



CENAC Minutes

Date: April 20, 2016 at 6:30 p.m.

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

Chair: Robyn Connelly, Director, Community Relations

Committee Member Attendees: Brad Green, Brampton Resident
Johan Van T’Hof, Toronto Resident
Armando Sanchez, Toronto Resident
David Bishop, Mississauga Resident
Brian Maltby, Brampton Resident
Craig Van Spall, Mississauga Resident
Tina Rizzuto-Willan, Mississauga Resident
Stephen Holyday, Toronto Councillor
Jeff Knoll, Halton Region City Councillor
John Davidson, Halton Region Representative (alternate)

Absent : Chris Fonseca, Mississauga Councillor
Pat Fortini, Brampton Councillor
Vincent Crisanti, Toronto Councillor
John Connolly, Durham Region Representative

Technical Members Attendees: Andrew Stanton, Pilot
Samy Ghobrial, NAV Canada
Michelle Bishop, NAV Canada
Kurtis Arnold, NAV Canada
Brad Waddell, NACC
Adam Biffin, Transport Canada
Greg Nicoll, Transport Canada

GTAA Staff: K. Bochan
B. Maxwell
C. Woods
H. Shaikh
L. Petrie
M. Belanger

Secretariat: I. Pringle

Public R. Slatter, Oakville
S. Best, Toronto
R. Boehnke, Etobicoke
C. Cizmar, Georgetown
M. Bolbociana, Toronto
A. Bolbociana, Toronto
C. Berlettano, Mississauga
J. Berlettano, Mississauga
C. McKerracher, Toronto
K. Burford, Toronto
K. Crouse, City of Mississauga
J. Demone, Toronto
A. Pearson, Toronto
G. Pollard, Mississauga
H. Ivanic, Oakville
P. Ivanic, Oakville
D. Inch, Oakville
G. Cross

Attachments: CENAC Information Update

Next meeting: Wednesday, June 22, 2016 at 6:30 pm.

Item	Details
1.0	PRELIMINARY ITEMS
1.1	Welcome and Roll Call conducted by K. Bochan. <ul style="list-style-type: none">• Robyn introduced herself as the new chair and provided background on her role at the GTAA. She thanked Lorrie McKee for her stewardship as chair of the committee over the last few years.
1.2	Review and approval of Agenda: J. Knoll moved and A. Sanchez seconded. <ul style="list-style-type: none">• Requesting that the order of items 3.1 – Noise management Action Plan and 3.2 – Toronto Noise Mitigation Initiatives be reversed on the agenda.
1.3	Review, approval of February 24, 2015 minutes. T. Rizzuto-Willan moved and B. Green seconded. <ul style="list-style-type: none">• Minutes were amended to reflect S. Holyday's feedback.
1.4	Matters Arising from previous meeting <ul style="list-style-type: none">• Action items from previous minutes concerning stats reporting and WebTrak will be address later in the agenda by Brittany Maxwell.
2.0	REGULAR ITEMS
2.1	CENAC Committee Information Update
	Community Relations update <ul style="list-style-type: none">• C. Woods advised of two recent Community Open houses. One was co-hosted with Councillor ChrisFonseca, on Tuesday March 22nd at Tomken Twin Arena in Mississauga.• The second was co-hosted with Councillor Jeff Knoll on Thursday April 7th at the Oakville Town Hall.
	Environmental Update <ul style="list-style-type: none">• The GTAA's Environmental Management System (EMS) completed its last surveillance audit on March 21 and 22 for certification to ISO 14001:2004. During the audit no nonconformance of the standard was identified and several opportunities for improvements were provided. A Gap Analysis was also completed for the EMS to the new ISO 14001:2015 standard to provide direction for certification. Although the GTAA isn't required to certify the EMS to the new standard until 2018, this will be achieved in 2017.
	Construction Season <ul style="list-style-type: none">• Construction notices will be posted on the website and links to the notices will be promoted through social media and e-newsletter, Checking In.
2.2	CENAC Stats
	CENAC Stats <ul style="list-style-type: none">• CENAC stats were made available at the meeting. The full presentation can be found here.• B. Maxwell advised one of the action items was from Councillor Knoll to have callers and complaints broken down by postal code. Complaints by Forward Sortation Area (FSA) are included in the CENAC update. The complaints are also broken down by Federal Riding which has been updated to reflect the new

boundaries.

