



Minutes

Date: April 7, 2010

Location: GTAA Administration Building, 3111 Convair 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
 Maja Prentice, City of Mississauga Councillor
 Richard Poersch, City of Brampton Resident
 Gordon Stewart, City of Mississauga Resident
 Paul Clarke, City of Toronto Resident
 Darrel Carvalho, City of Mississauga Resident
 Adam Howell, Alternate for City of Toronto Councillor Rob Ford
 David Thomas, Alternate for City of Brampton Councillor John Sprovieri

Regrets: Eve Adams, City of Mississauga Councillor

Technical Members: GTAA: Wil MacMillan, Eric Tolton
 NAV Canada: John Golden
 Air Canada: Brian Harkness
 City of Brampton: Natasha De Souza

Secretariat: K. Stefanazzi

Also Present: K. Ackroyd, FedEx
 C. Rickett, TRCA
 R. Boehnke, Etobicoke Resident
 M. Hlibchuck, Etobicoke Resident
 G. Russell, Toronto Resident
 J. Robinson, Lawrence Park Ratepayers Assoc.
 I. Baldanza, Lawrence Park Residents Association
 M. McDonagh, Lawrence Park Residents Association
 Z. Breslin, Lawrence Park Residents Association
 H. Holmes, Mississauga Resident

Attachments: CENAC Information Update, April 7, 2010

Next meeting: June 16, 2010

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1.0 Preliminary Items

1.1 *Welcome and Roll Call conducted by R. Cruickshank*

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1.2	<i>Review and approval of Agenda</i>
1.2.1	M. Prentice moved and B. Green seconded approval of the agenda.
1.3	<i>Review and approval of February 3, 2010 Meeting Minutes</i>
1.3.1	R. Poersch moved and B. Green seconded approval of the minutes. Quorum was reached at 4:05 p.m. T. Lennox welcomed Darrel Carvalho as the CENAC's new resident member representing the City of Mississauga replacing D. DiGiulio.
1.4.	Matters Arising From Previous Meeting/ February 3, 2010
1.4.1	Councillor Sprovieri requested the GTAA investigate noise complaints from the north/south runway due to disparate ratios. W. MacMillan: The Noise office investigated, and because there are fewer numbers of aircraft operations off the north/south runways, it drives a higher ratio. For every 42 movements the GTAA has a complaint off the north/south runways, compared to 525 movements for every 1 complaint on the 6 runways. Due to infrequency of use, people notice the movements more. T. Lennox: Use of the runways is driven by wind.
1.4.2	R. Boehnke requested the GTAA move CENAC meeting times from 4:00 p.m. to 7:00 p.m. This item will be discussed as Item 3.2 on the Agenda.
1.4.3	G. Russell registered a number of noise complaints and did not receive a response from the noise office. (W. MacMillan has subsequently met with him.)
1.4.4	T. Lennox: At the last meeting, G. Stewart requested an excerpt from the GTAA ground lease on Noise Management which he received.
1.4.5	The CENAC Sub-committee planned to review the assessment of noise monitoring terminals with Tim Kendall, and has subsequently met.
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	T. Lennox: The Transportation Security Administration in the U.S. has changed their security standards. The more intrusive procedures that were put in place on December 25, 2009 will be lifted.

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In terms of Toronto Pearson operations, there has been a slight improvement in passenger traffic. The demand for travel to Asia remains very high. Cathay Pacific plans to bring in three additional flights and we have a new carrier, EVA Air, who is offering service to Taiwan three days per week. They have a 1:30 a.m. departure time from Toronto Pearson.

R. Cruickshank prepared a briefing to give members a sense of why they are looking for these times.

Considerable discussion then took place regarding Gulf airlines, slots, frequencies, and gateways.

R. Poersch commented on night departures over water, while L. Perlman asked about slot restrictions for middle eastern carriers and whether the GTAA is trying to become a gateway airport versus a regional airport.

T. Lennox confirmed Toronto Pearson is a gateway airport as the fourth largest entry point into North America behind Miami, LA and New York.

L. Perlman: Asked whether Pearson would be one of future gateway airports he had been reading about as it would have long term consequences for committees like this.

T. Lennox: There is a discussion that is occurring in planning circles that suggests that due to an increase in fuel costs and environmental regulations, the number of airports in the world is going to shrink. In the U.S. a few small cities are losing their airports due to the recession. The theory says there will be gateway airports of various sizes, and from these airports, passengers would connect to other destinations by rail. Toronto Pearson is and will continue to be a gateway airport. It is an interesting conversation about the role an airport plays within a city, and which cities would be positioning themselves to have an airport. The number of airports in China is growing. China is talking about opening 200 airports within the next three years.

