



# CENAC Minutes

**Date:** June 21, 2017 at 6:00 p.m.

**Location:** Airport Emergency Support Centre (AESC), 2935 Convair Drive, Mississauga

**Chair:** Robyn Connelly, Director, Community Relations, GTAA

**Committee Member Attendees:** David Bishop, Mississauga Resident  
Chris Fonseca, Mississauga Councillor  
Michael Ford, Toronto Councillor  
Charles Gonsalves, Brampton Resident  
Brad Green, Brampton Resident  
Jeff Knoll, Halton Region Town Councillor  
Laura Mace, Toronto Resident  
Tina Rizzuto-Willan, Mississauga Resident  
Johan Van T'hof, Toronto Resident

**Regrets:** Vincent Crisanti, Toronto Councillor  
John Davidson, Halton Region Representative (alternate)  
Pat Fortini, Brampton Councillor  
Colleen Goodchild, Region of Durham  
Craig Van Spall, Mississauga Resident

**Technical Members Attendees:** Greg Nicholl, Transport Canada  
Leslie Calhoun, NAV CANADA  
Colin Novak, Akoustik  
Brad Wadell, NACC

**GTAA Staff:** K. Bochan  
C. Woods  
D. Gray  
M. Belanger  
K. Hanford  
L. Barrett  
S. Kassam  
T. Philos  
H. Marshall, VP, Stakeholder Relations and Communications

**Public:** Approximately 50 people attended

**Secretariat:** I. Pringle

**Attachments Presentations:** CENAC Information Update  
Development of Toronto Pearson Construction Communications Protocol  
2017 Community Outreach & Consultation Timeline

**Next meeting:** Wednesday, September 27, 2017 at 6:00 pm

## TRANSCRIPT OF MEETING

### Note:

The meeting minutes or record produced from this meeting is a verbatim transcript of the discussions of the June 21, 2017 meeting.

Presentations provided by the GTAA can be found [here](#). Comments during and following the presentations are assumed and may not be an accurate reflection of the current operating procedures of the GTAA.

The action items resulting from the previous meeting can be found [here](#)

Item	Details	
<b>1.0</b>	<b>PRELIMINARY ITEMS</b>	
1.1	Welcome and Roll Call	Kathy Bochan
1.2	Approval of Agenda	All Members
1.3	Review and Approval of April 19, 2017 Minutes	All Members
1.4	Matters Arising from Previous Minutes (Action Items)	Robyn Connelly

### Jim Faught

My name is Jim Faught. I'm from LURA Consulting. I'm your independent and neutral facilitator tonight. My role is to facilitate tonight's meeting and more importantly during the comment and question period. Some ground rules will be identified at that time but I'll turn it over to Kathy for a roundtable of introductions of the Community Environment and Noise Advisory Committee.

### Kathy Bochan

Hi everybody, and welcome. Before we begin I just want to point out all emergency exits in case we must leave the room for an any reason. The first exit can be found to my right just behind where Jim is standing and the second emergency exit can be found at the back of the room behind me. In case of emergency please use any of these exits and then proceed to go to the right to exit the building. Thank you.

Welcome everyone let's begin introductions starting on my right. Regional Town Councillor from the Regional Municipality of Halton, Councillor Knoll. David Bishop, Mississauga resident representative, Toronto Councillor Michael Ford, Tina Rizzuto-Willan resident representative of Mississauga, Johan Van T'hof, resident representative from Toronto, Laurie Mace, our new CENAC member representing Toronto. Welcome Laurie today is her first meeting. Gregory Nicholl from Transport Canada, Leslie Calhoun from NAV Canada, Robyn Connelly, Director of Community Relations and Chair of CENAC, Hillary Marshall, VP, Stakeholder Relations and Communications, Michael Belanger from Aviation

Services, GTAA, Councillor Fonseca from the City of Mississauga. We also have Brad Green representing residents of Brampton, Colin Novak, acoustician, technical member and Charles Gonzalez, representing residents of Brampton. Lila Barrett Aviation Services GTAA, technical member.

Welcome. We will now begin our meeting. Over to the Chair Robyn Connelly.

### **Robyn Connelly**

Good evening everyone. Thank you very much for joining us on this summer solstice. It's one of our very few beautiful evenings so thank you, your time to come out and join us. As we work through the hiccups this is a new space so thank you for all your patience.

Before we get started, I see some new faces who may not have been to a CENAC before and I just wanted to quickly run through what you can expect from the meeting today.

As you know, this is the Community Environment and Noise Advisory Committee. It is a forum for discussion between the community and the GTAA about matters related to noise mitigation of aircraft noise in the community and the operation of the airport in an environmentally responsible manner.

As you saw from roll call, the committee is made up of elected officials and residents from Mississauga, Brampton, Toronto and the regions of Halton, Durham and York. Representatives are appointed to represent their community through each municipality's public appointment process.

The committee also includes technical members representing Transport Canada and NAV Canada and an airline representative from the National Airlines Council of Canada. GTAA technical staff all who provide advice and support and insight with me.

This is one of our quarterly CENAC meetings and for those attending for the first time, here's how we run the format.

After introductions, the committee will work through outstanding items on the agenda and then move to formal presentations. We do have two presentations on the docket this evening; one is an update on development of our new construction communications protocol and one is an update on some of the noise management studies work that's going on at this time.

At that point we'll wrap up at about 7 o'clock and that turns over to the public for a question and answer period. We ask that any time a resident has a question or a comment that you please go the microphone and state your name and where you live. That's it. With the formal piece over I want to hand over the mic to Hillary Marshall for a brief word of introduction.

### **Hillary Marshall**

Hi everyone. Nice to see you all again. I see some new faces here so welcome to CENAC. I sit on the management team at Greater Toronto Airport Authority. I just wanted you to know that since we last met at CENAC we've obviously been out and about. It's been a long journey to come to your town halls. We had a very large town hall meeting in Etobicoke to start our workshops and you're all invited to participate in the workshops that are taking place around the region. We've certainly been receiving a lot of letters from many members of the community so I wanted to acknowledge that we're hearing

you. We invite your feedback. We're going to get into some presentations tonight about the consultation process as well as our construction communications approach. We're really starting to rethink how we communicate about construction projects. Our commitment is to be here to answer your questions afterwards.

I'll pass it back to Robin.

### **Robyn Connelly**

Thank you Hillary. Before we start with presentations let's take care of the formal matters of business. Can I ask for approval of tonight's Agenda? Can I get a mover and a seconder from the committee? Brad David. Thank you very much.

Also can I get approval of the Minutes from the April 19<sup>th</sup> meeting. For those of you who are familiar with our Minutes we did post these Minutes as a direct transcript from the last meeting. Can I get a mover and seconder for those Minutes. Brad and Charles, thank you very much. Actually, Charles you can't approve them because you weren't at the last meeting. Councillor, thank you.

I will just also note that there were some follow-up action items out of the last meeting. There were a number of questions from the community and we did respond to that and they are all available on our website. If anyone saw anything outstanding or had any further follow-up please do let us know.

We'll get started with our regular section for committee and operational updates from the GTAA. Lila, I think you're going to give us an update from Aviation Services.

## **2.0 Regular Items**

### **2.1 Committee Information Update**

- Aviation Services
- Environmental Services
- Community Relations

Lyla Barrett  
Derek Gray  
Cynthia Woods

### **Lyla Barrett**

Thanks. We have an update on our night flight operations to date. For those of you who don't know, our night flight budget year runs from November 1<sup>st</sup>, 2016 to October 31<sup>st</sup>, 2017. We have an approved budget for 18,204 aircraft movements so that's a combination of arrivals and departures for that time. Between November 1<sup>st</sup> and June 14<sup>th</sup> we have had 10,073 movements. That's an average of 44.6 aircraft movements a night. That's 55.3% of our budget that's been used.

Just a quick update on investigations that are going on in terms of night flight violations. We're looking at 68 night flight potential violations from November 1<sup>st</sup> to February 28<sup>th</sup> and 41 potential procedure violations from November 1<sup>st</sup> to June 14<sup>th</sup>. Those are currently being investigated within my department, Noise Enforcement, and for the night flight investigations generally about 20% of those will likely end up with Transport Canada for further enforcement. Questions?

**Robyn Connelly**

Then we'll call upon our colleague, Derek Grey from our Environmental Services Department. Any updates from you Derek?

**Derek Grey**

No significant updates since the last meeting, however, I would like to redirect everybody to the website. There were some people who were asking questions at the start of the meeting. I did not get a chance to get to you. Any questions related to air quality, come see me.

**Robyn Connelly**

Over to Cynthia Woods for an update from the Noise Management Office and the Community Relations Team.

**Cynthia Woods**

I have an update on the noise monitoring terminals that are being installed as part of the 2015 NMT Review. We were installing eight NMT's throughout the GTA in addition to the 17 that are already in place. At this point we have installed two NMTs; one in Oakville and one in Halton Hills. We have two more going into the City of Vaughan this week and the remaining four, two in Toronto and the City of Mississauga will be coming later in the summer. Are there any questions?

