

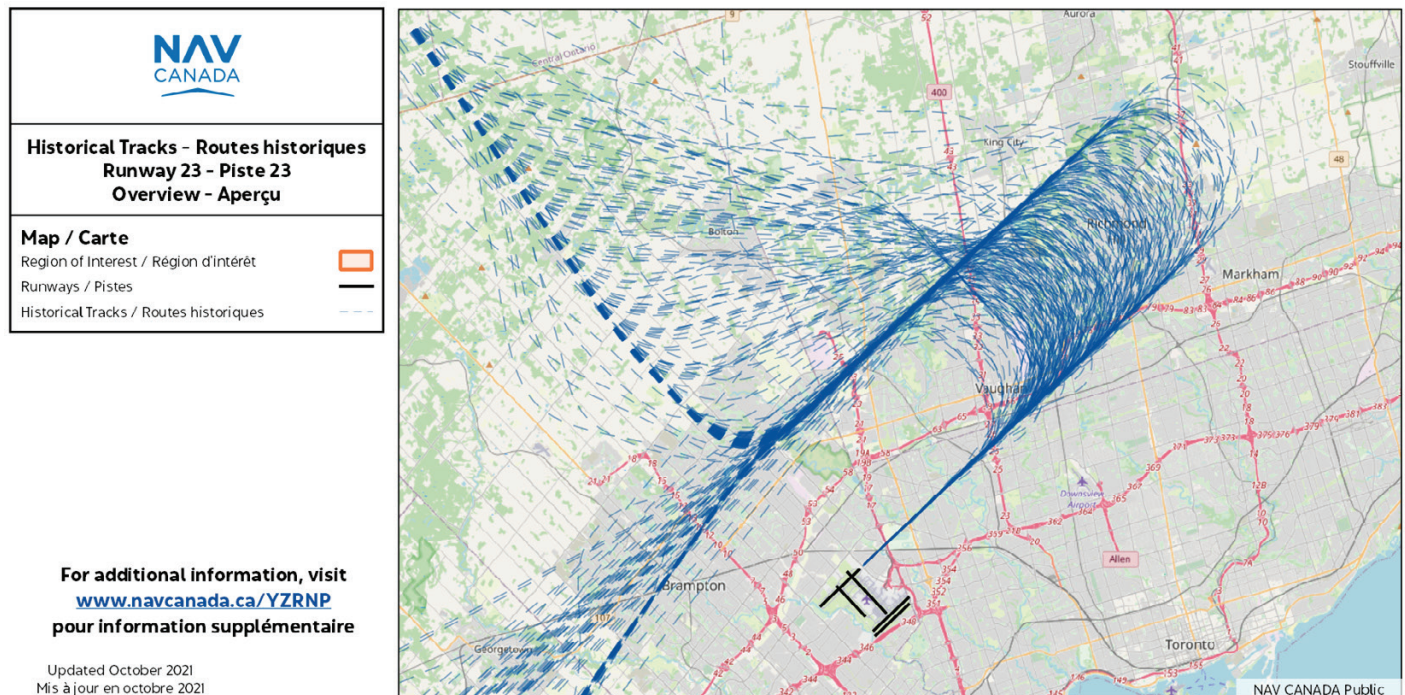
# Changes to flight paths at Toronto Pearson Airport

## Proposed procedures for Runway 23

The RNP AR procedures for Runway 23 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 gases. 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.

