

**Toronto Pearson Night Flight Outreach  
Questions and Answers  
November 28, 2011**

Question	Comment
<p>1. A list of Airlines that have been fined and for what reason and is this information public knowledge?</p>	<p>This question is in regards to our Noise Enforcement.</p> <p>The GTAA's Noise Enforcement Office takes preventive actions and recommends assessment of penalties for potential noise violations, such as not respecting noise abatement procedures, restricted hours operations and maintenance engine run-ups.</p> <p>If the GTAA believes that a violation has occurred, the details of the case are forwarded to <a href="#">Civil Aviation at Transport Canada</a>. Transport Canada has the sole authority for determining financial penalties. Transport Canada publishes the names of all airlines/corporations that have violated the Aeronautics Act and the Canadian Aviation Regulations (CARs).</p> <p>The GTAA's Community Environment and Noise Advisory Committee (CENAC) played a leadership in encouraging Transport Canada to publish the names.</p> <p>The names of offending airlines/corporations, along with a summary of their offences and the resulting sanctions, can be found on the <a href="#">Transport Canada</a> website.</p> <p>In addition, the GTAA can impose a financial penalty to those flights that operate during the restricted hours (12:30 a.m. to 06:30 a.m.) without the necessary permissions. In these instances, a penalty of up to 16 times the landing fee can be charged. Typically, the GTAA uses an</p>

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	<p>operator's first violation as a warning and an opportunity to educate the pilot/operator so that violations are minimized. This practice has worked well to ensure that operators get the necessary permissions before they operate in the night time hours.</p>
<p>2. If there haven't been any fines imposed as was mentioned at CENAC, how is an increase in night flights justified? Is the need really there?</p>	<p>There have been fines imposed by Transport Canada for violations at Toronto Pearson. As noted above, these can be found on the Transport Canada website.</p> <p>The reference at CENAC, was with respect to financial penalties imposed by the GTAA for operating at night without the necessary permissions, which is explained above.</p> <p>The GTAA diligently manages night operations to ensure that only those flights that are required to operate at night are permitted. As our world becomes more connected, there's a greater demand for flights to take off and land with travellers and goods between 12:30 a.m. and 6:30 a.m. And this demand is increasing at a greater rate than demand for flights at other times of the day.</p> <p>Except in the case of day-of extensions outside the GTAA's control (for example, weather, security, mechanicals, Medevac, military and police,) night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night.</p>
<p>3. What are the noise implications should the proposed request for increased budget be approved?</p>	<p>Transport Canada has developed a computer model to quantify long-term aircraft noise exposure based on actual or forecasted flights. The resulting noise contour lines do not measure decibel levels for individual flights; rather they represent the cumulative noise and noise</p>

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	<p>annoyance of overall actual or forecasted flights.</p> <p>Using this model, we know that Toronto Pearson’s noise footprint has reduced over the past 15 years. This is primarily because the aircraft that are operating today are significantly quieter, with the quietest aircraft operating in the night-time hours.</p> <p>We expect traffic at the airport to continue to grow at an average rate of 3-5 per cent over the next few years, with the demand for night flights growing at a slightly faster rate.</p> <p>Even with this growth and our proposal for a modest increase to the number of flights at night, our noise footprint is expected to grow modestly, but remain well within the Airport Operating Area (AOA). More information about the AOA can be found in Toronto Pearson’s <a href="#">Noise Brochure</a>.</p>
<p>4. A specific list of communication tools that were used to inform the community including the number of households/businesses that were advised as well as a plan that will improve communication for future engagements.</p>	<p><b>NIGHT FLIGHT OUTREACH</b></p> <ul style="list-style-type: none"> <li>• Briefings with the elected officials <ul style="list-style-type: none"> <li>○ Worked with officials to identify community leaders and groups to target</li> <li>○ Encouraged elected officials to promote the issue and the outreach with their constituents</li> </ul> </li> <li>• Communication sent by email to a list of more than 3500 residents and stakeholders, including: <ul style="list-style-type: none"> <li>○ Existing Resident/Stakeholder Lists</li> <li>○ People who signed up via the Stay in the Know function on our website</li> <li>○ 1500 Street Festival registrants and 100 volunteers</li> <li>○ Resident and ratepayers associations</li> </ul> </li> <li>• Voice Recording on the Noise Complaint Line</li> </ul>

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	<ul style="list-style-type: none"> <li>• Facebook (numerous postings)</li> <li>• CENAC members <ul style="list-style-type: none"> <li>○ Workshop</li> <li>○ Encouraged CENAC to share with their neighbours and community lists</li> </ul> </li> <li>• Promotional Flyers at the open house venues</li> </ul> <p><b>Community Outreach Going Forward</b>  Talking with our neighbours about our request to update our night flights budget is the start of bigger commitment we’re making to build stronger relationships with the communities where we live and operate. Each initiative we undertake, we do our best to identify the appropriate tactics to engage with our community. We welcome further suggestions and opportunities to become more involved and visible with our surrounding communities.</p>
<p>5. Attached is the flyer distributed by a resident to approximately 500 residents. Please provide me with specific wording to correct the inaccuracies.</p>	<p>The flyer addresses 3 separate initiatives at Toronto Pearson;</p> <p><b><u>Night Flights Outreach:</u></b>  Toronto Pearson is planning to submit a request for a modest increase to the number of flights that are allowed to fly at night. This request will be submitted to Transport Canada by the end of 2011. Please learn more about this initiative, and give us your feedback by using the Talking to Toronto Pearson tab, at <a href="http://www.torontopearson.com/NightFlightsOutreach">www.torontopearson.com/NightFlightsOutreach</a></p> <p><b><u>Early Turn Procedure:</u></b>  The GTAA has not made any recent changes to flight paths. The comments about a change in flight paths are in reference to the Early Turn Procedure (ETP). A trial using this procedure started in 2000, and</p>

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	<p>after community input it was made a permanent operation in 2005. This is not a new flight path.</p> <p>The ETP is part of a joint initiative between the GTAA, air carriers and NAV Canada to reduce greenhouse gas (GHG) emissions. More information about this <a href="#">procedure</a> can be found on our website.</p> <p>Please note: the early turn procedure is not used during the night-time hours.</p> <p><b><u>NAV Canada Airspace Review</u></b>  Comments about new flight paths may also be in regards to NAV Canada's recent airspace review.</p> <p>NAV Canada, the country's air navigation services provider, plays a key role in designing and publishing the network of air routes that an aircraft uses to get to its destination.</p> <p>NAV Canada has recently undertaken a Toronto-Ottawa-Montreal Airspace Review to increase efficiency of aircraft operations and reduce delays while maintaining or increasing the safety system. You can visit the <a href="#">NAV Canada website</a> for updates.</p> <p>This airspace review and consultation are independent of Toronto Pearson and we have limited influence over the process or outcome of it. We encourage residents to comment directly to NAV Canada.</p>