We've got the NMT Review presentation on where they're all going on the website. I can give you the link.

**Councillor Knoll**

Can I just ask you to clarify for the purposes of the members of the audience what we talked about just before the meeting in terms of the timing of the commissioning of the NMTs in Oakville and Halton Hills please.

**Cynthia Woods**

Sure. We do have it installed however, we still need the connection and that will mean that they can appear in Web Track and in our noise system. We do have SIM cards that need to be placed in those NMTs and they have to be programmed and we have to make sure we've got the proper ones. We are having an issue with those SIM cards but we expect we'll be resolving that very soon.

**Councillor Knoll**

As soon as in a few days as opposed to weeks, right?

**Cynthia Woods**

That's the hope. We think it'll be a few days, yeah.

**Councillor Knoll**

Where can information on Noise Monitoring Terminals and the review be found?

**Cynthia Woods**

torontopearson.com under CENAC we have presentations from all previous meetings so you'll see on there that there was a review of the Noise Monitoring Terminals and the final report. We also have a noise monitoring section. When you go to the Noise Management section you'll see Noise Monitoring. There's a whole communications piece about the review, noise monitoring itself and links to the presentations.

**Unidentified Male**

They're all there?

**Cynthia Woods**

Yes. They're all there.

**Robyn Connelly**

Just before I hand the mic over to Johan, for anyone who is attending tonight if you have signed up and given us your email we do make a list of action items to follow-up on after a meeting so I've made note for example we'll follow-up and make sure to send out the link to where to find all that material.

**Unidentified Male**

The Minutes, did you post them on email?

**Robyn Connelly**

They are posted online.

**Unidentified Male**

[Inaudible]

**Robyn Connelly**

No we didn't.

**Unidentified Male**

[Inaudible]

**Robyn Connelly**

We do post them one week before every CENAC meeting.

**Unidentified Male**

[Inaudible]

**Robyn Connelly**

We can explore that, sure.

**Johan Van T'hof**

Cynthia, I'm just wondering if you have any sense of what you'll do with the data that you collect from the Noise Monitoring Terminals. Maybe this is to Collin as well and maybe I should ask you that first because we did do this for three months and I sat on the subcommittee. We were astonished by the results that the number of complaints was inversely correlated to the number of movements in the noise, inversely correlated, and that really surprised us. I'm just wondering if [inaudible] with the data.

**Cynthia Woods**

Right now we produce basically ad hoc reports upon request. Part of the Noise Management and Best Practices review is exactly that – looking at noise metrics, noise reports to make sure that it's meaningful data we're providing to people and not just a bunch of numbers. That is part of the review is to have them come back with some recommendations on what would be best for reporting.

**Robyn Connelly**

That is the end of our formal proceedings as part of the meeting and we'll call upon our first presenter of the evening which is our Director of External Communications, Scott Armstrong who will be giving us an update on the development of our construction communications profile.

**DISCUSSION ITEMS**

Update: Development of Toronto Pearson Construction  
Communications Protocol

Scott Armstrong

**Scott Armstrong**

**Presentation: Development of Toronto Pearson Construction Communications Protocol**

The full presentation can be found [here](#).

**Georgetown Resident**

I'm a resident of Georgetown, Ontario. I was unable to attend the last CENAC meeting but I've been at a few others beforehand. I'm on Record, in the Minutes, asking the GTAA to notify Michael Chong, my

Member of Parliament, to notify my town and the elected officials. I was here, I was informed that the construction I think it was in the fall or the early winter. In the Minutes it had said that the GTAA was going to do that. My understanding, what I understood, would I attend the town hall, that was the 400 people, in Silverthorne Collegiate. Orson indicated that his office received his notice I think on March 28 at three in the afternoon. My town hall clerk's office received notification on March 27<sup>th</sup>. I asked in that fall/winter CENAC that we give due notice and it was promised that that was something that they could do. That's in the recordings there.

So if the construction starts on March 28<sup>th</sup> or so, and I had advocated beforehand and the GTAA had agreed to that, this was a known issue many months ago and it was agreed to a timeliness of communication many months ago. To have the GTAA notify my clerk's office on March 27<sup>th</sup> is not ample time. I see that you're learning from that but I'm going, the public asked for this information. I knew on a limited basis because I was here. This was not a surprise. This was a request and an agreed upon response by the GTAA to fulfil that. This was not a surprise but for the MPs to get something on March 28<sup>th</sup> at apparently 3 p.m. in the afternoon the day of construction, and I think Borys was on record at a previous CENAC meeting indicating that.

I don't understand Metrolinx and Toronto when we had a member of the public ask for it, and it was agreed to, that timing location on March 27<sup>th</sup> a day ahead for Halton Hills and the same day for whoever Borys is, I think it's Etobicoke is not sufficient. That shows me that this was actually planned and potentially intentional to delay that communication.

**Hillary Marshall**

Thanks for your comments. Obviously it wasn't intentional. We didn't set out to miscommunicate about the construction period and certainly, I think as Scott has attested to, we have some lessons that we've learned and I'll take it that an ample 30 day notification period, in fact, maybe more if we can manage it based on the timing for mail outs by elected officials can be more than a month. We'll do our best to make sure it's 30 days but I think as much as we can we'll make it ever further out.

**Georgetown Resident**

I would actually appreciate through dialogue and response to community input as opposed to results need to happen [inaudible] question period. Thirty days, what was it, December, January, February, March. Everyone knew about construction for four months is unacceptable.

**Hillary Marshall**

That's totally right. It's a fair comment.

**Georgetown Resident**

This does not show respect [inaudible] and Transport Canada has [inaudible]. This continues to show that the GTAA is not being a good neighbour and fulfilling its mandate.

**Scott Armstrong**

Any other questions or comments?

**Georgetown Resident**

Can I have a response from Greg please?

**Greg Nicholl**

Yes sir. I missed your name.

**Georgetown Resident**

My name is [asked not to be identified].

**Greg Nicol**

Thank you. We will take that information back and pass it along.

**Georgetown resident**

I would like action and reports on this.

**Greg Nicol**

I will bring the information back.

**Georgetown resident**

Thank you very much.

**Scott Armstrong**

Yes sir?

**Dave Inch**

Dave Inch from Oakville. Interesting that you would point out that you talked to Metrolinx and Toronto but you're an airport. It would make sense to contact other airports and see what they do in terms of community information in the way that they do the construction projects as well.

The other point that I had here was perhaps an additional group that needs to be notified are groups like [inaudible] and sort of the recognized political groups around the airport here to be included in that notification.

**Scott Armstrong**

Any other questions or comments at this time?

**Les Visalaini**

My name is Les Visalaini from Alderwood. I'm just wondering for your Plan B. I understand weather comes very quickly but how much of that regular advance notice would you give for other issues and could you itemize the other issues.

**Scott Armstrong**

I mean we could put in probability. Obviously weather is the biggest variable. I think that's a fair and reasonable statement for most people. What I was trying to explain is Plan A would be the ideal situation if all conditions are equal and everything goes exactly to plan. Plan B would be if it doesn't go exactly to plan, what is the impact that we're looking at.

**Les Visalaini**

So what would the advance notice be then? Would it still be 30 days or would it be less?

**Scott Armstrong**

Yeah, that's what we're suggesting; that we put both Plan A and Plan B up at the same time.

**Hillary Marshall**

I think one more element we'd love your input on is types of communications because we advertise but maybe not everybody looks in their local papers anymore. Maybe a show of hands – local newspapers? People still looking at them? No? Major daily newspapers? Still about the same. Interesting. Social media? About the same. Email? Social media?

**Unidentified Male**

Can I ask a question? [inaudible] that this gentleman requested, why are you so concerned with local mailings for? You can't even get the basics down like months in advance. [inaudible] you have email. You have [inaudible] emails. Why wasn't that done? So asking these questions makes no sense. Can we just move on to the next thing.

**Unidentified Female**

I do have a suggestion. [inaudible] noise and the construction happened many people in my community group said, 'Why didn't they put a flyer in my mailbox?' That was the most common basic, 'Why didn't they put a flyer in my mailbox?' They didn't say, 'Why wasn't it advertised in the Etobicoke [inaudible] or why didn't I see it on social media?' It was, 'Why didn't they put a flyer in my mailbox?' So I think that would be effective because a lot of the other forums are not as viewed as [inaudible] as flyers in the mailboxes.

**Hillary Marshall**

Okay. Thank you.

**Unidentified Female**

I think the issue is of course communication but communication on many levels. I think that most of us here our issues becomes that those who live under flight paths should be given the same consideration as passengers and we are not. That is the issue. There's a common... since I've been here for two and a half years, there's a common thread and it seems to be that noise mitigation and noise impacts are very lowdown in planning, in renovations, in anything that happens at the airport, the focus is on passengers and airlines. It is not on citizens in Toronto and that's the underlying issue – the respect with which citizens of Toronto are treated in these issues.

