



Minutes

Date: February 1, 2012 at 4:00 p.m.

Location: GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B

Chair: Toby Lennox, Vice President, Corporate Affairs and Communications

Member attendees: Brad Green, City of Brampton Resident
 Charles Gonsalves, City of Brampton Resident
 Chris Fonseca, City of Mississauga Councillor
 Tina Rizzuto-Willan, City of Mississauga Resident
 Johan Van 'T Hof, City of Toronto Resident
 Sheldon Rokin, City of Toronto Resident
 Gordon Stewart, City of Mississauga Resident
 Justin Hane/Alternate for Vincent Crisanti, City of Toronto Councillor

Member regrets: Maja Prentice, City of Mississauga Resident
 John Sprovieri, City of Brampton Councillor

Technical Members: GTAA: Diana Dolezal, Wil MacMillan, Russ Cruickshank, Robyn Connelly, Lorrie McKee, Jody Hodgkinson, Derek Gray, Fran Donaldson, Kathy Bochan, Cynthia Woods, Lokesh Hindocha
 NAV Canada: Sam Ghobrial, Neil Bennett, Genevieve Mackin
 Transport Canada: Clifford Frank, Robbi Jordan
 FedEx: Kevin Ackroyd
 City of Mississauga: Karen Crouse
 Pilot Community: Brian Harkness

Secretariat: K. Stefanazzi

Also Present – Residents of Mississauga: Mr. & Mrs. McCallion J. Madden
 G. Crymble E. Penny
 A. Chiappetta

Attachments: CENAC Information Update, February 1, 2012

Next meeting: March 28, 2012 – 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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	<ul style="list-style-type: none">• <i>B. Green approved minutes and C. Gonsalves seconded.</i>
1.3	<i>Review and approval of previous Meeting Minutes – December 7, 2011</i> <ul style="list-style-type: none">• <i>B. Green approved minutes and T. Rizzuto-Willan seconded.</i>
1.4.0	<i>Matters Arising From Previous Meeting - December 7, 2011</i>
1.4.1	Committee reviewed Action Items from December 7, 2011. A copy of the Action Items and the GTAA's follow up was provided to all members.
2.0	Regular Items
2.1	<i>Committee Information Update (handout was reviewed briefly)</i> <ul style="list-style-type: none">▪ J. Van 'T Hof inquired if the GTAA had a segmentation of night vs. day flights in the complaints breakdown.<ul style="list-style-type: none">○ T. Lennox noted that the noise complaints about night time operations have decreased partly due to the work CENAC did to persuade FedEx to change from B727 aircraft to the quieter B757.▪ T. Rizzuto-Willan inquired what number of the stated 793 noise complaints are unique participants: What is the criteria to be recorded, and how do complaints become part of the 793? B. Green also inquired if some complaints were related to the runway construction that took place during the summer.<ul style="list-style-type: none">○ The GTAA's complaint process will be reviewed in detail at a future meeting.
2.2	C. Fonseca Inquiries from Mississauga residents from Applewood Heights
2.3	<ul style="list-style-type: none">• C. Fonseca noted that she had inquiries from residents in the Applewood Heights area of Mississauga (Dixie Road and Burnhamthorpe). The majority of questions were either about:<ul style="list-style-type: none">○ the Early Jet Turns.○ the Propeller Turns.○ whether there had be a recent change in flight paths, or increase in planes flying over the Applewood Heights community.○ aircraft that are making u-turns and taking a direct course consequently flying over their homes until 12:00 a.m.○ whether the impact of planes after 11:30 p.m. making u-turns is a new procedure.• T. Lennox responded that there are two operations happening.<ul style="list-style-type: none">○ The operation at 11:30 p.m. is an arrival, which is on a downwind leg coming in from the west, and would continue to 12:30 a.m. The arriving aircraft are about 7,600 feet ASL (Above Sea Level).

