



# Minutes

**Date:** September 11, 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  
Tina Rizzuto-Willan, Mississauga Resident  
Johan Van T’ Hof, Toronto Resident  
Sheldon Rokin, Toronto Resident

**Absent :** Maja Prentice, Mississauga Resident  
Vincent Crisanti, Toronto Councillor  
Chris Fonseca, Mississauga Councillor  
Gordon Stewart, 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, **City of Mississauga:** Karen Crouse, **Pilot Community:** Brian Harkness (absent).

**Secretariat:** K. Stefanazzi

**Also Present – Residents** R. Boehnke, Toronto  
S. Brikis, Toronto  
M. Dwyer, Toronto  
R. Jacoby, Toronto  
R. Poersch, Brampton Resident

**Attachments:** CENAC Information Update, September 11, 2013

**Next meeting:** November 27, 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 moved and T. Rizzuto-Willan seconded.</i>
1.3	<i>Review, approval of June 26, 2013 Minutes:</i> T. Rizzuto-Willan requested to add the following comments under section 2.3 of the minutes: that GTAA staff clarify how preferential runways are managed and confirm whether a review of the preferential runways will be included in the 5 year Noise

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	Management Action Plan. <i>S. Rokin moved, T. Rizzuto-Willan seconded.</i>
1.4.0	<i>Matters Arising From Previous Meeting – June 26, 2013.</i>
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></ul>
<b>2.0</b>	<b>REGULAR ITEMS</b>
2.1	<b>CENAC Committee Information Update (handout was reviewed)</b>
2.2	<b>Community Outreach - Update</b>
2.2.1	<ul style="list-style-type: none"><li>R. Connelly stated the GTAA has partnered and sponsored two programs; Playing for Keeps and Arts for Children and Youth. These partnerships allow the GTAA to have a more direct, visible impact in the communities that surround the airport.</li><li>As parts of its outreach and education initiative, the GTAA has built a more robust tour program. Public tours are conducted on Wednesday evenings and Saturdays during the April – October time frame. As of September 2013, there were more than 67 tours bringing in greater than 1,200 residents.</li><li>R. Connelly reminded the committee that on Saturday, September 14, 2013, Toronto Pearson will be holding its 3rd annual Street Festival. More than 5,000 people have pre-registered for the event.</li></ul>
2.3	<b>Environment Services - Update</b>
2.3.1	<ul style="list-style-type: none"><li>D. Gray provided details on the July 8, 2013 storm and the impacts it had on Toronto Pearson.</li><li>T. Lennox noted Toronto Pearson has an extensive storm water management system. It is designed to capture storm water runoff from the airport, hold and treat it for contaminants and sediment and then release the water back into the creeks downstream.<ul style="list-style-type: none"><li>A recommendation was made to provide CENAC members with a tour of the storm water management system.</li></ul></li><li>D. Gray also gave a presentation on Climate Change Adaptation. The full presentation can be found at: <a href="#">Climate Change Adaptation</a></li></ul>
2.4	<b>Toronto Pearson Airside Construction Program - Update</b>
	<ul style="list-style-type: none"><li>L. Hindocha provided an update on the 2013 Summer Construction Program. The full presentation can be found at: <a href="#">Toronto Pearson Runway Closures</a></li></ul>
3.	<b>DISCUSSION ITEMS</b>
3.2	<b>Air Quality Study for the Greater Toronto Airports Authority</b>
	<ul style="list-style-type: none"><li>A presentation was made to the CENAC committee by Golder and Associates on the Air Quality Study for the Greater Toronto Airports Authority.</li><li>Presenter A. Barrett noted it has been ten years since the last Air Quality and Human Health Risk Assessment was conducted at Toronto Pearson.</li><li>The previous study, undertaken in 2000, forecast out to 2015. It is now 2013,</li></ul>

Item	Details
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passenger traffic has increased from the previous baseline and the airport is functioning more efficiently. An update of the previous work will be undertaken to assess local and regional air quality.

