



Minutes

Date: November 10, 2010, 4:00 p.m.

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
 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
 Richard Poersch, City of Brampton Resident
 David Thomas, Alternate for City of Brampton Councillor John Sprovieri

Regrets: Maja Prentice, City of Mississauga Councillor
 Eve Adams, City of Mississauga Councillor

Technical Members: GTAA: Wil MacMillan, Tim Kendall, Eric Tolton , Randy McGill, Allison Barrett, Derek Gray, Craig Wark, Kathy Bochan, Fran Donaldson, Cynthia Woods, Lokesh Hindocha
 NAV Canada: Sam Ghobrial
 Transport Canada: Greg Cross
 Air Canada, Brian Harkness

Secretariat: K. Stefanazzi

Also Present: K. Ackroyd, FedEx
 R. Boehnke, Toronto Resident
 G. Russell, Toronto Resident
 S. Fairman, Toronto Resident

Attachments: CENAC Information Update, November 10, 2010

Next meeting: January 26, 2011 – 4:00 p.m.

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	T. Rizzuto-Willan approved agenda and R. Poersch seconded.
1.3	<i>Review and approval of September 8, 2010 Meeting Minutes</i>
1.3.1	<p>D. Carvalho moved and D. Thomas seconded approval of the minutes. Quorum was reached at 4:05 p.m.</p> <p>T. Lennox noted the City of Toronto's mayor elect, and former CENAC member, Rob Ford, is not in attendance, and congratulated Mr. Ford. There will be new representatives from Toronto and Mississauga, for whom the GTAA will schedule a "Noise 101" session in the new year.</p>
1.4.0	<i>Matters Arising From Previous Meeting/ September 8, 2010</i>
1.4.1	<p>T. Lennox noted that a matter was referred to the committee by M. Hlibchuck who is not in attendance at today's meeting, therefore with the Committee's indulgence the GTAA will deal with Mr. Hlibchuck directly.</p> <p>T. Rizzuto-Willan inquired if there will be a report follow up to the committee.</p> <p>T. Lennox responded in the affirmative.</p>
1.4.2	<p>R. Boehnke inquired about the proportion of GHG's produced by aircraft as compared to the GTAA's own emissions.</p> <p>A. Barrett noted that aircraft represent approx. 61% of total emissions that come from Toronto Pearson. The GTAA is focusing on those emissions directly under our control.</p> <p>T. Lennox questioned when one stops and starts counting when measuring aircraft emissions.</p> <p>A. Barrett responded that the GTAA does not measure emissions. These are estimated emissions based on understood emissions from combustion. The system that is used to calculate this is called EDMS which is issued by the Federal Aviation Authority in the U.S.</p> <p>T. Lennox inquired if the more efficient we become on the airside, will that calculation be lower.</p> <p>A. Barrett responded that that is correct. And based on studies done back in the nineties, in spite of the fact that traffic has increased, emissions are much lower today.</p> <p>T. Lennox stated the early turn procedures are an attempt to reduce the amount of time the aircraft is on the ground lining up to takeoff, or waiting to get clearance.</p>

