



Noise Management Forums

Public Meeting

November 7, 2024



Welcome + Introductions

Pearson Public Meetings

Pearson Public Meetings are part of the Noise Management Forums.

- The meetings provide residents with:
 - A chance to learn more about airport operations and how your area is impacted
 - Hear updates from GTAA and NAV CANADA about noise management
 - Ask questions or raise concerns related to airport operations
- Each meeting has a drop-in style session where residents can ask questions about operations in their area followed by a public meeting.
- The Public Meetings are recorded and posted online at www.torontopearson.com/nmf



Agenda

- About Toronto Pearson
- Noise Management Roles + Responsibilities
- Operations + Community Impacts
- Question Period



Noise Management Roles + Responsibilities

The **Greater Toronto Airports Authority** (GTAA) is a not-for-profit private business that manages and operates the airport according to the Ground Lease with the Federal government with a mandate to meet the capacity demands. The GTAA develops and manages a Noise Management Program also required under the Ground Lease.

NAV CANADA is the air navigation provider in Canada, responsible for safe and efficient movement of aircraft. NAV CANADA designs and publishes a network of air routes to design criteria set by Transport Canada and ICAO. It also assigns runways at Toronto Pearson.

Airlines are responsible for conducting operations in accordance with the Transport Canada regulations and the airport's Noise Abatement Procedures and Noise Operating Restrictions.

Transport Canada is the regulator for aviation in Canada. It ensures Canadian aircraft are compliant with the international noise standards through the aircraft certification process, establishes flight path design criteria and land-use guidelines based on noise exposure. It approves proposed changes to and enforces the Noise Abatement Procedures and Noise Operating Restrictions. Transport Canada also audits the airport's Night Flight Restriction Program annually.

Community members engage with Toronto Pearson regarding the airport's operational impacts. This may include attending public meetings, community open houses, registering aircraft noise complaints. Toronto Pearson values input and feedback that helps us to be a better neighbour.

About Toronto Pearson

- Serves a local area of 6m people, in addition to connecting passengers from other areas in Canada, United States, and elsewhere
- Canada's busiest airport. ~45m passengers and 380,000 flight operations in 2023
- Facilitates 1.5 million tonnes of air cargo per year, 45% of Canada's total.
- More international destinations and departures than any other North American airport
- Over 190 different routes to 68 countries
 - 6.3 %, or \$42 billion to Ontario's GDP
 - more than 400 companies and agencies employing ~50,000 people.
- Open 24 hours/7 days per week
- Night Flight Restriction Program limits the number of flights/ year between 12:30 am 6:30 a.m.
- Preferential runway system in effect between 12:00am and 6:30am. *No limitation on runway usage during regular hours.*

The Runways

Toronto Pearson has five runways

Two north-south runways:

Runway 15L/33R

Runway 15R/33L

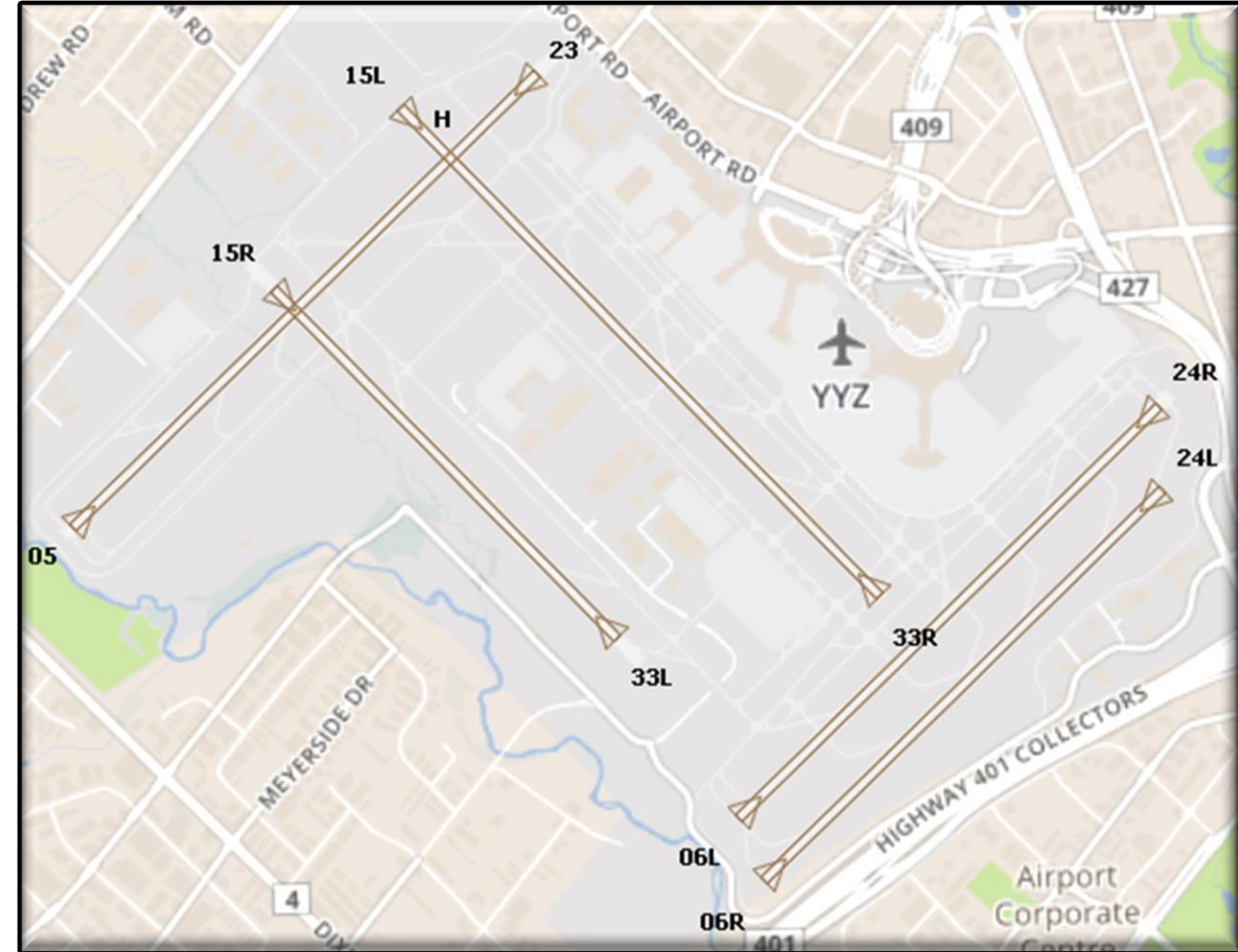
Three east-west

Runway 05/23

Runway 06L/24R

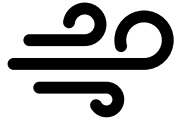
Runway 06R/24L

Runways can be used from both ends, so while there are five runways, there are 10 operational ends for arrivals and departures

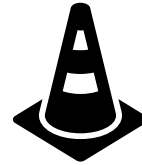


Runway Configuration Factors

Air Traffic Controllers consider many factors when selecting a runway configuration:



Wind - direction, windspeed, crosswinds



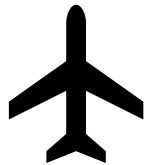
Runway and Taxiway Availability - can be affected by maintenance, snow clearing and other factors



