

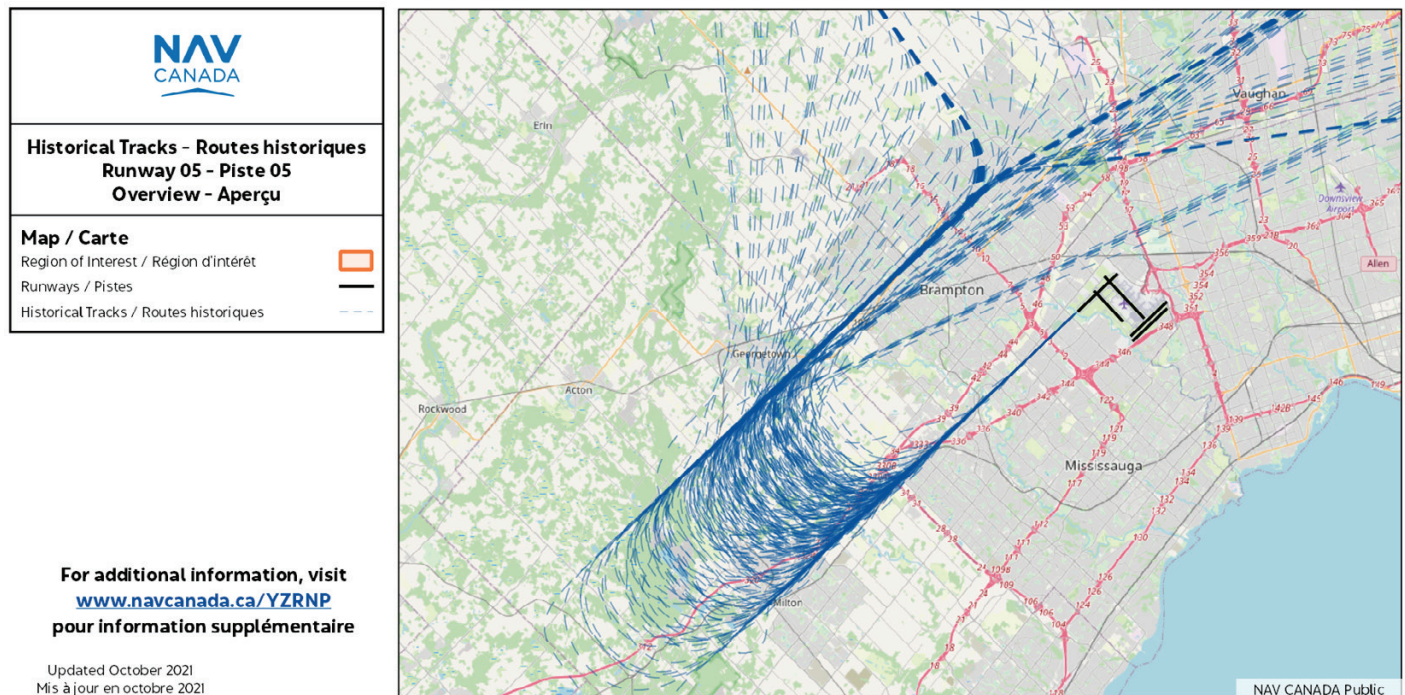
# Changes to flight paths at Toronto Pearson Airport

## Proposed procedures for Runway 05

The RNP AR procedures for Runway 05 at Toronto Pearson Airport will allow aircraft to line up with the runway sooner than when using a typical procedure. As a result, aircraft will fly a shorter distance and consume less fuel, therefore reducing greenhouse gas emissions. They will also be operating on a continuous descent operations (CDO) profile, which enables an aircraft to descend on a quieter reduced engine setting.

### CURRENT OPERATIONS

The image below shows a sample of traffic over two busy days from 2019, with existing procedures in place. As can be seen, aircraft are sometime directed (or “vectored”) to operate off the procedures. This is done to ensure safe sequencing or provide for more direct routing and will continue in the future.

