

# Toronto Pearson Noise Management Forums Public Meeting

April 7th, 2022



# Pearson Public Meetings

- The 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 efforts
  - 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 and a public meeting session which includes presentations and a public question period. Both the drop-in session and public meetings are virtual
- The Public Meetings are recorded and posted online at [www.torontopearson.com/nmf](http://www.torontopearson.com/nmf)



# Noise Management Roles and 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. It is also responsible to maintain the airport infrastructure including surfaces such as runways.

**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.

**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.

# Special Agenda

- Runway 06L/24R Rehabilitation Project
  - Project Details
  - Operational + Community Impacts
  - How to stay in touch
- Questions



Runway  
Rehabilitation  
Project





# Temporary Closure of 06L/24R

- Like all major infrastructure, our runways need regular maintenance to keep them safe.
- On April 4, Pearson started an eight-month rehabilitation of 06L/24R, the airport's second-busiest runway.
- First built in the 1960s, The 3-km runway needs to be fully rehabilitated due to the wearing down of its concrete sub-structure as a result of weather conditions, use and time.

# Project Benefits



**SAFETY:** The project will ensure the continued safety of operations at Pearson, including the safety of passengers, employees and our communities.



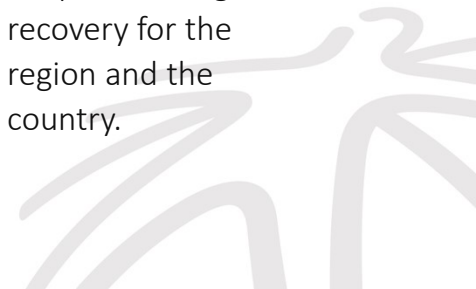
**WORKING GREENER:** Environmentally friendly construction practices include using crushed concrete from the runway pavement removal for the sub-base and base materials and recycled milling asphalt materials to build approach roads in the vicinity of the runway.



**BUILDING BACK BETTER:** A strong Toronto Pearson will support a strong region, strong province and strong Canada, enabling foreign direct investment, trade, tourism and critical goods movement to keep Canada's supply chain moving. This work will contribute millions of dollars to the local economy and create meaningful jobs



**FUELING THE REGION:** The runway rehabilitation project will create jobs and inject millions of dollars into Ontario's economy, helping to spur a strong recovery for the region and the country.

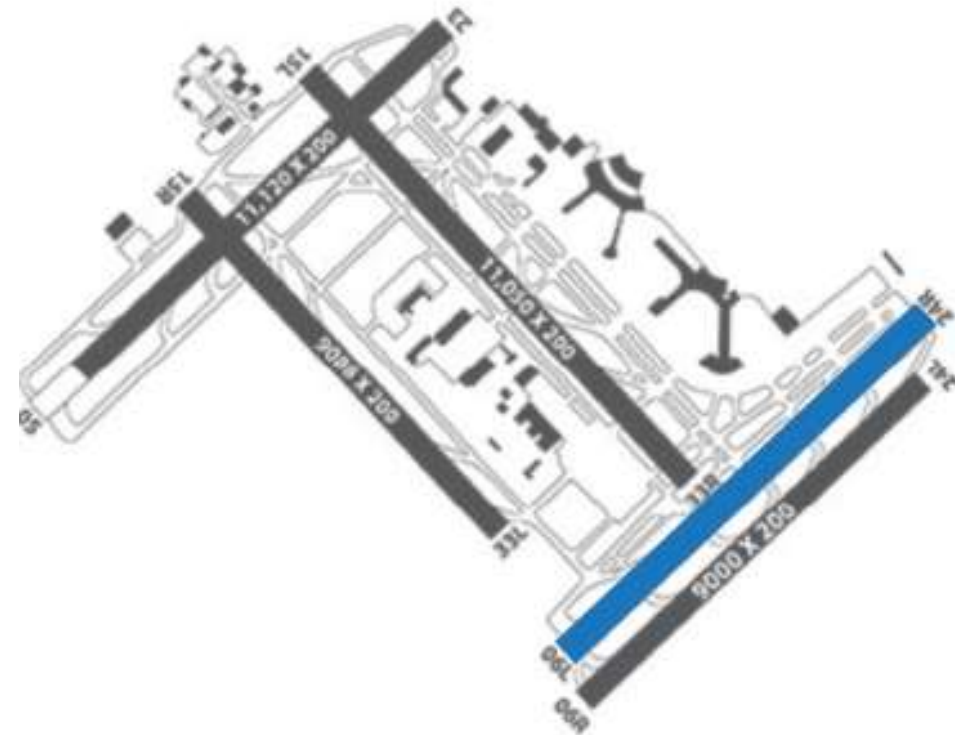


# Mitigating impacts



We are working closely with our industry partners and construction contractor to deliver a project that is safe and that minimizes impacts:

- Project will be complete in months, instead of over the span of years
- Reduced airline schedules (arrivals and departures) to minimize delays and impacts
- Noise Abatement procedures and Noise Operating restrictions (Nighttime Preferential Runway system and the Night Flight Restriction Program)





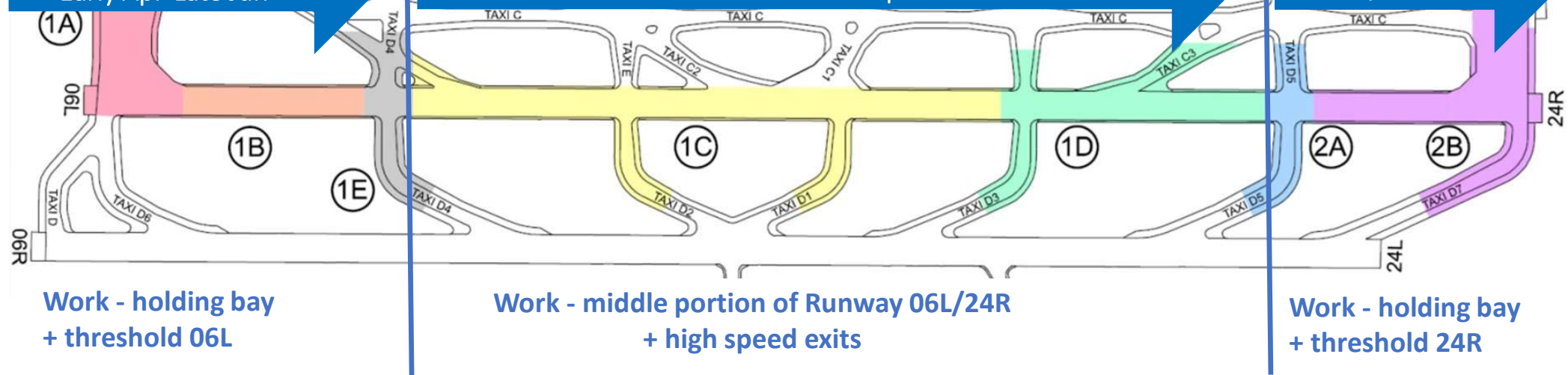
# 06L/24R Temporary Closure



**Phase 1**  
Early Apr-Late Jun

**Phase 2**  
Late June-Mid Sep

**Phase 3**  
Mid Sep-Mid Nov



**Work - holding bay  
+ threshold 06L**

**Work - middle portion of Runway 06L/24R  
+ high speed exits**

**Work - holding bay  
+ threshold 24R**

## Slot Rate 72/hour

## Slot Rate 77/hour

## Slot Rate 72/hour

- Runway 24L can be used for departures, and limited arrivals
- Runway 06R can be used for arrivals only
- Increased use of North/South runways expected

- Regular operations expected - East/West runway usage
- Possibility of North/South runway usage

- Runway 06R – can be used for departures, and limited arrivals
- Runway 24L arrivals only
- Increased use of North/South runways expected

# Week #1



# Operational & Community Impacts

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# Our Runways

Toronto Pearson has five runways

- Two runways go in the north-south direction:
  - Runway 15L/33R
  - Runway 15R/33L
- Three runways go in the east-west direction:
  - 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



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



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



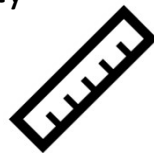
**Distance to Runway** – the primary departure runway is typically the shortest distance from the terminal – less fuel consumption, less GHG



**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



# Flight Traffic – A Lookahead

Residents currently affected by flight traffic are likely to experience higher traffic levels than in 2021.

