2009 NOISE MANAGEMENT REPORT

Working with our Community for a Quieter Future
Operations by the Airbus A320 series, the Boeing 737 next generation (NG), Canadair Regional Jet (CRJ) and Embraer Regional Jet (ERJ) totalled just under 50 per cent of all aircraft movements. These aircraft were all manufactured to meet Chapter 3 requirements and are among the quietest aircraft that operate at the airport.

Non-jet aircraft operations accounted for 16 per cent of total aircraft movements in 2009. The most common turboprop aircraft operating at Toronto Pearson was the twin engine De Havilland Dash 8, representing 10 per cent of all movements at the airport.
Monthly Comparison of Runway Movements and Noise Complaints

Figure 3

No noise complaints were reported in December.

Noise Complaints by Operation

Figure 4

- Aircraft Departures: 63%
- Aircraft Arrivals: 34.7%
- Non Runway Operations: 2.3%

Non Runway Operations include ILS inspections, maintenance run-ups, helicopter operations and unknown sources.

Monthly Comparison of Noise Complaints and Callers

Figure 5
Comparison of Noise Complaints by Runway Operation

Figure 6

Note: Non Runway Complaints
8 missed approaches, 19 ILS inspections, 17 unknown.

Comparison of Noise Complaints by Municipality

Figure 7

Top Five Callers vs. All Other Callers

Figure 8
Comparison of Aircraft Movement and Noise Complaints by Runway Operation

Figure 9

<table>
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<th>Runway</th>
<th>Movements</th>
<th>Complaints</th>
<th>Runway</th>
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<th>Complaints</th>
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</table>

**Total All Runways** | **405199** | **1864**
**Non Runway Complaints** | 44
**Total Complaints** | 1908

*The remaining 44 complaints were registered against missed approaches, ILS inspections, maintenance run-ups, helicopter operations and unknown sources.*

Monthly Enforcement Investigations

Figure 10

Arrivals
Night
Departures

Investigations: 434
116 Arrival
230 Night
88 Departure
Associated with complaints: 28