



# CENAC Minutes

**Date:** December 7, 2016 at 6:00 p.m.

**Location:** GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B

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

**Committee Member Attendees:** David Bishop, Mississauga Resident  
Brian Maltby, Brampton Resident  
Craig Van Spall, Mississauga Resident  
Jeff Knoll, Halton Region Town Councillor  
Tina Rizzuto-Willan, Mississauga Resident  
Stephen Holyday, Toronto Councillor  
Johan van 't Hof, Toronto Resident

**Regrets:** Chris Fonseca, Mississauga Councillor  
Pat Fortini, Brampton Councillor  
Brad Green, Brampton Resident  
John Davidson, Halton Region Representative (alternate)  
Vincent Crisanti, Toronto Councillor  
Colleen Goodchild, Durham Region Representative  
Wayne Emmerson, York Region Chair  
Armando Sanchez, Toronto Resident

**Technical Members Attendees:** Leslie Calhoun, NAV CANADA  
Brad Waddell, NACC  
Andrew Stanton, Pilot  
Colin Novak, Akoustik Engineering Limited

**GTAA Staff:** K. Bochan  
C. Woods  
K. Hanford  
D. Gray  
M. Belanger  
L. Barrett  
H. Hasan  
N. Mohan  
S. Kassam  
H. Marshall  
J. Schoular

**Secretariat:** I. Pringle

**Public:** S. Brikis, Etobicoke  
S. Best, Toronto  
R. Boehnke, Etobicoke  
C. Cizmar, Georgetown  
D. Tullo, Mississauga

**Attachments:** CENAC Information Update

**Next meeting:** Wednesday, February 22, 2017 at 6:00 pm.

Item	Details
<b>1.0</b>	<b>PRELIMINARY ITEMS</b>
<b>1.1</b>	Welcome and Roll Call conducted by K. Bochan.
<b>1.2</b>	Review and approval of September 21, 2016 and December 7, 2016 agenda: <ul style="list-style-type: none"><li>September 21, 2016 agenda – approved S. Holyday, seconded B. Maltby</li><li>December 7, 2016 agenda – approved S. Holyday, seconded B. Maltby</li></ul>
<b>1.3</b>	Review and approval of June 22, 2016 and September 21, 2016 minutes: <ul style="list-style-type: none"><li>June 22, 2016 minutes – approved T. Rizzuto-Willan, seconded J. Knoll</li><li>September 21, 2016 minutes – approved J. Knoll, seconded B. Maltby</li></ul>
<b>1.4</b>	Matters arising from previous meeting: <ul style="list-style-type: none"><li>There were no action items from the September 21, 2016 meeting.</li></ul>
<b>2.0</b>	<b>REGULAR ITEMS</b>
<b>2.1</b>	<b><i>Committee Information Update</i></b>
	<b>Aviation Services update</b> <ul style="list-style-type: none"><li>L. Barrett advised that:<ul style="list-style-type: none"><li>Helios has been retained as the consultant who will undertake the technical review of Ideas 5 &amp; 6 from the <a href="#">Toronto Noise Mitigation Initiatives</a> (TNMI).</li><li>On February 24, 2016, <a href="#">Visual Departure Separation</a> (VDS) was shared as a capacity enhancing initiative that allows for the reduction of the minimum separation standard of three miles and, included a commitment to report back on usage and impacts.</li><li>In 2016, VDS was in effect for a total of 74 hours on the north/south runways from May 1, 2016 – September 30, 2016. There were no indications of increased complaints during the hours that visual departure separation was in effect. The initiative addresses a tremendous operations capacity gain while having minimum to no increased community impact.</li></ul></li></ul>
	<b>Community Relations update</b> <ul style="list-style-type: none"><li>C. Woods advised that Toronto Pearson held a number of Community Open Houses.<ul style="list-style-type: none"><li>November 24, 2016, Mississauga Streetsville open house with MP Sikand</li><li>November 29, 2016, Brampton South with MP Sidhu</li><li>December 8, 2016, Parkdale Highpark</li><li>More than 100 community members attended the three open houses</li></ul></li></ul>
	<b>CENAC Stats</b> <ul style="list-style-type: none"><li>C. Woods noted there was an increase in the complaints compared to the same period in 2015; however the number of callers was similar. The full presentation can be found <a href="#">here</a>.</li></ul>
<b>3.0</b>	<b>DISCUSSION ITEMS</b>
<b>3.1</b>	<b><i>Presentations: Regional Airport Strategy and Winter Operations/2017 Construction Season</i></b>
	<b>Regional Airport Strategy</b> <ul style="list-style-type: none"><li>H. Marshall provided an introduction on the <a href="#">Regional Airport Strategy</a>, noting that Toronto Pearson is studying how growing global demand for air travel would create</li></ul>

changes at Toronto Pearson. Toronto Pearson needs to understand the impacts of growth in the Region and what role the 10 regional airports will play in managing the growth.

