



# Minutes

- Date:** August 29, 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  
Vincent Crisanti, Toronto Councillor  
Tina Rizzuto-Willan, Mississauga Resident  
Gordon Stewart, Mississauga Resident  
Johan Van 'T Hof, Toronto Resident  
Sheldon Rokin, Toronto Resident
- Member regrets:** Councillor John Sprovieri, Brampton  
Maja Prentice, Mississauga Resident
- Technical Members:** GTAA F. Donaldson, R. Cruickshank, R. Connelly, L. McKee, , R. McGill, D. Gray, K. Bochan, C. Woods, L. Hindocha.  
NAV Canada: Sam Ghobrial, K. Arnold; Transport Canada: Greg Cross;  
Federal Express: Kevin Ackroyd; City of Mississauga: Karen Crouse;  
Pilot Community: Brian Harkness
- Secretariat:** K. Stefanazzi
- Also Present – Residents**
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|---------------------------|------------------------|
| R. Boehnke – Toronto      | T. Oliveira - Brampton |
| G. Crymble – Mississauga  | R. Donatelli – Toronto |
| S. Panezic – Mississauga  | A. Meyer – Quebec      |
| L. Pressick - Mississauga |                        |
- Attachments:** CENAC Information Update, June 6, 2012
- Next meeting:** November 21, 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>
1.2	<i>Review and approval of Agenda: B. Green approved and C. Gonsalves seconded.</i>
1.3	<i>Review and approval of Meeting Minutes of June 6, 2012. B. Green approved;</i>

Item	Details
	<i>T. Rizzuto-Willan seconded.</i>
1.4.0	<i>Matters Arising From Previous Meeting – June 6, 2012.</i>
1.4.1	<ul style="list-style-type: none"><li>• J. Van 'T Hof noted at the last CENAC meeting there was a lack of protocol which was accompanied by a significant amount of anger and mistrust. The Committee needs to work on issues raised by residents, but must also respect the due process. T. Lennox appreciated Mr. Van 'T Hof's comments and noted these are very sensitive issues for many residents.</li><li>• Committee reviewed action items. A copy of these, and the follow up, was provided to all members. All items have been posted on the website as requested at previous meetings.</li></ul>
<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	<ul style="list-style-type: none"><li>• R. Connelly noted on Saturday September 15, 2012, Toronto Pearson will be holding their 2<sup>nd</sup> annual Street Festival.</li></ul>
2.2.3	<ul style="list-style-type: none"><li>• L. Hindocha provided an airside construction program update.<ul style="list-style-type: none"><li>○ In September, Runway 05/23, the preferential runways for arrivals and departures, and they will be unavailable for four days from September 10 – 14, and September 20 – 24.</li><li>○ In October the GTAA no anticipated noise impacts due to construction.</li></ul></li></ul>
<b>3.0</b>	<b>Discussion Items</b>
<b>3.1</b>	<b>Early Jet Turns and Propeller Stats</b>
	<p>A detailed presentation on Early Jet Turns and Propellers stats was provided by Francine Donaldson. The full presentation can be found <a href="#">here</a></p> <ul style="list-style-type: none"><li>• V. Crisanti inquired why aircraft make the early jet turns. T. Lennox responded it gets aircraft enroute faster; a slow moving aircraft has to reach 3200 feet before another aircraft can take off, which results in lower fuel burn.</li><li>• T. Rizzuto-Willan also noted it assists in deicing. There is a maximum time that an aircraft can sit on the ground once it has been deiced (effectiveness of the glycol). If wait times are too long, the aircraft has to get deiced once again.</li><li>• C. Fonseca noted the complaints are not falling within the trial period but that they are falling within regular operating hours and wondered whether the complaints area at a specific time or from a specific postal code. However examination of the complaints revealed that they are spread throughout the day.</li><li>• T. Rizzuto-Willan noted the stats don't show any kind of trend.</li></ul>

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- F. Donaldson noted that the GTAA received a very small amount of complaints during extended hour operations.

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### 3.2 Environmental Initiatives

