

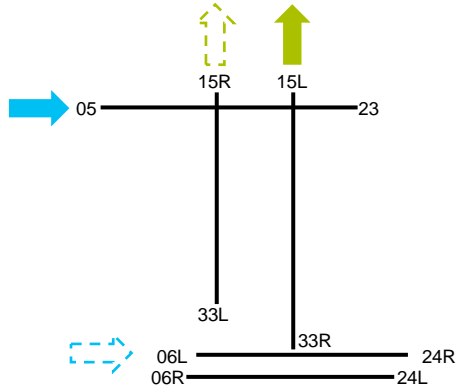
# Amended Preferential Runway System Trial Report

January to March 2021 (Q1 2021)

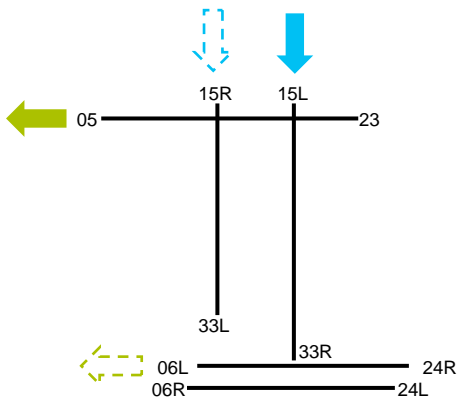


# Amended Preferential Runway System

1<sup>st</sup> Choice - Whenever crosswind, tailwinds & winds-aloft allow

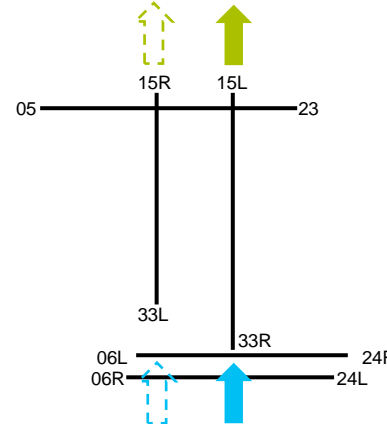


2<sup>nd</sup> Choice - Whenever crosswind, tailwinds & winds-aloft allow

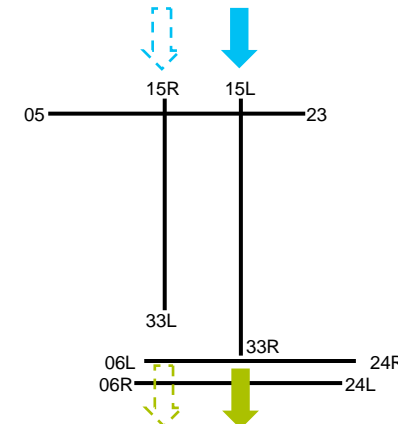


Selection driven by weather conditions and infrastructure availability when 1<sup>st</sup> or 2<sup>nd</sup> choice are not operable. Ultimately any single or pair of runways can be used.

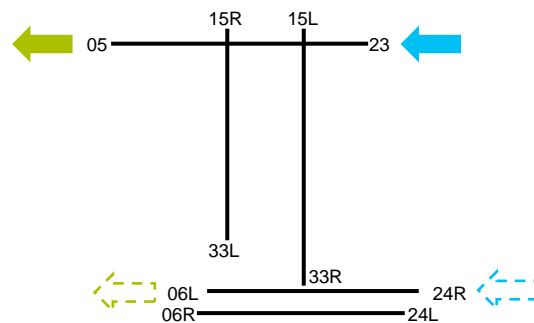
Operation for northerly wind



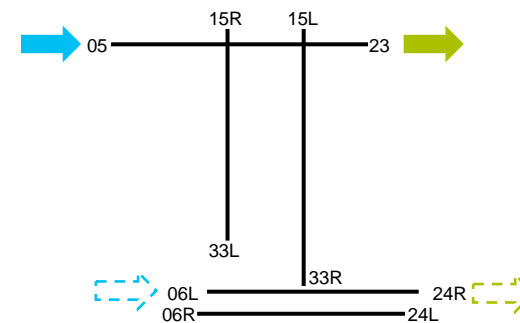
Operation for southerly wind



Operation for westerly wind



Operation for easterly wind



Key:

