



Minutes

Date: September 8, 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
 Maja Prentice, City of Mississauga Councillor
 Larry Perlman, City of Toronto Resident
 Tina Rizzuto-Willan, City of Mississauga Resident
 Eve Adams, City of Mississauga Councillor
 Gordon Stewart, City of Mississauga Resident
 Paul Clarke, City of Toronto Resident
 Adam Howell, Alternate for City of Toronto Councillor Rob Ford
 Darrel Carvalho, City of Mississauga Resident
 David Thomas, Alternate for City of Brampton Councillor John Sprovieri

Regrets: Richard Poersch, City of Brampton Resident

Technical Members: GTAA: Wil MacMillan, Eric Tolton , Randy McGill, Allison Barrett, Brad Robertson
 Derek Gray, Francine Donaldson
 NAV Canada: Sam Ghobrial
 Transport Canada: Greg Cross
 Air Canada, Brian Harkness

Secretariat: K. Stefanazzi

Also Present: S. Lentle, Morningstar
 R. Boehnke, Etobicoke Resident
 G. Russell, Toronto Resident
 E. Ryan, Toronto Resident

Attachments: CENAC Information Update, September 8, 2010

Next meeting: November 10, 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	<p>T. Lennox noted that an e-mail received from M. Hlibchuck was added to the Agenda, and Mr. Lennox requested permission to have an item moved from 4.1 (Committee E-mails) to Regular Items on the Agenda. B. Green approved agenda including amendment and D. Carvalho seconded.</p>
1.3	<p><i>Review and approval of June 16, 2010 Meeting Minutes</i></p>
1.3.1	<p>B. Green moved and D. Thomas seconded approval of the minutes. Quorum was reached at 4:05 p.m.</p> <p>T. Lennox noted this CENAC meeting is the last meeting held prior to the October 25th municipal elections and two members on CENAC will not be returning. After 25 years as a distinguished member of Mississauga City Council, and 15 years as a member on several GTAA Committees, Councillor Maja Prentice is retiring. After 8 years as a member of the CENAC Councillor Rob Ford has been campaigning for mayor for the City of Toronto. We would like to thank them for their efforts and contributions over the years.</p>
1.4.0	<p><i>Matters Arising From Previous Meeting/ June 16, 2010</i></p>
1.4.1	<p>G. Stewart inquired how 50 dba could be the average nighttime noise level. His community had undergone a noise study and was advised 30 dba is the average number in quiet residential neighbourhoods during the evening.</p> <p>T. Lennox noted the GTAA follows the Provincial Ministry of Environment standards and between the nighttime hours of 0000 – 0700 the standard they are using is 45 dba. The GTAA is using 50 dba.</p> <p>G. Stewart reiterated that for the past twenty years, 30 dba was the standard noise level in a residential area at night. He feels the Ministry in Ontario changed the levels because there is more truck traffic on the main arterials which has caused noise levels to increase. When did they change the standards?</p> <p>B. Green noted the levels were changed in 1995.</p> <p>G. Stewart reported he had some correspondence from the Provincial Ministry because of work taking place on the Queen Elizabeth Way (QEW).</p> <p>T. Lennox noted the GTAA has no role in the standards. Since 1995 these standards have been used.</p> <p>G. Stewart indicated when you examine the data there is quite an increase between 30 dba and 50 dba. We have newer aircraft that generate less noise, but this allows for an increase in noise.</p>

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	T. Lennox commented since the GTAA has been in existence, the level for ambient noise in a residential neighbourhood has been established according to those levels.
1.4.2	L. Perlman inquired about the subject of capacity at Toronto Pearson. A presentation on this issue will be made at a future meeting.
1.4.3	E. Adams asked to receive an updated copy of the Nighttime Restrictions for Canadian Airports to include U.S. airports including San Francisco International Airport. A copy was e-mailed to Councillor Adams and all members of the committee.
1.4.4	G. Russell inquired if CENAC could provide a presentation on where engine manufacturers are going in the future and how they will mitigate noise and engine design. T. Lennox replied that this could be a topic at a future CENAC meeting.
1.4.5	M. Hlibchuck E-mail T. Lennox noted that an e-mail was received from M. Hlibchuck, with concerns that relate primarily to the use of the Runway 15L departures, and Mr. Hlibchuck also has concerns regarding the responses he was receiving from the Noise Management office regarding preferential runways. Runway 15L is Toronto Pearson's longest runway and M. Hlibchuck lives in close proximity to the end of the runway. L. Perlman noted he was concerned about discussing the issue without M. Hlibchuck in attendance at the meeting, as M. Hlibchuck may have thought his issue would be addressed during the public comments segment at 5:00 p.m. M. Hlibchuck did not request Mr. Perlman speak on his behalf, but had requested Mr. Perlman to add his letter as an Agenda Item. T. Lennox responded the committee would wait for M. Hlibchuck's attendance at the meeting.
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	Noise Complaints