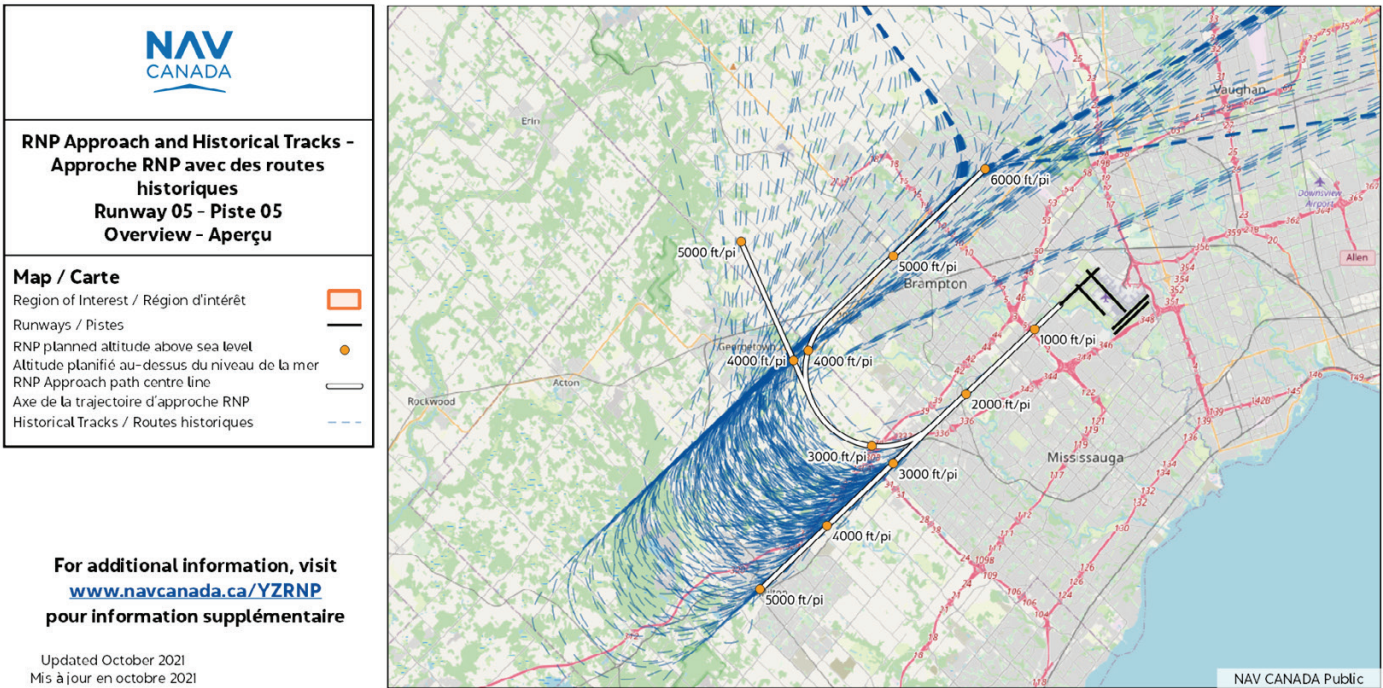




## PROPOSED PROCEDURES

The image below shows the proposed RNP AR procedures. You will note that there is a curved procedure to turn aircraft off the downwind on to the final approach when the aircraft lines up with the runways. This procedure will be used by some aircraft arriving from the west or northwest and was designed to overfly industrial and commercial use land to the extent possible.

There is also a tangent procedure that was designed to serve aircraft arriving from the northwest, allowing aircraft to avoid using the downwind and providing noise mitigation to areas under the downwind.

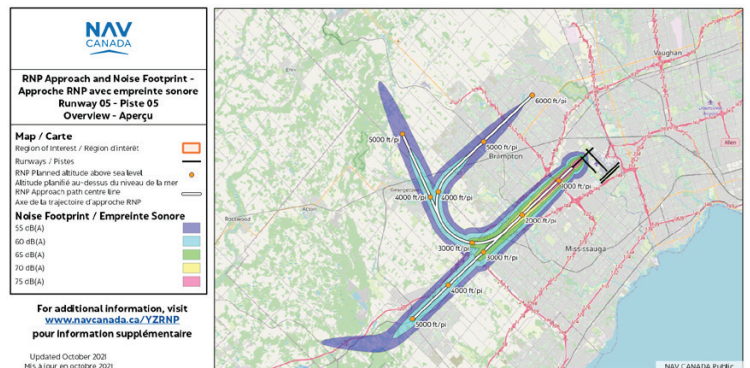


It is estimated that 45 to 74 aircraft per day will utilize the curved procedure and an estimated 21 to 35 aircraft per day will use the tangent.

## WHAT IT MEANS FOR COMMUNITIES

NAV CANADA conducted noise modeling to better understand the noise footprint associated with the proposed procedures.

A 737-800, a commonly used aircraft at Toronto Pearson Airport, was used to compare the footprint of the proposed procedures with a typical approach that is flown today. The modeling shows that as many 59,000 fewer residents will be overflown at noise levels above 60 dB(A). This map shows the footprint of the procedures.



Aircraft using the curved approach may be 350 to 750 feet lower than the current average altitude when they are on the downwind; however, the impact of this is expected to be offset by the use of quieter continuous descents.

In addition, when the tangent is being utilized, fewer aircraft will operate on the downwind altogether, providing important noise mitigation by reducing the number of residents overflown.



