

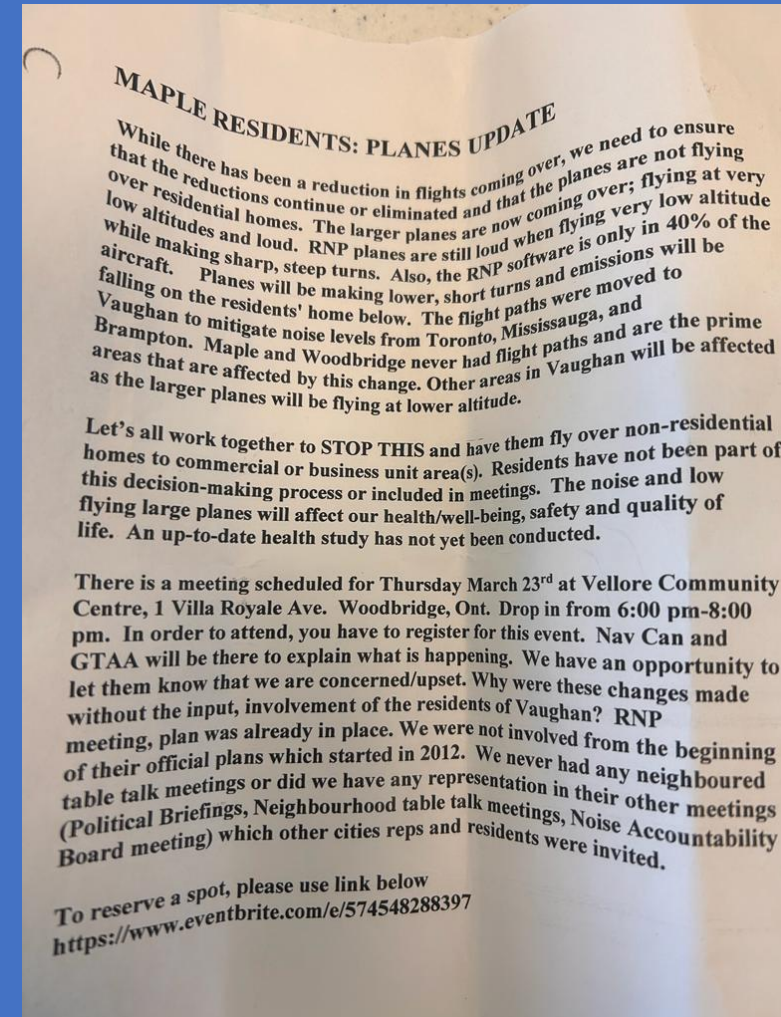
Vaughan Woodbridge Open House Follow Up

April 2023



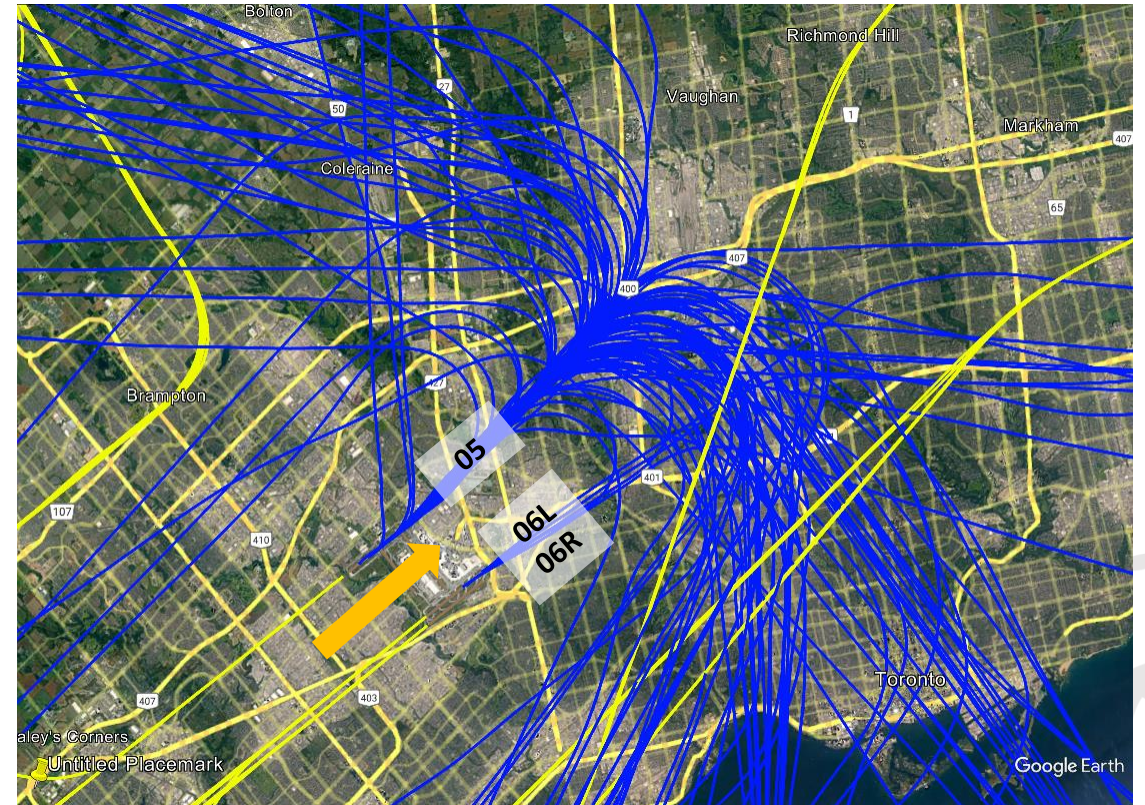
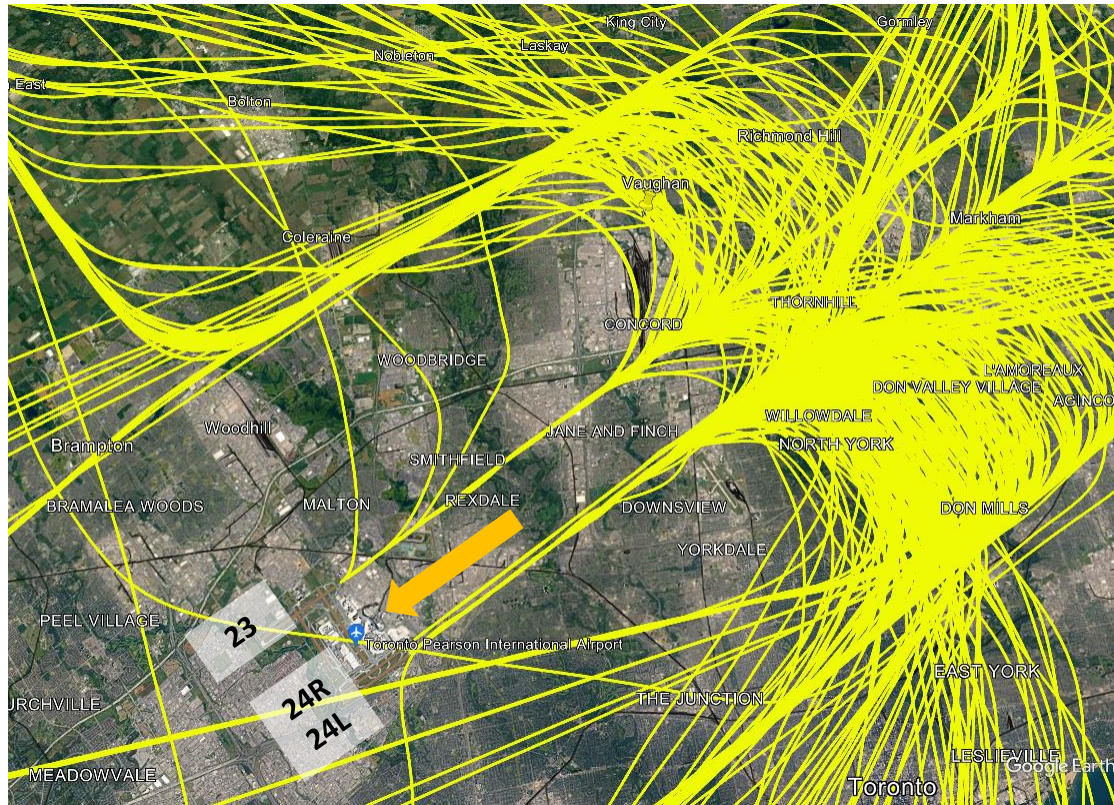
Flyer distributed by Vaughan Resident

- While we appreciate that this flyer helped promote the March 23 Open House in Vaughan, it includes statements about Toronto Pearson operations and flight paths changes that are inaccurate.
- These slides provide accurate information on topics outlined in the flyer.
- Please reach out directly to Toronto Pearson with questions about airport operations:
Community.engagement@gtaa.com



Operations Affecting Vaughan

- Some residents are affected by arrivals from the east for Runway 23, others are affected mainly by departures to the east from Runway 23. See below for sample flight tracks showing flight patterns in relation to Vaughan
- There are typically more departures than arrivals affecting this area.
- Visit [Toronto InsightFull \(torontopearson.com\)](http://torontopearson.com) for interactive information about the operations at Toronto Pearson and how they may impact your neighbourhood



Post Pandemic Operations

- Throughout the pandemic, the airport responded to ongoing change and made the necessary adjustments to how we operate.
- Though travel is coming back and will soon reach pre-pandemic levels, much about the airport and how we operate is more streamlined and will feel different.
- This includes variability in how we use our runways and the experience of residents impacted by aircraft noise. (see next slide)
- How the airport operates will continue to evolve as traffic returns – yet as with so much in the industry, it may not be a return to 2019, but to a new normal.