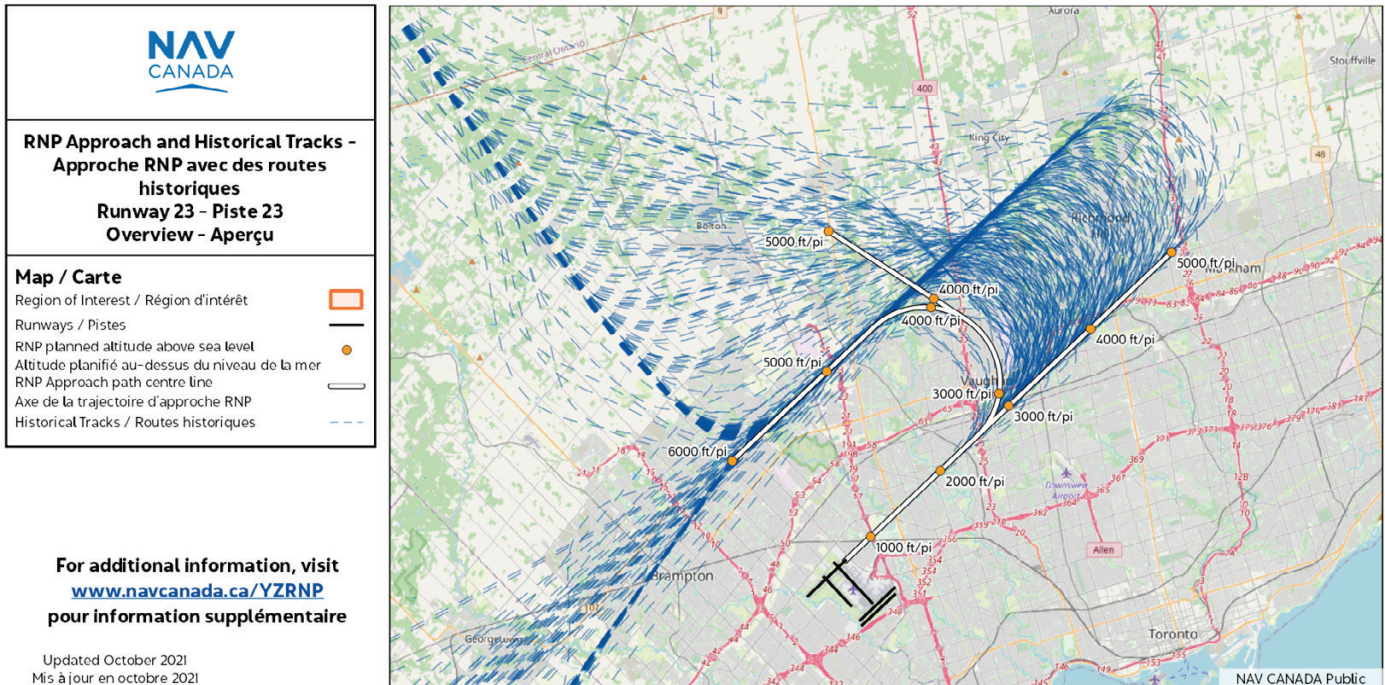




## PROPOSED PROCEDURES

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.

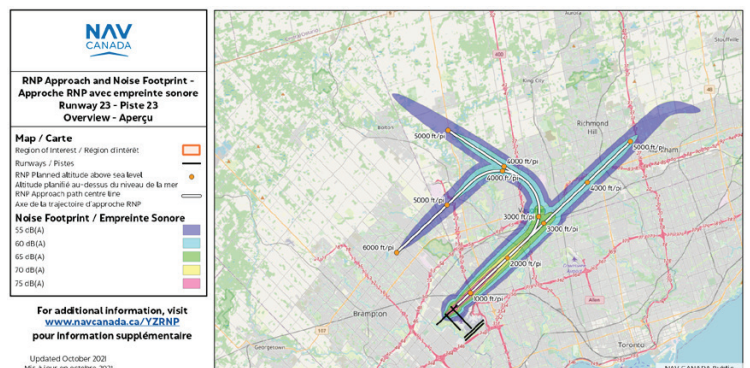


It is estimated that 29 to 48 aircraft per day will utilize the curved procedure and an estimated 21 to 35 aircraft per day will use the tangent.

## 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 142,000 fewer residents will be overflown at noise levels above 60 dB(A). This map shows the footprint of the procedures.

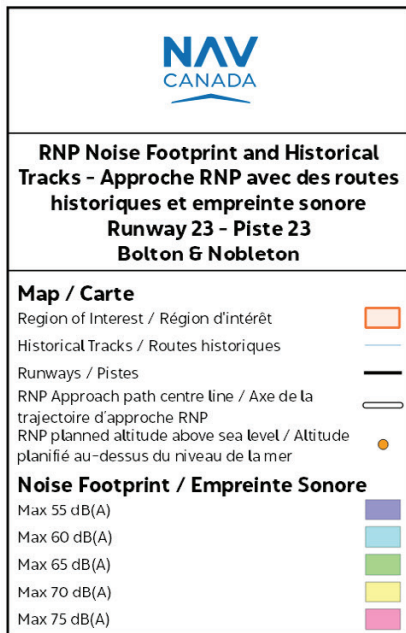


Aircraft using the curved approach may be 350 to 750 feet lower than the current average altitude when they are on the downwind; however, the impact of this is expected to be offset by the use of quieter continuous descents.

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: Bolton and Nobleton

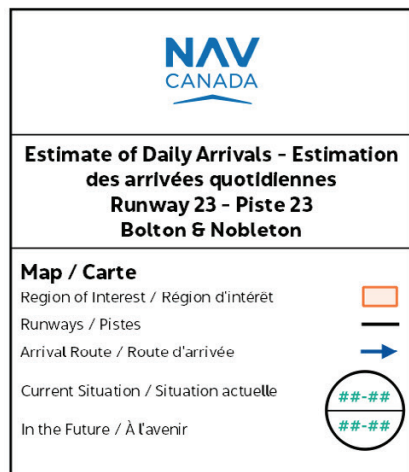
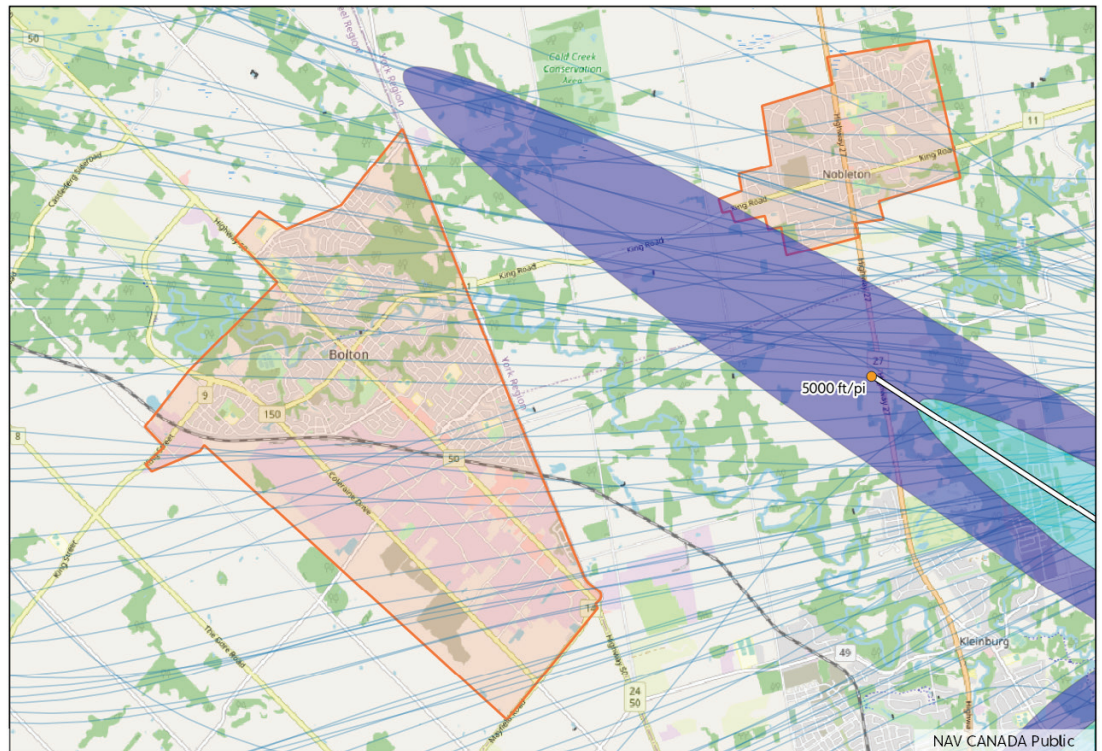