**Unidentified Female**

Just a comment. That to use a local newspaper could have been a good idea but it didn't happen. I check The Guardian every week. It didn't happen. It hasn't happened since. There's been nothing about any of the [inaudible]. It would be a good place to do your advertising, or if you wanted to write a comment, it would be nice.

Also, please don't think that everyone uses Facebook. You have to use something other than social media and Facebook all the time.

**Hillary Marshall**

I think that's totally fair and what we're hearing is that we need many types of communication out to the community in order to make sure that people, no matter how they receive the information, are able to get it. Thank you for your comments. We're going to take that back into our planning process.

**Robyn Connelly**

**DISCUSSION ITEMS**

Update: 2017 Community Outreach + Consultation Timeline

Robyn Connelly

**Presentation: 2017 Community Outreach + Consultation Timeline**

The full presentation can be found [here](#).

**Public Comments (begin at 7:00 p.m.)**

**General Public**

**Jim Faught**

If you could come to the mic that would be best. Introduce yourself.

**Parooth**

My name is Parooth. My first meeting here. I'm looking at these numbers and call me an idiot but what is the threshold for saying these complaints are too many? Do you have a threshold for any of these things or is it just more like we will study or we will sit and talk.

**Robyn Connelly**

Every complaint that the Noise Office receives, and there are number of ways we do receive noise complaints, there is a form online, there is the web track mechanism, you can call or you can email us. Every complaint that we do receive is investigated and analyzed. It is to make sure the plane was flying according to procedure. If in any instance, it wasn't which honestly happens very, very, very rarely, I can't myself think of a recent example, then it is logged as a complaint and we do follow back up with a resident if they do ask for that information to let them know what the procedure was or what was impacting them but as long as it was flying according to procedure, that just gets logged as a complaint.

**Unidentified Male**

Do complaints increase year over year?

**Robyn Connelly**

That's an interesting question. Yeah, generally complaints do... they have been increasing. I think it is an important piece as well is of course the number of callers who are also complaining. In the past couple of years the number of people who have been calling and making complaints has stayed relatively about the same number. It's worth noting though that while we have, for example, perhaps 900 people who complained in 2015 and then 900 people who complained in 2016, it's generally 500 to 600 new people so it's not always the same people so I don't want to suggest that it's the same people. We do expect [inaudible] on the slides here. We obviously did get a number of complaints and concerns in and around the construction that was happening over the spring and we have had a hard time keeping up with that. There have been a lot of call backs to residents as well so a big thanks to the team for all that follow-up. These stats are probably going to change once we finally are able to close that out. It should be by the fall but we do expect of course to see a number of new callers to go up this year.

**Unidentified Male**

So that fact that you cannot bring that number down means you are not being effective.

**Robyn Connelly**

I suppose that's an interpretation. One of the most important things...

**Unidentified Male**

[Inaudible]

**Robyn Connelly**

The number of people who call often call once so it does suggest that sometimes they get the information that they need to understand an operation. I think the fact that...

**Unidentified Male**

I mean the fact that your population isn't increasing as big as your complaints and the complaints are increasing means we're not being effective and if you're not being effective, what's the point in these meetings, right? That's the point of indication – you want to bring it down.

**Tina Rizutto-Willan**

There's a number of factors. The number of movements have increased substantially so we have more frequency out there. The number of weather issues increased substantially as you appreciate living in this area and I get your point but it's not as simple as saying, 'Look, it's going up. You're not doing a good job.'

**Jim Faught**

Let's move on to the next comment or question.

**William Ho**

Hello. My name is William Ho I'm a resident living in Markland Woods. I live in Markland Woods community more than ten years. Before I moved to Canada I was air traffic controller working at Beijing International Airport. I also engaged in the airport development and the new ATC tower, new runways, radar stations, whatever. Now I'm working with City of Toronto. I'm an engineer doing some [inaudible] management. First of all, you mentioned that Pearson Airport is the best airport. I totally agree, however, in terms of location I don't think it is the best location because it is a core area, a centre area of the GTA, surrounded by many cities and towns – Toronto, Brampton, Mississauga. You have very limited room to do the redevelopment. Also each city in the GTA is growing so I think sooner or later this conflict cannot be resolved. I'm not sure whether any party consider a second airport and relocate some aircraft to the new airport. This is my one advice.

The other one is I'm now working with the City of Toronto doing some road rehabilitation and as I mentioned, I know airport we have the same program because both Pearson Airport and the Toronto roads they were almost developing same period of time [inaudible] now is the time to spend a lot of money to do the rehabilitation. That's why we can see many construction and reconstruction in the future.

Why are they going to spend more money on [inaudible]. Sooner or later we will know this conflict cannot be solved so why not spend this money somewhere else – on a second airport? I'm living in Markland Woods for more than ten years. I cannot see the aircraft noise be improved even though you said you have many medications [?]. I agree. I know you are doing something but the air traffic flow keep growing so every year can view that the noise become higher and higher. Even some east/west will have more impact if you run the north/south. I know you are going to try to study, evaluate [inaudible] operation to more north/south. Even now, east/west I can feel more and more noise because aircraft

make a sharp turn to pass my community but I haven't sent any complaint later. I understand you guys. I don't want to give you a hard time. [inaudible] I haven't said any complaint. I know in my community many residents be patient with that but I can tell you that if I cannot see any improvement I think it become worse and worse.

When you consider the [inaudible], please consider seven issues. I sent a letter to you. I don't want to waste everybody's time. Just quickly. Why is... you just now evaluated the noise but nobody talk about the safety risk and pollution because in the day time most people go to work. We have a lower risk than in the night time, afternoon [inaudible]. We can see the airport just past my house. I can see the pattern [?]. I can smell that [inaudible] air. Markland Woods too close to airport, only two kilometres. I don't see that as a proper location to build community if that is the majority runway operation direction. This is one thing.

The other one is the runway distance between each other on the north/south much narrower than east/west, only one kilometre. I'm not sure whether that made the IKO [?] standard for independent [inaudible] approach. One [inaudible] was three metres... sorry, one kilometre through to three kilometres. That's too narrow. I think that this should... more than two kilometres can run by independent approach but now I can see [inaudible] when an airport run north/south operations, the aircraft running parallel. This is very... [inaudible] higher risk [inaudible] for example and there's a strong [inaudible] do that but if you permanently check [?] the operation mode [inaudible] any consulting company do any safety assessment for the operational change.

Number three is community planning and zoning [inaudible] issue. In the beginning, one airport be developed [inaudible] neighbourhood developed which is based on the east/west direction. You can see the map along east/west be a certain distance. None on there show a neighbourhood would develop [?]. There is a highway or an industrial zone or commercial zone or 401 something. Markland and the neighbouring area is the closest community to airport, only two to three kilometers. If you check the total [inaudible] mode I don't think Markland Woods is a livable community. So that is number three.

Number four is even east/west operation we know take [?] more noise because I can see that the departure and the approaching mode has been changed. Most aircraft make a sharp turn right after the departure so we can still, no matter what kind of operation mode, we take that noise but nobody knowing this. [inaudible] didn't share the traffic with them. Actually we share almost every traffic, every day, every hour, we can hear the noise.

Sometime in 2015, the accident, I'm sure if maybe in 2015, there was Air France has accident and the burn their airplane. All the communities... the smell, it's very scary for us. If they do something wrong... as a first landing [inaudible] of our community, many people will be killed. So be careful of the safety again. So far, I cannot hear anybody mention safety assessment.

### **Jim Faught**

There's other people waiting. Your points are great.

### **William Ho**

Almost done, almost done. The last thing is some time make argue [?] because the east/west and north/south between the communities is not a good responsible strategy. Better again... this conflict is

hard to resolve because of location. So the best way, sooner or later, you got to consider a better location for the second airport.

That's all. Thank you.

**Ryan Enright**

Good evening Panel. I was not an air traffic controller in a previous life so I'm not nearly as qualified to play airport. My name is Ryan Enright. I am the President of the Sherway Homeowners and Rec Association. I've been in the association for over 40 years and we are just adjacent to Alderwood to give you a reference of where we are located.

I was hoping we could flush out the relationship between NAV Canada and the GTAA from the slides. This was my question coming in so it's very convenient that the slides came up about that relationship. My understanding, and please interrupt me if I'm wrong here, NAV Canada manages the traffic and flow of inbound and outbound traffic, selecting runways based on the GTAA's preferential runway system and how that aligns with safety and other factors that were sort of glossed over.

Can somebody expand on what those factors are that the GTAA is giving NAV Canada to select the runways?

**Robyn Connelly**

Weather, winds.

**Ryan Enright**

Weather, winds, so all in the interest of safety and so on. So those are the criteria. Is NAV CANADA beholden to the criteria that the GTAA give NAV CANADA to select the runways? Does NAV CANADA decide or does the GTAA give a playbook to NAV CANADA and NAV CANADA just decides.

