



Toronto Pearson Noise Management Forums

Pearson Public Meeting

April 11, 2024

Welcome and Introductions



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

Updates

- NAV CANADA + Industry Noise Management Board
- GTAA Updates

- Question Period



Noise Management Roles + Responsibilities

The **Greater Toronto Airports Authority** (GTAA) is a not-for-profit private business that has managed and operated the airport since 1996. The GTAA develops and manages a Noise Management Program and explores new opportunities for noise mitigation.

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 considering winds, weather, capacity and preferential runway system.

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.

About Toronto Pearson



In 2023, Toronto Pearson facilitated ~45 million passengers, directly employing 50,000 people from 400 employers, and enabling 6% of Ontario's GDP



Toronto Pearson is open 24 hours a day. The day is divided into regular operating hours (6:30 a.m. to midnight), preferential runway system hours and restricted hours



Preferential hours (midnight to 6:30 a.m.): uses runways that impact the fewest people.



Restricted Hours (12:30 to 6:30 a.m.): governed by a Night Flight Restriction Program which limits number of movements. Runs from Nov 1 to Oct 31. Annual budget increases with passenger growth

Our 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



Our Runways



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



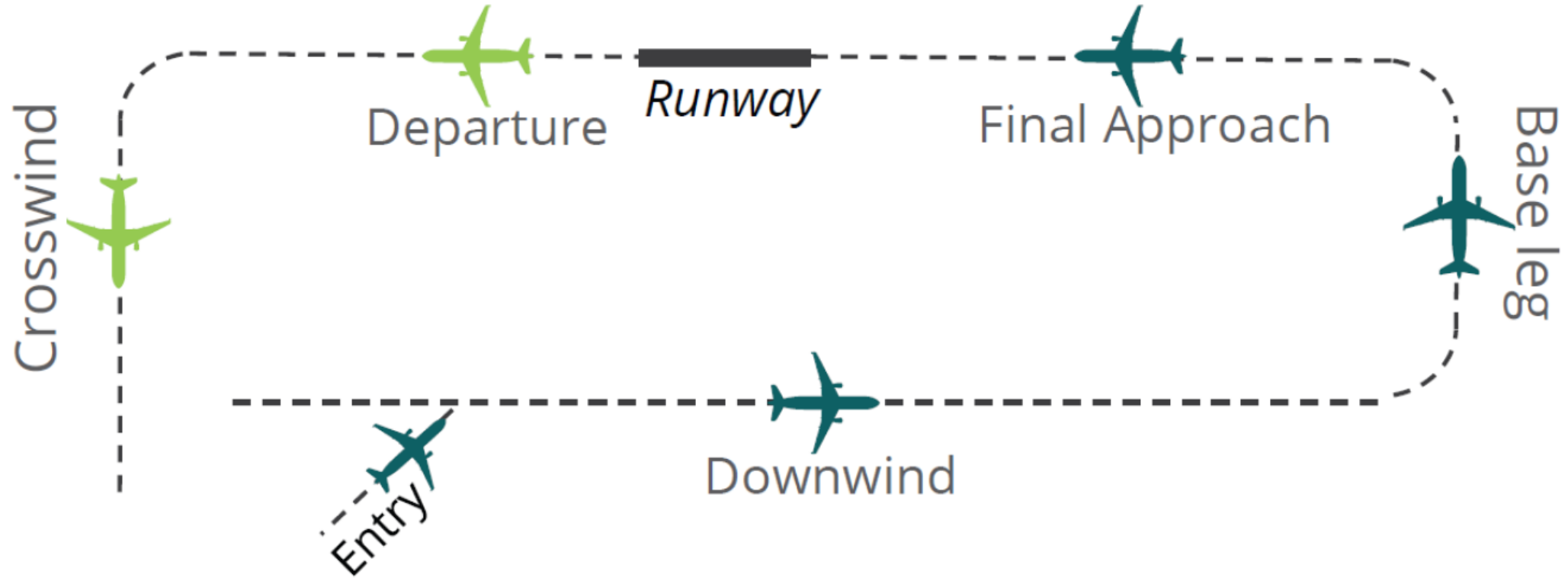
Time of Day – the Nighttime Preferential Runway System is used between midnight and 6:30 am. It is designed to affect the fewest people in the nighttime hours

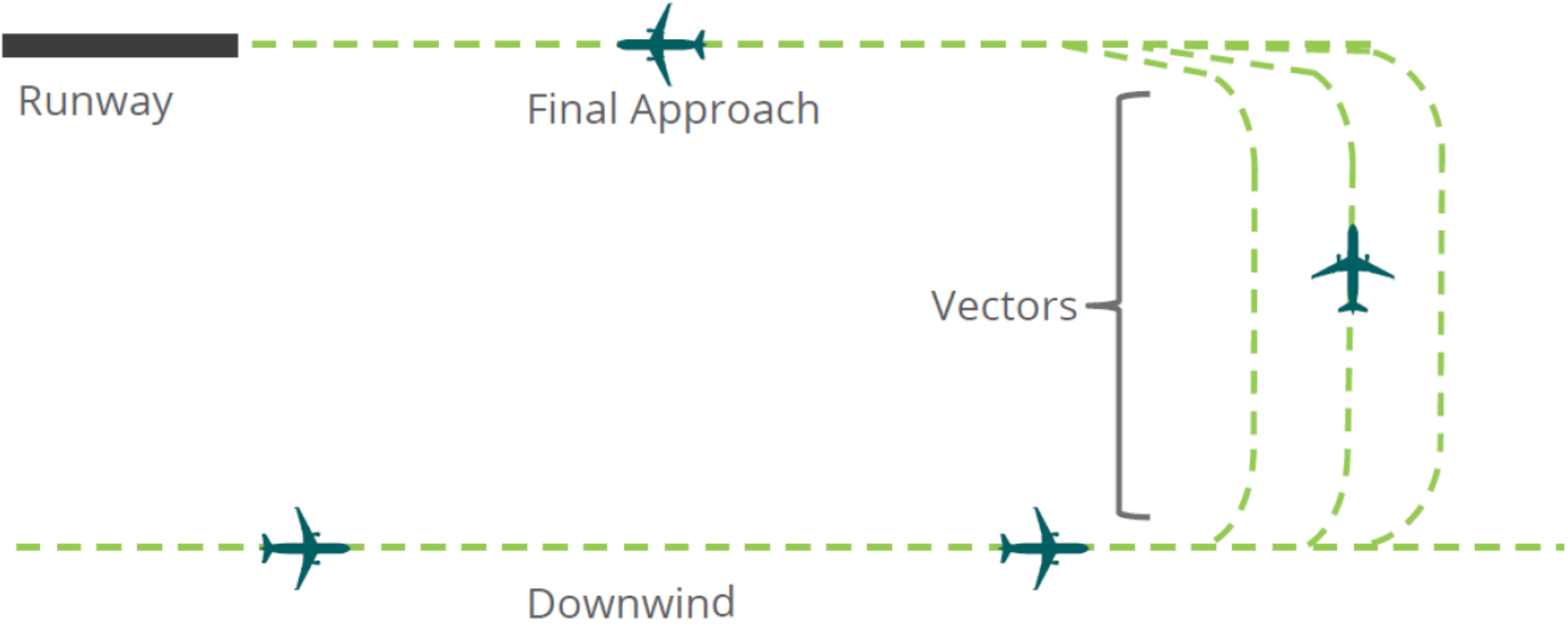


Runway Length –sometimes a longer runway is needed for long haul, large/heavy aircraft