For additional information, visit

[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)

pour information supplémentaire

Updated October 2021 / Mis à jour en octobre 2021



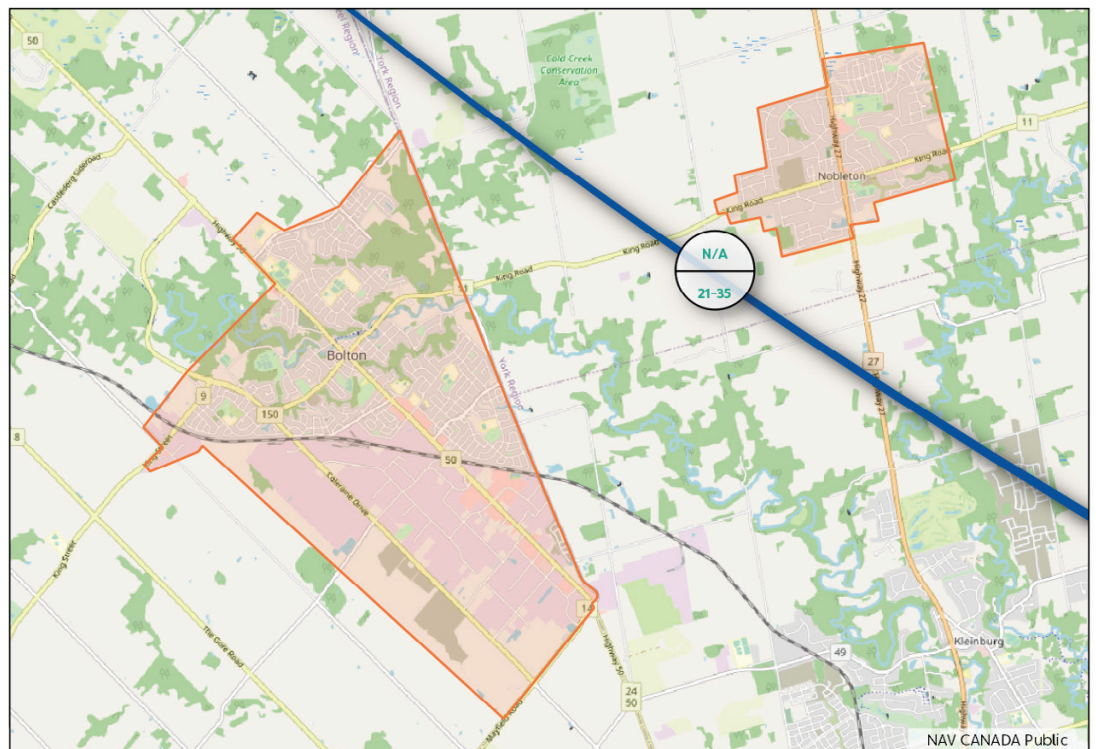
Estimates based on 2019 traffic statistics  
 Estimations basées sur les statistiques de trafic 2019

For additional information, visit

[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)

pour information supplémentaire

Updated October 2021 / Mis à jour en octobre 2021

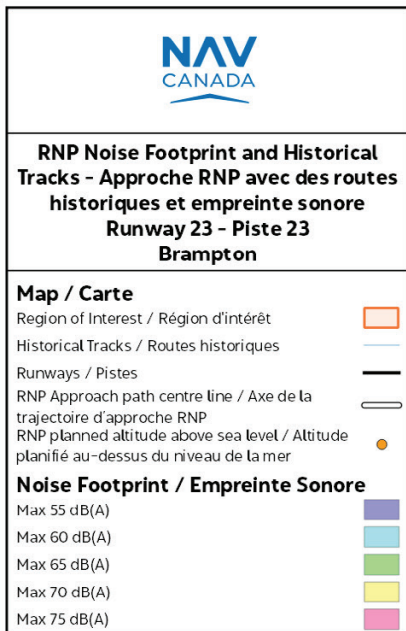


*We value your input and invite you to fill in the input form or RSVP to an event.*