**Tina Rizutto-Willan**

I think there's a quick differentiation. The first criteria would be safety at all costs. That wouldn't be the GTAA telling them that.

**Ryan Enright**

So safety is paramount.

**Leslie Calhoun**

Right.

**Ryan Enright**

The safest runway.

**Leslie Calhoun**

Well, it's not just the safest because that would mean we're all safe most of the time. We select [inaudible] all the time.

**Ryan Enright**

All runways, all the time?

**Leslie Calhoun**

[inaudible]

**Ryan Enright**

And some are safer than others? They are all equally safe.

**Leslie Calhoun**

They're all safe.

**Ryan Enright**

So safety is irrelevant on your runways because they're all equally safe. Help me out here.

**Leslie Calhoun**

Weather permitting.

**Ryan Enright**

So weather change.

**Leslie Calhoun**

We select the runways, we consult with the GTAA. What we're talking about with preferential runways, there are certain times that certain runways are preferred, such as night time, any noise abatement procedures. We take into account weather limits on certain approaches so it's not just the runway to consider, it's the approach; so they approach the [inaudible] guidance system for the aircraft.

You talked about earlier construction and the number of, not just major construction projects, but sometimes there are even ground based flow considerations when the taxiways is closed and things like that. We talk to the airlines and the GTAA every day and make those decisions based on demand and our capacity what runways we'll be using.

**Ryan Enright**

Okay. Thank you for the clarification. I just was concerned that the tail was wagging the dog where GTAA was given criteria and NAV CANADA was selecting based on... dictating which runways were used.

My question is with noise abatement obviously being a part of the factor with the selection of runway, with the GTAA's potential future noise mitigation measures trump NAV CANADA's selection of the safest runway choice. So my question is if a runway is 10 out of 10 for safety, an another runway is 9 out of 10 for safety, but this community needs to get plans overhead for noise respite that that runway will be used; that there would be sub-optimally safe runway being used. In the interest of public safety I am very concerned. So it will always be the safest?

**Leslie Calhoun**

Yes.

**Ryan Enright**

Okay. Thank you for your time.

**Tina Rizutto-Willan**

I think it's important to remember too that the initiatives that are going on, the preferential runway system was established in 1972 and is currently being reviewed.

**Kathleen Olden Powell**

My name is Kathleen Olden Powell and I'm an Alderwood resident.

This is my first meeting so please excuse the naivety of my question. Perhaps this may be something that's been discussed at length previously so if I'm rehashing old material I apologize.

To preface, first of all, from whence my question comes. I'm a respiratory therapist and I'm a registered Member of the College of Respiratory Therapists of Ontario so I'm a health provider and have been for 37 years so my question comes from those roots.

I'm wondering as we speak of noise and we speak of the inconvenience of noise is one issue but I'm speaking of this from the health side of noise. This is a strong place of where my interest in this comes from as a resident of Alderwood and I've been a resident of Alderwood... I sat and calculated it... for 29 years. I am one of those people that if you ask the people who take the complaint calls they will say, 'Yes, we know her and we know her well.' I've called in over the years but my complaints rose dramatically during the construction. This is a health issue and I'm curious to know, please, what research has been done on the outcomes of noise. I did a very quick, a very quick and cursory PubMed search. PubMed is the database that is used primarily for health searches if you're going to database search.

A very quick and cursory search on aircraft noise, so not even just traffic noise, party noise, any noise – aircraft noise – revealed that there is increased risk of heart failure, hypertension and depression in

separate studies. That was, as I say, a very quick and cursory search prior to this meeting. I'm wondering if I actually have the time to delve it into it deeper what I would have found if I could have searched further.

We also know that when sleep is disrupted that the impacts on health are dramatic and if you take that along to safety; you disrupt sleep and you put people into cars and have them drive to work, they become dangerous behind the wheel of a car. If they are driving for the purposes of their work, so they are driving a truck, they're driving a snow plow, they're driving a salt truck, they are dangerous in their work if they are sleep deprived and we know that that kind of noise is disrupting sleep. It's a huge safety issue.

If you can please tell me what sort of research has been done to date on the impact of – we're talking about mitigation of noise. If you can please tell me what research has been done for the purposes of the impact on health so far so that we can know how this has been investigated. I have very, very serious interest from my work side of my life but also personally... the construction... I deal with two really chronic illnesses and the construction nearly did me in. I have not recovered yet from the sleep deprivation because sleep is really important to my health and I'm not back... I'm barely back on my feet. If this happens again I will either need to move or I will need to take extended sick leave from my work. I don't want to have to leave my work. I don't think you'd want me to be out of my work. I do really good work at what I do.

If you could please tell me what's been done to research the health effects of this I would really appreciate it. Thank you for your time.

**Robyn Connelly**

I thank you very much for your thoughtful comments.

The last major study from Health Canada was from 2010 so that is quite a while ago. I think that is a really interesting question for this committee to take back as the Community Environment and Noise Advisory Committee for the GTAA and to explore and going back to Health Canada and understanding what, as the jurisdiction for Canada, what they're doing to better understand the human health impacts of aircraft noise and whatever we can do to assist with that I think that that is long overdue for us to go back and [inaudible] a good piece of advice.

**Jim Faught**

Thank you.

**Georgetown Resident**

I'm just saying while we are looking at that can we have Transport Canada re- implement the night flight ban and let's see how that goes [inaudible]. I'd appreciate if Transport Canada can re-implement the night flight ban and let's see how we do. [inaudible] we have been unsafe for years. Transport Canada, please look after us. Implement the night flight ban. Restore it please. [inaudible].

**Jim Fought**

If you have comments, come to the mic please so it can be recorded as part of the meeting.

**Leslie Vislany**

Leslie Vislany from Alderwood. Just a quick question. Would there ever be any modifications of the noise management roles and suggest mitigations if there's any degree of privatization in the future?

**Hillary Marshall**

Sorry, your question is whether or not...

**Leslie Vislany**

Would there be any modification of the noise management roles and the suggested mitigation of noise if there's some degree of privatization in the future.?

**Hillary Marshall**

For everybody's benefit, the Federal Government is exploring ownership models with respect to airports in Canada, the largest airports, and I think that's what the gentleman is referring to.

In the limited research that we've done looking at airport ownership models around the world, the airports that... and there's many different models. Some are fully private and sold like Heathrow. Some are leased in concession models in Australia. They all have responsibility for noise abatement, noise monitoring and noise offices. I think all of these airports have responsibility to their communities for managing noise.

**Leslie Vislany**

I think some of those degrees of safety and noise management might be changed with JFK because of clearing of regulations by Trump.

**Hillary Marshall**

JFK is municipally owned. All the US airports are municipally owned, just so everybody knows.

**Johan Van T'hof**

Hillary, may I offer something? I was a privatization partner, Price Waterhouse Coopers, I've done about 60 of them, including 15 airports in about five countries... well 25 total in terms of electricity and water.

In privatization models you do four things. You design licence policy which is what is the utility or the service to provide and how are they provided? Are they the default supplier and so forth.

The second you do is pricing policy. How are prices set particularly in the context of monopoly. They're a tricky thing to do but generally you have regulators who set prices so you'll get monopoly prices.

Third thing is safety and standards and that's exactly where this comes in is that this would be you have a regulator who would provide precisely what the safety and the standards and the community role would be.

The fourth is sustainability because many infrastructure projects around the world [inaudible] and you get a failing.

Hillary is exactly right. When you privatize, you privatize the ownership. You privatize the financing. You privatize management and the construct of it is those four things... licensing, pricing, sustainability and safety.

If you want to talk further I'd be happy to give it to you but this concept of involvement in the community has evolved over the last 20 years and it's now forefront in any of those models. But you're welcome to come talk to me.

**Jim Faught**

Thank you. Is there other questions?

**Miguel**

My name is Miguel. I'm from Alderwood. My question is to Transport Canada. I believe somebody mentioned that the preferential runways haven't been changed since 1972.

I'd like to know why and what has been done to make sure they don't get changed because I know that a lot of people have done planning around these preferential runways so what has been done so they don't change and why do you think changing them will be better?

**Tina Rizutto-Willan**

I'm a resident of Mississauga. I'm not part of the GTAA. I'm a citizen resident but I've been here for 17 years on CENAC and I've asked for 17 years for a review because anything that was put in place before I was around should be looked at because what's going on around our airport as far as growth, as people have mentioned here, what we're operating right now doesn't reflect what we're dealing with presently in 2017.

**Miguel**

As far as I understand it, there are contours that have been published and they were circulated to the communities around and some of them respected them, some of them didn't so why should the ones that respected them be affected by the ones that didn't?

**Tina Rizutto-Willan**

I'm not sure what you mean by contours.

**Miguel**

Maybe you guys can pull out the contour map and explain it because I think there's a lot of confusion around that as well.

