



# CENAC Minutes

**Date:** September 21, 2016 at 6:00 p.m.

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

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

**Committee Member Attendees:** Brad Green, Brampton Resident  
Stephen Holyday, Toronto Councillor

**Regrets:** Chris Fonseca, Mississauga Councillor  
Johan Van T’Hof, Toronto Resident  
Pat Fortini, Brampton Councillor  
David Bishop, Mississauga Resident  
Brian Maltby, Brampton Resident  
Tina Rizzuto-Willan, Mississauga Resident  
John Davidson, Halton Region Representative (alternate)  
Vincent Crisanti, Toronto Councillor  
John Connolly, Durham Region Representative  
Craig Van Spall, Mississauga Resident  
Wayne Emmerson, York Region Chair  
Jeff Knoll, Halton Region Councillor  
Armando Sanchez, Toronto Resident

**Technical Members Attendees:** Leslie Calhoun, NAV CANADA  
Michelle Bishop, NAV CANADA  
Adam Biffin, Transport Canada  
Colin Novak, Akoustik Engineering Limited

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

**Secretariat:** I. Pringle

**Public:** R. Slatter, Oakville  
S. Best, Toronto  
R. Boehnke, Etobicoke  
D. Inch, Oakville  
S. Middleton, Toronto  
L. Vonschlev, Mississauga  
G. Pollard, Mississauga  
M. Berlettano, Mississauga  
J. Berlettano, Mississauga  
C. Berlettano, Mississauga  
C. Cizmar, Georgetown  
K. Harrison, Mississauga  
C. Palin, Toronto

**Attachments:** CENAC Information Update

**Next meeting:** Wednesday, December 7, 2016 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 Agenda: <ul style="list-style-type: none"><li>• Approval of agenda deferred to next meeting due to quorum not being met at this meeting.</li></ul>
<b>1.3</b>	Review, approval of June 22, 2016 minutes: <ul style="list-style-type: none"><li>• Minutes were amended to reflect comments from community resident C. Cizmar. Approval of agenda deferred to next meeting due to quorum not being met at this meeting.</li></ul>
<b>1.4</b>	Matters arising from previous meeting <ul style="list-style-type: none"><li>• Resident inquired about having temporary noise monitoring conducted in his neighbourhood. This item is closed.</li></ul>
<b>2.0</b>	<b>REGULAR ITEMS</b>
<b>2.1</b>	<b><i>Committee Information Update</i></b>
	<b>Environmental Update</b> <ul style="list-style-type: none"><li>• D. Gray reported that Toronto Pearson will be receiving Airport Carbon Accreditation Level 3 Optimization at the Airports Council International Conference in Montreal. This is an internationally recognized standard for assisting airports in reducing and managing carbon. Toronto Pearson will be one of two airports in North America at Level 2.</li></ul>
	<b>Community Relations update</b> <ul style="list-style-type: none"><li>• C. Woods advised that Toronto Pearson participated in the Polish Roncesvalles Festival. Approximately 1100 community residents inquired about the role of the airport. Toronto Pearson's 9<sup>th</sup> Annual Runway Run will be held on Saturday, September 24, 2016.</li></ul>
	<b>CENAC Stats</b> <ul style="list-style-type: none"><li>• CENAC stats were made available at the meeting. The full presentation can be found <a href="#">here</a>. C. Woods noted that there was an increase in the complaints; however the number of callers was consistent.</li><li>• R. Connelly noted that due to inclement weather experienced in August, there was an increase in the use of the north/south runway operations which could account for the increase in complaints in August.</li></ul>
<b>3.0</b>	<b>DISCUSSION ITEMS</b>
<b>3.1</b>	<b><i>Update: NAV CANADA'S Independent Toronto Airspace Noise Review</i></b>
	<b>Independent Toronto Airspace Review</b> <ul style="list-style-type: none"><li>○ Nick Boud of Helios provided an overview of the Independent Toronto Airspace Noise Review.<ul style="list-style-type: none"><li>• The presentation provided an outline of the aim, scope output, and the draft terms of reference.</li><li>• The first round of consultations will study the content of the draft terms of</li></ul></li></ul>

