

CENAC ACTION ITEMS FROM JUNE 6, 2012

Action Item	Response	Status
1. Make all the meeting materials available on the website.	All items have been posted.	Closed
2. T. McCallion requested a noise monitor be placed at her residence in Applewood Heights.	<p>The GTAA Noise Office has reviewed the request to have a permanent Airport Noise Monitoring Terminal (NMT) installed at a private residence. Because private residential locations do not meet the criteria listed below, it is not feasible to attach or situate NMT equipment in these types of locations.</p> <p>a) <u>Proximity of NMT to Aircraft Flightpaths:</u> The NMT should be located in an area which will have frequent flyovers of arriving or departing aircraft at altitudes below 6,000 feet ASL if noise events are to be properly recorded and correlated with aircraft operations. Locations up to 4 nautical miles along the final approach path will be exposed to both arriving and departing aircraft. At greater distances up to 8 nautical miles along the final approach path arriving aircraft will be monitored as they approach on the localizer and glidepath signals of the instrument landing system. Departing jet aircraft initiate enroute turns generally from 3 to 7 nautical miles from the runway end and will be dispersed over a broad area as they turn towards their designated airway.</p> <p>b) <u>Proximity of NMT to Existing Noise Monitors :</u> To provide significantly different noise exposure, potential sites should be located a minimum of 1 nautical mile from any existing NMT. Where two existing NMTs are located on the final approach, no additional NMTs should be added between them.</p>	Closed

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	<p>c) <u>Proximity of NMT to Noise Sensitive Land Use:</u> Locations in the vicinity of noise sensitive residential, institutional or recreational land uses will provide for the quantification of aircraft noise impact and aid in addressing noise complaints.</p> <p>d) <u>Background Noise Level:</u> Background noise levels at potential sites should be relatively low to improve the accuracy of correlating aircraft noise events. A minimum of 10 decibels below expected aircraft noise levels is required with no exposure to other sources or intermittent high noise levels. Several days of temporary noise monitoring will be required to assess the existing noise environment.</p> <p>e) <u>Utility Sources, Site Access and Security:</u> Potential locations should be within 100 metres of existing hydro and telephone service to avoid high installation costs. The NMT should be easily accessible for maintenance that is required at least once per year. The NMT should be located in either a secured area or an area that is well exposed to observation by the public to avoid vandalism or theft.</p> <p>f) <u>Terrain and Building Interference”</u> NMT sites should be located where there is a direct line of sight (sound) to the area of the sky where aircraft normally fly. No large buildings or other large solid surfaces should be within 25 to 50 ft of the NMT to avoid sound reflections. Trees or other sources of wind noise should be at least 15-25 ft from the NMT.</p>	

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	<p>The GTAA is in the process of upgrading the Airport Noise and Flight Track Monitoring System in the Noise Office. Included in this upgrade is new equipment for all of the permanent NMTs in the communities surrounding the airport.</p> <p>In addition to the new equipment, a number of new sites were identified for NMT installation including a location near to the Applewood Hills community at Meadow Glen Park. A CENAC sub-committee was critical in the determination and review of the locations for these new noise monitors.</p>	
<p>3. Undertake portable noise monitoring at McCallion's residence</p>	<p>Representatives from the Noise Office will coordinate a site visit with Ms. McCallion in September. Members of CENAC will also be invited when the date and time is confirmed.</p> <p>Please note, although a date will be scheduled, confirmation will only be made 12 hours in advance, as we need to be operating on Runway 24 Left and Right during these NMT visits.</p>	<p>Site visit to be scheduled in September.</p>
<p>4. C. Fonseca inquired if Applewood residents could have a tour of noise monitor location to observe readings.</p>	<p>The GTAA is in the process of upgrading the Airport Noise and Flight Track Monitoring System in the Noise Office. Included in this upgrade is new equipment for all of the permanent NMTs in the communities surrounding the airport.</p> <p>A tour of all NMT locations will then take place once all of the construction has been completed. The GTAA's Community Engagement group will coordinate this.</p>	<p>Site visits are to be scheduled in Spring 2013, when new system is operational.</p>