The east/west runways are used for ~95% of traffic, due to predominant easterly/westerly winds, and capacity⁸

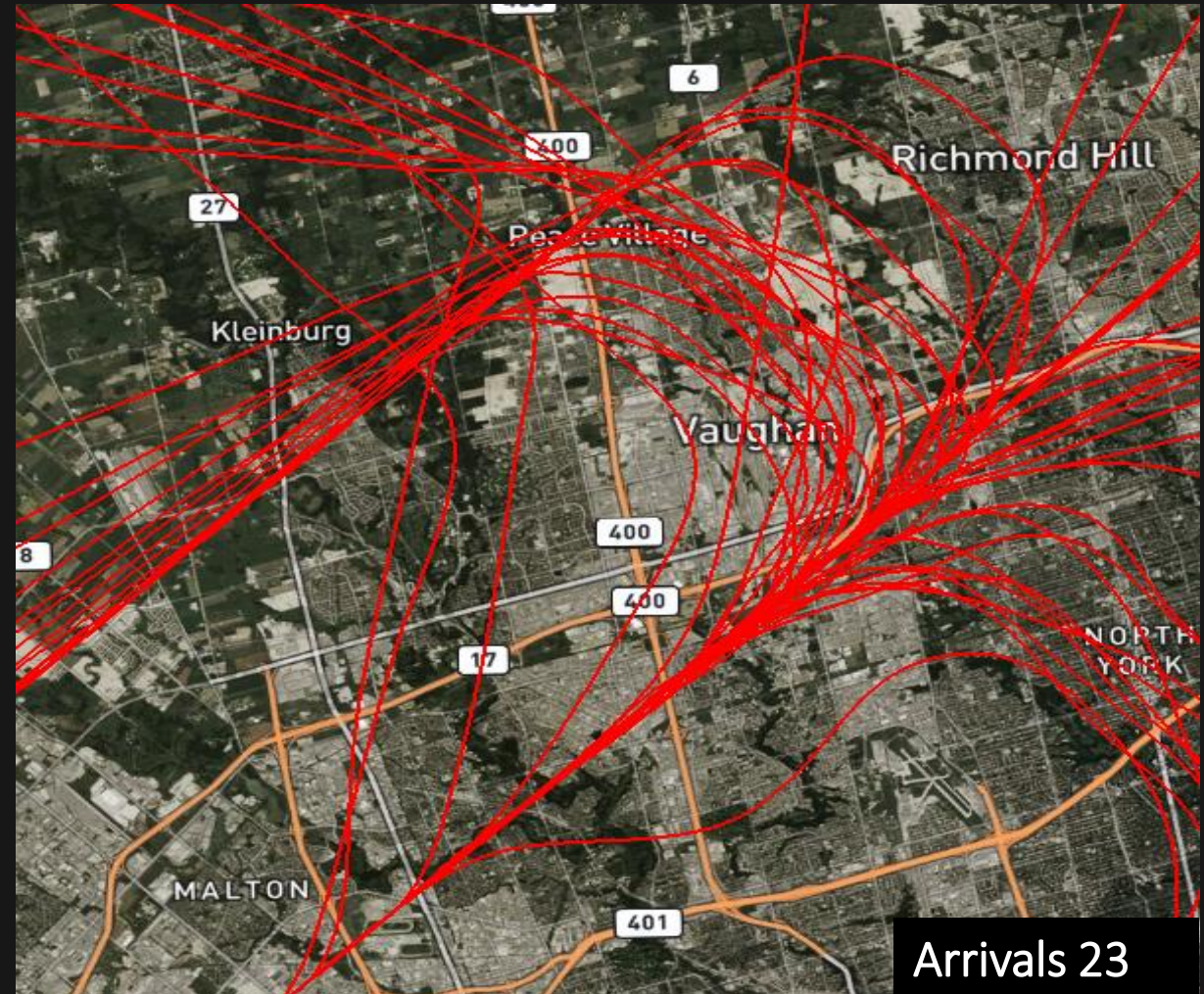
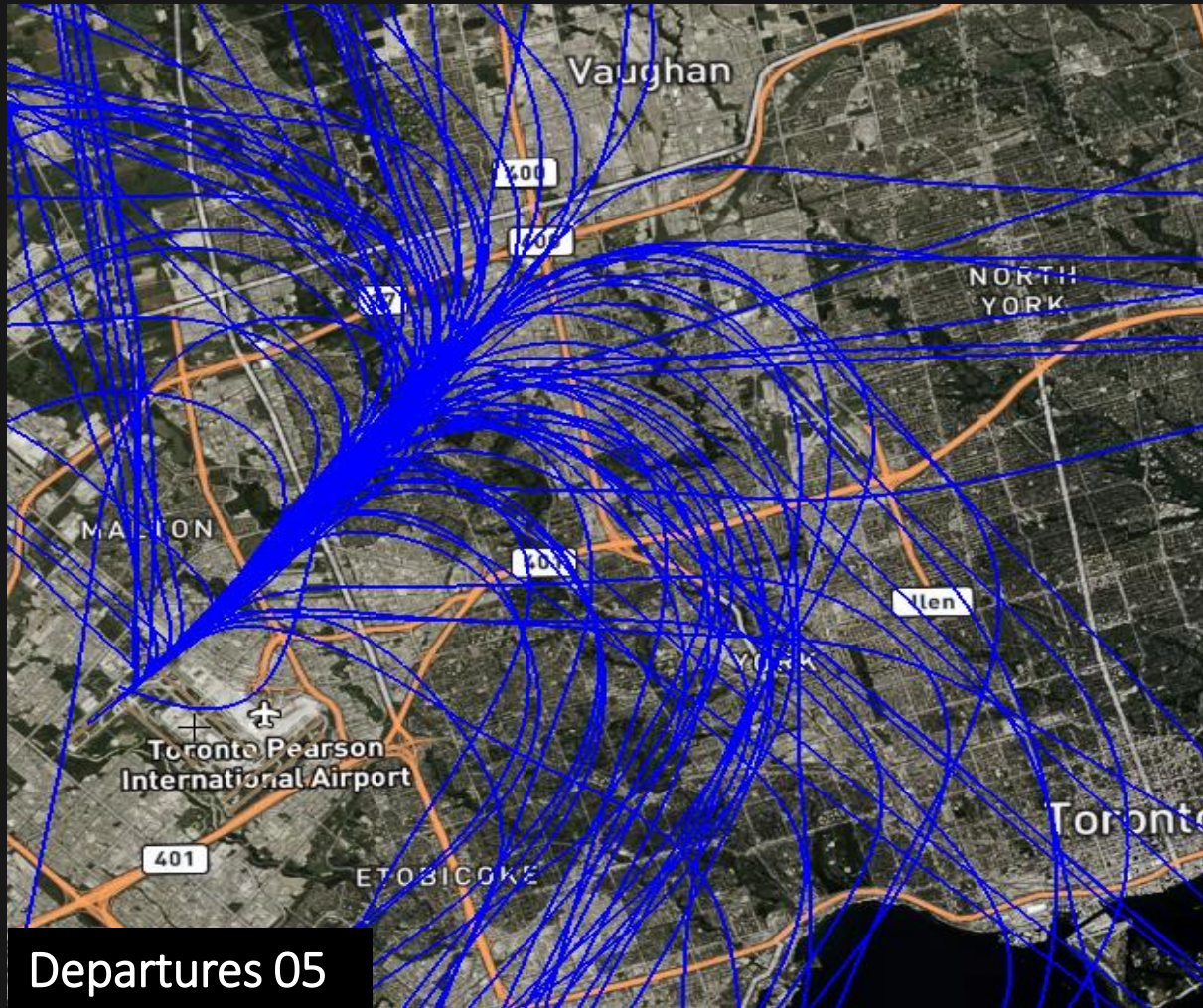
Runway Circuit Pattern





