



Minutes

Date: February 18, 2009

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 Larry Perlman, City of Toronto Resident
 Dante DiGiulio, City of Mississauga Resident Richard Poersch, City of Brampton Resident
 Olivia Gondek, alternate for City of Toronto Councillor Rob Ford 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
 Maja Prentice, City of Mississauga Councillor
 John Sprovieri, City of Brampton Councillor

Technical Members: GTAA: Diana Dolezal, George Thackray, Eric Tolton Transport Canada: Oonagh Elliott, Ron King
 NAV Canada: Kurtis Arnold, John Golden, Dave Mastel, Eric St-Denis, John Urban Brian Harkness, Air Canada
 Christina Lo, City of Brampton staff

Secretariat: I. Hawrylyshyn, N. Lucivero, K. Stefanazzi

Also Present: Kevin Ackroyd, FedEx M. Lazare, Resident
 L. Balmer, Resident A. Senkowski, Resident
 S. Fleming, Resident S. Taylor, Resident

Attachments: CENAC Information Update, April 2009

Next meeting: April 15, 2009

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1.0 Preliminary Items

1.1 *Welcome and Roll Call conducted by I. Hawrylyshyn*

1.2 *Review and approval of agenda*

T. Lennox an economic downturn presentation to the agenda.

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	Dante DiGiulio moved and Tina Rizzuto-Willan seconded approval of the agenda.
1.3	<i>Review and approval of December 3, 2008 meeting minutes</i>
	L. Perlman requested several changes to the minutes:
	<ul style="list-style-type: none"><li data-bbox="293 527 1435 590">▪ Robbie Jordan from Transport Canada attended and should be added to the attendance list.<li data-bbox="293 621 1435 768">▪ Motions: A number of motions were recorded as “not voted upon” and some as “not seconded”. Motions should either be withheld or voted out of order by the chair. Any motions cited as “not voted upon” shall be changed to “motion was not seconded”.<li data-bbox="293 800 1435 869">▪ A motion of non-confidence was raised in the last meeting but it was not recorded in the minutes.
	G. Stewart: Item 3.1.8 in the minutes, does not record my statement correctly.
	T. Lennox indicated that in light of the number of changes, the GTAA shall resubmit the minutes. [Subsequent to the meeting: the changes noted were made and amended; draft minutes were sent to committee members on March 30, 2009.]
	L. Perlman noted that Sue McFadden has missed a number of CENAC meetings and requested a letter be sent to Mississauga.
1.4	<i>Matters Arising from Previous Minutes</i>
1.4.1	December 2008: M. Prentice indicated that the GTAA 2007 <i>Noise Management Report</i> is missing target set information. The report has been amended to make the information clearer.
1.4.2	December 2008: S. Fleming requested a protocol or template that the GTAA Noise Management Office uses to catalog noise complaints.
	T. Lennox: This information was sent to S. Fleming in December and additional questions have been answered.
1.4.3	December 2008: M. Prentice requested statistics over S. Fleming’s neighborhood and numbers of actual departures on Runway 23 from 2004–2007. E. Tolton provided that information as part of a VNAP presentation in Section 2.1.
1.4.4	December 2008: G. Stewart recommended a training program for new CENAC members. This training program will be brought forward in spring 2009.
	L. Perlman indicated that training in basic Robert’s Rules committee procedures would

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	be useful. R. Poersch indicated that reviewing the terms of reference would be useful.
1.4.5	October 2008, L. Perlman brought several motions before the committee. These motions were discussed at the December 2008 meeting.
1.4.6	October 2008, Councillor Carlson requested that aircraft noise warning signs be altered in Ward 11. Councillor Carlson is in the process of getting signage designs finalized.
1.4.7	October 2008, CENAC requested a presentation from S. Shaw regarding the GTAA's Business Development Program. This shall be given at a future 2009 CENAC meeting.
1.4.8	April 2008, R. Poersch inquired about operating extensions and samples. This was covered in the Enforcement Process presentation in Section 3.1.
1.4.9	February 2008, G. Stewart inquired about the violations complaint process. This was covered in the Enforcement Process presentation in Section 3.1.
2.0	Regular Items
2.1	<i>Committee Information Update</i> T. Lennox gave a presentation to detail the GTAA's response to the economic downturn. A discussion ensued regarding this and the GTAA press release issued on Friday, Feb. 13, 2009, which cited a \$5 increase in the Airport Improvement Fee (AIF). T. Lennox clarified that several other measures were taken as well and the AIF increase was necessary to meet the revised budget. The airlines, Transport Canada and local politicians understand the need for the increase. E. Tolton gave a presentation to explain VNAP A and VNAP B procedures. He noted that VNAP B aircraft departure procedures are the default procedures usually used at Toronto Pearson. VNAP A: Aircraft travels forward slower and climbs at a faster rate. VNAP B: Aircraft travels forward faster and climbs at a slower rate. Both procedures use high power thrust, either to climb or to move forward. Therefore, fuel consumption is similar for both procedures to reach 3000 ft. above airport elevation. Depending on an aircraft's final destination, and the runway being used, a decision is made to use the VNAP procedure which offers the least total track miles and the most fuel efficiency. E. Tolton indicated that, if a departing pilot requests a specific VNAP procedure, the controller will ensure there are no conflicting aircraft movements, ensure that weather is not a factor, and will adjust the spacing between the aircraft ahead and behind.