Surface conditions - (wet, dry, ice, snow) combined with wind conditions



Distance to Runway – the primary departure runway is typically the shortest distance from the terminal – less fuel consumption, less GHG



Traffic Demand & Capacity – traffic levels vary seasonally and even throughout the day. Runway configurations are selected for optimal capacity



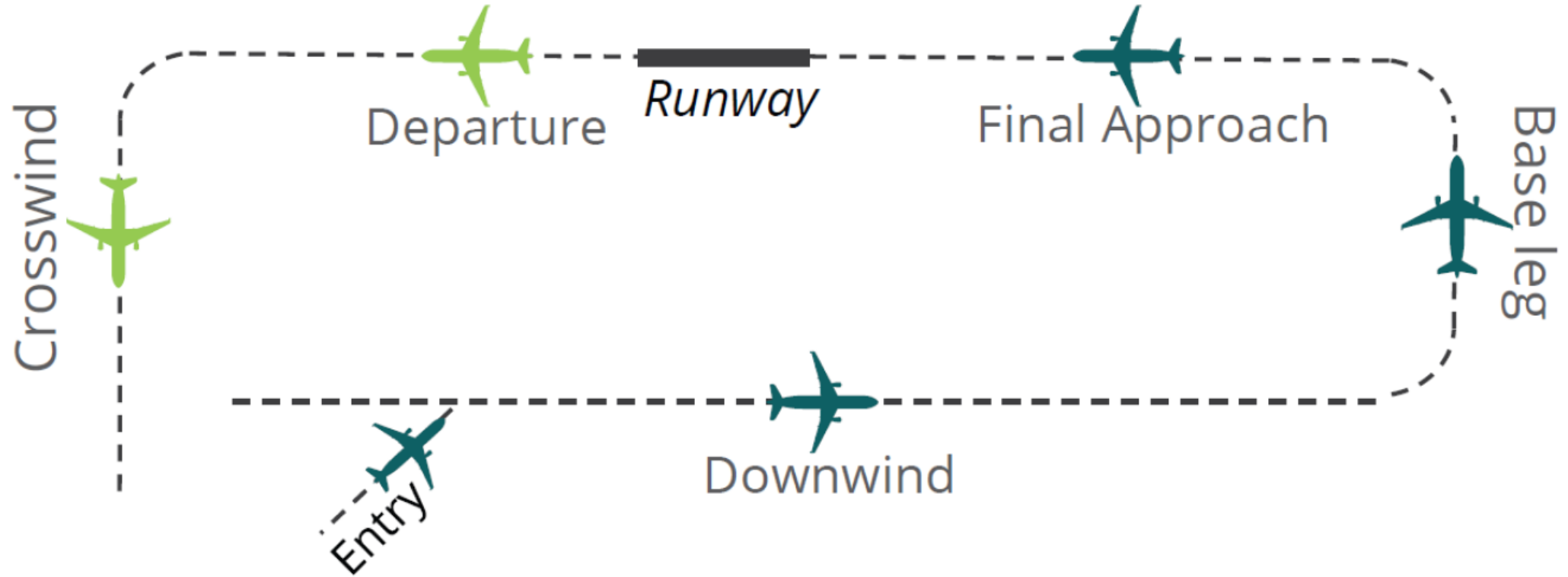
Time of Day – the Nighttime Preferential Runway System is used between midnight and 6:30 am. It is designed to affect the fewest people in the nighttime hours



Runway Length –sometimes a longer runway is needed for long haul, large/heavy aircraft

