

## **Pilot Tutorial #2 for flying in CZZY Airspace – ARRIVAL TO CYYZ**

The purpose of this tutorial is to assist pilots in flying successfully within the CZZY Airspace. The airspace is huge, covering an area equal to the size of California and Texas *combined!* While the primary focus will be on Canada's largest airport CYYZ, it will touch on the other airports in the region in brief. This tutorial is not designed to cover how to fly on the VATSIM network, please consult the PRC on the main VATSIM website as there is a wealth of information there to assist you.

OK, lets get started.

### **General Tips for flying within CZZY airspace.**

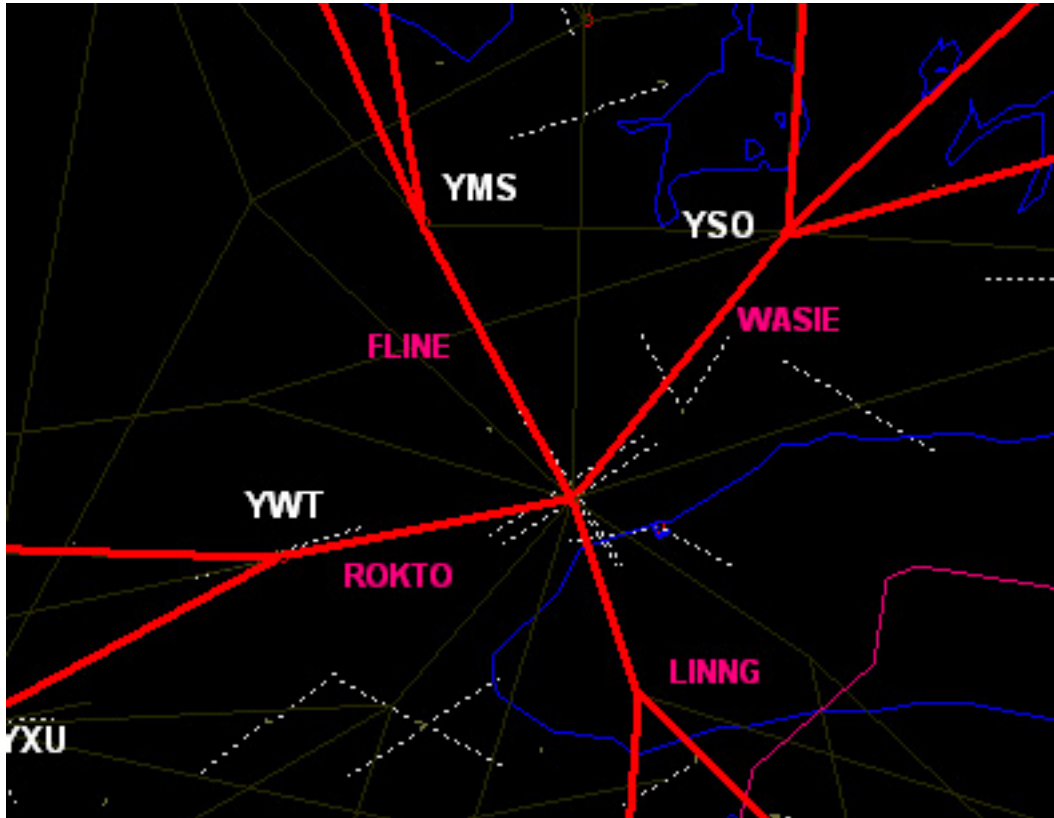
- Always contact the active controller online regardless of the type of flying you will be doing (IFR or VFR). If you are outside of the controller's airspace or flying in uncontrolled airspace the controller will advise. This is particularly important for VFR aircraft flying in the Class C airspace around Toronto (within 26 miles of CYYZ) as this highly congested airspace where all aircraft are required to be in contact with ATC regardless if they are IFR or VFR.
- Do NOT accept any controller request that you do not understand. If you need clarification please ask for it and our staff of friendly controllers will be more than happy to assist you.
- Please minimize communication to controllers in Private Messages as controllers prefer to control over the main frequency as this reduces controller workload.
- If you receive a message saying "*please contact me*", all it means is that you are in a controller's airspace and he is contacting you to control your aircraft. **It does not mean that you have done anything wrong!**
- If possible, please operate in at least Voice Receive mode. This will save the controllers a significant amount of work. It is understood that this is not always possible, however, it is highly recommended.
- And finally, please be patient, there are times when a controller may be covering multiple positions and handling a very high workload. Your request will be handled in priority.