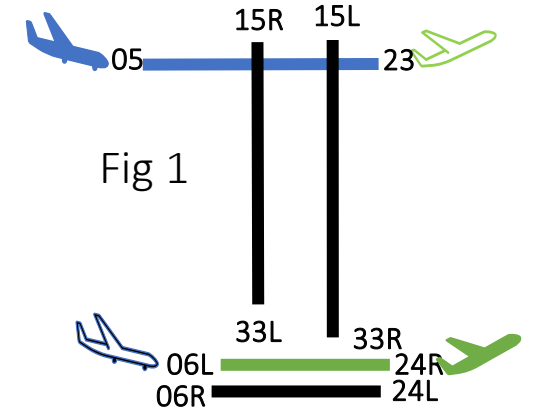


Runway Configurations and Traffic Conditions

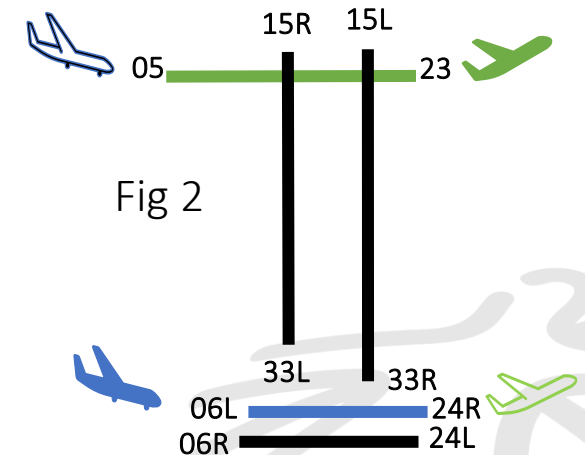
- Runway configurations are used that can best accommodate traffic conditions. This can change as traffic levels and characteristics change.
- Prior to the pandemic two or three parallel runways were typically used simultaneously when in an easterly or westerly configuration (dualing or tripling).
- Although traffic levels have increased in recent months, it has not reached levels requiring dual or triple operations. Instead, one runway is used for the majority of arrivals and one runway is used for the majority of departures when in an easterly or westerly operation.(land one, depart one)
- Under the current traffic conditions Runway 05/23 is used as the main departure runway, and Runway 06L/24R is used as the main arrival runway when in an easterly or westerly configuration.
 1. Lower arrival traffic levels on runways with RNP-AR approaches supports controller familiarization with the new procedures (introduced November 2022)
 2. Runway 05/23 is the longest runway and is regularly required for long haul, heavy aircraft. Assigning it as the main departure for all departures reduces need to regularly disrupt arrival traffic on the main arrival runway.