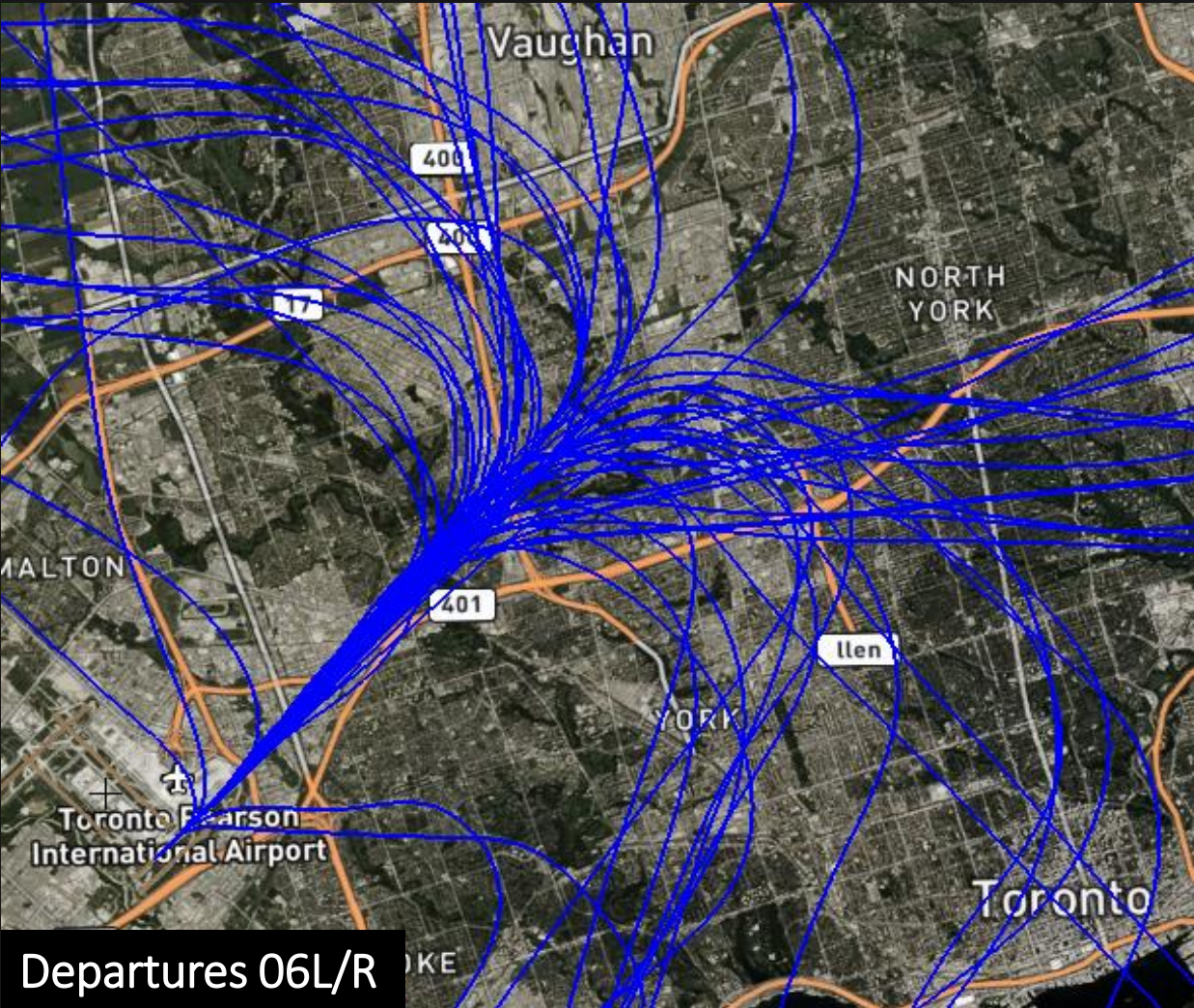
Operations + Community Impacts

Northeast



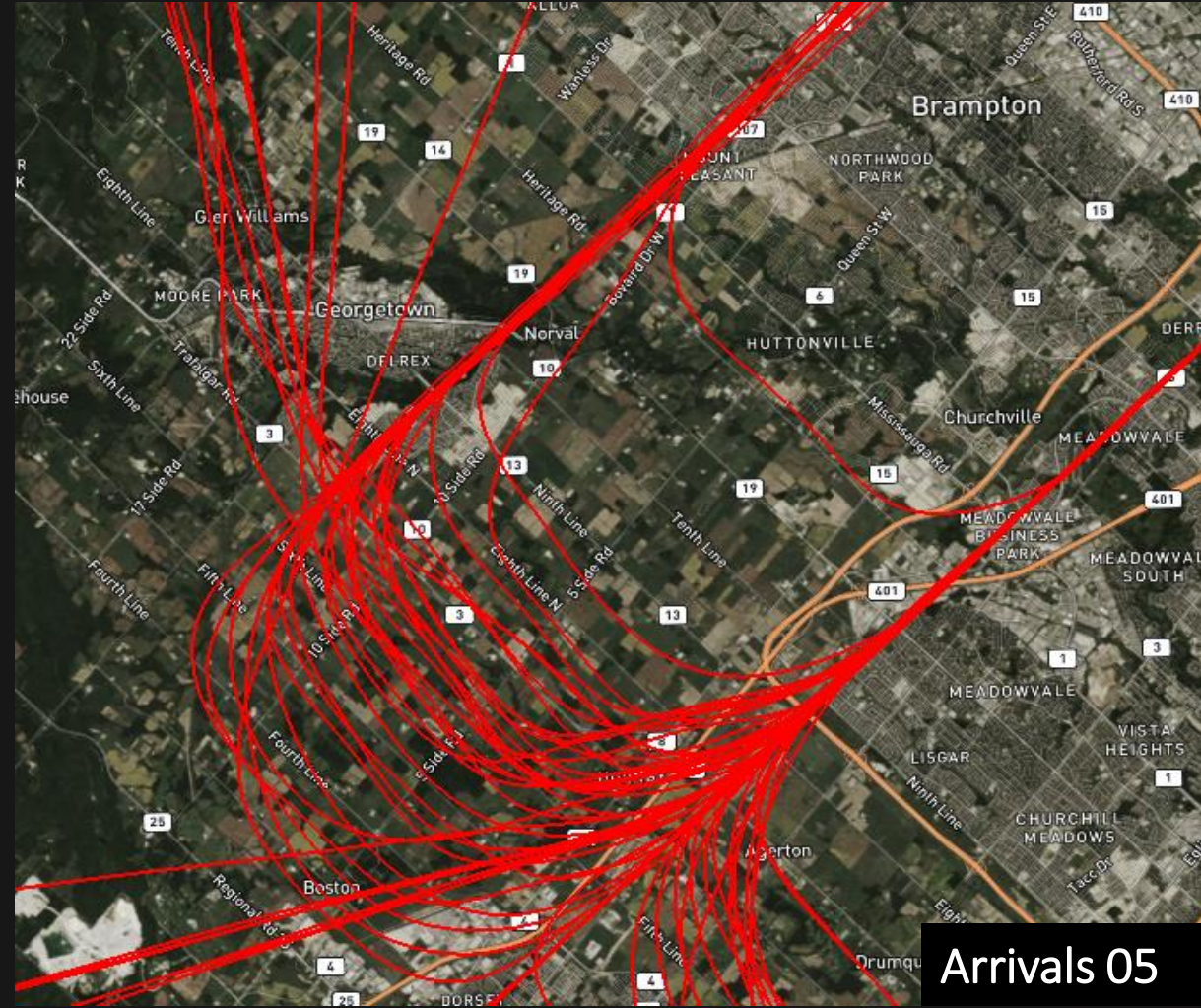