**Robyn Connelly**

The airport has an Airport Operating Area which is the land use planning that's part of our noise management program and so the AOA is entrenched in the planning of the municipalities surrounding the airport and so really any of these ideas that we might explore about how we use runways, if there's any opportunities to offer respite, it can't change the AOA. We can't change the contours. We would go out of the AOA.

**Miguel**

Would you say the contours are based on those preferential runways since 1972?

**Tina Rizutto-Willan**

No, no. The contours are based on what we fly all the time. With preferential you have to think of frequency; how often someone is using one runway. That's preferential.

**Miguel**

Right. But I think that that whole contour thing is a little bit lopsided. This sharing idea that could affect those contours because as you can see from the construction program there was a lot more complaints that came from different directions than where they usually are.

**Tina Rizutto-Willan**

Absolutely. It won't change the thresholds of what's happening, whether you've got one flight coming over Alderwood but what happened was you then got 35 flights. That doesn't change your contour. It's still the same noise threshold.

**Miguel**

So maybe my question is then to NAV Canada because I'd like to understand what the contour means and what's being done to actually make sure that GTAA and NAV Canada is actually abiding by the contour itself; that you're still staying within those boundaries.

**Robyn Connelly**

Again, the scope of the study of the preferential runway system is just sort of an opportunity to go back and validate that. The intent of the preferential runways is that, when possible, safety of course being the pre-eminent factor and then weather, but when possible, we prioritize using runways that fly over the least amount of people in the night time hours.

Since 1970 obviously the city has changed a lot and so it's just an opportunity to go back and validate whether our current system is appropriate, whether that should be changed, or how it could be to ensure that it flies over the least amount for some respite for people at night and certainly just to get back to our other point, any of these changes that we are exploring are firstly they are part of the consultation protocol as part of airspace change so there will be full consultation in the fall, your opportunity to give your feedback on that.

As well, the preferential runways are actually a change to the Canada air pilots so we would also then have to submit that to Transport Canada. There are many opportunities for input and to learn what we're exploring and how that might work and how that might impact you.

**Miguel**

Are there controls in place to make sure that those contours are maintained because I mean this is what is circulated to the municipalities around us, do you know what I mean?

I have another question. How well is GTAA and NAV Canada really performing in accordance to those contours because they are kind of forecasters to where noise and complaints should be coming from and there is no actual correlation to say, 'Hey, you know what? We are actually violating contour 20 or 30 or whatever it is. Because I really don't understand it. I was given the contour maps by a real estate agent and said, 'You're safe. Here it is. This is what it means.'

**Robyn Connolly**

Colin, can you maybe address some of the factors that go into the noise exposure/.

**Colin Novak**

[inaudible]

**Miguel**

No, not really. I have nothing to go back and dispute.

**Colin Novak**

I think what they're referring to are the NEF/NEP contours. Yeah, those are really a snapshot in time of what the noise impacts are due to the operations of an airport at a specific time.

I don't know when the last one was done for Pearson.

**Robyn Connolly**

It's part of our master plan.

**Miguel**

I'm sorry, no. It says Forecast. So it's not a specific time – it's forecasting into the future.

**Colin Novak**

I know that's what it says. It's actually based on the air traffic data of a specific year but it takes more than just the noise. It takes other impacts [crosstalk] things like that. But what the NEF contours are used for, or are designed to be used for, is for planning municipalities.

They'll take these contours, the NEF contours, and they'll base their planning programs of where they're put the residential, where they'll put the commercial, etc. and any restrictions.

It's also used in terms of building components when you do an environmental impact assessment for a specific area. If those houses are going to be within the 25 to 30 NEF contour there's specific conditions that need to be put into those houses as well as those houses need to be built with certain standards. From 30 to 35 those standards have to be increased. But it's the onus on the municipality to ensure that those standards are [inaudible] at the building stage and through the building inspection.

In my experience, because I do deal with this not in Toronto but in other municipalities, sometimes it gets slipped by at the municipal level. However, for most of the larger municipalities they seem to have very good control on that.

If you want to talk more about what the NEF contours mean and how they're developed I'd be happy to talk to you about it.

**Miguel**

I would like somebody to explain it in an open forum because it seems to be a lot of confusion around it and I'm not the only one that was given these things by a real estate agent.

**Colin Novak**

There is a lot of confusion and there's a lot of misinterpretation of how they're developed and how they're used or how they're supposed to be used. They're not a guideline for the airport. They're a guideline for the municipalities for a planning purpose.

**Unidentified Female**

[Inaudible] Your contours, builders have to build in code in regards to the contours?

**Colin Novak**

Yes, that's true.

**Unidentified Female**

Houses that are currently around the airport like Fleetwood, Alderwood, Markland Woods, were built in the late '50s, early 1960s to '67. So our houses are not up to code. When you go to Derry and Mavis there are signs all over, those houses technically are built to code.

**Colin Novak**

Yeah. The municipality guideline laws, it's called LU131, Land Use 131, and I think it was published and came into effect in 1977. So yeah you're right. There are a lot of communities out there that were put into place before these additional rules and regulations.

**Unidentified Female**

So now the houses at Derry and Mavis that get the planes taking off and curving over Lake Ontario, the planes are already thousands of miles up in the air. We're experiencing the planes taking off and the planes landing and they're maybe a mile up. They're not high. So how is that affecting us? So those aren't the contours? Is there a contour for the planes landing and how low they can land?

**Colin Novak**

The contour is basically those contours around the area itself.

**Unidentified Female**

What about height -- altitude?

**Colin Novak**

Most of the houses around the GTA are not at different elevations.

**Unidentified Female**

But most of the houses on the other... it's mostly commercial.

**Colin Novak**

It's relatively flat here though is what I'm saying. You don't have mountains.

**Unidentified Female**

If you go from Dixie Road all the way to let's say Mavis, that's all commercial. Those people aren't being affected.

**Tina Rizutto-Willan**

I have to say since I live at Derry and Mavis, it's a bit of a misnomer because we're being incredibly effective. You can be in my bathroom and the landing lights will reflect on my tile. We're that close. The commercial actually has been crept up upon because the Ontario Municipal Board allowed them to build houses further toward Dixie and they're still allowing them.

**Miguel**

I think that's the problem. We're in Meadowvale. Meadowvale clearly built within the contour that was existing since 1972.

**Colin Novak**

Again, that's an issue at the municipal level. If the OMB allowed for that...

**Miguel**

My question is too is how does putting the pain somewhere else so affecting more people really going to give them peace of mind because they probably shouldn't have built there.

**Tina Rizutto-Willan**

And you know what? That's the argument that we go around all the time. Absolutely. Because as a citizen, not as a person who works for the GTAA, not as someone who has pilot experience, not as someone who has air traffic control experience, I'm here to represent my city and not just my community per se because my entire city is affected and I would never look at my Brampton representatives and say, 'Uh, I don't care what's happening to you' or 'I don't care what's happening in Etobicoke' because it affects everybody.

**Unidentified Female**

You get the light. We get our houses [inaudible]

**Tina Rizutto-Willan**

Oh I know. Rockwood by far and a little bit south of that by far. I think you can talk about that till you're blue in the face that who gets it worse.

**Miguel**

My question then would be to Transport Canada. What was done to make sure that stuff like Meadowvale doesn't happen because as far as I know, they publish the contour. It goes far into the west, very, very little into the south and all of a sudden we're being asked to share the burden. Something allowed this to happen.

**Tina Rizutto-Willan**

What's done now is there's no green space left. There's no green space to build on.

**Colin Novak**

Keep in mind the contours are a municipal planning tool. They're not an airport tool.

**Miguel**

No but the commitment from the airport to the municipality saying, 'This is what we're planning to do. This is how often we're planning to fly south. This is how often we're planning to fly west.'

**Colin Novak**

That's what the contour show and then it's up to the municipality to put the residential areas in the most appropriate places. It's not always done.

**Miguel**

Right. But as somebody said it looks like the tail is wagging the dog because now we're trying to go and share so these contours will get affected because one or the other didn't do their job.

**Robyn Connelly**

All the noise modeling of any of the scenarios that are being studied right now will be tested and vetted against the NEFs, the noise contour, and the parameters of the study is that we can't extend outside of the airport operating area as well. But I think you raise a really good point that there's a lot of uncertainty about what the NEFs and all these different contours mean which I think it feels like it's a bit complicated to address on the fly here but that we could certainly commit to Colin and help us out and we could commit to making that a presentation at the next CENAC so we can have a proper informed discussion about it.

**Miguel**

Right. From my own perspective I tried to get some explanations and I received a three page email that, seriously, by the time I get to the bottom of it [inaudible].

**Robyn Connelly**

It's complicated, yeah. Colin, is certainly here after the meeting as well, but we'll commit to making that... our next CENAC meeting is in September. We'll commit to making that the presentation.