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	<p>A. Barrett responded another initiative that was very helpful was the addition of pre-conditioned air and power at every gate. This means aircraft aren't sitting at the gate idling, they can turn off their auxiliary power. The aircraft does require air conditioning or heating depending on the season and electricity to keep the systems going, but we have cut down the costs dramatically.</p> <p>R. Poersch noted that measuring of aircraft emissions has been tried all over the world, but, other than having a sensor following an aircraft arriving or departing, it is difficult to measure.</p> <p>A. Barrett responded that because it is carbon dioxide, the amount of carbon dioxide omitted through combustion is directly related to the amount of fuel used. It doesn't vary with different temperatures the way nitrogen dioxide does.</p>
1.4.3	<p>M. Prentice and T. Rizzuto-Willan requested information on Mr. Eamon Ryan's complaints to Noise Office and also asked to receive a copy of a report that W. MacMillan had given on Lawrence Park Community Noise Statistics. The Noise office forwarded the presentation, and also invited Mr. Ryan to come to the office.</p>
1.4.4	<p>L. Perlman inquired if there was a plan to spread the noise out to as many communities as possible in the future. Craig Wark will be making a presentation on Toronto Pearson Long Term and Capacity later in the meeting.</p>
1.4.5	<p>Matters arising from previous Minutes – June 16, 2010</p>
1.4.6	<p>G. Russell inquired if CENAC could provide a presentation on where engine manufacturers are going in the future, how they will mitigate noise, and on engine design. The GTAA will be looking into this issue and will report to the committee at a future meeting.</p>
1.4.7	<p>T. Lennox noted that on November 10, 2010 the GTAA received copies of letters from Mr. Rokin and Mr. Russell. Both letters are addressed to the Minister of Transport and concern the operations at Toronto Pearson. Mr. Rokin's letter is dated October 20 and Mr. Russell's letter is dated August 6. As mentioned in the letters, the GTAA have addressed these issues, however the writers feel the answers the GTAA are giving are not satisfactory.</p> <p>G. Cross, Transport Canada, noted the response will be coming from the Minister's office.</p>

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T. Lennox stated the responses will be tabled with the committee.

2.0 Regular Items

2.1 *Committee Information Update*

2.1.1 Noise Complaints

The number of noise complaints continues to decrease. Traffic at Toronto Pearson has increased and that includes traffic to Asia. Air Canada has 22% percent growth to Asia in the past year.

3.0 Discussion Items

3.1 Toronto Pearson – Long Term & Capacity Study

T. Lennox noted that Toronto Pearson is the primary airport for Toronto. Billy Bishop Toronto Centre Airport is capped at 1.5 million passengers, and Hamilton airport is very limited in terms of capacity.

R. Poersch stated that Mr. Lennox was talking from a commercial basis, but inquired about the impending closure of Buttonville, and if there would be any impact on commercial traffic.

T. Lennox responded it was very unlikely as Buttonville airport has very little commercial operations. There is sufficient capacity for business aviation at other airports.

Craig Wark, Manager Terminal Systems for Strategic Planning and Airport Development noted during the past four and a half decades there have been four significant downturns in traffic: the most recent in 2009 when passenger volumes fell from 32.3 million passengers in 2008 to 30.4 million in 2009, reflecting about a 6.1 percent decline. This is the smallest decline of any of those periods. There has been a strong increase in international traffic, and a decrease in transborder traffic in the past couple of years, and the international sector surpassed the transborder sector as the GTAA's second largest passenger sector (after domestic).

The GTAA subscribes to Transport Canada's aviation forecasting services as do most of the major airports across Canada. There are a number of factors considered in

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aviation forecasting which include:

- Economic (gross domestic product, personal disposable income)
- Demographic (population, immigration rates)
- Airfare prices (fuel price/efficiency, labour cost/productivity, aircraft ownership cost)
- Airline fleets (number and size of aircraft)
- Routes served

In addition to forecasting the volume of passengers that are expected to travel through Toronto Pearson in the future, another important consideration is the composition of the aircraft fleet that is projected for the year 2020. Approximately 88 percent of aircraft operating at Toronto Pearson will be passenger carrying aircraft, 9 percent will be business aviation aircraft (corporate jet activity primarily) and 3 percent will be freighters (all-cargo aircraft). This is approximately the same proportions as present day.

Toronto Pearson currently has five runways. There are forty kilometres of taxiways that support the runways. Toronto Pearson's average hourly capacity is 119 aircraft movements per hour with the current runway system. The practical annual capacity will be 520,000 aircraft movements by 2016, and the maximum annual capacity will be 610,000 aircraft movements by 2020. Based on those forecasts sometime in the time period between 2016 – 2020 additional infrastructure and additional improvements to airside capacity could be justified depending on the tolerance of passengers and airlines to delays during the peak period. One addition that could provide a significant increase in airside capacity is the addition of the sixth and final runway to the site. The environmental assessment for the sixth runway was completed in the 1990's. When the sixth runway is completed the annual capacity would increase to 580,000 – 600,000 movements which is a 12% increase.

