

Noise Management Forums

Public Meeting

July 24, 2024



Welcome + Introductions

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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
- 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.

Pearson by the Numbers

46.8 M

Passengers served in
2024



199

Destinations



53

Airline partners



14

Major air cargo
operators

1,910
People

Directly employed by
GTAA (Toronto
Pearson)

4,600
Acres

Occupied by
business operations
(about 12,500 hockey
arenas)

\$19.6 B
GDP

Generated for
Canada

24/7
Operations

Non-stop, year-
round



Operations - Q2



Aircraft Movements

2023

95,238

2024

97,713

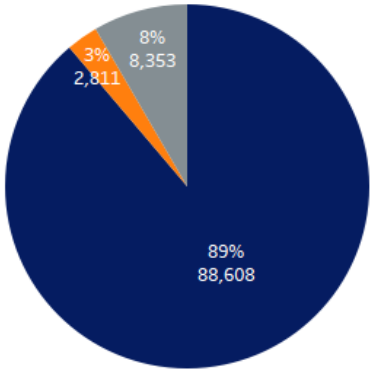
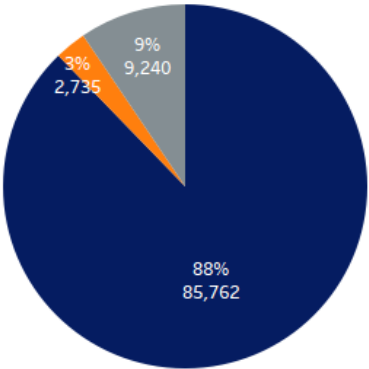
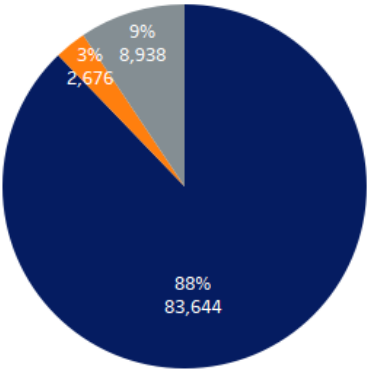
2025

99,759



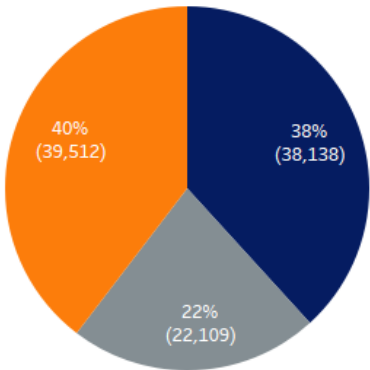
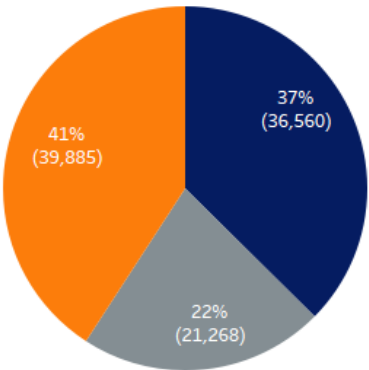
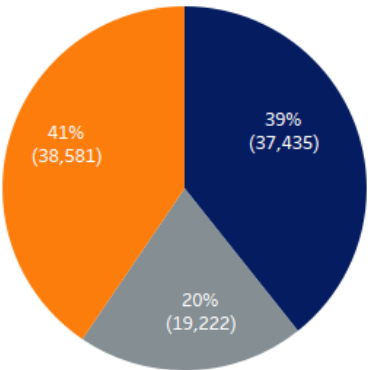
Type Splits

- PAX
- Cargo
- GA/BA



Sector Splits

- DOM
- INT
- TB



The Runways

Toronto Pearson has five runways

Two north-south runways:

Runway 15L/33R

Runway 15R/33L

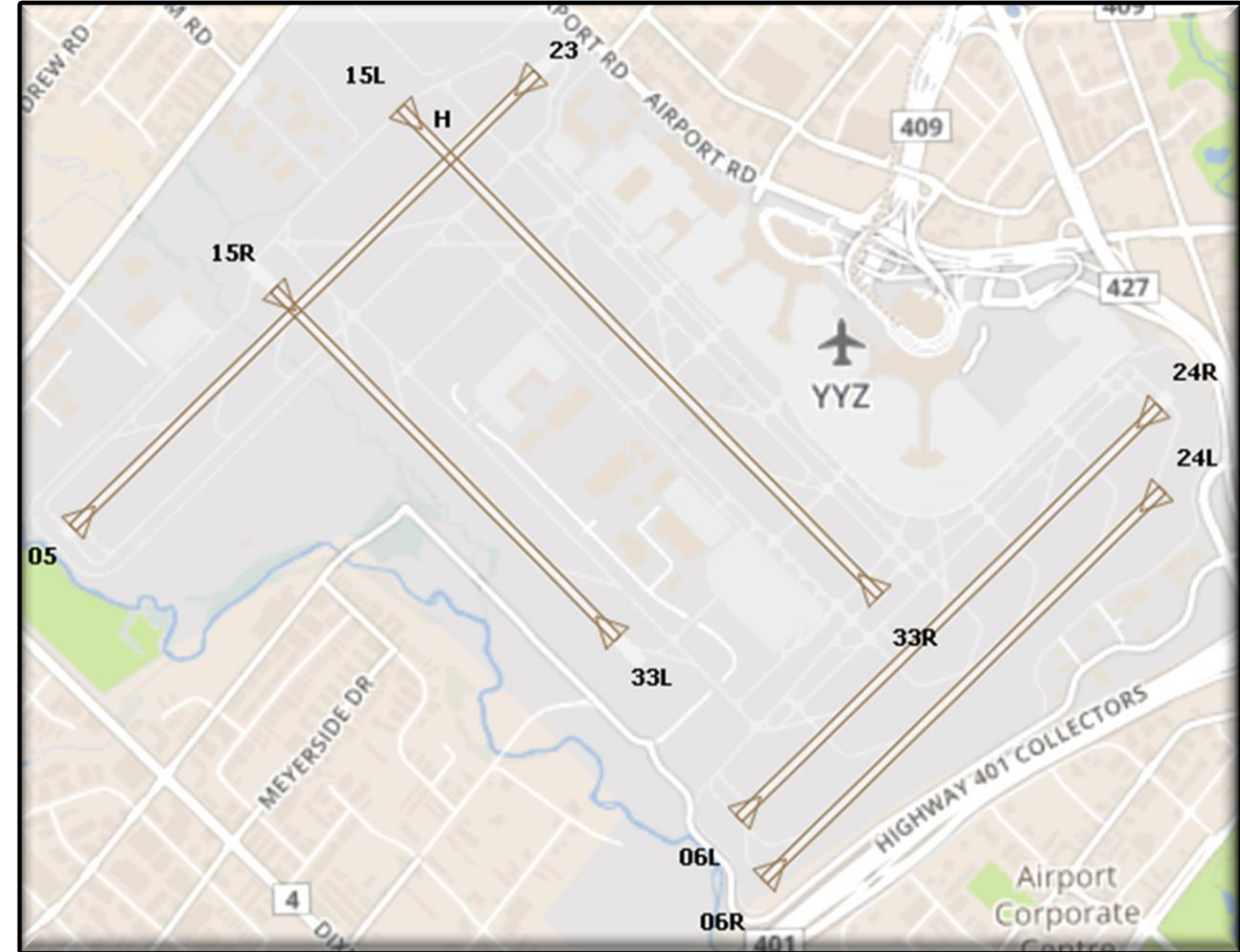
Three east-west

Runway 05/23

Runway 06L/24R

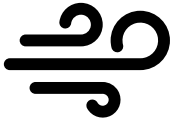
Runway 06R/24L

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



Runway Selection

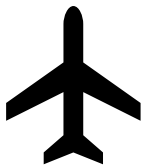
Air Traffic Controllers consider many factors when selecting a runway configuration:



