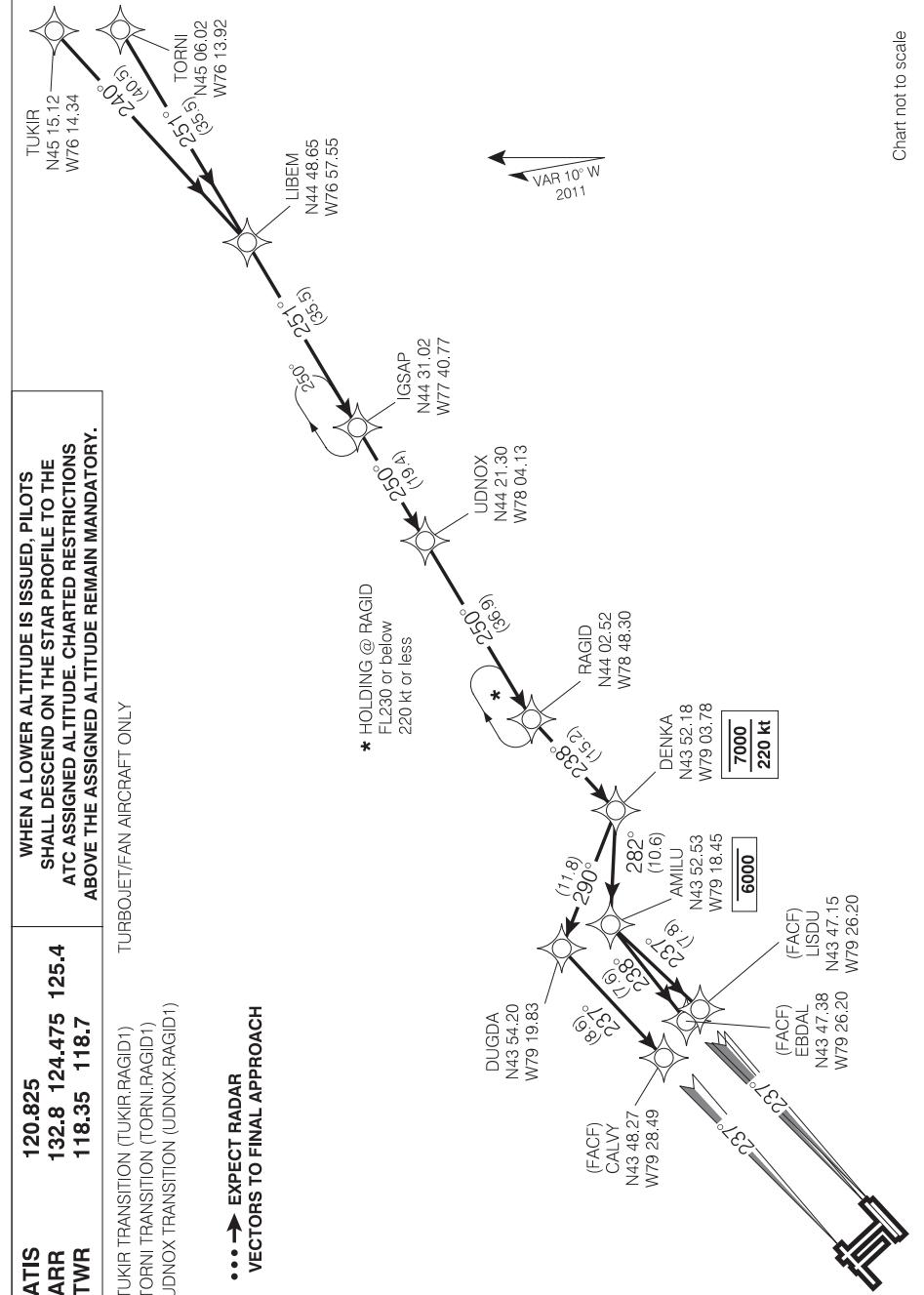
**STAR (RNAV) RWYS 15L, 15R
RAGID ONE ARR (RAGID.RAGID1)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON



RAGID ONE ARR (RAGID.RAGID1)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 23, 24L, 24R
RAGID ONE ARR (RAGID.RAGID1)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

RAGID ONE ARR (RAGID.RAGID1)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 33L, 33R
RAGID ONE ARR (RAGID.RAGID1)

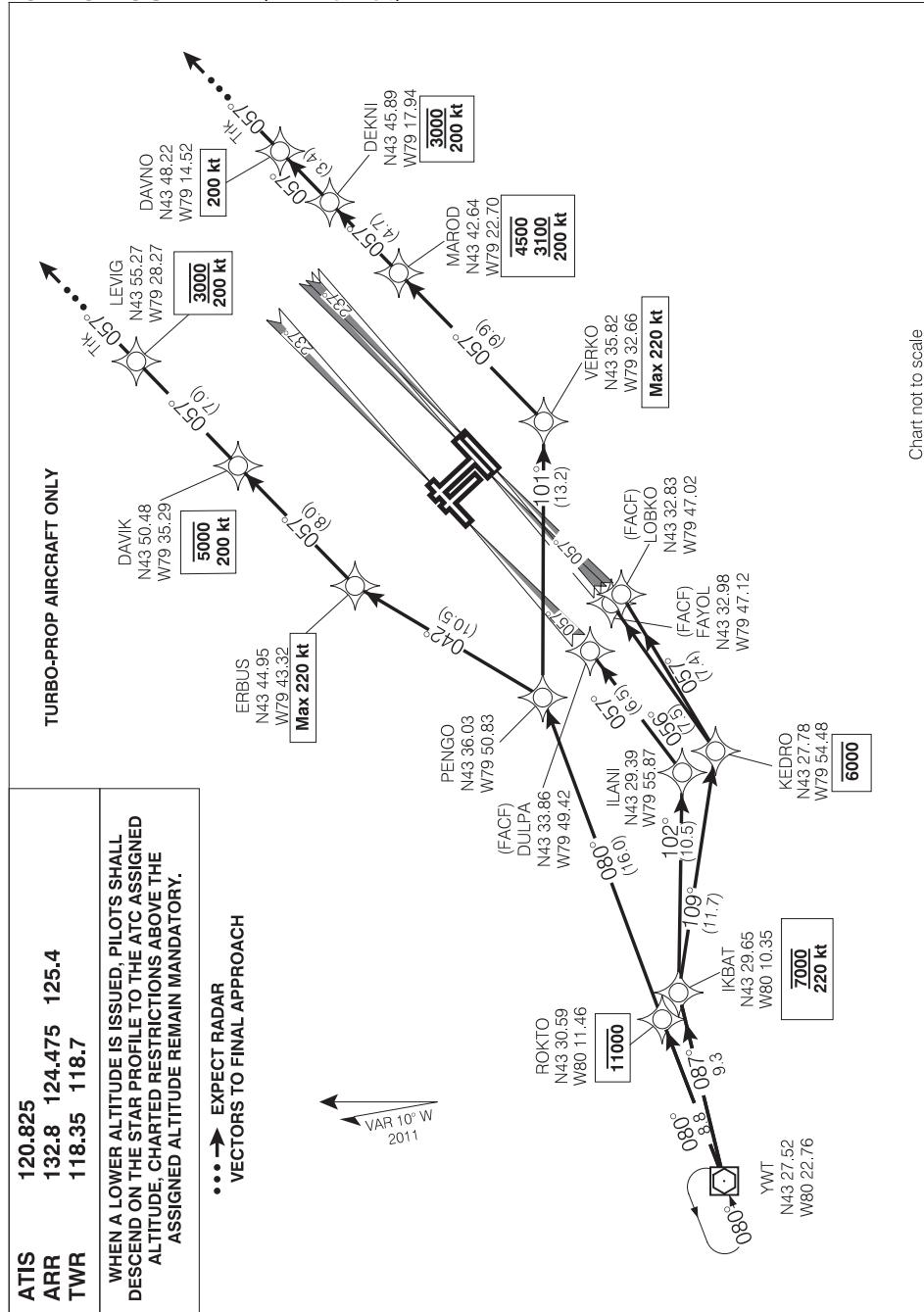
TORONTO/LESTER B. PEARSON INTL
TORONTO ON

RAGID ONE ARR (RAGID RAGID1)

EEG 0 EEP 12

CHANCE: New procedure

TORONTO ON
TORONTO/LESTER B. PEARSON INTL
NAD82

STAR (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
ROKTO FOUR ARR (YWT.ROKTO4)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ROKTO FOUR ARR (YWT.ROKTO4)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 15L, 15R, 33L, 33R
ROKTO FOUR ARR (YWT.ROKT04)

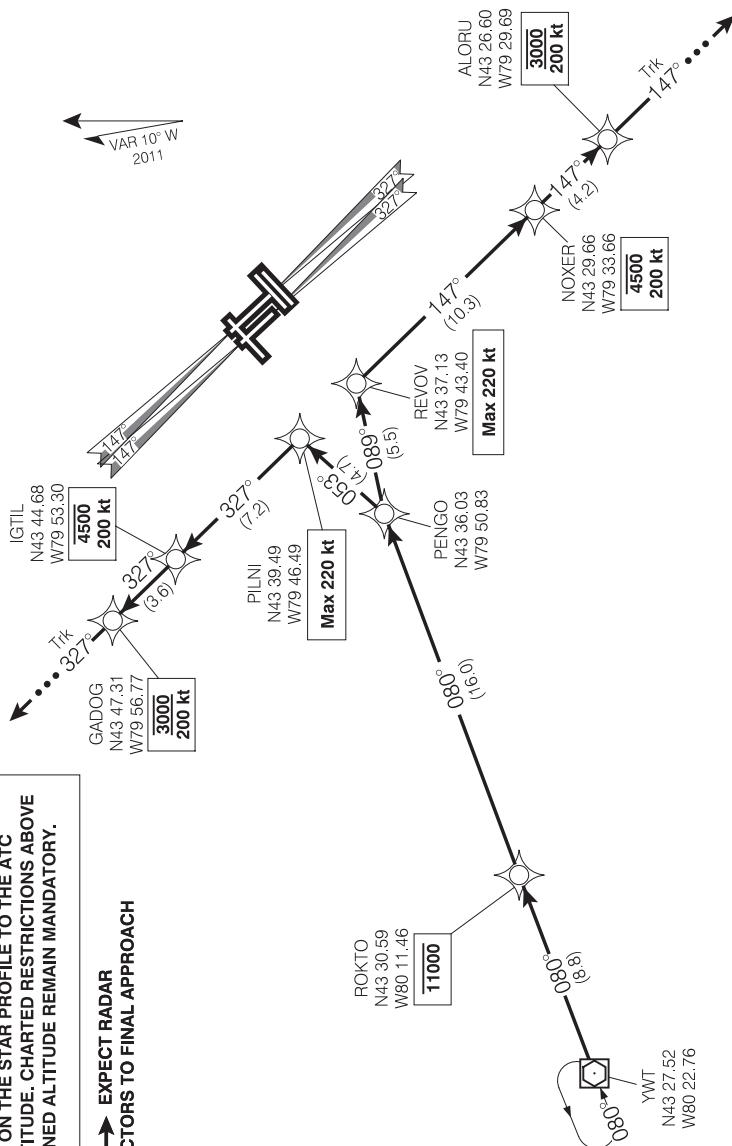
TORONTO/LESTER B. PEARSON INTL
TORONTO ON

TURBO-PROP AIRCRAFT ONLY

132.8 124.475 125.4

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.

•••→ EXPECT RADAR VECTORS TO FINAL APPROACH



ROKTO FOUR ARR (YWT: ROKT04)

TORONTO ON

**STAR (RNAV) RWYS 05, 06L, 06R
UDNOX ONE ARR (RAGID.UDNOX1)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

UDNOX ONE ARR (RAGID UDNOX1)

TORONTO ON

**STAR (RNAV) RWYS 15L, 15R
UDNOX ONE ARR (RAGID.UDNOX1)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

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.

TRUKIR TRANSITION (TUKIR.UDNOX1)
TORNI TRANSITION (TORNI.UDNOX1)
UDNOX TRANSITION (UDNOX.UDNOX1)

••→ EXPECT RADAR VECTORS TO FINAL APPROACH

Map of the North Sea showing seismic reflection profiles and geological features. Key locations include:

- OMTIP**: N43 53.78, W79 45.10
- MITUX**: N43 50.90, W79 41.32
- RAGID**: N44 02.52, W78 48.30
- IGSAP**: N44 31.02, W77 40.77
- MISIX**: N43 54.38, W79 07.75
- DENPI**: N43 46.60, W79 26.46
- MIRUG**: N43 44.10, W79 32.42

Seismic sections and labels:

- 3000 200 kt**
- 5000 200 kt**
- VAR 10° W**
- WELL**

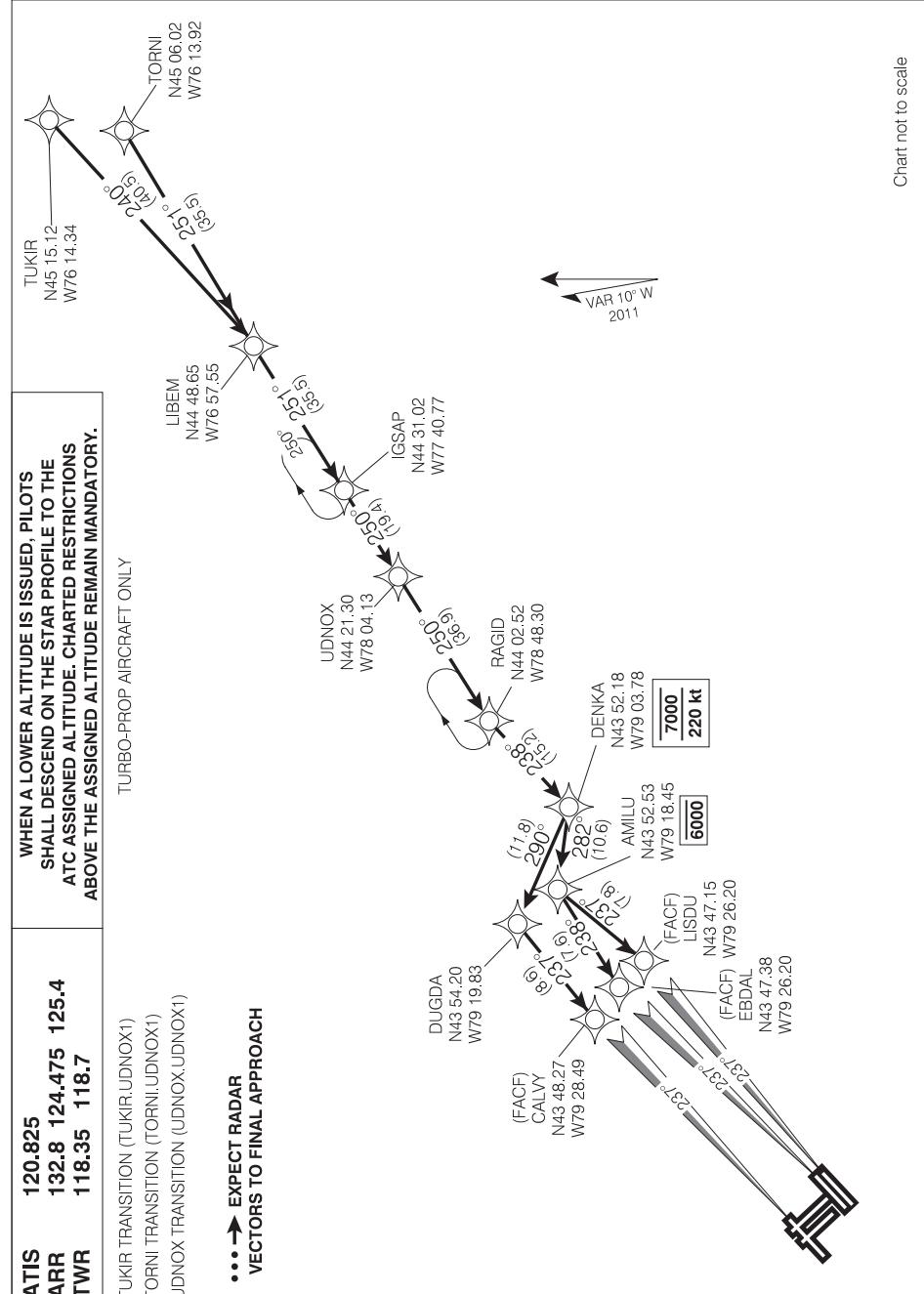
A legend in the bottom right corner identifies the symbols: OMTIP, MITUX, RAGID, IGSAP, MISIX, DENPI, MIRUG, and WELL.

UDNOX ONE ARR (RAGID:UDNOX1)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 23, 24L, 24R
UDNOX ONE ARR (RAGID.UDNOX1)

TORONTO/LESTER B. PEARSON INTL
 TORONTO ON

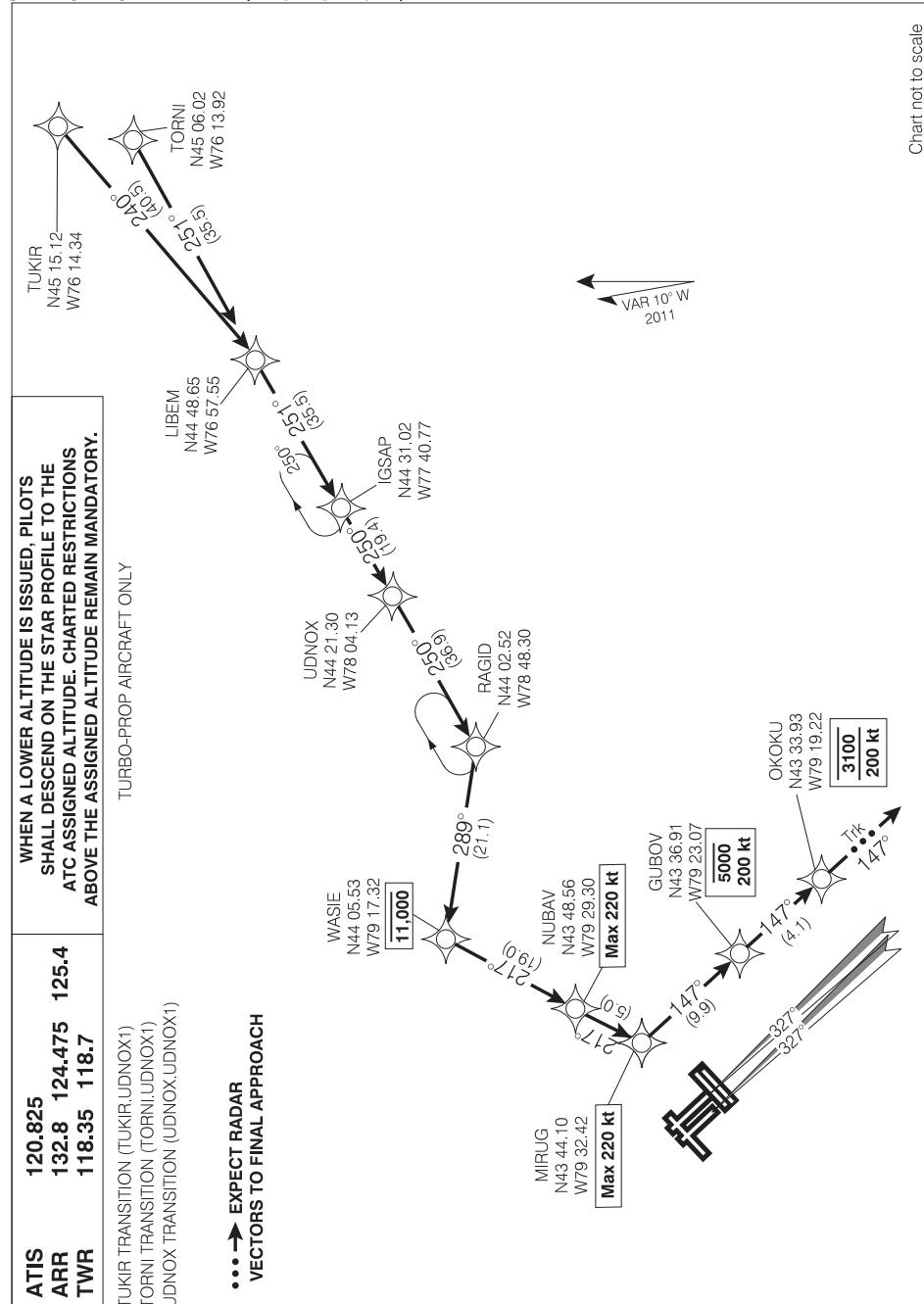


UDNOX ONE ARR (RAGID.UDNOX1)

TORONTO/LESTER B. PEARSON INTL

**STAR (RNAV) RWYS 33L, 33R
UDNOX ONE ARR (RAGID.UDNOX1)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON



UDNOX ONE ARR (RAGID.UDNOX1)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 05, 06L, 06R
VERKO ONE ARR (LINN.G.VERKO1)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBO-PROP AIRCRAFT ONLY

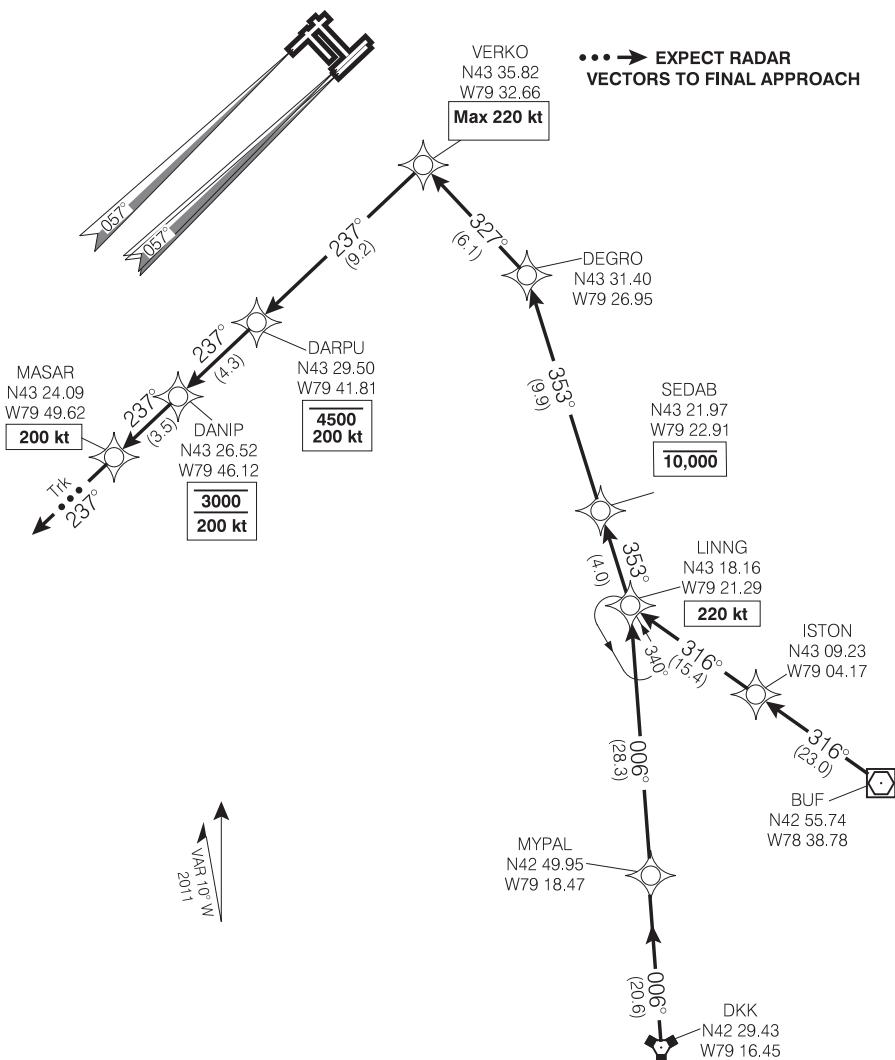
DUNKIRK TRANSITION (DKK.VERKO1)
BUFFALO TRANSITION (BUF.VERKO1)

Chart not to scale

VERKO ONE ARR (LINN.G.VERKO1)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