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- The other operation would be departures off the runways, which may be a propeller turn or an early jet turn. Generally they are at approximately 3,200 feet ASL.
 - J. Van 'T Hof inquired if the arriving aircraft that are at 7,600 feet ASL would go east to Yonge and Bayview area, and then turn west and return to Toronto Pearson. T. Lennox confirmed.
 - S. Ghobrial confirmed arriving aircraft are 7,600 feet ASL on the downwind leg and they continue to descend to 4,000-5,000 feet ASL before their final approach to the airport. The departure aircraft, such as a turbo prop Dash 8, would typically be at 3,000 feet ASL.
 - T. Rizzuto-Willan inquired if it was possible to get decibel readings from those two different operations and where the closest Noise Monitoring Terminal (NMT) is located.
 - D. Dolezal responded that the GTAA doesn't have a NMT specific to that particular area; the departures would be picked up by a NMT but the arrival aircraft are too high so wouldn't provide any readings.
 - C. Fonseca inquired if the GTAA could put in a noise monitoring terminal in and around Applewood Heights. The GTAA will review this.
 - Early Jet Turns Procedure:
 - D. Dolezal noted the early jet turns started in 2000 on the east/west runways. The procedure was ongoing on a trial basis, and was formalized in 2005. The time frame for early turns is from 7:00 a.m. to 11:00 p.m.
 - There is currently an early turn trial on the north/south runways
 - Propeller Turn Procedure:
 - Prop Turns have been a standard procedure since the 1970s.
 - There is a trial ongoing which has extended the prop turn times. Those hours have been extended from 7:00 a.m. to 11:00 p.m. to 6:30 a.m. to 11:30 p.m.
 - T. Rizzuto-Willan didn't recall being briefed on this. T. Lennox noted the complaint stats on both trials have been regularly included in the CENAC Updates, but that the GTAA would be happy to review this procedure again as part of the regular updates.
 - C. Fonseca inquired which runways affect the Applewood community.
 - T. Lennox responded Runways 24R and 24L for departures and arrivals, when the winds are coming out of the west. Occasionally there would be arrivals on Runway 33L, and departures on Runway 15R.
 - Councillor also pointed out that a particular area of concern seems to be the period from 6:30 a.m. to 7:00 a.m.
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2.4	<p>Environmental Stewardship – Update</p> <p>D. Gray gave an update of the Environment Department’s current projects:</p> <ul style="list-style-type: none">• The first quarter of 2012 consists of preparing for audit season and producing reports containing findings for Environment Canada of Toronto Pearson’s national pollution releases, and greenhouse gas information.• In Terminal 3 the GTAA is upgrading the refrigerant type (R11) in the chiller to a more environmentally-friendly product (R123).
2.5	<p>Community Outreach - Update</p> <p>R. Connelly gave an update:</p> <ul style="list-style-type: none">• In December 2011, Councillor B. Crombie of Mississauga hosted two Town Hall meetings in her Ward, and invited a number of groups in the community to make presentations. The GTAA participated in both meetings. The GTAA also participated in the Humber Summit Resident’s Association Christmas event.• The GTAA will be reaching out to the Applewood Heights community and hosting an event with Councillor C. Fonseca on March 7, as well as an event in Etobicoke Centre on February 23 working with MP Ted Opitz.• R. Connelly noted that we will be publishing monthly updates that we will be sending out to all stakeholders including a rolling calendar of upcoming events.
3.0	<p>Discussion Items</p>
3.1	<p>Nav Canada Airspace Redesign – Update</p> <p>PRESENTATION</p> <ul style="list-style-type: none">• Neil Bennett gave an update on the Nav Canada Airspace Redesign:<ul style="list-style-type: none">○ It’s a modernization of the airspace in the approaches, the departure areas, and all enroute segments, to take into consideration the equipment and the technology that exists today on the flight deck in addition to the equipment Nav Canada is using for surveillance, communications and the safe and effective movement of traffic.○ Nav Canada wanted to ensure that the changes they made were within the existing noise abatement practices or enhancing them in cooperation with the GTAA.○ They entered into a public comment period, and created a website to allow the public access. They advertised in the newspapers, and watched the traffic grow on the website after the ads went in the newspapers. They monitored the website traffic to see what concerns the public had, and provided an opportunity to receive feedback.