Wind - direction, windspeed, crosswinds



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



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



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



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



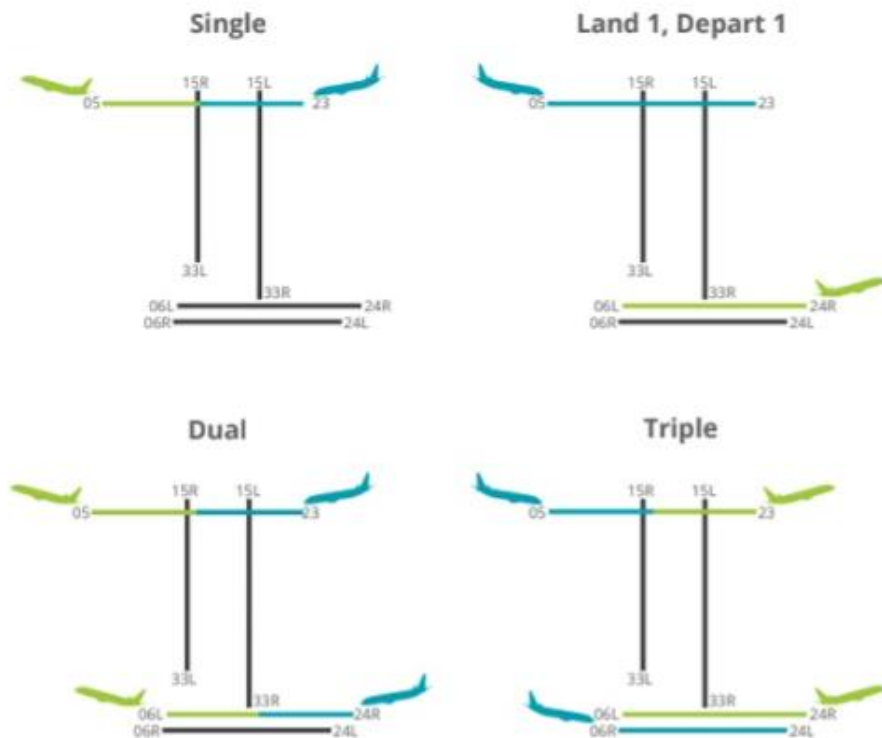
Time of Day – the Nighttime Preferential Runway System is used between midnight and 6:30 am. It is designed to affect the fewest people in the nighttime hours



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

Traffic Distribution Q2 and Q1 2025

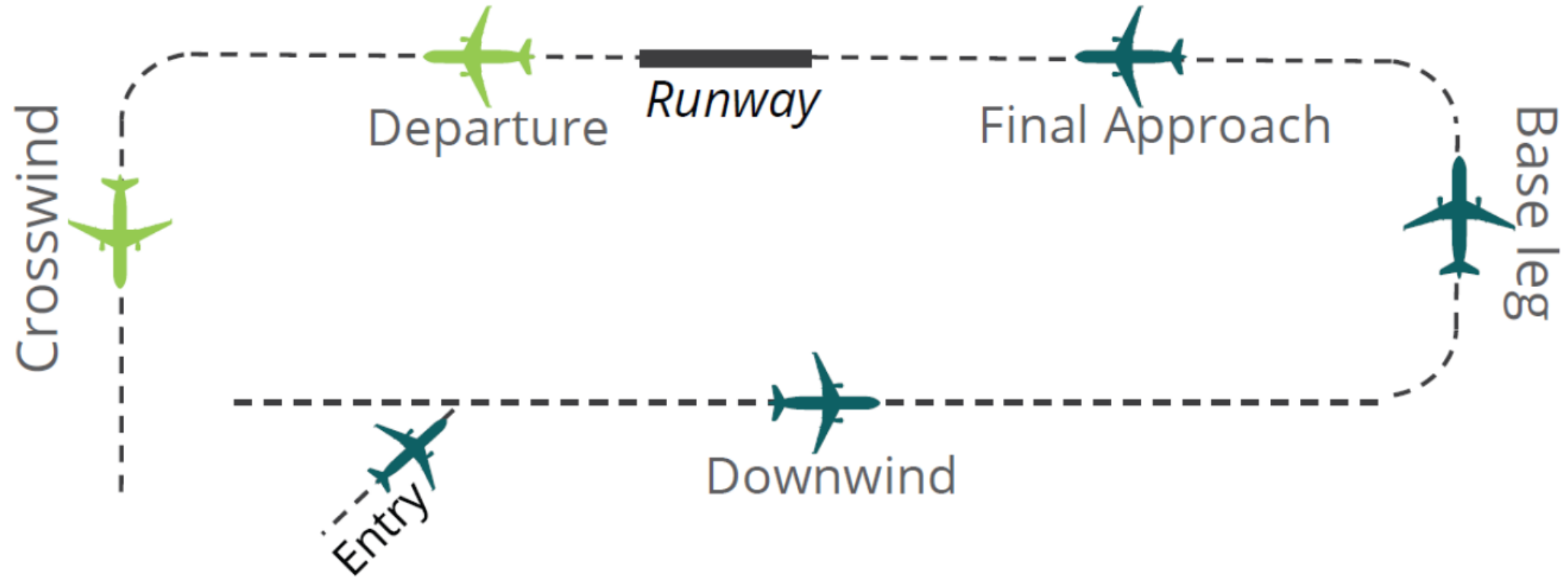


Configuration Usage (hours):

	Q1 2025		Q2 2025		vs. Q1 '25
	Hours	%	Hours	%	
Single	261	12%	246	11%	-15
L1D1	211	4%	82	4%	-129
L1D1 w/ Offloads	1387	68%	1418	65%	31
Dual	108	7%	150	7%	41
Triple	18	2%	38	2%	20
Multi-Direction	175	9%	250	13%	75