**DID YOU KNOW?**

**ALL OF THE REQUIRED CHARTS ARE AVAILABLE ON OUR WEBSITE AT [WWW.CZZY.CA](http://WWW.CZZY.CA)**

## Flying into Toronto Pearson International CYYZ

Flying into CYYZ is relatively straight forward and begins with a proper flightplan. All routes into CYYZ go through one of four so called “bed posts” and service all active runways. The bed posts are indicated in the diagram below along with their associated STAR (Standard Terminal Arrival Route).



MANSFIELD (YMS)	MANS 3 Arrival
SIMCOE (YSO)	SIMCOE 2 Arrival
WATERLOO (YWT)	WATERLOO 2 Arrival
LINNG	YOUTH 2 Arrival

(note that there are additional arrivals used during CYYZ curfew hours of 0030 and 0600 local time. You can look these up on the website as they are beyond the scope of this tutorial)

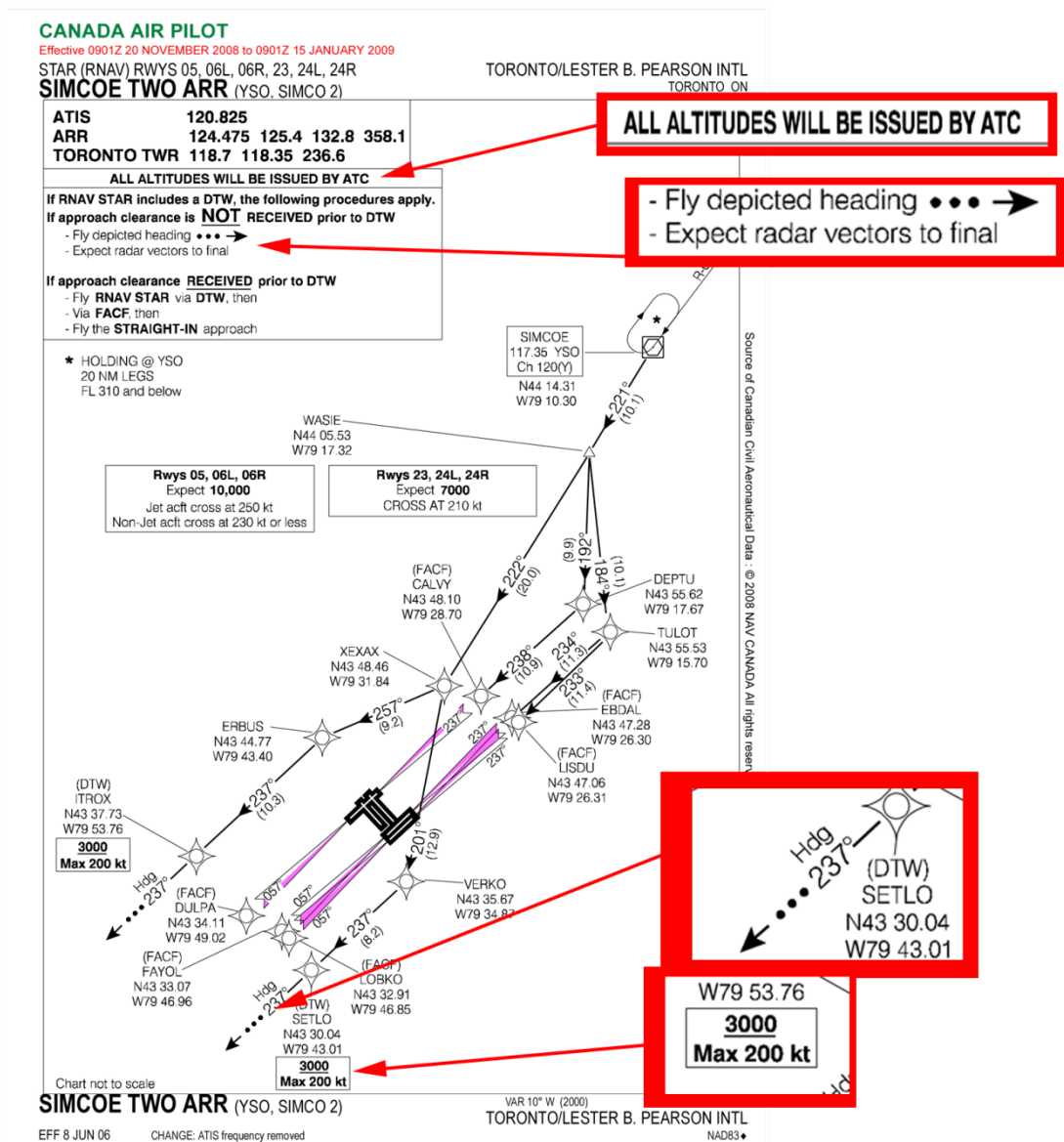
Many of the real world flight plans you will find on the internet will not show the arrival STAR, however, if you have the transition point from the chart above you will be easily able to identify the correct STAR.

