

Conversations about our future: Public Workshop, North York

Date: June 20, 2017

Location: Ismaili Centre

Moderator: Alex Way, MASS LBP

Presentation: Hillary Marshall, Vice President Stakeholder Relations and Communications, GTAA

Participants: 23 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, led by facilitators, 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.

Summary of Responses Gathered

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

Benefits	Drawbacks
<ul style="list-style-type: none"> Increased air connections around the world, which would bring additional economic benefits to the Greater Toronto and Hamilton Area (GTHA). Economic benefits would ideally be distributed throughout Southwestern Ontario, not only within the area directly adjacent to the airport, given that noise impacts were also distributed widely. 	<ul style="list-style-type: none"> Increased congestion on roads near the airport. Increased impact on communities living under flight paths in certain areas of the GTHA, such as Don Mills and Leaside. Human health impacts of noise and air quality, particularly on seniors who are home throughout the day. Some participants were concerned about the airport's possible encroachment on green space around the airport.

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"> GTAA support the creation of a more integrated transit system for the GTHA, which requires collaboration with 	<ul style="list-style-type: none"> GTAA continue consulting the public about its operations, with more 	<ul style="list-style-type: none"> Toronto Pearson consider "greening the area" to dampen noise created by the airport.

<p>the different transit agencies and levels of government.</p> <ul style="list-style-type: none"> • GTAA coordinate with multiple transit stakeholders, particularly as it considers a regional transit hub. • GTAA provide a coordinated, vigorous public consultation process with local transit users and the wider GTHA population, led by the GTAA and all municipal and provincial transit agencies. • GTAA conduct studies to see how it can best integrate with existing transit infrastructure and examine the benefits to different communities of different configurations of the regional transit hub. • Some participants stressed that GTAA should work to improve 24 hour transit options as well as increasing service frequency during peak air travel periods. • GTAA work with transit providers to ensure routes to the airport are appropriately equipped for travellers. 	<p>consultations hosted around Toronto's downtown.</p> <ul style="list-style-type: none"> • GTAA make use of a variety of communication methods, including radio, television, elected officials, and residents' associations, to invite the widest-possible range of attendees to consultations. • GTAA engage with and demonstrate more direct accountability and responsiveness to all levels of government. • GTAA board and committee meetings be transparent, publicly accessible, and better communicated. • GTAA provide clearer communications about flight path changes, prior to changes to operations. • GTAA coordinate with elected officials to utilize their communications channels to share operational information with constituents across the GTHA. • GTAA work more diligently to ensure genuine, honest and clear communications with the community. • GTAA provide clearer information about the respective responsibilities of the GTAA and NAV CANADA. 	<ul style="list-style-type: none"> • GTAA divert short haul passengers from flight to rail, which would reduce carbon emissions. • GTAA study the effect of airport flight paths on bird migration patterns.
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3. How would you propose to address the concerns of residents who are adversely impacted by airplane noise?

<ul style="list-style-type: none"> • Distribute flight paths or a flight path system that rotated to share noise; however, some participants voiced concerns about the impact of noise sharing on currently unaffected communities.
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- Impose further night flight restrictions regarding hours and aircraft type or ban night flights altogether.
- Redirect smaller flights and cargo to other regional airports, or work with partners to explore transporting cargo on high-speed rail through the Windsor-Quebec corridor - both of which would reduce the number of cargo-carrying flights at Pearson.
- Install additional noise monitoring terminals across the region to provide a complete picture of noise impacts across the GTHA and made easily accessible through the GTAA's website.
- Offer incentives to those most affected by noise, including, for example, window retrofitting or tax breaks.
- Improve noise complaints system, as it is limited to just airplane compliance and does not provide a full picture of the impacts of airplane noise. Participants recommended a system where reports of negative impacts from airplane noise were considered by the GTAA, whether or not the noise was created through improper procedure.
- GTAA provide clarity about how complaints are managed and to understand how these concerns are communicated with NAV Canada.
- GTAA continue public consultation around noise impacts and include information from other concurrent engagement processes.
- GTAA should ask NAV CANADA consider reversing the 2012 flight path changes.
- GTAA publicly share recommendations made by third parties, such as Helios, advisory panels, and best practices from other airports.
- GTAA hold airlines more accountable for noise issues, including heavier fines for night flights, and responsibility for design-related noise such as the Airbus A320 with the fines being distributed to communities most impacted by noise, either directly to the municipality or through residential tax breaks and home retrofitting.

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

<p>Improve transit connectivity</p>	<ul style="list-style-type: none"> • GTAA build a regional transit hub, one that not only improved transit for those travelling to and from the airport, but also improved transit for communities near the airport and improved the effectiveness of the regional transit system as a whole
<p>Better, clearer communication and improved complaint processes</p>	<ul style="list-style-type: none"> • GTAA to communicate with the public and media all operational changes before they are implemented • GTAA to provide clarification of the roles and responsibilities of the GTAA and NAV CANADA and their public accountability • GTAA implement an effective noise complaints process that captures complaints beyond airplane compliance issues.
<p>Expanding existing noise mitigation measures</p>	<ul style="list-style-type: none"> • Many, though not all, participants urged the GTAA to explore, with its partners, runway usage and flight path systems that share the burden of airplane noise across the region. • Many participants' priorities expanded night curfews and heavier penalties for night flights and louder planes.