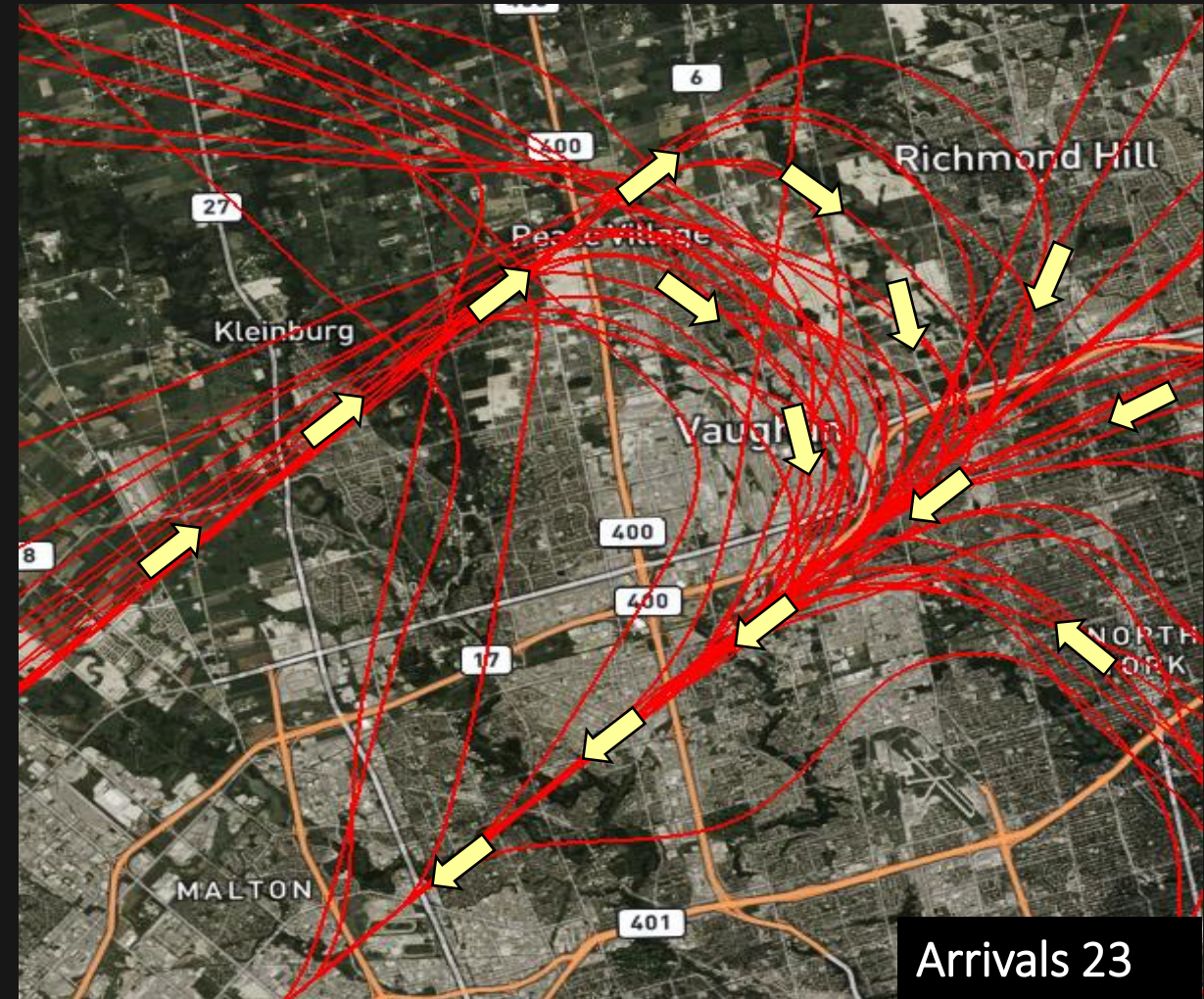
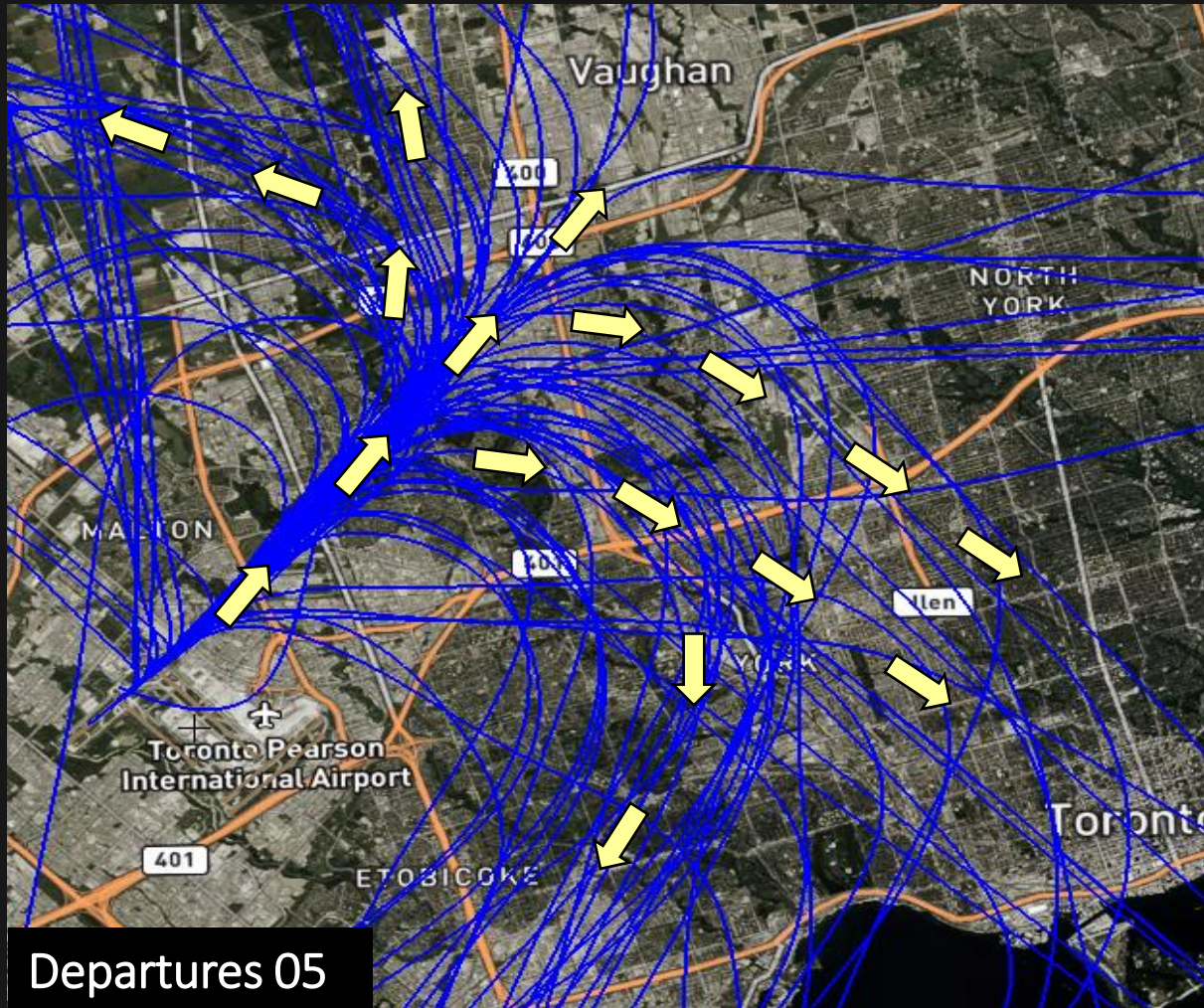
- North/South runways were used for 6% of aircraft movements in Q2 2025 down from 9% in Q1 2025
- Hours with Triple operations are up in Q2 2025 vs Q1 2025 but remain low