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

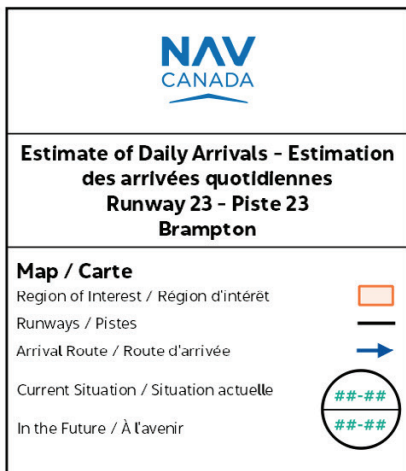
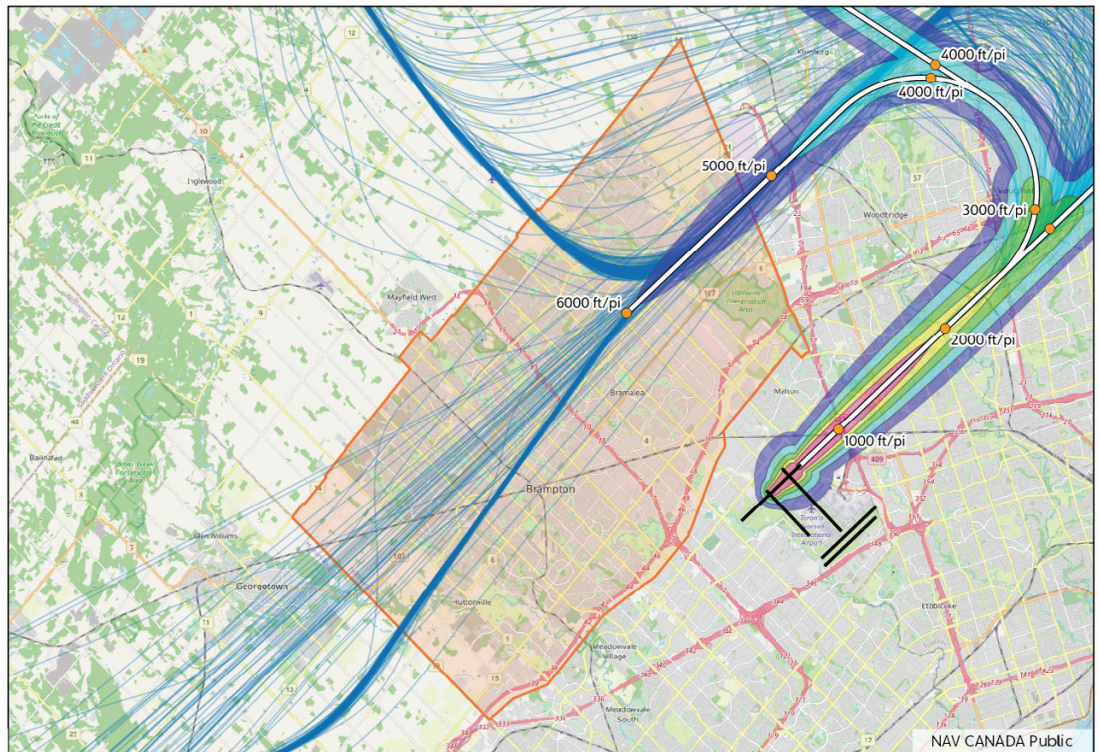


# COMMUNITY-SPECIFIC MAPS: Brampton



For additional information, visit  
[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)  
pour information supplémentaire

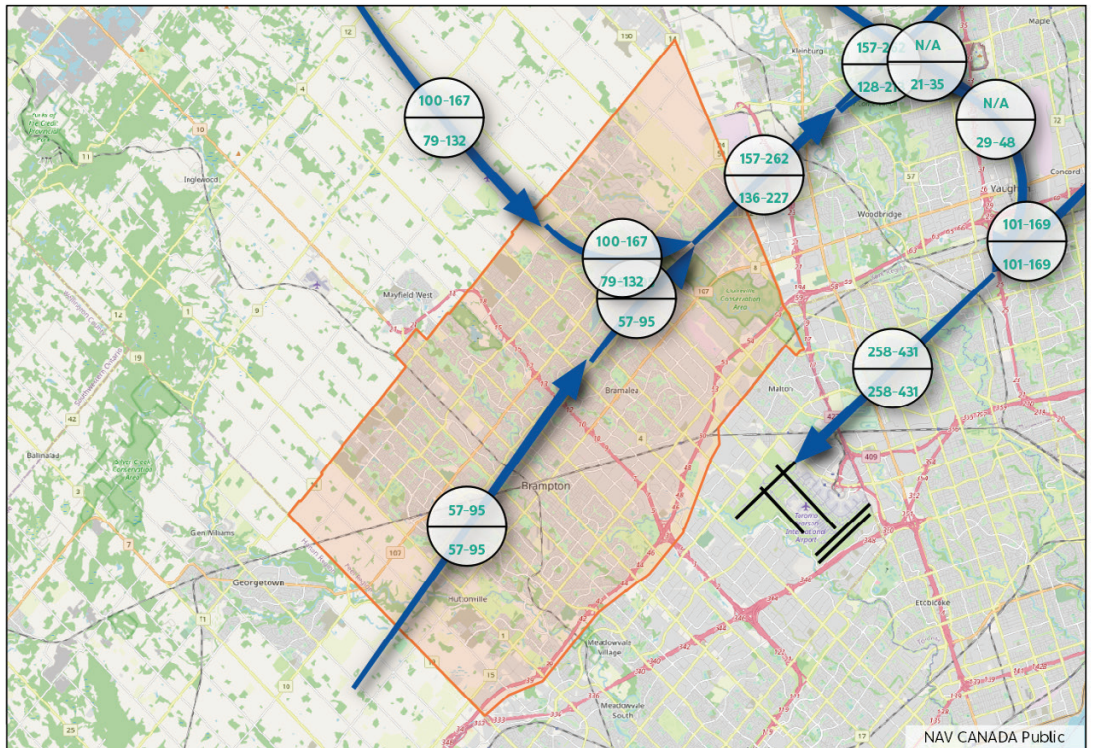
Updated October 2021 / Mis à jour en octobre 2021



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

For additional information, visit  
[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)  
pour information supplémentaire