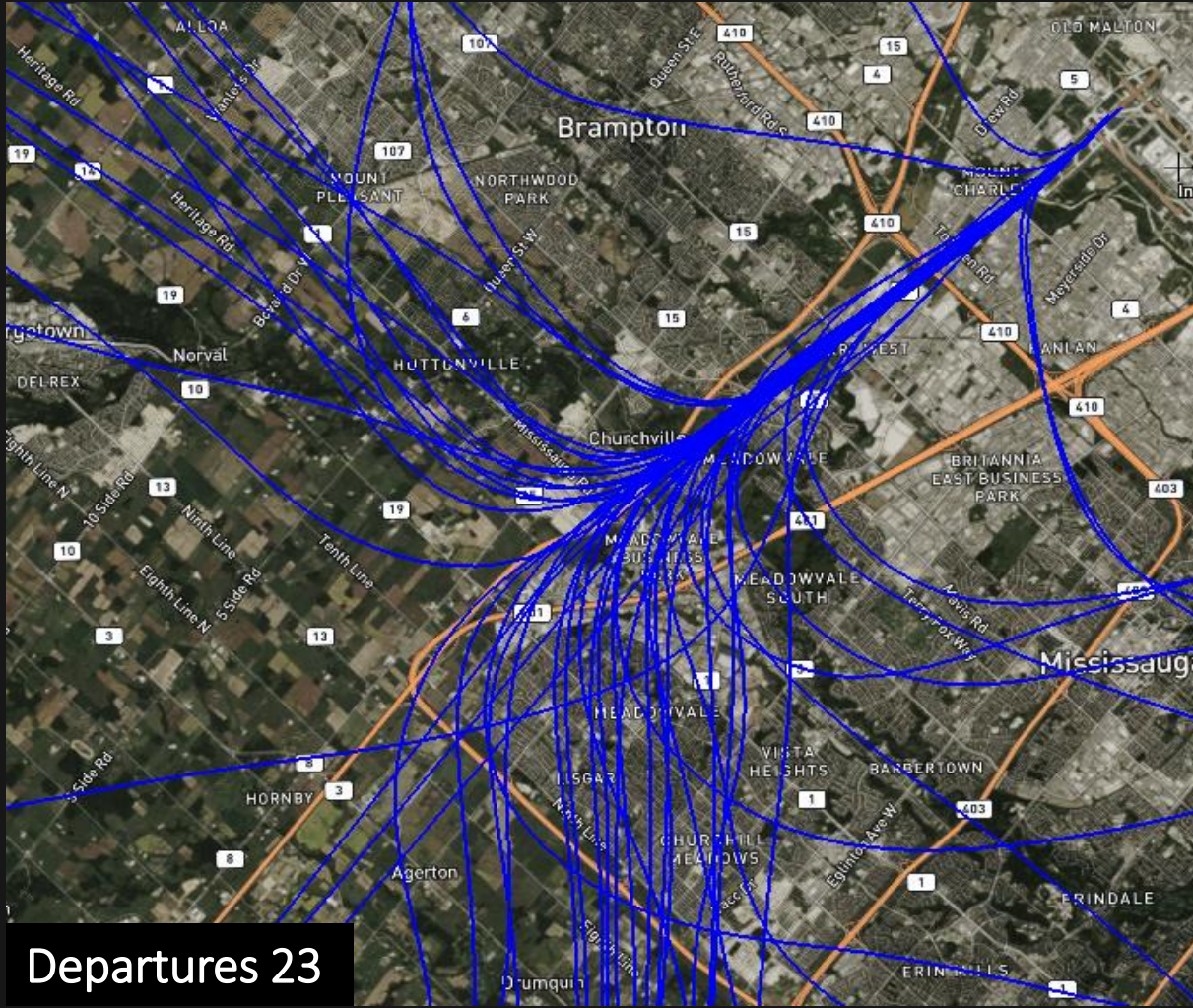
Rexdale, Humber River-Black Creek, Maple, Vaughan, Richmond Hill, Thornhill,

