



# Minutes

**Date:** June 26, 2013 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  
 Brian Maltby, Brampton Resident  
 Chris Fonseca, Mississauga Councillor  
 Tina Rizzuto-Willan, Mississauga Resident  
 Gordon Stewart, Mississauga Resident  
 Johan Van T’ Hof, Toronto Resident  
 Sheldon Rokin, Toronto Resident  
 Vincent Crisanti, Toronto Councillor

**Absent :** Maja Prentice, Mississauga Resident

**Technical Members:** **GTAA:** F. Donaldson, R. Connelly, L. McKee, D. Gray, K. Bochan, C. Woods, L. Hindocha, J. Forbes, B. Newman, **NAV Canada:** Sam Ghobrial, **Transport Canada:** Clifford Frank, Greg Cross; **City of Mississauga:** Karen Crouse, **City Of Brampton:** David Waters; **Pilot Community:** Brian Harkness.

**Secretariat:** K. Stefanazzi

**Also Present – Residents**

R. Boehnke, Toronto	M. Robitaille, Mississauga
S. Brikis, Toronto	G. Crymble, Mississauga
M. Evans, Toronto	J. Holmes, Bradford
L. Pressick, Toronto	C. Bejnar, Brampton
M. Fernandez, Mississauga (Malton)	R. Poersch, Brampton

**Attachments:** CENAC Information Update, June 26, 2012

**Next meeting:** September 11, 2013 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: B. Green; C. Gonsalves seconded.</i>
1.3	<i>Review, approval of April 3, 2013 Minutes: B. Maltby approved, C. Gonsalves seconded.</i>
1.4.0	<i>Matters Arising From Previous Meeting – April 3, 2013</i>

Item	Details
1.4.1	<ul style="list-style-type: none"><li>Action items arising from previous meeting were reviewed and can be found on the website.</li><li>B. Green questioned the current location that aircraft turn at using runway 33R and any impacts this might have on Brampton.<ul style="list-style-type: none"><li>S. Ghobrial responded that aircraft initiate their turn at 1,600 rather than 1,100 feet. This would bring the aircraft approximately half a mile north of its current location, having minimal impact on the communities of Brampton and Malton.</li></ul></li></ul>
<b>2.0</b>	<b>REGULAR ITEMS</b>
2.1	<b>CENAC Committee Information Update (handout was reviewed)</b>
2.2	<b>Pickering Airport Announcement</b> <ul style="list-style-type: none"><li>T. Lennox noted that on June 11, 2013 Minister Flaherty announced that the Pickering Lands have been dedicated for use as a national park, for economic development projects and for the development of an airport.</li><li>In 2008, the GTAA was engaged under contract by Transport Canada to conduct further work to assess the future need for an airport in Pickering. That work was completed and submitted to Transport Canada in March 2009, and released by Transport Canada to the public in 2011.</li><li>The GTAA does not have any commitment with the federal government to build the airport.</li></ul>
2.3	<b>Night Flight - Update</b> <ul style="list-style-type: none"><li>L. McKee stated on June 13, 2013, the GTAA received confirmation that Transport Canada approved changes to Toronto Pearson's night flight budget. A detailed copy of the presentation can be found at: <a href="#">Night Flight Operations</a></li><li>T. Lennox noted that the GTAA will be reporting all night time operations to both the CENAC and Consultative Committee, as this is a Transport Canada monitored program.</li><li>J. Van T' Hof stated that by 2030 the GTAA will reach a capacity of 62 million passengers and inquired how the GTAA determined this number.<ul style="list-style-type: none"><li>T. Lennox responded forecasts are largely determined by GDP growth, and the increase in passenger traffic.</li></ul></li><li>T. Rizzuto-Willan inquired whether the budget decreases in a year when there is no passenger growth.<ul style="list-style-type: none"><li>T. Lennox responded that the budget remains static in years there is no growth. For example, in 2001, the number of operations decreased at Toronto Pearson, but the budget stayed the same.</li></ul></li><li>B. Green asked if the GTAA can remove the military and police flights out of the night flight budget because it cannot be controlled but they are counted.<ul style="list-style-type: none"><li>L. McKee responded that the GTAA did explore this alternative, but it would not be enough to meet the growing demand. In addition, it is more difficult to audit and track.</li></ul></li><li>Questions arose about how the preferential runways are managed.</li></ul>