## 1. Overall flight traffic is increasing

- a. easing of travel restrictions
- b. pent up demand for travel
- c. High season – summer



## 2. Reduction of available runways

(and taxiways at times) due to the Runway Rehabilitation project

### Changes for East/West Runway usage

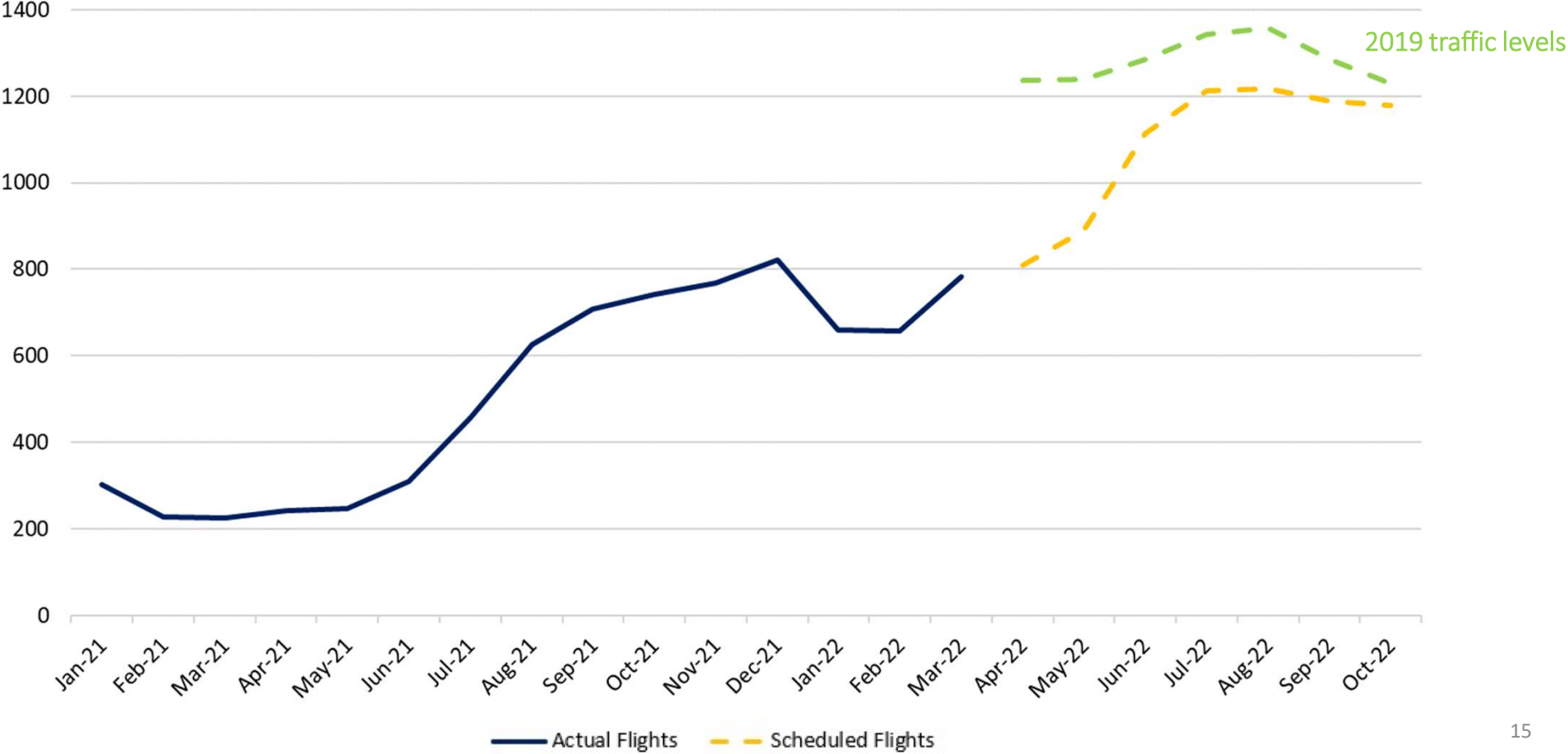
The closure of Runway 06L/24R and limitations on 06R/24L at times, means that the remaining east/west runways will handle all of the arrival and departure traffic. Residents affected by east/west runway operations are likely to experience a higher proportion of the traffic than typical.

### Changes for North/South Runway usage

With the closure of Runway 06L/24R traffic and limitations on 06R/24L at times, the North/South runways will be used when needed for capacity. Residents affected by North/South runway operations are likely to experience a higher proportion of the traffic than typical.

# Overall flight traffic is increasing

Average Daily Flights by Month



# Arrivals Runway 23

## Departures Runway 05

Communities impacted:

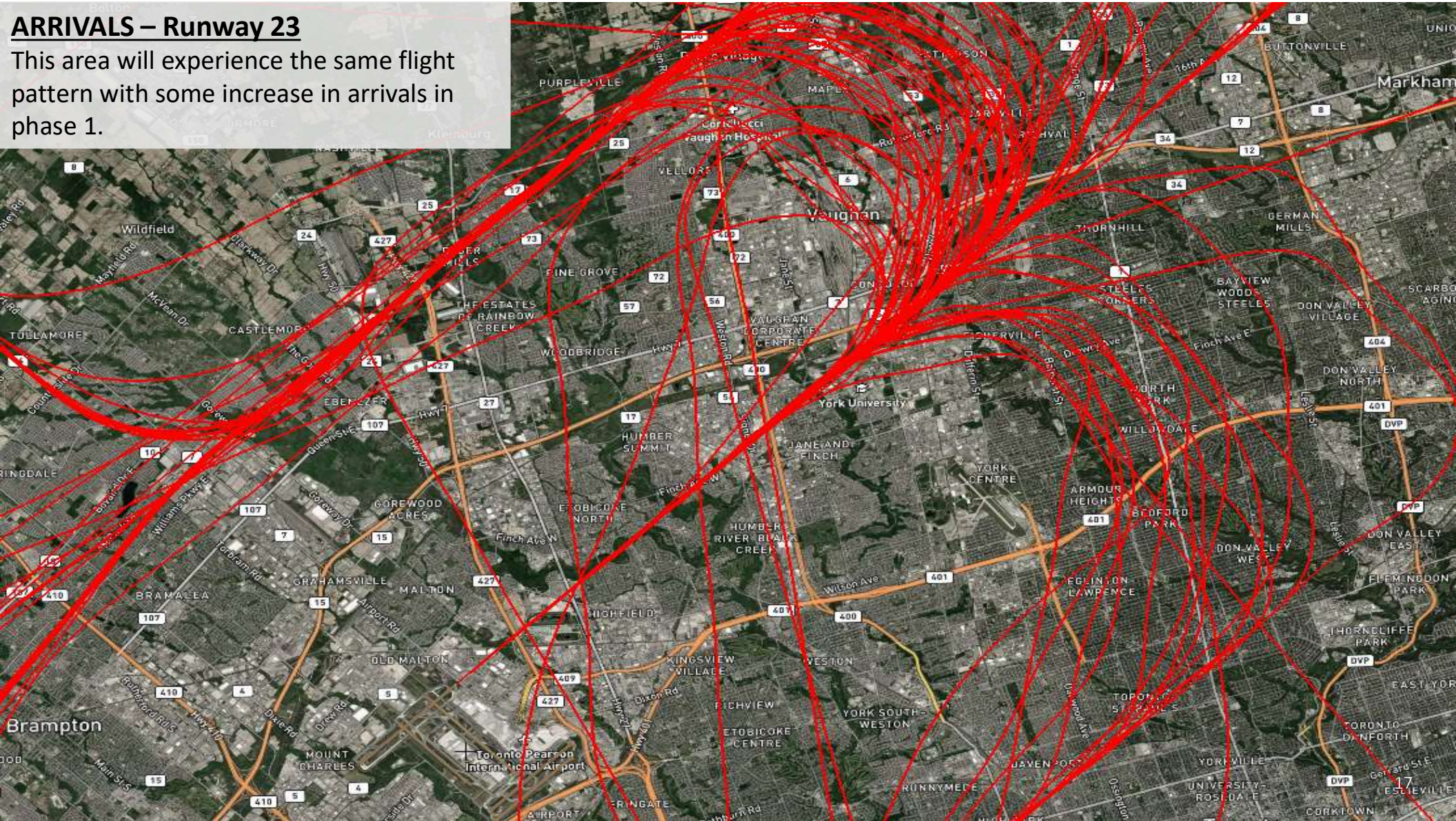
Maple/Vaughan, Richmond Hill, Thornhill, Rexdale



