

# AERONAUTICAL INFORMATION CIRCULAR 30/06

## CHANGE TO RUNWAY LIGHTING SYSTEMS AND TAXIWAY HOLDING POSITIONS AT TORONTO/CITY CENTRE AIRPORT, ONTARIO

### Change to Existing Runway Lighting Systems—Runway 26

The following lighting systems on Runway 26 have changed:

#### Abbreviated Precision Approach Path Indicator (APAPI)

The APAPI approach slope on Runway 26 has been raised to 4.8° and relocated approximately 740 ft from the threshold. The minimum eye height over threshold (MEHT) is 63 ft. This means that the pilot's eye will be 63 ft above the threshold when on the approach slope. Pilots are cautioned that this approach slope is steeper than the standard 3.0° approach slope. The 4.8° approach slope will ensure obstacle clearance over vessels and the chimney (N43°38'45" W79°19'59", 954 ft ASL [700 ft AGL] 2.6 NM east of Runway 26).

#### Runway Identification Lights (RIL)

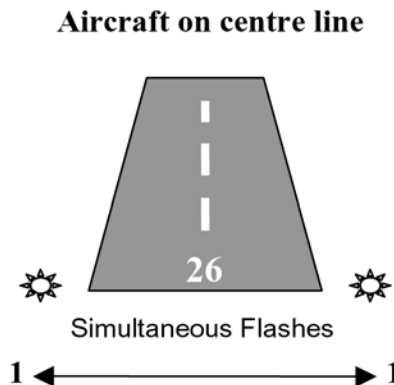
The RILs previously installed on Runway 26 and indicated by the notation "AS" in the *Canada Flight Supplement* (CFS) and *Canada Air Pilot* (CAP) have been removed. The RILs have been replaced with a visual alignment guidance system.

#### Visual Alignment Guidance System

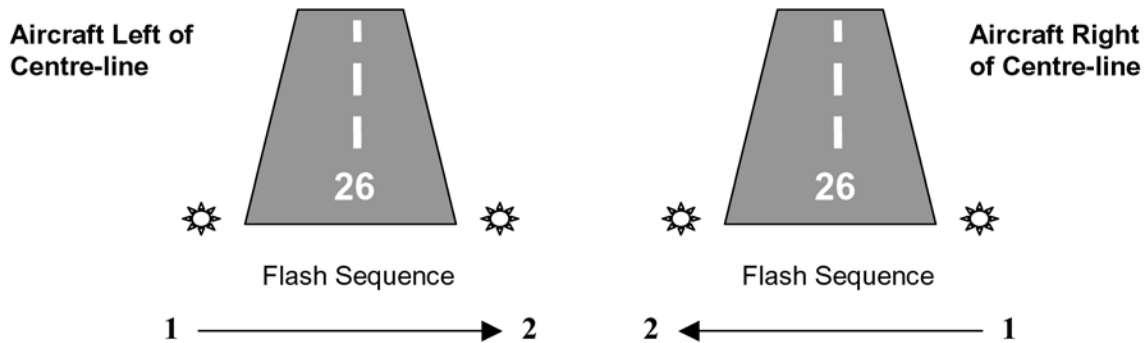
The visual alignment guidance system is made up of two light units placed symmetrically on each side of the runway threshold. It is indicated by the notation "AZ" in the CFS and CAP.

The lights provide unidirectional rotating beams, which create a flashing effect. Each light flashes once per second.

When the aircraft is on the extended centreline, or within 0.45° either side of the centreline, the pilot will see the two lights flashing simultaneously, similar to RILs.



If the aircraft is off the runway centreline by more than 0.45°, up to a maximum of 15°, the pilot will see a delay between the flashes. The two lights will flash with a variable delay (60 to 330 ms) according to the position of the aircraft relative to the centreline. The further the aircraft is from the centreline, the greater the delay. The delay between the two flashes produces a sequence effect, which shows the direction towards the runway centreline.



If the aircraft is beyond 15° either side of the centreline, the lights will not be visible.

THIS LIGHTING SYSTEM WILL BE OPERATIONAL DURING CERTAIN DAY CONDITIONS AND AT NIGHT.

### **New Lighting Systems on Runways 08 and 26**

The following new lighting systems have been installed on Runways 08 and 26. These lighting systems will be operational during certain day conditions and at night:

#### **Inset Pre-Threshold Centreline Lights**

Three inset white high-intensity pre-threshold centreline lights have been installed on the approach to each runway. The lights are spaced 30 m apart, commencing 90 m prior to each threshold.

#### **Touchdown Marking Limit Lights**

The end of the 335-m (1 100 ft) touchdown zone markings of each runway is marked with two pairs of inset white high-intensity lights. This visual reference may be lost prior to landing depending on the point of touchdown and attitude of the aircraft. These lights are to define the limit of the touchdown zone marking beyond the threshold where landing airplanes normally first contact the runway.

