

NOISE ABATEMENT PROCEDURES

NOISE OPERATING RESTRICTIONS AND
NOISE ABATEMENT PROCEDURES (cont'd)

C. NOISE ABATEMENT PROCEDURES (General)

1. Reverse Thrust:

Consistent with safety of operations and in consideration of High Intensity Runway Operations, pilots should minimize the use of reverse thrust.

D. NOISE ABATEMENT PROCEDURES (0700 - 2300 local time)

Except in emergencies, Noise Abatement Procedures, 1 and 2 below apply to all turbo-jet and turbo-fan powered aircraft.

1. Departure Procedure:

- VNAP A or B is required for all runways. See CAP GEN.
- SID routing shall be followed to 3600' ASL. For Rwy 33R, no unauthorized turns prior to MALTN INTXN.

NOTE: SID cancellation does not terminate Noise Abatement Procedure.

- Do not exceed 250 Kts until above 10,000' ASL, unless otherwise authorized by ATC.
- Early turn - Rwy 05, 06L, 06R, 23, 24L, 24R departures: Applies only to the following jet aircraft types - CRJ1, CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4, and GLF5. Commence turn assigned at take-off at 1100' ASL.

2. Arrival Procedures:

Consistent with safety, crews shall minimize approach noise. For all approaches including visual approaches:

- Maintain 3000' ASL or above until intercepting final approach course, and;
- Intercept Final Approach Course at or outside Final Approach Fix, then;
- Remain on or above glide slope or assumed 3.0° glide slope.

E. NOISE ABATEMENT PROCEDURES (2301 - 0659 local time).

1. Procedures:

- Procedures "D1 b) and c), and D2" apply to all aircraft. Departure procedure "D1 a)" applies to Turbo-jet and Turbo-fan powered aircraft only.

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