



Transport Canada    Transports Canada

→ *Kerri  
c. Robyn.*

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Your file    Votre référence

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5140-1-157

April 29, 2013

Mr. Toby Lennox  
Vice President  
Strategy Development & Stakeholder Relations  
Greater Toronto Airports Authority  
P.O. Box 6031  
3111 Convair Drive  
Toronto AMF, ON L5P 1B2

Dear Mr. Lennox:

**RE: Community Environment Noise Advisory Committee (CENAC) –  
Tanya McCallion**

Thank you for your letter dated March 28, 2013 regarding the concerns raised by the above named Mississauga resident at your February 13, 2013 Community Environment Noise Committee Meeting (CENAC).

Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure, efficient and environmentally responsible transportation system.

Under the National Airports Policy announced in 1994, Transport Canada transferred the day-to-day operations of Toronto/Lester B. Pearson International Airport to the Greater Toronto Airports Authority in 1996. Among the many responsibilities transferred to the Greater Toronto Airports Authority was the responsibility for the management of noise at and in the vicinity of the airport.

Transport Canada has had no concerns with the method the GTAA used to record and report statistics on noise complaints, and believe that the GTAA's recent amendment to the noise complaint reporting procedures where all complaints will be recorded individually, might alleviate some of Ms. McCallion's concerns.

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Regarding the night flight program, as you are aware, the annual number of night-time flights the Airport Authority is able to grant is determined through a Letter Agreement between Transport Canada and the GTAA. Transport Canada evaluates this number every year and conducts annual oversight for compliance with the terms of the Letter Agreement. Transport Canada has to date found the GTAA to be in compliance with the terms of the Letter Agreement and is satisfied with the way the night flight program is being managed and documented by the GTAA.

Transport Canada considers our current regulatory oversight to be satisfactory, and conducting noise monitoring is outside of our mandated responsibilities.

As a suggestion, your organization may want to consider engaging the services of a third party to conduct an audit of your noise monitoring and reporting activities.

Thank you again for relaying Ms. McCallion's concerns to Transport Canada.

Regards,



Joseph M. Szwalek  
Regional Director, Civil Aviation  
Transport Canada  
Ontario Region