Runway Circuit Pattern



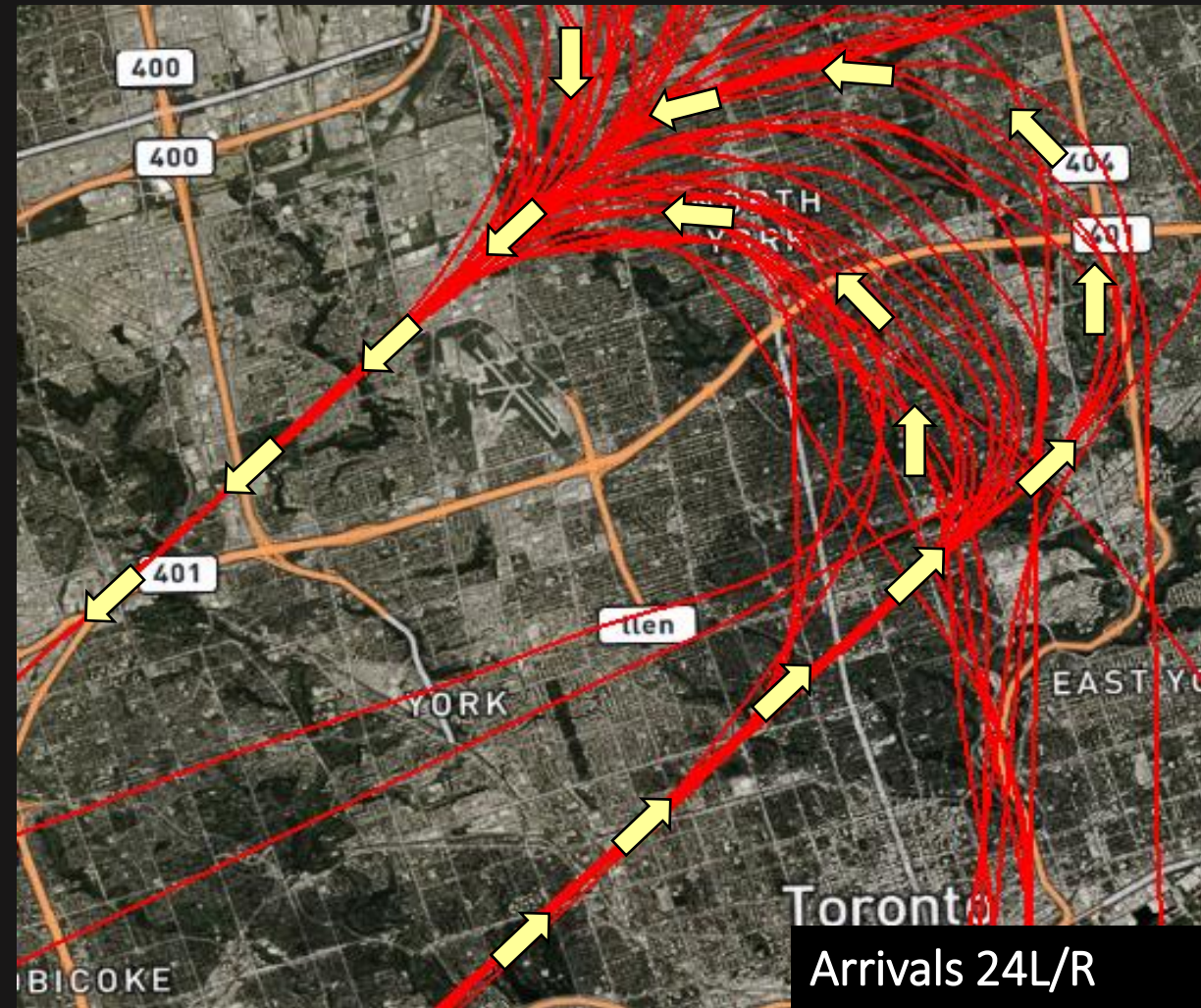
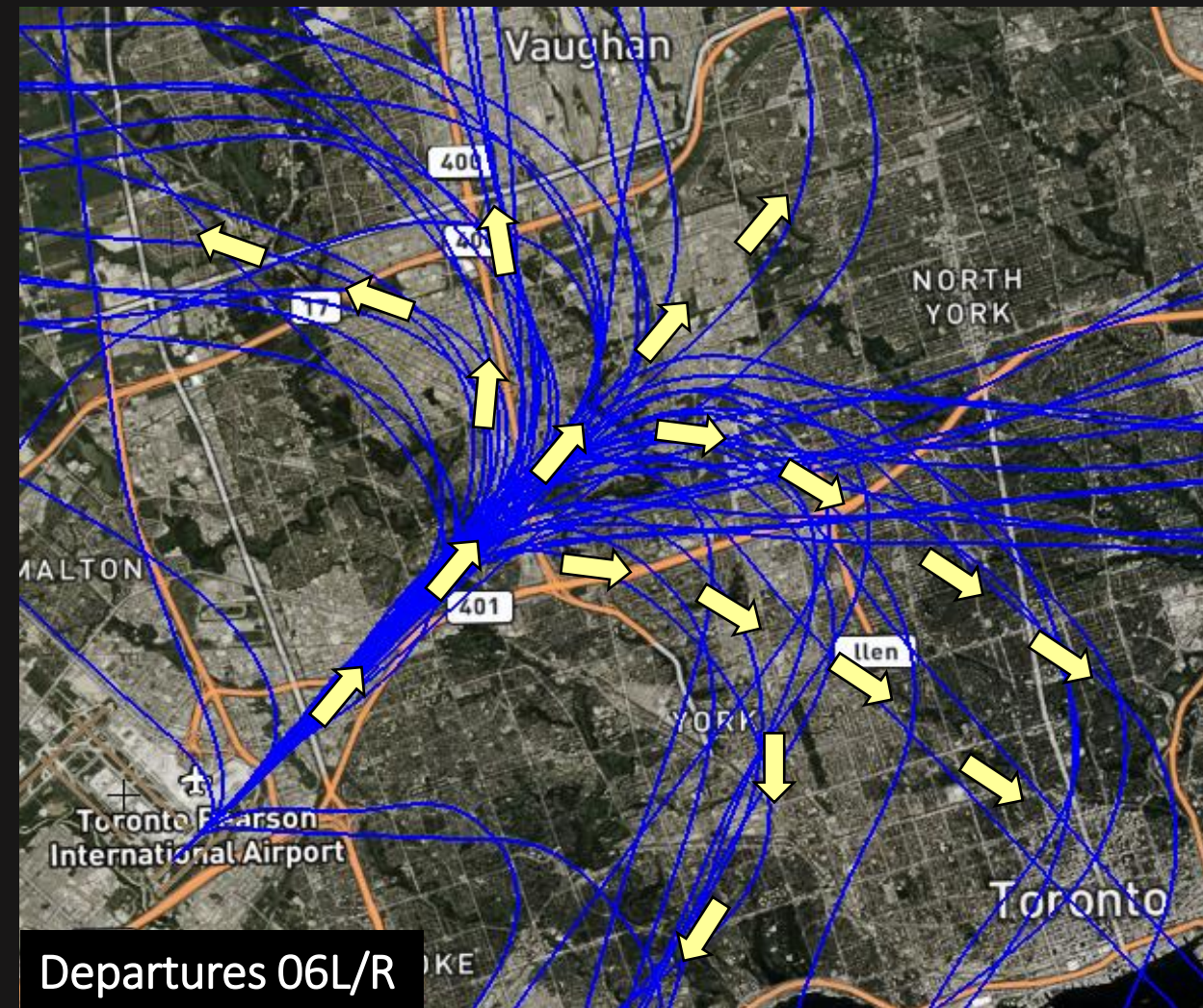
Operations + Community Impact