**Miguel**

My question is simple though. What's being done to make sure that we are within those contours? How do you measure against it that you're not infringing on those contours? You have contour. You say, 'Hey, City of Toronto. This is what we're planning to fly. City of Mississauga, this is what we're planning to do.' How do you measure against that somebody is not violating the forecast or what was communicated? That's my question.

**Tina Rizutto-Willan**

I would suggest you ask to look at the noise monitor terminals' data and it'll give you an idea. Maybe Colin could correlate how that data works because those monitors are put in places where the hot contours are. You're going to see the noise monitor data which is underneath... like in my

neighbourhood, it's three streets over and it's underneath the runway and it collects data for every single plane that either arrives or departs. I can look at that data and I can see exactly. Colin would have to maybe jump to NEF because it's a different process from decibels and help you understand that.

**Miguel**

I could take the data and try and crunch the data or I could stand by one of those noise contours with a whistle all day and try to skew the data but that's not what I'm trying to do. I'm actually saying, 'How do you measure against it?' I just need to have some metrics, something that...

**Unidentified Female**

[Inaudible]

**Colin Novak**

There's not an easy answer.

**Miguel**

Maybe for the next meeting we'll look at that but at some point I'd like an explanation on this contour either from Transport Canada or from GTAA. Somebody needs to explain how they're used... not how they're used. I know how they're used because they're used to communicate to the municipalities to make their developments. But then how do you keep your part of the bargain that you're not actually...

**Jim Faught**

They take your point and we'll bring that back to the next meeting. Can we have one conversation. There's some background noise and I want to make sure that we hear the question and response.

**Manny**

My name is Manny. I've also a resident of Alderwood. My discussion really was about the NEF maps. There's a lot of discussions happening and I would support having someone from this team explain NEF maps, explain the contour lines, explain Transport Canada guidelines to municipalities that do not build. You can expect that if you look at the Transport Canada document that talks about contours and what those numbers mean, they actually say that you get to a 40 you can expect mass demonstrations and public picketing in front of your buildings, under 25 not too bad, 30 do not build or if you do you have to build... so there's all these issues.

I think what the gentleman was saying was basically what's to prevent GTAA just from one day deciding to hell with that contour map, this is what it's going to look like. We're going to extend everything out because this is what we need to meet all the demand of the air traffic coming in.

Where does the buck stop in all this? But I think I'd like to see that happen at the next CENAC meeting – a true discussion on contour maps and some commitment and some education of everyone here of what they mean and if anybody is really beholden to what's on that paper right now. There's a map up there.

The other question I wanted to ask was the night flight budget. How do you do that? How do you come up with a number – 18,000? Who authorizes that?

**Lyla Barrett**

That budget is through Transport Canada. Basically the way that it grows is based on the percentage of passenger growth.

Each year it will grow by the percentage of passenger growth that we have. Transport Canada audits us on how we use the budget and how we manage it.

**Unidentified Male**

[inaudible]

**Mike Belanger**

Manny, if I could address the first part of your question and maybe address the other gentleman's question when it comes to the preferential runway review that's part of the 6 Ideas. As that is completed and the consultation is complete, whatever is decided, if there is a change that is going to be adopted it has to be packaged and presented to Transport Canada for final approval which would... there's a number of steps, it's a publicly available document on what we have to do, there are eleven steps but it's primarily focused around the public consultation phase which I would expect that noise contours would be part of that submission to Transport Canada.

**Manny**

I would support very much having a good discussion on contour maps and understanding. The night flight budget basically means get used to night flights because they're going to happen and get used to not sleeping or maybe getting a set of earplugs.

**Jim Faught**

Let's go to the next person.

**Andrew**

My name is Andrew. I'm also from Alderwood. I spoke last time. I'm just listening to everyone speaking and a lot of technical talk about these contours but my question is the term mitigation, what does it mean? Mitigation means a solution. When I look at numbers one to six up there, numbers one to four make some sense to me as far as mitigation; like technologies and technology to make the airplanes quieter, different approaches that could reduce noise in general. What I don't like is number five and six because that it not a mitigation strategy. That is here's one community that's really pissed off because they have noise. We're just going to move it over here now and piss off some other people. That's not mitigation. So I'm tired of hearing that word especially in reference to number five and six. Those are not solutions. I want to know why is HELIOS even studying five and six because that's not a solution.

I'm just going to read here, this is from the Community Noise Mitigation Suggestions which is on the GTAA website, September 2015. One of the suggestions was increase the use of runways 15L/R and 33 L/R and the assessment was the two north/south runways at Toronto Pearson have reduced capacity as compared to three east/west runways. Often the capacity level of 15/33 operations would fall below the demand of daytime operations causing significant delays for aircraft and passengers. Today, approximately 92% of the time daytime operations use the east/west runways.

There's another point here. It says, "Land use directly south of the airport is not zoned to accommodate noise levels associated with significantly higher aircraft traffic. There is a potential that an increase in traffic could mean an extension of the 30 NEF contour..." which my understanding is significantly noisy, that contour, "... into this area which incompatible with residential land use."

Why is it even being considered? It shouldn't be up there. Please remove it. Do not consider it.

**Tina Rizutto-Willan**

I can tell you, just to answer you Sir, that the reason four and five are up there is because the influx of community members who came to us over the last maybe six years, five, six years who said, 'You need to share the noise.' That's what they said to us and I'll tell you that I am from a neighbourhood that receives 48% of all operations. I receive all night time operations and my neighbourhood as much as you deserve, deserves as well respite.

**Andrew**

I can see where you're coming from but see what it does right away is it pits people against each other.

**Tina Rizutto-Willan**

It does absolutely and I don't like it at all.

**Andrew**

It's not a solution. At the end of the day, the airport is expanding and growing and this is a money issue. So Pearson is an airport... listen, you are a company, you have a right to make money but build another airport and spread the traffic. Make your money that way. Please don't do it at the expense of our health.

**Tina Rizutto-Willan**

I don't disagree with you and I'll tell you and Richard from Markland and Sandra will tell you, that all I've ever said over and over again is that we have to build a better mousetrap, that we have to look at everything because everyone is affected.

**Andrew**

Sharing is not the solution.

**William Ho**

Sharing is not solution because we have to go back to the original airport design principle in 1960s. One, the airport and the city has a systematic development plan in 1960s. How they build, how they plan, how they design, their runway and airport. The east/west has about three kilometers runway distance.

**Tina Rizutto-Willan**

I understand.

**William Ho**

North/south only one kilometre. Why? Because east/west is a majority runway, right?

**Tina Rizutto-Willan**

Of course, yeah.

**William Ho**

And the follow that principle, the whole community's neighbourhood developed along that principle. So east/west have more residents, more commercial, industrial, right.

**Tina Rizutto-Willan**

Absolutely.

**William Ho**

And north/south we have more residential. Markland Wood have only two kilometres to the runway.

**Tina Rizutto-Willan**

I absolutely agree with you.

**William Ho**

If some are run on the weekend and night time operations is very dangerous for us because that's the last stage of approaching. So, if GTAA keep doing that we'll have complain to IKO. IKO office in Montreal. So I'll discuss this with old friend in IKO that whether Pearson Airport has a condition to keep that operation because all residents keep bothering by the safety issue and noise issue and air pollution issue. If you change operation mode you create a lot of huge impact towards... against them.

**Tina Rizutto-Willan**

I absolutely agree with you Sir and as a member of the Markland Wood Golf and Country Club since 1975, I'm intimately familiar with your neighbourhood.

**William Ho**

Yeah. I hate to, again, this is a responsible strategy, community fighting against politicians. That's not a responsible strategy. But we have to discuss. We have to go back to original design principle and planning principle. Why runway layout was planned like this way? East/west is a majority directions so if you change it you have to consider impacts.

**Robyn Connelly**

Exactly. Again, as part of this study, whether it's the weekend runway alternation program which is a study of various scenarios. Just to go back to the question about what mitigation is. Sometimes mitigation means respite. It doesn't mean complete removal or change. Sometimes it change mean respite. We're just studying it. As part of the public consultation and as part of the process we have to noise model what those runway alternation regimes would look like, how that vets against the NEFs and the noise contours and come out and talk to the community about the best way forward. So there's nothing decided and this all has to be planned and undertaken in a specific process. But those conditions are there.

**Georgetown Resident**

I'm going to clarify that. I don't want verbatim information of my voice and my transcript on the website. I had to ask for that to be removed before so just a basic summary would be sufficient.

Tina and I were at a City of Mississauga meeting one time and they were actually looking at in-filling an area and looking to build within, looking for potential exemptions. That was the municipality looking at...

**Tina Rizutto-Willan**

That's Malton.

**Georgetown Resident**

Malton in the north there. So we're looking at that potential thing and are they aware of what they are getting into?