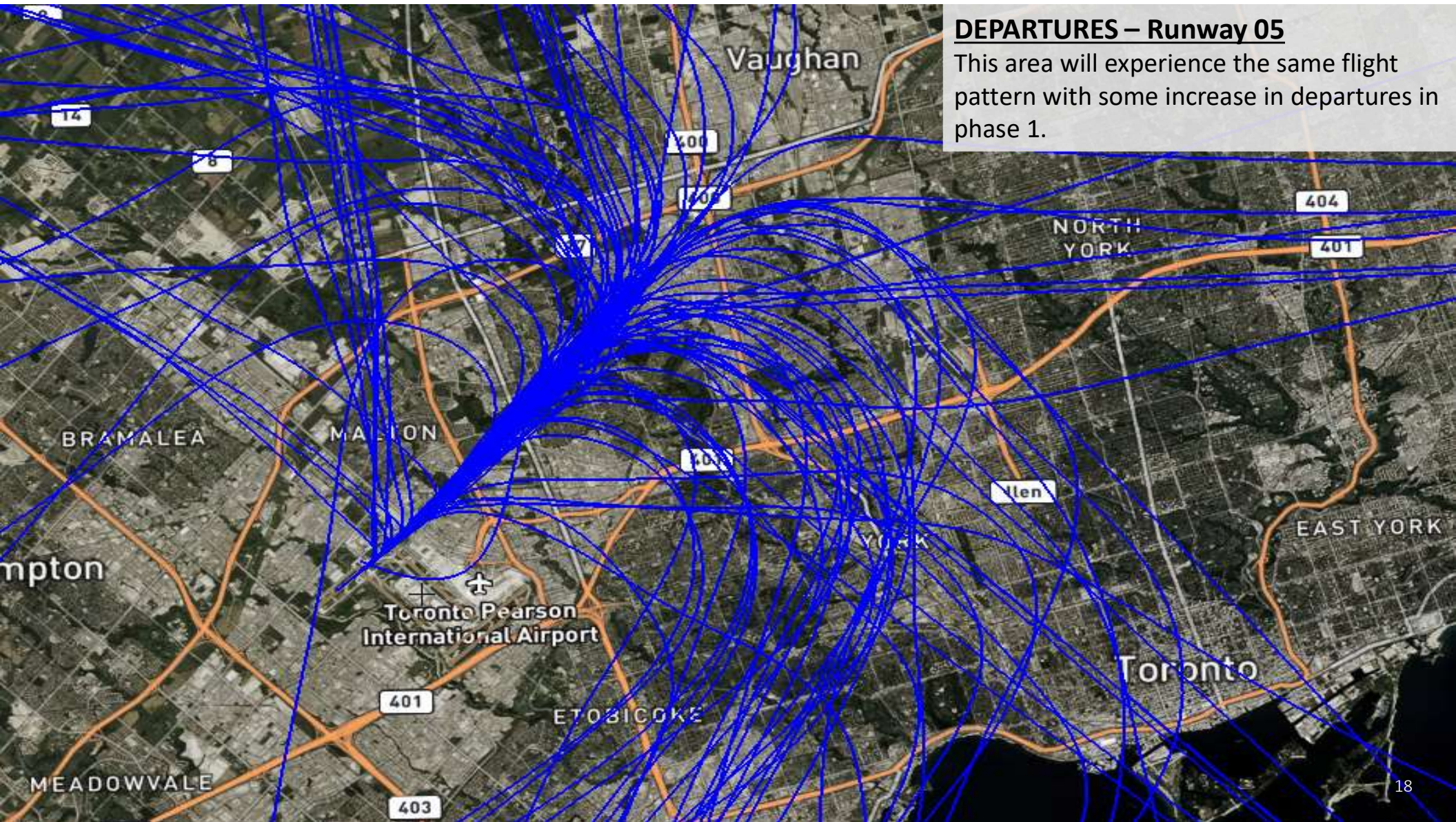


## ARRIVALS – Runway 23

This area will experience the same flight pattern with some increase in arrivals in phase 1.







**DEPARTURES – Runway 05**

This area will experience the same flight pattern with some increase in departures in phase 1.



# Arrivals Runway 24L/R Departures Runway 06L/R

Communities impacted:

Midtown Toronto, North York, Weston, Markham

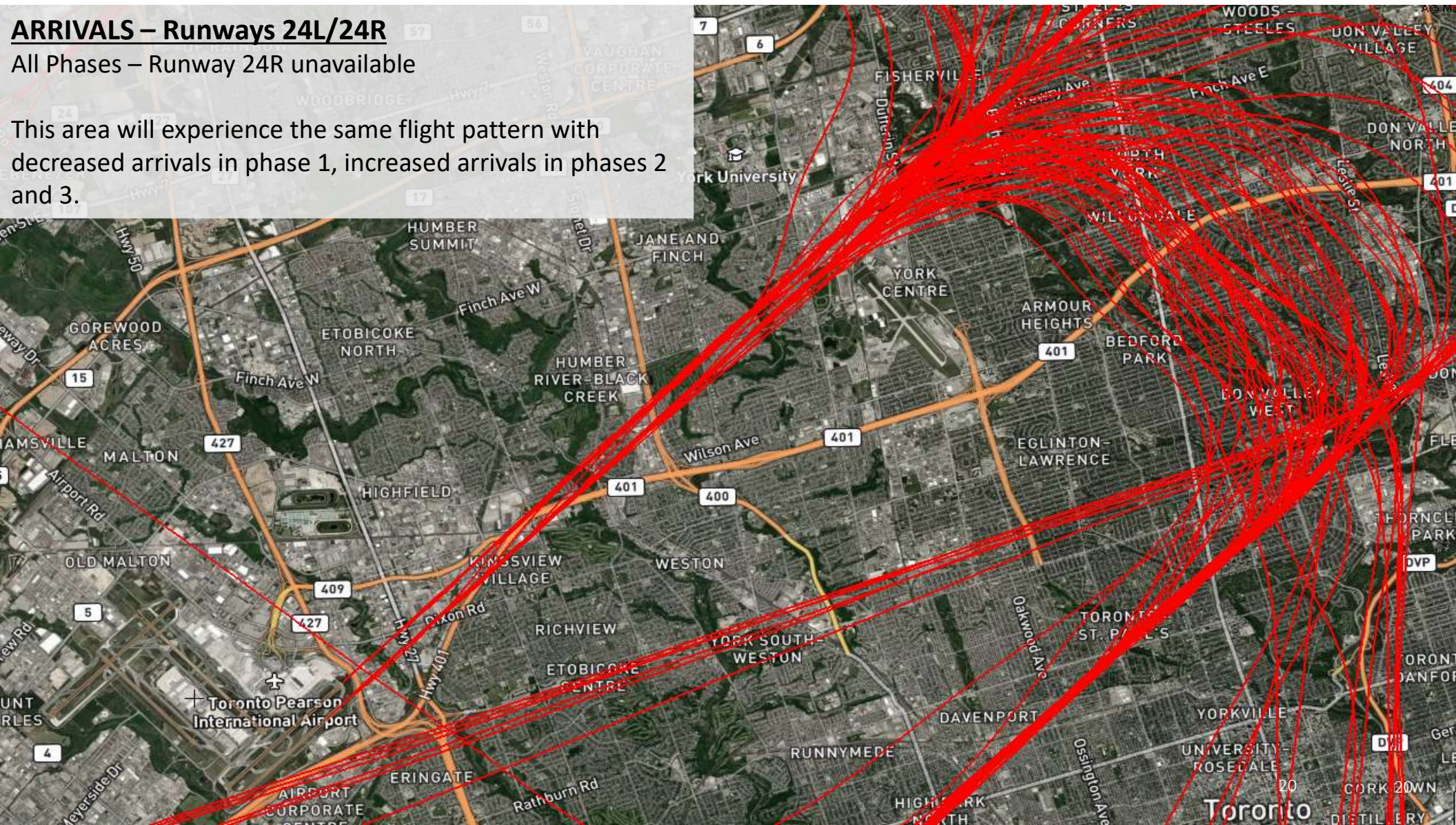




## ARRIVALS – Runways 24L/24R

All Phases – Runway 24R unavailable

This area will experience the same flight pattern with decreased arrivals in phase 1, increased arrivals in phases 2 and 3.