The practical annual capacity of a six runway system equates to 46 million passengers which the GTAA is forecasting to reach by 2020, and that is when delays will increase. The maximum annual capacity equates to 54 million passengers which the GTAA are projecting for the year 2025.

The next step in the expansion process which is reflected in the Master Plan would be the addition of Pier G on Terminal 1. That would offer additional capacity of up to 46 million passengers and, following that, the addition of Pier H would allow up to 60 million passengers.

Demand for air services at Toronto Pearson is expected to continue to increase over

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time as the regional population and economy grow.

T. Rizzuto-Willan noted these numbers are different than the numbers that were presented in the past. These numbers show the sixth runway timeline a bit closer. Building on that, Ms. Rizzuto-Willan felt it was imperative to see a presentation once a year to see where we are going, what we're facing and how we are going to address it.

T. Lennox stated he would be pleased to have a cyclical agenda on what is planned. A runway is approximately \$150 – 200 million to build.

R. Boehnke noted the purpose of this committee is noise, and this didn't get put in the presentation. He asked how this translates into noise.

T. Lennox responded there are two things that have to be separated. There will be an increase in aircraft frequency. The NEF contours used to do the operating area was based on the 2030 contour which was a projection that takes the data and makes it into the NEF contour that produces those lines.

L. Perlman inquired if the GTAA has an unlimited ability to get funding for expansion at Toronto Pearson.

T. Lennox stated the GTAA are a debt-financed company and have to justify to its Board and to the investment community that the authority is able to afford the investments in infrastructure.

L. Perlman inquired about the GTAA's return on investment (ROI) when it comes to these kind of expansions.

T. Lennox stated the GTAA is a not-for-profit corporation and ROI is difficult to establish. It is not unlimited.

D. Thomas inquired if the Strategic Plan gets into some of the projections being made of this growth in terms of environmental and noise considerations.

T. Lennox responded that it the GTAA has done projections on noise and that these are available in the Master Plan under the sections on noise management and environment. He encouraged all members to review the document

R. Poersch asked whether this would mean sacrificing the nighttime budget?

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T. Lennox advised that the GTAA just uses the projections that it receives. If there was a 24hr/day operation at Toronto Pearson, it would be different.

L. Perlman inquired how Transport Canada determined capacity and growth before the GTAA took over Toronto Pearson. Were they using similar formulas?

T. Lennox responded that Transport Canada used similar formulas. The six runway configuration was put to an environmental assessment just before GTAA took over. This is a forecast, and it is used for planning purposes. The key for GTAA is to manage the traffic that we have in the most effective way possible. The question is when to invest in additional infrastructure.

B. Harkness asked if this is the only committee for those who would like to improve the airspace.

T. Lennox responded in the affirmative but noted that Nav Canada designs the airspace.

B. Harkness noted the slide inquiry was just for advisory purposes.

G. Stewart noted there has been a lot of information in the news lately regarding Emirates Airlines and asked how does that relate to Toronto Pearson?

T. Lennox stated that the Dubai government has put visa restrictions on all Canadians travelling to Dubai. From a forecasting restriction, you tend to look on a trend line. Because of congestion in American airports, more passengers are connecting via Toronto.

R. Poersch inquired how many passengers from GTA and southern Ontario travel to Buffalo.

T. Lennox responded approximately 1.5 million to 2 million passengers annually.

L. Perlman inquired if people are driving to Toronto Pearson from the U.S.?

T. Lennox clarified that Boston does not have good international service, and often passengers have to connect through New York. They are now making the decision to fly Boston to Toronto instead of New York. And the reason is the American airports are very congested.

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4.0	Correspondence Items
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CENAC E-mails.

Members were give a list of emails received on the GTAA committee e-mail

5.0	Update from Committee Members
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No updates at this time.

6.0	Public Comments
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T. Lennox noted that we are aware of what is in G. Russell's letter to the Minister of Transport, and that he would be receiving a response from Transport Canada.

G. Russell noted his letter was dated August 6, 2010, because it took time to get signatures from the residents. After two years coming to CENAC meetings, he didn't know if there's a plan to fix the noise over our neighbourhood or over Toronto. He inquired if he should wait for the Minister's response?