NAD83

**STAR (RNAV) RWYS 15L, 15R
VERKO ONE ARR (LINNG.VERKO1)**

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBO-PROP AIRCRAFT ONLY

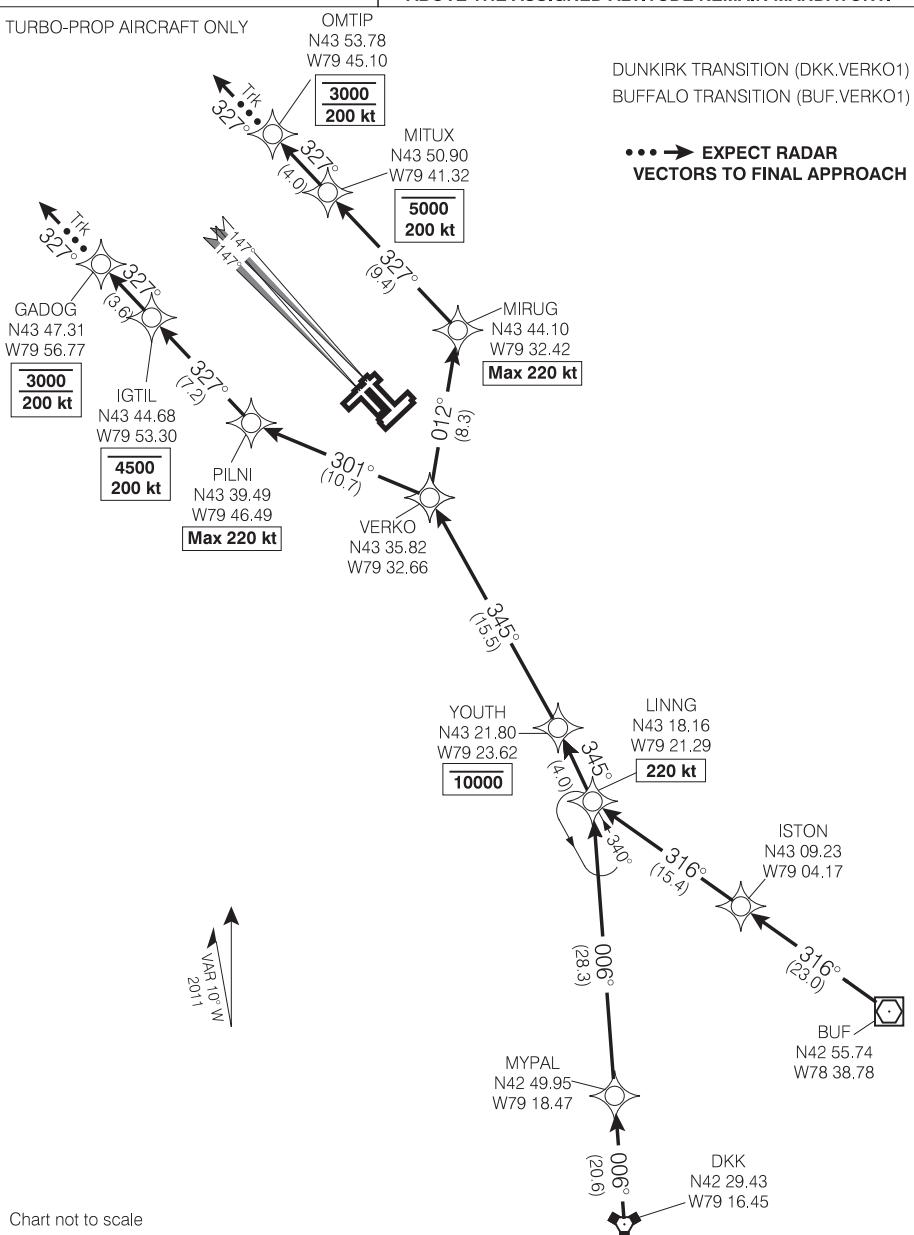


Chart not to scale

VERKO ONE ARR (LINNG.VERKO1)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 23, 24L, 24R
VERKO ONE ARR (LINN.GERKO1)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

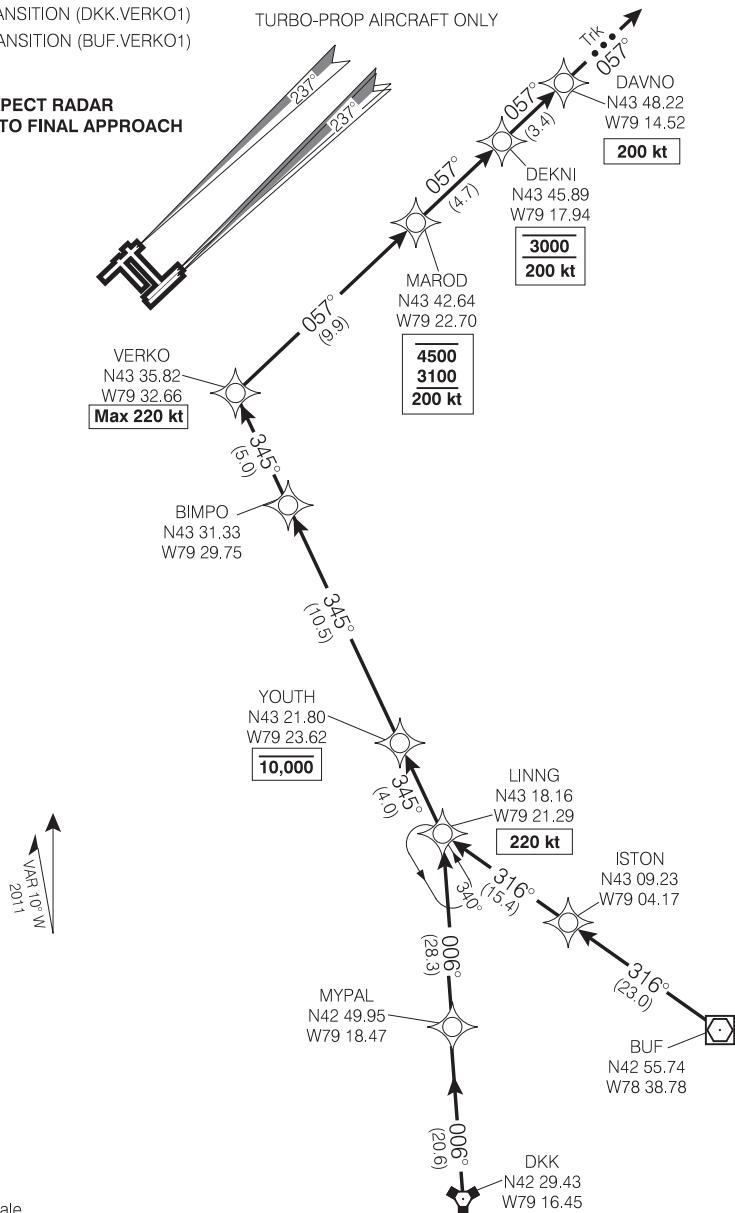
ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

DUNKIRK TRANSITION (DKK.GERKO1)
BUFFALO TRANSITION (BUF.GERKO1)

TURBO-PROP AIRCRAFT ONLY

•••→ EXPECT RADAR VECTORS TO FINAL APPROACH



VERKO ONE ARR (LINN.GERKO1)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL
NAD83

STAR (RNAV) RWYS 33L, 33R

VERKO ONE ARR (LINN.G.VERKO1)

TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

DUNKIRK TRANSITION (DKK.VERKO1)
BUFFALO TRANSITION (BUF.VERKO1)

TURBO-PROP AIRCRAFT ONLY

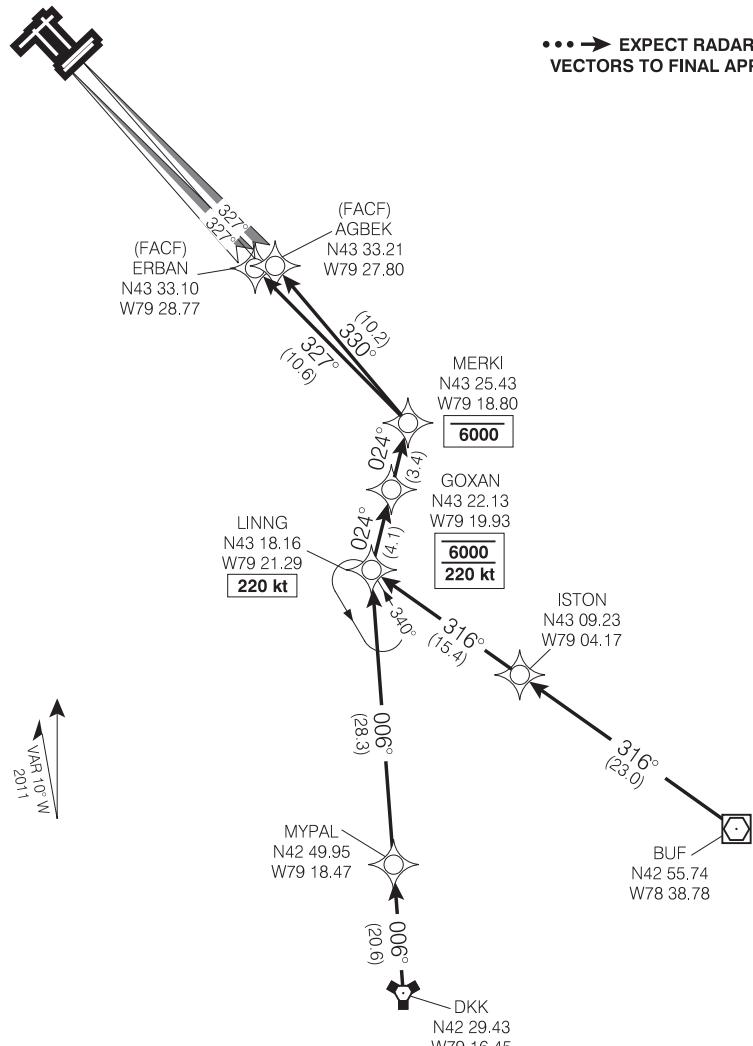


Chart not to scale

VERKO ONE ARR (LINN.G.VERKO1)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 05, 06L, 06R
VIBLI ONE ARR (IMEBA.VIBLI1)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

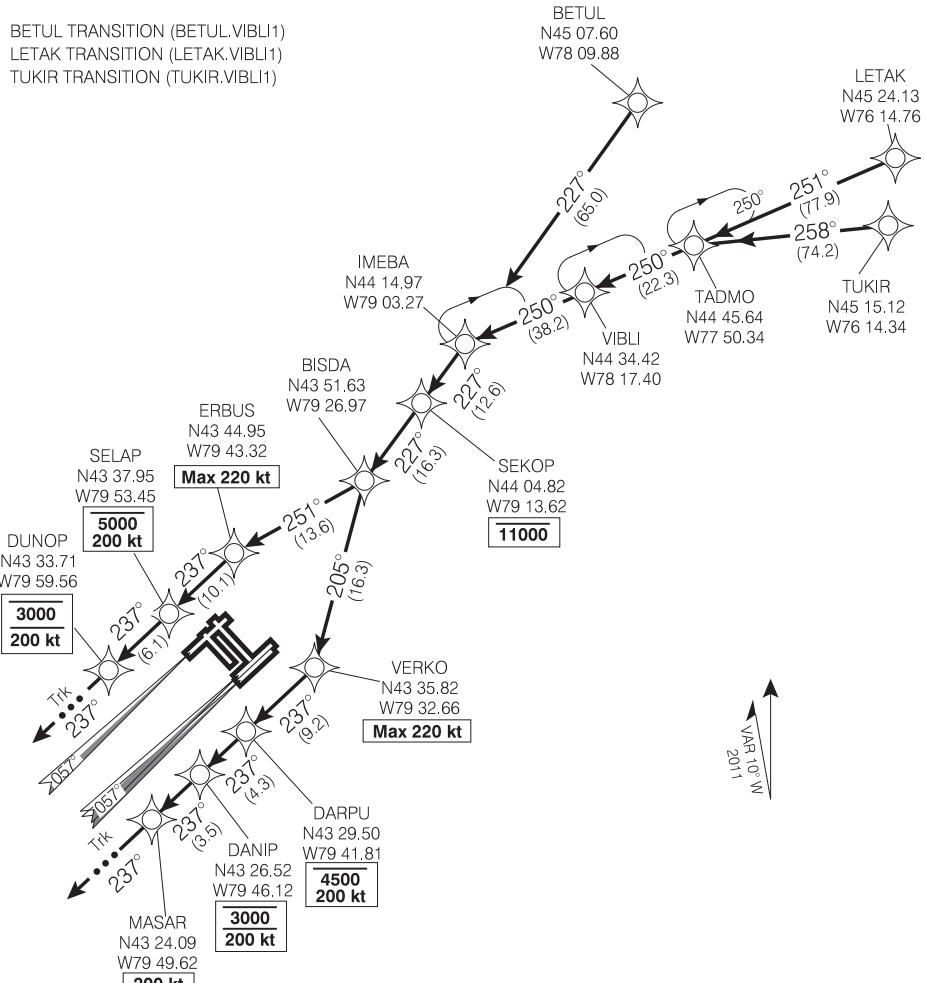
ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBO-PROP AIRCRAFT ONLY

•••→ EXPECT RADAR
VECTORS TO FINAL APPROACH

BETUL TRANSITION (BETUL.VIBLI1)
LETAK TRANSITION (LETAK.VIBLI1)
TUKIR TRANSITION (TUKIR.VIBLI1)



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Chart not to scale

VIBLI ONE ARR (IMEBA.VIBLI1)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 15L, 15R
VIBLI ONE ARR (IMEBA.VIBLI1)

TORONTO/LESTER B. PEARSON INTL
 TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBO-PROP AIRCRAFT ONLY

•••→ EXPECT RADAR
 VECTORS TO FINAL APPROACH

BETUL TRANSITION (BETUL.VIBLI1)
 LETAK TRANSITION (LETAK.VIBLI1)
 TUKIR TRANSITION (TUKIR.VIBLI1)

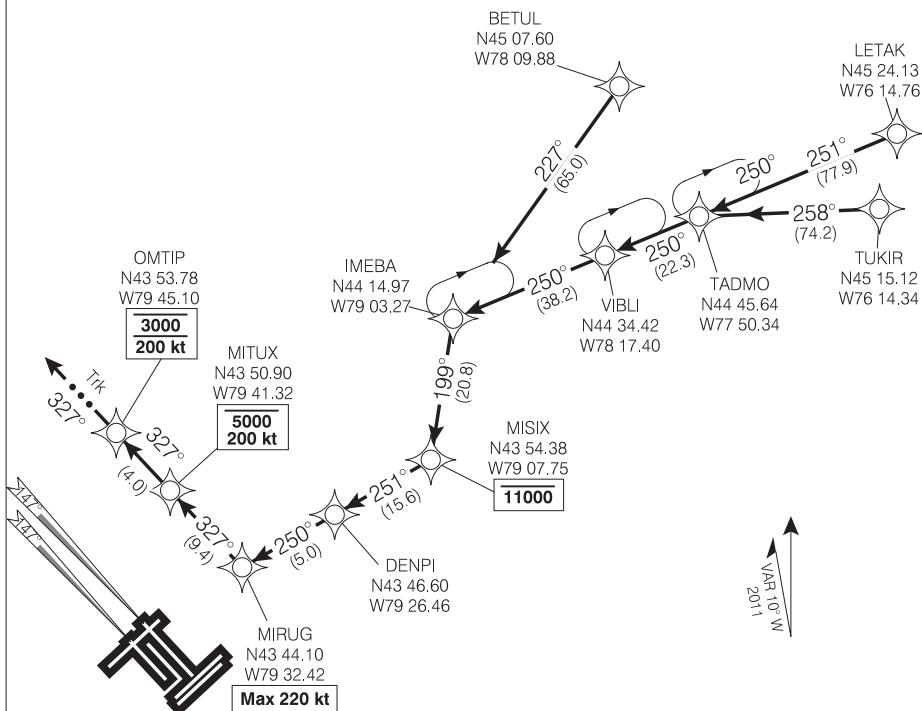


Chart not to scale

VIBLI ONE ARR (IMEBA.VIBLI1)

TORONTO ON
 TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 23, 24L, 24R
VIBLI ONE ARR (IMEBA.VIBLI1)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBO-PROP AIRCRAFT ONLY

••• → EXPECT RADAR
VECTORS TO FINAL APPROACH

BETUL TRANSITION (BETUL.VIBLI1)
LETAK TRANSITION (LETAK.VIBLI1)
TUKIR TRANSITION (TUKIR.VIBLI1)

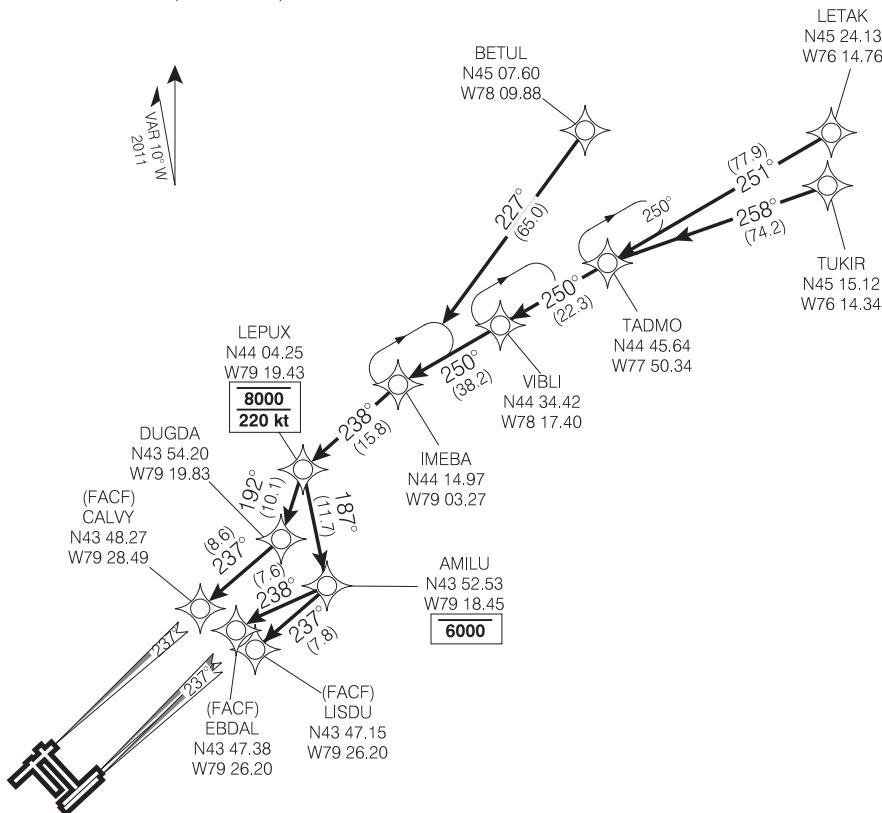


Chart not to scale

VIBLI ONE ARR (IMEBA.VIBLI1)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 33L, 33R
VIBLI ONE ARR (IMEBA.VIBLI1)

TORONTO/LESTER B. PEARSON INTL
 TORONTO ON

ATIS	120.825
ARR	132.8 124.475 125.4
TWR	118.35 118.7

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.

TURBO-PROP AIRCRAFT ONLY

BETUL TRANSITION (BETUL.VIBLI1)
 LETAK TRANSITION (LETAK.VIBLI1)
 TUKIR TRANSITION (TUKIR.VIBLI1)

••• → EXPECT RADAR
 VECTORS TO FINAL APPROACH

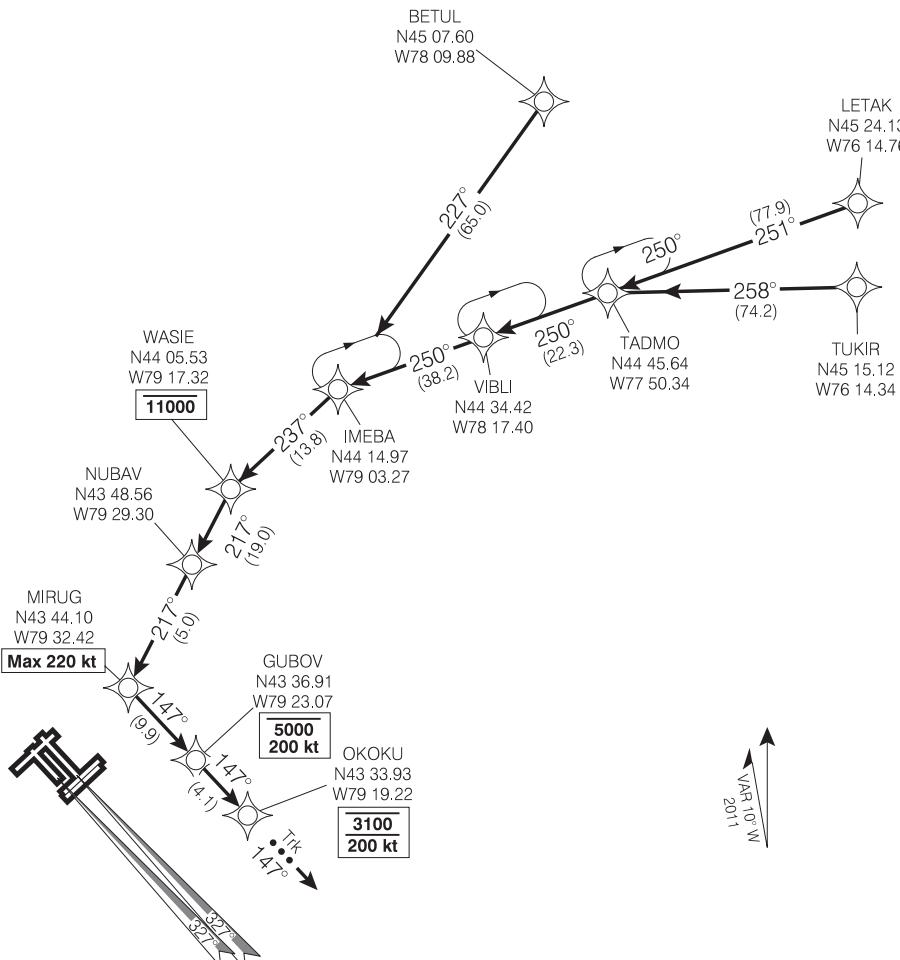
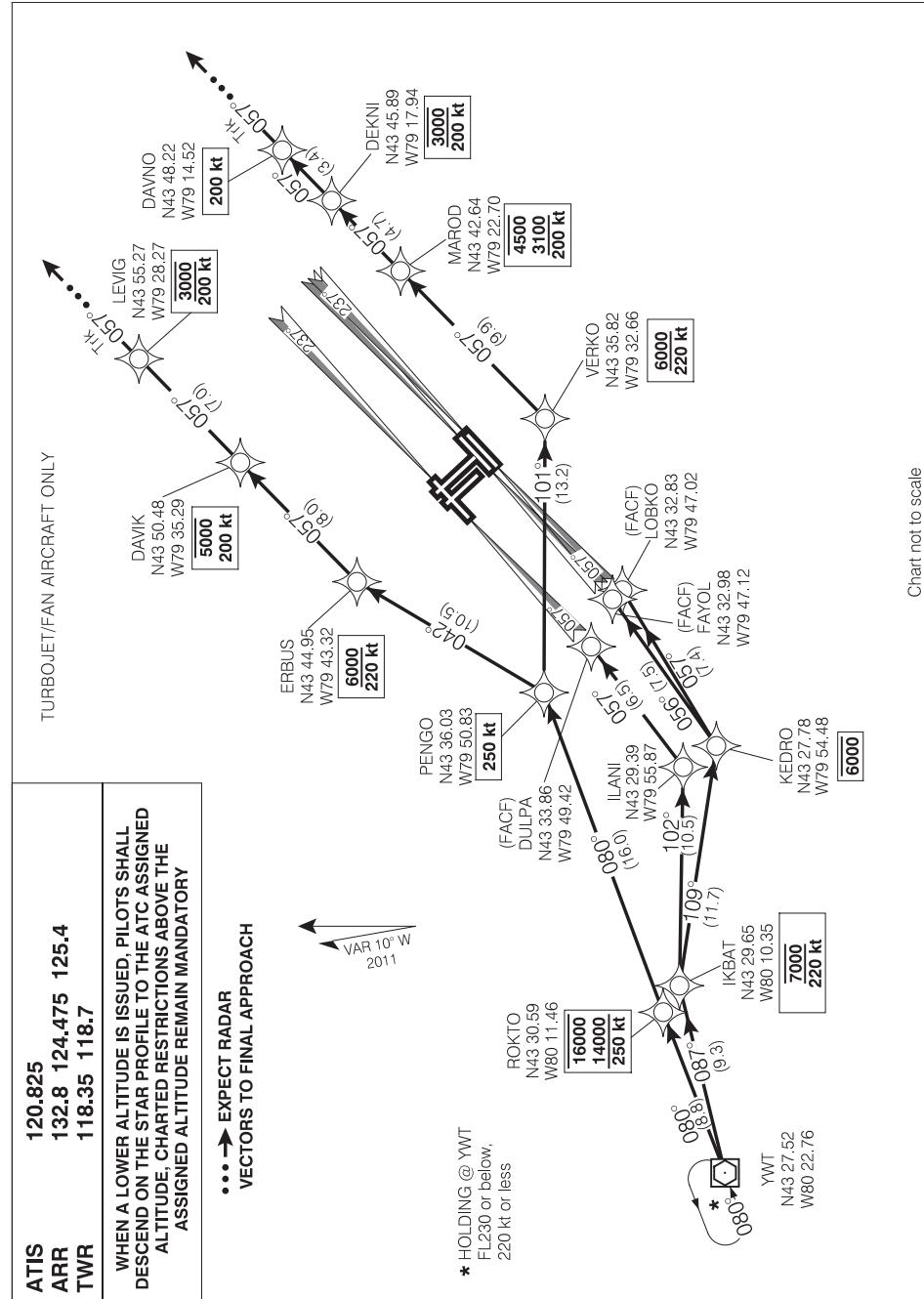