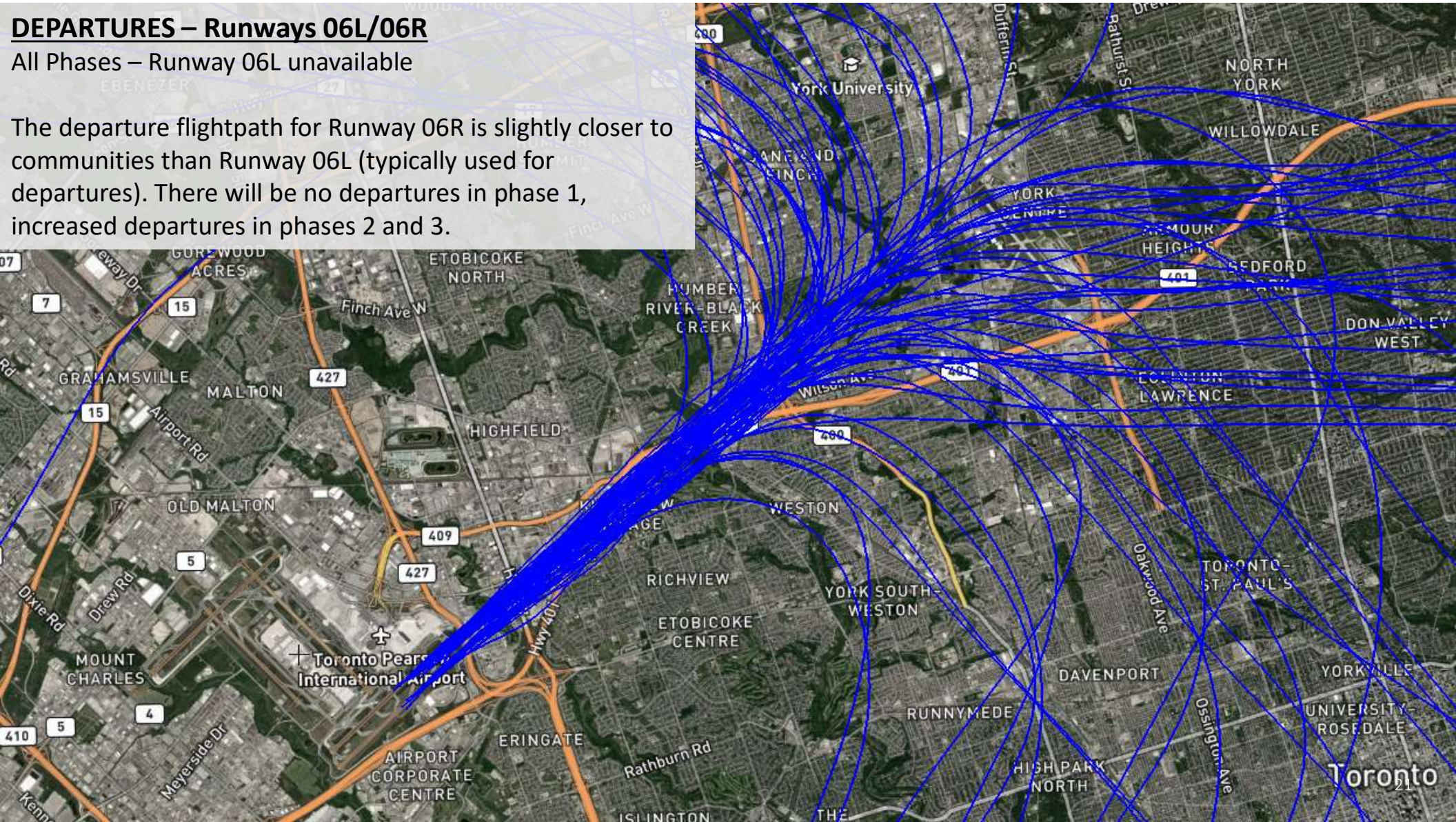




## DEPARTURES – Runways 06L/06R

All Phases – Runway 06L unavailable

The departure flightpath for Runway 06R is slightly closer to communities than Runway 06L (typically used for departures). There will be no departures in phase 1, increased departures in phases 2 and 3.





# Arrivals Runway 05

## Departures Runway 23

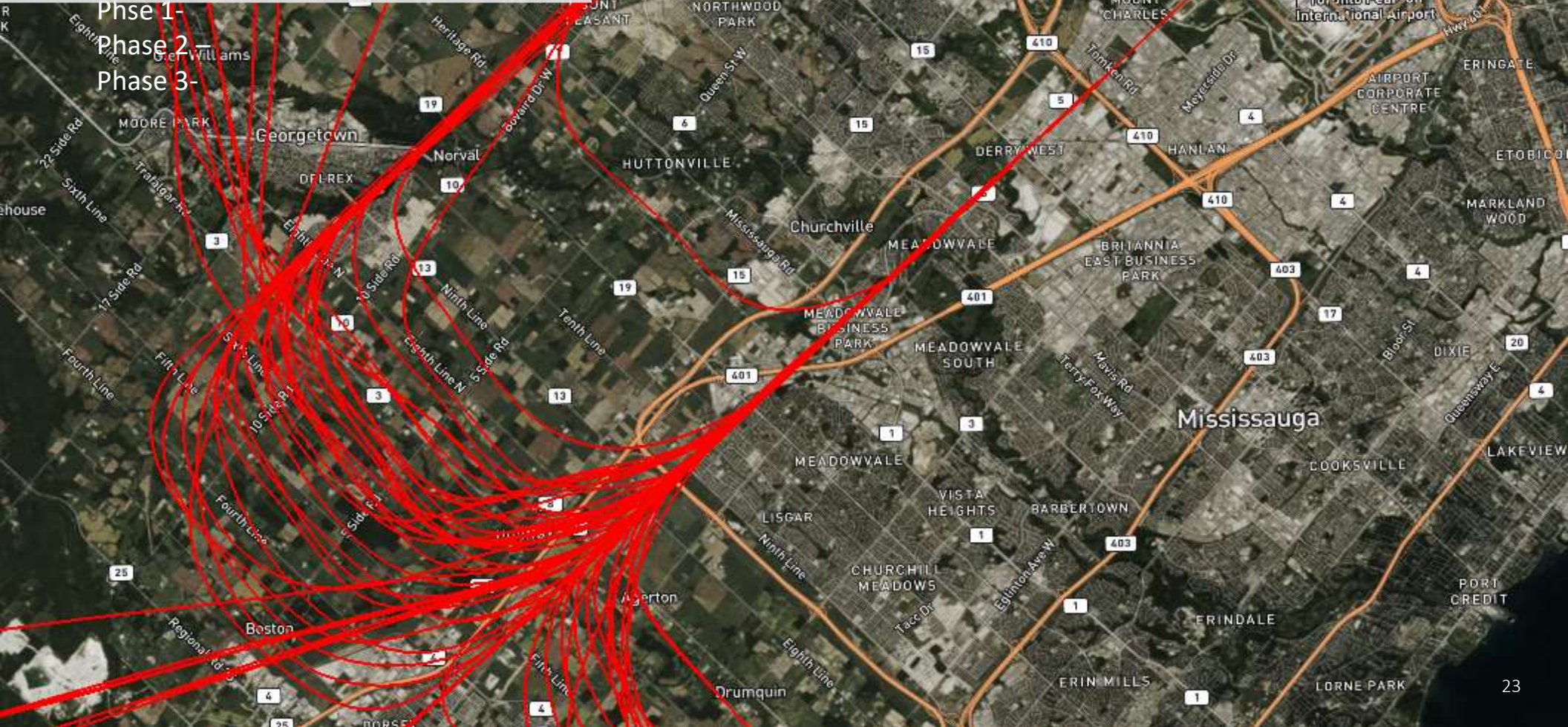
Communities impacted:

