

Noise Management Forums

Public Meeting

April 9, 2026

Toronto Pearson 



CONFIDENTIAL



Welcome and Introduction

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
- WebTrak and NMTs
- North-South Runway Usage
- Operations + Community Impacts
- Question Period



Pearson by the Numbers

47.3 M

Passengers served in
2025



201

Destinations



53

Airline partners



14

Major air cargo
operators

1,875
People

Directly employed by
GTAA (Toronto
Pearson)

4,600
Acres

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

3rd year
consecutive
winner

Top 300 Forbes Best
Employers in Canada

24/7
Operations

Year-round



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.

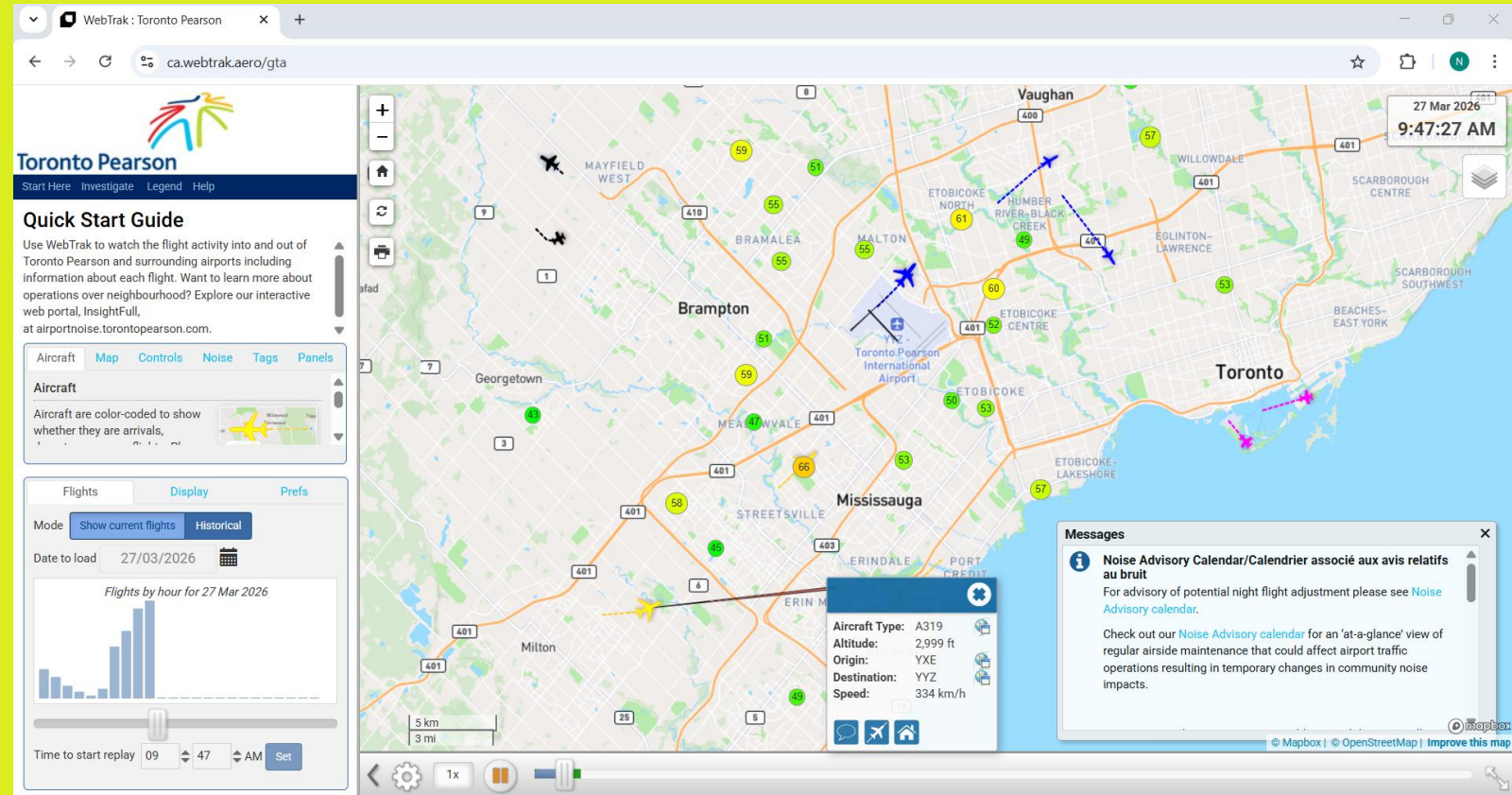
Airlines are responsible for conducting operations in accordance with the Transport Canada regulations and the airport's Noise Abatement Procedures and Noise Operating Restrictions.

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.

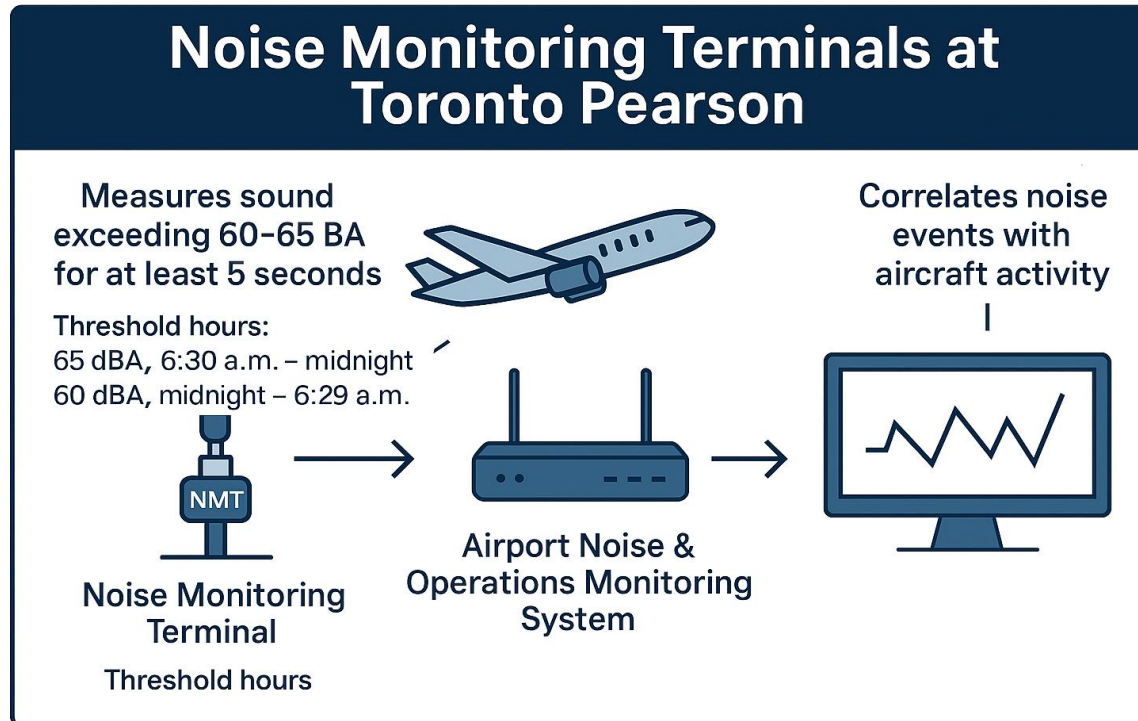
Community members engage with Toronto Pearson regarding the airport's operational impacts. This may include attending public meetings, community open houses, registering aircraft noise complaints. Toronto Pearson values input and feedback that helps us to be a better neighbour.

