

# Toronto-Lester B. Pearson International Airport

IATA/ICAO CODE:     YYZ/CYYZ  
 CITY:                 Toronto  
 PROVINCE:            Ontario  
 COUNTRY:             Canada

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:       Francine Donaldson  
 Title:       Greater Toronto Airports Authority  
 Airport:     Toronto-Lester B. Pearson International Airport  
 Address:     Lester B. Pearson International Airport  
               P.O. Box 6031 Toronto AMf  
               Ontario L5P 1B2  
               Canada  
 Phone:       +1 416 776 3030  
               +1 416 247 7683 (GTAA Noise Management Office)  
 Fax:         +1 416-776-5047  
 Email:       francine.donaldson@gtaa.com or customer\_service@gtaa.com  
 Airport Web Site: [www.gtaa.com](http://www.gtaa.com)

ELEVATION: 569 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
05/23	11120	135/485	3	200
06R/24L	9000	-	3	200
06L/24R	9697	-	3	200
15L/33R	11050	-	3	200
15R/33L	9088	588	3	200

## NOISE ABATEMENT PROCEDURES

[Night Flight Restriction Program - Summer 2010 \(March 28, 2010 - October 30, 2010\)](#)

Note: There are fines for aircraft that do not comply with the noise abatement procedures and operating restrictions. The Airport Enforcement Office recommends an assessment of the penalties to Transport Canada which is responsible for assessing fines.

## CONTINUOUS DESCENT ARRIVAL (CDA)

Per NAV Canada:

In Canada we have 20 airports with RNAV STARS which are basically constant descent arrivals into the terminal areas (from assigned FL to below 5000'). Depending on the traffic,

there would be no restrictions until landing.

At our major and secondary airports, CDAs are used at all times for descent to the terminal (from assigned FL to below 10,000 and below – The constant descent is then revised by ATC depending on traffic, metering requirements, aircraft equipage).

At most secondary airports and tertiary airports, aircraft are cleared for the approach. This is basically a CDA controlled by the pilot until landing, unless ATC needs to apply a restriction (level off) due to inbound/outbound IFR traffic (assuming no surveillance capability).

AIRPORT CURFEWS

Note: There are fines for aircraft that do not comply with the noise abatement procedures and operating restrictions. The Airport Enforcement Office recommends an assessment of the penalties to Transport Canada which is responsible for assessing fines.

[Night Flight Restriction Program - Summer 2010 \(March 28, 2010 - October 30, 2010\)](#)

PREFERENTIAL RUNWAYS

[Night Flight Restriction Program - Summer 2010 \(March 28, 2010 - October 30, 2010\)](#)

OPERATING QUOTA

Airport is currently operating at 84 movements/hour.

ENGINE RUN-UP RESTRICTIONS

[Night Flight Restriction Program - Summer 2010 \(March 28, 2010 - October 30, 2010\)](#)

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS

[Night Flight Restriction Program - Summer 2010 \(March 28, 2010 - October 30, 2010\)](#)

NOISE SURCHARGE

[Night Flight Restriction Program - Summer 2010 \(March 28, 2010 - October 30, 2010\)](#)

Night-time Landing Fee:  
Landings between 0030 and 0630 by non-scheduled flights without approval may be charged 16 times the applicable landing fee.

Landing fee	
Fixed Wing Aircraft over 19 tonnes	CAD 30.48 per tonne
<a href="#">Airline Rates &amp; Charges - 2010</a>	