All of the STAR's into Toronto share two very important elements as indicated in the chart below.

**Critical ITEM #1 – Once on your downwind heading (237 degrees for example) DO NOT start your turn to base unless previously cleared to do so by the controller as in the case of a visual approach. Expect vectors for base and to join the localizer.**

**Critical ITEM #2 – DO NOT descend on your own. The STAR requires altitudes to be assigned by ATC.**

**Critical ITEM #3 – Unless otherwise assigned by the arrival controller follow the speed restrictions as indicated on the chart.**



*Before getting to the script, a short story. You may have heard the expression "Navigate, then communicate". A few years ago, I was on a United Airlines flight from Toronto to San Francisco (an Airbus A319...amazing how us flying fans remember this stuff!). If you have flown on United you know they have an audio channel of the pilot-ATC communications. I was listening to the channel and was simply amazed at how quickly the pilots responded to any ATC requests. As the controller was calmly calling out commands, the aircraft would turn, descend or climb. There was almost no delay. This is how professional pilots fly...navigate then communicate. You should do the same on VATSIM.*

A typical arrival into CYYZ might go as follows:

*Pilot: "Toronto Center, Air Canada 589, FL 220"*

*ATC: "Air Canada 589, Toronto Center, descend to cross LINNG at 10,000, 250 knots, Toronto Altimeter 3004, expect runway 06L."*

*Pilot: "Descend to cross LINNG at 10,000, 250 knots, Altimeter 3004, Air Canada 589"*

*ATC: "Air Canada 589, contact Toronto Arrival on 132.80"*

*Pilot: "Toronto Arrival on 132,80, Air Canada 589"*

*Pilot: "Toronto Arrival, Air Canada 589 descending through 13,000 ft for LINNG at 10 thousand"*

**Did you know?**

**In Canada the terminal controller for arriving aircraft is called the Arrival Controller, not Arrivals but Arrival (and certainly not Approach). Huh? Now you know!**

*ATC: "Air Canada 589, Toronto Arrival, Runway 06L Altimeter 3004"*

When you cross the LINNG intersection:

*ATC: "Air Canada 589, descend to 8000"*

*Pilot: "8000 Air Canada 589"*

Just before the turn downwind.

*ATC: "Air Canada 589, descend to 6000"*

*Pilot: "Down to 6000, Air Canada 589"*

Once downwind:

*ATC: "Air Canada 589 descend to 3000, reduce speed 210 knots"*

*Pilot: "3000 and 210 knots, Air Canada 589"*

*ATC: "Air Canada 589, turn right heading 330" (Base Leg)*

*Pilot: "330 Air Canada 589"*

*ATC: "Air Canada 589, turn right heading 030 to join the localizer, cleared straight in ILS approach runway 06L"*

*Pilot: "030 to join, cleared straight in ILS approach 06L"*

*Pilot: "Arrival, Air Canada 589, established on the localizer runway 06L"*

At this point the controller is expecting you to descend with the glidepath all the way to the runway.

*ATC: "Air Canada, speed 170 to VEPNA, contact the tower 118.70"*

*Pilot: "170 to VEPNA and over to tower on 118.70, Air Canada 589"*

*Pilot: "Tower, Air Canada 589"*

*ATC: "Air Canada 589, you are number 2, continue"*

*Pilot: "Roger, Air Canada 589"*

*ATC: "Air Canada 589, wind 070 at 5, cleared to land runway 06L"*

*Pilot: "Cleared to land 06L, Air Canada 589"*

*ATC: "Air Canada 589, welcome to Toronto, exit left when able advise clear"*

*Pilot: "Tower, Air Canada 589 is clear of the active"*

*ATC: "Air Canada, roger, contact ground on 121.65"*

*Pilot: "121.65, Air Canada 589"*

*Pilot: "Ground, Air Canada 589 on Charlie Three"*

*ATC: "Air Canada 589, taxi via Charlie, Alpha, Alpha Kilo to Terminal One and parking of your choice."*

