



Minutes

- Date:** February 3, 2010
- 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
Tina Rizzuto-Willan, City of Mississauga Resident
Eve Adams, City of Mississauga Councillor
Richard Poersch, City of Brampton Resident
Katharine Bee, Alternate for City of Toronto Councillor Rob Ford
David Thomas, Alternate for City of Brampton Councillor John Sprovieri
- Regrets:** Maja Prentice, City of Mississauga Councillor
Gordon Stewart, City of Mississauga Resident
Paul Clarke, City of Toronto Resident
- Absent** Dante DiGiulio, City of Mississauga, Resident
- Technical Members:** GTAA: Tim Kendall, Wil MacMillan, Eric Tolton
NAV Canada: John Golden
Transport Canada: Greg Cross
City of Brampton: Natasha De Souza
- Secretariat:** R. Cruickshank, K. Stefanazzi
- Also Present:** K. Ackroyd, FedEx
A. Paterson, Morningstar Air Express
D. De Souza, GTAA
R. Donatelli, Etobicoke Resident
Mark Hlibchuk, Etobicoke Resident
R. Boehnke, Etobicoke Resident
S. Brikis, Toronto Resident
G. Russell, Toronto Resident
R. Jordan, Transport Canada
- Attachments:** CENAC Information Update, November 2009
- Next meeting:** April 7, 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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1.2	<i>Review and approval of Agenda</i>
1.2.1	R. Poersch moved and T. Rizzuto-Willan seconded approval of the agenda.
1.3	<i>Review and approval of November 18, 2009 Meeting Minutes</i>
1.3.1	<p>T. Lennox: Noted L. Perlman and Councillor E. Adams requested additional comments to the Minutes which we have made. L. Perlman's comment was added on Page 5 under Section 3.1 FedEx presentation. Councillor E. Adam's comment was added on Page 8 under Section 5.0 Update from Members.</p> <p>B. Green moved and R. Poersch seconded approval of the minutes. Quorum was reached at 4:05 p.m.</p> <p>L. Perlman: This is the second time I have requested changes to the minutes. L. Perlman inquired how the minutes are prepared at the GTAA.</p> <p>T. Lennox: We summarize all key points and comments made during the meeting and send them out in draft format for members to review them.</p> <p>L. Perlman: If I still do not like the minutes in draft form, can we hold off on putting them out in draft form on the website? This is an issue that came up with our last set of minutes.</p> <p>T. Lennox: If you have concerns with the minutes, this is the forum where we can discuss them.</p> <p>L. Perlman: My concern is that they not be put on the website until the issues are discussed.</p> <p>T. Lennox: We have put the minutes on the website to allow the public time to view the minutes prior to the meeting in case there are issues they would like addressed at the meeting.</p> <p>T. Rizzuto-Willan: Is the issue posting them on the website?</p> <p>L. Perlman: Yes.</p> <p>T. Rizzuto-Willan: Why don't we just make some timelines, and then we post them onto the website?</p> <p>L. Perlman: I objected to a few points in the September 2009 minutes and some changes were made, but not all of them, and when I requested further changes, K. Stefanazzi advised that no more changes could be made.</p> <p>T. Rizzuto-Willan: It would have to be timely, or else K. Stefanazzi would be changing</p>