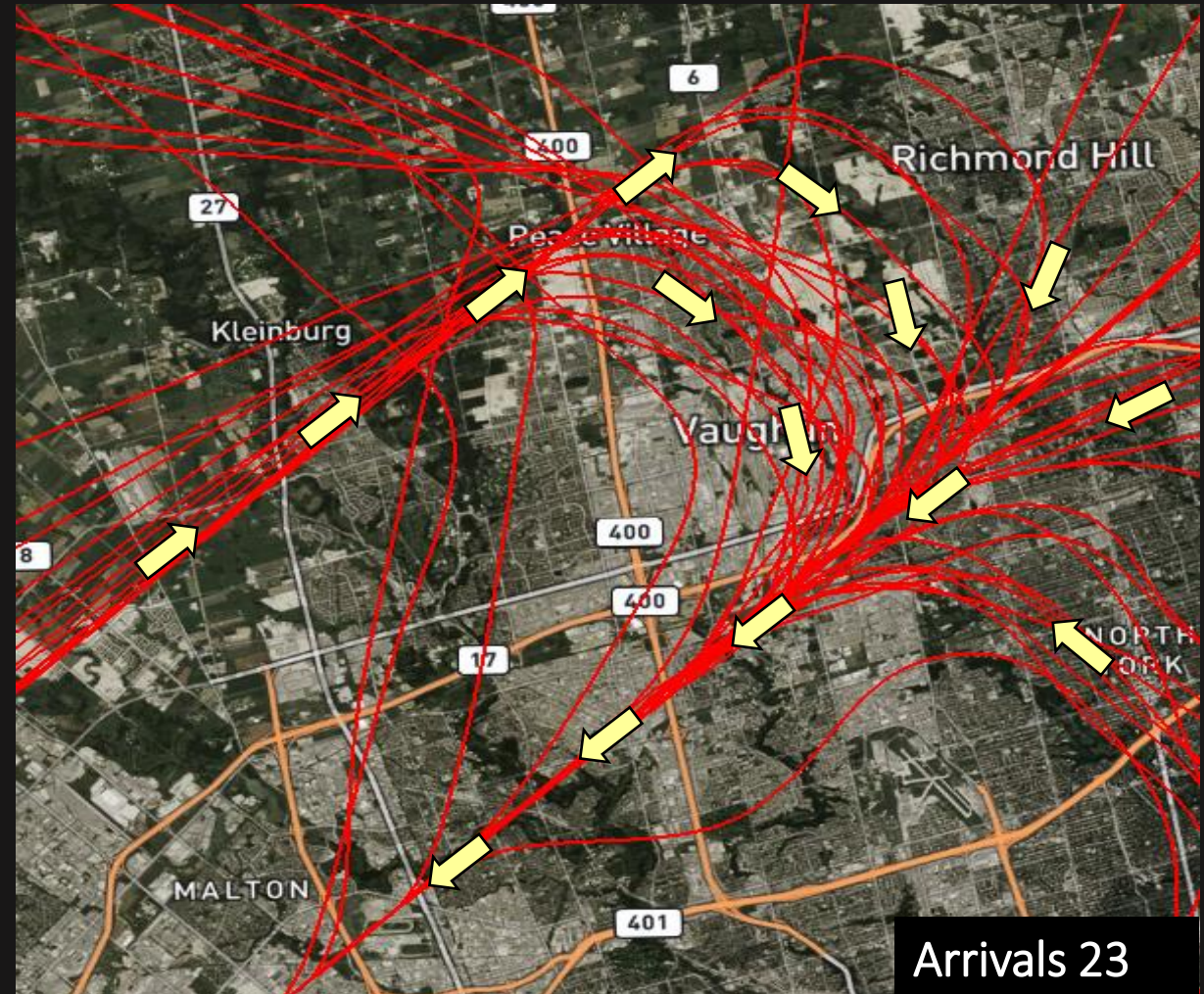
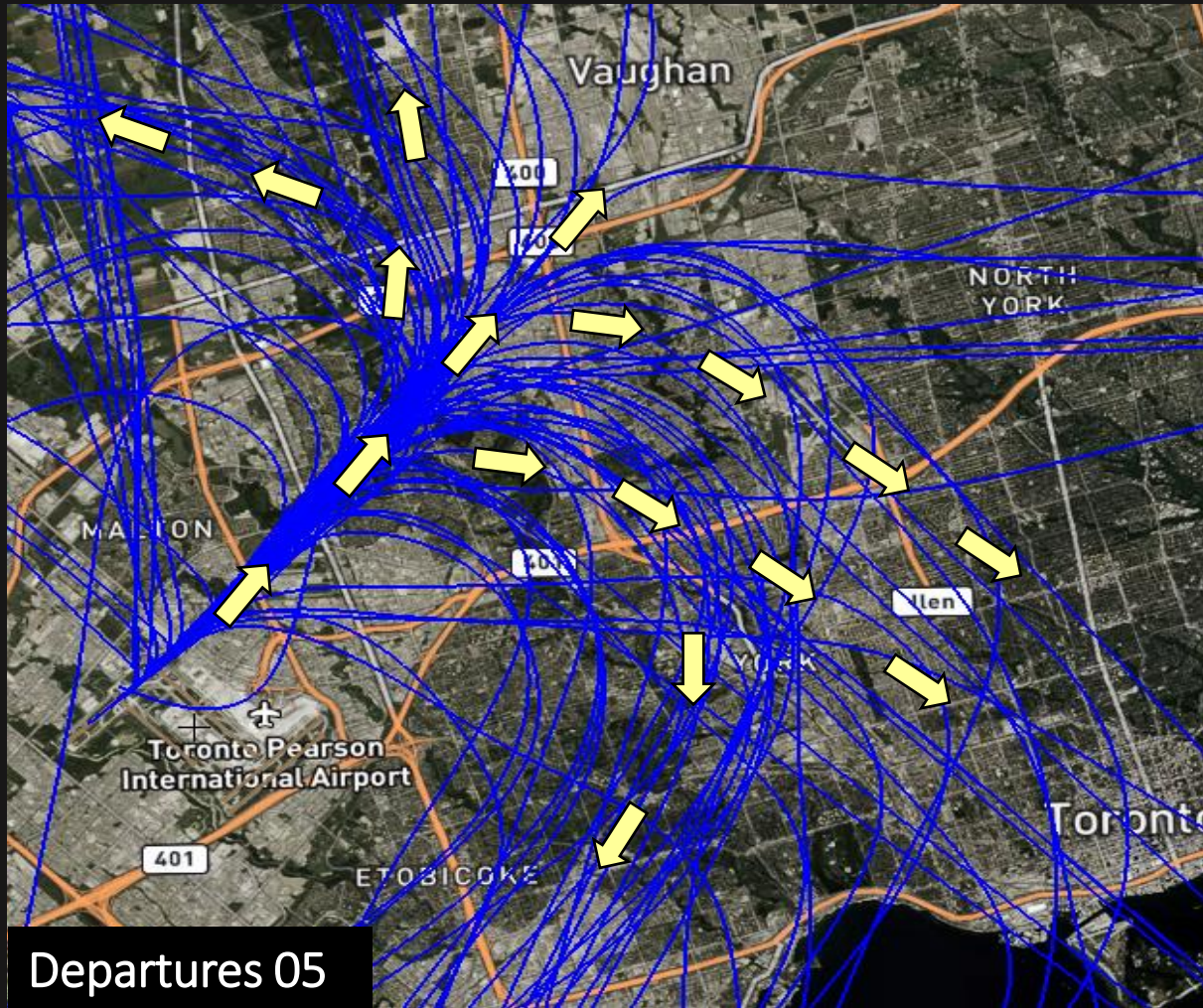
The east/west runways are used for ~95% of traffic, due to predominant easterly/westerly winds, and capacity