WebTrak

- See aircraft movements near the airport in near-real time (and replay past flights)
- Identify individual flights by aircraft type, altitude, date and time
- Visualize common flight paths and runway usage
- View noise monitoring data from permanent noise monitoring terminals (NMTs)
- WebTrak is not a critical system for airport operations, its function is exclusively for public transparency and information

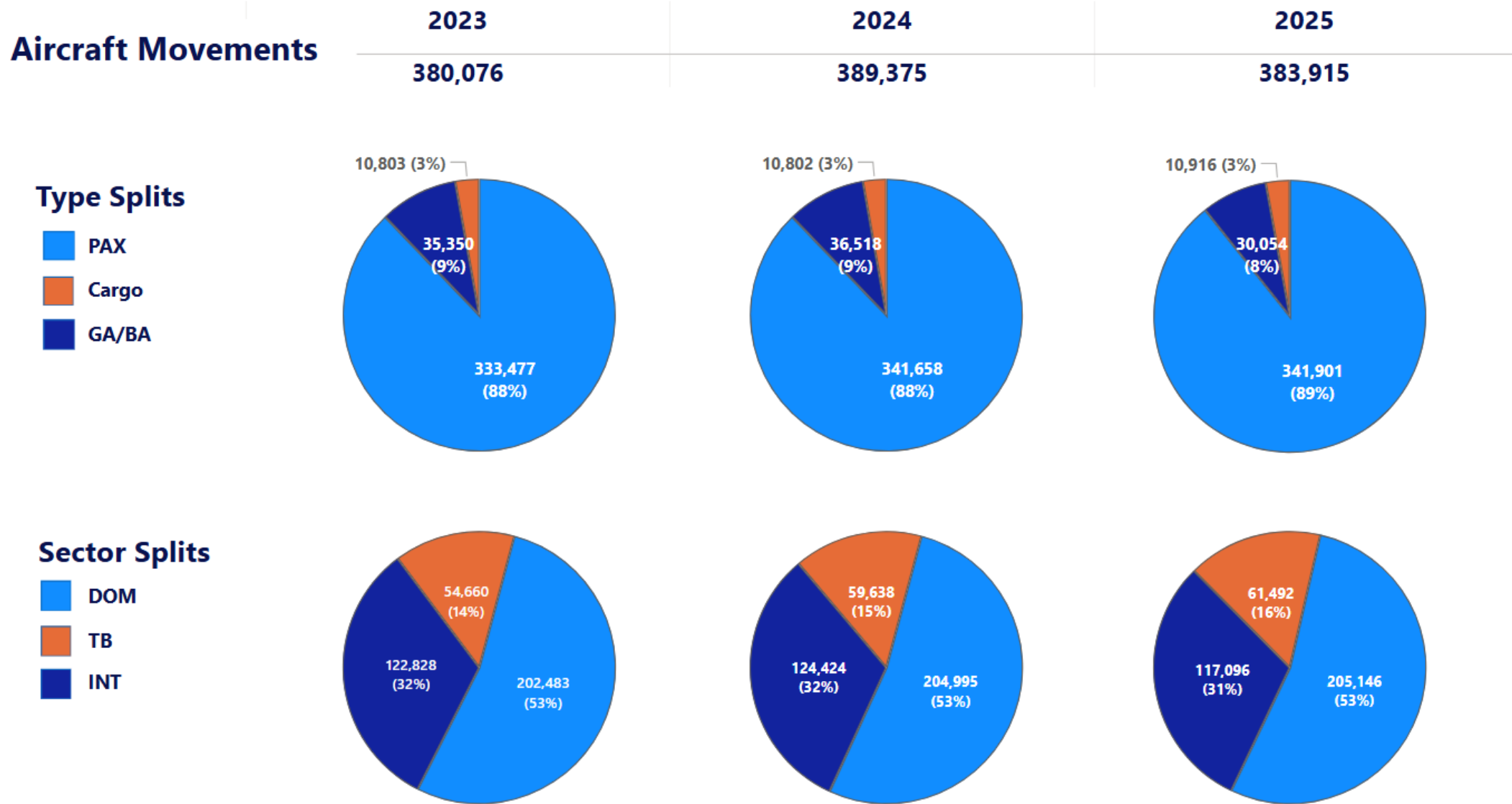


Noise Monitoring Terminals (NMTs)



- 25 NMTs around the airport with locations chosen to reflect different parts of the flightpaths
- Reporting can be found on the InsightFull portal
- Maintained and monitored by a third-party vendor and subject to regular preventative maintenance and calibration to support data accuracy
- Outages are addressed as expeditiously as possible and may occur most frequently due to power or connectivity difficulties

Operations - Full Year



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



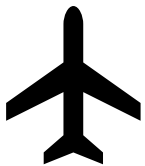
Runway and Taxiway Availability - can be affected by maintenance, snow clearing and other factors



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



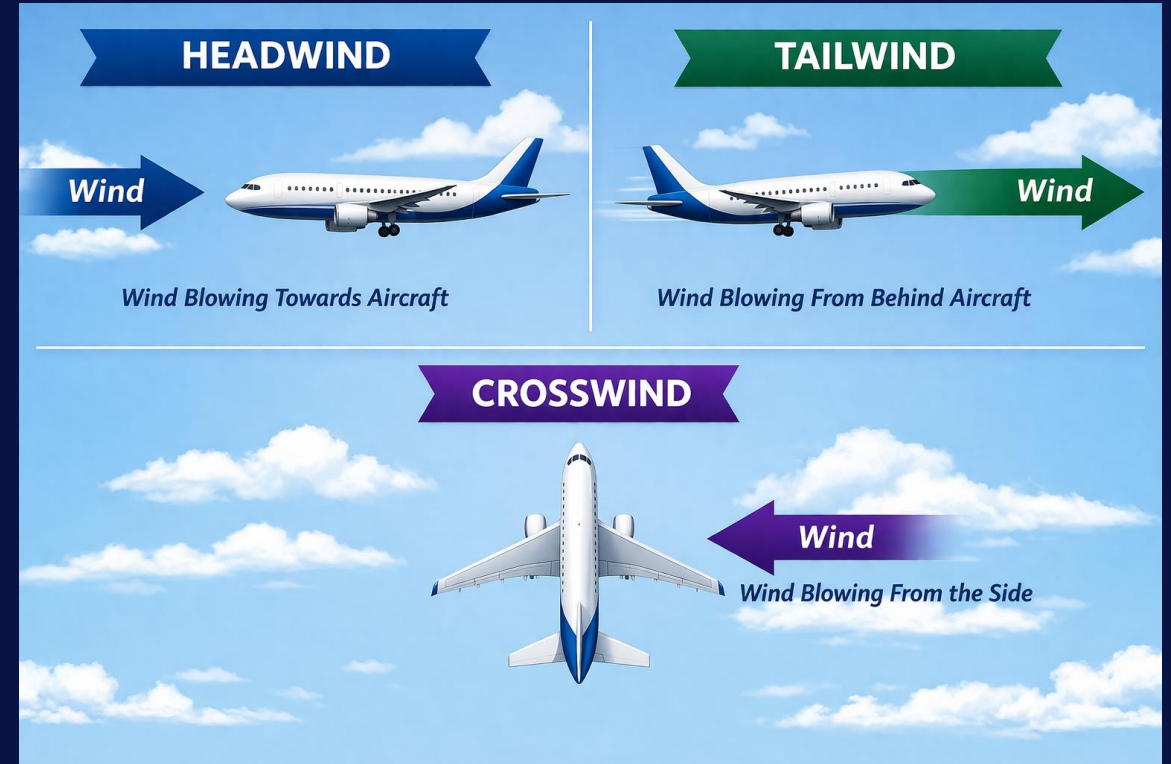
Runway Length – sometimes a longer runway is needed for long haul, large/heavy aircraft

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

North-South Runway Usage

Toronto Pearson's two north-south runways, 15L/33R and 15R/33L have seen a higher rate of utilization during Q1 2026 owing to frequent instances of northerly and southerly winds. At the same time, closures of the east/west runways for routine surface and electrical maintenance further concentrated operations on the north-south runways.

Air Traffic Control selects which runway configuration to use based on the direction and speed of the prevailing winds. It is advantageous for aircraft to land and take-off into the wind (**headwind**) and with minimal perpendicular wind (**crosswind**). Landing or taking off with wind behind the aircraft (**tailwind**) is less optimal.