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	<p>the minutes constantly.</p> <p>T. Lennox: We circulate the draft minutes to our members for review. If you have issues with the minutes, we should debate them at the meeting. This is a public forum.</p> <p>L. Perlman: I agree with that, but I'm talking about releasing the draft minutes on the website.</p> <p>T. Lennox: We are talking about draft minutes. They are not the official record of the meeting and are tabled here. We haven't voted at the meeting yet. If you still have concerns with them we can discuss them here.</p> <p>L. Perlman: The decision was made to post the draft minutes on the website to give the public the opportunity to read the minutes before the meeting. I agreed with this proposal based on the idea that CENAC members could review the minutes and make changes. If I request changes in the draft minutes, and then advised "No" and it's posted on the website, I am opposed to this.</p> <p>T. Lennox: I'm not sure of the individual circumstance you are referring to?</p> <p>K. Stefanazzi: What L. Perlman is referring to is he had requested changes to the September minutes, which we made. However he requested additional changes and we advised him that we could discuss these changes at the meeting. During the meeting, Larry could not recall what changes he wanted to discuss.</p>
1.3.1	<p>T. Lennox: Noted that he wanted to raise an issue with the committee regarding D. Digiulio's attendance. We have tried to contact him by e-mail and telephone and have not been able to reach him. I would like to get the committee's direction: I would like to approach the City of Mississauga regarding this matter.</p> <p>L. Perlman: I was going to bring up the issue of D. Digiulio's absence.</p> <p>T. Rizzuto-Willan: Is his term up at the end of the year?</p> <p>T. Lennox: Yes.</p> <p>The members agreed that T. Lennox should contact the City of Mississauga regarding this issue.</p>
1.3.2	<p>T. Lennox: Noted the recent airport security incident that occurred in the U.S. on December 25, 2009, and the enhanced security measures for flights into the U.S. The GTAA has been working very hard with various agencies involved in security, to try and improve the processes. The threat that was imposed by the individual was a serious threat, and we recognize that passengers travelling on December 25 and subsequent to that were caught in very trying times. The current state of affairs and</p>

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	<p>the imposition of the new security measures on the travelling public is not satisfactory, and something we are working on.</p> <p>B. Green: I understand the Israelis use a totally different process at their airports which is supposed to be highly effective.</p> <p>T. Lennox: One of my colleagues, Howard Bohan, Vice President – Operations spent two weeks in Israel prior to Christmas. The Israelis have a completely different approach to the issue of security. They do not have the charter of rights of freedoms, and they have a very different threat level. The second issue is Ben Gurion International Airport in Israel has 11 million passengers annually, Toronto Pearson has 32 million passengers. Ben Gurion Airport has 2500 employees who deal with security, which is 3 to 4 times as many employees as at Toronto Pearson. We are learning things from the Israelis, but we have to be very cautious about applying a system that works there; for example, they control security three kilometres beyond the perimeter of the airport fence.</p> <p>L. Perlman: The security personnel are specially trained. I have traveled to Israel, the reactions and the approach they take to screening is very different.</p> <p>T. Lennox: Most of them are university students who are just finishing their tour of service in the military, and they are paid to do this type of work.</p> <p>D. Thomas: My son flew to Florida on US Air, on January 21, 2010 and there was a three and a half hour wait to get through security and customs.</p> <p>R. Poersch: One thing that was very positive is the restrictions the U.S. put on carry on baggage. I think Canadians travel with too much carry on baggage. The U.S. is much more restrictive with carry on baggage. (Note: the restriction of carry on baggage was a measure put in place to better accommodate U.S. requirements).</p> <p>L. Perlman: My wife travels to the U.S. on business, and the inconvenience of checking luggage in and out takes a lot of time, and her company encourages her to travel with carry on baggage.</p> <p>T. Lennox: We will be giving a security presentation at our Consultative Committee meeting on February 17, 2010. If anyone would like to attend, you are welcome.</p>
1.4.	Matters Arising From Previous Meeting/Nov. 2009
1.4.1	G. Stewart requested a copy of the Winter 2009 Night Flight Restriction Ops. Bulletin to CENAC Members. T. Lennox noted we have e-mailed a copy to all members.
1.4.2	Councillor E.Adams requested a list of school groups in Mississauga to which FedEx has made an environmental contribution. Kevin Ackroyd from FedEx has provided a