Chart not to scale

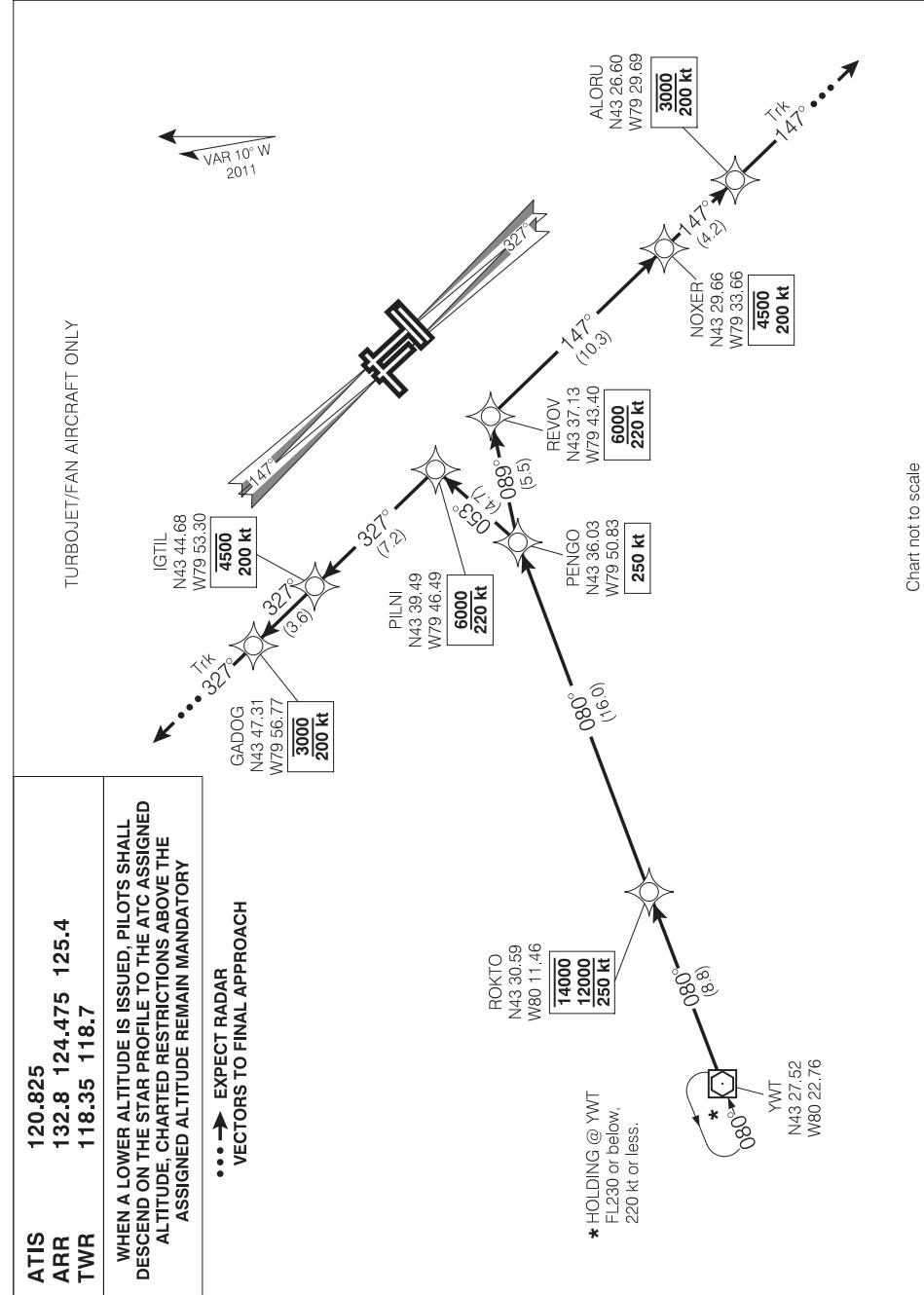
VIBLI ONE ARR (IMEBA.VIBLI1)

TORONTO ON
 TORONTO/LESTER B. PEARSON INTL

STAR (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
WATERLOO FOUR ARR (YWT.YWT4)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

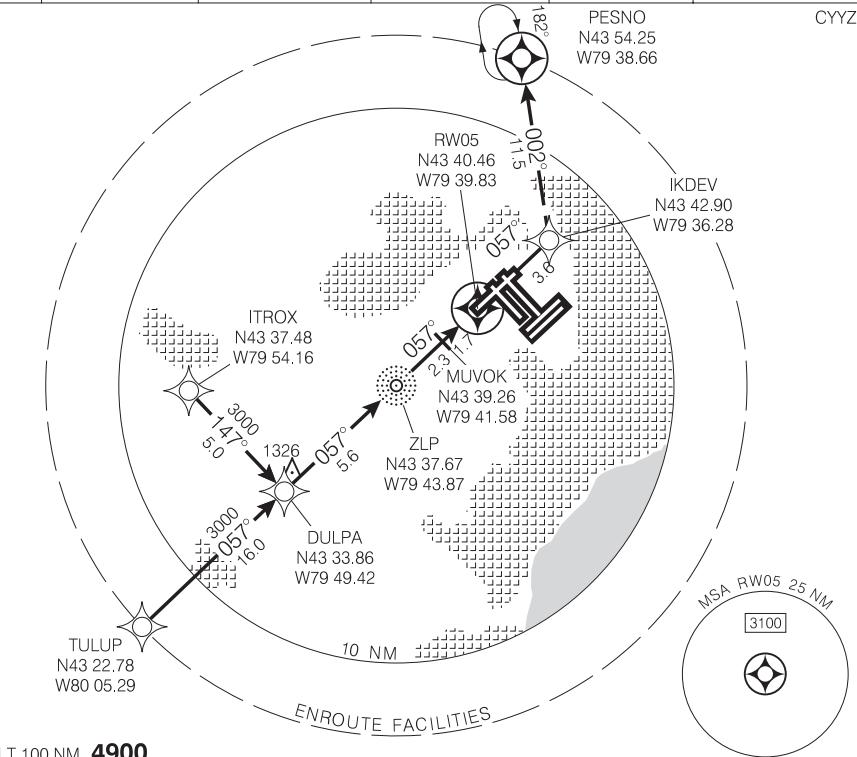
STAR (RNAV) RWYS 15L, 15R, 33L, 33R
WATERLOO FOUR ARR (YWT,YWT4)

TORONTO/LESTER B. PEARSON INTL
 TORONTO ON



RNAV (GNSS) RWY 05

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
				TDZE 05	564

SAFE ALT 100 NM **4900**

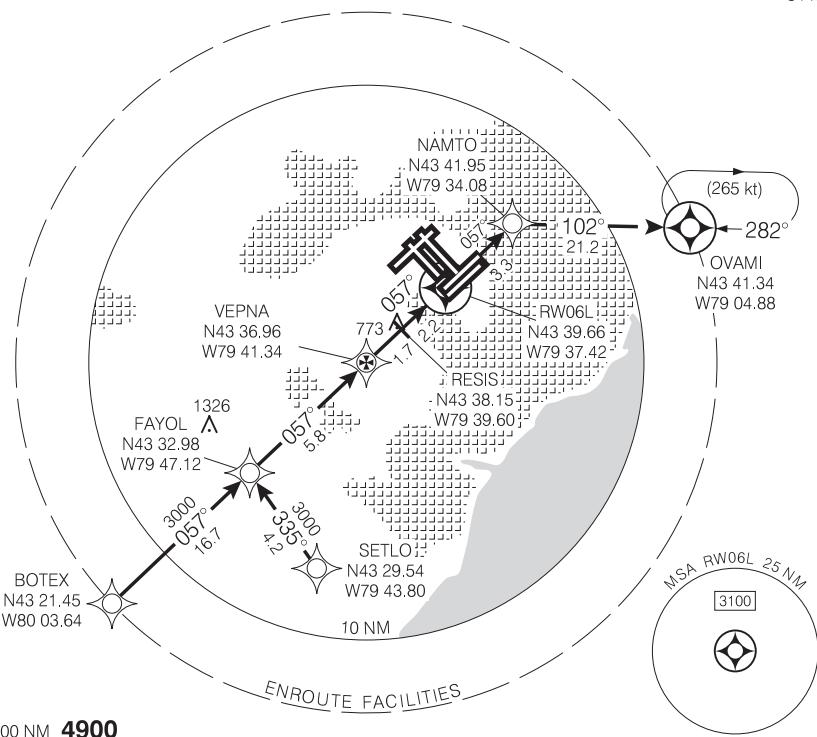
DULPA IWP	"ZLP" FAWP	MISSED APPROACH Climb on track of 057° to IKDEV, then climbing LEFT turn on track of 002° to PESNO at 5000 . As required, shuttle climb.	TDZL Rwy 06L and 05 Rwy 05 down 0.35% first 3900' Rwy 15L-33R 11,050 x 200 Rwy 06L-24R 9697 x 200 Rwy 06R-24L 9000 x 200 Rwy 05-23 11,120 x 200 Rwy 15R-33L 9088 x 200
CATEGORY	A	B	C
LNAV	1060	(496)	1 RVR 50
CIRCLING	1140 (571) 1 ¼	1140 (571) 2	1180 (611) 2
			All Rwy - P3
			Knots 70 90 110 130 150
			Min:Sec

RNAV (GNSS) RWY 05

RNAV (GNSS) RWY 06L

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 06L 535

CYYZ

SAFE ALT 100 NM **4900**

FAYOL IWP	VEPNA FAWP	RESIS SDWP	RW06L MAWP	MISSED APPROACH Climb on track of 057° to NAMTO, then climbing RIGHT turn on track of 102° to OVAMI at 5000 .	TDZL Rwy 06L and 05 Rwy 15L-33R 11,050 x 200 Rwy 06L-24R 9697 x 200 Rwy 06R-24L 9000 x 200 Rwy 05-23 11,120 x 200 Rwy 15R-33L 9088 x 200
CATEGORY	A	B	C	D	
LNAV	960	(425)	1 RVR 50		
CIRCLING	1140 (571) 1 ¼		1140 (571) 2	1180 (611) 2	

All Rwy - $\textcircled{3}$

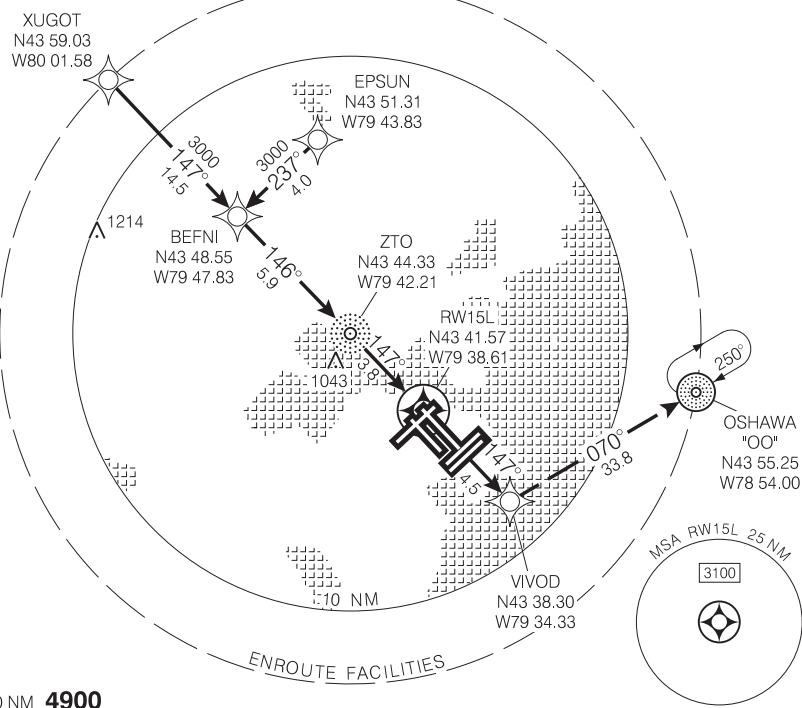
Knots	70	90	110	130	150
Min:Sec					

RNAV (GNSS) RWY 06L

RNAV (GNSS) RWY 15L

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 15L 557

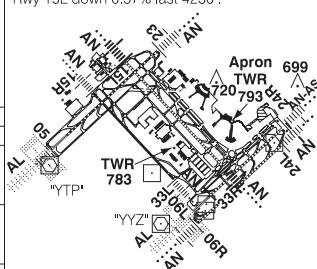
CYYZ



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SAFE ALT 100 NM **4900**

CATEGORY	A	B	C	D	MISSIED APPROACH Climb on track of 147° to VIVOD, then climbing LEFT turn on track of 070° to "OO" NDB at 5000 .	TDZL Rwy 06L and 05 Rwy 15L-33R 11,050 x 200 Rwy 06L-24R 9697 x 200 Rwy 06R-24L 9000 x 200 Rwy 05-23 11,120 x 200 Rwy 15R-33L 9088 x 200 Rwy 15L down 0.57% last 4230'.		
LNAV	1020	(463)	1	RVR 50				
CIRCLING	1140	(571)	1 1/4	1140 (571)	2	1180 (611)	2	



All Rwy's - P3

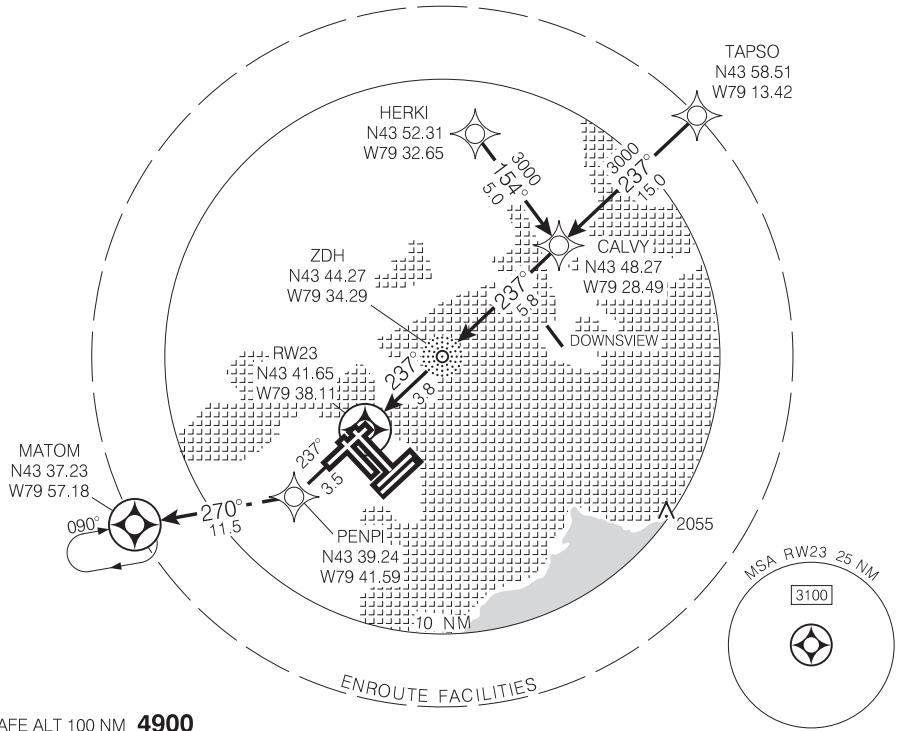
Knots	70	90	110	130	150
Min:Sec					

RNAV (GNSS) RWY 15L

RNAV (GNSS) RWY 23

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 23 558

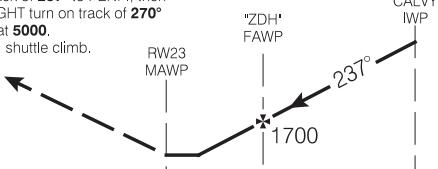
CYYZ



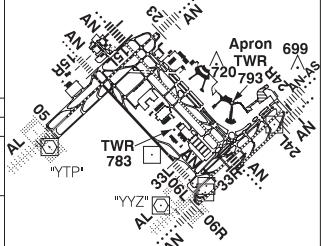
SAFE ALT 100 NM 4900

MISSSED APPROACH
Climb on track of **237°** to **PENPI**, then climbing RIGHT turn on track of **270°** to **MATOM** at **5000**.

As required, shuttle climb.



TDZL Rwy 06L and 05
Rwy 15L-33R 11,050 x 200
Rwy 06L-24R 9697 x 200
Rwy 06R-24L 9000 x 200
Rwy 05-23 11,120 x 200
Rwy 15R-33L 9088 x 200
Rwy 23 up 0.35% last 3900'.



All Rwy's - P3

Knots	70	90	110	130	150
Min:Sec					

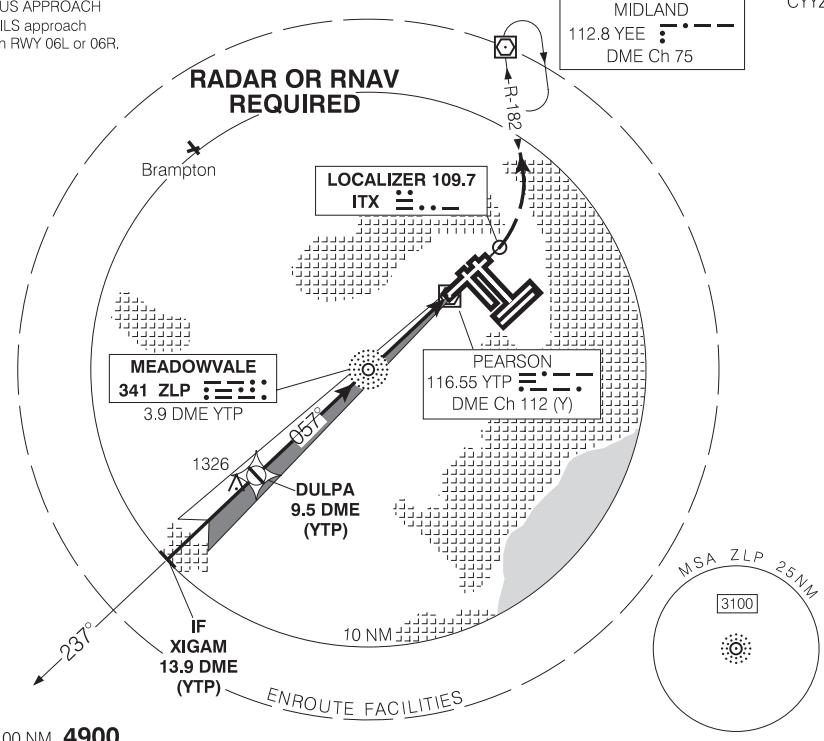
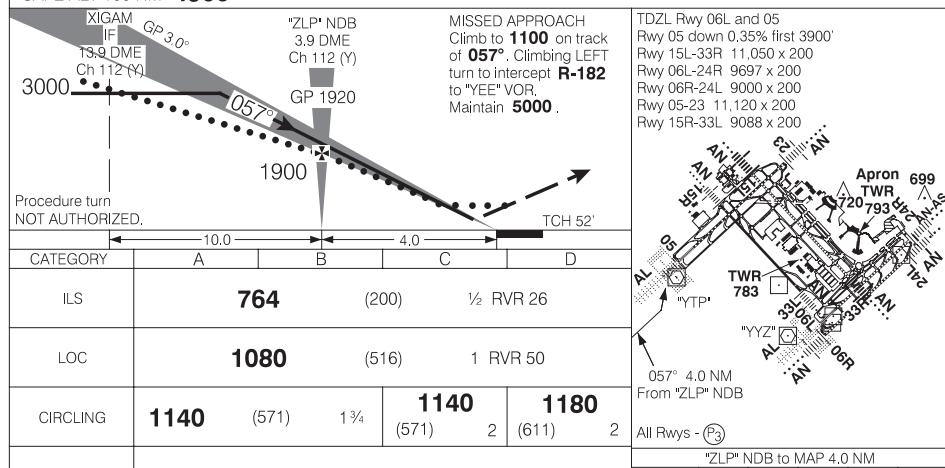
RNAV (GNSS) RWY 23

ILS RWY 05

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
				TDZE 05	564

SIMULTANEOUS APPROACH
Simultaneous ILS approach
authorized with RWY 06L or 06R.

CYYZ

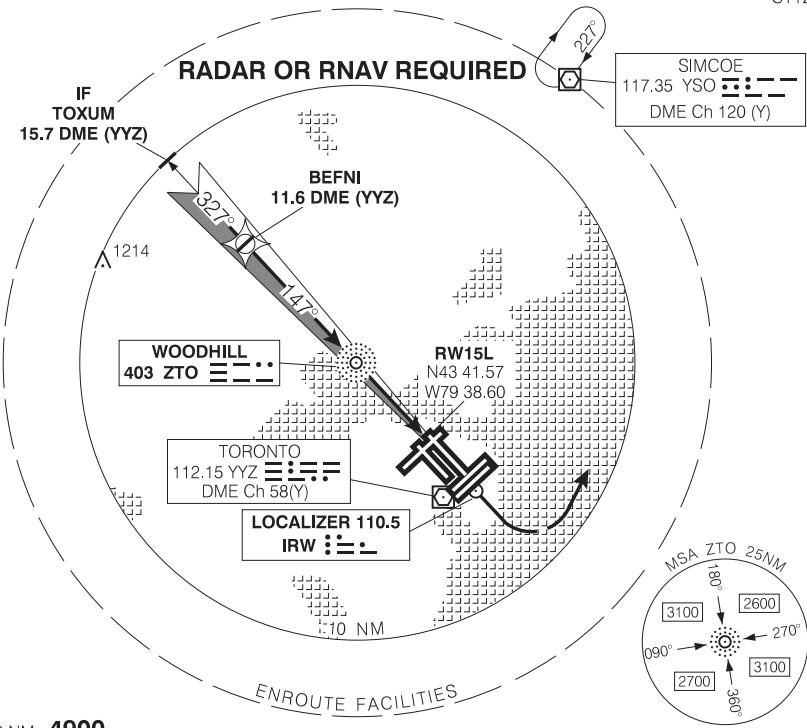
**RADAR OR RNAV
REQUIRED**SAFE ALT 100 NM **4900**

ILS RWY 05

ILS RWY 15L

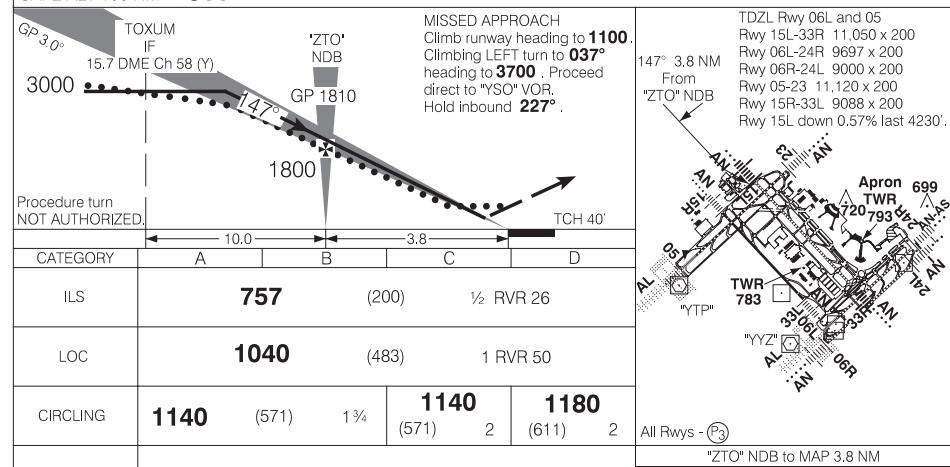
ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 15L 557

3Y7



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SAFE ALT 100 NM **4900**



LS RWY 15L

FFF 15 DFC 11

CHANGE: Revised

434036N 0793750W

TORONTO/LESTER B. PEARSON INTL

VAR 10° W

NAD83

ILS RWY 23

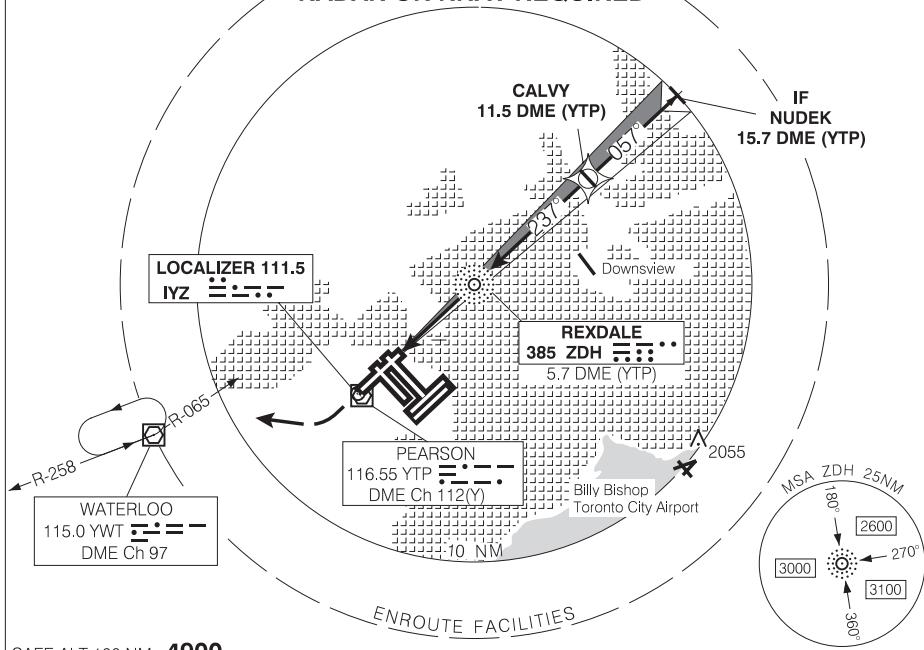
ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 23 558

SIMULTANEOUS APPROACH

Simultaneous ILS approach
authorized with RWY 24R or 24L.

CYYZ

RADAR OR RNAV REQUIRED



SAFE ALT 100 NM 4900

MISSING APPROACH
Climb to 1100 on track of 237°.
Climbing RIGHT turn to HDG of
270° to intercept R-065 to "YWT" VOR.
Maintain 3200.

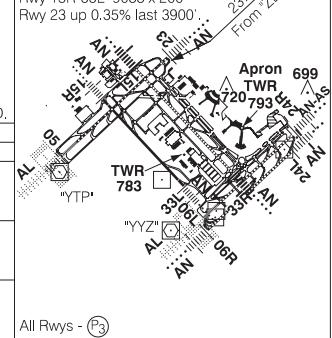
"ZDH" NDB
5.7 DME
Ch 112 (Y)

IF
NUDEK
15.7 DME
(Ch 112 (Y))

GP 3.0°

TDZL Rwy 06L and 05
Rwy 15L-33R 11,050 x 200
Rwy 06L-24R 9697 x 200
Rwy 06R-24L 9000 x 200
Rwy 05-23 11,120 x 200
Rwy 15R-33L 9088 x 200
Rwy 23 up 0.35% last 3900'.