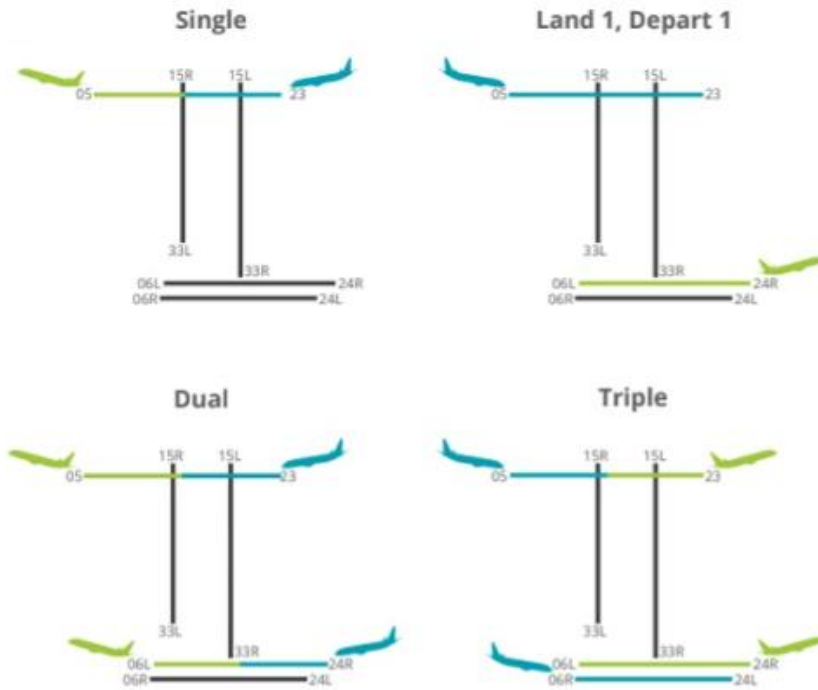
Traffic Distribution & Density 2024 vs. 2025

Configuration Usage (hours)

	2024		2025		'24 vs. '25 Hours
	Hours	%	Hours	%	
Single	1200	14%	1128	13%	-72
L1D1	296	3.5%	473	5.5%	177
L1D1 w/Offloads	6096	69.5%	5769	66%	-327
Dual	434	5%	507	6%	73
Triple	108	1%	122	1.5%	14
Multi-Direction	644	7%	742	8.5%	98

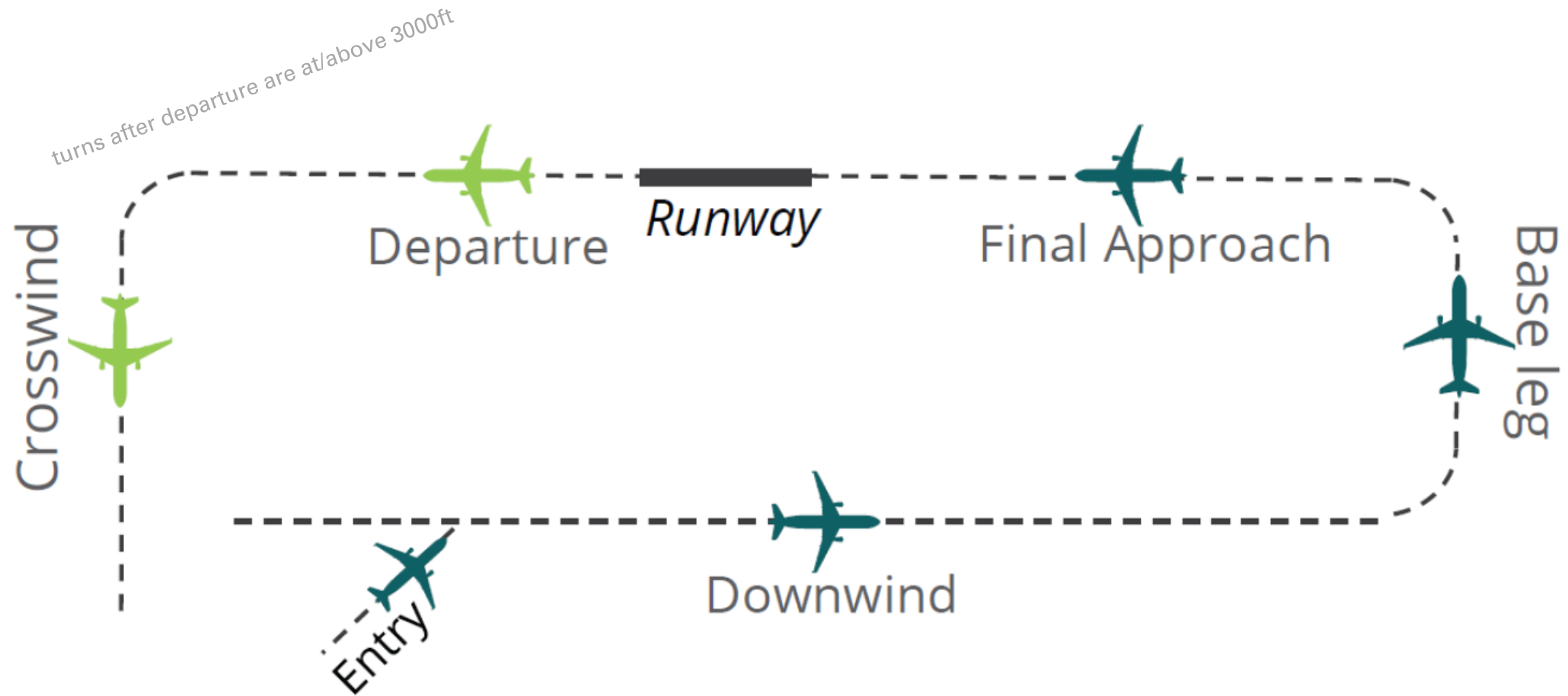
Runway Usage (movements)

	2024			2025		
	ARR	DEP	%	ARR	DEP	%
05	25,603	50,956	20%	19,860	46,267	17%
06L	7,344	22,747	19%	5,343	17,660	18%
06R	42,743	312		43,537	627	
23	22,081	103,055	32%	20,740	98,037	31%
24L	82,073	357	27%	86,502	399	28%
24R	10,446	10,341		9,767	9,880	
33L	2,834	1,183	2%	7,268	4,235	6%
33R	280	4,974		549	9,914	
15L	829	450	0%	453	799	1%
15R	272	57		921	366	
Total	194,505	194,432		194,940	188,184	
Grand Total	388,937			383,124		



- Slight increase in Dual and Triple operations
- More multi-directional, likely due to Runway 05/23 closures (surveying work/maintenance)
- Remaining predominant L1/D1 operations with offloads

