



# Minutes

**Date:** March 28, 2012 at 4:00 p.m.

**Location:** GTAA Administration Building, 3111 Convoir 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  
 Maja Prentice, City of Mississauga Resident  
 Johan Van 'T Hof, City of Toronto Resident  
 Sheldon Rokin, City of Toronto Resident

**Member regrets:** Tina Rizzuto-Willan, City of Mississauga Resident  
 Gordon Stewart, City of Mississauga Resident  
 John Sprovieri, City of Brampton Councillor  
 Vincent Crisanti, City of Toronto Councillor

**Technical Members:** GTAA: Diana Dolezal, Wil MacMillan, Russ Cruickshank, Robyn Connelly, Lorrie McKee, Jody Hodgkinson, Randy McGill, Derek Gray, Fran Donaldson, Kathy Bochan, Cynthia Woods, Lokesh Hindocha, Mike Belanger, Nick Ratledge.  
 NAV Canada: Sam Ghobrial  
 Transport Canada: Greg Cross  
 FedEx: Kevin Ackroyd  
 City of Mississauga: Karen Crouse  
 Air Canada: Warren Lampitt

**Secretariat:** K. Stefanazzi

**Also Present – Residents**

|                          |                            |
|--------------------------|----------------------------|
| G. Crymble - Mississauga | T. McCallion – Mississauga |
| E. Madden - Mississauga  | J. Watson - Mississauga    |
| J. Moore - Mississauga   | G. Murphy – Mississauga    |
| R. Boehnke – Toronto     | R. Donatelli - Toronto     |
| G. Russell - Toronto     | C. Bejnar - Brampton       |

**Attachments:** CENAC Information Update, March 28, 2012

**Next meeting:** June 6, 2012 – 4:00 p.m.

| Item       | Details  |
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| <b>1.0</b> | <b>Preliminary Items</b>                                 |
| 1.1        | <i>Welcome and Roll Call conducted by R. Cruickshank</i> |

| Item       | Details   |
|------------|---|
| 1.2        | <i>Review and approval of Agenda: B. Green approved agenda and M. Prentice seconded.</i>  |
| 1.3        | <i>Review and approval of Meeting Minutes of Feb. 1, 2012: C. Gonsalves Green approved, S. Rokin seconded.</i>  |
| 1.4.0      | <i>Matters Arising From Previous Meeting - February 1, 2012</i>   |
| 1.4.1      | <ul style="list-style-type: none"><li>• Committee reviewed action items from February 1, 2012 meeting. A copy of the action items and follow up was provided to all members</li></ul>   |
| 1.4.2      | <p>T. Lennox responded to Sheldon Rokin's email request regarding a report to the Federal Ministers of Transport and Environment in 1992 from the Federal Environmental Assessment Review Office (FEARO). This report was in response to Pearson's Environmental Impact Assessment Report to build additional runways. The FEARO recommendations were not binding, but rather served as input into the Federal government's decision on whether to proceed with the proposed three new runways.</p> <p>On February 18, 1993, Transport Canada decided to proceed with the runway construction and issued a response to FEARO's recommendations. The response noted that, while committed to minimizing night aircraft activity and the associated noise annoyance of such operations, the government could not be indifferent to the adverse economic impacts of such initiatives. The government committed to continue the work to mitigate the impacts of night flights through initiatives such as noise abatement procedures, and subsequently the night flight budget, rather than ban flights at night due to their economic importance.</p> <p>FEARO's report and Transport Canada's response are available on the <a href="#">website</a>.</p> <p>S. Rokin had emailed CENAC members a Boeing chart he found but did not provide the context or objective of the chart in response to questions, the GTAA committed to investigating the intent of the graph.</p> |
| <b>2.0</b> | <b>REGULAR ITEMS</b>  |
| <b>2.1</b> | <b>CENAC Committee Information Update</b> (handout was reviewed briefly)  |
| <b>2.2</b> | <b>Community Outreach - Update</b>  |
| 2.2.1      | <p>D. Gray provided an update on Environmental Stewardship and discussed the annual maintenance and audit, the retrofit on lighting, and Earth Hour scheduled for Saturday March 31, 2012.</p> <ul style="list-style-type: none"><li>• J. Van 'T Hof inquired about other GTAA initiatives such as glycol recovery and storm water monitoring. T. Lennox indicated that the GTAA will provide a presentation on this topic at a future CENAC meeting.</li></ul>   |