Updated October 2021 / Mis à jour en octobre 2021

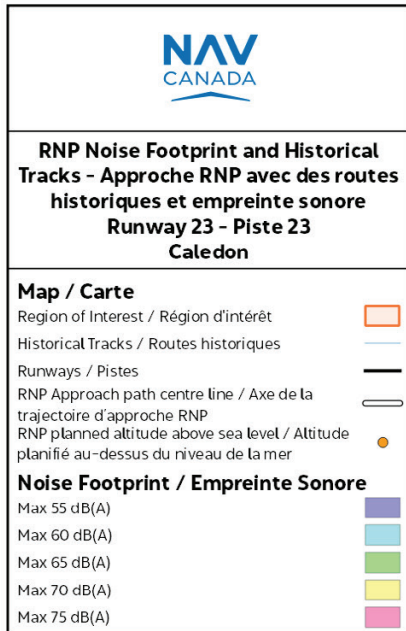


*We value your input and invite you to fill in the input form or RSVP to an event.*

Public consultation, November 1 to December 17, 2021

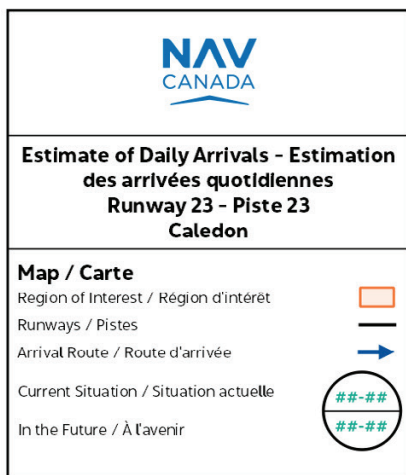
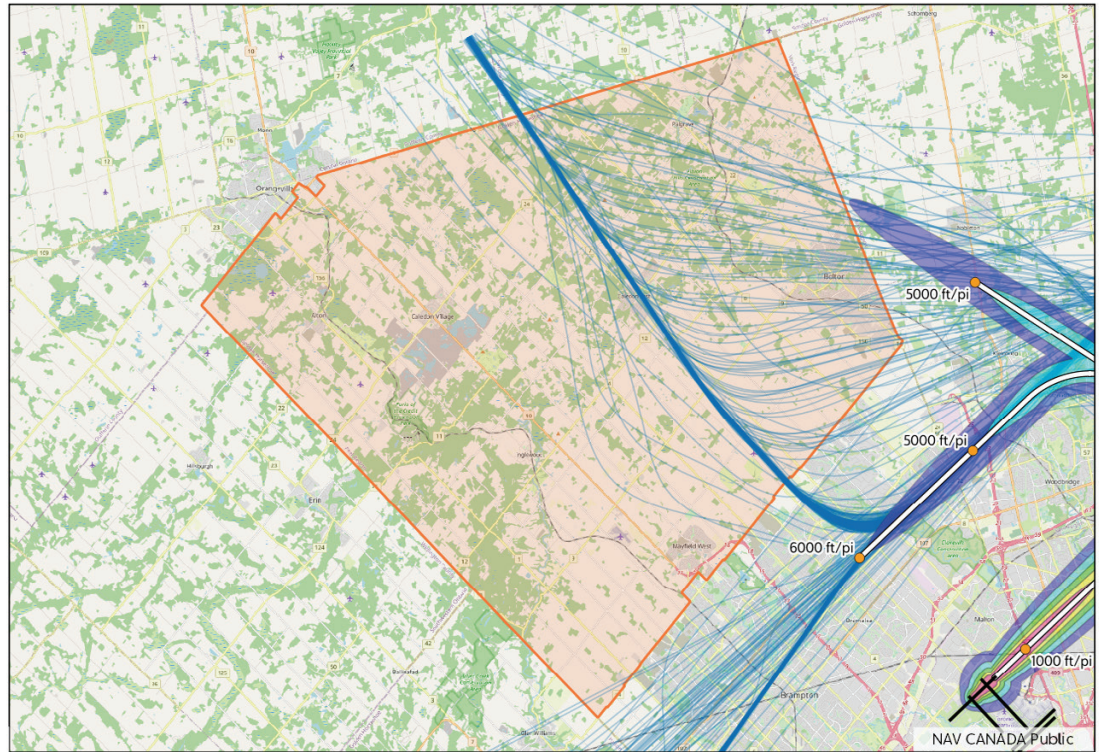


# COMMUNITY-SPECIFIC MAPS: Caledon



For additional information, visit  
[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)  
pour information supplémentaire