← Primary departures

← Primary arrivals

↔ Maintenance adjusted departures

↔ Maintenance adjusted arrivals

# Adherence and Non-Adherence Meaning



- Operations that occur on the 1<sup>st</sup> or 2<sup>nd</sup> choice runways, or their maintenance adjusted counterparts, are considered to have adhered to the Preferential Runway System.
- When the 1<sup>st</sup> or 2<sup>nd</sup> choice are not operable, the wind dictated runway(s) or the maintenance adjusted counterpart(s) will be used. These are still part of the Preferential Runway System and are therefore considered as adherent.
- Non-adherent operations can occur when an aircraft arrives or departs off a runway that isn't part of the 1<sup>st</sup>, 2<sup>nd</sup> or wind driven runways that are in use at that time. This could happen as a result of:
  - Heavy traffic caused by a weather event earlier in the day requiring the use of additional runways (e.g. due to winds Runway 33R is being used for arrivals and departures, however some arrivals are offloaded onto Runway 33L. These offloads are considered non-adherent).
  - A medevac aircraft requesting the use of a non-preferential runway for safe and expedited patient transport (e.g. departed Runway 23 when the 1<sup>st</sup> choice was being used).
  - The aircraft was assigned a runway before the start of the preferential runway hours but ended up operating after midnight (e.g. aircraft already lined up for departure off Runway 23, cleared to take off even though the airport had just switched to the 1<sup>st</sup> choice configuration).
  - An active runway is temporarily unavailable due to snow clearing or a bird strike (e.g. the 1<sup>st</sup> choice configuration is in use, but during snow clearing on Runway 05, several aircraft arrive on Runway 06L and are considered non-adherent).

# Monthly Adherence – January to March 2021

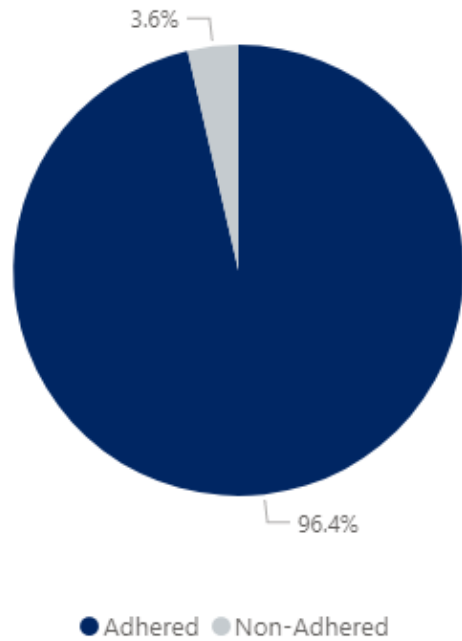


Month	Adhered	Non-Adhered
January	95.5%	4.5%
February	95.8%	4.2%
March	96.4%	2.4%
April		
May		
June		
July		
August		
September		
October		
November		
December		
<b>Total</b>	<b>96.4%</b>	<b>3.6%</b>

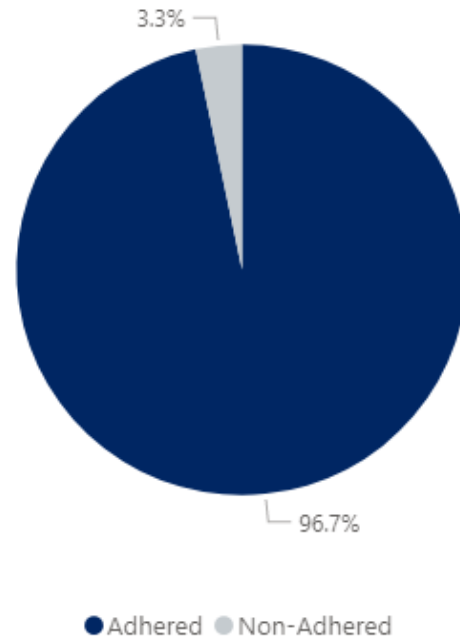
# Adherence Breakdown – January to March 2021