| Item  | Details   |
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| 2.2.2 | R. Connelly provided an update on Community Outreach and the open houses in Etobicoke Centre and Mississauga's Applewood Heights.   |
| 2.2.3 | <ul style="list-style-type: none"><li>Mississauga resident T. McCallion inquired about the GTAA's process of capturing noise complaints. T. Lennox responded the noise complaint process will be discussed at next CENAC meeting.</li><li>T. Lennox also noted the GTAA will clarify the difference between early jet turns and early prop turns at today's meeting.</li><li>E. Madden indicated that he resides in the Applewood Heights area and early turns are his biggest concern.</li></ul>   |
| 2.2.4 | Lokesh Hindocha provided a presentation on the 2012 Airside Construction Program. See presentation on attached link at <a href="#">construction</a> .   |
| 3.0   | <b>Discussion Items</b>   |
| 3.1   | <b>Early Turns Presentation</b> <p>S. Ghobrial provided some background on the procedures of early turns; D. Dolezal provided information on the early turns—both early prop turns and early jet turns -- and trial statistics, and Allison Barrett provided information on emissions savings. The full presentation can be found <a href="#">here</a>.</p> <ul style="list-style-type: none"><li>E. Madden inquired if it was possible to schedule prop planes on one runway and jets on another. S. Ghobrial responded Nav Canada schedule aircraft use on runways based on wind direction and destination of flight not on aircraft size.</li><li>E. Madden inquired if flight schedules could be changed. S. Ghobrial noted the airlines schedule flights based on a large variety of factors.</li><li>E. Madden also inquired about decibel readings/chapter ratings for aircraft. T. Lennox clarified that Chapter 1 is the loudest, Chapter 2 would be older DC8 aircraft, and a Chapter 3 example would be an Airbus A310. Chapter 4 is aircraft manufactured after 2006 such as the Airbus A380. Many Chapter 3 aircraft also meet the more current Chapter 4 regulations.</li><li>T. McCallion inquired about airport efficiencies considering there are more runways here than at Heathrow. T. Lennox responded that Toronto Pearson has five runways because of the aircraft fleet mix. London's Heathrow Airport doesn't have the same fleet mix of aircraft.</li><li>T. McCallion inquired why homes are not retrofitted against noise and residents aren't compensated as they are in some places in the U.S. T. Lennox noted that in America, the legal regime is different requiring insulation.</li><li>M. Prentice stated that the Committee has to be sure that it is indeed the early turns that are causing the noise concerns. She requested GTAA staff to provide a comparison between 2000 and 2004 of how many prop aircraft each day made early turns and how many made early turns in the past two years.</li></ul> |

| Item | Details |
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- B. Green asked for the same comparison for jets making the early turn.
- G. Crymble also inquired about the stats for early turns.
- J. Van 'T Hof stated if the early turn program is cancelled wait times in the air will increase along with greenhouse gases.
- E. Madden inquired if prop turns could be eliminated altogether. T. Lennox responded in the negative and advised that these flights serve a lot of smaller regional airports. The airlines determine what type of aircraft is compliant with which destination based on the airport's infrastructure.
- D. Dolezal noted the majority of jet aircraft at Toronto Pearson are Chapter 4 compliant.
- T. McCallion inquired when the vote takes place to make the early turns trials permanent. Greg Cross from Transport Canada explained that the early turns trial and procedures follows the CARAC process. All decisions are made by Transport Canada.
- J. Moore inquired if there is a variance between size and altitude during early turns. S. Ghobrial responded it depends on weight, destination, and the fuel and load the aircraft is carrying.
- E. Madden inquired why air traffic has increased. T. Lennox reiterated there has been an increase in demand for travel in the past few years, and Toronto Pearson is a significant global hub due to a very diverse population and increased economic growth.

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4.0

**Further Public Comments**

- C. Bejnar, Brampton resident, inquired if there had been a change in operations westbound. He observed an aircraft fly over his residence that he has never seen before, and has lived in the area for eight years. S. Ghobrial agreed to meet with him after the meeting to discuss.

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**Adjournment** - The next CENAC meeting is scheduled for **June 6, 2012** at 4:00 p.m. For additional information, please contact Kim Stefanazzi at (416) 776-3941.

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