- S. Wilcox, Manager, Oshawa Airport presented an update on the Regional Airport Study that has brought together 11 airports from Windsor to Kingston.
- The full presentation can be found [here](#).
- B. Maltby asked why Ottawa Airport was not included in the study.
  - S. Wilcox replied the area studied was focused on the population within the Golden Horseshoe area and the connectivity to Southern Ontario.
- J. van 't Hof asked if the GTAA, is growing and has to accommodate the growth in passenger numbers, and if this result will push for smaller regional flights to the regional airports in Southern Ontario.
  - H. Marshall replied that under the ground lease with Transport Canada, Toronto Pearson cannot move traffic to other airports. Toronto Pearson has to be open to all different types of traffic.
  - S. Wilcox added that the ground lease restrictions are consistent across Canada and it's important to make sure that ground connectivity is in place.
- S. Holyday asked if there are any constraints that will make it difficult for regional airports to expand and what levels of government are the most important in controlling the factors for regional airport growth.
  - S. Wilcox stated that there are a number of factors. Each airport has its own governance model that it has to follow. Working with communities will be important and ground connectivity is key for the airport.
- S. Best, Toronto resident, stated that there is no mention in the study how this affects residents and or noise mitigation.
  - H. Marshall replied that noise mitigation and noise impact on communities is important. As growth continues, it is important for the industry to share information and obtain feedback from the communities.
  - S. Best stated that it is not acceptable that noise mitigation is not mentioned or included in planning for the Regional Airports strategy.
- C. Cizmar, Georgetown resident, asked how this growth will impact residents of Georgetown and feels that there has not been sufficient dialogue with communities.
- C. Cizmar asks that the Minister of Transport and Councillor Knoll support the public and not support the expansion and growth of Toronto Pearson.
  - H. Marshall replied that the role of Toronto Pearson and other airports is to facilitate traffic connectivity. Toronto Pearson provides daily connections to other parts of the country and the region. 70 percent of the traffic is local demand. It is important to balance needs for the country and markets that do not have the international connectivity so they are able to access trade, tourism and jobs.
- R. Boehnke, Etobicoke resident, stated that residents will be affected whenever the phrase balance is used. Balance always goes to the airport.
  - H. Marshall replied attendance by community members at various meetings and consultations are valued and need to continue.
- S. Best, Toronto resident, stated that the current noise mitigations studies are only happening because the residents spoke out and to date no change has been made.
  - H. Marshall stated that the studies are underway and feedback from community members and all levels of government is very important.
- D. Tullo, Mississauga resident, asked if a commitment can be made for a sub-

committee be formed to ensure that noise mitigation is included in the Regional Airport Strategy study.

- S. Wilcox replied that the studies are responding to what is seen as growth. Consultation is not new at airports and mitigation is a key part. This feedback will be taken back to the Regional Airports working group to make sure noise mitigation is included.
- S. Best wants to ensure that noise mitigation is included in any study and a part of the terms of reference for the Regional Airport Strategy Committee.
  - T. Rizzuto-Willan stated that she is in agreement. It's important to include noise mitigation in study.
  - J. Knoll replied that he believes that community impacts should be included as a lens for analysis in all development strategies, and strongly recommends noise as a consideration in the report. He will provide examples of a list of considerations from Town of Oakville.
  - B. Maltby stated that environmental impacts also be included in the Regional Airports Strategy study.
  - C. Van Spall stated that noise and environment is an emerging field with very few answers and feels that there is an opportunity to develop some leading practices.
  - R. Connelly stated the CENAC will explore formally submitting a request to the GTAA that community and environmental impacts be included in the analysis of all growth plans and strategies.

#### **Winter Operations and 2017 Construction**

- M. Belanger provided an update on the Winter Operations and the 2017 construction season at Toronto Pearson. The full presentation is posted on the website and can be found [here](#).
- Advisories are published on the Toronto Pearson website about runway maintenance with potential for community impacts. The notices will now also be posted on social media and sent to CENAC.
- C. Cizmar requested to send construction notices by email to MP Michael Chong and the Town Clerk of Halton Hills. The team confirmed they will also work with elected officials.

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#### **4.0 PUBLIC COMMENTS**

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- C. Cizmar stated the Howard Eng has indicated in the media that the GTAA has been run as a private entity or corporation for some time. Asked for clarification as to why it is being run as a private entity.
    - J. van 't Hof stated that the GTAA has a lease with Transport Canada on a nonprofit basis, subject to the Canada Transport Act, and operated on a cost recovery basis. The Board is constructed as such to have a wide representation from the community.
    - R. Connelly added that it is a private and not for profit authority. Any profits generated are put back into the business.
  - C. Cizmar stated that an improvement has been noticed when Runway 33 operations are used. Aircraft have been directed over Lake Ontario and avoiding the residential area of Georgetown. Asks that NAV CANADA continue or increase the use of this operation. Also requests that NAV CANADA, before the Helios review concludes, that changes to the waypoint, the RNAV etc. continue.
    - L. Calhoun replied that the policy and procedures required to make changes to the airspace are mandated by Transport Canada and take time to design.
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- S. Holyday announced that this is his last CENAC committee meeting. He thanked the committee members and the public for their participation in the Committee meetings. Councillor Michael Ford will be the new CENAC member from the City of Toronto.
    - R. Connelly thanked S. Holyday for his participation, contribution and the knowledge he has provided to the Committee and that he will be missed by all.
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5.0 **ADJOURNMENT** - Meeting is adjourned.

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- The 2017 CENAC meetings dates will be posted to the website when available. For additional information, please contact Ingrid Pringle at (416) 776-3035.
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