



BULLETIN: #04-06-004

June 7, 2004

GREATER TORONTO AIRPORTS AUTHORITY

OPERATIONS BULLETIN

TO: T1/T2/T3 AIR CARRIERS, GROUND HANDLING AGENCIES, CARGO AREA, GENERAL AVIATION, GOVERNMENT AGENCIES, NAV CANADA, TBI CANADA, GTAA MANAGEMENT, DUTY MANAGERS, AOCC, TRANSPORT CANADA, ESCOT CONSULTING

FROM: BRIAN R. LACKEY - VICE PRESIDENT, OPERATIONS & CHIEF ENGINEER

SUBJECT: NEW NOISE OPERATING RESTRICTIONS - ALL AIRCRAFT

The Greater Toronto Airports Authority (GTAA) is required to develop and maintain a comprehensive aircraft noise mitigation program and to manage the number of flights during the night restricted hours.

To ensure that the number of flights during the restricted hours remains proportionate to overall traffic levels, limits have been placed on the total number of flights which may occur between 0030 and 0630 L, in any year. The GTAA will not exceed the established limit and will carefully manage the number of flights within the restricted hours.

Until recently, all aircraft under 34,000-kg gross take-off weight and propeller aircraft of any weight were exempt from Toronto Pearson International Airport's Noise Operating Restrictions. Effective June 10, 2004, all aircraft will require permission to operate in the restricted hours (0030 to 0630 L for Chapter 3 and equivalent and 0000 to 0700 L for Chapter 2 and equivalent), as published in the June 10, 2004 Canada Flight Supplement (CFS) and Canada Air Pilot (CAP).

As outlined in the CFS, CAP and Operations Bulletin 04-03-011, all non-scheduled aircraft must obtain permission to operate in the restricted hours by contacting the Airport Duty Manager at (905) 676-3030. Medevacs, police, military, head-of-state, emergency flights & weather alternate diversions are not required to obtain permission. Jet aircraft that are Chapter 2/Stage 2 and propeller aircraft that are Chapter 2/Stage 2 equivalent will not normally be granted permission to operate in the 0000 to 0700 L period. Please refer to the attachment for lists of Chapter 2 jets and Chapter 2 equivalent propeller aircraft.

All aircraft operating within the restricted hours after June 10, 2004 without the explicit permission of the GTAA will be subject to enforcement action under Canadian Aviation Regulation 602.105.

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Brian R. Lackey
Vice President, Operations & Chief Engineer

Attachment



Toronto Pearson International Airport
Night Flight Restriction Program – Chapter 2 and Chapter 2 Equivalent Aircraft
(Effective June 10, 2004)

Chapter 2 jet aircraft under 34000 kg

Chapter 2 jet aircraft under 34000 kg will not normally be approved to operate 0000 to 0700L. The following are known Chapter 2 aircraft based on FAA Advisory Circular AC36-1H Noise Levels for U.S Certificated and Foreign Aircraft (http://www.aee.faa.gov/noise/AC_36-1H.htm)

<u>Aircraft</u>	<u>Engine Model</u>
Dassault Falcon 20	CF700-2D-2
Fokker F28	Spey MK555
Gulfstream G2	Spey 511-8
Gulfstream G3	Spey 511-8
Hawker Siddeley 125	Viper 520-601
Isreal Aircraft 1121	CJ610-5
Isreal Aircraft 1123	CJ610-9
Learjet 23	CJ610-1/-4
Learjet 24	CJ610-6
Learjet 25	CJ610-6
Learjet 29	CJ610-8A
Lockheed 1329 Jetstar	JT12A-8
Lockheed 1329 Jetstar	TFE731-3
Sabreliner 40-60	JT12A-8
Sabreliner 75-80	CF700-2D-2

If an aircraft operator holds documentation of noise certification/hushkitting that shows a particular aircraft is Chapter 3/Stage 3 at MTOW and MLW, this must be faxed to 416-776-3483 Attn: Noise Mgmt, prior to the day of operation for review and confirmation of Chapter 3 status. No allowance will be given for actual operation at less than MTOW or MLW.

Chapter 2 Equivalent propeller aircraft

The majority of propeller aircraft types are considered to be Chapter 3 equivalent based on reference to FAA Advisory Circular AC36-3H Estimated Airplane Noise levels in A-Weighted Decibels (http://www.aee.faa.gov/noise/AC_36-3H.htm). Assumed conversions of takeoff noise dBA + 11 = EPNdB or approach dBA + 10 = EPNdB were used for comparison to Chapter 3 certification limits.

All Chapter 2 equivalent propeller aircraft will not normally be approved to operate in the 0000 to 0700L. The following are known Chapter 2 equivalent propeller aircraft.

<u>Aircraft</u>	<u>Engine Model</u>
Antonov AN22	Kuznetsov NK-12MA
British Aerospace 748	Dart Mk 532/535
Douglas DC3	R-1830-90C
General Dynamics 440	R2800
Lockheed L188	501-D13
Nihon YS11	Dart Mk 542



BULLETIN: #04-03-011

March 25, 2004

GREATER TORONTO AIRPORTS AUTHORITY

OPERATIONS BULLETIN

TO: T1/T2/T3 AIRLINES, GROUND HANDLING AGENCIES, CARGO AREA, GENERAL AVIATION, GOVERNMENT AGENCIES, NAV CANADA, TBI CANADA, GTAA MANAGEMENT, DUTY MANAGERS, AOCC, TRANSPORT CANADA, ESCOT CONSULTING

FROM: BRIAN R. LACKEY - VICE PRESIDENT, OPERATIONS & CHIEF ENGINEER

SUBJECT: TORONTO PEARSON INTERNATIONAL AIRPORT
NIGHT FLIGHT RESTRICTION PROGRAM
SUMMER 2004 (MARCH 28, 2004 – OCTOBER 30, 2004)
WINTER 2004 (OCTOBER 31, 2004 – MARCH 26, 2005)

The Greater Toronto Airports Authority (GTAA) is required to develop and maintain a comprehensive aircraft noise mitigation program and to manage the number of flights during the night restricted hours.

