



# Minutes

**Date:** September 9, 2009

**Location:** GTAA Administration Building, 3111 Convaire Drive, Pearson Rooms A & B

**Chair:** Toby Lennox, Vice President, Corporate Affairs and Communications

**Attendees:** Brad Green, City of Brampton Resident  
 Larry Perlman, City of Toronto Resident  
 Maja Prentice, City of Mississauga Councillor  
 Tina Rizzuto-Willan, City of Mississauga Resident  
 Gordon Stewart, City of Mississauga Resident

**Regrets:** Paul Clarke, City of Toronto Resident  
 Dante DiGiulio, City of Mississauga Resident  
 Rob Ford, City of Toronto Councillor  
 Sue McFadden, City of Mississauga Councillor  
 Richard Poersch, City of Brampton Resident  
 John Sprovieri, City of Brampton Councillor

**Technical Members:** GTAA: Diana Dolezal, Wil MacMillan  
 John Golden, NAV Canada  
 Ron King, Transport Canada

**Secretariat:** R. Cruickshank, I. Hawrylyshyn, N. Lucivero, K. Stefanazzi

**Also Present:** R. Boehnke, Resident, Etobicoke  
 J. Bowland, Resident, Toronto  
 G. Russell, Resident, Downsview Village

**Attachments:** CENAC Information Update, September 2009

**Next meeting:** November 18, 2009

Item	Details
<b>1.0</b>	<b>Preliminary Items</b>
1.1	<i>Welcome and Roll Call conducted by R. Cruickshank</i>
1.2	<i>Review and approval of agenda</i>
	T. Rizzuto-Willan moved and B. Green seconded approval of the agenda.

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1.3	<p><i>Review and amendment of June 17, 2009 meeting minutes</i></p> <p>G. Stewart asked that the names of residents in attendance at CENAC meetings also include residents' communities. T. Lennox: We'll make that change, where residents provide that information.</p> <p>G. Stewart asked that Item 6.1.1 should read "compliant 727s". T. Lennox: We'll make that change and recirculate the minutes.</p>
1.4	<p><i>Matters Arising from Previous Minutes</i></p>
1.4.1	<p>October 2008: CENAC requested a presentation regarding the GTAA's Business Development Program. Scheduled for the CENAC meeting on November 18, 2009.</p>
1.4.2	<p>February 2009: L. Perlman requested a review of the Terms of Reference. This item is pending Robert's Rules training.</p>
1.4.3	<p>February 2009: T. Lennox proposed that a working group be established to review the noise monitors at Toronto Pearson. The Noise Office currently has two proposals and are reviewing those and is soliciting interest from CENAC members to convene a working group.</p>
1.4.4	<p>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. This project is ongoing and requires extensive work.</p>
1.4.5	<p>April 2009: Craig Rock, Manager of Energy Management, was requested to discuss GTAA energy savings initiatives; given at today's CENAC meeting.</p>
1.4.6	<p>June 2009: CENAC motion to FedEx regarding hushkitted 727 Chapter 3 compliant aircraft. A motion has been drafted and T. Lennox presented the motion to the GTAA Board of Directors. Response is detailed under Section 3.3.1.</p>
1.4.7	<p>June 2009: CENAC motion to implement a sliding scale for the night flight budget cap. Response is detailed under Section 3.3.2.</p>
1.4.8	<p>June 2009: The GTAA noise office was requested to prepare a comparison study of the 2007 to 2009 statistics to determine if there has been an increase in flights on Runway 33R during night hours. Numbers vary year over year depending on the construction season.</p>
1.4.9	<p>June 2009: Councillor M. Prentice requested that the GTAA prepare a list of CENAC accomplishments for Mark Hlibchuck. This list is currently being updated.</p>

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<b>2.0</b>	<b>Regular Items</b>
2.1	<i>Committee Information Update</i>  The September CENAC Information Update was provided to meeting attendees.
<b>3.0</b>	<b>Discussion Items</b>
3.1	<i>GTAA Energy Savings Initiatives</i>  Craig Rock gave a presentation about GTAA energy savings initiatives. The presentation is attached to the minutes.
3.2	<i>Airports and Land Use</i>  T. Lennox gave a presentation about Land Use in the vicinity of the airport. There has been significant development around Toronto Pearson over the years, and the objective of land use planning is to minimize incompatible land use. Compatible land use is industrial and commercial with some open space, but nothing that would attract bird hazards, which is something the GTAA actively discourages. Incompatible land use is residential use, schools, nursing homes, etc.  A discussion ensued regarding the airport operating area and the Noise Exposure Forecast Contours (NEF).
3.3	<i>Items Brought Forward</i>  Two motions were raised at the June 17 CENAC meeting.
3.3.1	Motion #1 M. Prentice motioned "that the GTAA (through the CENAC Chair) present a letter to the GTAA Board of Directors indicating that CENAC is dissatisfied that FedEx continues to use hushkitted Chapter 3 aircraft at Toronto Pearson during the restricted hours, and further moves that the GTAA remove hushkitted Chapter 3 aircraft from its list of approved aircraft to operate during the restricted hours at Toronto Pearson." B. Green: Seconded the motion.  T. Lennox: The GTAA Board of Directors received the resolution but will not adopt it. T. Lennox stressed that the Board is encouraging fleet conversion by reducing Toronto Pearson landing fees for cargo only aircraft. The GTAA invited FedEx to the next CENAC meeting to discuss their fleet conversion plans.  T. Rizzuto-Willan: Do we have any record of FedEx deviating from the procedures that

