



Minutes

Date: June 16, 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
 Eve Adams, City of Mississauga Councillor
 Councillor John Sanderson, City of Brampton , Alternate for Richard Poersch, City of Brampton Resident
 Gordon Stewart, City of Mississauga Resident
 Paul Clarke, City of Toronto Resident
 Katherine 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
 Darrel Carvalho, City of Mississauga Resident

Technical Members: GTAA: Wil MacMillan, Eric Tolton , Randy McGill, Allison Barrett,
 Derek Gray, Francine Donaldson
 NAV Canada: John Golden
 Transport Canada: Greg Cross

Secretariat: K. Stefanazzi

Also Present: K. Ackroyd, FedEx
 R. Jordan, Transport Canada
 R. Boehnke, Etobicoke Resident
 M. Hlibchuck, Etobicoke Resident
 G. Russell, Toronto Resident

Attachments: CENAC Information Update, June 16, 2010

Next meeting: September 8, 2010

Item	Details
1.0	Preliminary Items
1.1	<i>Welcome and Roll Call conducted by R. Cruickshank</i>
1.2	<i>Review and approval of Agenda</i>

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1.2.1	B. Green moved and T. Rizzuto-Willan seconded approval of the agenda.
1.3	<i>Review and approval of April 7, 2010 Meeting Minutes</i>
1.3.1	<p>P. Clarke moved and L. Perlman seconded approval of the minutes. Quorum was reached at 4:05 p.m.</p> <p>L. Perlman inquired how the minutes are prepared and if editing is done.</p> <p>T. Lennox noted that K. Stefanazzi prepares the draft minutes based upon transcripts, R. Cruickshank and T. Lennox review the initial minutes and they are sent to the committee members to ensure they accurately reflect the discussion at the meeting.</p> <p>L. Perlman indicated that in the City of Toronto, there's an independent City Clerk's office that handles the issues of minutes and its objective reading. He questioned the objectiveness of GTAA minutes that are prepared.</p> <p>T. Lennox noted that members have time to propose changes prior to the minutes being released.</p> <p>L. Perlman requested to get a first draft of the minutes.</p> <p>G. Stewart reported in all the years he had been on the committee he had never found the minutes to be inaccurate.</p> <p>T. Rizzuto-Willan noted the process is prudent and proactive already, and if Mr. Perlman finds there is something missing, bring it forward to the committee.</p> <p>T. Lennox indicated the GTAA put a tremendous amount of effort into the minutes. The appropriate place for the debate and discussions about what information is in the minutes at this committee is in front of the other committee members. Members can review the minutes one week prior to the minutes being posted on the website.</p>
1.4.0	<i>Matters Arising From Previous Meeting/ April 7, 2010</i>
1.4.1	Larry Perlman requested a discussion on Long Term Planning and Capacity at Toronto Pearson. A presentation by a member of the GTAA's Strategic Planning and Airport Development Department will provide a presentation at a future CENAC meeting.
1.4.2	M. Prentice requested statistical information regarding the Lawrence Park community from August 2009 until present. (See Discussion Items).
1.4.3	M. Hlibchuck requested the GTAA investigate noise complaints where wind did not

