



Minutes

- Date:** November 18, 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
Eve Adams, City of Mississauga Councillor
Richard Poersch, City of Brampton Resident
Katharine Bee, alternate for City of Toronto Councillor Rob Ford
Gordon Stewart, City of Mississauga Resident
Paul Clarke, City of Toronto Resident
David Thomas, alternate for City of Brampton Councillor John Sprovieri
- Regrets:** Dante DiGiulio, City of Mississauga Resident,
Tina Rizzuto-Willan, City of Mississauga Resident
- Technical Members:** GTAA: Diana Dolezal, Wil MacMillan, George Thackray, Randy McGill,
Allison Barrett, Derek Gray
John Golden, NAV Canada
Ron King, Transport Canada
John Calvert, City of Mississauga
- Secretariat:** R. Cruickshank, I. Hawrylyshyn, N. Lucivero, K. Stefanazzi
- Also Present:** P. Furtner, FedEx
K. Ackroyd, FedEx
I. Woods, GTAA
J. Sharp, GTAA
R. Jordan, Transport Canada
- Attachments:** CENAC Information Update, November 2009
- Next meeting:** February 3, 2010

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1.0	Preliminary Items
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1.1	<i>Welcome and Roll Call conducted by R. Cruickshank</i>
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	T. Lennox welcomed David Thomas, resident from the City of Brampton, who
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	<p>has been nominated by Brampton Council as an alternate to replace Councillor John Sprovieri when he is unable to attend meetings. T. Lennox also welcomed Councillor Eve Adams from the City of Mississauga.</p> <p>T. Lennox noted there are three members from the GTAA for which this will be their last meeting. Irene Hawrylyshyn and George Thackray are retiring from the GTAA. T. Lennox thanked them for their assistance and contribution to the committee's work. T. Lennox also announced this will be Diana Dolezal's last meeting for a year, as she will be leaving for maternity leave.</p>
1.2	<i>Review and approval of Agenda</i>
	<p>R. Poersch moved and B. Green seconded approval of the agenda.</p>
1.3	<i>Review and approval of September 9, 2009 Meeting Minutes</i>
1.4	<i>Matters Arising from Previous Minutes</i>
1.4.1	<p>October 2008: CENAC requested a presentation regarding the GTAA's Business Development to be provided today by Ian Woods, Director Gateway and Air Services Development in the Marketing & Commercial Development Department.</p>
1.4.2	<p>February 2009: L. Perlman requested a review of the Terms of Reference. This item is pending a training session on Robert's Rules for Committees. The GTAA attempted to hold this session before our June 17, 2009 meeting but only three members attended. It will be scheduled prior or following a future CENAC meeting.</p>
1.4.3	<p>February 2009: T. Lennox proposed that a working group be established to review the noise monitor locations around Toronto Pearson. The Noise Office is currently reviewing two proposals. A working group has been established with the following membership: Tina Rizzuto-Willan, Paul Clarke, Councillor Maja Prentice, Gordon Stewart and Richard Poersch.</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. Status Ongoing: Working group members: Richard Poersch and Larry Perlman.</p>
1.4.5	<p>June 2009: Motion to provide M. Hlibchuck (resident) with a list of CENAC accomplishments. A list was provided to CENAC members at the November 18, 2009 meeting today. Copy also sent to Mr. Hlibchuck.</p>
1.4.6	<p>September 2009: Gordon Stewart noted that there should be a revision to the June 17, 2009 minutes Item 6.1.1 should say compliant 727s This item has been revised.</p>

