



# Minutes

**Date:** September 17, 2014 at 4:00 p.m.

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

**Chair:** Lorrie McKee, Acting Vice President, Stakeholder Relations and & Communications

**Member attendees:** Brad Green, Brampton Resident  
Charles Gonsalves, Brampton Resident  
Brian Maltby, Brampton Resident  
Tina Rizzuto-Willan, Mississauga Resident  
Gordon Stewart, Mississauga Resident  
Johan Van T’ Hof, Toronto Resident

**Absent :** Maja Prentice, Mississauga Resident  
Chris Fonseca, Mississauga Councillor  
Sheldon Rokin, Toronto Resident  
Vincent Crisanti, Toronto Councillor

**Technical Members:** **GTAA:** R. Connelly, D. Dolezal, F. Donaldson, D. Gray, R. McGill, K. Bochan, L. Hindocha, C. Woods, **NAV Canada:** Sam Ghobrial, **Transport Canada:** Greg Cross, **City of Mississauga:** Karen Crouse

**Secretariat:** K. Stefanazzi

**Also Present – Residents**

G. Balascas, Toronto	K. Gennatos, Georgetown
R. Boehnke, Toronto	H. Balsara, Mississauga
J. DeMone, Toronto	H. Boyd, Oakville
J. Haffar, Toronto	Councillor J. Knoll, Oakville
D. Lampert, Toronto	
A. Pearson, Toronto	

**Attachments:** CENAC Information Update June 25, 2014

**Next meeting:** Wednesday November 19, 2014 at 4:00 p.m.

Item	Details
<b>1.0</b>	<b>Preliminary Items</b>
1.1	<i>Welcome and Roll Call conducted by K. Bochan.</i>
1.2	<i>Review and approval of Agenda: C. Gonsalves moved and B. Green seconded.</i>
1.3	<i>Review, approval of June 25, 2014 Minutes B. Maltby moved and B. Green seconded.</i>

Item	Details
1.4.0	Matters Arising from previous meeting of June 25, 2014 <ul style="list-style-type: none"><li>Action Items arising from previous meetings were reviewed and can be found <a href="#">here</a>.</li></ul>
<b>2.0</b>	<b>REGULAR ITEMS</b>
<b>2.1</b>	<b>CENAC Committee Information Update (handout was received for info.)</b>
<b>2.2</b>	<b>CENAC Stats on Runway Movements and Noise Complaints</b> <ul style="list-style-type: none"><li>K. Bochan gave a presentation on runway movements and noise complaints by runway operations. The full presentation can be found <a href="#">here</a></li><li>A request was made to provide runway movements and noise complaints during the restricted hours at future CENAC meetings.<ul style="list-style-type: none"><li>L. McKee responded in the positive.</li></ul></li><li>J. DeMone requested a copy of complaints by federal riding because they were difficult to see on the screen.<ul style="list-style-type: none"><li>K. Bochan responded in the positive.</li></ul></li><li>G. Stewart noted many passengers choose to fly through Buffalo for economic reasons and inquired if the GTAA could provide a presentation on some of the restrictions imposed on Toronto Pearson.<ul style="list-style-type: none"><li>L. McKee responded the GTAA could provide annual growth and forecasts for the future and share context with committee.</li></ul></li></ul>
<b>2.3</b>	<b>Environment Services - Update</b> <ul style="list-style-type: none"><li>D. Gray noted that Phase 1 of the Air Quality Study, the on-airport emissions inventory has been completed. Phase 2, the offsite inventory is under review and Phase 3, the emissions and dispersion modeling system will be completed in mid-September 2014.</li><li>A full presentation will be made to the CENAC committee in November.</li><li>J. DeMone noted Nav Canada reported an increase in air traffic in June 2014 of 5 percent compared to 2013 and inquired about the health impact.<ul style="list-style-type: none"><li>A health impact study will be conducted following the Air Quality Study.</li></ul></li><li>Ms. DeMone also asked that if the results of the study are negative will the GTAA make the necessary changes.<ul style="list-style-type: none"><li>D. Gray advised the study will be completed January – February 2015 and the findings will be assessed to determine any actions.</li></ul></li><li>J. DeMone requested to be added to Checking In, the community e-update.<ul style="list-style-type: none"><li>R. Connelly responded in the positive.</li></ul></li><li>Councillor Knoll noted the Board of Health for Peel and Toronto are part of the study's Community Advisory Committee, and inquired if the Board of Health for Halton Regional can also be part of this study.<ul style="list-style-type: none"><li>L. McKee advised it is a working group which will be pleased to review and advise.</li></ul></li><li>Councillor Knoll inquired if the GTAA could send communication to the Medical Officer of Health and copy him.<ul style="list-style-type: none"><li>L. McKee responded in the positive.</li></ul></li></ul>
<b>2.4</b>	<b>Community Outreach – Update</b>