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	list.
1.4.3	Councillor M. Prentice requested that Fed Ex accelerate the upgrade of 727 aircraft to 757s to one year instead of 2 or 3 years. T. Lennox indicated that the GTAA have sent a letter to FedEx. R. Poersch: I had forwarded copies of the 1997 Noise Management Draft Policy that I had received many years ago. In Part 4.1 it states when requested by the committee, FedEx make a report to the committee in person. Is that still effective? T. Lennox: The agreement you highlighted was rejected by the airlines. The agreement you have with the operating covenants was not concluded as an agreement, but the principles have been largely included in our Night Flight Operating Program. FedEx is required, according to the agreement, to be available to attend CENAC meetings. Kevin Ackroyd from FedEx has attended all of our CENAC meetings.
1.4.4	T. Lennox: At last meeting G. Stewart requested an excerpt from the GTAA ground lease on Noise Management which was e-mailed to G. Stewart.
1.4.5	Councillor E. Adams requested a map of the current noise monitoring equipment locations. T. Lennox: We have provided a list for committee members at today's meeting.
1.4.6	Councillor E. Adams requested comparison of the major Canadian airports and their operating restrictions. T. Lennox: We have provided a summary for the committee of eight major Canadian airports. Many of the operating restrictions at the eight airports are similar except for Halifax. Toronto Pearson is the only airport that has a night time cap imposed by Transport Canada. When you adjust those numbers for our restrictive hours it is 12,529 flights because of the cap. Which means 2.9% of our operations at Toronto Pearson occur within those restricted hours.
1.4.7	L. Perlman requested a list of what other airports have in terms of Noise Committees. T. Lennox: We had provided this information to our committee members on September 17, 2008, and we have enclosed a copy of this information for today's meeting. No other noise committee in Canada operates with the frequency of Toronto Pearson. Calgary meets twice a year. Vancouver, Montreal and Winnipeg meet four times a year. Toronto Pearson has the only public noise committee meetings in Canada. All others noise committee meetings are held behind closed doors. All

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committees act on an advisory basis only.

L. Perlman: I checked into it earlier and the Calgary Noise Committee were able to review certain changes. I identified this with the GTAA, and I believe it has to do with the approval of certain changes to night flights?

T. Lennox: All committees act on an advisory basis only. No airport authority seeks the prior approval of the committee before entering into any commercial arrangement. While noise abatement procedures may be discussed with the committees prior to implementation, the decisions of the committees are not binding on the airport authority.

L. Perlman: The noise abatement procedural changes will not be changed until it's discussed in Calgary first.

T. Lennox: The noise abatement procedures have not changed at Pearson in twelve years. If we were going to change noise abatement procedures or operating procedures, we would discuss them with the committee first.

R. Poersch: Did any of the other airports listed have the same type of operating agreements when they were formulated?

T. Lennox: The original four airports that were transferred in 1992; Calgary, Edmonton, Montreal and Vancouver did not have a requirement in the ground lease to have a Noise Committee. That was introduced in the Canada Lease in which Toronto Pearson was the first. In 1996 we were required to have a Noise Committee and the terms of which were set out in that section from our ground lease. In 1996 and 1997 the GTAA tried to bring in a Noise Management agreement and it was rejected by the air carriers.

L. Perlman: One of the reasons I brought up Calgary had to do with Morningstar, and the GTAA's decision to bring in the extra night flights without advising the committee. I was hoping that through this meeting we as a committee get the chance to discuss any additions to the night flights before the rules are implemented. Can I get a commitment from you today that if there are any future increases in night flights it would be discussed first at the CENAC Committee?

T. Lennox: We have discussed the fact that commercial decisions that are being made at Toronto Pearson with respect to operations, are ours to make. We will take the

