



Minutes

- Date:** October 1, 2008
- Location:** GTAA Administration Building, 3111 Convaire Drive, Pearson Rooms A & B
- Chair:** Toby Lennox, Vice President, Corporate Affairs and Communications
- Attendees:**
- | | |
|---|---|
| Paul Clarke, City of Toronto Resident | Richard Poersch, City of Brampton Resident |
| Dante DiGiulio, City of Mississauga Resident | Maja Prentice, City of Mississauga Councillor |
| Olivia Gandall, alternate for City of Toronto Councillor Rob Ford | Tina Rizzuto-Willan, City of Mississauga Resident |
| Brad Green, City of Brampton Resident | John Sprovieri, City of Brampton Councillor |
| Larry Perlman, City of Toronto Resident | Gordon Stewart, City of Mississauga Resident |
- Regrets:** Sue McFadden, City of Mississauga Councillor
- Technical Members:**
- | | |
|---|----------------------------|
| Kevin Ackroyd, Federal Express | Brian Harkness, Air Canada |
| John Calvert, City of Mississauga Director of Policy Planning | Ron King, Transport Canada |
| Clifford Frank, Transport Canada | Dave Mastel, NAV Canada |
| John Golden, NAV Canada | John Urban, NAV Canada |
- Also Present:**
- | | |
|-------------------------|------------------------|
| Kathy Bochan, GTAA | S. DeVita, Resident |
| Diana Dolezal, GTAA | C. Deo, Resident |
| Derek Gray, GTAA | F. Pouacci, Resident |
| Irene Hawrylyshyn, GTAA | C. Oliveira, Resident |
| Wil MacMillan, GTAA | R. Russ, Resident |
| Randy McGill, GTAA | F. Sarracini, Resident |
| Kim Stefanazzi, GTAA | L. Ferrante, Resident |
| George Thackray, GTAA | S. Fleming, Resident |
| Eric Tolton, GTAA | L. Levasseur, Resident |
| D. Andersen, Resident | J. Martinez, Resident |
| G. Basso, Resident | M. Mesi, Resident |
| G. Carlson, Resident | R. Mule, Resident |
| R. Sonofri, Resident | S. Taylor, Resident |
| S. Conte, Resident | Z. Vely, Resident |
- Attachments:** CENAC Information Update, December 2008
- Next meeting:** December 3, 2008

Item	Details
1.0	Preliminary Items
1.1	<i>Welcome and Roll Call conducted by I. Hawrylyshyn</i> J. Sprovieri moved and M. Prentice seconded.
1.2	<i>Agenda was reordered and approved</i> Items 3.1 and 3.2 of the agenda were reversed. L. Perlman opened a discussion regarding recorded votes. The committee agreed to have recorded votes for important issues; however, it was decided that recorded votes are not necessary for every vote.
1.3	<i>Review and approval of June 18, 2008 meeting minutes</i> B. Green moved and G. Stewart seconded.
1.4	<i>Matters Arising from Previous Minutes</i>
1.4.1	June 2008, G. Stewart requested information regarding best practices. GTAA shall review best practices at other airports and provide information in 2009.
1.4.2	June 2008, M. Prentice requested a map indicating where early turn complaints were coming from. T. Lennox will update the committee with that information.
1.4.3	June 2008, B. Green requested that T. Lennox meet with the Mayor of Brampton. This meeting took place Sept. 9 with Lorrie McKee and several Brampton councillors. Discussions focused on suspension of the early turn trials, airport operational changes, and increasing aircraft traffic levels. A commitment was made that regular informal meetings shall take place between the GTAA and Brampton councillors.
1.4.4	April 2008, R. Poersch inquired about operating extensions and samples. This will be part of the Enforcement Process presentation at the December CENAC meeting.
1.4.5	April 2008, G. Stewart inquired about the violations complaint process. This will be part of the Enforcement Process presentation at the December CENAC meeting.
1.4.6	February 2008, the CENAC sub committee made several recommendations, including 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.
2.0	Regular Items
2.1	<i>Committee Information Update</i>