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	affect runway usage. He met with members of the GTAA Noise Office and John Golden from NAV Canada on June 10, 2010.
1.4.4	<i>Matter Arising from Previous Meeting/February 3, 2010</i>
1.4.5	R. Boehnke requested the GTAA move CENAC meeting times from 4:00 p.m. to 7:00 p.m. The CENAC members voted by e-mail prior to this meeting and a majority wished to retain the 4:00 p.m. start time.
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	GTAA Wins IATA Eagle Award
	The GTAA recently received a prestigious Eagle award from the International Air Transport Association (IATA) for Most Improved Airport. The award is in recognition of the airport's outstanding performance in airline satisfaction, cost efficiency and continuous improvement.
2.1.2	G8/G20 Summit
	T. Lennox briefed members on the upcoming G8 summit being held in Huntsville, followed by the G20 summit being held in Toronto during the weekend of June 20 th .
	T. Rizzuto-Willan inquired if all aircraft arrivals count against the GTAA budget.
	T. Lennox responded that a majority of the arrivals will arrive during regular hours. The ones that do not arrive during that time will count against the budget.
	G. Stewart asked if, although the GTAA does not have any control over the arrival times, whether the arrival procedures will be the same.
	T. Lennox reported that NAV Canada will require the aircraft to follow all normal operating procedures.
2.1.3	Passenger Traffic Statistics
	Passenger traffic is rebounding slowly. Toronto Pearson is on target with the night flight budget, and the G8/20 summit should not have an impact on that.
2.1.4	Toronto Pearson Runway Run
	On Saturday June 19, 2010 the GTAA will be hosting the third annual Runway Run at Toronto Pearson. All proceeds from the run will be donated to the William Osler

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Health System Foundation fundraising campaign for Etobicoke General Hospital. GTAA will shut down one of the runways, and have 2,200 runners for the event.

J. Golden noted that NAV Canada are hosting an airplane pull the same day of the event to raise money for the Canadian Cancer Society. There will be ten air traffic controllers that will pull an RJ 900 a mile down the runway. They have been practicing for a year for this event.

3.0 Discussion Items

3.1 Lawrence Park Community – Noise Statistics

W. MacMillan presented flight tracks from the Lawrence Park Community from 2006 – 2009 and compared them to flight tracks in 2010. The closest noise monitoring terminal is located eleven kilometres away.

On March 24, 2010 the Noise office staff brought a portable noise monitoring terminal to the Lawrence Park Community to take some decibel readings. The readings were taken from 9:00 p.m. to 10:30 p.m. During the time the readings were taken various aircraft types including the 737, 800, RJ's Embraer 145's flew over the area with altitudes that ranged from 3600 – 5600 feet.

G. Stewart questioned how 50 dba could be an average nighttime figure for ambient noise.

W. MacMillan indicated 50 dba is the number the GTAA have been using as a threshold, and that he would have to go back and research this information if there was any doubt.

W. MacMillan reported that Arrivals on Runways 24L/R consistently account for approximately 35% of all annual arrivals at the airport. Since 2006 the altitudes of arriving aircraft on the downwind leg over the Lawrence Park areas have remained consistent.

Overall volume of traffic in the area is increasing slightly with more aircraft through a 756 meter corridor in Lawrence Park.

T. Rizzuto-Willan inquired if it was advantageous to stay within the corridor, or fly outside the corridor.

W. MacMillan responded that as more aircraft start using RNAV (which is a more

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precise arrival), more aircraft will start to use the corridor.

T. Lennox noted overall out of 437 arrivals using Runways 24L and 24R, 117 are flying over Lawrence Park, which is 27%, all aircraft are over 3000 feet which is consistent with past operations.

W. MacMillan's provided a summary of the Lawrence Park Community Study:

- no significant change in flight patterns, altitudes and proportion of overall arrivals on Runways 24L/R.
- aircraft movements have returned to pre-911 levels.
- after the opening of Runway 06R/24L in 2001 there was an increase in arrivals on the southern complex (Runway 24L/R) landing towards the west.
- aircraft mix has remained consistent since 2006 as have the altitudes of arriving aircraft on the downwind leg over the area.
- with more traffic in the area and more aircraft using precision (RNAV) approaches, there is a slight increase in the number of aircraft through the corridor over the Lawrence Park area.
- increase in complaints from Lawrence Park area since 2008.

G. Stewart inquired if there was a major artery along that route.

G. Russell pointed out that ten houses west of his residence is Mount Pleasant Road which is a major artery and there was a reasonable amount of noise coming from that street. There is a gradual increasing slope to the north. Sunnybrook hospital is located east of his residence, and they do experience medevac flights in the evening.

B. Green commented that NAV Canada have implemented RNAV for most flights and will be transitioning to GPS, and inquired if that will that have an affect, especially with wind deviation.

