



Minutes

Date: September 9, 2015 at 6:30 p.m.

Location: GTAA Administration Building, 3111 Convaire Drive, Pearson Rooms A & B

Chair: Lorrie McKee, Director, Stakeholder Relations and Communications

Committee Member Attendees: Brad Green, Brampton Resident
Brian Maltby, Brampton Resident
Tina Rizzuto-Willan, Mississauga Resident
Craig Van Spall, Mississauga Resident
James Szeto, York Region Resident
John Connolly, Durham Region Representative
Stephen Holyday, Toronto Councillor
Armando Sanchez, Toronto Resident

Absent : Johan Van T' Hof, Toronto Resident
Pat Fortini, Brampton Councillor
Chris Fonseca, Mississauga Councillor
David Bishop, Mississauga Resident
Jeff Knoll, Halton Region City Councillor
Vincent Crisanti, Toronto Councillor
Dr. Colin Novak, President Acoustician, Akoustik Engineering Ltd.
Karen Crouse, City of Mississauga

Technical Members Attendees: **GTAA:**
Robyn Connelly, Director, Community Relations
Francine Donaldson, Specialist, Noise Enforcement
Derek Gray, Acting Associate Director, Environment & Aviation Infrastructure
Kathy Bochan, Officer, Community Relations and Noise Management
Cynthia Woods, Officer, Noise Management
Mike Belanger, Associate Director, Aviation Programs and Compliance

NAV CANADA:
Sam Ghobrial, Manager Tower Terminal Operations
Michelle Bishop, Director, Government and Public Affairs

Secretariat: K. Stefanazzi

Public

M. Evans, Toronto	D. Mihalachi, Georgetown
S. Best, Toronto	C. Ales, Mississauga,
R. Boehnke, Toronto	G. Peloukes, Mississauga
K. Burford, Toronto	L. Presslec
M. Deslilee, Toronto	M. Smith
R. Donatelli, Toronto	R. Slatter, Oakville
M. Ivankovic, Toronto	D. Deere, NACC
C. Kittredge, Toronto	L. Petrie, GTAA
J. Kittredge, Toronto	E. Kennedy, GTAA
D. Lampert, Toronto	Lyla Barrett, GTAA
A. Pearson, Toronto	
S. Silman, Toronto	

Attachments: CENAC Information Update

Next meeting: Wednesday, December 2, 2015 at 6:30 pm.

Item	Details
1.0	Preliminary Items
1.1	<i>Welcome and Roll Call conducted by K. Bochan.</i>
1.2	Review and approval of Agenda: T. Rizzuto-Willan moved and J. Connolly seconded.
1.3	Review, approval of June 17, 2015 Minutes. J. Connolly moved and T. Rizzuto-Willan seconded.
1.4	Matters Arising from previous meeting <ul style="list-style-type: none">L. McKee noted there were no Action items following the previous meeting.Requests for specific presentations – including one from NACC on Future of Aircraft Fleets and from Dr. Colin Novak on Noise 101 – are noted and will be added to future CENAC agendas.
2.0	REGULAR ITEMS
2.1	<i>CENAC Committee Information Update (handout was received for info.)</i>
2.2	<i>CENAC Stats on Runway Movements and Noise Complaints</i> <ul style="list-style-type: none">Due to a full agenda the regular CENAC stats update was not presented at the meeting, but members and the public were advised the full presentation could be found here.
2.3	<i>Community Relations – Update</i> <ul style="list-style-type: none">Past events:<ul style="list-style-type: none">August 29, 2015 Windows on Pearson, a free event for members of the community to take an airside tour. The event was a great success and was attended by 900 people.Upcoming Events<ul style="list-style-type: none">On September 28, 2015, annual Toronto Pearson Runway RunCommunity Open Houses throughout the Fall
3.0	DISCUSSION ITEMS
3.1	<i>Update – Community Engagement and Consultation Re: Toronto Region Noise Mitigation Initiatives, Stakeholder Roundtables</i> <ul style="list-style-type: none">J. Faight, Director, LURA Consulting gave an overview on the <i>Toronto Noise Mitigation Initiatives Summary Report on Stakeholder Roundtables</i>. The full presentation can be found here.R. Connelly noted 95 residents and members attended the stakeholder roundtable meeting and valuable feedback was received. The full report will be available on September 30, 2015. The full report can be found here.L. McKee noted the public comments were extended to September 4th, 2015 and