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- T. Rizzuto-Willan inquired what the major concerns were. N. Bennett noted the only major concerns were an increase in capacity. NAV Canada designed a system that will accommodate more aircraft when required.
 - The implementation date of the Nav Canada redesign is February 9, 2012.
 - Nav Canada showed a depiction of aircraft landing to the west which will be doing their sequencing at higher altitudes: this allows aircraft to come into the downwind segment in a more efficient method which should help to reduce noise.
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- Member of the public, Mississauga/Applewood resident A. Chiappetta, stated she has noticed an increase in frequency of night flights over her residence since the summer of 2011. T. Lennox advised that there has not been a significant increase in the number of operations at Toronto Pearson since the summer of 2011, beyond the regular growth in traffic.
 - S. Rokin stated that on the downwind turns there will be a greater concentration of planes following a similar path which will be a narrower band. N. Bennett clarified that the aircraft should be turning in a more consistent space. S. Rokin then noted that some people that presently hear some noise won't have it but those who happen to be under that line are going to consistently have more traffic than before. N. Bennett responded that, in a sense, that was correct, but the method in which they are going to be flying will be different than they are presently. The aircraft will be descending more quietly, so when they are turning there will be less noise.
 - He indicated aircraft landing on Runways 05, 06L or 06R to the east have an altitude footprint of 3,000 – 6,000 feet ASL. As of February 9th the sequencing will be in the higher altitudes and allow for a more consistent descent when turning to final.
 - S. Rokin noted the new downwind leg is further south, which is a whole new path. N. Bennett noted that, to alleviate the congestion coming into the one area, the paths have been split. The aircraft are coming in at a higher altitude; instead of coming in at 10,000 ft ASL, they will come in at 17,000 ft ASL.
 - N. Bennett then commented about the prop turns: as the aircraft leave the ground in the climb up to 3,000 ft ASL for prop aircraft (and 5,000 ft ASL for jet aircraft) no turns will be made below 3,600 ft ASL as per noise abatement.
 - B. Green inquired if Nav Canada is keeping the existing bedposts. Nav Canada has added one bedpost east of Toronto to help ease aircraft congestion.
 - T. Lennox reiterated that this is increasing available capacity but it would be up to the air carriers to bring more flights. Mr. Lennox wanted CENAC members and the public to be aware that passenger traffic at Toronto Pearson has increased. When the GTAA took over the airport in 1996 there were 24 million passengers annually: we are now at 33 million. Yet, despite this passenger growth, it was only in 2011 that the number of aircraft movements only just reached pre-2000 levels.
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- C. Fonseca inquired if there has been an increase in the number of prop planes. T. Lennox responded statistics will be supplied, but the number of prop operations has proportionately remained the same.
- S. Rokin noted that, on the Nav Canada website, the map doesn't have very good resolution in terms of the streets of Toronto. N. Bennett will e-mail copies of better resolution maps.

4.0

Further Public Comments

- E. Penny, Mississauga/Applewood resident, advised of a perceived increase of Dash 8 aircraft over her area and inquired what time the "no-fly zone" was at Toronto Pearson.
- A. Chiappetta then noted that many other cities have international airports (eg. Düsseldorf International Airport) that have a "no-fly zone" and that she has been awakened by aircraft at all hours of the night.
 - T. Lennox responded that Toronto Pearson is, and always has been, a 24-hour airport but the number of operations between 12:30 a.m. and 6:30 a.m. are limited by a cap that is monitored by Transport Canada. In 2011, Toronto Pearson had 13,056 operations from 12:30 a.m. to 6:30 a.m. The GTAA currently has an application submitted to Transport Canada to increase those flights by 10%.
- T. Rizzuto-Willan then noted that Ms. Chiappetta is not affected by the regulated night preferential runways (which are to the north) adding that there are 60,000 flights flying over her own neighbourhood in Meadowvale.
- Several residents believe the GTAA wants to make more money and do not believe what they are hearing in the meeting. T. Lennox reiterated that the GTAA is a not-for-profit organization and has been asked to serve the demand for aviation for the travelling public, and for businesses and the economy of the region.
- E. McCallion, another Mississauga/Applewood resident, along with others, questioned the purpose of the committee. T. Lennox responded that noise complaint numbers have partly been reduced because of the work that the committee has done.
- S. Rokin noted that, in Montreal, the restrictions end at 7:00 a.m. T. Lennox corrected that Montreal Airport has restrictions on aircraft operations (based on weight) from 1:00 a.m. to 7:00 a.m. If an aircraft is above the size of a Boeing 737 or an Airbus A320, operations are restricted however the airline may apply for an exemption. The prop turns are permitted in Montreal 24 hours a day. Here in Applewood the concerns are about early turn prop procedures between 6:30 a.m. and 7:00 am.
- S. Rokin proposed an adjustment to the restricted time from 6:30 a.m. to 7:00 a.m. because that half an hour seems to be very important to many people.
- T. Rizzuto-Willan stated that, at the previous CENAC Workshop, there was a lot of information on prop planes: if it is prop planes that are causing the problem, it is

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interested as this is the first time since 2008 that anyone has attended a meeting to say they had an issue with prop planes.