Runway Circuit Pattern



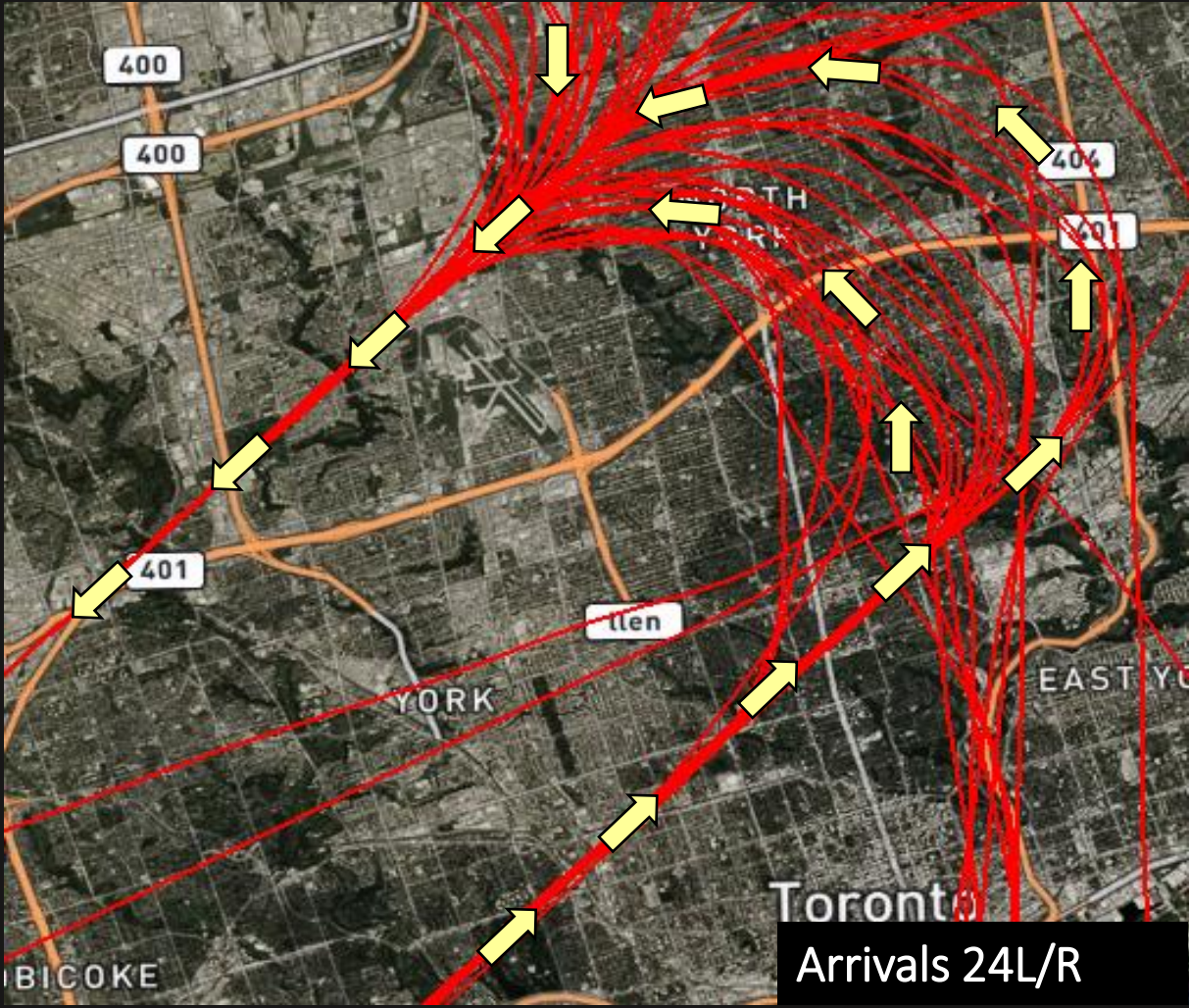
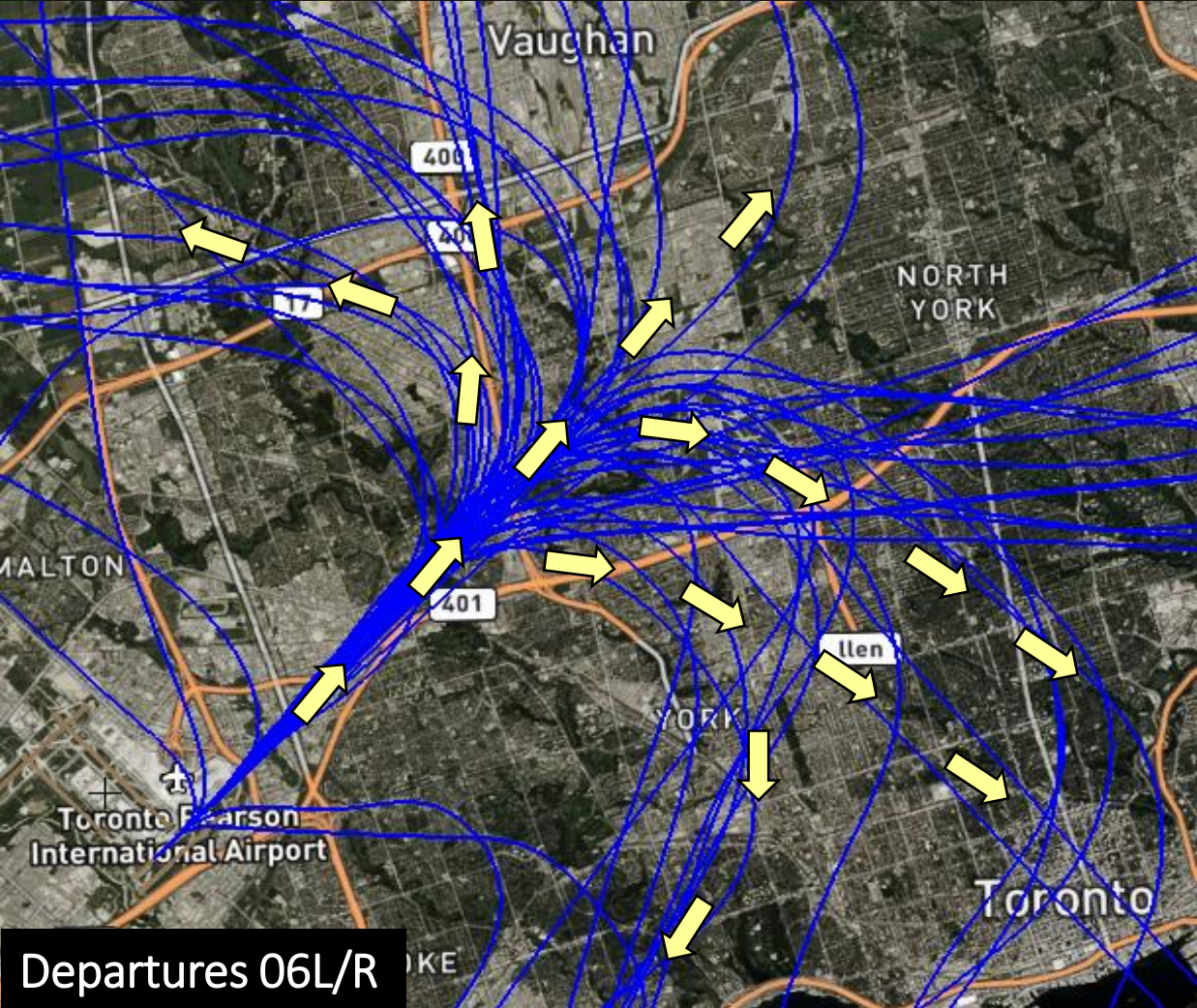
Operations + Community Impact