# COMMUNITY-SPECIFIC MAPS: Brampton

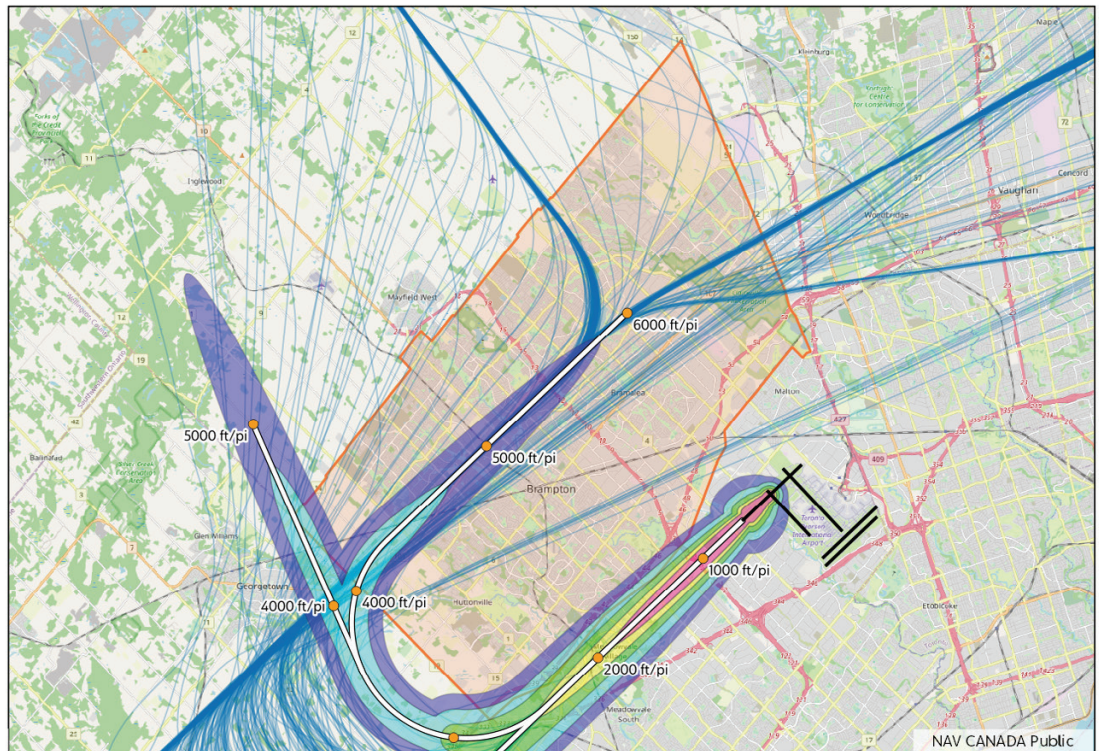
**NAV CANADA**

**RNP Noise Footprint and Historical Tracks - Approche RNP avec des routes historiques et empreinte sonore**  
**Runway 05 - Piste 05**  
**Brampton**

**Map / Carte**  
 Region of Interest / Région d'intérêt  
 Historical Tracks / Routes historiques  
 Runways / Pistes  
 RNP Approach path centre line / Axe de la trajectoire d'approche RNP  
 RNP planned altitude above sea level / Altitude planifiée au-dessus du niveau de la mer

**Noise Footprint / Empreinte Sonore**  
 Max 55 dB(A)  
 Max 60 dB(A)  
 Max 65 dB(A)  
 Max 70 dB(A)  
 Max 75 dB(A)

For additional information, visit  
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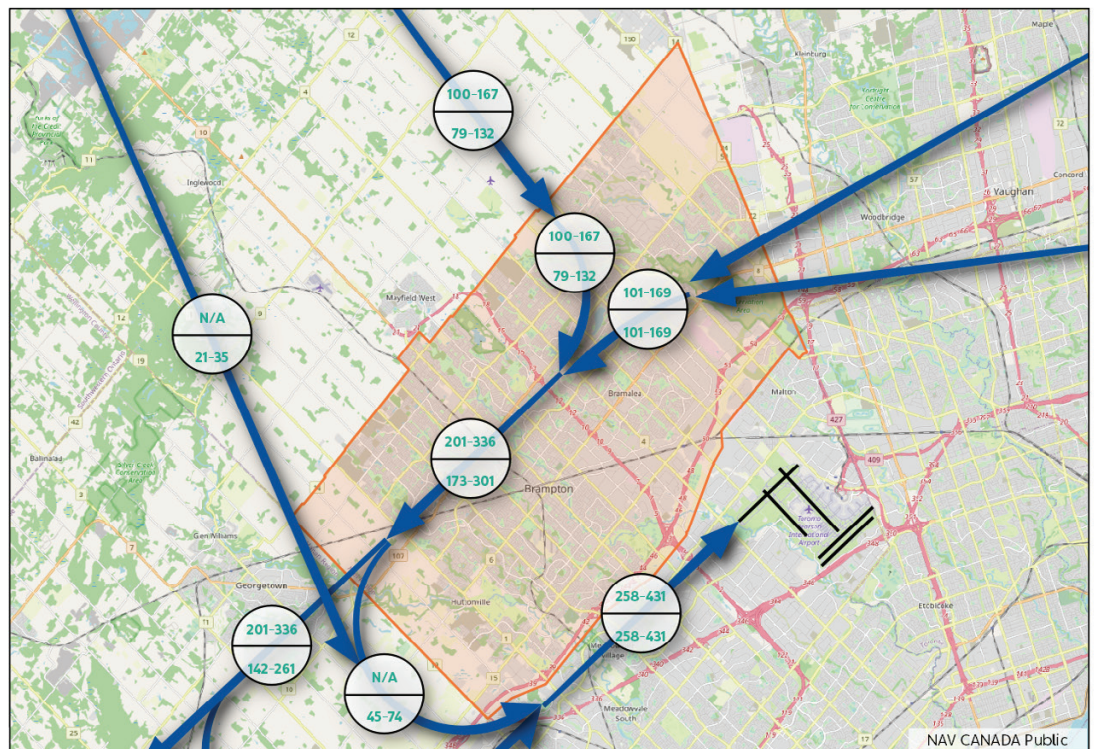
**NAV CANADA**

**Estimate of Daily Arrivals - Estimation des arrivées quotidiennes**  
**Runway 05 - Piste 05**  
**Brampton**

**Map / Carte**  
 Region of Interest / Région d'intérêt  
 Runways / Pistes  
 Arrival Route / Route d'arrivée  
 Current Situation / Situation actuelle  
 In the Future / À l'avenir

Estimates based on 2019 traffic statistics  
 Estimations basées sur les statistiques de trafic 2019

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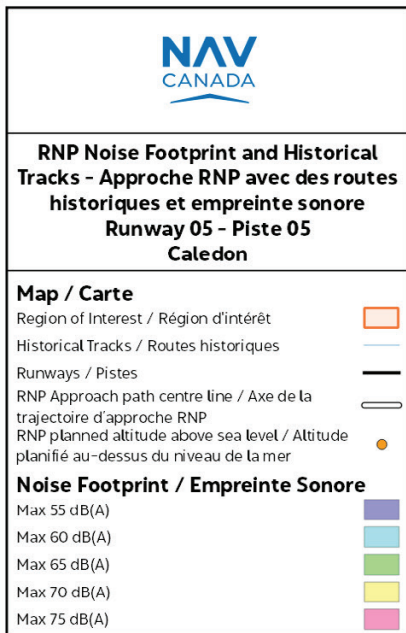