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	<p>Toronto Pearson has put in place?</p> <p>D. Dolezal: FedEx has been very very good in their performance since this operation began and during the entire presence over the last couple of years.</p> <p>T. Lennox: The GTAA set detailed flight requirements and stringent timelines for the FedEx night flights, which they have met. We'll discuss fleet conversion with FedEx at the next CENAC meeting.</p>
3.3.2	<p>Motion #2</p> <p>L. Perlman: If there is a decrease in economic activity, there should be a sliding scale with a corresponding drop in the night flight budget."</p> <p>R. Poersch: Amended "Request that GTAA review the health study that was completed to see what impact noise has on health."</p> <p>M. Prentice tabled Motion to the next meeting to allow time for the GTAA to review the Health Study.</p>
	<p>T. Lennox: Clarified that the health study that the GTAA had previously commissioned was related to air quality, not noise. The GTAA has not commissioned a study regarding the health impacts of noise. Further to a request from Richard Poersch, the GTAA e-mailed CENAC members a report from the Canadian Hearing Society that studied the impact of noise.</p> <p>T. Lennox: The second motion raised was that if there is a decrease in economic activity, there should be a sliding scale with a corresponding drop in the night flight budget. Currently, if there is a drop in traffic, the night flight budget cap stays the same. The cap however does not grow every time there's a rebound in growth. Right now, the GTAA projections are that traffic activity is likely to plateau until 2012, so the night flight budget cap likely will not increase until 2013. The GTAA would not advocate for a reduction commensurate with economic activity.</p> <p>B. Green: Under the present terms of how a night flight is counted, I would oppose any reduction of the cap because the GTAA is not responsible for some of the flights that have to land and as a result they cannot control those figures.</p> <p>T. Lennox: Given the pressures of traffic at the airport, if Toronto Pearson lowers the night flight budget cap, it may be difficult to meet capacity. Every single flight that comes in during the restricted hours counts, whether we have control over its operation or not. Toronto Pearson processes 1/3 of Canada's air traffic. If there is a delay on the ground here, we have to clear the aircraft out just to keep the national system working. For example, the night that the tornados went through, we experienced 68 exemptions that counted against our night flight cap, even though we had no control over them.</p>

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This year, as in other years, we've had a number of weather events: snowstorms, weather diversions, medevac, military aircraft, police, etc., which all count against the cap.

T. Rizzuto-Willan: With all due respect, isn't that what a budget is for?

T. Lennox: Changing traffic patterns are putting increased expectations on night flights. Toronto's citizens are now travelling more to Asia, the Middle East, South Asia, etc. during the night hours. The GTAA is putting several measures in place in order to manage the night flight budget set at 12,948 flights for 2008/9. Some examples of these initiatives include: Charging 16x the landing fee for flights that come in without a reservation; giving the airlines an annual quota that they have to manage; "day of" approvals and extensions will be extremely limited. This helps to manage the budget, but we have to allow for a bad winter. That's the challenge we're faced with and we expect to be facing these restrictions for a number of years yet.

Tina Rizzuto-Willan: Are these measures within your current budget calculations? Is the GTAA considering increasing the night flight budget?

T. Lennox: No, the GTAA does not have the authority to increase the night flight budget. It is important that you are aware of the reality we're dealing with.

G. Stewart: We have to understand how the rules are written. The number of night flights are proportionate with the number of day flights. People all over the world are selling tickets. You can't simply cut a flight out. I know that people don't appreciate the commercial side of life. But that's the business and it's not easy to change. I went back and looked at the rules for a provision to cut back. There is no provision to do that. You may be able to cut back through suasion, but it's a difficult thing and I appreciate that.

T. Lennox: We've had a night flight cap since 1997. Given today's change in traffic patterns, we're having trouble managing the cap. Coordinating with economic activities would be extremely difficult for us. It would be very difficult to discharge the obligations to the community.

