

2009 COMMUNITY ENVIRONMENT AND NOISE ADVISORY COMMITTEE - UPDATE

GREATER TORONTO AIRPORTS AUTHORITY

SEPTEMBER 2009

Passenger Traffic and Aircraft Movement

June signifies the beginning of the peak summer travel season. Traffic increased by four per cent over May, reflecting a modest recovery on international travel from the impacts of the H1N1 flu. In the absence of good economic and consumer confidence conditions this month, airlines are still struggling to attract travelers across all sectors. Despite record low fares offered by some airlines, this month's passenger traffic is still lower than last year by 9.7 per cent. Aircraft activity was lower by seven per cent.

For the first half of 2009, passenger traffic is 7.9 per cent lower than 2008, while total aircraft traffic is down 5.7 per cent. Passenger aircraft activity is down by 3.5 per cent, while non-passenger traffic—comprised of business, general aviation and cargo activity—has fallen off by 24 per cent.

July and August are traditionally the busiest months of the year, and this was expected to continue. However, numbers this year will likely be below the levels achieved in the same months of the last two or three years. Early estimates of July passenger traffic showed a reduction of about five per cent compared to July 2008.

Noise Management Statistics

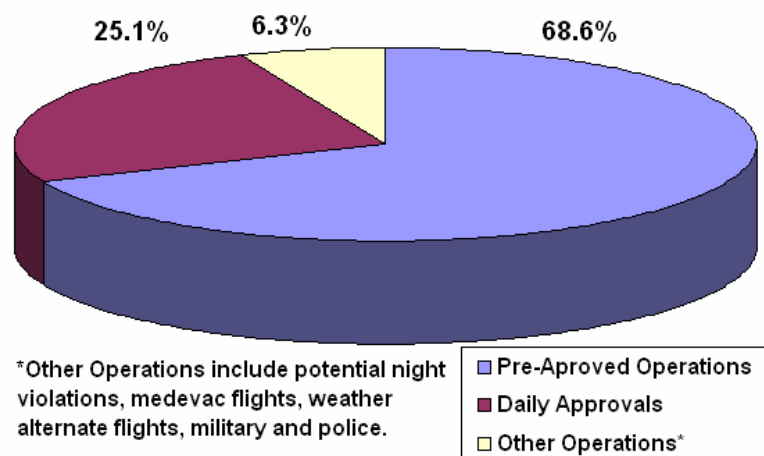
From May to July 2009, the GTAA received 869 complaints from 326 callers. Over the same period in 2008, 1293 complaints were received from 522 callers. The decrease in complaints is primarily attributed to the suspension of trialing additional aircraft types conducting the Early Turn Procedure. A relatively high number of complaints were registered in May 2009 (475) due to the construction closure of Runway 05-23.

Approximately 55 per cent of May complaints were related to increased use of the north/south runways when not required for strong wind conditions. The three most frequent callers (two from Brampton; one from Mississauga) made 194 complaints compared to 134 from the three most frequent callers in 2008.