L. Perlman asked whether it would be better for the GTAA to become a regional airport where we are flying into the major gateways in the next 10 – 20 years, versus having direct flights.

T. Lennox: That is something the GTAA is looking at however the value to the community of direct access is far more important than having to hub through somewhere else. As the population changes and grows from different parts of the world, the strongest tides rest on direct access. The question is how to do that in a responsible fashion.

G. Stewart: Committee members are all interested in what is going to become of Toronto Pearson, which is a very important airport. It is not a Committee Members'

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	<p>job to reduce the amount of traffic at Toronto Pearson.</p> <p>T. Lennox: The GTAA reviews this kind of information for our Master Plan.</p> <p>M. Prentice: Toronto, Brampton, and Mississauga have all prospered because of Toronto Pearson. There are many major companies that are working in all area municipalities because of the airport, and their success is dependent upon it.</p> <p>T. Lennox Noted the Consultative Committee will have a session on this topic, and will extend an invitation to all of our CENAC members. The information from the Consultative Committees also appears on the GTAA website.</p> <p>L. Perlman then pointed out that T. Lennox and M. Prentice sit on both committees. R. Poersch responded that at times these committees share common interests, and this looks like one of them; economics vs. the noise factor.</p>
2.1.2	<p>FedEx Announcement</p> <p>T. Lennox: The GTAA has been working with FedEx on their fleet conversion program for some time and is very pleased to announce the conversion to 757 from 727 will begin the early summer of 2010, which is 2 – 3 years earlier than planned. It's going to take some months to do the conversion because it involves training, complete conversion of ground stations and aprons. The GTAA really appreciates the effort put forth by FedEx.</p> <p>M. Prentice pointed out that this is an indication of the impact the CENAC has had, and the committee felt strongly about having to wait an additional three years before the conversion would take place and thanked FedEx for listening to the Committee.</p> <p>T. Lennox: It is a huge effort to bring in the 757 and the GTAA appreciates the effort from Fedex. The cost is approximately 25 – 30 million for each aircraft.</p> <p>G. Stewart: The committee appreciates the courtesy by Mr. Fuertner, Mr. Ackroyd and FedEx.</p> <p>T. Rizzuto-Willan: FedEx should be applauded for their efforts.</p>
3.0	<p>Discussion Items</p>
3.1	<p>Partners in Project Green</p> <p>C. Rickett, Senior Project Manager, Partners in Project Green (PPG), gave a presentation about Partners in Project Green, an initiative that brings together the GTAA, the Toronto and Region Conservation Authority, the Region of Peel, and the cities of Mississauga, Brampton and Toronto to transform the industrial area</p>

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	<p>surrounding Toronto Pearson into an internationally recognized eco-business zone.</p> <p>T. Lennox: PPG has the www.partnersinprojectgreen.com website and there is a new marketing program that is about to be launched.</p> <p>P. Clarke: Are there any plans to build an incineration plant to generate power?</p> <p>C. Rickett: Partners In Project Green is looking at opportunities to turn waste into revenue. One operation being considered is the development of a biogas facility. There are 300 food processing companies around Toronto Pearson, and PPG stopped counting waste after 17 companies and 450,000 tonnes of waste. There is huge potential, but Partners In Project Green will have to identify the opportunities and work with the private sector to build the infrastructure.</p> <p>M. Prentice: Peel Region has one that was approved by the Province twenty years ago. It has been very effective assisting the region with our waste materials and it produces energy. There is difficulty getting the province to approve these incinerators.</p> <p>L Perlman: Inquired about a Biogas Facility and noted the Toronto Zoo is trying to install one. L. Perlman also inquired if it was profitable, and noted a lot of the issues involve a business plan and it's one that is earmarked for the Woodbine Entertainment Centre.</p> <p>T. Lennox: Woodbine is a tremendous producer of fuel that goes into the Biogas Facility. There has to be a cogen business case to do it and it has to be independent from government. Partners In Project Green are scoping out the pros and cons of a Biogas Facility.</p>
4.0	Correspondence Items
	<p>There is no correspondence at this time.</p>
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>None at this time.</p>

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6.0 Public Comments

Mary McDonagh (A resident of North Toronto and Lawrence Park) spoke of a noticeable increase in the number of flights over their area. She indicated that she has consulted with all levels of government including Councillor Karen Stint, MPP Michael Colle, and MP Joe Volpe.

E. Tolton responded that Toronto Pearson had decreased traffic in 2009.

M. Prentice requested statistics at the next meeting regarding arrivals, departures, height and altitude.

B. Harkness advised that he has lived in Lawrence Park for 25 years and that, as a pilot, he has flown over that neighbourhood, and knows exactly what is going on. It is the downwind leg for the south runway.

