

Conversations about our future: Public Workshop, Etobicoke

Date: July 11, 2017

Location: Toronto Congress Centre, Etobicoke

Moderator: Peter MacLeod, MASS LBP

Presentation: Kim Stangeby, Vice President and Chief Strategy Officer Greater Toronto Airport Authority (GTAA) and Cynthia Woods, Manager, Noise Management Office, at the Greater Toronto Airports Authority (GTAA)

Participants: ~400 Community Members

Goals: to share information and gather community advice about Toronto Pearson International Airport's Growth Strategy and the Airport's approaches to managing and mitigating airplane noise.

Format: The evening began with a short presentation about Toronto Pearson's master planning process, including initial plans for an airport transit hub and explanation of how the airport mitigates environmental impacts, addresses noise impacts, and work with communities to grow responsibly. Participants then engaged in small group discussions, some led by facilitators and some self-facilitated, that responded to four questions. After approximately an hour of small group conversation, representatives of each group shared highlights from their conversations with all in attendance. A public comment and Q & A period followed.

Summary of Responses Gathered

1. What are the benefits and drawbacks of Pearson's growth?

Benefits	Drawbacks
<ul style="list-style-type: none"> ● More frequent flights would generate economic growth, bring tourism, and support businesses in the Greater Toronto and Hamilton Area (GTHA): "makes Toronto more attractive globally, economically" (many tables) ● Greater access to travel for GTHA residents: "increased flights are good for personal travel" (some tables) ● More jobs around the airport: "Pearson creates jobs and promotes economic opportunity nearby" (some tables) ● Increased profit for the GTAA (few tables) ● More opportunities for the airport, and the surrounding areas, "to be environmentally innovative" (few tables) 	<ul style="list-style-type: none"> ● Increased aircraft noise overhead affecting quality of life (most tables) ● Increased aircraft noise overhead affecting human health (most tables) ● Negative environmental impacts (most tables) ● Increased traffic around the airport and longer travel times in the surrounding communities (many tables) ● Declining house prices in the areas surrounding the airport (many tables) ● Risk of undercutting airport growth at other regional airports, taking "economic growth away from the network of airport communities" (some tables) ● Increased safety risks as a result of increased aircraft traffic, including terrorism and aircraft

	accidents (few tables)
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2. What steps would you like to see the GTAA take to...

...provide new transit options for the airport and region?	...engage and inform residents about its operations	...strengthen its commitment to the environment?
<ul style="list-style-type: none"> ● Work with transit partners to <ul style="list-style-type: none"> ● increase number of public transit routes not only to the airport from around the GTHA but within the region itself (most tables) ● to provide easy, efficient and affordable public transit between alternative transportation hubs, such as regional rail and Billy Bishop Island airport (many tables) ● ensure there is coordinated public transit planning across the GTHA (some tables) ● Publicize existing public transit options to the airport, including the environmental benefit of taking public transit ● Distribute flight traffic from Pearson to other airports (many tables) <ul style="list-style-type: none"> ● rather than driving (some tables) ● ● Make sure roads are user-accessible by both local and airport traffic, e.g. separate airport ground traffic from local traffic and have better signage on surrounding highways to avoid confusion (few tables) 	<ul style="list-style-type: none"> ● Be transparent and honest in all communications (most tables) ● Use a range of media, including digital, print and direct mail channels, to make sure residents are informed of airport operations (most tables) ● Work with the federal government to ensure the airport is accountable to government and local communities (many tables) ● Show responsiveness to comments and complaints, and build trust with local communities (many tables) ● Be proactive in communicating about operations; communicate in advance of any operational changes (some tables) ● Run public information campaigns about the impacts of airport operations (few tables) 	<ul style="list-style-type: none"> ● Commission research into the effects of the airport on the surrounding environment and publish this information (many tables) ● Work with Transport Canada and Health Canada to continue monitoring air quality, and to ensure that there is policy about acceptable levels of air and noise pollution (many tables) ● Work with Health Canada to studies are being done to mitigate against negative effects of pollution (many tables) ● Reconsider night flights and growth at Pearson, particularly if it further damages the local environment (many tables) ● Explore new technologies which aid with lowering emissions (some tables) ● Set aircraft standards for pollution and noise, e.g. decibels of noise, and penalize or ban flights that do not fulfil this standard (few tables)