Southeast



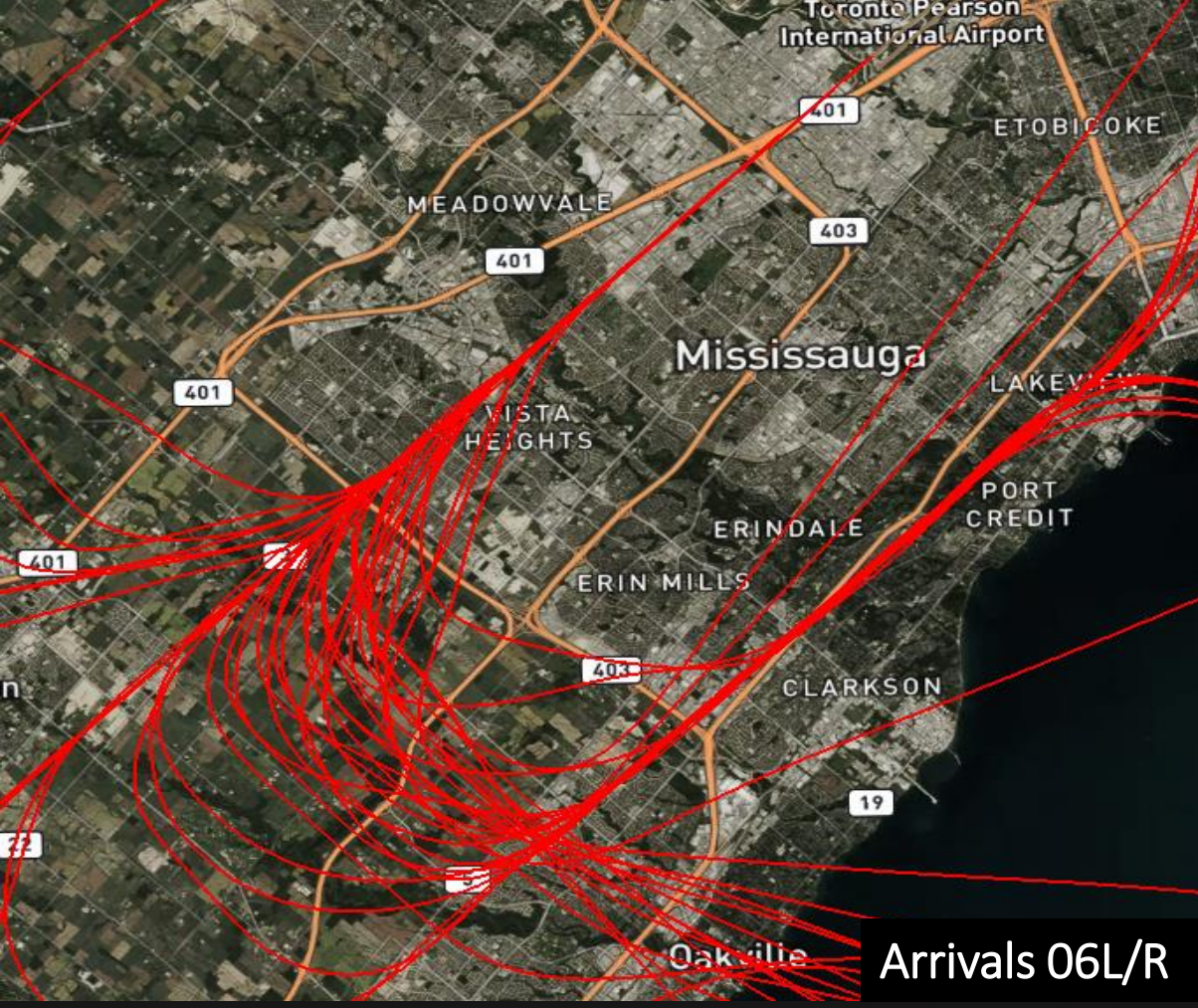
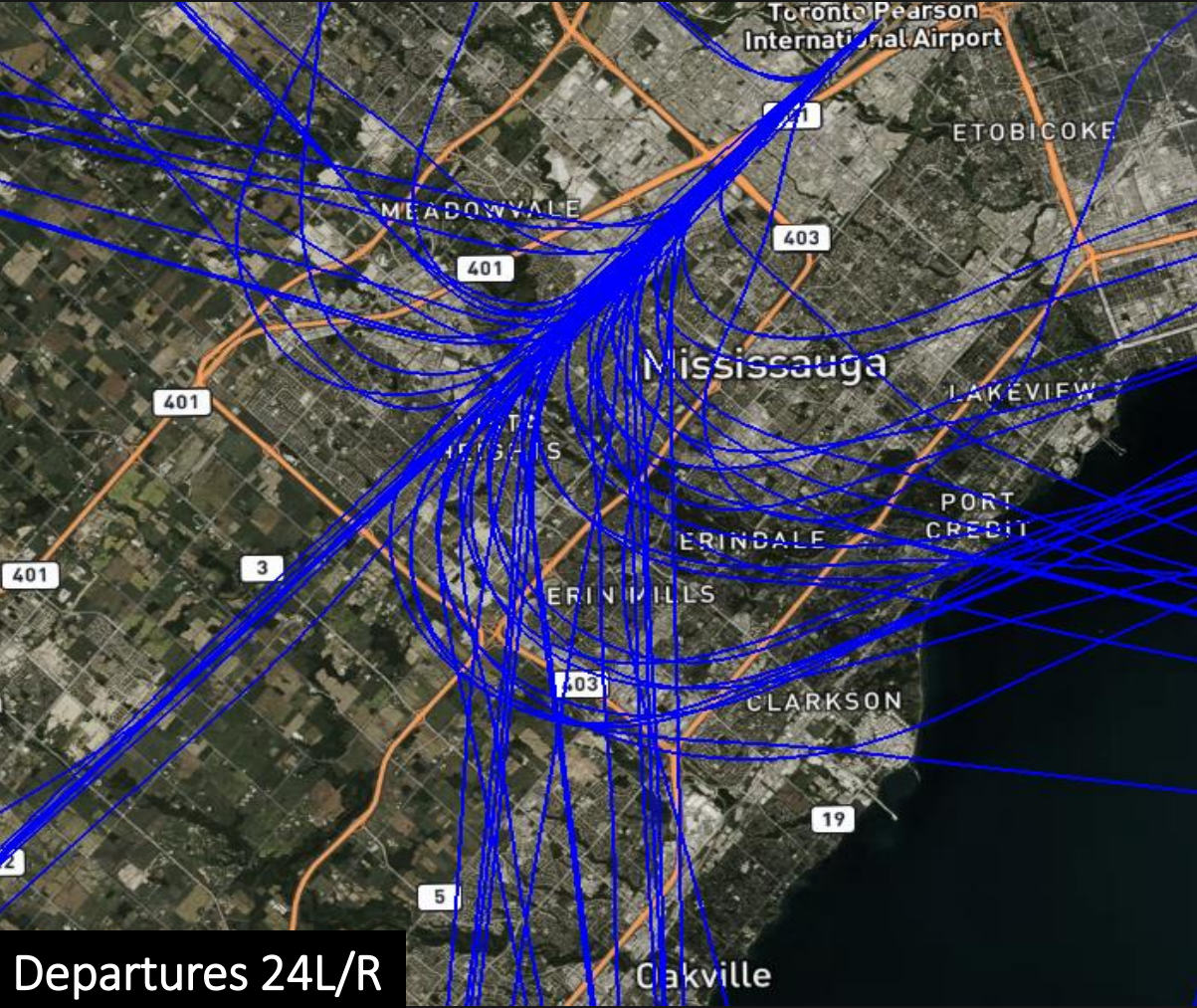
Midtown Toronto, North York, Weston, Markham

