



# Minutes

- Date:** April 15, 2009
- Location:** GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B
- Chair:** Toby Lennox, Vice President, Corporate Affairs and Communications
- Attendees:**

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	John Sprovieri, City of Brampton Councillor
Richard Poersch, City of Brampton Resident	Gordon Stewart, City of Mississauga Resident
- Regrets:**
  - Dante DiGiulio, City of Mississauga Resident
  - Sue McFadden, City of Mississauga Councillor
- Technical Members:**

GTAA: Diana Dolezal, George Thackray, Eric Tolton	Transport Canada: Clifford Frank, Ron King
NAV Canada: Sam Ghobrial, John Golden	Brian Harkness, Air Canada John Calvert, City of Mississauga staff
- Secretariat:** I. Hawrylyshyn, N. Lucivero, K. Stefanazzi
- Also Present:**

L. Balmer, Resident	T. Pollock, Environ
S. Fleming, Resident	G. Russell, Resident
M. Hlibchuk, Resident	A. Senkowski, Resident
M. Lazare, Resident	R. Singh, Environ
K. Ng, Resident	K. Warner, Environ
- Attachments:** CENAC Information Update, June 2009
- Next meeting:** June 17, 2009

Item	Details
<b>1.0</b>	<b>Preliminary Items</b>
1.1	<i>Welcome and Roll Call conducted by I. Hawrylyshyn</i>
1.2	<i>Review and approval of agenda</i>

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	T. Lennox noted the addition of several items to the agenda under discussion items: a night flight presentation, information about a security breach, recent developments in the aviation industry, and three items raised by Larry Perlman. Brad Green moved and John Sprovieri seconded approval of the agenda.
1.3	<i>Review and approval of December 3, 2008 meeting minutes</i>
	The changes that L. Perlman and G. Stewart had requested have been made to the minutes. Brad Green moved and Maja Prentice seconded approval of the minutes.
1.4	<i>Review and approval of February 18, 2009 meeting minutes</i>
	Gordon Stewart moved and Larry Perlman seconded approval of the minutes.
1.5	<i>Matters Arising from Previous Minutes</i>
1.5.1	October 2008: Councillor G. Carlson requested to have Noise Aircraft Warning Signs altered in Ward 11. M. Prentice: "I will move that the presentation by Councillor Carlson for the new size of the signage be recommended by the CENAC committee to the GTAA." Five votes in favour: Richard Poersch, Maja Prentice, Tina Rizzuto-Willan, John Sprovieri and Gordon Stewart. Three votes opposed: Rob Ford, Brad Green and Larry Perlman.  Motion carried. The GTAA will send a letter to the city.
1.5.2	October 2008: CENAC requested a presentation regarding the GTAA's Business Development Program. Scheduled for CENAC meeting September 17, 2009.
1.5.3	December 2008: G. Stewart recommended a training program for new CENAC members. Training will be provided June 17, 2009.
1.5.4	February 2009: L. Perlman requested three items: 1. Amendments to December 3, 2008 minutes. These amendments have been made. 2. A letter to Sue McFadden regarding missing several CENAC meetings. This letter has been sent to the councillor requesting attendance or an alternate member. 3. A recommendation for committee members to receive Robert's Rules training. This will be provided in conjunction with the CENAC training program on June 17.
1.5.5	February 2009: G. Stewart requested a revision to the December 3, 2008 minutes regarding item 3.1.8 on page 10 of 20, the statement regarding FedEx flights. The minutes have been revised to reflect his comments.
1.5.6	February 2009: L. Perlman recommended a review of the Terms of Reference. A suggestion was made to establish a sub-committee to review once the committee has