Brampton, Georgetown, Milton, Meadowvale, Streetsville



## ARRIVALS – Runway 05

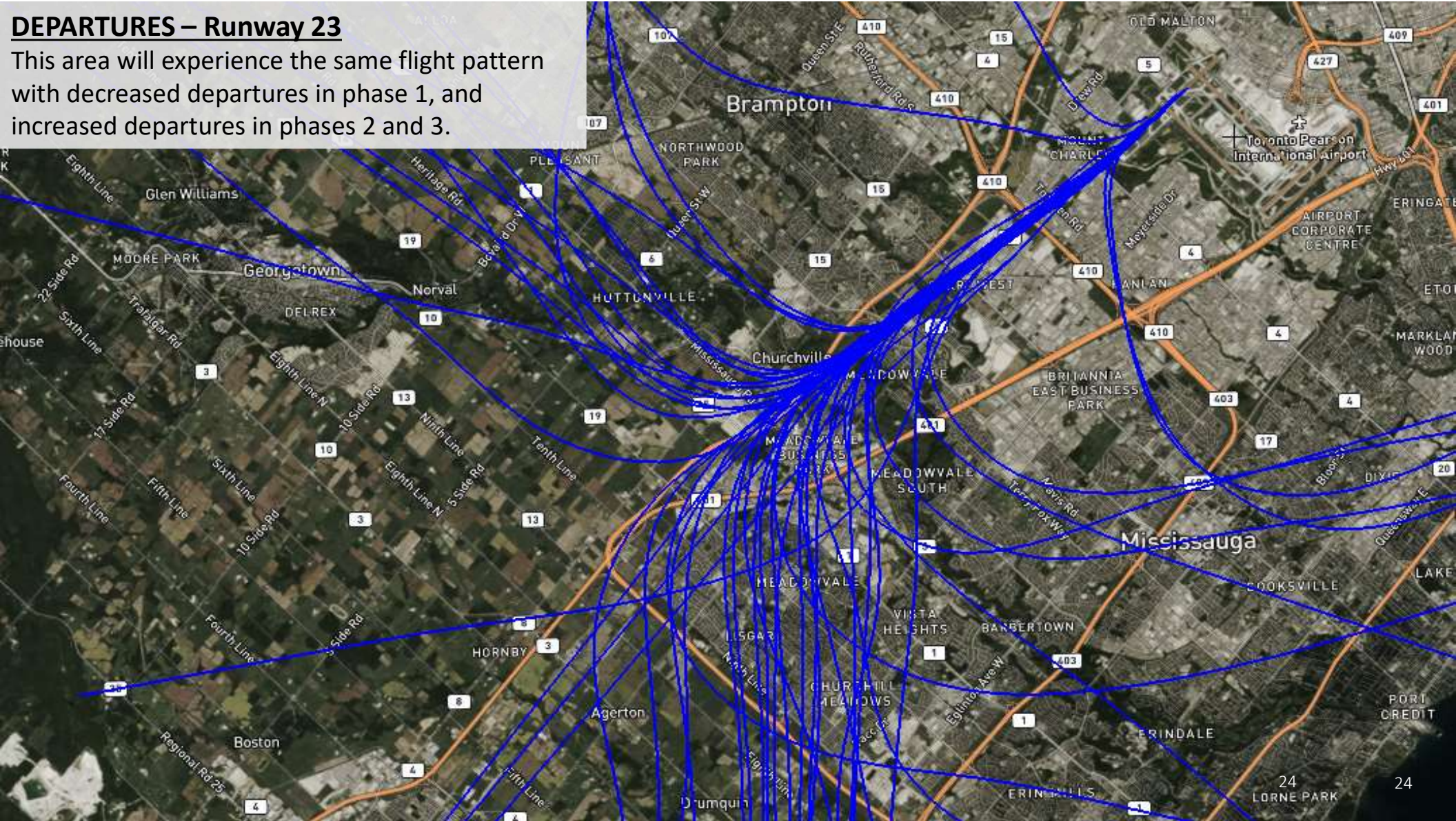
This area will experience the same flight pattern with decreased arrivals in phase 1, increased arrivals in phases 2 and 3.





## DEPARTURES – Runway 23

This area will experience the same flight pattern with decreased departures in phase 1, and increased departures in phases 2 and 3.





# Arrivals Runway 06L/R Departures Runway 24L/R

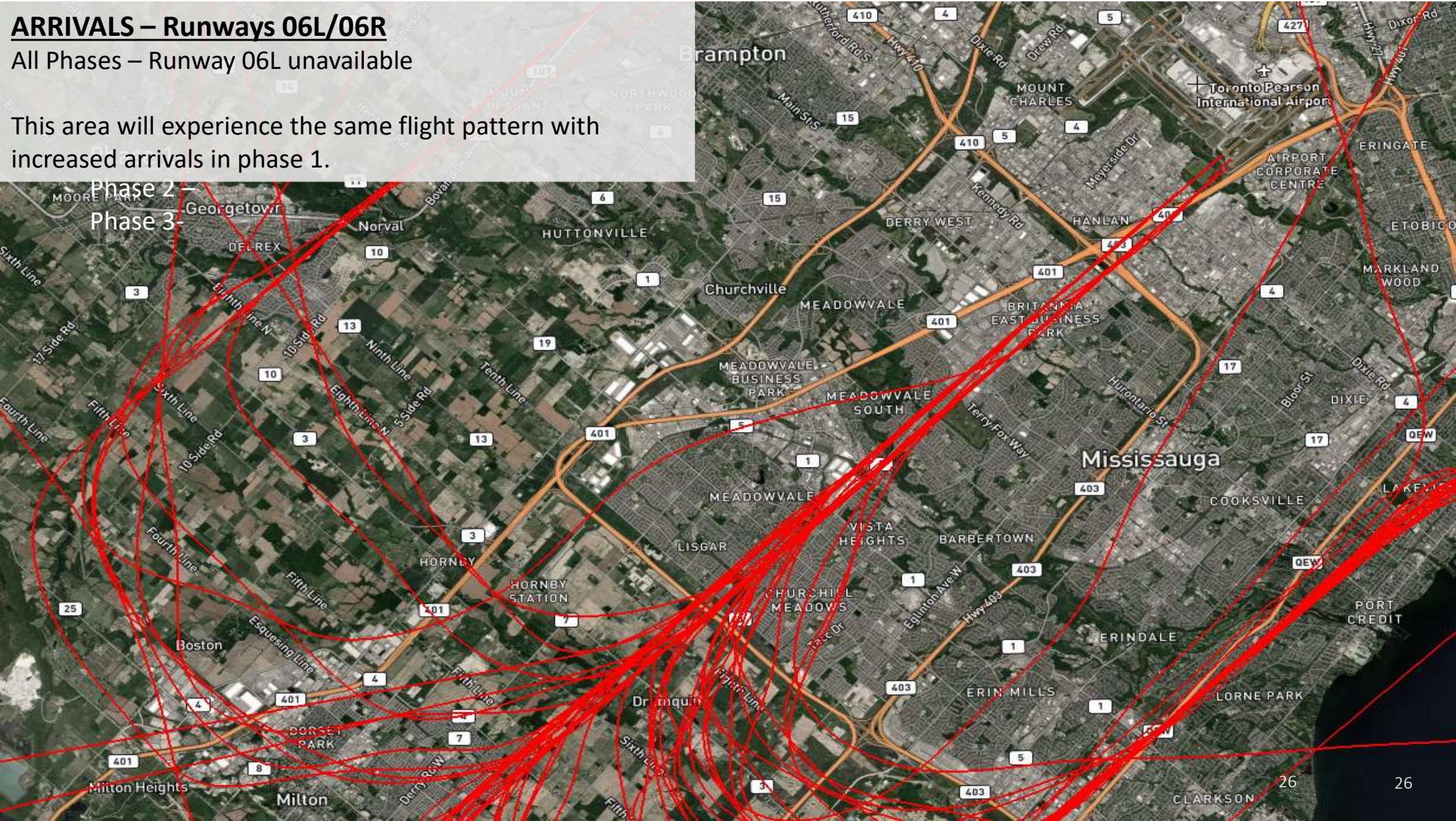
Communities impacted:

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





**ARRIVALS – Runways 06L/06R**  
All Phases – Runway 06L unavailable  
This area will experience the same flight pattern with increased arrivals in phase 1.