Northeast



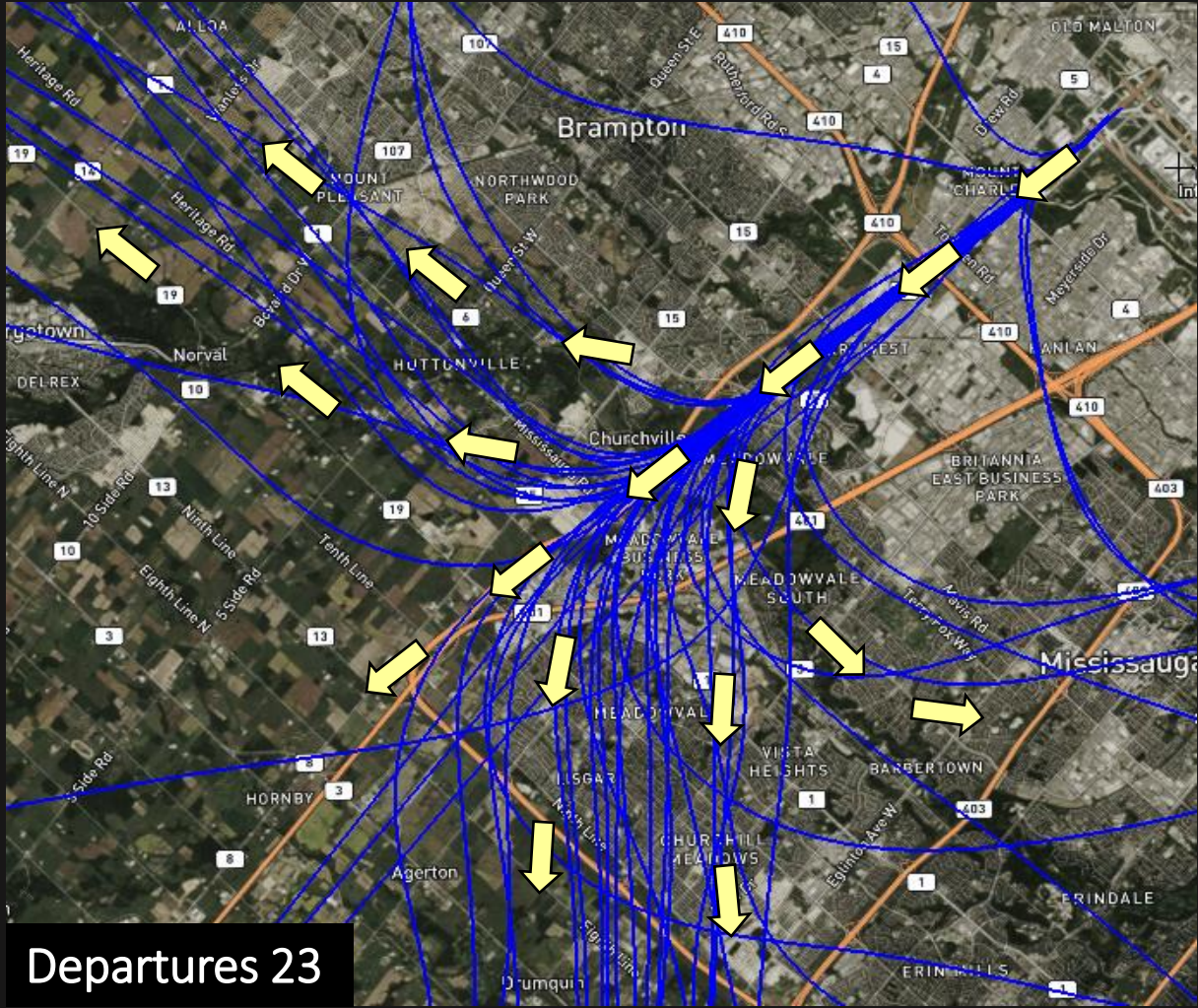
Rexdale, Humber River-Black Creek, Maple, Vaughan, Richmond Hill, Thornhill,