Northeast



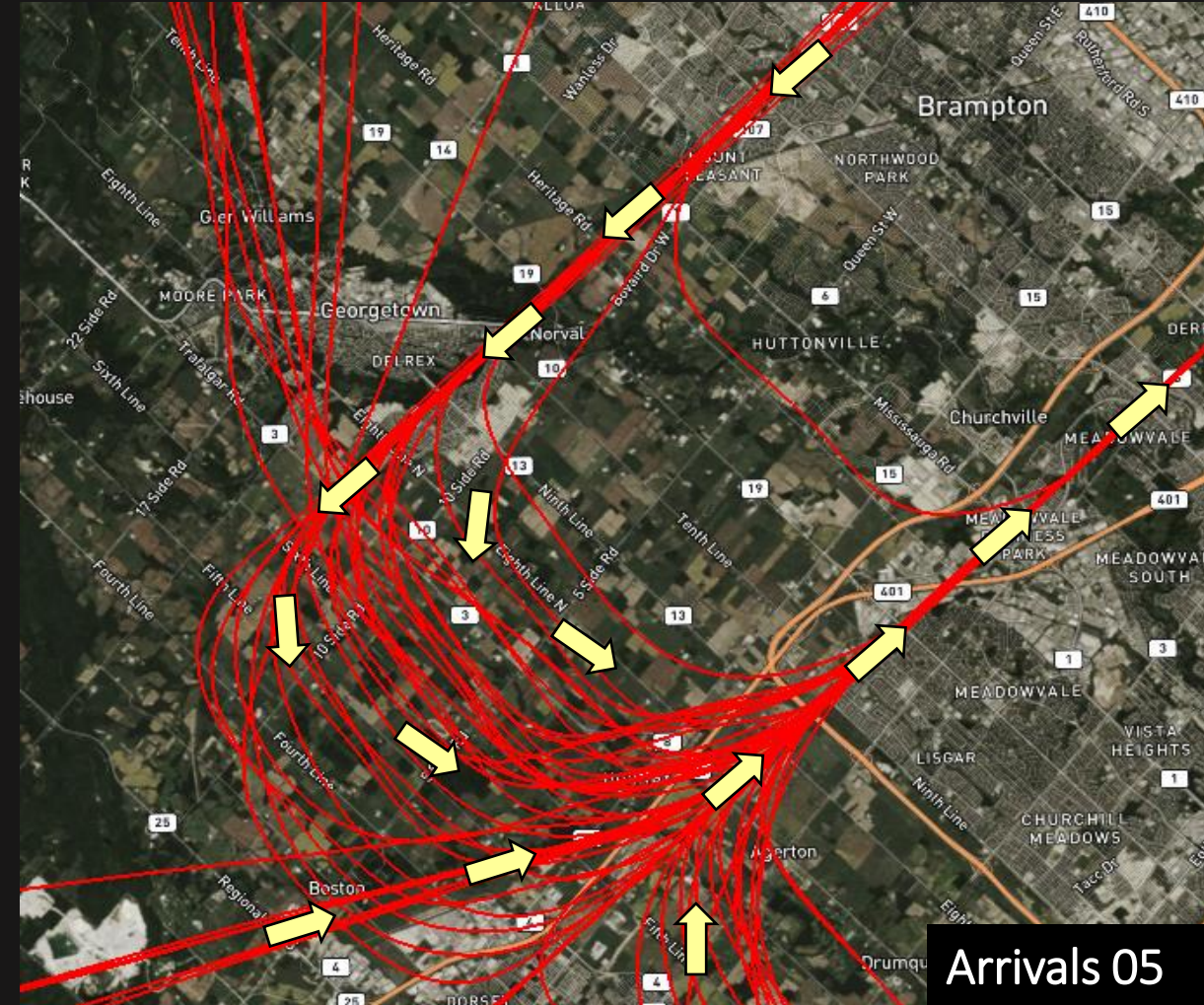
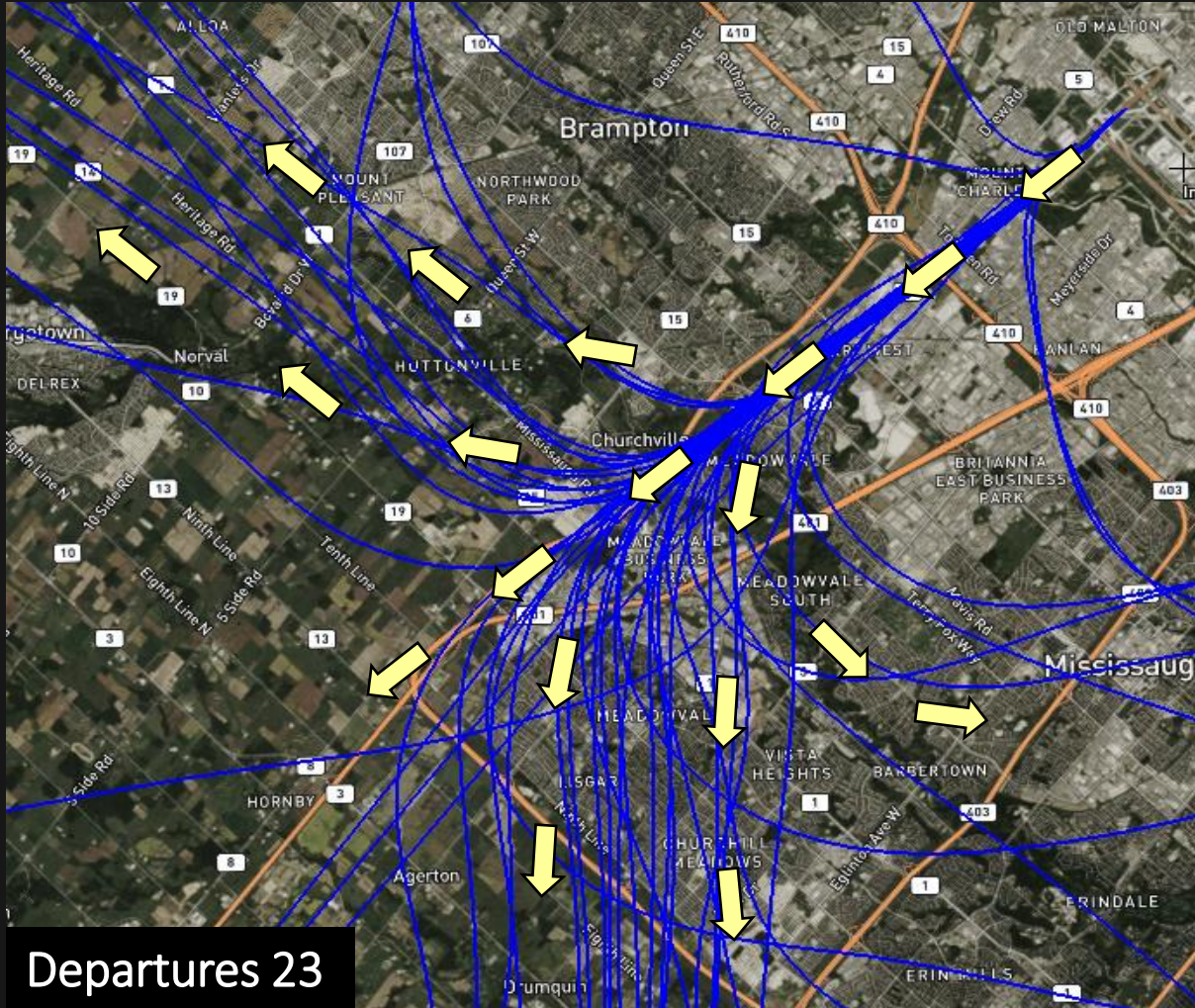
Rexdale, Humber River-Black Creek, Maple, Vaughan, Richmond Hill, Thornhill,