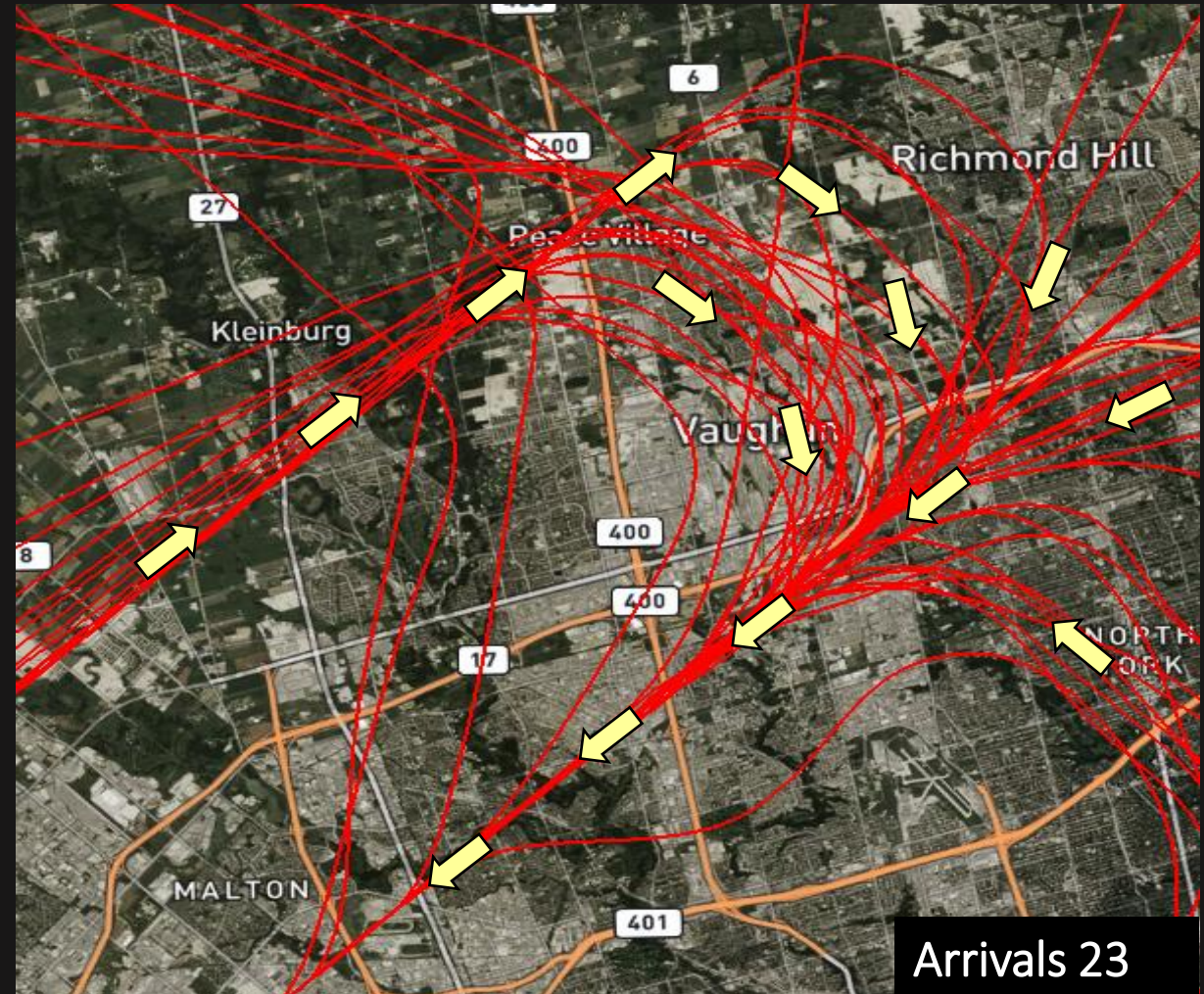
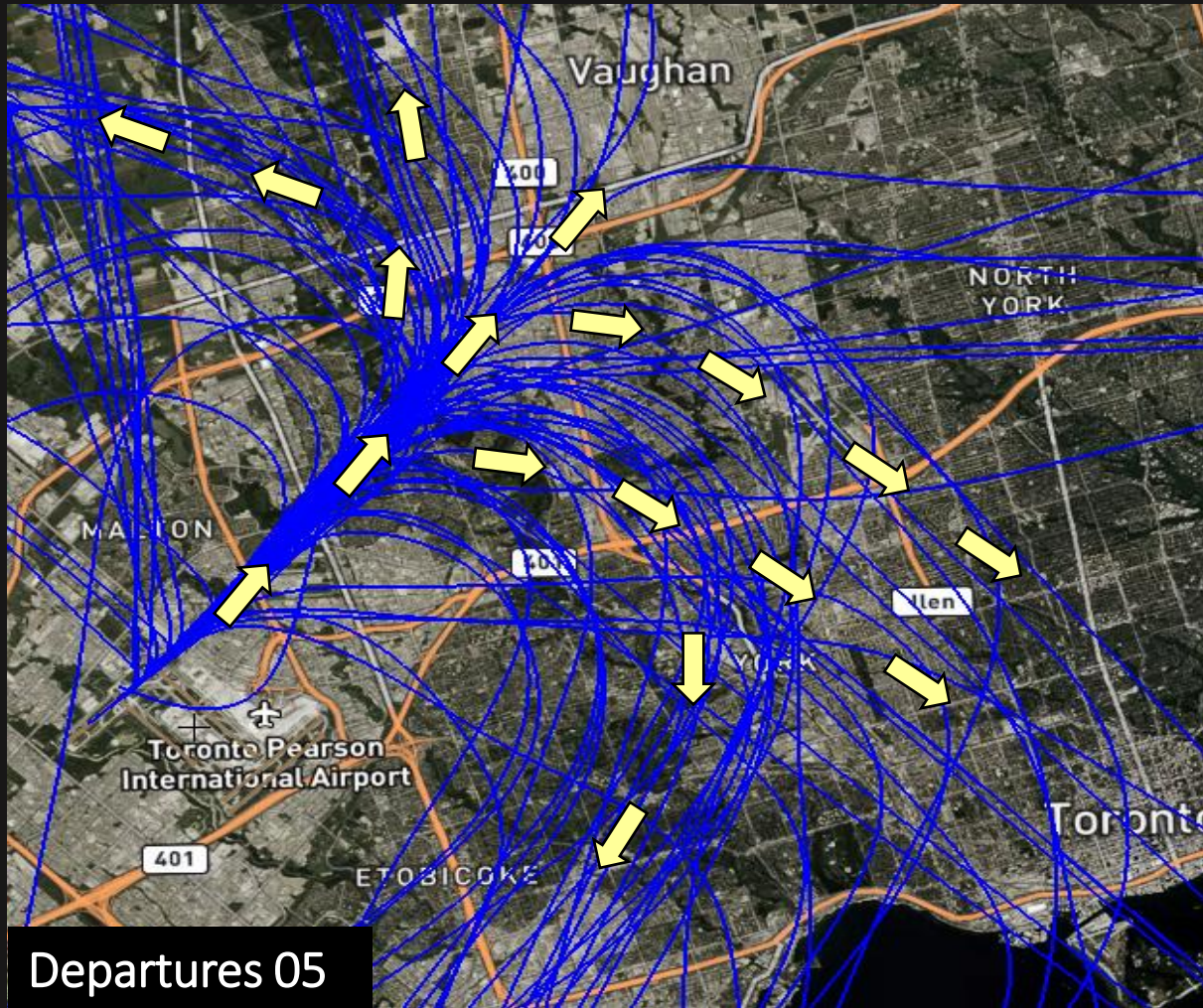
Runway Circuit Pattern