Southeast

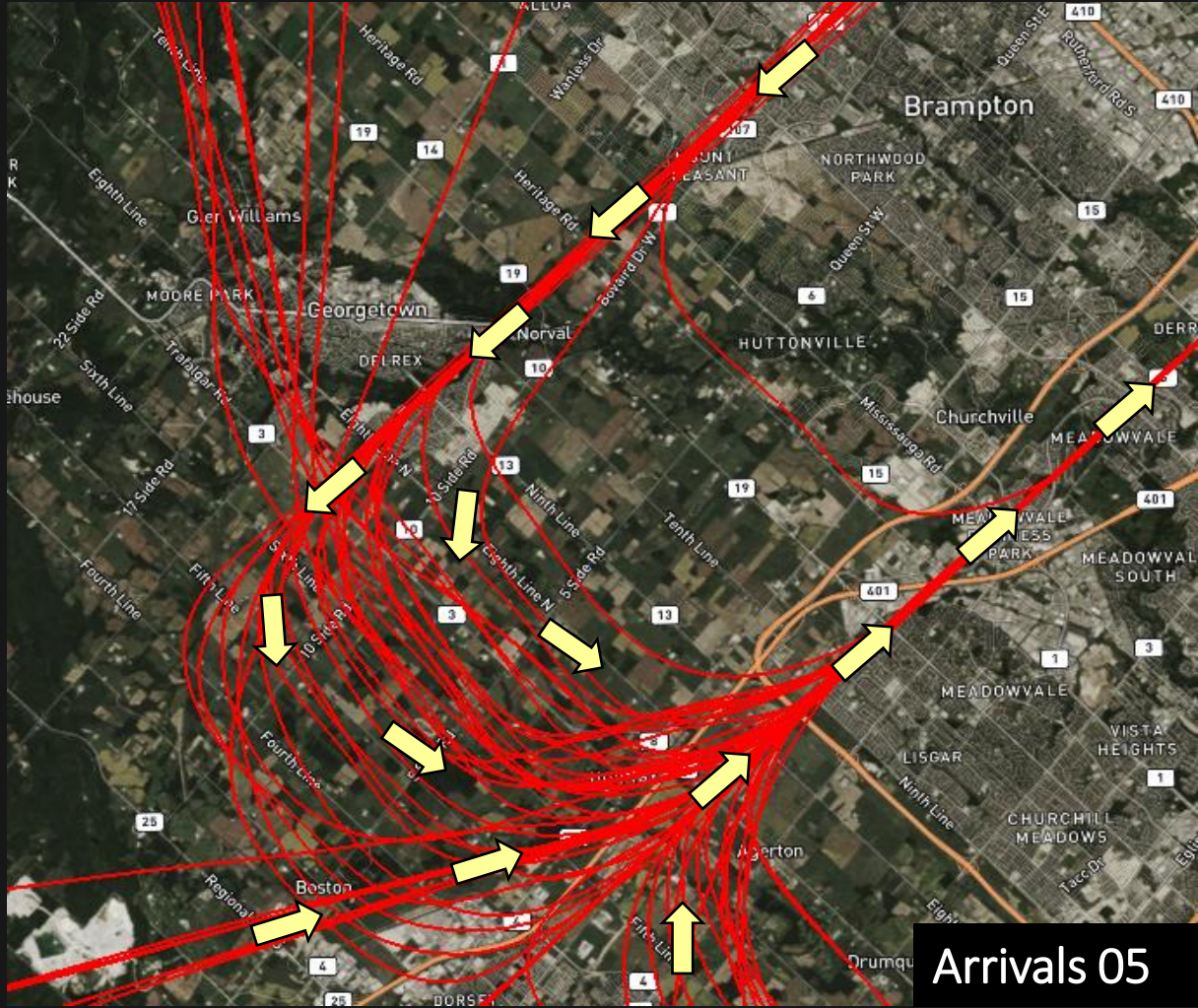


Midtown Toronto, North York, Weston, Markham

Northwest



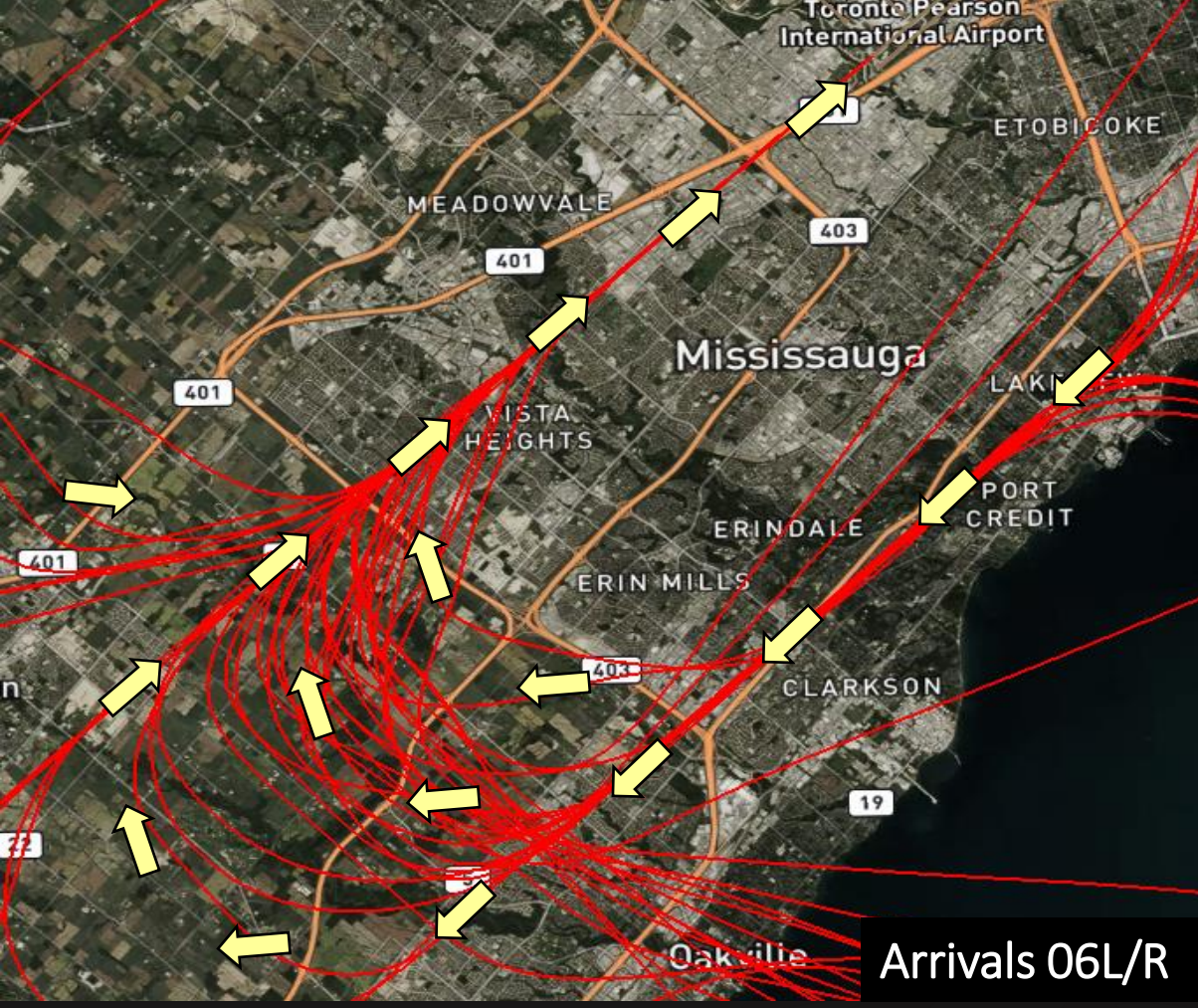
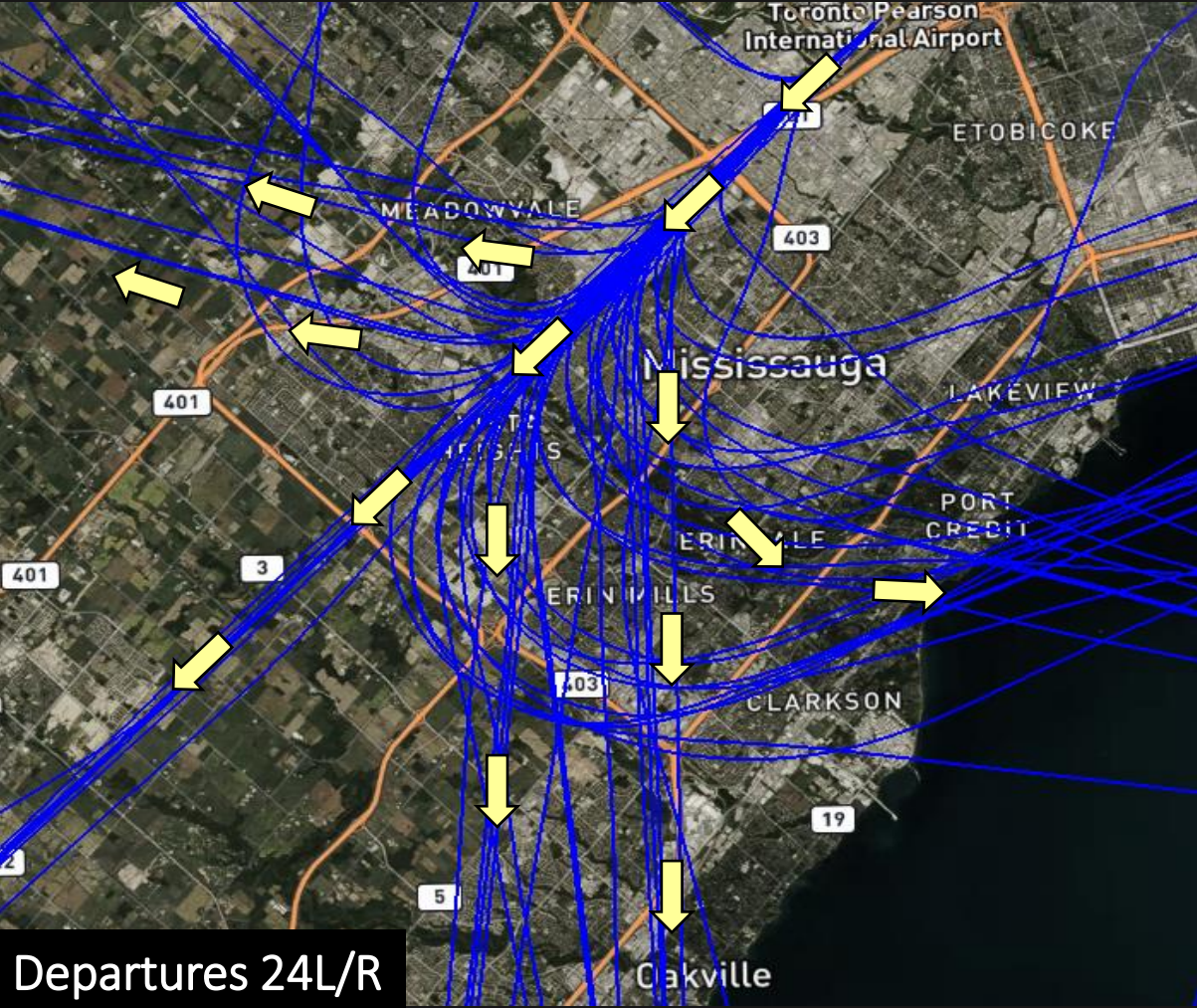
Departures 23