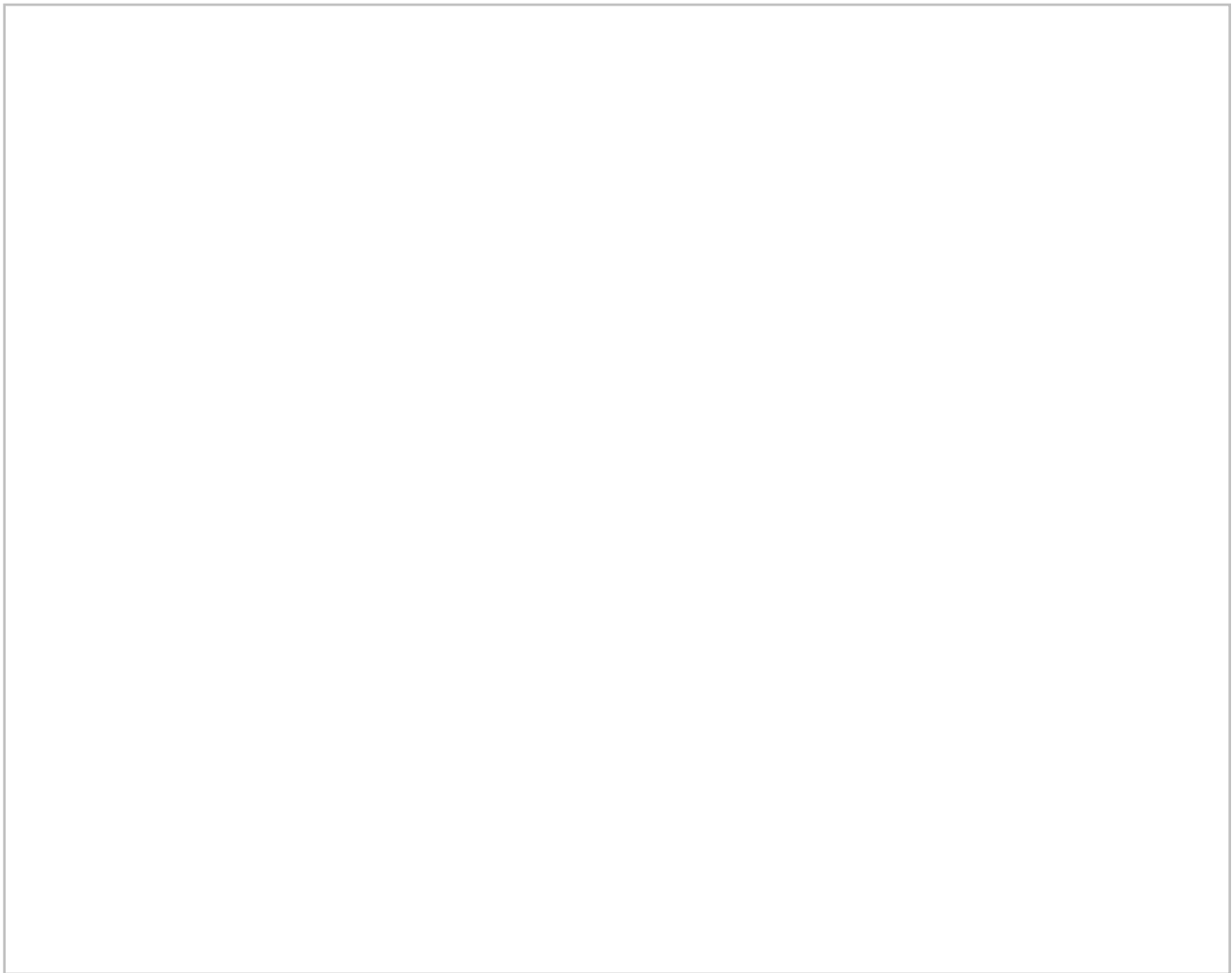
NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
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Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The GTAA uses a sophisticated Airport Noise Monitoring and Flight Tracking system that combines radar flight tracking data from NAV CANADA with mapping from a Geographical Information System (GIS). The data is correlated with noise readings collected at the Noise Monitoring Terminals (NMTs) in the surrounding communities.



System records flight numbers, aircraft types and airlines, as well as time, location and speed of all aircraft within the operating area. New Noise Monitoring System being installed, fall 2010.

21 permanent and 1 portable NMTs plus ATC radar feed.

#### FLIGHT TRACK MONITORING SYSTEM

See information under Noise Monitoring System

#### NOISE LEVEL LIMITS - [NONE](#)

#### CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating in Canada except for those aircraft authorized by the Minister of Transport (northern exemptions).

#### CHAPTER 2 PHASEOUT

The phase out of Chapter 2 airplanes >75,000 in Canada was complete as of April 1, 2002. Those airplanes are ban from operating in Canada with the exception of a very limited number of exemptions for aircraft operating to northern and remote locations.

#### CHAPTER 3 RESTRICTIONS

[Night Flight Restriction Program - Summer 2010 \(March 28, 2010 - October 30, 2010\)](#)