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- A detailed presentation on GTAA's environmental initiatives was provided by Randy McGill. The full presentation can be found [here](#).
  - T. Rizzuto-Willan inquired how much Glycol is recycled.
    - R. McGill noted that anything under 5% concentration is collected and sent to the sanitation system for natural bio-degradation in the waste water treatment facility. Anything over 5% is sent to the recycling facility. The spent glycol is not used on aircraft again but sold to a secondary market for such things as windshield-washer fluid.
  - J. Van 'T Hof inquired about the process of ISO approval, and questioned if the process is about data-keeping or if there are actual metrics that the GTAA is trying to achieve.
    - R. McGill responded that it is a management system about the quality of the process that ensures that there is a program that has a target every year, or provides a good explanation if the target isn't met.
  - J. Van 'T Hof noted that environmental rules have increased in the U.S. with respect to aircraft and inquired what the GTAA anticipates as the next wave in environmental regulations.
    - R. McGill responded that U.S standards are generally more relaxed than in Canada.
    - In terms of evolution of what's next, R. McGill noted Europe has an airport system that requires them to model their greenhouse gases, implement a program, get all their neighbours together to reduce emissions, and purchase offsets for the reductions they don't make.
    - It would not be a problem for Toronto Pearson to model greenhouse gases, implement a program, but Toronto Pearson is not interested in purchasing offsets.
    - If Toronto Pearson wanted to be carbon neutral, it would cost three million dollars. Last year the GTAA spent three million dollars finding ways to reduce emissions by changing Toronto Pearson's lighting systems and pumps at our co-generation utilities plant. That is a more sustainable approach to mitigating environmental impacts.
  - R. Boehnke inquired if the GTAA owns the glycol, and whether the airlines pay the GTAA for the service.
    - R. McGill responded one contractor at the Central Deicing Facility contracts with the airlines to provide and spray the glycol.
    - T. Lennox noted the GTAA does collect a capital cost for the CDF on a usage basis.
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- S. Rokin inquired about the source of the steam at the co-gen plant.
    - R. McGill responded that the GTAA has a 117 megawatt co-generation plant on site, and it produces a lot of excess steam which drives our chillers. There is also a combined heating and cooling plant.
    - With the hot and the chilled water, the GTAA infield Cargo and terminal complexes are heated and cooled. The water also produces electricity which is sold to the market.
  - R. Boehnke inquired how Nav Canada is funded.
    - K. Arnold responded that they do not receive any funding from the government but are responsible for collecting their operating costs from the airlines. Commercial aircraft pay a fee based on how much they use the system while the smaller aircraft pay a flat fee annually.
  - R. Boehnke then noted that more aircraft operating would be more advantageous to Nav Canada.
    - K. Arnold responded it depends on the type of aircraft, the routes, and on what services they avail themselves to. A flight that flies from Chicago overseas to London, England would have a different fee structure than one that would land in Montreal, Vancouver or Toronto.
    - Nav Canada is a not-for-profit organization that has to cover the cost of operating the system. There is a lot of legislation to govern them. Nav Canada adjusts their fees to ensure they are balancing the costs versus accounts receivable.
  - T. Oliveira, Brampton resident, has been calling the noise office about the recent Nav Canada changes. Since February the flight path seems to be closer to his neighbourhood located at Kennedy and Steeles.
    - T. Lennox noted this is off Toronto Pearson's northerly east-west runway with aircraft departing to the west.
  - T. Rizzuto-Willan inquired what data the noise office found when they looked into these noise complaints.
    - F. Donaldson indicated that the Noise Office was aware of the situation and was working with Nav Canada on a resolution. The new RNAV SIDs that were developed by Nav Canada for this particular departure made a slight procedure change that did not comply with the Airport's Noise Abatement procedures for departures off runway 23.
    - K. Arnold confirmed Nav Canada is currently in the process of amending the mapping that the controllers have, so that they can issue an alternate turn instruction to the aircraft to keep them from flying north to that affected portion of the 407. T. Lennox noted that the GTAA and Nav Canada will continue to work on this issue.
  - T. Oliveira also suggested residents should be notified about the changes. When he called Nav Canada he was not happy with the treatment he received.
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- K. Arnold asked for more information so that he could follow up directly.
  - K. Arnold also highlighted that the Airspace Redesign project has been going on for three to four years: Nav Canada created a website to advise the public, and information was also published in many local community papers and the Toronto Star.
- S. Rokin inquired if there was any information for the public about future changes to be made by Nav Canada.
  - K. Arnold responded the next phase of the project doesn't have any significant impact in the terminal area as it begins in Arthur, west of the Kitchener area, and extends out over Lake Huron.
  - Information will be provided on the Nav Canada website as the design starts to take shape.
  - T. Lennox reminded all that the Toronto Pearson website has a link to Nav Canada's.
- R. Boehnke inquired about the follow-up to be done at the last meeting on the complaint process.
  - T. Lennox responded CENAC will have a further discussion about the complaint process. In the meantime the GTAA is now reporting both the 2-hour rule and the non-2-hour rule complaints.
  - The new noise monitoring system will allow the GTAA to provide even more clarity.
- S. Rokin noted there's a flight tracking app. on i-phones that is available. It is called Flight Aware. (NB. There are several applications available: another is called FlightRadar24.)
- T. Rizzuto-Willan inquired if CENAC could receive updates on the quarterly Community Consultative Committee meetings and it was agreed that these will be provided at each subsequent CENAC meeting.

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**Adjournment** - The next CENAC meeting is scheduled **for November 21, 2012** at 4 p.m. For additional information, please contact Kim Stefanazzi at (416) 776-3941.

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