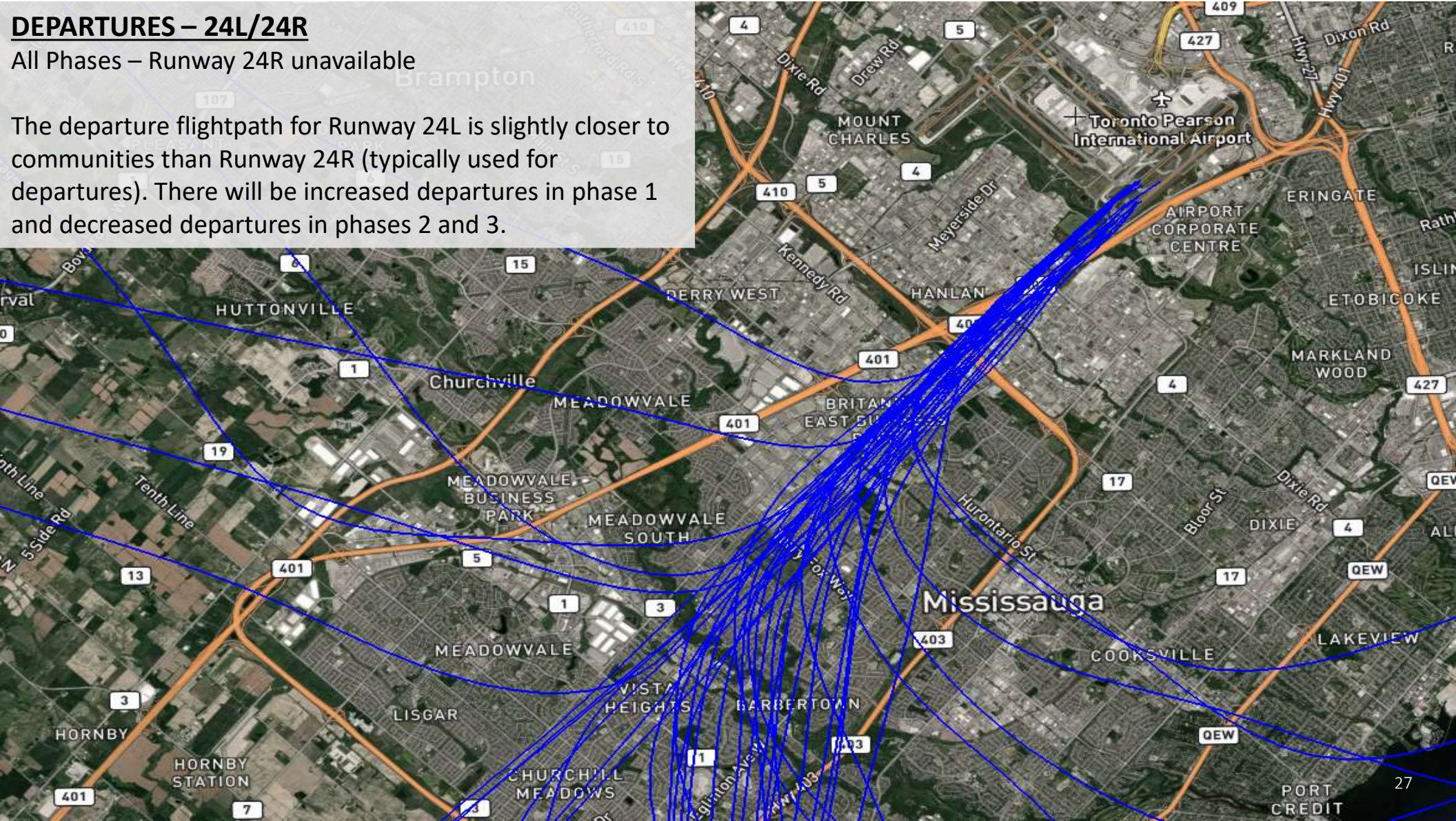




## DEPARTURES – 24L/24R

All Phases – Runway 24R unavailable

The departure flightpath for Runway 24L is slightly closer to communities than Runway 24R (typically used for departures). There will be increased departures in phase 1 and decreased departures in phases 2 and 3.





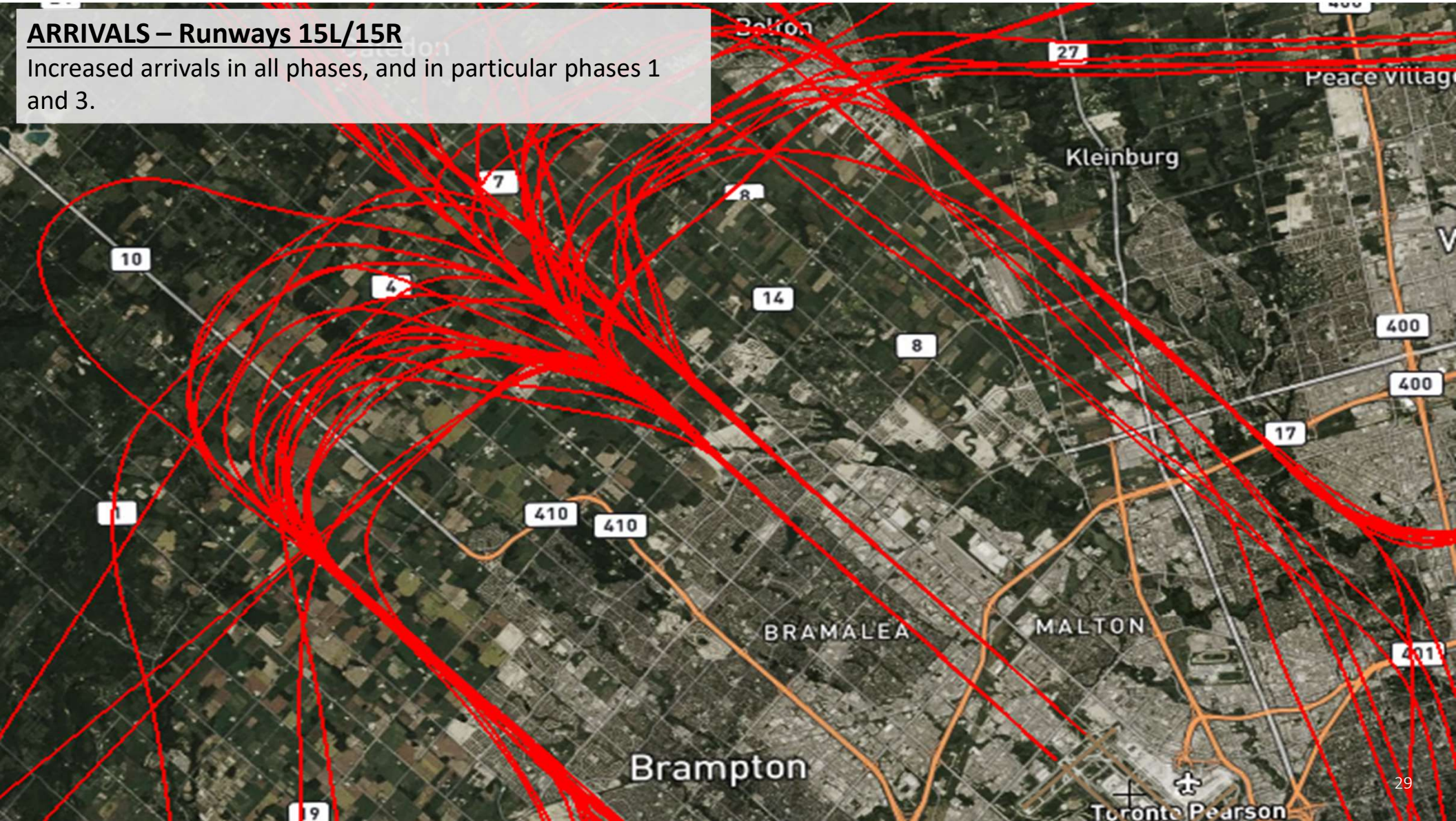
# Arrivals Runway 15L/R Departures Runway 33L/R

Communities impacted:  
Brampton, Malton



**ARRIVALS – Runways 15L/15R**

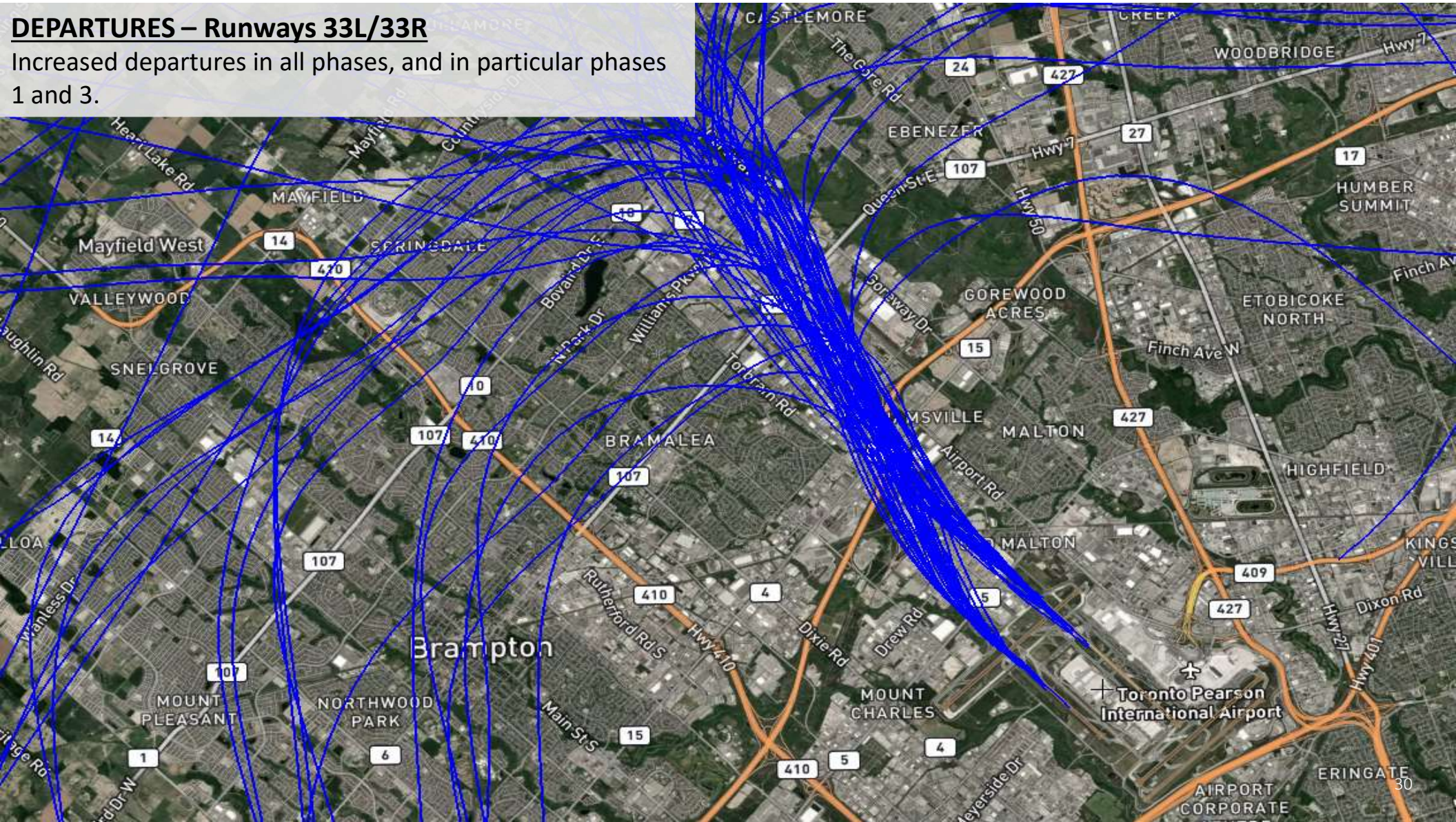
Increased arrivals in all phases, and in particular phases 1 and 3.