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	<p>responsibility for what comes of those decisions. Secondly, I am not at liberty to speak of those decisions. They are commercial negotiations that the GTAA are having with various private entities and we cannot speak publicly because it would affect their competitive advantage.</p> <p>T. Rizzuto-Willan: Regarding the night time budget, your back is against the wall. There is no room to move.</p> <p>T. Lennox: The problem we are facing is a numerical cap.</p> <p>T. Rizzuto-Willan: When you are facing that problem, do you discuss budget adjustments with the committee before you meet with commercial carriers?</p> <p>T. Lennox: We should discuss that. We have 12,000 operations that we have to fit in. We have to look at the question of how we are going to manage this.</p> <p>T. Rizzuto-Willan: You can't go into a negotiation with any commercial carriers promising that kind of thing when you're up against a wall.</p> <p>T. Lennox: We would never enter into a discussion with a commercial carrier that was premised on the fact that we were breaching our cap.</p> <p>T. Rizzuto-Willan: Looking back at the November minutes, Gordon Stewart asked to see slot allocations on paper by country and airline but I didn't see that anywhere.</p> <p>T. Lennox: I'm not sure why that matters. The GTAA cannot make decisions on which carriers fly into Pearson based on where the flight is originating.</p> <p>T. Rizzuto-Willan: Can we defer this until the next meeting when Mr. Stewart is present for the meeting?</p> <p>The committee members agreed that the issue would be discussed further at the April 7, 2010 meeting.</p>
1.4.8	L. Perlman requested that we record time when quorum is achieved at future CENAC meetings. T. Lennox: We will begin recording time at today's meeting.
1.4.9	L. Perlman and Councillor M. Prentice requested we review the Night Flight Budget and check with Transport Canada and the GTAA to see if the budget could be made

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	more flexible. T. Lennox: We will be discussing this as Item 3.2 on the agenda.
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	<p>T. Lennox: We have summarized last year's activities at Toronto Pearson in a new format in the Committee Information Update. We have also tried to reduce the document to one page.</p> <p>D. Thomas: Councillor Sprovieri requested I mention noise complaints from the north south runway. After reviewing the information on the Committee Information Update, the north/south runway generates 1 complaint for every 42 movements, compared to 1 complaint for 370 movements on the east/west runway.</p> <p>B. Green: Does Councillor Sprovieri know which areas the complaints are coming from because if it's a new neighbourhood the GTAA or Transport Canada objected to, it should be noted.</p> <p>T. Lennox: I do not feel comfortable distributing maps of where the complaints are originating.</p> <p>B. Green: I am not requesting streets, just blocks, or neighbourhoods.</p> <p>T. Lennox: The use of the north/south runway is dictated by weather. It is used 10% of the time.</p> <p>T. Rizzuto-Willan: I think that many complaints are related to residents not used to hearing aircraft that often and it is weather related. We must be concerned with safety at all times.</p> <p>T. Lennox: One of the things I would like to do with our new website is show which runways the GTAA is using at all times. We will check into Councillor Sprovieri's concerns.</p>
2.1.2	<p>T. Rizzuto-Willan: Further to the November 18, 2009 Minutes, Councillor Carlson's office has installed all of the noise warning signs and the community is very pleased with the results.</p>
3.0	Discussion Items
3.1	<i>GTAA – Anti-Idling Program and Update on Etobicoke Creek Project</i>
	T. Lennox introduced Daphne De Souza, Senior Environment Officer.

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	<p>D. De Souza: The Anti-Idling program plays a large role in Toronto Pearson's greenhouse gas initiative. We would like to engage our employees and the rest of the airport community in this program. With new automotive technology, there isn't a requirement to warm vehicles up after they have been started.</p> <p>The airport community is comprised of taxi and limousine drivers, fuelers, emergency responders, and the public. We also have operational requirements, emergency responders who need their vehicles to attend to emergency incidents that occur at the airport, and heavy equipment operators that operate equipment during a snow event.</p> <p>There are extreme weather concerns where it is extremely hot in the summer or cold in the winter. This will determine whether people will idle their vehicles.</p> <p>The GTAA has an anti-idling initiative that we will be rolling out to all GTAA staff as well as the entire airport community. We are trying to focus on the groundside. We have had a few complaints along the airport curbside where vehicles are idling for long periods of time. We will be working in conjunction with Peel Regional Police to enforce the Mississauga Bylaw to try and control idling.</p> <p>The Etobicoke Creek Trail is a 3.7 kilometre multi purpose trail. It will eventually go from the waterfront to the Trans Canada Trail in Caledon. It's a joint venture with the GTAA, the Toronto Region and Conservation Authority (TRCA), and the cities of Toronto, Mississauga and Brampton. The trail has posed some challenges, but we are pleased to say that construction has begun and we anticipate opening in July 2010.</p> <p>R. Poersch: You had mentioned opening day was in July. What portion of the project is that?</p> <p>D. De Souza: The trail portion from Courtneypark to 401.</p>
3.2	<i>GTAA Night Flight Budget</i>
3.1	<p>T. Lennox: We are tracking a little below budget because of weather. Precipitation has been 50% of what it has been in previous years. The uncontrollable portion of the budget is very difficult for us. The G20 is coming to Toronto at the end of June and that will have a significant impact on airport operations. The number of uncontrollables are approximately 10% and they are due to weather, medevac and police operations.</p> <p>T. Rizutto-Willan: How many flights did the incident at Christmas impact?</p>