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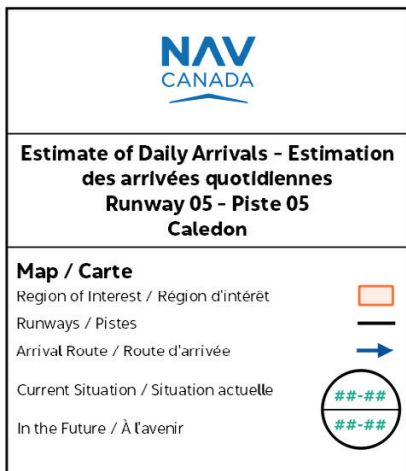
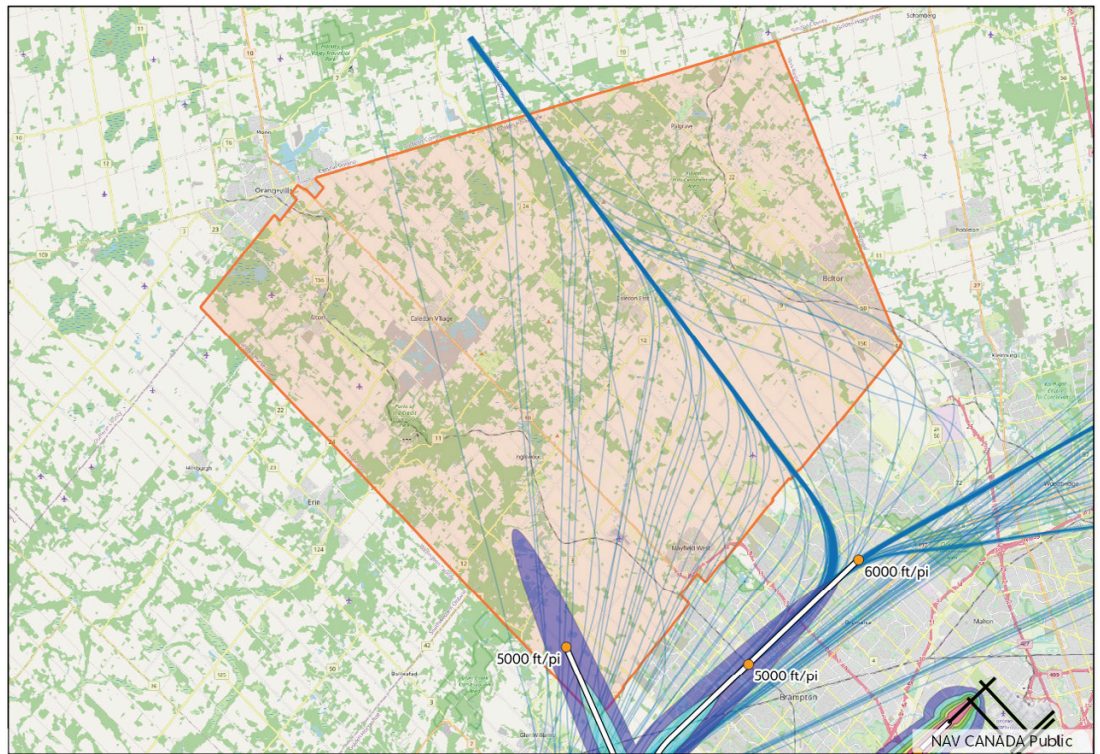
*Public consultation, November 1 to December 17, 2021*