J. Golden responded that it will have minimal effect and there will not be any wind deviation.

G. Russell asked when RNAV began at Toronto Pearson?

J. Golden reported the RNAV arrival STARS were put in place approximately ten years ago. At the time not all aircraft flying into Toronto Pearson were RNAV capable. As fleets modernized and the controller usage became more accepted, it became more utilized.

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T. Lennox mentioned the Lawrence Park community is a built-up urban area. There are four approach paths at four quadrants in municipalities around the airport at any given time because there are four arrival legs.

G. Russell inquired if the band over Lawrence Park could be moved.

T. Lennox noted that Lawrence Park is a high traffic area. It is difficult to see where it could be moved. Moving the band is an airspace capacity issue.

J. Golden stated that it was placed in that area for increased efficiency and aircraft performance. As for moving a portion of the routing, design criteria would have to be adhered to and the impacts measured. He also mentioned the busier the airport gets the more the downwind leg will lengthen, which may also help alleviate the problem in the Lawrence Park Area.

L. Perlman inquired how many man hours it took to complete the Lawrence Park study.

W. MacMillan indicated that it took a fair amount of work to calculate the stats.

L. Perlman inquired if he could get the statistics as studies have been done for other communities as well and quality of life is still a factor.

T. Rizzuto-Willan noted that she disagreed with Mr. Perlman's comments and commended GTAA staff for taking time to analyze the statistics.

L. Perlman mentioned that five years ago the noise office staff visited his home, presented a report, but the noise remains and has increased over the years. Mr. Perlman inquired how the man hours and reports help the community deal with the quality of life.

T. Lennox noted that M. Prentice requested statistical information to inform what has been happening in the Lawrence Park neighbourhood. This is also the type of information the GTAA would share with the Lawrence Park Community. The objective of the GTAA is to manage noise concerns at Toronto Pearson by flight procedures, preferential runways, and by working with airline customers to ensure they are using efficient aircraft. One issue the GTAA wants to ensure is that the residents have enough information regarding the airspace above their homes. The GTAA examines the data and observes there hasn't been a change in the stats. Projections for air travel for Toronto Pearson from now to 2032 could increase by

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forty to fifty million passengers due to overall increase in population in the GTA.

E. Tolton reported during May and June air traffic has increased by 7%.

T. Lennox commented that the GTAA has also worked with FedEx to eliminate the 727 to a quieter and more fuel efficient aircraft – the 757.

L. Perlman asked what is going to happen in the future when more presentations will be made, and more residents will approach CENAC. He inquired if there was a plan to spread the noise out to as many communities as possible.

T. Lennox agreed that L. Perlman raised an interesting point. The committee should look at the capacity issue at Toronto Pearson. Where do we see the demand going, and what are the drivers of the demand.

L. Perlman inquired where Transport Canada is in all of that and how do they see the future.

G. Stewart noted that Transport Canada included this matter in the ground lease. Pickering airport also has to be considered.

T. Lennox reported the decision on an airport in Pickering is not the GTAA's to make. The GTAA does not have an interest in the lands, and does not have a contracted arrangement to build an airport. The decision on an airport in Pickering rests with Transport Canada.

3.2 Noise Monitor Placement – Sub-committee Update

F. Donaldson noted the Noise and Flight Track monitoring system currently in use in the GTAA Noise Management office has become obsolete, but in 2009 the GTAA began taking steps to replace the system. At the same time the GTAA undertook two separate, but related, studies to determine the physical condition of the 21 noise monitoring terminals (NMTs) presently situated in the communities surrounding the airport and the effectiveness of the locations.

The study determined that one NMT is current hardware technology; the remainder are beyond their engineered lifecycle and required replacement. Ten met the operational needs of the Toronto Pearson 30 NEF contour. Many of these locations already support NMTs; a few others will have to be relocated. The remaining eleven NMTs would either be decommissioned or replaced. The GTAA had committed to CENAC that the future status of the NMTs would be a joint discussion and the sub-

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committee was called to meet once the studies had been completed.

