

NOISE ABATEMENT PROCEDURES

**Noise Operating Restrictions
and Noise Abatement Procedures (cont'd)****Engine Run-ups**

Between 0000 – 0700 local time, maintenance run-ups are prohibited unless authorized by the GTAA (416-776-3056).

Training Flights

Training flights are not permitted in the Toronto Control Zone from 0000 – 0700 local time. For other times, prior permission is required from National Traffic Management Unit (905-676-3528 or 1-800-368-4831).

C. Noise Abatement Procedures (General)**Reverse Thrust:**

Consistent with safe operating procedures, plan landing using idle 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:

- NADP 1 or 2 is required for all runways. See CAP GEN.
- SID routing shall be followed to **3600'** ASL. For runways 33L and 33R, no unauthorized turns till abeam YYZ R-343/4.0 DME.

NOTE: SID cancellation does not terminate Noise Abatement Procedure.

- Early turn – Runways 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 extended runway centreline, and;
- Intercept extended runway centreline 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)
Procedures:**

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