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The Noise complaints from callers have decreased from 868 in 2009 to 249 in 2010. In 2009 there was more construction and a summer featuring wet and unstable weather conditions. In 2010 there wasn't any significant construction, and weather patterns were more stable. Also there was an increase of 3,000 movements over 2009.

3.0 Discussion Items

3.1 GHG Update

A. Barrett noted the GTAA has committed to a 20% reduction in airport emissions (from a 2006 baseline) by 2020. This policy came into effect in December 2009. The emissions that are included in this are Scope 1 and Scope 2. Scope 1 is mobile and stationary sources owned and operated by the GTAA. Scopes 2 are the emissions that are associated with the power used at Toronto Pearson.

The bulk of Toronto Pearson's emissions are associated with electricity use, and the GTAA's focus has been to reduce that use. A certain amount of GTAA emissions are not under its control: whatever the electricity mix is for a given year is purchased off the grid.

Projects for 2010/2011 to Reduce emissions

- Re-lamping the parking garage, replacing 2352 inefficient light fixtures
- Removal of approximately 300 unnecessary red obstruction lights and replacing the remaining incandescent bulbs with LEDs.
- Replacing type T12 fluorescent light fixtures with type T8 at Terminal 3.
- Installing a bypass pump at the cogeneration facility for water circulation when cogen is not generating electricity.
- TOTAL ESTIMATED GHG SAVINGS – over 850 tonnes per year or roughly 5% toward our goal.

R. McGill noted there are a number of ways the GTAA has reduced GHG at Toronto Pearson which include:

- The installation of pre-conditioned air and 400Hz power at each jet bridge.
- The building of additional runways and taxiways has reduced taxi-times and aircraft queuing.
- The installation of recharging stations for ground service equipment.
- Setting and meeting targets for taxi take-off times in conjunction with Nav Can.

Nationally the GTAA is working with Environment Canada, Natural Resources

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Canada, Transport Canada, Air Canada, WestJet and Air Transat, and also the Canadian Airports Council. These groups are also working on a number of projects nationwide looking at alternative fuels, and performance based navigation. The GTAA is also working on improving the airport operations, and all the equipment that supports the aircraft.

Internationally, the GTAA works with the International Civil Aviation Organization (ICAO), which publishes the noise and air quality guidelines for aircraft manufacturers.

T. Lennox inquired about the 20% decrease by 2020 and how the GTAA will handle the issue with the addition of a new pier on Terminal 1.

R. McGill indicated that it is a big challenge, and, when the new pier is added, the GTAA is still required to make a reduction 20% below 2006. The GTAA may look at heating and cooling by geothermal, and some GTAA buildings may also need to be energy positive in the future. The GTAA may be looking at photovoltaics on the site to help reduce energy emissions and is still looking at emission reductions from existing facilities.

T. Rizzuto-Willan inquired if the GTAA chose 2006 as a baseline so that these could include some of the initiatives already completed like the lighting in the parking garages, and the new architecture.

A. Barrett reported the year 2006 was selected for several reasons: Federally the government was using 2006 as their baseline; also the new Central Utilities Plant (CUP) came online in mid 2005. By using 2006 we are comparing apples to apples.

T. Rizzuto-Willan inquired what the percentage reduction is for the current year.

R. McGill responded that the GTAA is on track for a reduction of 5% - 7%. With the initiatives this year the GTAA will get an additional 3%. The ultimate goal for the federal government is a 50% reduction by 2050.