Land One, Depart One



Land One, Depart One



RNP-AR

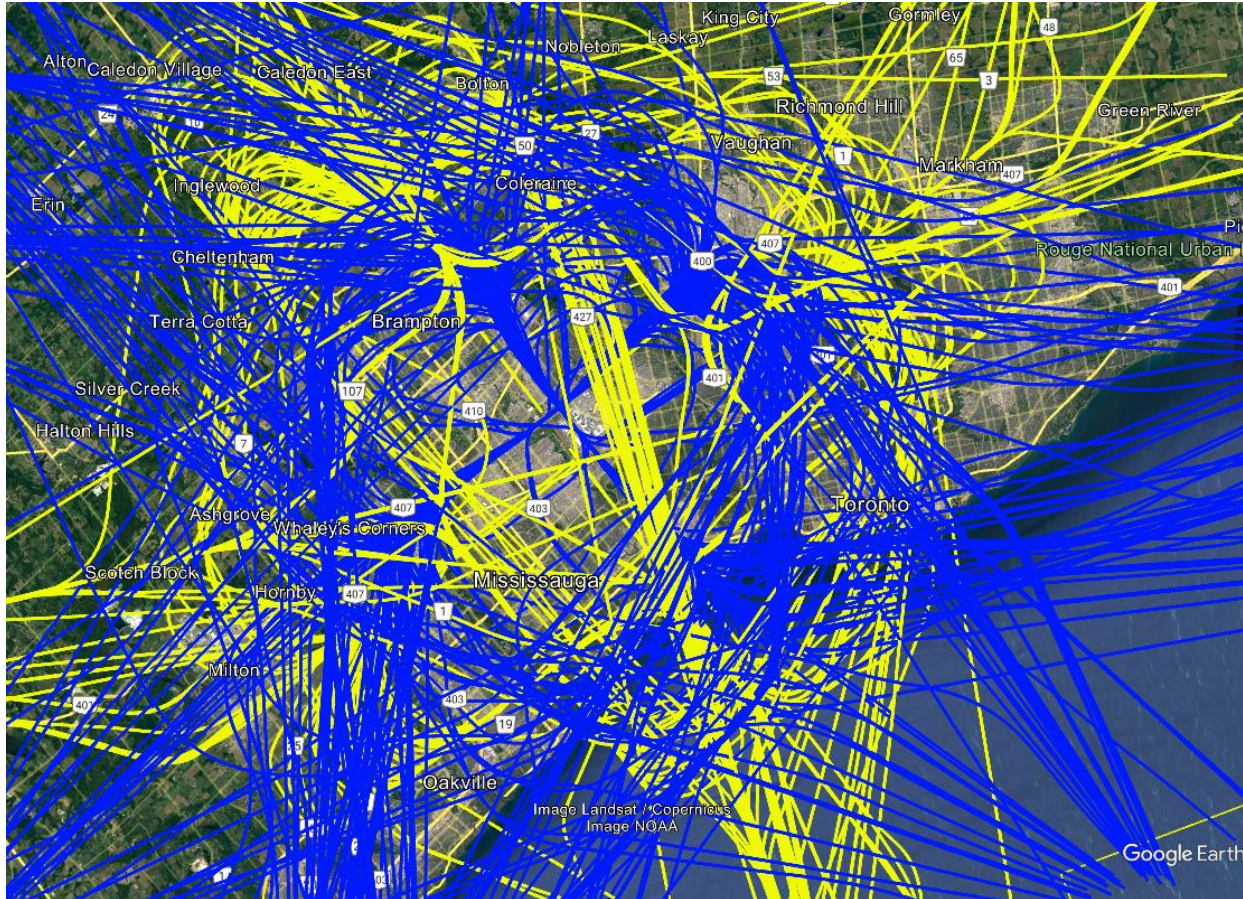
Flyer states - 'airplanes making shorter, lower turns' and 'RNP meetings plan was already in place'

- Required Navigation Performance Authorization Required ([RNP-AR procedures](#)) leverage satellite-based positioning and modern aircraft flight management systems. These procedures support environmental sustainability efforts by significantly reducing greenhouse gas emissions while reducing the overflight of residential areas.
- The turn and tangent for this arrival procedure is shorter and more direct than most non-RNP procedures; however it falls within the existing arrival pattern, not over new areas.
- For Vaughan this means that overall fewer residents will be overflowed. Residents living directly under the turn or tangent for RNP-AR flightpath may experience more consistent traffic. For more detail, see [yyz-rnp-ar-runway-23.pdf](#) ([navcanada.ca](#))
- In late Fall 2021, NAV CANADA and the GTAA undertook extensive consultation focused on areas likely to be affected by the changes. Residents were welcome to attend any of the 8 virtual sessions held between November 22 and December 6, 2021, including the Vaughan specific session on November 29, 2021.
- Adjustments were made to the designs based on feedback gathered throughout the consultation as described in section 7 of the [Airspace Change Community Consultation Report](#).



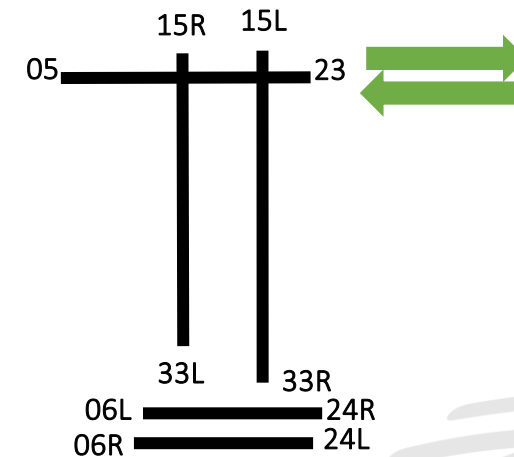
Flightpath Changes

Flyer states - 'flight paths were moved to Vaughan to mitigate noise levels from Toronto and Mississauga' and 'Maple and Vaughan never had flightpaths and are the prime areas affected by this change'