237° 3.8 NM
From ZDH NDB



Knots	70	90	110	130	150
Min:Sec	3:16	2:32	2:04	1:45	1:31

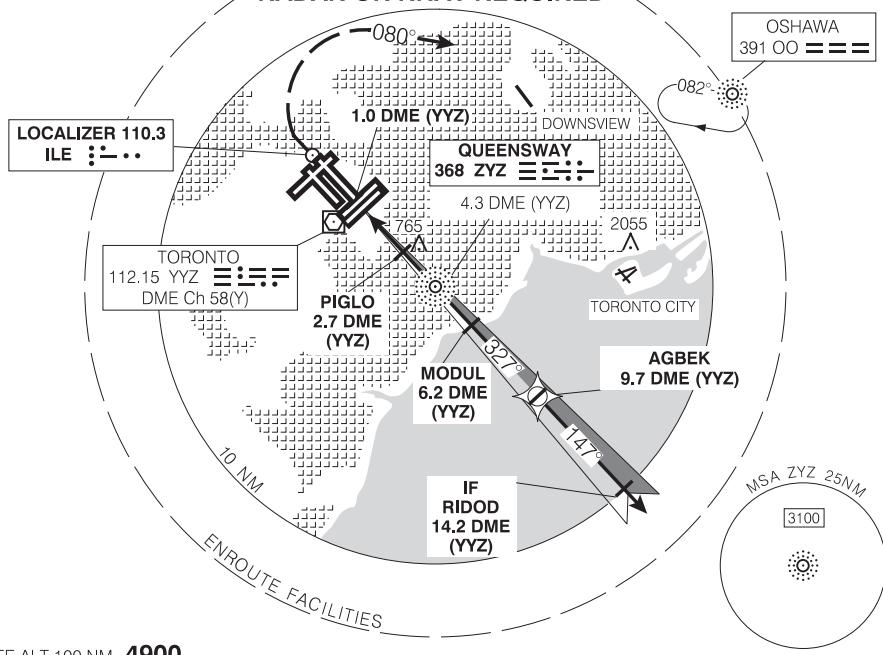
ILS RWY 23

ILS RWY 33R

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 33R 564

CYYZ

RADAR OR RNAV REQUIRED



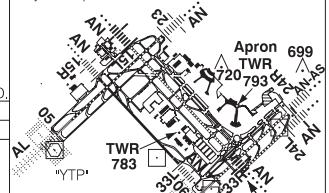
SAFE ALT 100 NM 4900

MISSIED APPROACH
Climb to 1100 on track of 327°.
Climbing RIGHT turn to 3000 on HDG of 080°.

Proceed direct to "OO" NDB.

"ZZZ" NDB 4.3 DME Ch 58(Y)
MODUL 6.2 DME Ch 58(Y)
RIDOD IF 14.2 DME Ch 58(Y)

TDZL Rwy 06L and 05
Rwy 15L-33R 11.050 x 200
Rwy 06L-24R 9697 x 200
Rwy 06R-24L 9000 x 200
Rwy 15R-33L 9088 x 200
Rwy 33R up 0.57% first 4230'.



All Rwy's - P3

327° 4.2 NM From "ZZZ" NDB

Knots	70	90	110	130	150
Min:Sec					

ILS RWY 33R

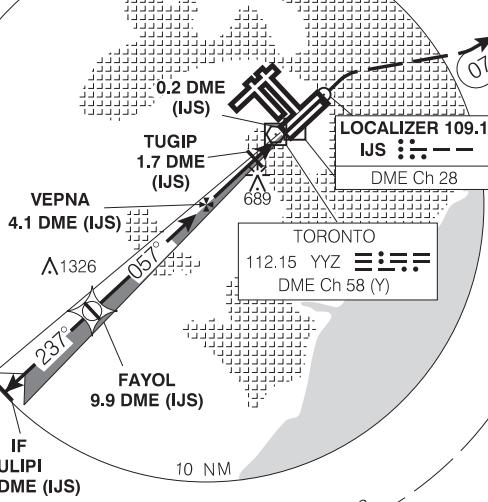
ILS/DME RWY 06L

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 06L 535

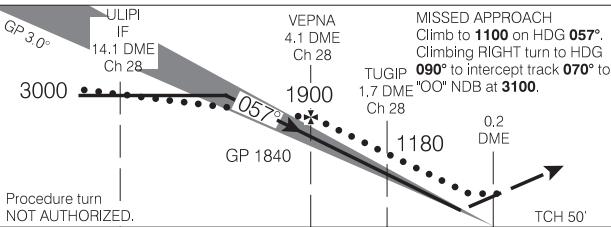
SIMULTANEOUS APPROACH
Simultaneous ILS approach
authorized with RWY 05.

CYYZ

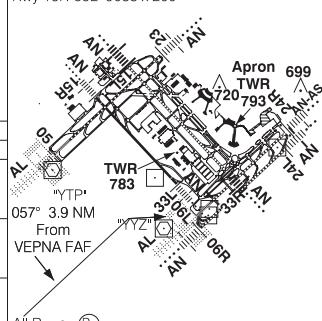
RADAR OR RNAV REQUIRED



SAFE ALT 100 NM 4900



TDZL RWY 06L and 05
Rwy 15L-33R 11,050 x 200
Rwy 06L-24R 9697 x 200
Rwy 06R-24L 9000 x 200
Rwy 05-23 11,120 x 200
Rwy 15R-33L 9088 x 200



Knots	70	90	110	130	150
Min:Sec					

ILS/DME RWY 06L

ILS/DME RWY 06R

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 06R 538

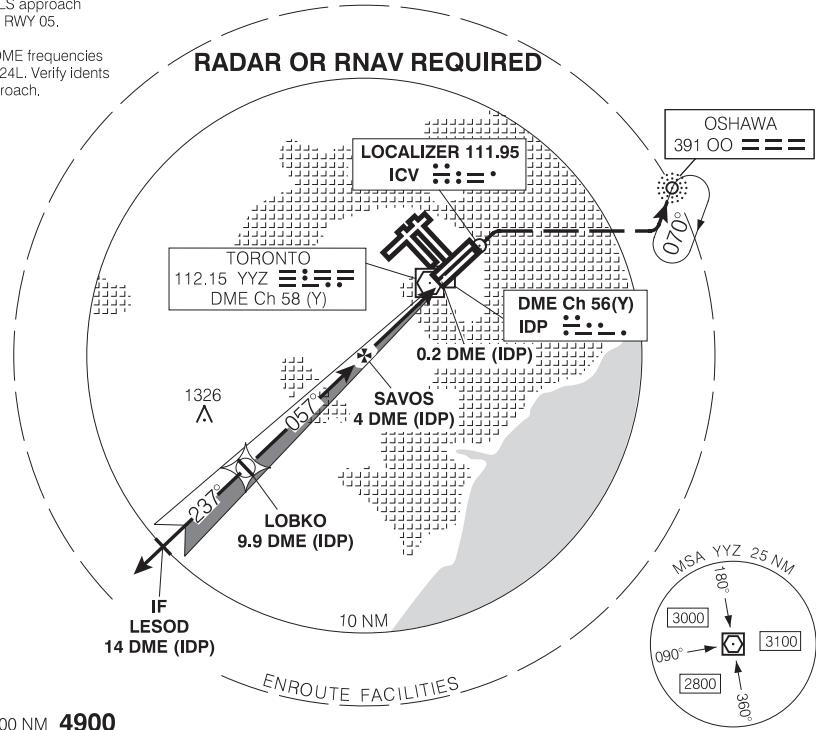
SIMULTANEOUS APPROACH

Simultaneous ILS approach
authorized with RWY 05.

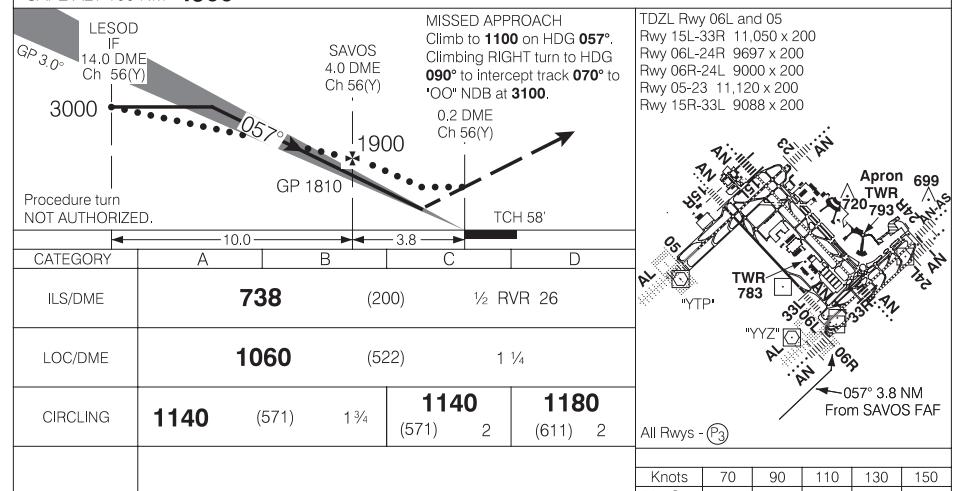
CYYZ

Common ILS/DME frequencies
Rwys 06R and 24L. Verify ident
s are for this approach.

RADAR OR RNAV REQUIRED



SAFE ALT 100 NM 4900



ILS/DME RWY 06R

VAR 10° W (2010)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

ILS/DME RWY 15R

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 15R 552

Common ILS/DME frequencies Rwy 15R and 33L.

Verify ident for this approach.

CYYZ

RADAR OR RNAV REQUIRED

IF

BLOOS

15 DME (ITO)

10.7 DME

(ITO)

6 DME

(ITO)

2.9 DME

(ITO)

1.1 DME

(ITO)

TORONTO

112.15 YYZ

DME Ch 58(Y)

LOCALIZER 110.95

ILP **====**

DME Ch 46(Y)

ITO **==--**

10 NM

10 NM

225°

180°

090°

360°

SAFE ALT 100 NM **4900**

1 BLOOS IF 15 DME Ch 46(Y) 3000 GP 3.0° HOFFS 6 DME Ch 46(Y) 2000 GP 2170 EBLUT 2.9 DME 1.1 DME Ch 46(Y) Ch 46(Y) MISSED APPROACH Climb to 1100 on HDG of 147°. Climbing RIGHT turn direct to "ZHA" NDB at 5000. TDZL Rwy 06L and 05 Rwy 15L-33R 11,050 x 200 Rwy 06L-24R 9697 x 200 Rwy 06R-24L 9000 x 200 Rwy 05-23 11,120 x 200 Rwy 15R-33L 9088 x 200 147° 4.9 NM From HOFFS FAF

Procedure turn NOT AUTHORIZED

9.0 3.1 1.8 TCH 52'

CATEGORY A B C D

ILS/DME **752** (200) ½ RVR 26LOC/DME **1000** (448) 1 RVR 50CIRCLING **1140** (571) 1 ¼ **1140** (571) 2 **1180** (611) 2

All Rwy - P3

Knots 70 90 110 130 150

Min:Sec

ILS/DME RWY 15R

VAR 10° W (2010)

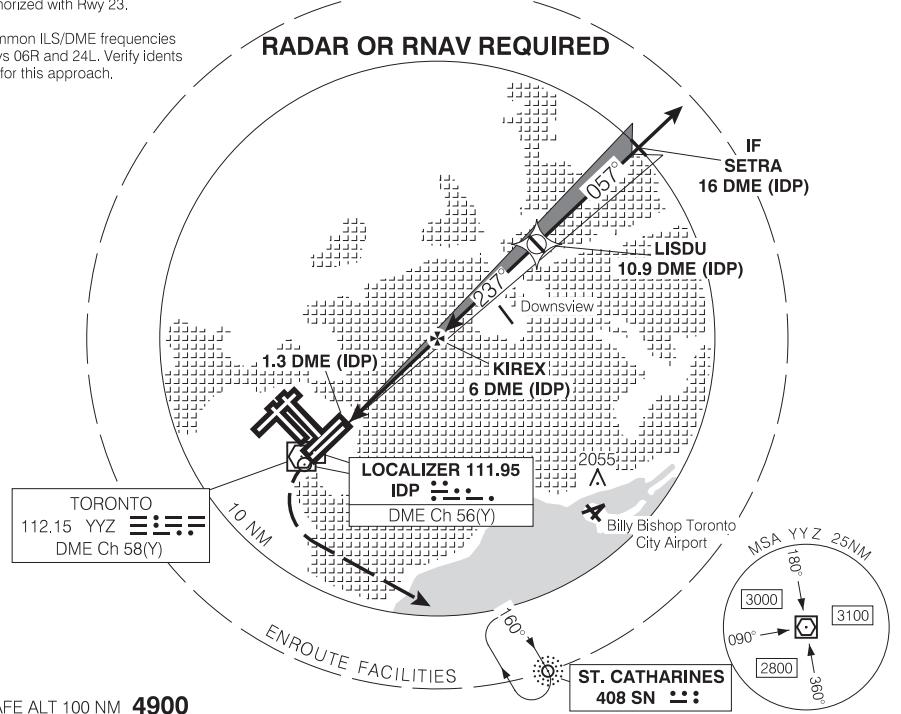
TORONTO ON

TORONTO/LESTER B. PEARSON INTL

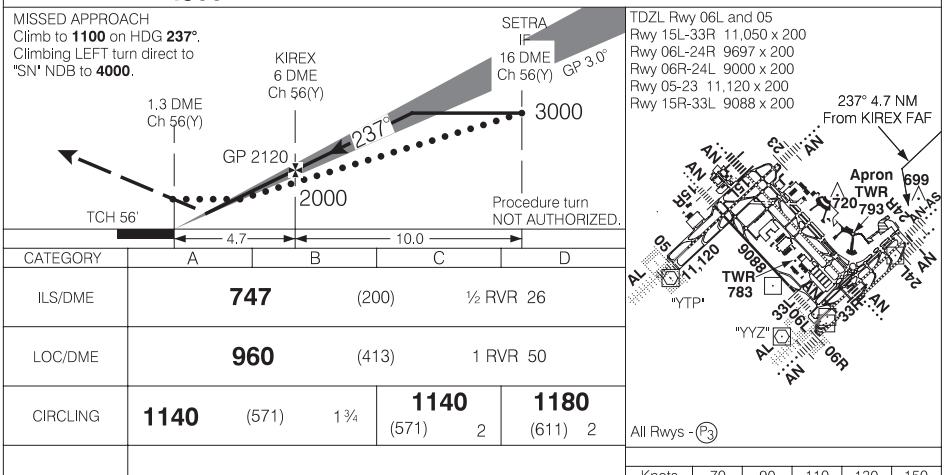
ILS/DME RWY 24L

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 24L 547

SIMULTANEOUS APPROACH

Simultaneous ILS approach
authorized with Rwy 23.Common ILS/DME frequencies
Rwys 06R and 24L. Verify ident
s are for this approach.**RADAR OR RNAV REQUIRED****SAFE ALT 100 NM 4900**

MISSSED APPROACH
Climb to **1100** on HDG **237°**.
Climbing LEFT turn direct to
"SN" NDB to **4000**.

**ILS/DME RWY 24L**

VAR 10° W (2010)

TORONTO ON

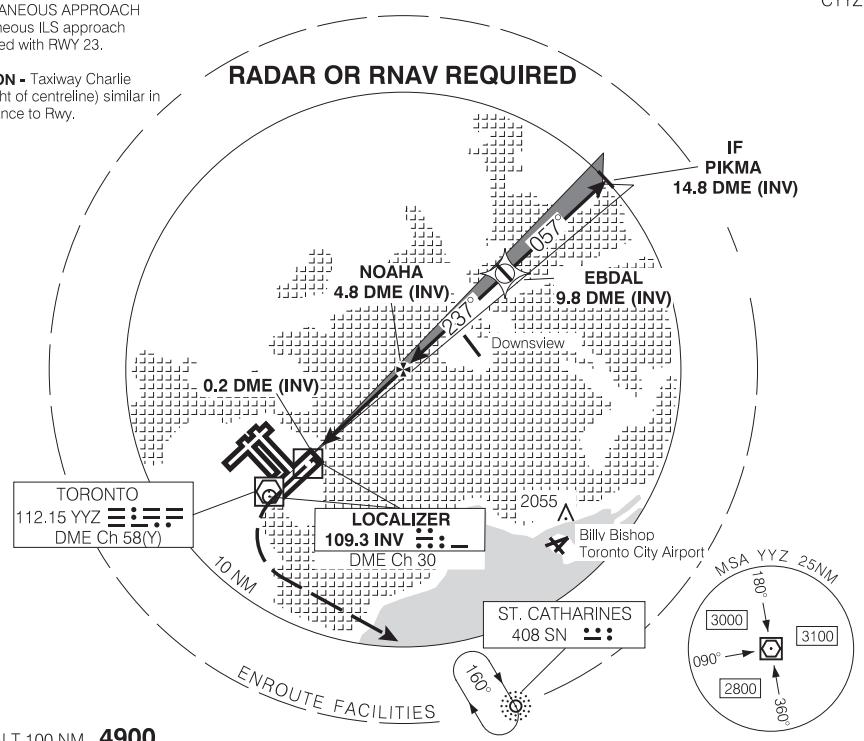
TORONTO/LESTER B. PEARSON INTL

ILS/DME RWY 24R

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 24R 546

SIMULTANEOUS APPROACH
Simultaneous ILS approach
authorized with RWY 23.

CAUTION - Taxiway Charlie
(600' right of centreline) similar in
appearance to Rwy.



SAFE ALT 100 NM **4900**

MISSED APPROACH
Climb to **1100** on HDG **237°**.
Climbing LEFT turn direct to
"SN" NDB at **4000**.

NOAHA 4.8 DME Ch 30	IF PIKMA 14.8 DME Ch 30	TDZL Rwy 06L and 05 Rwy 05 down 0.35% first 3900' Rwy 15L-33R 11,050 x 200 Rwy 06L-24R 9697 x 200 Rwy 06R-24L 9000 x 200 Rwy 05-23 11,120 x 200 Rwy 15R-33L 9088 x 200
GP 3.0° 0.2 DME TCH 53° 237°	GP 2080 2000	237° 4.6 NM From NOAHA FAF
CATEGORY	A B C D	4.6
ILS/DME	746 (200)	10.0
LOC/DME	1000 (454)	1 RVR 50
CIRCLING	1140 (571) 1 ¾	1140 (571) 2 1180 (611) 2
		All Rwy - P3
		Knots 70 90 110 130 150 Min:Sec

ILS/DME RWY 24R

VAR 10° W (2010) TORONTO ON

TORONTO/LESTER B. PEARSON INTL

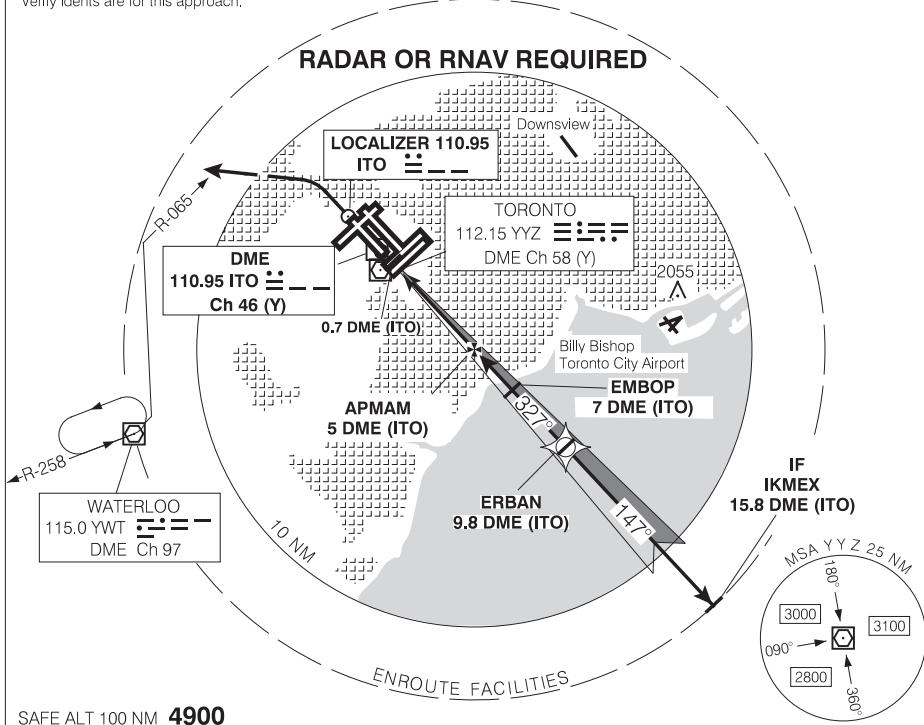
ILS/DME RWY 33L

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
				TDZE 33L	547

Common ILS/DME frequencies Rwy 15R and 33L.

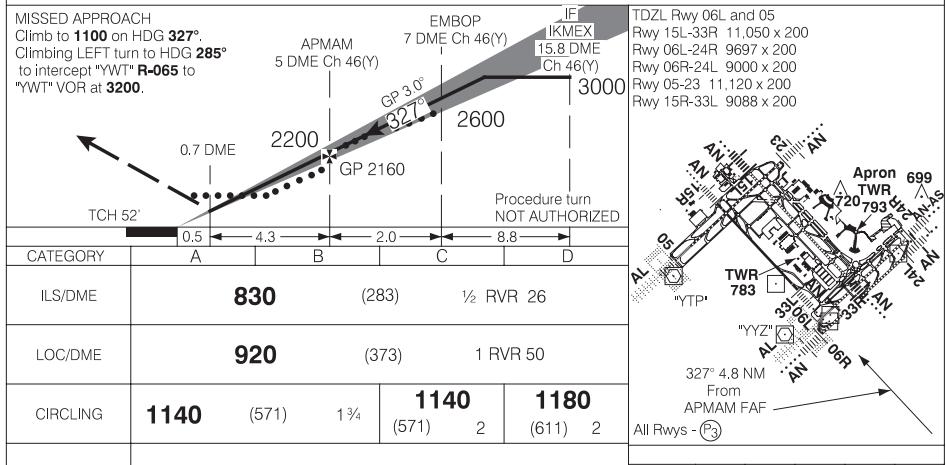
Verify ident is for this approach.

CYYZ

RADAR OR RNAV REQUIRED

MISSIED APPROACH
Climb to **1100** on HDG **327°**.
Climbing LEFT turn to HDG **285°** to intercept "YWT" R-065 to "YWT" VOR at **3200**.

TDZL Rwy 06L and 05
Rwy 15L-33R 11,050 x 200
Rwy 06L-24R 9697 x 200
Rwy 06R-24L 9000 x 200
Rwy 05-23 11,120 x 200
Rwy 15R-33L 9088 x 200

**ILS/DME RWY 33L**

VAR 10° W (2010)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

ILS/DME CAT II or III RWY 06L

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
					TDZE 06L 535

SIMULTANEOUS APPROACH
Simultaneous ILS approach
authorized with Rwy 05.

CYYZ

RADAR OR RNAV REQUIRED

VEPNA
4.1 DME IJS
1326 A

FAYOL
9.9 DME IJS

IF
ULIPI
14.1 DME IJS

LOCALIZER 109.1
IJS : - - -
DME Ch 28

TORONTO
112.15 YYZ - - - -
DME Ch 58 (Y)

OSHAWA
391 OO - - -

MSA YYZ 25 NM
180°
3000 3100
090° 2800
360°

SAFE ALT 100 NM 4900

MISSED APPROACH
Climb to 1100 on HDG 057°.
Climbing RIGHT turn to HDG 090° to intercept track to "OO" NDB at 3100.

PRIOR AUTH REQUIRED
FROM TC

CAT II	635	(100)	RVR 12
CAT IIIA			RVR 6
CAT IIIB			NOT AUTHORIZED
CAT IIIC			NOT AUTHORIZED

Procedure turn
NOT AUTHORIZED.

Gp 3.0°

VEPNA
4.1 DME Ch 28

1840

057°

3000

IF
ULIPI

14.1 DME

TCH 50'

DH
140 RA

TCH
50'

DISTANCE TO THRESHOLD

1056 FEET

966 FEET

8731 REMAINING

ILS/DME CAT II or III RWY 06L

ILS CAT II or III RWY 05

ATIS 120.825	ARR 132.8 124.475 125.4	TWR 118.35 118.7	GND 121.9 121.65 119.1	DEP 128.8 127.575	ELEV 569
				TDZE 05	564

SIMULTANEOUS APPROACH

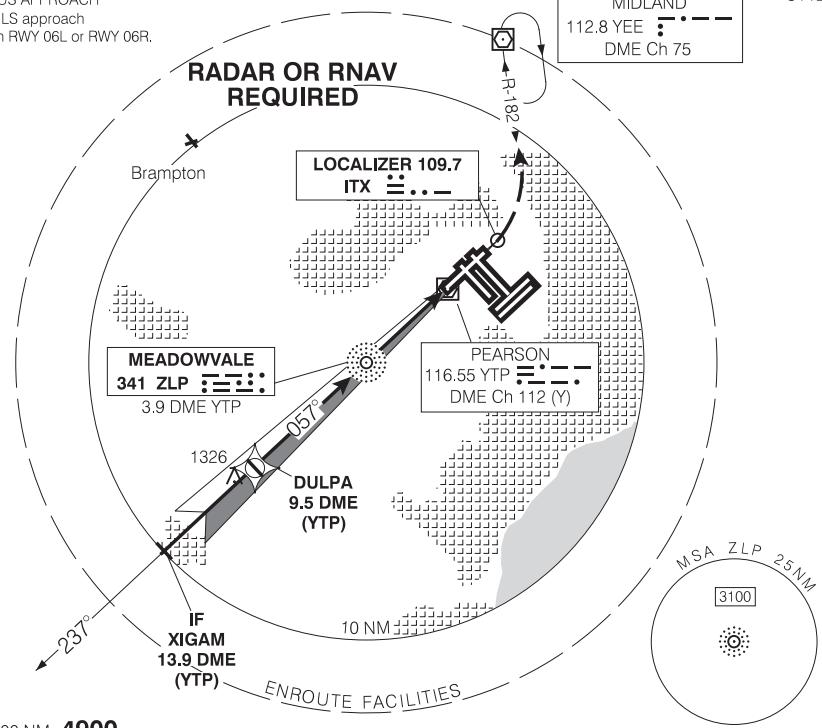
Simultaneous ILS approach

authorized with RWY 06L or RWY 06R.

