



# Minutes

- Date:** November 27, 2013 at 4:00 p.m.
- Location:** GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B
- Chair:** Toby Lennox, GTAA Vice President, Strategy Development & Stakeholder Relations
- Member attendees:** Brad Green, Brampton Resident  
Charles Gonsalves, Brampton Resident  
Brian Maltby, Brampton Resident  
Tina Rizzuto-Willan, Mississauga Resident  
Gordon Stewart, Mississauga Resident  
Johan Van T' Hof, Toronto Resident  
Vincent Crisanti, Toronto Councillor  
Sheldon Rokin, Toronto Resident
- Absent :** Maja Prentice, Mississauga Resident  
Chris Fonseca, Mississauga Councillor
- Technical Members:** **GTAA:** R. Connelly, L. McKee, D. Dolezal, F. Donaldson D. Gray, K. Bochan, C. Woods, L. Hindocha, **NAV Canada:** Sam Ghobrial, Michelle Bishop, Kurtis Arnold, **Transport Canada:** Imi Waljee, **City of Mississauga:** Karen Crouse, **Pilot Community:** Brian Harkness (absent).
- Secretariat:** K. Stefanazzi
- Also Present – Residents**
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| R. Boehnke, Toronto   | S. Kapur, Mississauga  |
| K. Burford, Toronto   | P. Girouard, Oakville  |
| M. Dwyer, Toronto     | P. Ladouceur, Oakville |
| M. Hlibchuk, Toronto  | N. Rinaldi, Oakville   |
| R. Jacoby, Toronto    |                        |
| T. Lowenbach, Toronto |                        |
| L. Prestice, Toronto  |                        |
- Attachments:** CENAC Information Update, November 27, 2013.
- Next meeting:** February 26, 2014 at 4:00 p.m.

Item	Details
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<b>1.0</b>	<b>Preliminary Items</b>
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1.1	<i>Welcome and Roll Call conducted by K. Bochan.</i>
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1.2	<i>Review and approval of Agenda: T. Rizzuto-Willan moved and B. Green seconded.</i>
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1.3	<i>Review, approval of September 11, 2013 Minutes: B. Green moved and B. Maltby</i>
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Item	Details
	<i>seconded.</i>
1.4.0	Matters Arising from previous meeting of September 11, 2013. <ul style="list-style-type: none"><li>Action Items arising from previous meetings were reviewed and can be found on the website.</li></ul>
<b>2.0</b>	<b>REGULAR ITEMS</b>
<b>2.1</b>	<b>CENAC Committee Information Update (handout was reviewed)</b>
<b>2.2</b>	<b>Community Outreach - Update</b>
2.2.1	<ul style="list-style-type: none"><li>R. Connelly gave an update to committee members regarding the launch of WebTrak.<ul style="list-style-type: none"><li>Conducted a public callout and more than 150 people volunteered their time to participate in user-testing. WebTrak will be going live on Toronto Pearson's website December 11, 2013.</li></ul></li><li>R. Connelly stated the GTAA is looking for representatives to participate on the Air Quality Study Committee. The committee will comprise of three members from the CENAC committee representing Toronto, Mississauga and Brampton. A total of ten submissions were received from interested and qualified participants.</li></ul>
<b>2.3</b>	<b>Environment Services - Update</b>
2.3.1	<ul style="list-style-type: none"><li>D. Gray noted that Phase 1 of the Air Quality Study on airport emissions will be completed by mid-December.</li><li>The GTAA will be in discussion with the Region of Peel on Phase 2 of the emissions study and hope to be completed by February 2014. Phase 3 should be completed by April 2014.</li></ul>
<b>2.4</b>	<b>Toronto Pearson Airside Construction Program – Update</b>
	<ul style="list-style-type: none"><li>L. Hindocha noted all planned construction for 2013 is complete. The GTAA will provide any updates on the website.</li></ul>
<b>3.</b>	<b>DISCUSSION ITEMS</b>
<b>3.1</b>	<b>Night Flight Budget – Update</b>
	<ul style="list-style-type: none"><li>F. Donaldson provided a Night Flight Update presentation. The full presentation can be found <a href="#">here</a>.</li><li>V. Crisanti inquired whether any budget not used would carry over to 2014.<ul style="list-style-type: none"><li>F. Donaldson responded a carry-over is not granted if the budget isn't used.</li></ul></li><li>J. Van T' Hof inquired if it was possible to segment the night flights for clarity to see what flights are included in the budget as this would allow for transparency.<ul style="list-style-type: none"><li>A report that breaks night flights down by time, aircraft type, operation and by sector will be shared at the next CENAC.</li></ul></li></ul>
<b>3.2</b>	<b>5 Year Noise Management Action Plan – 2013 In Review</b>
	<ul style="list-style-type: none"><li>In 2012, the GTAA adopted a 5-year Noise Management Action Plan, which set a framework of initiatives for 2013-2017. This presentation was an opportunity to</li></ul>

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|  | <p>review the status of initiatives and what work had been completed in 2013.</p> <ul style="list-style-type: none"><li>• For more details, find the full presentation <a href="#">here</a>.</li><li>• In 2013, the GTAA adopted the following:<ul style="list-style-type: none"><li>○ ANOMS a new noise monitoring and flight tracking system which also included the installation of 17 noise monitoring terminals.</li><li>○ Introduced WebTrak, an online tool that provides near-real time and historical flight data so community members can investigate aircraft operations from any computer with internet access in December 2013.</li><li>○ Standardized tracking and reporting system, and removed the '2 hour rule' for noise complaints based on feedback from residents and CENAC.</li></ul></li><li>• Priorities for 2014 of the 5-Year Action Plan include:<ul style="list-style-type: none"><li>○ Preferential Runway Working Group - this will be a sub-committee of the Technical Noise Committee.</li><li>○ Set criteria for future trials.</li><li>○ Standardization of enforcement and auditing processes for aircraft operations and night flight management.</li></ul></li><li>• T. Rizzuto-Willan stated that the Preferential Runway Working group sub-committee allows an opportunity for the GTAA Technical committee and CENAC to work together.</li><li>• J. Van T' Hof inquired if there was an alternative to the preferential runways.<ul style="list-style-type: none"><li>○ Reviewing whether a preferential runway system is the best system to manage impacts will fall under the scope of the Preferential Runway Working Group.</li></ul></li></ul> |
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3.3 **Nav Canada WTM - Update**