- Recent enhancements to WebTrak that were requested by residents include: address clarification, speed to ground speed, and update to aircraft labels.
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3.0 DISCUSSION ITEMS

3.1 Update: Toronto Noise Mitigation Initiative

- K. Arnold provided an update on the Toronto Noise Mitigation Initiatives. This update included information about the technical review on the six ideas the process and the next steps to be taken. The full presentation can be found [here](#).
 - B. Maltby asked if there is an opportunity to implement the initiatives for night flight procedures on the weekend, if no, why not.
 - K. Arnold stated they are looking to see if traffic volumes permit the opportunity to extend the hours.
 - J. Van T' Hof asked if a term of reference has been thought of. This could be a methodology confirmation or impact assessment.
 - K. Arnold stated that NAV CANADA is studying these initiatives to get a better understanding and sense of community by community what this change would mean. Companies now have the ability to gather this type of information using new technology to record frequency, decibel levels, and population exposed.
 - S. Holyday questioned whether shifting of the preferential runways will change the noise exposure forecasts over time.
 - K. Arnold replied that the impact on the noise exposure forecast will need to be considered in the analysis.
 - M. Belanger replied that this is one of the things that needs to be looked at as part of the technical analysis.
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3.2 Update: Noise Management Action Plan

- Motion was moved that the Noise Management Action Plan update was deferred to the next CENAC meeting due to time constraints.
 - B. Maltby moved and A. Sanchez seconded.
 - The full presentation has been posted on the website and can be found [here](#).
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4.0 PUBLIC COMMENTS

- S. Best, Toronto resident, commented that the Toronto Noise Mitigation Initiatives has taken a long time to move forward and asked about the feasibility of the six ideas?
 - K. Arnold answered that with the current information that NAV CANADA believes all six ideas are feasible.
 - S. Best said she is reviewing the increase in speeds with pilots that she is speaking with and they feel it is not going to have much impact to her neighbourhood's noise issue.
 - K. Arnold answered they have to further study this idea to determine the noise impact.
 - S. Best responded that the Gatwick Arrivals Review report is a good example of noise mitigation issues, reversing things Gatwick has completed, and studying the impacts of continuous descent.
 - S. Best raised concern that none of the six ideas address the concentration of aircraft during the daytime.
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- K. Arnold replied that Required Navigation Performance (RNP) procedures are one of the things NAV CANADA is reviewing that might address the issue of concentration.
- K. Burford, Toronto resident, inquired whether the GTAA was aware of the Gatwick Arrivals Review, Overview and Proposed Action Plan March 31, 2016 and what is mentioned on page five regarding the concentrated arrival paths?
This action includes taking steps to:
 - Reduce the current level of concentration of arrivals flight paths at Gatwick by widening the point through which flights join the final approach centerline.
 - Is the committee aware of how Gatwick got to this overview?
 - Gatwick Airport, found itself at the centre of a deteriorating community relations position during 2013-2015 period.
 - The use of the established community relations processes and policies at Gatwick had failed to adequately address the developing situation.
 - The airport's Board of Directors commissioned the review.
 - The Gatwick Board agreed that it would be desirable to utilize individuals to conduct who are well versed in Air Traffic Control, Global Aviation Policy and International relations and who had no historic link to Gatwick, the UK CAA, the UK Air Traffic Control Provider (NATS) and airlines.
 - This is coming from Vicki Hughes, Arrivals Review Implementation Manager at Gatwick.
- D. Inch, Oakville resident, asked if there is an opportunity to look at variable positions for base turns or the downwind.
 - K. Arnold replied that variable positions for base turns are built on the idea that we have multiple tracks over the ground. There are several risks to this that still have to be analyzed and further understood.
- In regard to the preferential runway review, D. Inch added that people living under the downwind flightpath need to have some respite as well as the people who live under the final approach. NAV CANADA needs to look at moving the downwind leg to the five mile offset.
 - K. Arnold responded that this will be one of the options (within idea 1) that will be looked at over the next few weeks.
- J. Berlettano, Mississauga resident, requested a noise monitoring terminal installed at the Frank McKechnie Community Centre to monitor the noise level in this area.
 - C. Woods stated that the noise office is reviewing at how to manage requests from residents to provide portable noise monitoring. She added that the results from the Noise Monitoring Terminal Review will be presented at the June 22nd meeting.
- C. Cizmar, Georgetown resident, wants to the review process to change routes, times and the number of aircraft that currently fly out of Toronto Pearson so that it does not travel over the residential area of Georgetown.
 - K. Arnold stated that Transport Canada approve design criteria documents that provide details for NAV CANADA and all the Canadian airports. Flight paths are created to give aircraft enough room to safely maneuver.
- C. Cizmar inquired what the process was for reducing the night flight numbers set by Transport Canada.
 - A. Biffin, Transport Canada, replied that will be a decision that needs to be addressed by the head office in Ottawa. The concerns will be discussed