# COMMUNITY-SPECIFIC MAPS: Caledon

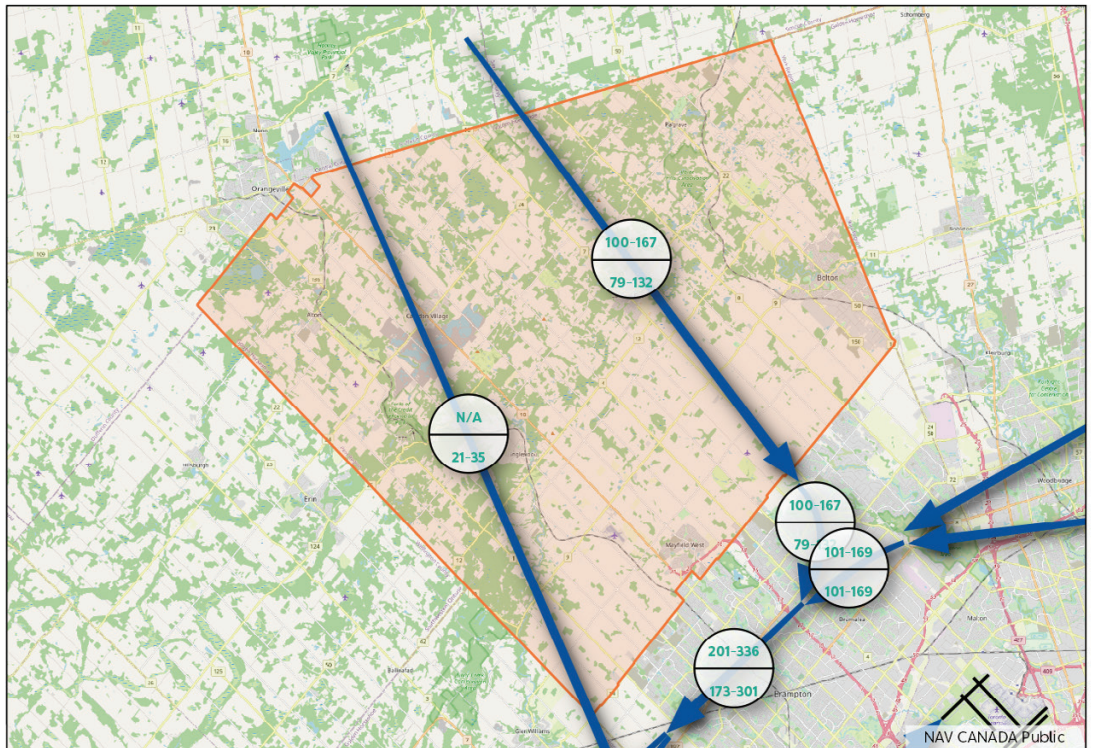


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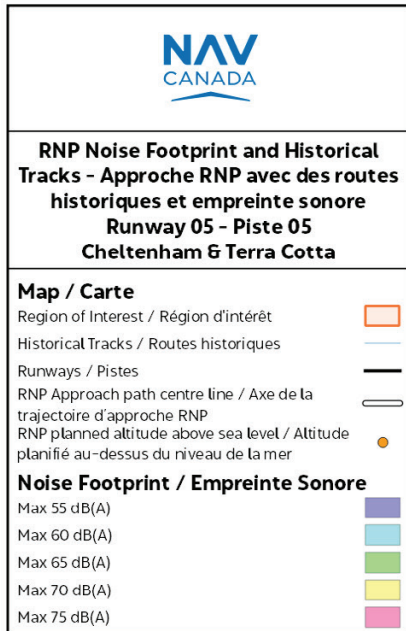


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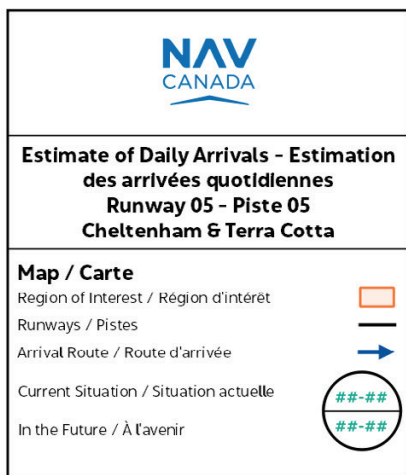
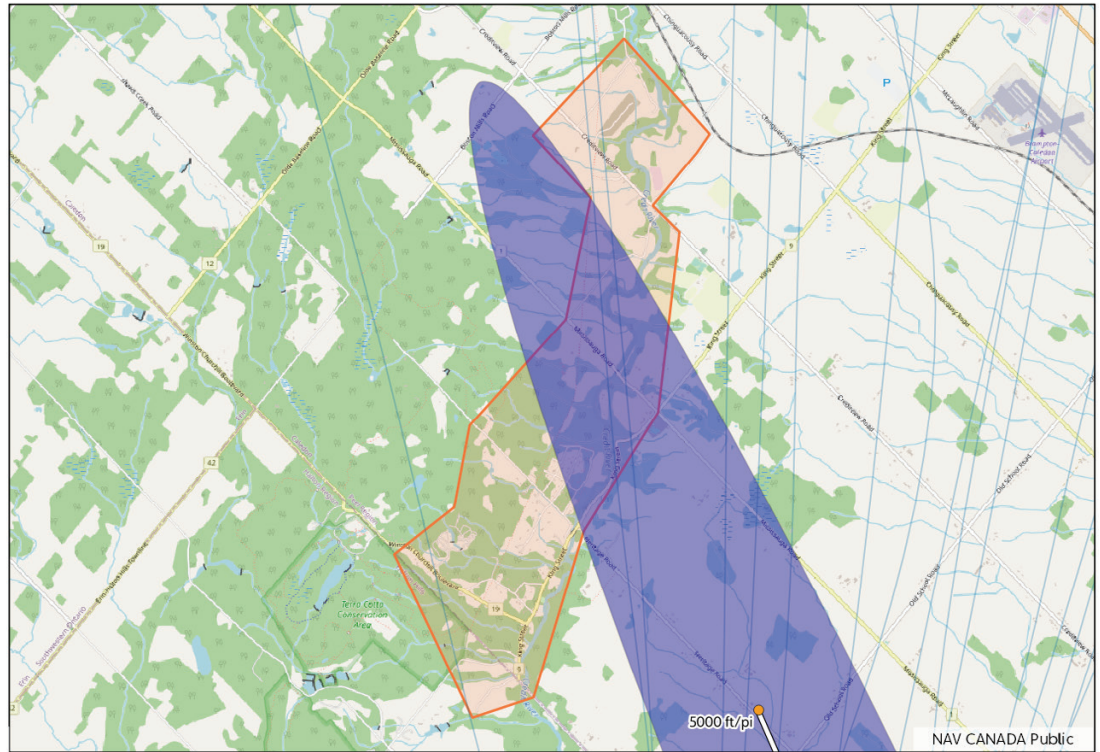