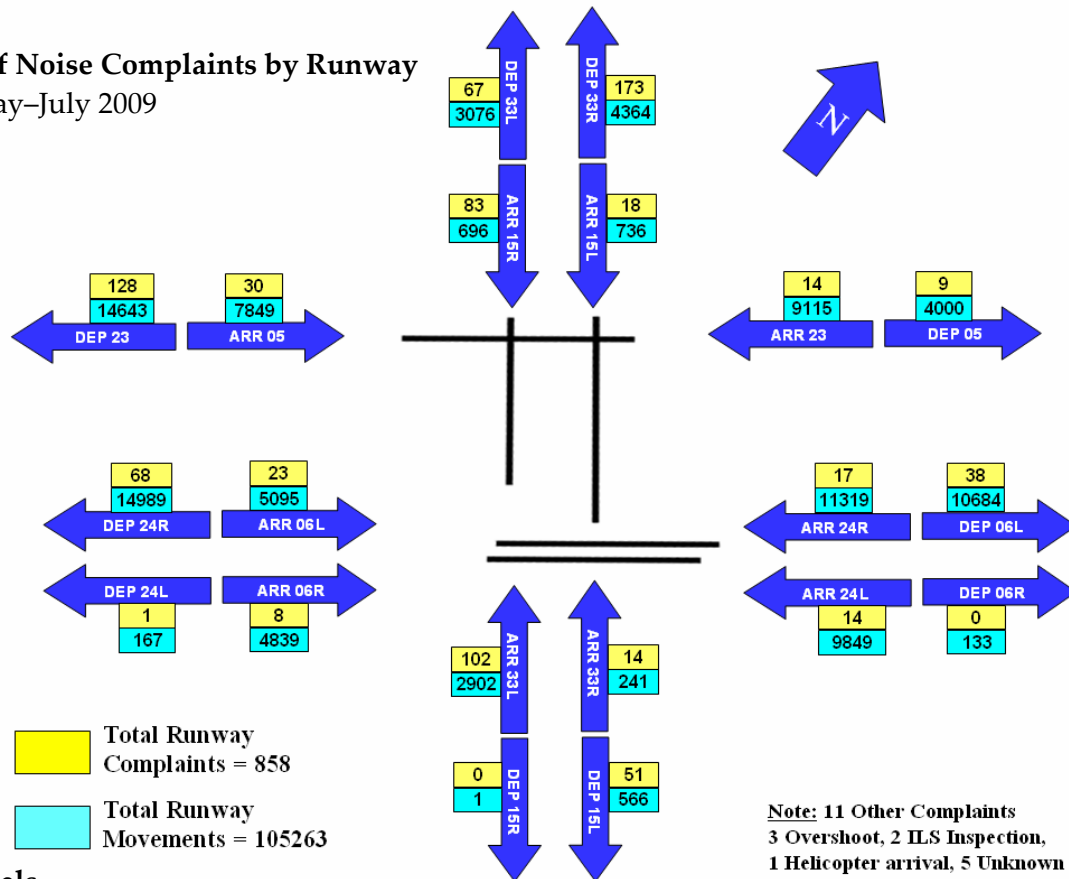
Month	Complaints	Callers
May	475	206
June	196	77
July	198	104

In May, June and July 2009, Runway 15R was used for 55.2 hours and handled 0.7 per cent of Toronto Pearson operations which included 698 arrivals and no departures. Runway 33L was used for 108.6 hours as an arrival runway and handled 2902 aircraft, which accounted for 2.8 per cent of Toronto Pearson operations.

Total Flights Operated during 2009 Restricted Hours (Nov. 2008–July 2009) (00:30–06:29 local)



Comparison of Noise Complaints by Runway Operations May–July 2009



Early Turn Trials

The trial program, including early turns on the north/south runways and extended prop turn hours, continues and related complaints are minimal. From March 3, 2008 to the end of July 2009, 22 per cent (830) of eligible aircraft conducted an early turn off the north/south runways, resulting in four complaints. 93 per cent (1414) of props conducted early turns between the hours of 06:30 to 06:59 local time, while 82 per cent (1013) initiated early turns from 23:01 to 23:30 local time, resulting in a total of 24 complaints.

Enforcement Activities

From May to July 2009, the Enforcement Office conducted 127 investigations into potential violations of the Noise Operating Restrictions and Noise Abatement Procedures. Of these investigations, 33 were of Arrival procedures, 35 of Departure procedures and 59 were related to the Night Flight Restriction Program (NFRP). Of these 127 investigations, nine were associated with noise complaints from the public.

Over the same period in 2008, the Enforcement Office conducted 217 investigations. Of these, 29 investigations were of Arrival procedures, 23 of Departure procedures and 165 related to the NFRP.

Year (May–July)	Investigations	
2009	127	33 Arrival 35 Departure 59 NFRP
2008	217	29 Arrival 23 Departure 165 NFRP

2009 Airside Construction Noise Impacts

In the summer of 2009, the only airside restoration project that had significant noise impacts was the Runway 05-23 roughness project (May 1 to 15 and May 23 to 25). During the Runway 05-23 closures, maximum airside capacity was achieved by Arrive 15R/15L and Depart 15L or Arrive 33L/33R and Depart 33R operations. Operations on the

north/south runways were used for extended periods on twelve days, resulting in more than 260 noise complaints. The remaining 2009 airside projects are minor and are not expected to have significant noise impacts.