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1.4.7	September 2009: Mississauga required a new representative to replace Councillor Sue McFadden. City has appointed Councillor Eve Adams. This item is closed.
1.4.8	September 2009: A request for a GTAA representative to attend Lawrence Park Ratepayers Association meeting on September 28, 2009. The association then asked that this be deferred. This item is closed.
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	<p>The September CENAC Information Update was provided to meeting attendees.</p> <p>T. Lennox: The GTAA is experiencing a reduction in traffic, however the pace of the decline is slowing, with international traffic remaining robust. Nevertheless there continues to pressure on the restricted hours budget due to increased requests for operations during the restricted hours. On November 1, 2009 the GTAA released an Operations Bulletin which outlines extraordinary measures to manage the night flight budget.</p> <p>Richard Poersch: What are the assumed arrival times to warrant nighttime departures to the Middle East and Asia?</p> <p>T. Lennox – departures at Toronto Pearson between 12:30 a.m. - 1:30 a.m. with long range aircraft like the Boeing 777 and the A340s, would allow airlines to arrive in Hong Kong between 6:00 a.m. - 7:00 a.m. Direct access has resulted in flights from India arriving earlier. The GTAA is trying to avoid scheduling an arrival and departure time during restricted hours.</p> <p>R. Poersch: noted that he questioned it because he was concerned if the GTAA were making it convenient for them on their arrival patterns.</p> <p>T. Lennox: For international travel, slots are allocated according to international migration of aircraft and scheduling.</p> <p>G. Stewart: I would like to see the slot allocations on paper, by country and by airline. T. Lennox: We will see if we can provide that information.</p>
2.1.2	<p>T. Lennox: Made a brief presentation regarding upgrading the GTAA website in 2010. It will take time and effort, and from a noise perspective, we would like assistance from the CENAC Committee. T. Lennox demonstrated samples of websites at other airports and the type of flight tracking information available.</p>

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3.0 Discussion Items

3.1 FedEx Presentation

Peter Furtner, Managing Director, Planning & Engineering, gave a presentation about FedEx and their operations. FedEx handles approximately 7.5 million packages a day. In Canada, FedEx have 5,000 employees across the country in 60 facilities. Toronto is their Gateway from an international and domestic perspective, and their largest facility. Internationally FedEx have approximately 660 aircraft that connect with 375 airports. The Boeing 727 has played a key role for FedEx, and over the next 8 – 10 years, full replacement of anywhere from 90 - 130 aircraft will take place. FedEx Canada is working on a business case to upgrade to the new 757s under the incentives of fuel efficiency, enhanced payload and reduced greenhouse emissions.

T. Lennox: the 727 is not the only aircraft type that FedEx operates in Canada. FedEx has implemented a fleet conversion program.

P. Furtner: FedEx's Toronto facility operates nine types of aircraft which include the MD11, Airbus A310, and two 727s.

M. Prentice: When will you start operating the 757s in Toronto?

P. Furtner: Two to three years in the Canadian marketplace.

B. Green: Do you currently have any Chapter 3 aircraft in the FedEx fleet on the ground because of the downturn in the economy?

K. Ackroyd: FedEx did retire certain aircraft, for example the A310, but all of our aircraft are in use.

D Thomas: What's the difference, from a noise perspective, between the 727 and 757?

K. Ackroyd: The 757 is considerably quieter.

G. Stewart: FedEx is not buying new aircraft. FedEx is upgrading to Chapter 3 aircraft correct?

P. Furtner: Yes, that is correct.

G. Stewart: Two to three years down the road is a long time, and we have dealt with 727 noise issues for many years. The time has come to deal with this issue and move forward.

T. Lennox: Kevin Ackroyd and I have had this discussion and I have inquired what we can do to get the aircraft here in a more timely manner. I wasn't aware that introducing the 757 involves issues that are unrelated to Pearson. For example, you

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need compatible equipment in other stations to offer the 757 at Pearson. The GTAA is doing what we can to expedite FedEx operating with 757 aircraft at Pearson.

E. Adams: Freight related noise complaints are usually about FedEx. Is there anything you can do to upgrade sooner?

P. Furtner: It is \$25 million dollars to upgrade an aircraft. We're looking at accelerating the plan. We're doing what we can to move that forward.

T. Lennox: It is a business case decision. The conversion is taking longer than FedEx thought in terms of aircraft production.

E. Adams: Will FedEx report back that CENAC has serious concerns. FedEx had mentioned some environmental investments with some school groups; can we receive a list of the school groups that FedEx had invested in Mississauga?