## DEPARTURES – Runways 33L/33R

Increased departures in all phases, and in particular phases 1 and 3.





# Arrivals Runway 33L/R

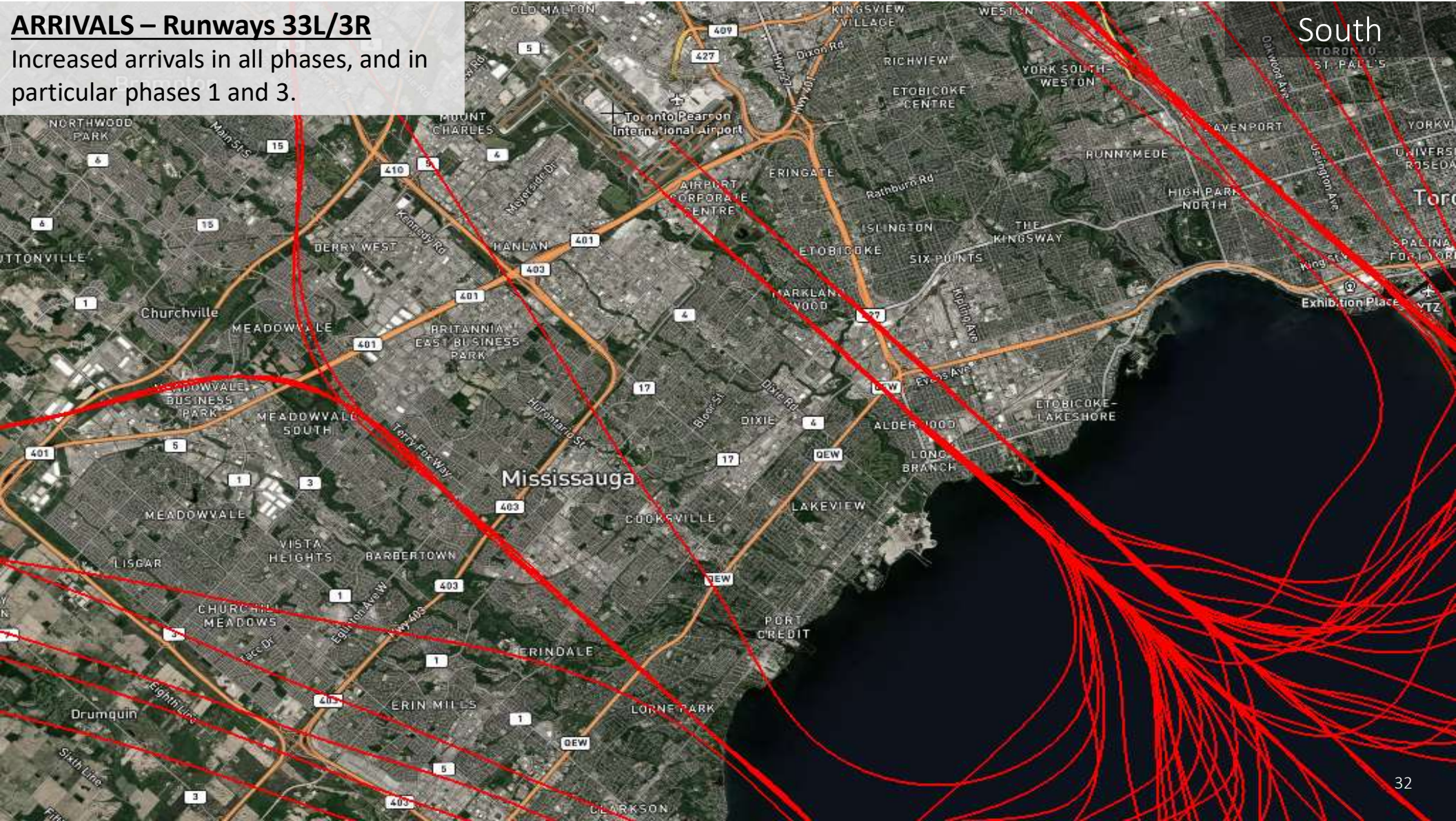
## Departures Runway 15L/R

Communities impacted:

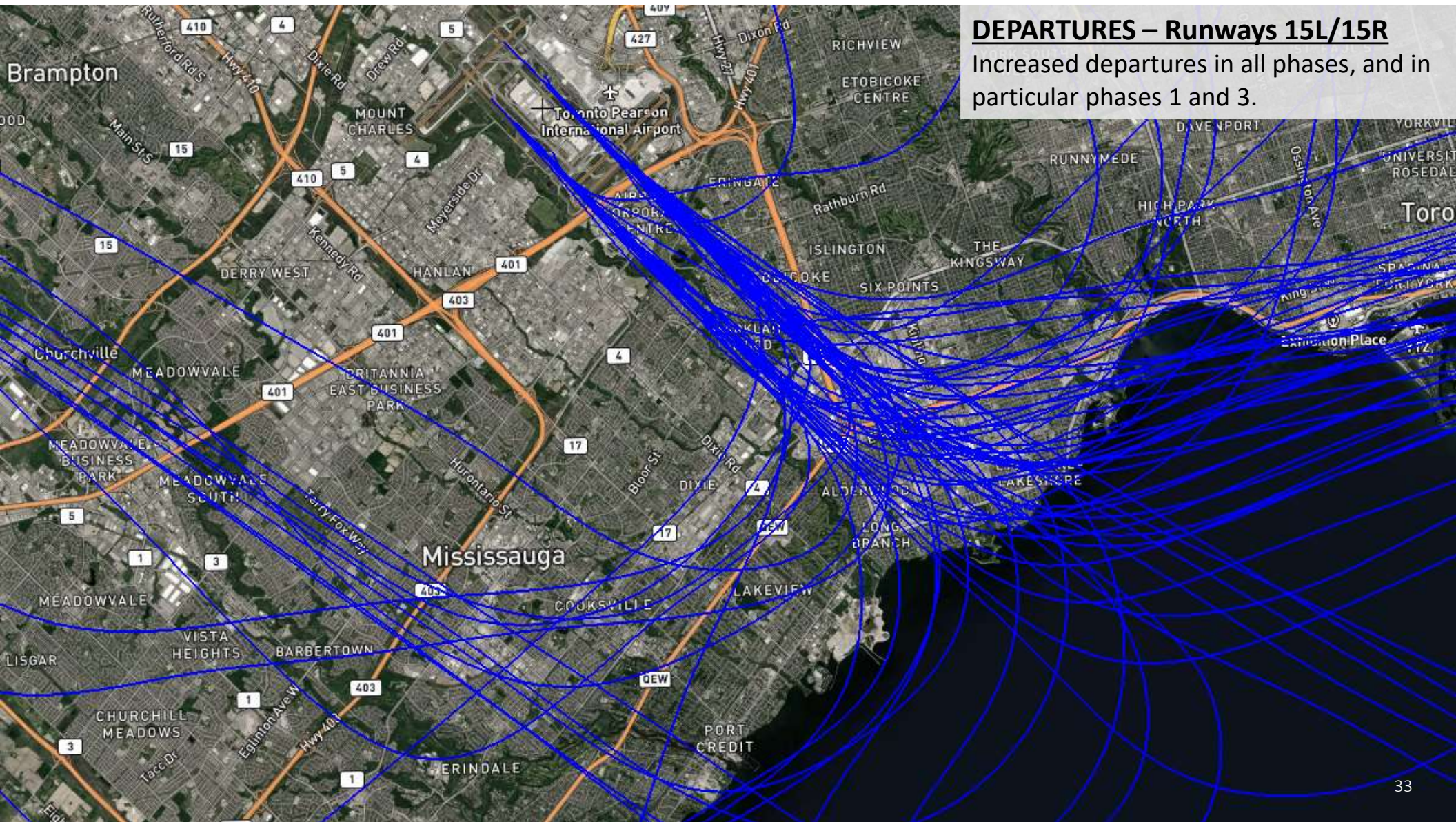
Etobicoke-Lakeshore, Alderwood, Long Branch, Markland Wood



