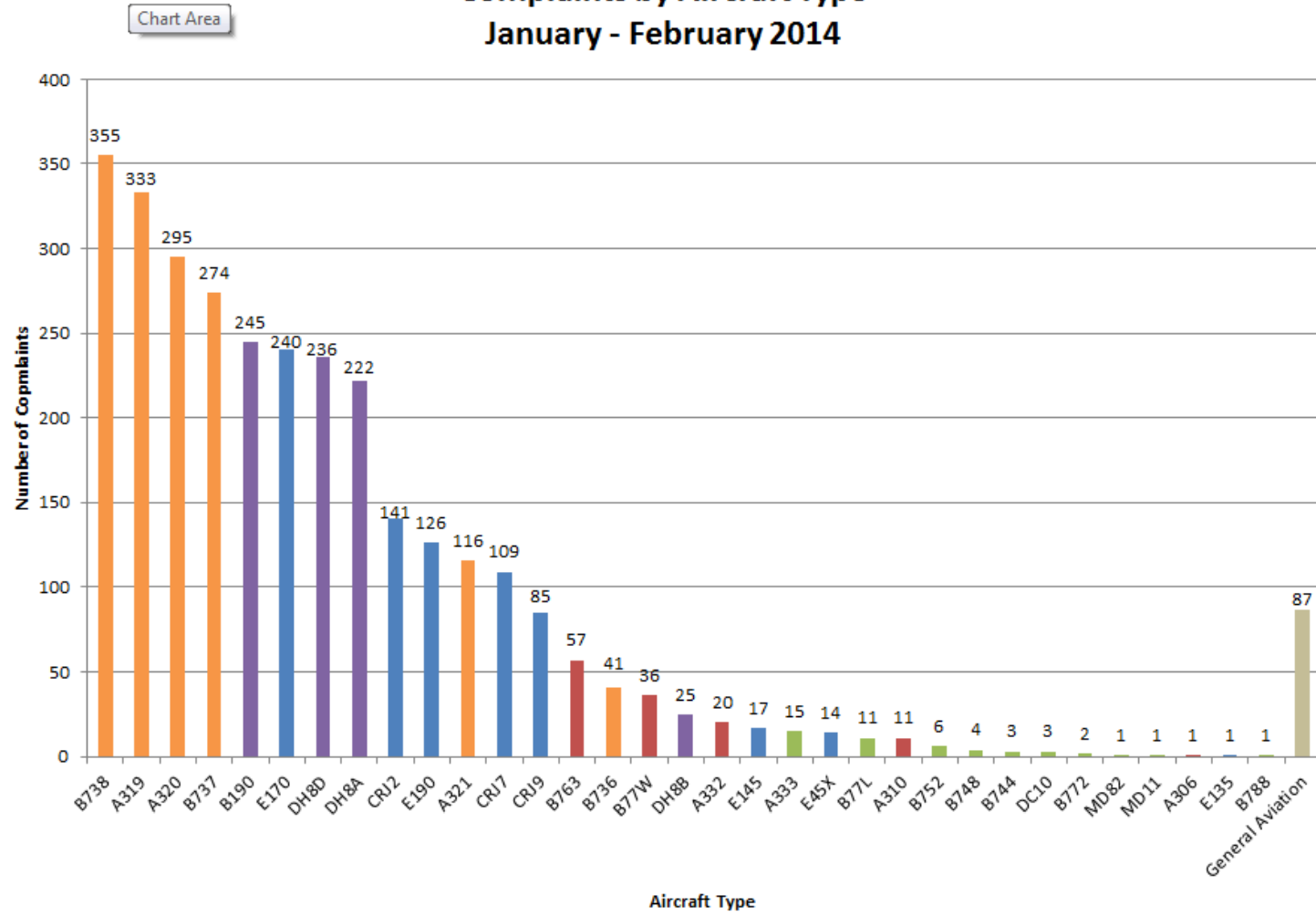




Complaints by Aircraft Type January - February 2014



Category	Example of Aircraft Type	% of our fleet	% of Complaints	# of complaints
Narrow Body	A320, B737	39%	45.2%	1418
Regional Jets	CRJ, EMB, CRJ9	35%	24%	751
Prop Aircraft	DH8, B190	17%	25.3%	793
Wide Body	B777, A330	6%	3.3%	103
Medium Body	A310, B763	4%	2.2%	69

Aircraft is categorized as Chapter 2, 3, or 4 (Chapter 2 being the noisiest and Chapter 4 being the quietest). Approximately 95% of jet aircraft at Toronto Pearson meet the newest and most stringent Chapter 4 standards.

In June 2001, on the basis of recommendations made during the fifth session of the Committee on Aviation Environmental Protection (CAEP/5), the ICAO Council adopted a new Chapter 4 noise standard that is more stringent than standards contained in Chapter 3. This new standard requires a minimum of 10 decibel cumulative reduction over Chapter 3, meaning that aircraft noise levels are reduced a total of 10 decibels when noise at the three takeoff fly over, takeoff sideline and approach measurement points are summed.

These are International Civil Aviation Organization (ICAO) standards. Canada is a member and adopts aircraft noise and emission certification standards prescribed by ICAO. These standards require noise measurements to be taken at the time of aircraft certification. The prime purpose of noise certification is to ensure that the latest available noise reduction technology is incorporated into aircraft design, to ensure that noise reduction offered by technology is reflected in reductions around airports. It is important to note that aviation is federally regulated, and therefore municipal bylaws, such as noise bylaws, are not applicable to aviation activity.