Northwest



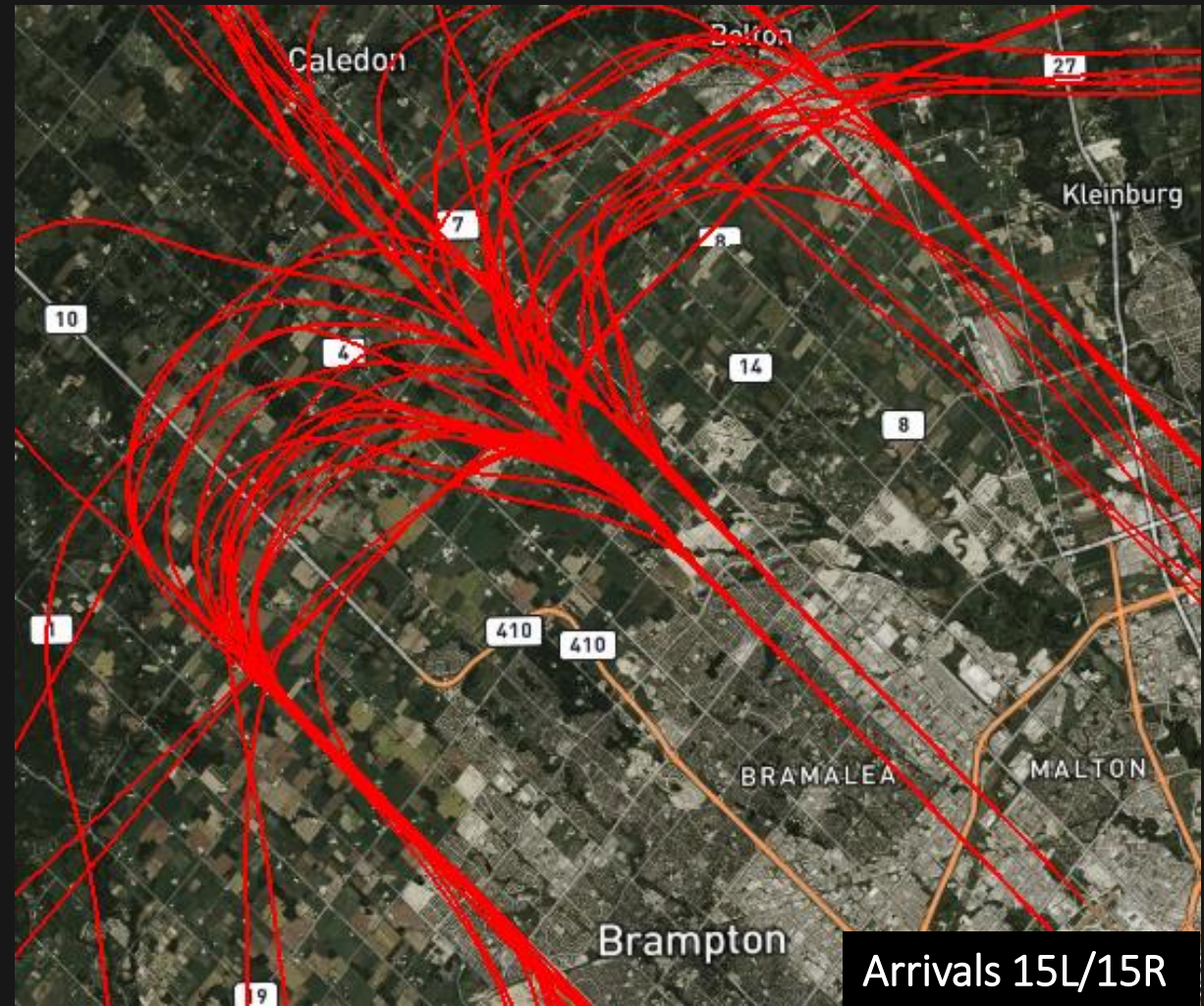
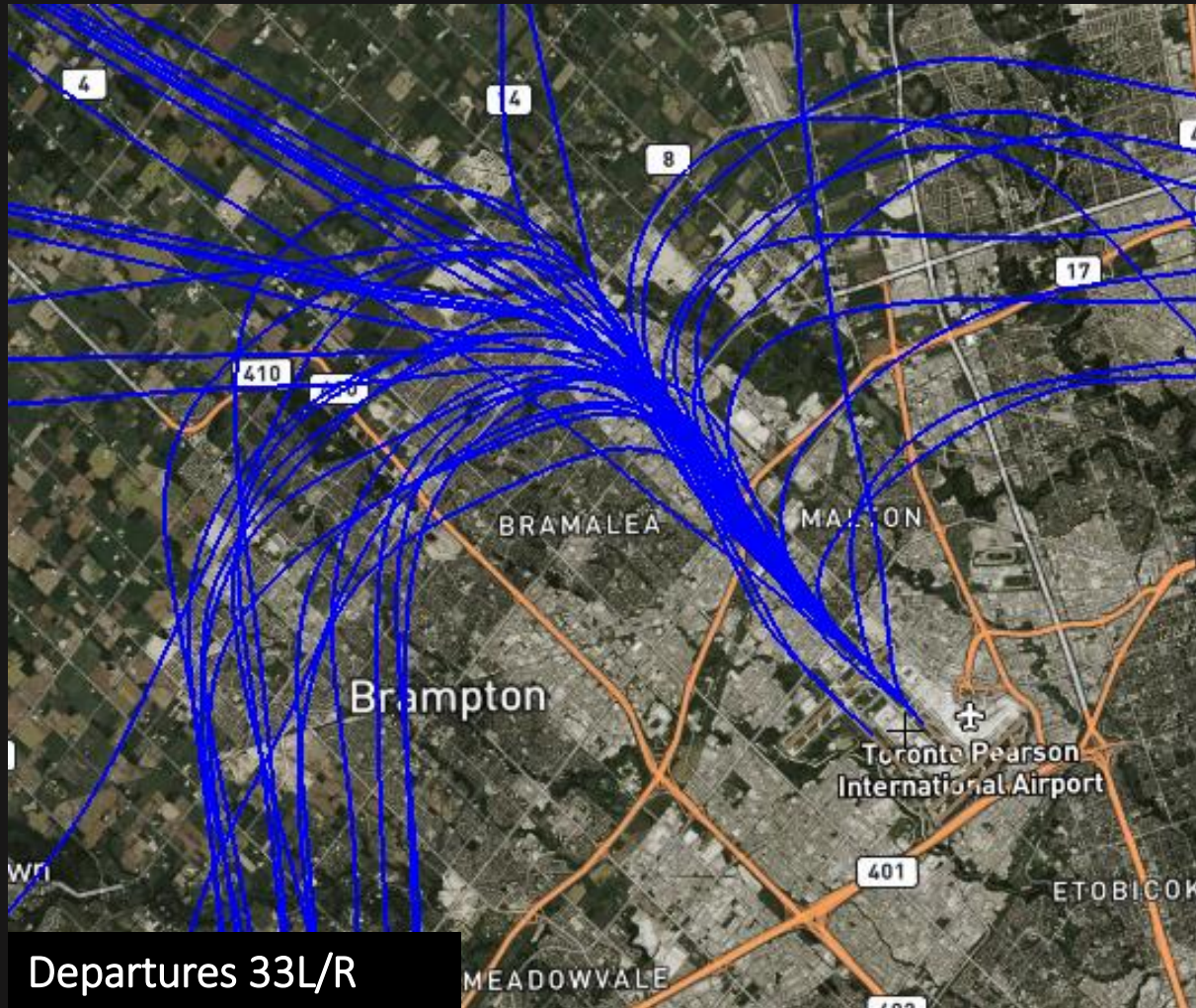
Brampton, Georgetown, Milton, Meadowvale, Streetsville

