



Remarks for  
**Hillary Marshall, Vice President, Stakeholder Relations and Communications**  
on the occasion of  
**NMAP Presentation - December 6, 2017 CENAC Meeting**

- **Thanks, Jim,**
- **Hello everyone and thank you so much for joining us this evening.**
- **We have a busy agenda tonight.**
- **In a moment, George Hohlacov, our Associate Director of Airport Planning, is going to walk you through our draft Master Plan, but I wanted to preface his presentation with a bit of background.**
- **Our draft Master Plan has been developed on an operating plan consistent with how we operate today; this is to say on an east-west configuration.**
- **The document was created around the theme of growing responsibly. Of course, an important part of this is mitigating aircraft noise.**

- **We'll talk about the Noise Management Action Plan shortly, but with both the draft Master Plan and the Noise Management Action Plan, I want to underscore that your feedback and suggestions across a variety of forums have been vital to informing our next steps.**
- **We've been listening to you and the concerns that you have.**
- **Over the summer we held events across the GTA to hear your thoughts on growth and how we manage noise.**
- **I thank you for your willingness to collaborate and for making your voices heard as we work together so that Toronto Pearson and the communities it serves grow sustainably and in step.**
- **With that, I'll pass it over to George to provide further details on our draft Master Plan. George?**

- **George, thank you again for explaining the draft Master Plan.**
- **We turn our attention now to the Noise Management Action Plan. This Plan is the result of thousands of hours of research based on best practices at other international airports, feedback from our summer consultations, which many of you attended, and the Residents' Reference Panel.**
- **Why does it matter? Well, it matters because we've made a commitment to the community to introduce meaningful action in terms of noise management; to be responsive to your concerns.**
- **Residents have spoken, and we have listened, as you are about to learn from Robyn, who will take us through the plan in just a few moments.**

- **The plan outlines our short-, medium- and long-term plans for how we'll respond to forecasted growth in regional and worldwide demand for air traffic.**
- **It looks out 20 years to 2037, and we update it every ten years.**
- **Of course, even the best forecast is just that—a forecast and not a certainty—so the draft Master Plan serves as a blueprint, and updating it every ten years helps to ensure that it's informed by the latest data.**
- **We use the Master Plan to determine the future development of the airport's physical facilities and establish our Land Use Plan.**
- **The draft document was submitted to the Minister of Transport on December 1. The Minister approves the Land Use portion of the Master Plan. You may have already seen it on our website as well.**

- **Before she gets started, though, I'd like to address one area in which we heard a lot of feedback over the last few months:  
  
Noise sharing.**
- **Many of you will recall that this is one of the Six Ideas which the GTAA has been studying.**
- **In our research, we identified that many top-tier international airports provide respite from noise by operating runway programs that are designed around the premise of noise sharing among affected communities.**
- **The Survey on Noise Fairness and Airport Growth took the pulse of the community's interest in such a program here in the GTAA.**
- **We received more than 2,500 responses from both randomly selected residents from across the GTA, and those who completed the online survey that was made available for all residents.**

- **Most respondents from the group of randomly selected residents were willing to accept slightly more frequent noise over their houses in order to offer respite.**
- **In contrast, more than half of the respondents from the online survey indicated that they were not at all willing to accept more noise over their houses in order to offer respite to neighbourhoods with very frequent or very loud noise.**
- **As a result, the Residents' Reference Panel recommended that the GTAA explore all other options to mitigate noise on the ground before implementing a noise sharing program—for example, a quieter fleet incentive program or insulation.**
- **Moreover, the Reference Panel recommended that noise sharing should only be pursued if respite afforded to communities is meaningful and predictable.**
- **We have taken this feedback into consideration for the Action Plan.**

- **So, what does this mean for Idea 5 which is the study of a Summer Weekend Runway Alternation Program?**
- **Our preliminary technical analysis has told us that a weekend alternation program that includes the north/south runways cannot deliver predictable and meaningful respite.**
- **We might be able to do it for an hour here or there on a Saturday or Sunday, but we don't think this is "meaningful or predictable" for our communities.**
- **With that, we will not continue to study and consult on a weekend runway alternation program that includes the north/south runways at this time.**
- **As we heard from the Residents' Reference Panel, we will turn our attention to making meaningful progress on our noise management action plan.**
- **We will also continue to explore an alternation program with only our east/west operation.**

- **Analysis shows that this approach may give our residents on final approach some predictable respite. We expect to consult on this early next year.**
- **I do want to highlight that this noise-sharing program was only for summer weekends in times of low-traffic. This was not a change to how we regularly operate.**
- **Additionally, this is not an announcement that we are going to stop using the north/south runways and use the east/west runways more.**
- **We will use these runways as necessary to support our operations.**
- **We will share more details about the east/west noise sharing during our consultations early next year.**
- **While aircraft noise cannot be eliminated entirely, the end goal of the 2018–2022 Noise Management Plan is to make Toronto Pearson an international leader in aviation noise management.**

- **As you'll see, we've taken a variety of feedback and research into consideration, all of which Robyn will tell you about, to make this a robust and practicable plan.**
- **With that, I'd like to invite Robyn to go over the details of our 2018–2022 Noise Management Plan. Robyn?**

**END**