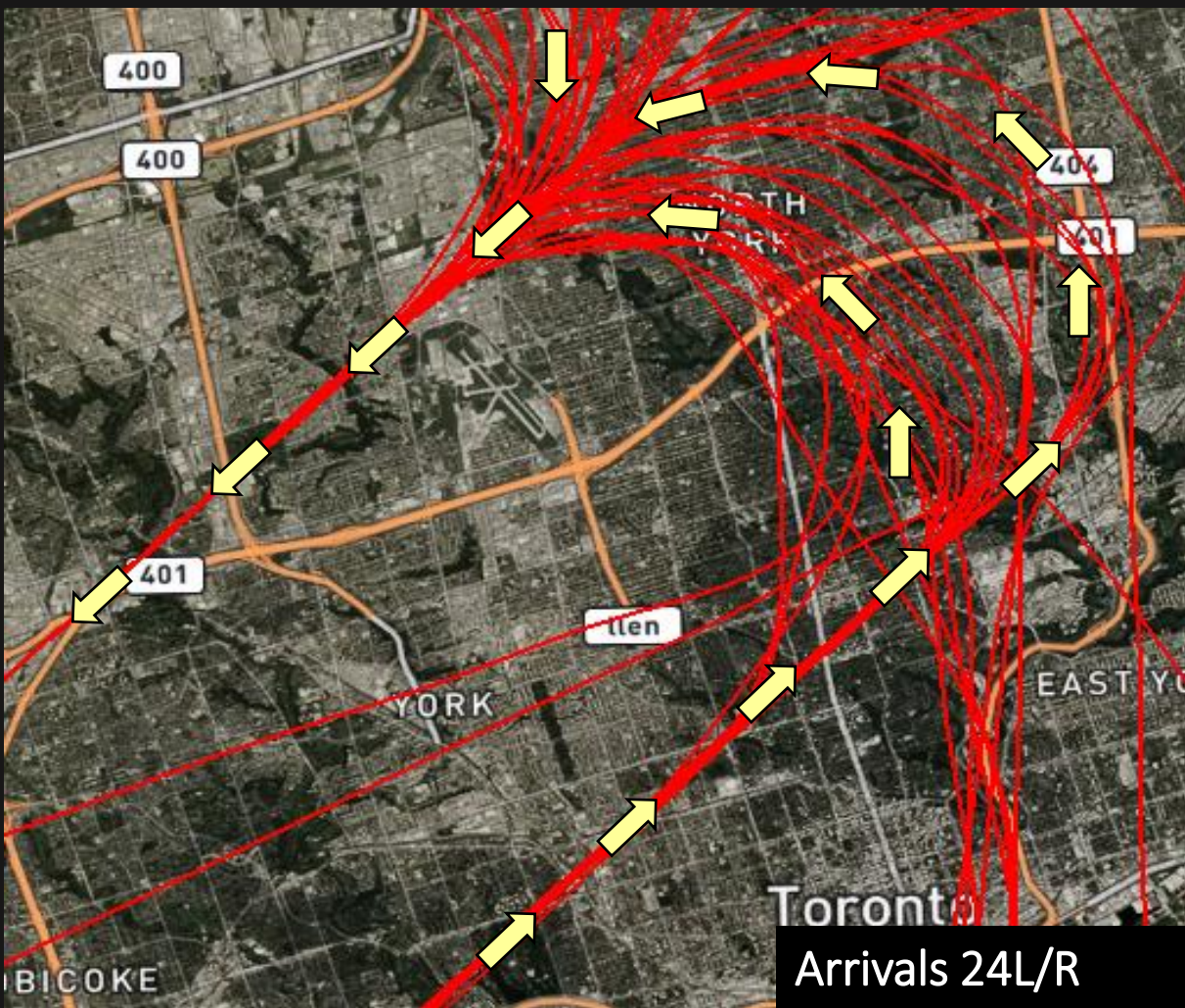
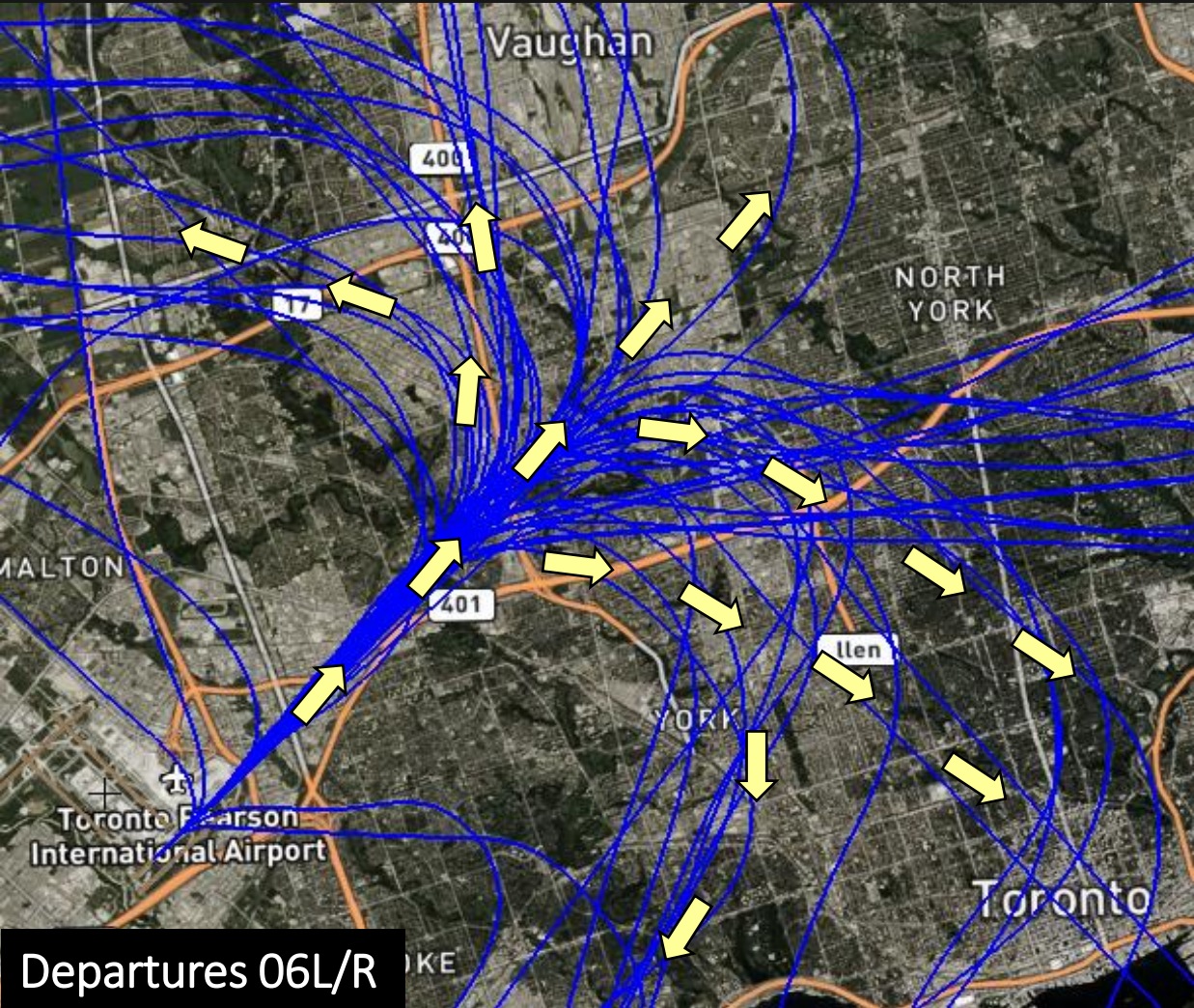
Operations + Community Impact