This sub-committee met on May 5th. Prior to the meeting, the GTAA Noise Management office staff identified 6 additional existing NMT locations that monitor noise in areas that experience high volumes of aircraft and complaints. The sub-committee was presented with the NMT site map with the existing locations coded as either "Recommended by the Consultant", or "Recommended by the GTAA", or "To be determined". The sub-committee agreed that locations designated by the consultant and the GTAA as operationally required should be replaced with new NMT hardware. Another two locations were identified at the meeting as potential sites with the recommendation that the GTAA investigates these areas for future placement of NMTs. The GTAA will schedule another meeting with the sub-committee, and then prepare a presentation for November's CENAC meeting.

E. Adams inquired if she could receive a copy of the sub-committee's report. The report will be provided.

B. Green noted the NEF overweighs nighttime departures and noise. He suggested the NEF should be balanced to daylight hours in this 24 hour society.

T. Lennox indicated that the model to generate the NEF is governed by Transport Canada.

M. Hlibchuck commented that 95% of residents have normal working hours, so nighttime disturbances are far more annoying.

B. Green noted if one examines employment trends today, shift work is something to consider.

T. Lennox reminded all that the Transport Canada model is not an entirely perfect model but it is what Transport Canada and the provincial government use to recommend land use adjacent to the airport. Hence the reason GTAA uses this model.

E. Adams inquired why the noise monitoring terminals were being decreased from 21 to 18.

F. Donaldson reported that when all the sites were evaluated they discovered some NMTs were within the operating area of other NMTs. There are also a few that were located beyond the operating area, and were placed in these locations as a result of a

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former councillor who thought there was a noise issue in the area. Several NMTs were located in industrial areas that were no longer of any value due to other conflicting noise.

T. Rizzuto-Willan noted that the sub-committee had a lengthy discussion about each location, and recommended two more NMTs as they wanted to ensure all areas were covered.

T. Lennox indicated the condition of the existing monitors in some locations was deemed unsafe for occupational health and safety reasons.

B. Green inquired if the noise monitoring terminals record the delta from the floor to the existing.

F. Donaldson noted that when the locations are identified, one of the requirements is a low ambient noise level.

3.2.1 Re-phrasing the SID

T. Lennox noted that Nav Canada is re-phrasing the SID.

J. Golden reported that Nav Canada will be making an editorial change. There was an occurrence in January 2010 of a departure off runway 33R, followed by a second aircraft in close proximity behind it. Before the departure the first aircraft questioned the correct SID. The controller tried to reiterate in layman's language instructions on what the aircraft should do. The aircraft departed and flew a runway heading and didn't make the turn to the 343 degree radial. The second aircraft departed and came off the ground with separation, and the departure controller ended up with less than required separation as both these aircraft were turning eastbound. It was controller error, however the Transport Safety Board became involved and questioned the wording on the SID. There is a phrase that states no unauthorized turns below 3600 feet. What Nav Canada wants the aircraft to do is fly the SID and make the turn to the 343 degree radial. The recommendation from Transport Safety Board was to remove the phrase referring "no unauthorized turn".

W. MacMillan reported the first sentence remains the same; SID routing shall be followed to 3600 feet ASL. The change will be for runways 33R, 33L: SID routing shall be followed to the Malton inter-section and 3600 feet ASL, and this is clearer for the pilots to follow.