Southeast



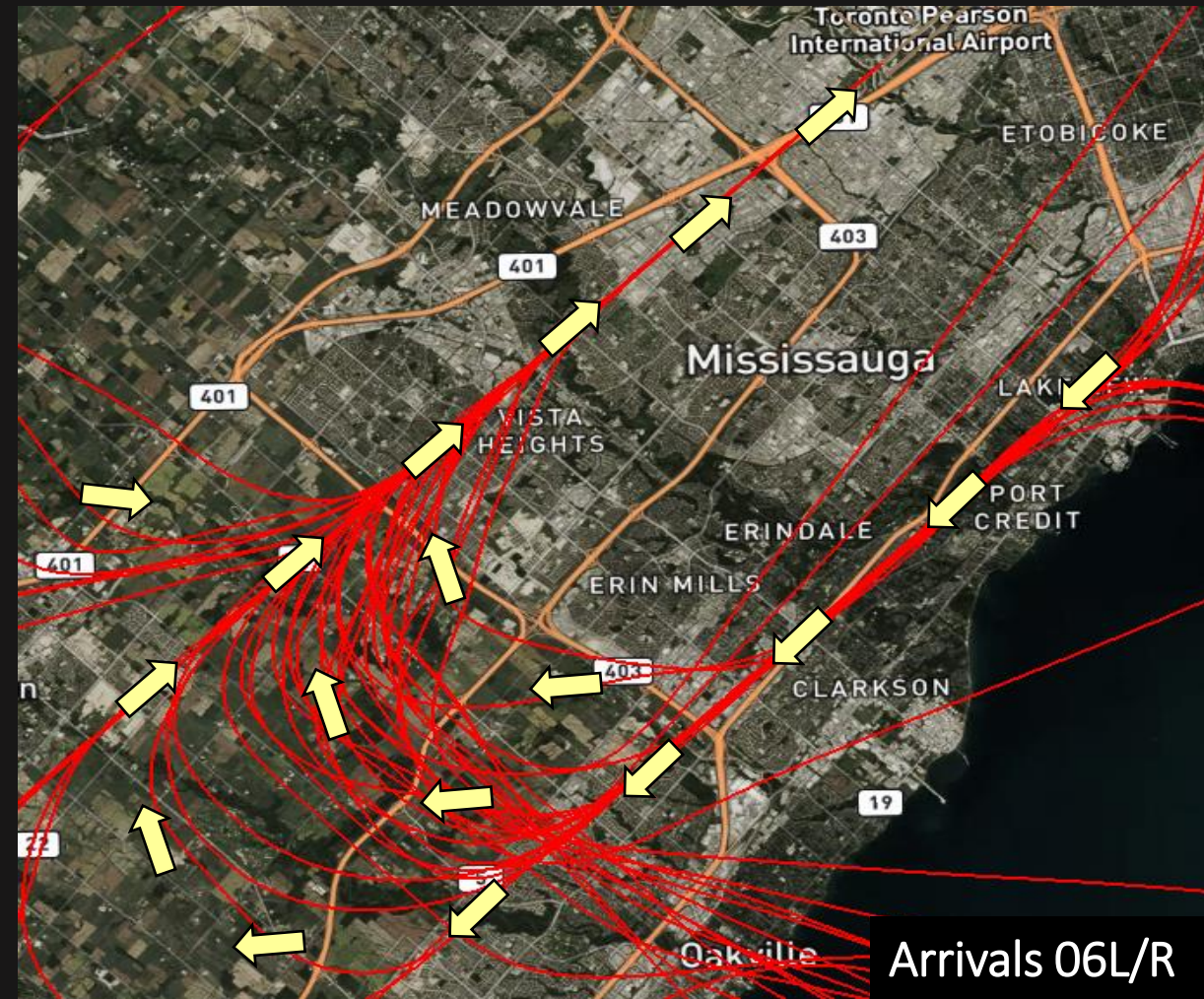
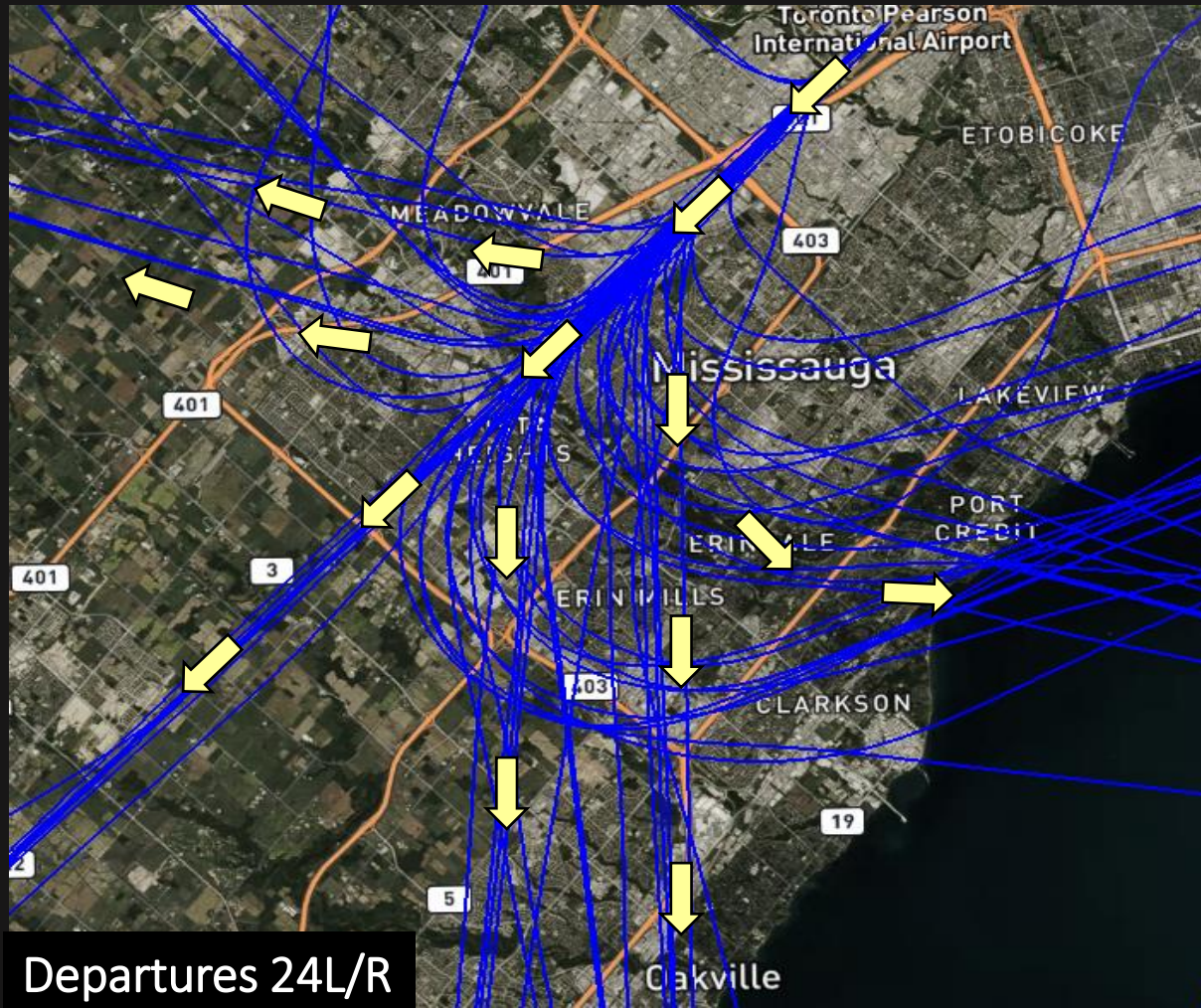
Midtown Toronto, Humber River-Black Creek, North York, Weston, Markham