**ARRIVALS – Runways 33L/3R**  
Increased arrivals in all phases, and in particular phases 1 and 3.









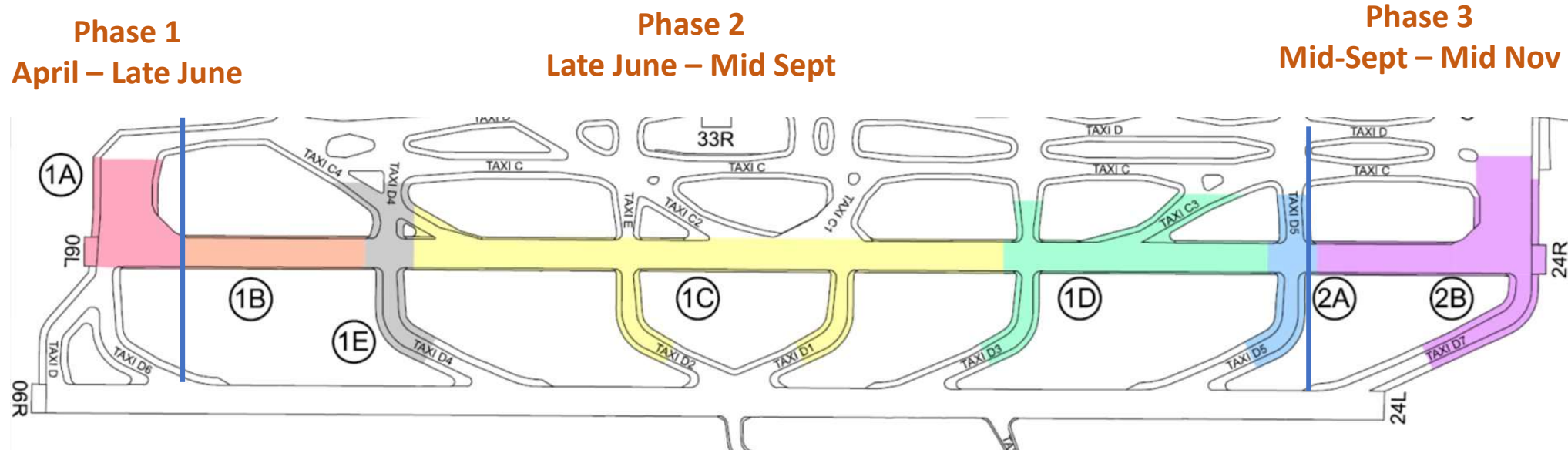
# Frequently Asked Questions





# Is this a permanent change?

No. The work is scheduled to start in early April 2022 and last to late Fall 2022. There is no permanent airspace change associated with this project.



# Will this be similar to the 2017 project?



The temporary closure of Runway 06L/24R is the full repair of the runway that will take 8 months, though thanks to planning and construction innovation, will be complete in months, instead of over the span of years.

The effect on operations of closing this runway has less community impact than the closure of 05/23 in 2017.

Based on lessons learned from the 2017 project, the GTAA has worked with the airlines to reduce slots. More frequent use of the north/south operations is expected; however, the reduced schedule will help keep flight traffic within the capacity of the remaining east/west runways.





## Why can't you be more specific about which runways will be used when?

There are a number of variables when selecting runways. Many of these such as weather and even traffic levels aren't known with any certainty until the day of operation. We are communicating about potential community impacts based on the information we have available to us in advance.





## I've already noticed an increase in aircraft overhead. Did the work start early?

The work began on the morning of Monday April 4. You may be noticing an overall increase in air traffic due to the easing of travel restrictions. If you live directly north or south of the airport, you may have recently experienced overhead traffic due to weather conditions.

## Will there be project delays?

We expect the project to be completed on time. A buffer is included in the timeline to allow for delays for reasons such as weather or unexpected reasons. We will update the project webpage with any changes to the timeline.





## Why didn't you do this work when traffic levels were lower?

A number of maintenance projects took place in sequence over the last two years despite funding restraints due to the dramatic impacts of COVID-19.

Regular surface repairs over the years have extended the life of Runway 06L/24R until this year. A full replacement of its concrete substructure is now required.

## Are you going to do this type of work every year?

Airport surfaces require regular maintenance which often limit access or close runways for a period of time. Another full runway closure is not expected next year.



# Our Commitment

Our commitment to you is to keep you informed and up-to-date:

Before the project start, we:

- Launched [torontopearson.com/runwayrehab](https://torontopearson.com/runwayrehab)
- Front-page ads in local Metroland Newspapers to 460K households (x2)
- Canada Post postcard drop (x2)
- Automated Phone calls (x2)
- Paid and organic social media campaign
- Checking In newsletter to 11,500 subscribers

**2022 RUNWAY REHABILITATION**

**SAFETY**  
The project will ensure the continued safety of operations at Pearson.

**BUILDING BACK BETTER**  
This work will contribute millions of dollars to the local economy, create meaningful jobs, use sustainable construction practices and position Pearson to contribute strongly to Canada's post-COVID recovery.

**THE WORK**  
Modern innovation and advanced planning will allow Pearson to complete the project in months, instead of over the span of years.

**MITIGATING IMPACTS**  
We have reduced airline slots and adjusted schedules for the duration of the project to mitigate operational and community impacts.

**STAY IN THE KNOW**  
Check our dedicated runway rehabilitation page: [torontopearson.com/runwayrehab](https://torontopearson.com/runwayrehab)  
Sign up for our monthly newsletter: [torontopearson.com/checkingin](https://torontopearson.com/checkingin)  
Learn more about airport operations and community impacts: [airportnoise.torontopearson.com](https://airportnoise.torontopearson.com)

**2022 RUNWAY REHABILITATION** [torontopearson.com/runwayrehab](https://torontopearson.com/runwayrehab) Toronto Pearson

the guardian  
**etobicoke**

THURSDAY  
MAY 13, 2022

**Closure of Runway 06L/24R**  
Toronto Pearson 2022 runway rehabilitation project

Like all major infrastructure, our runways need regular maintenance to keep them safe.  
Starting in spring 2022, Pearson will close runway 06L/24R, the airport's second-busiest runway, for a full rehabilitation.  
The project will be one of the largest runway repair projects in the airport's history. Modern innovation and advanced planning will allow Pearson to complete the project in eight months, instead of over the span of years.  
We are working to close partnerships with our industry partners and construction companies to deliver a project that minimizes impact to both you in our communities, and to the airport operation. Despite these efforts, significant noise impacts are expected for the duration of the work.  
Our commitment to you is to keep you informed and mitigate impacts where possible. We are still in the planning stages and expect more detail on the schedule, community impacts and mitigations in the coming weeks. To stay up to date, visit: [torontopearson.com/runwayrehab](https://torontopearson.com/runwayrehab)

**2022 RUNWAY REHABILITATION** Toronto Pearson







# Stay in Touch



Visit dedicated web page [torontopearson.com/runwayrehab](https://torontopearson.com/runwayrehab)



Sign up for our monthly community e-newsletter, Checking In at [torontopearson.com/checkingin](https://torontopearson.com/checkingin)



Learn more about airport operations and community impacts at [airportnoise.torontopearson.com](https://airportnoise.torontopearson.com)



Email us a question, or invite us to attend a community meeting at [community.engagement@gtaa.com](mailto:community.engagement@gtaa.com)



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



Sign up for regular interactive sessions with the Noise Management Office, we will post session information at [torontopearson.com/nmf](https://torontopearson.com/nmf)

# Question Period

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# Thank You

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Next Meeting: September 22<sup>nd</sup> 2022