Currently, all aircraft under 34,000-kg gross take-off weight are exempt from Toronto Pearson International Airport's existing Noise Operating Restrictions. In order to enhance control and management of nighttime aircraft operations, the GTAA made a submission to Transport Canada to use noise level criteria to establish restrictions without regard to an arbitrary aircraft weight cut-off of 34,000-kg. New restrictions based on this submission will be effective **June 10, 2004** and will apply to all aircraft regardless of weight. The Summer and Winter 2004 Night Flight Restriction Programs are outlined in the attached summaries.

To ensure that the number of flights during the restricted hours remains proportionate to overall traffic levels, limits have been placed on the total number of flights which may occur between 0030 and 0630 L, in any year. The GTAA will not exceed the established limit and will carefully manage the number of flights within the restricted hours.

All aircraft **not** operating on a scheduled and repetitive basis are required to obtain permission to operate during the restricted hours by contacting the Airport Duty Manager at (905) 676-3030.

All aircraft operations are monitored for compliance with night flight restrictions, preferential runway use and noise abatement procedures (**published in the Canada Air Pilot**). Please contact the Noise Management office at (416) 776-4556 for any clarification of requirements.

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Brian R. Lackey
Vice President, Operations & Chief Engineer

Attachment

TORONTO PEARSON INTERNATIONAL AIRPORT
NIGHT FLIGHT RESTRICTION PROGRAM – SUMMER 2004 (MARCH 28, 2004 – JUNE 9, 2004)
(TURBOFAN/TURBOJET AIRCRAFT GREATER THAN 34000 KG)

1. EFFECTIVE PERIOD MARCH 28, 2004 – JUNE 9, 2004 (SUMMER)

2. RESTRICTIONS (as published in the CANADA AIR PILOT)

- 20:00-08:00 L - No non-noise certificated aircraft arrivals or departures
- 00:00-07:00 L - No maintenance power run-ups without approval (**ALL AIRCRAFT**)
- 00:00-07:00 L - No training flights operating within Toronto Control Zone except initial departure to or final arrival from other locations (**ALL AIRCRAFT**)
- 00:00-07:00 L - No ICAO Annex 16 Vol. 1 Chapter 2 arrivals or departures
- 00:30-06:30 L - No ICAO Annex 16 Vol. 1 Chapter 3 arrivals or departures

As of April 1, 2002, all jet aircraft over 34000 kg must be Chapter 3 compliant to operate in Canada. Transport Canada has granted exemptions to some northern operators of Chapter 2 jets for maintenance requirements at Toronto; however, they must operate only between 07:00-00:00 L.

3. SHOULDER PERIOD OPERATIONS (scheduled within restricted hours, 0031-0100 & 0600-0629 L)

In order to ensure that the number of flights within the restricted hours will remain within the established limit over the entire year, there will be strict control of shoulder period operations with preference given to those operators who qualify for historical precedence. Only the following quieter Chapter 3 type aircraft will be permitted to operate in the shoulder period: Airbus A300/A310/A318/A319/A320/A321/A330/A340; BAE 146; B717-200; B737-300/400/500/600/700/800/900; B757; B767; B777; DC8-70; Fokker F100; MD80 and MD90. They will be granted arrival slots so as not to exceed single arrival runway capacity.

4. EXEMPTION OPERATIONS

A limited number of exemptions for Chapter 3 operations may be approved in advance conditional on the GTAA's ability to remain within the total number of flights agreed on with Transport Canada. Exemption requests should be addressed to the General Manager, Airside Operations (Fax: 416-776-3483) and must be submitted 30 days in advance of the planned operation. Information regarding exemption criteria may be obtained from Slot and Facility Allocation at 416-776-3548. An air carrier's history of compliance with exemption times and frequency of extension requests will be considered in evaluating exemption requests.

NOTES: a) Shoulder period and exemption slots are allocated by GTAA Slot and Facility Allocation. Submit requests to the Toronto Slot Co-ordinator at Tel: (905) 673-6380, Fax: (905) 673-9892 or Teletype YYZSCAC, YYZTMCR.

b) Operations delayed beyond approved slot times will require an operating extension.

5. OPERATING EXTENSIONS

All requests for extensions will require thorough justification and be subject to careful scrutiny. Extensions may be granted on the day of operation only for delays caused by weather, mechanical, security, or ATC problems. Contact the Airport Operations Duty Manager at (905) 676-3030 to request an approval to operate within the following periods:

- 00:31-02:00 L departure delays of B747, DC10, L1011, MD80 aircraft and all aircraft hushkitted to Chapter 3 noise certification.
- 00:31-03:00 L arrival delays of all Chapter 3 aircraft and departure delays of Chapter 3 aircraft other than B747, DC10, L1011, MD80 and hushkitted Chapter 3 types.

NOTE: Non-noise certificated aircraft and Chapter 2 operations will not be granted operating extensions.

