



# Minutes

- Date:** September 21, 2011 at 4:00 p.m.
- Location:** GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B
- Chair:** Toby Lennox, Vice President, Corporate Affairs and Communications
- Attendees:** Brad Green, City of Brampton Resident  
Charles Gonsalves, City of Brampton Resident  
Tina Rizzuto-Willan, City of Mississauga Resident  
Maja Prentice, City of Mississauga Resident  
Larry Perlman, City of Toronto Resident  
Gordon Stewart, City of Mississauga Resident  
David Thomas, Alternate for City of Brampton Councillor John Sprovieri  
Chris Fonseca, City of Mississauga Councillor
- Regrets:** Vincent Crisanti, City of Toronto Councillor
- Technical Members:** GTAA: Diana Dolezal, Russ Cruickshank, Robyn Connelly, Lorrie McKee, Jody Hodgkinson, Allison Barrett, Derek Gray, Fran Donaldson, Kathy Bochan, Cynthia Woods, Lokesh Hindocha, Todd McConnell; NAV Canada: Sam Ghobrial, Transport Canada: Clifford Frank; FedEx: Kevin Ackroyd; City of Mississauga: Karen Crouse; Pilot Community: Brian Harkness
- Secretariat:** K. Stefanazzi
- Also Present:** R. Boehnke, Toronto Resident,  
Mark Hlibchuck, Toronto Resident  
A. Paulette Johnson, Toronto Resident  
Judy Watson, Mississauga Resident
- Attachments:** CENAC Information Update, September 21, 2011
- Next meeting:** December 7, 2011 – 4:00 p.m.

Item	Details
<b>1.0</b>	<b>Preliminary Items</b>
1.1	• <i>Welcome and Roll Call conducted by R. Cruickshank</i>
1.2	<i>Review and approval of Agenda</i>
1.2.1	• B. Green approved agenda and M. Prentice seconded.
1.3	<i>Review and approval of previous Meeting Minutes – September 21, 2011</i>
1.3.1	• G. Stewart noted on 1.4.3 of the Minutes, it mentions automobiles circulating around

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	<p>airport. Mr. Stewart also wanted to add highways. T. Lennox recommended contribution of vehicular traffic on highways.</p> <ul style="list-style-type: none"><li>• B. Green approved September 21, 2011 Minutes and C. Fonseca seconded.</li></ul>
1.3.2	<ul style="list-style-type: none"><li>• T. Lennox welcomed Robyn Connelly – Manager of Community Engagement, who will be doing a presentation on the GTAA’s Community Engagement Program.</li><li>• City of Toronto will have new representatives as of December 2011. T. Lennox thanked L. Perlman and P. Clarke for their contributions. (P. Clarke was not in attendance).</li></ul>
1.3.3	<ul style="list-style-type: none"><li>• T. Lennox noted Councillor Fonseca forwarded a concern about noise complaints in Mississauga’s Ward 2 – Councillor Mullin’s ward. The GTAA has investigated the concern, and noted there haven’t been any complaints filed from the area, in addition there haven’t been any changes of operations in the area. T. Lennox noted that he would follow up with Councillor Mullin.</li><li>• T. Lennox noted that NAV Canada is currently conducting an Airspace Review, and that inquiries should be directed to Nav Canada <a href="http://www.navcanada.ca/NavCanada.asp?Language=en&amp;Content=ContentDefinitionFiles/Airspace/default.xml">http://www.navcanada.ca/NavCanada.asp?Language=en&amp;Content=ContentDefinitionFiles/Airspace/default.xml</a></li></ul>
1.4.0	<i>Matters Arising From Previous Meeting - June 1, 2011</i>
1.4.1	<ul style="list-style-type: none"><li>• T. Lennox noted that R. Connelly will be working with CENAC to take a comprehensive look at both the nature of engagement with the community, and tools, programs, and strategies for CENAC.<ul style="list-style-type: none"><li>○ L. Perlman requested CENAC meetings be moved to different locations and one location is close to his residents (which is near noise monitoring terminal).</li><li>○ G. Stewart recommended the GTAA develop a course on Airport operations for the public.</li><li>○ T. Rizzuto-Willan suggested the GTAA develop an education resource tool to help people understand airport operations and noise management.</li></ul></li><li>• The GTAA confirmed a response had been provided to Greg Russell’s letter with regards to points of contact in organizations such as Nav Canada and Transport Canada.</li></ul>
1.5.0	<i>Matters Arising from Previous Meeting - January 26, 2011</i>
1.5.1	<p>Committee members had requested further information on the potential Environmental impacts of Toronto Pearson Strategic Vision, including the impacts of noise on the environment and human health.</p> <ul style="list-style-type: none"><li>• T. Lennox took this under advisement and proposed that this topic be discussed at a future CENAC meeting.<ul style="list-style-type: none"><li>○ G. Stewart suggested that any new studies should also take into consideration ambient air quality and noise as a result of other sources; for example, the contribution of automobiles circulating around the airport and highways to</li></ul></li></ul>

