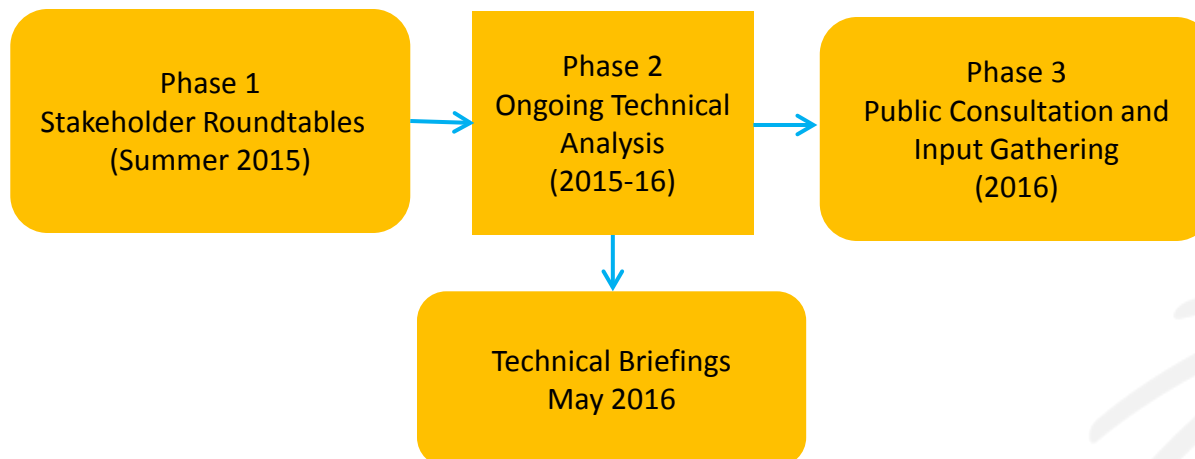




Toronto Noise Mitigation Initiatives Technical Briefing May 30 and 31, 2016 Feedback

Background

- In June 2015, the GTAA announced a [Noise Mitigation Initiatives Engagement Plan](#) with NAV CANADA to study six ideas that have the potential to reduce the noise impact of Toronto Pearson's operations on surrounding neighbourhoods.
- On May 30 and 31, 2016, we invited participants from the Phase 1 Stakeholder Roundtables, as well as CENAC members, to a technical briefing to provide an update on our progress. Twenty seven people attended.
- The feedback from these sessions will help us finalize options as we move forward with next steps in the Technical Analysis.



Technical Briefings Discussion Guide

- The opportunity to provide feedback online was open to all attendees, as well as the Toronto Pearson community
- Feedback deadline: June 15
- 14 Feedback Forms submitted: 3 hard copy 11 online
- Verbatim comments captured in a report, plus summary report of key feedback themes



Toronto Noise Mitigation Initiatives Technical Briefings Discussion Guide – Summary of Feedback



Idea 1: New Approaches for night-time operations

When traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

What do you like about the study approach?

- Innovative approach to mitigating concentration of flight paths during the night-time
- Any relief is good, the concept is a good one
- Implementing the approaches should not take long
- Serves many communities

What concerns do you have...why?

- New flight paths bring new noise to new communities
- Increase in the number of flights undermines the model
- Smooth track profile information is misleading - it combines flights with excessive flat segments, requires steep descents and speedbrakes
- Continuous decent operations could be used when in single runway operations
- RNAV approaches during the night need to stay with the original night time landing path

Idea 2: New departures for night-time operations

There are opportunities to alter night-time procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

What do you like about the study approach?

- Climbing higher before turning enroute; idea should be implemented
- Seems promising, idea should be a priority
- Over less populated area, idea is welcome

What concerns do you have...why?

- Best solution would be to eliminate night flights
- Using one runway will concentrate flights and create new noise
- NAV CANADA rely on altitude for turns, rather than geographical area
- Single-track headings for aircraft going to different outbound directions increases recurrence for communities under those tracks

Idea 3: Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

What do you like about the study approach?

- Implement the higher speed
- Any noise reduction such as this one should be considered
- Helps to reduce aerodynamic noise due to flap extensions
- No concerns, 210 kts is used at other airports

What concerns do you have...why?

- Does it really reduce noise?
- Could this be applied to all downwind arrival flight paths?
- The speed change to 210 could have been handled with a NOTAM when in single runway operations. The second proposal to use five mile downwinds with vectors at night

Idea 4: Use new technology to reduce the need for low altitude leveling by arriving aircraft

New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

What do you like about the study approach?

- RNP as a new technology will really help with noise issues
- Only technology that certifies the aircraft, aircrew and approach design
- A solid environmental benefit
- Pioneer, it's where the industry is leading
- Noise reduction, new technology
- RNP approaches are cool

What concerns do you have...why?

- Need more assurance the implementation of new technology will not fail
- Act, don't just study. Better to eliminate parallel landings
- Not understood, why the need for "level portion/segment" with the parallel approaches

Idea 5: Establish weekend runway alternation

Traffic volumes on Saturday and most of Sunday tend to be lower than other days of the week. The establishment of weekend runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

What do you like about the study approach?

- Seems very democratic to provide weekend respite
- Provides some relief to areas where there might be none today
- Sounds good, sharing the pain
- Disproportionate number of flights, so decision would improve quality of life
- Changing runways reduces recurrence of noise in certain communities

What concerns do you have...why?

- Need assurances that NAV CANADA won't situate all traffic on weekend over a now existing concentrated flight path
- This is not a solution, it's a means to define a concentrated flight path
- Needs implementation and monitoring
- Could this idea be applied during the week on slow days or hours?
- Weighing criteria could be subject to perception. Can't be!
- Does not reduce recurrence for residents who live under the downwind for runway 06L/R

Idea 6: Review of preferential runway system

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. This is a review of the existing system, and potential new systems to work towards the target of impacting the fewest people possible.

What do you like about the study approach?

- Share the noise, like the idea, long overdue
- Changing preferential runways seems to be an equitable approval to sharing the aircraft noise
- All 10 configurations are very much supported

What concerns do you have...why?

- Do not like the idea, sharing the night time noise is a terrible idea
- Removing night time noise is the only solution
- Impacting even more people
- Does not reduce recurrence for residents living under the downwind for runway 06L/R
- For departures the routing should be geographically based, not altitude-only based

Additional feedback/suggestions re community engagement

General

- Hope that day time noise issues will be addresses as well
- Changes create new issues in new communities

Process

- Ideas continue to deliver little or no corrective action
- Three community noise groups feel the present process has cheated them to mitigate the daytime arrival noise
- Feel let down by the whole process it has taken 10 months to get few minor changes included in the proposal

Governance

- Not enough oversight and accountability with NAV CANADA

Environment

- Action is needed the health of our citizens and planet is suffering

Next Steps

Feedback

- Will help finalize options as we move forward in the Technical Analysis
- Feedback will be incorporated into the Request for Proposal (RFP)
- Next progress update at the September 21 CENAC meeting



Thank you



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