



Minutes

- Date:** June 18, 2008
- Location:** GTAA Administration Building, 3111 Convaire Drive, Pearson Rooms A & B
- Chair:** Toby Lennox, Vice President, Corporate Affairs and Communications
- Attendees:** Dante DiGiulio, City of Mississauga Resident
 Richard Poersch, City of Brampton Resident
 Rob Ford, City of Toronto Councillor
 Maja Prentice, City of Mississauga Councillor
 Brad Green, City of Brampton Resident
 Tina Rizzuto-Willan, City of Mississauga Resident
 Larry Perlman, City of Toronto Resident
 Gordon Stewart, City of Mississauga Resident
- Regrets:** Sue McFadden, City of Mississauga, Councillor
 John Sprovieri, City of Brampton Councillor
- Technical Members:** John Golden, NAV Canada
 Ron King, Transport Canada
 Brian Harkness, Air Canada
 Dave Mastel, NAV Canada
- Also Present:** Joshua Abush, Brampton Resident
 Derek Gray, GTAA
 Kevin Ackroyd, Federal Express
 Irene Hawrylyshyn, GTAA
 Satish Asutra, Brampton Resident
 Wil MacMillan, GTAA
 Kathy Bochan, GTAA
 James Patsakos, Brampton Resident
 Ruth Booth, Mississauga Resident
 Kim Stefanazzi, GTAA
 Diana Dolezal, GTAA
 George Thackray, GTAA
 Stephen Fleming, Brampton Resident
 Eric Tolton, GTAA
- Attachments:** Presentation: Greenhouse Gas Initiatives
- Next meeting:** October 1, 2008

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1.0 Preliminary Items

T. Lennox noted that at the one hour mark, this meeting would be made open for

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	public comment. This meeting shall include a short presentation regarding the early turns trial procedures.
1.1	<i>Welcome and Roll Call conducted by I. Hawrylyshyn</i>
1.2	<i>Agenda was approved as presented</i> R. Ford moved and G. Stewart seconded.
1.3	<i>Review and approval of April 10, 2008 meeting minutes</i> R. Ford moved and B. Green seconded.
1.3.1	T. Lennox: Air Transport Association of Canada (ATAC) has recently undergone significant changes: Air Canada, Jazz, Air Transat, and Westjet have all left ATAC. Andy Vasarins is also leaving ATAC. The GTAA will be contacting the industry to determine next steps to ensure there is no gap for CENAC in terms of representation for major airline issues.
1.4	<i>Matters Arising from Previous Minutes</i>
1.4.1	April 2008, R. Poersch inquired about operating extensions and samples. This item will be discussed in October along with the Transport Canada enforcement process.
1.4.2	April 2008, G. Stewart requested statistics for the percentage of noise complaints during restricted hours relating to Morningstar flights. D. Dolezal presented Morningstar noise complaint statistics. For presentation details, see Section 3.1. This item is closed.
1.4.3	April 2008, B. Green inquired about the percentage of rollback complaints from FedEx flights. D. Dolezal provided 2007 statistics: of 84 complaints, 39 were related to rollback; 14 of these were associated with departures on Runway 23; 25 of these were associated with departures on Runway 33R. T. Lennox: The statistics indicate that a fairly significant number of noise complaints are related to rollback noise.
1.4.4	April 2008, questions were raised regarding the use of preferential runways. Preferential runways are used during the restricted hours (12:30 to 6:30) as a way for the GTAA to manage noise. The northern east/west runway is used most often. To a much lesser extent, when winds require it, the north/south runway is also used. The statistics of preferential runway use during the restricted hours are as follows: 61% of all arrivals are on preferential runways. 86% of all departures are on preferential runways. Therefore, during the restricted hours, aircraft predominantly use preferential runways.

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1.4.5	April 2008, G. Stewart inquired about the violations complaint process. This will be covered in October as part of the Transport Canada enforcement process presentation.
1.4.6	February 2008, M. Prentice requested clarification about greenhouse gas initiatives: item 3.2 today will be a presentation by D. Gray regarding greenhouse gases. This task is completed.
1.4.7	February 2008, L. Perlman asked that the GTAA notify councillors about early turn procedures. The GTAA notified MPs, MPPs, local councillors and mayors. This task is completed.
1.4.8	February 2008, the CENAC sub committee made several recommendations. One recommendation was that the newly drafted noise brochure be distributed to the CENAC committee for review. Once the brochure is finalized, the committee will receive pdf copies.
1.4.9	September 2007, L. Perlman requested that all cities have representation on CENAC. Toronto has nominated a representative who will attend the next meeting. This item is closed.
1.4.10	September 2007, T. Lennox requested that tours be scheduled of the Central Deicing Facility (CDF) and Moore Creek. A tour is scheduled for Wednesday, September 17. This item is closed.
1.4.11	At the June 2007 CENAC meeting, R. Poersch suggested that the GTAA invite the Ministry of the Environment (MOE) to participate on the CENAC committee. The MOE is assessing the appropriate person for this task.
1.4.12	The GTAA 2007 Corporate Social Responsibility report will be distributed to the committee shortly and will also be available online at gtaa.com .
2.0	Regular Items
2.1	<i>Committee Information Update</i>
	Members commented that numbers on the small chart are difficult to read, so the GTAA will adjust the format to address this issue.
3.0	Discussion Items
3.1	<i>Statistics of Noise Complaints During Restricted Hours</i>
	D. Dolezal gave a presentation regarding Morningstar noise complaint statistics. T. Lennox confirmed that Morningstar's 727 aircraft are hushkitted and that

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Morningstar uses preferential runways. D. Dolezal provided a statistical breakdown of complaints in each municipality.