- A resident from Mississauga inquired about Westjet's announcement regarding future use of regional prop planes. T. Lennox stated that Westjet has not revealed what they intend to do with any potential prop fleet so the GTAA cannot comment on this.
- T. Rizzuto-Willan commented that the benefits from the early turns – whether prop turns or jet turns - are astronomical: In the winter months, large aircraft have to wait for the smaller aircraft to depart, and they have to then go back and get deiced again which is a waste. It helps the environment, and improves passenger delays.
- C. Fonseca noted there is a distinction between early turns and prop early turns. We have to address the prop early turns. T. Lennox responded that this early turn procedure with respect to the propeller aircraft has been in effect for years, but with respect to the extended hours, those were introduced in 2008. The GTAA will review in further detail at future meeting.
- G. Stewart stated that he would like to speak for the business community in the city and ensure the commerce of this country continues to move. We had implemented the early turn procedures, and it was very acceptable. There might be something that was subsequently developed and we should look into that.

5.0 **Night Flight Outreach – Update**

- R. Connelly noted a submission was made to Transport Canada on December 22, 2011 to amend the annual night time cap for a 10% increase over the next year. The GTAA also asked to amend the night time formula so the cap is based on actual demand instead of forecast. All of these materials were available on our portal as of January 9, 2012 at: <http://www.torontopearson.com/NightFlightsOutreach/#>.
- The GTAA is awaiting a response from Transport Canada.
- If the GTAA does get approval our budget with the first 10 per cent bump-up would be 15,325. It's currently 38 average daily night flights and it would increase to 41.
- E. Penny inquired how many of the night flights are cargo versus passenger aircraft. R. Connelly responded night flights are approximately three per cent of Toronto Pearson's overall flights, and most cargo is flown in the belly of passenger aircraft.
- E. Penny inquired how many flights would be considered a health hazard. R. Connelly responded that as part of the GTAA's Outreach they did an assessment of the human health impact and this increase, even with a 25 year forecast, has negligible impact.
- A. Chiappetta mentioned she moved to her neighbourhood three years ago, and is now on stress leave because she cannot sleep due to these flights. Lack of sleep, and the increase of noise, has impacted her health.
- E. Penny asked, as part of the GTAA's due diligence, have they been asking residents how this noise has been impacting them. R. Connelly stated over the past fifteen years the noise footprint has greatly decreased.
- J. Van 'T Hof stated he resides at Yonge and Lawrence and 45 per cent of the flights

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fly over his house. One of the reasons there are night flights is because charter operators cannot operate and take passengers to Cuba, Jamaica and The Dominican Republic for \$800.00 without making two round trips a day. Also 45 per cent of the flights are producing a complaint rate that is 50 – 60 times less than another. The GTAA cannot fudge the data. The GTAA are a not-for-profit authority, and were set up by Transport Canada without a profit motive.

- R. Connelly noted that during the CENAC meetings, and at the Outreach, there were a number of common themes that were brought forward:
 - How can the GTAA assist CENAC members in being effective in their advisory roles? We are examining ways to look at on-line forums, tours, and one-on-one training.
 - There is a tab called Airport 101 on the GTAA's Outreach website which is a first step and the GTAA are hoping members have been able to access it.
 - The GTAA's Noise Management Team will be reviewing and evaluating aspects of the GTAA's noise management program, and developing a comprehensive five-year noise management plan. This would also include a new airport noise monitoring and flight tracking system (which will include our preferential runway review) and noise complaint trend analysis.
 - Better define the economic benefits of Toronto Pearson.
 - Be a good neighbour and an industry leader.
- S. Rokin noted that Nav Canada placed newspaper ads that drove traffic to their website. The GTAA has done a lot of work in the Outreach program but did the GTAA publish any ads in any of the three major newspapers?
 - R. Connelly responded that for every kind of outreach one is undertaking, tools are developed based on the scope of changes and the scope of communication. The GTAA felt that working with, and briefing, the elected officials, and sharing with their concerned constituents there was a comprehensive stakeholder list. Every time an e-mail update was sent out tremendous traffic was received on the Toronto Pearson website.
 - However, it is a lesson learned.
- T. Lennox noted that the GTAA will be holding one-on-one meetings with CENAC members to review "Airport 101" and will be engaged in the Noise management five-year plan.
- T. Rizzuto-Willan inquired if Mississauga Council has asked Councillor B. Crombie if she is interested in the vacant role of elected representative on CENAC. C. Fonseca responded that she has not received a reply back from B. Crombie.

Adjournment - The next CENAC meeting is scheduled for **March 28, 2012** at 4:00 p.m. For additional information, please contact Kim Stefanazzi at (416) 776-3941.