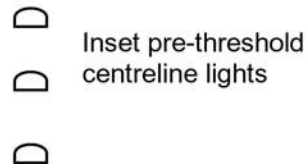
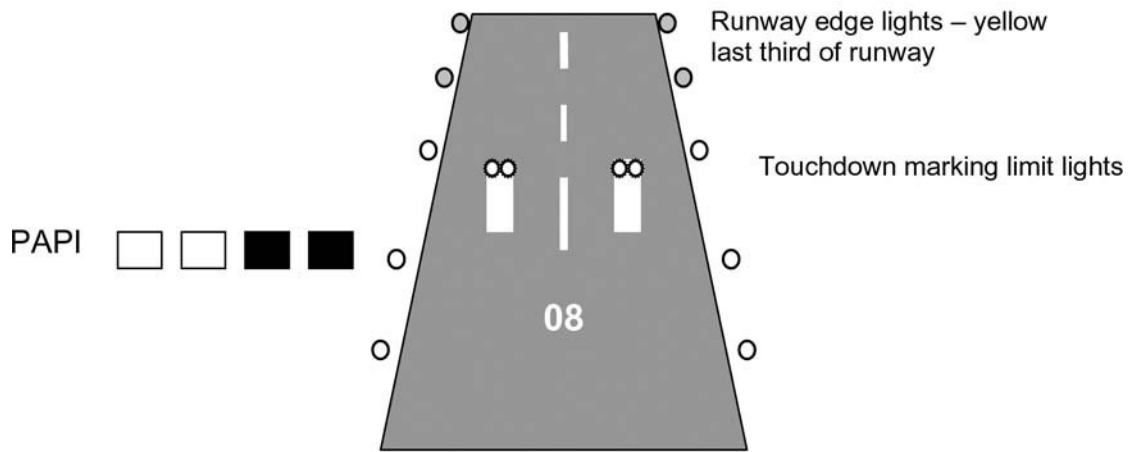
#### **Runway Edge Lights**

Yellow runway edge lights have been installed for the last third of Runways 08 and 26.

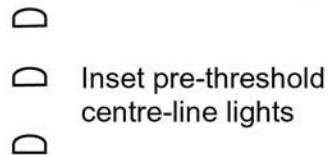
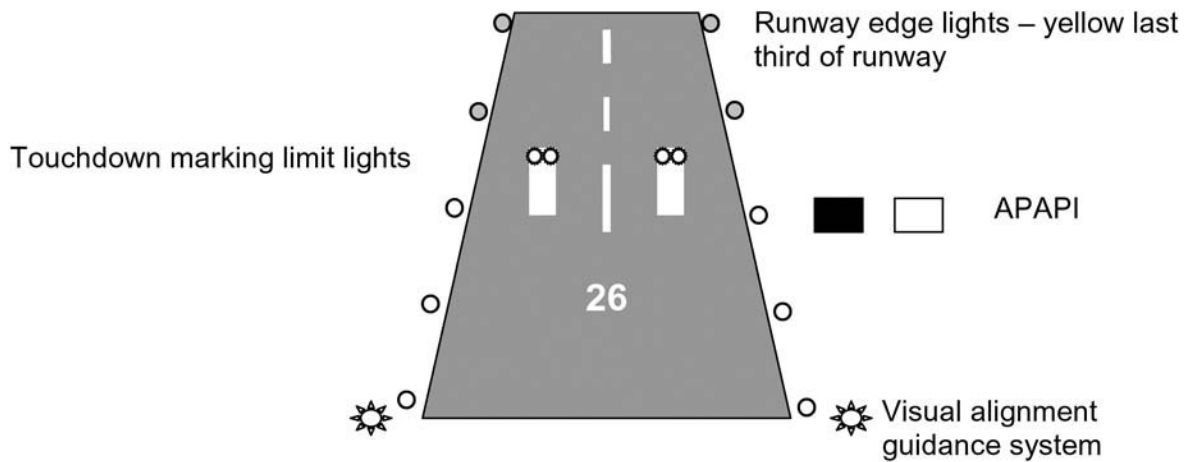
#### **Runway Guard Lights**

Runway guard lights have been installed at each taxiway-to-runway and runway-to-runway intersection to the north and south of Runway 08/26 to enhance conspicuity of these intersections. They consist of two pairs of yellow lights, one on each side of the taxiway or runway at the taxiway holding position. The lights in each unit illuminate alternately, producing a wig wag effect.

**New Lighting Systems  
on Runway 08**



**New Lighting System  
on Runway 26**



## New Taxiway Holding Positions

The taxiway holding positions on Taxiways C and D for Runways 08/26 and 06/24 have been repositioned.

### Taxiway C / Main Apron

A new taxiway holding position has been established for Runways 08/26 and 06/24 at the intersection of Taxiway C and the main apron, just north of Taxiway D. This taxiway holding position replaces holding positions that were previously located on Taxiways C and D. Pilots are cautioned of potential propeller wash when holding at this new position or when manoeuvring on the apron.

### Runway 06

A new taxiway holding position has been established for Runway 08/26 on Runway 06 west of Taxiway C. This taxiway holding position replaces the holding position that was previously located on Taxiway C between Runways 08/26 and 06/24.



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