*Pilot: "Charlie, Alpha, Alpha Kilo, Air Canada 589"*

### **Other Types of Approaches**

Many times when flying into smaller airports or when weather is good and the traffic is light at CYYZ you will be given a visual approach. A visual approach simply allows the pilot to conduct their approach in the manner they choose once they have been cleared to do so. An example follows:

*ATC: "Air Canada 589, are you able to accept a visual approach this evening"*

*Pilot: "Affirmative, Air Canada 589"*

*ATC: "Air Canada, roger, expect the visual approach runway 06L, descend at pilots discretion to 3000ft, field is at your 12 O'clock 8 miles, call the field in sight"*

*Pilot: "Descend to 3000 and we will call the field, Air Canada 589"*

*Pilot: "Toronto Arrival, we have the field"*

*ATC: "Air Canada 589, you are cleared for the visual approach runway 06L, advise established on final approach course"*

*Pilot: "Will call final, Air Canada 589"*

*Pilot: "Toronto Arrival, Air Canada 589 established final 06L"*

*ATC: "Air Canada 589, contact the tower now on 118.70"*

*Pilot: "Over to tower, Air Canada 589, good night"*

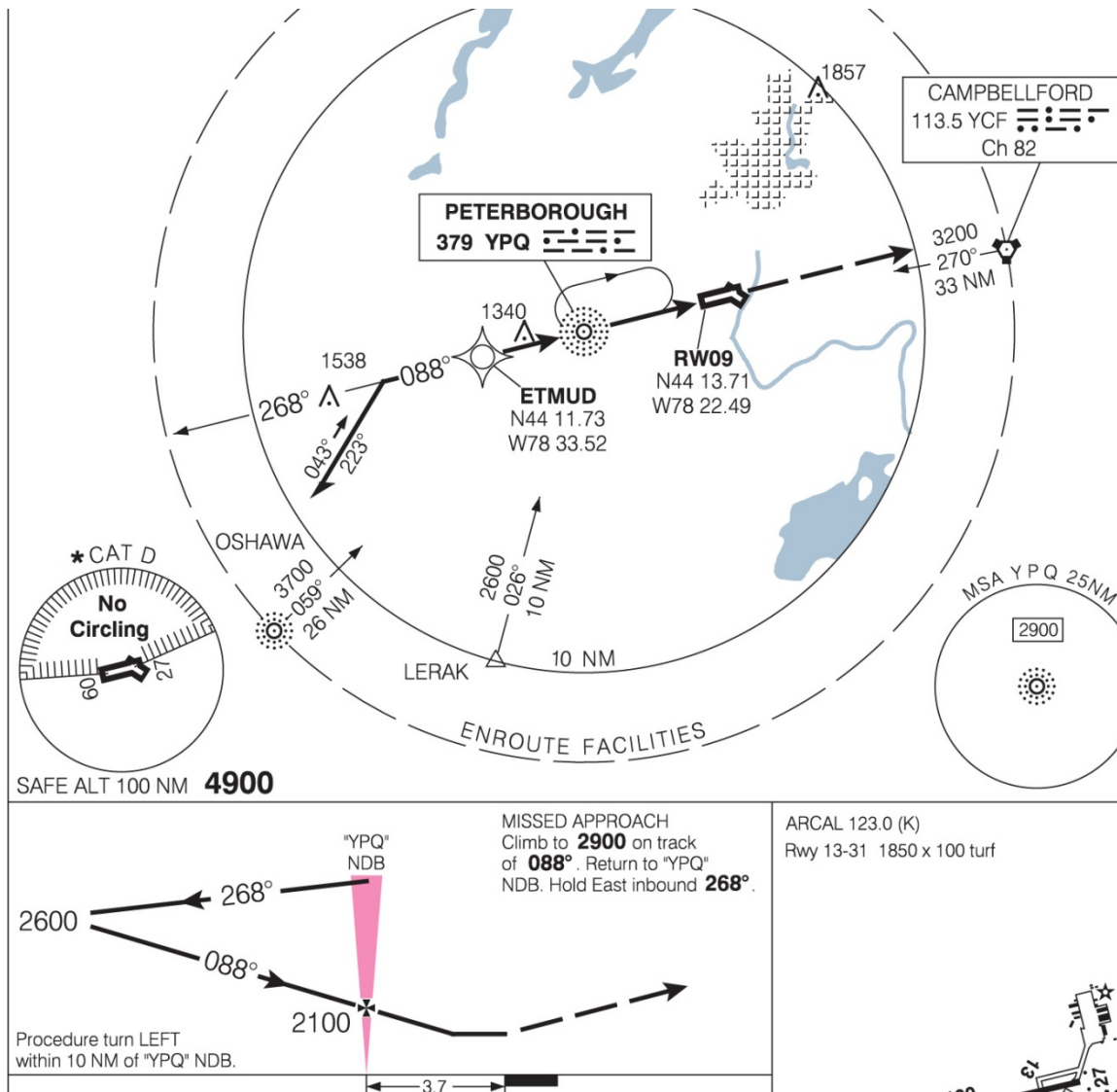
*Pilot: "Tower, Air Canada 589, visual for 06L"*

