



# CENAC Minutes

**Date:** February 24, 2016 at 6:30 p.m.

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

**Chair:** Lorrie McKee, Director, Public Affairs and Stakeholder Relations

**Committee Member Attendees:** Brad Green, Brampton Resident  
Chris Fonseca, Mississauga Councillor  
Tina Rizzuto-Willan, Mississauga Resident  
Stephen Holyday, Toronto Councillor  
Jeff Knoll, Halton Regional and Town Councillor

**Absent :** David Bishop, Mississauga Resident  
Pat Fortini, Brampton Councillor  
Vincent Crisanti, Toronto Councillor  
John Connolly, Durham Region Representative  
Johan Van T’Hof, Toronto Resident  
Brian Maltby, Brampton Resident  
Armando Sanchez, Toronto Resident

**Technical Members Attendees:** Andrew Stanton, Pilot  
Samy Ghobrial, NAV Canada

**GTAA Staff:** L. Barrett R. Connelly  
K. Bochan L. Petrie  
D. Gray D. Juby  
B. Maxwell M. Belanger  
C. Woods

**Secretariat:** I. Pringle

**Public:** R. Slatter, Oakville K. Crouse, City of Mississauga  
S. Best, Toronto  
R. Boehnke, Etobicoke  
C. Cizmar, Georgetown

**Attachments:** CENAC Information Update

**Next meeting:** Wednesday, April 20, 2016 at 6:30 pm.

Item	Details
<b>1.0</b>	<b>PRELIMINARY ITEMS</b>
<b>1.1</b>	<i>Welcome and Roll Call conducted by K. Bochan.</i>
<b>1.2</b>	Review and approval of Agenda: J. Knoll moved and T. Rizzuto-Willan seconded.
<b>1.3</b>	Review, approval of Dec 2, 2015 minutes. B. Green moved and S. Holyday seconded.

#### **1.4** Matters Arising from previous meeting

- The Air Quality Study presentations and all related communications are available on the website [here](#).
  - Motion: National Airline Council of Canada (NACC) request for representation on the Greater Toronto Airports Authority's (GTAA) Community Environment Noise Advisory Committee (CENAC).
    - It was moved that the National Airlines Council of Canada join CENAC as a technical non-voting member.
      - In favour: Councillor Holyday, Councilor Fonseca, Councillor Knoll and Tina Rizzuto-Willan
      - Opposed: Brad Green
    - Motion carried: The committee approved the National Airlines Council of Canada (NACC) request to join the CENAC committee as a non-voting technical member.
    - As a condition of the approval, the committee has requested the appointed NACC representative have the technical expertise to be able to respond to operational questions raised at the meetings
- 

#### **2.0** REGULAR ITEMS

---

##### **2.1** *CENAC Committee Information Update*

---

###### **CENAC Stats**

- CENAC stats for the full year were made available at the meeting. The full presentation is found [here](#).
- T. Rizzuto-Willan inquired about the increase in the 2015 November complaints.
  - Operations have not changed however; November 2015 did have a significant increase of callers compared to October 2015 (growth of 71.5% from Oct to Nov). After further analysis of the caller activity, two top callers ramped up activity (the first top caller's complaints grew by 103%, the second by 587%).
- J. Knoll requested updating the federal ridings to reflect the 2015 change in federal ridings, as well as a breakdown of complaints by postal code.
  - C. Woods stated that the noise office provided a full year of information with the old federal riding boundaries to keep the data consistent. Moving forward in 2016 records will be updated to reflect the current 2016 federal riding boundaries and they would also be reflected by postal code.

###### **Environmental Services**

- D. Gray – Information on the Air Quality Study and the Human Health Risk Assessment is now available on the website [here](#).
  - Following the study, the Environmental Services group will:
    - Continue to work with the municipal/regional representatives of the stakeholder group from Halton, Peel and Toronto to build on the relationships developed to provide greater understanding of the airport's impact on regional air quality now and in the future.
    - Build and work on a strategy that focuses on airport air quality issues for workers
    - The Air Monitoring Station is at the end of its life cycle and needs to be replaced
  - D. Gray also advised that the Environmental Services program is undergoing a strategic review.
-

- The review will look at the entire program in the context of a twenty year plan, with a focus on all areas of how environment performance will be maintained.
- There will be opportunities for CENAC and community input, as part of the review process.