T. Rizzuto-Willan: Within your budget, would you not look at existing flights and try to limit them?

T. Lennox: We do that every single day. Here's an example: Cargo Italia wanted a nighttime slot and we said no. This is part of managing that budget. Instead, they're flying in during the regular hours. Another operator wanted an arrival and a departure. We're saying no to carriers. The realities of when and where people want to fly, that's the reality of the airline industry. Take the Hong Kong flights—they leave in the night to arrive in the morning. We are obligated to serve the GTA population of six

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	<p>million people with incredible ties to Asia.</p> <p>T. Rizzuto-Willan: The reality is that this noise is counter productive to anyone living near the airport. What kind of night flight budget do other international airports operate under?</p> <p>T. Lennox: It varies dramatically worldwide. Montreal has nighttime operating restrictions. Halifax is 40 km away from the city, so it's not relevant. Vancouver sends its night flights over the ocean. Edmonton is 40 km from the city. Calgary and Winnipeg have some issues. Toronto Pearson is the only airport with a night flight budget.</p> <p>B. Green: How many non-controllable flights make up your night flight budget?</p> <p>Eric Tolton: 800-1000 flights per year.</p> <p>B. Green: That's significant. You could shut the airport down and those flights would still come and go because they need to.</p> <p>T. Rizzuto-Willan: That's 10% of your night flight budget. I agree that it's a balancing act between economics and the people that live in close proximity of the airport. It's a changing world. As it changes, the people who sleep around it don't want it to change.</p> <p>B. Green: Many of the newly built subdivisions near the airport were originally zoned industrial and commercial and are now zoned residential.</p> <p>T. Lennox: The GTAA feels there is a balance that needs to be struck. We are struggling with the issues of the cap and we're putting measures in place to manage that. The struggle with the cap is a reflection of the changing traffic patterns, it's not just economics. It's also about the changing flight requirements of Toronto's citizens.</p> <p>T. Rizzuto-Willan: Can I ask for a timeline of the nighttime cap? Can you email it to me? It was in the last presentation.</p> <p>T. Lennox: We will provide that.</p>
<b>4.0</b>	<b>Correspondence Items</b>
4.1	<i>CENAC Committee E-mails</i>
	Members were given a list of emails received on the GTAA's committee email address.
4.2	<i>"Hear to Stay": Canadian Hearing Society's report about the effects of noise on health</i>
	The GTAA provided copies of the report to CENAC members.

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<b>5.0</b>	<b>Update from Committee Members</b>
5.1	<i>City of Mississauga Councillor CENAC Representative</i>
	<p>M. Prentice read a letter from Councillor McFadden, who has decided to resign from the CENAC. M. Prentice will ask Councillor Pat Saito whether she is willing to be an alternate. Failing that, she will ask the City of Mississauga's clerk department to bring forward some of the names of the people who had initially applied three years ago to be on the CENAC. Larry Perlman requested a list of CENAC Committee members attendance at meetings for 2007 to 2009. Toby Lennox responded that we would look into that.</p>
<b>6.0</b>	<b>Public Comments</b>
	<p><b>Note:</b> This agenda item was brought forward to 5 p.m., as standard protocol for residents attending.</p>
6.1	<i>Jamie Bowland's Comments</i>
6.1.1	Have aircraft arrival procedures changed over the last few years?
	<p>John Golden: As far as being changed this year over any other year, there hasn't been any change in arrival procedures. You're in the area where aircraft are basically coming from the downwind and turning on their base. The aircraft should be at 4,000 feet at that turn.</p>
6.2	<i>Richard Boehnke's Comments</i>
6.2.1	Night Flight Budget
	<p>We're appreciative and supportive of the GTAA strictly adhering to the night flight limitations. Now and then you do a thing right. We also appreciate the efforts of the CENAC members.</p>
6.3	<i>Greg Russell's Comments</i>
6.3.1	<p>Greg Russell had several questions about operations and impacts in his area including whether different airlines use different arrival procedures, violations of noise abatement procedures, whether there were many different SIDs (Standard Instrument Departures), and the controlled descent approach procedure. He invited the GTAA to a residents' meeting in his area and noted he had not received a response on his email to Councillor Ford.</p>

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Technical members responded that there are different SIDs and use is dependant on several factors. The Controlled Descent approach will be phased in beginning in approximately six months. However, by using the Controlled Descent approach, the geographic location or track over the ground below 10,000 feet will not change substantially.

T. Lennox suggested that G. Russell meet with staff after the meeting to clarify his other questions. T. Lennox agreed that the GTAA would attend a resident's meeting in the Lawrence Park community and this would be arranged through G. Russell.

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## 7.0 Adjournment

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

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