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|  | <ul style="list-style-type: none"><li>• K. Arnold of NAV Canada provided an update on Windsor-Toronto-Montreal Airspace Review (WTM).</li><li>• He noted that the objective of the review was to meet ICAO standards, and take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions, increase efficiencies and reduce delays, while maintaining or increasing the safety of the air navigation system.</li><li>• For more details, find the full presentation <a href="#">here</a>.</li></ul> |
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4.0 **Public Comments**

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|  | <ul style="list-style-type: none"><li>• P. Girouard, an Oakville resident, inquired whether there has been an increase in the number of complaints from Oakville.<ul style="list-style-type: none"><li>○ R. Connelly responded complaints can be obtained by riding. This has been tracked as an Action Item and will be reported on at the next CENAC.</li></ul></li><li>• Another Oakville resident inquired if the flight paths are negotiable and can be relocated back to the path from before WTM.<ul style="list-style-type: none"><li>○ K. Arnold responded that the change was made to meet ICAO safety standards; the flight path cannot be relocated to where it was because it does not meet today's safety requirements.</li><li>○ T. Lennox advised these concerns had been shared by residents with the Minister of Transportation at a meeting the Minister hosted on September</li></ul></li></ul> |
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19, 2013.

- K. Burford requested a copy of the ICAO guidelines that dictated the change in flight path, and inquired if ICAO guidelines consider the health effects of noise of people on the ground.
    - M. Bishop responded that aircraft noise is measured by aircraft certification, with Chapter 4 currently the quietest. The majority of aircraft that operates at Toronto Pearson are Chapter 3 or quieter.
    - M. Bishop confirmed Nav Canada would provide a copy of the ICAO guidelines. This has been tracked as an Action Item and will be reported on at the next CENAC.
  - K. Burford inquired why the “trombone” from the south, which is impacting Oakville, couldn’t be positioned over the lake, rather than a residential area.
    - K. Arnold responded that the trombone is part of an arrival procedure. The airspace over the lake is not free; operations from City Centre Airport, departures from Toronto Pearson heading east to destinations like Ottawa, Montreal, Quebec City, Boston, New England, East Coast of Canada as well as overseas flights are occupying the airspace over the lake.
  - S.Kapur, President of the Rockwood Homeowners Association, noted that in their community an aircraft on approach could be as low as 700 feet above ground level.
    - T. Lennox responded that aircraft arrivals on Runways 33L/R can be as low as 700 feet above the ground over a residential area directly south of the airport. These aircraft are approximately 3 kms. from landing and are therefore only a few hundred feet above the ground.
    - T. Rizzuto-Willan responded that WebTrak will be very beneficial for these types of inquiries, as residents can track aircraft altitudes
  - R. Jacoby noted she has seen the WTM presentation three times. The first presentation was made October 2012, and no mention was made about safety. She advised the reason Nav Canada was implementing the flight paths were for fuel savings, timing and emissions.
    - R. Jacoby noted she was also part of the presentation on September 19 that the Transportation Minister attended. She raised concerns that her questions following the meeting had not yet been answered.
    - M. Bishop advised that she would check into the matter. Ms. Bishop also noted that Ms. Jacoby has met with Nav Canada in the past regarding her questions/recommendations and that she was walked through the responses, but could set up another meeting to talk about the recommendations that were given.
    - T. Rizzuto-Willan requested the solutions that Ms. Jacoby presented to Nav Canada are shared with CENAC.
  - A resident inquired if there was a correlation between the increase in night flights and night noise complaints.
    - R. Connelly responded the GTAA track the information and we will report back with the information.
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Item	Details
	<ul style="list-style-type: none"><li>• M. Hlibchuk inquired when the 2 hour rule was abolished.<ul style="list-style-type: none"><li>○ R. Connelly responded January 2013.</li></ul></li><li>• M. Hlibchuk expressed concern about whether his complaints were being registered, and that he had not always received a callback on the all the occasions he requested one. He commented he feels his complaints have been thrown in the garbage. In his opinion, the CENAC Updates shows no correlation with the complaints he has made. He feels there is fraud or incompetence.<ul style="list-style-type: none"><li>○ T. Lennox noted that noise complaints that are registered with the noise office are not thrown in the garbage. The GTAA do not engage in any fraud or deception.</li><li>○ T. Lennox responded the GTAA will come back to the committee with a full report on the complaints the noise office has received from M. Hlibchuk.</li><li>○ This has been tracked as an Action Item and will be reported on at the next CENAC.</li></ul></li><li>• R. Jacoby requested GTAA provide a presentation at a future meeting on night flight arrivals and departures.<ul style="list-style-type: none"><li>○ T. Lennox responded in the positive.</li></ul></li></ul>
5.0	<b>Adjournment</b> - Meeting is adjourned.
6.0	The next CENAC meeting is scheduled for <b>February 26, 2013</b> at 4 p.m. For additional information, please contact Kim Stefanazzi at (416) 776-3941.