Northwest



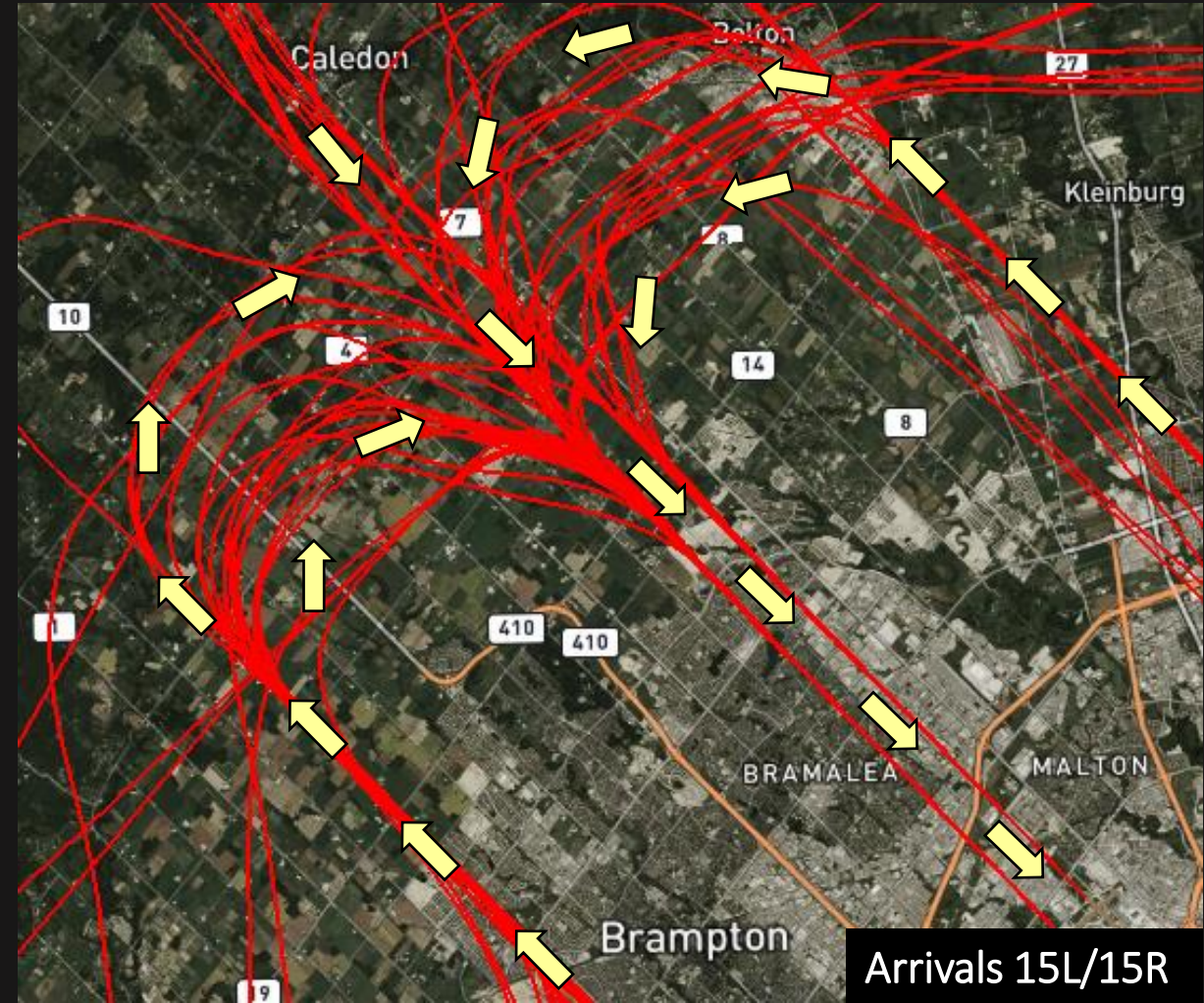
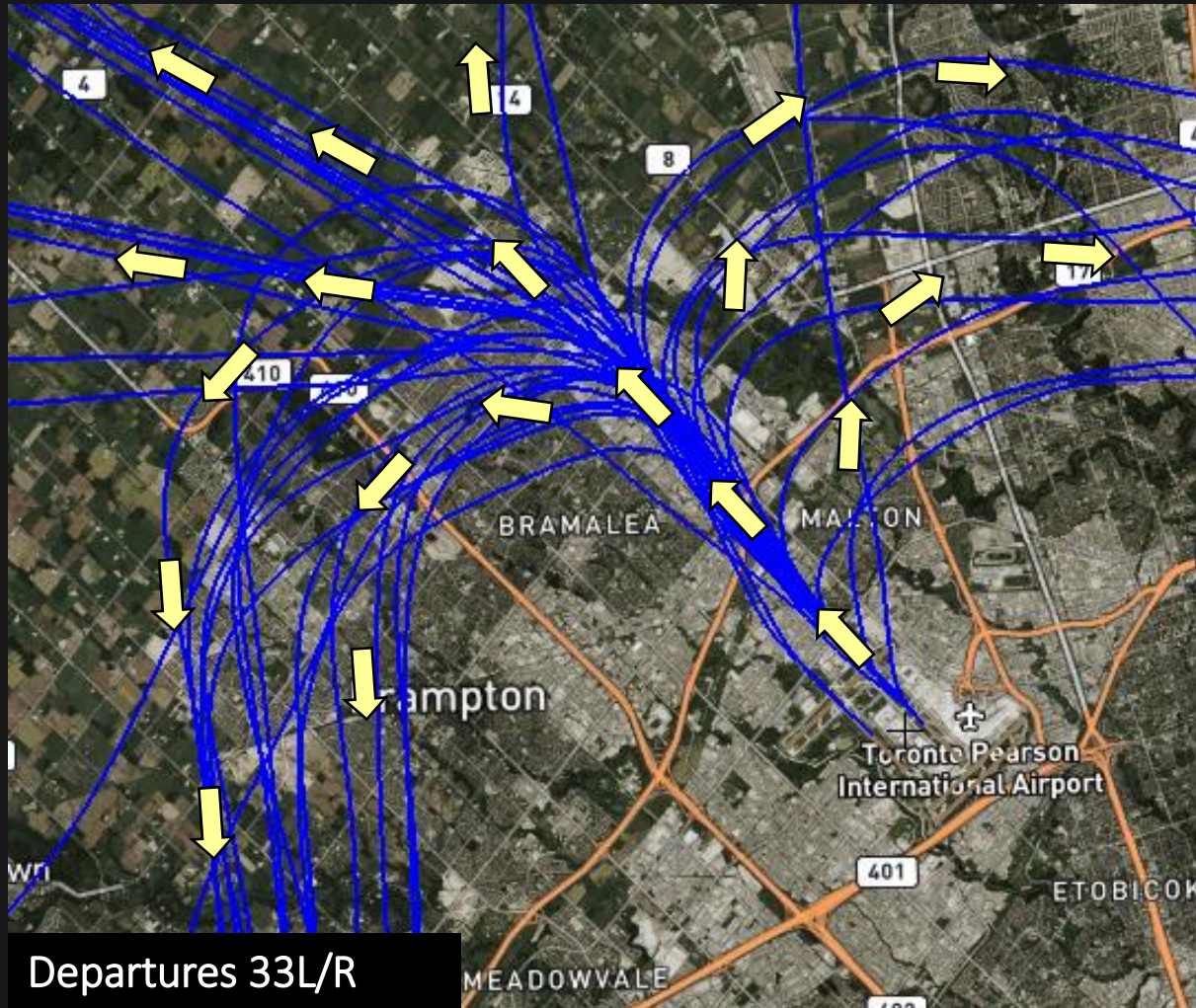
Brampton, Georgetown, Milton, Meadowvale, Streetsville