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	been familiarized with Robert's Rules. This will occur on June 17.
1.5.7	February 2009: T. Rizutto-Willan requested a copy of the NAV Canada presentation. The GTAA has contacted NAV Canada, and are waiting for approval from NAV Canada's head office to release the presentation to the public.
1.5.8	February 2009: R. Poersch and T. Rizutto-Willan requested a statistical comparison for the two noise monitors in Southwest Brampton and one in Meadowvale for 2005–2008. Diana Dolezal provided statistics from 2004–2008 and this information was e-mailed to Richard Poersch and Tina Rizzuto-Willan on April 9, 2009.
1.5.9	February 2009: T. Lennox requested that a working group be established to review the noise monitors at Toronto Pearson. This will be discussed at a future meeting.
1.5.10	February 2009: T. Lennox requested that a working group liaise with the GTAA and consultant to redefine the web presence and means of communicating with the public. Lori Emmons-Norkum, Manager of Corporate Information Services, met with the two CENAC members who volunteered to participate to discuss the web 2.0 technology.
<b>2.0</b>	<b>Regular Items</b>
2.1	<i>Committee Information Update</i>
	The following typos in the information update have been corrected to the version posted on GTAA.com. <ul style="list-style-type: none"><li>▪ Page 1: the date in the top right hand corner should read April 2009.</li><li>▪ Page 1: under Noise Management Statistics, the third row down should read 2008.</li><li>▪ Page 2: under Comparison of Noise Complaints the date should read Jan–Feb. 2009.</li><li>▪ Page 3: under Air Services, in the last sentence, the date should read April 20.</li></ul>
<b>3.0</b>	<b>Discussion Items</b>
3.1	<i>Night Flight Restriction Program — Deferred due to time</i>
3.2	<i>Current Environmental Initiatives</i>
	Derek Gray gave a presentation regarding the GTAA's 2009 earth hour initiatives and planned earth day events. <p>M. Lazare, a member of the public, asked whether the GTAA is reviewing alternative energy sources. D. Gray indicated that the GTAA is reviewing several alternative energy technologies available and are considering some applications where they make sense, such as wind turbines, solar panels, and geothermal energy for remote sites.</p>

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	<p>L. Perlman: The GTAA went above and beyond earth hour and its environmental program is a Canadian success story that should be promoted to other organizations.</p>
	<p>M Prentice: This was the only airport in North America that participated; this proves that airports can successfully participate in earth hour.</p>
	<p>T. Lennox indicated that the GTAA energy manager could give a presentation regarding energy conservation initiatives at Toronto Pearson.</p>
3.3	<i>Land Use in the Vicinity of Airports—Deferred due to time</i>
3.4	<i>Conquest Vacations tour operator announced they are ceasing operations</i>
	<p>T. Lennox: This operator did not operate out of Toronto Pearson, but did have contracts with Skyservice.</p>
3.5	<i>Security Breach at Pearson Airport on Sunday, March 29, 2009</i>
	<p>T. Lennox: Under escort of the RCMP, Senator Colin Kenny and Minister of Transportation John Baird were issued temporary security passes to enter restricted areas of Toronto Pearson International Airport on Sunday, March 29, 2009. The Senator and the Minister accessed the north end of the airport, the general aviation area, without the RCMP escorts. The Minister held a meeting with the GTAA on April 6 to request the GTAA's advice about how security could be improved in tenanted areas, such as the north end. The GTAA provided advice and is working closely with the minister's office and Transport Canada to investigate and review the situation. The GTAA is taking this matter seriously and is taking steps to prevent reoccurrence.</p>
3.6	<i>Larry Perlman Discussion Items—Deferred due to time</i>
	<ul style="list-style-type: none"><li>▪ Review L. Perlman's draft for a revised Terms of Reference.</li><li>▪ Review blog discussions regarding night flights at Pearson.</li><li>▪ Discuss CENAC developing a "Good Neighbour Policy" and "Neighbourhood Officer", similar to the programs at Buttonville and Hamburg Airports.</li></ul>
<b>4.0</b>	<b>Correspondence Items</b>
4.1	<i>CENAC Committee E-mails</i>
	<p>Members were given a list of emails received on the GTAA's committee email address.</p>

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<b>5.0</b>	<b>Update from Committee Members</b>
5.1	<i>Flight Tracks over Southwest Brampton</i> <p>J. Sprovieri: Can you provide the flight tracks over southwest Brampton from before March 2008? These flight tracks may explain the noise impacts on southwest Brampton. T. Lennox: We'll send you a representative sample of flight tracks from 2004 to 2008.</p>
5.2	<i>FedEx Aircraft</i> <p>J. Sprovieri: One of the managers that works for FedEx told me that they've parked many of their new aircraft with this downturn in the economy Does the GTAA have the authority to give FedEx a time limit to convert their fleet and reject FedEx business if the time limit is not respected? T. Lennox: I'll follow up on this information.</p>
5.3	<i>White Noise</i> <p>G. Stewart: While sleeping, it is useful to use a machine that maintains a constant decibel level in order not to be woken up from outside noise. White noise drowns out noise from things like the QEW or aircraft.</p>
<b>6.0</b>	<b>Public Comments</b>
	<b>Note:</b> This agenda item was brought forward to 5 p.m., as standard protocol for residents attending.
6.1	<i>Flight Tracks</i> <p>Greg Russell, resident, asked how Transport Canada establishes flight tracks for operations from the US into Canada. John Golden, NAV Canada, indicated that the airport has used the "bedpost system" for many years, where aircraft have four points of entry into the Toronto airspace.</p>
6.2	<i>Aircraft Noise in the High Park Neighbourhood</i> <p>Ken Ng, High Park resident, indicated that he and his neighbours have noticed flight noise since August 2008. Noise is less noticeable at night and more prominent in the mornings, evenings, and also throughout the day. Ken asked whether the environmental detriment of residents using air conditioning instead of opening their windows has been weighed against the environmental benefits of early turns. He also asked whether petitioning was a viable recourse with respect to noise.</p> <p>T. Lennox suggested that Ken provide additional information after the meeting, in</p>