CYYZ

RADAR OR RNAV REQUIRED

MIDLAND

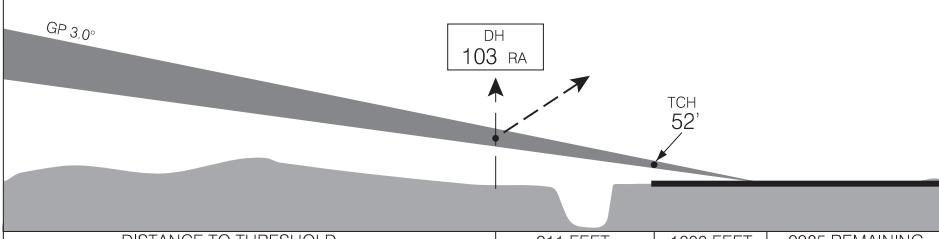
112.8 YEE
DME Ch 75SAFE ALT 100 NM **4900**

		PRIOR AUTH REQUIRED FROM TC	
CAT II	664	(100)	RVR 12
CAT IIIA			RVR 6
CAT IIIB			NOT AUTHORIZED
CAT IIIC			NOT AUTHORIZED

Procedure turn NOT AUTHORIZED.

GP 3.0° GP 1920 "ZLP" NDB 3.9 DME Ch 112 (Y) TCH 52'

3000 057° MISSED APPROACH Climb to 1100 on track of 057°. Climbing LEFT turn to intercept R-182 to "YEE" VOR. Maintain 5000.



ILS CAT II or III RWY 05

DISTANCE TO THRESHOLD 911 FEET 1000 FEET 9985 REMAINING TORONTO ON

TORONTO/LESTER B. PEARSON INTL

SID (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
BOMET ONE DEP (BOMET1.)

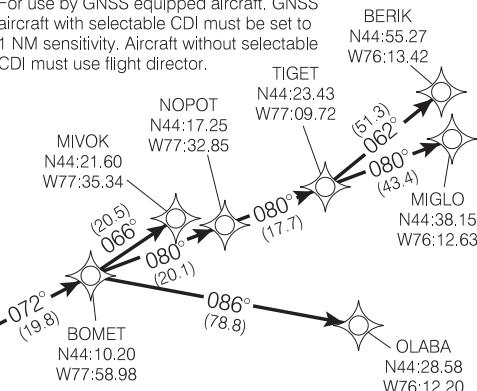
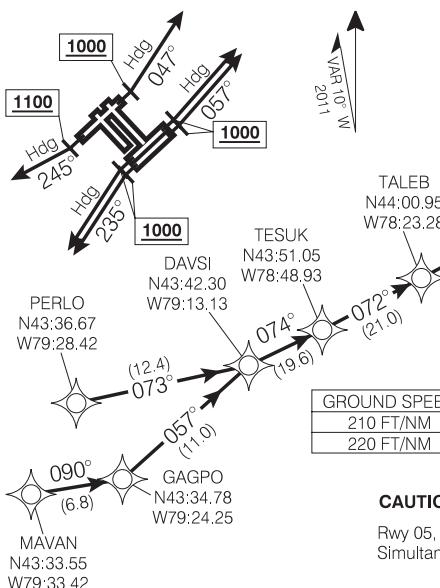
TORONTO/LESTER B. PEARSON INTL
 TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbo props only

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.



DEPARTURE CLIMB RATE V/V (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100

CAUTION:

Rwy 05, 06L, 06R, 23, 24L, 24R, DEPARTURES:
 Simultaneous parallel departures in use.

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 3000

Rwy 05: Depart Rwy 05, climb **HDG 057°** to **1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart Rwy 06R, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 23: Depart Rwy 23, climb **HDG 237°** to **1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to MAVAN (or as assigned) then proceed via depicted route.

Rwys 24L & 24R: Depart Rwy 24L/R, climb **HDG 237°** to **1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to MAVAN (or as assigned) then proceed via depicted route.

MIVOK TRANSITION: (**BOMET1.MIVOK**)

BERIK TRANSITION: (**BOMET1.BERIK**)

MIGLO TRANSITION: (**BOMET1.MIGLO**)

OLABA TRANSITION: (**BOMET1.OLABA**)

COMMUNICATION FAILURE

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

- Transponder Mode A/3 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.

BOMET ONE DEP (BOMET1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

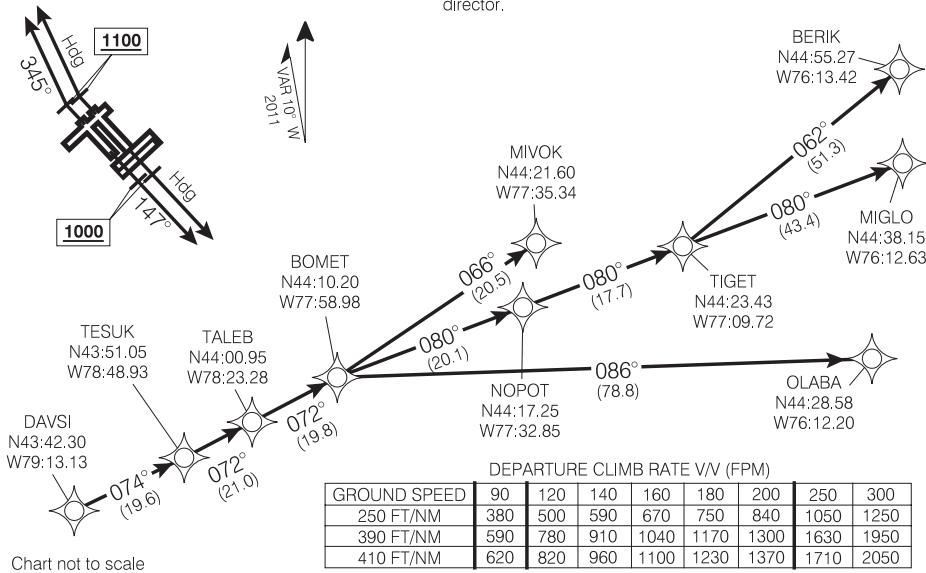
SID (RNAV) RWYS 15L, 15R, 33L, 33R
BOMET ONE DEP (BOMET1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbo props only

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.



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DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 3000.**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to DAVSI (or as assigned) then proceed via depicted route.**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to DAVSI (or as assigned) then proceed via depicted route.**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to DAVSI (or as assigned) then proceed via depicted route.**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to DAVSI (or as assigned) then proceed via depicted route.

MIVOK TRANSITION: (BOMET1.MIVOK)
BERIK TRANSITION: (BOMET1.BERIK)
MIGLO TRANSITION: (BOMET1.MIGLO)
OLABA TRANSITION: (BOMET1.OLABA)

COMMUNICATION FAILURE

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

- Transponder Mode A/3 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.

BOMET ONE DEP (BOMET1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

SID (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
BULGE ONE DEP (BULGE1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

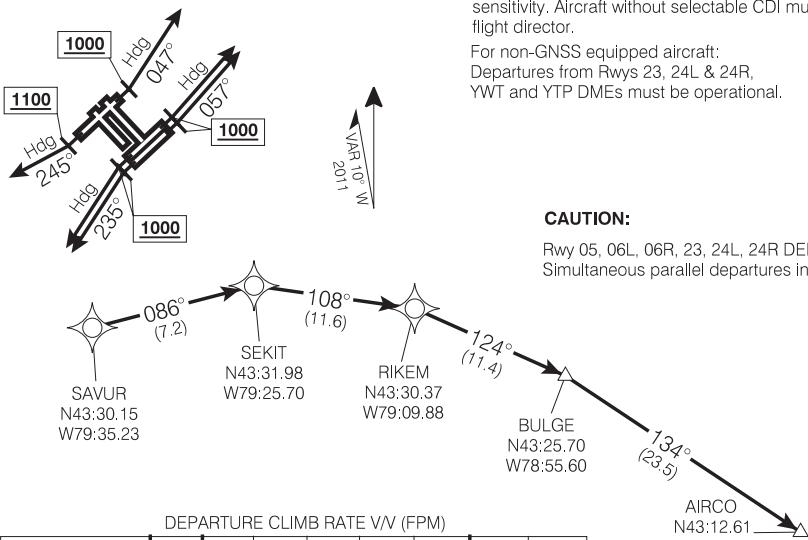
ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/fan aircraft only

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.

For non-GNSS equipped aircraft:
 Departures from Rwy 23, 24L & 24R, YWT and YTP DMEs must be operational.



GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy's: Maintain 5000**Rwy 05:** Depart Rwy 05, climb **HDG 057° to 1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 06L:** Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 06R:** Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart Rwy 06R, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 23:** Depart Rwy 23, climb **HDG 237° to 1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.**Rwys 24L & 24R:** Depart Rwy 24L/R, climb **HDG 237° to 1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.**COMMUNICATION FAILURE**

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

- Transponder Mode A/3 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.

BULGE ONE DEP (BULGE1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

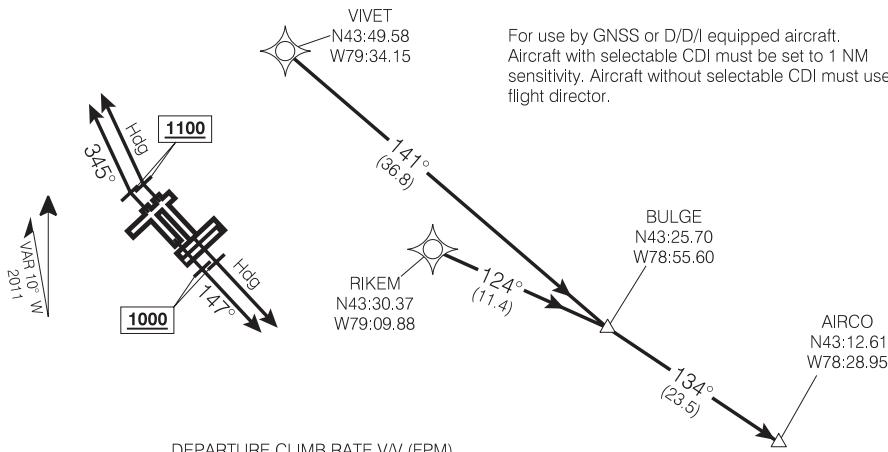
NAD83

SID (RNAV) RWYS 15L, 15R, 33L, 33R
BULGE ONE DEP (BULGE1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/fan aircraft only



GROUND SPEED	90	120	140	160	180	200	250	300
250 FT/NM	380	500	590	670	750	840	1050	1250
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 5000**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.**COMMUNICATION FAILURE**

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

1. Transponder Mode A/3 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.

BULGE ONE DEP (BULGE1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
DEDKI ONE DEP (DEDKI1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/tan aircraft only

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.

For non-GNSS equipped aircraft:
Departure from rwy 23, YWT and YTP DMEs must be operational. Departures from Rwy 24L & 24R, YWT DME must be operational.

Aircraft flight planned FL250 or above advise ATC if unable to cross SANIN at or above FL250

SANIN
N44:04.68
W77:25.92

ALKUT
N43:41.60
W79:13.93
(22.4)

SEKIT
N43:31.98
W79:25.70

DEDKI
N43:41.42
W78:43.10

MIGLO
N44:38.15
W76:12.63

OLABA
N44:28.58
W76:12.20

ART
N43:57.13
W76:03.88

CAUTION:

Rwy 05, 06L, 06R, 23, 24L, 24R DEPARTURES:
Simultaneous parallel departures in use.

DEPARTURE CLIMB RATE V/N (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 5000

Rwy 05: Depart Rwy 05, climb **HDG 057° to 1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart Rwy 06R, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

Rwy 23: Depart Rwy 23, climb **HDG 237° to 1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.

Rwys 24L & 24R: Depart Rwy 24L/R, climb **HDG 237° to 1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.

MIGLO TRANSITION:
OLABA TRANSITION:
WATERTOWN TRANSITION:

(DEDKI1.MIGLO)
(DEDKI1.OLABA)
(DEDKI1.ART)

COMMUNICATION FAILURE

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

- Transponder Mode A/3 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.

DEDKI ONE DEP (DEDKI1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

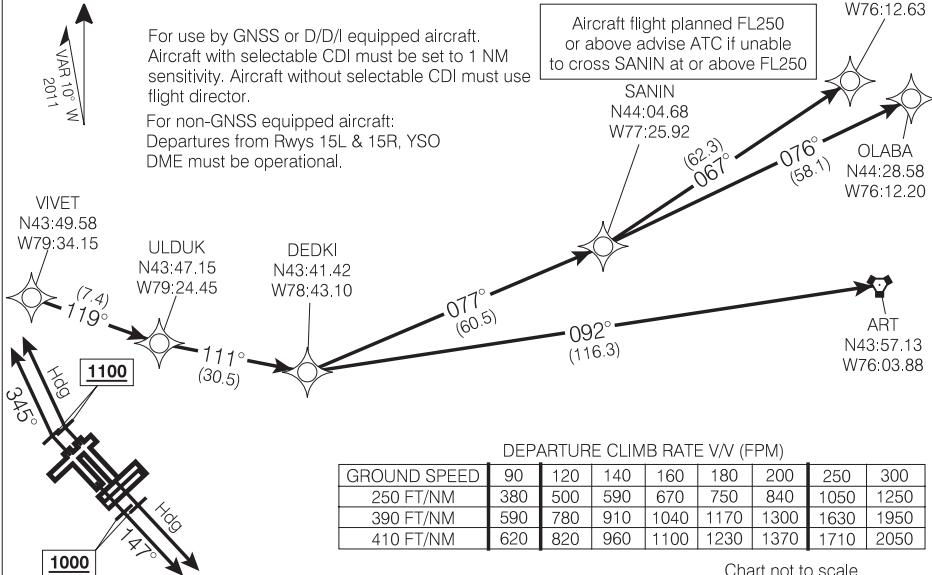
NAD83

SID (RNAV) RWYS 15L, 15R, 33L, 33R
DEDKI ONE DEP (DEDKI1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/fan aircraft only

**DEPARTURE ROUTE DESCRIPTION**

Unless otherwise assigned by ATC:

All Rwy: Maintain 5000**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to DEDKI (or as assigned) then proceed via depicted route.**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to DEDKI (or as assigned) then proceed via depicted route.**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.

MIGLO TRANSITION: (DEDKI1.MIGLO)
OLABA TRANSITION: (DEDKI1.OLABA)
WATERTOWN TRANSITION: (DEDKI1.ART)

COMMUNICATION FAILURE

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

- Transponder Mode A/3 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.

DEDKI ONE DEP (DEDKI1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

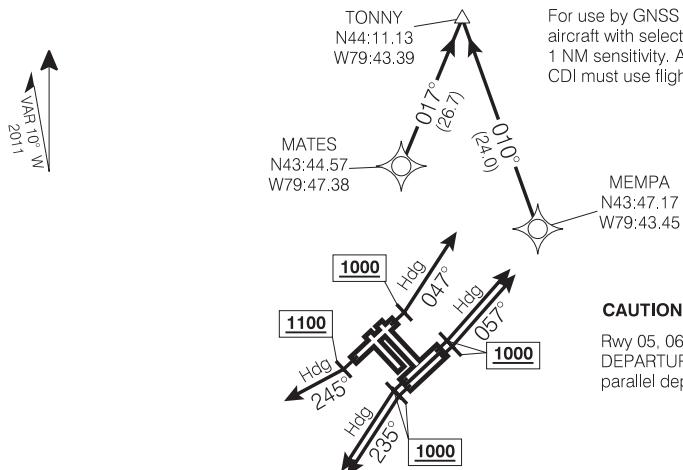
SID (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
MATES ONE DEP (MATES1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbo props only

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.



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 3000

Rwy 05: Depart Rwy 05, climb **HDG 057° to 1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart Rwy 06R, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 23: Depart Rwy 23, climb **HDG 237° to 1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to MATES (or as assigned) then proceed via depicted route.

Rwys 24L & 24R: Depart Rwy 24L/R, climb **HDG 237° to 1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to MATES (or as assigned) then proceed via depicted route.

COMMUNICATION FAILURE

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

- Transponder Mode A/3 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.

MATES ONE DEP (MATES1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (RNAV) RWYS 15L, 15R, 33L, 33R

MATES ONE DEP (MATES1.)

TORONTO/LESTER B. PEARSON INTL

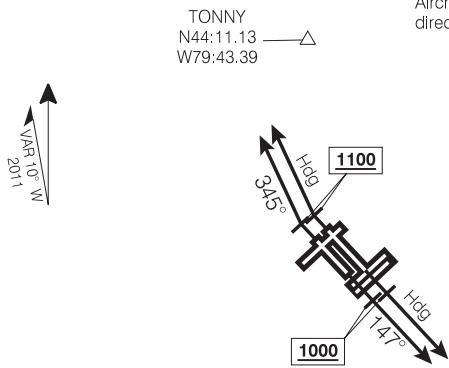
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbo props only

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.



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
250 FT/NM	380	500	590	670	750	840	1050	1250
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 3000.**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to TONNY (or as assigned).**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to TONNY (or as assigned).**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to TONNY (or as assigned).**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to TONNY (or as assigned).**COMMUNICATION FAILURE**

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

1. Transponder Mode A/3 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.

MATES ONE DEP (MATES1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

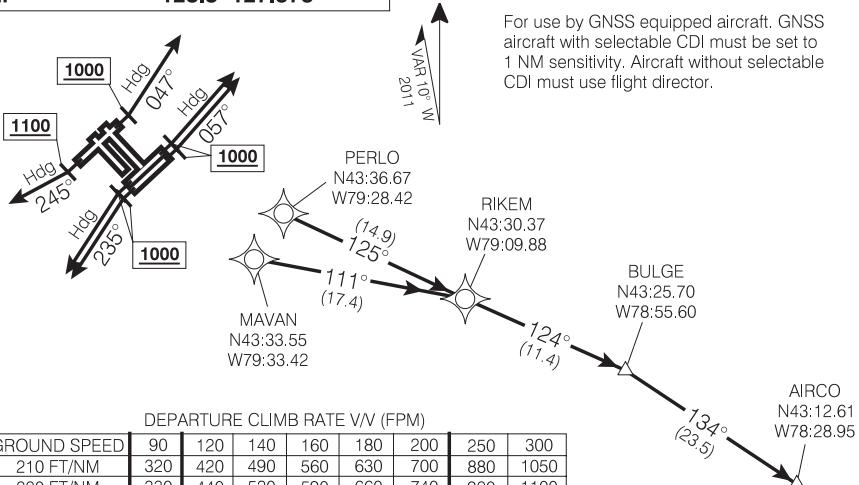
SID (RNAV). RWYS 05, 06L, 06R, 23, 24L, 24R
RIKEM ONE DEP (RIKEM1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbo props only

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.

**CAUTION:**

Rwy 05, 06L, 06R, 23, 24L, 24R, DEPARTURES:
Simultaneous parallel departures in use.

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 3000

Rwy 05: Depart Rwy 05, climb **HDG 057°** to **1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart Rwy 06R, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 23: Depart Rwy 23, climb **HDG 237°** to **1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to MAVAN (or as assigned) then proceed via depicted route.

Rwys 24L & 24R: Depart Rwy 24L/R, climb **HDG 237°** to **1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to MAVAN (or as assigned) then proceed via depicted route.

COMMUNICATION FAILURE

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

- Transponder Mode A/3 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.

RIKEM ONE DEP (RIKEM1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (RNAV) RWYS 15L, 15R, 33L, 33R
RIKEM ONE DEP (RIKEM1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbo props only

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.

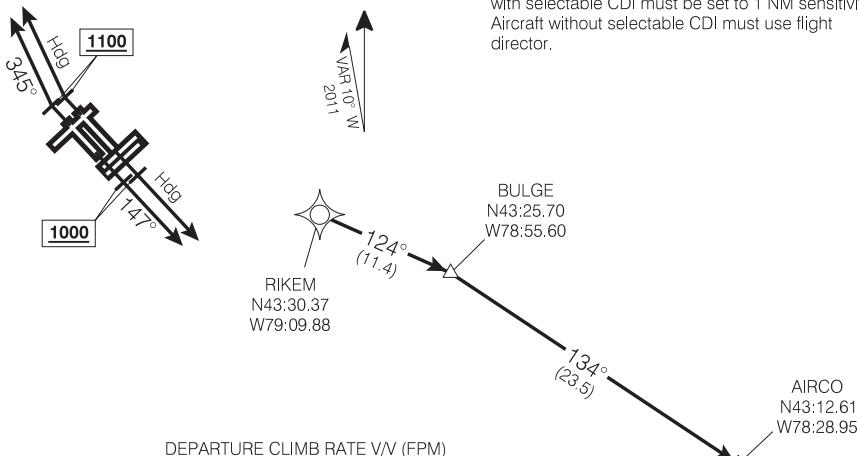


Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy's: Maintain 3000.**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.**COMMUNICATION FAILURE**

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

1. Transponder Mode A/3 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.

RIKEM ONE DEP (RIKEM1.)

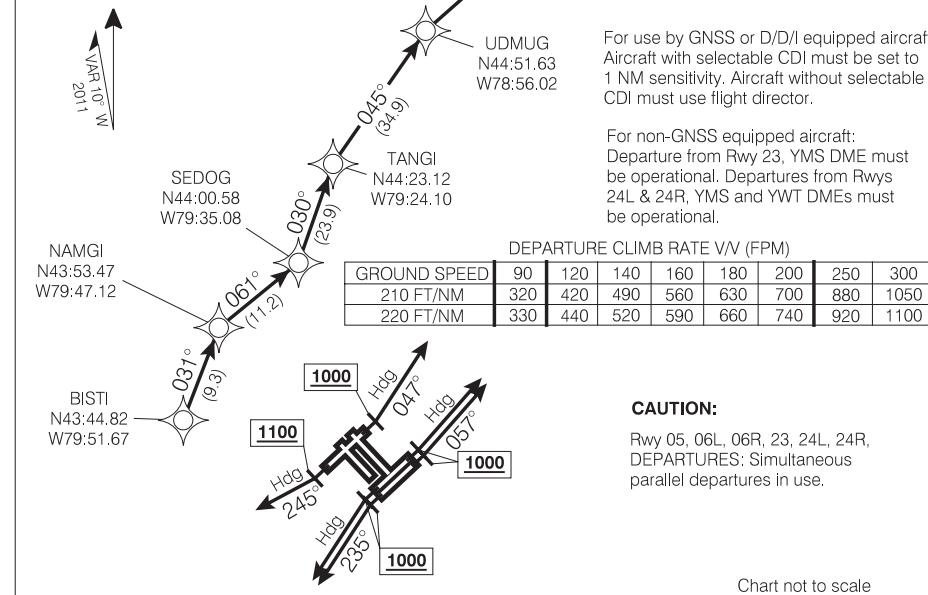
TORONTO ON

SID (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
SEDOG ONE DEP (SEDOG1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

 YXI
N45:39.78
W77:36.17
RADAR REQUIRED

Turbojet/fan aircraft only

**CAUTION:**

Rwy 05, 06L, 06R, 23, 24L, 24R,
DEPARTURES: Simultaneous parallel departures in use.

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy's: Maintain 5000

Rwy 05: Depart Rwy 05, climb **HDG 057°** to **1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart Rwy 06R, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

Rwy 23: Depart Rwy 23, climb **HDG 237°** to **1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to BISTI (or as assigned) then proceed via depicted route.

Rwys 24L & 24R: Depart Rwy 24L/R, climb **HDG 237°** to **1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to BISTI (or as assigned) then proceed via depicted route.

COMMUNICATION FAILURE

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

1. Transponder Mode A/3 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.

SEDOG ONE DEP (SEDOG1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (RNAV) RWYS 15L, 15R, 33L, 33R
SEDOG ONE DEP (SEDOG1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

YXI
N45:39.78
W77:36.17**RADAR REQUIRED**

Turbojet/fan aircraft only

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.

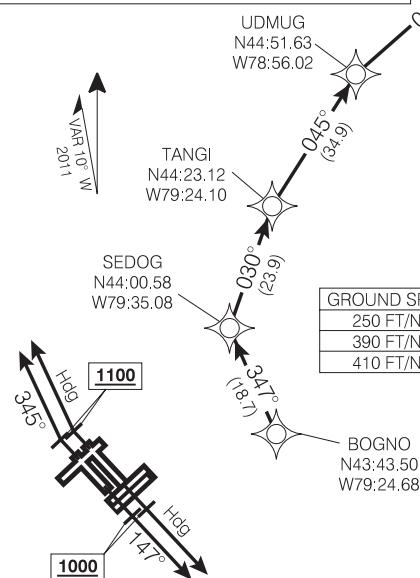


Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy's: Maintain 5000.**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to BOGNO (or as assigned) then proceed via depicted route.**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to BOGNO (or as assigned) then proceed via depicted route.**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to **1100**. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to **1100**. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.**COMMUNICATION FAILURE**

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

1. Transponder Mode A/3 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.

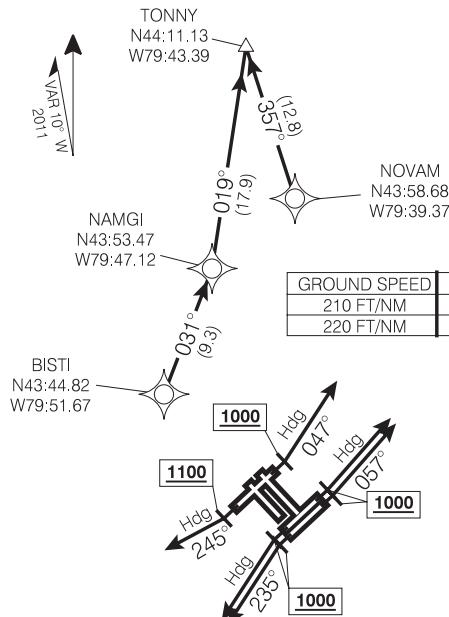
SEDOG ONE DEP (SEDOG1.)