Arrivals 05

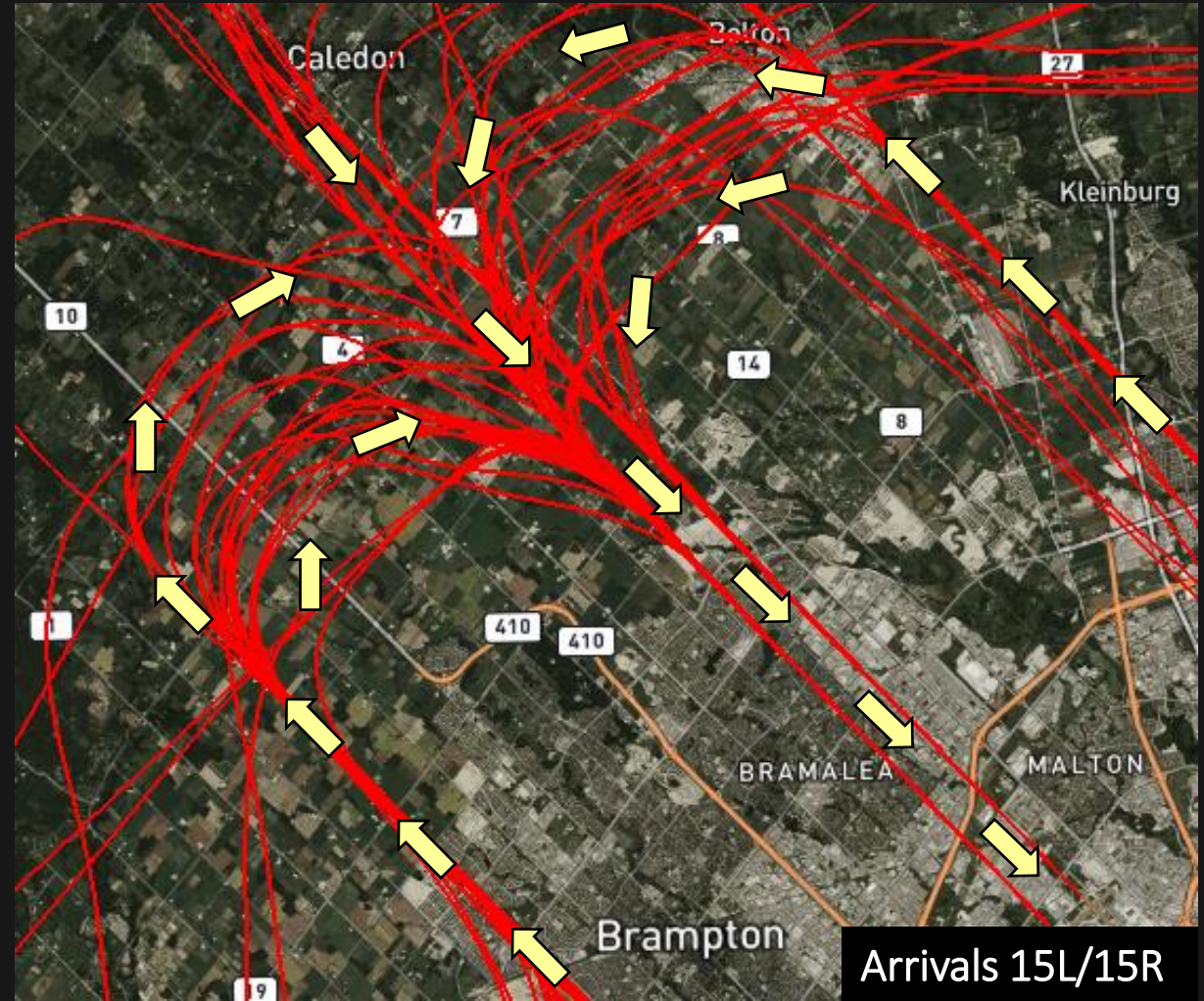
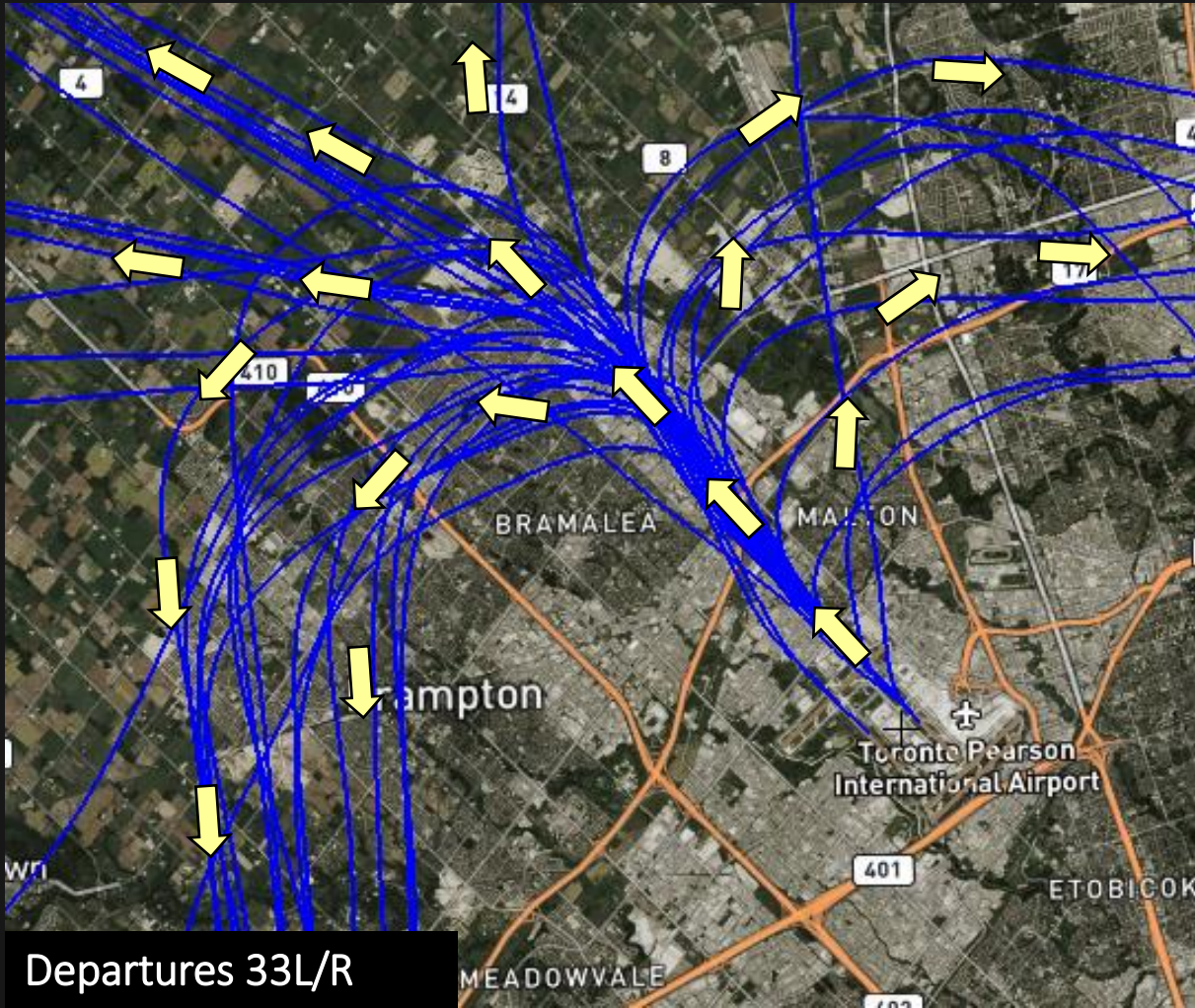
Brampton, Georgetown, Milton, Meadowvale, Streetsville