Back in 1997 or so there were about 16 flights that would happen in the evening. A part of that I think there was even a further restriction on the number of flights that would happen. What I keep hearing here, there was a colourful slide that a number of rainbow-coloured going down about what the community is. The community hasn't asked for a night flight ban. The community has asked for a reduction of capacity. The community is going to Transport Canada and asking a reinstatement of the night flight ban, a reduction of capacity, an elimination of flights. We're not looking at sharing. People here are not asking for sharing. We're tired of trying for people to try and get us to pit against neighbour against neighbour. The community. Your neighbours are going back to you and saying, 'Reduce it. Cut it out. Let's try it that way.'

Transport Canada, I'm going to ask again that you go back and revert back to a night flight ban after 11 o'clock. Borys has a private Member's Bill that he put forward there and he says that 'In the opinion of

the House of the Government [inaudible] under the Aeronautics Act and through the Greater Toronto Airport Authority to ensure that the night flights over the Greater Toronto Area are suspended...’ – absolutely suspended – ‘... except where such flights are required for emergency purposes.’ And that was working just fine.

If we’re talking about sharing I come back to the point. There is no need for the GTAA to be sucking all the resources in here and to ask for a transportation hub for people in Windsor to drive in their vehicle and use greenhouse emission gases to come all the way into Toronto to fly out? There’s no need for us to be hogging the cargo here. There’s no need for us to be hogging the passenger allocation here. There’s no need for the cargo to come in here, into Toronto, instead of another airport because it has to come in here and be trucked out or railed out. This is not efficient [inaudible].

We talked about being the best airport in the world does not mean the busiest or the largest. I would concur with that. There are many people here saying no to privatization, yes to 100% ownership of the Government of Canada under Transport Canada. Not privatization. Not a mega-hub.

We’re seeing that this whole process is not working. I would ask for a follow-up to come back from Transport Canada at the next meeting to present implementing a night flight plan and reducing capacity. Let’s look at the safety of people on the ground here. We’re talking about in the best interest of safety. You’re hearing time after time our safety is impacted and I’m clearly saying the safety and my well-being is being impacted. I’m part of that night flight item. There may be an average of 44 that happens in an evening. I can get over 20. I can get 10 in a matter of 4 a.m. to 6:30 in the morning. That is not safe.

I am going to try and clarify again. It is not safe under the current operations and I would ask that a night flight ban is implemented and that Transport Canada ensures that there is no privatization of Toronto Pearson.

**Johan Van T’hof**

May I offer clarifying data. I did eleven of the Canadian airports. They are privatized. They’re privatized in operations. They’re privatized in terms of private financing. They are owned by Transport Canada. They are two-thirds privatized already. That is the data.

**Georgetown Resident**

Once upon a time though it was not owned by the GTAA... sorry, the land is owned by Transport Canada. They need to look at going back at reverting...

**Johan Van T’hof**

Because I did it, I can tell you exactly why it happened. There was a bow wave of capital, unfunded capital expenditures across the country. It was about 30, 40 billion that the Government didn’t have in deficits in the 1980s and 1990s and the only way to do it was to get private money and private operations and to lease it and that’s the structure we have in Canada. It’s two-thirds privatized already.

**Robyn Connelly**

Chris, we’ll work with a Transport Canada rep to make sure to bring your questions back.

**Georgetown Resident**

Thank you.

**Mark Hlibchuk**

My name is Mark Hlibchuk and this regards CENAC's unresponsiveness to my emails. I sent one back in March and it addressed a couple of issues.

One was the under-reporting of noise statistics. I have documented proof that the Noise Office did not count all of my statistics. I haven't heard from... I talked to one of the members but nothing got resolved.

The other was the Noise Management's Office refusal, despite your presentation that they always talk to people, they refused to answer my question as to why there was a bunch of non-preferential runway usages back in December.

How come that wasn't addressed? What's the point of having an email address for CENAC if you're not going to answer my questions? Or anybody else's?

**Robyn Connelly**

First, I apologize if your emails weren't addressed. Mr. Hlibchuk, I do know that we do regularly report back to you to confirm that we have captured all of your complaints. We did have an incidence earlier this spring where we did miss a couple and we went back and were sure to input them into the data.

I mean I think we have a good process with you there.

**Mark Hlibchuk**

I'm interested... like you work for the GTAA. You're kind of biased in what's going on. I want to know the other members of the CENAC which involve the councillors and the community members. Why don't you address these issues? I mean you seem to just let the GTAA handle everything and that's okay.

**Robyn Connelly**

Mr. Hlibchuk, I think we did...

**Mark Hlibchuk**

I know your answer. I'd like to hear from a Councillor or a community member why they did nothing.

**Robyn Connelly**

We did a poor job of bringing your concerns forward. We do report back to the committee on complaints and how we are following up on them but we did not bring that specific email forward. I apologize. That was just an oversight.

**Mark Hlibchuk**

Everybody got the email because I made sure that every single committee member got it so you all know about it but none of you actually talked to me or wanted to know what happened. Except for you. I talked to you...

**Johan Van T'hof**

I contact you. Twice.

**Mark Hlibchuk**

... but then the issues we talked about nothing got done on them.

**Johan Van T'hof**

Well I spoke to GTAA for about an hour on your issues.

**Mark Hlibchuk**

And did anyone contact me about that? No.

**Johan Van T'hof**

I wouldn't know that.

**Mark Hlibchuk**

Well I'm telling you nobody contacted me regarding that.

**Jim Faight**

Okay Sir you've raised an issue and...

**Robyn Connelly**

We have a process breakdown.

**Jim Faight.**

Robyn said she'll get back to you.

**Mark Hlibchuk**

To the other members here I'd just like to tell them that if some of you were in Markland Woods back in December there was also a lot of non-preferential runway usage during the night. They claim that it's weather. One particular night the winds were like five or six knots and they were using the non-

preferential runways and there was absolutely no reason they had to be used. You know I get this all the time – It's the wind, it's the wind. That is not true at all.

**Robyn Connelly**

Leslie did you, from NAV Canada, have anything else to add about runway selection?

**Leslie Calhoun**

I would have to understand what situation you were talking about, the dates to look at. If we could have a dialogue about...

**Mark Hlibchuk**

Yeah. I registered these complaints and so the Noise Office has this information. I even specified in the complaint what the winds were at that time. They had all this background information. I contacted them two or three times and all I got was a vague answer and they refused to specifically address that particular issue.

**Leslie Calhoun**

I think you're aware of our night flight program obviously and the preferential runways and if there's any more work to be done to respond to those specific queries we can work together on that.

**Jim Faught**

Okay should they respond that to you? They're going to get back to you. They're going to talk and they're going to get back to you.

Last question.

**Unidentified Female**

Actually I totally agree with what he just said because I'm often woken up three, four in the morning by a night flight that's not supposed to be there. No wind conditions. No adverse safety conditions. Just seems to be coming in from south and late and that's the way it is. It's easy and air traffic controllers just fly them over.

I think it's bogus. It's a capacity issue. It's an easy issue. Just send them down that particular flight path.

My question is with regard to the A320 retrofit. HELIOS said it's an easy fix. I know in my area it sounds like a bomber plane is coming in when those fly over. In Europe, as you know, many airports have fined airlines that don't fix this particular design flaw and I know Air Canada is saying, 'Yes, we're going to get new planes', blah blah blah. It's been several years now. It's the same story. I would like to know where that retrofit is at. What the GTAA is going to do about that and when we can expect respite on that one fairly simple issue because the rest of them don't we see much respite coming from but that one I know is an instant sort of fix on noise.

**Hillary Marshall**

Yeah so we are aware of that. There have been retrofits on A320s. We think it's an interesting idea. HELIOS is currently bringing it forward. I know that their representatives from NACC, the Air Carriers Council here, and they might want to address your question as well. He's the technical advisor to the committee so maybe we could put you in touch with him but we do think that's an interesting idea and one that as it comes forward we look to explore further.

**Unidentified Female**

We have heard this for several years. it's a fairly easy fix.

**Hillary Marshall**

Yes, we think so.

**Unidentified Female**

HELIOS says it's a fairly easy fix. That would reduce noise exponentially just that one thing. Someone just has to take the lead and say it has to be done or you will be fined. I understand Air Canada is the largest carrier with these planes, and has the most number of these planes We also understand the market share Air Canada has at the GTAA and so we are concerned with the disproportionate number of planes that need that fix in that one carrier but nothing can be done and we want to see something done fast. It's going to be six years.

**Hillary Marshall**

No, we're very interested in HELIOS bringing forward that recommendation and then having discussions about it with the carrier community.

**Jim Faught**

Sir, you have a question or comment?

**David [Inaudible]**

David [Inaudible], Markland. You mention respite, noise sharing from certain communities. Which communities are asking us in Markland to share the noise? Who are they?

**Hillary Marshall**

Well if you look at the runway configuration and the fact the majority of the time we operate on...

**David**

Which communities? That's all I want to know.

**Hillary Marshall**

They would be communities spanning from Oakville in the west through to Don Valley West in the east and other areas.