Brampton: 13 complaints; Etobicoke: 44 complaints; Mississauga: 17 complaints; Vaughan: four complaints; York: six complaints. 12 of the total number of complaints were related to arrivals. The remaining complaints were related to departures.

3.2 *Greenhouse Gas Initiatives and Early Turn Procedures*

Early turns were first introduced May 5, 2000, and began operating June 19, 2000. They were formally endorsed by the NMC by June 2002. The concept of these expanded early turns procedures began as per a working group with NAVCanada and ATAC regarding reducing greenhouse gas emissions. Early turns improve runway use because aircraft takeoff sooner, which reduces aircraft wait time in queues, and therefore reduces emissions. Often the issue of reducing emissions—with respect to the early turns—results in increased noise. In September 2003 and March 2008, early turn procedures were expanded to include more aircraft types and also to use more runways.

There are two main elements to greenhouse gas savings realized using early turn procedures. 1) The less fuel burned by an aircraft leads to less emissions. This is a calculation of en route savings. 2) The amount of fuel burned while the aircraft is in the departure queue, which is more difficult to calculate.

This summer, increased thunderstorms resulted in aircraft turning early in order to avoid serious weather conditions. This is a safety issue and these aircraft procedures would take place regardless of the early turn procedures.

A discussion ensued regarding the early turns trials.

M. Prentice: as there were significantly fewer complaints regarding early turns in 2000, she requested a map pinpointing the location of complaints related to early turn trials.

T. Lennox: the GTAA's working group with ATAC, among other initiatives, was addressing the issue of queuing and taxiing, and how to prevent queuing. These discussions shall be put on until a new working group is established.

G. Stewart: a review of the airline queuing system would likely lead to developing methods to improve fuel efficiency. At other airports, such as San Diego and Denver, aircraft remain at the gate until the runway is ready. These airports have shorter queues. San Diego has noise barriers built at all approach ends of the airport that drive the noise upward and seem to work quite effectively.

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3.3	<i>GTAA Greenhouse Gas Reduction Initiatives Presentation</i> D. Gray, GTAA, provided a presentation regarding GTAA greenhouse gas reduction initiatives.
3.4	<i>New Business</i>
3.4.1	Effective January 1, 2009, the GTAA will lower landing fees for cargo operations by 25% and introduce a graduated penalty aimed to phase out older aircraft. The intention is to retain the existing cargo traffic that is migrating to trucks.
3.4.2	Noise Monitor Data B. Green requested the data from the noise monitor at Peel Village golf course. D. Dolezal will provide this information.
3.4.3	Brampton councillor representative for CENAC R. Poersch has discussed the issue of regular attendance of a Brampton councilor at the CENAC meetings with Brampton council. The GTAA has communicated with Brampton regarding this matter as well.
4.0	Public Comments This agenda item was moved forward to the one hour mark and occurred prior to the presentation about greenhouse gas initiatives. T. Lennox answered the questions of Dr. Satish Asutra, Brampton Resident. 1. Was there consultation with the community before the early turn trials began? Yes, in May and June 2000, the GTAA consulted with the noise management committee, and the decision was made to begin the trials. In 2002, based on recommendations of the CENAC committee, the GTAA made the early turn a permanent procedure. The GTAA also informed the mayors, MPPs, etc. of this noise initiative. In March 2008, the GTAA presented the additional early turns trials to local councillors, MPs, MPPs, Regional Mayors, and Chairs. 2. Are the early turns conducted for money? In 2000, the trials were begun to improve efficiency on the airfield, which turns into money for the airlines, not for the GTAA. Today, the GTAA's incentive with respect to early turns is emissions-related. As part of discussions regarding open skies agreements with the European Union and other organizations, reducing emissions is a prominent topic.

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3.	<p>How will the GTAA determine whether to stop the trials? If the GTAA determines that the trials are not working, then the trials will be stopped.</p>
	<p>T. Lennox addressed the concerns of J. Patsakos, Brampton resident, and explained that early turns are spreading out aircraft operations, not narrowing them. He also explained that there are various metrics involved in determining whether the early turns are effective, such as the greenhouse gas savings. T. Lennox pointed out that air travel is a regulated industry, and the early turns may eventually be imposed through legislature in an effort to reduce airport emissions.</p>
	<p>T. Lennox responded to the concerns of various residents, including Dr. S. Fleming and J. Patsakos of Brampton, and R. Booth of Mississauga. The GTAA appreciates the comments of all residents. The GTAA monitors aircraft operations and is responsive to the needs of the community.</p>
	<p>M. Prentice asked residents to give the GTAA and CENAC time to determine why the early turns are causing such a disturbance in the community, since they have not had this effect in the past. In order to find the source of these complaints, time is needed to pinpoint the source and evaluate the noise data.</p>
	<p>T. Lennox clarified that compared with the early turn trials that began in March 2008, three changes were made. 1) Three regional jet aircraft types were added to the list of aircraft allowed to make the early turns on the east/west runways. 2) Early turns were expanded to the North/South runways on a trial basis using only the original aircraft previously being used and not the additional aircraft types. 3) Prop turn hours were expanded from the previous 7 p.m. to 11 p.m.</p>
	<p>R. Poersch indicated that concerned residents should contact the GTAA noise management office to register a complaint.</p>

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.

copies: All invitees listed in Attendees and Regrets sections above