*ATC: "Air Canada 589, Winds 090 at 16, cleared to land 06L"*

*Pilot: "Copy the winds, cleared to land 06L, Air Canada 589"*

At the smaller airports in the CZZY airspace there are many approaches to choose from NDB, VOR, VOR DME, RNAV and Visual. Typically specific runways call for a specific type of approach. You should expect the IFR controller to assign you one of these approaches or a visual approach and you always have the option of requesting a particular approach....of course visual approaches will only be offered if the weather conditions allow for it.

As an example, lets consider a flight into Peterborough Airport CYPQ. Winds today are 100@12 and favour landing on runway 09. The charts for CYPQ only have one approach for runway 09, the NDB approach (shown below). If this approach is assigned, the communication with the controller will go something like this:



*Pilot: "Toronto Center, Beech Bravo Alpha Charlie is requesting the NDB approach runway 09 at Peterborough"*

*ATC: "Beech Bravo Alpha Charlie, turn right heading 060, direct the Peterborough NDB, you are cleared for the NDB Approach runway 09, Peterborough altimeter 2995"*

*Pilot: "060 direct Peterborough, cleared for the NDB approach runway 09, Beech Bravo Alpha Charlie"*

You will notice from the chart section below that Peterborough is NOT a towered airport. This means that the IFR controller will release you to monitor Unicom as you descend below his IFR control floor. Once asked to switch frequencies, it is up to you to announce your intentions on 122.80.

### CANADA AIR PILOT

Effective 0901Z 20 NOVEMBER 2008 to 0901Z 15 JANUARY 2009

NDB RWY 09 (GNSS)				PETERBOROUGH PETERBOROUGH ON	
Legacy AWOS 126.925	AP TORONTO CENTRE 134.15	UNICOM 123.0 (ATF 5 NM) O/T TFC 123.0	DEP TORONTO CENTRE 134.25	ELEV 628	
Verify runway unobstructed when A/G advisory not available.				TDZE 09 625	CYPQ

*ATC: "Beech Bravo Alpha Charlie, advise established on the inbound track"*

*Pilot: "Will advise, Beech Bravo Alpha Charlie"*

*Pilot: "Toronto Center, Beech Bravo Alpha Charlie, established on the inbound track, runway 09, Peterborough"*

*ATC: "Beech Bravo Alpha Charlie, leaving my airspace, monitor Unicom on 122.80, advise down and clear or cancelling IFR this frequency."*

*Pilot: "Over to Unicom, will advise down and clear this frequency Beech Bravo Alpha Charlie"*

You now switch to Unicom and after you land, contact Toronto Center again.

*Pilot: "Toronto Center Beech Bravo Alpha Charlie down and clear at Peterborough"*

*ATC: "Beech Bravo Alpha Charlie, roger, have a good night"*

If the pilot is flying in VMC (Visual Meteorological Conditions) he may elect to cancel his IFR flight plan and continue on VFR. This serves both the pilot and controller in that the pilot may do what he likes in carrying out his landing (remaining VFR at all times and following any airport rules such as traffic pattern entry, etc.). For the controller it means that he no longer needs to provide separation services, opening up the airspace for other IFR flights. It is also helpful for the controller particularly in remote areas where pilot may descend below radar coverage (something that is more common now on VATSIM as newer radar clients simulate real world radar coverage areas).

Well congratulations, you have successfully arrived at your destination.

Remember that not everything and all scenarios could be covered in this tutorial. If you have questions, please ask the controller on duty. The controllers at CZZZ are highly trained, some are real world controllers, and are always willing to help pilots make their flying experience within the airspace enjoyable and educational.

On behalf of the staff and controllers at CZZZ, I hope you have enjoyed this tutorial, we look forward to seeing you flying in our airspace and please remember that we are available to answer any questions you may have.

Blue Skies!

Tutorial Version 1.2