Northeast



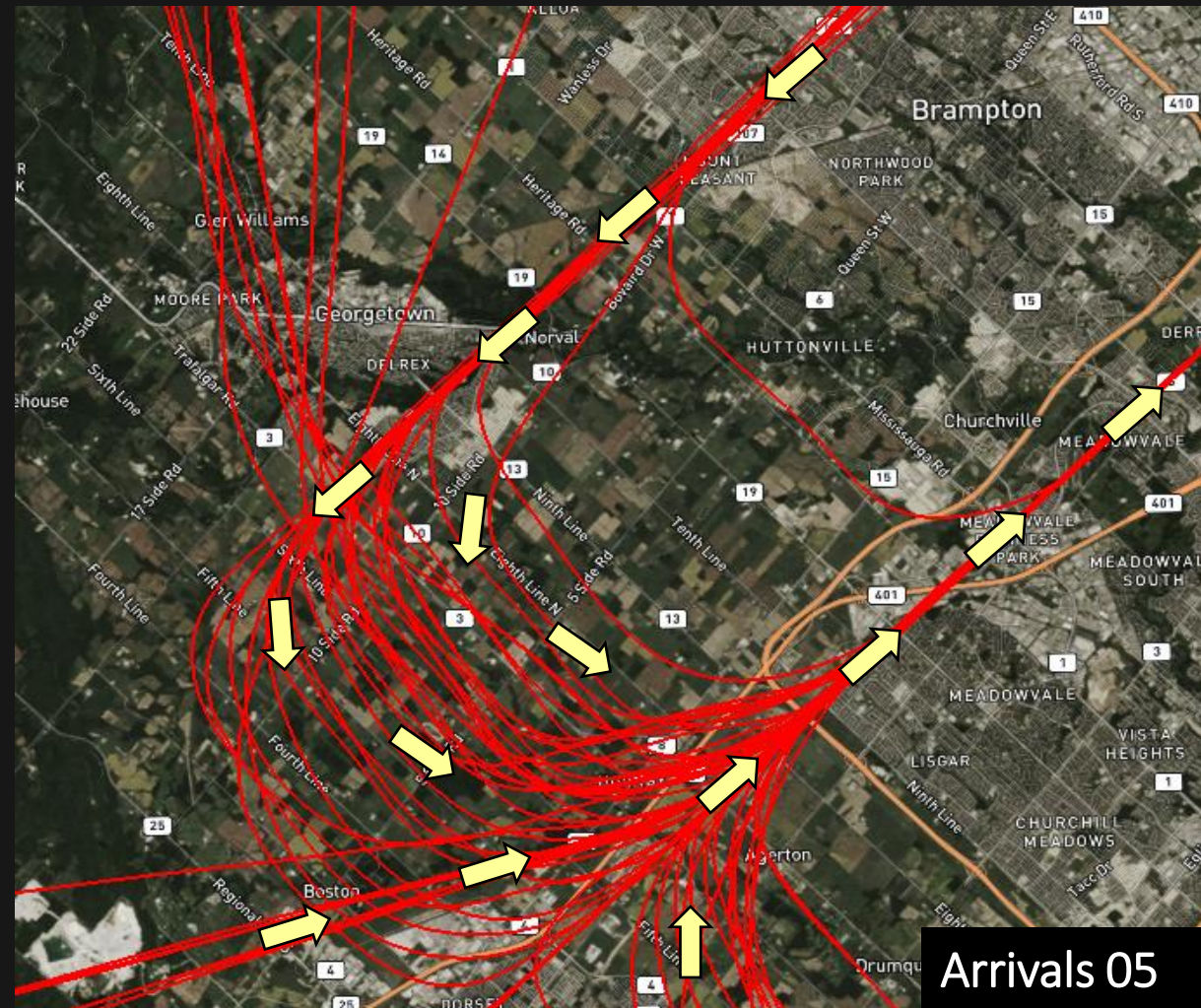
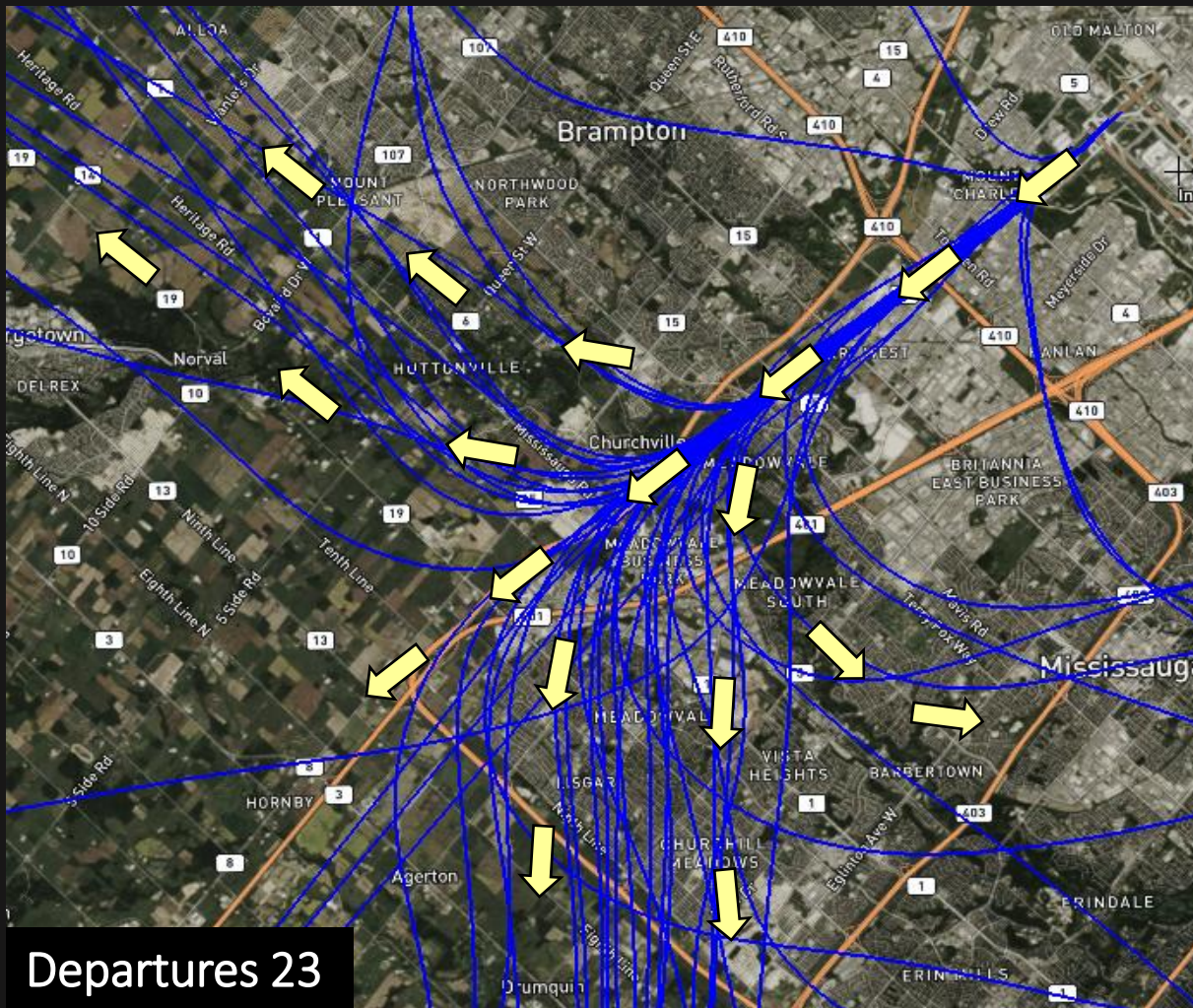
Rexdale, Humber River-Black Creek, Maple, Vaughan, Richmond Hill, Thornhill,

