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paths on evening flights to avoid residential areas, changing where they turn to head off.

NAV Can also told the councillors that by increasing the landing speeds the noise is actually less. One noise reduction technique is to increase the speed on descent.

"There's a less abrupt change in the operations of the aircraft," said Lawlor.

The airport will also look at alternating busy and less busy weekends for flights, and based on a series of research about noise across the GTA, use certain runways that have lesser impact on surrounding residential areas.

The current incoming flight policy keeps planes at a 732-metre altitude over the community before landing and keep a three-degree decline sweeping down to the runway.

The addition to the policy will include having planes even higher over residential areas and gliding down to the runway.

Pearson will be training their air traffic controllers on the changes in advance of unveiling the measures.

"I was a little discouraged at first," said Fogal, talking about the previous measures that were being looked at, which she argued were expensive, highly technical and less effective. "I think it remains to be seen, what happens."

Lawlor said that she is glad that NAV Canada is trying to make changes, she has received complaints that people are being disturbed while sleeping at night, as well as while sitting outside.

"It's a nuisance and an annoyance for us," she said, noting that it's a difficult issue to mitigate, given the fact that planes are larger, and more frequent.

Visually, larger planes flying over look like they are lower.

"There's a less abrupt change in the operations of the aircraft," she said. "I really appreciate the efforts they're putting in place. We're going through some growing pains."



United Way and UPS Canada brought together community partners for the third annual plane pull in support of United Way Greater Toronto at Toronto Pearson Airport. Riziero Vertolli / Metroland

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