Southwest



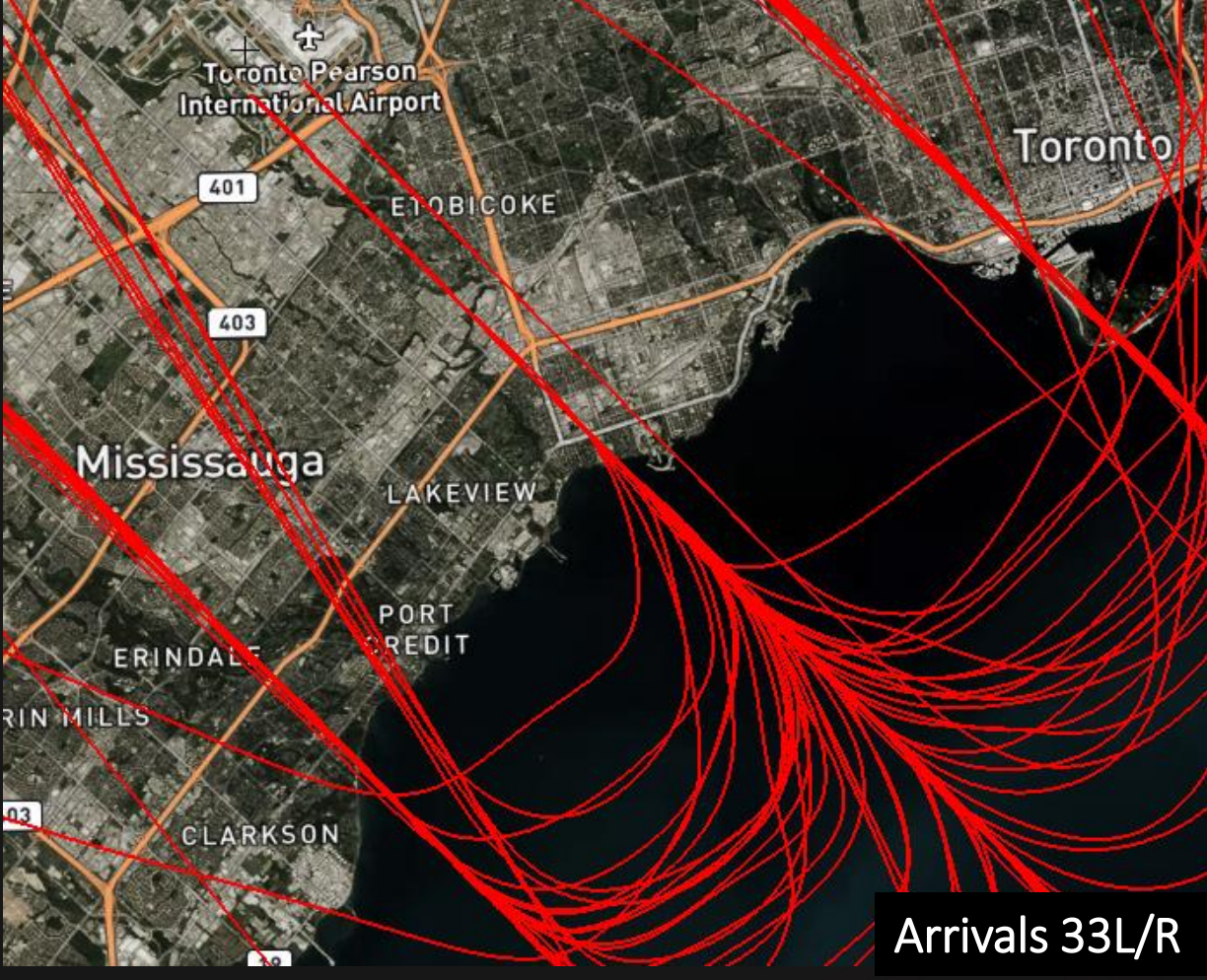
Meadowvale, Alderwood, Erin Mills, Streetsville, Clarkson, Port Credit, Oakville

North



Brampton, Malton

South



Etobicoke-Lakeshore, Alderwood, Long Branch, Markland Wood

NAV CANADA Update



Serving a world in motion
navcanada.ca



Environmental, Social, Governance (ESG) at NAV CANADA

Our approach to ESG is focused on the principles of Environmental Action, Inclusive Society and Strong Governance to build a sustainable and economically resilient future.

ESG Strategy implementation is supported and integrated across every area and level at NAV CANADA



In 2023, we launched our Diversity, Equity, Inclusion, and Belonging (DEIB) Strategy.

Our goal is to create a safe and respectful workplace for all our people, so that everyone can bring their authentic selves to work.



We are a signatory to Transport Canada's Aviation Climate Action Plan, which outlines our role in helping achieve the Net Zero by 2050 vision for Canada's Aviation Sector.



NAV CANADA is a member of the UN Global Compact, the world's largest sustainability initiative.

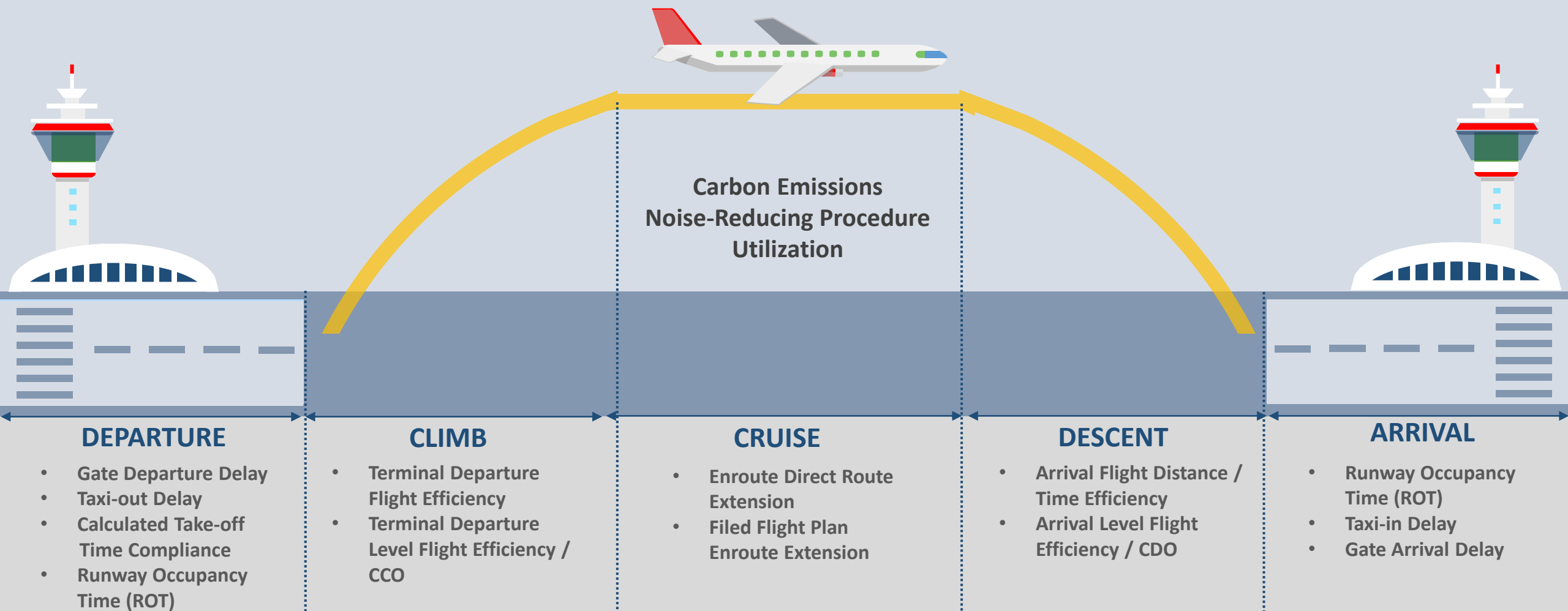
Our ESG Strategy and goals are aligned with the UN Global Compact framework and principles. Through a materiality assessment, we have identified six UN Sustainable Development Goals material to NAV CANADA:



Measuring Operational and Environmental Performance



CANSO Metrics by phase of flight and emissions per flight in collaboration with Envirosuite



INMNB

INDUSTRY NOISE MANAGEMENT BOARD



About the INMB

- Established following a recommendation from a Third-Party Airspace Review (Helios Report)
- Brings together technical expertise from ANS, Airlines, Airport and Transport Canada.
- Evaluates emerging noise mitigation practices, CPRP proposals and works to support achievement of associated benefits.