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	existing air quality.
1.6.0	<i>Toronto Pearson Airside Construction Program – 2011 – Update</i>
	<ul style="list-style-type: none"><li>• To date the GTAA has managed to complete all of the scheduled work on time except one project which ran over by a few days into the first week of August.</li><li>• During the last two weeks of September and for the month of October construction will begin on Runway 06R 24L on the south side of the airport going east to west. This would see a higher demand for 0523 at the north end going east to west, and the adjacent runway 06L and 24R on the south side.<ul style="list-style-type: none"><li>○ For regular updates, members are encouraged to check: <a href="http://www.torontopearson.com/Noise_Advisory/">http://www.torontopearson.com/Noise_Advisory/</a></li></ul></li></ul>
2.0	<b>Regular Items</b>
2.1	<i>Committee Information Update (handout) was reviewed briefly.</i>
3.0	<b>Discussion Items</b>
3.1	<b>Night Budget - Update</b>
	<b>PRESENTATION – T. Lennox</b>
	<ul style="list-style-type: none"><li>• There has been an increase in demand for travel at Toronto Pearson. This trend has led to an increased demand for night flights. The night flight budget has been an issue at Toronto Pearson for some time, and the GTAA is exploring ways to resolve this issue. Toronto Pearson is a 24 hour airport. We process one third of Canada’s air traffic, and the system cannot work without Toronto Pearson being able to accommodate operations between 12:30 a.m. and 6:30 a.m.</li><li>• There is a formula that is governed by Transport Canada where the cap increases annually based on percentage increase in passenger traffic. The GTAA is required to manage the night time activity within this budget.</li><li>• In 2011 Toronto Pearson experienced significant inclement weather which impacted operations. This included snow storms, thunderstorms, and the unusual weather events throughout North America also had a tremendous affect on the airport.</li><li>• The GTAA notified Transport Canada that it was reaching the night time cap, and submitted a request for an extension to the number of flights permitted at night. The extension was for an additional 300 movements until the end of October. Without this request, the airport would have to start denying operations on the ground, or inbound aircraft that are caught in a weather or mechanical delay. This is one-time request to get through until the end of October in a responsible fashion so that traffic can be accommodated.</li></ul>

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- This is evidence of a longer term issue with the night budget. Toronto Pearson is seeing an increase in demand for night time operations, and there is a growing gap between the airport's ability to accommodate that traffic, and the budget that was set by Transport Canada in 1997.
- The GTAA will be seeking a modest increase in night flights, however the GTAA would like to work with CENAC on this issue, conduct community outreach briefings, and make a submission to Transport Canada.