SID (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
TONNY ONE DEP (TONNY1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/fan aircraft only



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.

For non-GNSS equipped aircraft:
Departure from Rwy 23, YMS DME must be operational. Departures from Rwy 24L & 24R, YMS and YWT DMEs must be operational.

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100

DEPARTURE CLIMB RATE V/V (FPM)

CAUTION:

Rwy 05, 06L, 06R, 23, 24L, 24R DEPARTURES:
Simultaneous parallel departures in use.

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy's: Maintain 5000**Rwy 05:** Depart Rwy 05, climb **HDG 057° to 1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to NOVAM (or as assigned) then proceed via depicted route.**Rwy 06L:** Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to NOVAM (or as assigned) then proceed via depicted route.**Rwy 06R:** Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart Rwy 06R, climb **HDG 057° to 1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to NOVAM (or as assigned) then proceed via depicted route.**Rwy 23:** Depart Rwy 23, climb **HDG 237° to 1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to BISTI (or as assigned) then proceed via depicted route.**Rwys 24L & 24R:** Depart Rwy 24L/R, climb **HDG 237° to 1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to BISTI (or as assigned) then proceed via depicted route.**COMMUNICATION FAILURE**

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

- Transponder Mode A/3 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.

TONNY ONE DEP (TONNY1.)

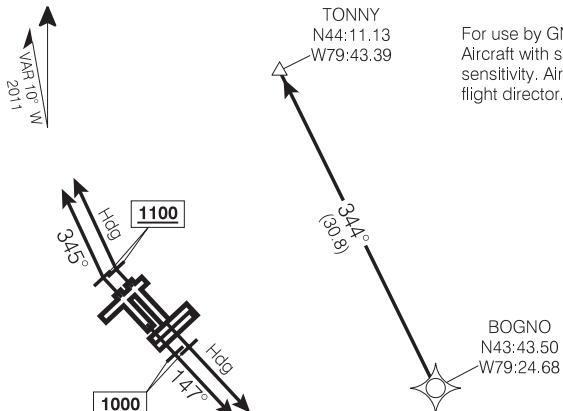
TORONTO ON

SID (RNAV) RWYS 15L, 15R, 33L, 33R
TONNY ONE DEP (TONNY1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/fan aircraft only



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.

DEPARTURE CLIMB RATE V/V (FPM)							
GROUND SPEED	90	120	140	160	180	200	250
250 FT/NM	380	500	590	670	750	840	1050
390 FT/NM	590	780	910	1040	1170	1300	1630
410 FT/NM	620	820	960	1100	1230	1370	1710
							2050

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy's: Maintain 5000**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to BOGNO (or as assigned) then proceed via depicted route.**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to BOGNO (or as assigned) then proceed via depicted route.**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to TONNY (or as assigned).**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to TONNY (or as assigned).**COMMUNICATION FAILURE**

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

- Transponder Mode A/3 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.

TONNY ONE DEP (TONNY1.)

TORONTO ON

SID (RNAV) RWYS 05, 06L, 06R, 23, 24L, 24R
VERDO ONE DEP (VERDO1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

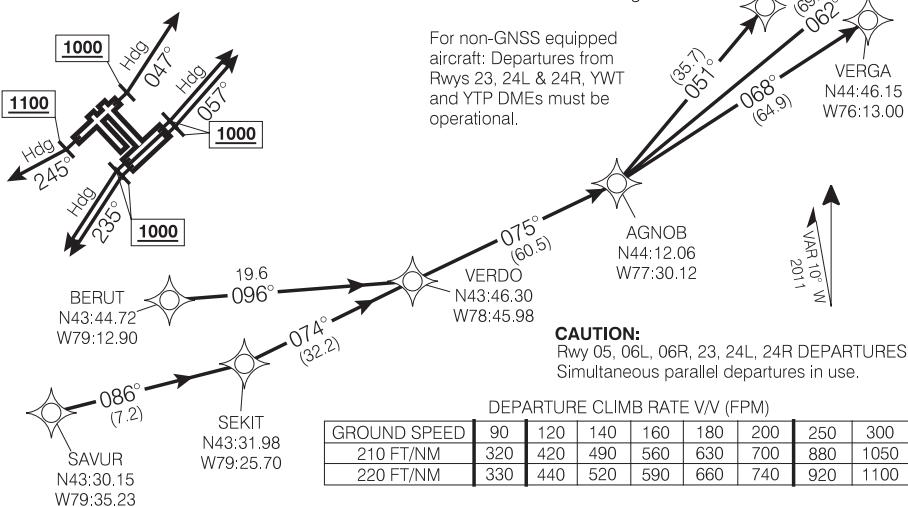
ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/fan aircraft only

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

For non-GNSS equipped aircraft: Departures from Rwy 23, 24L & 24R, YTP and YTP DMEs must be operational.

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

DEPARTURE CLIMB RATE V/F (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy: Maintain 5000.**Rwy 05:** Depart Rwy 05, climb **HDG 057°** to **1000**. Climbing LEFT turn **HDG 047°** or as assigned. Expect radar vectors to BERUT (or as assigned) then proceed via depicted route.**Rwy 06L:** Requires a minimum climb gradient of 220 ft/NM to **1100**. Depart Rwy 06L, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to BERUT (or as assigned) then proceed via depicted route.**Rwy 06R:** Requires a minimum climb gradient of 210 ft/NM to **1500**. Depart rwy 06R, climb **HDG 057°** to **1000**. Continue climb **HDG 057°** or as assigned. Expect radar vectors to BERUT (or as assigned) then proceed via depicted route.**Rwy 23:** Depart Rwy 23, climb **HDG 237°** to **1100**. Climbing RIGHT turn **HDG 245°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.**Rwys 24L & 24R:** Depart Rwy 24L/R, climb **HDG 237°** to **1000**. Climbing LEFT turn **HDG 235°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.**KANIK TRANSITION:** (VERDO1.KANIK)**BERIK TRANSITION:** (VERDO1.BERIK)**VERGA TRANSITION:** (VERDO1.VERGA)**COMMUNICATION FAILURE**

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

- Transponder Mode A/3 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.

VERDO ONE DEP (VERDO1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (RNAV) RWYS 15L, 15R, 33L, 33R
VERDO ONE DEP (VERDO1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

RADAR REQUIRED

Turbojet/fan aircraft only

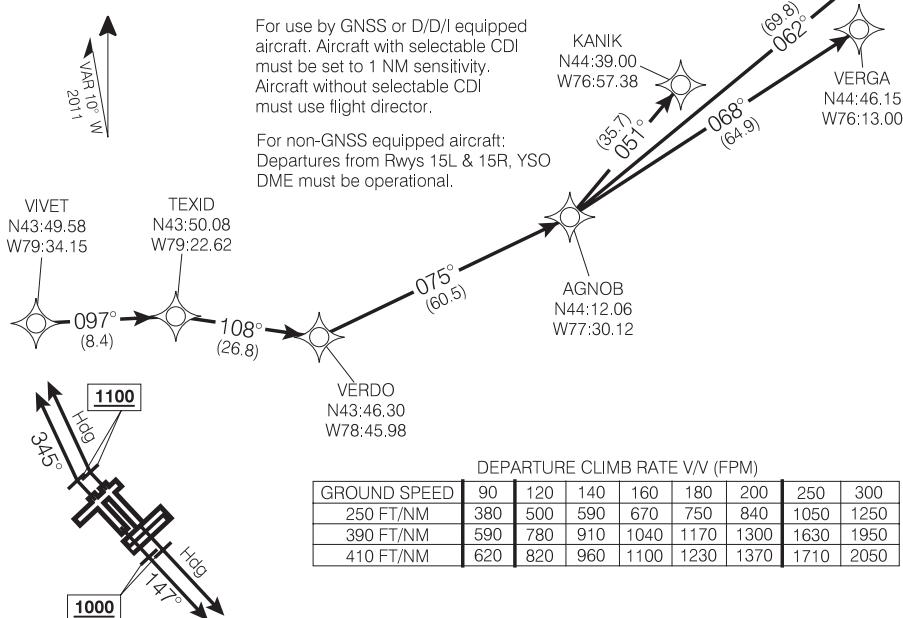


Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

All Rwy's: Maintain 5000**Rwy 15L:** Requires a minimum climb gradient of 410 ft/NM to 3000. Depart Rwy 15L, climb **HDG 147°** or as assigned. Expect radar vectors to VERDO (or as assigned) then proceed via depicted route.**Rwy 15R:** Requires a minimum climb gradient of 390 ft/NM to 3000. Depart Rwy 15R, climb **HDG 147°** or as assigned. Expect radar vectors to VERDO (or as assigned) then proceed via depicted route.**Rwy 33L:** Requires a minimum climb gradient of 250 ft/NM to 900. Depart Rwy 33L, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.**Rwy 33R:** Depart Rwy 33R, climb **HDG 327°** to 1100. Climbing RIGHT turn **HDG 345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.

KANIK TRANSITION: (VERDO1.KANIK)
BERIK TRANSITION: (VERDO1.BERIK)
VERGA TRANSITION: (VERDO1.VERGA)

COMMUNICATION FAILURE

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

1. Transponder Mode A/3 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.

VERDO ONE DEP (VERDO1.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

SID (VECTOR)

AVRO SIX DEP (AVRO6.)

TORONTO/LESTER B. PEARSON INTL

TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

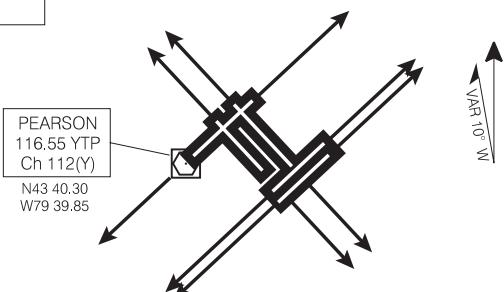
UNLESS OTHERWISE ASSIGNED BY ATC:
JET ACFT MAINTAIN 5000' ASL.
NON-JET ACFT MAINTAIN 3000' ASL.

TURBO-JET/FAN AIRCRAFT ONLY	
RWY	NADP
ALL RWYS	* 1 or 2

* (see CAP GEN NOISE ABATEMENT PROCEDURES)

DO NOT EXCEED 250 KT
UNTIL ABOVE 10,000' ASL.

CAUTION: RWY05_06L,06R,24L,24R,23
DEPARTURES: Simultaneous parallel departures in use



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100
250 FT/NM	380	500	590	670	750	840	1050	1250
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

Rwys 05, 23, 24L, 24R, 33R: Climb Rwy hdg or as assigned for vectors to assigned route.
Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.

Rwy 06L: Requires minimum climb gradient of **220** ft/NM to **1100**. Climb Rwy HDG or as assigned for vectors to assigned route. Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.

Rwy 06R: Requires a minimum climb gradient of **210** ft/NM to **1500**. Climb Rwy HDG or as assigned for vectors to assigned route. Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.

Rwy 15L: Requires minimum climb gradient of **410** ft/NM to **3000**. Maintain Rwy hdg for vectors to assigned route. Cross YTP 7.9 DME at or above 3000' ASL.
Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.

Rwy 15R: Requires minimum climb gradient of **390** ft/NM to **3000**. Maintain Rwy hdg for vectors to assigned route. Cross YTP 7.9 DME at or above 3000' ASL.
Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.

Rwy 33L: Requires a minimum climb gradient of **250** ft/NM to **900**. Climb Rwy HDG or as assigned for vectors to assigned route. Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.

NOTE: Aircraft assigned a turn at take-off, commence turn at 1100' ASL

COMMUNICATIONS FAILURE

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 10 DME YTP 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.

AVRO SIX DEP (AVRO6.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (VECTOR)

DOUGLAS THREE DEP (DOUG 3.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

UNLESS OTHERWISE
ASSIGNED BY ATC:
JET ACFT MAINTAIN 5000' ASL.
NON-JET MAINTAIN 3000' ASL.

DO NOT EXCEED 250 KT
UNTIL ABOVE 10,000' ASL.

TURBO-JET/FAN AIRCRAFT ONLY	
RWY	NADP
ALL RWYS	* 1 or 2

* (see CAP GEN NOISE ABATEMENT
PROCEDURES)

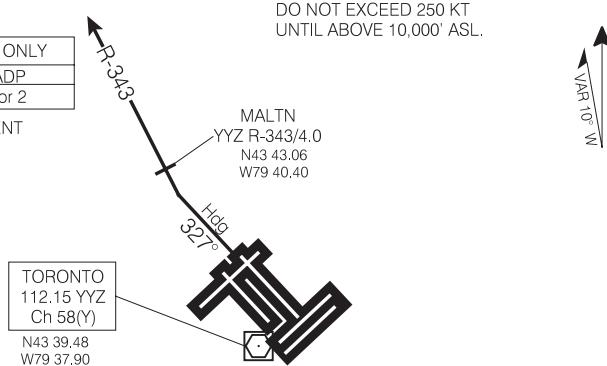


Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

Rwy 33R: Climb hdg 327° to intercept YYZ R-343 outbound to MALTN. Track YYZ R-343 outbound for vectors to assigned route. Maintain: 5000' ASL JET ACFT, 3000' ASL NON-JET ACFT.

NOTE:

Aircraft assigned a turn at take-off, commence turn at 1100' ASL.

COMMUNICATIONS FAILURE

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 10 DME YYZ 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.

DOUGLAS THREE DEP (DOUG 3.)

SID (VECTOR)

LESTER EIGHT DEP (LEST8.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

TURBO-JET/FAN AIRCRAFT ONLY	
RWY	NADP
ALL RWYS	* 1 or 2

*(see CAP GEN NOISE ABATEMENT
PROCEDURES)

**UNLESS OTHERWISE
ASSIGNED BY ATC:**
JET ACFT MAINTAIN 5000' ASL.
NON-JET ACFT MAINTAIN 3000' ASL.

DO NOT EXCEED 250 KT
UNTIL ABOVE 10,000' ASL.

PEARSON
116.55 YTP
Ch 112(Y)
N43 40.30
W79 39.85

CAUTION:

RWY 05, 06L, 06R, 24L, 24R, 23 DEPARTURES:
Simultaneous parallel departures in use.

DEPARTURE CLIMB RATE V/N (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/MN	330	440	520	590	660	740	920	1100
250 FT/NM	380	500	590	670	750	840	1050	1250

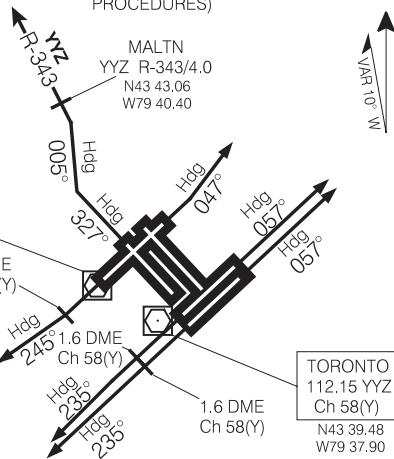


Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

- Rwy 05:** Climb hdg 057°. At 1000' ASL turn left hdg 047° or assigned hdg for vectors to assigned route. Maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 06L:** Requires a minimum climb gradient of **220** ft/NM to **1100**. Climb hdg 057° or assigned hdg for vectors to assigned route. Maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 06R:** Requires a minimum climb gradient of **210** ft/NM to **1500**. Climb hdg 057° or assigned hdg for vectors to assigned route. Maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 24L:** Climb hdg 237°. At 1.6 DME Ch 58(Y) turn left hdg 235° or assigned hdg for vectors to assigned route. Maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 24R:** Climb hdg 237°. At 1.6 DME Ch 58(Y) turn left hdg 235° or assigned hdg for vectors to assigned route. Maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 23:** Climb hdg 237°. At 1.9 DME Ch 112(Y) turn right hdg 245° or assigned hdg for vectors to assigned route. Maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 33L:** Requires a minimum climb gradient of **250** ft/NM to **900**. Climb hdg 327° to 1100' ASL. Turn right hdg 005° to intercept YYZ R-343 outbound to MALTN. Track YYZ R-343 outbound for vectors to assigned route. Maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.

NOTE:

Aircraft assigned a turn at take-off, commence turn at 1100' ASL.

COMMUNICATIONS FAILURE

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

- Transponder Mode A3 7600;
- Beyond 10 DME YYZ proceed directly on course;
- Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
- Climb to flight plan altitude.

LESTER EIGHT DEP (LEST8.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (VECTOR)

PEARSON NINE DEP (PEAR 9.)

TORONTO/LESTER B. PEARSON INTL

TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

TURBO-JET/FAN AIRCRAFT ONLY	
RWY	NADP
ALL RWYS	* 1 or 2

* (see CAP GEN NOISE ABATEMENT PROCEDURES)

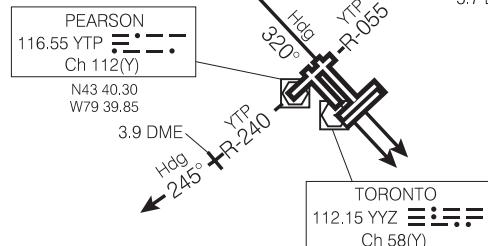
VAR 10° W

UNLESS OTHERWISE ASSIGNED BY ATC:
JET ACFT MAINTAIN 5000' ASL,
NON-JET ACFT MAINTAIN 3000' ASL.

DO NOT EXCEED 250 KT
UNTIL ABOVE 10,000' ASL.

CAUTION: Simultaneous parallel
departures may be in use.

This SID depends on
Pilot NAV.



DEPARTURE CLIMB RATE V/V (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

- Rwy 05:** Intercept and maintain YTP R-055 outbound. At 5.7 DME fly hdg 045° or assigned hdg for vectors to assigned route. Climb to and maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 15L:** Requires minimum climb gradient of 410 ft/NM to 3000' ASL. Maintain Rwy hdg for vectors to assigned route. Cross YTP 7.9 DME at or above 3000' ASL. Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.
- Rwy 15R:** Requires minimum climb gradient of 390 ft/NM to 3000' ASL. Maintain Rwy hdg for vectors to assigned route. Cross YTP 7.9 DME at or above 3000' ASL. Jet Acft maintain 5000' ASL. Non-Jet Acft maintain 3000' ASL.
- Rwy 23:** Climb straight ahead until passing YTP. Then intercept and maintain YTP R-240 outbound. At 3.9 DME fly hdg 245° or assigned hdg for vectors to assigned route. Climb to and maintain: 5000' ASL jet acft , 3000' ASL non-jet acft.
- Rwy 33R:** Climb hdg 327° to 1100' ASL. Turn left hdg 320° to intercept YYZ R-343 outbound to MALTN. Maintain YYZ R-343 outbound for vectors to assigned route. Climb to and maintain: 5000' ASL jet acft, 3000' ASL non-jet acft.

NOTE:

Aircraft assigned a turn at take-off, commence turn at 1100' ASL.

COMMUNICATIONS FAILURE

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

- Transponder Mode A3 7600;
- Beyond 10 DME YTP proceed directly on course;
- Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
- Climb to flight plan altitude.

PEARSON NINE DEP (PEAR 9.)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NAD83

SID (VECTOR)

WINDY ONE DEP (WNDY 1.)TORONTO/LESTER B. PEARSON INTL
TORONTO ON

ATIS	120.825
CLNC DEL	121.3
GND	121.9 121.65 119.1
TWR	118.35 118.7
DEP	128.8 127.575

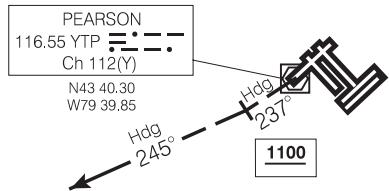
TURBO-JET/FAN AIRCRAFT ONLY	
RWY	NADP
ALL RWYS	* 1 or 2

* (see CAP GEN NOISE ABATEMENT PROCEDURES)

UNLESS OTHERWISE ASSIGNED BY ATC:

JET ACFT MAINTAIN 5000' ASL.

NON-JET ACFT MAINTAIN 3000' ASL.

DO NOT EXCEED 250 KT
UNTIL ABOVE 10,000' ASL.

CAUTION: Simultaneous parallel departures may be in use.

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Unless otherwise assigned by ATC:

Rwy 23: Climb rwy hdg. At 1100' ASL turn right hdg 245° or assigned hdg for radar vectors to assigned route. Jet acft maintain 5000' ASL. Non-jet acft maintain 3000' ASL.

NOTE:

Aircraft assigned a turn at take-off, commence turn at 1100' ASL.

COMMUNICATIONS FAILURE

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

1. Transponder Mode A3 7600;
2. Beyond 10 DME YTP 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.

WINDY ONE DEP (WNDY 1.)

EFF 15 DEC 11

CHANGE: Comm

TORONTO ON
TORONTO/LESTER B. PEARSON INTL
NAD83

NOISE OPERATING RESTRICTIONS**NOISE OPERATING RESTRICTIONS AND
NOISE ABATEMENT PROCEDURES****A. GENERAL**

Pursuant to CAR 602.105 and CAR 602.106, Noise Operating Restrictions and Noise Abatement Procedures apply, at Toronto/Lester B. Pearson Intl Airport, to all IFR and VFR Aircraft, unless otherwise specified.

B. NOISE OPERATING RESTRICTIONS**1. RESTRICTIONS:**

- a) Subject to paragraph d) or e), 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

- b) Non-noise certificated jet powered aircraft are prohibited from departing on runways 05, 06L, 06R, 15L, 15R and 33L.
- c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06L, 06R, 15L & 15R and arrivals are prohibited on runways 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.
- d) 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 GTAA 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 Air Traffic
Allocation and Forecasting
Greater Toronto Airports Authority
Toronto Pearson International Airport
P.O. Box 6031, Toronto AMF, Ontario
L5P 1B2
(fax 416-776-3483)

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

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

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

ARRIVALS: 05 15L 06L
DEPARTURES: 23 33R 24R

3. Engine Run-ups

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

4. 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 OPERATING RESTRICTIONS

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

NOISE ABATEMENT PROCEDURES**NOISE OPERATING RESTRICTIONS AND
NOISE ABATEMENT PROCEDURES (cont'd)****C. NOISE ABATEMENT PROCEDURES (General)****1. Reverse Thrust:**

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

D. NOISE ABATEMENT PROCEDURES (0700 - 2300 local time)

Except in emergencies, Noise Abatement Procedures, 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 CAP GEN.
- b) SID routing shall be followed to 3600' ASL. For Rwy 33L and 33R, no unauthorized turns prior to MALTN INTXN.

NOTE: SID cancellation does not terminate Noise Abatement Procedure.

- c) Early turn - Rwy 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' ASL.

2. Arrival Procedures:

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

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

E. NOISE ABATEMENT PROCEDURES (2301 - 0659 local time).**1. Procedures:**

- a) Procedures "D1 b) and c), and D2" apply to all aircraft. Departure procedure "D1 a)" applies to Turbo-jet and Turbo-fan powered aircraft only.

AERODROME CHART (Page 1)

ATIS 120.825	CLNC DEL 121.3	APRON ADVSY				GND			TWR		DEP			
DECL DISTS		NORTH APRON	122.275 (122.825)	SOUTH APRON	122.075 (122.825)	PAD CONTROL	131.175	121.9	121.65	119.1	118.35	118.7	128.8	127.575
DECL DISTS		05	23	06L	24R	06R		24L	15L	33R	15R	33L		
TORA		10,775	10,775	9697	9589	9000		8898	10,886	11,050	9088	9078		
TODA		11,435	12,104	10,484	10,681	9984		9984	12,034	12,034	10,072	10,072		
ASDA		10,775	10,775	9697	9589	9000		8898	10,886	11,050	9088	9078		
LDA		10,640	10,290	9697	9392	9000		8898	10,886	11,050	8500	8490		

79.39

79.38

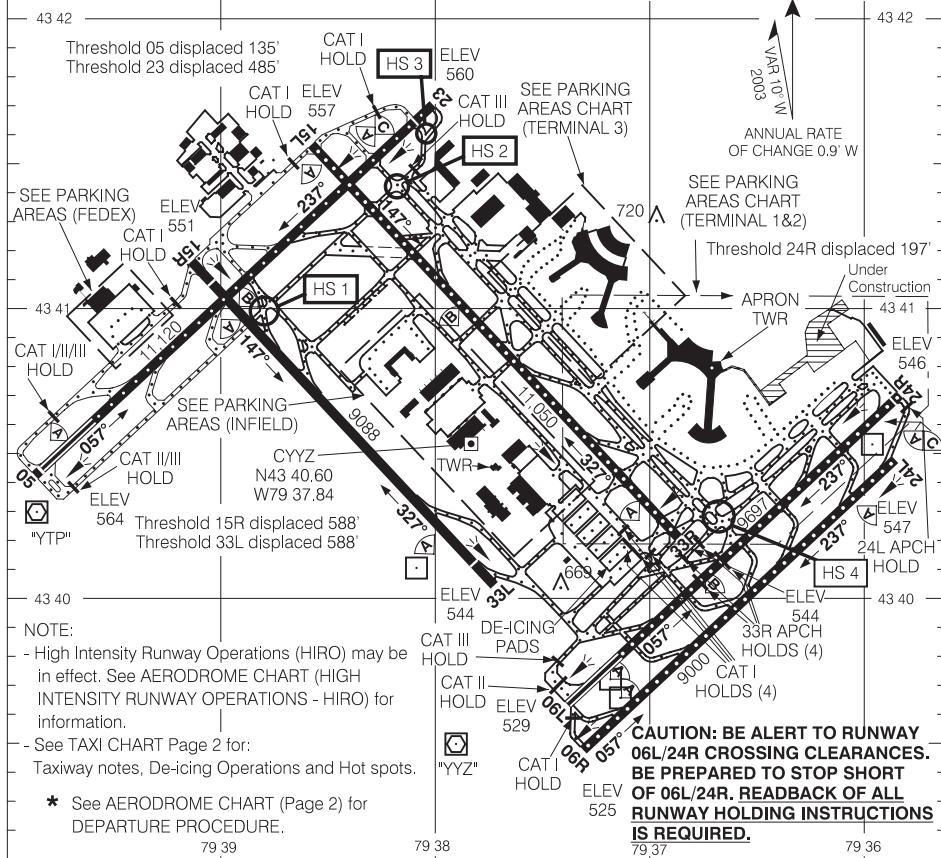
79.37

79.36

DEPARTURE CLIMB RATE VV (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100
250 FT/NM	380	500	590	670	750	840	1050	1250

LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
FROM	TO	LDA in ft
Thld rwy 33R	Short of rwy 05-23	9597
Thld rwy 05	Short of rwy 15L-33R	8225
Thld rwy 33L	Short of rwy 05-23	7117



AERODROME CHART (Page 1)

AERODROME CHART (Page 2)

***DEPARTURE PROCEDURE**

Rwy 06L - $\frac{1}{2}$ - Requires a minimum climb gradient of **220** ft/NM to **1100** ASL.