B. Harkness also responded about the aircraft patterns. "The aircraft go northwest and then head back to the airport landing in a westerly direction on the south complex of Toronto Pearson airport. The aircraft is 3,000 feet above the ground where it should be. What the residents are feeling may or may not be an increase in traffic, that's what the GTAA statistics will show. The traffic patterns flown for 35 years haven't changed in the last 10, but there may be a change in frequency."

Jaye Robinson (Vice-President of the Lawrence Park Ratepayers' Association) commented about traffic and noise. The Association would like some of the GTAA stats on their neighbourhood, and if there's a more efficient way to distribute air traffic across the city, and to ban night flights. Contact has been made with Councillors Ford (Ward 2), Jenkins (Ward 25), and Walker (Ward 22). Greg Russell has also spoken to MP Carolyn Bennett.

T. Lennox pointed out that the GTAA would be pleased to attend a meeting with the association. Representatives from the GTAA have attended meetings in several communities in Brampton, Mississauga and Toronto, and that may be the most efficient way of addressing the concerns.

Resident Zora Breslin asked what constitutes being in a flight path as she is frustrated to hear there has been no change in operations.

T. Lennox: The operations have not changed for many years. Statistics on the back of the CENAC update indicated there have been fewer operations than before.

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L. Perlman commented and responded as the Toronto representative on CENAC with statements regarding property values, and health. He highlighted that he has seen this happen before in other communities and it is going to get worse.

R. Poersch suggested that the GTAA set up a portable noise monitor in this neighbourhood.

T. Lennox: The Noise office has taken a portable noise monitor into the neighbourhood. The purpose behind a community session is to make sure that residents have information all at the same time. There is an explanation of what is going on, the frequency, what are the operations.

B. Harkness pointed out that Mr. Lennox will bring data to a Lawrence Park community meeting. He'll either prove that traffic has increased, or it hasn't.

T. Lennox: It is a very complex undertaking to change air traffic patterns and safety will always prevail.

Helen Holmes (Resident from the Dundas and Mississauga Road area) noted that over the last several months, aircraft noise can be heard from inside her home. Ms. Holmes looked at the Jet Path Movement Charts on the GTAA website which indicated that she lived in Section D5 and movements in her area had increased by 13%. Why wouldn't that be consistent for all of the areas? When she purchased her home it was quiet. How does the GTAA make these decisions?

T. Rizzuto-Willan: Wind has an impact on noise.

T. Lennox: The Noise Management Office will investigate this complaint more thoroughly and provide results.

G. Russell: Thanked Tim Kendall and his staff for coming out to his community to do noise monitoring and had two questions regarding noise abatement and aircraft technology (specifically throttle settings).

W. MacMillan responded that he could not speak to throttle settings, but noted that the standard instrument departure noise abatement procedure governs departures to 3600 feet ASL. Above that altitude the aircraft are not governed by noise abatement procedures.

B. Harkness also responded with technical references to power settings for getting aircraft off the ground and through climb mode and how these are not generally adjusted by the pilots but set automatically on modern aircraft.

R. Boehnke suggested he would very much like to support the inclusion of a planning review function in the mandate of this committee. He also questioned why Porter

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Airlines cannot bring its business to Toronto Pearson.

T. Lennox responded that the GTAA does not operate the island airport. Should Porter wish to move we would have to see if they could be accommodated.

R. Boehnke: Was a nighttime budget presentation made to the minister?

T. Lennox: When the GTAA put in the new night time restrictions, there was a significant reduction in the number of slots for business aviation. This resulted in a complaint to Transport Canada from the Canadian Business Aviation Association. Representatives from the GTAA met with the CBAA to make arrangements so they were given a manageable number of operations at night.

M. Hlibchuck requested to discuss the response time from the noise office. He felt that he only gets voice mail now rather than previously speaking to someone and wondered if there was a change in policy. He also thought that the response should be less than a week.

E. Tolton noted that the Noise Office is short-staffed due to a retirement, with a replacement pending.

M. Hlibchuk initiated considerable discussion about noise complaints and response times. T. Lennox and J. Golden both offered to follow up.

M. Hlibchuck also expressed doubt about the FedEx fleet conversion and T. Lennox then pointed out the singular commitment FedEx has to making this change.

R. Poersch agreed about the timeliness of the noise complaints and waiting for a response, having also noticed that on occasion.

T. Lennox: There was an issue on the time of CENAC meetings. He asked the committee's indulgence to carry that over to the next meeting.

(Subsequent to that statement an email went to committee members to vote on the time change.)

* **Adjournment**

The next CENAC meeting is scheduled for **Wednesday, June 16, 2010.**

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

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