#### DISCUSSION

- T. Rizzuto-Willan inquired if Toronto Pearson is at greater passenger volume than pre 9/11.
    - T. Lennox indicated that this was the case.
  - T. Rizzuto-Willan inquired if the GTAA is assessing the exemptions based on the 1997 Transport Canada rules, and if the GTAA is monitoring for airlines that are abusing the system. (Subsequent to the meeting: Approximately 2,000 flights per year are related delays as a result of weather or mechanicals, medevac, police and military, which are out of the GTAA's control).
    - T. Lennox responded that this was the case.
  - T. Rizzuto-Willan inquired how many extensions in 2010 and 2011 were weather dependent.
    - T. Lennox noted the GTAA plans the night flights in two categories: one is scheduled operations and this category is where air traffic demand is growing. The second concerns non-scheduled operations due to weather etc. The Airside operations team require as much of a buffer as possible because they cannot predict what is going to happen with weather, mechanical delays and medical emergencies.
  - B. Green requested that GTAA should refrain from saying Chapter 3 and Chapter 4, but aircraft should not create a dBA over a certain level during takeoff so it makes it more comfortable for the communities.
    - T. Lennox responded that there is simplicity to the budget, and it can be audited. The GTAA's preference is to work in the confines of the budget that we currently have, but don't negate the question about how much sound is produced by aircraft. Over time aircraft are getting quieter.
  - M. Prentice stated that the night budget has been discussed for the past ten years, and was glad the GTAA are going forward to develop a system we can consult the public on. M. Prentice does not have a problem about adding additional flights to the end of October. There has to be a process for what happens after October, and there should be a plan to educate CENAC and the public.
  - M. Prentice further noted there is a sensitivity factor when dealing with night time
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	<p>flights and how to accomplish that.</p> <ul style="list-style-type: none"><li>○ T. Lennox noted there is an economic benefit to increasing night flights. There is also a question of community engagement. Toronto Pearson is a different airport than we were many years ago. Rexdale and Weston are one of the most economically depressed areas, and one of the reasons they can't find employment is transit to and from the airport. The GTAA could do more to ensure the airport's neighbours have better access to the benefits of living next to the airport.</li><li>● T. Rizzuto-Willan recommended taking a look at the preferential runway system, and employ Nav Canada in these discussions.</li><li>● L. Perlman noted the current level of night flights is bad enough and inquired about building another airport in the GTA such as Pickering.<ul style="list-style-type: none"><li>○ T. Lennox noted that it would take 15 years to build an airport in Pickering.</li></ul></li><li>● L. Perlman inquired about removing the sun destination flights at night.<ul style="list-style-type: none"><li>○ T. Rizzuto-Willan then asked why the sun destination flights instead of cargo.</li></ul></li><li>● G. Stewart requested that the GTAA look at arrival approaches at other airports.</li></ul>
3.2	<b>Community Engagement Program</b>
	<ul style="list-style-type: none"><li>● R. Connelly gave an overview of the developing Community Engagement Program.</li><li>● Toronto Pearson has many exciting plans and a vision to become Canada's premier airport, however plans also come with local impacts. To achieve this vision we must ask for the help and advice of others, and to guide this community engagement strategy we will build awareness around the global hub strategy.</li><li>● The GTAA wants to develop a number of educational programs and tools and actively build partnerships with our local groups and agencies, and an interactive website. We will be looking to the committee for advice on that.</li></ul>
3.3	<b>2010 Annual Report</b>
	<ul style="list-style-type: none"><li>● D. Dolezal provided members with a copy of GTAA's 2010 Annual Report.</li><li>● The report is available on our website: <a href="http://www.torontopearson.com/en/aboutpearson/noise/publications/">http://www.torontopearson.com/en/aboutpearson/noise/publications/</a></li></ul>
4.0	<b>Correspondence Items - CENAC E-mails.</b>
	<ul style="list-style-type: none"><li>● Members were given a list of the emails received at CENAC's e-mail address.</li></ul>
6.0	<b>Public Comments</b>

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- Paulette Johnson (resident from The Kingsway, Royal York and Dundas area) has lived in the area for 40 years, and this is the first summer she has not been able to dine outdoors. The neighbourhood has been inundated with aircraft during the lunch hour, late afternoon, and dinner hour with planes that are flying very low over the neighbourhood, and when they turn they make a loud noise that sounds like a siren.
  - D. Dolezal stated there has been an increase in operations over the past while with respect to departures off of Runway 06R because 06L has been closed due to construction, however the construction now is completed.
- M. Hlibchuck noted as a member of the public he is opposed to any increase in the night flight budget because he also is awakened enough with the current budget, and the GTAA do not adhere to the preferential assignments.
  - He further indicated he wrote an e-mail to CENAC a year ago and expressed concern and frustration around the follow up to his query.
  - It was noted that the Noise Office is still investigating some of his questions.
  - A discussion around how best to follow up on M. Hlibchuck's concerns followed. M. Prentice recommended the GTAA respond to M. Hlibchuck's issues and copy the CENAC members. T. Lennox agreed. L. Perlman also requested to be copied on the response.
- R. Boehnke recommended the GTAA obtain solid public health based information on the impact noise has on health and sleep disturbances when they are looking at increasing the night flight budget. It may even be a good idea if the GTAA had a noise budget, based on a health factor not just on a night flight budget.
- C. Fonseca inquired if the GTAA could provide information on how many flights have been denied operations at Toronto Pearson.
- T. Rizzuto-Willan inquired if she could see the protocol on what happens when you call the noise office.
- L. Perlman noted that the Air and Space Museum at Downsview will be closing, and inquired if Toronto Pearson would have some room for it, as it would be an interesting community space. T. Lennox indicated that he will be speaking with them this week, and is not certain if the GTAA can display some of their aircraft in our terminal, or can offer them a place to store stuff, but will check into it.

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### Adjournment

The next CENAC meeting is tentatively scheduled for December 7, 2011.

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For additional information, please contact Kim Stefanazzi at (416) 776-3941.