P. Furtner: FedEx can provide that information.

L. Perlman: How much revenue do you provide the GTAA? What has been the trend lately and what do you expect?.

T. Lennox: That's commercial private information. They lease the land sort facility, and air facility from us. It is competitive information that cannot be released.

L. Perlman: What increase in revenue have you paid to the GTAA since you've had the increase in night flights last year?

T. Lennox: There's a very positive commercial relationship between FedEx and the GTAA. We have also passed on to FedEx as we've done all other carriers, a 25% reduction in landing fees. FedEx has a considerable land and air operation. They've had night operations since they've moved to Pearson. We place extraordinary restrictions on FedEx operations that we do not place on any other operators at Pearson. There are restrictions on SIDS that have to be flown, and time of operations. If FedEx does not operate according to those restrictions we do have the ability to discipline them. We expect 90% compliance, and get 99% compliance. We actively discuss with FedEx the fleet conversion issue, and we monitor their operations. They are a good client that serves a large number of people in the GTA and employs a lot of people in the GTA.

L. Perlman: What can I advise the residents of Toronto to expect? I feel the upgrade to 757s should occur within a year.

P. Furtner: FedEx is constrained by how quickly aircraft is adapted from time of purchase to retrofit. In the meantime, FedEx is adhering to GTAA guidelines and

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trying to mitigate noise burdens.

M. Prentice: We appreciate FedEx attending this session. We feel the deadline should be moved to one year instead of two to three years.

3.2 *GTAA's Air Services Development*

Ian Woods, Director, Air Services and Gateway Development gave a presentation about the GTAA's Air Services Development Department. The purpose of Air Services Development is meeting the needs of the community and providing global access within the GTA to both passengers and businesses. It also supports the economical and social development of the city and responds to requirements of air travel demand in the GTA. The changing demographics of the region also has a big influence on the activities we undertake.

L. Perlman: Does the type of aircraft play an important factor with respect to whether new airlines are interested in operating at Pearson?

I. Woods: Airlines have flexibility in terms of the aircraft they want to use. They wouldn't enter into negotiations unless they could economically serve Toronto with the appropriate fleet. T. Lennox: The GTAA tend to deal with Chapter 3 and 4 aircraft because of the distance they have to fly.

L. Perlman: Does the GTAA use direct marketing?

T. Lennox: Toronto Pearson is in competition with other airports to attract other services. The greatest asset we can offer is access to the Toronto market. We recently brought in Turkish Airlines, and another current example is the Emirates A380 that was moved here from JFK.

R. Poersch: Do any of the 2009 successes use night flight slots?

J. Sharp: None of the 2009 successes required night flight slots.

I. Woods: The GTAA is not always contacting carriers. We are sometimes approached by airlines seeking the opportunity to provide services.

G. Stewart: Requested a copy of the GTAA ground lease, as he was unable to download it from the GTAA website.

4.0 **Correspondence Items**

4.1 *CENAC Committee E-mails*

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	Members were given a list of emails received on the GTAA's committee email address.
4.2	<i>Councillor Carlson's office – Update on Noise Warning Signs</i> The GTAA received information from Councillor Carlson's office that all 22 of the new airport noise warning signs will be installed in Mississauga by November 18, 2009.
5.0	Update from Committee Members E.Adams: Inquired if the GTAA could provide a map indicating where noise monitoring terminals are currently located? T. Lennox: The GTAA is reviewing the noise monitoring contract and the noise monitor locations. We can however provide a map with the location of existing noise monitors. E. Adams: Requested a comparison of the major Canadian airports and their operating restrictions. R. McGill: The CAC Environment group have recently worked on a list. We will inquire about obtaining a copy. L. Perlman: Can we look at what other airports have in terms of noise committees and how those committees powers compared to the powers of CENAC? T. Lennox: We have provided that list in the past, and we can certainly provide those details once again. M. Prentice: Noted that she and her family were returning from the Caribbean on WestJet and her daughter became very ill. M. Prentice requested a wheel chair from a WestJet flight attendant once they landed at Toronto Pearson, and the flight attendant advised her that WestJet do not have their own wheel chair supply at Pearson. By the time they exited the plane, the GTAA was at the door with a wheelchair, and the GTAA staff member stayed with them until they exited the airport. M. Prentice expressed how pleased she was with the service that the GTAA and WestJet provided. T. Lennox: Requested that M. Prentice provide her flight detail information. The GTAA will pass on the information to WestJet and GTAA staff.