Note: Tower to 612 ASL aprx 0.3 NM past departure end of rwy, 1000' LEFT of rwy centreline. Powerline to 697 ASL aprx 0.8 NM past departure end of rwy.

Rwy 06R - $\frac{1}{2}$ - Requires a minimum climb gradient of **210** ft/NM to **1500** ASL.

Note: Road to 557 ASL past departure end of rwy, RIGHT of rwy centreline.

Rwy 15L - $\frac{1}{2}$ - Tower to 656 ASL aprx 0.6 NM past departure end of rwy, 1350' LEFT of rwy centreline.

Rwy 23 - $\frac{1}{2}$ - Tower to 620 ASL aprx 0.1 NM past departure end of rwy, 600' LEFT of rwy centreline.

Rwy 24R - $\frac{1}{2}$ - Tower to 620 ASL aprx 0.4 NM past departure end of rwy, 700' RIGHT of rwy centreline.

Rwy 33L - $\frac{1}{2}$ - Requires a minimum climb gradient of **250** ft/NM to **900** ASL.

AERODROME CHART (HIGH INTENSITY RUNWAY OPERATIONS - HIRO)

TORONTO ON

LDA For High Intensity Runway Operations			
From threshold runway:	To exit point	LDA in ft	Preferred exit for med/heavy jet transport
05	15R F P H3 15L B	5030 5630 6570 6670 8536 9278	H3
06L	C1 C3	4790 6797	C3
06R	D1 D3 D5	4424 5682 7483	D3 D5
15L	B4 R S B1 B3	4050 5118 6154 6500 8250	B1 B3
15R	M1	6276	M1
23	H3 P F 15R H2 H4 J2	3628 3717 4650 5265 5377 6794 7778	H2 H4
24L	D2 D4 D6	4061 5682 7883	D4 D6
24R	C2 C4	5090 6984	C2 C4
33L	F2 F4 H 05	4860 6060 6680 7424	F2 F4
33R	B3 B1 S / B2 R B4 H 23	2805 4550 4895 5920 6994 9160 9900	B2 B4

AERODROME CHART (HIGH INTENSITY RUNWAY OPERATIONS - HIRO)

TORONTO ON
TORONTO/LESTER B. PEARSON INTL

AERODROME CHART (REDUCED TAKE-OFF RUNS)

WHEN AUTHORIZED BY ATC, INTERSECTION DEPARTURES ARE AVAILABLE AS FOLLOWS:

RUNWAY	INTERSECTION	RUNWAY REMAINING
05	J2 H4 H6	8120 7129 10512
06L	D4 C4	7763 7182
06R	D6 D4	7883 5682
15L	H N B4	8996 7766 6841
15R	H F4	7270 6633
23	H/J B	10246 9058
24L	D5	7381
24R	D5 C3	7973 6693
33L	M1	6854
33R	V T B3	10669 9219 8251

DEPARTURES FROM HOLDING BAY INNER CENTERLINES RWY 06L, 24R AND 05/H6
 SUBTRACT 263' FROM DECLARED DISTANCES.

AERODROME CHART (REDUCED TAKE-OFF RUNS)

TAXI CHART (Page 1)

		APRON ADVSY			GND		TWR		DEP	
ATIS 120.825	CLNC DEL 121.3	NORTH APRON	122.275 (122.825)	SOUTH APRON	122.075 (122.825)	PAD CONTROL	131.175			
								121.9	121.65	128.8 127.575
								119.1	118.35 118.7	

**CAUTION: BE ALERT TO RUNWAY
06L/24 CROSSING CLEARANCES.
BE PREPARED TO STOP SHORT
OF 06L/24R.**

**READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS
IS REQUIRED.**

A horizontal number line starting at -4000 and ending at 4000. The line is divided into segments by tick marks at intervals of 500 units. The labels 2000, 0, 2000, and 4000 are placed below the line. The segment between 0 and 2000 is shaded gray, while the rest of the line is white.

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

TAXI CHART (Page 2)

NOTES

Twy "K" is uncontrolled and is restricted to aircraft with wingspans of 41.15m/135ft (B757W) or less and an Aircraft Load Rating of 9.0 or less. Other aircraft may be authorized with prior approval from operator (416) 776-3030.

Discretionary oversteering required for aircraft with wingspans 38m/124ft (B757) or greater:

- Rwy 06L onto "E", "D3" and "D5".
- Rwy 24R onto "D3", "E", "D4" and "D/D6 southbound".

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

DURING DE-ICING OPERATIONS

1. Notify Apron Advisory prior to pushback when de-icing is required.
2. On Twys T, V and E, hold short of de-icing and when directed by ground control monitor Pad Control on 131.175. Follow Pad Control taxi instructions to the entrance to the de-icing pad.
3. When directed by Pad Control contact ICEMAN on the assigned frequency (129.625 or 131.375).
4. Follow instruction and guidance lights to staging and de-icing bays.
5. After de-icing, do not move acft. Contact Pad Control on 131.175 when instructed by ICEMAN 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.

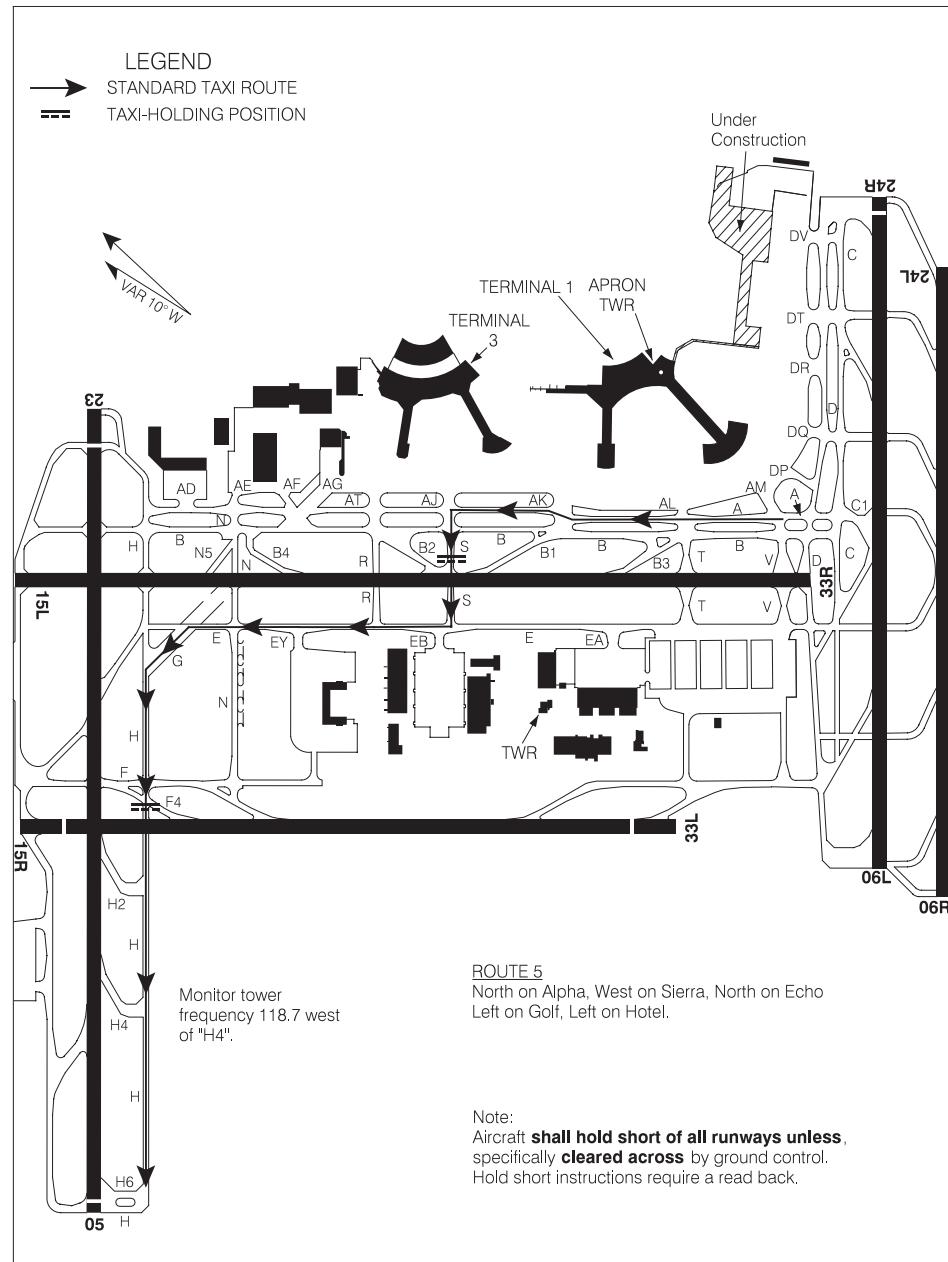
HOT SPOTS

HS 1 - Exiting Rwy 33L onto Twy F4 aircraft miss turn onto Twy H and incur on Rwy 05/23.

HS 2 - Taxiing northbound on Twy B aircraft miss turn onto Twy H and incur on Rwy 05/23.

HS 3 - Taxiing eastbound on Twy H aircraft continue onto Twy Q and incur on Rwy 23.

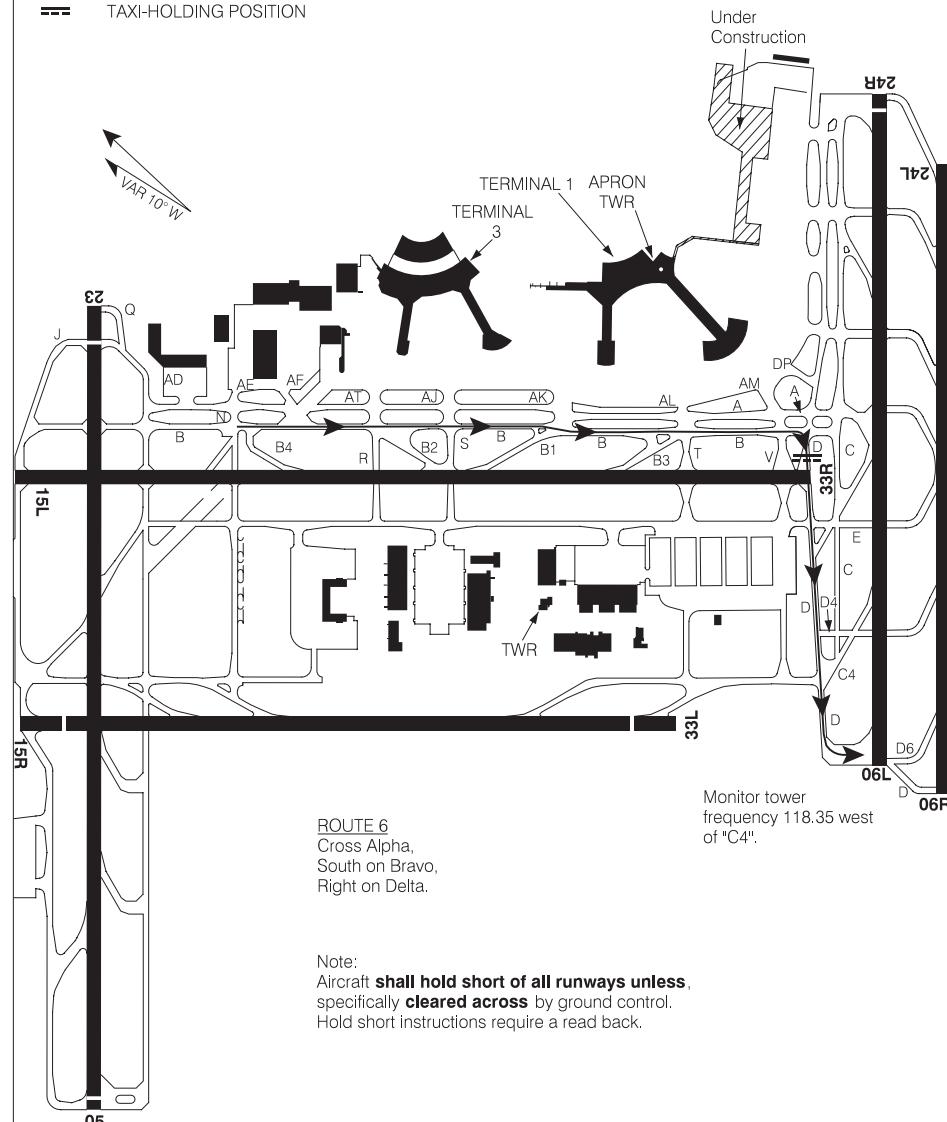
HS 4 - Taxiing southbound on Twy A aircraft miss turn onto Twy C and incur on Rwy 06L/24R.

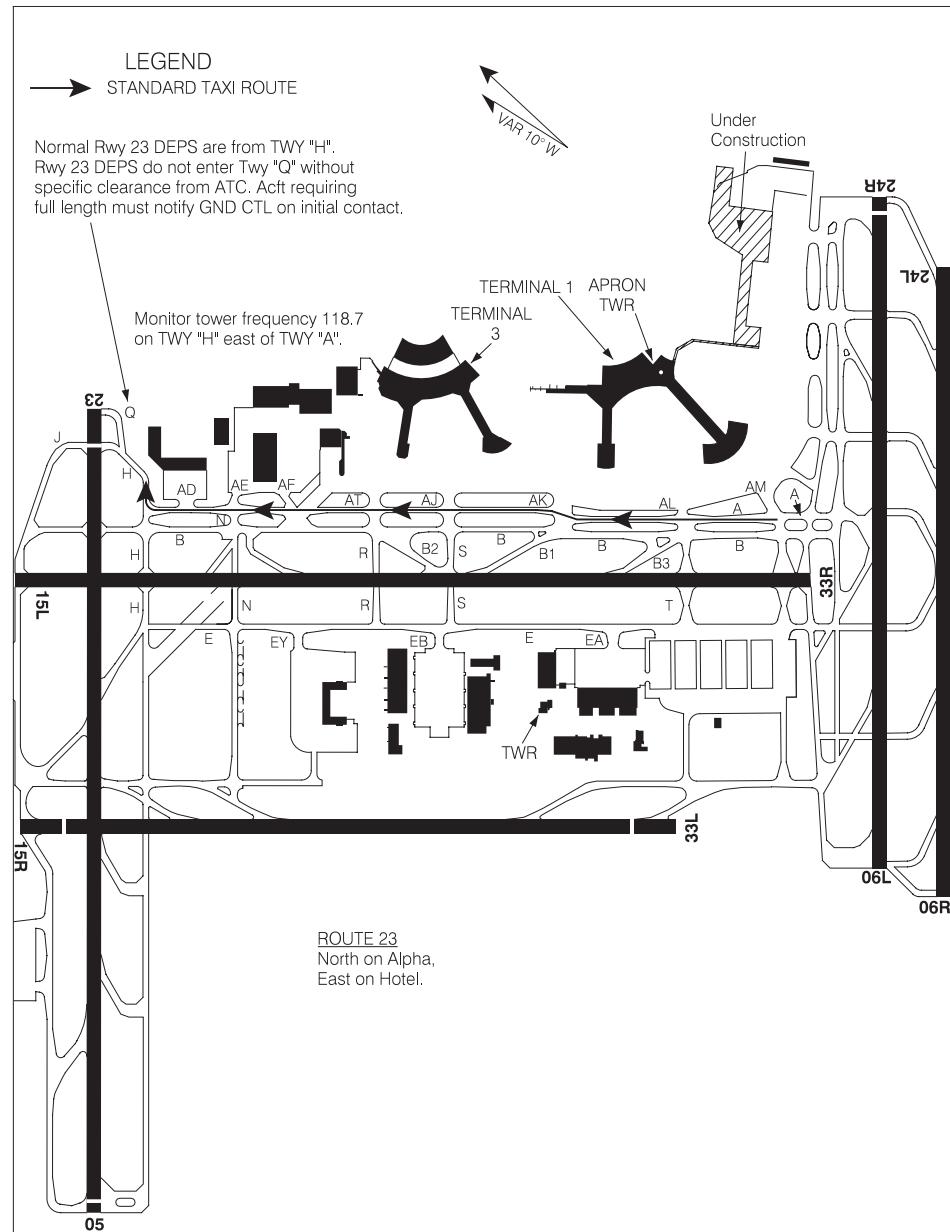
STANDARD TAXI ROUTE CHART
ROUTE 5TORONTO/LESTER B. PEARSON INTL
TORONTO ON

STANDARD TAXI ROUTE CHART
ROUTE 6TORONTO/LESTER B. PEARSON INTL
TORONTO ON

LEGEND

- STANDARD TAXI ROUTE
— TAXI-HOLDING POSITION

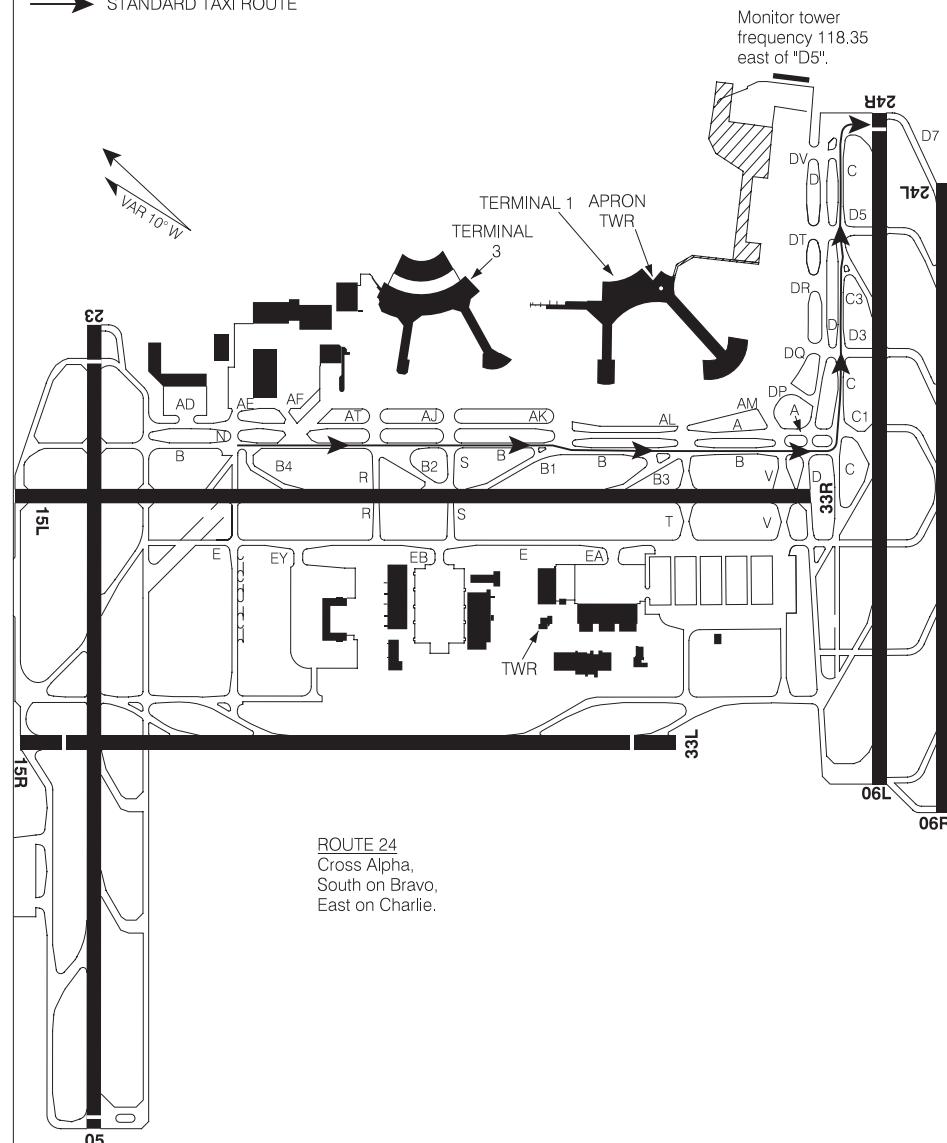


STANDARD TAXI ROUTE CHART
ROUTE 23TORONTO/LESTER B. PEARSON INTL
TORONTO ON

STANDARD TAXI ROUTE CHART
ROUTE 24TORONTO/LESTER B. PEARSON INTL
TORONTO ON

LEGEND

→ STANDARD TAXI ROUTE



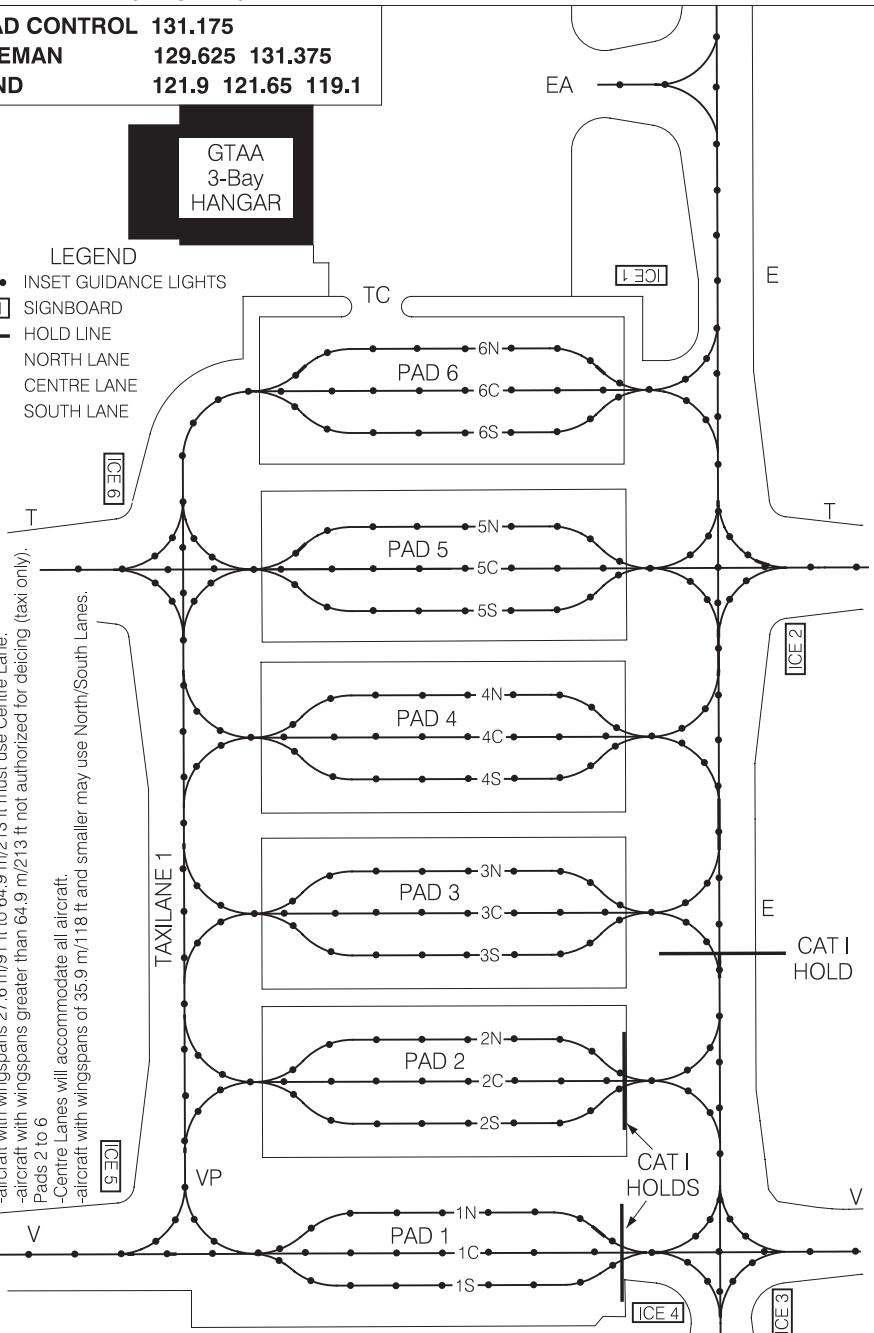
CENTRAL DE-ICING FACILITY

PAD CONTROL 131.175
ICEMAN 129.625 131.375
GND 121.9 121.65 119.1

GTAA
3-Bay
HANGAR

LEGEND
 • • • INSET GUIDANCE LIGHTS
 [ICE 1] SIGNBOARD
 HOLD LINE
 N NORTH LANE
 C CENTRE LANE
 S SOUTH LANE

Pad 1
 -aircraft with wingspans 27.5 m/90 ft and smaller may use North/South Lanes.
 -aircraft with wingspans 27.6 m/91 ft to 64.9 m/213 ft must use Centre Lane.
 Pads 2 to 6
 -aircraft with wingspans greater than 64.9 m/213 ft not authorized for deicing (taxi only).
 -Centre Lanes will accommodate all aircraft.
 -aircraft with wingspans of 35.9 m/118 ft and smaller may use North/South Lanes.