- reference.
- Written submissions will be accepted by emailing [TorontoAirspaceReview@askhelios.com](mailto:TorontoAirspaceReview@askhelios.com)
- All documents issued by the review team as well as the full report will be made public on the website. [www.torontoairspacereview.ca](http://www.torontoairspacereview.ca)
- The full presentation can be found [here](#).
- C. Cizmar, Georgetown resident, inquired if there is an opportunity to look at reducing or eliminating the number of night flights over residential areas.
  - N. Boud responded that NAV CANADA does not have the ability to change the airport capacity. The design and operation of the airspace will not impact the airport capacity.
- C. Cizmar asked if NAV CANADA could look at shifting the flight paths.
  - N. Boud responded that the Independent Toronto Airspace Noise Review of the Toronto area airspace will review the design and operation to identify if there are further reasonable actions that could be taken to minimize the noise from the aircraft operations.
- S. Best, Toronto resident, is concerned about the overuse of the word safety. She is also concerned about the length of time it is taking to reflect any changes to the six mitigation initiatives.
  - N. Boud replied that safety comes first. The Toronto Independent Airspace Noise Review will identify issues of the Toronto area airspace design and operation to determine if there are further reasonable actions that could be taken to minimize the noise from aircraft operations.
- S. Best asked if the study will stop the work on the six noise mitigation initiatives.
  - N. Boud stated that this review will not stop the six noise mitigation initiatives.
- M. Berlettano, Mississauga resident, questioned how Helios's independence is protected from undue influence from the largest stakeholders in this community such as the GTAA, NAV CANADA and, the airlines.
  - N. Boud replied that there is personal and company integrity. Helios is setting the scope, timetable, methodology and the report will be made public.
  - In addition, Helios will speak with all the stakeholders involved including communities, GTAA, NAV CANADA and the airlines. All submissions received will be treated equally. All recommendations will be included in the report regardless of the outcome of the recommendation.
- M. Berlettano asked about the success of the Gatwick report and how effective the study has been at creating change.
  - N. Boud replied that some of the quicker recommendations in the Gatwick report have been implemented. Other recommendations will take longer.
- M. Berlettano asked if there is a strong correlation between turning a flight and fuel savings.
  - N. Boud replied correlation to fuel savings depends on the airlines' priority. For example minimum noise, fuel efficiency and meeting safety.
- M. Berlettano asked how the review will take into consideration the future increase in aircraft movements.
  - Yes, the review will take look at airport capacity on a 10 year horizon.
  - R. Connelly also noted that the aircraft movements do not grow at the same rate as passenger volume.
- M. Berlettano asked about construction of a sixth runway and the location of the runway on the airport.
  - D. Gray advised that a new environmental assessment will have to be

completed before a sixth runway can be constructed. The Canadian Environmental Assessment Act has been updated since the original environmental assessment was done.

- R. Connelly noted that the projected growth is within the airports current infrastructure footprint.
- R. Boeknke, Etobicoke resident, questioned the meaning of the word capacity - does it mean current capacity or pre Pickering capacity.
  - N. Boud responded that movement numbers will grow slower due to increasing aircraft size. Larger aircraft are able to carry more passengers.
- C. Cizmar, Georgetown resident, stated that Transport Canada needs direct intervention beyond the Independent Toronto Airspace Noise Review. He would like Minister Garneau to further intervene in support of the residents regardless of the outcome of the review.
  - A. Biffin stated that he will bring Mr. Cizmar's comments back to the office of Transport Canada.
- J. Berlettano, Mississauga resident, commended Helios on the study and hopes that it produces positive results; however, the study needs to consider the growth of the airport.
  - N. Boud invited the public to remit submissions for the study to Helios by email or by attending open meetings.