Item	Details
	<ul style="list-style-type: none"><li>• T. Lennox noted that Toronto Pearson uses preferential runways as much as possible depending on winds, type of aircraft and construction. A preferential runway review will also be included in the 5 year noise management plan.</li><li>• A resident from the Bayview/Eglinton area inquired who determined the night time operations as many international cities like Frankfurt, Germany have a curfew which is 11:00 p.m. to 7:00 a.m. They also wanted to know if the budget numbers include emergency operations and arrivals and departures.<ul style="list-style-type: none"><li>• T. Lennox responded that Toronto Pearson has always been a 24 hour airport but the number of operations between 12:30 a.m. and 6:30a.m. are limited by a budget cap that is monitored by Transport Canada. Other airports have different night restrictions depending on their requirements.</li><li>• It does include arrivals and departures requiring night flights due to uncontrollable reasons such as weather. Medevac and police are also included.</li><li>• R. Poersch noted that historically it's the land use policy of the Ontario government that has put many of these residential communities under the airspace.</li></ul></li></ul>
<b>2.4</b>	<b>Community Outreach - Update</b>
2.4.1	<ul style="list-style-type: none"><li>• R. Connelly noted that the GTAA has attended some resident association AGM meetings and festivals which included Rockwood and the Malton Community Festival.</li><li>• On June 15<sup>th</sup> the GTAA held its 6th annual Toronto Pearson Runway Run, an event where Toronto Pearson invites the community to participate in a 2 km. walk and 5 km. run on the Runway. This was the biggest event yet with 3,000 participants and raised over \$150,000.00.</li><li>• R. Connelly noted that on Saturday September 14, 2013, Toronto Pearson will be holding its 3rd annual Street Festival.</li></ul>
<b>2.5</b>	<b>Environment Services - Update</b>
2.5.1	<ul style="list-style-type: none"><li>• D. Gray noted that in 2003 and 2004, the GTAA prepared an Air Quality Study, and is currently in the process of putting out a Request for Proposal (RFP) for an Air Quality Study for 2011/2012 and modeling of future years.</li></ul>
	<b>Discussion Items</b>
<b>3.1</b>	<b>Toronto Pearson Airside Construction Program - Update</b>
	<ul style="list-style-type: none"><li>• J. Forbes and L. Hindocha provided an update on the 2013 Summer Construction Program. The full presentation can be found <a href="#">here</a>.</li><li>• T. Rizzuto-Willan inquired if the statistics that are provided in the information update as well as the statistics provided during the construction update reflect the new procedure of registering each complaint.<ul style="list-style-type: none"><li>○ L. Hindocha confirmed that all complaints are registered.</li></ul></li></ul>

Item	Details
3.2	<p data-bbox="285 275 786 310"><b>Noise Management Action Plan - Update</b></p> <ul data-bbox="337 344 1334 1056" style="list-style-type: none"><li data-bbox="337 344 1334 478">• Robyn Connelly stated that during the November 21, 2012 CENAC meeting, the GTAA presented a 5 year Noise Management Action plan, and as part of the plan a need was identified to review and revise the current reports to ensure that information is being communicated in the best way possible.</li><li data-bbox="337 489 1334 552">• The new Airport Noise Operating Management System (ANOMS 8) has increased the reporting capabilities.</li><li data-bbox="337 562 1334 625">• The presentation outlined a series of new reports that could be regularly produced for the committee.</li><li data-bbox="337 636 1334 982">• Feedback received from committee members for proposed Noise Reports includes:<ul data-bbox="431 705 1334 982" style="list-style-type: none"><li data-bbox="431 705 1334 768">○ Create a map of Federal Ridings and display noise complaints and callers by each riding.</li><li data-bbox="431 779 1334 810">○ Create a preferential runway utilization graph for the restricted hours.</li><li data-bbox="431 821 1334 884">○ Report using standardized time frames such as monthly, quarterly and annually.</li><li data-bbox="431 894 1334 926">○ Report on noise metric on a monthly basis.</li><li data-bbox="431 936 1334 982">○ Consider reporting ratios. For example, number of complaints per thousand movements.</li></ul></li><li data-bbox="337 993 1334 1056">• Revised reports will be available for the committee’s review at future meetings. The objective is to include a new reporting system for 2014.</li></ul>
4.0	<p data-bbox="285 1108 1334 1180"><b>Adjournment</b> - The next CENAC meeting is scheduled <b>for September 11, 2013</b> at 4 p.m. For additional information, please contact Kim Stefanazzi at (416) 776-3941.</p>