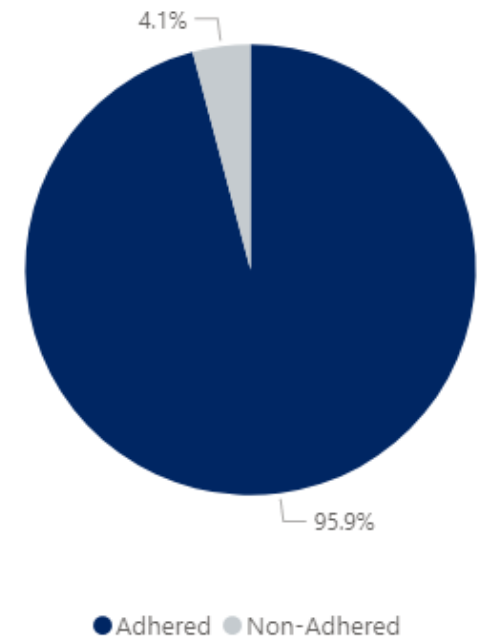
All Movements



Arrivals



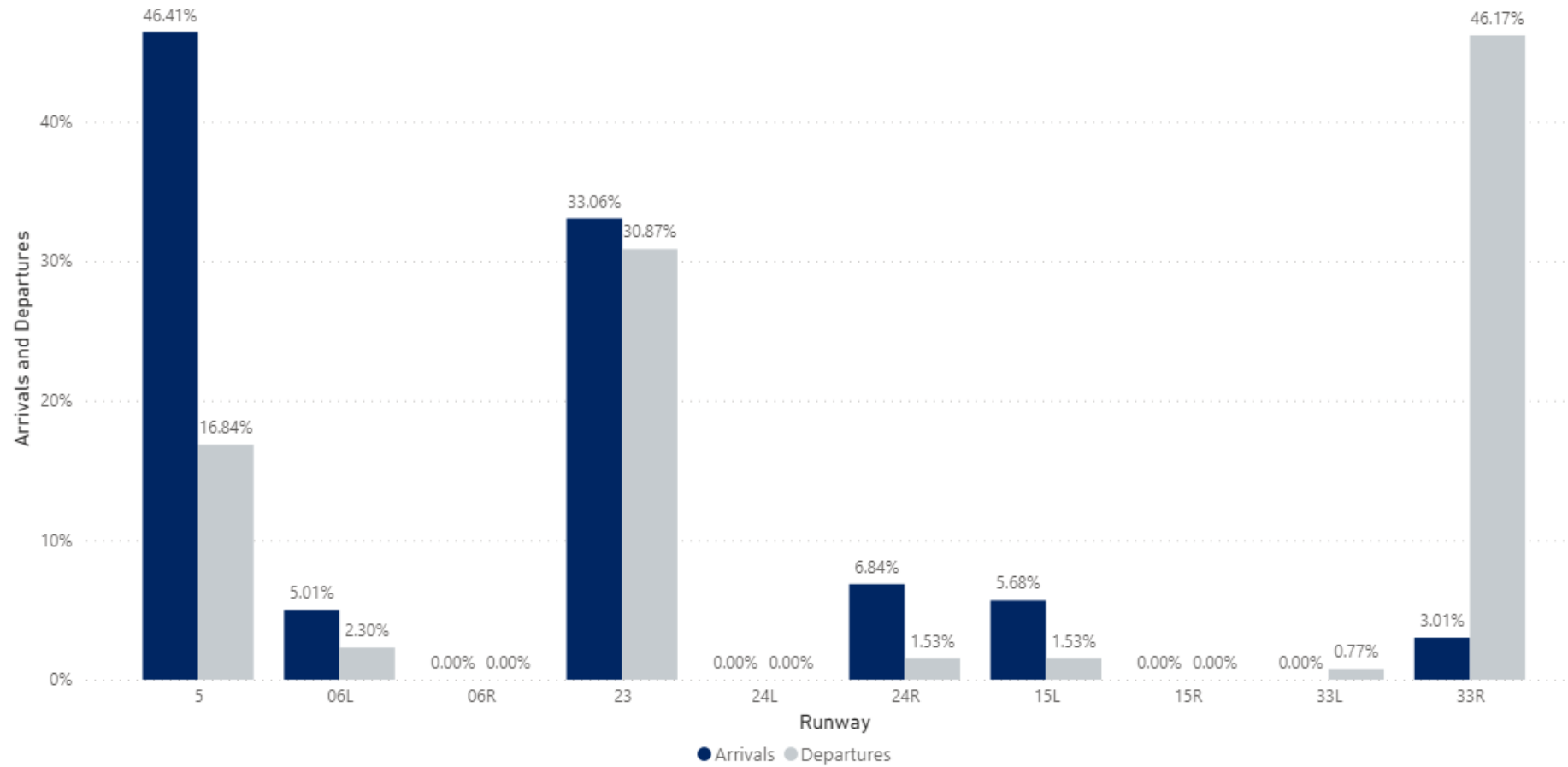
Departures



# Runway Usage – January to March 2021



Runway Usage

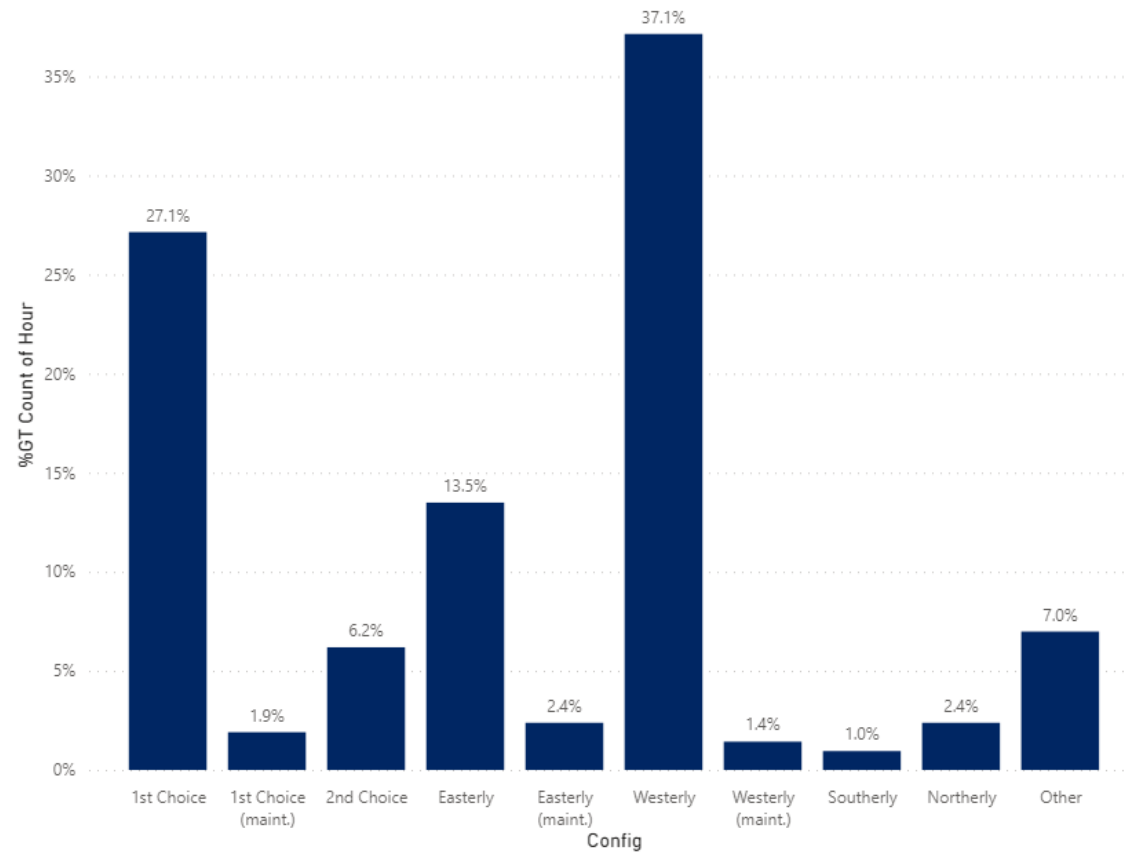


# Primary Configuration by Hours – January to March 2021



This chart shows the percent of total hours spent in each configurations listed below. This only reflects the primary configuration in use at the time and does not mean that all operations during that hour used that configuration. For example, the hour may have had a non-adherent operation that occurred on a different runway, or a change in winds towards the end of the hour may have required a runway change.

Primary Configuration



Arr	Dep	Configuration
05	33R	1st Choice
06L	33R	1st Choice (maintenance)
06L	33L	1st Choice (maintenance)
05	33L	1st Choice (maintenance)
15L	23	2nd Choice
15R	23	2nd Choice (maintenance)
15L	24R	2nd Choice (maintenance)
15R	24R	2nd Choice (maintenance)
05	05	Easterly
06L	06L	Easterly (maintenance)
23	23	Westerly
24R	24R	Westerly (maintenance)
15L	15L	Southerly
15R	15R	Southerly (maintenance)
33R	33R	Northerly
33L	33L	Northerly (maintenance)