

CENAC Backgrounder

Boeing Chart: Growth in Airport Noise Restrictions

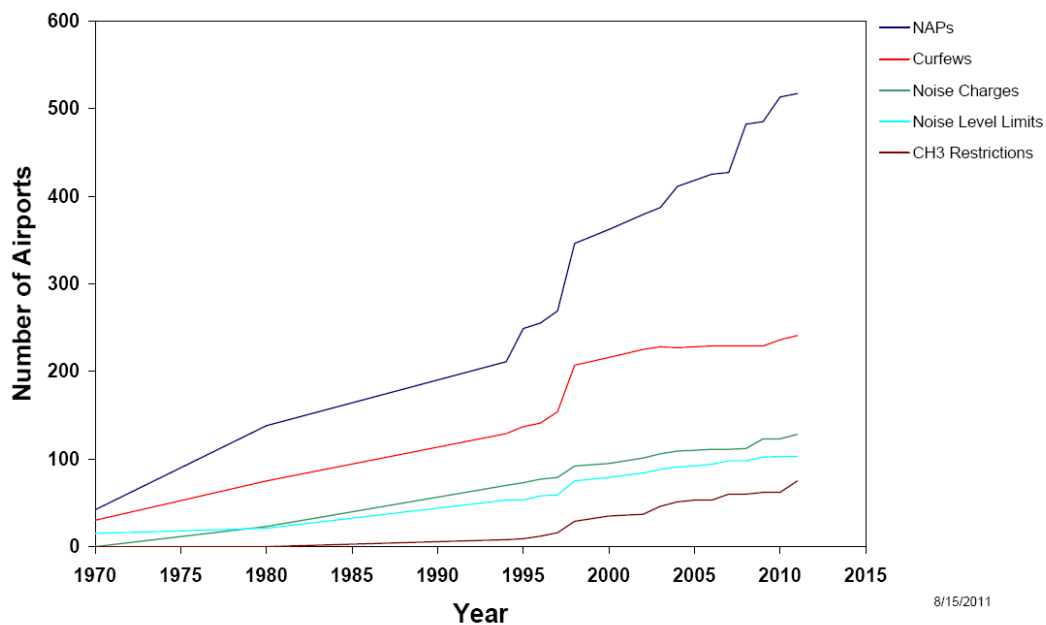
Objective:

CENAC requested the GTAA provide context for the Boeing Chart: Growth in Airport Noise Restrictions, which was shared at the CENAC meeting on March 28, 2012.

Purpose:

- The Growth In Airport Noise Restriction is a general reference document Boeing generates for their airline customers to assist them:
 - understand restrictions they may encounter at a particular airport
 - develop possible solutions
- The chart is compiled from data airports provided to Boeing on a volunteer basis.
 - Boeing’s Disclaimer: While every effort is made to ensure that the information in the database is current, complete accuracy cannot be assured. This database provides general information on noise related restrictions. It is not intended to and should not be used as a basis for making any business/operating decisions.
- This chart can be found on the Boeing website at:
<http://www.boeing.com/commercial/noise/restrictions.pdf>
- A reference table outlining details on airports with noise and emission restrictions can be found at: <http://www.boeing.com/commercial/noise/list.html>.

Growth in Airport Noise Restrictions



CENAC Backgrounder Boeing Chart: Growth in Airport Noise Restrictions

Toronto Pearson is included in the Chart in a number of applicable categories based on our Noise Management Program, including our Night Flight Restriction Program and Noise Operating Restrictions.

Legend – Category Definitions:

NAPs = Noise Abatement Procedures:

- Procedures implemented to minimize or reduce exposure to aircraft noise on the ground
- **Toronto Pearson included**

Curfews = Airport Nighttime Operating Hours:

- Airport operations are **restricted** – not permitted unless authorized
- Similar programs to Toronto Pearson Night Flight Restriction Program (NFRP)
- **Toronto Pearson included**

Noise Charges = Additional fee which may be charged for operating:

- Most charges apply at night, some are all day
- In Europe landing and take-off fee based on Chapter of the aircraft
- **Toronto Pearson included (Night Penalty – 16xlanding fee)**

Noise Level Limits = Maximum levels of noise allowed for operations

- Noise is measured a set distance from the runway
- Some airports set aircraft maximum levels with no restriction on how many operate except that the arrival or departure noise must be below the limit
- Penalties usually associated with operational noise above the set limit
- **Toronto Pearson not included**

CH3 Restrictions = Operating restrictions on hushkitted Chapter 3 aircraft

- Measures that encourage operation of manufactured Chapter 3 or Chapter 4 aircraft
- **Toronto Pearson included (Night Flight Restriction Program)**