Air Services

Turkish Airlines started non-stop service to Istanbul, Turkey on July 11, providing three weekly direct flights to Toronto Pearson. The flights will be operated by a combination A330 and A340 aircraft providing more than 1,600 seats a week in the market.

Starting August 14, 2009, Korean Air further increased its service between Toronto and Seoul, South Korea with daily B777 service. Earlier this summer, Korean Air flights increased to five weekly.

Air Canada plans to increase its China service this winter (2009-10) with increased frequencies to Beijing (from three to five weekly flights) and Shanghai (from four to five weekly flights). Air Canada will operate their B777 aircraft on both routes.

WestJet Airlines announced major expansion to the US and International markets for the winter season, resulting in a significant increase in capacity on routes. Effective November 2, Westjet increases flights from Toronto-Bridgetown/Barbados to five weekly flights. Additionally, new Westjet routes include:

- Toronto-Miami daily service (eff Oct. 21)
- Toronto-Atlantic City daily service (eff Oct. 22)
- Toronto-St. Maarten 3 weekly (eff Nov. 1)
- Toronto-Varadero 3 weekly (eff Nov. 1)
- Toronto-Freeport 2 weekly (eff Nov. 2)
- Toronto-Holguin 2 weekly (eff Nov. 2)
- Toronto-Cayo Coco 2 weekly (eff Nov. 4)
- Toronto-Providenciales 2 weekly (eff Nov. 4)
- Toronto-Cozumel 2 weekly (eff Dec. 10)

Consultative Committee (CC)

At the Consultative Committee meeting on September 2, 2009, Gene Corazzola, Manager Groundside Systems, Strategic Planning and Airport Development, gave an overview of the GTAA transportation plans. Leslie Woo, General Manager, Transportation Policy and Planning from Metrolinx, gave a presentation about the many Metrolinx Transit Initiatives.

Corporate Social Responsibility and Sustainability

The GTAA is partnering with the City of Brampton on their One Book One Brampton initiative. The City has selected the theme of Journeys, appropriate for the airport, and will announce the book in late October. As part of our partnership on this initiative, we will be setting up book clubs with our employees and offering story-telling sessions by members of the Brampton library and arts council to our employees and to travellers in the terminals over the Christmas break.

Partners in Project Green continues to gather momentum, as more companies in the Pearson eco-business zone become involved in initiatives such as green roofs and parking lots, energy consumption reduction projects, green purchasing and easing transportation for employees.

Environment

During Clean Air Commute Week, June 22–26, GTAA employees carpooled, took transit, rode their bikes, and did their part to commute “greenly”, and consequently helped save more than 350 tonnes of pollutants being emitted in the Greater Toronto Area.

The GTAA has won the Airports Council International North America (ACI-NA) 2009 Environmental Achievement Award for the innovative Partners in Project Green initiative.

Art and Culture

Gallery 120, across from Gate 120 in the Domestic Departures area of Terminal 1, has become home to two hundred and thirty-eight beavers; that is, model Beaver aircrafts. Ottawa artist Frank Shebageget, a member of the Ojibway nation and originally from northern Ontario, has created numerous installations of these basswood models of the deHavilland Beaver float plane at galleries across Canada. Curtain of Beavers was created specifically for Terminal 1. The conceptual background on this installation is a combination of references to Canada's aviation history, the colonial policies on northern Aboriginal development, and the personal and community narratives from Native communities. This conceptual framework speaks to both the historical and contemporary relevance of these planes to both Native and non-Native identity in Canada.

A new exhibition in three exhibition spaces in U.S. Departures and International Departures brings together innovative Canadian examples of socially responsible design, by both student and professional designers. Socially responsible design, whether focused on the individual or wider society, moves beyond economic and consumerist considerations to embrace ethical, emotional and humanitarian values. Highlights of the show include the beautiful and functional CISTA rainwater collector, Boomerang recycled paint, and the MISTING low flow tap.