# COMMUNITY-SPECIFIC MAPS: Cheltenham and Terra Cotta



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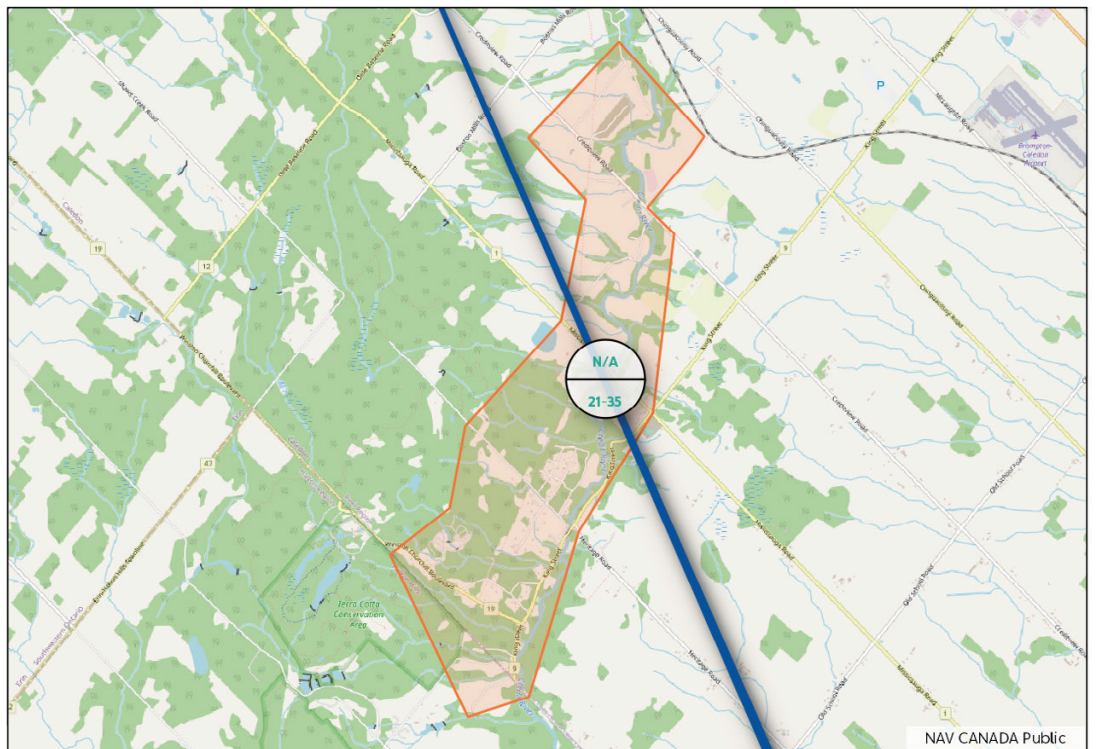
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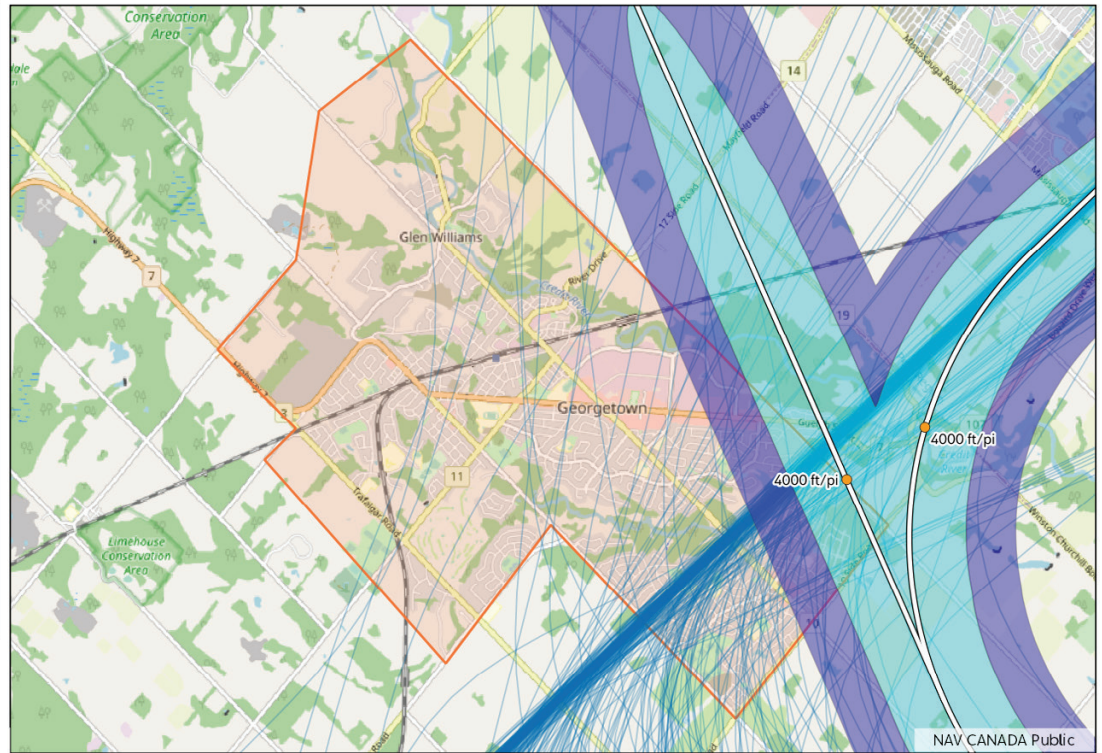
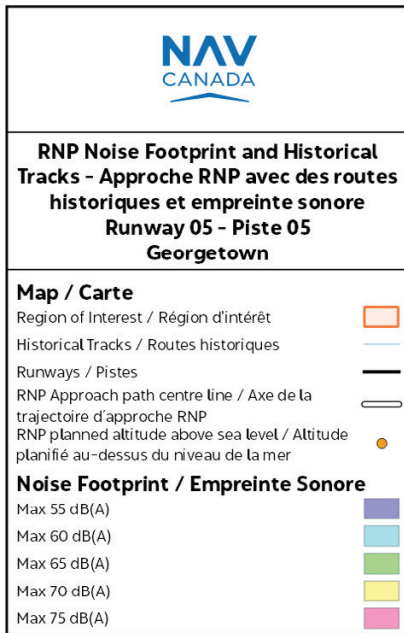