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3.0	Discussion Items
3.1	<i>Enforcement Process Presentation</i>
	<p>D. Dolezal, GTAA and O. Elliott, Transport Canada, gave a presentation regarding the enforcement process. The enforcement process for deviations from regulations is a two step process.</p> <p>D. Dolezal explained the GTAA aviation enforcement program, which monitors compliance of noise abatement procedures (with respect to how they relate to arrivals and departures) and noise operating restrictions, as well as extensions and exemptions.</p> <p>O. Elliott explained Transport Canada’s enforcement role and investigation procedures. The Canada Air Pilot and the Canada Flight Supplement have very specific procedures that aircraft must follow. The presentation explained the investigation procedures, the fines for violations, legal defence for violations, violation trends, and lists of corporate offenders (available on the Transport Canada website).</p>
3.2	<i>NAV Canada Airspace Study</i>
	<p>D. Mastel and K. Arnold gave a presentation regarding the NAV Canada airspace study. This study respects the existing noise abatement procedures at Toronto Pearson and does not endeavor to change these noise abatement procedures. The airspace study goal is to make the “en route” system more efficient from two perspectives: the aircraft getting from beyond the noise abatement procedure to their cruise altitude AND from their cruise altitude down into the downwind.</p> <p>Arthur Seukowski asked who generates and creates new flight paths. T. Lennox explained that generating new flight paths is a combined role between the GTAA, NAV Canada, and Transport Canada. Transport Canada, as the safety regulator, would have to be satisfied and approve any new arrival and departure procedures that an airport operator puts forward. NavCanada would have to agree that new procedures would not conflict with air traffic control operations.</p> <p>E. Tolton added that Transport Canada establishes the rules and regulations regarding noise abatement procedures. The GTAA has established standard procedures that Transport Canada has approved and that NAV Canada uses.</p>
4.0	Correspondence Items
4.1	<i>CENAC Committee E-mails</i>
	Members were given a list of emails received on the GTAA’s committee email address.

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5.0	Update from Committee Members
5.1	<i>T. Lennox cited two issues for the CENAC to review</i> <ol style="list-style-type: none">1. Noise Monitor Equipment Working Group The GTAA shall be reviewing the noise monitoring equipment program. Toby suggested a CENAC working group to assist both GTAA staff and any hired consultant with a review of the noise monitoring system, including optimal locations for monitors to assess community impact.2. GTAA Web Presence Sub-committee The GTAA will be undertaking a review of Web 2.0 technology. Toby suggested a CENAC sub-committee to assist with identifying ways in which the GTAA can find new and better ways of communicating with the public.
5.2	<i>Noise Monitoring Equipment Comparisons</i> <p>R. Poersch: Can the noise office compare noise monitors 2005 to 2008 for South Fletcher's to Peel Village? Is a third noise monitor impacted on his comments?</p> <p>G. Thackray: A third noise monitor is not available in southwest Brampton.</p> <p>T. Rizzuto-Willan: Could Meadowvale village be compared as well?</p>
5.3	<i>Informing Council Members of Noise Issues</i> <p>L. Perlman encouraged attendees to email council members in their communities with respect to noise issues.</p>
5.4	<i>L. Perlman raised three issues for the CENAC to discuss</i>
5.4.1	Reviewing CENAC Terms of Reference <p>T. Lennox suggested reviewing the Terms of Reference through a CENAC subcommittee.</p> <p>T. Rizzuto-Willan recommended that the CENAC be trained on Robert's Rules before forming a subcommittee to review the Terms of Reference.</p>
5.4.2	Reporting on Successful CENAC Initiatives <p>T. Lennox: The GTAA circulated a progress report at the October 2008 CENAC meeting. Dates will be added to that progress report and it will be recirculated.</p> <p>L. Perlman: That report should also include who submitted the initiative to the committee and how long the initiative took to be implemented. T. Lennox said that,</p>

