

ACTION ITEMS for the APRIL 19, 2017 CENAC MEETING

Action Item	Response
Provide link to Health Canada's Report: <i>Aircraft Noise in the Vicinity of Airports</i>	Health Canada's Report: Aircraft Noise in the Vicinity of Airports
Provide details for the GTAA's most recent Air Quality Study	<p>In 2015, the released the results of the most recent Air Quality and Human Health Impact Assessment Report.</p> <p>All materials, including an executive summary, can be found by clicking here.</p> <p>In support of the study, the GTAA formed a Community Advisory Committee (CAC) as a mechanism to seek input from industry and community stakeholders. Read the CAC Terms of Reference.</p>
Provide link to studies on the human health impacts of aircraft noise available through the Library of Parliament of Canada	The GTAA will work with MP Fonseca to make a list of studies available to residents who attended when the research is complete
Provide link to Transport Canada procedures for fuel dumping	<p>Fuel dumping (or a fuel jettison) is a procedure used by aircraft in certain emergency situations before a return to the airport shortly after takeoff, or before landing short of its intended destination (emergency landing) to reduce the aircraft's weight.</p> <p>The Canadian Aviation Regulation 602.30 covers the emergency fuel jettison: http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-85.html#h-778</p>
Investigate December 20 th fuel dump	<p>An Israel Airlines Boeing 767 300 (ELY030) from Toronto, ON (CYYZ) to Tel Aviv, Israel (LLBG) declared an emergency due to the loss of the right engine. The aircraft dumped fuel prior to returning to CYYZ where they landed without further incident.</p> <p>Full Civil Aviation Daily Occurrence Reporting System (CADORS) for the incident is here</p>
Confirm runway configuration for each day of construction	View the Preferential Runway Hours
Review departures on Runway 15R during construction	<p>Please note the following regarding runway usage anticipated until May 16, 2017:</p> <ul style="list-style-type: none"> When on a southerly runway configuration, the standard runway operation is arrivals from the north

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	<p>using 15 Right (with some arrivals on 15 Left) and departures to the south using Runway 15 Left</p> <ul style="list-style-type: none"> • With the runway rehabilitation on our main east-west runway, we have been on a southerly configuration much more than usual. With the increase in traffic on these runways, this configuration highlighted safety concerns by Nav Canada in relation to the ground flow of aircraft. • To mitigate the immediate concerns highlighted by NAV CANADA the southerly runway configuration was changed to arriving from the north on 15 Left (with some arrivals on 15 Right) and departing to the south on 15 Right. However, this operation has caused significant flight delays due to a complex ground flow operation and increased taxiing distance. This change was considered temporary until such time that the safety concerns in relation to the ground flow could be remedied. • A solution has been developed to mitigate the original safety concerns which means a return to the standard southerly runway configuration of arriving 15Right (with some arrivals on 15 Left) , and departures using Runway 15Left. This is planned to take effect as of May 8th when required to be on a southerly configuration.
<p>Provide a list and links of all the noise studies currently being undertaken and share with public</p>	<p>While airport noise can't be eliminated entirely, we believe that continuous improvements should be studied, discussed and implemented with engagement from the community.</p> <p>Below are some updates on the recent reviews that are underway that have the potential to reduce the noise impact of Toronto Pearson's operations on surrounding neighbour:</p> <p>NAV CANADA Independent Airspace Noise Review Update In summer 2016 NAV CANADA announced a review of Toronto airspace, which would be led by Helios, an UK based airspace consultancy to determine whether all reasonable actions to reduce aircraft noise are being considered with respect to design and operation of the Toronto area airspace.</p> <p>As part of the study, Helios undertook a consultation and</p>

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	<p>public engagement process to gather public input. The public comment deadline for that review was March 30th. <i>Due to increased interest in the study, NAV CANADA has asked Helios to extend the public comment period for its current review to May 31, 2017 to give increased opportunity for interested residents to submit their views and comments.</i></p> <p>Information on the Toronto Airspace Review, including the Review's terms of reference and all presentation material can be found at http://www.torontoairspaceview.ca and emails can be sent to the review team at torontoairspaceview@askhelios.com</p> <p>This extension will have some impact on the timing of the final report. More details will follow on the website for the study.</p> <p>Toronto Noise Mitigation Initiatives In June 2015, NAV CANADA and the GTAA announced the Toronto Noise Mitigation Initiatives -- the study of six ideas that could reduce noise impacts of airport operations.</p> <p>We are pleased to provide the update that Idea 3 -- increasing downwind arrival speeds -- will be implemented as of April 27, 2017.</p> <p>Changes to the published speeds on the "downwind" portion of the arrival flight path from 200 knots to 210 knots will be effective April 27th in the Canada Air Pilot, the pilot publication that includes all flight procedures in Canada. It is hoped that this change in speed restriction will 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 as they approach the airport.</p> <p>Idea Technical analysis and noise modelling on the remaining ideas continue with Helios currently undertaking analysis related to initiatives Five (Weekend Runway Alternation) and Six (Review of the Preferential Runway System) on behalf of the GTAA. Further information on the six initiatives can be found here.</p>

