



# Minutes

**Date:** June 6, 2012 at 4:00 p.m.

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

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

**Member attendees:** Brad Green, Brampton Resident  
 Charles Gonsalves, Brampton Resident  
 Chris Fonseca, Mississauga Councillor  
 Tina Rizzuto-Willan, Mississauga Resident  
 Maja Prentice, Mississauga Resident  
 Gordon Stewart, Mississauga Resident  
 Johan Van 'T Hof, Toronto Resident

**Member regrets:** Councillor John Sprovieri, Brampton; Councillor Vincent Crisanti, Toronto;  
 Sheldon Rokin, City of Toronto Resident

**Technical Members:** GTAA: D. Dolezal, W. MacMillan, R. Cruickshank, R. Connelly, L. McKee, J. Hodgkinson, R. McGill, D. Gray, F. Donaldson, K. Bochan, C. Woods, L. Hindocha, S. Russell, T. Tripp,  
 NAV Canada: Sam Ghobrial; Transport Canada: Greg Cross;  
 Federal Express: Kevin Ackroyd; City of Mississauga: Karen Crouse;  
 Air Canada: Brian Harkness

**Secretariat:** K. Stefanazzi

**Also Present – Residents**

D. Barrett – Mississauga	J. Watson – Mississauga
J. Barrett - Mississauga	R. Donatelli - Toronto
G. Crymble - Mississauga	R. Boehnke – Toronto
A. Haraschuk, Mississauga	S. Brikis – Toronto
S. Kiss, Mississauga	R. Donatelli – Toronto
T. McCallion – Mississauga	

**Attachments:** CENAC Information Update, June 6, 2012

**Next meeting:** August 29, 2012 – 4:00 p.m.

Item	Details
<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: C. Gonsalves approved and B Green seconded.</i>
1.3	<i>Review and approval of Meeting Minutes of March 28, 2012: M. Prentice approved; B. Green seconded.</i>
1.4.0	<i>Matters Arising From Previous Meeting - March 28, 2012</i>
1.4.1	<ul style="list-style-type: none"><li>• Committee reviewed action items. A copy of these, and the follow up, was provided to all members.</li><li>• Following the March 28 meeting, the following documents were made available on the CENAC <a href="#">website</a> and the link was shared with CENAC members as well as those members of the public who provided an email address for such mailings.<ul style="list-style-type: none"><li>• Annual Report</li><li>• Construction update presentation</li><li>• Propeller Turns and Early Jet Turn Presentation (including NC simulation)</li><li>• 1994 FEARO Report and TC Response</li><li>• All Action Items stemming from the February 1 meeting.</li></ul></li><li>• K. Bochan provided a handout on noise monitor protocols. Portable noise monitoring was conducted in the Applewood community (Cherry Hill Park) on May 24 and May 25, 2012. See website: <a href="http://torontopearson.com/en/aboutpearson/noise/cenac/#">http://torontopearson.com/en/aboutpearson/noise/cenac/#</a><ul style="list-style-type: none"><li>• The ambient noise for both days was 50 dBA.</li><li>• The loudest registered reading was a City of Mississauga lawn edger which generated 84 dBA.</li><li>• The loudest aircraft reading was 69 dBA from a propeller aircraft</li><li>• The lowest reading was from a bird chirping at 51 dBA</li><li>• M. Prentice noted the information she has received for the 25 years she was on City Council is that ambient noise from a road is between 60 – 65dBA. The report shows there is not a lot of difference between road noise and aircraft noise.</li></ul></li><li>• Ms. McCallion requested a noise monitor be placed at her residence in Applewood Heights.<ul style="list-style-type: none"><li>• The Noise Management Office will coordinate a portable noise monitoring exercise with Ms. McCallion at a future date.</li><li>• C. Fonseca inquired if a tour of the noise monitor locations could be offered to Applewood residents. T. Lennox noted that the GTAA provided a noise monitoring tour in the past and can also certainly reschedule another tour.</li></ul></li></ul>
<b>2.0</b>	<b>REGULAR ITEMS</b>