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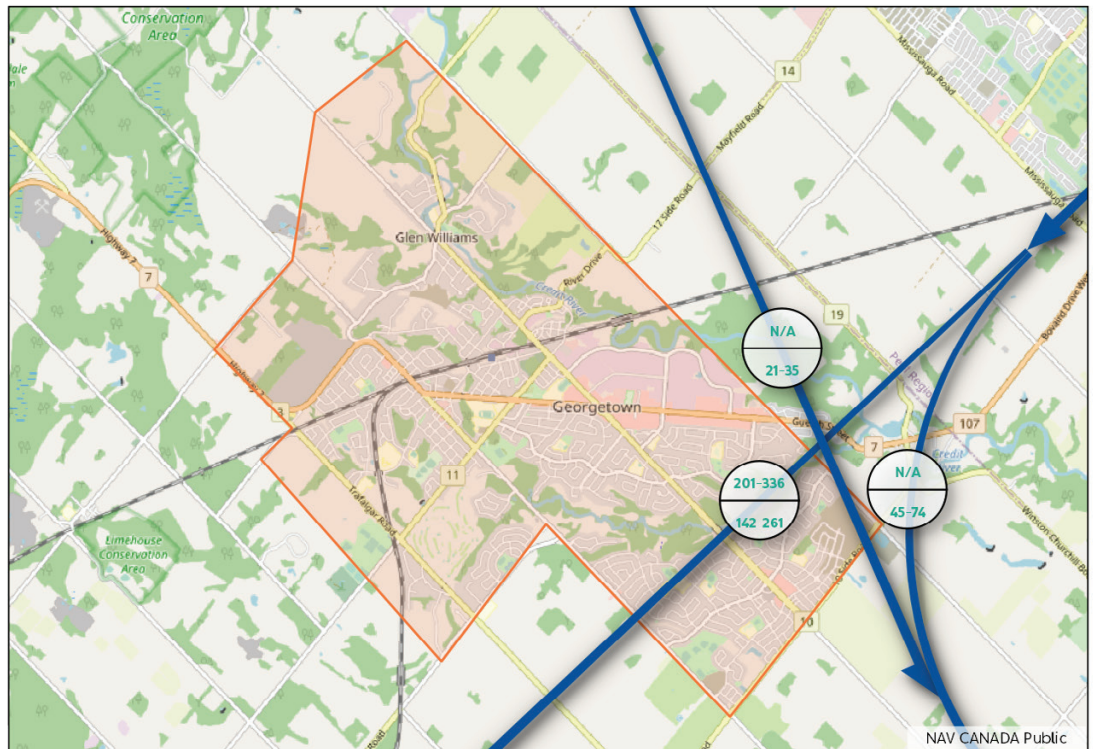
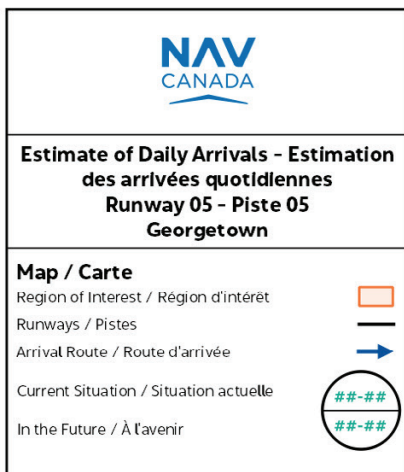


