

CENAC Action Items from November 27, 2013

Action Item	Response	Status
<p>R. Jacoby asked for an update on a response to her submission to the Minister on the September 19, 2013 meeting.</p> <p>T. Rizzuto-Willan requested the submission be shared with CENAC.</p>	<p>On September 19, 2013 the Honourable Lisa Raitt, Minister of Transport hosted a meeting with elected officials.</p> <p>Present were:</p> <ul style="list-style-type: none"> • Rober Dechert, MP for Mississauga Erindale • Ted Opitz, MP for Etobicoke Centre • John Carmichael, MP for Don Valley West • Wladislav Lizon, MP for Mississauga East Cooksville <p>Each official was accompanied by residents from their riding. The objective of the meeting was for the Minister to hear directly from residents about airport noise concerns.</p> <p>Representatives from Nav Canada and the GTAA were present as support for any technical or operational questions that came up.</p> <p>Also present were representatives from the Toronto Aviation Noise Group (TANG). TANG is in the Don Valley West riding. They have been impacted by the relocation of the downwind 1.8 km south of their previous locations.</p> <p>Attached is a copy of the materials TANG shared at the September 19 meeting.</p>	<p>Complete; Nav Canada has followed up directly with the resident.</p> <p>The TANG document makes two specific suggestions:</p> <ul style="list-style-type: none"> • Nav Canada move the flight path <ul style="list-style-type: none"> ○ Reponses: As part of the Nav Canada airspace review, the downwind flight paths were relocated 1.8 km south of their previous locations. This was done to meet the current standards in TP308 that govern the design of flight paths. The flight paths cannot be moved back to their previous location. • Adopt or a 5 degree glidepath to get the planes higher. <ul style="list-style-type: none"> ○ Response: Three degrees is the standard for glide path slope. Non-standard glidepaths are implemented only as required for obstacle

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		clearance. A glide path higher than the standard 3 degrees would be flyable by only a minority of aircraft types and would likely have a minimal impact on altitude at the downwind. Designing flight paths to enable constant descent operations as much as practicable is the most fuel efficient and noise sensitive approach.
1. Toronto resident K. Burford requested a copy of the ICAO guidelines that pertain to the location of the downwind path	TANG has officially made a request to the Honourable Lisa Raitt for a copy of TP308 on CD.	Complete
2. J. Van T' Hof requested a breakdown of night flights by operation and time, aircraft type and by sector.	Attached is a breakdown of the 2013 Night Flights by: <ul style="list-style-type: none"> • Operation and Time • Sector (Domestic, International, Transborder) • Aircraft type 	Complete

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<p>3. P. Girouard asked whether there has been an increase in the number of complaints have increase from Oakville.</p>	<p>In accordance with our lease with the federal government, the GTAA is responsible for reducing noise for aircraft within a 10 nautical mile radius of the airport. Complaints or questions regarding aircraft outside of this are handled by Transport Canada. Most of Oakville is located beyond 10 NM of the airport and so would fall within Transport Canada’s area of responsibility.</p> <p>In terms of the area of Oakville that is within the GTAA’s 10NM, there has not been a significant increase in the number of complaints and callers from Oakville.</p> <p>For the riding of Oakville:</p> <table border="1" data-bbox="825 992 1369 1141"> <thead> <tr> <th></th> <th>Complaints</th> <th>Callers</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td>3</td> <td>2</td> </tr> <tr> <td>2012</td> <td>14</td> <td>5</td> </tr> <tr> <td>2013</td> <td>9</td> <td>2</td> </tr> </tbody> </table> <p>A chart that looks at the number of complaints and callers for 2011, 2012, 2013 complaints by Federal Riding is also attached.</p>		Complaints	Callers	2011	3	2	2012	14	5	2013	9	2	<p>Complete</p>
	Complaints	Callers												
2011	3	2												
2012	14	5												
2013	9	2												
<p>4. Correlation between the increase in night flights and noise complaints at night.</p>	<p>Attached is a chart that breaks down complaints during the preferential Runway Hours, which are 12:00 am – 6:29 am</p>	<p>Complete</p>												

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	<p>Please note, this is different than the nighttime restricted hours, which are 12:30 am – 6:29 am.</p> <p>Movements during the preferential runway hours account for 4.3% of overall movements, while complaints during these hours account for 9.7% of overall complaints.</p>	
<p>5. M. Hlibchuk has provided a list of his complaints and has requested confirmation they are all in the system; in his opinion, the CENAC Updates shows no correlation with the complaints he has made</p>	<p>The Noise Office reviewed and confirmed that all of Mr. Hlibchuk’s complaints were registered; an additional 8 complaints (highlighted in blue in the attachment) that were not part of the list he submitted were also confirmed.</p> <p>Two of Mr. Hlibchuk’s requests for callback were not completed. A Community Relations officer has subsequently followed up with Mr. Hlibchuk to discuss those concerns.</p>	Complete
<p>6. Feedback received from committee members for proposed Noise Reports:</p> <ul style="list-style-type: none"> • Create a map of Federal Ridings and display noise complaints and callers by each riding. • Create a preferential runway utilization graph for the restricted hours. 	<p>Updating and developing new standard and reporting formats with feedback from the CENAC</p>	Ongoing

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<ul style="list-style-type: none"> • Report on standardized time frames such as monthly, quarterly and annually. • Report on noise metric on a monthly basis. • Consider reporting ratios for example; number of complaints per thousand movements 		