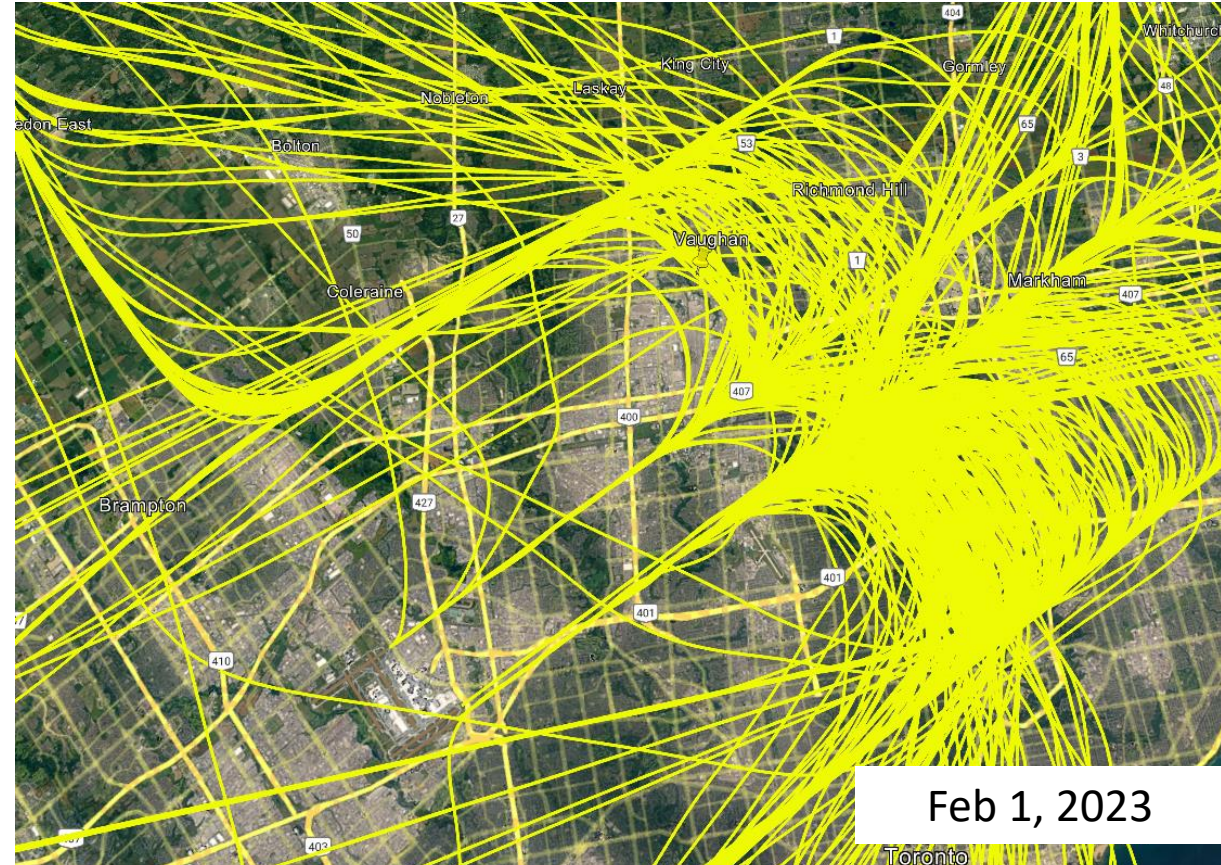
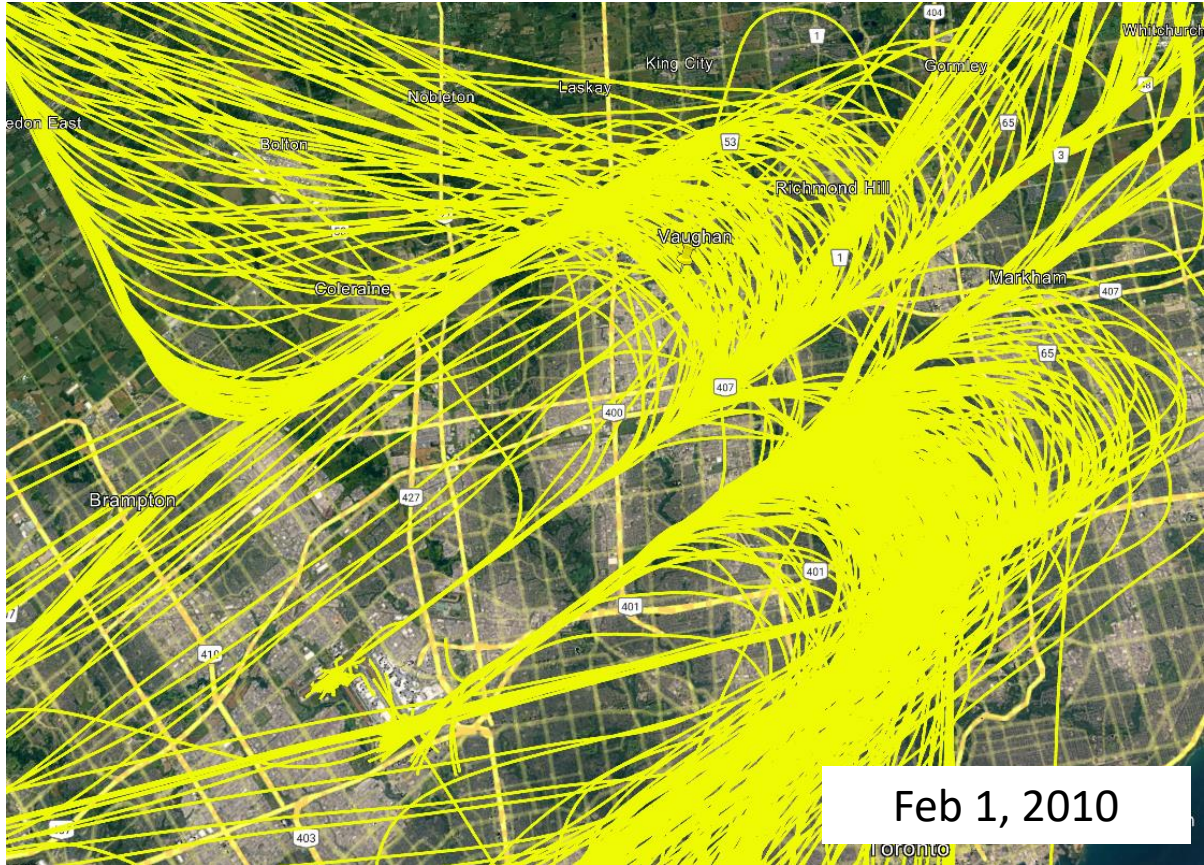
This map shows how areas across the GTA are affected by Toronto Pearson's operation