**David**

And how high are the planes flying over these communities? It should be over...

**Hillary Marshall**

Malton would receive that traffic.

**David**

Two thousand nine hundred feet.

**Hillary Marshall**

Malton would receive that kind of traffic.

**David**

Two thousand nine hundred feet as well?

**Hillary Marshall**

Rexdale.

**David**

Sorry?

**Mike Belanger**

Malton would be much lower.

**David**

How much lower?

**Hillary Marshall**

Malton and Rexdale would be much lower. I'd have to get the exact numbers for you.

**David**

I think it's a ceiling or a limit for planes to fly over residential communities is 2,000 feet, right? Markland is like 2,000 feet.

**Hillary Marshall**

They are in the immediate area so I think the point here is that we're looking... We're an airport that sits in the middle of the city. We are surrounded by...

**David**

But you want to expand the airport.

**Hillary Marshall**

... surrounded by residential areas.

**David**

Correct. And you want to expand the airport surrounded by residential areas. That's your intent?

**Jim Fought**

Let her respond to that.

**Hillary Marshall**

We note that all communities around the airport have an interest in how noise is managed, fair to say, right?

**David**

But not reduced?

**Hillary Marshall**

All communities around the airport are interested in how the noise managed.

**Jim Fought**

Let her finish her response.

**David**

No, she's saying too much and too little. You talk about management. You talk about mitigation. What is management when you have 10,000 planes. That's the new bottom, the new threshold? So please don't talk about management. We talk about mitigation, what's written or management?

**Hillary Marshall**

Well, we're talking about both.

**David**

How is that possible? How can you mitigate noise, find a solution by expanding the airport with more airplanes that communities around here do not want? Now NAV Canada, Transport Canada, Seaton is still available for that airport. There are signs if I'm not mistaken, this is the future airport. Just like a lot of communities were warned if you buy a house in this community you're on a flight path. Markland was not. We were here before that. And Alderwood as well. Is Seaton still available for the airport or is it totally off?

**Hillary Marshall**

The Pickering lands have been designated by the Federal Government for a future airport.

**David**

So why are you not building out there?

**Hillary Marshall**

But it's not our responsibility to make that decision.

**David**

Correct.

**Hillary Marshall**

It's the Federal Government to do it.

**David**

So you're going to leave it up to us to do it.

**Gregory Nicol**

There is a Transport Canada working group that is looking into the Pickering lands and it is being studied for future development.

**David**

What does that mean?

**Hillary Marshall**

It is under the review of Transport Canada.

**Gregory Nicol**

Yeah, it's a under review and there isn't a timeline that I can speak to.

**David**

Can you find out a timeline?

**Gregory Nicol**

I'll bring it back.

**David**

A reasonable, general timeline.

**Hillary Marshall**

Transport Canada has a study underway with the help of KPMG to look at how to use those lands and when might be appropriate to proceed.

**Jim Faught**

Does that respond to your question?

**David**

Well, again, a lot of communities around here don't want you to expand for reasons. You talk about management, mitigation, you say one thing to another. And it seems that we can say all we want, your train of thought... and you talk about construction as well. The gentleman who handles construction, is he still here? Okay you have construction plans, correct? You have short term, mid range, long term construction plans.

**Hillary Marshall**

Yes we have long range plans.

**David**

Can you put those on the website for us to know what's going on?

**Hillary Marshall**

Yes.

**David**

And maybe 30 days, as this lady if she requires to move because of construction, is 30 days enough for you or do you need maybe a little bit longer as other people need to plan as well, maybe plan a vacation, not the day before or of.

**Hillary Marshall**

Totally fair. Day before, absolutely not acceptable.

**David**

So your plans are basically are to expand the airport? Expand more flights? That's their M.O.

**Hillary Marshall**

The airport continues to grow in response to both regional and national demand and that is a factor.

**David**

Correct. That's the way you want to spin it. But there's two airports in Montreal you can use as well. There's Hamilton. There's the lands in Seaton as well. That's what you're looking at. You're trying to squeeze as much revenue from a small area as possible. It's like me trying to have a duplex and putting 12 apartments and the hell with the community because I don't live in it and everybody else can deal with the noise of the cars, the people because I'm going to maximize as much as I can.

**Jim Faught**

They get your point.

**David**

I don't think you do get my point.

**Jim Faught**

Your point has been taken.

**Johan Van T'hof**

I get your point. May I answer that? On the 11 leases that I negotiated for the national airports, 26 national, 71 regional and there's about 600 remote small Arctic airports. I beg your pardon?

**Unidentified Female**

Honestly, I believe you're biased because you negotiate all these.

**Johan Van T'hof**

No. I never acted for Toronto. The point being is that the lease has performance obligations that they have to meet. They have to meet the needs of the community in terms of traffic and transport safely.

One of the challenges they're faced with is that they are struggling with having to meet their lease obligations which is to meet the demands of your friends and your colleagues and your neighbours who want to fly versus the impacts on you guys.

**Jim Faight**

We're going to wrap up this meeting now and turn it back over to Robyn.

**Georgetown Resident**

Can this conflict of interest be entered into the minutes?

**Robyn Connelly**

Noted [asked not to be identified]

**Unidentified Male**

With the construction plans is there any timetable for another east/west runway because that will impact the north/south ones again.

**Mike Belanger**

Potentially we do have, as we indicated in our last meeting, runway 06L, 24R at present time is on the plans for 2018 but that is not finalized yet. As soon as we are aware of what are plans we'll bring them to the next CENAC.

**Hillary Marshall**

That's for construction. Did you ask about construction? When the construction project is coming?

**Mike Belanger**

Sorry, are you talking building a new runway or doing rehabilitation activities on an existing runway?

**Unidentified Male**

Both.

**Mike Belanger**

The 06L, 24R work is an existing runway which is restoration works which are planned for next year. We currently do not have any plans for the construction of a new runway. That currently does not exist.

**Jim Faught**

Thank you.

**Alex**

One more question. Alex, Markland Woods. Are you telling us that there is no plans for future expansion of the airport?

**Hillary Marshall**

No we're not saying that. The airport will continue to grow to reflect the needs of the region and the country. That is our responsibility – to understand what the growth is and to try to manage that growth as best we can to support the jobs and the economic development that come with it and to provide trade and tourism and then also, of course, to manage responsibility.

**Alex**

So why are we doing all these studies, noise, environment, all that stuff?

**Hillary Marshall**

Because we believe we can make improvements. There have been improvements to airplanes and the sound emitted by airplanes over the years and we think that there are ways, there are programs that we can implement that will help to address noise concerns as well.

**Alex**

I understand that there is a farm of jet fuel tanks being built right now on Elmbank Road. Four massive jet fuel tanks are being built for future expansion and growth of this airport. Are you familiar with this?

**Hillary Marshall**

You can see in the forecast through the Master Planning Process or what we present that the airport will continue to grow to support the needs of the region. So I'm not sitting here telling you that the airport won't continue to grow.

**Alex**

So it doesn't matter what we do, our meeting here, the airport will grow and will get more large? Am I correct?

**Hillary Marshall**

Our effort is to manage the noise on behalf of the airport and to support the entire region.

**Alex**

As someone before me said how are you going to deal with communities built in the '40s and '50s and '60s?

**Hillary Marshall**

So I would say to you on that front that that's why we are undertaking best practices studies about airports around the world and how they manage. In some cases they have insulation programs. Those are all things we're open to looking at and considering. Changing the approach of the Noise Office, the configuration of the Noise Committee. These are all things that are being studied and are around the table for discussion.

**Alex**

How can we apply for the program for insulating our buildings and houses, triple glass windows, doors?

**Hillary Marshall**

We're at the early stage. HELIOS is doing the best practices study. It's coming back to us with recommendations about programs that we can consider and then as we map out how to best proceed we'll report back through this committee as well and obviously consult.

**Alex**

Okay. Thank you.

**Jim Faught**

With that we'll turn it back over to Robyn to close the meeting.

**Robyn Connelly**

That will conclude the formal part and the Q&A part of our evening. Generally CENAC wraps up around 7:30. We are running a little late but given it's the longest day of the year maybe there's still some sunlight out there for us all to enjoy.

Our next meeting is in September. We will follow-up and make that a bit of a discussion around noise contours and how they work and how they're input and how we use them.

**Unidentified Male**

Do you have a specific date?

**Robyn Connelly**

I just don't know it. It does exist. Can someone tell me? September?

**Kathy Bochan**

I believe it's September 21<sup>st</sup>.

**Robyn Connelly**

September 21<sup>st</sup>.

**Tina Rizutto-Willan**

We do encourage everyone to attend one of the workshops that's going on in the next two weeks.

**Robyn Connelly**

Absolutely. Please do find out about those workshops. Before I lose the committee I move to close. September 27<sup>th</sup> is the next CENAC meeting. A mover and seconder to close this meeting up. Charles and Laurie. Thank you.

DRAFT