



Minutes

Date: November 21, 2012 at 4:00 p.m.

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

Chair: Toby Lennox, GTAA Vice President, Strategy Development & Stakeholder Relations

Member attendees: Brad Green, Brampton Resident
Charles Gonsalves, Brampton Resident
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: Chris Fonseca, Mississauga Councillor
Tina Rizzuto-Willan, Mississauga Resident
John Sprovieri, Brampton Councillor
Maja Prentice, Mississauga Resident

Technical Members: GTAA: F. Donaldson, R. Cruickshank, R. Connelly, L. McKee, R. McGill, K. Bochan, C. Woods, L. Hindocha.
NAV Canada: Sam Ghobrial, Transport Canada: Greg Cross;
Federal Express: Kevin Ackroyd; City of Mississauga: Karen Crouse;
Pilot Community: Brian Harkness

Secretariat: K. Stefanazzi

Also Present – Residents

R. Boehnke – Toronto	G. Crymble, Mississauga
S. Brikis – Toronto	H. Lebenfish, Mississauga
M. Fernandes, Toronto	S. Panezic, Mississauga
S. Lee, Toronto	
T. Anderson, Toronto	

Attachments: CENAC Information Update, November 21, 2012

Next meeting: February 13, 2013 at 4:00 p.m.

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1.0	Preliminary Items
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1.1	<i>Welcome and Roll Call conducted by R. Cruickshank</i>
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1.2	<i>Review and approval of Agenda: B. Green approved and G. Stewart seconded.</i>
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1.3	<i>Review and approval of June 6, 2012 Minutes. S. Rokin approved; G. Stewart seconded.</i>
1.4.0	<i>Matters Arising From Previous Meeting – November 21, 2012</i>
1.4.1	<ul style="list-style-type: none">• Update on Consultative Committee meeting held on November 7, 2012. The topics discussed were the GTAA's reorganization, and issues that the CENAC committee would like to focus on during 2013 which include;<ul style="list-style-type: none">• Transit and Transportation.• Review of Skills and Labour force issues as the region's largest employer.• Toronto Pearson Economic Development Study.• Land use around the Airport• Customer Service – changing demographics around the airport .
2.0	REGULAR ITEMS
2.1	CENAC Committee Information Update (handout was reviewed briefly)
2.2	Community Outreach - Update
2.2.1	<ul style="list-style-type: none">• R. Connelly noted that on Saturday September 15, 2012, Toronto Pearson hosted the 2nd annual street Festival and 2,500 residents attended.• As we close 2012, the GTAA has become more proactive and strategic in how we manage airside tours. Tours have become an incredible outreach tool and have had over 1,500 residents and stakeholders participate in the tours.
2.3	Environment Stewardship - Update
2.3.1	<ul style="list-style-type: none">• R. McGill advised Corporate Responsibility Report will be available shortly.• J. Van T' Hof inquired about the GTAA's Corporate Responsibility Report, and whether the reporting is carried out by an outside firm. He also questioned whether it is defined by performance metrics.• T. Lennox responded that the report is a way to keep track (of benchmarks set by the GTAA) but it is not a financial report and cannot be audited.
3.0	Discussion Items
3.1	2012 – Night Flight Budget Update
	<p>A detailed presentation on the 2012 Night Flight Budget was provided by F. Donaldson. The full presentation can be found here:</p> <ul style="list-style-type: none">• S. Rokin inquired if the GTAA can provide a breakdown of the actual numbers for the previous budget year in terms of the percentage of flights that used the preferential runways. F. Donaldson responded the information could be provided at the next

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meeting.

- G. Crymble asked about the budget increasing by 3.7% and inquired if the increase in passenger traffic would relate to that amount. T. Lennox noted operations and passenger traffic tend to be the same and that the forecasts are generated by Transport Canada.