- Flight paths were not moved to Vaughan from other areas.
- Flightpaths are a factor of the runways in use. Vaughan is affected by arrivals on Runway 23 and departures from Runway 05 (arrows below). There are other runways at Toronto Pearson that are also used regularly

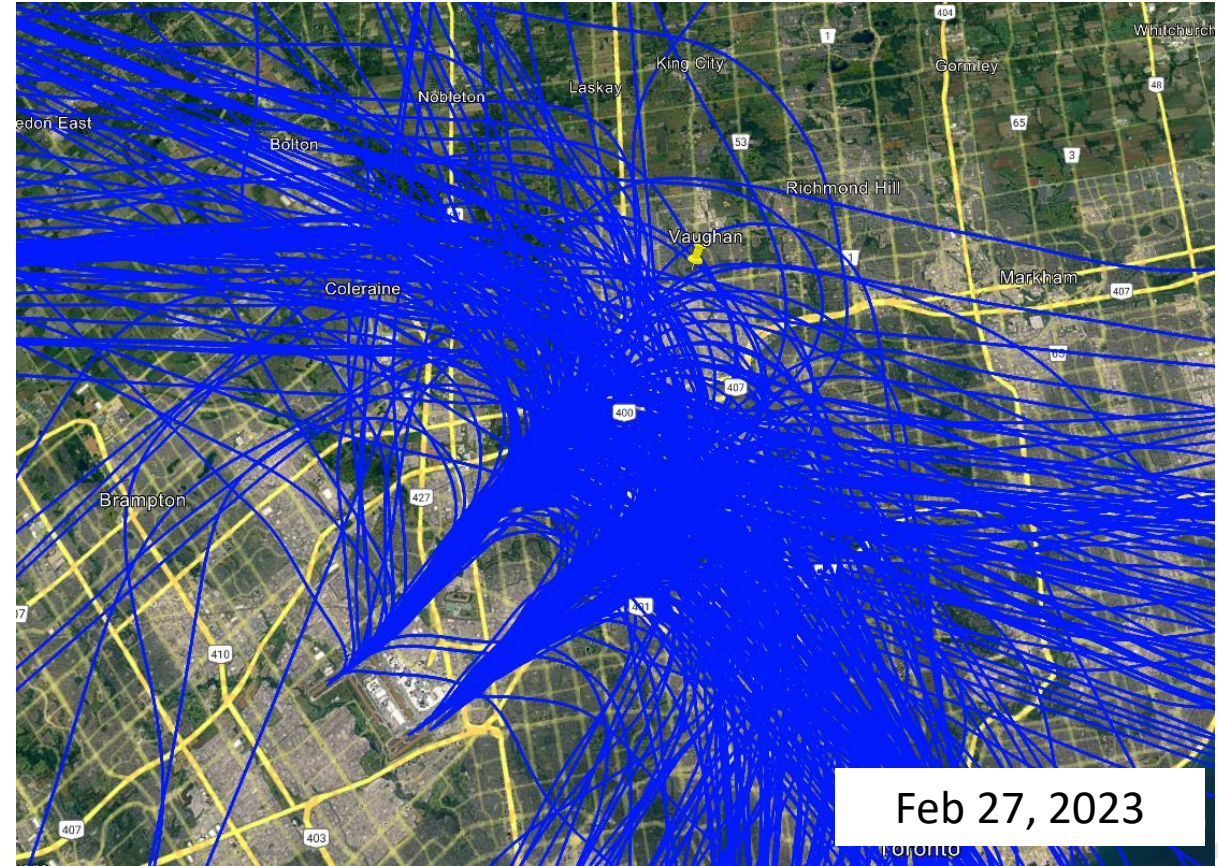
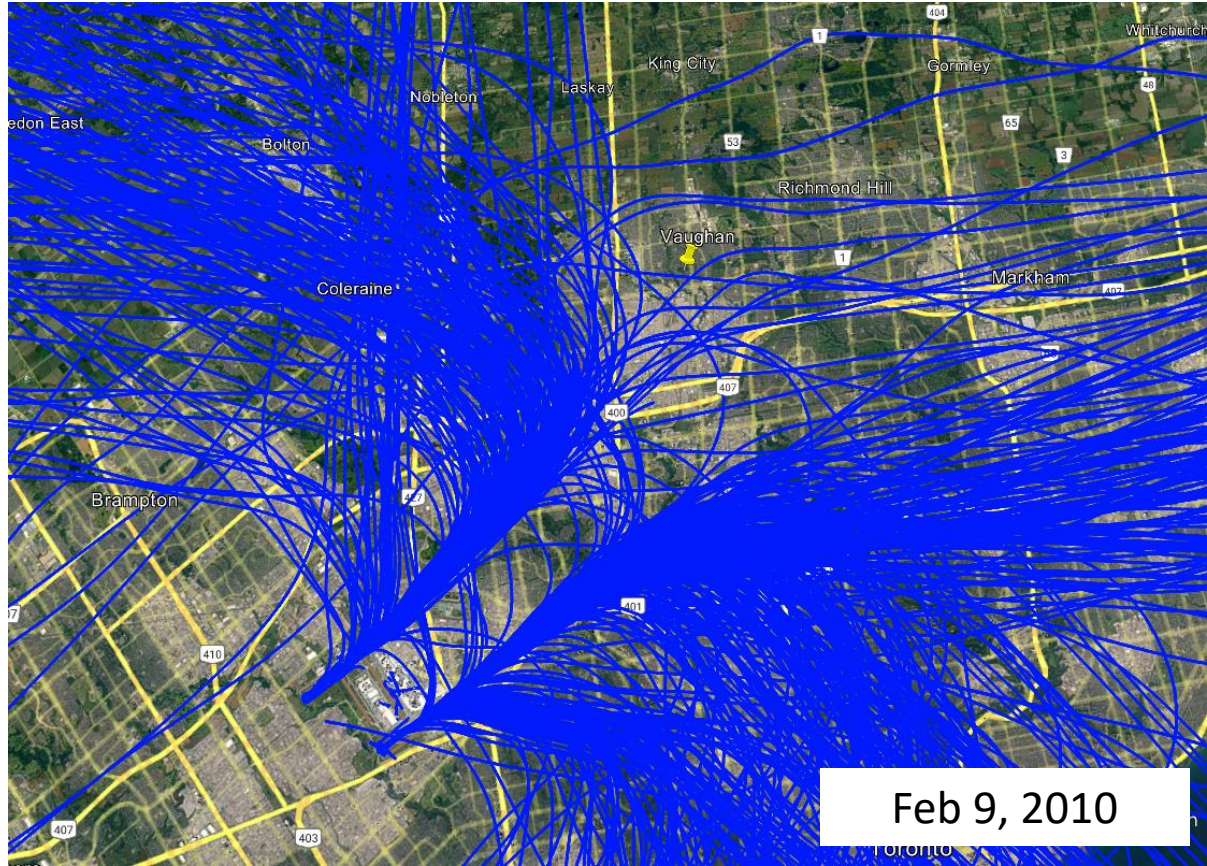


- See next slides for historic and recent flight traffic over Vaughan.

Westerly Arrivals – 2010 vs 2023



Easterly Departures – 2010 vs 2023



Consultation and Communications

Reference - 'Residents have not been part of the meetings and decision making process'

GTAA and NAVCANADA engage with residents about airport operations with the potential for community impacts:

Consultations

- The GTAA and NAV CANADA undertake major consultation in cases such as flight path changes or other changes as outlined in the [Airspace Change Communications and Consultation Protocol](#). A recent example is the 2021 consultation on [RNP-AR procedures](#).



Communications on Temporary projects

- We communicate on temporary changes with potential for impact so that communities are aware of upcoming work that could impact their area. For last year's runway rehabilitation project we created a [project webpage](#) advertised, made automated phone calls, social media posts and held meetings with residents and elected officials.