3. How would you propose to address the concerns of residents who are adversely impacted by airplane noise?

- Increase the number of hours in the night flight curfew; reduce the number of night flights; or ban night flights outright (most tables)
- Stop growth at Pearson (most tables)
- Direct airport growth and cargo flights to other airports across the GTHA (most tables)
- Run in-depth consultations, particularly in areas most adversely impacted by aircraft noise (many tables)
- Do all possible to limit the negative effect on communities - e.g. avoid low and loud flights over residential areas, ensure aircraft use a higher rate of climb (many tables)
- Offer subsidies or benefits for residents affected by noise, including soundproofing - potentially redirecting GTAA profits for this purpose (some tables)
- Work with airlines to have them invest in technologies that reduce noise impacts (some tables)
- Work with NAV CANADA so aircraft use routes that reduce noise directly overhead of residential areas (some tables)
- Enforce existing protocols about flight paths, including short turns, and penalise airlines that break these protocols in a manner that effectively deters (some tables)
- Ensure there are detailed studies on noise and environment impacts, and ensure they are communicated to the public (some tables)
- Learn from and implement best practice around the world for noise mitigation measures, for example Heathrow, Frankfurt (some tables)
- Build more noise monitors in residential areas and ensure this information continues to be published openly (some tables)
- Adhere to current community agreements about noise distribution - for example, agreements made with the City of Mississauga in 1996 (few tables)
- Post forecasts of anticipated aircraft noise, similar to weather forecasts, so residents can plan activities in advance (few tables)
- Recognize the effect of aircraft noise on households, like increased hydro bills as a result of having to use air conditioning (few tables)

4. From among the items you've discussed, what are the top measures Pearson could take to ensure that it grows responsibly?

<p>Be more transparent and directly accountable to local communities and governments (most tables)</p>	<ul style="list-style-type: none"> ● Communicate more and more clearly about airport operations, particularly in advance of changes ● Take resident input seriously and act on changes for improvements, with outreach and feedback loops ● Work with the provincial and federal governments to ensure there is government oversight and public accountability ● Continue engaging with residents in a meaningful way
<p>Limit growth at Pearson, and work in partnership to have growth happen elsewhere in the GTHA (most tables)</p>	<ul style="list-style-type: none"> ● Any more growth is irresponsible; therefore, the only measure that would ensure responsible growth is to work with partners to stop growth at Pearson ● Investigate a safe and healthy threshold for growth, including what constitutes an airport reaching capacity ● Build partnerships with Hamilton and Pickering, including rerouting air traffic to these airports ● Reroute flight paths over non-residential areas like industrial areas ● Think regionally: discuss airport growth at a cross-GTHA level, and explore the idea of building another airport ● Increase the use of airport network with communities and airports outside the GTHA ● Design any airport development in partnership with the City of Toronto
<p>Invest in and prioritize noise mitigation (many tables)</p>	<ul style="list-style-type: none"> ● Invest in more technology for mitigation of noise improvement and environmental monitoring, in addition to studies on the impacts noise has on health ● Cut down or entirely ban night flights ● Use money from night flights to invest in noise mitigation measures and home soundproofing ● Invest in noise reduction rather than looking for ways to share noise ● Explore alternative routes and schedules to reduce impact to residential areas ● Compensate communities who are worst affected by aircraft noise, including retrofitting homes

Points not covered by previous answers....

- Markland Woods and South Centennial Park area are not represented on the Residents' Reference Panel
- Treat areas that have the lowest flights overhead differently from the wider GTHA, as they have to deal with the worst adverse effects
- Encourage younger people to engage with the airport and take part in these consultations
- Airport workers should live in or visit the communities affected by noise
- Review the online noise survey, so that it is clear and unbiased
- Aircraft noise has a negative effect on children's concentration
- Do not use job growth as a reason to promote growth - the reality is often far from what was originally proposed and comes at a bigger cost to communities
- The bigger Pearson gets, the more it will become a terrorist target
- People moved to their homes under a GTAA operating/noise strategy - this should be adhered to
- There is a lack of trust in the GTAA. This includes that they have hired paid lobbyists, that the GTAA does not care about local residents, and there are limits to how much the GTAA will actually make change as a result of the feedback
- Who or what is the final authority for either approval or rejection of the proposed expansion?
- Invest in additional education about why growth would be beneficial; it seems like this group doesn't understand the larger social factors that are contributing to growth
- Pass House of Commons Private Members Bill: Notice Paper 9, Motion 30 Auditor General Oversight; Motion 31: Suspension of GTAA night flights; Motion 32; Authorization for Auditor General to Conduct Special Examination of Airport Authorities