


Action Item	Response	Status
<b>Action items from June 21 CENAC meeting</b>		
Provide a presentation on Noise Contours/NEF	<p><b>NOISE EXPOSURE FORECAST (NEF)</b></p> <ul style="list-style-type: none"> <li>• Transport Canada’s Land use Planning document that discusses the Noise Exposure Forecast Contours (NEF’s) is <a href="#">TP 1247 E Aviation - Land Use in the Vicinity of Aerodromes</a></li> <li>• <a href="#">AOA and NEF Contour Map</a></li> <li>• <a href="#">Transport Canada Noise Exposure Forecast and Related Programs</a></li> <li>• Transport Canada uses a Noise Exposure Forecast (NEF) system to provide a measurement of the actual and forecasted aircraft noise in the vicinity of airports. This system factors in the subjective reactions of the human ear to specific aircraft noise stimulus: loudness, frequency, duration, time of occurrence, tone, etc.</li> <li>• This metric allows Airports to predict a community’s response to aircraft noise. If the NEF level is greater than 35, noise complaints are likely to be high. Anything above 25 is likely to produce some level of annoyance.</li> <li>• Land planners can use this system to ensure that land use in the vicinity of an airport is compatible with that airport.</li> </ul> <p><b>AIRPORT OPERATING AREA (AOA)</b></p>	Presentation will be scheduled for a future CENAC meeting; the September 27 CENAC will be dedicated to the release of the Noise Management Best Practices and Benchmarking Study

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	<ul style="list-style-type: none"> <li>• The GTAA and local municipalities have established the Toronto Pearson Airport Operating Area (AOA), which uses well-defined natural and constructed boundaries to approximate the 30 NEF contour on the ground.</li> <li>• Surrounding municipalities have included this operating area in their official plans and have approved associated policies that limit incompatible land uses within these areas.</li> <li>• Restrictions and or prohibitions contained in the AOA may range from limiting the height of structures to prohibiting specified land uses or prohibiting facilities that may interfere with signals or communications to/from aircraft.</li> </ul>	
<ul style="list-style-type: none"> <li>• Explain how the runway use is determined</li> </ul>	<ul style="list-style-type: none"> <li>• While the east/west operations are predominantly used at Toronto Pearson, there are times when the north/south operations will be required for the safety of the aircraft. This could be due to the wind speed/direction, the weather (avoiding thunderstorm activity), short-term runway closures or a need for a longer runway than the ones in use.</li> <li>• Runways are assigned based on the following factors: weather, wind direction and wind speed, runway conditions/availability, operational efficiency and time of day. Pilots can also request a specific runway based on operational requirements; Runway 15L/33R (a north/south Runway) is</li> </ul>	closed

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	<p>requested at times by pilots of long haul (heavy) aircraft as it is the longest runway.</p> <ul style="list-style-type: none"> <li>• There are no set limits to the amount or rate of use of either, or both, of the north/south runways; however, Runway 15R/33L is used less than any of the other runways.</li> <li>• You can find runway usage statistics for <a href="#">2015</a> and <a href="#">2016</a> on our website.</li> </ul>	
<p>Toronto Pearson 2013 Air Quality and Human Health Risk Assessment Study.</p>	<ul style="list-style-type: none"> <li>• With regard to understanding the air quality impacts of our operations, in 2015, we released the results of the most recent Air Quality and Human Health Impact Assessment (AQ and HHIA) Report. This work helps us understand the impact of our operations by assessing the air quality in a defined area and studying the potential for any adverse health effects due to the air quality. The GTAA’s 2015 study forecasts out to 2032.</li> <li>• In support of the study, the GTAA formed a Community Advisory Committee (CAC) as a mechanism to seek input from industry and community stakeholders.</li> <li>• Findings indicate that the general population is not likely at risk of adverse health effects due to Toronto Pearson’s operations. All materials, including an executive summary, can be found by clicking <a href="#">here</a>.</li> </ul>	<p>closed</p>

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Human Health Impacts of Aircraft Noise	<ul style="list-style-type: none"> <li>• With regard to the human health impacts of airport noise, this falls under Health Canada’s jurisdiction, The last major study from Health Canada on aircraft noise is from 2010 and is available <a href="#">here</a>.</li> <li>• At our last <a href="#">CENAC</a> meeting on June 21, 2017, the committee agreed to submit a letter to Health Canada recommending that they update their 2010 study. CENAC and the GTAA will offer their support for any such study.</li> </ul> <div style="text-align: center;">             2017-09-21 Health Canada letter.pdf         </div>	Closed