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	<ul style="list-style-type: none"><li>• R. Connelly noted that on September 13, 2014 Toronto Pearson hosted its annual Street Festival which was attended by almost 4,000 residents.</li></ul>
<b>2.5</b>	<b>2014 Construction Season</b>
	<ul style="list-style-type: none"><li>• L. Hindocha gave an overview of the planned summer 2014 airside construction project. See full presentation <a href="#">here</a>.</li></ul>
<b>2.6</b>	<b>Air Traffic Management Working Group – Update</b>
	<ul style="list-style-type: none"><li>• D. Dolezal noted the last working group met on August 13, 2014. The purpose of the working group is to improve overall airport performance and optimize runway utilization.</li><li>• The working group is considering a number of initiatives which include:<ul style="list-style-type: none"><li>○ A tool to assess airborne and aircraft inventory and assist in identifying tracking and reporting diversions at Toronto Pearson.</li><li>○ A review of processes when setting hourly arrival and departure rates.</li><li>○ Simulation work to assess baseline measurement for un-delayed taxi in and out times</li></ul></li><li>• A. Pearson inquired when the public will see the results of the Strategic Plan and what growth is anticipated over the next five years.<ul style="list-style-type: none"><li>○ L. McKee responded that a 20-year Strategic Plan has been completed and a public release will be made early in 2015.</li></ul></li><li>• A. Pearson inquired if the Minister of Transport will be involved in this as well as other provincial and municipal politicians in the GTA.<ul style="list-style-type: none"><li>○ L. McKee responded they are not involved in the business planning work. The GTAA is a private not-for profit organization. The Master Plan and the Land Use Plan are both requirements within the GTAA's ground lease. The Land Use Plan requires approval of the Minister of Transport, the Master Plan is a document that is provided to the Minister, but does not require approval. Over the next couple of years the GTAA will engage with residents and stakeholders about the 2017 Master Plan.</li></ul></li><li>• J. DeMone inquired how the GTAA determines which members of the public will be consulted on the Master Plan.<ul style="list-style-type: none"><li>○ L. McKee advised the GTAA would be pleased to hear from any residents with recommendations or ideas concerning Toronto Pearson's Master Plan.</li><li>○ J. DeMone responded that she would communicate this information to her neighbours.</li></ul></li></ul>
<b>3.</b>	<b>DISCUSSION ITEMS</b>
<b>3.1</b>	<b>Implementing RNAV Departures – Neil Bennett NAV Canada</b>
	<ul style="list-style-type: none"><li>• N. Bennett gave an overview of additional RNAV SID procedures at Toronto Pearson, and indicated how technology is advancing in the aviation industry.<ul style="list-style-type: none"><li>○ The full presentation can be found <a href="#">here</a>.</li></ul></li><li>• A Pearson inquired what impact it would have on midtown Toronto.<ul style="list-style-type: none"><li>○ N. Bennett advised that no impacts are anticipated.</li></ul></li><li>• Councillor Knoll inquired if there would be an increase in the noise monitoring terminals outside the 10 nautical miles.</li></ul>