Southwest



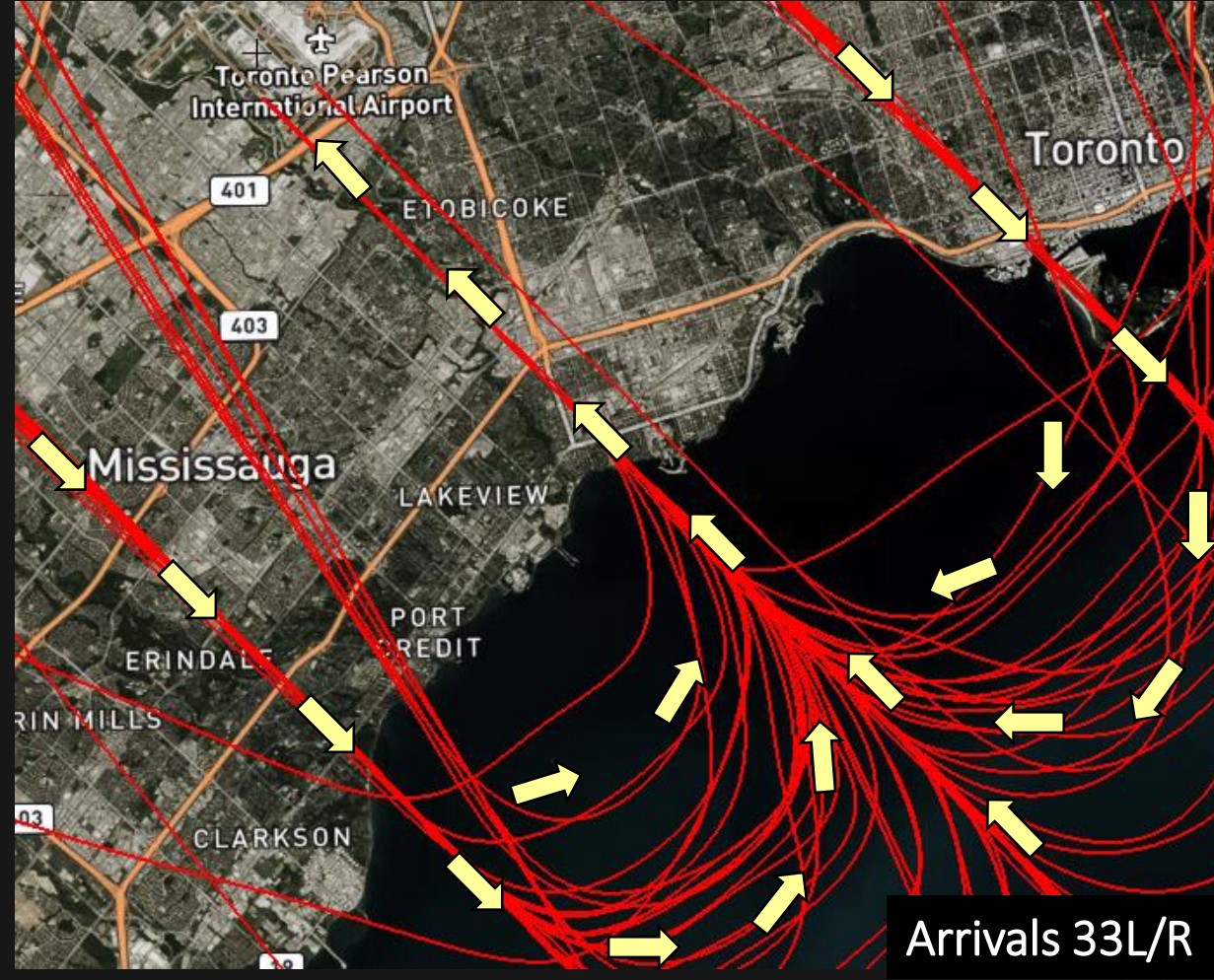
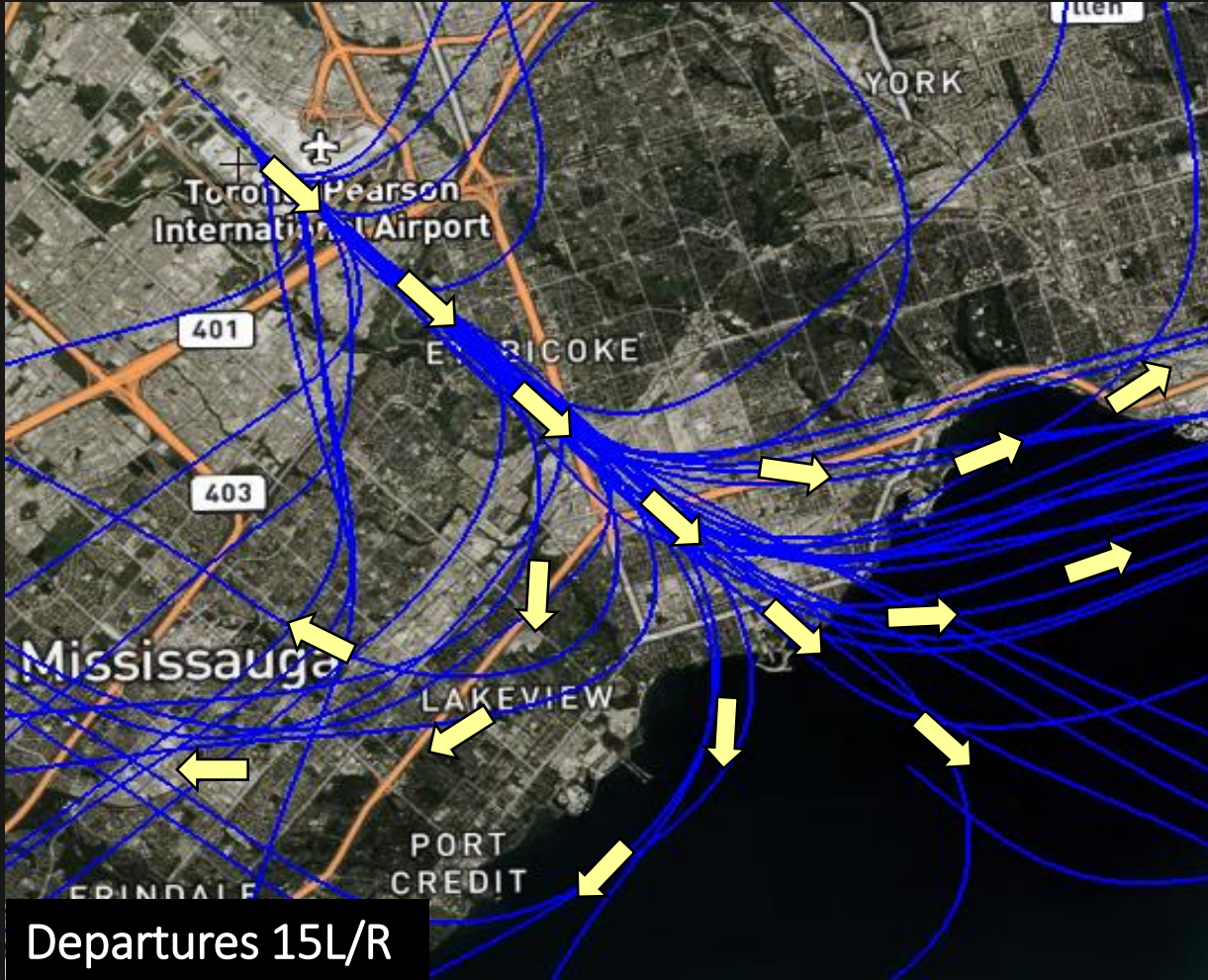
Meadowvale, Alderwood, Erin Mills, Streetsville, Clarkson, Port Credit, Oakville

North



Brampton, Malton

South



Etobicoke-Lakeshore, Alderwood, Long Branch, Markland Wood

Stay in touch



Noise Advisory Calendar – includes airport maintenance and activities



Sign up for our monthly community e-newsletter, Checking In at torontopearson.com/checkingin



Learn more about airport operations and community impacts at airportnoise.torontopearson.com



Email us at community.engagement@gtaa.com



To log a complaint, call us at 416-247-7682 or [submit online](#)



Pearson Public Meeting – 2025 dates TBD



Learn more about the GTAA's Environmental, social, and governance at [2023 ESG Report](#)

Question Period

Thank you

Noise Management Forums – Pearson Public Meeting
November 7, 2024

Toronto Pearson 