L. Perlman inquired that, if electricity rates double tomorrow, would the GTAA increase landing fees, or try to reduce electricity use.

R. McGill responded that the GTAA has a commitment to reduce emissions.

T. Lennox noted that, if the price of electricity did double, a lot of environmental

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projects become far more economically feasible.

L. Perlman inquired what parts of this initiative are done for financial reasons and which ones are done strictly for being a good environmental neighbour.

R. McGill responded they go hand in hand. Changing lights in the parking lot is not that difficult however trying to retrofit older Terminal 3 takes careful planning over many years.

L. Perlman asked if the GTAA will stop purchasing oil that originates from the oil sands.

T. Lennox noted Toronto Pearson has both oil and natural gas in its facilities; natural gas is used to fuel the power plant and central utilities plant, and fossil fuels are used to power vehicles. The GTAA is trying to reduce the overall consumption of fuel, and it is not possible to track where it comes from. The GTAA taxi fleet is 80% propane, and the vehicles have gas engines to start the vehicles but run on propane.

L. Perlman noted he was referring to aviation fuel.

R. McGill stated the GTAA does not purchase aviation fuel. The airlines have looked at purchasing and developing biofuels. The U.S. Defence Dept. intends to have half of their aircraft fly on biofuels by 2020. The aviation industry is investing heavily into this.

T. Lennox further stated that the aviation fuel is purchased by a consortium of airlines that have an exclusive right to sell fuel at Toronto Pearson which predates the GTAA. The GTAA are not involved in the purchasing or delivery of fuel, so its ability to control that is very limited.

L. Perlman asked if there was any way of changing or influencing this.

T. Lennox responded that there was an attempt by Transport Canada to influence the way the fuel was bought and sold at airports which resulted in a legal dispute in 1994 and 1995 which was settled in favour of the airlines. The airports have no role in the price setting or the nature of the fuel that is being sold.

R. McGill stated the airlines at Toronto Pearson purchase most of their fuel on the international market and most of it's purchased overseas.

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	<p>L. Perlman remarked banning certain aircraft from coming into Pearson would also be effective in reducing greenhouse emissions here and asked if the GTAA had considered this.</p>
	<p>A. Barrett clarified that she was speaking about emissions accorded to the GTAA, and that these do not include aircraft. The GTAA works with Nav Canada and the airlines to try to maximize efficiencies for the airlines. When the new taxiways and runways were completed aircraft emissions dropped because aircraft took to the air more quickly as they weren't taxiing and idling as long.</p>
	<p>T. Lennox reminded all that the GTAA can only directly control what is happening at Toronto Pearson. He also noted the GTAA's efforts with respects to transit (65,000 vehicles trips to Toronto Pearson daily, but only 1% is by transit). This is why the GTAA is advocating for transit projects to start improving access to the airport.</p>
3.2.	Toronto Pearson – Long Term Capacity Study
	<p>Presentation was deferred to the next meeting because of time restrictions.</p>
4.0	Correspondence Items
	<p>CENAC E-mails.</p>
	<p>Members were give a list of emails received on the GTAA committee e-mail including M. Hlibchuck's email.</p>
5.0	Update from Committee Members
	<p>No updates at this time.</p>
6.0	Public Comments
	<p>R. Boehnke inquired about the proportion of GHG's is produced by aircraft as compared to the GTAA's own emissions.</p>
	<p>R. McGill indicated the information is on the GTAA's website in the Environment Section.</p>
	<p>T. Lennox responded that we would report back to the committee with this information because it was a very important issue.</p>
	<p>M. Prentice indicated that some testing was done during the 3 day closure of the</p>

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airport during 9/11, which gave us the opportunity to do some air quality testing, and testing was done once again when the airport was operational. The results showed the outside air quality surrounding the airport was much worse when the airport was closed. The airport is not the major polluter in the community.

T. Lennox noted that the GTAA remains of the view that the GTAA have to take care as much as possible. The GTAA is revealing the statistics about aviation emissions compared to non-aviation emissions so it can understand the scale of what it is dealing with.