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	<ul style="list-style-type: none"><li>○ L. McKee stated a process is in place that determines the placement of an NMT in a community. The GTAA has worked with communities in the past and we would follow the same process.</li><li>○ L. McKee responded that CENAC can review the Councillor's request.</li><li>● Councillor Knoll asked if this could be added to a future CENAC Agenda.<ul style="list-style-type: none"><li>○ T. Rizzuto-Willan mentioned that the committee first has to understand the technology of the noise monitors and what they are capable of and then from there make recommendations.</li></ul></li><li>● Councillor Knoll inquired if the GTAA expects the request to remove the 10 nautical mile restriction will be approved by Minister Raitt<ul style="list-style-type: none"><li>○ L. McKee responded that regardless of the restriction, it has been the GTAA's practice that when a resident who lives outside the 10 nautical mile area contacts the noise office, staff respond to questions before directing him/her to Transport Canada to register the complaint.</li><li>○ The GTAA will begin to register, track and report complaints in January 1, 2015.</li></ul></li><li>● Councillor Knoll inquired if the change will be communicated on the website and on reporting forms.<ul style="list-style-type: none"><li>○ L. McKee indicated that the decision will be documented in the CENAC minutes, the community newsletter, on Toronto Pearson's website and on Webtrak.</li></ul></li><li>● A. Pearson inquired why the downwind arrival flight path hasn't been taken out over the lake, so it has less impact on the midtown Toronto neighbourhoods.<ul style="list-style-type: none"><li>○ Michelle Bishop responded that it is related to the location of departures, as well as traffic from Billy Bishop Airport. NAV Canada would not have safe separation to mix declining aircraft arriving at Pearson with climbing aircraft departing from Pearson in that airspace.</li></ul></li><li>● A. Pearson noted that TANG requested that NAV Canada provide a written explanation why the arrivals cannot be over the lake. Mr. Pearson indicated he checked WebTrak between 5:00pm and 7:00pm and there were no arrivals or departures over the lake south of Long Branch. The flights were separated by 2,000 vertical feet which can be monitored through Webtrak.<ul style="list-style-type: none"><li>○ M. Bishop responded the flight path is designed to ensure consistency of operations. There may be times when individuals check Webtrak and they may not see departures.</li><li>○ M. Bishop has advised that she will responding to TANG's request.</li><li>○ T. Rizzuto-Willan requested that M. Bishop include in the response to TANG; how NAV Canada came to these decisions, as these decisions also impact Mississauga, Oakville and Brampton neighbourhoods.</li></ul></li><li>● J. DeMone inquired what the present operational capacity of Toronto Pearson airport is.<ul style="list-style-type: none"><li>○ L. McKee responded currently 1,200 flights per day. Toronto Pearson's capacity in the year 2032 would be approx. 2,000 flights per day.</li><li>○ J. DeMone expressed concern that Toronto Pearson only answers to flight demands and it does not recognize residents affected by noise from the flights.</li><li>○ L. McKee indicated the demand is generated by the economy.</li></ul></li><li>● J. DeMone inquired what she is supposed to do when she has to listen to the noise,</li></ul>

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	she attends the meetings but nothing changes. Ms. DeMone hopes this information is recorded in the minutes.
<b>3.2</b>	<b>Review – CENAC Terms of Reference</b>
<b>3.2</b>	<ul style="list-style-type: none"><li>• R. Connelly reviewed the current mandate and structure of CENAC and then brought forward the GTAA’s proposal how to enhance and revitalize CENAC in future. The full presentation can be found <a href="#">here</a>.</li><li>• B. Maltby inquired what the GTAA envisions the makeup of the working group would be, and would it include Halton Region.<ul style="list-style-type: none"><li>○ R. Connelly responded the working group would include the representatives from the three current municipalities, and when they report back in November they will solicit more extensive feedback.</li></ul></li><li>• Councillor Knoll inquired who is responsible for approving any additional members to CENAC.<ul style="list-style-type: none"><li>○ L. McKee indicated the GTAA is bound by a ground lease, and the ground lease states that the GTAA has to have a committee, and it needs to deal with these issues and it doesn’t specify who has to be on the committee.</li></ul></li><li>• Councillor Knoll inquired if there is potential for the working group not to allow a member from Halton Region to sit on CENAC.<ul style="list-style-type: none"><li>○ L. McKee responded that she wouldn’t want to prejudge what the working group may recommend.</li></ul></li><li>• Councillor Knoll stated he was concerned that the issues they are facing in their community are real now and since the GTAA are self-governing recognizes the fact that they appoint members to the Board. CENAC should grant Halton Region two representatives to CENAC - a Councillor and citizen.<ul style="list-style-type: none"><li>○ L. McKee responded the GTAA understands the concerns Councillors are hearing from their residents. Given the municipal election cycle it is important this it is done in a timely manner.</li></ul></li><li>• L. McKee sought committee consensus that CENAC working group get together over the next few weeks and bring back recommendations at the next CENAC meeting on November 19, 2014.<ul style="list-style-type: none"><li>○ Committee members agreed.</li></ul></li></ul>
<b>3.3</b>	<b>CENAC Committee Correspondence</b>
<b>3.3</b>	<ul style="list-style-type: none"><li>• L. McKee noted there was a significant amount of correspondence since the last CENAC meeting. All correspondence is available on the website.</li></ul>
<b>4.0</b>	<b>Adjournment</b> - Meeting is adjourned.
<b>5.0</b>	The next CENAC meeting is scheduled for Wednesday November 19, 2014. For additional information, please contact Kim Stefanazzi at (416) 776-3941.