



Minutes

- Date:** February 5, 2008
- Location:** GTAA Administration Building, 3111 Convaire Drive, Pearson Rooms A & B
- Chair:** Toby Lennox, Vice President, Corporate Affairs
- Attendees:**
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| Larry Perlman, City of Toronto Resident | Maja Prentice, City of Mississauga Councillor |
| Dante DiGiulio, City of Mississauga Resident | Tina Rizzuto-Willan, City of Mississauga Resident |
| Brad Green, City of Brampton Resident | Gordon Stewart, City of Mississauga Resident |
- Regrets:**
- Sue McFadden, City of Mississauga, Councillor
 - Andrew Pask, for Rob Ford, City of Toronto Councillor
 - Richard Poersch, City of Brampton Resident
 - John Sprovieri, City of Brampton Councillor
- Technical Members:**
- John Calvert, City of Mississauga
 - Clifford Frank, Transport Canada
 - Christina Lo, City of Brampton
 - John Golden, NAV Canada
 - Andy Vasarins, ATAC
- Also Present:**
- | | |
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| Bernie Kavanagh, Morningstar Air Express | Irene Hawrylyshyn, GTAA |
| Ron King, Transport Canada | James Linseman, GTAA |
| Christina Lo, City of Brampton | Wil MacMillan |
| Ken Lundy, Toronto City Centre Airport | Randy McGill, GTAA |
| Kathy Bochan, GTAA | Martin Sarmiento, GTAA |
| Diana Dolezal, GTAA | Kim Stefanazzi, GTAA |
| Derek Gray, GTAA | George Thackray, GTAA |
| | Eric Tolton, GTAA |
- Attachments:** Early turns trials presentation

Next meeting: April 10, 2008

Item	Details
1.0	Preliminary Items
	T. Lennox noted that, at the start of the meeting, there was not quorum. However, with late arrivals, there was quorum. There was discussion as to how we can ensure quorum and T. Lennox advised the GTAA will follow up, noting that the GTAA will continue to proactively contact people to ensure quorum.
1.2	<i>Agenda was approved as presented</i>
1.3	<i>Review and approval of Dec. 12, 2007 meeting minutes</i>
	T. Lennox asked for approval of the meeting minutes from Dec. 12, 2007. G. Stewart moved and B. Green seconded.
1.4	<i>Matters arising from previous meetings</i>
1.4.1	T. Lennox reviewed action items list. There were no additional comments.
2.0	Regular Items
2.1	<i>The Committee Information Update was presented in its new format</i>
2.2	<i>L. Perlman inquired how many charges have been made against the airlines.</i>
	D. Dolezal addressed this question with a presentation. 2004: 15 cases assessed monetary penalty by Transport Canada (TC); one case was associated with a complaint. 2005: 12 cases assessed monetary penalty by TC; no cases were associated with complaints. 2006: nine cases assessed monetary penalty by TC; two cases were associated with complaints. 2007: eight cases assessed monetary penalty by TC; two cases were associated with complaints. T. Lennox: the complaint process is only one way to deal with investigations. Most times, the GTAA finds departures that do not follow procedure or that violate procedure through regular monitoring. The complaints continue to play a vital role in the noise mitigation process as they indicate specific areas of concern. W. MacMillan detailed the investigation process. The GTAA records all frequencies, listens to the tapes and based on this information, a determination is made as to

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	<p>whether there was a violation. If there is a violation, the GTAA sends the operator a letter of Information or forwards the case to Transport Canada. A letter of information is used to educate first time noise violators to comply properly and serves as a warning. The vast majority of these cases are nighttime violations.</p>
	<p>G. Stewart: Shouldn't NavCanada take some responsibility as they issue instructions to the pilots?</p>
	<p>T. Lennox: The whole complaint process is dependent upon a close working relationship and continued cooperation between Nav Canada and the airport authority. For example, if a flight arrives late and does not have permission to operate, it is the GTAA's responsibility to look at the issue and approve or deny arrival based on numerous factors. It is important to understand that complaints do not drive this process. The purpose of the complaint process is to:</p>
	<ul style="list-style-type: none">▪ Catch violations▪ Have the GTAA understand the communities' concerns▪ Give the public the opportunity and a vehicle whereby they can register a complaint
	<p>As there were additional questions relating to the role of the GTAA, the role of NavCanada, and communications with the public, T. Lennox suggested that the GTAA walk through the whole process at a future meeting.</p>
2.5	<i>Greenhouse Gas Emissions</i>
	<p>T. Lennox: With the name of the committee changed to CENAC, this committee's mandate will be more involved with the issue of greenhouse gases. We will update you on what the airport is doing regarding greenhouse gas emissions and discuss this committee's role.</p>
	<p>D. DiGiulio: Can the GTAA ban certain airlines from flying into Pearson? T. Lennox noted that this is not an issue as the progress that's been made converting jets to Chapter 3 has been phenomenal. There are efficiencies and advantages for the airlines. In 2006, 99.7% of aircraft that flew into Pearson were Chapter 3 aircraft.</p>
	<p>D. DiGiulio: The majority of taxicabs run on propane. T. Lennox advised that the GTAA has been looking at that issue, but the technology of hybrids does not satisfy our standards and requirements. For example, hybrids are not ideal as taxicabs because their trunk space and the supply is limited.</p>
	<p>G. Stewart: The cell phone parking lot is an excellent addition that the GTAA has made and is cutting down on pollution; however, the parking lot layout is awkward right</p>