# COMMUNITY-SPECIFIC MAPS: Georgetown



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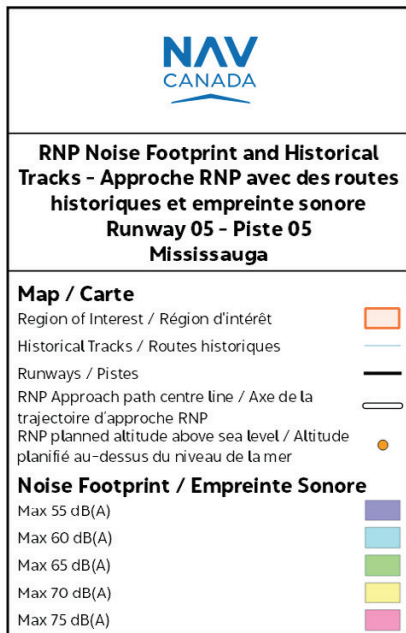
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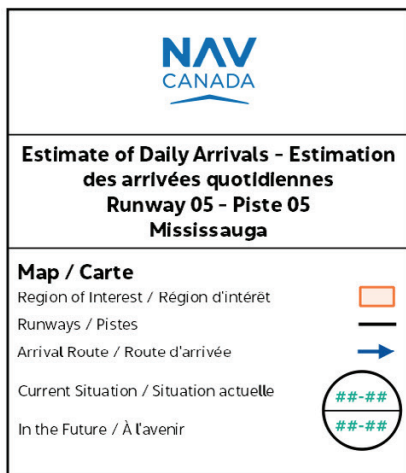
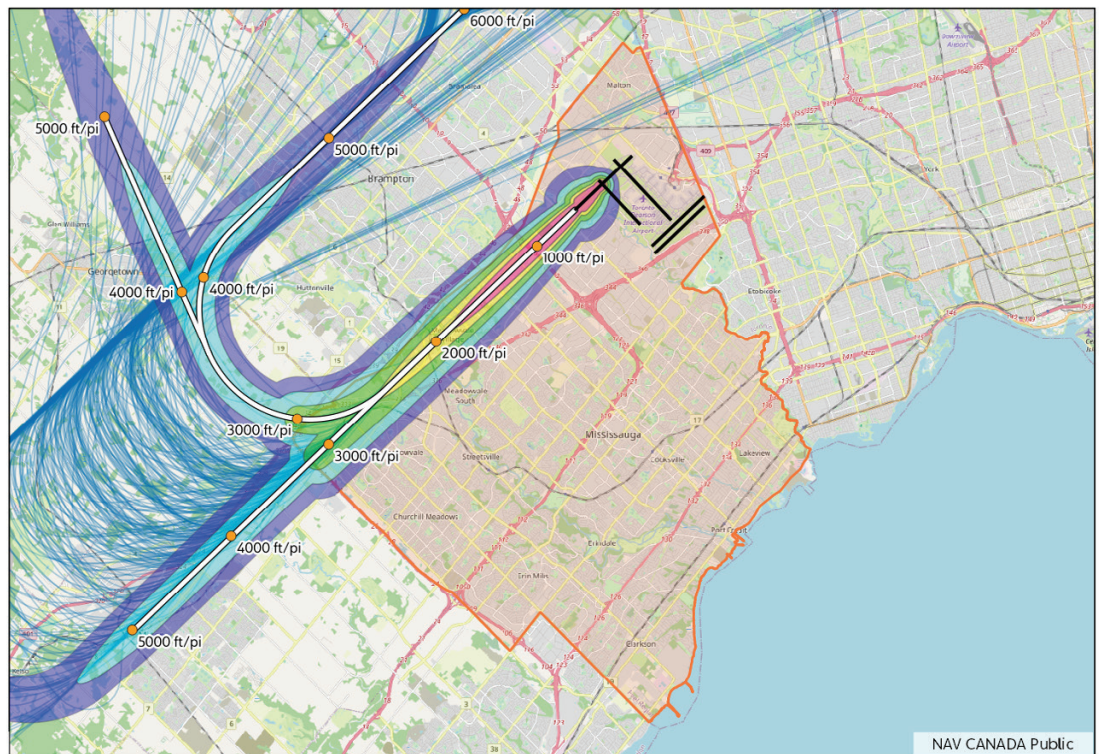
# COMMUNITY-SPECIFIC MAPS: Mississauga



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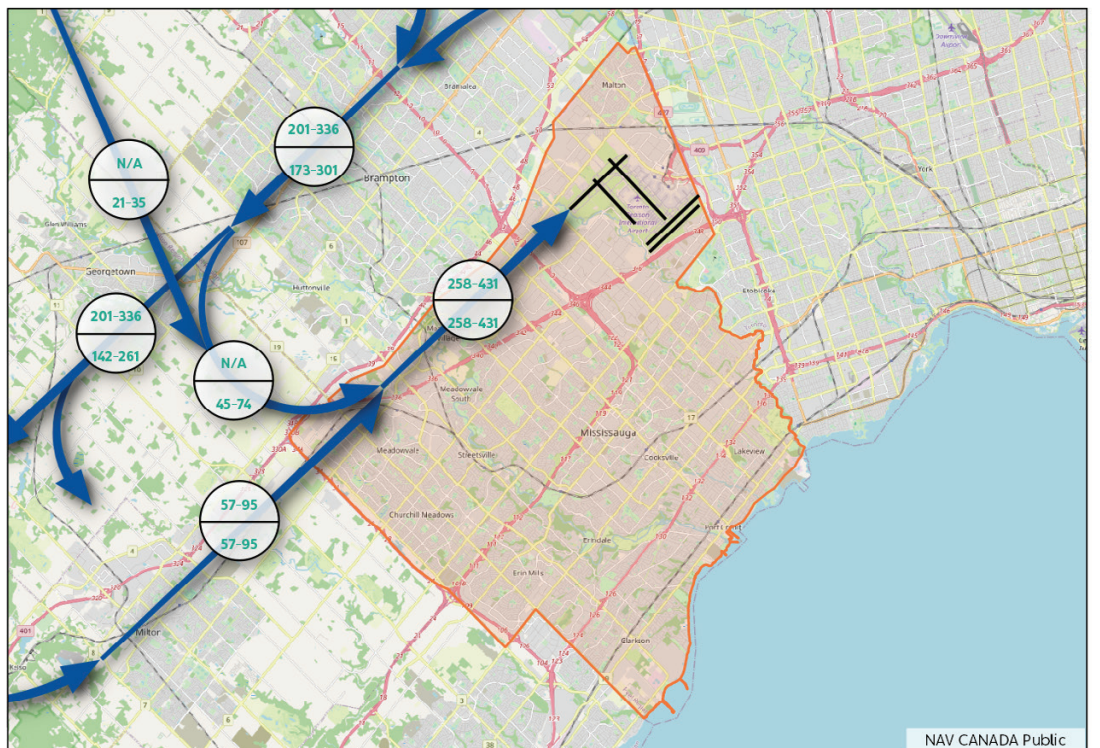


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