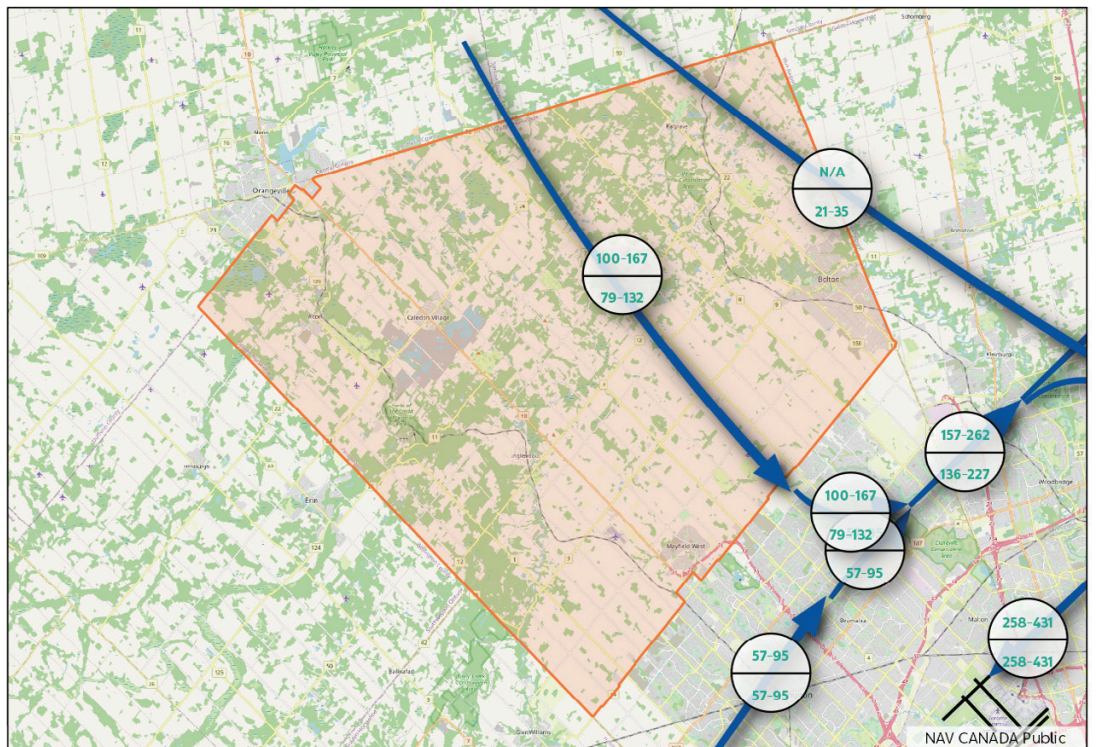
Updated October 2021 / Mis à jour en octobre 2021



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

For additional information, visit  
[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)  
pour information supplémentaire

Updated October 2021 / Mis à jour en octobre 2021

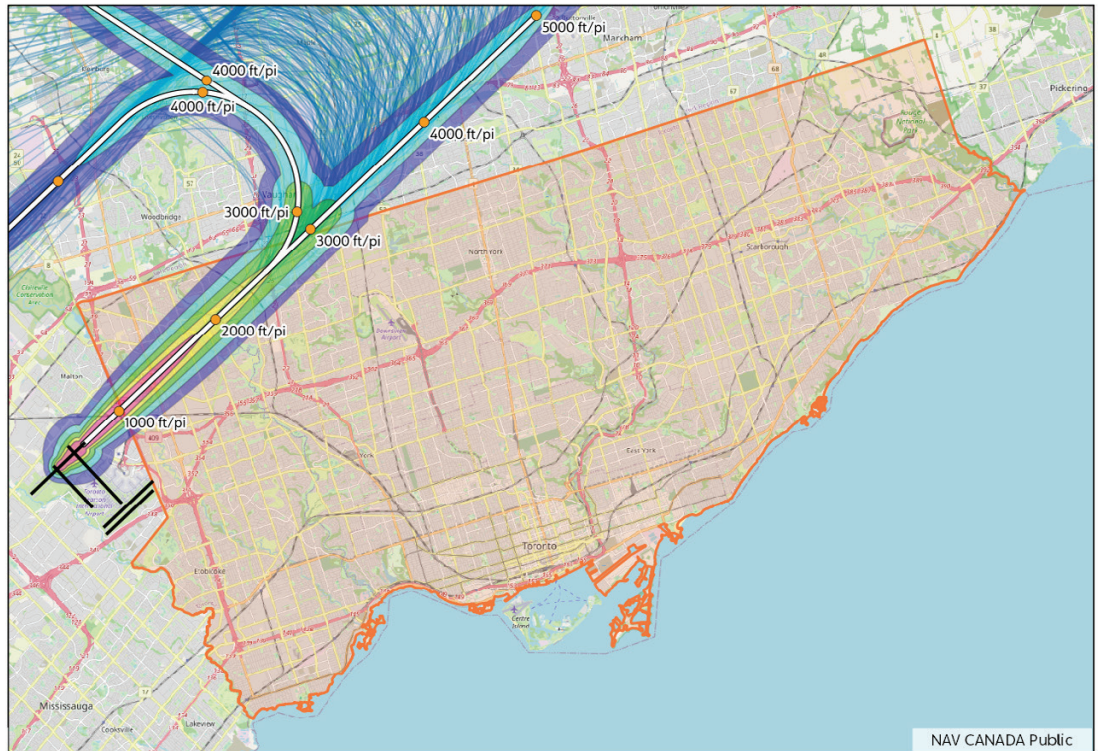
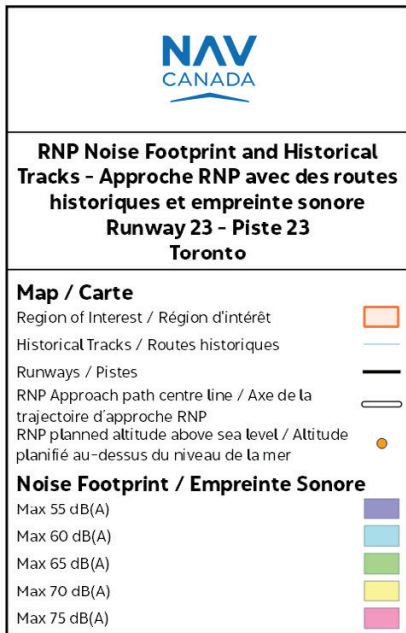


*We value your input and invite you to fill in the input form or RSVP to an event.*