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	<p>Toronto Pearson Noise Management Benchmarking Study As part of the 2016 deliverables for the Five Year Noise Management Action Plan, the GTAA is working with Helios to benchmark our Noise Management Program against similar airports and to identify potential new programs or initiatives to pursue. This study is expected to be completed by Summer 2017. More information on this study can be found here.</p>
<p>Provide details of how the Independent Toronto Airspace Noise Review undertaken by Helios was promoted</p>	<p>Independent Toronto Airspace Noise Review. Here's how Helios promoted: Quarter page advertisements were placed in the following local papers.</p> <ul style="list-style-type: none"> • The Mississauga News • The Brampton Guardian • The Etobicoke Guardian • Oakville Beaver • Milton Canadian Champion • Georgetown/Acton Independent • North York Mirror • Vaughn Citizen • Richmond Hill/Thornhill Liberal • York Guardian • Bloor-West Villager • East York / North Riverdale/Beach/South Riverdale Mirror City Centre Mirror Parkdale-Liberty Villager <p>13 public meetings were held across the GTA For the November meetings the advertisements were in the papers one week ahead of the meeting and for the March meeting two weeks ahead. Emails were sent to a number of elected officials within the Greater Toronto Area. This list was cross checked with the GTAA and NAV CANADA.</p> <p>Helios emailed everyone on their contact register which they've developed during this study, which was approximately 250 community members. GTAA circulated the dates to over 10,000 email addresses within the Checking In e-newsletter. Meetings were held at the following locations</p>

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	<p>Brampton Monday 26 September , 2016 6:30pm -- 8:00pm Courtyard by Marriott Toronto Brampton 90 Biscayne Crescent, Brampton L6W 4S1</p> <p>Vaughan Tuesday September 27, 2016 6:30pm -- 8:00pm Springhill Suites by Marriott Toronto Vaughan 612 Applewood Crescent, Vaughan L4K 4B4</p> <p>Toronto Wednesday September 28, 2016 6:30pm -- 8:00pm Toronto Marriott Bloor Yorkville 90 Bloor St E, Toronto M4W 1A7</p> <p>Oakville Thursday September 29, 2016 6:30pm -- 8:00pm Holiday Inn Oakville at Bronte, 2525 Wyecroft Rd, Oakville L6L 6P8</p> <p>Toronto Tuesday 1st November 2016 6:30pm— 8:00pm Best Western, 808 Mount Pleasant Road, Toronto, M4P 2L2</p> <p>Oakville Wednesday 2nd November 6:30pm— 8:00pm Hilton Garden Inn, 2774 South Sheridan Way, Oakville, L6J 7T4</p> <p>Mississauga Thursday 3rd November 6:30pm— 8:00pm Best Western Plus, 5825 Dixie Rd., Mississauga, L4W 4V7</p>

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	<p>Mississauga Wednesday 1st March 2017 6:30pm -- 8:30pm Hilton Garden Inn 1870 Matheson Blvd, Mississauga L4W 0B3</p> <p>Oakville Thursday 2nd March 2017 6:30pm -- 8:30pm St. Luke's Community Centre 3114 Dundas St West, Oakville L6M 4J3</p> <p>North York Saturday 4th March 2017 10:30am -- 12:30pm Novotel North York 3 Park Home Avenue, North York M2N 6L3</p> <p>Toronto Tuesday 1st November 6:30pm— 8:00pm Best Western, 808 Mount Pleasant Road, Toronto, ON M4P 2L2</p> <p>Oakville Wednesday 2nd November 6:30pm— 8:00pm Hilton Garden Inn, 2774 South Sheridan Way, Oakville, L6J 7T4</p> <p>Mississauga Thursday 3rd November 6:30pm— 8:00pm Best Western Plus, 5825 Dixie Rd., Mississauga, L4W 4V7</p> <p>View the Sample Advertisement</p>
Improve noise complaint form with the ability to submit multiple complaints at once	The Noise Management office is currently working with our software vendor on the development of a noise complaint

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	<p>form that would facilitate more than one complaint submission at a time. Once all testing complete, the form will replace the current noise complaint form</p>
<p>Provide a link to Transport Canada's Land use Planning document that discuss Noise Exposure Forecast Contours (NEF's)</p>	<p>TP 1247 E Aviation - Land Use in the Vicinity of Aerodromes</p>
<p>Commitment to hold a community meeting Silverthorne Collegiate.</p>	<p>Planning underway, details to be confirmed once finalized.</p>