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	<p>E. Tolton: We had to move 49 into the restricted hours.</p> <p>T. Rizzuto-Willan: When you are turning down requests, are they primarily passenger or cargo?</p> <p>E. Tolton: They are primarily general aviation.</p> <p>T. Lennox: The concerns raised by the Canadian Business Aviation Association that represent many general aviation operators have been raised at the Minister's office. There have been some operations that have been requested by some passenger airlines, and we have refused their operations.</p> <p>T. Rizzuto-Willan: From a committee member's standpoint I am sympathetic, however I'm extremely hesitant because I am obligated to the other side.</p> <p>Councillor E. Adams: Just to review, there are 13,000 night flights?</p> <p>T. Lennox: Our night flight budget for 2010 is 12,948.</p> <p>Councillor E. Adams: The security incident on December 25, 2009 took away 49.</p> <p>T. Lennox: The 13,000 averages 4 or 5 flights a night, but when you have pre-planned operations as well, and you have to plan in advance for snowstorms, etc., your managing becomes razor thin. That is why we issued an operations bulletin which has constrained operations in a significant fashion and is also why we're denying operations.</p> <p>Councillor E. Adams: I share Tina's concern on behalf of the residents who are enduring noise from these night flights in Ward 5. I am sympathetic about the extraordinary circumstances occurring with the G20. I would just be concerned that this would not lay any type of foundation for increases in the number of night flights coming in.</p>
4.0	Correspondence Items
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>
5.0	Update from Committee Members
	<p>No updates at this time.</p>

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6.0 Public Comments

R. Boehnke: You mentioned that only 2.9% of your overall flights fell into the category of night flight restrictions. I think the GTAA should be commended for these results. The Etobicoke Creek Trail is a great idea and we appreciate the fact that the GTAA has taken an active role in creating this trail.

Is it possible to move the CENAC meeting time from 4 p.m. to 7:30 p.m.? There are some people that cannot attend the meetings because of the time.

T. Lennox: One of the things I would like to do with this committee is look at times and locations.

T. Rizzuto-Willan: In previous years we had scheduled meetings at 4 p.m. and public forums in the evenings at 7 p.m. The public forums were very poorly attended, but we may want to look into it again.

T. Lennox: We could try having a meeting in the cities of Brampton, Mississauga or Etobicoke.

B. Green: At one time we had our meetings at 7 p.m., but the earlier time wasn't convenient for everyone.

Councillor Adams: I am going to present a different perspective. The 4 p.m. time is difficult for me as I have a young child who requires daycare until 3:30 p.m. I pick him up and provide a meal for him, and then have to return him to daycare as I attend the CENAC meeting at 4 p.m. I then have to attend a residential meeting following this meeting at 6 p.m.