- internally and an answer will be brought back to the committee and public.
- A. Bolbociana, Downsview resident, requested that major landmarks such as the highway be used as identifiers in future presentations. In addition A. Bolbociana inquired about the relationship between NAV CANADA and the GTAA.
 - R. Connelly replied the GTAA is the operator and manager of Toronto Pearson International Airport. The airport develops and manages the Noise Management Program, establishes the noise abatement procedures and responds to community questions and concerns.
 - NAV CANADA coordinates the safe and efficient movement of aircraft in Canadian domestic and international airspace assigned to Canadian control. NAV CANADA plays a key role in designing and publishing network of air routes that aircraft use to get to their destination as well as designing the approach and departure procedures at the airport.
 - A. Bolbociana asked how NAV CANADA collaborates with the airport.
 - K. Arnold replied there are multiple touch points that exist, including noise mitigation and operational contacts that deal with snow removal on the runway and airside development as an example.
 - A. Bolbociana asked if the GTAA was open to having a third party help run the Noise Management program.
 - R. Connelly responded that the Community Environment and Noise Advisory Committee (CENAC) is one of the forums that residents can provide their input. In addition, Transport Canada is the third party regulator responsible for the airports operating permit and for the enforcement of noise and operations violations.
 - A. Bolbociana asked how involved is Transport Canada in the analysis of the six mitigation initiatives being proposed.
 - M. Belanger added that any change the airport authority makes to the noise abatement procedures would require the approval of Transport Canada.
 - S. Best, Toronto resident, stated nothing is going to be done to address the issue of concentration during the day time.
 - S. Best commented that during the roundtable discussions residents heard many ideas were discontinued because they were not economically feasible. A recent press release stated that NAV CANADA is giving back \$50 million to the airlines to lower the charges to the airlines. Communities would like assurances that they will not be limited in the mitigation issues that are being studied by any financial considerations.
 - M. Bishop replied that NAV CANADA made an announcement that they were adjusting their fees. The fees airlines are charged are required to cover our costs and not exceed costs. Due to traffic growth, a surplus is forecasted for next year so the NAV CANADA rates were reduced.
 - M. Bishop stated that the document on the GTAA [website](#) explains the rationale as to why some of the community suggestions were not incorporated in the six mitigation ideas. The rationale was more to do with airport capacity than cost.
 - A. Pearson, President of South Hill Homeowner's Association recently read the Air Quality Report. He is concerned that the study was confined to the 7.5 km area around the airport and asked when the committee will measure areas under the concentrated flight paths.
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- R. Connelly replied that the GTAA will raise his concerns with the consultant that worked on the study.
 - R. Slatter, Oakville resident, asked whether NAV CANADA is studying a method that is commonly used in Europe, and the point merge method of approach control.
 - K. Arnold replied that point merge method is something that NAV CANADA is working on with two vendors.
 - T. Rizzuto-Willan Mississauga committee member thanked the public and stated the committee will continue to work together to mitigate noise in all communities. She has never seen such growth and movement in the committee in the last 18 months and credited public members for coming out to these meetings.
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5.0 ***Adjournment - Meeting is adjourned.***

- The next CENAC meeting is scheduled for Wednesday, June 22, 2016. For additional information, please contact Ingrid Pringle at (416) 776-3035.
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