**Action Plan Update: Noise Monitoring Terminals and Best Practice Review**

- C. Woods provided an update on the Noise Management Action Plan.
  - In regards to the new Noise Monitoring Terminals (NMT's), C. Woods confirmed eight new sites have been approved and selected, two in Toronto and Mississauga, one in Oakville, Halton Hills, Thornhill and Vaughan. Next steps include the purchase and installation of the NMT's.
  - Under the Best Practices Review, Toronto Pearson will be working with a consultant that will be reviewing the Noise management programs at airports around the world. Next steps are to review the submitted proposals.
  - The full presentation has been posted on the website and can be found [here](#).
- D. Inch, Oakville resident, asked what municipalities have signed agreements for the Noise Monitoring Terminal and questioned if municipalities have to sign before installation starts.
  - C. Woods responded that there are no signed contracts, however, the noise office has reached out and are waiting to hear back from the municipalities.
- C. Palin, Toronto resident, inquired as to the time frame for having the NMTs installed.
  - C. Woods replied late this year or early next year. Not all of the lease agreements need to be signed before commencing installation at those sites with signed agreements.

**Update: Toronto Noise Mitigation Initiatives – Request for Proposals on Ideas 5 & 6**

- L. Barrett provided an update on the Request for Proposals process on Ideas 5 & 6. The full presentation has been posted on the website and can be found [here](#).

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**4.0 PUBLIC COMMENTS**

- M. Berlettano, Mississauga resident, asked if there is any option to roll back the expansion at Toronto Pearson and to expand growth at other airports.
    - R. Connelly replied that the GTAA is working with other airports in the Southern
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- Ontario region on a Regional Airports Strategy as well as a Ground Transportation Strategy.
- A full update on the Regional Airports Strategy will be made a future CENAC meeting.
  - S. Middleton, Toronto resident, stated they live directly under a flight path and would like the GTAA to consider sharing the daytime and nighttime flight paths over other parts of the city.
    - R. Connelly replied that Ideas 5 and 6 of the Toronto Noise Mitigation Initiatives will explore alternation and respite options, including a review of the nighttime preferential runway system.
  - C. Palin, Toronto resident, asked what notification was given to the public advising them about the consultation meetings for the Toronto Airspace Noise Review.
    - N. Boud stated that notification was sent through the GTAA's community email list. Notification for future sessions will be published in the local paper.
  - C. Cizmar, Georgetown resident, asked that MP Michael Chong be notified directly about future sessions.
    - Mr. Cizmar also stated that he noticed planes flying over nonresidential areas and green space several kilometers outside of Georgetown, and is requesting that as part of the Review, NAV CANADA, moves air traffic from within 10k of Georgetown to over nonresidential areas or green space that are located several kilometers outside of the municipal boundaries of Georgetown.
  - G. Pollard, Mississauga resident, asked who controls the growth of the airport and if there are any restrictions on the growth?
    - R. Connelly responded that airport growth is about a balance of operating an economic engine for the region and trying to manage community benefits and impact.
  - M. Berlettano, Mississauga resident, asked why planes cannot initiate their turns later after takeoff when they are higher in the air
    - L. Calhoun replied that NAV CANADA has a mandate to provide efficient flight path for aircraft departures. Planes do not turn until they reach 3600ft. L. Calhoun offered to review a map with Ms. Berlettano following the meeting.
  - In addition, M. Berlettano stated she had issues when monitoring flight tracks on WebTrak.
    - C. Woods stated that there has not been a concern about the accuracy of the flight paths. If there is a concern, we can take this back to the system vendor.
  - M. Berlettano asked if the committee could act as a facilitator for the public to encourage the start of the development of a regional airport east of the city.
    - R. Connelly replied that airports have to submit a master plan every ten years. There will be a process to get involved in gathering feedback when the next master plan is submitted at the end of 2017.
  - G. Pollard, Mississauga resident, questioned the accuracy of the noise stats, specifically why only 10 complaints against the early turn between 2008 and 2016.
    - C. Woods stated that the complaints listed under the Operational Trials Updates are strictly for the trials that were being tracked. All complaints received are included in the regular complaint stats. She offered to provide a report of all his complaints.

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5.0 **ADJOURNMENT** - Meeting is adjourned.

- The next CENAC meeting is scheduled for Wednesday, December 7, 2016.
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For additional information, please contact Ingrid Pringle at (416) 776-3035.

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