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	order that the GTAA may assist in determining the cause of the noise concerns.
	L. Perlman and other committee members offered to assist Ken and his neighbours to resolve their noise issues.
6.3	<i>Mike Lazare's Comments</i>
6.3.1	Mike Lazare asked about the Cargolux flight times. W. MacMillan: flights will occur on Mondays, arriving at 1:45 a.m. and departing at 3:45 a.m. Aircraft are expected to fly the standard departure procedure until they reach 5,000 feet Above Sea Level (ASL), rather than the normal 3,600 feet. Preferential runways will be assigned each Sunday night depending on wind conditions. T. Lennox indicated that the GTAA night flight presentation would answer any additional questions regarding the night flight program.
6.3.2	Mike Lazare requested that the GTAA post CENAC minutes before each CENAC meeting. M. Prentice requested that CENAC members be given the opportunity to review the minutes before they are posted for the public. T. Lennox agreed to send CENAC members draft meeting minutes no later than two weeks before each CENAC meeting, and post draft minutes on GTAA.com one week before each CENAC meeting.
6.3.3	Mike Lazare requested that the GTAA change its policy with respect to informing noise complainants of the airline causing a noise complaint. T. Lennox indicated that the GTAA would consider this request.
6.3.4	Mike Lazare reiterated a concern regarding aircraft that he and his wife saw over their home one evening, which the noise office could not account for. T. Lennox indicated that Mr. Lazare could discuss this issue with noise management staff after the meeting.
6.4	<i>S. Fleming's Comments</i>
6.4.1	S. Fleming questioned the timing of the GTAA annual public meeting. T. Lennox indicated that the annual public meeting has been held at 1:30 in the afternoon since the inception of the GTAA and attendance has always been high.
6.4.2	S. Fleming: Are the noise statistics in the CENAC Update capped based on the number of times a person can complain in a two hour period? T. Lennox: These statistics reflect the procedures the GTAA has in place to indicate the number of complaints recorded according to a call. Toronto Pearson statistics have been generated using this method since before the GTAA took over operation of the airport. S. Fleming: Do these statistics reflect the restriction of one caller every two hours? T. Lennox: Yes.
	S. Fleming discussed the noise complaint process. He originally raised his concerns to local and regional Brampton councillors, who told him to attend the CENAC meetings.

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	At CENAC he was told he should approach the politicians and Transport Canada. Transport Canada told him to resolve his airport noise issues at the local level. He indicated that the complaint process is ineffective.
6.5	<i>Mark Hlibchuk's Comments</i>
6.5.1	Mark Hlibchuk, Etobicoke: Why are environmental issues discussed on the noise committee? T. Lennox: At an airport, issues of noise and emissions are exactly counter-poised. In these environmentally conscious times, noise cannot be discussed without considering environmental issues.
6.5.2	Mark Hlibchuk: The annual report does not address the needs of the community. GTAA employee pay is based on how the GTAA performs economically and has nothing to do with the needs of the community. T. Lennox: When we speak of the needs of the community, Pearson Airport processed 32 million passengers last year and 420,000 flights. We're a not for profit corporation that is meeting the air travel demands for the region. Air travel is a derived demand that varies depending on a region's economic activity. Bonuses are paid to the GTAA management group in order to meet certain targets. Those targets are many and varied, and include reduced costs to air carriers at this airport.
6.5.3	Mark Hlibchuk: The GTAA has the authority to accept or reject carriers. FedEx flights were supposed to use A310s, instead they're using much noisier 727s. T. Lennox: The GTAA has indicated to FedEx that the conversion of their aircraft fleet is not fast enough. The constraint for FedEx is the availability of the newer technology aircraft at this time.
6.5.4	Mark Hlibchuk: I don't think Transport Canada is doing their part. They sit in the meeting, say nothing. They should be regulating the GTAA and should have a concern about the community as well, rather than just letting the GTAA do what they want.
7.0	<b>Adjournment</b>
	T. Lennox: As several members have to leave at 6 p.m. and we no longer have quorum, we'll need to adjourn the meeting. I recommend we prioritize the agenda items for the next meeting, as several items have been deferred. Otherwise, the June 17 meeting will be very long.

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

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