R. Boehnke commented the GTAA had reported they had been active in encouraging transit arrangements to the airport. This morning on CBC there was an active discussion around the fact that the local communities en route were very upset that they have no access to this. Has the GTAA taken the position of making it a community transit link as opposed to a downtown link?

T. Lennox noted that the air rail link is a project that is being handled by Go Transit and Metrolinx. It is designed as a service for passengers, and is a premium service which is linking Pearson airport with stops at Weston, Dundas West and then downtown. There are approx 42,000 people that work at the airport, and the GTAA need adequate transit. The GTAA have been pushing to have the Finch LRT and the Eglinton LRT actually terminate at the Airport, in addition to the Mississauga and Brampton BRT. Passengers travel with bags, and travel at different times, and employees travel without bags. The GTAA still have to expand the other modes of transit. The broader issue is that the GTAA need a bevy of different transit systems to link the airport to the rest of the GTA. The GTAA are working with Metrolinx and the City of Mississauga.

E. Ryan noted he was a resident in the Lawrence Park community and is awakened every morning by 6:15 a.m. every few minutes and it continues until 11:00 p.m. He has attended CENAC to try and address this issue. He stated that if the dba ratings have increased, (from 30 dba to 50 dba), along with the frequency of noise, his neighbourhood has a serious problem. Mr. Ryan indicated it was noble what the GTAA was doing to reduce emissions, but he felt it's egregious to say it's more important than noise. The GTAA has reported the noise complaints are down in 2010 compared to 2009. He felt the noise complaints are down because when one makes a complaint on the website, one clicks the box to get a call back, and receives a call back with the same technical information, or claiming it is the wind. Mr. Ryan's question to the committee was to determine if there was some way to re-route the planes further south, over the lake. Mr. Ryan had spent 13 years living in Paris, and never heard a single plane over Paris, because he believed there is a huge sensitivity to noise abatement, and to security. The planes that fly over his

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neighbourhood are as frequent as every ten seconds

T. Lennox stated the issue of the trade off being made by ICAO between noise and GHG is one that the GTAA does not have a voice in. The GTAA is not making that tradeoff. There are two issues the GTAA is trying to manage. Mr. Ryan is located in the Lawrence Park neighbourhood, and the GTAA has made presentations in that neighbourhood before. The concern the neighbourhood faces is the downwind leg operation when landing from the east. That occurs in four areas around the airport because of east/west operations.

T. Rizzuto-Willan inquired if Mr. Ryan was entitled to see the results of the study that was given to Mr. Russell.

E. Ryan commented that he had found information pertaining to Lawrence Park on the CENAC website.

T. Lennox inquired if Mr. Ryan had also seen the noise decibel levels.

E. Ryan responded that he hadn't but invited the GTAA to come to his residence, sit in his backyard tell him that it isn't disruptive.

T. Rizzuto-Willan noted that her home is located directly underneath the preferential nighttime runway, and she has 18,000 annual movements over her residence.

E. Ryan pointed out that that he felt another reason there isn't a large volume of complaints is because many residents are concerned, if this becomes too public, it will affect the values of their homes.

T. Rizzuto-Willan noted that Mr. Russell was surprised with some of the results, and the committee members spoke to him at the last meeting at great length.

G. Russell noted that before today's CENAC meeting he had a discussion with B. Harkness regarding performance-based navigation, and it would appear Mr. Harkness' working group is going to go through struggles with Transport Canada and funding to get this put in place. According to G. Russell, he mentioned it would be good to get residence support through political means to help lobby and speed this process up. Apparently B. Harkness also indicated this could help the approach pattern over north Toronto and other areas of the city. Mr. Russell said it would be good to hear from GTAA, about the before and after picture.

T. Lennox remarked that what was being referred to is RNAV and GPS redesign. These are possibilities that have to do with improved aircraft performance and improved efficiency of airspace. He felt that the committee needs to temper expectations, as it's important to understand some of the reasons the GTAA is looking at capacity increases and where the demands are going. CENAC can speak

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to RNAV at a future meeting, but what is more important is to put this into context with engine aircraft improvements, and where demand is growing at the airport. He cautioned against assuming there will be one solution.

G. Russell noted that, based on those comments, the residents need a solution quickly. He reminded that it's important to look at some short term solutions as well as long term solutions.