3.2 5-Year Noise Management Plan - Discussion

- A detailed presentation on the GTAA's Noise management plan was provided by R. Connelly and can be found [here](#):
- J. Van T' Hof inquired what information the GTAA would be providing to CENAC members or community members regarding residents living within the AOA. He asked about zoning regulations, and, if there is a noise issue, what type of window or white noise device would be required.
- T. Lennox noted the AOA is an area around the airport which seeks to limit residential development and incompatible use. It is in the official plans, and it's in the zoning and development bylaws.
- J. Van T 'Hof inquired if there is any way the GTAA could direct solutions for insulation, white noise etc.
- V. Crisanti inquired where engine run-ups take place. F. Donaldson noted the run-ups are undertaken in designated locations away from communities and during specific times. TJ. Van T' Hof made suggestions for the Airport 101 piece on the GTAA's website. It should reflect that the GTAA has a 60 year lease, the Board of Directors is appointed by the cities of Toronto, Brampton and Mississauga, the flight activity is determined by the airlines, etc. There should also be a disclosure strategy for the transparency of data.
- T. Lennox agreed that clarity is necessary, and using the right kind of consultation mechanisms and communications tools will also help achieve that.
- J. Van T 'Hof noted the Action Plan is an excellent process and going forward the GTAA can examine what processes should remain the same, how targets will be determined and measured, and how reporting will be handled.

4.0 Public Comments

- B. Green inquired about a noise complaint from Mr. Olivieri regarding the flight path over Brampton. S. Ghobrial responded that Nav Canada has been working on the issue for the past few weeks in south Brampton, and have put new drift lines in the Control Tower. Controllers have been briefed to keep flights south of the drift lines.
 - During the presentation, R. Boehnke encouraged the GTAA to be sure to include an element of community consultation as part of the action plan.
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- A Mississauga resident, from the Dixie and Burnhamthorpe area (Bryce Road), living in the area for the past 32 years, has noticed an increase in flights, coming from the south very close to their residence. T. Lennox responded that there has been an increase in operations at Toronto Pearson over the last 32 years, with a continued growth of night flights.
 - R. Connelly inquired if the individual had registered a noise complaint. The resident responded in the negative, and R. Connelly asked one of the Noise Management Specialists to speak to the resident following the meeting.
 - S. Lee, a resident from the Willowdale area, north of Yonge and Sheppard, has noticed a significant increase of air traffic over his neighbourhood. He registered several online noise complaints. When he spoke to the noise office, he was advised that nothing has changed. While he has lived in his home for over five years he has now been regularly woken up in the middle of the night since May. If the answer from the noise office is unsatisfactory, he asked what his next options are.
 - A resident requested resolution maps from Nav Canada website, looked at the changes and could not understand the maps.
 - S. Rokin noted earlier in the year he requested and received better resolution maps from Nav Canada. He stated that Nav Canada should provide better resolution maps on their website.
 - T. Lennox stated part of the next step is to come to CENAC to discuss the issue. There was an airspace redesign that could have had an impact on him.
 - S. Ghobrial noted the WTM was implemented in February 2012, and if the resident lives on the approach, it has not changed. If he lives on the downwind or base leg that is different.
 - T. Lennox noted the Greater Toronto Airports Authority operates the airport. We have a requirement to address noise complaints within 10 nautical miles. Nav Canada operates the airspace and set out the routes the aircraft have to take in the sky, and they have to be approved by Transport Canada.
 - R. Connelly mentioned another option available to the residents is to come to the GTAA's Noise Office where our Noise Specialists can explain the process of how noise complaints are analyzed, and responded to. In the New Year, the GTAA will be launching a new online noise system called 'Webtrak'.
 - G. Crymble requested that on the CENAC update, data for night flights be shown separately. Mr. Crymble also requested a comparison for the past three years.
 - G. Crymble inquired if the 5-Year Noise Management Plan would be open to members of the public for their feedback. R. Connelly noted we will continually use CENAC as an opportunity to report, and there will be opportunity for community feedback through CENAC. The GTAA is also enhancing the website.
 - M. Fernandez, a resident of Malton noted a noise increase in her neighbourhood
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since February. She has called the noise office with a number of complaints.