T. Lennox: We should investigate times and locations.

R. Boehnke: Is there something a citizen can do to help overcome some of the security issues at Pearson?

T. Lennox: The public's experience at Toronto Pearson is important to the GTAA. We require assistance from the public to make the procedures effective and efficient as possible. You can advise us through the GTAA website or at:
www.yourvoiceatpearson.com

M. Hlibchuck: At the June 2009 meeting, I brought up the issue that FedEx was allowed to change from an A310 to a Boeing 727. Committee members advised me that they were unaware of this issue. I checked the minutes from April 9, 2003 and under Item 10.3 Mr. Steve Shaw commented "Due to economic downturn and changes in shipping patterns FedEx requested a substitute for B727 for the current A310." Item

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was accepted by committee members.

T. Lennox: FedEx has undertaken a fleet conversion program for all of their operations here. The fleet conversion has been ongoing. The operation agreement the GTAA has with FedEx concerns the operations of the B727. The B727 is covered by the agreement with Morningstar. This is the one that has been an issue.

M. Hlibchuck: The B727 isn't any quieter than the A310. Why were they allowed to go to the B727?

E. Tolton: This was a brief period of time during the SARS crisis when traffic plummeted and normally the B727s run the Morningstar Canadian operation. This was a period of approximately one month or two. Normally the north/south traffic is the A310 and MD11 aircraft.

M. Hlibchuck: Are B727s used exclusively or do they also use A310s?

E. Tolton: The FedEx north/south traffic coming from the U.S. is all A310 or MD11 aircraft. There are no B727s on those FedEx routes. The Morningstar activity from Toronto to other Canadian cities is currently B727s.

M. Hlibchuck: At the June meeting I requested information from W. MacMillan regarding nighttime useage of the 33 runways. My concern was more traffic on those runways. than previous years, and W. MacMillan advised me that this was due to wind conditions. I advised him that I had checked the Environment Canada and NAV Canada websites, and didn't find this to be an issue, and he advised that he would get back to me. I haven't heard from him, and I also called the Noise Management office a month ago regarding this issue, and have not received a call back from them.

T. Lennox: We will check into this for you, however, operations on the north/south runways. are governed by wind.

J. Golden: Speaking on behalf of NAV Canada, we don't want to be on runway 33. If we are, there is a requirement and it is generally wind related or a contaminated runway.

T. Lennox: We will get that information on the basis of statistical useage.

M. Hlibchuck: I didn't want a statistical analysis, I wanted to know if there was a policy change regarding night time useage of those runways. Runway 33R is the second preferential runway and runway 23 is the first preferential runway.

W. MacMillan: We have not had a policy change, but if we are landing on runway 5 which is our number one preferential runway, runway 23 goes in the opposite direction. So typically speaking we are landing on runway 5, and departing on

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runway 23.

M. Hlibchuck: If a flight is arriving on runway 5, how much time clearance do you need for a departure on runway 23 during night time flights after midnight?

J. Golden: Calm wind is considered a wind any direction of less than 5 knots. NAV Canada can assign any dry runway. when the wind is reported as calm. All arrivals and departures will accept a calm wind runway.

During the restricted hours in order of preference:

- Arrivals: 05, 15L, 06L
- Departures: 23, 33R, 24R

During most normal restricted hour operations due to wind and traffic, one would see arrivals on runway 05 with departures on runway 33R, or arrivals on runway 15L with departures on runway 23. If wind is calm and quite often traffic permitting (volume) arrivals will land on runway 05 and departures will depart on runway 23.

M. Hlibchuck: The complaint form on the noise management website will not accept phone numbers in regular format. I put in a complaint regarding this, and it hasn't been changed.

T. Lennox: Over the course of the year, we are completely rebuilding the GTAA website. {Subsequent to this meeting, the phone number field on the noise management website was amended}.

M. Hlibchuck: In December 2009, the Restricted Hours Operating Policy regarding medevac flights are no longer counted. Section 2.13 Medevac operations of any priority are permitted during restricted hours. These operations will not be counted against the GA Night Pool budget?

E. Tolton: We have allocated a certain number of movements for general aviation aircraft. We do not include medevac as part of this calculation.

T. Lennox: We issued a new Winter Operations Bulletin in October and we had a very strong reaction from the general aviation community. We have worked with the Canadian Business Aviation Association to address their concerns.