- The full presentation on the updated Air Quality Study can be found at: [Air Quality Study](#)
- R. Poersch inquired if the GTAA will be comparing the studies to determine if and how emissions have changed over the years.
  - A. Barrett responded yes, and that the previous study is available on the Toronto Pearson website for any members of the public to review.
- T. Rizzuto-Willan stated that the previous study showed highway emissions to be higher than those from Toronto Pearson.
  - A. Barrett responded that within the report a comparison will be made that looks at emission affects due to other sources and emissions affects due to the airport.
- J. Van T' Hof inquired what emission inventory is.
  - A. Barrett responded that in order to create an emission inventory, a list of potential sources is compiled, consumption and emission factors (e.g. grams per litre of fuel burned) are then applied which convert the consumption into emissions (e.g. grams per second, kg. per day, or whatever units are desired).
- J. Van T' Hof inquired if the GTAA and Golder Associates are looking at other airports and what they have done to improve the noise footprint.
  - T. Lennox responded that improving the footprint is the GTAA's responsibility, and one that will be discussed at CENAC.
- R. Connelly noted that in support of the Air Quality study, the GTAA will be forming a sub-committee. The sub-committee will include three members from CENAC, as well as residents from our neighbouring communities, members from local Boards of Health, and potentially representatives from the provincial and federal ministries of health and environment.

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#### 4.0 Public Comments

- R. Jacoby inquired if Nav Canada could provide an update to the CENAC committee on the GHG emissions saved as a result of the airspace review.
  - S. Ghobrial responded that Nav Canada has an obligation to assist its airline customers in fuel conservation, and will check to see if an update is available and report back.
- M. Dwyer stated that recent changes in the airspace has impacted her area and created an increase in aircraft noise.
- J. Van T' Hof noted that he lives at Yonge and Lawrence and experiences the same noise issues as resident M. Dwyer and inquired if Nav Canada has corridors whether the routes can be changed on a daily basis to "share the noise" between communities.
  - S. Ghobrial responded that Nav Canada follows International Civil Aviation Organization (ICAO) standards. He further stated that routing

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	<p>information is programmed in to aircraft and once it is coded and put into the aircraft it cannot be changed on a daily basis. For safety reasons, there is a requirement for consistency in procedures.</p> <ul style="list-style-type: none"><li>• R. Boehnke inquired what factors were considered during the airspace redesign.<ul style="list-style-type: none"><li>○ T. Lennox responded that changes were made to comply with international safety requirements.</li></ul></li><li>• A few residents commented that aircraft are becoming louder and are flying lower.<ul style="list-style-type: none"><li>○ T. Lennox responded that no changes have been made that would allow aircraft to fly lower. Aircraft on approach are required to follow a three degree glide slope.</li></ul></li><li>• S. Rokin indicated that he understood Nav Canada might be able to introduce arrival procedures that could alleviate some noise using glide landings.<ul style="list-style-type: none"><li>○ S. Ghobrial responded that noise might improve with continuous descent procedures. Using these procedures aircraft would fly at a more constant speed and slower rate of descent, reducing noise impacts and fuel burn. As the airlines update their aircraft, Nav Canada will be able to introduce these procedures.</li></ul></li><li>• S. Brikis stated he received an e-mail that the Federal Minister of Transport will be at the GTAA on September 19 to discuss night flights.<ul style="list-style-type: none"><li>○ T. Lennox responded that the GTAA have been advised and invited to the meeting with the Minister of Transport and local M.P.'s</li><li>○ T. Rizzuto-Willan inquired if CENAC members could attend.</li><li>○ T. Lennox responded that the meeting is being held by the Minister, who is coordinating the attendance.</li></ul></li></ul>
5.0	Webtrak - Update
	<ul style="list-style-type: none"><li>• R. Connelly noted that an e-mail was sent on September 6, 2013 that invited CENAC members to participate in the soft launch and testing of WebTrak with a plan for going live this fall.</li></ul>
6.0	<b>Adjournment</b> - Meeting is adjourned.
7.0	The next CENAC meeting is scheduled for <b>November 27, 2013</b> at 4 p.m. For additional information, please contact Kim Stefanazzi at (416) 776-3941.