- S. Ghobrial noted in the past few months there have been a number of complaints from residents in the Malton area. Nav Canada has subsequently worked with the GTAA to build a new Standard Instrument Departure (SID) procedure where the aircraft will not affect the Malton area as much. These procedures have to be published so airlines can follow them, and therefore this will be completed in early 2013.
- H. Lebenfish, a Mississauga resident from the Meadowvale community, stated aircraft fly over his neighbourhood regularly, and also make the turn to line up close to where he lives rather than lining up in an industrial area west of Erin Mills as the NEF contour suggests. The noise monitoring terminal (NMT) #25 was also terminated in June 2010, and he inquired if it could be reinstated.
- In 2012 the GTAA had an external auditor come in and evaluate the equipment and confirm the placement of the monitors. Monitor 25 was one of the sites considered as not required. The equipment had been unserviceable for a number of years. T. Lennox noted the locations were also reviewed with members of CENAC.
- H. Lebenfish inquired what advice the GTAA can give to residents that live in the Meadowvale area that will improve noise levels in their homes (eg soundproofing their homes). T. Lennox responded the GTAA can provide the requirements that were given to the developers for new homes in the Meadowvale area.
- R. Boehnke inquired how airspace is protected by zoning regulations in Toronto.
- T. Lennox noted that, if an individual applies for a building permit in the area covered by airport zoning regulations, one of the checks the municipalities make is whether the height of the building would intrude into the restricted airspace area. The municipality will not issue a building permit if the proposed construction affects a zoning requirement. Although Transport Canada registers the zoning regulations, they are embedded into official plans of municipalities and affect the building permit process.
- T. Anderson, Toronto Resident, from the Ossington and Dupont area, noted that they have experienced noise issues in their community from aircraft downwind arrivals on runways 24L and 24R since a new flight path was established over their community in February 2012. The residents were not consulted and inquired what kind of recourse they have as their homes are not insulated against aircraft noise. T. Lennox repeated that, over the past few years, Nav Canada has undertaken a review of the airspace between Windsor, Toronto and Montreal. It was a process that was reviewed at many CENAC meetings.
- S. Ghobrial stated Nav Canada responded to the airline community's request to make the routes in southern Canada more efficient for their operations. The City of Toronto and all surrounding communities around the airport were consulted at the municipal, provincial and federal level. It was also discovered that some of our previous procedures did not meet correct criteria, so changes were made. The

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consultation was constant with the GTAA, the municipalities, airlines, etc.

- T. Anderson stated the community wasn't consulted. S. Ghobrial responded that ads were placed in newspapers to advise residents about the meetings, and information was provided on the Nav Canada website.
- H. Lebenfish indicated that it is clear that the process advising the public about the Nav Canada redesign has not worked. He asked why no process was provided for public feedback from residents.
- T. Lennox stated the process is here at CENAC, speaking publicly to Nav Canada, registering complaints through the GTAA Noise Office and that these are all part of the consultation process.
- Toronto resident T. Anderson once again inquired about any recourse her community has. T. Lennox noted residents can speak to local elected representatives. This is the balance we have to find and manage.
- S. Rokin stated flight operations have not specifically increased. The noise experienced in certain neighbourhoods today were experienced in other neighbourhoods previously. Should the flight tracks be moved again it will only affect new neighbourhoods. Nav Canada is working on mitigating noise. He enquired whether Nav Canada could address landing procedures, perhaps at the next meeting in terms of what can be done to reduce noise for all residents.

Adjournment - The next CENAC meeting is scheduled **for February 13, 2013** at 4 p.m.
For additional information, please contact Kim Stefanazzi at (416) 776-3941.