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	<p>now. E. Tolton explained that there is currently construction to the storm sewer line in the cell phone lot. Cell phone lot usage has skyrocketed recently and has had up to 250 vehicles at its peak point.</p>
3.0	Discussion Items
3.2	<i>Trial Procedures</i>
	<p>T. Lennox introduced initiatives by the GTAA, ATAC, and NAVCanada as part of joint efforts to review methods of reducing greenhouse gasses. In summary, the trial has three major aspects:</p>
	<ul style="list-style-type: none">▪ Extend the existing early turn procedure to additional aircraft types on the East West runways.▪ Extend the early turn procedure to the North South runways on a trial basis for one year.▪ Expand the hours of prop turns by 30 minutes from 0630 to 0700 hours and 2300 to 2330 hours. The early morning is particularly busy, with extensive queuing of very large aircraft. By getting the smaller aircraft out, less fuel will be burned by all, and will allow for a better management method of queues.
	<p>The benefits of building on existing procedures are that the GTAA is using controlled measures that have been effective in the past for determining benefits and downfalls. This is an opportunity and a measured response.</p>
	<p>D. Dolezal gave a presentation (see attachment) about the trial description and details.</p>
	<p>A. Vasarins noted that there are other committees working on procedures and with initiatives that can reduce emissions.</p>
	<p>G. Stewart: Tracking is nothing new compared to past trials. We need to consider complaints and see whether there's an increase, as presently we don't get many complaints from those types of aircraft.</p>
	<p>M. Prentice: Why are there so few takeoffs on the south in the trials? T. Lennox advised that takeoffs are based on winds and preferential runway use. As the least preferential runway, there are fewer takeoffs to the south.</p>
	<p>B. Green and M. Prentice: Can we notify the councillors about the trials so they can respond to calls? T. Lennox noted that we will notify the councilors. The trials presentation is attached to the minutes. We can also make this presentation in other forums, upon request.</p>

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3.3	<i>Report from CENAC Sub-committee</i> T. Lennox thanked the committee for their efforts and reviewed recommendations.
3.3.1	Updating the Brochure T. Lennox indicated that the GTAA does not update the brochure after every meeting, but we will revise to include more information on the role of CENAC. We will also ensure correct information about CENAC appears on gtaa.com.
3.3.2	Electronic and paper copies of all pamphlets to councillors T. Lennox indicated that the GTAA is attempting to reduce paper usage but will ensure that brochures are made available in .pdf format. He reminded members that all GTAA publications are currently available at gtaa.com under "publications".
3.3.3	Community newspapers should be approached T. Lennox indicated that the GTAA is attempting a more proactive strategy toward the media, but cannot control what the media decides to print, as community papers' lifeblood is ads and they don't do much for free. We will continue our work to ensure that people understand issues about noise, environment, and community consultation.
3.3.4	CENAC Name There was discussion about CENAC's name and concern that it is not recognizable. T. Lennox noted that the mandate includes both noise and the environment, so the name should reflect that. He added that we're looking at ways to bring the GTAA out into the community. Environment day in the community, for example, is a good venue to talk about this committee's role. The GTAA will provide CENAC information at such community events.
3.3.5	Subcommittee Structure Some members expressed concern that establishing an ongoing subcommittee might take away from meetings of the entire committee. Subcommittees should only be dealing with a specific issue that comes back to the committee on the whole. If there's no issue, there is no need for a subcommittee. T. Lennox: At the next meeting, we will include an item to review the committee's priorities. Members are encouraged to bring forward ideas between now and the next meeting and we will develop a work plan for the committee for 2008/2009. G. Stewart: Councillors should have information to provide to members of their community when they complain about noise. This documentation shall include what

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	<p>the procedure is for filing a complaint.</p> <p>M. Prentice: Monitor the response of the early turn trial. Possibly have a workshop about that. If you do get a number of complaints, hold a workshop for the areas affected so the public can come in and get the full story.</p> <p>T. Lennox: Asked if the workshop is still a viable vehicle as attendance has been very low and we are planning to go into the community where people are already meeting to reach larger numbers; for example, at festivals and other venues.</p>

4.0 Other Issues

L. Perlman: Identified a problem with posting information on airports. Notices about the entries are not being issued automatically to users. I. Hawrylyshyn will investigate.

D. DiGiulio: A resident asked whether particulates are due to airborne pollution caused by an airplane and wondered if there are more recent studies than the one completed in 2003. T. Lennox advised that the 2003 study is the most recent study available.

M. Prentice: Referred to a recent trip with baggage delays and scoopers and requested information regarding both matters. T. Lennox committed to have someone follow up with M. Prentice directly.

5.0 Public Comments

T. Lennox asked whether any member of the public has any issues they want to raise. No issues were raised.

6.0 Adjournment

There was no further business and the meeting was adjourned.

Minutes prepared by Nadia Lucivero, (416) 776-4367, Nadia.Lucivero@GTAA.com. Any errors or omissions in these minutes should be forwarded to the author immediately.

Minutes are posted on the GTAA website:

http://www.gtaa.com/en/community_relations/noise_management/noise_management_com/

copies: All members and other attendees