Consultation and Communications

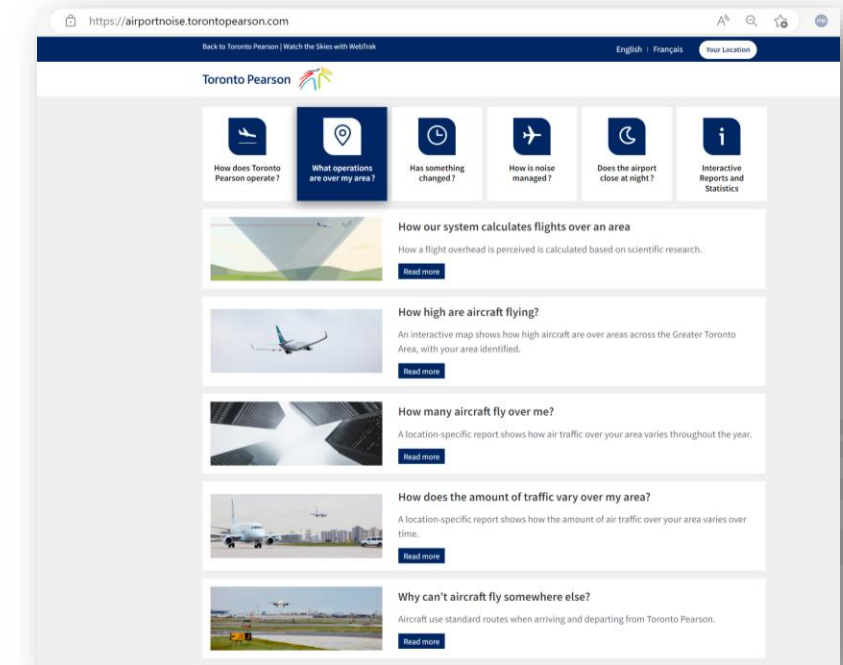
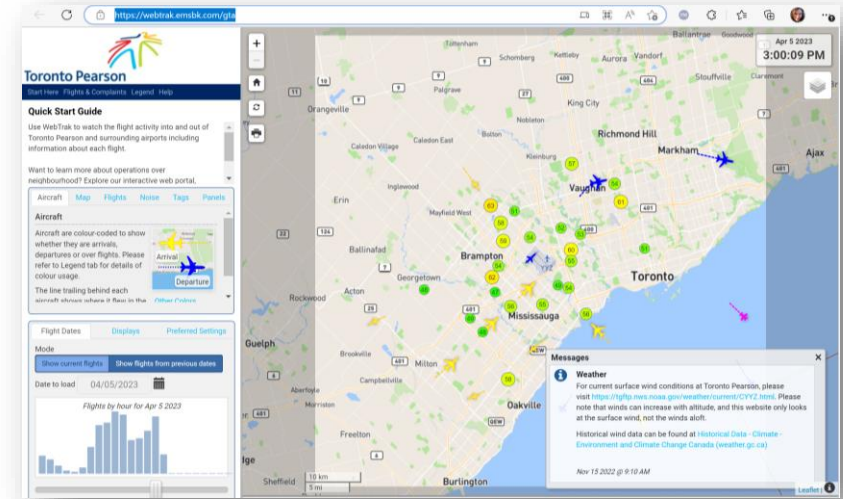
Reference - 'Residents have not been part of the meetings and decision making process'

Regular Updates

- We provide regular airport updates through public [noise management forums](#), [Noise Advisories for maintenance](#), communications and meetings with elected officials, the monthly community newsletter, [Checking In](#) and one on one conversations with residents.

Regular Operations

- Some changes are more challenging to predict such as runway usage due to changing conditions. Configurations are used to best accommodate the traffic under varying conditions. As conditions change, such as traffic levels, so do the configurations. This is part of regular airport operations. It is likely that we will see more changes in how the runways are used as traffic continues to increase.
- Online tools are available for residents to see for themselves what is happening with operations for a recent period through [Web Trak](#), and/or to view trends over longer periods of time through [InsightFull](#).



Want to know more?

The following are ways that you can stay informed about airport activities:

- [Noise Management webpages](#) - learn about the Noise Management program, Trials, Noise management studies, register a noise complaint
- [Noise Advisories](#) – information on airside maintenance work with the potential for community impact. Published weekly, announced on social media
- [InsightFull](#) – interactive noise web portal customized by area to answer common questions, includes operational, noise and complaint reports
- [WebTrak](#) – flight tracking tool with option to submit noise complaints
- [Noise Management Forums](#) – join us at a Pearson Public meeting to hear directly from the GTAA and NAV CANADA on airport updates. Materials from past meetings are posted online.
- [Checking In newsletter](#) – monthly community focused e-newsletter on airport updates, activities and meeting notices
- How to register noise complaints:
 - [Online](#) using WebTrak or the complaint form
 - By phone 416-247-7682