T. Lennox responded in the affirmative.

G. Russell responded that that was fair. He then inquired about an airport in Pickering and whether the GTAA has an office in Brougham?

T. Lennox responded the GTAA has already closed the office in Brougham.

S. Fairman noted noise in her neighbourhood at Bloor St. and Royal York Road has increased. She stated that his appears to be mainly due to the altitude that the aircraft are flying. It is very disruptive, especially at night. After listening to the presentation, it is interesting but she felt that the situation is hopeless.

T. Rizzuto-Willan inquired what height the aircraft would be at in this neighbourhood.

W. MacMillan responded the aircraft can range from 3,000 to 6,000 feet.

T. Lennox compared this to Mr. Boehnke's point about what this committee is to do. He noted that we look at what Mr. Russell and others have done to petition Transport Canada to start looking at the question. The GTAA is mandated to look at traffic levels.

He noted the successful pressure that was put on FedEx to convert aircraft. It is a difficult issue, and isn't minimizing the impact it has on people's lives. There are

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things that can be done to reduce GHG's and improving engine operations. The Toronto region is growing, and we have to be able to handle the growth.

D. Carvalho inquired what is the comfortable threshold level of noise?

T. Rizzuto-Willan stated it was discussed at our last meeting and many years ago it was 30 dba, and it is now 50 dba.

T. Lennox noted there are two documents that help describe noise levels. One is a Transport Canada guideline – TP1247 which is Permitted Land Use Adjacent to Airports. It shows the types of land uses that are appropriate in the vicinity of an airport. Those are then used by the provincial government to establish land uses in the provincial policy statement. Noise is situational and very personal, and offered to go over the information that is in the provincial policy statement and those standards at a future meeting.

Tina Rizzuto-Willan stated quite some time ago, the committee went on a tour with G. Thackray and visited L. Perlman's neighbourhood, sat in front of his noise monitor, and watched all of the aircraft coming in. We listened to the sounds of children screaming and motorcycles passing by and it was an excellent example of ambient noise and that it would be helpful to have something like this in a Noise 101 meeting.

G. Stewart reiterated that, at our last CENAC meeting, we discussed many years ago the dba level was 30 dba and today it is 50 dba. It is not just a question of the location of the airport, and what the noise levels are in various urban levels. Living in the GTA, the noise levels are much higher because truck traffic has increased greatly and it runs 24 hours a day. If one looks at what the Ministry of the Environment has suggested, the airport is doing fine, but this fact does not make people living in the area feel any better.

T. Lennox remarked that the GTAA investigated the dba levels because it was not aware that the 50 dba levels had increased from 30 dba and asked how far back it was increased.

G. Stewart responded 12 or 14 years ago.

T. Lennox noted, as T. Rizzuto-Willan recommended, we may want to conduct another tour where the committee goes to a neighbourhood where there is a noise monitoring terminal set up, perhaps in the spring with our new members and bring someone in from the Ministry of the Environment.

G. Stewart advised the Ministry of Environment of Ontario produced these original

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documents. It does speak to what is required in structures, and what is required in terms of industry.

T. Lennox ensured that the committee is going to review the decibel issue.

T. Rizzuto-Willan inquired about a working meeting early in 2011 where we can look at 3 or 4 different objectives, our mandate and how they relate to them, and what direction the committee should take, with select technical representation to assist.

T. Lennox responded that we will have to sit down and look at this.

D. Carvalho commented there are two areas of noise disruption for people. There is nighttime noise, and in the summer (when their windows are open).

R. Poersch pointed out that atmospheric conditions also have an effect.

T. Lennox noted that the working session was a good idea, and also noted that a future agenda topic is where engine manufacturers are going in the future (how they will mitigate noise and engine design).

R. Poersch remarked that it is unfortunate that the Ministry of Environment didn't take up the offer to become a member of this committee.

T. Lennox responded that the GTAA tried and ministry officials declined our request.

Adjournment

The next CENAC meeting is scheduled for **January 26, 2011 at 4:00 p.m.**

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

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