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	<p>submissions received after the deadline will be incorporated in the report, but may not be reflected in the presentation.</p> <ul style="list-style-type: none">• The next phase of this project is the technical review in the Fall/Winter 2015-16
3.2	<i>Update: Noise Monitoring Terminal Review</i>
	<ul style="list-style-type: none">• Due to a full agenda the Noise Monitoring Terminal Review was not presented at the meeting, but members and the public were advised the full presentation could be found here.
4.0	Public Comments
	<ul style="list-style-type: none">• M. Evans, Chair of TANG noted she was thankful for the detailed report, and pleased there will be more than the six recommendations., yet noted that TANG conducted an analysis of the report and feel the six proposals will not offer any significant relief to residents.• S. Silman, TANG member noted 80 percent of aircraft arrivals fly over his neighbourhood at St. Clair and Spadina. NAV Canada has taken no responsibility for noise. The protocol requires NAV Canada to find a solution, and residents have a legitimate expectation the issue will be resolved. The six recommendations do not address the core of the problem.• S. Best, High Park resident, supported both M. Evans and S. Silman’s comments. She is concerned that NAV Canada created the Windsor Toronto Montreal Airspace (WTM) change and who is also same group to resolve the issues.<ul style="list-style-type: none">○ Ms. Best also noted that at the Noise Mitigation Stakeholder Roundtable she attended, she requested transparency on how the WTM decision was○ She also noted concern about the health impacts from noise. NAV Canada and GTAA stand outside any real accountability and residents of the GTA are forced to live with a new social policy.• K. Burford, Davisville resident stated he has been dealing with noise issues since 1998. He advised there has to be more solutions than the six proposals. The concentrated flight paths are the issue.• M. Ivankovic, High Park resident, has concerns about the health effects of noise and noted she has completed a literature review on the issues. She has a young family, and has concerns about aircraft noise over her backyard and her children’s school. Concerned that NAV Canada has overlooked these issues.• J. Kittridge, Leaside resident, commented that he gets the sense the entire process as well as the six recommendations are just an attempt to shelve the situation. The ideas are only being communicated from consulting stakeholders.• D. Mihalachi, Georgetown resident, inquired if WebTrak was public.<ul style="list-style-type: none">○ M. Bishop responded that WebTrak is public and allows the user to review historical flight tracks over Georgetown.• M. Desilee, Avenue Road and Lawrence resident, advised that when she fills out the online noise complaint form, using her Mac computer, she is unable to submit the form. She also noted that the data does not allow the public to reflect the emotional impact of noise.• Ms. Desilee also inquired how the GTAA and NAV Canada recruited people to participate in the round table discussions as she was not consulted, nor was her councillor.<ul style="list-style-type: none">○ J. Faught noted the purpose of the Stakeholder Roundtables is to engage in-depth conversation with a small group of highly-engaged community

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- members to get some initial feedback on scope and approach on studying the ideas further. Stakeholder Roundtables are only the first phase of our plan and we will be going back out to the public after a technical review with a full public consultation in 2016.
- S. Silman commented he was in Thornhill recently where the aircraft was flying very low, and the noise wasn't that intrusive, but it's the flaps.
 - M. Bishop responded that NAV Canada is aware the flaps and level segments are a large part of the noise that the community is experiencing, and that some of the proposals are aimed at speed issues to try and address flaps and altitude issues to try to get constant descent both during the day and improved profiles at night.
 - A. Pearson, St. Clair and Avenue Road resident, stated the six proposals are tweaks on the current flight paths. There are other recommendations that should have been considered, for example that the southern part of the flight path could be relocated over the lake, or that Toronto Pearson should also use their greenbelt more efficiently.
 - D. Lampert, Bathurst and St. Clair resident, advised that after this length of time he was disappointed that only six recommendations were made, and thought additional recommendations made by Captain's Inch should have been considered. D. Lampert also inquired what the final date of the decision making was.
 - L. McKee advised all comments from the community meetings will be put forward by end of September, including all of Captain Inch's recommendations. The full report can be found [here](#).
 - M. Bishop also noted that Nav Canada met with Captain Inch on several occasions and discussed many of his ideas, and provided comments directly to Captain Inch.
 - With regards to decision making, M. Bishop advised the GTAA and NAV Canada work together on the Noise Protocol. Nav Canada designs the flight paths, and the GTAA have jurisdiction over decisions such as night time preferential runways, and weekend runway alteration., so there are joint accountabilities
 - D. Deere, stated he is a WestJet pilot, and a representative of National Airline Council of Canada (NACC). He has been part of the airspace redesign for the past eight to ten years. After reviewing some of Captain Inch's Report, he stated some of the options were valid and some did not make sense. Controlled or managed descents, is completely opposite of Continuous Descent Arrival (CDA). Captain Inch's recommendation around the CDA is from the 1970s and the procedure would create more noise rather than less.
 - M. Evans noted TANG is not entirely invested in Captain Inch's material or anyone else's. They require transparency and in the final analysis and want a solution that works.
 - R. Boehnke, Etobicoke neighbourhood resident, advised aircraft noise is an issue for the entire city of Toronto, and the GTAA should examine the best practices of airports in Europe.
 - R. Slatter provided two recommendations for WebTrak:
 - Change captions from General Aviation to Commercial Passenger and Commercial Cargo.
 - The second recommendation was to have the centre lines of the runway

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	in use marked out to about 15 miles with distance markers. I would say one mile but two would probably do it. That would be a huge help.
5.0	Adjournment - Meeting is adjourned.
	The next CENAC meeting is scheduled for Wednesday, December 2, 2015. For additional information, please contact Ingrid Pringle at (416) 776-3035.