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<p>5. Stats on early jet turn trials and propeller turns (Action #6 from last meeting) provided prior to next CEANC meeting.</p> <p>M. Prentice noted the early turns have been going on since 2008, and inquired why has there only been a noticeable change since last year. She is not convinced the early turns have caused the change and asked whether it is perception or reality that has changed? Please</p>	Please see backgrounder on website.	Closed
<p>6. The CENAC stats need to be circulated to committee members in advance of meeting.</p>	Materials will be circulated to the committee on August 22, 2012. In addition, hardcopies will be couriered to those members who have indicated this preference.	Closed
<p>7. M. Prentice noted the noise footprint has changed at Toronto Pearson during the last 15 years, and requested a rendering of that.</p>	A future CENAC meeting will be dedicated to understanding and reviewing the noise footprint.	Noise Footprint Workshop to be scheduled.
<p>8. T. Rizzuto-Willan inquired if Toronto Pearson has a new noise footprint since the airspace was changed.</p>	<p>Phase 1 of the NAV Canada Airspace Review changes were implemented on February 9, 2012. A full calendar year's worth of data is required before being able to assess whether the changes have had an impact on Toronto Pearson's noise footprint.</p> <p>It should be noted, this airspace review is independent of Toronto Pearson. Inquiries about these changes should be directed to NAV CANADA at service@navcanada.ca.</p>	Closed

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9. M. Prentice and C. Fonseca proposed the 2 hour rule to register a complaint be reviewed.	<p>The GTAA is in the process of upgrading the Airport Noise and Flight Track Monitoring System in the Noise Office. We anticipate this new system being in place and operating by Winter 2013. In the meantime, the 2012 CENAC Updates will now report the number of complaints with, and without, the 2-hour rule.</p> <p>This new system will enhance tracking capabilities, as well as the functionality to improve the complaint process. As part of this, the GTAA will undertake an audit of the noise complaint process with the objective to improving the overall process, including removing the 2 hour rule.</p>	Update to be provided once new system is operational .
10. G. Crymble requested engine run-up locations.	Please see backgrounder on website.	Closed
11. Report back on how the fine process works and share link to the Transport Canada site	Please see backgrounder on website.	Closed
<p>12. J. Van 'T Hof stated that residents have an issue trusting the data that is being provided by the noise office. He made four recommendations:</p> <ul style="list-style-type: none"> ▪ Re-define what triggers a complaint. ▪ Clarify what the mechanism is that ensures the numbers get into the database. ▪ Report to an Ombudsman. ▪ Allow for a third party review of the complaint process to identify gaps and efficiencies. 	<p>The GTAA is in the process of upgrading the Airport Noise and Flight Track Monitoring System in the Noise Office. We anticipate this new system being in place and operating by Winter 2013.</p> <p>In implementing the new system, the GTAA will also undertake an audit of the noise complaint process. The objective will be to refresh and improve the ability to audit the overall process, including removing the 2 hour rule.</p>	Continue to report back to CENAC on progress.
13. Add additional statistics to standard reports:	The Noise Management Office compiles and reports on statistics	Closed

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<ul style="list-style-type: none"> ▪ Weather avoidance complaints (define) ▪ non-GTAA flights ▪ number of violations (as a result of complaints) <p>G. Crymble inquired how GTAA can consider the flights that are not under our jurisdiction; recommendation that we track that as a complaint category.</p> <p>G. Stewart inquired if it is possible to include and track the details of the weather conditions around as part of the complaint investigation process.</p>	<p>related to trial procedures at Toronto Pearson (ie. Propeller Aircraft Turns during the extended hours and Early Jet Turns on the North/South runways). Complaints related to a Trial Procedure are indicated as such when registered.</p> <p>Once a trial procedure has been formalized and becomes a regular operation, the Noise Management Office records and reports complaints related to the procedures, but no longer tracks the number of aircraft conducting them.</p> <p>In response to the requests for additional reporting statistics:</p> <p>Weather Avoidance Weather is uncontrollable and affects how aircraft operate at any airport. Weather Avoidance is defined as a deviation from the standard published arrival/departure procedures. While the airport and airlines act to minimize noise during Departures and Arrivals, sometimes there are deviations from noise abatement procedures when unusual conditions, such as thunderstorms, arise. As this is a deviation from the standard operating procedures, complaints due to weather avoidance are tracked. They will be added to CENAC Updates going forward.</p> <p>Non-GTAA Flights The Noise Management Office investigates potential violations of the noise abatement procedures, restricted hours operations and maintenance engine run-ups for arriving and departing aircraft operations at Toronto Pearson. Flights that do not operate to or from</p>	

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	<p>Toronto Pearson but fly over the airspace are considered non-GTAA flights and are not subject to the same regulations that apply at Toronto Pearson. Therefore they would not be subject to further investigation or analysis by our Noise Office.</p> <p>Should a Non-GTAA flight result in a noise complaint it is referred to Transport Canada. We do not track the number of complaints against these flights as we have no enforcement jurisdiction over these flights.</p> <p>Number of Violations as a result of complaint Regularly reported on each CENAC Update.</p>	
14. Concerns around changes made to the Complaint Form	In April 2012, the GTAA discovered that the online complaint form was not working properly. The form has been replaced with a new one to ensure that all complaints are properly recorded, investigated and responded to.	Closed