INMB

INDUSTRY NOISE MANAGEMENT BOARD



INMB Meeting #19

RNP-AR Discussion

- Review of how to increase utilization being initiated, consolidation of discussions into INMB.
- Usage is below expectation.
- First Deployment of its type, to sole runway, brings lessons.

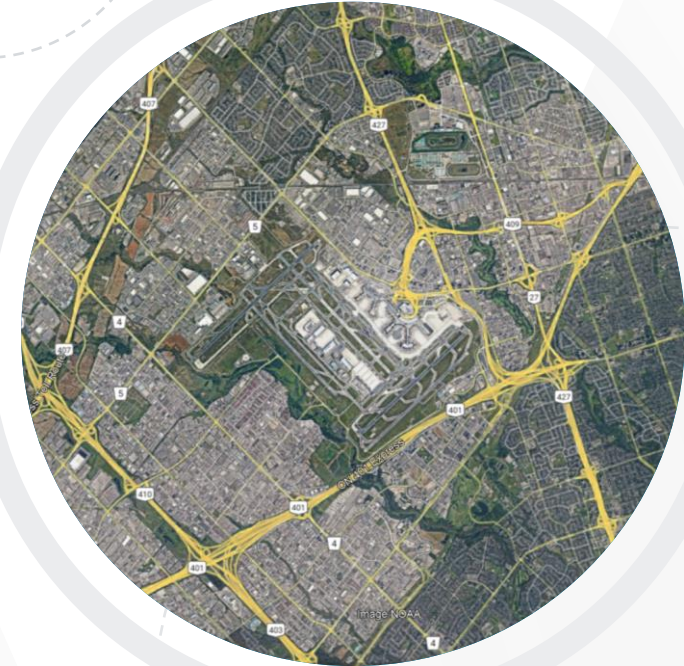
Improving usage of nighttime RNAV (GNSS) X approaches.

- Issued operational directive to NAV CANADA staff encouraging use and procedure advertised to pilots.
- Staff have begun to track usage (manual process)
- Sample data indicated usage moving from less than 10% to around 25%.
- Potential enhancement being assessed; connecting procedure to Standard Terminal Arrival. Further supports

INMB Meeting #19 - Continued

CPRP Submissions

- Significant focus of last meeting.
- Will be providing interim feedback to the proponent after very productive discussion around two current proposals.
- Feasibility of new Standard Instrument Departure being evaluated.
- Historical philosophy has been to allow for dispersion that occurs.
- Due to capacity, use of headings will need to continue, but there may be opportunities for less busy periods,



GTAA Update

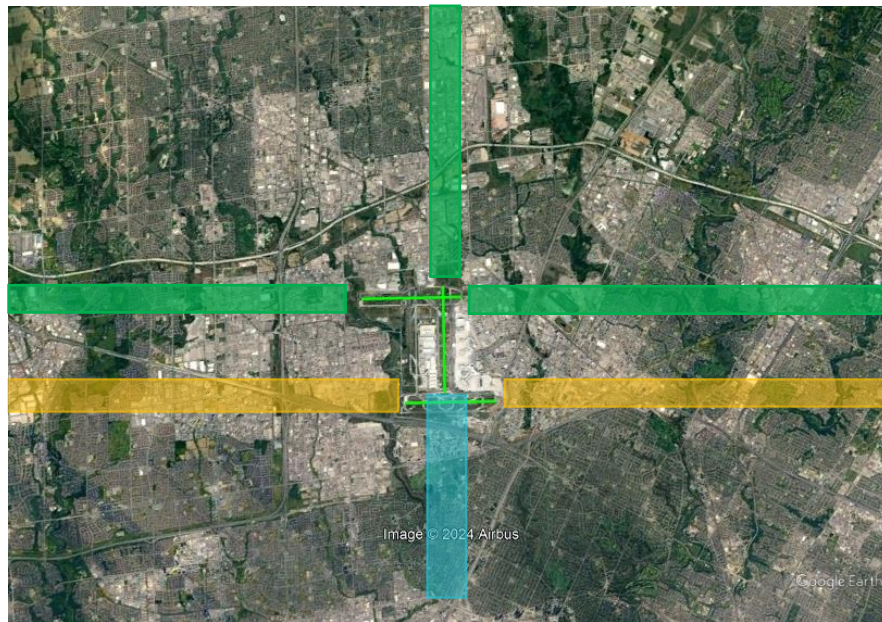
Regular Maintenance

Runway 05/23 will be closed overnight from April 22 to June 4, to facilitate resurfacing of Runway 15R/33L.

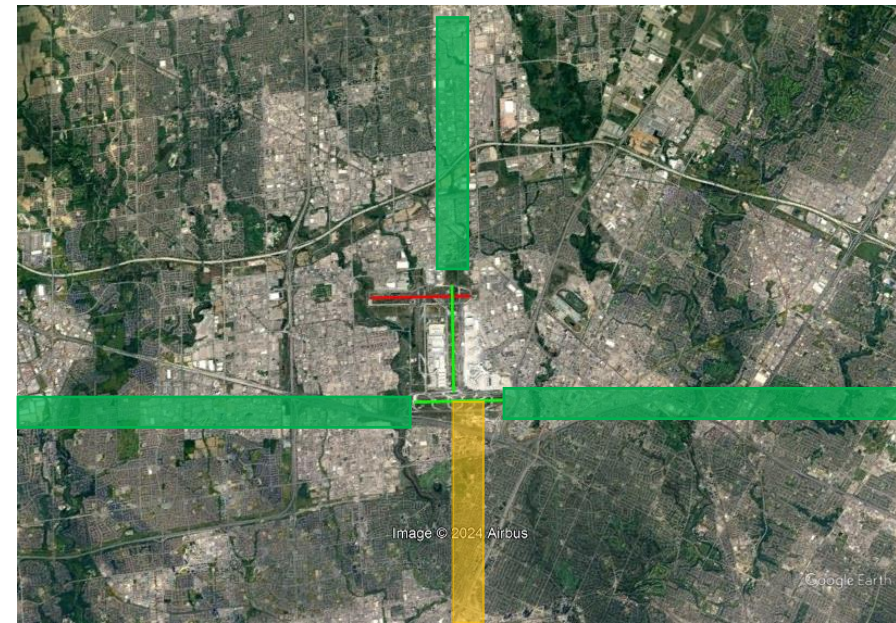
Impacts




- Maintenance contingency preferential runways, 06L/24R will be used during this time.
- Depending on winds, there may be some use of Runway 15L for departures of heavy, long-haul flights

Typical use of Preferential Runway system



Expected use of Preferential Runway system with closure



-  Regular use
-  Occasional use (Runway 05/23 unavailable)
-  Rare use (strong northerly or southerly winds)

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 Meetings](#) – July 25 and November 7, 2024

Question Period



GTAA Annual Public Meeting:

Wednesday, May 1

1:30 p.m. – 3:00 p.m.

Toronto Congress Centre

www.torontop Pearson.com/apm

Pearson Public Meeting:

July 25

6pm

www.torontop Pearson.com/nmf



Thank You

Next Meeting: July 25th