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L. Perlman: The September CENAC meeting was quite short in duration because we only reached quorum for 45 minutes. Can we indicate if the meeting has reached quorum and when?

T. Lennox: We should note in future what time quorum was reached.

M. Prentice: At the City of Mississauga, we note the time quorum was reached and what time it was lost and what issues were resolved when quorum was reached.

L. Perlman: Is it possible to separate the emergency flights (800 – 1000) out of the night flight budget? The remaining night flight budget which is 80% is in the GTAA's control, and should be lowered.

T. Lennox: As traffic increases the night flight budget increases at the same proportion. If traffic decreases the budget stays the same until we go back through the level at which we hit a plateau. The budget won't increase until we return to 32 million passengers. Our projection is we won't return to those levels until 2012 – 2013.

M. Prentice: Who sets the overall night flight budget? If you wanted to change it according to what L. Perlman is requesting, would it have to be reviewed by Transport Canada?

T. Lennox: The overall cap was set by Transport Canada in 1997.

L. Perlman: If we discuss this night flight budget, could we present it to Transport Canada?

M. Prentice: All three municipalities that sit on this committee greatly benefit from the airport operation. If we're going to start requesting changes to the night flight budget, we have to understand the economic impact on the GTAA and what happens in the three municipalities.

T. Lennox: We're the only airport in the country to have a numerical night flight cap.

E. Adams: If the goal was to decrease the number of overall flights, I would recommend keeping both controllable and uncontrollable flights in the night flight budget. We should simply ask for a ten percent reduction. Taking out the non controllables may potentially result in an increase in the number of night flights coming into Pearson.

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T. Lennox: The GTAA's faced with unusual circumstances. There are approximately four flights a night during the year, where flights arrive at Pearson and count against the night flight budget based on weather, we will actually exacerbate our problem because the aircraft will not reach their destinations. The Toronto Island Airport is capped based on the NEF contour.

R. Poersch: I have a copy of the 1997 Noise Management Agreement draft policy which lays out the mutual covenants of the Noise Management Agreement, Night Flight Restriction Program. In Article 2, Section 2.4 regarding the factors: The four items included were:

1. impact of proposed schedule of operation upon the overall GTAA Noise Management program.
2. the contribution of the proposed schedule operation to the economic development of the Greater Toronto area.
3. the proposed schedule operations that do not disseminate from passenger or aircraft safety.
4. improve passenger or shipper convenience.

R. Poersch: CENAC should focus on the first item and the environmental impacts. The GTAA includes the other 3 items in their Night Flight Restriction program.

T. Lennox: The GTAA already considers these three items as part of our Operations Bulletin.

L. Perlman: Recommended the GTAA provide numbers and review what has been done from a historical perspective. He advised that he would like to see the controllable part of the night flight to decrease, and noted that community residents would likely forgive any medevac and emergency flights.

T. Lennox: Noted it could be discussed at our next meeting.

M. Prentice: Why was the cap established in the ground lease this way? Why didn't Transport Canada and the GTAA make the Night Flight budget more flexible?

T. Lennox: There are two issues here. The GTAA will review these issues at the next CENAC meeting.

R. Poersch: Land use has infringed on airport operating areas, which has escalated concerns about noise at Pearson. If the land use designations had been set historically by the municipalities or province, there would be fewer noise issues.

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T. Lennox: Based on the improvements in aircraft, the number of complaints has changed dramatically. We shall review at the February CENAC meeting.

6.0 Public Comments

Note: This agenda item was brought forward to 5 p.m., as standard protocol for residents attending. There were no questions from the public.

The Minutes of September 9, 2009, were not approved by CENAC voting members.

7.0 Adjournment

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

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

DRAFT