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	<p>T. Lennox briefly reviewed CENAC update statistics. Correction on p. 2 of the update: "effective June 27, the Early Turn Program was expanded from the original program that was instituted in 2000." Trials actually began in March 2008.</p>
3.0	Discussion Items
3.1	<i>Motions from Larry Perlman</i>
	<p>I. Hawrylyshn read L. Perlman's motions. J. Sprovieri motioned that the GTAA review the motions and provide a summation of the GTAA's position and prepare a report for CENAC members before the next CENAC meeting. M. Prentice seconded the motion. All were in favour.</p>
3.2	<i>Request to have Aircraft Noise Warning Signs Altered in Ward 11</i>
	<p>Councillor George Carlson: The community petition asks the GTAA to consider changing the graphic and changing the signage size to 4 ft. x 4 ft., which is consistent with the school board signs. The petition also requests that smaller signs be posted within residential and pedestrian areas. The committee has provided several graphics for the CENAC to review.</p>
	<p>T. Lennox: The GTAA opposed this housing development in Meadowvale. This signage is part of an agreement developed between the City of Mississauga, the GTAA, and the housing developers. Signs were dictated through an Ontario Municipal Board decision, and the City and the GTAA agreed to the sign content. The GTAA is not supportive of reducing the size of signs as this is the only means to warn that this is a noise impacted area.</p>
	<p>T. Rizzuto-Willan: The signs in question are about a year old, the original ones were 20 ft. tall, and were falling apart. I agree with Toby that the smaller signs would not be as effective.</p>
	<p>T. Lennox: I'm willing to meet with the councillor and residents to discuss this matter. A discussion ensued regarding the placement of signage in the community.</p>
	<p>M. Prentice: The cost to change the signs would be minimal if the same posts are used. There is money in the budget. However, the issue is that the Ontario Municipal Board decision requires an agreement between the GTAA and the city before developments proceed.</p>
	<p>T. Lennox: We will review this item and report back on any decisions.</p>

Item	Details
3.3	<i>T. Lennox updated the committee regarding various items</i>
	<p>T. Lennox: Recently, four main air carriers left the Air Transport Association of Canada (ATAC) (which represent 80 per cent of Pearson’s traffic). ATAC was a very active participant in technical noise committees and emissions issues. These four carriers are trying to form an organization and will ensure that there will be continued representation of an air carrier community at CENAC.</p> <p>T. Lennox: In response to e-mails regarding the relative merits of CENAC vs. noise committees at other airports, the GTAA has prepared and distributed a survey of eight major airports in Canada. Halifax does not have a noise committee; therefore that airport was not included in the survey.</p> <p>M. Prentice: Based on this survey, Toronto ranks head and shoulders above every other airport as far as being open to the public, having transparent communication, meeting more often than any other noise/environmental management committee in any one of these airports, having availability for the public to speak, and publishing minutes for the public. This is a great comparison because it reinforces that we are engaged with the public, more than any other airport in Canada.</p>
4.0	Correspondence Items
4.1	<i>CENAC Committee E-mails</i>
	<p>A summary of the e-mails received at the noise committee e-mail address were presented to the committee.</p>
5.0	Update from Committee Members—deferred to December meeting
6.0	Public Comments
	<p>J. Martinez: Aircraft at Pearson should fly over commercial and industrial areas of the community, rather than over residential areas. T. Lennox explained that safe aircraft operations are dictated largely by wind and weather. Aircraft also operate according to the preferential runway program between midnight and 6:30 a.m.</p> <p>T. Lennox clarified that procedures have not changed at Toronto Pearson; however, there has been an increase in aircraft activity over the last four years.</p> <p>R. Russ raised concerns regarding aircraft flight times between midnight and 6:30 a.m. T. Lennox explained that Pearson is a 24 hour airport and, while operating restrictions exist between midnight and 6:30 a.m., operations still occur between those hours.</p>

Item	Details
	<p>C. Deo raised concerns regarding an increase in aircraft noise since she has moved to her neighborhood in 1961. A discussion ensued regarding aircraft chapter classifications and how perception affects individual noise tolerance.</p>
	<p>S. Fleming raised concerns regarding noise pollution and the Pearson noise management office's method for tallying noise complaints.</p>
	<p>D. Andersen raised concerns regarding an increase in aircraft noise in his community over the past 12–14 months. Randy McGill discussed the 2004/2005 air quality study commissioned by the GTAA and available on GTAA.com. The study reviews emissions around the airport and their dispersions in a certain area around the airport. The health risk assessment indicated that the airport does not have a health impact. The air quality study modelled the future up until 2015. D. Andersen suggested an independent study be conducted by the Ministry of Health.</p>
	<p>S. Taylor outlined how the early turns have sensitized him to aircraft noise. His home was built according to 1920s building code and does not withstand overhead flights. Aircraft noise is taking away from the quality of life for himself and his family. He is advocating against noise pollution on behalf of himself and his neighbors.</p>
	<p>S. Ferrante asked about airport capacity and projected passenger increases.</p>
	<p>Z. Vely sought information about technology that makes aircraft quieter. He and his wife recently moved to the neighborhood and are considering relocating due to aircraft noise volume and frequency.</p>
	<p>T. Lennox: The GTAA must strike a balance between the demand for aviation and the repercussions of noise. Some people depend on flight. It has become a permanent factor. This airport has derived demand for travel. Transport Canada projections indicate that traffic will continue to grow. Air travel is based on demand. The demand is based on the size and economics of the population. There's an increase in traffic because people want to fly more. At the present time, the demand for air travel that we are to meet in 20 years is that we may look at 50 million passengers, and the airport has planned to accommodate this capacity.</p>

7.0 Adjournment

T. Lennox: As the hour is late and we have had extensive discussion, I ask the committee's approval to defer the balance of the agenda to the next meeting.

For more information, please contact Kim Stefanazzi at (416) 776-3941.

Copies: All invitees listed in Attendees and Regrets sections above.