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3.2.2	Nighttime Restrictions – U.S. Airports
	E. Adams inquired about receiving an updated copy of the Nighttime Restrictions for Canadian Airports to include some U.S. airports including San Francisco International Airport.
3.2.3	GHG Presentation – Deferred to September CENAC Meeting
	The GHG presentation was deferred to the next meeting because of time restrictions.
4.0	Correspondence Items
	There is no correspondence at this time.
4.1	<i>CENAC Committee E-mails</i>
	Members were given a list of emails received on the GTAA's committee email address.
5.0	Update from Committee Members
	T. Rizzuto-Willan inquired about the reduction of the number of investigations and enforcements.
	F. Donaldson responded that prior to 2010 operators that had permission to operate at night were required to update the GTAA regularly. This year, beginning in November, an approval to operate at night constitutes an approval. In prior years if an airline arrived 5 minutes later than their approved time that became an enforcement investigation. That is no longer the case.
	The GTAA is still monitoring the procedures and doing random checks of all arrivals and departures. The SID procedures have not had any violations, and with more RNAV approaches and the introduction of the clarification of the arrival procedures, the GTAA is not seeing arrival violations.
	W. MacMillan noted the GTAA also meets with the airlines monthly and discuss their schedules and exemptions.
	T. Lennox commented these are within the restricted hours and it is a way of managing the restricted hours and putting discipline on the air carriers. It is a different way of managing it and the result is enforcements have decreased.
6.0	Public Comments

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R. Boehnke mentioned that he attended the AGM and received a copy of the "It's About Time" publication. Mr. Boehnke noted that the opening paragraph regarding Corporate Social Responsibility at the GTAA means considering environmental, social and economic impact of every action we take. Later on page 9 he read "Our growth plans have always taken into account nearby residential communities". Mr. Boehnke mentioned the word "balance", and found it disconcerting as he felt the public loses and the airport gains.

T. Lennox noted that if the GTAA had the opportunity to disregard noise, and disregard the impact it had on the community, it would be operating a totally different airport. The GTAA would dismiss all of the noise staff, NAV Canada wouldn't require as many air traffic controllers, the throughput at this airport would increase because there wouldn't be any arrival or departure procedures that would ensure the aircraft climb to 3600 feet and throttle back. The GTAA spends a great deal of time negotiating every single night time arrival. The GTAA has also been working with air carriers that have been flying aircraft that are noisy especially at night to convert to quieter aircraft. The GTA has a population of six million people, and thirty million passengers flew out of Toronto Pearson in 2009. The GTAA has invested \$350 million dollars into a storm water management program so that water that leaves this facility cleaner than when it came onto the property. Toronto Pearson does try to achieve this balance.

R. Boehnke noted that Turkish Airlines came on board with the Istanbul service and that it may be a good idea to use these flights as an example of achieving a balance.

T. Lennox commented that Turkish Airlines had been a long time applicant to fly into Toronto Pearson. They had seen Toronto as being one of the largest markets they could serve because approximately 50% of their passengers connect to destinations that currently do not get served from Toronto Pearson. This new service is a late night service which allows them to connect in Istanbul. They are serving the Turkish and middle eastern population of Toronto. They are an airline that is experiencing tremendous growth, Toronto Pearson had time slots available for them, and they did not intrude into the night time hours. It was a responsible operation serving the public.

6.1 Future of Aircraft Manufacturing

G. Russell noted it would be interesting for CENAC to consider a presentation on where the engine manufacturers are going in future, how to mitigate noise, how engine design will develop over the next few years, how it will line up with airport capacity and how it will transpire into the aviation industry.

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T. Lennox noted the GTAA will look into this issue.

R. Boehnke inquired if Toronto Pearson has the capacity to total up the noise over a period of time.

T. Lennox indicated the GTAA have monthly averages at the noise monitoring terminals. Noise exposure forecasts are commonly used which is a measure of annoyance and noise. Mr. Lennox was not certain if there is that total quantity of noise at the noise monitoring stations. The GTAA will discuss the various measurements of noise and how to deal with it.

B. Green inquired about the physical limits for aircraft movements at Toronto Pearson.

E. Tolton noted with existing runway configuration and existing air traffic control procedures it's approximately 575,000. Presently Toronto Pearson is at 425,000, which is a ballpark figure.

T. Lennox responded it is not practical to limit decision to just movements; one has to discuss terminal processing as well.

Adjournment

The next CENAC meeting is scheduled for **September 8, 2010**.

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

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