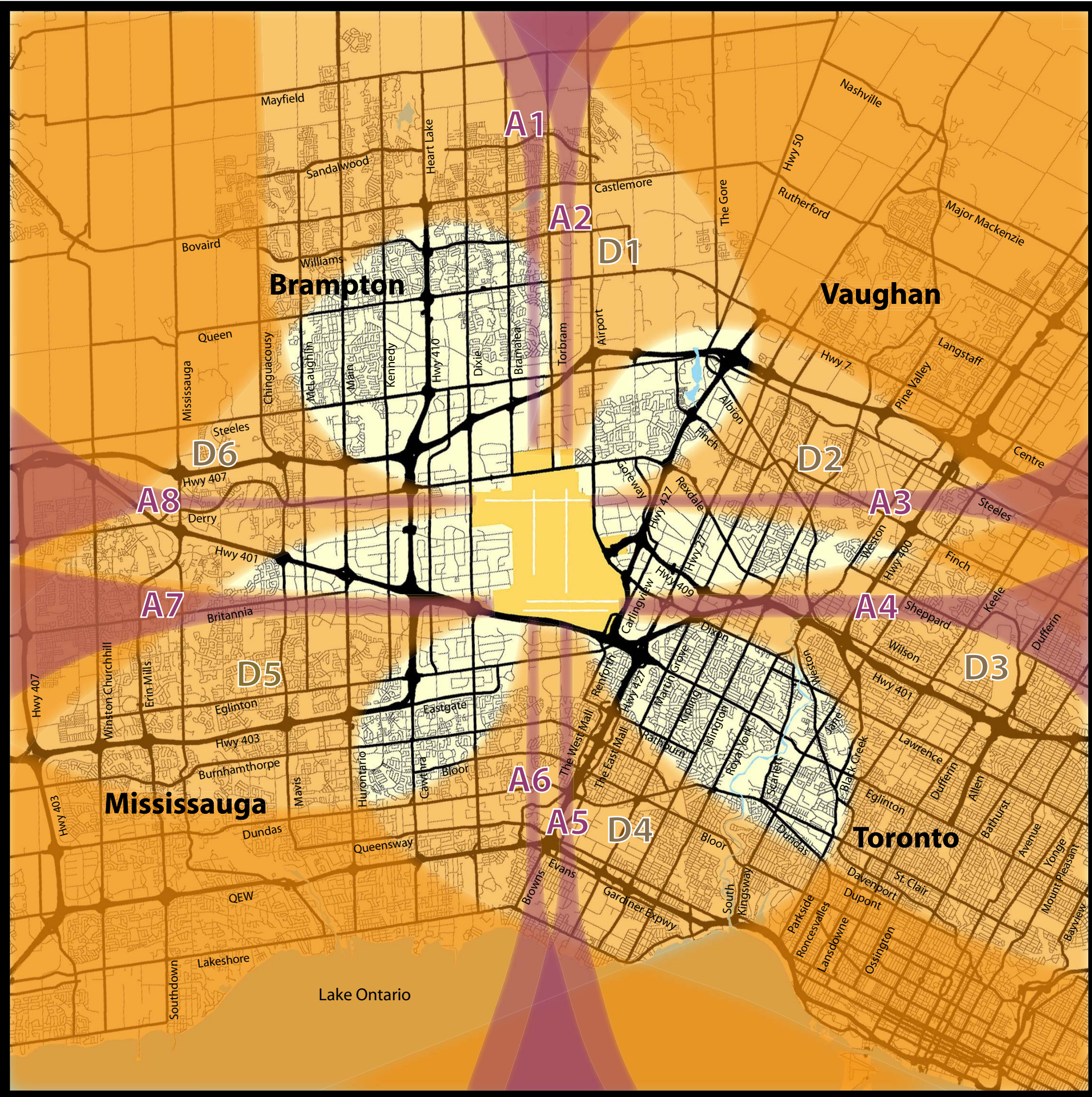


2008 Jet Flight Path Movements Chart

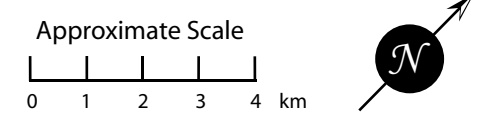
Toronto Pearson International Airport

Legend

- Pearson International Airport
- Areas with Less Frequent Jet Over Flights
- Arrival Flight Zone
- Overlapping Arrival Flight Zones
- Departure Flight Zone
- Overlapping Departure Flight Zones
- Body of Water



Flight Zone Names	Daily Average Movements	Percentage of All Movements	Daily Range of Movements	Days With No Movements	Associated Runway(s)
A1	3	3.0%	0-131	338	15R
A2	9	1.0%	0-181	180	15L
A3	112	11.4%	0-301	65	23
A4	182	18.6%	0-397	93	24L & 24R
A5	2	0.2%	0-89	311	33R
A6	16	1.6%	0-440	286	33L
A7	76	7.8%	0-366	145	06L & 06R
A8	88	9.0%	0-413	106	05
D1	28	2.8%	0-467	117	33L & 33R
D2	47	4.8%	0-251	150	05
D3	111	11.3%	0-426	153	06L & 06R
D4	4	0.4%	0-150	298	15L & 15R
D5	140	14.4%	0-332	80	24L & 24R
D6	161	16.5%	0-472	38	23
Arrivals (A1-A8)	488	49.9%			
Departures (D1-D6)	490	50.1%			
Total Jet Movements	978	100.0%			



Notes:

- 1) The flight zones illustrated are intended to reflect the general flight path patterns of the majority of Pearson's jet aircraft operations. Some jet operations do occur outside these zones.
- 2) The information presented excludes non-jet aircraft (piston and turboprop) using Pearson, and any over flights unrelated to Pearson (en route aircraft flying through the area) to maximize the clarity of the presentation and to focus on the types of operations with the most significant noise impact.
- 3) The arrival flight zones reflect primarily the final approach phase of the arrival, excluding any earlier phases that may pass through the airport vicinity prior to joining the final approach path.
- 4) The departure flight zones do not reflect the flight paths of the smaller, quieter jet aircraft that are permitted to conduct early departure turns (similar to non-jet aircraft), although these operations are included in the table.
- 5) Although the yellow map areas, 'Areas with Less Frequent Jet Over Flights' are not within arrival or departure flight zones, they are not completely free of over flights. These areas may be over flown by jet aircraft operating outside of the general jet flight zones (see Note 1), non-jet and over flights not associated with Pearson (see Note 2), arrivals prior to joining the final approach path (see Note 3), and early turn jet departures (see Note 4).
- 6) The information reflects traffic levels and flight zones for the year 2008 only. It does not project future airport operations. Long term traffic volumes are expected to increase as demand for air travel services increases.
- 7) This map only presents the general location and number of jet aircraft operations at Pearson and is provided for general information purposes only. It does not quantify the noise impacts associated with those operations. The noise associated with operations within any of the flight zones may be heard outside of the zone itself. This information does not replace the Noise Exposure Forecast system used for land use planning purposes.