Public consultation, November 1 to December 17, 2021

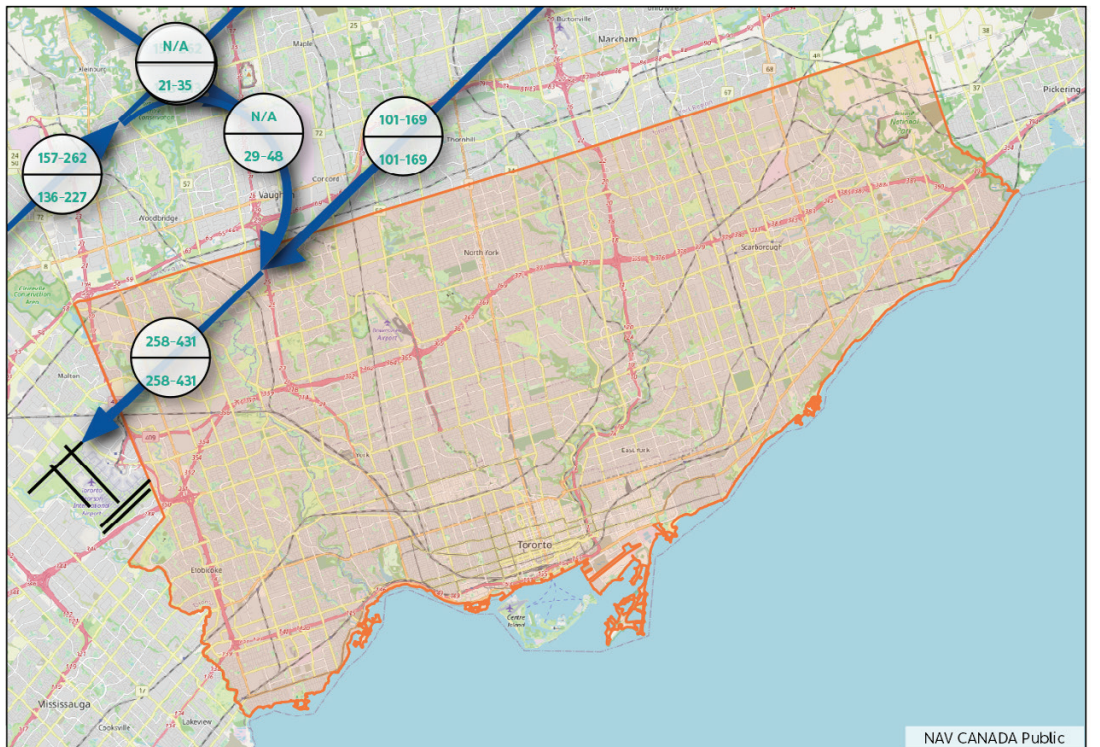
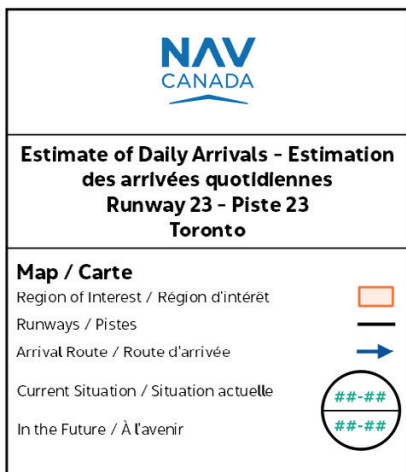


# COMMUNITY-SPECIFIC MAPS: Toronto



For additional information, visit  
[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)  
 pour information supplémentaire

Updated October 2021 / Mis à jour en octobre 2021



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

For additional information, visit  
[www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP)  
 pour information supplémentaire

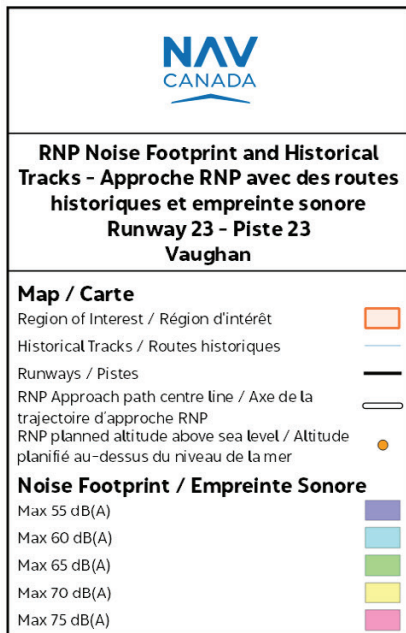
Updated October 2021 / Mis à jour en octobre 2021

*We value your input and invite you to fill in the input form or RSVP to an event.*