R. Donatelli: You are allowing 12,500 flights during the restricted hours. Does this include cargo flights?

T. Lennox: That includes any aircraft landing or arriving at Toronto Pearson.

R. Donatelli: What is the percentage of passenger versus cargo aircraft?

E. Tolton: Of the 85% of aircraft that are pre-approved, 40% is cargo and 60% is passenger.

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R. Donatelli: That means out of the 12,500, half of it is passenger?

T. Lennox: The passenger aircraft would be more than half. It would be approximately 75%.

R. Donatelli: I checked the GTAA website in January 2010, and printed out pre-approved flights (arrivals and departures) over a one week period. It totaled 150 flights. If you multiply that by 52 weeks that is equal to 13,000 passenger scheduled flights. This does not include the 40% cargo flights, emergency flights and flights affected by weather delays.

T. Lennox: The GTAA has an agreement with Transport Canada to stay within our nighttime cap, which is also audited by Transport Canada. It is also a ground lease requirement. If the GTAA defaults on the number of operations, than we default on our ground lease. We are audited to the number of operations we have, and we have consistently abided by the cap established by Transport Canada.

E. Tolton: You were looking at the arrival and departure information from the GTAA website. A number of departures you will see at 6:10 a.m. Most of the aircraft have restrictions that will not allow them to depart until 6:30 a.m.

T. Lennox: One of the greatest challenges we have in terms of reducing emissions is to stop what they call the "Le Mans" start. The air carriers advertise a 6 a.m. departure, but if you look at what time the aircraft actually departs, they have built in time on the ground.

R. Donatelli: The GTAA website shows a lot aircraft arriving between 2 a.m. and 3 a.m. from southern destinations.

E. Tolton: Those flights are included in our night time budget. Generally speaking, aircraft leave Pearson from 6:30 a.m. to 7 a.m., travel south, complete two trips south and return to Pearson. The return flights do not arrive until after 12:30 a.m.

R. Donatelli: You have approved these flights landing between midnight and 3 a.m.?

E. Tolton: The charter activity has always been part of the market. The flights to the Dominican Republic and Jamaica are very popular. Many years ago it was Florida, but it is more Caribbean flights now.

G. Russell: I spoke to J. Golden from NAV Canada earlier about the planned rollout status for continuous descent approach for aircraft. I inquired what percentage of air carriers using evening and night flight operations will benefit from this technology. J. Golden advised me that it would be 90%.

T. Lennox: The number of aircraft that could take advantage of a continuous descent

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approach?

G. Russell: Yes. A modernized fleet could take advantage of that type of technology. I have been dealing with the people at Lawrence Park Rate Payers Association. I wanted to know what they can expect from using this technology to improve their neighbourhood. In my discussion with J. Golden, this wouldn't have had as much as an affect as we hoped, but as the traffic gets denser it would help with traffic in our neighbourhood.

The particular impact of traffic I'm concerned with is from 10:30 p.m. until midnight. I registered a number of complaints and am still waiting for a response. What is the commitment to get back to people when they request a phone call to get information on these complaints?

T. Kendall: We try and get back to the callers within 24 hours.

W. MacMillan: It depends on the nature of the complaint. If you are requesting information about continuous descent, that is not going to be answered in 24 hours.

G. Russell: Initially, when I started registering complaints, I received a response in one or two days; lately it has been longer.

G. Russell: In the November minutes, there was discussion about noise monitoring terminals and reviewing placement of these terminals. Are there any plans to look at other parts of the city?

W. MacMillan: We are in the process of doing a review of where our noise monitoring terminals will be located, and we are almost at the point where we can meet with our sub-committee. We need to do a full assessment.

G. Russell: I am in communication with the Lawrence Park Rate Payers Association and they have delayed requesting representation from the GTAA.

T. Lennox: Please advise us, and we would be pleased to attend a meeting.

7.0 Adjournment

The next CENAC meeting is scheduled for **Wednesday, April 7, 2010.**

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

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