#### **Community Relations**

- C. Woods advised that Toronto Pearson is partnering with Councillor Fonseca, City of Mississauga Ward 3 to hold a Community Open House on March 22.
  - Information on the open house is available on the website found [here](#)
- 

### **3.0 DISCUSSION ITEMS**

---

#### **3.1 Update: Managing Airport Capacity - Visual Departure Separation**

---

##### **Presentation**

- Visual Departure Separation (VDS) is a means of spacing aircraft through visual observation by the pilot rather than using the minimum separation standard.
- Visual Departure Separation procedures allows for the reduction of the minimum separation standard of 3 miles to 2.5 miles. These procedures will help us manage and improve the efficiency of lower capacity runways so we can protect against operational delays.
- As part of the analysis on VDS potential community impacts were assessed. The implementation of these procedures will have minimal impact for the community as there is no change to established arrival or departure routes, just traffic frequency under certain conditions.
- C. Woods stated that meetings were held with Councillor's from Toronto and Mississauga to discuss Visual Departure Separation.
- Full presentation can be found [here](#)

##### **Discussion**

- R. Boehnke, Etobicoke resident asked what offloading means
    - D. Juby explained that when there are gaps in departing traffic, some of the arriving aircraft are assigned to the departing runway. This is what is meant by "offloading"
  - S. Best, Toronto resident asked if this means there would be more movements, the same number of movements, or no additional aircraft movements in the night time hours.
    - D. Juby advised that there would be no more aircraft movements than 90 per hour, as it is today; introducing visual departures just ensures that existing aircraft movements are being managed more efficiently.
  - S. Best asked if movements get delayed into the night what impact does this have on the number of flights that operate at night.
    - D. Juby advised total number of movements at night does not change however, the result would be that potential aircraft movements could be pushed into the evening hours.
  - T. Rizzuto-Willan asked what percentage of current movements use the north south runway.
    - D. Juby advised less than five percent per year use the north south runway
    - Councillor Holyday stated that keeping aircraft on schedule meant more aircraft movements during a given period of time could provide a benefit of reducing the aircraft that are pushed into the evening operations.
-

### **3.2 Update: Noise Management Action Plan**

- C. Woods shared an update on the Noise Management Action Plan. The full presentation can be found [here](#).
- 

### **4.0 Public Comments**

- C. Cizmar, Georgetown resident, commented that due to weather, limited data was captured from the Noise Monitoring Terminals in Georgetown, so why move to the next phase if the Noise Monitoring Review with insufficient data.
    - C. Woods stated that to properly reflect the impact on Halton Hills and Oakville the acoustician did go back and obtain more data. The GTAA is confident that there is sufficient data to move forward with the review.
  - C. Cizmar also requested that Georgetown have another Community Open House
    - J. Knolls responded that he would speak to the Mayor to help facilitate another Community Open House.
  - S. Best stated she was concerned about the preferential runway procedures for nighttime flights and felt the preferential runway system was not being used.
    - T. Rizzutto-Willan also stated she has asked for a review of the preferential runways because it has not been reviewed since 1972.
    - L. McKee stated a commitment has been made through the six ideas as part of the Toronto Noise Mitigation Initiative to review the preferential runway system.
  - S. Best stated High Park residents are concerned about where Noise Monitoring Terminals (NMT) are going to be placed.
    - The NMT review working group identified ten locations across the GTA for portable noise monitoring to learn more about the noise in specific communities. Noise from departure traffic and arrivals on final approach are already captured by the current NMTs, so we're testing areas at further distance from the airport, particularly areas affected by arriving traffic.
    - The working group will make a recommendation regarding future noise monitoring to CENAC in early 2016.
  - R. Slatter asked if the WebTrak displays the wind direction
    - C. Woods stated that it displays ground wind
- 

### **5.0 Adjournment - Meeting is adjourned.**

The next CENAC meeting is scheduled for Wednesday, April 20, 2016. For additional information, please contact Ingrid Pringle at (416) 776-3035.

---