Southwest



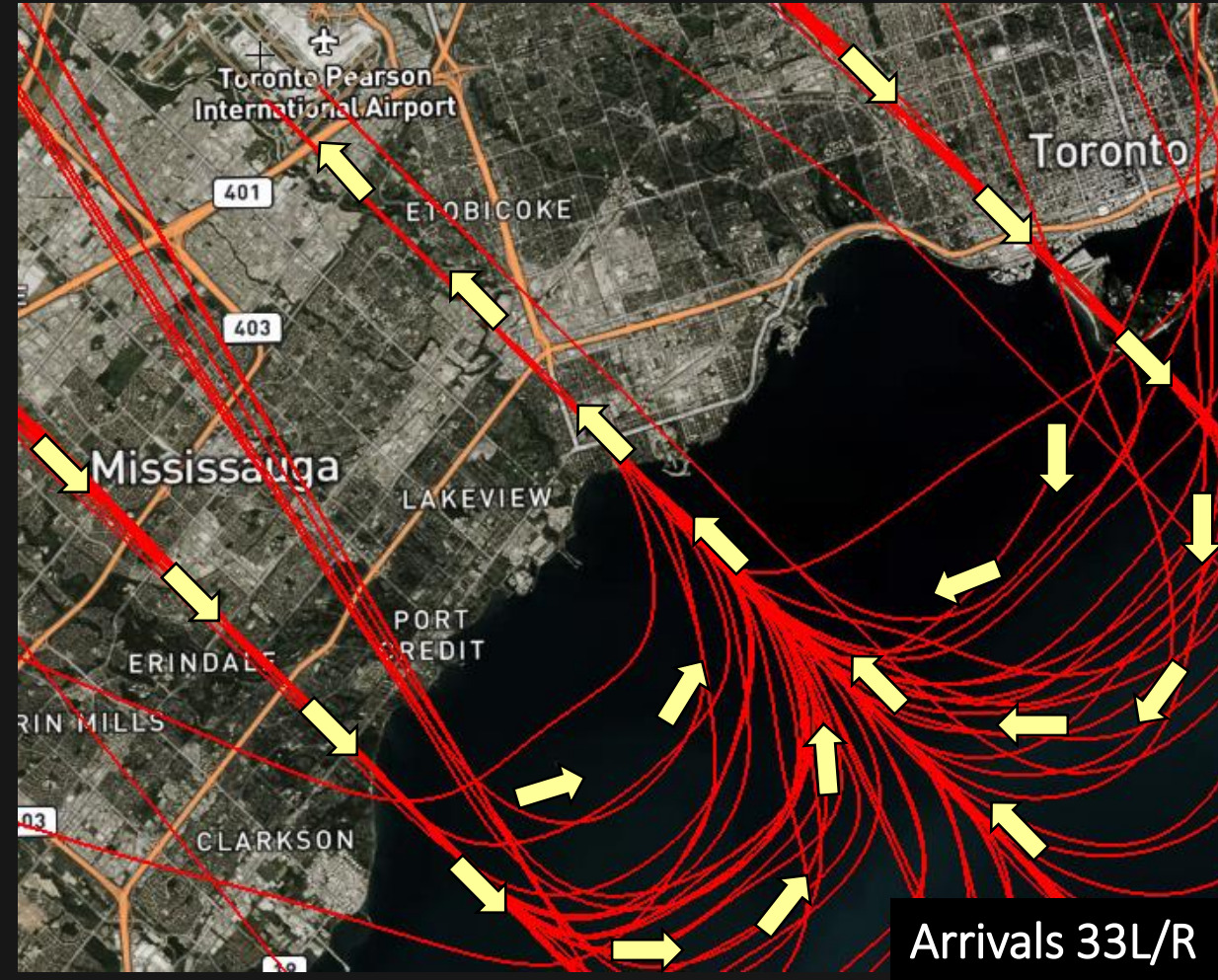
Meadowvale, Alderwood, Erin Mills, Streetsville, Clarkson, Port Credit, Oakville

North



Brampton, Malton

South



Etobicoke-Lakeshore, Alderwood, Long Branch, Markland Wood

Question Period

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 – Next Meeting November 6, 2025

Thank you

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November 6, 2025

Toronto Pearson 