Southeast



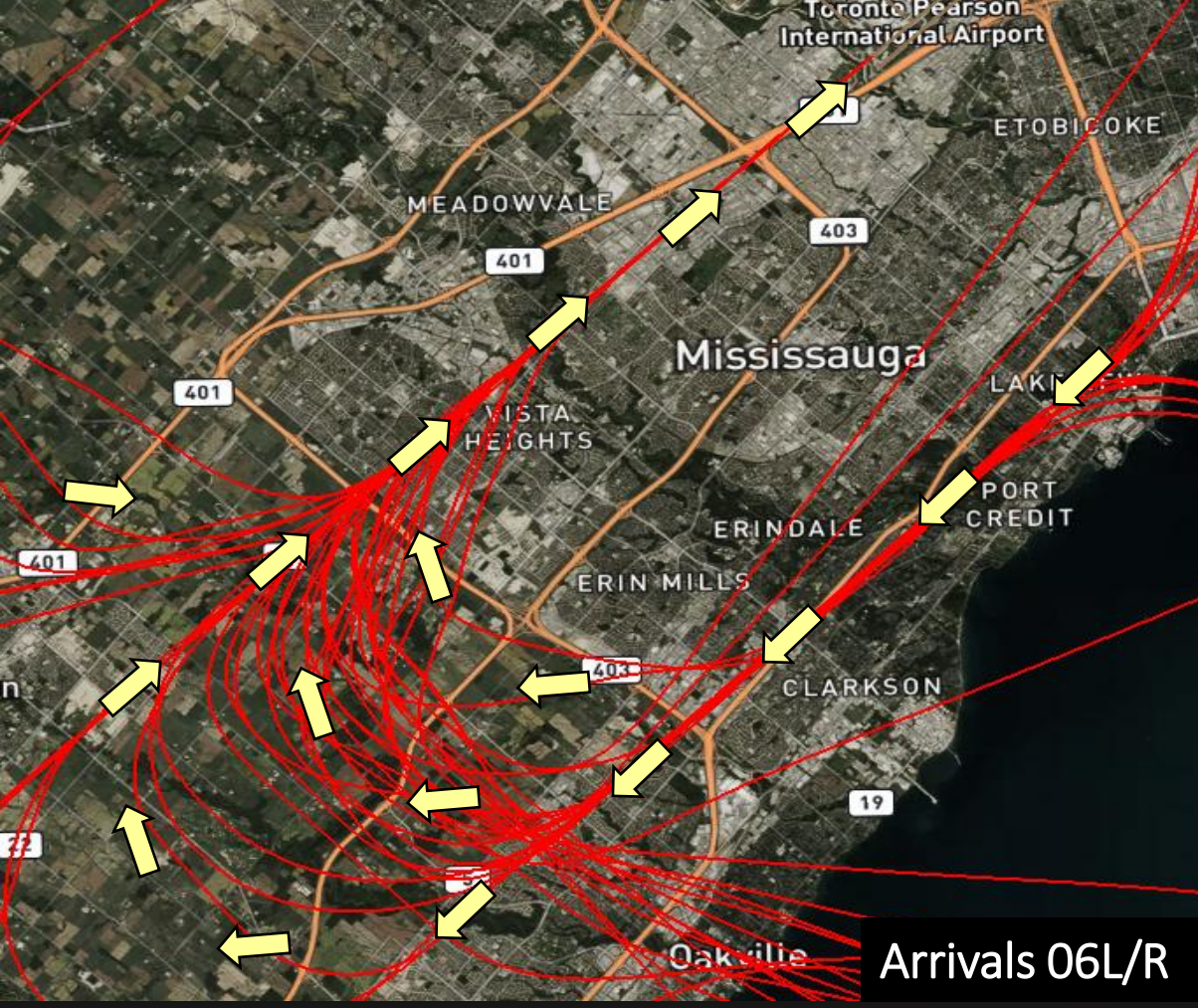
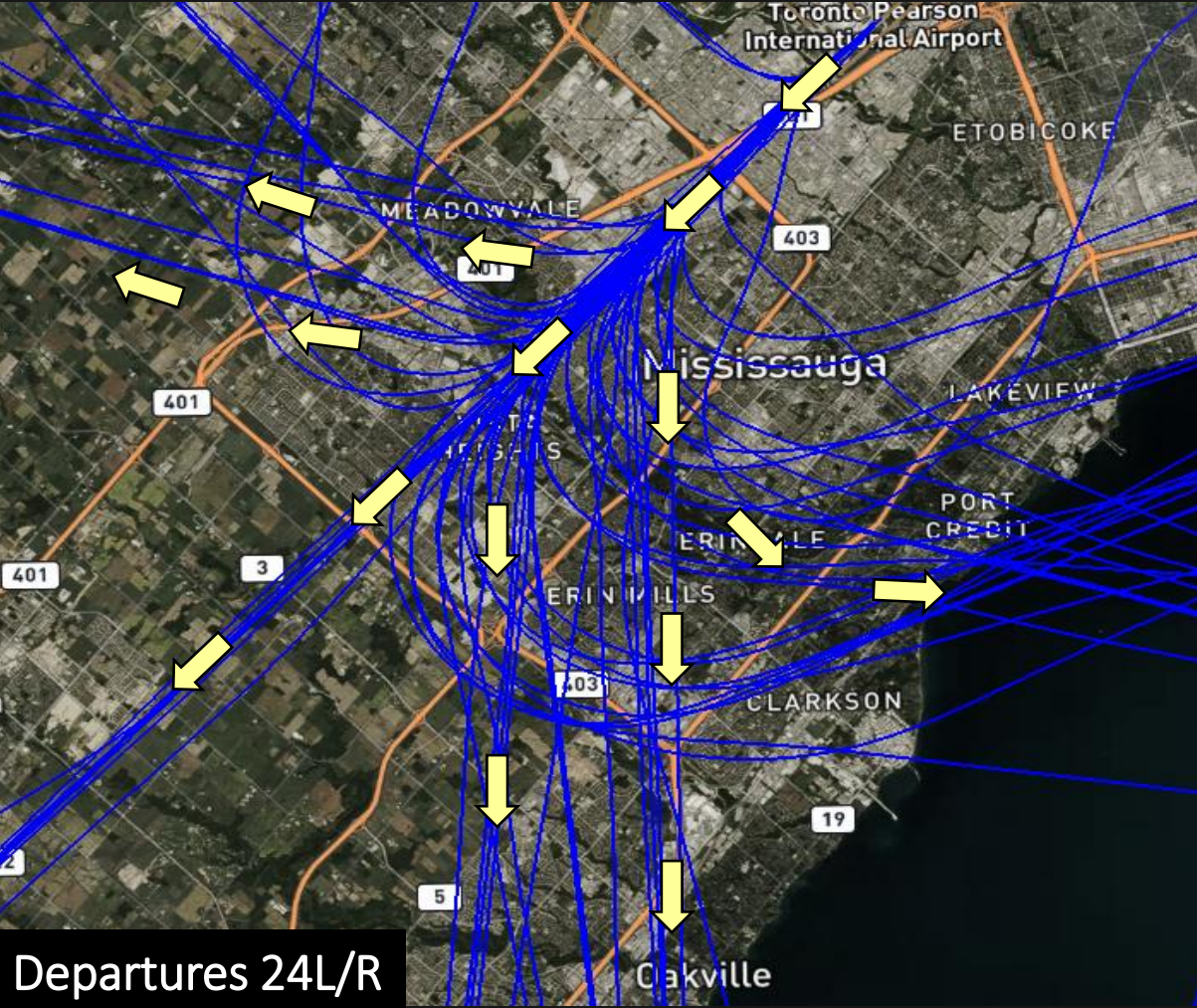
Midtown Toronto, Humber River-Black Creek, North York, Weston, Markham