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



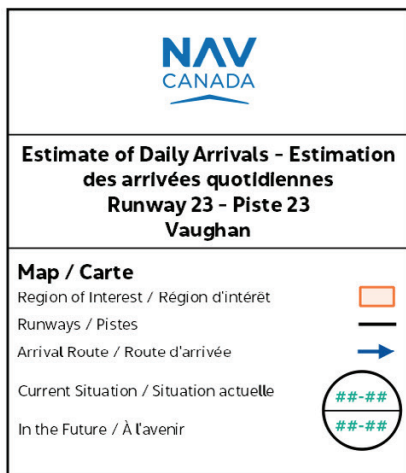
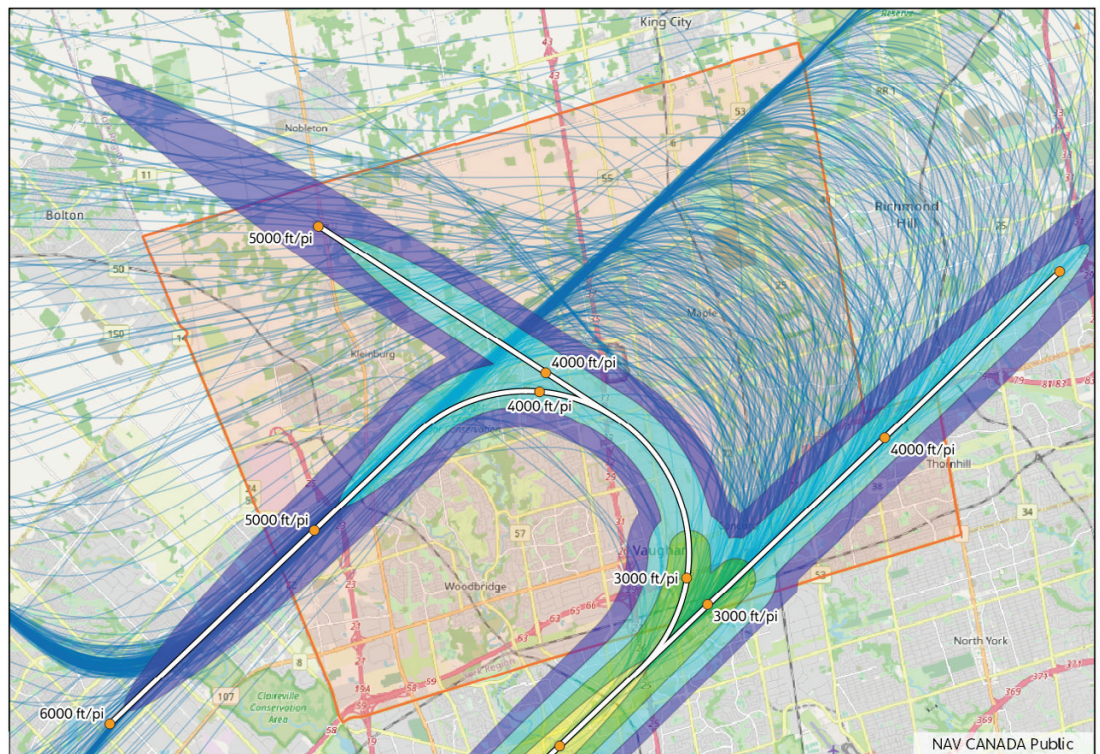
# COMMUNITY-SPECIFIC MAPS: Vaughan



For additional information, visit  
[www.navcanada.ca/YZARNP](http://www.navcanada.ca/YZARNP)

**pour information supplémentaire**

Updated October 2021 / Mis à jour en octobre 2021

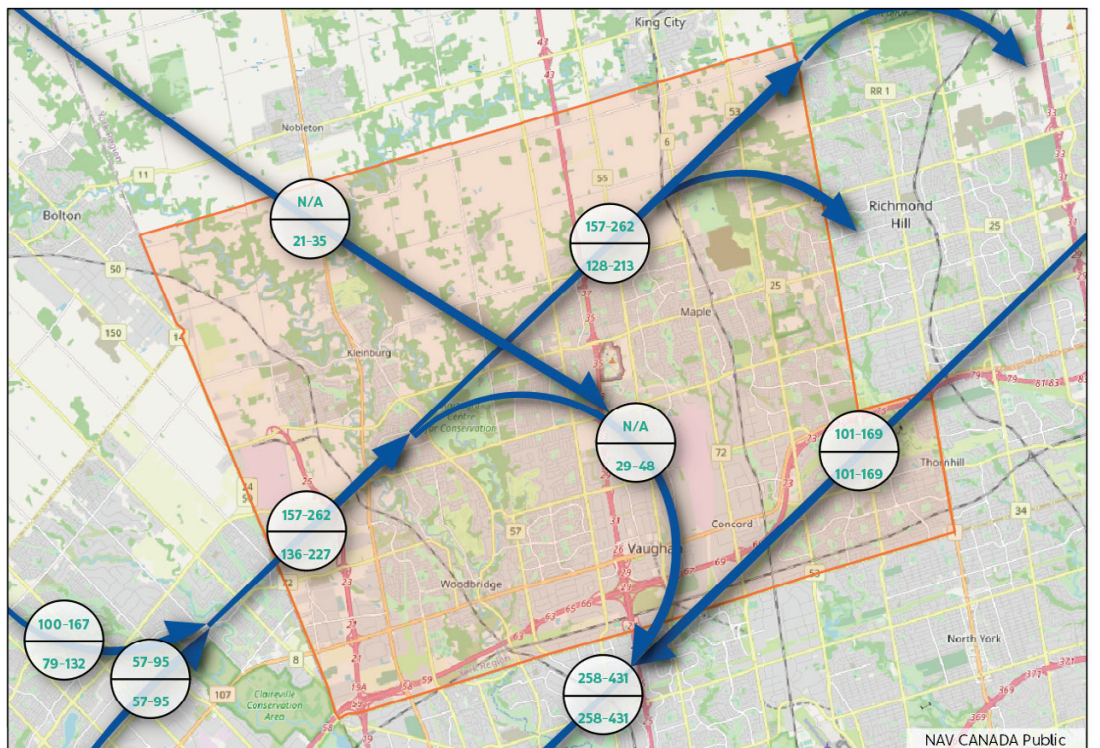


Estimates based on 2019 traffic statistics  
Estimations basées sur les statistiques de trafic 2019

For additional information, visit  
[www.navcanada.ca/YZARNP](http://www.navcanada.ca/YZARNP)

**pour information supplémentaire**

Updated October 2021 / Mis à jour en octobre 2021



*We value your input and invite you to fill in the input form or RSVP to an event.*

Public consultation, November 1 to December 17, 2021