On July 28th Mr. Russell registered a complaint at 17:52, the aircraft was a Boeing 747. The report he received from the Noise Management Office was the aircraft was 3700 feet ASL. Mr. Russell was questioning how accurate that is and how it is determined between Nav Canada and the aircraft, and what is the margin of error.

Mr. Russell also questioned the Lawrence Park Noise Traffic Study (which was an arrival study) as there are more than arrivals, he noted there are also departures which are much louder. He questioned what is next after the study: once we have a problem identified over the area, why repeat the complaint process?

Mr. Russell also inquired about the status of noise monitoring terminals.

T. Lennox noted there are four questions from Mr. Russell and that we may not be able to answer all of them at this meeting. The first question addressed how altitude is measured and the margin of error.

E. Tolton responded that the Nav Canada radar track will pull up the location of a caller's residence, and check the altitude and location of an aircraft at a specific time.

S. Ghobrial advised there is no margin of error. Nav Canada relies on this technology to keep planes at a safe distance from each other, and the equipment is checked on a regular basis.

G. Russell then inquired what the procedure is for establishing an altitude between that aircraft and Nav Canada. The pilot would normally set barometric pressure in the aircraft, but how does one guarantee that the setting is correct?

B. Harkness reported if the pilot has not set the altimeter correctly, and it was very close to standard pressure you wouldn't see much of an error, but, when you have very high or low pressure, Nav Canada would notice an altitude error.

M. Prentice stated that she believes we need to refer Mr. Ryan's complaint to GTAA Noise Office staff, check what the noise levels were and bring the information back to the meeting. She had come to the CENAC meeting from her Ward 3 Mississauga area, and the north/south runway was being used and the planes were less than 60 seconds apart at Eglinton Avenue where they were 900 feet above ground. Over 1/3 of the Ward that she represents the aircraft arrivals are 1000 feet over residential area

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at their lowest point, and the value of their homes have skyrocketed over the years.

E. Ryan queried what will be done about his complaint.

M. Prentice noted most residents that attend the CENAC meetings and complain about noise, want the noise spread around. The GTAA cannot spread the noise around. There are safety issues that everyone have to be concerned about. She has been to Boston, Winnipeg, and San Francisco and met with their officials, and they all reiterate safety is first.

G. Stewart stated that he has many years of flying behind him. The information that is coming to the tower is coming off a transponder, which gives the altitude of the aircraft. Another thing that affects the amount of noise that the aircraft is making is amount of headwind there is to maintain altitude when it is on the descent. The whole idea is to fly it the same, all the time, so that everyone in the system knows what is going on all the time.

T. Lennox proposed that since the meeting is running late, he would like to recommend we reschedule the Long Term Capacity presentation for the November 10, 2010 meeting. Members agreed.

T. Rizzuto-Willan made a motion for E. Ryan to be given a copy of the report that W. MacMillan had given on the Lawrence Park Community – Noise Statistics at the June 16, 2010 meeting. Ms. Rizzuto-Willan advised it was a very thorough report.

T. Lennox noted that Toronto currently has one major airport. There is another airport in Buttonville, and one on the Toronto island. The island is capped at one million, five hundred thousand passengers. Hamilton also has an airport. For the considerable future however the GTAA is running the major airport. The presentation that you will see in future is a discussion on capacity projections for Toronto Pearson between now and 2030 which is in the Master Plan required for Transport Canada. The drivers of economic activity have an impact on the volume of aviation traffic. The GTAA is mandated to accommodate that traffic. There has been work done on the Pickering and Hamilton airport, but for the considerable future Toronto Pearson will be the focus. The Master Plan is available on the website at www.gtaa.com

L. Perlman noted that this committee is going to be very busy and the answers are not going to be adequate. He felt that nothing is really going to get done in the long run.

T. Rizzuto-Willan noted in the past year the noise complaints have decreased from 868 complaints to 249 and therefore it is a pessimistic attitude for Mr. Perlman to

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take.

T. Lennox replied we do not discount the challenges Toronto Pearson has.

Adjournment

The next CENAC meeting is scheduled for **November 10, 2010**.

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

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

DRAFT