

WHO WE ARE:

The **Toronto Aviation Noise Group (T.A.N.G.)** is a coalition of concerned residents and ratepayers associations in Don Valley West and adjacent communities in mid-town Toronto.

For over a year we have been seeking some relief from the aircraft noise created by the highly concentrated flight path routed to our neighbourhoods by NAV CANADA in February, 2012.

We are now supported by close to 3000 petitioners, a figure which represents over 30% of single family homes in the affected communities. Our canvass continues.

We have investigated national and international methods of mitigation of aircraft noise and the responsibilities of government to the community concerning noise issues.

THE PROBLEM:

***The new, concentrated flight path, implemented in February, 2012, routed over long-established, quiet, residential communities in the City of Toronto, 18-25+ kilometres from Pearson. We understand from NAV CANADA's communications with us that the change was made to (1) reduce flight times (2) reduce GHG emissions (3) save money for the airlines. (NAV CANADA Presentation, Don Valley West, October 9th, 2012.) No material that we have seen shows any consideration for the effects on the lives, health and environment of the residents living under this aviation super highway.**

***Planes are low, loud and frequent: They pass low over our homes at intervals of 30-45 seconds for large blocks of time daily. (see #1: NAV CANADA diagram of actual flight activity over us in one four hour period)**

***All planes are audible, outdoors and indoors with the windows open. Many are audible with windows closed.**

***Residents' quality of life has been seriously impacted by these constant intrusions: (see #2: T.A.N.G. Notable Quotes from online petition).**

***Sleep disruption is often reported because of night flights. (see #2: T.A.N.G. Notable Quotes from online petition)**

LACK OF CONSULTATION

2.

***The change to the flight path affecting us was made with minimal and misleading consultation. (see #3: example of newspaper advertisement in the East York Mirror). Our elected representatives were not informed of the proposed change**

***The changes were based on simulations. No resident, even with appropriate notice, could have anticipated the enormity of the problem, pre-implementation.**

***We have attempted to engage constructively with NAV CANADA and the GTAA. To date, no mitigation has taken place nor is any contemplated.**

OUR GOAL

We seek relief from the serious negative effects on the quality of life and health created by this concentrated flight path routed over our neighbourhoods.

While we understand the economic benefits of concentrating air traffic, we would suggest that such concentration belongs over industrial zones, areas of higher ambient noise, arterial routes and water. Other jurisdictions disperse air traffic rather than concentrate it. Others still alternate flight paths so that no single area of a city is subjected to constant noise intrusion.

We also understand that Toronto is a large city and that Pearson is a large and expanding airport. We expect, like most city dwellers, to have a fair share of air traffic. Our experience, since February, 2012, cannot be considered fair or reasonable. The NAV CANADA diagram illustrates the point well. The human element must be factored into the equations regarding aircraft movement along with the economic and environmental considerations.

MITIGATION APPROACHES FOR CONSIDERATION

The International Civil Aviation Organization (ICAO), within whose mandate NAV CANADA operates proposes "A Balanced Approach to Aircraft Noise Management". This sets out an approach to the issue that considers four elements: reduction at source, land use planning and management, noise abatement operational procedures and operating restrictions. While we do not believe that this short outline is the place for a detailed examination of these approaches, it is useful to point out that the "Noise Abatement Operational Procedures" are classified by ICAO into three categories:

"The use of noise preferential runways to direct flight paths of aircraft away from noise sensitive areas (or to provide periods of respite for certain areas at certain times of day)

The use of specific take- off and landing procedures (such as Continuous Decent Operations, or steeper landing trajectories) to optimize the distribution of noise on the ground

The use of noise preferential routes to assist aircraft in avoiding noise sensitive areas on departure and arrival (such as the use of turns to direct traffic away from noise sensitive areas)" <https://www.gov.uk/government/organisations/airports-commission-noise.pdf>

We ask that a review of this particular flight path be undertaken during the current NAV CANADA four year review period, with a view to providing us with some relief from the current situation. Clearly there are mitigation strategies available.

We are more than willing to work with the appropriate people to bring a community perspective to this major aircraft noise problem and would like to have the opportunity to do so in the very near future.

Toronto Aviation Noise Group www.northtoronto.wordpress.com

Chair, Margaret Evans 416 421 3195 margaretevans@bell.net

Vice-Chair, Renee Jacoby

After February 2012 Change

After

June 11, 2012
4 hours

Google

T.A.N.G. COMMUNITY IMPACT

T.A.N.G. Notable Quotes

#2

Karen C. "I am experiencing regular and severe sleep disruption."

Lynda D. "Interferes with daytime conversations and nighttime sleep"

Debra M. "We bought homes in this area for the peace and quiet that existed then"

Glynnis B. "This flight plan was approved without any input from residents affected by it, and it is negatively affecting my enjoyment of my property".

Ania L. "This is important because my family's quality of life is important. Such decisions need to be made with the support of taxpayers"

Glenn A. "I can't open my windows. There is a plane coming in almost every minute. I pay too much in taxes to put up with this".

Lynn B. "Noise should be shared, not inflicted through concentration".

Hemma R. "My backyard used to be a quiet domain now it sounds like a war zone".

Glenn C. "It's a quality of life issue. Excessive noise, disrupted sleep patterns, stress from the invasive nature of loud noise in an ongoing pattern, coupled with the arbitrary nature of the changes and the lack of public input lead me to sign this petition".

Vilma C. "I work at a daycare center and last year the children were scared by how strong the noise was, because the planes were very low, we had to go inside the classroom (during their outdoor play time). Many of them cried.

Brahm S. "I am concerned about my family's health. I also think everyone should share the noise"

Ted W. "There needs to be a reasonable time period when we can enjoy our lives without the incessant noise and interruptions of commerce"

Sheila H. "Some day there is going to be a terrible accident with these low flights over a densely populated residential area".

Gitta Q. "We would appreciate some reasonable balance in aircraft noise frequency to maintain a comfortable use of our property".

Alan P. Nav Canada's approach is profit driven and ignores major stakeholders... Toronto residents."

NAV CANADA

NOTICE

NAV CANADA is inviting residents to learn about and comment on upcoming changes planned for the airspace in and around Toronto Pearson International Airport. Flight routes are being amended to make use of modern navigational technologies. The amended routes will reduce aircraft fuel burn and associated greenhouse gas emissions.

The changes are occurring as part of an airspace review which includes routes throughout the Toronto, Ottawa and Montreal corridor.

Residents are invited to visit www.navcanada.ca/airspace to learn about these changes and provide comment. Residents are encouraged to provide their feedback by September 15, 2011.

NAV CANADA is the private company responsible for coordinating the safe and efficient movement of aircraft in Canadian domestic airspace and international airspace assigned to Canadian control. Through its coast to coast operations, NAV CANADA provides air traffic control, flight information, weather briefings, aeronautical information, airport advisory services, and electronic aids to navigation.

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