Northwest



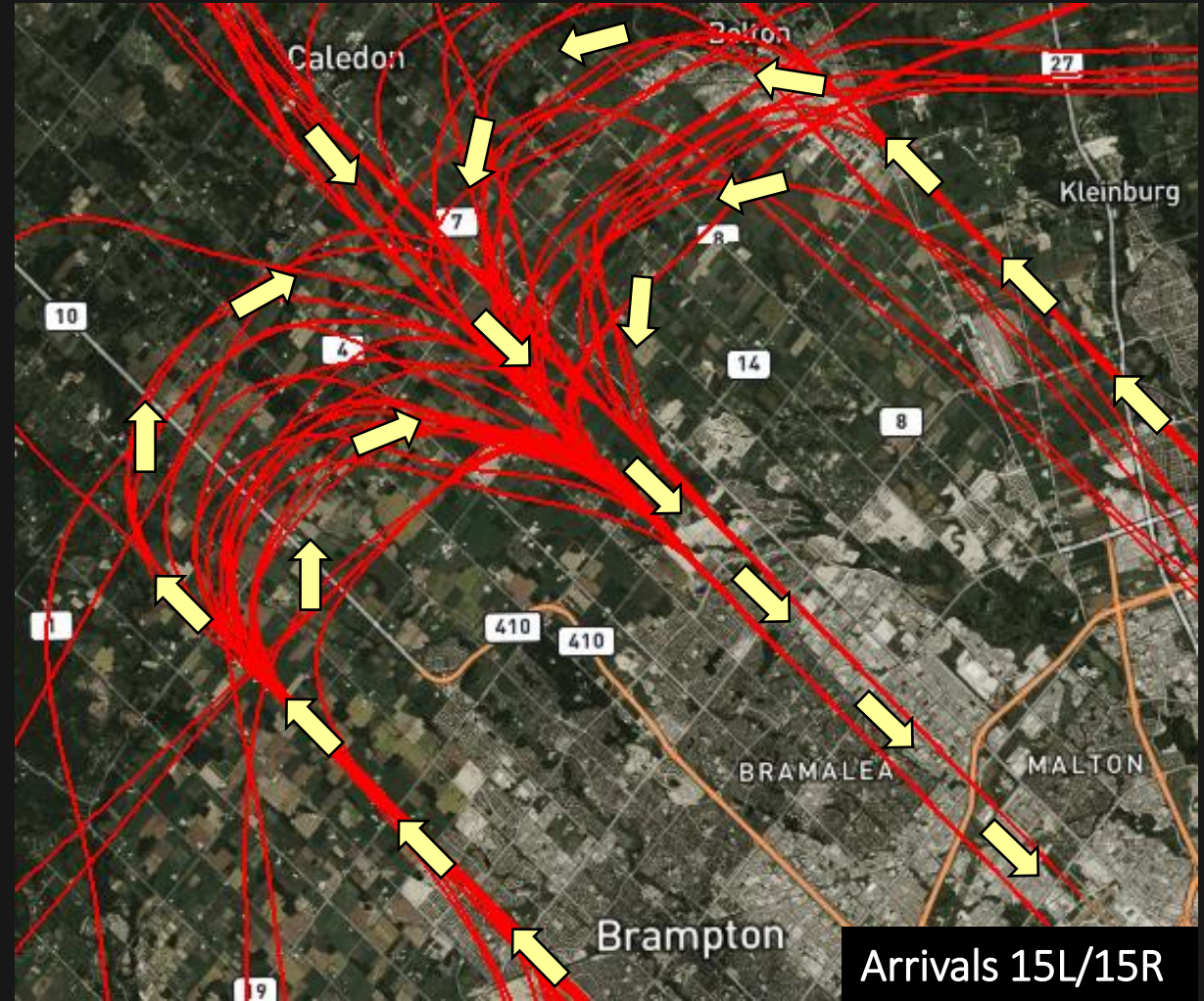
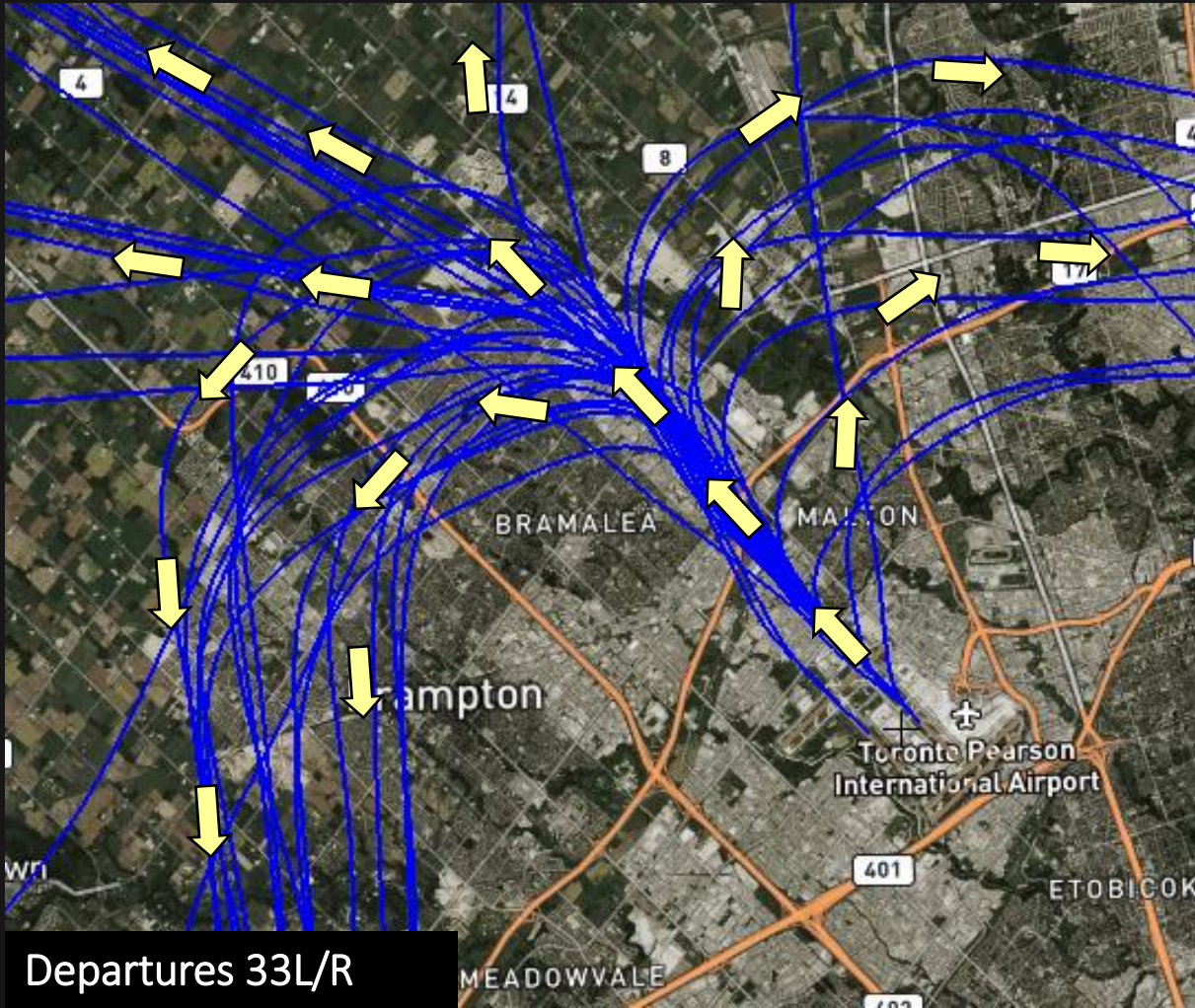
Brampton, Georgetown, Milton, Meadowvale, Streetsville

Southwest



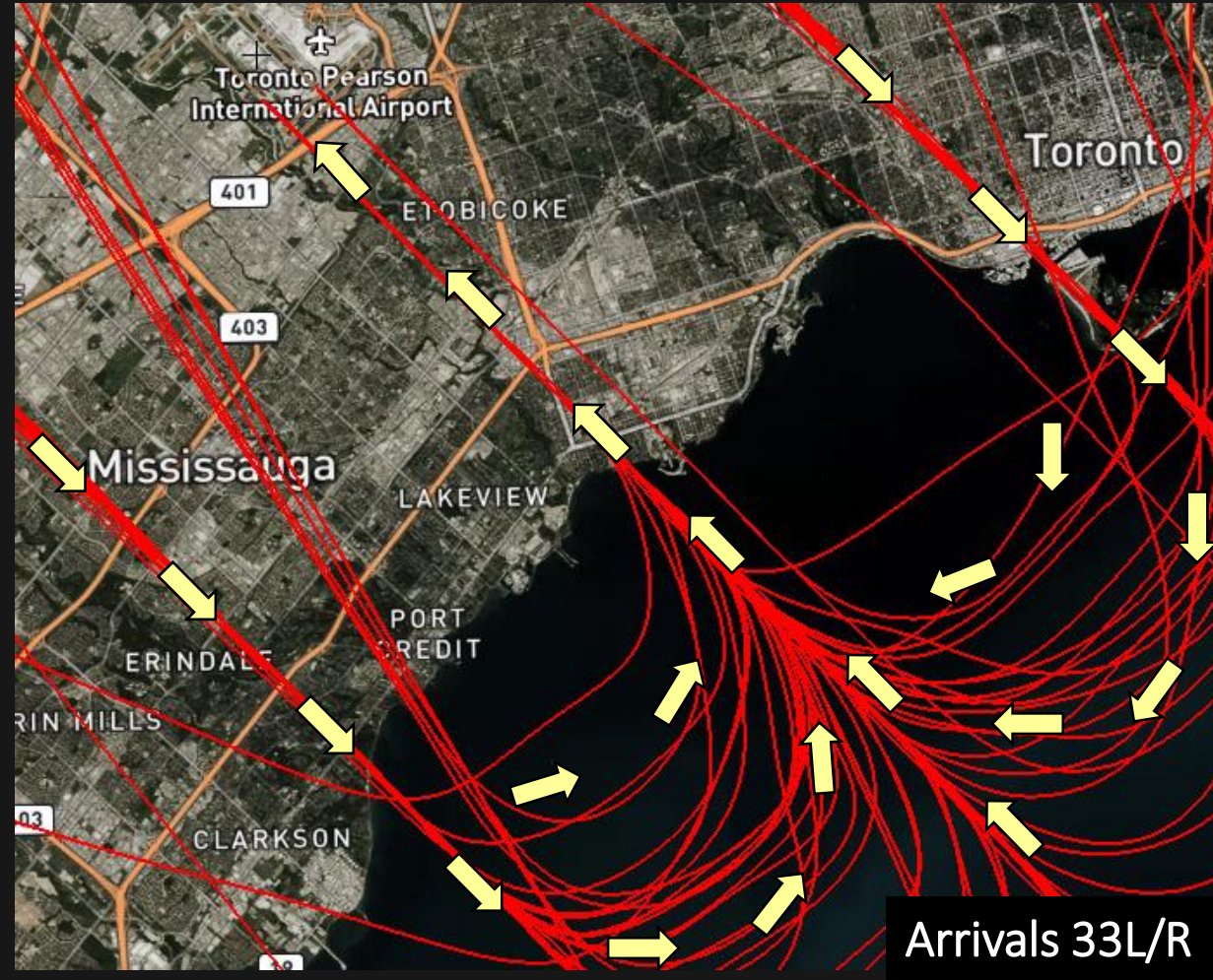
Meadowvale, Alderwood, Erin Mills, Streetsville, Clarkson, Port Credit, Oakville

North



Brampton, Malton

South



Etobicoke-Lakeshore, Alderwood, Long Branch, Markland Wood

Question Period

Please include your postal code

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 materials

Thank you

Noise Management Forums – Pearson Public Meeting
Next meeting July 23, 2026

Toronto Pearson 