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	where possible, this would be added.
5.4.3	Inviting the GTAA Board of Directors, CEO, and the Environment and Health and Safety Committee to the CENAC meetings
	T. Lennox indicated that the GTAA Board of Directors is comfortable with the CENAC proceedings and is aware of how issues are progressing.
	L. Perlman motioned that the CENAC extend a formal invitation to these individuals to attend a CENAC meeting. This motion was not seconded. This item is closed.
6.0	Public Comments
	Leslie Balmer, Brampton: Raised several noise concerns regarding enjoyment of her property in Brampton and also with respect to health and safety issues. Dr. Balmer referenced a 2005 study that appeared in <i>The Lancet</i> journal, entitled "Aircraft and road traffic noise and children's cognition and health: a cross-national study". The UK health department performed this study of 2,800 children, ages 9–10, from primary schools near the following airports: Schiphol, Netherlands; Barajas, Spain; and Heathrow, UK.
	The study conclusions indicate:
	<ul style="list-style-type: none">• A five-decibel increase in aircraft noise was directly related to a two month reading delay in subjects. This was starting at a decibel level of 40 and increasing at five decibel readings after that.• If chronic environmental stressors can impair cognitive development in children, specifically reading comprehension and memory, schools exposed to high levels of aircraft noise are not healthy educational environments for children.
	Dr. Balmer expressed concern that the health and safety of our children does not seem to be taken into consideration when developing departure procedures and plans. She noted that the health and safety of our children should not be compromised for flight paths and expressed hope that some changes will come about as a result of these studies.
	T. Lennox: The GTAA has had a long record of expressing its opposition with the development of schools throughout Mississauga and Brampton. The GTAA has also worked to increase the standard to which homes can be built within the area around the airport. In an effort to minimize inappropriate land uses adjacent to airports, Transport Canada has published standards regarding incompatible land uses around airports. The question that this committee struggles with is achieving the balance of minimizing noise and processing 30 million passengers and 420,000 movements a year. Noise is an issue in any area where airports are located.

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R. Poersch: I have been on committees off and on since 1994, bringing up the same concerns about noise.

S. Fleming, Brampton raised several concerns regarding how noise has affected the quality of his life since March 2008 and indicated that something has changed at the airport with respect to noise pollution. He also cited that the GTAA's methods of collecting noise data lack reliability and validity and suggested that the GTAA examine pre-existing practices regarding collecting statistics and if the data collection methods seriously distort the data, they need to be changed. He also indicated that he would prefer a more timely posting of CENAC minutes on the GTAA website. He cited that the GTAA noise committee encourages learned helplessness, inactivity, and passivity.

T. Rizzuto-Willan requested that S. Fleming provide what he would deem an appropriate sample of tracking noise complaints in order that the CENAC could understand why he thinks the current process is not meeting his needs with respect to data collection. S. Fleming indicated that it is not his responsibility to provide this information. The GTAA should have statisticians on staff with that kind of knowledge.

M. Lazare, Brampton: Since March 2008, the quality of life for himself and his family has decreased dramatically due to airport noise and he believes something has changed with respect to noise pollution. He also indicated that downwind arrivals have a strong negative noise impact in his neighborhood.

L. Perlman indicated that many people in his community have given up complaining about noise, and the CENAC has not effectively addressed this problem. He is looking for other ways to deal with issues, including going to the GTAA Board of Directors, Transport Canada, and City Councillors.

G. Stewart: We have always had to deal with issues that are simply beyond us because the airport is here. The CENAC members are trying to make the noise situation better, not worse. The airport does not have the opportunity to stream the flights anywhere else. The runway alignments are what they are. We've tried to institute procedures to help diminish noise but it will never get rid of it all.

M. Lazare, Brampton: We understand that there are limitations balancing increased noise and airport growth. Will changes be implemented if complaints get to an unacceptable level? What is that level?

T. Rizzuto-Willan: The early turns trials are an example of the complaints being numerous enough for the GTAA to stop the trials.

R. Poersch: If the noise management office gets a large number of complaints, what is the next step for alleviating the complaints?

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	<p>T. Lennox: The GTAA is required to serve the demand for the area. If complaints were to become very high, Transport Canada would intervene and this would become a political issue. There is nowhere else to divert the traffic that the GTAA would turn away.</p> <p>S. Taylor, Brampton: Suggested that aircraft technological developments be used to achieve noise reductions and asked the committee's commitment to investigating whether aircraft reaching 3,000 feet sooner would reduce noise impacts.</p> <p>T. Lennox: We need to perform a thorough review before making any changes.</p> <p>E. Tolton: If we put procedures in place that affect an airline's profitability, we will need to consult the airlines as well.</p> <p>T. Lennox thanked members of the public for their comments and questions.</p>

7.0 Adjournment

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

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