CENTRAL DE-ICING FACILITY

TORONTO ON TORONTO/LESTER B. PEARSON INTL

LOW VISIBILITY PROCEDURES

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 centreline lights. Yellow in-set taxiway intersection lights that consist of three lights spaced 1.5 meters 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 manoeuvring 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	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

Stop Bar/Guard Light system

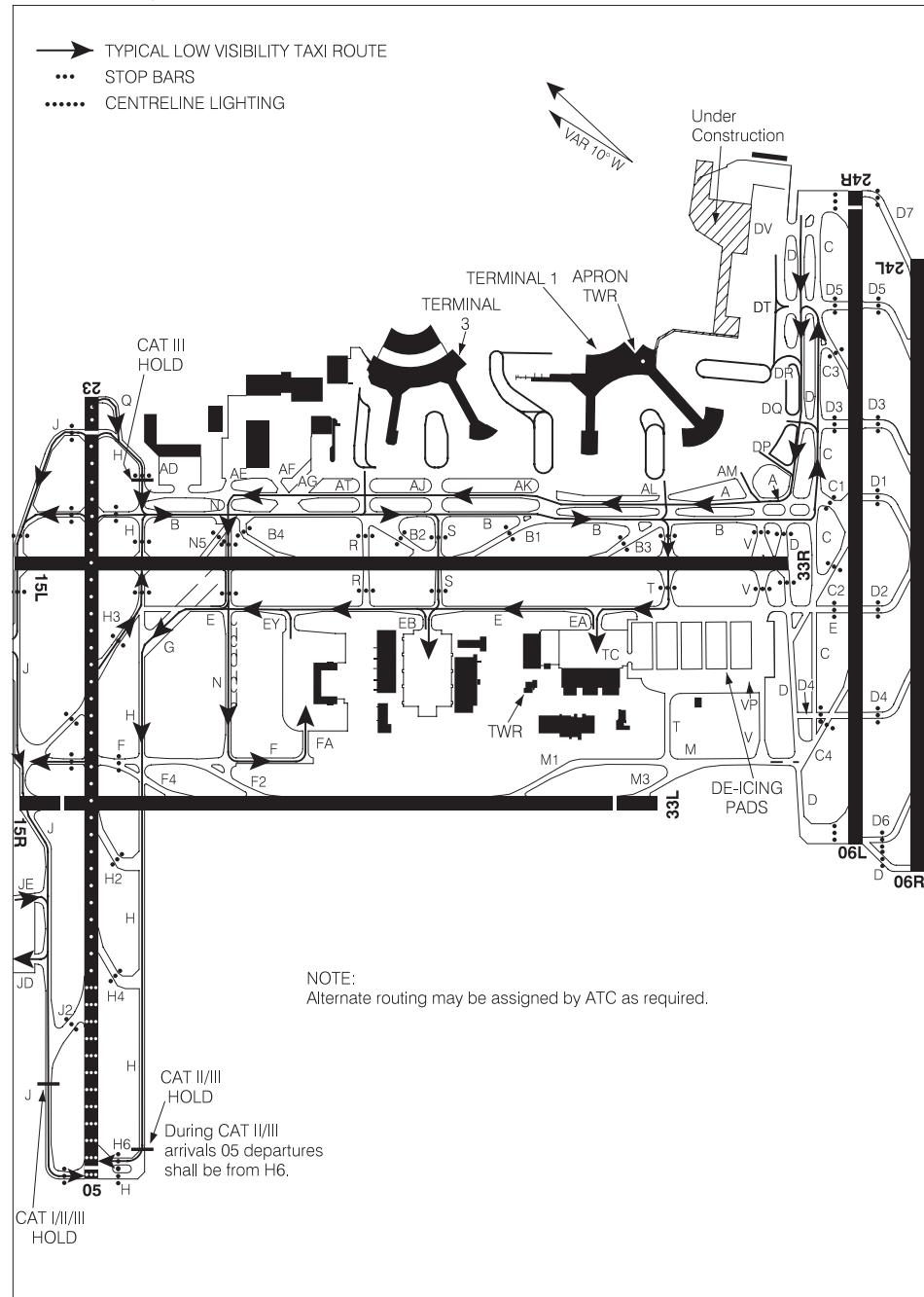
Each taxiway entrance onto runways 05, 06L and 33R is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (wig-wags) are installed at each end of the stop bar. When the red stop bar lights are illuminated, 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 centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

LOW VISIBILITY PROCEDURES

LOW VISIBILITY TAXI CHART (RVR LESS THAN 1200 TO 600 FT)
LAND RWY 05, DEPART RWY 05TORONTO/LESTER B. PEARSON INTL
TORONTO ON

LOW VISIBILITY TAXI CHART (RVR LESS THAN 1200 TO 600 FT)

LAND RWY 05, DEPART RWY 05

EFF 5 APR 12

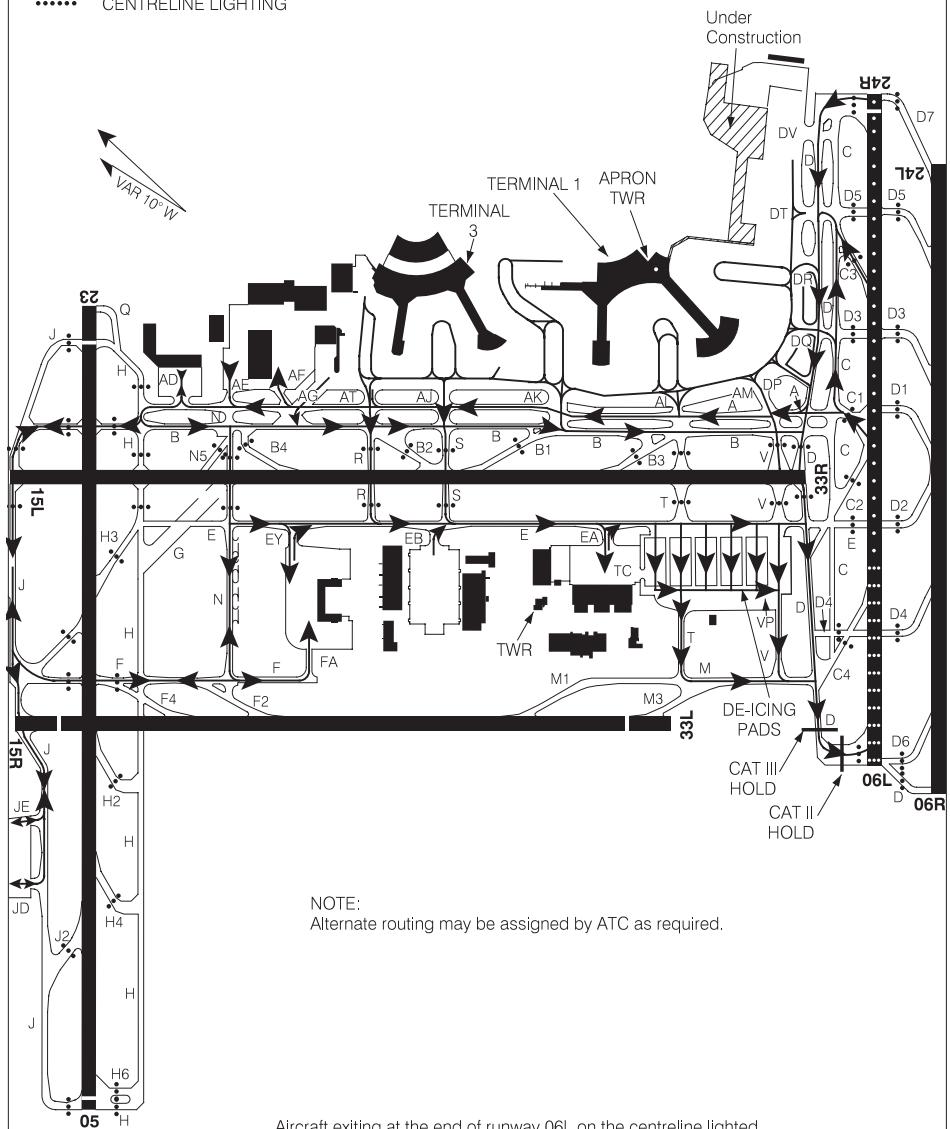
CHANGE: Twy J hold, Twy F

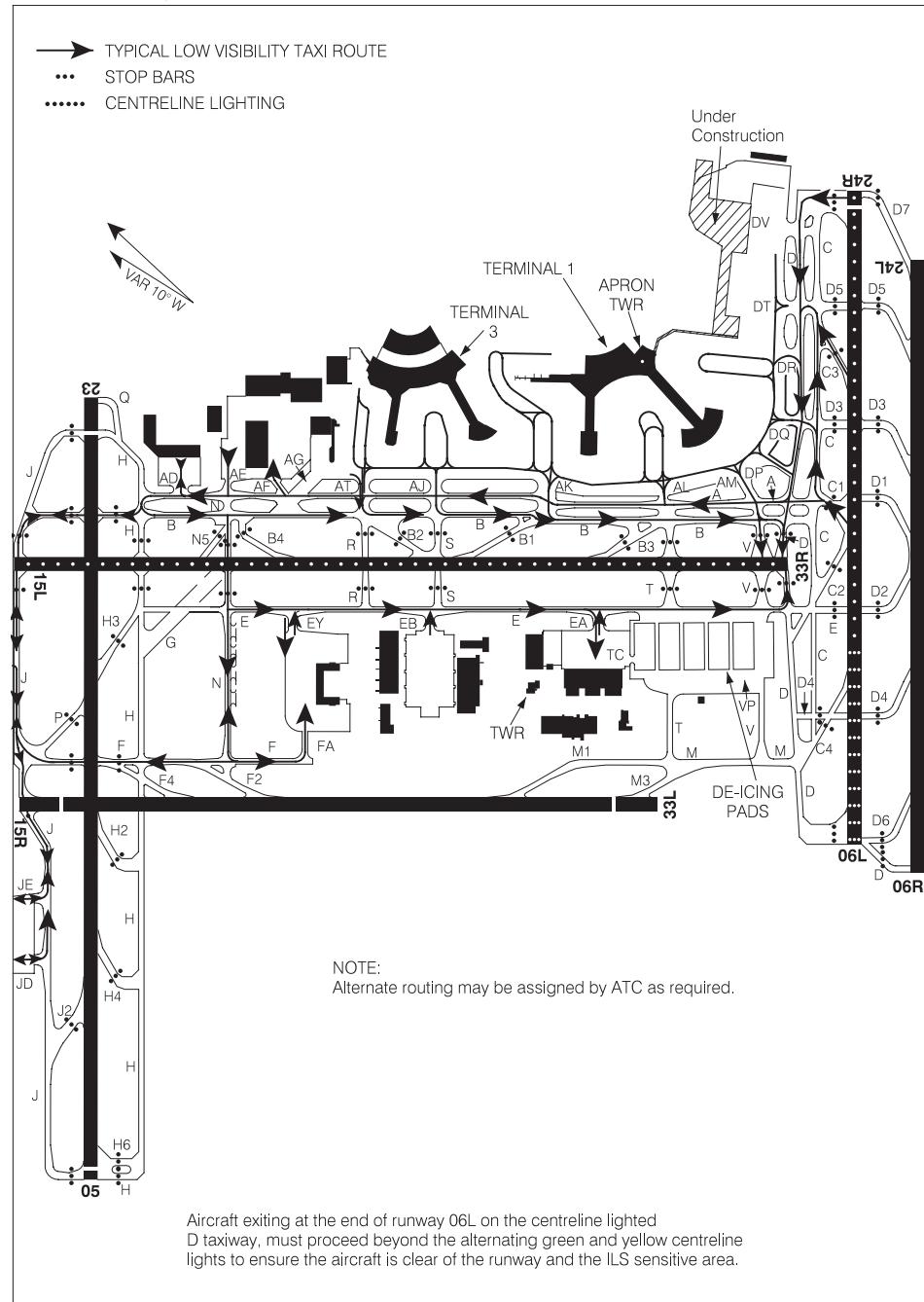
TORONTO ON

TORONTO/LESTER B. PEARSON INTL

LOW VISIBILITY TAXI CHART(RVR LESS THAN 1200 TO 600 FT)
LAND RWY 06L, DEPART RWY 06LTORONTO/LESTER B. PEARSON INTL
TORONTO ON

- TYPICAL LOW VISIBILITY TAXI ROUTE
 ... STOP BARS
 CENTRELINE LIGHTING



LOW VISIBILITY TAXI CHART (RVR LESS THAN 1200 TO 600 FT)
LAND RWY 06L, DEPART RWY 33RTORONTO/LESTER B. PEARSON INTL
TORONTO ON

PARKING AREAS (TERMINAL 1)

ATIS 120.825

CLNC DEL 121.3

NORTH APRON 122.275 (122.825)

SOUTH APRON 122.075 (122.825)

Asphalt apron surface east of positions 5G and 6F to 10A (sic) to act with wingspans 28.4m/93' (DH=400) or less and an aircraft load rating of 8.0 or less.

(139) ... Aircraft parking positions
AK ... Apron Entry/Exit Points
A ... Taxiways
: ... Inset Guidance Lights

LEGEND

— Strict adherence to Taxilane centerline required between DR and DV and on Taxilanes 10 and 11.

Taxi	Taxilane Segment	Max.
		Wingspan
—	—	64.9m/213'
—	Between AK & 5E	51.9m/170'
—	Between 5E & 5G	28.4m/93'
—	Between 5G & Gate 101	64.9m/213'
—	Between AK & *Crossover	64.9m/213'
—	* Crossover	Marshallers required at all gates.
—	Between 6D & 6F	35.9m/118'
—	Between 6F & 101	28.4m/93'
—	7D-7E-8E-8D	51.9m/170.5'
—	9C-9D-10D-10C	35.9m/118'

Apron Procedures

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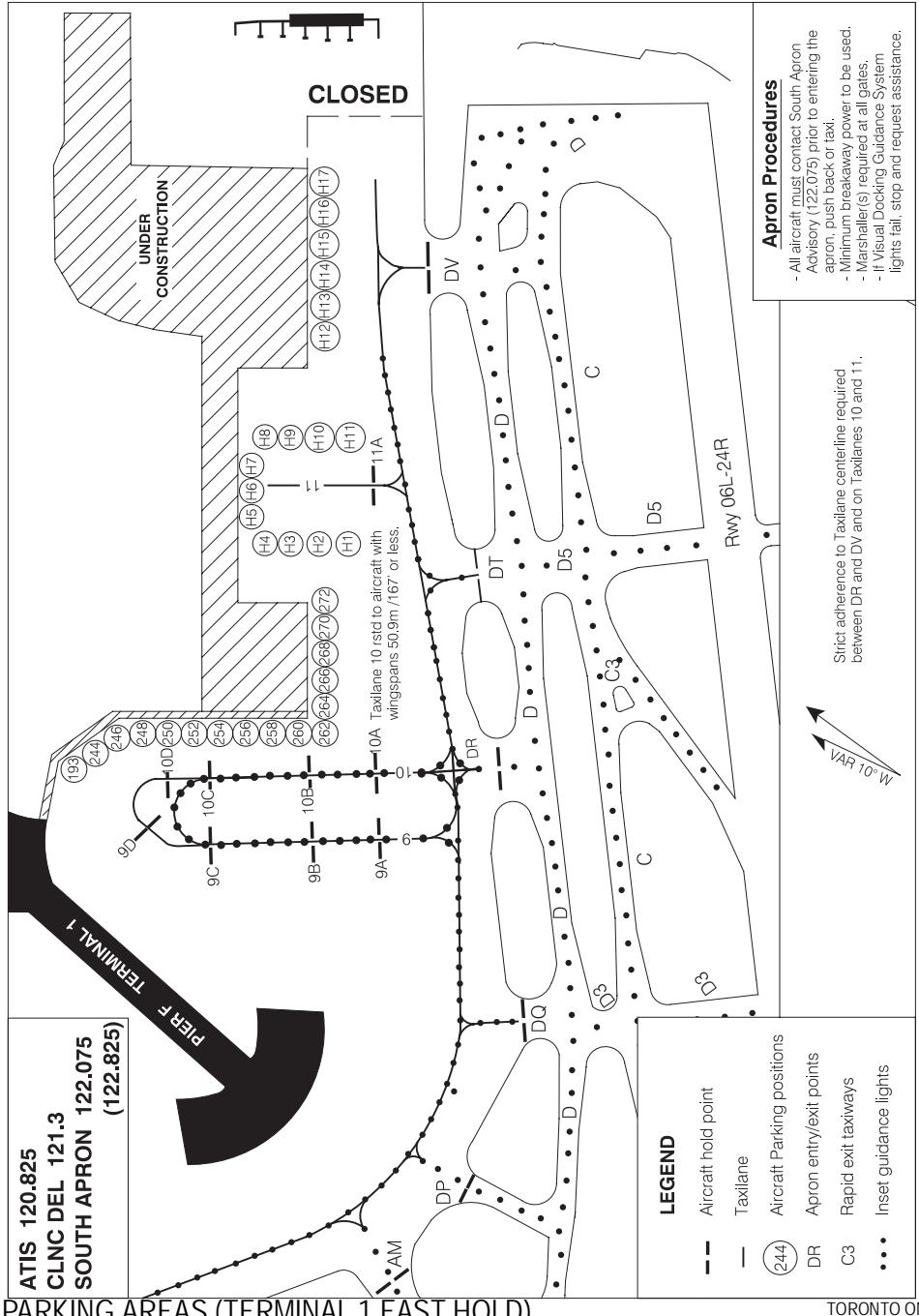
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PARKING AREAS (TERMINAL 1 EAST HOLD)

TORONTO/LESTER B. PEARSON INTL
TORONTO ON



EEG-15-BEG-11

CHANCE Revised

PARKING AREAS (TERMINAL 3)

ATIS 120.825
CLNC DEL 121.3
NORTH APRON 122.275

Apron Procedures

- All aircraft must contact Apron Advisory prior to entering apron, push back or taxi,
- Minimum breakaway power to be used.

VAR 10° W

Bay 9

Bay 8

SATELLITE TERMINAL

(A2) (A3) (A4) (A5) (A6)

1A

1S

2

2A

1B

2B

1C

2C

B7

B8

B9

B10

B11

B12

B13

B14

B15

B16

B17

B18

B19

B20

B22

C24

C25

C26

C27

C28

C30

C31

C32

C33

C34

C35

C36

C37

C38

C39

C40

C41

TERMINAL
No. 3

Asphalt apron
surface east of
positions 5G
and 6F to 101A
rstd to act with
wingspans
28.4m/93'
(DH-400)
or less
and an
aircraft
load rating of
8.0 or less.

5G

6F

ASPHALT

101A

LEGEND

- (B8) ... Aircraft parking positions
- AK ... Apron Entry/Exit Points
- A ... Taxiways
- ... Inset Guidance Lights
- 1 ... Taxilane
- ... Aircraft hold point

PARKING AREAS (TERMINAL 3)

PARKING AREAS (INFIELD)

ATIS 120.825

CLNC DEL 121.3

NORTH APRON 122.275 (122.825)

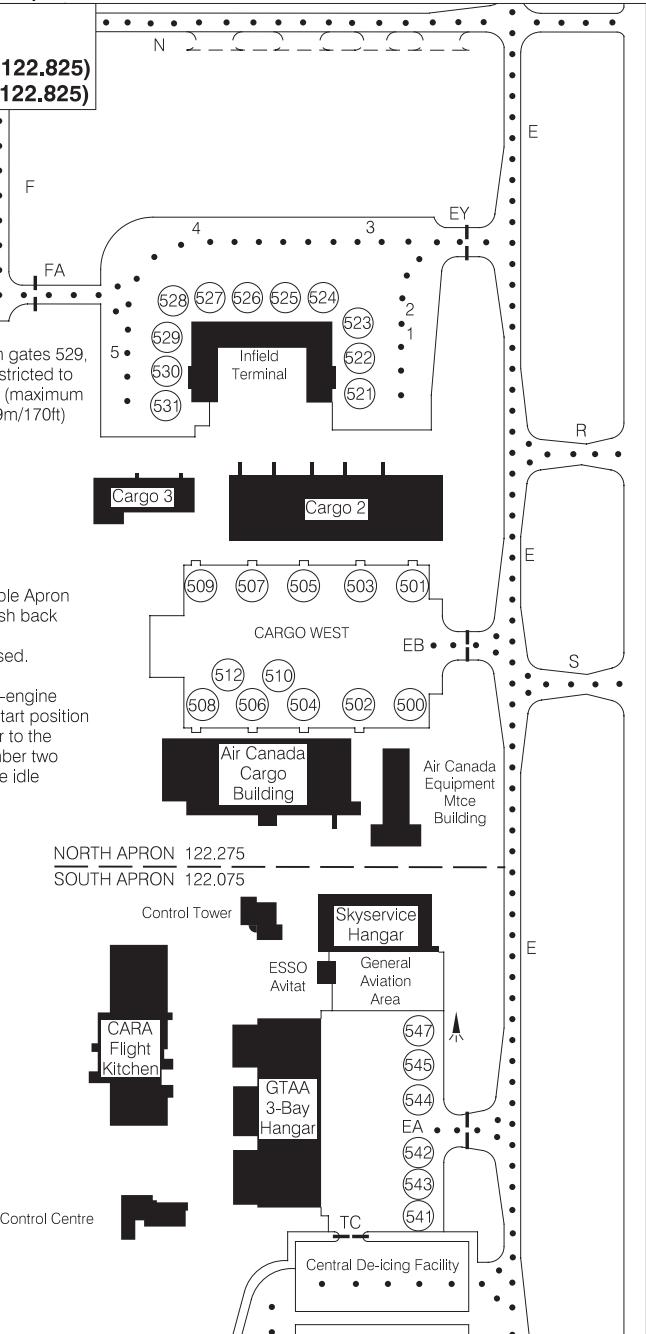
SOUTH APRON 122.075 (122.825)

Legend

- (507) Parking Position
- EA Apron entry/exit points
- • • Inset guidance lights
- Aircraft Hold Point
- 4 Start Position



Taxilane abeam gates 529, 530 and 531 restricted to Code D aircraft (maximum wingspan 51.9m/170ft) or smaller.



PARKING AREAS (INFIELD)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

PARKING AREAS (FEDEX)

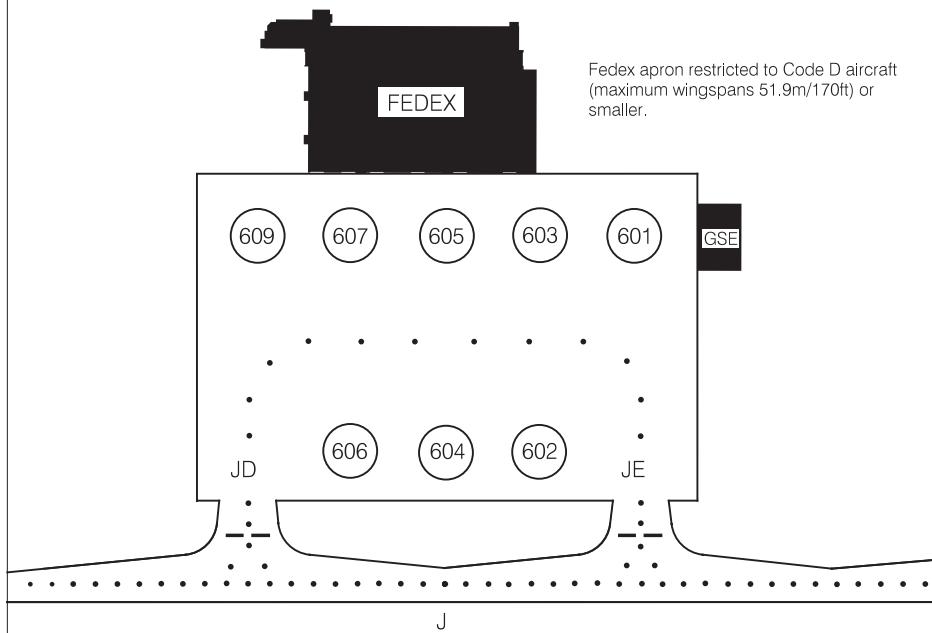
ATIS 120.825

CLNC DEL 121.3

NORTH APRON 122.275 (122.825)

LEGEND

- (601) PARKING POSITION
- JE APRON ENTRY/EXIT POINTS
- • • INSET GUIDANCE LIGHTS
- — AIRCRAFT HOLD POINTS

FEDEX APRON PROCEDURES

All aircraft must contact North Apron (122.275) prior to entering apron, push back or taxi.
 Minimum breakaway power to be used.
 Marshaller(s) required at all gates.

PARKING AREAS (FEDEX)

TORONTO ON

TORONTO/LESTER B. PEARSON INTL

COMMUTER PARKING AREAS