Item	Details
2.1	<b>CENAC Committee Information Update</b> (handout was reviewed briefly)
2.2	<b>Community Outreach - Update</b>
2.2.1	<ul style="list-style-type: none"><li>• R. McGill provided an update on Environmental Stewardship and noted the Government of Canada has recently released a document - Canada's Action Plan on Aviation.</li><li>• The GTAA assisted with this project and put together a document on greenhouse gas reductions at Toronto Pearson. This involved extensive work with Nav Canada and with the airlines. See presentation at link: <a href="http://www.tc.gc.ca/eng/policy/acs-reduce-greenhouse-gas-aviation-menu-3007.htm">http://www.tc.gc.ca/eng/policy/acs-reduce-greenhouse-gas-aviation-menu-3007.htm</a></li><li>• Airlines have reduced their fuel consumption on average 1.9% per year from 2000 – 2010.</li><li>• The next CENAC meeting will focus on environmental initiatives.</li></ul>
2.2.2	<ul style="list-style-type: none"><li>• R. Connelly provided an update on Community Outreach. The GTAA hosted two public airside tours and attended two town hall meetings with Councillor Bonnie Crombie of Mississauga as well as attending the Rockwood AGM. On June 23, the GTAA will be hosting the 5<sup>th</sup> Annual Runway Run.</li></ul>
3.0	<b>Discussion Items</b>
3.1	<b>Noise Office Complaint Process</b>
	<ul style="list-style-type: none"><li>• A detailed presentation on the noise office complaint process was provided. The full presentation can be found <a href="#">here</a>.</li><li>• G. Crymble inquired about aircraft landing at surrounding airports such as Hamilton and Billy Bishop affecting Toronto Pearson's noise curfews.<ul style="list-style-type: none"><li>• D. Dolezal explained how the flights are reviewed and analyzed by the noise office. The GTAA only has jurisdiction over flights that depart or land at Toronto Pearson. Should a non GTAA flight result in a noise complaint it would be referred to Transport Canada.</li></ul></li><li>• M. Prentice noted the presentation indicated the noise footprint around Toronto Pearson has been reduced significantly over the past 15 years and inquired if we could get a rendering of that (eg. two maps showing comparison). T. Lennox agreed.<ul style="list-style-type: none"><li>• T. Rizzuto-Willan inquired if Toronto Pearson has a new noise footprint since the airspace was changed in February by Nav Canada.</li></ul></li><li>• Residents expressed concerns that they do not perceive that the noise footprint of the airport has been reduced.<ul style="list-style-type: none"><li>• A. Haraschuk, resident of Rockwood area of Mississauga noted she has lived in the area of Mississauga for over 36 years. The noise has increased a lot since she has lived in the area.</li></ul></li></ul>

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	<ul style="list-style-type: none"><li>• T. McCallion noted the GTAA wants to make Toronto Pearson the largest airport in the world and the noise footprint will only increase.</li><li>• T. Lennox responded the area has grown in the past 36 years, and the demand for travel has changed. Toronto Pearson is serving a population of over 6 million people in the area. And to meet this growth, Toronto Pearson wants to be the premier gateway into North America, and currently fly 34 million passengers a year. T. Lennox also noted the busiest airport in the world is Atlanta which is three times the size of Toronto Pearson.</li><li>• T. McCallion inquired why Transport Canada would give Toronto Pearson the job of tracking and reporting on complaints themselves and feels the noise complaint stats are fraudulent.<ul style="list-style-type: none"><li>• G. Cross responded that the terms of reference for monitoring and tracking complaints, as well as managing CENAC, is part of the GTAA's ground lease. Transport Canada staff are here as technical advisors, and to monitor and audit the process. He noted there has never been any evidence of fraudulent activities.</li><li>• T. Lennox noted the GTAA operate the airport under a lease from Transport Canada, and have both regulatory requirements to abide by and reporting requirements to Transport Canada.</li></ul></li><li>• J. Watson, resident from Port Credit, noted there are more early turn flights in her area as she is hearing and seeing more flights and is concerned about the residents living further north of her location.<ul style="list-style-type: none"><li>• M. Prentice noted the early turns have been going on since 2008 and questioned why there has only been a noticeable change since last year. She is not convinced the early turns have caused the change.</li><li>• C. Fonseca requested stats specifically for the Applewood community because its been suggested on a number of occasions that nothing has changed.. D. Dolezal noted we can look at all the flight tracks for all the runways, but it's a manual effort, so we are currently preparing the information.</li><li>• A statistical analysis on Early Jet Turns and Propeller Turns in the Applewood Heights Community will be available for the next CENAC.</li></ul></li><li>• G. Crymble requested information on engine run-up locations.</li><li>• G. Stewart inquired if it is possible to include weather conditions on the complaints summary.<ul style="list-style-type: none"><li>• D. Dolezal noted that, with the new Noise and operations monitoring system, we are receiving a live METAR feed that will support this system and input the information to the noise office can correlate the complaint with the weather data.</li></ul></li><li>• T. Lennox recommended demonstrating the new ANOMS system to CENAC before it goes live.</li><li>• A Haraschuk, Mississauga resident, asked how the current trial can be prevented from</li></ul>

Item	Details
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being formalized. D. Dolezal noted the GTAA formalized an early turn procedure for small jet aircraft in 2005. This is a permanent procedure on all east/west runways where Toronto Pearson typically operates due to winds.

- The trial that began in March 2008 and is currently still underway is a particular early turn procedure which we are trialing on the north/south runways.
- A. Haraschuk inquired if the public have input. T. Lennox answered in the positive.
- M. Prentice reminded the Committee that, for many years residents, especially from the Rockwood community and from Brampton, complained about air pollution. The GTAA recognized this and worked with Transport Canada and Nav Canada to come up with a plan to decrease some of the greenhouse gases. The early turn trials help reduce some of those green house gases.
- J. Van 'T Hof stated that residents have an issue trusting the data that is being provided. Mr. Van 'T Hof had four recommendations which T. Lennox acknowledged were good:
  - Re-define what triggers a complaint.
  - Ensure that there is a mechanism to get statistics into the database
  - Report to an Ombudsman.
  - Allow for a third party to provide an audit.

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**Adjournment** - The next CENAC meeting is scheduled for **August 29, 2012** at 4:00 p.m. For additional information, please contact Kim Stefanazzi at (416) 776-3941.

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